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**EVALUATION OF SAFETY PROGRAMS
WITH RESPECT TO THE CAUSES
OF GENERAL AVIATION ACCIDENTS.
VOLUME II. APPENDICES.**



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16. Abstract: The objective of this study was to determine the extent to which the FAA safety programs were aligned with the causes of general aviation accidents. The data base used in this study consisted of a total of 30,592 general aviation accident records compiled by the National Transportation Safety Board (NTSB) from 1971 through 1977. Analysis of these records was made with respect to NTSB-cited cause/factors. FAA programs implemented during the study time period and pertaining to safety were also included in this study. Conclusions of this study are: 1. No substantive change is required with respect to <u>mechanical</u> safety programs 2. Operating <u>environmental</u> safety programs have been effective in mitigating hazards. 3. Existing safety programs relating to <u>human error</u> need improvement in mitigating the <u>human error</u> oriented causes of accidents. Recommendations for further improvement of general aviation safety are: 1. Implementation of new investigative strategies for aircraft accidents, including non-fatal as well as fatal accidents; 2. Definition and development of the requirements for FAA safety related aviation data; 3. Creation of a comprehensive single-source data system; 4. Investigation of participation in safety programs by various system user groups.			
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APPENDIX A

INDIVIDUAL GENERAL AVIATION
SEGMENT DATA SUMMARIES

TABLE A-1.
GENERAL AVIATION SEGMENT DATA (1971-1977)

BUS-SEP

TOTAL ACCIDENTS 2,259
FATAL INJURIES 712
SERIOUS INJURIES 338
MINOR INJURIES 516

TOTAL COST (1000) \$244,545
(1974 DOLLARS)

<u>CAUSE FACTORS</u>	<u>FREQUENCY</u>	<u>ACCIDENT TYPE</u>	<u>FREQUENCY</u>
64*4Z	701	U	520
64*2Z	543	N	330
64*5Z	419	A	254
64*3Z	406	Q	197
64*1Z	311	M/1	128
64*6Z	294	G	118
68*3Z	139	J	102
64*7Z	114	H	99
74*KA	96	M/O	96
82*H	69	C	77
TOTAL FLIGHT HOURS	27,962,000		
AVERAGE ACTIVE AIRCRAFT	25,687		

TABLE A-2.
GENERAL AVIATION SEGMENT DATA (1971-1977)

BUS-MEP

TOTAL ACCIDENTS	652	TOTAL COST (1000)	\$127,332
FATAL INJURIES	365	(1974 DOLLARS)	
SERIOUS INJURIES	77		
MINOR INJURIES	115		

<u>CAUSE FACTORS</u>	<u>FREQUENCY</u>	<u>ACCIDENT TYPE</u>	<u>FREQUENCY</u>
64*3Z	173	U	136
64*4Z	145	N	81
64*2Z	101	C	75
64*5Z	93	A	47
68*3Z	71	F	42
64*6Z	66	E	37
64*1Z	62	Q	36
84*I	33	M/I	34
74*KA	31	M/O	29
64*7Z	28	G	28

TOTAL FLIGHT HOURS	10,517,000
AVERAGE ACTIVE AIRCRAFT	7,540

TABLE A-3.
GENERAL AVIATION SEGMENT DATA (1971-1977)

BUS-T/P

TOTAL ACCIDENTS 23
FATAL INJURIES 9
SERIOUS INJURIES 1
MINOR INJURIES 5

TOTAL COST (1000) \$4,510
(1974 DOLLARS)

<u>CAUSE FACTORS</u>	<u>FREQUENCY</u>	<u>ACCIDENT TYPE</u>	<u>FREQUENCY</u>
64*3Z	7	U	4
64*5Z	6	N	3
64*4Z	3	E	2
64*1Z	3	M/O	2
64*2Z	2	A	1
64*6Z	2	Q	1
75*00	2	M/I	1
74*KA	1	C	1
64*7Z	1	G	1
68*3Z	1	J	1

TOTAL FLIGHT HOURS Not available
AVERAGE ACTIVE AIRCRAFT " "

TABLE A-4.
GENERAL AVIATION SEGMENT DATA (1971-1977)

BUS-T/J

TOTAL ACCIDENTS 5
FATAL INJURIES 22
SERIOUS INJURIES 8
MINOR INJURIES 3

TOTAL COST (1000) \$8,034
(1974 DOLLARS)

<u>CAUSE FACTORS</u>	<u>FREQUENCY</u>	<u>ACCIDENT TYPE</u>	<u>FREQUENCY</u>
64*1Z	2	U	1
64*4Z	1	Q	1
64*3Z	1	G	1
64*2Z	1	J	1
64*5Z	1	J	1
64*6Z	1	RO	1
82*00	1	no other citations	
75*00	1		
80*BY	1		

TOTAL FLIGHT HOURS Not available
AVERAGE ACTIVE AIRCRAFT " "

TABLE A-5.
GENERAL AVIATION SEGMENT DATA (1971-1977)

BUS-RP

TOTAL ACCIDENTS	231	TOTAL COST (1000)	\$18,359
FATAL INJURIES	43	(1974 DOLLARS)	
SERIOUS INJURIES	46		
MINOR INJURIES	106		

<u>CAUSE FACTORS</u>	<u>FREQUENCY</u>	<u>ACCIDENT TYPE</u>	<u>FREQUENCY</u>
64*4Z	90	U	76
64*5Z	55	N	53
64*3Z	45	V	26
64*6Z	38	M/1	21
78*00	38	M/0	14
64*2Z	17	G	12
74*KA	17	I	9
68*3Z	15	S/0	7
64*1Z	14	6	5
84*7	7	S/1	

TOTAL FLIGHT HOURS	586,000
AVERAGE ACTIVE AIRCRAFT	356

TABLE A-6.
GENERAL AVIATION SEGMENT DATA (1971-1977)

BUS-RT

TOTAL ACCIDENTS 69
FATAL INJURIES 17
SERIOUS INJURIES 16
MINOR INJURIES 32

TOTAL COST (1000) \$8,412
(1974 DOLLARS)

<u>CAUSE FACTORS</u>	<u>FREQUENCY</u>	<u>ACCIDENT TYPE</u>	<u>FREQUENCY</u>
64*6Z	17	U	26
64*3Z	14	N	12
74*00	14	I	6
64*4Z	11	6	6
64*2Z	11	M/1	5
78*00	8	G	4
64*5Z	7	M/0	3
64*1Z	5	W	3
68*3Z	4	A	1
84*G	4	S/0	1

TOTAL FLIGHT HOURS Not available
AVERAGE ACTIVE AIRCRAFT " "

TABLE A-7.
GENERAL AVIATION SEGMENT DATA (1971-1977)

CORP-SEP

TOTAL ACCIDENTS	178	TOTAL COST (1000) \$15,859
FATAL INJURIES	45	(1974 DOLLARS)
SERIOUS INJURIES	28	
MINOR INJURIES	33	

<u>CAUSE FACTORS</u>	<u>FREQUENCY</u>	<u>ACCIDENT TYPE</u>	<u>FREQUENCY</u>
64*4Z	52	U	43
64*5Z	37	A	26
64*3Z	29	N	25
64*2Z	24	Q	23
64*1Z	22	G	9
64*6Z	20	H	9
68*3Z	13	J	7
74*00	10	C	6
82*H	6	L/O	5
74*KA	6	M/O	4
TOTAL FLIGHT HOURS	2,117,000		
AVERAGE ACTIVE AIRCRAFT	1,243		

TABLE A-8.
GENERAL AVIATION SEGMENT DATA (1971-1977)

CORP-MEP

TOTAL ACCIDENTS	335	TOTAL COST (1000) \$64,738
FATAL INJURIES	187	(1974 DOLLARS)
SERIOUS INJURIES	47	
MINOR INJURIES	75	

<u>CAUSE FACTORS</u>	<u>FREQUENCY</u>	<u>ACCIDENT TYPE</u>	<u>FREQUENCY</u>
64*3Z	97	U	57
64*2Z	58	N	38
64*4Z	52	C	31
64*5Z	43	F	31
68*3Z	40	A	27
64*1Z	35	E	22
64*6Z	34	G	19
70*CB	22	M/O	16
74*KA	17	J	14
74*00	14	Q	13
TOTAL FLIGHT HOURS	8,741,000		
AVERAGE ACTIVE AIRCRAFT	4,125		

TABLE A-9.
GENERAL AVIATION SEGMENT DATA (1971-1977)

CORP-T/P

TOTAL ACCIDENTS	95	TOTAL COST (1000)	\$38,032
FATAL INJURIES	80	(1974 DOLLARS)	
SERIOUS INJURIES	21		
MINOR INJURIES	16		

<u>CAUSE FACTORS</u>	<u>FREQUENCY</u>	<u>ACCIDENT TYPE</u>	<u>FREQUENCY</u>
64*3Z	35	U	15
64*4Z	18	N	13
64*5Z	14	C	10
68*3Z	13	F	10
64*2Z	11	A	8
75*00	7	G	6
70*CB	6	M/O	6
64*1Z	5	R/O	4
74*00	5	M/1	3
64*6Z	4	S/O	3

TOTAL FLIGHT HOURS	5,233,000
AVERAGE ACTIVE AIRCRAFT	1,639

TABLE A-10
GENERAL AVIATION SEGMENT DATA (1971-1977)

CORP-T/J

TOTAL ACCIDENTS 51
FATAL INJURIES 57
SERIOUS INJURIES 26
MINOR INJURIES 27

TOTAL COST (1000) \$41,159
(1974 DOLLARS)

<u>CAUSE FACTORS</u>	<u>FREQUENCY</u>	<u>ACCIDENT TYPE</u>	<u>FREQUENCY</u>
64*3Z	21	N	12
64*4Z	12	A	7
64*2Z	9	C	5
64*6Z	6	J	5
80*00	6	M/O	5
80*BY	5	U	4
64*1Z	3	M/I	4
74*00	3	G	3
84*G	2	K	2
70*00	1	H	1

TOTAL FLIGHT HOURS 4,296,000
AVERAGE ACTIVE AIRCRAFT 1,284

TABLE A-11.
GENERAL AVIATION SEGMENT DATA (1971-1977)

CORP-RP

TOTAL ACCIDENTS	47	TOTAL COST (1000)	\$3,146
FATAL INJURIES	7	(1974 DOLLARS)	
SERIOUS INJURIES	10		
MINOR INJURIES	21		

<u>CAUSE FACTORS</u>	<u>FREQUENCY</u>	<u>ACCIDENT TYPE</u>	<u>FREQUENCY</u>
64*4Z	17	U	16
64*3Z	10	N	7
64*6Z	7	I	5
74*KA	5	G	4
78*00	5	W	4
64*5Z	4	M/1	4
64*1Z	3	V	3
74*AC	3	6	2
68*3Z	2	M/O	1
74*00	1	Q	1

TOTAL FLIGHT HOURS	Not available
AVERAGE ACTIVE AIRCRAFT	" "

TABLE A-12.
GENERAL AVIATION SEGMENT DATA (1971-1977)

CORP-RT

TOTAL ACCIDENTS 31
FATAL INJURIES 9
SERIOUS INJURIES 4
MINOR INJURIES 7

TOTAL COST (1000) \$4,139
(1974 DOLLARS)

<u>CAUSE FACTORS</u>	<u>FREQUENCY</u>	<u>ACCIDENT TYPE</u>	<u>FREQUENCY</u>
64*4Z	12	U	9
64*6Z	9	N	6
64*5Z	6	M/O	4
64*3Z	5	G	3
64*2Z	3	L/O	2
74*00	3	M/I	2
78*00	3	H	1
64*1Z	2	W	1
74*KA	2	V	1
68*3Z	1	I	1

TOTAL FLIGHT HOURS 998,000
AVERAGE ACTIVE AIRCRAFT 360

TABLE A-13.
GENERAL AVIATION SEGMENT DATA (1971-1977)

PER-SEP

TOTAL ACCIDENTS	15,059	TOTAL COST (1000)	\$1,776,607
FATAL INJURIES	5,158	(1974 DOLLARS)	
SERIOUS INJURIES	2,784		
MINOR INJURIES	4,331		

<u>CAUSE FACTORS</u>	<u>FREQUENCY</u>	<u>ACCIDENT TYPE</u>	<u>FREQUENCY</u>
64*4Z	5,634	U	3413
64*2Z	3,387	N	2103
64*1Z	2,519	A	2069
64*6Z	2,374	Q	1633
64*3Z	2,367	G	934
64*5Z	2,326	J	902
64*7Z	743	M/1	672
74*KA	673	M/O	596
68*3Z	667	H	586
82*H	320	K	486

TOTAL FLIGHT HOURS	54,436,000
AVERAGE ACTIVE AIRCRAFT	74,485

TABLE A-14.
GENERAL AVIATION SEGMENT DATA (1971-1977)

PER-MEP

TOTAL ACCIDENTS	1,228	TOTAL COST (1000) \$321,103
FATAL INJURIES	936	(1974 DOLLARS)
SERIOUS INJURIES	265	
MINOR INJURIES	283	

<u>CAUSE FACTORS</u>	<u>FREQUENCY</u>	<u>ACCIDENT TYPE</u>	<u>FREQUENCY</u>
64*3Z	320	U	297
64*4Z	261	N	144
64*2Z	235	C	126
64*5Z	189	M/1	79
64*6Z	147	A	77
64*1Z	147	F	76
68*3Z	93	Q	64
64*7Z	87	G	58
74*KA	66	J	57
70*CB	56	M/O	57
TOTAL FLIGHT HOURS	3,002,000		
AVERAGE ACTIVE AIRCRAFT	2,834		

TABLE A-15.
GENERAL AVIATION SEGMENT DATA (1971-1977)

PER-T/P

TOTAL ACCIDENTS 20
FATAL INJURIES 42
SERIOUS INJURIES 6
MINOR INJURIES 7

TOTAL COST (1000) \$16,771
(1974 DOLLARS)

<u>CAUSE FACTORS</u>	<u>FREQUENCY</u>	<u>ACCIDENT TYPE</u>	<u>FREQUENCY</u>
64*3Z	9	U	7
64*5Z	7	N	4
64*6Z	5	M/O	2
64*2Z	5	A	1
64*1Z	3	M/I	1
74*KA	2	C	1
64*4Z	2	G	1
64*7Z	1	R/O	1
68*3Z	1	K	1
80*00	1	F	1

TOTAL FLIGHT HOURS Not available
AVERAGE ACTIVE AIRCRAFT " "

TABLE A-16.
GENERAL AVIATION SEGMENT DATA (1971-1977)

PER-T/J

TOTAL ACCIDENTS 10
FATAL INJURIES 5
SERIOUS INJURIES 1
MINOR INJURIES 1

TOTAL COST (1000) \$3,054
(1974 DOLLARS)

<u>CAUSE FACTORS</u>	<u>FREQUENCY</u>	<u>ACCIDENT TYPE</u>	<u>FREQUENCY</u>
64*6Z	4	K	3
64*3Z	4	U	2
64*4Z	2	M/1	1
64*2Z	2	C	1
64*1Z	1	M/O	1
74*KA	1	Ø	1
74*00	1	No other citations	
82*00	1		
75*00	1		
80*00	1		

TOTAL FLIGHT HOURS Not available
AVERAGE ACTIVE AIRCRAFT " "

TABLE A-17.
GENERAL AVIATION SEGMENT DATA (1971-1977)

PER-RP

TOTAL ACCIDENTS	222	TOTAL COST (1000)	\$12,097
FATAL INJURIES	24	(1974 DOLLARS)	
SERIOUS INJURIES	42		
MINOR INJURIES	77		

<u>CAUSE FACTORS</u>	<u>FREQUENCY</u>	<u>ACCIDENT TYPE</u>	<u>FREQUENCY</u>
64*4Z	116	U	63
64*6Z	55	N	31
64*3Z	41	G	28
64*5Z	36	M/O	20
78*00	34	V	19
64*1Z	22	I	18
74*KA	19	M/1	17
68*3Z	18	6	7
64*22	16	S/O	4
74*00	5	A	4

TOTAL FLIGHT HOURS	124,000
AVERAGE ACTIVE AIRCRAFT	339

TABLE A-18.
GENERAL AVIATION SEGMENT DATA (1971-1977)

PER-RT

TOTAL ACCIDENTS	26	TOTAL COST (1000) \$4,261
FATAL INJURIES	10	(1974 DOLLARS)
SERIOUS INJURIES	4	
MINOR INJURIES	5	

<u>CAUSE FACTORS</u>	<u>FREQUENCY</u>	<u>ACCIDENT TYPE</u>	<u>FREQUENCY</u>
64*4Z	9	U	8
64*6Z	9	N	4
74*KA	5	M/O	4
64*3Z	4	G	2
64*2Z	4	W	2
74*00	3	A	1
78*00	2	P	1
64*5Z	1	RO	1
64*1Z	1	I	1
68*3Z	1	V	1
TOTAL FLIGHT HOURS	Not available		
AVERAGE ACTIVE AIRCRAFT	" "		

TABLE A-19.
GENERAL AVIATION SEGMENT DATA (1971-1977)

AA-SEP

TOTAL ACCIDENTS	2,660	TOTAL COST (1000)	\$109,263
FATAL INJURIES	273	(1974 DOLLARS)	
SERIOUS INJURIES	317		
MINOR INJURIES	353		

<u>CAUSE FACTORS</u>	<u>FREQUENCY</u>	<u>ACCIDENT TYPE</u>	<u>FREQUENCY</u>
64*5Z	562	U	801
64*6Z	424	N	736
64*4Z	378	Q	506
64*3Z	347	A	218
64*2Z	212	M/O	94
74*KA	182	H	71
68*3Z	173	M/I	37
64*1Z	155	Ø	33
74*00	124	L/O	30
84*7	58	E	28

TOTAL FLIGHT HOURS	11,642,000
AVERAGE ACTIVE AIRCRAFT	5,812

TABLE A-20.
GENERAL AVIATION SEGMENT DATA (1971-1977)

AA-MEP

TOTAL ACCIDENTS 29
FATAL INJURIES 28
SERIOUS INJURIES 3
MINOR INJURIES 2

TOTAL COST (1000) \$9,965
(1974 DOLLARS)

<u>CAUSE FACTORS</u>	<u>FREQUENCY</u>	<u>ACCIDENT TYPE</u>	<u>FREQUENCY</u>
64*3Z	8	U	7
64*5Z	7	N	4
64*6Z	5	Q	4
68*3Z	4	A	3
64*2Z	3	M/O	2
64*4Z	3	M/I	1
74*00	3	R/O	1
70*00	3	J	1
64*1Z	2	H	1
84*7	1	L/2	1

TOTAL FLIGHT HOURS 330,000
AVERAGE ACTIVE AIRCRAFT 265

TABLE A-21.
GENERAL AVIATION SEGMENT DATA (1971-1977)

AA-T/P

TOTAL ACCIDENTS	4	TOTAL COST (1000)	\$948
FATAL INJURIES	3	(1974 DOLLARS)	
SERIOUS INJURIES	1		
MINOR INJURIES	0		

<u>CAUSE FACTORS</u>	<u>FREQUENCY</u>	<u>ACCIDENT TYPE</u>	<u>FREQUENCY</u>
64*4Z	3	M/O	2
74*00	1	A	1
		Q	1
No other citations		No other citations	

TOTAL FLIGHT HOURS	Not available
AVERAGE ACTIVE AIRCRAFT	" "

TABLE A-22.
GENERAL AVIATION SEGMENT DATA (1971-1977)

AA-T/J

TOTAL ACCIDENTS	0	TOTAL COST (1000)	0
FATAL INJURIES	0	(1974 DOLLARS)	
SERIOUS INJURIES	0		
MINOR INJURIES	0		

<u>CAUSE FACTORS</u>	<u>FREQUENCY</u>	<u>ACCIDENT TYPE</u>	<u>FREQUENCY</u>
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NO ACCIDENTS

TOTAL FLIGHT HOURS	Not available
AVERAGE ACTIVE AIRCRAFT	" "

TABLE A-23.
GENERAL AVIATION SEGMENT DATA (1971-1977)

AA-RP

TOTAL ACCIDENTS	456	TOTAL COST (1000)	\$14,439
FATAL INJURIES	21	(1974 DOLLARS)	
SERIOUS INJURIES	54		
MINOR INJURIES	77		

<u>CAUSE FACTORS</u>	<u>FREQUENCY</u>	<u>ACCIDENT TYPE</u>	<u>FREQUENCY</u>
64*5Z	138	U	164
64*4Z	125	N	137
64*3Z	92	M/1	39
64*6Z	87	M/O	38
78*00	51	V	31
74*KA	39	G	9
68*3Z	16	S/O	9
64*2Z	13	I	9
74*AC	12	R/O	4
84*7	11	Q	4

TOTAL FLIGHT HOURS	981,000
AVERAGE ACTIVE AIRCRAFT	499

TABLE A-24.
GENERAL AVIATION SEGMENT DATA (1971-1977)

AA-RT

TOTAL ACCIDENTS 18
FATAL INJURIES 1
SERIOUS INJURIES 3
MINOR INJURIES 4

TOTAL COST (1000) \$1,160
(1974 DOLLARS)

<u>CAUSE FACTORS</u>	<u>FREQUENCY</u>	<u>ACCIDENT TYPE</u>	<u>FREQUENCY</u>
64*5Z	6	U	8
74*KA	3	N	6
64*4Z	2	M/1	1
64*3Z	2	M/O	1
74*00	2	P	1
64*2Z	1	V	1
64*6Z	1	No other citations	
64*7Z	1		
78*00	1		
84*00	1		

TOTAL FLIGHT HOURS Not available
AVERAGE ACTIVE AIRCRAFT " "

TABLE A-25.
GENERAL AVIATION SEGMENT DATA (1971-1977)

INST-SEP

TOTAL ACCIDENTS	3,873	TOTAL COST (1000)	\$196,662
FATAL INJURIES	533	(1974 DOLLARS)	
SERIOUS INJURIES	395		
MINOR INJURIES	696		

<u>CAUSE FACTORS</u>	<u>FREQUENCY</u>	<u>ACCIDENT TYPE</u>	<u>FREQUENCY</u>
64*4Z	2,659	A	877
64*3Z	931	U	786
64*5Z	573	G	633
64*2Z	515	Q	328
64*6Z	498	N	320
64*1Z	454	J	165
68*3Z	223	K	149
74*KA	144	H	137
84*H	104	L/O	110
74*00	58	M/O	66

TOTAL FLIGHT HOURS	33,830,000
AVERAGE ACTIVE AIRCRAFT	11,678

TABLE A-26.
GENERAL AVIATION SEGMENT DATA (1971-1977)

INST-MEP

TOTAL ACCIDENTS	176	TOTAL COST (1000)	\$26,097
FATAL INJURIES	72	(1974 DOLLARS)	
SERIOUS INJURIES	18		
MINOR INJURIES	36		

<u>CAUSE FACTORS</u>	<u>FREQUENCY</u>	<u>ACCIDENT TYPE</u>	<u>FREQUENCY</u>
64*3Z	94	U	54
64*4Z	64	F	24
68*3Z	24	G	17
64*5Z	22	Q	16
64*1Z	20	C	13
64*2Z	18	E	12
64*6Z	17	A	9
74*KA	16	N	4
70*CB	8	J	4
70*CM	7	H	4

TOTAL FLIGHT HOURS	1,236,000
AVERAGE ACTIVE AIRCRAFT	617

TABLE A-27.
GENERAL AVIATION SEGMENT DATA (1971-1977)

INST-T/P

TOTAL ACCIDENTS	7	TOTAL COST (1000)	\$2,534
FATAL INJURIES	5	(1974 DOLLARS)	
SERIOUS INJURIES	1		
MINOR INJURIES	2		

<u>CAUSE FACTORS</u>	<u>FREQUENCY</u>	<u>ACCIDENT TYPE</u>	<u>FREQUENCY</u>
64*4Z	7	U	3
64*3Z	6	A	1
64*1Z	1	Q	1
74*KA	1	C	1
68*3Z	1	G	1
74*00	1	No other citations	
No other citations			

TOTAL FLIGHT HOURS	Not available
AVERAGE ACTIVE AIRCRAFT	" "

TABLE A-28.
GENERAL AVIATION SEGMENT DATA (1971-1977)

INST-T/J

TOTAL ACCIDENTS 5
FATAL INJURIES 10
SERIOUS INJURIES 0
MINOR INJURIES 0

TOTAL COST (1000) \$5,800
(1974 DOLLARS)

<u>CAUSE FACTORS</u>	<u>FREQUENCY</u>	<u>ACCIDENT TYPE</u>	<u>FREQUENCY</u>
64*4Z	3	U	1
64*3Z	1	A	1
64*5Z	1	M/1	1
64*1Z	1	L/O	1
74*KA	1	6	1
75*00	1	No other citations	
No other citations			

TOTAL FLIGHT HOURS Not available
AVERAGE ACTIVE AIRCRAFT " "

TABLE A-29.
GENERAL AVIATION SEGMENT DATA (1971-1977)

INST-RP

TOTAL ACCIDENTS	168	TOTAL COST (1000)	\$4,232
FATAL INJURIES	6	(1974 DOLLARS)	
SERIOUS INJURIES	13		
MINOR INJURIES	34		

<u>CAUSE FACTORS</u>	<u>FREQUENCY</u>	<u>ACCIDENT TYPE</u>	<u>FREQUENCY</u>
64*4Z	131	G	51
64*3Z	77	U	38
64*6Z	50	I	20
64*2Z	16	M/1	14
74*KA	11	N	12
64*5Z	10	M/O	9
78*00	9	V	5
68*3Z	7	S/1	5
74*00	3	H	4
70*CA	3	A	2

TOTAL FLIGHT HOURS	402,000
AVERAGE ACTIVE AIRCRAFT	196

TABLE A-30.
GENERAL AVIATION SEGMENT DATA (1971-1977)

INST-RT

TOTAL ACCIDENTS	23	TOTAL COST (1000)	\$862
FATAL INJURIES	0	(1974 DOLLARS)	
SERIOUS INJURIES	4		
MINOR INJURIES	7		

<u>CAUSE FACTORS</u>	<u>FREQUENCY</u>	<u>ACCIDENT TYPE</u>	<u>FREQUENCY</u>
64*4Z	11	G	14
64*3Z	11	N	3
64*6Z	8	I	3
64*2Z	3	U	1
78*00	3	M/1	1
64*5Z	1	V	1
64*1Z	1	No other citations	
74*00	1		
70*00	1		
84*00	1		

TOTAL FLIGHT HOURS	Not available
AVERAGE ACTIVE AIRCRAFT	" "

TABLE A-31.
GENERAL AVIATION SEGMENT DATA (1971-1977)

AT-SEP

TOTAL ACCIDENTS	482	TOTAL COST (1000)	\$65,362
FATAL INJURIES	191	(1974 DOLLARS)	
SERIOUS INJURIES	99		
MINOR INJURIES	130		

<u>CAUSE FACTORS</u>	<u>FREQUENCY</u>	<u>ACCIDENT TYPE</u>	<u>FREQUENCY</u>
64*2Z	137	N	118
64*4Z	111	U	93
64*3Z	90	A	50
64*5Z	73	Q	44
64*1Z	69	H	27
64*6Z	66	M/O	25
68*3Z	31	J	21
74*KA	15	G	16
74*00	13	M/1	16
82*H	9	K	12

TOTAL FLIGHT HOURS	5,987,000
AVERAGE ACTIVE AIRCRAFT	1,982

TABLE A-32.
GENERAL AVIATION SEGMENT DATA (1971-1977)

AT-MEP

TOTAL ACCIDENTS	517	TOTAL COST (1000) \$135,972
FATAL INJURIES	394	(1974 DOLLARS)
SERIOUS INJURIES	126	
MINOR INJURIES	168	

<u>CAUSE FACTORS</u>	<u>FREQUENCY</u>	<u>ACCIDENT TYPE</u>	<u>FREQUENCY</u>
64*3Z	149	U	100
64*4Z	119	N	73
64*2Z	103	A	59
64*5Z	90	M/O	43
68*3Z	75	C	26
64*6Z	46	E	26
64*1Z	44	F	24
74*00	26	Q	22
70*CB	22	R/O	19
74*KA	16	M/I	17
TOTAL FLIGHT HOURS	8,630,000		
AVERAGE ACTIVE AIRCRAFT	2,590		

TABLE A-33.
GENERAL AVIATION SEGMENT DATA (1971-1977)

AT-T/P

TOTAL ACCIDENTS 67
FATAL INJURIES 107
SERIOUS INJURIES 42
MINOR INJURIES 24

TOTAL COST (1000) \$40,363
(1974 DOLLARS)

<u>CAUSE FACTORS</u>	<u>FREQUENCY</u>	<u>ACCIDENT TYPE</u>	<u>FREQUENCY</u>
64*3Z	19	Q	8
64*4Z	13	M/O	8
64*2Z	13	C	7
64*1Z	9	A	6
68*3Z	9	U	5
64*5Z	7	N	5
70*CB	6	G	4
74*00	5	L/O	3
82*00	5	K	2
64*6Z	4	F	2

TOTAL FLIGHT HOURS 2,756,000
AVERAGE ACTIVE AIRCRAFT 328

TABLE A-34.
GENERAL AVIATION SEGMENT DATA (1971-1977)

AT-T/J

TOTAL ACCIDENTS 17
FATAL INJURIES 23
SERIOUS INJURIES 3
MINOR INJURIES 0

TOTAL COST (1000) \$13,926
(1974 DOLLARS)

<u>CAUSE FACTORS</u>	<u>FREQUENCY</u>	<u>ACCIDENT TYPE</u>	<u>FREQUENCY</u>
64*4Z	3	U	2
64*3Z	3	A	2
64*2Z	3	N	2
64*6Z	3	J	2
64*1Z	2	M/O	2
68*3Z	1	Q	1
74*00	1	M/I	1
64*5Z	1	R/O	1
75*00	1	K	1
80*00	1	E	1

TOTAL FLIGHT HOURS 816,000
AVERAGE ACTIVE AIRCRAFT 138

TABLE A-35.
GENERAL AVIATION SEGMENT DATA (1971-1977)

AT-RP

TOTAL ACCIDENTS	97	TOTAL COST (1000)	\$10,173
FATAL INJURIES	27	(1974 DOLLARS)	
SERIOUS INJURIES	12		
MINOR INJURIES	50		

<u>CAUSE FACTORS</u>	<u>FREQUENCY</u>	<u>ACCIDENT TYPE</u>	<u>FREQUENCY</u>
64*4Z	50	U	34
64*3Z	18	N	14
78*00	17	V	11
64*5Z	14	G	8
64*6Z	14	M/1	7
64*2Z	10	M/O	5
74*KA	8	I	5
68*3Z	6	S/O	3
74*AC	5	K	3
74*00	4	L2	2

TOTAL FLIGHT HOURS	548,000
AVERAGE ACTIVE AIRCRAFT	188

TABLE A-36.
GENERAL AVIATION SEGMENT DATA (1971-1977)

AT-RT

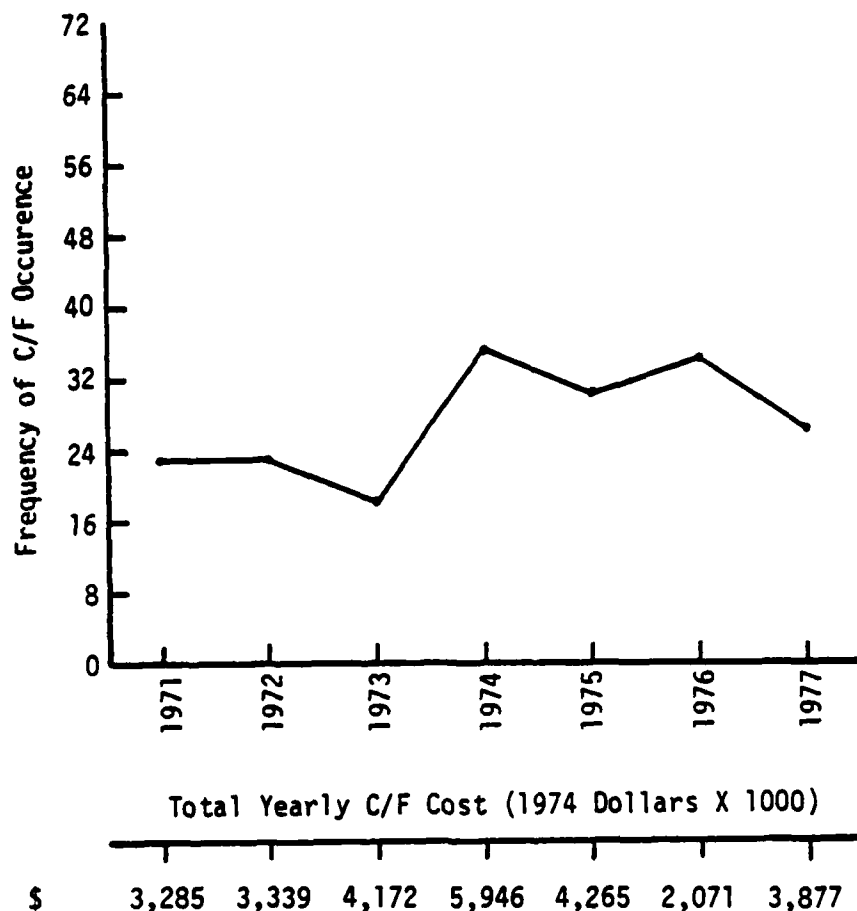
TOTAL ACCIDENTS	161	TOTAL COST (1000) \$45,687
FATAL INJURIES	116	(1974 DOLLARS)
SERIOUS INJURIES	61	
MINOR INJURIES	94	

<u>CAUSE FACTORS</u>	<u>FREQUENCY</u>	<u>ACCIDENT TYPE</u>	<u>FREQUENCY</u>
64*4Z	45	U	36
64*3Z	33	N	33
64*2Z	32	I	18
64*5Z	29	V	17
78*00	24	M/1	16
64*61	21	M/O	13
74*00	16	G	10
64*12	11	S/O	6
74*KA	9	6	4
64*7Z	7	W	2

TOTAL FLIGHT HOURS	2,757,000
AVERAGE ACTIVE AIRCRAFT	564

APPENDIX B

DATA PERTAINING TO THE
BUSINESS, SINGLE- AND MULTI-ENGINE PISTON
SUBPOPULATION



TOTAL ASSOCIATED FATALITIES 173

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 846

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . 34

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 880

TOTAL ASSOCIATED COST AS CAUSE. \$26,359

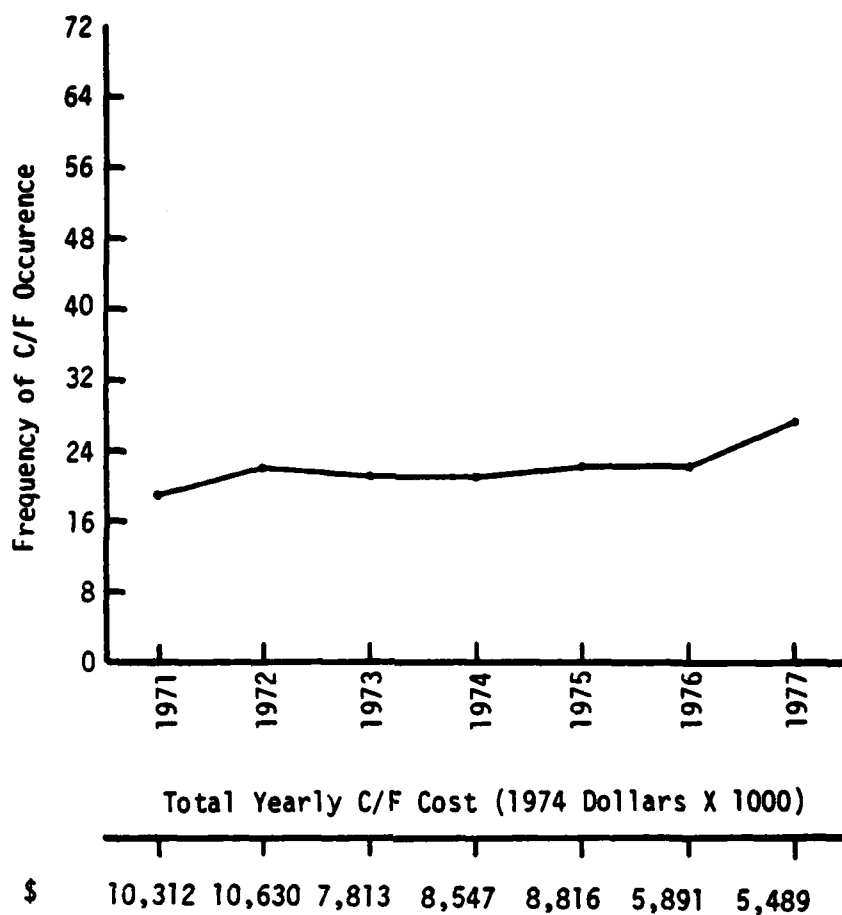
TOTAL ASSOCIATED COST AS FACTOR \$ 596

TOTAL ASSOCIATED COST AS BOTH \$26,955

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 104, 106, 107, 108, 109, 111
115, 214, 218, 220, 221
503, 504

FIGURE B-1.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: BUS 64*42



TOTAL ASSOCIATED FATALITIES 454

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 641

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . . 53

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 694

TOTAL ASSOCIATED COST AS CAUSE. . . . \$55,221

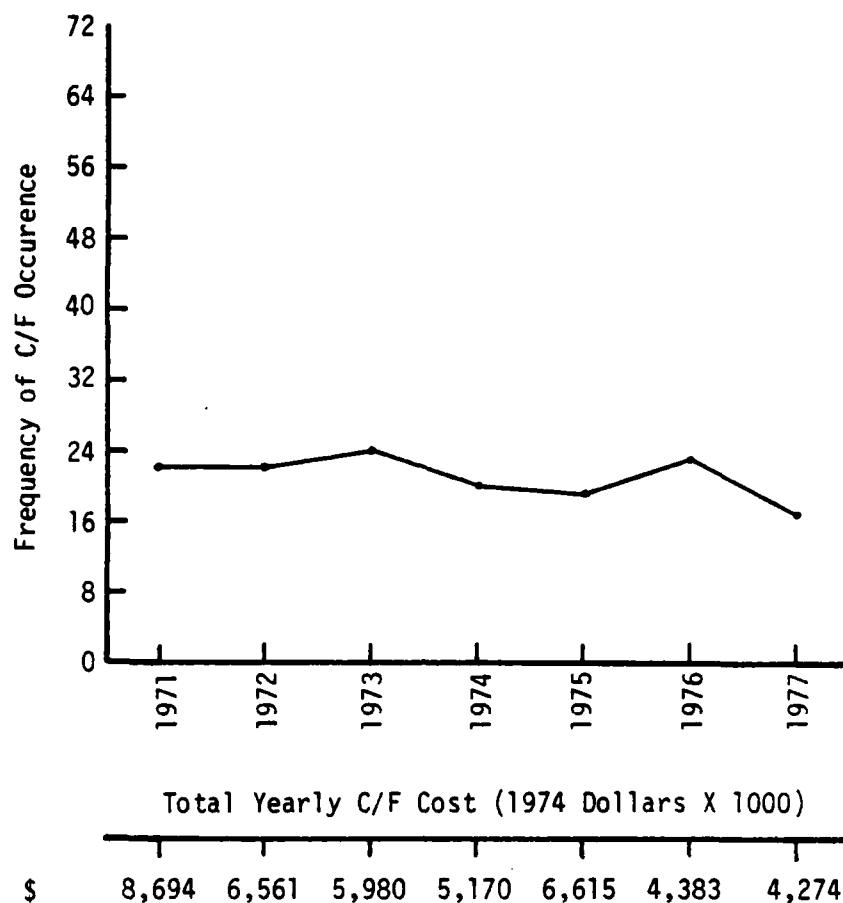
TOTAL ASSOCIATED COST AS FACTOR . . . \$ 2,277

TOTAL ASSOCIATED COST AS BOTH \$57,498

DIRECTLY ALIGNED SAFETY PROGRAMS. . . .None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . .101, 221, 302, 412

FIGURE B-2.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: BUS 64*2Z



TOTAL ASSOCIATED FATALITIES 344

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 612

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . 123

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 735

TOTAL ASSOCIATED COST AS CAUSE. \$36,625

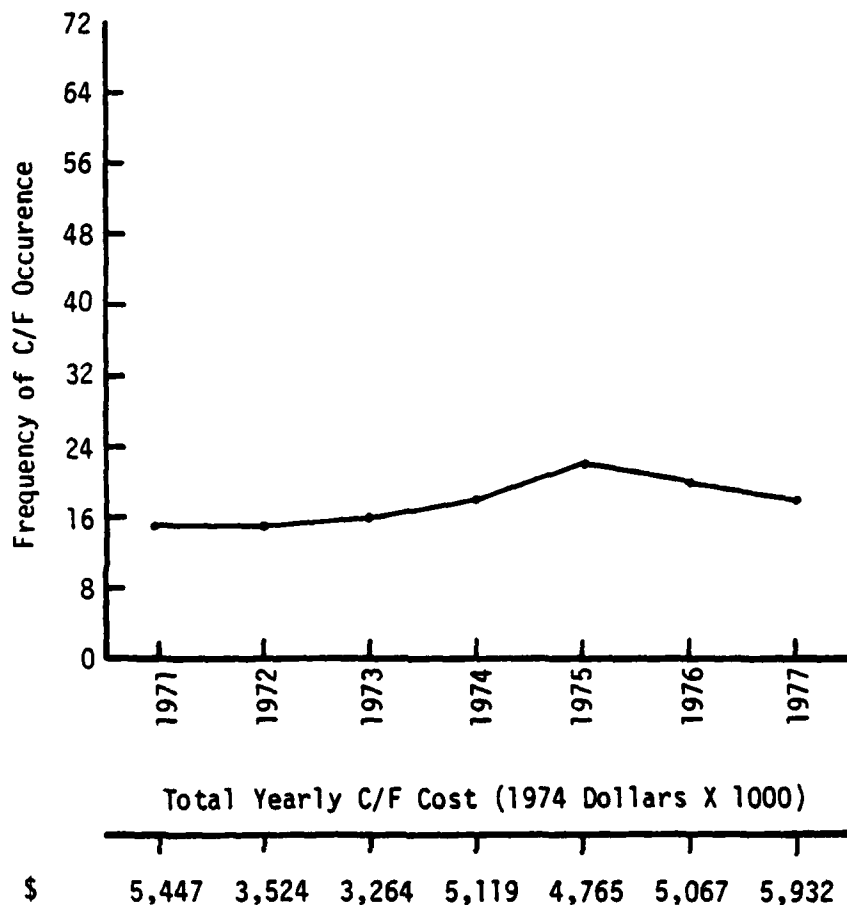
TOTAL ASSOCIATED COST AS FACTOR \$ 5,052

TOTAL ASSOCIATED COST AS BOTH \$41,677

DIRECTLY ALIGNED SAFETY PROGRAMS None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 101, 221, 302, 412

FIGURE B-3.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: BUS 64*3Z



TOTAL ASSOCIATED FATALITIES 158

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 612

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . . 54

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 666

TOTAL ASSOCIATED COST AS CAUSE. \$30,086

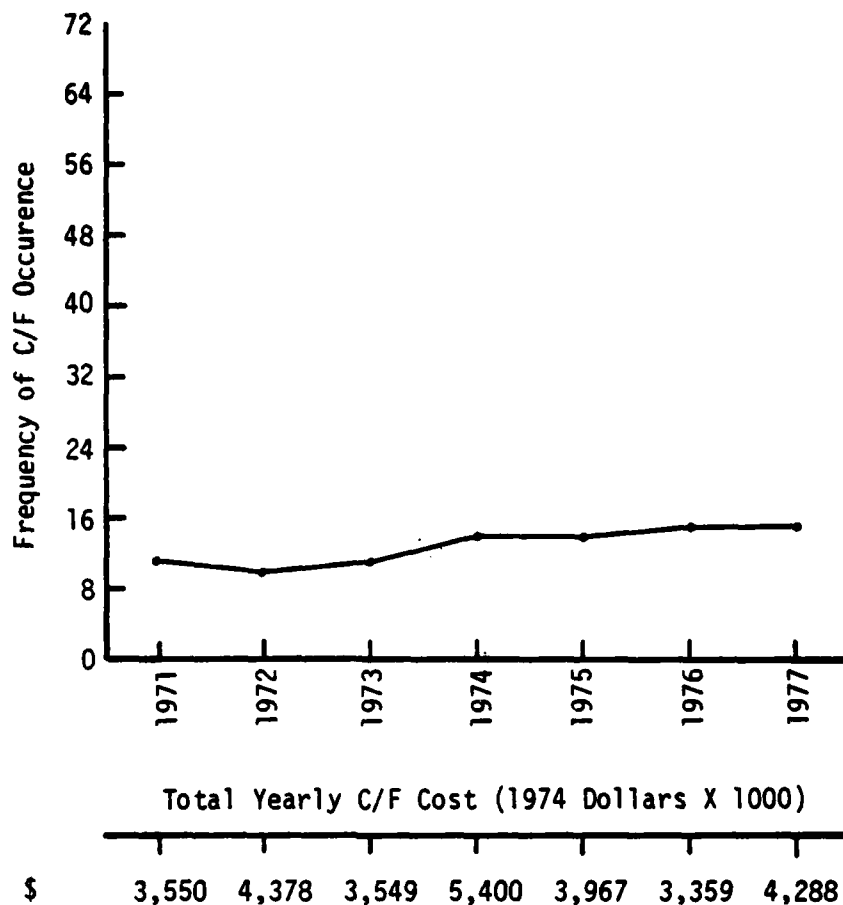
TOTAL ASSOCIATED COST AS FACTOR \$ 3,032

TOTAL ASSOCIATED COST AS BOTH \$33,118

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 104, 206

FIGURE B-4.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: BUS 64*5Z



TOTAL ASSOCIATED FATALITIES 239

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 373

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . . 98

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 471

TOTAL ASSOCIATED COST AS CAUSE. \$24,245

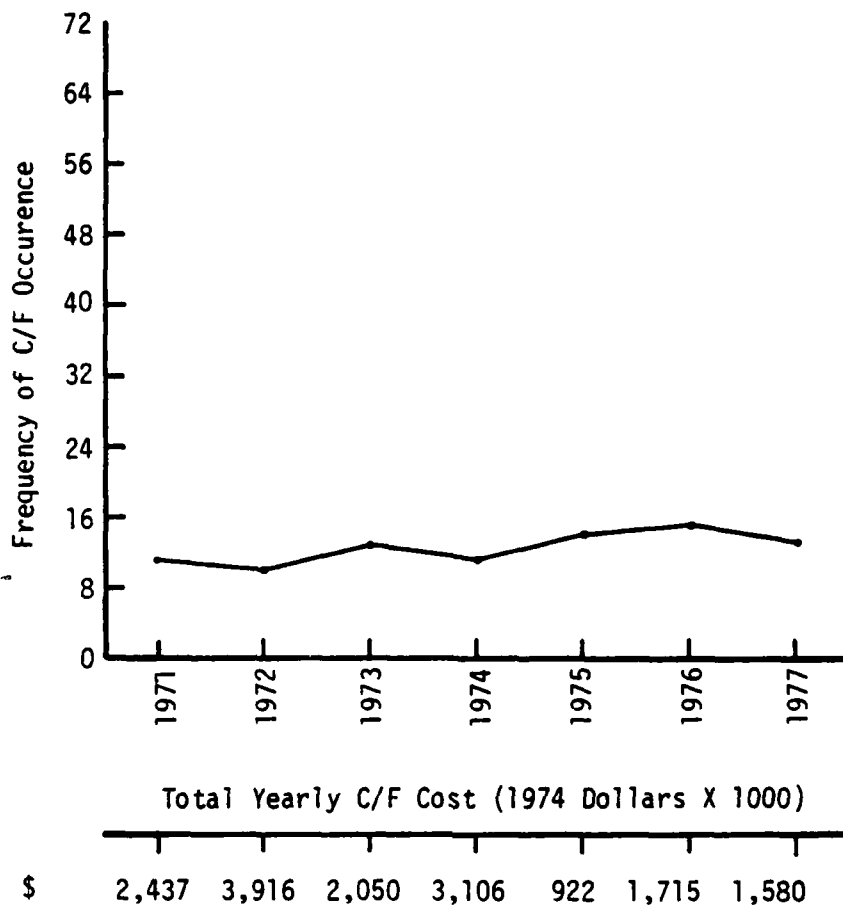
TOTAL ASSOCIATED COST AS FACTOR \$ 4,246

TOTAL ASSOCIATED COST AS BOTH \$28,491

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 302, 412

FIGURE B-5.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: BUS 64*1Z



TOTAL ASSOCIATED FATALITIES 239

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 360

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . 17

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 377

TOTAL ASSOCIATED COST AS CAUSE. \$14,770

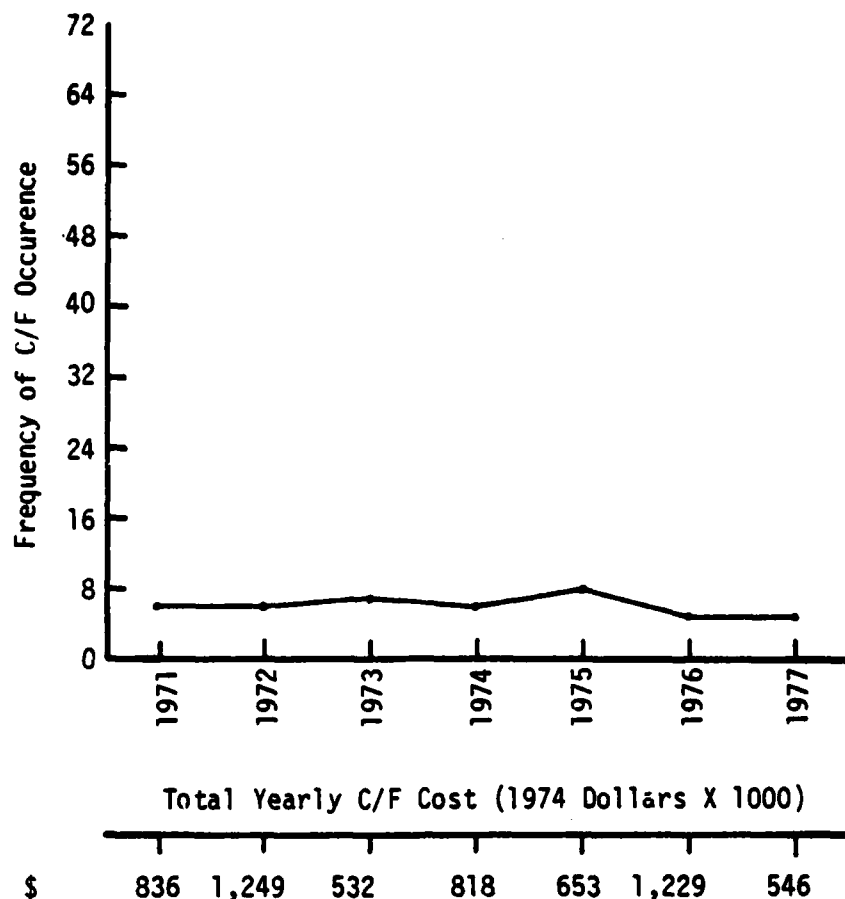
TOTAL ASSOCIATED COST AS FACTOR \$ 956

TOTAL ASSOCIATED COST AS BOTH \$15,726

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 101, 106, 107, 108, 109, 111
115, 206, 223

FIGURE B-6.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: BUS 64*6Z



TOTAL ASSOCIATED FATALITIES 62

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 177

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . . 39

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 216

TOTAL ASSOCIATED COST AS CAUSE. \$5,050

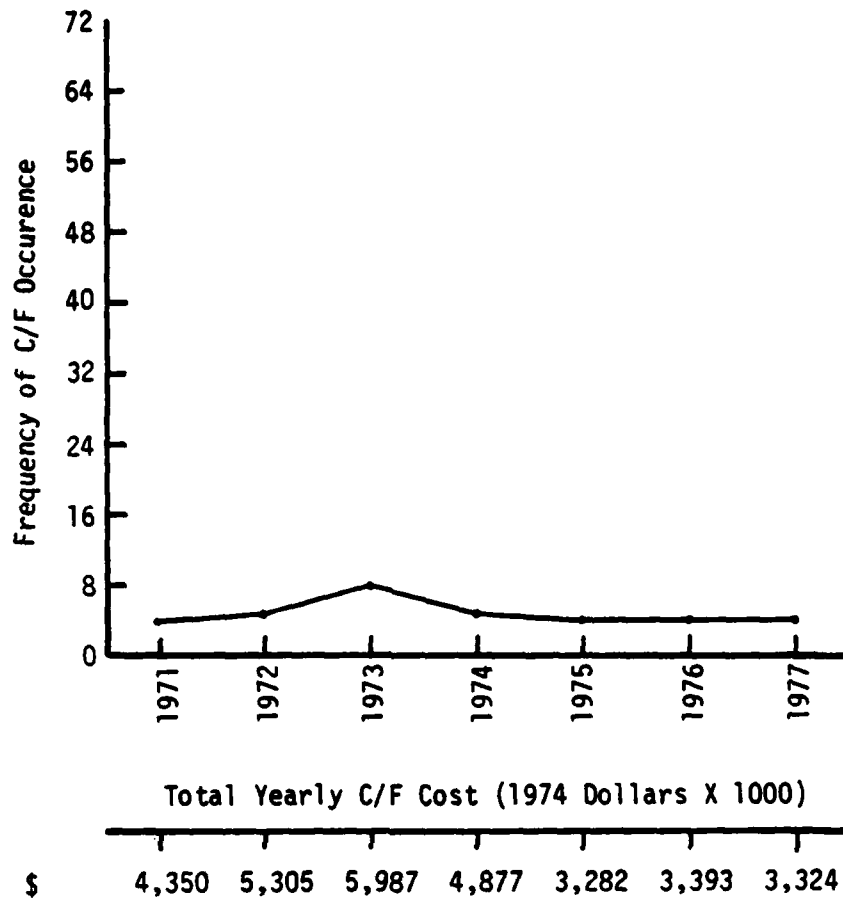
TOTAL ASSOCIATED COST AS FACTOR \$ 813

TOTAL ASSOCIATED COST AS BOTH \$5,863

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . 305, 411, 413, 414

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . See Table

FIGURE B-7.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: BUS 68*3Z



TOTAL ASSOCIATED FATALITIES 239

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 142

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . 16

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 158

TOTAL ASSOCIATED COST AS CAUSE. \$29,090

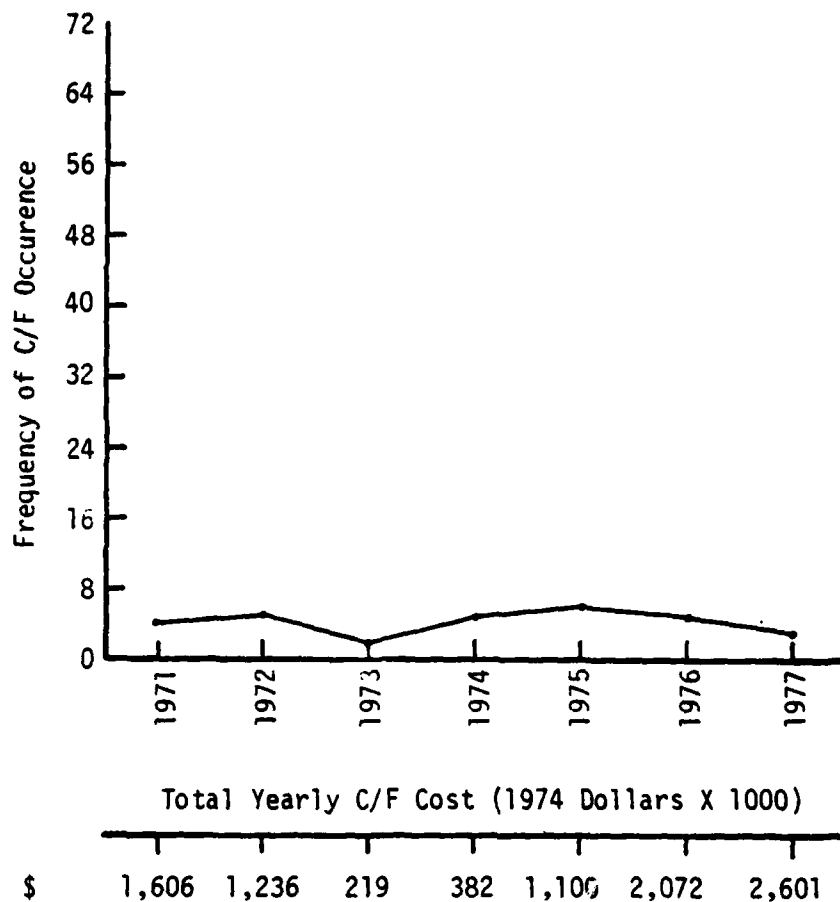
TOTAL ASSOCIATED COST AS FACTOR \$ 1,428

TOTAL ASSOCIATED COST AS BOTH \$30,518

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . 415

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 222

FIGURE B-8.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: BUS 64*7Z



TOTAL ASSOCIATED FATALITIES 26

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 127

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . . 0

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 127

TOTAL ASSOCIATED COST AS CAUSE. \$6,875

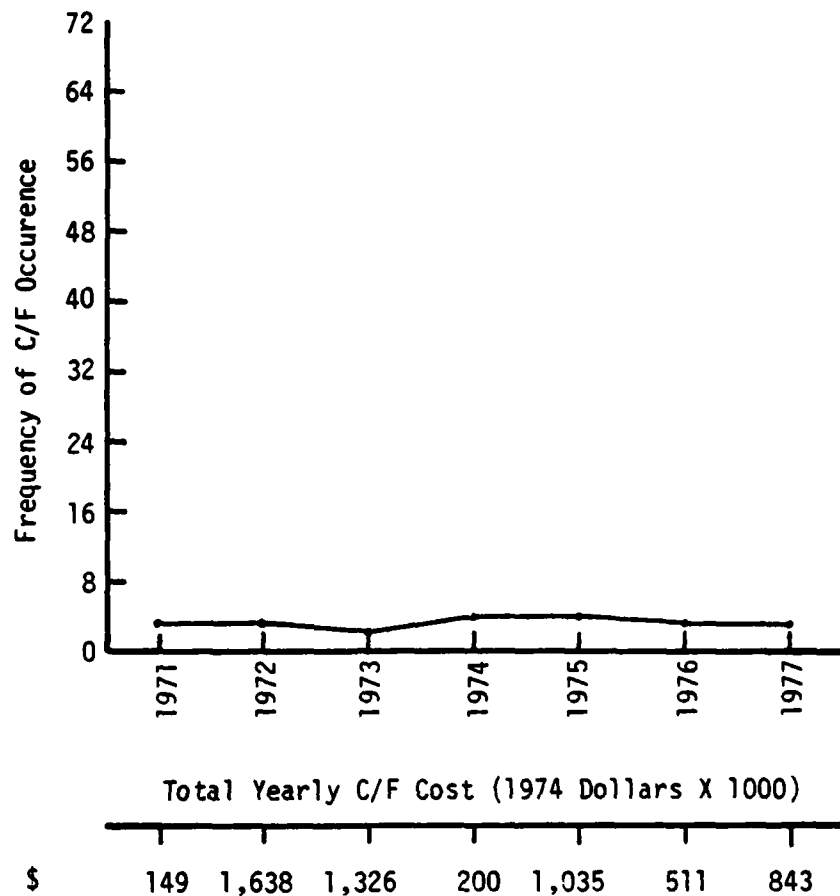
TOTAL ASSOCIATED COST AS FACTOR \$0

TOTAL ASSOCIATED COST AS BOTH \$6,875

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 407

FIGURE B-9.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: BUS 74*KA



TOTAL ASSOCIATED FATALITIES 44

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 92

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . 27

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 119

TOTAL ASSOCIATED COST AS CAUSE. \$4,872

TOTAL ASSOCIATED COST AS FACTOR \$ 912

TOTAL ASSOCIATED COST AS BOTH \$5,782

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 308, 402, 407, 408
409, 410, 411

FIGURE B-10.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: BUS 74*00

GA SAFETY ANALYSIS

TABLE B-1
NUMBER OF ACCIDENTS, BUSINESS(SEP+HEP)
FOR WHICH 64*4Z WAS ONE OF THE CAUSES

ANY C/F	ANY	U	N	A	Q	ACCIDENT TYPE	C	G	J	MO	M
	102	40	230	70	11		0	140	19	11	10
CAUSES:											
64*4Z	102	40	230	70	11		0	140	19	11	10
64*2Z	16	14	30	8	1		0	10	7	1	2
64*2Z	17	1	10	6	2		0	3	2	3	2
64*3Z	13	1	3	1	0		0	2	0	2	1
64*5Z	5	0	12	8	1		0	10	10	1	1
64*1Z	3	4	6	2	0		0	4	10	3	0
64*6Z	5	0	6	0	0		0	0	0	0	0
68*3Z	5	0	0	0	3		0	0	0	1	0
64*7Z	9	0	0	0	0		0	0	0	0	0
74*KA	7	0	0	0	0		0	0	0	0	0
74*00											
FACTORS:											
64*4Z	0	0	0	0	0		0	0	0	0	0
64*2Z	2	0	5	1	3		0	2	0	0	0
64*3Z	3	2	6	5	1		0	1	0	0	0
64*5Z	0	0	1	3	0		0	1	0	0	0
64*1Z	2	2	20	2	0		0	4	1	1	1
64*6Z	2	0	1	0	0		0	0	0	0	0
68*3Z	1	0	3	0	0		0	0	0	1	0
64*7Z	1	0	1	1	0		0	1	0	0	0
74*KA	0	0	0	0	0		0	0	0	0	0
74*00	2	0	0	0	0		0	0	0	0	0

GA SAFETY ANALYSIS

TABLE B-2.
NUMBER OF ACCIDENTS, BUSINESS(SEP+MEP)
FOR WHICH 64*22 WAS ONE OF THE CAUSES

ANY C/F	ANY	U	N	A	Q	ACCIDENT TYPE	C	G	J	MB	M
		68	152	39	35	H1 67	2	11	46	64	45
CAUSES:											
64*42	122	16	14	30	8	1	0	10	7	1	2
64*22	641	68	152	39	35	67	2	11	46	64	45
64*32	87	15	24	4	3	8	1	1	5	8	6
64*52	65	26	20	0	3	2	0	3	0	4	2
64*12	63	3	13	2	5	7	0	2	15	4	3
64*52	88	7	17	0	1	0	0	0	41	13	8
64*32	4	2	0	0	0	0	0	0	0	0	0
64*72	72	8	1	0	1	56	0	0	0	1	0
74*KA	9	9	0	0	0	0	0	0	0	0	0
74*00	4	4	0	0	0	0	0	0	0	0	0
FACTORS:											
64*42	7	0	1	0	2	0	0	0	3	0	0
64*22	16	0	0	0	0	0	0	0	0	0	0
64*32	58	1	21	0	3	17	1	0	3	9	1
64*52	6	0	0	0	0	1	0	0	0	2	1
64*12	14	2	2	3	0	1	1	0	1	2	1
64*62	5	0	2	0	1	0	0	0	0	1	0
64*32	6	1	0	8	1	1	0	0	0	1	0
64*72	3	0	0	1	0	0	0	0	0	1	0
74*KA	0	0	0	0	0	0	0	0	0	0	0
74*00	4	3	0	0	0	0	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE B-2.

NUMBER OF ACCIDENTS, BUSINESS(SEP+MEP)
FOR WHICH 64*2Z WAS ONE OF THE CAUSES

ANY C/F	ANY	U	N	A	O	ACCIDENT TYPE	C	G	J	H8	M
		68	152	39	35	H1 67	2	11	46	64	45
CAUSES:											
64*4Z	122	16	14	30	8	1	0	0	7	1	2
64*2Z	641	68	152	39	35	67	2	11	46	64	45
64*3Z	87	15	24	4	3	0	1	1	5	8	6
64*5Z	65	26	20	0	3	2	0	3	0	4	2
64*1Z	63	3	13	2	5	7	0	2	15	4	3
64*6Z	88	7	17	0	1	0	0	0	41	13	0
64*7Z	4	2	0	0	0	0	0	0	0	0	0
68*3Z	72	0	1	0	1	56	0	0	0	1	0
74*KA	9	9	0	0	0	0	0	0	0	0	0
74*00	4	4	0	0	0	0	0	0	0	0	0
FACTORS:											
64*4Z	7	0	1	0	2	0	0	0	3	0	0
64*2Z	16	0	0	0	0	0	0	0	0	0	0
64*3Z	58	1	21	0	3	17	1	0	3	9	1
64*5Z	6	0	0	0	0	1	0	0	0	2	1
64*1Z	14	2	2	3	0	1	1	0	1	2	1
64*6Z	5	0	2	0	1	0	0	0	0	1	0
68*3Z	6	1	0	0	1	1	0	0	0	1	0
64*7Z	3	0	0	1	0	0	0	0	0	1	0
74*KA	0	0	0	0	0	0	0	0	0	0	0
74*00	4	3	0	0	0	0	0	0	0	0	0

TABLE B-3.
NUMBER OF ACCIDENTS, BUSINESS(SEP+MEPI)
FOR WHICH 64-32 WAS ONE OF THE CAUSES

GA SAFETY ANALYSIS

ANY C/F	ANY	U	N	A	O	ACCIDENT TYPE	C	G	J	M8	M
		208	81	22	30	M1 24	119	3	7	24	15
CAUSES:											
64-62	52	17	1	10	6	2	0	3	2	3	2
64-22	17	15	24	4	3	8	1	1	5	8	6
64-32	612	208	81	22	30	24	119	3	7	24	15
64-52	164	130	15	0	1	0	10	0	0	1	0
64-12	44	12	11	2	6	1	2	0	1	0	2
64-62	29	9	10	1	0	0	0	0	4	0	0
64-32	26	11	0	2	0	5	4	0	0	0	0
64-72	10	8	1	0	0	9	0	0	0	0	0
74-44	8	0	0	0	0	0	6	0	0	0	0
74-08	11	7	0	0	0	0	0	0	0	0	0
FACTORS:											
64-62	3	1	0	0	1	1	0	0	0	0	0
64-22	9	5	1	1	1	0	0	0	0	0	1
64-32	9	0	0	0	0	0	0	0	0	0	0
64-52	20	1	1	0	0	0	14	0	0	0	0
64-12	22	6	5	2	1	1	1	1	0	1	1
64-62	2	1	1	0	0	0	0	0	0	0	0
68-32	10	4	1	1	0	1	2	0	0	0	0
64-72	1	1	0	0	0	0	0	0	0	0	0
74-44	0	0	0	0	0	0	0	0	0	0	0
74-08	13	11	1	0	0	0	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE B-4.
NUMBER OF ACCIDENTS, BUSINESS(EPHNP)
FOR WHICH 64-52 WAS ONE OF THE CAUSES

ANY C/F	ANY	U	N	A	O	ACCIDENT TYPE	C	G	J	NO	N
		224	110	4	10	M1	11	2	1	11	3
CAUSES:											
64-42	26	13	1	3	1	0	0	2	0	2	1
64-22	64	26	20	0	3	2	0	0	0	4	2
64-32	166	130	15	0	1	0	10	0	0	1	0
64-52	512	224	110	4	10	4	11	2	1	11	3
64-12	26	9	6	1	3	2	0	0	1	1	0
64-62	32	11	6	0	0	0	0	0	1	4	0
68-32	10	6	3	0	0	0	0	0	0	0	0
64-72	3	0	1	0	0	1	0	0	0	0	0
74-4A	5	5	0	0	0	0	0	0	0	0	0
74-3B	4	4	0	0	0	0	0	0	0	0	0
FACTORS:											
64-42	3	2	0	0	0	0	0	0	0	0	0
64-22	10	5	2	0	0	0	0	0	0	0	0
64-32	19	3	5	1	0	1	0	0	0	1	0
64-52	13	0	3	0	0	0	0	0	0	0	0
64-12	15	10	3	0	0	0	0	0	0	0	0
64-62	3	0	0	0	2	0	0	0	0	0	0
64-32	7	5	0	0	0	0	0	0	0	1	0
64-72	2	1	0	0	1	0	0	0	0	0	0
74-4A	0	0	0	0	0	0	0	0	0	0	0
74-3B	15	14	1	0	0	0	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE B-5.
NUMBER OF ACCIDENTS, BUSINESS(SEP+MEP)
FOR WHICH 64*12 WAS ONE OF THE CAUSES

ANY G/F	ANY	U	N	A	Q	M1	C	G	J	M8	M
		38	61	31	33	31	2	11	71	15	35
CAUSES:											
64*42	70	5	8	12	8	1	0	13	10	1	1
64*22	65	3	13	2	5	7	0	2	15	4	3
64*32	43	12	11	2	6	1	2	0	1	0	2
64*52	24	9	6	1	3	2	0	0	1	0	0
64*12	373	30	61	31	33	31	2	11	71	15	35
64*62	94	1	8	1	0	0	0	0	69	3	0
68*32	11	1	1	4	0	0	0	0	0	0	0
64*72	25	5	1	0	2	19	0	0	0	0	0
74*KA	1	1	0	0	0	0	0	0	0	0	0
74*00	2	1	0	0	0	0	0	0	0	0	0
FACTORS:											
64*42	6	1	0	0	0	0	0	0	3	0	0
64*22	6	0	0	1	1	0	0	0	2	1	1
64*32	16	0	2	2	2	7	0	0	1	1	0
64*52	1	0	1	0	0	0	0	0	0	0	0
64*12	9	0	0	0	0	0	0	0	0	0	0
64*62	2	0	0	0	0	0	0	0	0	0	0
68*32	5	1	1	0	1	1	0	0	0	0	1
64*72	1	0	0	0	1	0	0	0	0	0	0
74*KA	8	0	0	0	1	0	0	0	0	0	0
74*00	2	1	1	0	0	0	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE B-6.
NUMBER OF ACCIDENTS, BUSINESS(SEP+MEPI)
FOR WHICH 64*6Z WAS ONE OF THE CAUSES

ANY C/P	ANY	U	N	A	O	ACCIDENT TYPE	C	G	J	MO	M
		37	70	9	4	H1			119	33	
CAUSES:											
64*4Z	54	3	4	6	2	0	0	4	18	3	0
64*2Z	90	7	17	0	1	0	0	0	41	13	0
64*3Z	31	9	10	1	0	0	0	0	4	4	0
64*5Z	34	11	6	0	0	0	0	0	1	4	0
64*1Z	95	1	4	1	0	0	0	0	69	3	0
64*6Z	300	37	70	9	4	0	0	6	119	33	0
63*3Z	7	5	0	2	0	0	0	0	0	0	0
64*7Z	2	0	0	0	0	0	0	0	0	1	0
74*KA	7	7	0	0	0	0	0	0	0	0	0
74*30	6	6	0	0	0	0	0	0	0	0	0
FACTORS:											
64*4Z	6	0	0	0	0	0	0	0	5	0	0
64*2Z	7	0	2	0	1	0	0	0	2	1	0
64*3Z	9	0	2	1	0	0	0	0	3	0	0
64*5Z	2	0	0	0	0	0	0	0	0	2	0
64*1Z	9	0	2	0	0	0	0	1	2	0	0
64*6Z	0	0	0	0	0	0	0	0	0	0	0
63*3Z	4	0	1	1	0	0	0	0	0	0	0
64*7Z	2	0	1	0	0	0	0	0	0	0	0
74*KA	0	0	0	0	0	0	0	0	0	1	0
74*00	1	0	1	0	0	0	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE B-7.

NUMBER OF ACCIDENTS, BUSINESS(SEP+MEP)
FOR WHICH 68-32 WAS ONE OF THE CAUSES

ANY C/F	ANY	U	N	A	Q	ACCIDENT TYPE	C	G	J	MO	M
		69	11	19	1	H1	17	1	0	1	1
CAUSES:											
64-42	13	5	3	6	0	0	0	0	0	0	0
64-22	4	2	0	0	0	0	0	0	0	0	0
64-32	27	11	0	2	0	5	4	0	0	0	0
64-52	11	6	3	0	0	0	0	0	0	0	0
64-12	11	5	1	4	0	0	0	0	0	0	0
64-62	7	5	0	2	0	0	0	0	0	0	0
68-32	177	69	11	19	1	7	17	1	0	1	1
64-72	2	1	0	0	0	0	0	0	0	0	0
74-4A	0	0	0	0	0	0	0	0	0	0	0
74-00	38	27	0	0	0	1	0	0	0	0	0
FACTORS:											
64-42	3	1	0	0	0	0	0	0	0	0	1
64-22	3	1	0	0	1	0	0	0	0	0	0
64-32	1	1	0	0	0	0	0	0	0	0	0
64-52	0	0	0	0	0	0	0	0	0	0	0
64-12	5	3	0	0	0	0	1	0	0	0	0
64-62	1	0	0	0	0	0	1	0	0	0	0
68-32	1	0	0	0	0	0	0	0	0	0	0
64-72	1	0	0	0	0	1	0	0	0	0	0
74-4A	0	0	0	0	0	0	0	0	0	0	0
74-00	1	1	0	0	0	0	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE B-8.
NUMBER OF ACCIDENTS, BUSINESS(SEE PAGE 1)
FOR WHICH 64772 WAS ONE OF THE CAUSES

ANY G/F	ANY	U	N	A	Q	ACCIDENT TYPE	C	G	J	M8	M
						6	97				
CAUSES:											
64-42	19	0	0	0	0	0	3	0	0	1	0
64-22	73	0	1	0	1	0	56	0	0	1	0
64-32	10	0	1	0	0	0	9	0	0	0	0
64-52	3	0	1	0	0	0	1	0	0	0	0
64-12	30	0	1	0	2	0	19	0	0	0	0
64-62	2	0	0	0	0	0	0	0	0	1	0
64-32	2	1	0	0	0	0	0	0	0	0	0
64-72	142	3	11	0	6	0	97	0	0	3	0
74-KA	1	1	0	0	0	0	0	0	0	0	0
74-80	3	1	0	0	0	0	1	0	0	0	0
FACTORS:											
64-42	2	0	1	0	0	0	1	0	0	0	0
64-22	4	0	0	0	0	0	0	0	0	0	0
64-32	25	0	0	0	0	0	24	0	0	0	0
64-52	3	0	0	0	1	0	2	0	0	0	0
64-12	0	0	0	0	0	0	4	0	0	0	0
64-62	2	0	0	0	1	0	1	0	0	0	0
64-32	2	0	0	0	0	0	2	0	0	0	0
64-72	2	0	0	0	0	0	0	0	0	0	0
74-KA	0	0	0	0	0	0	0	0	0	0	0
74-80	0	0	0	0	0	0	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE B-9.
NUMBER OF ACCIDENTS, BUSINESS(SEP+HEP)
FOR WHICH 74-KA WAS ONE OF THE CAUSES

ANY C/P	ANY	U 127	M	A	O	ACCIDENT TYPE M1	C	G	J	M0	N
CAUSES:											
64-42	9	9	0	0	0	0	0	0	0	0	0
64-22	9	9	0	0	0	0	0	0	0	0	0
64-32	6	6	0	0	0	0	0	0	0	0	0
64-52	6	5	0	0	0	0	0	0	0	0	0
64-12	1	1	0	0	0	0	0	0	0	0	0
64-62	7	7	0	0	0	0	0	0	0	0	0
64-32	0	0	0	0	0	0	0	0	0	0	0
64-72	1	1	0	0	0	0	0	0	0	0	0
74-KA	127	127	0	0	0	0	0	0	0	0	0
74-00	6	0	0	0	0	0	0	0	0	0	0
FACTORS:											
64-42	1	1	0	0	0	0	0	0	0	0	0
64-22	0	0	0	0	0	0	0	0	0	0	0
64-32	2	2	0	0	0	0	0	0	0	0	0
64-52	0	0	0	0	0	0	0	0	0	0	0
64-12	2	2	0	0	0	0	0	0	0	0	0
64-62	0	0	0	0	0	0	0	0	0	0	0
64-32	1	1	0	0	0	0	0	0	0	0	0
64-72	0	0	0	0	0	0	0	0	0	0	0
74-KA	0	0	0	0	0	0	0	0	0	0	0
74-00	0	0	0	0	0	0	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE B-10.

NUMBER OF ACCIDENTS, BUSINESS(SEP+HEP)

FOR WHICH 74-00 WAS ONE OF THE CAUSES

ANY C/P	ANY	U	N	A	Q	ACCIDENT TYPE	C	G	J	M0	M
		67				0	M1	2			
CAUSES:											
64-42	9	7	0	0	0	0	0	0	0	0	0
64-22	4	4	0	0	0	0	0	0	0	0	0
64-32	13	7	0	0	0	0	0	0	0	0	0
64-57	4	4	0	0	0	0	0	0	0	0	0
64-12	2	1	3	0	0	0	0	0	0	0	0
64-62	6	6	0	0	0	0	0	0	0	0	0
65-32	36	27	0	0	0	0	0	0	0	0	0
64-72	2	1	0	0	0	0	1	0	0	0	0
74-4A	0	0	0	0	0	0	1	0	0	0	0
74-00	92	67	0	0	0	0	2	0	0	0	0
FACTORS:											
64-42	2	1	0	0	0	0	0	0	0	0	0
64-22	0	0	0	0	0	0	0	0	0	0	0
64-32	0	0	3	0	0	0	0	0	0	0	0
64-52	0	0	0	0	0	0	0	0	0	0	0
64-12	2	2	0	0	0	0	0	0	0	0	0
64-62	0	0	0	0	0	0	0	0	0	0	0
60-32	4	3	0	0	0	0	0	0	0	0	0
64-72	2	0	0	0	0	0	1	0	0	0	0
74-4A	0	0	0	0	0	0	0	0	0	0	0
74-00	2	0	0	0	0	0	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE B-11.

NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS

0- 25, BUSINESS (RECIPROCATING ENGINE(S))

	UN KNOWN	0- 5	6- 10	11- 25	26- 50	51- 75	76- 100	ABOVE 100
A	--	9	--	2	--	--	--	1
B	--	--	--	--	--	--	--	--
C	--	--	--	--	--	--	--	--
D	--	--	--	--	--	--	--	--
E	--	1	--	--	--	--	--	--
F	--	--	--	--	--	--	--	--
G	--	--	1	1	1	1	--	--
H	--	1	--	--	--	--	--	--
I	--	--	--	--	--	--	--	--
J	--	1	--	2	--	--	1	--
K	--	3	--	--	--	--	--	--
L0	--	2	--	--	--	--	--	--
L1	--	--	--	--	--	--	--	--
L2	--	--	--	--	--	--	--	--
M0	--	8	--	1	--	--	--	1
M1	--	9	--	--	--	--	--	--
N	--	13	--	4	1	--	--	1
P	--	6	--	3	--	--	--	--
Q	--	--	--	--	--	--	--	--
Q0	--	--	--	--	--	--	--	--
R1	--	--	--	--	--	--	--	--
S0	--	2	--	--	1	--	--	--
S1	--	--	--	--	--	--	--	--
T	--	10	1	1	--	--	--	1
U	--	--	--	--	--	--	--	--
V	--	--	--	--	--	--	--	--
W	--	--	--	--	--	--	--	--
Y	--	--	--	--	--	--	--	--
0	--	--	--	--	--	--	--	--
2	--	1	--	--	--	--	--	--
4	--	4	--	--	--	--	--	--
5	--	2	--	--	--	--	--	--
6	--	7	--	--	--	--	--	1
7	--	--	--	--	--	--	--	--

GA SAFETY ANALYSIS

TABLE B-12.

NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS

26- 50. BUSINESS (RECIPROCATING ENGINE(S))

UN KNOWN	0- 5	6- 10	11- 25	26- 50	51- 75	76- 100	ABOVE 100
A	--	1	--	5	--	--	--
B	--	--	--	--	--	--	--
C	--	--	--	--	--	--	--
D	--	--	--	--	--	--	--
E	--	--	--	2	--	--	--
F	--	--	--	--	--	--	--
G	1	--	1	5	--	--	--
H	--	--	--	--	--	--	--
I	--	--	--	--	--	--	--
J	--	--	--	2	--	--	--
K	--	--	--	--	--	--	--
L0	--	--	--	--	--	--	--
L1	--	--	--	--	--	--	--
L2	--	--	--	--	--	--	--
M0	--	--	--	--	--	--	--
M1	1	--	--	--	--	--	--
N	1	--	1	3	--	--	--
P	--	--	--	5	--	--	--
Q	1	--	--	--	--	--	--
R0	--	--	--	--	--	--	--
R1	--	--	--	--	--	--	--
S0	--	--	--	--	--	--	--
S1	--	--	--	--	--	--	--
T	--	--	--	--	--	--	--
U	--	--	1	1	--	--	--
V	--	--	--	--	--	--	--
W	1	--	--	--	--	--	--
Y	--	--	--	--	--	--	--
0	--	--	--	--	--	--	--
2	--	--	--	--	--	--	--
4	--	--	--	1	--	--	--
5	--	--	--	--	--	--	--
6	--	--	--	--	--	--	--
7	--	--	--	--	--	--	--

GA SAFETY ANALYSIS

TABLE B-13.

NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS

	UN KNOWN	51- 75, BUSINESS (RECIPROCATING ENGINE(S))						76- 100	ABOVE 100
		0- 5	6- 10	11- 25	26- 50	51- 75			
A	--	3	2	1	1	6		--	--
B	--	--	--	--	--	--		--	--
C	--	--	--	--	--	1		--	--
D	--	--	--	--	--	--		--	--
E	--	--	--	1	--	--		--	--
F	--	--	--	--	--	--		--	--
G	--	3	3	3	--	--		--	--
H	--	--	--	--	--	1		--	--
I	--	--	--	--	--	--		--	--
J	--	--	3	--	--	3		--	--
K	--	--	--	--	--	--		--	--
L0	--	1	--	--	--	--		--	--
L1	--	--	--	--	--	--		--	--
L2	--	--	--	--	--	1		--	--
M0	--	2	1	1	--	1		--	--
M1	--	1	1	2	1	2		--	--
N	--	1	1	3	--	--		--	--
P	--	--	--	--	--	--		--	--
Q	--	--	1	--	1	1		--	--
R0	--	--	--	--	--	--		--	--
R1	--	--	--	--	--	--		--	--
S0	--	--	--	--	--	--		--	--
S1	--	--	--	--	--	--		--	--
T	--	--	--	--	--	--		--	--
U	--	--	2	2	3	7		--	--
V	--	--	--	--	--	--		--	--
W	--	--	--	--	--	--		--	--
X	--	--	--	--	--	--		--	--
Y	--	--	--	--	--	--		--	--
0	--	--	1	--	--	--		--	--
2	--	--	--	--	--	--		--	--
4	--	--	--	--	--	--		--	--
5	--	--	--	--	--	--		--	--
6	--	--	--	--	--	--		--	--
7	--	--	--	--	--	--		--	--

GA SAFETY ANALYSIS

TABLE B-14.

NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS
76- 100, BUSINESS (RECIPROCATING ENGINE(S))

	UN KNOWN	0- 5	6- 10	11- 25	26- 50	51- 75	76- 100	ABOVE 100
A	--	--	3	4	1	2	3	--
B	--	--	--	--	--	--	--	--
C	--	--	--	--	--	--	--	--
D	--	--	--	--	--	--	--	--
E	--	--	--	--	--	--	--	--
F	--	--	--	--	--	--	--	--
G	--	1	1	2	--	--	6	--
H	--	--	1	--	--	1	1	--
I	--	--	--	--	--	--	--	--
J	--	--	--	1	1	--	--	--
K	--	--	--	--	--	1	--	--
L0	--	--	--	--	2	--	1	--
L1	--	--	--	--	--	--	--	--
L2	--	--	--	--	--	--	--	--
M0	--	--	--	--	1	--	--	--
M1	--	2	--	1	--	--	1	--
N	--	--	1	2	1	--	9	--
P	--	--	--	--	--	--	--	--
Q	--	1	--	1	2	--	2	--
R0	--	--	--	--	--	--	--	--
R1	--	--	--	--	--	--	--	--
S0	--	--	--	--	--	--	1	--
S1	--	--	--	--	--	--	--	--
T	--	--	--	--	--	--	--	--
U	--	1	--	2	5	4	2	--
V	--	--	--	--	--	--	--	--
W	--	--	--	--	--	--	--	--
X	--	--	--	--	--	--	--	--
Y	--	--	--	--	1	--	--	--
Z	--	--	--	--	--	--	--	--
0	--	--	--	--	--	--	--	--
1	--	--	--	--	--	--	--	--
2	--	--	--	--	--	--	--	--
3	--	--	--	--	--	--	--	--
4	--	--	--	--	--	--	--	--
5	--	--	--	--	--	--	--	--
6	--	--	--	--	--	--	--	--
7	--	--	--	--	--	--	--	--

GA SAFETY ANALYSIS

TABLE B-15.

NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS

101- 200, BUSINESS (RECIPROCATING ENGINE(S))

	UN KNOWN	0- 5	6- 10	11- 25	26- 50	51- 75	76- 100	ABOVE 100
A	--	4	1	6	7	1	1	10
B	--	--	--	--	--	--	--	--
C	--	--	--	1	2	2	1	--
D	--	--	--	--	--	--	--	--
E	--	--	2	1	1	--	1	3
F	--	--	--	--	2	1	--	--
G	--	1	3	4	9	3	4	4
H	--	--	--	2	1	1	--	1
I	--	--	--	--	--	--	--	--
J	--	1	--	5	3	5	2	--
K	--	1	--	--	3	1	3	3
L0	--	--	--	--	1	--	1	--
L1	--	--	1	--	--	--	--	--
L2	--	--	--	3	--	1	1	1
M0	--	2	1	3	3	1	2	3
M1	--	5	3	--	4	4	2	9
N	--	--	--	--	--	--	--	--
P	--	2	1	1	6	3	4	9
Q	--	--	--	--	--	--	--	--
R0	--	--	--	--	--	--	--	--
R1	--	--	--	2	1	1	1	--
S0	--	--	--	--	1	--	--	--
S1	--	--	--	--	--	--	--	--
T	--	5	2	6	12	5	6	10
U	--	--	--	--	--	1	--	--
V	--	--	--	--	--	--	--	--
W	--	--	--	--	--	--	--	--
Y	--	--	--	--	1	--	--	--
0	--	--	--	--	--	--	--	--
2	--	--	--	--	--	--	--	--
4	--	--	--	--	--	--	--	--
5	--	--	--	--	--	--	--	--
6	--	--	--	--	--	--	--	--
7	--	--	--	--	--	--	--	--

GA SAFETY ANALYSIS

TABLE B-16.

NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS

201- 500. BUSINESS (RECIPROCATING ENGINE(S))

	UN	0-	6-	11-	26-	51-	76-	ABOVE
	KNCHN	5	10	25	50	75	100	100
A	--	5	3	7	10	8	4	12
B	--	--	--	--	--	--	--	1
C	--	--	--	2	3	1	--	11
D	--	--	--	--	--	--	--	--
E	--	--	1	--	2	1	--	6
F	--	--	3	7	1	3	2	2
G	--	2	1	2	4	2	--	15
H	--	2	1	2	2	1	1	10
I	--	--	--	--	--	--	--	--
J	--	--	2	10	3	6	2	13
K	--	1	2	2	2	2	1	0
L0	--	--	--	--	1	--	1	1
L1	--	--	--	--	--	--	--	--
L2	--	--	--	--	--	--	--	2
M0	--	7	2	1	2	1	1	10
M1	--	9	5	2	5	3	2	0
N	--	9	--	2	11	4	5	45
P	--	--	1	--	--	--	--	--
Q	--	5	1	1	7	5	4	21
R0	--	--	--	--	--	2	--	1
R1	--	--	--	--	--	--	--	--
S0	--	2	--	3	2	--	1	3
S1	--	--	--	--	--	1	--	--
T	--	--	--	--	--	--	--	--
U	--	11	4	13	13	9	10	55
V	--	--	--	--	2	--	--	3
W	--	--	--	--	--	--	--	1
X	--	--	--	--	--	1	--	1
Y	--	--	--	--	--	--	--	--
Z	--	--	--	--	--	--	--	1
4	--	--	--	--	--	--	--	--
5	--	--	--	--	--	--	--	--
6	--	1	--	--	--	--	--	1
7	--	1	--	--	--	--	--	2

GA SAFETY ANALYSIS:

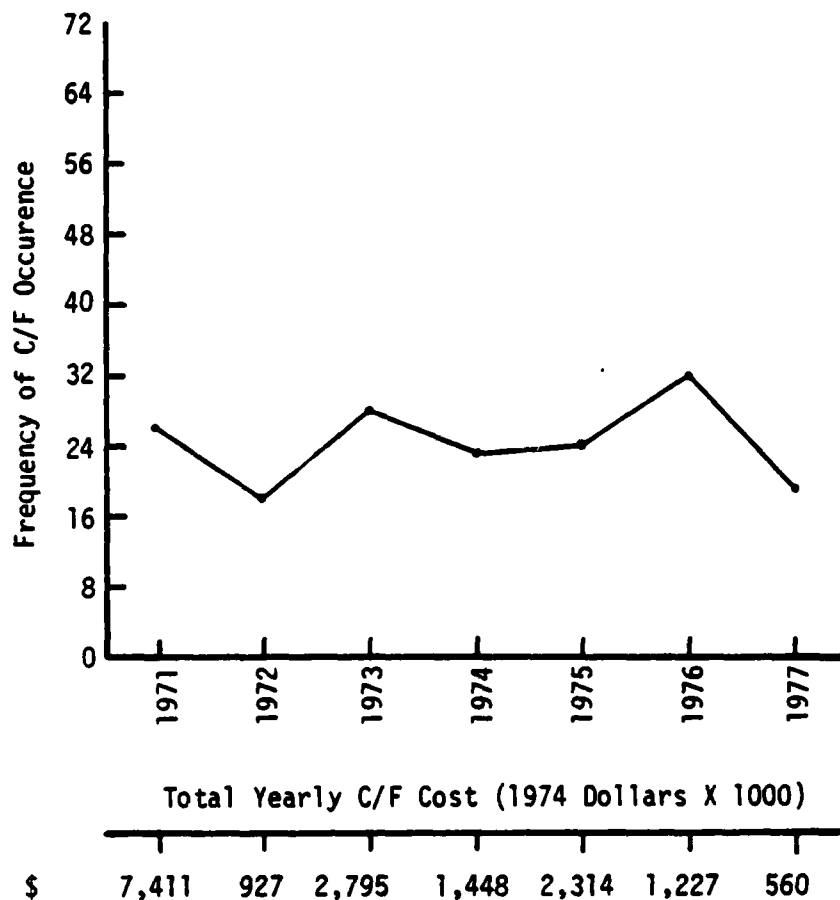
TABLE B-17.

NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS
 ABOVE 500, BUSINESS (RECIPROCATING ENGINE(S))

	UN KNOWN	0- 5	6- 10	11- 25	26- 50	51- 75	76- 100	ABOVE 100
A	--	13	9	15	15	0	8	110
B	--	--	--	--	--	--	--	2
C	--	1	3	5	8	3	7	101
D	--	--	--	--	--	--	--	6
E	--	1	4	4	5	--	4	43
F	--	--	2	5	7	4	5	37
G	--	2	3	0	4	3	4	31
H	--	3	3	4	2	5	6	41
I	--	--	--	--	--	--	--	1
J	--	4	2	3	3	5	1	44
K	--	5	1	5	1	4	7	26
L0	--	6	2	2	--	1	--	15
L1	--	--	--	1	--	--	--	1
L2	--	--	--	1	1	1	2	11
M0	--	16	3	4	9	4	3	38
M1	--	19	1	2	6	7	1	61
N	--	37	3	12	22	16	13	150
P	--	--	--	--	--	--	--	5
Q	--	20	10	12	13	9	5	80
R0	--	1	--	2	--	--	1	11
Q1	--	--	--	--	--	--	--	7
S0	--	6	2	2	4	--	2	12
S1	--	--	--	--	1	--	1	--
T	--	--	--	--	--	--	--	--
U	--	42	16	37	37	32	14	273
V	--	2	--	2	1	1	--	13
W	--	--	--	--	--	2	--	6
X	--	--	--	--	1	--	--	1
Y	--	2	--	--	1	--	--	8
Z	--	--	--	--	--	--	--	--
0	--	--	--	--	--	--	--	2
1	--	7	--	--	--	--	--	2
2	--	1	--	--	1	--	1	4
3	--	1	--	--	--	1	--	1
4	--	--	--	--	--	--	--	--
5	--	--	--	--	--	--	--	--
6	--	--	--	--	--	--	--	--
7	--	--	--	--	--	--	--	--

APPENDIX C

DATA PERTAINING TO THE
CORPORATE, SINGLE- AND MULTI-ENGINE PISTON
SUBPOPULATION



TOTAL ASSOCIATED FATALITIES 100

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 126

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . . 19

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 145

TOTAL ASSOCIATED COST AS CAUSE. \$16,107

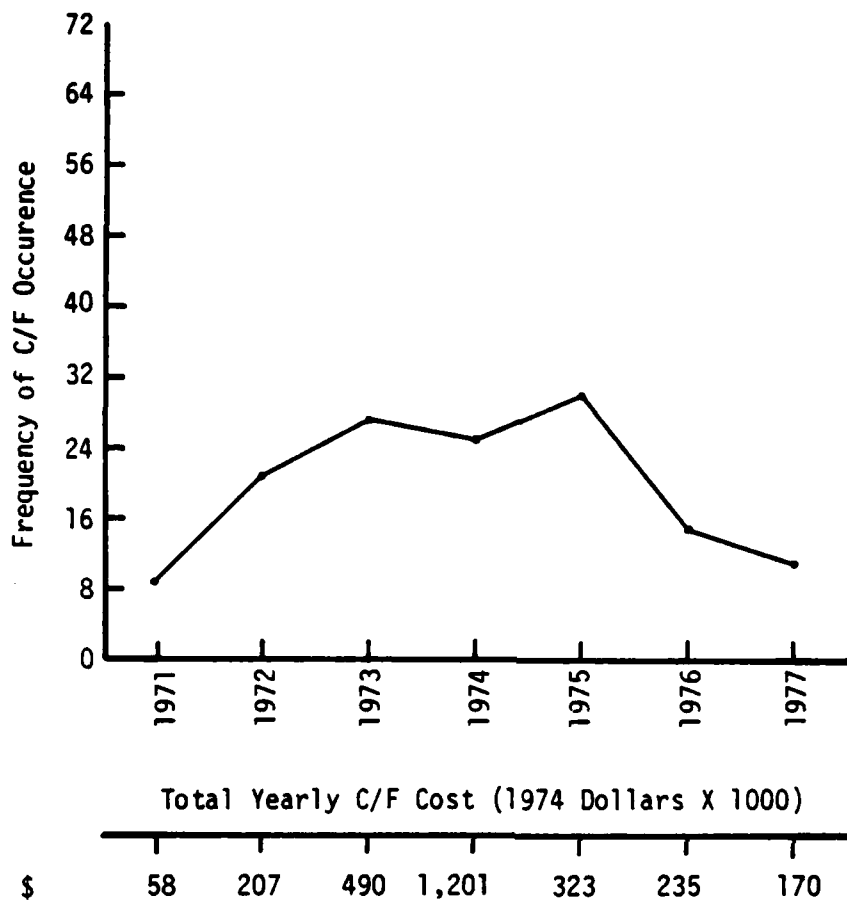
TOTAL ASSOCIATED COST AS FACTOR \$ 575

TOTAL ASSOCIATED COST AS BOTH \$16,682

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 101, 221, 302, 412

FIGURE C-1.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: CORP 64*3Z



TOTAL ASSOCIATED FATALITIES 21

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 104

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . . 5

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 109

TOTAL ASSOCIATED COST AS CAUSE. \$2,629

TOTAL ASSOCIATED COST AS FACTOR \$ 55

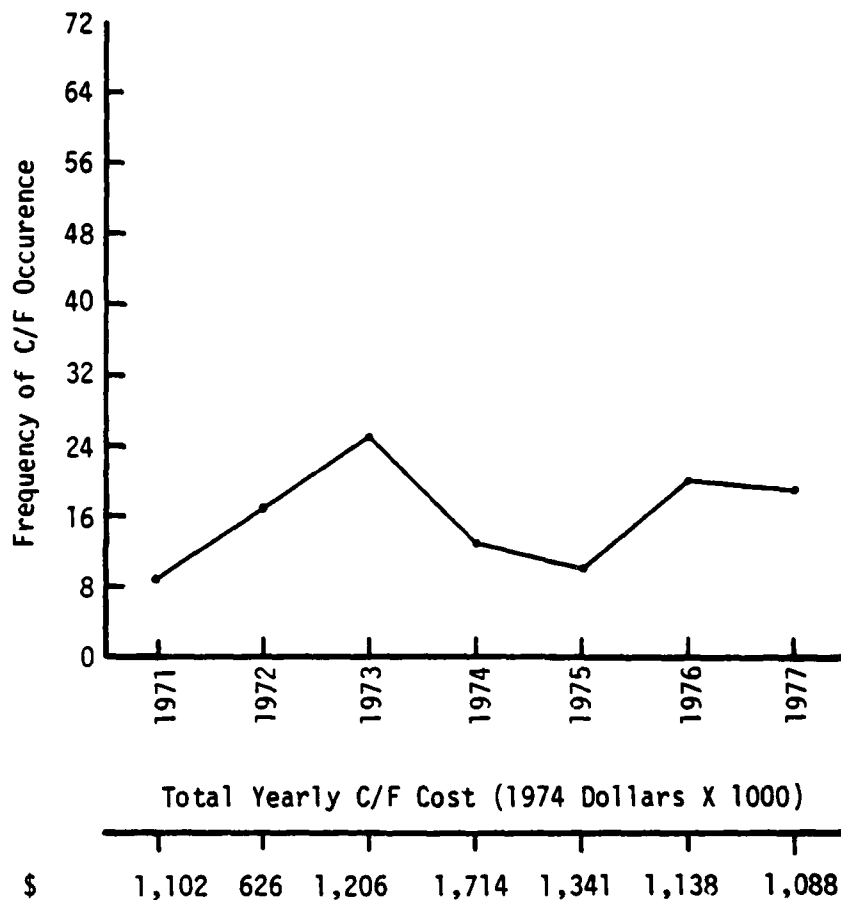
TOTAL ASSOCIATED COST AS BOTH \$2,684

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 104, 106, 107, 108, 109, 111, 115,
214, 218, 220, 221, 503, 504

FIGURE C-2.

CAUSE/FACTOR FREQUENCY AND COST SUMMARY: CORP 64*4Z



TOTAL ASSOCIATED FATALITIES 60

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 82

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . 7

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 89

TOTAL ASSOCIATED COST AS CAUSE. \$8,014

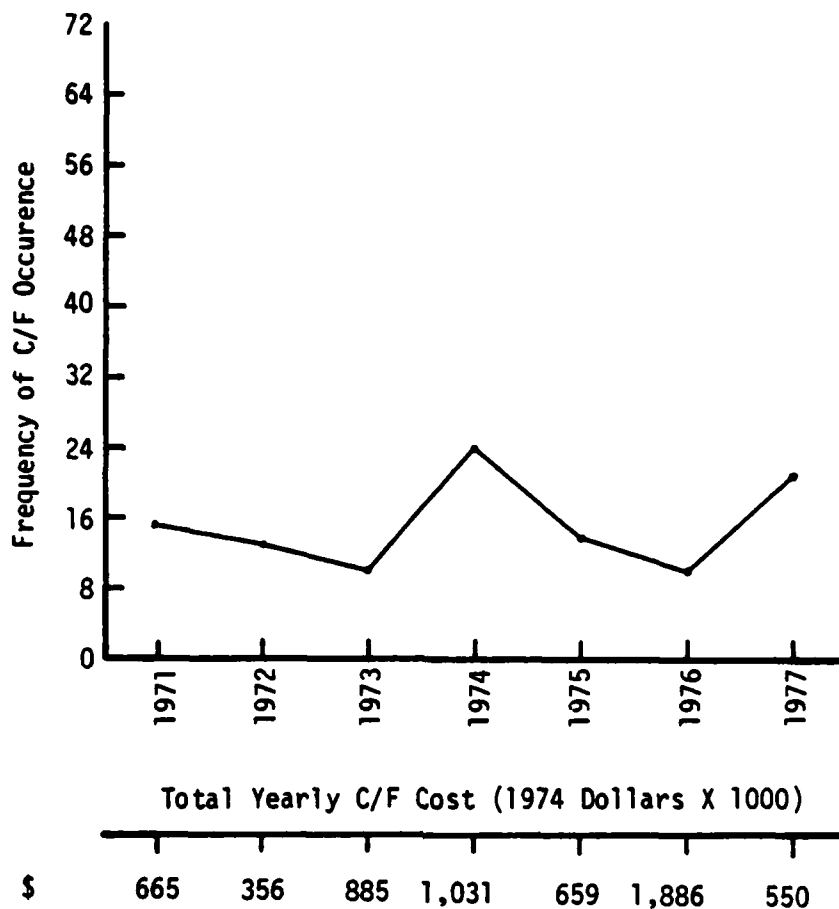
TOTAL ASSOCIATED COST AS FACTOR \$ 201

TOTAL ASSOCIATED COST AS BOTH \$8,215

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 101, 221, 302, 412

FIGURE C-3.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: CORP 64*2Z



TOTAL ASSOCIATED FATALITIES 29

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 79

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . 10

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 89

TOTAL ASSOCIATED COST AS CAUSE. . . . \$5,704

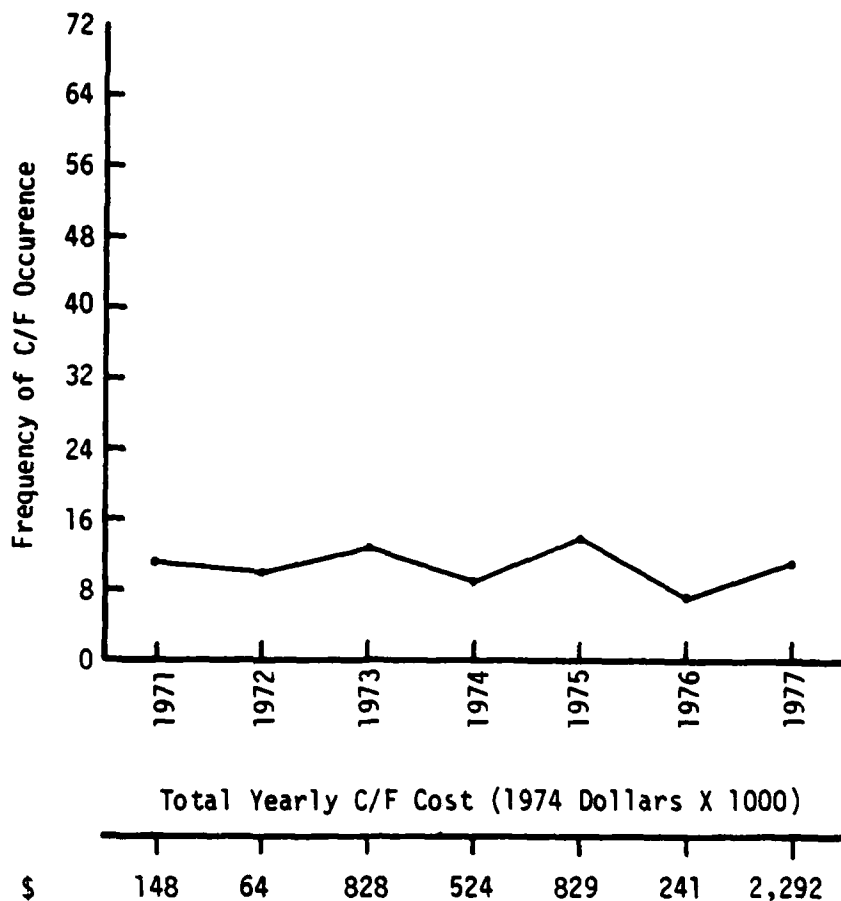
TOTAL ASSOCIATED COST AS FACTOR . . . \$ 328

TOTAL ASSOCIATED COST AS BOTH \$6,052

DIRECTLY ALIGNED SAFETY PROGRAMS. . . .None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . .104,206

FIGURE C-4.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: CORP 64*5Z



TOTAL ASSOCIATED FATALITIES 44

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 57

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . 25

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 82

TOTAL ASSOCIATED COST AS CAUSE. \$4,213

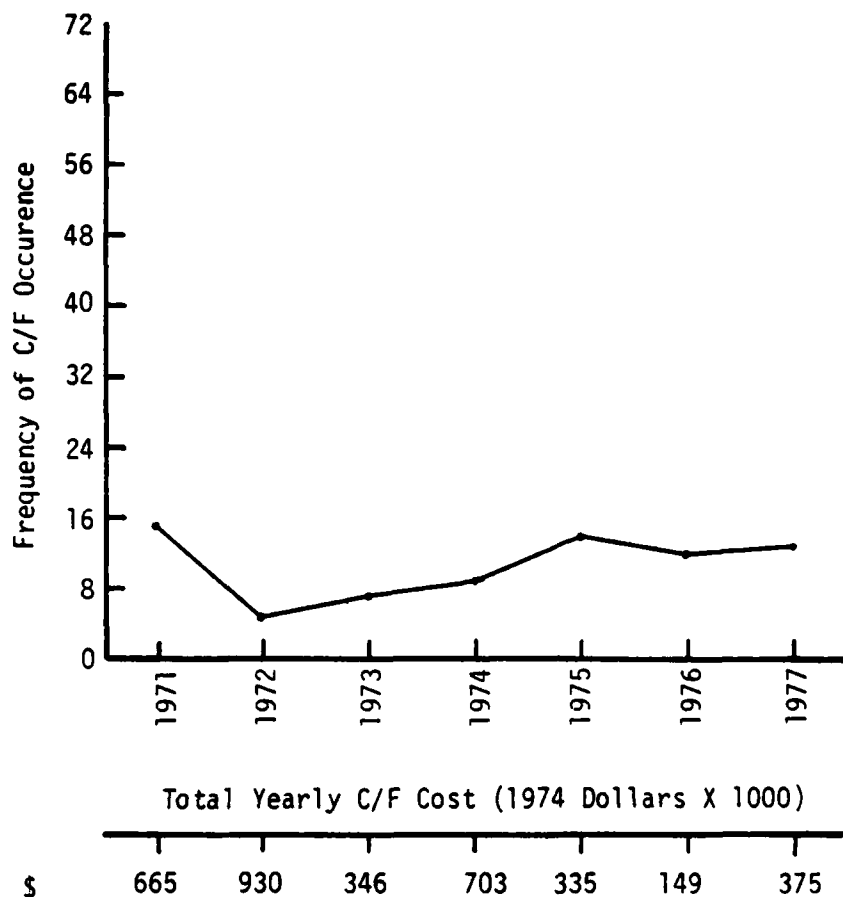
TOTAL ASSOCIATED COST AS FACTOR \$ 713

TOTAL ASSOCIATED COST AS BOTH \$4,926

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 302, 412

FIGURE C-5.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: CORP 64*1Z



TOTAL ASSOCIATED FATALITIES 18

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 54

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . 1

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 55

TOTAL ASSOCIATED COST AS CAUSE. \$2,592

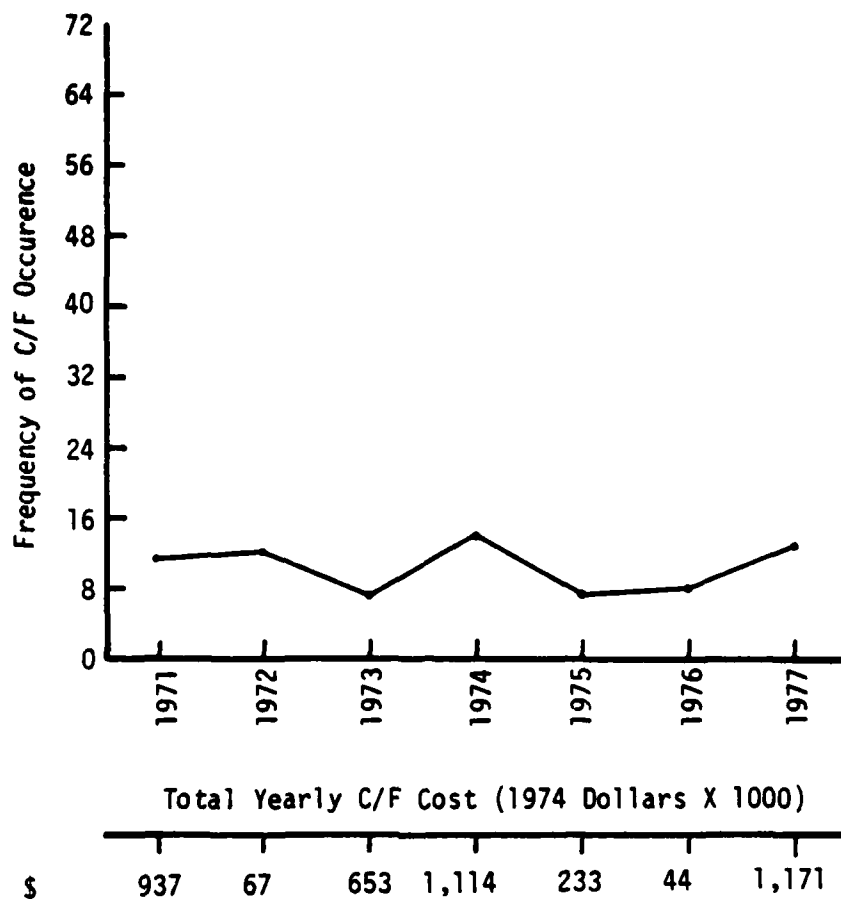
TOTAL ASSOCIATED COST AS FACTOR \$ 911

TOTAL ASSOCIATED COST AS BOTH \$3,503

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 101, 106, 107, 108, 109, 111, 115,
206, 223

FIGURE C-6.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: CORP 64*6Z



TOTAL ASSOCIATED FATALITIES 52

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 53

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . . 9

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 62

TOTAL ASSOCIATED COST AS CAUSE. \$3,925

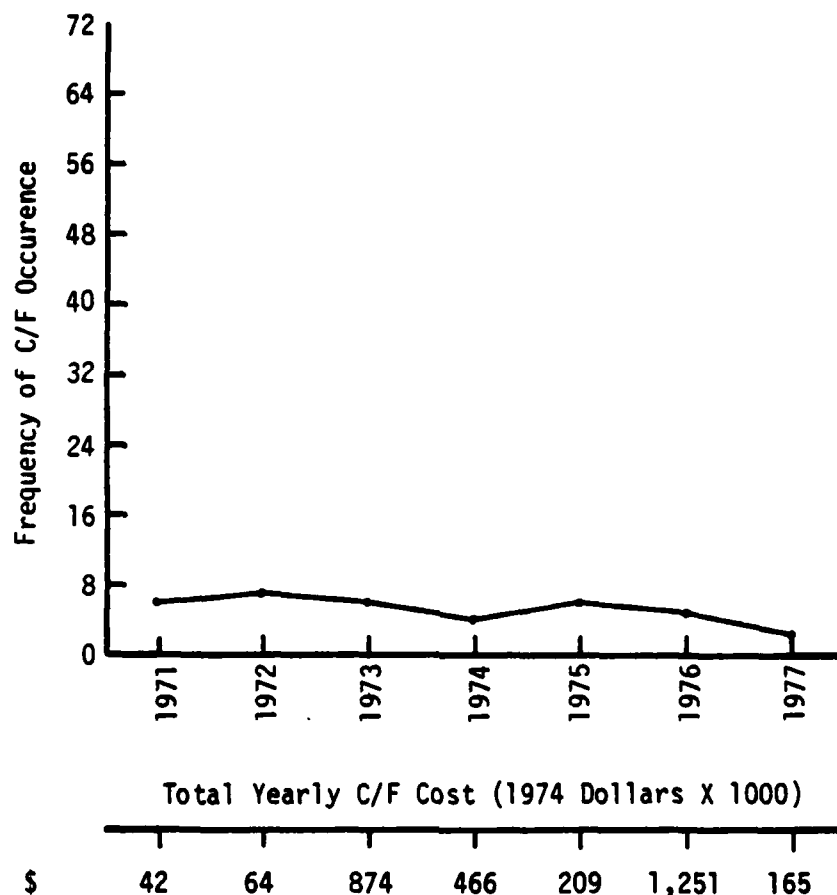
TOTAL ASSOCIATED COST AS FACTOR \$ 294

TOTAL ASSOCIATED COST AS BOTH \$4,219

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . 305, 411, 413, 414

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . See Table

FIGURE C-7.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: CORP 68*3Z



TOTAL ASSOCIATED FATALITIES 22

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 26

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . . 6

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 32

TOTAL ASSOCIATED COST AS CAUSE. \$2,895

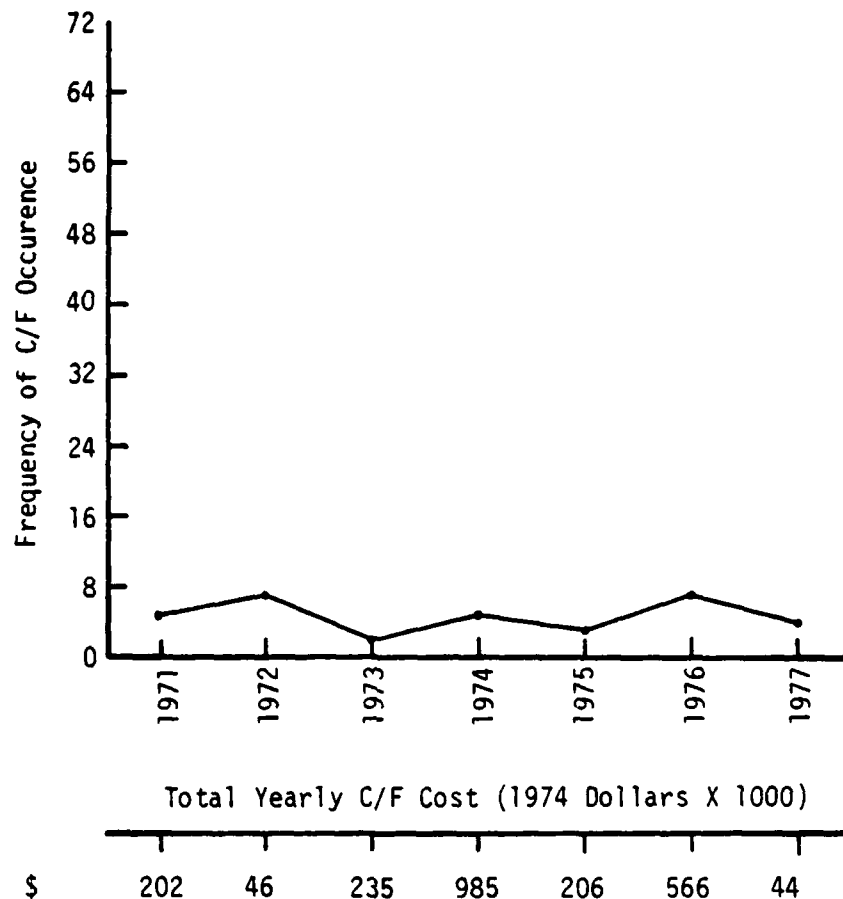
TOTAL ASSOCIATED COST AS FACTOR \$ 176

TOTAL ASSOCIATED COST AS BOTH \$3,071

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

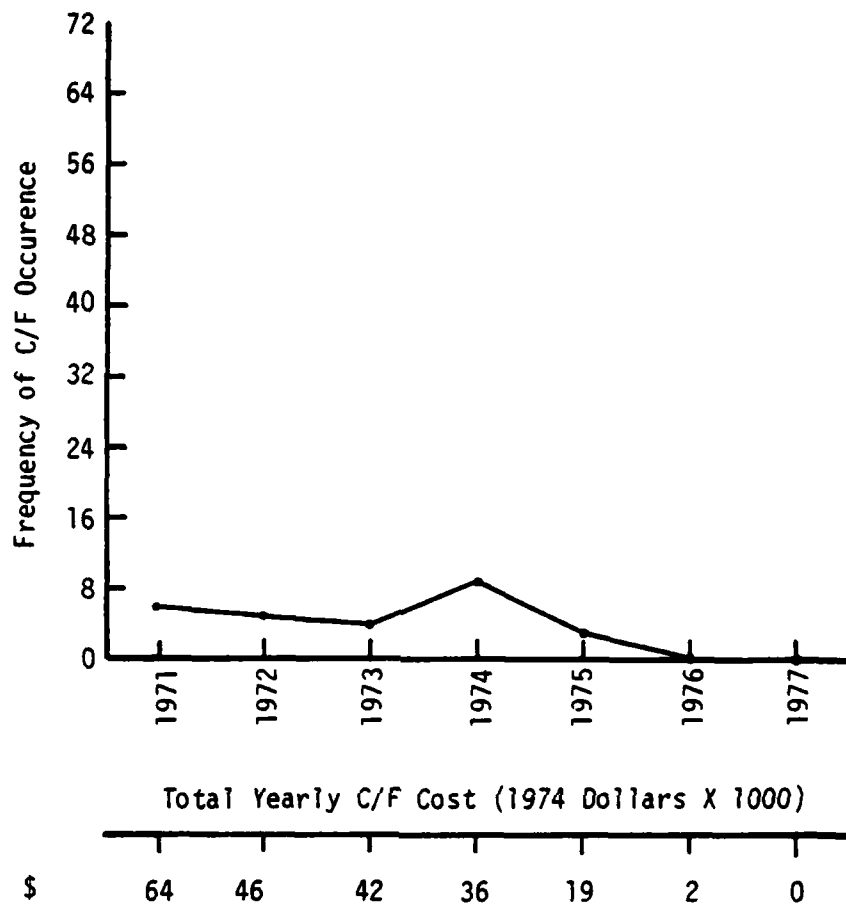
INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 308, 402, 407, 408, 409
410, 411

FIGURE C-8.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: CORP 74*00



TOTAL ASSOCIATED FATALITIES	11
TOTAL ACCIDENTS ASSOCIATED AS CAUSE . .	23
TOTAL ACCIDENTS ASSOCIATED AS FACTOR .	0
TOTAL ACCIDENTS ASSOCIATED AS BOTH. . .	23
TOTAL ASSOCIATED COST AS CAUSE.	\$2,284
TOTAL ASSOCIATED COST AS FACTOR	\$ 0
TOTAL ASSOCIATED COST AS BOTH	\$2,284
DIRECTLY ALIGNED SAFETY PROGRAMS. . . .	None
INDIRECTLY ALIGNED SAFETY PROGRAMS. . .	407

FIGURE C-9.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: CORP 74*KA



TOTAL ASSOCIATED FATALITIES 0

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 22

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . . 1

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 23

TOTAL ASSOCIATED COST AS CAUSE. \$207

TOTAL ASSOCIATED COST AS FACTOR \$ 2

TOTAL ASSOCIATED COST AS BOTH \$209

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 305, 402, 403

FIGURE C-10.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: CORP 70*CB

TABLE C-1.

CA SAFETY ANALYSIS

NUMBER OF ACCIDENTS, CORPORATE(SEP+MEP)
FOR WHICH 64*32 WAS ONE OF THE CAUSES

ANY C/F	ANY	U	N	A	C	ACCIDENT TYPE	F	G	J	H0	M1
		37	21	5	30	7	4	2	0	9	3
CAUSES:											
64*32	126	37	21	5	30	7	4	2	0	9	3
64*42	12	2	1	2	1	1	0	2	0	1	0
64*22	14	4	4	0	2	2	0	0	0	0	1
64*52	17	12	2	0	2	0	0	0	0	1	0
64*12	13	1	1	0	2	3	1	0	0	2	0
64*62	3	2	1	0	0	0	0	0	0	0	0
68*32	5	4	0	0	0	0	0	0	0	0	1
74*J0	2	2	0	0	0	0	0	0	0	0	0
74*KA	6	6	0	0	0	0	0	0	0	0	0
70*CB	1	0	0	0	0	0	1	0	0	0	0
FACTORS:											
64*32	2	0	0	0	0	0	0	0	0	0	0
64*42	2	0	0	0	2	0	0	0	0	0	0
64*22	3	1	1	0	1	0	0	0	0	0	0
64*52	4	0	0	0	3	0	0	0	0	0	0
64*12	5	2	0	0	2	1	0	0	0	0	0
64*62	0	0	0	0	0	0	0	0	0	0	0
60*32	2	0	1	0	0	1	0	0	0	0	0
74*00	3	3	0	0	0	0	0	0	0	0	0
74*KA	0	0	0	0	0	0	0	0	0	0	0
70*CB	0	0	0	0	0	0	0	0	0	0	0

TABLE C-2.
GA SAFETY ANALYSIS
NUMBER OF ACCIDENTS, CORPORATE(SEP+HEP)
FOR WHICH 64*42 WAS ONE OF THE CAUSES

ANY C/F	ANY	U	N	A	C	ACCIDENT TYPE	F	G	J	M0	M1
CAUSES:											
64*32	11	2	1	2	1	1	0	2	0	1	0
64*42	104	7	1	35	1	1	0	26	1	1	0
64*22	7	1	0	1	0	0	0	1	0	0	0
64*52	5	0	1	2	0	0	0	0	0	0	0
64*12	9	0	0	4	0	2	0	0	0	0	0
64*62	4	0	0	0	0	0	0	1	1	0	0
65*32	3	1	0	0	0	0	0	0	0	0	0
74*00	1	0	0	0	0	0	0	0	0	0	0
74*KA	1	1	0	0	0	0	0	0	0	0	0
70*CB	0	0	0	0	0	0	0	0	0	0	0
FACTORS:											
64*32	3	0	0	2	0	1	0	0	0	0	0
64*42	2	0	0	0	0	0	0	0	0	0	0
64*22	0	0	0	0	0	0	0	0	0	0	0
64*52	0	0	0	0	0	0	0	0	0	0	0
64*12	0	1	0	2	0	1	0	1	0	0	0
64*62	0	0	0	0	0	0	0	0	0	0	0
68*32	0	0	0	0	0	0	0	0	0	0	0
74*00	1	0	0	0	0	0	0	1	0	0	0
74*KA	0	0	0	0	0	0	0	0	0	0	0
70*CB	0	0	0	0	0	0	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE C-3.

NUMBER OF ACCIDENTS, CORPORATE(SEP+MEP)
FOR WHICH 64*22 WAS ONE OF THE CAUSES

ANY C/P	ANY	U 10	N 16	A 5	ACCIDENT TYPE			F 5	G 1	J 12	M0 4	M1 4	
					C 2	O 6	S						
CAUSES:													
64*32	15	4	4	0	2	2	0	0	0	0	0	1	
64*42	6	1	0	1	0	2	0	0	1	0	0	0	
64*22	02	10	16	5	2	4	5	3	1	12	4	4	
64*52	8	2	1	0	0	0	0	3	0	0	0	1	
64*12	12	3	1	0	1	0	0	0	0	4	0	1	
64*62	14	0	1	0	0	0	0	0	0	10	1	1	
64*32	3	2	0	1	0	0	0	0	0	0	0	0	
74*00	2	1	0	0	0	0	0	0	0	0	0	0	
74*KA	4	4	0	0	0	0	0	0	0	0	0	0	
78*09	0	0	0	0	0	0	0	0	0	0	0	0	
FACTORS:													
64*32	5	0	1	1	0	0	0	0	0	0	2	0	
64*42	0	0	0	0	0	0	0	0	0	0	0	0	
64*27	1	0	0	0	0	0	0	0	0	0	0	0	
64*52	2	1	0	0	0	0	0	0	0	0	0	0	
64*12	3	0	0	1	0	1	1	1	0	0	0	0	
64*62	0	0	0	0	0	0	0	0	0	0	0	0	
64*32	0	0	1	0	0	1	0	0	0	0	0	0	
74*00	0	0	0	0	0	0	0	0	0	0	0	0	
74*KA	0	0	0	0	0	0	0	0	0	0	0	0	
78*08	1	0	0	0	0	0	1	0	0	0	0	0	

TABLE C-4.

C-14

GA SAFETY ANALYSIS

TABLE C-5.

NUMBER OF ACCIDENTS, CORPORATE (SEP+MEP)
FOR WHICH 64*12 WAS ONE OF THE CAUSES

ANY C/F	ANY	U	N	A	C	ACCIDENT TYPE	F	S	J	M0	M1
		9	5	7	2	0	1	0	9	3	2
CAUSES:											
64*32	12	1	1	0	2	3	1	0	0	2	0
64*42	11	0	0	4	0	2	0	0	0	0	0
64*22	11	3	1	0	1	0	0	0	4	0	1
64*52	3	1	0	0	0	1	0	0	0	0	0
64*12	57	9	5	7	2	5	1	0	9	3	2
64*62	13	1	2	0	0	0	0	0	9	0	0
64*32	3	3	0	0	0	0	0	0	0	0	0
74*00	5	4	0	0	0	0	0	0	0	0	0
74*KA	2	2	0	0	0	0	0	0	0	0	0
70*CA	0	0	0	0	0	0	0	0	0	0	0
FACTORS:											
64*32	3	1	0	0	0	1	0	0	0	0	0
64*42	1	0	0	0	0	0	0	0	0	0	0
64*22	0	0	0	0	0	0	0	0	0	0	0
64*52	1	1	0	0	0	0	0	0	0	0	0
64*12	0	0	0	0	0	0	0	0	0	0	0
64*62	0	0	0	0	0	0	0	0	0	0	0
60*32	1	0	1	0	0	0	0	0	0	0	0
74*00	C	0	0	0	0	0	0	0	0	0	0
74*KA	0	0	0	0	0	0	0	0	0	0	0
70*CB	0	0	0	0	0	0	0	0	0	0	0

TABLE C-6.

GA SAFETY ANALYSIS

NUMBER OF ACCIDENTS, CORPORATE (SEP+MEP)
FOR WHICH 64-6Z WAS ONE OF THE CAUSES

ANY C/F	ANY	U	N	A	C	ACCIDENT TYPE	F	G	J	M8	M1
		4	13	0	0	0	3	2	19	4	1
CAUSES:											
64-3Z	3	2	1	0	0	0	0	0	0	0	0
64-4Z	4	0	0	0	0	0	0	1	1	0	0
64-2Z	16	0	1	0	0	0	0	0	10	0	0
64-5Z	7	2	0	0	0	0	0	0	0	1	1
64-1Z	13	1	2	0	0	0	0	0	9	0	0
64-6Z	54	4	10	0	0	0	0	2	19	4	1
64-3Z	1	1	0	0	0	0	0	0	0	0	0
74-03	2	2	0	0	0	0	0	0	0	0	0
74-KA	0	0	0	0	0	0	0	0	0	0	0
78-C8	0	0	0	0	0	0	0	0	0	0	0
FACTORS:											
64-3Z	2	1	0	0	0	0	0	0	0	1	0
64-4Z	0	0	0	0	0	0	0	0	0	0	0
64-2Z	1	0	0	0	0	0	0	0	0	0	0
64-5Z	1	0	1	0	0	0	0	0	0	0	0
64-1Z	2	0	1	0	0	0	0	1	0	0	0
64-6Z	0	0	0	0	0	0	0	0	0	0	0
68-3Z	0	0	0	0	0	0	0	0	0	0	0
74-08	0	0	0	0	0	0	0	0	0	0	0
74-KA	0	0	0	0	0	0	0	0	0	0	0
78-C8	0	0	1	0	0	0	0	0	0	0	0

TABLE C-7.

CA SAFETY ANALYSIS

NUMBER OF ACCIDENTS, CORPORATE (SEP+MEP)
FOR WHICH 66*32 WAS ONE OF THE CAUSES

ANY G/F	ANY	U	N	A	C	ACCIDENT TYPE	F	G	J	H0	H1
		15	2	4	4	0	3	0	0	0	3
CAUSES:											
64*32	5	4	0	0	0	0	0	0	0	0	1
64*42	2	1	0	0	0	0	0	0	0	0	0
64*22	3	2	0	1	0	0	0	0	0	0	0
64*52	1	0	1	0	0	0	0	0	0	0	0
64*12	3	3	0	0	0	0	0	0	0	0	0
64*62	1	1	0	0	0	0	0	0	0	0	0
66*32	53	15	2	4	4	0	3	0	0	0	3
74*00	13	7	0	0	0	3	0	0	0	0	0
74*4A	0	0	0	0	0	0	0	0	0	0	0
78*CB	4	0	0	0	3	0	3	0	0	0	0
FACTORS:											
64*32	5	1	0	0	0	0	0	0	0	0	0
64*42	0	0	0	0	0	0	0	0	0	0	0
64*22	0	0	0	0	0	0	0	0	0	0	0
64*52	0	0	0	0	0	0	0	0	0	0	0
64*12	1	1	0	0	0	0	0	0	0	0	0
64*62	1	0	0	0	0	0	0	0	0	0	0
66*32	1	0	0	0	0	0	0	0	0	0	0
74*30	0	0	0	0	0	0	0	0	0	0	0
74*4A	0	0	0	0	0	0	0	0	0	0	0
78*CB	0	0	0	0	0	0	0	0	0	0	0

TABLE C-8.
GA SAFETY ANALYSIS
NUMBER OF ACCIDENTS, CORPORA(TISEP+NEP)
FOR WHICH 74*00 WAS ONE OF THE CAUSES

ANY C/F	ANY	U	N	A	C	ACCIDENT TYPE	F	G	J	M0	M1
		17	0	0	0	0	0	0	0	0	0
CAUSES:											
64*32	2	2	0	0	0	0	0	0	0	0	0
64*42	1	0	0	0	0	0	0	0	0	0	0
64*22	1	1	0	0	0	0	0	0	0	0	0
64*52	1	1	3	0	0	0	0	0	0	0	0
64*12	4	4	0	0	0	0	0	0	0	0	0
64*62	2	2	0	0	0	0	0	0	0	0	0
68*32	12	7	0	0	0	0	0	0	0	0	0
74*00	26	17	3	0	0	0	0	0	0	0	0
74*KA	0	0	0	0	0	0	0	0	0	0	0
78*09	1	0	0	0	0	0	0	0	0	0	0
FACTORS:											
64*32	2	1	0	0	0	0	0	0	0	0	0
64*42	0	0	0	0	0	0	0	0	0	0	0
64*22	0	0	0	0	0	0	0	0	0	0	0
64*52	0	0	0	0	0	0	0	0	0	0	0
64*12	0	0	0	0	0	0	0	0	0	0	0
64*62	0	0	0	0	0	0	0	0	0	0	0
68*32	1	0	0	0	0	0	0	0	0	0	0
74*00	1	0	0	0	0	0	0	0	0	0	0
74*KA	0	0	0	0	0	0	0	0	0	0	0
78*08	0	0	0	0	0	0	0	0	0	0	0

TABLE C-9.

GA SAFETY ANALYSIS

NUMBER OF ACCIDENTS, CORPORATE (SEP+MEP)
FOR WHICH 74*KA WAS ONE OF THE CAUSES

ANY C/P	ANY	U	V	A	ACCIDENT TYPE			F	G	J	M0	M1
					C	0	0					
CAUSES:												
64*3Z	6	6	3	0	0	0	0	0	0	0	0	0
64*4Z	1	1	0	0	0	0	0	0	0	0	0	0
64*2Z	4	4	3	0	0	0	0	0	0	0	0	0
64*5Z	0	0	3	0	0	0	0	0	0	0	0	0
64*1Z	3	2	0	0	0	0	0	0	0	0	0	0
64*6Z	0	0	0	0	0	0	0	0	0	0	0	0
64*3Z	0	0	0	0	0	0	0	0	0	0	0	0
74*00	0	0	3	0	0	0	0	0	0	0	0	0
74*KA	23	23	0	0	0	0	0	0	0	0	0	0
70*CB	0	0	0	0	0	0	0	0	0	0	0	0
FACTORS:												
64*3Z	3	2	0	0	0	0	0	0	0	0	0	0
64*4Z	1	1	0	0	0	0	0	0	0	0	0	0
64*2Z	0	0	3	0	0	0	0	0	0	0	0	0
64*5Z	1	1	0	0	0	0	0	0	0	0	0	0
64*1Z	3	2	3	0	0	0	0	0	0	0	0	0
64*6Z	0	0	0	0	0	0	0	0	0	0	0	0
60*3Z	2	2	3	0	0	0	0	0	0	0	0	0
74*CB	0	0	0	0	0	0	0	0	0	0	0	0
74*KA	0	0	0	0	0	0	0	0	0	0	0	0
70*CB	0	0	0	0	0	0	0	0	0	0	0	0

TABLE C-10.
 NUMBER OF ACCIDENTS, CORPORATE(SEP+HEP)
 FOR WHICH 70*CB WAS ONE OF THE CAUSES

GA SAFETY ANALYSIS

ANY G/F	ANY	U	M	A	C	ACCIDENT TYPE	F	G	J	M0	M1
CAUSES:											
64*32	1	0	0	0	0	0	1	0	0	0	0
64*42	0	0	0	0	0	0	0	0	0	0	0
64*22	0	0	0	0	0	0	0	0	0	0	0
64*52	0	0	0	0	0	0	0	0	0	0	0
64*12	0	0	0	0	0	0	0	0	0	0	0
64*62	0	0	0	0	0	0	0	0	0	0	0
64*32	0	0	0	0	0	0	0	0	0	0	0
74*00	1	0	0	0	0	0	3	0	0	0	0
74*KA	0	0	0	0	0	0	0	0	0	0	0
73*CB	22	0	0	0	0	0	12	0	0	0	0
FACTORS:											
64*32	0	0	0	0	0	0	0	0	0	0	0
64*42	0	0	0	0	0	0	0	0	0	0	0
64*22	0	0	0	0	0	0	0	0	0	0	0
64*52	0	0	0	0	0	0	0	0	0	0	0
64*12	0	0	0	0	0	0	0	0	0	0	0
64*62	0	0	0	0	0	0	0	0	0	0	0
64*32	1	0	0	0	0	0	1	0	0	0	0
74*00	0	0	0	0	0	0	0	0	0	0	0
74*KA	0	0	0	0	0	0	0	0	0	0	0
70*CB	0	0	0	0	0	0	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE C-11.
NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS

	UN KNOWN	0- 25, CORPORATE (RECIPROCATING ENGINE(S))							76- 100	ABOVE 100
		0- 5	6- 10	11- 25	26- 50	51- 75	76- 100	ABOVE 100		
A	--	1	--	--	--	--	--	1	--	--
B	--	--	--	--	--	--	--	--	--	--
C	--	--	--	--	--	--	--	--	--	--
D	--	--	--	--	--	--	--	--	--	--
E	--	--	--	--	--	--	--	1	--	--
F	--	--	--	--	--	--	--	--	--	--
G	--	--	--	--	--	--	--	--	--	--
H	--	1	--	--	--	--	--	--	--	--
I	--	--	--	--	--	--	--	--	--	--
J	--	1	--	--	--	--	--	--	--	--
K	--	1	--	1	--	--	--	--	--	--
L0	--	--	--	--	--	--	--	--	--	--
L1	--	--	--	--	--	--	--	--	--	--
L2	--	--	--	--	--	--	--	--	--	--
M0	--	--	--	--	--	--	--	--	--	--
M1	--	--	--	--	--	--	--	--	--	--
N	--	3	--	--	--	--	--	--	--	--
P	--	--	--	--	--	--	--	--	--	--
Q	--	--	--	--	--	--	--	--	--	--
R0	--	--	--	--	--	--	--	--	--	--
R1	--	--	--	--	--	--	--	--	--	--
S0	--	--	--	--	--	--	--	--	--	--
S1	--	--	--	--	--	--	--	--	--	--
T	--	--	--	--	--	--	--	--	--	--
U	--	--	--	--	--	--	--	--	--	--
V	--	--	--	--	--	--	--	--	--	--
W	--	--	--	--	--	--	--	--	--	--
Y	--	--	--	--	--	--	--	--	--	--
0	--	--	--	--	--	--	--	--	--	--
2	--	--	--	--	--	--	--	--	--	--
4	--	--	--	--	--	--	--	--	--	--
5	--	--	--	--	--	--	--	--	--	--
6	--	--	--	--	--	--	--	--	--	--
7	--	3	--	--	--	--	--	--	--	--

GA SAFETY ANALYSIS

TABLE C-12.
NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS

	UN KNOWN	26- 50, CORPORATE (RECIPROCATING ENGINE(S))						76- 100	ABOVE 100
		0- 5	6- 10	11- 25	26- 50	51- 75			
A	--	--	--	--	--	--	--	--	--
B	--	--	--	--	--	--	--	--	--
C	--	--	--	--	--	--	--	--	--
D	--	--	--	--	--	--	--	--	--
E	--	--	--	--	--	--	--	--	--
F	--	--	--	--	--	--	--	--	--
G	--	--	--	1	--	--	--	--	--
H	--	--	--	--	--	--	--	--	--
I	--	--	--	--	--	--	--	--	--
J	--	1	--	--	--	--	--	--	--
K	--	--	--	--	--	--	--	--	--
L0	--	--	--	--	--	--	--	--	--
L1	--	--	--	--	--	--	--	--	--
L2	--	--	--	--	--	--	--	--	--
M0	--	--	--	--	--	--	--	--	--
M1	--	--	--	--	--	--	--	--	--
N	--	--	--	--	--	--	--	--	--
P	--	--	--	--	--	--	--	--	--
Q	--	--	--	--	--	--	--	--	--
R0	--	--	--	--	--	--	--	--	--
R1	--	--	--	--	--	--	--	--	--
S0	--	--	--	--	--	--	--	--	--
S1	--	--	--	--	--	--	--	--	--
T	--	--	--	--	1	--	--	--	--
U	--	--	--	--	--	--	--	--	--
V	--	--	--	--	--	--	--	--	--
W	--	--	--	--	--	--	--	--	--
Y	--	--	--	--	--	--	--	--	--
0	--	--	--	--	--	--	--	--	--
2	--	--	--	--	--	--	--	--	--
4	--	--	--	--	--	--	--	--	--
5	--	--	--	--	--	--	--	--	--
6	--	--	--	--	--	--	--	--	--
7	--	--	--	--	--	--	--	--	--

GA SAFETY ANALYSIS

TABLE C-13.
NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS

	51- 75. CORPORATE (RECIPROCATING ENGINE(S))						UN KNOWN				
	0- 5	6- 10	11- 25	26- 50	51- 75	76- 100	ABOVE 100				
A	--	--	--	1	--	--	--				
B	--	--	--	--	--	--	--				
C	--	--	--	--	--	--	--				
D	--	--	--	--	--	--	--				
E	--	--	--	--	--	--	--				
F	--	--	--	--	--	--	--				
G	--	--	--	--	--	--	--				
H	--	--	--	--	--	--	--				
I	--	--	--	--	--	--	--				
J	--	--	--	--	--	--	--				
K	--	--	--	--	--	--	--				
L0	--	--	--	--	--	--	--				
L1	--	--	--	--	--	--	--				
L2	--	--	--	--	--	--	--				
M0	--	--	--	--	--	--	--				
M1	--	--	--	--	--	--	--				
N	--	--	--	--	--	--	--				
P	--	--	--	1	--	--	--				
D	--	--	--	--	--	--	--				
R0	--	--	--	--	--	--	--				
R1	--	--	--	--	--	--	--				
S0	--	--	--	--	--	--	--				
S1	--	--	--	--	--	--	--				
T	--	--	--	--	--	--	--				
U	--	--	--	--	--	--	--				
V	--	--	--	--	--	--	--				
W	--	--	--	--	--	--	--				
Y	--	--	--	--	--	--	--				
0	--	--	--	--	--	--	--				
2	--	--	--	--	--	--	--				
4	--	--	--	--	--	--	--				
5	--	--	--	--	--	--	--				
6	--	--	--	--	--	--	--				
7	--	--	--	--	--	--	--				

GA SAFETY ANALYSIS

TABLE C-14.

NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS

76- 100, CORPORATE (RECIPROCATING ENGINE(S))

	UN KNOWN	76- 100, CORPORATE (RECIPROCATING ENGINE(S))					76- 100	ABOVE 100
		0- 5	6- 10	11- 25	26- 50	51- 75		
A	--	--	--	--	--	--	--	--
B	--	--	--	--	--	--	--	--
C	--	--	--	--	--	--	--	--
D	--	--	--	--	--	--	--	--
E	--	--	--	--	--	--	--	--
F	--	--	--	--	--	--	--	--
G	--	--	--	--	--	--	--	--
H	--	--	--	--	--	--	--	--
I	--	--	--	--	--	--	--	--
J	--	--	--	--	--	--	--	--
K	--	--	--	--	--	--	--	--
L0	--	--	--	--	--	--	--	--
L1	--	--	--	--	--	--	--	--
L2	--	--	--	--	--	--	--	--
M0	--	--	--	--	--	--	--	--
M1	--	--	--	--	--	--	--	--
N	--	--	--	--	--	--	--	--
P	--	--	--	--	--	--	--	--
Q	--	--	--	--	--	--	--	--
R0	--	--	--	--	--	--	--	--
R1	--	--	--	--	--	--	--	--
S0	--	--	--	--	--	--	--	--
S1	--	--	--	--	--	--	--	--
T	--	--	--	--	--	--	--	--
U	--	--	--	--	--	--	--	--
V	--	--	--	--	--	--	--	--
W	--	--	--	--	--	--	--	--
Y	--	--	--	--	--	--	--	--
0	--	--	--	--	--	--	--	--
2	--	--	--	--	--	--	--	--
4	--	--	--	--	--	--	--	--
5	--	--	--	--	--	--	--	--
6	--	--	--	--	--	--	--	--
7	--	--	--	--	--	--	--	--

GA SAFETY ANALYSIS

TABLE C-15.
 NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS
 101- 200, CORPORATE (RECIPROCATING ENGINE(S))

	UN KNOWN	0- 5	6- 10	11- 25	26- 50	51- 75	76- 100	ABOVE 100
A	--	--	--	--	--	--	--	1
B	--	--	--	--	--	--	--	--
C	--	--	--	--	--	1	--	--
D	--	--	--	--	--	--	--	--
E	--	--	--	--	--	--	--	--
F	--	--	--	--	--	--	--	--
G	--	--	--	--	1	--	--	--
H	--	--	--	--	--	--	--	--
I	--	--	--	--	--	--	--	--
J	--	--	--	--	--	1	--	--
K	--	--	--	--	--	--	--	--
L0	--	--	--	--	--	--	--	--
L1	--	--	--	--	--	--	--	--
L2	--	--	--	--	--	--	--	--
M0	--	--	--	--	--	--	--	--
M1	--	--	--	--	--	--	--	--
N	--	1	--	--	--	--	--	--
P	--	--	--	--	--	--	--	--
Q	--	--	--	1	--	--	--	--
R0	--	--	--	--	--	--	--	--
R1	--	--	--	--	--	--	--	--
S0	--	--	--	--	--	--	--	--
S1	--	--	--	--	--	--	--	--
T	--	--	--	--	--	--	--	2
U	--	--	--	--	--	--	--	--
V	--	--	--	--	--	--	--	--
W	--	--	--	--	--	--	--	--
Y	--	--	--	--	--	--	--	--
0	--	--	--	--	--	--	--	--
2	--	--	--	--	--	--	--	--
4	--	--	--	--	--	--	--	--
5	--	--	--	--	--	--	--	--
6	--	--	--	--	--	--	--	--
7	--	--	--	--	--	--	--	--

GA SAFETY ANALYSIS

TABLE C-16.
 NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS
 201- 500, CORPORATE (RECIPROCATING ENGINE(S))

	UN KNOWN	0- 5	6- 10	11- 25	26- 50	51- 75	76- 100	ABOVE 100
A	--	2	--	2	1	--	--	--
B	--	--	--	--	--	--	--	1
C	--	--	--	--	--	--	--	--
D	--	--	--	--	--	--	--	--
E	--	--	--	--	--	--	--	--
F	--	--	1	--	--	--	--	2
G	--	--	1	--	--	--	--	--
H	--	--	--	--	--	--	--	--
I	--	--	--	--	--	--	--	1
J	--	--	--	--	--	--	--	--
K	--	--	--	--	--	--	--	--
L0	--	--	--	--	--	--	--	--
L1	--	--	--	--	--	--	--	--
L2	--	--	--	--	--	--	--	--
M0	--	--	--	--	--	--	--	--
M1	--	--	--	--	1	--	--	1
N	--	--	--	1	--	--	--	2
P	--	--	--	--	--	--	--	--
Q	--	1	--	1	2	--	--	--
R0	--	--	--	--	--	--	--	--
R1	--	--	--	--	1	--	--	--
S0	--	--	--	--	--	--	--	--
S1	--	--	--	--	--	--	--	--
T	--	--	--	--	--	--	--	1
U	--	1	2	1	1	1	--	--
V	--	--	--	--	--	--	--	--
N	--	--	--	--	--	--	--	--
Y	--	--	--	--	--	--	--	--
0	--	--	--	--	--	--	--	--
2	--	--	--	--	--	--	--	--
4	--	--	--	--	--	--	--	--
5	--	--	--	--	--	--	--	--
6	--	--	--	--	--	--	--	--
7	--	--	--	--	--	--	--	--

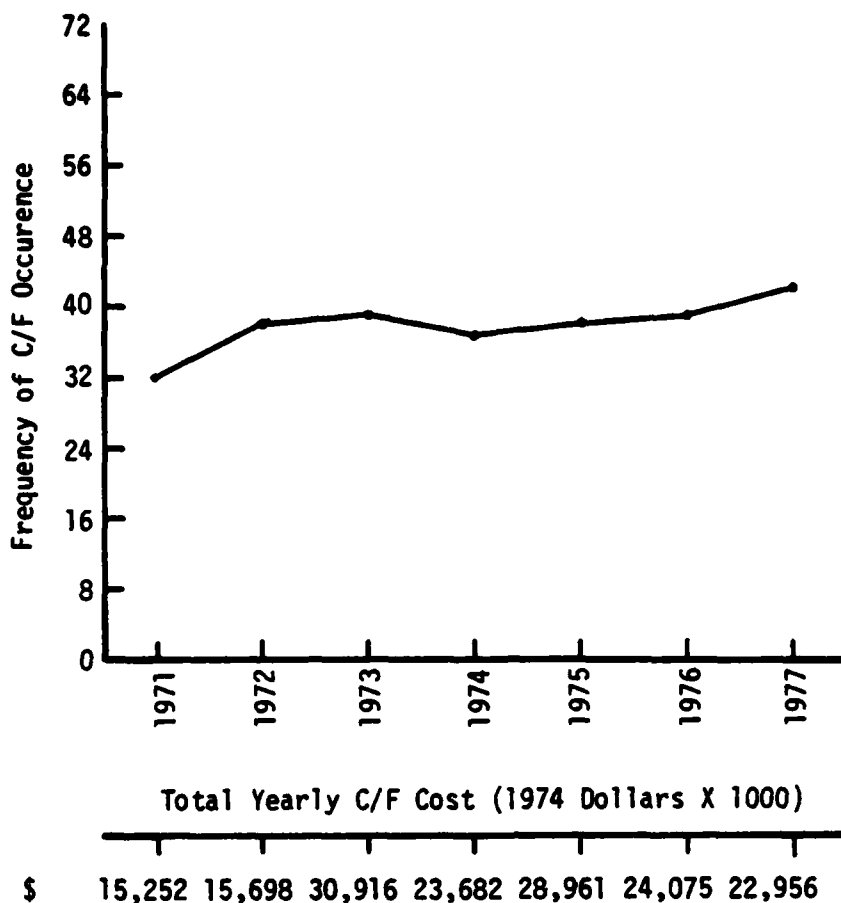
GA SAFETY ANALYSIS

TABLE C-17.
NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS

	UN KNOWN	ABOVE 500, CORPORATE (RECIPROCATING ENGINE(S))							76- 100	ABOVE 100
		0- 5	6- 10	11- 25	26- 50	51- 75				
A	--	2	--	1	3	3		3	32	
B	--	--	--	--	--	--		--	--	
C	--	--	--	1	3	1		--	30	
D	--	--	--	--	--	--		--	--	
E	--	--	--	--	--	5		--	16	
F	--	3	--	--	2	3		1	25	
G	--	2	1	1	2	2		1	14	
H	--	2	1	--	1	--		--	4	
I	--	--	--	--	--	--		--	--	
J	--	1	1	--	4	1		1	10	
K	--	--	--	--	--	1		1	9	
L0	--	2	--	1	--	--		--	4	
L1	--	--	--	--	--	--		--	2	
L2	--	--	--	--	--	--		--	4	
M0	--	2	--	--	1	--		1	16	
M1	--	3	--	1	2	--		1	7	
N	--	4	1	5	4	1		2	39	
P	--	--	--	--	--	--		--	--	
Q	--	3	1	2	1	2		1	20	
R0	--	--	--	--	--	1		--	6	
R1	--	--	--	--	--	--		--	1	
S0	--	--	1	1	--	--		--	0	
S1	--	--	--	--	--	--		--	4	
T	--	--	--	--	--	--		--	--	
U	--	13	3	6	10	7		2	49	
V	--	--	--	--	1	1		--	5	
W	--	--	--	--	--	--		--	2	
X	--	--	--	--	--	--		--	--	
Y	--	--	--	--	1	--		--	3	
Z	--	--	--	--	--	--		--	--	
0	--	--	--	--	--	--		--	1	
1	--	--	--	--	--	--		--	--	
2	--	--	--	--	--	--		--	--	
3	--	--	--	--	--	--		--	--	
4	--	--	--	--	--	--		--	--	
5	--	--	--	--	--	--		--	--	
6	--	1	--	--	--	--		--	3	
7	--	--	--	--	--	--		--	1	

APPENDIX D

DATA PERTAINING TO THE
PERSONAL, SINGLE- AND MULTI-ENGINE PISTON
SUBPOPULATION



TOTAL ASSOCIATED FATALITIES 953

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 5,895

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . . 242

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 6,137

TOTAL ASSOCIATED COST AS CAUSE. \$153,919

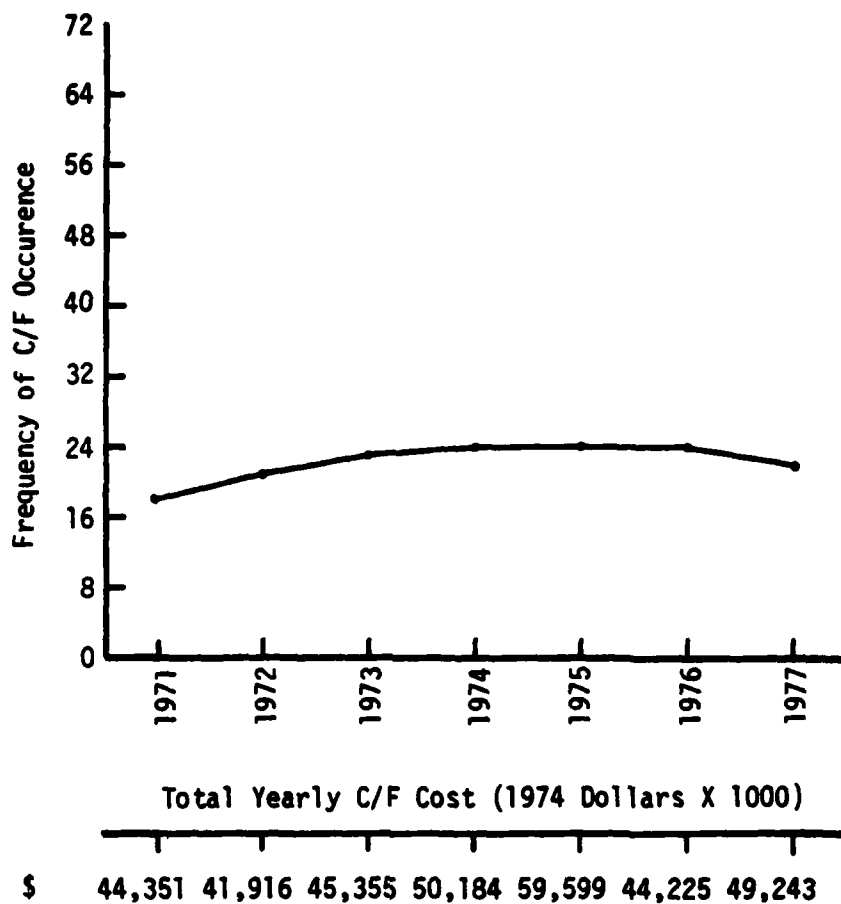
TOTAL ASSOCIATED COST AS FACTOR \$ 7,621

TOTAL ASSOCIATED COST AS BOTH \$161,540

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 104, 106, 107, 108, 109, 111, 115, 214,
218, 220, 221, 503, 504

FIGURE D-1.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: PER 64*4Z



TOTAL ASSOCIATED FATALITIES 2,545

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 3,622

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . . 265

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 3,887

TOTAL ASSOCIATED COST AS CAUSE. \$325,117

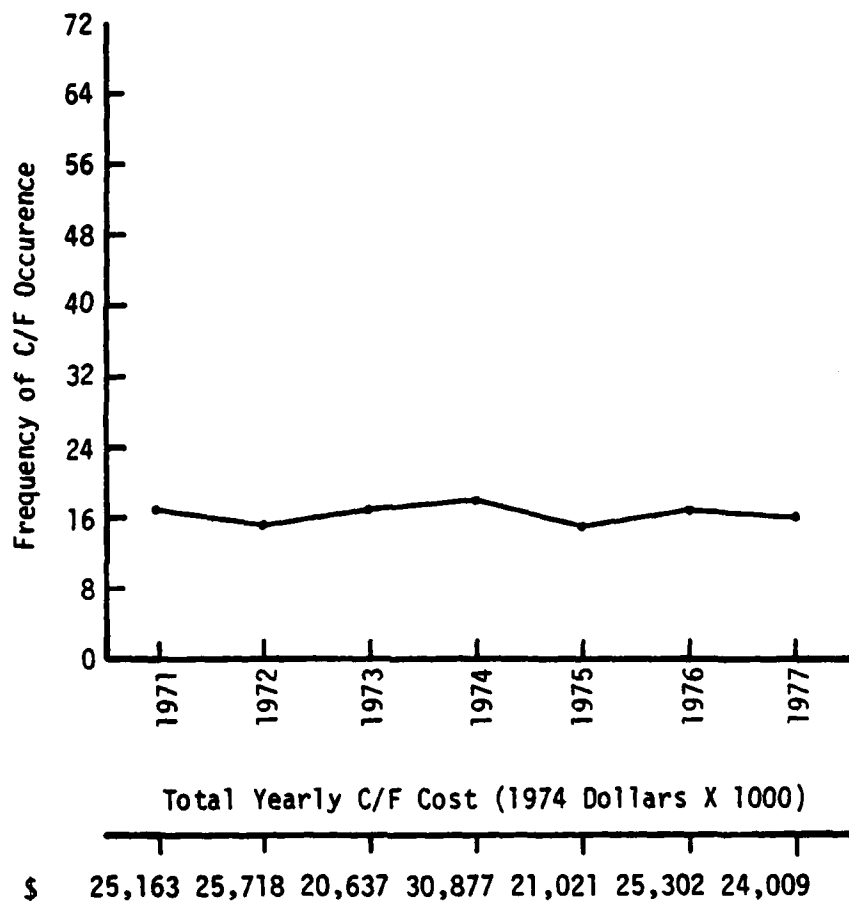
TOTAL ASSOCIATED COST AS FACTOR \$ 9,756

TOTAL ASSOCIATED COST AS BOTH \$334,873

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 101, 221, 302, 412

FIGURE D-2.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: PER 64*22



TOTAL ASSOCIATED FATALITIES 1,398

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 2,691

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . . 533

TOTAL ACCIDENTS ASSOCIATED AS BOTH . . 3,224

TOTAL ASSOCIATED COST AS CAUSE \$138,458

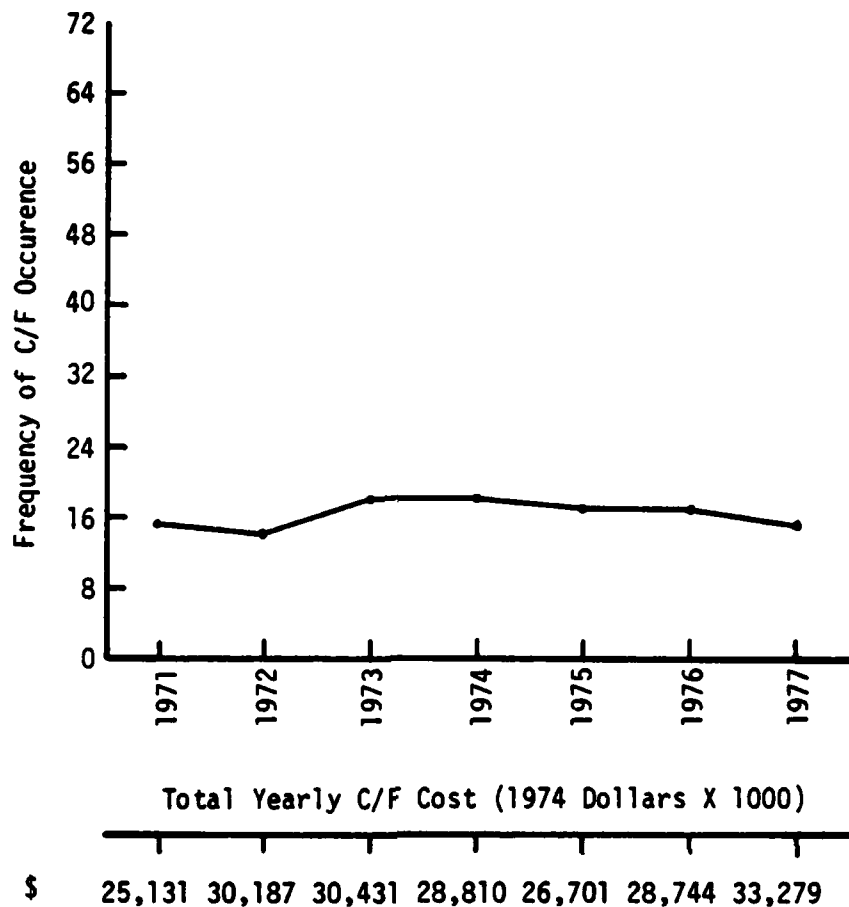
TOTAL ASSOCIATED COST AS FACTOR \$ 34,249

TOTAL ASSOCIATED COST AS BOTH \$172,707

DIRECTLY ALIGNED SAFETY PROGRAMS . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS . . 101, 221, 302, 412

FIGURE D-3.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: PER 64*3Z



TOTAL ASSOCIATED FATALITIES 1,614

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 2,666

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . 742

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 3,408

TOTAL ASSOCIATED COST AS CAUSE. \$168,721

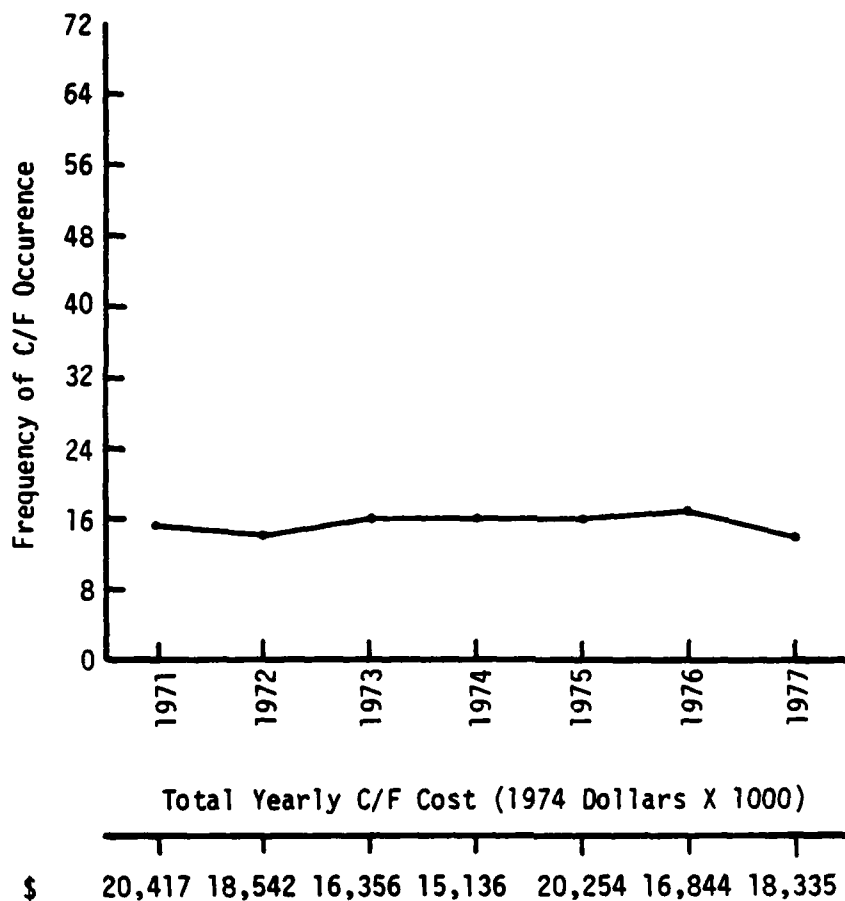
TOTAL ASSOCIATED COST AS FACTOR \$ 34,562

TOTAL ASSOCIATED COST AS BOTH \$203,283

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 302, 412

FIGURE D-4.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: PER 64*1Z



TOTAL ASSOCIATED FATALITIES 621

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 2,520

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . . 84

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 2,604

TOTAL ASSOCIATED COST AS CAUSE. \$122,872

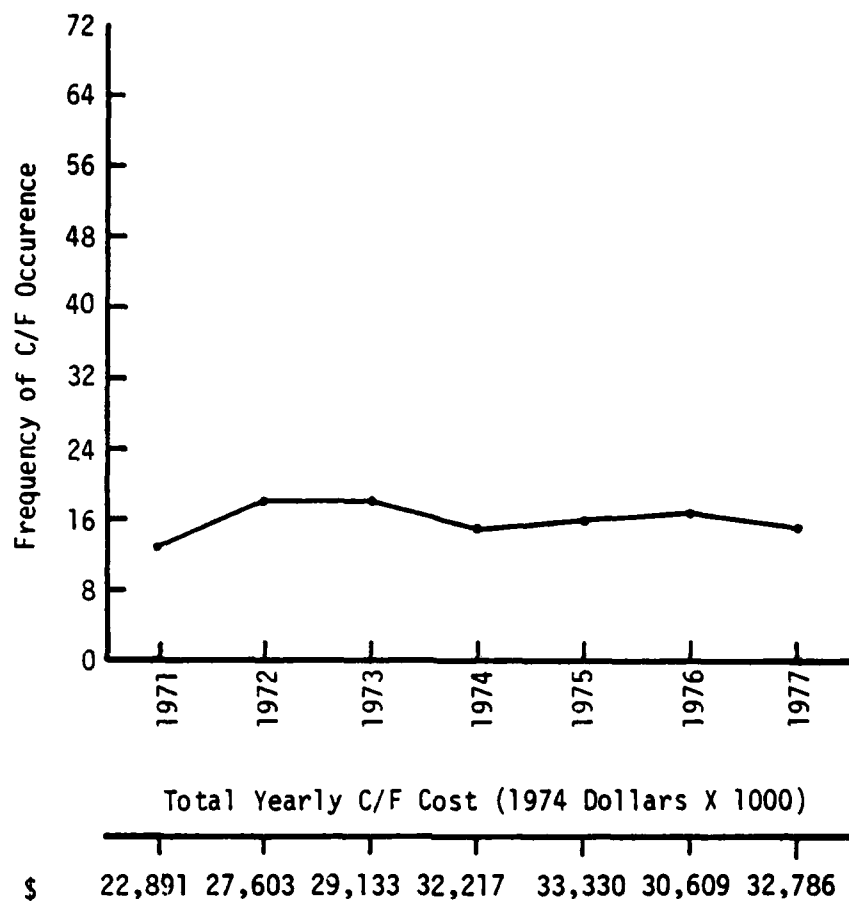
TOTAL ASSOCIATED COST AS FACTOR \$ 3,012

TOTAL ASSOCIATED COST AS BOTH \$125,884

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 101,106,107,108,109,111,115,206,223

FIGURE D-5.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: PER 64*6Z



TOTAL ASSOCIATED FATALITIES 1,008

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 2,515

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . . 260

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 2,775

TOTAL ASSOCIATED COST AS CAUSE. \$194,869

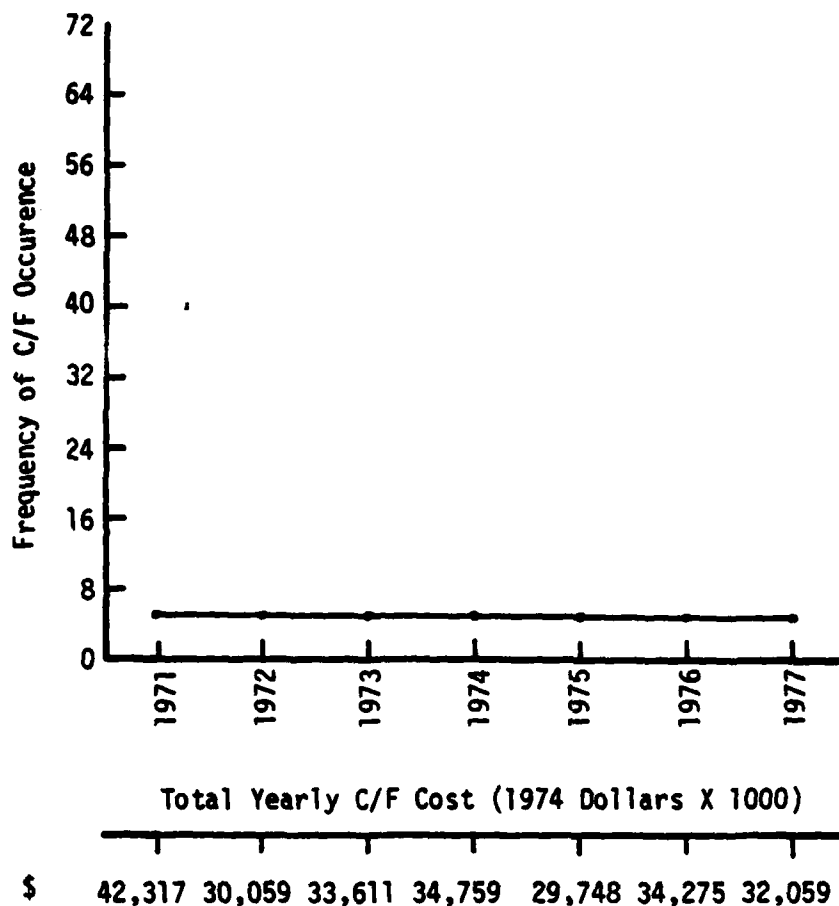
TOTAL ASSOCIATED COST AS FACTOR \$ 13,700

TOTAL ASSOCIATED COST AS BOTH \$208,569

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 104, 206

FIGURE D-6.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: PER 64*5Z



TOTAL ASSOCIATED FATALITIES 1,863

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . . 830

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . . . 132

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . . 962

TOTAL ASSOCIATED COST AS CAUSE. \$219,025

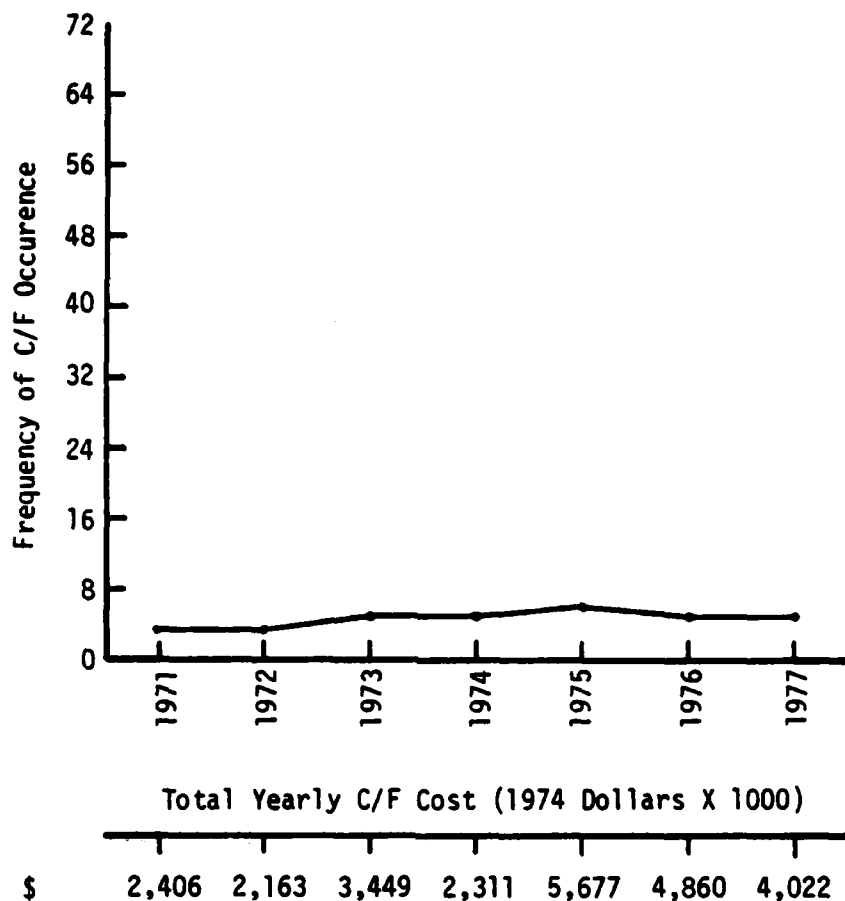
TOTAL ASSOCIATED COST AS FACTOR \$ 17,803

TOTAL ASSOCIATED COST AS BOTH \$236,828

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . 415

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 222

FIGURE D-7.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: PER 64*7Z



TOTAL ASSOCIATED FATALITIES 255

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 760

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . 169

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 929

TOTAL ASSOCIATED COST AS CAUSE. \$20,599

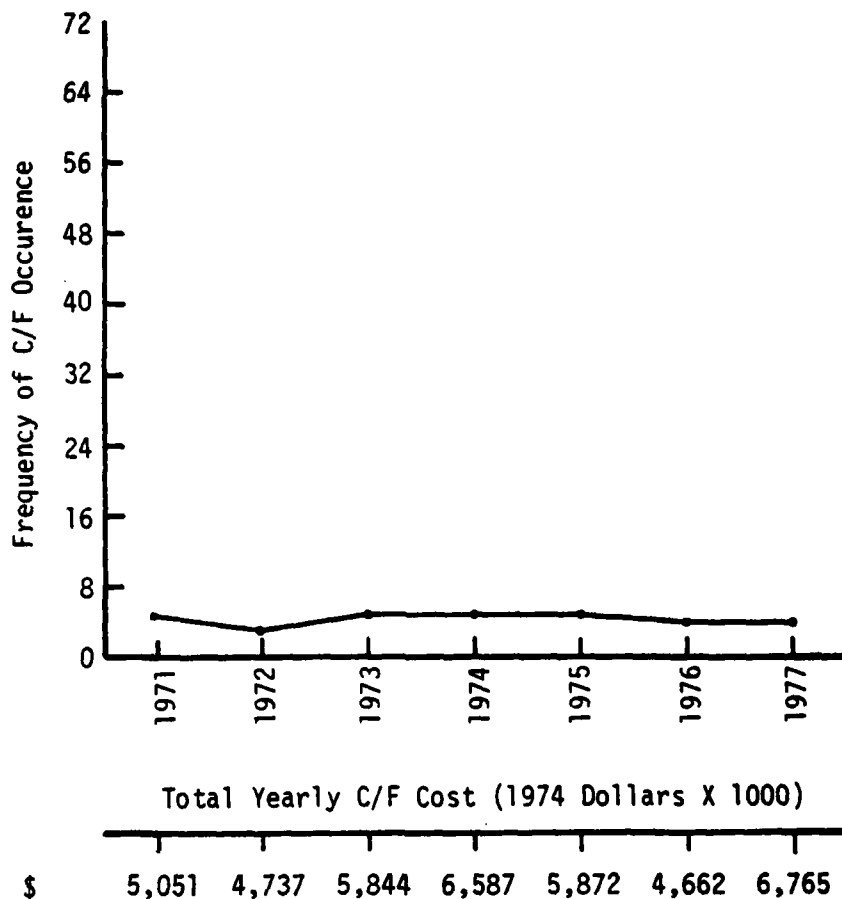
TOTAL ASSOCIATED COST AS FACTOR \$ 4,289

TOTAL ASSOCIATED COST AS BOTH \$24,888

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . 305, 411, 413, 414

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . See Table

FIGURE D-8.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: PER 68*3Z



TOTAL ASSOCIATED FATALITIES 127

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 739

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . . 1

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 740

TOTAL ASSOCIATED COST AS CAUSE. \$39,161

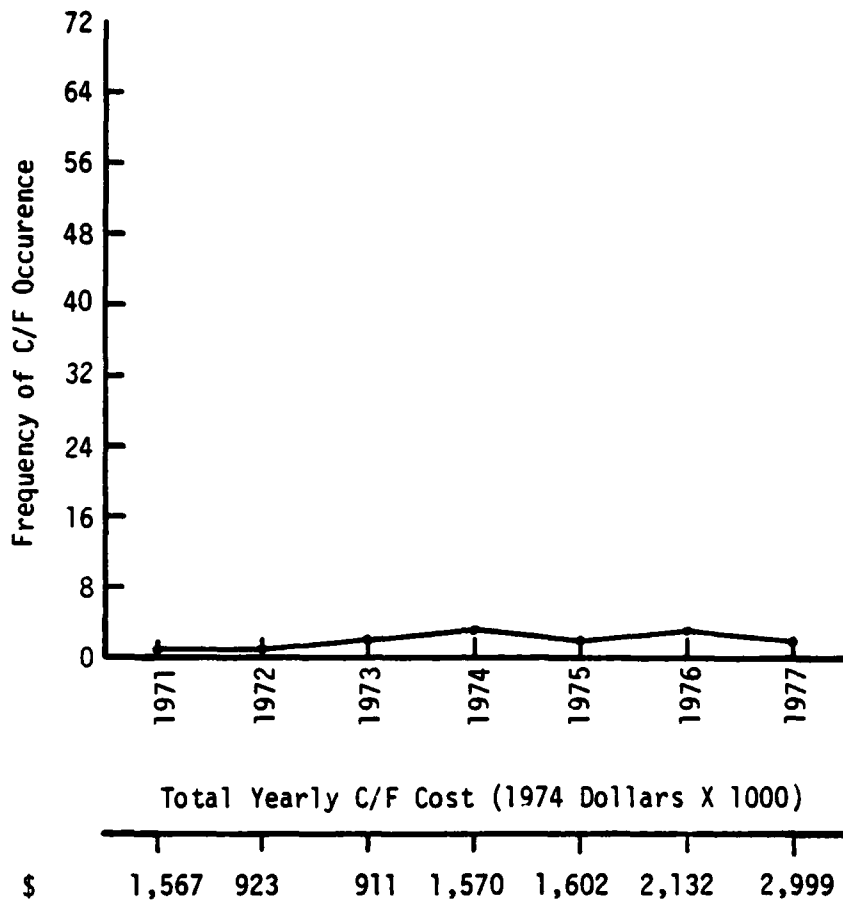
TOTAL ASSOCIATED COST AS FACTOR \$ 357

TOTAL ASSOCIATED COST AS BOTH \$39,518

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 407

FIGURE D-9.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: PER 74*KA



TOTAL ASSOCIATED FATALITIES 84

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 352

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . 102

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 454

TOTAL ASSOCIATED COST AS CAUSE. \$10,449

TOTAL ASSOCIATED COST AS FACTOR \$ 1,255

TOTAL ASSOCIATED COST AS BOTH \$11,704

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 308, 402, 407, 408
409, 410, 411

FIGURE D-10.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: PER 74*00

GA SAFETY ANALYSIS

TABLE D-1.
NUMBER OF ACCIDENTS, PLNSCHAL(SEP+MEP)
FOR WHICH 64*42 WAS ONE OF THE CAUSES

ANY C/F	ANY	U 649	N 243	A 1777	D 402	ACCIDENT TYPE G 922	J 115	M1 40	M0 39	H 150	K 65
CAUSES:											
64*42	5895	649	240	1777	406	921	115	40	39	150	65
64*22	581	50	53	183	59	32	35	4	12	20	1
64*32	316	87	30	56	65	14	2	7	6	0	2
64*12	622	44	41	228	66	60	41	14	8	22	11
64*52	316	32	15	26	9	48	109	1	6	6	61
64*52	193	101	19	27	12	12	2	1	1	1	2
64*72	111	3	1	4	5	0	0	10	0	1	0
64*32	75	44	3	10	1	2	0	0	0	1	0
74*4A	57	57	3	9	6	0	0	0	0	0	0
74*00	31	20	0	1	0	0	0	0	0	0	0
FACTORS:											
64*42	83	0	0	0	2	1	0	0	0	0	0
64*22	72	4	3	32	11	10	1	0	0	1	0
64*32	84	11	2	23	19	10	1	0	2	2	1
64*12	318	17	10	143	32	51	4	4	0	11	4
64*52	29	3	0	15	4	4	1	0	0	1	0
64*52	49	7	2	13	6	14	1	1	0	1	1
64*72	22	2	0	3	2	2	1	4	1	0	0
64*32	40	3	3	17	2	4	2	0	0	0	0
74*4A	6	0	0	0	0	0	0	0	0	0	0
74*00	14	7	2	3	1	0	1	0	0	0	0

GA SAFETY ANALYSIS

TABLE D-2.
NUMBER OF ACCIDENTS, PERSONAL(SEP+YEP)
FOR WHICH 64-22 WAS ONE OF THE CAUSES

ANY C/P	ANY	U	N	A	O	ACCIDENT TYPE	J	M1	M0	H	K
		368	851	287	200	G	365	303	312	254	28
CAUSES:											
64-42	620	50	60	189	50	32	35	4	12	20	1
64-22	3622	360	951	296	200	48	365	303	312	254	28
64-32	526	113	176	27	38	6	7	32	27	53	4
64-12	409	25	96	37	19	9	90	51	31	19	4
64-62	558	20	115	1	8	5	346	0	35	3	18
64-52	352	177	74	5	5	1	3	8	23	10	1
64-72	372	3	11	0	4	0	1	269	11	1	0
64-32	29	14	4	4	1	0	0	0	1	0	0
74-4A	54	53	1	0	0	0	0	0	0	0	0
74-00	17	13	0	1	1	0	0	0	0	0	0
FACTORS:											
64-42	40	1	7	1	2	1	13	0	2	1	0
64-22	73	0	0	1	0	0	0	0	0	0	0
64-32	227	6	72	6	6	4	9	52	43	10	2
64-12	102	7	21	13	9	2	6	15	9	5	1
64-52	13	3	4	1	0	0	1	0	2	2	0
64-52	54	1	12	1	3	0	4	7	8	3	1
64-72	23	2	1	1	3	0	0	0	0	0	0
64-32	37	5	14	0	1	0	3	6	2	0	1
74-4A	0	0	0	0	0	0	0	0	0	0	0
74-00	18	7	4	1	1	0	2	1	0	1	0

GA SAFETY ANALYSIS

TABLE D-3.
NUMBER OF ACCIDENTS, PERSONAL(SEP+NEP)
FOR WHICH 64*32 WAS ONE OF THE CAUSES

ANY C/P	ANY	U	N	A	Q	ACCIDENT TYPE	J	H1	H0	H	K
		1862	441	95	255	G	16	78	94	92	9
CAUSES:											
64*42	333	87	38	56	65	14	2	7	6	8	2
64*22	544	113	176	27	38	6	7	32	27	53	4
64*32	2691	1862	441	95	255	23	16	76	94	92	9
64*12	326	51	100	17	42	4	5	30	17	17	1
64*62	163	43	59	0	12	1	15	2	10	3	5
64*52	842	695	55	2	3	1	1	6	9	1	1
64*72	62	4	4	0	2	0	0	44	2	0	0
68*32	85	45	3	10	0	0	1	5	0	1	0
74*4A	20	20	0	0	0	0	0	0	0	0	0
74*30	36	32	0	1	0	0	0	0	0	0	0
FACTORS:											
64*42	20	2	6	0	11	0	0	0	0	1	0
64*22	34	17	2	1	3	1	0	0	2	0	0
64*32	27	0	0	0	0	0	0	0	0	0	0
64*12	91	28	12	2	15	1	0	2	0	0	1
64*62	0	6	1	0	1	0	0	0	0	0	0
64*52	45	1	4	1	0	0	0	1	0	0	1
64*72	6	1	1	0	1	0	0	0	0	0	0
68*32	41	13	6	3	3	0	0	1	1	0	0
74*4A	0	0	0	0	0	0	0	0	0	0	0
74*08	47	40	2	0	0	0	0	0	0	1	0

GA SAFETY ANALYSIS

TABLE D-4.
NUMBER OF ACCIDENTS, PERSONALISEP+HEP)
FOR WHICH 64-12 WAS ONE OF THE CAUSES

	ANY	U	N	A	O	ACCIDENT TYPE	J	M1	M0	M	K
ANY G/F		204	478	310	246	G	470	214	124	164	102
CAUSES:											
64-62	662	64	41	220	67	60	41	14	0	22	12
64-22	425	28	95	37	19	9	90	51	31	19	4
64-32	322	51	183	17	42	4	5	30	17	17	1
64-12	2656	204	478	310	245	76	470	214	128	164	101
64-62	737	8	85	6	5	5	470	5	47	3	97
64-52	197	66	76	4	4	1	4	4	6	0	4
64-72	218	4	14	1	5	2	0	161	3	0	0
64-32	58	31	5	4	0	1	3	0	0	0	0
74-24	24	23	1	0	0	0	0	0	0	0	0
74-90	19	17	1	0	0	0	0	0	0	0	0
FACTORS:											
64-42	44	0	7	2	4	1	16	0	0	1	1
64-22	27	0	4	2	3	0	10	3	1	0	0
64-32	94	6	23	6	13	3	7	15	0	5	1
64-12	94	0	9	0	1	0	0	0	0	0	1
64-62	4	0	2	1	2	0	1	4	1	0	0
64-52	21	0	1	2	2	1	5	0	3	0	0
64-72	28	2	6	1	6	3	6	0	6	0	1
64-32	16	7	3	1	1	0	3	0	1	0	0
74-24	8	0	0	0	0	0	0	0	0	0	0
74-90	13	9	2	1	0	0	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE D-5.
NUMBER OF ACCIDENTS, PERSONAL(SEP+NEPI)
FOR WHICH 64*6Z WAS ONE OF THE CAUSES

ANY C/F	ANY	U 206	N 463	A 35	O 52	ACCIDENT TYPE G 74	J 919	M1 11	M0 159	M 13	K 492
CAUSES:											
64*42	398	32	16	26	9	4A	109	1	6	6	61
64*22	592	20	115	1	8	5	346	0	35	3	18
64*32	168	43	58	0	12	1	15	2	19	3	5
64*12	751	9	65	6	5	5	470	5	47	3	96
64*52	2520	206	467	35	52	74	919	11	199	13	492
64*52	196	61	32	0	3	2	9	0	21	0	55
64*72	35	0	10	1	3	0	1	3	12	0	5
64*72	30	16	4	0	0	0	4	0	0	0	1
64*32	52	52	0	0	0	0	0	0	0	0	0
74*44	15	12	0	0	0	0	0	0	0	0	0
74*00											
FACTORS:											
64*42	62	2	5	0	1	0	36	0	0	0	0
64*22	41	3	7	0	2	2	15	0	1	0	2
64*32	53	5	13	0	0	2	20	0	5	0	6
64*12	116	5	14	2	6	4	22	0	4	0	21
64*52	0	0	0	0	0	0	0	0	0	0	0
64*52	38	1	7	0	0	1	11	1	6	0	6
64*72	25	0	9	0	0	0	2	0	11	0	3
64*32	17	1	3	0	0	0	7	0	1	0	4
74*44	0	0	0	0	0	0	0	0	0	0	0
74*00	7	3	0	0	0	0	3	0	0	0	1

GA SAFETY ANALYSIS

TABLE D-6
NUMBER OF ACCIDENTS, PERSONAL (SEP-MEP)
FOR WHICH 64-52 WAS ONE OF THE CAUSES

ANY G/F	ANY	U	N	A	Q	ACCIDENT TYPE	J	M1	M0	M	K
		1211	557	32	94	15	10	22	63	12	70
CAUSES:											
64-42	196	101	19	27	12	12	2	1	1	1	2
64-22	368	177	78	5	5	1	3	6	23	10	1
64-32	926	695	55	2	3	1	1	1	9	1	1
64-12	193	66	76	4	4	1	4	4	6	0	4
64-62	188	61	32	0	3	2	9	0	21	0	55
64-52	2515	1211	557	32	94	15	10	22	63	12	70
64-72	48	12	18	1	2	0	0	12	1	0	0
63-32	18	8	4	1	0	0	0	0	0	0	1
74-4A	16	16	0	0	0	0	0	0	0	0	0
74-00	12	9	0	1	0	0	0	0	0	0	0
FACTORS:											
64-42	18	6	3	0	0	0	0	0	0	0	0
64-22	36	23	4	0	0	0	1	0	2	0	1
64-32	69	16	19	0	3	1	0	1	3	1	0
64-12	95	42	16	0	6	1	0	2	1	1	6
64-62	10	10	5	0	1	0	0	0	1	0	1
64-52	41	0	0	0	0	0	0	0	0	0	0
64-72	24	6	10	0	1	0	0	0	0	0	0
63-32	38	17	7	1	2	0	0	0	2	0	0
74-4A	0	0	0	0	0	0	0	0	0	0	0
74-00	62	58	1	0	0	0	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE D-7.
NUMBER OF ACCIDENTS, PERSONAL (SEP+NEP)
FOR WHICH 64*77 WAS ONE OF THE CAUSES

ANY C/P	ANY	U	N	A	0	ACCIDENT TYPE	J	M1	M0	M	K
		26	68	6	37	G	2	520	34	2	6
CAUSES:											
64*42	11	3	1	4	5	C	0	10	0	1	0
64*22	393	3	11	0	4	C	1	269	11	1	0
64*32	64	4	4	0	2	0	0	44	2	0	0
64*12	243	4	19	1	5	C	0	161	3	0	0
64*62	35	0	10	1	3	C	1	3	12	0	5
64*52	49	12	18	1	2	0	0	12	1	0	0
64*72	830	20	68	6	37	1	2	520	34	2	6
64*32	3	0	1	0	0	0	0	0	0	0	0
74*4A	3	3	0	0	6	0	0	0	0	0	0
74*00	1	0	0	0	0	0	0	1	0	0	0
FACTORS:											
64*42	4	0	1	0	0	0	0	1	0	0	0
64*22	18	0	0	0	0	0	0	3	0	0	0
64*32	81	1	2	0	3	0	0	63	3	0	0
64*12	44	0	5	0	4	0	0	26	0	0	0
64*62	1	0	0	0	0	0	0	1	0	0	0
64*52	17	1	0	0	0	0	0	12	1	0	0
64*72	28	0	0	0	0	0	0	0	0	0	0
64*32	13	0	1	0	1	0	0	0	0	0	0
74*4A	6	0	0	0	0	0	0	0	0	0	0
74*00	3	1	0	0	0	0	0	1	0	0	0

GA SAFETY ANALYSIS

TABLE D-8.
NUMBER OF ACCIDENTS. PERSONAL (SEP+HEP)
FOR WHICH 68°32 WAS ONE OF THE CAUSES

ANY C/F	ANY	U 3R6	N 42	A 64	ACCIDENT TYPE 0 6 2	J 5	M1 10	M0 1	M 16	K 1
CAUSES:										
64°42	31	44	3	18	1	2	0	0	1	0
64°22	32	14	4	4	1	0	0	0	1	0
64°32	67	45	3	10	0	3	5	0	1	0
64°12	53	31	5	4	0	1	0	0	0	0
64°62	29	16	4	0	0	0	0	0	0	1
64°52	18	9	4	1	0	0	0	0	0	1
64°72	3	0	1	0	0	0	0	0	0	0
64°32	760	386	42	64	6	2	10	1	16	1
74°K4	2	2	0	0	0	0	0	0	0	0
74°00	151	123	0	2	1	0	0	0	0	0
FACTORS:										
64°42	4	2	0	0	0	0	0	0	0	0
64°22	3	2	0	0	0	0	0	0	0	0
64°32	16	6	1	3	0	0	1	0	1	0
64°12	14	6	0	1	2	0	0	0	0	0
64°62	2	1	0	0	0	0	0	0	1	0
64°52	2	1	1	0	0	0	0	0	0	0
64°72	2	1	0	0	0	0	0	0	0	0
68°32	7	0	0	0	0	0	0	0	0	0
74°K4	0	0	0	0	0	0	0	0	0	0
74°00	5	4	0	1	0	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE D-9.
NUMBER OF ACCIDENTS, PERSONAL (SEP+HEP)
FOR WHICH 74-KA WAS ONE OF THE CAUSES

ANY C/P	ANY	U	N	A	ACCIDENT TYPE	J	M1	M0	H	C
		738	1	0	0	0	0	0	0	0
CAUSES:										
64-42	59	57	0	0	0	0	0	0	0	0
64-22	55	53	1	0	0	0	0	0	0	0
64-32	22	20	0	0	0	0	0	0	0	0
64-12	27	23	1	0	0	0	0	0	0	0
64-62	52	52	0	0	0	0	0	0	0	0
64-52	16	16	0	0	0	0	0	0	0	0
64-72	3	3	0	0	0	0	0	0	0	0
64-32	2	2	0	0	0	0	0	0	0	0
74-KA	739	738	1	0	0	0	0	0	0	0
74-00	0	0	0	0	0	0	0	0	0	0
FACTORS:										
64-42	5	5	0	0	0	0	0	0	0	0
64-22	7	7	0	0	0	0	0	0	0	0
64-32	18	9	0	0	0	0	0	0	0	0
64-12	15	12	0	0	0	0	0	0	0	0
64-62	4	4	0	0	0	0	0	0	0	0
64-52	2	2	0	0	0	0	0	0	0	0
64-72	2	2	0	0	0	0	0	0	0	0
64-32	4	4	0	0	0	0	0	0	0	0
74-KA	0	0	0	0	0	0	0	0	0	0
74-00	3	3	0	0	0	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE D-10.
NUMBER OF ACCIDENTS. PERSONAL (SEP+HEP)
FOR WHICH 74-00 WAS ONE OF THE CAUSES

ANY C/F	ANY	U	M	A	ACCIDENT TYPE	J	M1	M0	N	K
		202	1	2	0 1 5	0	1	0	0	0
CAUSES:										
64-62	32	2A	0	1	0	0	0	0	0	0
64-22	1A	13	0	1	0	0	0	0	0	0
64-32	30	32	0	1	0	0	0	0	0	0
64-17	19	17	1	0	0	0	0	0	0	0
64-62	15	12	0	0	0	0	0	0	0	0
64-52	12	9	0	1	0	0	0	0	0	0
64-72	1	0	0	0	0	0	1	0	0	0
68-32	146	123	3	2	0	0	0	0	0	0
74-4A	0	0	0	0	0	0	0	0	0	0
74-00	352	202	1	2	1	0	1	0	0	0
FACTORS:										
64-62	1	1	0	0	0	0	0	0	0	0
64-22	0	0	0	0	0	0	0	0	0	0
64-32	5	3	1	0	0	0	0	0	0	0
64-12	5	4	0	0	0	0	0	0	0	0
64-52	1	1	0	0	0	0	0	0	0	0
64-52	1	1	0	0	0	0	0	0	0	0
64-72	0	0	0	0	0	0	0	0	0	0
68-32	7	6	0	0	0	0	0	0	0	0
74-4A	0	0	0	0	0	0	0	0	0	0
74-00	1	0	0	0	0	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE D-11.
NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS

	UN KNOWN	0- 5	6- 10	11- 25	26- 50	51- 75	76- 100	ABOVE 100
A	--	27	5	17	--	--	--	2
B	--	--	--	--	--	--	--	--
C	--	4	--	--	--	--	--	5
D	--	--	--	--	--	--	--	1
E	--	3	--	2	--	--	--	--
F	--	2	--	--	--	--	--	--
G	--	14	--	15	--	--	1	1
H	--	7	--	2	1	--	--	2
I	--	--	--	--	--	--	--	--
J	--	7	2	3	--	--	--	--
K	--	10	2	5	--	1	--	1
L0	--	5	--	1	--	--	--	--
L1	--	1	--	--	--	--	--	--
L2	--	--	--	1	--	--	--	--
M0	--	22	--	2	1	--	--	2
M1	--	62	1	2	--	1	1	1
N	--	62	2	8	--	1	--	3
P	--	--	--	--	--	--	--	--
O	--	54	--	10	--	--	--	2
R0	--	1	--	--	--	--	--	--
R1	--	1	--	--	--	--	--	--
S0	--	11	--	--	--	--	--	3
S1	--	--	--	1	--	--	--	--
T	--	--	--	--	--	--	--	--
U	--	76	3	10	2	2	--	8
V	--	2	--	--	--	--	--	--
W	--	--	--	1	--	--	--	--
Y	--	--	--	--	--	--	--	--
0	--	1	--	--	--	--	--	--
2	--	--	--	--	--	--	--	--
4	--	--	--	--	--	--	--	--
5	--	12	--	--	--	--	--	--
6	--	1	1	--	--	--	--	1
7	--	26	--	--	--	--	--	--

GA SAFETY ANALYSIS

TABLE D-12.
NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS

	UN KNOWN	26- 0- 5	50, PERSONAL (RECIPROCATING ENGINE(S)) 6- 10	11- 25	26- 50	51- 75	76- 100	ABOVE 100
A	--	16	6	7	39	--	--	--
B	--	--	--	--	--	--	--	--
C	--	1	--	--	--	--	--	--
D	--	--	--	--	--	--	--	--
E	--	2	1	--	4	--	--	--
F	--	--	--	1	--	--	--	--
G	--	6	3	3	22	--	--	--
H	--	--	1	2	6	--	--	--
I	--	--	--	--	--	--	--	--
J	--	3	2	5	17	--	--	--
K	--	2	--	2	11	--	--	--
L0	--	--	--	1	3	--	--	--
L1	--	--	--	--	--	--	--	--
L2	--	1	2	--	1	--	--	--
M0	--	1	1	--	7	--	--	--
M1	--	7	1	2	12	--	--	--
N	--	3	1	7	29	--	--	--
P	--	--	--	--	--	--	--	--
O	--	7	3	5	16	--	--	--
R0	--	--	--	--	1	--	--	--
R1	--	--	--	--	--	--	--	--
S0	--	3	--	--	1	--	--	--
S1	--	--	--	--	--	--	--	--
T	--	--	--	--	--	--	--	--
U	--	8	3	3	27	--	--	--
V	--	--	--	1	--	--	--	--
W	--	--	--	--	2	--	--	--
X	--	--	--	--	1	--	--	--
Y	--	--	--	--	1	--	--	--
Z	--	--	--	--	--	--	--	--
0	--	--	--	--	--	--	--	--
1	--	2	--	--	--	--	--	--
2	--	--	--	--	--	--	--	--
3	--	--	--	--	--	--	--	--
4	--	--	--	--	--	--	--	--
5	--	--	--	--	--	--	--	--
6	--	--	--	--	--	--	--	--
7	--	--	--	--	--	--	--	--

GA SAFETY ANALYSIS

TABLE D-13.

NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS

51- 75, PERSONAL (RECIPROCATING ENGINE(S))

	UN KNOWN	0- 5	6- 10	11- 25	26- 50	51- 75	76- 100	ABOVE 100
A	--	36	23	28	21	32	--	--
B	--	1	--	--	--	--	--	--
C	--	--	--	2	--	--	--	--
D	--	--	--	--	--	--	--	--
E	--	2	2	2	2	6	--	--
F	--	--	--	--	--	--	--	--
G	--	26	18	13	12	28	--	--
H	--	--	1	3	4	11	--	--
I	--	--	--	--	--	--	--	--
J	--	13	16	17	11	15	--	--
K	--	8	1	4	9	8	--	--
L0	--	3	--	1	1	7	--	--
L1	--	--	--	--	--	--	--	--
L2	--	1	--	--	1	1	--	--
M0	--	6	1	5	4	7	--	--
M1	--	9	7	9	7	1	--	--
N	--	15	20	21	16	55	--	--
P	--	--	--	--	--	--	--	--
Q	--	21	13	9	16	27	--	--
R0	--	--	--	--	1	1	--	--
R1	--	--	1	--	--	--	--	--
S0	--	1	--	2	1	2	--	--
S1	--	--	--	--	--	--	--	--
T	--	--	--	--	--	--	--	--
U	--	24	12	29	12	52	--	1
V	--	--	--	--	--	2	--	--
W	--	--	--	--	--	--	--	--
X	--	--	--	--	--	1	--	--
Y	--	--	--	--	--	1	--	--
Z	--	--	--	--	--	--	--	--
0	--	--	--	--	--	--	--	--
1	--	--	--	1	--	--	--	--
2	--	--	--	--	--	--	--	--
3	--	--	--	--	--	--	--	--
4	--	--	--	--	--	--	--	--
5	--	--	1	--	--	1	--	--
6	--	--	--	--	--	--	--	--
7	--	--	--	--	--	--	--	--

GA SAFETY ANALYSIS

TABLE D-14.

NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS

	UN KNOWN	76- 0- 5	100, PERSONAL (RECIPROCATING ENGINE(S))	76- 11- 25	76- 26- 50	76- 51- 75	76- 76- 100	ABOVE 100
A	--	26	20	23	33	6	28	--
B	--	--	--	--	--	--	--	--
C	--	1	1	1	--	1	--	--
D	--	--	--	3	--	--	--	--
E	--	1	--	--	2	1	4	--
F	--	--	--	--	--	1	1	--
G	--	23	14	29	7	6	18	--
H	--	5	3	5	7	4	5	--
I	--	--	--	--	--	--	--	--
J	--	12	7	23	14	12	12	--
K	--	7	1	7	4	6	8	--
L	--	2	--	2	2	--	2	--
L1	--	--	--	--	--	--	1	--
L2	--	1	--	3	2	--	--	--
M	--	5	4	7	3	6	11	--
M1	--	12	--	4	7	3	13	--
N	--	14	14	25	24	20	46	--
P	--	--	--	--	--	--	--	--
Q	--	19	14	23	18	19	23	--
R	--	--	--	--	1	--	1	--
R1	--	--	--	--	--	--	--	--
S	--	2	2	2	1	4	--	--
S1	--	--	--	1	--	--	--	--
T	--	--	--	--	--	--	--	--
U	--	28	17	35	28	26	38	1
V	--	1	1	--	1	--	2	--
W	--	1	2	2	4	1	--	--
Y	--	--	--	--	--	1	--	--
Q	--	--	--	--	--	--	1	--
2	--	--	--	--	--	--	--	--
4	--	--	--	--	--	--	--	--
5	--	--	--	1	--	--	1	--
6	--	--	1	--	--	--	--	--
7	--	--	--	--	--	--	1	--

GA SAFETY ANALYSIS

TABLE D-15.
NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS

	UN KNOWN	101- 200, PERSONAL (RECIPROCATING ENGINE(S))						76- 100	ABOVE 100
		0- 5	6- 10	11- 25	26- 50	51- 75			
A	--	54	53	98	77	45		41	99
B	--	1	--	1	1	1		--	1
C	--	2	2	4	9	3		3	1
D	--	--	--	--	--	--		--	--
E	--	1	1	6	8	8		5	12
F	--	--	1	2	4	1		--	1
G	--	35	27	35	53	27		19	36
H	--	2	5	20	29	7		14	32
I	--	--	--	--	--	--		--	--
J	--	15	19	54	34	30		14	47
K	--	19	3	21	18	13		6	30
L0	--	3	--	2	4	3		7	5
L1	--	--	--	1	1	--		--	2
L2	--	--	2	1	1	5		--	6
M0	--	11	9	7	11	16		12	19
M1	--	22	6	18	22	19		6	24
N	--	42	32	61	72	47		37	108
P	--	--	--	--	1	--		--	--
Q	--	41	33	40	44	45		28	79
R0	--	--	--	--	--	--		--	2
R1	--	--	--	--	--	--		--	1
S0	--	7	6	7	7	2		2	4
S1	--	--	--	--	2	--		--	2
T	--	--	--	--	--	--		--	--
U	--	45	57	103	99	84		47	139
V	--	--	--	1	--	2		--	1
W	--	--	--	2	2	2		--	4
X	--	--	--	--	1	1		--	--
Y	--	1	1	3	--	--		--	2
Z	--	--	--	--	--	--		--	1
0	--	--	--	--	--	--		--	--
1	--	--	--	--	--	--		--	--
2	--	--	--	--	--	--		--	--
3	--	--	--	--	--	--		--	--
4	--	--	--	--	--	--		--	--
5	--	5	--	1	2	--		--	2
6	--	1	--	1	2	--		--	3
7	--	1	--	--	--	--		1	--

GA SAFETY ANALYSIS

TABLE D-16.
NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS

	UN KNOWN	0- 5	6- 10	11- 25	26- 50	51- 75	76- 100	ABOVE 100
A	--	59	36	80	68	32	37	202
B	--	1	--	1	1	--	1	--
C	--	4	2	5	8	7	9	34
D	--	1	--	--	--	--	--	--
E	--	5	4	6	12	7	2	16
F	--	3	1	5	8	4	1	18
G	--	22	17	33	48	21	14	96
H	--	6	9	19	22	10	10	82
I	--	--	--	--	--	--	--	--
J	--	17	13	30	26	22	17	123
K	--	9	6	15	11	11	5	56
L	--	10	3	3	6	3	2	17
L1	--	3	1	--	1	--	--	3
L2	--	2	--	1	5	3	1	8
M	--	19	9	25	25	13	12	68
M1	--	47	4	15	19	17	14	69
N	--	59	26	68	71	58	47	271
P	--	--	--	--	1	--	--	--
Q	--	83	13	49	59	43	36	186
R	--	--	--	1	3	1	--	1
R1	--	--	1	--	--	--	1	1
S	--	13	2	6	1	3	4	26
S1	--	1	1	--	--	--	2	1
T	--	--	--	--	--	--	--	--
U	--	79	46	90	122	73	62	409
V	--	--	1	1	5	2	--	8
V1	--	1	--	1	2	2	2	16
W	--	--	--	--	--	--	--	4
Y	--	1	--	1	3	4	1	9
Z	--	--	--	--	--	--	--	1
2	--	--	--	--	--	--	--	1
3	--	10	--	2	1	--	1	3
4	--	--	--	3	2	--	1	4
5	--	--	--	2	1	--	2	4
6	--	--	--	3	1	1	--	4
7	--	4	1	2	1	1	--	4

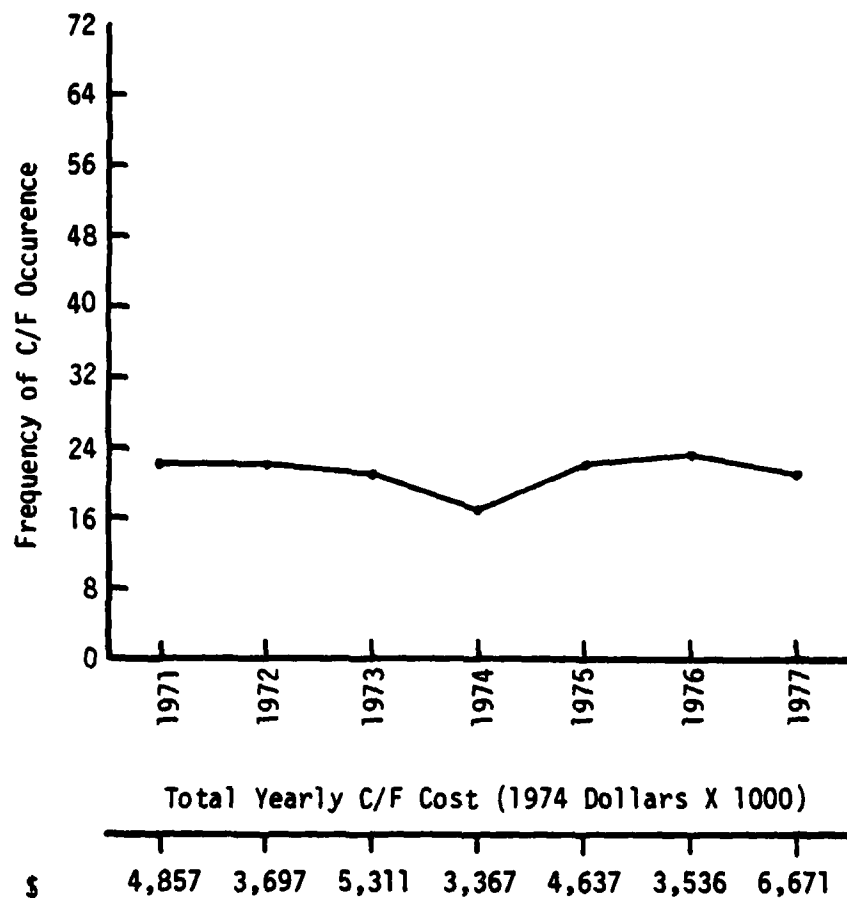
GA SAFETY ANALYSIS

TABLE D-17.
 NUMRER CF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS
 ABOVE 500, PERSONAL (RECIPROCATING ENGINE(S))

	UN KNOWN	0- 5	6- 10	11- 25	26- 50	51- 75	76- 100	ABOVE 100
A	--	99	47	85	91	40	29	379
B	--	2	--	--	1	--	--	4
C	--	12	7	19	22	12	14	178
D	--	1	--	2	1	1	--	5
E	--	7	5	5	16	9	8	87
F	--	7	3	10	22	6	5	74
G	--	22	15	30	34	21	19	186
H	--	15	12	14	17	12	11	175
I	--	--	--	--	--	--	--	--
J	--	23	10	22	30	25	13	184
K	--	16	8	9	12	14	19	129
L	--	11	2	2	5	4	7	38
L0	--	1	--	--	--	1	1	4
L1	--	6	1	4	7	2	3	42
L2	--	91	7	15	27	22	13	127
M0	--	99	4	15	21	16	10	122
M1	--	110	29	67	77	60	37	524
N	--	--	--	--	--	1	--	--
P	--	120	27	39	72	38	28	342
Q	--	5	--	4	2	--	--	9
R0	--	--	--	--	--	--	--	7
R1	--	34	6	13	22	10	4	49
S0	--	2	2	1	1	2	--	6
S1	--	--	--	--	--	--	--	--
T	--	185	81	157	222	125	88	952
U	--	3	1	2	3	1	3	37
V	--	2	1	3	3	2	2	19
W	--	--	--	--	--	--	--	5
Y	--	4	2	3	3	1	--	28
0	--	1	--	1	--	--	1	3
2	--	1	--	1	--	--	2	--
4	--	17	--	--	--	--	1	5
5	--	6	--	--	--	--	1	12
6	--	9	2	2	1	2	1	5
7	--	--	--	--	--	--	--	--

APPENDIX E

DATA PERTAINING TO THE
AERIAL APPLICATION, SINGLE- AND MULTI-ENGINE PISTON
SUBPOPULATION



TOTAL ASSOCIATED FATALITIES 102

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 569

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . . 29

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 598

TOTAL ASSOCIATED COST AS CAUSE. \$31,076

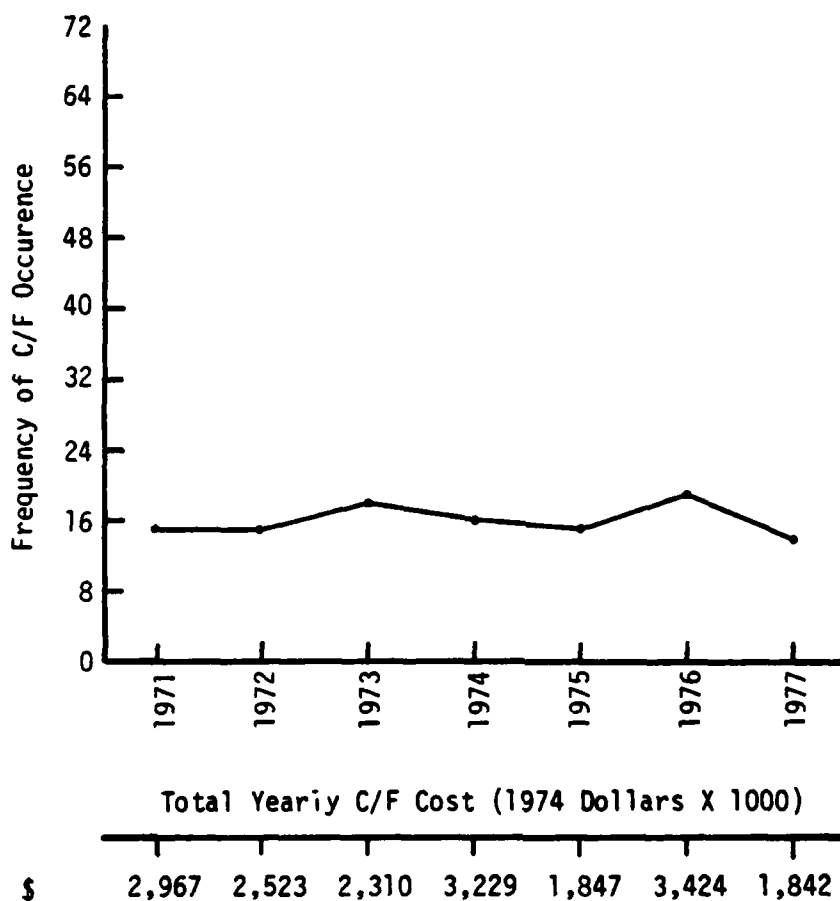
TOTAL ASSOCIATED COST AS FACTOR \$ 1,000

TOTAL ASSOCIATED COST AS BOTH \$32,076

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 104, 206

FIGURE E-1.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: AA 64*5Z



TOTAL ASSOCIATED FATALITIES 52

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 429

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . . 5

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 434

TOTAL ASSOCIATED COST AS CAUSE. \$18,119

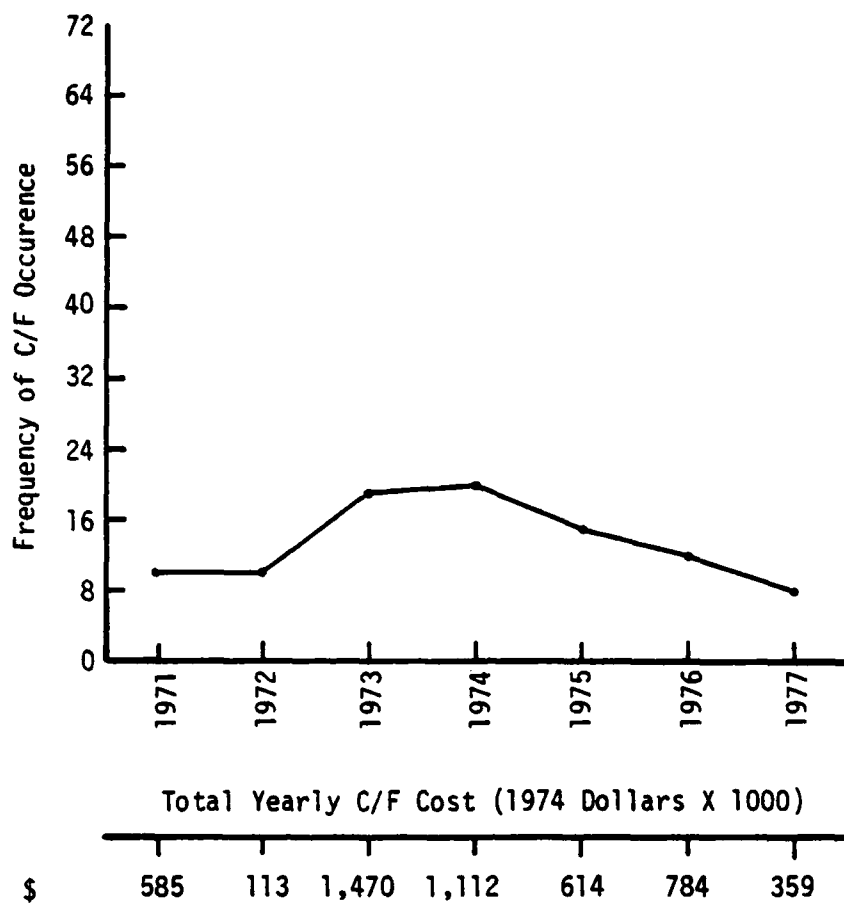
TOTAL ASSOCIATED COST AS FACTOR \$ 23

TOTAL ASSOCIATED COST AS BOTH \$18,142

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 101,106,107,108,109,111,115,206,223

FIGURE E-2.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: AA 64*6Z



TOTAL ASSOCIATED FATALITIES 16

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 381

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . . 14

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 395

TOTAL ASSOCIATED COST AS CAUSE. \$4,855

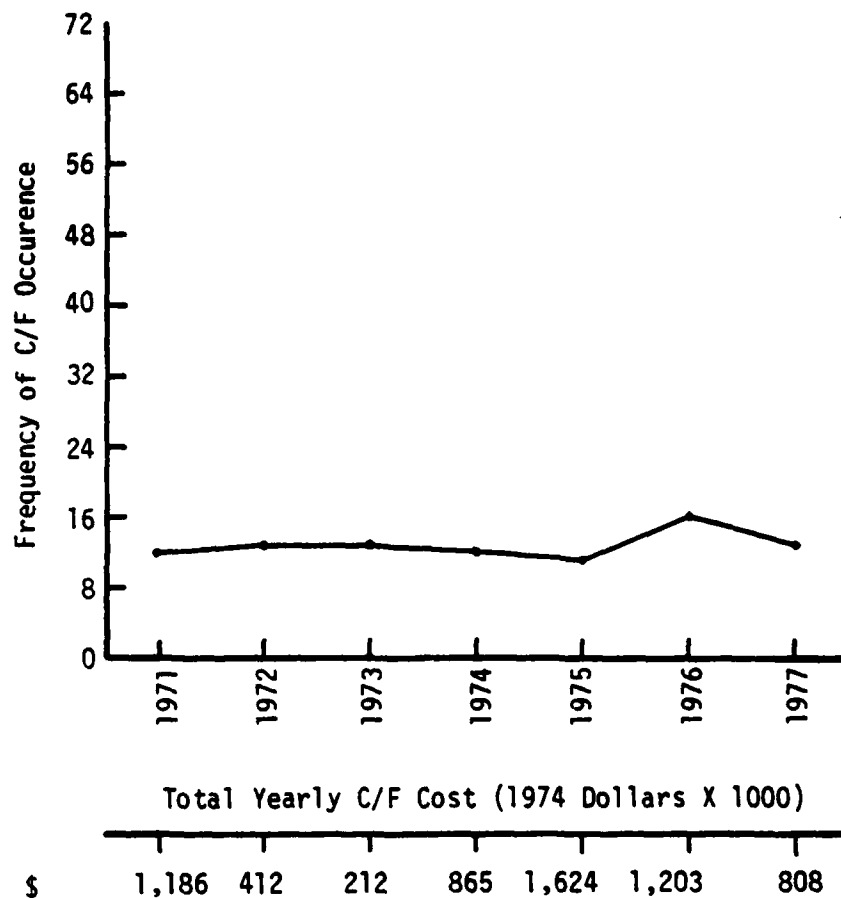
TOTAL ASSOCIATED COST AS FACTOR \$ 182

TOTAL ASSOCIATED COST AS BOTH \$5,037

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 104,106,107,108,109,111,115,214,218
220,221,503,504

FIGURE E-3.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: AA 64*4Z



TOTAL ASSOCIATED FATALITIES 41

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 349

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . 60

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 409

TOTAL ASSOCIATED COST AS CAUSE. \$4,585

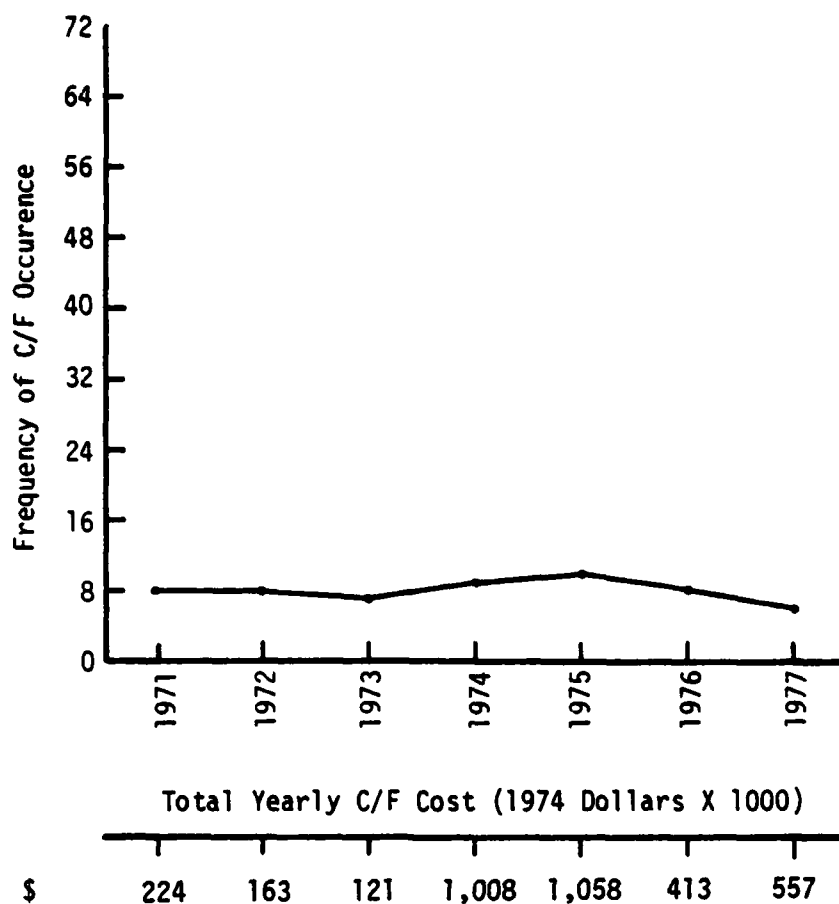
TOTAL ASSOCIATED COST AS FACTOR \$1,725

TOTAL ASSOCIATED COST AS BOTH \$6,310

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 101, 221, 302, 412

FIGURE E-4.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: AA 64*3Z



TOTAL ASSOCIATED FATALITIES 17

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 215

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . . 31

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 246

TOTAL ASSOCIATED COST AS CAUSE. \$2,984

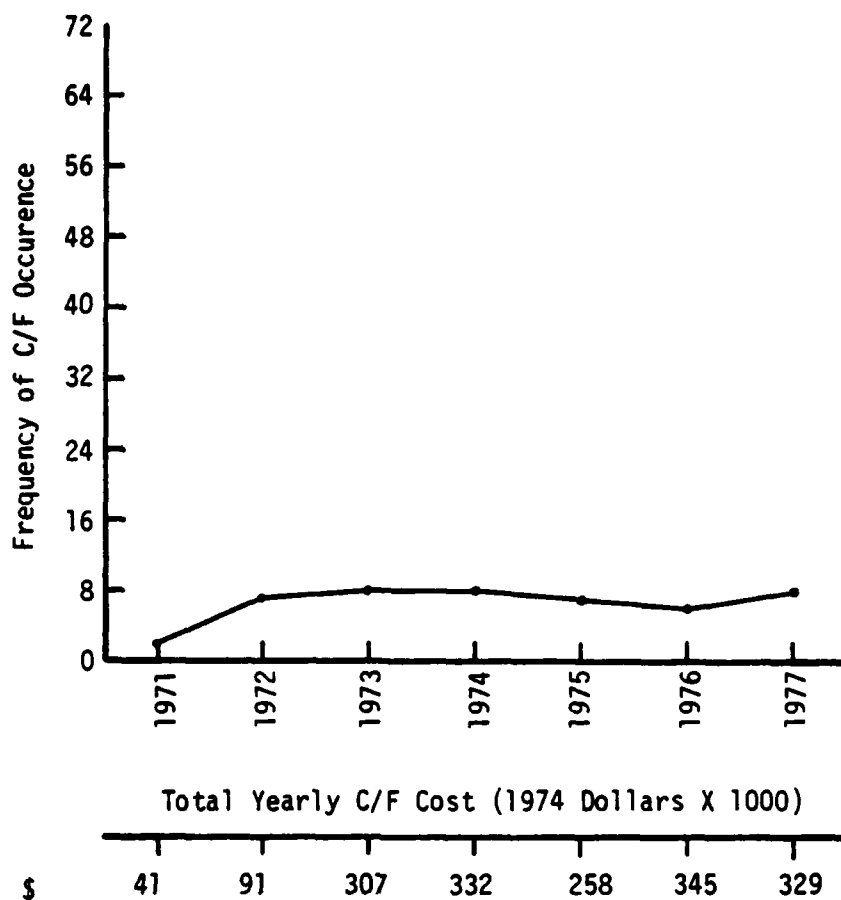
TOTAL ASSOCIATED COST AS FACTOR \$ 560

TOTAL ASSOCIATED COST AS BOTH \$3,544

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 101, 221, 302, 412

FIGURE E-5.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: AA 64*2Z



TOTAL ASSOCIATED FATALITIES 11

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 183

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . 32

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 215

TOTAL ASSOCIATED COST AS CAUSE. \$1,466

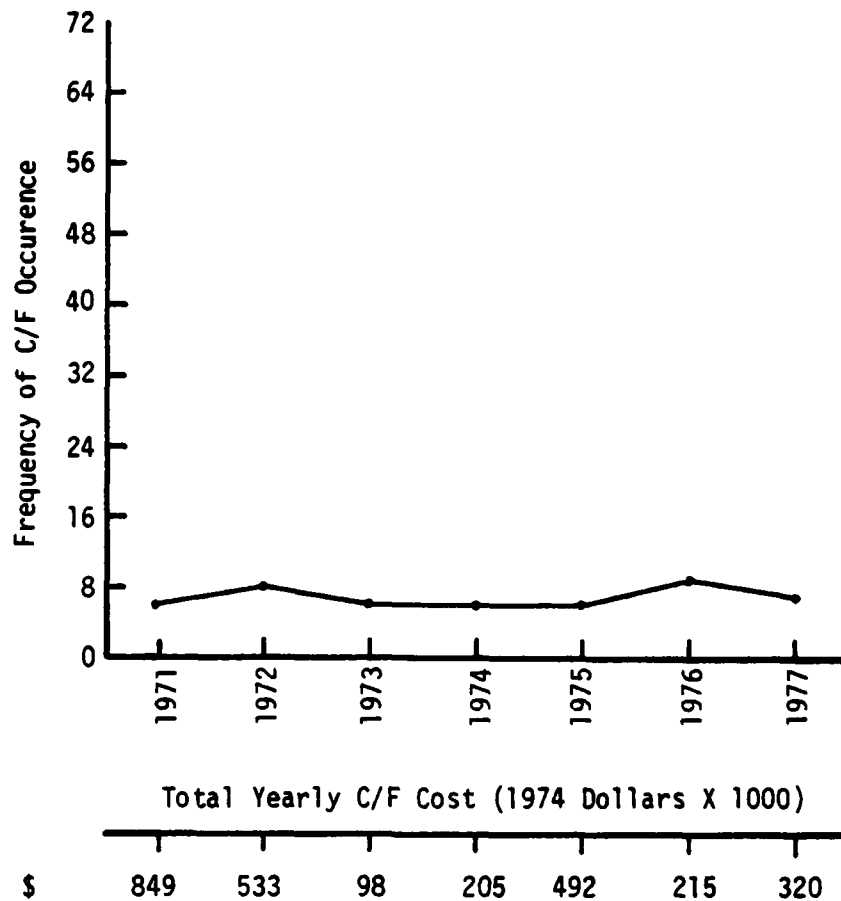
TOTAL ASSOCIATED COST AS FACTOR \$ 237

TOTAL ASSOCIATED COST AS BOTH \$1,703

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . 305, 411, 413, 414

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . See Table

FIGURE E-6.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: AA 68*3Z



TOTAL ASSOCIATED FATALITIES 5

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 182

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . . 1

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 183

TOTAL ASSOCIATED COST AS CAUSE. \$2,711

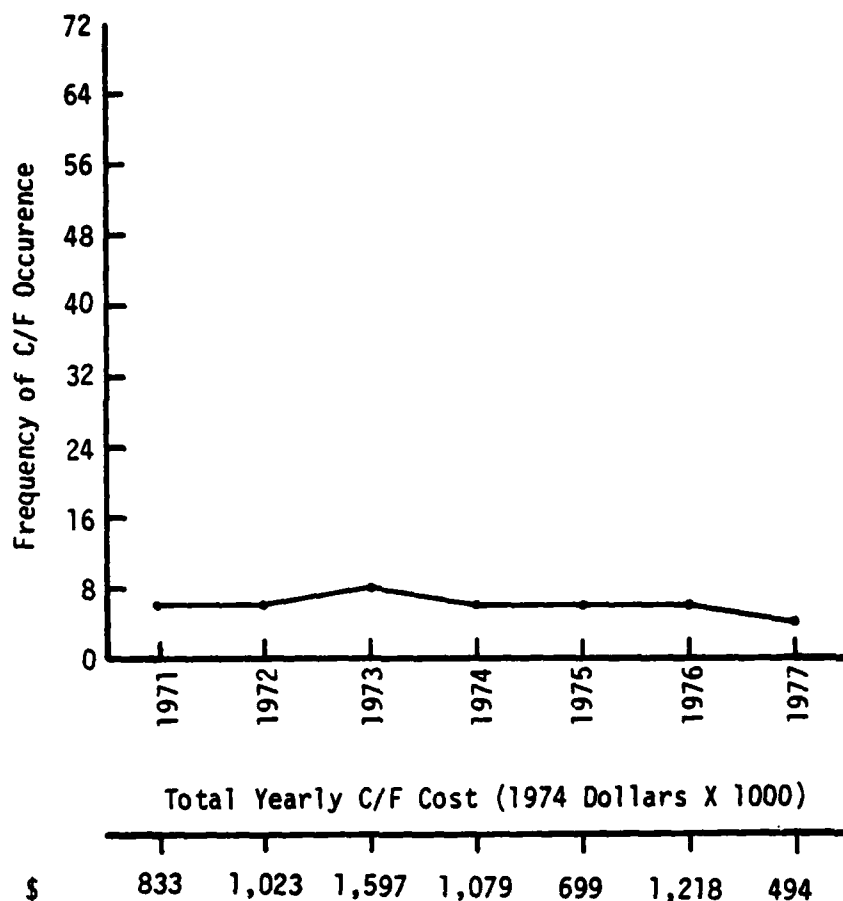
TOTAL ASSOCIATED COST AS FACTOR \$ 1

TOTAL ASSOCIATED COST AS BOTH \$2,712

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 407

FIGURE E-7
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: AA 74*KA



TOTAL ASSOCIATED FATALITIES 34

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 157

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . 62

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 219

TOTAL ASSOCIATED COST AS CAUSE. \$4,484

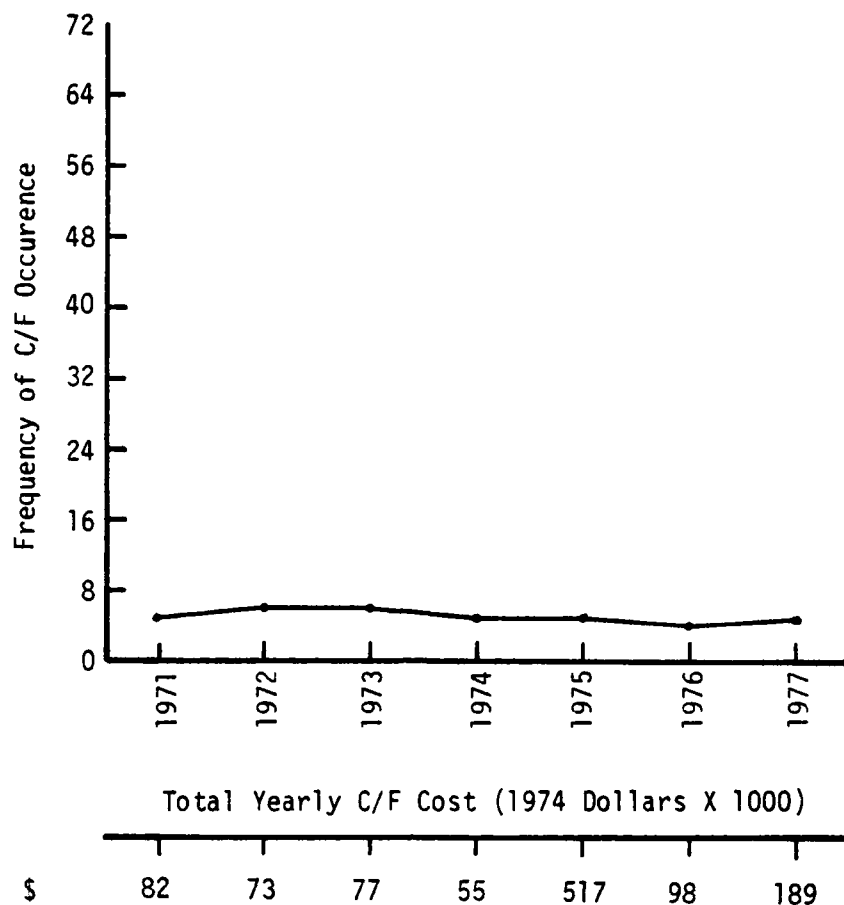
TOTAL ASSOCIATED COST AS FACTOR \$2,459

TOTAL ASSOCIATED COST AS BOTH \$6,943

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 302,412

FIGURE E-8.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: AA 64*1Z



TOTAL ASSOCIATED FATALITIES 6

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 134

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . . 28

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 162

TOTAL ASSOCIATED COST AS CAUSE. \$1,067

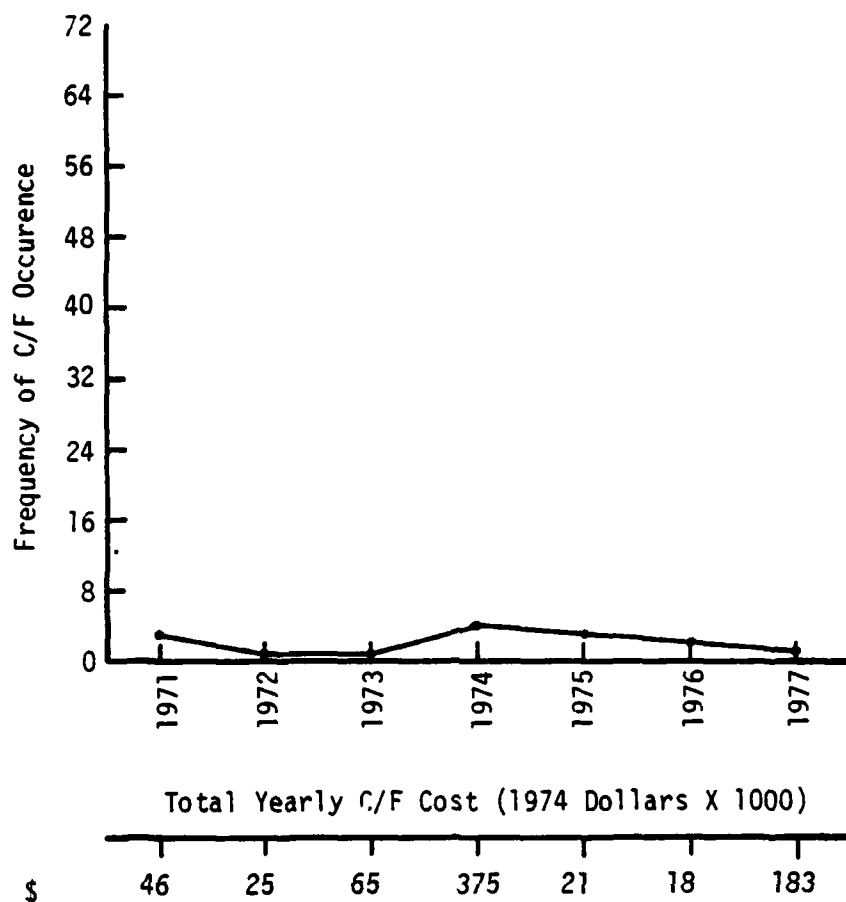
TOTAL ASSOCIATED COST AS FACTOR \$ 24

TOTAL ASSOCIATED COST AS BOTH \$1,091

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 308, 402, 407, 408
409, 410, 411

FIGURE E-9.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: AA 74*00



TOTAL ASSOCIATED FATALITIES 2

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 59

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . . 21

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 80

TOTAL ASSOCIATED COST AS CAUSE. \$652

TOTAL ASSOCIATED COST AS FACTOR \$ 81

TOTAL ASSOCIATED COST AS BOTH \$733

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 201, 202, 206

FIGURE E-10
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: AA 84*7

GA SAFETY ANALYSIS

TABLE E-1.

NUMBER OF ACCIDENTS, AERIAL APPLICATIONS (E+HEP)
FOR WHICH 64-52 WAS ONE OF THE CAUSES

ANY C/F	ANY	U	N	O	A	ACCIDENT TYPE	H	M1	L0	E
	196	266	12	3	15	1	0	0	26	0
CAUSES:										
64-52	569	196	266	12	3	15	1	0	26	0
64-62	19	4	12	0	0	3	0	0	0	0
64-42	17	10	1	2	3	1	0	0	0	0
64-32	145	129	15	0	0	0	0	0	0	0
64-22	15	7	7	0	0	0	0	0	1	0
64-32	4	3	0	0	0	0	0	0	0	0
74-4A	2	1	1	0	0	0	0	0	0	0
64-12	8	1	3	1	0	0	0	0	2	0
74-30	1	1	0	0	0	0	0	0	0	0
84-7	3	1	2	0	0	0	0	0	0	0
FACTORS:										
64-52	11	0	0	0	0	0	0	0	0	0
64-62	1	0	1	0	0	0	0	0	0	0
64-42	8	0	0	0	0	0	0	0	0	0
64-32	23	1	18	0	0	0	0	0	2	0
64-22	6	0	4	0	0	0	0	0	2	0
64-32	9	4	2	0	0	0	1	0	0	0
74-4A	0	0	0	0	0	0	0	0	0	0
64-12	5	2	2	0	1	0	0	0	0	0
74-30	10	18	0	0	0	0	0	0	0	0
84-7	2	1	1	0	0	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE E-2.
NUMBER OF ACCIDENTS, AERIAL APPLICATION (SER+MEP)
FOR WHICH 64*67 WAS ONE OF THE CAUSES

ANY C/F	ANY	U	N	Q	A	ACCIDENT TYPE	H	M1	Q	L0	E
		15	295	7	4	M3 63	2	1	0	0	0
CAUSES:											
64*52	19	4	12	0	0	3	0	3	0	0	0
64*57	429	15	295	7	4	63	2	1	0	0	0
64*67	16	1	8	1	2	3	0	0	0	0	0
64*32	29	4	19	1	0	3	1	0	0	0	0
64*22	29	0	14	0	0	5	1	0	0	0	0
64*37	5	2	1	0	0	0	0	0	0	0	0
74*71	4	4	0	0	0	0	0	0	0	0	0
64*12	37	1	15	1	0	7	0	0	0	0	0
74*00	3	2	1	0	0	0	0	0	0	0	0
84*7	13	1	8	1	1	1	0	0	0	0	0
FACTORS:											
64*52	5	0	3	0	0	1	0	0	0	0	0
64*57	6	0	0	0	0	0	0	0	0	0	0
64*67	2	0	1	0	0	1	0	0	0	0	0
64*32	3	0	1	0	0	2	0	0	0	0	0
64*22	8	0	6	1	0	1	0	0	0	0	0
64*37	1	0	0	0	0	1	0	0	0	0	0
74*71	0	0	0	0	0	0	0	0	0	0	0
64*12	5	0	2	0	0	3	0	0	0	0	0
74*00	1	0	0	0	0	0	0	0	0	0	0
84*7	4	0	3	0	0	1	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE E-3.

NUMBER OF ACCIDENTS, AERIAL APPLICATIONS (E.F.H.E.P.)
FOR WHICH 64-4Z WAS ONE OF THE CAUSES

ANY C/P	ANY	U	M	O	A	ACCIDENT TYPE	H	M1	O	L0	E
		51	32	59	162	'10 6	21	2	0	0	0
CAUSES:											
64-52	17	10	1	2	3	1	0	0	0	0	0
64-52	16	1	4	1	2	3	0	0	0	0	0
64-42	381	51	32	59	162	6	21	2	0	0	0
64-12	23	11	5	2	3	0	2	0	0	0	0
64-22	33	5	9	1	13	0	2	0	0	0	0
64-32	12	7	0	0	5	0	0	0	0	0	0
74-4A	6	6	0	0	0	0	0	0	0	0	0
64-12	29	6	2	3	14	0	0	1	3	0	0
74-09	6	5	1	0	0	0	0	0	0	0	0
64-7	1	0	0	0	1	0	0	0	0	0	0
FACTORS:											
64-52	2	0	0	1	1	0	0	0	0	0	0
64-42	2	0	1	0	1	0	0	0	0	0	0
64-62	2	0	0	0	0	0	0	0	0	0	0
64-32	7	1	1	3	2	0	0	0	0	0	0
64-22	10	0	1	1	7	0	0	0	0	0	0
64-32	6	1	0	0	5	0	0	0	0	0	0
74-4A	1	0	0	0	1	0	0	0	0	0	0
64-12	17	0	1	4	10	1	1	0	0	0	0
74-09	1	1	0	0	0	0	0	0	0	0	0
64-7	2	0	0	0	2	0	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE E-4.

NUMBER OF ACCIDENTS, AERIAL APPLICATION (SEF+NEP)

FOR WHICH 64-12 HAS ONE OF THE CAUSES

ANY C/F	ANY	U 167	N 82	D 38	A 10	ACCIDENT TYPE			H 0	H1 5	C 0	L0 0	E 2
						MC	9						
CAUSES:													
64-52	147	129	15	0	0	0	0	0	0	0	0	0	0
64-62	29	4	19	1	0	3	0	0	1	0	0	0	0
64-67	24	11	5	2	3	0	0	0	2	0	0	0	0
64-32	349	107	12	38	10	9	0	0	0	5	0	0	2
64-22	36	2	21	2	3	3	3	0	3	0	0	0	1
64-32	22	12	3	0	2	0	0	0	0	3	0	0	1
74-4A	1	1	0	0	0	0	0	0	0	0	0	0	0
64-12	32	1	21	7	0	0	0	0	2	1	0	0	0
74-00	3	3	0	0	0	0	0	0	0	0	0	0	0
84-7	7	2	2	1	0	1	1	0	0	0	0	0	0
FACTORS:													
64-52	1	0	1	0	0	0	0	0	0	0	0	0	0
64-62	0	0	0	0	0	0	0	0	0	0	0	0	0
64-67	1	0	1	0	0	0	0	0	0	0	0	0	0
64-32	0	0	0	0	0	0	0	0	0	0	0	0	0
64-22	1	1	0	0	0	2	0	0	0	0	0	0	0
64-32	6	4	0	0	3	0	0	0	0	0	0	0	0
74-4A	0	0	0	0	0	0	0	0	0	0	0	0	0
64-12	7	3	2	0	0	0	0	0	0	0	0	0	0
74-00	20	20	3	0	0	0	0	0	0	0	0	0	0
84-7	2	0	1	1	0	0	0	0	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE E-5.

NUMBER OF ACCIDENTS, AERIAL APPLICATION(SEE PAGE)
FOR WHICH 64*2Z WAS ONE OF THE CAUSES

ANY C/P	ANY	U	N	Q	A	ACCIDENT TYPE	H	M1	0	L0	E
		21	73	17	27	40 15	26	3	0	1	3
CAUSES:											
64*52	15	7	7	0	0	0	0	0	0	1	0
64*62	20	0	14	0	0	5	1	0	0	0	0
64*42	37	5	8	1	13	0	2	0	0	0	0
64*32	36	2	21	2	3	3	3	0	0	0	1
64*22	215	21	73	17	27	15	26	3	0	1	3
65*32	3	0	0	0	3	0	0	0	0	0	0
74*44	5	5	3	0	0	0	0	0	0	0	0
64*12	13	2	3	1	2	2	1	0	0	0	0
74*00	3	1	1	0	0	0	0	0	0	0	0
64*7	3	1	0	0	1	1	0	0	0	0	0
FACTORS:											
64*52	0	0	0	0	0	0	0	0	0	0	0
64*62	0	0	0	0	0	0	0	0	0	0	0
64*42	1	0	0	0	0	1	0	0	0	0	0
64*32	10	1	3	1	1	1	2	2	0	0	1
64*22	1	0	0	0	0	0	0	0	0	0	0
65*32	1	0	1	0	0	0	0	0	0	0	0
74*44	3	0	0	0	0	0	0	0	0	0	0
64*12	4	1	1	0	0	0	1	1	0	0	0
74*00	2	1	0	0	0	0	0	1	0	0	0
64*7	4	1	0	2	1	0	0	0	0	0	0

TABLE E-6.

NUMBER OF ACCIDENTS, AERIAL APPLICATION(SEE+NEP)

FOR WHICH 68-32 WAS ONE OF THE CAUSES

[illegible]

GA SAFETY ANALYSIS

TABLE E-7.
NUMBER OF ACCIDENTS, AERIAL APPLICATION (SEP-NEP)
FOR WHICH 74-KA WAS ONE OF THE CAUSES

ANY C/F	ANY	U	N	D	A	ACCIDENT TYPE	H	M1	0	L0	E
		101	1	0	0	NO	0	0	0	0	0
CAUSES:											
64-52	2	1	1	0	0	0	0	0	0	0	0
64-52	4	4	0	0	0	0	0	0	0	0	0
64-52	7	6	0	0	0	0	0	0	0	0	0
64-52	1	1	0	0	0	0	0	0	0	0	0
64-52	5	5	0	0	0	0	0	0	0	0	0
64-52	0	0	0	0	0	0	0	0	0	0	0
64-52	102	101	1	0	0	0	0	0	0	0	0
64-52	4	4	0	0	0	0	0	0	0	0	0
64-52	0	0	0	0	0	0	0	0	0	0	0
64-52	6	6	0	0	0	0	0	0	0	0	0
FACTORS:											
64-52	0	0	0	0	0	0	0	0	0	0	0
64-52	0	0	0	0	0	0	0	0	0	0	0
64-52	1	1	0	0	0	0	0	0	0	0	0
64-52	0	0	0	0	0	0	0	0	0	0	0
64-52	0	0	0	0	0	0	0	0	0	0	0
64-52	4	4	0	0	0	0	0	0	0	0	0
64-52	6	6	0	0	0	0	0	0	0	0	0
64-52	3	3	0	0	0	0	0	0	0	0	0
64-52	1	1	0	0	0	0	0	0	0	0	0
64-52	3	3	0	0	0	0	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE E-8.
NUMBER OF ACCIDENTS, AERIAL APPLICATION(S) (SEFAMEP)
FOR WHICH 64-12 WAS ONE OF THE CAUSES

ANY C/P	ANY	U 22	N 51	O 23	A 20	ACCIDENT TYPE W 10	H 4	M1 6	O 0	L0 2	E 0
CAUSES:											
64-52	7	1	3	1	0	0	0	0	0	2	0
64-62	37	1	15	1	0	7	0	0	0	0	0
64-62	31	6	2	3	14	0	0	1	0	0	0
64-62	32	1	21	7	0	0	2	0	0	0	0
64-32	13	2	3	1	2	2	1	0	0	0	0
64-22	10	0	1	0	1	0	0	0	0	0	0
64-32	4	0	0	0	0	0	0	0	0	0	0
74-4A	157	22	51	23	20	10	4	6	0	2	0
64-12	3	3	0	0	0	0	0	0	0	0	0
74-30	2	0	1	0	1	0	0	0	0	0	0
84-7											
FACTORS:											
64-52	0	0	0	0	0	0	0	0	0	0	0
64-62	0	0	0	0	0	0	0	0	0	0	0
64-62	1	1	0	0	0	0	0	0	0	0	0
64-32	4	0	1	2	1	0	0	0	0	0	0
64-22	1	0	0	0	0	0	0	0	0	0	0
64-32	5	0	1	3	0	0	0	0	0	0	0
74-4A	0	0	0	0	0	0	0	0	0	0	0
64-12	4	0	0	0	0	0	0	0	0	0	0
74-30	2	0	0	1	0	0	0	0	0	0	0
84-7	1	0	1	0	0	0	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE E-9.
NUMBER OF ACCIDENTS, AERIAL APPLICATION(SEP+NEP)
FOR WHICH 7400 WAS ONE OF THE CAUSES

ANY C/F	ANY	U	N	O	A	ACCIDENT TYPE	H	M1	O	L0	E
		138	2	0	0	N0	0	0	0	0	0
CAUSES:											
64-52	1	1	0	0	0	0	0	0	0	0	0
64-62	3	2	1	0	0	0	0	0	0	0	0
64-62	6	5	1	0	0	0	0	0	0	0	0
64-62	4	3	0	0	0	0	0	0	0	0	0
64-22	3	1	1	0	0	0	0	0	0	0	0
64-32	37	32	0	0	0	0	0	0	0	0	0
74-4A	0	0	0	0	0	0	0	0	0	0	0
64-12	3	0	0	0	0	0	0	0	0	0	0
74-38	134	108	2	0	0	0	0	0	0	0	0
84-7	3	3	0	0	0	0	0	0	0	0	0
FACTORS:											
64-52	0	0	0	0	0	0	0	0	0	0	0
64-62	1	1	0	0	0	0	0	0	0	0	0
64-62	0	0	0	0	0	0	0	0	0	0	0
64-32	0	0	0	0	0	0	0	0	0	0	0
64-22	0	0	0	0	0	0	0	0	0	0	0
64-32	0	0	0	0	0	0	0	0	0	0	0
74-4A	0	0	0	0	0	0	0	0	0	0	0
64-12	0	0	0	0	0	0	0	0	0	0	0
74-08	0	0	0	0	0	0	0	0	0	0	0
84-7	0	0	0	0	0	0	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE E-10.
NUMBER OF ACCIDENTS, AERIAL APPLICATION (SEF+MEP)
FOR WHICH 84-7 WAS ONE OF THE CAUSES

ANY C/F	ANY	U	N	Q	A	ACCIDENT TYPE	H	M1	O	L0	E
	21	14	12	S	MJ	4					
CAUSES:											
64-52	3	1	0	0	3	0	0	0	0	0	0
64-62	13	1	1	1	1	0	0	0	0	0	0
64-62	1	0	0	1	0	0	0	0	0	0	0
64-32	7	2	1	0	1	0	0	0	0	0	0
64-22	3	1	0	1	1	0	0	0	0	0	0
64-32	4	4	0	0	0	0	0	0	0	0	0
64-32	6	6	0	0	0	0	0	0	0	0	0
74-4A	2	0	0	0	0	0	0	0	0	0	0
64-12	2	1	0	1	0	0	0	0	0	0	0
74-30	3	3	0	0	0	0	0	0	0	0	0
84-7	59	21	12	5	4	1	0	0	0	0	0
FACTORS:											
64-52	0	0	0	0	0	0	0	0	0	0	0
64-62	0	0	0	0	0	0	0	0	0	0	0
64-62	0	0	0	0	0	0	0	0	0	0	0
64-32	1	1	0	0	0	0	0	0	0	0	0
64-22	4	1	3	0	0	0	0	0	0	0	0
64-32	0	0	0	0	0	0	0	0	0	0	0
74-4A	0	0	0	0	0	0	0	0	0	0	0
64-12	0	0	0	0	0	0	0	0	0	0	0
74-30	0	0	0	0	0	0	0	0	0	0	0
84-7	0	0	0	0	0	0	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE E-11.
NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS

	UN KNOWN	0- 25, AERIAL APPL (RECIPROCATING ENGINE(S))						76- 100	ABOVE 100
		0- 5	6- 10	11- 25	26- 50	51- 75			
A	--	2	--	--	--	--		--	1
B	--	--	--	--	--	--		--	--
C	--	--	--	--	--	--		--	--
D	--	--	--	--	--	--		--	--
E	--	--	--	--	--	--		--	--
F	--	--	--	--	--	--		--	--
G	--	--	--	--	--	--		--	--
H	--	--	--	--	--	--		--	--
I	--	--	--	--	--	--		--	--
J	--	--	--	--	--	--		--	--
K	--	--	--	--	--	--		--	--
L0	--	--	--	--	--	--		--	--
L1	--	--	--	--	--	--		--	--
L2	--	--	--	--	--	--		--	--
M0	--	--	--	--	--	--		--	1
M1	--	3	--	--	--	--		--	5
N	--	3	--	--	--	--		--	--
P	--	--	--	--	--	--		--	1
O	--	4	1	--	1	--		--	1
R0	--	--	--	--	--	--		--	--
R1	--	--	--	--	--	--		--	--
S0	--	--	--	--	--	--		--	--
S1	--	--	--	--	--	--		--	1
T	--	--	--	--	--	--		--	--
U	--	2	--	--	1	--		--	4
V	--	--	--	--	--	--		--	--
W	--	--	--	--	--	--		--	--
X	--	--	--	--	--	--		--	--
Y	--	--	--	--	--	--		--	--
Z	--	--	--	--	--	--		--	--
0	--	--	--	--	--	--		--	--
1	--	--	--	--	--	--		--	--
2	--	--	--	--	--	--		--	--
3	--	--	--	--	--	--		--	--
4	--	--	--	--	--	--		--	--
5	--	--	--	--	--	--		--	--
6	--	--	--	--	--	--		--	--
7	--	1	--	--	--	--		--	--

GA SAFETY ANALYSIS

TABLE E-12.
NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS

	26- 50, AERIAL APPL (RECIPROCATING ENGINE(S))						76- 100		ABOVE 100	
	UN KNOWN	0- 5	6- 10	11- 25	26- 50	51- 75				
A	--	--	--	--	--	--	--	--	--	--
B	--	--	--	--	--	--	--	--	--	--
C	--	--	--	--	--	--	--	--	--	--
D	--	--	--	--	--	--	--	--	--	--
E	--	--	--	--	--	--	--	--	--	--
F	--	--	--	--	--	--	--	--	--	--
G	--	--	--	--	--	--	--	--	--	--
H	--	--	--	--	--	--	--	--	--	--
I	--	--	--	--	--	--	--	--	--	--
J	--	--	--	--	--	--	--	--	--	--
K	--	--	--	--	--	--	--	--	--	--
L0	--	--	--	--	--	--	--	--	--	--
L1	--	--	--	--	--	--	--	--	--	--
L2	--	--	--	--	--	--	--	--	--	--
M0	--	--	--	--	--	--	--	--	--	--
M1	--	--	--	--	--	--	--	--	--	--
N	--	--	--	--	--	--	--	--	--	--
P	--	--	--	--	--	--	--	--	--	--
Q	--	--	--	--	--	--	--	--	--	--
R0	--	--	--	--	--	--	--	--	--	--
R1	--	--	--	--	--	--	--	--	--	--
S0	--	--	--	--	--	--	--	--	--	--
S1	--	--	--	--	--	--	--	--	--	--
T	--	--	--	--	--	--	--	--	--	--
U	--	--	--	--	--	--	--	--	--	--
V	--	--	--	--	--	--	--	--	--	--
W	--	--	--	--	--	--	--	--	--	--
Y	--	--	--	--	--	--	--	--	--	--
0	--	--	--	--	--	--	--	--	--	--
2	--	--	--	--	--	--	--	--	--	--
4	--	--	--	--	--	--	--	--	--	--
5	--	--	--	--	--	--	--	--	--	--
6	--	--	--	--	--	--	--	--	--	--
7	--	--	--	--	--	--	--	--	--	--

GA SAFETY ANALYSIS

TABLE E-13.

NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS

	UN KNOWN	51- 75, AERIAL APPL (RECIPROCATING ENGINE(S))						76- 100	ABOVE 100
		0- 5	6- 10	11- 25	26- 50	51- 75			
A	--	--	--	--	--	--		--	--
B	--	--	--	--	--	--		--	--
C	--	--	--	--	--	--		--	--
D	--	--	--	--	--	--		--	--
E	--	--	--	--	--	--		--	--
F	--	--	--	--	--	--		--	--
G	--	--	--	--	--	--		--	--
H	--	--	--	--	--	--		--	--
I	--	--	--	--	--	--		--	--
J	--	--	--	--	--	--		--	--
K	--	--	--	--	--	--		--	--
L0	--	--	--	--	--	--		--	--
L1	--	--	--	--	--	--		--	--
L2	--	--	--	--	--	--		--	--
M0	--	--	--	--	--	--		--	--
M1	--	1	--	--	--	--		--	--
N	--	--	--	--	--	--		--	--
P	--	--	--	--	--	--		--	--
Q	--	--	--	--	--	--		--	--
R0	--	--	--	--	--	--		--	--
R1	--	--	--	--	--	--		--	--
S0	--	--	--	--	--	--		--	--
S1	--	--	--	--	--	--		--	--
T	--	--	--	--	--	--		--	--
U	--	--	--	--	--	--		--	--
V	--	--	--	--	--	--		--	--
W	--	--	--	--	--	--		--	--
Y	--	--	--	--	--	--		--	--
0	--	--	--	--	--	--		--	--
2	--	--	--	--	--	--		--	--
4	--	--	--	--	--	--		--	--
5	--	--	--	--	--	--		--	--
6	--	--	--	--	--	--		--	--
7	--	--	--	--	--	--		--	--

GA SAFETY ANALYSIS

TABLE E-14.

NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS

	76- 100, AERIAL APPL (RECIPROCATING ENGINE(S))						UN KNOWN				
	0- 5	6- 10	11- 25	26- 50	51- 75	76- 100					
A	1	--	--	--	--	--	--				
B	--	--	--	--	--	--	--				
C	--	--	--	--	--	--	--				
D	--	--	--	--	--	--	--				
E	--	--	--	--	--	--	--				
F	--	--	--	--	--	--	--				
G	--	--	--	--	--	--	--				
H	--	--	--	--	--	--	--				
I	--	--	--	--	--	--	--				
J	--	--	--	--	--	--	--				
K	--	--	--	--	--	--	--				
L0	--	--	--	--	--	--	--				
L1	--	--	--	--	--	--	--				
L2	--	--	--	--	--	--	--				
M0	--	--	--	--	--	--	--				
M1	--	--	--	--	--	--	--				
N	--	--	--	--	--	--	--				
P	--	--	--	--	--	--	--				
Q	--	--	--	--	--	--	--				
R0	--	--	--	--	--	--	--				
R1	--	--	--	--	--	--	--				
S0	--	--	--	--	--	--	--				
S1	--	--	--	--	--	--	--				
T	--	--	--	--	--	--	--				
U	1	--	--	--	--	--	--				
V	--	--	--	--	--	--	--				
W	--	--	--	--	--	--	--				
Y	--	--	--	--	--	--	--				
0	--	--	--	--	--	--	--				
2	--	--	--	--	--	--	--				
4	--	--	--	--	--	--	--				
5	--	--	--	--	--	--	--				
6	--	--	--	--	--	--	--				
7	--	--	--	--	--	--	--				

GA SAFETY ANALYSIS

TABLE E-15.
NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS

	UN KNOWN	101- 200, AERIAL APPL (RECIPROCATING ENGINE(S))						TOTAL PILOT HOURS			
		0- 5	6- 10	11- 25	26- 50	51- 75	76- 100	ABOVE 100			
A	--	1	--	--	--	--	--	--	--	--	--
B	--	--	--	--	--	--	--	--	--	--	--
C	--	--	--	--	--	--	--	--	--	--	--
D	--	--	--	--	--	--	--	--	--	--	--
E	--	--	--	--	--	--	--	--	--	--	--
F	--	--	--	--	--	--	--	--	--	--	--
G	--	--	--	--	--	--	--	--	--	--	--
H	--	--	--	--	--	--	--	--	--	--	--
I	--	--	--	--	--	--	--	--	--	--	--
J	--	--	--	--	--	--	--	--	--	--	--
K	--	--	--	--	--	--	--	--	--	--	--
L0	--	--	--	--	--	--	--	--	--	--	--
L1	--	--	--	--	--	--	--	--	--	--	--
L2	--	--	--	--	--	--	--	--	--	--	--
M0	--	--	--	--	1	--	--	--	--	--	--
M1	--	--	--	--	--	--	--	--	--	--	--
N	--	--	--	--	--	--	--	--	--	--	--
P	--	--	--	--	--	--	--	--	--	--	--
Q	--	--	1	--	--	--	--	--	--	--	1
R0	--	--	--	--	--	--	--	--	--	--	--
R1	--	--	--	--	--	--	--	--	--	--	--
S0	--	--	--	--	--	--	--	--	--	--	--
S1	--	--	--	--	--	--	--	--	--	--	--
T	--	--	--	--	--	--	--	--	--	--	--
U	--	--	--	--	--	--	--	--	--	--	--
V	--	--	--	--	--	--	--	--	--	--	--
W	--	--	--	--	--	--	--	--	--	--	--
X	--	--	--	--	--	--	--	--	--	--	--
Y	--	--	--	--	--	--	--	--	--	--	--
Z	--	--	--	--	--	--	--	--	--	--	--
0	--	--	--	--	--	--	--	--	--	--	--
1	--	--	--	--	--	--	--	--	--	--	--
2	--	--	--	--	--	--	--	--	--	--	--
3	--	--	--	--	--	--	--	--	--	--	--
4	--	--	--	--	--	--	--	--	--	--	--
5	--	--	--	--	--	--	--	--	--	--	--
6	--	--	--	--	--	--	--	--	--	--	--
7	--	--	--	--	--	--	--	--	--	--	--

GA SAFETY ANALYSIS

TABLE E-16.

NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS

201- 500, AERIAL APPL (RECIPROCATING ENGINE(S))							
UN KNOWN	0- 5	6- 10	11- 25	26- 50	51- 75	76- 100	ABOVE 100
A	2	3	--	--	3	2	3
B	--	--	--	--	--	--	--
C	--	--	--	--	--	--	--
D	--	--	--	--	--	--	--
E	--	--	--	--	--	--	1
F	--	--	--	--	--	--	--
G	--	--	--	--	--	--	--
H	--	--	--	--	--	--	--
I	--	--	--	--	--	--	--
J	--	--	--	--	--	--	--
K	--	--	--	--	1	--	--
L0	--	--	--	--	--	--	--
L1	--	--	--	--	--	--	--
L2	--	--	--	--	--	--	--
M0	--	1	1	2	--	3	5
M1	--	1	10	1	--	7	6
N	1	1	10	10	4	--	--
P	--	5	8	11	1	2	14
Q	7	--	--	--	--	--	--
R0	--	--	--	--	--	--	--
R1	--	--	--	--	--	--	--
S0	--	--	--	--	--	--	--
S1	--	--	--	--	--	--	--
T	--	--	--	--	--	--	--
U	3	2	3	4	3	3	5
V	--	--	--	--	--	--	--
W	--	--	--	--	--	--	--
Y	--	--	--	--	--	--	--
0	--	--	--	--	1	2	2
2	--	--	--	--	--	--	--
4	--	--	--	--	--	--	--
5	--	--	--	--	--	--	--
6	--	--	--	--	--	--	--
7	--	--	--	--	--	--	--

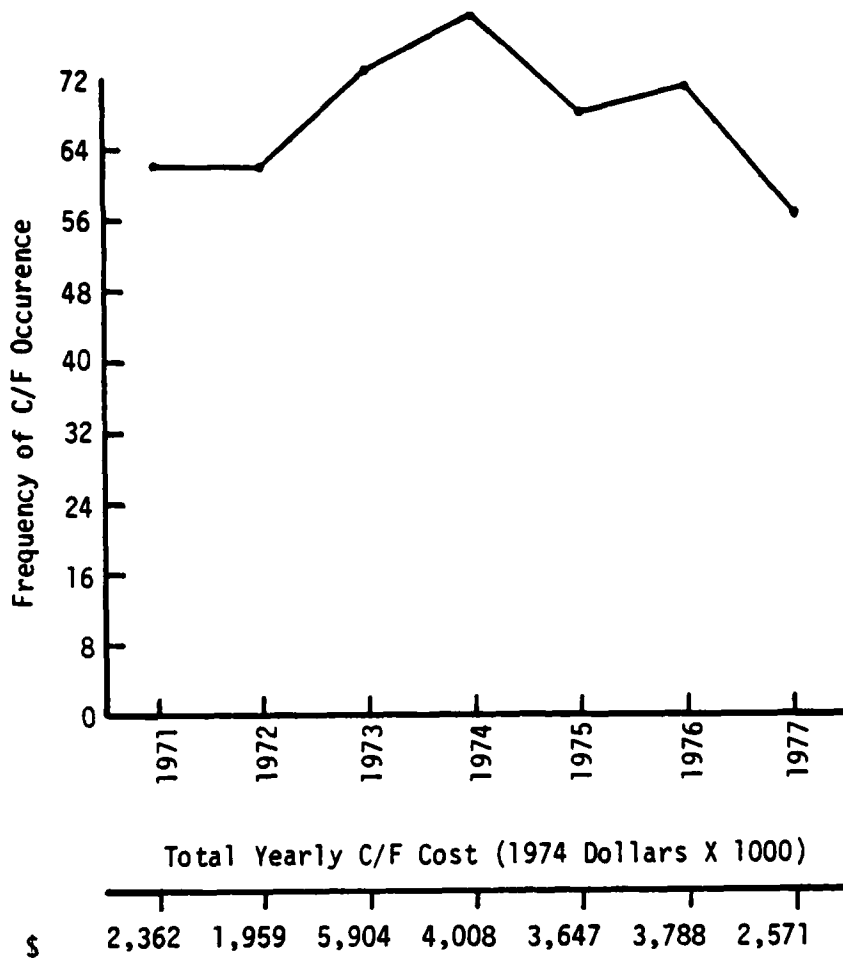
GA SAFETY ANALYSIS

TABLE E-17.
NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS

	UN KNOWN	0- 5	6- 10	11- 25	26- 50	51- 75	76- 100	ABOVE 100
A	--	10	3	7	9	9	7	158
B	--	--	--	--	--	--	--	1
C	--	--	--	1	--	--	--	--
D	--	--	--	--	--	--	--	--
E	--	1	--	--	--	1	--	25
F	--	--	--	--	--	--	1	--
G	--	3	--	--	--	--	1	6
H	--	3	2	5	2	2	3	55
I	--	--	--	--	--	--	--	--
J	--	--	--	1	3	--	2	16
K	--	--	--	--	--	--	1	3
L0	--	2	--	--	--	--	--	28
L1	--	--	--	--	--	--	--	4
L2	--	--	--	--	--	1	--	10
M0	--	3	1	4	5	5	2	62
M1	--	4	--	1	1	1	1	25
N	--	42	11	9	32	18	27	519
P	--	--	--	--	--	--	--	1
O	--	28	10	17	29	26	23	331
R0	--	1	--	--	--	--	--	13
R1	--	3	--	--	1	--	--	1
SC	--	--	--	--	1	--	--	5
S1	--	--	--	--	--	--	--	--
T	--	--	--	--	--	--	--	--
U	--	23	16	16	30	32	28	630
V	--	1	--	--	--	--	--	22
W	--	--	--	--	--	--	--	4
X	--	--	--	--	--	--	--	--
Y	--	--	--	2	2	1	1	22
Z	--	--	--	--	--	--	--	1
0	--	--	--	--	--	--	--	--
1	--	--	--	--	--	--	--	--
2	--	--	--	--	--	--	--	--
3	--	--	--	--	--	--	--	--
4	--	--	--	--	--	--	--	--
5	--	--	--	--	--	--	--	--
6	--	--	--	--	--	--	--	--
7	--	2	--	--	1	--	--	7
								3

APPENDIX F

DATA PERTAINING TO THE
INSTRUCTIONAL, SINGLE- AND MULTI-ENGINE PISTON
SUBPOPULATION



TOTAL ASSOCIATED FATALITIES 89

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 2,723

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . . 69

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 2,792

TOTAL ASSOCIATED COST AS CAUSE. \$23,644

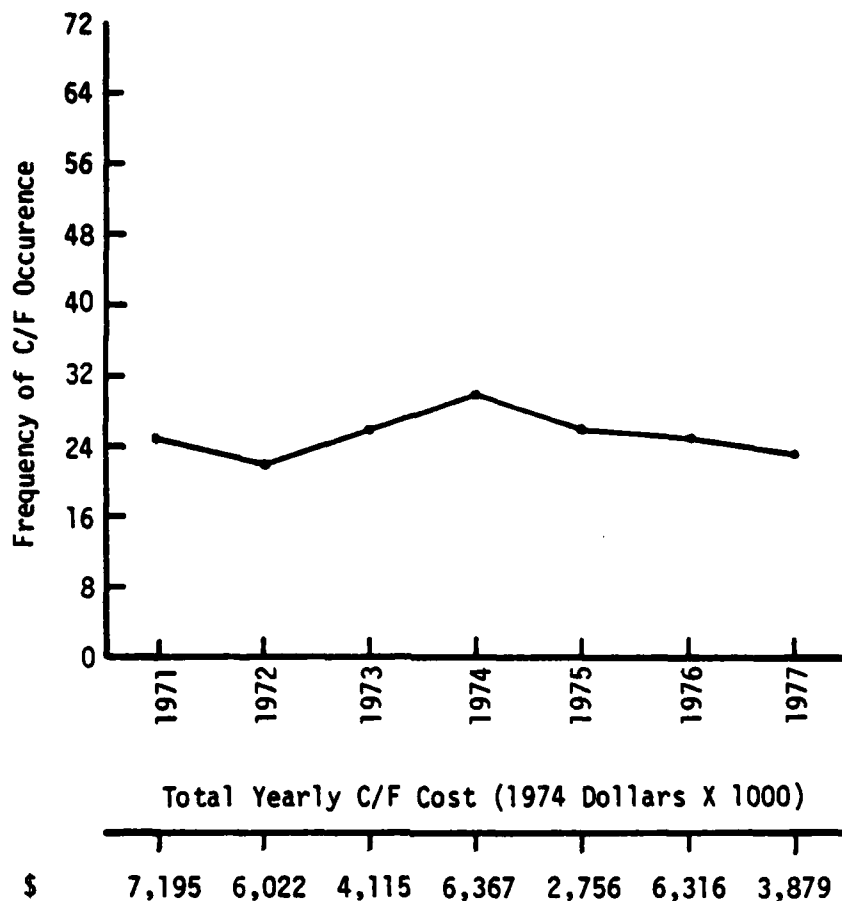
TOTAL ASSOCIATED COST AS FACTOR \$ 595

TOTAL ASSOCIATED COST AS BOTH \$24,239

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 104, 106, 107, 108, 109, 111, 115, 214
218, 220, 221, 503, 504

FIGURE F-1.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: INST 64*4Z



TOTAL ASSOCIATED FATALITIES 197

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 1,025

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . . 91

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 1,116

TOTAL ASSOCIATED COST AS CAUSE. \$34,079

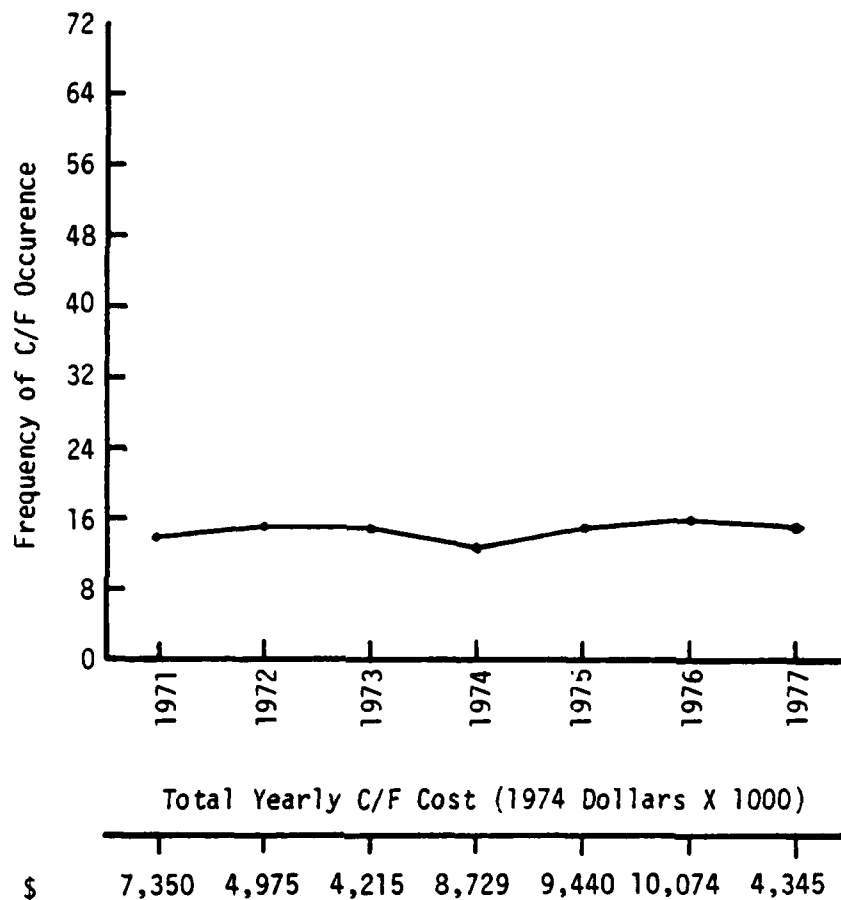
TOTAL ASSOCIATED COST AS FACTOR \$ 2,571

TOTAL ASSOCIATED COST AS BOTH \$36,650

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 101, 221, 302, 412

FIGURE F-2.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: INST 64*3Z



TOTAL ASSOCIATED FATALITIES 180

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 595

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . . 55

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 650

TOTAL ASSOCIATED COST AS CAUSE. \$46,683

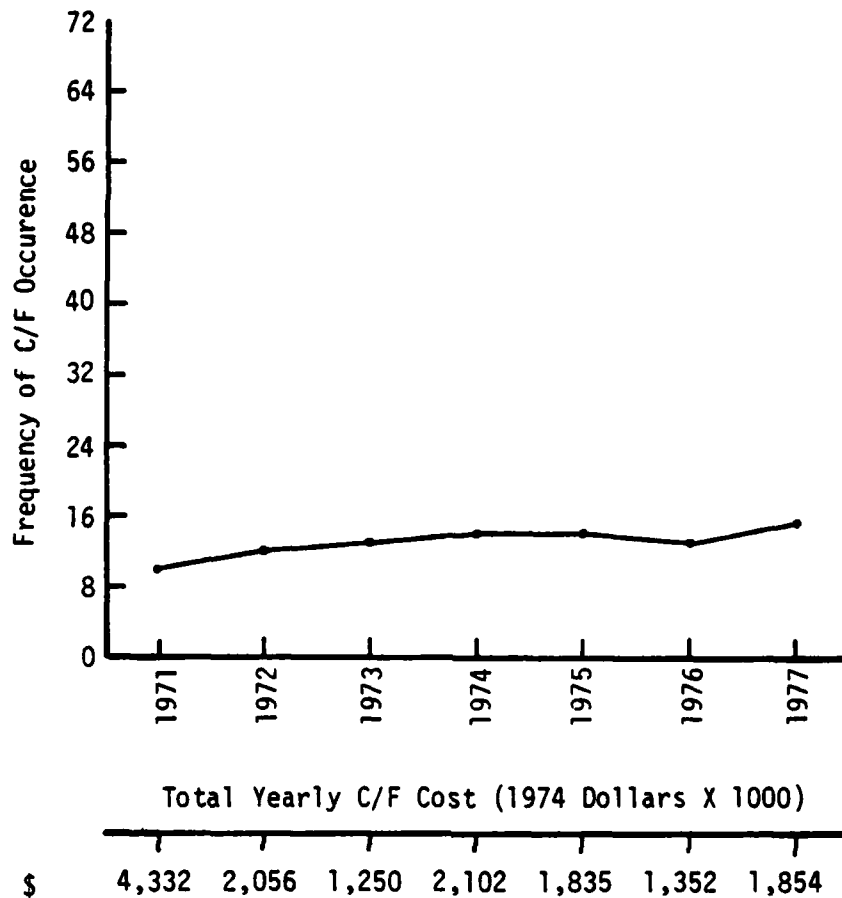
TOTAL ASSOCIATED COST AS FACTOR \$ 2,445

TOTAL ASSOCIATED COST AS BOTH \$49,128

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 104, 206

FIGURE F-3.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: INST 64*5Z



TOTAL ASSOCIATED FATALITIES 83

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 529

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . 41

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 570

TOTAL ASSOCIATED COST AS CAUSE. \$13,912

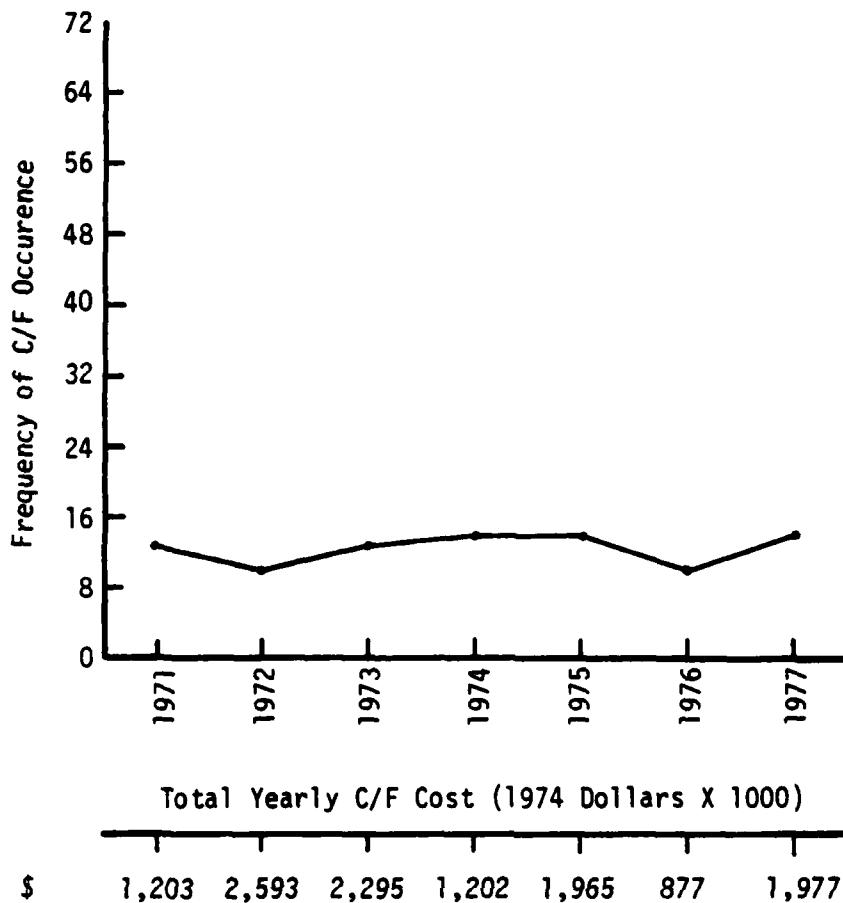
TOTAL ASSOCIATED COST AS FACTOR \$ 869

TOTAL ASSOCIATED COST AS BOTH \$14,781

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 101, 221, 302, 412

FIGURE F-4.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: INST 64*2Z



TOTAL ASSOCIATED FATALITIES 58

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 515

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . . 22

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 537

TOTAL ASSOCIATED COST AS CAUSE. \$10,409

TOTAL ASSOCIATED COST AS FACTOR \$ 1,703

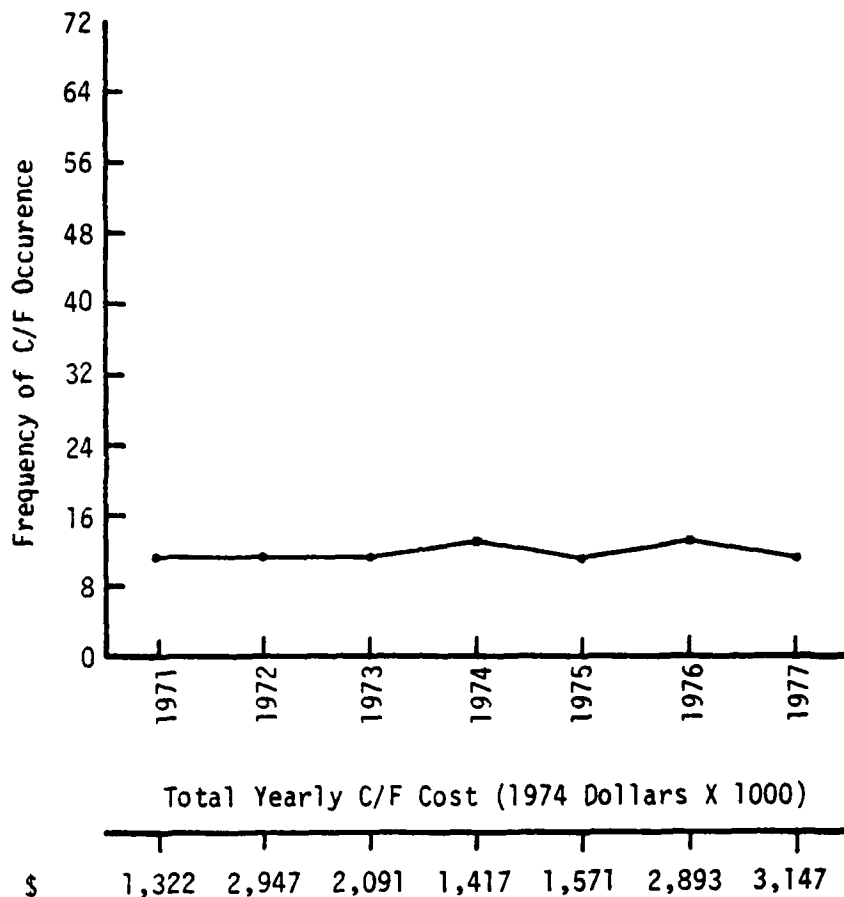
TOTAL ASSOCIATED COST AS BOTH \$12,112

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 101,106,107,108,109,111,115,206,223

FIGURE F-5.

CAUSE/FACTOR FREQUENCY AND COST SUMMARY: INST 64*6Z



TOTAL ASSOCIATED FATALITIES 92

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 474

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . 184

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 658

TOTAL ASSOCIATED COST AS CAUSE. \$10,603

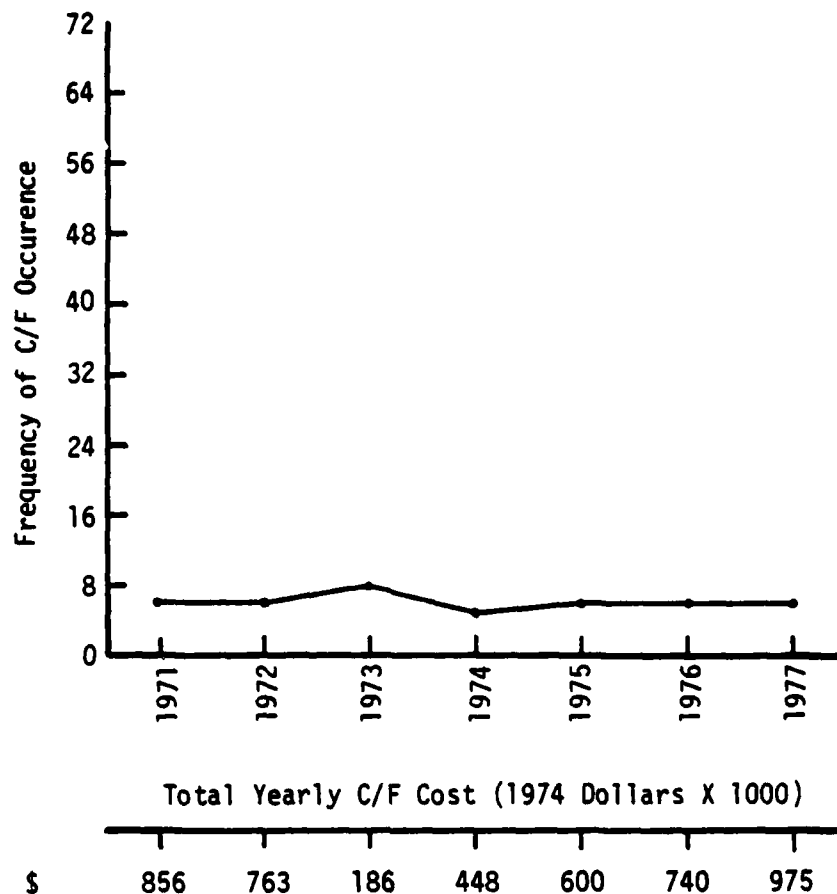
TOTAL ASSOCIATED COST AS FACTOR \$ 4,785

TOTAL ASSOCIATED COST AS BOTH \$15,388

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 302, 412

FIGURE F-6.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: INST 64*12



TOTAL ASSOCIATED FATALITIES 39

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 247

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . 163

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 410

TOTAL ASSOCIATED COST AS CAUSE. \$2,897

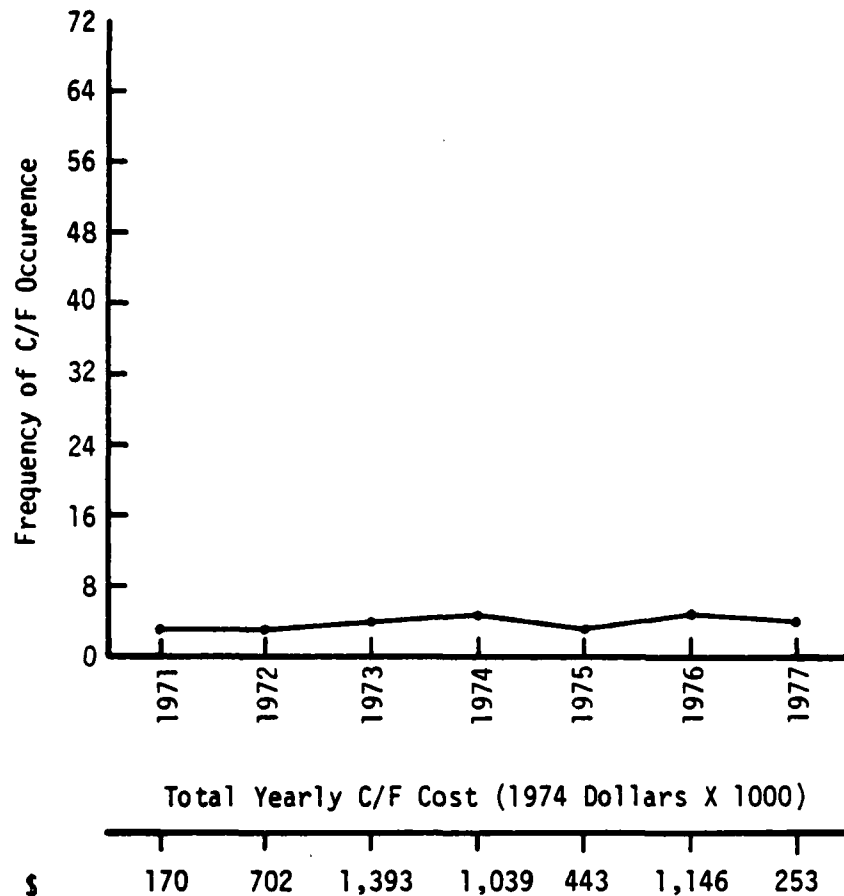
TOTAL ASSOCIATED COST AS FACTOR \$1,671

TOTAL ASSOCIATED COST AS BOTH \$4,568

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . 304, 411, 413, 414

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . See Table

FIGURE F-7.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: INST 68*3Z



TOTAL ASSOCIATED FATALITIES 19

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 160

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . . 0

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 160

TOTAL ASSOCIATED COST AS CAUSE. \$5,146

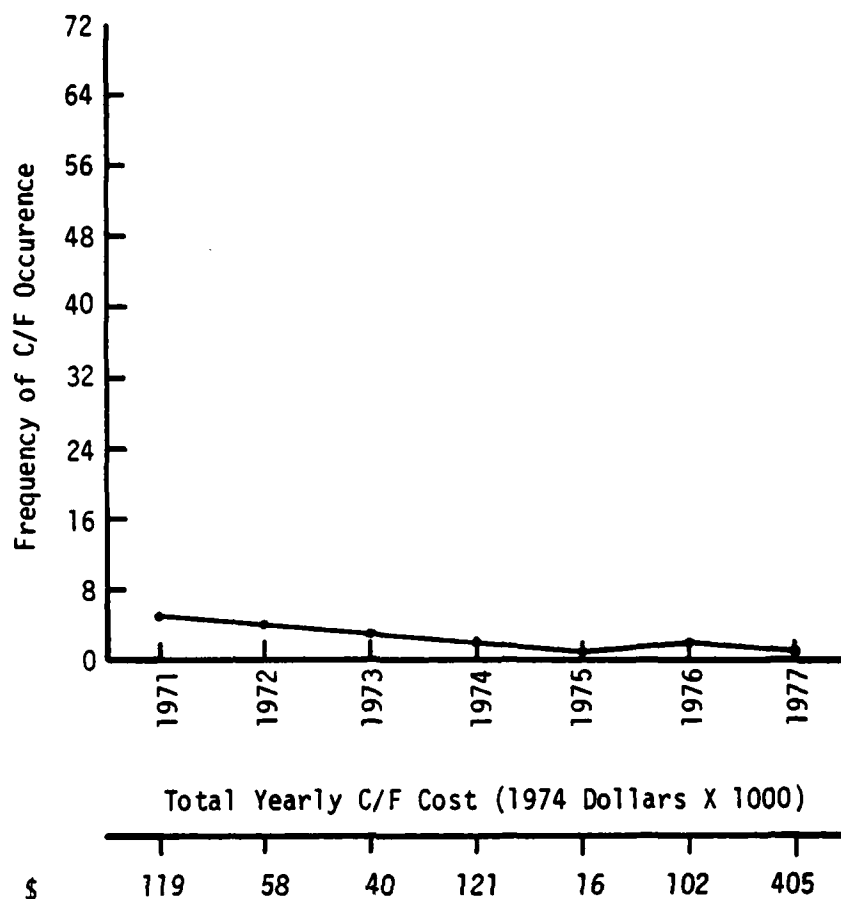
TOTAL ASSOCIATED COST AS FACTOR 0

TOTAL ASSOCIATED COST AS BOTH \$5,146

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 407

FIGURE F-8.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: INST 74*KA



TOTAL ASSOCIATED FATALITIES 5

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 104

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . 278

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 382

TOTAL ASSOCIATED COST AS CAUSE. \$323

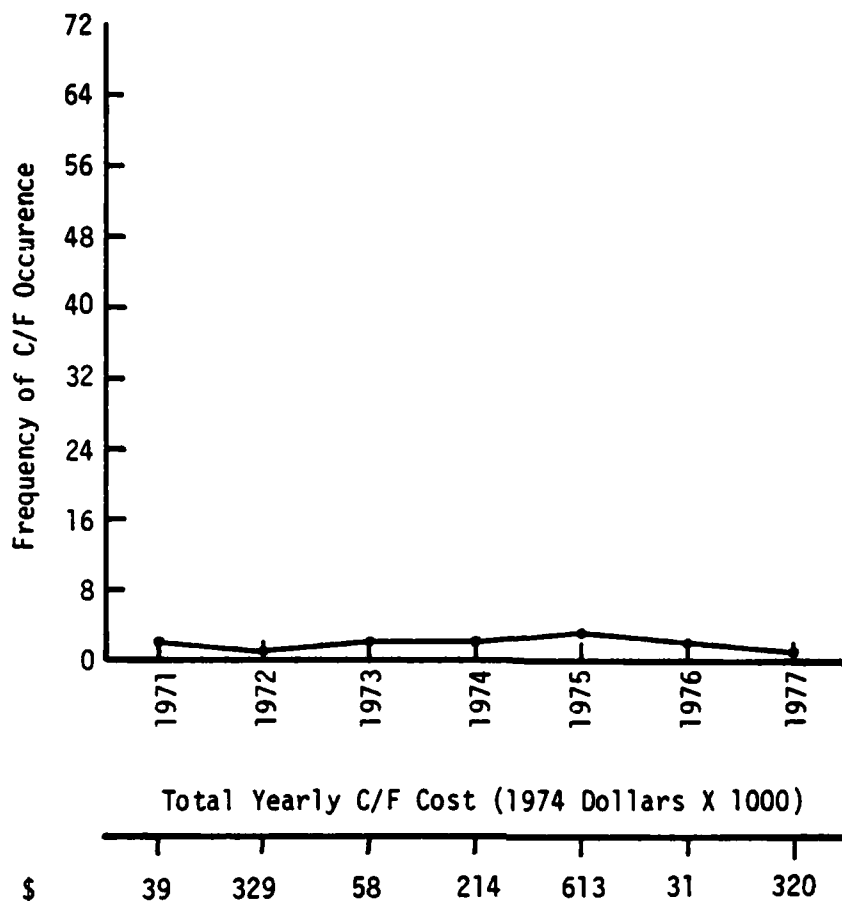
TOTAL ASSOCIATED COST AS FACTOR \$538

TOTAL ASSOCIATED COST AS BOTH \$861

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 102, 103

FIGURE F-9.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: INST 82*H



TOTAL ASSOCIATED FATALITIES 15

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 68

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . 12

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 80

TOTAL ASSOCIATED COST AS CAUSE. \$1,536

TOTAL ASSOCIATED COST AS FACTOR \$ 68

TOTAL ASSOCIATED COST AS BOTH \$1,604

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 308, 402, 407, 408
409, 410, 411

FIGURE F-10.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: INST 74*00

GA SAFETY ANALYSIS

TABLE F-1.
NUMBER OF ACCIDENTS, INSTRUCTIONAL (SEP+MEP)
FOR WHICH 64-42 WAS ONE OF THE CAUSES

ANY C/F	ANY	A	U	G	ACCIDENT TYPE	J	K	H	L0	M0
		615	232	626	0	26	22	53	0	12
CAUSES:					N					
64-42	2723	815	232	626	110	61	22	53	0	12
64-32	415	132	69	133	27	21	6	15	0	6
64-52	64	24	25	0	0	1	1	0	0	1
64-22	146	70	24	18	7	10	1	6	0	1
64-62	92	13	13	11	5	3	20	0	0	0
64-12	177	74	17	26	9	12	2	9	0	1
68-32	79	33	5	17	3	5	2	5	0	0
74-KA	22	0	22	0	0	0	0	0	0	0
82-M	43	25	1	4	0	0	0	7	0	0
74-00	0	0	0	0	0	0	0	0	0	0
FACTORS:										
64-42	32	0	0	0	0	0	0	0	0	0
64-32	37	0	2	5	9	0	0	2	0	1
64-52	19	0	1	7	1	0	0	0	0	0
64-22	14	0	1	1	2	0	0	0	0	0
64-62	14	3	2	0	1	0	0	0	0	0
64-12	106	43	6	34	7	0	1	4	0	1
68-32	83	45	5	22	2	0	1	1	0	1
74-KA	0	0	0	0	0	0	0	0	0	0
82-M	240	147	3	50	6	0	1	14	0	1
74-00	4	0	4	0	0	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE F-2.
NUMBER OF ACCIDENTS, INSTRUCTIONAL (SEP+HEP)
FOR WHICH 6432 WAS ONE OF THE CAUSES

ANY C/F	ANY	A	U	G	O	ACCIDENT TYPE	J	K	H	L0	H0
		147	270	114	85	N	30	69	23	9	20
CAUSES:											
6432	463	132	69	103	27	21	6	6	15	0	6
6432	1025	147	270	114	85	73	30	69	23	9	20
6432	192	4	120	2	2	16	2	2	1	9	1
6432	118	15	24	11	8	16	13	5	0	0	4
6432	153	3	17	11	0	16	30	67	0	0	6
6432	106	22	19	5	5	15	15	12	2	0	3
6432	37	6	21	1	0	3	1	0	0	0	0
6432	12	0	12	0	0	0	0	0	0	0	0
7432	10	6	0	1	0	0	0	0	3	0	0
7432	10	0	9	0	0	0	0	0	0	0	0
FACTORS:											
6432	6	1	0	0	2	0	0	1	1	0	0
6432	21	0	0	0	0	0	0	0	0	0	0
6432	6	0	2	0	0	0	0	0	0	0	0
6432	6	1	2	0	1	0	0	1	0	0	0
6432	1	0	0	1	0	0	0	0	0	0	0
6432	40	8	9	0	3	2	1	1	3	0	0
6432	28	2	12	1	0	6	0	0	1	0	0
7432	0	0	0	0	0	0	0	0	0	0	0
8232	43	15	3	6	0	2	1	3	3	0	0
7432	6	0	5	0	0	1	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE F-3.
NUMBER OF ACCIDENTS, INSTRUCTIONAL (SEPHEP)
FOR WHICH 64*52 WAS ONE OF THE CAUSES

ANY C/F	ANY	A	U	G	D	ACCIDENT TYPE		J	K	M	LB	NO
		28	229	8	0	N	101	5	14	13	89	5
CAUSES:												
64*42	70	24	25	8	0	1	1	1	1	0	0	1
64*32	194	4	120	2	2	16	16	2	2	1	9	1
64*52	595	28	229	8	0	131	131	2	14	13	89	5
64*22	82	1	32	0	1	17	17	2	1	13	0	1
64*62	39	1	11	0	0	8	8	5	10	0	0	1
64*12	32	3	17	1	0	17	17	1	1	0	0	0
64*32	23	0	16	0	0	6	6	0	0	0	0	0
74*4A	4	0	4	0	0	0	0	0	0	0	0	0
82*H	2	1	1	0	0	0	0	0	0	0	0	0
74*80	1	0	1	0	0	0	0	0	0	0	0	0
FACTORS:												
64*42	4	0	1	0	0	0	0	0	0	0	2	0
64*32	21	0	2	1	0	5	5	0	0	0	6	0
64*52	14	0	0	0	0	0	0	0	0	0	0	0
64*22	7	0	2	0	0	3	3	0	0	0	0	0
64*62	2	0	2	0	0	0	0	0	0	0	0	0
64*12	16	2	5	0	0	4	4	0	1	1	2	0
64*32	31	1	16	1	0	9	9	0	1	0	0	0
74*4A	0	0	0	0	0	0	0	0	0	0	0	0
82*H	7	3	4	0	0	0	0	0	0	0	0	0
74*80	4	0	4	0	0	0	0	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE F-4.
NUMBER OF ACCIDENTS, INSTRUCTIONAL (SEP+HEP)
FOR WHICH 64*2Z WAS ONE OF THE CAUSES

ANY C/F	ANY	A	U	G	ACCIDENT TYPE				J	K	H	L8	M0
					O	N							
CAUSES:													
64*42	174	70	24	10	7	10			7	1	6	0	1
64*32	122	15	28	11	8	16			13	5	8	0	4
64*52	94	1	32	0	1	17			2	1	13	0	1
64*22	529	92	98	21	30	83			56	10	49	1	23
64*62	92	2	3	0	3	7			54	10	0	0	4
64*12	61	12	5	2	2	29			9	0	2	0	4
69*32	25	5	4	0	1	10			1	0	0	0	0
74*KA	19	0	19	0	0	0			0	0	0	0	0
82*H	8	4	0	1	0	1			0	0	1	0	0
74*08	4	0	4	0	0	3			0	0	0	0	0
FACTORS:													
64*42	13	0	0	0	3	1			2	1	1	0	0
64*32	15	2	0	0	2	2			1	0	2	0	0
64*52	14	2	1	2	0	0			2	0	2	0	2
64*22	6	0	0	0	0	0			0	0	0	0	0
64*62	1	0	1	0	0	0			0	0	0	0	0
64*12	16	0	3	0	1	2			3	0	1	0	0
69*32	29	3	5	1	0	7			1	1	3	0	2
74*KA	0	0	0	0	0	0			0	0	0	0	0
82*H	35	16	2	3	2	5			3	1	3	0	0
74*08	2	0	2	0	0	0			0	0	0	0	0

GA SAFETY ANALYSIS

TABLE F-5
NUMBER OF ACCIDENTS, INSTRUCTIONAL (SEP+MEP)
FOR WHICH 64*62 WAS ONE OF THE CAUSES

ANY C/F	ANY	A	U	G	ACCIDENT TYPE	J	K	M	L0	M0
		13	54	24	0	66	165	144	0	24
CAUSES:										
64*42	102	13	13	11	5	3	26	20	0	0
64*32	157	0	17	11	0	16	30	67	0	6
64*52	39	1	11	0	0	6	5	10	0	2
64*22	86	2	3	0	0	7	54	10	0	4
64*62	515	13	54	24	0	66	165	144	0	24
64*17	137	2	5	0	2	8	83	26	0	6
64*32	13	0	3	1	0	1	6	2	0	0
74*4A	26	0	20	0	0	0	0	0	0	0
82*4	4	1	0	1	0	0	1	1	0	0
74*00	4	0	4	0	0	0	0	0	0	0
FACTORS:										
64*42	6	0	1	0	0	1	2	1	0	0
64*32	8	1	0	0	1	6	3	1	0	0
64*52	8	0	0	0	2	0	4	0	0	0
64*22	10	0	0	0	0	4	2	1	0	0
64*62	8	0	0	0	0	0	0	0	0	0
64*12	24	0	0	2	1	1	6	7	0	0
64*32	15	0	2	0	0	4	2	4	0	0
74*4A	8	0	0	0	0	0	0	0	0	0
82*H	14	1	1	1	0	1	4	6	0	0
74*00	3	0	2	0	0	1	0	0	0	0

GA SAFETY ANALYSIS

TABLE F-6.
NUMBER OF ACCIDENTS, INSTRUCTIONAL (SEP+HEP)
FOR WHICH 64*17 WAS ONE OF THE CAUSES

ANY C/F	ANY	A	U	G	J	ACCIDENT TYPE	L0	M0
CAUSES:								
64*42	212	74	17	26	12	9	0	1
64*32	114	22	18	5	15	5	0	3
64*52	34	3	7	1	17	0	0	1
64*22	66	12	5	2	20	2	0	4
64*62	133	2	5	0	83	0	0	6
64*12	474	99	48	27	72	26	0	20
68*32	23	9	6	1	3	0	0	0
74*KA	4	0	4	0	0	0	0	0
82*H	48	19	1	1	5	0	0	6
74*00	5	0	4	0	0	0	0	0
FACTORS:								
64*42	1	0	0	0	0	0	0	0
64*32	11	2	0	0	1	4	0	1
64*52	3	1	0	0	2	0	0	0
64*22	4	1	0	0	1	0	0	0
64*62	6	0	0	0	0	0	0	0
64*12	16	0	0	0	0	0	0	0
68*32	23	5	2	0	6	0	0	1
74*KA	6	0	0	0	0	0	0	0
82*H	37	16	0	6	3	0	0	0
74*00	1	0	1	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE F-7.
NUMBER OF ACCIDENTS, INSTRUCTIONAL (SEP+NEP)
FOR WHICH 6A*3Z WAS ONE OF THE CAUSES

ANY C/F	ANY	A	U	G	ACCIDENT TYPE			J	K	M	L	M
		46	83	19	0	5	25	6	2	11	0	0
CAUSES:												
6A*4Z	103	33	5	17	3	3	5	1	2	5	0	0
6A*3Z	36	6	21	1	0	0	3	1	0	0	0	0
6A*5Z	25	0	16	0	0	0	6	0	0	0	0	0
6A*2Z	26	5	4	0	1	1	10	1	0	0	0	0
6A*6Z	13	0	3	1	0	0	1	6	2	0	0	0
6A*1Z	27	9	6	1	0	0	3	2	0	1	0	0
6B*3Z	247	46	83	19	5	5	25	6	2	11	0	0
7A*4A	1	0	1	0	0	0	6	0	0	0	0	0
82*H	14	9	1	0	0	0	1	1	0	2	0	0
7A*00	24	0	23	0	0	0	0	0	0	0	0	0
FACTORS:												
6A*4Z	2	0	0	0	0	0	0	0	0	0	0	0
6A*3Z	1	0	0	0	0	0	0	0	0	0	0	0
6A*5Z	4	0	0	1	0	0	1	1	0	0	0	0
6A*2Z	2	0	1	0	0	0	1	0	0	0	0	0
6A*6Z	0	0	0	0	0	0	0	0	0	0	0	0
6A*1Z	4	1	2	0	0	0	1	0	0	0	0	0
6B*3Z	3	0	0	0	0	0	0	0	0	0	0	0
7A*4A	0	0	0	0	0	0	0	0	0	0	0	0
82*H	26	11	0	6	1	1	2	0	0	4	0	0
7A*00	0	0	0	0	0	0	0	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE F-8.
NUMBER OF ACCIDENTS, INSTRUCTIONAL (SEP+HEP)
FOR WHICH 74*KA WAS ONE OF THE CAUSES

ANY C/F	ANY	A	U	G	O	ACCIDENT TYPE	J	K	H	L0	M0
						N					
CAUSES:											
64*4Z	25	0	160	0	0	0	0	0	0	0	0
64*3Z	13	0	22	0	0	0	0	0	0	0	0
64*5Z	4	0	12	0	0	0	0	0	0	0	0
64*2Z	19	0	4	0	0	0	0	0	0	0	0
64*6Z	20	0	19	0	0	0	0	0	0	0	0
64*1Z	4	0	20	0	0	0	0	0	0	0	0
68*3Z	1	0	4	0	0	0	0	0	0	0	0
74*KA	160	0	1	0	0	0	0	0	0	0	0
82*H	0	0	160	0	0	0	0	0	0	0	0
74*00	1	0	0	0	0	0	0	0	0	0	0
FACTORS:											
64*4Z	2	0	2	0	0	0	0	0	0	0	0
64*3Z	4	0	4	0	0	0	0	0	0	0	0
64*5Z	0	0	0	0	0	0	0	0	0	0	0
64*2Z	0	0	0	0	0	0	0	0	0	0	0
64*6Z	0	0	0	0	0	0	0	0	0	0	0
64*1Z	2	0	0	0	0	0	0	0	0	0	0
68*3Z	1	0	1	0	0	0	0	0	0	0	0
74*KA	0	0	0	0	0	0	0	0	0	0	0
82*H	0	0	0	0	0	0	0	0	0	0	0
74*00	0	0	0	0	0	0	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE F-9.
NUMBER OF ACCIDENTS, INSTRUCTIONAL (SEP+NEP)
FOR WHICH 82°H WAS ONE OF THE CAUSES

ANY C/F	ANY	A	U	G	0	1	7	J	K	M	L0	M0
CAUSES:												
64°42	57	25	1	4	0	0	4	0	0	7	0	0
64°32	10	6	0	1	0	0	0	0	0	3	0	0
64°52	2	1	1	0	0	0	0	0	0	0	0	0
64°22	0	4	0	1	0	0	1	0	0	1	0	0
64°02	4	1	0	1	0	0	3	1	1	0	0	0
64°12	54	19	1	1	0	0	5	0	0	21	0	0
65°32	14	9	1	0	0	0	1	1	0	2	0	0
74°KA	0	0	0	0	0	0	0	0	0	0	0	0
82°H	164	64	3	7	1	1	7	1	1	37	0	0
74°00	0	0	0	0	0	0	0	0	0	0	0	0
FACTORS:												
64°42	3	0	1	0	0	0	0	0	0	2	0	0
64°32	1	0	0	0	0	0	0	0	0	1	0	0
64°52	0	0	0	0	0	0	0	0	0	0	0	0
64°22	2	2	0	0	0	0	0	0	0	0	0	0
64°02	0	0	0	0	0	0	0	0	0	0	0	0
64°12	1	0	0	0	0	0	0	0	0	1	0	0
68°32	6	3	0	0	0	0	0	0	0	2	0	0
74°KA	0	0	0	0	0	0	0	0	0	0	0	0
82°H	0	0	3	0	0	0	0	0	0	0	0	0
74°00	0	0	0	0	0	0	0	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE F-10.
NUMBER OF ACCIDENTS, INSTRUCTIONAL (SEP+HEP)
FOR WHICH 74*00 WAS ONE OF THE CAUSES

ANY C/F	ANY	A	U	G	Q	ACCIDENT TYPE	J	K	M	L0	M0
			59			N					
CAUSES:	10	0	0	0	0	0	0	0	0	0	0
64*42	9	0	9	0	0	0	0	0	0	0	0
64*32	1	0	1	0	0	0	0	0	0	0	0
64*52	4	0	4	0	0	0	0	0	0	0	0
64*22	4	0	4	0	0	0	0	0	0	0	0
64*62	5	0	4	0	0	0	0	0	0	0	0
64*12	23	0	23	0	0	0	0	0	0	0	0
64*32	1	0	1	0	0	0	0	0	0	0	0
74*4A	0	0	0	0	0	0	0	0	0	0	0
82*H	0	0	0	0	0	0	0	0	0	0	0
74*00	64	0	59	0	0	0	0	0	0	0	0
FACTORS:	0	0	0	0	0	0	0	0	0	0	0
64*42	1	0	0	0	0	0	0	0	0	0	0
64*32	0	0	0	0	0	0	0	0	0	0	0
64*52	0	0	0	0	0	0	0	0	0	0	0
64*22	0	0	0	0	0	0	0	0	0	0	0
64*67	0	0	0	0	0	0	0	0	0	0	0
64*12	2	0	2	0	0	0	0	0	0	0	0
64*32	0	0	0	0	0	0	0	0	0	0	0
74*4A	0	0	0	0	0	0	0	0	0	0	0
82*H	0	0	0	0	0	0	0	0	0	0	0
74*00	0	0	0	0	0	0	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE F-11.

NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS

	UN KNOWN	0- 5	6- 10	11- 25	26- 50	51- 75	76- 100	ABOVE 100
A	--	14	44	276	--	--	--	--
B	--	--	--	--	--	--	--	--
C	--	--	--	--	--	--	--	--
D	--	--	--	--	--	--	--	--
E	--	1	2	5	--	--	--	--
F	--	--	--	--	--	--	--	--
G	--	12	29	214	--	--	--	--
H	--	--	2	15	--	--	--	--
I	--	--	--	--	--	--	--	--
J	--	2	1	21	--	--	--	--
K	--	4	2	28	--	1	--	--
L0	--	1	1	9	--	--	--	--
L1	--	--	--	1	--	--	--	--
L2	--	1	2	7	--	--	--	--
M0	--	--	--	5	--	--	--	--
M1	--	--	1	6	--	--	--	--
N	--	2	6	62	--	--	--	--
P	--	--	--	--	--	--	--	--
Q	--	6	7	49	--	--	--	--
R0	--	--	--	1	--	--	--	--
R1	--	--	--	--	--	--	--	--
S0	--	--	--	1	--	--	--	--
S1	--	--	--	1	--	--	--	--
T	--	--	--	--	--	--	--	--
U	--	6	5	65	--	--	--	--
V	--	--	--	--	--	--	--	--
W	--	1	--	--	--	--	--	--
X	--	--	--	1	--	--	--	--
Y	--	--	1	6	--	--	--	--
Z	--	--	--	--	--	--	--	--
0	--	--	--	--	--	--	--	--
1	--	--	--	--	--	--	--	--
2	--	--	--	--	--	--	--	--
3	--	--	--	--	--	--	--	--
4	--	--	--	--	--	--	--	--
5	--	--	--	--	--	--	--	--
6	--	--	--	1	--	--	--	--
7	--	1	--	1	--	--	--	--

GA SAFETY ANALYSIS

TABLE F-12.
NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS

	UN KNOWN	26- 0- 5	50, INSTRUCTIONAL (RECIPROCATING ENGINE (S))	6- 10	11- 25	26- 50	51- 75	76- 100	ABOVE 100
A	--	12	16	25	160	--	--	--	--
B	--	--	--	--	1	--	--	--	--
C	--	--	--	--	1	--	--	--	--
D	--	--	--	--	--	--	--	--	--
E	--	2	1	1	5	--	--	--	--
F	--	--	--	--	--	--	--	--	--
G	--	9	9	21	141	--	--	--	--
H	--	--	3	6	29	--	--	--	--
I	--	--	--	--	--	--	--	--	--
J	--	3	3	9	53	--	--	--	--
K	--	1	--	4	12	--	--	--	--
L0	--	--	--	3	14	--	--	--	--
L1	--	--	--	--	1	--	--	--	--
L2	--	--	1	--	6	--	--	--	--
M0	--	1	1	1	9	--	--	--	--
M1	--	1	1	4	8	--	--	--	--
N	--	1	5	4	65	--	--	--	--
P	--	--	--	--	--	--	--	--	--
Q	--	1	6	7	50	--	--	--	--
R0	--	--	--	--	2	--	--	--	--
R1	--	--	--	--	--	--	--	--	--
S0	--	--	--	1	1	--	--	--	--
S1	--	--	--	--	--	--	--	--	--
T	--	--	--	--	--	--	--	--	--
U	--	2	5	19	124	--	--	--	--
V	--	--	--	1	--	--	--	--	--
W	--	--	--	--	--	--	--	--	--
Y	--	--	--	1	1	--	--	--	--
0	--	--	--	--	--	--	--	--	--
2	--	--	--	--	--	--	--	--	--
4	--	--	--	--	--	--	--	--	--
5	--	--	--	--	--	--	--	--	--
6	--	--	--	--	--	--	--	--	--
7	--	--	--	--	--	--	--	--	--

GA SAFETY ANALYSIS

TABLE F-13.
NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS

	UN KNOWN	51- 0- 5	75, INSTRUCTIONAL (RECIPROCATING ENGINE(S))	51- 11- 25	26- 50	51- 75	76- 100	ABOVE 100
A	--	4	2	0	15	39	--	--
B	--	--	--	--	--	--	--	--
C	--	--	--	1	--	--	--	--
D	--	--	--	--	--	--	--	--
E	--	--	1	--	--	2	--	--
F	--	--	--	1	--	--	--	--
G	--	2	2	8	10	22	--	--
H	--	--	--	--	2	12	--	--
I	--	--	--	--	--	--	--	--
J	--	1	--	3	2	8	--	--
K	--	--	--	2	3	5	--	--
L0	--	--	--	--	--	1	--	--
L1	--	--	--	--	--	1	--	--
L2	--	--	--	1	1	1	--	--
M0	--	2	--	1	1	--	--	--
M1	--	1	--	2	2	3	--	--
N	--	1	1	2	6	16	--	--
P	--	--	--	--	--	--	--	--
O	--	3	--	2	7	17	--	1
Q0	--	--	--	--	--	--	--	--
Q1	--	--	--	--	--	--	--	--
S0	--	--	--	--	--	2	--	--
S1	--	--	--	--	--	--	--	--
T	--	--	--	--	--	--	--	--
U	--	1	3	9	8	47	--	--
V	--	--	--	--	--	--	--	--
W	--	--	--	--	--	--	--	--
Y	--	--	--	--	--	--	--	--
0	--	--	--	--	2	--	--	--
2	--	--	--	--	--	--	--	--
4	--	--	--	--	--	--	--	--
5	--	1	--	--	--	--	--	--
6	--	--	--	1	--	--	--	--
7	--	--	--	--	--	--	--	--

TABLE F-14.

TABLE F-14.

DATE OF ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS

76- 100, INSTRUCTIONAL (RECIPROCATING ENGINE(S))

UN KNOWN	0- 5	6- 10	11- 25	26- 50	51- 75	76- 100	ABOVE 100
	2	--	0	2	3	15	--
	1	--	--	--	--	1	--
	--	--	--	--	--	--	--
	--	--	--	--	--	1	--
	--	--	--	--	--	--	--
	3	1	--	3	2	10	--
	--	1	1	--	2	3	--
	--	--	--	1	--	3	--
	--	--	1	1	1	1	--
	1	--	--	1	1	3	--
	--	--	--	--	--	--	--
	--	--	--	1	--	1	--
	--	--	--	--	--	--	--
	--	--	1	--	1	--	--
	--	--	1	3	3	3	--
	--	--	1	2	2	4	1
	--	--	--	--	1	--	--
	--	--	--	1	--	--	--
	--	--	--	--	--	1	--
	--	--	--	--	--	8	--
	--	1	4	1	6	1	--
	--	--	--	--	--	--	--
	--	--	--	--	--	--	--
	--	--	--	--	--	--	--
	--	--	--	--	--	--	--
	--	--	--	--	--	--	--
	--	--	--	--	--	--	--
	--	--	--	--	--	--	--
	--	--	--	--	--	--	--
	--	--	--	--	--	--	--
	--	--	--	--	--	--	--
	--	--	--	--	--	--	--
	1	--	--	--	--	1	--

. # C O E F G H I J K L M N P Q R S T U V W X Y Z 0 1 2 3 4 5 6 7

GA SAFETY ANALYSIS

TABLE F-15.
NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS

101- 200, INSTRUCTIONAL (RECIPROCATING ENGINE (S))													
	UN KNOWN	0-	6-	11-	26-	51-	76-	ABOVE					
		5	10	25	50	75	100	100					
A	--	3	3	7	4	--	3	5					
B	--	--	--	--	--	--	--	--					
C	--	--	--	--	1	1	--	--					
D	--	--	--	--	--	--	--	--					
E	--	--	--	--	--	--	--	2					
F	--	--	--	1	--	--	--	--					
G	--	--	1	1	4	1	2	6					
H	--	--	2	--	3	1	--	2					
I	--	--	--	--	--	--	--	--					
J	--	--	1	2	3	2	--	4					
K	--	--	--	2	1	1	--	2					
L0	--	--	--	--	--	--	--	--					
L1	--	--	--	--	--	2	--	--					
L2	--	--	--	--	--	1	1	3					
M3	--	--	--	--	1	--	--	1					
M1	--	--	--	2	5	--	1	12					
N	--	--	--	--	--	--	--	--					
P	--	--	--	2	--	--	--	--					
O	--	--	1	2	1	3	--	3					
R3	--	--	--	--	--	--	--	--					
R1	--	--	--	--	--	--	--	--					
S0	--	--	--	1	--	--	--	--					
S1	--	--	--	--	--	--	1	--					
T	--	--	--	--	--	--	--	--					
U	--	3	3	7	1	6	2	19					
V	--	--	--	--	--	2	--	--					
W	--	--	--	--	1	--	--	--					
Y	--	--	--	--	--	--	--	--					
0	--	--	--	--	--	--	--	--					
2	--	--	--	--	--	--	--	--					
4	--	--	--	--	--	--	--	--					
5	--	--	--	--	--	--	--	1					
6	--	--	--	--	--	--	--	--					
7	--	--	--	--	--	--	--	--					

GA SAFETY ANALYSIS

TABLE F-16.
NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS
201- 500, INSTRUCTIONAL (RECIPROCATING ENGINE(S))

	UN KNOWN	0- 5	6- 10	11- 25	26- 50	51- 75	76- 100	ABOVE 100
A	--	9	4	10	5	1	4	6
B	--	--	--	--	--	--	--	--
C	--	--	--	2	--	--	--	--
D	--	--	--	--	--	--	--	--
E	--	--	1	2	2	--	--	--
F	--	--	--	1	--	--	--	--
G	--	3	--	4	2	1	1	8
H	--	--	1	2	1	1	--	3
I	--	--	--	--	--	--	--	--
J	--	1	--	3	--	2	--	4
K	--	1	2	1	--	1	4	6
L0	--	--	--	--	--	--	--	3
L1	--	--	--	--	--	--	--	--
L2	--	--	--	--	--	--	1	1
M0	--	1	1	--	1	1	--	2
M1	--	1	--	--	--	--	--	1
N	--	4	1	--	5	1	1	10
P	--	--	--	--	--	--	--	--
Q	--	5	1	6	6	3	3	10
R0	--	--	--	--	--	--	--	--
R1	--	--	--	--	--	--	1	--
S0	--	--	--	--	--	--	--	--
S1	--	--	--	--	--	--	--	--
T	--	--	--	--	--	--	--	--
U	--	6	5	12	15	4	5	26
V	--	--	--	1	1	--	--	--
W	--	--	--	1	--	--	--	--
X	--	--	--	--	--	--	--	--
Y	--	--	--	--	--	--	--	1
Z	--	--	--	--	--	--	--	--
0	--	--	--	--	--	--	--	--
1	--	--	--	--	--	--	--	--
2	--	--	--	--	--	--	--	--
3	--	--	--	--	--	--	--	--
4	--	--	--	--	--	--	--	--
5	--	--	--	--	--	--	--	--
6	--	--	--	--	--	--	--	--
7	--	--	--	--	--	--	--	--

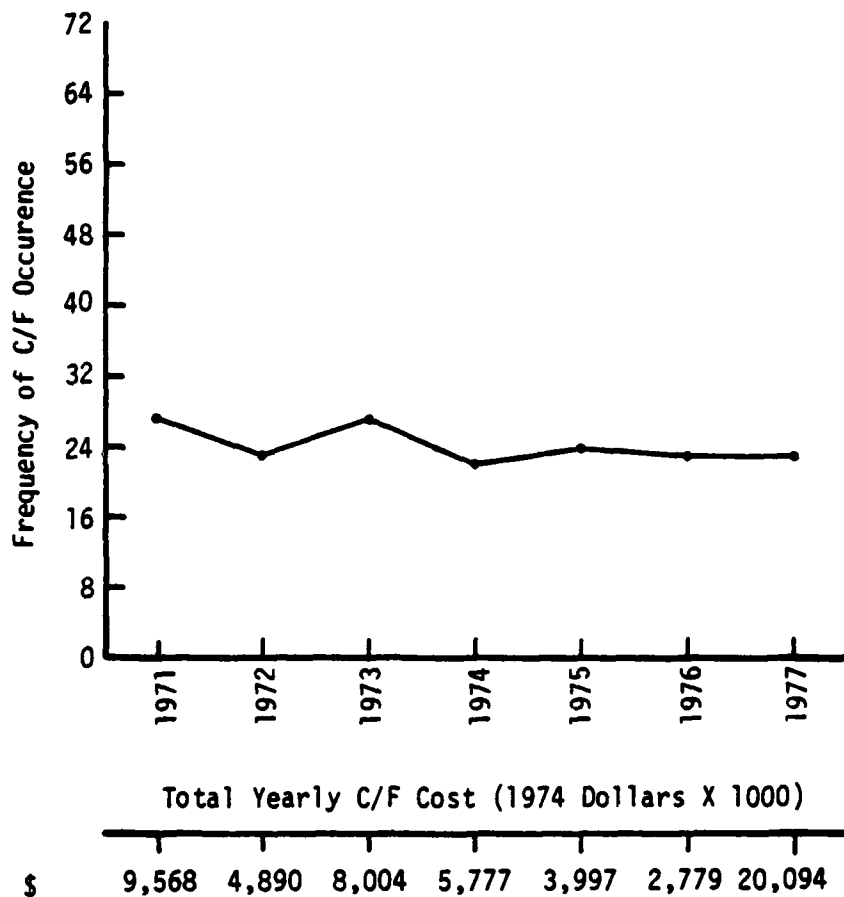
GA SAFETY ANALYSIS

TABLE F-17.
NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS

ABOVE 500, INSTRUCTIONAL (RECIPROCATING ENGINE (S))										
UN KNOWN	0- 5	6- 10	11- 25	26- 50	51- 75	76- 100	ABOVE 100			
A	18	11	20	20	10	6	84			
B	--	--	--	--	--	--	1			
C	3	2	1	4	2	4	17			
D	--	--	1	--	--	1	--			
E	1	1	4	4	2	2	9			
F	2	4	4	4	4	5	17			
G	11	7	15	12	8	6	61			
H	2	2	3	4	4	6	26			
I	--	--	--	--	--	--	--			
J	1	--	4	4	4	3	20			
K	6	2	2	4	3	4	46			
L0	14	2	4	3	2	5	38			
L1	--	--	--	2	--	--	9			
L2	--	--	--	2	1	--	21			
M0	5	--	1	3	5	4	18			
M1	2	--	--	2	1	4	7			
N	6	2	7	8	7	5	71			
P	--	--	--	--	--	--	1			
Q	24	3	11	17	2	8	77			
R0	--	--	--	1	--	--	1			
R1	--	--	--	--	--	--	1			
S0	2	2	--	2	1	1	6			
S1	--	--	--	--	--	--	2			
T	--	--	--	--	--	--	--			
U	28	11	39	42	18	19	255			
V	--	--	2	2	1	1	3			
W	1	--	--	--	--	--	5			
Y	--	--	--	--	--	--	4			
0	2	--	--	--	--	1	5			
2	--	--	--	--	--	--	--			
4	--	--	--	--	--	--	--			
5	--	--	--	--	--	--	--			
6	1	--	--	--	--	--	--			
7	--	--	--	--	--	--	1			

APPENDIX G

DATA PERTAINING TO THE
AIR TAXI, SINGLE- AND MULTI-ENGINE PISTON
SUBPOPULATION



TOTAL ASSOCIATED FATALITIES 316

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 261

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . . 70

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 331

TOTAL ASSOCIATED COST AS CAUSE. \$49,664

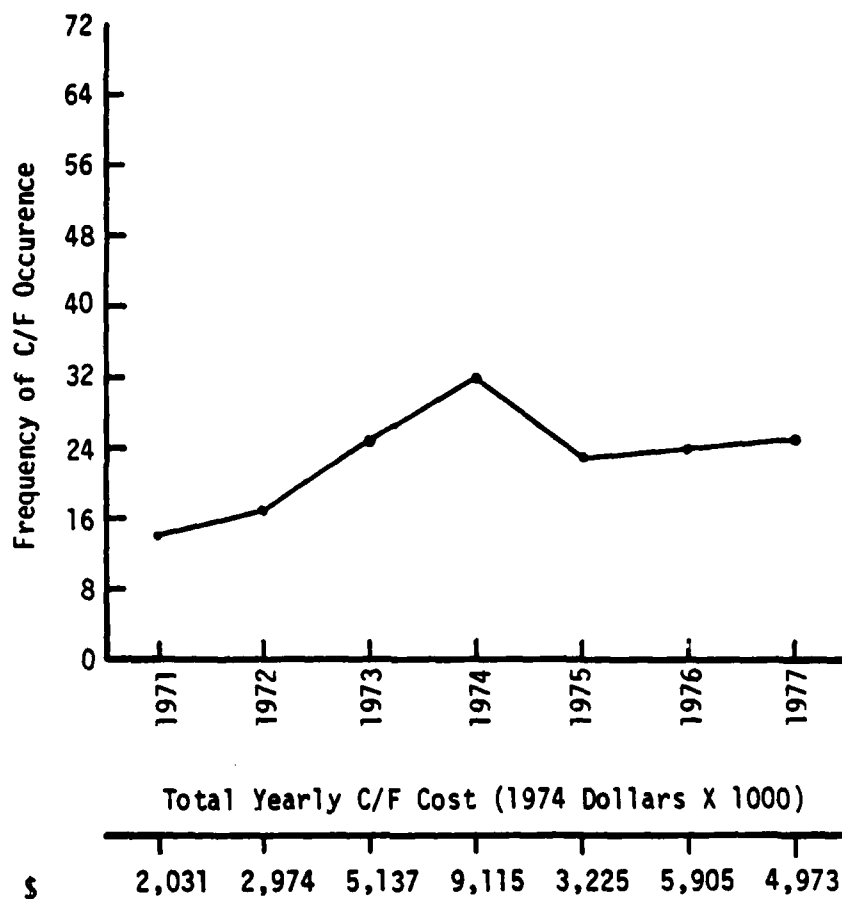
TOTAL ASSOCIATED COST AS FACTOR \$ 5,445

TOTAL ASSOCIATED COST AS BOTH \$55,109

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 101, 221, 302, 412

FIGURE G-1.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: AT 64*3Z



TOTAL ASSOCIATED FATALITIES 255

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 253

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . . 33

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 286

TOTAL ASSOCIATED COST AS CAUSE. \$31,838

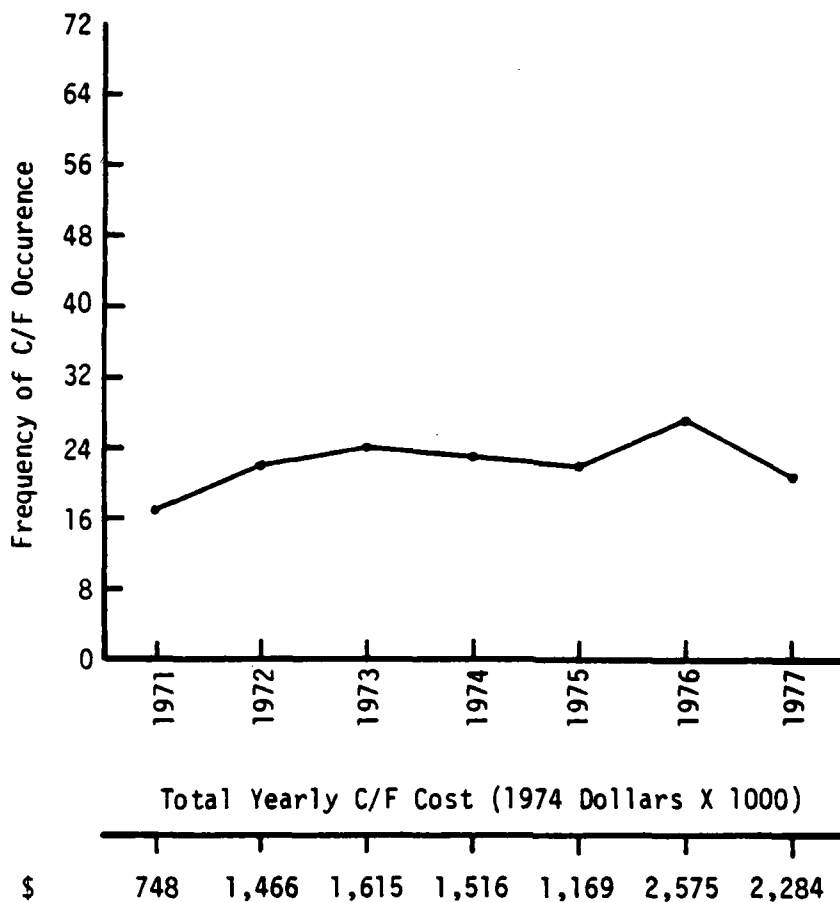
TOTAL ASSOCIATED COST AS FACTOR \$ 1,522

TOTAL ASSOCIATED COST AS BOTH \$33,360

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 101, 221, 302, 412

FIGURE G-2.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: AT 64*2Z



TOTAL ASSOCIATED FATALITIES 77

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 246

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . 18

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 264

TOTAL ASSOCIATED COST AS CAUSE. \$10,901

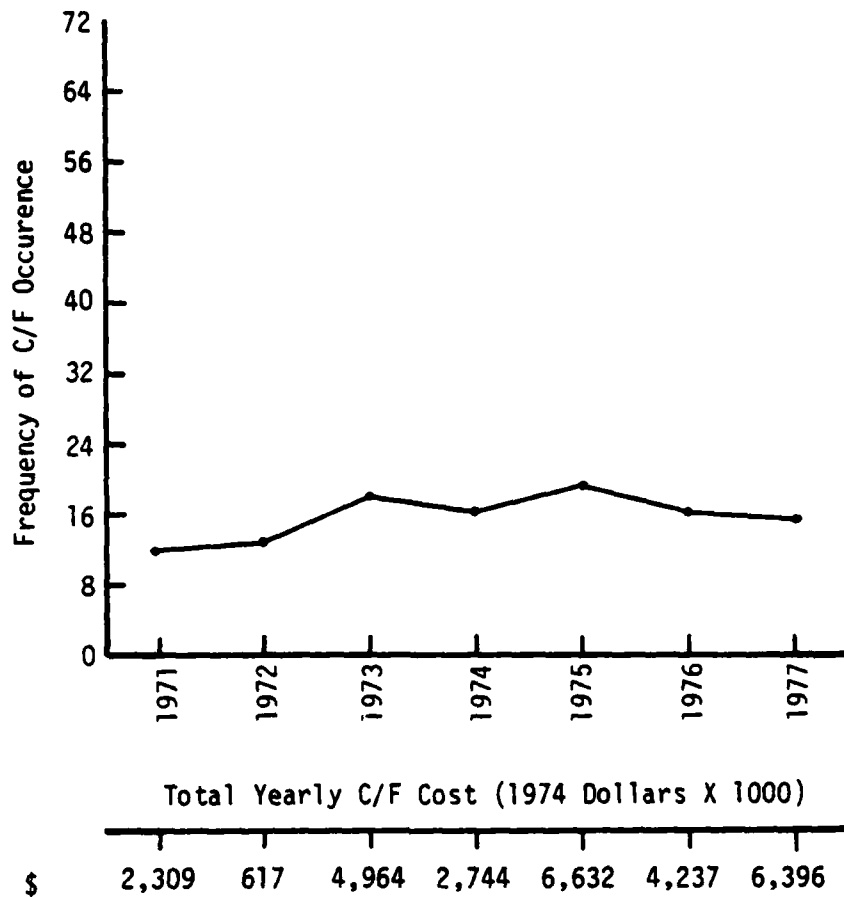
TOTAL ASSOCIATED COST AS FACTOR \$ 472

TOTAL ASSOCIATED COST AS BOTH \$11,373

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 104,106,107,108,109,111,115,214,218
220,221,503,504

FIGURE G-3.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: AT 64*4Z



TOTAL ASSOCIATED FATALITIES 119

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 171

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . 15

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 186

TOTAL ASSOCIATED COST AS CAUSE. \$27,829

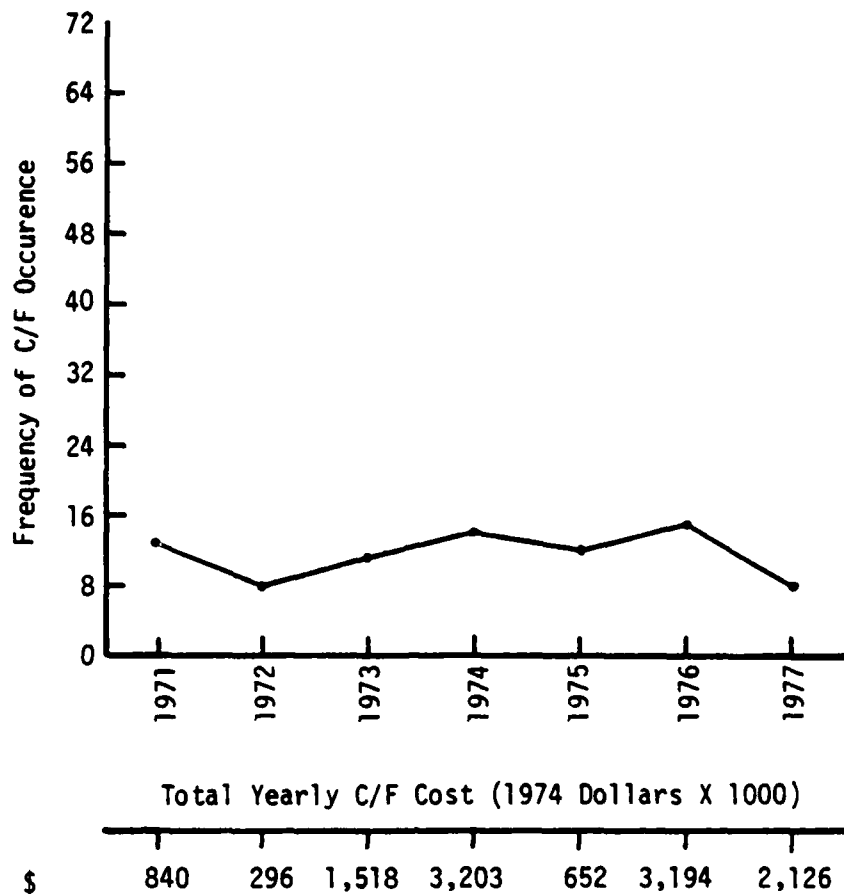
TOTAL ASSOCIATED COST AS FACTOR 70

TOTAL ASSOCIATED COST AS BOTH \$27,899

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 104, 206

FIGURE G-4.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: AT 64*5Z



TOTAL ASSOCIATED FATALITIES 90

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 124

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . 36

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 160

TOTAL ASSOCIATED COST AS CAUSE. \$10,977

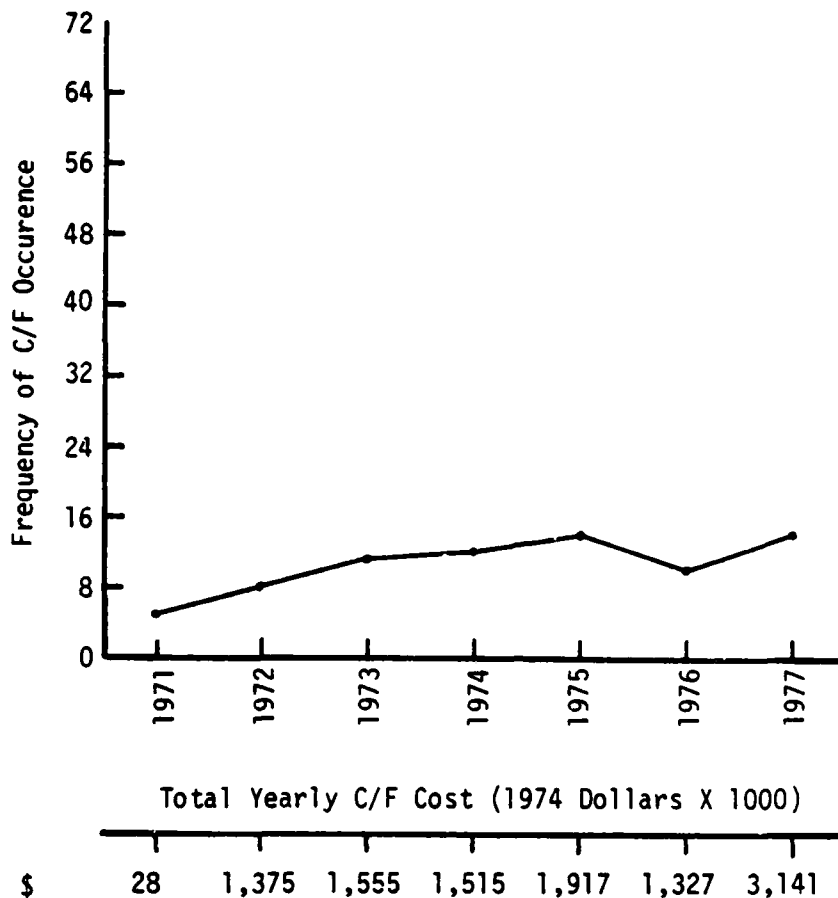
TOTAL ASSOCIATED COST AS FACTOR \$ 852

TOTAL ASSOCIATED COST AS BOTH \$11,829

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 302, 412

FIGURE G-5.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: AT 64*1Z



TOTAL ASSOCIATED FATALITIES 56

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 119

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . . 7

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 126

TOTAL ASSOCIATED COST AS CAUSE. \$10,850

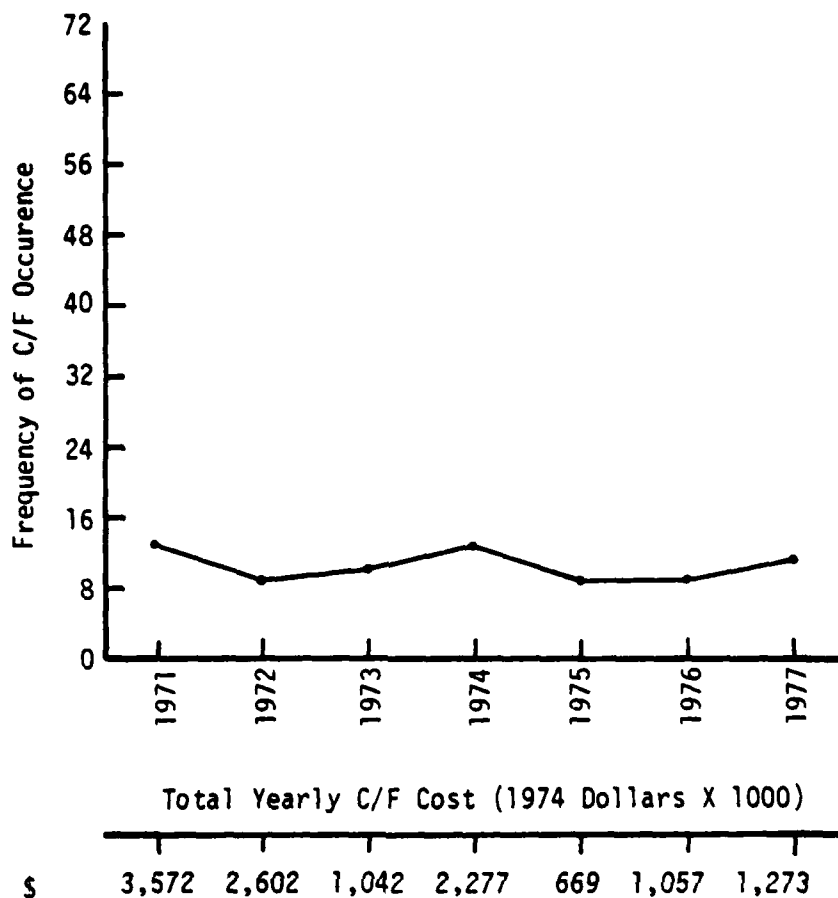
TOTAL ASSOCIATED COST AS FACTOR \$ 8

TOTAL ASSOCIATED COST AS BOTH \$10,858

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 101,106,107,108,109,111,115,206,223

FIGURE G-6.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: AT 64*6Z



TOTAL ASSOCIATED FATALITIES 131

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 116

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . 70

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 186

TOTAL ASSOCIATED COST AS CAUSE. \$9,795

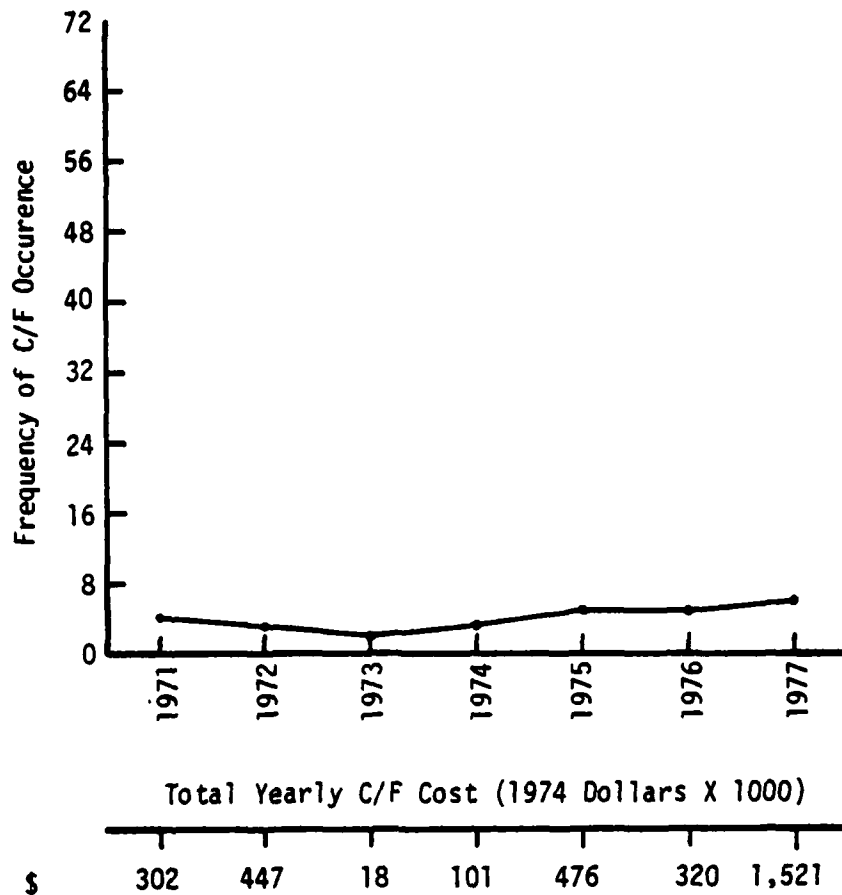
TOTAL ASSOCIATED COST AS FACTOR \$2,697

TOTAL ASSOCIATED COST AS BOTH \$12,492

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . 304, 411, 413, 414

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . See Table

FIGURE G-7.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: AT 68*3Z



TOTAL ASSOCIATED FATALITIES 33

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 45

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . 12

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 57

TOTAL ASSOCIATED COST AS CAUSE. \$2,424

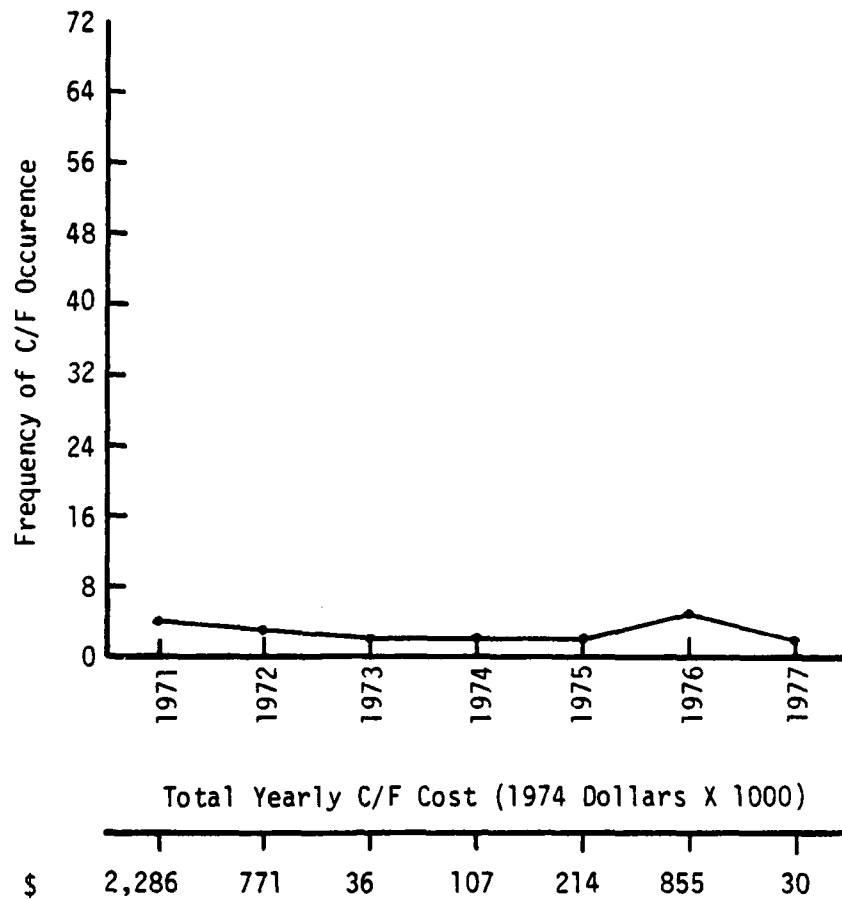
TOTAL ASSOCIATED COST AS FACTOR \$ 761

TOTAL ASSOCIATED COST AS BOTH \$3,185

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

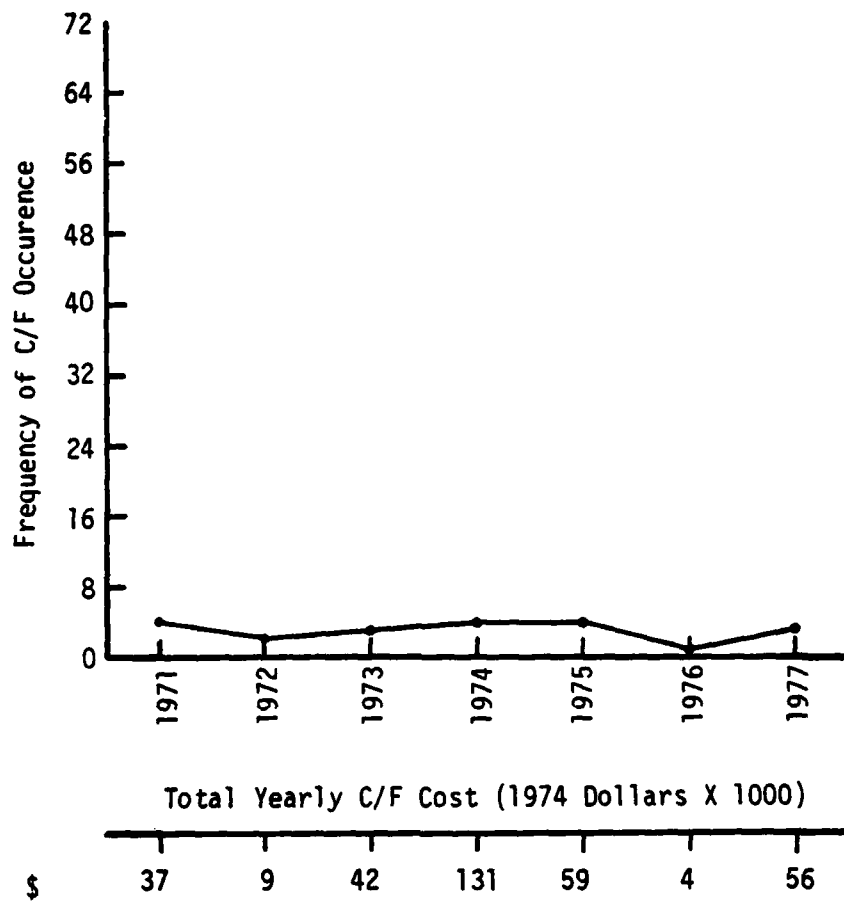
INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 308, 402, 407, 408
409, 411, 411

FIGURE G-8.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: AT 74*00



TOTAL ASSOCIATED FATALITIES	19
TOTAL ACCIDENTS ASSOCIATED AS CAUSE . .	32
TOTAL ACCIDENTS ASSOCIATED AS FACTOR .	0
TOTAL ACCIDENTS ASSOCIATED AS BOTH. . .	32
TOTAL ASSOCIATED COST AS CAUSE.	\$4,299
TOTAL ASSOCIATED COST AS FACTOR	\$ 0
TOTAL ASSOCIATED COST AS BOTH	\$4,299
DIRECTLY ALIGNED SAFETY PROGRAMS. . . .	None
INDIRECTLY ALIGNED SAFETY PROGRAMS. . .	407

FIGURE G-9.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: AT 74*KA



TOTAL ASSOCIATED FATALITIES 0

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 32

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . . 1

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 33

TOTAL ASSOCIATED COST AS CAUSE. \$335

TOTAL ASSOCIATED COST AS FACTOR \$ 3

TOTAL ASSOCIATED COST AS BOTH \$338

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 305, 402, 403

FIGURE G-10.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: AT 70*CB

GA SAFETY ANALYSIS

TABLE G-1.
NUMBER OF ACCIDENTS, AIP TAXI(SEP+HEP+T/P+T/J)
FOR WHICH 64*32 WAS ONE OF THE CAUSES

ANY C/F	ANY	U	N	A	MO	ACCIDENT TYPE	E	C	J	M1	M
		72	51	10	25	29	1	20	1	7	2
CAUSES:											
64*32	261	72	51	10	25	29	1	20	1	7	2
64*22	46	8	12	4	4	5	1	0	0	0	1
64*42	36	14	3	3	0	6	0	0	0	2	1
64*52	59	39	5	0	2	1	0	0	0	0	0
64*12	20	3	10	2	1	7	0	1	1	1	0
64*62	10	0	3	0	3	0	0	0	1	0	0
68*32	16	7	1	2	0	0	0	2	0	1	0
74*90	6	4	0	1	0	0	0	0	0	0	0
74*KA	6	6	0	0	0	0	0	0	0	0	0
76*CB	3	0	0	0	0	0	0	2	0	0	0
FACTORS:											
64*32	11	0	0	0	0	0	0	0	0	0	0
64*22	0	3	1	0	2	2	0	0	0	0	0
64*42	6	1	3	0	0	1	0	0	0	0	0
64*52	3	0	1	0	0	0	0	0	0	0	0
64*12	6	3	0	0	1	2	0	0	0	0	0
64*62	0	0	0	0	0	0	0	0	0	0	0
68*32	10	2	2	1	0	0	0	1	0	1	0
74*90	3	3	0	0	0	0	0	0	0	0	0
74*KA	0	0	0	0	0	0	0	0	0	0	0
76*CB	1	0	0	0	0	0	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE G-2.
NUMBER OF ACCIDENTS, AIR TAXI (SEP+MEP+T/P+Y/J)

FOR WHICH 64*22 WAS ONE OF THE CAUSES

ANY G/F	ANY	U	N	A	ACCIDENT TYPE				E	C	J	M1	M
					M0	Q	19	12					
CAUSES:													
64*32	41	0	12	4	4	5	5	1	0	0	0	0	1
64*22	253	26	53	20	39	19	19	12	0	0	13	7	11
64*42	31	6	2	9	2	2	2	0	0	0	1	0	0
64*52	27	14	4	0	4	0	0	0	0	0	1	0	0
64*12	16	0	6	0	3	2	2	0	0	0	3	1	1
64*62	31	0	4	0	8	2	2	2	0	0	12	0	0
68*32	8	4	1	0	0	1	1	0	0	0	0	0	1
74*30	4	3	0	0	0	0	0	0	0	0	0	0	0
74*KA	4	4	0	0	0	0	0	0	0	0	0	0	0
70*CB	0	0	0	0	0	0	0	0	0	0	0	0	0
FACTORS:													
64*32	27	1	9	0	5	2	2	2	0	0	1	2	2
64*22	12	0	0	0	0	0	0	0	0	0	0	0	0
64*42	2	0	1	0	0	1	1	0	0	0	0	0	0
64*52	1	0	0	0	0	0	0	0	0	0	0	0	1
64*12	3	0	0	0	0	0	0	0	0	0	0	0	1
64*62	2	1	1	0	0	0	0	0	0	0	0	0	0
68*32	5	1	3	0	0	1	1	0	0	0	0	0	0
74*00	1	1	0	0	0	0	0	0	0	0	0	0	0
74*KA	6	0	0	0	0	0	0	0	0	0	0	0	0
70*CB	0	0	0	0	0	0	0	0	0	0	0	0	0

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TABLE G-3.
NUMBER OF ACCIDENTS, AIR TAXI(SEP+NEPT/P+T/J)
FOR WHICH 6447 WAS ONE OF THE CAUSES

ANY G/P	ANY	U	N	A	ACCIDENT TYPE				E	C	J	M1	M
					M0	0	19	3					
CAUSES:													
6432	35	14	3	3	0	6	0	0	0	0	0	2	1
6422	27	6	2	9	2	2	0	0	0	0	1	0	0
6452	246	34	15	73	4	19	0	3	1	0	3	3	16
6432	11	6	0	1	0	0	0	0	0	0	0	0	0
6412	30	4	5	5	1	6	0	1	0	0	1	1	1
6457	17	1	1	1	1	2	0	1	0	0	3	0	0
6532	9	6	0	1	0	0	0	0	0	0	0	0	0
7400	5	3	0	0	0	0	0	0	0	0	0	0	0
74KA	5	5	0	0	0	0	0	0	0	0	0	0	0
70C9	6	0	0	0	0	0	0	0	0	0	0	0	0
FACTORS:													
6432	10	1	2	2	0	1	0	0	0	0	0	0	1
6422	0	0	0	3	0	0	0	0	0	0	1	0	0
6452	4	0	0	0	0	0	0	0	0	0	0	0	0
6432	4	1	0	3	0	0	0	0	0	0	0	0	0
6412	13	2	2	3	1	0	0	0	0	0	1	0	1
6452	1	0	0	1	0	0	0	0	0	0	0	0	0
6832	6	1	1	3	0	2	0	0	0	0	0	0	0
7400	3	2	0	0	0	0	0	0	0	0	0	0	0
74KA	0	0	0	0	0	0	0	0	0	0	0	0	0
70C9	0	0	0	0	0	0	0	0	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE G-4.
NUMBER OF ACCIDENTS, AIR TAXI(SEPANEPT/P+T/J)
FOR WHICH 64+52 WAS ONE OF THE CAUSES

ANY C/F	ANY	U	N	A	NO 13	ACCIDENT TYPE 1	E	G	J	M1	N
CAUSES:											
64+32	66	39	5	0	2	1	0	0	0	0	0
64+22	28	14	4	0	4	0	0	0	1	0	0
64+62	11	6	0	1	0	0	0	0	0	0	0
64+52	171	62	46	1	13	1	0	0	1	1	1
64+12	3	1	1	0	1	0	0	0	0	0	0
64+62	9	0	2	0	5	0	0	0	1	0	0
69+32	4	0	2	0	0	0	0	0	0	0	0
74+08	1	1	0	0	0	0	0	0	0	0	0
74+KA	0	0	0	0	0	0	0	0	0	0	0
78+CB	0	0	0	0	0	0	0	0	0	0	0
FACTORS:											
64+32	14	4	7	0	1	0	0	0	0	0	0
64+22	4	2	1	0	0	0	0	0	0	0	0
64+62	3	1	2	0	0	0	0	0	0	0	0
64+52	4	1	0	0	0	0	0	0	0	0	0
64+12	7	2	3	0	1	0	0	0	0	1	0
64+62	2	0	1	0	0	0	0	0	0	0	0
69+32	5	2	1	0	0	0	0	0	0	0	0
74+08	0	0	0	0	0	0	0	0	0	0	0
74+KA	0	0	0	0	0	0	0	0	0	0	0
78+CB	0	0	0	0	0	0	0	0	0	0	0

TABLE G-5.
NUMBER OF ACCIDENTS, AIR TAXI(5EP4MEPOT/POT/JJ)
FOR WHICH 64*12 WAS ONE OF THE CAUSES

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TABLE G-6.
NUMBER OF ACCIDENTS. AIR TAXI(SEP+MEP+T/P+T/J)

POP WHICH 64+62 WAS ONE OF THE CAUSES

ANY C/F	ANY	U	M	A	M3	ACCIDENT TYPE	E	C	J	M1	M
		5	21	2	20	6	4	0	33	0	0
CAUSES:											
64+32	15	0	3	0	3	0	0	0	1	0	0
64+22	35	0	4	0	0	2	2	0	12	0	0
64+42	17	1	1	1	1	2	1	0	3	0	0
64+52	10	0	2	0	5	0	0	0	1	0	0
64+12	35	0	6	1	1	3	1	0	19	0	0
64+62	119	5	21	2	20	6	4	0	33	0	0
68+32	2	0	2	0	0	0	0	0	0	0	0
74+50	1	1	0	0	0	0	0	0	0	0	0
74+KA	2	2	0	0	0	0	0	0	0	0	0
78+CB	0	0	0	0	0	0	0	0	0	0	0
FACTORS:											
64+32	5	0	2	0	0	1	0	0	1	0	0
64+22	5	0	0	0	1	0	0	0	3	0	0
64+42	1	0	0	0	0	0	0	0	1	0	0
64+52	3	0	1	0	0	0	0	0	0	0	0
64+12	0	0	1	0	1	0	0	0	3	0	0
64+62	0	0	0	0	0	0	0	0	0	0	0
68+32	5	0	0	1	0	0	0	0	2	0	0
74+80	0	0	0	0	0	0	0	0	0	0	0
74+KA	0	0	0	0	0	0	0	0	0	0	0
78+CB	0	0	0	0	0	0	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE G-7.

NUMBER OF ACCIDENTS, AIR TAXI(SEP+HEP+T/P+T/J)
FOR WHICH 6832 WAS ONE OF THE CAUSES

ANY C/F	ANY	U	M	A	NO	ACCIDENT TYPE	E	C	J	H1	H
		35	7	9	0	1	5	9	0	2	2
GAUSES:											
6432	15	7	1	2	3	0	0	2	0	1	0
6422	0	4	1	0	0	1	0	0	0	0	1
6442	12	6	0	1	0	0	0	0	0	0	0
6452	4	0	2	0	0	0	0	0	0	0	0
6412	0	3	1	1	0	0	0	0	0	1	0
6462	2	0	2	1	0	0	0	0	0	0	0
6832	116	35	7	9	0	1	5	9	0	2	2
7400	19	0	0	1	0	0	0	0	0	0	0
74KA	0	0	0	0	0	0	0	0	0	0	0
78CB	14	0	0	0	0	0	1	0	0	0	0
FACTORS:											
6432	3	1	1	0	0	0	0	0	0	0	0
6422	0	0	0	0	0	0	0	0	0	0	0
6442	0	0	0	0	0	0	0	0	0	0	0
6452	0	0	0	0	0	0	0	0	0	0	0
6412	0	0	0	0	0	0	0	0	0	0	0
6462	0	0	0	0	0	0	0	0	0	0	0
6832	3	0	0	0	0	0	0	0	0	0	0
7400	2	2	0	0	0	0	0	0	0	0	0
74KA	0	0	0	0	0	0	0	0	0	0	0
78CB	0	0	0	0	0	0	0	0	0	0	0

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TABLE G-8.
NUMBER OF ACCIDENTS, AIR TAXI(SEP+NEP+T/P+T/J)
FOR WHICH 74*CB WAS ONE OF THE CAUSES

ANY C/F	ANY	U	N	A	HO	ACCIDENT TYPE	E	G	J	M1	M
		27	0	1	0	0	0	0	0	0	0
CAUSES:											
64*32	0	4	0	1	0	0	0	0	0	0	0
64*22	5	3	0	0	0	0	0	0	0	0	0
64*42	0	3	0	0	0	0	0	0	0	0	0
64*52	1	1	0	0	0	0	0	0	0	0	0
64*12	2	1	0	0	0	0	0	0	0	0	0
64*62	1	1	0	0	0	0	0	0	0	0	0
60*32	21	0	0	0	0	0	0	0	0	0	0
74*00	45	27	0	1	0	0	0	0	0	0	0
74*KA	0	0	0	0	0	0	0	0	0	0	0
70*CB	0	0	0	0	0	0	0	0	0	0	0
FACTORS:											
64*32	0	0	0	0	0	0	0	0	0	0	0
64*22	0	0	0	0	0	0	0	0	0	0	0
64*42	0	0	0	0	0	0	0	0	0	0	0
64*52	0	0	0	0	0	0	0	0	0	0	0
64*12	2	2	0	0	0	0	0	0	0	0	0
64*62	1	1	0	0	0	0	0	0	0	0	0
60*32	1	1	0	0	0	0	0	0	0	0	0
74*00	0	0	0	0	0	0	0	0	0	0	0
74*KA	0	0	0	0	0	0	0	0	0	0	0
70*CB	0	0	0	0	0	0	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE G-9.
NUMBER OF ACCIDENTS, AIR TAXI(SEP+MEP+POT/JI)
FOR WHICH 74*KA WAS ONE OF THE CAUSES

ANY C/F	ANY	U	N	A	M0	ACCIDENT TYPE	E	C	J	M1	M
		32	0	0	0	0	0	0	0	0	0
CAUSES:	7	6	0	0	0	0	0	0	0	0	0
64*32	4	4	0	0	0	0	0	0	0	0	0
64*22	5	5	0	0	0	0	0	0	0	0	0
64*42	0	0	0	0	0	0	0	0	0	0	0
64*52	0	0	0	0	0	0	0	0	0	0	0
64*12	0	0	0	0	0	0	0	0	0	0	0
64*62	2	2	0	0	0	0	0	0	0	0	0
60*32	0	0	0	0	0	0	0	0	0	0	0
74*00	0	0	0	0	0	0	0	0	0	0	0
74*KA	32	32	0	0	0	0	0	0	0	0	0
70*CB	0	0	0	0	0	0	0	0	0	0	0
FACTORS:	3	1	0	0	0	0	0	0	0	0	0
64*32	0	0	0	0	0	0	0	0	0	0	0
64*22	0	0	0	0	0	0	0	0	0	0	0
64*42	0	0	0	0	0	0	0	0	0	0	0
64*52	0	0	0	0	0	0	0	0	0	0	0
64*12	0	0	0	0	0	0	0	0	0	0	0
64*62	0	0	0	0	0	0	0	0	0	0	0
60*32	0	0	0	0	0	0	0	0	0	0	0
74*00	0	0	0	0	0	0	0	0	0	0	0
74*KA	0	0	0	0	0	0	0	0	0	0	0
70*CB	0	0	0	0	0	0	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE G-10.
NUMBER OF ACCIDENTS, AIR TAXI(SEP+HEP+T/PAT/J)
FOR WHICH 70°CB WAS ONE OF THE CAUSES

ANY C/P	ANY	U	N	A	HC	ACCIDENT TYPE	E	C	J	M1	N
CAUSES:											
64°32	3	0	0	0	0	0	0	17	0	0	0
64°27	0	0	0	0	0	0	0	2	0	0	0
64°42	0	0	0	0	0	0	0	0	0	0	0
64°52	0	0	0	0	0	0	0	0	0	0	0
64°12	0	0	0	0	0	0	0	0	0	0	0
64°62	0	0	0	0	0	0	0	0	0	0	0
65°32	15	0	0	0	0	0	1	0	0	0	0
74°00	0	0	0	0	0	0	0	0	0	0	0
74°44	0	0	0	0	0	0	0	0	0	0	0
78°09	32	0	0	0	0	0	6	17	0	0	0
FACTORS:											
64°32	0	0	0	0	0	0	0	0	0	0	0
64°22	0	0	0	0	0	0	0	0	0	0	0
64°42	0	0	0	0	0	0	0	0	0	0	0
64°52	0	0	0	0	0	0	0	0	0	0	0
64°12	0	0	0	0	0	0	0	0	0	0	0
64°62	0	0	0	0	0	0	0	0	0	0	0
68°32	2	0	0	0	0	0	0	2	0	0	0
74°00	0	0	0	0	0	0	0	0	0	0	0
74°44	0	0	0	0	0	0	0	0	0	0	0
78°09	0	0	0	0	0	0	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE G-11.
NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS

	0- 25. AIR TAXI (ALL NON-ROTOR AIRCRAFT)							UN KNOWN		51- 75	76- 100	ABOVE 100
	0- 5	6- 10	11- 25	26- 50	51- 75	76- 100	ABOVE 100					
A	--	--	--	--	--	--	1	--	--	--	--	--
B	--	--	--	--	--	--	--	--	--	--	--	--
C	--	--	--	--	--	--	--	--	--	--	--	--
D	--	--	--	--	1	--	--	--	--	--	--	--
E	--	--	--	--	--	--	--	--	--	--	--	--
F	--	--	--	--	--	--	--	--	--	--	--	--
G	--	--	--	--	--	--	--	--	--	--	--	--
H	--	--	--	--	--	--	--	--	--	--	--	--
I	--	--	--	--	--	--	--	--	--	--	--	--
J	--	--	--	--	--	--	--	--	--	--	--	--
K	--	--	--	--	--	--	--	--	--	--	--	--
L0	--	--	--	--	--	--	--	--	--	--	--	--
L1	--	--	--	--	--	--	--	--	--	--	--	--
L2	--	--	--	--	--	--	--	--	--	--	--	--
M0	2	--	--	--	--	--	--	--	--	--	--	--
M1	--	--	--	--	--	--	--	--	--	--	--	--
N	--	--	--	--	--	--	--	--	--	--	--	--
P	--	--	--	--	--	--	--	--	--	--	--	--
Q	2	--	--	--	--	--	--	--	--	--	--	--
R0	1	--	--	--	--	--	--	--	--	--	--	--
R1	--	--	--	--	--	--	--	--	--	--	--	--
S0	--	--	--	--	--	--	--	--	--	--	--	--
S1	--	--	--	--	--	--	--	--	--	--	--	--
T	--	--	--	--	--	--	--	--	--	--	--	--
U	--	--	--	--	--	--	--	--	--	--	--	--
V	--	--	--	--	--	--	--	--	--	--	--	--
W	--	--	--	--	--	--	--	--	--	--	--	--
Y	1	--	--	--	--	--	--	--	--	--	--	--
0	--	--	--	--	--	--	--	--	--	--	--	--
2	--	--	--	--	--	--	--	--	--	--	--	--
4	--	--	--	--	--	--	--	--	--	--	--	--
5	--	--	--	--	--	--	--	--	--	--	--	--
6	--	--	--	--	--	--	--	--	--	--	--	--
7	--	--	--	--	--	--	--	--	--	--	--	--

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TABLE G-12.
NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS
26- 50, AIR TAXI (ALL NON-ROTOR AIRCRAFT)

	UN KNOWN	0- 5	6- 10	11- 25	26- 50	51- 75	76- 100	ABOVE 100
A	--	--	--	--	--	--	--	--
B	--	--	--	--	--	--	--	--
C	--	--	--	--	--	--	--	--
D	--	--	--	--	--	--	--	--
E	--	--	--	--	--	--	--	--
F	--	--	--	--	--	--	--	--
G	--	--	--	--	--	--	--	--
H	--	--	--	--	--	--	--	--
I	--	--	--	--	--	--	--	--
J	--	--	--	--	--	--	--	--
K	--	--	--	--	--	--	--	--
L0	--	--	--	--	--	--	--	--
L1	--	--	--	--	--	--	--	--
L2	--	--	--	--	--	--	--	--
M0	--	--	--	--	--	--	--	--
M1	--	--	--	--	--	--	--	--
N	--	--	--	--	--	--	--	--
P	--	--	--	--	--	--	--	--
Q	--	--	--	--	--	--	--	--
R0	--	--	--	--	--	--	--	--
R1	--	--	--	--	--	--	--	--
S0	--	--	--	--	--	--	--	--
S1	--	--	--	--	--	--	--	--
T	--	--	--	--	--	--	--	--
U	--	--	--	--	--	--	--	--
V	--	--	--	--	--	--	--	--
W	--	--	--	--	--	--	--	--
X	--	--	--	--	--	--	--	--
Y	--	--	--	--	--	--	--	--
Z	--	--	--	--	--	--	--	--
0	--	--	--	--	--	--	--	--
1	--	--	--	--	--	--	--	--
2	--	--	--	--	--	--	--	--
3	--	--	--	--	--	--	--	--
4	--	--	--	--	--	--	--	--
5	--	--	--	--	--	--	--	--
6	--	--	--	--	--	--	--	--
7	--	--	--	--	--	--	--	--

A B C D E F G H I J K L0 L1 L2 M0 M1 N P Q R0 R1 S0 S1 T U V W X Y Z 0 1 2 3 4 5 6 7

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TABLE G-13.
NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS

		51- 75, AIR TAXI (ALL NON-ROTOR AIRCRAFT)									
	UN KNOWN	0-	6-	11-	26-	51-	76-	ABOVE			
		5	10	25	50	75	100	100			
A	--	--	--	--	--	--	--	--	--	--	--
B	--	--	--	--	--	--	--	--	--	--	--
C	--	--	--	--	--	--	--	--	--	--	--
D	--	--	--	--	--	--	--	--	--	--	--
E	--	--	--	--	--	--	--	--	--	--	--
F	--	--	--	--	--	--	--	--	--	--	--
G	--	--	--	--	--	--	--	--	--	--	--
H	--	--	--	--	--	--	--	--	--	--	--
I	--	--	--	--	--	--	--	--	--	--	--
J	--	--	--	--	--	--	--	--	--	--	--
K	--	--	--	--	--	--	--	--	--	--	--
L0	--	--	--	--	--	--	--	--	--	--	--
L1	--	--	--	--	--	--	--	--	--	--	--
L2	--	--	--	--	--	--	--	--	--	--	--
M0	--	--	--	--	--	--	--	--	--	--	--
M1	--	--	--	--	--	--	--	--	--	--	--
N	--	--	--	--	--	--	--	--	--	--	--
P	--	--	--	--	--	--	--	--	--	--	--
Q	--	--	--	--	--	--	--	--	--	--	--
R0	--	--	--	--	--	--	--	--	--	--	--
R1	--	--	--	--	--	--	--	--	--	--	--
S0	--	--	--	--	--	--	--	--	--	--	--
S1	--	--	--	--	--	--	--	--	--	--	--
T	--	--	--	--	--	--	--	--	--	--	--
U	--	--	--	--	--	--	--	--	--	--	--
V	--	--	--	--	--	--	--	--	--	--	--
W	--	--	--	--	--	--	--	--	--	--	--
X	--	--	--	--	--	--	--	--	--	--	--
Y	--	--	--	--	--	--	--	--	--	--	--
Z	--	--	--	--	--	--	--	--	--	--	--
1	--	--	--	--	--	--	--	--	--	--	--
2	--	--	--	--	--	--	--	--	--	--	--
3	--	--	--	--	--	--	--	--	--	--	--
4	--	--	--	--	--	--	--	--	--	--	--
5	--	--	--	--	--	--	--	--	--	--	--
6	--	--	--	--	--	--	--	--	--	--	--
7	--	--	--	--	--	--	--	--	--	--	--

GA SAFETY ANALYSIS

TABLE G-14.
NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS

	76- 100, AIR TAXI (ALL NON-ROTOR AIRCRAFT)						UN KNOWN	
	0- 5	6- 10	11- 25	26- 50	51- 75	76- 100		
A	--	--	--	--	--	--	--	ABOVE 100
B	--	--	--	--	--	--	--	--
C	--	--	--	--	--	--	--	--
D	--	--	--	--	--	--	--	--
E	--	--	--	--	--	--	--	--
F	--	--	--	--	--	--	--	--
G	--	--	--	--	--	--	--	--
H	--	--	--	--	--	--	--	--
I	--	--	--	--	--	--	--	--
J	--	--	--	--	--	--	--	--
K	--	--	--	--	--	--	--	--
L0	--	--	--	--	--	--	--	--
L1	--	--	--	--	--	--	--	--
L2	--	--	--	--	--	--	--	--
M0	--	--	--	--	--	--	--	--
M1	--	--	--	--	--	--	--	--
N	--	--	--	--	--	--	--	--
P	--	--	--	--	--	--	--	--
Q	--	--	--	--	--	--	--	--
R0	--	--	--	--	--	--	--	--
R1	--	--	--	--	--	--	--	--
S0	--	--	--	--	--	--	--	--
S1	--	--	--	--	--	--	--	--
T	--	--	--	--	--	--	--	--
U	--	--	--	--	--	--	--	--
V	--	--	--	--	--	--	--	--
W	--	--	--	--	--	--	--	--
Y	--	--	--	--	--	--	--	--
0	--	--	--	--	--	--	--	--
2	--	--	--	--	--	--	--	--
4	--	--	--	--	--	--	--	--
5	--	--	--	--	--	--	--	--
6	--	--	--	--	--	--	--	--
7	--	--	--	--	--	--	--	--

TABLE 6-15.
NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS

[illegible]

GA SAFETY ANALYSIS

TABLE G-16.
NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS

		201- 500, AIR TAXI (ALL NON-ROTOR AIRCRAFT)									
	UN KNOWN	0- 5	6- 10	11- 25	26- 50	51- 75	76- 100	ABOVE 100			
A	--	--	--	2	--	--	--	--	--		
B	--	--	--	--	--	--	--	--	--		
C	--	--	--	--	--	--	--	--	--		
D	--	--	--	--	--	--	--	--	--		
E	--	--	--	--	--	--	--	--	--		
F	--	--	--	--	--	1	--	--	--		
G	--	--	--	--	--	--	1	--	--		
H	--	--	--	1	--	--	--	2	--		
I	--	--	--	--	--	1	--	--	--		
J	--	--	--	--	--	--	--	1	--		
K	--	--	--	--	--	--	--	--	--		
L0	--	--	--	--	--	--	--	--	--		
L1	--	--	--	--	--	--	--	--	--		
L2	--	--	--	--	--	--	--	--	--		
M0	--	--	--	--	--	--	--	--	--		
M1	--	--	--	--	--	--	--	--	--		
N	--	1	--	--	--	1	--	--	--		
P	--	--	--	--	--	--	--	--	--		
Q	--	--	--	--	1	--	1	--	--		
R0	--	--	1	--	1	--	--	--	--		
R1	--	--	--	--	--	--	--	--	--		
S0	--	--	--	--	--	--	--	--	--		
S1	--	--	--	--	--	--	--	--	--		
T	--	--	--	--	--	--	--	--	--		
U	--	--	--	1	--	--	--	--	--		
V	--	1	--	1	--	--	--	--	--		
W	--	--	--	--	--	--	--	--	--		
Y	--	--	--	--	--	--	--	--	--		
0	--	--	--	--	--	--	--	--	--		
2	--	--	--	--	--	--	--	--	--		
4	--	--	--	--	--	--	--	--	--		
5	--	--	--	--	--	--	--	--	--		
6	--	--	--	--	--	--	--	--	--		
7	--	--	--	--	--	--	--	--	--		

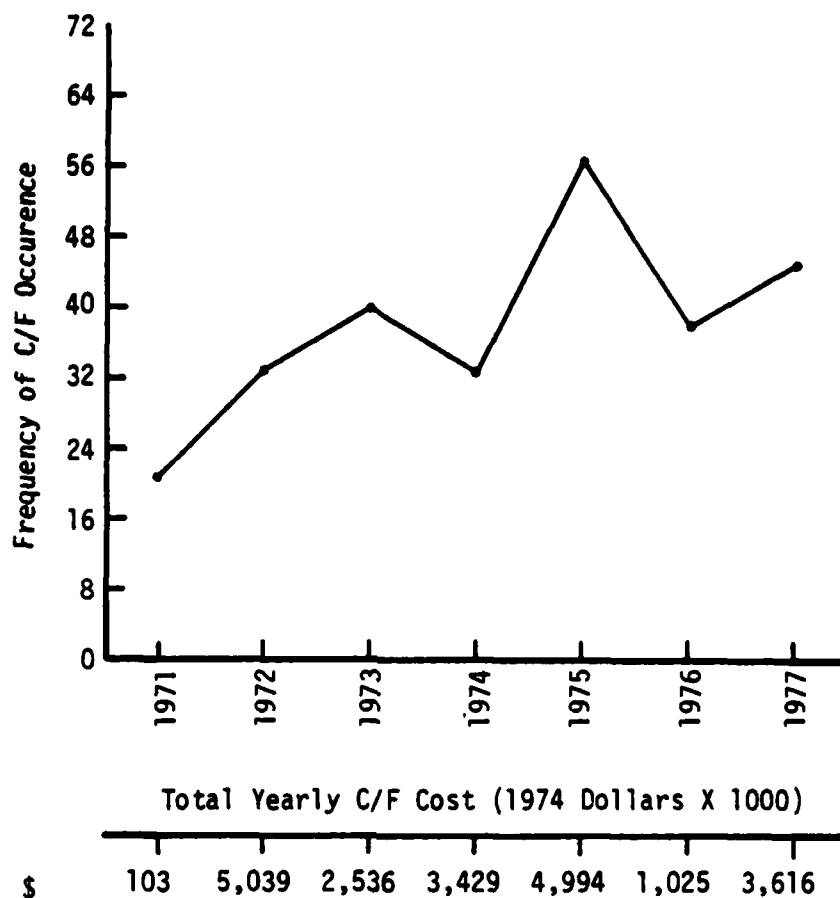
GA SAFETY ANALYSIS

TABLE G-17.
NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS
ABOVE 500. AIR TAXI (ALL NON-ROTOR AIRCRAFT)

	UN KNOWN	0- 5	6- 10	11- 25	26- 50	51- 75	76- 100	ABOVE 100
A	--	4	3	4	7	4	7	85
B	--	--	--	--	--	--	--	--
C	--	1	2	--	2	1	--	34
D	--	--	--	--	1	--	--	4
E	--	1	--	2	1	2	2	32
F	--	1	1	1	2	2	1	20
G	--	1	1	--	3	--	2	24
H	--	--	2	1	2	2	1	20
I	--	--	--	--	--	--	--	--
J	--	2	1	2	3	3	2	24
K	--	--	--	1	4	1	1	18
L0	--	--	--	--	1	1	1	9
L1	--	--	--	--	--	--	--	2
L2	--	--	--	--	--	1	--	16
M0	--	10	1	2	6	4	1	52
M1	--	6	--	--	3	3	2	21
N	--	14	2	5	7	9	7	144
P	--	--	--	--	--	--	--	--
Q	--	6	--	5	7	--	3	51
R0	--	1	--	1	1	1	1	16
R1	--	--	--	--	--	--	--	6
S0	--	1	--	--	1	--	--	10
S1	--	--	--	1	--	1	--	3
T	--	--	--	--	--	--	--	--
U	--	9	3	9	15	10	13	140
V	--	--	--	1	--	2	--	14
W	--	--	--	--	1	2	--	8
X	--	--	--	--	--	1	--	2
Y	--	1	--	--	--	1	--	3
Z	--	--	--	--	--	--	--	1
0	--	--	--	--	--	1	--	--
1	--	1	--	1	--	--	--	6
2	--	--	--	--	--	--	--	11
3	--	--	--	--	--	--	--	2
4	--	--	--	--	--	--	--	--
5	--	--	--	--	--	--	--	--
6	--	--	--	--	--	--	--	--
7	--	--	--	--	1	--	1	--

APPENDIX H

DATA PERTAINING TO THE
CORPORATE, TURBOPROP AND TURBOJET
SUBPOPULATION



TOTAL ASSOCIATED FATALITIES 56

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 56

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . 6

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 62

TOTAL ASSOCIATED COST AS CAUSE. \$20,192

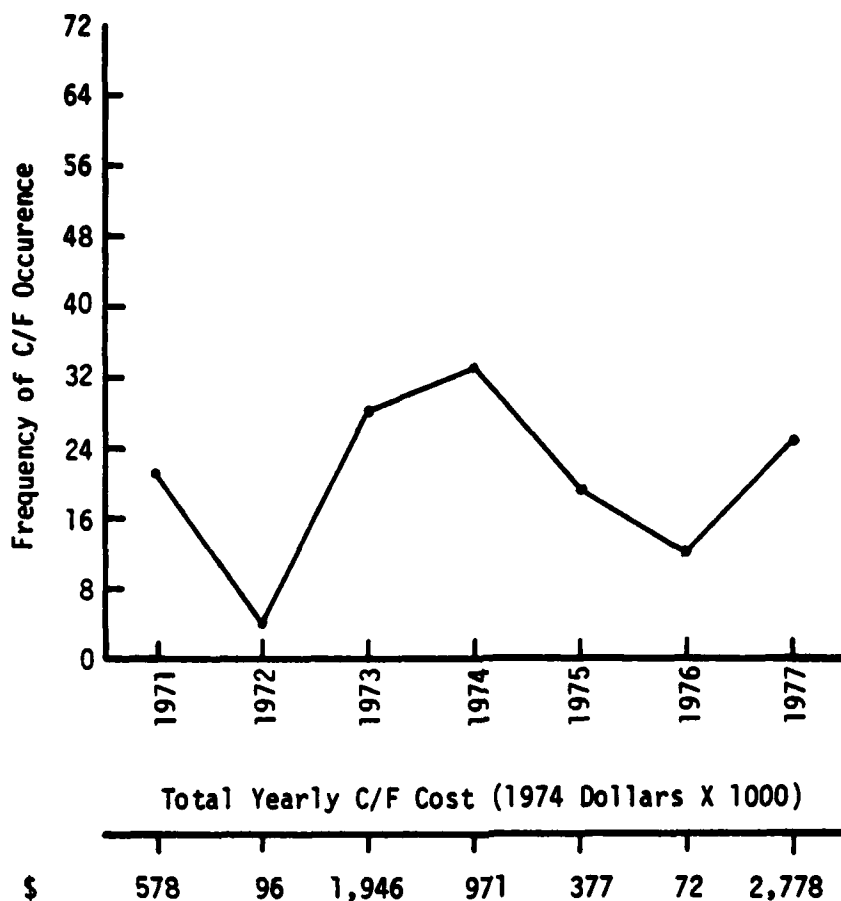
TOTAL ASSOCIATED COST AS FACTOR \$ 550

TOTAL ASSOCIATED COST AS BOTH \$20,742

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 101, 221, 302, 412

FIGURE H-1.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: CORP-T 64*32



TOTAL ASSOCIATED FATALITIES 20

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 30

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . 3

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 33

TOTAL ASSOCIATED COST AS CAUSE. \$6,620

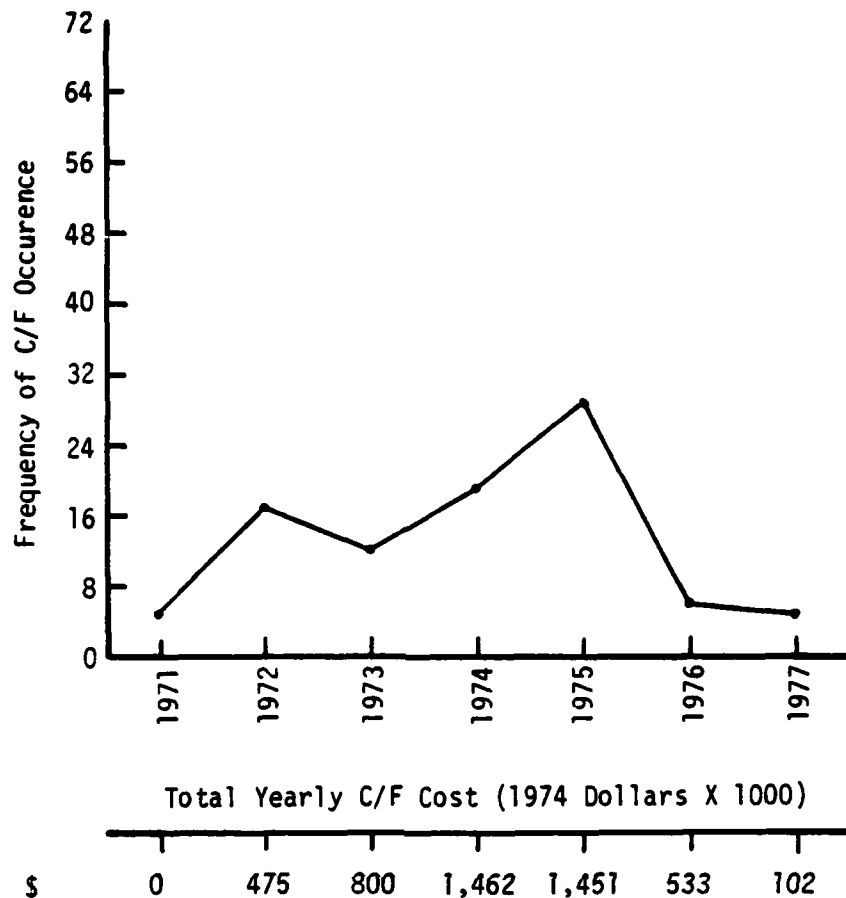
TOTAL ASSOCIATED COST AS FACTOR \$ 198

TOTAL ASSOCIATED COST AS BOTH \$6,818

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 104,106,107,108,109,111,115,
214,218,220,221,503,504

FIGURE H-2.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: CORP-T 64*4Z



TOTAL ASSOCIATED FATALITIES 18

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 20

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . 0

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 20

TOTAL ASSOCIATED COST AS CAUSE. \$4,823

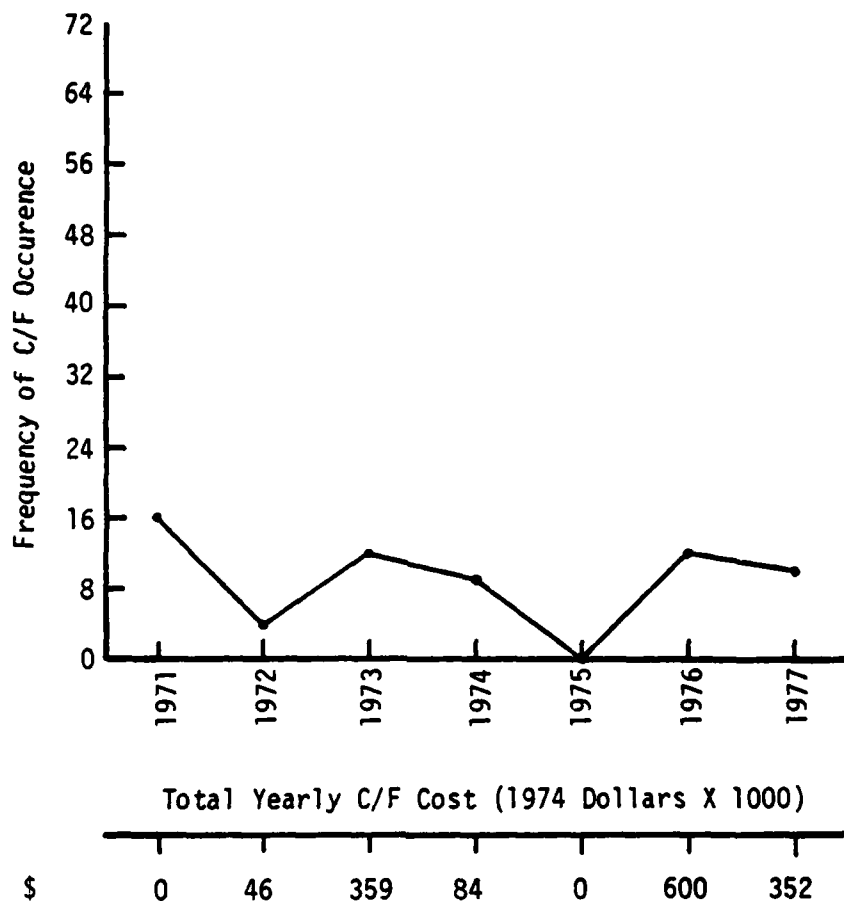
TOTAL ASSOCIATED COST AS FACTOR \$ 0

TOTAL ASSOCIATED COST AS BOTH \$4,823

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 101,221,302,412

FIGURE H-3.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: CORP-T 64*2Z



TOTAL ASSOCIATED FATALITIES 3

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 14

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . 1

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 15

TOTAL ASSOCIATED COST AS CAUSE. . . . \$1,419

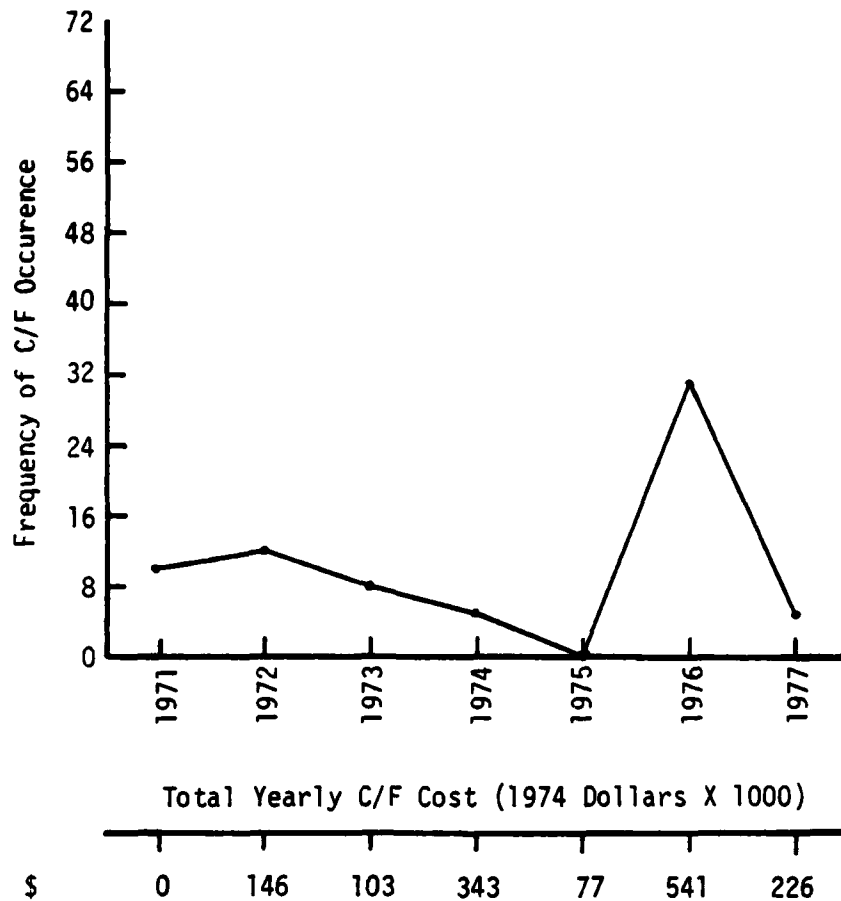
TOTAL ASSOCIATED COST AS FACTOR . . . \$ 22

TOTAL ASSOCIATED COST AS BOTH \$1,441

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 104, 206

FIGURE H-4.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: CORP-T 64*5Z



TOTAL ASSOCIATED FATALITIES 3

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 14

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . 11

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 25

TOTAL ASSOCIATED COST AS CAUSE. . . . \$1,224

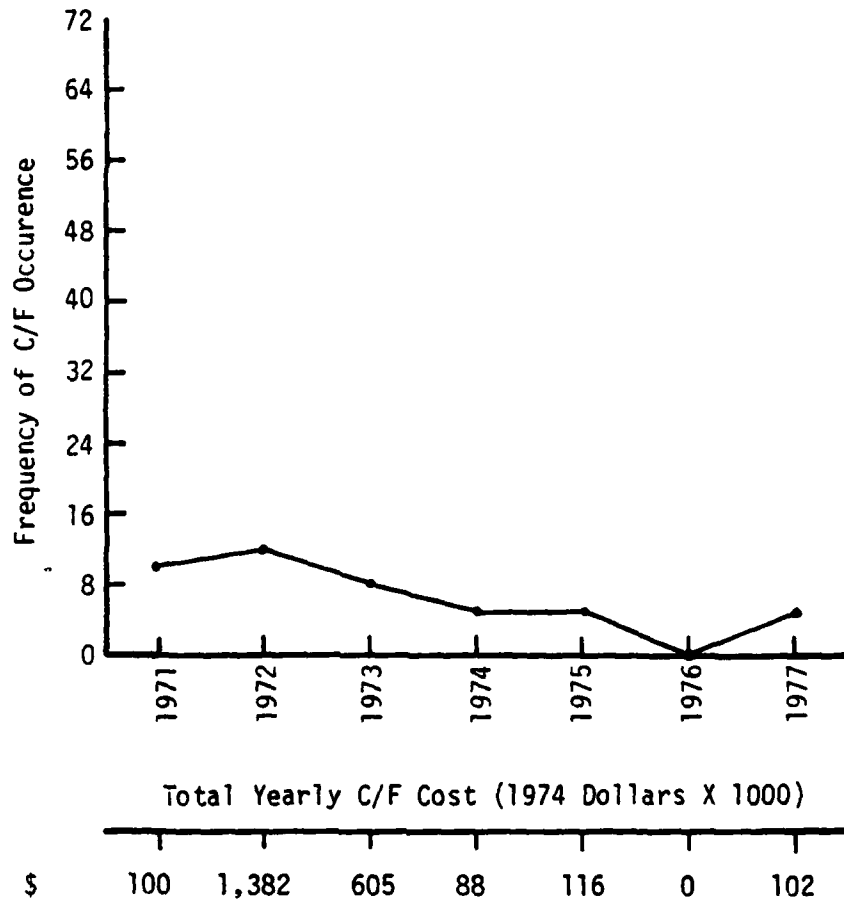
TOTAL ASSOCIATED COST AS FACTOR . . . \$ 212

TOTAL ASSOCIATED COST AS BOTH \$1,436

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . 305, 411, 413, 414

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . See Table

FIGURE H-5.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: CORP-T 68*3Z



TOTAL ASSOCIATED FATALITIES 9

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . . 10

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . . . 0

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 10

TOTAL ASSOCIATED COST AS CAUSE. \$2,393

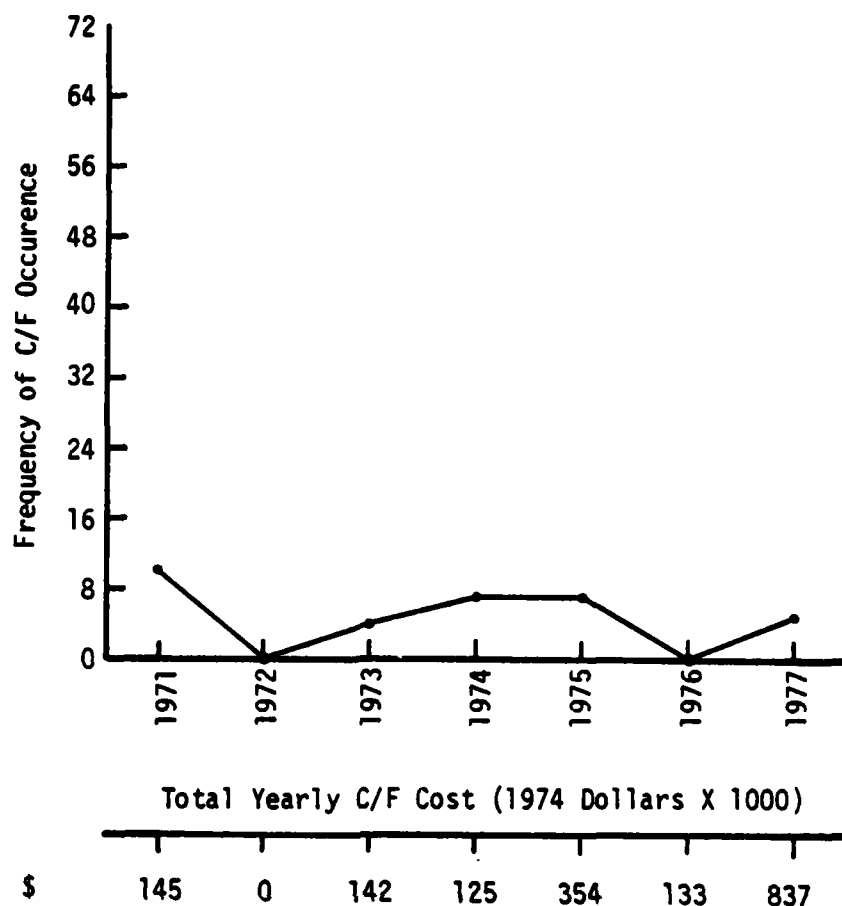
TOTAL ASSOCIATED COST AS FACTOR \$ 0

TOTAL ASSOCIATED COST AS BOTH \$2,393

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . See Table

FIGURE H-6.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: CORP-T 64*6Z



TOTAL ASSOCIATED FATALITIES 9

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . . 8

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . . . 3

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 11

TOTAL ASSOCIATED COST AS CAUSE. \$1,555

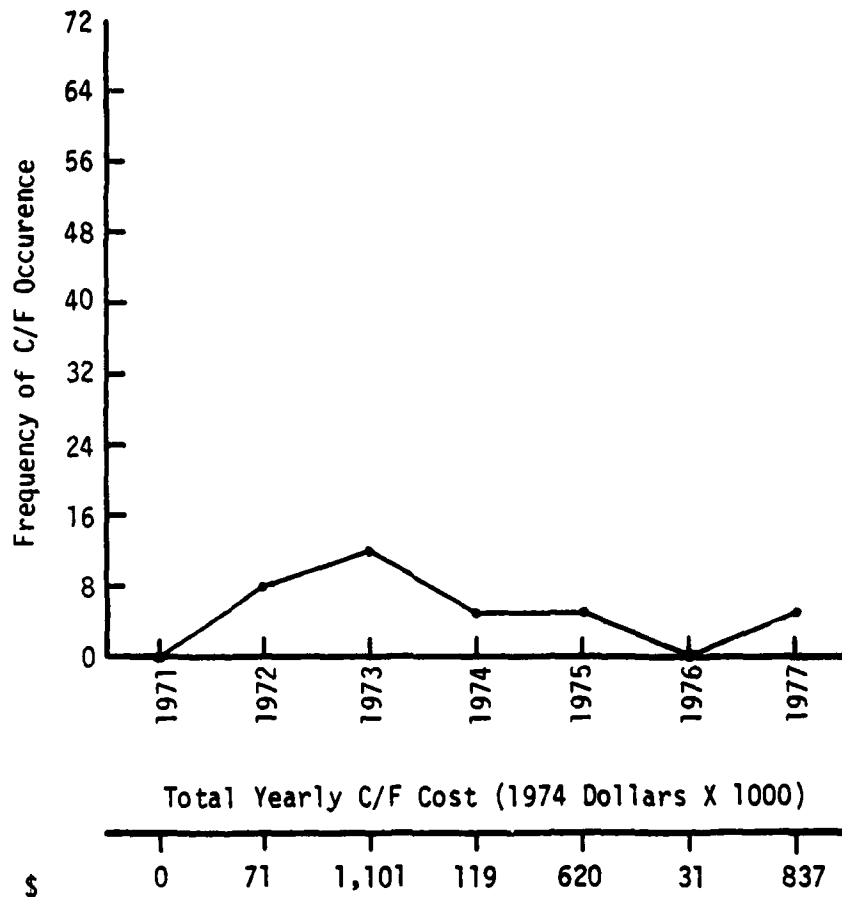
TOTAL ASSOCIATED COST AS FACTOR \$ 181

TOTAL ASSOCIATED COST AS BOTH \$1,736

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 302, 412

FIGURE H-7.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: CORP-T 64*12



TOTAL ASSOCIATED FATALITIES 11

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . . 8

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . . . 5

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 13

TOTAL ASSOCIATED COST AS CAUSE. . . . \$2,668

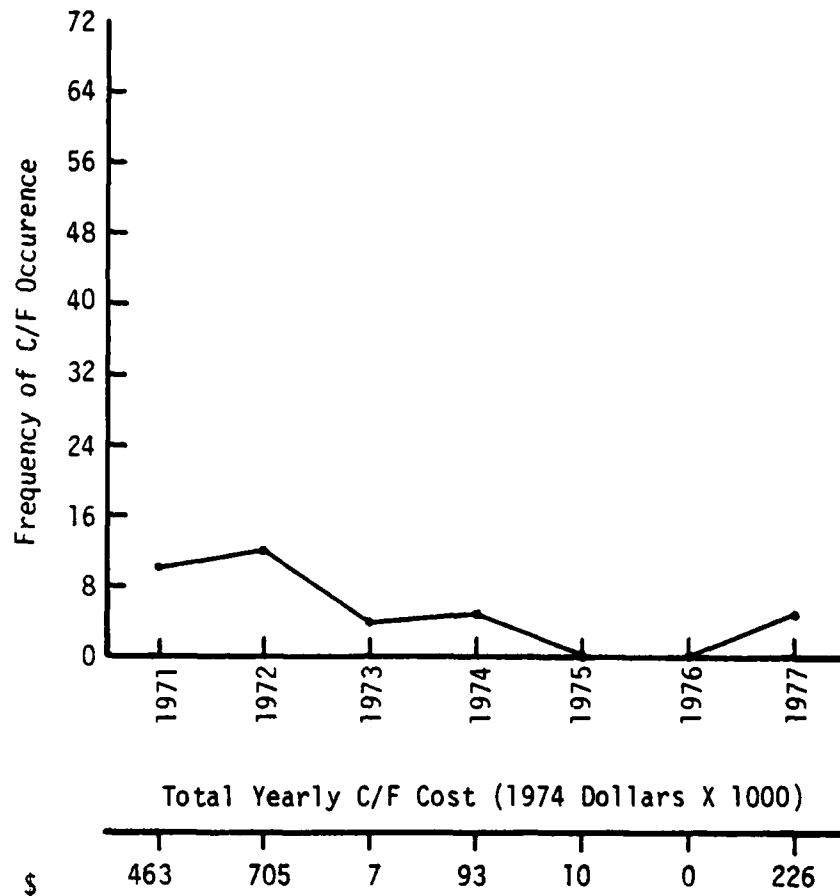
TOTAL ASSOCIATED COST AS FACTOR . . . \$ 111

TOTAL ASSOCIATED COST AS BOTH \$2,779

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 308,402,407,408,
409,410,411

FIGURE H-8.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: CORP-T 74*00



TOTAL ASSOCIATED FATALITIES 1

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . . 8

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . . . 1

TOTAL ACCIDENTS ASSOCIATED AS BOTH . . . 9

TOTAL ASSOCIATED COST AS CAUSE . . . \$1,494

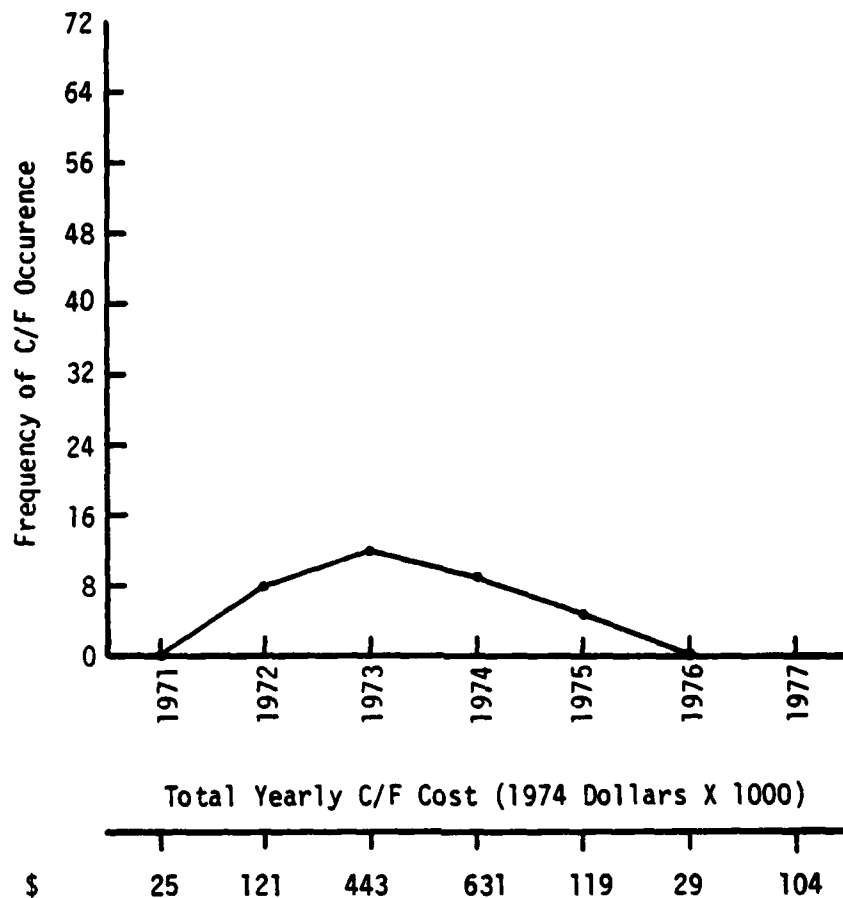
TOTAL ASSOCIATED COST AS FACTOR . . . \$ 10

TOTAL ASSOCIATED COST AS BOTH . . . \$1,504

DIRECTLY ALIGNED SAFETY PROGRAMS . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS . . 308,402,409,410,411

FIGURE H-9.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: CORP-T 75*00



TOTAL ASSOCIATED FATALITIES	0
TOTAL ACCIDENTS ASSOCIATED AS CAUSE . .	8
TOTAL ACCIDENTS ASSOCIATED AS FACTOR .	11
TOTAL ACCIDENTS ASSOCIATED AS BOTH. . .	19
TOTAL ASSOCIATED COST AS CAUSE.	\$1,169
TOTAL ASSOCIATED COST AS FACTOR	\$ 303
TOTAL ASSOCIATED COST AS BOTH	\$1,472
DIRECTLY ALIGNED SAFETY PROGRAMS. . . .	None
INDIRECTLY ALIGNED SAFETY PROGRAMS. . .	115,117,209,311, 422,502

FIGURE H-10.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: CORP-T 80*00

GA SAFETY ANALYSIS

TABLE H-1.
NUMBER OF ACCIDENTS, CORPORATE(Y/P+Y/J)
FOR WHICH 64*3Z WAS ONE OF THE CAUSES

ANY C/P	ANY	N	U	A	C	ACCIDENT TYPE	F	G	J	M1	K
		16	6	2	11	M0	2	3	0	1	1
CAUSES:											
64*3Z	56	16	6	2	11	6	2	3	0	1	1
64*4Z	9	1	2	1	0	0	0	3	0	1	0
64*2Z	8	5	1	0	0	0	1	0	0	0	2
64*5Z	6	0	2	0	2	0	1	0	0	0	0
64*3Z	2	0	0	1	0	0	0	0	0	0	0
64*6Z	2	0	0	0	0	1	0	0	0	0	1
64*1Z	1	0	0	0	0	0	0	0	0	0	0
74*00	0	0	0	0	0	0	0	0	0	0	0
75*00	0	0	0	0	0	0	0	0	0	0	0
88*00	0	0	3	0	0	0	0	0	0	0	0
FACTORS:											
64*3Z	2	0	3	0	0	0	0	0	0	0	0
64*4Z	0	0	3	0	0	0	0	0	0	0	0
64*2Z	0	0	0	0	0	0	0	0	0	0	0
64*5Z	1	0	0	0	1	0	0	0	0	0	0
64*3Z	3	0	0	0	1	0	0	0	0	0	0
64*6Z	0	0	0	0	0	0	0	0	0	0	0
64*1Z	2	1	0	0	1	0	0	0	0	0	0
74*00	2	0	0	0	1	0	0	0	0	0	0
75*00	1	1	0	0	0	0	0	0	0	0	0
88*00	5	2	1	0	1	0	0	0	0	0	0

6A SAFETY ANALYSIS

TABLE H-2.
NUMBER OF ACCIDENTS, CORPORATEIT/POT/JJ
FOR WHICH 64%Z WAS ONE OF THE CAUSES

ANY C/F	ANY	N	U	A	C	ACCIDENT TYPE	F	G	J	M1	K
CAUSES:											
64-32	3	1	2	1	0	0	0	3	0	1	0
64-42	30	3	4	9	0	1	0	6	0	1	1
64-4Z											
64-22	5	2	0	1	0	0	0	0	0	0	1
64-52	2	0	0	1	0	0	0	0	0	0	0
68-32	0	0	0	0	0	0	0	0	0	0	0
64-62	0	0	0	0	0	0	0	0	0	0	0
64-12	1	0	0	1	0	0	0	0	0	0	0
74-00	0	0	0	0	0	0	0	0	0	0	0
75-00	0	0	0	0	0	0	0	0	0	0	0
80-30	2	1	0	1	0	0	0	0	0	0	0
FACTORS:											
64-32	0	0	0	0	0	0	0	0	0	0	0
64-42	2	0	0	0	0	0	0	0	0	0	0
64-22	0	0	0	0	0	0	0	0	0	0	0
64-52	0	0	0	0	0	0	0	0	0	0	0
68-32	3	0	0	3	0	0	0	0	0	0	0
64-62	0	0	0	0	0	0	0	0	0	0	0
64-12	0	0	0	0	0	0	0	0	0	0	0
74-00	0	0	0	0	0	0	0	0	0	0	0
75-00	0	0	0	0	0	0	0	0	0	0	0
80-00	4	0	1	2	0	0	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE H-3.
NUMBER OF ACCIDENTS, CORPORATE IT/P+T/J)
FOR WHICH 64*2Z WAS ONE OF THE CAUSES

ANY G/F	ANY	N	U	A	C	ACCIDENT TYPE M0	F	G	J	M1	K
CAUSES:											
64*32	9	5	1	0	0	0	1	0	0	0	1
64*42	5	2	0	1	0	0	0	0	0	0	1
64*22	20	7	3	1	0	0	3	0	2	0	2
64*52	3	0	1	0	0	0	2	0	0	0	0
68*32	0	0	0	0	0	0	0	0	0	0	0
64*62	2	0	0	0	0	0	0	0	1	0	1
64*12	0	0	0	0	0	0	0	0	0	0	0
74*00	0	0	0	0	0	0	0	0	0	0	0
75*00	0	0	0	0	0	0	0	0	0	0	0
88*03	2	1	0	0	0	0	0	0	1	0	0
FACTORS:											
64*32	0	0	0	0	0	0	0	0	0	0	0
64*42	0	0	0	0	0	0	0	0	0	0	0
64*22	0	0	0	0	0	0	0	0	0	0	0
64*52	0	0	0	0	0	0	0	0	0	0	0
68*32	5	1	1	1	0	0	0	0	0	0	0
64*62	0	0	0	0	0	0	0	0	0	0	0
64*12	1	1	0	0	0	0	0	0	0	0	0
74*00	1	0	1	0	0	0	0	0	0	0	0
75*30	1	1	0	0	0	0	0	0	0	0	0
88*00	0	2	0	1	0	0	0	0	1	0	0

GA SAFETY ANALYSIS

TABLE H-4.
NUMBER OF ACCIDENTS, CORPORATE(T/PAT/J)
FOR WHICH 6452 WAS ONE OF THE CAUSES

ANY C/P	ANY	N	U	A	ACCIDENT TYPE			F	G	J	M1	K
					C	M0	2					
CAUSES:												
6452	6	0	3	0	2	0	2	1	0	0	0	0
6452	2	0	0	1	0	0	0	0	0	0	0	0
6452	3	0	1	0	0	0	0	0	0	0	0	0
6452	14	1	4	1	2	0	0	3	0	0	0	0
6852	1	1	0	0	0	0	0	0	0	0	0	0
6452	0	0	0	0	0	0	0	0	0	0	0	0
6452	0	0	0	0	0	0	0	0	0	0	0	0
7450	0	0	0	0	0	0	0	0	0	0	0	0
7550	0	0	3	0	0	0	0	0	0	0	0	0
8850	0	0	0	0	0	0	0	0	0	0	0	0
FACTORS:												
6452	1	0	0	0	0	0	0	0	0	0	0	0
6452	0	0	0	0	0	0	0	0	0	0	0	0
6452	0	0	0	0	0	0	0	0	0	0	0	0
6452	0	0	0	0	0	0	0	0	0	0	0	0
6852	2	0	0	0	1	0	0	0	0	0	0	0
6452	0	0	0	0	0	0	0	0	0	0	0	0
6452	0	0	0	0	0	0	0	0	0	0	0	0
7450	2	0	1	0	1	0	0	0	0	0	0	0
7550	0	0	0	0	0	0	0	0	0	0	0	0
8850	0	0	0	0	0	0	0	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE H-5.
NUMBER OF ACCIDENTS, CORPORATE(I/P+T/J)
FOR WHICH 68*32 WAS ONE OF THE CAUSES

ANY C/F	ANY	N	U	A	ACCIDENT TYPE				F	G	J	M1	K
					C	1	4	10					
CAUSES:													
64*32	3	0	0	1	0	0	0	0	0	0	1	0	0
64*42	0	0	0	0	0	0	0	0	0	0	0	0	0
64*22	0	0	0	0	0	0	0	0	0	0	0	0	0
64*52	1	1	0	0	0	0	0	0	0	0	0	0	0
65*32	14	1	4	2	1	1	1	2	2	0	1	0	0
64*52	0	0	0	0	0	0	0	0	0	0	0	0	0
64*12	0	0	0	0	0	0	0	0	0	0	0	0	0
74*09	4	0	3	0	0	0	0	0	0	0	0	0	0
75*19	1	0	0	0	0	0	1	0	0	0	0	0	0
89*08	1	0	0	0	0	0	0	0	0	0	1	0	0
FACTORS:													
64*32	0	0	0	0	0	0	0	0	0	0	0	0	0
64*42	0	0	0	0	0	0	0	0	0	0	0	0	0
64*22	0	0	0	0	0	0	0	0	0	0	0	0	0
64*52	0	0	0	0	0	0	0	0	0	0	0	0	0
68*32	2	0	0	0	0	0	0	0	0	0	0	0	0
64*62	0	0	0	0	0	0	0	0	0	0	0	0	0
64*12	0	0	0	0	0	0	0	0	0	0	0	0	0
74*08	1	0	0	0	0	0	0	0	0	0	0	0	0
75*08	0	0	0	0	0	0	0	0	0	0	0	0	0
80*08	1	0	0	1	0	0	0	0	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE H-6.
NUMBER OF ACCIDENTS, CORPORATE(T/P+T/J)
FOR WHICH 64*6Z WAS ONE OF THE CAUSES

ANY C/F	ANY	N	U	A	C	ACCIDENT TYPE	F	G	J	M1	K
						M0					
CAUSES:											
64*3Z	2	0	3	0	0	1	0	0	0	0	1
64*4Z	0	0	0	0	0	0	0	0	0	0	0
64*5Z	2	0	0	0	0	0	0	0	1	0	1
64*6Z	0	0	0	0	0	0	0	0	0	0	0
64*7Z	0	0	0	0	0	0	0	0	0	0	0
64*8Z	0	0	0	0	0	0	0	0	0	0	0
64*9Z	10	0	0	0	0	1	0	2	4	0	3
64*0Z	2	0	0	0	0	0	0	0	2	0	0
74*00	0	0	0	0	0	0	0	0	0	0	0
75*00	0	0	0	0	0	0	0	0	0	0	0
80*00	0	0	0	0	0	0	0	0	0	0	0
FACTORS:											
64*3Z	1	0	0	0	0	0	0	0	1	0	0
64*4Z	1	0	0	0	0	0	0	1	0	0	0
64*5Z	0	0	0	0	0	0	0	0	0	0	0
64*6Z	0	0	0	0	0	0	0	0	0	0	0
64*7Z	0	0	0	0	0	0	0	0	0	0	0
64*8Z	0	0	0	0	0	0	0	0	0	0	0
64*9Z	0	0	0	0	0	0	0	0	0	0	0
64*0Z	0	0	0	0	0	0	0	0	0	0	0
74*00	0	0	0	0	0	0	0	1	0	0	0
75*00	0	0	0	0	0	0	0	0	0	0	0
80*00	2	0	0	0	0	0	0	0	2	0	0

GA SAFETY ANALYSIS

TABLE H-7.
NUMBER OF ACCIDENTS, CORPORATE(T/P+T/J)
FOR WHICH 64-12 WAS ONE OF THE CAUSES

ANY C/F	ANY	N	U	A	C	ACCIDENT TYPE	F	S	J	M1	K
		1	1	1	0	0	0	0	3	0	0
CAUSES:											
64-32	1	0	0	0	0	0	0	0	0	0	0
64-42	1	0	0	1	0	0	0	0	0	0	0
64-22	0	0	0	0	0	0	0	0	0	0	0
64-52	0	0	0	0	0	0	0	0	0	0	0
68-32	0	0	0	0	0	0	0	0	0	0	0
64-62	2	0	0	0	0	0	0	0	2	0	0
64-12	0	1	1	1	0	0	0	0	3	0	0
74-00	1	0	1	0	0	0	0	0	0	0	0
75-00	0	0	0	0	0	0	0	0	0	0	0
80-00	1	0	0	0	0	0	0	0	1	0	0
FACTORS:											
64-32	0	0	0	0	0	0	0	0	0	0	0
64-42	1	0	0	0	0	0	0	0	0	0	0
64-22	0	0	0	0	0	0	0	0	0	0	0
64-52	0	0	0	0	0	0	0	0	0	0	0
68-32	1	0	0	1	0	0	0	0	0	0	0
64-62	0	0	0	0	0	0	0	0	0	0	0
64-12	0	0	0	0	0	0	0	0	0	0	0
74-00	0	0	0	0	0	0	0	0	0	0	0
75-00	0	0	0	0	0	0	0	0	0	0	0
80-00	1	0	0	0	0	0	0	0	1	0	0

GA SAFETY ANALYSIS

TABLE H-8.
NUMBER OF ACCIDENTS, CORPORATE (P+T/J)
FOR WHICH 74-00 WAS ONE OF THE CAUSES

ANY C/F	ANY	N	U	A	C	ACCIDENT TYPE M0	F	G	J	M1	K
CAUSES:											
64-32	0	0	0	0	0	0	0	0	0	0	0
64-42	0	0	0	0	0	0	0	0	0	0	0
64-22	0	0	0	0	0	0	0	0	0	0	0
64-52	0	0	0	0	0	0	0	0	0	0	0
68-32	3	0	3	0	0	0	0	0	0	0	0
64-62	0	0	0	0	0	0	0	0	0	0	0
64-12	1	0	1	0	0	0	0	0	0	0	0
74-00	0	0	7	0	0	0	0	0	0	0	0
75-00	0	0	0	0	0	0	0	0	0	0	0
80-00	1	0	1	0	0	0	0	0	0	0	0
FACTORS:											
64-32	0	0	0	0	0	0	0	0	0	0	0
64-42	0	0	0	0	0	0	0	0	0	0	0
64-22	0	0	0	0	0	0	0	0	0	0	0
64-52	0	0	0	0	0	0	0	0	0	0	0
68-32	0	0	0	0	0	0	0	0	0	0	0
64-62	0	0	0	0	0	0	0	0	0	0	0
64-12	0	0	0	0	0	0	0	0	0	0	0
74-00	0	0	0	0	0	0	0	0	0	0	0
75-00	0	0	0	0	0	0	0	0	0	0	0
80-00	0	0	0	0	0	0	0	0	0	0	0

CA SAFETY ANALYSIS

TABLE H-9.
NUMBER OF ACCIDENTS, CORPORATEITY/P-T/J)
FOR WHICH 75-00 WAS ONE OF THE CAUSES

ANY C/F	ANY	N	U	A	C	ACCIDENT TYPE	F	G	J	N1	K	RD
CAUSES:												
64-32	0	0	0	0	0	0	0	0	0	0	0	0
64-42	0	0	0	0	0	0	0	0	0	0	0	0
64-22	0	0	0	0	0	0	0	0	0	0	0	0
64-52	0	0	0	0	0	0	0	0	0	0	0	0
64-32	1	0	0	0	0	1	0	0	0	0	0	0
64-62	0	0	0	0	0	0	0	0	0	0	0	0
64-12	0	0	0	0	0	0	0	0	0	0	0	0
74-00	0	0	0	0	0	0	0	0	0	0	0	0
75-00	0	0	0	0	0	0	0	0	0	0	0	0
80-00	0	0	0	0	0	0	1	0	0	0	0	0
FACTORS:												
64-32	0	0	0	0	0	0	0	0	0	0	0	0
64-42	0	0	0	0	0	0	0	0	0	0	0	0
64-22	0	0	0	0	0	0	0	0	0	0	0	0
64-52	0	0	0	0	0	0	0	0	0	0	0	0
60-32	0	0	0	0	0	0	0	0	0	0	0	0
64-62	0	0	0	0	0	0	0	0	0	0	0	0
64-12	0	0	0	0	0	0	0	0	0	0	0	0
74-00	0	0	0	0	0	0	0	0	0	0	0	0
75-00	0	0	0	0	0	0	0	0	0	0	0	0
80-00	0	0	0	0	0	0	0	0	0	0	0	0

SA SAFETY ANALYSIS

TABLE H-10.
NUMBER OF ACCIDENTS, CORPORATE (P+Y/J)
FOR WHICH 00*00 WAS ONE OF THE CAUSES

ANY C/F	ANY	N	U	A	C	ACCIDENT TYPE	F	G	J	M	K	R
CAUSES:												
64*32	0	1	0	0	0	0	0	0	0	0	0	0
64*42	2	1	0	1	0	0	0	0	0	0	0	0
64*22	2	1	0	0	0	0	0	0	0	0	0	0
64*52	6	0	0	0	0	0	0	0	1	0	0	0
68*32	1	0	0	0	0	0	0	0	1	0	0	0
64*62	0	0	0	0	0	0	0	0	0	0	0	0
64*12	1	0	0	0	0	0	0	0	1	0	0	0
74*00	1	0	1	0	0	0	0	0	0	0	0	0
75*00	0	0	0	0	0	0	0	0	0	0	0	0
80*00	0	1	1	3	0	0	0	0	3	0	0	0
FACTORS:												
64*32	0	0	0	0	0	0	0	0	0	0	0	0
64*42	0	0	0	0	0	0	0	0	0	0	0	0
64*22	0	0	0	0	0	0	0	0	0	0	0	0
64*52	0	0	0	0	0	0	0	0	0	0	0	0
68*32	1	0	0	1	0	0	0	0	0	0	0	0
64*62	0	0	0	0	0	0	0	0	0	0	0	0
64*12	0	0	0	0	0	0	0	0	0	0	0	0
74*00	1	0	0	1	0	0	0	0	0	0	0	0
75*00	0	0	0	0	0	0	0	0	0	0	0	0
80*00	0	0	0	0	0	0	0	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE H-11.
NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS

	0- 25, CORPORATE (TURBOPROP AND TURBOJET)										76- 100	ABOVE 100
	UN KNOWN	0- 5	6- 10	11- 25	26- 50	51- 75	76- 100	ABOVE 100				
A	--	--	--	--	--	--	--	--	--	--	--	--
B	--	--	--	--	--	--	--	--	--	--	--	--
C	--	--	--	--	--	--	--	--	--	--	--	--
D	--	--	--	--	--	--	--	--	--	--	--	--
E	--	--	--	--	--	--	--	--	--	--	--	--
F	--	--	--	--	--	--	--	--	--	--	--	--
G	--	--	--	--	--	--	--	--	--	--	--	--
H	--	--	--	--	--	--	--	--	--	--	--	--
I	--	--	--	--	--	--	--	--	--	--	--	--
J	--	--	--	--	--	--	--	--	--	--	--	--
K	--	--	--	--	--	--	--	--	--	--	--	--
L0	--	--	--	--	--	--	--	--	--	--	--	--
L1	--	--	--	--	--	--	--	--	--	--	--	--
L2	--	--	--	--	--	--	--	--	--	--	--	--
M0	--	--	--	--	--	--	--	--	--	--	--	--
M1	--	--	--	--	--	--	--	--	--	--	--	--
N	--	--	--	--	--	--	--	--	--	--	--	--
P	--	--	--	--	--	--	--	--	--	--	--	--
O	--	--	--	--	--	--	--	--	--	--	--	--
R0	--	--	--	--	--	--	--	--	--	--	--	--
R1	--	--	--	--	--	--	--	--	--	--	--	--
S0	--	--	--	--	--	--	--	--	--	--	--	--
S1	--	--	--	--	--	--	--	--	--	--	--	--
T	--	--	--	--	--	--	--	--	--	--	--	--
U	--	--	--	--	--	--	--	--	--	--	--	--
V	--	--	--	--	--	--	--	--	--	--	--	--
W	--	--	--	--	--	--	--	--	--	--	--	--
Y	--	--	--	--	--	--	--	--	--	--	--	--
0	--	--	--	--	--	--	--	--	--	--	--	--
2	--	--	--	--	--	--	--	--	--	--	--	--
4	--	--	--	--	--	--	--	--	--	--	--	--
5	--	1	--	--	--	--	--	--	--	--	--	--
6	--	--	--	--	--	--	--	--	--	--	--	--
7	--	--	--	--	--	--	--	--	--	--	--	--

GA SAFETY ANALYSIS

TABLE H-12.
NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS

	26- 50, CORPORATE (TURBOPROP AND TURBOJET)							UN KNOWN		76- 100	51- 75	26- 50	11- 25	6- 10	0- 5	ABOVE 100
A	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
C	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
D	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
G	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
H	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
I	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
J	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
K	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
L0	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
L1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
L2	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M0	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
N	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
P	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
O	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R0	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
S0	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
S1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
T	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
U	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
V	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
W	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Y	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
0	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
2	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
4	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
5	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
6	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
7	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

GA SAFETY ANALYSIS

TABLE H-13.
NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS

	51- 75, CORPORATE (TURBOPROP AND TURBOJET)						UN KNOWN				
	0- 5	6- 10	11- 25	26- 50	51- 75	76- 100	ABOVE 100				
A	--	--	--	--	--	--	--				
B	--	--	--	--	--	--	--				
C	--	--	--	--	--	--	--				
D	--	--	--	--	--	--	--				
E	--	--	--	--	--	--	--				
F	--	--	--	--	--	--	--				
G	--	--	--	--	--	--	--				
H	--	--	--	--	--	--	--				
I	--	--	--	--	--	--	--				
J	--	--	--	--	--	--	--				
K	--	--	--	--	--	--	--				
L0	--	--	--	--	--	--	--				
L1	--	--	--	--	--	--	--				
L2	--	--	--	--	--	--	--				
M0	--	--	--	--	--	--	--				
M1	--	--	--	--	--	--	--				
N	--	--	--	--	--	--	--				
P	--	--	--	--	--	--	--				
Q	--	--	--	--	--	--	--				
R0	--	--	--	--	--	--	--				
R1	--	--	--	--	--	--	--				
S0	--	--	--	--	--	--	--				
S1	--	--	--	--	--	--	--				
T	--	--	--	--	--	--	--				
U	--	--	--	--	--	--	--				
V	--	--	--	--	--	--	--				
W	--	--	--	--	--	--	--				
Y	--	--	--	--	--	--	--				
0	--	--	--	--	--	--	--				
2	--	--	--	--	--	--	--				
4	--	--	--	--	--	--	--				
5	--	--	--	--	--	--	--				
6	--	--	--	--	--	--	--				
7	--	--	--	--	--	--	--				

GA SAFETY ANALYSIS

TABLE H-14.
NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS
76- 100, CORPORATE (TURBOPROP AND TURBOJET)

	UN KNOWN	0- 5	6- 10	11- 25	26- 50	51- 75	76- 100	ABOVE 100
A	--	--	--	--	--	--	--	--
B	--	--	--	--	--	--	--	--
C	--	--	--	--	--	--	--	--
D	--	--	--	--	--	--	--	--
E	--	--	--	--	--	--	--	--
F	--	--	--	--	--	--	--	--
G	--	--	--	--	--	--	--	--
H	--	--	--	--	--	--	--	--
I	--	--	--	--	--	--	--	--
J	--	--	--	--	--	--	--	--
K	--	--	--	--	--	--	--	--
L0	--	--	--	--	--	--	--	--
L1	--	--	--	--	--	--	--	--
L2	--	--	--	--	--	--	--	--
M0	--	--	--	--	--	--	--	--
M1	--	--	--	--	--	--	--	--
N	--	--	--	--	--	--	--	--
P	--	--	--	--	--	--	--	--
Q	--	--	--	--	--	--	--	--
R0	--	--	--	--	--	--	--	--
R1	--	--	--	--	--	--	--	--
S0	--	--	--	--	--	--	--	--
S1	--	--	--	--	--	--	--	--
T	--	--	--	--	--	--	--	--
U	--	--	--	--	--	--	--	--
V	--	--	--	--	--	--	--	--
W	--	--	--	--	--	--	--	--
Y	--	--	--	--	--	--	--	--
0	--	--	--	--	--	--	--	--
2	--	--	--	--	--	--	--	--
4	--	--	--	--	--	--	--	--
5	--	--	--	--	--	--	--	--
6	--	--	--	--	--	--	--	--
7	--	--	--	--	--	--	--	--

GA SAFETY ANALYSIS

TABLE H-15.
NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS
101- 200, CORPORATE (TURBOPROP AND TURBOJET)

	UN KNOWN	0- 5	6- 10	11- 25	26- 50	51- 75	76- 100	ABOVE 100
A	--	--	--	--	--	--	--	--
B	--	--	--	--	--	--	--	--
C	--	--	--	--	--	--	--	--
D	--	--	--	--	--	--	--	--
E	--	--	--	--	--	--	--	--
F	--	--	--	--	--	--	--	--
G	--	--	--	--	--	--	--	--
H	--	--	--	--	--	--	--	--
I	--	--	--	--	--	--	--	--
J	--	--	--	--	--	--	--	--
K	--	--	--	--	--	--	--	--
L0	--	--	--	--	--	--	--	--
L1	--	--	--	--	--	--	--	--
L2	--	--	--	--	--	--	--	--
M0	--	--	--	--	--	--	--	--
M1	--	--	--	--	--	--	--	--
N	--	--	--	--	--	--	--	--
P	--	--	--	--	--	--	--	--
Q	--	--	--	--	--	--	--	--
R0	--	--	--	--	--	--	--	--
R1	--	--	--	--	--	--	--	--
S0	--	--	--	--	--	--	--	--
S1	--	--	--	--	--	--	--	--
T	--	--	--	--	--	--	--	--
U	--	--	--	--	--	--	--	--
V	--	--	--	--	--	--	--	--
W	--	--	--	--	--	--	--	--
Y	--	--	--	--	--	--	--	--
0	--	--	--	--	--	--	--	--
2	--	--	--	--	--	--	--	--
4	--	--	--	--	--	--	--	--
5	--	--	--	--	--	--	--	--
6	--	--	--	--	--	--	--	--
7	--	--	--	--	--	--	--	--

GA SAFETY ANALYSIS

TABLE H-16.
NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS
201- 500, CORPORATE (TURBOPROP AND TURBOJET)

	UN KNOWN	0- 5	6- 10	11- 25	26- 50	51- 75	76- 100	ABOVE 100
A	--	--	--	--	--	--	--	--
B	--	--	--	--	--	--	--	--
C	--	--	--	--	--	--	--	--
D	--	--	--	--	--	--	--	--
E	--	--	--	--	--	--	--	--
F	--	--	--	--	--	--	--	--
G	--	--	--	--	--	--	--	--
H	--	--	--	--	--	--	--	--
I	--	--	--	--	--	--	--	--
J	--	--	--	--	--	--	--	--
K	--	--	--	--	--	--	--	--
L0	--	--	--	--	--	--	--	--
L1	--	--	--	--	--	--	--	--
L2	--	--	--	--	--	--	--	--
M0	--	--	--	--	--	--	--	--
M1	--	--	--	--	--	--	--	--
N	--	--	--	--	--	--	--	--
P	--	--	--	--	--	--	--	--
Q	--	--	--	--	--	--	--	--
R0	--	--	--	--	--	--	--	--
R1	--	--	--	--	--	--	--	--
S0	--	--	--	--	--	--	--	--
S1	--	--	--	--	--	--	--	--
T	--	--	--	--	--	--	--	--
U	--	--	--	--	--	--	--	--
V	--	--	--	--	--	--	--	--
W	--	--	--	--	--	--	--	--
Y	--	--	--	--	--	--	--	--
0	--	--	--	--	--	--	--	--
2	--	--	--	--	--	--	--	--
4	--	--	--	--	--	--	--	--
5	--	--	--	--	--	--	--	--
6	--	--	--	--	--	--	--	--
7	--	--	--	--	--	--	--	--

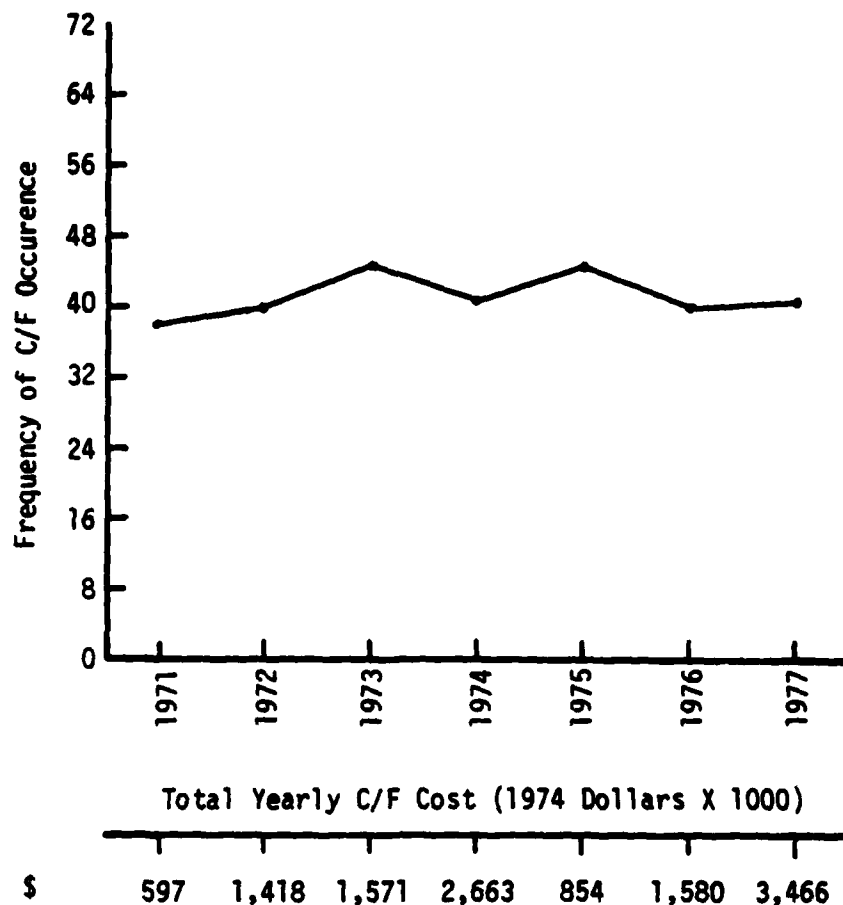
GA SAFETY ANALYSIS

TABLE H-17.
NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS

	UN KNOWN	ABOVE 500, CORPORATE (TURBOPROP AND TURBOJET)							76- 100	ABOVE 100
		0- 5	6- 10	11- 25	26- 50	51- 75				
A	--	--	--	1	--	--	--	--	14	
B	--	--	--	--	--	--	--	--	1	
C	--	1	--	--	--	--	--	1	13	
D	--	--	--	--	--	--	--	--	--	
E	--	--	--	--	--	--	--	--	--	
F	--	--	1	--	--	--	--	--	9	
G	--	--	--	--	--	1	--	1	7	
H	--	--	--	--	--	--	--	--	1	
I	--	--	--	--	--	--	--	--	--	
J	--	--	--	--	--	1	--	--	6	
K	--	--	--	--	--	--	--	--	5	
L0	--	--	--	--	--	--	--	--	3	
L1	--	--	--	--	--	--	--	--	--	
L2	--	--	--	--	--	--	--	--	--	
M0	--	2	--	--	--	--	--	--	9	
M1	--	--	--	--	--	--	--	1	6	
N	--	1	--	--	1	1	--	1	20	
P	--	--	--	--	--	--	--	--	1	
O	--	--	--	--	--	--	--	--	3	
R0	--	1	--	--	--	--	--	--	4	
R1	--	--	--	--	--	--	--	--	--	
S0	--	--	--	1	--	1	--	--	1	
S1	--	--	--	--	--	--	--	--	--	
T	--	2	--	--	--	--	1	--	16	
U	--	--	--	--	1	--	--	--	--	
V	--	--	--	--	--	--	--	--	2	
W	--	--	--	--	--	--	--	--	--	
Y	--	--	--	--	--	--	--	--	1	
0	--	--	--	--	--	--	--	--	--	
2	--	--	--	--	--	--	--	--	--	
4	--	--	--	--	--	--	--	--	1	
5	--	--	--	--	--	--	--	--	1	
6	--	--	--	--	--	--	--	--	--	
7	--	--	--	--	--	--	--	--	--	

APPENDIX I

DATA PERTAINING TO THE
ROTOR (ALL CATEGORIES)
SUBPOPULATION



TOTAL ASSOCIATED FATALITIES 56

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 569

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . 21

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 590

TOTAL ASSOCIATED COST AS CAUSE. . . . \$12,058

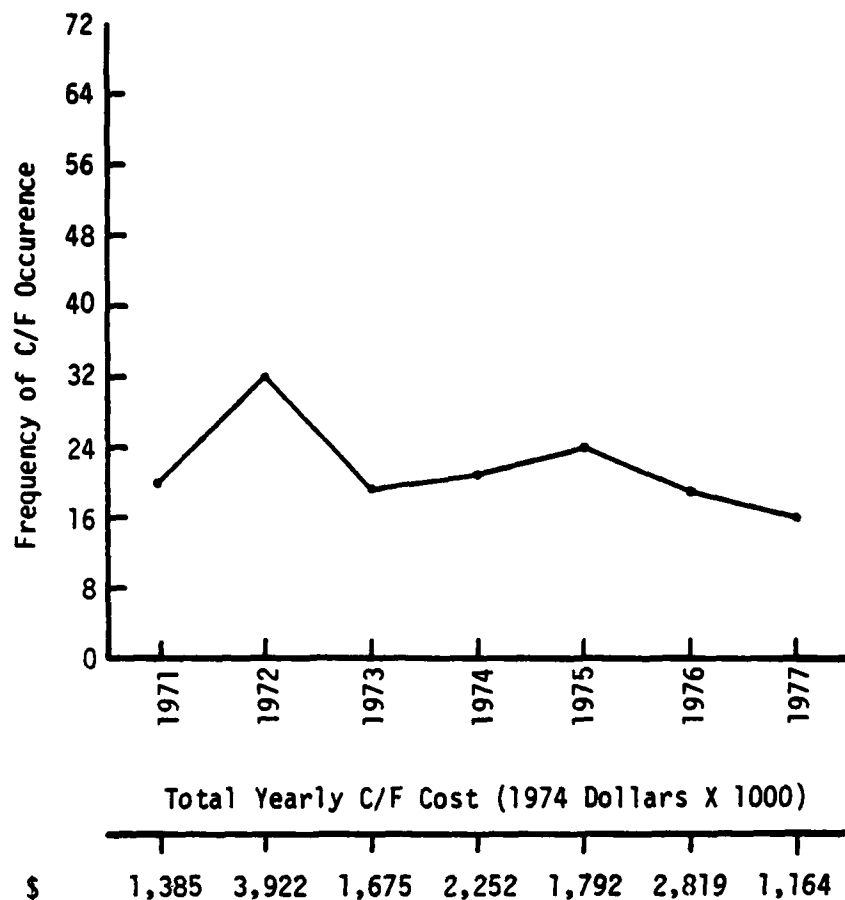
TOTAL ASSOCIATED COST AS FACTOR . . . \$ 91

TOTAL ASSOCIATED COST AS BOTH \$12,149

DIRECTLY ALIGNED SAFETY PROGRAMS. . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . 104,106,107,108,
109,111,115,214,
218,220,221,503,
504.

FIGURE I-1.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: ROTOR: 64*4Z



TOTAL ASSOCIATED FATALITIES 47

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 288

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . 13

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 301

TOTAL ASSOCIATED COST AS CAUSE. \$14,608

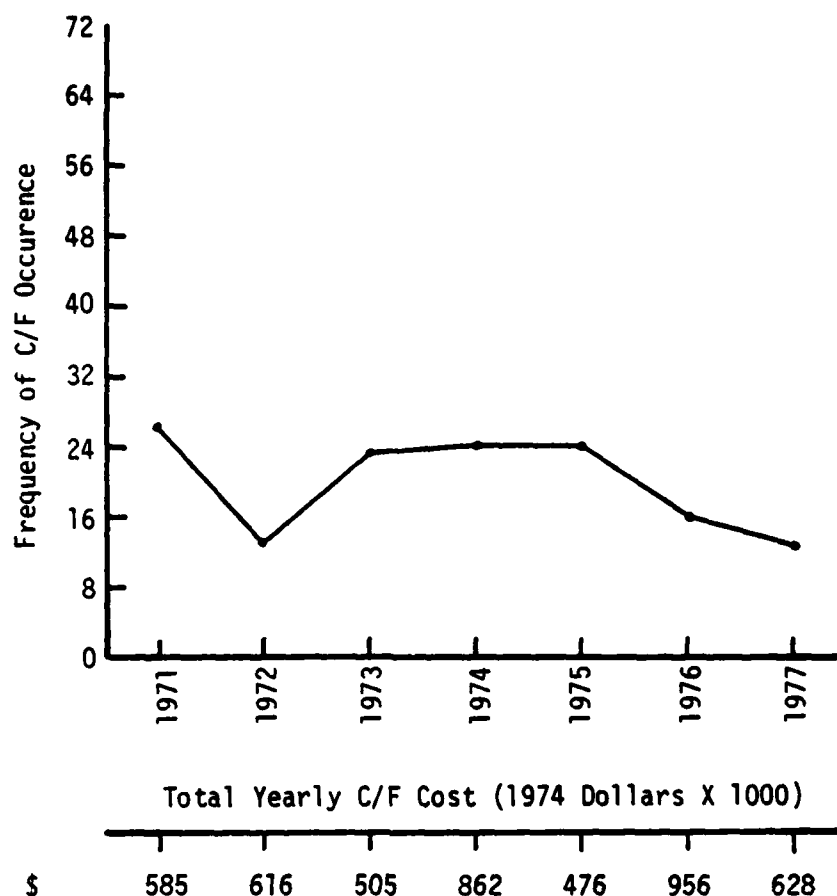
TOTAL ASSOCIATED COST AS FACTOR 401

TOTAL ASSOCIATED COST AS BOTH \$15,009

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 104,206

FIGURE I-2.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: ROTOR 64*5Z



TOTAL ASSOCIATED FATALITIES 10

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 274

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . 6

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 280

TOTAL ASSOCIATED COST AS CAUSE. . . . \$4,547

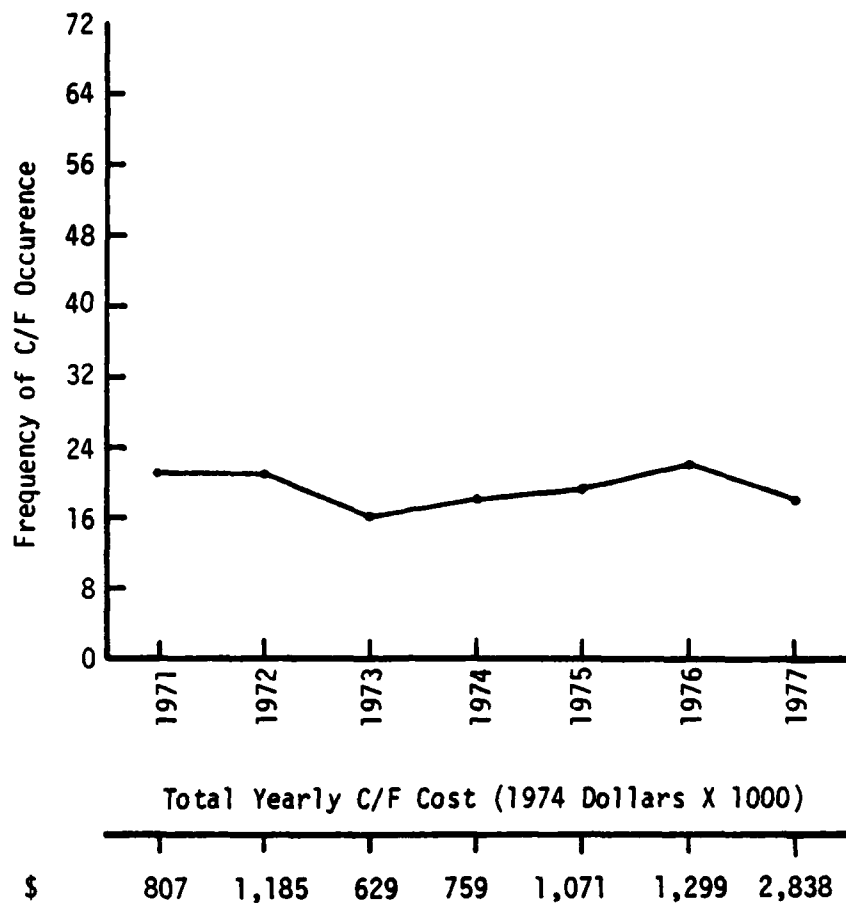
TOTAL ASSOCIATED COST AS FACTOR \$ 81

TOTAL ASSOCIATED COST AS BOTH \$4,628

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 101,106,107,108,
109,111,115,206,
223

FIGURE I-3.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: ROTOR 64*6Z



TOTAL ASSOCIATED FATALITIES 54

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 263

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . 35

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 298

TOTAL ASSOCIATED COST AS CAUSE. \$7,762

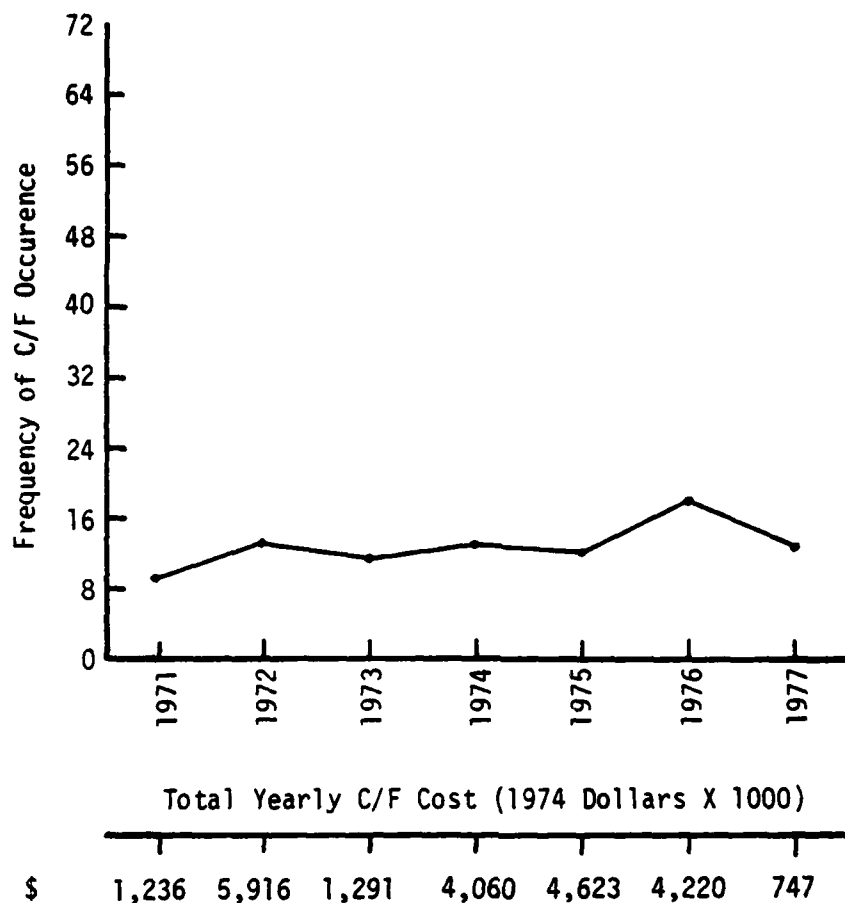
TOTAL ASSOCIATED COST AS FACTOR \$ 826

TOTAL ASSOCIATED COST AS BOTH \$8,588

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 101, 221, 302, 412

FIGURE I-4.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: Rotor 64*3Z



TOTAL ASSOCIATED FATALITIES 114

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 176

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . . 17

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 193

TOTAL ASSOCIATED COST AS CAUSE. \$20,760

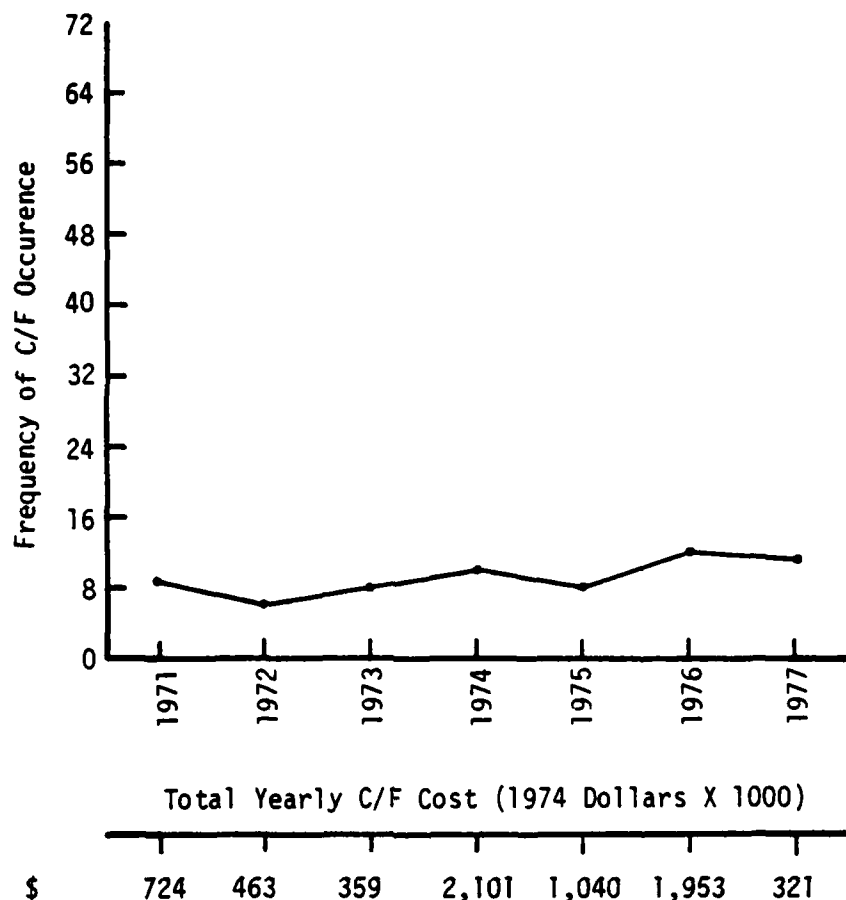
TOTAL ASSOCIATED COST AS FACTOR \$ 1,333

TOTAL ASSOCIATED COST AS BOTH \$22,093

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 308, 402, 405, 409, 410, 411

FIGURE I-5.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: Rotor 78*00



TOTAL ASSOCIATED FATALITIES 10

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 125

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . . 19

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 144

TOTAL ASSOCIATED COST AS CAUSE. \$6,452

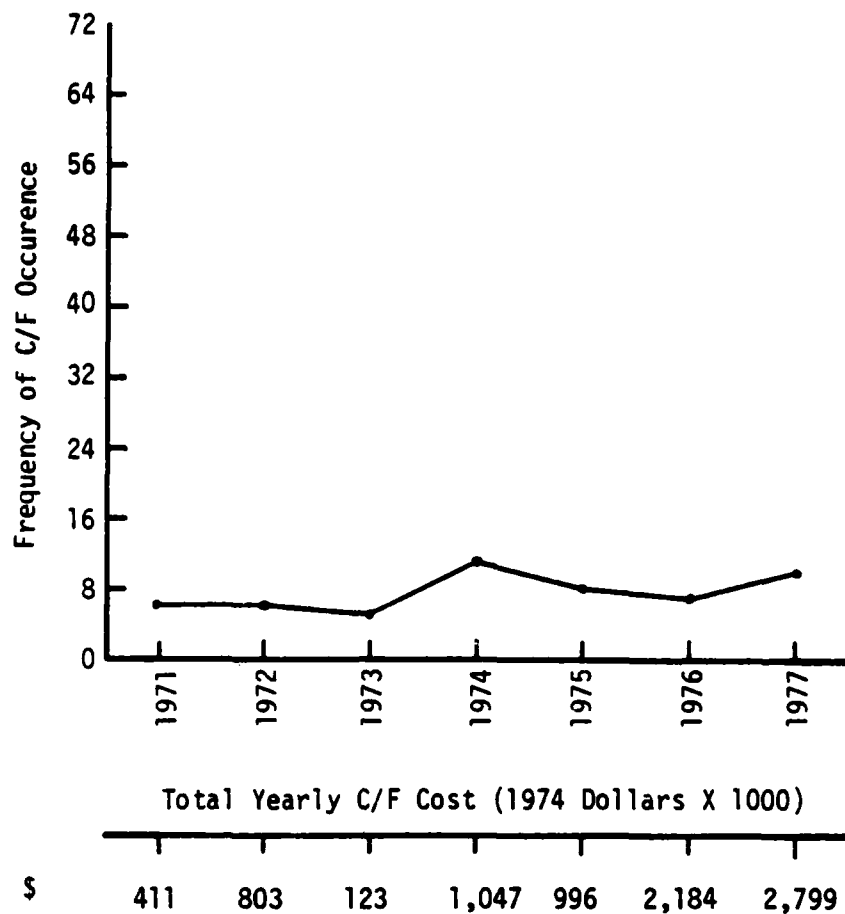
TOTAL ASSOCIATED COST AS FACTOR \$ 81

TOTAL ASSOCIATED COST AS BOTH \$6,961

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . 305, 411, 413, 414

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . See Table

FIGURE I-6.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: Rotor 68*3Z



TOTAL ASSOCIATED FATALITIES 55

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 107

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . . 17

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 124

TOTAL ASSOCIATED COST AS CAUSE. . . . \$8,221

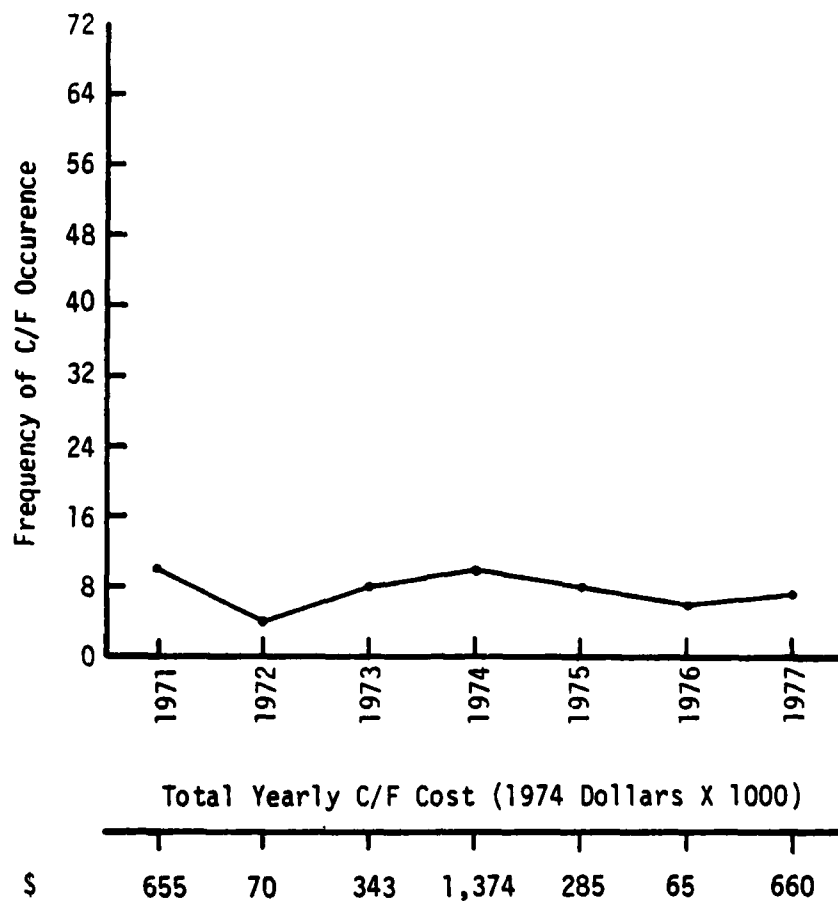
TOTAL ASSOCIATED COST AS FACTOR . . . \$ 142

TOTAL ASSOCIATED COST AS BOTH \$8,363

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 101, 221, 302, 412

FIGURE I-7.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: Rotor 64*22



TOTAL ASSOCIATED FATALITIES 9

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 105

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . . 0

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 105

TOTAL ASSOCIATED COST AS CAUSE. \$3,452

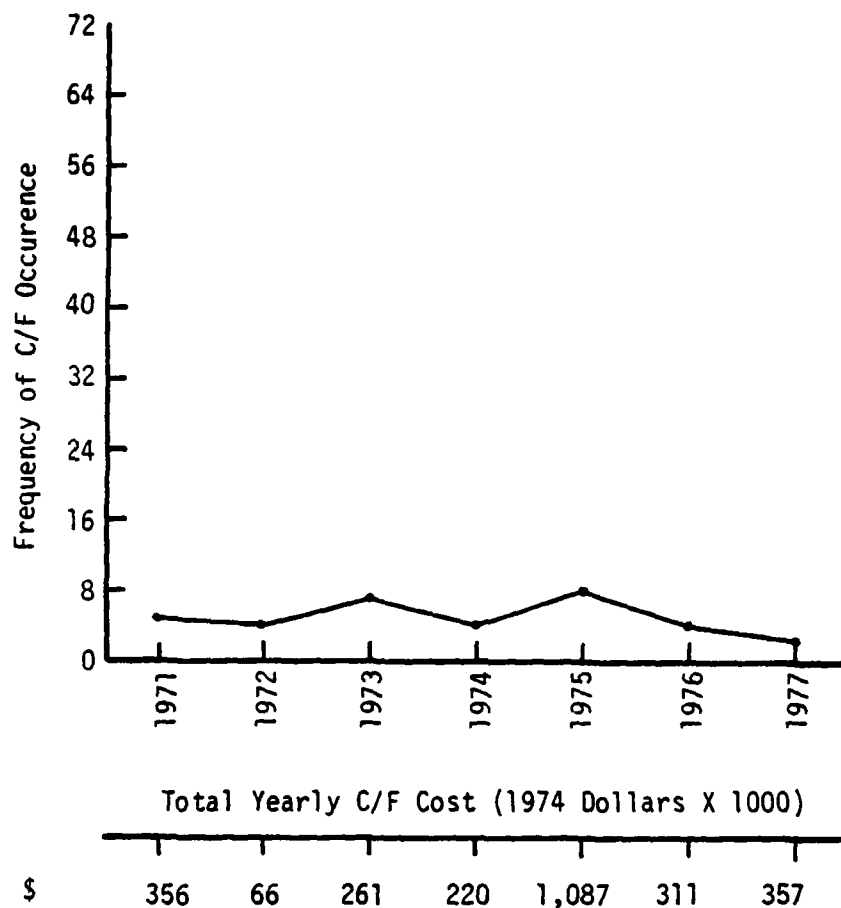
TOTAL ASSOCIATED COST AS FACTOR \$ 0

TOTAL ASSOCIATED COST AS BOTH \$3,452

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 407

FIGURE I-8.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: Rotor 74*KA



TOTAL ASSOCIATED FATALITIES 16

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 67

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . 39

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . .106

TOTAL ASSOCIATED COST AS CAUSE. . . . \$2,417

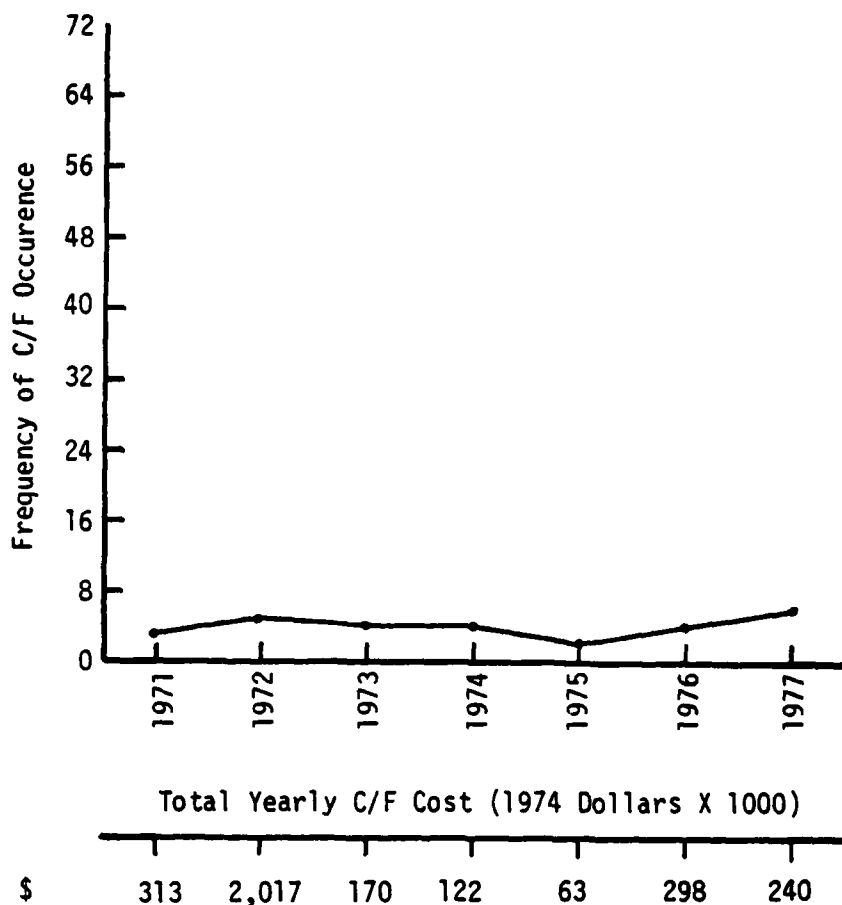
TOTAL ASSOCIATED COST AS FACTOR . . . \$ 241

TOTAL ASSOCIATED COST AS BOTH \$2,658

DIRECTLY ALIGNED SAFETY PROGRAMS. . . .None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . .302, 412

FIGURE I-9.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: Rotor 64*12



TOTAL ASSOCIATED FATALITIES 13

TOTAL ACCIDENTS ASSOCIATED AS CAUSE . . 55

TOTAL ACCIDENTS ASSOCIATED AS FACTOR . 13

TOTAL ACCIDENTS ASSOCIATED AS BOTH. . . 68

TOTAL ASSOCIATED COST AS CAUSE. \$3,196

TOTAL ASSOCIATED COST AS FACTOR \$ 27

TOTAL ASSOCIATED COST AS BOTH \$3,223

DIRECTLY ALIGNED SAFETY PROGRAMS. . . . None

INDIRECTLY ALIGNED SAFETY PROGRAMS. . . 308, 402, 407, 408, 409, 410, 411

FIGURE I-10.
CAUSE/FACTOR FREQUENCY AND COST SUMMARY: Rotor 74*00

GA SAFETY ANALYSIS

TABLE I-1.
NUMBER OF ACCIDENTS, ROTORCRAFT
FOR WHICH 64-42 WAS ONE OF THE CAUSES

ANY C/F	ANY	U	N	G	M1	ACCIDENT TYPE	M0	I	S0	6	N
	112	43	92	56	V		51	50	6	1	6
CAUSES:											
64-42	569	112	43	92	56	0	51	50	6	1	6
64-52	37	21	5	2	3	0	2	3	0	0	0
64-62	75	26	6	30	3	0	6	0	0	0	2
64-32	49	22	7	25	10	0	6	11	0	0	1
74-30	10	1	0	0	0	3	0	0	0	1	0
64-32	13	10	0	1	0	1	0	0	0	0	0
64-27	31	6	5	2	3	1	5	4	0	0	1
74-44	34	34	0	0	0	0	0	0	0	0	0
64-12	35	4	5	9	9	1	6	5	0	0	0
74-00	13	13	0	0	0	0	0	0	0	0	0
FACTORS:											
64-42	13	0	0	0	0	0	0	0	0	0	0
64-52	3	0	0	0	0	1	1	0	0	0	0
64-62	3	0	0	2	0	1	0	0	0	0	0
64-32	11	3	0	2	0	0	0	3	0	0	0
74-00	7	0	5	3	2	0	0	0	1	0	0
64-32	7	2	0	0	2	0	1	1	0	0	0
64-27	9	2	0	3	1	0	1	0	0	0	0
74-44	0	0	0	0	0	0	0	0	0	0	0
64-12	23	2	1	4	7	0	2	6	0	0	0
74-00	2	2	0	0	0	0	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE I-2.
NUMBER OF ACCIDENTS, ROTORCRAFT
FOR WHICH 64*52 WAS ONE OF THE CAUSES

ANY C/F	ANY	U	N	G	M1	ACCIDENT TYPE V	MG	I	SO	6	M
CAUSES:											
64*42	41	21	5	2	3	0	2	3	0	0	0
64*52	28	92	152	2	6	0	6	6	1	1	0
64*62	28	18	7	1	0	0	1	0	1	0	0
64*32	86	71	11	0	1	0	0	2	0	0	0
78*00	1	0	0	0	0	0	0	0	0	1	0
68*32	1	0	0	0	0	0	0	0	1	0	0
64*22	9	3	4	0	2	0	0	0	0	0	0
74*4A	1	1	0	0	0	0	0	0	0	0	0
64*12	7	5	0	0	1	0	0	0	0	0	0
74*00	6	0	0	0	0	0	0	0	0	0	0
FACTORS:											
64*42	6	2	2	0	0	0	0	0	0	0	0
64*52	0	0	0	0	0	0	0	0	0	0	0
64*62	1	0	1	0	0	0	0	0	0	0	0
64*32	11	0	9	0	0	0	0	1	0	0	0
78*00	1	0	1	0	0	0	0	0	0	0	0
60*32	2	2	0	0	0	0	0	0	0	0	0
64*22	1	0	1	0	0	0	0	0	0	0	0
74*4A	0	0	0	0	0	0	0	0	0	0	0
64*12	5	2	2	0	1	0	0	0	0	0	0
74*00	10	18	9	0	0	0	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE I-3.
NUMBER OF ACCIDENTS, ROTORCRAFT
FOR WHICH 64*6Z WAS ONE OF THE CAUSES

ANY C/F	ANY	U	N	G	M1	ACCIDENT TYPE	M0	I	SO	G	N
		87	77	54	5	V	32	3	1	2	3
CAUSES:											
64*6Z	84	26	6	30	3	0	6	0	0	0	2
64*5Z	29	10	7	1	0	0	1	0	1	0	0
64*6Z	274	87	77	54	5	4	32	3	1	0	0
64*3Z	69	24	5	11	2	0	4	1	0	2	3
73*00	6	1	0	0	0	4	0	1	0	0	1
64*3Z	9	0	0	0	0	0	0	0	0	1	0
64*2Z	15	1	4	1	0	0	0	0	1	0	0
74*4A	21	2	3	0	0	0	6	2	0	0	0
64*1Z	11	2	4	1	0	0	0	0	0	0	0
74*00	9	9	0	0	1	0	1	0	0	1	0
FACTORS:											
64*6Z	3	2	0	0	0	0	0	0	0	0	0
64*5Z	4	0	1	0	0	0	3	0	0	0	0
64*6Z	1	0	0	0	0	0	0	0	0	0	0
64*3Z	1	0	1	0	0	0	0	0	0	0	0
73*00	3	0	1	2	0	0	0	0	0	0	0
64*3Z	2	0	1	1	0	0	0	0	0	0	0
64*2Z	4	2	1	1	0	0	1	0	0	0	0
74*4A	0	0	0	0	0	0	0	0	0	0	0
64*1Z	6	2	1	0	0	0	0	0	0	0	0
74*00	2	2	0	0	0	0	1	0	0	0	0

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TABLE I-4.
NUMBER OF ACCIDENTS, ROTORCRAFT
FOR WHICH 64*37 WAS ONE OF THE CAUSES

ANY C/F	ANY	U	N	G	M1	ACCIDENT TYPE	HQ	I	SQ	6	N
		189	28	33	27	V	14	24	1	3	1
CAUSES:											
64*42	112	22	7	25	10	0	6	11	0	0	1
64*52	56	71	11	0	1	0	0	2	0	0	0
64*62	49	24	5	11	2	0	4	1	0	0	1
64*32	263	189	24	33	27	7	14	24	1	3	1
76*00	13	0	1	1	1	6	1	0	1	1	0
64*32	22	9	0	1	1	5	0	0	0	0	0
64*22	14	4	2	1	1	0	3	3	0	0	0
74*KA	0	0	0	0	0	0	0	0	0	0	0
64*12	9	1	0	0	0	0	0	0	0	0	0
74*03	2	2	0	0	0	0	1	4	0	0	0
FACTORS:											
64*42	2	1	0	0	0	0	0	0	0	0	0
64*52	6	0	0	0	0	0	0	0	0	0	0
64*62	1	0	0	0	0	0	0	0	0	0	0
64*32	4	0	0	0	0	0	0	0	0	0	0
76*00	6	0	0	0	0	0	0	0	0	0	0
68*32	7	4	0	0	0	0	2	1	0	0	0
64*22	0	0	0	0	0	0	0	0	0	0	0
74*KA	0	0	0	0	0	0	0	0	0	0	0
64*12	5	1	0	1	2	0	1	0	0	0	0
74*00	9	9	0	0	0	0	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE I-5.
NUMBER OF ACCIDENTS, ROTORCRAFT
FOR WHICH 78-00 WAS ONE OF THE CAUSES

ANY C/P	ANY	U	N	G	M1	ACCIDENT TYPE	M0	I	S0	6	N
		16	2	1	7	136	3	0	20	13	0
CAUSES:											
64-62	12	1	0	0	0	0	0	0	0	1	0
64-52	1	0	0	0	0	0	0	0	0	1	0
64-62	6	1	3	0	0	4	0	0	0	1	0
64-32	12	1	1	1	1	5	1	0	1	1	0
78-08	176	16	2	1	7	164	3	0	20	13	0
64-32	66	4	0	1	2	43	0	0	0	4	0
64-22	4	1	0	0	0	2	0	0	0	1	0
74-44	0	0	0	0	0	0	0	0	0	0	0
64-12	2	0	0	0	0	0	0	0	0	0	0
74-08	1	1	0	0	0	1	0	0	1	0	0
FACTORS:											
64-62	1	0	0	0	0	1	0	0	0	0	0
64-52	0	0	0	0	0	0	0	0	0	0	0
64-62	2	1	0	0	0	1	0	0	0	0	0
64-32	4	0	0	0	0	3	0	0	0	0	0
78-08	3	0	0	0	0	0	0	0	0	0	0
64-32	4	0	0	0	0	0	1	0	1	0	0
64-22	2	0	0	0	0	2	0	0	0	0	0
74-44	0	0	0	0	0	0	0	0	0	0	0
64-12	1	0	0	0	0	1	0	0	0	0	0
74-08	0	0	0	0	0	0	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE I-6.
NUMBER OF ACCIDENTS, ROTORCRAFT
FOR WHICH 68-32 WAS ONE OF THE CAUSES

ANY C/P	ANY	U	N	C	ACCIDENT TYPE			M0	I	S0	6	N
					M1	V	43					
CAUSES:												
64-42	14	18	0	1	0	1	1	0	0	0	1	0
64-52	1	0	0	0	0	0	0	0	0	1	0	0
64-62	9	0	0	0	0	0	0	0	0	1	0	0
64-32	19	9	0	1	1	5	0	0	0	0	1	0
70-00	64	4	3	1	2	43	0	0	0	0	4	0
64-32	125	52	9	2	4	43	0	0	0	10	4	0
64-22	1	1	0	0	0	0	0	0	0	0	0	0
74-44	0	0	0	0	0	0	0	0	0	0	0	0
64-12	1	1	0	0	0	0	0	0	0	0	0	0
74-00	14	14	0	0	0	0	0	0	0	0	0	0
FACTORS:												
64-42	1	0	0	0	0	1	1	0	0	0	0	0
64-52	0	0	0	0	0	0	0	0	0	0	0	0
64-62	0	0	0	0	0	0	0	0	0	0	0	0
64-32	4	0	0	0	0	3	0	0	0	0	0	0
70-00	0	0	0	0	0	0	0	0	0	0	0	0
68-32	1	0	0	0	0	0	0	0	0	0	0	0
64-22	1	0	0	0	0	1	1	0	0	0	0	0
74-44	0	0	0	0	0	0	0	0	0	0	0	0
64-12	1	0	0	0	0	1	1	0	0	0	0	0
74-00	0	0	0	0	0	0	0	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE I-7.

NUMBER OF ACCIDENTS, ROTORCRAFT

FOR WHICH 64222 WAS ONE OF THE CAUSES

ANY C/F	ANY	U	N	G	ACCIDENT TYPE			M0	I	S0	A	M
					M1	V	2					
33	14	6	5	2	3	1	1	5	4	0	0	3
6442	3	3	4	0	2	0	0	0	0	0	0	1
6452	14	1	4	1	0	0	0	0	0	0	0	0
6462	14	4	2	1	1	0	0	3	2	0	0	0
6472	4	1	0	0	0	0	0	0	3	0	0	0
7800	1	1	0	0	0	2	0	0	0	0	1	0
6472	1	1	0	0	0	0	0	0	0	0	0	0
6472	107	14	25	5	10	2	2	18	15	3	2	3
7444	0	0	0	0	0	0	0	0	0	0	0	0
6472	5	1	3	0	0	0	0	1	0	0	0	0
7400	2	2	0	0	0	0	0	0	0	0	0	0
FACTORS:												
6442	1	0	0	0	0	0	0	0	0	0	0	0
6452	0	0	0	0	0	0	0	0	0	0	0	0
6462	0	0	0	0	0	0	0	0	0	0	0	0
6472	4	0	2	0	1	0	0	0	1	0	0	0
7800	2	1	0	0	0	0	0	0	0	0	0	1
6472	2	0	0	0	0	0	0	1	0	0	0	0
7444	2	0	0	0	0	0	0	0	0	0	0	0
6472	3	1	0	0	0	0	0	0	0	0	0	0
7400	0	0	0	0	0	0	0	1	1	0	0	0

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TABLE I-8.
NUMBER OF ACCIDENTS, RCTORCRAFT
FOR WHICH 74*KA WAS ONE OF THE CAUSES

ANY C/F	ANY	U	N	G	M1	ACCIDENT TYPE V	M0	I	S0	6	M
CAUSES:											
64*42	46	34	6	0	0	0	0	0	0	0	0
64*52	1	1	0	0	0	0	0	0	0	0	0
64*62	21	21	0	0	0	0	0	0	0	0	0
64*32	0	0	0	0	0	0	0	0	0	0	0
74*00	0	0	0	0	0	0	0	0	0	0	0
64*32	0	0	0	0	0	0	0	0	0	0	0
64*22	0	0	0	0	0	0	0	0	0	0	0
74*KA	105	105	0	0	0	0	0	0	0	0	0
64*12	2	2	0	0	0	0	0	0	0	0	0
74*00	0	0	0	0	0	0	0	0	0	0	0
FACTORS:											
64*42	2	1	0	0	0	0	0	0	0	0	0
64*57	0	0	0	0	0	0	0	0	0	0	0
64*62	0	0	0	0	0	0	0	0	0	0	0
64*32	3	3	0	0	0	0	0	0	0	0	0
74*00	1	1	0	0	0	0	0	0	0	0	0
68*32	0	0	0	0	0	0	0	0	0	0	0
64*22	1	1	0	0	0	0	0	0	0	0	0
74*KA	0	0	0	0	0	0	0	0	0	0	0
64*12	3	3	0	0	0	0	0	0	0	0	0
74*00	1	1	0	0	0	0	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE I-9.
NUMBER OF ACCIDENTS, ROTORCRAFT
FOR WHICH 64*12 WAS ONE OF THE CAUSES

ANY C/F	ANY	U	N	G	M1	ACCIDENT TYPE	M0	I	S0	6	H
						V					
CAUSES:											
64*42	37	4	5	0	9	1	6	5	0	0	0
64*52	7	5	0	0	1	0	0	0	0	0	0
64*62	10	2	4	1	1	0	0	0	0	1	0
64*32	13	1	3	0	2	3	1	4	0	0	0
78*60	2	0	0	0	0	1	0	0	1	0	0
64*32	1	1	0	0	0	0	0	0	0	0	0
64*22	7	1	3	0	0	0	1	0	0	0	0
74*4A	2	2	0	0	0	0	1	0	0	0	0
64*12	67	9	10	1	10	1	9	10	1	2	0
74*00	1	1	0	0	0	0	0	0	0	0	0
FACTORS:											
64*42	0	0	0	0	0	0	0	0	0	0	0
64*52	0	0	0	0	0	0	0	0	0	0	0
64*62	0	0	0	0	0	0	0	0	0	0	0
64*32	4	0	0	0	2	0	0	2	0	0	0
79*00	3	1	0	1	1	0	0	0	0	0	0
68*32	3	0	1	1	0	0	0	1	0	0	0
64*22	0	0	0	0	0	0	0	0	0	0	0
74*4A	0	0	0	0	0	0	0	0	0	0	0
64*12	2	0	0	0	0	0	0	0	0	0	0
74*00	1	1	0	0	0	0	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE I-10.
NUMBER OF ACCIDENTS, POTORCRAFT
FOR WHICH 74-00 WAS ONE OF THE CAUSES

ANY C/F	ANY	U	N	G	M1	ACCIDENT TYPE	M0	I	S0	6	M
		52	3	0	G	V	0	0	0	0	0
CAUSES:											
64-42	14	13	0	0	0	0	0	0	0	0	0
64-52	0	0	0	0	0	0	0	0	0	0	0
64-62	9	9	0	0	0	0	0	0	0	0	0
64-32	2	2	0	0	0	0	0	0	0	0	0
73-09	1	1	0	0	0	0	0	0	0	0	0
64-32	14	14	0	0	0	0	0	0	0	0	0
64-22	2	2	0	0	0	0	0	0	0	0	0
74-44	0	0	0	0	0	0	0	0	0	0	0
64-12	1	1	0	0	0	0	0	0	0	0	0
74-00	55	52	0	0	0	0	0	0	0	0	0
FACTORS:											
64-42	1	1	0	0	0	0	0	0	0	0	0
64-52	0	0	0	0	0	0	0	0	0	0	0
64-62	0	0	0	0	0	0	0	0	0	0	0
64-32	0	0	0	0	0	0	0	0	0	0	0
70-00	0	0	0	0	0	0	0	0	0	0	0
64-12	0	0	0	0	0	0	0	0	0	0	0
64-22	0	0	0	0	0	0	0	0	0	0	0
74-44	0	0	0	0	0	0	0	0	0	0	0
64-12	1	1	0	0	0	0	0	0	0	0	0
74-00	0	0	0	0	0	0	0	0	0	0	0

GA SAFETY ANALYSIS

TABLE I-11.
NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS

	UN KNOWN	0- 5	6- 10	11- 25	26- 50	51- 75	76- 100	ABOVE 100
A	--	--	--	--	--	--	--	--
B	--	--	--	--	--	--	--	--
C	--	--	--	--	--	--	--	--
D	--	--	--	--	--	--	--	--
E	--	--	--	--	--	--	--	--
F	--	--	--	--	--	--	--	--
G	--	--	1	--	--	--	--	--
H	--	--	--	--	--	--	--	--
I	--	1	--	--	--	--	--	--
J	--	--	--	--	--	--	--	--
K	--	--	--	--	--	--	--	--
L0	--	--	--	--	--	--	--	--
L1	--	--	--	--	--	--	--	--
L2	--	--	--	--	--	--	--	--
M0	--	3	--	--	--	--	--	--
M1	--	1	--	--	--	--	--	--
N	--	--	--	--	--	--	--	--
P	--	--	--	--	--	--	--	--
Q	--	--	--	--	--	--	--	--
R0	--	--	--	--	--	--	--	--
R1	--	1	--	--	--	--	--	--
S0	--	--	--	--	--	--	--	--
S1	--	--	--	--	--	--	--	--
T	--	2	--	1	--	--	--	2
U	--	3	--	--	--	--	--	1
V	--	--	--	--	--	--	--	--
W	--	--	--	--	--	--	--	--
X	--	--	--	--	--	--	--	--
Y	--	--	--	--	--	--	--	--
Z	--	--	--	--	--	--	--	--
0	--	--	--	--	--	--	--	--
1	--	--	--	--	--	--	--	--
2	--	--	--	--	--	--	--	--
3	--	--	--	--	--	--	--	--
4	--	--	--	--	--	--	--	--
5	--	--	1	--	--	--	--	--
6	--	--	--	--	--	--	--	--
7	--	1	--	--	--	--	--	--

GA SAFETY ANALYSIS

TABLE I-12.
NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS

	UN KNOWN	0- 5	6- 10	11- 25	26- 50	51- 75	76- 100	ABOVE 100
A	--	--	--	--	--	--	--	--
B	--	--	--	--	--	--	--	--
C	--	--	--	--	--	--	--	--
D	--	--	--	--	--	--	--	--
E	--	--	--	--	--	--	--	--
F	--	--	--	--	--	--	--	--
G	--	--	--	--	1	--	--	--
H	--	--	--	--	2	--	--	--
I	--	--	--	--	--	--	--	--
J	--	--	--	--	--	--	--	--
K	--	--	--	--	--	--	--	--
L0	--	--	--	--	--	--	--	--
L1	--	--	--	--	--	--	--	--
L2	--	--	--	--	--	--	--	--
M0	--	--	--	--	--	--	--	--
M1	--	--	--	--	2	--	--	--
N	--	--	--	--	1	--	--	--
P	--	--	--	--	--	--	--	--
Q	--	--	--	--	--	--	--	--
R0	--	--	--	--	--	--	--	--
R1	--	--	--	--	--	--	--	--
S0	--	--	--	--	--	--	--	--
S1	--	--	--	--	--	--	--	--
T	--	--	--	--	--	--	--	--
U	--	--	--	--	--	1	--	--
V	--	--	--	--	--	--	--	--
W	--	--	--	--	--	--	--	--
Y	--	--	--	--	--	--	--	--
0	--	--	--	--	--	--	--	--
2	--	--	--	--	--	--	--	--
4	--	--	--	--	--	--	--	--
5	--	--	--	--	--	--	--	--
6	--	--	--	1	--	--	--	--
7	--	--	--	--	--	--	--	--

GA SAFETY ANALYSIS

TABLE I-13.
NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS

	UN KNOWN	0- 5	51- 6- 10	75, ROTOR 11- 25	26- 50	51- 75	76- 100	ABOVE 100
A	--	--	--	--	--	--	--	--
B	--	--	--	--	--	--	--	--
C	--	--	--	--	--	--	--	--
D	--	--	--	--	--	--	--	--
E	--	--	--	--	--	--	--	--
F	--	--	--	--	--	--	--	--
G	--	--	--	--	--	--	--	--
H	--	--	--	--	--	--	--	--
I	--	--	--	--	1	2	--	--
J	--	--	--	--	--	--	--	--
K	--	--	--	--	--	--	--	--
L0	--	--	--	--	--	--	--	--
L1	--	--	--	--	--	--	--	--
L2	--	--	--	--	--	--	--	--
M0	--	--	--	--	--	1	--	--
M1	--	--	--	--	--	1	--	--
N	--	--	--	--	2	1	--	--
P	--	--	--	--	--	1	--	--
Q	--	--	--	--	--	--	--	--
R0	--	--	--	--	--	--	--	--
R1	--	--	--	--	--	--	--	--
S0	--	--	--	--	--	--	--	--
S1	--	--	--	--	--	--	--	--
T	--	--	--	--	--	--	--	--
U	--	--	--	--	1	2	--	--
V	--	--	--	--	--	--	--	--
W	--	--	--	--	--	--	--	--
Y	--	--	--	--	--	--	--	--
0	--	--	--	--	--	--	--	--
2	--	--	--	--	--	--	--	--
4	--	--	--	--	--	--	--	--
5	--	--	--	--	--	--	--	--
6	--	--	--	--	--	--	--	--
7	--	--	--	--	--	--	--	--

GA SAFETY ANALYSIS

TABLE I-14.
NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS

	76- 100, ROTOR						ABOVE 100
	UN KNOWN	0- 5	6- 10	11- 25	26- 50	51- 75	
A	--	--	--	--	--	--	--
B	--	--	--	--	--	--	--
C	--	--	--	--	--	--	--
D	--	--	--	--	--	--	--
E	--	--	--	--	--	--	--
F	--	--	--	--	--	--	--
G	--	--	--	--	--	--	--
H	--	--	--	--	--	--	--
I	--	--	--	--	--	--	--
J	--	--	--	--	--	--	--
K	--	--	--	--	--	--	--
L0	--	--	--	--	--	--	--
L1	--	--	--	--	--	--	--
L2	--	--	--	--	--	--	--
M0	--	--	--	--	--	--	--
M1	--	--	--	--	--	--	--
N	--	--	--	--	--	--	--
P	--	--	--	--	--	--	--
Q	--	--	--	--	--	--	--
R0	--	--	--	--	--	--	--
R1	--	--	--	--	--	--	--
S0	--	--	--	--	--	--	--
S1	--	--	--	--	--	--	--
T	--	--	--	--	--	--	--
U	--	--	--	--	--	--	--
V	--	--	--	--	--	--	--
W	--	--	--	--	--	--	--
Y	--	--	--	--	--	--	--
0	--	--	--	--	--	--	--
2	--	--	--	--	--	--	--
4	--	--	--	--	--	--	--
5	--	--	--	--	--	--	--
6	--	--	--	--	--	--	--
7	--	--	--	--	--	--	--

GA SAFETY ANALYSIS

TABLE I-15.
NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS

	UN KNOWN	101- 200, POTOR						76- 100	ABOVE 100
		0- 5	6- 10	11- 25	26- 50	51- 75			
A	--	--	--	--	--	--	--	--	--
B	--	--	--	--	--	--	--	--	--
C	--	--	--	--	--	--	--	--	--
D	--	--	--	--	--	--	--	--	--
E	--	--	--	--	--	--	--	--	--
F	--	--	--	--	--	--	--	--	--
G	--	--	--	--	1	--	--	--	1
H	--	--	--	--	--	--	--	--	--
I	--	--	1	--	1	--	--	--	--
J	--	--	--	--	--	--	--	--	--
K	--	--	--	--	--	--	--	--	--
L0	--	--	--	--	--	--	--	--	--
L1	--	--	--	--	--	--	--	--	--
L2	--	--	--	--	--	--	--	--	--
M0	--	--	--	--	--	--	--	1	1
M1	--	--	--	--	--	2	--	1	2
N	--	--	--	--	--	--	--	--	3
P	--	--	--	--	--	--	--	--	--
O	--	--	--	--	--	--	--	--	--
R0	--	--	--	--	--	--	--	--	1
R1	--	--	--	--	--	--	--	--	--
S0	--	--	--	--	--	--	--	--	--
S1	--	--	--	--	--	--	--	--	--
T	--	--	--	2	--	--	--	--	--
U	--	--	1	--	1	2	--	--	2
V	--	--	--	--	--	--	--	--	--
W	--	--	--	--	--	--	--	--	--
X	--	--	--	--	--	--	--	--	--
Y	--	--	--	--	--	--	--	--	--
Z	--	--	--	--	--	--	--	--	--
1	--	--	--	--	--	--	--	--	--
2	--	--	--	--	--	--	--	--	--
3	--	--	--	--	--	--	--	--	--
4	--	--	--	--	--	--	--	--	--
5	--	--	--	--	--	--	--	--	--
6	--	--	--	--	--	--	--	--	--
7	--	--	--	--	--	--	--	--	--

GA SAFETY ANALYSIS

TABLE I-16.
NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS

	UN KNOWN	201- 500, ROTOR						51- 75	76- 100	ABOVE 100
		0- 5	6- 10	11- 25	26- 50	51- 75	76- 100			
A	--	--	--	--	--	--	--	--	--	--
B	--	--	--	--	--	--	--	--	--	--
C	--	--	--	--	--	--	--	--	--	--
D	--	--	--	--	--	--	--	--	--	--
E	--	--	--	--	--	--	--	--	--	--
F	--	--	--	--	--	--	--	--	--	--
G	--	--	1	2	--	1	--	--	--	1
H	--	--	--	--	--	--	--	--	--	--
I	--	1	--	1	1	--	--	--	--	2
J	--	--	--	--	--	--	--	--	--	--
K	--	--	--	--	--	--	--	--	--	1
L0	--	--	--	--	--	--	--	--	--	--
L1	--	--	--	--	--	--	--	--	--	--
L2	--	--	--	--	--	--	--	--	--	--
M0	--	--	--	2	--	--	1	--	1	1
M1	--	--	--	1	1	2	--	--	3	0
N	--	1	--	--	--	--	--	--	--	--
P	--	--	--	--	--	--	--	--	--	--
Q	--	--	--	--	--	--	--	--	--	--
R0	--	--	--	--	--	--	--	--	--	--
R1	--	--	--	--	--	--	--	--	--	--
S0	--	--	--	--	--	--	--	--	--	--
S1	--	--	--	--	1	--	--	--	--	3
T	--	--	--	--	--	--	--	--	--	--
U	--	1	--	2	4	3	3	--	5	2
V	--	--	--	1	2	1	--	--	1	--
W	--	--	--	--	--	--	--	--	--	--
X	--	--	--	--	--	--	--	--	--	--
Y	--	--	--	--	--	--	--	--	--	--
0	--	--	--	--	--	--	--	--	--	--
2	--	--	--	--	--	--	--	--	--	--
4	--	--	--	--	--	--	--	--	--	--
5	--	--	--	--	--	--	--	--	--	--
6	--	--	--	--	1	--	--	--	--	1
7	--	--	--	--	--	--	--	--	--	--

GA SAFETY ANALYSIS

TABLE I-17.
NUMBER OF ACCIDENTS BY ACCIDENT TYPE AND PILOT HOURS IN TYPE FOR CELL GROUPS AND TOTAL PILOT HOURS

	UN KNOWN	ABOVE 500, ROTOR						51- 75	76- 100	ABOVE 100
		0- 5	6- 10	11- 25	26- 50	51- 75	76- 100			
A	--	1	--	2	2	--	1	--	2	--
B	--	--	--	--	--	--	--	--	--	--
C	--	--	--	--	--	--	--	--	--	--
D	--	--	--	--	--	--	--	--	--	4
E	--	--	--	--	--	--	--	--	--	--
F	--	--	--	--	--	--	--	--	--	79
G	--	1	2	7	11	8	4	--	4	7
H	--	4	3	2	4	3	4	--	4	41
I	--	--	--	8	--	--	--	--	--	--
J	--	--	--	--	--	--	--	--	--	2
K	--	--	1	--	--	--	1	--	1	1
L0	--	--	--	--	--	--	--	--	--	--
L1	--	--	--	--	--	--	1	--	1	--
L2	--	--	--	--	--	--	1	--	6	2
M0	--	6	1	4	8	1	5	--	5	66
M1	--	5	5	4	4	3	5	--	5	72
N	--	9	3	7	18	11	16	--	16	193
P	--	--	--	--	--	--	--	--	--	1
Q	--	--	--	--	1	--	--	--	--	4
R0	--	--	--	--	--	--	--	--	--	5
R1	--	--	--	--	--	--	--	--	--	3
S0	--	2	--	1	2	1	3	--	3	22
S1	--	--	--	--	--	1	1	--	1	3
T	--	--	--	--	--	--	--	--	--	--
U	--	16	9	15	22	19	14	--	14	288
V	--	5	2	4	1	7	4	--	4	78
W	--	--	--	--	--	--	1	--	1	6
X	--	--	--	--	--	--	--	--	--	--
Y	--	--	--	--	--	--	--	--	--	2
Z	--	--	--	--	--	--	--	--	--	--
0	--	--	--	--	--	--	--	--	--	1
1	--	--	--	--	--	--	--	--	--	2
2	--	--	--	--	--	--	--	--	--	15
3	--	--	--	--	--	2	1	--	1	3
4	--	--	--	--	--	--	--	--	--	--
5	--	--	--	--	--	--	--	--	--	--
6	--	--	--	--	--	--	--	--	--	--
7	--	--	--	--	1	--	--	--	--	--