

**Table 1. Accidents, Fatalities, and Rates, 2016 Preliminary Statistics, US Aviation<sup>a</sup>**

	Accidents		Fatalities		Flight Activity <sup>b</sup>		Accidents per 100,000 Flight Hours		Accidents per 100,000 Departures	
	All	Fatal	Total	Aboard	Flight Hours	Departures	All	Fatal	All	Fatal
	US air carriers operating under 14 CFR 121									
Scheduled	27	0	0	0	17,853,752	9,097,940	0.151	0	0.297	0
Nonscheduled	4	0	0	0	420,475	132,000	0.951	0	3.030	0
US air carriers operating under 14 CFR 135 <sup>c</sup>										
Commuter	8	2	8	6	379,761	636,752	2.107	0.527	1.256	0.314
On-Demand	31	7	19	19	3,499,517	-	0.886	0.200	-	-
US general aviation	1266	213	386	379	21,333,747	-	5.925	0.989	-	-
US civil aviation <sup>d</sup>	1335	221	408	404						
Other accidents in the United States										
Foreign registered aircraft	6	1	3	3						
Unregistered aircraft	4	1	1	1						

**Notes**

<sup>a</sup> All data are preliminary.

<sup>b</sup> Flight hours and departures are compiled and estimated by the Federal Aviation Administration (FAA). On-Demand Part 135 and General Aviation flight hours are estimated by the FAA's General Aviation and Part 135 Activity Survey. This survey is conducted and made available in the year following the target year, but is not available at the time when NTSB prepares these annual summary statistics. For the purposes of these data, the FAA provides a preliminary estimate of flight activity based on previous year's survey data and trends in tower counts. Departure information for On-Demand Part 135 operations and general aviation is not available.

<sup>c</sup> US air carriers operating under 14 CFR Part 135 were previously referred to as Scheduled and Nonscheduled Services. Current tables now refer to these same air carriers as Commuter Operations and On-Demand Operations, respectively, in order to be consistent with definitions in 14 CFR 119.3 and terminology used in 14 CFR 135.1. On-Demand Part 135 operations encompass charters, air taxis, air tours, or medical services (when a patient is on board).

<sup>d</sup> Accidents and fatalities in the categories do not necessarily sum to the figures in US civil aviation because of collisions involving aircraft in different categories.