Out of 176 aircraft accidents that occurred between 2006 and 2015 and were placed under investigations by the former Aircraft and Railway Accidents Investigation Commission and the Japan Transport Safety Board, 65 cases (approx. 40%)\(^{(1)}\) were accidents involving small aircraft operated for non-business purposes, and owned and flown by individuals, or operated by groups of aircraft lovers, etc. (hereinafter in this issue referred to as "private small aircraft") and gliders.\(^{(2)}\)

The number of accidents involving private small aircraft and gliders has been rising, though it has shown temporary decreases occasionally (see Fig. 1).

\(^{(1)}\) Analysis targets are the aircraft accidents as follows (aircraft serious incidents are excluded): Types: Small aircraft (aircraft whose maximum take-off weight is not exceeding 5,700 kilograms; excluding ultralight planes) and gliders
Ownership: Owned and managed by individuals or by aero clubs, etc. under individuals' names
Flight purposes: Non-business purposes

\(^{(2)}\) Gliders in this issue include motor gliders equipped with power units.