Aviation Industry Safety Update

Introduction

This report uses calendar years; the first quarter is 1 January to 31 March. Data in tables may not sum exactly to the total shown due to rounding.

Occurrence Statistics

The "Twelve Month Moving Average" graphs in the Occurrence Statistics sections give an indication of the levels of safety failure in New Zealand aviation during the period 1 October 2001 to 30 September 2004. They are constructed from data in the CAA Safety Monitoring Database, and with the exception of the third quarter of 2004, use actual data reported to the CAA. The rate calculation for the third quarter of 2004 is based on an estimate of the hours flown in that quarter and the actual number of failures reported to the CAA.

Industry Activity Statistics

Registered Aircraft

The following table summarises the number of aircraft on the register by aircraft group at 30 September 2004 and 6 months prior:

Aircraft Group	31 Mar 2004		30 Sep 2004		Change	
	Number	Percentage	Number	Percentage	Number	Percentage
13,608 kg and above	94	2.6	93	2.5	- 1	- 1.1
5,670 to 13,608 kg	73	2.0	71	1.9	- 2	- 2.7
2,721 to 5,670 kg	122	3.3	126	3.4	+ 4	+ 3.3
Below 2,721 kg	1,526	41.5	1,539	41.2	+ 13	+ 0.9
Sport	1,318	35.9	1,332	35.7	+ 14	+ 1.1
Helicopters	541	14.7	575	15.4	+ 34	+ 6.3
Total	**3,674**		**3,736**		**+ 62**	**+ 1.7**

Licences

The following table summarises the number of private pilot, commercial pilot, air transport pilot, aircraft maintenance engineer, and air traffic controller licences on the register at 30 September 2004 and 6 months prior:

Licence Type	31 Mar 2004	30 Sep 2004	Change	
			Number	Percentage
Private Pilot Licences	3,710	3,687	- 23	- 0.6
Commercial Pilot Licences	3,349	3,437	+ 88	+ 2.6
Airline Transport Pilot Licences	1,661	1,714	+ 53	+ 3.2
Aircraft Maintenance Engineer Licences	1,898	1,960	+ 62	+ 3.3
Air Traffic Controller Licences	304	304	0	0.0
Total Licences	**10,922**	**11,102**	**+ 180**	**+ 1.6**

Note — the statistics above for pilot licences count only those with active class 1 or active class 2 medical certificates. This means that for CPL licences and above, the number with a class 2 medical only, must only be exercising PPL privileges (or not flying at all). The statistics above for Air Traffic Controller Licences count only those with an active class 3 medical certificate.

The statistics above do not show the number of licence holders as each client may hold more than one licence [e.g. PPL (helicopter) and PPL (aeroplane), or PPL (Helicopter) and CPL (Balloon), held by one client counts as two licences].

Certificated Operators

The following tables show the number of Civil Aviation Rule Part certificate holders at 30 September 2004 and 6 months prior.

Rule Part	31 Mar 2004	30 Sep 2004	Change	
			Number	Percentage
Part 119 Air Operator	160	160	0	0.0
Part 119 Air Operator – Pacific	2	1	- 1	- 50.0
Part 119 Transitional Air Operator – Air Service Certificate	1	1	0	0.0
Part 129 Foreign Air Operator	36	36	0	0.0
Part 137 Agricultural Aircraft Operator	113	117	+ 4	+ 3.5
Part 139 Aerodromes	23	23	0	0.0
Part 140 Aviation Security Services	1	1	0	0.0
Part 141 Aviation Training Organisation	48	51	+ 3	+ 6.3
Part 145 Aircraft Maintenance Organisation	52	52	0	0.0
Part 146 Aircraft Design Organisation	10	11	+ 1	+ 10.0
Part 148 Aircraft Manufacturing Organisation	18	19	+ 1	+ 5.6
Part 149 Recreation Organisation	5	6	+ 1	+ 20.0
Part 171 Aeronautical Telecommunication Service Organisation	4	4	0	0.0
Part 172 Air Traffic Service	1	1	0	0.0
Part 174 Meteorological Service Organisation	2	2	0	0.0
Part 175 Aeronautical Information Service Organisation	2	2	0	0.0
Part 19 Supply Organisation Certificate of Approval	52	50	- 2	- 3.8
Part 92 Dangerous Goods Packaging Approval	40	39	- 1	- 2.5

Note: The figures show the total number of approvals held by organisations with Part 92 certificates.

Part 119 Air Operator	31 Mar 2004	30 Sep 2004	Change	
			Number	Percentage
Part 108 Security Programme	18	17	- 1	- 5.6
Part 121 Large Aeroplanes	13	12	- 1	- 7.7
Part 125 Medium Aeroplanes	12	11	- 1	- 8.3
Part 135 Helicopters and Small Aeroplanes	146	147	+ 1	+ 0.7

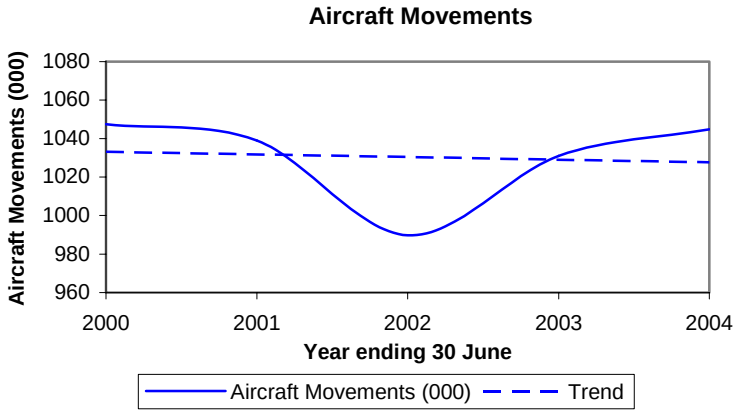
Part 129 Foreign Air Operator	31 Mar 2004	30 Sep 2004	Change	
			Number	Percentage
Part 108 Security Programme	29	28	- 1	- 3.4

Aircraft Movements

The following graph and table show the number of aircraft movements at the following aerodromes: Auckland, Christchurch, Dunedin, Gisborne, Hamilton, Invercargill, Milford Sound, Napier, Nelson, New Plymouth, Ohakea, Palmerston North, Queenstown, Rotorua, Taupo, Tauranga, Wellington, Whenuapai and Woodbourne.

Long-Term Change in Aircraft Movements

The following graph shows the number of aircraft movements for the five-year period 1 July 1999 to 30 June 2004.



The number of aircraft movements decreased at an average of 2.7% each year from the year ended 30 June 2000 until the year ended 30 June 2002 when a low of 989,833 was reached. Since 2002 the number of aircraft movements increased at an average of 2.8% each year to 1,044,706 in the year ended 30 June 2004.

Six-Monthly Comparison

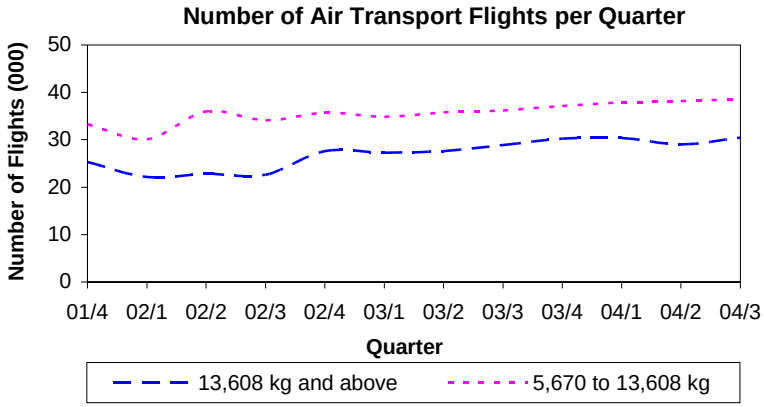
Number of Aircraft Movements

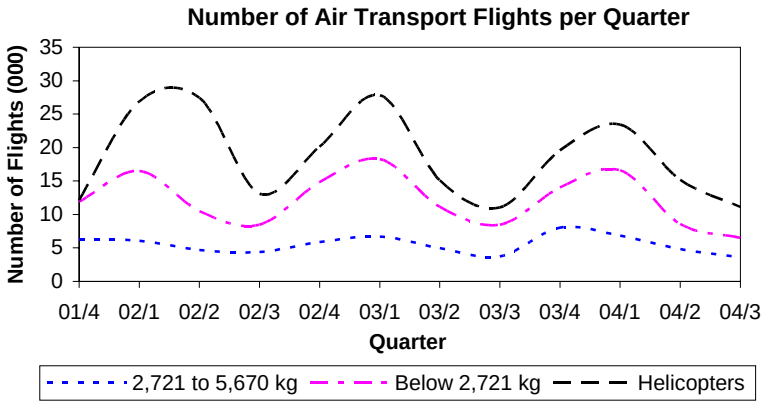
Activity	1 Jan to 30 Jun 2003	1 Jan to 30 Jun 2004	Change	
			Number	Percentage
Aircraft Movements	528,860	528,898	+ 38	+ 0.0

Air Transport Flights

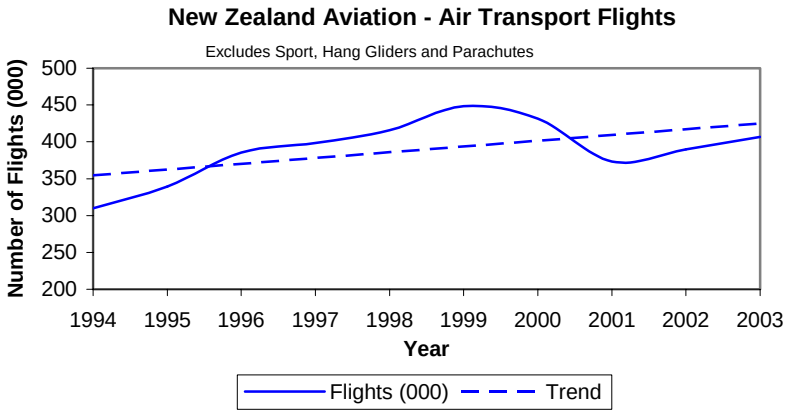
Note that these graphs exclude sport aircraft, hang gliders and parachutes, and foreign registered aircraft that are operated in New Zealand.

The following graphs show the number of air transport flights per quarter during the period 1 October 2001 to 30 September 2004. Flights for the period 1 July to 30 September 2004 (04/3) are estimated.



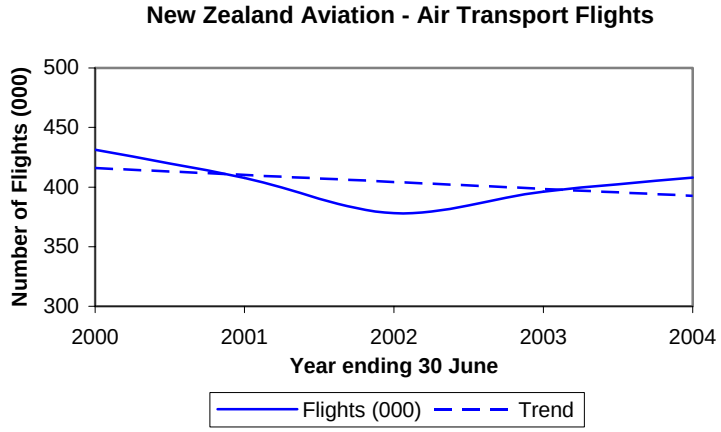


The following graph shows the number of air transport flights (excluding the sport group) for the years 1994 to 2003.



Long-Term Change in Air Transport Flights

The following graph shows the number of air transport flights (excluding the sport group) for the five-year period 1 July 1999 to 30 June 2004.



The number of air transport flights decreased at an average of 6.2% each year from 431,351 in the year ended 30 June 2000 to 378,053 in the year ended 30 June 2002. Since 2002 the number of flights increased at an average of 3.9% each year to 407,906 in the year ended 30 June 2004.

Six-Monthly Comparison

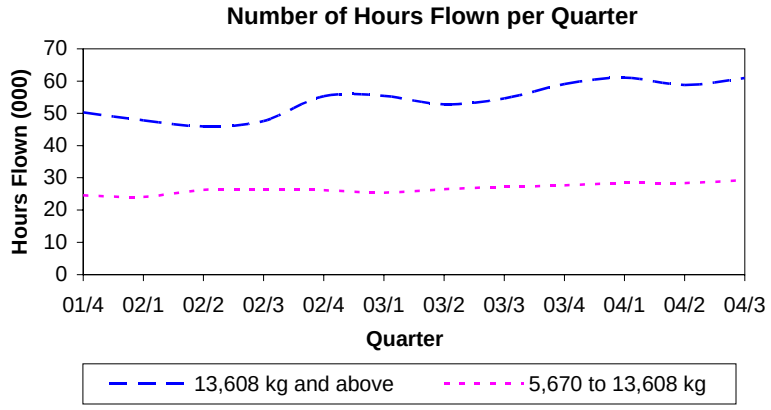
Number of Air Transport Flights

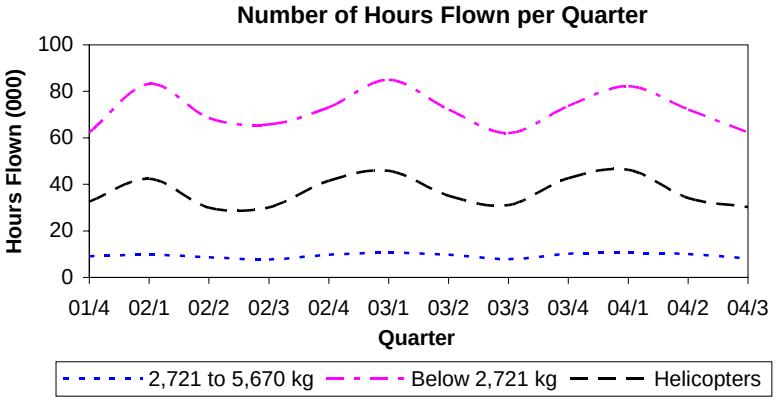
Aircraft Group	1 Jan to 30 Jun 2003	1 Jan to 30 Jun 2004	Change	
			Number	Percentage
13,608 kg and above	54,828	59,415	+ 4,587	+ 8.4
5,670 to 13,608 kg	70,587	75,959	+ 5,372	+ 7.6
2,721 to 5,670 kg	11,658	11,657	- 1	- 0.0
Below 2,721 kg	29,429	25,147	- 4,282	- 14.6
Helicopters	42,919	38,589	- 4,330	- 10.1
Total	**209,421**	**210,767**	**+ 1,346**	**+ 0.6**

Hours Flown

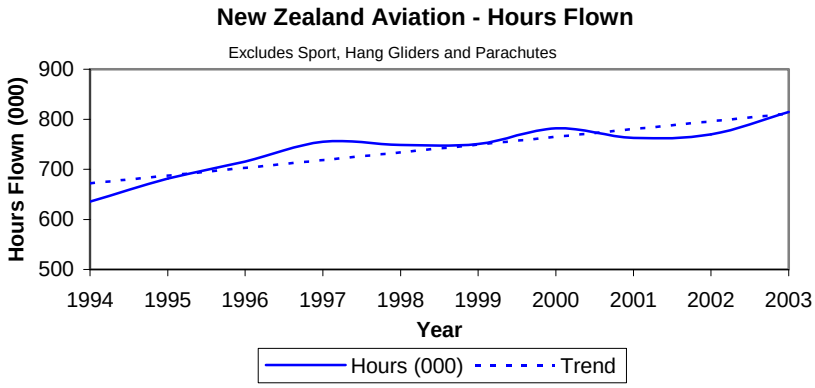
Note that these graphs exclude sport aircraft, hang gliders and parachutes, and foreign registered aircraft that are operated in New Zealand.

The following graphs show the number of hours flown by aircraft during the period 1 October 2001 to 30 September 2004. Hours for the period 1 July to 30 September 2004 (04/3) are estimated.



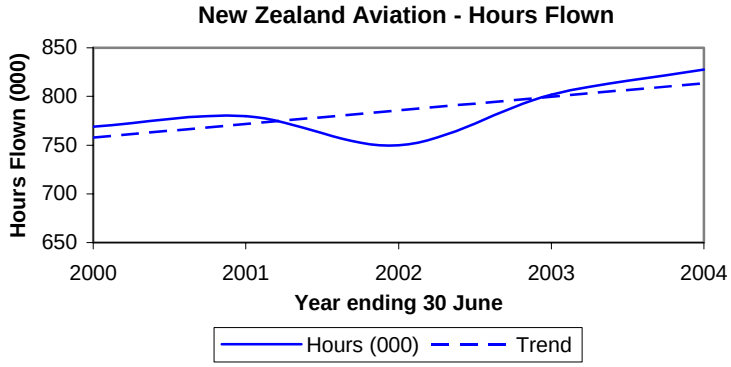


The following graph shows the number of hours flown by aircraft (excluding the sport group) for the years 1994 to 2003.



Long-Term Change in Hours Flown

The following graph shows the number of hours flown (excluding the sport group) for the five-year period 1 July 1999 to 30 June 2004.



The total number of hours flown increased at an average of 1.9% each year from the year ended 30 June 2000 until the year ended 30 June 2004 when a peak of 827,713 hours was reached.

Six-Monthly Comparison

Number of Hours Flown

Aircraft Group	1 Jan to 30 Jun 2003	1 Jan to 30 Jun 2004	Change	
			Number	Percentage
13,608 kg and above	108,241	119,835	+ 11,594	+ 10.7
5,670 to 13,608 kg	51,852	56,747	+ 4,895	+ 9.4
2,721 to 5,670 kg	20,338	20,571	+ 233	+ 1.1
Below 2,721 kg	157,118	154,381	- 2,737	- 1.7
Helicopters	80,931	80,236	- 695	- 0.9
Total	**418,480**	**431,771**	**+ 13,291**	**+ 3.2**

1 July to 31 December 1997

Category	13,608 kg and above	5,670 to 13,608 kg	2,721 to 5,670 kg	Below 2,721 kg	Helicopters	Totals
Revenue pax & freight	101,021	48,581	8,017	16,900	15,135	189,654
Revenue (other)	63	295	6,667	87,334	37,296	131,655
Non-Revenue	69	280	2,333	30,986	6,585	40,253
Totals	**101,153**	**49,156**	**17,017**	**135,220**	**59,016**	**361,562**

1 January to 30 June 1998

Category	13,608 kg and above	5,670 to 13,608 kg	2,721 to 5,670 kg	Below 2,721 kg	Helicopters	Totals
Revenue pax & freight	98,462	46,465	7,870	20,138	15,713	188,648
Revenue (other)	178	329	8,952	99,720	36,911	146,090
Non-Revenue	84	183	1,529	35,779	6,817	44,392
Totals	**98,724**	**46,977**	**18,351**	**155,637**	**59,441**	**379,130**

1 July to 31 December 1998

Category	13,608 kg and above	5,670 to 13,608 kg	2,721 to 5,670 kg	Below 2,721 kg	Helicopters	Totals
Revenue pax & freight	107,072	53,130	8,782	19,435	13,881	202,300
Revenue (other)	89	257	6,418	85,749	37,192	129,705
Non-Revenue	126	131	1,564	29,705	5,975	37,501
Totals	**107,287**	**53,518**	**16,764**	**134,889**	**57,048**	**369,506**

1 January to 30 June 1999

Category	13,608 kg and above	5,670 to 13,608 kg	2,721 to 5,670 kg	Below 2,721 kg	Helicopters	Totals
Revenue pax & freight	102,422	49,704	10,921	22,311	19,209	204,567
Revenue (other)	85	339	8,618	88,488	36,450	133,980
Non-Revenue	113	168	2,161	35,292	6,855	44,589
Totals	**102,620**	**50,211**	**21,700**	**146,091**	**62,514**	**383,136**

1 July to 31 December 1999

Category	13,608 kg and above	5,670 to 13,608 kg	2,721 to 5,670 kg	Below 2,721 kg	Helicopters	Totals
Revenue pax & freight	100,479	55,263	10,417	17,613	14,712	198,484
Revenue (other)	62	399	7,483	82,853	35,814	126,611
Non-Revenue	245	100	2,405	30,952	8,811	42,513
Totals	**100,786**	**55,762**	**20,305**	**131,418**	**59,337**	**367,608**

1 January to 30 June 2000

Category	13,608 kg and above	5,670 to 13,608 kg	2,721 to 5,670 kg	Below 2,721 kg	Helicopters	Totals
Revenue pax & freight	111,190	54,764	12,189	23,952	16,266	218,361
Revenue (other)	82	398	8,526	89,330	40,613	138,949
Non-Revenue	64	192	2,292	34,218	7,160	43,926
Totals	**111,336**	**55,354**	**23,007**	**147,500**	**64,039**	**401,236**

1 July to 31 December 2000

Category	13,608 kg and above	5,670 to 13,608 kg	2,721 to 5,670 kg	Below 2,721 kg	Helicopters	Totals
Revenue pax & freight	115,869	50,487	9,285	19,790	15,492	210,923
Revenue (other)	176	383	8,615	84,280	42,001	135,455
Non-Revenue	114	119	1,744	26,657	5,546	34,180
Totals	**116,159**	**50,989**	**19,644**	**130,727**	**63,039**	**380,558**

1 January to 30 June 2001

Category	13,608 kg and above	5,670 to 13,608 kg	2,721 to 5,670 kg	Below 2,721 kg	Helicopters	Totals
Revenue pax & freight	106,626	49,951	8,805	21,212	16,731	203,324
Revenue (other)	137	189	10,451	101,170	45,214	157,161
Non-revenue	78	140	1,901	30,712	5,975	38,805
Totals	**106,840**	**50,279**	**21,157**	**153,094**	**67,920**	**399,290**

1 July to 31 December 2001

Category	13,608 kg and above	5,670 to 13,608 kg	2,721 to 5,670 kg	Below 2,721 kg	Helicopters	Totals
Revenue pax & freight	100,002	51,185	7,653	14,474	12,407	185,721
Revenue (other)	51	207	8,606	90,762	45,916	145,541
Non-revenue	117	220	1,009	25,056	5,740	32,141
Totals	**100,169**	**51,611**	**17,268**	**130,292**	**64,063**	**363,403**

1 January to 30 June 2002

Category	13,608 kg and above	5,670 to 13,608 kg	2,721 to 5,670 kg	Below 2,721 kg	Helicopters	Totals
Revenue pax & freight	93,383	49,779	6,985	18,442	19,799	188,389
Revenue (other)	50	393	9,189	101,655	46,084	157,370
Non-revenue	249	186	2,250	31,498	6,465	40,648
Totals	**93,682**	**50,358**	**18,424**	**151,595**	**72,347**	**386,406**

1 July to 31 December 2002

Category	13,608 kg and above	5,670 to 13,608 kg	2,721 to 5,670 kg	Below 2,721 kg	Helicopters	Totals
Revenue pax & freight	102,556	51,351	6,913	15,521	16,666	193,007
Revenue (other)	118	771	9,118	94,702	48,679	153,387
Non-revenue	208	295	1,465	28,540	6,269	36,776
Totals	**102,882**	**52,416**	**17,496**	**138,763**	**71,614**	**383,170**

1 January to 30 June 2003

Category	13,608 kg and above	5,670 to 13,608 kg	2,721 to 5,670 kg	Below 2,721 kg	Helicopters	Totals
Revenue pax & freight	107,851	50,992	7,249	19,461	20,714	206,266
Revenue (other)	175	554	11,190	104,619	52,482	169,019
Non-revenue	215	306	1,899	33,038	7,736	43,194
Totals	**108,241**	**51,852**	**20,338**	**157,118**	**80,931**	**418,480**

1 July to 31 December 2003

Category	13,608 kg and above	5,670 to 13,608 kg	2,721 to 5,670 kg	Below 2,721 kg	Helicopters	Totals
Revenue pax & freight	113,120	53,929	7,097	14,773	15,895	204,814
Revenue (other)	151	481	9,560	95,221	51,065	156,477
Non-revenue	512	458	1,326	25,630	6,727	34,651
Totals	**113,782**	**54,868**	**17,983**	**135,623**	**73,687**	**395,942**

1 January to 30 June 2004

Category	13,608 kg and above	5,670 to 13,608 kg	2,721 to 5,670 kg	Below 2,721 kg	Helicopters	Totals
Revenue pax & freight	119,438	55,926	7,087	16,544	20,096	219,090
Revenue (other)	57	462	11,412	106,321	53,562	171,813
Non-revenue	341	360	2,073	31,516	6,579	40,869
Totals	**119,835**	**56,747**	**20,571**	**154,381**	**80,236**	**431,771**

Industry Size and Shape

The following table shows the size and shape of the industry as determined by aircraft that returned Aircraft Operating Statistics in the relevant safety target group categories for the period 1 January to 30 June 2004. The number of seats for aircraft with no seats recorded on the database was estimated using (maximum takeoff weight (lb) of the aircraft/1000). This does not take into account aircraft that are used for freight only, because the small number of aircraft in this category has a minimal effect on the overall outcome. For each safety target group the average number of seats is multiplied by the total hours flown, to give the number of seat hours offered by the group.

Safety Target Group	Average No. of Seats	Seat Hours Offered (1,000's)	Percentage Seat Hours
13,608 kg and above revenue pax & freight	185.4	22,148	89.8
5,670 to 13,608 kg revenue pax & freight	26.6	1,485	6.0
2,721 to 5,670 kg revenue pax & freight	10.4	74	0.3
Below 2,721 kg revenue pax & freight	5.6	92	0.4
Below 2,721 kg revenue (other)	3.3	355	1.4
Below 2,721 kg non-revenue	3.6	114	0.5
Helicopters revenue pax & freight	5.2	105	0.4
Helicopters revenue (other)	4.8	257	1.0
Helicopters non-revenue	4.9	32	0.1

This table shows that around 90% of seat hours are offered by the 13,608 kg and above revenue pax & freight group, around 6% by the 5,670 to 13,608 kg revenue pax & freight group, with the remaining 4% of seat hours offered being split between the other safety target groups.

Note that this table excludes revenue (other) and non-revenue hours flown by the 2,721 kg and above groups because these activities are not included in the Accident Rate Reduction Target graphs.

The following table shows the size and shape of the industry as determined by aircraft that returned Aircraft Operating Statistics in all categories for the period 1 January to 30 June 2004.

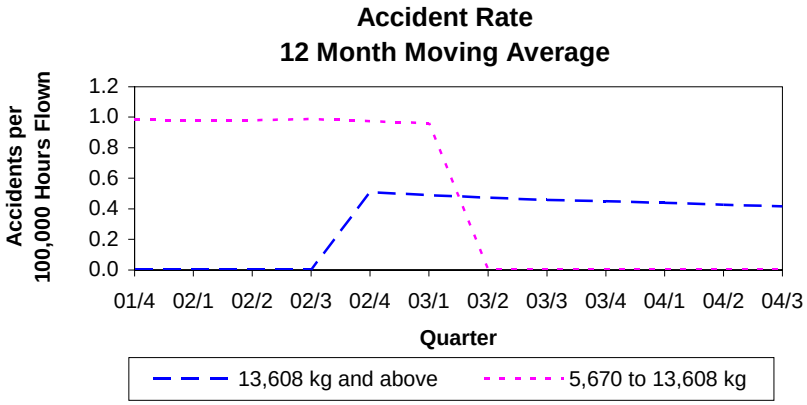
Aircraft Group	Average No. of Seats	Seat Hours Offered (1,000's)	Percentage Seat Hours
13,608 kg and above revenue pax & freight	185.4	22,148	89.3
13,608 kg and above revenue (other)	144.7	8	0.0
13,608 kg and above non-revenue	98.0	33	0.1
5,670 to 13,608 kg revenue pax & freight	26.6	1,485	6.0
5,670 to 13,608 kg revenue (other)	22.4	10	0.0
5,670 to 13,608 kg non-revenue	23.4	8	0.0
2,721 to 5,670 kg revenue pax & freight	10.4	74	0.3
2,721 to 5,670 kg revenue (other)	6.5	74	0.3
2,721 to 5,670 kg non-revenue	7.6	16	0.1
Below 2,721 kg revenue pax & freight	5.6	92	0.4
Below 2,721 kg revenue (other)	3.3	355	1.4
Below 2,721 kg non-revenue	3.6	114	0.5
Helicopters revenue pax & freight	5.2	105	0.4
Helicopters revenue (other)	4.8	257	1.0
Helicopters non-revenue	4.9	32	0.1

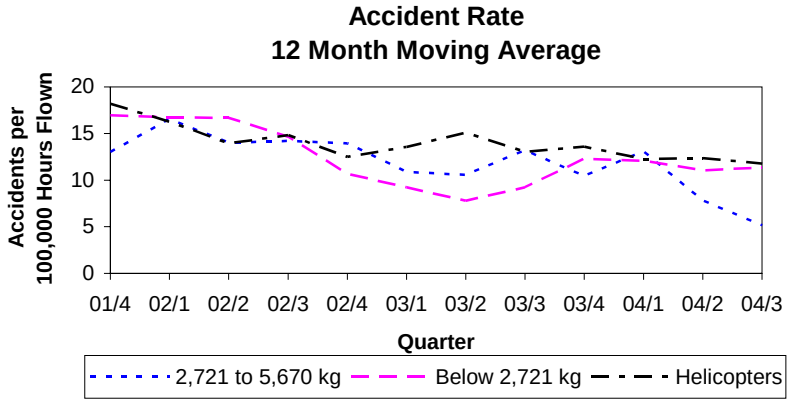
Occurrence Statistics

Aircraft Accidents

Occurrence Trend

The following graphs show the aircraft accident rates (accidents per 100,000 hours flown) twelve month moving average for the three-year period 1 October 2001 to 30 September 2004 (excluding Sport).

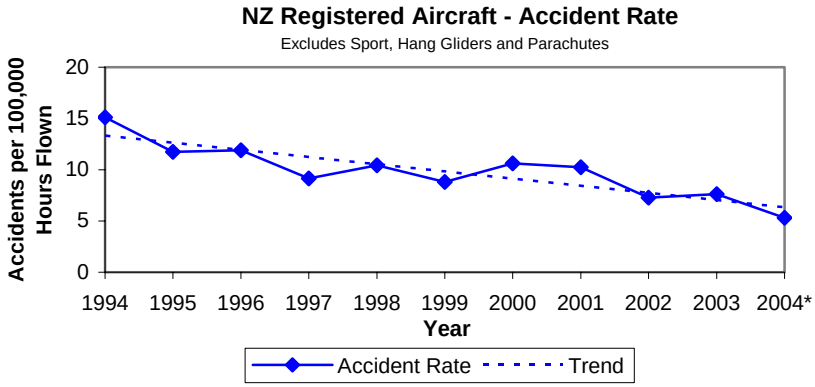




Aircraft Group	Straight Line Trend of 12 Month Moving Average
13,608 kg and above	Constant
5,670 to 13,608 kg	Trending down
2,721 to 5,670 kg	Trending down
Below 2,721 kg	Trending down
Helicopters	Trending down

The slope of the trend line for the 13,608 kg and above group is zero, and the slopes of the trend lines for the 5,670 to 13,608 kg and helicopter groups are close to zero.

The following graph shows the overall accident rate per 100,000 hours flown (excluding the sport group, hang gliders and parachutes) for the years 1994 to 2003. The data point for 2004* is for 1 January to 30 September 2004 only.



Note that this graph does not show a moving average.

Six-Monthly Comparison

Number of Aircraft Accidents

Aircraft Group	1 Jan to 30 Jun 2003	1 Jan to 30 Jun 2004	Change
13,608 kg and above	0	0	0
5,670 to 13,608 kg	0	0	0
2,721 to 5,670 kg	2	1	- 1
Below 2,721 kg	13	9	- 4
Helicopters	14	12	- 2
Sport	10	9	- 1
Hang Gliders	6	4	- 2
Parachutes	3	2	- 1
Unknown	1	3	+ 2
Total	**49**	**40**	**- 9**

The accidents in the "unknown" group in the 1 January to 30 June 2004 period involved foreign registered aircraft operated within New Zealand; an agricultural aircraft, an aircraft on a training flight and an aircraft on a private flight.

Severity

Six-Monthly Comparison

Aircraft Group	Severity	1 Jan to 30 Jun 2003	1 Jan to 30 Jun 2004	Change
13,608 kg and above	Critical	0	0	0
	Major	0	0	0
	Minor	0	0	0
5,670 to 13,608 kg	Critical	0	0	0
	Major	0	0	0
	Minor	0	0	0
Below 5,670 kg, Helicopters and Sport	Critical	20	7	- 13
	Major	11	23	+ 12
	Minor	8	1	- 7
Hang Gliders and Parachutes	Critical	3	2	- 1
	Major	2	0	- 2
	Minor	4	4	0
Unknown	Critical	0	0	0
	Major	1	2	+ 1
	Minor	0	1	+ 1
Total	**Critical**	**23**	**9**	**- 14**
	Major	**14**	**25**	**+ 11**
	Minor	**12**	**6**	**- 6**

Accident Reduction Targets

Number of Accidents

The following table shows the number of accidents for the years 1994 to 2003. The data for 04* is for 1 January to 30 September 2004 only.

Safety Target Group	94	95	96	97	98	99	00	01	02	03	04*
13,608 kg and above revenue pax & freight	0	3	0	1	0	0	2	0	1	1	0
5,670 to 13,608 kg revenue pax & freight	1	0	1	1	0	0	0	0	0	0	0
2,721 to 5,670 kg revenue pax & freight	1	1	1	2	1	0	2	1	1	3	0
Below 2,721 kg revenue pax & freight	6	7	11	5	2	6	6	2	4	0	1
Below 2,721 kg revenue (other)	20	24	17	13	17	12	23	28	15	21	8
Below 2,721 kg non-revenue	39	22	21	20	21	23	26	18	12	15	9
Helicopter revenue pax & freight	4	1	2	2	3	2	5	2	3	2	1
Helicopter revenue (other)	15	20	20	17	22	15	8	14	8	14	7
Helicopter non-revenue	8	2	7	6	10	8	8	8	7	5	6

The following table shows the number of accidents in six-monthly periods.

Safety Target Group	1 Jan to 30 Jun 2003	1 Jan to 30 Jun 2004	Change
13,608 kg and above revenue pax & freight	0	0	0
5,670 to 13,608 kg revenue pax & freight	0	0	0
2,721 to 5,670 kg revenue pax & freight	2	0	- 2
Below 2,721 kg revenue pax & freight	0	1	+ 1
Below 2,721 kg revenue (other)	9	4	- 5
Below 2,721 kg non-revenue	4	4	0
Helicopter revenue pax & freight	1	1	0
Helicopter revenue (other)	11	6	- 5
Helicopter non-revenue	2	5	+ 3

30 June 2005 Accident Rate Reduction Targets

The accident rates for the period ended 30 September 2004 are as follows:

Below the "Target" line (indicating safety outcomes better than the established targets):

- 13,608 kg and above revenue pax & freight,
- 5,670 to 13,608 kg revenue pax & freight,
- below 2,721 kg revenue pax & freight,
- below 2,721 kg revenue (other), and
- helicopter revenue (other) operations.

Above the "Target" line (indicating safety outcomes worse than the established targets):

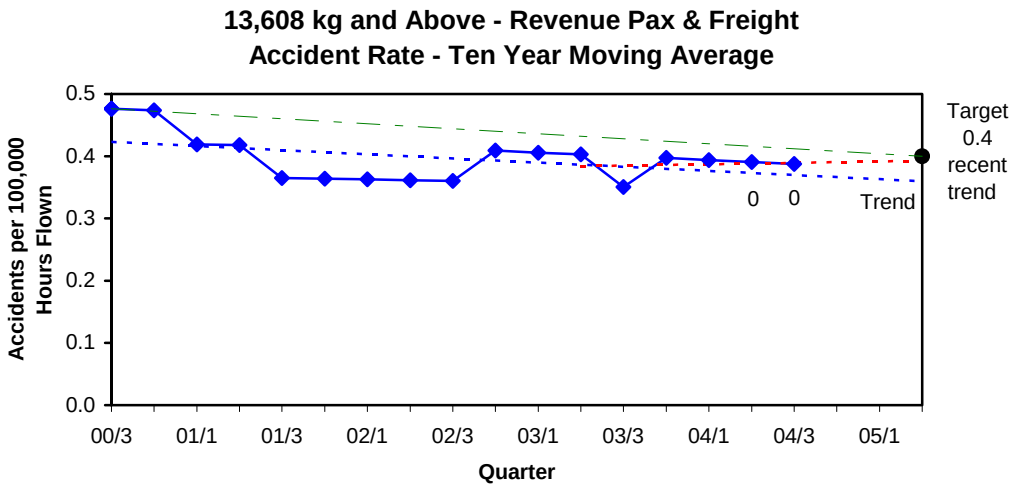
- 2,721 to 5,670 kg revenue pax & freight,
- below 2,721 kg non-revenue,
- helicopter revenue pax & freight, and
- helicopter non-revenue operations.

Graphs

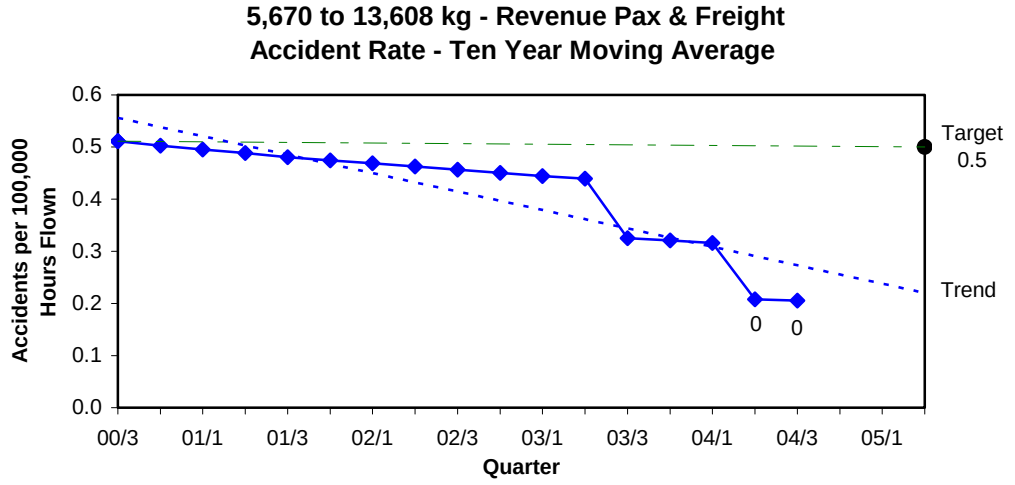
The "Target" lines begin at the accident rates that existed at the start of the 5-year target period.

Pending receipt of Aircraft Operating Statistics, the accident rates are based on estimated hours for the quarter 2004/3, 1 July to 30 September 2004.

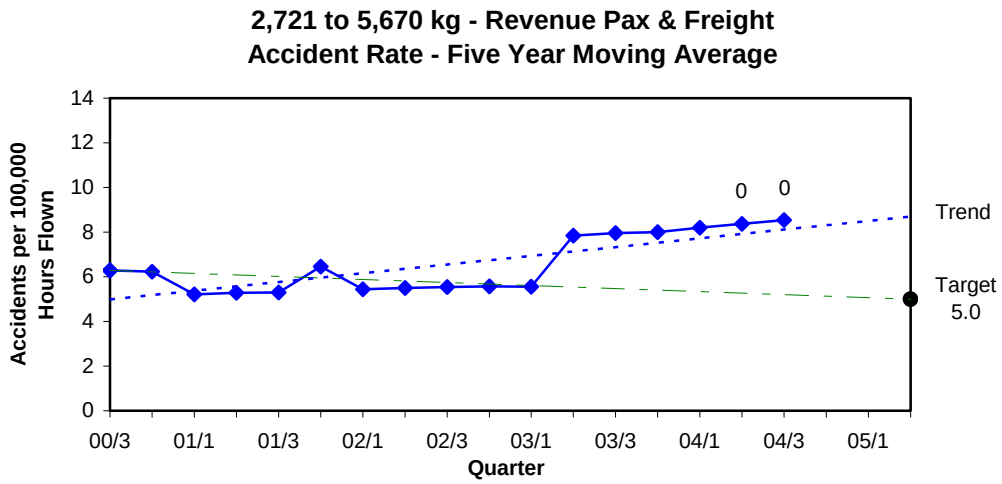
The actual numbers of accidents for the quarters 2004/2 and 2004/3 are shown next to the accident rates, and the trend is a dashed line.



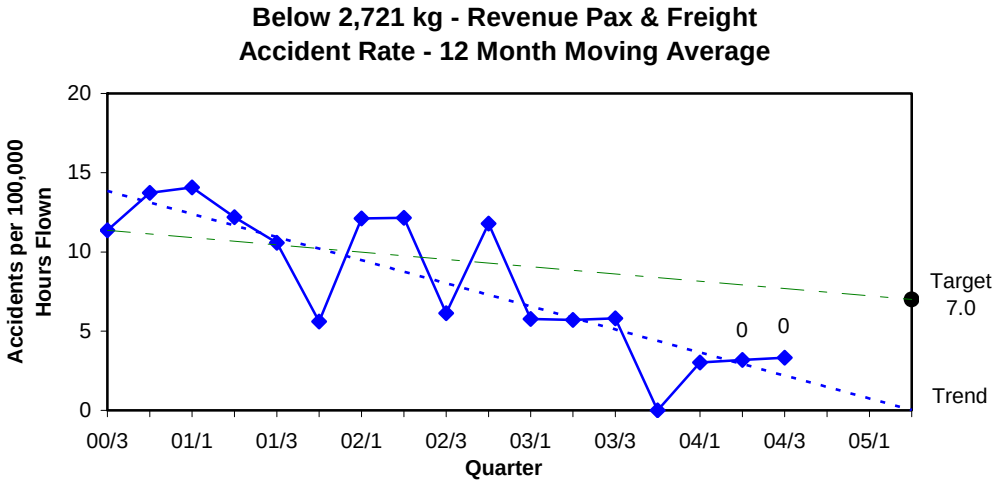
The accident rate for the period ended 30 September 2004, the trend line and the 'recent' trend line are below the "Target" line. The accident rate is currently below the 2005 target of 0.4 accidents per 100,000 flying hours.



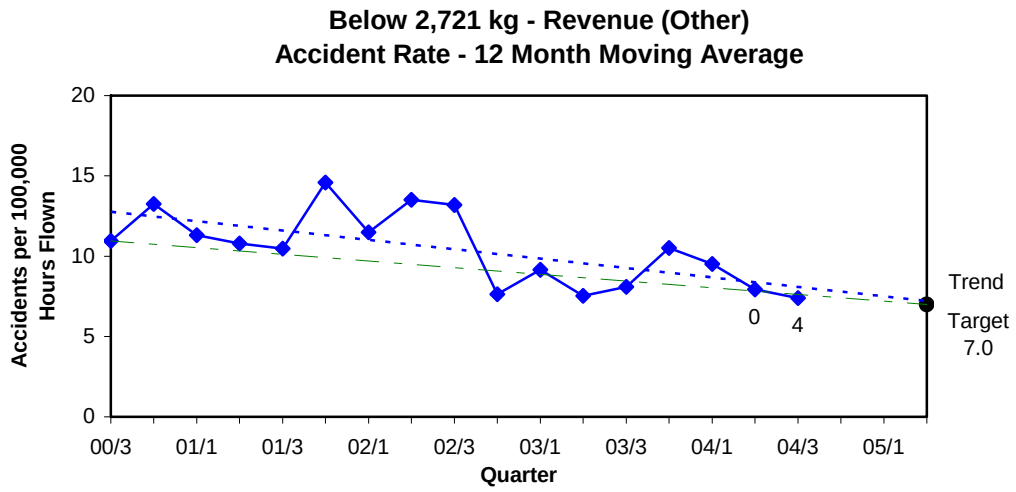
The accident rate for the period ended 30 September 2004 and the trend line are below the "Target" line. The accident rate is currently below the 2005 target of 0.5 accidents per 100,000 flying hours.



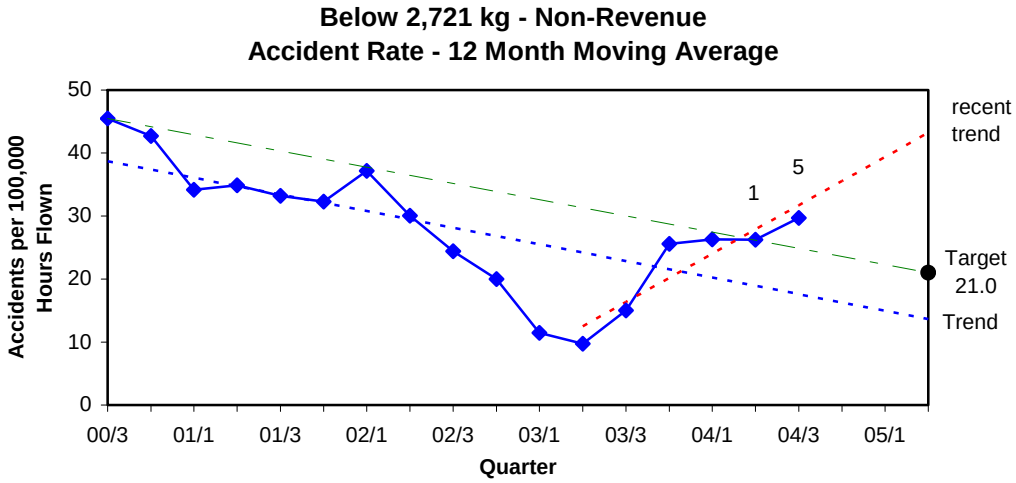
The accident rate for the period ended 30 September 2004 and the trend line are above the "Target" line. The accident rate is currently above the 2005 target of 5.0 accidents per 100,000 flying hours.



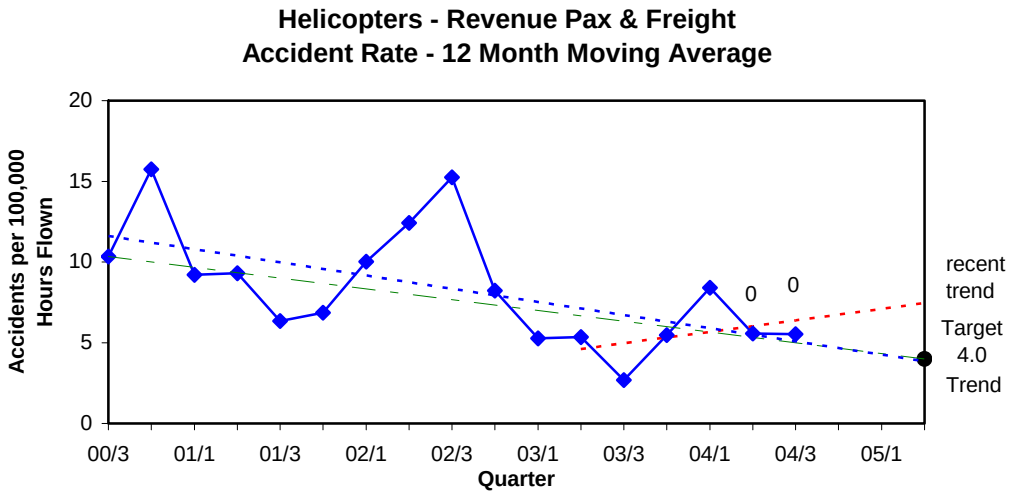
The accident rate for the period ended 30 September 2004 and the trend line are below the "Target" line. The accident rate is currently below the 2005 target of 7.0 accidents per 100,000 flying hours.



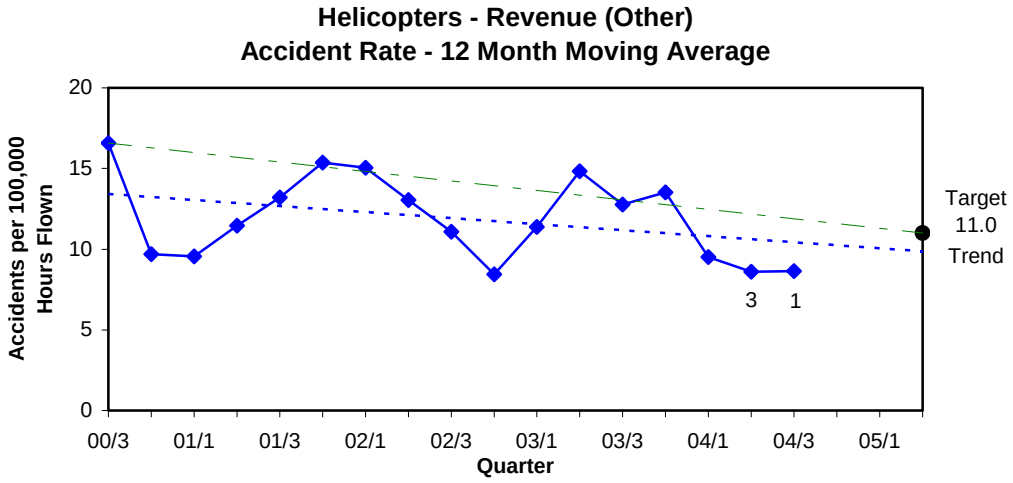
The trend line is above, but close to, the "Target" line, and the accident rate is currently above the 2005 target of 7.0 accidents per 100,000 flying hours. However, the accident rate for the period ended 30 September 2004 is below the "Target" line.



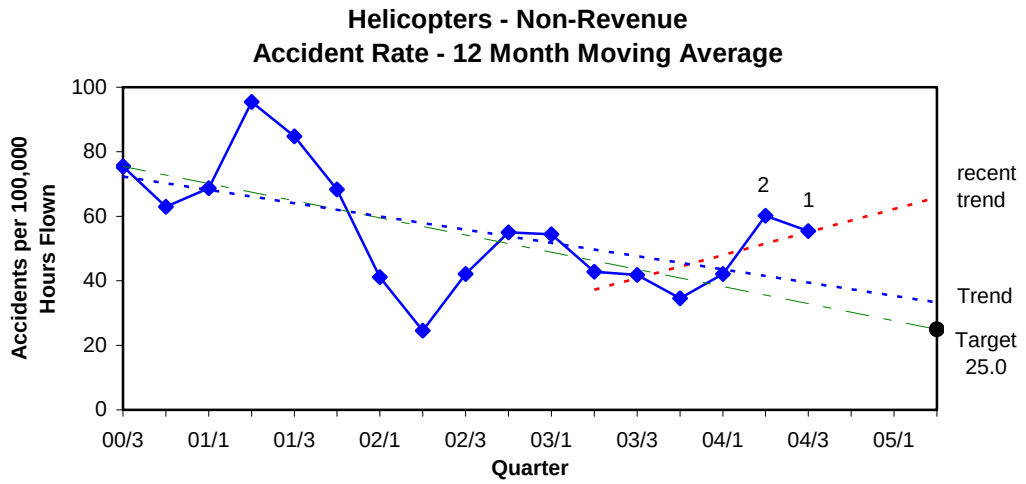
The accident rate for the period ended 30 September 2004 and the 'recent' trend line are above the "Target" line, and the accident rate is currently above the 2005 target of 21.0 accidents per 100,000 flying hours. However, the trend line is below the "Target" line.



The accident rate for the period ended 30 September 2004 and the 'recent' trend line are above the "Target" line and the accident rate is currently above the 2005 target of 4.0 accidents per 100,000 flying hours. However, the trend line for the period ending 30 June 2005 is below, but close to, the "Target" line.



The accident rate for the period ended 30 September 2004 and the trend line are below the "Target" line. The accident rate is currently below the 2005 target of 11.0 accidents per 100,000 flying hours.



The accident rate for the period ended 30 September 2004, the trend line and the 'recent' trend line are above the "Target" line. The accident rate is currently above the 2005 target of 25.0 accidents per 100,000 flying hours.

Other Accidents

The following tables and graphs show the aircraft groups that are not included in the 30 June 2005 Accident Rate Reduction Targets section (excluding the "unknown" group).

Number of Accidents

The following table shows the number of accidents for the years 1994 to 2003. The data for 04* is for 1 January to 30 September 2004 only.

Group	94	95	96	97	98	99	00	01	02	03	04*
13,608 kg and above revenue (other)	0	0	0	0	0	0	0	0	0	0	0
13,608 kg and above non-revenue	0	0	0	0	0	0	0	0	0	0	0
5,670 to 13,608 kg revenue (other)	0	0	0	0	0	0	1	1	0	0	0
5,670 to 13,608 kg non-revenue	1	0	0	0	0	0	0	0	1	0	0
2,721 to 5,670 kg revenue (other)	0	0	4	1	0	0	1	3	3	0	1
2,721 to 5,670 kg non-revenue	1	0	1	1	2	0	1	1	1	1	0
Sport	30	15	19	30	33	25	31	24	24	21	11
Hang Gliders	3	9	4	8	8	7	7	21	11	8	5
Parachutes	2	6	7	3	4	0	2	3	1	3	2

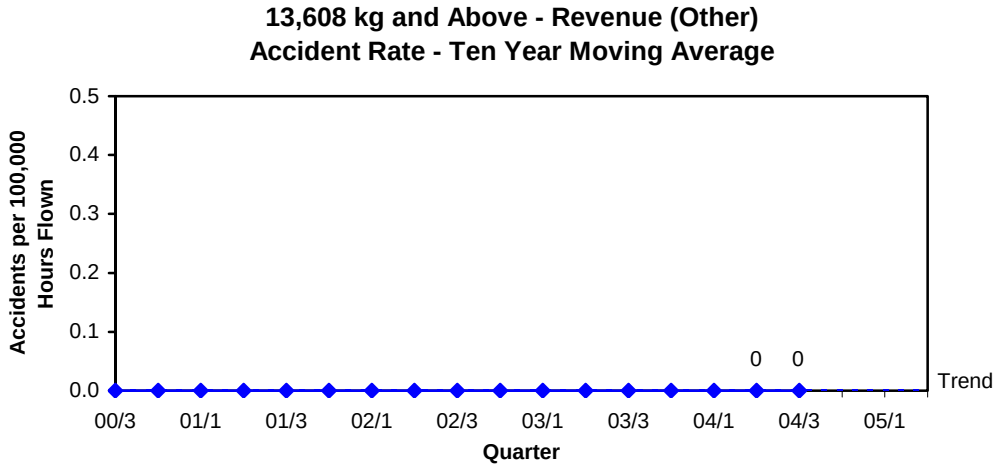
The following table shows the number of accidents in six-monthly periods.

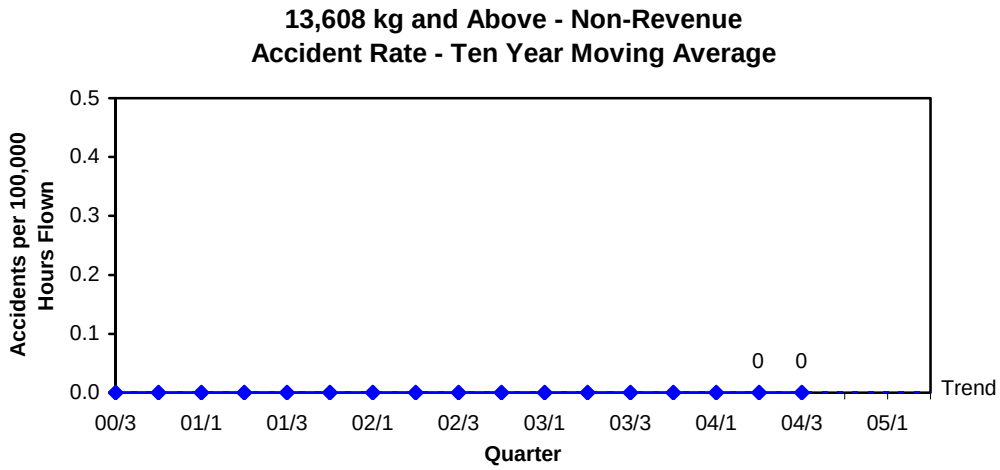
Group	1 Jan to 30 Jun 2003	1 Jan to 30 Jun 2004	Change
13,608 kg and above revenue (other)	0	0	0
13,608 kg and above non-revenue	0	0	0
5,670 to 13,608 kg revenue (other)	0	0	0
5,670 to 13,608 kg non-revenue	0	0	0
2,721 to 5,670 kg revenue (other)	0	1	+ 1
2,721 to 5,670 kg non-revenue	0	0	0
Sport	10	9	- 1
Hang Gliders	6	4	- 2
Parachutes	3	2	- 1

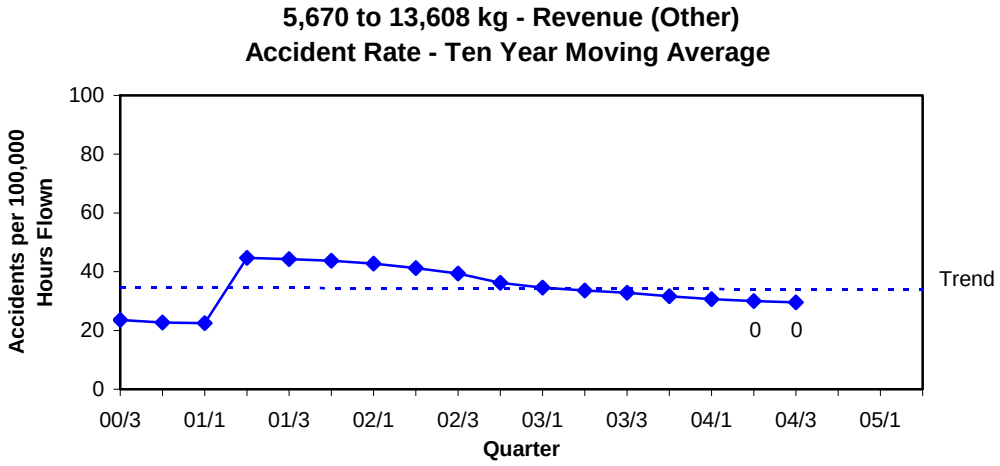
Graphs

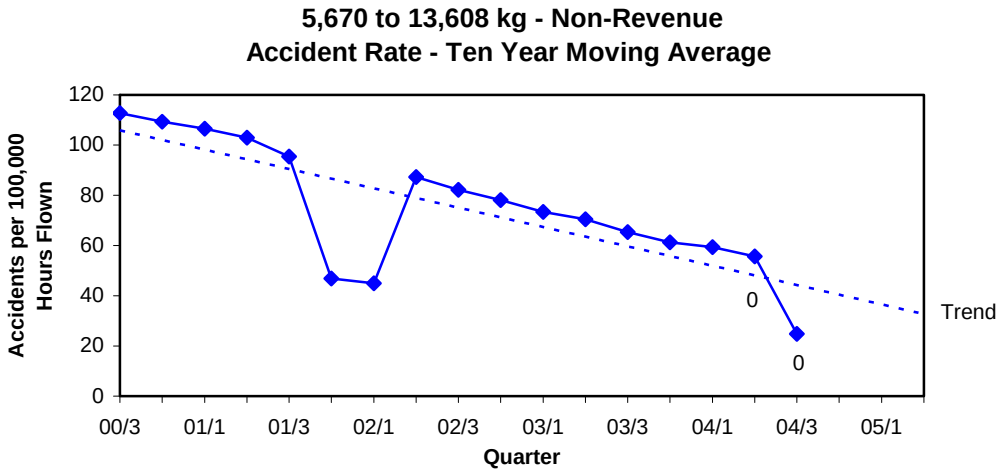
Pending receipt of Aircraft Operating Statistics, the accident rates are based on estimated hours for the quarter 2004/3, 1 July to 30 September 2004.

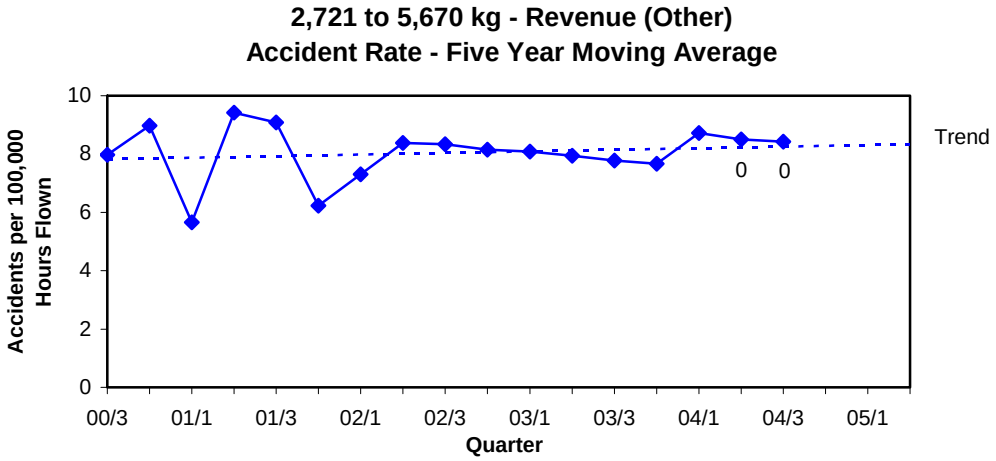
The actual numbers of accidents for the quarters 2004/2 and 2004/3 are shown next to the accident rates, and the trend is a dashed line.

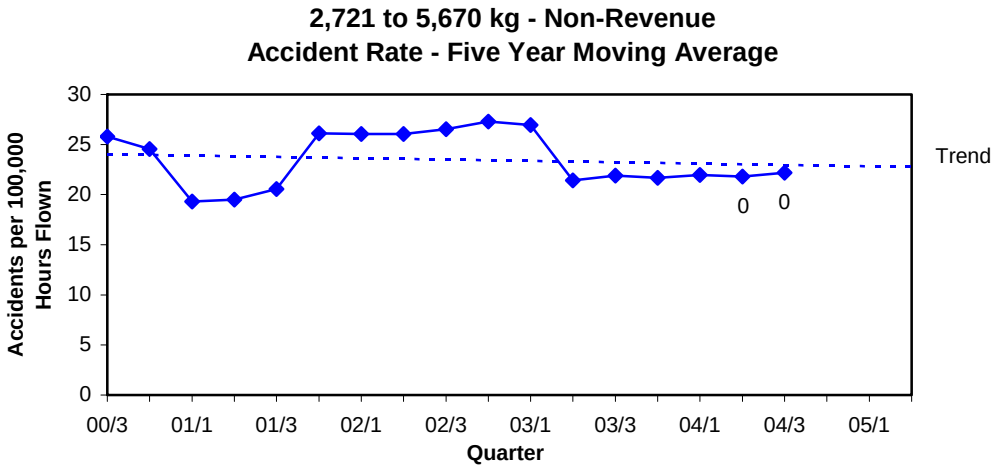




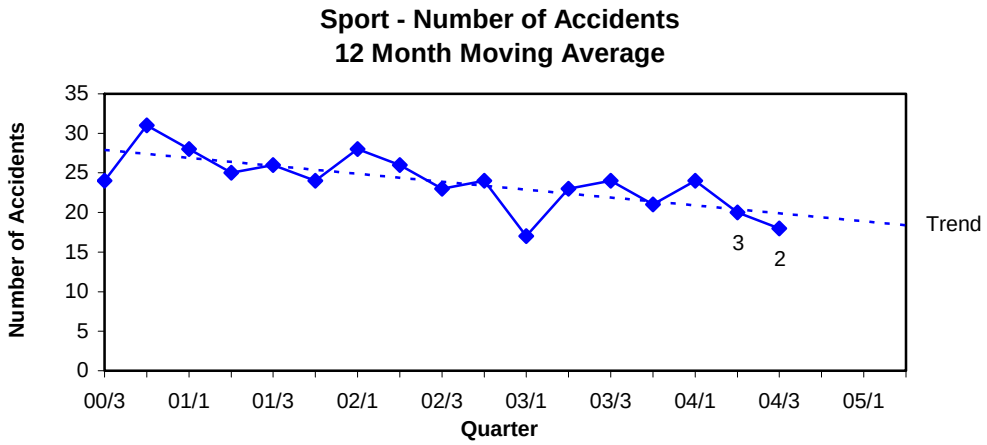

5,670 to 13,608 kg - Revenue (Other)
Accident Rate - Ten Year Moving Average
Accidents per 100,000 Hours Flown
100
80
60
40
20
0
00/3
01/1
01/3
02/1
02/3
03/1
03/3
04/1
04/3
05/1
Quarter
Trend
0
0

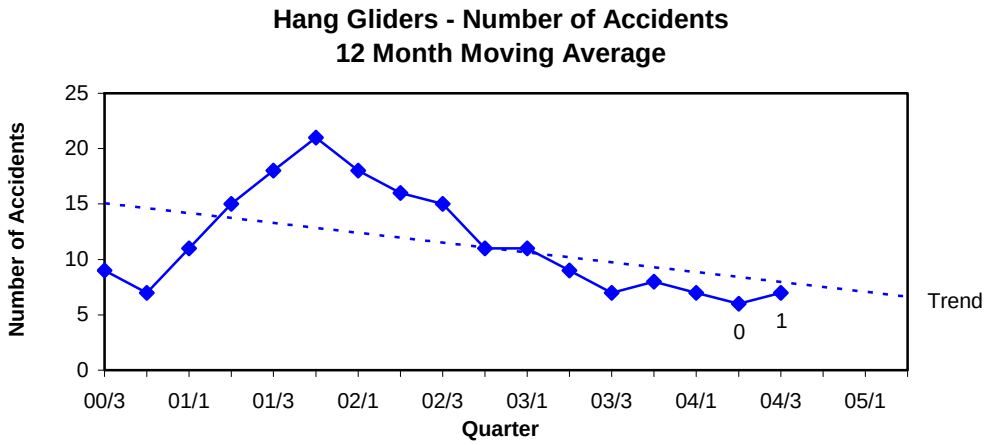

5,670 to 13,608 kg - Non-Revenue
Accident Rate - Ten Year Moving Average
Accidents per 100,000 Hours Flown
120
100
80
60
40
20
0
00/3
01/1
01/3
02/1
02/3
03/1
03/3
04/1
04/3
05/1
Quarter
Trend
0
0

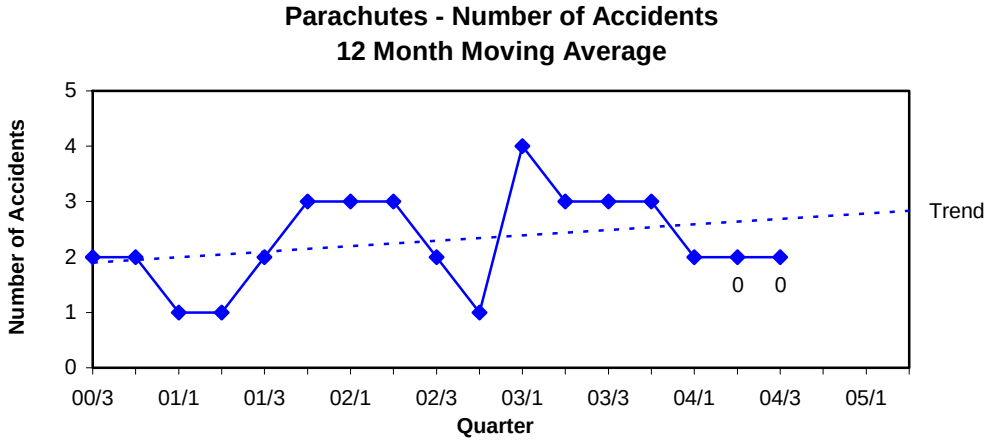

2,721 to 5,670 kg - Revenue (Other)
Accident Rate - Five Year Moving Average
Accidents per 100,000 Hours Flown
10
8
6
4
2
0
00/3
01/1
01/3
02/1
02/3
03/1
03/3
04/1
04/3
05/1
Quarter
Trend
0
0


2,721 to 5,670 kg - Non-Revenue
Accident Rate - Five Year Moving Average
Accidents per 100,000 Hours Flown
30
25
20
15
10
5
0
00/3
01/1
01/3
02/1
02/3
03/1
03/3
04/1
04/3
05/1
Quarter
Trend
0
0

The actual numbers of accidents for the quarters 2004/2 and 2004/3 are shown next to the 12 month moving average of the number of accidents, and the trend is a dashed line.

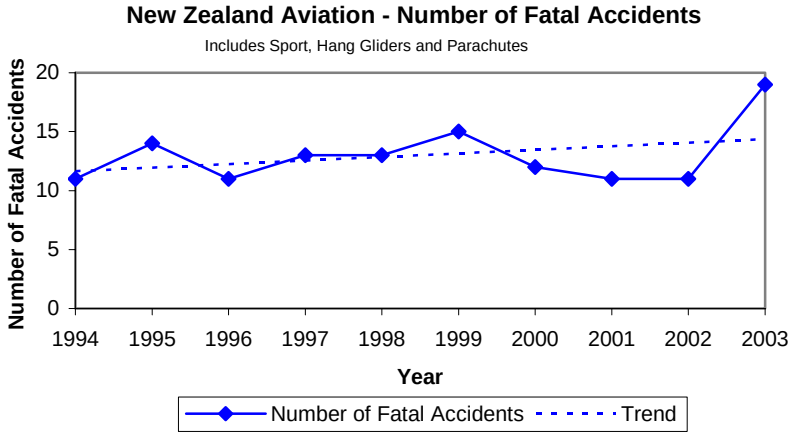






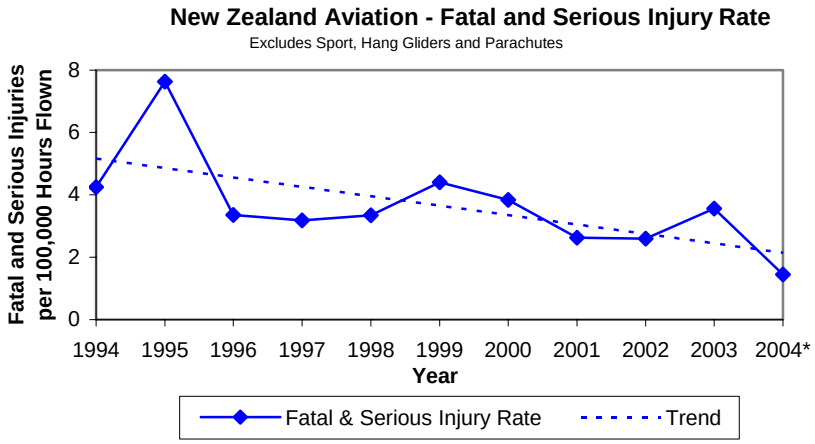
Injury Accidents

The following graph shows the number of fatal accidents in the years 1994 to 2003 (including sport, hang gliders and parachutes):

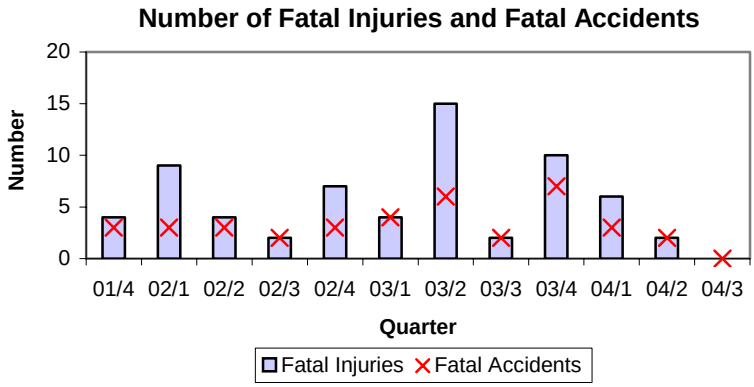


Note: from the report for 1 July to 31 December 2000 this graph includes hang glider and parachute accidents.

The following graph shows the overall fatal and serious injury rate per 100,000 hours flown (excluding sport, hang gliders and parachutes) for the years 1994 to 2003. The data point for 2004* is for 1 January to 30 September 2004 only.



The following graph shows the number of fatal injuries and fatal accidents (including sport, hang gliders and parachutes) for the period 1 October 2001 to 30 September 2004.



Since October 2001 the long-term trends of the number of fatal injuries and the number of fatal accidents are downward. However, the slopes of the trend lines are close to zero.

Six-Monthly Comparison

Number of Fatal Accidents (and Number of Fatal Injuries)

Aircraft Group	1 Jan to 30 Jun 2003	1 Jan to 30 Jun 2004	Change
13,608 kg and above	0	0	0
5,670 to 13,608 kg	0	0	0
2,721 to 5,670 kg	1 (8)	1 (2)	0 (- 6)
Below 2,721 kg	2 (3)	0	- 2 (- 3)
Helicopters	2 (2)	4 (6)	+ 2 (+ 4)
Sport	4 (5)	0	- 4 (- 5)
Hang Gliders	1 (1)	0	- 1 (- 1)
Parachutes	0	0	0
Unknown	0	0	0
Total	**10 (19)**	**5 (8)**	**- 5 (- 11)**

Number of Serious Injuries

Aircraft Group	1 Jan to 30 Jun 2003	1 Jan to 30 Jun 2004	Change
13,608 kg and above	0	0	0
5,670 to 13,608 kg	0	0	0
2,721 to 5,670 kg	2	0	- 2
Below 2,721 kg	0	0	0
Helicopters	3	1	- 2
Sport	0	0	0
Hang Gliders	2	2	0
Parachutes	3	0	- 3
Unknown	0	0	0
Total	**10**	**3**	**- 7**

Number of Minor Injuries

Aircraft Group	1 Jan to 30 Jun 2003	1 Jan to 30 Jun 2004	Change
13,608 kg and above	0	0	0
5,670 to 13,608 kg	0	0	0
2,721 to 5,670 kg	0	0	0
Below 2,721 kg	0	1	+ 1
Helicopters	3	0	- 3
Sport	3	0	- 3
Hang Gliders	0	0	0
Parachutes	0	0	0
Unknown	0	0	0
Total	**6**	**1**	**- 5**

Flight Phase

The following table shows the flight phase recorded for accidents.

Flight Phase	1 Jan to 30 Jun 2003	1 Jan to 30 Jun 2004	Change
Landing	17	18	+ 1
Cruise	7	7	0
Takeoff	7	5	- 2
Agricultural Manoeuvres	3	2	- 1
Circuit	3	2	- 1
Approach	5	1	- 4
Hover	3	1	- 2
Hover Taxi	0	1	+ 1
Taxiing	0	1	+ 1
Climb	2	0	- 2
Descent	1	0	- 1
Parked	1	0	- 1
Aerobatics	0	0	0
Holding	0	0	0
Total	**49**	**38**	**- 11**

Note: from the report for 1 July to 31 December 2002 this table includes hang glider and parachute accidents.

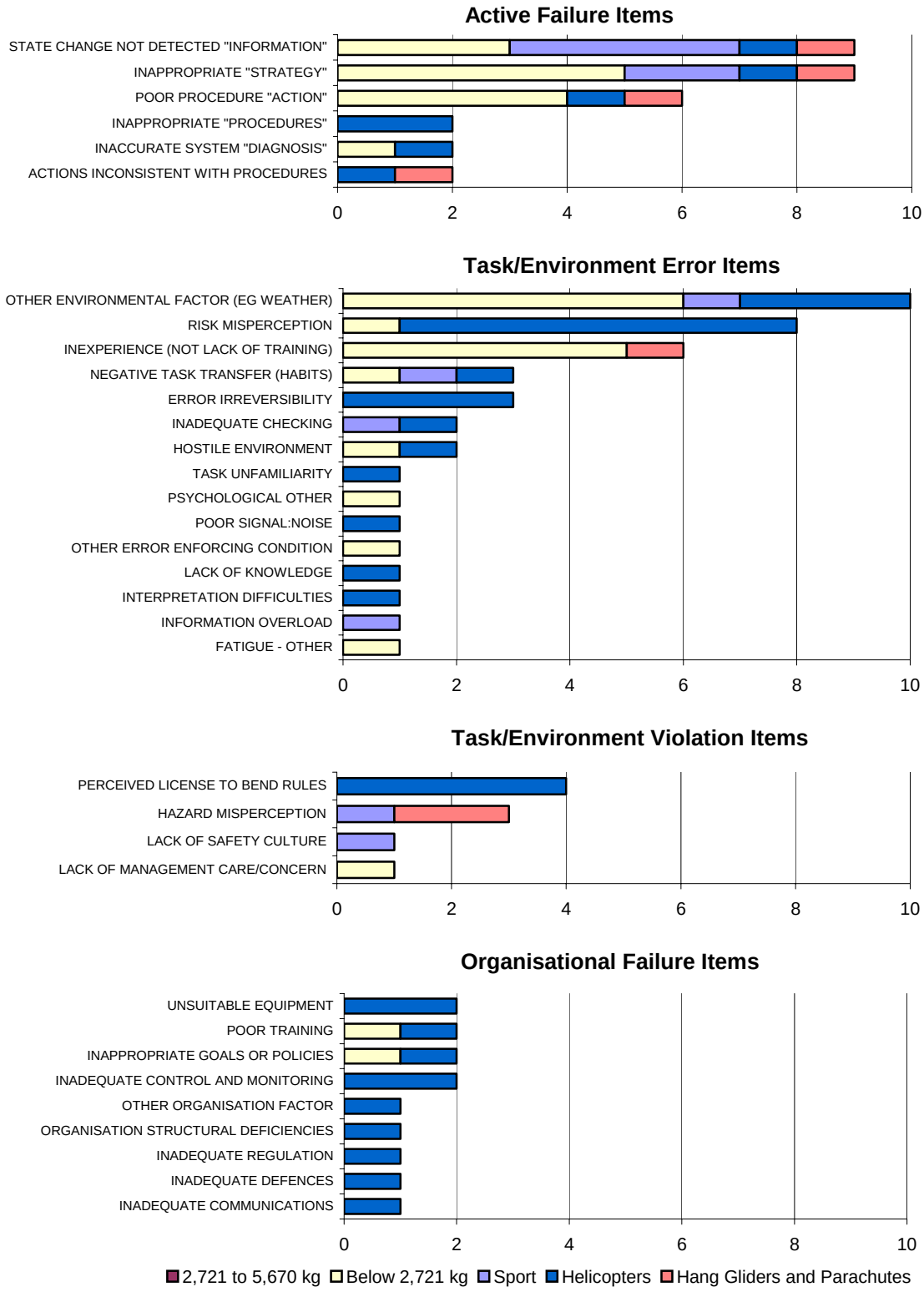
Accidents in the period 1 January to 30 June 2004 were most common during the Landing phase (47%).

Analysis of recorded occurrence descriptors for Landing phase accidents in the 1 January to 30 June 2004 period shows that the most common groups of descriptors are Collision/Strike Object and Damage to Aircraft (25% each).

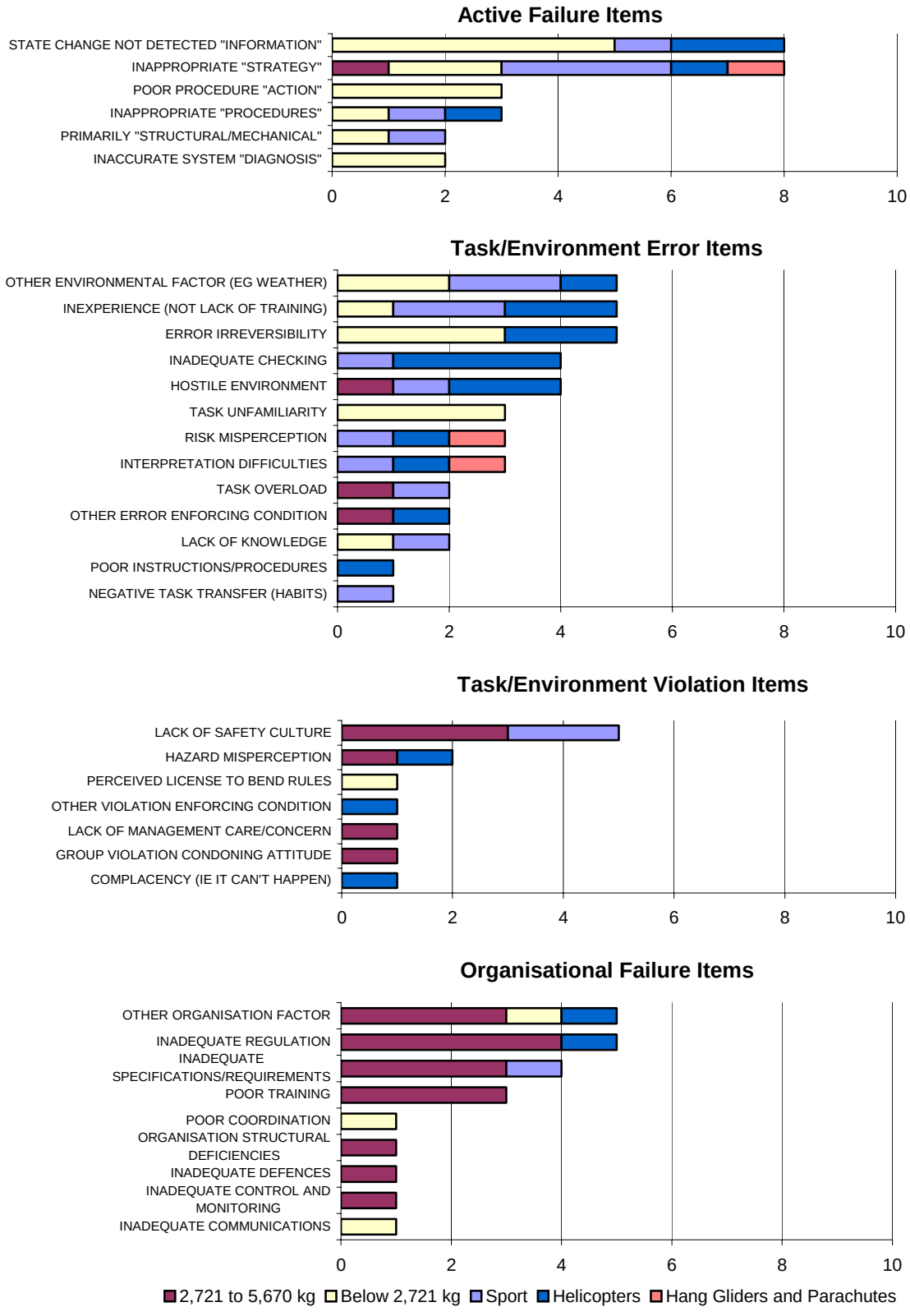
Analysis of recorded causes for Landing phase accidents shows that the most common cause is Active Failure Factor – State Change Not Detected “Information” (20%).

Accident Causal Factors by Aircraft Group

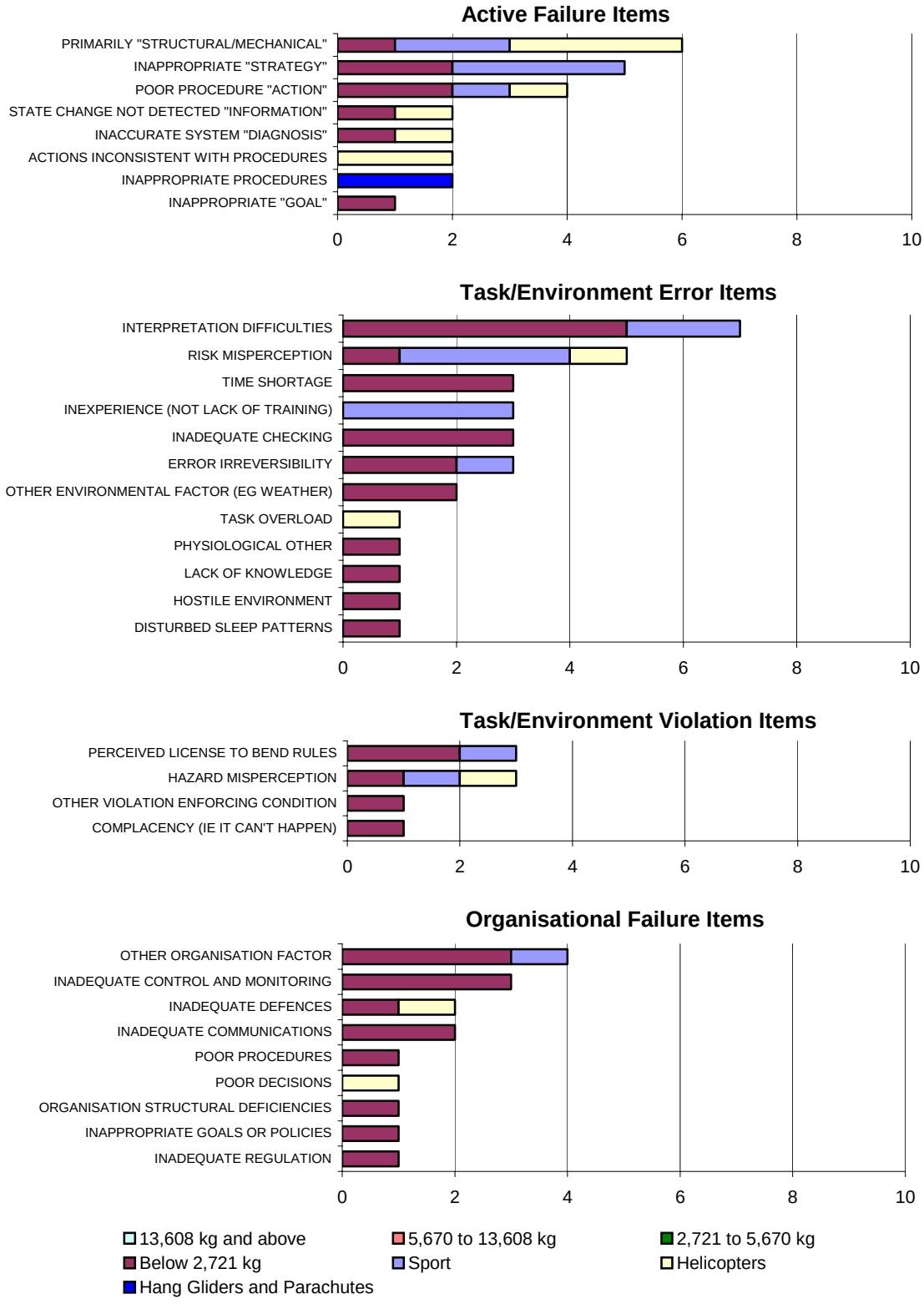
The following graphs show the number of causal factors recorded for accidents that occurred during the period 1 January to 30 June 1998 for the various aircraft groups. Causal factors have been assigned to 71% of the 63 accidents.



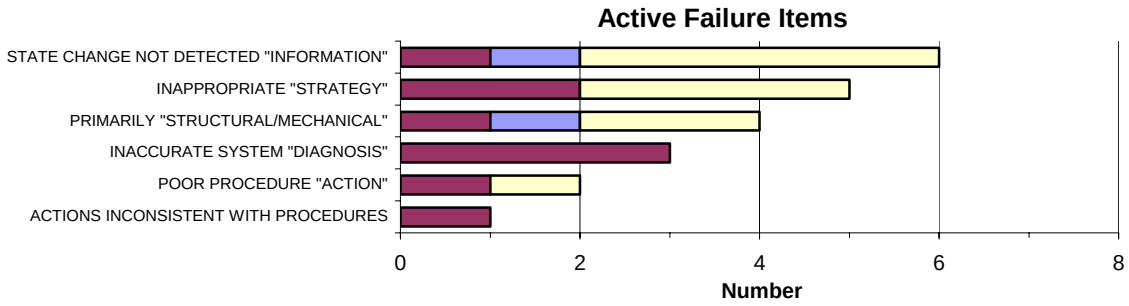
The following graphs show the number of causal factors recorded for accidents that occurred during the period 1 July to 31 December 1998 for the various aircraft groups. Causal factors have been assigned to 77% of the 60 accidents.

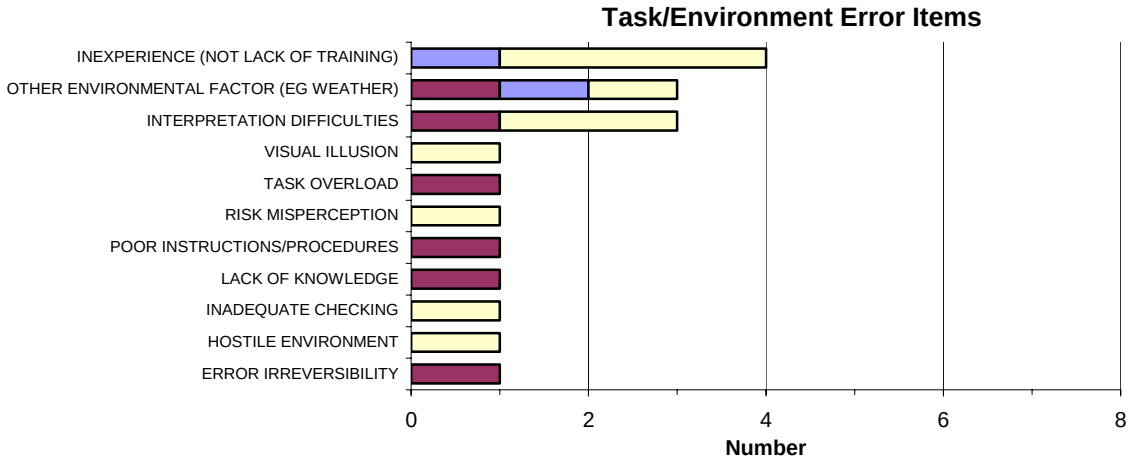


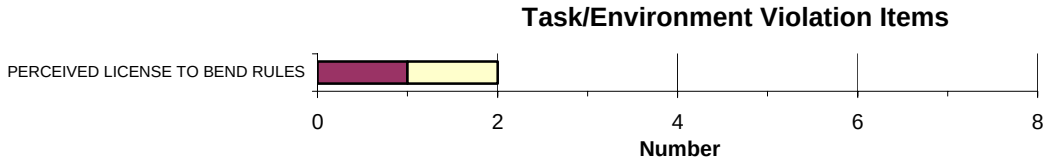
The following graphs show the number of causal factors recorded for accidents that occurred during the period 1 January to 30 June 1999 for the various aircraft groups. Causal factors have been assigned to 78% of the 51 accidents.

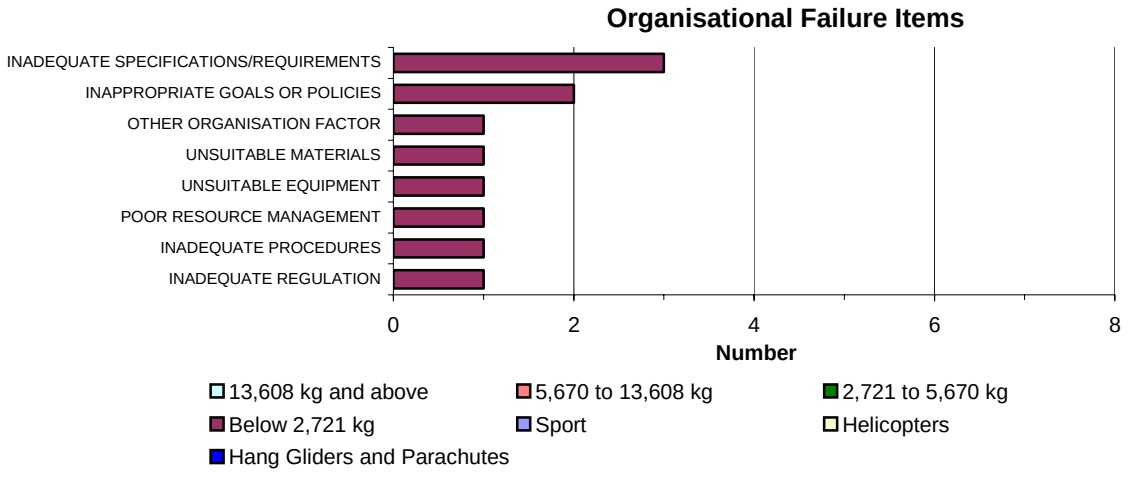


The following graphs show the number of causal factors recorded for accidents that occurred during the period 1 July to 31 December 1999 for the various aircraft groups. Causal factors have been assigned to 46% of the 48 accidents.

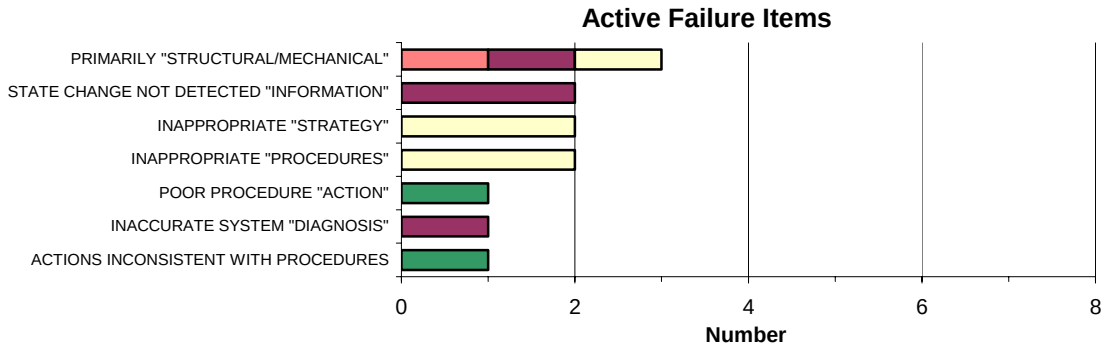


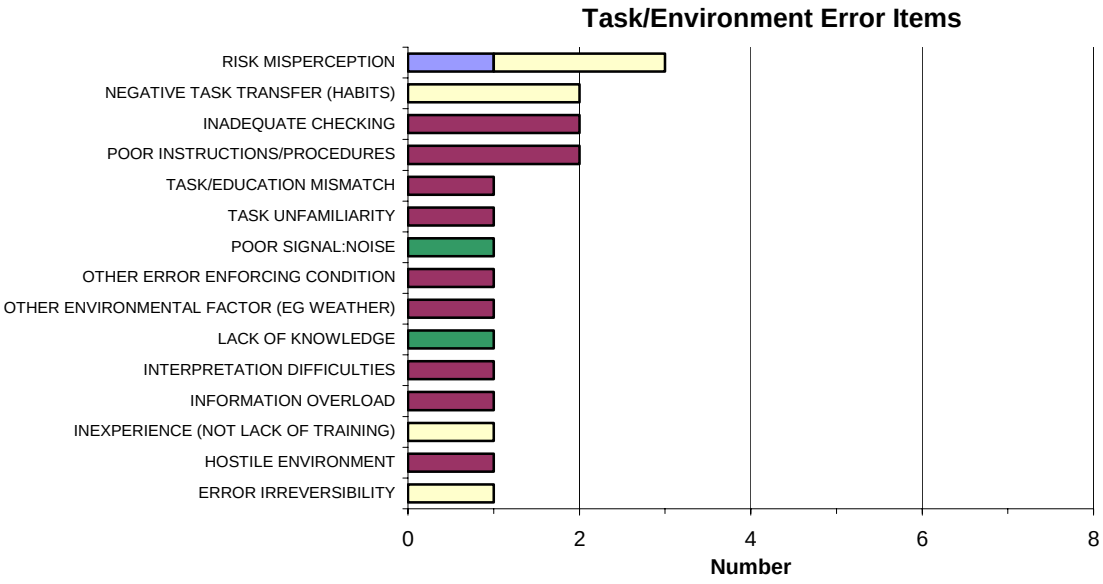


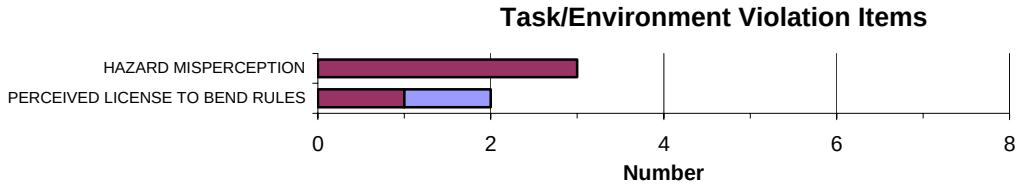


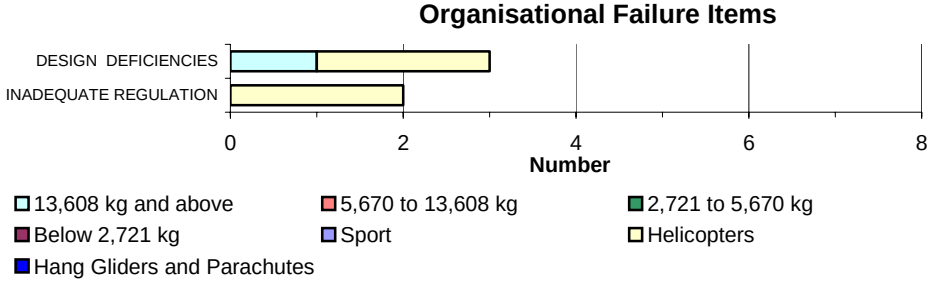


The following graphs show the number of causal factors recorded for accidents that occurred during the period 1 January to 30 June 2000 for the various aircraft groups. Causal factors have been assigned to 41% of the 71 accidents.

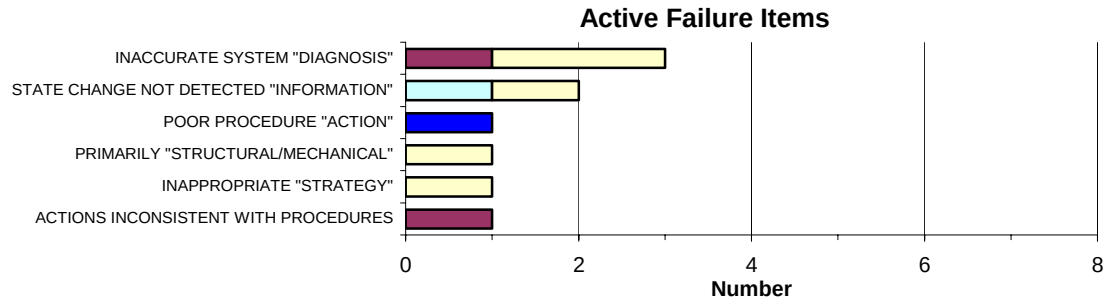


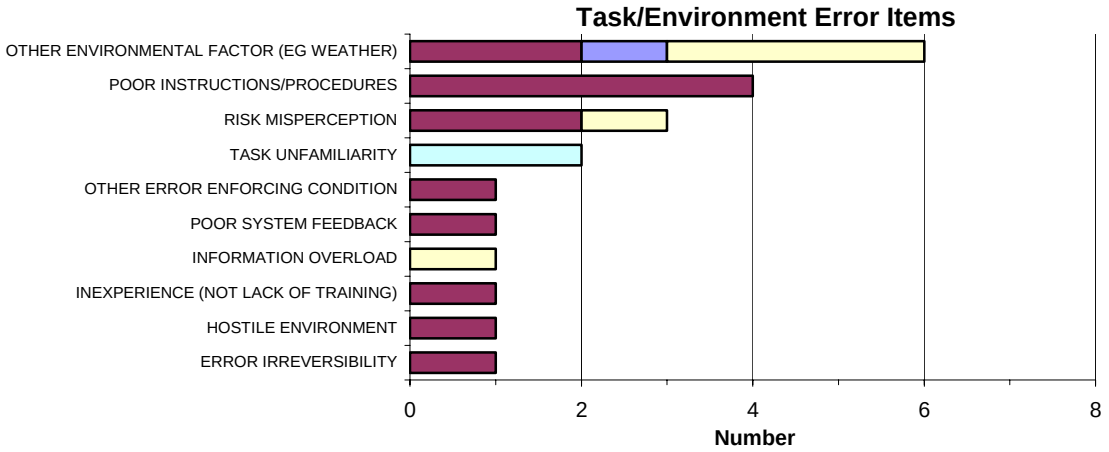


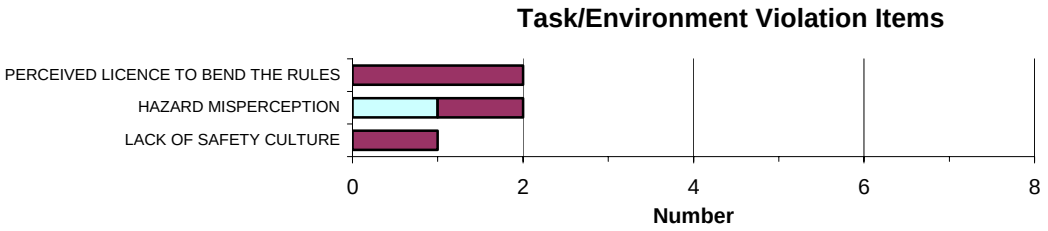


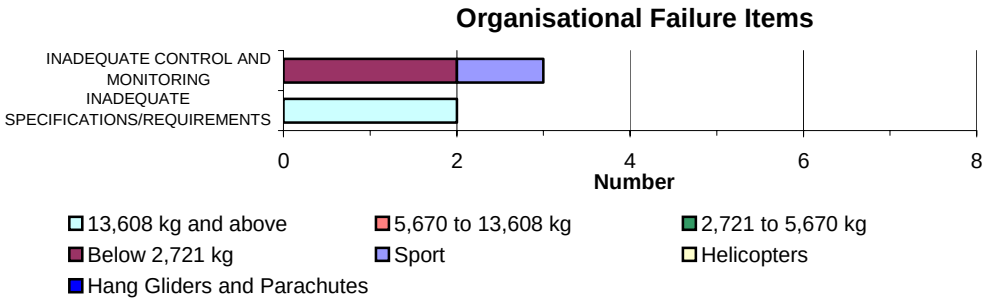


The following graphs show the number of causal factors recorded for accidents that occurred during the period 1 July to 31 December 2000 for the various aircraft groups. Causal factors have been assigned to 25 (48%) of the 52 accidents.

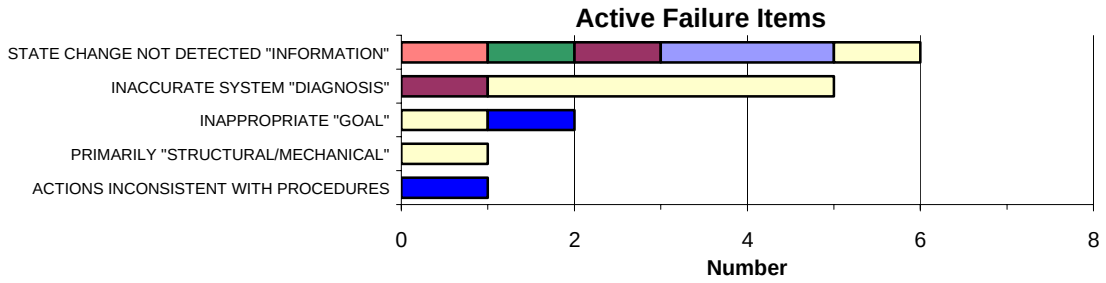


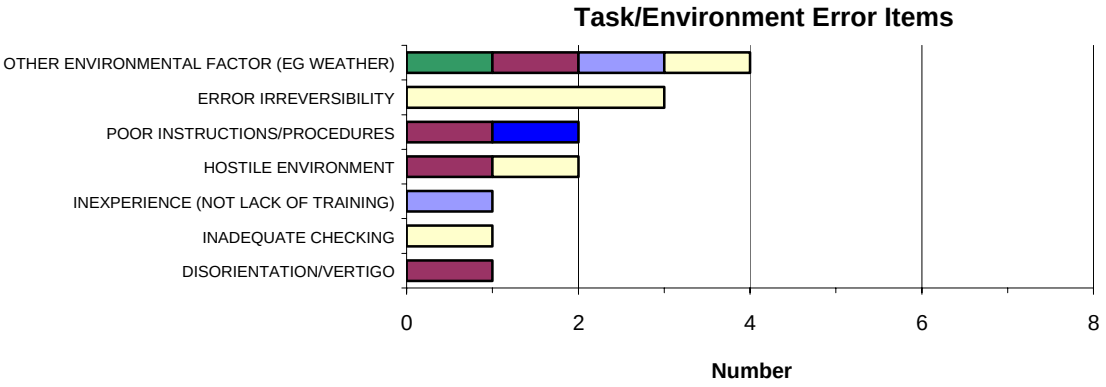


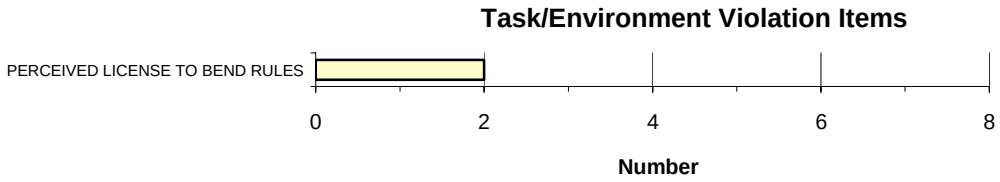


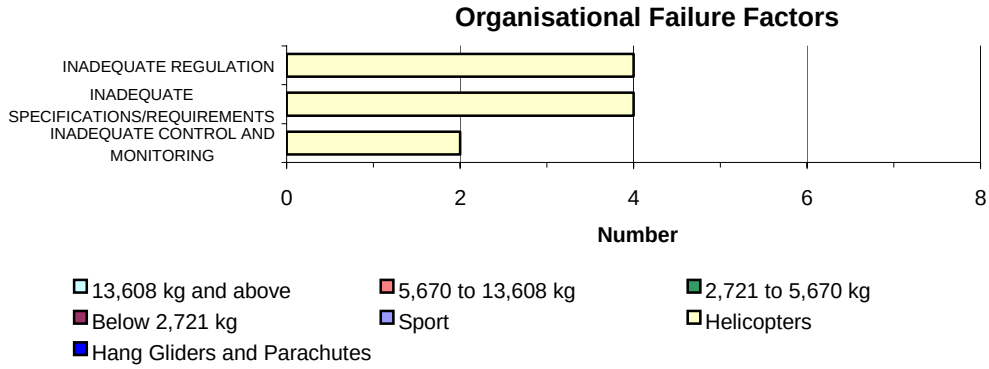


The following graphs show the number of causal factors recorded for accidents that occurred during the period 1 January to 30 June 2001 for the various aircraft groups. Causal factors have been assigned to 28 (44%) of the 63 accidents.

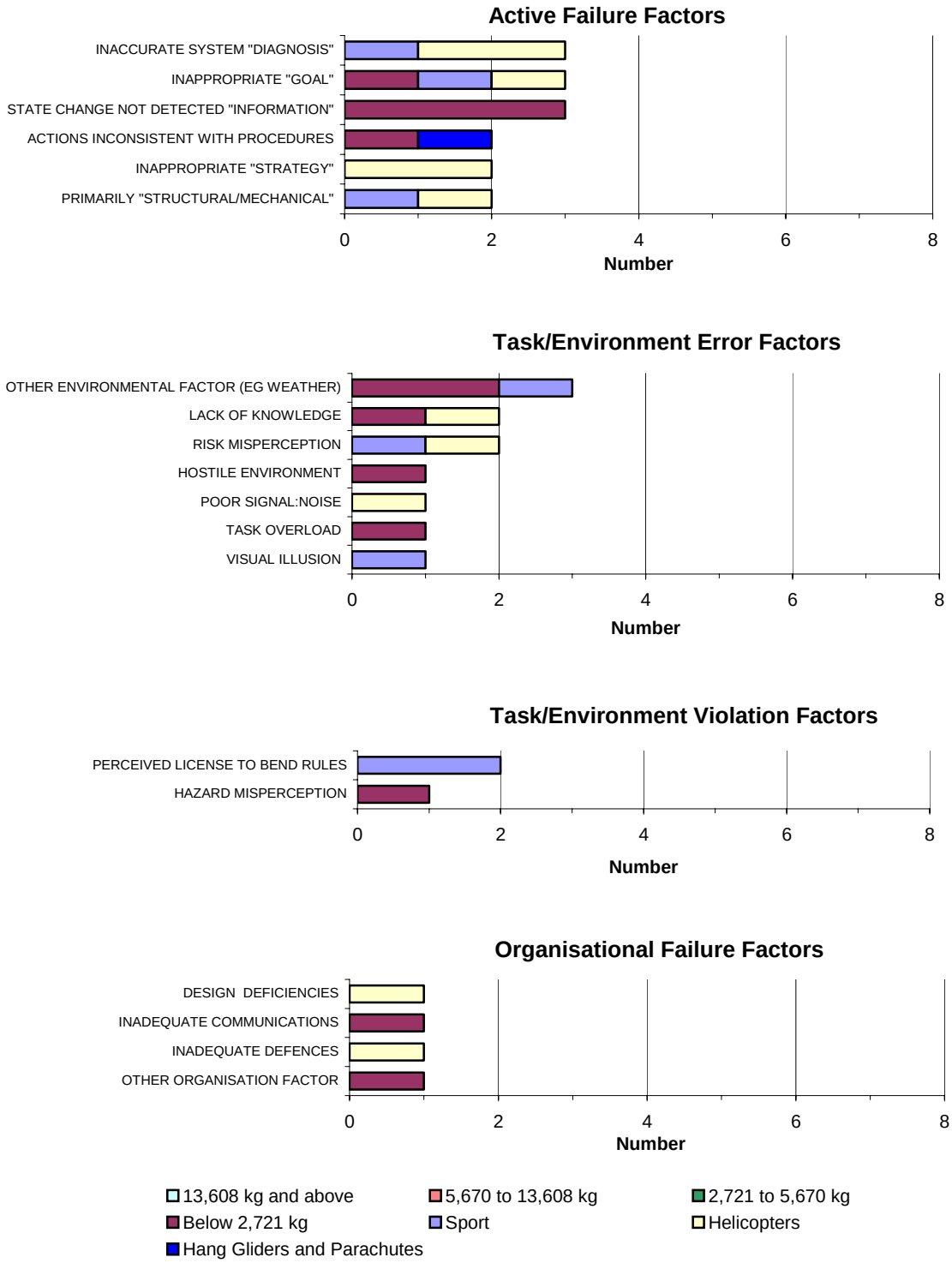




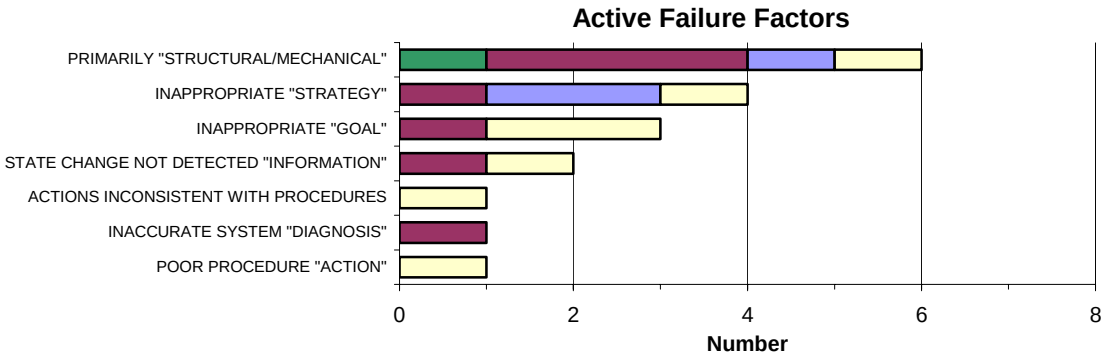


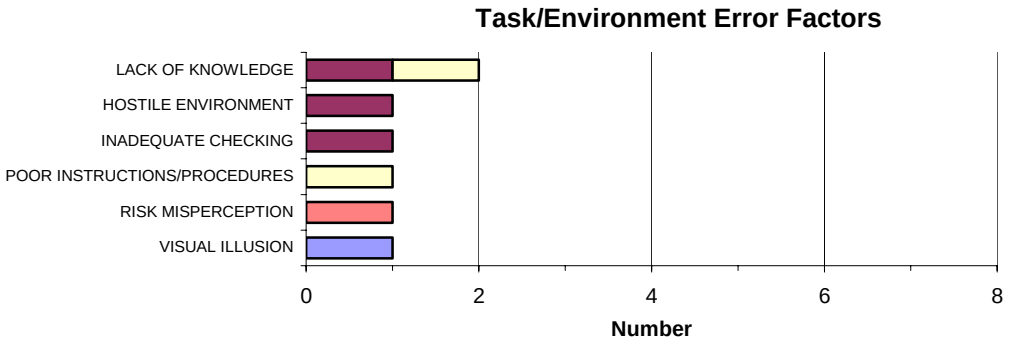


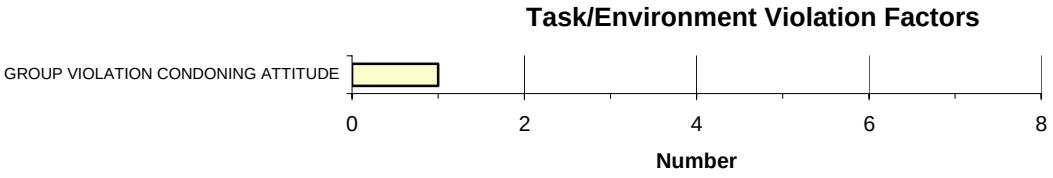
The following graphs show the number of causal factors recorded for accidents that occurred during the period 1 July to 31 December 2001 for the various aircraft groups. Causal factors have been assigned to 24 (38%) of the 63 accidents.

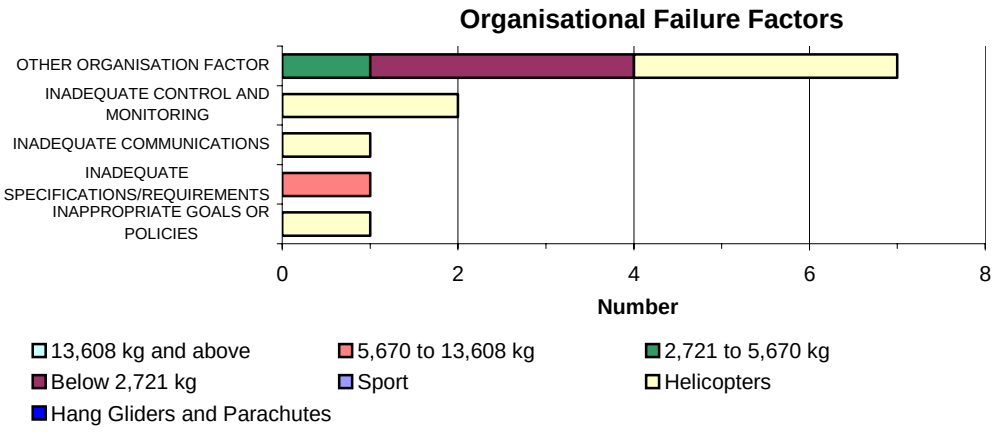


The following graphs show the number of causal factors recorded for accidents that occurred during the period 1 January to 30 June 2002 for the various aircraft groups. Causal factors have been assigned to 21 (39%) of the 54 accidents.

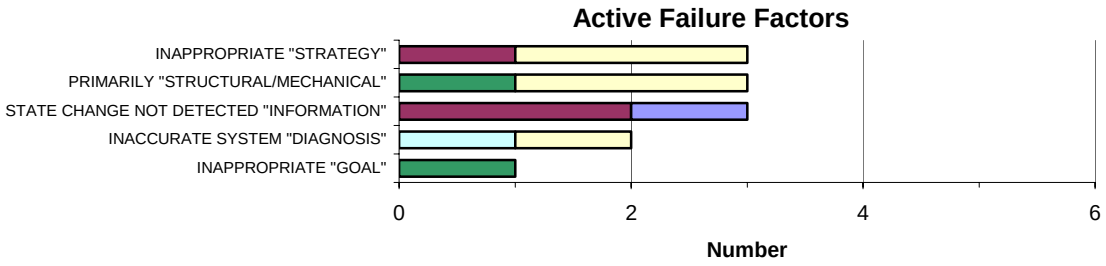


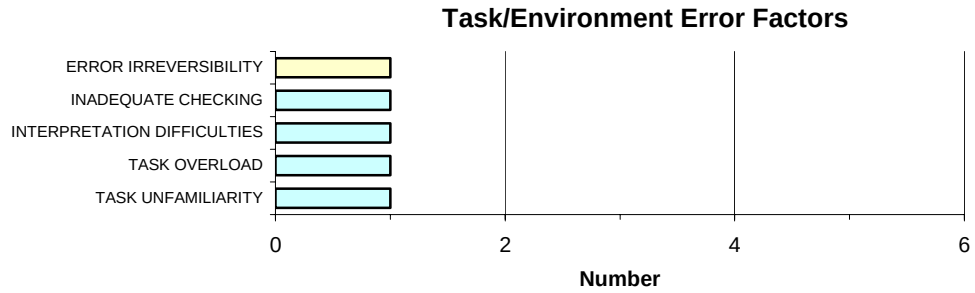


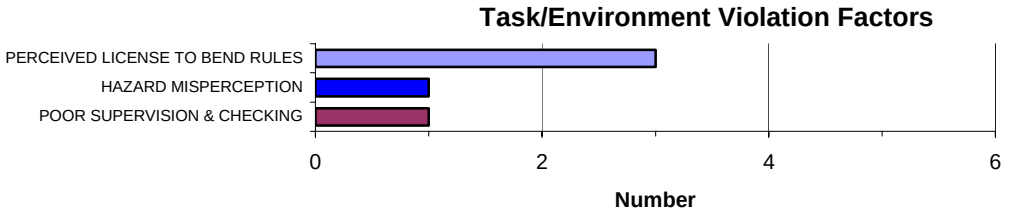


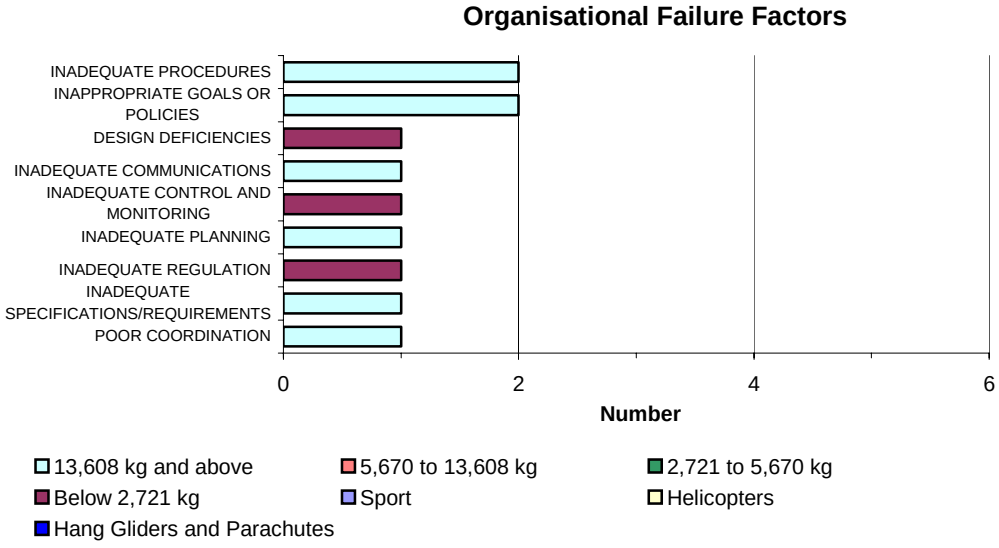


The following graphs show the number of causal factors recorded for accidents that occurred during the period 1 July to 31 December 2002 for the various aircraft groups. Causal factors have been assigned to 16 (40%) of the 40 accidents.

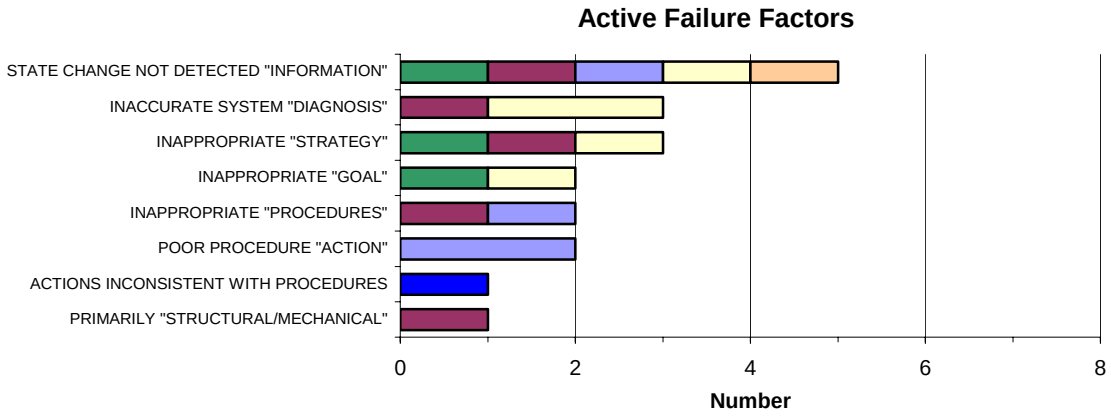


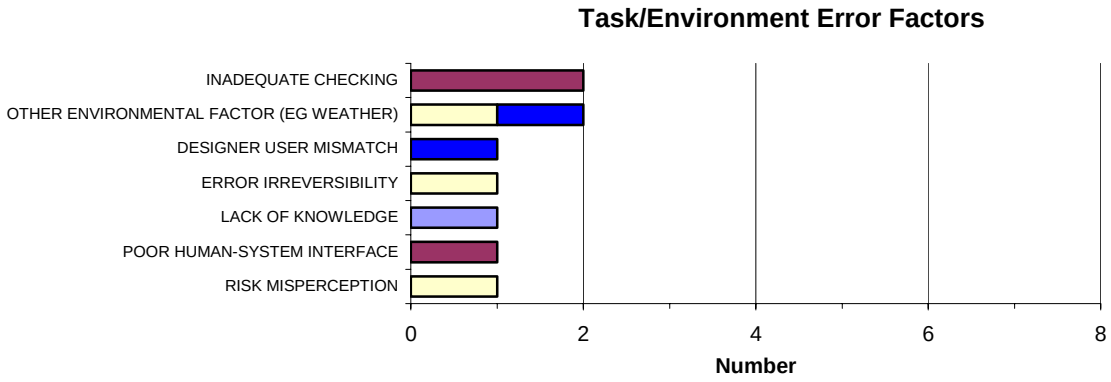


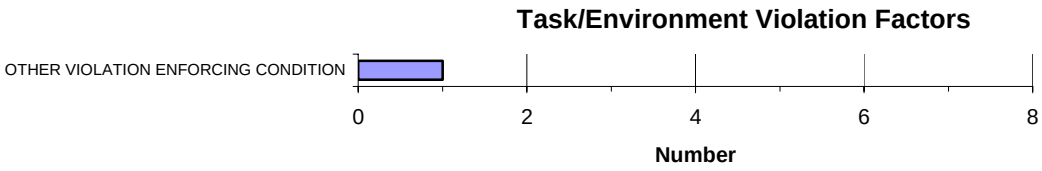


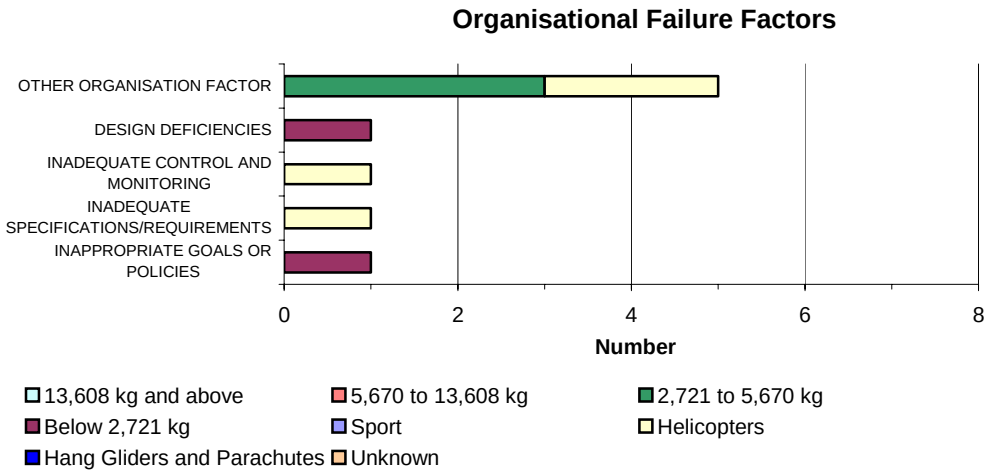


The following graphs show the number of causal factors recorded for accidents that occurred during the period 1 January to 30 June 2003 for the various aircraft groups. Causal factors have been assigned to 25 (51%) of the 49 accidents.

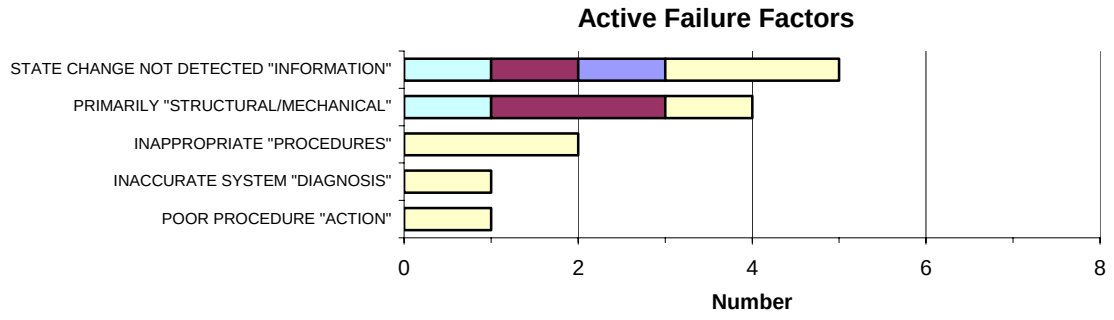


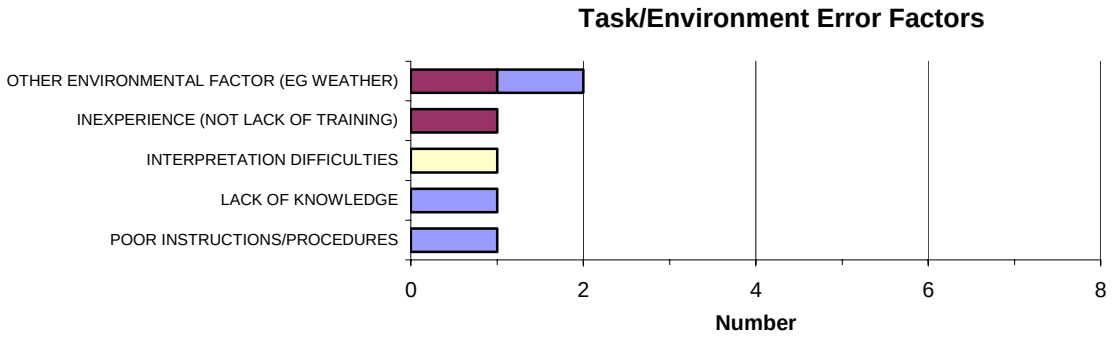


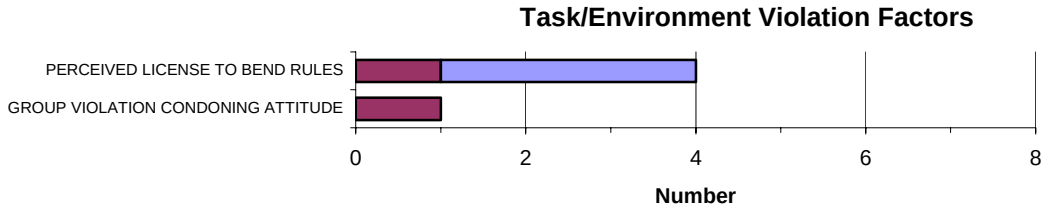


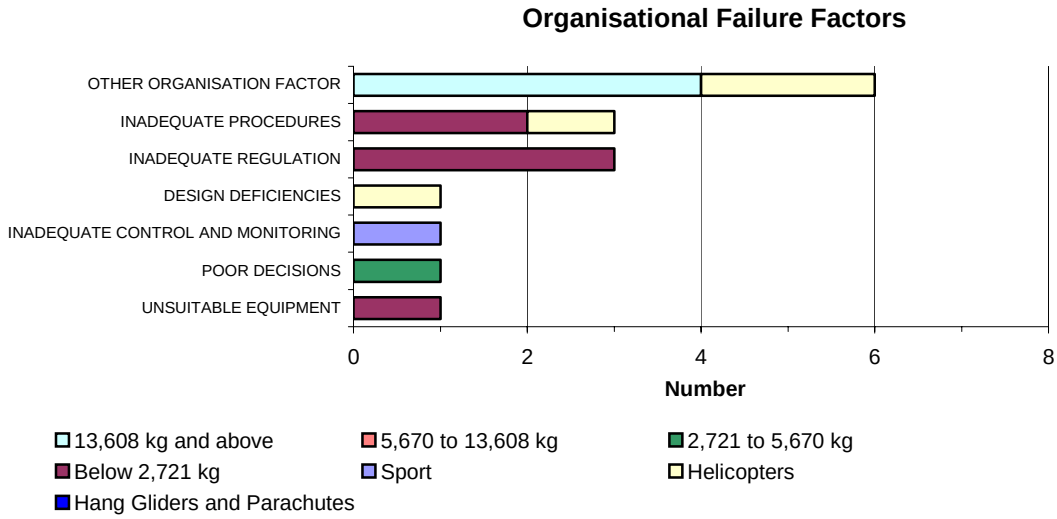


The following graphs show the number of causal factors recorded for accidents that occurred during the period 1 July to 31 December 2003 for the various aircraft groups. Causal factors have been assigned to 19 (40%) of the 47 accidents.

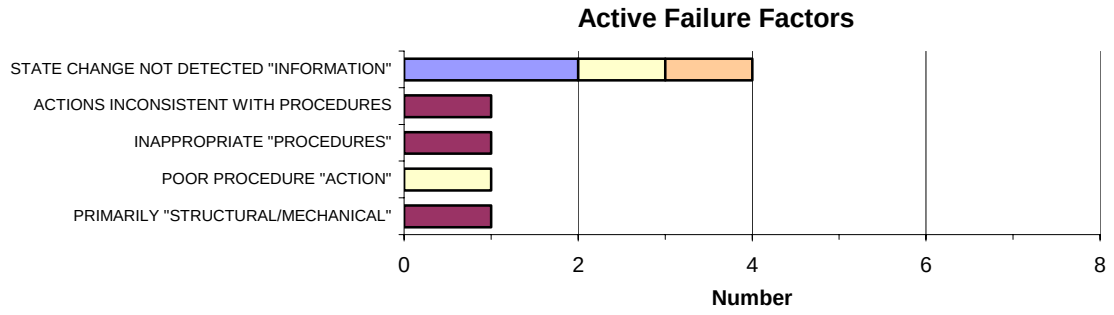


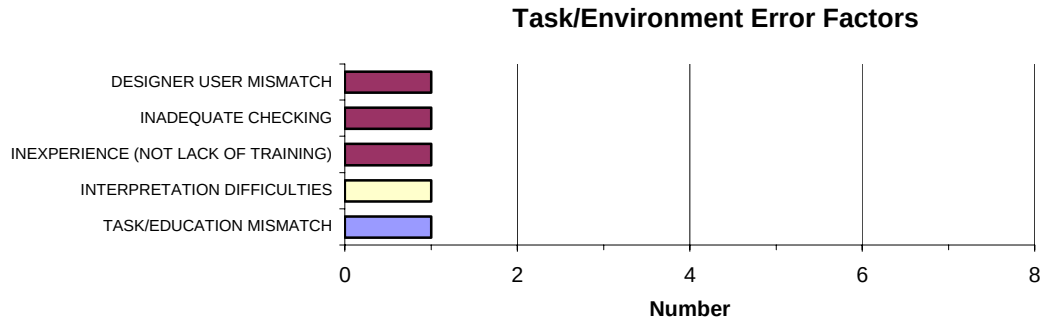


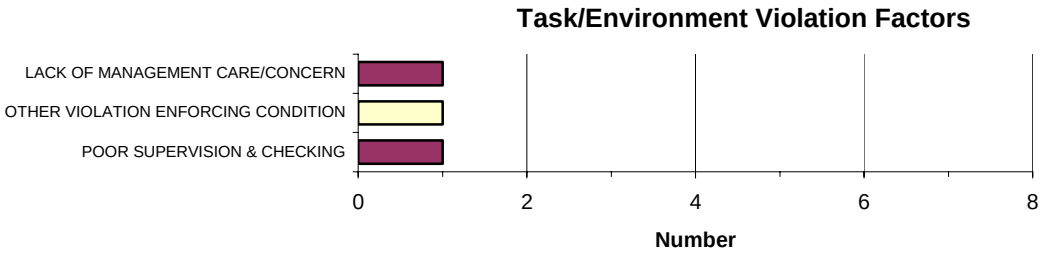


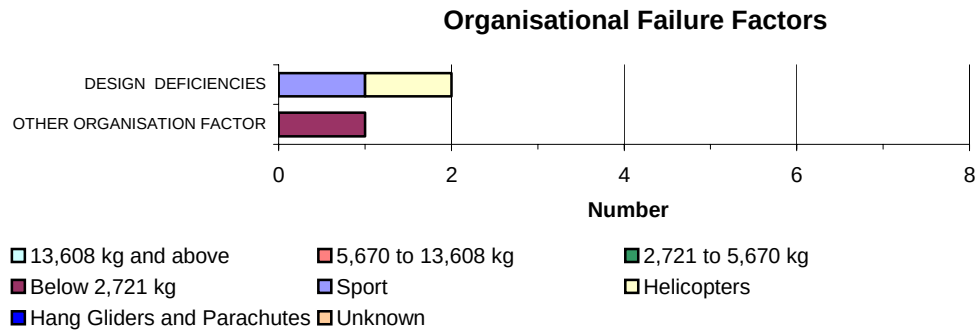


The following graphs show the number of causal factors recorded for accidents that occurred during the period 1 January to 30 June 2004 for the various aircraft groups. Causal factors have been assigned to 14 (35%) of the 40 accidents.





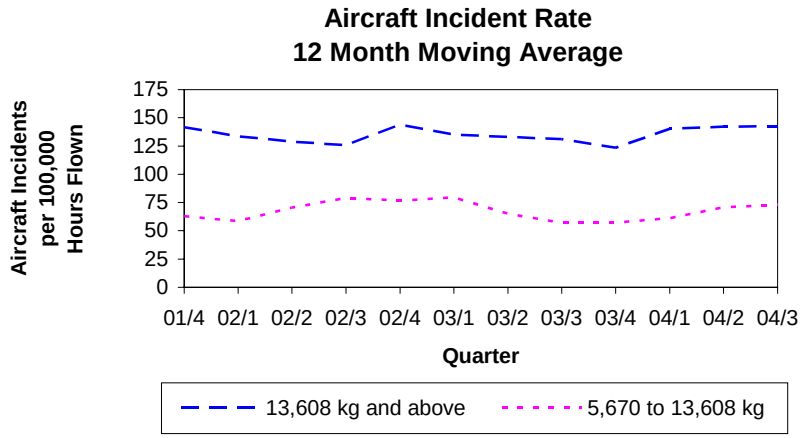


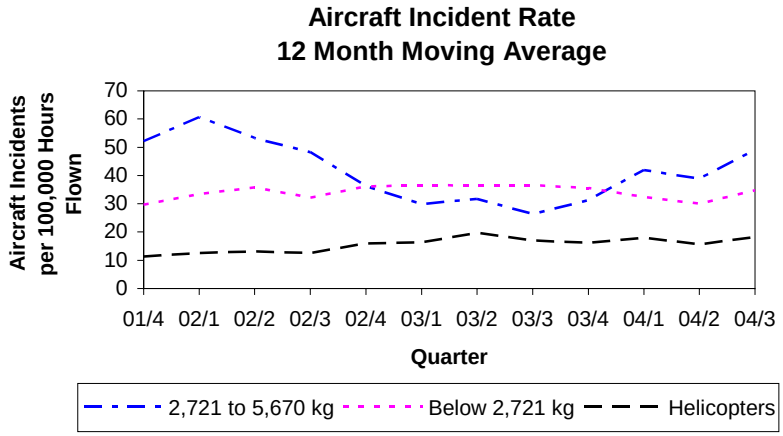


Aircraft Incidents

Occurrence Trend

The following graphs show the aircraft incident rates (incidents per 100,000 hours flown) twelve month moving average for the three-year period 1 October 2001 to 30 September 2004 (excluding Sport).





Aircraft Group	Straight Line Trend of 12 Month Moving Average
13,608 kg and above	Trending up
5,670 to 13,608 kg	Trending down
2,721 to 5,670 kg	Trending down
Below 2,721 kg	Trending up
Helicopters	Trending up

The slopes of the trend lines for the 13,608 kg and above, 5,670 to 13,608 kg and below 2,721 kg groups are close to zero.

The ratios of reported aircraft incidents for the below 2,721 kg and helicopter groups to the respective number of reported accidents show upward trends but continue to be low.

Six-Monthly Comparison

Number of Aircraft Incidents

Aircraft Group	1 Jan to 30 Jun 2003	1 Jan to 30 Jun 2004	Change	
			Number	Percentage
13,608 kg and above	120	178	+ 58	+ 48.3
5,670 to 13,608 kg	29	47	+ 18	+ 62.1
2,721 to 5,670 kg	7	10	+ 3	+ 42.9
Below 2,721 kg	68	51	- 17	- 25.0
Helicopters	14	13	- 1	- 7.1
Sport	4	10	+ 6	+ 150.0
Unknown	21	34	+ 13	+ 61.9
Total	**263**	**343**	**+ 80**	**+ 30.4**

Severity

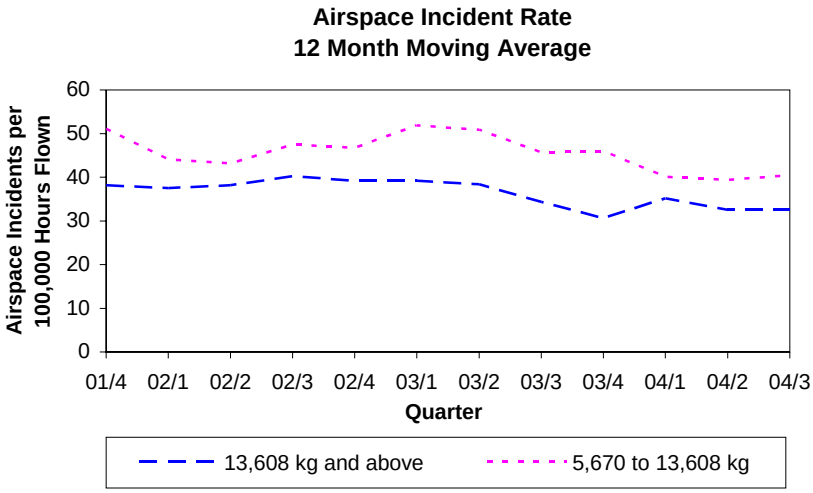
Six-Monthly Comparison

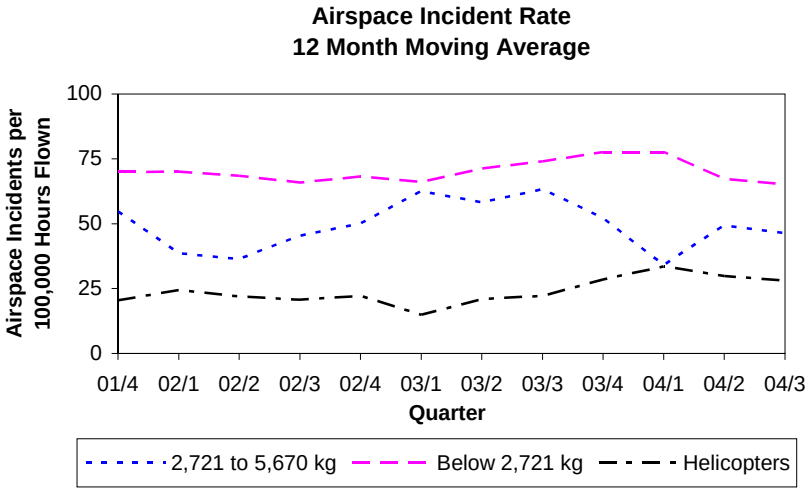
Aircraft Group	Severity	1 Jan to 30 Jun 2003	1 Jan to 30 Jun 2004	Change
13,608 kg and above	Critical	0	0	0
	Major	9	5	- 4
	Minor	111	173	+ 62
5,670 to 13,608 kg	Critical	0	0	0
	Major	9	4	- 5
	Minor	20	43	+ 23
Below 5,670 kg, Helicopters and Sport	Critical	0	0	0
	Major	14	15	+ 1
	Minor	79	69	- 10
Unknown	Critical	0	0	0
	Major	2	1	- 1
	Minor	19	33	+ 14
Total	**Critical**	**0**	**0**	**0**
	Major	**34**	**25**	**- 9**
	Minor	**229**	**318**	**+ 89**

Airspace Incidents

Occurrence Trend

The following graphs show the airspace incident rates (incidents per 100,000 hours flown) twelve month moving average for the three-year period 1 October 2001 to 30 September 2004 (excluding Sport).





Aircraft Group	Straight Line Trend of 12 Month Moving Average
13,608 kg and above	Trending down
5,670 to 13,608 kg	Trending down
2,721 to 5,670 kg	Trending up
Below 2,721 kg	Trending up
Helicopters	Trending up

The slopes of the trend lines for the 2,721 to 5,670 kg and below 2,721 kg groups are close to zero.

Six-Monthly Comparison

Number of Airspace Incidents

Aircraft Group	1 Jan to 30 Jun 2003	1 Jan to 30 Jun 2004	Change	
			Number	Percentage
13,608 kg and above	39	47	+ 8	+ 20.5
5,670 to 13,608 kg	30	25	- 5	- 16.7
2,721 to 5,670 kg	12	11	- 1	- 8.3
Below 2,721 kg	123	91	- 32	- 26.0
Helicopters	15	17	+ 2	+ 13.3
Sport	22	19	- 3	- 13.6
Unknown	170	183	+ 13	+ 7.6
Total	**411**	**393**	**- 18**	**- 4.4**

Severity

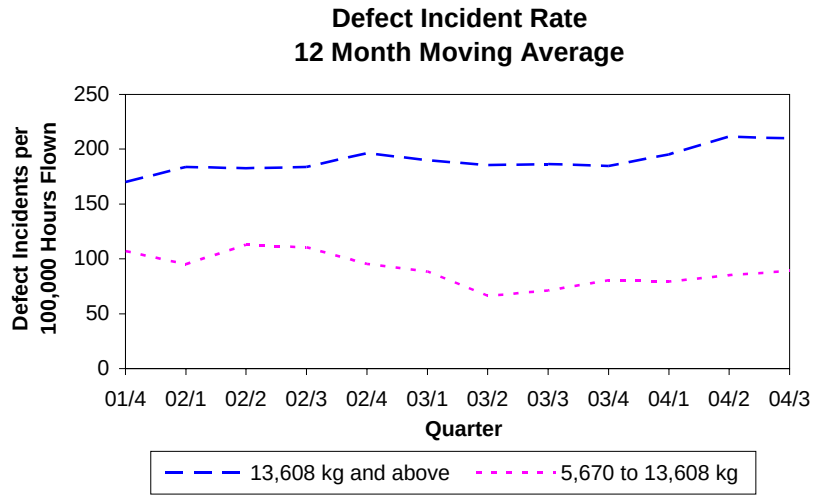
Six-Monthly Comparison

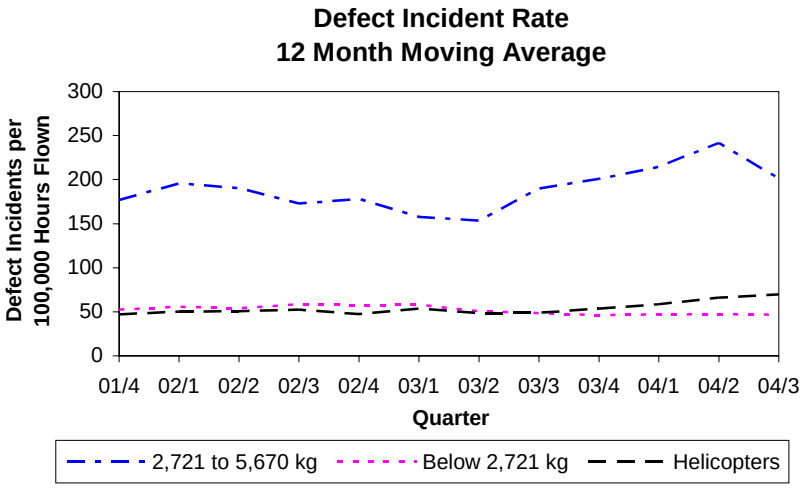
Aircraft Group	Severity	1 Jan to 30 Jun 2003	1 Jan to 30 Jun 2004	Change
13,608 kg and above	Critical	0	0	0
	Major	3	3	0
	Minor	36	44	+ 8
5,670 to 13,608 kg	Critical	0	0	0
	Major	1	0	- 1
	Minor	29	25	- 4
Below 5,670 kg, Helicopters and Sport	Critical	0	0	0
	Major	10	7	- 3
	Minor	162	131	- 31
Unknown	Critical	0	0	0
	Major	11	18	+ 7
	Minor	159	165	+ 6
Total	**Critical**	**0**	**0**	**0**
	Major	**25**	**28**	**+ 3**
	Minor	**386**	**365**	**- 21**

Defect Incidents

Occurrence Trend

The following graphs show the aircraft defect incident rates (incidents per 100,000 hours flown) twelve month moving average for the three-year period 1 October 2001 to 30 September 2004 (excluding Sport).





Aircraft Group	Straight Line Trend of 12 Month Moving Average
13,608 kg and above	Trending up
5,670 to 13,608 kg	Trending down
2,721 to 5,670 kg	Trending up
Below 2,721 kg	Trending down
Helicopters	Trending up

Six-Monthly Comparison

Number of Defect Incidents

Aircraft Group	1 Jan to 30 Jun 2003	1 Jan to 30 Jun 2004	Change	
			Number	Percentage
13,608 kg and above	199	283	+ 84	+ 42.2
5,670 to 13,608 kg	29	38	+ 9	+ 31.0
2,721 to 5,670 kg	32	48	+ 16	+ 50.0
Below 2,721 kg	69	71	+ 2	+ 2.9
Helicopters	38	57	+ 19	+ 50.0
Sport	9	5	- 4	- 44.4
Unknown	8	15	+ 7	+ 87.5
Total	**384**	**517**	**+ 133**	**+ 34.6**

Severity

Six-Monthly Comparison

Aircraft Group	Severity	1 Jan to 30 Jun 2003	1 Jan to 30 Jun 2004	Change
13,608 kg and above	Critical	0	0	0
	Major	18	20	+ 2
	Minor	181	263	+ 82
5,670 to 13,608 kg	Critical	0	0	0
	Major	11	8	- 3
	Minor	18	30	+ 12
Below 5,670 kg, Helicopters and Sport	Critical	1	2	+ 1
	Major	42	53	+ 11
	Minor	105	126	+ 21
Unknown	Critical	0	0	0
	Major	2	1	- 1
	Minor	6	14	+ 8
Total	**Critical**	**1**	**2**	**+ 1**
	Major	**73**	**82**	**+ 9**
	Minor	**310**	**433**	**+ 123**

Security Incidents

Six-Monthly Comparison

Number of Security Incidents

Aircraft Group	1 Jan to 30 Jun 2003	1 Jan to 30 Jun 2004	Change
13,608 kg and above	18	19	+ 1
5,670 to 13,608 kg	2	2	0
2,721 to 5,670 kg	0	0	0
Below 2,721 kg	1	0	- 1
Helicopters	0	0	0
Sport	0	0	0
Unknown	58	30	- 28
Total	**79**	**51**	**- 28**

Severity

Severity	1 Jan to 30 Jun 2003	1 Jan to 30 Jun 2004	Change
Critical	0	0	0
Major	4	3	- 1
Minor	75	48	- 27

Occurrences — General

The following table shows the number of occurrences (excluding Non Reportable Occurrences) that were registered on the CAA database during each of the six months of the 1 January to 30 June 2004 period.

Month	ACC	ADI	ARC	ASP	BRD	DEF	DGD	HGA	INC	NIO	PAA	PIO	SEC	TOTAL
04/1	13	7	35	61	117	90	6	4	75	2	1	2	5	**418**
04/2	2	6	34	63	105	92	5	2	68	5	1	1	6	**390**
04/3	10	5	24	83	93	74	0	0	51	4	0	1	12	**357**
04/4	3	3	23	75	111	80	5	0	56	9	0	0	7	**372**
04/5	5	3	23	59	85	94	3	0	38	4	0	3	13	**330**
04/6	2	5	18	55	89	83	6	0	51	4	0	5	6	**324**
Total	**35**	**29**	**157**	**396**	**600**	**513**	**25**	**6**	**339**	**28**	**2**	**12**	**49**	**2,191**

ACC	Accident	**HGA**	Hang Glider Accident
ADI	Aerodrome Incident	**INC**	Aircraft Incident
ARC	Aviation Related Concern	**NIO**	Facility Malfunction Incident
ASP	Airspace Incident	**PAA**	Parachute Accident
BRD	Bird Incident	**PIO**	Promulgated Information Incident
DEF	Defect Incident	**SEC**	Security Incident
DGD	Dangerous Goods Incident		

Definitions

General

Accident (ACC)

Means an occurrence that is associated with the operation of an aircraft and takes place between the time any person boards the aircraft with the intention of flight and such time as all such persons have disembarked and the engine or any propellers or rotors come to rest, being an occurrence in which–

(1) a person is fatally or seriously injured as a result of–

(i) being in the aircraft; or

(ii) direct contact with any part of the aircraft, including any part that has become detached from the aircraft; or

(iii) direct exposure to jet blast–

except when the injuries are self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to passengers and crew; or

(2) the aircraft sustains damage or structural failure that–

(i) adversely affects the structural strength, performance or flight characteristics of the aircraft; and

(ii) would normally require major repair or replacement of the affected component–

except engine failure or damage that is limited to the engine, its cowlings, or accessories, or damage limited to propellers, wing tips, rotors, antennas, tyres, brakes, fairings, small dents, or puncture holes in the aircraft skin; or

(3) the aircraft is missing or is completely inaccessible.

Aerodrome Incident (ADI)

Means an incident involving an aircraft operation and–

(1) an obstruction either on the aerodrome operational area or protruding into the aerodrome obstacle limitation surfaces; or

(2) a defective visual aid; or

(3) a defective surface of a manoeuvring area; or

(4) any other defective aerodrome facility.

Aircraft Incident (INC)

Means any incident, not otherwise classified, associated with the operation of an aircraft.

Airspace Incident (ASP)

Means an incident involving deviation from, or shortcomings of, the procedures or rules for–

(1) avoiding collisions between aircraft; or

(2) avoiding collisions between aircraft and other obstacles when an aircraft is being provided with an Air Traffic Service.

Bird Incident (BRD)

Means an incident where–

(1) there is a collision between an aircraft and one or more birds; or

(2) when one or more birds pass sufficiently close to an aircraft in flight to cause alarm to the pilot.

Dangerous Goods Incident (DGD)

Means an incident associated with and related to the carriage of dangerous goods by air after acceptance by the operator, that–

(1) results in injury to a person, property damage, fire, breakage, spillage, leakage of fluid or radiation, or other evidence that the integrity of the packaging has not been maintained; or

(2) involves dangerous goods incorrectly declared, packaged, labelled, marked, or documented.

Defect Incident (DEF)

Means an incident that involves failure or malfunction of an aircraft or aircraft component, whether found in flight or on the ground.

Facility Malfunction Incident (NIO)

Means an incident that involves an aeronautical telecommunications facility.

Fatal Injury

Means any injury which results in death within 30 days of the accident.

Incident

Means any occurrence, other than an accident, that is associated with the operation of an aircraft and affects or could affect the safety of operation.

Note: Incident has many sub-categories.

Occurrence

Means an accident or incident.

Promulgated Information Incident (PIO)

Means an incident that involves significantly incorrect, inadequate, or misleading information promulgated in any aeronautical information publication, map, or chart.

Security Incident (SEC)

Means an incident that involves unlawful interference.

Serious Injury

Means any injury that is sustained by a person in an accident and that–

(1) requires hospitalisation for more than 48 hours, commencing within seven days from the date the injury was received; or

(2) results in a fracture of any bone, except simple fractures of fingers, toes, or nose; or

(3) involves lacerations which cause severe haemorrhage, nerve, muscle, or tendon damage; or

(4) involves injury to an internal organ; or

(5) involves second or third degree burns, or any burns affecting more than 5% of the body surface; or

(6) involves verified exposure to infectious substances or injurious radiation.

Severity

The following definitions apply to the severity accorded to occurrences and to findings as the result of investigation of occurrences.

Severity Factor		Definition
CR	Critical	An occurrence or deficiency that caused, or on its own had the potential to cause, loss of life or limb;
MA	Major	An occurrence or deficiency involving a major system that caused, or had the potential to cause, significant problems to the function or effectiveness of that system;
MI	Minor	An isolated occurrence or deficiency not indicative of a significant system problem.

Aircraft Groups

The actual aircraft groups used to derive data in this report, although reported to the nearest kilogram, have been based on the imperial measures used in the United States design requirements which are the basis for certification of most aircraft. The relevant aircraft data is therefore recorded as pounds on the database. Since they are related to design requirements the "break" figures group aircraft with similar complexities and associated operational factors together. Attempts to query based on metric figures can lead to error where aircraft are clustered about a particular break by splitting groups that should logically be kept together.

The following table shows the actual imperial weights used in the reporting queries, the nearest metric conversion, the metric label used on graphs and tables in the report, and the nearest "nominal" metric weight break.

Actual Weight Break (lbs)	Metric Conversion (kg) [NB Rounded down]	Report Data Label (kg)	Nearest "Nominal" Metric Break (kg)
≥ 30,000	≥ 13,608	13,608 kg and above	13,600
≥12,500 and < 30,000	≥ 5,670 and < 13,608	5,670 to 13,608 kg	5,700-13,600
≥ 6,000 and < 12,500	≥ 2,721 and < 5,670	2,721 to 5,670 kg	2,700-5,700
< 6,000	< 2,721	Below 2,721 kg	2,700

The following table shows the aircraft classes included in each aircraft group.

Aircraft Group	Aircraft Class
13,608 kg and above	Aeroplane
5,670 to 13,608 kg	Aeroplane
2,721 to 5,670 kg	Aeroplane, Balloon
Below 2,721 kg	Aeroplane, Balloon
Helicopters	Helicopter
Sport	Amateur Built Aeroplane, Amateur Built Glider, Amateur Built Helicopter, Glider, Gyroplane, Microlight Class 1, Microlight Class 2, Power Glider