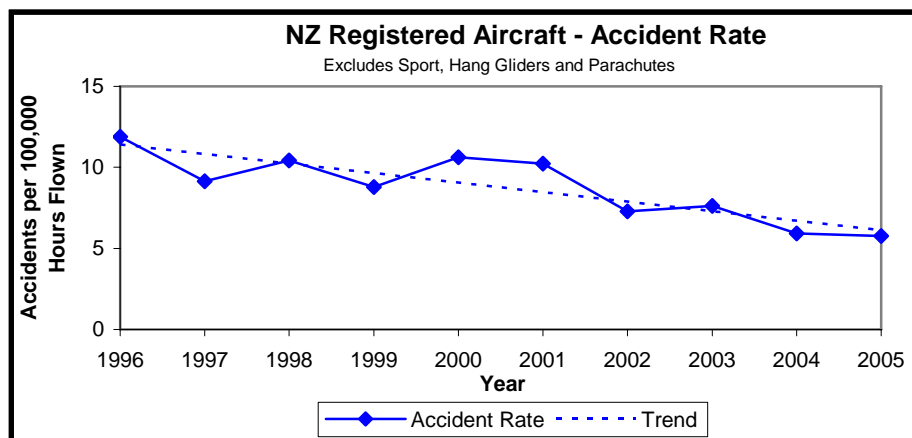




CIVIL AVIATION AUTHORITY
OF NEW ZEALAND

Aviation Safety Summary Report

1 October to 31 December 2005



The graph above shows the overall accident rate per 100,000 hours flown (excluding the sport group, hang gliders and parachutes) for the years 1996 to 2005. (Note that this graph does not show a moving average.)

Introduction

The purpose of this report is to provide readers with a quarterly snapshot of the aviation industry in terms of its size, shape, activity and safety performance versus targets. This complements the more detailed six-monthly “Aviation Industry Safety Update”, which is available only on the CAA web site.

This report uses calendar years; the first quarter is 1 January to 31 March.

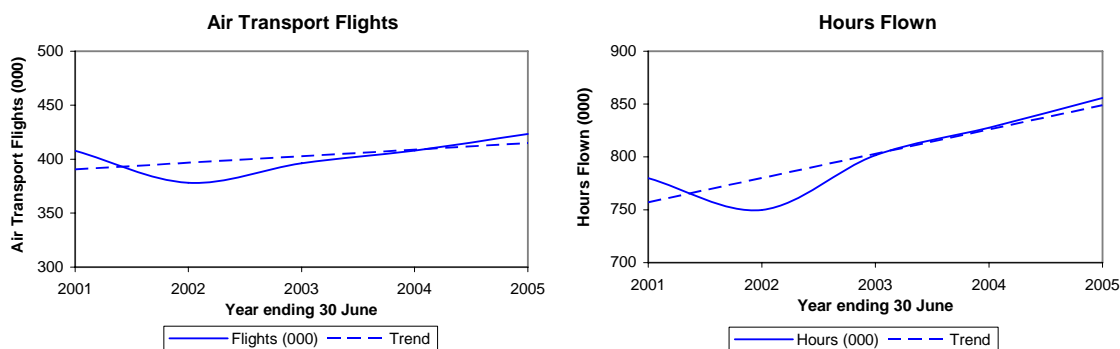
Activity

General

Air Transport Flights, Total Hours

Trends

The following graphs show the number of air transport flights and the total number of hours flown (annual data) for the five-year period 1 July 2000 to 30 June 2005 (excluding sport).



Note that the scales on these graphs do not start at zero.

Quarterly Comparison

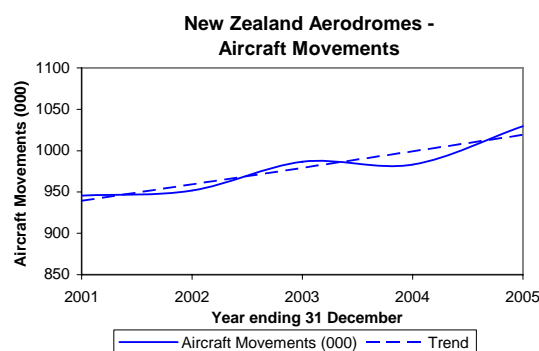
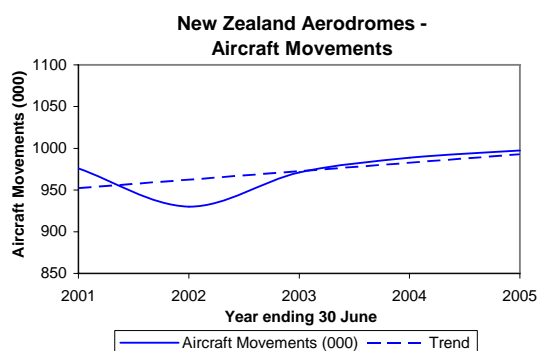
Activity	1 Apr to 30 Jun	1 Apr to 30 Jun	Change	
	2004	2005	Number	Percentage
Air Transport Flights	95,715	98,333	+ 2,618	+ 2.7
Total Hours	203,332	208,055	+ 4,723	+ 2.3

Note that these assessments exclude sport aircraft, hang gliders and parachutes, and foreign registered aircraft that are operated in New Zealand, and are based on Aircraft Operating Statistics for periods up to the quarter ended 30 June 2005 - the most recent quarter for which these data are available.

Aircraft Movements

Trends

The following graphs show the number of aircraft movements at certificated aerodromes (annual data) for the five-year periods 1 July 2000 to 30 June 2005 (the same period as for Air Transport Flights and Total Hours) and 1 January 2001 to 31 December 2005 (the most recent data).



Note that the scales on these graphs do not start at zero.

Quarterly Comparison

Activity	1 Oct to 31 Dec	1 Oct to 31 Dec	Change	
	2004	2005	Number	Percentage
Aircraft Movements	239,658	254,085	+ 14,427	+ 6.0

Note that this covers certificated aerodromes only. Includes Auckland, Christchurch, Dunedin, Gisborne (from December 2004), Hamilton, Invercargill, Napier, Nelson, New Plymouth, Ohakea, Palmerston North, Queenstown, Rotorua, Taupo, Tauranga, Wellington and Woodbourne. Excludes Chatham Islands/Inia William Tuuta Memorial Airport, Kerikeri/Bay of Islands, Manapouri, Mount Cook, Timaru, Wanganui, Westport and Wigram.

Registered Aircraft

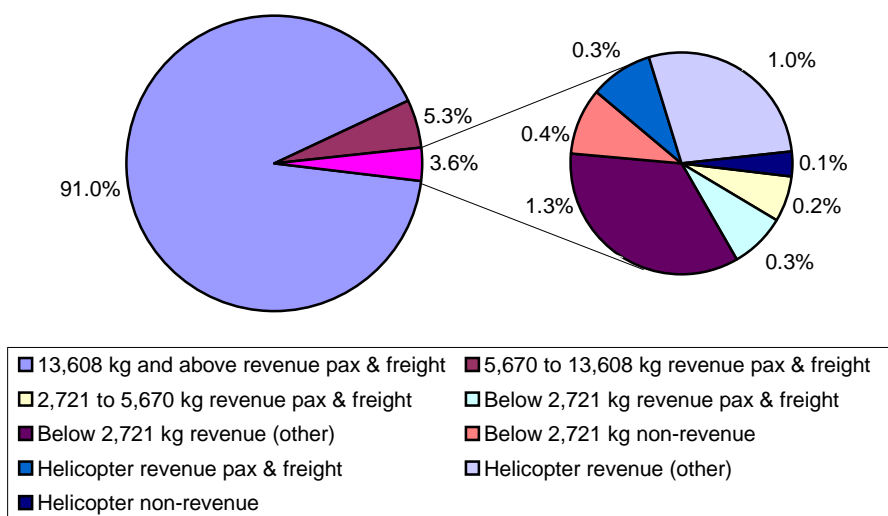
Quarterly Comparison

Aircraft Group	31 Dec	31 Dec	Change	
	2004	2005	Number	Percentage
13,608 kg and above	95	103	+ 8	+ 8.4
5,670 to 13,608 kg	68	65	- 3	- 4.4
2,721 to 5,670 kg	132	143	+ 11	+ 8.3
Below 2,721 kg	1,548	1,564	+ 16	+ 1.0
Helicopters	594	643	+ 49	+ 8.2
Sport	1,358	1,419	+ 61	+ 4.5
Total	3,795	3,937	+ 142	+ 3.7

Industry Size and Shape

The following graph shows the size and shape of the aviation industry as determined by aircraft that returned Aircraft Operating Statistics in the relevant safety target group categories for the period 1 April to 30 June 2005. The number of seats for aircraft with no seats recorded on the database was estimated using (maximum take off 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.

Percentage Seat Hours

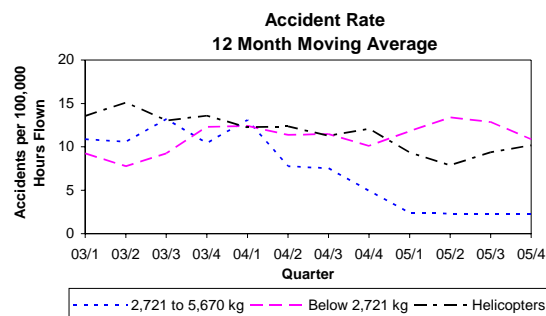
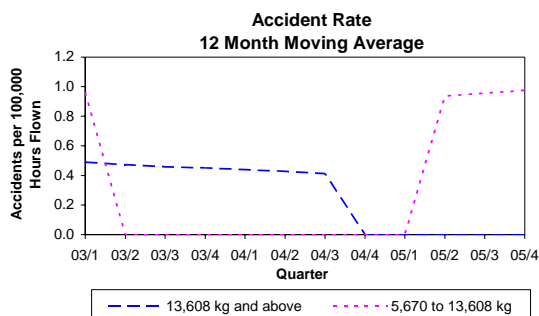


Note that this graph excludes revenue (other) and non-revenue hours flown by the 2,721 kg and above groups because these activities are not included in the Accident Rate Reduction Target graphs.

Accidents

Trends

The following graphs show the aircraft accident rates (12 month moving average) for the three-year period 1 January 2003 to 31 December 2005 (excluding Sport).



Quarterly Comparison

Number of Accidents

Aircraft Group	1 Oct to 31 Dec 2004	1 Oct to 31 Dec 2005	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	10	4	- 6
Helicopters	5	7	+ 2
Sport	10	5	- 5
Hang Gliders	2	1	- 1
Parachutes	0	0	0
Total	27	17	- 10

Severity of Accidents

Severity	1 Oct to 31 Dec 2004	1 Oct to 31 Dec 2005	Change
Critical	6	3	- 3
Major	15	7	- 8
Minor	6	7	+ 1

No accidents in the 5,670 kg and above groups were classified as Critical.

Number of Fatal Accidents (and Number of Fatal Injuries)

Aircraft Group	1 Oct to 31 Dec 2004	1 Oct to 31 Dec 2005	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	3 (4)	1 (2)	- 2 (- 2)
Helicopters	0	1 (2)	+ 1 (+ 2)
Sport	0	0	0
Hang Gliders	0	0	0
Parachutes	0	0	0
Total	3 (4)	2 (4)	- 1 (0)

Number of Serious Injuries

Aircraft Group	1 Oct to 31 Dec 2004	1 Oct to 31 Dec 2005	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	2	0	- 2
Helicopters	1	1	0
Sport	1	1	0
Hang Gliders	1	0	- 1
Parachutes	0	0	0
Total	5	2	- 3

Number of Minor Injuries

Aircraft Group	1 Oct to 31 Dec 2004	1 Oct to 31 Dec 2005	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	1	0	- 1
Helicopters	0	2	+ 2
Sport	2	3	+ 1
Hang Gliders	1	0	- 1
Parachutes	0	0	0
Total	4	5	+ 1

Significant Accidents and Other Injury Accidents

Significant Injury Accidents

This section describes significant injury accidents that occurred during the period 1 October to 31 December 2005.

Below 2,721 kg

- An aeroplane on a ferry/positioning flight went missing, and was later found destroyed in the Pukenui forest. Both occupants were killed.

Helicopters

- A helicopter on a private flight went missing and was later found crashed near Raglan. Both occupants were killed.

Significant Non-Injury Accidents

This section describes significant non-injury accidents that occurred during the period 1 October to 31 December 2005.

Helicopters

- The RCCNZ reported that an ELT had been activated in the Hurunui Ranges near Hanmer Springs. The helicopter had been on agricultural operations and was later found with the pilot uninjured.
- A helicopter on a transport passenger A to B flight crashed on take off when the pilot's foot caught in the rudder pedal.

Other Injury Accidents

This section describes other injury accidents that occurred during the period 1 October to 31 December 2005.

Helicopters

- The pilot and passenger of a helicopter both suffered minor injuries when the aircraft dove into the beach during a joyride from a local charity gala.
- A person loading a helicopter for a transport passenger A to A flight suffered serious injuries when he was struck by the helicopter's main rotor.

Sport

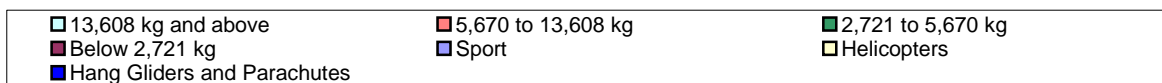
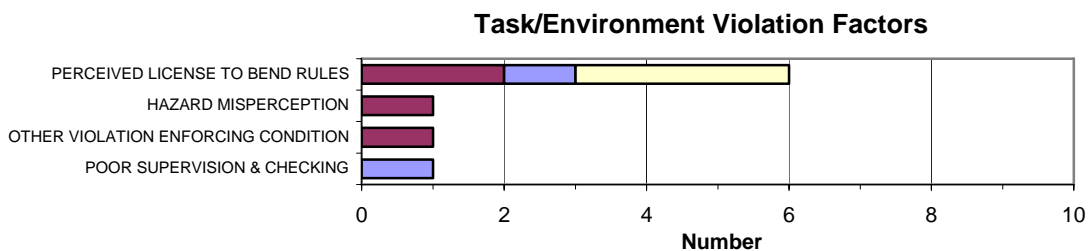
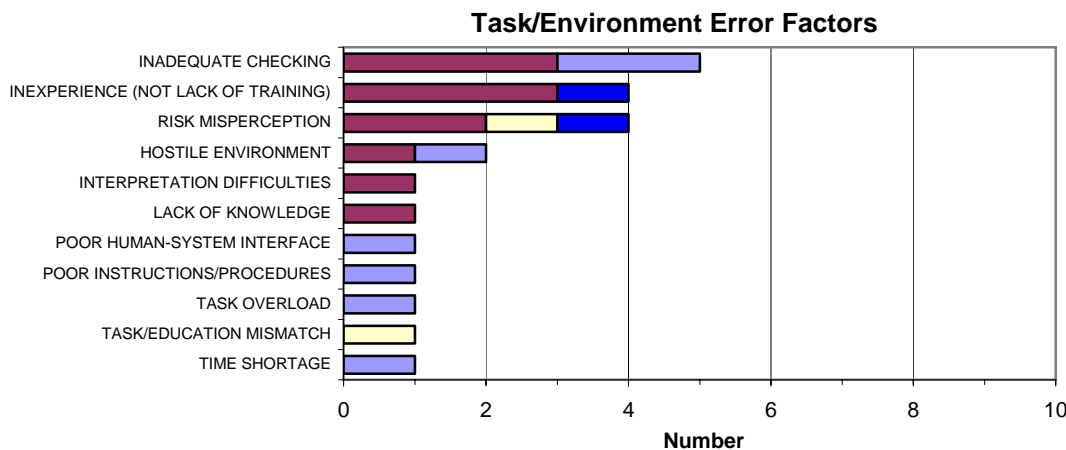
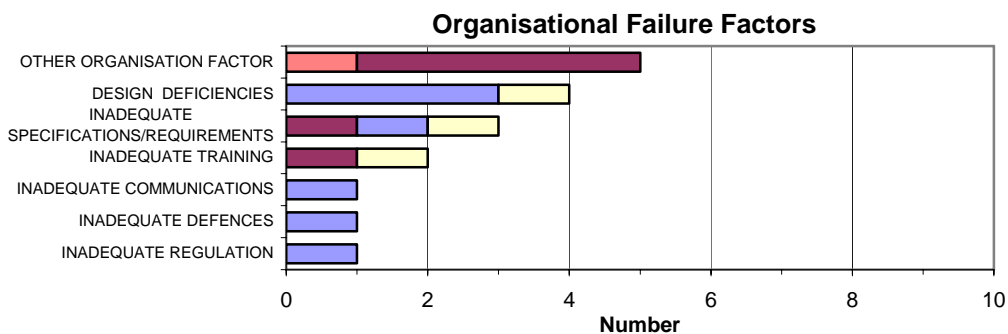
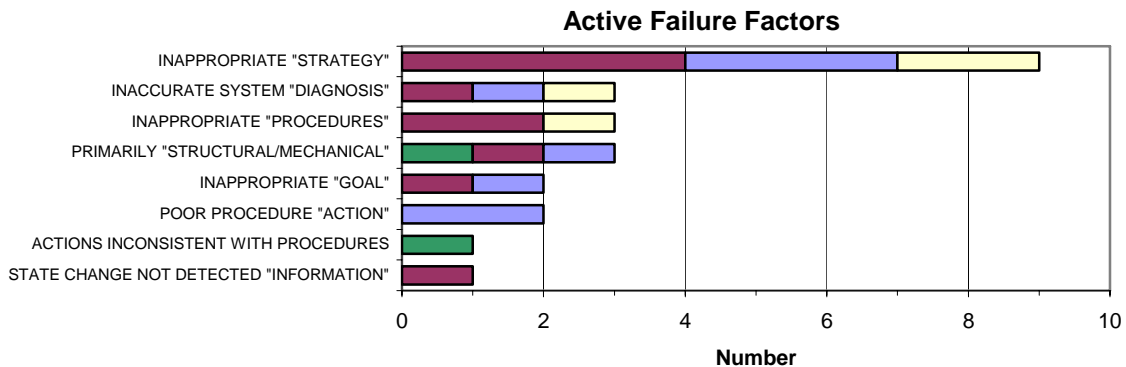
- The pilot and passenger aboard an amateur built aeroplane on a private flight both received minor injuries when it made a forced landing after engine failure.
- The pilot of a microlight suffered serious injuries when an accident occurred during landing after a private flight.
- The pilot of a glider on a private flight suffered minor injuries from a forced landing on a state highway after experiencing considerable sink.

Accident Causal Factors by Aircraft Group

The following graphs show the number of causal factors recorded for accidents that occurred during the 12-month period 1 October 2004 to 30 September 2005 for the various aircraft groups.

Causal factors have been assigned to 47 (51%) of the 93 accidents.

Note that causes are not yet available for all accidents that occurred in the 1 October to 31 December 2005 period.



Accident Reduction Targets - 2005

Targets that were achieved:

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

Targets that were not achieved:

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

The actual numbers of accidents for the quarters 2005/1 and 2005/2 are shown next to the accident rates, and the trend is a dashed blue line.

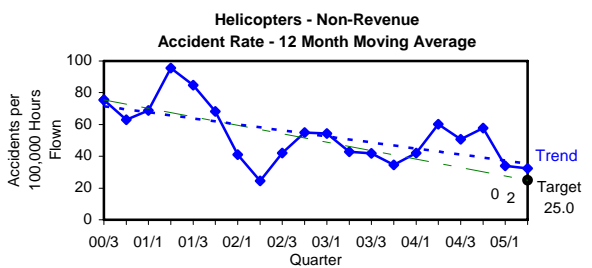
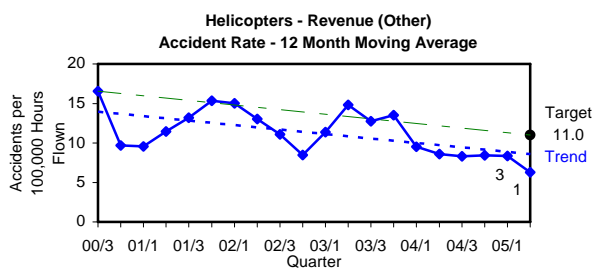
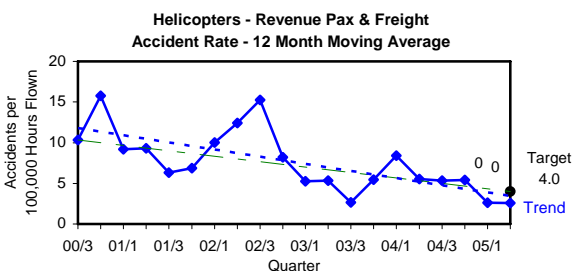
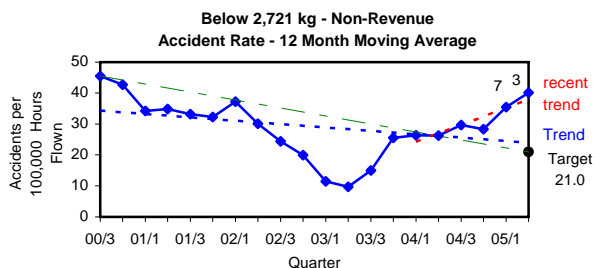
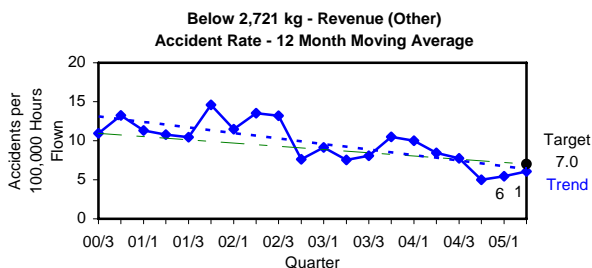
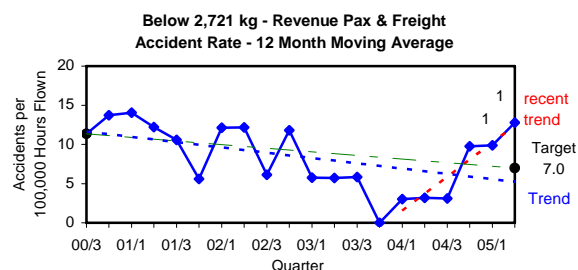
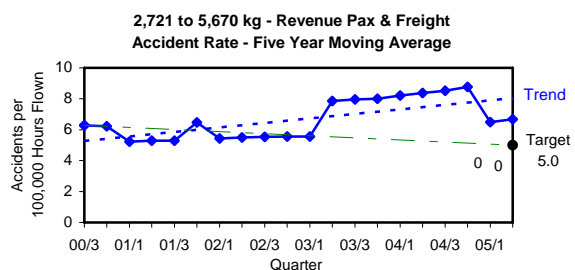
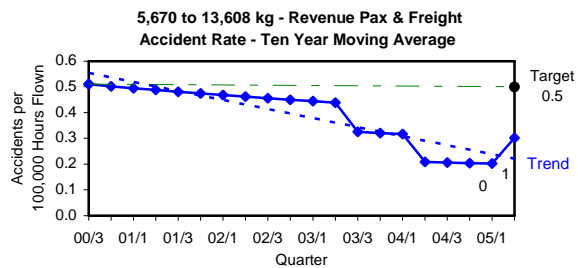
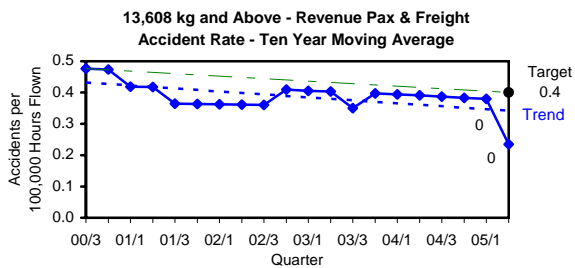
Note that the CAA accident rates for the period ended 30 June 2005, based on estimated hours, were within 5% of the final rate except in the following cases.

Five exceptions occurred in the 1 April to 30 June 2005 report:

- below 2,721 kg revenue pax & freight (- 12.0% error),
- below 2,721 kg revenue (other) (- 6.5% error),
- helicopter revenue pax & freight (- 7.9% error),
- helicopter revenue (other) (- 8.0% error), and
- helicopter non-revenue operations (11.9% error).

These errors did not change whether the groups were above or below the “Target” line.

No exceptions occurred in the 1 July to 30 September 2005 report.



Safety Outcome Targets for 2010

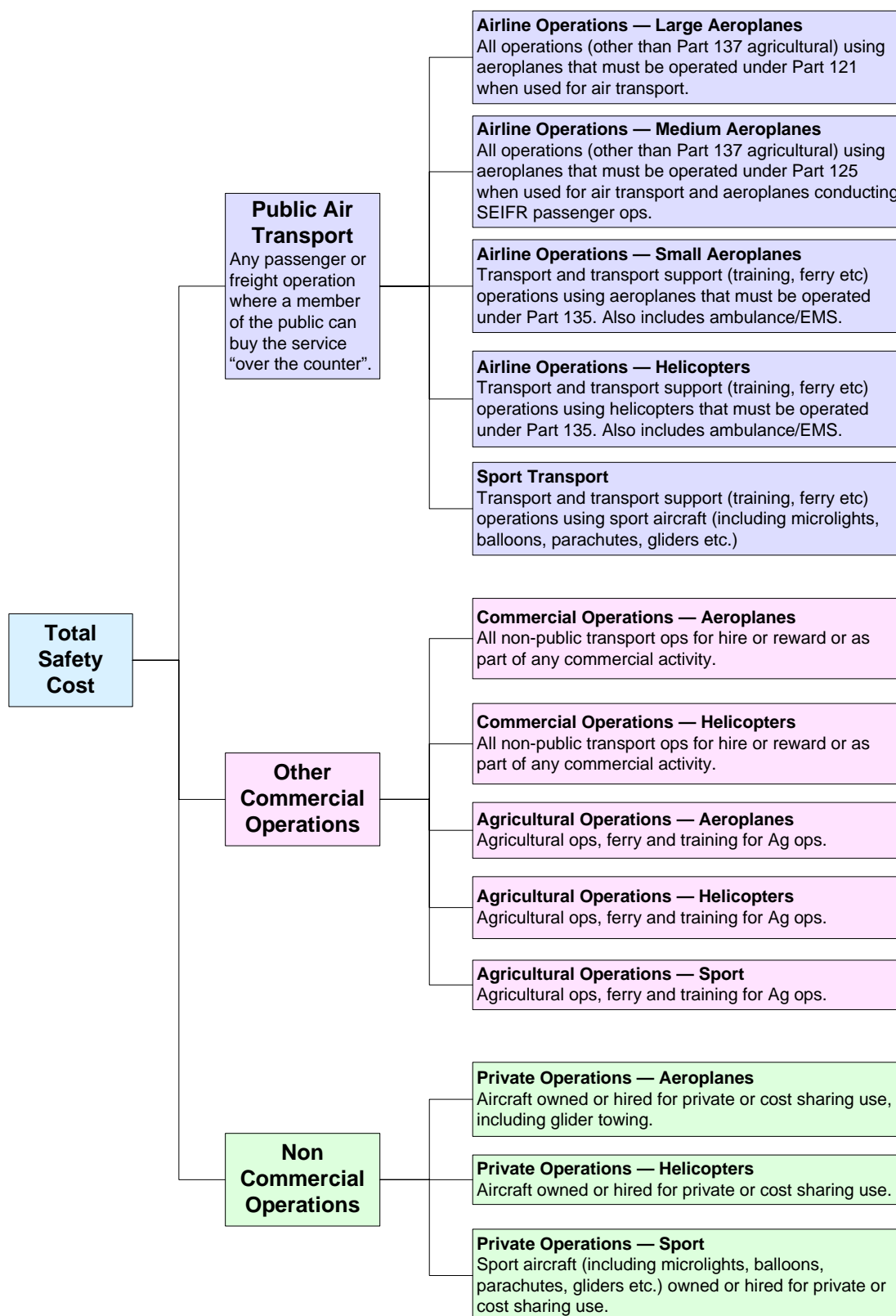
Safety Target Structure

The 2010 Safety Target Groups have all New Zealand aviation classified under three broad headings: Public Air Transport, Other Commercial Operations, and Non-Commercial Operations.

Thirteen further sub-groups enable differentiation between aeroplanes, helicopters, and sport aircraft, and also allow for different weight groups.

The following table displays the social cost for each Safety Target Group for the quarter 1 October to 31 December 2005. Cost per fatal and serious injury in 2004 dollars, cost per aircraft destroyed in 2005 dollars.

Safety Outcome Target Group	Social Cost \$m
Airline Operations - Large Aeroplanes	-
Airline Operations - Medium Aeroplanes	-
Airline Operations - Small Aeroplanes	-
Airline Operations - Helicopter	-
Sport Transport	-
Other Commercial Operations - Aeroplane	-
Other Commercial Operations - Helicopter	0.26
Agricultural Operations - Aeroplane	5.93
Agricultural Operations - Helicopter	-
Agricultural Operations - Sport Aircraft	-
Private Operations - Aeroplane	-
Private Operations - Helicopter	7.68
Private Operations - Sport	0.58



Safety Outcome Targets for 2010

Each “target group” has its own target level expressed as social cost per unit of passenger exposure, the unit being per seat hour. For target groups that are not predominantly passenger carrying a surrogate of 500 kg of aircraft weight is used instead of passenger exposure. These outcomes represent the maximum level of social cost considered acceptable for each group.

At the time these targets were established, historical data indicated that the 13,608 kg and above and 5,670 to 13,608 kg revenue pax and freight groups account for 96% of New Zealand aviation exposure units, and have the lowest social cost per seat hour (\$0.13 and \$0.00 respectively). This safety outcome reflects the significance of 6 fatalities in the 13,608 kg and above group, and 0 fatalities in the 5,670 to 13,608 kg group over the past 10 years. An outcome target of \$0.10 per seat hour for the new Public Air Transport – Large and Medium Aeroplanes groups is considered both reasonable, and achievable, representing less than 3 fatalities in these groups over the next 5 years.

Historical data indicates that for the remaining groups the safety outcomes using the new social cost system would have been in the range of \$6.44 to \$174.06 per seat hour. These are several orders of magnitude worse than the outcomes achieved by Large and Medium Transport Aeroplanes. The lower end of this range (in terms of fatalities per hour of flying) is roughly equivalent to what is being achieved by Part 135 operations in the USA, and accordingly an outcome of \$6.50 per seat hour has been targeted for most New Zealand commercial aviation. It should be noted that research indicates this outcome is almost twice the social cost (on an equivalent exposure basis) associated with the operation of private motor cars in New Zealand.

For non-commercial and some commercial operations, it is unlikely that social costs can be reduced even to these levels in the short term, and accordingly ‘softer’ targets have been set for these groups.

The table on the next page shows the new Safety Outcome Targets for the period ending 31 December 2005 in 2004 dollars (excluding the cost of aircraft destroyed). The target groups highlighted in yellow are groups where major safety improvements need to be achieved. Red highlighting has been used to draw attention to groups with significant recent safety failure.

Graphs displaying the new Safety Outcome Targets and the progress over each quarter will be developed once there are sufficient data points to show.

Note: In the report for 1 July to 30 September 2005 the estimate for Airline Operations - Medium Aeroplanes for the averaging period ending 30 September 2005 was incorrect due to a data processing error. The more correct estimate would have been 0.13, the same as for the averaging period ending 31 December 2005 as shown in this report.

Safety Outcome Target Group	Type of Injuries						Previous Estimate \$	Current Estimate \$	Target \$
	Fatal Crew	Serious Crew	Minor Crew	Fatal Pax	Serious Pax	Minor Pax			
Airline Operations - Large Aeroplanes*	2	2			1		0.13	0.03	0.10
Airline Operations - Medium Aeroplanes*	2	1		5	1	7		0.13	0.10
Airline Operations - Small Aeroplanes	1			2			65.18	41.51	6.50
Airline Operations - Helicopter							55.46		6.50
Sport Transport							113.21		13.00
Other Commercial Operations - Aeroplane	1			1			6.44	21.31	6.50
Other Commercial Operations - Helicopter			1		1		36.76	1.73	6.50
Agricultural Operations - Aeroplane	1	1		1			141.90	229.48	14.00
Agricultural Operations - Helicopter			1				85.44	0.75	14.00
Agricultural Operations - Sport Aircraft									28.00
Private Operations - Aeroplane	1			1			115.51	48.77	10.00
Private Operations - Helicopter	2		2	1	1	1	98.31	276.47	10.00
Private Operations - Sport	2	5	6		2	3	174.06	97.44	20.00

Previous Estimate:

This was the estimate of social cost of injuries over exposure used during the development of the Safety Outcome Targets.

- For large and medium aeroplane operations 10 years of injury data was considered
- For all other operations 5 years of injury data was considered.

It was not feasible to estimate the previous performance of the new Airline Operations – Medium Aeroplanes target group because it comprises elements from two previously disparate groups.

There is no previous history for the Agricultural Operations – Sport group.

Current Estimate:

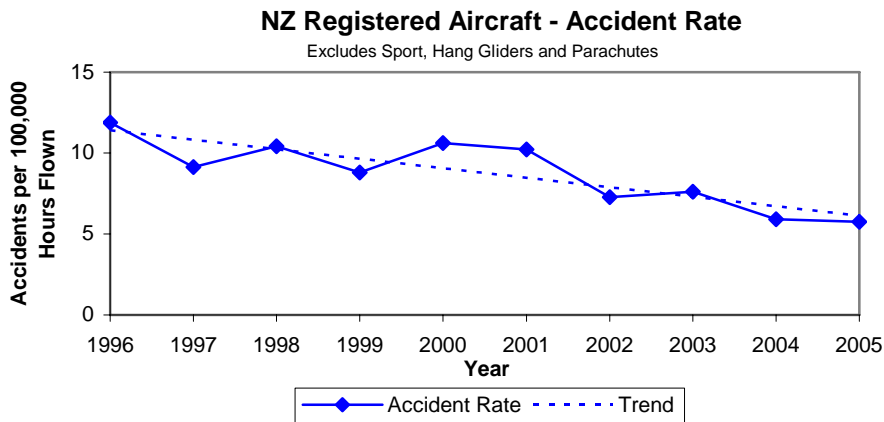
This is the estimated social cost of injuries over exposure during the averaging period ending 31 December 2005.

- For large and medium aeroplane operations 10 years of injury data*
- For all other operations 1 year of injury data
- The 3 groups with no injuries recorded in the previous 12 months have been left blank.
- Activity data is estimated as at 1 January 2004.

The current position for the Airline Operations – Medium Aeroplanes group reflects the significance of injury accidents involving aircraft that are now required to be operated in accordance with Part 125. These accidents occurred prior to the development and implementation of the improved standards required by Part 125.

Overall Accident Rate

The following graph shows the overall accident rate per 100,000 hours flown (excluding the sport group, hang gliders and parachutes) for the years 1996 to 2005.



Note that this graph does not show a moving average.

Bird Incident Rates

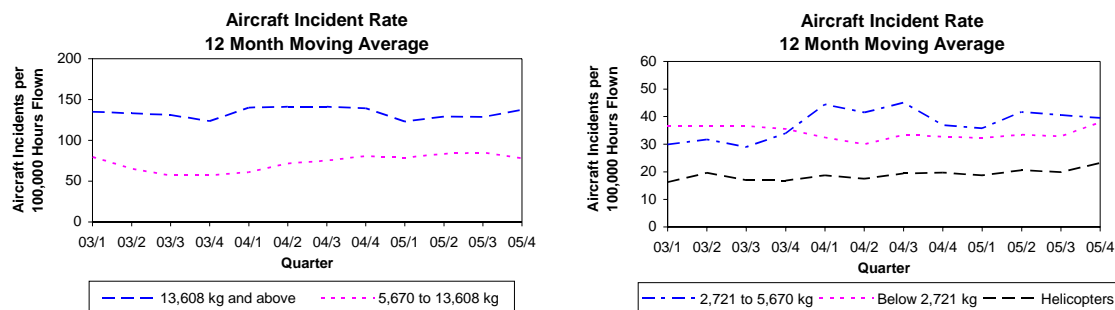
Bird hazard monitoring has been carried out against the CAA standard for the period ended 30 June 2005. Analysis shows that 10 of the 18 monitored aerodromes have bird strike rates above the “trigger level” for CAA action.

No aerodromes exhibited strike rates in the high risk category of the CAA standard (above 10.0 bird strikes per 10,000 aircraft movements). Eight aerodromes exhibited a strike rate in the medium risk category (5.0 to 10.0 per 10,000 movements) and all of these aerodromes displayed a long-term upward or constant trend. Ten aerodromes exhibited a strike rate in the low risk category (below 5.0 per 10,000 movements) and two of these aerodromes displayed a long-term upward trend.

Aircraft Incidents

Trends

The following graphs show the aircraft incident rates (12 month moving average) for the three-year period 1 January 2003 to 31 December 2005 (excluding Sport).



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

Quarterly Comparison

Number of Aircraft Incidents

Aircraft Group	1 Oct to 31 Dec 2004	1 Oct to 31 Dec 2005	Change
13,608 kg and above	79	110	+ 31
5,670 to 13,608 kg	23	14	- 9
2,721 to 5,670 kg	1	1	0
Below 2,721 kg	19	32	+ 13
Helicopters	9	16	+ 7
Sport	1	5	+ 4
Unknown	12	13	+ 1
Total	144	191	+ 47

Severity of Aircraft Incidents

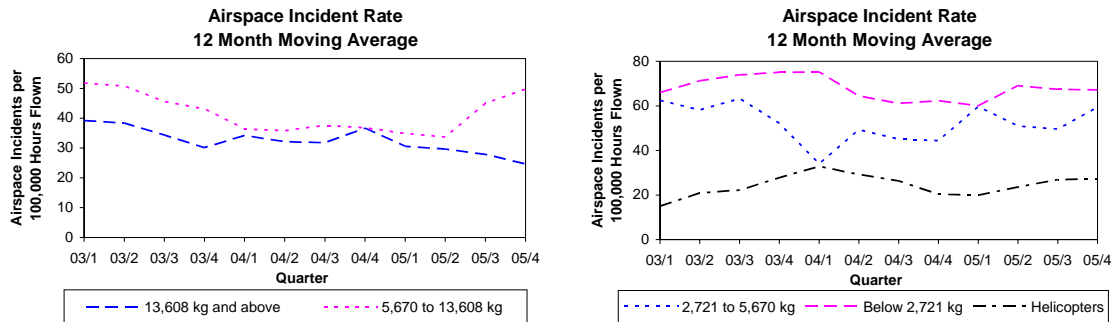
Severity	1 Oct to 31 Dec 2004	1 Oct to 31 Dec 2005	Change
Critical	0	0	0
Major	6	14	+ 8
Minor	138	177	+ 39

No aircraft incidents in the 5,670 kg and above groups were classified as Critical.

Airspace Incidents

Trends

The following graphs show the airspace incident rates (12 month moving average) for the three-year period 1 January 2003 to 31 December 2005 (excluding Sport).



Quarterly Comparison

Number of Airspace Incidents

Aircraft Group	1 Oct to 31 Dec 2004	1 Oct to 31 Dec 2005	Change
13,608 kg and above	27	20	- 7
5,670 to 13,608 kg	10	14	+ 4
2,721 to 5,670 kg	3	8	+ 5
Below 2,721 kg	47	44	- 3
Helicopters	9	11	+ 2
Sport	6	5	- 1
Unknown	85	97	+ 12
Total	187	199	+ 12

Severity of Airspace Incidents

Severity	1 Oct to 31 Dec 2004	1 Oct to 31 Dec 2005	Change
Critical	0	0	0
Major	14	14	0
Minor	173	185	+ 12

No airspace incidents in the 5,670 kg and above groups were classified as Critical.

Attributability

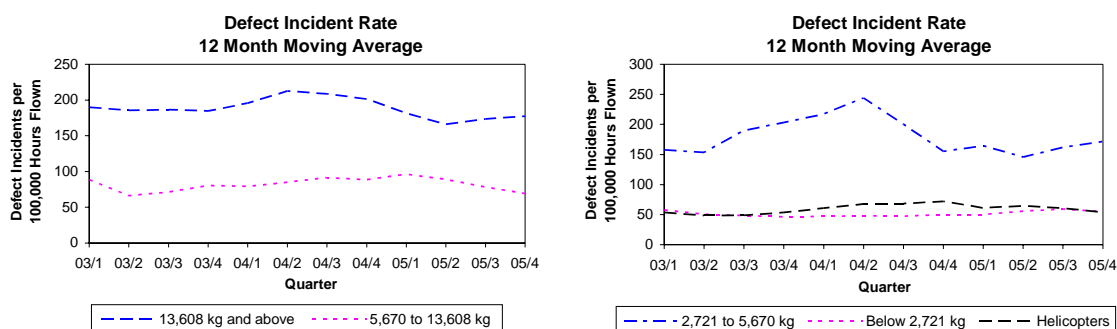
Of the 199 airspace incidents in the 1 October to 31 December 2005 quarter, 21% are Air Traffic Service (ATS) attributable, 65% are pilot attributable, 2% are ATS and pilot attributable, and 12% are unknown attributable.

Since January 2003 the long-term trend of the ATS attributable airspace occurrence rate is downward and the long-term trend of the pilot attributable rate is upward. However, the slope of the ATS attributable trend line is close to zero.

Defect Incidents

Trends

The following graphs show the defect incident rates (12 month moving average) for the three-year period 1 January 2003 to 31 December 2005 (excluding Sport).



Quarterly Comparison

Number of Defect Incidents

Aircraft Group	1 Oct to 31 Dec 2004	1 Oct to 31 Dec 2005	Change
13,608 kg and above	108	129	+ 21
5,670 to 13,608 kg	29	18	- 11
2,721 to 5,670 kg	7	13	+ 6
Below 2,721 kg	41	27	- 14
Helicopters	30	21	- 9
Sport	3	4	+ 1
Unknown	6	3	- 3
Total	224	215	- 9

Severity of Defect Incidents

Severity	1 Oct to 31 Dec 2004	1 Oct to 31 Dec 2005	Change
Critical	0	0	0
Major	23	12	- 11
Minor	201	203	+ 2

No defect incidents in the 5,670 kg and above groups were classified as Critical.

Rate Monitoring

Defect incident rate monitoring of individual types of medium and large air transport aircraft has been carried out against the CAA standard for the period ended 30 June 2005. Analysis shows that none of the twelve monitored aircraft types have defect rates above the “trigger level” for CAA action.

Quarterly Statistics

Quarter	2003/1	2003/2	2003/3	2003/4	2004/1	2004/2
Number of Air Transport Flights¹	114,820	94,601	88,249	108,890	115,052	95,715
Number of Hours Flown¹	222,324	196,156	182,696	213,246	228,439	203,332
Number of Aircraft Movements²	252,948	245,136	239,288	249,245	261,860	238,223
Number of Aircraft on the Register³	3,497	3,530	3,552	3,600	3,675	3,703
Number of Licences						
Private Pilot Licence	3,688	3,762	3,773	3,656	3,710	3,711
Commercial Pilot Licence	3,266	3,317	3,335	3,276	3,349	3,381
Airline Transport Pilot Licence	1,574	1,608	1,612	1,624	1,661	1,695
Aircraft Maintenance Engineer Licence	1,827	1,847	1,865	1,881	1,898	1,927
Air Traffic Controller Licence	282	305	304	286	304	314
Number of Part 119 Certificated Operators						
Air Operator – Large Aeroplanes	10	12	13	12	13	12
Air Operator – Medium Aeroplanes	11	13	13	13	12	11
Air Operator – Helicopters and Small Aeroplanes	147	147	147	146	146	146
Air Operator – Pacific	0	0	0	0	2	1
Number of Aircraft Accidents⁴						
13,608 kg and above	0	0	0	1	0	0
5,670 to 13,608 kg	0	0	0	0	0	0
2,721 to 5,670 kg	0	2	1	1	1	0
Below 2,721 kg	9	4	8	15	9	1
Helicopters	9	5	3	4	7	5
Sport	3	7	4	7	6	3
Hang Gliders	5	1	0	2	4	0
Parachutes	3	0	0	0	1	0
Unknown	1	0	0	1	2	0
Number of Fatal Accidents⁴	4	6	2	7	3	2
Number of Fatalities⁴	4	15	2	10	6	2
Number of Serious + Minor Injuries⁴	12	4	4	6	2	2
Injury Social Cost \$ million⁵						
Number of Incidents⁶	871	891	755	902	1,022	962
Number of Aviation Related Concerns	101	56	56	76	85	62

¹ New Zealand registered aircraft. Excluding the sport group, hang gliders and parachutes. Estimated for 2005/3 and 2005/4.

² Certificated aerodromes. Includes Auckland, Christchurch, Dunedin, Gisborne (from December 2004), Hamilton, Invercargill, Napier, Nelson, New Plymouth, Ohakea, Palmerston North, Queenstown, Rotorua, Taupo, Tauranga, Wellington and Woodbourne. Excludes Chatham Islands/Inia William Tuuta Memorial Airport, Kerikeri/Bay of Islands, Manapouri, Mount Cook, Timaru, Wanganui, Westport and Wigram.

³ Includes the sport group. Excludes hang gliders and parachutes.

⁴ All aircraft categories. Includes hang gliders and parachutes.

⁵ All aircraft categories. Cost per fatal and serious injury in June 2004 dollars, cost per aircraft destroyed in 2005 dollars.

⁶ All incident sub-types

Quarter	2004/3	2004/4	2005/1	2005/2	2005/3	2005/4
Number of Air Transport Flights¹	97,568	108,865	118,483	98,333	100,663	113,101
Number of Hours Flown¹	204,513	208,652	234,454	208,055	210,646	215,868
Number of Aircraft Movements²	243,338	239,658	264,617	249,893	260,951	254,085
Number of Aircraft on the Register³	3,737	3,795	3,828	3,872	3,896	3,937
Number of Licences						
Private Pilot Licence	3,687	3,649	3,655	3,683	3,683	3,580
Commercial Pilot Licence	3,437	3,470	3,484	3,524	3,540	3,530
Airline Transport Pilot Licence	1,714	1,733	1,746	1,791	1,802	1,814
Aircraft Maintenance Engineer Licence	1,960	1,983	2,003	2,019	2,055	2,075
Air Traffic Controller Licence	304	299	302	306	312	299
Number of Part 119 Certificated Operators						
Air Operator – Large Aeroplanes	12	12	11	11	12	12
Air Operator – Medium Aeroplanes	11	11	11	11	12	13
Air Operator – Helicopters and Small Aeroplanes	147	149	150	150	152	156
Air Operator – Pacific	1	1	1	2	2	2
Number of Aircraft Accidents⁴						
13,608 kg and above	0	0	0	0	0	0
5,670 to 13,608 kg	0	0	0	1	0	0
2,721 to 5,670 kg	1	0	0	0	1	0
Below 2,721 kg	9	10	14	5	7	4
Helicopters	2	5	3	3	5	7
Sport	2	10	11	6	3	5
Hang Gliders	1	2	6	0	1	1
Parachutes	0	0	0	0	0	0
Unknown	0	0	0	0	0	0
Number of Fatal Accidents⁴	0	3	4	1	2	2
Number of Fatalities⁴	0	4	7	2	3	4
Number of Serious + Minor Injuries⁴	3	9	6	6	6	7
Injury Social Cost \$ million⁵					9.9	14.4
Number of Incidents⁶	838	885	960	964	876	990
Number of Aviation Related Concerns	75	79	110	62	78	89

Definitions

Accident

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 the 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.

Aircraft Group

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

Aircraft Incident

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

Airspace Incident

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

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.

Defect Incident

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

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.

Occurrence

Means an accident or incident.

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 fracture 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 accidents and incidents as the result of investigation of occurrences:

Severity	Definition
Critical	An occurrence or deficiency that caused, or on its own had the potential to cause, loss of life or limb;
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;
Minor	An isolated occurrence or deficiency not indicative of a significant system problem.