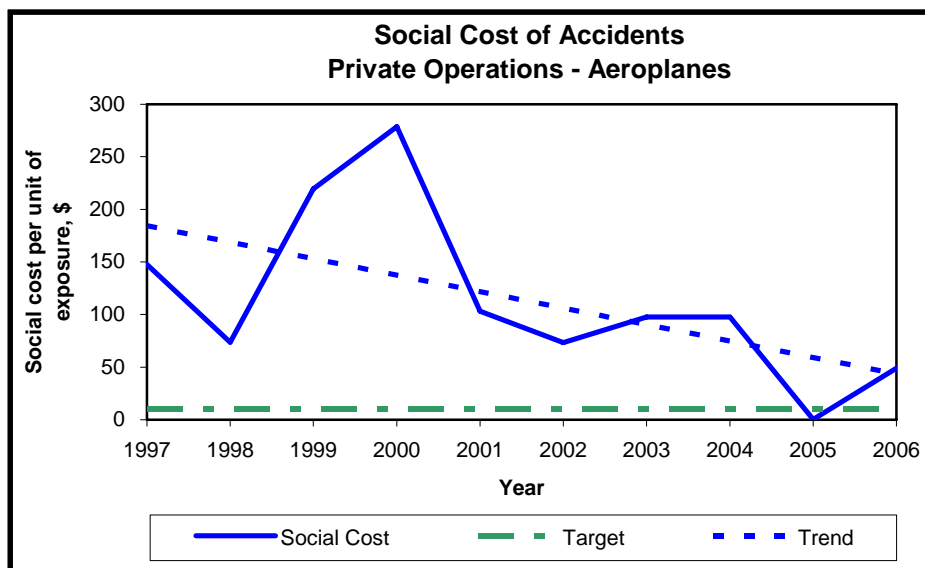




CIVIL AVIATION AUTHORITY
OF NEW ZEALAND

Aviation Safety Summary Report

1 January to 31 March 2006



The graph above shows the social cost of accidents for the Private Operations - Aeroplanes safety outcome target group. The current trend indicates that the Target line will be intercepted in the year 2008.

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.

Wherever possible the aircraft categories used in this report have been changed from the aircraft groups that relate to the 2000-2005 Safety Outcome Target period, to the aircraft statistics categories that relate to the 2005-2010 Safety Outcome Target period. The sections in this report that still use the 2000-2005 aircraft groups will be updated in the next report; these sections are Activity - Industry Size and Shape, the occurrence trend graphs and the activity data used in Safety Outcome Targets for 2010.

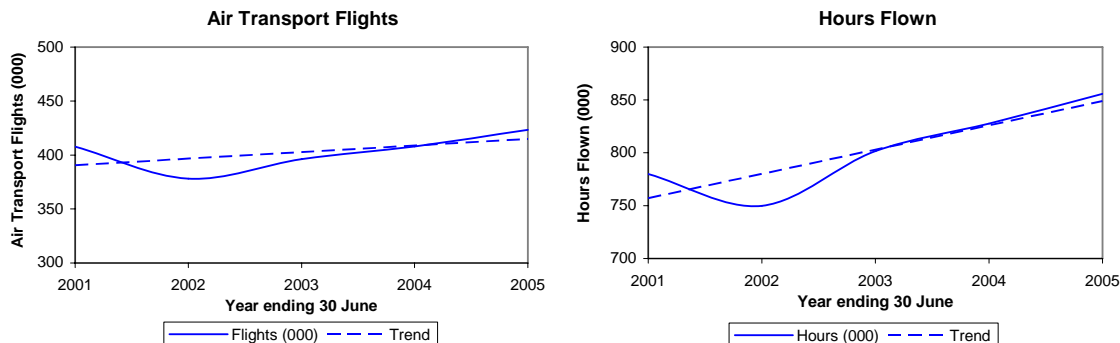
Activity

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 (includes the aircraft classes aeroplane, helicopter and balloon only).



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

Quarterly Comparison

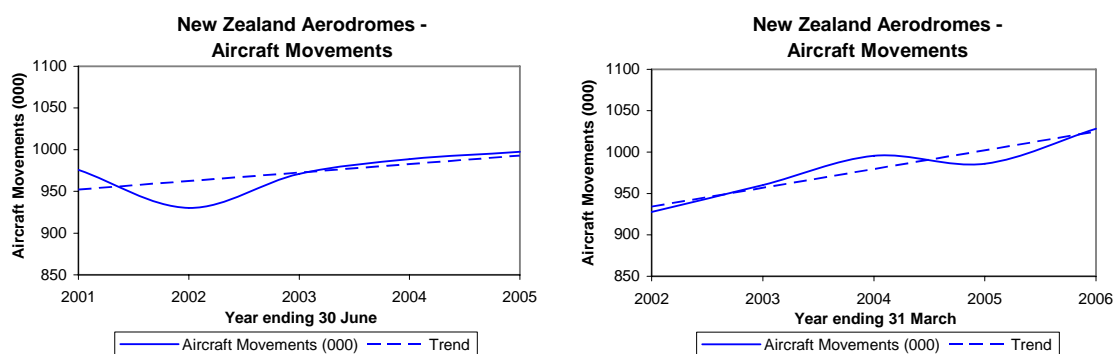
| Activity | 1 Apr to 30 Jun | | Change | |
|-----------------------|-----------------|---------|---------|------------|
| | 2004 | 2005 | Number | Percentage |
| Air Transport Flights | 95,715 | 98,333 | + 2,618 | + 2.7 |
| Total Hours | 203,332 | 208,055 | + 4,723 | + 2.3 |

Note that these assessments include the aircraft classes aeroplane, helicopter and balloon only; and exclude other aircraft classes, hang gliders and parachutes, and foreign registered aircraft that are operated in New Zealand. These assessments 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 April 2001 to 31 March 2006 (the most recent data).



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

Quarterly Comparison

| Activity | 1 Jan to 31 Mar | 1 Jan to 31 Mar | Change | |
|--------------------|-----------------|-----------------|---------|------------|
| | 2005 | 2006 | Number | Percentage |
| Aircraft Movements | 264,617 | 263,245 | - 1,372 | - 0.5 |

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

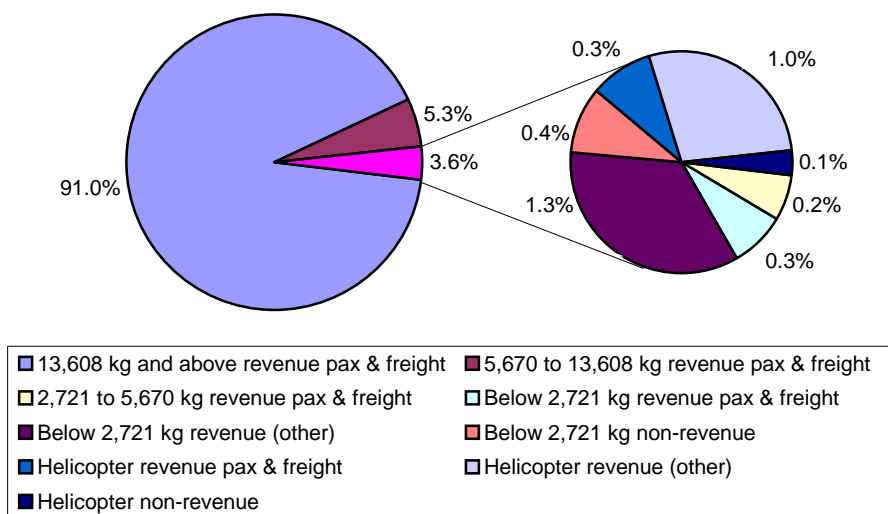
Quarterly Comparison

| Aircraft Statistics Category | 31 Mar | 31 Mar | Change | |
|--|--------------|--------------|--------------|--------------|
| | 2005 | 2006 | Number | Percentage |
| Aeroplanes that must be operated under Part 121 | 121 | 126 | + 5 | + 4.1 |
| Aeroplanes that must be operated under at least Part 125 | 106 | 113 | + 7 | + 6.6 |
| Other Aeroplanes with Standard Cs of A | 1,354 | 1,372 | + 18 | + 1.3 |
| Aeroplanes used for agricultural operations | 125 | 126 | + 1 | + 0.8 |
| Helicopters with Standard Category Cs of A | 596 | 643 | + 47 | + 7.9 |
| Sport Aircraft | 1,526 | 1,611 | + 85 | + 5.6 |
| Total | 3,828 | 3,991 | + 163 | + 4.3 |

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 2000-2005 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

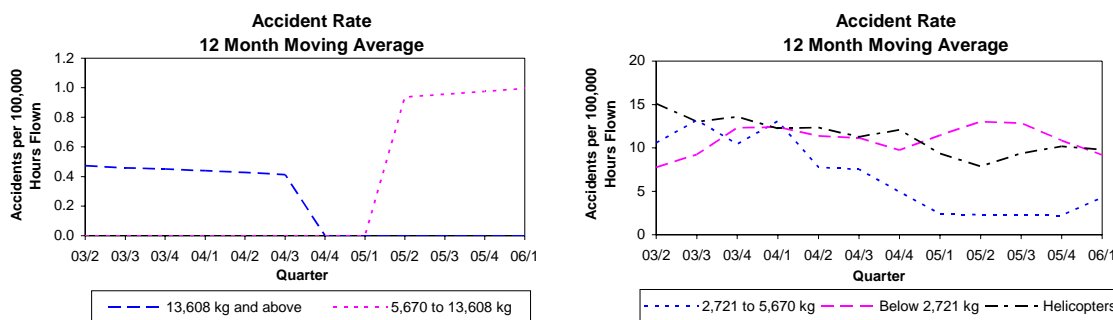


Note that this graph excludes revenue (other) and non-revenue hours flown by the 2,721 kg and above groups because these activities are not included in the 2000-2005 Accident Rate Reduction Target graphs.

Accidents

Trends

The following graphs show the aircraft accident rates (12 month moving average) for the three-year period 1 April 2003 to 31 March 2006 (includes the aircraft classes aeroplane, helicopter and balloon only).



Quarterly Comparison

Number of Accidents

| Aircraft Statistics Category | 1 Jan to 31 Mar 2005 | 1 Jan to 31 Mar 2006 | Change |
|--|----------------------|----------------------|------------|
| Aeroplanes that must be operated under Part 121 | 0 | 0 | 0 |
| Aeroplanes that must be operated under at least Part 125 | 0 | 1 | + 1 |
| Other Aeroplanes with Standard Cs of A | 11 | 6 | - 5 |
| Aeroplanes used for agricultural operations | 3 | 2 | - 1 |
| Helicopters with Standard Category Cs of A | 3 | 3 | 0 |
| Sport Aircraft | 11 | 12 | + 1 |
| Unknown Aircraft | 0 | 1 | + 1 |
| Hang Gliders | 6 | 6 | 0 |
| Parachutes | 0 | 1 | + 1 |
| Total | 34 | 32 | - 2 |

The accident in the 'Unknown Aircraft' statistics category in the 1 January to 31 March 2006 quarter involved a foreign registered 'Sport Aircraft' (glider) operated within New Zealand on a private flight.

Severity of Accidents

| Severity | 1 Jan to 31 Mar 2005 | 1 Jan to 31 Mar 2006 | Change |
|----------|----------------------|----------------------|--------|
| Critical | 6 | 7 | + 1 |
| Major | 18 | 10 | - 8 |
| Minor | 10 | 15 | + 5 |

No accidents in the 'Aeroplanes that must be operated under Part 121' statistics category were classified as Critical in the 1 January to 31 March 2005 or 2006 quarters.

No accidents in the 'Aeroplanes that must be operated under at least Part 125' statistics category were classified as Critical in the 1 January to 31 March 2005 quarter.

One accident in the 'Aeroplanes that must be operated under at least Part 125' statistics category was classified as Critical in the 1 January to 31 March 2006 quarter. The aircraft diverted and executed a heavy landing on the runway.

Number of Fatal Accidents (and Number of Fatal Injuries)

| Aircraft Statistics Category | 1 Jan to 31 Mar 2005 | 1 Jan to 31 Mar 2006 | Change |
|--|-----------------------------|-----------------------------|---------------|
| Aeroplanes that must be operated under Part 121 | 0 | 0 | 0 |
| Aeroplanes that must be operated under at least Part 125 | 0 | 0 | 0 |
| Other Aeroplanes with Standard Cs of A | 2 (5) | 2 (2) | 0 (-3) |
| Aeroplanes used for agricultural operations | 0 | 1 (1) | +1 (+1) |
| Helicopters with Standard Category Cs of A | 0 | 1 (2) | +1 (+2) |
| Sport Aircraft | 2 (2) | 0 | -2 (-2) |
| Unknown Aircraft | 0 | 0 | 0 |
| Hang Gliders | 0 | 0 | 0 |
| Parachutes | 0 | 0 | 0 |
| Total | 4 (7) | 4 (5) | 0 (-2) |

Number of Serious Injuries

| Aircraft Statistics Category | 1 Jan to 31 Mar 2005 | 1 Jan to 31 Mar 2006 | Change |
|--|-----------------------------|-----------------------------|---------------|
| Aeroplanes that must be operated under Part 121 | 0 | 0 | 0 |
| Aeroplanes that must be operated under at least Part 125 | 0 | 0 | 0 |
| Other Aeroplanes with Standard Cs of A | 0 | 0 | 0 |
| Aeroplanes used for agricultural operations | 0 | 0 | 0 |
| Helicopters with Standard Category Cs of A | 0 | 0 | 0 |
| Sport Aircraft | 1 | 2 | +1 |
| Unknown Aircraft | 0 | 0 | 0 |
| Hang Gliders | 3 | 3 | 0 |
| Parachutes | 0 | 0 | 0 |
| Total | 4 | 5 | +1 |

Number of Minor Injuries

| Aircraft Statistics Category | 1 Jan to 31 Mar 2005 | 1 Jan to 31 Mar 2006 | Change |
|--|-----------------------------|-----------------------------|---------------|
| Aeroplanes that must be operated under Part 121 | 0 | 0 | 0 |
| Aeroplanes that must be operated under at least Part 125 | 0 | 0 | 0 |
| Other Aeroplanes with Standard Cs of A | 0 | 2 | +2 |
| Aeroplanes used for agricultural operations | 0 | 0 | 0 |
| Helicopters with Standard Category Cs of A | 1 | 1 | 0 |
| Sport Aircraft | 1 | 0 | -1 |
| Unknown Aircraft | 0 | 0 | 0 |
| Hang Gliders | 0 | 2 | +2 |
| Parachutes | 0 | 0 | 0 |
| Total | 2 | 5 | +3 |

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. A diagram of the grouping is shown in the Definitions section.

The following table displays the social cost for each Safety Target Group for the quarter 1 January to 31 March 2006. Cost per fatal and serious injury, and aircraft destroyed, in 2004 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 | 0.90 |
| Other Commercial Operations - Aeroplane | 6.00 |
| Other Commercial Operations - Helicopter | - |
| Agricultural Operations - Aeroplane | 3.09 |
| Agricultural Operations - Helicopter | - |
| Agricultural Operations - Sport Aircraft | - |
| Private Operations - Aeroplane | - |
| Private Operations - Helicopter | 6.15 |
| Private Operations - Sport | 0.62 |

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.

The table on the next page shows the new Safety Outcome Targets for the periods ending 30 June 2005 and 31 March 2006 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.

| 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 | 3 | | 1 | | 0.03 | 0.03 | 0.10 |
| Airline Operations - Medium Aeroplanes* | 2 | | | | 1 | 8 | 0.13 | 0.04 | 0.10 |
| Airline Operations - Small Aeroplanes | | | | | | | 85.91 | - | 6.50 |
| Airline Operations - Helicopter | | | | | | | - | - | 6.50 |
| Sport Transport | | 2 | | | 1 | 1 | - | 16.53 | 13.00 |
| Other Commercial Operations - Aeroplane | 2 | | 3 | | | 1 | 21.31 | 21.50 | 6.50 |
| Other Commercial Operations - Helicopter | | | 1 | | | | 0.07 | 0.07 | 6.50 |
| Agricultural Operations - Aeroplane | 2 | 1 | | 1 | | | 109.05 | 338.53 | 14.00 |
| Agricultural Operations - Helicopter | | | | | | | 18.45 | - | 14.00 |
| Agricultural Operations - Sport Aircraft | | | | | | | - | - | 28.00 |
| Private Operations - Aeroplane | 1 | | | 1 | | | 0.22 | 48.77 | 10.00 |
| Private Operations - Helicopter | 3 | | 4 | 2 | 2 | 2 | - | 464.26 | 10.00 |
| Private Operations - Sport | | 5 | 5 | | 2 | 1 | 137.27 | 26.63 | 20.00 |

Previous Estimate:

This is the estimated social cost of injuries over exposure during the averaging period ending **30 June 2005**.

- For large and medium aeroplane operations 10 years of injury data*
- For all other operations 1 year of injury data
- Activity data is estimated as at 1 January 2004.

Current Estimate:

This is the estimated social cost of injuries over exposure during the averaging period ending 31 March 2006.

- For large and medium aeroplane operations 10 years of injury data*
- For all other operations 1 year of injury data
- The 4 groups with no injuries recorded in the previous 12 months have been left blank.
- Activity data is estimated as at 1 January 2004.

Highlighting:

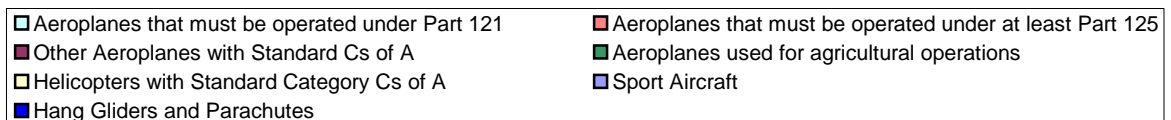
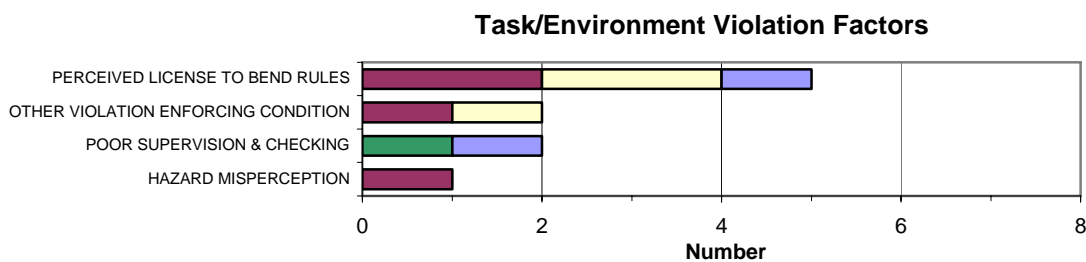
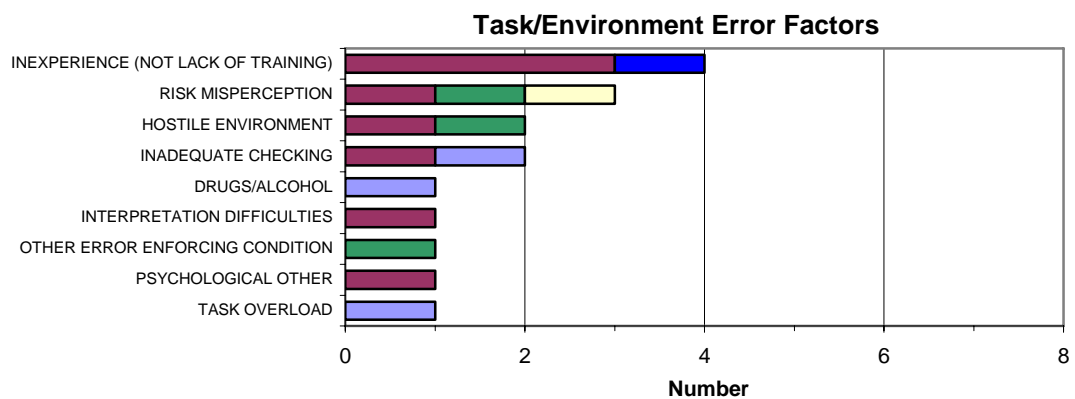
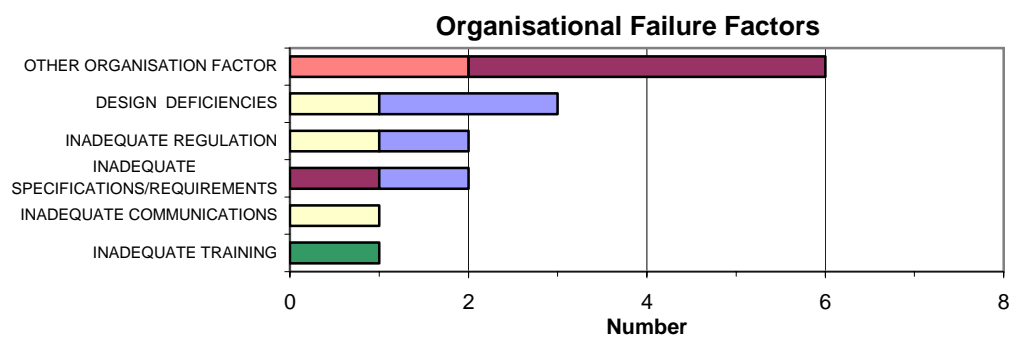
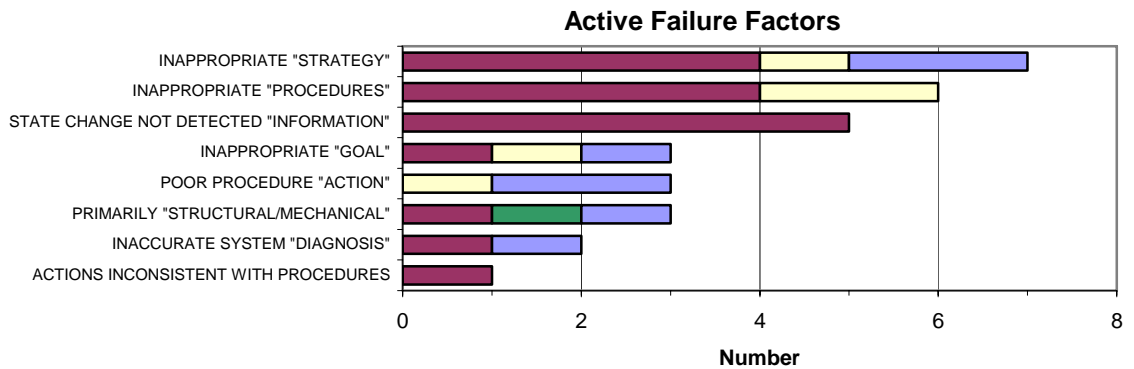
- Yellow highlighting shows the groups where major safety improvements need to be achieved.
- Red highlighting shows the groups with significant recent safety failure.

Accident Causal Factors by Aircraft Statistics Category

The following graphs show the number of causal factors recorded for accidents that occurred during the 12-month period 1 January to 31 December 2005 for the various aircraft statistics categories.

Causal factors have been assigned to 43 (52%) of the 83 accidents.

Note that causes are not yet available for all accidents that occurred in the 1 January to 31 March 2006 period.



Significant Accidents and Other Injury Accidents

Significant Injury Accidents

This section describes significant injury accidents that occurred during the period 1 January to 31 March 2006.

Other Aeroplanes with Standard C's of A

Other Commercial Operations – Aeroplane

- Two aeroplanes on solo training flights collided in mid air, killing both pilots. (Note: this is counted as two accidents.)

Aeroplanes used for agricultural operations

Agricultural Operations – Aeroplane

- An aeroplane on agricultural operations crashed, killing the pilot.

Helicopters with standard category C's of A

Private operations - helicopter

- A helicopter on a private flight crashed, killing the pilot and passenger.
- A helicopter caught fire during a private flight, but landed safely. A crewmember received minor injuries.

Sport Aircraft

Private Operations - Sport

- The pilot of a microlight on a private flight was seriously injured when control was lost during takeoff.

Significant Non-Injury Accidents

This section describes significant non-injury accidents that occurred during the period 1 January to 31 March 2006.

Aeroplanes that must be operated under at least Part 125

Private Operations – Aeroplane

- A multi-engined aeroplane on a private flight had a heavy landing.

Other Aeroplanes with Standard C's of A

Other Commercial Operations – Aeroplane

- An aeroplane engaged in other aerial work made a precautionary landing in a paddock, suffering serious damage.

Other Injury Accidents

This section describes other injury accidents that occurred during the period 1 January to 31 March 2006.

Other Aeroplanes with Standard C's of A

Other Commercial Operations – Aeroplane

- The pilot and passenger of an aeroplane on a dual training flight received minor injuries when it made a forced landing due to loss of engine power.

Sport Aircraft

Sport Transport

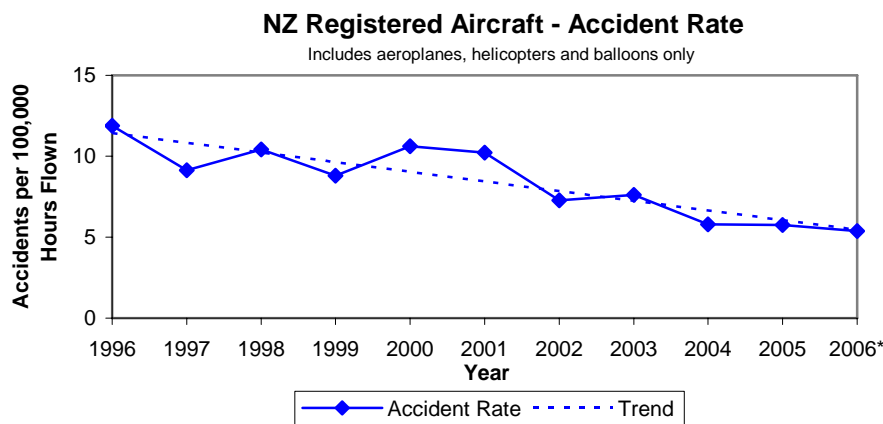
- The pilot and passenger of a hang glider were both seriously injured when it crashed into power lines shortly after takeoff.
- The student pilot on a paragliding training flight suffered serious injuries during a heavy landing.
- The passenger of a hang glider on a transport passenger A to B flight received minor injuries during a heavy landing.

Private Operations - Sport

- The pilot of a glider on a private flight received serious injuries when it crashed shortly after landing.
- The pilot of a hang glider on a private flight received minor injuries when he crashed into a cliff while landing.

Overall Accident Rate

The following graph shows the overall accident rate per 100,000 hours flown (includes the aircraft classes aeroplane, helicopter and balloon only; excludes other aircraft classes, hang gliders and parachutes) for the years 1996 to 2005. The data point for 2006* is for 1 January to 31 March 2006 only.



Note that this graph does not show a moving average.

Bird Incident Rates

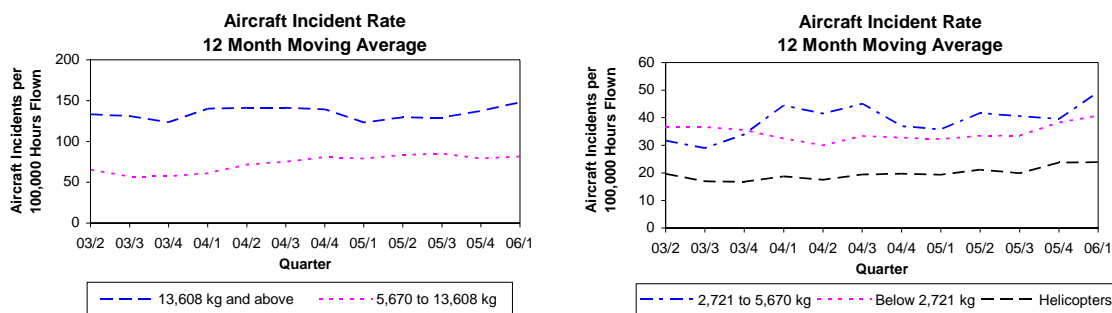
Bird hazard monitoring has been carried out against the CAA standard for the period ended 31 December 2005. Analysis shows that 12 of the 18 monitored aerodromes have bird strike rates above the “trigger level” for CAA action.

One aerodrome exhibited a strike rate in the high risk category of the CAA standard (above 10.0 bird strikes per 10,000 aircraft movements). Six 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. Eleven aerodromes exhibited a strike rate in the low risk category (below 5.0 per 10,000 movements) and five 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 April 2003 to 31 March 2006 (includes the aircraft classes aeroplane, helicopter and balloon only).



Quarterly Comparison

Number of Aircraft Incidents

| Aircraft Statistics Category | 1 Jan to 31 Mar 2005 | 1 Jan to 31 Mar 2006 | Change |
|--|----------------------|----------------------|-------------|
| Aeroplanes that must be operated under Part 121 | 74 | 109 | + 35 |
| Aeroplanes that must be operated under at least Part 125 | 14 | 20 | + 6 |
| Other Aeroplanes with Standard Cs of A | 24 | 32 | + 8 |
| Aeroplanes used for agricultural operations | 4 | 3 | - 1 |
| Helicopters with Standard Category Cs of A | 8 | 10 | + 2 |
| Sport Aircraft | 4 | 12 | + 8 |
| Unknown Aircraft | 9 | 25 | + 16 |
| Total | 137 | 211 | + 74 |

Severity of Aircraft Incidents

| Severity | 1 Jan to 31 Mar 2005 | 1 Jan to 31 Mar 2006 | Change |
|----------|----------------------|----------------------|--------|
| Critical | 0 | 2 | + 2 |
| Major | 7 | 32 | + 25 |
| Minor | 130 | 177 | + 47 |

No aircraft incidents in the 'Aeroplanes that must be operated under Part 121' statistics category were classified as Critical in the 1 January to 31 March 2005 quarter.

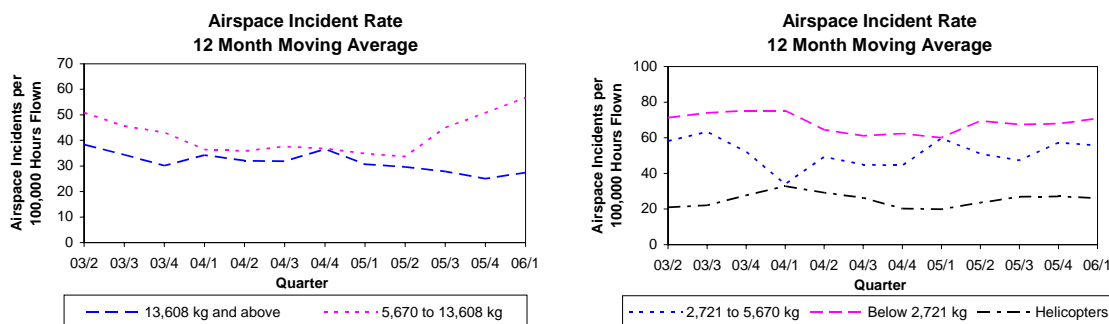
One aircraft incident in the 'Aeroplanes that must be operated under Part 121' statistics category was classified as Critical in the 1 January to 31 March 2006 quarter. During pushback, a roller bolt sheared off and detached damaging both main wheels. The aircraft was delayed.

No aircraft incidents in the 'Aeroplanes that must be operated under at least Part 125' statistics category were classified as Critical in the 1 January to 31 March 2005 or 2006 quarters.

Airspace Incidents

Trends

The following graphs show the airspace incident rates (12 month moving average) for the three-year period 1 April 2003 to 31 March 2006 (includes the aircraft classes aeroplane, helicopter and balloon only).



Quarterly Comparison

Number of Airspace Incidents

| Aircraft Statistics Category | 1 Jan to 31 Mar 2005 | 1 Jan to 31 Mar 2006 | Change |
|--|----------------------|----------------------|-------------|
| Aeroplanes that must be operated under Part 121 | 18 | 26 | + 8 |
| Aeroplanes that must be operated under at least Part 125 | 10 | 21 | + 11 |
| Other Aeroplanes with Standard Cs of A | 50 | 50 | 0 |
| Aeroplanes used for agricultural operations | 2 | 2 | 0 |
| Helicopters with Standard Category Cs of A | 9 | 9 | 0 |
| Sport Aircraft | 15 | 7 | - 8 |
| Unknown Aircraft | 108 | 78 | - 30 |
| Total | 212 | 193 | - 19 |

Severity of Airspace Incidents

| Severity | 1 Jan to 31 Mar 2005 | 1 Jan to 31 Mar 2006 | Change |
|----------|----------------------|----------------------|--------|
| Critical | 0 | 1 | + 1 |
| Major | 16 | 13 | - 3 |
| Minor | 196 | 179 | - 17 |

No airspace incidents in the 'Aeroplanes that must be operated under Part 121' statistics category were classified as Critical in the 1 January to 31 March 2005 or 2006 quarters.

No airspace incidents in the 'Aeroplanes that must be operated under at least Part 125' statistics category were classified as Critical in the 1 January to 31 March 2005 quarter.

One airspace incident in the 'Aeroplanes that must be operated under at least Part 125' statistics category was classified as Critical in the 1 January to 31 March 2006 quarter. An aircraft reported a near collision with an unidentified small aeroplane; the pilot of the small aeroplane did not make any radio calls as required in the area.

Attributability

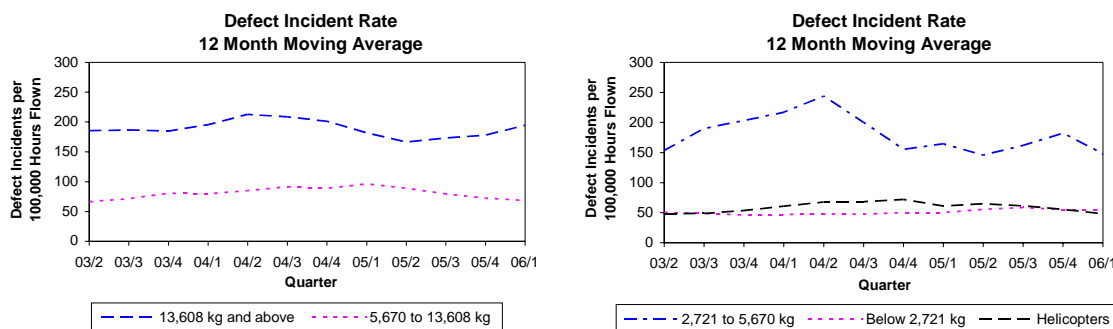
Of the 193 airspace incidents in the 1 January to 31 March 2006 quarter, 16% are Air Traffic Service (ATS) attributable, 68% are pilot attributable, 1% are ATS and pilot attributable, and 16% are unknown attributable.

Since April 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 and pilot attributable trend lines are close to zero.

Defect Incidents

Trends

The following graphs show the defect incident rates (12 month moving average) for the three-year period 1 April 2003 to 31 March 2006 (includes the aircraft classes aeroplane, helicopter and balloon only).



Quarterly Comparison

Number of Defect Incidents

| Aircraft Statistics Category | 1 Jan to 31 Mar 2005 | 1 Jan to 31 Mar 2006 | Change |
|--|----------------------|----------------------|-------------|
| Aeroplanes that must be operated under Part 121 | 107 | 160 | + 53 |
| Aeroplanes that must be operated under at least Part 125 | 19 | 15 | - 4 |
| Other Aeroplanes with Standard Cs of A | 37 | 33 | - 4 |
| Aeroplanes used for agricultural operations | 21 | 10 | - 11 |
| Helicopters with Standard Category Cs of A | 23 | 14 | - 9 |
| Sport Aircraft | 6 | 4 | - 2 |
| Unknown Aircraft | 2 | 5 | + 3 |
| Total | 215 | 241 | + 26 |

Severity of Defect Incidents

| Severity | 1 Jan to 31 Mar 2005 | 1 Jan to 31 Mar 2006 | Change |
|----------|----------------------|----------------------|--------|
| Critical | 1 | 1 | 0 |
| Major | 34 | 30 | - 4 |
| Minor | 180 | 210 | + 30 |

No defect incidents in the 'Aeroplanes that must be operated under Part 121' statistics category were classified as Critical in the 1 January to 31 March 2005 quarter.

One defect incident in the 'Aeroplanes that must be operated under Part 121' statistics category was classified as Critical in the 1 January to 31 March 2006 quarter. The APU auto shutdown for low oil pressure.

No defect incidents in the 'Aeroplanes that must be operated under at least Part 125' statistics category were classified as Critical in the 1 January to 31 March 2005 or 2006 quarters.

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 31 December 2005. Analysis shows that none of the twelve monitored aircraft types have defect rates above the "trigger level" for CAA action.

Quarterly Statistics

| Quarter | 2003/2 | 2003/3 | 2003/4 | 2004/1 | 2004/2 | 2004/3 |
|--|---------|---------|---------|---------|---------|---------|
| Number of Air Transport Flights¹ | 94,601 | 88,249 | 108,890 | 115,052 | 95,715 | 97,568 |
| Number of Hours Flown¹ | 196,156 | 182,696 | 213,246 | 228,439 | 203,332 | 204,513 |
| Number of Aircraft Movements² | 245,136 | 239,288 | 249,245 | 261,860 | 238,223 | 243,338 |
| Number of Aircraft on the Register³ | 3,530 | 3,552 | 3,600 | 3,675 | 3,703 | 3,737 |
| Number of Licences | | | | | | |
| Private Pilot Licence | 3,762 | 3,773 | 3,656 | 3,710 | 3,711 | 3,687 |
| Commercial Pilot Licence | 3,317 | 3,335 | 3,276 | 3,349 | 3,381 | 3,437 |
| Airline Transport Pilot Licence | 1,608 | 1,612 | 1,624 | 1,661 | 1,695 | 1,714 |
| Aircraft Maintenance Engineer Licence | 1,847 | 1,865 | 1,881 | 1,898 | 1,927 | 1,960 |
| Air Traffic Controller Licence | 305 | 304 | 286 | 304 | 314 | 304 |
| Number of Part 119 Certificated Operators | | | | | | |
| Air Operator – Large Aeroplanes | 12 | 13 | 12 | 13 | 12 | 12 |
| Air Operator – Medium Aeroplanes | 13 | 13 | 13 | 12 | 11 | 11 |
| Air Operator – Helicopters and Small Aeroplanes | 147 | 147 | 146 | 146 | 146 | 147 |
| Air Operator – Pacific | 0 | 0 | 0 | 2 | 1 | 1 |
| Number of Aircraft Accidents⁴ | | | | | | |
| Aeroplanes that must be operated under Part 121 | 0 | 0 | 1 | 0 | 0 | 0 |
| Aeroplanes that must be operated under at least Part 125 | 2 | 1 | 1 | 0 | 0 | 1 |
| Other Aeroplanes with Standard Cs of A | 2 | 3 | 9 | 7 | 1 | 5 |
| Aeroplanes used for agricultural operations | 2 | 5 | 5 | 1 | 0 | 2 |
| Helicopters with Standard Category Cs of A | 5 | 3 | 4 | 7 | 5 | 2 |
| Sport Aircraft | 7 | 4 | 8 | 8 | 3 | 3 |
| Unknown Aircraft | 0 | 0 | 1 | 2 | 0 | 0 |
| Hang Gliders | 1 | 0 | 2 | 4 | 0 | 1 |
| Parachutes | 0 | 0 | 0 | 1 | 0 | 0 |
| Number of Fatal Accidents⁴ | 6 | 2 | 7 | 3 | 2 | 0 |
| Number of Fatalities⁴ | 15 | 2 | 10 | 6 | 2 | 0 |
| Number of Serious + Minor Injuries⁴ | 4 | 4 | 6 | 2 | 2 | 1 |
| Injury Social Cost \$ million⁵ | | | | | | |
| Number of Incidents⁶ | 891 | 755 | 902 | 1,022 | 962 | 838 |
| Number of Aviation Related Concerns | 56 | 56 | 76 | 85 | 62 | 75 |

¹ New Zealand registered aircraft. Includes the aircraft classes aeroplane, helicopter and balloon only; excludes other aircraft classes, hang gliders and parachutes. Estimated for 2005/3, 2005/4 and 2006/1.

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 aircraft statistics category. Excludes hang gliders and parachutes.

⁴ All aircraft statistics categories. Includes hang gliders and parachutes.

⁵ All aircraft statistics categories. Includes hang gliders and parachutes. Cost per fatal and serious injury, and aircraft destroyed, in June 2004 dollars.

⁶ All incident sub-types

| Quarter | 2004/4 | 2005/1 | 2005/2 | 2005/3 | 2005/4 | 2006/1 |
|--|---------|---------|---------|---------|---------|---------|
| Number of Air Transport Flights¹ | 108,865 | 118,483 | 98,333 | 100,663 | 113,101 | 124,427 |
| Number of Hours Flown¹ | 208,652 | 234,454 | 208,055 | 210,646 | 215,868 | 241,999 |
| Number of Aircraft Movements² | 239,658 | 264,617 | 249,893 | 260,951 | 254,085 | 263,245 |
| Number of Aircraft on the Register³ | 3,795 | 3,828 | 3,872 | 3,896 | 3,937 | 3,991 |
| Number of Licences | | | | | | |
| Private Pilot Licence | 3,649 | 3,655 | 3,683 | 3,683 | 3,580 | 3,643 |
| Commercial Pilot Licence | 3,470 | 3,484 | 3,524 | 3,540 | 3,530 | 3,589 |
| Airline Transport Pilot Licence | 1,733 | 1,746 | 1,791 | 1,802 | 1,814 | 1,803 |
| Aircraft Maintenance Engineer Licence | 1,983 | 2,003 | 2,019 | 2,055 | 2,075 | 2,090 |
| Air Traffic Controller Licence | 299 | 302 | 306 | 312 | 299 | 306 |
| Number of Part 119 Certificated Operators | | | | | | |
| Air Operator – Large Aeroplanes | 12 | 11 | 11 | 12 | 12 | 12 |
| Air Operator – Medium Aeroplanes | 11 | 11 | 11 | 12 | 13 | 12 |
| Air Operator – Helicopters and Small Aeroplanes | 149 | 150 | 150 | 152 | 156 | 154 |
| Air Operator – Pacific | 1 | 1 | 2 | 2 | 2 | 2 |
| Number of Aircraft Accidents⁴ | | | | | | |
| Aeroplanes that must be operated under Part 121 | 0 | 0 | 0 | 0 | 0 | 0 |
| Aeroplanes that must be operated under at least Part 125 | 0 | 0 | 1 | 0 | 0 | 1 |
| Other Aeroplanes with Standard Cs of A | 7 | 11 | 3 | 7 | 2 | 6 |
| Aeroplanes used for agricultural operations | 1 | 3 | 2 | 1 | 2 | 2 |
| Helicopters with Standard Category Cs of A | 5 | 3 | 3 | 5 | 7 | 3 |
| Sport Aircraft | 12 | 11 | 6 | 3 | 5 | 12 |
| Unknown Aircraft | 0 | 0 | 0 | 0 | 0 | 1 |
| Hang Gliders | 2 | 6 | 0 | 1 | 1 | 6 |
| Parachutes | 0 | 0 | 0 | 0 | 0 | 1 |
| Number of Fatal Accidents⁴ | 3 | 4 | 1 | 2 | 2 | 4 |
| Number of Fatalities⁴ | 4 | 7 | 2 | 3 | 4 | 5 |
| Number of Serious + Minor Injuries⁴ | 9 | 6 | 6 | 8 | 7 | 10 |
| Injury Social Cost \$ million⁵ | | | | 9.9 | 14.4 | 16.8 |
| Number of Incidents⁶ | 885 | 962 | 964 | 875 | 1,003 | 1,068 |
| Number of Aviation Related Concerns | 79 | 110 | 62 | 80 | 95 | 111 |

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.

Aircraft Statistics Category

The following table shows the aircraft classes included in each aircraft statistics category.

| Aircraft Statistics Category | Aircraft Class |
|--|--|
| Aeroplanes that must be operated under Part 121 | Aeroplane |
| Aeroplanes that must be operated under at least Part 125 | Aeroplane |
| Other Aeroplanes with Standard Cs of A | Aeroplane |
| Aeroplanes used for agricultural operations | Aeroplane |
| Helicopters with Standard Category Cs of A | Helicopter |
| Sport Aircraft | Aeroplane, Amateur Built Aeroplane, Amateur Built Glider, Amateur Built Helicopter, Balloon, Glider, Gyroplane, Helicopter, Microlight Class 1, Microlight Class 2, Power Glider |

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.

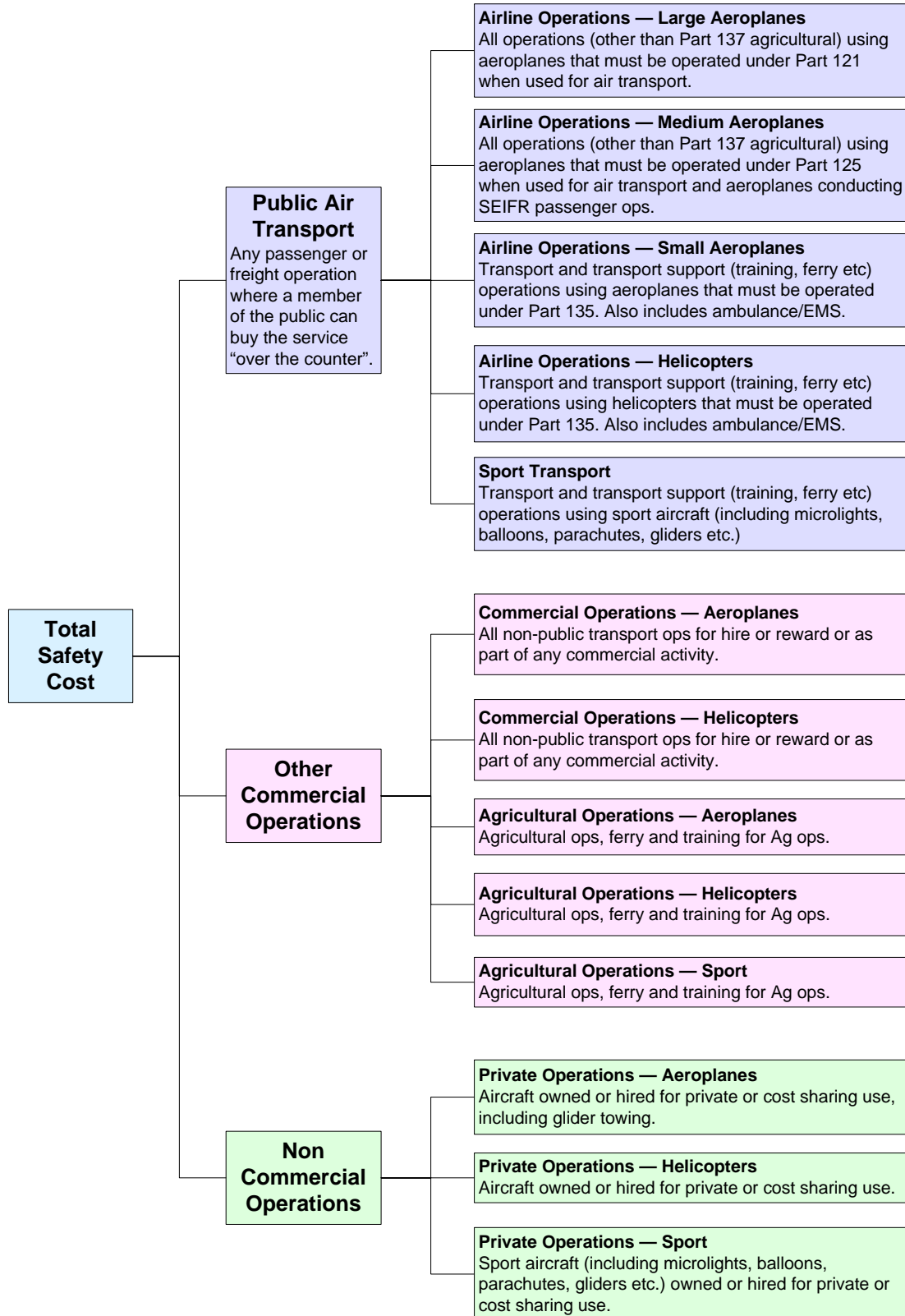
Incident

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.

Safety Target Structure



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. |