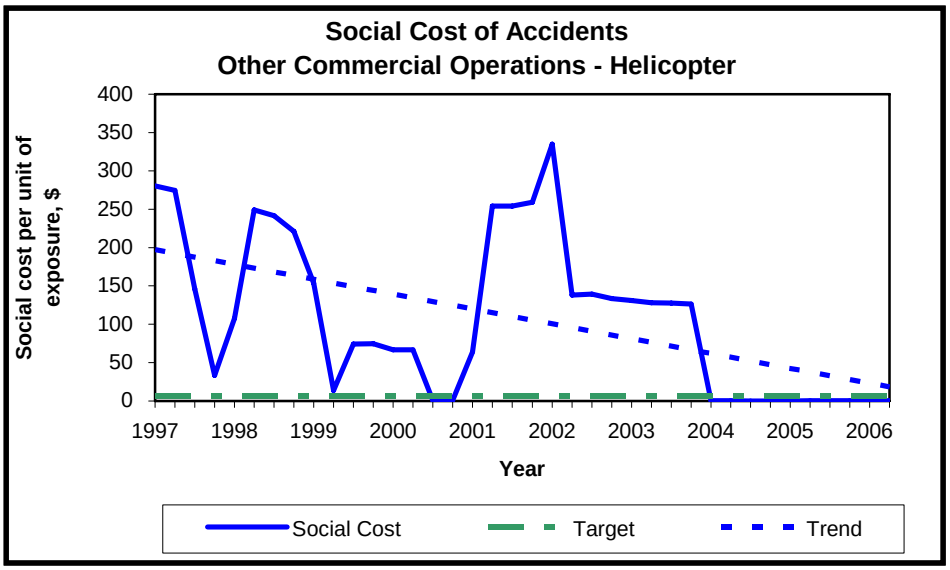
CIVIL AVIATION AUTHORITY
OF NEW ZEALAND

Aviation Safety Summary Report

1 April to 30 June 2006



The graph above shows the social cost of accidents for the Other Commercial Operations - Helicopter Safety Outcome Target group.

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.

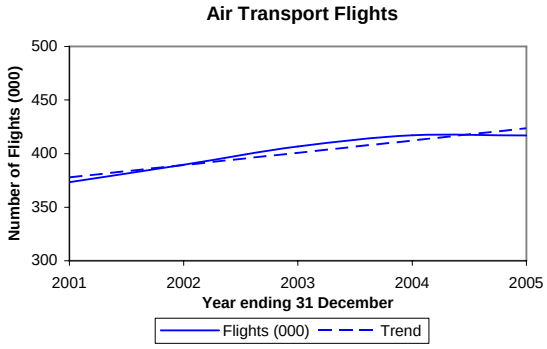
Activity

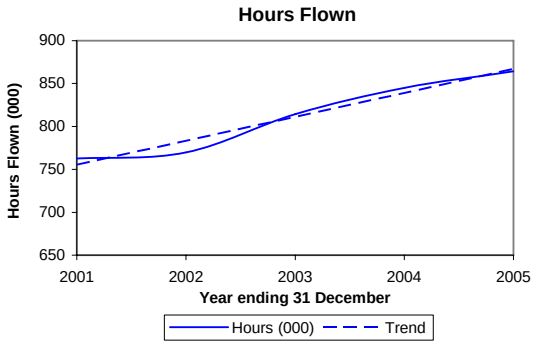
General

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 January 2001 to 31 December 2005 (includes the aircraft classes aeroplane, helicopter and balloon only).





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

Quarterly Comparison

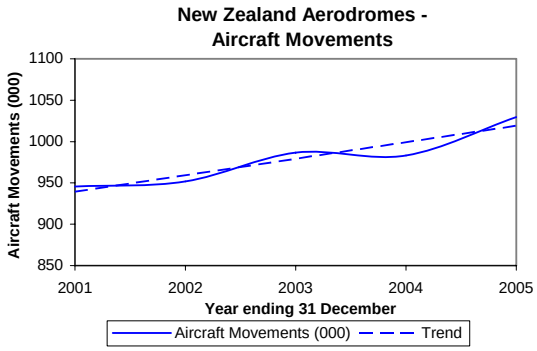
Activity	1 Oct to 31 Dec 2004	1 Oct to 31 Dec 2005	Change	
			Number	Percentage
Air Transport Flights	108,865	105,367	- 3,498	- 3.2
Total Hours	208,652	213,564	+ 4,912	+ 2.4

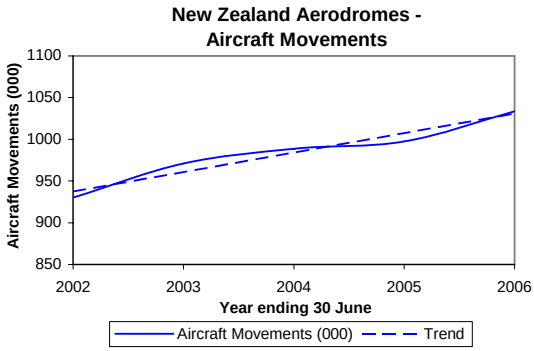
Note that these assessments include the aircraft classes aeroplane, helicopter and balloon only; and exclude other aircraft classes, hang gliders and parachutes, and foreign registered aircraft that are operated in New Zealand. These assessments are based on Aircraft Operating Statistics for periods up to the quarter ended 31 December 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 January 2001 to 31 December 2005 (the same period as for Air Transport Flights and Total Hours) and 1 July 2001 to 30 June 2006 (the most recent data).





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

Quarterly Comparison

Activity	1 Apr to 30 Jun 2005	1 Apr to 30 Jun 2006	Change	
			Number	Percentage
Aircraft Movements	249,893	255,214	+ 5,321	+ 2.1

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, Whangarei and Wigram.

Registered Aircraft

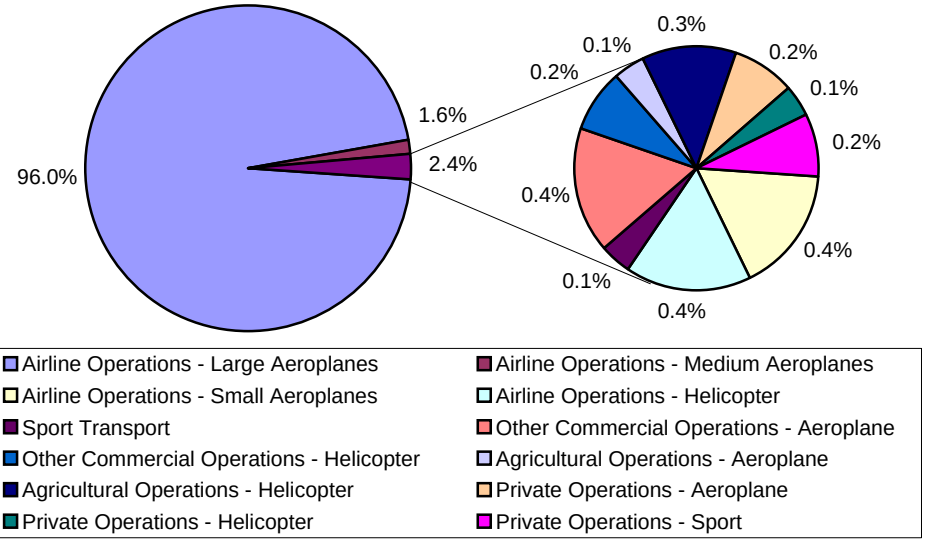
Quarterly Comparison

Aircraft Statistics Category	30 Jun 2005	30 Jun 2006	Change	
			Number	Percentage
Aeroplanes that must be operated under Part 121	118	121	+ 3	+ 2.5
Aeroplanes that must be operated under at least Part 125	113	110	- 3	- 2.7
Other Aeroplanes with Standard Cs of A	1,363	1,375	+ 12	+ 0.9
Aeroplanes used for agricultural operations	125	126	+ 1	+ 0.8
Helicopters with Standard Category Cs of A	616	647	+ 31	+ 5.0
Sport Aircraft	1,537	1,612	+ 75	+ 4.9
Total	**3,872**	**3,991**	**+ 119**	**+ 3.1**

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 2010 safety target group categories for the period 1 October to 31 December 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 and the appropriate load factor, to give the number of seat hours offered by the group.

Percentage Sector Seat Hours



Safety Outcome Target Group	Percentage Sector Seat Hours
Airline Operations - Large Aeroplanes	96.0%
Airline Operations - Medium Aeroplanes	1.6%
Airline Operations - Small Aeroplanes	0.4%
Airline Operations - Helicopter	0.4%
Sport Transport	0.1%
Other Commercial Operations - Aeroplane	0.4%
Other Commercial Operations - Helicopter	0.2%
Agricultural Operations - Aeroplane	0.1%
Agricultural Operations - Helicopter	0.3%
Agricultural Operations - Sport Aircraft	-
Private Operations - Aeroplane	0.2%
Private Operations - Helicopter	0.1%
Private Operations - Sport	0.2%

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 April to 30 June 2006. Cost per fatal, serious and minor injury, and aircraft destroyed, in 2006 dollars.

Note: During the early reporting phase for the 2005 – 2010 Safety Target regime (1 July 30 September 2005, 1 October to 31 December 2005 and 1 January to 31 March 2006) Social Cost calculations were completed using 2004 dollars and the 2004 Value of a Statistical Life (VOSL). All future work will use the VOSL current at the time the report is produced and likewise property damage costs will be reported in $ values as at the time of reporting. The VOSL is normally updated in July/August each year and at this changeover point all prior social costs will be converted appropriately. This means that in any one published document common $ values will be used throughout.

Safety Outcome Target Group	Social Cost $m
Airline Operations - Large Aeroplanes	-
Airline Operations - Medium Aeroplanes	0.04
Airline Operations - Small Aeroplanes	-
Airline Operations - Helicopter	-
Sport Transport	-
Other Commercial Operations - Aeroplane	-
Other Commercial Operations - Helicopter	0.02
Agricultural Operations - Aeroplane	0.03
Agricultural Operations - Helicopter	-
Agricultural Operations - Sport Aircraft	-
Private Operations - Aeroplane	-
Private Operations - Helicopter	-
Private Operations - Sport	0.65
Total	0.74

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 "one 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 below shows the new Safety Outcome Targets for the period ending 30 June 2006. 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 included in the Safety Summary Report for period 1 July to 30 September 2006.

Safety Outcome Target Group	Type of Injuries			Previous Estimate $	Current Estimate $	Target $
	Total Fatal	Total Serious	Total Minor			
Airline Operations - Large Aeroplanes*	2	3	3	0.03	0.02	0.10
Airline Operations - Medium Aeroplanes*	2		4	0.04	1.24*	0.10
Airline Operations - Small Aeroplanes				-	-	6.50
Airline Operations - Helicopter				-	-	6.50
Sport Transport		4	1	16.53	32.43	13.00
Other Commercial Operations - Aeroplane	2		4	21.50	40.24	6.50
Other Commercial Operations - Helicopter			2	0.07	0.43	6.50
Agricultural Operations - Aeroplane	3			338.53	214.93	14.00
Agricultural Operations - Helicopter			1	-	0.12	14.00
Agricultural Operations - Sport Aircraft				-	-	28.00
Private Operations - Aeroplane	2			48.77	99.32	10.00
Private Operations - Helicopter	5	2	6	464.26	407.61	10.00
Private Operations - Sport		10	7	26.63	54.85	20.00

Previous Estimate:

This is the estimated social cost of injuries over exposure during the averaging period ending 30 June 2006.

- 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 30 June 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 for Sport groups is assumed based on CAA expertise
- Activity data for all other groups is estimated using data gathered prior to October 2005 modulated by one quarter of data collected to match the 2005 – 2010 Safety Outcome Targets.

Note: The significant increase in the Airline Operations - Medium Aeroplanes group is due to the application of real activity data. There have been no accidents of significance in this group since the fatal Metroliner accident in the 1 April to 30 June 2005 period. Given the actual low level of activity in this group and the agreed averaging period it will not be possible for the Outcome Target to be achieved until the year 2014.

Number of Fatal Accidents (and Number of Fatal Injuries)

Aircraft Statistics Category	1 Apr to 30 Jun 2005	1 Apr to 30 Jun 2006	Change
Aeroplanes that must be operated under Part 121	0	0	0
Aeroplanes that must be operated under at least Part 125	1 (2)	0	- 1 (- 2)
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	0	0	0
Unknown Aircraft	0	0	0
Hang Gliders	0	0	0
Parachutes	0	0	0
Total	**1 (2)**	**0**	**- 1 (- 2)**

Number of Serious Injuries

Aircraft Statistics Category	1 Apr to 30 Jun 2005	1 Apr to 30 Jun 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	1	0	- 1
Helicopters with Standard Category Cs of A	0	0	0
Sport Aircraft	1	1	0
Unknown Aircraft	0	0	0
Hang Gliders	0	1	+ 1
Parachutes	0	0	0
Total	**2**	**2**	**0**

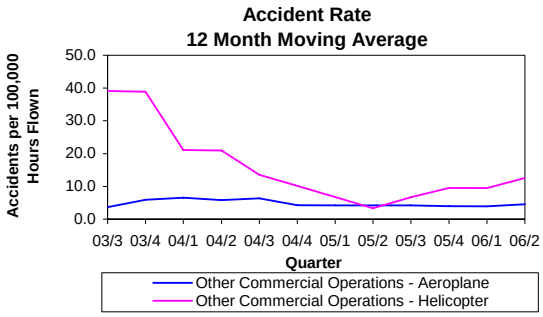
Number of Minor Injuries

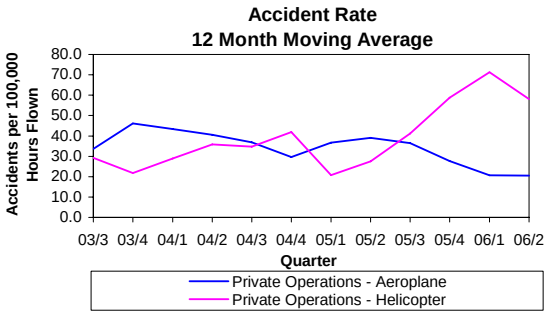
Aircraft Statistics Category	1 Apr to 30 Jun 2005	1 Apr to 30 Jun 2006	Change
Aeroplanes that must be operated under Part 121	0	0	0
Aeroplanes that must be operated under at least Part 125	0	1	+ 1
Other Aeroplanes with Standard Cs of A	0	0	0
Aeroplanes used for agricultural operations	0	0	0
Helicopters with Standard Category Cs of A	1	3	+ 2
Sport Aircraft	3	0	- 3
Unknown Aircraft	0	0	0
Hang Gliders	0	0	0
Parachutes	0	1	+ 1
Total	**4**	**5**	**+ 1**

Accidents

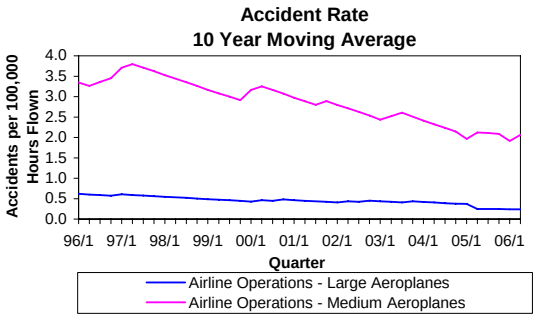
Trends

The following graphs show the aircraft accident rates (12 month moving average) for the Safety Outcome Target Groups Other Commercial Operations – Aeroplane, Commercial Operations – Helicopter, Private Operations – Aeroplane and Private Operations - Helicopter, for the period 1 July 2003 to 30 June 2006.





The following graph shows the aircraft accident rates (10 year moving average) for the Safety Outcome Target Groups Airline Operations – Large Aeroplanes and Airline Operations – Medium Aeroplanes, for the period 1 January 1996 to 30 June 2006.



Quarterly Comparison

Number of Accidents

Aircraft Statistics Category	1 Apr to 30 Jun 2005	1 Apr to 30 Jun 2006	Change
Aeroplanes that must be operated under Part 121	0	0	0
Aeroplanes that must be operated under at least Part 125	1	1	0
Other Aeroplanes with Standard Cs of A	3	1	- 2
Aeroplanes used for agricultural operations	2	0	- 2
Helicopters with Standard Category Cs of A	3	5	+ 2
Sport Aircraft	6	7	+ 1
Unknown Aircraft	0	1	+ 1
Hang Gliders	0	2	+ 2
Parachutes	0	1	+ 1
Total	**15**	**18**	**+ 3**

The accident in the ‘Unknown Aircraft’ statistics category in the 1 April to 30 June 2006 quarter involved a foreign registered aircraft operated within New Zealand on a private flight.

Severity of Accidents

Severity	1 Apr to 30 Jun 2005	1 Apr to 30 Jun 2006	Change
Critical	3	2	- 1
Major	8	8	0
Minor	4	8	+ 4

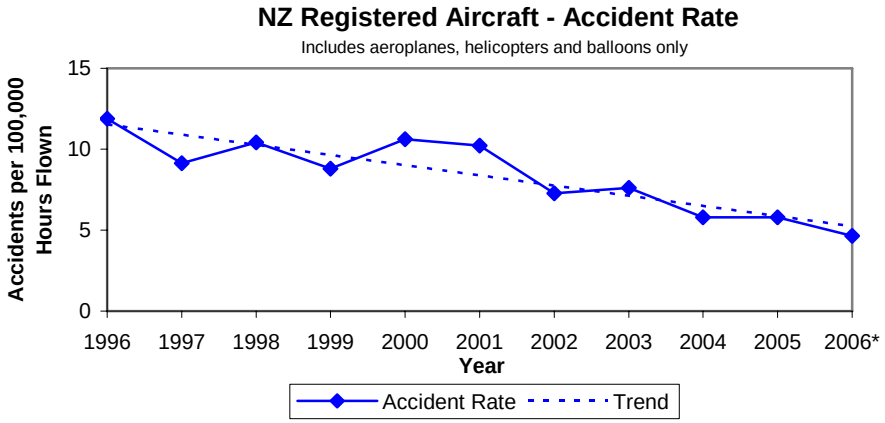
No accidents in the 'Aeroplanes that must be operated under Part 121' statistics category were classified as Critical in the 1 April to 30 June 2005 or 2006 quarters.

One accident in the 'Aeroplanes that must be operated under at least Part 125' statistics category was classified as Critical in the 1 April to 30 June 2005 quarter. The aircraft disappeared from radar. It suffered an in-flight upset which developed into a spiral dive and the aircraft became overstressed and broke up. The wreckage was located approximately 6 km east of Stratford township.

One accident in the 'Aeroplanes that must be operated under at least Part 125' statistics category was classified as Critical in the 1 April to 30 June 2006 quarter. The aircraft entered low cloud and the Pilot in Charge descended to remain clear of cloud. During the descent the right wing struck a small tree, the Pilot in Charge was unable to arrest further descent and the aircraft belly landed in the direction of travel.

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 April to 30 June 2006 only.



Note that this graph does not show a moving average.

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 April 2005 to 31 March 2006 for the various aircraft statistics categories.
Causal factors have been assigned to 38 (45%) of the 84 accidents.

Note that causes are not yet available for all accidents that occurred in the 1 April to 30 June 2006 period.

Significant Accidents and Other Injury Accidents

Significant Injury Accidents

This section describes significant injury accidents that occurred during the period 1 April to 30 June 2006.

Aeroplanes that must be operated under at least Part 125

Airline Operations - Medium Aeroplanes

- An aircraft on a ferry flight struck a small tree while landing. The pilot suffered minor injuries.

Other Injury Accidents

This section describes other injury accidents that occurred during the period 1 April to 30 June 2006.

Helicopters with standard category Cs of A

Other Commercial Operations - Helicopter

- A helicopter on a dual training flight lost engine power and crashed. Both pilots suffered minor injuries.

Helicopters with standard category Cs of A

Agricultural Operations - Helicopter

- A helicopter on agricultural operations suffered a loss of power so the pilot jettisoned the load and carried out an autorotation onto a road. It made a heavy landing and slid off the road and rolled onto its side in a ditch. The pilot received minor injuries.

Sport Aircraft

Private Operations – Sport

- A hang glider performing aerobatics suffered a structural failure in flight. The pilot deployed his emergency parachute but suffered serious injuries in the crash.

- The pilot of a microlight suffered serious injuries when the aircraft struck a fence while landing after a private flight.

Bird Incident Rates

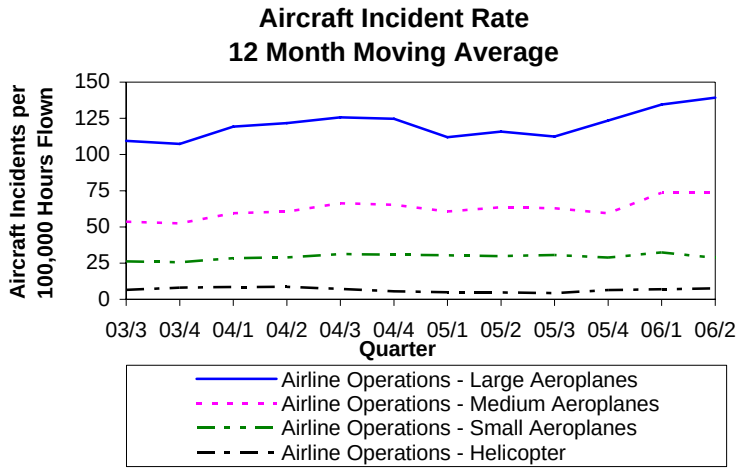
Bird hazard monitoring has been carried out against the CAA standard for the period ended 31 December 2005. Analysis shows that 12 of the 18 monitored aerodromes have bird strike rates above the "trigger level" for CAA action.

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 graph shows the aircraft incident rates (12 month moving average) for the three-year period 1 July 2003 to 30 June 2006 for the Airline Operations Safety Target Group.



Quarterly Comparison

Number of Aircraft Incidents

Aircraft Statistics Category	1 Apr to 30 Jun 2005	1 Apr to 30 Jun 2006	Change
Aeroplanes that must be operated under Part 121	112	113	+ 1
Aeroplanes that must be operated under at least Part 125	16	13	- 3
Other Aeroplanes with Standard Cs of A	27	25	- 2
Aeroplanes used for agricultural operations	2	4	+ 2
Helicopters with Standard Category Cs of A	11	16	+ 5
Sport Aircraft	8	8	0
Unknown Aircraft	12	35	+ 23
Total	**188**	**214**	**+ 26**

Severity of Aircraft Incidents

Severity	1 Apr to 30 Jun 2005	1 Apr to 30 Jun 2006	Change
Critical	1	0	- 1
Major	16	15	- 1
Minor	171	199	+ 28

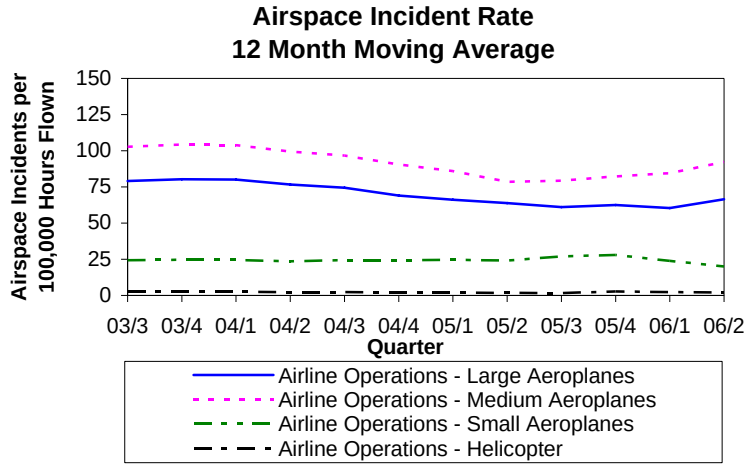
No aircraft incidents in the ‘Aeroplanes that must be operated under Part 121’ statistics category were classified as Critical in the 1 April to 30 June 2005 or 2006 quarters.

No aircraft incidents in the ‘Aeroplanes that must be operated under at least Part 125’ statistics category were classified as Critical in the 1 April to 30 June 2005 or 2006 quarters.

Airspace Incidents

Trends

The following graph shows the airspace incident rates (12 month moving average) for the three-year period 1 July 2003 to 30 June 2006 for the Airline Operations Safety Target Group.



Quarterly Comparison

Number of Airspace Incidents

Aircraft Statistics Category	1 Apr to 30 Jun 2005	1 Apr to 30 Jun 2006	Change
Aeroplanes that must be operated under Part 121	22	45	+ 23
Aeroplanes that must be operated under at least Part 125	8	20	+ 12
Other Aeroplanes with Standard Cs of A	57	53	- 4
Aeroplanes used for agricultural operations	1	0	- 1
Helicopters with Standard Category Cs of A	15	7	- 8
Sport Aircraft	7	6	- 1
Unknown Aircraft	81	78	- 3
Total	**191**	**209**	**+ 18**

Severity of Airspace Incidents

Severity	1 Apr to 30 Jun 2005	1 Apr to 30 Jun 2006	Change
Critical	0	1	+ 1
Major	13	22	+ 9
Minor	178	186	+ 8

No airspace incidents in the ‘Aeroplanes that must be operated under Part 121’ statistics category were classified as Critical in the 1 April to 30 June 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 April to 30 June 2005 or 2006 quarters.

Attributability

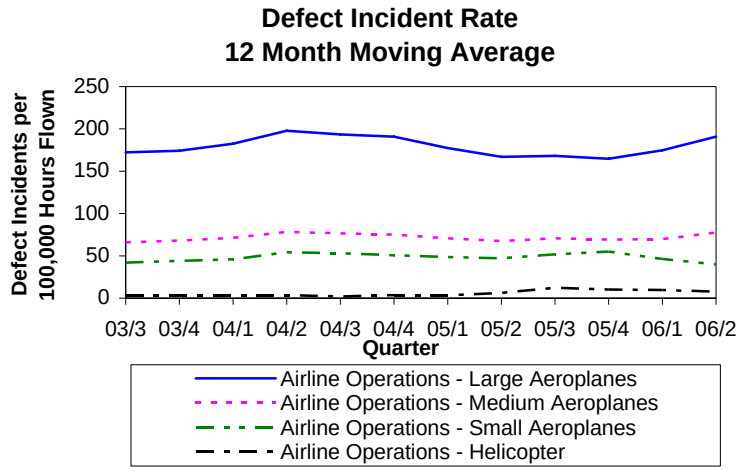
Of the 207 airspace incidents in the 1 April to 30 June 2006 quarter, 18% are Air Traffic Service (ATS) attributable, 71% are pilot attributable, 0% are ATS and pilot attributable, and 11% are unknown attributable.

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 pilot attributable trend line is close to zero.

Defect Incidents

Trends

The following graph shows the defect incident rates (12 month moving average) for the three-year period 1 July 2003 to 30 June 2006 for the Airline Operations Safety Target Group.



Quarterly Comparison

Number of Defect Incidents

Aircraft Statistics Category	1 Apr to 30 Jun 2005	1 Apr to 30 Jun 2006	Change
Aeroplanes that must be operated under Part 121	121	167	+ 46
Aeroplanes that must be operated under at least Part 125	17	27	+ 10
Other Aeroplanes with Standard Cs of A	38	52	+ 14
Aeroplanes used for agricultural operations	20	10	- 10
Helicopters with Standard Category Cs of A	30	25	- 5
Sport Aircraft	8	1	- 7
Unknown Aircraft	3	8	+ 5
Total	**237**	**290**	**+ 53**

Severity of Defect Incidents

Severity	1 Apr to 30 Jun 2005	1 Apr to 30 Jun 2006	Change
Critical	1	0	- 1
Major	33	22	- 11
Minor	203	268	+ 65

One defect incident in the 'Aeroplanes that must be operated under Part 121' statistics category was classified as Critical in the 1 April to 30 June 2005 quarter. An INS failure required the aircraft to return to blocks.

No defect incidents in the 'Aeroplanes that must be operated under Part 121' statistics category were classified as Critical in the 1 April to 30 June 2006 quarter.

No defect incidents in the 'Aeroplanes that must be operated under at least Part 125' statistics category were classified as Critical in the 1 April to 30 June 2005 or 2006 quarters.

Rate Monitoring

Activity data is not yet available for the period 1 January to 31 March 2006 so defect incident rate monitoring has not been carried out for this period.

Quarterly Statistics

Quarter	2003/3	2003/4	2004/1	2004/2	2004/3	2004/4
Number of Air Transport Flights[1]	88,249	108,890	115,052	95,715	97,568	108,865
Number of Hours Flown[1]	182,696	213,246	228,439	203,332	204,513	208,652
Number of Aircraft Movements[2]	239,288	249,245	261,860	238,223	243,338	239,658
Number of Aircraft on the Register[3]	3,552	3,600	3,675	3,703	3,737	3,795
Number of Licences						
Private Pilot Licence	3,773	3,656	3,710	3,711	3,687	3,649
Commercial Pilot Licence	3,335	3,276	3,349	3,381	3,437	3,470
Airline Transport Pilot Licence	1,612	1,624	1,661	1,695	1,714	1,733
Aircraft Maintenance Engineer Licence	1,865	1,881	1,898	1,927	1,960	1,983
Air Traffic Controller Licence	304	286	304	314	304	299
Number of Part 119 Certificated Operators						
Air Operator – Large Aeroplanes	13	12	13	12	12	12
Air Operator – Medium Aeroplanes	13	13	12	11	11	11
Air Operator – Helicopters and Small Aeroplanes	147	146	146	146	147	149
Air Operator – Pacific	0	0	2	1	1	1
Number of Aircraft Accidents[4]						
Aeroplanes that must be operated under Part 121	0	1	0	0	0	0
Aeroplanes that must be operated under at least Part 125	1	1	0	0	1	0
Other Aeroplanes with Standard Cs of A	3	9	7	1	5	7
Aeroplanes used for agricultural operations	5	5	1	0	2	1
Helicopters with Standard Category Cs of A	3	4	7	5	2	5
Sport Aircraft	4	8	8	3	3	12
Unknown Aircraft	0	1	2	0	0	0
Hang Gliders	0	2	4	0	1	2
Parachutes	0	0	1	0	0	0
Number of Fatal Accidents[4]	2	7	3	2	0	3
Number of Fatalities[4]	2	10	6	2	0	4
Number of Serious + Minor Injuries[4]	4	6	2	2	1	9
Injury Social Cost $ million[5]						
Number of Incidents[6]	755	902	1,022	962	838	885
Number of Aviation Related Concerns	56	76	85	62	75	79

[1] New Zealand registered aircraft. Includes the aircraft classes aeroplane, helicopter and balloon only; excludes other aircraft classes, hang gliders and parachutes. Estimated for 2006/1 and 2006/2.
[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, Whangarei 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 2006 dollars.
[6] All incident sub-types

Quarter	2005/1	2005/2	2005/3	2005/4	2006/1	2006/2
Number of Air Transport Flights[1]	118,483	98,333	94,778	105,367	114,063	95,397
Number of Hours Flown[1]	234,454	208,055	208,273	230,376	260,103	229,237
Number of Aircraft Movements[2]	264,617	249,893	260,951	254,085	263,245	255,214
Number of Aircraft on the Register[3]	3,828	3,872	3,896	3,937	3,991	3,991
Number of Licences						
Private Pilot Licence	3,655	3,683	3,683	3,580	3,643	3,483
Commercial Pilot Licence	3,484	3,524	3,540	3,530	3,589	3,593
Airline Transport Pilot Licence	1,746	1,791	1,802	1,814	1,803	1,789
Aircraft Maintenance Engineer Licence	2,003	2,019	2,055	2,075	2,090	2,114
Air Traffic Controller Licence	302	306	312	299	306	296
Number of Part 119 Certificated Operators						
Air Operator – Large Aeroplanes	11	11	12	12	12	11
Air Operator – Medium Aeroplanes	11	11	12	13	12	13
Air Operator – Helicopters and Small Aeroplanes	150	150	152	156	154	158
Air Operator – Pacific	1	2	2	2	2	3
Number of Aircraft Accidents[4]						
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	1	0	0	1	1
Other Aeroplanes with Standard Cs of A	11	3	7	2	6	1
Aeroplanes used for agricultural operations	3	2	1	2	2	0
Helicopters with Standard Category Cs of A	3	3	5	7	4	5
Sport Aircraft	11	6	3	5	12	7
Unknown Aircraft	0	0	0	0	1	1
Hang Gliders	6	0	1	1	7	2
Parachutes	0	0	0	0	2	1
Number of Fatal Accidents[4]	4	1	2	2	4	0
Number of Fatalities[4]	7	2	3	4	5	0
Number of Serious + Minor Injuries[4]	6	6	8	6	15	7
Injury Social Cost $ million[5]			9.9	14.4	16.8	0.74
Number of Incidents[6]	962	964	879	1,012	1,079	1,151
Number of Aviation Related Concerns	110	62	80	95	115	80

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 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.

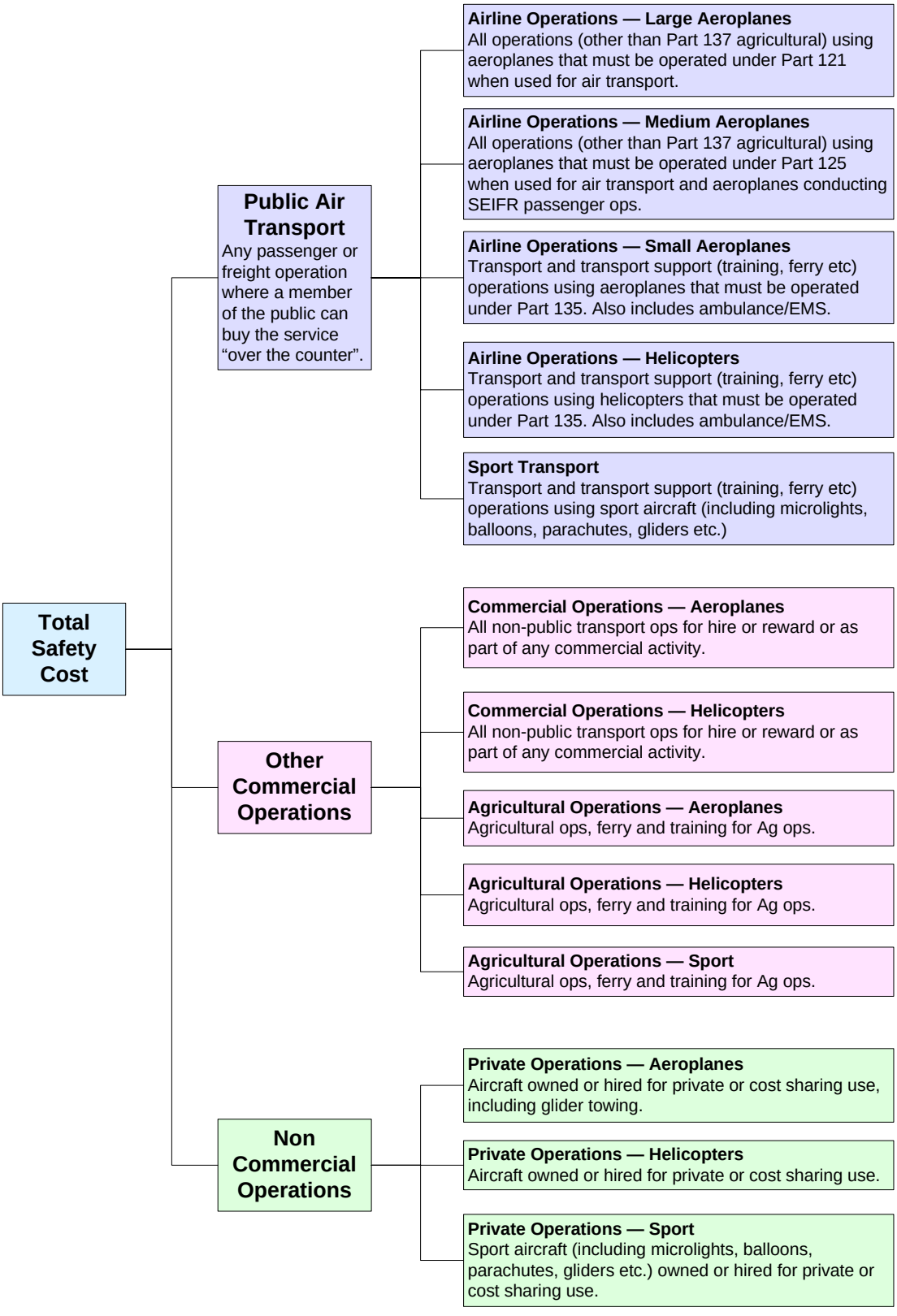
Incident

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.