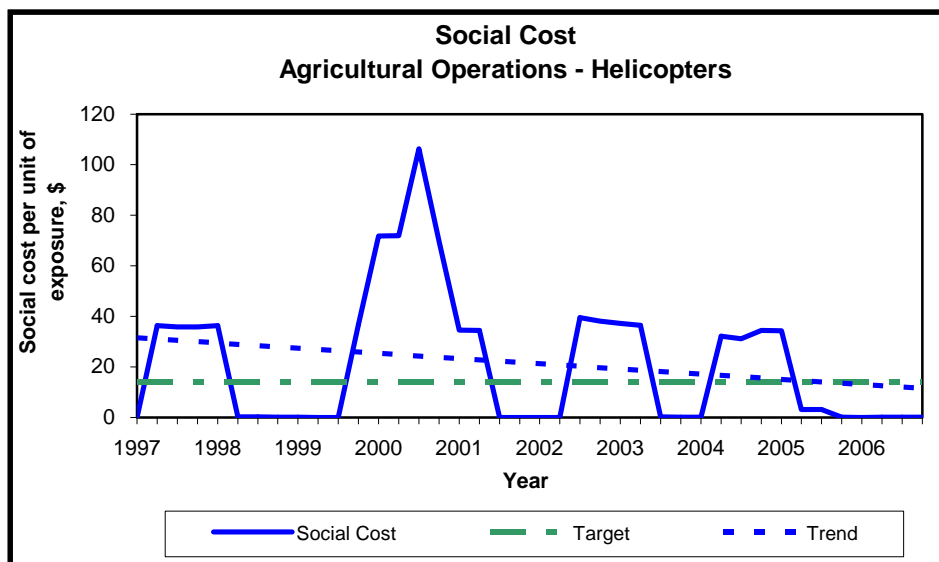




CIVIL AVIATION AUTHORITY
OF NEW ZEALAND

Aviation Safety Summary Report

1 January to 31 March 2007



The graph above shows the social cost over exposure for the Agricultural Operations - Helicopters Safety 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 website.

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

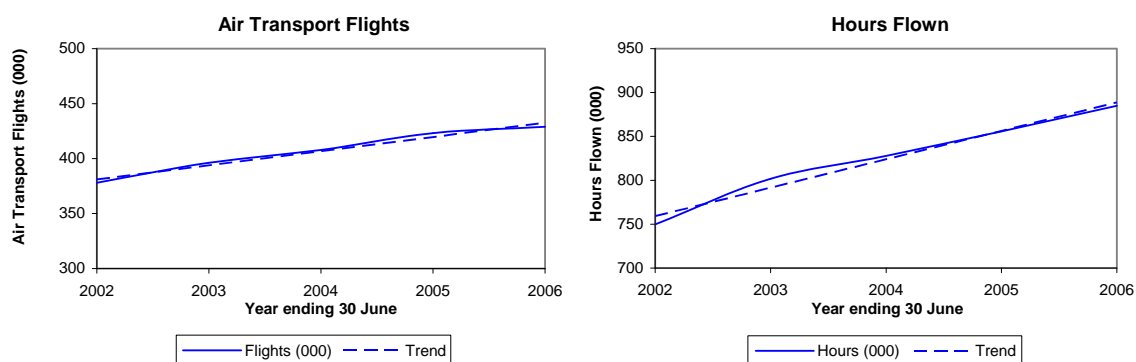
Activity

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 2001 to 30 June 2006 (includes the aircraft classes aeroplane, helicopter and balloon only).



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

Quarterly Comparison

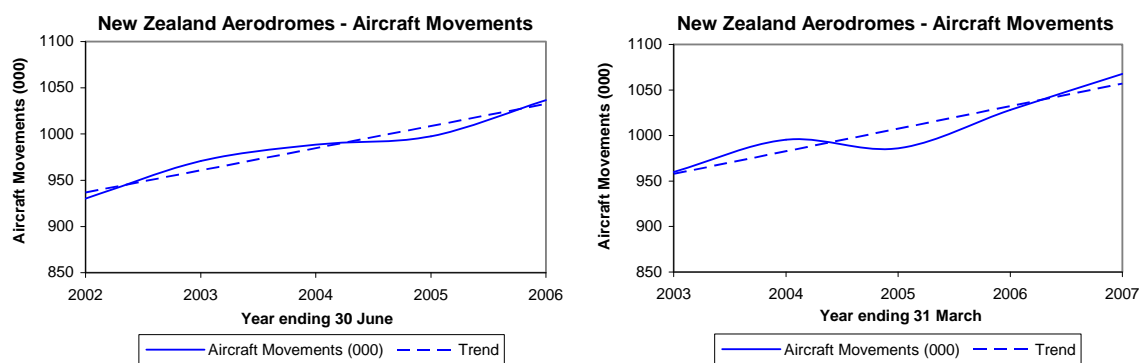
Activity	1 Apr to 30 Jun		Change	
	2005	2006	Number	Percentage
Air Transport Flights	98,333	102,847	+ 4,514	+ 4.6
Total Hours	208,055	210,259	+ 2,204	+ 1.1

Note that these assessments include the aircraft classes aeroplane, helicopter and balloon only and exclude other aircraft classes such as 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 2006 - 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 2001 to 30 June 2006 (the same period as for Air Transport Flights and Total Hours) and 1 April 2002 to 31 March 2007 (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	
	2006	2007	Number	Percentage
Aircraft Movements	263,245	290,284	+ 27,039	+ 10.3

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

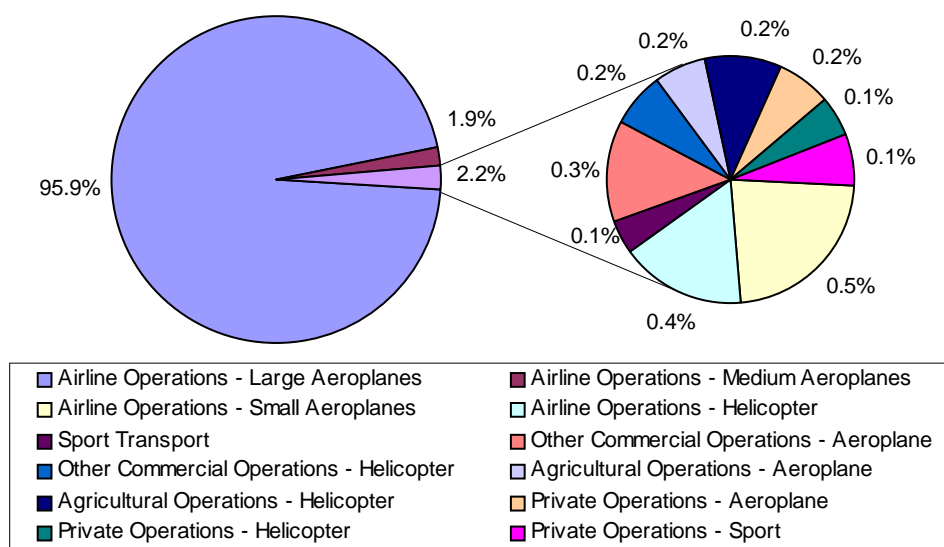
Quarterly Comparison

Aircraft Statistics Category	31 Mar	31 Mar	Change	
	2006	2007	Number	Percentage
Aeroplanes that must be operated under Part 121	126	115	- 11	- 8.7
Aeroplanes that must be operated under at least Part 125	101	99	- 2	- 2.0
Other Aeroplanes with Standard Airworthiness Certificate	1,393	1,413	+ 20	+ 1.4
Aeroplanes used for agricultural operations	128	127	- 1	- 0.8
Helicopters with Standard Category Airworthiness Certificate	643	658	+ 15	+ 2.3
Sport Aircraft	1,600	1,663	+ 63	+ 3.9
Total	3,991	4,075	+ 84	+ 2.1

Industry Size and Shape

The following graph shows the size and shape of the aviation industry as determined from Aircraft Operating Statistics in the relevant 2010 safety target group categories for the period 1 April to 30 June 2006. 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 utilised by the group.

Percentage Sector Seat Hours



Safety Target Group	Percentage Sector Seat Hours
Airline Operations - Large Aeroplanes	95.9%
Airline Operations - Medium Aeroplanes	1.9%
Airline Operations - Small Aeroplanes	0.5%
Airline Operations - Helicopter	0.4%
Sport Transport	0.1%
Other Commercial Operations - Aeroplane	0.3%
Other Commercial Operations - Helicopter	0.2%
Agricultural Operations - Aeroplane	0.2%
Agricultural Operations - Helicopter	0.2%
Agricultural Operations - Sport Aircraft	-
Private Operations - Aeroplane	0.2%
Private Operations - Helicopter	0.1%
Private Operations - Sport	0.1%

Note that the percentages may not sum exactly to 100.0% due to rounding.

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 2007. Social cost per fatal, serious and minor injury, and aircraft destroyed, in 2006 dollars.

Safety Target Group	Social Cost \$m
Airline Operations - Large Aeroplanes	-
Airline Operations - Medium Aeroplanes	-
Airline Operations - Small Aeroplanes	-
Airline Operations - Helicopter	-
Sport Transport	0.61
Other Commercial Operations - Aeroplane	-
Other Commercial Operations - Helicopter	2.15
Agricultural Operations - Aeroplane	-
Agricultural Operations - Helicopter	-
Agricultural Operations - Sport Aircraft	-
Private Operations - Aeroplane	0.01
Private Operations - Helicopter	-
Private Operations - Sport	3.70
Total	6.47

Safety Outcome Targets for 2010

Each Safety 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 recent progress towards the 2010 Safety Outcome Targets. The Safety 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 Safety Outcome Targets and the progress over each quarter are shown on the following pages.

Safety Target Group	Injuries			Previous Estimate \$	Current Estimate \$	Target \$
	Total Fatal	Total Serious	Total Minor			
Airline Operations - Large Aeroplanes*	2	3	4	0.02*	0.02*	0.10
Airline Operations - Medium Aeroplanes*	2		9	1.21*	1.14*	0.10
Airline Operations - Small Aeroplanes				-	-	6.50
Airline Operations - Helicopter				-	-	6.50
Sport Transport		5		64.53	48.16	13.00
Other Commercial Operations - Aeroplane			2	38.59	0.08	6.50
Other Commercial Operations - Helicopter		1	7	6.24	38.92	6.50
Agricultural Operations - Aeroplane				64.18	-	14.00
Agricultural Operations - Helicopter			1	0.12	0.12	14.00
Agricultural Operations - Sport Aircraft				-	-	28.00
Private Operations - Aeroplane	2		2	94.23	91.01	10.00
Private Operations - Helicopter			4	152.76	1.14	10.00
Private Operations - Sport	5	7	7	257.58	300.26	20.00

- Activity data for Sport groups is assumed based on CAA expertise,
- activity data prior to October 2005 for all other groups is estimated using data gathered prior to October 2005 modulated by 1 quarter of data collected to match the 2005 - 2010 Safety Target Groups.

Previous Estimate:

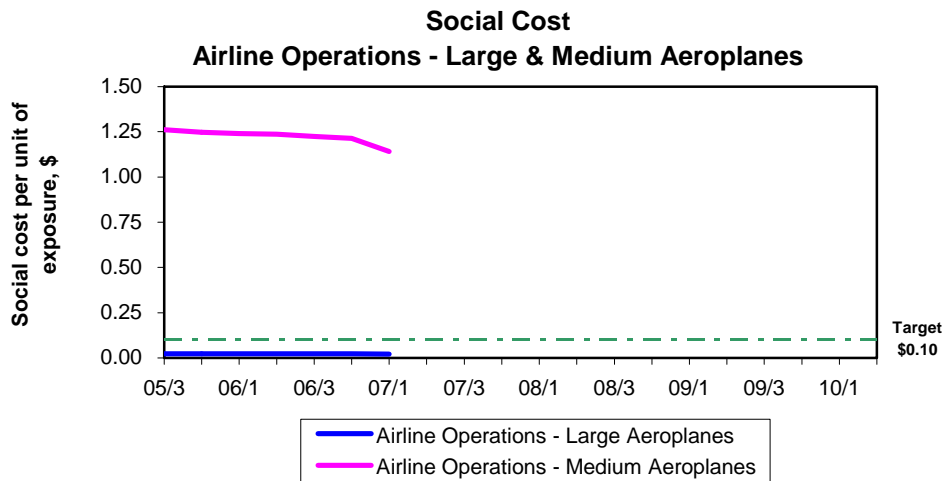
This is the estimated social cost over exposure during the averaging period ending 31 December 2006:

- for large and medium aeroplane operations 10 years of injury data*;
- for all other operations 1 year of injury data.

Current Estimate:

This is the estimated social cost over exposure during the averaging period ending 31 March 2007:

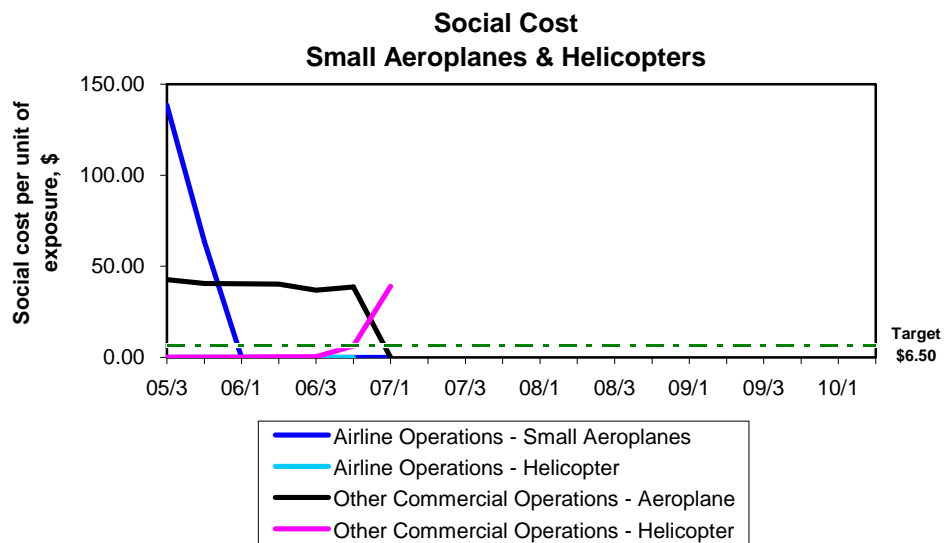
- for large and medium aeroplane operations 10 years of data*;
- for all other operations 1 year of data;
- the 4 groups with no social cost recorded in the previous 12 months have been left blank.



The outcome for Airline Operations – Large Aeroplanes has remained well below the target level of \$0.10 per hour of exposure since the target regime was established in 2005. There is no discernable trend either up or down.

The outcome for Airline Operations – Medium Aeroplanes exceeds the target by a considerable margin and although trending down it will not be possible for the target to be achieved until after 2010 because of the relatively small exposure associated with this sector.

The results for both of these groups are derived using 10 year averages; all other groups use 12 month averages.

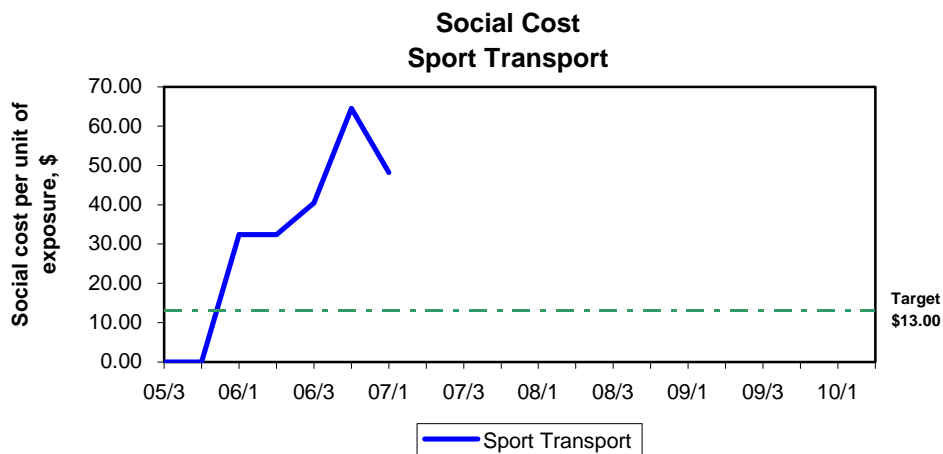


The outcome for Airline Operations – Small Aeroplanes shows a significant downward trend from the high starting point generated by 6 fatalities in late 2004 and early 2005. The safety outcome for this group has been below the target level since April 2006.

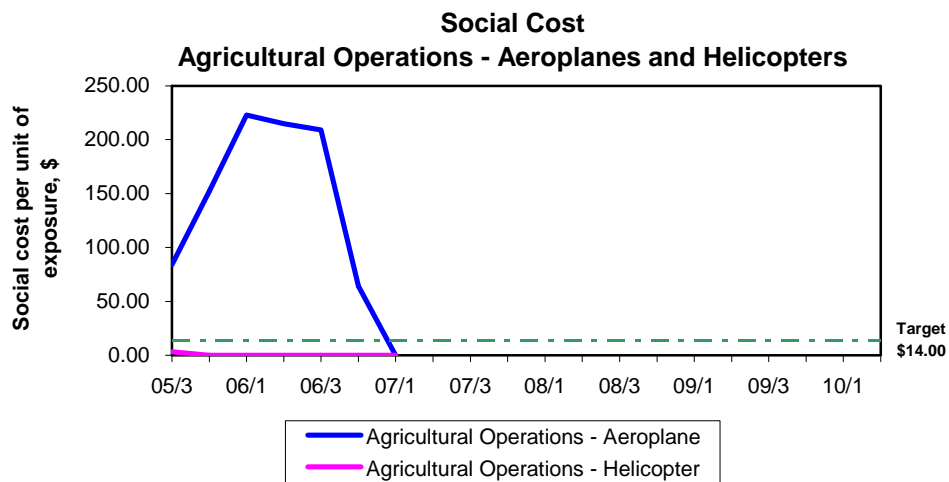
The outcome for Airline Operations – Helicopter remains level on zero as there have been no fatal or serious injuries in this group since 2003.

The outcome for Other Commercial Operations – Aeroplane is now well below the target of \$6.50. During the previous 4 quarters there have been 2 minor injury accidents in this group.

The outcome for Other Commercial Operations – Helicopter turned sharply upwards during the previous quarter and is now well above the target level. This outcome is the result of 8 accidents in the previous 4 quarters and probably understates the true cost as some known damage has yet to be recorded in the CAA database. One serious and 7 minor injuries contribute to the result.

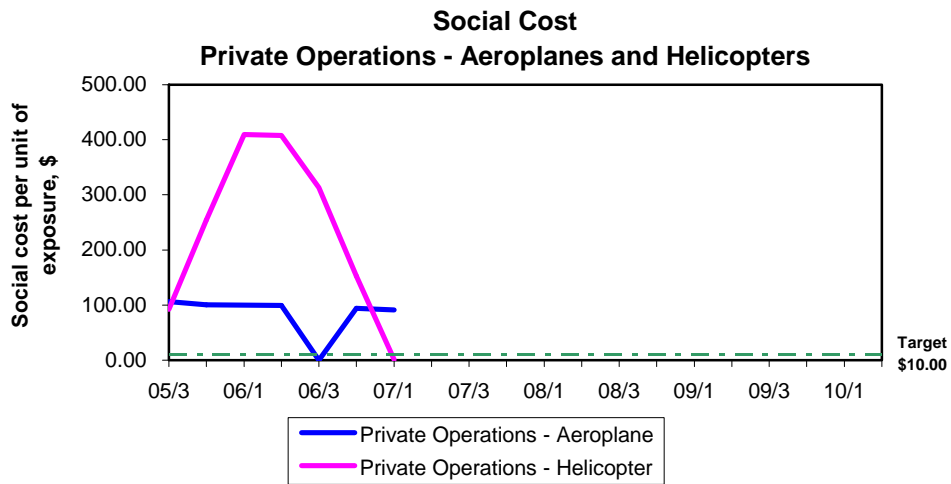


The outcome for Sport Transport peaked in the previous quarter and should trend downwards in subsequent quarters. There have been 5 serious injuries in this group in the previous 12 months. Two of the serious injuries occurred in the Jan – Mar 07 quarter.



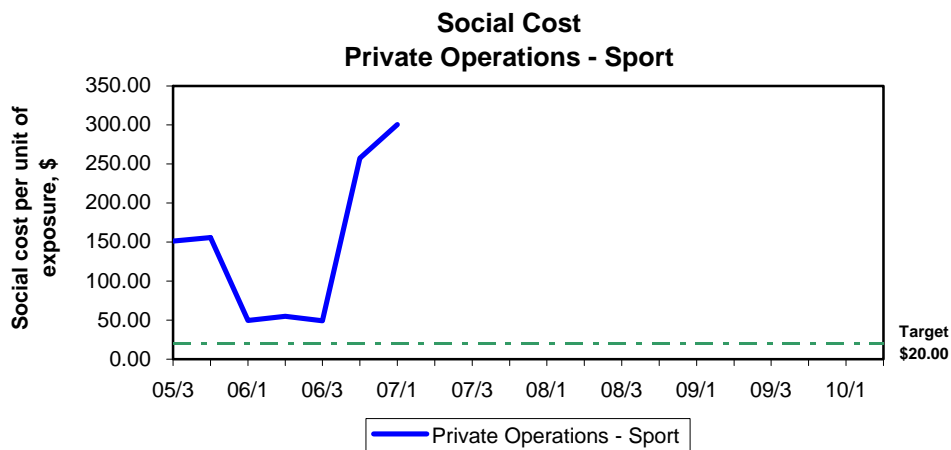
The outcome for Agricultural Operations – Aeroplanes having exceeded the target level since the target regime was established in 2005 has now reached zero. It is expected that the trend line will drop below the required target by mid 2008.

The outcome for Agricultural Operations – Helicopter has remained near zero as there have been no fatal or serious injuries affecting this group since 2004.



The outcome for Private Operations – Aeroplane remained around \$100.00 for the first 4 quarters of the new regime and settled down below the required \$10.00 target by the end of the Jul – Sep 06 quarter. However, a double fatality accident towards the end of the Oct - Dec 06 quarter has driven the outcome back to the \$100.00 level again. At least a further 2 fatality free quarters will be required before the outcome level reaches the desired outcome target.

The outcome for Private Operations – Helicopter having rapidly trended up in the initial stages and down since mid 2006 is now well below the required target level. This group has generated a significant number of injuries (5 fatal, 2 serious, and 10 minor) since the second quarter of 2005. It is anticipated that the trend line for the group will go below the target line towards the end of 2008.

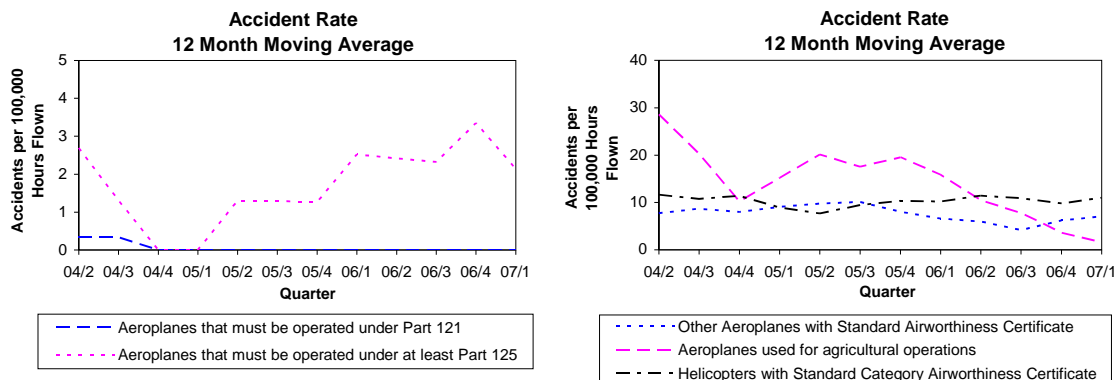


The outcome for Private Operations – Sport which had been trending down since late 2005 reversed significantly in the Oct – Dec 06 quarter. This reversal was driven by accidents in which there were 4 fatal, 3 serious and 1 minor injuries. Although the long term (10 year) trend for this group is downward the current steep upward trend is cause for concern.

Accidents

Trends

The following graphs show the aircraft accident rates (12 month moving average) for the three-year period 1 April 2004 to 31 March 2007 (includes the aircraft classes aeroplane, helicopter and balloon only).



Quarterly Comparison

Number of Accidents

Aircraft Statistics Category	1 Jan to 31 Mar 2006	1 Jan to 31 Mar 2007	Change
Aeroplanes that must be operated under Part 121	0	0	0
Aeroplanes that must be operated under at least Part 125	1	0	- 1
Other Aeroplanes with Standard Airworthiness Certificate	6	8	+ 2
Aeroplanes used for agricultural operations	2	1	- 1
Helicopters with Standard Category Airworthiness Certificate	3	5	+ 2
Sport Aircraft	12	8	- 4
Unknown	1	0	- 1
Hang Gliders	7	4	- 3
Parachutes	2	4	+ 2
Total	34	30	- 4

Severity of Accidents

Severity	1 Jan to 31 Mar 2006	1 Jan to 31 Mar 2007	Change
Critical	8	6	- 2
Major	12	14	+ 2
Minor	14	10	- 4

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 2006 or 2007 quarters.

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.

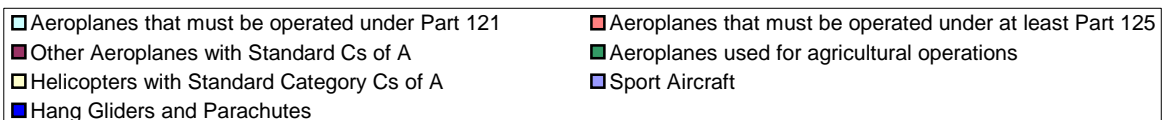
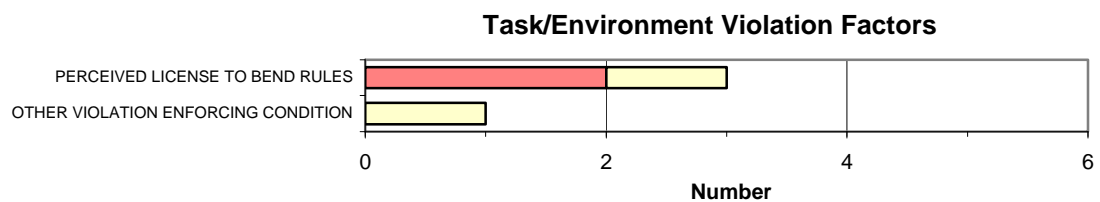
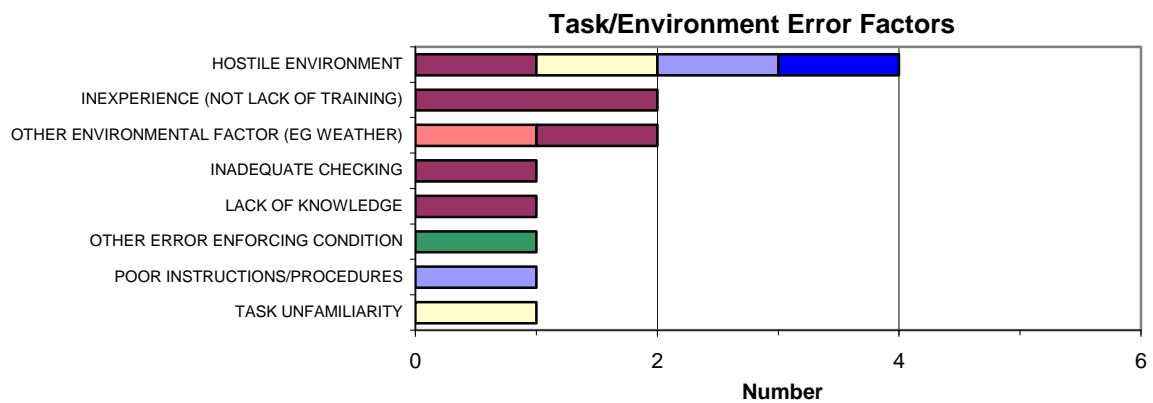
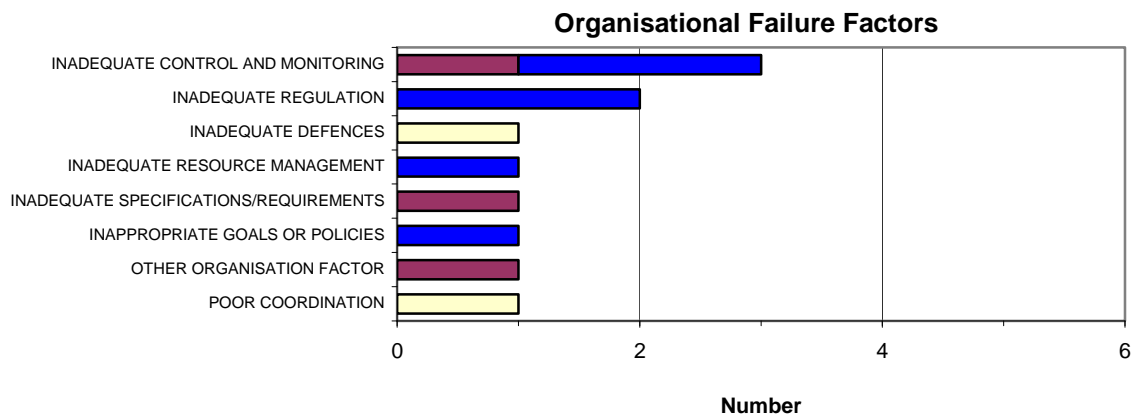
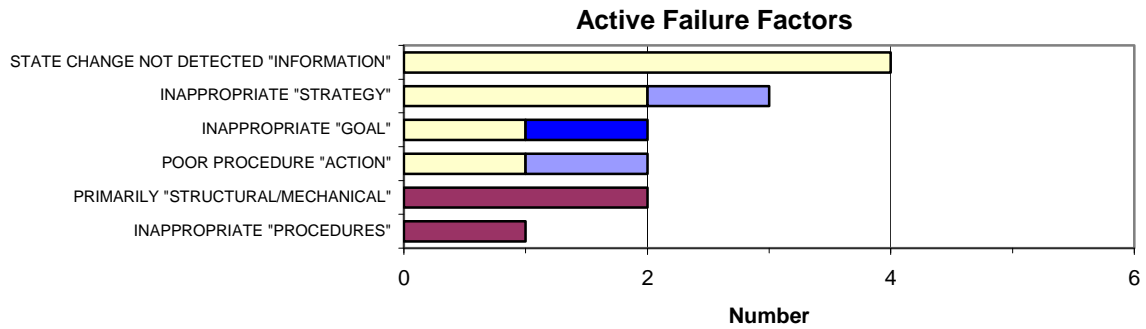
No accidents in the 'Aeroplanes that must be operated under at least Part 125' statistics category were classified as Critical in the 1 January to 31 March 2007 quarter.

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 2006 for the various aircraft statistics categories.

Causal factors have been assigned to 29 (33%) of the 88 accidents.

Note that causes are not yet available for all accidents that occurred in the 1 January to 31 March 2007 period.



Injuries

Number of Fatal Accidents (and Number of Fatal Injuries)

Aircraft Statistics Category	1 Jan to 31 Mar 2006	1 Jan to 31 Mar 2007	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 Airworthiness Certificate	2 (2)	0	- 2 (- 2)
Aeroplanes used for agricultural operations	1 (1)	0	- 1 (- 1)
Helicopters with Standard Category Airworthiness Certificate	1 (2)	0	- 1 (- 2)
Sport Aircraft	0	0	0
Unknown	0	0	0
Hang Gliders	0	0	0
Parachutes	0	1 (1)	+ 1 (+ 1)
Total	4 (5)	1 (1)	- 3 (- 4)

Number of Serious Injuries

Aircraft Statistics Category	1 Jan to 31 Mar 2006	1 Jan to 31 Mar 2007	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 Airworthiness Certificate	0	0	0
Aeroplanes used for agricultural operations	0	0	0
Helicopters with Standard Category Airworthiness Certificate	0	0	0
Sport Aircraft	3	0	- 3
Unknown	0	0	0
Hang Gliders	5	3	- 2
Parachutes	1	1	0
Total	9	4	- 5

Number of Minor Injuries

Aircraft Statistics Category	1 Jan to 31 Mar 2006	1 Jan to 31 Mar 2007	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 Airworthiness Certificate	2	1	- 1
Aeroplanes used for agricultural operations	0	0	0
Helicopters with Standard Category Airworthiness Certificate	1	1	0
Sport Aircraft	2	2	0
Unknown	0	0	0
Hang Gliders	2	1	- 1
Parachutes	0	0	0
Total	7	5	- 2

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 2007.

Sport Aircraft

Private Operations - Sport

- A parachutist was killed when he got into difficulties during his final descent.
- The pilot of a paraglider on a private flight suffered a serious injury when he crashed following a loss of lift.

Significant Non-Injury Accidents

This section describes significant non-injury accidents that occurred during the period 1 January to 31 March 2007.

Helicopters with Standard Category Airworthiness Certificate

Other Commercial Operations - Helicopter

- A helicopter on a dual training flight ditched after suffering a loss of power and smoke coming from the engine.

Sport Aircraft

Sport Transport

- A parachutist suffered a suspected minor injury on landing from a tandem jump.

Other Injury Accidents

This section describes other injury accidents that occurred during the period 1 January to 31 March 2007.

Other Aeroplanes with Standard Airworthiness Certificate

Private Operations - Aeroplane

- The pilot suffered minor injuries when his aircraft overshot the landing strip after a private flight.

Helicopters with Standard Category Airworthiness Certificate

Other Commercial Operations - Helicopter

- One of the pilots of a helicopter on a dual training flight suffered minor injuries when the aircraft failed to recover from autorotation practice.

Sport Aircraft

Sport Transport

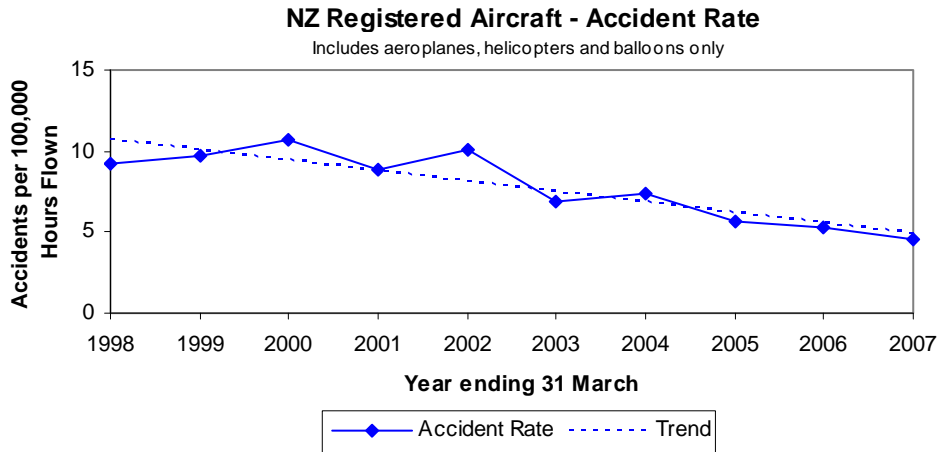
- The master of a tandem parachute jump suffered serious injuries on landing.
- The pilot of a motorised paraglider allegedly on a commercial flight was seriously injured in an accident.

Private Operations - Sport

- A paraglider on a private flight suffered a heavy landing, the pilot suffered serious injuries.
- The pilot of a hang glider on a private flight suffered minor injuries when the aircraft crashed.
- The pilot of a glider on a private flight suffered minor injuries when he aborted a takeoff.
- The pilot of a glider on a private flight suffered minor injuries after crashing 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 10-year period 1 April 1997 to 31 March 2007.



Note that this graph does not show a moving average.

Bird Incident Rates

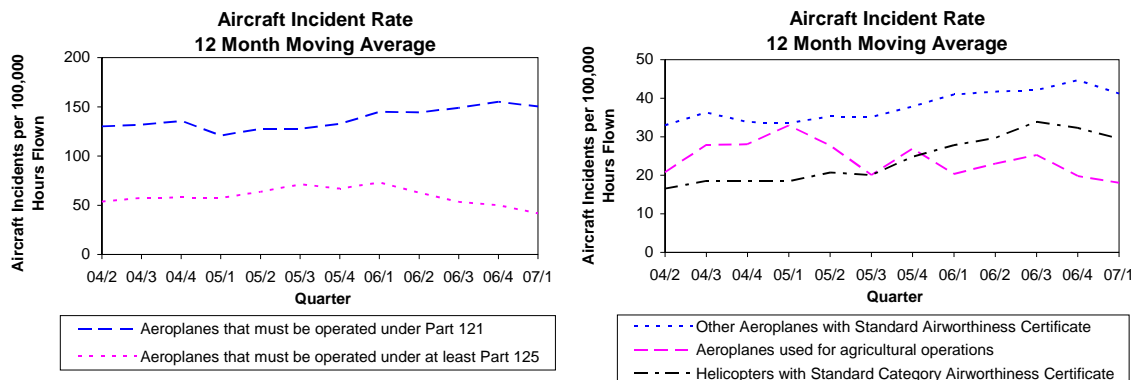
Bird hazard monitoring has been carried out against the CAA standard for the period ended 30 June 2006. Analysis shows that 11 of the 18 monitored aerodromes have bird strike rates above the “trigger level” for CAA action.

Two aerodromes exhibited a strike rate in the high risk category of the CAA standard (above 10.0 bird strikes per 10,000 aircraft movements). Five aerodromes exhibited a strike rate in the medium risk category (5.0 to 10.0 per 10,000 movements) and three of these aerodromes displayed a long-term upward trend. Eleven aerodromes exhibited a strike rate in the low risk category (below 5.0 per 10,000 movements) and six 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 2004 to 31 March 2007 (includes the aircraft classes aeroplane, helicopter and balloon only).



Quarterly Comparison

Number of Aircraft Incidents

Aircraft Statistics Category	1 Jan to 31 Mar 2006	1 Jan to 31 Mar 2007	Change
Aeroplanes that must be operated under Part 121	107	93	- 14
Aeroplanes that must be operated under at least Part 125	19	13	- 6
Other Aeroplanes with Standard Airworthiness Certificate	35	25	- 10
Aeroplanes used for agricultural operations	2	2	0
Helicopters with Standard Category Airworthiness Certificate	14	9	- 5
Sport Aircraft	12	7	- 5
Unknown Aircraft	22	16	- 6
Total	211	165	- 46

Severity of Aircraft Incidents

Severity	1 Jan to 31 Mar 2006	1 Jan to 31 Mar 2007	Change
Critical	1	0	- 1
Major	28	20	- 8
Minor	182	145	- 37

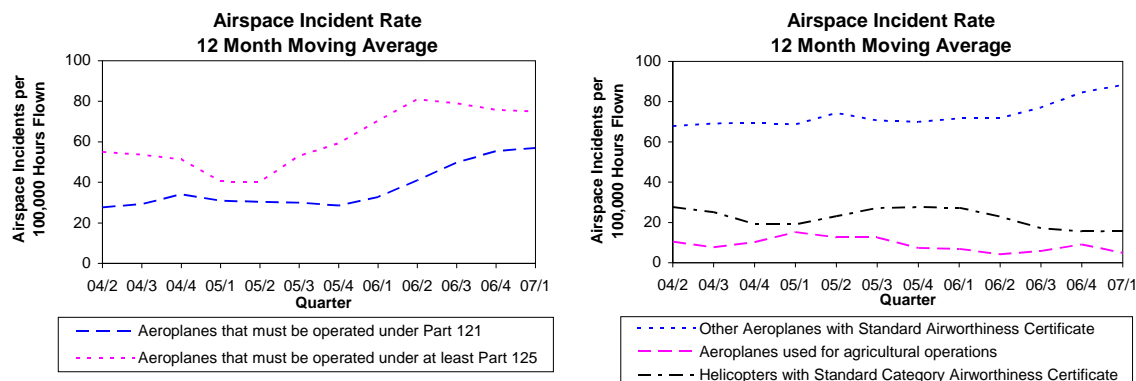
No aircraft incidents in the 'Aeroplanes that must be operated under Part 121' statistics category were classified as Critical in the 1 January to 31 March 2006 or 2007 quarters.

No aircraft incidents in the 'Aeroplanes that must be operated under at least Part 125' statistics category were classified as Critical in the 1 January to 31 March 2006 or 2007 quarters.

Airspace Incidents

Trends

The following graphs show the airspace incident rates (12 month moving average) for the three-year period 1 April 2004 to 31 March 2007 (includes the aircraft classes aeroplane, helicopter and balloon only).



Quarterly Comparison

Number of Airspace Incidents

Aircraft Statistics Category	1 Jan to 31 Mar 2006	1 Jan to 31 Mar 2007	Change
Aeroplanes that must be operated under Part 121	30	35	+ 5
Aeroplanes that must be operated under at least Part 125	19	21	+ 2
Other Aeroplanes with Standard Airworthiness Certificate	54	61	+ 7
Aeroplanes used for agricultural operations	2	0	- 2
Helicopters with Standard Category Airworthiness Certificate	9	9	0
Sport Aircraft	7	14	+ 7
Unknown Aircraft	71	98	+ 27
Total	192	238	+ 46

Severity of Airspace Incidents

Severity	1 Jan to 31 Mar 2006	1 Jan to 31 Mar 2007	Change
Critical	1	0	- 1
Major	12	17	+ 5
Minor	179	221	+ 42

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 2006 or 2007 quarters.

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.

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 2007 quarter.

Attributability

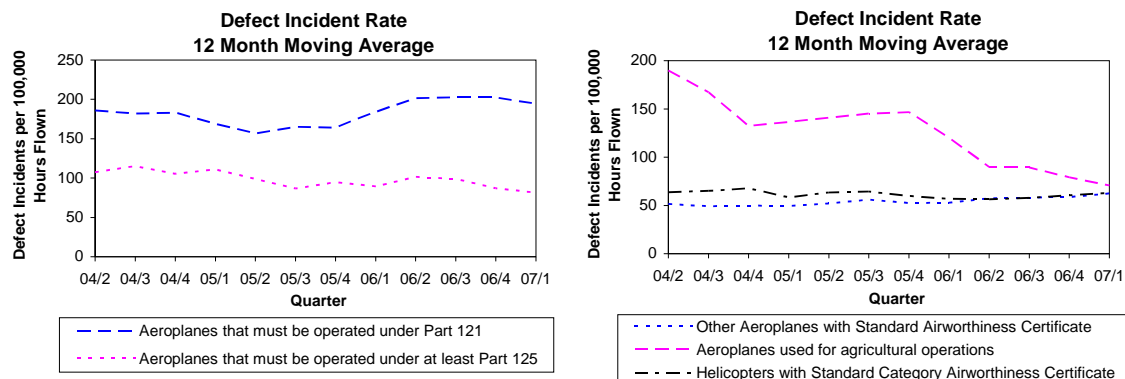
Of the 238 airspace incidents in the 1 January to 31 March 2007 quarter, 20% are Air Traffic Service (ATS) attributable, 60% are pilot attributable, 0% are ATS and pilot attributable, and 20% are unknown attributable. (Note that the percentages may not sum exactly to 100% due to rounding.)

Since April 2004 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 graphs show the defect incident rates (12 month moving average) for the three-year period 1 April 2004 to 31 March 2007 (includes the aircraft classes aeroplane, helicopter and balloon only).



Quarterly Comparison

Number of Defect Incidents

Aircraft Statistics Category	1 Jan to 31 Mar 2006	1 Jan to 31 Mar 2007	Change
Aeroplanes that must be operated under Part 121	162	139	- 23
Aeroplanes that must be operated under at least Part 125	15	13	- 2
Other Aeroplanes with Standard Airworthiness Certificate	37	45	+ 8
Aeroplanes used for agricultural operations	14	13	- 1
Helicopters with Standard Category Airworthiness Certificate	19	23	+ 4
Sport Aircraft	2	5	+ 3
Unknown Aircraft	3	7	+ 4
Total	252	245	- 7

Severity of Defect Incidents

Severity	1 Jan to 31 Mar 2006	1 Jan to 31 Mar 2007	Change
Critical	0	0	0
Major	37	25	- 12
Minor	215	220	+ 5

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 2006 or 2007 quarters.

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 2006 or 2007 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 2006. Analysis shows that two of the twelve monitored aircraft types have defect rates above the "trigger level" for CAA action.

Quarterly Statistics

Quarter	2004/2	2004/3	2004/4	2005/1	2005/2	2005/3
Number of Air Transport Flights¹	95,715	97,568	108,865	118,483	98,333	94,778
Number of Hours Flown¹	203,332	204,513	208,652	234,454	208,055	208,273
Number of Aircraft Movements²	238,223	243,338	239,658	264,617	249,893	260,951
Number of Aircraft on the Register³	3,703	3,737	3,795	3,828	3,872	3,896
Number of Licences						
Private Pilot Licence	3,711	3,687	3,649	3,655	3,683	3,683
Commercial Pilot Licence	3,381	3,437	3,470	3,484	3,524	3,540
Airline Transport Pilot Licence	1,695	1,714	1,733	1,746	1,791	1,802
Aircraft Maintenance Engineer Licence	1,927	1,960	1,983	2,003	2,019	2,055
Air Traffic Controller Licence	314	304	299	302	306	312
Number of Part 119 Certificated Operators						
Air Operator – Large Aeroplanes	12	12	12	11	11	12
Air Operator – Medium Aeroplanes	11	11	11	11	11	12
Air Operator – Helicopters and Small Aeroplanes	146	147	149	150	150	152
Air Operator – Pacific	1	1	1	1	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	0	0	1	0
Other Aeroplanes with Standard Airworthiness Certificates	1	6	7	10	3	7
Aeroplanes used for agricultural operations	0	2	1	3	2	1
Helicopters with Standard Category Airworthiness Certificates	5	2	5	3	3	5
Sport Aircraft	3	3	12	11	6	3
Unknown Aircraft	0	0	0	0	0	0
Hang Gliders	0	1	2	6	0	1
Parachutes	0	0	0	0	0	0
Number of Fatal Accidents⁴	2	0	3	4	1	2
Number of Fatal Injuries⁴	2	0	4	7	2	3
Number of Serious + Minor Injuries⁴	2	1	9	6	6	9
Social Cost \$ million⁵	6.42	0.31	13.77	22.61	6.80	9.83
Number of Incidents⁶	962	838	885	963	964	879
Number of Aviation Related Concerns	62	75	79	110	62	80

¹ New Zealand registered aircraft. Includes the aircraft classes aeroplane, helicopter and balloon only; excludes other aircraft classes, hang gliders and parachutes. Estimated for 2006/3, 2006/4 and 2007/1.

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, Whangarei and Wigram.

³ Includes the sport aircraft statistics category. Excludes hang gliders and parachutes.

⁴ All accidents. 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	2005/4	2006/1	2006/2	2006/3	2006/4	2007/1
Number of Air Transport Flights¹	113,306	117,941	102,847	99,129	118,507	121,791
Number of Hours Flown¹	230,376	235,889	210,259	209,985	232,270	242,800
Number of Aircraft Movements²	254,085	263,245	258,378	263,142	255,765	290,284
Number of Aircraft on the Register³	3,937	3,991	3,991	3,995	4,033	4,075
Number of Licences						
Private Pilot Licence	3,580	3,643	3,483	3,616	3,465	3,500
Commercial Pilot Licence	3,530	3,589	3,593	3,645	3,620	3,603
Airline Transport Pilot Licence	1,814	1,803	1,789	1,810	1,818	1,804
Aircraft Maintenance Engineer Licence	2,075	2,090	2,114	2,135	2,151	2,161
Air Traffic Controller Licence	299	306	296	308	294	299
Number of Part 119 Certificated Operators						
Air Operator – Large Aeroplanes	12	12	11	11	11	11
Air Operator – Medium Aeroplanes	13	12	13	13	14	14
Air Operator – Helicopters and Small Aeroplanes	156	154	158	160	163	161
Air Operator – Pacific	2	2	3	3	3	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	1	1	0	1	0
Other Aeroplanes with Standard Airworthiness Certificates	2	6	1	2	7	8
Aeroplanes used for agricultural operations	2	2	0	0	0	1
Helicopters with Standard Category Airworthiness Certificates	7	3	5	4	5	5
Sport Aircraft	5	12	7	4	4	8
Unknown Aircraft	0	1	0	0	2	0
Hang Gliders	1	7	2	3	4	4
Parachutes	0	2	0	1	1	4
Number of Fatal Accidents⁴	2	4	0	0	3	1
Number of Fatal Injuries⁴	4	5	0	0	6	1
Number of Serious + Minor Injuries⁴	6	16	6	4	15	9
Social Cost \$ million⁵	13.44	17.78	0.70	0.33	20.24	6.47
Number of Incidents⁶	1,012	1,078	1,155	986	1,088	1,050
Number of Aviation Related Concerns	95	120	86	108	82	65

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 Airworthiness Certificates	Aeroplane
Aeroplanes used for agricultural operations	Aeroplane
Helicopters with Standard Category Airworthiness Certificates	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 a collision between aircraft; or
- (2) avoiding a collision 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.

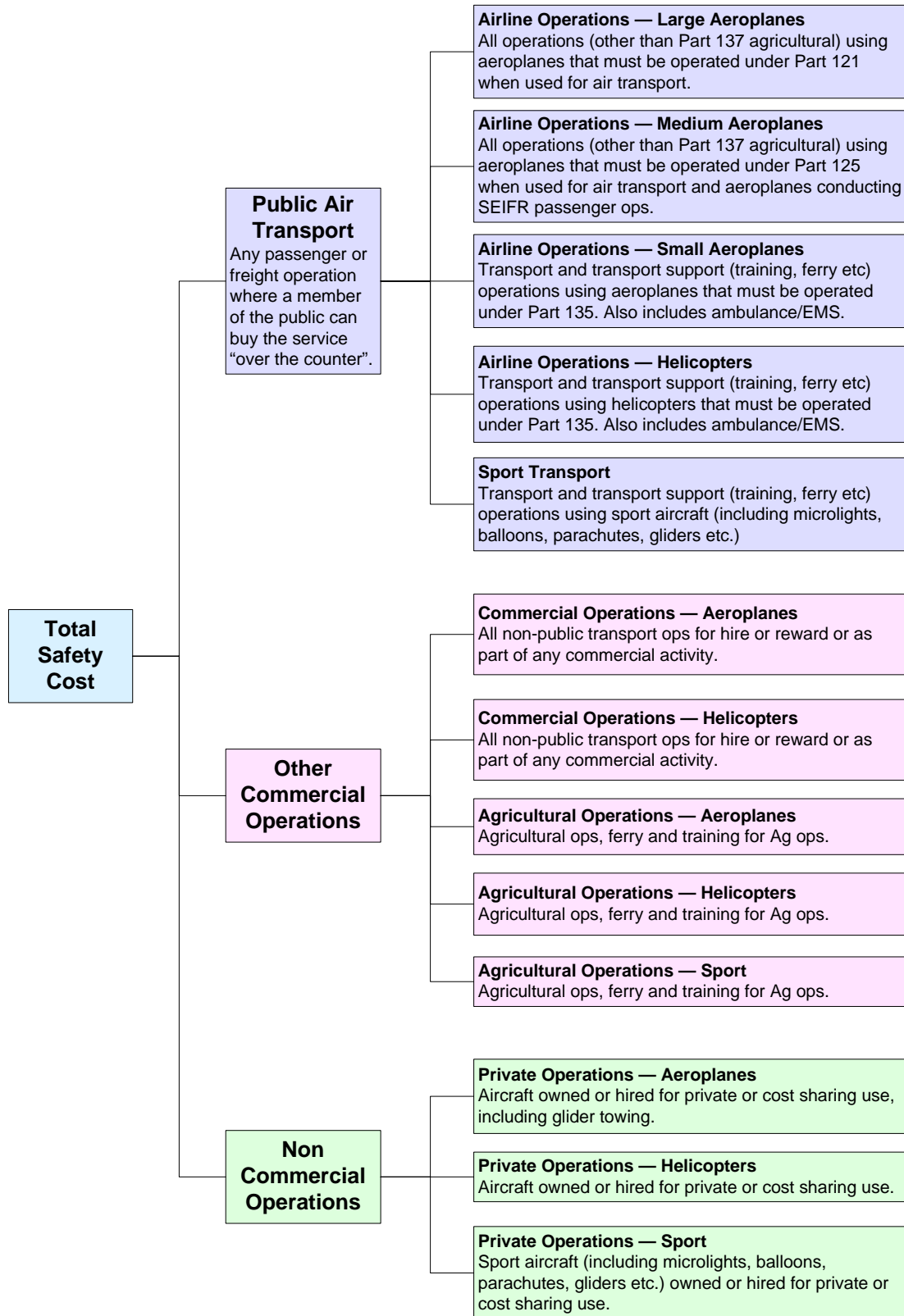
Incident

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 7 days from the date the injury was received; or
- (2) results in a fracture of any bone, except simple fractures of fingers, toes, or nose; or
- (3) involves lacerations which cause severe haemorrhage, nerve, muscle, or tendon damage; or
- (4) involves injury to an internal organ; or
- (5) involves second or third degree burns, or any burns affecting more than 5% of the body surface; or
- (6) involves verified exposure to infectious substances or injurious radiation.

Severity

The following definitions apply to the severity accorded to 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.