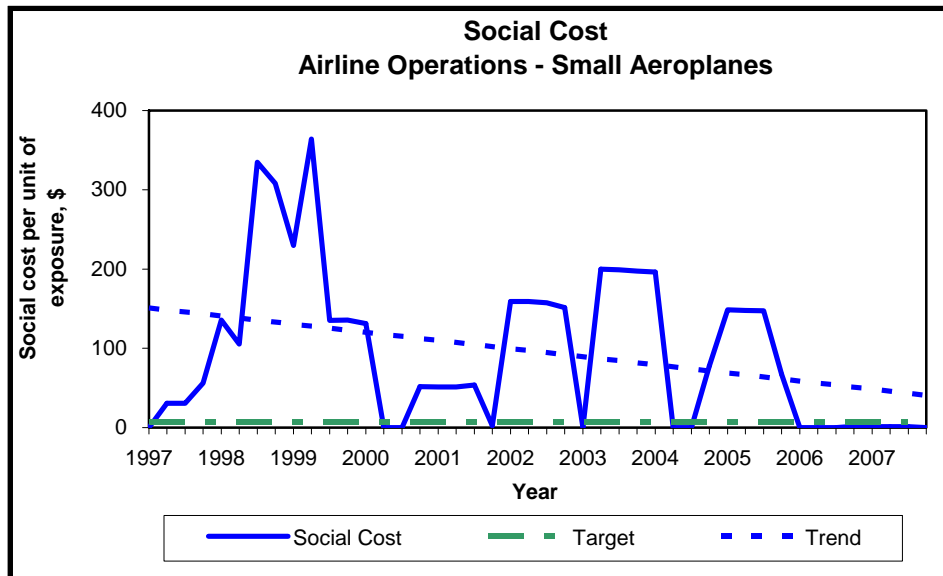


Aviation Safety Summary Report

1 October to 31 December 2007



The graph above shows the social cost per unit of person exposure for the Airline Operations – Small Aeroplanes 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. 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.

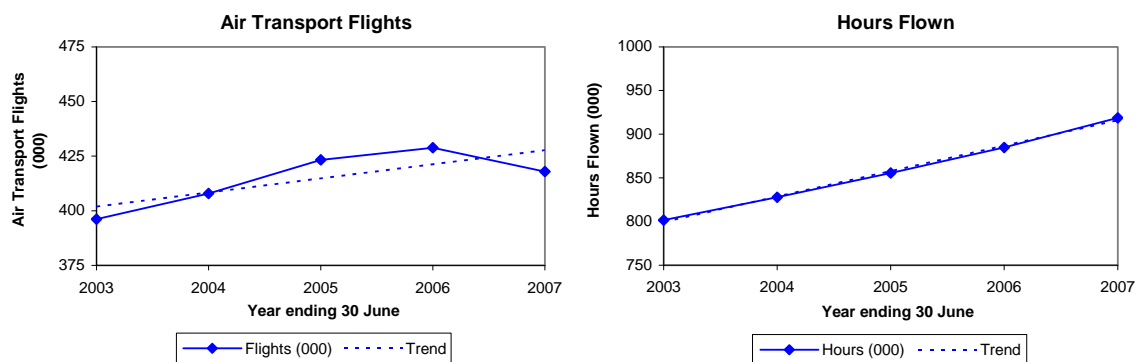
Overview

Activity

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 2002 to 30 June 2007 (includes the aircraft classes aeroplane, helicopter and balloon only).



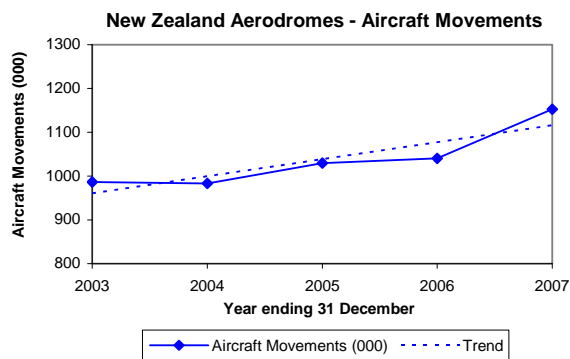
Note that the scales on these graphs do not start at zero.

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 2007 (the most recent quarter for which these data are available).

Aircraft Movements

Trends

The following graph shows the number of aircraft movements at certificated aerodromes (annual data) for the five-year period 1 January 2003 to 31 December 2007.



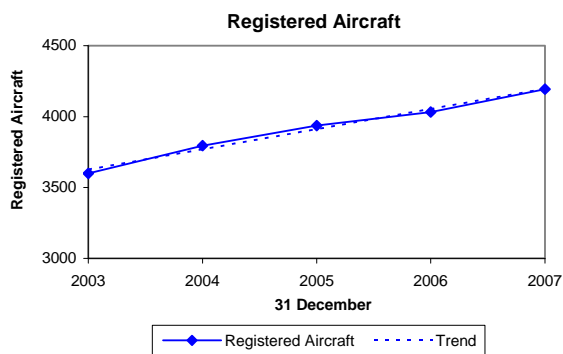
Note that the scale on this graph does not start at zero.

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/Tuuta Airport, Kerikeri/Bay of Islands, Manapouri, Mount Cook, Timaru, Wanganui, Westport, Whangarei and Wigram.

Registered Aircraft

Trends

The following graph shows the number of registered aircraft at 31 December for each of the five-years 2003 to 2007.



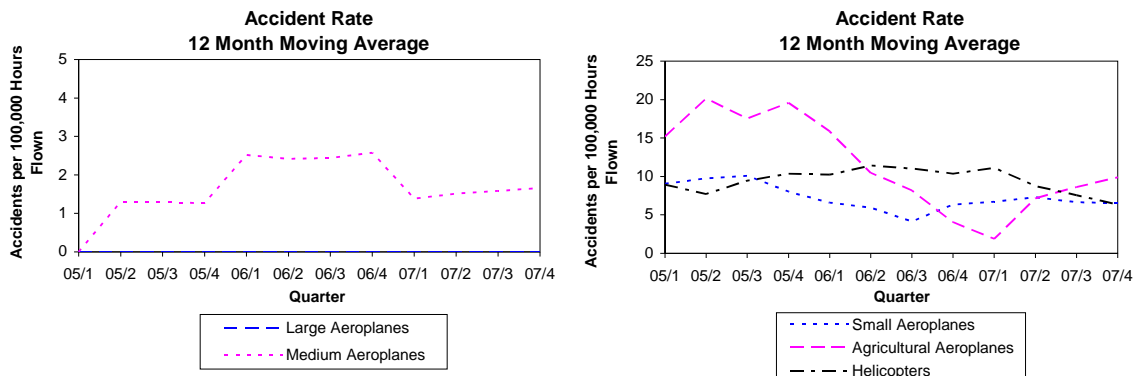
Note that the scale on this graph does not start at zero.

Note that these figures include the sport aircraft statistics category and exclude hang gliders and parachutes.

Accidents

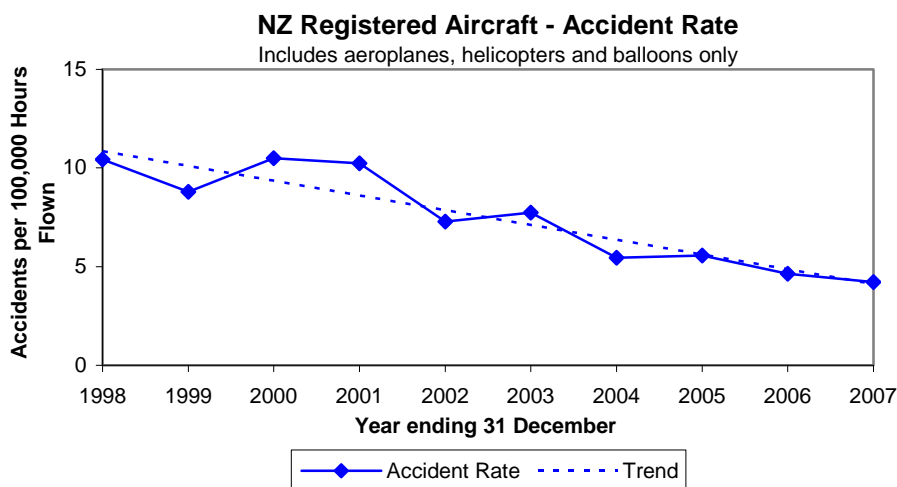
Trends

The following graphs show the aircraft accident rates (12 month moving average) for the three-year period 1 January 2005 to 31 December 2007 (excluding the aircraft statistics categories Sport Aircraft, Hang Gliders and Parachutes).



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 January 1998 to 31 December 2007.



Note that this graph does not show a moving average.

Safety Outcome Targets for 2010

Safety Target Structure

The 2010 Safety Targets have all New Zealand aviation classified under three broad group 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 October to 31 December 2007. Social cost is the cost of fatal, serious and minor injuries, and aircraft destroyed, expressed in 2006 dollars.

Safety Target Group	Social Cost \$m
Airline Operations - Large Aeroplanes	-
Airline Operations - Medium Aeroplanes	-
Airline Operations - Small Aeroplanes	0.01
Airline Operations - Helicopter	-
Sport Transport	-
Other Commercial Operations - Aeroplane	3.54
Other Commercial Operations - Helicopter	0.01
Agricultural Operations - Aeroplane	3.32
Agricultural Operations - Helicopter	-
Agricultural Operations - Sport Aircraft	-
Private Operations - Aeroplane	1.22
Private Operations - Helicopter	0.28
Private Operations - Sport	3.42
Total	11.80

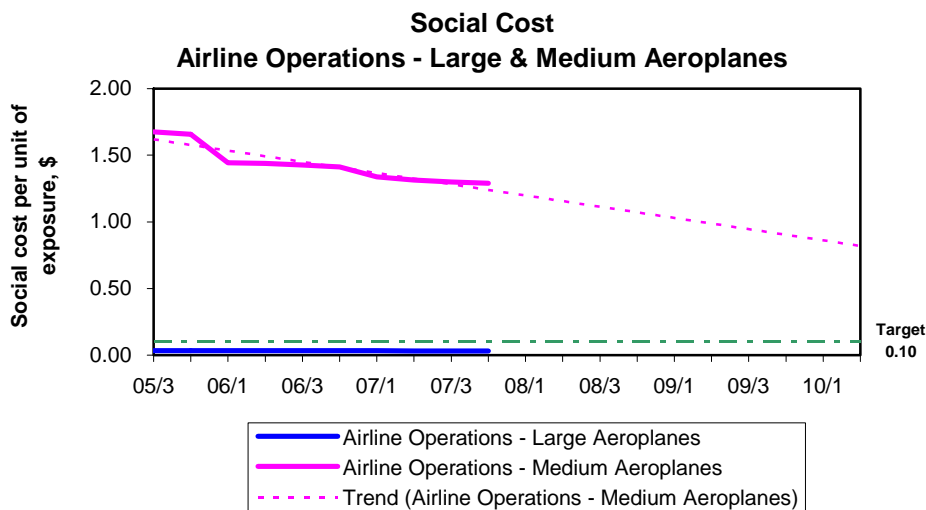
Note that the individual values in the table may not sum exactly to the total shown due to rounding.

Safety Target Graphs

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

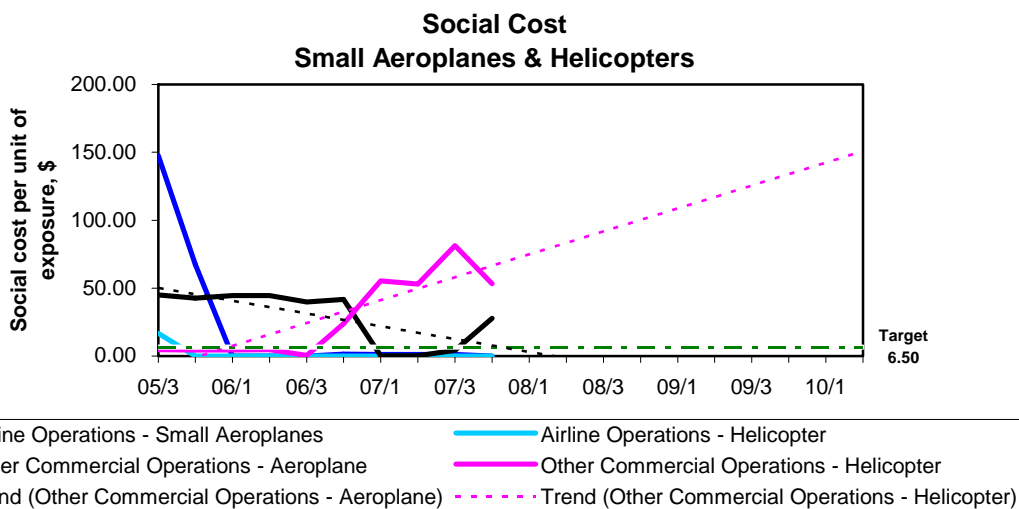
The results for the Airline Operations – Large Aeroplanes and Medium Aeroplanes groups are derived using 10 year averages; all other groups use 12 month averages.

Graphs displaying the Safety Outcome Targets and the progress over each quarter are shown on the following pages.



The outcome for Airline Operations – Large Aeroplanes (95.7% of total seat hours) 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 significant margin and although trending down the target will not be achieved until after 2010. This is because of the relatively small exposure (1.3% of total seat hours) associated with this sector.

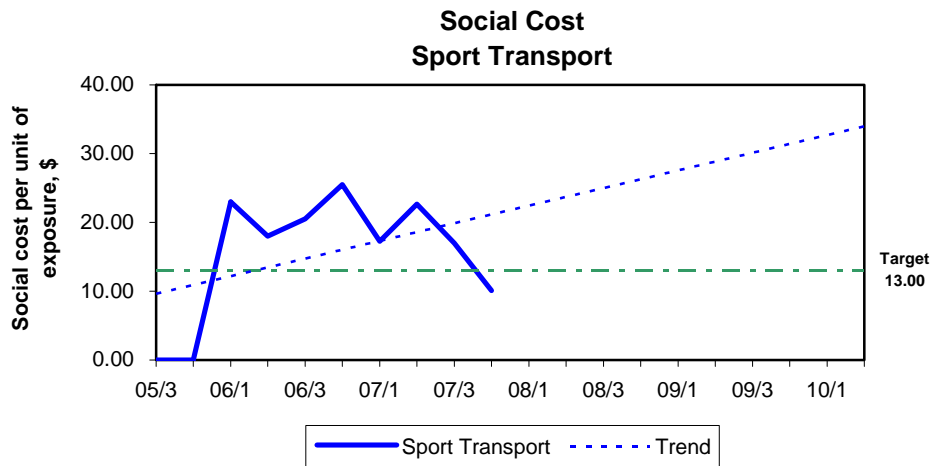


The outcome for Airline Operations – Small Aeroplanes (0.3% of total seat hours) shows a significant long term downward trend from the high starting point of \$147.38 per hour of exposure generated by 6 fatalities and 2 serious injuries in the two quarters Oct 04 to Mar 05. The safety outcome for this group has been below the target level since 2006. The outcome for this group is now near the level being achieved by Airline Operations – Large Aeroplanes.

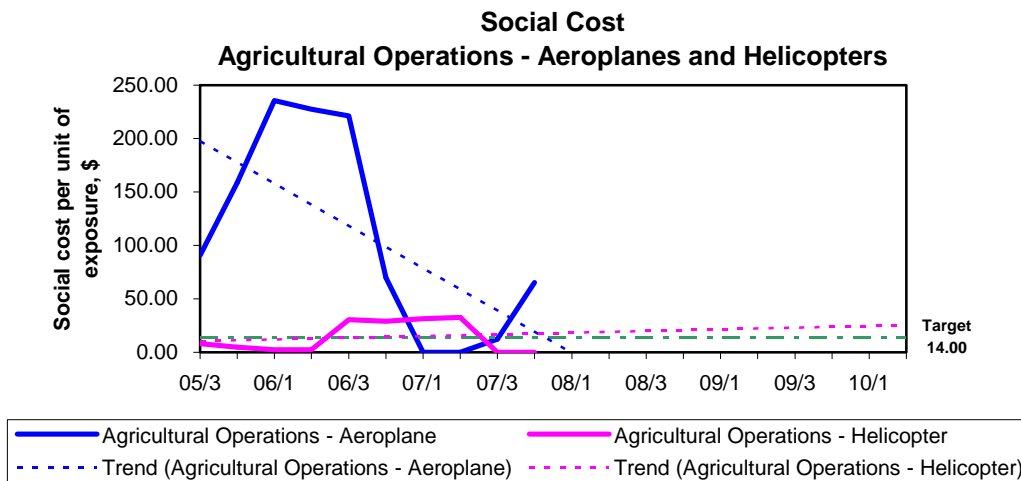
The outcome for Airline Operations – Helicopter remains level on zero as there have been no fatal or serious injuries in this group since 2003.

The outcome for Other Commercial Operations – Aeroplane is above the target of \$6.50 due to 1 fatal and 1 serious injury in the most recent quarter Oct to Dec 07. During the four quarters Jan to Dec 07 there have been 1 fatal, 2 serious and 1 minor injuries in this group.

The outcome for Other Commercial Operations – Helicopter turned sharply upwards during the fourth quarter of 2006 and is now well above the target level. It reached a peak in the third quarter of 2007 and is now showing a downward swing. Two minor injuries during the four quarters Jan to Dec 07 contribute to the result.

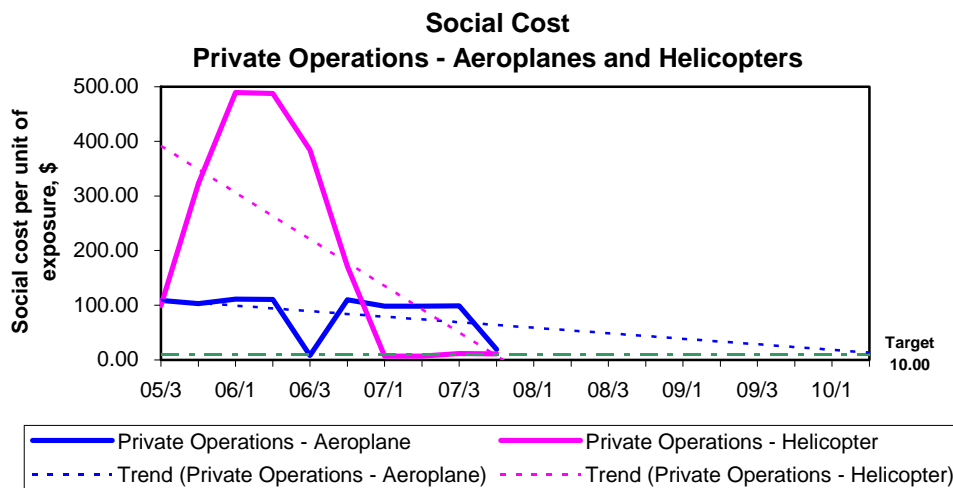


The outcome for Sport Transport peaked in the fourth quarter of 2006 and should trend downwards in subsequent quarters. There have been 4 serious injuries in this group during the four quarters Jan to Dec 07.



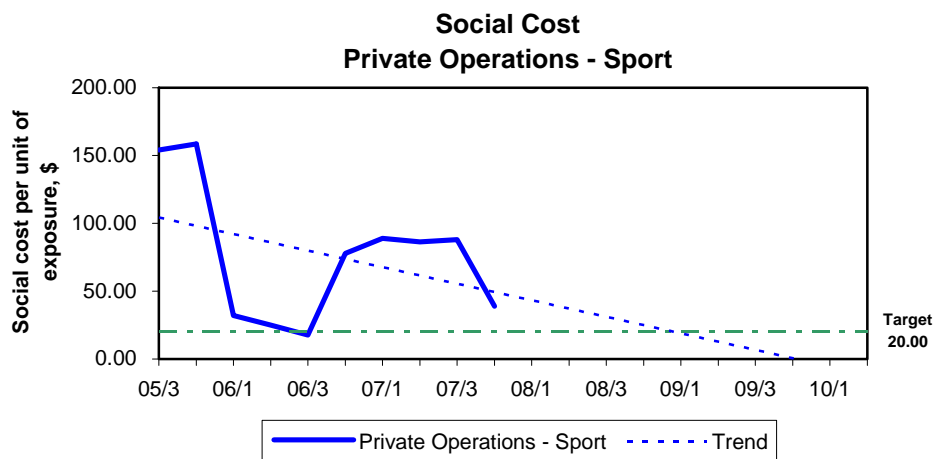
The outcome for Agricultural Operations – Aeroplanes now exceeds the desired target level as a result of 1 fatal injury in the Oct to Dec 07 quarter. It is expected that the long term trend line will fall below the required target in 2008.

The outcome for Agricultural Operations – Helicopter turned sharply upwards during the third quarter of 2006 and remained above the target level for four quarters. There has been no social cost generated in this group during the four quarters Jan to Dec 07 and the outcome is now well below the required target.



The outcome for Private Operations – Aeroplane remained around \$100.00 for the first four quarters of the new regime and settled down below the required \$10.00 target in the Jul to Sep 06 quarter. However, a double fatality accident towards the end of the Oct to Dec 06 quarter drove the outcome back to the \$100.00 level again. At least four more fatality free quarters will be required before the outcome level reaches the desired outcome target. Given current performance, it is possible that the required target will be reached by 2010.

The outcome for Private Operations – Helicopters, having rapidly trended up in the last half of 2005 and down since mid 2006, is now around the required target level. The long term trend line for the group is below the target line in the fourth quarter of 2007.



The outcome for Private Operations – Sport, which had been trending down since late 2005, reversed significantly in the Oct to Dec 06 quarter. This reversal was driven by accidents in which there were 4 fatal, 3 serious and 1 minor injuries. There were 2 fatal, 7 serious and 6 minor injuries in the four quarters Jan to Dec 07. The long term (10 year) trend for this group is downward and if the downward swing in the fourth quarter of 2007 is maintained the required target level could be reached by 2010.

Activity

Air Transport Flights, Total Hours

Quarterly Comparison

Activity	1 Apr to 30 Jun 2006	1 Apr to 30 Jun 2007	Change	
			Number	Percentage
Air Transport Flights	102,847	100,592	- 2,255	- 2.2
Total Hours	210,259	230,422	+ 20,163	+ 9.6

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 2007 (the most recent quarter for which these data are available).

Aircraft Movements

Quarterly Comparison

Activity	1 Oct to 31 Dec 2006	1 Oct to 31 Dec 2007	Change	
			Number	Percentage
Aircraft Movements	255,765	300,512	+ 44,747	+ 17.5

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/Tuuta Airport, Kerikeri/Bay of Islands, Manapouri, Mount Cook, Timaru, Wanganui, Westport, Whangarei and Wigram.

Registered Aircraft

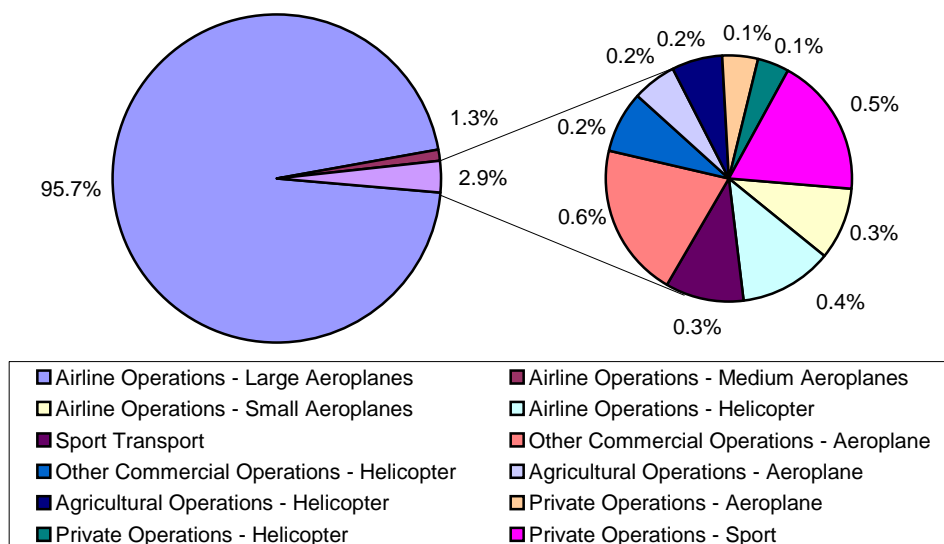
Quarterly Comparison

Aircraft Statistics Category	31 December 2006	31 December 2007	Change	
			Number	Percentage
Large Aeroplanes	117	116	- 1	- 0.9
Medium Aeroplanes	78	82	+ 4	+ 5.1
Small Aeroplanes	1,420	1,450	+ 30	+ 2.1
Agricultural Aeroplanes	127	124	- 3	- 2.4
Helicopters	653	698	+ 45	+ 6.9
Sport Aircraft	1,638	1,723	+ 85	+ 5.2
Total	4,033	4,193	+ 160	+ 4.0

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 2007. For each Safety Target Group the total number of hours flown is multiplied by the average number of seats and the appropriate load factor, to give the number of seat hours utilised by the group (person exposure). For Safety Target Groups that are not predominantly passenger carrying a surrogate of 500 kg of aircraft weight is used instead of seat hours.

Percentage Sector Seat Hours



Safety Target Group	Percentage Sector Seat Hours
Airline Operations - Large Aeroplanes	95.7%
Airline Operations - Medium Aeroplanes	1.3%
Airline Operations - Small Aeroplanes	0.3%
Airline Operations - Helicopter	0.4%
Sport Transport	0.3%
Other Commercial Operations - Aeroplane	0.6%
Other Commercial Operations - Helicopter	0.2%
Agricultural Operations - Aeroplane	0.2%
Agricultural Operations - Helicopter	0.2%
Agricultural Operations - Sport Aircraft	-
Private Operations - Aeroplane	0.1%
Private Operations - Helicopter	0.1%
Private Operations - Sport	0.5%

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

Accidents

Quarterly Comparison

Number of Accidents

Aircraft Statistics Category	1 Oct to 31 Dec 2006	1 Oct to 31 Dec 2007	Change
Large Aeroplanes	0	0	0
Medium Aeroplanes	0	0	0
Small Aeroplanes	8	8	0
Agricultural Aeroplanes	0	1	+ 1
Helicopters	6	4	- 2
Sport Aircraft	4	6	+ 2
Unknown Aircraft	2	1	- 1
Hang Gliders	4	2	- 2
Parachutes	1	1	0
Total	25	23	- 2

The accident in the 'Unknown Aircraft' statistics category in the 1 October to 31 December 2007 quarter involved a foreign registered 'Sport Aircraft' (glider) on a private flight.

Severity of Accidents

Severity	1 Oct to 31 Dec 2006	1 Oct to 31 Dec 2007	Change
Critical	8	5	- 3
Major	14	9	- 5
Minor	3	9	+ 6

No accidents in the 'Large Aeroplanes' statistics category were classified as Critical in the 1 October to 31 December 2006 or 2007 quarters.

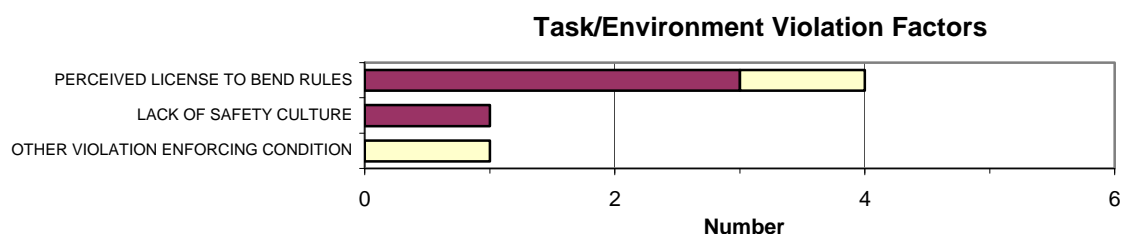
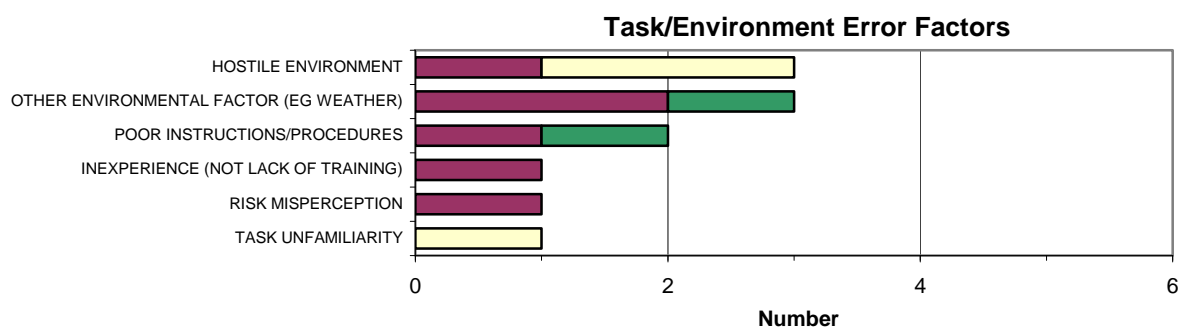
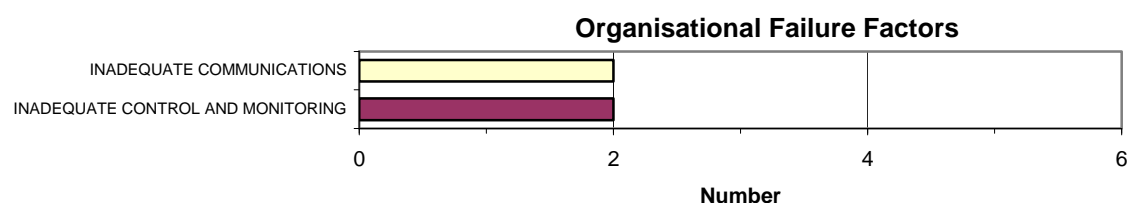
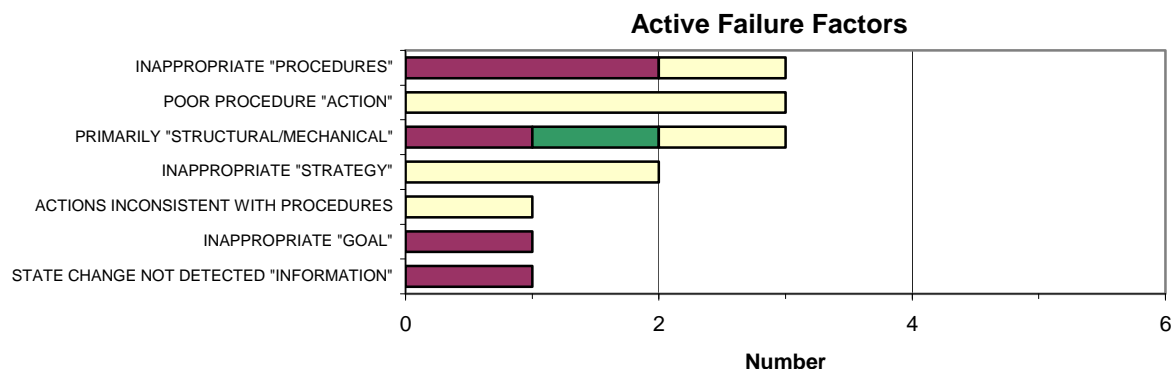
No accidents in the 'Medium Aeroplanes' statistics category were classified as Critical in the 1 October to 31 December 2006 or 2007 quarters.

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 October 2006 to 30 September 2007 for the various aircraft statistics categories.

Causal factors have been assigned to 23 (26%) of the 87 accidents.

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



Large Aeroplanes	Medium Aeroplanes	Small Aeroplanes	Agricultural Aeroplanes
Helicopters	Sport Aircraft	Hang Gliders and Parachutes	

Injuries***Number of Fatal Accidents (and Number of Fatal Injuries)***

Aircraft Statistics Category	1 Oct to 31 Dec 2006	1 Oct to 31 Dec 2007	Change
Large Aeroplanes	0	0	0
Medium Aeroplanes	0	0	0
Small Aeroplanes	1 (2)	1 (1)	0 (-1)
Agricultural Aeroplanes	0	1 (1)	+1 (+1)
Helicopters	0	0	0
Sport Aircraft	1 (2)	0	-1 (-2)
Unknown Aircraft	1 (2)	1 (1)	0 (-1)
Hang Gliders	0	0	0
Parachutes	0	0	0
Total	3 (6)	3 (3)	0 (-3)

Number of Serious Injuries

Aircraft Statistics Category	1 Oct to 31 Dec 2006	1 Oct to 31 Dec 2007	Change
Large Aeroplanes	0	0	0
Medium Aeroplanes	0	0	0
Small Aeroplanes	0	5	+5
Agricultural Aeroplanes	0	0	0
Helicopters	1	0	-1
Sport Aircraft	0	0	0
Unknown Aircraft	0	0	0
Hang Gliders	4	1	-3
Parachutes	1	0	-1
Total	6	6	0

Number of Minor Injuries

Aircraft Statistics Category	1 Oct to 31 Dec 2006	1 Oct to 31 Dec 2007	Change
Large Aeroplanes	0	0	0
Medium Aeroplanes	0	0	0
Small Aeroplanes	2	1	-1
Agricultural Aeroplanes	0	0	0
Helicopters	6	2	-4
Sport Aircraft	1	1	0
Unknown Aircraft	0	0	0
Hang Gliders	0	0	0
Parachutes	0	0	0
Total	9	4	-5

Significant Accidents and Other Injury Accidents

Significant Injury Accidents

This section describes significant injury accidents that occurred during the period 1 October to 31 December 2007.

Small Aeroplanes

Other Commercial Operations - Aeroplane

- An aeroplane on a dual training flight crashed. The instructor was killed and the student suffered serious injuries.

Agricultural Aeroplanes

Agricultural Operations - Aeroplane

- An aeroplane on an agricultural flight crashed into trees. The pilot was killed.

Unknown Aircraft

Private Operations - Sport

- A foreign registered glider on a private flight crashed. The pilot was killed.

Significant Non-Injury Accidents

There were no significant non-injury accidents in the period 1 October to 31 December 2007.

Other Injury Accidents

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

Small Aeroplanes

Airline Operations - Small Aeroplanes

- An aeroplane on a transport passenger A to B flight flipped on a runway before takeoff. One passenger suffered a minor injury.

Private Operations - Aeroplane

- The pilot and three passengers suffered serious injuries when an aeroplane on a private flight crashed while landing.

Helicopters

Other Commercial Operations - Helicopter

- A helicopter on an aerial application/dropping flight was reported as having an accident. The pilot suffered minor injuries.

Private Operations - Helicopter

- A helicopter on a private flight struck a row of trees. The pilot suffered minor injuries.

Sport Aircraft

Private Operations - Sport

- A glider on a solo training flight veered off the runway during landing. The pilot suffered minor injuries.
- A paraglider pilot on a private flight suffered serious injuries after encountering turbulence on approach and landing hard and fast.

Bird Incident Rates

Bird hazard monitoring has been carried out against the CAA standard for the period ended 30 June 2007. Analysis shows that nine of the 18 monitored aerodromes have bird strike rates above the “trigger level” for CAA action.

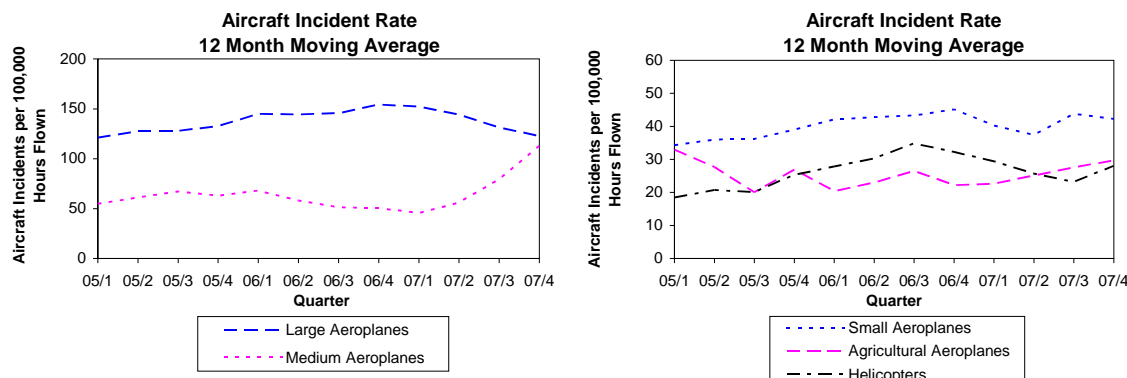
No aerodromes exhibited strike rates in the high risk category of the CAA standard (above 10.0 bird strikes per 10,000 aircraft movements).

Six aerodromes exhibited a strike rate in the medium risk category (5.0 to 10.0 per 10,000 movements) and five of these aerodromes displayed a long-term upward or constant trend. Twelve aerodromes exhibited a strike rate in the low risk category (below 5.0 per 10,000 movements) and four of these aerodromes displayed a long-term upward trend.

Aircraft Incidents

Trends

The following graphs show the aircraft incident rates (12 month moving average) for the three-year period 1 January 2005 to 31 December 2007 (excluding the Sport Aircraft statistics category).



Quarterly Comparison

Number of Aircraft Incidents

Aircraft Statistics Category	1 Oct to 31 Dec 2006	1 Oct to 31 Dec 2007	Change
Large Aeroplanes	139	114	- 25
Medium Aeroplanes	4	22	+ 18
Small Aeroplanes	34	32	- 2
Agricultural Aeroplanes	3	5	+ 2
Helicopters	15	25	+ 10
Sport Aircraft	4	11	+ 7
Unknown Aircraft	22	26	+ 4
Total	221	235	+ 14

Severity of Aircraft Incidents

Severity	1 Oct to 31 Dec 2006	1 Oct to 31 Dec 2007	Change
Critical	0	1	+ 1
Major	11	25	+ 14
Minor	210	209	- 1

No aircraft incidents in the 'Large Aeroplanes' statistics category were classified as Critical in the 1 October to 31 December 2006 quarter.

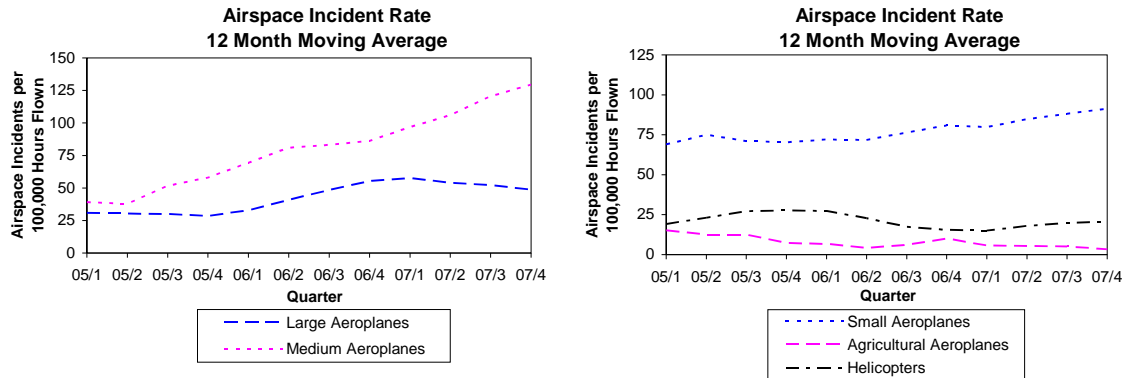
One aircraft incident in the 'Large Aeroplanes' statistics category was classified as Critical in the 1 October to 31 December 2007 quarter. Eleven passenger briefing cards went missing from an aeroplane after security checks had been completed.

No aircraft incidents in the 'Medium Aeroplanes' statistics category were classified as Critical in the 1 October to 31 December 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 January 2005 to 31 December 2007 (excluding the Sport Aircraft statistics category).



Quarterly Comparison

Number of Airspace Incidents

Aircraft Statistics Category	1 Oct to 31 Dec 2006	1 Oct to 31 Dec 2007	Change
Large Aeroplanes	47	37	- 10
Medium Aeroplanes	13	15	+ 2
Small Aeroplanes	64	80	+ 16
Agricultural Aeroplanes	2	1	- 1
Helicopters	8	10	+ 2
Sport Aircraft	5	10	+ 5
Unknown Aircraft	106	75	- 31
Total	245	228	- 17

Severity of Airspace Incidents

Severity	1 Oct to 31 Dec 2006	1 Oct to 31 Dec 2007	Change
Critical	1	1	0
Major	13	10	- 3
Minor	231	217	- 14

No airspace incidents in the 'Large Aeroplanes' statistics category were classified as Critical in the 1 October to 31 December 2006 quarter.

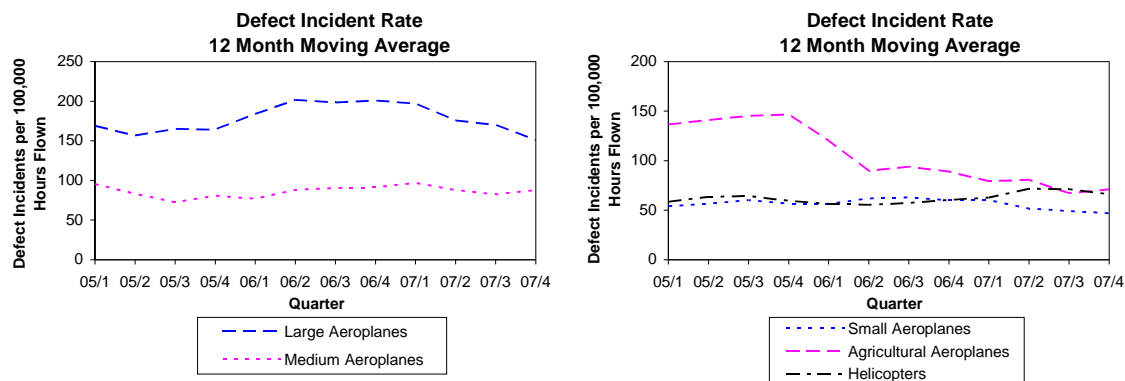
One airspace incident in the 'Large Aeroplanes' statistics category was classified as Critical in the 1 October to 31 December 2007 quarter. An international and a domestic passenger flight were incorrectly vectored to within 2 NM of each other due to controller error.

No airspace incidents in the 'Medium Aeroplanes' statistics category were classified as Critical in the 1 October to 31 December 2006 or 2007 quarters.

Defect Incidents

Trends

The following graphs show the defect incident rates (12 month moving average) for the three-year period 1 January 2005 to 31 December 2007 (excluding the Sport Aircraft statistics category).



Quarterly Comparison

Number of Defect Incidents

Aircraft Statistics Category	1 Oct to 31 Dec 2006	1 Oct to 31 Dec 2007	Change
Large Aeroplanes	137	80	- 57
Medium Aeroplanes	16	17	+ 1
Small Aeroplanes	27	23	- 4
Agricultural Aeroplanes	7	11	+ 4
Helicopters	30	23	- 7
Sport Aircraft	9	1	- 8
Unknown Aircraft	9	9	0
Total	235	164	- 71

Severity of Defect Incidents

Severity	1 Oct to 31 Dec 2006	1 Oct to 31 Dec 2007	Change
Critical	0	0	0
Major	19	25	+ 6
Minor	216	139	- 77

No defect incidents in the 'Large Aeroplanes' statistics category were classified as Critical in the 1 October to 31 December 2006 or 2007 quarters.

No defect incidents in the 'Medium Aeroplanes' statistics category were classified as Critical in the 1 October to 31 December 2006 or 2007 quarters.

Rate Monitoring

Defect incident rate monitoring of individual types of large and medium air transport aircraft has been carried out against the CAA standard for the period ended 30 September 2007. Analysis shows that two of the fifteen monitored aircraft types have defect rates above the "trigger level" for CAA action.

Quarterly Statistics

Quarter	2005/1	2005/2	2005/3	2005/4	2006/1	2006/2
Number of Air Transport Flights¹	118,483	98,333	94,778	113,306	117,941	102,847
Number of Hours Flown¹	234,454	208,055	208,273	230,376	235,889	210,259
Number of Aircraft Movements²	264,617	249,893	260,951	254,085	263,245	258,378
Number of Aircraft on the Register³	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 Accidents⁴						
Large Aeroplanes	0	0	0	0	0	0
Medium Aeroplanes	0	1	0	0	1	1
Small Aeroplanes	10	3	7	2	6	1
Agricultural Aeroplanes	3	2	1	2	2	0
Helicopters	3	3	5	7	3	5
Sport Aircraft	11	6	3	5	11	7
Unknown Aircraft	0	0	0	0	1	0
Hang Gliders	6	0	1	1	7	2
Parachutes	0	1	0	0	2	0
Number of Fatal Accidents⁴	4	1	2	2	4	0
Number of Fatal Injuries⁴	7	2	3	4	5	0
Number of Serious + Minor Injuries⁴	6	6	9	6	18	6
Social Cost \$ million⁵	23.60	7.92	10.65	16.40	19.55	0.71
Number of Incidents⁶	963	964	879	1,012	1,078	1,156
Number of Aviation Related Concerns	110	62	80	95	120	86

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

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

³ As at the last day of the quarter. 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 of fatal, serious and minor injuries, and aircraft destroyed, in June 2006 dollars.

⁶ All incident sub-types.

Quarter	2006/3	2006/4	2007/1	2007/2	2007/3	2007/4
Number of Air Transport Flights¹	97,764	103,713	115,929	100,592	94,985	104,996
Number of Hours Flown¹	210,079	226,541	251,784	230,422	226,493	238,388
Number of Aircraft Movements²	263,142	255,765	290,284	272,719	289,005	300,512
Number of Aircraft on the Register³	3,995	4,033	4,075	4,105	4,127	4,193
Number of Licences						
Private Pilot Licence	3,616	3,465	3,500	3,742	3,788	3,819
Commercial Pilot Licence	3,645	3,620	3,603	3,726	3,779	3,817
Airline Transport Pilot Licence	1,810	1,818	1,804	1,893	1,927	1,968
Aircraft Maintenance Engineer Licence	2,135	2,151	2,161	2,181	2,203	2,227
Air Traffic Controller Licence	308	294	299	326	330	325
Number of Part 119 Certificated Operators						
Air Operator – Large Aeroplanes	11	11	11	11	11	11
Air Operator – Medium Aeroplanes	13	14	14	13	15	16
Air Operator – Helicopters and Small Aeroplanes	160	163	161	159	161	164
Air Operator – Pacific	3	3	2	3	4	3
Number of Aircraft Accidents⁴						
Large Aeroplanes	0	0	0	0	0	0
Medium Aeroplanes	0	0	0	1	0	0
Small Aeroplanes	2	8	8	4	1	8
Agricultural Aeroplanes	0	0	1	3	1	1
Helicopters	4	6	5	1	2	4
Sport Aircraft	4	4	8	10	3	6
Unknown Aircraft	0	2	0	0	0	1
Hang Gliders	3	4	4	1	4	2
Parachutes	1	1	4	1	0	1
Number of Fatal Accidents⁴	0	3	1	0	0	3
Number of Fatal Injuries⁴	0	6	1	0	0	3
Number of Serious + Minor Injuries⁴	4	15	9	8	5	10
Social Cost \$ million⁵	3.38	22.67	6.47	0.96	4.29	11.80
Number of Incidents⁶	989	1,086	1,062	1,075	1,027	1,024
Number of Aviation Related Concerns	109	84	74	71	66	66

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 definition of each aircraft statistics category and the aircraft classes included.

Aircraft Statistics Category	Definition	Aircraft Class
Large Aeroplanes	Aeroplanes that must be operated under Part 121 when used for air transport	Aeroplane
Medium Aeroplanes	Aeroplanes that must be operated under Part 125 when used for air transport, except for those required to operate under Part 125 solely due to operating SEIFR	Aeroplane
Small Aeroplanes	Other Aeroplanes with Standard Category Certificates of Airworthiness	Aeroplane
Agricultural Aeroplanes	Aeroplanes with Restricted Category Certificates of Airworthiness limited to agricultural operations	Aeroplane
Helicopters	Helicopters with Standard or Restricted Category Certificates of Airworthiness	Helicopter
Sport Aircraft	All aircraft not included in the groups above	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.

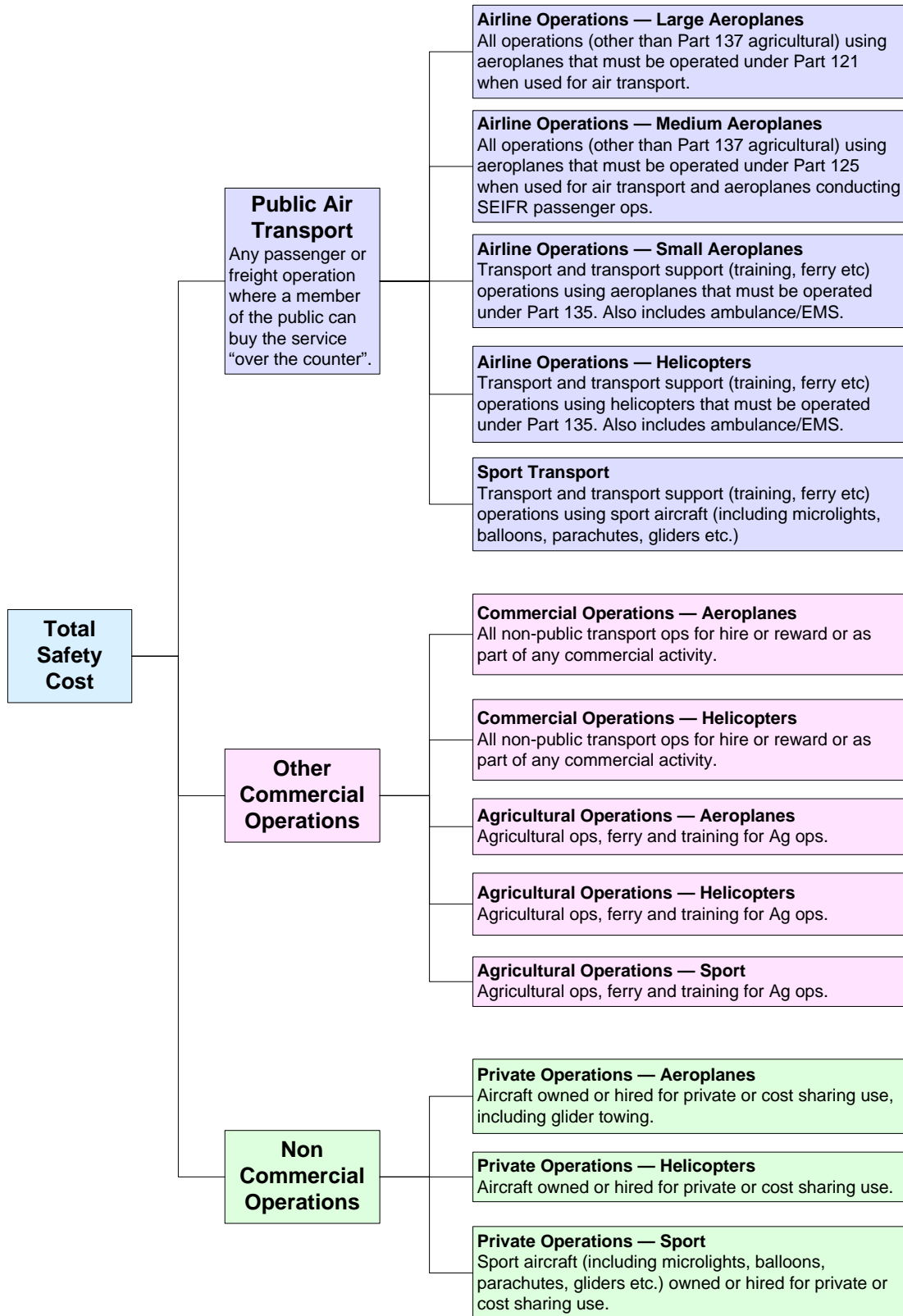
Incident

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.