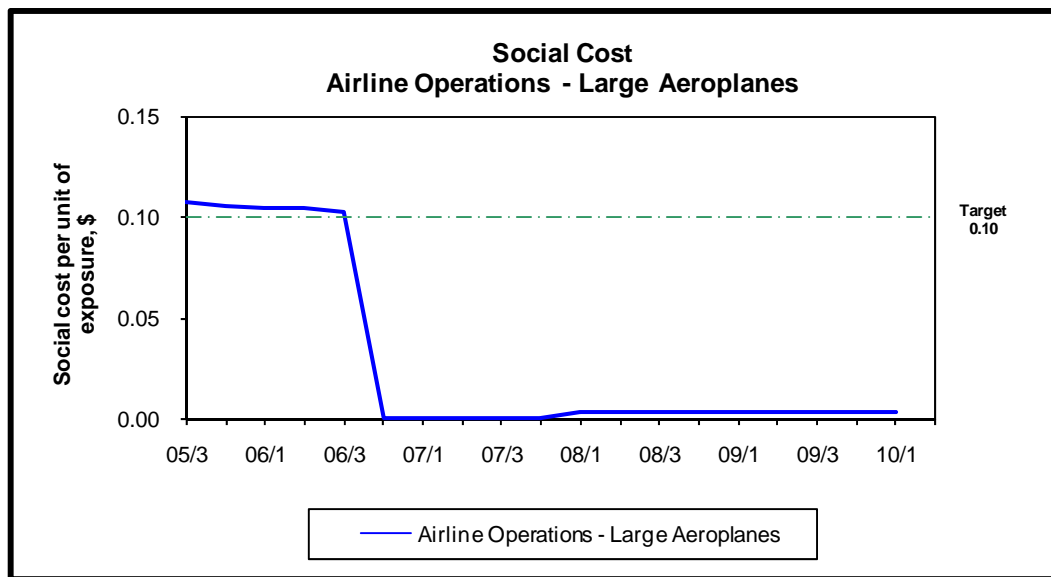


Aviation Safety Summary Report

1 January to 31 March 2010



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.

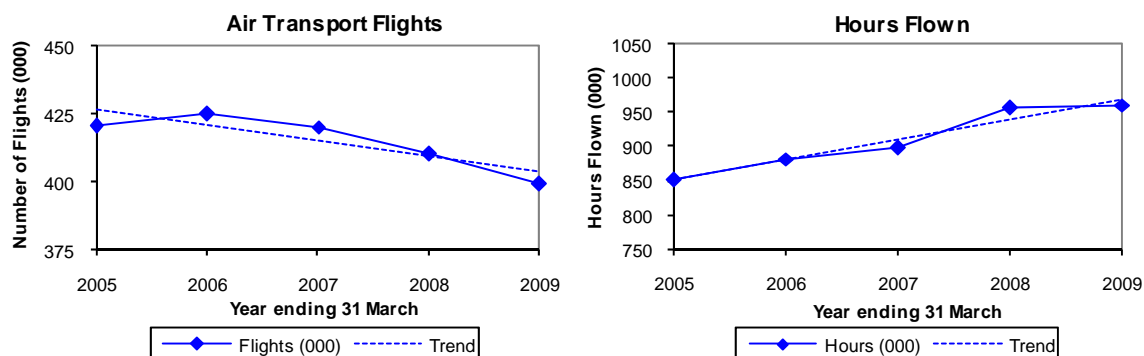
Overview

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 April 2004 to 31 March 2009 (includes the aircraft classes aeroplane, helicopter and balloon only).



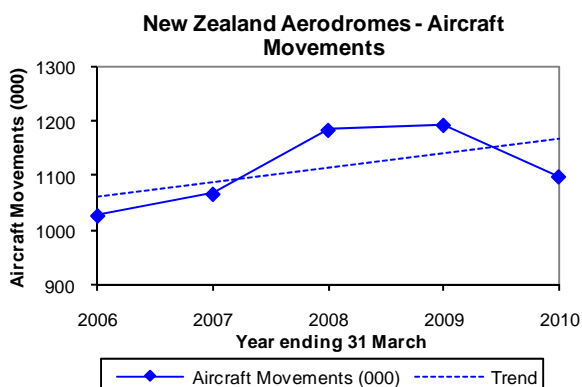
Note that the scales on these graphs do not start at zero.

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 31 March 2009 (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 April 2005 to 31 March 2010.



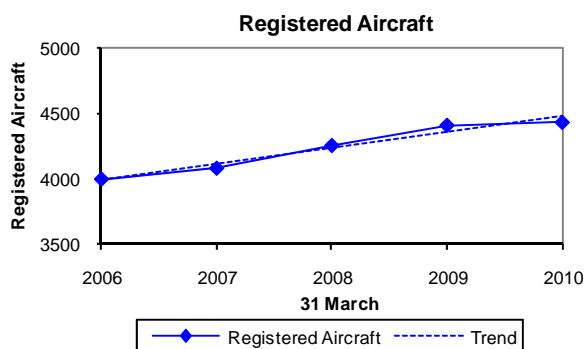
Note that the scale on this graph does not start at zero.

Note that this covers certificated aerodromes only. Includes Auckland, Christchurch, Dunedin, Gisborne, 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, Paraparaumu, Timaru, Wanganui, Westport, Whangarei and Wigram.

Registered Aircraft

Trends

The following graph shows the number of registered aircraft at 31 March for each of the five-years 2006 to 2010.



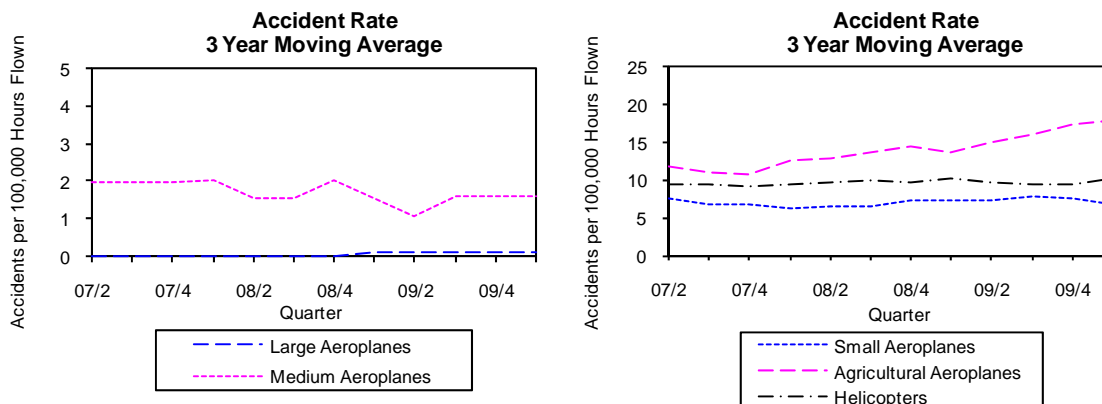
Note that the scale on this graph does not start at zero.

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

Accidents

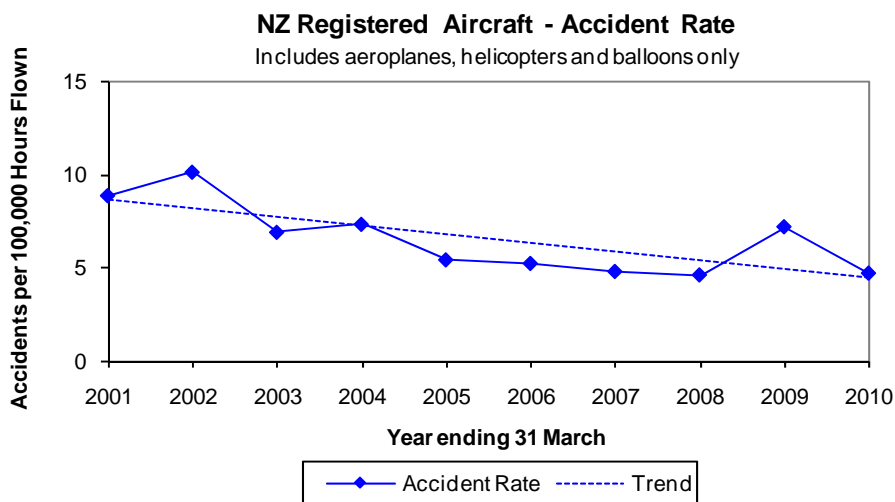
Trends

The following graphs show the aircraft accident rates (3 year moving average) for the three-year period 1 April 2007 to 31 March 2010 (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 April 2000 to 31 March 2010.



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 quarters 1 January to 31 March 2009 and 2010. Social cost is the cost of fatal, serious and minor injuries, and aircraft destroyed, expressed in 2009 dollars.

Safety Target Group	1 Jan to 31 Mar	1 Jan to 31 Mar	Change
	2009	2010	
	\$m	\$m	
Airline Operations - Large Aeroplanes	0.05	0.00	- 0.05
Airline Operations - Medium Aeroplanes	0.00	0.00	0.00
Airline Operations - Small Aeroplanes	0.00	0.00	0.00
Airline Operations - Helicopter	0.00	0.00	0.00
Sport Transport	19.26	0.77	- 18.49
Other Commercial Operations - Aeroplane	0.16	0.00	- 0.16
Other Commercial Operations - Helicopter	0.66	0.00	- 0.66
Agricultural Operations - Aeroplane	0.00	0.00	0.00
Agricultural Operations - Helicopter	0.00	0.00	0.00
Agricultural Operations - Sport	0.00	0.00	0.00
Private Operations - Aeroplane	0.00	3.68	+ 3.68
Private Operations - Helicopter	0.00	1.48	+ 1.48
Private Operations - Sport	4.32	0.93	- 3.38
Total	24.44	6.86	- 17.58

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

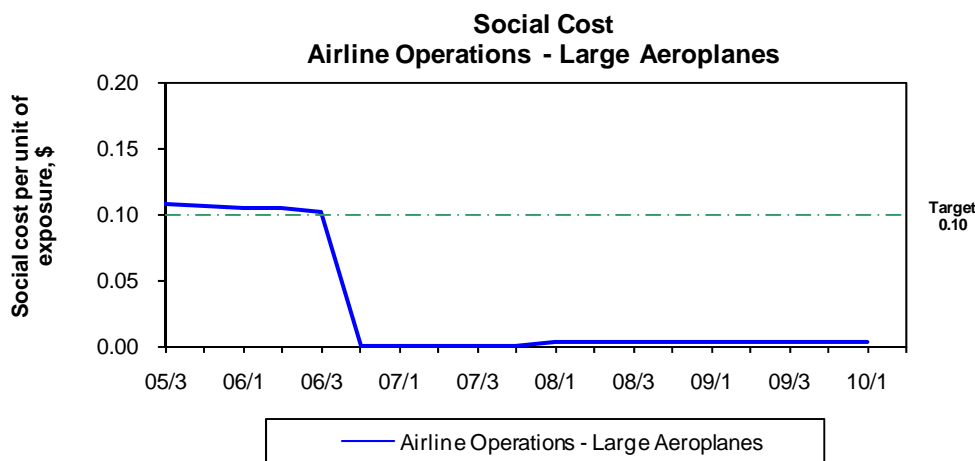
Note that the Sport groups include hang gliders and parachutes.

Safety Target Graphs

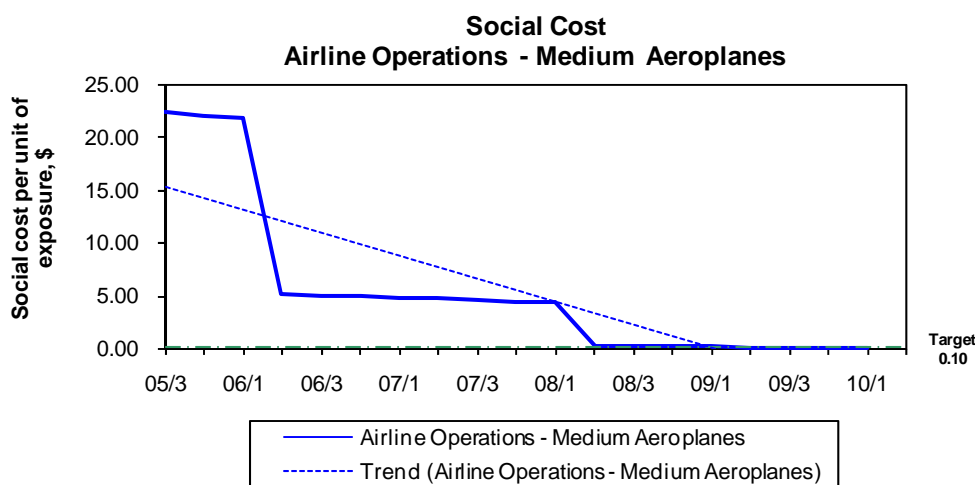
Each Safety Target Group has its own target level expressed as social cost per unit of person exposure, the unit being “one seat hour”. For Safety Target Groups that are not predominantly passenger carrying a surrogate of 500 kg of aircraft weight is used instead of person exposure. These outcomes represent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

The results for all groups are derived using 3 year averages.

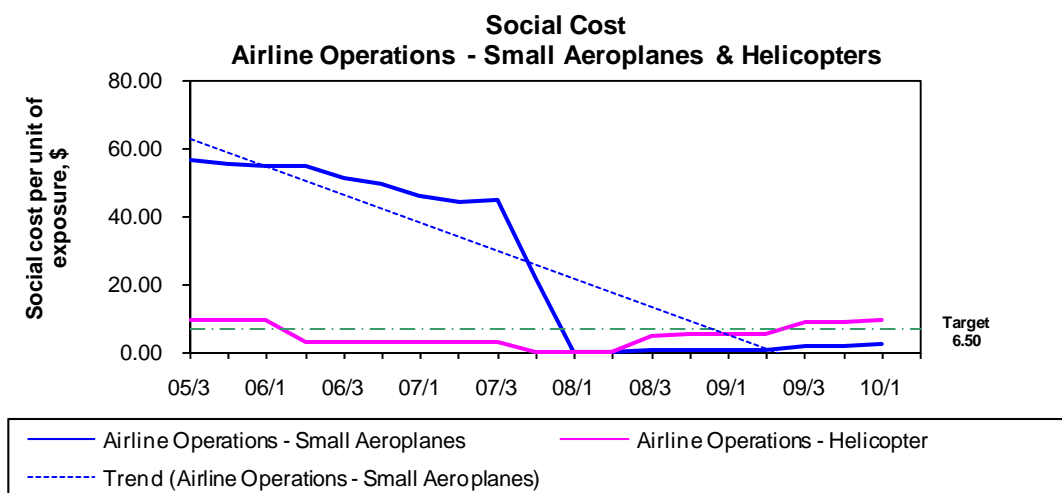
Graphs displaying the Safety Outcome Targets and the progress over each quarter are shown on the following pages.



The outcome for Airline Operations – Large Aeroplanes (95.9% of total seat hours) has been below the target level of \$0.10 per hour of exposure since late 2006.

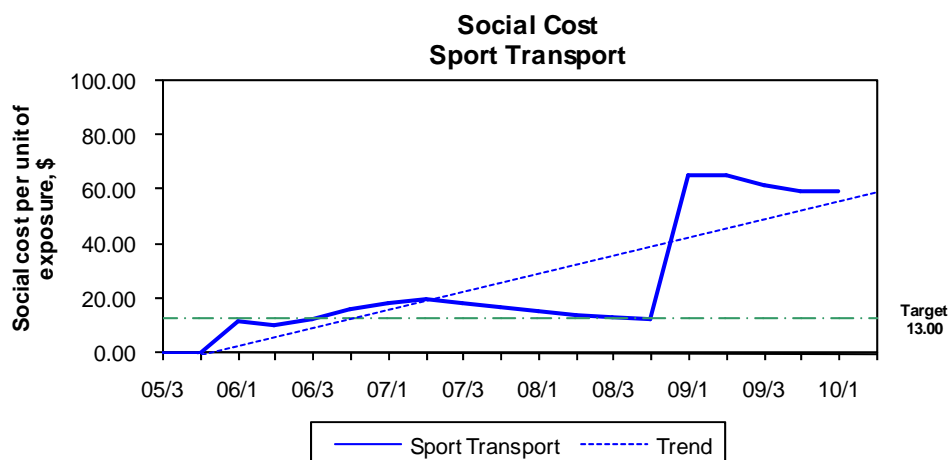


The outcome for Airline Operations – Medium Aeroplanes is trending down and has been below the target level since the quarter Apr to Jun 09 (the data point at 10/1 is \$0.02 per hour of exposure). The exposure (1.5% of total seat hours) associated with this sector is relatively small. There have been no fatal or serious injuries in this group during the period Apr 07 to Mar 10.



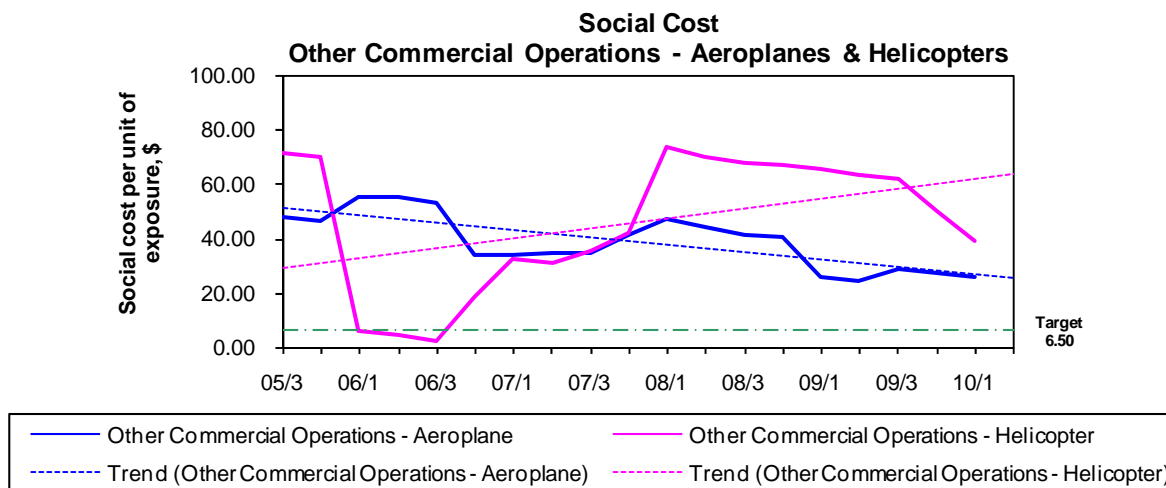
The outcome for Airline Operations – Small Aeroplanes (0.3% of total seat hours) shows a significant long term downward trend from the high starting point of \$56.50 per hour of exposure generated by 6 fatal and 2 serious injuries and 1 minor injury in the three years Oct 02 to Sep 05. There has been 1 serious injury and 3 minor injuries during the period Apr 07 to Mar 10. The safety outcome for this group has been below the target level since the quarter Jan to Mar 08.

The outcome for Airline Operations – Helicopter is now above the target level. There have been 2 serious and 4 minor injuries in this group in the three years Apr 07 to Mar 10.



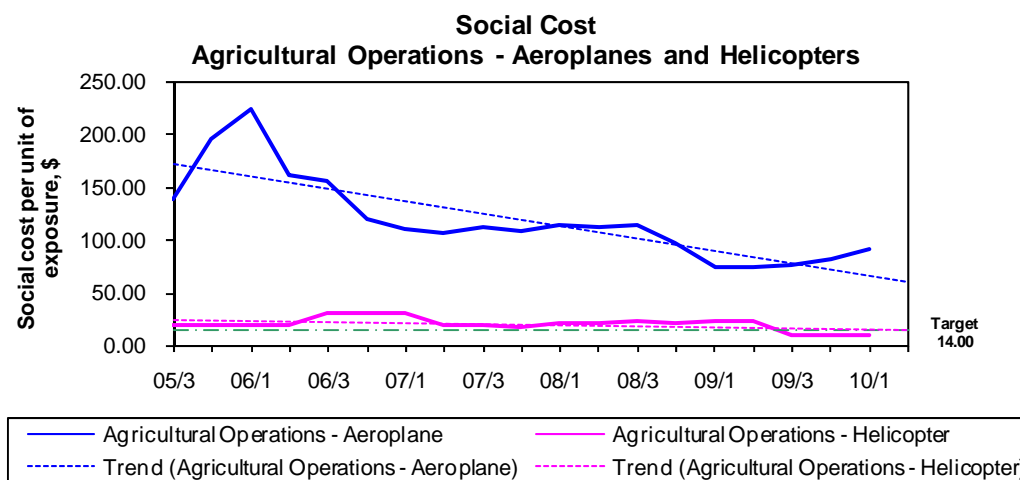
Three fatal accidents that occurred in the quarter Jan to Mar 09, the first since the target regime was established, have resulted in the highest outcomes for Sport Transport since the target regime was established in 2005. There have been 5 fatal, 10 serious and 10 minor injuries in the three years Apr 07 to Mar 10.

Note that this group includes hang gliders and parachutes used on transport operations.



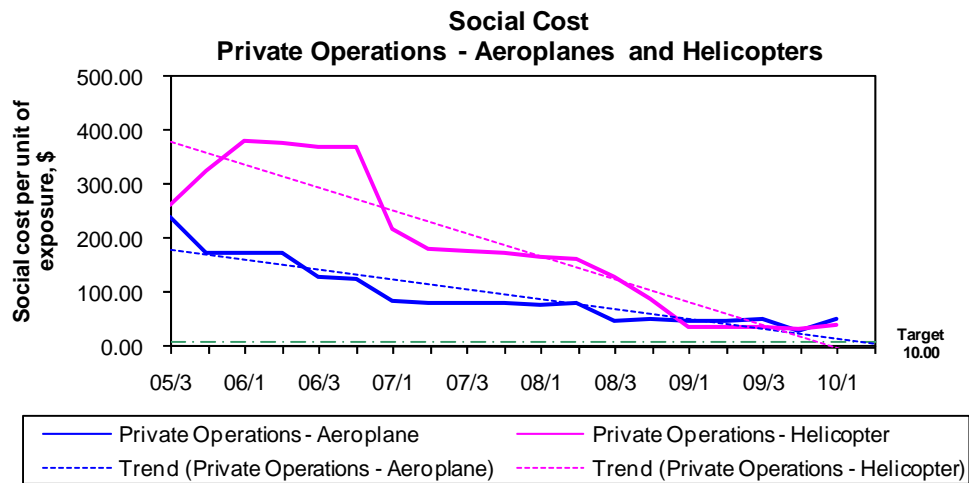
The outcome for Other Commercial Operations – Aeroplane is well above the target of \$6.50. During the three years Apr 07 to Mar 10 there have been 5 fatal, 3 serious and 2 minor injuries in this group.

The outcome for Other Commercial Operations – Helicopter turned sharply upwards during the fourth quarter of 2006 and is now well above the target level. There have been 2 fatal, 1 serious and 3 minor injuries in this group in the three years Apr 07 to Mar 10.



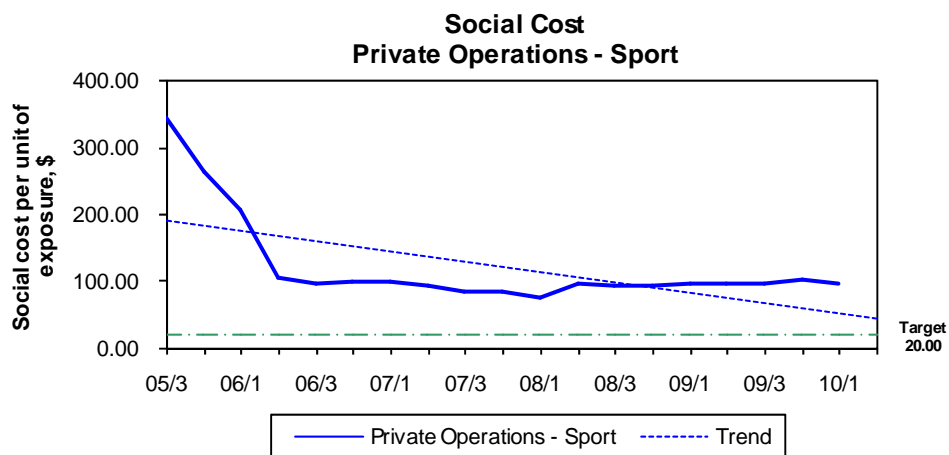
The outcome for Agricultural Operations – Aeroplanes is well above the target level of \$14.00. During the three years Apr 07 to Mar 10 there have been 2 fatal injuries, 1 serious and 1 minor injury in this group.

The outcome for Agricultural Operations – Helicopter is now below the target level. There have been 1 serious and 2 minor injuries in the three years Apr 07 to Mar 10.



The outcome for Private Operations – Aeroplanes has been trending down since late 2005, but is still well above the target level of \$10.00. There have been 2 fatal, 3 serious and 3 minor injuries in the three years Apr 07 to Mar 10.

The outcome for Private Operations – Helicopters has been trending down since early 2006, but is still well above the target level. There have been 1 fatal and 9 minor injuries in the three years Apr 07 to Mar 10.



The outcome for Private Operations – Sport is well above the target of \$20.00. There have been 14 fatal, 23 serious and 25 minor injuries in the three years Apr 07 to Mar 10.

Note that this group includes hang gliders and parachutes used on private operations.

Activity

Air Transport Flights, Total Hours

Quarterly Comparison

Activity	1 Jan to 31 Mar	1 Jan to 31 Mar	Change	
	2008	2009	Number	Percentage
Air Transport Flights	119,796	115,409	- 4,387	- 3.7
Hours	266,321	271,270	+ 4,949	+ 1.9

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 31 March 2009 (the most recent quarter for which these data are available).

Aircraft Movements

Quarterly Comparison

Activity	1 Jan to 31 Mar	1 Jan to 31 Mar	Change	
	2009	2010	Number	Percentage
Aircraft Movements	299,289	276,062	- 23,227	- 7.8

Note that this covers certificated aerodromes only. Includes Auckland, Christchurch, Dunedin, Gisborne, 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, Paraparaumu, Timaru, Wanganui, Westport, Whangarei and Wigram.

Registered Aircraft

Quarterly Comparison

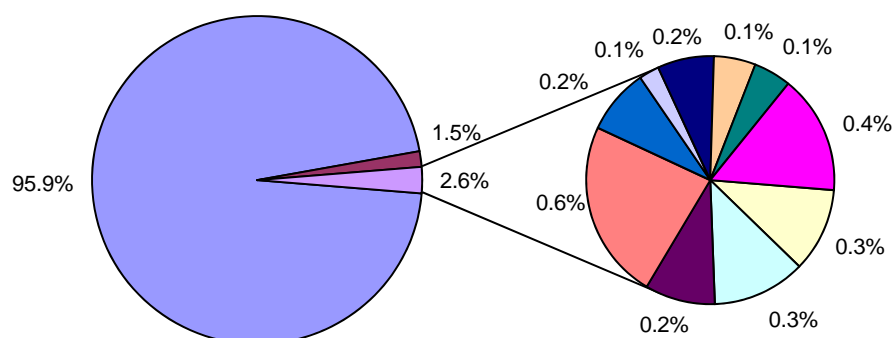
Aircraft Statistics Category	31 March	31 March	Change	
	2009	2010	Number	Percentage
Large Aeroplanes	122	119	- 3	- 2.5
Medium Aeroplanes	81	85	+ 4	+ 4.9
Small Aeroplanes	1,500	1,503	+ 3	+ 0.2
Agricultural Aeroplanes	118	117	- 1	- 0.8
Helicopters	758	764	+ 6	+ 0.8
Sport Aircraft	1,826	1,840	+ 14	+ 0.8
Total	4,405	4,428	+ 23	+ 0.5

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

Industry Size and Shape

The following graph and table show 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 January to 31 March 2009 (the most recent quarter for which Aircraft Operating Statistics data are available). 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 person exposure. For the Sport Safety Target Groups a standard estimate of seat hours offered is used as well as reported data for such aircraft in these groups, as most sport aircraft do not report hours or seats.

Percentage Sector Seat Hours



■ Airline Operations - Large Aeroplanes	■ Airline Operations - Medium Aeroplanes
□ Airline Operations - Small Aeroplanes	□ Airline Operations - Helicopter
■ Sport Transport	■ Other Commercial Operations - Aeroplane
■ Other Commercial Operations - Helicopter	□ Agricultural Operations - Aeroplane
■ Agricultural Operations - Helicopter	■ Private Operations - Aeroplane
■ Private Operations - Helicopter	■ Private Operations - Sport

Safety Target Group	Percentage Sector Seat Hours
Airline Operations - Large Aeroplanes	95.9
Airline Operations - Medium Aeroplanes	1.5
Airline Operations - Small Aeroplanes	0.3
Airline Operations - Helicopter	0.3
Sport Transport	0.2
Other Commercial Operations - Aeroplane	0.6
Other Commercial Operations - Helicopter	0.2
Agricultural Operations - Aeroplane	0.1
Agricultural Operations - Helicopter	0.2
Agricultural Operations - Sport	-
Private Operations - Aeroplane	0.1
Private Operations - Helicopter	0.1
Private Operations - Sport	0.4

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

Accidents

Quarterly Comparison

Number of Accidents

Aircraft Statistics Category	1 Jan to 31 Mar 2009	1 Jan to 31 Mar 2010	Change
Large Aeroplanes	1	0	- 1
Medium Aeroplanes	0	0	0
Small Aeroplanes	8	2	- 6
Agricultural Aeroplanes	0	0	0
Helicopters	6	8	+ 2
Sport Aircraft	11	9	- 2
Hang Gliders	12	10	- 2
Parachutes	1	2	+ 1
Unknown Aircraft	0	0	0
Total	39	31	- 8

Severity of Accidents

Severity	1 Jan to 31 Mar 2009	1 Jan to 31 Mar 2010	Change
Critical	12	12	0
Major	23	11	- 12
Minor	4	8	+ 4

No accidents in the 'Large Aeroplanes' statistics category were classified as Critical in the 1 January to 31 March 2009 or 2010 quarters.

No accidents in the 'Medium Aeroplanes' statistics category were classified as Critical in the 1 January to 31 March 2009 or 2010 quarters.

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 2010.

Small Aeroplanes

Private Operations – Aeroplanes

- A Cessna U206G struck a vehicle immediately after takeoff and crashed into an adjacent paddock. The pilot was killed and the aircraft destroyed.

Significant Non-Injury Accidents

This section describes significant non-injury accidents that occurred during the period 1 January to 31 March 2010.

Helicopters

Airline Operations - Helicopter

- An AS 350B2 on a passenger transport A to A flight struck an unseen ridgeline while manoeuvring during landing to avoid snow thrown up by a previous helicopter.

Other Injury Accidents

This section describes other injury accidents that occurred during the period 1 January to 31 March 2010.

Helicopters

Private Operations - Helicopter

- An R22 was caught in a downdraft and struck the ground. The pilot and passenger suffered minor injuries.

Sport Aircraft

Sport Transport

- A paraglider on a passenger transport A to B flight deflated during the flight and struck the ground with a high rate of descent. The passenger suffered serious injuries.
- A parachutist on a photography flight landed heavily and suffered serious injuries.
- A hang glider on a passenger transport A to B flight failed to get airborne in light and shifting winds. The pilot and passenger both suffered minor injuries.

Private Operations - Sport

- A hang glider struck the ground at high speed. The pilot suffered serious injuries.
- A parachutist suffered a serious injury on landing.
- A class 2 microlight landed immediately after takeoff, to the left of the runway, and carried on through a ditch. The pilot and passenger suffered minor injuries.
- A power glider crashed when its wingtip struck the ground during an emergency landing. A crew member suffered minor injuries and the aircraft was destroyed.
- A gyrocopter lost rotor RPM due to a sudden updraft and subsequently lost control and crashed. The pilot suffered minor injuries.
- A power glider crashed short of its landing field when the pilot failed to restart the engine. One crew member suffered minor injuries.
- A hang glider made a hard landing and the pilot suffered minor injuries.
- A hang glider rolled over a ledge on landing. The pilot suffered minor injuries.
- A hang glider pilot on a solo training flight lost control making a 360 degree turn. The pilot suffered minor injuries.

Injuries***Number of Fatal Accidents and Number of Fatal Injuries***

Aircraft Statistics Category	1 Jan to 31 Mar 2009		1 Jan to 31 Mar 2010		Change	
	Fatal Accidents	Fatal Injuries	Fatal Accidents	Fatal Injuries	Fatal Accidents	Fatal Injuries
Large Aeroplanes	0	0	0	0	0	0
Medium Aeroplanes	0	0	0	0	0	0
Small Aeroplanes	0	0	1	1	+ 1	+ 1
Agricultural Aeroplanes	0	0	0	0	0	0
Helicopters	0	0	0	0	0	0
Sport Aircraft	3	4	0	0	- 3	- 4
Hang Gliders	1	2	0	0	- 1	- 2
Parachutes	0	0	0	0	0	0
Unknown Aircraft	0	0	0	0	0	0
Total	4	6	1	1	- 3	- 5

Number of Serious Injuries

Aircraft Statistics Category	1 Jan to 31 Mar 2009	1 Jan to 31 Mar 2010	Change
Large Aeroplanes	0	0	0
Medium Aeroplanes	0	0	0
Small Aeroplanes	0	0	0
Agricultural Aeroplanes	0	0	0
Helicopters	1	0	- 1
Sport Aircraft	2	0	- 2
Hang Gliders	3	2	- 1
Parachutes	1	2	+ 1
Unknown Aircraft	0	0	0
Total	7	4	- 3

Number of Minor Injuries

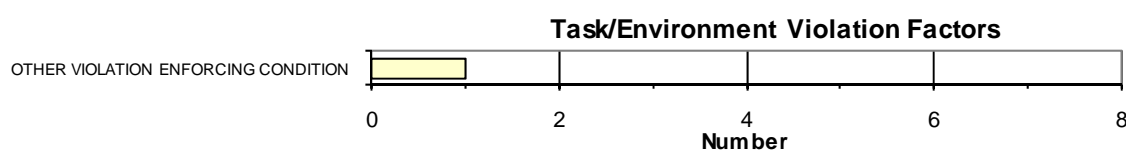
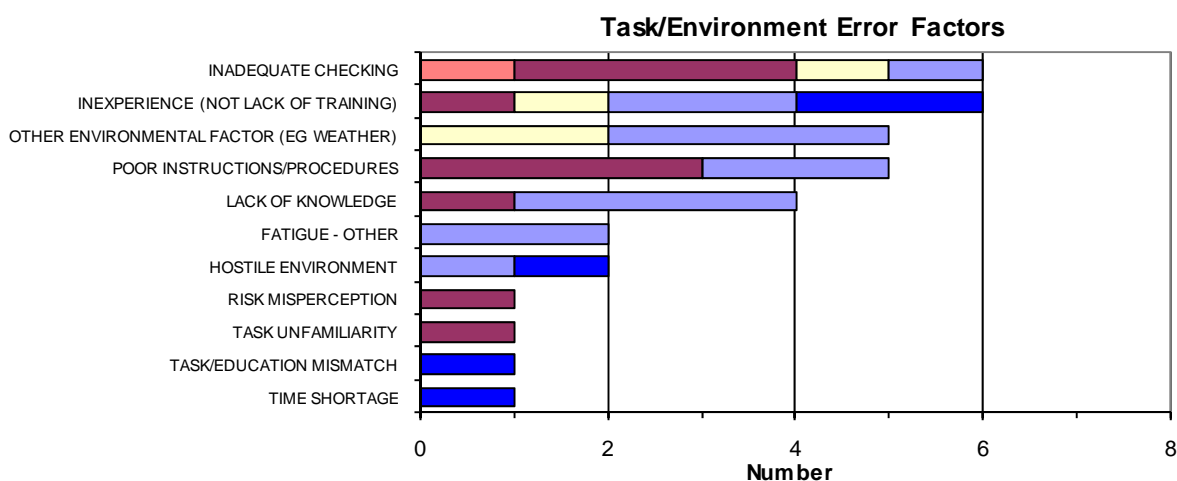
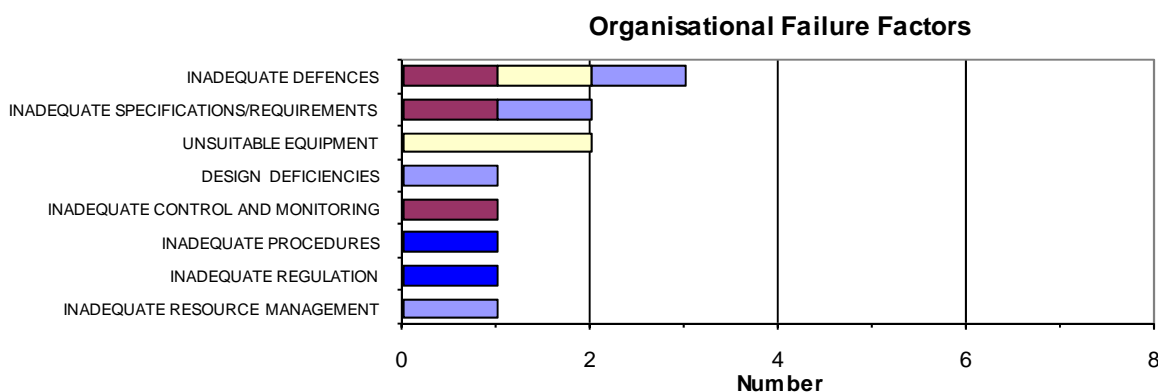
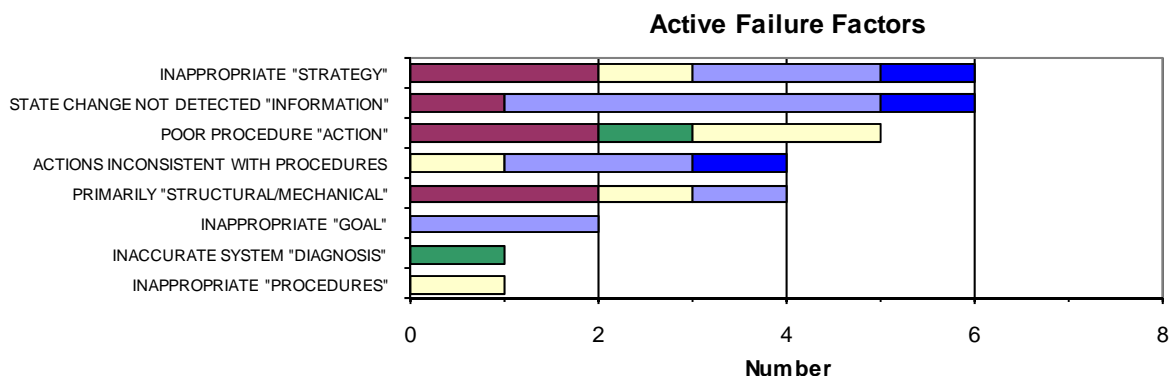
Aircraft Statistics Category	1 Jan to 31 Mar 2009	1 Jan to 31 Mar 2010	Change
Large Aeroplanes	0	0	0
Medium Aeroplanes	0	0	0
Small Aeroplanes	0	0	0
Agricultural Aeroplanes	0	0	0
Helicopters	0	2	+ 2
Sport Aircraft	2	5	+ 3
Hang Gliders	1	5	+ 4
Parachutes	0	0	0
Unknown Aircraft	0	0	0
Total	3	12	+ 9

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 2009 to 31 December 2009 for the various aircraft statistics categories.

Causal factors have been assigned to 54 (46%) of the 118 accidents.

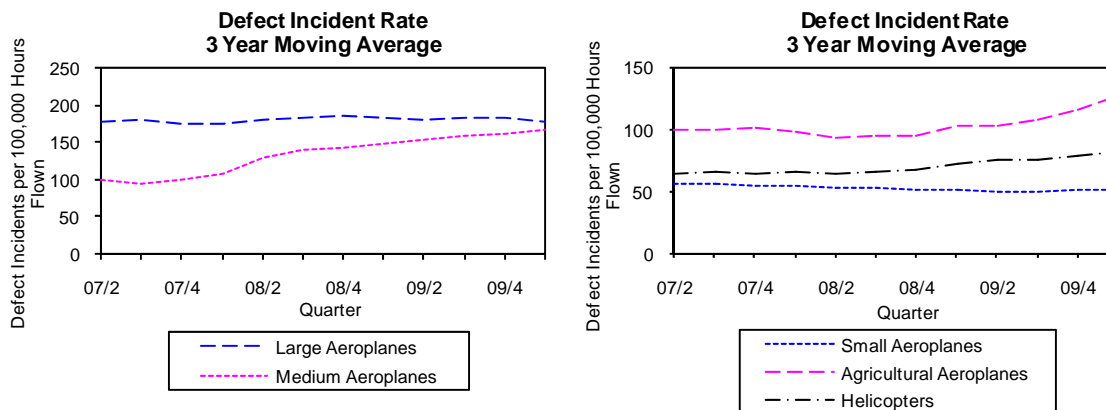
Note that causes are not yet available for all accidents that occurred in the 1 January to 31 March 2010 period.



Defect Incidents

Trends

The following graphs show the defect incident rates (3 year moving average) for the three-year period 1 April 2007 to 31 March 2010 (excluding the Sport Aircraft statistics category).



Quarterly Comparison

Number of Defect Incidents

Aircraft Statistics Category	1 Jan to 31 Mar 2009	1 Jan to 31 Mar 2010	Change
Large Aeroplanes	138	130	- 8
Medium Aeroplanes	21	21	0
Small Aeroplanes	57	68	+ 11
Agricultural Aeroplanes	20	13	- 7
Helicopters	47	43	- 4
Sport Aircraft	3	10	+ 7
Unknown Aircraft	8	14	+ 6
Total	294	299	+ 5

Severity of Defect Incidents

Severity	1 Jan to 31 Mar 2009	1 Jan to 31 Mar 2010	Change
Critical	0	1	+ 1
Major	81	52	- 29
Minor	213	246	+ 33

No defect incidents in the 'Large Aeroplanes' statistics category were classified as Critical in the 1 April to 31 March 2009 or 2010 quarters.

No defect incidents in the 'Medium Aeroplanes' statistics category were classified as Critical in the 1 April to 31 March 2009 quarter.

One defect incident in the 'Medium Aeroplanes' statistics category was classified as Critical in the 1 April to 31 March 2010 quarter. The Aircraft turned back in flight due to low torque indication, high fuel flow and smell of fuel in the cabin. Investigation found that fuel leaks had resulted from incorrectly sized fuel tubes fitted at an unknown time.

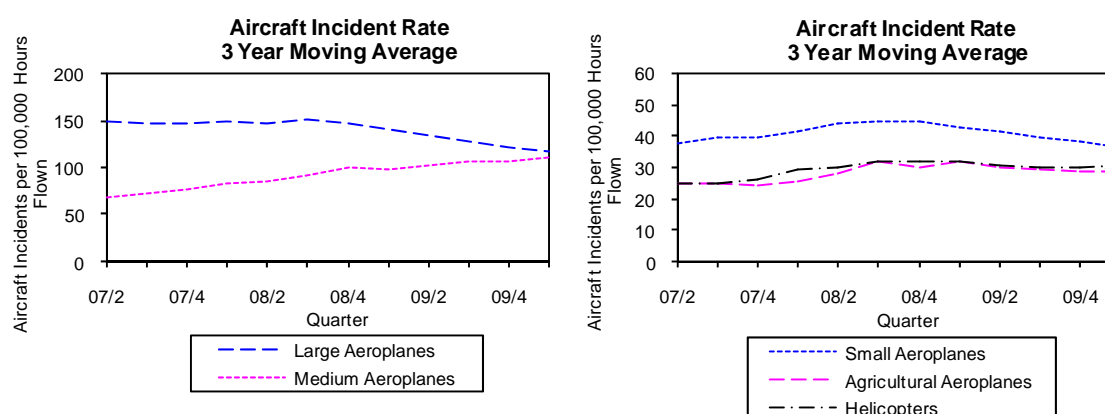
Rate Monitoring

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 31 December 2009. Analysis shows that one of the 14 monitored aircraft types has a defect rate above the “trigger level” for CAA action.

Aircraft Incidents

Trends

The following graphs show the aircraft incident rates (3 year moving average) for the three-year period 1 April 2007 to 31 March 2010 (excluding the Sport Aircraft statistics category).



Quarterly Comparison

Number of Aircraft Incidents

Aircraft Statistics Category	1 Jan to 31 Mar 2009	1 Jan to 31 Mar 2010	Change
Large Aeroplanes	57	74	+ 17
Medium Aeroplanes	13	17	+ 4
Small Aeroplanes	28	17	- 11
Agricultural Aeroplanes	3	0	- 3
Helicopters	15	10	- 5
Sport Aircraft	5	5	0
Unknown Aircraft	46	48	+ 2
Total	167	171	+ 4

Severity of Aircraft Incidents

Severity	1 Jan to 31 Mar 2009	1 Jan to 31 Mar 2010	Change
Critical	1	0	- 1
Major	25	22	- 3
Minor	141	149	+ 8

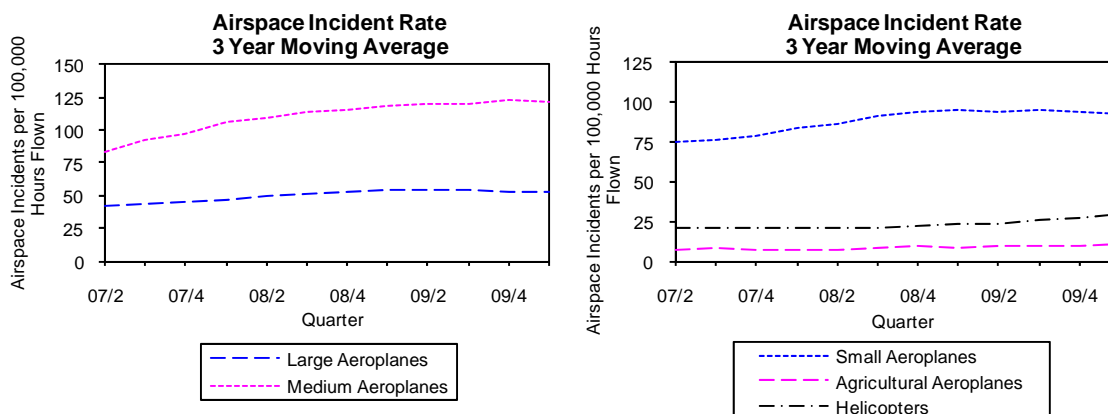
No aircraft incidents in the ‘Large Aeroplanes’ statistics category were classified as Critical in the 1 January to 31 March 2009 or 2010 quarters.

No aircraft incidents in the ‘Medium Aeroplanes’ statistics category were classified as Critical in the 1 January to 31 March 2009 or 2010 quarters.

Airspace Incidents

Trends

The following graphs show the airspace incident rates (3 year moving average) for the three-year period 1 April 2007 to 31 March 2010 (excluding the Sport Aircraft statistics category).



Quarterly Comparison

Number of Airspace Incidents

Aircraft Statistics Category	1 Jan to 31 Mar 2009	1 Jan to 31 Mar 2010	Change
Large Aeroplanes	42	42	0
Medium Aeroplanes	23	18	- 5
Small Aeroplanes	90	63	- 27
Agricultural Aeroplanes	0	2	+ 2
Helicopters	19	20	+ 1
Sport Aircraft	13	17	+ 4
Unknown Aircraft	73	64	- 9
Total	260	226	- 34

Severity of Airspace Incidents

Severity	1 Jan to 31 Mar 2009	1 Jan to 31 Mar 2010	Change
Critical	4	7	+ 3
Major	51	37	- 14
Minor	205	182	- 23

No airspace incidents in the 'Large Aeroplanes' statistics category were classified as Critical in the 1 April to 31 March 2009 quarter.

One airspace incident in the 'Large Aeroplanes' statistics category was classified as Critical in the 1 April to 31 March 2010 quarter. A TCAS alert showed a 100 ft separation closing to 0 ft, but no other aircraft was seen.

No airspace incidents in the 'Medium Aeroplanes' statistics category were classified as Critical in the 1 April to 31 March 2009 quarter.

One airspace incident in the 'Medium Aeroplanes' statistics category was classified as Critical in the 1 April to 31 March 2010 quarter. A light aircraft passed 30 to 40 m in front of an airliner at low altitude.

Attributability

Of the 226 airspace incidents in the 1 January to 31 March 2010 quarter, 16% are Air Traffic Service (ATS) attributable, 72% are pilot attributable, 0% are ATS and pilot attributable, and 12% are unknown attributable. (Note that the percentages may not sum exactly to 100% due to rounding.)

Since April 2007 the long-term trend of the ATS attributable airspace occurrence rate is constant (the slope of the trend line is zero) and the long-term trend of the pilot attributable rate is upward (but the slope of the trend line is close to zero).

Bird Incident Rates

Bird hazard monitoring has been carried out against the CAA standard for the period ended 31 March 2010. Analysis shows that nine of the 28 monitored aerodromes have bird strike rates above the “trigger level” for CAA action.

There were three aerodromes with strike rates in the high risk category of the CAA standard (above 10.0 bird strikes per 10,000 aircraft movements), two having long-term upward trends and one having a long-term downward trend. Nine aerodromes had strike rates in the medium risk category (5.0 to 10.0 per 10,000 movements), three having long-term upward trends and six having long-term downward trends. 16 aerodromes had strike rates in the low risk category (below 5.0 per 10,000 aircraft movements), three having long-term upward trends, six having long-term constant trends and seven having long-term downward trends.

Quarterly Statistics

Quarter	2007/2	2007/3	2007/4	2008/1	2008/2	2008/3
Number of Air Transport Flights¹	100,420	85,937	104,008	119,796	87,384	91,942
Number of Hours Flown¹	227,923	218,463	243,975	266,321	230,893	226,206
Number of Aircraft Movements²	272,719	289,005	300,512	321,583	306,863	291,661
Number of Aircraft on the Register³	4,105	4,127	4,193	4,250	4,301	4,315
Number of Licences (Type of Medical Certificate)⁴						
Recreational Pilot Licence (RPL Medical)	0	0	0	0	0	32
Private Pilot Licence (Class 1 & 2)	3,742	3,788	3,819	3,873	3,856	3,849
Commercial Pilot Licence (Class 2 only)	1,609	1,642	1,662	1,705	1,763	1,792
Commercial Pilot Licence (Class 1)	2,117	2,137	2,155	2,171	2,162	2,199
Airline Transport Pilot Licence (Class 2 only)	746	842	913	869	847	947
Airline Transport Pilot Licence (Class 1)	1,147	1,085	1,055	1,109	1,152	1,073
Air Traffic Controller Licence (Class 3)	326	330	325	325	332	340
Aircraft Maintenance Engineer Licence (N/A)	2,181	2,203	2,227	2,241	2,276	2,311
Number of Part 119 Certificated Operators						
Air Operator – Large Aeroplanes	11	11	11	11	11	10
Air Operator – Medium Aeroplanes	13	15	16	16	16	15
Air Operator – Helicopters and Small Aeroplanes	159	161	164	163	161	163
Air Operator – Pacific	3	4	3	2	3	3
Number of Aircraft Accidents⁵						
Large Aeroplanes	0	0	0	0	0	0
Medium Aeroplanes	1	0	0	0	0	0
Small Aeroplanes	4	1	7	8	6	8
Agricultural Aeroplanes	3	1	1	6	3	2
Helicopters	1	2	4	5	6	5
Sport Aircraft	10	3	5	13	5	4
Unknown Aircraft	0	0	1	0	0	0
Hang Gliders	1	4	2	1	2	1
Parachutes	1	0	1	0	0	0
Number of Fatal Accidents⁵	0	0	3	5	2	1
Number of Fatal Injuries⁵	0	0	3	7	4	2
Number of Serious + Minor Injuries⁵	8	5	8	2	4	12
Social Cost \$ million⁶	2.17	3.96	14.37	28.41	15.26	4.97
Number of Incidents⁷	1,080	1,023	1,026	1,231	1,271	1,294
Number of Aviation Related Concerns	75	76	86	106	82	69

¹ New Zealand registered aircraft. Includes the aircraft classes aeroplane, helicopter and balloon only; excludes other aircraft classes, hang gliders and parachutes. Estimated for 2009/2, 2009/3, 2009/4 and 2010/1.

² Certificated aerodromes. Includes Auckland, Christchurch, Dunedin, Gisborne, 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, Paraparaumu, 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.

Quarter	2008/4	2009/1	2009/2	2009/3	2009/4	2010/1
Number of Air Transport Flights¹	104,711	115,409	86,717	91,361	102,612	112,171
Number of Hours Flown¹	232,412	271,270	239,230	236,117	236,697	267,476
Number of Aircraft Movements²	295,075	299,289	282,900	278,588	261,753	276,062
Number of Aircraft on the Register³	4,354	4,405	4,406	4,396	4,415	4,428
Number of Licences (Type of Medical Certificate)⁴						
Recreational Pilot Licence (RPL Medical)	68	80	103	120	133	141
Private Pilot Licence (Class 1 & 2)	3,733	3,787	3,799	3,850	3,829	3,795
Commercial Pilot Licence (Class 2 only)	1,761	1,794	1,909	1,919	1,969	1,990
Commercial Pilot Licence (Class 1)	2,295	2,322	2,300	2,344	2,359	2,403
Airline Transport Pilot Licence (Class 2 only)	991	903	893	975	976	922
Airline Transport Pilot Licence (Class 1)	1,048	1,130	1,152	1,069	1,068	1,135
Air Traffic Controller Licence (Class 3)	342	342	345	363	363	366
Aircraft Maintenance Engineer Licence (N/A)	2,342	2,352	2,378	2,402	2,424	2,445
Number of Part 119 Certificated Operators						
Air Operator – Large Aeroplanes	9	10	10	10	10	10
Air Operator – Medium Aeroplanes	15	15	15	15	15	15
Air Operator – Helicopters and Small Aeroplanes	163	166	171	170	173	172
Air Operator – Pacific	2	2	1	1	1	1
Number of Aircraft Accidents⁵						
Large Aeroplanes	0	1	0	0	0	0
Medium Aeroplanes	1	0	0	1	0	0
Small Aeroplanes	9	8	4	8	7	2
Agricultural Aeroplanes	3	0	1	1	1	0
Helicopters	7	6	1	4	6	8
Sport Aircraft	14	11	6	5	16	9
Unknown Aircraft	1	0	0	0	0	0
Hang Gliders	2	12	2	4	6	10
Parachutes	1	1	3	1	2	2
Number of Fatal Accidents⁵	3	4	0	1	5	1
Number of Fatal Injuries⁵	3	6	0	1	6	1
Number of Serious + Minor Injuries⁵	11	10	7	12	11	16
Social Cost \$ million⁶	14.19	24.44	1.53	6.17	22.75	6.86
Number of Incidents⁷	1,150	1,175	1,132	1,120	1,081	1,102
Number of Aviation Related Concerns	56	88	82	104	95	121

⁴ As at the last day of the quarter. For RPL holders, a medical fitness certificate, in accordance with the NZTA medical fitness standards that are applicable for a Class 2, 3, 4 or 5 driver licence with a passenger endorsement. For PPL, CPL & ATPL holders, an active class 1 or active class 2 medical certificate; this means that for CPL and ATPL licences, the number with a class 2 medical only, must only be exercising PPL privileges (or not flying at all). For ATCL holders, an active class 3 medical certificate. This does not show the number of licence holders as each client may hold more than one licence.

⁵ All accidents. All aircraft statistics categories. Includes hang gliders and parachutes.

⁶ All aircraft statistics categories. Includes hang gliders and parachutes. Cost of fatal, serious and minor injuries, and aircraft destroyed, in June 2009 dollars.

⁷ All incident sub-types.

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 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, 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

Other Aircraft Types (not included on the NZ Aircraft Register)

Hang Glider

Means a glider, including a powered glider, that is capable of being launched and landed solely by the use of the pilot's legs, and includes paragliders. **Paraglider** means a hang glider with no rigid primary structure.

Parachute

Means any device, without a motor in operation, comprising a flexible drag, or lift/drag, surface from which a load is suspended by shroud lines capable of controlled deployment from a packed condition.

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.

Incident Sub-Types	
Aerodrome Incident	Dangerous Goods Incident
Aircraft Incident	Defect Incident
Airspace Incident	Facility Malfunction Incident
Bird Incident	Promulgated Information Incident
Cargo Security Incident	Security Incident

Occurrence

Means an accident or incident.

Serious Injury

Means any injury that is sustained by a person in an accident and that–

- (1) requires hospitalisation for more than 48 hours, commencing within 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.

Safety Target Structure

