



AVIATION SAFETY SUMMARY OCTOBER - DECEMBER 2018

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INTRODUCTORY COMMENT

Introductory Comment

There were 25 accidents this quarter which was less than in previous years. Sport aircraft operated privately or commercially under part 115 continued to feature heavily in the accident statistics. Three of the private sport aircraft accidents were fatal, with 4 persons killed.

Revision of RPAS incident stats

The RPAS section has been revised to present information in the same way as the other aircraft types. The number of incidents reported regarding (RPAS) continues to increase, although the rate of increase has slowed slightly. Complaints regarding overflight of persons or property without their permission continue to be the dominant type of report.

There were 10 reports regarding drones in close proximity with other aircraft. Eight of those events were classified as a near miss under the existing definition of a near miss (500ft laterally and 100 feet vertically, or avoiding action taken). One collision was recorded, between a small RPAS and a tourist bus. The RPAS was destroyed. There were no injuries or aircraft damaged by RPAS.

Accidents by Safety Target Group

Quarterly Comparison

Safety Target Group	1 Oct to 31 Dec 2018	1 Oct to 31 Dec 2017	Average Of Same Quarter In Previous 3 Years
Airline Operations - Large Aeroplanes	-	-	0.3
Airline Operations - Medium Aeroplanes	-	-	0.0
Airline Operations - Small Aeroplanes	-	1	0.3
Airline Operations - Helicopters	-	1	0.7
Sport Transport	5	4	5.0
Other Commercial Operations - Aeroplanes	-	2	2.0
Other Commercial Operations - Helicopters	1	-	0.7
Other Commercial Operations - Sport	-	3	1.0
Agricultural Operations - Aeroplanes	-	2	1.0
Agricultural Operations - Helicopters	3	-	1.7
Agricultural Operations - Sport Aircraft	-	-	0.0
Private Operations - Aeroplanes	6	1	3.3
Private Operations - Helicopters	-	1	0.3
Private Operations - Sport	10	14	13.7
Other	-	1	0.0
Total	25	30	30.0



SECTOR COMMENTARY

Sector Commentary

Passenger Operations

There were five accidents in commercial passenger operations. All five were parachute or hang-glider accidents by organisation operating under Part 115. There were no accidents in fixed wing passenger operations but several potentially serious incidents are under investigation by CAA.

Commercial Non-Passenger Operations

There were four accidents in commercial non-passenger operations. Three of the accidents occurred on agricultural operations without fatalities. There was one non-agricultural helicopter accident with three fatalities near Wanaka which is subject to investigation by TAIC.

Private & Recreational

In private and operations there were three accidents with four fatalities. One accident involved a light aircraft stalling on approach to Raglan with two fatalities. The other fatalities were a hang-glider accident at Mt Isthmus near Lake Wanaka and a paraglider accident at Mt Maunganui.




AIRLINE TRANSPORT OPERATIONS

ACCIDENTS


There were no air transport accidents in the quarter.

SERIOUS INCIDENTS

There were fifteen serious air transport incidents in the quarter.

 10 Nov 2018


 Middleton Snow Field

 AS 350 BA

Narrative

After take off while aircraft was gaining speed, a passenger was observed with her hand on the door and knocked the door handle, opening the top latch on the main LH door, pilot continued decent for Franz, approximately 1 minute later the quarter door popped and slammed back against the fuselage. Resulting in a broken window within the quarter door as well as a bent frame and damage to side LH locker door. Operator actions are considered satisfactory. No further action by CAA.

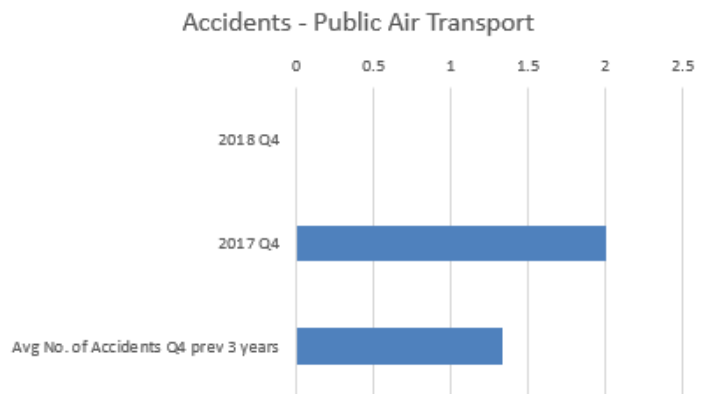
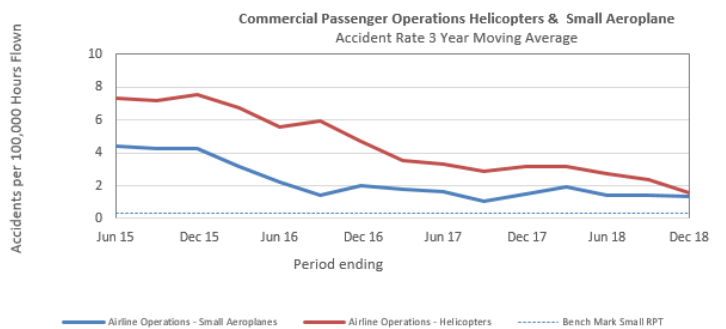
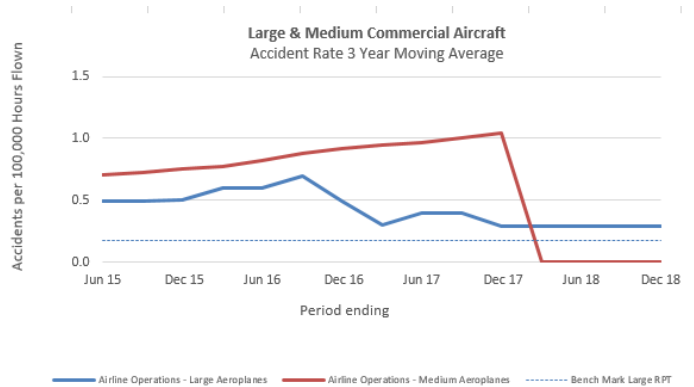
 4 Dec 2018

 Palmerston North

 ATR 72

Narrative

Cabin emergency lights did not fully actuate when tested before ground power connected. Advised by MOC batteries flat and will charge in flight" - concerned about availability of emergency lighting if required before that happens. No further action by CAA.



 8 Dec 2018

 Auckland

 ATR 72


Narrative


As marshal was about to direct aircraft onto stand, they observed passengers coming out of the gate. Marshal halted taxi and escorted passengers inside Concerns have been raised with AIAL and Operators regarding escorting of passengers. CAA ASU and Security Unit are monitoring responses.



AIRLINE TRANSPORT OPERATIONS


 10 Dec 2018

 Cairns

 Boeing 737-400

Narrative

During off-load it was found that cargo pallets were in the wrong positions as shown on the off-load paperwork. Loading of aircraft is currently a topic associated with CAA RSMS, operator third party risks and operator SMS requirements ATAU are monitoring.

 18 Nov 2018


 Christchurch

 ATR 72

Narrative

Engine overheat in Hotel mode due tailwind, followed by Master ENG 2 FIRE warning. Both bottles discharged, fire warning extinguished, RFS called to standby with PAN call, and passengers disembarked normally. No further action by CAA.


 7 Dec 2018


 Tauranga


 Dash 8 Q300

Narrative

On final, aircraft maintained 1,000 ft and overflowed the RWY. Pilot made a PAN call stating an engine shutdown and would enter the circuit to land. Local standby declared, a/c landed safely. Fault identified to propeller governor system. Components sent to manufacturer awaiting inspection report.

 14 Nov 2018


 Tauranga


 Dash 8 Q 300


Narrative

Flap retracted instead of the landing gear after take-off.

Ongoing systemic investigation by Safety Investigation Unit.

 20 Nov 2018


 Auckland

 Dash 8 Q300

Narrative

On departure after gear up call from PF the PM selected flap up instead of gear up. Crew realised the error immediately and retracted gear. On departure from NZAA after gear up call from PF the PM selected flap up instead of gear up. PM verbalised gear up.

Ongoing systemic investigation by Safety Investigation Unit.

 15 Dec 2018

 Wellington


 A320


Narrative

Locks not up. Upon unloading the front of the aircraft, cargo container was positioned between locks 11/12. It was noted in documentation that the ULD should've been in position 13. No further action by CAA.



AIRLINE TRANSPORT OPERATIONS

 13 Dec 2018


 Auckland


 ATR 72

Narrative

During climb out, flap was inadvertently retracted instead of gear selected up.

Ongoing systemic investigation by Safety Investigation Unit.


 11 Dec 2018


 Auckland

 ATR 72

Narrative

At 1800 ft, crew noticed Approach checklist not complete. Cabin also not secure. Crew continued approach and completed. On discussion, due to being visual and still three minutes from touchdown, crew elected to continue approach, received cabin secure and ran the approach checklist normally by 1300, where by F30 was selected and normal landing carried out. No further action by CAA.

 19 Dec 2018


 Auckland


 A320

Narrative

Upon opening the rear aft door of the aircraft locks for position 32 and 41 were down, subsequently the ULD 46552 in position 32 would have been moving around during the flight.

Ongoing CAA work regarding ground handling responsibilities and the Operators SMS for dealing with third party service providers.


 8 Nov 2019


 En-route

 ATR 72

Narrative

Rapid speed reduction in the cruise due down draft. Flew through a strong down draft which caused a rapid speed reduction to about 10 knots below VminOps. Immediate descent requested to accelerate the aircraft to a safe speed again. Operator actions are considered satisfactory. No further action by CAA.


 3 Oct 2018

 Auckland

 Dash 8 Q 300

Narrative

Flight crew missed the approach checks due to distraction looking for an aircraft and a step descent for a visual approach at Auckland. FA noticed the aircraft was pretty low and decided to secure the cabin. The captain noticed FA completing the arrival PA and realised that the approach checklist drills weren't completed. All drills were carried out and cabin secured by 1500ft. Air was clear and smooth. Operator actions are considered satisfactory. No further action by CAA

 5 Nov 2018

 Wellington

 Dash 8 Q 300

Narrative

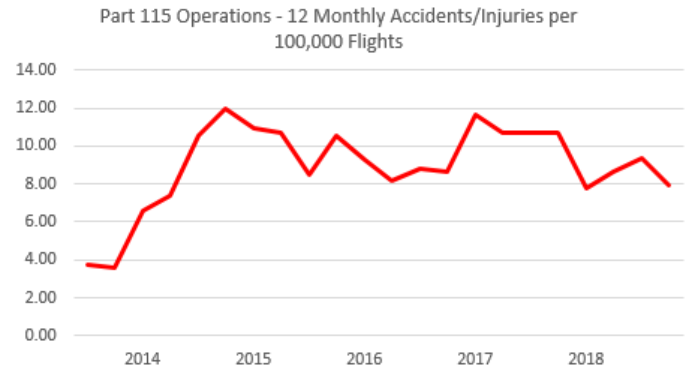
During the ILS/DME approach to runway 34 in day VMC, a GLIDESLOPE warning was generated. Approach stable by 500 ft. According to the crew they were deliberately low to lose speed after ATC request to maintain 180 knots until 5nm final. Operator actions are considered satisfactory. No further action by CAA



ADVENTURE AVIATION OPERATIONS

ACCIDENTS

There were five accidents in the adventure aviation sector in the quarter.

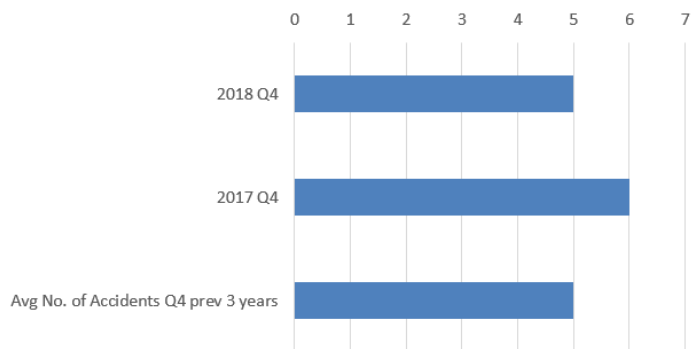


-  22 Oct 2018
-  Coronet Peak
-  Hang glider

Narrative

Failed foot launch. Insufficient take off speed. The launch conditions were not beyond normal operational standards with a light 5-8kph ESE. All pre-flight and launch procedures were carried out including full hang check in accordance with company standard operating procedures.

Accidents - Adventure Aviation Operations



-  21 Oct 2018
-  Taupo
-  Parachute

Narrative

Harder than usual landing which resulted in the tandem master dislocating and fracturing his ankle. The passenger was uninjured.

-  11 Nov 2018
-  Coronet Peak
-  Paraglider

Narrative

Pilot in-charge stumbled during the Take-off phase rolling his ankle. Passenger uninjured, but pilot suffered an ankle fracture.



ADVENTURE AVIATION OPERATIONS



10 Nov 2018



Matamata



Parachute

Narrative

Parachutist initiated a low turn near the ground, causing a hard landing and a broken left femur.



08 Dec 2018



Taupo



Parachute

Narrative

TM dislocated shoulder during flare for landing. TM taken to hospital and later discharged

SERIOUS INCIDENTS

There was one serious adventure aviation incident in the quarter.



7 Oct 2018



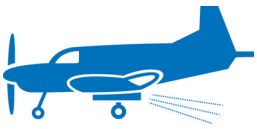
Ashburton



Parachute

Narrative

During descent the tandem passenger let go of his harness and assumed the instructed freefall position. The force of the wind caused his shoulder to dislocate. Passenger declared on the form he had no pre-existing injuries, however his wife confirmed he had previously dislocated his shoulder. Operator actions are considered satisfactory. No further action by CAA.

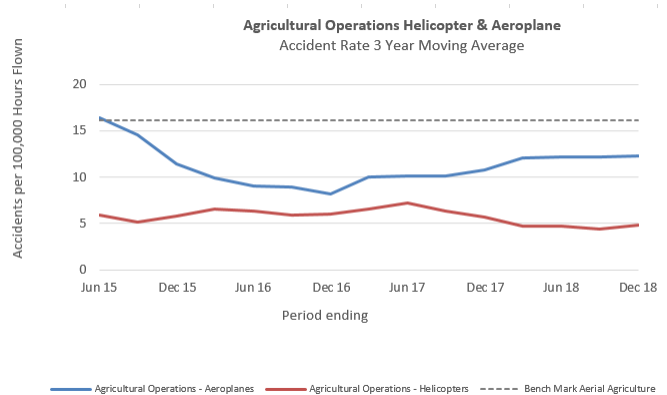


AGRICULTURAL OPERATIONS

ACCIDENTS

There were 3 agricultural aviation accidents in the quarter.

-  24 Oct 2018
-  Kaingaroa Forest
-  Aerospatiale SA 315B

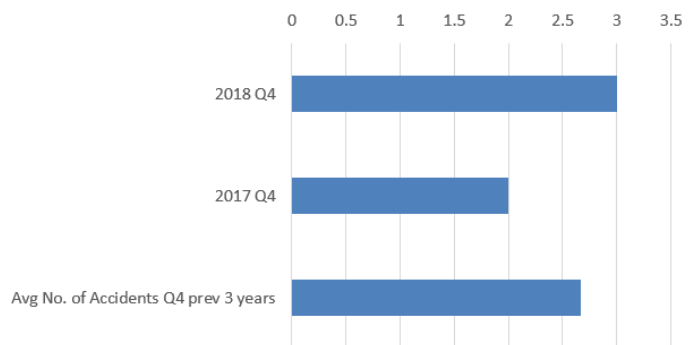




Narrative

During forest spraying operation, taking the weight while lifting with another load, at approximately 40ft there was a load bang from the engine, immediately followed by a loss of power. Used the remaining rotor energy to reduce the rate of descent but landed heavily in the upright position. Damage to aircraft, no injuries.

Only helicopter of type on New Zealand register, therefore it was considered an inefficient use of resource for CAA to fully investigate. An Operator report is anticipated.

Accidents - Agricultural Operations



-  22 Nov 2018
-  Fairlie
-  Robinson R44 II

-  6 Nov 2018
-  Dusky Forest
-  AS 350 BA

Narrative

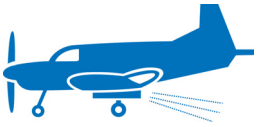
Helicopter was spraying a field and when pilot made a reversal turn to fly out the low RRPM warning horn sounded, so the pilot dumped the load and decided to make a run-on landing directly ahead. Skid dug into the ground and a/c rolled over. No injuries.

Accident causal factor was attributed to failure of the pilot to monitor the operational performance of the helicopter while conducting maneuvers. No further action by CAA.

Narrative

Forced landing accident. While on approach to conduct a spray run, the engine failed at approximately 60 feet AGL. The pilot maneuvered the aircraft to land on a nearby track during the autorotation. Upon impact the tail boom failed and one of the skids bent. Damage to helicopter, nil injuries.

Inspection of the engine found probable FOD damage. Origin of FOD is believed to be an internal rivet, but not believed to be a failure.



AGRICULTURAL OPERATIONS

SERIOUS INCIDENTS

There was one serious agricultural aviation incident in the quarter.



13 Dec 2018



Aberfeldy



Robinson R44 II

Narrative

On lifting off for another load on a forestry spray operation the pilot failed to notice that the delivery hose had not been removed from the spray tank. Just prior to the helicopter reaching the point of nosing over into forward flight the pilot was notified of the attached delivery hose by radio communications from one of the ground crew. Helicopter landed and delivery hose removed from spray tank.

This occurrence is attributable to human factors.

1. The pilot was leaving the company on that day and became distracted..
2. The Operator has reviewed processes to ensure pilot and ground crew acknowledge, aircraft clear to depart.



OTHER COMMERCIAL OPERATIONS

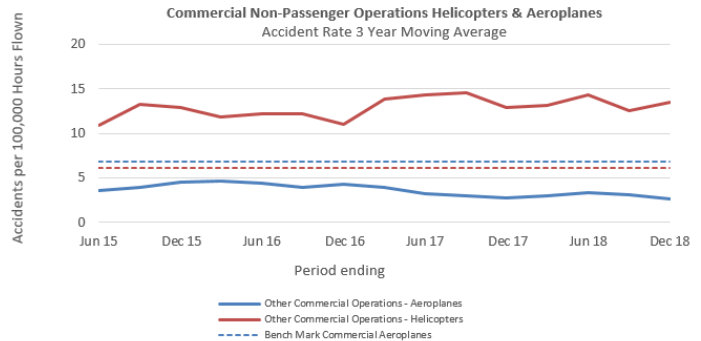
ACCIDENTS

There was one accident in the other commercial sector for the quarter.

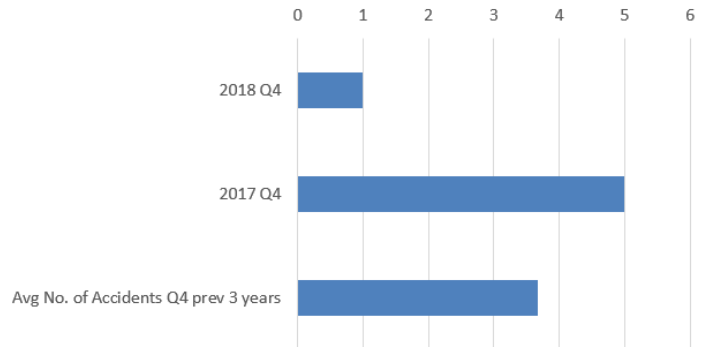
-  17 Oct 2018
-  Wanaka
-  Hughes 369D

Narrative

3 Fatalities. TAIC Investigation ongoing.



Accidents - Other Commercial Operations



SERIOUS INCIDENTS




There were nine serious incidents in the Other Commercial Operations sector

-  3 Nov 2018
-  Masterton
-  Jetstream 32

Narrative




Bird Strike. During rotation birds contacted the Right hand engine, engine shutdown in the climb. Crew continued to Wellington, PAN called made with a Local Standby request.

Aircraft incurred damage to base of propellor. Operator actions are considered satisfactory. No further action by CAA.

-  7 Dec 2018
-  Cambridge
-  Piper Cherokee Archer II

Narrative

Aircraft contacted TWR declaring Mayday due to loss of engine power and engine intermittently operating. Full emergency was initiated and aircraft landed on RWY 25 Operator actions are considered satisfactory. No further action by CAA


-  15 Nov 2018
-  Punakaiki
-  Bell Longranger III

Narrative


On take-off pilot noted the rotor wash disturbed an unseen empty fadge bag. The bag rolled across the ground, but did not lift or come near the helicopter. It appears ground crew did not secure equipment prior to the helicopters arrival. No further action by CAA.



OTHER COMMERCIAL OPERATIONS

 17 Oct 2018


 Franz Josef

 AS 350 BA

Narrative

RHS transmission cowl left open following pre-flight. Aircraft flown with cowl in open position approximately 2 minutes between company hangar and Glacier Country Heliport at Franz Josef. Pilot wished to observe oil through oil reservoir sight glass after starting aircraft. He had made a plan to close the cowl door prior to flight but was contacted by radio, became distracted and forgot about closing the cowl door before proceeding with brief ferry flight. This occurrence is fully attributable to human factors.

1. Decision to start the aircraft with the cowl open.
2. There is no oil level to view once started.
3. Oil pressure indication is available from instrument panel gauge.
4. Becoming distracted once the aircraft was started.
5. Normal routine was compromised.

 3 Oct 2018


 Pike River Track

 MD 530F

Narrative

While sling loading gravel into the track, the pilot misjudged height while descending and the bucket contacted tree limbs at slow speed. The tree limbs retarded the bucket, the strop broke before the pilot could correct the error. As the load came off the pilot lifted the helicopter into the air to avoid the strop coming through the rotors.

Assigned to Safety Investigation Unit for further investigation.

 6 Nov 2018

 Wairongomai

 MD 520N


Narrative


During a sling operation the ground crew attached the line to the hook without informing the pilot. The pilot subsequently took off and the lifting dart at the end of the line contacted a farm gate, damaging the gate.

A deviation from the "hook-up" procedure occurred due to a breakdown in communication between the pilot and ground crew.

The operator discussed the event with all staff at the safety meeting and reiterated the importance of adhering to standard operating procedures and maintaining good communication. They have also amended the procedures by introducing a hand signal for the line hook up in the event of a communications failure.

Operator actions are considered satisfactory. No further action by CAA.

 22 Nov 2018

 Franz Josef Glacier


 AS 350 B2


Narrative


Whilst lifting passengers from a heli-hike on the glacier, the guide on the ice failed to pass on loading instructions resulting in the aircraft Centre of Gravity falling outside of the envelope. The operator and Guides have a process for advising the guide when they are to board the aircraft. The guide did not adhere to this process and has been re-advised of the procedures in place. No further action by CAA.



OTHER COMMERCIAL OPERATIONS


 11 Nov 2018


 Hamilton


 Cessna 172S

Narrative

Aircraft was approximately 300ft when they were informed the tower that they were going to land back on runway 36R due engine issues. Aircraft landed safely back on runway 36R The engine was inspected and numerous full power runs were carried out trying to recreate the power loss issue. Unable to reproduce the fault during the ground runs. The engine has now been removed from the aircraft for overhaul. Operator actions are considered satisfactory. No further action by CAA.

 25 Dec 2018


 Whenuapai

 BK117


Narrative

During cruise, No 1 engine chip light illuminated. Chip burn function selected twice but did not clear indication. Engine shut down, and a/c landed at WP. On inspection and ground run nothing found, a/c RTS by LAME.

Operator actions are considered satisfactory. No further action by CAA.

 21 Oct 2018

 Mechanic's Bay

 Not identified

Narrative

Flight departed Mechanics Bay to Moerewa with a Mustang jacket hanging on the step of the skids. The jacket remained there throughout the flight.

This occurrence was referred to the Managers of HAU and HSE at CAA for consideration.



PRIVATE OPERATIONS

ACCIDENTS

There were sixteen accidents in the quarter in the Private Operations sector.

17 Dec 2018

Raglan

RV-4

Narrative

During approach to land at NZRG, the aircraft was observed by witnesses to turn and then descend at a high rate from a low altitude. The aircraft struck the mud flats in the harbour resulting in fatal injuries to both persons on board.

Ongoing investigation. Active failure is considered to be an aerodynamic stall on low altitude which was unrecoverable. No mechanical systems are considered to have contributed.

7 Nov 2018

Drury

Puchatek Glider

Narrative

While rolling to a stop after landing, glider struck a stationary unmanned ground towing vehicle. Impact damage sustained to surface of port wing, lower airbrake cap and steel tube assembly.

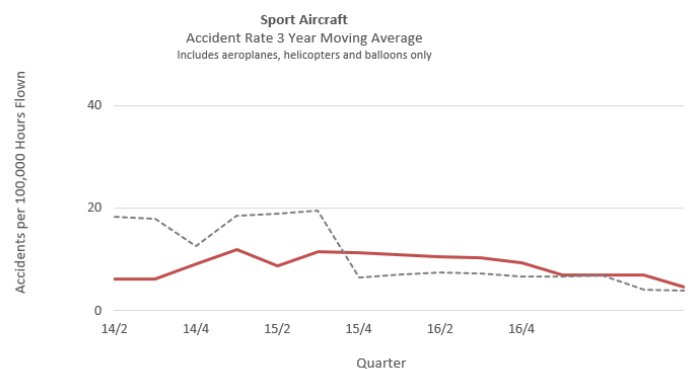
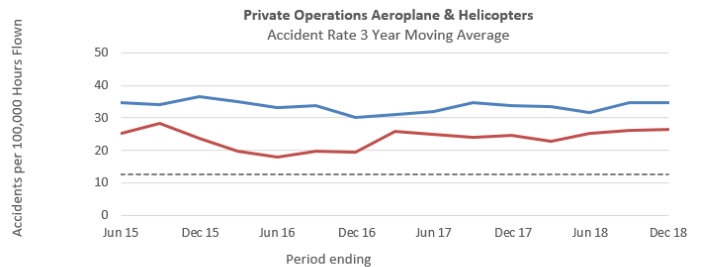
26 Oct 2018

Parawera

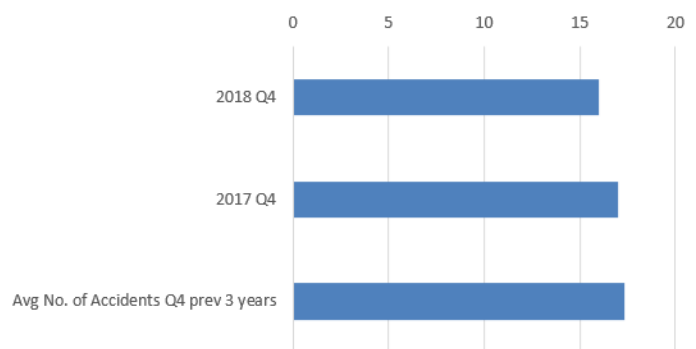
A-22LS Foxbat

Narrative

Minor take-off accident. Shortly after airborne from a sloping grass airstrip, engine failed, landed back on to the strip, brakes applied but over ran the end of the airstrip collapsing nose wheel with both wings impacting the ground.



Accidents - Private Operations



20 Dec 2018

Awaroa

Savannah S

Narrative

Take-off accident. During take-off the aircraft drifted hard to the left which could not be controlled. The aircraft stalled, turned through 180 degrees. Damage to both wingtips and undercarriage, no injuries.



PRIVATE OPERATIONS



23 Dec 2018



Matamata



Single Seat Dominator

Narrative

Microlight accident on T/O, minor injuries to pilot



31 Dec 2018



Tauranga



Storch

Narrative

Engine power failure in the cruise, landed hard in field, damage to a/c.



21 Oct 2018



Okuru river



MX-7-180A

Narrative

Minor landing accident. On landing at an Okuru River airstrip, sink was encountered on short final, power applied but the aircraft touched down in shallow water just prior to the intended touchdown point. The aircraft nosed over resulting in a prop strike



4 Oct 2018



Lake Haupiri



Cessna P210N

Narrative

Gear up landing, damage to prop and undercarriage. No injuries.



1 Dec 2018



Double Hill farm



Cessna Hawk XP

Narrative

Minor landing accident on private airstrip. During the landing roll the nose wheel entered a soft depression causing the aircraft to nose over. No injuries.



26 Nov 2018



Drury



PW-5 Smyk

Narrative

During final approach the air brakes were opened and the rubber cover came off in the pilots hand. This caused a startle effect resulting in an inadvertent side slip and hard landing



13 Oct 2018



Taumaranui




Tiger Moth


Narrative


While landing, the right wing dropped due to suspected wind gust. Right wing contacted the RWY surface and the a/c turned over. Damage sustained to upper right wing, prop and rudder.



PRIVATE OPERATIONS


 27 Dec 2018


 Not recorded


 Hang glider

Narrative

Pilot approached over long grass and top of the grass grabbed the base bar due to being too close. Pilot pulled the bar in and nose of glider hit the ground. Nil injuries, glider damaged

 26 Oct 2018

 Matamata


 Parachute

Narrative

Sport parachutist experienced a RH shoulder dislocation during deployment on a hop and pop jump. Landed safely without further injury, was taken to hospital to reset shoulder.


 7 Dec 2018


 Mt Manganui


 Hang glider

Narrative

Fatal Paraglider accident.

 13 Oct 2018

 Mt Isthmus

 Hang glider


Narrative

While running down the tussock covered slope during the take-off, the pilot most likely lost his footing or tripped. This resulted in the speed wing collapsing and the pilot falling approximately 150 metres down the steep terrain. Although he was wearing a helmet, the pilot sustained fatal head injuries.


The pilot was not a member of any hang gliding or paragliding club, and was therefore flying in non-compliance with Civil Aviation rules.

The pilot had also not undertaken any formal instruction with regards to flying a speed wing.

It is considered that further in-depth CAA safety investigation will not provide any significant safety benefit. The current Civil Aviation Rules, coupled with the NZHGPA requirements for speed wing flying are considered suitable for the activity.

 22 Oct 2018

 Kaikoura

 Jabiru J230 UL

Narrative

Pilot elected to land on the beach north of Kaikoura aerodrome due to low cloud in the vicinity of the aerodrome. On landing the right wheel caught in sand, and the a/c ground looped and the prop struck the ground. No injuries.



RPAS REPORTS

134 occurrence reports involving RPAS were received in the fourth quarter of 2018, 13 more than in the fourth quarter of 2017.

The largest share of reports, 38%, have involved complaints from members of the public about drones operating over and around them and/or their property.

Here we present the thirteen most significant incidents. There were 3 Accidents resulted in damage or destruction of the RPAS

There were 10 reports (8%) of drones operating in proximity to airborne aircraft. These reports came from Airways or aircraft operators

RPAS ACCIDENTS

4 Nov 2018

Auckland

RPAS

Narrative

RPAS crashed into Ports of Auckland due to strong wind. Operator was flying without permission within 4km of NZMB.

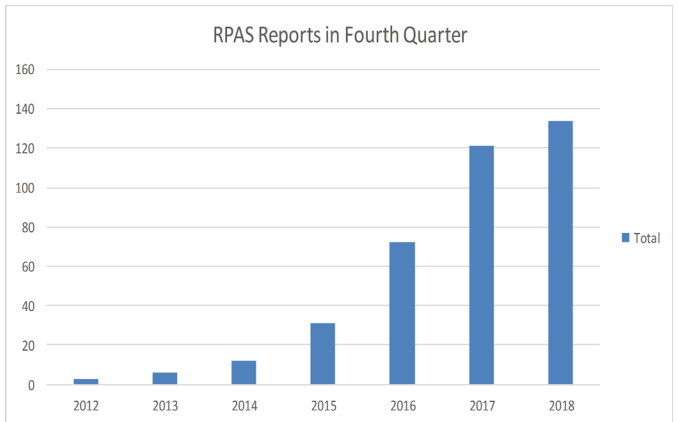
25 Oct 2018

Ngawha Prison, Northland

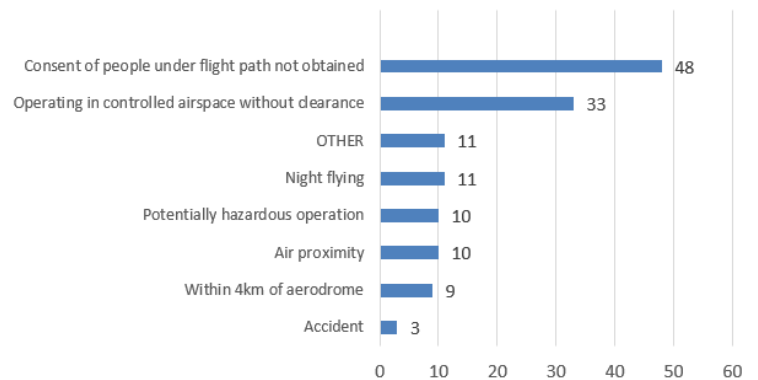
RPAS

Narrative

Loss of connection to RPAS, pilot found RPAS in long grass moderately damaged and unserviceable. Battery had separated from the airframe and was found nearby



Fourth Qtr RPAS Reports by most relevant Part 101 Rule



30 Dec 2018

Lake Gunn, Southland

RPAS


Narrative


RPAS was being operated at low level in a rest area adjacent to State Highway 94 when it was hit by an approaching bus. RPAS was destroyed.



RPAS REPORTS

AIR PROXIMITY INCIDENTS


 1 Oct 2018


 Torrent Bay, Nelson

 RPAS

Narrative

While practicing turns, pilot observed a large white drone operating over the coastline abeam their left wing. Aircraft turned to the right, and the drone descended


 21 Oct 2018

 Takapuna, Auckland

 RPAS

Narrative

Shortly after departure, a helicopter had a near miss with an RPAS. Helicopter pilot advised other traffic in the area


 2 Nov 2018

 Hagley Park, Christchurch

 RPAS

Narrative

Helicopter reported RPAS crossing over the top of the aircraft during short final at Hagley Park Helipad. RPAS then tracked toward netball courts.


 11 Nov 2018


 Wellington

 RPAS

Narrative

White four bladed drone seen on final approach WN 16 at 2nm 600ft approximately 100ft below the right hand wing. The sighting was reported to WN ground frequency 121.9 Subsequent delays, landing aircraft on 34 takeoff aircraft on 16.

 27 Nov 2018

 Lake Wombat, West Coast

 RPAS

Helicopter pilot advised of their observation of an RPAS flying at 500 feet above Lake Wombat. Helicopter operations ceased for an hour

 6 Dec 2018

 Queenstown


 RPAS


Narrative

Airline flight reported a near miss with a drone on a 3-4 mile final approach RWY 23 into QN at 3000 feet. The drone passed in front of the aircraft left to right and was white in colour. The aircraft landed safely.



RPAS REPORTS


 6 Oct 2018


 Auckland

 RPAS

Narrative

On departure airline flight reported passing a drone at 1200 ft. ATC closed airspace and advised police. Airspace later re-opened

 31 Dec 2018

 Auckland

 RPAS

Narrative

AS 355 Near miss with UAV over Auckland city. Pilot saw UAV in his 1 o'clock position at 5 to 10 meters and took immediate evasive action. UAV was not able to be located. Police Investigation opened.


 8 Dec 2018


 Queenstown

 RPAS

Narrative

Probable drone sighting on approach to Queenstown, runway 23. Descending past Morven Hill, sighted drone below vertical path by 100-200 feet. Approximately 200 metres laterally from aircraft. It appeared stationary, and pilot didn't feel they were in immediate danger from its position. Reported sighting to QN tower.

 31 Dec 2018

 Auckland

 RPAS

Narrative

Multiple aircraft reported near misses with at least 3 RPAS during New Years Eve celebrations. Police eagle helicopter made an emergency landing due to a near miss.



QUARTERLY STATISTICS

Quarter	2016/1	2016/2	2016/3	2016/4	2017/1	2017/2
Social Cost \$ million¹	8.35	9.52	3.91	29.86	15.49	30.14
Number of Fatal Accidents²	1	2	0	3	2	5
Number of Fatal Injuries²	1	2	0	5	2	6
Number of Serious + Minor Injuries²	18	5	7	14	20	12
Number of Aircraft Accidents²						
Large Aeroplanes	1	0	1	0	0	1
Medium Aeroplanes	0	0	0	0	0	0
Small Aeroplanes	8	2	2	6	6	0
Agricultural Aeroplanes	0	1	1	2	4	0
Helicopters	3	4	2	3	10	2
Sport Aircraft	7	6	5	4	8	8
Unknown Aircraft	0	0	1	0	0	2
Hang Gliders	11	2	2	4	4	4
Parachutes	3	0	0	7	7	2
Number of Incidents³	1,428	1,612	1,635	1,675	1,879	1,815
Number of Aviation Related Concerns⁴	260	202	229	235	253	278
Number of Hours Flown⁵	243,864	203,167	211,276	237,542	243,721	216,424
Number of Air Transport Flights⁵	114,691	86,611	87,395	106,986	99,330	82,766
Number of Aircraft Movements⁶	237,499	213,927	221,092	231,713	233,701	222,907
Number of Aircraft on the Register⁷	4,700	4,657	4,687	4,723	4,734	4,704
Number of Part 119 Certificated Operators						
Air Operator – Large Aeroplanes	8	8	8	7	6	6
Air Operator – Medium Aeroplanes	15	15	15	15	13	13
Air Operator – Helicopters and Small Aeroplanes	161	162	163	164	166	166
Number of Part 137 Agricultural Aircraft Operators	102	103	103	102	102	102
Number of Part 115 Adventure Aviation Operators	28	28	28	29	31	29
Number of Part 102 Unmanned Aircraft Operators	31	45	54	76	86	89
Number of Part 141 Training Organisations	54	53	51	52	53	52
Number of Part 149 Recreation Organisations	8	8	8	8	8	8
Number of Licences (Type of Medical Certificate)⁸						
Recreational Pilot Licence (RPL Medical)	401	439	456	453	446	442
Private Pilot Licence (Class 1 & 2)	2,492	2,462	2,418	2,385	2,402	2,358
Commercial Pilot Licence (Class 2 only)	2,248	2,281	2,240	2,192	2,094	2,108
Commercial Pilot Licence (Class 1)	2,073	2,051	2,045	2,030	2,085	2,032
Airline Transport Pilot Licence (Class 2 only)	1,019	1,002	1,016	1,006	990	996
Airline Transport Pilot Licence (Class 1)	1,221	1,268	1,249	1,248	1,252	1,261
Air Traffic Controller Licence (Class 3)	380	381	373	366	360	364
Aircraft Maintenance Engineer Licence (N/A)	2,789	2,800	2,817	2,830	2,842	2,852



QUARTERLY STATISTICS

Quarter	2017/3	2017/4	2018/1	2018/2	2018/3	2018/4
Social Cost \$ million¹	1.02	20.46	18.23	9.31	11.08	11.08
Number of Fatal Accidents²	0	3	3	2	2	4
Number of Fatal Injuries²	0	4	3	2	2	7
Number of Serious + Minor Injuries²	7	15	23	7	9	8
Number of Aircraft Accidents²						
Large Aeroplanes	0	0	0	0	0	0
Medium Aeroplanes	0	0	0	1	0	0
Small Aeroplanes	4	4	7	4	4	4
Agricultural Aeroplanes	0	2	1	1	0	0
Helicopters	1	2	4	3	2	4
Sport Aircraft	3	11	7	3	8	8
Unknown Aircraft	0	1	0	0	1	0
Hang Gliders	3	6	7	1	3	5
Parachutes	1	4	2	1	3	4
Number of Incidents³	1,730	1,755	2,096	2,042	1,630	1,788
Number of Aviation Related Concerns⁴	231	322	371	323	324	324
Number of Hours Flown⁵	265,225	329,716	243,864	203,167	263,754	237,542
Number of Air Transport Flights⁵	89,074	114,244	83,245	82,766	89,074	114,244
Number of Aircraft Movements⁶	221,296	249,554	244,396	234,833	242,644	262,718
Number of Aircraft on the Register⁷	4,751	4,779	4,773	4,770	4,789	4,825
Number of Part 119 Certificated Operators						
Air Operator – Large Aeroplanes	6	6	6	13	6	5
Air Operator – Medium Aeroplanes	13	13	13	12	12	11
Air Operator – Helicopters and Small Aeroplanes	165	167	166	167	165	163
Number of Part 137 Agricultural Aircraft Operators	103	105	104	104	105	106
Number of Part 115 Adventure Aviation Operators	29	29	27	27	27	27
Number of Part 102 Unmanned Aircraft Operators	94	105	105	105	110	100
Number of Part 141 Training Organisations	52	50	51	51	48	48
Number of Part 149 Recreation Organisations	8	8	8	8	8	8
Number of Licences (Type of Medical Certificate)⁸						
Recreational Pilot Licence (RPL Medical)	440	456	426	363	342	348
Private Pilot Licence (Class 1 & 2)	2,348	2,367	2,402	2,408	2,418	2,406
Commercial Pilot Licence (Class 2 only)	1,992	1,927	1,864	1,863	1,824	1,799
Commercial Pilot Licence (Class 1)	2,096	2,100	2,129	2,143	2,189	2,203
Airline Transport Pilot Licence (Class 2 only)	1,031	1,064	1,077	1,057	1,034	1,122
Airline Transport Pilot Licence (Class 1)	1,232	1,201	1,206	1,228	1,166	1,217
Air Traffic Controller Licence (Class 3)	371	364	357	361	361	365
Aircraft Maintenance Engineer Licence (N/A)	2,867	2,882	2,891	2,898	2,914	2,918