



Aviation Safety Summary

April – June 2020



CIVIL AVIATION AUTHORITY
OF NEW ZEALAND

Te Mana Rererangi Tūmatanui o Aotearoa

Introduction

Welcome to the Aviation Safety Summary Report for the autumn quarter of 2020, covering the period 1 April to 30 June. This report provides a summary of aviation safety in the period and an overview of the long-term safety performance within each aviation sector. The report examines performance in each of the four principal sectors that the Civil Aviation Authority uses to characterise flying activity.

- Commercial Passenger (Air Transport & Part 115 operations)
- Commercial non-passenger operations
- Agricultural aviation operations, and;
- Private and recreational operations.

The long-term safety performance trends are included to provide context to the recent accidents. The number of accidents over the short term is highly variable and the CAA uses the long-term performance of a sector as guide to monitor safety performance. Two out of the five accidents in this quarter resulted in fatalities. The safety trend plots incorporate a three-year moving average to counter the effect of variability in any given quarter.

A defining feature of this quarter was the cessation or significant reduction of operations by many aircraft owners due to the Covid-19 pandemic response, which saw non-essential workers in lockdown for a period of weeks and the closing of the New Zealand border to international visitors.

Safe Flying,

Joe Dewar

Manager Intelligence

Accident Summary by sector

Sector	Year	Qtr	Accidents	Fatalities	Injuries
Commercial Passenger Transport	2020	2	–	–	–
	2019	2	8	–	5
Commercial Non-Passenger	2020	2	–	–	–
	2019	2	4	2	–
Agricultural Aviation	2020	2	2	1	–
	2019	2	3	–	1
Private	2020	2	3	2	–
	2019	2	6	–	–

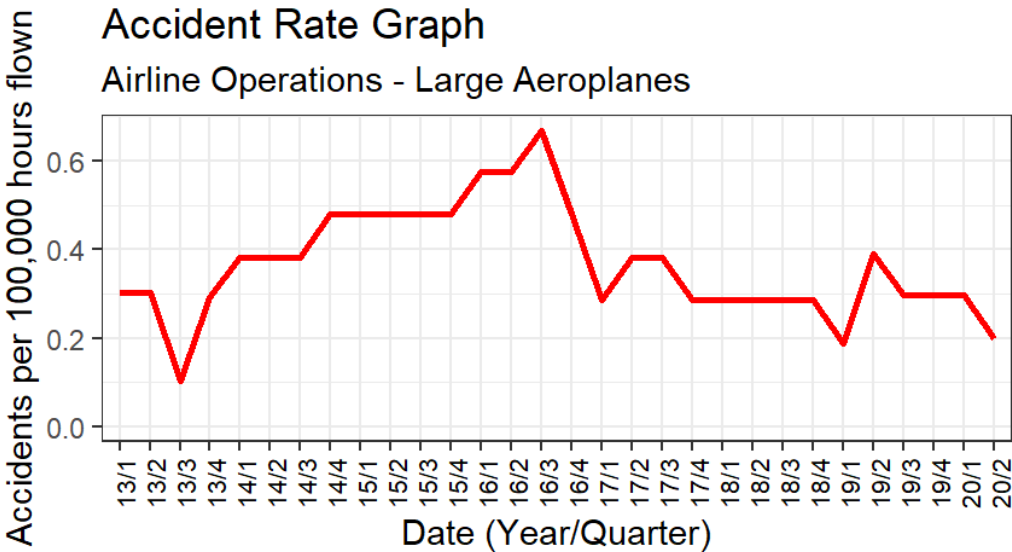
Table 1: Accidents in quarter 2 by sector, 2019 and 2020.

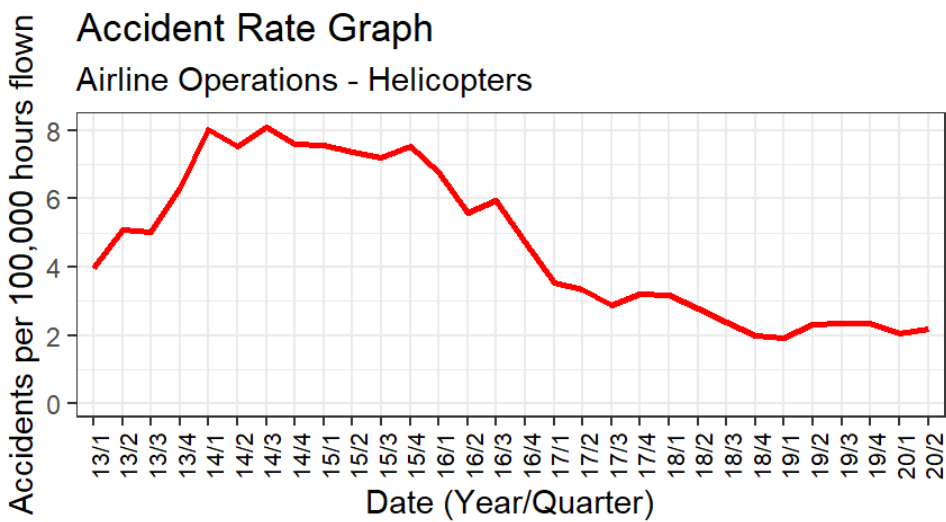
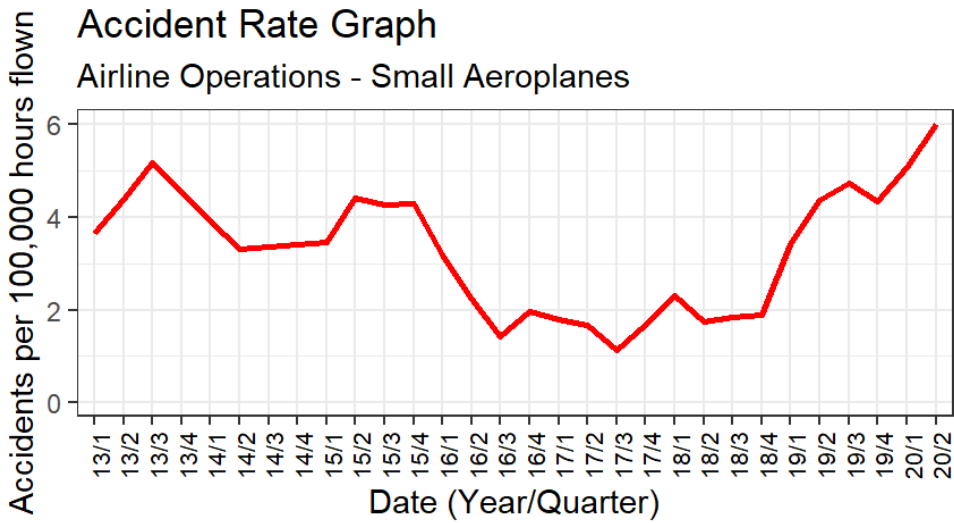
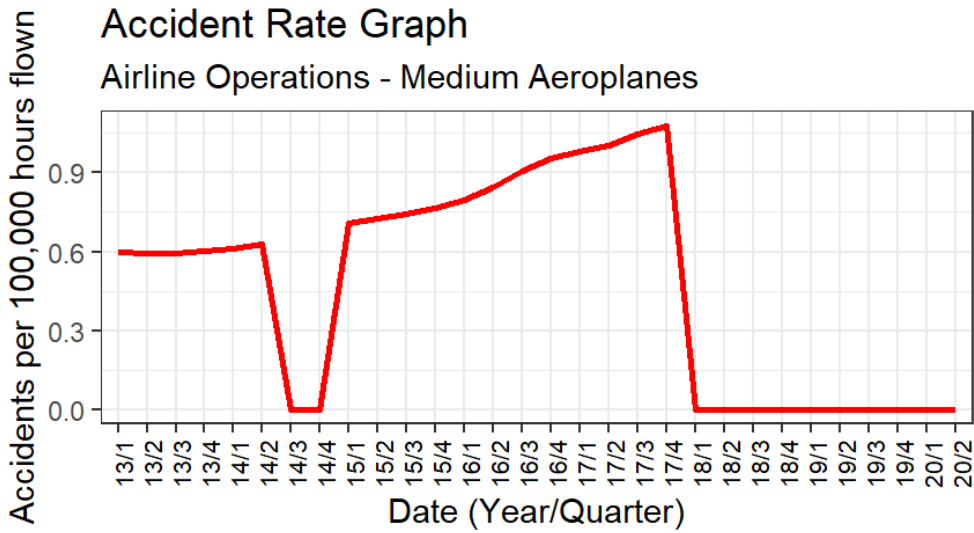
There were 5 accidents in this quarter, a considerable reduction compared with the 21 accidents in the same quarter of 2019.

- In the commercial passenger transport sector (including adventure aviation operations) there were no accidents.
- In the commercial non-passenger sector, there were no accidents.
- In the agricultural aviation sector there were two accidents, one of which was fatal.
- In the private and recreational sector there were three accidents, one of which was fatal.

Airport Transport Sector

Accident rates





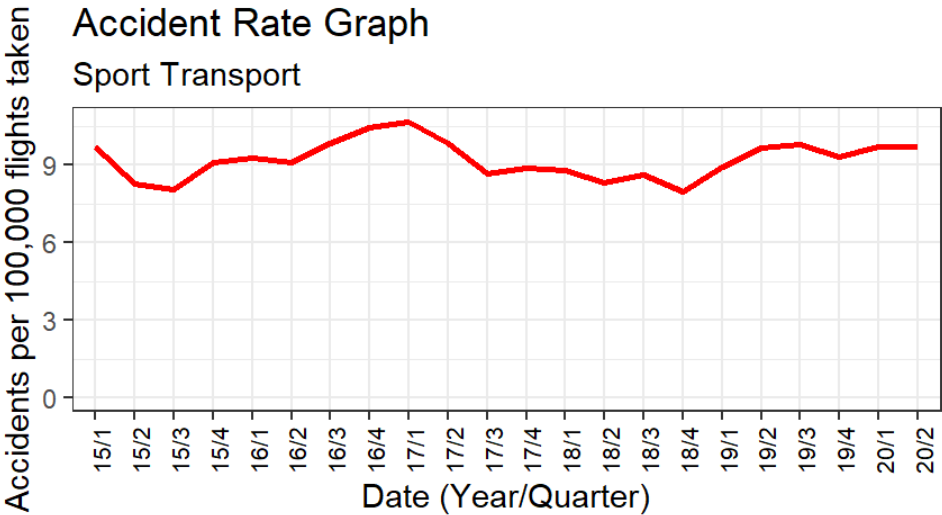
The accident rates of large and medium aeroplanes and helicopters conducting passenger carrying operations have all improved since 2015. The rate for small aeroplane passenger operations has recently increased.

Accidents this quarter

There were no accidents in the reporting period.

Adventure Aviation

Accident rate



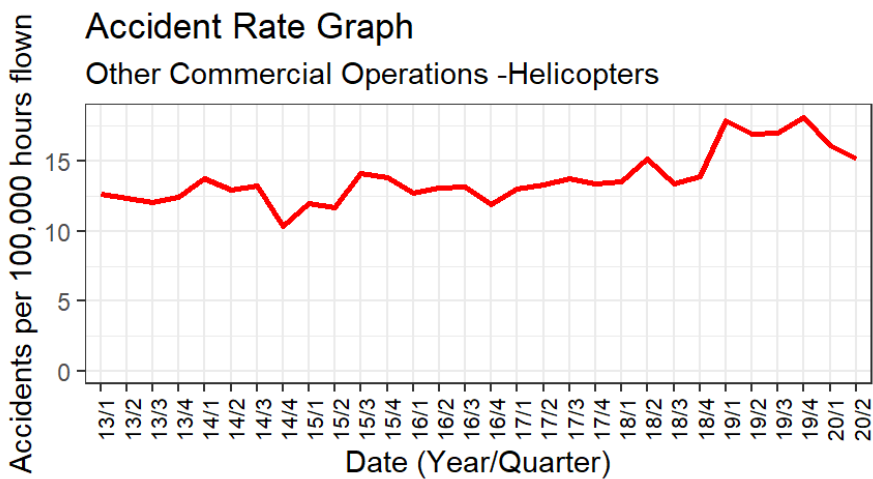
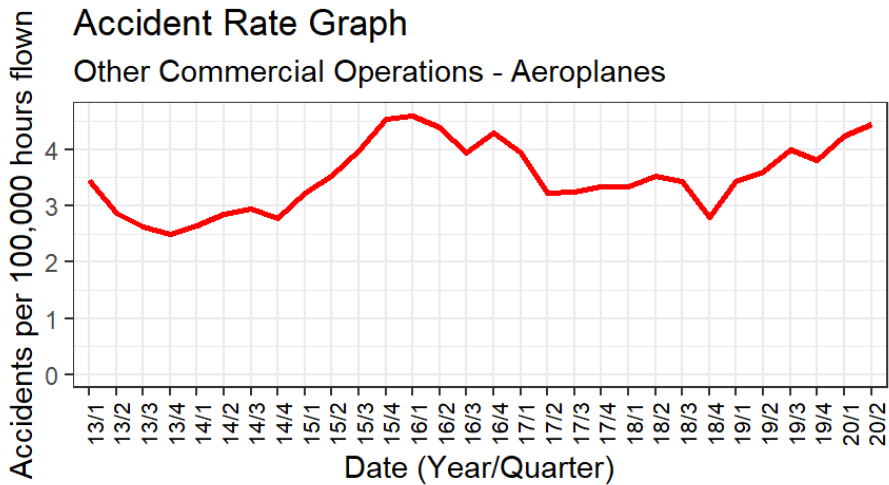
We record the adventure aviation accident rate as the number of accidents per 100,000 flights, rather than hours of activity. This is because typical adventure flights are of short duration and the greatest risks are encountered at each end of the flight (as in landings for parachutists, or a take off by a paraglider or hang glider from a hilltop). Over the last five years, the trend in Adventure Aviation has varied between 8 and 10.5 accidents per 100,000 flights.

Accidents this quarter

There were no accidents in the reporting period.

Commercial non-passenger operations

Accident rates



The accident rate for Commercial Non-Passenger aeroplanes operations has increased since the end of 2018, while the rate for helicopter operations in the same sector has begun to decrease over the last two quarters.

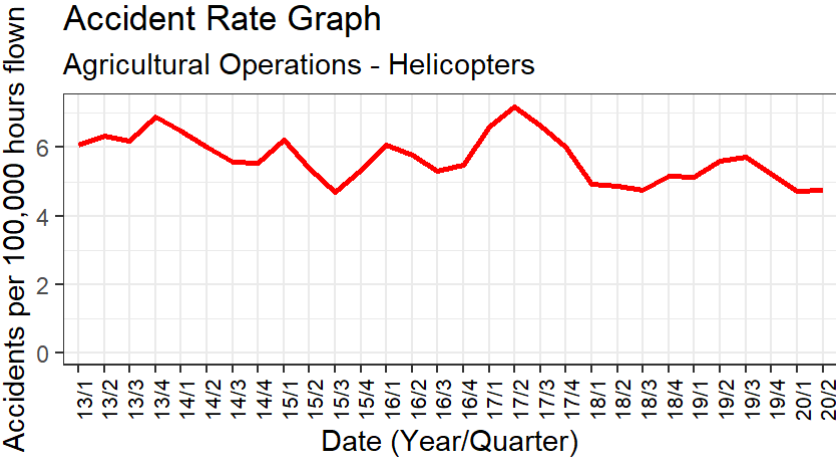
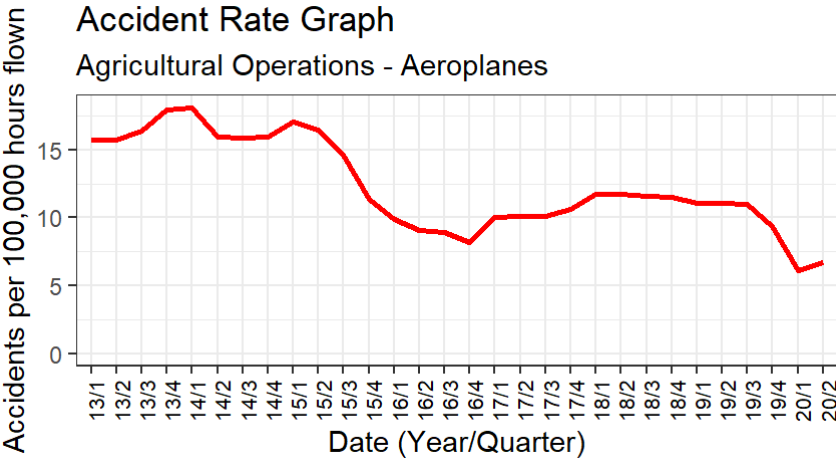
This sector comprises a wide range of activity from training at flights schools to aerial surveying and helicopter external load work.

Accidents this quarter rate

There were no accidents in the reporting period.

Agricultural Aviation Operations

Accident rate



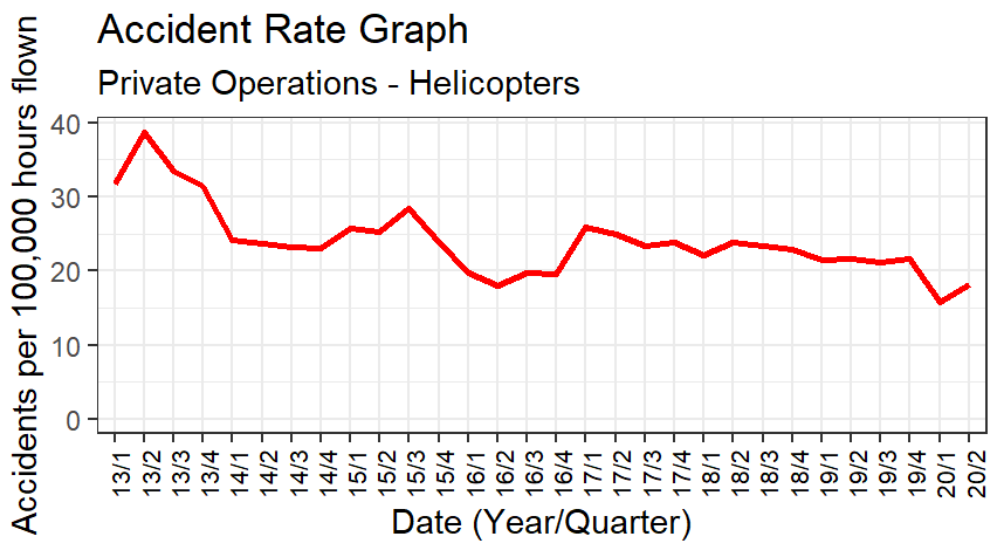
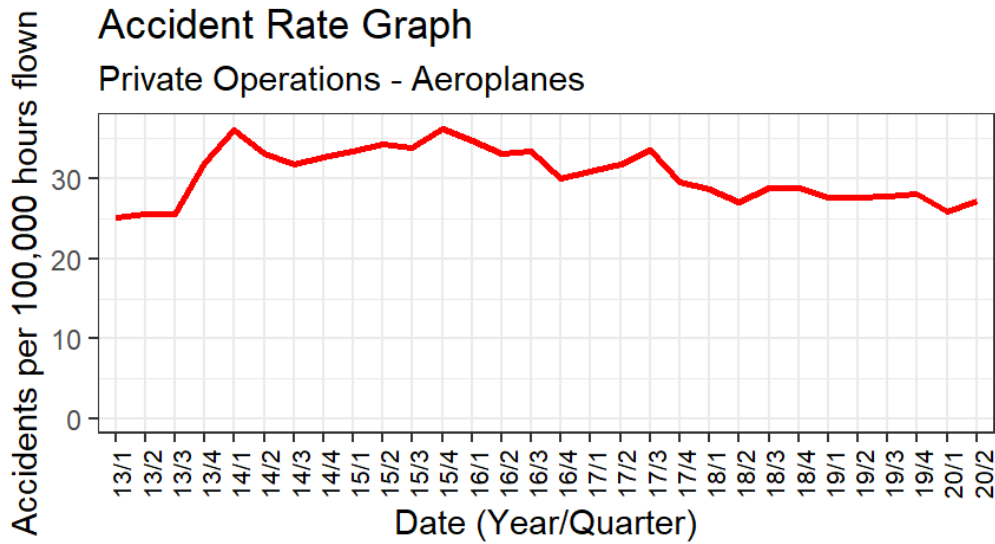
The accident rates for both fixed wing and helicopter agricultural operations have been trending downward over the period shown in the graph.

Accidents this quarter

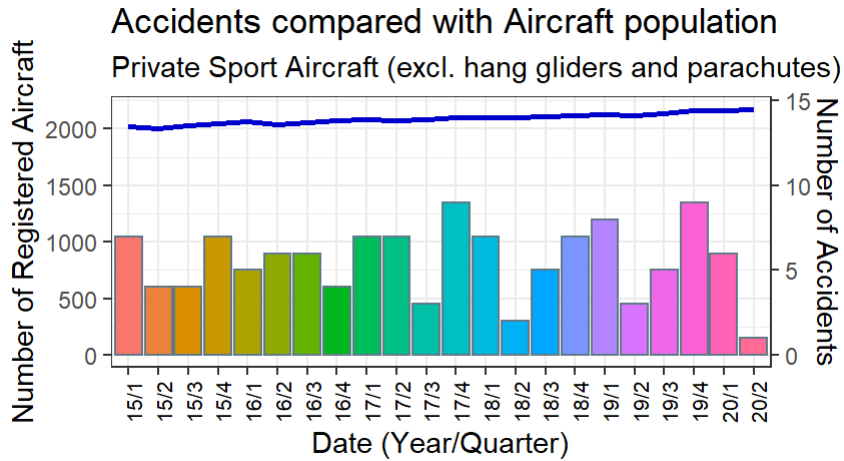
<i>Ref</i>	<i>Location</i>	<i>Aircraft Model</i>	<i>Fatalities</i>	<i>Injuries</i>	<i>Description</i>
20/2375	Near Carterton	Cresco 08-600	1	0	<p>A Pacific Aerospace Cresco 08-600 aircraft was on a topdressing operation when it impacted the ground after failing to become airborne on takeoff. The accident occurred about 20km South-East of Carterton, Wairarapa. The pilot, the sole person on-board, was fatally injured.</p> <p>CAA RESPONSE: The Transport Accident Investigation Commission are investigating the accident, REF AO-2020-001.</p>
20/2483	Upper Moutere	Hughes 369D	0	0	<p>During wilding pine clearing operation, the main rotor blades came into contact with terrain. Following the main rotor strike, the pilot was able to safely land the helicopter.</p> <p>CAA RESPONSE: Investigation underway.</p>

Private and Recreational Operations

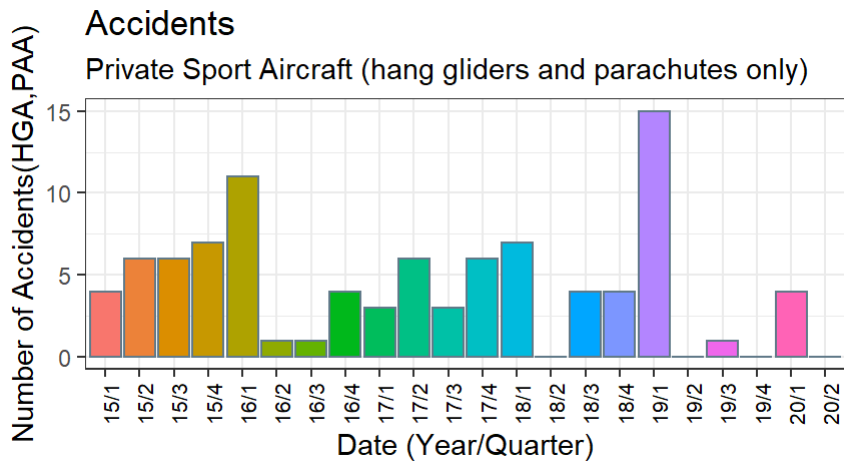
Accident rates



In private and recreational operations, accident rates for both helicopters and aeroplanes have gradually declined over the last few years. Three year moving average rates are shown.



The chart above shows the number of accidents on in relation to the number of registered sport aircraft. Because the CAA does not collect data on the amount of activity undertaken each quarter by private sport aircraft, accident rates cannot be calculated. On the whole we observe a decrease in the number of accidents whilst the number of registered private sport aircraft increases.



This chart shows the number of accidents per quarter by private sport hang gliders, para gliders and parachutes. There were no accidents in the reporting period.

Accidents this quarter

<i>Ref</i>	<i>Location</i>	<i>Aircraft Model</i>	<i>Fatalities</i>	<i>Injuries</i>	<i>Description</i>
20/3224	Feilding Aerodrome	Piper PA-28-181	0	0	<p>Minor taxiing accident. The left wing tip contacted the rear of a parked van with enough force to cause the aircraft to violently swing left.</p> <p>The fibreglass wing tip had disintegrated, and the wing was pulled away from the fuselage. There were no injuries.</p> <p>CAA RESPONSE: No immediate action</p>
20/3208	Lindis Pass	Robinson R22 Beta	0	0	<p>A lifting strop was left on the helicopter's tail boom and struck the tail rotor in flight.</p> <p>The helicopter sustained substantial damage from subsequent impact with ground. There were no injuries.</p> <p>Crew had not completed pre-flight walk-around after landing for a break.</p> <p>CAA RESPONSE: A safety investigation was completed, and the pilot was counselled.</p>
20/2748	Mount Tauhara	Schleicher ASK 21	2	0	<p>A Schleicher ASK 21 glider was reportedly carrying out a trial flight when it impacted terrain on the eastern slopes of Mount Tauhara some 6 km East of Taupo on 31 May 2020. The two persons on board were fatally injured.</p> <p>CAA RESPONSE: The Transport Accident Investigation Commission are investigating the accident, Ref AO-2020-002.</p>