

Aviation Industry Safety Update

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Introduction

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

Data in tables may not sum exactly to the total shown due to rounding.

Occurrence Statistics

The “Twelve Month Moving Average” graphs in the Occurrence Statistics sections give an indication of the levels of safety failure in New Zealand aviation during the period 1 October 2003 to 30 September 2006. They are constructed from data in the Civil Aviation Authority Management Information System, and use actual data reported to the CAA.

Industry Activity Statistics

Registered Aircraft

The following table summarises the number of aircraft on the register by aircraft statistics category at 30 September 2006 and 6 months prior:

Aircraft Statistics Category	31 Mar 2006		30 Sep 2006		Change	
	Number	Percentage	Number	Percentage	Number	Percentage
Aeroplanes that must be operated under Part 121	126	3.2	119	3.0	- 7	- 5.6
Aeroplanes that must be operated under at least Part 125	83	2.1	81	2.0	- 2	- 2.4
Other Aeroplanes with Standard Airworthiness Certificate	1,411	35.4	1,411	35.3	0	0
Aeroplanes used for agricultural operations	128	3.2	127	3.2	- 1	- 0.8
Helicopters with Standard Category Airworthiness Certificate	643	16.1	648	16.2	+ 5	+ 0.8
Sport Aircraft	1,600	40.1	1,609	40.3	+ 9	+ 0.6
Total	3,991		3,995		+ 4	+ 0.1

Licences

The following table summarises the number of private pilot, commercial pilot, airline transport pilot, air traffic controller, and aircraft maintenance engineer licences on the register at 30 September 2006 and 6 months prior:

Licence Type	Medical Certificate	31 Mar	30 Sep	Change	
		2006	2006	Number	Percentage
Private Pilot	Class 1 & 2	3,643	3,616	- 27	- 0.7
Commercial Pilot	Class 2 only	1,572	1,537	- 35	- 2.2
Commercial Pilot	Class 1	2,017	2,108	+ 91	+ 4.5
Airline Transport Pilot	Class 2 only	623	780	+ 157	+ 25.2
Airline Transport Pilot	Class 1	1,180	1,030	- 150	- 12.7
Air Traffic Controller	Class 3	306	308	+ 2	+ 0.7
Aircraft Maintenance Engineer	N/A	2,090	2,135	+ 45	+ 2.2
Total Licences		11,431	11,514	+ 83	+ 0.7

Note — the statistics above for pilot licences count only those with active class 1 or active class 2 medical certificates. 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). The statistics above for Air Traffic Controller Licences count only those with an active class 3 medical certificate.

The statistics above do not show the number of licence holders as each client may hold more than one licence [e.g. PPL (helicopter) and PPL (aeroplane), or PPL (Helicopter) and CPL (Balloon), held by one client counts as two licences].

Certificated Operators

The following tables show the number of Civil Aviation Rule Part certificate holders at 30 September 2006 and 6 months prior.

Rule Part	31 Mar	30 Sep	Change	
	2006	2006	Number	Percentage
Part 119 Air Operator	167	173	+ 6	+ 3.6
Part 119 Air Operator – Pacific	2	3	+ 1	+ 50.0
Part 129 Foreign Air Operator	35	40	+ 5	+ 14.3
Part 137 Agricultural Aircraft Operator	118	117	- 1	- 0.8
Part 139 Aerodromes	25	25	0	0.0
Part 140 Aviation Security Services	1	1	0	0.0
Part 141 Aviation Training Organisation	49	48	- 1	- 2.0
Part 145 Aircraft Maintenance Organisation	52	54	+ 2	+ 3.8
Part 146 Aircraft Design Organisation	12	12	0	0.0
Part 148 Aircraft Manufacturing Organisation	21	22	+ 1	+ 4.8
Part 149 Recreation Organisation	6	7	+ 1	+ 16.7
Part 171 Aeronautical Telecommunication Service Organisation	3	3	0	0.0
Part 172 Air Traffic Service	1	1	0	0.0
Part 174 Meteorological Service Organisation	2	2	0	0.0
Part 175 Aeronautical Information Service Organisation	2	2	0	0.0
Part 19 Supply Organisation Certificate of Approval	54	57	+ 3	+ 5.6
Part 92 Dangerous Goods Packaging Approval	36	36	0	0.0

Note: The figures show the total number of approvals held by organisations with Part 92 certificates.

Part 119 Air Operator	31 Mar	30 Sep	Change	
	2006	2006	Number	Percentage
Part 108 Security Programme	19	19	0	0.0
Part 121 Large Aeroplanes	12	11	- 1	- 8.3
Part 125 Medium Aeroplanes	12	13	+ 1	+ 8.3
Part 135 Helicopters and Small Aeroplanes	154	160	+ 6	+ 3.9

Part 119 Air Operator – Pacific	31 Mar	30 Sep	Change	
	2006	2006	Number	Percentage
Part 108 Security Programme	2	3	+ 1	+ 50.0
Part 121 Large Aeroplanes	2	2	0	0.0
Part 125 Medium Aeroplanes	2	3	+ 1	+ 50.0
Part 135 Helicopters and Small Aeroplanes	2	2	0	0.0

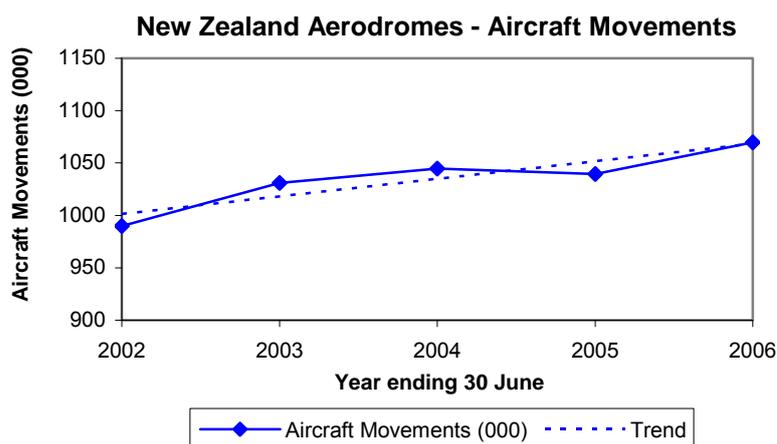
Part 129 Foreign Air Operator	31 Mar	30 Sep	Change	
	2006	2006	Number	Percentage
Part 108 Security Programme	26	31	+ 5	+ 19.2

Aircraft Movements

The following graph and table show the number of aircraft movements at the following aerodromes: Auckland, Christchurch, Dunedin, Gisborne, Hamilton, Invercargill, Milford Sound, Napier, Nelson, New Plymouth, Ohakea, Palmerston North, Queenstown, Rotorua, Taupo, Tauranga, Wellington, Whenuapai and Woodbourne.

Long-Term Change in Aircraft Movements

The following graph shows the number of aircraft movements for the five-year period 1 July 2001 to 30 June 2006.



The number of aircraft movements increased at an average of 2.0% each year to 1,069,505 in the year ended 30 June 2006.

Six-Monthly Comparison

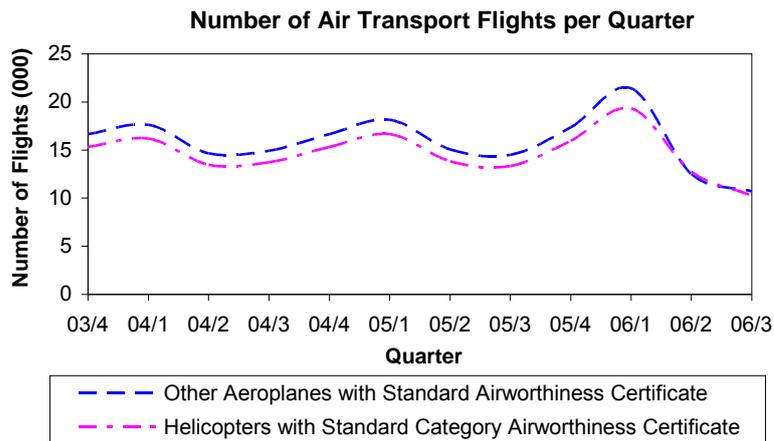
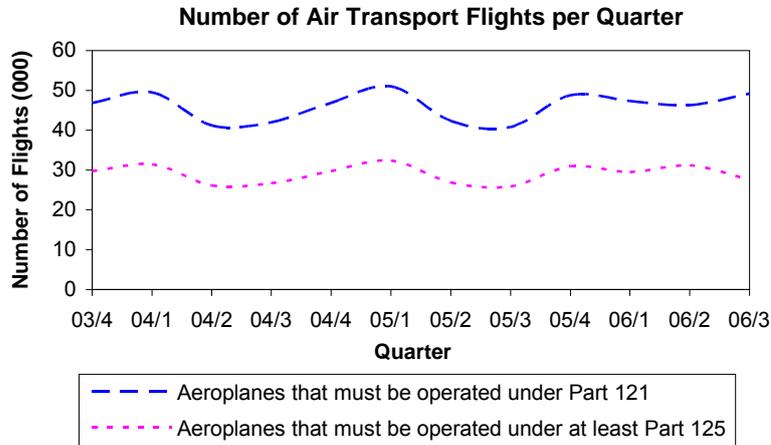
Number of Aircraft Movements

Activity	1 Jan to 30 Jun	1 Jan to 30 Jun	Change	
	2005	2006	Number	Percentage
Aircraft Movements	532,102	539,564	+ 7,462	+ 1.4

Air Transport Flights

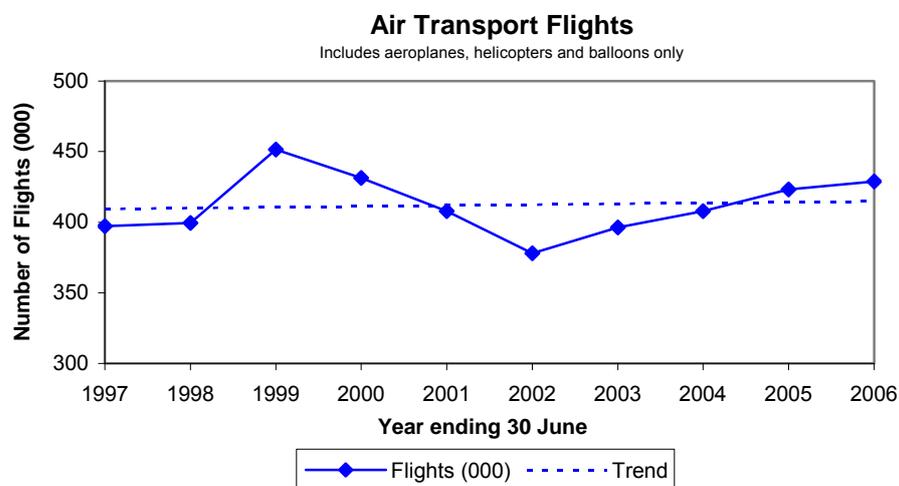
Note that these graphs exclude the aircraft statistics categories Sport Aircraft, Hang Gliders and Parachutes, and foreign registered aircraft that are operated in New Zealand.

The following graphs show the number of air transport flights per quarter during the three-year period 1 October 2003 to 30 September 2006.



Long-Term Change in Air Transport Flights

The following graph shows the number of air transport flights (includes the aircraft classes aeroplane, helicopter and balloon only; excludes other aircraft classes, hang gliders and parachutes) for the 10-year period 1 July 1996 to 30 June 2006.



The number of air transport flights increased at an average of 3.4% each year from 378,053 in the year ended 30 June 2002 to 428,872 in the year ended 30 June 2006.

Six-Monthly Comparison

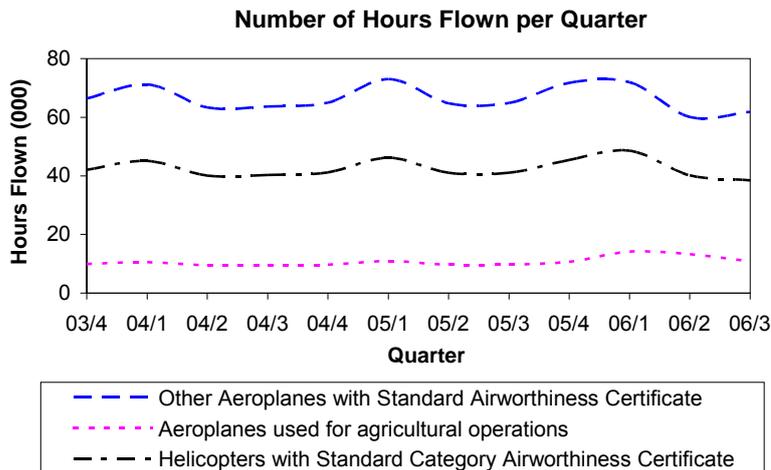
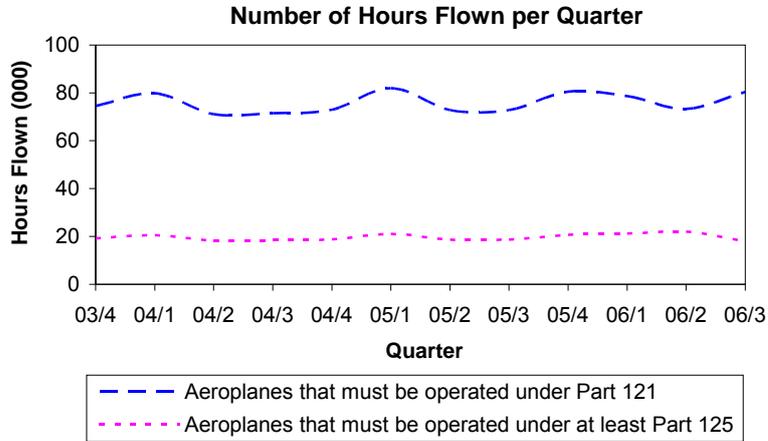
Number of Air Transport Flights

Aircraft Statistics Category	1 Jan to 30 Jun	1 Jan to 30 Jun	Change	
	2005	2006	Number	Percentage
Aeroplanes that must be operated under Part 121	93,345	93,633	+ 288	+ 0.3
Aeroplanes that must be operated under at least Part 125	59,241	60,681	+ 1,440	+ 2.4
Other Aeroplanes with Standard Airworthiness Certificate	33,169	33,910	+ 741	+ 2.2
Aeroplanes used for agricultural operations	0	0	0	0.0
Helicopters with Standard Category Airworthiness Certificate	30,488	32,051	+ 1,563	+ 5.1
Sport Aircraft (aeroplane, helicopter and balloon only)	572	513	- 59	- 10.3
Total	216,816	220,788	+ 3,972	+ 1.8

Hours Flown

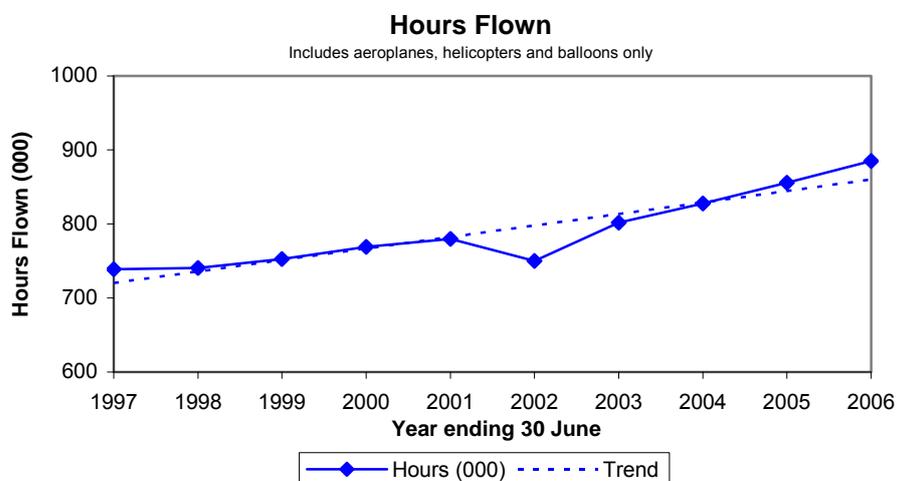
Note that these graphs exclude the aircraft statistics categories Sport Aircraft, Hang Gliders and Parachutes, and foreign registered aircraft that are operated in New Zealand.

The following graphs show the number of hours flown by aircraft during the three-year period 1 October 2003 to 30 September 2006.



Long-Term Change in Hours Flown

The following graph shows the number of 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 July 1996 to 30 June 2006.



The total number of hours flown increased at an average of 4.5% each year from 749,809 in the year ended 30 June 2002 to 884,797 in the year ended 30 June 2006.

Six-Monthly Comparison

Number of Hours Flown

Aircraft Statistics Category	1 Jan to 30 Jun	1 Jan to 30 Jun	Change	
	2005	2006	Number	Percentage
Aeroplanes that must be operated under Part 121	154,756	152,015	- 2,741	- 1.8
Aeroplanes that must be operated under at least Part 125	39,801	43,255	+ 3,454	+ 8.7
Other Aeroplanes with Standard Airworthiness Certificate	137,794	132,010	- 5,784	- 4.2
Aeroplanes used for agricultural operations	20,546	27,448	+ 6,902	+ 33.6
Helicopters with Standard Category Airworthiness Certificate	87,199	88,706	+ 1,507	+ 1.7
Sport Aircraft (aeroplane, helicopter and balloon only)	2,413	2,714	+ 301	+ 12.5
Total	442,509	446,148	+ 3,639	+ 0.8

1 January to 30 June 2005

Aircraft Statistics Category	Airline/ Transport	Other Commercial	Agricultural	Private	Total
Aeroplanes that must be operated under Part 121	154,756	0	0	0	154,756
Aeroplanes that must be operated under at least Part 125	39,214	0	587	0	39,801
Other Aeroplanes with Standard Airworthiness Certificate	33,806	80,734	0	23,254	137,794
Aeroplanes used for agricultural operations	0	494	19,986	66	20,546
Helicopters with Standard Category Airworthiness Certificate	33,682	16,932	28,340	8,246	87,199
Sport Aircraft (aeroplane, helicopter and balloon only)	998	0	0	1,415	2,413
Total	262,456	98,159	48,913	32,981	442,509

1 January to 30 June 2006

Aircraft Statistics Category	Airline/ Transport	Other Commercial	Agricultural	Private	Total
Aeroplanes that must be operated under Part 121	152,015	0	0	0	152,015
Aeroplanes that must be operated under at least Part 125	42,649	0	606	0	43,255
Other Aeroplanes with Standard Airworthiness Certificate	43,345	63,596	764	24,306	132,010
Aeroplanes used for agricultural operations	0	626	26,699	123	27,448
Helicopters with Standard Category Airworthiness Certificate	37,148	18,689	23,918	8,951	88,706
Sport Aircraft (aeroplane, helicopter and balloon only)	629	0	0	2,085	2,714
Total	275,785	82,911	51,987	35,465	446,148

Industry Size and Shape

The following table 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 January to 30 June 2006. 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.

Safety Target Group	Average No. of Seats	Seat Hours Offered (1,000's)	Percentage Sector Seat Hours
Airline Operations - Large Aeroplanes	172.12	19,100	95.9
Airline Operations - Medium Aeroplanes	13.93	356	1.8
Airline Operations - Small Aeroplanes	3.82	99	0.5
Airline Operations - Helicopter	3.6	80	0.4
Sport Transport*	*	19	0.1
Other Commercial Operations - Aeroplane	2	64	0.3
Other Commercial Operations - Helicopter	3.6	34	0.2
Agricultural Operations - Aeroplane	2	31	0.2
Agricultural Operations - Helicopter	3.6	47	0.2
Agricultural Operations - Sport Aircraft	-	-	-
Private Operations - Aeroplane	2	34	0.2
Private Operations - Helicopter	3.6	23	0.1
Private Operations - Sport*	*	29	0.1

* most sport aircraft do not report hours or seats, so a standard estimate of seat hours offered is used as well as reported data for such aircraft in these groups.

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

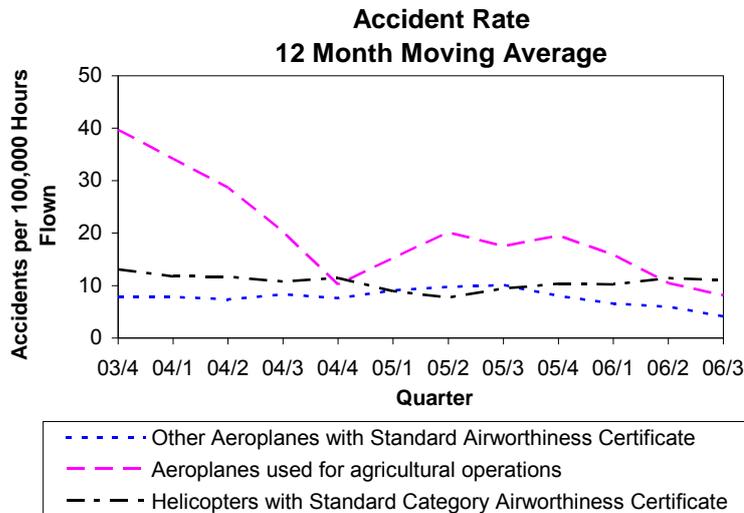
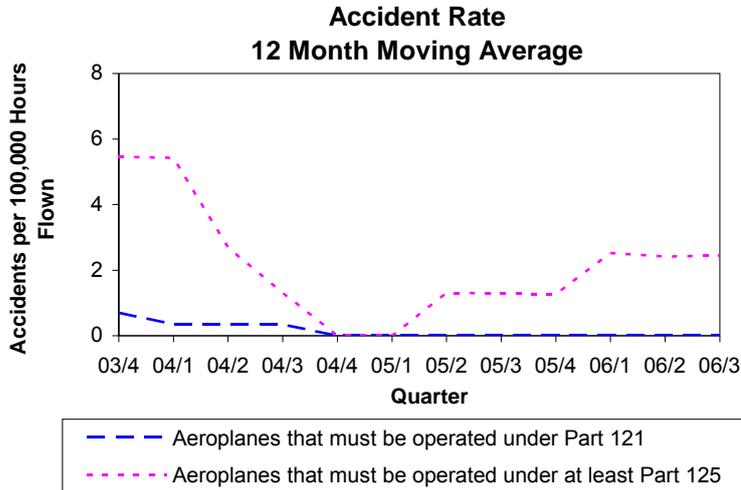
This table shows that around 95.9% of seat hours are offered by the Airline Operations – Large Aeroplanes group, around 1.8% by the Airline Operations – Medium Aeroplanes group, with the remaining 2.3% of seat hours offered being split between the other safety target groups.

Occurrence Statistics

Aircraft Accidents

Occurrence Trend

The following graphs show the aircraft accident rates (accidents per 100,000 hours flown) twelve month moving average for the three-year period 1 October 2003 to 30 September 2006 (excluding the aircraft statistics categories Sport Aircraft, Hang Gliders and Parachutes).

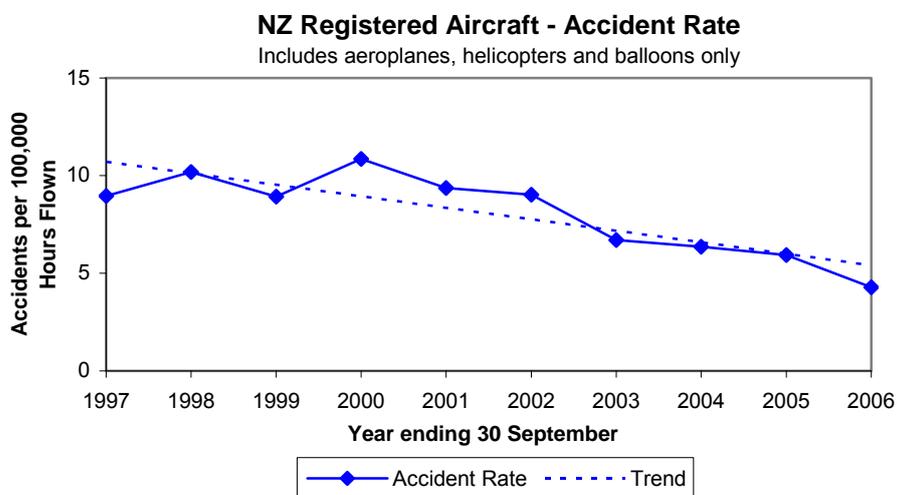


Aircraft Statistics Category	Straight Line Trend of 12 Month Moving Average
Aeroplanes that must be operated under Part 121	Trending down
Aeroplanes that must be operated under at least Part 125	Trending down
Other Aeroplanes with Standard Airworthiness Certificate	Trending down
Aeroplanes used for agricultural operations	Trending down
Helicopters with Standard Category Airworthiness Certificate	Trending down

The slopes of the trend lines for the ‘Aeroplanes that must be operated under Part 121’, ‘Aeroplanes that must be operated under at least Part 125’, ‘Other Aeroplanes with Standard Airworthiness Certificate’ and ‘Helicopters with Standard Category Airworthiness Certificate’ categories are close to zero.

Long-Term 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 October 1996 to 30 September 2006.



Note that this graph does not show a moving average.

Six-Monthly Comparison

Number of Aircraft Accidents

Aircraft Statistics Category	1 Jan to 30 Jun 2005	1 Jan to 30 Jun 2006	Change
Aeroplanes that must be operated under Part 121	0	0	0
Aeroplanes that must be operated under at least Part 125	1	2	+ 1
Other Aeroplanes with Standard Airworthiness Certificate	13	7	- 6
Aeroplanes used for agricultural operations	5	2	- 3
Helicopters with Standard Category Airworthiness Certificate	6	8	+ 2
Sport Aircraft	17	18	+ 1
Hang Gliders	6	9	+ 3
Parachutes	1	2	+ 1
Unknown	0	1	+ 1
Total	49	49	0

Severity***Six-Monthly Comparison***

Aircraft Statistics Category	Severity	1 Jan to 30 Jun 2005	1 Jan to 30 Jun 2006	Change
Aeroplanes that must be operated under Part 121	Critical	0	0	0
	Major	0	0	0
	Minor	0	0	0
Aeroplanes that must be operated under at least Part 125	Critical	1	2	+ 1
	Major	0	0	0
	Minor	0	0	0
Other Aeroplanes with Standard Airworthiness Certificate	Critical	3	2	- 1
	Major	6	3	- 3
	Minor	4	2	- 2
Aeroplanes used for agricultural operations	Critical	0	1	+ 1
	Major	3	0	- 3
	Minor	2	1	- 1
Helicopters with Standard Category Airworthiness Certificate	Critical	2	2	0
	Major	4	5	+ 1
	Minor	0	1	+ 1
Sport Aircraft	Critical	3	0	- 3
	Major	9	7	- 2
	Minor	5	11	+ 6
Hang Gliders	Critical	0	2	+ 2
	Major	4	3	- 1
	Minor	2	4	+ 2
Parachutes	Critical	0	1	+ 1
	Major	0	0	0
	Minor	1	1	0
Unknown	Critical	0	0	0
	Major	0	0	0
	Minor	0	1	+ 1
Total	Critical	9	10	+ 1
	Major	26	18	- 8
	Minor	14	21	+ 7

Safety Outcome Targets for 2010

Number of Accidents

The following table shows the number of accidents for the years ending 30 June 2005 to 30 June 2006.

Safety Target Group	1 Jul 2004 to 30 Jun 2005	1 Jul 2005 to 30 Jun 2006
Airline Operations - Large Aeroplanes	0	0
Airline Operations - Medium Aeroplanes	1	1
Airline Operations - Small Aeroplanes	5	3
Airline Operations - Helicopter	1	2
Sport Transport	0	4
Other Commercial Operations - Aeroplane	5	7
Other Commercial Operations - Helicopter	1	4
Agricultural Operations - Aeroplane	8	5
Agricultural Operations - Helicopter	7	5
Agricultural Operations - Sport Aircraft	0	0
Private Operations - Aeroplane	16	7
Private Operations - Helicopter	4	9
Private Operations - Sport	39	36

The following table shows the number of accidents in six-monthly periods.

Safety Target Group	1 Jan to 30 Jun 2005	1 Jan to 30 Jun 2006	Change
Airline Operations - Large Aeroplanes	0	0	0
Airline Operations - Medium Aeroplanes	1	1	0
Airline Operations - Small Aeroplanes	2	0	-2
Airline Operations - Helicopter	0	0	0
Sport Transport	0	4	+4
Other Commercial Operations - Aeroplane	3	5	+2
Other Commercial Operations - Helicopter	1	2	+1
Agricultural Operations - Aeroplane	5	2	-3
Agricultural Operations - Helicopter	3	4	+1
Agricultural Operations - Sport Aircraft	0	0	0
Private Operations - Aeroplane	8	3	-5
Private Operations - Helicopter	2	2	0
Private Operations - Sport	23	26	+3

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 6-month period 1 January to 30 June 2006. 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	0.01
Airline Operations - Medium Aeroplanes	0.01
Airline Operations - Small Aeroplanes	-
Airline Operations - Helicopter	-
Sport Transport	1.23
Other Commercial Operations - Aeroplane	6.61
Other Commercial Operations - Helicopter	0.02
Agricultural Operations - Aeroplane	3.32
Agricultural Operations - Helicopter	0.01
Agricultural Operations - Sport Aircraft	-
Private Operations - Aeroplane	0.53
Private Operations - Helicopter	6.60
Private Operations - Sport	1.90
Total	20.26

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

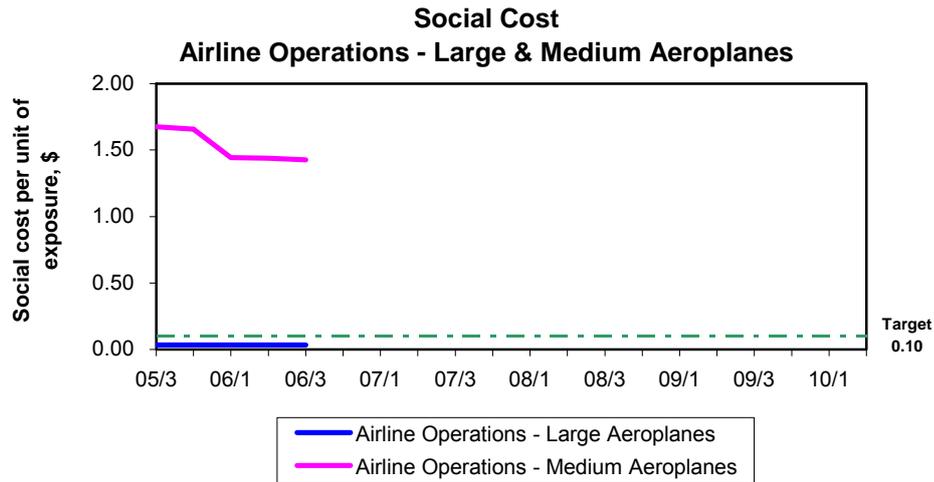
Safety Target Graphs

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.

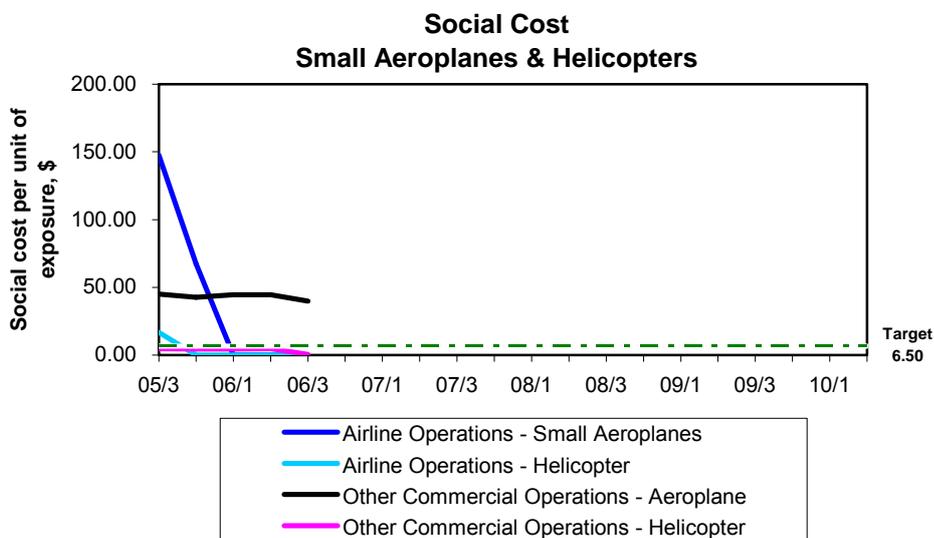
Graphs displaying the Safety Outcome Targets and the progress over each quarter are shown on the following pages.

Graphs



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

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

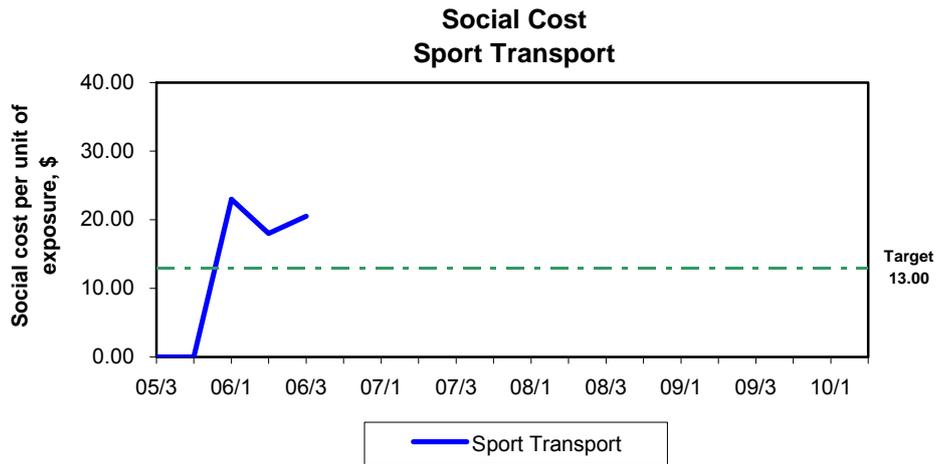


The outcome for Airline Operations – Small Aeroplanes shows a significant downward trend from the high starting point generated by 6 fatalities and 2 serious injuries in late 2004 and early 2005. The safety outcome for this group has been below the target level since 2006.

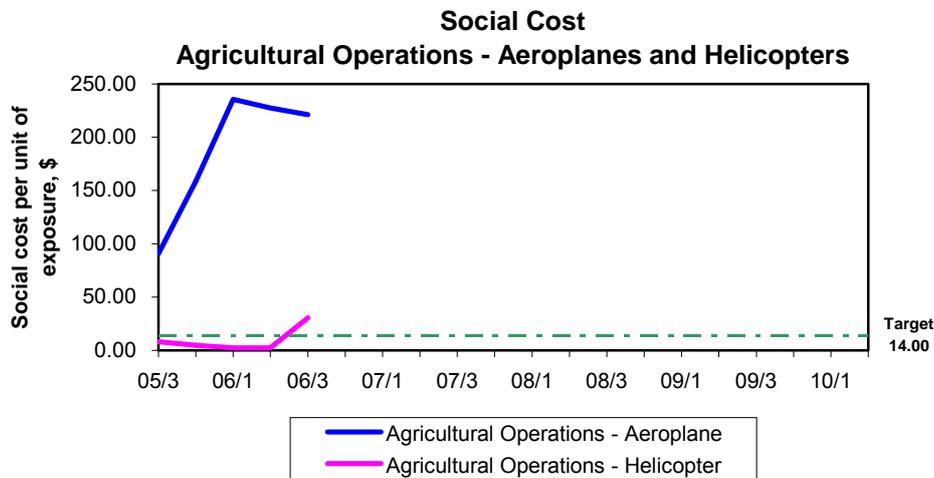
The outcome for Airline Operations – Helicopter remains level on zero as there have been no fatal or serious injuries in this group since 2003.

The outcome for Other Commercial Operations – Aeroplane is well above the target of \$6.50. There have been no injuries in this group since April 2006 and if this performance continues the outcome will sit below the required target by April 2007.

The outcome for Other Commercial Operations – Helicopter remains below the target level as there have been no fatal or serious injuries in this group since April 2003.

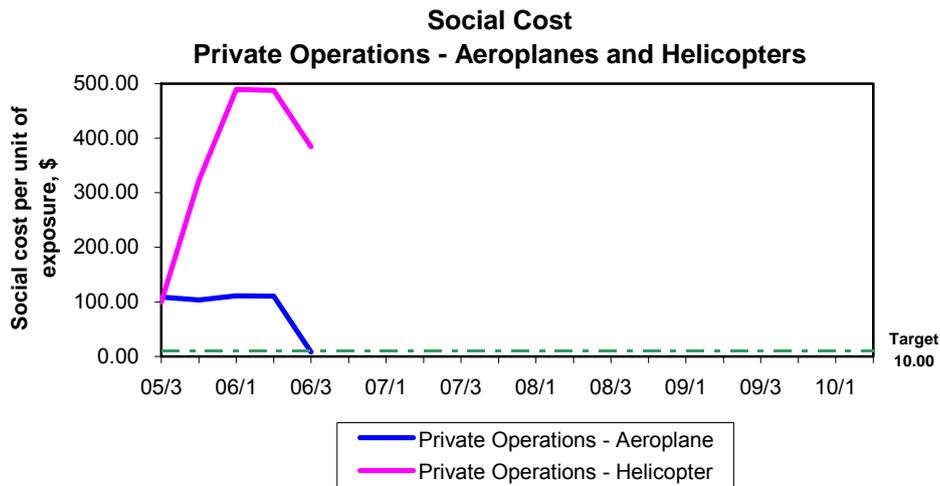


The outcome for Sport Transport is rapidly trending up. There have been 5 serious injuries and 2 minor injuries in this group since the establishment of the 2010 Safety Outcome Targets.



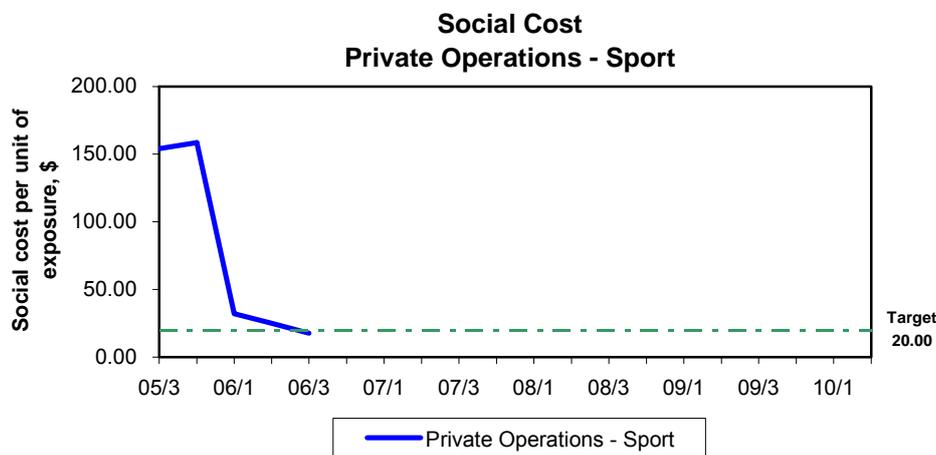
The outcome for Agricultural Operations – Aeroplanes has exceeded the target level since the target regime was established in 2005. A downward trend commenced early in 2006 and if there are no further injury accidents in this sector it is expected the required outcome target will be reached by April 2007.

The outcome for Agricultural Operations – Helicopter turned sharply upwards during the third quarter of 2006.



The outcome for Private Operations – Aeroplane having remained around \$100.00 for the first four quarters of the new regime, settled down below the required \$10.00 target by the end of the third quarter of 2006. There have been no injury accidents in this group in the four quarters Oct 05 to Sep 06.

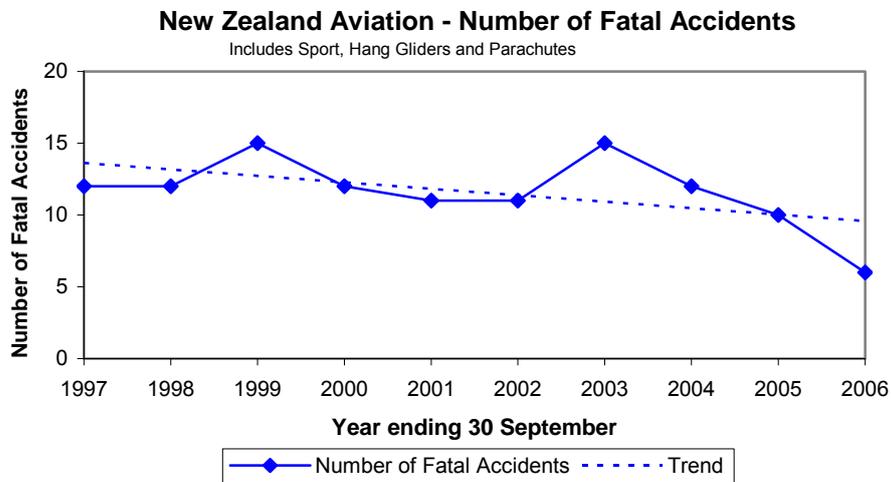
The outcome for Private Operations – Helicopter having rapidly trended up in the initial stages is now established on the way down. This group has generated a significant number of injuries (5 fatal, 2 serious, and 8 minor) in the five quarters Jul 05 to Sep 06. However, provided there are no fatal or serious injuries before April 2007 the required target level can be achieved around that time.



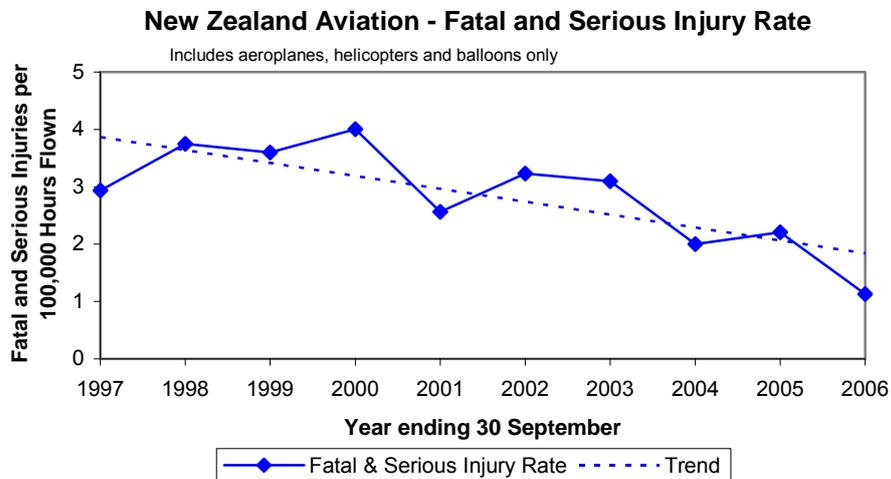
The outcome for Private Operations – Sport has been trending down since late 2005. If the current safety level prevails the outcome for this group will sit below the required target by mid 2007.

Injury Accidents

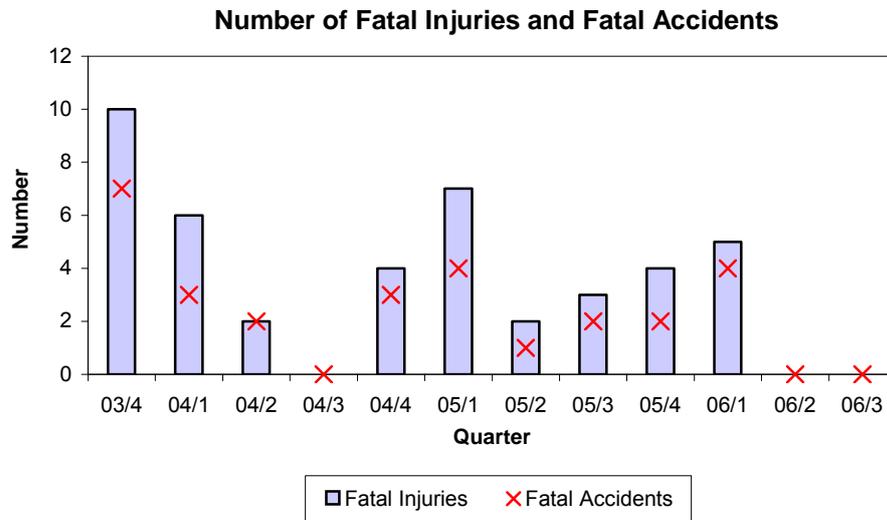
The following graph shows the number of fatal accidents in the 10-year period 1 October 1996 to 30 September 2006 (including the aircraft statistics categories Sport Aircraft, Hang Gliders and Parachutes).



The following graph shows the overall fatal and serious injury 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 October 1996 to 30 September 2006.



The following graph shows the number of fatal injuries and fatal accidents (including the aircraft statistics categories Sport Aircraft, Hang Gliders and Parachutes) for the three-year period 1 October 2003 to 30 September 2006.



Since October 2003 the long-term trends of the number of fatal injuries and the number of fatal accidents are downward. However, the slope of the trend line for the number of fatal accidents is close to zero.

Six-Monthly Comparison*Number of Fatal Accidents (and Number of Fatal Injuries)*

Aircraft Statistics Category	1 Jan to 30 Jun 2005	1 Jan to 30 Jun 2006	Change
Aeroplanes that must be operated under Part 121	0	0	0
Aeroplanes that must be operated under at least Part 125	1 (2)	0	- 1 (- 2)
Other Aeroplanes with Standard Airworthiness Certificate	2 (5)	2 (2)	0 (- 3)
Aeroplanes used for agricultural operations	0	1 (1)	+ 1 (+ 1)
Helicopters with Standard Category Airworthiness Certificate	0	1 (2)	+ 1 (+ 2)
Sport Aircraft	2 (2)	0	- 2 (- 2)
Hang Gliders	0	0	0
Parachutes	0	0	0
Unknown	0	0	0
Total	5 (9)	4 (5)	- 1 (- 4)

Number of Serious Injuries

Aircraft Statistics Category	1 Jan to 30 Jun 2005	1 Jan to 30 Jun 2006	Change
Aeroplanes that must be operated under Part 121	0	0	0
Aeroplanes that must be operated under at least Part 125	0	0	0
Other Aeroplanes with Standard Airworthiness Certificate	0	0	0
Aeroplanes used for agricultural operations	1	0	- 1
Helicopters with Standard Category Airworthiness Certificate	0	0	0
Sport Aircraft	2	4	+ 2
Hang Gliders	3	6	+ 3
Parachutes	0	1	+ 1
Unknown	0	0	0
Total	6	11	+ 5

Number of Minor Injuries

Aircraft Statistics Category	1 Jan to 30 Jun 2005	1 Jan to 30 Jun 2006	Change
Aeroplanes that must be operated under Part 121	0	0	0
Aeroplanes that must be operated under at least Part 125	0	1	+ 1
Other Aeroplanes with Standard Airworthiness Certificate	0	2	+ 2
Aeroplanes used for agricultural operations	0	0	0
Helicopters with Standard Category Airworthiness Certificate	2	4	+ 2
Sport Aircraft	4	4	0
Hang Gliders	0	2	+ 2
Parachutes	0	0	0
Unknown	0	0	0
Total	6	13	+ 7

Flight Phase

The following table shows the flight phase recorded for accidents.

Flight Phase	1 Jan to 30 Jun 2005	1 Jan to 30 Jun 2006	Change
Landing	25	18	- 7
Cruise	11	9	- 2
Takeoff	6	8	+ 2
Descent	0	4	+ 4
Taxiing	0	3	+ 3
Climb	2	2	0
Hover Taxi	0	2	+ 2
Approach	2	1	- 1
Hover	0	1	+ 1
Unknown	0	1	+ 1
Agricultural Manoeuvres	2	0	- 2
Total	48	49	+ 1

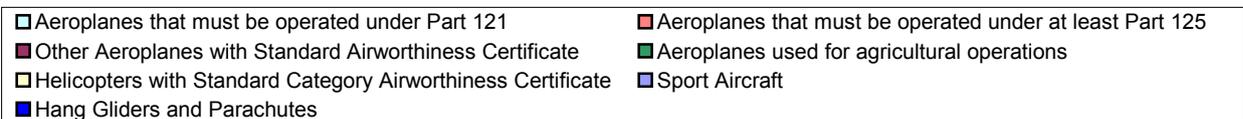
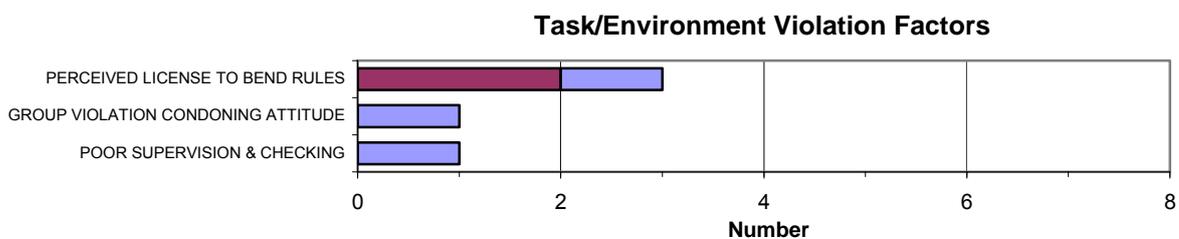
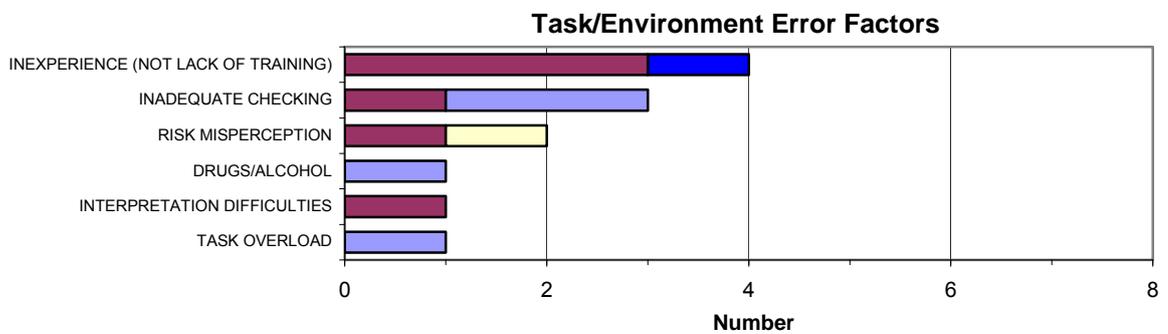
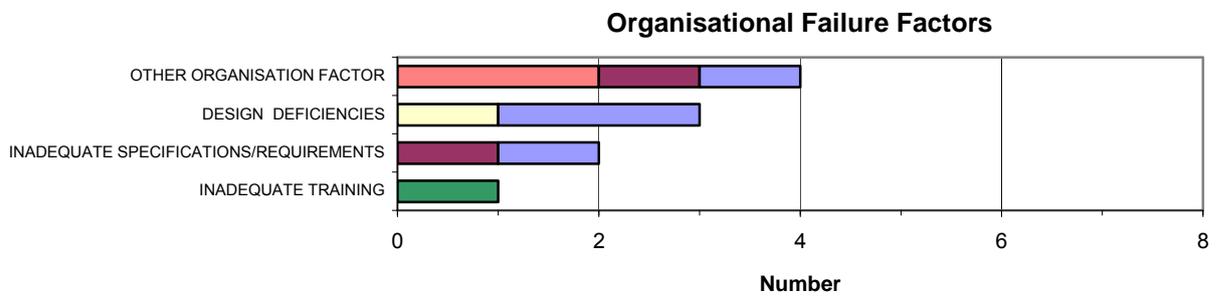
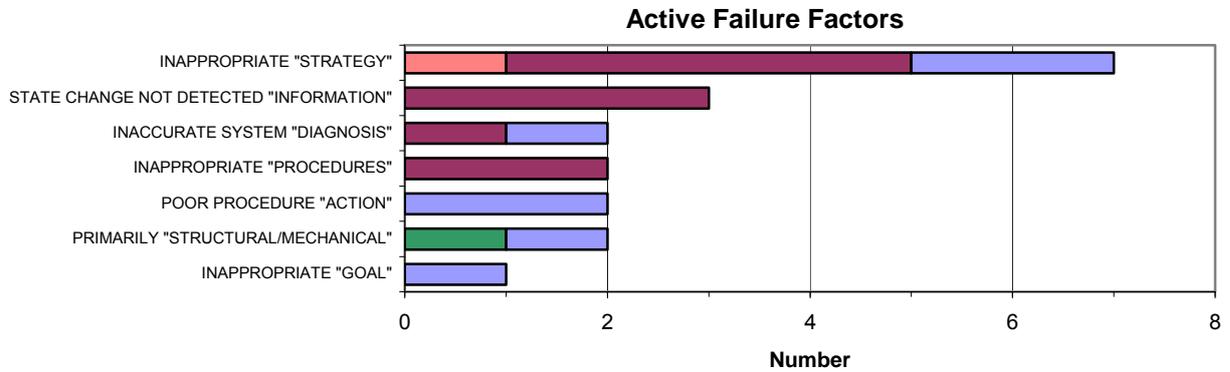
Accidents in the period 1 January to 30 June 2006 were most common during the Landing phase (37%).

Analysis of recorded occurrence descriptors for Landing phase accidents in the 1 January to 30 June 2006 period shows that the most common group of descriptors is Collision/Strike Object (28%).

Analysis of recorded causes for Landing phase accidents shows that the most common causes are Local Error Factor – Hostile Environment, and Organisation Factor – Inadequate Regulation (22% each).

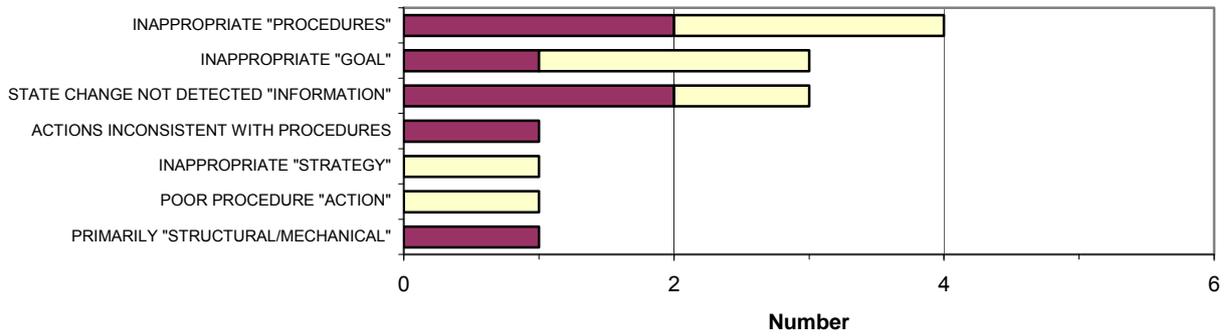
Accident Causal Factors by Aircraft Statistics Category

The following graphs show the number of causal factors recorded for accidents that occurred during the 6-month period 1 January to 30 June 2005 for the various aircraft statistics categories. Causal factors have been assigned to 27 (55%) of the 49 accidents.

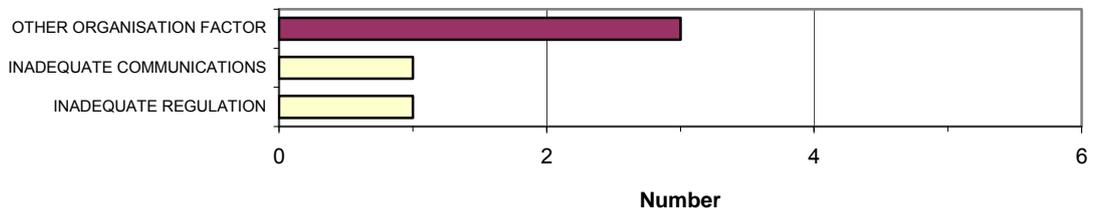


The following graphs show the number of causal factors recorded for accidents that occurred during the 6-month period 1 July to 31 December 2005 for the various aircraft statistics categories. Causal factors have been assigned to 19 (56%) of the 34 accidents.

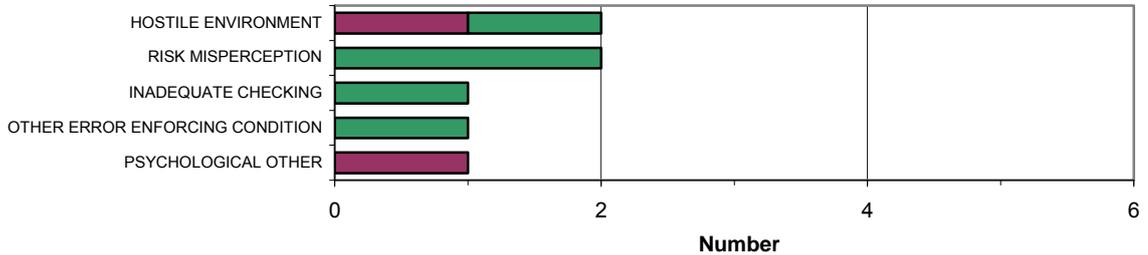
Active Failure Factors



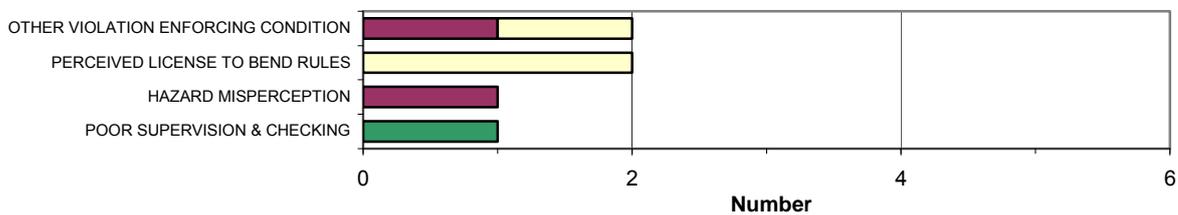
Organisational Failure Factors



Task/Environment Error Factors

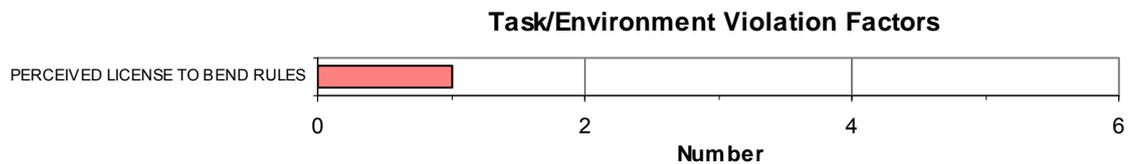
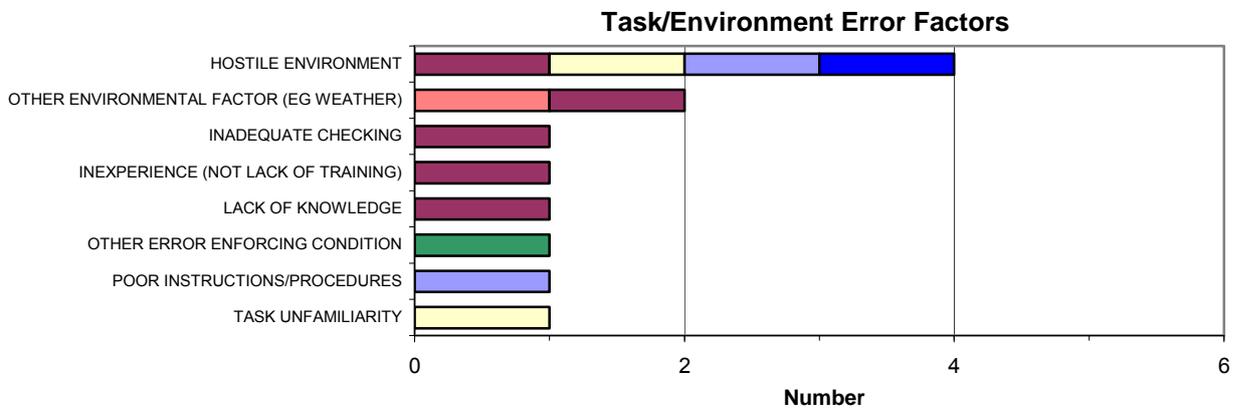
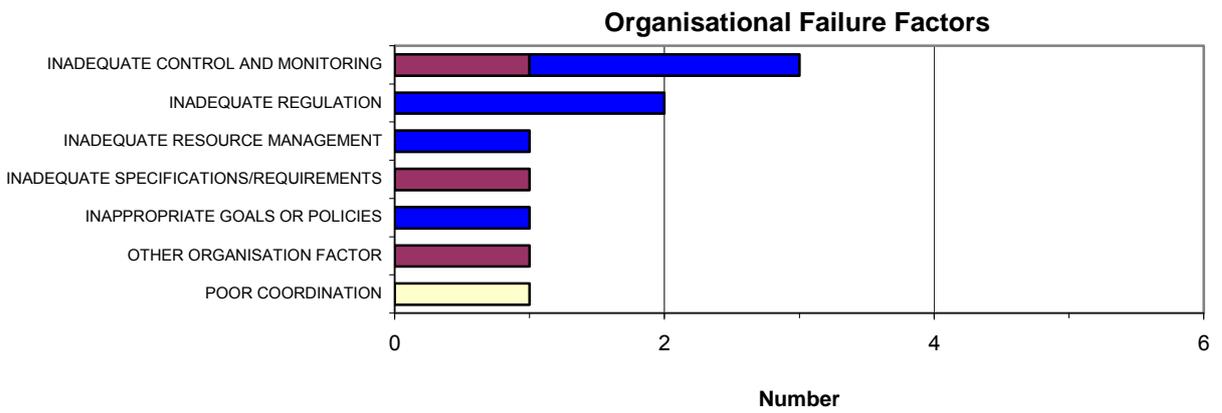
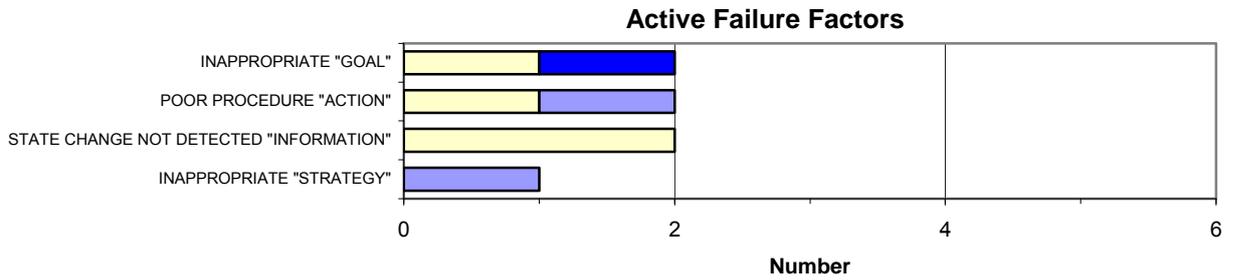


Task/Environment Violation Factors



Aeroplanes that must be operated under Part 121	Aeroplanes that must be operated under at least Part 125
Other Aeroplanes with Standard Airworthiness Certificate	Aeroplanes used for agricultural operations
Helicopters with Standard Category Airworthiness Certificate	Sport Aircraft
Hang Gliders and Parachutes	

The following graphs show the number of causal factors recorded for accidents that occurred during the 6-month period 1 January to 30 June 2006 for the various aircraft statistics categories. Causal factors have been assigned to 19 (39%) of the 49 accidents.

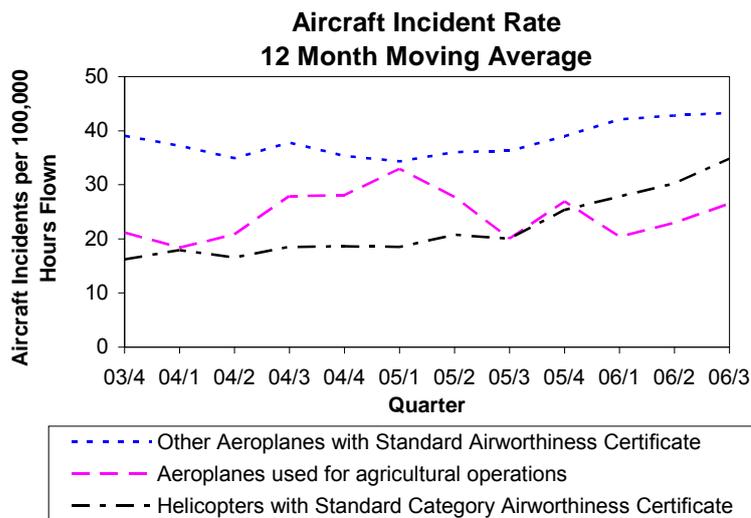
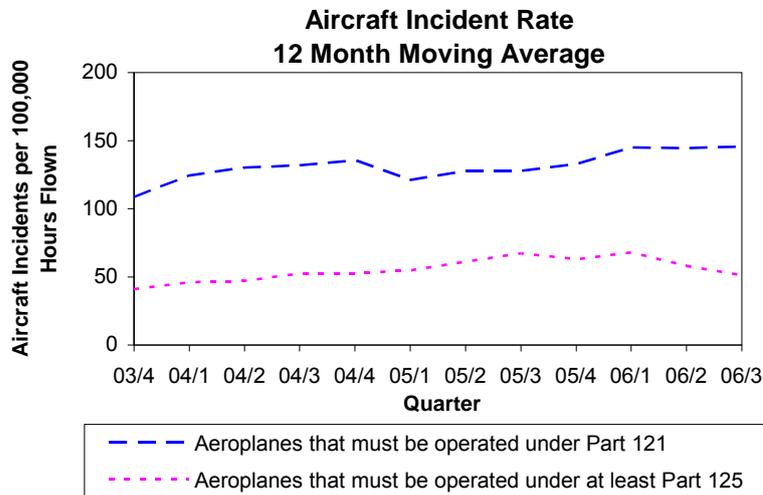


- | | |
|--|--|
| □ Aeroplanes that must be operated under Part 121 | □ Aeroplanes that must be operated under at least Part 125 |
| ■ Other Aeroplanes with Standard Airworthiness Certificate | ■ Aeroplanes used for agricultural operations |
| ■ Helicopters with Standard Category Airworthiness Certificate | ■ Sport Aircraft |
| ■ Hang Gliders and Parachutes | |

Aircraft Incidents

Occurrence Trend

The following graphs show the aircraft incident rates (incidents per 100,000 hours flown) twelve month moving average for the three-year period 1 October 2003 to 30 September 2006 (excluding the Sport Aircraft statistics category).



Aircraft Statistics Category	Straight Line Trend of 12 Month Moving Average
Aeroplanes that must be operated under Part 121	Trending up
Aeroplanes that must be operated under at least Part 125	Trending up
Other Aeroplanes with Standard Airworthiness Certificate	Trending up
Aeroplanes used for agricultural operations	Trending up
Helicopters with Standard Category Airworthiness Certificate	Trending up

The slope of the trend line for the ‘Aeroplanes used for agricultural operations’ category is close to zero.

Six-Monthly Comparison

Number of Aircraft Incidents

Aircraft Statistics Category	1 Jan to 30 Jun	1 Jan to 30 Jun	Change	
	2005	2006	Number	Percentage
Aeroplanes that must be operated under Part 121	186	218	+ 32	+ 17.2
Aeroplanes that must be operated under at least Part 125	28	26	- 2	- 7.1
Other Aeroplanes with Standard Airworthiness Certificate	56	64	+ 8	+ 14.3
Aeroplanes used for agricultural operations	6	6	0	0.0
Helicopters with Standard Category Airworthiness Certificate	19	28	+ 9	+ 47.4
Sport Aircraft	13	20	+ 7	+ 53.8
Unknown	21	58	+ 37	+ 176.2
Total	329	420	+ 91	+ 27.7

Severity

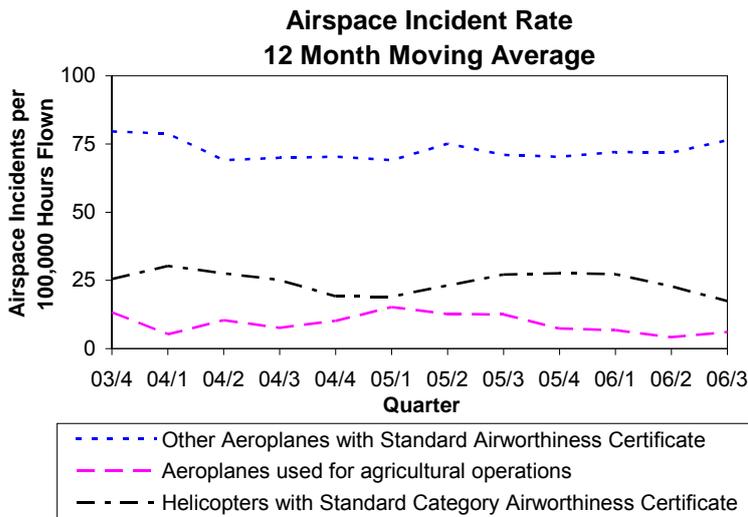
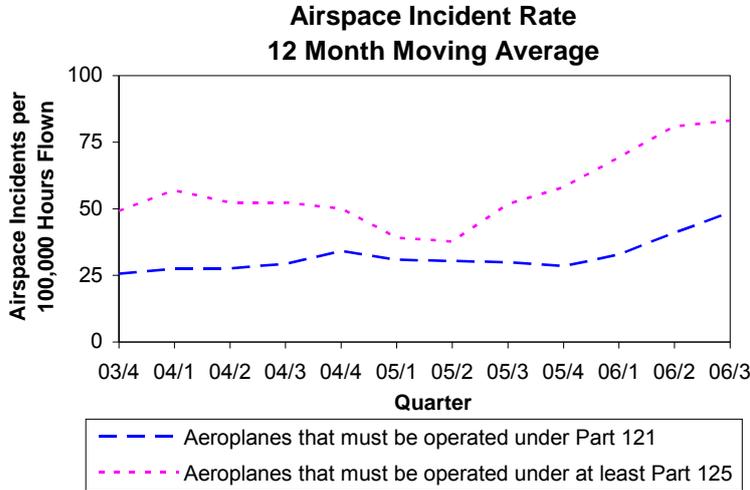
Six-Monthly Comparison

Aircraft Statistics Category	Severity	1 Jan to 30 Jun 2005	1 Jan to 30 Jun 2006	Change
Aeroplanes that must be operated under Part 121	Critical	0	0	0
	Major	8	28	+ 20
	Minor	178	190	+ 12
Aeroplanes that must be operated under at least Part 125	Critical	0	0	0
	Major	3	0	- 3
	Minor	25	26	+ 1
Other Aeroplanes with Standard Airworthiness Certificate	Critical	0	0	0
	Major	4	5	+ 1
	Minor	52	59	+ 7
Aeroplanes used for agricultural operations	Critical	0	0	0
	Major	0	0	0
	Minor	6	6	0
Helicopters with Standard Category Airworthiness Certificate	Critical	1	0	- 1
	Major	4	3	- 1
	Minor	14	25	+ 11
Sport Aircraft	Critical	0	1	+ 1
	Major	3	4	+ 1
	Minor	10	15	+ 5
Unknown	Critical	0	0	0
	Major	2	4	+ 2
	Minor	19	54	+ 35
Total	Critical	1	1	0
	Major	24	44	+ 20
	Minor	304	375	+ 71

Airspace Incidents

Occurrence Trend

The following graphs show the airspace incident rates (incidents per 100,000 hours flown) twelve month moving average for the three-year period 1 October 2003 to 30 September 2006 (excluding the Sport Aircraft statistics category).



Aircraft Statistics Category	Straight Line Trend of 12 Month Moving Average
Aeroplanes that must be operated under Part 121	Trending up
Aeroplanes that must be operated under at least Part 125	Trending up
Other Aeroplanes with Standard Airworthiness Certificate	Trending down
Aeroplanes used for agricultural operations	Trending down
Helicopters with Standard Category Airworthiness Certificate	Trending down

The slopes of the trend lines for the ‘Other Aeroplanes with Standard Airworthiness Certificate’, ‘Aeroplanes used for agricultural operations’ and ‘Helicopters with Standard Category Airworthiness Certificate’ categories are close to zero.

Six-Monthly Comparison

Number of Airspace Incidents

Aircraft Statistics Category	1 Jan to 30 Jun	1 Jan to 30 Jun	Change	
	2005	2006	Number	Percentage
Aeroplanes that must be operated under Part 121	40	77	+ 37	+ 92.5
Aeroplanes that must be operated under at least Part 125	17	38	+ 21	+ 123.5
Other Aeroplanes with Standard Airworthiness Certificate	108	108	0	0.0
Aeroplanes used for agricultural operations	3	2	- 1	- 33.3
Helicopters with Standard Category Airworthiness Certificate	24	16	- 8	- 33.3
Sport Aircraft	22	13	- 9	- 40.9
Unknown	189	145	- 44	- 23.3
Total	403	399	- 4	- 1.0

Severity

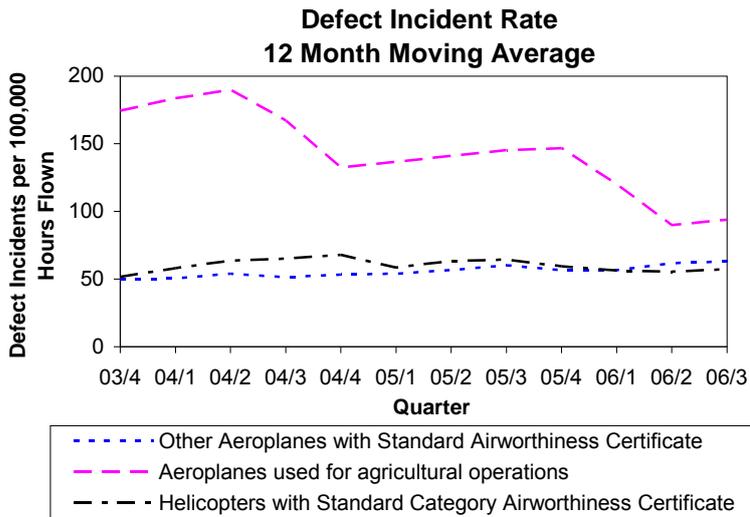
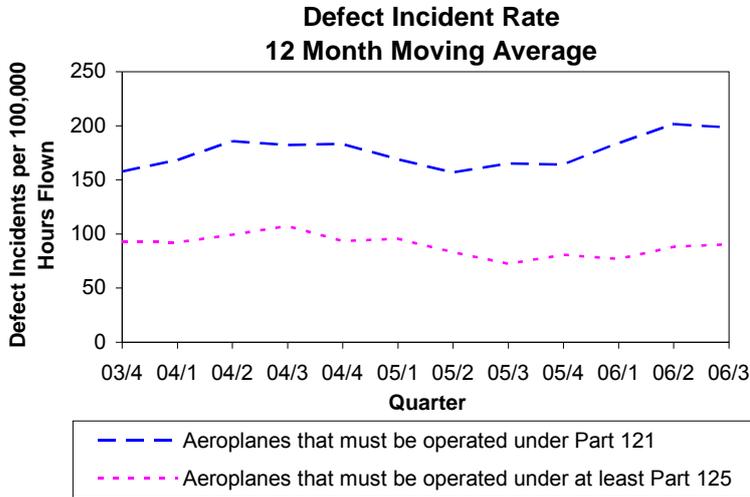
Six-Monthly Comparison

Aircraft Statistics Category	Severity	1 Jan to 30 Jun 2005	1 Jan to 30 Jun 2006	Change
Aeroplanes that must be operated under Part 121	Critical	0	0	0
	Major	3	4	+ 1
	Minor	37	73	+ 36
Aeroplanes that must be operated under at least Part 125	Critical	0	1	+ 1
	Major	0	3	+ 3
	Minor	17	34	+ 17
Other Aeroplanes with Standard Airworthiness Certificate	Critical	0	1	+ 1
	Major	6	9	+ 3
	Minor	102	98	- 4
Aeroplanes used for agricultural operations	Critical	0	0	0
	Major	0	0	0
	Minor	3	2	- 1
Helicopters with Standard Category Airworthiness Certificate	Critical	0	0	0
	Major	3	1	- 2
	Minor	21	15	- 6
Sport Aircraft	Critical	0	0	0
	Major	0	0	0
	Minor	22	13	- 9
Unknown	Critical	0	0	0
	Major	17	14	- 3
	Minor	172	131	- 41
Total	Critical	0	2	+ 2
	Major	29	31	+ 2
	Minor	374	366	- 8

Defect Incidents

Occurrence Trend

The following graphs show the aircraft defect incident rates (incidents per 100,000 hours flown) twelve month moving average for the three-year period 1 October 2003 to 30 September 2006 (excluding the Sport Aircraft statistics category).



Aircraft Statistics Category	Straight Line Trend of 12 Month Moving Average
Aeroplanes that must be operated under Part 121	Trending up
Aeroplanes that must be operated under at least Part 125	Trending down
Other Aeroplanes with Standard Airworthiness Certificate	Trending up
Aeroplanes used for agricultural operations	Trending down
Helicopters with Standard Category Airworthiness Certificate	Trending down

The slope of the trend line for the ‘Helicopters with Standard Category Airworthiness Certificate’ category is close to zero.

Six-Monthly Comparison**Number of Defect Incidents**

Aircraft Statistics Category	1 Jan to 30 Jun	1 Jan to 30 Jun	Change	
	2005	2006	Number	Percentage
Aeroplanes that must be operated under Part 121	228	338	+ 110	+ 48.2
Aeroplanes that must be operated under at least Part 125	26	35	+ 9	+ 34.6
Other Aeroplanes with Standard Airworthiness Certificate	85	96	+ 11	+ 12.9
Aeroplanes used for agricultural operations	41	24	- 17	- 41.5
Helicopters with Standard Category Airworthiness Certificate	53	47	- 6	- 11.3
Sport Aircraft	12	5	- 7	- 58.3
Unknown	5	9	+ 4	+ 80.0
Total	450	554	+ 104	+ 23.1

Severity**Six-Monthly Comparison**

Aircraft Statistics Category	Severity	1 Jan to 30 Jun 2005	1 Jan to 30 Jun 2006	Change
Aeroplanes that must be operated under Part 121	Critical	0	0	0
	Major	28	36	+ 8
	Minor	200	302	+ 102
Aeroplanes that must be operated under at least Part 125	Critical	0	0	0
	Major	6	2	- 4
	Minor	20	33	+ 13
Other Aeroplanes with Standard Airworthiness Certificate	Critical	0	0	0
	Major	17	9	- 8
	Minor	68	87	+ 19
Aeroplanes used for agricultural operations	Critical	0	0	0
	Major	3	4	+ 1
	Minor	38	20	- 18
Helicopters with Standard Category Airworthiness Certificate	Critical	1	0	- 1
	Major	7	7	0
	Minor	45	40	- 5
Sport Aircraft	Critical	0	0	0
	Major	4	1	- 3
	Minor	8	4	- 4
Unknown	Critical	0	0	0
	Major	1	1	0
	Minor	4	8	+ 4
Total	Critical	1	0	- 1
	Major	66	60	- 6
	Minor	383	494	+ 111

Bird Incident Rates

12-Month Moving Average Strike Rate per 10,000 Aircraft Movements

The following table shows the 12-month moving average strike rates for identified aerodromes for the three years ending June 2006.

Aerodrome	03/3	03/4	04/1	04/2	04/3	04/4	05/1	05/2	05/3	05/4	06/1	06/2
Auckland	2.6	2.3	2.1	2.3	2.9	3.3	3.8	3.5	3.2	3.0	2.7	2.7
Christchurch	2.4	2.0	2.4	2.6	2.6	3.0	2.8	2.7	3.4	3.7	4.0	4.5
Dunedin	4.2	5.8	4.5	5.5	5.6	4.6	6.7	7.3	5.9	7.5	5.2	4.7
Gisborne	6.1	7.8	8.4	7.1	5.8	6.5	5.3	6.6	11.6	10.1	10.1	11.5
Hamilton	2.4	2.6	3.3	2.8	2.6	2.7	2.5	2.8	2.5	3.0	3.8	4.5
Invercargill	5.4	5.5	4.1	3.7	3.4	4.1	5.3	5.9	7.5	9.3	10.4	11.4
Napier	5.1	4.6	4.5	4.0	5.6	6.8	7.8	9.1	7.3	7.2	6.7	7.5
Nelson	2.4	2.1	1.9	2.6	2.9	2.9	2.7	1.4	0.9	0.8	1.1	1.9
New Plymouth	7.1	8.4	9.0	8.5	9.0	7.8	9.0	8.5	7.9	7.6	6.0	5.8
Ohakea	0.8	1.2	2.1	3.5	4.8	5.1	4.9	5.3	4.4	4.3	3.2	2.3
Palmerston North	3.0	3.5	4.0	3.3	3.9	3.0	4.0	3.2	3.3	3.8	3.4	3.9
Queenstown	3.1	2.9	2.7	1.7	2.5	3.0	3.7	4.1	3.5	3.6	3.5	2.8
Rotorua	4.7	5.3	6.4	5.7	7.0	7.4	7.8	9.3	9.0	9.4	10.3	9.8
Taupo	1.2	1.4	1.4	1.7	1.5	0.8	1.0	0.8	1.0	1.5	1.8	1.8
Tauranga	2.8	2.9	3.9	3.2	2.4	2.3	1.4	1.9	2.2	2.9	3.2	3.3
Wellington	1.6	1.6	1.8	1.9	1.6	2.2	2.1	2.6	2.4	2.1	2.2	1.6
Whenuapai	10.8	8.7	10.8	10.3	12.1	14.1	9.5	4.7	4.1	3.4	4.8	6.0
Woodbourne	3.4	2.0	2.8	2.4	2.8	4.2	6.3	6.9	7.6	6.5	4.9	5.2

Bird occurrence rates are measured monthly, quarterly or annually by aerodrome. This is achieved by querying the database for the number of strikes at aerodromes over a period of time summarising by month, quarter or year. The results of this query are then divided by the aircraft movements at each aerodrome and multiplied by 10,000 to achieve strikes per 10,000 aircraft movements. Aircraft movements at aerodromes are obtained from the ACNZ, and where available, from individual airport companies.

CAA Actions

The CAA uses the following criteria for assessing actions to be taken with regard to identified trends in bird strike rates.

Bird strikes per 10,000 aircraft movements	Risk Category	Trending Down	Constant	Trending Up
≥ 0.0 and < 5.0	Low	Monitor	Monitor	Advise Aerodrome Operator
≥ 5.0 and < 10.0	Medium	Monitor	Advise Aerodrome Operator	Advise Aerodrome Operator, Request Rectification Action
≥ 10.0	High	Advise Aerodrome Operator	Advise Aerodrome Operator, Request Rectification Action	Advise Aerodrome Operator, Request Rectification Action

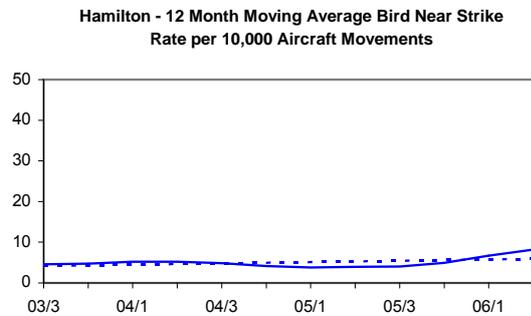
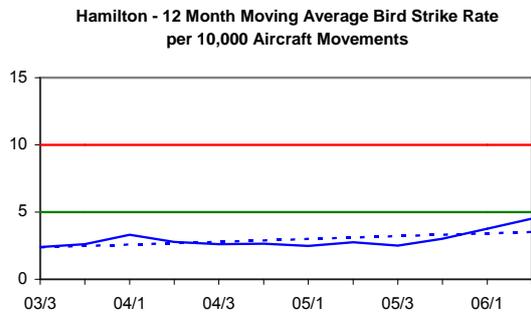
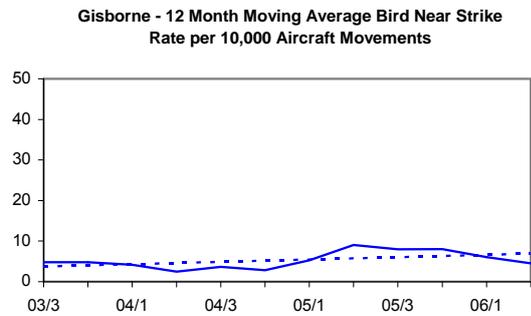
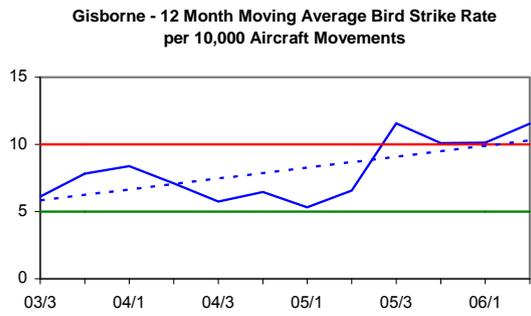
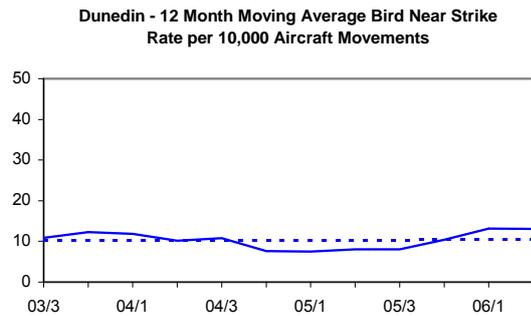
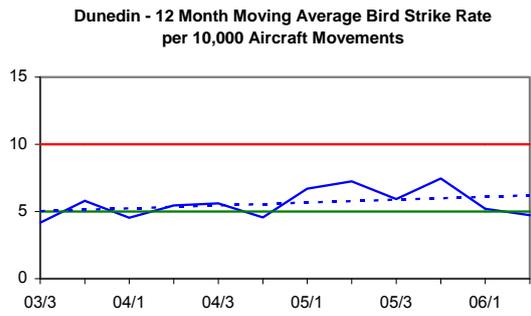
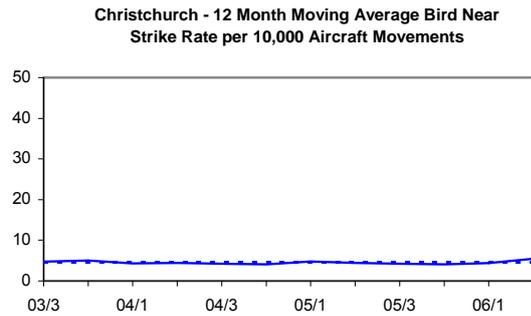
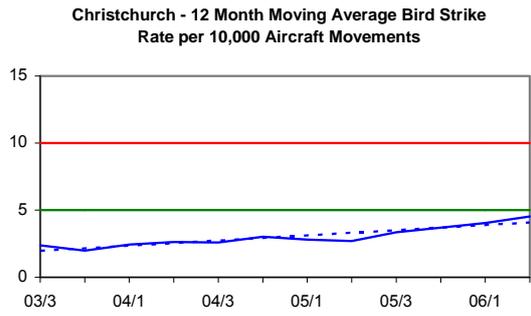
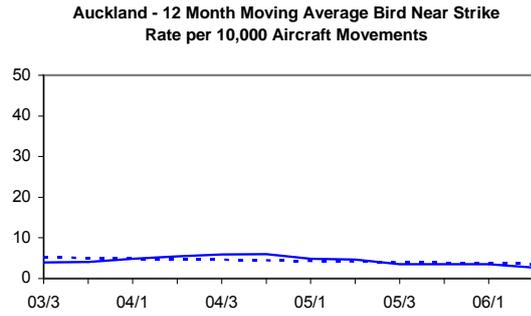
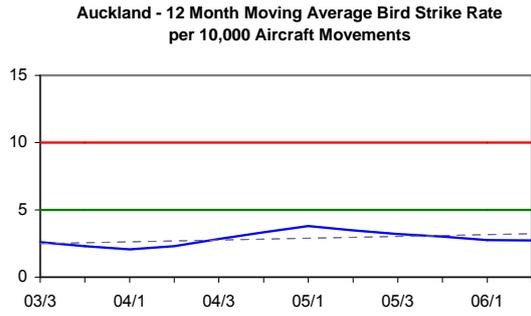
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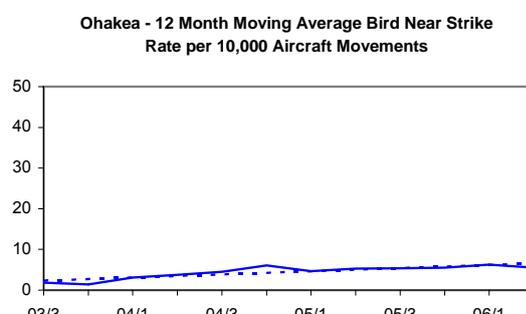
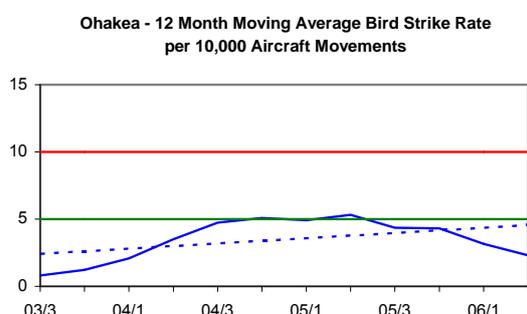
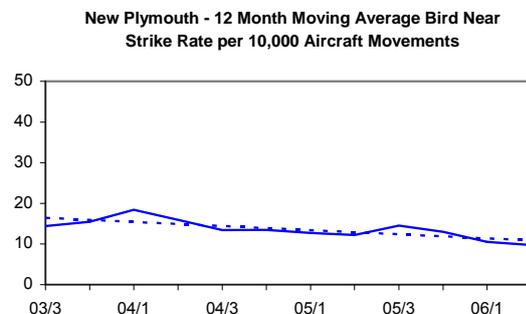
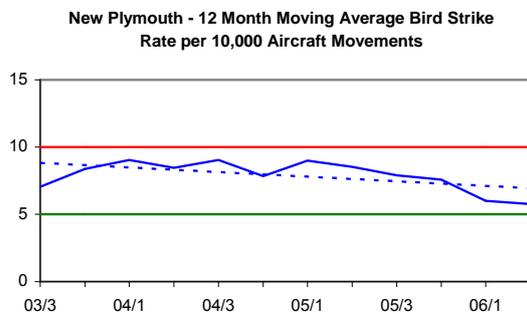
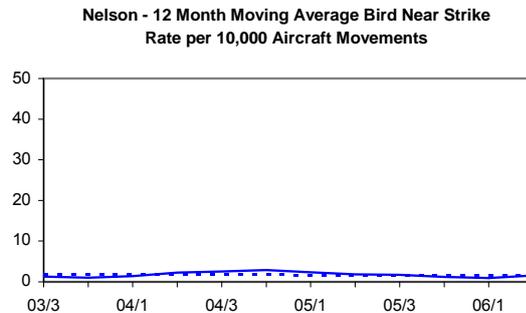
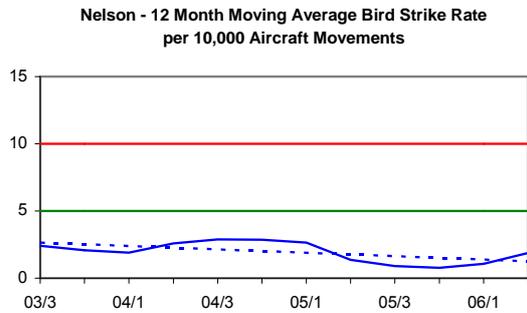
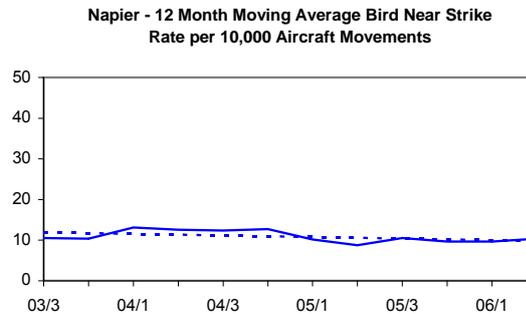
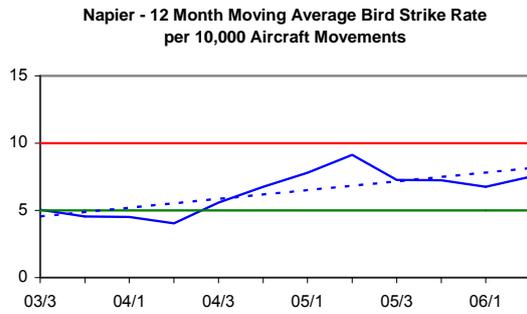
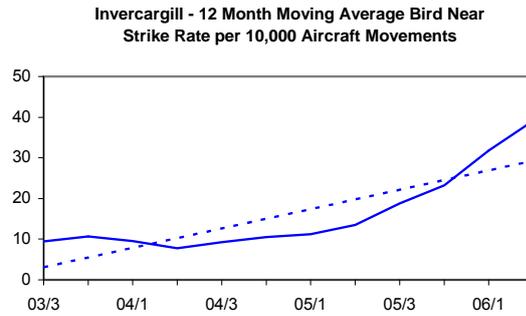
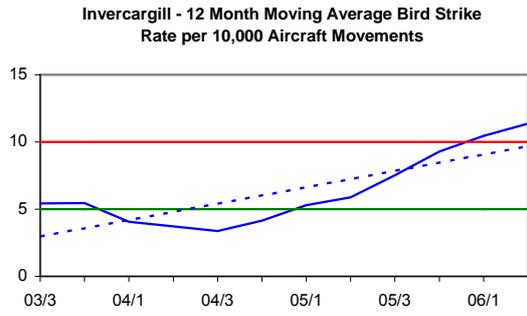
Analysis shows that 11 of the 18 monitored aerodromes have bird strike rates above the “trigger level” for CAA Action.

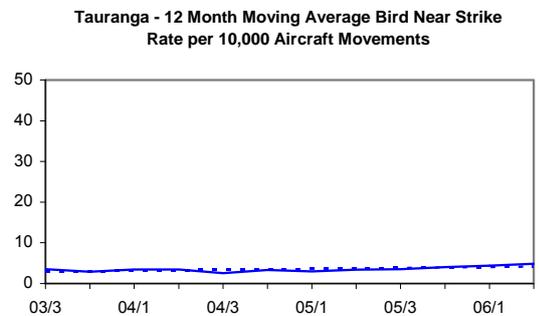
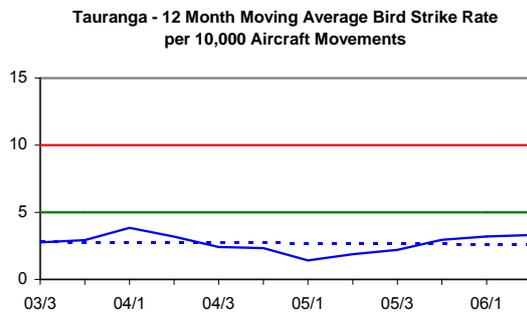
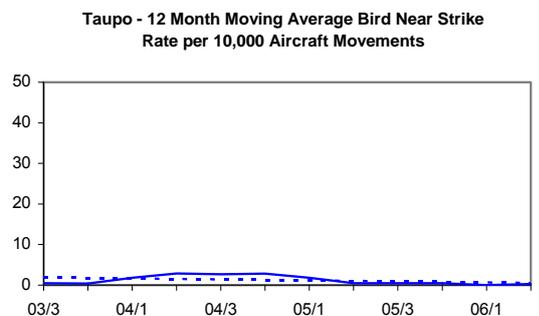
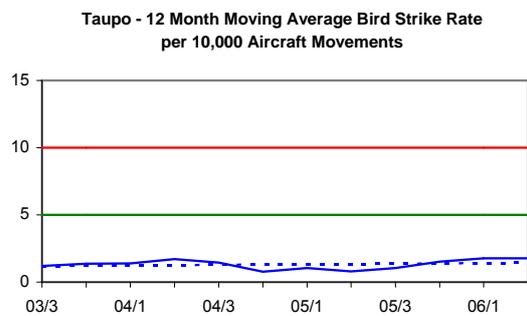
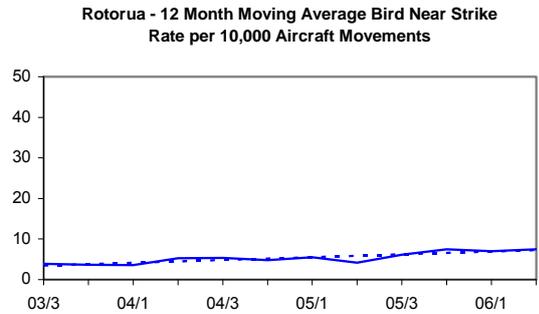
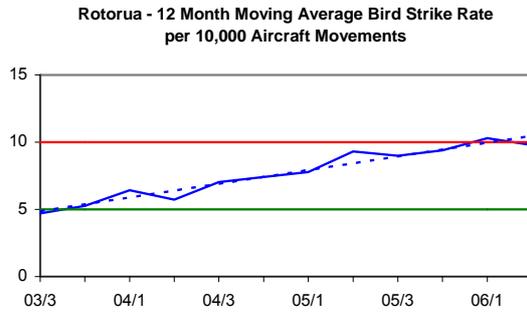
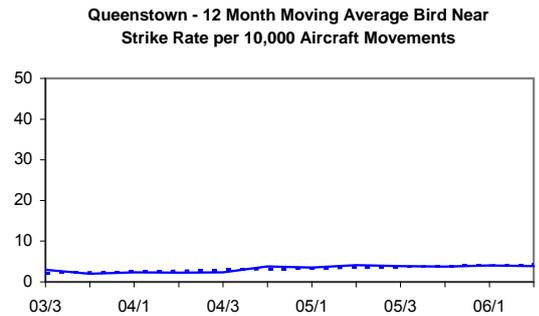
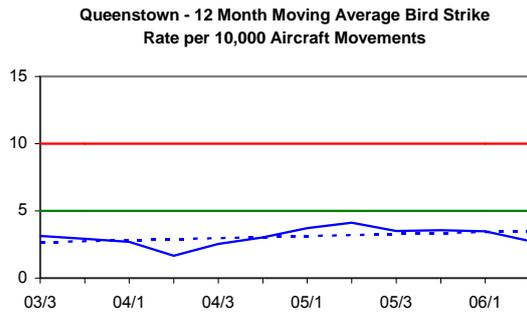
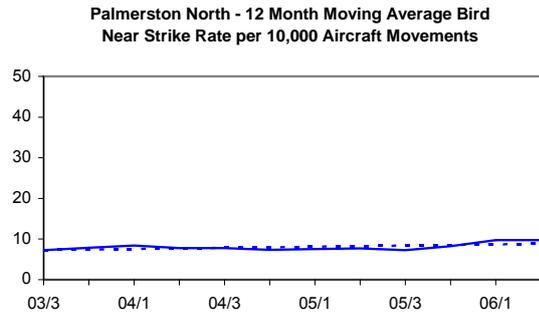
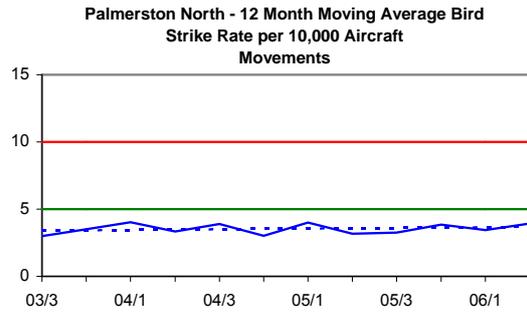
Two aerodromes exhibited strike rates in the high risk category of the CAA standard (above 10.0 bird strikes per 10,000 aircraft movements). Five aerodromes exhibited a strike rate in the medium risk category (5.0 to 10.0 per 10,000 movements) and three of these aerodromes displayed a long-term upward or constant trend. Eleven aerodromes exhibited a strike rate in the low risk category (below 5.0 per 10,000 movements) and six of these aerodromes displayed a long-term upward trend.

The top line on the strike rate graph shows the High risk category. The next line shows the Medium risk category.

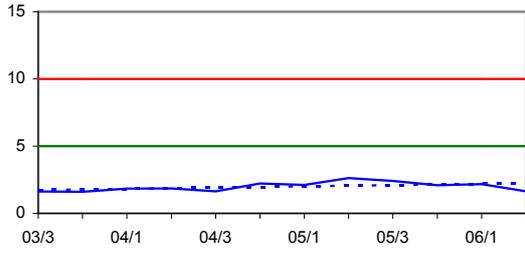
Aerodrome	Risk Category	Trend	CAA Action
Auckland	Low	Trending up	Advise Aerodrome Operator
Christchurch	Low	Trending up	Advise Aerodrome Operator
Dunedin	Low	Trending up	Advise Aerodrome Operator
Gisborne	High	Trending up	Advise Aerodrome Operator, Request Rectification Action
Hamilton	Low	Trending up	Advise Aerodrome Operator
Invercargill	High	Trending up	Advise Aerodrome Operator, Request Rectification Action
Napier	Medium	Trending up	Advise Aerodrome Operator, Request Rectification Action
Nelson	Low	Trending down	Monitor
New Plymouth	Medium	Trending down	Monitor
Ohakea	Low	Trending up	Advise Aerodrome Operator
Palmerston North	Low	Constant	Monitor
Queenstown	Low	Trending up	Advise Aerodrome Operator
Rotorua	Medium	Trending up	Advise Aerodrome Operator, Request Rectification Action
Taupo	Low	Constant	Monitor
Tauranga	Low	Constant	Monitor
Wellington	Low	Constant	Monitor
Whenuapai	Medium	Trending down	Monitor
Woodbourne	Medium	Trending up	Advise Aerodrome Operator, Request Rectification Action



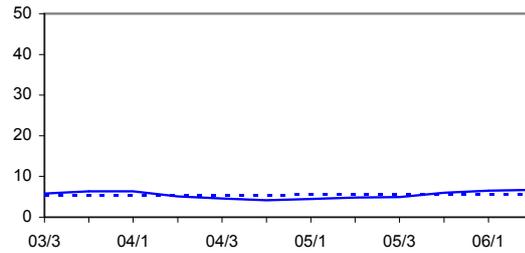




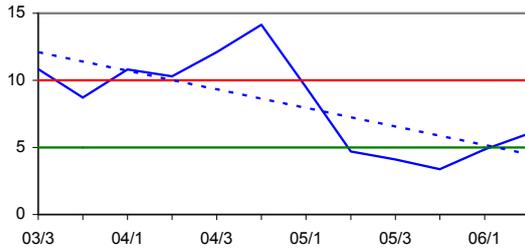
Wellington - 12 Month Moving Average Bird Strike Rate per 10,000 Aircraft Movements



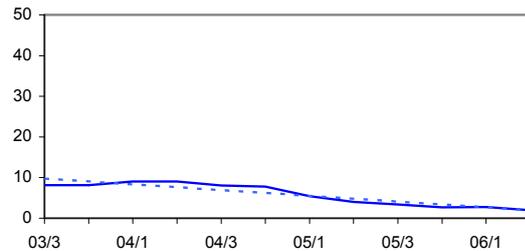
Wellington - 12 Month Moving Average Bird Near Strike Rate per 10,000 Aircraft Movements



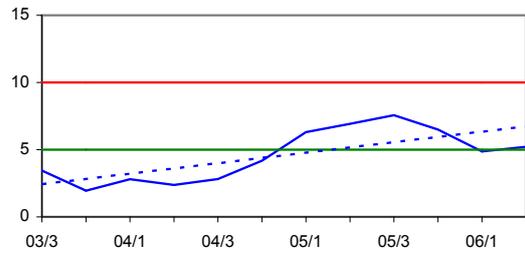
Whenuapai - 12 Month Moving Average Bird Strike Rate per 10,000 Aircraft Movements



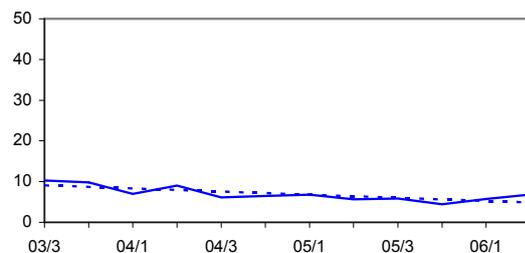
Whenuapai - 12 Month Moving Average Bird Near Strike Rate per 10,000 Aircraft Movements



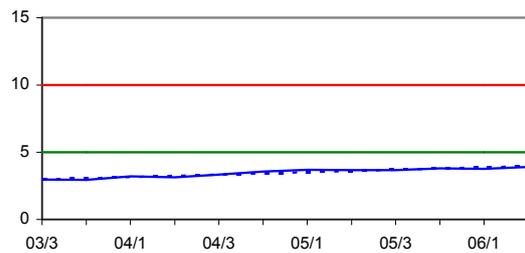
Woodbourne - 12 Month Moving Average Bird Strike Rate per 10,000 Aircraft Movements



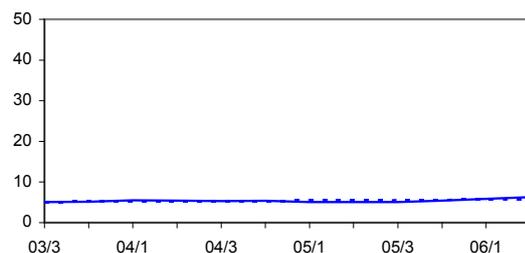
Woodbourne - 12 Month Moving Average Bird Near Strike Rate per 10,000 Aircraft Movements



Overall - 12 Month Moving Average Bird Strike Rate per 10,000 Aircraft Movements



Overall - 12 Month Moving Average Bird Near Strike Rate per 10,000 Aircraft Movements



Security Incidents

Six-Monthly Comparison

Number of Security Incidents

Aircraft Statistics Category	1 Jan to 30 Jun 2005	1 Jan to 30 Jun 2006	Change
Aeroplanes that must be operated under Part 121	38	30	- 8
Aeroplanes that must be operated under at least Part 125	3	2	- 1
Other Aeroplanes with Standard Airworthiness Certificate	3	0	- 3
Aeroplanes used for agricultural operations	0	0	0
Helicopters with Standard Category Airworthiness Certificate	0	0	0
Sport Aircraft	0	0	0
Unknown	45	35	- 10
Total	89	67	- 22

Severity

Severity	1 Jan to 30 Jun 2005	1 Jan to 30 Jun 2006	Change
Critical	2	0	- 2
Major	3	4	+ 1
Minor	84	63	- 21

Occurrences — General

The following table shows the number of occurrences (excluding Non Reportable Occurrences) that were registered on the CAA database during each of the six months of the 1 January to 30 June 2006 period.

Month	ACC	ADI	ARC	ASP	BRD	DEF	DGD	HGA	INC	NIO	PAA	PIO	SEC	TOTAL
06/1	7	2	26	60	96	70	2	2	77	1	1	2	19	365
06/2	9	7	54	83	62	80	7	3	68	5	1	1	11	391
06/3	8	7	43	62	198	92	1	2	81	3	0	0	12	509
06/4	6	3	19	45	138	72	3	1	41	7	0	0	5	340
06/5	5	8	37	74	171	129	8	1	82	5	0	3	16	539
06/6	4	8	30	85	71	97	5	0	83	2	0	0	7	392
Total	39	35	209	409	736	540	26	9	432	23	2	6	70	2,536

ACC	Accident	HGA	Hang Glider Accident
ADI	Aerodrome Incident	INC	Aircraft Incident
ARC	Aviation Related Concern	NIO	Facility Malfunction Incident
ASP	Airspace Incident	PAA	Parachute Accident
BRD	Bird Incident	PIO	Promulgated Information Incident
DEF	Defect Incident	SEC	Security Incident
DGD	Dangerous Goods Incident		

Definitions

General

Accident (ACC)

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, rotors, antennas, tyres, brakes, fairings, small dents, or puncture holes in the aircraft skin; or
- (3) the aircraft is missing or is completely inaccessible.

Aerodrome Incident (ADI)

Means an incident involving an aircraft operation and–

- (1) an obstruction either on the aerodrome operational area or protruding into the aerodrome obstacle limitation surfaces; or
- (2) a defective visual aid; or
- (3) a defective surface of a manoeuvring area; or
- (4) any other defective aerodrome facility.

Aircraft Incident (INC)

Means any incident, not otherwise classified, associated with the operation of an aircraft.

Airspace Incident (ASP)

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 (BRD)

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.

Dangerous Goods Incident (DGD)

Means an incident associated with and related to the carriage of dangerous goods by air after acceptance by the operator, that–

- (1) results in injury to a person, property damage, fire, breakage, spillage, leakage of fluid or radiation, or other evidence that the integrity of the packaging has not been maintained; or
- (2) involves dangerous goods incorrectly declared, packaged, labelled, marked, or documented.

Defect Incident (DEF)

Means an incident that involves failure or malfunction of an aircraft or aircraft component, whether found in flight or on the ground.

Facility Malfunction Incident (NIO)

Means an incident that involves an aeronautical facility.

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.

Note: Incident has many sub-categories.

Occurrence

Means an accident or incident.

Promulgated Information Incident (PIO)

Means an incident that involves significantly incorrect, inadequate, or misleading information promulgated in any aeronautical information publication, map, or chart.

Security Incident (SEC)

Means an incident that involves unlawful interference.

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 occurrences and to findings as the result of investigation of occurrences.

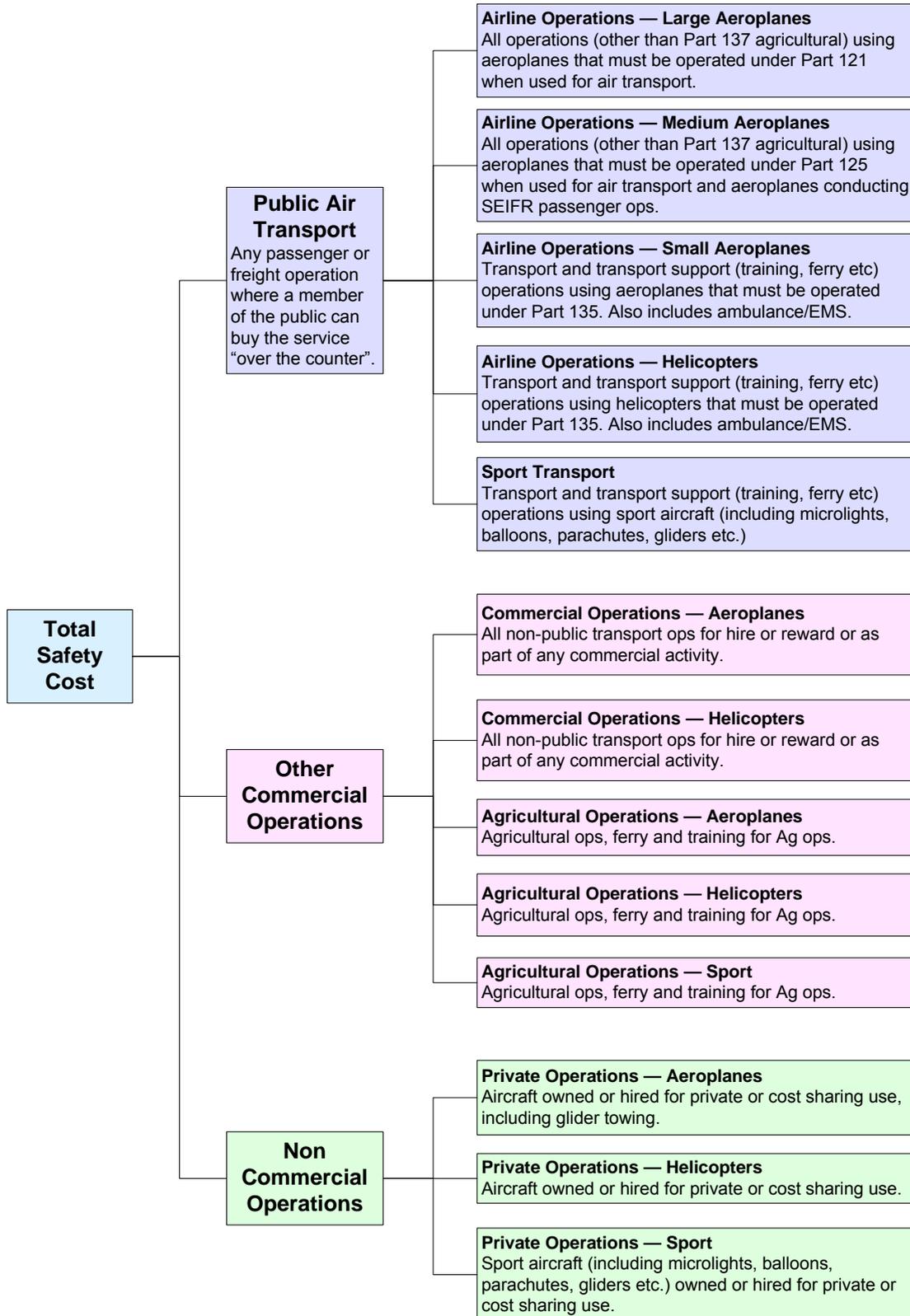
Severity Factor		Definition
CR	Critical	An occurrence or deficiency that caused, or on its own had the potential to cause, loss of life or limb;
MA	Major	An occurrence or deficiency involving a major system that caused, or had the potential to cause, significant problems to the function or effectiveness of that system;
MI	Minor	An isolated occurrence or deficiency not indicative of a significant system problem.

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
Aeroplanes that must be operated under Part 121	Aeroplanes that must be operated under Part 121 when used for air transport	Aeroplane
Aeroplanes that must be operated under at least Part 125	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
Other Aeroplanes with Standard Airworthiness Certificate	Other Aeroplanes with Standard Category Certificates of Airworthiness	Aeroplane
Aeroplanes used for agricultural operations	Aeroplanes with Restricted Category Certificates of Airworthiness limited to agricultural operations	Aeroplane
Helicopters with Standard Category Airworthiness Certificate	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

Safety Target Structure



Safety Target Groups

Target group name	General description	Includes	Excludes
Airline Operation - Large Aeroplanes	All operations using large passenger and freight aeroplanes that are operated under part 121	Ferry, test, training, passenger and freight, domestic and international, Part 91 operations, and commercial operations other than Part 137 agricultural operations. Includes all aeroplanes that have a passenger seating configuration of 30 seats or more, or a payload capacity of more than 3410kg.	Part 137 agricultural operations
Airline Operation - Medium aeroplanes	All operations using medium passenger and freight aeroplanes that are operated under part 125.	Ferry, test, training, passenger and freight, domestic and international, Part 91 operations, and commercial operations other than Part 137 agricultural operations. Aeroplanes that have a seating configuration of 10 to 30 seats, excluding any required crew member seats, or a payload capacity of 3410 kg or less and a MCTOW of greater than 5700 kg, and any aeroplanes conducting SEIFR passenger operations.	Part 137 agricultural operations
Airline Operation - Small aeroplanes	All operations by 119 certificate holders using other aeroplanes.	Ferry, test, passenger and freight, domestic and international, training in support of Part 135 operations, Ambulance/EMS	Part 137 agricultural operations, Part 91 operations, and commercial operations. SEIFR under Part 125
Airline Operation - Helicopters	All operations by 119 certificate holders using helicopters	Ferry, test, passenger and freight, domestic and international, training in support of Part 135 operations, Ambulance/EMS	Part 137 agricultural operations, Part 91 operations, and commercial operations. SEIFR under Part 125
Commercial Operations - Aeroplane	Other commercial operations Aeroplane (all non-public transport ops for hire or reward or as part of any commercial activity)	Positioning, ferrying flights, training (dual and solo), "Commercial non-certified", Business and Executive	Public transport ops, Ag ops & training for Ag ops, non-commercial ops
Commercial Operations - Helicopter	Other commercial operations Helicopter (all non-public transport ops for hire or reward or as part of any commercial activity)	Positioning, ferrying flights, training (dual and solo), "Commercial non-certified", Business and Executive	Ag ops & trg for ag ops, public transport, non-commercial ops.
Agricultural Operations - Aeroplane	Agricultural operations using aeroplanes	Agricultural ops, ferry & training for Ag ops.	Everything else.
Agricultural Operations - Helicopters	Agricultural operations using helicopters	Agricultural ops, ferry & training for Ag ops.	Everything else
Agricultural Operations - Sport Aircraft	Agricultural operations using sport aircraft	Agricultural ops, ferry & training for Ag ops.	Everything else
Private Aeroplane	Private operations in aeroplanes	Cost sharing, aircraft hired from schools and clubs for private or cost sharing use, glider towing	Airline, commercial, agricultural operations, sport aircraft, balloons, training (dual and solo)
Private Helicopter	Private operations in helicopters	Cost sharing, aircraft hired from schools and clubs for private or cost sharing use	Airline, commercial, agricultural operations, sport aircraft, balloons, training, ferry/positioning flights by commercial operators
Sport Transport	All public transport ops by sport aircraft	Ferry, test, passenger and freight, domestic and international, training for such ops. And balloons	Agricultural operations.
Sport Private	Private operations using sport aircraft	Cost sharing, aircraft hired from schools and clubs for private or cost sharing use, training, gliders, power gliders, hang gliders, parachutes and all forms of inflatable wing. Balloons	Airline, commercial, agricultural operations, and training for these activities