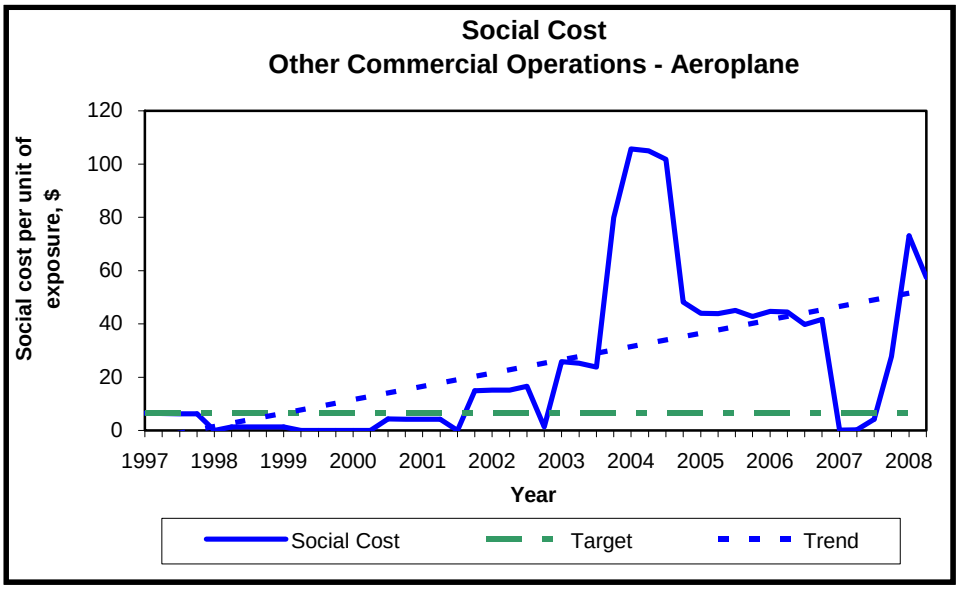
CIVIL AVIATION AUTHORITY
OF NEW ZEALAND

Aviation Safety Summary Report

1 April to 30 June 2008



The graph above shows the social cost per unit of person exposure for the Other Commercial Operations – Aeroplanes Safety Target Group.

Introduction

The purpose of this report is to provide readers with a quarterly snapshot of the aviation industry in terms of its size, shape, activity and safety performance. This complements the more detailed six-monthly "Aviation Industry Safety Update", which is available only on the CAA website.

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

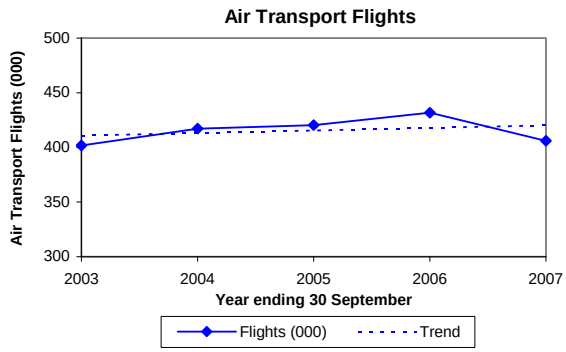
Overview

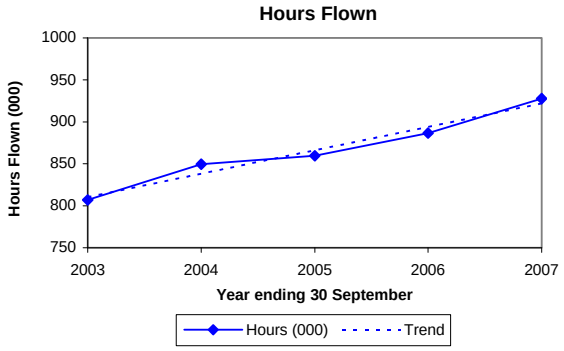
Activity

Air Transport Flights, Total Hours

Trends

The following graphs show the number of air transport flights and the total number of hours flown (annual data) for the five-year period 1 October 2002 to 30 September 2007 (includes the aircraft classes aeroplane, helicopter and balloon only).





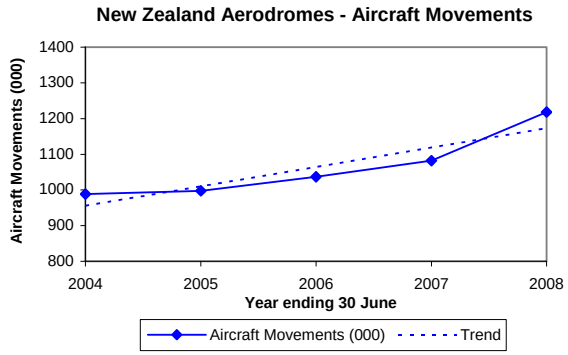
Note that the scales on these graphs do not start at zero.

Note that these assessments include the aircraft classes aeroplane, helicopter and balloon only and exclude other aircraft classes such as hang gliders and parachutes, and foreign registered aircraft that are operated in New Zealand. These assessments are based on Aircraft Operating Statistics for periods up to the quarter ended 30 September 2007 (the most recent quarter for which these data are available).

Aircraft Movements

Trends

The following graph shows the number of aircraft movements at certificated aerodromes (annual data) for the five-year period 1 July 2003 to 30 June 2008.



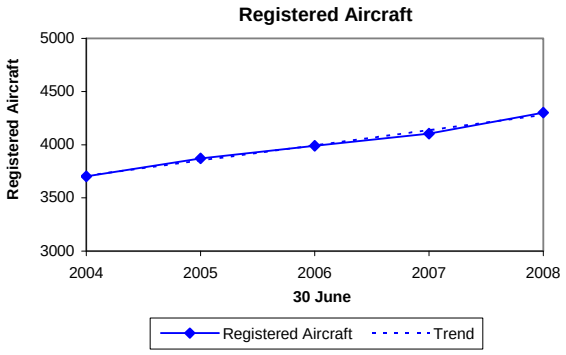
Note that the scale on this graph does not start at zero.

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

Registered Aircraft

Trends

The following graph shows the number of registered aircraft at 30 June for each of the five-years 2004 to 2008.



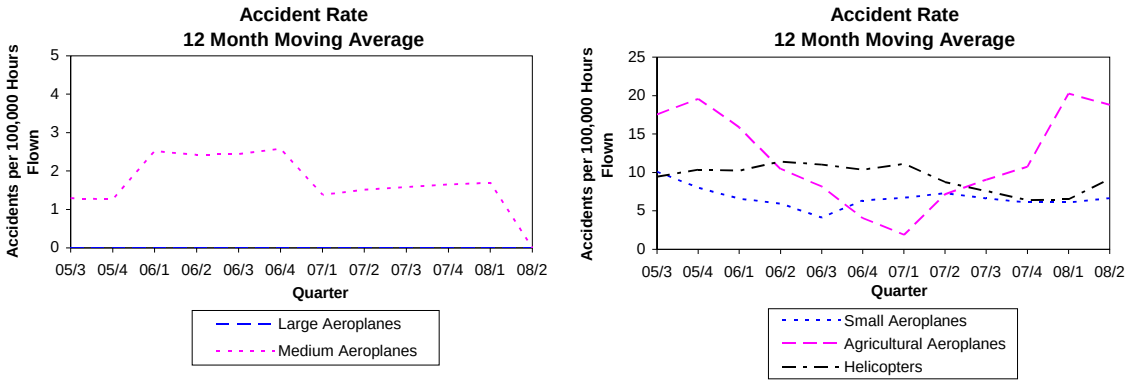
Note that the scale on this graph does not start at zero.

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

Accidents

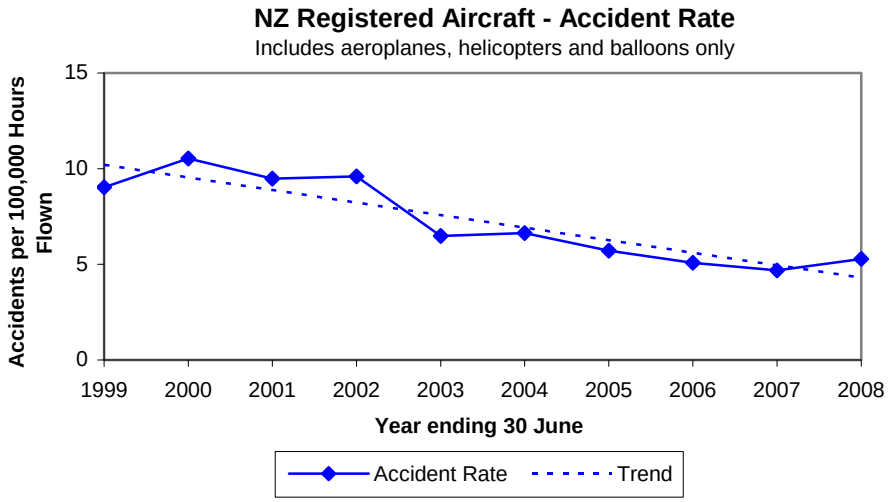
Trends

The following graphs show the aircraft accident rates (12 month moving average) for the three-year period 1 July 2005 to 30 June 2008 (excluding the aircraft statistics categories Sport Aircraft, Hang Gliders and Parachutes).



Overall Accident Rate

The following graph shows the overall accident rate per 100,000 hours flown (includes the aircraft classes aeroplane, helicopter and balloon only; excludes other aircraft classes, hang gliders and parachutes) for the 10-year period 1 July 1998 to 30 June 2008.



Note that this graph does not show a moving average.

Safety Outcome Targets for 2010

Safety Target Structure

The 2010 Safety Targets have all New Zealand aviation classified under three broad group headings: Public Air Transport, Other Commercial Operations, and Non-Commercial Operations.

Thirteen further sub-groups enable differentiation between aeroplanes, helicopters, and sport aircraft, and also allow for different weight groups. A diagram of the grouping is shown in the Definitions section.

The following table displays the social cost for each Safety Target Group for the quarter 1 April to 30 June 2008. Social cost is the cost of fatal, serious and minor injuries, and aircraft destroyed, expressed in 2006 dollars.

Safety Target Group	Social Cost $m
Airline Operations - Large Aeroplanes	-
Airline Operations - Medium Aeroplanes	-
Airline Operations - Small Aeroplanes	-
Airline Operations - Helicopter	-
Sport Transport	-
Other Commercial Operations - Aeroplane	-
Other Commercial Operations - Helicopter	-
Agricultural Operations - Aeroplane	0.57
Agricultural Operations - Helicopter	-
Agricultural Operations - Sport Aircraft	-
Private Operations - Aeroplane	-
Private Operations - Helicopter	-
Private Operations - Sport	12.64
Total	**13.21**

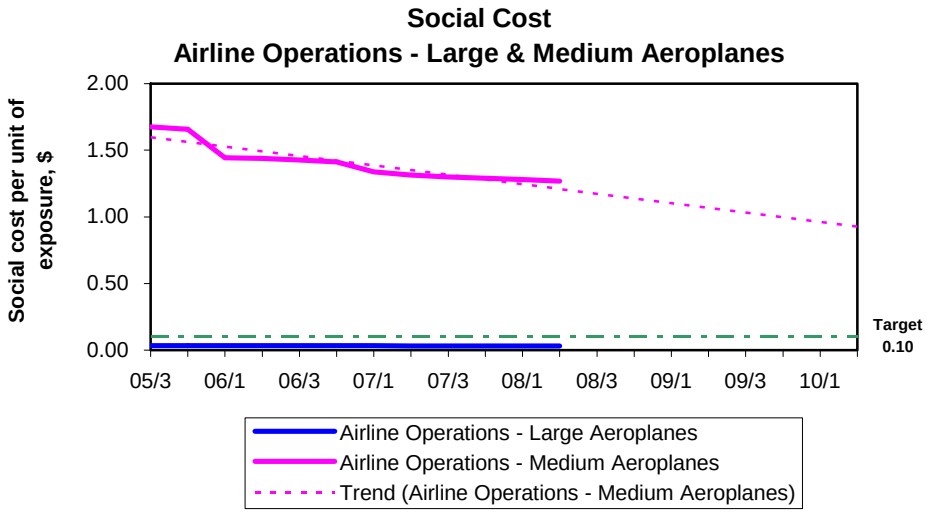
Note that the individual values in the table may not sum exactly to the total shown due to rounding.

Safety Target Graphs

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

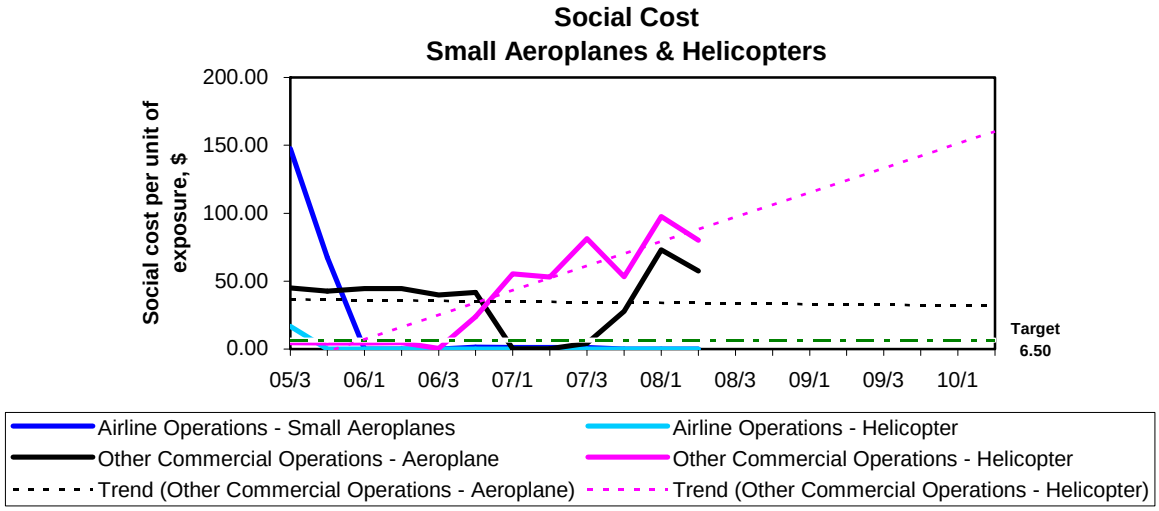
The results for the Airline Operations – Large Aeroplanes and Medium Aeroplanes groups are derived using 10 year averages; all other groups use 12 month averages.

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



The outcome for Airline Operations – Large Aeroplanes (96.0% of total seat hours) has remained well below the target level of $0.10 per hour of exposure since the target regime was established in 2005. There is no discernable trend either up or down.

The outcome for Airline Operations – Medium Aeroplanes exceeds the target by a significant margin and although trending down the target will not be achieved until after 2010. This is because of the relatively small exposure (1.6% of total seat hours) associated with this sector.

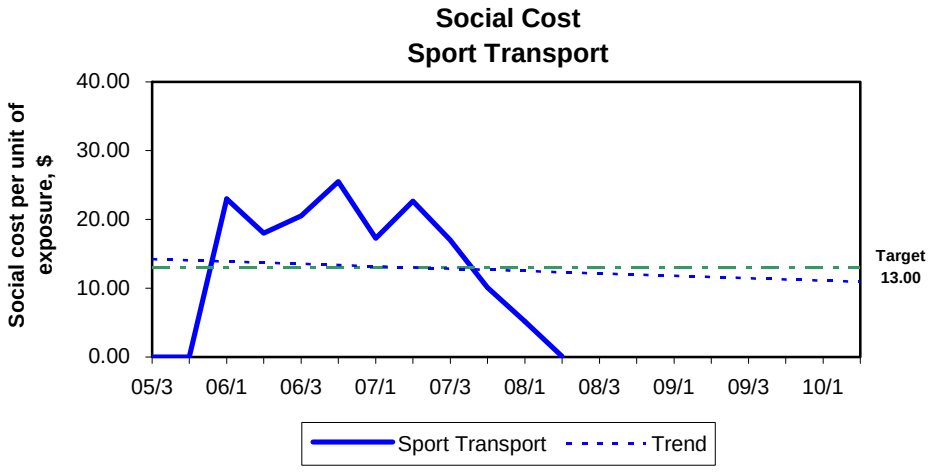


The outcome for Airline Operations – Small Aeroplanes (0.2% of total seat hours) shows a significant long term downward trend from the high starting point of $147.38 per hour of exposure generated by 6 fatalities and 2 serious injuries in the two quarters Oct 04 to Mar 05. The safety outcome for this group has been below the target level since 2006. The outcome for this group is now near the level being achieved by Airline Operations – Large Aeroplanes.

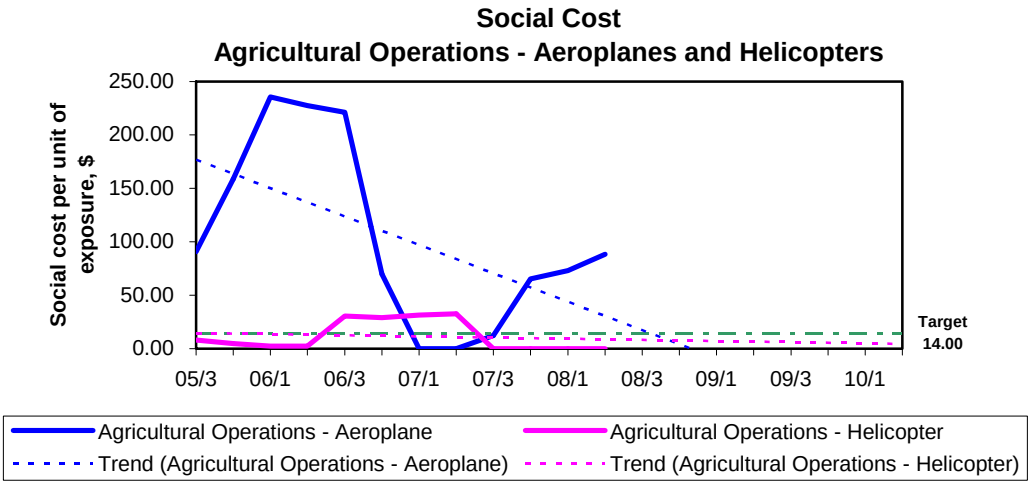
The outcome for Airline Operations – Helicopter remains level on zero as there have been no fatal or serious injuries in this group since 2003.

The outcome for Other Commercial Operations – Aeroplane is above the target of $6.50 and increased significantly in the Jan to Mar 08 quarter due to 3 fatal injuries. During the four quarters Jul 07 to Jun 08 there have been 4 fatal, 2 serious and 2 minor injuries in this group.

The outcome for Other Commercial Operations – Helicopter turned sharply upwards during the fourth quarter of 2006 and is now well above the target level. It reached a new high in the first quarter of 2008 due to 2 fatal injuries. There were no injuries in the Apr to Jun 08 quarter.

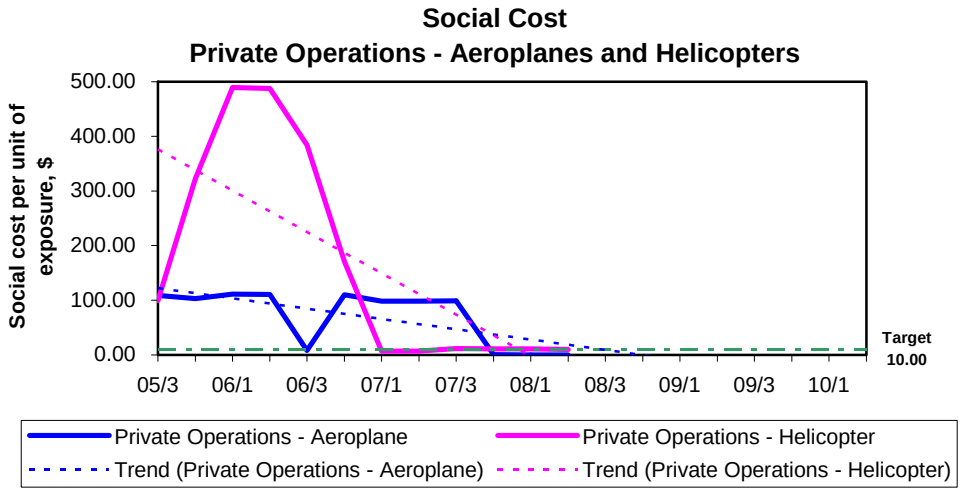


The outcome for Sport Transport peaked in the fourth quarter of 2006 and has trended downwards in subsequent quarters. There has been 1 minor injury in this group during the four quarters Jul 07 to Jun 08 and the outcome is now just above zero.



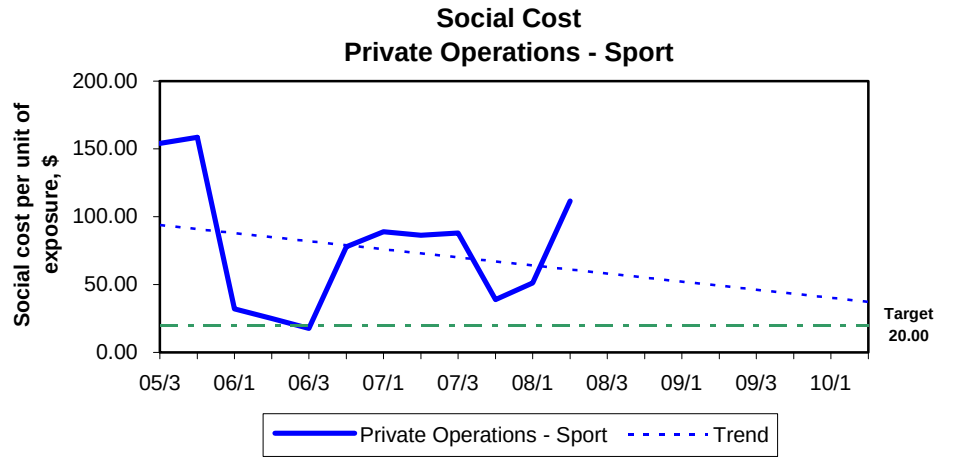
The outcome for Agricultural Operations – Aeroplanes exceeded the desired target level in the fourth quarter of 2007 as a result of 1 fatal injury in the Oct to Dec 07 quarter. There has been 1 serious injury in the Apr to Jun 08 quarter. It is expected that the long term trend line will fall below the required target in 2008.

The outcome for Agricultural Operations – Helicopter turned sharply upwards during the third quarter of 2006 and remained above the target level for four quarters. There has been no social cost generated in this group during the four quarters Jul 07 to Jun 08 and the outcome is now well below the required target.



The outcome for Private Operations – Aeroplane remained around $100.00 for the first four quarters of the new regime and settled down below the required $10.00 target in the Jul to Sep 06 quarter. However, a double fatality accident towards the end of the Oct to Dec 06 quarter drove the outcome back to the $100.00 level again. Following six fatality free quarters (Jan 07 to Jun 08) the outcome is now well below the required target.

The outcome for Private Operations – Helicopters, having rapidly trended up in the last half of 2005 and down since mid 2006, is now just above the required target level. The long term trend line for the group is below the target line in the first quarter of 2008.



The outcome for Private Operations – Sport, which had been trending down since late 2005, reversed significantly in the Oct to Dec 06 quarter. This reversal was driven by accidents in which there were 4 fatal, 3 serious and 1 minor injuries. The outcome has reached a new high in the second quarter of 2008 due to 7 fatal, 4 serious and 6 minor injuries in the four quarters Jul 07 to Jun 08.

Activity

Air Transport Flights, Total Hours

Quarterly Comparison

Activity	1 Jul to 30 Sep 2006	1 Jul to 30 Sep 2007	Change	
			Number	Percentage
Air Transport Flights	97,764	85,949	- 11,815	- 12.1
Total Hours	210,079	219,009	+ 8,930	+ 4.3

Note that these assessments include the aircraft classes aeroplane, helicopter and balloon only and exclude other aircraft classes such as hang gliders and parachutes, and foreign registered aircraft that are operated in New Zealand. These assessments are based on Aircraft Operating Statistics for periods up to the quarter ended 30 September 2007 (the most recent quarter for which these data are available).

Aircraft Movements

Quarterly Comparison

Activity	1 Apr to 30 Jun 2007	1 Apr to 30 Jun 2008	Change	
			Number	Percentage
Aircraft Movements	272,719	306,863	+ 34,144	+ 12.5

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

Registered Aircraft

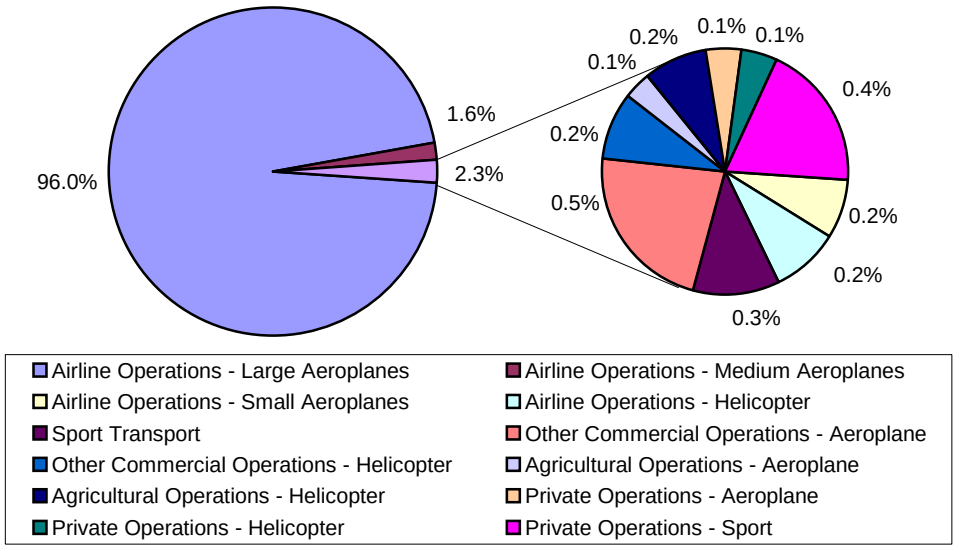
Quarterly Comparison

Aircraft Statistics Category	30 June 2007	30 June 2008	Change	
			Number	Percentage
Large Aeroplanes	118	119	+ 1	+ 0.8
Medium Aeroplanes	80	81	+ 1	+ 1.3
Small Aeroplanes	1,439	1,472	+ 33	+ 2.3
Agricultural Aeroplanes	127	126	- 1	- 0.8
Helicopters	672	725	+ 53	+ 7.9
Sport Aircraft	1,669	1,778	+ 109	+ 6.5
Total	**4,105**	**4,301**	**+ 196**	**+ 4.8**

Industry Size and Shape

The following graph and table show the size and shape of the aviation industry as determined from Aircraft Operating Statistics in the relevant 2010 Safety Target Group categories for the period 1 July to 30 September 2007. For each Safety Target Group the total number of hours flown is multiplied by the average number of seats and the appropriate load factor, to give the number of seat hours utilised by the group (person exposure). For Safety Target Groups that are not predominantly passenger carrying a surrogate of 500 kg of aircraft weight is used instead of person exposure. For the Sport Safety Target Groups a standard estimate of seat hours offered is used as well as reported data for such aircraft in these groups, as most sport aircraft do not report hours or seats.

Percentage Sector Seat Hours



Safety Target Group	Percentage Sector Seat Hours
Airline Operations - Large Aeroplanes	96.0
Airline Operations - Medium Aeroplanes	1.6
Airline Operations - Small Aeroplanes	0.2
Airline Operations - Helicopter	0.2
Sport Transport	0.3
Other Commercial Operations - Aeroplane	0.5
Other Commercial Operations - Helicopter	0.2
Agricultural Operations - Aeroplane	0.1
Agricultural Operations - Helicopter	0.2
Agricultural Operations - Sport Aircraft	-
Private Operations - Aeroplane	0.1
Private Operations - Helicopter	0.1
Private Operations - Sport	0.4

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

Accidents

Quarterly Comparison

Number of Accidents

Aircraft Statistics Category	1 Apr to 30 Jun 2007	1 Apr to 30 Jun 2008	Change
Large Aeroplanes	0	0	0
Medium Aeroplanes	1	0	- 1
Small Aeroplanes	4	6	+ 2
Agricultural Aeroplanes	3	2	- 1
Helicopters	1	6	+ 5
Sport Aircraft	10	5	- 5
Hang Gliders	1	2	+ 1
Parachutes	1	0	- 1
Total	**21**	**21**	**0**

Severity of Accidents

Severity	1 Apr to 30 Jun 2007	1 Apr to 30 Jun 2008	Change
Critical	1	3	+ 2
Major	13	9	- 4
Minor	7	9	+ 2

No accidents in the ‘Large Aeroplanes’ statistics category were classified as Critical in the 1 April to 30 June 2007 or 2008 quarters.

One accident in the ‘Medium Aeroplanes’ statistics category was classified as Critical in the 1 April to 30 June 2007 quarter. No accidents in the ‘Medium Aeroplanes’ statistics category were classified as Critical in the 1 April to 30 June 2008 quarter.

Significant Accidents and Other Injury Accidents

Significant Injury Accidents

This section describes significant injury accidents that occurred during the period 1 April to 30 June 2008.

Agricultural Aeroplanes

Agricultural Operations - Aeroplane

- An aeroplane on an agricultural flight collided with terrain soon after takeoff. The pilot was seriously injured and the aircraft was destroyed.

Sport Aircraft

Private Operations - Sport

- A microlight crashed 120 metres from the northern end of the runway immediately after takeoff. Both occupants were killed.
- An amateur built aeroplane entered a sharp turn and nose-dived shortly after takeoff, clipping a building as it came down and exploding into flames killing both occupants.
- A paraglider stalled due to not having enough takeoff speed. The paraglider received substantial damage and the pilot and passenger received minor injuries.

Significant Non-Injury Accidents

This section describes significant non-injury accidents that occurred during the period 1 April to 30 June 2008.

Small Aeroplanes

Other Commercial Operations – Aeroplane

- A Cessna 172 preparing for a training solo flight had approximately 1 metre of its wing sliced off by the propeller of another aircraft it was taxiing too close to.
- A PA-28 on a training dual flight struck a fencepost during taxi after landing.

Helicopters

Other Commercial Operations - Helicopter

- A helicopter on a ferry/positioning flight had engine failure, and autorotated resulting in the rotor blades contacting the tail boom during the landing phase.

Private Operations - Helicopter

- An R22 sustained damage following a heavy landing.
- An R22 experienced power loss and tipped over.

Sport Aircraft

Private Operations - Sport

- A B22 Bantam microlight on a training dual flight made a heavy landing damaging the RH undercarriage leg.

Other Injury Accidents

This section describes other injury accidents that occurred during the period 1 April to 30 June 2008.

Sport Aircraft

Private Operations - Sport

- A paraglider fell about 30 metres. The pilot suffered serious injuries.

Injuries

Number of Fatal Accidents (and Number of Fatal Injuries)

Aircraft Statistics Category	1 Apr to 30 Jun 2007	1 Apr to 30 Jun 2008	Change
Large Aeroplanes	0	0	0
Medium Aeroplanes	0	0	0
Small Aeroplanes	0	0	0
Agricultural Aeroplanes	0	0	0
Helicopters	0	0	0
Sport Aircraft	0	2 (4)	+ 2 (+ 4)
Hang Gliders	0	0	0
Parachutes	0	0	0
Total	**0**	**2 (4)**	**+ 2 (+ 4)**

Number of Serious Injuries

Aircraft Statistics Category	1 Apr to 30 Jun 2007	1 Apr to 30 Jun 2008	Change
Large Aeroplanes	0	0	0
Medium Aeroplanes	0	0	0
Small Aeroplanes	0	0	0
Agricultural Aeroplanes	0	1	+ 1
Helicopters	0	0	0
Sport Aircraft	1	0	- 1
Hang Gliders	1	1	0
Parachutes	2	0	- 2
Total	**4**	**2**	**- 2**

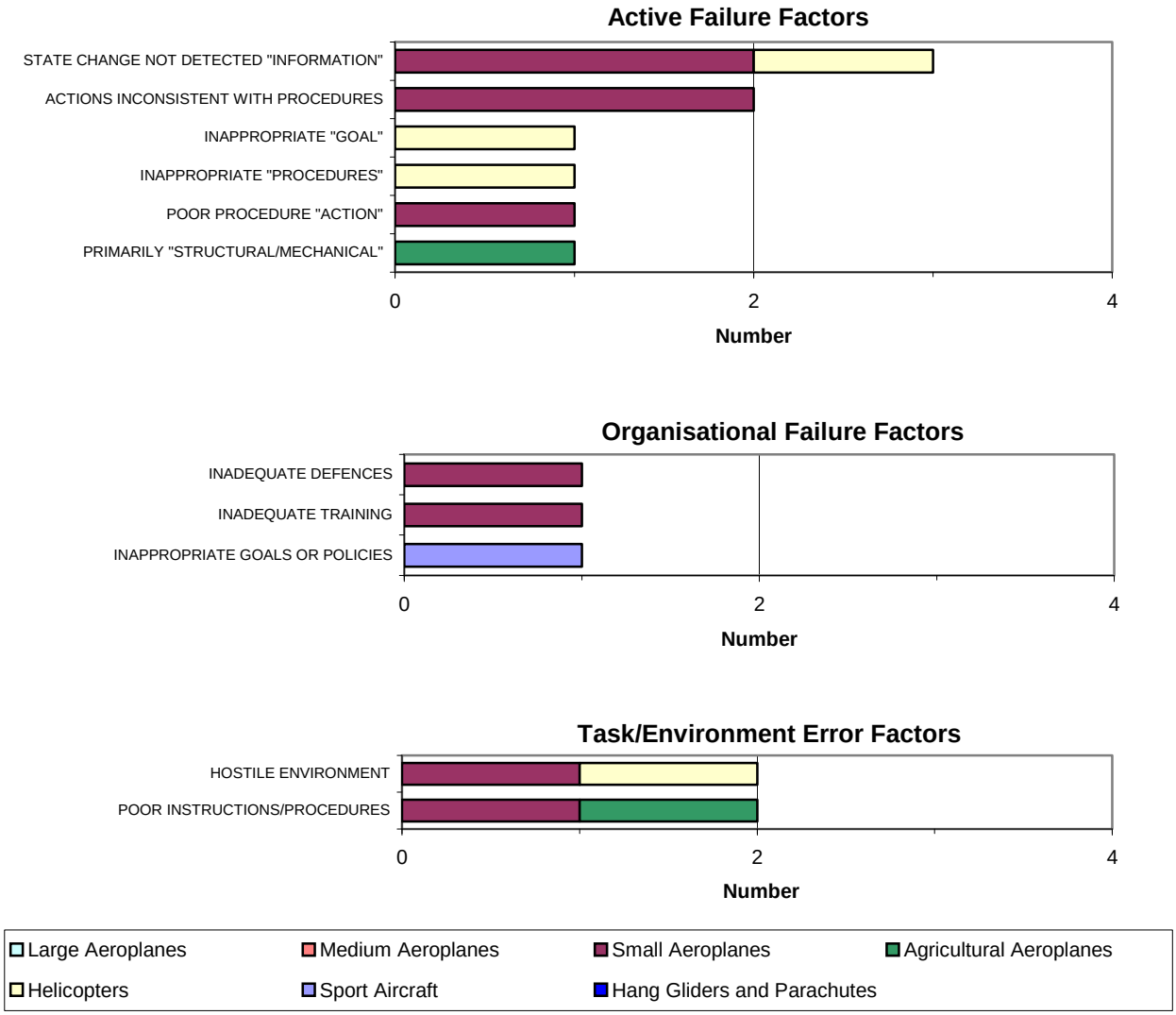
Number of Minor Injuries

Aircraft Statistics Category	1 Apr to 30 Jun 2007	1 Apr to 30 Jun 2008	Change
Large Aeroplanes	0	0	0
Medium Aeroplanes	0	0	0
Small Aeroplanes	0	0	0
Agricultural Aeroplanes	0	0	0
Helicopters	2	0	- 2
Sport Aircraft	2	0	- 2
Hang Gliders	0	2	+ 2
Parachutes	0	0	0
Total	**4**	**2**	**- 2**

Accident Causal Factors by Aircraft Statistics Category

The following graphs show the number of causal factors recorded for accidents that occurred during the 12-month period 1 April 2007 to 31 March 2008 for the various aircraft statistics categories.
Causal factors have been assigned to 14 (16%) of the 86 accidents.

Note that causes are not yet available for all accidents that occurred in the 1 April to 30 June 2008 period.

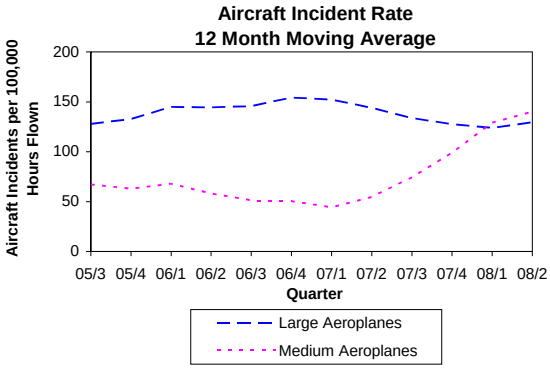


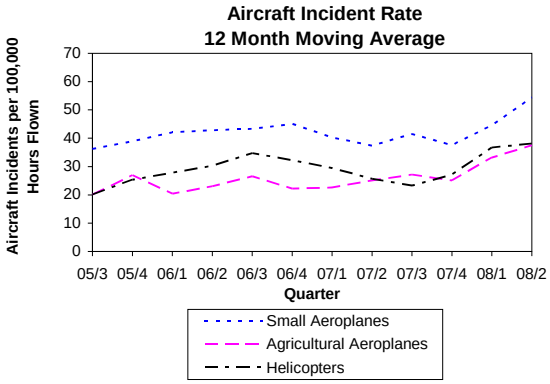
Note that Task/Environment Violation Factors have not been recorded for any accidents that occurred during the period 1 April 2007 to 31 March 2008.

Aircraft Incidents

Trends

The following graphs show the aircraft incident rates (12 month moving average) for the three-year period 1 July 2005 to 30 June 2008 (excluding the Sport Aircraft statistics category).





Quarterly Comparison

Number of Aircraft Incidents

Aircraft Statistics Category	1 Apr to 30 Jun 2007	1 Apr to 30 Jun 2008	Change
Large Aeroplanes	88	104	+ 16
Medium Aeroplanes	13	17	+ 4
Small Aeroplanes	27	61	+ 34
Agricultural Aeroplanes	6	8	+ 2
Helicopters	9	12	+ 3
Sport Aircraft	9	4	- 5
Unknown Aircraft	13	24	+ 11
Total	**165**	**230**	**+ 65**

Severity of Aircraft Incidents

Severity	1 Apr to 30 Jun 2007	1 Apr to 30 Jun 2008	Change
Critical	0	2	+ 2
Major	11	23	+ 12
Minor	154	205	+ 51

No aircraft incidents in the ‘Large Aeroplanes’ statistics category were classified as Critical in the 1 April to 30 June 2007 quarter.

Two aircraft incidents in the ‘Large Aeroplanes’ statistics category were classified as Critical in the 1 April to 30 June 2008 quarter. A Boeing 737 on a Transport Passenger A to B flight received a ground proximity warning while on approach. A different Boeing 737 on a Transport Passenger A to B flight made a missed approach due to a large cumulonimbus cloud over the runway threshold.

No aircraft incidents in the ‘Medium Aeroplanes’ statistics category were classified as Critical in the 1 April to 30 June 2007 or 2008 quarters.

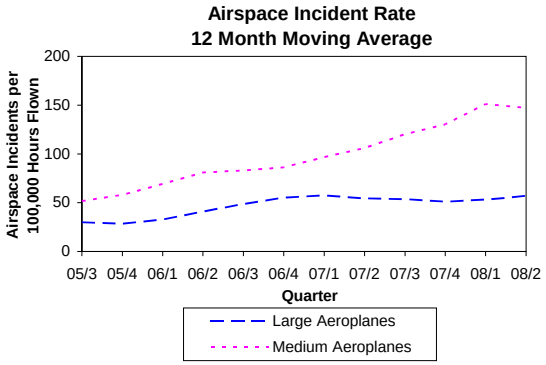
The increases in the numbers and rates of aircraft incidents in the ‘Medium Aeroplanes’ and ‘Small Aeroplanes’ statistics categories have been notified to the appropriate CAA operational groups.

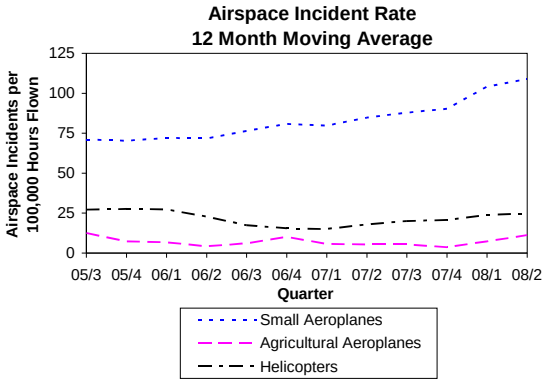
There is evidence that the increase in the number and rate of aircraft incidents in the ‘Agricultural Aeroplanes’ statistics category is due to improved reporting.

Airspace Incidents

Trends

The following graphs show the airspace incident rates (12 month moving average) for the three-year period 1 July 2005 to 30 June 2008 (excluding the Sport Aircraft statistics category).





Quarterly Comparison

Number of Airspace Incidents

Aircraft Statistics Category	1 Apr to 30 Jun 2007	1 Apr to 30 Jun 2008	Change
Large Aeroplanes	38	49	+ 11
Medium Aeroplanes	19	14	- 5
Small Aeroplanes	84	104	+ 20
Agricultural Aeroplanes	0	2	+ 2
Helicopters	13	15	+ 2
Sport Aircraft	9	4	- 5
Unknown Aircraft	72	80	+ 8
Total	**235**	**268**	**+ 33**

Severity of Airspace Incidents

Severity	1 Apr to 30 Jun 2007	1 Apr to 30 Jun 2008	Change
Critical	2	0	- 2
Major	14	13	- 1
Minor	219	255	+ 36

One airspace incident in the ‘Large Aeroplanes’ statistics category was classified as Critical in the 1 April to 30 June 2007 quarter. No airspace incidents in the ‘Large Aeroplanes’ statistics category were classified as Critical in the 1 April to 30 June 2008 quarter.

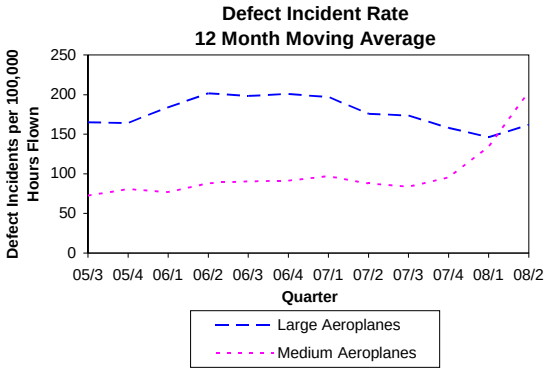
No airspace incidents in the ‘Medium Aeroplanes’ statistics category were classified as Critical in the 1 April to 30 June 2007 or 2008 quarters.

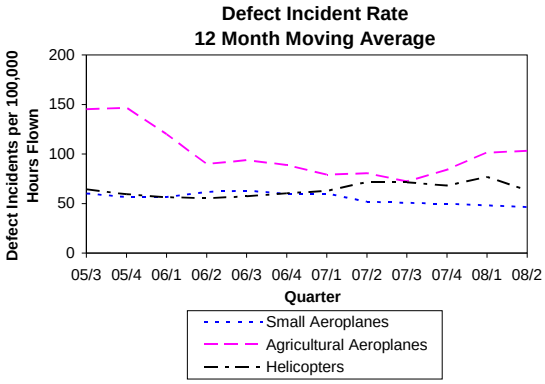
The increases in the numbers and/or rates of airspace incidents in the ‘Medium Aeroplanes’ and ‘Small Aeroplanes’ statistics categories have been notified to the appropriate CAA operational groups.

Defect Incidents

Trends

The following graphs show the defect incident rates (12 month moving average) for the three-year period 1 July 2005 to 30 June 2008 (excluding the Sport Aircraft statistics category).





Quarterly Comparison

Number of Defect Incidents

Aircraft Statistics Category	1 Apr to 30 Jun 2007	1 Apr to 30 Jun 2008	Change
Large Aeroplanes	113	158	+ 45
Medium Aeroplanes	11	48	+ 37
Small Aeroplanes	42	38	- 4
Agricultural Aeroplanes	13	13	0
Helicopters	46	22	- 24
Sport Aircraft	5	0	- 5
Unknown Aircraft	11	7	- 4
Total	**241**	**286**	**+ 45**

Severity of Defect Incidents

Severity	1 Apr to 30 Jun 2007	1 Apr to 30 Jun 2008	Change
Critical	0	3	+ 3
Major	25	33	+ 8
Minor	216	250	+ 34

No defect incidents in the ‘Large Aeroplanes’ statistics category were classified as Critical in the 1 April to 30 June 2007 quarter.

Three defect incidents in the ‘Large Aeroplanes’ statistics category were classified as Critical in the 1 April to 30 June 2008 quarter. A Boeing 737 on a Transport Passenger A to B flight had a failure of the flap position indication system while being pushed back after loading. On the same Boeing 737 on a different Transport Passenger A to B flight the first officers EFIS screen failed. A different Boeing 737 had an air-conditioning pack control valve fail between Transport Passenger A to B flights.

No defect incidents in the ‘Medium Aeroplanes’ statistics category were classified as Critical in the 1 April to 30 June 2007 or 2008 quarters.

The increase in the number and rate of defect incidents in the ‘Medium Aeroplanes’ statistics category appears to be due to improved reporting.

Rate Monitoring

Defect incident rate monitoring of individual types of large and medium air transport aircraft has been carried out against the CAA standard for the period ended 31 March 2008. Analysis shows that one of the fourteen monitored aircraft types has a defect rate above the "trigger level" for CAA action.

Bird Incident Rates

Bird hazard monitoring has been carried out against the CAA standard for the period ended 30 June 2008. Analysis shows that three of the 18 monitored aerodromes have bird strike rates above the "trigger level" for CAA action.

Two aerodromes had strike rates in the high risk category of the CAA standard (above 10.0 bird strikes per 10,000 aircraft movements), one having a long-term upward trend and the other a long-term downward trend. Three aerodromes had strike rates in the medium risk category (5.0 to 10.0 per 10,000 movements), all having long-term downward trends. Thirteen aerodromes had strike rates in the low risk category (below 5.0 per 10,000 movements) with one of these having a long-term upward trend.

Quarterly Statistics

Quarter	2005/3	2005/4	2006/1	2006/2	2006/3	2006/4
Number of Air Transport Flights[1]	94,778	113,306	117,941	102,847	97,764	103,713
Number of Hours Flown[1]	208,273	230,376	235,889	210,259	210,079	226,541
Number of Aircraft Movements[2]	260,951	254,085	263,245	258,378	263,142	255,765
Number of Aircraft on the Register[3]	3,896	3,937	3,991	3,991	3,995	4,033
Number of Licences						
Private Pilot Licence	3,683	3,580	3,643	3,483	3,616	3,465
Commercial Pilot Licence	3,540	3,530	3,589	3,593	3,645	3,620
Airline Transport Pilot Licence	1,802	1,814	1,803	1,789	1,810	1,818
Aircraft Maintenance Engineer Licence	2,055	2,075	2,090	2,114	2,135	2,151
Air Traffic Controller Licence	312	299	306	296	308	294
Number of Part 119 Certificated Operators						
Air Operator – Large Aeroplanes	12	12	12	11	11	11
Air Operator – Medium Aeroplanes	12	13	12	13	13	14
Air Operator – Helicopters and Small Aeroplanes	152	156	154	158	160	163
Air Operator – Pacific	2	2	2	3	3	3
Number of Aircraft Accidents[4]						
Large Aeroplanes	0	0	0	0	0	0
Medium Aeroplanes	0	0	1	1	0	0
Small Aeroplanes	7	2	6	1	2	8
Agricultural Aeroplanes	1	2	2	0	0	0
Helicopters	5	7	3	5	4	6
Sport Aircraft	3	5	11	7	4	4
Unknown Aircraft	0	0	1	0	0	2
Hang Gliders	1	1	7	2	3	4
Parachutes	0	0	2	0	1	1
Number of Fatal Accidents[4]	2	2	4	0	0	3
Number of Fatal Injuries[4]	3	4	5	0	0	6
Number of Serious + Minor Injuries[4]	9	6	18	6	4	15
Social Cost $ million[5]	10.65	16.40	19.55	0.71	3.38	22.67
Number of Incidents[6]	883	1,026	1,088	1,167	995	1,095
Number of Aviation Related Concerns	80	95	120	86	109	84

[1] New Zealand registered aircraft. Includes the aircraft classes aeroplane, helicopter and balloon only; excludes other aircraft classes, hang gliders and parachutes. Estimated for 2007/4, 2008/1 and 2008/2.
[2] Certificated aerodromes. Includes Auckland, Christchurch, Dunedin, Gisborne (from December 2004), Hamilton, Invercargill, Napier, Nelson, New Plymouth, Ohakea, Palmerston North, Queenstown, Rotorua, Taupo, Tauranga, Wellington and Woodbourne. Excludes Chatham Islands/Tuuta Airport, Kerikeri/Bay of Islands, Manapouri, Mount Cook, Timaru, Wanganui, Westport, Whangarei and Wigram.
[3] As at the last day of the quarter. Includes the sport aircraft statistics category. Excludes hang gliders and parachutes.
[4] All accidents. All aircraft statistics categories. Includes hang gliders and parachutes.
[5] All aircraft statistics categories. Includes hang gliders and parachutes. Cost of fatal, serious and minor injuries, and aircraft destroyed, in June 2006 dollars.
[6] All incident sub-types.

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Quarter	2007/1	2007/2	2007/3	2007/4	2008/1	2008/2
Number of Air Transport Flights[1]	115,929	100,592	85,949	92,095	106,956	92,500
Number of Hours Flown[1]	251,784	230,422	219,009	233,202	244,288	230,863
Number of Aircraft Movements[2]	290,284	272,719	289,005	300,512	321,583	306,863
Number of Aircraft on the Register[3]	4,075	4,105	4,127	4,193	4,250	4,301
Number of Licences						
Private Pilot Licence	3,500	3,742	3,788	3,819	3,873	3,856
Commercial Pilot Licence	3,603	3,726	3,779	3,817	3,876	3,925
Airline Transport Pilot Licence	1,804	1,893	1,927	1,968	1,978	1,999
Aircraft Maintenance Engineer Licence	2,161	2,181	2,203	2,227	2,241	2,276
Air Traffic Controller Licence	299	326	330	325	325	332
Number of Part 119 Certificated Operators						
Air Operator – Large Aeroplanes	11	11	11	11	11	11
Air Operator – Medium Aeroplanes	14	13	15	16	16	16
Air Operator – Helicopters and Small Aeroplanes	161	159	161	164	163	161
Air Operator – Pacific	2	3	4	3	2	3
Number of Aircraft Accidents[4]						
Large Aeroplanes	0	0	0	0	0	0
Medium Aeroplanes	0	1	0	0	0	0
Small Aeroplanes	8	4	1	7	8	6
Agricultural Aeroplanes	1	3	1	1	6	2
Helicopters	5	1	2	4	5	6
Sport Aircraft	8	10	3	5	13	5
Unknown Aircraft	0	0	0	1	0	0
Hang Gliders	4	1	4	2	1	2
Parachutes	4	1	0	1	0	0
Number of Fatal Accidents[4]	1	0	0	3	5	2
Number of Fatal Injuries[4]	1	0	0	3	7	4
Number of Serious + Minor Injuries[4]	9	8	5	8	2	4
Social Cost $ million[5]	6.47	0.96	4.29	10.60	22.76	13.21
Number of Incidents[6]	1,070	1,083	1,027	1,032	1,231	1,262
Number of Aviation Related Concerns	75	72	72	73	98	75

Definitions

Accident

Means an occurrence that is associated with the operation of an aircraft and takes place between the time any person boards the aircraft with the intention of flight and such time as all such persons have disembarked and the engine or any propellers or rotors come to rest, being an occurrence in which–

(1) a person is fatally or seriously injured as a result of–

(i) being in the aircraft; or

(ii) direct contact with any part of the aircraft, including any part that has become detached from the aircraft; or

(iii) direct exposure to jet blast–

except when the injuries are self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to passengers and crew; or

(2) the aircraft sustains damage or structural failure that–

(i) adversely affects the structural strength, performance, or flight characteristics of the aircraft; and

(ii) would normally require major repair or replacement of the affected component–

except engine failure or damage that is limited to the engine, its cowlings, or accessories, or damage limited to propellers, wing tips, rotors, antennas, tyres, brakes, fairings, small dents, or puncture holes in the aircraft skin; or

(3) the aircraft is missing or is completely inaccessible.

Aircraft Incident

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

Aircraft Statistics Category

The following table shows the definition of each aircraft statistics category and the aircraft classes included.

Aircraft Statistics Category	Definition	Aircraft Class
Large Aeroplanes	Aeroplanes that must be operated under Part 121 when used for air transport	Aeroplane
Medium Aeroplanes	Aeroplanes that must be operated under Part 125 when used for air transport, except for those required to operate under Part 125 solely due to operating SEIFR	Aeroplane
Small Aeroplanes	Other Aeroplanes with Standard Category Certificates of Airworthiness	Aeroplane
Agricultural Aeroplanes	Aeroplanes with Restricted Category Certificates of Airworthiness limited to agricultural operations	Aeroplane
Helicopters	Helicopters with Standard or Restricted Category Certificates of Airworthiness	Helicopter
Sport Aircraft	All aircraft not included in the groups above	Aeroplane, Amateur Built Aeroplane, Amateur Built Glider, Amateur Built Helicopter, Balloon, Glider, Gyroplane, Helicopter, Microlight Class 1, Microlight Class 2, Power Glider

Airspace Incident

Means an incident involving deviation from, or shortcomings of, the procedures or rules for–

(1) avoiding a collision between aircraft; or

(2) avoiding a collision between aircraft and other obstacles when an aircraft is being provided with an Air Traffic Service.

Bird Incident

Means an incident where–

(1) there is a collision between an aircraft and one or more birds; or

(2) when one or more birds pass sufficiently close to an aircraft in flight to cause alarm to the pilot.

Defect Incident

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

Fatal Injury

Means any injury which results in death within 30 days of the accident.

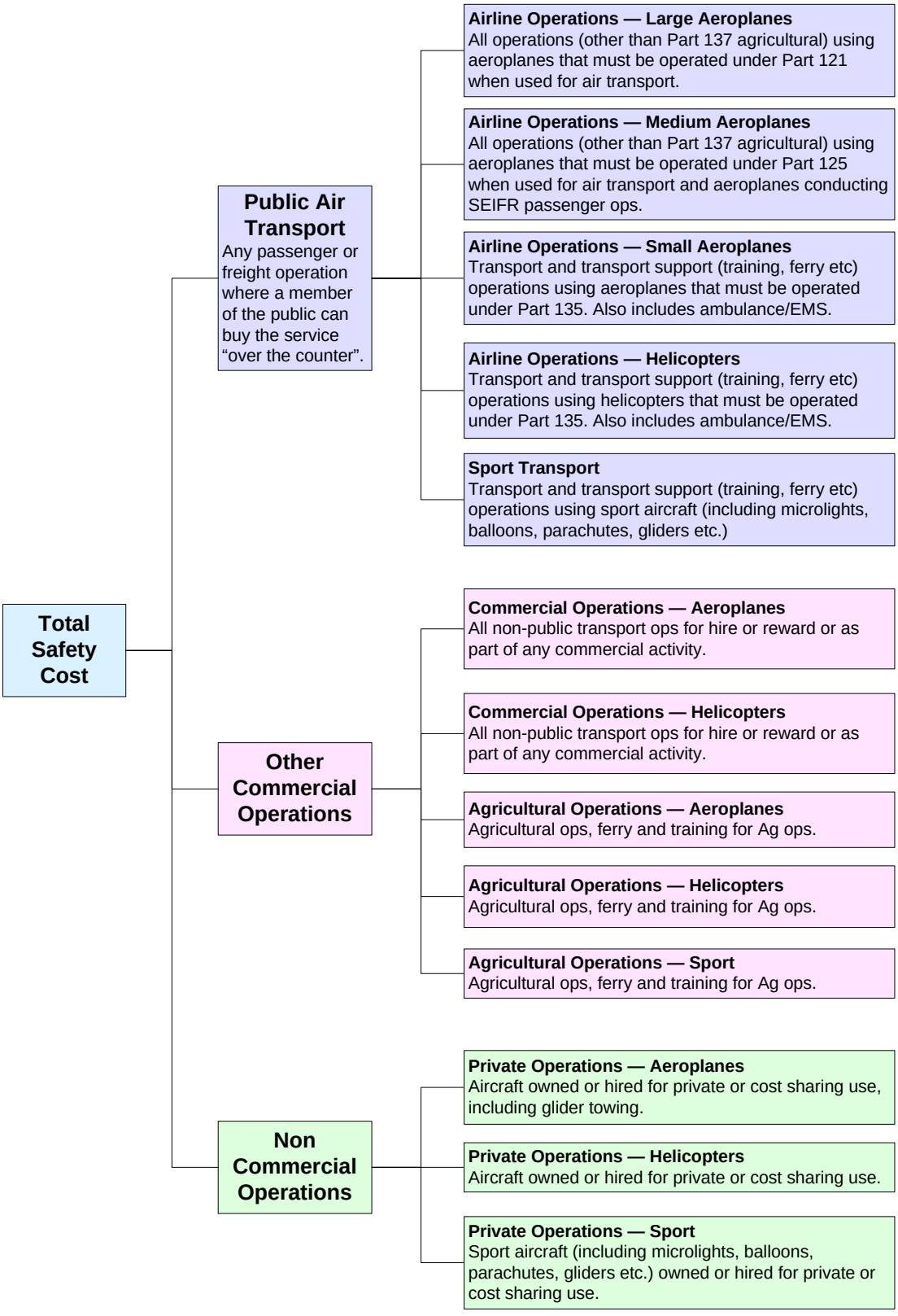
Incident

Means any occurrence, other than an accident, that is associated with the operation of an aircraft and affects or could affect the safety of operation.

Occurrence

Means an accident or incident.

Safety Target Structure



Serious Injury

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

(1) requires hospitalisation for more than 48 hours, commencing within 7 days from the date the injury was received; or

(2) results in a fracture of any bone, except simple fractures of fingers, toes, or nose; or

(3) involves lacerations which cause severe haemorrhage, nerve, muscle, or tendon damage; or

(4) involves injury to an internal organ; or

(5) involves second or third degree burns, or any burns affecting more than 5% of the body surface; or

(6) involves verified exposure to infectious substances or injurious radiation.

Severity

The following definitions apply to the severity accorded to accidents and incidents as the result of investigation of occurrences:

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