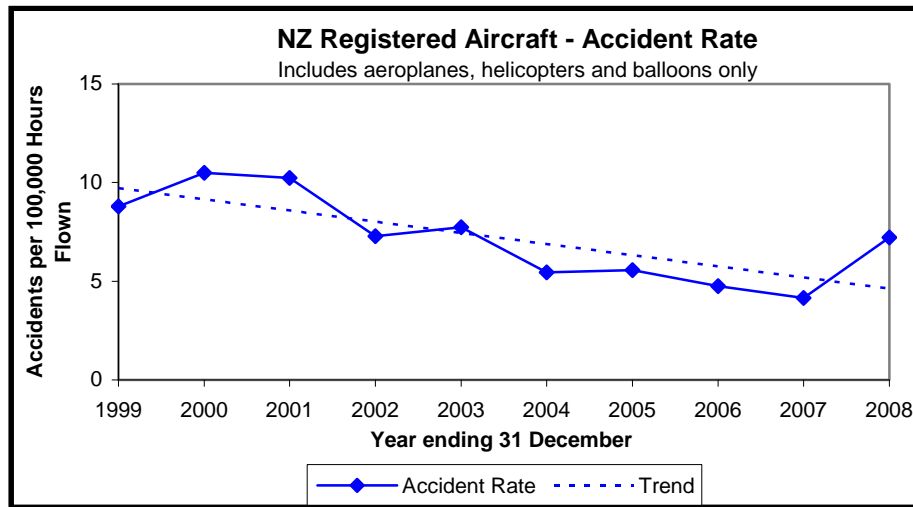


Aviation Safety Summary Report

1 October to 31 December 2008



Note that this graph does not show a moving average.

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.

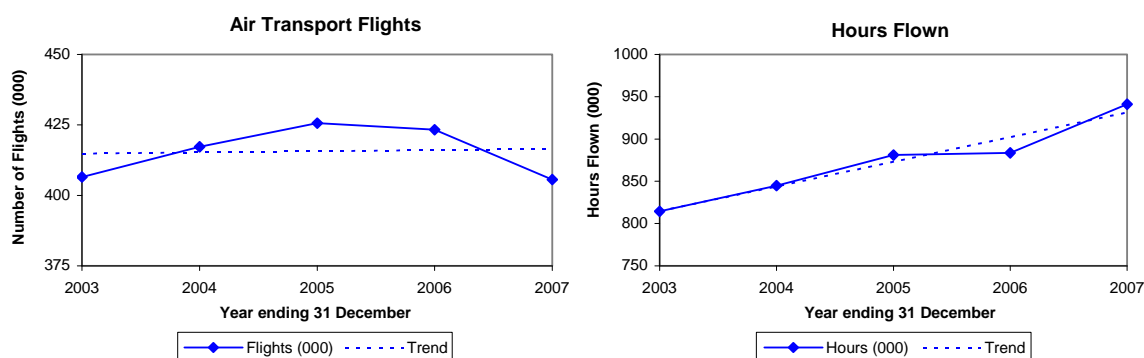
Overview

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 January 2003 to 31 December 2007 (includes the aircraft classes aeroplane, helicopter and balloon only).



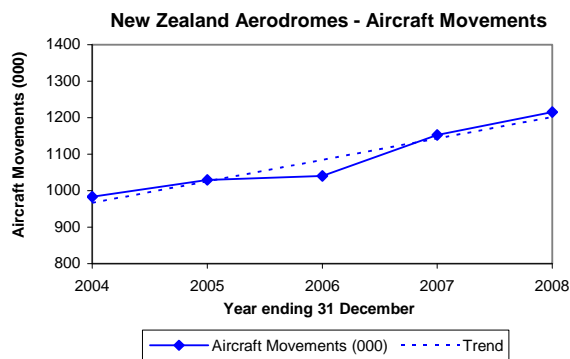
Note that the scales on these graphs do not start at zero.

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 31 December 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 January 2004 to 31 December 2008.



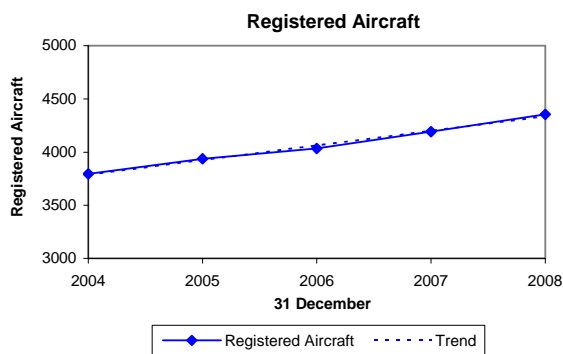
Note that the scale on this graph does not start at zero.

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 31 December for each of the five-years 2004 to 2008.



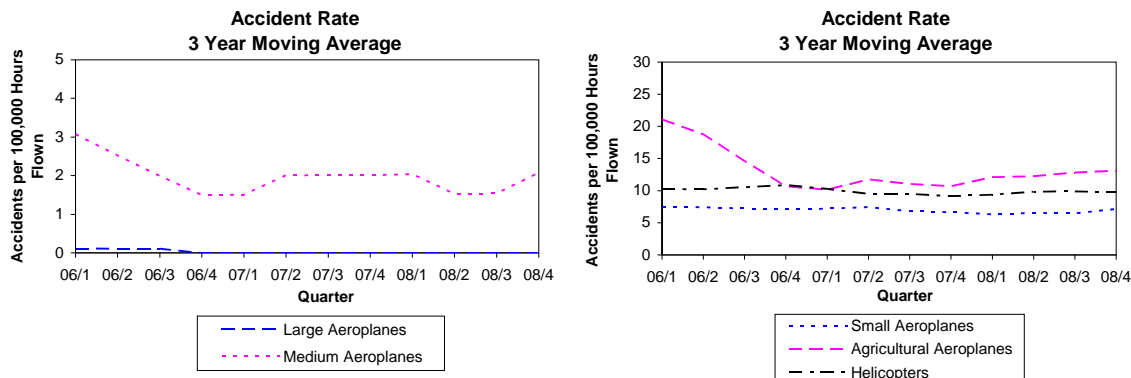
Note that the scale on this graph does not start at zero.

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

Accidents

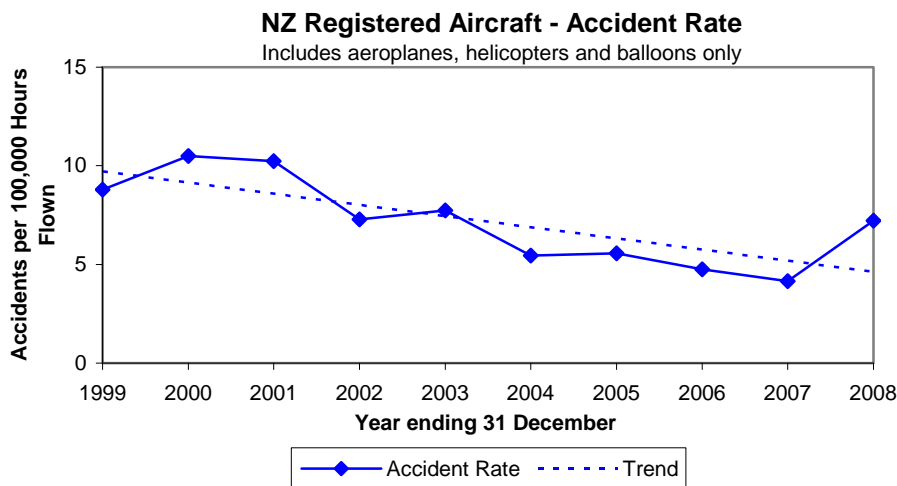
Trends

The following graphs show the aircraft accident rates (3 year moving average) for the three-year period 1 January 2006 to 31 December 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 January 1999 to 31 December 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 quarters 1 October to 31 December 2007 and 2008. Social cost is the cost of fatal, serious and minor injuries, and aircraft destroyed, expressed in 2008 dollars.

Safety Target Group	1 Oct to 31 Dec 2007 \$m	1 Oct to 31 Dec 2008 \$m	Change \$m
Airline Operations - Large Aeroplanes	-	0.03	+ 0.03
Airline Operations - Medium Aeroplanes	-	-	-
Airline Operations - Small Aeroplanes	0.02	-	- 0.02
Airline Operations - Helicopter	-	-	-
Sport Transport	-	-	-
Other Commercial Operations - Aeroplane	3.89	-	- 3.89
Other Commercial Operations - Helicopter	0.02	0.03	+ 0.02
Agricultural Operations - Aeroplane	3.65	4.22	+ 0.57
Agricultural Operations - Helicopter	0.28	0.02	- 0.27
Agricultural Operations - Sport Aircraft	-	-	-
Private Operations - Aeroplane	0.02	0.35	+ 0.34
Private Operations - Helicopter	0.30	3.65	+ 3.35
Private Operations - Sport	3.79	4.92	+ 1.13
Total	11.96	13.22	+ 1.26

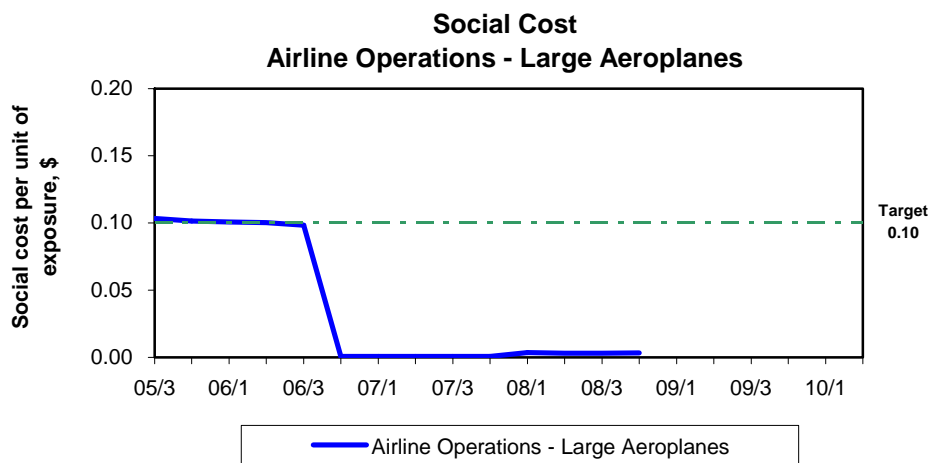
Note that the individual values in the table may not sum exactly to the total shown due to rounding.

Safety Target Graphs

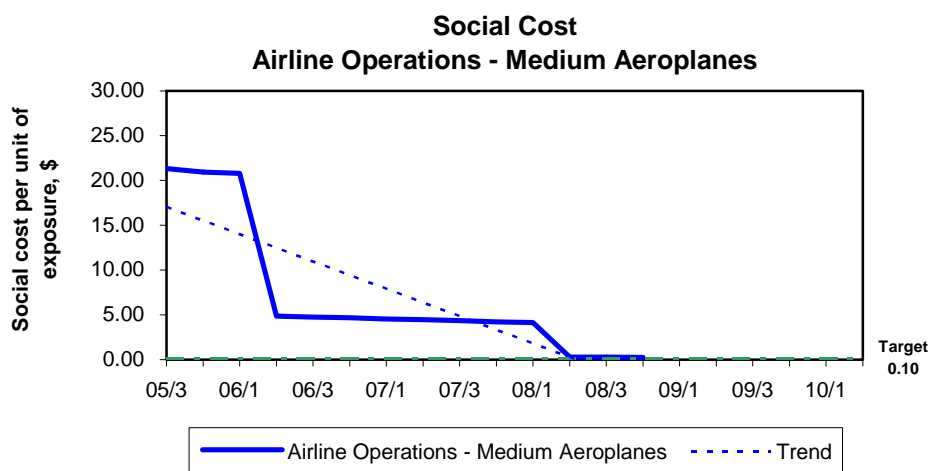
Each Safety Target Group has its own target level expressed as social cost per unit of person exposure, the unit being "one seat hour". For Safety Target Groups that are not predominantly passenger carrying a surrogate of 500 kg of aircraft weight is used instead of person exposure. These outcomes represent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

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

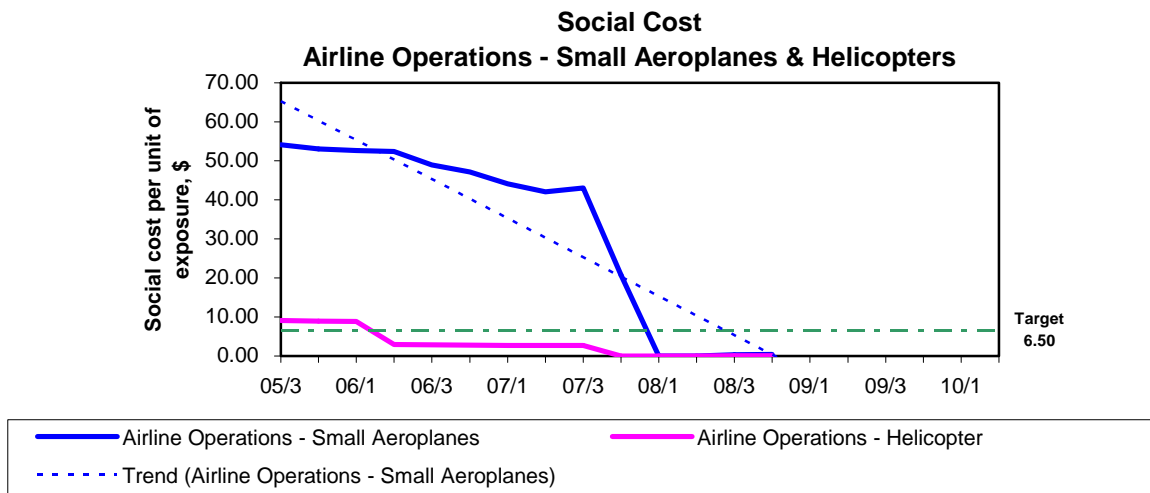
Graphs displaying the Safety Outcome Targets and the progress over each quarter are shown on the following pages.



The outcome for Airline Operations – Large Aeroplanes (95.7% of total seat hours) has remained at or below the target level of \$0.10 per hour of exposure since the target regime was established in 2005.

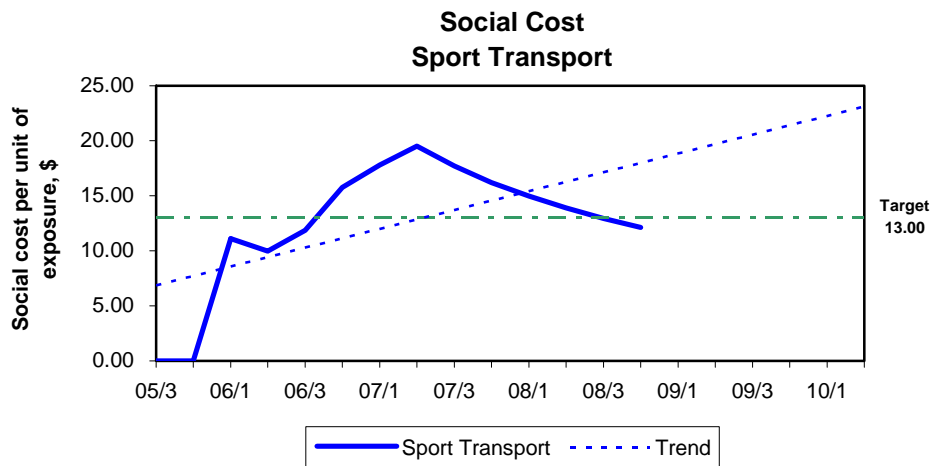


The outcome for Airline Operations – Medium Aeroplanes exceeds the target but is trending down and it is possible that the target may be achieved in 2010 (the data point at 08/4 is \$0.27 per hour of exposure). The exposure (1.7% of total seat hours) associated with this sector is relatively small. There have been no injuries in this group during the period Jul 06 to Dec 08.

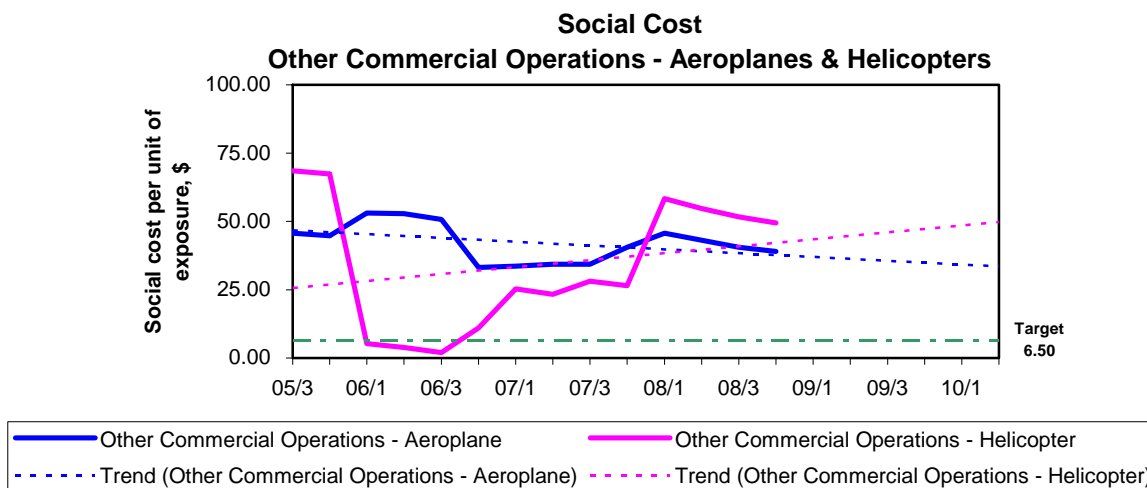


The outcome for Airline Operations – Small Aeroplanes (0.3% of total seat hours) shows a significant long term downward trend from the high starting point of \$54.08 per hour of exposure generated by 6 fatal and 2 serious injuries and 1 minor injury in the three years Oct 02 to Sep 05. There have been no fatal or serious injuries during the period Apr 05 to Dec 08. The safety outcome for this group has been below the target level since the quarter Jan to Mar 08.

The outcome for Airline Operations – Helicopter has been close to zero since the quarter Apr to Jun 06 as there have been no fatal or serious injuries in this group since 2003.

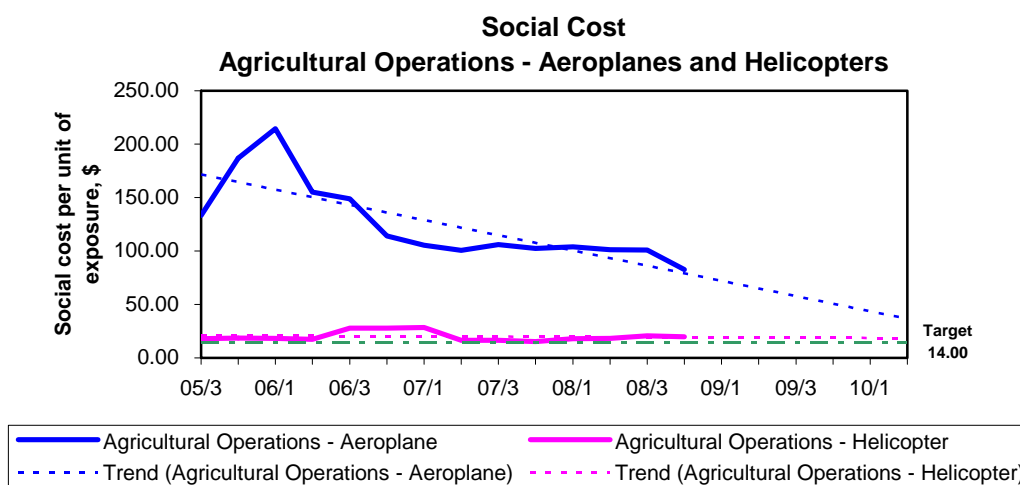


The outcome for Sport Transport peaked in the second quarter of 2007 and has trended downwards in subsequent quarters; it is now just below the target level of \$13.00. There have been 11 serious and 3 minor injuries in this group in the three years Jan 06 to Dec 08.



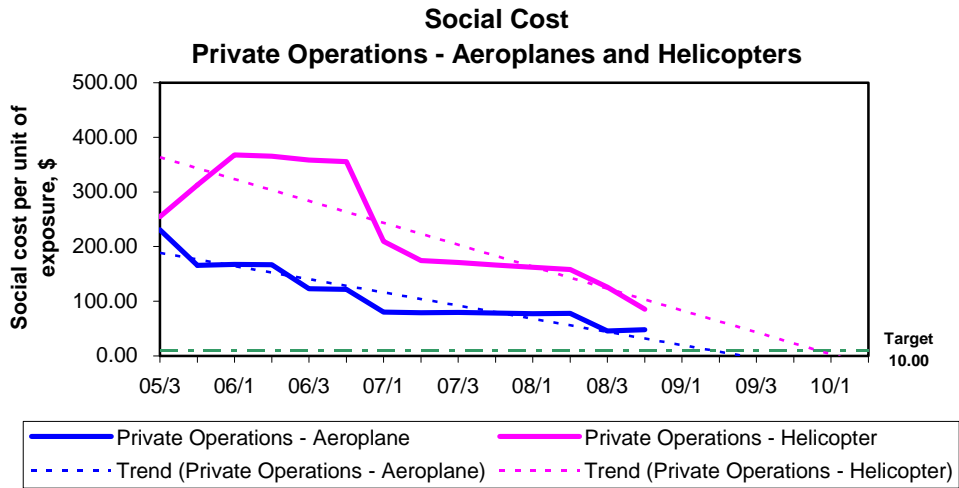
The outcome for Other Commercial Operations – Aeroplane is well above the target of \$6.50. During the three years Jan 06 to Dec 08 there have been 6 fatal, 3 serious and 5 minor injuries in this group.

The outcome for Other Commercial Operations – Helicopter turned sharply upwards during the fourth quarter of 2006 and is now well above the target level. There have been 2 fatal, 1 serious and 10 minor injuries in this group in the three years Jan 06 to Dec 08.



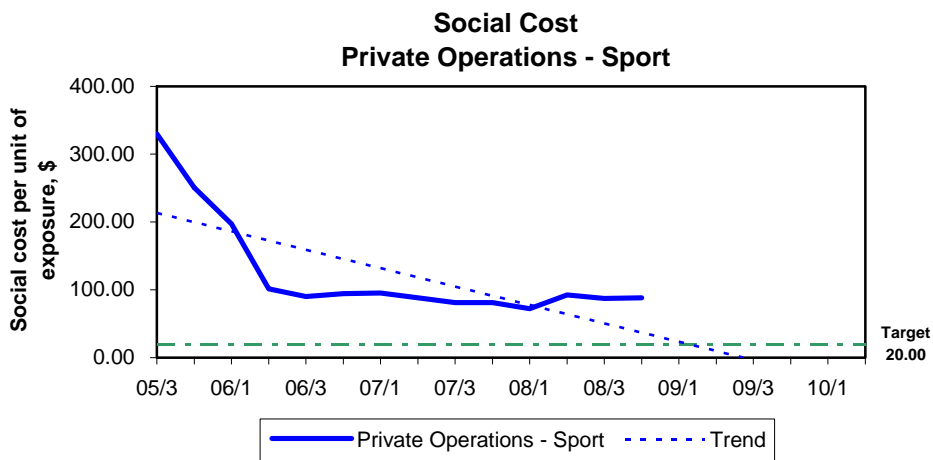
The outcome for Agricultural Operations – Aeroplanes is well above the target level of \$14.00. During the three years Jan 06 to Dec 08 there have been 3 fatal injuries and 1 serious injury in this group.

The outcome for Agricultural Operations – Helicopter is above the target level. There have been 4 injuries (1 fatal, 1 serious and 2 minor) in the three years Jan 06 to Dec 08.



The outcome for Private Operations – Aeroplanes has been trending down since late 2005. There have been 2 fatal, 3 serious and 3 minor injuries in the three years Jan 06 to Dec 08. The long term trend line for the group is below the target line in 2009.

The outcome for Private Operations – Helicopters has been trending down since early 2006. There have been 3 fatal and 9 minor injuries in the three years Jan 06 to Dec 08.



The outcome for Private Operations – Sport has been trending down since late 2005. There have been 13 fatal, 25 serious and 24 minor injuries in the three years Jan 06 to Dec 08.

Activity

Air Transport Flights, Total Hours

Quarterly Comparison

Activity	1 Oct to 31 Dec 2006	1 Oct to 31 Dec 2007	Change	
			Number	Percentage
Air Transport Flights	104,799	104,008	- 791	- 0.8
Total Hours	226,271	243,975	+ 17,704	+ 7.8

Note that these assessments include the aircraft classes aeroplane, helicopter and balloon only and exclude other aircraft classes such as hang gliders and parachutes, and foreign registered aircraft that are operated in New Zealand. These assessments are based on Aircraft Operating Statistics for periods up to the quarter ended 31 December 2007 (the most recent quarter for which these data are available).

Aircraft Movements

Quarterly Comparison

Activity	1 Oct to 31 Dec 2007	1 Oct to 31 Dec 2008	Change	
			Number	Percentage
Aircraft Movements	300,512	295,075	- 5,437	- 1.8

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	31 December 2007	31 December 2008	Change	
			Number	Percentage
Large Aeroplanes	116	121	+ 5	+ 4.3
Medium Aeroplanes	82	81	- 1	- 1.2
Small Aeroplanes	1,449	1,492	+ 43	+ 3.0
Agricultural Aeroplanes	124	120	- 4	- 3.2
Helicopters	698	747	+ 49	+ 7.0
Sport Aircraft	1,724	1,793	+ 69	+ 4.0
Total	4,193	4,354	+ 161	+ 3.8

Licences

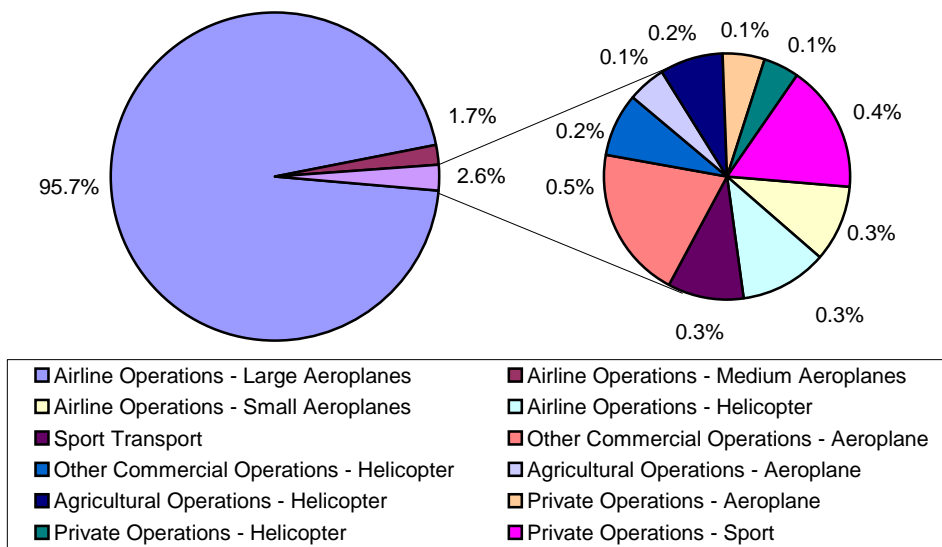
Recreational Pilot Licence

In August 2008 the CAA issued the first of a new type of pilot licence, the Recreational Pilot Licence. The number of Recreational Pilot Licences is shown in the Quarterly Statistics table on page 21.

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 October to 31 December 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	95.7
Airline Operations - Medium Aeroplanes	1.7
Airline Operations - Small Aeroplanes	0.3
Airline Operations - Helicopter	0.3
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 Oct to 31 Dec 2007	1 Oct to 31 Dec 2008	Change
Large Aeroplanes	0	0	0
Medium Aeroplanes	0	1	+ 1
Small Aeroplanes	7	9	+ 2
Agricultural Aeroplanes	1	3	+ 2
Helicopters	4	7	+ 3
Sport Aircraft	5	14	+ 9
Unknown Aircraft	1	1	0
Hang Gliders	2	2	0
Parachutes	1	1	0
Total	21	38	+ 17

The accident in the 'Unknown Aircraft' statistics category in the 1 October to 31 December 2008 quarter involved a foreign registered 'Large Aeroplane' on a freight flight.

Severity of Accidents

Severity	1 Oct to 31 Dec 2007	1 Oct to 31 Dec 2008	Change
Critical	5	4	- 1
Major	8	29	+ 21
Minor	8	5	- 3

No accidents in the 'Large Aeroplanes' statistics category were classified as Critical in the 1 October to 31 December 2007 or 2008 quarters.

No accidents in the 'Medium Aeroplanes' statistics category were classified as Critical in the 1 October to 31 December 2007 or 2008 quarters.

Significant Accidents and Other Injury Accidents

Significant Injury Accidents

This section describes significant injury accidents that occurred during the period 1 October to 31 December 2008.

Small Aeroplanes

Private Operations - Aeroplane

- A Morane-Saulnier MS 880B clipped a tree on landing. The pilot was seriously injured.

Agricultural Aeroplanes

Agricultural Operations - Aeroplane

- A Cresco 08-600 crashed. The pilot was killed and the aircraft was destroyed.

Helicopters

Agricultural Operations - Helicopter

- An R22 Beta experienced tail wind after takeoff. The pilot dumped the load but the helicopter collided with a hillside. The pilot received minor injuries.

Private Operations - Helicopter

- An R22 Alpha on ferry/positioning flight crashed. The pilot was killed and the aircraft was destroyed.

Sport aircraft

Private Operations - Sport

- A Hang Glider lost lift in severe turbulence and struck the ground. The pilot was killed.
- A Class 2 Microlight dropped and struck the ground suddenly during approach. The pilot was seriously injured and the aircraft was destroyed.
- A Glider struck the ground well short of the airstrip and cart wheeled, ending inverted. The pilot was seriously injured and the aircraft was destroyed.
- A Class 2 Microlight struck the ground about 1 km from departure point after possible engine problems. The pilot was seriously injured.
- A Class 2 Microlight landed in a paddock after experiencing engine problems. The passenger received minor injuries.

Significant Non-Injury Accidents

This section describes significant non-injury accidents that occurred during the period 1 October to 31 December 2008.

Small Aeroplanes

Other Commercial Operations – Aeroplane

- An Alpha R2160 on a solo training flight drifted off the runway on landing, ending in a ditch.
- A Cessna 172R on a solo training flight impacted the ground on landing damaging its nose wheel, propeller and engine cowlings.

Private Operations - Aeroplane

- A Cessna 180J overturned when a landing gear strut collapsed on landing.
- A Piper PA-38-112 sank into the ground on landing, damaging the nose gear and propeller.

Agricultural Aeroplanes

Agricultural Operations - Aeroplane

- An FU24-950M ran off the end of the runway on landing and ended upside down.

Helicopters

Other Commercial Operations - Helicopter

- A 269C-1 on a solo training flight suffered engine failure during forced landing practice.

Sport aircraft

Private Operations - Sport

- An Amateur Built Helicopter lost tail rotor control on landing and rolled over.
- A Class 1 Microlight on a ferry/positioning flight lost power and made a forced landing.
- The tail of a Class 2 Microlight flipped up after landing, resulting in a prop strike and a broken tail skid.
- A Class 2 Microlight lost power on approach and made a forced landing.
- A Class 2 Microlight landed short of the runway due to having inadequate airspeed.

Other Injury Accidents

This section describes other injury accidents that occurred during the period 1 October to 31 December 2008.

Helicopters

Other Commercial Operations - Helicopter

- An R22 Beta on a dual training flight lost RPM during autorotation practice and rolled onto its side after landing. One of the pilots suffered minor injuries.
- An R22 Beta on a solo training flight suffered dynamic rollover during a hovering exercise. The pilot suffered minor injuries.

Sport aircraft

Private Operations - Sport

- A Parachutist had a hard landing and suffered a serious injury.
- A Hang Glider pilot landed awkwardly and suffered a minor injury.

Injuries***Number of Fatal Accidents (and Number of Fatal Injuries)***

Aircraft Statistics Category	1 Oct to 31 Dec 2007	1 Oct to 31 Dec 2008	Change
Large Aeroplanes	0	0	0
Medium Aeroplanes	0	0	0
Small Aeroplanes	1 (1)	0	- 1 (- 1)
Agricultural Aeroplanes	1 (1)	1 (1)	0 (0)
Helicopters	0	1 (1)	+ 1 (+ 1)
Sport Aircraft	0	0	0
Unknown Aircraft	1 (1)	0	- 1 (- 1)
Hang Gliders	0	1 (1)	+ 1 (+ 1)
Parachutes	0	0	0
Total	3 (3)	3 (3)	0 (0)

Number of Serious Injuries

Aircraft Statistics Category	1 Oct to 31 Dec 2007	1 Oct to 31 Dec 2008	Change
Large Aeroplanes	0	0	0
Medium Aeroplanes	0	0	0
Small Aeroplanes	1	1	0
Agricultural Aeroplanes	0	0	0
Helicopters	0	0	0
Sport Aircraft	0	3	+ 3
Unknown Aircraft	0	0	0
Hang Gliders	1	0	- 1
Parachutes	0	1	+ 1
Total	2	5	+ 3

Number of Minor Injuries

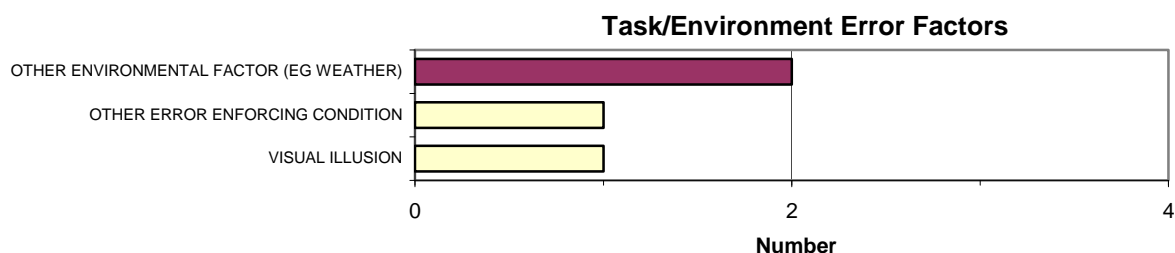
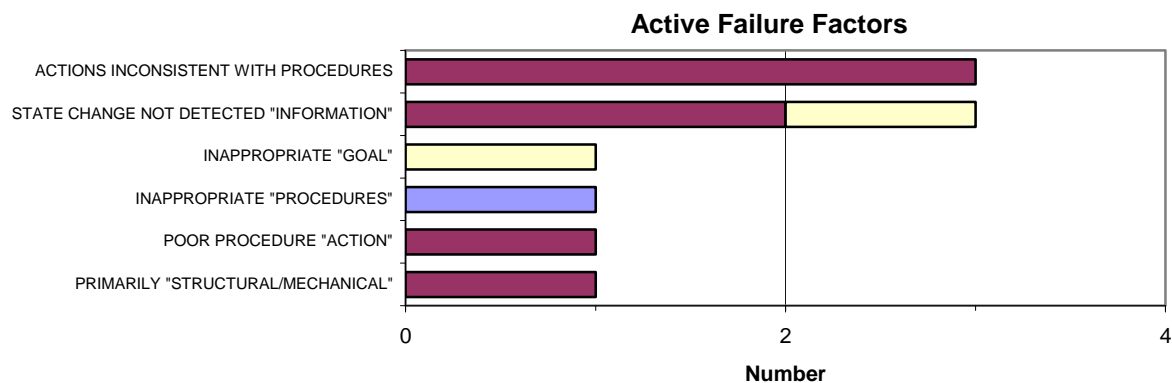
Aircraft Statistics Category	1 Oct to 31 Dec 2007	1 Oct to 31 Dec 2008	Change
Large Aeroplanes	0	0	0
Medium Aeroplanes	0	0	0
Small Aeroplanes	3	0	- 3
Agricultural Aeroplanes	0	0	0
Helicopters	2	3	+ 1
Sport Aircraft	1	1	0
Unknown Aircraft	0	0	0
Hang Gliders	0	1	+ 1
Parachutes	0	0	0
Total	6	5	- 1

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 October 2007 to 30 September 2008 for the various aircraft statistics categories.

Causal factors have been assigned to 15 (16%) of the 94 accidents.

Note that causes are not yet available for all accidents that occurred in the 1 October to 31 December 2008 period.



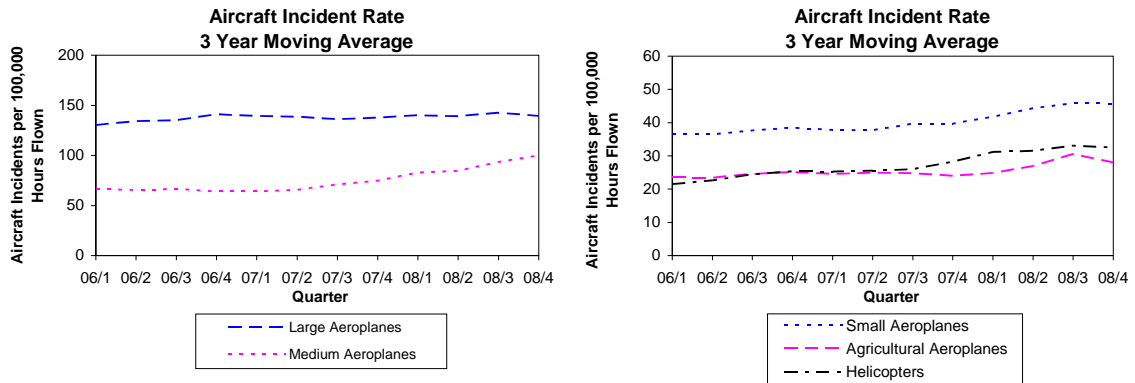
Large Aeroplanes	Medium Aeroplanes	Small Aeroplanes	Agricultural Aeroplanes
Helicopters	Sport Aircraft	Hang Gliders and Parachutes	

Note that Task/Environment Violation Factors have not been recorded for any accidents that occurred during the period 1 October 2007 to 30 September 2008.

Aircraft Incidents

Trends

The following graphs show the aircraft incident rates (3 year moving average) for the three-year period 1 January 2006 to 31 December 2008 (excluding the Sport Aircraft statistics category).



Quarterly Comparison

Number of Aircraft Incidents

Aircraft Statistics Category	1 Oct to 31 Dec 2007	1 Oct to 31 Dec 2008	Change
Large Aeroplanes	115	83	- 32
Medium Aeroplanes	17	18	+ 1
Small Aeroplanes	25	32	+ 7
Agricultural Aeroplanes	2	2	0
Helicopters	23	17	- 6
Sport Aircraft	13	2	- 11
Unknown Aircraft	27	21	- 6
Total	222	175	- 47

Severity of Aircraft Incidents

Severity	1 Oct to 31 Dec 2007	1 Oct to 31 Dec 2008	Change
Critical	1	0	- 1
Major	28	22	- 6
Minor	193	153	- 40

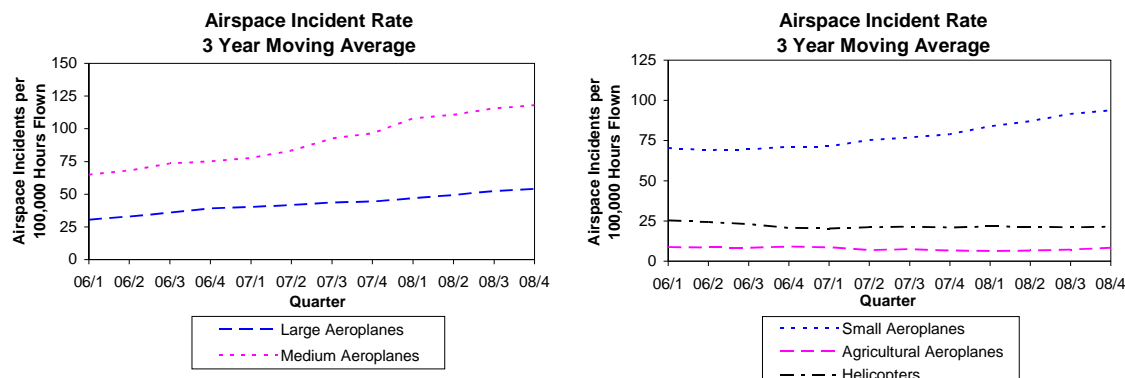
One aircraft incident in the 'Large Aeroplanes' statistics category was classified as Critical in the 1 October to 31 December 2007 quarter. No aircraft incidents in the 'Large Aeroplanes' statistics category were classified as Critical in the 1 October to 31 December 2008 quarter.

No aircraft incidents in the 'Medium Aeroplanes' statistics category were classified as Critical in the 1 October to 31 December 2007 or 2008 quarters.

Airspace Incidents

Trends

The following graphs show the airspace incident rates (3 year moving average) for the three-year period 1 January 2006 to 31 December 2008 (excluding the Sport Aircraft statistics category).



Quarterly Comparison

Number of Airspace Incidents

Aircraft Statistics Category	1 Oct to 31 Dec 2007	1 Oct to 31 Dec 2008	Change
Large Aeroplanes	37	40	+ 3
Medium Aeroplanes	16	17	+ 1
Small Aeroplanes	79	81	+ 2
Agricultural Aeroplanes	1	2	+ 1
Helicopters	9	14	+ 5
Sport Aircraft	10	5	- 5
Unknown Aircraft	68	98	+ 30
Total	220	257	+ 37

Severity of Airspace Incidents

Severity	1 Oct to 31 Dec 2007	1 Oct to 31 Dec 2008	Change
Critical	1	0	- 1
Major	11	37	+ 26
Minor	208	220	+ 12

One airspace incident in the 'Large Aeroplanes' statistics category was classified as Critical in the 1 October to 31 December 2007 quarter. No airspace incidents in the 'Large Aeroplanes' statistics category were classified as Critical in the 1 October to 31 December 2008 quarter.

No airspace incidents in the 'Medium Aeroplanes' statistics category were classified as Critical in the 1 October to 31 December 2007 or 2008 quarters.

Attributability

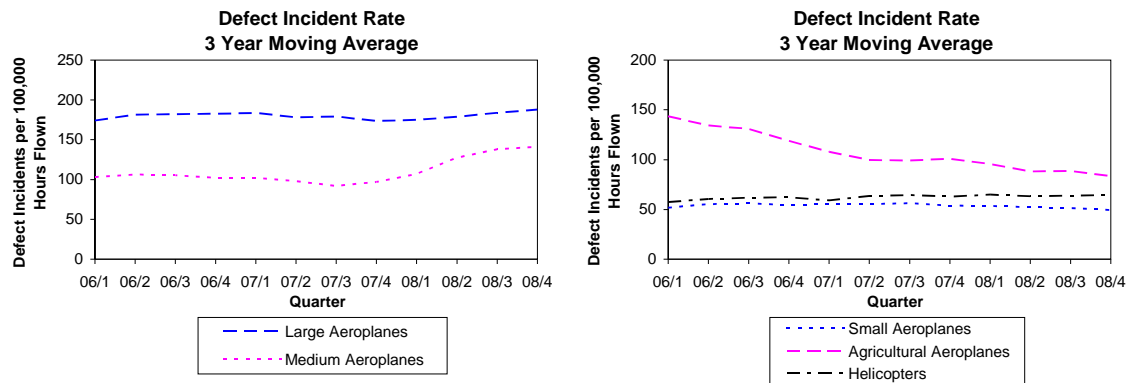
Of the 257 airspace incidents in the 1 October to 31 December 2008 quarter, 22% are Air Traffic Service (ATS) attributable, 65% are pilot attributable, 1% are ATS and pilot attributable, and 12% are unknown attributable. (Note that the percentages may not sum exactly to 100% due to rounding.)

Since January 2006 the long-term trend of the ATS attributable airspace occurrence rate is downward and the long-term trend of the pilot attributable rate is upward. However, the slope of the ATS attributable trend line is close to zero.

Defect Incidents

Trends

The following graphs show the defect incident rates (3 year moving average) for the three-year period 1 January 2006 to 31 December 2008 (excluding the Sport Aircraft statistics category).



Quarterly Comparison

Number of Defect Incidents

Aircraft Statistics Category	1 Oct to 31 Dec 2007	1 Oct to 31 Dec 2008	Change
Large Aeroplanes	83	170	+ 87
Medium Aeroplanes	21	23	+ 2
Small Aeroplanes	29	22	- 7
Agricultural Aeroplanes	14	4	- 10
Helicopters	26	27	+ 1
Sport Aircraft	1	2	+ 1
Unknown Aircraft	9	7	- 2
Total	183	255	+ 72

Severity of Defect Incidents

Severity	1 Oct to 31 Dec 2007	1 Oct to 31 Dec 2008	Change
Critical	0	0	0
Major	31	45	+ 14
Minor	152	210	+ 58

No defect incidents in the 'Large Aeroplanes' statistics category were classified as Critical in the 1 October to 31 December 2007 or 2008 quarters.

No defect incidents in the 'Medium Aeroplanes' statistics category were classified as Critical in the 1 October to 31 December 2007 or 2008 quarters.

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 30 September 2008. Analysis shows that five of the 14 monitored aircraft types have defect rates 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 September 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. Two aerodromes had strike rates in the medium risk category (5.0 to 10.0 per 10,000 movements), both having long-term downward trends. Fourteen 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	2006/1	2006/2	2006/3	2006/4	2007/1	2007/2
Number of Air Transport Flights¹	118,130	102,086	98,282	104,799	115,226	100,420
Number of Hours Flown¹	235,453	210,867	211,067	226,271	250,670	227,923
Number of Aircraft Movements²	263,245	258,378	263,142	255,765	290,284	272,719
Number of Aircraft on the Register³	3,991	3,991	3,995	4,033	4,075	4,105
Number of Licences						
Recreational Pilot Licence	0	0	0	0	0	0
Private Pilot Licence	3,643	3,483	3,616	3,465	3,500	3,742
Commercial Pilot Licence	3,589	3,593	3,645	3,620	3,603	3,726
Airline Transport Pilot Licence	1,803	1,789	1,810	1,818	1,804	1,893
Aircraft Maintenance Engineer Licence	2,090	2,114	2,135	2,151	2,161	2,181
Air Traffic Controller Licence	306	296	308	294	299	326
Number of Part 119 Certificated Operators						
Air Operator – Large Aeroplanes	12	11	11	11	11	11
Air Operator – Medium Aeroplanes	12	13	13	14	14	13
Air Operator – Helicopters and Small Aeroplanes	154	158	160	163	161	159
Air Operator – Pacific	2	3	3	3	2	3
Number of Aircraft Accidents⁴						
Large Aeroplanes	0	0	0	0	0	0
Medium Aeroplanes	1	1	0	0	0	1
Small Aeroplanes	6	1	2	8	8	4
Agricultural Aeroplanes	2	0	0	0	1	3
Helicopters	3	5	5	6	5	1
Sport Aircraft	11	7	4	4	8	10
Unknown Aircraft	1	0	0	2	0	0
Hang Gliders	7	2	3	4	4	1
Parachutes	2	0	1	1	4	1
Number of Fatal Accidents⁴	4	0	1	3	1	0
Number of Fatal Injuries⁴	5	0	1	6	1	0
Number of Serious + Minor Injuries⁴	18	6	4	15	9	8
Social Cost \$ million⁵	22.04	1.39	4.10	25.09	7.46	1.81
Number of Incidents⁶	1,086	1,164	994	1,089	1,068	1,079
Number of Aviation Related Concerns	122	85	109	89	77	75

¹ New Zealand registered aircraft. Includes the aircraft classes aeroplane, helicopter and balloon only; excludes other aircraft classes, hang gliders and parachutes. Estimated for 2008/1, 2008/2, 2008/3 and 2008/4.

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 2008 dollars.

⁶ All incident sub-types.

Quarter	2007/3	2007/4	2008/1	2008/2	2008/3	2008/4
Number of Air Transport Flights¹	85,937	104,008	114,802	99,784	84,979	103,300
Number of Hours Flown¹	218,463	243,975	257,058	233,377	221,129	244,068
Number of Aircraft Movements²	289,005	300,512	321,583	306,863	291,661	295,075
Number of Aircraft on the Register³	4,127	4,193	4,250	4,301	4,315	4,354
Number of Licences						
Recreational Pilot Licence	0	0	0	0	32	68
Private Pilot Licence	3,788	3,819	3,873	3,856	3,849	3,733
Commercial Pilot Licence	3,779	3,817	3,876	3,925	3,991	4,056
Airline Transport Pilot Licence	1,927	1,968	1,978	1,999	2,020	2,039
Aircraft Maintenance Engineer Licence	2,203	2,227	2,241	2,276	2,311	2,342
Air Traffic Controller Licence	330	325	325	332	340	342
Number of Part 119 Certificated Operators						
Air Operator – Large Aeroplanes	11	11	11	11	10	9
Air Operator – Medium Aeroplanes	15	16	16	16	15	15
Air Operator – Helicopters and Small Aeroplanes	161	164	163	161	163	163
Air Operator – Pacific	4	3	2	3	3	2
Number of Aircraft Accidents⁴						
Large Aeroplanes	0	0	0	0	0	0
Medium Aeroplanes	0	0	0	0	0	1
Small Aeroplanes	1	7	8	6	7	9
Agricultural Aeroplanes	1	1	6	3	2	3
Helicopters	2	4	5	6	5	7
Sport Aircraft	3	5	13	5	5	14
Unknown Aircraft	0	1	0	0	0	1
Hang Gliders	4	2	1	2	0	2
Parachutes	0	1	0	0	0	1
Number of Fatal Accidents⁴	0	3	5	2	0	3
Number of Fatal Injuries⁴	0	3	7	4	0	3
Number of Serious + Minor Injuries⁴	5	8	2	4	10	10
Social Cost \$ million⁵	3.85	11.96	27.25	14.61	2.61	13.22
Number of Incidents⁶	1,023	1,026	1,230	1,268	1,290	1,130
Number of Aviation Related Concerns	75	74	102	79	64	53

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.

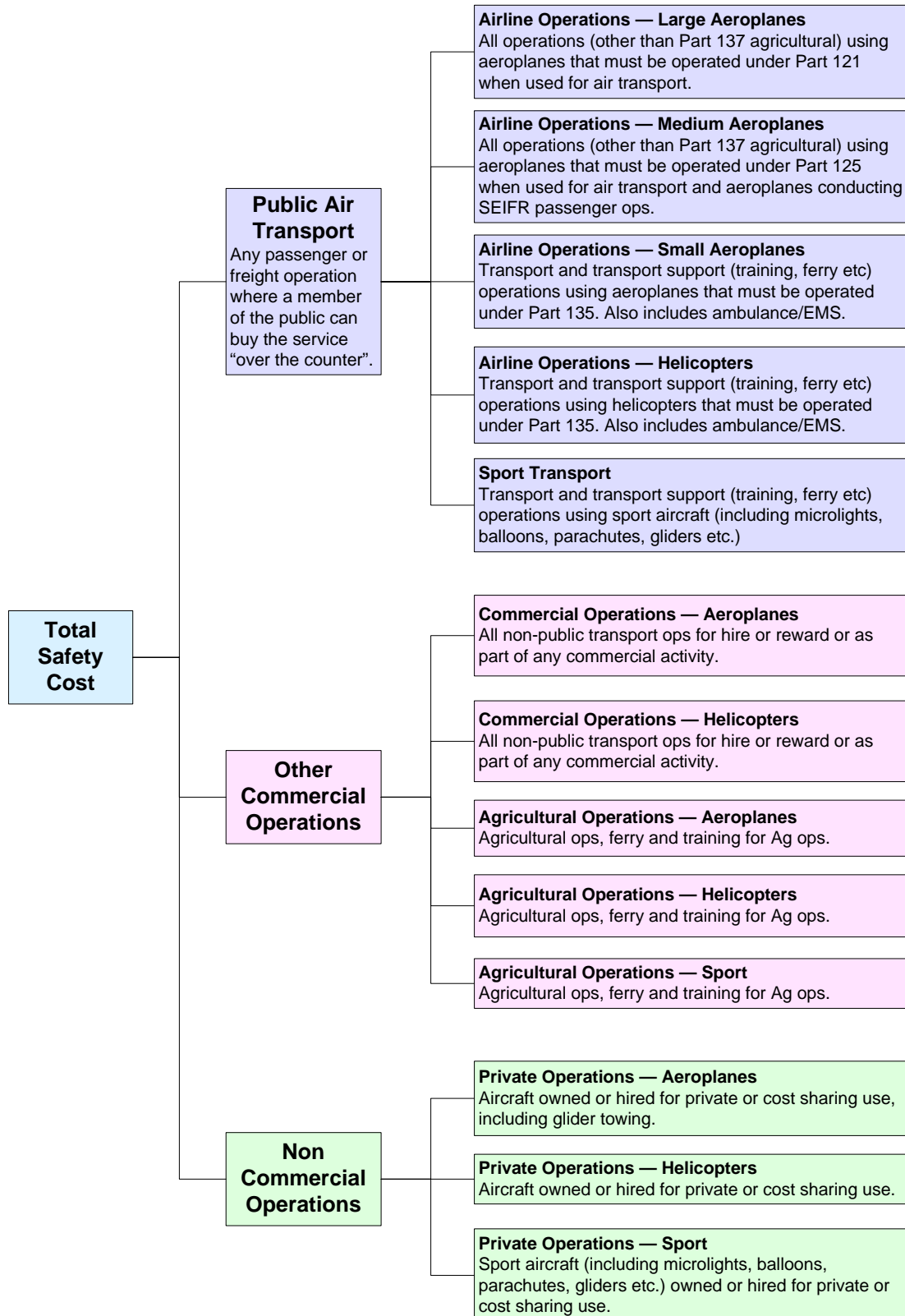
Incident

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.

Errata for previous reports

Aviation Safety Summary Report for 1 July to 30 September 2008

Safety Outcome Targets for 2010

Safety Target Graphs

Some of the occurrences included in these graphs, which occurred from 2003 to 2006, have been reclassified into different Safety Target Groups since the report for 1 July to 30 September 2008. Some of these reclassifications have had a significant effect on the graphs for the data points from 05/3 to 06/4.

The most significant changes are to the graphs for Airline Operations - Medium Aeroplanes and Small Aeroplanes. There are also significant changes to the graphs for Other Commercial Operations - Aeroplane, Private Operations - Aeroplane and Private Operations - Sport.

Corrected and updated safety target graphs are shown in the report for 1 October to 31 December 2008 on pages 5 to 8.

Quarterly Statistics

On page 19 in the Recreational Pilot Licence row of the Quarterly Statistics table there was an error in the number for 2008/3. This error was due to showing the number of Recreational Pilot Licence holders that had an active class 1 or active class 2 medical certificate, instead of the number that met the RPL medical requirements.

The corrected number of Recreational Pilot Licences for 2008/3 is shown in the report for 1 October to 31 December 2008 on page 21.