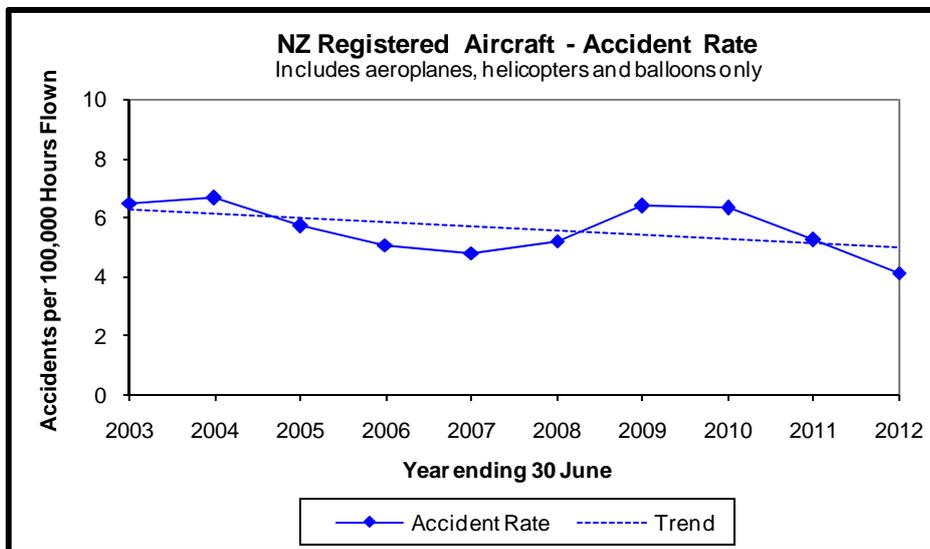


Aviation Safety Summary Report

1 April to 30 June 2012



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.

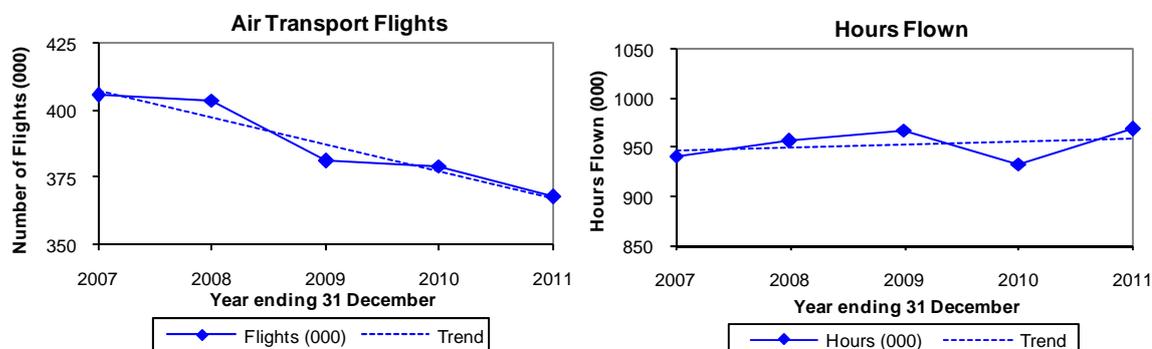
Overview

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 2007 to 31 December 2011 (includes the aircraft classes aeroplane, helicopter and balloon only).



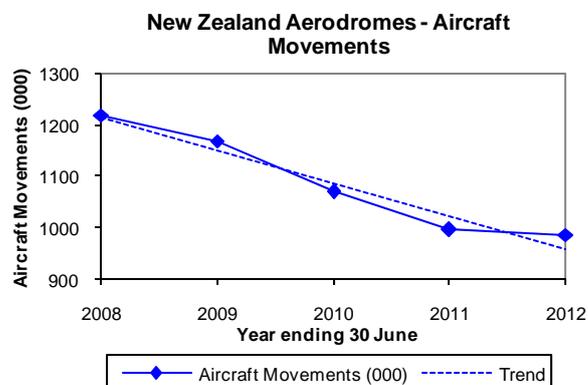
Note that the scales on these graphs do not start at zero.

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 2011 (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 2007 to 30 June 2012.



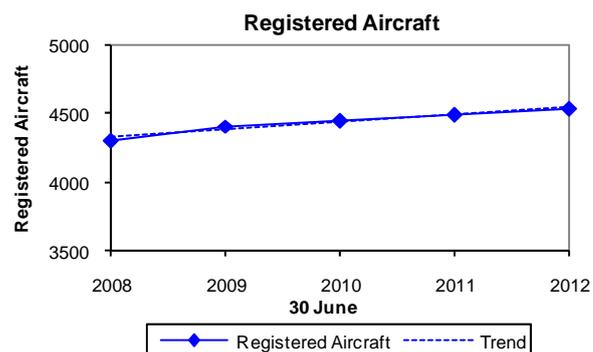
Note that the scale on this graph does not start at zero.

Note that this covers certificated aerodromes only. Includes Auckland, Christchurch, Dunedin, Gisborne, Hamilton, Invercargill, Napier, Nelson, New Plymouth, Ohakea, Palmerston North, Queenstown, Rotorua, Taupo, Tauranga, Wellington and Woodbourne. Excludes Chatham Islands/Tuuta Airport, Hokitika (certificated from Apr 2010), Kerikeri/Bay of Islands, Mount Cook (certificated until Sep 2009), Paraparaumu (certificated from Apr 2009), Te Anau/Manapouri, Timaru, Wanganui, Westport and Whangarei.

Registered Aircraft

Trends

The following graph shows the number of registered aircraft at 30 June for each of the five-years 2008 to 2012.



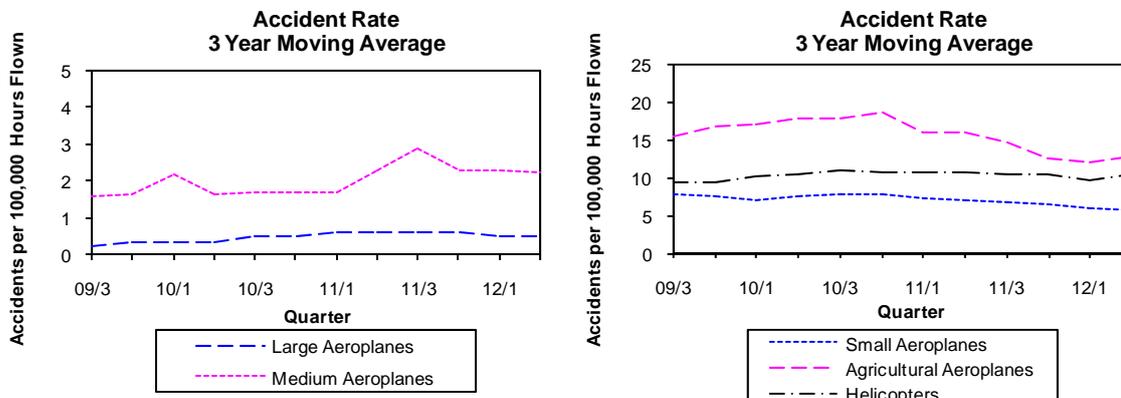
Note that the scale on this graph does not start at zero.

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

Accidents

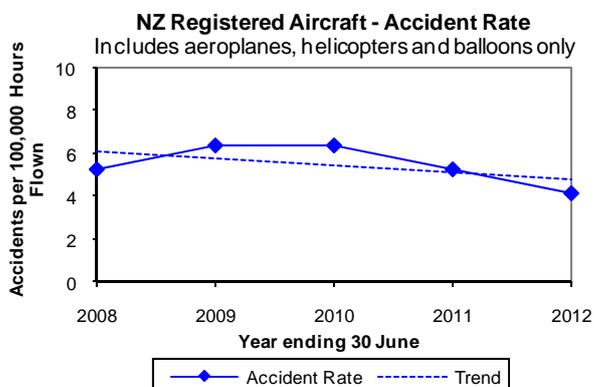
Trends

The following graphs show the aircraft accident rates (3 year moving average) for the three-year period 1 July 2009 to 30 June 2012 (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 five-year period 1 July 2007 to 30 June 2012.



Note that this graph does not show a moving average.

Safety Outcome Targets for 2014

Safety Target Structure

The 2014 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 April to 30 June 2011 and 2012. Social cost is the cost of fatal, serious and minor injuries, and aircraft destroyed, expressed in 2011 dollars.

Safety Target Group	1 Apr to 30 Jun	1 Apr to 30 Jun	Change
	2011	2012	
	\$m	\$m	
Airline Operations - Large Aeroplanes	0.00	0.00	0.00
Airline Operations - Medium Aeroplanes	0.00	0.00	0.00
Airline Operations - Small Aeroplanes	0.00	0.00	0.00
Airline Operations - Helicopters	0.33	0.00	- 0.33
Sport Transport	0.40	0.39	- 0.02
Other Commercial Operations - Aeroplanes	0.00	0.00	0.00
Other Commercial Operations - Helicopters	7.99	0.39	- 7.61
Agricultural Operations - Aeroplanes	0.00	0.00	0.00
Agricultural Operations - Helicopters	0.00	4.92	+ 4.92
Agricultural Operations - Sport	0.00	0.00	0.00
Private Operations - Aeroplanes	0.17	1.33	+ 1.16
Private Operations - Helicopters	4.38	0.00	- 4.38
Private Operations - Sport	8.27	7.82	- 0.45
Total	21.54	14.84	- 6.70

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

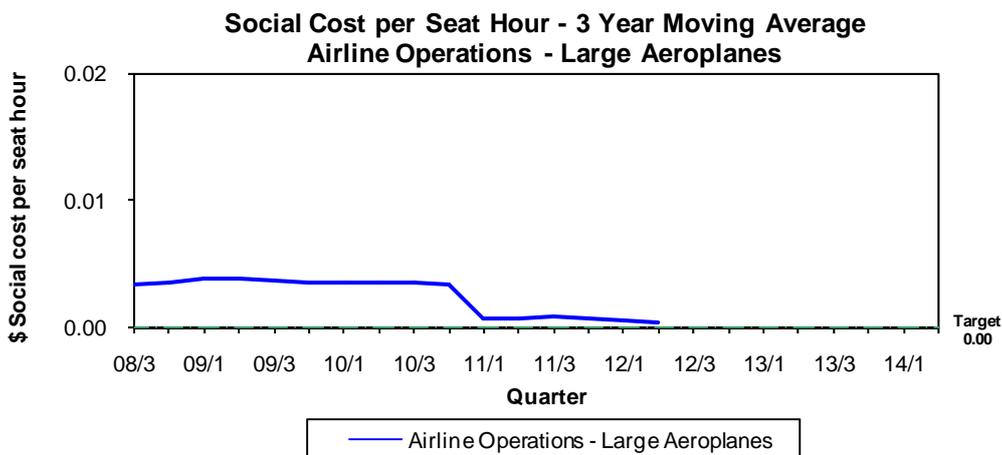
Note that the Sport groups include hang gliders and parachutes.

Safety Target Graphs

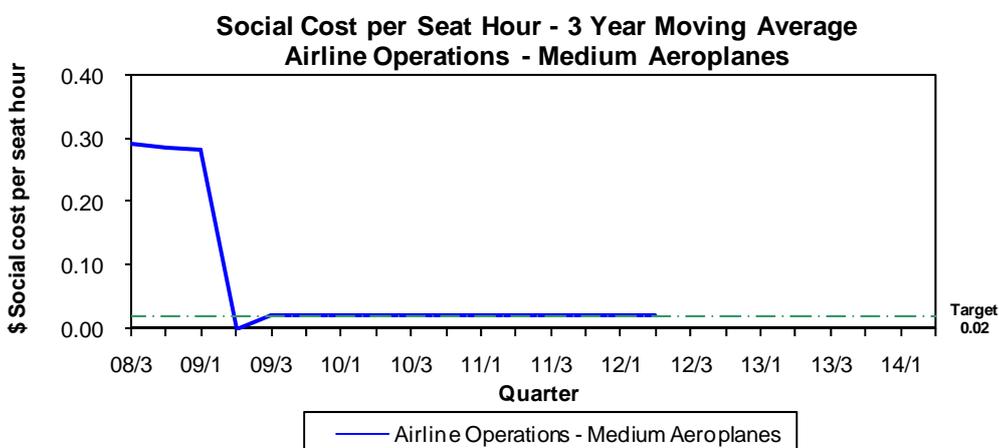
Each Safety Target Group has its own target level expressed as social cost per unit of person exposure, the unit being “one seat hour”. For Safety Target Groups that are not predominantly passenger carrying a surrogate of 500 kg of aircraft weight is used instead of person exposure. These outcomes represent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

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

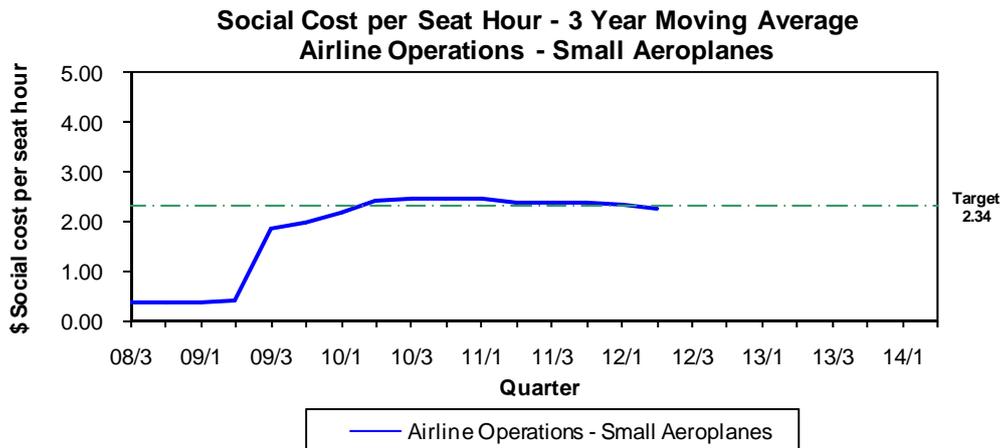
Graphs displaying the Safety Outcome Targets and the progress over each quarter are shown on the following pages.



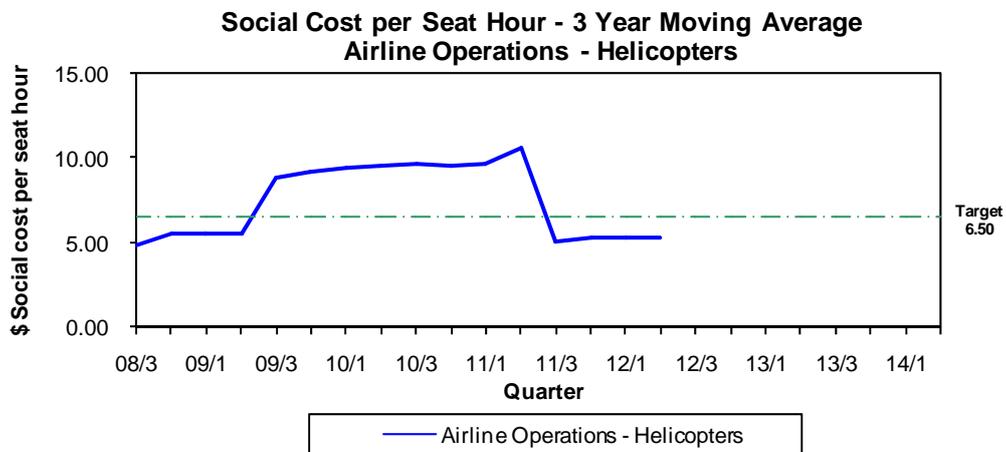
The outcome for Airline Operations – Large Aeroplanes (96.5% of total seat hours) has been just above the target level of \$0.00 per hour of exposure since the quarter Jan to Mar 11. There have been 4 minor injuries in this group in the three years Jul 09 to Jun 12.



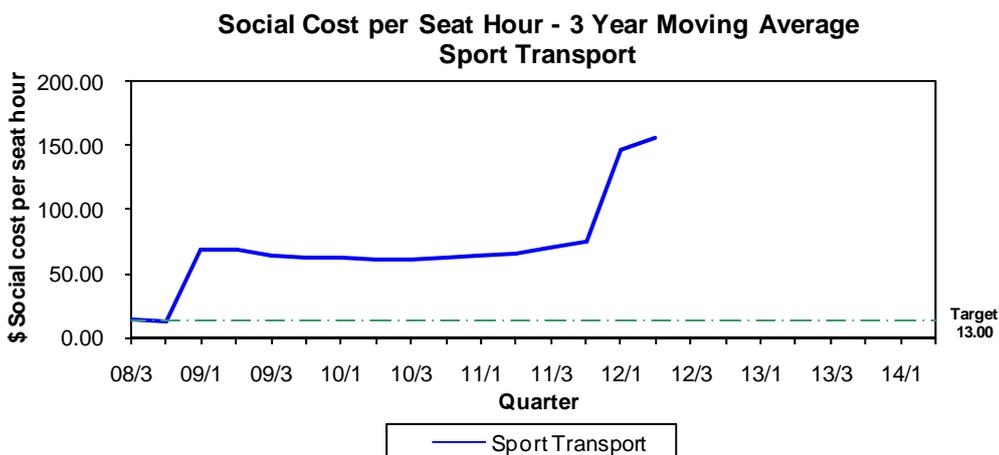
The outcome for Airline Operations – Medium Aeroplanes is trending down and has been at or below the target level since the quarter Apr to Jun 09 (the data point at 12/2 is \$0.02 per hour of exposure). The exposure (1.6% of total seat hours) associated with this sector is relatively small. There have been 3 minor injuries in this group during the period Jul 09 to Jun 12.



The outcome for Airline Operations – Small Aeroplanes (0.2% of total seat hours) shows an upward trend. There have been 1 serious and 2 minor injuries during the period Jul 09 to Jun 12. The safety outcome for this group is now at the target level.



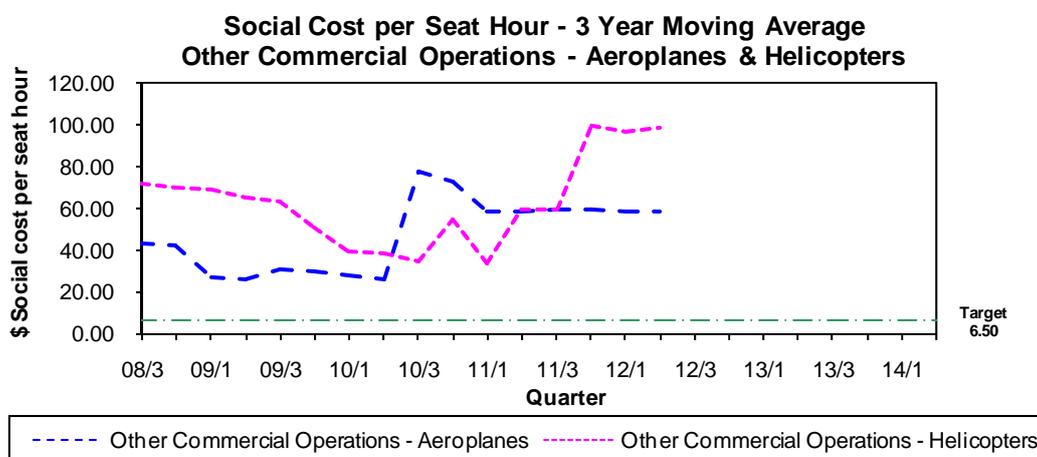
The outcome for Airline Operations – Helicopters is now below the target level. There have been 1 serious and 4 minor injuries in this group in the three years Jul 09 to Jun 12.



The outcome for Sport Transport is above the target level. There have been 11 fatal, 11 serious and 13 minor injuries in the three years Jul 09 to Jun 12.

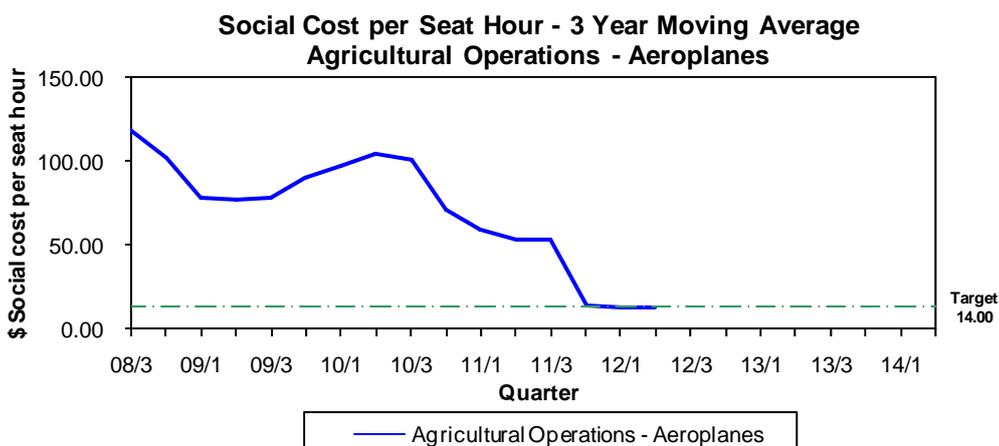
Note that this group includes hang gliders and parachutes used on transport operations.

For quarters from Jul to Sep 11 the method for calculating the seat hours for this group has been amended, hence reducing the number of seat hours used in the calculation of social cost per seat hour. This means that if the social cost for this group remains the same in future quarters, the social cost per seat hour will gradually increase.

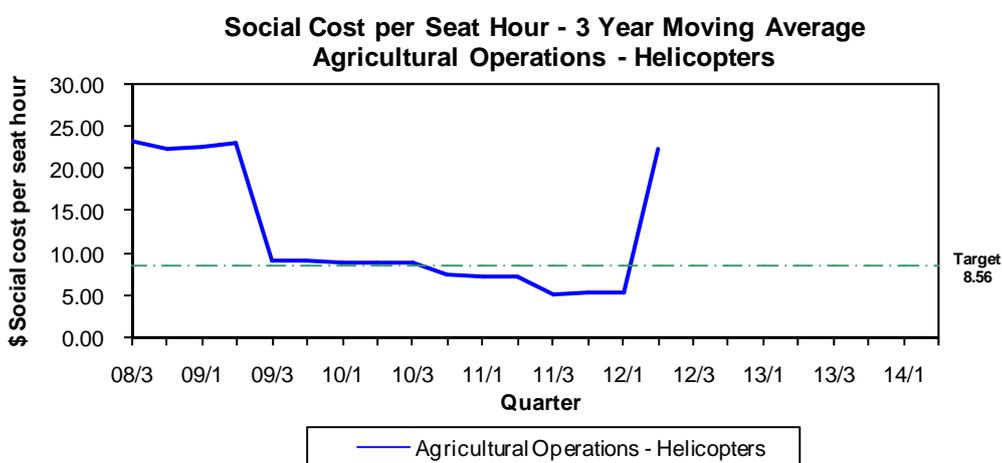


The outcome for Other Commercial Operations – Aeroplanes is well above the target of \$6.50. During the three years Jul 09 to Jun 12 there have been 12 fatal and 3 serious injuries in this group.

The outcome for Other Commercial Operations – Helicopters is also well above the target level. There have been 7 fatal, 2 serious and 3 minor injuries in this group in the three years Jul 09 to Jun 12.

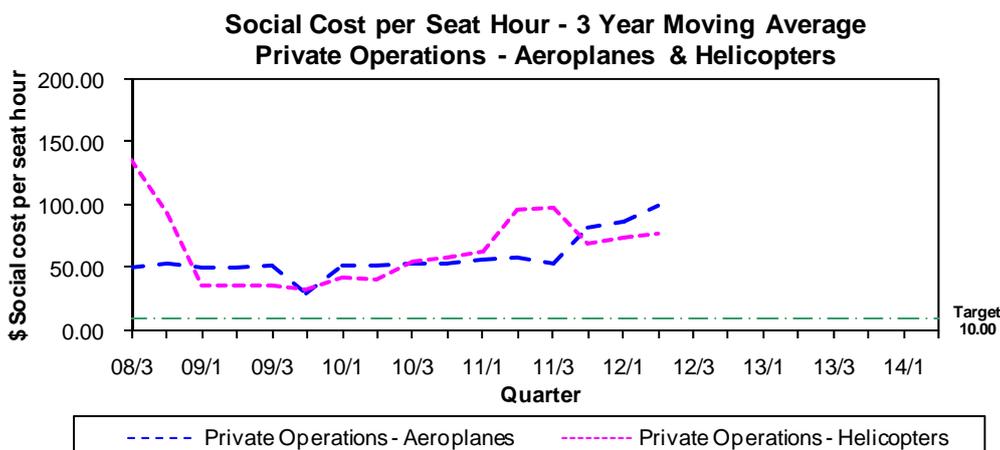


The outcome for Agricultural Operations – Aeroplanes is now below the target level of \$14.00. During the three years Jul 09 to Jun 12 there have been 1 serious and 2 minor injuries in this group.



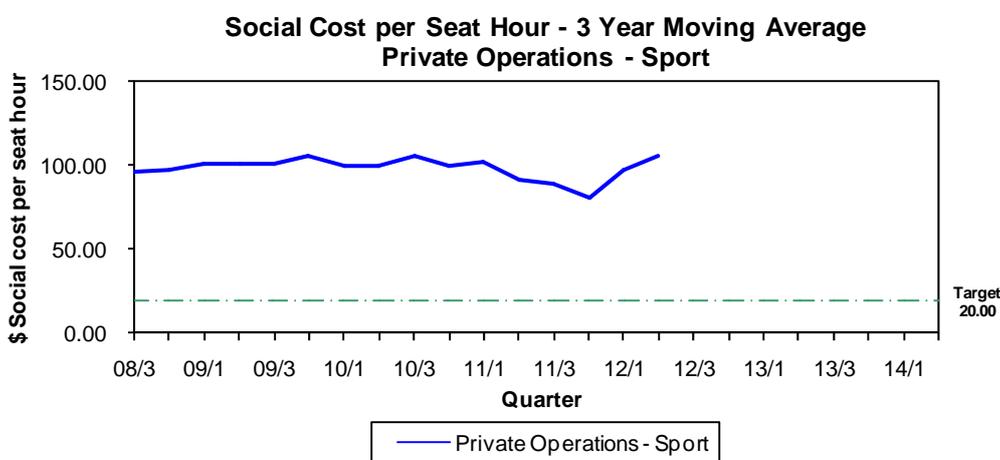
The outcome for Agricultural Operations – Helicopters is now well above the target level. There have been 1 fatal injury and 1 minor injury in the three years Jul 09 to Jun 12.

For quarters from Jul to Sep 11 the value for the 'load factor' used in the calculation of seat hours for this group has been reduced, hence reducing the number of seat hours used in the calculation of social cost per seat hour (seat hours are calculated using hours flown multiplied by the average number of seats multiplied by the load factor). This means that if the social cost for this group remains the same in future quarters, the social cost per seat hour will gradually increase.



The outcome for Private Operations – Aeroplanes is well above the target level of \$10.00. There have been 3 fatal and 5 serious injuries and 1 minor injury in the three years Jul 09 to Jun 12.

The outcome for Private Operations – Helicopters is also well above the target level. There have been 1 fatal, 3 serious and 5 minor injuries in the three years Jul 09 to Jun 12.



The outcome for Private Operations – Sport is well above the target of \$20.00. There have been 16 fatal, 24 serious and 26 minor injuries in the three years Jul 09 to Jun 12.

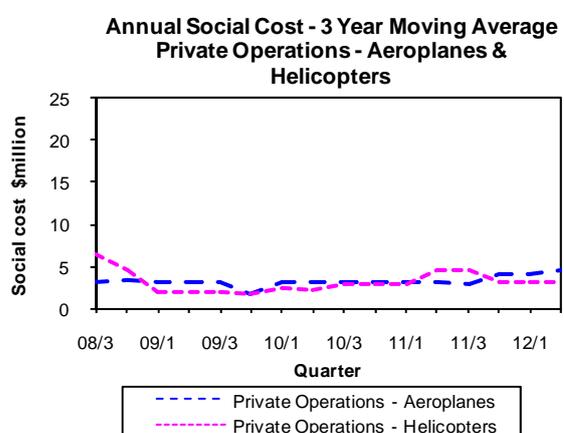
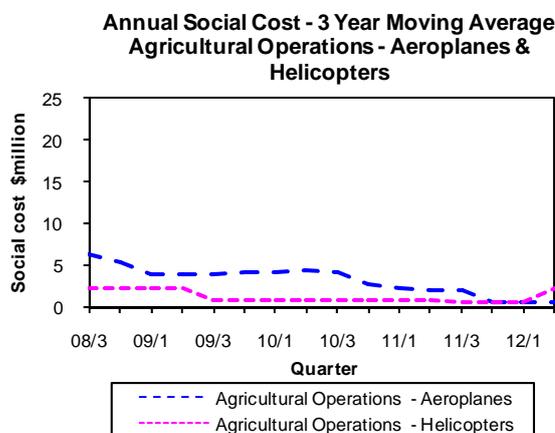
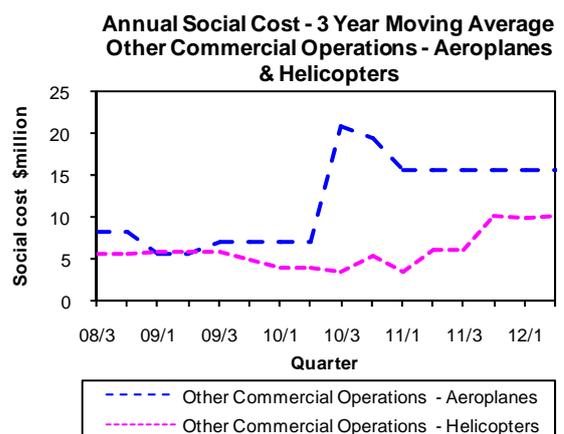
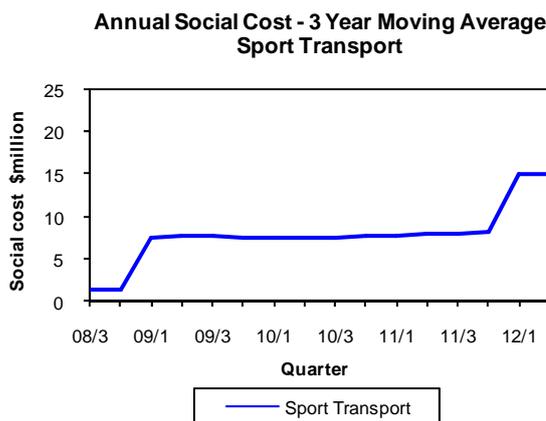
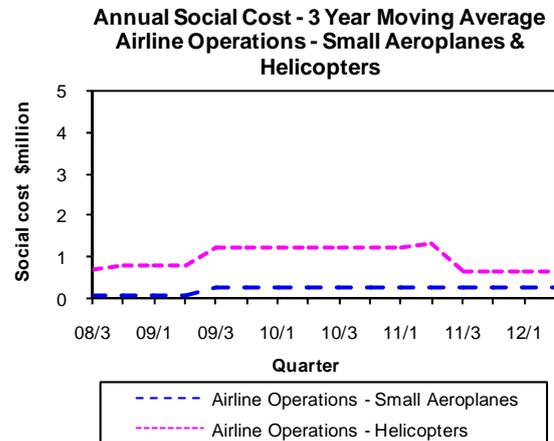
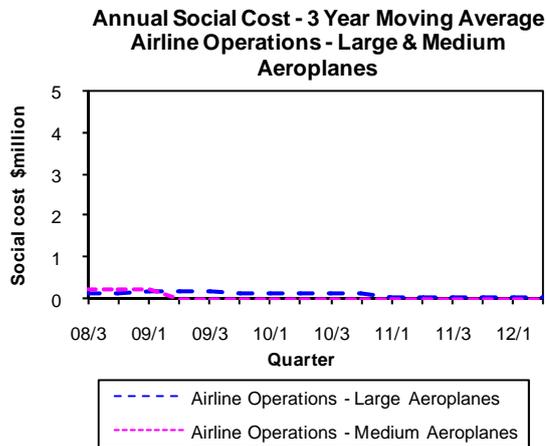
Note that this group includes hang gliders and parachutes used on private operations.

For quarters from Jul to Sep 11 the method for calculating the seat hours for this group has been amended, hence increasing the number of seat hours used in the calculation of social cost per seat hour. This means that if the social cost for this group remains the same in future quarters, the social cost per seat hour will gradually decrease.

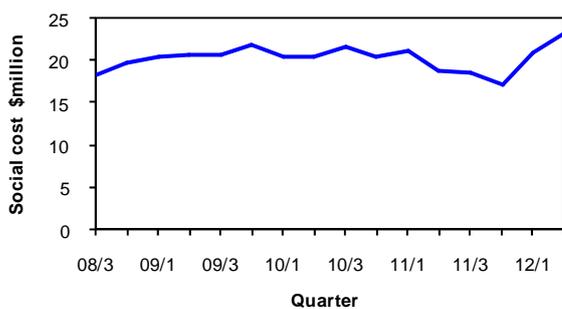
Social Cost

Trends

The following graphs show the annual social cost (3 year moving average) for each Safety Target Group for the four-year period 1 July 2008 to 30 June 2012. Social cost is the cost of fatal, serious and minor injuries, and aircraft destroyed, expressed in 2011 dollars. Note that the Sport groups include hang gliders and parachutes.

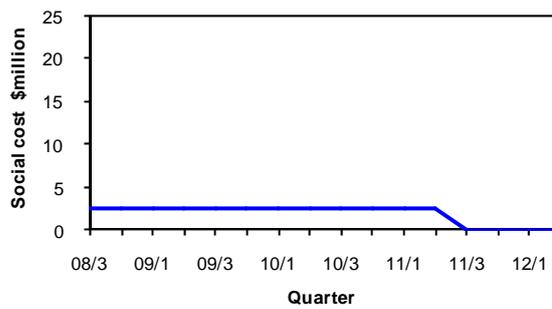


**Annual Social Cost - 3 Year Moving Average
Private Operations - Sport**



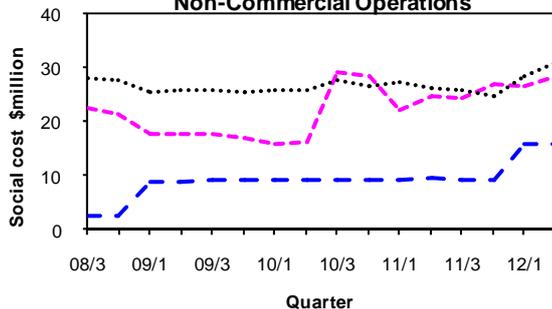
— Private Operations - Sport

**Annual Social Cost - 3 Year Moving Average
Other**



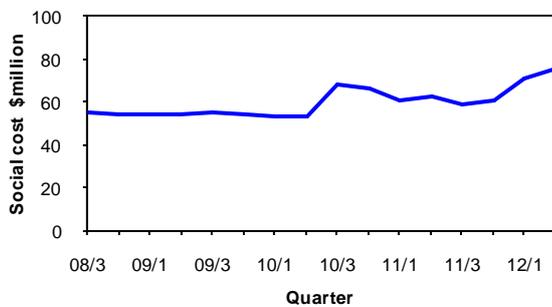
— Other

**Annual Social Cost - 3 Year Moving Average
Public Air Transport, Other Commercial &
Non-Commercial Operations**



--- Public Air Transport
- - - Other Commercial Operations
..... Non-Commercial Operations

**Annual Social Cost - 3 Year Moving Average
Total**



— Total

Activity

Air Transport Flights, Total Hours

Quarterly Comparison

Activity	1 Oct to 31 Dec	1 Oct to 31 Dec	Change	
	2010	2011	Number	Percentage
Air Transport Flights	100,389	94,275	- 6,114	- 6.1
Hours	243,630	243,059	- 572	- 0.2

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 2011 (the most recent quarter for which these data are available).

Aircraft Movements

Quarterly Comparison

Activity	1 Apr to 30 Jun	1 Apr to 30 Jun	Change	
	2011	2012	Number	Percentage
Aircraft Movements	242,338	235,050	- 7,288	- 3.0

Note that this covers certificated aerodromes only. Includes Auckland, Christchurch, Dunedin, Gisborne, Hamilton, Invercargill, Napier, Nelson, New Plymouth, Ohakea, Palmerston North, Queenstown, Rotorua, Taupo, Tauranga, Wellington and Woodbourne. Excludes Chatham Islands/Tuuta Airport, Hokitika, Kerikeri/Bay of Islands, Paraparaumu, Te Anau/Manapouri, Timaru, Wanganui, Westport and Whangarei.

Registered Aircraft

Quarterly Comparison

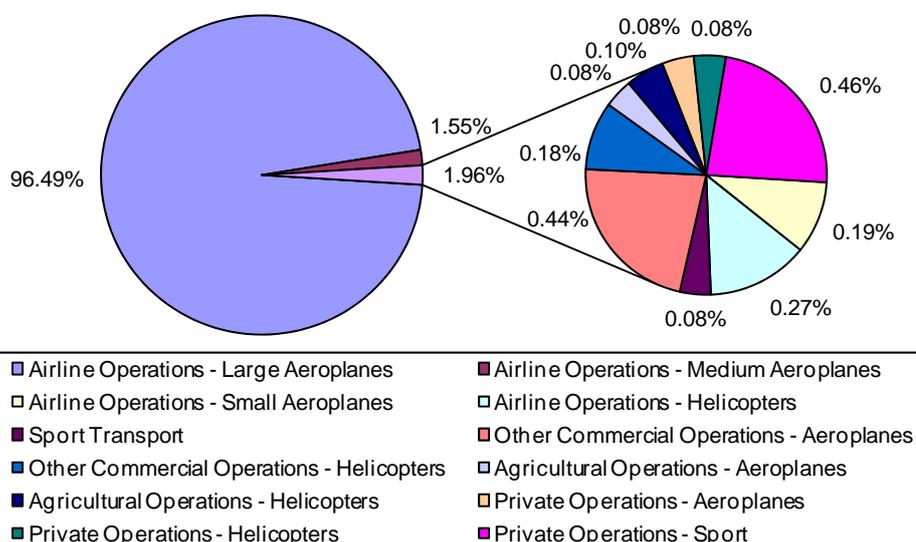
Aircraft Statistics Category	30 June	30 June	Change	
	2011	2012	Number	Percentage
Large Aeroplanes	128	126	- 2	- 1.6
Medium Aeroplanes	86	85	- 1	- 1.2
Small Aeroplanes	1,518	1,521	+ 3	+ 0.2
Agricultural Aeroplanes	110	109	- 1	- 0.9
Helicopters	765	771	+ 6	+ 0.8
Sport Aircraft	1,883	1,920	+ 37	+ 2.0
Total	4,490	4,532	+ 42	+ 0.9

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

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 2014 Safety Target Group categories for the period 1 October to 31 December 2011 (the most recent quarter for which Aircraft Operating Statistics data are available). 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	96.49
Airline Operations - Medium Aeroplanes	1.55
Airline Operations - Small Aeroplanes	0.19
Airline Operations - Helicopters	0.27
Sport Transport	0.08
Other Commercial Operations - Aeroplanes	0.44
Other Commercial Operations - Helicopters	0.18
Agricultural Operations - Aeroplanes	0.08
Agricultural Operations - Helicopters	0.10
Agricultural Operations - Sport	-
Private Operations - Aeroplanes	0.08
Private Operations - Helicopters	0.08
Private Operations - Sport	0.46

Note that the percentages may not sum exactly to 100.00% due to rounding.

Accidents

Quarterly Comparison

Number of Accidents

Aircraft Statistics Category	1 Apr to 30 Jun 2011	1 Apr to 30 Jun 2012	Change
Large Aeroplanes	0	0	0
Medium Aeroplanes	1	0	- 1
Small Aeroplanes	4	3	- 1
Agricultural Aeroplanes	3	2	- 1
Helicopters	6	5	- 1
Sport Aircraft	5	8	+ 3
Unknown Aircraft	1	0	- 1
Hang Gliders	3	1	- 2
Parachutes	3	3	0
Total	26	22	- 4

Severity of Accidents

Severity	1 Apr to 30 Jun 2011	1 Apr to 30 Jun 2012	Change
Critical	14	12	- 2
Major	7	9	+ 2
Minor	5	1	- 4

No accidents in the 'Large Aeroplanes' statistics category were classified as Critical in the 1 April to 30 June 2011 or 2012 quarters.

No accidents in the 'Medium Aeroplanes' statistics category were classified as Critical in the 1 April to 30 June 2011 or 2012 quarters.

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 2012.

Helicopters

Agricultural Operations - Helicopter

- A Hughes 369 crashed into a lake killing the pilot. The aircraft was destroyed.

Sport Aircraft

Private Operations - Sport

- A class 2 microlight had an accident and caught fire on impact killing the pilot and passenger. The aircraft was destroyed.

Significant Non-Injury Accidents

There were no significant non-injury accidents during the period 1 April to 30 June 2012.

Other Injury Accidents

This section describes other injury accidents that occurred during the period 1 April to 30 June 2012.

Small Aeroplanes

Private Operations - Aeroplane

- A Cessna 172 landed well into an airstrip with an approximate 5 knot tailwind and struck a ditch embankment at the end of the airstrip, seriously injuring the three persons on board. The aircraft was substantially damaged and written off.

Helicopters

Other Commercial Operations - Helicopter

- A Eurocopter AS350 was placing a generator onto a ship as a sling load. A crew member was seriously injured when caught between the generator and the vessel's structure.

Sport Aircraft

Sport Transport

- During the landing of a tandem parachute, the passenger rolled over an ankle causing a serious injury.

Private Operations - Sport

- The engine of an amateur built aeroplane lost power during cruise. A paddock was selected but the aircraft landed short, coming to rest against a fence. The pilot was seriously injured and the aircraft was substantially damaged.

Injuries

Number of Fatal Accidents and Number of Fatal Injuries

Aircraft Statistics Category	1 Apr to 30 Jun 2011		1 Apr to 30 Jun 2012		Change	
	Fatal Accidents	Fatal Injuries	Fatal Accidents	Fatal Injuries	Fatal Accidents	Fatal Injuries
Large Aeroplanes	0	0	0	0	0	0
Medium Aeroplanes	0	0	0	0	0	0
Small Aeroplanes	0	0	0	0	0	0
Agricultural Aeroplanes	0	0	0	0	0	0
Helicopters	2	3	1	1	- 1	- 2
Sport Aircraft	2	2	1	2	- 1	0
Unknown Aircraft	0	0	0	0	0	0
Hang Gliders	0	0	0	0	0	0
Parachutes	0	0	0	0	0	0
Total	4	5	2	3	- 2	- 2

Number of Serious Injuries

Aircraft Statistics Category	1 Apr to 30 Jun 2011	1 Apr to 30 Jun 2012	Change
Large Aeroplanes	0	0	0
Medium Aeroplanes	0	0	0
Small Aeroplanes	0	3	+ 3
Agricultural Aeroplanes	0	0	0
Helicopters	1	1	0
Sport Aircraft	1	1	0
Unknown Aircraft	0	0	0
Hang Gliders	1	0	- 1
Parachutes	1	1	0
Total	4	6	+ 2

Number of Minor Injuries

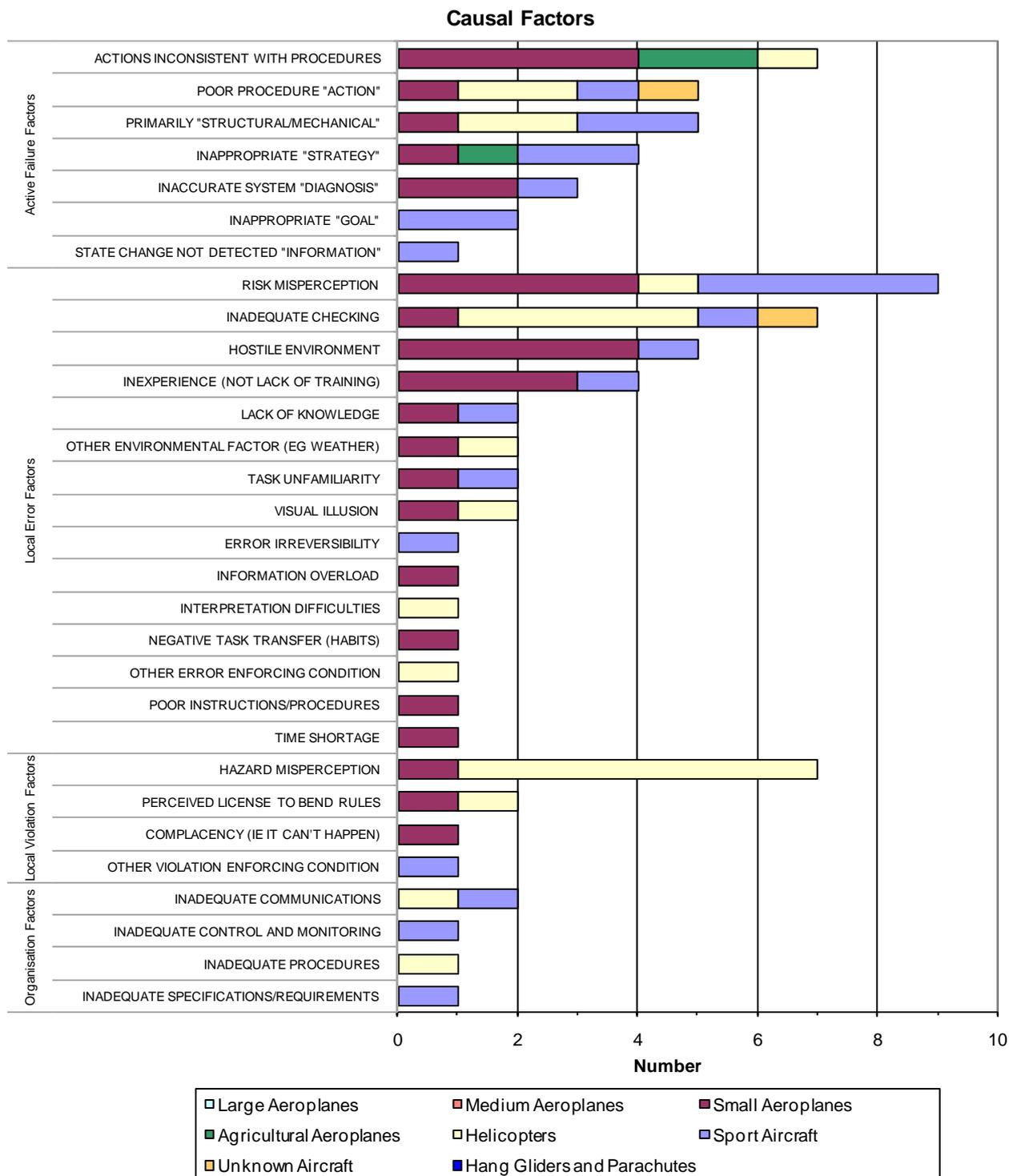
Aircraft Statistics Category	1 Apr to 30 Jun 2011	1 Apr to 30 Jun 2012	Change
Large Aeroplanes	0	0	0
Medium Aeroplanes	0	0	0
Small Aeroplanes	0	0	0
Agricultural Aeroplanes	0	0	0
Helicopters	1	0	- 1
Sport Aircraft	0	0	0
Unknown Aircraft	0	0	0
Hang Gliders	0	0	0
Parachutes	1	0	- 1
Total	2	0	- 2

Accident Causal Factors by Aircraft Statistics Category

The following graph shows the number of causal factors recorded for accidents that occurred during the 12-month period 1 April 2011 to 31 March 2012 for the various aircraft statistics categories.

Causal factors have been assigned to 45 (49%) of the 91 accidents.

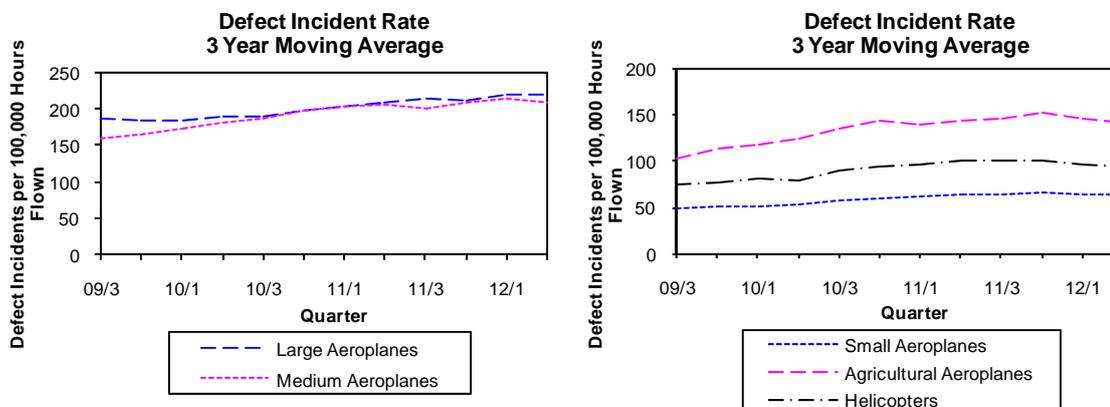
Note that causes are not yet available for all accidents that occurred in the 1 April to 30 June 2012 period.



Defect Incidents

Trends

The following graphs show the defect incident rates (3 year moving average) for the three-year period 1 July 2009 to 30 June 2012 (excluding the Sport Aircraft statistics category).



Quarterly Comparison

Number of Defect Incidents

Aircraft Statistics Category	1 Apr to 30 Jun	1 Apr to 30 Jun	Change
	2011	2012	
Large Aeroplanes	215	193	- 22
Medium Aeroplanes	54	26	- 28
Small Aeroplanes	56	33	- 23
Agricultural Aeroplanes	19	5	- 14
Helicopters	45	36	- 9
Sport Aircraft	6	11	+ 5
Unknown Aircraft	9	6	- 3
Total	404	310	- 94

Severity of Defect Incidents

Severity	1 Apr to 30 Jun	1 Apr to 30 Jun	Change
	2011	2012	
Critical	0	1	+ 1
Major	55	63	+ 8
Minor	349	246	- 103

No defect incidents in the 'Large Aeroplanes' statistics category were classified as Critical in the 1 April to 30 June 2011 or 2012 quarters.

No defect incidents in the 'Medium Aeroplanes' statistics category were classified as Critical in the 1 April to 30 June 2011 or 2012 quarters.

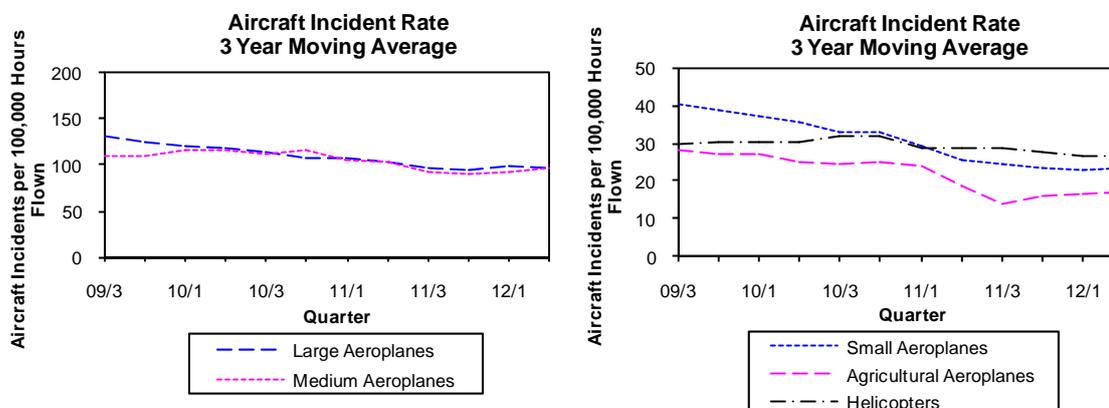
Rate Monitoring

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 31 March 2012. Analysis shows that three of the 15 monitored aircraft types have defect rates above the "trigger level" for CAA action.

Aircraft Incidents

Trends

The following graphs show the aircraft incident rates (3 year moving average) for the three-year period 1 July 2009 to 30 June 2012 (excluding the Sport Aircraft statistics category).



Quarterly Comparison

Number of Aircraft Incidents

Aircraft Statistics Category	1 Apr to 30 Jun	1 Apr to 30 Jun	Change
	2011	2012	
Large Aeroplanes	84	60	- 24
Medium Aeroplanes	13	26	+ 13
Small Aeroplanes	15	37	+ 22
Agricultural Aeroplanes	1	1	0
Helicopters	15	10	- 5
Sport Aircraft	3	4	+ 1
Unknown Aircraft	57	24	- 33
Total	188	162	- 26

Severity of Aircraft Incidents

Severity	1 Apr to 30 Jun	1 Apr to 30 Jun	Change
	2011	2012	
Critical	1	0	- 1
Major	13	24	+ 11
Minor	174	138	- 36

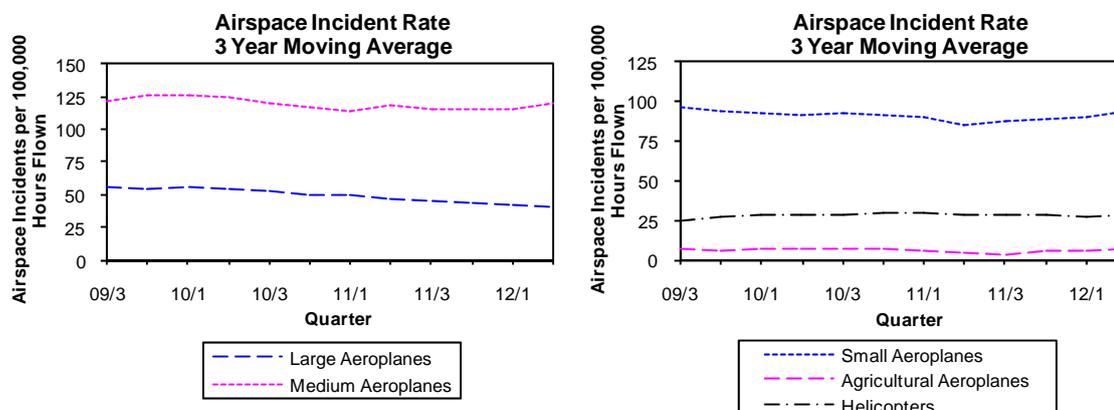
No aircraft incidents in the 'Large Aeroplanes' statistics category were classified as Critical in the 1 April to 30 June 2011 or 2012 quarters.

No aircraft incidents in the 'Medium Aeroplanes' statistics category were classified as Critical in the 1 April to 30 June 2011 or 2012 quarters.

Airspace Incidents

Trends

The following graphs show the airspace incident rates (3 year moving average) for the three-year period 1 July 2009 to 30 June 2012 (excluding the Sport Aircraft statistics category).



Quarterly Comparison

Number of Airspace Incidents

Aircraft Statistics Category	1 Apr to 30 Jun 2011	1 Apr to 30 Jun 2012	Change
Large Aeroplanes	19	29	+ 10
Medium Aeroplanes	20	26	+ 6
Small Aeroplanes	40	112	+ 72
Agricultural Aeroplanes	0	1	+ 1
Helicopters	8	13	+ 5
Sport Aircraft	17	12	- 5
Unknown Aircraft	103	92	- 11
Total	207	285	+ 78

Severity of Airspace Incidents

Severity	1 Apr to 30 Jun 2011	1 Apr to 30 Jun 2012	Change
Critical	5	2	- 3
Major	25	32	+ 7
Minor	177	251	+ 74

No airspace incidents in the 'Large Aeroplanes' statistics category were classified as Critical in the 1 April to 30 June 2011 or 2012 quarters.

No airspace incidents in the 'Medium Aeroplanes' statistics category were classified as Critical in the 1 April to 30 June 2011 or 2012 quarters.

Attributability

Of the 285 airspace incidents in the 1 April to 30 June 2012 quarter, 15% are Air Traffic Service (ATS) attributable, 72% are pilot attributable, 2% are ATS and pilot attributable, and 11% are unknown attributable. (Note that the percentages may not sum exactly to 100% due to rounding.)

Since July 2009 the long-term trend of the ATS attributable airspace occurrence rate is upward and the long-term trend of the pilot attributable rate is upward.

Bird Incident Rates

Bird hazard monitoring has been carried out against the CAA standard for the period ended 30 June 2012.

There were two aerodromes with strike rates in the high risk category of the CAA standard (10.0 and above bird strikes per 10,000 aircraft movements), one having a long-term upward trend and one having a long-term downward trend. Five aerodromes had strike rates in the medium risk category (5.0 to 10.0 per 10,000 movements), three having long-term upward trends and two having long-term constant trends.

20 aerodromes had strike rates in the low risk category (below 5.0 per 10,000 aircraft movements), eight having long-term upward trends, five having long-term constant trends and seven having long-term downward trends.

Quarterly Statistics

Quarter	2009/3	2009/4	2010/1	2010/2	2010/3	2010/4
Number of Air Transport Flights¹	83,353	97,144	108,108	86,009	84,869	100,389
Number of Hours Flown¹	229,894	240,179	255,742	221,719	212,044	243,630
Number of Aircraft Movements²	278,588	261,753	276,062	252,639	240,033	256,474
Number of Aircraft on the Register³	4,393	4,415	4,428	4,440	4,438	4,442
Number of Licences (Type of Medical Certificate)⁴						
Recreational Pilot Licence (RPL Medical)	120	133	141	132	128	146
Private Pilot Licence (Class 1 & 2)	3,850	3,829	3,795	3,757	3,750	3,655
Commercial Pilot Licence (Class 2 only)	1,919	1,969	1,990	2,066	2,027	2,083
Commercial Pilot Licence (Class 1)	2,344	2,359	2,403	2,344	2,397	2,385
Airline Transport Pilot Licence (Class 2 only)	975	976	922	913	986	981
Airline Transport Pilot Licence (Class 1)	1,069	1,068	1,135	1,134	1,075	1,096
Air Traffic Controller Licence (Class 3)	363	363	366	363	358	362
Aircraft Maintenance Engineer Licence (N/A)	2,402	2,424	2,445	2,463	2,479	2,496
Number of Part 119 Certificated Operators						
Air Operator – Large Aeroplanes	10	10	10	10	10	10
Air Operator – Medium Aeroplanes	15	15	15	15	15	16
Air Operator – Helicopters and Small Aeroplanes	170	173	172	174	175	175
Number of Part 115 Adventure Aviation Operators	0	0	0	0	0	0
Number of Part 137 Agricultural Aircraft Operators	105	107	108	108	106	108
Number of Part 141 Training Organisations	56	55	55	58	57	56
Number of Part 149 Recreation Organisations	9	9	9	9	9	8
Number of Aircraft Accidents⁵						
Large Aeroplanes	1	1	0	0	2	0
Medium Aeroplanes	1	0	1	0	0	0
Small Aeroplanes	8	7	2	9	6	4
Agricultural Aeroplanes	1	1	0	3	0	1
Helicopters	4	6	9	3	4	3
Sport Aircraft	5	16	9	6	5	13
Unknown Aircraft	0	0	0	0	0	0
Hang Gliders	4	6	10	5	2	2
Parachutes	1	2	2	1	1	2
Number of Fatal Accidents⁵	1	5	1	0	3	1
Number of Fatal Injuries⁵	1	6	1	0	12	2
Number of Serious + Minor Injuries⁵	12	11	16	10	6	7
Social Cost \$ million⁶	6.50	24.82	7.22	1.95	48.84	9.79
Number of Incidents⁷	1,120	1,083	1,118	1,154	1,166	1,173
Number of Aviation Related Concerns	105	97	124	153	153	203

¹ New Zealand registered aircraft. Includes the aircraft classes aeroplane, helicopter and balloon only; excludes other aircraft classes, hang gliders and parachutes. Estimated for 2012/1 and 2012/2.

² Certificated aerodromes. Includes Auckland, Christchurch, Dunedin, Gisborne, Hamilton, Invercargill, Napier, Nelson, New Plymouth, Ohakea, Palmerston North, Queenstown, Rotorua, Taupo, Tauranga, Wellington and Woodbourne. Excludes Chatham Islands/Tuuta Airport, Hokitika (certificated from Apr 2010), Kerikeri/Bay of Islands, Mount Cook (certificated until Sep 2009), Paraparaumu, Te Anau/Manapouri, Timaru, Wanganui, Westport and Whangarei.

³ As at the last day of the quarter. Includes the sport aircraft statistics category, excluding hang gliders, paragliders and parachutes.

Quarter	2011/1	2011/2	2011/3	2011/4	2012/1	2012/2
Number of Air Transport Flights¹	105,657	82,062	85,682	94,275	115,550	91,249
Number of Hours Flown¹	271,924	224,740	228,770	243,059	281,705	238,046
Number of Aircraft Movements²	256,398	242,338	256,117	242,744	252,533	235,050
Number of Aircraft on the Register³	4,480	4,490	4,495	4,499	4,516	4,532
Number of Licences (Type of Medical Certificate)⁴						
Recreational Pilot Licence (RPL Medical)	162	180	189	205	222	221
Private Pilot Licence (Class 1 & 2)	3,611	3,603	3,577	3,513	3,479	3,458
Commercial Pilot Licence (Class 2 only)	2,131	2,229	2,236	2,284	2,325	2,379
Commercial Pilot Licence (Class 1)	2,372	2,339	2,380	2,362	2,350	2,337
Airline Transport Pilot Licence (Class 2 only)	928	909	965	962	925	915
Airline Transport Pilot Licence (Class 1)	1,155	1,188	1,118	1,124	1,166	1,175
Air Traffic Controller Licence (Class 3)	363	361	361	362	370	374
Aircraft Maintenance Engineer Licence (N/A)	2,511	2,519	2,540	2,549	2,563	2,575
Number of Part 119 Certificated Operators						
Air Operator – Large Aeroplanes	9	9	9	9	9	9
Air Operator – Medium Aeroplanes	15	15	15	15	15	15
Air Operator – Helicopters and Small Aeroplanes	173	174	174	175	176	171
Number of Part 115 Adventure Aviation Operators	0	0	0	1	1	20
Number of Part 137 Agricultural Aircraft Operators	107	104	106	105	101	99
Number of Part 141 Training Organisations	55	54	55	57	58	57
Number of Part 149 Recreation Organisations	9	9	9	8	9	9
Number of Aircraft Accidents⁵						
Large Aeroplanes	1	0	0	0	0	0
Medium Aeroplanes	0	1	1	0	0	0
Small Aeroplanes	4	4	4	6	3	3
Agricultural Aeroplanes	3	3	0	1	0	2
Helicopters	5	6	4	8	2	5
Sport Aircraft	17	5	5	6	9	8
Unknown Aircraft	1	1	1	0	1	0
Hang Gliders	6	3	0	1	4	1
Parachutes	1	3	2	3	4	3
Number of Fatal Accidents⁵	2	4	0	3	4	2
Number of Fatal Injuries⁵	2	5	0	4	15	3
Number of Serious + Minor Injuries⁵	11	6	3	8	3	6
Social Cost \$ million⁶	13.08	21.54	1.73	19.48	56.51	14.84
Number of Incidents⁷	1,230	1,238	1,228	1,117	1,294	1,167
Number of Aviation Related Concerns	244	155	271	229	219	190

⁴ As at the last day of the quarter. For RPL holders, a medical fitness certificate, in accordance with the NZTA medical fitness standards that are applicable for a Class 2, 3, 4 or 5 driver licence with a passenger endorsement. For PPL, CPL & ATPL holders, an active class 1 or active class 2 medical certificate; 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). For ATCL holders, an active class 3 medical certificate. This does not show the number of licence holders as each client may hold more than one licence.

⁵ All accidents. All aircraft statistics categories. Includes hang gliders and parachutes.

⁶ All aircraft statistics categories. Includes hang gliders and parachutes. Cost of fatal, serious and minor injuries, and aircraft destroyed, in June 2011 dollars.

⁷ All incident sub-types.

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, 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

Other Aircraft Types (not included on the NZ Aircraft Register)

Hang Glider

Means a glider, including a powered glider, that is capable of being launched and landed solely by the use of the pilot's legs, and includes paragliders. **Paraglider** means a hang glider with no rigid primary structure.

Parachute

Means any device, without a motor in operation, comprising a flexible drag, or lift/drag, surface from which a load is suspended by shroud lines capable of controlled deployment from a packed condition.

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.

Incident Sub-Types	
Aerodrome Incident	Dangerous Goods Incident
Aircraft Incident	Defect Incident
Airspace Incident	Facility Malfunction Incident
Bird Incident	Promulgated Information Incident
Cargo Security Incident	Security Incident

Occurrence

Means an accident or incident.

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.

Safety Target Structure

