TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Contents</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contents</td>
<td>2</td>
</tr>
<tr>
<td>Introductory Comment</td>
<td>3</td>
</tr>
<tr>
<td>Airline Transport Operations</td>
<td>4</td>
</tr>
<tr>
<td>Adventure Aviation Operations</td>
<td>8</td>
</tr>
<tr>
<td>Agricultural Operations</td>
<td>11</td>
</tr>
<tr>
<td>Other Commercial Operations</td>
<td>13</td>
</tr>
<tr>
<td>Private Operations</td>
<td>17</td>
</tr>
<tr>
<td>RPAS reports</td>
<td>22</td>
</tr>
<tr>
<td>Quarterly Statistics</td>
<td>25</td>
</tr>
</tbody>
</table>
There were 46 accidents in the Summer Quarter of 2019 (Jan-Feb-Mar) significantly more than the 31 accidents in the same quarter of 2018. This is the combined total for both commercial and recreational aircraft and it includes hang-glider and parachute accidents. Most of the increases in accidents came from commercial parachutes operated under Part 115 adventure aviation, but there was also increased number of accidents in the commercial aviation sectors as follows:

- In the commercial passenger sector there were thirteen accidents, including 2 accidents involving small aeroplanes operated by air transport operators. The other 11 accidents were adventure aviation passenger operations, and the tandem parachute sub-sector had significantly more injury accidents than in the same quarter of 2018.

- In the commercial non-passenger sector there were ten accidents including 1 accident with two fatalities in a flight training operation. The total number of accidents in this sector was slightly more than during the same quarter of 2018.

- In the private & recreational flying there were 22 accidents. This was similar to the 19 accidents in the same quarter of 2018.

This quarter there was a fatal accident in the fixed wing commercial flight training sector. The accident is under investigation by the TAIC. There were no other fatal accidents over the summer of 2019.

<table>
<thead>
<tr>
<th>Safety Target Group</th>
<th>1 Jan to 31 Mar 2019</th>
<th>1 Jan to 31 Mar 2018</th>
<th>Average Of Same Quarter In Previous 3 Years</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airline Operations - Large Aeroplanes</td>
<td>--</td>
<td>--</td>
<td>0.3</td>
</tr>
<tr>
<td>Airline Operations - Medium Aeroplanes</td>
<td>--</td>
<td>--</td>
<td>0.3</td>
</tr>
<tr>
<td><strong>Airline Operations - Small Aeroplanes</strong></td>
<td><strong>2</strong></td>
<td><strong>1</strong></td>
<td><strong>0.0</strong></td>
</tr>
<tr>
<td>Airline Operations - Helicopters</td>
<td>--</td>
<td>--</td>
<td>0.7</td>
</tr>
<tr>
<td><strong>Sport Transport</strong></td>
<td><strong>11</strong></td>
<td><strong>3</strong></td>
<td><strong>4.7</strong></td>
</tr>
<tr>
<td>Other Commercial Operations - Aeroplanes</td>
<td><strong>4</strong></td>
<td><strong>3</strong></td>
<td><strong>1.7</strong></td>
</tr>
<tr>
<td>Other Commercial Operations - Helicopters</td>
<td><strong>4</strong></td>
<td><strong>3</strong></td>
<td><strong>2.3</strong></td>
</tr>
<tr>
<td>Other Commercial Operations - Sport</td>
<td><strong>1</strong></td>
<td>--</td>
<td><strong>1.7</strong></td>
</tr>
<tr>
<td>Agricultural Operations - Aeroplanes</td>
<td>--</td>
<td><strong>2</strong></td>
<td><strong>1.7</strong></td>
</tr>
<tr>
<td>Agricultural Operations - Helicopters</td>
<td><strong>1</strong></td>
<td>--</td>
<td><strong>1.7</strong></td>
</tr>
<tr>
<td>Agricultural Operations - Sport Aircraft</td>
<td>--</td>
<td>--</td>
<td><strong>0.0</strong></td>
</tr>
<tr>
<td>Private Operations - Aeroplanes</td>
<td><strong>4</strong></td>
<td><strong>4</strong></td>
<td><strong>5.0</strong></td>
</tr>
<tr>
<td>Private Operations - Helicopters</td>
<td>--</td>
<td><strong>1</strong></td>
<td><strong>2.0</strong></td>
</tr>
<tr>
<td>Private Operations - Sport</td>
<td><strong>18</strong></td>
<td><strong>14</strong></td>
<td><strong>12.3</strong></td>
</tr>
<tr>
<td><strong>Other</strong></td>
<td><strong>1</strong></td>
<td>--</td>
<td><strong>0.0</strong></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>46</strong></td>
<td><strong>31</strong></td>
<td><strong>34.3</strong></td>
</tr>
</tbody>
</table>
SAFETY PERFORMANCE

There were two air transport accidents in the first quarter of 2019. This is up on the same period last year, and greater than the average of the previous three years.

The large aeroplane sector had no accidents in this period and the three year average rate has decreased to a level comparable to the benchmark (Australian Regular Passenger transport)

The three year average accident rate for medium aircraft in commercial passenger operations remains at zero as the last accident was more than three years ago.
The three year average accident rate for small aeroplane on air transport has increased due to the two accidents this quarter.

The three year average accident rate for helicopters on air transport operations continues to reduce.

ACCIDENTS

Date: 6-Jan-2019  
Location: Takaka  
Aircraft Model: Piper PA-32R-301  
Narrative: Departing Takaka for Wellington the aircraft sustained damage to right hand Aileron & right hand Elevator and possibly the right hand main gear. Pilot reported aircraft had wind shear on take-off. Aircraft completed two low passes south then north to confirm damage and security of the main gear. Investigation has found that the pilot used a non-standard maximum performance take-off technique and the aircraft collided with a runway threshold marker board and a fence post during the take-off. The operators investigation report identified numerous causes and actions which are being monitored by the CAA Air Transport Unit.

Date: 28-Feb-2019  
Location: Auckland  
Aircraft Model: De Havilland Canada DHC-2 Beaver Mk1  
Narrative: Nose down landing on water. The float plane tipped over when landing on the Waitemata harbour. The Safety Investigation found the pilot omitted to raise the amphibious float planes wheels after take-off, or check that they were up before landing on the water. The CAA Air Transport unit have since carried out a special purpose audit of the company.
SERIOUS INCIDENTS

Date: 23-Jan-2019  
Location: Christchurch  
Aircraft Model: ATR-72  
Narrative: During a go-around, flap zero was inadvertently selected instead of Flap 15.

Date: 24-Feb-2019  
Location: Wellington  
Aircraft Model: ATR-72  
Narrative: Tail prop not removed prior to flight. Operated Wellington to Christchurch with tail prop still attached.

Date: 28-Feb-19  
Location: Franz Josef Heliport  
Aircraft Model: Hughes 500D  
Narrative: The pilot lifted off from the helipad with the loader standing on the skid loading passengers. After the helicopter got airborne the loader was able to climb into the cabin and alert the pilot of the situation. The pilot returned to the helipad.

Date: 21-Mar-19  
Location: New Plymouth  
Aircraft Model: ATR-72  
Narrative: Tail strike due to a hard landing.

Date: 22-Jan-19  
Location: Adelaide  
Aircraft Model: 737-400  
Narrative: After flight, 190kg of cargo meant to be on another flight was found in the hold.

Date: 23-Jan-19  
Location: Sydney  
Aircraft Model: 737-400  
Narrative: Incorrect containers were loaded on to each a/c in SYD. This was noticed after TFR22 had departed. Cargo containers were of identical weight.
Date: 24-Jan-19  
Location: Kerikeri  
Aircraft Model: Dash 8 Q300  
Narrative: Unable to disembark passengers due adjacent helicopter engines running, helicopter pilot when asked, refused to shut down.

Date: 22-Feb-19  
Location: Christchurch  
Aircraft Model: ATR 72-500  
Narrative: Loader approached cockpit comm hatch with PROP 1 still spinning in feather.

Date: 03-Mar-19  
Location: Christchurch  
Aircraft Model: Dash 8 Q300  
Narrative: Flap selected up instead of gear on departure. Captain did not notice in time to prevent.
SAFETY PERFORMANCE

There were eleven accidents in the Adventure Aviation sector in the first quarter of 2019. This is significantly higher than for the same time last year, and also higher than the average number of accidents in the sector for the previous three years.

Accident rates

The accident rate for part 115 adventure aviation has increased in late 2018 and early 2019.
ACCIDENTS

Date: 22-Mar-19  
Location: Treble Cone Ski Area  
Aircraft Model: Ozone Magnum II Paraglider  

Date: 26-Mar-19  
Location: Taupo  
Aircraft Model: Parachute  
Narrative: Passenger dislocated shoulder during descent.

Date: 06-Jan-19  
Location: Taupo  
Aircraft Model: Sigma Tandem  
Narrative: Upon landing, the passenger dropped her lower leg which caught the ground resulting in a fractured ankle.

Date: 08-Jan-19  
Location: Queenstown  
Aircraft Model: BiGolden3  
Narrative: Pilot encountered thermal turbulence on final approach, resulting in a heavy touchdown and pax fracturing their left tibia.

Date: 18-Jan-19  
Location: Parakai  
Aircraft Model: Sigma Tandem  
Narrative: During final approach passenger lowered their feet, resulting in a dislocation and fractured ankle.

Date: 10-Feb-19  
Location: Parakai  
Aircraft Model: Sigma Tandem  
Narrative: During freefall, passenger's shoulder dislocated likely due to an undisclosed injury. Landed safely.

Date: 02-Feb-19  
Location: Wanaka  
Aircraft Model: Parachute  
Narrative: Upon landing Tandem Master's foot got caught on a divet on the Parachute Landing Area. Later ankle found to have a fracture as a result.
Date: 08-Mar-19  
Location: Fox Glacier  
Aircraft Model: Dual Hawk  
Narrative:  
On landing passenger lifted legs as requested but put right foot down when approximately 30 cm above the ground upon landing. Right foot and lower leg rotated under the passenger and the passenger’s body weight caused a dislocation of the ankle and fracture of the distal head of the tibia and fibula.

Date: 14-Feb-19  
Location: Queenstown  
Aircraft Model: Parachute  
Narrative:  
On landing passenger tried to run out landing. Passenger suffered ankle fractures as a result.

Date: 16-Mar-19  
Location: Taupo  
Aircraft Model: Sigma Tandem  
Narrative:  
After exiting the aircraft, passenger stopped holding on to their harness, causing her shoulder to dislocate. Landed without further issues.

Date: 03-Mar-19  
Location: Tauranga  
Aircraft Model: Parachute  
Narrative:  
Tandem master felt an immediate pain in left ankle on leaving aircraft. Freefall and landing was uneventful. Struggled to put weight on his left foot after landing, and subsequent trip to the hospital revealed an undisplaced fracture just above left ankle.

SERIOUS INCIDENTS

Date: 16-Jan-19  
Location: Queenstown  
Aircraft Model: Parachute  
Narrative:  
Main canopy collapsed partially, resulting in a hard landing. On landing a meter long tear on the top skin was found.
SAFETY PERFORMANCE

There was one accident in Agricultural Aviation sector in the first quarter of 2019. This is lower than for the same period last year, and also lower than the average of the preceding 3 years. The accident was a wire strike by a helicopter on agricultural operations.

The three year average accident rates for agricultural operations by fixed wing aircraft and helicopters are showing a stable or downwards trend that remains below the benchmark.
ACCIDENTS

Date: 25-Jan-19  
Location: Atiamuri  
Aircraft Model: Longranger III  
Narrative:  
Helicopter hit power lines and crashed while spraying.

SERIOUS INCIDENTS

Date: 06-Mar-19  
Location: Gisborne  
Aircraft Model: Long Ranger II  
Narrative:  
While spraying kanuka dropped down a steep face and misjudged the distance of the tail rotor from a bush, the tail rotor made contact with the bush. Flew directly back to the loading site and shut down the machine. 
Engineer inspected the blade and found grazing to the inner chord of the blade but no damage to the leading edge. Both tail rotor blades replaced, inspection carried out of the drive shaft, couplings, and transmission.
SAFETY PERFORMANCE

There were nine accidents in Other Commercial operations in the first quarter of 2019. This is three more than in the same period in the previous year, and greater than the average number of accidents in the first quart of the previous three years.

There was one fatal accident involving a twin-engine aircraft on a night instrument flying training exercise which crashed killing two qualified flying instructors. The TAIC are investigating and the causes and safety actions are not yet known. Early indications are that it was not a mechanical failure.

In commercial flight training were four other accidents, three fixed wing aircraft and one glider, all without significant injury.

There were four other commercial non-passenger accidents, including two helicopter accidents involving underslung loads. The underslung load accidents are under investigation, one by the TAIC and one by CAA.

Accident rates

---

Accidents - Other Commercial Operations

<table>
<thead>
<tr>
<th>Year</th>
<th>Accidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019 Q1</td>
<td>9</td>
</tr>
<tr>
<td>2018 Q1</td>
<td>6</td>
</tr>
<tr>
<td>Avg No. of Accidents Q1 prev 3 years</td>
<td>5</td>
</tr>
</tbody>
</table>

Commercial Non-Passenger Operations Helicopters & Aeroplanes

Accident Rate 3 Year Moving Average

Accidents per 100,000 Hours flown

Period ending: Sep 15 to Mar 19
ACCIDENTS

Date: 23-Mar-19  
Location: Turangi  
Aircraft Model: DA 42  
Narrative:  
RCCNZ coordinated response to unreported aircraft on IFR flight plan. Aircraft wreckage located at just north of last known location. Both pilots were instructors at Ardmore Flying School. The pilot in command was conducting a night instruments flight to build up his flight time experience. The other instructor was acting as a safety pilot on the flight. Both were qualified in the aircraft type and with instrument flying. Evidence shows the aircraft descended in an area where it should have been above 7,800 feet. It flew a normal descent path until it struck terrain at 4,500 feet. Both pilots sustained fatal injuries.

Date: 22-Jan-19  
Location: Matamata  
Aircraft Model: Cessna A152  
Narrative:  
First solo flight. Minor landing accident. Hard landing resulting in the nose leg collapsing and wing tip and propeller damage. No injuries.

Date: 05-Mar-19  
Location: Ardmore  
Aircraft Model: Cessna 172R  
Narrative:  
Came in to land, levelled off high, plane bounced, nose wheel collapsed, plane dragged along the runway. Approach 70kts, slightly high on approach since was keeping the circuit tight to keep the runway in range at all times. Levelled off high and pulled

Date: 26-Feb-19  
Location: Whakatane  
Aircraft Model: Cessna 172N  
Narrative:  
Minor taxi accident. Aircraft taxied into a quad bike that had been parked several metres in front of the C172, quad struck by the propeller. Pilot had not noted the quad during pre-flight or from the cockpit prior to taxi. No injuries, damage to aircraft

Date: 19-Mar-19  
Location: Omarama  
Aircraft Model: Twin Astir Glider.  
Narrative:  
Undercarriage mounts buckled after heavy landing. Nil injuries.
ACIDENTS

Date: 17-Feb-19
Location: Nelson
Aircraft Model: AS 350 BA
Narrative: Helicopter was engaged in fire-fighting duties when the pilot noted a sensation that ‘something let go’. He immediately jettisoned the monsoon bucket and flew on to land in a clearing. The pilot had a minor injury to ankle and being taken to hospital. The helicopter suffered major damage during the subsequent landing and the tail section was severed.

Date: 19-Mar-19
Location: Pope’s Hill
Aircraft Model: MD600N
Narrative: While conducting a ridge top landing the main rotor contacted the tail boom. Puncture and delamination damage to tail boom.

Date: 28-Jan-19
Location: Pohnpei
Aircraft Model: Hughes 500
Narrative: Video showing helicopter taking-off while still strapped onto the deck of a boat by one line. Aircraft becomes airborne, is unable to climb due to the strap and rolls over crashing onto the deck.

Date: 10-Mar-19
Location: Waimamaku, Northland
Aircraft Model: AS 350 B3
Narrative: Ground crew member knocked off vehicle while attempting to control a gravel bucket about to be disconnected from hovering helicopter. End of the working day, pack away at helicopter load site. The incident activity occurred when lifting one of two 80kg gravel buckets from the ground onto the deck of the Toyota Land Cruiser for transport back to base. 1 of 2 ground crew attending intervened to control the bucket grabbing the base tube.

The pilot made a split-second decision to lift the bucket clear of the vehicle to avoid damaging the vehicle. The ground crew held onto the bucket as it was lifted approximately 3.6m into the air. The pilot could not see the ground crew suspended directly beneath the bucket due to the diameter of the bucket. The suspended ground crew released his grip on the bucket and landed on the roof of the land cruiser, over balanced and fell to the ground.

The injured ground person was walking around after the incident but said his hip and shoulder were sore. It was decided as a priority to get the injured crewman to hospital to confirm the extent of the injuries, the crew person was flown back to Whangarei Airport and transported to hospital. The ground crew person suffered a fractured scapular and pelvis which could require 6 weeks recovery time.

Note: above text was condensed from a detailed operators report that provides valuable safety insight for similar external load operation.
SERIOUS INCIDENTS

Date: 17-Jan-19  
Location: Wanaka  
Aircraft Model: Cabri G2  
Narrative: Pilot added Jet A1 to a/c that requires avgas. Pilot lifted off and flew 100 meters before the engine ran rough, so landed and wheeled back to maintenance hangar.

Date: 30-Mar-19  
Location: Hokitika  
Aircraft Model: AS 350 B2  
Narrative: During refuelling, engine running, flight controls unattended, a dog owned by one of the team members jumped inside the helicopter and landed on the fuel control lever pushing it to flight idle. The sudden noise change alerted the staff member conducting.

Date: 25-Mar-19  
Location: Hamilton  
Aircraft Model: PAC 750XL  
Narrative: After 150 hour check a voicemail was left with operator advising that a LED light may have been left inside wing. A/c grounded and torch removed from wing tank.

Date: 06-Mar-19  
Location: Gisborne  
Aircraft Model: Long Ranger II  
Narrative: While spraying kanuka dropped down a steep face and miss judged the distance of the tail rotor from a bush, the tail rotor made contact with the bush. Flew directly back to the loading site and shut down the machine. Engineer inspected the blade and found.

Date: 05-Feb-19  
Location: Kerikeri  
Aircraft Model: EC 130 B4  
Narrative: Helicopter ZK-IKC was left running, rotors spinning, with no-one onboard the machine for approx 10 minutes in close proximity while passengers were boarding Air Nelson flight. Pilot was standing around 10m away at the fuel pumps.

Date: 18-Jan-19  
Location: Tasman Neve  
Aircraft Model: AS 350 B2  
Narrative: On short final to a mountainous landing site, an unsecure baseball cap was drawn into the rotor disk. An unsecure sleeping mat became airborne but the pilot manoeuvred the a/c away from it.
SAFETY PERFORMANCE

There were 22 accidents in private operations for the first quarter of 2019. This was three more than in the same quarter in the previous year and also more than the average of the preceding 3 years.

Accident Rates

The number of accidents in private & recreational sector this summer quarter was slightly more than last summer (22 against 19 in 2018). There were no fatalities this summer in the private and recreational sector. This is contributing to the downwards trend in the three year average accident rates displayed below.

The accident rate graph does not include recreational microlight aircraft, parachutes or hang-gliders. No activity data is collected for these aircraft types which precludes the calculation of an accident rate. It should be noted that 18 of the 22 private & recreational accidents this quarter involved non-certified sport aircraft, hang-gliders or parachutes.
ACCIDENTS

Date: 20-Feb-19
Location: Unknown
Aircraft Model: Paraglider
Narrative:
Paraglider accident at flight park involving possible unlicensed pilot. Pilot taken to hospital.

Date: 07-Jan-19
Location: Treble Cone
Aircraft Model: Hang Glider
Narrative:
HGA accident.

Date: 14-Jan-19
Location: Hamilton Burn
Aircraft Model: Cessna 185F
Narrative:
Initial report from RCC - ground loop after hitting a rut on the runway.

Date: 11-Jan-19
Location: Taihape
Aircraft Model: Cessna 180J
Narrative:
After initiation of go-around from a long landing, a/c clipped the fence wire, tripping the a/c down the bank to rest against a tree. No injuries.

Date: 07-Feb-19
Location: Mt Murchison
Aircraft Model: Paraglider
Narrative:
Paraglider experienced sink next to ridge, unable to escape and descended into trees.

Date: 01-Feb-19
Location: Papawai
Aircraft Model: Astir CS 77
Narrative:
Glider encountered sink and flew a non-standard L/H circuit. Aircraft landed on rough ground in chosen landing area and aircraft damaged.

Date: 17-Jan-19
Location: Numinbah
Aircraft Model: Hang Glider
Narrative:
Hang glider collided with terrain resulting in serious injuries to the pilot. Pilot is NZ nationality.
PRIVATE OPERATIONS

ACCIDENTS

Date: 26-Jan-19  
Location: Mangawhai  
Aircraft Model: Foxbat  
Narrative: Minor landing accident. On landing hit a bump on the runway, aircraft bounced breaking the nose wheel. No injuries.

Date: 25-Jan-19  
Location: Dannevirke  
Aircraft Model: B8M Gyro-copter  
Narrative: During take-off roll, the pilot noticed that the engine was not producing full power. He continued with the take-off as he thought that it may have been a fouled spark plug causing the reduced RPM which would eventually clear. The gyrocopter climbed to approximately 50 feet along the runway but the engine continued to lose power. The pilot attempted to turn back to the runway but underestimated the effect of the prevailing wind when he turned downwind. After a further turn to avoid a fence, the gyrocopter landed heavily and rolled on its side. During the ground impact, the fuel tank ruptured spraying fuel on the pilot’s legs. The fuel then ignited resulting in severe burns to the pilot. First responders were immediately on hand to assist the pilot who was then taken to hospital.

Date: 02-Feb-19  
Location: Owhai Bay  
Aircraft Model: Cessna 182T  

Date: 14-Feb-19  
Location: Ardmore  
Aircraft Model: Cessna 162  
Narrative: Nose wheel collapsed on landing. Nil injuries. Fracture damage noted a NLG tubular fixed strut at bend near NLG wheel. No evidence of corrosion or pre-existing defects apparent. A further piece of strut tubing fractured post nose wheel departure.

Date: 29-Mar-19  
Location: Ashburton  
Aircraft Model: Pioneer 200  
Narrative: Heavy landing accident, landing gear damage, no injuries. Possible wind shear and corrective intervention too late on instructors’ part.

Date: 30-Mar-19  
Location: Glen Brook Station  
Aircraft Model: Cessna 185C  
Narrative: Aircraft Crash. Flying slowly at low level, stalled, lost control and impacted the ground. Pilot escaped with no injury, the aircraft consumed by post impact fire.
ACCIDENTS

Date: 03-Mar-19  
Location: Craigieburn Ranges  
Aircraft Model: Paraglider  
Narrative: Paraglider got rotorred on landing resulting in a 5 metre fall and injuries to spine.

Date: 03-Jan-19  
Location: Tapeka Point  
Aircraft Model: Hang Glider  
Narrative: Due to light conditions, pilot had to land on rocky beach below launch, misjudged the landing and landed heavy

Date: 13-Jan-19  
Location: North West Bay  
Aircraft Model: Pioneer 200  
Narrative: On landing, RWY was wet from sprinklers, a/c initiated a go-around and impacted hill. Possible no injuries, aircraft substantial damage.

Date: 02-Feb-19  
Location: Mt Izard  
Aircraft Model: Paraglider  
Narrative: Paraglider crash during competition.

Date: 23-Feb-19  
Location: Pakatuhi Breast hill  
Aircraft Model: Paraglider  
Narrative: Paraglider crash after frontal collapse of wing.

Date: 06-Feb-19  
Location: Southland  
Aircraft Model: S-20 Raven  
Narrative: Taxi accident, failed to see stock water trough and struck it with RH main gear. Main gear separated from the fuselage. No injuries.

Date: 25-Jan-19  
Location: Thames  
Aircraft Model: Texan  
Narrative: Thames Airfield - nose wheel went into a deep rabbit hole hidden in the grass and broke off the vertical front wheel pivoting shaft, allowing the round, front undercarriage shaft spring to dig into the ground. The propeller therefore struck the ground and broke into pieces.
### ACCIDENTS

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Aircraft Model</th>
<th>Narrative</th>
</tr>
</thead>
<tbody>
<tr>
<td>27-Feb-19</td>
<td>Raglan</td>
<td>Hang glider</td>
<td>Hard landing, severe injuries.</td>
</tr>
<tr>
<td>15-Mar-19</td>
<td>Parakai</td>
<td>Parachute</td>
<td>A licenced recreational skydiver suffered a hard impact with the ground, during the landing phase. They received immediate first aid and an ambulance was called.</td>
</tr>
</tbody>
</table>
In the quarter ending 31 March 2019 there were 150 reported occurrences involving remotely piloted aerial systems (RPAS). This exceeds the number received in the same quarter in the previous 5 years, although the rate of the increase has slowed.

- The largest share of reports (47%) continues to be complaints from members of the public about drones operating over and around them or their property.

- There were four accidents which resulted in damage or destruction of the RPAS.

- There were 11 reports of RPAS operating in proximity to airborne aircraft. These were provided by Airways NZ or aircraft operators and represent 7% of RPAS reports.

- There have been no injuries or damage to conventional aircraft by RPAS in this quarter or the previous 5 years.
There were four accidents resulting in damage or destruction of the RPAS. There were 11 reports of drones operating in proximity to airborne aircraft. These reports come from Airways or aircraft operators.

**ACCIDENTS**

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Narrative</th>
</tr>
</thead>
<tbody>
<tr>
<td>06-Jan-2019</td>
<td>Waihau Bay</td>
<td>While using a drone to take a fishing line out to sea at approximately 75 feet high and 200 feet from the beach it lost power without any warning and plunged into the sea.</td>
</tr>
<tr>
<td>08-Jan-19</td>
<td>Whirinaki</td>
<td>RPAS was struck by seagull while filming. RPAS impacted the sea and has not been recovered.</td>
</tr>
<tr>
<td>25-Mar-2019</td>
<td>Te Apiti wind farm</td>
<td>Mavinci Sirius Pro UAV Struck wind turbine whilst surveying area.</td>
</tr>
<tr>
<td>26-Mar-2019</td>
<td>Mangere</td>
<td>LoC-I during climb. Ballistic parachute fired and a/c landed with damage to main blades and camera gimbal</td>
</tr>
</tbody>
</table>

**SERIOUS INCIDENTS –Air Proximity**

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Narrative</th>
</tr>
</thead>
<tbody>
<tr>
<td>05-Jan-2019</td>
<td>Mangere</td>
<td>GBA596 inbound to AA advises that a drone flew over him when he was at MTC at 1200ft. Police &amp; Police Heli advised.</td>
</tr>
<tr>
<td>10-Jan-19</td>
<td>Auckland</td>
<td>Whilst on arrival into AKL near waypoint LOSGA at approx 6800 speed 280kts. A suspected drone passed within about 50m of the aircraft. The object appeared in the 1030 position slightly above the aircraft and would have passed above the wing. It was dark</td>
</tr>
</tbody>
</table>
SERIOUS INCIDENTS – Air Proximity

Date: 23-Jan-2019
Location: Auckland
Narrative:
During approach RLK142 reported a near miss with a large RPAS half a mile east of the southern motorway. Police advised.

Date: 25-Jan-2019
Location: Auckland
Narrative:
Aircraft had near miss with a drone at approximately 1350ft AMSL mid point St Heliers and Browns Island Saturday morning approximately 21.05 UTC.

Date: 02-Feb-2019
Location: Rolleston
Narrative:
A passenger reported seeing a drone 100-150 ft below the aircraft above Rolleston when on the ILS/DME approach for runway 02. They would have been about a 9 NM final at approx. 2000ft.

Date: 09-Feb-2019
Location: Auckland
Narrative:
Moderate sized drone (red, white and black approx. 60cm square with a red flashing light) passed 100-150mtrs to the left side of the aircraft at the same altitude. It was reported to ATC and the flight landed normally.

Date: 15-Feb-2019
Location: Auckland
Narrative:
Helicopter experienced a near miss with an RPAS, other aircraft notified in the area.

Date: 23-Feb-2019
Location: Whitford
Narrative:
Near miss with an RPAS at 1400 ft.

Date: 23-Feb-2019
Location: Not reported
Narrative:
ANZ295 reported an RPAS on approach path to 23L. No other a/c reported seeing RPAS.

Date: 25-Feb-2019
Location: Los Angeles
Narrative:
Near miss at 3600 feet level flight. Either a drone or a balloon. Past down the LHS at same altitude and approx. 50m away. ATC advised.

Date: 01-Mar-2019
Location: Auckland
Narrative:
Reported having a near miss with an RPAS, other a/c advised and vectored around the area.
### QUARTERLY STATISTICS

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Social Cost $ million</strong></td>
<td>9.52</td>
<td>3.91</td>
<td>29.86</td>
<td>15.49</td>
<td>30.14</td>
<td>1.02</td>
</tr>
<tr>
<td><strong>Number of Fatal Accidents</strong></td>
<td>2</td>
<td>0</td>
<td>3</td>
<td>2</td>
<td>5</td>
<td>0</td>
</tr>
<tr>
<td><strong>Number of Fatal Injuries</strong></td>
<td>2</td>
<td>0</td>
<td>5</td>
<td>2</td>
<td>6</td>
<td>0</td>
</tr>
<tr>
<td><strong>Number of Serious + Minor Injuries</strong></td>
<td>5</td>
<td>7</td>
<td>14</td>
<td>20</td>
<td>12</td>
<td>7</td>
</tr>
<tr>
<td><strong>Number of Aircraft Accidents</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Large Aeroplanes</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Medium Aeroplanes</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Small Aeroplanes</td>
<td>2</td>
<td>2</td>
<td>6</td>
<td>6</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>Agricultural Aeroplanes</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>4</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Helicopters</td>
<td>4</td>
<td>2</td>
<td>3</td>
<td>10</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Sport Aircraft</td>
<td>6</td>
<td>5</td>
<td>4</td>
<td>8</td>
<td>8</td>
<td>3</td>
</tr>
<tr>
<td>Unknown Aircraft</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Hang Gliders</td>
<td>2</td>
<td>2</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>3</td>
</tr>
<tr>
<td>Parachutes</td>
<td>0</td>
<td>0</td>
<td>7</td>
<td>7</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td><strong>Number of Incidents</strong></td>
<td>1,612</td>
<td>1,635</td>
<td>1,675</td>
<td>1,879</td>
<td>1,815</td>
<td>1,730</td>
</tr>
<tr>
<td><strong>Number of Aviation Related Concerns</strong></td>
<td>202</td>
<td>229</td>
<td>235</td>
<td>253</td>
<td>278</td>
<td>231</td>
</tr>
<tr>
<td><strong>Number of Hours Flown</strong></td>
<td>203,167</td>
<td>211,276</td>
<td>237,542</td>
<td>243,721</td>
<td>216,424</td>
<td>265,225</td>
</tr>
<tr>
<td><strong>Number of Air Transport Flights</strong></td>
<td>86,611</td>
<td>87,395</td>
<td>106,986</td>
<td>99,330</td>
<td>82,766</td>
<td>89,074</td>
</tr>
<tr>
<td><strong>Number of Aircraft Movements</strong></td>
<td>213,927</td>
<td>221,092</td>
<td>231,713</td>
<td>233,701</td>
<td>222,907</td>
<td>221,296</td>
</tr>
<tr>
<td><strong>Number of Aircraft on the Register</strong></td>
<td>4,657</td>
<td>4,687</td>
<td>4,723</td>
<td>4,734</td>
<td>4,704</td>
<td>4,751</td>
</tr>
<tr>
<td><strong>Number of Part 119 Certificated Operators</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Air Operator – Large Aeroplanes</td>
<td>8</td>
<td>8</td>
<td>7</td>
<td>6</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>Air Operator – Medium Aeroplanes</td>
<td>15</td>
<td>15</td>
<td>15</td>
<td>13</td>
<td>13</td>
<td>13</td>
</tr>
<tr>
<td>Air Operator – Helicopters and Small Aeroplanes</td>
<td>162</td>
<td>163</td>
<td>164</td>
<td>166</td>
<td>166</td>
<td>165</td>
</tr>
<tr>
<td><strong>Number of Part 137 Agricultural Aircraft Operators</strong></td>
<td>103</td>
<td>103</td>
<td>102</td>
<td>102</td>
<td>102</td>
<td>103</td>
</tr>
<tr>
<td><strong>Number of Part 115 Adventure Aviation Operators</strong></td>
<td>28</td>
<td>28</td>
<td>29</td>
<td>31</td>
<td>29</td>
<td>29</td>
</tr>
<tr>
<td><strong>Number of Part 102 Unmanned Aircraft Operators</strong></td>
<td>45</td>
<td>54</td>
<td>76</td>
<td>86</td>
<td>89</td>
<td>94</td>
</tr>
<tr>
<td><strong>Number of Part 141 Training Organisations</strong></td>
<td>53</td>
<td>51</td>
<td>52</td>
<td>53</td>
<td>52</td>
<td>52</td>
</tr>
<tr>
<td><strong>Number of Part 149 Recreation Organisations</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Recreational Pilot Licence (RPL Medical)</td>
<td>439</td>
<td>456</td>
<td>453</td>
<td>446</td>
<td>442</td>
<td>440</td>
</tr>
<tr>
<td>Private Pilot Licence (Class 1 &amp; 2)</td>
<td>2,462</td>
<td>2,418</td>
<td>2,385</td>
<td>2,402</td>
<td>2,358</td>
<td>2,348</td>
</tr>
<tr>
<td>Commercial Pilot Licence (Class 2 only)</td>
<td>2,281</td>
<td>2,240</td>
<td>2,192</td>
<td>2,094</td>
<td>2,108</td>
<td>1,992</td>
</tr>
<tr>
<td>Commercial Pilot Licence (Class 1)</td>
<td>2,051</td>
<td>2,045</td>
<td>2,030</td>
<td>2,085</td>
<td>2,032</td>
<td>2,096</td>
</tr>
<tr>
<td>Airline Transport Pilot Licence (Class 2 only)</td>
<td>1,002</td>
<td>1,016</td>
<td>1,006</td>
<td>990</td>
<td>996</td>
<td>1,031</td>
</tr>
<tr>
<td>Airline Transport Pilot Licence (Class 1)</td>
<td>1,268</td>
<td>1,249</td>
<td>1,248</td>
<td>1,252</td>
<td>1,261</td>
<td>1,232</td>
</tr>
<tr>
<td>Air Traffic Controller Licence (Class 3)</td>
<td>381</td>
<td>373</td>
<td>366</td>
<td>360</td>
<td>364</td>
<td>371</td>
</tr>
<tr>
<td>Aircraft Maintenance Engineer Licence (N/A)</td>
<td>2,800</td>
<td>2,817</td>
<td>2,830</td>
<td>2,842</td>
<td>2,852</td>
<td>2,867</td>
</tr>
<tr>
<td>---------</td>
<td>--------</td>
<td>--------</td>
<td>--------</td>
<td>--------</td>
<td>--------</td>
<td>--------</td>
</tr>
<tr>
<td>Social Cost $ million</td>
<td>20.46</td>
<td>18.23</td>
<td>9.31</td>
<td>11.08</td>
<td>11.08</td>
<td>11.08</td>
</tr>
<tr>
<td>Number of Fatal Accidents</td>
<td>3</td>
<td>3</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Number of Fatal Injuries</td>
<td>4</td>
<td>3</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>Number of Serious + Minor Injuries</td>
<td>15</td>
<td>23</td>
<td>7</td>
<td>9</td>
<td>8</td>
<td>18</td>
</tr>
<tr>
<td>Number of Aircraft Accidents</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Large Aeroplanes</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Medium Aeroplanes</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Small Aeroplanes</td>
<td>4</td>
<td>7</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>10</td>
</tr>
<tr>
<td>Agricultural Aeroplanes</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Helicopters</td>
<td>2</td>
<td>4</td>
<td>3</td>
<td>2</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>Sport Aircraft</td>
<td>11</td>
<td>7</td>
<td>3</td>
<td>8</td>
<td>8</td>
<td>9</td>
</tr>
<tr>
<td>Unknown Aircraft</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Hang Gliders</td>
<td>6</td>
<td>7</td>
<td>1</td>
<td>3</td>
<td>5</td>
<td>11</td>
</tr>
<tr>
<td>Parachutes</td>
<td>4</td>
<td>2</td>
<td>1</td>
<td>3</td>
<td>4</td>
<td>10</td>
</tr>
<tr>
<td>Number of Incidents</td>
<td>1,755</td>
<td>2,096</td>
<td>2,042</td>
<td>1,630</td>
<td>1,788</td>
<td>2,033</td>
</tr>
<tr>
<td>Number of Aviation Related Concerns</td>
<td>322</td>
<td>371</td>
<td>323</td>
<td>338</td>
<td>334</td>
<td>397</td>
</tr>
<tr>
<td>Number of Hours Flown</td>
<td>329,716</td>
<td>239,837</td>
<td>201,676</td>
<td>210,183</td>
<td>229,274</td>
<td>243,864</td>
</tr>
<tr>
<td>Number of Air Transport Flights</td>
<td>114,244</td>
<td>118,635</td>
<td>94,147</td>
<td>88,986</td>
<td>112,671</td>
<td>--</td>
</tr>
<tr>
<td>Number of Aircraft Movements</td>
<td>249,554</td>
<td>244,396</td>
<td>234,833</td>
<td>242,644</td>
<td>252,758</td>
<td>256,334</td>
</tr>
<tr>
<td>Number of Aircraft on the Register</td>
<td>4,779</td>
<td>4,773</td>
<td>4,770</td>
<td>4,789</td>
<td>4,825</td>
<td>4,843</td>
</tr>
<tr>
<td>Air Operator – Large Aeroplanes</td>
<td>6</td>
<td>6</td>
<td>13</td>
<td>6</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>Air Operator – Medium Aeroplanes</td>
<td>13</td>
<td>13</td>
<td>12</td>
<td>12</td>
<td>11</td>
<td>11</td>
</tr>
<tr>
<td>Air Operator – Helicopters and Small Aeroplanes</td>
<td>167</td>
<td>166</td>
<td>167</td>
<td>165</td>
<td>163</td>
<td>160</td>
</tr>
<tr>
<td>Number of Part 137 Agricultural Aircraft Operators</td>
<td>105</td>
<td>104</td>
<td>104</td>
<td>105</td>
<td>106</td>
<td>106</td>
</tr>
<tr>
<td>Number of Part 115 Adventure Aviation Operators</td>
<td>29</td>
<td>27</td>
<td>27</td>
<td>27</td>
<td>27</td>
<td>27</td>
</tr>
<tr>
<td>Number of Part 102 Unmanned Aircraft Operators</td>
<td>105</td>
<td>105</td>
<td>105</td>
<td>110</td>
<td>100</td>
<td>105</td>
</tr>
<tr>
<td>Number of Part 141 Training Organisations</td>
<td>50</td>
<td>51</td>
<td>51</td>
<td>48</td>
<td>48</td>
<td>48</td>
</tr>
<tr>
<td>Number of Part 149 Recreation Organisations</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
</tr>
<tr>
<td>Recreational Pilot Licence (RPL Medical)</td>
<td>456</td>
<td>426</td>
<td>363</td>
<td>342</td>
<td>348</td>
<td>332</td>
</tr>
<tr>
<td>Private Pilot Licence (Class 1 &amp; 2)</td>
<td>2,367</td>
<td>2,402</td>
<td>2,408</td>
<td>2,418</td>
<td>2,406</td>
<td>2,428</td>
</tr>
<tr>
<td>Commercial Pilot Licence (Class 2 only)</td>
<td>1,927</td>
<td>1,864</td>
<td>1,863</td>
<td>1,824</td>
<td>1,799</td>
<td>1,837</td>
</tr>
<tr>
<td>Commercial Pilot Licence (Class 1)</td>
<td>2,100</td>
<td>2,129</td>
<td>2,143</td>
<td>2,189</td>
<td>2,203</td>
<td>2,168</td>
</tr>
<tr>
<td>Airline Transport Pilot Licence (Class 2 only)</td>
<td>1,064</td>
<td>1,077</td>
<td>1,057</td>
<td>1,034</td>
<td>1,122</td>
<td>1,134</td>
</tr>
<tr>
<td>Airline Transport Pilot Licence (Class 1)</td>
<td>1,201</td>
<td>1,206</td>
<td>1,228</td>
<td>1,166</td>
<td>1,217</td>
<td>1,195</td>
</tr>
<tr>
<td>Air Traffic Controller Licence (Class 3)</td>
<td>364</td>
<td>357</td>
<td>361</td>
<td>361</td>
<td>365</td>
<td>369</td>
</tr>
<tr>
<td>Aircraft Maintenance Engineer Licence (N/A)</td>
<td>2,882</td>
<td>2,891</td>
<td>2,898</td>
<td>2,914</td>
<td>2,918</td>
<td>2,937</td>
</tr>
</tbody>
</table>