



AVIATION SAFETY SUMMARY

JANUARY – MARCH 2019

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INTRODUCTORY COMMENT

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.

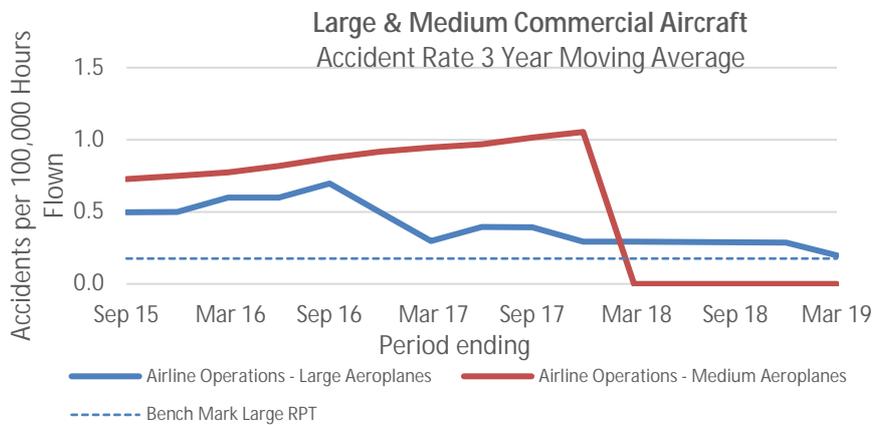
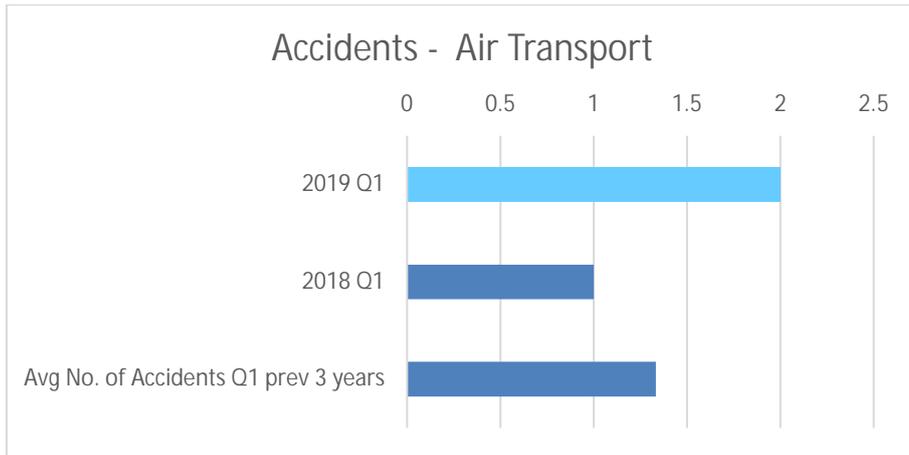
Safety Target Group	1 Jan to 31 Mar 2019	1 Jan to 31 Mar 2018	Average Of Same Quarter In Previous 3 Years
Airline Operations - Large Aeroplanes	--	--	0.3
Airline Operations - Medium Aeroplanes	--	--	0.3
Airline Operations - Small Aeroplanes	2	1	0.0
Airline Operations - Helicopters	--	--	0.7
Sport Transport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



AIRLINE TRANSPORT OPERATIONS

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.

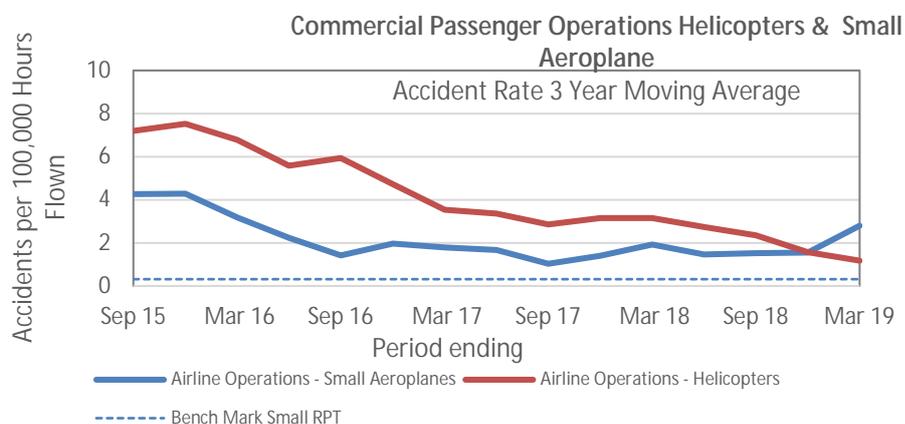


The large aeroplane sector had no accidents in this period and the three year average rate has decreased to a level comparable to the benchmark (Australian Regular Passenger transport)

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.



AIRLINE TRANSPORT OPERATIONS



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.



AIRLINE TRANSPORT OPERATIONS

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



AIRLINE TRANSPORT OPERATIONS

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.

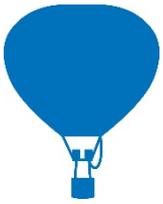
Date: 03-Mar-19

Location: Christchurch

Aircraft Model: Dash 8 Q300

Narrative:

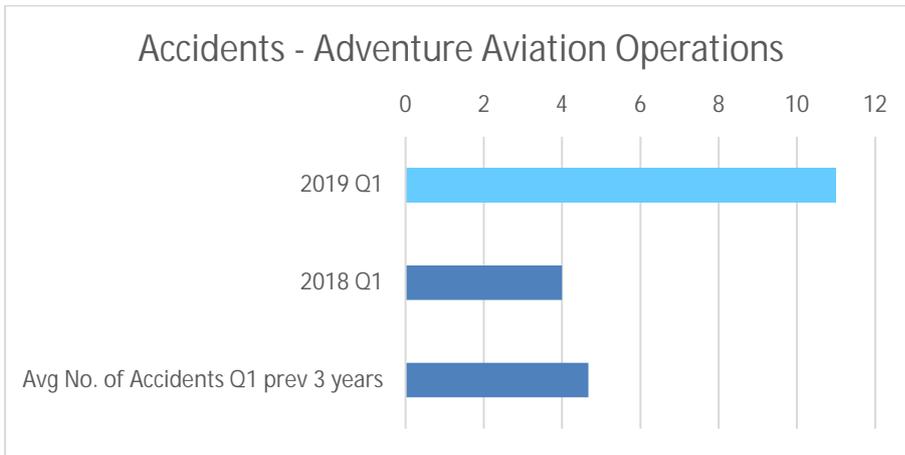
Flap selected up instead of gear on departure. Captain did not notice in time to prevent.



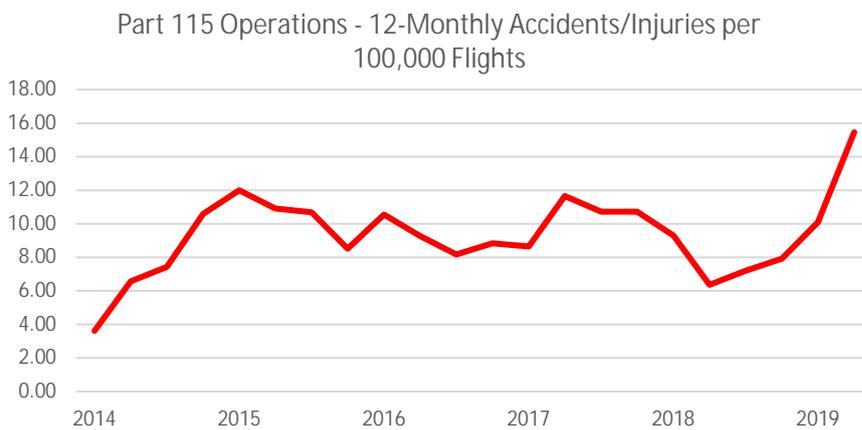
ADVENTURE AVIATION OPERATIONS

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.



ADVENTURE AVIATION OPERATIONS

ACCIDENTS

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

Aborted take-off. Wing dragged pilot & passenger across the hill, passenger no injury. Pilot injury to left knee.

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, passengers 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



ADVENTURE AVIATION OPERATIONS

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 un-displaced fracture just above left ankle.

SERIOUS INCIDENTS

Date: 16-Jan-19

Location: Queenstown

Aircraft Model: Parachute

Narrative:

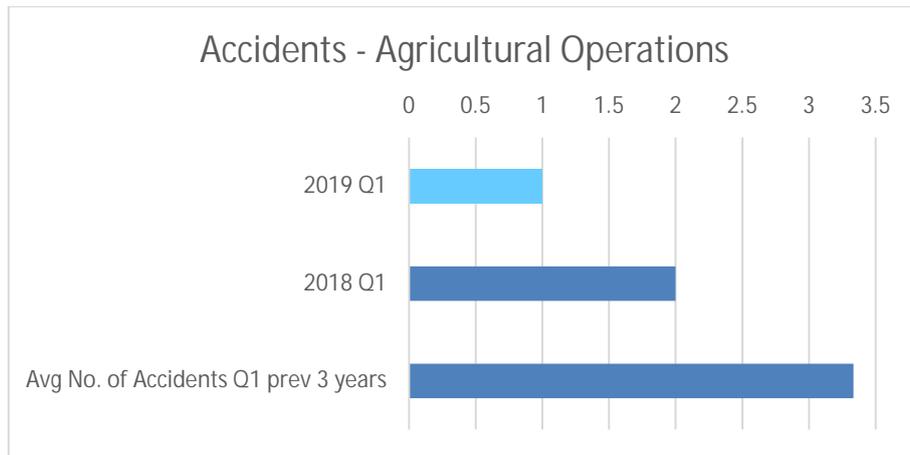
Main canopy collapsed partially, resulting in a hard landing. On landing a meter long tear on the top skin was found



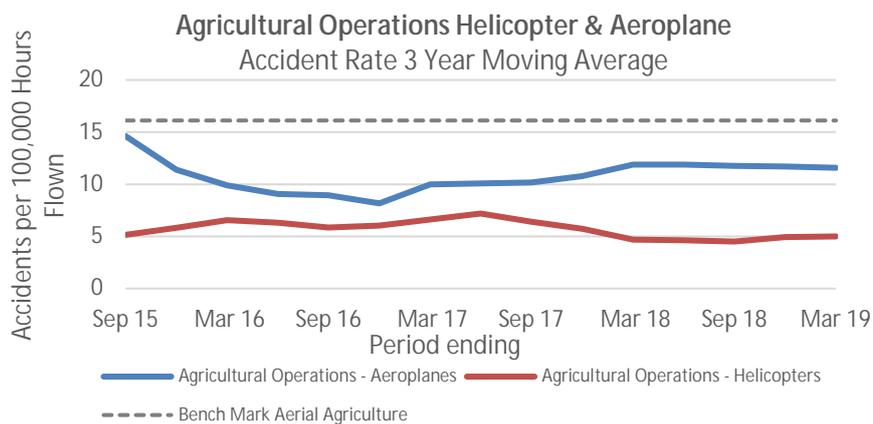
AGRICULTURAL OPERATIONS

SAFETY PERFORMANCE

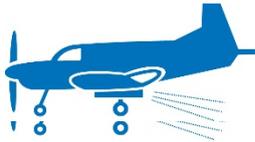
There was one accident in Agricultural Aviation sector in the first quarter of 2019. This is lower than for the same period last year, and also lower than the average of the preceding 3 years. The accident was a wire strike by a helicopter on agricultural operations



Accident rates



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.



AGRICULTURAL OPERATIONS

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.



OTHER COMMERCIAL OPERATIONS

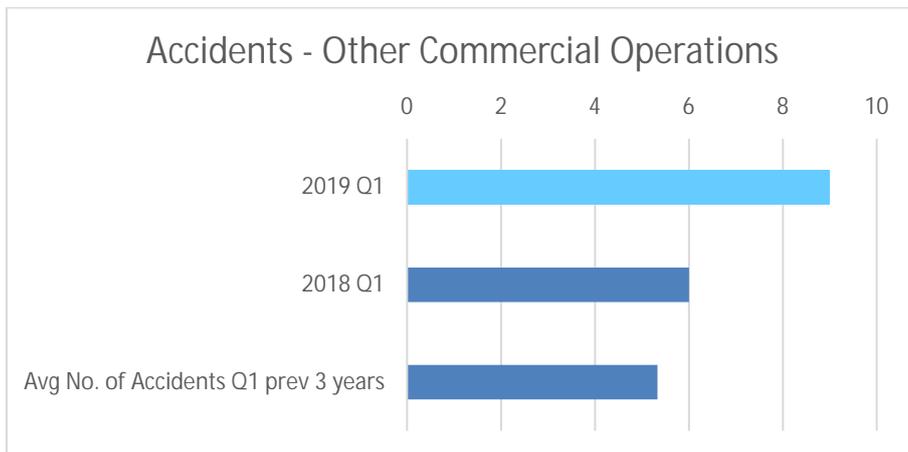
SAFETY PERFORMANCE

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





OTHER COMMERCIAL OPERATIONS

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.



OTHER COMMERCIAL OPERATIONS

ACCIDENTS

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.



OTHER COMMERCIAL OPERATIONS

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 10minutes 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:

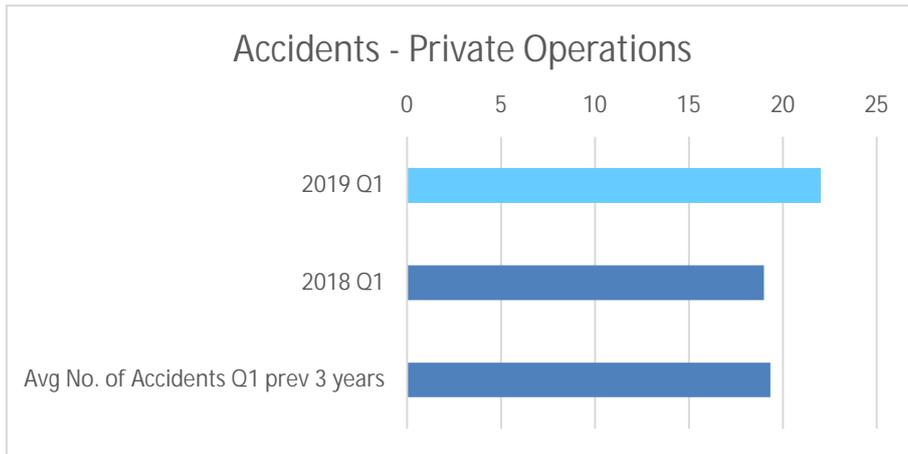
On short final to a mountainous landing site, an unsecure baseball cap was drawn into the rotor disk. An unsecure sleeping mat became airborne but the pilot manoeuvred the a/c away from it.



PRIVATE OPERATIONS

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.



PRIVATE OPERATIONS

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: Mangawai

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

Narrative:

Minor landing accident. Nose wheel collapsed during landing at private strip, Owhai Bay. Damage to aircraft. No injuries.

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.



PRIVATE OPERATIONS

ACCIDENTS

Date: 03-Mar-19
Location: Craigieburn Ranges
Aircraft Model: Paraglider
Narrative:

Paraglider got rotored 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.



PRIVATE OPERATIONS

ACCIDENTS

Date: 27-Feb-19
Location: Raglan
Aircraft Model: Hang glider
Narrative:
Hard landing, severe injuries.

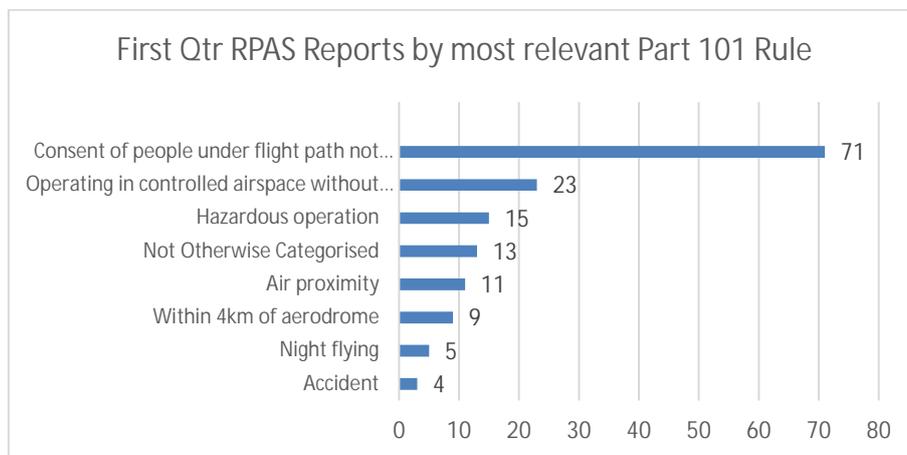
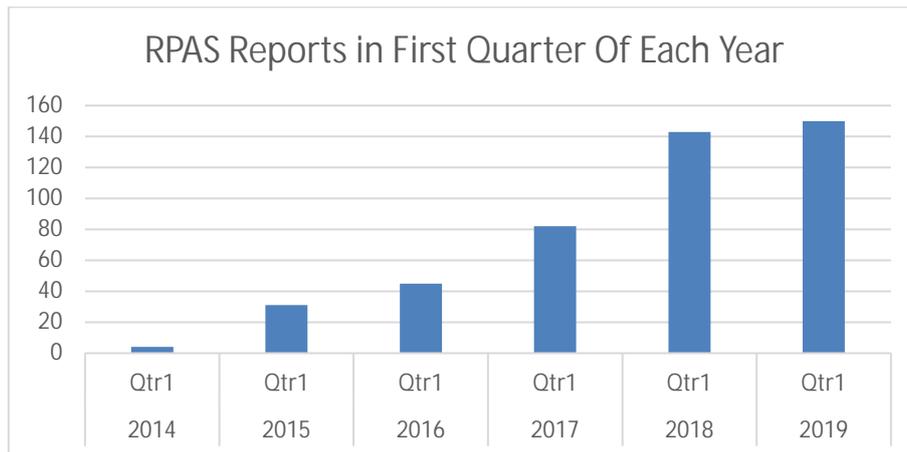
Date: 15-Mar-19
Location: Parakai
Aircraft Model: Parachute
Narrative:

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.



RPAS REPORTS

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.



RPAS REPORTS

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

Date: 06-Jan-2019

Location: Waihau Bay

Narrative:

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.

Date: 08-Jan-19

Location: Whirinaki

Narrative:

RPAS was struck by seagull while filming. RPAS impacted the sea and has not been recovered.

Date: 25-Mar-2019

Location: Te Apiti wind farm

Narrative:

Mavinci Sirius Pro UAV Struck wind turbine whilst surveying area.

Date: 26-Mar-2019

Location: Mangere

Narrative:

LoC-I during climb. Ballistic parachute fired and a/c landed with damage to main blades and camera gimbal

SERIOUS INCIDENTS –Air Proximity

Date: 05-Jan-2019

Location: Mangere

Narrative:

GBA596 inbound to AA advises that a drone flew over him when he was at MTC at 1200ft. Police & Police Heli advised.

Date: 10-Jan-2019

Location: Auckland

Narrative:

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



RPAS REPORTS

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

Quarter	2016/2	2016/3	2016/4	2017/1	2017/2	2017/3
Social Cost \$ million¹	9.52	3.91	29.86	15.49	30.14	1.02
Number of Fatal Accidents²	2	0	3	2	5	0
Number of Fatal Injuries²	2	0	5	2	6	0
Number of Serious + Minor Injuries²	5	7	14	20	12	7
Number of Aircraft Accidents²						
Large Aeroplanes	0	1	0	0	1	0
Medium Aeroplanes	0	0	0	0	0	0
Small Aeroplanes	2	2	6	6	0	4
Agricultural Aeroplanes	1	1	2	4	0	0
Helicopters	4	2	3	10	2	1
Sport Aircraft	6	5	4	8	8	3
Unknown Aircraft	0	1	0	0	2	0
Hang Gliders	2	2	4	4	4	3
Parachutes	0	0	7	7	2	1
Number of Incidents³	1,612	1,635	1,675	1,879	1,815	1,730
Number of Aviation Related Concerns⁴	202	229	235	253	278	231
Number of Hours Flown⁵	203,167	211,276	237,542	243,721	216,424	265,225
Number of Air Transport Flights⁵	86,611	87,395	106,986	99,330	82,766	89,074
Number of Aircraft Movements⁶	213,927	221,092	231,713	233,701	222,907	221,296
Number of Aircraft on the Register⁷	4,657	4,687	4,723	4,734	4,704	4,751
Number of Part 119 Certificated Operators						
Air Operator – Large Aeroplanes	8	8	7	6	6	6
Air Operator – Medium Aeroplanes	15	15	15	13	13	13
Air Operator – Helicopters and Small Aeroplanes	162	163	164	166	166	165
Number of Part 137 Agricultural Aircraft Operators	103	103	102	102	102	103
Number of Part 115 Adventure Aviation Operators	28	28	29	31	29	29
Number of Part 102 Unmanned Aircraft Operators	45	54	76	86	89	94
Number of Part 141 Training Organisations	53	51	52	53	52	52
Number of Part 149 Recreation Organisations	8	8	8	8	8	8
Number of Licences (Type of Medical Certificate)⁸						
Recreational Pilot Licence (RPL Medical)	439	456	453	446	442	440
Private Pilot Licence (Class 1 & 2)	2,462	2,418	2,385	2,402	2,358	2,348
Commercial Pilot Licence (Class 2 only)	2,281	2,240	2,192	2,094	2,108	1,992
Commercial Pilot Licence (Class 1)	2,051	2,045	2,030	2,085	2,032	2,096
Airline Transport Pilot Licence (Class 2 only)	1,002	1,016	1,006	990	996	1,031
Airline Transport Pilot Licence (Class 1)	1,268	1,249	1,248	1,252	1,261	1,232
Air Traffic Controller Licence (Class 3)	381	373	366	360	364	371
Aircraft Maintenance Engineer Licence (N/A)	2,800	2,817	2,830	2,842	2,852	2,867



QUARTERLY STATISTICS

Quarter	2017/4	2018/1	2018/2	2018/3	2018/4	2019/1
Social Cost \$ million¹	20.46	18.23	9.31	11.08	11.08	11.08
Number of Fatal Accidents²	3	3	2	2	2	1
Number of Fatal Injuries²	4	3	2	2	3	2
Number of Serious + Minor Injuries²	15	23	7	9	8	18
Number of Aircraft Accidents²						
Large Aeroplanes	0	0	0	0	0	0
Medium Aeroplanes	0	0	1	0	0	0
Small Aeroplanes	4	7	4	4	4	10
Agricultural Aeroplanes	2	1	1	0	0	0
Helicopters	2	4	3	2	4	5
Sport Aircraft	11	7	3	8	8	9
Unknown Aircraft	1	0	0	1	0	1
Hang Gliders	6	7	1	3	5	11
Parachutes	4	2	1	3	4	10
Number of Incidents³	1,755	2,096	2,042	1,630	1,788	2,033
Number of Aviation Related Concerns⁴	322	371	323	338	334	397
Number of Hours Flown⁵	329,716	239,837	201,676	210,183	229,274	243,864
Number of Air Transport Flights⁵	114,244	118,635	94,147	88,986	112,671	--
Number of Aircraft Movements⁶	249,554	244,396	234,833	242,644	252,758	256,334
Number of Aircraft on the Register⁷	4,779	4,773	4,770	4,789	4,825	4,843
Number of Part 119 Certificated Operators						
Air Operator – Large Aeroplanes	6	6	13	6	5	5
Air Operator – Medium Aeroplanes	13	13	12	12	11	11
Air Operator – Helicopters and Small Aeroplanes	167	166	167	165	163	160
Number of Part 137 Agricultural Aircraft Operators	105	104	104	105	106	106
Number of Part 115 Adventure Aviation Operators	29	27	27	27	27	27
Number of Part 102 Unmanned Aircraft Operators	105	105	105	110	100	105
Number of Part 141 Training Organisations	50	51	51	48	48	48
Number of Part 149 Recreation Organisations	8	8	8	8	8	8
Number of Licences (Type of Medical Certificate)⁸						
Recreational Pilot Licence (RPL Medical)	456	426	363	342	348	332
Private Pilot Licence (Class 1 & 2)	2,367	2,402	2,408	2,418	2,406	2,428
Commercial Pilot Licence (Class 2 only)	1,927	1,864	1,863	1,824	1,799	1,837
Commercial Pilot Licence (Class 1)	2,100	2,129	2,143	2,189	2,203	2,168
Airline Transport Pilot Licence (Class 2 only)	1,064	1,077	1,057	1,034	1,122	1,134
Airline Transport Pilot Licence (Class 1)	1,201	1,206	1,228	1,166	1,217	1,195
Air Traffic Controller Licence (Class 3)	364	357	361	361	365	369
Aircraft Maintenance Engineer Licence (N/A)	2,882	2,891	2,898	2,914	2,918	2,937