



Australian Government

Australian Transport Safety Bureau

ATSB TRANSPORT SAFETY REPORT

Aviation Research and Analysis – AR-2009-016(1)

Final

**Aviation occurrence statistics
1 January 1999 to 31 Mar 2009**

April 2009



Australian Government

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Postal address: PO Box 967. Civic Square ACT 2608
Office location: 62 Northbourne Ave, Canberra City, Australian Capital Territory, 2601
Telephone: 1800 020 616, from overseas +61 2 6257 4150
Accident and incident notification: 1800 011 034 (24 hours)
Facsimile: 02 6247 3117, from overseas +61 2 6247 3117
Email: atsbinfo@atsb.gov.au
Internet: www.atsb.gov.au

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Abstract

This report provides Australian aviation accident and incident, collectively termed occurrence, data for the period 1 January 1999 to 31 March 2009. This data was provided to the Australian Transport Safety Bureau by 'responsible persons' as defined in the Transport Safety Investigation Regulations 2003, Part 2.5. The data excludes non-VH registered operations in the sport aviation category (except for Tables 1 and 2 which shows all occurrences), and is current as at 31 March 2009.

The data will be adjusted quarterly to reflect new information received during the reporting period.

THE AUSTRALIAN TRANSPORT SAFETY BUREAU

The Australian Transport Safety Bureau (ATSB) is an operationally independent multi-modal bureau within the Australian Government Department of Infrastructure, Transport, Regional Development and Local Government. ATSB investigations are independent of regulatory, operator or other external organisations.

The ATSB is responsible for investigating accidents and other transport safety matters involving civil aviation, marine and rail operations in Australia that fall within Commonwealth jurisdiction, as well as participating in overseas investigations involving Australian registered aircraft and ships. A primary concern is the safety of commercial transport, with particular regard to fare-paying passenger operations.

The ATSB performs its functions in accordance with the provisions of the *Transport Safety Investigation Act 2003* and Regulations and, where applicable, relevant international agreements.

Purpose of safety investigations

The object of a safety investigation is to enhance safety. To reduce safety-related risk, ATSB investigations determine and communicate the safety factors related to the transport safety matter being investigated.

It is not the object of an investigation to determine blame or liability. However, an investigation report must include factual material of sufficient weight to support the analysis and findings. At all times the ATSB endeavours to balance the use of material that could imply adverse comment with the need to properly explain what happened, and why, in a fair and unbiased manner.

Developing safety action

Central to the ATSB's investigation of transport safety matters is the early identification of safety issues in the transport environment. The ATSB prefers to encourage the relevant organisation(s) to proactively initiate safety action rather than release formal recommendations. However, depending on the level of risk associated with a safety issue and the extent of corrective action undertaken by the relevant organisation, a recommendation may be issued either during or at the end of an investigation.

The ATSB has decided that when safety recommendations are issued, they will focus on clearly describing the safety issue of concern, rather than providing instructions or opinions on the method of corrective action. As with equivalent overseas organisations, the ATSB has no power to implement its recommendations. It is a matter for the body to which an ATSB recommendation is directed (for example the relevant regulator in consultation with industry) to assess the costs and benefits of any particular means of addressing a safety issue.

About ATSB investigation reports: How investigation reports are organised and definitions of terms used in ATSB reports, such as safety factor, contributing safety factor and safety issue, are provided on the ATSB web site www.atsb.gov.au

ABBREVIATIONS

ATSB	Australian Transport Safety Bureau
BITRE	Bureau of Infrastructure, Transport and Regional Economics
RPT	Regular public transport
SIIMS	Safety Investigation Information Management System (the ATSB occurrence database)
TSI	Transport Safety Investigation Act/Regulations 2003

1.1 Background to the report

The ATSB maintains its own database, the Safety Investigation Information Management System (SIIMS), in which details of all reported occurrences are recorded.

Occurrences are those notifications received by the ATSB that are assessed to meet accident and incident definitions for the purpose of entry into SIIMS. The legal basis for this assessment changed from 1 July 2003 with the introduction of the [*Transport Safety Investigation Act/Regulations 2003*](#).

Non-VH registered recreational aircraft data have not been included in these statistics with the exception of Table 1 and Table 2.

Latest aviation occurrence statistics includes the following:

- a. Aviation occurrence data, 1999 to 2009
- b. Primary occurrence types 1999 to 2009
- c. Number of aviation accidents for air transport, general aviation and recreational aviation, 1999 to 2009
- d. Number of aviation fatalities for air transport, general aviation and recreational aviation, 1999 to 2009
- e. Accident rates per 100,000 hours flown for air transport and general aviation, 1998 to 2007
- f. Number of accidents by State/Territory, 1999 to 2009
- g. Number of fatalities by State/Territory, 1999 to 2009
- h. Number of birdstrikes for major aerodromes, GAAP aerodromes and towered regional aerodromes, 2000 to 2009.

1.1 Aviation Occurrence Database

The Aviation Occurrence Database - Superweb is now available for public use. The database is available on the Aviation Statistics page of the ATSB's website at www.atsb.gov.au.

1.2 Avstats

The Bureau of Infrastructure, Transport and Regional Economics (BITRE), Aviation Statistics section (Avstats) routinely collects activity data for general aviation and commercial operations that include:

- hours flown
- aircraft type
- statistical grouping

Hours flown data for rate calculations provided by the BITRE are only available up to 2007. The 2008 data is expected to be available with the release of the 2009 3rd quarter report.

[For more detail on Avstats data please visit the BITRE website.](#)

1.3 Disclaimer

These data are supplied to the ATSB by responsible persons as defined in the Transport Safety Investigation Regulations 2003 Part 2.5.

The ATSB accepts no liability for any loss or damage suffered by any person or corporation resulting from the use of these data.

The data contained in SIIMS is dynamic and figures may change after the publication of this report.

2

EXPLANATORY NOTES FOR TABLES

Reference	Notes
Introduction	<ul style="list-style-type: none"> → The data contained in this document is dynamic and subject to change based on additional information received post publication. → Where 2009 data has been referred to in this report, this includes data up to 31 March 2009. → A new table (Table 2) has been added displaying number of occurrences by the primary occurrence type.
Table 1	<ul style="list-style-type: none"> → Data includes all occurrences including non-VH registered recreational aircraft and parachute accidents not specifically relating to aircraft safety. → The significant increase in incident numbers from 2003 are the result of a healthier industry wide reporting regime supported largely with the introduction of the TSI in 2003 which provided specific guidelines for mandatory reporting requirements. → The increase in the number of Serious Incidents for 2008 is a direct result of a review of the classification of Immediately Reportable Matters (TSI Reg 2.3) where aviation safety was compromised. This took effect in July 2008. → The current TSI Regulation 2.4(2) ‘Aircraft operations other than air transport operations’ does not require the mandatory reporting of ‘Airspace Incursions’. In July 2005 the ATSB recommended the recording of <u>all</u> Airspace Incursions as a ‘Routine Reportable Matter’. Given the anomaly with records from 2003 to 2005, a decision was made to update the SIIMS database with the previously omitted data. These numbers have now been added to Table 1 to reflect the change.
Table 2	<ul style="list-style-type: none"> → Primary occurrence - An occurrence can have several ‘occurrence types’ associated to it. The ‘primary’ occurrence type is the one deemed to be of most importance to the occurrence. → ‘Airspace Incursions’ between 2003 to 2005 for ‘Aircraft operations other than air transport operations’ (see notes for Table 1) have been included in Table 2. → Data includes all occurrences including non-VH registered recreational aircraft and parachute accidents not specifically relating to aircraft safety.
Tables 3 to 6	<ul style="list-style-type: none"> → Recreational accident numbers exclude non-VH registered aircraft. → During the 10-year reporting period, there were 22 accidents across all categories that involved multiple aircraft including one accident involving both a VH and non-VH registered aircraft (ATSB reference number 200707452).

Tables 7 to 10	<ul style="list-style-type: none"> ➔ Accidents resulting from parachute operations where aircraft safety was not a factor have <u>NOT</u> been included in the data. ➔ The data excludes non-VH registered recreational aircraft. ➔ In 2007, a VH- registered flying training aircraft collided with a non-VH registered ultralight resulting in fatal injuries to the pilot of the ultralight only. This accident has <u>NOT</u> been included in the fatality numbers. ➔ The fatality number include ground fatalities previously excluded from this publication
Tables 11 to 13	<ul style="list-style-type: none"> ➔ Rate data applies to VH-registered aircraft only. ➔ The spike in the 2000 and 2005 fatality number and rate for low capacity air transport is attributed to two accidents, which collectively resulted in 23 fatalities (ATSB investigation reports 200002157 and 200501977 refer). ➔ Hours flown data is provided courtesy of the Bureau of Infrastructure, Transport and Regional Economics. ➔ Totals and grand totals are an aggregate of each group, not an average.
Tables 14 & 15	<ul style="list-style-type: none"> ➔ Includes a fatal mid-air accident between a VH and non-VH registered aircraft that resulted in a fatality to the non-VH aircraft. The VH aircraft landed safely sustaining minor damage only. ➔ An accident may have multiple aircraft associated with it. This table is a distinct count of accidents only and excludes non-VH registered recreational aircraft. ➔ 'Other' – VH registered aircraft operating outside the mainland Australia, Tasmanian and Australian territories 12 nautical mile limit.
Tables 16 & 17	<ul style="list-style-type: none"> ➔ 'Other' - VH-registered aircraft operating outside the mainland Australia, Tasmanian and Australian territories 12 nautical mile limit.

3**AVIATION ACCIDENT AND INCIDENT DATA**

3.1 Aviation occurrence data**Table 1: Total number of accidents, serious incidents and incidents by occurrence category and year, 1999 to 31 March 2009**

Occurrence Category	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	Total
Accident	196	224	203	164	157	167	133	103	153	180	27	1,707
Serious Incident	7	9	9	8	6	20	28	24	41	64	7	223
Incident	5,377	5,764	5,491	5,841	5,287	6,272	7,281	7,483	7,786	7,868	1,781	66,231
Total	5,580	5,997	5,703	6,013	5,450	6,459	7,442	7,610	7,980	8,112	1,815	68,161

Table 2: Primary occurrence types by year and number, 1999 to 31 March 2009

Occurrence Type Level 1	Occurrence Type Level 2	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	Total
Aerodrome and airways facility	Airways facility	167	251	165	209	109	68	66	144	50	71	13	1,313
	Aerodrome related	17	23	31	37	42	30	30	31	33	43	12	329
Airspace	Airspace incursion	933	1,139	1,002	1,062	951	1,226	1,202	1,301	1,315	1,183	257	1,1571
	Operational non-compliance	461	475	517	686	643	653	1,017	1,185	1,431	1,622	307	8,997
	Breakdown of co-ordination	199	241	212	213	254	338	345	308	324	282	46	2,762
	Aircraft separation	187	200	203	155	180	177	196	187	191	255	61	1,992
	Procedural error	80	79	54	83	82	79	120	119	110	101	15	922
	Information error	70	72	50	50	77	56	117	111	88	62	21	774
	Other	130	114	62	108	75	17	29	33	5	15	1	589
Mechanical	Systems	322	335	338	341	282	425	468	395	421	447	103	3,877
	Power plant / propulsion	320	336	328	325	302	287	291	254	382	377	120	3,322
	Airframe	187	209	180	188	167	158	193	198	293	302	89	2,164
Operational	Bird / animal strike	603	700	791	836	909	1,154	1,341	1,292	1,354	1,419	365	10,764
	Warning device	488	586	578	412	320	443	562	396	296	356	84	4,521
	Significant event	376	386	357	379	280	357	380	494	412	398	62	3,881
	Ground operations	190	175	168	223	227	265	320	315	313	339	81	2,616
	Weather / environment	126	110	121	130	116	162	168	169	187	204	39	1,532
	Navigation / flight planning	285	128	108	165	94	112	153	144	137	83	20	1,429
	Communications	106	123	93	107	90	161	130	182	113	142	26	1,273
	Collision	89	114	123	86	114	114	125	90	135	139	30	1,159
	Aircraft loading	61	32	46	31	12	35	40	75	112	90	25	559
	Aircraft control	46	41	38	35	24	38	47	56	94	66	17	502
	Fuel related	41	58	43	54	43	40	37	40	56	60	10	482
	Cabin Safety	59	37	66	58	22	22	26	35	47	26	7	405
	Miscellaneous	32	25	23	25	16	16	15	10	26	15	2	205
	Regulations and SOPs	4	4	3	9	8	8	5	9	25	15	2	92

3.2 Number of aircraft involved in aviation accidents

Table 3: Total number of air transport aircraft involved in accidents, 1999 to 31 March 2009

Air transport	Injury level	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	Total
High capacity RPT	Fatal	0	0	0	0	0	0	0	0	0	0	0	0
	Non-fatal	8	3	3	3	1	1	1	2	3	3	1	29
Low capacity RPT	Fatal	0	1	0	0	0	0	1	0	0	0	0	2
	Non-fatal	3	2	3	4	3	0	1	0	1	0	0	17
Charter	Fatal	3	3	4	4	2	0	1	1	2	3	0	23
	Non-fatal	18	24	28	16	25	15	8	9	14	24	1	182
Total	Fatal	3	4	4	4	2	0	2	1	2	3	0	25
	Non-fatal	29	29	34	23	29	16	10	11	18	27	2	228

Table 4: Total number of general aviation aircraft involved in accidents, 1999 to 31 March 2009

General aviation	Injury level	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	Total
Aerial work	Fatal	1	5	5	1	3	3	2	4	3	5	1	33
	Non-fatal	40	43	37	22	31	41	27	18	26	31	6	322
Business	Fatal	2	0	0	0	0	1	0	0	1	0	0	4
	Non-fatal	4	3	4	1	0	1	0	0	3	0	1	17
Flying training	Fatal	2	0	2	1	5	1	1	0	0	3	0	15
	Non-fatal	30	37	17	24	14	13	22	11	17	18	2	205
Private	Fatal	14	9	10	4	3	6	9	12	7	11	2	87
	Non-fatal	53	69	67	67	49	65	42	34	41	43	6	536
Total	Fatal	19	14	17	6	11	11	12	16	11	19	3	139
	Non-fatal	127	152	125	114	94	120	91	63	87	92	15	1,080

Table 5: Total number of recreational aviation aircraft involved in accidents, 1999 to 31 March 2009

Recreational	Injury level	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	Total
Ballooning	Fatal	0	0	0	0	0	0	0	0	0	0	0	0
	Non-fatal	0	2	3	1	3	1	0	1	2	3	0	16
Gliding	Fatal	1	0	0	0	0	1	3	3	1	2	0	11
	Non-fatal	6	10	5	8	6	8	6	3	4	2	0	58
Sport aviation	Fatal	0	0	1	0	1	0	1	0	0	0	1	4
	Non-fatal	2	2	0	1	0	0	1	1	3	1	2	13
Total	Fatal	1	0	1	0	1	1	4	3	1	2	1	15
	Non-fatal	8	14	8	10	9	9	7	5	9	6	2	87

Table 6: Total number of air transport, general aviation and recreational aviation aircraft involved in accidents, 1999 to 31 March 2009

All categories	Injury level	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	Total
Grand total	Fatal	23	18	22	10	14	12	18	20	14	24	4	179
	Non-fatal	164	195	167	147	132	145	108	79	114	125	19	1,395

3.3 Number of aviation fatalities

Table 7: Total number of air transport fatalities, 1999 to 31 March 2009

Air transport	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	Total
High capacity RPT	0	0	0	0	0	0	0	0	0	0	0	0
Low capacity RPT	0	8	0	0	0	0	15	0	0	0	0	23
Charter	10	11	10	12	8	0	3	2	2	6	0	64
Total	10	19	10	12	8	0	18	2	2	6	0	87

Table 8: Total number of general aviation fatalities, 1999 to 31 March 2009

General aviation	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	Total
Aerial work	2	9	9	1	7	4	2	9	3	6	1	53
Business	2	0	0	0	0	6	0	0	2	0	0	10
Flying training	2	0	2	1	7	2	1	0	0	4	0	19
Private	25	10	19	10	11	11	14	21	15	20	2	158
Total	31	19	30	12	25	23	17	30	20	30	3	240

Table 9: Total number of recreational aviation fatalities, 1999 to 31 March 2009

Recreational	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	Total
Ballooning	0	0	0	0	0	0	0	0	0	0	0	0
Gliding	1	0	0	0	0	1	3	4	1	3	0	13
Sport aviation	0	0	1	0	1	0	1	0	0	0	1	4
Total	1	0	1	0	1	1	4	4	1	3	1	17

Table 10: Total number of air transport, general aviation and recreational aviation fatalities, 1999 to 31 March 2009

All categories	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	Total
Grand total	42	38	41	24	34	24	39	36	23	39	4	344

3.4 Accident rates

Table 11: Air transport accident rates per 100,000 hours flown, 1998 to 2007

Air transport		1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
High capacity	Accidents	0.14	1.13	0.39	0.38	0.42	0.13	0.11	0.11	0.21	0.30
	Fatal accidents	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Fatalities	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Low capacity	Accidents	0.70	1.05	1.05	1.20	1.92	1.52	0.00	1.00	0.00	0.63
	Fatal accidents	0.00	0.00	0.35	0.00	0.00	0.00	0.00	0.50	0.00	0.00
	Fatalities	0.00	0.00	2.80	0.00	0.00	0.00	0.00	7.53	0.00	0.00
Charter	Accidents	8.29	4.17	5.68	6.92	4.53	6.33	3.13	1.87	2.10	2.94
	Fatal accidents	0.40	0.60	0.63	0.86	0.91	0.47	0.00	0.21	0.21	0.37
	Fatalities	1.42	1.98	2.31	2.16	2.72	1.88	0.00	0.62	0.42	0.37
Total	Accidents	2.96	2.13	2.15	2.52	1.97	2.24	1.03	0.75	0.75	1.16
	Fatal accidents	0.13	0.20	0.26	0.26	0.29	0.14	0.00	0.12	0.06	0.12
	Fatalities	0.47	0.67	1.24	0.66	0.88	0.58	0.00	1.12	0.12	0.12

Figure 1: Air transport accidents rates per 100,000 hours flown, 1998 to 2007

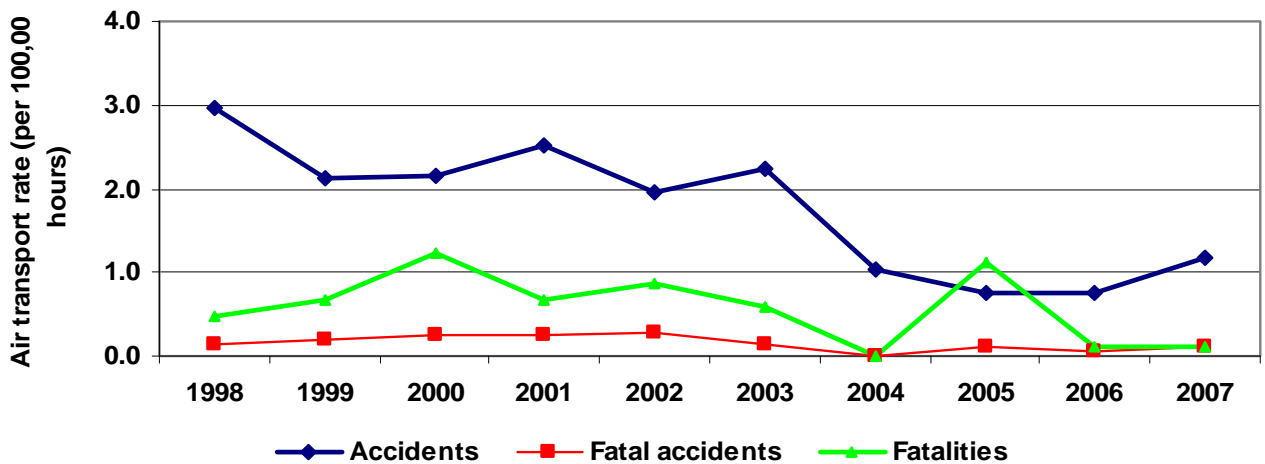


Table 12: General aviation accident rates per 100,000 hours flown, 1998 to 2007

General aviation		1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Aerial work	Accidents	11.15	9.35	11.47	10.33	5.71	8.56	10.88	6.92	5.43	6.65
	Fatal accidents	0.87	0.23	1.19	1.23	0.25	0.76	0.74	0.48	0.99	0.69
	Fatalities	1.09	0.46	2.15	2.21	0.25	1.76	0.99	0.48	2.22	0.69
Business	Accidents	7.23	3.86	2.16	2.73	0.69	0.00	1.38	0.00	0.00	2.57
	Fatal accidents	1.81	1.29	0.00	0.00	0.00	0.00	0.69	0.00	0.00	0.64
	Fatalities	3.62	1.29	0.00	0.00	0.00	0.00	4.14	0.00	0.00	1.29
Flying training	Accidents	5.36	7.03	8.81	4.62	6.01	4.46	3.92	5.46	2.56	3.69
	Fatal accidents	0.21	0.44	0.00	0.49	0.24	1.17	0.28	0.24	0.00	0.00
	Fatalities	0.21	0.44	0.00	0.49	0.24	1.64	0.56	0.24	0.00	0.00
Private	Accidents	30.56	24.09	31.15	29.23	26.14	21.17	28.49	21.13	19.67	21.37
	Fatal accidents	4.90	5.03	3.59	3.80	1.47	1.25	2.41	3.73	5.25	3.12
	Fatalities	10.19	8.99	3.99	7.21	3.68	4.57	4.41	5.80	9.18	6.68
Total	Accidents	12.38	11.00	13.52	11.56	9.72	8.60	11.34	8.36	6.46	7.67
	Fatal accidents	1.53	1.43	1.14	1.38	0.49	0.91	0.95	0.97	1.32	0.86
	Fatalities	2.84	2.33	1.55	2.44	0.97	2.07	1.99	1.38	2.48	1.57

Figure 2: General aviation accident rates per 100,000 hours flown, 1998 to 2007

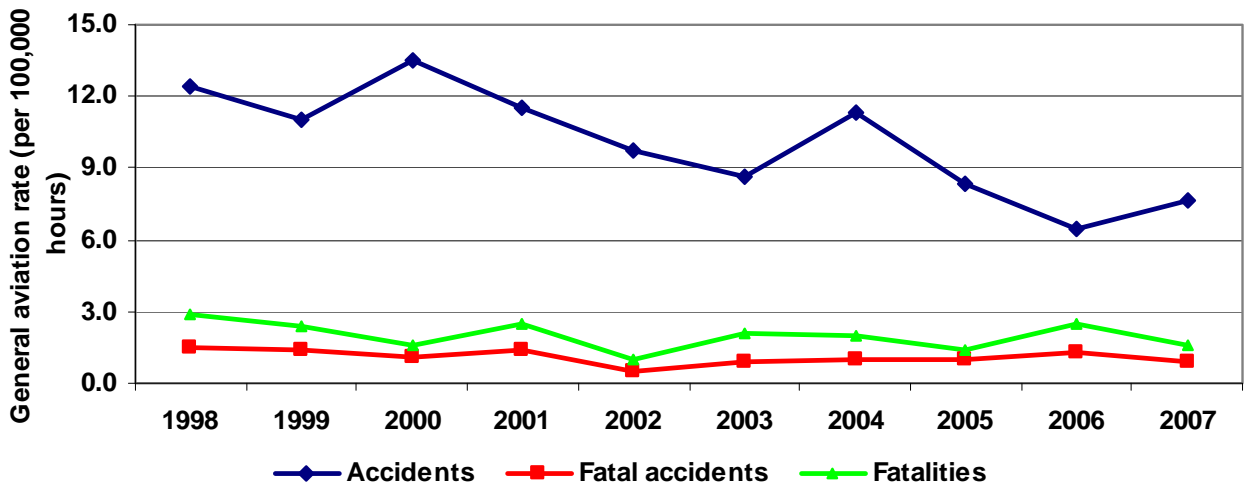
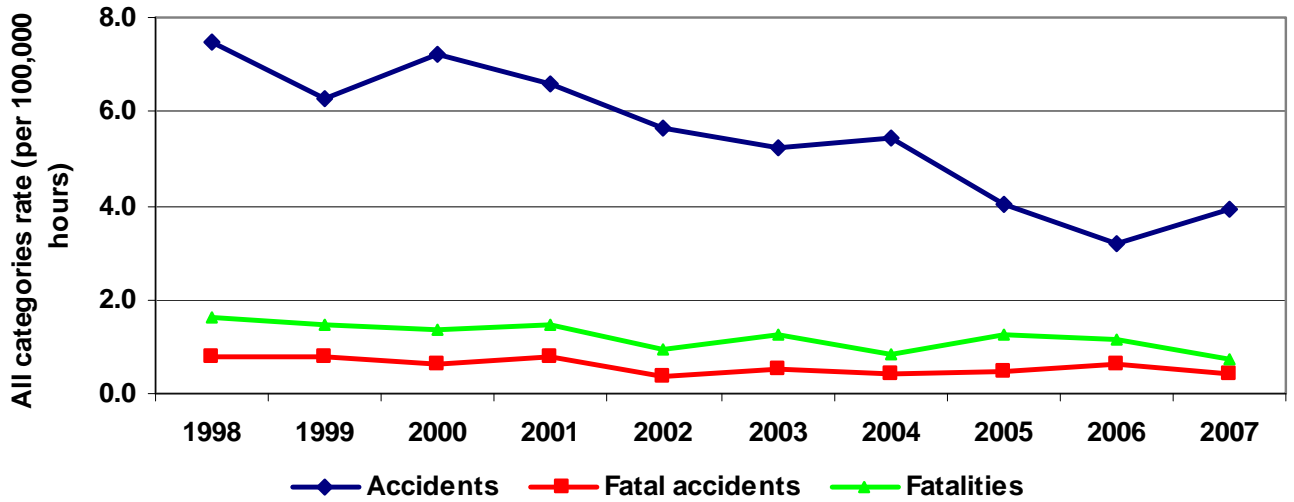


Table 13: Total air transport and general aviation accidents rates per 100,000 hours flown, 1998 to 2007

All categories		1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Grand total	Accidents	7.48	6.30	7.19	6.57	5.64	5.21	5.44	4.05	3.20	3.94
	Fatal accidents	0.80	0.78	0.65	0.77	0.38	0.50	0.41	0.49	0.60	0.43
	Fatalities	1.61	1.45	1.37	1.46	0.92	1.27	0.85	1.23	1.14	0.73

Figure 3: Total air transport and general aviation accident rates per 100,000 hours flown, 1998 to 2007



3.5 Aviation accidents by State/Territory

Table 14: Total number of accidents by State/Territory, 1999 to 31 March 2009

State	Injury Level	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	Total
ACT	Fatal	1	0	1	0	0	0	0	0	0	0	0	2
	Non-fatal	2	1	1	0	4	0	0	1	0	0	0	9
NSW	Fatal	6	1	2	3	5	2	7	10	3	10	1	50
	Non-fatal	40	55	38	44	36	32	36	18	23	30	3	355
NT	Fatal	1	2	1	2	0	1	0	2	2	3	0	14
	Non-fatal	10	15	17	8	11	10	6	7	11	9	3	107
QLD	Fatal	7	8	8	3	3	3	6	4	1	6	1	50
	Non-fatal	41	52	44	35	31	46	27	19	29	25	3	352
SA	Fatal	3	2	1	0	1	0	1	0	0	0	0	8
	Non-fatal	14	8	12	9	7	10	9	3	9	8	0	89
TAS	Fatal	0	0	1	0	1	1	0	0	0	0	0	3
	Non-fatal	4	2	2	6	4	4	0	5	2	3	0	32
VIC	Fatal	2	3	3	2	0	4	3	3	5	2	2	29
	Non-fatal	26	25	20	15	20	21	12	10	17	19	8	193
WA	Fatal	2	2	4	0	4	1	1	1	4	3	0	22
	Non-fatal	24	29	31	25	16	16	14	14	17	25	2	213
Other	Fatal	0	0	1	0	0	0	0	0	0	0	0	1
	Non-fatal	2	5	2	0	0	4	2	1	3	2	0	21
Total	Fatal	22	18	22	10	14	12	18	20	15	24	4	179
	Non-fatal	163	192	167	142	129	143	106	78	111	121	19	1,371

Table 15: Total number of accidents by month and State/Territory, previous 12 months

State	Injury level	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Total
ACT	Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0
	Non-fatal	0	0	0	0	0	0	0	0	0	0	0	0	0
NSW	Fatal	1	1	0	0	0	2	0	1	3	1	0	0	9
	Non-fatal	2	3	2	2	1	2	3	4	4	1	0	2	26
NT	Fatal	0	0	0	0	1	0	1	1	0	0	0	0	3
	Non-fatal	1	0	0	0	0	4	0	0	0	1	2	0	8
QLD	Fatal	0	1	0	0	1	3	0	0	0	0	1	0	6
	Non-fatal	4	0	1	3	4	3	1	1	4	1	0	2	24
SA	Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0
	Non-fatal	0	0	0	1	1	1	2	1	2	0	0	0	8
TAS	Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0
	Non-fatal	0	0	0	0	0	1	1	0	0	0	0	0	2
VIC	Fatal	0	0	0	0	1	0	0	0	1	1	1	0	4
	Non-fatal	2	1	2	0	3	2	1	3	2	0	3	5	24
WA	Fatal	0	0	0	0	0	1	0	1	0	0	0	0	2
	Non-fatal	1	4	1	3	4	3	1	1	4	1	0	1	24
Other	Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0
	Non-fatal	0	0	0	1	0	0	0	0	1	0	0	0	2
Total	Fatal	1	2	0	0	3	6	1	3	4	2	2	0	24
	Non-fatal	10	8	6	10	13	16	9	10	17	4	5	10	118

Note: Shaded area relates to the current reporting period

3.6 Aviation fatalities by State/Territory

Table 16: Total number of fatalities by State/Territory, 1999 to 31 March 2009

State	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	Total
ACT	1	0	4	0	0	0	0	0	0	0	0	5
NSW	11	1	5	8	10	4	11	14	3	16	1	84
NT	1	2	1	5	0	1	0	3	4	4	0	21
QLD	16	20	16	8	9	4	20	13	1	9	1	117
SA	6	9	1	0	2	0	2	0	0	0	0	20
TAS	0	0	1	0	4	1	0	0	0	0	0	6
VIC	5	4	4	3	0	12	5	4	9	2	2	50
WA	2	2	8	0	9	2	1	2	6	8	0	40
Other	0	0	1	0	0	0	0	0	0	0	0	1
Total	42	38	41	24	34	24	39	36	23	39	4	344

Table 17: Total number of fatalities by month and State/Territory, previous 12 months

State	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Total
ACT	0	0	0	0	0	0	0	0	0	0	0	0	0
NSW	1	1	0	0	0	4	0	4	4	1	0	0	15
NT	0	0	0	0	1	0	1	2	0	0	0	0	4
QLD	0	1	0	0	2	4	0	0	0	0	1	0	8
SA	0	0	0	0	0	0	0	0	0	0	0	0	0
TAS	0	0	0	0	0	0	0	0	0	0	0	0	0
VIC	0	0	0	0	1	0	0	0	1	1	1	0	4
WA	0	0	0	0	0	4	0	2	0	0	0	0	6
Other	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	2	0	0	4	12	1	8	5	2	2	0	37

Note: Shaded area relates to the current reporting period

4 BIRDSTRIKE DATA

The birdstrike data provided below is for major aerodromes, General Aviation Airport Procedures (GAAP) aerodromes and towered regional aerodromes. The data includes strikes up to a 5 km radius from the aerodrome. The figures presented for 2009 are provisional numbers up to, and including, 31 March 2009.

Table 18: Birdstrikes at major aerodromes, 2000 to 31 March 2009

Aerodrome	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	Total
Adelaide	30	43	36	40	71	70	62	56	48	13	469
Brisbane	48	42	77	79	82	82	87	78	123	32	730
Cairns	34	37	41	66	64	109	64	103	104	15	637
Canberra	21	24	11	9	20	31	47	37	31	4	235
Darwin	30	29	72	66	98	118	69	77	85	18	662
Gold Coast ¹	12	23	22	37	24	42	36	31	31	4	262
Hobart	5	16	20	19	11	29	30	37	25	9	201
Melbourne	42	46	43	38	74	76	83	43	88	12	545
Perth	28	14	17	38	46	42	53	41	50	9	338
Sydney	67	58	61	76	108	102	85	102	96	31	786
Total	317	332	400	468	598	701	616	605	681	147	4,865

Table 19: Birdstrikes at GAAP aerodromes, 2000 to 31 March 2009

Aerodrome	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	Total
Archerfield	6	1	1	1	3	5	8	6	7	1	39
Bankstown	2	7	17	14	11	11	7	10	13	3	95
Camden	2	1	3	0	1	1	1	1	1	0	11
Jandakot	8	12	27	17	23	16	29	21	4	3	160
Moorabbin	5	6	9	7	11	12	7	10	11	2	80
Parafield	10	27	22	16	20	33	16	27	32	4	207
Total	33	54	79	55	69	78	68	75	68	13	592

¹ Formerly Coolangatta Aerodrome

Table 20: Birdstrikes at towered regional aerodromes, 2000 to 31 March 2009

Aerodrome	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	Total
Albury	4	7	6	2	10	10	10	15	11	4	79
Alice Springs	23	34	28	11	11	12	15	15	6	5	160
Avalon	5	2	3	2	1	15	5	8	8	2	51
Coffs Harbour	11	3	3	7	5	14	10	14	9	1	77
Essendon	2	6	5	3	6	8	13	7	8	1	58
Hamilton Island	2	6	2	2	5	9	10	10	6	0	52
Launceston	3	14	9	1	9	11	5	8	20	5	85
Mackay	4	13	16	8	32	24	17	11	12	5	142
Maroochydore	0	4	6	5	8	7	10	19	7	3	69
Rockhampton	15	14	14	41	33	34	40	23	38	11	263
Tamworth	2	1	15	22	13	10	19	18	23	5	128
Townsville	32	27	18	23	41	36	34	49	47	17	324
Williamstown	3	5	2	2	1	4	20	21	18	5	81
Total	106	136	127	129	175	194	208	218	213	63	1,569