

'We welcome the clear direction provided by the Transport Accident Investigation Commission (TAIC) in its report into the aircraft accident in Central Otago in August 2014, which was released earlier today', said John Nicholson, Chief Executive of Aviation New Zealand.

Clearly our thoughts are with the family of the pilot killed in the accident, the Glenorchy Air family, and with the United States tourists injured in the accident. But we must learn from the accident to ensure that something similar does not happen again.

TAIC recommends that the Director of Civil Aviation provides a clear statement to the aviation industry on whether stock clearing is a permitted activity.

'From our viewpoint, using aircraft to clear stock from airstrips is a risky activity, it is much safer for farmers to do this on the ground', said Nicholson. Ultimately though, pilots must make sure that remote strips are free from hazards before landing.

TAIC also comments on the importance of operators issuing clear guidelines and procedures and ensuring that they are complied with. 'This hits at the core of the aviation industry in New Zealand' Nicholson explained.

We need our seasoned and professional managers providing more supervision to their less experienced colleagues. Such oversight is critically important: they pass on knowledge, and, importantly, check and ensure that learning is absorbed and incorporated into everyday practices.

The safe growth of the aviation industry is important to the whole New Zealand economy.

To achieve this, users must be prepared to pay for the safety they demand. If the industry can move beyond the cost plus approach that prevails in some sectors, it can invest in new equipment and employ the staff to grow the businesses and ensure increased safety.

'The TAIC report, while commenting on one accident, may provide the momentum for a more informed relationship between the Civil Aviation Authority, the aviation industry and consumers of aviation services, to constructively improve safety at a reasonable price, and which sees the industry flourish', concluded Nicholson.

For more information:

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Key facts about Aviation New Zealand

Aviation New Zealand exists to lead, inspire and grow the New Zealand aviation industry.

It was established in 1950 to encourage the safe growth of the aviation industry in New Zealand. In more recent years, it has also become involved in helping the international development of its members.

- o Aviation New Zealand has over 300 members and over 1300 on its database
- o Members include agricultural companies, air operators (fixed wing and rotary), aircraft designers and manufacturers, the UAV industry, airports, aviation trainers, emergency and medical services companies, helicopter companies, and parts manufacturers.

Key facts about aviation in New Zealand

An 'early adopter' in aviation terms – first international customer for Boeing; first pilot training school 1916; first airmail 1919; and quick appreciation of the suitability of aviation for agriculture, tourism and forestry.

4639 aircraft in New Zealand, one per thousand people, give New Zealand one of the highest aircraft per capita ratios in the world.

Decades of policy innovation to support competition, safety and growth; 30m km² of safely managed airspace; and exports to over 100 countries on all continents.

Aircraft fit-outs, new aircraft (including UAVs), GPS track and tracing systems, high precision processes (for example bait and fire fighting), composites, titanium powders, and aviation industry business and operational systems are just some of the exciting technologies and practices developing in New Zealand which set the scene for growth in the next 100 years.