

18/5163	ASP	14-Jul-18	July	2018	3	A/c cleared to line up 05, however they turned right and backtracked on RWY 23. A/c then backtracked again to line up and depart 05
17/4528	INC	26-Jul-17	July	2017	3	Windshear escape.
17/4548	INC	29-Jan-17	January	2017	1	Sudden gust approx. 30 kts during approach caused flap overspeed by approx 5 kts. Flap check carried out, nothing found.
19/4760	ASP	03-Jul-19	July	2019	3	██████ departing on the ANPOV3T departure. Observed on the southern side of the lake between Hidden Island and Stream
17/4414	INC	21-Jul-17	July	2017	3	Go-around/missed approach due windshear.
19/4862	INC	06-Jul-19	July	2019	3	Brief overspeed on approach
16/4636	INC	02-Sep-16	September	2016	3	Go around due to Windshear.
17/5406	INC	19-Jul-17	July	2017	3	Reactive Windshear warning at 500 ft on take off.
18/5523	ASP	29-Jul-18	July	2018	3	A/c was repositioned from Gate 9, around the manoeuvring area to Gate 1A, without a clearance. No contact was made with ATC.
15/2021	ASP	17-Apr-15	April	2015	2	Flight progress strip was not printed on the South Area Control position. It is believed that no PDC request was done for the flight.
16/723	ASP	20-Feb-16	February	2016	1	Aircraft was cleared for the UBDAM1B Arrival and cleared to 11000 ft., but was observed to be descending lower than the STAR profile. The controller instructed aircraft to maintain 12000 ft. until UBDAM - re-entered controlled airspace. Traffic information issued to the aircraft. Further tracking and descent instructions issued to aircraft after passing UBDAM and aircraft continued to land without further issues.
18/2839	INC	01-Feb-18	February	2018	1	Missed approach due to windshear
18/2784	INC	01-Feb-18	February	2018	1	2 missed approaches due to windshear. Diverted to CH
16/135	INC	13-Jan-16	January	2016	1	Crew reported a RNAV outage, carried out a missed approach.
18/2834	INC	01-Feb-18	February	2018	1	Missed approach due to windshear. A/c diverted to CHC
15/217	INC	16-Jan-15	January	2015	1	Carried out missed approach/go-around due to wind shear alert.
15/187	INC	10-Jan-15	January	2015	1	Aircraft broke a landing light on landing. Pilot discovered this on walk around. RFS conducted a runway inspection, found and removed the broken glass from the runway. An aircraft had landed and another departed before the glass was found and removed.
16/1448	ASP	27-Mar-16	March	2016	1	Aircraft called QN Tower at Walter Peak for joining instructions at 5000ft. well inside controlled airspace.
16/1459	ASP	27-Mar-16	March	2016	1	Aircraft was issued a clearance to Soho between 5000-6500 ft., but was observed at 7200 ft.
16/1449	ASP	27-Mar-16	March	2016	1	Aircraft contacted Queenstown Tower for transiting clearance when already inside the control zone.
15/5675	ASP	24-Nov-15	November	2015	4	Aircraft was instructed to pushback to stop block 2, but was observed to be pushing back to stop block 4.
15/880	INC	25-Feb-15	February	2015	1	Aircraft conducted a go around and missed approach. Aircraft made a diversion.
15/878	INC	24-Feb-15	February	2015	1	Aircraft carried a go around and missed approach due to wind shear.
15/879	INC	24-Feb-15	February	2015	1	Aircraft carried a go around and missed approach due to wind shear. This was a second unsuccessful approach.
15/872	INC	24-Feb-15	February	2015	1	Aircraft made a go around due to wind shear on final for runway 23.
15/2834	ASP	04-Jun-15	June	2015	2	On contacting Area Control, aircraft was observed to be 2-3miles off track, tracking to POMOT. When the Tower was queried, they advised that aircraft was on a VOR departure, Electronic strip indicated that aircraft was on an RNAV departure.
16/219	INC	23-Jan-16	January	2016	1	Go-around carried out due to being unstable on final approach.
18/8752	ASP	17-Nov-18	November	2018	4	Loss of separation with jump plane ████████ on climb
18/7456	INC	12-Oct-18	October	2018	4	During approach crew received a windshear warning. Missed approach carried out.
15/3512	ASP	13-Jul-15	July	2015	3	Wrong SID flown. Initially cleared a ANPOV1D departure by QN Delivery. Tower re-cleared an ANPOV1T departure. Airborne was observed making a left turn south of deer park as per the ANPOV1S departure.
15/3573	INC	19-Jul-15	July	2015	3	Aircraft conducted a go around due to wind shear on short final.
15/3574	INC	19-Jul-15	July	2015	3	Aircraft conducted a go around due to wind shear on short final.

18/373	INC	23-Jan-18	January	2018	1	Visual approach received a GPWS warning.
17/1602	ASP	27-Feb-17	February	2017	1	Aircraft was issued a Soho River Departure, but was observed above T750 at 6500 ft. Pilot advised to contact FIS. Mainland Air now has standard VFR arrival and departure procedures for pilots to follow in and out of Queenstown CTR.
15/3264	ASP	02-Jul-15	July	2015	3	Aircraft was coordinated at FL360. As aircraft was passing 10000 ft., the CFL in the flight plan was noticed to be FL350. When Area Control was contacted, the controller advised that they had amended the level to FL350. This was not coordinated with Queenstown Tower.
15/3326	ASP	04-Jul-15	July	2015	3	No pre-departure clearance coordination was conducted for aircraft prior to its departure.
15/3330	ASP	05-Jul-15	July	2015	3	Flight level posted on flight progress strip was FL160, but aircraft contacted Queenstown Approach at FL180.
16/1774	INC	09-Mar-16	March	2016	1	Altitude deviation on the 2nd approach. Descended below altitude constraint.
15/1735	ASP	10-Apr-15	April	2015	2	Aircraft was cleared to descend to 10 000 ft., but was observed descending to 9000 ft.
15/1721	ASP	07-Apr-15	April	2015	2	Incorrect STAR was flown by aircraft. ATC corrected this and gave aircraft climb to FL150. Aircraft held at UBDAM [REDACTED] was an IFR A320 from NZAA to NZQN. NZM80 was an IFR AT76 from NZQN to NZCH. [REDACTED] had been cleared for the UBDAM1A arrival for RWY05 and was descending in accordance with that profile. Due to fluctuating wind conditions, ATC offered the crew of [REDACTED] to hold at UBDAM and re-program for the UBDAM1B. The crew read back that they would re-program for the UBDAM1B, but made no mention of the hold. The flight was approaching UBDAM and did not have time to enter the hold. ATC cleared the flight to continue via the UBDAM1A due to departing NZM80, but JST281 had commenced tracking via the UBDAM1B approach. Vertical separation was maintained with NZM80.
18/4758	INC	24-Jun-18	June	2018	2	Lightning Strike on decent into Queenstown.
18/4812	ASP	27-Jun-18	June	2018	2	A/c cleared QNWN1 SRC however was observed flying QNWN9 route.
15/1439	ASP	26-Mar-15	March	2015	1	Taxi conflict at Queenstown between a CL60 instructed to taxi apron via A4 and an A320 given taxi to A3. The CL60 turned via A3.
15/1463	ASP	22-Mar-15	March	2015	1	Aircraft descended through cleared level.
19/5416	ASP	27-Jul-19	July	2019	3	As the aircraft departed NZQN the ground mode alert activated for a short period
19/1304	INC	19-Feb-19	February	2019	1	Severe turbulence on climbout, nil injuries,
15/1114	ADI	11-Mar-15	March	2015	1	Aircraft was instructed to backtrack and line up runway 05, but taxied and back-tracked for runway 23, crossing runway 32 without a clearance.
15/2313	INC	08-May-15	May	2015	2	Aircraft conducted a go around and missed approach due to wind shear on final.
19/91	INC	01-Jan-19	January	2019	1	Go-around due tailwind on final.
17/7149	ASP	15-Nov-17	November	2017	4	Aircraft was observed on MLAT around Cadrona Township & Roaring Meg inside controlled airspace without a clearance.
15/5190	INC	29-Oct-15	October	2015	4	Wind shear escape on short final.
15/4819	INC	05-Oct-15	October	2015	4	Go-around due to severe turbulence during approach. Returned to Auckland.
15/5337	ASP	06-Nov-15	November	2015	4	The two aircraft transited controlled airspace without a clearance.
16/3034	ASP	08-Jun-16	June	2016	2	Aircraft was issued clearance to climb to FL360 and climbed through opposite direction traffic's level, FL350, without formal ATC separation in place. [REDACTED] was an IFR flight inbound via BEBOB ADKOS to QN at FL350. [REDACTED] was an IFR flight outbound from QN through ADKOS BEBOB climbing FL360 with an Oceanic transition of FL250. Area South identified [REDACTED] and cleared the flight to climb FL360. The controller was did not notice the conflict between these two flights. The controller was alerted to the fact that [REDACTED] had climbed through the inbound aircraft's level without a formal separation in place only when [REDACTED] appeared on the radar screen
15/5373	INC	29-Oct-15	October	2015	4	Flap 30 overspeed on short final Queenstown.
15/5499	INC	21-Oct-15	October	2015	4	Aircraft made a go around due wind shear.
16/3693	ASP	03-Jul-16	July	2016	3	Aircraft climbed through the level of another A320 (Melbourne-Christchurch) with no precedural separation in place.
19/314	INC	16-Jan-19	January	2019	1	Airbus Helicopter AS350 At approximately 1320 (local) when a AS350 helicopter lifted from the [REDACTED] helipad the tail skid hit the ground as it moved backwards off the pad. Operator not identified.
17/379	INC	22-Jan-17	January	2017	1	Aircraft conducted a go around and missed approach due to wind shear on final.
17/383	INC	22-Jan-17	January	2017	1	Aircraft conducted a go around and missed approach due to wind shear on final.

17/385	INC	22-Jan-17	January	2017	1	Aircraft conducted a second go around and missed approach due to wind shear on final.
17/388	INC	21-Jan-17	January	2017	1	Aircraft conducted a go around and missed approach due to wind shear on final.
17/412	INC	21-Jan-17	January	2017	1	Aircraft conducted a go around and missed approach due to wind shear on final.
17/380	INC	22-Jan-17	January	2017	1	Aircraft conducted a second go around and missed approach due to wind shear on final.
17/389	INC	21-Jan-17	January	2017	1	Aircraft conducted a go around and missed approach due to wind shear on final.
18/9331	INC	17-Dec-18	December	2018	4	Manaia Lounge kitchen knife found to be missing during sterile search. Blade circa 8cm.
18/9357	INC	25-Dec-18	December	2018	4	Power bank missed by ZQN L4 HBS discovered by AKL L4 HBS. Under investigation by operations manager.
16/879	INC	29-Feb-16	February	2016	1	Aircraft carried out a wind shear escape procedure on final approach.
16/897	ASP	25-Feb-16	February	2016	1	Coordinated flight plan between AREA and QN TWR indicated a CFL of FL390. On first contact aircraft reported climbing to FL370.
16/951	ASP	03-Mar-16	March	2016	1	Aircraft requested FL370, but was PDC coordinated at the original flight planned level of FL390.
19/722	ASP	07-Feb-19	February	2019	1	Loss of separation. Flew the wrong departure which compromised ATC separation of three other aircraft.. Flight cleared ANPOV3T departure, once airborne at the end the Frankton Arm made a left turn to circle Deer Park. Once ATC noted the ATR turning left, they were just above the 2 VFR's on the NIC ARRIVAL approx 2 NM away (the ATR was still climbing), but climbing into the C208 parachuting aircraft. Instructions were issued to both [REDACTED] and the parachuting C208 to ensure there was not a collision. The ATR crew did not read it back, or action that command very well, which was to maintain 5000ft as the C208 was above them. The C208 turned away. It appears the ATR crew followed the instructions for the visual portion of the ANPOV3S departure.
15/5546	INC	23-Nov-15	November	2015	4	Go-around due to windshear.
15/5556	INC	23-Nov-15	November	2015	4	Go-around due to windshear.
15/5570	INC	26-Nov-15	November	2015	4	RAIM outage at position ATVUP when descending through 10000ft.
16/198	ASP	09-Jan-16	January	2016	1	Aircraft had been in the hold and was cleared to leave the hold, descending via the STAR profile. Aircraft was, however, observed to descend below FL150 before crossing UBDAM, thereby descending below the STAR profile.
18/3346	INC	05-Apr-18	April	2018	2	2 go arounds due to windshear/winds. A/c diverted to CH
18/3349	INC	06-Apr-18	April	2018	2	2x Go arounds due to wind. A/c diverted to CH for fuel.
18/3350	INC	08-Apr-18	April	2018	2	The aircraft encountered wind shear around 1000ft triggering WINDSHEAR warning. We carried out the Windshear recall, exited the wind shear and conducted a missed approach. We returned for a successful normal landing.
15/5705	ASP	02-Dec-15	December	2015	4	Aircraft was instructed to push back to Block 2 but was observed pushing back to Block 4.
18/7576	INC	11-Oct-18	October	2018	4	Moderate undershoot shear as annunciated by WINDSHEAR ALERT at approximately 800-900 feet during departure from NZQN runway 23.  TOGA was selected for takeoff previously and performance remained acceptable.
18/5511	INC	21-Jul-18	July	2018	3	Flap overspeed on approach. Inspected post flight and no damage found.
17/7965	INC	07-Dec-17	December	2017	4	Go-around due to Windshear.
17/8072	ASP	21-Dec-17	December	2017	4	Aircraft was cleared to descend to 11000 ft. via the STAR profile and given QNH, but was observed descending below the profile and leaving controlled airspace. Aircraft however remained above radar terrain at all times. VHF communications were lost between ATC and aircraft but a DH8C in the area was able to relay instructions to aircraft for it to climb again and re-join the profile.
15/3556	INC	17-Jul-15	July	2015	3	Aircraft conducted 2 go arounds due to wind shear.
15/3622	ASP	22-Jul-15	July	2015	3	Aircraft received a TCAS RA from a VFR holding in the Remarkables Sector. The sector is clear of the departure track and the A320 crew had the VFR traffic in sight.
18/6871	ASP	07-Aug-18	August	2018	3	A/c cleared within 2 NM of uncontrolled airspace for 25 NM.
15/2436	INC	15-May-15	May	2015	2	Go around from short final due windshear.
15/3357	ASP	07-Jul-15	July	2015	3	Wrong SID flown. Cleared a ANPOV 1T departure but flew the ANPOV 1S.
15/3382	ASP	09-Jul-15	July	2015	3	TCAS RA on departure. Prior to departure the A320 and a AS350 issued with traffic information on each other. Airborne, both aircraft in sight of the Tower, both aircraft in sight of each other, the A320 reports an RA.

18/8289	INC	20-Nov-18	November	2018	4	Approach into Queenstown was discontinued at 2600 feet due to the low likelihood of achieving a stabilised approach. Diversion to CH.
18/8328	ASP	26-Nov-18	November	2018	4	A/c was observed 1,000 ft below MSA and 2nm off track on the RNAV F approach.
15/2429	ASP	14-May-15	May	2015	2	Aircraft's flight plan had FL190 but crew requested FL170. Clearance was issued but the level was not modified.
16/1717	ASP	07-Apr-16	April	2016	2	ATC forgot to issue hold at UBDAM to inbound A320 traffic being separated from ATR. Clearance issued to the aircraft as it passed the point. Traffic was still 2000 ft. above at that time.
19/2835	ASP	17-Apr-19	April	2019	2	Procedure Deviation. Departed NZQN on the EDDEX3C departure which has a hold down of 11000ft. The A/C did not call QN approach and was observed passing 12000ft by the approach controller before radio comms were established.
16/4745	ASP	26-Jul-16	July	2016	3	Aircraft was handed over to Area Control passing 13000 ft. instead of the standard FL190 due to crew requesting direct routing. As aircraft contacted Area Control, a conflict alert activated against a parachuting aircraft at Jardines. Traffic information passed to the A320 [REDACTED] was released to AREA on departure from QN passing A130 rather than the normal FL190 in order to request more direct routing from the radar controller. When the aircraft called the radar controller a conflict alert was triggered against parachute ac at Jardines. Traffic was passed to [REDACTED]. The Chief Controller at NZQN reports that jet departures and the Jardines sectors are clear of each other in accordance with Class D rules, and that this will continue to happen under Class C rules after the re-classification of NZQN airspace. The Jet was north of the aerodrome and the parachute aircraft to the south. The more direct tracking the jet aircraft was requesting was towards the North east, so it was never going to go anywhere near the parachute aircraft. Hence the controller deemed it to be of no risk to the jet aircraft when he released it. As the flights were heading towards each other for a moment and because Skyline cannot predict that the flights were in fact going to continue to turning away from each other with 5-8+ miles between them, an alert was generated. Level 1 investigation closed.
15/4523	INC	18-Sep-15	September	2015	3	Go-around due to windshear on short final.
17/5824	INC	18-Sep-17	September	2017	3	Go around and missed approach due to wind shear.
16/5789	ASP	28-Oct-16	October	2016	4	Missed approach due windshear.
16/5794	INC	28-Oct-16	October	2016	4	Missed approach due windshear.
16/5788	INC	28-Oct-16	October	2016	4	Missed approach carried out due windshear.
16/5790	INC	28-Oct-16	October	2016	4	Go-around due negative windshear encounter short final.
16/4739	INC	07-Sep-16	September	2016	3	Aircraft conducted a go around due to wind shear.
16/4853	INC	07-Sep-16	September	2016	3	Go around due to Windshear.
16/10	INC	03-Jan-16	January	2016	1	Reported a "Wind shear Event with 25 knots of negative shear" after departure runway 23.
16/12	INC	02-Jan-16	January	2016	1	Go-around due to windshear.
16/13	INC	02-Jan-16	January	2016	1	Carried out two go arounds due to windshear at 2001 and 2022.
16/14	INC	02-Jan-16	January	2016	1	Carried out a go around due to windshear.
15/4742	INC	04-Oct-15	October	2015	4	Go around due to windshear.
16/2362	ASP	12-May-16	May	2016	2	Level change coordination was not completed with Queenstown Tower. The Area controller realised the mistake as aircraft was transferring to Queenstown Tower.
16/2365	ASP	12-May-16	May	2016	2	Aircraft was cleared at FL350 when the original flight plan in Skyline had FL370. The flight plan was not amended. The error was picked when aircraft contacted South Radar.
16/1198	INC	15-Mar-16	March	2016	1	Go-around due to windshear while on approach.
15/5273	INC	28-Oct-15	October	2015	4	GPWS activated as aircraft was on a circling approach in VMC. Crew continued with the approach as they were happy that the aircraft was in the correct position for the procedure.
16/2572	INC	22-May-16	May	2016	2	Go-around due to predicted windshear on short final.
16/5800	INC	28-Oct-16	October	2016	4	Missed approach due windshear.
16/2059	INC	02-May-16	May	2016	2	Momentary flap 3 overspeed, less than 3 kts and less than 5 seconds, due to severe turbulence. Eng ineering inspection in Queenstown as per tech. log.

16/1427	INC	24-Mar-16	March	2016	1	Windshear escape on short final.
16/4851	INC	07-Sep-16	September	2016	3	Go around due to Windshear.
16/4893	ASP	26-Apr-16	April	2016	2	Fixed wing aircraft came into very close proximity with helicopter as it was conducting some lifting operations in the Sunshine Bay area.
16/4850	INC	07-Sep-16	September	2016	3	Go around due to Windshear.
16/4829	INC	07-Sep-16	September	2016	3	Go around due to Windshear.
16/7143	ASP	25-Dec-16	December	2016	4	Aircraft requested and was cleared to FL360 but coordination was FL380.
16/6841	ASP	15-Dec-16	December	2016	4	Non-compliance With Climb Instructions. Was instructed by STH to cross POMOT at FL370 due B738 traffic possible conflict CH - VMML at FL360. Crossed POMOT at FL352 and both aircraft were given left turns by STH controller to ensure separation maintained.
16/6554	INC	25-Nov-16	November	2016	4	Passing 8000 ft. in climb, aircraft encountered turbulence with a large trend arrow. Pilot flying requested that the flaps be set to 1 but flaps were incorrectly set to 0 instead of 1 after a misunderstanding by the managing pilot. Auto-pilot was left engage and aircraft lowered the nose and recovered smoothly.
16/6294	ASP	09-Nov-16	November	2016	4	Aircraft received a TCAS RA alert from a VFR Cessna Caravan passing behind. Both crews had the other aircraft in sight.
17/5825	INC	17-Sep-17	September	2017	3	Go-around due windshear.
19/5264	ASP	23-Jul-19	July	2019	3	██████ departed NZQN with ██████ in their Mode S Flight ID. It was corrected after ATC advised them of the issue.
18/2072	INC	10-Apr-18	April	2018	2	Missed approach due windshear.
18/2075	INC	09-Apr-18	April	2018	2	Windshear escape.
18/2076	INC	09-Apr-18	April	2018	2	Windshear escape.
19/5301	ADI	20-Jul-19	July	2019	3	Upon detaching from a/c after pushback, ground tug failed to give way to inbound ██████ causing a/c to stop suddenly
19/5343	ASP	28-Jul-19	July	2019	3	ATC co-ordination issue.
18/3864	INC	20-May-18	May	2018	2	Flap overspeed on approach due to wind gusts
18/7667	INC	29-Oct-18	October	2018	4	Windshear escape carried out on approach.
18/2248	INC	13-Jan-18	January	2018	1	Go around during flare due to windshear. 15kt tailwind on approach because 15kt headwind during flare
17/6252	ASP	09-Aug-17	August	2017	3	Aircraft was issued a pushback clearance which conflicted with another aircraft on taxi. ATC instructed aircraft to stop and cleared the taxi aircraft to continue.
17/8207	ASP	22-Dec-17	December	2017	4	Aircraft was instructed to push back off the gate tail to the east (standard push back direction off stand 4) behind the stop block to allow company aircraft taxiing onto the same gate but was observed pushing back tail west.
17/8227	ASP	28-Dec-17	December	2017	4	Aircraft was instructed to push back and start to stop block # 2 from gate 3. Crew did not read back the clearance and was observed pushing back to stop block #4. This blocked and delayed another aircraft intending to push back from gate 4.
17/8228	ASP	26-Dec-17	December	2017	4	Aircraft was cleared for the RNAV STAR UBDAM2A for the RNAV F approach onto runway 05 but was observed below the profile. aircraft was observed below FL150 prior to reaching UBDAM, which has a height requirement of FL150 or above. Aircraft was instructed to climb back to FL150.
18/8413	ASP	28-Nov-18	November	2018	4	Information error - displayed. QN Tower failed to modify the Cleared Level from F390 to F370.
18/7704	INC	29-Oct-18	October	2018	4	Windshear warning received on approach, windshear recall procedure and missed approach carried out.
18/4842	ASP	30-Jun-18	June	2018	2	██████ climbed through cleared level of FL150 on departure. Inbound a/c recleared to stop descent at FL170
18/884	INC	07-Mar-18	March	2018	1	EGPWS Hard Warning in the visual circuit at Queenstown around the back of Morven Hill.
18/915	ASP	04-Mar-18	March	2018	1	Loss of vertical separation between an ATR on MAP and a balloon operating west of Lake Hayes.
19/363	INC	20-Jan-19	January	2019	1	Reactive wind shear alert during climbout. Memory items actioned, in flight parameters did not indicate windshear
17/6317	ASP	05-Oct-17	October	2017	4	Taxied via wrong taxiway. After landing, was cleared to taxi in via A3, observed taxiing via A4.
17/6322	ASP	05-Oct-17	October	2017	4	Departure level restriction infringement. Was instructed to "cancel level restriction at RUXAK, climb via SID to FL360". Flight called Area South climbing unrestricted to FL360. Was issued with the IPNOR2B Departure from NZQN with ADKOS transition. This procedure has a requirement for aircraft to cross RUXAK at or below 9000ft and ENRAT at or below F250.

18/5080	INC	07-Jul-18	July	2018	3	Go around due to windshear alert.
18/8562	INC	03-Dec-18	December	2018	4	Instructed by TWR to go around due to a/c on RWY threshold. A/c diverted to WN due to fuel limitations.
18/6591	INC	15-Sep-18	September	2018	3	3 missed approaches due wind shear.
19/1745	INC	07-Mar-19	March	2019	1	Go around due to windshear & windshear alert.
18/9299	ASP	26-Dec-18	December	2018	4	Multiple Line Up Clearances Issued.
19/902	ASP	08-Feb-19	February	2019	1	Information error delivery, vicinity confliction.Occurrence Details  On the 08 February 2019, [REDACTED] (Eurocopter AS 350 B2) was inbound via the BRAVO arrival under hover taxi on taxiway YANKEE to land at Queenstown Aerodrome. A group of 3 helicopters had been cleared to taxi on taxiway YANKEE and hold short of runway 14. Traffic information was not passed to the pilot of either [REDACTED] which resulted in a conflict during hover taxiing.
18/6592	INC	15-Sep-18	September	2018	3	Missed approach due wind shear.
18/6590	INC	15-Sep-18	September	2018	3	Carried out missed approach due windshear.
19/2466	ASP	01-Apr-19	April	2019	2	Information error - displayed. Called QN APP on the ANPOV3T departure. The FPL and strip showed ANPOV3F. [REDACTED] requested and was given ANPOV3T by Delivery. The strip was not amended from F.
18/202	ASP	06-Jan-18	January	2018	1	Controller used the Skyline 'GOTO' function to indicate a more direct routing for flight, an action is not allowed for this particular route as per the Area Control Ops Notice. The position was busy at the time of incident and controller had been on position for almost 2 hours due to staff shortages.ACNZ investigation report in Infohub
19/50	INC	05-Jan-19	January	2019	1	Missed approach due windshear
19/41	INC	03-Jan-19	January	2019	1	Windshear on climbout. Went into TOGA thrust to counteract it.
18/2703	INC	31-Jan-18	January	2018	1	Missed approach due to windshear
18/2705	INC	01-Feb-18	February	2018	1	Missed approach due to windshear
18/2710	INC	01-Feb-18	February	2018	1	Missed approach due to windshear
19/1560	ASP	06-Mar-19	March	2019	1	Operational Deviation. After circling portion of the departure continued in the left turn tracking south of the SID.
18/7372	INC	12-Oct-18	October	2018	4	On takeoff a Predictive Windshear Alert occurred. The recall procedure was conducted and shortly thereafter the alert cleared. Windshear & go-around on second approach resulting in a diversion to CH
18/8044	INC	07-Nov-18	November	2018	4	Go around due to windshear. Second approach normal.
17/937	ASP	01-Feb-17	February	2017	1	Aircraft was cleared to the apron via A3, but proceeded past A3, and crew requested A4. Aircraft stopped short of runway 14. A GA8 had been cleared to land on runway 14 and the B738 stopped clear of the runway.
17/1229	ASP	08-Feb-17	February	2017	1	Aircraft entered controlled airspace without a clearance, 35 nm. west of Queenstown.
19/2962	ASP	26-Apr-19	April	2019	2	Information error-delivery. Was cleared for a REDOL1A departure from QN TWR. QN APP sector advised QN TWR that an Ops Notice advises REDOL1A withdrawn from use and QN APP flip-chart also updated to reflect withdrawal of this departure. The REDOL1A has been replaced by the REDOL2A. Crew advised QN TWR that they are yet to gain approval to fly the REDOL2A and so still using the REDOL1A.
19/2975	INC	29-Apr-19	April	2019	2	Go-around due windshear .
19/2972	INC	29-Apr-19	April	2019	2	Go-around due windshear.
19/3029	ASP	30-Apr-19	April	2019	2	TCAS RA on departure. Separation in place.
19/3126	INC	14-Apr-19	April	2019	2	On late final to RWY 05 at ZQN the crew received a GPWS sink rate alert. Observed sink rate at the time was approximately 900-1000 fpm. The approach was continued to a normal landing.
19/3056	ASP	08-Apr-19	April	2019	2	Coordination done by qn appch for [REDACTED] using go to function, instead of xnote. QN APP advised they had coordinated using the go to function on skyline, and stated this is not the correct procedure, as it coordinates directly with oceanic, and may cause issues with the oceanic flight plan. The correct procedure is to use the x-note. QN APP picked up their error, just after it occurred. No reported impact to OCS.
19/3610	INC	28-Apr-19	April	2019	2	Go-around due wind shear alert
19/3576	INC	28-Apr-19	April	2019	2	Approach onto 23 no report of windshear but elected to conduct app flap 3 due prevailing conditions. Had reactive windshear call at approx 800 agl. Windshear escape conducted. Second approach conducted without incident
19/3605	ASP	29-Apr-19	April	2019	2	TA during climbout followed by a RA.

19/3607	INC	28-Apr-19	April	2019	2	On late final approach to ZQN RWY23, whilst fully configured for landing, we received a Reactive Windshear Warning. The recall procedures were conducted resulting in a missed approach once the indications had cleared.
19/3652	ASP	03-May-19	May	2019	2	██████ was issued with descent by the STAR. The aircraft was then observed to descend out of controlled airspace and descend below MSA down to about A100. The radar controller instructed the aircraft to climb to A120 to establish back onto altitude profile.
19/3696	ASP	25-May-19	May	2019	2	Operational Deviation. Did not establish RTF contact with QN APP on departure on 125.75 until passing 7000ft. When the pilot was asked if aware the transfer of RTF was when airborne they said they were not. Controller asked the pilot if using Jeppesen charts and pilot replied they were with the chart dated 8 NOV 18. It was discussed with the pilot that a NOTAM which had been issued covering the frequency change requirement had been cancelled as the information was now covered by the NZAIP departure plate dated 23 MAY 19. It is suspected that ██████ may be using outdated Jeppesen plates.
19/3703	ASP	25-May-19	May	2019	2	Operational deviation. Did not call QN APP in a timely manner on departure as per the departure chart instructions. Failed to maintain 9000ft to LUXIS as per the IPNOR4C departure.
19/3735	INC	14-May-19	May	2019	2	Continuation of approach after predictive windshear alert
19/3793	INC	16-May-19	May	2019	2	On approach, go-around windshear alert appeared on PFD. Crew elected to continue with approach as warning was predictive and they did not encounter any windshear
17/2883	INC	29-Apr-17	April	2017	2	Go around due to Windshear.
17/3064	INC	03-Jan-17	January	2017	1	Aircraft conducted a go around and missed approach due to wind shear.
17/3282	ASP	24-Feb-17	February	2017	1	Five helicopters from the same company came close to another helicopter operating in the same area.
17/3289	ASP	14-Apr-17	April	2017	2	Aircraft was cleared to climb to a level different to the coordinated one.
17/2545	ASP	23-Apr-17	April	2017	2	Aircraft descended below the STAR profile while on the UBDAM1B arrival into Queenstown. ATC advised the flight crew that aircraft was below profile and issued aircraft a flight level to keep it above terrain. Aircraft re-entered controlled airspace at POPON.
17/2596	INC	30-Apr-17	April	2017	2	Aircraft conducted a go around and missed approach due to wind shear.
17/3445	INC	11-Jan-17	January	2017	1	Flap over-speed on approach during wind shear.
17/2585	INC	29-Apr-17	April	2017	2	Aircraft conducted a go around and missed approach due to wind shear.
17/3598	INC	06-Mar-17	March	2017	1	Go around due to Windshear.
17/3678	ASP	23-Apr-17	April	2017	2	Aircraft descended below the STAR profile. Aircraft was instructed to maintain 11000 ft. on reaching and re-entered controlled airspace at PAMPU.
17/3778	INC	17-Mar-17	March	2017	1	Go around due to Windshear.
17/2594	INC	29-Apr-17	April	2017	2	Second go around and missed approach due to wind shear.
17/2184	ASP	21-Apr-17	April	2017	2	Aircraft contacted Queenstown Radio in controlled airspace without clearance. Aircraft was instructed to vacate controlled airspace.
16/7327	INC	13-Dec-16	December	2016	4	Turbulence and wind gusts prevented flap extension and stabilised flight path on approach. Diverted to CH.
17/2824	INC	20-May-17	May	2017	2	Missed approach due predicted windshear.
17/8205	ASP	22-Dec-17	December	2017	4	Aircraft was observed taxiing onto the manoeuvring area without clearance.
15/2190	ASP	03-May-15	May	2015	2	Landed on Runway 32 without a landing clearance. There was ATC training in progress with a reasonably complex IFR scenario occurring with a high level of radio transmissions related to that scenario.
17/3291	ASP	15-Apr-17	April	2017	2	Aircraft was cleared to Bungy Bridge but continued beyond the clearance limit, joining final for runway 23 without a clearance.
18/2539	ASP	23-Apr-18	April	2018	2	Airspace infringement. Vacated QN controlled airspace at Soho River. Aircraft was later observed on MLAT re-entering above T750 at 6000ft tracking east. Tower attempted to raise the pilot on frequency with no reply.
15/3083	ASP	20-Jun-15	June	2015	2	Aircraft was observed making a non-standard left turn after departure instead of a right turn.
17/5001	ACC	14-Aug-17	August	2017	3	The aircraft appears to have lost power and stalled before colliding with the grass beside the runway. First responders noticed a heavy coating of ice on the wings.
16/1817	ASP	17-Apr-16	April	2016	2	Airspace infringement. Departed from airstrip within CTR without a clearance.
16/180	ASP	03-Jan-16	January	2016	1	Aircraft entered controlled airspace without a clearance. The pilot was contacted by ATC and instructed to vacate the controlled airspace and remain clear until conflicting traffic had passed.
17/487	ASP	02-Feb-17	February	2017	1	Airspace Infringement. Entered controlled airspace without a clearance. Was observed on radar to be above T753, no transmission was received.

15/5849	ASP	14-Dec-15	December	2015	4	Aircraft failed to follow departure instructions after departing runway 23.
15/356	ADI	20-Jan-15	January	2015	1	Aircraft was cleared to taxi to holding point B1 and to cross runway 23. Aircraft was however observed to backtrack on runway 14 without a clearance. Aircraft on final for runway 14 was instructed to make a go around. [REDACTED] was a C206 taxiing for a VFR departure from NZQN, in receipt of a clearance to cross RWY 23 to hold at holding point B1 for RWY 14. The pilot became distracted by a faulty headset connection, and incorrectly backtracked RWY 14 instead of using the grass area adjacent to the RWY. All company pilots have been briefed on the necessity to maintain situational awareness at all times, and manage the risks inherent in distractions. CAA level 1 investigation closed.
17/1555	ASP	23-Mar-17	March	2017	1	Airspace Infringement. Called on Queenstown Information (128.9) and advised intentions to join for a touch and go, they stated they were at Mavora Lake. Queenstown Information advised them to contact Queenstown Tower approaching the Afton Burn. Contacted Queenstown Tower at the Afton Burn, at 5400 feet, well inside of controlled airspace without a clearance.
16/6566	ASP	30-Nov-16	November	2016	4	Airspace Infringement, Level Deviation. Entered QN CTR without clearance, called approaching Gibbston where boundary is Victoria. On departure was cleared to "drift left before making the right turn (as all itinerant aircraft are due to the hills) and to cross back over head 2700ft or above due traffic". Pilot proceeded in the left turn instead of right and did not make the 2700 foot requirement even though it was reiterated to him and was required for segregation in the circuit. Then vacated CTR ABOVE the cleared level of 4500ft, called clear and was observed at 5300ft.
16/7126	ASP	25-Dec-16	December	2016	4	Aircraft was cleared to GULLY only but was observed at Hidden Island, east of GULLY. Another clearance was issued to the aircraft.
18/7597	ASP	27-Oct-18	October	2018	4	Instructed to taxi to holding point Bravo 3, but entered runway 32 and commenced to backtrack and line-up. This was observed by the controller and re-cleared to enter and line-up.
16/903	ASP	01-Mar-16	March	2016	1	Lateral deviation joining the circuit. Was cleared a South Arrival, Rwy 23, observed joining left base RWY14. On listening to the tapes, it was discovered that controller had failed to pick an incorrect read back.
19/2650	ASP	08-Apr-19	April	2019	2	Near collision departing NZQN. Pilot report - Normal procedure is for the tower to provide a route clearance and any conflicting traffic prior to a take-off clearance, on this occasion none provided. Late on the downwind leg a [REDACTED] squirrel was spotted in close proximity at 11 O clock position, with a lateral separation estimated 200m, followed by a second [REDACTED] machine at 12 O clock low. Again approximately 200m lateral separation. A call to the tower suggesting the traffic was unexpected and in close proximity. The control tower responded apologising and stating they were having issues with the radio.
18/6772	ASP	20-Sep-18	September	2018	3	A/c cleared Devils Staircase departure. Tower confirmed left turn after departure via Tollgate to intercept departure [REDACTED] was seen tracking west of the highway and through Jardines, Jardines was active- shoots estimated to be in the air just as they vacated the south of the PDS, the same time ATC noticed the deviation. Pilot was not notified.
18/4532	ASP	19-Jun-18	June	2018	2	A/c observed above transit lane at 6,000 ft. ATC advised pilot that they were in controlled airspace, who then descended out of controlled airspace.
15/41	INC	01-Jan-15	January	2015	1	Aircraft was instructed to give way to a Havard taxiing to the aero club and pilot took action by moving onto the grass clear of the taxiway. Aircraft hit a marker board as it taxied onto the grass. Pilot shut the engine down and disembarked to inspect the aircraft. RFS called to assist the pilot. aircraft resumed normal operations after the inspection.
15/1681	INC	05-Mar-15	March	2015	1	Shortly after take-off a burning smell noticed. Immediate return and landing carried out. Inspection of the engine compartment revealed a dead bird lodged in the fresh air intake for the heater assembly.
16/5851	ASP	30-Oct-16	October	2016	4	Lateral deviation joining circuit.
15/2199	INC	02-May-15	May	2015	2	Struck taxiway sign with wing tip. No Damage.
19/58	ASP	05-Jan-19	January	2019	1	[REDACTED] failed to contact TWR for taxi instructions, and taxied onto manoeuvring area without a clearance. A/c challenged, pilot stopped and apologised.
18/1043	ASP	16-Mar-18	March	2018	1	Operational Deviation. Was instructed to join the Nic Arrival for runway 14. Aircraft was observed on MLAT at 3200ft at Gully descending (level restriction at Gully on the Nic Arrival (maximum 2700ft). When asked to report level aircraft notified passing 2800ft in descent (already beyond Gully at this time).
17/6363	INC	07-Oct-17	October	2017	4	Go-around short final due mechanical turbulence.
15/6240	ASP	22-Dec-15	December	2015	4	Flight progress strip not sent to Milford Sound for the flight as per the Local Unit Orders requirement.
15/186	ASP	10-Jan-15	January	2015	1	Helicopter entered controlled airspace without a clearance.
18/4673	ASP	22-Jun-18	June	2018	2	IOP entered controlled airspace through Victoria without a clearance by approx. 1NM
18/250	ASP	19-Jan-18	January	2018	1	Aircraft entered the QN CTR/C without a clearance.
17/1348	ASP	01-Mar-17	March	2017	1	Lateral Deviation. Was cleared a Rat Point departure. Aircraft observed on MLAT and reported clear of the control zone at Moke Lake.



18/1515	ASP	28-Mar-18	March	2018	1	Airspace Infringement. Controller observed C152 entering the CTR at Coal Pit Saddle at approx 7200' without a clearance
16/514	ASP	05-Feb-16	February	2016	1	Aircraft entered controlled airspace without a clearance at Soho River.
15/1171	ASP	16-Mar-15	March	2015	1	Established comms with Queenstown tower crossing the Crown range, inside controlled airspace without a clearance.
18/1565	ASP	28-Mar-18	March	2018	1	Airspace Infringement. Was instructed to enter controlled airspace 3000ft or below to Wye Creek. Aircraft was observed above the transit lane approximately 5000ft inside controller airspace without a clearance to do so.
15/1169	ADI	16-Mar-15	March	2015	1	Runway incursion. Was cleared to backtrack, line up short runway 14. Observed to taxi beyond short 14 line up position infringing runway 05/23.
16/1443	ADI	25-Mar-16	March	2016	1	Aircraft was cleared to taxi to C1, but continued to taxi across runway 14 without a clearance.
18/9044	ASP	26-Nov-18	November	2018	4	Cessna 172 cleared for takeoff 14 with no restrictions or traffic info, Turned ahead of [REDACTED] who was joining downwind from shoreline and sighted cessna climbing into path. [REDACTED] alerted tower who held Cessna down below 2200 feet until conflict was over.
17/1155	ASP	01-Feb-17	February	2017	1	Pilot contacted Queenstown Tower when still outside controlled airspace. Pilot was not monitoring the unattended frequency and a GA8 in the vicinity was not aware of the C172. When the second aircraft contacted the Tower, the controller assumed that the C172 was ahead, since radio contact had been established earlier than the GA8. The GA8 was actually in front and had commenced descent above the C172. With change of airspace to class C, many pilots are changing to the Tower frequency well before the CTR boundary.
17/2185	ASP	21-Apr-17	April	2017	2	Aircraft was observed taxiing onto the apron taxiway without clearance.
17/489	ASP	04-Feb-17	February	2017	1	Airspace Infringement. Called QN INFO on 128.9 advising joining for Bunns from Cardrona and was instructed to contact QN TWR 118.1 immediately for joining so as not to bust controlled airspace. Pilot advised he will contact tower soon. He later called tower approx 5NM inside CTR approaching Bungy Bridge and advised joining for Bunns. While conducting a private flight, the pilot contacted QN INFO on 128.9 advising they would be joining for Bunns from the Cardrona Valley. The pilot was instructed to contact QN TWR 118.1 immediately for a clearance to enter controlled airspace. The pilot later called QN TWR approximately 5NM inside CTR airspace and advised that they were joining for Bunns. Thus resulting in an airspace incursion.  Due to poor VHF coverage in the Cardrona Valley the pilot was unable to contact QN TWR before entering controlled airspace. There is currently work underway to install a transceiver near the Cardrona ski village, improving the coverage of QN TWR to enable low level VFR traffic to contact QN TWR before they reach controlled airspace.
16/1226	ASP	17-Mar-16	March	2016	1	Airspace infringement. Was observed by the controller operating without a clearance in CTR between JARDINES and TOLLGATE.
15/1741	ASP	31-Mar-15	March	2015	1	Exceeded clearance limit. Requested joining instructions via Arthurs Point and Q/town township. Was cleared as requested. Further joining to be given after an ATR at Bungy Bridge had landed on RWY23. C150 reported on final for RWY05 tracking down Frankton Arm.
16/5294	ASP	01-Oct-16	October	2016	4	Go-around from short final due ATC not giving a landing clearance, busy giving clearances to other aircraft joining the zone.
18/2267	ASP	01-Apr-18	April	2018	2	Longranger crossed the flightpath of a AS 350. No danger of collision and no requirement for avoiding action. The AS 350 pilot raised the concern that, despite monitoring both 118.1 and 119.2, the pilot of the AS 350 did not hear any radio calls from the Longranger.
17/1114	ASP	08-Mar-17	March	2017	1	Departed Without Clearance. Instructed to back track line up RWY 23. Once at the end of the runway they were issued with routing instructions. The pilot read these back and then departed RWY 23. No clearance for take-off had been issued.
15/1582	ASP	09-Mar-15	March	2015	1	Traffic information regarding a helicopter operating near the aircraft's track was not passed.
16/6595	ASP	04-Dec-16	December	2016	4	Aircraft operated on the apron taxiway without receiving any clearance.
16/410	ASP	31-Jan-16	January	2016	1	Airspace Infringement. Observed on MLAT inside Victoria reporting point in controlled airspace without a clearance. Called tower for a clearance once already past Victoria inside the CTR.
17/223	ASP	02-Jan-17	January	2017	1	Helicopter contacted information advising intentions of local flight at Slope Hill but no contact was made with Queenstown Tower. Helicopter go aircraft and operated in the area without contacting the tower.
16/1465	INC	22-Mar-16	March	2016	1	Whilst in the cruise it was noticed the left hand front door was not completely closed and secure. A precautionary landing carried out, door closed and latched to the safety position.
18/3080	ASP	23-Feb-18	February	2018	1	[REDACTED] entered QN controlled airspace above T750 at approx 5600ft without clearance.
15/2858	ASP	06-Jun-15	June	2015	2	Timely traffic information was not passed to aircraft.

17/4570	ASP	27-Jul-17	July	2017	3	Airspace Infringement. Entered QN CTA/C from the south at approximately 11,000 ft without an ATC clearance. A320 was shortly to depart into the same area, the AS350 was instructed to vacate and remain clear until the A320 was above. The lower level of the CTA sector including position SUNGU (small town Athol) is 9,500ft.
15/3088	ASP	21-Jun-15	June	2015	2	Aircraft entered controlled airspace at 5000 ft., above the T750 Transit Lane, tracking from the Cardrona Ski field to the East, without a clearance.
16/880	ASP	02-Mar-16	March	2016	1	Failed to maintain listening watch while conducting aerial work within the aerodrome traffic circuit
16/4707	ASP	01-Sep-16	September	2016	3	After reporting clear of the control zone earlier on, helicopter was observed transiting the control zone at 6000 ft., above T750.
17/8437	INC	27-Dec-17	December	2017	4	Heard door latch open on T/O, and door ajar. T/O aborted and returned to pad. Door closed, checked, and pax advised to not touch door handle
15/5641	ASP	30-Nov-15	November	2015	4	Non-compliance with cleared VFR departure. Was instructed to make a Standard West Departure via One Tree Hill thence to Skippers Saddle. This was to keep the helicopter clear of both the departing and joining aircraft. Was observed to cross all runways and proceed northbound towards Slope Hill. Pilot queried if familiar with Standard West departure.
16/6251	ASP	10-Nov-16	November	2016	4	Aircraft was instructed to remain clear of controlled airspace and read this back but was observed overhead Bobs Cove, well inside controlled airspace without clearance. Poor VHF reception due terrain shielding, pilot climbed to establish VHF comms with QN TWR.
17/208	ASP	04-Jan-17	January	2017	1	Airspace Infringement. Entered the control zone at Collins bay (6nm south of NZQN) without an ATC Clearance. A C208 was just airborne out of Jardines, climbing towards Collins Bay.
16/263	ASP	21-Jan-16	January	2016	1	Non-compliance with readback requirement. Departed from Dalefield in the Wakatipu basin and they were cleared direct to the field. Once in sight, cleared to cross all runways to the apron, clearance reiterated 5 times with no readback from the helicopter.
18/1041	ASP	16-Mar-18	March	2018	1	Vertical Deviation. Was cleared the Rat Point departure, which has an altitude restriction of 4500ft. Was observed vacating controlled airspace at 5000ft.
17/8160	INC	27-Dec-17	December	2017	4	Aircraft instructed to make a go around due to a jet on final for a crossing runway. Go around and re-circuit uneventful.
18/248	ASP	21-Jan-18	January	2018	1	Aircraft did not track via Mt. Nic while on the NIC Arrival.
17/4401	ASP	17-Jul-17	July	2017	3	A320 cleared for take-off with Caravan landing on crossing runway. Take-off clearance cancelled a moment later. A320 crew did not commence take-off as they were aware of the Caravan landing on the crossing runway.
18/302	INC	13-Jan-18	January	2018	1	Diverted after 3 missed approaches due changing winds. Due to changing winds from tailwind to headwind on rwy 23 ZQN we carried out a missed approach into the visual circuit. A second approach was carried out onto 23 with wind vector of 16 knots of head wind favouring 23. A second missed approach was carried out into the visual circuit. After a third missed approach we diverted to IVC. Detailed Rectification Undertaken:
17/606	INC	11-Feb-17	February	2017	1	Wind shear encounter on climb out.
18/1631	INC	11-Feb-18	February	2018	1	Go-around due excess tailwind. Go-around in ZQN due excess tailwind. After completing a landing performance calculation via the Flysmart App, we calculated that we could accept 8 knots of tailwind on a wet runway. This calculation would just fit with maximum manual braking required. As a crew we nominated 5 knots as our limit for the day and conditions. On finals we had 12 knots of tailwind that slowly decreased. On short finals the tailwind was 6 knots so we carried out a go-around and re-circuited for the opposite runway, landing without incident. Detailed Rectification Undertaken:
15/4626	INC	25-Sep-15	September	2015	3	Go-around due to windshear.
16/915	ASP	02-Mar-16	March	2016	1	TCAS RA on departure from Queenstown.
16/35	INC	03-Jan-16	January	2016	1	Two approaches flown at Queenstown and both resulted in wind shear go arounds from approximately 400-500 ft. Auto wind shear reactive callout each time. Aircraft diverted to Dunedin after second approach. 2 x Approaches flown ZQN and both resulted in windshear go arounds from approximately 400-500 ft. Auto windshear reactive callout each time. SOP windshear G/As conducted with diversion to DUD after 2nd attempt. Windshear involved sink and speed loss particularly 2nd App. Detailed Rectification Undertaken:
16/4228	INC	10-Aug-16	August	2016	3	During UBDAM1B STAR in 'DES' mode, aircraft continued to descend below 11000 ft. constraint at MABGA. Descent manually stopped by crew. When 'DES' was re-engaged, aircraft commenced descent again prior to passing constraint waypoint, so levelled off again (approx. 10900 ft. VMC). After passing MABGA, 'DES' re-engaged and approach armed, ops normal for remainder of approach. This is a known software issue and fix is planned for mid. 2018.
16/3591	INC	12-Jul-16	July	2016	3	Go Around Rwy 23 NZQN from 50ft due excessive tailwind. Carried out figure of eight visual circuit at 4000ft and landed on Rwy 23.
18/80	INC	07-Jan-18	January	2018	1	Go-around from short final due windshear.
18/7891	INC	03-Nov-18	November	2018	4	Go Around from about 1000 ft AAL due excess tail wind at the runway. Landing calculation required Max Manual Braking and max of 4 kt tail wind. Diverted to NZCH
19/428	INC	23-Jan-19	January	2019	1	On departure encountered moderate to/severe turbulence and severe icing.
18/6695	ADI	08-Sep-18	September	2018	3	Vehicle drove behind aircraft during pushback.
18/229	INC	16-Jan-18	January	2018	1	Go around and missed approach due to wind shear.

19/385	INC	22-Jan-19	January	2019	1	Flap overspeed on approach followed by a go-around.
17/5222	INC	19-Aug-17	August	2017	3	Go around conducted twice due to unstable approach. Flight diverted to Invercargill for refuelling.
18/9140	INC	27-Dec-18	December	2018	4	Balked landing ZQN. Aircraft touch long on touchdown zone. G/A had already been initiated. Balked landing ZQN. Aircraft touch long on touchdown zone. G/A had already been initiated. Detailed Rectification Undertaken:
18/6020	INC	16-Aug-18	August	2018	3	Go-around due to windshear warning.
18/3568	INC	05-May-18	May	2018	2	Go around due tailwind on touchdown.
18/1814	INC	25-Feb-18	February	2018	1	Go around from 400 ft AGL due to low airspeed and high sink rate and 4 red PAPI lights. carried fuel for 2nd approach, however, were given a 22 min hold at SUNGU due traffic. Diverted to CHC. Go around from 400 ft AGL due to low airspeed and high sink rate and 4 red PAPI lights. carried fuel for 2nd approach, however, were given a 22 min hold at SUNGU due traffic. Diverted to CHC. Detailed Rectification Undertaken:
17/7431	ASP	26-Nov-17	November	2017	4	Aircraft incorrectly joined overhead off the Nic Arrival for runway 23 instead of joining on right hand downwind as per procedure.
15/3446	INC	10-Jul-15	July	2015	3	Pilot thought aircraft was cleared to land and another to backtrack on the same runway. Aircraft was instructed to make a go around. Investigation established that pilot was only given a sequence and not the landing clearance.
15/826	ASP	21-Feb-15	February	2015	1	Aircraft entered the manoeuvring area without clearance.
19/2812	ASP	19-Apr-19	April	2019	2	Was cleared the Devils Staircase departure. Was observed south of Wye Creek at 5000'.
16/11	ASP	01-Jan-16	January	2016	1	Airspace infringement. Was observed on surveillance around Closeburn (Approx 4nm) inside controlled airspace without a clearance.
16/4635	ASP	31-Aug-16	August	2016	3	Runway Incursion. Taxied onto RWY 32 via TWY Y and held position abeam Y without a clearance. Clearance was then given to continue taxiing for departure. Amended comment from Airways 12/10/16. The aircraft had been cleared to taxi via runway 32 to hold short of runway 05, so had a clearance to be on the runway.
14/6173	INC	31-Dec-14	December	2014	4	Diverted Queenstown to Christchurch due to crosswinds at Queenstown.
16/4634	ADI	31-Aug-16	August	2016	3	Runway Incursion. Entered RWY 32 via TWY Y without clearance and taxied abeam B4 short of the main runway behind preceding traffic also holding short RWY 23/05.
17/5494	ASP	28-Aug-17	August	2017	3	Aircraft was cleared for the Devil's Staircase Departure, to keep clear of the Jardines Sector as there was parachuting going on at the time. Aircraft later observed over the lake at the southern end of the Jardines Sector and had routed direct without clearance.
17/5721	ASP	27-Aug-17	August	2017	3	Aircraft entered controlled airspace without clearance at Gibbston. The aircraft was one of the leaders in a flying group of 10 aircraft. The pilot was asked to 'Hold position' while entering the QN CTR. Due the confusion at the time the pilot held near Gibbston while watching for the other aircraft following him. By that time he had already entered the CTR. It was suggested to the CFI of the group that next year they consider staggered departures in small groups with fastest first so the pilots and Controllers can better manage the arrival sequences.
19/1071	INC	19-Feb-19	February	2019	1	Go-around from short final due windshear.
15/4667	INC	25-Sep-15	September	2015	3	Carried out a go around due to windshear and diverted to Christchurch.
16/4182	INC	07-Aug-16	August	2016	3	Altitude constraint anomaly at reporting point MABGA on RNAV-Y23. Known issue that will be fixed with the next H3 FMS Standard upgrade: Crew notice to A320 crews.
18/3444	ASP	15-Apr-18	April	2018	2	Early on approach ZQN drone spotted and reported Frankton arm low level. Approach continued.
19/2646	INC	07-Apr-19	April	2019	2	Go-around from final due tailwind.
18/187	INC	14-Jan-18	January	2018	1	missed approach ZQN due wind greater than 10 kts at either end of the runway / tailwind. Aircraft stable but did the missed approach for prudence. missed approach ZQN due wind greater than 10 kts at either end of the runway / tailwind. Aircraft stable but did the missed approach for prudence.
17/5032	INC	12-Aug-17	August	2017	3	Unstable at 200ft on app. G/a into visual circuit. VMC wx. 2nd app had shifty winds. Landed without incident. Unstable at 200ft on app into ZQN rwy23. G/a into visual circuit. VMC wx. 2nd app had shifty winds. Landed without incident. Detailed Rectification Undertaken:
17/7085	INC	02-Nov-17	November	2017	4	Go around and missed approach due to excessive tailwind. Aircraft joined the visual circuit and landed on runway 23.
15/3989	INC	15-Aug-15	August	2015	3	Carried out a missed approach due to a tailwind on short final.
17/1667	INC	01-Apr-17	April	2017	2	Aircraft made a go-around and missed approach due to excessive tail wind on final.
19/174	ASP	11-Jan-19	January	2019	1	was given joining instructions however was then see on the incorrect side of the lake

15/1730	ASP	01-Apr-15	April	2015	2	Did not comply with the South Arrival. Aircraft tracked from Black Gorge direct across the lake via Rat point.
19/64	ASP	08-Jan-19	January	2019	1	Avoiding action required despite traffic info being passed due low visibility of other aircraft.A
18/1559	ASP	01-Apr-18	April	2018	2	Airspace Infringement. Observed inside CTR without a clearance.
15/3458	ASP	10-Jul-15	July	2015	3	On takeoff, off runway 23, aircraft received a TCAS RA from 2 helicopters cleared to operate North of Queenstown Hill to Lake Johnson. Traffic information had been passed and the A320 crew has the helicopters in sight.
19/866	INC	08-Feb-19	February	2019	1	Two go-arounds due to tailwind. Diverted to NZCH.
19/422	ADI	17-Jan-19	January	2019	1	White LSG van passed behind aircraft during pushback, anti-col on.
18/237	INC	17-Jan-18	January	2018	1	Surface winds fluctuating 5-15kts through 200deg.Two approaches made and two G/A performed. Divert carried out.NZ832 SYD-ZQN. Surface winds fluctuating 5-15kts through 200deg. RWY05 two approaches made and two G/A performed. Divert to CHC carried out.Detailed Rectification Undertaken:
18/193	INC	14-Jan-18	January	2018	1	G/A due tailwind. diverted to CHC due to traffic and holding.G/A ZQN due tailwind. diverted to CHC due to traffic and holding.Detailed Rectification Undertaken:
16/1113	INC	11-Mar-16	March	2016	1	Go-around due to a tailwind on short final. Re-circuit and land on opposite runway.
15/6141	INC	20-Dec-15	December	2015	4	Go-around from 200ft. AGL due to wind shear and increase of speed to Vapp+20. Visual circuit carried out with same conditions. A 2nd go-around made. Cree elected to carry out an instrument missed approach and hold SUNGU. 3rd attempt with surface wind below 10kts ok. Go-around ZQN 23 from 200ft AGL due +20 shear and increase of speed to Vapp+20. Visual circuit same conditions and 2nd go-around. Elected carry out instrument m/app and hold SUNGU. 3rd attempt and surface below 10kpp ok. 2000ft and surface
17/7139	INC	11-Nov-17	November	2017	4	FMC Below MABGA Altitude Constraint on Descent NZQN. Noted loading the UPDAM2B STAR into NZQN the FMGC showed it would be 1000ft below the 11000ft constraint at MABGA.
15/5406	ASP	12-Nov-15	November	2015	4	Infringed controlled airspace. On first call was advised to stand by. Two minutes later was observed well inside the CTR without a clearance.
15/441	ASP	30-Jan-15	January	2015	1	Helicopter was cleared to Bungy Bridge from Gibston Valley, but continued to the aerodrome without a clearance
15/996	ASP	04-Mar-15	March	2015	1	Misunderstanding between ATCO and pilot of helicopter regarding clearance to operate at Frankton Arm area. Conflict arose between the helicopter and a departing A320 which received a TCAS RA from the helicopter.
16/6357	ADI	17-Nov-16	November	2016	4	Helicopter was cleared for a standard West Departure and to cross runway 23. Helicopter was however observed crossing runway 14 without a clearance. A fixed wing aircraft was on final for runway and had clearance to land.
15/5424	ASP	13-Nov-15	November	2015	4	Helicopter inbound to Queenstown reported an RPAS same level 3000ft, and approximately 100m distance over the Tucker Beach area.
15/465	ASP	01-Feb-15	February	2015	1	Aircraft made a non-standard left turn on departure instead of the published right turn.
17/2013	ASP	10-Mar-17	March	2017	1	Was cleared to join left base for RWY14, and was observed joining straight in for RWY 14.
18/1567	ASP	30-Mar-18	March	2018	1	Loss of Separation. The RV8 cleared via Soho River to Arrowtown only due A320 inbound in the Gibbston Valley on the RNAV approach. The RV8 appeared on MLAT approximately 1.5nm north of the A320s position and pilot was asked to confirm position. With no response from the pilot, the A320 was immediately advised of the traffic and reported them in sight now tracking away from the A320 towards Arrowtown and geographic sector separation was established again.
17/678	ASP	17-Feb-17	February	2017	1	Airspace Infringement. Entered the QN CTR/C without a clearance.
18/983	ASP	09-Mar-18	March	2018	1	The pilot was issued a 'Rat Point Departure' off RWY 14, (after some trouble) which stipulates to track south of Deer Park, north and clear of Jardines, Sunshine Bay then Rat Point at 4500ft or below. Pilot made a right turn at around 100ft AGL to turn inside of Deer park heading toward the Frankton Arm. Was instructed to make a left turn and climb straight ahead but the C172 pilot was unable to comply for unknown reasons and continued opposite direction toward a B738. ATC instructed the B738 to go around to avoid a near miss and into the circuit. The C172 continued to deviate from Rat Point Departure first by turning left toward another aircraft and then tracking mid lake to vacate. The two pilots onboard the aircraft were from France and had completed an NZ foreign licence validation to enable them to fly around NZ.
17/575	ASP	13-Feb-17	February	2017	1	Aircraft airborne without clearance. Instructed to hold position, controller noted the helicopter already airborne in a hover state was on the ground at Queenstown Hospital, which is adjacent to the threshold of runway 05 called on Queenstown Delivery and advised intentions to depart from the hospital to the east via Victoria. The controller on delivery instructed to contact Queenstown Tower prior to lifting.
18/5001	ASP	08-Jul-18	July	2018	3	Airspace Infringement. Requested to vacate east via Victoria. This was not available due to an ATR inbound from the east. Was instructed to remain clear of controlled airspace but was observed inside approximately 2nm south of the Bungy Bridge reporting point.

16/227	ASP	08-Jan-16	January	2016	1	Helicopter lifted off without a clearance.
16/4178	INC	20-Jul-16	July	2016	3	Received a windshear warning climbing through 2000ft on departure.
15/4128	INC	24-Aug-15	August	2015	3	<p>Low speed Rejected take-off. Tower had issued a take-off clearance, just after pressing TOGA the tower then cancelled the clearance to depart a helicopter in front not realising the 737 had started moving. [REDACTED] was a B737 about to depart from RWY 23 at NZQN. The pilot reported ready, and was issued with a take-off clearance.</p> <p>Shortly after the take-off clearance was issued [REDACTED] an AS350, requested reposition across the RWY from the north western side of the airfield to the apron. The controller considered the wake turbulence delay to the helicopter, noted the B737 was still stationary, cancelled the take-off clearance and on acknowledgement of the cancellation cleared the helicopter across the runway.</p> <p>Unknown to the controller the pilot of the B737 had just engaged to TOGA switch as the controller cancelled the take-off clearance, and had to execute a low speed rejected take off.</p> <p>The controller quickly realised the poor sequencing decision, and apologised to the B737 crew as they backtracked after the rejected take off manoeuvre.</p> <p>Although a poor sequencing decision, the controllers control actions correctly prevented any loss of separation.</p> <p>This event has been discussed with Aeronautical services in light of their work to ensure helicopter operations at New Zealand aerodromes conform to the required regulatory standards.</p>
16/7119	ASP	12-Dec-16	December	2016	4	Lateral Deviation On VFR Arrival. Cleared a Gibbston Arrival to Queenstown (as requested previously on Queenstown Information frequency). Aircraft observed past Gibbston without a clearance.
17/3241	INC	25-Mar-17	March	2017	1	Late recovery on approach resulted in an abnormal/heavy landing.
19/4715	ASP	28-Jun-19	June	2019	2	On departure [REDACTED] reported [REDACTED] in sight, instructed to pass behind and recleared to Cecil Peak. IWC observed cutting across in front of MCI coming around Deer Park. Both aircraft had each other in sight.
15/4597	ASP	23-Sep-15	September	2015	3	Carried out a touch and go without a clearance.
17/7953	ASP	17-Dec-17	December	2017	4	On climb avoiding weather, deviated 2nm right of position AKMAD. Control advised this would take flight outside controlled airspace. PIC felt weather avoidance took priority.
18/7524	INC	12-Oct-18	October	2018	4	Go-around at due weather conditions. Snow and reduced visibility in whiteout conditions. Landed on second attempt.
15/3917	INC	18-Jul-15	July	2015	3	Go-around due to red windshear warning.
17/1650	INC	27-Mar-17	March	2017	1	Go-around at 200 feet due unstable (speed).
17/1508	INC	20-Mar-17	March	2017	1	Go-around due windshear.
17/4557	INC	26-Jul-17	July	2017	3	Severe icing on approach into Queenstown, diverted to Christchurch.
17/4845	INC	02-Aug-17	August	2017	3	Transponder Code not set prior to Takeoff NZQN
18/5354	INC	21-Jul-18	July	2018	3	Two go-arounds and diversion to NZNV due IF WET RUNWAY TOO SHORT ROPS Alerts.
19/1715	INC	06-Mar-19	March	2019	1	Go-around from short final due unstable.
19/1709	INC	06-Mar-19	March	2019	1	Go Around due unstable approx 200ft AAL. Standard missed approach to hold SUNGU then return to AKL. Go Around ZQN due unstable approx 200ft AAL. Standard missed approach to hold SUNGU then return to AKL. Detailed Rectification Undertaken:
18/7849	INC	04-Nov-18	November	2018	4	Rejected take-off due to Master Caution at the start of the T/O roll. Suspect TL Disagree ECAM. Detailed Rectification Undertaken:
17/6299	INC	02-Oct-17	October	2017	4	Go-around due windshear and overshooting the Touchdown Zone
19/2628	INC	07-Apr-19	April	2019	2	Reactive windshear warning departing RWY23 ZQN. 5-7 kts headwind into a 10-15 kt tailwind at very low level.
17/7569	INC	28-Nov-17	November	2017	4	Go-around due tailwind/windshear.
18/81	INC	08-Jan-18	January	2018	1	Go-around due float in the flare.
18/1818	INC	25-Feb-18	February	2018	1	Windshear and unstable go around from 800 feet. 30 knots of positive shear. Second approach with more steady headwind component down final. NZ631 windshear and unstable go around/map ZQN from 800 feet. 30 knots of positive shear. Second approach with more steady headwind component down final. Detailed Rectification Undertaken:
18/562	INC	31-Jan-18	January	2018	1	Due highly changeable conditions and tailwind on final, approach became unstable and a go around was carried out into the visual circuit.

18/5555	INC	27-Jul-18	July	2018	3	2 go arounds due to unstable approach from wind conditions. A/c landed successfully on the third attempt
17/8108	INC	16-Dec-17	December	2017	4	Around 1000FT AGL TERRAIN AHEAD caution activated on the RNAV05. Suspected due to strong tailwind. Caution was noted and approach continued as we were VMC.
19/5421	INC	01-Aug-19	August	2019	3	Go-around due tailwind and Runway Overrun Warning on final.
17/1145	ASP	01-Feb-17	February	2017	1	Helicopters contacted the Tower for clearance to join to Bungy Bridge but were cleared to Arrowtown, 3500 ft. or below. No read back was received from the helicopters but observed on multi-lat inside the control zone at Crown Saddle. Clearance was then issued to Bungy Bridge.
18/6110	ASP	23-Aug-18	August	2018	3	Airspace infringement. Observed in controlled airspace ABOVE the Ridge Peak (T753) transit lane to the South West of QN. Unable to be contacted on 118.8.
16/6747	INC	10-Dec-16	December	2016	4	Go-around due windshear on final.
16/2675	INC	28-May-16	May	2016	2	Vertical deviation conducting the NZQN RNAV RNP Y RWY 23 approach. Experienced several VNAV path recalculations during the approach. TBA
16/6337	INC	25-Nov-16	November	2016	4	Go-around from short final due windshear alert.
16/4696	INC	07-Sep-16	September	2016	3	Go around due to Windshear. Flight then forced to divert to Auckland.
17/138	ASP	08-Jan-17	January	2017	1	Airspace Infringement. Called Queenstown Tower approaching the Crown Saddle for joining at Jardines airstrip. Due A320 on the approach C208 was advised to remain clear of controlled airspace but was observed (and later verbally confirmed this position) inside of controlled airspace. Aircraft was advised to immediately vacate controlled airspace to preserve separation with A320 traffic inbound.
16/185	ASP	01-Jan-16	January	2016	1	Aircraft requested start and push clearance, and was instructed to start and pushback tail west to Stop Block 2. A few moments later, the aircraft was observed pushing tail east towards Stop Block 5.
18/1042	INC	18-Feb-18	February	2018	1	Momentary stick shaker activation climbing through 10000ft.
16/4741	INC	23-Jul-16	July	2016	3	Rejected take-off due to master caution illumination. Identified that the anti-ice light had momentarily illuminated. Aircraft was configured with wing and engine anti-ice for takeoff. Second take-off satis.
16/2139	INC	15-Apr-16	April	2016	2	GPWS Terrain Warning on Approach Queenstown RNAV Y RWY 05
16/2586	INC	23-May-16	May	2016	2	Go around due to wind shear on final. Visual approach circuit carried out and aircraft landed. Windshear And Go-Round approx 500AGL [REDACTED] on App Rwy23 ZQN, carried out Visual circuit to land Detailed Rectification Undertaken:
16/28	INC	02-Jan-16	January	2016	1	Wind shear go around from approximately 400 ft. Second approach was successful.
17/4455	INC	21-Jul-17	July	2017	3	Go around from 300ft due windshear warning. Diverted back to NZAA
15/581	ASP	11-Feb-15	February	2015	1	Aircraft was instructed to vacate the runway via A3, but instead vacated via A4, infringing runway 14. Aircraft on final for runway 14 carried out a go around.
16/3734	INC	16-Jul-16	July	2016	3	Flap 2 overspeed on approach.;ZQN maintenance; ;Refer AMM 05-51-13. Overspeed not more than 10 kts. Flap/slat cycle carried out & inspection all ok.
16/1707	INC	11-Apr-16	April	2016	2	Go around from approximately 100 ft. due to excessive tail wind on runway 23. Aircraft diverted to Christchurch.
15/3925	INC	05-Aug-15	August	2015	3	Aircraft made a go around due to increasing tailwind.
15/935	ASP	04-Mar-15	March	2015	1	Aircraft received a TCAS TA from a helicopter operating in the area.
18/9112	INC	23-Dec-18	December	2018	4	Hit very large swarm of large insects at 100kts on t/o roll. Initially suspected bird strike on radome. RTO carried out. Engineers inspected pitot static system and cleaned windscreen. After brake cooling flite resumed. Hit very large swarm of large insects at 100kts on t/o roll. Initially suspected bird strike on radome. RTO carried out. Engineers inspected pitot static system and cleaned windscreen. After brake cooling flite resumed ZQN-AK [REDACTED]
18/5932	ASP	17-Aug-18	August	2018	3	Non-standard ATC descent instruction. ELRUV2A for NZQN05 AR. Asked to hold EKVOX too late and told to descend MSA 9700. We advised that was not acceptable and arranged FL160 to comply with STAR. During the exchange with ATC, the hold entry at EKVOX was missed and had to PPOS hold then re-connect to existing hold.
17/7942	ASP	15-Dec-17	December	2017	4	Inside CTR without clearance. Was observed inside QN CTR without a clearance approx Moke Lake/Rat Point. Pilot later called on FLT Info to acknowledge inadvertent entry into controlled airspace.
15/3978	ASP	14-Aug-15	August	2015	3	Lateral deviation on cleared VFR departure. Cleared to Moonlight 6500ft or below. Observed to be approaching Queenstown township, when challenged, pilot advised he was on final for Skyline.
16/6399	ASP	17-Nov-16	November	2016	4	The helicopters, departing off runway 05 threshold, were cleared for takeoff without the required separation minima being in place. An ATR had just departed off runway 23.
19/457	INC	07-Jan-19	January	2019	1	Tail stinger of aircraft touched grass / ground very slightly on landing. No damage. A combination of low hover height prior to touchdown with aft cycling and pilot only on board causing nose up attitude in hover were predominant contributors.

17/5495	ASP	28-Aug-17	August	2017	3	Departure instructed to keep clear of the Jardines Sector as there was parachuting going on at the time. Aircraft later observed over the lake at the southern end of the Jardines Sector and had routed direct without clearance.
15/5837	INC	12-Dec-15	December	2015	4	Go around due to windshear. Re-circuited to land.
18/569	INC	01-Feb-18	February	2018	1	Diverted QN-NV due severe icing in descent, conditions at NZQN unsuitable for a Flap 15 landing.
17/4594	INC	27-Jul-17	July	2017	3	Aircraft conducted a go around, missed approach and diversion due to wind shear and icing conditions on final approach.
19/1486	ASP	26-Feb-19	February	2019	1	On visual approach crew felt go-around separation not assured by ATC. They agreed spacing was tighter than normal but had no safety concerns.
17/6635	INC	15-Oct-17	October	2017	4	Go-around due windshear short final.
17/4188	INC	07-Jul-17	July	2017	3	On visual segment of 05 RNAV approach in Queenstown, configured for landing, turning around Deer Park, GPWS TERRAIN AHEAD warning activated.
18/5034	INC	06-Jul-18	July	2018	3	Flap 30 overspeed on approach.
16/1430	INC	18-Mar-16	March	2016	1	On base turn for the RNAV approach after selection of flap 15, flap overspeed warning activated.
18/3935	INC	22-May-18	May	2018	2	Missed approach due to deteriorating weather, diverted to Christchurch.
17/7876	ASP	09-Dec-17	December	2017	4	Breach of Departure Clearance due Data Entry Error - NZQN
17/2303	INC	30-Apr-17	April	2017	2	EGPWS warning at 3000 ft., descending at 1500 ft per minute.
18/967	ASP	11-Mar-18	March	2018	1	Runway Incursion. Was in company with four other helicopters, when ready to depart told to hold position due business jet traffic inbound for runway 05. When the GLEX got closer in AS50 and company were instructed to lift and hold short of 05. It was anticipated that by the time the GLEX landed the 5 helicopters would be able to cross all runways to their destination without delay. As the GLEX was on short final, AS50 (leading the 4 others) was observed overhead runway 05 and suddenly pulled up to hover overhead runway 05. The Bus Jet landed a couple of seconds later.
14/6179	ASP	31-Dec-14	December	2014	4	Helicopter transited controlled airspace without a clearance.
15/95	ASP	05-Jan-15	January	2015	1	Helicopter entered controlled airspace without a clearance.
15/5186	ADI	28-Oct-15	October	2015	4	Helicopter was cleared for Standard West Departure as A320 was backtracking for runway 23 departure. The helicopter was cleared to cross runway 23. Four minutes later as the A320 was turning around, controller cleared the A320 for takeoff. It was then that the helicopter was also noticed lifting off on a standard West departure. Controller cancelled the takeoff clearance for the A320 and re-issued it when the helicopter was clear.
17/484	ADI	04-Feb-17	February	2017	1	Runway Incursion. The pilot requested to depart short 14 on Delivery frequency and was given instructions to back track and line up short 14 (which is clear of 23/05). Aircraft was however observed taxiing past the short 14 line up position and onto runway 23 without a clearance.
17/331	INC	11-Jan-17	January	2017	1	Aircraft conducted a go around and missed approach due to wind shear.
16/6176	INC	13-Nov-16	November	2016	4	Go-around due being unstable at 50ft.
16/2397	INC	12-May-16	May	2016	2	Possible lightning strike on descent into Queenstown. Lightning strike inspection carried out. Nil evidence found.
17/669	INC	16-Feb-17	February	2017	1	Aircraft conducted a go around and missed approach due to wind shear.
18/9132	INC	26-Dec-18	December	2018	4	Go Around at 600 feet (x2) Rwy 23 NZQN due Unstable due to windshear. 15 kt tailwind rapidly changed to Crosswind 10-20 kts resulting in airspeed 25-30 kts above Vapp. Standard Go Around into the circuit. Second Approach in similar conditions resulted in another Go Around and subsequent diversion to Christchurch. Go Around at 600 feet (x2) Rwy 23 NZQN due Unstable due to windshear. 15 kt tailwind rapidly changed to Crosswind 10-20 kts resulting in airspeed 25-30 kts above Vapp. Standard Go Around into the circuit. Second Approach in similar conditions resulted in another Go Around and subsequent diversion to Christchurch. Detailed Rectification Undertaken:
19/927	INC	11-Feb-19	February	2019	1	Go around on Runway 05 due to IF WET: RWY TOO SHORT ROW alert. Second approach carried out on Runway 23 to an uneventful landing.
15/1878	INC	17-Apr-15	April	2015	2	Go around from touchdown due 3/4kts tailwind. Re-circuited to land.
19/255	INC	20-Jan-19	January	2019	1	Go-around due turbulence on approach, diverted to NZCH.
19/146	INC	06-Jan-19	January	2019	1	Go-around due unstable and not visual. Diverted to NZAA.
18/8221	INC	20-Nov-18	November	2018	4	Go-around due windshear, diverted to NZAA.

17/2961	ADI	20-May-17	May	2017	2	PAPI white lights not visible on the approach due to snow.
17/2390	INC	29-Apr-17	April	2017	2	Go-around due windshear.
18/8219	INC	19-Nov-18	November	2018	4	Go around below 500ft at NZQN due not visual at minima. Diverted to NZWN
15/4616	ASP	07-Sep-15	September	2015	3	Aircraft called late on climb from Queenstown and failed to comply with departure hold down of FL250 to 50 nm. from Queenstown.
19/4774	INC	28-Jun-19	June	2019	2	On base RNP-05 ZQN w/ 20kt tailwind. Nt+VMC single terrain ahead call annunciated. Approach continued to land.On base RNP-05 ZQN w/ 20kt tailwind. Nt+VMC single terrain ahead call annunciated. Approach continued to land.Detailed Rectification Undertaken:
18/7300	INC	11-Oct-18	October	2018	4	Go-around due weather.
19/991	INC	06-Feb-19	February	2019	1	Go-around due tailwind on short final, two further attempts, diverted to NZAA.
18/6294	INC	02-Sep-18	September	2018	3	Two x go-around due weather, diverted to Christchurch.
19/2857	INC	12-Apr-19	April	2019	2	Go-around due windshear on short final.
16/73	INC	08-Jan-16	January	2016	1	Severe turbulence experienced on departure from Queenstown.S
18/6247	ADI	30-Aug-18	August	2018	3	Contractors Ute drove at speed behind A320 on pushback, anti-col on.
16/6525	INC	25-Nov-16	November	2016	4	Windshear warning occurred at 200-300 feet after takeoff. Windshear recovery manoeuvre was carried out and hand flown after autopilot disconnected.
16/6260	INC	13-Nov-16	November	2016	4	2 x Go-Around due to tailwind on short final, divert to Invercargill.
15/4962	ASP	15-Oct-15	October	2015	4	Aircraft came into close proximity with 2 Squirrel helicopters departing to Skippers 6500 ft. or below while joining for right hand downwind for runway 23 from a South arrival.
17/1554	ASP	23-Mar-17	March	2017	1	Taxiway Infringement. Entered the apron taxiway without a clearance.
16/6786	INC	13-Dec-16	December	2016	4	On final with Flap 15 and gear up, while being on profile, the captain called for Flap 30 (Not Gear Down) due to that item having been inadvertently skipped. The F/O challenged if gear was wanted not flap. Captain confirmed gear.
17/1720	INC	29-Mar-17	March	2017	1	Aircraft took off without the flight crew first getting the cabin clear message from the cabin. The error was discovered in climb. The cabin crew was not aware that the check had been missed and the cabin was clear.
16/2551	INC	21-May-16	May	2016	2	VMO overspeed at Top of Descent.
18/3580	INC	08-May-18	May	2018	2	Windshear Warning on departure.
19/2855	INC	10-Apr-19	April	2019	2	Go around and divert to NZAA due surface conditions. Max Landing weight. 13mm standing water in touchdown zone, night OPS.
18/3782	INC	10-May-18	May	2018	2	Flap overspeed and L/G NOT DOWN/LOCKED ECAM during go-around and visual circuit.
16/6321	INC	21-Nov-16	November	2016	4	During approach between position QN779 and QN760 moderate to severe turbulence encountered for a short period of time. Post flight report generated indicating +1.2g to -.1g. G limit (negative) with flap extended is zero.
18/7895	INC	06-Nov-18	November	2018	4	Two go-arounds due strong tailwinds below the stable gate minima on both runways.
18/567	INC	01-Feb-18	February	2018	1	Go-around due windshear, diverted to Christchurch.
18/573	INC	02-Feb-18	February	2018	1	Windshear Warning on approach, Approach continued.
18/563	INC	31-Jan-18	January	2018	1	Windshift on approach - Flap Overspeed and Go-Around
16/3791	ASP	22-Jul-16	July	2016	3	ATC ordered go-around between 500 and 400ft due company 787 on takeoff roll. Instructed to enter visual circuit for 05R. Uneventful 2nd approach and landing. ATC ordered go-around between 500 and 400ft due company 787 on takeoff roll. Instructed to enter visual circuit for 05R. Uneventful 2nd approach and landing.
18/2213	INC	21-Mar-18	March	2018	1	CHC-AKL. STD CHC 0000/22nd Go around at approx 400ft RWY23 at NZQN due windshear. Second approach, landed.Go around at approx 400ft RWY23 at NZQN due windshear. Second approach, landed
15/104	ASP	03-Jan-15	January	2015	1	Aircraft was instructed to vacate via A3, but instead continued and vacated via A4, causing an aircraft on final to be sent around.



16/785	ASP	22-Feb-16	February	2016	1	Helicopter entered controlled airspace without a clearance and conflicted with an inbound A320. [REDACTED] observed on Multilat (1500) inside CTR at 5600' unverified through Aftonburn Saddle with [REDACTED] A320 inbound through that track. [REDACTED] advised of traffic and reported in sight. [REDACTED] later called QN information requesting entry in to CTR from Aftonburn to TOLLGATE."
18/455	ASP	02-Feb-18	February	2018	1	Non compliance with Departure altitude. Was cleared off runway 14 for a Rat Point Departure. Aircraft was observed at 5400ft at Rat Point above the level restriction on the departure procedure.
17/7331	INC	12-Nov-17	November	2017	4	Aircraft conducted a go around and missed after an unstable approach.
16/5511	INC	15-Oct-16	October	2016	4	Go Round due to tailwind.
17/8451	ASP	27-Dec-17	December	2017	4	Late traffic information passed.
19/974	ASP	16-Feb-19	February	2019	1	Operational Deviation. Was initially given the NIC ARRIVAL for RWY 14 but due sequencing was re-cleared the NIC ARRIVAL for RWY 23 inside of shoreline. Was observed west of runway 14 when joining overhead. A B200 was on final for runway 23 at the time.
16/7150	ASP	27-Dec-16	December	2016	4	Aircraft was instructed to make a NIC Arrival for runway 14 but was observed at 3300 ft. Aircraft should have been at 2700 ft.
15/1201	ASP	18-Mar-15	March	2015	1	Aircraft was cleared for a Moonlight Departure but was observed tracking South of Deer Park.
17/2350	INC	25-Apr-17	April	2017	2	Go-around due previous aircraft slow to vacate the runway.
19/2804	INC	11-Apr-19	April	2019	2	Go-around due no PAPI on RWY23. ATC turned them on for a successful second approach.
19/1703	INC	08-Mar-19	March	2019	1	Go-around due tailwind on final.
19/2553	INC	04-Apr-19	April	2019	2	Windshear go around at 400ft diverted to NZAA
18/7897	INC	08-Nov-18	November	2018	4	Go around due windshear at approximately 300-400 ft.
18/5149	INC	11-Jul-18	July	2018	3	Go-around due tailwind on final.
16/2065	INC	02-May-16	May	2016	2	Go around due tailwind. Aircraft did not have enough fuel for full missed approach and conditions assessed as not safe for a visual re-circuit. Diverted to Christchurch for refuelling and returned to Queenstown.
18/4325	INC	09-Jun-18	June	2018	2	Go Around due to excessive tailwind. Figure 8 circuit flown and landing carried out on RWY 23.Go Around from RWY 05 at NZQN from approximately 5-600 feet due to excessive tailwind.Figure 8 circuit flown and landing carried out on RWY 23.Detailed Rectification Undertaken:
18/8182	INC	17-Nov-18	November	2018	4	Go-around from very short final due wind gust.Go around at low level about 80ft AGL due wind gust we became unstable. Visual recircuit and subsequent landing okay.Detailed Rectification Undertaken:
16/844	INC	27-Feb-16	February	2016	1	Go-around due to a tailwind on short final.
16/2182	INC	07-Apr-16	April	2016	2	Aircraft crossed VIP 120ft low then climbed 120ft above path during RNAV Y 05 Queenstown. AP engaged with correct AP modes.TBA
17/1147	ASP	27-Feb-17	February	2017	1	Aircraft was cleared to backtrack and taxi via A3 to the apron, and was observed taxiing via A4.
16/667	INC	12-Feb-16	February	2016	1	Landing at an unprepared remote landing site the tail stinger made light contact with the uneven surface.Small scratch and a flake of paint missing.
15/5255	INC	03-Nov-15	November	2015	4	Go around on short final due to a windshear warning.
16/1709	INC	11-Apr-16	April	2016	2	Two missed approaches carried out due to excessive tailwind. The runway was wet and landing performance calculations indicated landing could only be achieved with no tailwind. Aircraft diverted to Christchurch.
16/2055	INC	02-May-16	May	2016	2	Go round due to tailwind in the Frankton Arm. Full missed approach flown. Second approach and landing onto runway 23.
17/171	INC	19-Jan-17	January	2017	1	Two go-arounds due to severe weather, diverted to Christchurch.
18/236	INC	17-Jan-18	January	2018	1	2 go arounds due to excessive tailwind and windshear. Conditions unchanged during second approach. Diverted to alt.
18/9118	INC	23-Dec-18	December	2018	4	Go around low level due float past touchdown zone.Go around in ZQN runway 23 low level due float past touchdown zone.
18/8574	INC	05-Dec-18	December	2018	4	Go-around due windshear.
19/4033	INC	05-Jun-19	June	2019	2	Go-around from short final due tailwind.

19/1557	INC	28-Feb-19	February	2019	1	Go-around from the flare due landing long following a wind change.
17/2389	INC	29-Apr-17	April	2017	2	Go-around due to a Windshear Warning.
19/1596	ASP	01-Mar-19	March	2019	1	During descent [REDACTED] began descending and heard a heli call in vicinity. [REDACTED] arrested descent and began looking for other a/c, shortly after seeing a/c pass beneath and to the left. Other operator unknown
18/9114	ASP	22-Dec-18	December	2018	4	No strip posting received in QN Tower for [REDACTED] MF - QN. Alerting service as per MOU not then applied until aircraft called us unexpectedly at Black Gorge
15/6264	ASP	23-Dec-15	December	2015	4	Flight progress strip not sent to Milford Sound for the flight as per the Local Unit Orders requirement.
19/821	ASP	30-Jan-19	January	2019	1	[REDACTED] instructed to follow [REDACTED] from Black Gorge on the Nic Arrival to Queenstown [REDACTED] advised they had passed [REDACTED] around Walter Peak.
19/4953	ADI	10-Jul-19	July	2019	3	[REDACTED] instructed to taxi on runway 32 and hold short of 05. [REDACTED] called "ready" and was observed taxiing from runway 32 to line up on 05 without a clearance. An A320 was backtracking to vacate 05 at the time.
15/582	ASP	11-Feb-15	February	2015	1	Flight progress strip not sent for alerting to Milford Tower.
18/1562	ASP	29-Mar-18	March	2018	1	Airspace Infringement. Was observed on radar at Arthurs Point inside the CTR without a clearance. Aircraft was raised by tower, a clearance subsequently issued.
17/2987	ASP	31-Dec-16	December	2016	4	Aircraft was instructed to join left-hand downwind for runway 14 via overhead the aerodrome as an A320 was departing off runway 05. As the Caravan turned to join left-hand downwind for runway 14, the A320 was observed climbing towards the Caravan by the Caravan crew. TCAS RA also activated.
18/2410	ASP	18-Apr-18	April	2018	2	Operational deviation. Cleared NIC arrival for RWY14. Did not comply with altitude requirement at GULLY.
16/886	ASP	28-Feb-16	February	2016	1	Flight progress was not sent to Milford in accordance with the local procedures when aircraft departed from Queenstown.
16/7151	ASP	30-Dec-16	December	2016	4	Aircraft was cleared for a Skippers Saddle Departure, which tracks via the Eastern side of Shotover but was observed tracking through Lake Johnson.
15/182	ASP	09-Jan-15	January	2015	1	Traffic information was not passed in a timely manner between two aircraft.
16/922	INC	29-Jan-16	January	2016	1	Landing during sling load ops the tail rotor came in contact with a briar bush. Tail rotor strike inspection carried out by engineering. Tail rotor removed and inspected. Nil defects evident.
16/1177	ASP	12-Mar-16	March	2016	1	Helicopter was cleared from the Remarkables to Coronet Peak. No further calls were received from the helicopter. After a period of time, pilot was queried regarding position and responded that helicopter was at Ben Lomond.
18/197	INC	11-Jan-18	January	2018	1	Short finals RWY23 wind went from a 20kt plus tail wind to 8kt cross wind. Engines went to idle at approx 400ft. Standard uneventful G/A carried out with a full RNAV APP on to RWY05. Short finals RWY23 wind went from a 20kt plus tail wind to 8kt cross wind. Engines went to idle at approx 400ft. Standard uneventful G/A carried out with a full RNAV APP on to RWY05. Detailed Rectification Undertaken:
18/230	INC	17-Jan-18	January	2018	1	Go around and missed approach due to low cloud on final approach. Aircraft landed off second approach.
18/6640	INC	16-Sep-18	September	2018	3	Go around on final due turbulence and wind change. Recircuited visually for 23.
16/3359	INC	22-Jun-16	June	2016	2	GPWS warning terrain ahead at 700AGL on approach RNAV Y 05 NZQN note 15kts of tail wind at time. GPWS warning terrain ahead at 700AGL on approach RNAV Y 05 NZQN note 15kts of tail wind at time. Detailed Rectification Undertaken:
15/5541	INC	23-Nov-15	November	2015	4	Go-around due to a tailwind in the flare. Recircuited to land.
19/2625	INC	07-Apr-19	April	2019	2	Go-around due tailwind on final.
16/4800	ACC	12-Sep-16	September	2016	3	During the approach to land at the landing site on Mt Sale, the helicopter landed heavily, bounced and then rolled onto its side. One of the tourists on board received moderate injuries and was admitted to hospital. Initial accident investigation by the CAA determined probable was an unexpected change in wind conditions during the latter stage of the approach. This resulted in a high rate of descent close to the ground which the pilot could not compensate for resulting in helicopter landing heavily. The accident is currently under investigation by the Transport Accident Investigation Commission.
15/4298	ASP	03-Sep-15	September	2015	3	Mode S alert was displayed on the aircraft's data block. This occurred as aircraft departed and also as it returned to Queenstown. Aircraft was squawking 1500.
17/1489	ASP	17-Mar-17	March	2017	1	Helicopter was observed in the QN CTR/C without a clearance. Operator responded stating not in area at time, but had not accounted for UTC vs NZDT.
17/7436	ASP	25-Nov-17	November	2017	4	Helicopter was cleared to Skippers Saddle and was cleared to cross runway 23 only due to traffic landing on runway 14. Helicopter was however observed crossing all runways tracking towards the North East. Fixed wing aircraft was on final for runway 14 when the helicopter crossed that runway.

16/1839	ASP	19-Apr-16	April	2016	2	Traffic information passed late.
19/1314	ASP	27-Feb-19	February	2019	1	Airspace Incursion. Called on 118.1 at Bungy Bridge for joining, well inside controlled airspace without a clearance. Did not call on QN Information prior.
17/4357	INC	15-Jul-17	July	2017	3	Runway change not loaded into the FMC.
17/4299	INC	12-Jul-17	July	2017	3	Nuisance EGPWS 'TERRAIN AHEAD' alert received while on right base for runway 05 during a visual approach. Aircraft was passing 2500 ft.
15/3855	INC	11-Jun-15	June	2015	2	Stick shaker activated during turbulence, negative wind shear and sick. Auto-pilot disconnected and power was increased. The rest of the flight was normal.
18/247	INC	17-Jan-18	January	2018	1	Go around performed due 10 tailwind into 15 HWC.Go around performed at 100ft AGL due 10 tailwind into 15 HWC RWY 23 ZQN.Detailed Rectification Undertaken:
19/2347	INC	26-Mar-19	March	2019	1	Go Around due ROW Alert on final.
17/2391	INC	30-Apr-17	April	2017	2	Go around due to windshear.
17/2134	ASP	22-Apr-17	April	2017	2	Airspace Infringement. Was inbound to Queenstown IFR, but was informed there would be significant delays due to preceding IFR traffic. Pilot suggested they proceed VFR to avoid delays. Was approved VFR and instructed to descend and remain clear of Queenstown controlled airspace. Observed entering Queenstown airspace near ELRUV.
18/509	INC	28-Jan-18	January	2018	1	Go-around from final due unstable.
18/3248	INC	14-Apr-18	April	2018	2	Go-around due windshear.
17/4232	INC	11-Jul-17	July	2017	3	Aircraft conducted a go around and missed approach due to wind shear. Second approach uneventful.
16/3055	INC	11-Jun-16	June	2016	2	Go-around due unstable approach.
15/5410	ASP	14-Nov-15	November	2015	4	A320 received a TCAS RA against traffic 1000ft below. Had been provided traffic information, separation in place.
18/4923	ASP	30-Jun-18	June	2018	2	Climbed through cleared level on departure.
15/1162	INC	17-Mar-15	March	2015	1	Go around due to a windshear alert.
16/2638	INC	21-May-16	May	2016	2	Aircraft conducted 2 missed approaches followed by a diversion to Christchurch due to wind shear.
17/7477	INC	26-Nov-17	November	2017	4	Go around into visual circuit from low level due speed unstable. 13kt tailwind to 400ft AGL where headwind encountered increasing IAS by 12kts.
19/5052	INC	14-Jul-19	July	2019	3	On Short finals message IF WET RWY TOO SHORT appeared. Go around carried out.On Short finals message IF WET RWY TOO SHORT appeared. Go around carried out.Detailed Rectification Undertaken:
18/8256	ASP	21-Nov-18	November	2018	4	Approaching ATKIL alt constraint accidentally deleted. Final app engaged and a/c flew 300ft below 10000ft constraint. Levelled off briefly then continued descent in accordance with profile.Approaching ATKIL alt constraint accidentally deleted. Final app engaged and a/c flew 300ft below 10000ft constraint. Levelled off briefly then continued descent in accordance with profile.Detailed Rectification Undertaken:
15/1219	ASP	16-Mar-15	March	2015	1	Received late approach clearance approaching IBABU on the 05Y approach into NZQN. Due to multiple mode changes in a short time aircraft reverted to open descent and went 350ft below 10000ft altitude constraint. Crew recovered aircraft to 10000 ft in visual conditions.
16/2456	INC	13-May-16	May	2016	2	Go-around due to tailwind, approach unstable.
18/3550	INC	05-May-18	May	2018	2	Two go-arounds due tailwind/windshear, diverted to Wellington.
17/6060	INC	24-Sep-17	September	2017	3	Go-around due unstable approach.
16/5666	INC	24-Oct-16	October	2016	4	Go Around due positive windshear and long landing NZQN .Recircuit and land.
17/2959	INC	19-May-17	May	2017	2	Go-around due windshear alert.
19/704	INC	05-Feb-19	February	2019	1	Windshear alert though 500 ft on departure RWY 23 Queenstown.
19/5152	INC	28-Jun-19	June	2019	2	EGPWS TERRAIN caution approx 1800 ft QNH on final approach 05 ZQN. Observed 18 kts tailwind at event with reported tower wind on the ground 030/8 kts. Standard go around carried out in order to keep auto pilot engaged. 2nd approach carried out to same runway with similar conditions observed but no EGPWS caution.

18/9066	ASP	28-Dec-18	December	2018	4	The pilot was cleared for a 'Standard West Dep'. The pilot had the departure plates on hand, and followed the departure to the best of their knowledge. However, the pilot made a right turn and crossed Runway 14, passing in front of a landing fixed wing aircraft. The tower issued further instruction to the pilot, and the pilot made a left turn to clear the runway for the landing aircraft. The pilots of both aircraft had each other in sight at all times, and separation was not lost.
16/4100	INC	06-Aug-16	August	2016	3	EGPWS Warnings on visual approach to RWY05 - NZQN.
15/2546	ASP	21-May-15	May	2015	2	Received a TCAS RA while on a visual approach into Queenstown. Traffic information had been passed.
16/6937	ASP	26-Dec-16	December	2016	4	Aircraft failed to comply with visual departure instructions.
19/2998	INC	28-Apr-19	April	2019	2	Severe turbulence encounter on approach.
16/6822	INC	15-Dec-16	December	2016	4	Go-around from the flare due floating past touch down zone.
18/1846	INC	01-Mar-18	March	2018	1	Go-around due unstable approach - environmental conditions Go-around due unstable approach ZQN - environmental conditions Detailed Rectification Undertaken:
17/124	INC	16-Jan-17	January	2017	1	Wind shear warning on departure.
18/9094	INC	21-Dec-18	December	2018	4	Lightning strike on descent. No ECAM or other indications of problems, but MOC requested a/c divert to Akl.
18/304	INC	14-Jan-18	January	2018	1	Go around and missed approach due to excessive tailwind on runway 23. Aircraft landed on runway 05 after second attempt.
18/196	INC	12-Jan-18	January	2018	1	G/A due to the shear. On descent [REDACTED] advised of runway change from 05 to 23 due to a lake breeze moving in. Below 500ft AAL tailwind varied from 5-10 kts, headwind (around 10kts) was encountered at approx. 200ft AAL. Due to the positive shear a go around into the figure 8 circuit was carried out. On the subsequent approach the wind change appeared not quite as dramatic, albeit with momentary exceedances in regard to speed and thrust, and a landing was executed. Detailed Rectification Undertaken:
18/6639	INC	16-Sep-18	September	2018	3	3x go arounds all caused by unstable speed on short final approach due strong tailwind becoming a moderate headwind. Diversion to CHC after 3rd attempt to land.
18/8158	INC	18-Nov-18	November	2018	4	Go-around due not visual at minima, diverted to NZAA
18/570	INC	01-Feb-18	February	2018	1	Missed approach due windshear and turb. Diverted to NZCH.
18/1315	INC	18-Feb-18	February	2018	1	Go around runway 23 due tailwind/float.
17/5464	ASP	27-Aug-17	August	2017	3	Aircraft was on the outbound leg of the entry procedure into the UBDAM hold descending to cleared FL150 when issued with an instruction to cancel the hold and descend to 10000 ft. via the UBDUM1A arrival. Aircraft was then observed descending through A135 prior to UBDAM, and crew was informed that they had descended below the UBDAM requirement to be FL150 or above. Crew informed they were still clear of terrain, and that they would re-enter controlled airspace at UBDAM. Aircraft levelled off at A130 and continued descent once crossed UBDAM.
16/3726	INC	13-Jul-16	July	2016	3	Go-around due to tailwind short final.
15/4797	INC	04-Oct-15	October	2015	4	Go around due to severe turbulence.
17/2985	ASP	26-May-17	May	2017	2	TCAS RA. Climbing A320 reported an RA on a A320 descending to a level above. Separation in place, traffic information passed.
15/3358	ASP	07-Jul-15	July	2015	3	Helicopter got airborne without a clearance and was observed hovering towards the main runway, abeam the tower. Controller then cleared helicopter to Moonlight at 6500 ft. and to cross all runway. A Call from the operator 3/8/15 notifying that Airways had withdrawn as no occurrence took place.
15/4297	ASP	03-Sep-15	September	2015	3	Mode S alert was displayed on the aircraft's data block. This occurred as aircraft departed and also as it returned to Queenstown. Aircraft was squawking 4215.
17/1546	ASP	16-Feb-17	February	2017	1	Traffic Confliction. H500 cleared from Collins bay to Wye creek then east of the main road to Tollgate 3500ft or above. Traffic was passed on two Skydive Caravans, and vice versa to the Caravans on the H500. Subsequently the H500 was re-cleared via the Frankton arm straight in for runway 05 still 3500ft or above. Traffic was passed to the H500 about the two Caravans, updated traffic information was not passed to the two Caravans.
17/1625	ASP	25-Feb-17	February	2017	1	Helicopter was part of a 3 helicopter formation cleared from the Remarkable Spur to Millbrook via Queenstown Township. Helicopter was observed tracking direct to Millbrook while the other 2 helicopters were tracking towards the Township. When queried, the pilot advised that he had lost sight of the other 2 helicopters.
17/2046	ASP	19-Apr-17	April	2017	2	No Traffic Information. Traffic information not passed to outbound helicopter and inbound C208.
15/3363	ASP	01-Jul-15	July	2015	3	Aircraft appeared below and forward of the helicopter with no radio call or responding to radio calls from the helicopter. The aircraft then appeared to fly vertically upward before carrying out a wing-over manoeuvre. In carrying out this manoeuvre, the aircraft climbed through the flight path of the helicopter, estimated between 300-500m ahead. Aircraft type thought to be a Harmon Rocket.

16/5308	ASP	02-Oct-16	October	2016	4	Non-compliance with requirement to advise intentions. Failed to notify Tower the intention to land on another pad other than their base pad. Therefore wake turbulence separation on departing B737 not in place.
17/1909	INC	10-Apr-17	April	2017	2	GPWS 'TERR WARNING' on approach.
17/1795	INC	03-Apr-17	April	2017	2	Go around from 500ft due positive windshear and speed + 15 to 20kts on target re-circuit for landing on 05. Go around from 500ft due positive windshear and speed + 15 to 20kts on target re-circuit for landing on 05. Detailed Rectification Undertaken:
17/788	INC	22-Feb-17	February	2017	1	Go around at 250 feet due to unstable speed. Missed approach conducted and second approach was successful.
17/4234	INC	12-Jul-17	July	2017	3	Go-around and missed approach due to excessive tail wind on approach.
17/7529	INC	29-Nov-17	November	2017	4	Two go-arounds due windshear.
17/8127	INC	22-Dec-17	December	2017	4	Two go-arounds carried out due to gusty wind conditions.
18/5575	INC	01-Aug-18	August	2018	3	Go-around due tailwind short final.
18/8220	INC	20-Nov-18	November	2018	4	2x go arounds due windshear. Diverted to NZCH.
18/8935	INC	15-Dec-18	December	2018	4	Go around low level 200 AGL due unstable
18/3727	INC	20-May-18	May	2018	2	Lightning strike on approach, diverted to Christchurch.
18/44	INC	04-Jan-18	January	2018	1	Go-around at approx 500ft AAL at NZQN rwy 23. Thrust idle below stable gate due wind change. Visual circuit carried out. 2nd attempt was successful. Go-around at approx 500ft AAL at NZQN rwy 23. Thrust idle below stable gate due wind change. Visual circuit carried out. 2nd attempt was successful. Detailed Rectification Undertaken:
18/2337	INC	23-Mar-18	March	2018	1	ATC directed go around final RWY23 due open mic on tower frequency. A/C repositioned for RNP RWY23 to land. ATC directed go around final RWY23 due open mic on tower frequency. A/C repositioned for RNP RWY23 to land. Detailed Rectification Undertaken:
19/2769	ASP	07-Apr-19	April	2019	2	Cleared for RNP Y 05 ELRUV 2A. Approaching IBABU/IAF pressed approach approx. 2nm prior. WX conditions cavok. No blue down arrow. While selecting FCU to FAP alt-mode reversion to DES. 9200 magenta. Stopped descent at 9650 and initiated rebase to 10000. Final app ok. Event occurred due to known aircraft characteristic - a mode reversion
18/7805	INC	02-Nov-18	November	2018	4	Go-around due unstable on short final.
18/6393	INC	04-Sep-18	September	2018	3	Go-around from short final due tailwind.
18/8571	INC	04-Dec-18	December	2018	4	Go-around from the flare due prolonged float.
18/5028	INC	06-Jul-18	July	2018	3	Go around due ROPS warning - IF WET RWY TOO SHORT. Rwy was wet and some tailwind on short final. Recircuit to other rwy conducted.
19/5043	INC	12-Jul-19	July	2019	3	GPWS CAUTION TERRAIN received on approach RWY 05 at ZQN. Night time [REDACTED] Groundspeed was circa 155 kts with a 15 kt tailwind. Visual but night. Commenced go around and returned to land RWY 23. GPWS CAUTION TERRAIN received on approach RWY 05 at ZQN. Night time [REDACTED] Groundspeed was circa 155 kts with a 15 kt tailwind. Visual but night. Commenced go around and returned to land RWY 23. Detailed Rectification Undertaken:
17/5965	INC	19-Sep-17	September	2017	3	Go-around due potential long landing.
18/3486	ADI	11-May-18	May	2018	2	Vehicle driven behind aircraft during pushback from Gate - NZQN
16/5783	INC	25-Oct-16	October	2016	4	Go-around due to tailwind on final.
18/1293	ASP	01-Mar-18	March	2018	1	TCAS RA event just prior to the IAF for Rwy23. Tower asked us to visually sight a Beach Craft aircraft climbing to 10,000 feet. We saw the aircraft but due to broken IMC and still in a turn at GOSPA did not call it. Whilst starting to level prior to MABGA at 11,000 feet, we got a TA then quickly followed by a RA maintain vertical speed. SOP procedures followed and tower advised of the RA. Re-established and continued with approach TCAS RA event just prior to the IAF UGPEG for Rwy23 at ZQN. On the UBDAM2B crossing GOSPA asked by the tower to visually sight a Beach Craft aircraft climbing to 10,000 feet. We saw the aircraft but due to broken IMC and still in a turn at GOSPA did not call it. Whilst starting to level prior to MABGA at 11,000 feet (other aircraft moving right to left across our path) got a TA then quickly followed by a RA maintain vertical speed. SOP procedures followed and tower advised of the RA. Re-established direct to UGPEG and continued with the approach. Detailed Rectification Undertaken:
16/1492	INC	23-Mar-16	March	2016	1	Go-around due to tailwind on final. Re-circuited for RWY05.
17/2231	ASP	15-Apr-17	April	2017	2	Airspace Infringement. Was cleared Gibbston arrival due to conflicting Airbus traffic above. Observed in controlled airspace above published level of 2800ft.
17/7072	ASP	11-Nov-17	November	2017	4	Failed to follow taxi instructions. Given taxi instructions via 'Y', 'B' to C1, was readback. Shortly after pilot requested confirmation of the clearance limit as C1 which was confirmed. Was then offered to continue along B TWY down to B1 and to cross RWY23. Pilot taxied past C1 infringing RWY 14, stopped to ask taxi clarification while a GAB was rolling to depart off RWY 14.

18/9069	ASP	23-Dec-18	December	2018	4	MF flight service failed to provide flight information for ZEA.
18/1048	ASP	17-Mar-18	March	2018	1	Loss of landing separation. GA8 called ahead to advise a brake problem requesting the main runway. Following C208 advised to give the GA8 more space than usual as it would be vacating the runway late. The GA8 was still attempting to turn off the runway when the C208 was in the landing flare.
18/799	INC	19-Feb-18	February	2018	1	Flap 15 overspeed on approach
18/179	ASP	13-Jan-18	January	2018	1	Aircraft received a TCAS RA on approach from a VFR helicopter tracking from Hidden Island. Crew had the helicopter in sight.
17/35	INC	08-Jan-17	January	2017	1	Two momentary activations of the stick shaker climbing out of Queenstown due to significant turbulence.
16/6910	INC	14-Dec-16	December	2016	4	Requested a visual approach, due to changing conditions unable to comply with request.
17/5582	INC	06-Sep-17	September	2017	3	Nuisance 'TERRAIN AHEAD' alert as aircraft was on final for runway 23 and slightly above the profile. Display indicated terrain to the left of track triggering the alert.
18/1510	ASP	27-Mar-18	March	2018	1	Vertical Deviation. Was cleared into controlled airspace at 4000ft, observed entering the CTR at 5000ft.
16/7140	ASP	28-Dec-16	December	2016	4	Helicopter was instructed to make a Remarkables departure, which requires tracking via Remarkables Knoll, then the Remarkables Spur, but was observed to be east of Tollgate VRP.
16/5449	INC	09-May-16	May	2016	2	<p>Lost a load of long run roofing iron into the Clinton River. The special clamp used to strop the roofing iron failed. The clamps had been incorrectly applied to the load. While conducting sling load operations, a load of long-run roofing iron separated from the rigging clamps and fell to the river below during the climb to cruise. The load was being lifted from a barge to a remote construction site. This was the third load of long-run roofing attempted for the day, and there had been several other types of loads moved without incident. Following the incident, the pilot moved the remaining loads and retrieved the ground crew to attempt to recover the lost load. Due to high river levels, the load was unable to be fully recovered.</p> <p>The company's investigation determined that the rigging crew on the barge failed to properly tighten and/or position the clamps on the long-run roofing iron prior to releasing the load to the pilot for transport. While there were experienced and trained personnel available for rigging, they had been allocated to other tasks. The two crewmen on the barge were not trained or familiar with the proper rigging procedures for the loads to be flown.</p> <p>Following this incident, the company elected to provide specific training to barge crew. The barge operator; however, has decided not to rig loads for helicopter operations and that the construction crew would be responsible for carrying out the task. The company provides training to all of the members of the construction crew and maintains a record of trained personnel on file.</p>
16/5683	ASP	19-Oct-16	October	2016	4	Deviation from cleared arrival. Cleared for right base RWY 32 due A320 on final for RWY05. Pilot called approaching Deer Park for a right base RWY05. New pilot's confusion joining instructions, compounded with base at threshold RWY 05.
16/7147	ASP	26-Dec-16	December	2016	4	Helicopter was instructed to cross behind a departing A320 when the required wake turbulence separation was not in place.
16/7120	ASP	22-Dec-16	December	2016	4	Airspace Infringement. Was observed in controlled airspace at 5500 feet AMSL above T753 (Ridge Peak, SFC to 4000ft AMSL) without a clearance.
16/6709	ASP	08-Dec-16	December	2016	4	Lateral Deviation, Transponder Off. Was instructed to join for runway 05 from Cecil Peak. Instead tracked to shoreline south of Deer Park with the transponder off.
17/1545	ASP	24-Mar-17	March	2017	1	Landed without a clearance. Instructed to join straight in RWY 05, observed landing without a clearance.
17/5677	ASP	07-Sep-17	September	2017	3	Helicopter was cleared to Bayonets remaining clear of Jardines sector but was observed in that sector.
17/4454	INC	21-Jul-17	July	2017	3	Go-around due to windshear warning on short final.
17/7087	INC	09-Nov-17	November	2017	4	Aircraft made a go around and missed approach due to floating past the touchdown zone.
17/7845	INC	13-Dec-17	December	2017	4	Lightning strike while on approach.
18/1423	ASP	22-Mar-18	March	2018	1	During ELRUV2A STAR, passed waypoint KASLU in descent thru FL175 (KASLU restricted to FL160-170). Previous slowing for turbulence resulted on a high profile at passing KASLU. No comment from ATC. Altitude bust. ELRUV2A star w/p KASLU fl160-170 (ATC). Passed KASLU in descent thru FL175. Previous slow up for turb meant high on profile. by time constraints remembered was a bit high on passing.
18/560	INC	31-Jan-18	January	2018	1	Go-around x 2 due windshear RWY 05 NZQN.
18/5553	INC	28-Jul-18	July	2018	3	Go around due to unstable approach. Visual circuit for second approach. Occurrence on [REDACTED]. Go around from approx. 50ft on final RWY 05 ZQN. Tailwind + speed unstable + ROW alert. Wind late change to headwind then change back to tail. Visual circuit for second approach. Less sig conditions 2nd approach. ROW alert then extinguished. Landed
19/1345	INC	25-Feb-19	February	2019	1	Go around at 500ft due tail wind.

16/6828	INC	17-Dec-16	December	2016	4	Two go-arounds (from approx. 100ft) in Queenstown due tailwinds on both runways followed by divert to Christchurch.
19/2033	INC	11-Mar-19	March	2019	1	Two x Go-Arounds due Wind Change NZQN
18/192	INC	15-Jan-18	January	2018	1	Go-around due windshear. Stable at 1000AAL, wind shift below 500ft. Subsequent approach stable at 1000ft gate, then 13kt tailwind till 150/200ft then 10 to 15kt headwind. Touched down on correct marks. No issues on roll out.Go-around due windshear runway 03 ZQN. Stable at 1000AAL, wind shift below 500ft. Subsequent approach stable at 1000ft gate, then 13kt tailwind till 150/200ft then 10 to 15kt headwind. Touched down on correct marks. No issues on roll out.
18/7296	INC	06-Oct-18	October	2018	4	Go around due aircraft on runway awaiting bird scaring.
18/6688	INC	16-Sep-18	September	2018	3	Go-around due tailwind on short final.
19/924	INC	11-Feb-19	February	2019	1	Missed approach carried out at ZQN due not visual at DA. Re-circuit to land visually on RWY 05.
19/477	INC	27-Jan-19	January	2019	1	Go-around from the flare due windshear.
17/7473	INC	25-Nov-17	November	2017	4	Go around and missed approach due to aircraft becoming unstable on approach.
18/5841	INC	12-Aug-18	August	2018	3	NZQN engineer received a phone call from a member of the public that something fell from a/c arrival NZQN. Possible remains of ice accrual. Engineer did inspection nothing abnormal.
17/8163	ASP	20-Dec-17	December	2017	4	Drone observed to pass approx 200 ft. below the aircraft as aircraft was conducting the RNAV (RNP) Y 23 approach at Queenstown.
17/6163	INC	25-Sep-17	September	2017	3	Go Around after touchdown due suspected long landing.
19/2551	INC	04-Apr-19	April	2019	2	Go Around due ROW Alert on Approach
19/4307	INC	14-Jun-19	June	2019	2	Divert DUD from ZQN due fog. Approach debrief carried out.Divert DUD from ZQN due fog. Approach debrief carried out.Detailed Rectification Undertaken:
17/3741	INC	17-Jun-17	June	2017	2	Go-Around not initiated following EGPWS TERRAIN Caution on night RNP-Y 05 approach NZQN RWY 05.
17/198	INC	22-Jan-17	January	2017	1	Flap 30 overspeed on approach.
19/256	INC	20-Jan-19	January	2019	1	Momentary overtorque during low speed recovery in windshear on approach.
19/258	INC	20-Jan-19	January	2019	1	Severe windshear encountered in the left turn around Deer Park, speed decayed below VMin Ops with SPEED warning, A/C levelled to increase speed followed by a brief Stick Shaker activation. Followed by normal climb.
17/1172	INC	07-Feb-17	February	2017	1	Inadvertently shut the engine down during landing. Moved the fuel condition lever from low idle to "cut off" position instead of high idle to low idle.TBA
17/1159	ASP	08-Feb-17	February	2017	1	Aircraft taxied to A4 via the apron taxiway without calling the tower for a clearance.
17/1634	ADI	26-Feb-17	February	2017	1	Aircraft was cleared to taxi to B2 via B, but instead entered runway 14 to backtrack. Pilot advised the tower of the mistake.
16/2620	INC	04-Apr-16	April	2016	2	Mild jet blast experienced on touch down RWY14 due to an A320 vacating via Alpha 4 not Alpha 3 as instructed off RWY23.
16/2460	INC	16-May-16	May	2016	2	Hard landing on the nose wheel.
18/9064	ASP	28-Dec-18	December	2018	4	SKM entered QN CTR/C without a clearance. A/c was subsequently instructed to join the NIC14 arrival.
18/8996	ASP	14-Dec-18	December	2018	4	During climbout, an a/c descending on downwind was close to SKM on upwind leg.Cost of further investigation into this specific event likely outweighs safety benefit accrued.  Investigation closed
17/3939	ASP	02-Jul-17	July	2017	3	Runway incursion, Clearance Confusion. C208 observed taxiing on RWY 32 without a clearance. When the VFR departure clearance issued was instructed to follow company traffic to 05. 21 July 17 : From Operator- Non-standard clearance from delivery created confusion.
16/1938	ASP	25-Mar-16	March	2016	1	Unauthorised airspace incursion.
18/9127	ASP	26-Dec-18	December	2018	4	Flight given approach clearance in apparent conflict with outgoing light a/c. Controller apparently did not notice until pointed out by incoming flight, at which point amended clearance to outgoing aircraft.
17/8209	ASP	24-Dec-17	December	2017	4	Transmitting On Incorrect Frequency In Vicinity Of Aerodrome.

18/8834	ASP	15-Dec-18	December	2018	4	Information Error Delivery. No strip posting received in QN Tower for SLW, MF - QN.
17/2304	ASP	01-May-17	May	2017	2	TCAS TA activation with helicopter while on final.
17/2437	INC	02-May-17	May	2017	2	Momentary sticker shaker activation at 150kts, soon after takeoff during a left hand turn in turbulence.
17/1821	INC	07-Apr-17	April	2017	2	EGPWS warning activated while turning from base over Lake Hayes onto final for runway 23.
16/6582	INC	25-Nov-16	November	2016	4	Turbulence encountered in climb and stall warning sounded briefly. Aircraft was in high bank turn with autopilot on in speed manual 155kts, white bug 138. Autopilot disengaged and angle of bank increased to approx 40 degrees before manual input to reduce angle of bank. Turbulence continued until approximately 8000 ft.
16/6613	INC	04-Dec-16	December	2016	4	DME discrepancies between CM1 and CM2 while aircraft was on the ground. Event button pressed. All DMES showed the correct distance 3 minutes later.
16/5828	ASP	30-Oct-16	October	2016	4	Prior to take-off provided with VFR traffic information inbound to NZQN. No TCAS RA or TA activation after airborne, crew had traffic in sight but considered traffic unreasonably close.
17/5785	INC	14-Sep-17	September	2017	3	Nuisance EGPWS alert on a visual approach. Tracking towards the gap between Morven and Little Morven Hill for landing on RWY 23, a TERRAIN AHEAD alert sounded, Flap 15, gear down.
17/5786	INC	14-Sep-17	September	2017	3	2.71 G recorded in turbulence in the clean configuration.
17/5811	INC	14-Sep-17	September	2017	3	Flap 15 overspeed on approach.
16/4099	INC	03-Aug-16	August	2016	3	EGPWS Warnings on visual approach manoeuvring into Queenstown.
17/5613	ASP	28-Aug-17	August	2017	3	During the landing phase, with nose wheel just on ground and speed in excess of 90 kts, ATC requested aircraft to hold short of runway 32. To comply with this very late request steady/firm braking was required to bring the aircraft to a complete stop short of the cross runway 32. Once stopped, ATC instructed an aircraft on approach to runway 32 to go around and the ATR to taxi to the apron.
16/5311	INC	30-Sep-16	September	2016	3	Received a EGPWS warning turning final for RWY23 with normal flight profile.
18/3600	ADI	09-May-18	May	2018	2	Pushback halted due to vehicle passing behind.
16/6720	INC	04-Dec-16	December	2016	4	Go-around due tailwind.
18/7886	INC	08-Nov-18	November	2018	4	Go Around NZQN due not visual at minima for RWY 23. Second attempt successful.
18/565	INC	01-Feb-18	February	2018	1	Go-around due to windshear, diverted to Auckland.
18/5174	INC	08-Jul-18	July	2018	3	Severe icing encountered on approach at 6500ft, go-around at minima, diverted to NZCH.
18/2952	INC	10-Apr-18	April	2018	2	Go Around due Windshear Warning.
17/106	INC	14-Jan-17	January	2017	1	Go-around due tailwind on short final.
18/561	INC	31-Jan-18	January	2018	1	Go-around due tailwind, divert to Christchurch.
17/5221	INC	19-Aug-17	August	2017	3	Go around conducted twice due to excessive tailwind. Aircraft landed off the third approach.
17/5343	INC	18-Aug-17	August	2017	3	Go around and missed approach due to excessive tail wind.
19/5046	INC	13-Jul-19	July	2019	3	Go Around from 200 feet due excessive tailwind. We had calculated a maximum of 7 knots. F/O called Go Around. Preceding A/C had also made Go Around. Recommended to ATC that runway be changed to 05 after landing as tailwind on final from LARAV.
18/1697	ASP	04-Apr-18	April	2018	2	Airspace Infringement. Called on 118.1 Queenstown Tower and reported approaching the Crown Terrace for transit to Te Anau. Helicopter observed on MLAT as described but well inside the CTR without a clearance.
17/6348	ASP	07-Oct-17	October	2017	4	Lifted off without an ATC clearance. Called QN delivery to vacate to Te Anau towards the south west. Was given QNH on delivery only. Was then observed lifting without a clearance.
17/1284	INC	12-Mar-17	March	2017	1	Engine over torque departing Queenstown.
17/1856	INC	26-Mar-17	March	2017	1	On departure off runway 23 the co-pilot flew a straight climb out instead of flying in the middle of Frankton Arm. This triggered a momentary EGPWS warning to pull up, at the same time as a left turn was initiated.
17/1990	INC	15-Apr-17	April	2017	2	Aircraft was instructed to be at GPS waypoint ATVUP at a specific time but this waypoint was on none of the charts the crew had or the FMS for either the cleared arrival or the anticipated approach. ATC told the crew that the way point was a standard waypoint that they commonly use and is supposed to be on the approach plate that was being used but it was not there.



17/3358	INC	07-Jun-17	June	2017	2	Omitted to get "Cabin Secure" prior to take-off.
17/3733	INC	21-Jun-17	June	2017	2	Nuisance TERRAIN AHEAD and TERRAIN PULL UP annunciations in the region of Morven Hill on visual approach for RWY 23.
17/3690	INC	21-Jun-17	June	2017	2	Aircraft conducted a go around and missed approach due to crew being unable to continue visual.
17/2923	ASP	18-May-17	May	2017	2	The aircraft inadvertently entered IMC at approximately 4000ft prior to the required altitude of 4600ft on the departure.
16/4865	INC	01-Sep-16	September	2016	3	Fuel discrepancy noted prior to the first flight of the day.
17/199	INC	22-Jan-17	January	2017	1	Flap 30 overspeed on final due challenging conditions.
17/231	ASP	19-Jan-17	January	2017	1	Loss Of Separation, Cleared Level Deviation. Cleared 2700ft or below. Observed on radar climbing through 3300ft approx. There was a loss of separation with an A320 on departure.
17/3735	ASP	24-Jun-17	June	2017	2	Loss of separation between helicopter and A320 on the approach. ATC had anticipated that the helicopter would vacate controlled airspace or land prior to conflicting with the A320. On 24/06/17 at 1325 NZST, a loss of separation occurred between a VFR AS350 helicopter (registration ZKIWE), and an Air NZ Airbus A320 (callsign ANZ605), on approach into Queenstown.
18/9103	ASP	31-Dec-18	December	2018	4	IHQ was cleared the Remarkables arrival, was seen on MLAT at 3800ft over Deer Park. IHQ had not been given descent unrestricted so the level block 5000'-6000' still applied.
16/5678	ASP	30-Sep-16	September	2016	3	Helicopter, flying in formation with 2 other helicopters, entered control zone without a clearance and landed at Closeburn.
16/6366	ASP	22-Nov-16	November	2016	4	Helicopter was cleared from Queenstown Hill to overhead the City and instructed to report over the City for onwads clearance, but was observed continuing for a straight in approach onto runway 05 without clearance.
18/4683	ASP	22-Jun-18	June	2018	2	ZKHQN from Helitours (heli pad located to the south of 05 threshold) lifted and relocated at helitours without an ATC clearance
17/6264	ASP	03-Oct-17	October	2017	4	Helicopter lifted off from base (threshold of runway 05) and departed northbound without a clearance. ATC did not receive any calls from the helicopter but had cleared a fixed wing aircraft to Moonlight 9500 ft. or below. Issue was noticed when the helicopter pilot requested Skippers Saddle. The pilot advised that he thought the helicopter had been cleared to Moonlight. Pilot advised by ATC that no clearance had been issued. Helicopter not observed lifting off or climbing out, probably due to terrain.
17/373	ASP	14-Jan-17	January	2017	1	Helicopter was cleared to the Remarkables Peak and also to cross all runways. Helicopter lifted off abeam of runway 05 threshold, from the company apron. The helicopter passed very close to a Rescue Fire vehicle which was parked on the apron. It also appears, from the tower personnel and vehicle driver's position, that the helicopter had to take avoiding action. The helicopter passed approximately 10 metres from the vehicle.
17/3831	ASP	28-Jun-17	June	2017	2	Deviation from arrival. Twice, at time 0255 then at time 0507, did not track north of Queenstown Hill to Lake Johnson as required on the Remarkables Arrival. Instead joined final RWY05 from Deer Park south of Queenstown Hill. While conducting scenic flights, on two occasions on the same day, the pilot deviated from the published Queenstown Remarkables Arrival. On reporting at Deer Park, Queenstown Tower advised the pilot "descent now unrestricted". This clearance was for the pilot to continue on the Remarkables Arrival, as published, with the restriction to remain between 5000 and 6000 feet VFR removed. The pilot, however, misunderstood the clearance to mean that he could proceed direct to the airfield, and not continue to Lake Johnson for an onwads clearance.  The pilot has since been briefed on why these procedures are in place and the importance of completing the procedures as published. Any deviation from the published procedure needs clearance From ATC.
18/8416	ASP	28-Nov-18	November	2018	4	Operational deviation. Tracked north or the Remarkables departure without a clearance. A320 had recently departed off runway 05 parallel to ICX. Visual separation was maintained.
17/557	ASP	30-Jan-17	January	2017	1	Traffic confliction in the vicinity. Extensive helicopter operations during the afternoon, with multiple helicopters operating in formation. From 3 different operators based at the aerodrome including one which are based at the threshold of runway 05 unlike all other local operators who base themselves in the main GA apron area. Due to ATC call sign confusion adequate separation within the vicinity of an aerodrome wasn't assured, resulting in one helicopter having to take avoiding action.
18/8600	INC	05-Dec-18	December	2018	4	EGPWS Terrain Warning on Visual Approach.
19/1982	ASP	19-Mar-19	March	2019	1	Operational Deviation. Was instructed to make a Standard West Departure to cross RWY23 and track via the western side of Lake Johnson to the western side of Arrowtown. There was traffic landing on RWY14, downwind, ATR visual app right base RWY23. AS50 proceeded to Cross RWY14 without a clearance in front of the traffic on final.
19/333	ASP	15-Jan-19	January	2019	1	ATC decided not to pass traffic info between [REDACTED] and [REDACTED] as they were well clear, however pilot of [REDACTED] later called to say they felt the other a/c was close enough to warrant traffic info

17/8159	ASP	28-Dec-17	December	2017	4	<p>Fixed wing VFR traffic joining Runway 14 at Queenstown, turned onto a base leg and noticed a helicopter hovering at the same altitude in front over them.</p> <p>It is common practice for Queenstown tower to instruct helicopter traffic to hold overhead the Events Centre. The events centre is located west of the extended centre line for Runway 14. In this instance the helicopter sighted by the fixed wing traffic had in fact been instructed to hold overhead the Events Centre. Due to the location of the Events Centre aircraft turning onto a base leg for Runway 14, left hand circuit, may see traffic holding overhead the Events Centre, directly ahead of them. However, the traffic holding overhead the events centre is clear of the left hand circuit for Runway 14.</p> <p>Based on information available, CA005 and NZQN Aerodrome (1) plate, it would appear that due to the location of the Events Centre in relation to the circuit and the high radio traffic at the time, situational awareness was reduced. This resulted in the fixed wing pilot not expecting to see the helicopter overhead the Events Centre when turning onto the base leg.</p>
18/3679	ASP	19-May-18	May	2018	2	Airspace Infringement. Formation of 3 helicopters were observed twice at time 0211 and 0227 inside controlled airspace above T750 up to approximately 5300ft without an ATC clearance.
18/3875	ASP	18-May-18	May	2018	2	Near miss during hover taxi, avoiding action required. This event has been subsumed into 18/SAI/422. A referral was sent to MASU concerning active control of helicopters on and in the immediate vicinity of QN aerodrome as a result of that investigation. This Work Request closed.
17/6447	ASP	13-Oct-17	October	2017	4	<p>Helicopter reported lifting off from Malaghans Road when the actual departure point was Morven Ferry Road, which is under the runway 23 approach track. Helicopter appeared on the Multi-lat at Morven Ferry Road and was instructed to maintain 2000 ft. and track towards Arrotown until an A320 on approach was clear. After takeoff, the air traffic controller observed the helicopter departing from a different off-aerodrome point than what was requested. The air traffic controller amended the pilot's clearance to avoid conflict with a fixed-wing executing an arrival procedure for RWY 23.</p> <p>The pilot had used a road name to report their position, rather than their relative position to a charted visual reporting point. The road name given was incorrect, and the air traffic controller did not anticipate that the helicopter would interfere with the approach track.</p> <p>Following the occurrence, the pilot informed the CAA safety investigator that position reports would be given with the helicopter's relative position to visual reporting points when communicating with ATC.</p>
18/243	ASP	19-Jan-18	January	2018	1	Inadvertently entered class C airspace on approach.
17/8203	ASP	22-Dec-17	December	2017	4	Aircraft was cleared for a Skippers Saddle departure to follow the standard flow to Milford but was observed approaching Arthur's Point.
17/8029	ASP	19-Dec-17	December	2017	4	Airspace Infringement. Initially observed on surveillance inside of CTR above T753 at 5000 feet, pilot advised they were inside the CTR already and issued a NIC Arrival runway 14. Observed minutes later mid lake and advised they should track via coast line. Then observed entering Jardines (no parachuting at the time) so advised the pilot to make the left turn to Tollgate to avoid entering Jardines further.
17/6190	INC	21-Sep-17	September	2017	3	Front door latch noticed to be not locked correctly after take-off. Aircraft re-circuited to land. Door latch secured and aircraft continued with flight.
18/9156	INC	28-Dec-18	December	2018	4	Go-around due preceding aircraft slow to vacate the runway.
18/1558	ASP	27-Mar-18	March	2018	1	Lateral Deviation. Was instructed to depart RWY23 and track via Frankton arm. Airborne made left turn over the tower and tracked south of Deer Park instead.
19/1081	ASP	19-Feb-19	February	2019	1	Failed to follow Procedure. Made a Skippers Saddle departure instead of the cleared Rat Point departure.
19/89	ASP	08-Jan-19	January	2019	1	issued standard west departure clear of the 14 circuit, however a/c did not follow procedure - tracked to the 05 PAPI's then made a right turn
19/184	ASP	14-Jan-19	January	2019	1	Information Error Delivery. No strip posting received in QN Tower for SKY, MF - QN. Alerting service as per MOU not then applied until aircraft called us unexpectedly at Black Gorge.
18/2790	ASP	25-Apr-18	April	2018	2	Take-off/climb off RWY 32 on a Skippers Departure a helicopter on the Bravo Arrival passed within 30 meters of the C208.
19/361	ASP	22-Jan-19	January	2019	1	<p>Vertical Deviation. was cleared a Devils Staircase departure and was observed on surveillance at 6500ft, well above the cleared level on the VFR departure. The pilot was cleared to fly a published VFR departure procedure with a 6,000 feet upper limit.</p> <p>It was seen on the Airways Multi-Lateration system to have climbed into controlled airspace above the upper limit. The pilot was being competency checked by an authorised pilot when both of them became distracted by weather conditions and internal cockpit distractions. No other aircraft were involved and the pilot has since been briefed about the transgression.</p>
18/9052	ASP	27-Dec-18	December	2018	4	observed inside QN CTR without clearance. A/C appeared to take the wrong valley inbound, no loss of separation.
19/5158	ASP	14-Jul-19	July	2019	3	On departure requested a visual departure. While this was being coordinated with QN TWR, a/c commenced a visual departure without clearance. A/c was challenged, visual departure denied due inbound traffic then re-entered Figure 8 circuit to land.
19/3706	INC	19-May-19	May	2019	2	Overspeed event on approach (Reduce Speed Alert)
19/4911	ASP	28-Jun-19	June	2019	2	Flying aircraft become within close proximity with stationary parked aircraft.
19/5045	INC	12-Jul-19	July	2019	3	Go around due unstable at the stable gate. Called at gate, initiation was probably 200 lower. Go around due idle thrust. Winds changeable. Entered visual pattern. We were unstable at the stable gate, go around initiation was probably 200 lower. ;Just to be clear the correct call of unstable was made at the stable gate.