



**Australian Government**

**Department of Infrastructure, Regional Development and Cities**

Bureau of Infrastructure, Transport and Regional Economics

STATISTICAL REPORT



**Australian Aircraft Activity 2017**

© Commonwealth of Australia 2019

ISSN: 1320-3274

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Bureau of Infrastructure, Transport and Regional Economics (BITRE), 2019, Australian aircraft activity 2017, Statistical Report, BITRE, Canberra ACT.

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# Important notice to readers

The Tenth Session of the Statistics Division of the International Civil Aviation Organization (ICAO) recommended significant changes to the statistical reporting arrangements for member states. These changes were adopted by the ICAO Council and a new edition of the Reference Manual on the ICAO Statistics Program was published in late 2013.

The changes outlined in the Reference Manual included the introduction of a new ICAO Classification of Civil Aviation Activities. The classification separates flying activity into either commercial air transport services or general aviation; where commercial air transport services are classified as either scheduled or non-scheduled services and general aviation is classified as non-commercial business aviation, aerial work, pleasure flying, instructional flying or other flying.

These changes were discussed in General Aviation Activity 2011 and readers were invited to provide feedback. All comments were considered, with the following changes introduced from 2014:

- BITRE has adopted the new ICAO Classification of Civil Aviation Activities, incorporating additional detail to better reflect Australian conditions.
- While the results of the General Aviation Activity Survey are presented in this publication, statistics are also presented for commercial air transport activity (including Regular Public Transport). The title of this publication was therefore changed from General Aviation Activity to Australian Aircraft Activity from the 2014 publication.

BITRE are currently analysing the impact these changes may have had on aggregates.

# Explanatory Notes

## Australian aviation statistics publications

In order to provide a complete, integrated statistical summary of all Australian aviation, BITRE conducts a range of surveys covering the full spectrum of flying activity.

Monthly surveys of airlines are conducted to compile estimates of:

- Passengers carried to, from and within Australia by Australian and foreign-registered airlines.
- Cargo carried to, from and within Australia by Australian and foreign-registered airlines.
- Changes to airfares charged on competitive Australian domestic routes.
- The on time performance of domestic airlines.
- Aircraft movements and flying activity by airlines.

Originally, the scope of these monthly airline surveys was limited to scheduled regular public transport (RPT) flights, but in 2011 the scope was expanded to include large charter flights that are similar in scale to RPT flights. The monthly surveys of charter activity compile estimates of:

- Passengers carried within Australia on charter flights.
- Cargo carried within Australia on charter flights.
- Aircraft movements and flying activity by charter operators.

To provide a complete statistical summary of Australian aviation, BITRE compiles an annual survey of Australian registered aircraft undertaking On Demand Commercial Air Transport and General Aviation activity. The annual “General Aviation Survey” compiles estimates of:

- Aircraft movements and flying activity by Australian-registered aircraft not reported in the monthly surveys.

The results of these surveys are published in activity-specific reports:

- The monthly International Airline Activity report provides a summary of international passenger and cargo air travel to and from Australia. The report also provides an estimate of the movement of passengers between Australian airports by foreign-registered airlines. Statistics published in this report are compiled from the results of monthly surveys of international airlines that operate to/from Australia.
- The monthly Domestic Aviation Activity report provides a summary of domestic passenger and cargo air travel within Australia. This publication also provides statistics on the movement of passengers through regional airports and summary statistics for the movement of passengers on large charter flights. Statistics published in this report are compiled from the results of monthly surveys of domestic airlines and aviation charter companies that operate in Australia.
- The monthly Domestic On Time Performance report provides measures of the on time performance of key domestic airlines on competitive routes. Statistics published in this

report are compiled from the results of monthly surveys of key domestic airlines operating in Australia.

- The monthly Domestic Air Fare Indexes release is a web-based report providing an index-based measure of changes in air fares on competitive routes over time. Statistics published in this report are compiled from information published on domestic airlines' websites for specific routes identified as competitive in the Domestic Aviation Activity report.
- The annual Australian Aircraft Activity report provides statistics on the flying activity of all Australian-registered aircraft. Key measures are the number of hours flown and the number of landings, classified by the type of flying activity being undertaken. Statistics published in this report are compiled by merging the results of the annual General Aviation Activity Survey with the results of the monthly surveys of airlines.

## Data sources

Survey questionnaires were despatched to owners or operators of all aircraft listed on the Australian Civil Aircraft Register. Responses were received for 82 per cent of aircraft in scope of the Survey. For aircraft where a response was not received, careful estimates were substituted, based on the average of responses by similar aircraft.

Not all aircraft in Australia are listed on the Australian Civil Aircraft Register. Owners of ultralight aircraft, gliders, weight shift aircraft and gyrocopters may instead be registered with their respective associations. Statistics for these aircraft types have been supplied courtesy of Recreational Aviation Australia, the Gliding Federation of Australia, the Hang Gliding Federation of Australia and the Australian Sport Rotorcraft Association.

BITRE statistical surveys are conducted under the authority of Air Navigation Regulation 2016 Part 2. BITRE wishes to thank aircraft owners and operators for their assistance with these statistical collections.

### *Please note*

Landings include touch-and-go landings and alighting on water.

Location statistics provided in this report refer to the location where the aircraft is most frequently based. For some operations, this may be a significant distance away from where aircraft activity may occur.

Aircraft make is generally the manufacturer. However in cases where there have been changes to the company's name, structure or ownership with little change to the line of aircraft produced, common names (or the most recent name) may be used or retained.

Where figures have been rounded, differences may occur between the sums of component items and totals.



## Symbols and other usages

- na Not applicable.
- r Revised.
- Greater than zero but less than 50.
- .. Not available for confidentiality or other reasons.

## Abbreviations

- ASRA Australian Sport Rotorcraft Association
- BITRE Bureau of Infrastructure, Transport and Regional Economics
- CASA Civil Aviation Safety Authority
- C of A Certificate of Airworthiness
- GA General Aviation
- GFA Gliding Federation of Australia
- HGFA Hang Gliding Federation of Australia
- RA-Aus Recreational Aviation Australia
- RPT Regular Public Transport

# Highlights

## The Australian Aircraft Fleet

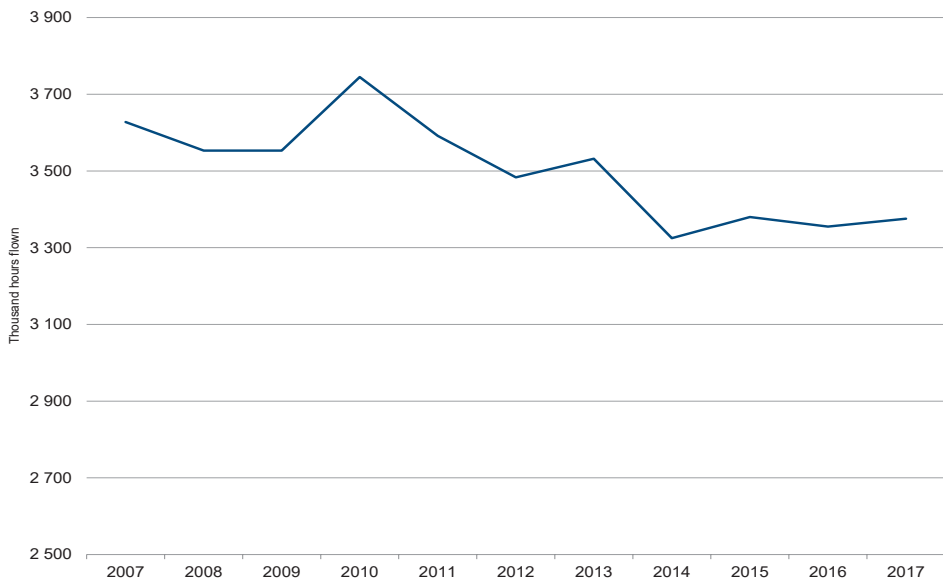
Total hours flown by Australian aircraft was 3.38 million in 2017, an increase of 0.6 per cent compared with the previous year (see Table 1).

Total airline RPT flying hours rose 2.7 per cent in 2017 to 1.43 million hours (see Table 1). Other VH-Registered aircraft flying hours fell 0.5 per cent in 2017 to 1.60 million hours (see Table 1).

The Sports and Recreation Associations registered sector recorded 348 thousand flying hours in 2017, a decrease of 2.5 per cent compared to 2016 (see Table 1).

Figure 1 shows the flying hours performed by Australian Aircraft.

**Figure 1 Australian Aircraft Fleet hours flown, (2007–2017)**



## The General Aviation and Commercial Air Transport VH-registered fleet

The total number of hours flown by General Aviation and Commercial Air Transport VH-registered aircraft for the year ending 31 December 2017 was 3.03 million. This consisted of 1.83 million hours in Commercial Air Transport and 1.20 million hours in General Aviation (see Table 7).

Commercial Air Transport consists of two sectors, Scheduled and Non-Scheduled. Scheduled Commercial Air Transport recorded 1.43 million hours, while Non-Scheduled recorded 398 thousand hours. Within Scheduled, the largest activity was Domestic, with 977 thousand hours. While in Non-Scheduled, Passenger transport charters was the largest activity with 248 thousand hours (see Table 7).

General Aviation consists of five different sectors of flying. Aerial Work (460 thousand hours), Own Use Business (137 thousand hours), Instructional flying (359 thousand hours), Sport and pleasure flying (216 thousand hours), and Other flying (31 thousand hours). The largest flying activity in Aerial Work was Agricultural mustering, recording 138 thousand hours. Commercial Instructional flying activity made up the majority of the Instructional flying sector, recording 327 thousand hours. While within the Sport and pleasure flying sector the largest flying activity was Pleasure and personal transport, recording 117 thousand hours (see Table 7).

Figure 2 shows the flying hours performed by VH-registered aircraft by the major industry sectors

**Figure 2 VH-Registered fleet hours flown, by major industry sectors (2017)**

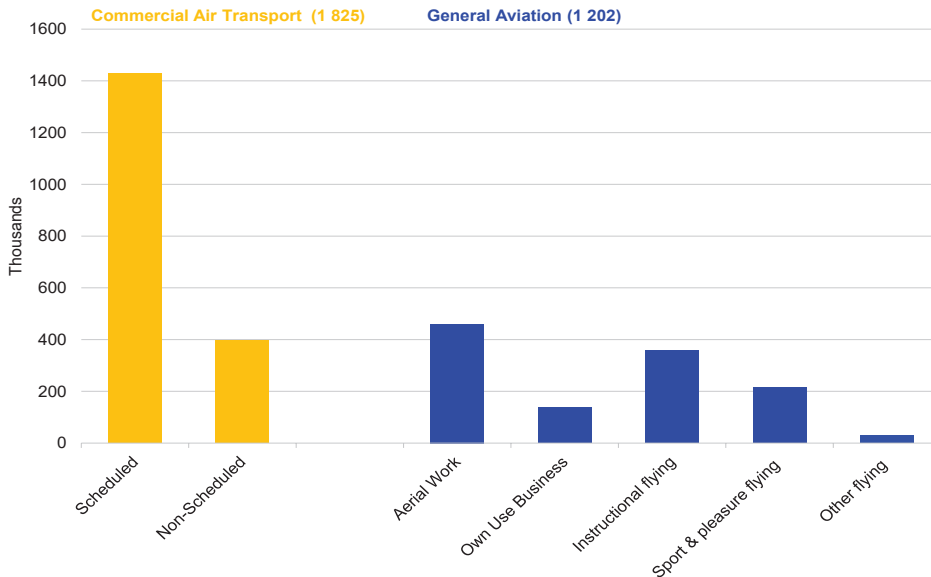
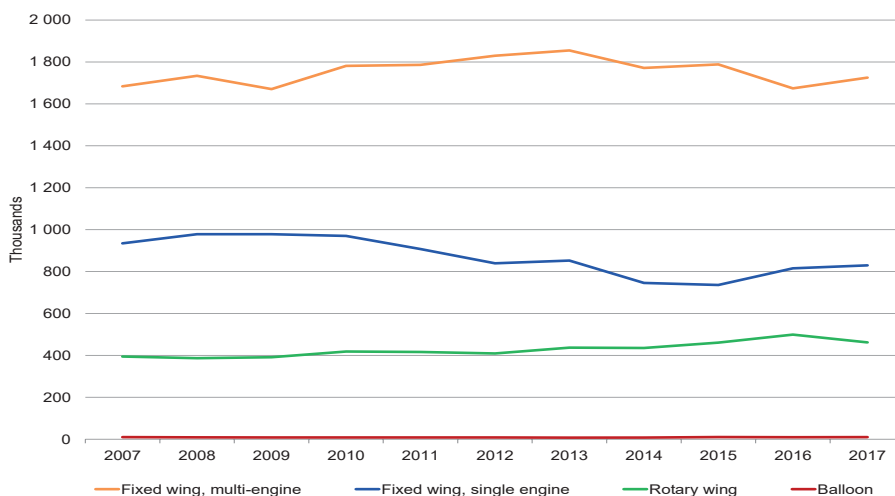


Figure 3 shows the flying hours performed by VH-registered aircraft by the major categories of aircraft.

**Figure 3** VH-Registered fleet hours flown, by category of aircraft (2007–2017)



The total number of landings by General Aviation and Commercial Air Transport VH-registered aircraft for the year ending 31 December 2017 was 2.97 million. This consisted of 1.28 million landings in Commercial Air Transport and 1.68 million landings in General Aviation (see Table 7).

The general aviation and commercial air transport VH registered fleets include 13 666 aircraft on the Civil Aviation Aircraft Register (Table 3). The number of aircraft registered at 31 December 2017 represents an increase of 1.5 per cent over the number registered at 31 December 2016 (13 463 aircraft).

The number of fixed wing, single engine aircraft increased by 0.9 per cent to 8 887, or 65.0 per cent of all registered aircraft in the General Aviation and Commercial Air Transport VH-registered fleet (see Table 4).

Fixed wing, multi-engine aircraft increased by 1.3 per cent to 2 262 (16.6 per cent of the total) (see Table 4).

The number of helicopters increased by 3.7 per cent to 2 120 (15.5 per cent of the total), with the number of single engine helicopters increasing by 3.6 per cent to 1 852. The number of multi-engine helicopters increased by 4.3 per cent to 268 (see Table 4).

Hot-air balloons and airships increased by 5.0 per cent to 397, or 2.9 per cent of total aircraft (see Table 4).

The Australian General Aviation and Commercial Air Transport VH-registered fleet contains many older aircraft, with the average age being 36.0 years for fixed wing aircraft, compared to 18.8 years for rotary aircraft and 13.6 years for balloons and airships (see Table 4).

About one in every four (3 306 aircraft) General Aviation and Commercial Air Transport VH-registered aircraft reported performing no flying during the year ended 31 December 2017.

Reasons why the aircraft did not fly are summarised in the following table:

**Table A** Reasons for nil flying activity (2017)

<b>Reason for nil activity</b>	<b>Number of aircraft</b>	<b>Percentage of reporting inactive aircraft</b>
Repair / maintenance / restoration	1455	44.0
Aircraft in storage	440	13.3
Aircraft unserviceable / unairworthy	245	7.4
Aircraft awaiting sale	176	5.3
Lack of business / company ceased operating	145	4.4
Work or other commitments	132	4.0
Amateur-built aircraft not yet completed	120	3.6
Financial reasons	92	2.8
Sold prior to 1 January 2017	80	2.4
Owner's health issues / deceased	70	2.1
Museum or stock aircraft	45	1.4
New Aircraft	31	0.9
This aircraft is unknown to the operator	27	0.8
C of A not yet issued	25	0.8
Other	223	6.7
<b>Total</b>	<b>3306</b>	<b>100.0</b>

Note: This table covers aircraft with zero hours reported and not those with reduced hours for any of the above reasons (for example, drought).

## The Sport and Recreational registered fleet

The sport and recreational registered aircraft fleet in 2017 consisted of 7 762 aircraft, which flew a total of 348 thousand hours (see Table 5).

### *Ultralight flying*

Information provided by Recreational Aviation Australia (RA-Aus)

In 2017, ultralight aircraft flew a total of 144 thousand hours, representing a decrease of 2.8 per cent over 2016 (see Table 12).

At the end of December 2017, a total 3 066 aircraft had current registrations issued by Recreational Aviation Australia, an increase of 4.6 per cent over 2016 (2 930 aircraft) (see Table 5).

### *Gliding*

Information provided by the Gliding Federation of Australia (GFA)

The number of registered gliders in 2017 was 1 274, an increase of 1.0 per cent compared with December 2016. The total number of reported flying hours decreased by 5.5 per cent to 60 thousand hours in the calendar year 2017 compared with 2016 (see Table 1).

### *Hang gliding*

Information provided by the Hang Gliding Federation of Australia (HGFA)

The total number of hours flown by hang gliders in 2016–17 was down 3.8 per cent on the previous year to 104 thousand hours (see Table 1).

### *Gyroplanes*

Information provided by the Australian Sport Rotorcraft Association (ASRA)

The number of gyroplanes in 2017 was 328. The total number of estimated hours flown by gyroplanes in 2017 increased by 8.1 per cent to 40 thousand hours (see Table 1).

# Tables

**Table 1** Total hours flown by industry sector (1988–2017)

Year	Total scheduled <sup>a</sup>	Other VH-registered aircraft <sup>b</sup>	Ultralight flying <sup>c</sup>	Gliding <sup>d</sup>	Hang Gliding <sup>e</sup>	Gyroplanes <sup>f</sup>	Total
<i>( thousand hours )</i>							
1988	600.1	1762.6	..	79.9	..	..	2442.6
1989	554.9	1927.6	..	75.4	..	..	2557.9
1990	613.1	1930.8	..	72.6	..	..	2616.4
1991	692.8	1754.7	..	74.2	63.7	..	2585.4
1992	750.3	1651.0	52.4	83.3	73.5	..	2610.4
1993	781.2	1703.9	56.8	73.0	86.2	..	2701.1
1994	838.7	1715.7	73.0	80.1	77.6	15.0	2800.1
1995	899.6	1761.3	72.0	75.9	86.4	14.4	2909.6
1996	938.5	1799.0	70.4	69.2	103.2	23.3	3003.7
1997	969.8	1839.3	75.1	68.9	102.3	23.3	3078.7
1998	958.2	1877.9	67.6	65.4	87.5	33.4	3090.0
1999	963.5	1842.2	73.9	63.9	104.6	30.4	3078.5
2000	1074.2	1714.8	74.1	..	106.7	29.7	2999.5
2001	1044.3	1702.9	76.5	..	120.0	37.0	2980.6
2002	926.0	1687.7	80.6	..	122.2	32.3	2848.9
2003	969.0	1645.9	84.5	..	124.7	28.3	2852.5
2004	1090.4	1645.0	87.1	..	132.0	29.3	2983.7
2005	1144.1	1722.8	92.9	194.7	134.2	32.9	3321.6
2006	1156.7	1695.0	120.2	228.9	103.0	27.9	3331.6
2007	1191.6	1831.8	138.3	343.4	94.5	28.0	3627.6
2008	1250.5	1857.7	156.2	169.9	88.3	30.5	3553.1
2009	1241.4	1807.5	174.3	198.4	96.0	35.6	3553.2
2010	1325.7	1847.7	200.4	228.7	97.9	44.4	3744.9
2011	1347.4	1771.4	198.6	126.9	98.7	48.6	3591.5
2012	1382.1	1704.9	187.9	56.8 <sup>r</sup>	105.1	46.8	3483.6
2013	1410.7	1741.8	153.5	63.6 <sup>r</sup>	117.2	44.9	3531.8
2014	1402.1	1526.4	176.1	67.7 <sup>r</sup>	113.8	38.9	3324.9
2015	1440.0	1552.3	167.0	66.4 <sup>r</sup>	110.9	43.5	3380.1
2016	1389.4	1608.8	148.2	63.9 <sup>r</sup>	107.7	37.0	3355.0
2017	1427.1	1600.7	144.0	60.4	103.5	40.0	3375.5

**a** Hours flown by Australian (including regional) airlines on domestic and international flight stages in Scheduled operations. From August 2004 RPT freight operations are included.

**b** Includes hours flown in General Aviation as well as Non-Scheduled Commercial Air Transport (Charter)

**c** Year ended 30 June prior to 2011. Calendar year for 2011, 2012, 2013. Data for 2014 are for year ended 30 June.

**d** Year ended 30 April prior to 2000. No data are available between 2000 and 2004. Data from 2005–2010 are for year ended 30 June. Data from 2011 are for calendar year.

**e** Year ended 30 June.

**f** Year ended 30 June until 2005. From 2006 onwards, calendar year data are provided.

**r** revised

**Table 2** Hours flown and percentage change, by industry sector and flying activity (2015–2017)

Flying Activity	2015 <sup>a</sup>		2016 <sup>a</sup>		2017 <sup>a</sup>	
	Hours flown (thousands)	Percentage change over 2014	Hours flown (thousands)	Percentage change over 2015	Hours flown (thousands)	Percentage change over 2016
Scheduled	1440.0	2.7%	1389.4	-3.5%	1427.1	2.7%
Non-Scheduled <sup>b</sup>	355.6	8.3%	318.9	-10.3%	342.3	7.3%
Private	166.1	18.9%	161.3	-2.9%	161.7	0.2%
Business	138.3	25.5%	131.7	-4.7%	136.6	3.7%
Test & ferry	26.5	-13.5%	34.8	31.1%	30.5	-12.1%
Training	305.1	-9.4%	339.6	11.3%	359.0	5.7%
Agriculture	79.4	-28.3%	110.7	39.5%	104.7	-5.4%
Survey & photography	33.3	-10.7%	34.9	4.8%	36.1	3.4%
Pipe & powerline patrol	51.5	3.1%	50.4	-2.1%	44.1	-12.6%
Mustering	154.1	0.4%	184.7	19.8%	137.6	-25.5%
Search & rescue	9.8	4.9%	9.1	-7.1%	7.5	-17.4%
Ambulance	105.0	2.5%	102.0	-2.9%	105.6	3.6%
Towing	6.9	64.6%	4.8	-30.5%	4.8	-1.0%
Other aerial work	120.6	6.6%	126.0	4.4%	129.9	3.1%
<b>Total Hours Flown</b>	2992.2	2.2%	2998.2	0.2%	3027.5	1.0%

Note: Includes data from General Aviation Activity survey, Domestic Monthly Survey, and International Monthly Survey.

a Activity Classifications based on 2013 categories

b Excludes Air Ambulance which was reclassified from General Aviation to Commercial air transport in 2014.



**Table 3** Number of aircraft, landings and hours flown in General Aviation and Commercial Air Transport operations by state or territory (2017)<sup>a</sup>

State or Territory	Number of aircraft		Number of landings (thousands)	Commercial Air Transport		General Aviation		Total
	Total	Active <sup>b</sup>		No. Active aircraft <sup>b</sup>	Hours flown (thousands)	No. Active aircraft <sup>b</sup>	Hours flown (thousands)	
Intrastate								
NSW	3718	2706	718.5	372	227.9	2632	305.4	533.3
QLD	3163	2458	600.2	440	141.7	2315	341.9	483.6
WA	1885	1434	342.1	396	173.6	1205	172.6	346.2
VIC	2692	1957	448.6	283	69.9	1817	206.4	276.3
NT	679	567	200.2	287	103.1	468	71.3	174.3
SA	878	692	187.3	113	44.3	642	83.1	127.4
TAS	210	161	43.5	28	9.8	149	15.2	25.0
ACT	115	85	13.4	9	7.5	79	6.6	14.1
Interstate	216	216	349.7	216	641.1			641.1
International	110	110	62.9	110	406.2			406.2
Australia	13666	10386	2966.4	2254	1825	9307	1202.4	3027.5

Note: Includes data from General Aviation Activity survey.

<sup>a</sup> VH-registered aircraft only

<sup>b</sup> General Aviation and Commercial Air Transport active aircraft may exceed total active aircraft as some aircraft may operate in both categories

Table 4 Australian Aircraft Fleet, VH-registered (2017)

Aircraft make	Number of Aircraft	Average age of aircraft <sup>a</sup> (years)	Hours flown (thousands)	Landings (thousands)
<b>Fixed wing, single-engine</b>				
Cessna	3121	39.7	375.3	527.4
Piper	1412	43.0	117.0	172.1
Amateur	1343	15.4	35.0	46.5
Beechcraft	356	41.3	15.1	13.1
De Havilland	304	73.1	6.8	16.7
Air Tractor	178	15.7	45.2	97.0
Cirrus	161	9.0	15.6	13.9
Mooney	146	37.5	7.3	5.9
Auster	124	66.6	1.0	1.4
American Champion	96	29.1	11.0	15.6
Other	1646	34.9	200.5	359.6
<b>Subtotal</b>	<b>8887</b>	<b>36.1</b>	<b>829.8</b>	<b>1269.2</b>
<b>Fixed wing, multi-engine</b>				
Beechcraft	410	32.3	85.9	87.1
Piper	409	39.4	47.0	51.6
Cessna	389	37.1	53.0	51.7
Boeing	214	10.0	634.8	271.6
Airbus	123	8.6	473.8	163.1
Bombardier	83	11.2	102.6	97.5
Fokker	74	25.0	82.8	52.2
Aero Commander	55	45.6	16.3	18.7
Saab	52	23.7	60.1	68.4
Fairchild	49	29.1	19.3	19.7
Other	404	30.9	149.6	126.3
<b>Subtotal</b>	<b>2262</b>	<b>24.4</b>	<b>1725.2</b>	<b>1007.9</b>
<b>Total</b>	<b>11149</b>	<b>36.0</b>	<b>2555.1</b>	<b>2277.1</b>
<b>Rotary wing, single-engine</b>				
Robinson	1081	12.5	256.0	305.7
Bell	296	37.1	55.0	93.0
Aerospatiale/Eurocopter	183	20.3	44.5	97.5
Amateur	101	12.8	1.7	2.0
Schweizer	38	16.9	5.9	9.2
Agusta	23	38.9	2.2	3.5
Hughes	21	41.5	2.6	5.3
Enstrom	16	32.3	1.1	1.6
McDonnell Douglas	15	28.8	5.8	7.1
Kawasaki	14	48.7	0.2	0.4

Aircraft make	Number of Aircraft	Average age of aircraft <sup>a</sup>	Hours flown	Landings
		(years)	(thousands)	
Other	64	27.6	12.6	23.2
Subtotal	1852	36.0	387.7	548.4
<b>Rotary wing, multi-engine</b>				
Agusta	70	6.1	29.0	58.3
Aerospatiale/Eurocopter	51	22.2	8.6	12.2
Bell	51	24.2	10.8	18.2
Sikorsky	36	15.7	11.5	11.8
Kawasaki	19	26.3	4.1	6.1
Other	41	14.1	10.3	23.6
Subtotal	268	16.6	74.3	130.1
Total	2120	18.8	462.0	678.6
<b>Balloon or airship make</b>				
Kavanagh	268	10.7	9.0	9.4
Cameron	48	20.9	0.5	0.5
Thunder/Colt	30	28.6	0.1	0.2
Amateur	18	7.2	0.1	0.1
Balloon Works	8	31.6	-	-
Other	25	11.6	0.5	0.5
<b>Total</b>	<b>397</b>	<b>13.6</b>	<b>10.4</b>	<b>10.7</b>

Note: Includes data from General Aviation Activity survey.

<sup>a</sup> As at end of 2017

**Table 5** Australian Aircraft Fleet, Sports and Recreational registered aircraft (2017)

Aircraft	Number of aircraft	Hours flown ( thousands )
Ultralight	3066	144.0
Gliders	1274	60.4
Hang gliders	3094	103.5
Gyroplanes	328	40.0
<b>Total</b>	<b>7762</b>	<b>348.0</b>

Note: Includes data from Sport and Recreational Associations

**Table 6** Number of Aircraft, by Fuel Type and Hours Flown in Australian Fleet (2017)

<b>Fuel type</b>	<b>Number of aircraft</b>	<b>Total hours flown ( thousands )</b>
<b>Fixed wing, single engine</b>		
Diesel	8	2.3
Avtur	509	161.7
Avgas	8370	665.8
Subtotal	8887	829.8
<b>Fixed wing, multi-engine</b>		
Diesel	5	0.8
Avtur	1096	1586.4
Avgas	1161	138.1
Subtotal	2262	1725.2
Subtotal (Fixed wing)	11149	2555.1
<b>Rotary wing, single engine</b>		
Avtur	562	118.7
Avgas	1290	269.0
Subtotal	1852	387.7
<b>Rotary wing, multi-engine</b>		
Avtur	268	74.3
Subtotal	268	74.3
Subtotal (Rotary wing)	2120	462.0
<b>Balloons and airships</b>		
N/A	397	10.4
<b>Total</b>	<b>13666</b>	<b>3027.5</b>

Note: Includes data from General Aviation Activity survey

**Table 7** Flying Activity by VH-registered aircraft (2017)

Industry sector and flying activity		Number of Aircraft	Average age of Aircraft <sup>a</sup>	Hours flown	Landings
			(years)	( thousands )	
<b>Commercial air transport</b>					
Scheduled	International	205	9.1	413.0	65.6
	Domestic	615	15.2	977.3	670.8
	Freight only	97	33.4	36.8	40.1
Non-scheduled	Passenger transport charters	1564	25.4	247.8	364.0
	Air ambulance	171	13.6	105.6	114.6
	Freight only	100	9.7	34.3	14.1
	Other commercial air transport	84	24.9	10.2	15.6
<b>Total Commercial air transport</b>		2254 <sup>b</sup>	22.5	1825.0	1284.9
<b>General Aviation</b>					
Aerial work	Agricultural spreading/spraying	646	20.9	86.6	238.9
	Agricultural mustering	659	17.4	137.6	109.2
	Agriculture - other	472	19.5	18.1	15.2
	Construction - sling loads	36	21.2	1.8	5.4
	Construction - other	7	23.0	0.3	0.6
	Photography	211	24.8	11.8	8.1
	Pipeline or powerline surveying	402	19.4	21.1	13.1
	Other surveying	424	19.0	24.3	12.6
	Observation and Patrol	379	18.3	22.9	8.8
	Search and rescue	74	18.8	7.5	8.3
	Policing	43	16.2	15.6	18.6
	Firefighting	529	19.1	25.9	28.8
	Advertising	12	24.9	0.5	0.3
	Other aerial work	773	23.5	86.2	114.6
Own Use Business	Own business travel	2250	28.9	136.6	125.3
Instructional flying	Instructional flying - commercial	1115	25.4	327.4	533.4
	Instructional flying - non-commercial	609	27.7	31.6	55.1
Sport and pleasure flying	Glider towing	47	48.5	4.3	31.4
	Parachute dropping	736	42.7	23.0	55.3
	Aerobatics	172	29.7	4.1	7.6
	Joyflights/sightseeing charters	439	24.2	50.0	101.8
	Pleasure and personal transport	3393	35.8	116.7	134.3
	Community service flights	47	32.0	1.3	1.1
Other flying	Other sport and pleasure flying	687	28.3	16.7	23.9
	Test flights	467	23.9	2.9	3.3
	Ferry flights	672	25.1	10.5	8.8
	Other flights	371	29.6	17.2	17.9
<b>Total General Aviation</b>		9307 <sup>c</sup>	30.1	1202.4	1681.5
<b>Total</b>		10386 <sup>d</sup>	29.2	3027.5	2966.4

<sup>a</sup> As at end of 2017

<sup>b</sup> The sum of all Commercial Air Transport category's aircraft will exceed Total Commercial Air Transport aircraft as some aircraft operate in multiple categories.

<sup>c</sup> The sum of all General Aviation category's aircraft will exceed Total General Aviation aircraft as some aircraft operate in multiple categories.

<sup>d</sup> The sum of Total General Aviation and Total Commercial Air Transport aircraft will exceed Total aircraft as some aircraft operate in both industry sectors.

**Table 8** Table 8 Hours flown by broad activity type, by state or territory (2017), for VH-registered aircraft

State or Territory	Commercial Air Transport			General Aviation					Total	
	Scheduled	Non-scheduled		Aerial Work	Own Use Business	Instructional flying	Sport and pleasure	Other flying		
Intrastate										
NSW	160.1	67.8		98.6	37.5	102.7	59.2	7.4	533.3	
QLD	63.7	78.0		164.7	44.8	61.2	61.8	9.4	483.6	
WA	73	100.6		79.0	13.7	47.2	29.4	3.2	346.2	
VIC	24.5	45.4		38.6	19.8	102.8	40.9	4.4	276.3	
NT	28	75.1		48.4	10.7	3.3	6.3	2.5	174.3	
SA	19.1	25.2		21.8	8.4	37.8	12.2	2.9	127.4	
TAS	4.7	5.1		7.5	0.8	2.9	3.4	0.5	25.0	
ACT	6.9	0.6		1.7	0.9	1.1	2.7	0.2	14.1	
Interstate	641.1								641.1	
International	406.2								406.2	
Australia	1427.1	397.9		460.3	136.6	359.0	216.0	30.5	3027.5	

Note: Includes data from General Aviation Activity survey. Major Airlines are classified to Interstate and International.

**Table 9** Landings by broad activity type, by state or territory (2017), for VH-registered aircraft

State or Territory	Commercial Air Transport			General Aviation				Total
	Scheduled	Non-scheduled	Aerial Work	Own Use Business	Instructional flying	Sport and pleasure	Other flying	
Intrastate								
NSW	1673	679	184.0	34.2	159.7	97.8	7.6	718.5
QLD	61.7	125.0	174.7	41.7	80.8	107.7	8.5	600.2
VIC	29.6	75.2	50.7	19.0	179.6	61.1	4.8	419.9
WA	43.8	108.3	80.0	11.2	75.2	49.8	2.6	370.8
NT	30.1	96.5	46.0	9.4	5.3	10.1	2.8	200.2
SA	20.2	26.7	28.7	8.2	80.5	20.2	2.7	187.3
TAS	6.1	8.2	17.0	0.7	5.0	5.9	0.6	43.5
ACT	5.1	0.5	1.3	0.9	2.5	2.9	0.3	13.4
Interstate	349.7							349.7
International	62.9							62.9
Australia	776.5	508.3	582.4	125.3	588.5	355.4	30.0	2966.4

Note: Includes data from General Aviation Activity survey. Major Airlines are classified to Interstate and International

Table 10 Hours flown and landings by engine type (2017), for VH-registered aircraft

	Certified aircraft									
	Jet aircraft		Turbo-prop aircraft		Turbo-shaft aircraft		Piston engine aircraft			
	Hours flown	Landings	Hours flown	Landings	Hours flown	Landings	Hours flown	Landings	Hours flown	Landings
	( thousands )									
Commercial Air Transport	1181.2	492.9	224.1	250.8	0.0	0.0	21.8	32.9		
	63.6	32.3	127.7	128.2	70.7	153.3	132.0	190.4		
General Aviation	5.1	2.7	92.0	163.3	97.1	150.3	266.1	266.0		
	8.9	5.2	11.4	11.5	5.8	8.2	110.5	100.4		
	1.0	0.8	5.2	5.5	4.4	5.5	348.2	576.5		
	1.2	1.1	17.9	46.8	12.0	32.5	178.7	268.7		
	4.1	2.0	4.7	3.7	3.0	3.7	18.6	20.4		
<b>Total</b>	1265.2	536.9	482.9	609.9	193.1	353.5	1076.0	1455.3		

Note: Includes data from General Aviation Activity survey



**Table 11** Hours flown in Ultralight operations, by state and category of aircraft (2017)

State or Territory	Uncertified aircraft	Commercially manufactured						Certified aircraft				Total
		CAO 95.25		CAO 95.55		CAO 101.55		Amateur-built		Weight shift		
		CAO 95.25	CAO 95.55	CAO 95.55	CAO 101.55	CAO 95.55	CAO 101.28	Powered parachutes	Trikes CAO 95.32	Subtotal (Certified aircraft)		
QLD	0.1	1.1	31.5	1.1	9.1	0.4	1.4	0.8	45.2	45.4		
NSW	0.2	0.6	22.3	1.4	5.5	0.1	0.2	3.3	33.3	33.5		
VIC	-	0.1	22.1	0.6	3.9	0.2	4.1	1.9	32.9	33.0		
SA	0.1	0.5	9.2	0.8	3.4	0.3	0.4	0.8	15.4	15.5		
WA	0.1	0.1	4.4	-	2.7	-	1.2	0.6	9.1	9.2		
TAS	-	0.1	2.1	0.5	0.7	0.0	0.4	-	3.8	3.9		
NT	0.0	0.1	2.1	0.1	0.5	0.0	0.1	0.1	3.1	3.1		
ACT	0.0	-	0.3	0.1	0.2	0.0	0.0	-	0.6	0.6		
Australia	0.5	2.7	94.0	4.6	25.9	1.0	7.8	7.5	143.5	144.0		

<sup>a</sup> Covers hours flown during the previous 12 months at time of annual renewal of each aircraft's registration.

Note: All statistics courtesy of Recreational Aviation Australia (RA-Aus). These statistics are subject to frequent revision. BITRE recommends caution when using these statistics.

Table 12 Hours flown<sup>a</sup> in Ultralight operations, by category of aircraft (2007–2017)

Year	Certified aircraft											Subtotal (Certified aircraft)	Total
	Uncertified aircraft		Commercially manufactured				Amateur-built			Weight shift			
	CAO 95.10	CAO 95.25	CAO 95.55	CAO 101.55	CAO 95.55	CAO 101.28	CAO 95.32	Powered parachutes	Trikes				
2007	4.0	13.1	55.8	21.3	31.9	3.1	3.4	5.6	134.2	138.3			
2008	2.9	11.7	71.2	19.1	36.7	3.5	3.9	7.2	153.3	156.2			
2009	2.8	11.6	88.3	16.8	39.7	3.3	4.2	7.5	171.5	174.3			
2010	3.0	9.0	111.8	12.3	41.0	3.0	3.5	16.7	197.4	200.4			
2011	2.1	6.4	121.7	9.6	38.5	1.8	2.3	16.2	196.6	198.6			
2012	1.0	6.9	125.1	8.5	34.0	1.4	2.9	8.1	186.9	187.9			
2013	1.0	7.1	90.2	10.5	30.5	1.4	2.3	10.5	152.5	153.5			
2014	2.4	7.8	112.8	7.7	32.0	1.4	2.6	9.4	173.7	176.1			
2015	1.0	7.9	103.6	7.9	35.1	2.0	2.5	7.1	166.0	167.0			
2016	1.0	4.8	93.8	5.8	4.4	7.1	4.4	7.1	147.2	148.2			
2017	0.5	2.7	94.0	4.6	25.9	1.0	7.8	7.5	143.5	144.0			

<sup>a</sup> Covers hours flown during the previous 12 months at time of annual renewal of each aircraft's registration.

Note: All statistics courtesy of Recreational Aviation Australia (RA-Aus). These statistics are subject to frequent revision. BITRE recommends caution when using these statistics.

# Survey form



**Australian Government**  
**Department of Infrastructure, Regional Development and Cities**  
 Bureau of Infrastructure, Transport and Regional Economics

**General Aviation Activity Survey**  
 Year ended 31 December 2017

This information is collected under the authority of Air Navigation Regulation 2016, Part 2 which provides penalties for non-compliance. This survey has been approved by the Australian Government Statistical Clearing House (Approval Number 00560—11).

**Please return the completed form by 30 March 2018.**

For all aircraft operated in the year ending 31 December 2017, please provide aircraft registrations, postcode of aircraft base, and number of hours flown and landings. Flying activity performed entirely outside Australia or its Territories should not be recorded.

Name:	Username:
-------	-----------

		Aircraft Registration (a)						
		Postcode of Aircraft Base (b)	Hours	Landings	Hours	Landings	Hours	Landings
Commercial Air Transport	Scheduled	International						
		Domestic						
		Freight only						
	Non-Scheduled	Passenger transport charters						
		Air ambulance						
		Freight only						
General Aviation	Aerial Work	Other commercial air transport						
		Agricultural spreading / spraying						
		Agricultural mustering						
		Agriculture - other						
		Construction - sling loads						
		Construction - other						
		Photography						
		Pipeline or powerline surveying						
		Other surveying						
		Observation and Patrol						
		Search and Rescue						
		Policing						
		Firefighting						
		Advertising						
	Other aerial work							
	Sport & pleasure flying	Own business travel						
		Instructional flying - non-commercial	Instructional flying - commercial					
			Instructional flying - non-commercial					
		Other flying	Glider towing					
			Parachute dropping					
			Aerobatics					
			Joyflights / sightseeing charters					
	Pleasure and personal transport							
	Community service flights							
	Other sport and pleasure flying							
	Other flying	Test flights						
		Ferry flights						
Other Flights								

Additional comments:

Email:

Phone:

Date:

- (a) Aircraft Registration: Pre-printed registrations are based on information supplied by the Civil Aviation Safety Authority. Please add any additional aircraft you operated in 2017 that are not listed. If insufficient room please photocopy form and attach additional sheets.
- (b) Aircraft Base: Please indicate the postcode of the aerodrome or landing area at which the aircraft was most frequently based during 2017. For balloon operations, indicate the postcode of the general area from which most flying was conducted.

## DEFINITIONS

Flying hours should be recorded on the basis of the types of flying in which the aircraft was engaged, as defined below. Total time (including taxi time) is preferred, but airborne time or tacho time is acceptable if total time is not readily available.

Careful estimates are acceptable where exact figures are not readily available. *If your aircraft was inactive for all of 2017, please provide a 'Nil flying' response by entering '0' in the Hours and Landings fields, as this is required for producing accurate estimates of activity.*

### Commercial Air Transport

#### Scheduled

*International*  
*Domestic RPT*  
*Freight only*

Scheduled operations of international airlines operating into/out of Australia.  
Scheduled operations of domestic airlines operating within Australia.  
Scheduled operations carrying freight only.

#### Non Scheduled

*Passenger transport charters*

Flying involving the carriage of passengers by the aircraft operator or his/her employees for hire or reward (but excluding scheduled airline operations).

*Air Ambulance*

Operations as an aerial ambulance for the transport of ill or injured persons (excluding Angel flights).

*Freight only*

Flying involving the carriage of cargo by the aircraft operator or his/her employees for hire or reward (but excluding scheduled airline operations).

*Other commercial air transport*

Includes on-demand charter and all other commercial air transport not classified elsewhere.

### General Aviation

#### Aerial Work

*Agricultural spreading / spraying*

Flying involving the spreading/spraying of chemicals, seeds, and fertilisers. This includes flights to and from the spread / spray area.

*Agricultural mustering*

Aerial stock mustering involving the direct use of aircraft for the movement of livestock.

*Other agriculture*

Other agricultural activity including aerial culling and baiting.

*Construction – sling loads*

Flying using sling loads for construction purposes.

*Construction – other*

Includes all flying for construction purposes, excluding sling loads.

*Photography*

All aerial photographic work.

*Pipeline or powerline surveying*

Aerial inspection patrols along pipelines or powerlines.

*Other Surveying*

Flying involving the use of aircraft for surveying not classified elsewhere. Includes geophysical surveys.

*Observation and patrol*

Flying involving the use of aircraft for aerial observations and patrol. Includes coastal surveillance.

*Search and rescue*

Includes any search missions, as well as evacuation or rescue work.

*Policing*

Flying involving the use of aircraft in police operations, includes traffic control, ground support, high-speed car pursuits, observation, air patrol etc.

*Fire fighting*

Flying involving the use of aircraft to combat fires (e.g. spotting, water bombing etc.). This includes flights to and from the fire area.

*Advertising*

Includes skywriting and banner towing advertising.

*Other Aerial work*

Includes aerial spotting (stock, fish, etc.), cloud seeding, etc.

#### Own-use business travel

Business flying not through a hire or reward arrangement.

<b>Instructional flying</b>	Flying involving training for the issue or renewal of a licence or rating, aircraft type endorsement or conversion training. Includes solo navigation exercises conducted as part of a course of applied flying training.
<b>Sport and pleasure flying</b>	
<i>Pleasure and personal transport</i>	Flying for private pleasure, or personal transport not associated with a business or profession.
<i>Community service flights</i>	Flights that are provided on a voluntary basis for public benefit. This includes non-emergency flights provided as part of an organised voluntary or charitable activity. This does not include flights where a pilot provides a flight to a friend or family member.
<i>Glider towing</i>	Includes the use of aircraft for glider towing.
<i>Parachute dropping</i>	Flying associated with the dropping of parachutists.
<i>Aerobatics</i>	Aerobatic flight involves manoeuvres intentionally performed by an aircraft involving an abrupt change in its attitude, an abnormal attitude, or an abnormal variation in speed.
<i>Joyflights / sightseeing charters</i>	Flying involving the carriage of passengers for joyflights or sightseeing purposes that take off and land at the same location.
<i>Other sport and pleasure flying</i>	Other sport and pleasure flying not classified elsewhere.
<b>Other flying</b>	
<i>Test</i>	Flying associated with the testing of an aircraft.
<i>Ferry</i>	Flying associated with an aircraft delivery or movement to a location for maintenance, hire or other planned use.
<i>Other flying</i>	Flying not classified elsewhere.

## DIFFICULTIES AND ENQUIRES

The aircraft and operator/owner details included on this form are provided to the Bureau by the Civil Aviation Safety Authority shortly before dispatch of the survey forms. Although the latest available information is used, there will inevitably be a number of short-term discrepancies involving recent changes of operator, ownership or address.

Should any discrepancies occur over the longer term, please advise your local CASA office.

If you have any questions relating to the survey, please contact Aviation Statistics Section on (02) 6274 6135, fax (02) 6274 7727 or email [avstats@infrastructure.gov.au](mailto:avstats@infrastructure.gov.au).

# Definitions

<b>Term</b>	<b>Definition</b>
Advertising	Includes skywriting and banner towing advertising.
Aerobatics	Aerobatic flight involves manoeuvres intentionally performed by an aircraft involving an abrupt change in its attitude, an abnormal attitude, or an abnormal variation in speed.
Agricultural mustering	Aerial stock mustering involving the direct use of aircraft for the movement of livestock.
Agricultural spreading / spraying	Flying involving the spreading/spraying of chemicals, seeds, and fertilisers. This includes flights to and from the spread / spray area.
Air Ambulance	Operations as an aerial ambulance for the transport of ill or injured persons (excluding Angel flights).
Commercial Air Transport	An aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire.
Community service flights	Flights that are provided on a voluntary basis for public benefit. This includes non-emergency flights provided as part of an organised voluntary or charitable activity. This does not include flights where a pilot provides a flight to a friend or family member.
Construction – other	Includes all flying for construction purposes, excluding sling loads.
Construction – sling loads	Flying using sling loads for construction purposes.
Domestic RPT	Scheduled operations of domestic airlines operating within Australia.
Ferry	Flying associated with an aircraft delivery or movement to a location for maintenance, hire or other planned use.
Fire fighting	Flying involving the use of aircraft to combat fires (e.g. spotting, water bombing etc.). This includes flights to and from the fire area.
General Aviation	An aircraft operation other than a commercial air transport operation.
Glider towing	Includes the use of aircraft for glider towing.
Instructional flying	Flying involving training for the issue or renewal of a licence or rating, aircraft type endorsement or conversion training. Includes solo navigation exercises conducted as part of a course of applied flying training.
International	Scheduled operations of international airlines operating into/out of Australia.

<b>Term</b>	<b>Definition</b>
Joyflights / sightseeing charters	Flying involving the carriage of passengers for joyflights or sightseeing purposes that take off and land at the same location.
Non- scheduled Freight only	Flying involving the carriage of cargo by the aircraft operator or his/her employees for hire or reward (but excluding scheduled airline operations).
Observation and patrol	Flying involving the use of aircraft for aerial observations and patrol. Includes coastal surveillance.
Other Aerial work	Includes aerial spotting (stock, fish, etc.), cloud seeding, etc.
Other agriculture	Other agricultural activity including aerial culling and baiting.
Other commercial air transport	Includes on-demand charter and all other commercial air transport not classified elsewhere.
Other flying	Flying not classified elsewhere.
Other sport and pleasure flying	Other sport and pleasure flying not classified elsewhere.
Other Surveying	Flying involving the use of aircraft for surveying not classified elsewhere. Includes geophysical surveys.
Own-use business travel	Business flying not through a hire or reward arrangement.
Parachute dropping	Flying associated with the dropping of parachutists.
Passenger transport charters	Flying involving the carriage of passengers by the aircraft operator or his/her employees for hire or reward (but excluding scheduled airline operations).
Photography	All aerial photographic work.
Pipeline or powerline surveying	Aerial inspection patrols along pipelines or powerlines.
Pleasure and personal transport	Flying for private pleasure, or personal transport not associated with a business or profession.
Policing	Flying involving the use of aircraft in police operations, includes traffic control, ground support, high-speed car pursuits, observation, air patrol etc.
Scheduled Freight only	Scheduled operations carrying freight only.
Search and rescue	Includes any search missions, as well as evacuation or rescue work.
Test	Flying associated with the testing of an aircraft.

# Aviation Statistics publications

These publications and data releases are available in electronic format, and can be downloaded free of charge from the Department's web site at <https://bitre.gov.au/statistics/aviation/index.aspx>.

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## *Airline On Time Performance*

Produced: Monthly, calendar and financial years.

Contents: Domestic airline on time performance by airline, route and airport.

## *Airport Traffic Data*

Produced: Financial year, monthly for top 20 airports.

Contents: Time series of airport activity for the international, domestic and regional RPT sectors.

## *Australian Aircraft Activity*

Produced: Calendar year.

Contents: Commercial Air Transport and General Aviation flying activity; hours flown and landings by category of operation and aircraft type; numbers of aircraft by type.

## *Australian Air Distances*

Produced: As required.

Contents: Air distances covering routes operated on commercial services.

## *Australian Domestic Aviation Activity*

Produced: Monthly, calendar and financial year.

Contents: Data supplied by Australian airlines operating over Australian flight stages; traffic on top competitive city pairs and industry totals.



## *Avline*

Produced: Financial year.

Contents: Overview of Australian aviation industry including traffic data, air fares, and airport charges.

## *Domestic Airfares indexes*

Produced: Monthly.

Contents: Time series of fare indexes covering business, full economy, restricted economy and best discount fares.

## *International Airline Activity*

Produced: Monthly, calendar and financial year.

Contents: Comprehensive data on all international services to/from Australia. International passenger and freight traffic; operator market shares; city pair data; industry analysis.