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**Department of Infrastructure, Transport,
Regional Development, Communications and the Arts**
Bureau of Infrastructure and Transport Research Economics

STATISTICAL REPORT



bitre

Aviation

**Australian Aircraft Activity
2023**

The department acknowledges the Traditional Custodians of country throughout Australia and their connections to land, sea and community.

We pay our respect to their Elders past and present and extend that respect to all Aboriginal and Torres Strait Islander people.

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Highlights

Total hours flown increased in 2023

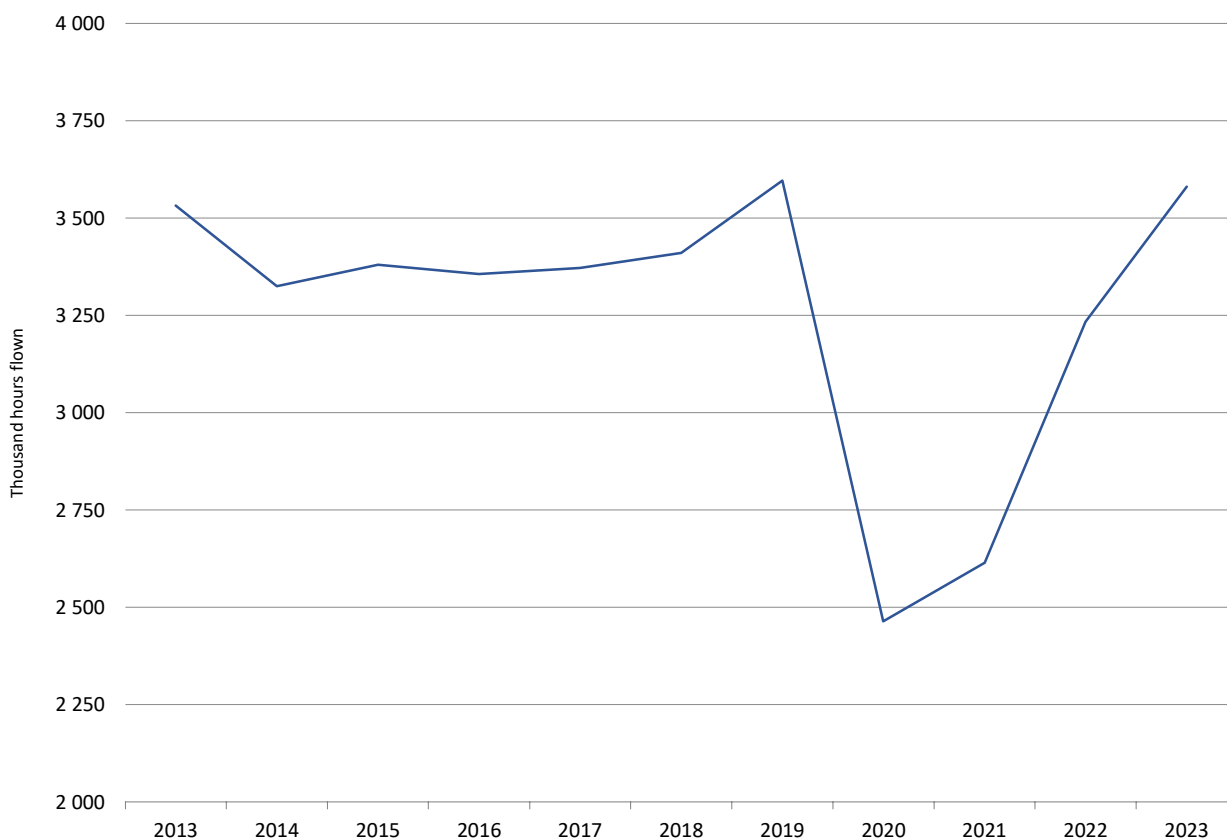
Total hours flown by Australian aircraft during 2023 was 3.58 million, an increase of 10.8 per cent when compared to the previous year (see Table 1 page 11 and Figure 1 below). This figure is made up of VH-registered and Sports and Recreation Association registered aircraft.

VH-aircraft are registered on the Australian Civil Aircraft Register (civil register) by the Civil Aviation Safety Authority (CASA). Sports and Recreation Association registered aircraft are registered with one of the following - Recreational Aviation Australia (RA-Aus), Gliding Australia (GA), Sports Aviation Federation of Australia (SAFA) or the Australian Sport Rotorcraft Association (ASRA). These organisations operate under self-administration, with CASA setting the regulations and then working with the organisations to ensure the regulations are applied and enforced.

Total airline Regular Public Transport (RPT) flying hours rose 25.7 per cent in 2023 to 1.37 million hours (see Table 1). RPT refers to all air service operations in which aircraft are available for the transport of members of the public and are conducted in accordance with fixed schedules. Other VH-registered aircraft flying hours rose 4.9 per cent in 2023 to 1.88 million hours (see Table 1).

The sports and recreation association sector recorded 333,583 flying hours in a decrease of 5.3 per cent compared to the previous year (see Table 1).

Figure 1 Australian aircraft fleet hours flown (2013–2023)



General Aviation and Commercial Air Transport -VH-registered

The total number of hours flown by general aviation and commercial air transport VH-registered aircraft for the year ending 31 December 2023 was 3.21 million. This consisted of 1.27 million hours in commercial air transport and 1.94 million hours in general aviation (see Table 7).

The total number of landings by general aviation and commercial air transport VH-registered aircraft for the year ending 31 December 2023 was 3.21 million. This consisted of 1.3 million landings in commercial air transport and 1.94 million landings in general aviation (see Table 7).

The general aviation and commercial air transport fleets include 14,865 aircraft on the civil register (Table 3). The number of aircraft registered at 31 December 2023 represents an increase of 5.1 per cent over the number registered at 31 December 2022 (14,139 aircraft).

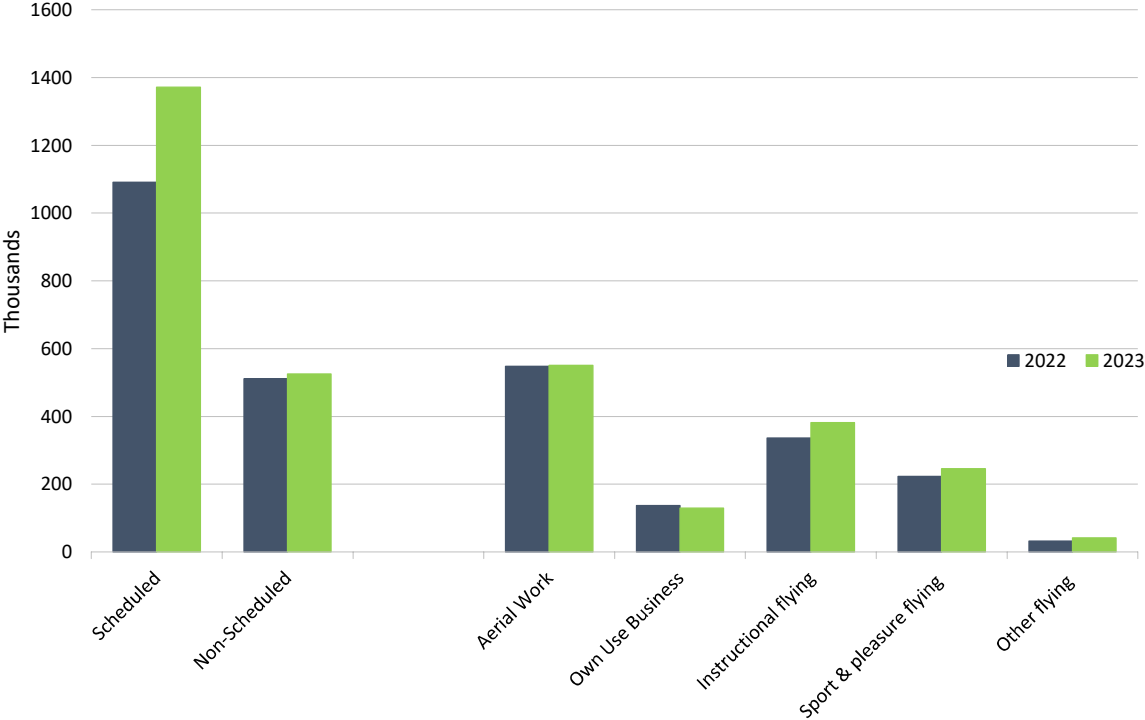
Commercial air transport consists of two sectors, scheduled and non-scheduled. The scheduled sector of commercial air transport operates flights according to timetables drawn up to cover several months or even years at a time. The non-scheduled sector (often referred to as charter) relates to commercial air transport that operate without fixed or published timetables. Scheduled commercial air transport rose in comparison 2022, recording 1.37 million hours (up 26 per cent). Non-scheduled commercial air transport also rose from 2022, recording 526,031 (up 2.9 per cent). Domestic flying represented the largest share of scheduled flying activity in 2023 with 943,894 hours. In non-scheduled flying passenger transport charters were the largest activity with 356,547 hours (see Table 7).

General aviation consists of five different sectors of flying. These are aerial work (550,385 hours, up 0.4 per cent compared to 2022), own use business (129,604 hours, down 5.4 per cent compared to 2022), instructional flying (381,939 hours up 13.3 per cent compared to 2022), sport and pleasure flying (246,042 hours up 10.2 per cent compared to 2022), and other flying (41,889 hours, up 29.9 per cent compared to 2022).

The largest contribution to flying hours in aerial work was from agricultural spreading/spraying, recording 123,839 hours. Commercial instructional flying activity made up the majority of the instructional flying sector, recording 318,517 hours. Within the sport and pleasure flying sector the largest flying activity was pleasure and personal transport recording 136,560 hours (see Table 7).

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

Figure 2 VH-registered hours flown, by major industry sectors (2022-2023)



Fixed wing, multi-engine aircraft are larger airplanes predominantly used in commercial air transport. Fixed wing, multi-engine aircraft numbers increased by 4.1 per cent in 2023, to 2,395 (16.1 per cent of the total) compared to 2022 (see Table 4 page 14).

Fixed wing, single engine aircraft are smaller airplanes used for instructional flying, pleasure and personal transport and own use business flying. Fixed wing, single engine aircraft numbers increased by 4.4 per cent to 9,443 compared to 2022, representing 63.5 per cent of all registered aircraft in the general aviation and commercial air transport categories (see Table 4).

Rotary wing aircraft are helicopters largely used in agricultural mustering, other aerial work and passenger charter transport. In 2023, the number of helicopters increased by 8.7 per cent to 2,593 (17.4 per cent of the total), with the number of single engine helicopters increasing by 8.8 per cent to 2,286. The number of multi-engine helicopters increased by 8.1 per cent to 307 (see Table 4).

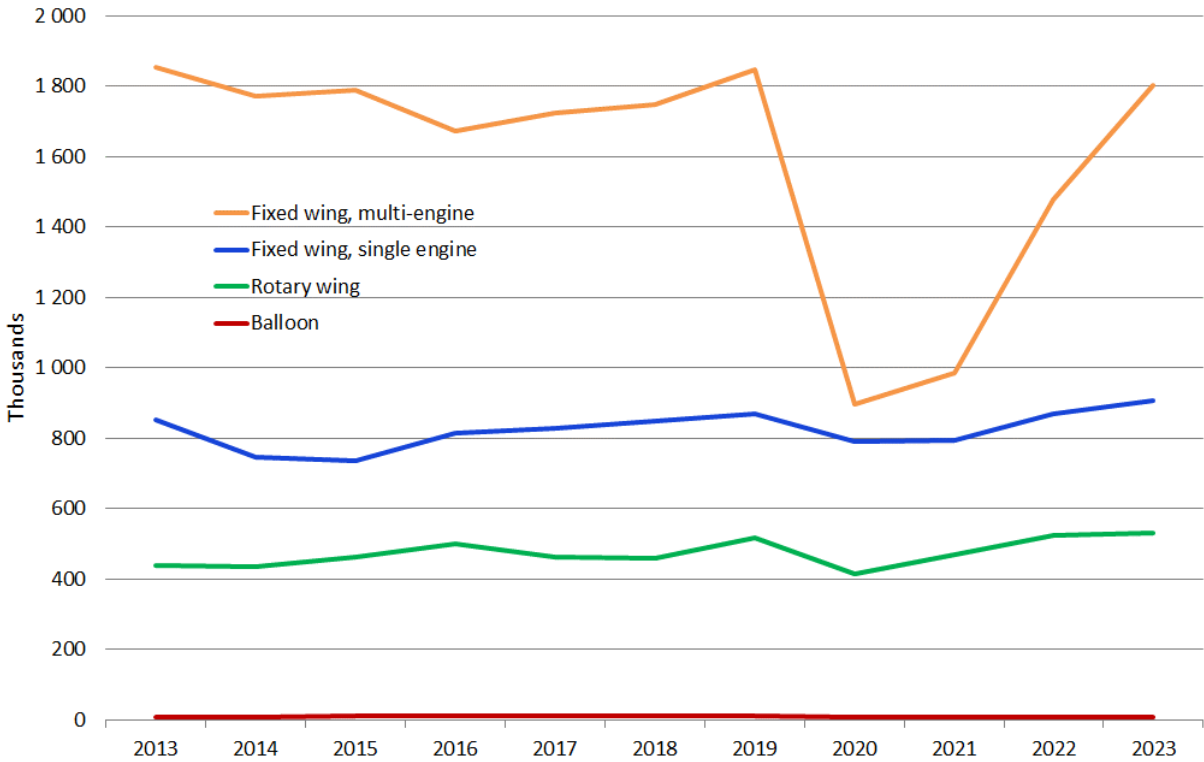
Hot air balloons are used primarily for sport and pleasure flying and joyflights/sightseeing. The number of hot-air balloons increased by 6.7 per cent to 434, or 2.9 per cent of total aircraft in 2023 (see Table 4).

The Australian general aviation and commercial air transport fleet contain many older aircraft, with an average age of 38.4 years for fixed wing aircraft, 22.2 years for rotary aircraft and 16.1 years for balloons (see Table 4). Figure 3 (below) shows the flying hours performed by VH-registered aircraft by major category.

Operators of eight electric powered aircraft provided responses to the survey.

About one in every four general aviation and commercial air transport aircraft reported performing no flying during the year ended 31 December 2023. Reasons were provided for 3,702 of these aircraft (see Table 13 page 23), with the most common reason being “Repair/maintenance/restoration” (reported by 45.4 per cent of these aircraft).

Figure 3 VH-registered fleet hours flown, by category of aircraft (2013–2023)



The Sport and Recreational registered aircraft

Not all aircraft in Australia are listed on the Australian Civil Aircraft Register. Statistics for gliders, hang gliders, paragliders, weight shift microlights and gyrocopters have been supplied courtesy of GA, the SAFA and the ASRA. Prior to 2020 statistics for aircraft registered with RA-Aus were provided by RA-Aus. In 2020, following discussions with RA-Aus, the Bureau of Infrastructure and Transport Research Economics (BITRE) agreed to directly survey these aircraft types on behalf of RA-Aus.

In 2023 the sport and recreational registered fleet consisted of 7,718 aircraft, flying a total of 333,583 hours (see Table 5 page 16).

Ultralight flying - information collected in the Australian Aircraft Activity Survey

In 2023 ultralight aircraft flew a total of 151,513 hours, a decrease of 4.4 per cent over 2022 (see Table 12).

At the end of December 2023, a total of 3,146 aircraft had current registrations issued by RA-Aus, a decrease of 4.9 per cent over 2022 (3,309 aircraft) (see Table 5).

Gliding - information provided by GA

The number of registered gliders in 2023 was 1,272, a decrease of 0.1 per cent compared with December 2022 (see Table 5). The total number of reported flying hours increased by 8.8 per cent to 49,721 hours in 2022-23 compared with 2021-22 (see Table 1).

Hang gliding and paragliding - information provided by the SAFA

The total number of hours flown by hang gliders and paragliders in 2022–23 decreased by 1.2 per cent on the previous year to 99,243 hours (see Table 1).

Gyroplanes - information provided by the ASRA

The number of gyroplanes in 2023 was 326 (see Table 5). The total number of estimated hours flown by gyroplanes in 2023 decreased by 31.8 per cent to 33,106 hours, compared with 2022 (see Table 1).

Tables

Table 1 Total hours flown by industry sector (1994-2023)

Year	Total Scheduled ^a	Other VH-registered aircraft ^b	Ultralight flying	Gliding ^c	Hang Gliding ^d	Gyroplanes ^e	Total
(thousand hours)							
1994	838.7	1 715.7	73.0	80.1	77.6	15.0	2 800.1
1995	899.6	1 761.3	72.0	75.9	86.4	14.4	2 909.6
1996	938.5	1 799.0	70.4	69.2	103.2	23.3	3 003.7
1997	969.8	1 839.3	75.1	68.9	102.3	23.3	3 078.7
1998	958.2	1 877.9	67.6	65.4	87.5	33.4	3 090.0
1999	963.5	1 842.2	73.9	63.9	104.6	30.4	3 078.5
2000	1 074.2	1 714.8	74.1 ..		106.7	29.7	2 999.5
2001	1 044.3	1 702.9	76.5	..	120.0	37.0	2 980.6
2002	926.0	1 687.7	80.6	..	122.2	32.3	2 848.9
2003	969.0	1 645.9	84.5	..	124.7	28.3	2 852.5
2004	1 090.4	1 645.0	87.1	..	132.0	29.3	2 983.7
2005	1 144.1	1 722.8	92.9	194.7	134.2	32.9	3 321.6
2006	1 156.7	1 695.0	120.2	228.9	103.0	27.9	3 331.6
2007	1 191.6	1 831.8	138.3	343.4	94.5	28.0	3 627.6
2008	1 250.5	1 857.7	156.2	169.9	88.3	30.5	3 553.1
2009	1 241.4	1 807.5	174.3	198.4	96.0	35.6	3 553.2
2010	1 325.7	1 847.7	200.4	228.7	97.9	44.4	3 744.9
2011	1 347.4	1 771.4	198.6	126.9	98.7	48.6	3 591.5
2012	1 382.1	1 704.9	187.9	57.8	105.1	46.8	3 484.6
2013	1 410.7	1 741.8	153.5	63.6	117.2	44.9	3 531.8
2014	1 402.1	1 526.4	176.1	67.7	113.8	38.9	3 324.9
2015	1 440.0	1 552.3	167.0	66.1	110.9	43.5	3 379.7
2016	1 389.4	1 608.8	148.2	65.1	107.7	37.0	3 356.2
2017	1 427.1	1 600.4	144.0	56.2 r	103.5	40.0	3 371.3
2018	1 423.9	1 642.3	126.4	57.8 r	117.8	42.0	3 410.2
2019	1 526.3	1 719.7	142.7	58.1 r	101.4	47.7	3 595.9
2020	524.2	1 585.4	166.8	46.6 r	97.2	43.3	2 463.6
2021	623.9	1 631.5	168.4	44.4 r	92.6	53.3	2 614.0
2022	1 091.5	1 788.7	158.4	45.0 r	100.4	48.6	3 232.6
2023	1 371.6	1 875.9	151.5	49.7	99.2	33.1	3 581.1

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 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.

d Year ended 30 June.

e 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 2021-2023

Flying Activity	2021 ^a		2022 ^a		2023 ^a	
	Hours flown (thousands)	Percentage change over 2020	Hours flown (thousands)	Percentage change over 2021	Hours flown (thousands)	Percentage change over 2022
Scheduled	623.9	19.0%	1 091.5	75.0%	1 371.6	25.7%
Non-Scheduled ^b	409.0	16.3%	455.3	11.3%	477.1	4.8%
Private	139.4	-4.1%	158.6	13.8%	174.0	9.7%
Business	123.9	11.8%	136.9	10.5%	129.6	-5.4%
Test & ferry	39.8	97.6%	32.3	-18.9%	41.9	29.9%
Training	303.4	-20.8%	337.1	11.1%	381.9	13.3%
Agriculture	158.8	46.5%	165.8	4.4%	148.2	-10.6%
Survey & photography	40.4	-1.9%	57.4	42.1%	60.4	5.2%
Pipe & powerline patrol	40.5	20.4%	40.4	-0.4%	37.8	-6.4%
Mustering	153.3	9.5%	158.7	3.5%	145.5	-8.3%
Search & rescue	8.0	-56.3%	12.6	56.4%	7.1	-43.6%
Ambulance	106.0	-5.0%	115.8	9.3%	112.6	-2.8%
Towing	4.3	7.4%	5.2	19.2%	11.3	120.1%
Other aerial work	104.7	-10.6%	112.7	7.7%	148.3	31.6%
Total Hours Flown	2 255.3	6.9%	2 880.2	27.7%	3 247.5	12.8%

Note: Includes data from General Aviation Activity Survey.

^a Activity Classifications based on 2013 categories.

^b Excludes Air Ambulance which was reclassified from General Aviation to Commercial Air Transport from 2014.

Table 3 Number of aircraft, landings and hours flown in General Aviation and Commercial Air Transport operations by state or territory (2023)^a

State or Territory	Number of aircraft		Number of landings (thousands)	Commercial Air Transport		General Aviation		Total hours flown (thousands)
	Total	Active ^b		No. Active aircraft ^b	Hours flown (thousands)	No. Active aircraft ^b	Hours flown (thousands)	
Intrastate								
NSW	4 050	2 840	680.8	169	193.1	2 789	337.0	530.2
QLD	3 594	2 766	753.1	545	263.0	2 696	376.0	639.0
VIC	2 888	1 973	424.7	244	48.3	1 950	200.3	248.6
WA	1 972	1 505	453.9	24	220.3	1 298	195.9	416.1
SA	961	728	248.0	135	64.4	688	117.0	181.4
NT	739	579	221.0	837	101.1	472	97.6	198.6
TAS	252	196	49.9	499	11.3	168	19.5	30.8
ACT	114	80	21.0	50	10.8	71	6.5	17.4
Interstate	195	195	286.1	195	583.9			583.9
International	100	100	74.0	100	401.4			401.4
Australia	14 865	10 962	3 212.5	2 798	1 897.6	10 132	1 349.9	3 247.5

Note: Includes data from General Aviation Activity survey

Note: Major Airlines are classified to Interstate and International

^a VH-registered aircraft only

^b 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 (2023)

Aircraft make	Number of Aircraft	Average age of aircraft ^a (years)	Hours flown (thousands)	Landings
Fixed wing, single-engine				
Cessna	3 074	45.5	350.5	502.8
Piper	1 393	49.4	100.5	155.5
Diamond	133	12.7	88.8	161.3
Air Tractor	193	20.3	68.5	125.8
Pilatus	79	13.0	47.5	45.8
Amateur-built	1 531	18.8	44.7	61.9
Cirrus	250	10.2	24.6	25.8
Aerospatiale/Eurocopter	74	20.1	19.1	26.4
Beechcraft	344	47.2	16.3	15.6
American Champion	106	32.5	12.5	24.1
Other	2 266	46.9	133.3	245.8
Subtotal	9 443	39.6	906.3	1 390.7
Fixed wing, multi-engine				
Boeing	229	13.6	708.7	278.9
Airbus	136	13.4	392.0	148.5
Bombardier	103	15.1	106.8	96.2
Beechcraft	404	38.4	98.6	94.4
Fokker	68	30.8	85.4	52.8
Saab	69	28.7	69.6	71.5
Cessna	386	41.9	59.8	50.3
Piper	382	46.5	44.7	45.1
De Havilland	38	43.9	21.5	11.7
Fairchild	42	34.9	17.1	16.9
Other	538	31.3	197.1	173.9
Subtotal	2 395	33.4	1 801.3	1 040.1
Total	11 838	38.4	2 707.6	2 430.8

Table 4 (continued) Australian Aircraft Fleet, VH-registered (2023)

Helicopter make	Number of Aircraft	Average age of aircraft ^a (years)	Hours flown (thousands)	Landings
Rotary wing, single-engine				
Robinson	1 347	15.8	289.7	354.8
Bell	348	40.4	58.2	106.8
Aerospatiale/Eurocopter	224	25.8	53.0	93.0
Airbus	29	5.1	10.0	20.3
Schweizer	42	22.6	6.4	7.2
Agusta	34	43.8	4.6	6.5
Guimbal	23	8.2	4.6	4.8
McDonnell Douglas	11	35.7	3.0	2.7
Hughes	22	48.1	2.9	3.3
Garlick	9	34.2	1.8	2.3
Other	197	55.4	13.9	25.8
Subtotal	2 286	22.4	448.0	627.6
Rotary wing, multi-engine				
Agusta	91	10.3	31.3	58.7
Bell	71	27.0	16.5	25.3
Sikorsky	25	16.9	7.6	10.0
Airbus	17	3.9	6.0	18.7
Aerospatiale/Eurocopter	33	33.9	5.2	6.6
Other	70	25.3	15.6	24.8
Subtotal	307	46.4	82.2	144.1
Total	2 593	22.2	530.2	771.7

Table 4 (continued) Australian Aircraft Fleet, VH-registered (2023)

Balloon or airship make	Number of Aircraft	Average age of aircraft ^a	Hours flown	Landings
		(years)	(thousands)	
Kavanagh	297	14.1	8.1	8.4
Cameron	52	24.0	0.5	0.5
Thunder/Colt	20	34.6	0.2	0.2
Amateur-built	20	11.4	0.1	0.1
Balloon Works	7	34.0	0.1	0.1
Other	38	10.5	0.7	0.7
Total	434	16.1	9.7	10.0

Note: Includes data from General Aviation Activity survey

^a As at end of 2023

Table 5 Australian Aircraft Fleet, Sports and Recreational Registered Aircraft (2023)

Aircraft	Number of Aircraft	Hours flown (thousands)
Ultralight	3 146	151.5
Gliders	1 272	49.7
Hang gliders ^a	2 974	99.2
Gyroplanes	326	33.1
Total	7 718	333.6

Note: Includes data from Sport and Recreational Associations

^a In lieu of number of aircraft, number of members is used

Table 6 Number of Aircraft, by Fuel Type and Hours Flown in Australia (2023)

Fuel type	Number of aircraft	Total hours flown (thousands)
Fixed wing, single engine *		
Diesel	31	7.6
Avtur	635	224.3
Avgas	8 777	674.4
Subtotal	9 443	906.3
Fixed wing, multi-engine *		
Diesel	22	4.4
Avtur	1 218	1 639.9
Avgas	1 155	157.0
Subtotal	2 395	1 801.3
Subtotal (Fixed wing)	11 838	2 707.6
Rotary wing, single engine **		
Avtur	733	144.4
Avgas	1 550	303.6
Other	3	-
Subtotal	2 286	448.0
Rotary wing, multi-engine		
Avtur	307	82.2
Subtotal	307	82.2
Subtotal (Rotary wing)	2 590	530.2
Balloons and airships		
N/A	434	9.7
Total	14 865	3 247.5

Note: Includes data from General Aviation Activity survey, and Sport and Recreational Associations

* Electric powered aircraft have been aggregated for this category

** Electric and diesel powered aircraft have been aggregated for this category

Table 7 Flying Activity by VH-registered aircraft (2023)

Industry sector and flying activity		Number of Aircraft	Average age of Aircraft ^a	Hours flown	Landings
			(years)	(thousands)	
Commercial air transport					
Scheduled	International	198	11.7	406.4	77.5
	Domestic	650	19.2	943.9	592.9
	Freight only	45	21.8	21.3	9.4
Non-scheduled	Passenger transport charters	2275	26.4	356.5	386.3
	Air ambulance	233	15.3	112.6	131.0
	Freight only	118	37.8	35.0	37.1
	Other commercial air transport	59	33.6	21.9	36.2
Total Commercial air transport		2798 ^b	25.6	1 897.6	1 270.4
General Aviation					
Aerial work	Agricultural spreading/spraying	1099	24.0	123.8	268.9
	Agricultural mustering	1061	22.3	145.5	107.9
	Agriculture - other	988	23.6	24.4	22.8
	Construction - sling loads	804	23.0	5.2	7.7
	Construction - other	7	23.4	0.5	0.6
	Photography	108	28.5	13.1	6.3
	Pipeline or powerline surveying	826	23.4	16.6	14.3
	Other surveying	914	23.9	47.4	37.8
	Observation and Patrol	881	22.4	21.2	14.2
	Search and rescue	139	18.5	7.1	6.7
	Policing	112	16.3	11.7	8.4
	Firefighting	1057	22.6	44.1	58.1
	Advertising	7	25.9	3.0	2.2
	Other aerial work	1215	24.3	86.8	115.3
	Own Use Business	Own business travel	2645	30.5	129.6
Instructional flying	Instructional flying - commercial	1037	27.4	318.5	573.8
	Instructional flying - non-	696	32.0	63.4	146.9
Sport & pleasure flying	Glider towing	64	50.4	8.4	33.5
	Parachute dropping	291	49.0	15.9	39.8
	Aerobatics	193	33.2	5.7	12.4
	Joyflights/sightseeing charters	569	24.2	63.7	124.6
	Pleasure and personal transport	3815	37.8	136.6	158.0
	Community service flights	85	40.9	3.7	3.7
	Other sport and pleasure flying	484	32.3	12.2	17.2
Other flying	Test flights	508	28.4	2.3	6.1
	Ferry flights	1094	23.7	21.3	14.6
	Other flights	426	32.0	18.3	24.4
Total General Aviation		10132 ^c	32.1	1 349.9	1 942.2
Total		10962 ^d	31.8	3 247.5	3 212.5

Note: Includes data from General Aviation Activity survey

^a As at end of 2021

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

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

^d 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 Hours flown by broad activity type, by state or territory (2023) for VH-registered aircraft

State or Territory	Commercial Air Transport		General Aviation					Total
	Scheduled	Non-scheduled	Aerial Work	Own Use Business	Instructional flying	Sport & pleasure	Other flying	
	(thousands)							
Intrastate								
NSW	131.1	62.1	146.6	33.6	89.6	58.7	8.6	530.2
QLD	127.9	135.1	166.2	42.9	84.8	68.3	13.8	639.0
VIC	6.3	42.1	45.8	16.8	89.6	43.6	4.6	248.6
WA	58.9	161.4	93.0	13.9	43.6	39.7	5.6	416.1
SA	31.7	32.7	26.7	8.3	62.7	15.9	3.4	181.4
NT	18.3	82.8	60.7	12.3	5.5	13.8	5.3	198.6
TAS	9.5	1.4	1.9	0.5	1.7	2.2	0.3	17.4
ACT	2.7	8.6	9.5	1.4	4.3	4.0	0.3	30.8
Interstate	583.9							583.9
International	401.4							401.4
Australia	1 371.6	526.0	550.4	129.6	381.9	246.0	41.9	3 247.5

Note: Includes data from General Aviation Activity survey

Note: Major Airlines are classified to Interstate and International

Table 9 Landings by broad activity type, by state or territory (2023), for VH-registered aircraft

State or Territory	Commercial Air Transport		General Aviation				Total	
	Scheduled	Non-scheduled	Aerial Work	Own Use Business	Instructional flying	Sport & pleasure		Other flying
(thousands)								
Intrastate								
NSW	123.9	74.7	205.9	30.4	152.9	84.5	8.5	680.8
QLD	104.8	161.9	182.9	38.0	134.8	117.8	12.9	753.1
VIC	4.9	63.2	54.4	15.1	214.9	67.5	4.7	424.7
WA	36.5	147.0	95.4	12.1	89.8	66.7	6.4	453.9
SA	22.9	39.1	46.6	7.9	105.9	21.5	4.2	248.0
NT	12.3	89.7	68.5	10.2	9.5	22.8	8.0	221.0
TAS	4.2	13.4	15.9	1.7	8.7	5.7	0.2	49.9
ACT	10.3	1.5	1.8	0.4	4.1	2.7	0.2	21.0
Interstate	286.1							286.1
International	74.0							74.0
Australia	679.8	590.6	671.4	115.8	720.7	389.2	45.1	3 212.5

Note: Includes data from General Aviation Activity survey

Note: Major Airlines are classified to Interstate and International

Table 10 Hours flown and landings by engine type (2023), for VH-registered aircraft

		Jet aircraft		Turbo-prop aircraft		Turbo-shaft aircraft		Piston engine aircraft	
		Hours flown	Landings	Hours flown	Landings	Hours flown	Landings	Hours flown	Landings
		(thousands)							
Commercial Air	Scheduled	1 165.8	463.5	199.5	209.4	0.0	0.0	6.3	7.0
Transport	Non-scheduled	118.4	75.3	180.0	169.3	68.5	149.9	159.0	195.8
General Aviation	Aerial Work	9.1	4.9	130.3	208.8	124.5	182.6	285.6	274.1
	Own Use Business	7.0	3.7	11.6	9.9	9.8	11.3	101.2	90.9
	Instructional flying	0.7	0.8	3.1	6.1	3.2	6.6	374.9	707.2
	Sport & pleasure	3.2	3.0	19.6	40.6	18.1	47.8	196.6	289.1
	Other flying	11.6	5.4	4.0	3.5	2.9	4.5	23.3	31.7
Total		1 315.7	556.5	548.1	647.6	227.0	402.7	1 147.0	1 595.7

Note: Includes data from General Aviation Activity survey

Table 11 Hours flown^a in Ultralight operations, by state and category of aircraft (2023)

State or Territory	Uncertified aircraft CAO 95.10	Certified aircraft							Subtotal (Certified aircraft)	Total
		Commercially manufactured			Amateur-built		Weight shift			
		CAO 95.25	CAO 95.55	CAO 101.55	CAO 95.55	CAO 101.28	Powered parachutes CAO 95.32	Trikes CAO 95.32		
(thousands)										
QLD	0.1	1.8	20.2	0.9	9.6	0.2	10.4	0.9	44.0	44.2
NSW	0.5	0.7	17.6	0.9	8.9	0.1	5.9	2.2	36.3	36.7
VIC	0.1	0.3	19.4	0.9	6.1	0.3	2.7	2.1	31.8	31.9
SA	-	0.1	7.7	1.4	4.3	0.3	2.8	1.1	17.8	17.8
WA	-	0.2	5.9	0.1	3.1	-	2.8	0.8	13.0	13.0
TAS	0.0	0.1	1.7	0.2	0.9	0.1	0.9	0.0	3.9	3.9
ACT	0.0	0.1	0.2	0.1	0.3	0.1	1.6	0.0	2.3	2.3
NT	0.0	-	0.5	-	0.5	0.0	0.6	0.2	1.8	1.8
Australia	0.7	3.4	73.2	4.5	33.8	1.0	27.7	7.3	150.8	151.5

Table 12 Hours flown^a in Ultralight operations, by category of aircraft (2013–2023)

Year	Uncertified aircraft CAO 95.10	Certified aircraft						Subtotal (Certified aircraft) CAO 95.32	Total	
		Commercially manufactured			Amateur-built		Weight shift			
		CAO 95.25	CAO 95.55	CAO 101.55	CAO 95.55	CAO 101.28	Powered parachutes CAO 95.32	Trikes CAO 95.32		
(thousands)										
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	29.9	1.5	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
2018	0.5	2.1	75.5	7.4	21.7	0.7	10.7	7.7	125.9	126.4
2019	1.0	1.9	96.3	2.8	20.7	0.6	15.0	4.3	141.7	142.7
2020	3.2	6.5	73.5	5.9	46.1	4.4	12.1	15.1	163.6	166.8
2021	2.8	5.3	77.2	5.4	44.7	2.5	17.7	12.9	165.7	168.4
2022	1.9	5.4	74.7	5.0	32.6	1.7	28.5	8.6	156.5	158.4
2023	0.7	3.4	73.2	4.4	33.8	1.0	27.7	7.3	150.7	151.5

Table 13 Reasons for nil flying activity (2023)

Reason for nil activity	Number of aircraft	Percentage of reporting inactive aircraft
Repair / maintenance / restoration	1 682	45.4
Aircraft in storage	791	21.4
Aircraft unserviceable / unairworthy	286	7.7
Work or other commitments	121	3.3
Aircraft awaiting sale	134	3.6
Amateur-built aircraft not yet completed	100	2.7
Sold prior to 1 January 2023	123	3.3
Financial reasons	81	2.2
Owner's health issues / deceased	85	2.3
This aircraft is unknown to the operator	30	0.8
Operator or owner travelling	21	0.6
Lack of business / company ceased operating	27	0.7
New Aircraft	25	0.7
C of A not yet issued	30	0.8
Other	166	4.5
Total	3 702	100.0

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

Explanatory notes

The results presented in this report are drawn from BITRE's Australian Aircraft Activity Survey. This survey gathered statistics on the flying activity of all Australian-registered aircraft during the 2023 calendar year.

Key measures are the number of hours flown and the number of landings, classified by flying activity type.

BITRE statistical surveys are conducted under the authority of Air Navigation Regulation 2016 Part 2. This instrument is made under the Air Navigation Act 1920. The survey is compulsory, with penalties for non-compliance. BITRE wishes to thank aircraft owners and operators for their assistance with these statistical collections.

Data sources for the Australian Aircraft Activity 2023 Publication

Survey questionnaires were despatched to operators of all aircraft listed on the Australian Civil Aircraft Register. Responses were received for 72.0 per cent of aircraft in scope of the Survey. For aircraft where a response was not received, estimates have been substituted, based on the average of responses by similar aircraft.

Prior to 2020, statistics for aircraft registered to RA-Aus were provided directly by RA-Aus. These aircraft have been included in the General Aviation Activity Survey since 2020, increasing the overall number of aircraft in the overall survey by around 25 per cent. Responses were received for 74.4 per cent of aircraft registered to RA-Aus. For aircraft where a response was not received, estimates have been 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 gliders, weight shift aircraft and gyrocopters have been supplied courtesy of the Gliding Australia, the Sports Aviation Federation of Australia and the Australian Sport Rotorcraft Association.

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 and Transport Research Economics
CASA	Civil Aviation Safety Authority
C of A	Certificate of Airworthiness
GA	General Aviation
GA	Gliding Australia
SAFA	Sports Aviation Federation of Australia
RA-Aus	Recreational Aviation Australia
RPT	Regular Public Transport



2023 SURVEY FORM

Australian Government

Department of Infrastructure, Transport,
Regional Development, Communications and the Arts

Bureau of Infrastructure and Transport Research Economics

2023 AUSTRALIAN AIRCRAFT ACTIVITY SURVEY

Please provide aircraft registrations, postcode of aircraft base, number of landings and hours flown during the 2023 calendar year, for all your registered aircraft. If the aircraft was not flown please record '0' hours/landings and provide a brief explanation (e.g maintenance, storage, written off etc). **PLEASE COMPLETE AND RETURN THIS FORM BY 17 August 2024.**

NAME:			SURVEY USERNAME:					
Aircraft Registration								
Postcode of Aircraft Base								
			Hours	Landings	Hours	Landings	Hours	Landings
GENERAL AVIATION	SPORT & PLEASURE FLYING	Glider towing						
		Parachute dropping						
		Aerobatics						
		Joyflights / sightseeing charters						
		Pleasure and personal transport						
		Community service flights						
		Other sport and pleasure flying						
	OTHER FLYING	Own business travel						
		Instructional flying - commercial						
		- non-commercial						
		Test flights						
		Ferry flights						
	AERIAL WORK	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							
	COMMERCIAL AIR TRANSPORT	SCHEDULED	International					
Domestic								
Freight only								
NON-SCHEDULED		Passenger transport charters						
		Air ambulance						
		Freight only						
		Other commercial air transport						
TOTAL								

- a) Aircraft registration – registrations are based on information provided by the Civil Aviation Safety Authority and RA-Aus. Please include any additional aircraft you operated in 2023 that are not listed. If there is insufficient room please copy this form and attach the additional sheets when you mail/email it back to us.
- b) Aircraft base - please indicate the postcode of the aerodrome or landing area at which the aircraft was most frequently based during 2023. 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 DID NOT fly during 2023, please provide a nil response by entering '0' in the Hours and Landings fields, as this is important for producing accurate estimates of activity.*

General Aviation

Aerial Work

Agricultural spreading / spraying - Flying involving the spreading/spraying of chemicals, seeds, and fertilisers. See Reg 137.010 of the CASRs.

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

Other agriculture - Other agricultural activity – for example, aerial culling and baiting.

Construction – sling loads - Flying with sling loads – for example, carrying timber or machinery for use in construction.

Construction – other - Includes all other 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, evacuation or rescue work.

Policing - Use of aircraft in police operations, includes traffic control, ground support, high-speed car pursuits, observation.

Firefighting - Includes use of aircraft to combat fires (e.g. spotting, water bombing). Includes flights to and from the fire area.

Advertising - Includes skywriting and banner towing.

Other Aerial work - Includes aerial spotting (stock, fish, etc.), cloud seeding.

Own-use business travel - Business flying not for hire or reward.

Instructional flying – Supervised training for the issue or renewal of a licence or rating, aircraft type endorsement or conversion training. Also includes non-commercial solo navigation exercises conducted as part of a course of applied flying training. May be paid (commercial) or private (non-commercial).

Sport and pleasure flying

Pleasure and personal transport - Private pleasure, or personal transport not associated with a business, hire or reward.

Community service flights - Flights provided on a voluntary basis for public benefit. Includes non-emergency flights provided as part of an organised voluntary or charitable activity, for example Angel Flight. Does not include flights for friend or family.

Glider towing - Includes the use of aircraft for glider towing.

Parachute dropping - Flying associated with the dropping of parachutists.

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.

Joyflights / sightseeing charters - Flying involving the carriage of paying passengers for joyflights or sightseeing purposes that take off and land at the same location. For example – scenic, adventure, or balloon flights.

Other sport and pleasure flying - Other sport and pleasure flying not classified elsewhere.

Other flying

Test - Flying associated with the testing or maintenance of an aircraft.

Ferry - Flying associated with an aircraft delivery or movement to relocate for maintenance, hire or other planned use.

Commercial Air Transport

Scheduled

International - Scheduled operations of international airlines operating into/out of Australia.

Domestic RPT - Scheduled operations of domestic airlines operating within Australia.

Freight only - Scheduled operations carrying freight only.

Non-Scheduled

Passenger transport charters - Carriage of passengers for hire or reward (but excluding scheduled airline operations).

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

Freight only - Carriage of cargo by the aircraft operator for hire or reward (excludes scheduled airline operation).

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

The Bureau collects your aircraft's activity information for the purpose of collating the annual Australian Aircraft Activity Report. This statistical information will be collected and stored in accordance with the *Privacy Act 1988* (Cth).

The Department's [privacy policy](#) contains information regarding complaint handling processes and how to access and/or seek correction of personal information held by the Department. The [Privacy Officer](#) can be contacted on (02) 6136 8119 or by email: privacy@infrastructure.gov.au.

DIFFICULTIES AND ENQUIRIES *If you have any questions relating to the survey please refer to the FAQ sheet provided with this form. If you require further assistance please contact the Aviation team by emailing*

Aviation_Activity_Survey@infrastructure.gov.au or telephoning (02) 6136 8541.

Completed survey forms may be mailed to - Aviation Statistics
BITRE

Reply Paid 501
CANBERRA ACT 2601

Definitions

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.
Commercial Air Transport - Scheduled	Commercial Air Transport that operates flights according to schedules drawn up to cover several months or even years at a time (e.g. Domestic RPT).
Commercial Air Transport – Non-Scheduled	Commercial Air Transport that operates without fixed or published flying schedules (e.g. charter passenger flights).
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.
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.