



Australian Government

Department of Infrastructure, Transport, Regional Development and Communications

Bureau of Infrastructure and Transport Research Economics

## STATISTICAL REPORT



Australian Aircraft Activity 2020

© Commonwealth of Australia 2021

ISSN: 1320-3274

### **Ownership of intellectual property rights in this publication**

Unless otherwise noted, copyright (and any other intellectual property rights, if any) in this publication is owned by the Commonwealth of Australia (referred to below as the Commonwealth).

### **Disclaimer**

The material contained in this publication is made available on the understanding that the Commonwealth is not providing professional advice, and that users exercise their own skill and care with respect to its use, and seek independent advice if necessary. The Commonwealth makes no representations or warranties as to the contents or accuracy of the information contained in this publication. To the extent permitted by law, the Commonwealth disclaims liability to any person or organisation in respect of anything done, or omitted to be done, in reliance upon information contained in this publication.

### **Creative Commons licence**

With the exception of (a) the Coat of Arms; and (b) the Department of Infrastructure, Transport, Regional Development and Communications photos and graphics, copyright in this publication is licensed under a Creative Commons Attribution 3.0 Australia Licence.

Creative Commons Attribution 3.0 Australia Licence is a standard form licence agreement that allows you to copy, communicate and adapt this publication provided that you attribute the work to the Commonwealth and abide by the other licence terms. A summary of the licence terms is available from <http://creativecommons.org/licenses/by/3.0/au/deed.en>. The full licence terms are available from <http://creativecommons.org/licenses/by/3.0/au/legalcode>.

### **Use of the Coat of Arms**

The Department of the Prime Minister and Cabinet sets the terms under which the Coat of Arms is used. Please refer to the Department's Commonwealth Coat of Arms and Government branding web page <https://www.dpmc.gov.au/resource-centre/government/australian-government-branding-guidelines-use-australian-government-logo-australian-government-departments-and-agencies> and, in particular, the Guidelines on the use of the Commonwealth Coat of Arms publication.

### **An appropriate citation for this report is:**

Bureau of Infrastructure and Transport Research Economics (BITRE), 2021, Australian Aircraft Activity 2020, Statistical Report, BITRE, Canberra ACT.

### **Contact us**

This publication is available in PDF format. All other rights are reserved, including in relation to any Departmental logos or trademarks which may exist. For enquiries regarding the licence and any use of this publication, please contact:

Bureau of Infrastructure and Transport Research Economics (BITRE)  
Department of Infrastructure, Transport, Regional Development and Communications  
GPO Box 501, Canberra ACT 2601, Australia  
Telephone: (international) +61 2 6274 7210  
Fax: (international) +61 2 6274 6855  
Email: [bitre@infrastructure.gov.au](mailto:bitre@infrastructure.gov.au)  
Website: [www.bitre.gov.au](http://www.bitre.gov.au)

### **Inquiries**

Should you require additional information about the statistics contained in this publication:

Andrew Platt  
Telephone: (international) +61 2 6274 6135  
Fax: (international) +61 2 6274 7727  
Email: [AVSTATS@infrastructure.gov.au](mailto:AVSTATS@infrastructure.gov.au)  
[Andrew.Platt@infrastructure.gov.au](mailto:Andrew.Platt@infrastructure.gov.au)  
Website: [http://www.bitre.gov.au/statistics/aviation/general\\_aviation.aspx](http://www.bitre.gov.au/statistics/aviation/general_aviation.aspx)

# Contents

List of figures .....	4
List of tables .....	5
Explanatory Notes .....	6
Highlights .....	10
Tables .....	17
Survey form .....	30
Definitions .....	33
Aviation Statistics publications .....	36

# List of figures

Figure 1	Australian Aircraft Fleet hours flown, (2010–2020) .....	11
Figure 2	VH-registered fleet hours flown, by major industry sectors (2019-2020) .....	13
Figure 3	VH-registered fleet hours flown, by category of aircraft (2010–2020) .....	14

# List of Tables

<b>Table A</b>	Reasons for nil flying activity (2020) .....	15
<b>Table 1</b>	Total hours flown by industry sector (1991-2020) .....	17
<b>Table 2</b>	Hours flown and percentage change, by industry sector and flying activity (2018-2020) .....	18
<b>Table 3</b>	Number of aircraft, landings and hours flown in General Aviation and Commercial Air Transport operations by state or territory (2020) .....	19
<b>Table 4</b>	Australian Aircraft Fleet, VH-registered (2020) .....	20
<b>Table 5</b>	Australian Aircraft Fleet, Sports and Recreational registered aircraft (2020) ....	22
<b>Table 6</b>	Number of Aircraft, by Fuel Type and Hours Flown in VH-registered (2020) ....	23
<b>Table 7</b>	Flying Activity by VH-registered aircraft (2020) .....	24
<b>Table 8</b>	Hours flown by broad activity type, by state or territory (2020), for VH-registered aircraft.....	25
<b>Table 9</b>	Landings by broad activity type, by state or territory (2020), for VH-registered aircraft.....	26
<b>Table 10</b>	Hours flown and landings by engine type (2020), for VH-registered aircraft ....	27
<b>Table 11</b>	Hours flown in Ultralight operations, by state and category of aircraft (2020) .....	28
<b>Table 12</b>	Hours flown in Ultralight operations, by category of aircraft (2010–2020) .....	29

# Explanatory notes

## COVID-19 and the aviation industry

The aviation sector has been severely disrupted by COVID-19. For example, from June 2019 to June 2020, international passenger services decreased 98 per cent to 65,000 passengers carried while domestic passenger numbers were down 92 per cent. This is the only BITRE publication to provide estimates of general aviation activity and it forms part of BITRE's long running time series. It is important to have ongoing time series to assess the state of the industry over time.

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

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

- Aircraft movements and flying activity by Australian-registered aircraft.

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 from the results of the annual General Aviation Activity Survey.

## Data sources for the Australian Aircraft Activity 2020 Publication

Survey questionnaires were despatched to owners or operators of all aircraft listed on the Australian Civil Aircraft Register. Responses were received for 80.7 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.

Aircraft registered to Recreational Aviation Australia (RA-Aus) have been included in the annual General Aviation Activity Survey for the first time in 2020, increasing the number of aircraft in the survey by 24.1 per cent (from 13 750 to 17 063). Responses were received for 50.3 per cent of aircraft registered to RA-Aus. For aircraft where a response was not received, careful estimates were substituted, based on the average of responses by similar aircraft. Due to the relatively low response rate, caution should be taken with these estimates.

Statistics for gliders, weight shift aircraft and gyrocopters have been supplied courtesy of 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. 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.

## 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 and Transport Research 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

## Total hours flown decreased dramatically in 2020

Total hours flown by Australian aircraft was 2.47 million in 2020, a decrease of 31.4 per cent compared with the previous year (see Table 1). This is made up of VH registered aircraft and Sports and Recreation Association registered aircraft.

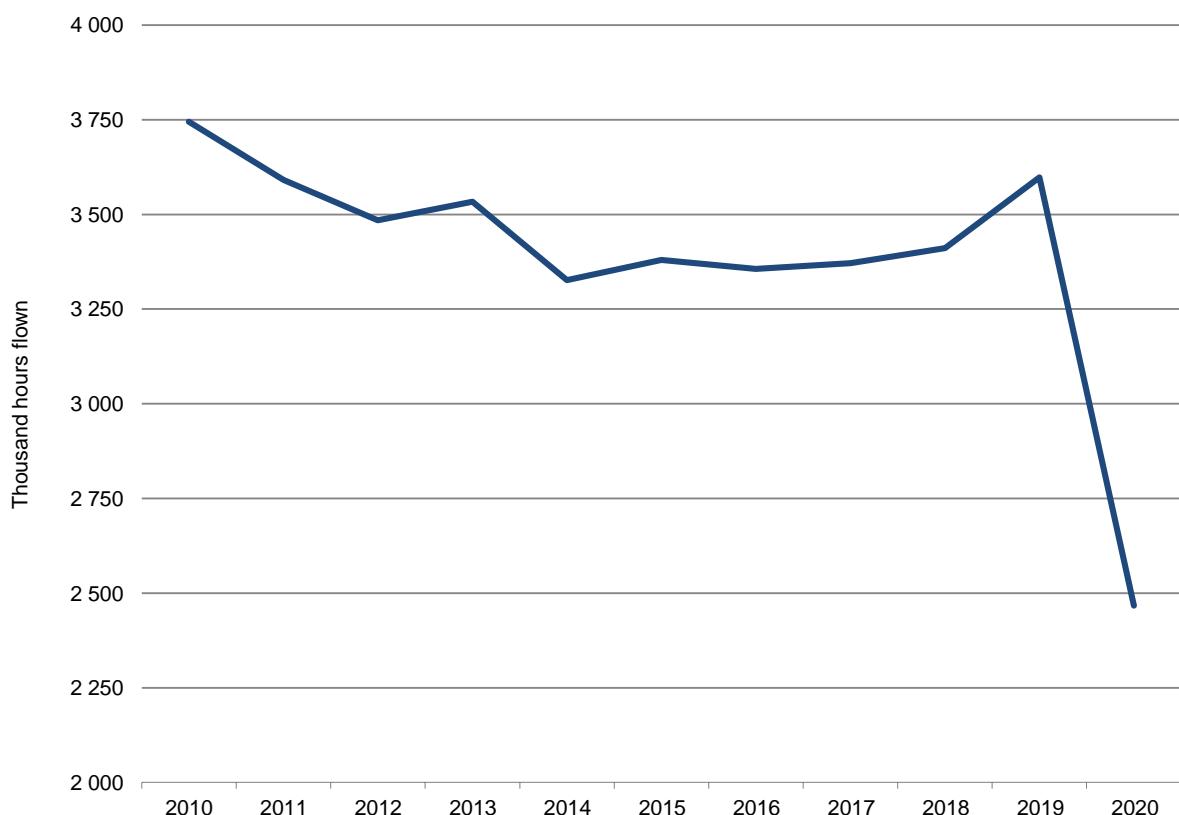
VH aircraft are registered on the civil aircraft register by the Civil Aviation Safety Authority (CASA). Sports and Recreation Association registered aircraft are registered with one of the four associations (Recreational Aviation Australia (RA-Aus), Gliding Federation of Australia (GFA), Hang Gliding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

Declines in overall flying activity in 2020 were largely driven by a fall in RPT (Regular Public Transport) Services. Total airline RPT flying hours fell 65.7 per cent in 2020 to 524 thousand 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 fell 7.8 per cent in 2020 to 1.59 million hours (see Table 1).

The Sports and Recreation Associations registered sector recorded 357 thousand flying hours in 2020, an increase of 1.5 per cent compared to 2019 (see Table 1).

Figure 1 shows the flying hours performed by Australian Aircraft.

**Figure 1 Australian Aircraft Fleet hours flown, (2010–2020)**



## 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 2020 was 2.11 million. This consisted of 964 thousand hours in Commercial Air Transport and 1.15 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 2020 was 2.34 million. This consisted of 782 thousand landings in Commercial Air Transport and 1.55 million landings in General Aviation (see Table 7).

The general aviation and commercial air transport VH registered fleets include 13 750 aircraft on the Civil Aviation Aircraft Register (Table 3). The number of aircraft registered at 31 December 2020 represents a decrease of 0.4 per cent over the number registered at 31 December 2019 (13 812 aircraft).

Commercial Air Transport consists of two sectors, Scheduled and Non-Scheduled. The Scheduled sector of Commercial Air Transport operates flights according to schedules drawn up to cover several months or even years at a time (e.g. airlines anybody can buy tickets for). Whereas the Non-Scheduled sector refers to Commercial Air Transport that operates without fixed or published flying schedules (often referred to as Charter). Scheduled Commercial Air Transport experienced a large fall compared to 2019, recording 524 thousand hours (down 65.7 per cent). While Non-Scheduled Commercial Air Transport rose slightly compared to 2019, recording 439 thousand hours (up 9.8 per cent). Within Scheduled, the largest activity was Domestic, with 385 thousand hours. While in Non-Scheduled, Passenger transport charters was the largest activity with 286 thousand hours (see Table 7).

General Aviation consists of five different sectors of flying. Aerial Work (459 thousand hours, down 5.3 per cent compared to 2019), Own Use Business (111 thousand hours, down 24.3 per cent compared to 2019), Instructional flying (383 thousand hours, down 9.4 per cent compared to 2019), Sport and pleasure flying (173 thousand hours, down 25.8 per cent compared to 2019), and Other flying (20 thousand hours, down 38.1 per cent compared to 2019). The largest flying activity in Aerial Work was Agricultural mustering, recording 140 thousand hours. Commercial Instructional flying activity made up the majority of the Instructional flying sector, recording 351 thousand hours. While within the Sport and pleasure flying sector the largest flying activity was Pleasure and personal transport, recording 119 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 (2019-2020)**

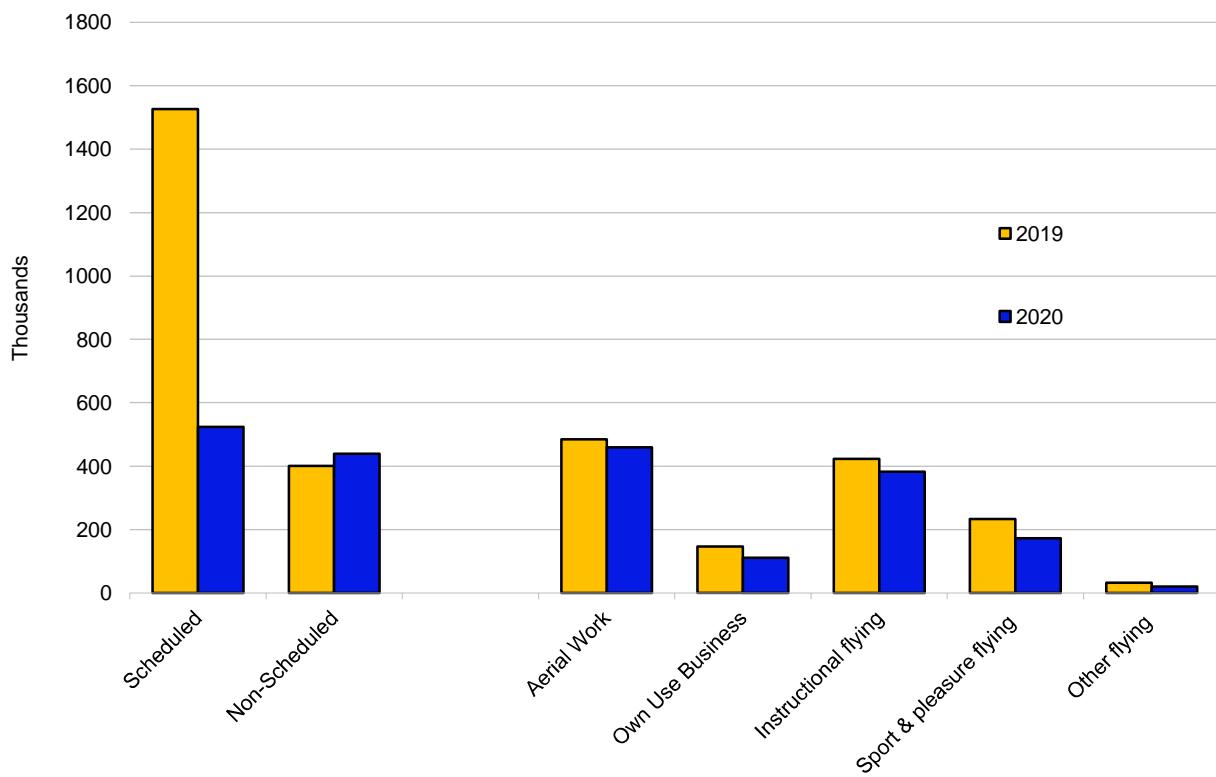
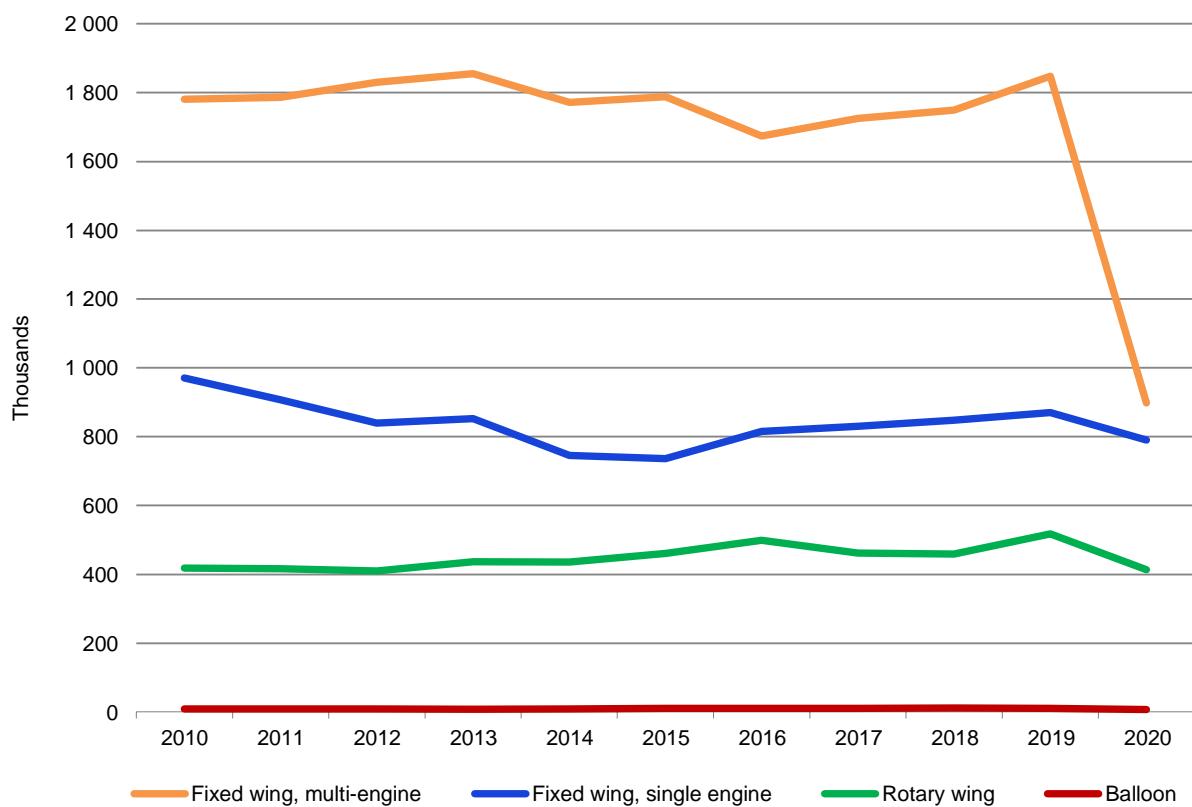


Figure 3 shows the flying hours performed by VH-registered aircraft by the major categories of aircraft.

**Figure 3 VH-Registered fleet hours flown, by category of aircraft (2010–2020)**



Fixed wing, multi-engine aircraft are larger airplanes predominately used in Commercial Air Transport. Fixed wing, single engine aircraft are smaller airplanes predominately used for Instructional flying, Pleasure and personal transport and Own use business flying. Rotary wing aircraft are helicopters predominately used in for Agricultural mustering, Other aerial work and Passenger charter transport. Hot air Balloons are used primarily for Sport and pleasure flying and Sightseeing.

The number of fixed wing, single engine aircraft decreased by 0.2 per cent to 8 892 compared to 2019, or 64.7 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 decreased by 2.2 per cent in 2020, to 2 222 (16.2 per cent of the total) compared to 2019 (see Table 4).

In 2020, the number of helicopters increased by 1.3 per cent to 2 240 (16.3 per cent of the total), with the number of single engine helicopters increasing by 1.2 per cent to 1 975. The number of multi-engine helicopters increased by 1.9 per cent to 265 (see Table 4).

Compared to 2019, hot-air balloons and airships decreased by 5.5 per cent to 399, or 2.9 per cent of total aircraft in 2020 (see Table 4).

The Australian General Aviation and Commercial Air Transport VH-registered fleet contains many older aircraft, with the average age being 36.6 years for fixed wing aircraft, compared to 20.6 years for rotary aircraft and 14.4 years for balloons and airships (see Table 4).

About one in every four (3 537 aircraft) General Aviation and Commercial Air Transport VH-registered aircraft reported performing no flying during the year ended 31 December 2020.

Reasons were provided for 3 502 of these aircraft for why they did not fly in 2020. These reasons are summarised in the following table:

**Table A Reasons for nil flying activity (2020)**

Reason for nil activity	Number of aircraft	Percentage of reporting inactive aircraft
Repair / maintenance / restoration	1 522	43.5
Aircraft in storage	644	18.4
Aircraft unserviceable / unairworthy	251	7.2
Lack of business / company ceased operating	155	4.4
Sold prior to 1 January 2020	126	3.6
Aircraft awaiting sale	104	3.0
Amateur-built aircraft not yet completed	100	2.9
Work or other commitments	81	2.3
Owner's health issues / deceased	79	2.3
Financial reasons	63	1.8
This aircraft is unknown to the operator	42	1.2
Drought	36	1.0
Certificate of Airworthiness not yet issued	31	0.9
New Aircraft	24	0.7
Other	244	7.0
<b>Total</b>	<b>3 502</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 2020 consisted of 8 718 aircraft, which flew a total of 357 thousand hours (see Table 5).

### Ultralight flying

#### Information collected by General Aviation Activity Survey<sup>1</sup>

BITRE recommends caution when using these statistics due to the low response rate (50.3 per cent) for RA-Aus aircraft in their first year being included in the General Aviation Activity Survey.

In 2020, ultralight aircraft flew a total of 167 thousand hours, representing an increase of 16.9 per cent over 2019 (see Table 12).

At the end of December 2020, a total of 3 313 aircraft had current registrations issued by Recreational Aviation Australia, an increase of 3.2 per cent over 2019 (3 210 aircraft) (see Table 5).

### Gliding

#### Information provided by the Gliding Federation of Australia (GFA)

The number of registered gliders in 2020 was 1 287, an increase of 0.5 per cent compared with December 2019 (see Table 5). The total number of reported flying hours decreased by 17.1 per cent to 50 thousand hours in the calendar year 2020 compared with 2019 (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 2019–20 decreased by 4.2 per cent on the previous year to 97 thousand hours (see Table 1).

### Gyroplanes

#### Information provided by the Australian Sport Rotorcraft Association (ASRA)

The number of gyroplanes in 2020 was 331 (see Table 5). The total number of estimated hours flown by gyroplanes in 2020 decreased by 9.3 per cent to 43 thousand hours, compared with 2019 (see Table 1).

---

<sup>1</sup> 2020 was the first year the General Aviation Activity Survey collected data from RA-Aus aircraft directly.

# Tables

**Table 1** Total hours flown by industry sector (1991-2020)

Year	Total Scheduled <sup>a</sup>	Other VH-registered aircraft <sup>b</sup>	Ultralight flying	Gliding <sup>c</sup>	Hang Gliding <sup>d</sup>	Gyroplanes <sup>e</sup>	Total
(thousand hours)							
1991	692.8	1 754.7	..	74.2	63.7	..	2 585.4
1992	750.3	1 651.0	52.4	83.3	73.5	..	2 610.4
1993	781.2	1 703.9	56.8	73.0	86.2	..	2 701.1
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	65.5	117.2	44.9	3 533.7
2014	1 402.1	1 526.4	176.1	69.4	113.8	38.9	3 326.6
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	56.5	103.5	40.0	3 371.6
2018	1 423.9	1 642.3	126.4	58.9	117.8	42.0	3 411.3
2019	1 526.3	1 719.7	142.7	59.9	101.4	47.7	3 597.7
2020	524.2	1 585.4	166.8	49.7	97.2	43.3	2 466.6

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.

**Table 2** Hours flown and percentage change, by industry sector and flying activity (2018-2020)

Flying Activity	2018 <sup>a</sup>		2019 <sup>a</sup>		2020 <sup>a</sup>	
	Hours flown (thousands)	Percentage change over 2017	Hours flown (thousands)	Percentage change over 2018	Hours flown (thousands)	Percentage change over 2019
Scheduled	1 423.9	-0.2%	1 526.3	7.2%	524.2	-65.7%
Non-Scheduled <sup>b</sup>	370.9	8.4%	354.2	-4.5%	351.8	-0.7%
Private	168.3	4.1%	163.3	-3.0%	145.4	-10.9%
Business	133.9	-2.0%	146.4	9.3%	110.8	-24.3%
Test & ferry	29.0	-4.9%	32.5	12.0%	20.1	-38.1%
Training	390.1	8.7%	422.7	8.4%	382.9	-9.4%
Agriculture	94.3	-9.9%	83.5	-11.5%	108.4	29.9%
Survey & photography	43.3	20.2%	43.4	0.2%	41.2	-5.2%
Pipe & powerline patrol	37.0	-16.1%	31.8	-13.9%	33.7	5.7%
Mustering	137.1	-0.3%	152.8	11.4%	140.0	-8.4%
Search & rescue	13.0	72.9%	8.0	-38.9%	18.4	131.2%
Ambulance	106.6	0.9%	111.6	4.6%	111.6	0.0%
Towing	4.4	-8.3%	4.4	1.8%	4.0	-9.3%
Other aerial work	114.3	-12.0%	165.1	44.5%	117.1	-29.1%
Total Hours Flown	3 066.1	1.3%	3 246.0	5.9%	2 109.6	-35.0%

Note: Includes data from General Aviation Activity Survey.

<sup>a</sup> Activity Classifications based on 2013 categories.

<sup>b</sup> 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 (2020)<sup>a</sup>

State or Territory	Number of aircraft		Number of landings (thousands)	Commercial Air Transport		General Aviation		Total hours flown (thousands)
	Total	Active <sup>b</sup>		No. Active aircraft <sup>b</sup>	Hours flown (thousands)	No. Active aircraft <sup>b</sup>	Hours flown (thousands)	
<b>Intrastate</b>								
QLD	3 171	2 449	547.7	507	152.3	2 331	307.9	460.2
NSW	3 684	2 649	548.8	392	145.1	2 443	276.6	421.6
WA	1 865	1 442	340.0	507	180.8	1 222	156.7	337.5
VIC	2 887	1 962	353.8	209	46.8	1 898	211.6	258.4
SA	880	688	227.3	88	37.5	661	114.2	151.7
NT	698	529	145.1	285	89.1	375	55.7	144.8
TAS	212	166	43.0	29	7.9	150	18.8	26.7
ACT	95	70	8.1	4	0.2	70	4.6	4.7
Interstate	200	200	100.8	200	198.4			198.4
International	58	58	21.8	58	105.5			105.5
Australia	13 750	10 213	2 336.4	2 279	963.5	9 150	1 146.0	2 109.6

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 (2020)

Aircraft make	Number of Aircraft	Average age of aircraft <sup>a</sup> (years)	Hours flown (thousands)	Landings
<b>Fixed wing, single-engine</b>				
Cessna	2 963	42.6	336.5	441.9
Amateur-built	1 420	17.1	38.4	54.9
Piper	1 376	45.9	116.4	177.3
Beechcraft	337	44.4	12.9	12.6
De Havilland	305	75.9	4.4	9.1
Cirrus	191	9.9	17.5	17.4
Air Tractor	186	18.0	51.2	102.4
Mooney	146	40.5	7.3	5.6
Auster	126	69.6	0.8	1.2
Diamond	117	10.6	60.1	126.7
Other	1 725	36.5	144.8	213.0
Subtotal	8 892	37.8	790.2	1 162.2
<b>Fixed wing, multi-engine</b>				
Piper	407	41.4	56.7	58.1
Beechcraft	389	35.1	97.9	90.5
Cessna	365	39.8	51.6	44.1
Boeing	204	12.2	236.2	99.7
Airbus	121	11.9	146.4	58.2
Bombardier	94	13.9	60.3	49.5
Fokker	79	27.8	77.6	49.0
Saab	64	26.4	36.0	38.0
Aero Commander	53	48.7	16.2	14.4
Fairchild	44	31.9	15.4	14.4
Other	402	31.8	104.2	90.3
Subtotal	2 222	31.9	898.3	606.1
<b>Total</b>	<b>11 114</b>	<b>36.6</b>	<b>1 688.6</b>	<b>1 768.3</b>

**Table 4** (continued) Australian Aircraft Fleet, VH-registered (2020)

Helicopter make	Number of Aircraft	Average age of aircraft <sup>a</sup> (years)	Hours flown (thousands)	Landings
<b>Rotary wing, single-engine</b>				
Robinson	1 160	14.3	230.2	244.0
Bell	316	37.9	42.4	67.3
Aerospatiale/Eurocopter	200	22.8	38.5	56.3
Amateur-built	98	15.0	1.1	2.5
Schweizer	38	20.0	4.7	4.9
Agusta	25	44.5	2.1	3.0
Hughes	22	44.6	2.3	5.4
Airbus	19	4.3	5.1	8.4
Enstrom	16	33.7	1.2	1.3
Kawasaki	13	51.8	0.2	0.2
Other	68	35.7	9.4	13.3
Subtotal	1 975	20.8	337.3	406.7
<b>Rotary wing, multi-engine</b>				
Agusta	84	8.0	32.9	72.6
Bell	61	24.7	10.3	20.5
Aerospatiale/Eurocopter	35	30.4	8.1	10.5
Kawasaki	24	27.8	4.3	8.6
Sikorsky	21	19.0	6.2	5.7
Other	40	17.9	14.9	36.7
Subtotal	265	19.0	76.6	154.6
<b>Total</b>	<b>2 240</b>	<b>20.6</b>	<b>413.9</b>	<b>561.3</b>

**Table 4** (continued) Australian Aircraft Fleet, VH-registered (2020)

Balloon or airship make	Number of Aircraft	Average age of aircraft <sup>a</sup> (years)	Hours flown (thousands)	Landings
Kavanagh	275	12.4	5.3	5.5
Cameron	55	19.7	1.2	0.8
Thunder/Colt	20	31.5	0.1	0.1
Amateur-built	20	8.4	0.1	0.1
Ultramag	7	7.0	-	-
Other	22	18.0	0.3	0.3
<b>Total</b>	<b>399</b>	<b>14.4</b>	<b>7.1</b>	<b>6.8</b>

Note: Includes data from General Aviation Activity survey

<sup>a</sup> As at end of 2020

**Table 5** Australian Aircraft Fleet, Sports and Recreational Registered Aircraft (2020)

Aircraft	Number of Aircraft	Hours flown (thousands)
Ultralight	3 313	166.8
Gliders	1 287	49.7
Hang gliders <sup>a</sup>	3 787	97.2
Gyroplanes	331	43.3
<b>Total</b>	<b>8 718</b>	<b>357.0</b>

Note: Includes data from Sport and Recreational Associations

<sup>a</sup> In lieu of number of aircraft, number of members is used

**Table 6** Number of Aircraft, by Fuel Type and Hours Flown in Australian Fleet (2020)

Fuel type	Number of aircraft	Total hours flown (thousands)
<b>Fixed wing, single engine</b>		
Diesel	7	2.9
Avtur	527	162.5
Avgas	8 358	624.9
Subtotal	8 892	790.2
<b>Fixed wing, multi-engine</b>		
Diesel	6	1.1
Avtur	1 081	746.8
Avgas	1 135	150.4
Subtotal	2 222	898.3
Subtotal (Fixed wing)	11 114	1 688.6
<b>Rotary wing, single engine</b>		
Avtur	623	96.6
Avgas	1 352	240.7
Subtotal	1 975	337.3
<b>Rotary wing, multi-engine</b>		
Avtur	265	76.6
Subtotal	265	76.6
Subtotal (Rotary wing)	2 240	413.9
<b>Balloons and airships</b>		
N/A	399	7.1
<b>Total</b>	<b>13 753</b>	<b>2 109.6</b>

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

Table 7 Flying Activity by VH-registered aircraft (2020)

Industry sector and flying activity	Number of Aircraft	Average age of Aircraft <sup>a</sup>	Hours flown	Landings (thousands)
		(years)		
<b>Commercial air transport</b>				
Scheduled	International	207	10.2	106.4
	Domestic	596	18.6	385.4
	Freight only	65	24.8	32.4
Non-scheduled	Passenger transport charters	1631	26.1	285.8
	Air ambulance	172	15.2	111.6
	Freight only	93	31.8	26.5
	Other commercial air transport	252	20.5	15.5
<b>Total Commercial air transport</b>	2279 <sup>b</sup>	24.3	963.5	782.2
<b>General Aviation</b>				
Aerial work	Agricultural spreading/spraying	767	22.5	89.7
	Agricultural mustering	780	19.1	140.0
	Agriculture - other	568	22.0	18.7
	Construction - sling loads	51	24.6	2.1
	Construction - other	5	20.2	0.3
	Photography	118	27.1	7.6
	Pipeline or powerline surveying	495	20.4	10.7
	Other surveying	586	21.4	33.6
	Observation and Patrol	485	20.2	22.9
	Search and rescue	106	20.7	18.4
	Policing	74	19.2	26.0
	Firefighting	712	21.2	42.1
	Advertising	10	31.6	0.6
	Other aerial work	813	23.0	46.6
Own Use Business	Own business travel	2188	29.7	110.8
Instructional flying	Instructional flying - commercial	1204	27.4	351.0
	Instructional flying - non-commercial	605	29.4	31.9
Sport & pleasure flying	Glider towing	55	50.9	3.5
	Parachute dropping	418	46.1	9.5
	Aerobatics	181	32.7	3.2
	Joyflights/sightseeing charters	465	24.4	24.0
	Pleasure and personal transport	3447	37.2	119.1
	Community service flights	71	31.9	1.9
	Other sport and pleasure flying	507	32.8	11.6
Other flying	Test flights	397	26.9	1.9
	Ferry flights	662	27.6	8.4
	Other flights	362	29.8	9.8
<b>Total General Aviation</b>	9150 <sup>c</sup>	31.6	1 146.0	1 554.2
<b>Total</b>	10213 <sup>d</sup>	30.8	2 109.6	2 336.4

Note: Includes data from General Aviation Activity survey

<sup>a</sup> As at end of 2020

<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** Hours flown by broad activity type, by state or territory (2020), 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								
QLD	40.6	111.7	150.1	39.2	68.3	43.5	6.8	460.2
NSW	85.0	60.1	102.0	27.6	90.7	52.1	4.2	421.6
WA	46.2	134.5	80.4	11.7	42.3	19.4	3.0	337.5
VIC	19.0	27.8	39.5	15.1	120.7	34.0	2.3	258.4
SA	12.0	25.6	38.4	6.9	53.2	13.4	2.3	151.7
NT	15.7	73.5	38.4	8.9	2.5	4.9	1.0	144.8
TAS	1.9	6.0	9.8	1.3	4.4	2.8	0.5	26.7
ACT	0.0	0.2	0.7	0.3	0.8	2.8	-	4.7
Interstate	198.4							198.4
International	105.5							105.5
Australia	524.2	439.3	459.3	110.8	382.9	172.9	20.1	2 109.6

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 (2020), 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	73.3	69.1	165.0	27.5	128.4	78.8	6.8	548.8
QLD	34.8	135.7	161.6	36.8	106.0	63.0	9.8	547.7
VIC	13.5	37.9	53.9	15.1	177.5	52.7	3.1	353.8
WA	27.8	132.0	75.0	10.8	61.3	30.5	2.6	340.0
SA	10.3	24.3	35.5	6.2	129.2	20.0	1.9	227.3
NT	16.5	72.8	35.6	8.3	5.4	5.3	1.2	145.1
TAS	2.6	9.0	15.3	1.6	8.5	5.1	1.0	43.0
ACT	0.0	0.1	0.4	0.3	3.3	3.9	-	8.1
Interstate	100.8							100.8
International	21.8							21.8
Australia	301.3	481.0	542.4	106.7	619.6	259.2	26.2	2 336.4

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 (2020), 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 Transport	Scheduled	407.1	177.5	109.1	116.1	0.0	0.0	7.3	7.3
	Non-scheduled	83.8	51.2	162.4	150.0	50.8	112.1	140.8	166.1
General Aviation	Aerial Work	6.9	4.6	104.2	160.2	103.4	157.5	244.7	220.1
	Own Use Business	6.3	4.3	8.9	8.7	6.8	9.9	88.9	83.9
	Instructional flying	0.4	0.5	4.9	4.4	3.2	6.5	374.3	608.1
	Sport & pleasure	1.2	1.3	8.8	18.3	6.3	13.0	152.1	221.9
	Other flying	2.2	1.3	3.1	2.3	2.9	5.1	12.0	17.4
	<b>Total</b>	<b>507.8</b>	<b>240.7</b>	<b>401.4</b>	<b>460.1</b>	<b>173.3</b>	<b>304.1</b>	<b>1 020.0</b>	<b>1 324.8</b>

Note: Includes data from General Aviation Activity survey

**Table 11** Hours flown<sup>a</sup> in Ultralight operations, by state and category of aircraft (2020)

State or Territory	Uncertified aircraft CAO 95.10	Certified aircraft								Total	
		Commercially manufactured			Amateur-built		Weight shift		Subtotal (Certified aircraft)		
		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	0.8	2.8	25.2	1.3	13.9	1.1	4.5	2.3	51.2	52.0	
NSW	1.0	1.5	18.0	1.4	12.4	0.4	3.7	3.4	40.9	41.9	
VIC	0.5	0.8	12.3	1.5	9.0	2.2	1.6	4.5	32.0	32.5	
SA	0.3	0.4	6.7	0.9	4.8	0.4	1.0	1.7	16.0	16.3	
WA	0.3	0.4	7.5	0.3	4.2	0.1	0.6	2.7	15.8	16.0	
TAS	0.2	0.4	2.4	0.3	0.9	0.1	0.3	0.1	4.4	4.6	
NT	0.1	0.3	0.8	0.1	0.6	0.0	0.1	0.3	2.1	2.1	
ACT	0.0	0.1	0.6	-	0.3	0.0	0.3	0.1	1.4	1.4	
Australia	3.2	6.5	73.5	5.9	46.1	4.4	12.1	15.1	163.6	166.8	

Note: BITRE recommends caution when using these statistics due to the low response rate (50.3 per cent) for RA-Aus aircraft in their first year being included in the General Aviation Activity Survey.

**Table 12** Hours flown<sup>a</sup> in Ultralight operations, by category of aircraft (2010–2020)

Year	Uncertified aircraft  CAO 95.10	Certified aircraft								Total  (Certified aircraft)	
		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)											
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	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	

Note: BITRE recommends caution when using these statistics due to the low response rate (50.3 per cent) for RA-Aus aircraft in their first year being included in the General Aviation Activity Survey.

# Survey Form



Australian Government

**Department of Infrastructure, Transport, Regional Development and Communications**

Bureau of Infrastructure and Transport Research Economics

## General Aviation Activity Survey

Year ended 31 December 2020

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 28 March 2021.**

For all aircraft operated in the year ending 31 December 2020, 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:
-------	-----------

General Aviation		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							
		Other commercial air transport							
		Agricultural spreading / spraying							
Aerial Work	Aerial Work	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							
Other Flying		Instructional flying - commercial							
		Instructional flying - non-commercial							
Sport & pleasure flying	Glider towing								
	Parachute dropping								
	Aerobatics								
	Joyflights / sightseeing charters								
	Pleasure and personal transport								
Other Flying	Community service flights								
	Other sport and pleasure 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 2020 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 2020. 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 2020, 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

<i>International</i>	Scheduled operations of international airlines operating into/out of Australia.
<i>Domestic RPT</i>	Scheduled operations of domestic airlines operating within Australia.
<i>Freight only</i>	Scheduled operations carrying freight only.

#### Non Scheduled

<i>Passenger transport charters</i>	Flying involving the carriage of passengers by the aircraft operator or his/her employees for hire or reward (but excluding scheduled airline operations).
<i>Air Ambulance</i>	Operations as an aerial ambulance for the transport of ill or injured persons (excluding Angel flights).
<i>Freight only</i>	Flying involving the carriage of cargo by the aircraft operator or his/her employees for hire or reward (but excluding scheduled airline operations).
<i>Other commercial air transport</i>	Includes on-demand charter and all other commercial air transport not classified elsewhere.

### General Aviation

#### Aerial Work

<i>Agricultural spreading / spraying</i>	Flying involving the spreading/spraying of chemicals, seeds, and fertilisers. This includes flights to and from the spread / spray area.
<i>Agricultural mustering</i>	Aerial stock mustering involving the direct use of aircraft for the movement of livestock.
<i>Other agriculture</i>	Other agricultural activity including aerial culling and baiting.
<i>Construction – sling loads</i>	Flying using sling loads for construction purposes.
<i>Construction – other</i>	Includes all flying for construction purposes, excluding sling loads.
<i>Photography</i>	All aerial photographic work.
<i>Pipeline or powerline surveying</i>	Aerial inspection patrols along pipelines or powerlines.
<i>Other Surveying</i>	Flying involving the use of aircraft for surveying not classified elsewhere. Includes geophysical surveys.
<i>Observation and patrol</i>	Flying involving the use of aircraft for aerial observations and patrol. Includes coastal surveillance.
<i>Search and rescue</i>	Includes any search missions, as well as evacuation or rescue work.
<i>Policing</i>	Flying involving the use of aircraft in police operations, includes traffic control, ground support, high-speed car pursuits, observation, air patrol etc.
<i>Fire fighting</i>	Flying involving the use of aircraft to combat fires (e.g. spotting, water bombing etc.). This includes flights to and from the fire area.
<i>Advertising</i>	Includes skywriting and banner towing advertising.
<i>Other Aerial work</i>	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>	Aerobic 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 ENQUIRIES

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

Advertising	Includes skywriting and banner towing advertising.
Aerobatics	Aerobic 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.

---

# Aviation Statistics publications

These publications and data releases are available in electronic format, and can be downloaded free of charge from the Department's website at [www.bitre.gov.au/statistics/aviation/index.aspx](http://www.bitre.gov.au/statistics/aviation/index.aspx)

## 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: Calendar and 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.