

INTRODUCTION

The data provided by AVSTATS have been compiled from statistical returns collected under the authority of Air Navigation Regulation 12. Estimates have been made in some instances where complete information is not available.

INDUSTRY SECTORS

International airlines	Revenue traffic carried by the operators of scheduled international regular public transport services, and excluding charter traffic.
Domestic airlines	Revenue traffic carried by the operators of scheduled domestic regular public transport services, and excluding charter (non-scheduled) and regional airline services. This sector includes those airlines performing regular public transport services and whose fleets contain high capacity aircraft, currently defined as aircraft with more than 38 seats or with a payload of more than 4,200 kilograms.
Regional airlines	Revenue traffic carried by the operators of scheduled regional regular public transport services, and excluding charter (non-scheduled) services. This sector includes those airlines performing regular public transport services and whose fleets contain exclusively low capacity aircraft, currently defined as aircraft with 38 seats or less or with a payload of 4,200 kilograms or less.
General Aviation	All non-scheduled flying activity except for that performed by the regular public transport airlines, but including non-scheduled flying by the regional airlines.
Ultralight aircraft	All flying in aircraft registered with Recreational Aviation Australia (formerly known as the Australian Ultralight Federation)
Gliding activity	All flying in sailplanes (powered and un-powered) registered with the Gliding Federation of Australia.
Hang gliding activity	All flying in hang gliders (powered and un-powered) registered with the Hang Gliding Federation of Australia.
Gyroplane activity	All flying in gyroplanes registered with the Australian Sport Rotorcraft Association.

PRODUCTION AND INTERPRETATION

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

DEFINITIONS

Aircraft Departures	Is the aggregate of all aircraft take-offs, and is equivalent to the number of stages flown.
Airport Traffic Statistics	Cover revenue traffic uplifted and discharged at principal Australian airports by the operators of scheduled regular public transport services. International and regional airline traffic is based on uplifts and discharges within flight, which counts traffic originating and terminating at the airport, and transit traffic movements where a change of flight number has occurred. Data for domestic airlines is based on traffic on board by stages, which aggregates all traffic on each flight stage arriving at or departing from the airport. An aircraft movement is a landing or a take-off.
Aircraft Trips	The number of flight stages. A return flight counts as two aircraft trips.
Available Seat Kilometres (ASKs)	This is calculated by multiplying the number of seats available on each flight stage by the Great Circle Distance in kilometres between the ports.
Capacity Available	See Seat Kilometres Available, Tonne Kilometres Available.
City Pair Statistics	<p>On an uplift and discharge within flight (U/D) basis detail by direction the initial point of uplift and the final destination of revenue traffic within a particular flight number, i.e. the movement between two airports not necessarily directly connected but within the same flight number. Reporting limitations are:</p> <p>Domestic airlines: Data is based on traffic on board by stages (TOB), which aggregates all traffic on each flight stage between two directly connected airports.</p> <p>International airlines: Typically, flight numbers change when an aircraft reaches its home country. This means that, except for Qantas, uplift/discharge statistics for the operator's home country are likely to be overstated by traffic whose true uplift/discharge point is beyond that port.</p>
Distances	Used throughout are Great Circle Distances expressed in kilometres.

Definitions

Great Circle Distance	The shortest distance between any two points on the globe as measured over the earth's surface.
Flight	Is an operation comprising one or more stages and conducted under a single flight number.
Flight Stage	The operation of an aircraft from take-off to landing.
Hours Flown	<p>Are calculated on a 'chock to chock' (wheel start to wheel stop) basis, and therefore include taxiing time.</p> <p>(a) Regular Public Transport (RPT): hours flown on scheduled regular public transport services.</p> <p>(b) Airline Non-RPT Operations: all operations by Australian domestic and international airline aircraft registered in Australia, other than in scheduled RPT services.</p> <p>(c) Aerial Work: includes all aerial survey and photography, spotting, aerial stock mustering, search and rescue, ambulance, towing (including glider, target and banner towing) and other aerial work (including advertising, cloud seeding, fire fighting and coastal surveillance).</p> <p>(d) Agriculture: operations involving the carriage and/or spreading of chemicals, seed, fertiliser or other substances for agricultural purposes, including operations for the purpose of pest and disease control.</p> <p>(e) Business: flying by the aircraft owner, his employees or the hirer of the aircraft for business or professional reasons, but not directly for hire or reward.</p> <p>(f) Charter: carriage of cargo or passengers on non-scheduled operations by the aircraft owner or his employees for hire or reward.</p> <p>(g) Private: flying for private pleasure, sport or recreation, including parachute dropping.</p> <p>(h) Test and Ferry: flying associated with the testing of an aircraft or with its delivery or movement to another location for maintenance, hire or other planned use.</p> <p>(i) Training: flying under instruction for the issue or renewal of a licence or rating or for conversion training or aircraft or type endorsement. This includes solo navigation exercises conducted as part of courses of applied flying training.</p>
Kilometres Flown	Is the aggregate of the products of the number of flights performed over each flight stage and the stage distance.
Load Factor	The total revenue passenger kilometres performed as a percentage of the total available seat kilometres.
Mail	Is the aggregate of all mail up-lifted.

Definitions

Mail Tonne Kilometres	Are obtained by aggregating the products of tonnes of mail carried over each stage and the stage distance.
Operational Performance	See Hours Flown, Kilometres Flown and Aircraft Departures.
Passenger Movements	Revenue passengers carried.
Premium Class Passengers	Are those passengers paying either a first or business class fare on flights where both first and/or business class and economy class fares are offered.
Regular Public Transport Services	Are all air service operations in which aircraft are available for the transport of members of the public, or for use by members of the public for the transport of cargo (freight and/or mail), for hire or reward and which are conducted in accordance with fixed schedules to and from fixed terminals over specific routes with or without intermediate stopping places between terminals. Charter or other non-scheduled operations are excluded.
Revenue Freight	Is the aggregate of all revenue freight up-lifted.
Revenue Passengers	Are those passengers paying any level of fare on scheduled domestic RPT services, or those passengers paying 25 per cent or more of the standard air fare on scheduled international services (until June 2000) and regional airline services. From July 2000 revenue passengers on scheduled international RPT services are those passengers paying any level of fare.
Revenue Passenger Kilometres (RPKs)	Calculated by multiplying the number of revenue passengers travelling on each flight stage, by the distance in kilometres between the ports. The distances used are Great Circle Distances.
Revenue Freight Tonne Kilometres	Are obtained by aggregating the products of tonnes of revenue freight carried over each stage and the stage distance
Revenue Passenger Tonne Kilometres	Are calculated from passenger kilometres by using a standard passenger weight (including baggage) of 90 kilograms for domestic and regional airline passengers, while Qantas uses 91 kilograms for economy fare passengers and 100 kilograms for premium fare passengers.
Revenue Traffic	Refers to the carriage of passengers, freight or mail for which the carrier involved received remuneration.
Revenue Weight Load Factor	Is obtained by expressing total revenue tonne kilometres as a percentage of tonne kilometres available.
Seat Kilometres Available	Are obtained by aggregating the products of the number of passenger seats available for sale on each stage and the stage distance.
Stage	Is the direct aerial connection of two airports.
TOB	See City Pair Statistics

Definitions

Tonne Kilometres	See Revenue Passenger Tonne Kilometres, Revenue Freight Tonne Kilometres, Mail Tonne Kilometres and Total Tonne Kilometres.
Tonne Kilometres Available	Are obtained by aggregating the products of the payload available on each stage for the carriage of revenue load and the stage distance.
Total Revenue Tonne Kilometres	Are obtained by aggregating revenue passenger, freight and mail tonne kilometres.
Traffic on board by stages	The total of all traffic (including revenue passengers, freight and mail) on each flight stage between two directly connected airports.
U/D	See City Pair Statistics.
Units of Measurement	Are all metric, see Distances and Weights.
Weights	Quoted are tonnes (1 tonne = 1,000 kilograms).

SYMBOLS AND OTHER USAGES

p	Preliminary - figure or series subject to revision.
-	Value is zero or less than 0.5
..	Not applicable, or not available for confidentiality or other reasons.