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EXECUTIVE SUMMARY

Background

In December 1995, the House of Representatives Standing Committee on Transport, Communications and Infrastructure (HORSCOTCI) published its *"Plane Safe"* report, an inquiry into safety in the general aviation and commuter sectors of the aviation industry. Recommendation (e) of the report was that:

> *"the Civil Aviation Safety Authority and the Bureau of Air Safety Investigation prepare and publish safety indicators;"*

In response to that recommendation this report has been produced jointly by the Civil Aviation Safety Authority (CASA), the Bureau of Air Safety Investigation (BASI) and the Department of Transport and Regional Development.

The report presents a series of indicators which provide a broad view of the national aviation system and its operation. The indicators show trends in Australian aviation activity, in industry performance, in the number and rate of aviation accidents, and in the number of three significant types of incidents.

While some of the information contained in this document has been published previously, this is the first occasion on which such a wide range of aviation data has been compiled by these three organisations.

This report will be updated and printed annually. The report will also be available on Internet at the Avstats site: www.dot.gov.au\programs\avpol\avstats.htm

Overview

Flying Activity

RPT flying activity has shown an average annual growth rate of 6.3% over the period 1986-1995. While fixed wing general aviation (GA) commercial operations rose substantially during 1989 and 1990, the average annual growth rate over the period 1986-1995 was only 1.4%. Within the GA sector, charter operations have grown at an average annual rate of 4% over the decade while the figure was 3.3% for flying training.

Although general aviation activity within states has been fairly constant over the decade, there has been a large increase in activity in Western Australia from 1992-1995 corresponding to growth at Jandakot airport. Sydney and Brisbane international airports have also experienced a rise in activity levels since 1990 and the Wagga Wagga and Tamworth regional airports have had significant increases in activity.

Industry Performance

The aircraft operated by the major Australian airlines are relatively new, with the majority being manufactured since 1980. By comparison the majority of aircraft in the general aviation sector were manufactured between 1965 and 1980.

Average load factors for domestic high capacity RPT operations remain relatively high by world standards at about 75% over the years 1986-1995. The average load factor for the Australian operators' international services was about 69% over the period 1986-1994. Average load factors for regional airlines generally decreased over the period 1986-1990, but have tended to increase since then, with the 1995 figure standing just below 58%.

The number of people holding a pilot's licence and a current medical rating has decreased steadily from 1990 to 1995. The greatest change has occurred in the number of commercial pilot's licence (CPL) holders which have, over the 5 year period reduced by 34% and 29% for fixed wing and helicopter aircraft respectively.

There has been a steady decrease in the number of aircraft maintenance engineers (AME) licences issued since 1991/92. Since 1994/95 the number of new licences issued has been less than the number expiring, implying a net reduction in the total number of aircraft engineers.

Accidents

Over the past ten years the number of accidents involving Australian fixed wing aircraft has varied between a low of 171 in 1994 to a high of 214 in 1993. The number varies from year to year but shows no upward or downward trend. Rotary wing aircraft accidents have shown a consistent decline since 1989.

Focussing solely on the number of accidents which occur from one year to the next can give a misleading impression of risk since it does not take into account changes in flying activity. The rates of accidents per 100,000 flying hours have remained relatively constant for all sectors of operation over the last decade. The average accident rate for charter operations is approximately 3 times higher than for the low capacity RPT sector.

With regard to *fatal* accidents, there were no such events in the high capacity RPT sector. While the number of fatal accidents is small and shows no consistent variation from year to year, the average fatal accident rate over the decade for charter operations was approximately 6 times the rate for low capacity RPT. The total general aviation fatal accident rate has remained relatively constant over the last ten years and averages 1.3 accidents per 100,000 flight hours. Approximately 1 in 10 accidents resulted in a fatality for all sectors of operation, except for flying training where the figure was 1 in 17.

Incidents

The number of violations of controlled airspace was approximately 80 per quarter prior to 1992. Following the change to airspace procedures in December 1991 since then the number has been consistently more than 150 per quarter. The total annual number of occasions where there has been a technical breach of separation standards between aircraft has risen slightly from 1993 to 1995. The

number of runway incursions has also increased over this period and differs significantly from one airport to another. Incursions per 100,000 aircraft movements at GA airports are typically much higher than at capital city locations.

INTRODUCTION

Report Format

This report contains 22 safety indicators with the majority showing data over the ten year period 1986 to 1995. The indicators are divided into four main groups: **Flying Activity** (6 Indicators), **Industry Performance** (9 Indicators); **Accidents** (4 Indicators); and **Incidents** (3 Indicators).

The **Flying Activity** indicators show the hours flown in commercial and general aviation together with the activity level at various airports. These indicators provide contextual data against which specific industry activity may be compared.

The **Industry Performance** Indicators contain information about load factors and market share for regular public transport (RPT) operations. These indicators also provide data about the age of Australian registered aircraft, the numbers of flight crew, and the numbers of aircraft maintenance engineer licences. This information relates to the physical and "human" infrastructure of the industry.

The **Accident** Indicators cover accident numbers and rates for Australian registered fixed wing and rotary wing aircraft. **Incident** Indicators relate to the more frequent safety breaches:- violations of controlled airspace, runway incursions and breakdown in separation standards.

Data Sources

All accidents and incidents involving Australian registered aircraft, or foreign registered aircraft in Australian Territory, must be reported to the Bureau of Air Safety Investigation (BASI). The Bureau maintains a comprehensive database of the reported occurrences and publishes a range of reports, from statistical surveys to detailed accident investigation reports. Enquiries may be directed to BASI on (06) 274 6440.

Activity data for general aviation and the commercial operators is collected routinely by the Aviation Statistics Section (Avstats) of the Department of Transport and Regional Development and regularly published as consolidated aviation performance data. Enquiries may be directed to Avstats on (06) 274 7642.

The Civil Aviation Safety Authority (CASA) holds information relating to organisations providing commercial aviation services, the number of registered aircraft, as well as the number of licensed aviation personnel such as pilots and aircraft maintenance engineers. Enquiries may be directed to CASA on 06 222 2015.

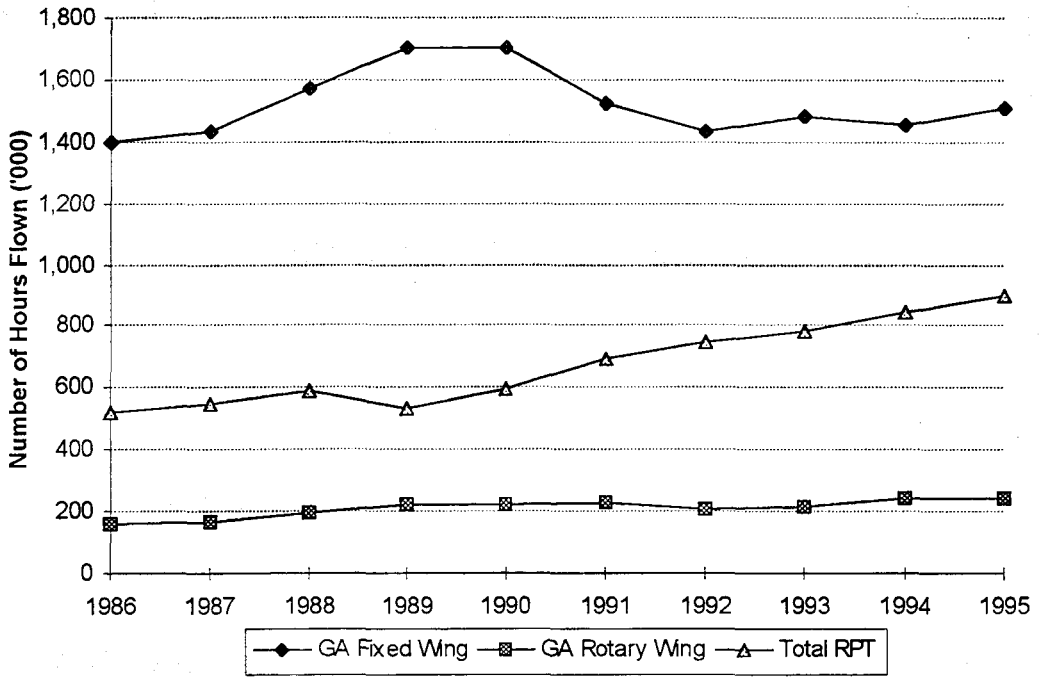
Flying Activity Indicators

Figure:

1. Total Hours Flown.
2. **(a) & (b)** Total General Aviation Hours Flown by Sector.
3. **(a) & (b)** Total General Aviation Hours Flown by State.
4. **(a) & (b)** Aircraft Movements by Major GA Airports.
5. **(a) & (b)** Aircraft Movements by Regional City.
6. **(a) & (b)** Aircraft Movements by Capital City.

Figure 1

Total Hours Flown, 1986-95.



Source: Avstats.

Figure 1 shows annual hours flown in Australian-registered aircraft during the years 1986 to 1995, covering Regular Public Transport (RPT) services and general aviation (GA) fixed-wing and rotary-wing operations.

Apart from a downturn in 1989/90 caused by the domestic airline pilots' dispute, RPT hours have shown steady growth, particularly since deregulation of the domestic aviation market at the end of October 1990. Between 1986 and 1995, RPT hours grew at an average annual rate of 6.3 per cent.

General aviation activity, on the other hand, has remained relatively static. While the domestic airline pilots' dispute temporarily boosted demand for GA services, the average annual growth rate over the period 1986 to 1995 was only 1.4 per cent.

Figure 2(a)

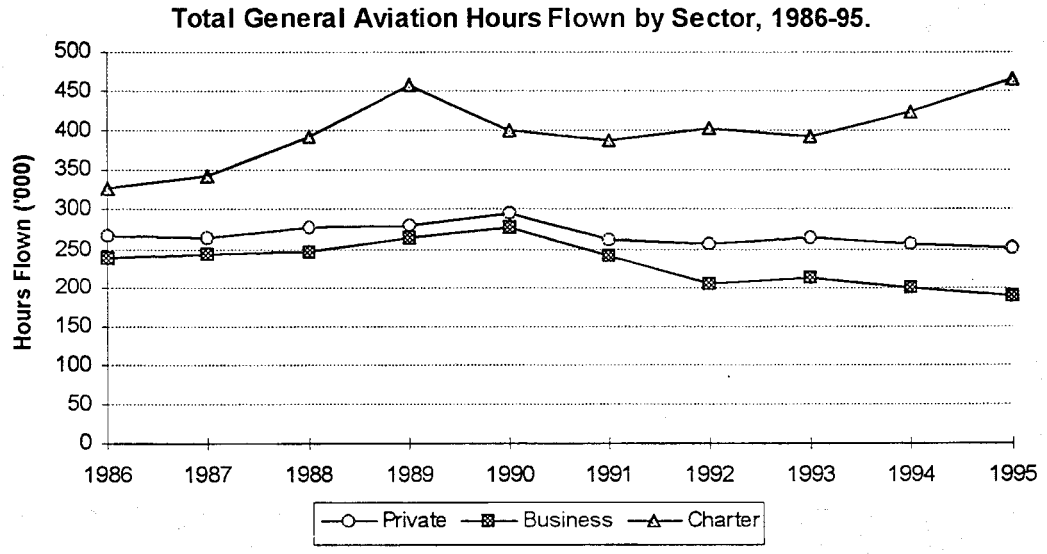
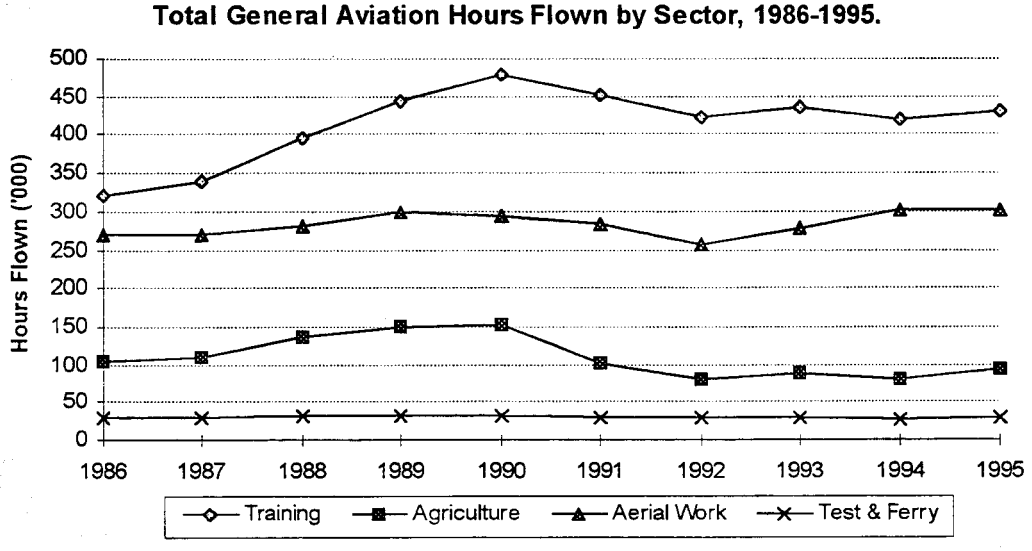


Figure 2(b)

Source: Avstats.



Figures 2(a) and 2(b) show general aviation hours flown, by major types of operation, for the period 1986 to 1995.

Charter activity has shown steady growth, with an average annual growth rate over the period of 4.0 per cent. Flying training has also grown substantially (average annual growth rate of 3.3%), although activity has levelled out in more recent years.

Aerial work and private flying have remained fairly static, while business flying has shown an overall decline after peaking in 1990.

Aerial agriculture flying has seen a significant decrease since 1990, reflecting both the state of the rural economy and the use of higher-capacity aircraft in the industry.

Figure 3(a)

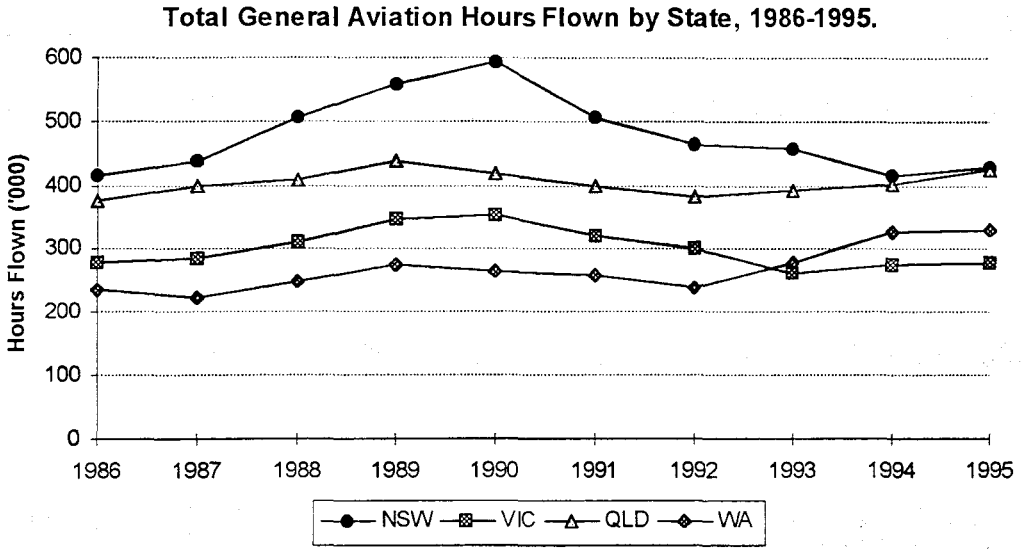
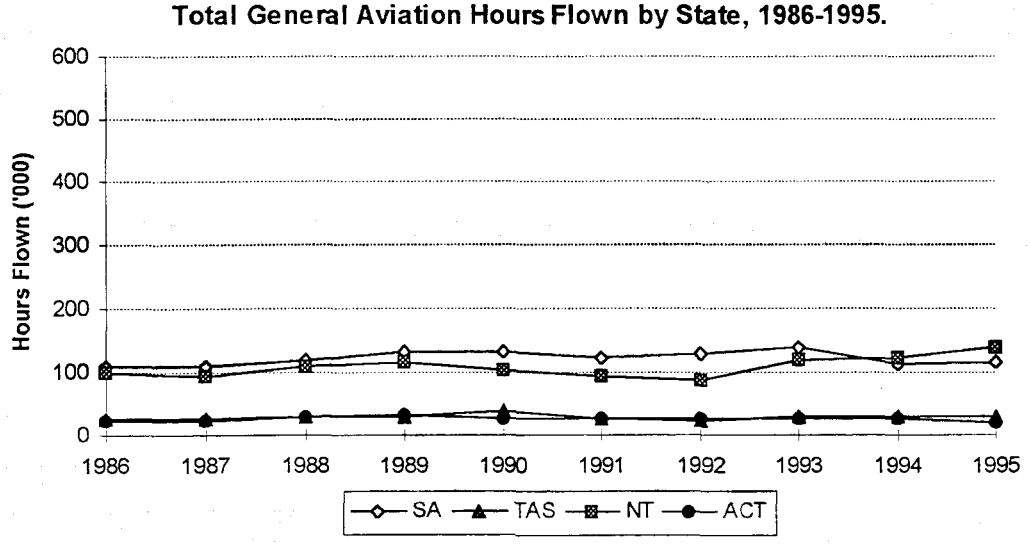


Figure 3(b)



Source: Avstats.

Figures 3(a) and 3(b) show general aviation (GA) hours flown by State for the years 1986 to 1995. Note that the statistics cover total GA flying by aircraft reported as based in each State, and may not necessarily reflect flying activity within each State.

GA flying in the individual States has generally followed national trends, with overall activity remaining relatively flat.

The upward trend in Western Australia flying in recent years is primarily due to increases in flying training and in the charter and aerial survey sectors. The decrease in GA activity in New South Wales since the 1990 peak is due to a decline in activity in all the GA sectors

Figure 4(a)

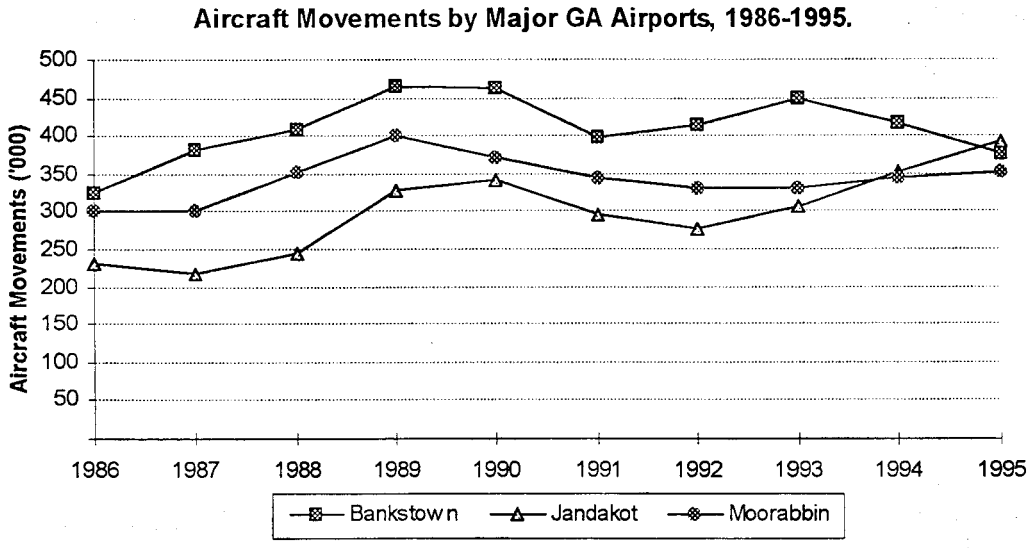
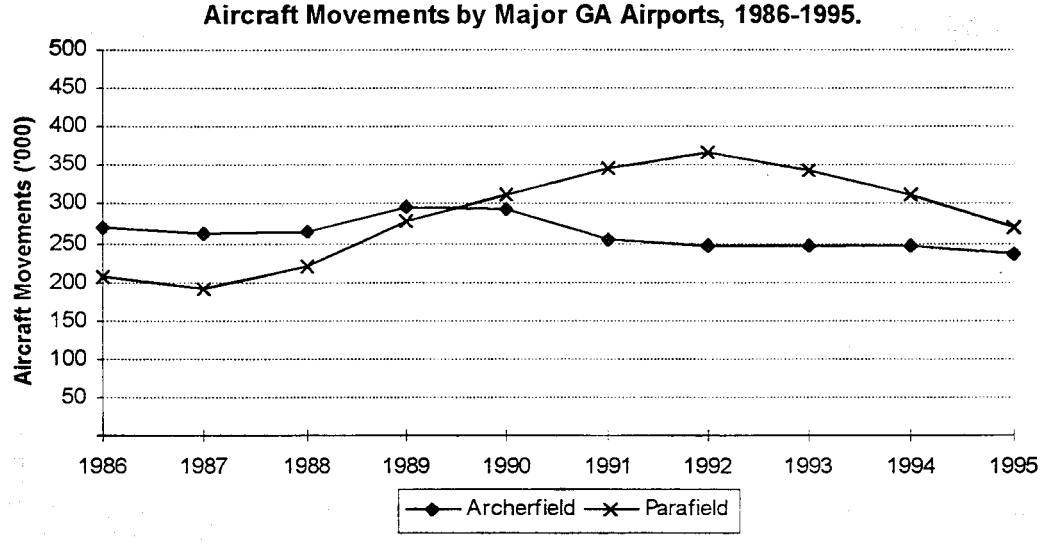


Figure 4(b)



Source: Avstats.

Figures 4(a) and 4(b) show total aircraft movements at the capital city secondary aerodromes from 1986 to 1995. The movements at these airports primarily relate to general aviation activity.

Changes in aircraft movements over the period are in line with State trends in GA flying hours as shown on Figures 3(a) and 3(b). Interestingly, the upward trend in Western Australia resulted in Jandakot becoming the busiest airport in the country in 1995. The downward trend at Bankstown in recent years is representative of decreasing general aviation activity in the entire Sydney basin.

Figure 5(a)

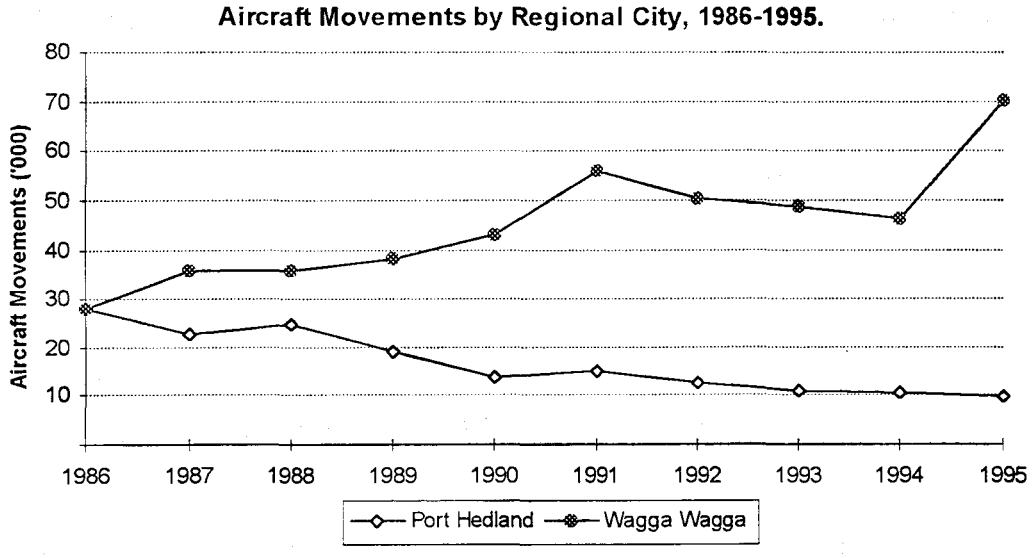
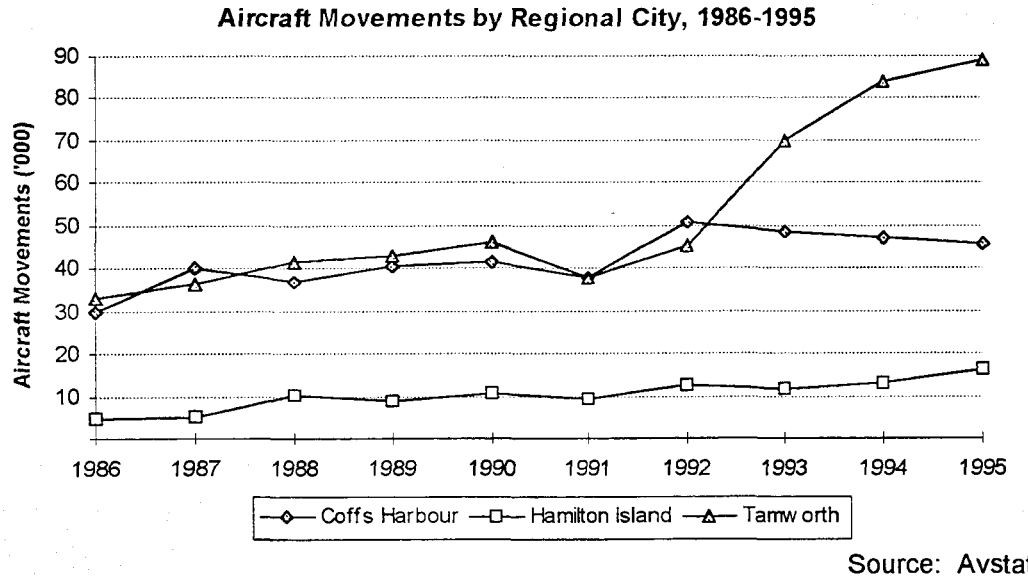


Figure 5(b)



Source: Avstats.

Figures 5(a) and 5(b) show total aircraft movements at selected regional airports for the period 1986 to 1995.

Port Hedland traffic has been affected by an increase in direct services between Perth and the north-west of the State, reducing Port Hedland's importance as a hub airport. Completion of major offshore resource work also led to a significant reduction in helicopter operations after 1988.

The rise in activity at Wagga Wagga in 1995 is due to particularly high levels of military helicopter training movements in two months of the year.

The increase in traffic at Hamilton Island reflects its emergence as a major gateway to the Whitsunday region. Tamworth movements were affected by the opening of a major flying training college in 1992, and by utilising smaller aircraft on scheduled services with a commensurate increase in frequency.

Figure 6(a)

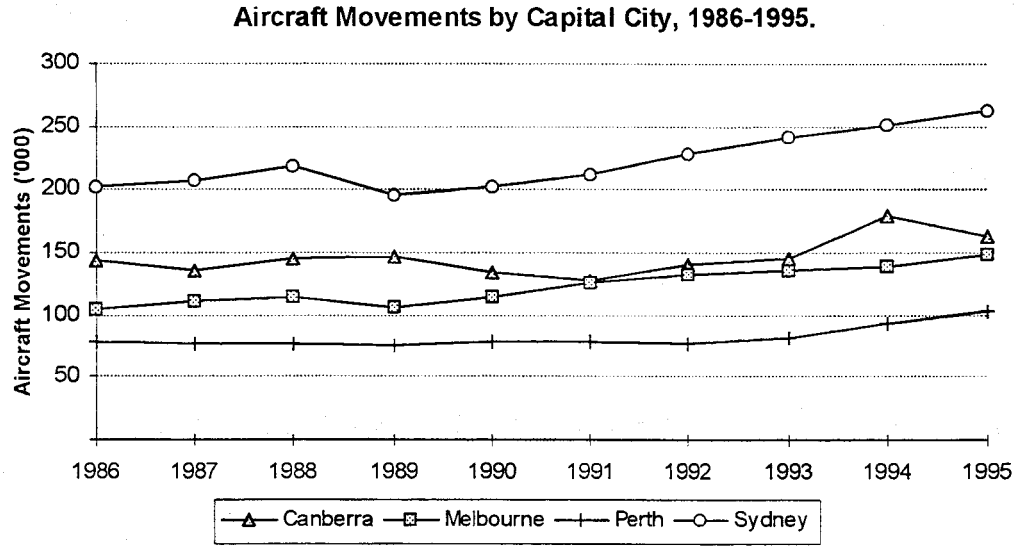
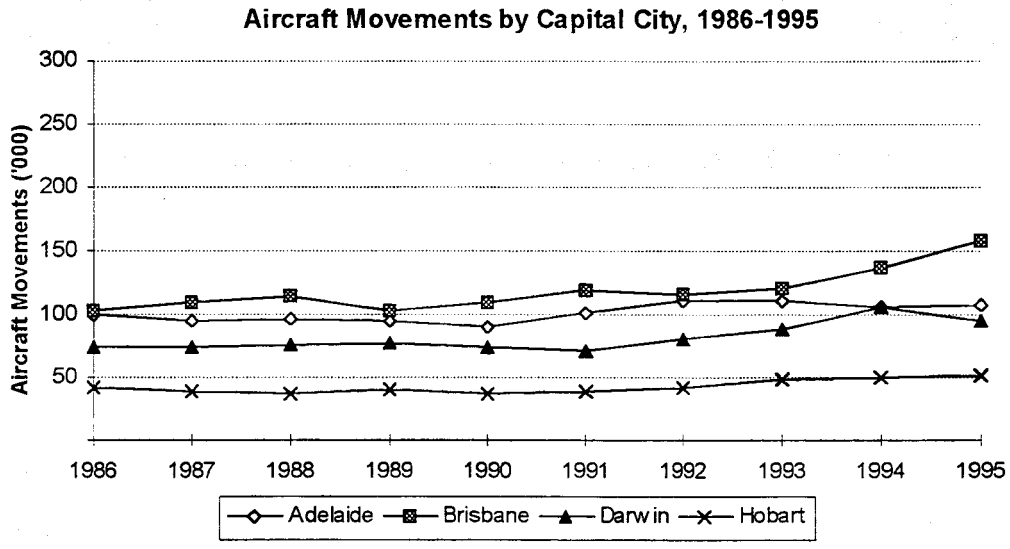


Figure 6(b)



Source: Avstats.

Figures 6(a) and 6(b) show total aircraft movements at the capital city primary airports from 1986 to 1995. The aircraft activity at these airports is a mixture of Regular Public Transport (RPT), general aviation and military activity, ranging from around 20 per cent RPT at Canberra, Darwin and Hobart to nearly 90 per cent at Melbourne and Sydney.

Those airports where RPT operations predominate show steady growth over the period. Brisbane Airport in particular has seen a sharp rise in movements since 1993, with tourism and international hubbing operations as contributing factors.

Lesser growth has been experienced at the airports with a larger general aviation component, due to the flattening effect of the relatively small rise in GA activity.

Industry Indicators

Figure:

7. Year of Manufacture:
   (a) Total Fixed Wing Aircraft.
   (b) Fixed Wing Transport Aircraft.
8. Year of Manufacture:
   (a) Total Rotary Wing Aircraft.
   (b) Rotary Wing Transport Aircraft.
9. Load Factor Percentages by RPT Sector.
10. Regional Airline Market Share.
11. Flight Crew Licences with Current Medicals:
    (a) Fixed Wing.
    (b) Rotary Wing.
12. Flight Crew Licences, New Issues
    (a) Fixed Wing.
    (b) Rotary Wing.
13. Total Number of Exam Attempts for all AME Classifications.
14. Total Ratings Issued:
    (a) 'Specific' Type Aircraft.
    (b) 'Group' Type Aircraft.
15. AME licences: New Issues and Expiries.

Figure 7(a)

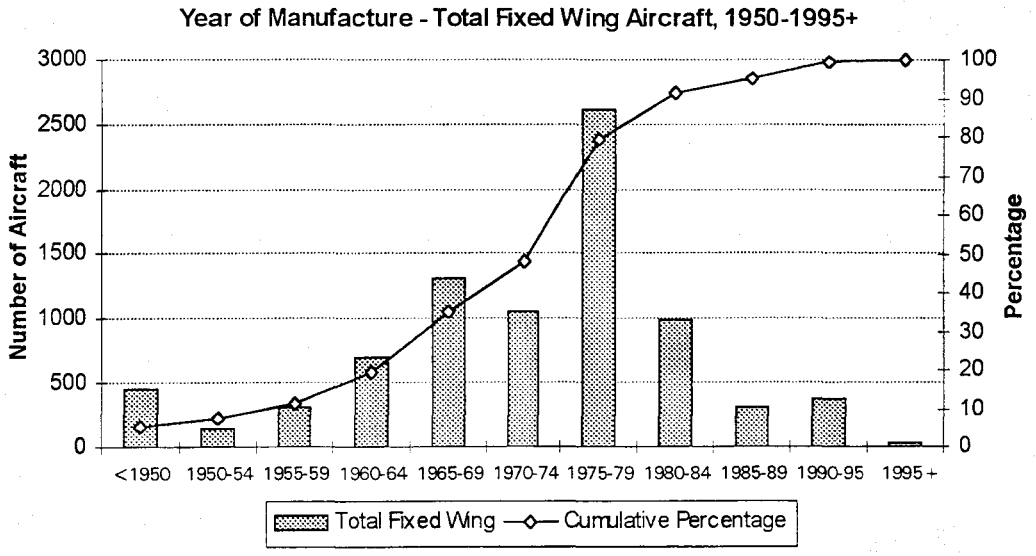
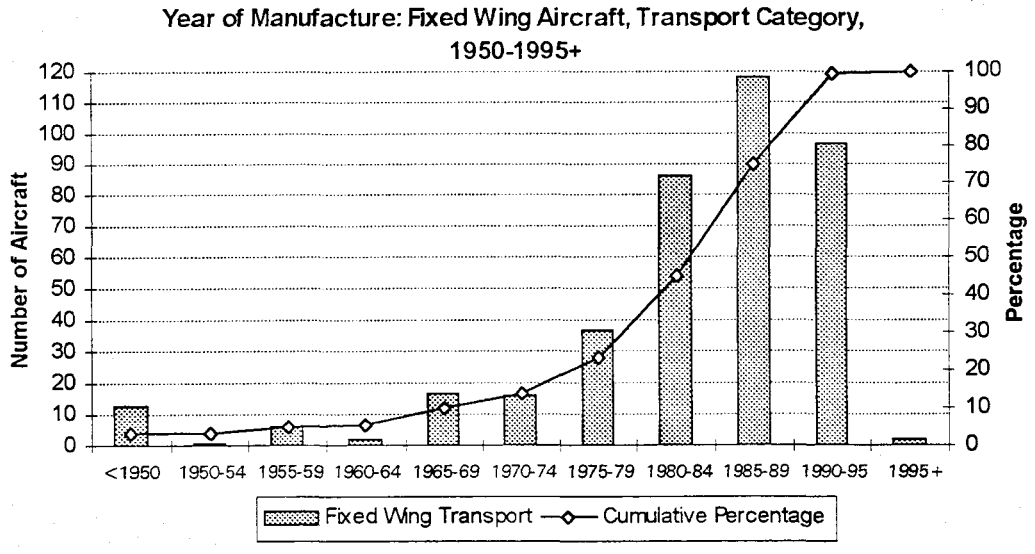


Figure 7(b)



Source: CASA.

Figure 7(a) shows the year of manufacture for all (8285) fixed wing aircraft registered in Australia as of May 1996.

It can be seen that about half of the registered fixed wing aircraft were manufactured after 1974, with approximately one fifth of aircraft on register being manufactured prior to 1965.

Figure 7(b) shows the year of manufacture for a subset of total fixed wing aircraft, i.e. those designed to the more demanding 'transport' category standards (395 in total). While there are exceptions to this, most aircraft in this category are of a maximum take-off weight above 5700kg for RPT operations.

While these aircraft are, in general, much newer with the mid-point for year of manufacture being in the late 1980's, about one quarter were manufactured prior to 1980.

Figure 8(a)

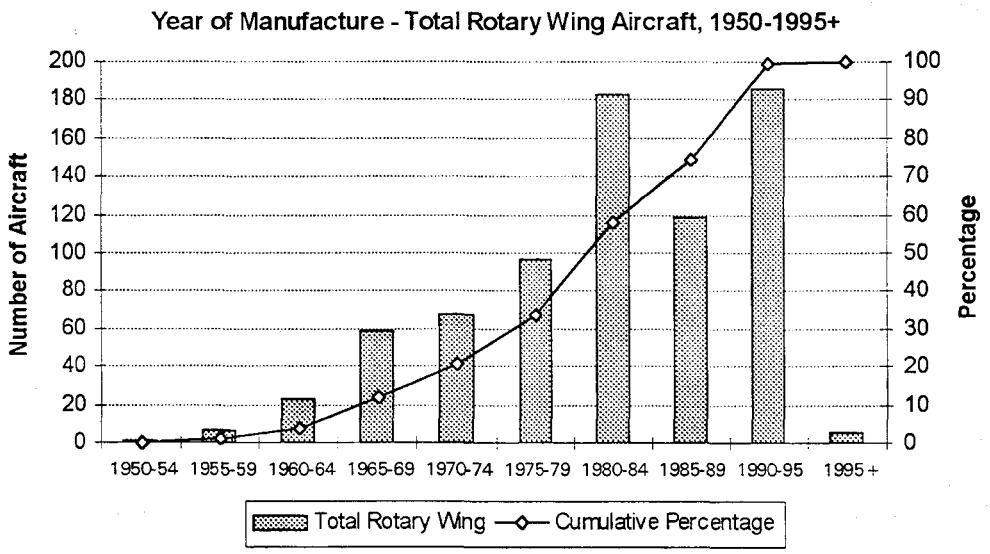
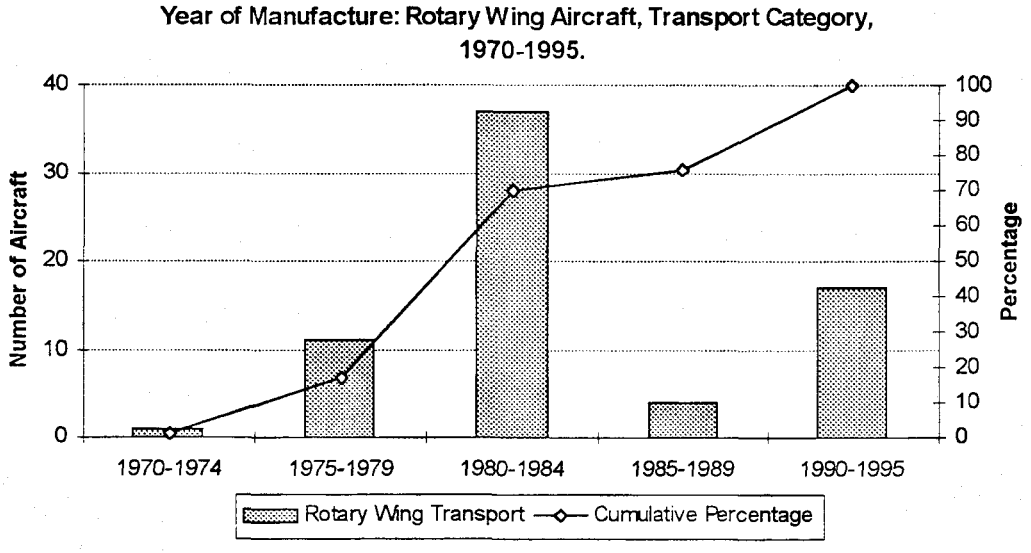


Figure 8(b)



Source: CASA.

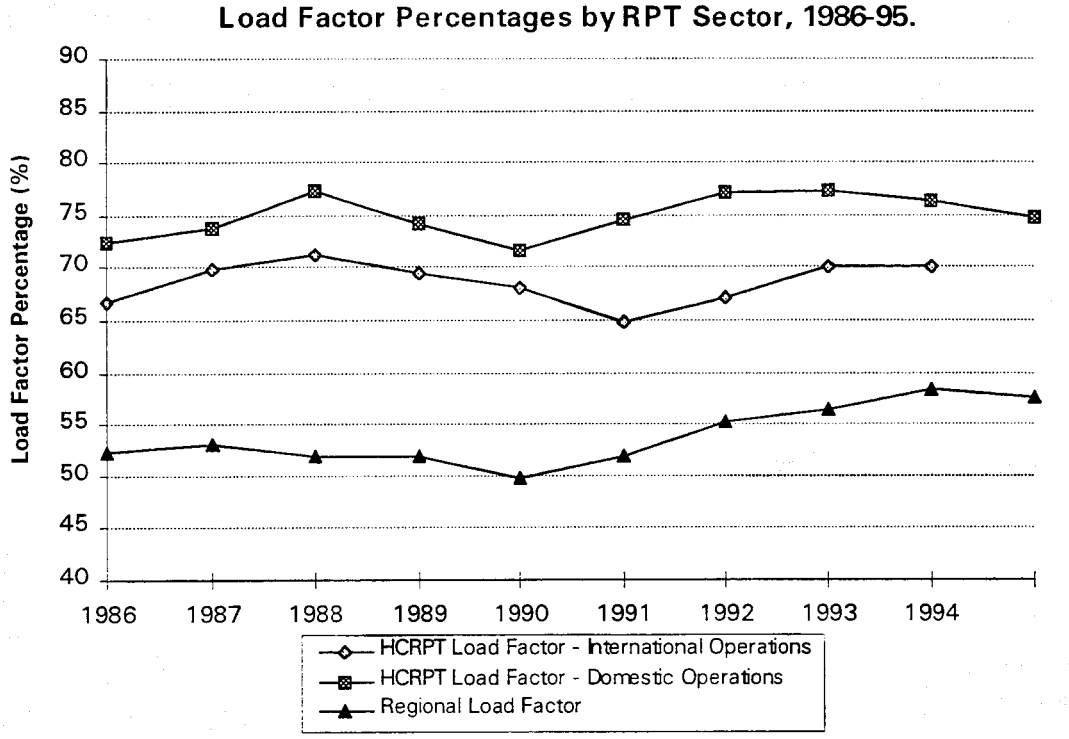
Figure 8(a) shows the year of manufacture for all (746) rotary wing aircraft registered in Australia as of May 1996.

Compared with fixed wing aircraft, the average rotary wing aircraft is much newer with approximately half being manufactured after 1980.

Figure 8(b) shows data from the small number of 'transport' category helicopter aircraft (70) in total.

The average age of these aircraft is not significantly different to that of other helicopters on register.

Figure 9



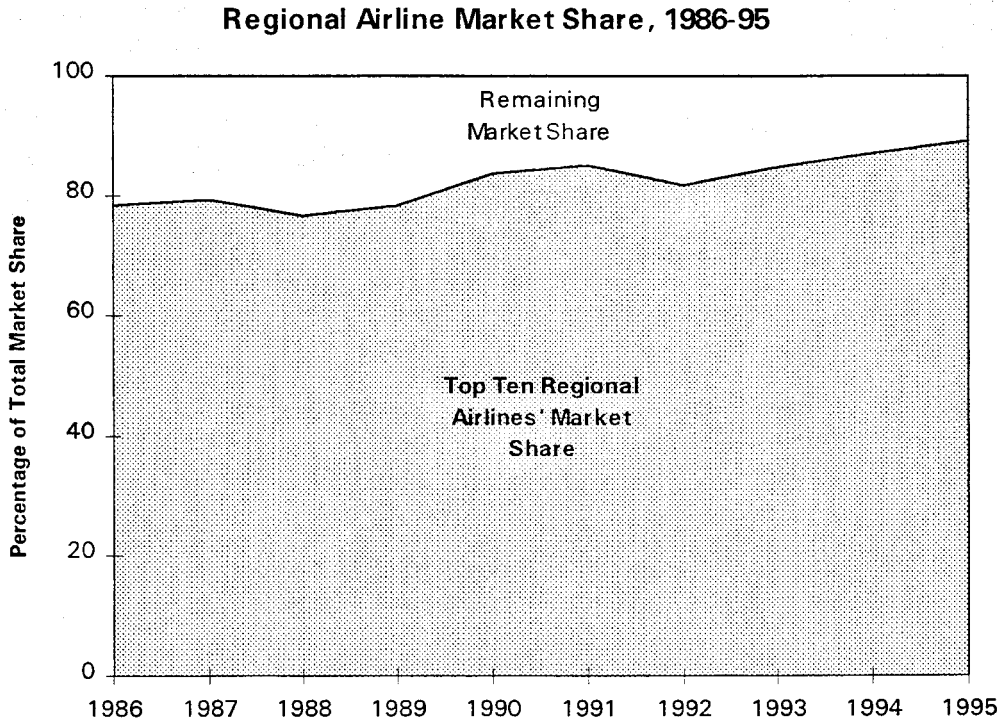
Note: 1995 figure for International Load factors unavailable.
Source: Avstats.

Figure 9 shows average load factors for each of the major Regular Public Transport (RPT) sectors during the period 1986 to 1995. Load factors are calculated by expressing passenger kilometres as a percentage of available seat kilometres, and are one of the more important measures of productivity/efficiency.

It is noted that Australia has high average load factors (about 75 per cent in 1995) in high capacity RPT operations. The average world-wide load factor in high capacity aircraft is around 66 per cent.

The regional airlines load factor has been increasing steadily through the period. This reflects, in part, the consolidation of the industry through stronger ties with the major (high capacity) airlines by means of commercial arrangements and outright purchases. The resulting higher traffic levels have led to efficiency gains such as load factor increases. See also Figure 10.

Figure 10



Source: Avstats.

Figure 10 shows the market share of passenger carriage achieved by the largest ten regional airlines (based on the number of passengers carried) from 1986 to 1995.

The rising market share over the period reflects the increasing consolidation of the larger regional airline carriers and stronger links with the two major airline groups (Ansett Australia and Qantas Airways). There has been a continuing trend over many years for the major airlines to withdraw, in whole or in part, from secondary routes in favour of regional airline subsidiaries or commercial partners. This has resulted in increased traffic levels for the regional airlines involved, and improved standards of quality and safety.

Figure 11(a)

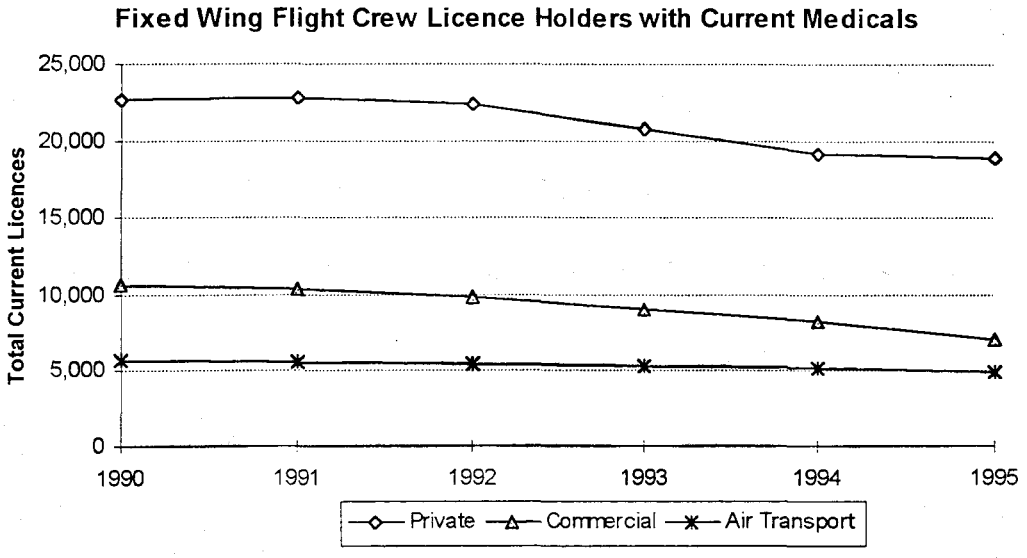
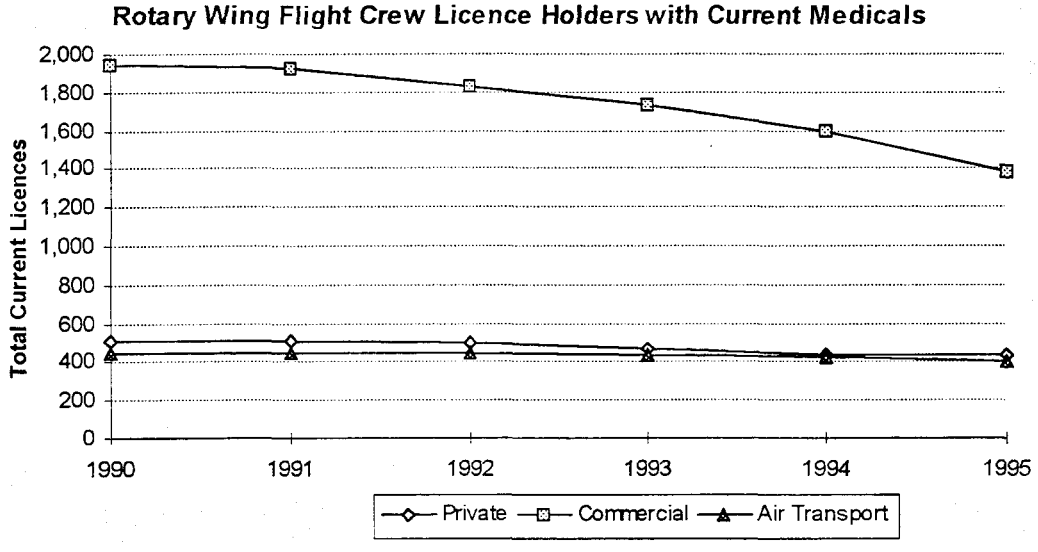


Figure 11(b)



Source: CASA.

Figure 11(a) shows the total number of flight crew licence holders for a fixed wing aircraft who also hold a current medical rating. It should be noted that individuals holding more than one licence have been counted in the category of the most advanced licence held. Thus holders of both a Private Pilot Licence (PPL) and Commercial Pilot Licence (CPL) have been counted only in the CPL category.

Figure 11(b) shows the same data for individuals holding rotary wing flight crew licences.

There has been a general decline in the number of individuals with current medicals holding all classes of licence. The change has been most marked in the number of CPL holders which have, over the period 1990 to 1995, dropped 34% and 29% for fixed wing and helicopter aircraft respectively. There has also been a significant reduction (over 16%) in the number of fixed wing PPL holders during this period.

Figure 12(a)

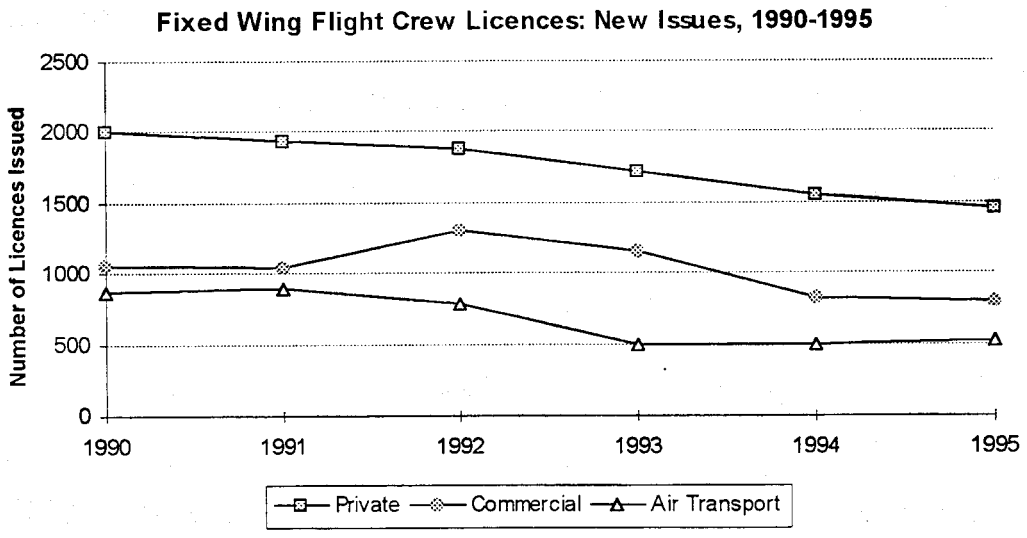
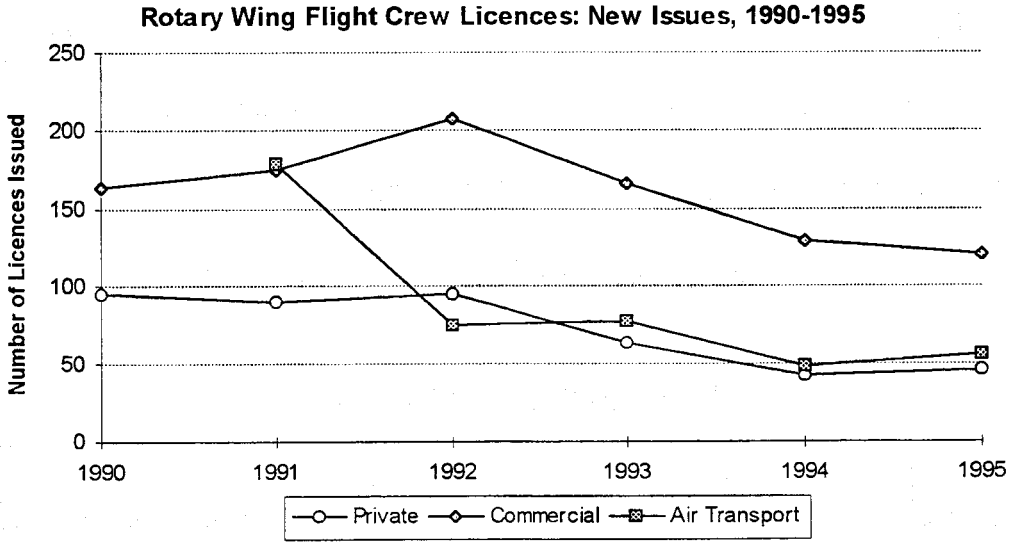


Figure 12(b)



Note: Rotary Wing Air Transport Licences were only offered for the first time in 1991.
Source: CASA.

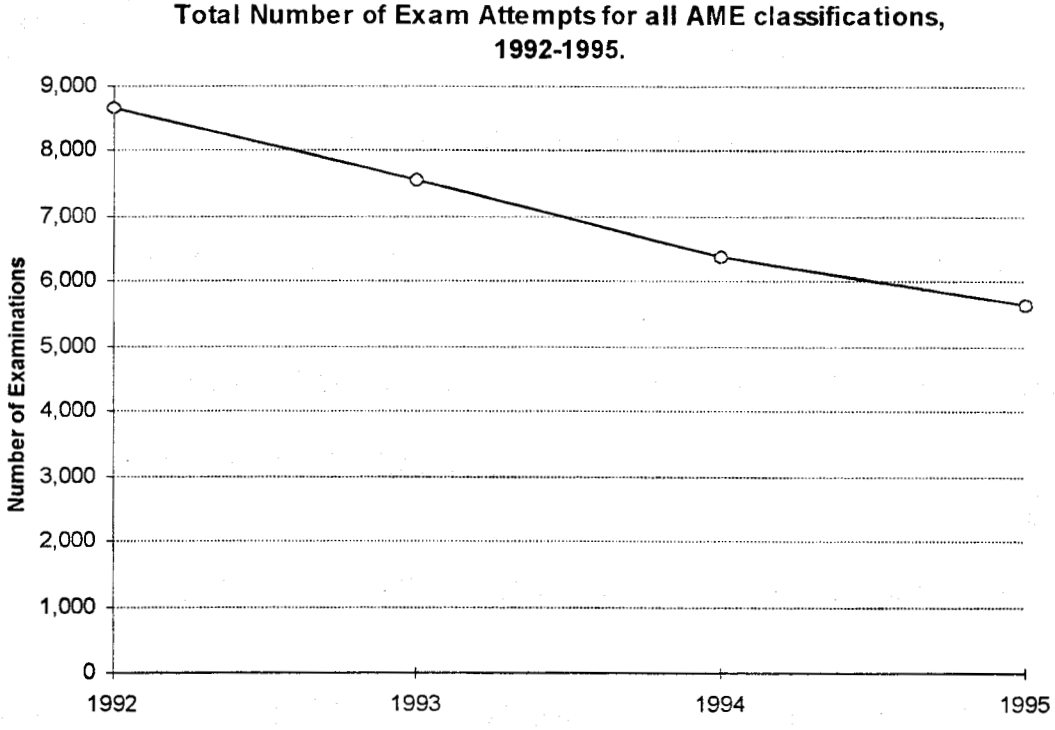
Figures 12(a) and 12(b) show the number of flight crew licences issued for fixed wing and helicopter aircraft from 1990 to 1995.

There are about twice the number of PPLs issued as CPLs with a smaller number yet of Air Transport Pilot Licences (ATPLs).

In the case of rotary wing aircraft the CPL accounts for the majority of licences issued.

For both rotary and fixed wing aircraft however the number of new licences issued has been declining in recent years.

Figure 13



Source: CASA

Figure 13 provides data on the number of times various exams for Aircraft Maintenance Engineer (AME) licences were attempted from 1992 to 1995. Examinations can be attempted in eight classifications, such as Airframe, Engines, and Instruments. It should be noted that the same individual can sit examinations in more than one classification and that the same classification of exam may be attempted more than once in the event of a failure.

The number of exam attempts in 1995 was 35 percent lower than in 1992.

Figure 14(a)

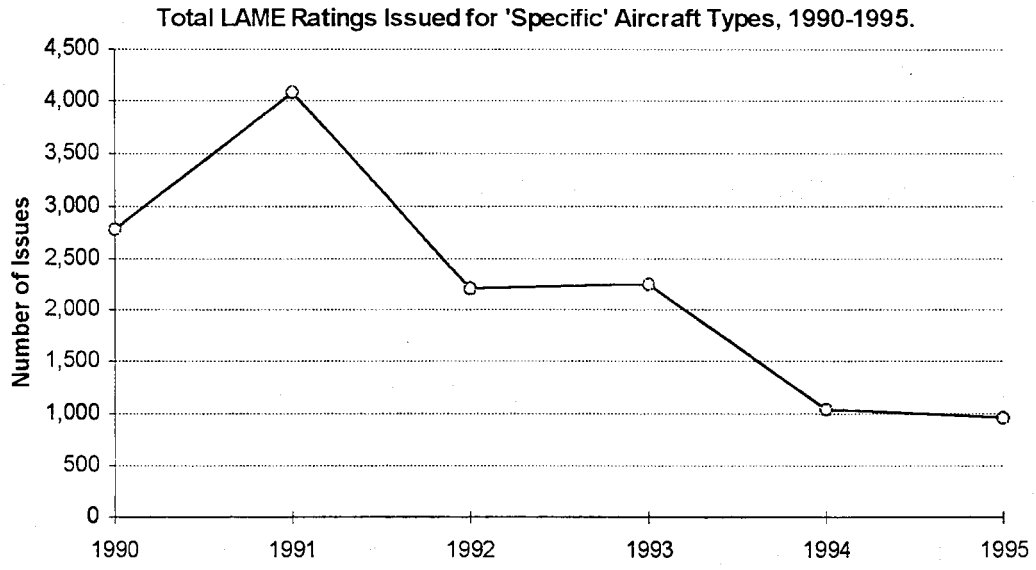
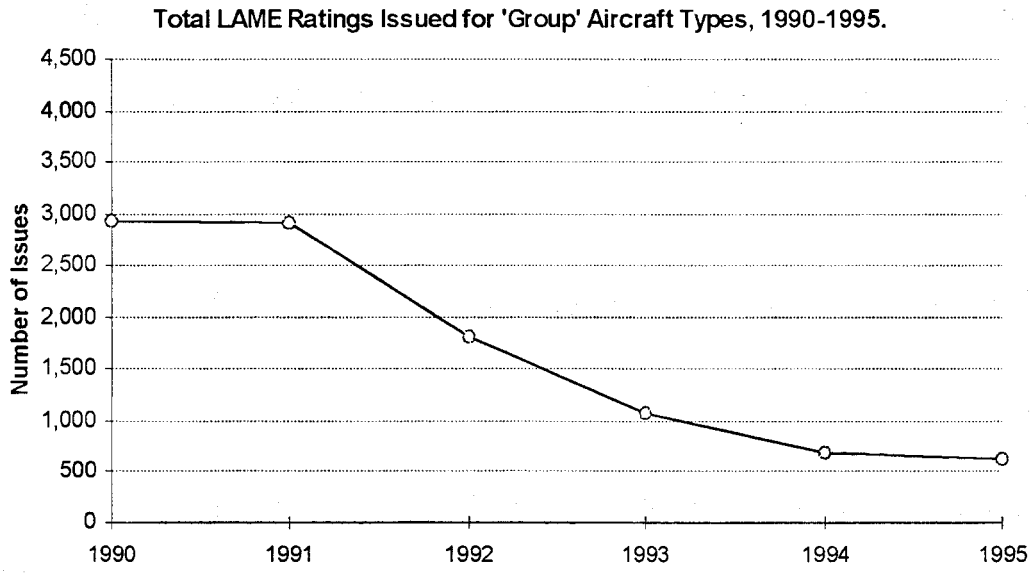


Figure 14(b)



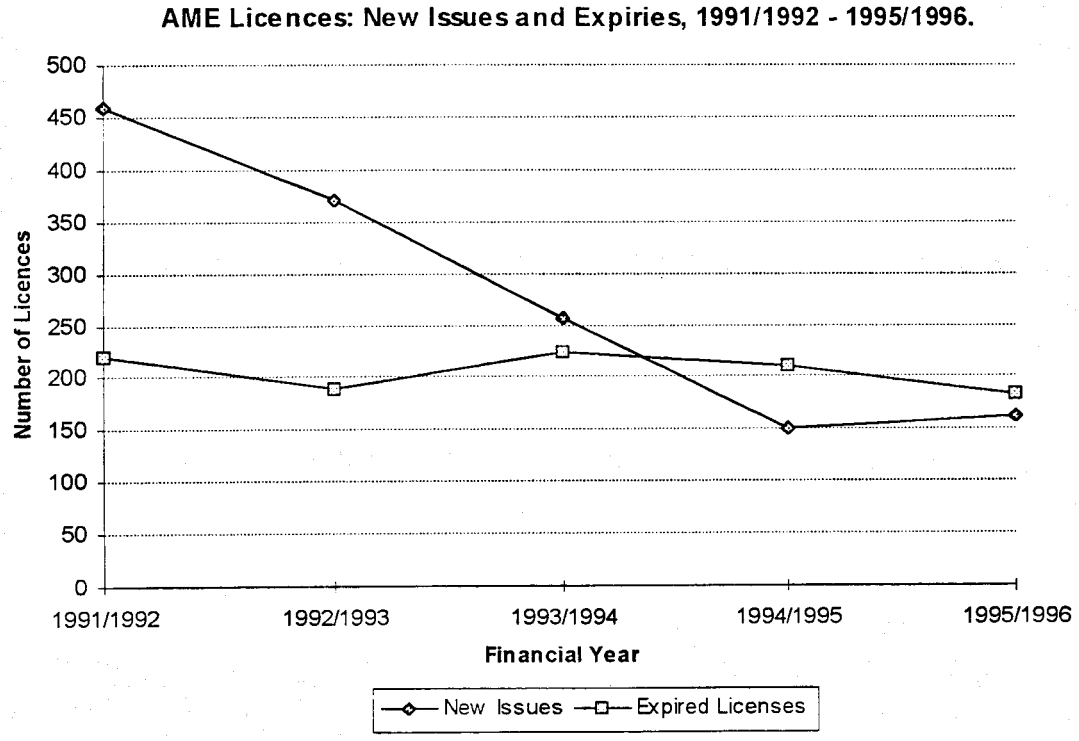
Source: CASA.

Figures 14(a) and 14(b) give the total number of aircraft ratings issued for 'Specific' and 'Group' aircraft types. Ratings refer to the type of aircraft on which Licensed Aircraft Maintenance Engineers (LAMEs) are able to certify for maintenance.

For the most part, 'Specific' aircraft ratings relate to aircraft used in airline and corporate service, whereas 'Group' ratings mainly refer to GA aircraft.

The number of ratings issued has declined substantially since 1991 for both airline and GA aircraft.

Figure 15



Source: CASA.

Figure 15 shows the number of individuals who were issued with an Aircraft Maintenance Engineer licence (in any category) for the first time. It also shows the number of individuals whose licences have expired in past years.

While the number of expired licences has been fairly static over the past five years, new issues have dropped rapidly. Since 1994/95 there has been a net decrease in the total number of licensed AME holders.

Accident Indicators

Figure:

16. Total Accidents:
    (a) Fixed Wing Aircraft.
    (b) Rotary Wing Aircraft.
17. **(a) & (b)** General Aviation Accident Rates by Sector.
18. **(a) & (b)** General Aviation Fatal Accident Rates by Sector.
19. Total General Aviation Fatal Accident Rate.

Table:

1. Average Ratio of Fatal Accidents to Accidents by Sector.

Figure 16(a)

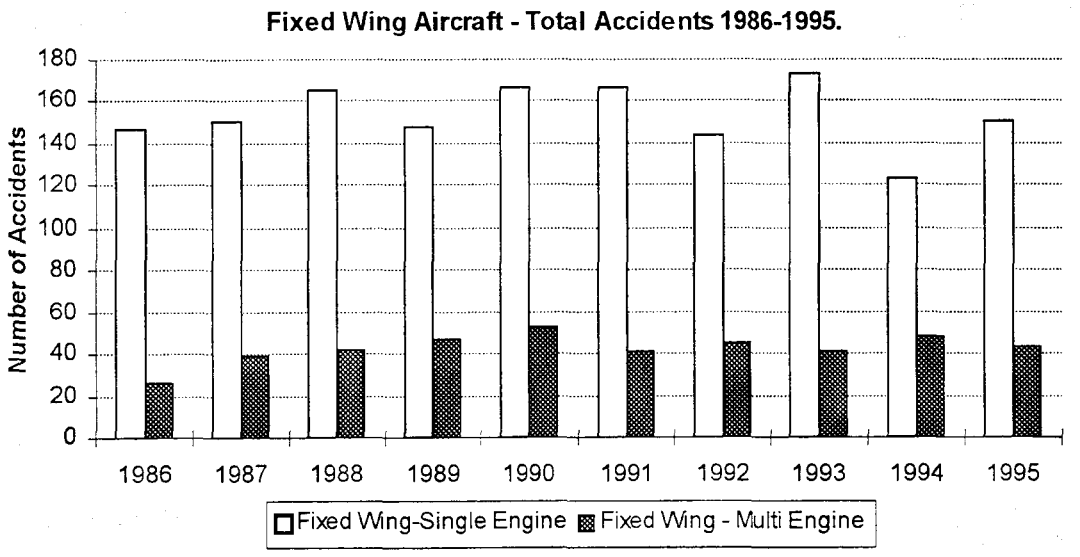
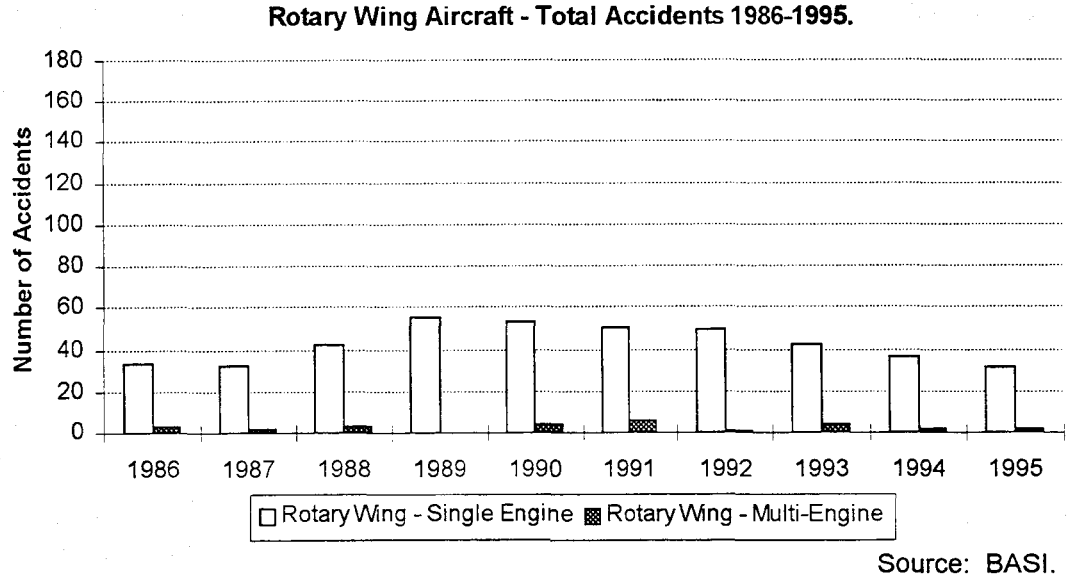


Figure 16(b)



Source: BASI.

This indicator compares the number of accidents involving fixed wing single engine aircraft to those involving fixed wing multi engine aircraft, and the number of accidents involving rotary wing single engine aircraft to those involving rotary wing multi engine aircraft. The indicator is expressed as the actual number of accidents per calendar year involving Australian registered aircraft

While the lowest number of accidents for fixed wing single engine aircraft during this ten year period occurred in 1994, the corresponding number of accidents involving multi engine aircraft was relatively high. The number of accidents for rotary wing aircraft have shown a decline from a high in 1989, although the numbers involved are relatively small.

The frequency of accidents on a calendar basis, is an important indicator from a public perceptual approach. However, the number of accidents is related to flying activity and the accident rates are a more comparative indicator.

Figure 17(a)

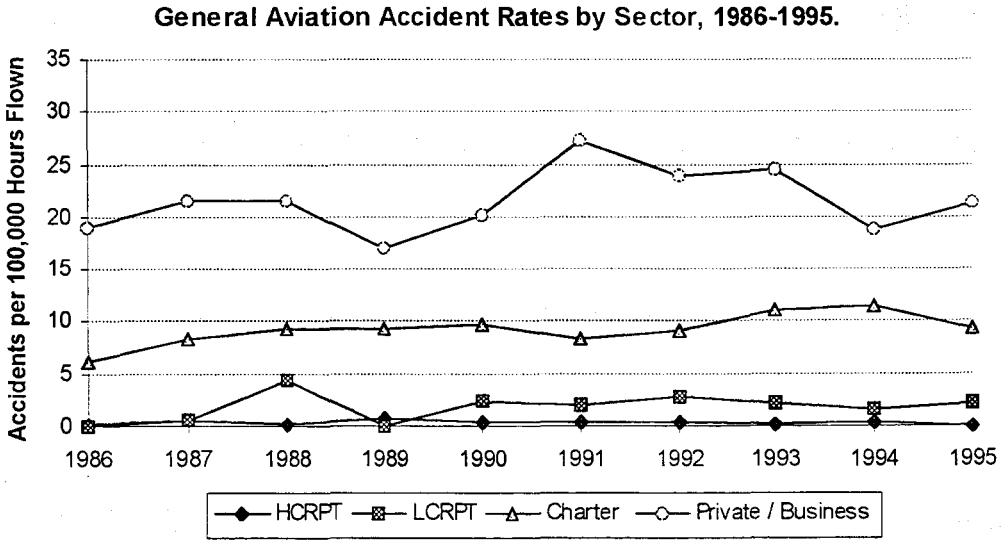
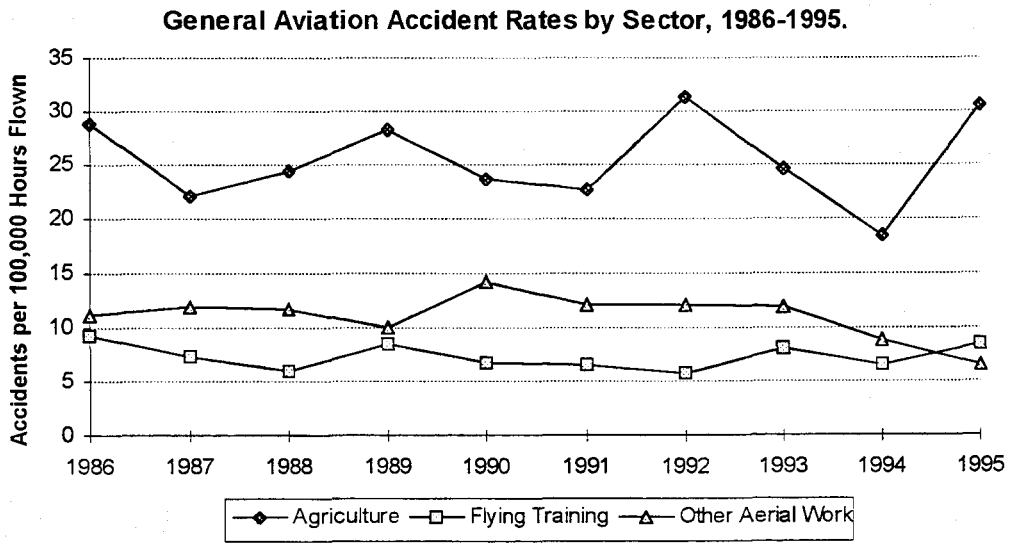


Figure 17(b)



Source: BASI.

This indicator compares the accident rates for fixed wing and rotary wing aviation between sectors of operation. The rate of accidents is calculated as accidents per 100,000 hours of operation.

The accident rate for Australian registered High Capacity RPT aviation has remained at a very low figure during the last ten years. The rate for Low Capacity RPT has remained around 3 accidents per 100,000 hours of operation. Charter operations typically have a rate around three times higher.

The highest rates of accidents occur in Agricultural operations and the Private/Business sector. None of these rates show a significant variation in the annual trends.

Figure 18(a)

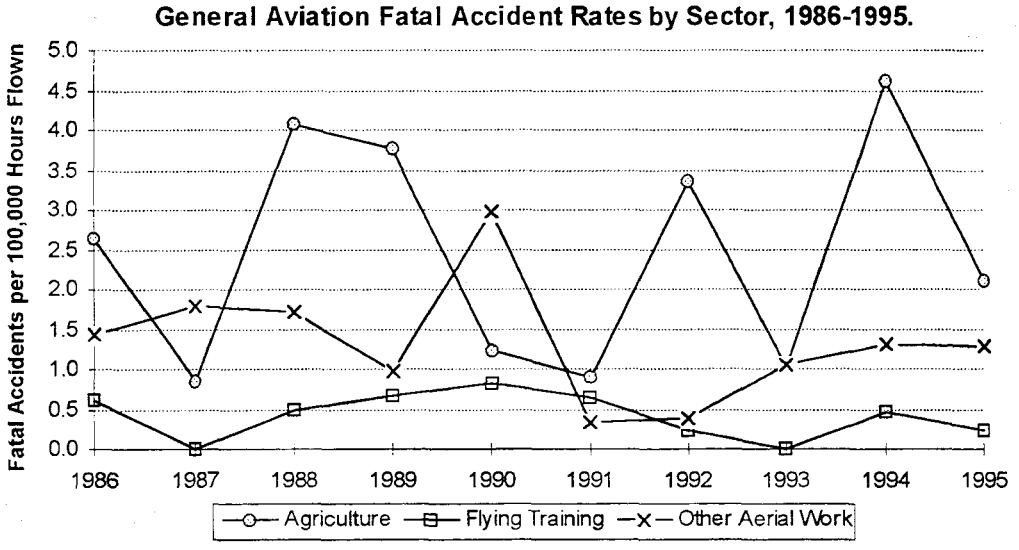
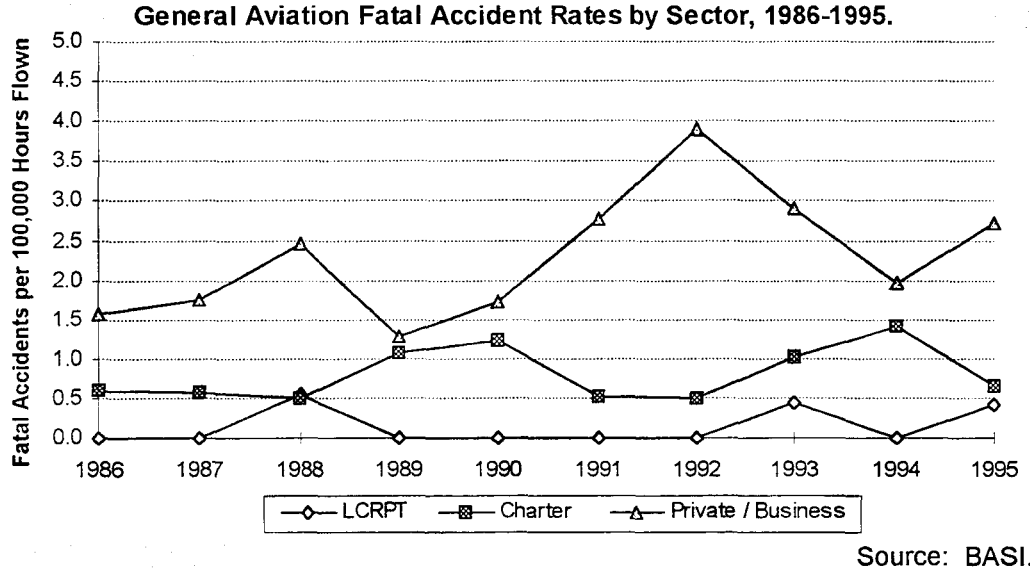


Figure 18(b)



Source: BASI.

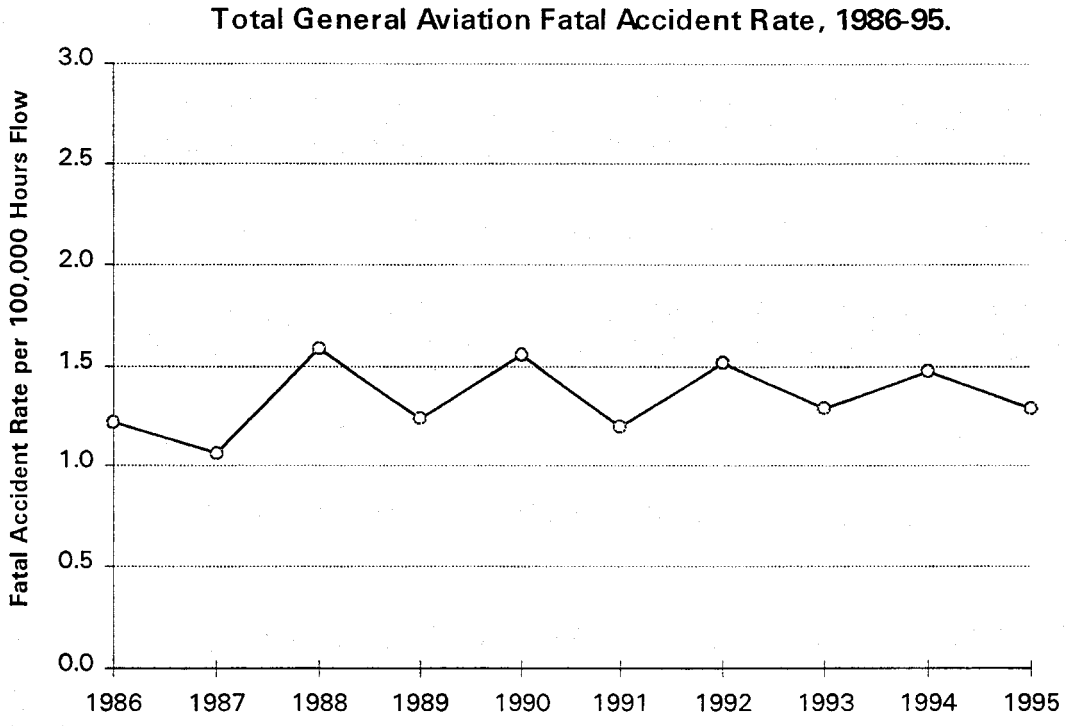
This indicator compares the fatal accident rates for fixed wing and rotary wing aviation between sectors of operation. The rate of accidents is calculated as accidents per 100,000 hours of operation.

There have been no fatal accidents involving Australian registered High Capacity RPT aviation in the ten year period.

The average fatal accident rate over the ten year period for Low Capacity RPT aircraft was 0.14 per 100,000 hours and the corresponding figure for Charter operations was 0.81 per 100,000 hours. Thus the fatal accident rate for Charter was nearly six times that of Low Capacity RPT operations.

Similarly, fatal accident rates for Agricultural and Private/Business operations are influenced by a small number of accidents. The rates vary between 1.0 and 5.0 per year. There is no significant trend evident from these rates.

Figure 19



Source: BASI.

This indicator shows the fatal accident rate per 100,000 hours for the total General Aviation operations (Private / Business, Agricultural, Flying Training and Charter).

The fatal accident rate for General Aviation varies between 1.0 and 1.5 fatal accidents per 100,000 hours per year. The data does not show any significant increase or decrease in the fatal accident rate.

Table 1: Fatal Accidents as a Percentage of Total Accidents by Sector, 1986-1995.

Sector	Average (%) 1986-1990
Flying Training	5.9
LCRPT	7.7
Charter	8.8
Agriculture	9.7
Private/Business	10.6
Other Aerial Work	12.2

The table shows the average percentage of fatal accidents to total accidents for the various sectors of operations, for the ten year period 1986 - 1995.

The percentages are a measure of the crashworthiness or survivability of the aircraft, but are also strongly influenced by the types of accidents. For example in Flying Training activities the majority of accidents are related to loss of control on landing resulting in damage to undercarriages, propellers and airframes. However most accidents do not involve serious injury.

The percentages suggest that across all sectors approximately one accident in ten would be fatal, except for Flying Training, where the rate is closer to one in twenty.

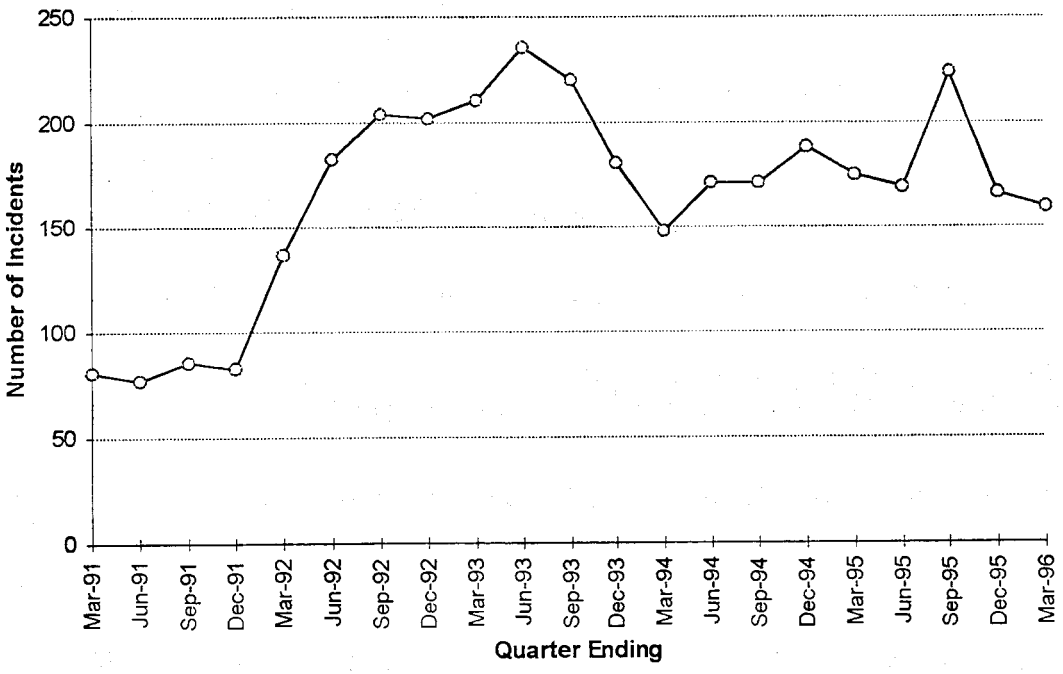
Incident Indicators

Figure:

Table:

Figure 20

Reported Violation of Controlled Airspace Incidents, 1991-1996.



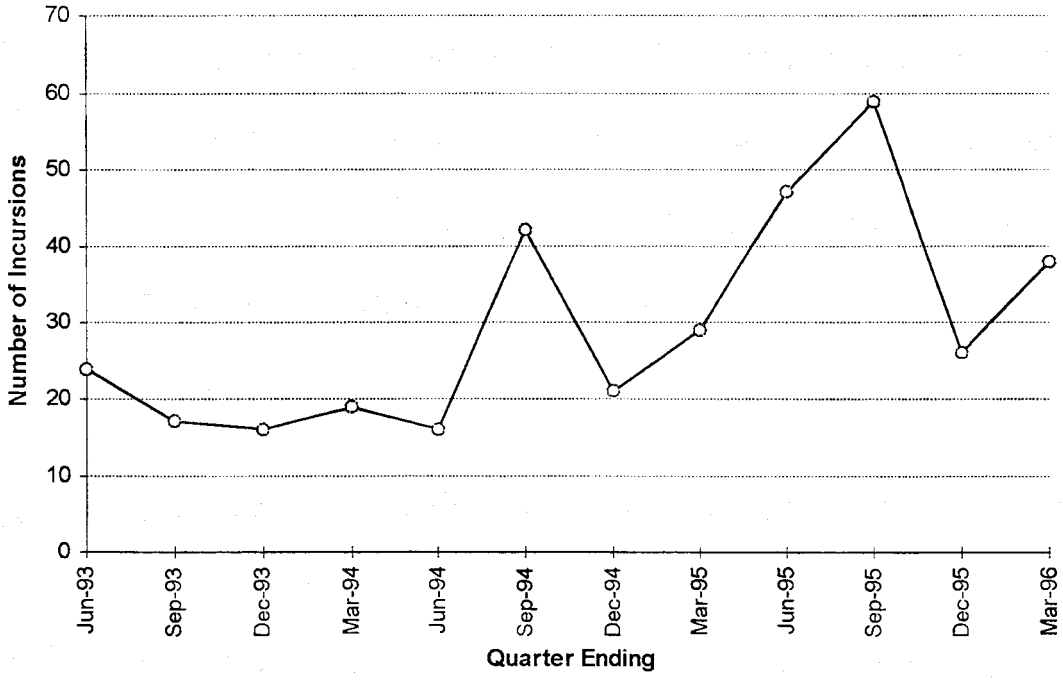
Source: BASI.

When an aircraft enters controlled airspace without an airways clearance it poses threat to the Air Traffic Control System and the incident is classed as a Violation of Controlled Airspace (VCA)

Prior to December 1991 there were approximately 80 VCAs reported to BASI in each quarter. Following the changes to the airspace and procedures in December 1991, the numbers of VCAs increased to a maximum of 230 in the second quarter of 1993. Although the number reduced subsequently through greater pilot education, the number remains at a relatively high level - twice that of the rate prior to 1991.

Figure 21

Reported Runway Incursion Incidents, 1993-1996.



Source: BASI.

If a vehicle, aircraft or person enters the runway flight strip without permission it is classed as a Runway Incursion incident. These incidents have obvious implications for aircraft landing or taking off. The incursions occur primarily at the capital city aerodromes, and the general aviation aerodromes at the capital cities. Reported runway incursions are infrequent at other aerodromes with control towers probably because of the relatively low movement rates.

The number of Runway Incursion incidents shows an increase, particularly during 1995. The following tables show the runway incursion incident rates for the primary and general aviation aerodromes at the capital cities.

Table 2: Runway Incursions at Major GA Airports, March 1993-May 1996.

Airport	Total runway incursions	Total aircraft movements	Incursions per 100,000 aircraft movements
Bankstown	119	1,305,606	9.11
Moorabbin	74	1,091,279	6.78
Jandakot	15	1,148,570	1.31
Archerfield	1	785,481	0.13
Parafield	1	959,751	0.10

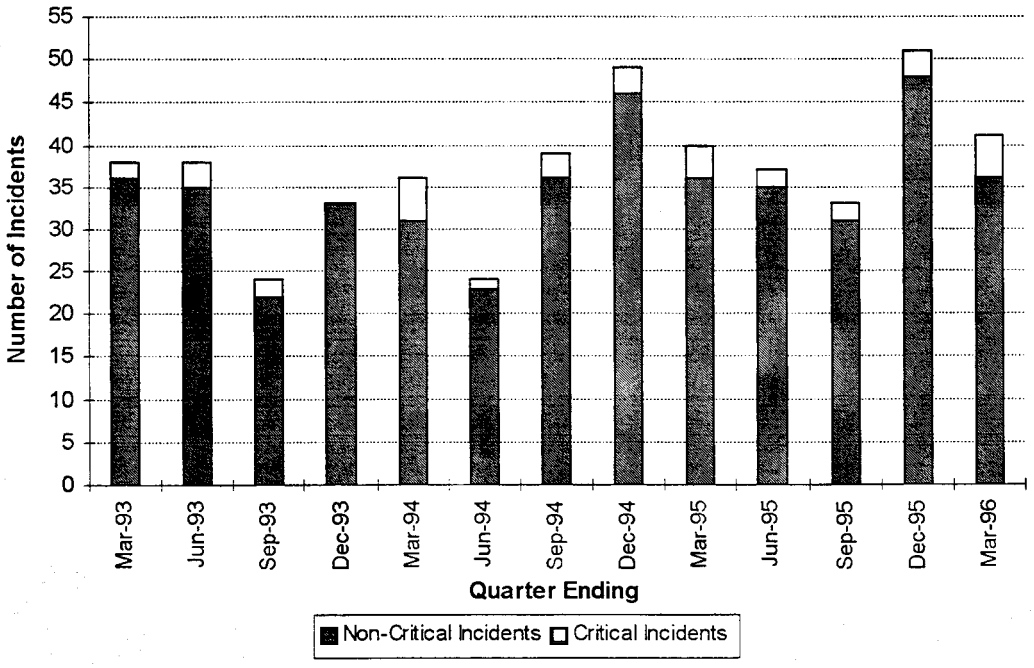
Table 3: Runway Incursions at Capital City Airports, March 1993- May 1996.

Airport	Total runway incursions	Total aircraft movements	Incursions per 100,000 aircraft movements
Canberra	16	515,036	3.11
Sydney	25	806,880	3.10
Brisbane	4	450,662	0.89
Perth	2	301,577	0.66
Melbourne	2	451,868	0.44
Adelaide	0	344,104	0.00
Hobart	0	158,472	0.00

The highest rates occur at the general aviation aerodromes of Bankstown and Moorabbin. Of the capital city aerodromes, Sydney's rate is significantly greater than that of Brisbane and Melbourne, which may be indicative of the more complex aerodrome layout. The rate at Canberra probably reflects a high level of training operations.

Figure 22

Reported Loss of Separation Incidents, 1993-1995.



Source: BASI.

Incidents involving a Loss of Separation standards between aircraft in controlled airspace are indicative of a failure of the ATS system either due to an ATS error or a flight crew error. The Loss of Separation is classified as critical if the aircraft pass within 150 metres horizontally and 100 feet vertically of one another.

Many of the incidents are a non-critical/technical loss of separation. The built-in safety margins of the separation standard allowed the situation to be corrected before coming critical. They are however indicative of a failure of the system.

The number of critical incidents, often involving avoidance action represent approximately 8% of the total reported Loss of Separation incidents over the 3 year period.

The number of incidents have shown a slight increase in the total number of incidents per year in the last three years, possibly reflecting the increased activity in the ATS system. The number of occurrences, of between 40 and 50 per quarter, is of concern.

Glossary of Terms

AME	Aircraft Maintenance Engineer
ATPL	Air Transport Pilot Licence.
ATS	Air Traffic Services. Consists of Air Traffic Control service, flight information service and SAR alerting service.
Aircraft	The term aircraft refers to fixed wing and rotary wing (helicopters) powered aircraft and balloons.
Aircraft Accident	An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all persons have disembarked, in which: (a) a person is fatally or seriously injured as a result of: - being in the aircraft, - or direct contact with any part of the aircraft including parts which have become detached from the aircraft, - or direct exposure to a jet blast. except when the injuries are from natural causes, self inflicted or inflicted by other persons , or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew: or (b) the aircraft incurs substantial damage or is destroyed; or (c) the aircraft is missing or is completely inaccessible. NOTE: An aircraft is considered to be missing when the official search has been terminated and the wreckage has not been located.
Aerial Work flying	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, parachute dropping, and coastal surveillance).
Aircraft Movement	A take-off (aircraft departure) or a landing (arrival) is recorded as one aircraft movement. A 'touch and go' operation is counted as two movements.
Agriculture flying	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.

Breakdown in Separation	An incident involving the loss of separation standards between aircraft operating in controlled airspace.
Business flying	Flying by the aircraft owner, his/her employees or the hirer of the aircraft for business or professional reasons, but not directly for hire or reward.
Charter	Carriage of cargo or passengers on non-scheduled operations by the aircraft operator or his/her employees for hire or reward, but excluding Regular Public Transport operations.
CPL	Commercial Pilot Licence.
GA	See **General Aviation.**
General Aviation	For the purposes of this document, General Aviation has been defined as all non-scheduled flying activity in aircraft allocated a VH- registration by the Civil Aviation Safety Authority, but excluding VH- registered sailplanes (powered and unpowered). Ultralight aircraft, hang gliders and autogyros are also excluded.
HCRPT	High Capacity Regular Public Transport. A "High Capacity Aircraft" is defined as an aircraft that is certified as having a maximum seating capacity exceeding 38 seats OR a maximum payload exceeding 4200 kilograms.
Hours Flown	The time interval, in hours and minutes, between when an aircraft leaves the departure terminal or parking place to when it arrives at the destination terminal or parking place.
Incident	An occurrence, other than an accident, associated with the operation of an aircraft that affects or could affect the safety of the operation of the aircraft.
Low Capacity RPT or LCRPT	Low Capacity Regular Public Transport. A " Low Capacity Aircraft" is defined as being less than or equal to those criteria which HCRPT aircraft exceed, therefore being certified as having a maximum seating capacity less than or equal to 38 seats OR a maximum payload less than or equal to 4200 kilograms
Passenger Load Factor	**Passenger Kilometres** performed expressed as a percentage of **Available Seat Kilometres**.
Private flying	Flying for private pleasure, sport or recreation, or personal transport not associated with a business or profession.
PPL	Private Pilot Licence.
Regional Airline	See **Low Capacity RPT**.

RPT	See **Regular Public Transport.**
Regular Public Transport	Flight operations performed for remuneration and conducted to fixed schedules over specific routes, and on which seats and/or cargo space is available to the general public.
Runway Incursion	An incident that occurs when a vehicle, aircraft or person enters the runway flight strip without permission.
Test and Ferry flying	Flying associated with the testing of an aircraft or with its delivery or movement to another location for maintenance, hire or other planned use.
Training flying	Flying under instruction 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.
Transport category	In general terms, aircraft in the Transport category are of a maximum take off weight above 5700kg and are involved in RPT operations.