



Australian Government

Australian Transport Safety Bureau

ATSB TRANSPORT SAFETY REPORT

Aviation statistics AR-2008-057

Final

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1 January 1998 to 30 September 2008

November 2008



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Abstract

This report provides aviation accident and incident, collectively termed occurrence, data for the period 1 January 1998 to 30 September 2008. This data was provided to the Australian Transport Safety Bureau by 'responsible persons' as defined in the Transport Safety Investigation Regulations 2003, Part 2.5. The data excludes non-VH registered operations in the sport aviation category, and is current as at 30 September 2008.

The data will be adjusted quarterly to reflect new information received during the reporting period.

THE AUSTRALIAN TRANSPORT SAFETY BUREAU

The Australian Transport Safety Bureau (ATSB) is an operationally independent multi-modal bureau within the Australian Government Department of Infrastructure, Transport, Regional Development and Local Government. ATSB investigations are independent of regulatory, operator or other external organisations.

The ATSB is responsible for investigating accidents and other transport safety matters involving civil aviation, marine and rail operations in Australia that fall within Commonwealth jurisdiction, as well as participating in overseas investigations involving Australian registered aircraft and ships. A primary concern is the safety of commercial transport, with particular regard to fare-paying passenger operations.

The ATSB performs its functions in accordance with the provisions of the *Transport Safety Investigation Act 2003* and Regulations and, where applicable, relevant international agreements.

Purpose of safety investigations

The object of a safety investigation is to enhance safety. To reduce safety-related risk, ATSB investigations determine and communicate the safety factors related to the transport safety matter being investigated.

It is not the object of an investigation to determine blame or liability. However, an investigation report must include factual material of sufficient weight to support the analysis and findings. At all times the ATSB endeavours to balance the use of material that could imply adverse comment with the need to properly explain what happened, and why, in a fair and unbiased manner.

Developing safety action

Central to the ATSB's investigation of transport safety matters is the early identification of safety issues in the transport environment. The ATSB prefers to encourage the relevant organisation(s) to proactively initiate safety action rather than release formal recommendations. However, depending on the level of risk associated with a safety issue and the extent of corrective action undertaken by the relevant organisation, a recommendation may be issued either during or at the end of an investigation.

The ATSB has decided that when safety recommendations are issued, they will focus on clearly describing the safety issue of concern, rather than providing instructions or opinions on the method of corrective action. As with equivalent overseas organisations, the ATSB has no power to implement its recommendations. It is a matter for the body to which an ATSB recommendation is directed (for example the relevant regulator in consultation with industry) to assess the costs and benefits of any particular means of addressing a safety issue.

About ATSB investigation reports: How investigation reports are organised and definitions of terms used in ATSB reports, such as safety factor, contributing safety factor and safety issue, are provided on the ATSB web site www.atsb.gov.au.

ABBREVIATIONS

AOD	Aviation Occurrence Database
ATSB	Australian Transport Safety Bureau
BITRE	Bureau of Infrastructure, Transport and Regional Economics
SIIMS	Safety Investigation Information Management System
TSI Act	<i>Transport Safety Investigation Act 2003</i>
TSI Regulations	Transport Safety Investigation Regulations 2003

EXPLANATORY NOTES

Reference	Notes
Introduction	➔ The data contained in this document is dynamic and subject to change based on additional information received post publication. ➔ Where 2008 data has been referred to in this report, this includes data up to 30 September 2008.
Table 1	➔ Data includes all occurrences including non-VH registered recreational aircraft and parachute accidents not specifically relating to aircraft safety. ➔ The significant increase in incident numbers from 2003 are likely to be the combined result of an increase in activity and a healthy reporting culture in Australia supported by the introduction of the TSI Act and TSI Regulations in mid 2003 which better specified a comprehensive range of specified incidents that are required to be reported to the ATSB.
Tables 2 to 5	➔ Recreational accident numbers exclude non-VH registered aircraft. ➔ During the 10-year reporting period, there were 24 accidents across all categories that involved multiple aircraft including one accident involving both a VH and non-VH registered aircraft (ATSB reference number 200707452 refers).
Tables 6 to 9	➔ Twelve (12) accidents resulted from parachute operations where aircraft safety was not a factor. These have <u>NOT</u> been included in the data. ➔ The data excludes non-VH registered recreational aircraft. ➔ In 2007, a VH- registered flying training aircraft collided with a non-VH registered ultralight resulting in fatal injuries to the pilot of the ultralight only. This accident has <u>NOT</u> been included in the fatality numbers. ➔ The fatality number now include ground fatalities previously excluded from this publication
Tables 10 to 12	➔ Rate data applies to VH-registered aircraft only. ➔ The spike in the 2000 and 2005 fatality number and rate for low capacity air transport is attributed to two accidents, which collectively resulted in 23 fatalities (ATSB investigation reports 200002157 and 200501977 refer). ➔ Hours flown data is provided courtesy of the Bureau of Infrastructure, Transport and Regional Economics. ➔ Totals and grand totals are an aggregate of each group, not an average.

Tables 13 & 14	➔ Includes a fatal mid-air accident between a VH and non-VH registered aircraft that resulted in a fatality to the non-VH aircraft. The VH aircraft landed safely sustaining minor damage only. ➔ An accident may have multiple aircraft associated with it. This table is a distinct count of accidents only and excludes non-VH registered recreational aircraft. ➔ 'Other' – VH registered aircraft operating outside the mainland Australia, Tasmanian and Australian territories 12 nautical mile limit.
Tables 15 & 16	➔ 'Other' - VH-registered aircraft operating outside the mainland Australia, Tasmanian and Australian territories 12 nautical mile limit.
Tables 17 to 19	➔ An anomaly with one of the criteria used in the original birdstrike query was detected resulting in small discrepancies across all tables for previously published birdstrike statistics. This has been rectified and amended accordingly ➔ An error was detected with the calculation of the 2007 count. This has been rectified and amended accordingly

1 INTRODUCTION

1.1 Background to the report

The ATSB maintains its own database, the Safety Investigation Information Management System (SIIMS), in which details of all reported occurrences are recorded.

Occurrences are those notifications received by the ATSB that are assessed to meet accident and incident definitions for the purpose of entry into SIIMS. The legal basis for this assessment changed from 1 July 2003 with the introduction of the *Transport Safety Investigation Act 2003* and Regulations.

Non-VH registered recreational aircraft data have not been included in these statistics.

Latest aviation statistics includes the following:

- a. Aviation occurrence data, 1998 to 2008
- b. Number of aviation accidents for air transport, general aviation and recreational aviation, 1998 to 2008
- c. Number of aviation fatalities for air transport, general aviation and recreational aviation, 1998 to 2008
- d. Accident rates per 100,000 hours flown for air transport and general aviation, 1998 to 2007
- e. Number of accidents by State/Territory, 1998 to 2008
- f. Number of fatalities by State/Territory, 1998 to 2008
- g. Number of birdstrikes for major aerodromes GAAP aerodromes and towered regional aerodromes, 2000 to 2008.

1.2 Coming soon: the Aviation Occurrence Database (AOD)

The ATSB is pleased to announce the proposed introduction of a user-based request domain, the Aviation Occurrence Database (AOD). The AOD will allow users to extract data relating to aviation accidents and incidents using a basic set of parameters derived from the ATSB's SIIMS database. The AOD will be available through the ATSB's website at www.atsb.gov.au.

The AOD is expected to be available in late 2008.

1.3 Avstats

The Bureau of Infrastructure, Transport and Regional Economics (BITRE), Aviation Statistics section (Avstats) routinely collects activity data for general aviation and commercial operations that include:

- hours flown
- aircraft type
- statistical grouping

Hours flown data for rate calculations provided by the BITRE are only available up to 2007.

For more detail on Avstats data please visit the BITRE website.

1.4 Disclaimer

These data are supplied to the ATSB by responsible persons as defined in the Transport Safety Investigation Regulations 2003 Part 2.5.

The ATSB accepts no liability for any loss or damage suffered by any person or corporation resulting from the use of these data.

The data contained in SIIMS is dynamic and figures may change after the publication of this report.

2

AVIATION ACCIDENT AND INCIDENT DATA

2.1 Aviation occurrence data

Table 1: Total number of accidents, serious incidents and incidents by occurrence category and year, 1998 to 30 September 2008

Occurrence category	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	Total
Accident	230	196	224	203	164	157	167	133	103	153	131	1,861
Serious incident	1	7	9	9	8	6	20	28	24	40	37	189
Incident	4,991	5,377	5,764	5,491	5,841	4,856	5,129	6,712	7,483	7,780	5,990	65,414
Total	5,222	5,580	5,997	5,703	6,013	5,019	5,316	6,873	7,610	7,973	6,158	67,464

2.2 Number of aircraft involved in aviation accidents

Table 2: Total number of air transport¹ aircraft involved in accidents, 1998 to 30 September 2008

Air transport	Injury level	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	Total
High capacity	Fatal	0	0	0	0	0	0	0	0	0	0	0	0
	Non-fatal	1	8	3	3	3	1	1	1	2	3	2	28
Low capacity	Fatal	0	0	1	0	0	0	0	1	0	0	0	2
	Non-fatal	2	3	2	3	4	3	0	1	0	1	0	19
Charter	Fatal	2	3	3	4	4	2	0	1	1	2	2	24
	Non-fatal	39	18	24	28	16	25	15	8	9	14	19	215
Total	Fatal	2	3	4	4	4	2	0	2	1	2	2	26
	Non-fatal	42	29	29	34	23	29	16	10	11	18	21	262

¹ High capacity and low capacity are often collectively termed as regular public transport (RPT) or air transport operations

Table 3: Total number of general aviation aircraft involved in accidents, 1998 to 30 September 2008

General aviation	Injury level	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	Total
Aerial work	Fatal	4	1	5	5	1	3	3	2	4	3	4	35
	Non-fatal	47	40	43	37	22	31	41	27	18	26	24	356
Business	Fatal	3	2	0	0	0	0	1	0	0	1	0	7
	Non-fatal	9	4	3	4	1	0	1	0	0	3	0	25
Flying training	Fatal	1	2	0	2	1	5	1	1	0	0	2	15
	Non-fatal	25	30	37	17	24	14	13	22	11	17	11	221
Private	Fatal	13	14	9	10	4	3	6	9	12	7	4	91
	Non-fatal	68	53	69	67	67	49	65	42	34	41	29	584
Total	Fatal	21	19	14	17	6	11	11	12	16	11	10	148
	Non-fatal	149	127	152	125	114	94	120	91	63	87	64	1186

Table 4: Total number of recreational aviation aircraft involved in accidents, 1998 to 30 September 2008

Recreational	Injury level	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	Total
Ballooning	Fatal	0	0	0	0	0	0	0	0	0	0	0	0
	Non-fatal	1	0	2	3	1	3	1	0	1	2	2	16
Gliding	Fatal	2	1	0	0	0	0	1	3	3	1	2	13
	Non-fatal	5	6	10	5	8	6	8	6	3	4	2	63
Sport aviation	Fatal	0	0	0	1	0	1	0	1	0	0	0	3
	Non-fatal	0	2	2	0	1	0	0	1	1	3	0	10
Total	Fatal	2	1	0	1	0	1	1	4	3	1	2	16
	Non-fatal	6	8	14	8	10	9	9	7	5	9	4	89

Table 5: Total number of air transport, general aviation and recreational aviation aircraft involved in accidents, 1998 to 30 September 2008

All categories		1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	Total
Grand total	Fatal	25	23	18	22	10	14	12	18	20	14	14	190
	Non-fatal	197	164	195	167	147	132	145	108	79	114	89	1,537

2.3 Number of aviation fatalities

Table 6: Total number of air transport fatalities, 1998 to 30 September 2008

Air transport	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	Total
High capacity	0	0	0	0	0	0	0	0	0	0	0	0
Low capacity	0	0	8	0	0	0	0	15	0	0	0	23
Charter	7	10	11	10	12	8	0	3	2	2	5	70
Total	7	10	19	10	12	8	0	18	2	2	5	93

Table 7: Total number of general aviation fatalities, 1998 to 30 September 2008

General aviation	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	Total
Aerial work	5	2	9	9	1	7	4	2	9	3	5	56
Business	6	2	0	0	0	0	6	0	0	2	0	16
Flying training	1	2	0	2	1	7	2	1	0	0	2	18
Private	27	25	10	19	10	11	11	14	21	15	6	169
Total	39	31	19	30	12	25	23	17	30	20	13	259

Table 8: Total number of recreational aviation fatalities, 1998 to 30 September 2008

Recreational	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	Total
Ballooning	0	0	0	0	0	0	0	0	0	0	0	0
Gliding	2	1	0	0	0	0	1	3	4	1	3	15
Sport aviation	0	0	0	1	0	1	0	1	0	0	0	3
Total	2	1	0	1	0	1	1	4	4	1	3	18

Table 9: Total number of air transport, general aviation and recreational aviation fatalities, 1998 to 30 September 2008

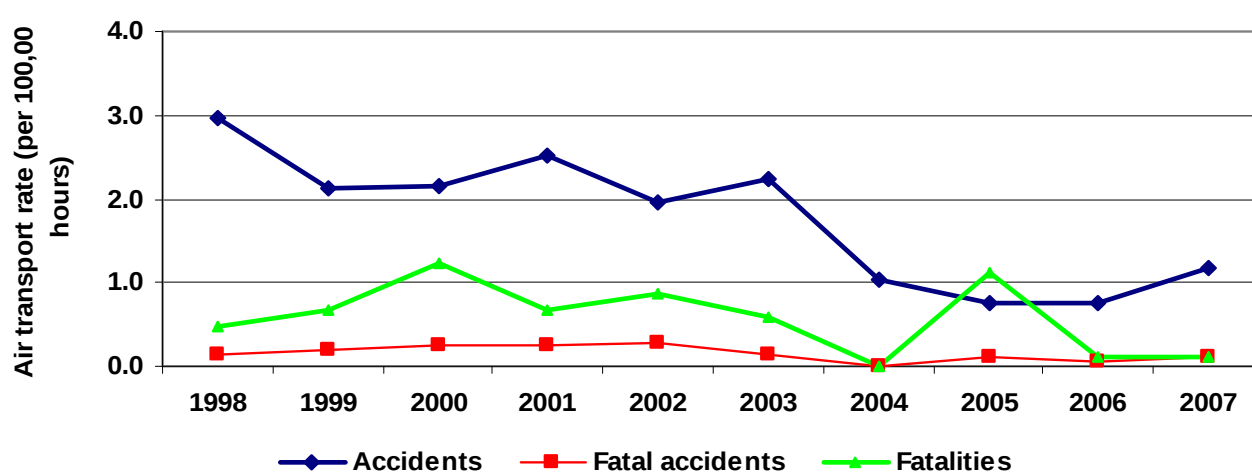
All categories	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	Total
Grand total	48	42	38	41	24	34	24	39	36	23	21	370

2.4 Accident rates

Table 10: Air transport accident rates per 100,000 hours flown, 1998 to 2007

Air transport		1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
High capacity	Accidents	0.14	1.13	0.39	0.38	0.42	0.13	0.11	0.11	0.21	0.30
	Fatal accidents	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Fatalities	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Low capacity	Accidents	0.70	1.05	1.05	1.20	1.92	1.52	0.00	1.00	0.00	0.63
	Fatal accidents	0.00	0.00	0.35	0.00	0.00	0.00	0.00	0.50	0.00	0.00
	Fatalities	0.00	0.00	2.80	0.00	0.00	0.00	0.00	7.53	0.00	0.00
Charter	Accidents	8.29	4.17	5.68	6.92	4.53	6.33	3.13	1.87	2.10	2.94
	Fatal accidents	0.40	0.60	0.63	0.86	0.91	0.47	0.00	0.21	0.21	0.37
	Fatalities	1.42	1.98	2.31	2.16	2.72	1.88	0.00	0.62	0.42	0.37
Total	Accidents	2.96	2.13	2.15	2.52	1.97	2.24	1.03	0.75	0.75	1.16
	Fatal accidents	0.13	0.20	0.26	0.26	0.29	0.14	0.00	0.12	0.06	0.12
	Fatalities	0.47	0.67	1.24	0.66	0.88	0.58	0.00	1.12	0.12	0.12

Figure 1: Air transport accidents rates per 100,000 hours flown, 1998 to 2007



**Table 11: General aviation accident rates per 100,000 hours flown,
1998 to 2007**

General aviation		1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Aerial work	Accidents	11.15	9.35	11.47	10.33	5.71	8.56	10.88	6.92	5.43	6.65
	Fatal accidents	0.87	0.23	1.19	1.23	0.25	0.76	0.74	0.48	0.99	0.69
	Fatalities	1.09	0.46	2.15	2.21	0.25	1.76	0.99	0.48	2.22	0.69
Business	Accidents	7.23	3.86	2.16	2.73	0.69	0.00	1.38	0.00	0.00	2.57
	Fatal accidents	1.81	1.29	0.00	0.00	0.00	0.00	0.69	0.00	0.00	0.64
	Fatalities	3.62	1.29	0.00	0.00	0.00	0.00	4.14	0.00	0.00	1.29
Flying training	Accidents	5.36	7.03	8.81	4.62	6.01	4.46	3.92	5.46	2.56	3.69
	Fatal accidents	0.21	0.44	0.00	0.49	0.24	1.17	0.28	0.24	0.00	0.00
	Fatalities	0.21	0.44	0.00	0.49	0.24	1.64	0.56	0.24	0.00	0.00
Private	Accidents	30.56	24.09	31.15	29.23	26.14	21.17	28.49	21.13	19.67	21.37
	Fatal accidents	4.90	5.03	3.59	3.80	1.47	1.25	2.41	3.73	5.25	3.12
	Fatalities	10.19	8.99	3.99	7.21	3.68	4.57	4.41	5.80	9.18	6.68
Total	Accidents	12.38	11.00	13.52	11.56	9.72	8.60	11.34	8.36	6.46	7.67
	Fatal accidents	1.53	1.43	1.14	1.38	0.49	0.91	0.95	0.97	1.32	0.86
	Fatalities	2.84	2.33	1.55	2.44	0.97	2.07	1.99	1.38	2.48	1.57

Figure 2: General aviation accident rates per 100,000 hours flown, 1998 to 2007

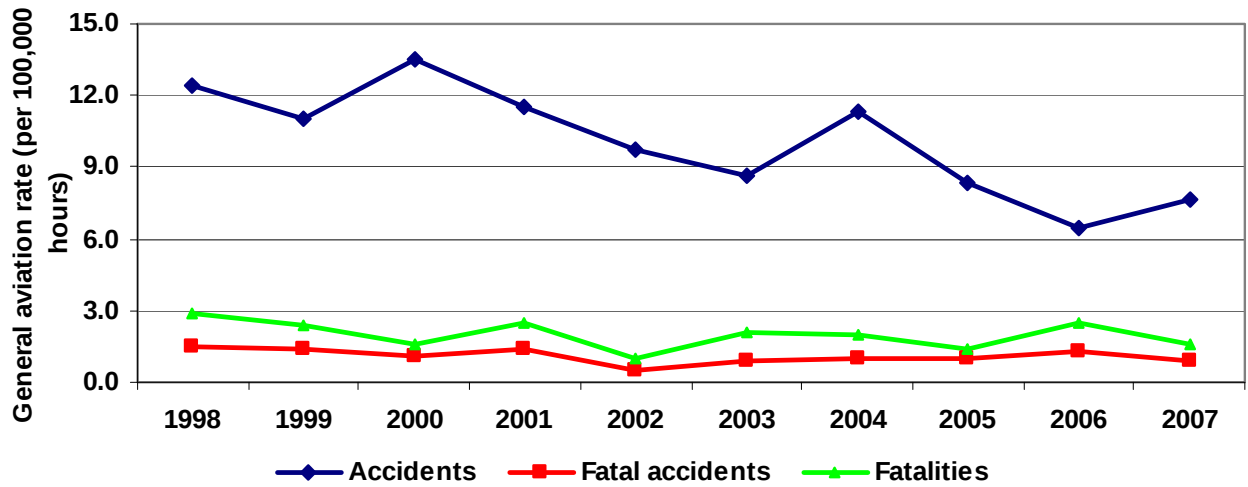
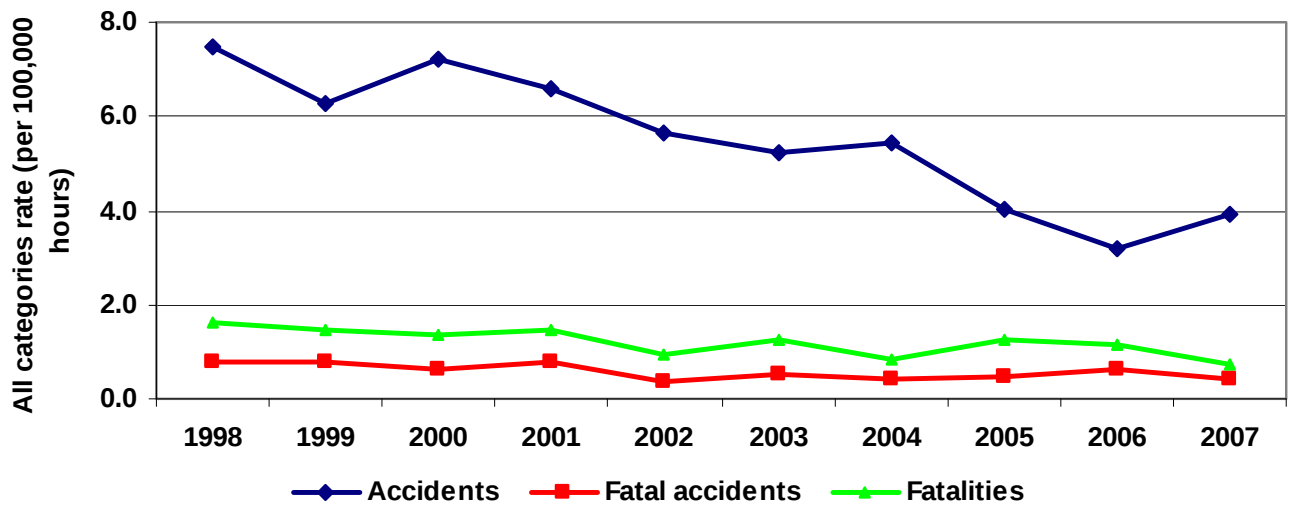


Table 12: Total air transport and general aviation accidents rates per 100,000 hours flown, 1998 to 2007

All categories		1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Grand total	Accidents	7.48	6.30	7.19	6.57	5.64	5.21	5.44	4.05	3.20	3.94
	Fatal accidents	0.80	0.78	0.65	0.77	0.38	0.50	0.41	0.49	0.60	0.43
	Fatalities	1.61	1.45	1.37	1.46	0.92	1.27	0.85	1.23	1.14	0.73

Figure 3: Total air transport and general aviation accident rates per 100,000 hours flown, 1998 to 2007



2.5 Aviation accidents by State/Territory

Table 13: Total number of accidents by State/Territory, 1998 to 30 September 2008

State	Injury Level	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	Total
ACT	Fatal	0	1	0	1	0	0	0	0	0	0	0	2
	Non-fatal	3	2	1	1	0	4	0	0	1	0	0	12
NSW	Fatal	7	6	1	2	3	5	2	7	10	3	6	52
	Non-fatal	52	40	55	38	44	36	32	36	18	23	19	393
NT	Fatal	0	1	2	1	2	0	1	0	2	2	1	12
	Non-fatal	13	10	15	17	8	11	10	6	7	11	9	117
QLD	Fatal	7	7	8	8	3	3	3	6	4	1	2	52
	Non-fatal	59	41	52	44	35	31	46	27	19	29	10	393
SA	Fatal	1	3	2	1	0	1	0	1	0	0	4	13
	Non-fatal	12	14	8	12	9	7	10	9	3	9	10	103
TAS	Fatal	3	0	0	1	0	1	1	0	0	0	0	6
	Non-fatal	5	4	2	2	6	4	4	0	5	2	4	38
VIC	Fatal	2	2	3	3	2	0	4	3	3	5*	0	27
	Non-fatal	21	26	25	20	15	20	21	12	10	17	9	196
WA	Fatal	5	2	2	4	0	4	1	1	1	4	1	25
	Non-fatal	28	24	29	31	25	16	16	14	14	17	15	229
Other	Fatal	0	0	0	1	0	0	0	0	0	0	1	2
	Non-fatal	1	2	5	2	0	0	4	2	1	2	10	29
Total	Fatal	25	22	18	22	10	14	12	18	20	15	15	191
	Non-fatal	194	163	192	167	142	129	143	106	78	110	86	1,510

Table 14: Total number of accidents by month and State/Territory, 2008

State	Injury level	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Total
ACT	Fatal	0	0	0	0	0	0	0	0	0	0
	Non-fatal	0	0	0	0	0	0	0	0	0	0
NSW	Fatal	0	1	1	1	1	0	0	0	2	6
	Non-fatal	2	2	3	2	3	2	2	1	2	19
NT	Fatal	0	0	0	0	0	0	0	1	0	1
	Non-fatal	1	1	2	1	0	0	0	0	4	9
QLD	Fatal	0	0	1	0	1	0	0	0	0	2
	Non-fatal	2	0	2	4	0	1	1	0	0	10
SA	Fatal	0	0	0	0	0	0	0	1	3	4
	Non-fatal	0	0	0	0	0	0	3	4	3	10
TAS	Fatal	0	0	0	0	0	0	0	0	0	0
	Non-fatal	0	0	1	0	0	0	1	1	1	4
VIC	Fatal	0	0	0	0	0	0	0	0	0	0
	Non-fatal	1	2	0	2	1	2	0	0	1	9
WA	Fatal	0	1	0	0	0	0	0	0	0	1
	Non-fatal	0	2	1	1	4	1	0	4	2	15
Other	Fatal	0	0	0	0	0	0	0	0	1	1
	Non-fatal	0	0	0	0	0	0	3	4	3	10
Total	Fatal	0	2	2	1	2	0	0	2	6	15
	Non-fatal	6	7	9	10	8	6	10	14	16	86

2.5 Aviation fatalities by State/Territory

Table 15: Total number of fatalities by State/Territory, 1998 to 30 September 2008

State	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	Total
ACT	0	1	0	4	0	0	0	0	0	0	0	5
NSW	19	11	1	5	8	10	4	11	14	3	8	94
NT	0	1	2	1	5	0	1	0	3	3	1	17
QLD	12	16	20	15	8	9	4	20	13	1	9	127
SA	1	6	9	1	0	2	0	2	0	0	0	21
TAS	5	0	0	1	0	4	1	0	0	0	0	11
VIC	3	5	4	4	3	0	12	5	4	9	0	49
WA	8	2	2	8	0	9	2	1	2	6	4	44
Other	0	0	0	1	0	0	0	0	0	0	0	1
Total	48	42	38	40	24	34	24	39	36	22	22	369

Table 16: Total number of fatalities by month and State/Territory, 2008

State	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Total
ACT	0	0	0	0	0	0	0	0	0	0
NSW	0	1	1	1	1	0	0	0	4	8
NT	0	0	0	0	0	0	0	1	0	1
QLD	0	0	2	0	1	0	0	2	4	9
SA	0	0	0	0	0	0	0	0	0	0
TAS	0	0	0	0	0	0	0	0	0	0
VIC	0	0	0	0	0	0	0	0	0	0
WA	0	2	0	0	0	0	0	0	4	6
Other	0	0	0	0	0	0	0	0	0	0
Total	0	3	3	1	2	0	0	3	12	24

3

BIRDSTRIKE DATA

The birdstrike data provided below is for major aerodromes, General Aviation Airport Procedures (GAAP) aerodromes and towered regional aerodromes. The data includes strikes up to a 5 km radius from the aerodrome. The figures presented for 2008 are provisional numbers up to, and including, 30 September 2008.

Table 17: Birdstrikes at major aerodromes, 2000 to 30 September 2008

Aerodrome	2000	2001	2002	2003	2004	2005	2006	2007	2008	Total
Adelaide	30	43	36	40	71	70	62	56	38	446
Brisbane	48	42	77	79	82	82	87	79	90	666
Cairns	34	37	41	66	64	109	64	103	79	597
Canberra	21	24	11	9	20	31	47	37	24	224
Darwin	30	29	72	66	98	118	69	77	60	619
Gold Coast ²	12	23	22	37	24	42	36	31	25	252
Hobart	5	16	20	19	11	29	30	37	16	183
Melbourne	42	46	43	38	74	76	83	43	60	505
Perth	28	14	17	38	46	42	53	41	28	307
Sydney	67	58	61	76	108	102	85	102	83	742
Total	317	332	400	468	598	701	616	606	503	4,541

Table 18: Birdstrikes at GAAP aerodromes, 2000 to 30 September 2008

Aerodrome	2000	2001	2002	2003	2004	2005	2006	2007	2008	Total
Archerfield	6	1	1	1	3	5	8	6	6	37
Bankstown	2	7	17	14	11	11	7	10	11	90
Camden	2	1	3	0	1	1	1	1	1	11
Jandakot	8	12	27	17	23	16	29	21	2	155
Moorabbin	5	6	9	7	11	12	7	10	8	75
Parafield	10	27	22	16	20	33	16	27	26	197
Total	33	54	79	55	69	78	68	75	54	565

² Gold Coast aerodrome was previously recorded as Coolangatta aerodrome.

Table 19: Birdstrikes at towered regional aerodromes, 2000 to 30 September 2008

Aerodrome	2000	2001	2002	2003	2004	2005	2006	2007	2008	Total
Albury	4	7	6	2	10	10	10	15	8	72
Alice Springs	23	34	28	11	11	12	15	15	5	154
Avalon	5	2	3	2	1	15	5	8	7	48
Coffs Harbour	11	3	3	7	5	14	10	14	7	74
Essendon	2	6	5	3	6	8	13	7	7	57
Hamilton Island	2	6	2	2	5	9	10	10	5	51
Launceston	3	14	9	1	9	11	5	8	15	75
Mackay	4	13	16	8	32	24	17	11	9	134
Maroochydore	0	4	6	5	8	7	10	19	5	64
Rockhampton	15	14	14	41	33	34	40	23	31	245
Tamworth	2	1	15	22	13	10	19	18	22	122
Townsville	32	27	18	23	41	36	34	49	39	299
Williamtown	3	5	2	2	1	4	20	21	15	73
Total	106	136	127	129	175	194	208	218	175	1,468