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General Aviation Activity 2011

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Important notice to readers

The Tenth Session of the Statistics Division of the International Civil Aviation Organization (ICAO) recommended significant changes to the statistical reporting arrangements for member states. These changes were adopted by the ICAO Council and a new edition of the Reference Manual on the ICAO Statistics Program was published in late 2013.

The changes outlined in the Reference Manual included the introduction of a new ICAO Classification of Civil Aviation Activities. The classification separates flying activity into either *commercial air transport services* or *general aviation*; where commercial air transport services are classified as either scheduled or non-scheduled services and general aviation is classified as non-commercial business aviation, aerial work, pleasure flying, instructional flying or other flying.

These changes provide an opportunity to review how Australian aircraft statistics are classified and how they are presented in reports. BITRE invites readers to comment on a number of proposals currently being considered for this publication:

Adopt the new ICAO Classification of Civil Aviation Activities.

Although this proposal would involve significant rearrangement of how aviation statistics are presented, the majority of this information is already collected by BITRE surveys. The main changes arising from this proposal would be the collection of additional detail for flying hours and landings for *on demand commercial air transport services*. While this activity is not classified as general aviation, it would be a simple addition to the range of activity options presented in the General Aviation Activity Survey questionnaire.

Additional categories to the ICAO classification to meet specific Australian aviation needs.

The General Aviation Activity report already includes several aviation activity types that are specific to Australian needs. These activity types provide detail beyond the activity types provided in the ICAO classification and should transfer to the new system without breaks in the statistical series. BITRE may consider the addition of further specific activity types if there is demonstrated ongoing need for them.

Change the layout of tables to reflect the new ICAO classification.

Proposed changes to the structure of statistical tables reflect the new ICAO classification. An example layout is provided below for Table 2:

Table 2 Civil Aviation, hours flown and percentage change, by industry sector and flying activity (2009–11)

Type of flying activity	2009		2010		2011	
	Hours flown (thousands)	Percentage change over 2008	Hours flown (thousands)	Percentage change over 2009	Hours flown (thousands)	Percentage change over 2010
<i>Commercial Air Transport Services</i>						
Scheduled (regular public transport, or RPT) Services by Australian Airlines						
Domestic operations						
International operations						
Non-scheduled						
Charter						
On-demand						
Air taxi						
Commercial Business Aviation						
Other on demand						
Other non-scheduled						
<i>General Aviation</i>						
Aerial work						
Agriculture						
Construction						
Photography						
Surveying						
Observation and patrol						
Search and rescue						
Aerial advertisement						
Other Aerial work						
Non-commercial Business Aviation						
Instructional flying						
Pleasure flying						
Other flying						
Test and ferry						
Other						

Change the title of this publication to Australian Aircraft Activity.

While the results of the General Aviation Activity Survey are presented in this publication, statistics are also presented for Regular Public Transport (RPT) activity (see Table 1). The title Australian Aircraft Activity would therefore provide a more precise description of the scope of this report.

BITRE proposes a gradual introduction of changes to this report. Changes to the title of the publication and layout of tables would be introduced in the 2012 issue, with further refinements to table layouts to be introduced in the 2013 issue. BITRE are currently reviewing the internet-based General Aviation Activity Survey questionnaire. Readers' comments will be considered in the development of activity categories to be used in the new questionnaire, which is scheduled to be sent to aircraft owners and operators in early 2015, with respect to activity undertaken in the 2014 calendar year.

Comments should be forwarded to AVSTATS@infrastructure.gov.au

Explanatory notes

International standards

In previous years, aviation statistics produced by the Bureau of Infrastructure, Transport and Regional Economics (BITRE) were compiled in a way that was generally consistent with the international standards of the day. However these standards were recently revised by the International Civil Aviation Organization (ICAO) with a fifth edition of the ***Reference Manual on the ICAO Statistics Programme*** (the Manual) published in late 2013. This edition of the Manual introduced a new statistical framework; the ICAO Classification of Civil Aviation Activities:

Civil Aviation Activities

- Commercial air transport services
 - Scheduled
 - Non scheduled
 - Charter
 - On demand
 - Air taxi
 - Commercial business aviation
 - Other
 - Other non scheduled
- General aviation
 - Non-commercial business aviation
 - Aerial work
 - Agriculture
 - Construction
 - Photography
 - Surveying
 - Observation and patrol
 - Search and rescue
 - Aerial advertisement
 - Other aerial work
 - Instructional flying
 - Pleasure flying
 - Other flying
- Airport services
- Air Navigation Services
- Civil aviation manufacturing
- Aviation Training
- Maintenance and overhaul
- Regulatory functions
- Other activities

While the scope of BITRE aviation statistics only extends to flying activity (commercial air transport services and general aviation components of the ICAO classification), a number of changes will still be necessary to BITRE surveys and publications to comply with the new international standard. Please read the **Important Notice to Readers** section above for the proposed schedule of changes and opportunities for you to comment.

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

Originally, the scope of these monthly airline surveys was limited to scheduled regular public transport (RPT) flights, but in 2011 the scope was expanded to include large charter flights that are similar in scale to RPT flights. The monthly surveys of charter activity compile estimates of:

- Passengers carried within Australia on charter flights.
- Cargo carried within Australia on charter flights.
- Aircraft movements and flying activity by charter operators.

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

- Aircraft movements and flying activity by Australian-registered aircraft not reported in the monthly surveys.

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 *General Aviation 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 by merging the results of the annual General Aviation Activity Survey with the results of the monthly surveys of airlines.

Data sources

Survey questionnaires were despatched to owners or operators of all aircraft listed on the Australian Civil Aircraft Register, other than aircraft operated by major airlines already surveyed in the monthly airline surveys. Responses were received for 84 per cent of aircraft in scope of the Survey.

For aircraft where a response was not received, careful estimates were substituted:

- Where values were recorded for these aircraft in 2010, the increase/decrease in activity in 2011 was based on the average increase/decrease in activity over the same period by similar aircraft.
- Where the aircraft was in the collection for the first time and did not respond, the average of responses by similar aircraft was used. There were only 29 aircraft (0.2 per cent) in the collection for the first time in 2011 that did not respond.

Of the 84 per cent of aircraft for which a response was received, 20 per cent did not provide the number of landings. The number of landings for these aircraft was estimated by applying a landing factor that was based on the average number of landings per hour in each flying activity. A moving three year average is used. Of the 20 per cent of responses missing landings figures, 10 per cent were rotary wing aircraft.

Not all aircraft in Australia are listed on the Australian Civil Aircraft Register. Owners of ultralight aircraft, gliders, weight shift aircraft and gyrocopters may instead be registered with their respective associations. Statistics for these aircraft types have been supplied courtesy of Recreational Aviation Australia, 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 12. 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, Transport and Regional 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

Introduction

Total hours flown by Australian VH-registered aircraft fell to 3.6 million in 2011, a decrease of 1.0 per cent compared with the previous year (see Table 1).

Activity in the General Aviation sector fell in 2011, with a decrease in flying hours of 4.1 per cent to 1.8 million hours (see Table 1).

Within the General Aviation sector, the only category recording an increase in activity was Business (3.4 per cent higher). Of the other activities, Training recorded a decrease of 11.3 per cent, Charter a decrease of 4.3 per cent, Agriculture a decrease of 3.3 per cent, Private flying a decrease of 1.9 per cent, Test and Ferry a decrease of 1.4 per cent, and Aerial Work a decrease of 0.4 per cent (see Table 4).

Regional Airlines recorded a decrease of 5.0 per cent in flying hours (see Table 4).

Figure 1 shows the number of landings and hours flown by the general aviation sector between 2001 and 2011 and Figure 2 shows the relative sizes of industry sectors based on hours flown (see Tables 1 and 9).

Figure 1 General Aviation activity (2001–2011)

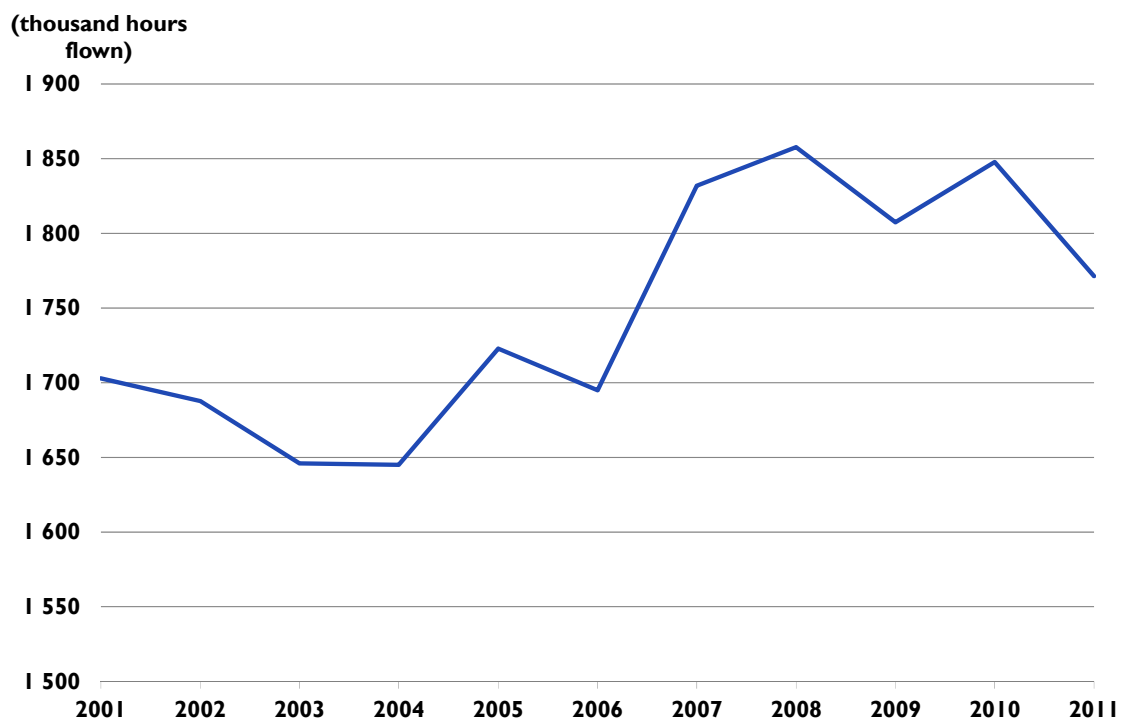
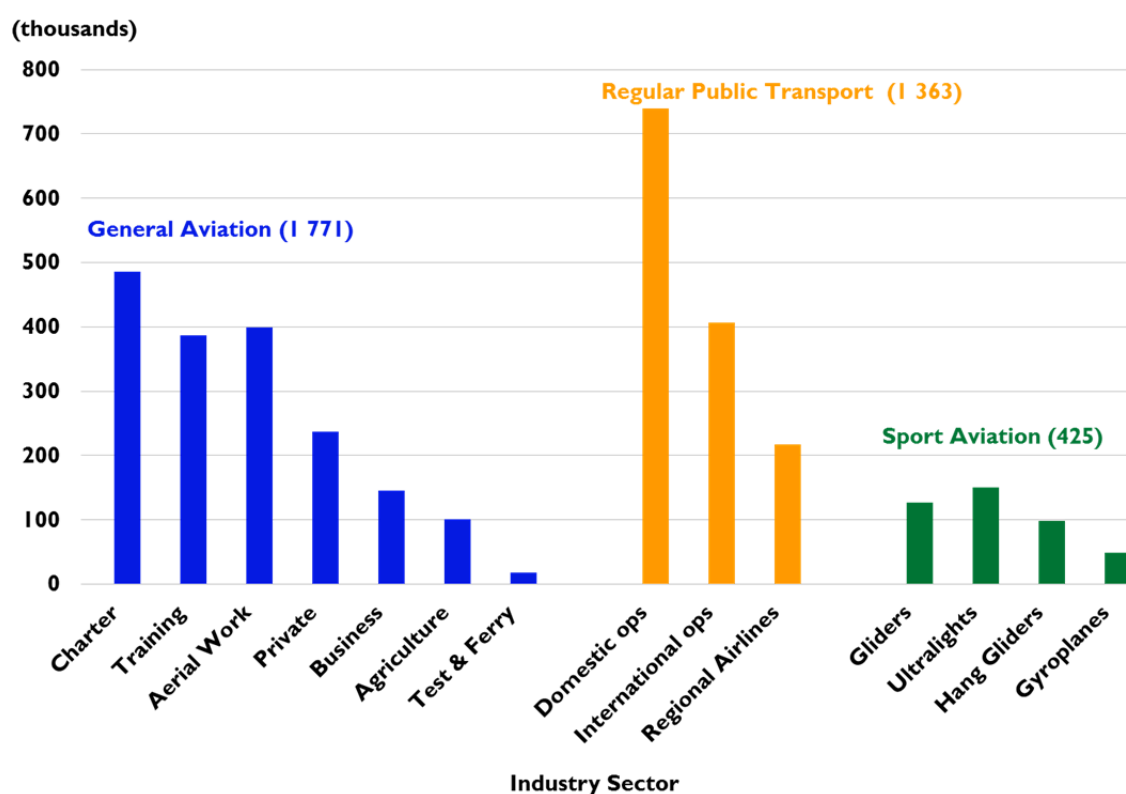


Figure 2 Hours flown by industry sector (2011)



The General Aviation and Regional Airline fleet

The general aviation and regional airline fleet include 12 725 aircraft on the Civil Aviation Aircraft Register. The number of aircraft registered at 31 December 2011 represents an increase of 1.3 per cent over the number registered at 31 December 2010 (see Table 5). Summary data are provided in several tables for ultralight aircraft, gliders, hang gliders and gyroplanes, which are instead registered with recreational aviation associations.

The number of fixed wing, single engine aircraft increased by 1.2 per cent to 8 586, or 67.5 per cent of all registered aircraft in the General Aviation and Regional Airline sectors (see Table 5).

Fixed wing, multi-engine aircraft reduced by 2 aircraft to 1 930 (15.2 per cent of the total) (see Table 5).

The number of helicopters increased by 3.1 per cent to 1 855 (14.6 per cent of the total), with the number of single engine helicopters increasing by 2.8 per cent to 1 655. The number of multi-engine helicopters increased by 5.3 per cent to 200 (see Table 6).

Hot-air balloons and airships increased by 2.3 per cent to 354, or 2.8 per cent of total aircraft (see Table 7).

In 2011, 1 290 amateur-built aircraft accounted for 10.1 per cent of all aircraft in this survey. This represents a 6.3 per cent increase over the number of amateur-built aircraft in 2010 (1 214 aircraft).

The Australian General Aviation and Regional Airline fleet contains many older aircraft, with the average age being 27.0 years, which is the same as in 2010 (see Table 29b). A total of 629.6 thousand hours (or 31.7 per cent of all flying) were performed in aircraft under 11 years old, 419.4 thousand hours (21.1 per cent) in aircraft aged between 11 and 20 years old, 307.1 thousand hours (15.4 per cent) in aircraft between 21 and 30 years old and 632.0 thousand hours (31.8 per cent) in aircraft over 30 years old (see Table 29).

For Charter and Regional Airline flying, 75.0 per cent (75.0 per cent in 2010) was conducted in aircraft more than 10 years old and 49.3 per cent (47.8 per cent in 2010) in aircraft more than 20 years old (see Table 29a). The average age of the Regional Airline fleet increased from 17.6 to 17.9 years between 2010 and 2011 (see Table 29b).

Between 2010 and 2011, the number of piston engine aircraft used in Regional Airline flying rose from 31 to 36 aircraft (16.1 per cent), and the number of hours flown by those aircraft in Regional Airline flying increased by 48.6 per cent (up from 8.0 to 11.8 thousand hours) (see Table 32). The number of turboprop aircraft used in Regional Airline flying rose by 6.1 per cent, while the number of jet aircraft used in Regional Airline flying decreased by 14.3 per cent. Hours flown by turboprop and jet engine aircraft in Regional Airline flying decreased by 7.0 per cent and 6.1 per cent respectively. The vast majority of Regional Airline flying hours continues to be conducted by turboprop aircraft (89.3 per cent).

Of 223 new aircraft in 2011 (Table 29), rotary wing single engine aircraft accounted for 30.9 per cent (69 aircraft). New fixed wing, single engine aircraft accounted for another 28.7 per cent (64 aircraft) while there were 44 (19.7 per cent) new fixed wing amateur-built aircraft (see Table 29).

Average flying hours per aircraft decreased by 5.4 per cent, from 165.2 hours in 2010 to 156.2 hours in 2011. For active aircraft only, excluding aircraft that were not flown during the year, the average number of hours flown was 197.5 per aircraft (see Table 3).

Of the active aircraft, 40.1 per cent flew 50 hours or less during 2011, while 57.0 per cent flew 100 hours or less (see Table 30).

One in every five (2 659 aircraft) registered General Aviation and Regional Airline aircraft were reported or estimated as performing no flying during the year ended 31 December 2011, compared with 2 538 aircraft during 2010.

From responses to the survey, reasons why many of these aircraft did not fly can be determined. These reasons, reported for 2 394 of the 2 659 inactive aircraft, are summarised in the following table:

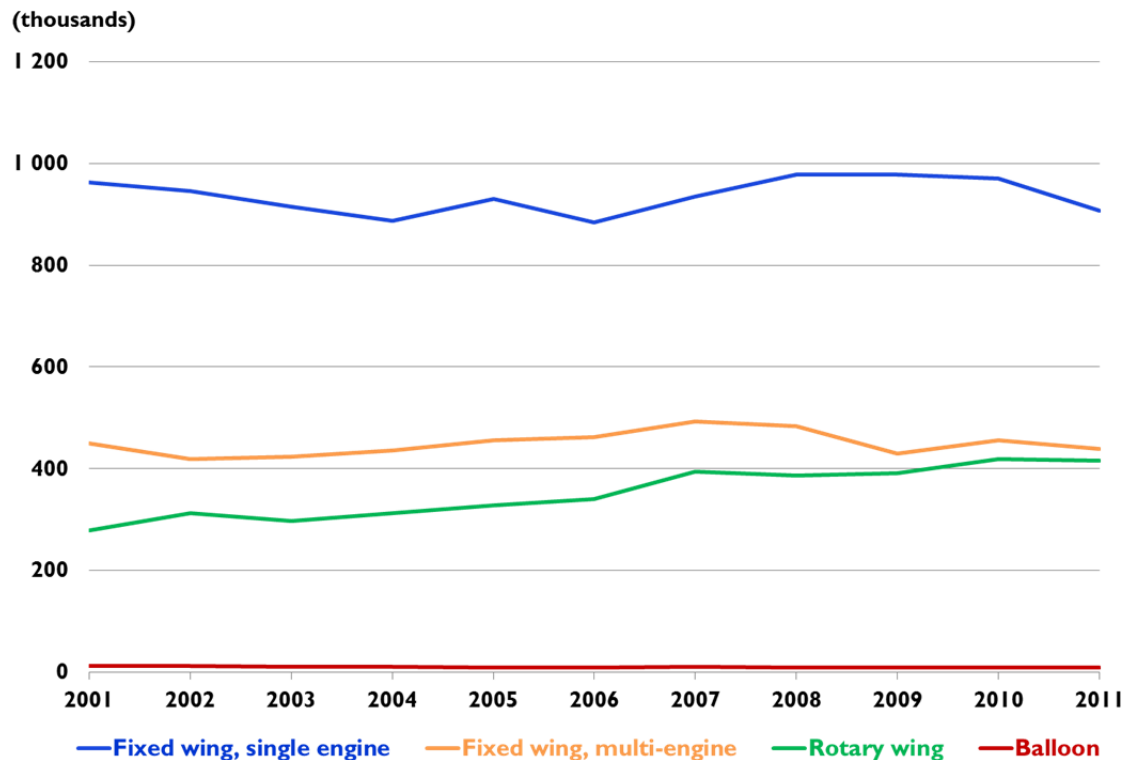
Table A Reasons for nil flying activity (2011)

<i>Reason for nil activity</i>	<i>Number of aircraft</i>	<i>Percentage of reporting inactive aircraft</i>
Repair / maintenance / restoration	930	38.8
Aircraft in storage	350	14.6
Aircraft unserviceable / unairworthy	186	7.8
Work or other commitments	129	5.4
Aircraft awaiting sale	117	4.9
Amateur-built aircraft not yet completed	111	4.6
Financial reasons	87	3.6
Owner's health issues / deceased	77	3.2
C of A not yet issued	39	1.6
New aircraft not flown during the survey period	35	1.5
Aircraft awaiting parts or modification	25	1.0
Long-term rebuild/restoration	24	1.0
Lack of business / company ceased operating	23	1.0
Aircraft operating solely overseas	22	0.9
All other reasons	239	10.0
Total	2 394	100.0

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

Figure 3 shows the flying hours performed in General Aviation operations by the major categories of aircraft (see Table 12).

Figure 3 General Aviation hours flown, by category of aircraft (2001–2011)



Landings

The total number of landings in General Aviation and Regional Airline Activity reported during the year ending 31 December 2011 was 2.7 million, a decrease of 4.7 per cent compared to 2.9 million in 2010 (see Table 10).

Aircraft that reported hours but not landings had landings estimated from factors derived from averages for other aircraft performing similar categories of flying activity. From 2006, these factors are updated annually. Between 2005 and 2006, this resulted in a decrease in the estimated landings greater than would have occurred using the previous factors. Caution should be exercised in drawing inferences from the movement in landings between 2005 and 2006 (see Data sources in the Explanatory notes).

Regional Airline activity

Regional Airline activity, measured in hours flown, recorded a decrease in 2011 of 5.0 per cent to 216.7 thousand hours from 228.1 thousand hours in 2010.

For a number of years prior to the collapse of Ansett Australia in September 2001, Regional Airline growth rates were higher than those of the major domestic airlines due to a transfer of secondary routes from the major airlines to their regional affiliates. In more recent years, this trend has reversed, with the major domestic airlines expanding onto routes previously served only by regional airlines. Regional Airline flying hours fell each year between 2001 and 2003, while the growth that occurred in 2004, 2005 and 2007 was significantly less than the growth in major airline flying hours over the same periods (see Table 31). The decrease in flying hours by Regional Airlines in 2011 reverses the increase seen last year.

General Aviation activity

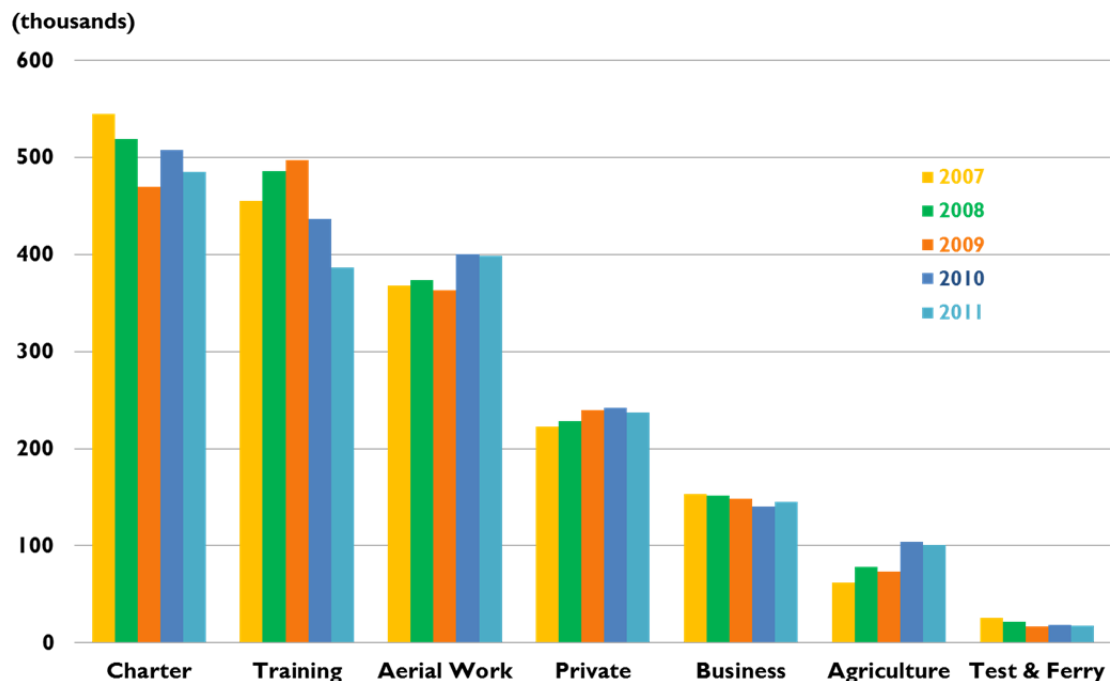
General Aviation activity decreased by 4.1 per cent in 2011 in terms of the number of hours flown (see Table 4).

Charter and Aerial Work flying were the two largest activity categories in the General Aviation sector, representing 27.4 per cent and 22.5 per cent respectively of all General Aviation flying hours during 2011. Training accounted for another 21.8 per cent of General Aviation flying. Private and Business flying together represented 21.6 per cent of total General Aviation activity (see Table 4).

Business was the only flying category to show an increase in flying activity (up 3.4 per cent). Decreases in flying hours were recorded in all other categories of General Aviation flying in 2011 — Training (down 11.3 per cent), Charter (down 4.3 per cent), Agriculture (down 3.3 per cent), Private flying (down 1.9 per cent), Test and Ferry (down 1.4 per cent) and Aerial Work (down 0.4 per cent) (see Table 4).

Figure 4 shows the relative size of each General Aviation category from 2007 to 2011 (see Table 4).

Figure 4 Hours flown in General Aviation by activity (2007–11)



Sport Aviation

Ultralight flying

Information provided by Recreational Aviation Australia (RA-Aus)

In 2011, ultralight aircraft flew a total of 150.8 thousand hours, representing an increase of 6.2 per cent over 2010 (see Table 35). This increase in the number of hours flown by ultralight aircraft reverses the decrease seen last year, and returns to the substantial yearly increases seen during the past decade.

Queensland undertook the most ultralight flying with 44.8 thousand hours, or 29.7 per cent of the Australian total (see Table 34). NSW accounted for 35.3 thousand hours (23.4 per cent), Victoria recorded 35.1 thousand hours (23.3 per cent), while South Australia recorded 19.1 thousand hours (12.6 per cent).

At the end of December 2011, a total of 3 719 aircraft had current registrations issued by Recreational Aviation Australia, a rise of 15.3 per cent over 2010 (see Table 36).

Gliding

Information provided by the Gliding Federation of Australia (GFA)

The number of registered gliders increased by 2.4 per cent to 1 205 by June 2011 compared with June 2010. The total number of reported flying hours decreased by 44.5 per cent to 126.9 thousand hours in the calendar year 2011 compared with 2009–10 (see Table 37).

Note that gliding figures for 2011 were estimated from a response rate of 48 per cent.

Hang gliding

Information provided by the Hang Gliding Federation of Australia (HGFA)

The reported number of hang gliders in 2010–11 was 2 571, a 0.2 per cent decrease on the 2 577 for 2009–10. The total number of hours flown in 2010–11 was up 0.7 per cent on the previous year to 98.7 thousand hours, continuing an upward trend since a low of 88.3 thousand hours in 2007–08 (see Table 39).

The state with the largest portion of hang gliding hours was New South Wales with 41.8 per cent of the Australian total. Queensland and Victoria followed with 21.8 per cent and 21.2 per cent of the Australian total respectively (see Table 38).

Gyroplanes

Information provided by the Australian Sport Rotorcraft Association (ASRA)

The estimated number of gyroplanes in 2011 was 365. The total number of estimated hours flown in 2011 increased by 9.3 per cent to 48.6 thousand hours. Private flying dominated with 90.7 per cent of gyroplane flying with the remaining activity consisting almost entirely of flying training (see Table 40).

Gyroplane estimates are a simple extrapolation based on a response rate of 55 per cent of ASRA's 472 members.

Tables

Section A Industry overview

Table 1 Total hours flown, by industry sector (1985–2011)

Year	General Aviation	Total airline RPT ^a	Ultralight flying	Gliding ^b	Hang Gliding ^c	Gyroplanes ^d	Total
(thousand hours)							
1985	1 568.1	494.8	..	79.9	..	..	2 142.8
1986	1 558.6	518.9	..	..	..	..	2 077.5
1987	1 597.4	556.4	..	79.9	..	..	2 233.7
1988	1 762.6	600.1	..	79.9	..	..	2 442.6
1989	1 927.6	554.9	..	75.4	..	..	2 557.9
1990	1 930.8	613.1	..	72.6	..	..	2 616.4
1991	1 754.7	692.8	..	74.2	63.7	..	2 585.4
1992	1 651.0	750.3	52.4	83.3	73.5	..	2 610.4
1993	1 703.9	781.2	56.8	73.0	86.2	..	2 701.1
1994	1 715.7	838.7	73.0	80.1	77.6	15.0	2 800.1
1995	1 761.3	899.6	72.0	75.9	86.4	14.4	2 909.6
1996	1 799.0	938.5	70.4	69.2	103.2	23.3	3 003.7
1997	1 839.3	969.8	75.1	68.9	102.3	23.3	3 078.7
1998	1 877.9	958.2	67.6	65.4	87.5	33.4	3 090.0
1999	1 842.2	963.5	73.9	63.9	104.6	30.4	3 078.5
2000	1 714.8	1 074.2	74.1	..	106.7	29.7	2 999.5
2001	1 702.9	1 044.3	76.5	..	120.0	37.0	2 980.6
2002	1 687.7	926.0	80.6	..	122.2	32.3	2 848.9
2003	1 645.9	952.3	84.5	..	124.7	28.3	2 835.8
2004	1 645.0	1 087.1	87.1	..	132.0	29.3	2 980.4
2005	1 722.8	1 144.1	92.9	194.7	134.2	32.9	3 321.6
2006	1 695.0	1 156.7	120.2	228.9	103.0	27.9	3 331.6
2007	1 831.8	1 191.6	138.3	343.4	94.5	28.0	3 627.6
2008	1 857.7	1 250.5	156.2	169.9	88.3	30.5	3 553.1
2009	1 807.5	1 241.4	174.3	198.4	96.0	35.6	3 553.2
2010	1 847.7	1 346.7 ^r	141.9	228.7	97.9	44.4	3 707.4 ^r
2011	1 771.4	1 363.3	150.8	126.9	98.7	48.6	3 559.7

^a Hours flown by Australian (including regional) airlines on domestic and international flight stages in Regular Public Transport (RPT) operations. See Table 2 for details. From August 2004 RPT freight operations are included.

^b 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.

^c Year ended 30 June.

^d 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 (2009–11)

Industry sector and flying activity	2009		2010		2011	
	Hours flown	Percentage change over	Hours flown	Percentage change over	Hours flown	Percentage change over
	(thousands)	2008	(thousands)	2009	(thousands)	2010
Airline RPT						
Major Australian airlines						
Domestic operations	664.9	-0.3	725.8 ^r	9.2	739.9	1.9
International operations	372.5	1.0	392.8	5.4	406.7	3.5
Subtotal	1 037.4	0.1	1 118.5 ^r	7.8	1 146.6	2.5
Regional airlines	204.1	-4.9	228.1	11.8	216.7	-5.0
Total (Airline RPT)	1 241.4	-0.7	1 346.7 ^r	8.5	1 363.3	1.2
General Aviation						
Private	239.5	4.9	241.9	1.0	237.4	-1.9
Business	148.5	-2.1	140.0	-5.7	144.8	3.4
Training	497.1	2.4	436.3	-12.2	386.8	-11.3
Agriculture	73.3	-6.3	103.8	41.7	100.4	-3.3
Aerial work	363.1	-2.8	400.3	10.3	398.8	-0.4
Test & Ferry	16.4	-24.8	18.2	11.0	17.9	-1.4
Charter	469.7	-9.4	507.3	8.0	485.2	-4.3
Total (General Aviation)	1 807.5	-2.7	1 847.7	2.2	1 771.4	-4.1
Sport Aviation						
Ultralight flying	174.3	11.6	141.9	-18.6	150.8	6.2
Gliding ^a	198.4 ^r	16.8	228.7	15.3	126.9	-44.5
Hang Gliding ^a	96.0	8.6	97.9	2.1	98.7	0.7
Gyroplanes	35.6	17.0	44.4	24.6	48.9	10.1
Total (Sport Aviation)	504.3 ^r	13.3	513.0	1.7	425.3	-17.1

^a Year ended 30 June.

Table 3 Number of aircraft, landings and hours flown, by state or territory, in General Aviation and Regional Airline operations (2011)

State or Territory	Number of aircraft		Number of landings (thousands)	General Aviation		Regional Airline		Total hours flown (thousands)
	Total	Active ^a		No. Active aircraft ^a	Hours flown (thousands)	No. Active aircraft ^a	Hours flown (thousands)	
NSW	3 398	2 567	642.2	2 513	355.7	55	83.8	439.5
Vic	2 584	2 016	519.6	2 008	280.8	14	13.7	294.5
Qld	3 193	2 561	689.7	2 533	479.2	76	68.5	547.7
SA	820	655	226.8	648	134.0	8	9.0	143.0
WA	1 867	1 546	434.4	1 546	359.4	49	20.1	379.4
Tas	194	161	33.9	161	20.3	6	2.1	22.4
NT	541	461	177.7	461	131.4	37	14.5	145.9
ACT	128	99	17.7	99	10.6	5	5.2	15.8
Australia	12 725	10 066	2 742.0	9 969	1 771.4	250	216.7	1 988.1

^a Aircraft reported or estimated as doing some flying during the annual survey period. Sum of active aircraft in General Aviation and Regional Airline operations may exceed total active aircraft, as some aircraft are active in both categories of operation.

Note: Analysis by location should be used as a guide only (see Interpretation in the explanatory notes).

Table 4 Hours flown, by flying activity, in General Aviation and Regional Airline operations (2001–11)

Year	General Aviation								Regional Airline	Total
	Private	Business	Training	Test & Ferry	Aerial Work	Agriculture	Charter	Sub total		
	(thousand hours)									
2001	261.7	144.9	406.2	23.2	294.2	106.7	466.0	1 702.9	298.0	2 000.9
2002	270.2	142.2	410.8	20.9	327.1	70.8	445.7	1 687.7	250.1	1 937.8
2003	239.7	143.4	420.3	21.2	322.5	69.7	429.2	1 645.9	234.7	1 880.6
2004	247.2	143.0	352.2 ^a	22.3	312.4	86.5	481.4	1 645.0	251.4	1 896.3
2005	239.2	149.1	415.8	22.3	318.8	95.0	482.6	1 722.8	254.7	1 977.5
2006	227.2	144.1	424.0	21.7	337.9	61.7	478.4	1 695.0	241.5	1 936.4
2007	222.7	153.4	455.4	25.7	368.0	62.1	544.5	1 831.8	241.9	2 073.8
2008	228.4	151.7	485.6	21.8	373.4	78.2	518.6	1 857.7	214.7	2 072.4
2009	239.5	148.5	497.1	16.4	363.1	73.3	469.7	1 807.5	204.1	2 011.5
2010	241.9	140.0	436.3	18.2	400.3	103.8	507.3	1 847.7	228.1	2 075.9
2011	237.4	144.8	386.8	17.9	398.8	100.4	485.2	1 771.4	216.7	1 988.1

^a Training hours were under-reported in 2004; data unreliable for most purposes.

Section B Number of aircraft based in Australia

Table 5 Number of aircraft, by make, in General Aviation and Regional Airline operations (2006–11)

<i>Aircraft make</i>	<i>2006</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>
Fixed wing, single engine						
Cessna	3 001	3 023	3 130	3 139	3 173	3 186
Piper	1 362	1 361	1 395	1 383	1 408	1 393
Amateur-built	910	968	1 037	1 071	1 111	1 176
Hawker Beechcraft	318	328	335	336	344	351
De Havilland	309	309	313	313	314	306
Mooney	141	143	151	154	153	152
Air Tractor	112	115	118	123	131	146
Auster	133	130	130	131	127	129
Cirrus	59	72	81	94	118	126
Socata	88	88	90	91	93	94
American Champion	82	82	82	87	88	93
American Air	83	84	84	81	81	80
Victa	78	77	78	77	74	75
Other	1 072	1 143	1 193	1 221	1 271	1 279
<i>Subtotal</i>	<i>7 748</i>	<i>7 923</i>	<i>8 217</i>	<i>8 301</i>	<i>8 486</i>	<i>8 586</i>
Fixed wing, multi-engine						
Piper	434	433	434	429	431	415
Cessna	377	390	399	405	413	403
Hawker Beechcraft	363	368	396	407	411	422
Bombardier	27	30	37	46	53	64
Aero Commander	62	64	63	60	59	59
Fairchild	68	68	66	65	63	57
Saab	37	44	51	55	52	51
De Havilland	51	52	46	44	46	50
Fokker	44	43	43	43	45	47
Partenavia	36	38	43	35	41	39
Embraer	20	27	36	38	34	35
Other	211	247	257	258	284	288
<i>Subtotal</i>	<i>1 730</i>	<i>1 804</i>	<i>1 871</i>	<i>1 885</i>	<i>1 932</i>	<i>1 930</i>
Rotary wing ^a	1 320	1 481	1 619	1 703	1 800	1 855
Balloons and airships ^b	319	333	338	340	346	354
Total	11 117	11 541	12 045	12 229	12 564	12 725

^a See Table 6.

^b See Table 7.

Table 6 Number of helicopters, by make, in General Aviation and Regional Airline operations (2006–11)

<i>Helicopter make</i>	<i>2006</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>
Rotary wing, single engine						
Robinson	590	693	799	841	895	952
Bell	272	280	281	289	301	278
Aerospatiale/Eurocopter	113	128	137	146	166	173
Amateur-built	64	71	80	83	85	92
Schweizer	30	35	37	36	35	37
Hughes	50	50	47	42	37	34
Agusta	18	17	15	15	16	23
Kawasaki	32	30	27	26	24	20
Enstrom	10	13	14	15	15	14
Other	35	36	35	37	36	32
<i>Subtotal</i>	<i>1 214</i>	<i>1 353</i>	<i>1 472</i>	<i>1 530</i>	<i>1 610</i>	<i>1 655</i>
Rotary wing, multi-engine						
Aerospatiale/Eurocopter	28	37	47	58	63	73
Bell	19	24	31	32	35	42
Sikorsky	27	28	29	34	35	30
Agusta	10	15	18	25	28	28
Kawasaki	21	23	21	21	24	21
Other	1	1	1	3	5	6
<i>Subtotal</i>	<i>106</i>	<i>128</i>	<i>147</i>	<i>173</i>	<i>190</i>	<i>200</i>
Total	1 320	1 481	1 619	1 703	1 800	1 855

Table 7 Number of balloons or airships, by make, in General Aviation operations (2006–11)

<i>Balloon or airship make</i>	<i>2006</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>
Kavanagh	213	223	229	232	238	241
Cameron	42	44	45	44	43	45
Thunder/Colt	39	39	38	36	35	36
Amateur-built	7	8	9	10	11	13
Balloon Works	9	10	10	9	9	9
Other	9	9	7	9	10	10
Total	319	333	338	340	346	354

Table 8 Major Australian RPT airline fleets, by aircraft type
at 31 December (2006–11), number of aircraft

<i>Aircraft type^a</i>	<i>2006</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>
Airbus						
A320	23	28	35	40	54	56
A321	0	0	0	6	6	6
A330	14	18	22	24	27	34
A380	0	0	3	6	8	12
<i>Subtotal</i>	<i>37</i>	<i>46</i>	<i>60</i>	<i>76</i>	<i>95</i>	<i>108</i>
Boeing						
717	14	12	11	11	11	11
737	101	105	110	117	118	139
747	40	35	33	33	30	26
767	29	29	29	29	26	26
777	0	0	0	4	5	5
<i>Subtotal</i>	<i>184</i>	<i>181</i>	<i>183</i>	<i>194</i>	<i>190</i>	<i>207</i>
BAE						
146	1	0	0	0	0	0
Embraer						
170	0	3	6	6	6	1
190	0	0	12	15	16	18
<i>Subtotal</i>	<i>0</i>	<i>3</i>	<i>18</i>	<i>21</i>	<i>22</i>	<i>19</i>
Total	222	230	261	291	307	334

^a Excludes freight-only aircraft.

Section C General Aviation and Regional Airline landings

Table 9 Number of landings, by state or territory, in General Aviation and Regional Airline operations (2006–11)

State or Territory ^a	2006 ^b	2007	2008	2009	2010	2011
	(thousand)					
Qld	603.5	666.4	689.4	638.2	766.7	689.7
NSW	656.6	699.9	702.9	663.8	694.7	642.2
Vic	455.1	446.8	479.0	473.1	460.1	519.6
WA	522.6	473.5	491.5	446.3	478.7	434.4
SA	185.6	163.1	170.7	177.2	204.4	226.8
NT	192.1	170.3	202.6	191.0	204.8	177.7
Tas	35.8	47.4	46.1	44.3	45.5	33.9
ACT	20.7	29.0	26.1	23.3	22.7	17.7
Australia	2 672.0	2 696.4	2 808.4	2 657.4	2 877.4	2 742.0

^a Refers to the location of the base of the aircraft; see Interpretation in the Explanatory notes.

^b Change to estimation factors, analysis by location should be used as a guide only (see Interpretation in the explanatory notes).

Table 10 Number of landings, by aircraft category, in General Aviation and Regional Airline operations (2006–11)

Category	2006 ^a	2007	2008	2009	2010	2011
	(thousand)					
Fixed wing						
Single engine	1 449.1	1 394.8	1 494.2	1 429.7	1 535.9	1 437.2
Multi-engine	724.2	720.8	722.2	642.1	679.3	670.9
Subtotal	2 173.3	2 115.6	2 216.4	2 071.8	2 215.2	2 108.1
Rotary wing						
Single engine	391.0	453.9	484.4	449.4	525.8	488.0
Multi-engine	98.2	115.4	98.2	126.8	127.9	136.3
Subtotal	489.2	569.3	582.6	576.1	653.7	624.3
Balloons and airships	9.5	11.6	9.5	9.4	8.6	9.6
Total	2 672.0	2 696.4	2 808.4	2 657.4	2 877.4	2 742.0

^a Change to estimation factors, analysis by location should be used as a guide only (see Interpretation in the explanatory notes).

Section D General Aviation hours flown

Table 11 Hours flown, by state or territory, in General Aviation operations (2006–11)

State or Territory ^a	2006	2007	2008	2009	2010	2011
	(thousand hours)					
Qld	416.9	459.4	456.7	455.9	492.1	479.2
WA	374.9	394.3	395.0	372.3	393.7	359.4
NSW	334.9	369.0	393.8	374.1	382.0	355.7
Vic	265.5	279.2	286.1	278.2	257.1	280.8
SA	119.5	131.9	108.8	114.7	117.8	134.0
NT	142.8	149.4	164.7	165.3	164.6	131.4
Tas	25.3	29.6	31.0	29.1	26.1	20.3
ACT	15.2	19.0	21.6	17.9	14.4	10.6
Australia	1 695.0	1 831.8	1 857.7	1 807.5	1 847.7	1 771.4

^a Refers to the location of the base of the aircraft; see Interpretation in the Explanatory notes.

Table 11(a) Hours flown, by state or territory and flying activity, in General Aviation operations (2011)

State or Territory ^a	Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter	Total
	(thousand hours)							
Qld	62.5	51.2	65.9	25.8	130.4	5.6	137.8	479.2
WA	29.7	14.7	70.8	7.0	87.7	4.1	145.2	359.4
NSW	66.0	29.2	103.4	44.0	61.9	2.8	48.5	355.7
Vic	49.1	24.0	103.4	12.5	34.8	3.2	53.8	280.8
SA	14.5	10.9	37.2	7.4	40.6	1.0	22.5	134.0
NT	8.7	11.9	2.4	1.2	37.9	0.8	68.7	131.4
Tas	4.1	1.9	2.8	2.3	4.5	0.3	4.3	20.3
ACT	2.9	1.0	0.9	0.2	1.1	0.1	4.4	10.6
Australia	237.4	144.8	386.8	100.4	398.8	17.9	485.2	1 771.4

^a Refers to the location of the base of the aircraft; see Interpretation in the Explanatory notes.

Table 11(b) Hours flown, by state or territory and flying activity, in General Aviation Aerial Work operations (2011)

<i>State or Territory^a</i>	<i>Survey & Photography</i>	<i>Pipe & Powerline Patrol</i>	<i>Mustering</i>	<i>Search & Rescue</i>	<i>Ambulance</i>	<i>Towing</i>	<i>Other Aerial Work</i>	<i>Total</i>
<i>(thousand hours)</i>								
Qld	12.5	8.1	69.6	2.0	25.5	1.5	11.2	130.4
WA	20.4	0.3	25.5	0.8	18.4	0.8	21.6	87.7
NSW	18.8	5.5	4.9	1.8	14.9	3.1	12.7	61.9
SA	0.8	1.7	3.3	0.5	13.3	0.3	20.7	40.6
NT	5.3	0.1	21.8	0.2	3.9	0.0	6.6	37.9
Vic	9.0	0.8	0.6	1.1	10.6	1.1	11.7	34.8
Tas	1.0	0.1	0.1	0.2	1.2	0.0	1.9	4.5
ACT	0.2	-	0.0	-	0.6	0.0	0.2	1.1
Australia	68.1	16.6	125.8	6.6	88.4	6.7	86.5	398.8

^a Refers to the location of the base of the aircraft; see Interpretation in the Explanatory notes.

Table 12 Hours flown, by aircraft make, in General Aviation operations (2006–11)

<i>Aircraft make</i>	<i>2006</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>
	<i>(thousand hours)</i>					
Fixed wing, single engine						
Cessna	454.9	483.1	497.2	493.7	461.2	430.5
Piper	132.8	142.5	161.7	154.9	151.5	129.2
Air Tractor	25.4	23.2	29.2	28.4	46.2	50.2
Pilatus	23.2	23.7	26.1	31.8	38.9	39.9
Amateur-built	25.9	29.1	28.5	29.5	30.2	32.0
Grob	41.2	31.5	25.5	29.0	30.4	27.7
Gippsland	14.5	18.9	21.2	21.3	25.7	27.3
Pacific Aerospace	20.0	22.0	22.7	19.0	18.4	20.9
Hawker Beechcraft	22.6	26.7	22.7	25.0	25.5	19.1
Socata	21.9	22.6	22.7	22.2	21.0	18.4
Ayres	6.4	7.0	9.8	8.8	15.2	15.6
Cirrus	7.1	8.3	9.7	10.8	13.0	12.9
Other	88.1	96.3	101.3	103.8	92.7	83.9
<i>Subtotal</i>	<i>884.2</i>	<i>934.8</i>	<i>978.3</i>	<i>978.2</i>	<i>970.1</i>	<i>907.5</i>
Fixed wing, multi-engine						
Hawker Beechcraft	116.1	114.5	120.9	118.0	112.2	112.9
Cessna	74.0	84.7	71.5	65.3	65.3	68.0
Piper	81.9	86.0	76.6	68.0	70.2	63.7
Fokker	7.0	13.3	25.0	22.7	37.6	29.1
De Havilland	16.8	17.9	20.2	20.0	23.5	27.3
Fairchild	39.9	37.9	33.2	27.5	24.7	23.0
Aero Commander	27.2	28.4	27.1	21.6	18.0	18.5
Embraer	18.7	17.8	19.4	11.6	12.5	13.8
Bombardier	4.1	4.8	7.6	10.2	11.2	12.6
British Aerospace	19.1	16.7	13.8	9.7	13.7	12.1
Britten Norman	14.4	13.4	11.1	9.3	9.0	8.3
Other	41.8	57.0	56.9	45.1	52.6	49.5
<i>Subtotal</i>	<i>461.3</i>	<i>492.4</i>	<i>483.5</i>	<i>429.2</i>	<i>450.7</i>	<i>438.8</i>
Rotary wing ^a	340.1	394.4	386.7	391.3	418.5	416.3
Balloons and airships ^b	9.4	10.2	9.1	8.8	8.5	8.7
Total	1 695.0	1 831.8	1 857.7	1 807.5	1 847.7	1 771.4

^a See Table 13.^b See Table 14.

Table 13 Hours flown, by helicopter make, in General Aviation operations (2006–11)

<i>Helicopter make</i>	<i>2006</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>
	<i>(thousand hours)</i>					
Rotary wing, single engine						
Robinson	171.2	198.0	211.5	204.0	225.4	235.0
Bell	61.6	67.4	54.2	59.4	62.4	58.0
Aerospatiale/Eurocopter	32.6	42.9	36.9	36.9	42.1	42.6
Schweizer	7.2	9.0	8.6	10.6	8.2	9.4
Hughes	10.0	10.5	9.4	7.7	7.0	7.0
Agusta	2.1	1.9	2.4	2.4	2.0	2.0
Other	8.3	8.4	6.8	7.2	5.6	4.1
<i>Subtotal</i>	<i>293.1</i>	<i>338.1</i>	<i>329.9</i>	<i>328.2</i>	<i>352.6</i>	<i>358.2</i>
Rotary wing, multi-engine						
Aerospatiale/Eurocopter	16.1	18.1	19.4	23.5	24.6	21.5
Bell	10.5	13.6	13.9	12.8	11.6	12.7
Sikorsky	10.2	11.9	12.2	10.6	12.2	9.5
Agusta	2.4	2.9	5.1	7.7	10.3	7.3
Kawasaki	7.3	8.9	5.5	7.6	6.0	6.2
Other	0.5	1.0	0.7	0.9	1.2	0.9
<i>Subtotal</i>	<i>47.0</i>	<i>56.3</i>	<i>56.9</i>	<i>63.1</i>	<i>65.9</i>	<i>58.2</i>
Total	340.1	394.4	386.7	391.3	418.5	416.3

Table 14 Hours flown, by balloon or airship make, in General Aviation operations (2006–11)

<i>Balloon or airship make</i>	<i>2006</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>
	<i>(thousand hours)</i>					
Kavanagh	7.9	8.9	8.2	8.2	7.9	7.9
Thunder/Colt	0.5	0.4	0.3	0.1	0.1	0.3
Cameron	0.9	0.8	0.5	0.3	0.3	0.2
Amateur-built	0.0	0.0	0.0	0.0	0.1	0.1
Balloon Works	0.1	0.1	0.1	-	-	-
Other	-	-	0.1	0.1	0.1	0.2
Total	9.4	10.2	9.1	8.8	8.5	8.7

Table 15 Hours flown, by aircraft make and flying activity, in General Aviation operations (2011)

<i>Aircraft make</i>	<i>Private</i>	<i>Business</i>	<i>Training</i>	<i>Agriculture</i>	<i>Aerial Work</i>	<i>Test & Ferry</i>	<i>Charter</i>	<i>Total</i>
<i>(thousand hours)</i>								
Fixed wing, single engine								
Cessna	79.6	49.9	150.5	5.3	51.0	4.1	90.1	430.5
Piper	32.9	12.0	65.9	4.7	8.1	0.7	4.9	129.2
Air Tractor	0.1	0.4	0.0	47.9	1.8	-	0.0	50.2
Pilatus	1.5	3.6	0.2	0.0	32.9	0.1	1.6	39.9
Amateur-built	26.7	4.0	0.3	0.2	0.4	0.5	0.0	32.0
Grob	-	0.0	27.7	0.0	0.0	0.0	0.0	27.7
Gippsland	0.6	0.6	0.2	1.3	3.4	0.2	21.0	27.3
Pacific Aerospace	1.1	-	14.9	1.9	2.5	0.1	0.5	20.9
Hawker Beechcraft	8.6	5.7	1.4	0.0	1.1	0.3	2.0	19.1
North American	2.1	1.7	15.0	0.0	0.1	0.1	-	19.0
Ayres	-	0.6	0.0	15.0	0.0	-	0.0	15.6
Cirrus	4.9	4.9	2.7	-	0.1	0.1	0.2	12.9
American Champion	1.4	0.3	3.8	0.0	4.3	0.1	0.3	10.3
Mooney	4.9	2.2	2.6	0.0	0.0	0.1	0.2	10.0
Other	21.2	4.2	16.9	9.0	4.7	0.5	6.4	63.1
<i>Subtotal</i>	<i>185.6</i>	<i>90.1</i>	<i>302.1</i>	<i>85.2</i>	<i>110.5</i>	<i>6.8</i>	<i>127.2</i>	<i>907.5</i>
Fixed wing, multi-engine								
Hawker Beechcraft	4.7	10.5	12.0	0.0	42.5	0.9	42.3	112.9
Cessna	4.8	5.7	4.3	0.0	8.4	0.4	44.3	68.0
Piper	5.7	4.3	16.5	0.0	2.3	0.5	34.3	63.7
Fokker	0.2	0.0	-	0.0	0.0	0.5	28.3	29.1
De Havilland	0.1	0.1	0.1	0.0	8.0	0.0	19.0	27.3
Fairchild	-	0.1	0.2	0.0	0.1	-	22.6	23.0
Aero Commander	0.1	0.5	0.2	0.0	2.2	0.6	15.0	18.5
Embraer	0.1	0.2	0.1	0.0	-	0.1	13.3	13.8
Bombardier	1.2	1.6	-	0.0	7.1	0.1	2.6	12.6
British Aerospace	-	0.3	0.1	0.0	-	0.1	11.6	12.1
Diamond	-	0.1	5.0	0.0	3.5	0.0	0.0	8.7
Britten Norman	0.0	0.2	0.2	0.0	1.0	0.2	6.6	8.3
Other	1.8	7.9	2.6	0.0	10.0	1.0	17.5	40.8
<i>Subtotal</i>	<i>18.7</i>	<i>31.4</i>	<i>41.4</i>	<i>0.0</i>	<i>85.4</i>	<i>4.4</i>	<i>257.6</i>	<i>438.8</i>
Rotary wing								
Helicopters and gyroplanes ^a	31.8	23.1	43.3	15.1	202.8	6.8	93.4	416.3
Balloons and airships ^b	1.3	0.2	0.1	0.0	0.1	0.0	7.1	8.7
Total	237.4	144.8	386.8	100.4	398.8	17.9	485.2	1 771.4

^a See Table 16.^b See Table 17.

Table 16 Hours flown, by helicopter make and flying activity, in General Aviation operations (2011)

<i>Helicopter make</i>	<i>Private</i>	<i>Business</i>	<i>Training</i>	<i>Agriculture</i>	<i>Aerial Work</i>	<i>Test & Ferry</i>	<i>Charter</i>	<i>Total</i>
<i>(thousand hours)</i>								
Rotary wing, single engine								
Robinson	23.0	15.0	23.9	6.6	130.6	3.1	32.9	235.0
Bell	3.6	1.2	6.9	5.4	18.4	0.9	21.7	58.0
Aerospatiale/Eurocopter	2.1	1.5	1.2	1.5	17.9	0.8	17.5	42.6
Schweizer	0.2	0.1	5.1	0.4	3.3	-	0.2	9.4
Hughes	0.2	0.2	0.9	0.5	4.2	0.2	0.8	7.0
Agusta	0.1	-	-	0.2	1.1	-	0.6	2.0
Amateur-built	0.8	0.1	-	-	-	0.1	0.0	1.0
McDonnell Douglas	-	0.0	-	0.0	0.8	0.1	-	1.0
Other	0.3	0.2	0.3	0.6	0.4	0.1	0.2	2.1
<i>Subtotal</i>	<i>30.3</i>	<i>18.3</i>	<i>38.4</i>	<i>15.1</i>	<i>176.7</i>	<i>5.4</i>	<i>73.9</i>	<i>358.2</i>
Rotary wing, multi-engine								
Aerospatiale/Eurocopter	0.1	0.1	2.0	0.0	7.5	0.4	11.5	21.5
Bell	-	0.1	1.0	0.0	9.4	0.3	2.0	12.7
Sikorsky	0.3	4.2	0.4	0.0	1.7	0.1	2.9	9.5
Agusta	1.1	0.3	0.8	0.0	3.6	0.2	1.2	7.3
Kawasaki	0.0	0.0	0.7	0.0	3.6	0.4	1.5	6.2
Other	0.0	-	-	0.0	0.4	-	0.5	0.9
<i>Sub Total</i>	<i>1.5</i>	<i>4.8</i>	<i>4.9</i>	<i>0.0</i>	<i>26.1</i>	<i>1.4</i>	<i>19.5</i>	<i>58.2</i>
Total	31.8	23.1	43.3	15.1	202.8	6.8	93.4	416.3

Table 17 Hours flown, by balloon or airship make and flying activity, in General Aviation operations (2011)

<i>Balloon or airship make</i>	<i>Private</i>	<i>Business</i>	<i>Training</i>	<i>Agriculture</i>	<i>Aerial Work</i>	<i>Test & Ferry</i>	<i>Charter</i>	<i>Total</i>
<i>(thousand hours)</i>								
Kavanagh	1.0	0.2	0.1	0.0	0.1	0.0	6.6	7.9
Thunder/Colt	0.1	0.0	0.0	0.0	0.0	0.0	0.2	0.3
Cameron	0.1	0.0	-	0.0	-	0.0	0.1	0.2
Amateur-built	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Other	-	0.0	0.0	0.0	0.0	0.0	0.2	0.2
Total	1.3	0.2	0.1	0.0	0.1	0.0	7.1	8.7

Section E Jet aircraft in General Aviation and Regional Airline operations

Table 18 Number of jet aircraft, landings and total hours flown, by make, in General Aviation and Regional Airline operations (2011)

<i>Aircraft make</i>	<i>Number of aircraft</i>	<i>Number of landings (thousands)</i>	<i>Hours flown (thousands)</i>
Fokker	31	19.4	29.9
Cessna	68	13.9	13.3
British Aerospace	19	16.3	12.0
Airbus	6	8.0	8.1
Gates Learjet	24	3.0	4.6
Hawker Beechcraft	17	2.7	4.4
Bombardier	16	1.9	3.7
Gulfstream	7	1.0	3.6
Embraer	7	3.5	3.5
Other	87	3.4	4.1
Total	282	73.2	87.1

Table 19 Hours flown, by jet aircraft make and flying activity, in General Aviation and Regional Airline operations (2011)

<i>Aircraft make</i>	<i>Private</i>	<i>Business</i>	<i>Training</i>	<i>Agriculture</i>	<i>Aerial Work</i>	<i>Test & Ferry</i>	<i>Charter</i>	<i>Regional Airline</i>	<i>Total</i>
<i>(thousand hours)</i>									
Fokker	0.1	0.0	-	0.0	0.0	0.4	22.9	6.4	29.9
Cessna	2.2	3.1	3.2	0.0	0.1	0.1	4.5	0.0	13.3
British Aerospace	0.0	0.2	-	0.0	0.0	-	11.5	0.3	12.0
Airbus	0.0	0.0	0.0	0.0	0.0	0.2	5.5	2.4	8.1
Gates Learjet	0.2	-	0.1	0.0	3.6	-	0.6	0.0	4.6
Hawker Beechcraft	0.5	0.9	0.1	0.0	0.7	-	2.1	0.0	4.4
Bombardier	1.2	1.6	-	0.0	-	0.1	0.8	0.0	3.7
Gulfstream	-	3.0	0.0	0.0	0.0	0.0	0.6	0.0	3.6
Embraer	0.1	0.1	0.0	0.0	0.0	-	1.0	2.3	3.5
Other	0.4	1.9	0.1	0.0	0.5	-	1.1	0.0	4.1
Total	4.8	10.8	3.5	0.0	5.0	0.9	50.7	11.4	87.1

Section F Amphibious aircraft in General Aviation and Regional Airline operations

Table 20 Number of amphibious aircraft, landings and hours flown, by make and flying activity, in General Aviation and Regional Airline operations (2011)

Aircraft make ^a	Number of aircraft	Number of landings (thousands)	Hours flown ^b								Total
			Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter	Regional Airline	
Grumman	4	1.2	0.0	1.3	-	0.0	0.0	0.0	-	0.0	1.4
Searey	24	1.3	0.8	0.0	0.1	0.0	0.0	-	0.0	0.0	0.8
Consolidated	20	0.9	0.5	-	-	0.0	0.0	-	0.0	0.0	0.5
Other	18	3.9	0.2	0.0	0.0	0.0	0.2	-	2.2	0.7	3.2
Total	66	7.3	1.4	1.4	0.1	0.0	0.2	-	2.2	0.7	6.0

^a Fixed-wing aircraft only.

^b Hours are underestimated because reporting of landing gear information to the CASA aircraft register is not mandatory.

Section G Activity analysis, General Aviation and Regional Airline operations

Aircraft performing any Private flying

Table 21 Number of fixed wing aircraft, landings and hours flown, by make and flying activity, for aircraft performing any Private flying (2011)

Aircraft make	Number of aircraft	Number of landings (thousands)	Hours flown								Total
			Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter	Regional Airline	
			(thousands)								
Fixed wing, single engine											
Cessna	1 727	262.9	79.6	13.5	59.8	0.2	9.2	1.4	16.5	0.0	180.2
Piper	823	90.1	32.9	5.3	23.1	-	1.0	0.4	2.2	0.0	65.0
Amateur-built	768	37.8	26.7	1.9	0.1	0.2	0.1	0.3	0.0	0.0	29.3
Hawker Beechcraft	221	15.0	8.6	2.6	1.2	0.0	0.1	0.2	0.3	0.6	13.6
Cirrus	89	8.8	4.9	2.3	1.2	-	-	0.1	0.1	0.0	8.7
Mooney	111	7.0	4.9	1.2	2.5	0.0	0.0	0.1	0.1	0.0	8.8
De Havilland	168	8.1	3.5	0.2	0.4	0.0	0.1	0.1	0.8	0.0	5.1
Avtech	23	1.9	1.7	0.1	0.0	0.0	0.0	-	0.0	0.0	1.8
Socata	49	2.9	1.6	0.7	0.3	0.0	0.1	0.1	0.0	0.0	2.9
American Air	60	2.7	1.6	0.3	0.3	0.0	-	-	0.1	0.0	2.3
Pilatus	10	2.4	1.5	1.0	-	0.0	0.0	-	0.3	0.0	2.9
Maule	32	1.8	1.5	0.1	-	0.0	0.1	-	0.0	0.0	1.6
American Champion	51	7.6	1.4	0.2	1.4	0.0	0.1	-	-	0.0	3.2
Victa	46	2.1	1.2	-	0.1	0.0	0.0	-	0.0	0.0	1.3
Yakovlev	45	1.7	1.2	0.1	-	0.0	-	-	0.0	0.0	1.3
Pacific Aerospace	7	1.5	1.1	0.0	-	0.0	0.0	-	0.0	0.0	1.1
Auster	57	2.0	1.0	0.0	-	0.0	-	-	0.0	0.0	1.1
Gippsland	15	10.0	0.6	0.1	-	0.0	-	0.1	5.9	0.0	6.7
Other	389	23.4	10.1	1.0	2.6	-	0.3	0.2	0.6	0.0	14.8
Subtotal	4 691	489.8	185.6	30.6	93.3	0.4	11.1	2.9	27.1	0.6	351.7
Fixed wing, multi-engine											
Piper	150	15.3	5.7	1.9	3.7	0.0	0.2	0.2	3.0	0.0	14.8
Cessna	107	12.5	4.8	2.0	0.4	0.0	0.7	0.1	5.1	0.0	13.2
Hawker Beechcraft	125	13.1	4.7	2.2	2.5	0.0	0.7	0.1	4.0	0.0	14.2
Bombardier	6	0.8	1.2	0.2	0.0	0.0	0.0	0.0	0.2	0.0	1.6
Other	94	22.8	2.3	1.0	1.2	0.0	0.5	0.5	18.7	4.3	28.4
Subtotal	482	64.5	18.7	7.2	7.8	0.0	2.2	1.0	31.0	4.3	72.2
Total	5 173	554.3	204.4	37.8	101.1	0.4	13.3	3.9	58.1	4.9	423.9

Table 21(a) Number of helicopters, landings and hours flown, by make and flying activity, for helicopters performing any Private flying (2011)

Helicopter make	Number of aircraft	Number of landings (thousands)	Hours flown								Total
			Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter	Regional Airline	
			(thousands)								
Robinson	348	85.2	23.0	4.0	8.4	1.9	18.4	1.2	8.9	0.0	65.7
Bell	68	16.7	3.6	0.3	1.3	0.4	3.6	0.2	1.7	0.0	11.0
Aerospatiale/Eurocopter	62	13.8	2.3	0.7	0.4	0.1	2.9	0.2	3.3	0.0	9.8
Agusta	15	2.2	1.2	0.1	0.1	0.0	0.0	0.1	0.1	0.0	1.5
Amateur-built	41	1.5	0.8	0.1	-	-	-	-	0.0	0.0	1.0
Schweizer	10	4.2	0.2	0.0	3.0	0.0	0.5	-	-	0.0	3.8
Enstrom	5	0.5	0.2	-	-	0.1	-	-	0.0	0.0	0.3
Other	20	2.4	0.6	-	0.2	0.2	1.0	0.3	0.1	0.0	2.3
Total	569	126.4	31.8	5.1	13.4	2.6	26.5	2.0	14.1	0.0	95.4

Table 21(b) Number of balloons, landings and hours flown, by make and flying activity, for balloons performing any Private flying (2011)

Balloon make	Number of aircraft	Number of landings (thousands)	Hours flown								Total
			Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter	Regional Airline	
Kavanagh	58	1.7	1.0	0.2	-	0.0	0.0	0.0	0.3	0.0	1.4
Amateur-built	8	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Thunder/Colt	5	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Cameron	7	0.1	0.1	0.0	-	0.0	0.0	0.0	0.0	0.0	0.1
Other	3	0.1	-	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total	81	2.1	1.3	0.2	-	0.0	0.0	0.0	0.4	0.0	1.8

Aircraft performing any Business flying

Table 22 Number of fixed wing aircraft, landings and hours flown, by make and flying activity, for aircraft performing any Business flying (2011)

Aircraft make	Number	Number of	Hours flown									Total
	of	landings	Private	Business	Training	Agriculture	Aerial	Test &	Charter	Regional		
	aircraft	(thousands)					Work	Ferry		Airline		
			(thousands)									
Fixed wing, single engine												
Cessna	661	137.3	8.1	49.9	19.7	1.1	10.6	0.8	1.9	0.0	92.0	
Piper	207	20.9	3.6	12.0	2.4	-	0.2	0.2	0.1	0.0	18.4	
Hawker Beechcraft	104	7.3	1.7	5.7	0.3	0.0	-	0.1	0.5	0.0	8.3	
Cirrus	61	6.6	1.3	4.9	0.4	-	0.1	0.1	0.1	0.0	6.8	
Amateur-built	89	5.6	1.4	4.0	-	0.1	0.1	0.1	0.0	0.0	5.7	
Pilatus	9	3.7	-	3.6	-	0.0	-	-	0.5	0.0	4.2	
Mooney	43	2.9	0.9	2.2	0.1	0.0	0.0	-	0.0	0.0	3.3	
Socata	20	1.9	0.4	1.6	0.1	0.0	0.0	-	0.0	0.0	2.0	
Gippsland	5	1.1	0.1	0.6	-	0.0	-	-	1.0	0.0	1.8	
Rockwell	10	0.6	0.1	0.4	-	0.0	0.0	-	0.0	0.0	0.5	
Hawker Beechcraft	9	0.6	0.2	0.4	0.1	0.0	-	0.1	-	0.0	0.8	
Diamond	4	0.4	-	0.4	0.0	0.0	-	-	0.0	0.0	0.4	
Nanchang	8	1.6	-	0.4	-	0.0	0.3	-	0.0	0.0	0.7	
American Champion	9	2.4	0.3	0.3	0.5	0.0	0.0	-	0.0	0.0	1.1	
Lancair	3	0.3	-	0.3	0.0	0.0	0.0	-	0.0	0.0	0.4	
De Havilland	8	0.6	0.1	0.3	-	0.0	-	-	0.0	0.0	0.4	
Other	71	6.8	0.4	3.1	--	-	--	--	0.4	0.0	3.9	
Subtotal	1 321	200.7	18.6	90.1	23.6	1.2	11.3	1.4	4.5	0.0	150.8	
Fixed wing, multi-engine												
Hawker Beechcraft	79	13.4	0.8	10.5	0.4	0.0	-	0.1	1.9	0.0	13.9	
Cessna	66	8.9	0.7	5.7	0.2	0.0	0.1	0.1	2.7	0.0	9.5	
Piper	82	10.4	1.3	4.3	1.9	0.0	0.1	0.1	1.7	0.0	9.4	
Gulfstream	5	0.5	0.0	3.0	-	0.0	0.0	-	-	0.0	3.1	
Bombardier	9	1.3	0.1	1.6	-	0.0	0.0	0.0	0.5	0.0	2.2	
Grumman	4	1.3	0.0	1.4	-	0.0	-	0.0	-	0.0	1.4	
Dassault	5	1.0	0.1	1.1	-	0.0	0.0	-	0.3	0.0	1.5	
Vulcanair	4	1.5	-	0.9	0.1	0.0	0.1	-	0.1	0.0	1.2	
Canadair	4	1.1	-	0.7	-	0.0	0.1	-	0.4	0.0	1.3	
Aero Commander	6	1.3	-	0.5	-	0.0	0.0	-	0.5	0.0	1.0	
Other	36	6.1	0.2	1.8	0.1	0.0	0.6	0.1	2.1	0.0	4.9	
Subtotal	300	46.8	3.3	31.4	2.8	0.0	1.0	0.5	10.4	0.0	49.4	
Total	1 621	247.5	21.9	121.5	26.5	1.2	12.3	1.9	14.8	0.0	200.2	

Table 22(a) Number of helicopters, landings and hours flown, by make and flying activity, for helicopters performing any Business flying (2011)

Helicopter make	Number of aircraft	Number of landings (thousands)	Hours flown								Total
			Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter	Regional Airline	
			(thousands)								
Rotary wing, single engine											
Robinson	214	49.6	2.7	15.0	0.8	0.2	16.2	0.3	5.6	0.0	40.8
Aerospatiale/Eurocopter	31	7.7	0.5	1.5	0.3	0.1	1.6	0.1	1.5	0.0	5.6
Bell	31	5.5	0.4	1.2	0.3	0.2	1.4	0.1	1.1	0.0	4.7
Hughes	4	0.7	-	0.2	-	-	0.3	0.0	0.1	0.0	0.7
Enstrom	3	0.5	-	0.2	-	0.0	0.0	0.0	0.0	0.0	0.2
Amateur-built	6	0.4	0.1	0.1	-	-	-	-	0.0	0.0	0.2
Other	10	1.6	-	0.2	0.1	0.0	0.9	0.0	0.4	0.0	1.5
Subtotal	299	65.9	3.7	18.3	1.6	0.5	20.5	0.5	8.6	0.0	53.8
Rotary wing, multi-engine											
Sikorsky	7	23.9	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	4.2
Agusta	6	4.1	-	0.3	0.3	0.0	1.2	0.1	-	0.0	2.0
Bell	7	4.1	0.0	0.1	0.3	0.0	1.7	0.1	0.3	0.0	2.5
Aerospatiale/Eurocopter	3	0.7	-	0.1	-	0.0	0.3	-	0.1	0.0	0.6
Other	1	0.3	0.0	-	0.0	0.0	0.1	0.0	0.1	0.0	0.3
Subtotal	24	33.2	0.1	4.8	0.5	0.0	3.3	0.3	0.6	0.0	9.6
Total	323	99.1	3.8	23.1	2.1	0.5	23.8	0.8	9.2	0.0	63.3

Aircraft performing any Training flying

Table 23 Number of fixed wing aircraft, landings and hours flown, by make and flying activity, for aircraft performing any Training flying (2011)

Aircraft make	Number of aircraft	Number of landings (thousands)	Hours flown								Total
			Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter	Regional Airline	
			(thousands)								
Fixed wing, single engine											
Cessna	765	389.1	18.9	7.6	150.5	0.1	10.2	2.0	28.8	3.7	221.7
Piper	355	140.5	8.6	3.8	65.9	0.1	0.9	0.3	2.6	0.0	82.3
Grob	48	41.1	0.0	0.0	27.7	0.0	0.0	0.0	0.0	0.0	27.7
Socata	36	41.6	0.3	0.5	14.9	0.0	0.0	0.1	0.0	0.0	15.8
Pacific Aerospace	28	37.6	-	0.0	14.9	0.0	0.0	-	0.0	0.0	14.9
Diamond	17	18.4	-	0.0	8.0	0.0	0.0	0.0	0.0	0.0	8.0
American Champion	37	14.8	0.7	0.1	3.8	0.0	2.4	-	0.3	0.0	7.3
Cirrus	34	7.3	1.3	1.1	2.7	0.0	-	-	0.2	0.0	5.3
Mooney	29	3.4	1.2	0.8	2.6	0.0	0.0	0.1	0.1	0.0	4.8
Hawker Beechcraft	53	5.9	1.6	1.1	1.4	0.0	0.1	0.1	0.3	0.0	4.7
Liberty	4	1.4	-	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.8
Alpha	3	1.4	0.2	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.9
Queensland Aviation	3	2.4	-	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.8
Tecnam	3	2.6	0.1	0.0	0.6	0.0	0.0	-	0.0	0.0	0.7
Evektor Aerotechnik	4	1.2	-	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.6
Pitts	5	1.2	0.1	0.0	0.5	0.0	0.0	-	0.1	0.0	0.8
Other	170	46.7	3.6	2.4	5.6	0.0	2.3	0.5	16.5	0.0	30.8
Subtotal	1 594	756.8	36.6	17.3	302.1	0.2	15.9	3.2	48.9	3.7	427.8
Fixed wing, multi-engine											
Piper	131	40.2	1.7	1.4	16.5	0.0	0.6	0.3	10.4	1.3	32.2
Hawker Beechcraft	146	63.4	1.7	2.7	12.0	0.0	21.8	0.7	19.8	1.3	60.0
Diamond	8	9.9	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	5.0
Cessna	117	39.8	0.5	2.3	4.3	0.0	1.9	0.3	22.0	2.3	33.7
Partenavia	16	2.8	0.3	-	1.1	0.0	0.4	-	0.7	0.0	2.6
Dornier	7	2.4	0.0	-	0.6	0.0	1.5	0.2	0.8	0.0	3.2
ATR	4	1.4	0.0	0.0	0.3	0.0	0.0	0.0	0.0	1.3	1.7
Britten Norman	13	11.7	0.0	0.2	0.2	0.0	-	0.2	4.6	1.0	6.3
Aero Commander	22	19.2	-	0.2	0.2	0.0	0.4	0.4	9.8	0.4	11.4
Fairchild	11	4.7	-	-	0.2	0.0	0.1	-	5.4	0.6	6.3
British Aerospace	4	2.7	-	0.2	0.1	0.0	-	0.1	0.9	0.8	2.1
Vulcanair	5	1.2	0.1	0.6	0.1	0.0	0.2	-	0.1	0.0	1.2
Other	67	40.1	0.2	2.2	0.7	0.0	3.1	0.3	32.3	11.3	50.0
Subtotal	551	239.4	4.7	10.1	41.4	0.0	30.0	2.4	106.9	20.3	215.7
Total	2 145	996.2	41.2	27.4	343.4	0.2	45.9	5.6	155.8	24.0	643.6

Table 23(a) Number of helicopters, landings and hours flown, by make and flying activity, for helicopters performing any Training flying (2011)

Helicopter make	Number of aircraft	Number of landings (thousands)	Hours flown								Total	
			Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter	Regional Airline		
			(thousands)									
Rotary wing, single engine												
Robinson	183	69.5	4.2	2.2	23.9	1.6	8.7	0.8	7.4	0.0	48.6	
Bell	71	39.8	0.4	0.3	6.9	1.3	5.8	0.6	7.0	0.0	22.3	
Schweizer	15	6.9	0.1	0.0	5.1	0.0	0.2	-	-	0.0	5.4	
Aerospatiale/Eurocopter	79	37.3	1.0	0.9	1.2	0.8	9.6	0.6	6.8	0.0	20.9	
Hughes	6	7.0	-	-	0.9	-	-	-	0.7	0.0	1.7	
Other	19	2.2	0.1	0.2	0.4	0.3	0.4	-	0.1	0.0	1.4	
Subtotal	373	162.7	5.7	3.5	38.4	4.0	24.6	2.1	22.0	0.0	100.3	
Rotary wing, multi-engine												
Aerospatiale/Eurocopter	56	39.9	0.1	0.1	2.0	0.0	7.3	0.3	10.8	0.0	20.6	
Bell	22	15.1	-	-	1.0	0.0	7.3	0.3	0.1	0.0	8.7	
Agusta	16	12.7	0.3	0.1	0.8	0.0	3.6	0.1	1.1	0.0	6.1	
Kawasaki	14	14.3	0.0	0.0	0.7	0.0	2.5	0.2	1.5	0.0	5.0	
Other	17	9.8	0.3	0.0	0.4	0.0	1.1	0.1	2.9	0.0	4.8	
Subtotal	125	91.8	0.6	0.2	4.9	0.0	21.7	1.1	16.5	0.0	45.0	
Total	498	254.5	6.4	3.7	43.3	4.0	46.3	3.2	38.5	0.0	145.3	

Table 23(b) Number of balloons, landings and hours flown, by make and flying activity, for balloons performing any Training flying (2011)

Balloon make	Number of aircraft	Number of landings (thousands)	Hours flown								
			Private	Business	Training	Agriculture	Aerial	Test &	Charter	Regional	Total
			(thousands)								
Kavanagh	6	0.4	0.1	0.0	0.1	0.0	0.0	0.0	0.3	0.0	0.4
Other	1	-	-	0.0	-	0.0	0.0	0.0	0.0	0.0	-
Total	7	0.4	0.1	0.0	0.1	0.0	0.0	0.0	0.3	0.0	0.4

Aircraft performing any Agriculture flying

Table 24 Number of fixed wing aircraft, landings and hours flown, by make and flying activity, for aircraft performing any Agriculture flying (2011)

Aircraft make	Number of aircraft	Number of landings (thousands)	Hours flown								Total
			Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter	Regional Airline	
Air Tractor	116	103.4	0.0	0.0	0.0	47.9	1.4	-	0.0	0.0	49.3
Ayres	46	30.4	0.0	0.0	0.0	15.0	0.0	-	0.0	0.0	15.0
PZL	18	8.4	0.0	0.0	0.0	5.3	0.0	-	0.0	0.0	5.4
Cessna	61	10.9	0.2	0.8	0.1	5.3	0.7	0.1	-	0.0	7.1
Piper	31	11.0	-	-	0.2	4.7	0.0	-	0.0	0.0	5.0
Pacific Aerospace	4	14.3	0.0	0.0	0.0	1.9	0.4	0.1	0.0	0.0	2.4
Rockwell	6	3.5	0.0	0.0	0.0	1.4	0.0	0.0	0.0	0.0	1.4
Air Parts	12	10.4	0.0	0.0	0.0	1.4	0.3	-	0.0	0.0	1.7
Other	22	6.4	0.1	0.1	0.0	2.3	0.3	-	0.0	0.0	2.8
Total	316	198.8	0.3	0.9	0.3	85.2	3.1	0.3	0.0	0.0	90.2

Table 24(a) Number of helicopters, landings and hours flown, by make and flying activity, for helicopters performing any Agriculture flying (2011)

Helicopter make	Number of aircraft	Number of landings (thousands)	Hours flown								Total
			Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter	Regional Airline	
Robinson	34	20.2	0.7	0.2	0.2	6.6	2.8	0.3	0.1	0.0	10.7
Bell	30	14.1	0.1	0.3	0.1	5.4	1.4	0.1	0.2	0.0	7.6
Aerospatiale/Eurocopter	7	4.2	-	0.1	-	1.5	0.6	0.1	0.1	0.0	2.4
Other	12	6.5	-	-	-	1.7	1.0	0.1	0.0	0.0	2.9
Total	83	45.1	0.9	0.6	0.3	15.1	5.9	0.5	0.3	0.0	23.7

Aircraft performing any Aerial Work flying

Table 25 Number of fixed wing aircraft, landings and hours flown, by make and flying activity, for aircraft performing any Aerial Work flying (2011)

Aircraft make	Number of aircraft	Number of landings (thousands)	Hours flown								Total
			Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter	Regional Airline	
			(thousands)								
Fixed wing, single engine											
Cessna	354	113.6	8.2	6.0	16.9	0.7	51.0	1.4	11.5	0.0	95.7
Pilatus	36	46.4	0.0	0.4	0.1	0.0	32.9	0.1	1.0	0.0	34.5
Piper	87	46.7	0.8	0.1	3.7	0.0	8.1	0.1	0.6	0.0	13.4
Gippsland	16	4.3	-	0.0	0.1	0.0	4.3	0.1	0.0	0.0	4.4
Air Tractor	18	11.6	-	-	0.1	0.0	3.4	0.1	4.0	0.0	7.8
American Champion	4	1.7	0.0	0.0	0.0	0.2	2.5	0.1	0.0	0.0	2.8
Pacific Aerospace	3	0.7	0.0	0.0	0.0	-	2.3	0.0	0.0	0.0	2.3
Air Parts	30	13.0	0.0	0.0	0.0	3.7	1.8	-	0.0	0.0	5.5
Hawker Beechcraft	10	1.1	-	-	-	0.0	1.2	-	0.3	0.0	1.6
Other	54	9.6	0.7	0.4	0.2	0.1	2.9	0.1	0.1	0.0	4.5
Subtotal	612	248.7	9.8	7.0	21.2	4.7	110.5	1.9	17.5	0.0	172.6
Fixed wing, multi-engine											
Hawker Beechcraft	63	52.6	0.1	0.4	0.7	0.0	42.5	0.3	4.8	0.8	49.5
Cessna	52	11.2	0.1	0.4	0.2	0.0	8.4	0.1	5.9	0.0	15.1
De Havilland	14	7.5	0.0	0.0	0.1	0.0	8.0	0.0	6.8	1.8	16.7
Bombardier	8	2.0	0.0	0.0	0.0	0.0	7.1	0.1	0.7	0.3	8.1
Gates Learjet	13	2.8	0.0	-	0.1	0.0	3.6	-	0.5	0.0	4.2
Diamond	3	2.0	0.0	0.0	0.0	0.0	3.5	0.0	0.0	0.0	3.5
Piper	27	6.6	0.2	0.1	0.8	0.0	2.3	0.2	1.3	0.6	5.5
Aero Commander	9	5.2	0.0	0.0	-	0.0	2.2	0.3	2.2	0.0	4.7
Dornier	5	1.3	0.0	0.0	0.6	0.0	1.5	0.2	0.0	0.0	2.3
Other	44	14.3	0.2	0.6	0.6	0.0	6.1	-	8.9	3.1	19.5
Subtotal	238	105.5	0.6	1.5	3.1	0.0	85.4	1.1	31.1	6.6	129.3
Total	850	354.3	10.4	8.5	24.3	4.7	195.8	3.0	48.6	6.6	301.8

Table 25(a) Number of helicopters, landings and hours flown, by make and flying activity, for helicopters performing any Aerial Work flying (2011)

Helicopter make	Number of aircraft	Number of landings (thousands)	Hours flown								Total
			Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter	Regional Airline	
			(thousands)								
Rotary wing, single engine											
Robinson	477	166.4	3.8	4.9	7.4	1.5	130.6	2.6	16.3	0.0	167.1
Bell	117	57.3	0.4	0.4	1.5	3.7	18.4	0.8	11.2	0.0	36.5
Aerospatiale/Eurocopter	110	43.7	1.0	0.8	1.0	1.3	17.9	0.7	7.9	0.0	30.5
Hughes	14	4.8	-	0.2	-	0.0	4.2	0.2	0.3	0.0	5.0
Schweizer	16	5.1	0.1	0.1	1.6	0.2	3.3	-	0.2	0.0	5.4
Agusta	9	1.7	0.0	-	-	0.0	1.1	-	0.5	0.0	1.7
Garlick	5	0.3	0.0	0.0	-	0.0	0.2	-	0.0	0.0	0.3
Other	11	2.0	0.1	-	0.2	0.3	0.9	0.1	0.1	0.0	1.8
Subtotal	759	281.4	5.4	6.5	11.6	6.9	176.7	4.5	36.6	0.0	248.2
Rotary wing, multi-engine											
Bell	30	19.6	-	0.1	0.9	0.0	9.4	0.2	0.4	0.0	11.2
Aerospatiale/Eurocopter	30	14.8	0.1	0.1	1.0	0.0	7.5	0.2	0.5	0.0	9.3
Kawasaki	16	7.7	0.0	0.0	0.7	0.0	3.6	0.4	0.1	0.0	4.7
Agusta	9	9.4	0.0	0.1	0.6	0.0	3.6	0.1	-	0.0	4.4
Other	11	4.2	0.0	-	0.1	0.0	2.1	-	0.1	0.0	2.3
Subtotal	96	55.8	0.1	0.3	3.3	0.0	26.1	0.9	1.1	0.0	31.9
Total	855	337.2	5.5	6.8	15.0	6.9	202.8	5.4	37.7	0.0	280.1

Aircraft performing any Charter flying

Table 26 Number of fixed wing aircraft, landings and hours flown, by make and flying activity, for aircraft performing any Charter flying (2011)

Aircraft make	Number of aircraft	Number of landings (thousands)	Hours flown								Regional Airline	Total
			Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter			
			(thousands)									
Fixed wing, single engine												
Cessna	378	204.4	8.3	0.7	29.3	0.5	4.7	1.3	90.1	4.4	139.4	
Gippsland	40	32.9	0.4	-	0.2	0.0	1.2	0.1	21.0	0.0	23.0	
Piper	45	21.4	1.0	-	5.4	0.0	0.1	0.1	4.9	0.0	11.4	
De Havilland	27	9.9	0.3	0.0	0.2	0.0	0.0	0.1	4.2	0.0	4.9	
Hawker Beechcraft	16	2.7	0.2	0.2	0.1	0.0	-	0.1	2.0	0.0	2.7	
Pilatus	7	3.7	0.1	1.1	0.1	0.0	0.9	0.1	1.6	0.0	3.9	
Other	42	18.9	0.5	0.2	4.7	0.0	-	0.1	3.3	0.0	8.8	
Subtotal	555	293.9	10.9	2.2	40.0	0.5	7.1	1.8	127.2	4.4	194.0	
Fixed wing, multi-engine												
Cessna	192	61.9	1.8	2.1	1.0	0.0	1.2	0.3	44.3	7.0	57.6	
Hawker Beechcraft	166	61.5	1.1	1.4	2.4	0.0	7.0	0.4	42.3	1.3	55.8	
Piper	160	48.4	0.5	0.6	2.6	0.0	0.7	0.4	34.3	1.4	40.4	
Fokker	40	31.2	0.2	0.0	-	0.0	0.0	0.5	28.3	17.1	46.1	
Fairchild	51	34.6	-	-	0.2	0.0	0.1	-	22.6	11.4	34.2	
De Havilland	27	24.5	0.0	0.1	0.1	0.0	0.1	0.0	19.0	9.1	28.3	
Aero Commander	33	25.6	0.0	-	0.1	0.0	0.5	0.5	15.0	0.4	16.5	
Embraer	27	16.8	0.1	0.2	0.1	0.0	-	0.1	13.3	6.4	20.2	
British Aerospace	19	17.2	-	0.1	0.1	0.0	-	-	11.6	1.1	12.9	
Britten Norman	21	15.6	0.0	0.0	0.2	0.0	0.0	0.2	6.6	1.0	8.0	
Airbus	6	8.0	0.0	0.0	0.0	0.0	0.0	0.2	5.5	2.4	8.1	
Bombardier	10	3.4	0.3	0.4	-	0.0	-	0.1	2.6	0.5	3.9	
Saab	5	1.2	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	1.6	
Dornier	3	2.0	0.0	-	-	0.0	0.0	0.1	1.4	0.0	1.5	
Partenavia	18	3.5	0.3	0.4	0.7	0.0	0.4	-	1.3	0.0	3.2	
Gates Learjet	8	0.8	0.1	0.0	-	0.0	0.5	-	0.6	0.0	1.3	
Other	40	12.0	0.2	2.2	0.3	0.0	0.7	0.1	7.1	2.4	12.8	
Subtotal	826	368.0	4.5	7.3	7.8	0.0	11.1	3.0	257.6	61.4	352.6	
Total	1 381	661.9	15.4	9.5	47.8	0.5	18.2	4.8	384.7	65.8	546.7	

Table 26(a) Number of helicopters, landings and hours flown, by make and flying activity, for helicopters performing any Charter flying (2011)

Helicopter make	Number of aircraft	Number of landings (thousands)	Hours flown								Regional Airline	Total
			Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter			
			(thousands)									
Rotary wing, single engine												
Robinson	264	113.8	3.0	2.6	10.6	0.1	17.1	0.9	32.9	0.0	67.2	
Bell	118	61.8	0.6	0.3	1.8	0.6	10.4	0.7	21.7	0.0	36.1	
Aerospatiale/Eurocopter	95	53.4	1.0	0.6	0.5	0.1	7.1	0.6	17.5	0.0	27.4	
Hughes	6	6.3	-	-	-	0.0	1.1	0.2	0.8	0.0	2.2	
Agusta	8	1.9	0.0	-	-	0.0	1.1	-	0.6	0.0	1.8	
Schweizer	9	4.3	0.1	0.1	3.0	0.0	0.6	-	0.2	0.0	3.9	
Other	6	0.9	0.1	0.0	0.2	0.0	0.3	0.1	0.2	0.0	0.9	
Subtotal	506	242.3	4.7	3.6	16.2	0.8	37.7	2.5	73.9	0.0	139.4	
Rotary wing, multi-engine												
Aerospatiale/Eurocopter	45	28.8	0.1	0.1	1.3	0.0	0.9	0.3	11.5	0.0	14.1	
Sikorsky	10	7.5	0.0	0.0	0.3	0.0	0.0	0.1	2.9	0.0	3.3	
Bell	11	11.0	-	0.1	0.1	0.0	1.0	0.1	2.0	0.0	3.1	
Kawasaki	6	9.0	0.0	0.0	0.1	0.0	0.3	0.1	1.5	0.0	2.1	
Other	15	6.0	0.5	0.2	0.2	0.0	0.4	0.1	1.7	0.0	3.1	
Subtotal	87	62.4	0.6	0.4	2.0	0.0	2.6	0.6	19.5	0.0	25.6	
Total	593	304.7	5.3	4.0	18.1	0.8	40.3	3.1	93.4	0.0	165.0	

Table 26(b) Number of balloons, landings and hours flown, by make and flying activity, for balloons performing any Charter flying (2011)

Balloon make	Number of aircraft	Number of landings (thousands)	Hours flown								Regional Airline	Total
			Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter			
			(thousands)									
Kavanagh	116	7.3	0.1	0.0	-	0.0	-	0.0	6.6	0.0	6.7	
Thunder/Colt	3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.2	
Other	10	0.3	-	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.3	
Total	129	7.8	0.1	0.0	-	0.0	-	0.0	7.1	0.0	7.2	

Aircraft performing any Regional Airline flying

Table 27 Number of fixed wing aircraft, landings and hours flown, by make and flying activity, for aircraft performing any Regional Airline flying (2011)

Aircraft make	Number of aircraft	Number of landings (thousands)	Hours flown								Regional Airline	Total
			Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter			
			(thousands)									
Fixed wing, single engine												
Cessna	12	14.9	0.0	0.0	0.4	0.0	0.0	-	5.2	4.4	10.0	
Other	1	1.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	
Subtotal	13	15.9	-	0.0	0.4	0.0	0.0	-	5.2	5.0	10.6	
Fixed wing, multi-engine												
Bombardier	43	82.0	0.0	0.0	-	0.0	-	0.0	1.8	76.1	78.0	
Saab	45	64.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	58.5	58.5	
Fokker	30	23.8	0.1	0.0	-	0.0	0.0	0.5	18.8	17.1	36.5	
De Havilland	21	24.5	0.0	0.0	0.1	0.0	0.1	0.0	13.2	16.2	29.5	
Fairchild	23	20.2	0.0	0.0	0.1	0.0	0.1	-	5.9	11.4	17.5	
Cessna	24	19.9	0.0	0.0	0.3	0.0	0.0	0.0	3.6	8.7	12.6	
Embraer	15	12.2	0.0	0.0	0.1	0.0	-	-	5.8	7.1	12.9	
Jetstream	5	7.3	0.0	0.0	0.1	0.0	0.0	0.0	0.1	5.6	5.8	
Piper	9	3.9	0.0	0.0	0.1	0.0	0.1	0.1	0.8	2.6	3.7	
Other	22	18.0	0.0	0.0	0.7	0.0	0.1	0.2	5.1	8.4	14.5	
Subtotal	237	276.6	0.1	0.0	1.5	0.0	0.4	0.7	55.2	211.8	269.7	
Total	250	292.5	0.1	0.0	1.9	0.0	0.4	0.7	60.4	216.7	280.3	

Section H Fuel type

Table 28 Number of aircraft and hours flown, by fuel type, in General Aviation and Regional Airline operations (2011)

<i>Fuel type</i>	<i>Number of aircraft</i>	<i>Total hours flown (thousands)</i>
Fixed wing, single engine		
Diesel	8	1.3
Kerosene	390	148.3
Gasoline	8 188	762.9
<i>Subtotal</i>	<i>8 586</i>	<i>912.5</i>
Fixed wing, multi-engine		
Diesel	5	3.7
Kerosene	689	429.2
Gasoline	1 236	217.7
<i>Subtotal</i>	<i>1 930</i>	<i>650.5</i>
<i>Subtotal (Fixed wing)</i>	<i>10 516</i>	<i>1 563.1</i>
Rotary wing, single engine		
Diesel	1	0.0
Kerosene	475	107.1
Gasoline	1 179	251.0
<i>Subtotal</i>	<i>1 655</i>	<i>358.2</i>
Rotary wing, multi-engine		
Kerosene	181	52.6
Gasoline	19	5.5
<i>Subtotal</i>	<i>200</i>	<i>58.2</i>
<i>Subtotal (Rotary wing)</i>	<i>1 855</i>	<i>416.3</i>
Balloons and airships		
Nil	354	8.7
Total	12 725	1 988.1

Section I Aircraft age

Table 29 Number of aircraft and hours flown, by age of aircraft, in General Aviation and Regional Airline operations (2006 and 2011)

Category and Age ^a (in years) of aircraft	2006		2011		Percentage change in	
	Number of aircraft	Total hours flown (thousands)	Number of aircraft	Total hours flown (thousands)	Number of aircraft	Total hours flown
Fixed wing, amateur-built						
New this year	61	1.4	44	0.8	-27.9	-44.5
1–5	302	10.7	283	10.8	-6.3	0.9
6–10	239	6.9	298	9.0	24.7	31.3
11–15	104	3.0	237	5.1	127.9	69.7
16–20	60	1.3	106	2.8	76.7	124.0
21–25	67	1.4	68	1.2	1.5	-13.3
26–30	49	0.9	63	1.1	28.6	18.8
31–35	23	0.4	55	1.0	139.1	176.2
36–40	7	0.1	22	0.2	214.3	280.6
Over 40	4	0.1	9	0.1	125.0	26.9
Subtotal	916	26.1	1 185	32.2	29.4	23.5
Fixed wing, single engine						
New this year	82	15.2	64	8.7	-22.0	-42.7
1–5	254	92.8	440	120.5	73.2	29.9
6–10	284	81.6	361	94.6	27.1	15.8
11–15	191	76.8	337	86.2	76.4	12.2
16–20	187	24.3	191	60.2	2.1	148.3
21–25	447	77.7	197	32.5	-55.9	-58.1
26–30	1 924	283.5	458	65.2	-76.2	-77.0
31–35	805	83.8	1 921	245.4	138.6	192.7
36–40	820	52.9	798	66.6	-2.7	25.9
Over 40	1 844	76.5	2 643	100.7	43.3	31.6
Subtotal	6 838	865.1	7 410	880.5	8.4	1.8
Fixed wing, multi-engine						
New this year	17	9.9	21	4.7	23.5	-52.1
1–5	60	67.5	122	87.5	103.3	29.7
6–10	48	46.8	70	58.2	45.8	24.3
11–15	110	112.7	93	70.1	-15.5	-37.7
16–20	96	101.4	156	129.4	62.5	27.5
21–25	217	105.6	102	64.7	-53.0	-38.7
26–30	541	148.6	246	64.0	-54.5	-56.9
31–35	288	61.8	519	98.0	80.2	58.6
36–40	207	32.6	264	44.3	27.5	35.9
Over 40	140	9.0	328	29.4	134.3	227.5
Subtotal	1 724	695.8	1 921	650.4	11.4	-6.5
Subtotal (Fixed wing)	9 478	1 586.9	10 516	1 563.1	11.0	-1.5

(continued)

^a Calculated by subtracting year of manufacture from the current year.

Table 29 (continued) Number of aircraft and hours flown, by age of aircraft, in General Aviation and Regional Airline operations (2006 and 2011)

Category and Age ^a (in years) of aircraft	2006		2011		Percentage change in	
	Number of aircraft	Total hours flown (thousands)	Number of aircraft	Total hours flown (thousands)	Number of aircraft	Total hours flown
Rotary wing, amateur-built						
New this year	7	0.1	6	-	-14.3	-44.7
1–5	21	0.3	30	0.4	42.9	17.6
6–10	25	0.2	22	0.4	-12.0	74.9
11–15	8	-	23	0.2	187.5	1193.8
16–20	0	0.0	8	-	na	na
Over 40	3	-	3	0.0	0.0	na
<i>Subtotal</i>	<i>64</i>	<i>0.7</i>	<i>92</i>	<i>1.0</i>	<i>43.8</i>	<i>58.0</i>
Rotary wing, single engine						
New this year	51	4.7	69	12.3	35.3	161.2
1–5	276	90.2	446	115.6	61.6	28.1
6–10	136	37.0	273	75.9	100.7	105.5
11–15	102	35.8	125	27.6	22.5	-22.7
16–20	162	40.4	98	22.3	-39.5	-44.8
21–25	102	26.6	155	33.5	52.0	25.9
26–30	112	29.7	112	26.6	0.0	-10.3
31–35	87	13.7	109	29.6	25.3	116.1
36–40	78	9.2	67	6.4	-14.1	-30.4
Over 40	44	5.2	109	7.2	147.7	38.9
<i>Subtotal</i>	<i>1150</i>	<i>292.5</i>	<i>1563</i>	<i>357.1</i>	<i>35.9</i>	<i>22.1</i>
Rotary wing, multi-engine						
New this year	4	0.6	5	0.9	25.0	50.6
1–5	12	5.7	46	16.6	283.3	193.8
6–10	4	3.0	15	5.6	275.0	85.1
11–15	14	8.6	12	4.6	-14.3	-46.4
16–20	27	11.1	30	9.3	11.1	-16.6
21–25	27	12.6	33	10.7	22.2	-14.7
26–30	17	4.9	43	7.4	152.9	52.2
31–35	1	0.5	15	2.4	na	na
36–40	0	0.0	1	0.7	na	na
<i>Subtotal</i>	<i>106</i>	<i>47.0</i>	<i>200</i>	<i>58.2</i>	<i>88.7</i>	<i>23.9</i>
<i>Subtotal (Rotary wing)</i>	<i>1320</i>	<i>340.1</i>	<i>1855</i>	<i>416.3</i>	<i>40.5</i>	<i>22.4</i>
Balloons and airships ^b						
New this year	15	0.3	14	0.4	-6.7	38.3
1–5	93	5.7	82	4.4	-11.8	-22.3
6–10	80	2.3	84	2.3	5.0	0.4
11–15	44	0.6	68	1.0	54.5	69.8
16–20	47	0.3	40	0.4	-14.9	71.2
21–25	27	0.2	34	-	25.9	-78.9
26–30	12	0.1	21	0.1	75.0	-29.0
31–35	1	0.0	11	-	1000.0	na
<i>Subtotal</i>	<i>319</i>	<i>9.4</i>	<i>354</i>	<i>8.7</i>	<i>11.0</i>	<i>-7.4</i>
Total	11117	1936.4	12725	1988.1	14.5	2.7

^a Calculated by subtracting year of manufacture from the current year.^b Includes amateur-built balloons.

Table 29(a) Number of aircraft and hours flown, by age and flying activity, in General Aviation and Regional Airline operations (2011)

Category and Age ^a (in years) of aircraft	Number of aircraft	Number of landings (thousands)	Hours flown(thousands)								
			Private	Business	Training	Test and Ferry	Aerial Work	Agriculture	Charter	Regional Airline	Total
			(thousands)								
Fixed wing, amateur-built ^b											
New this year	44	1.0	0.6	0.1	-	0.1	0.0	0.0	0.0	0.0	0.8
1–5	283	13.2	8.9	1.5	0.1	0.1	0.2	-	0.0	0.0	10.8
6–10	298	11.1	7.7	0.9	0.1	0.1	0.2	0.1	0.0	0.0	9.0
11–15	237	6.8	4.4	0.5	0.1	0.1	0.0	0.0	0.0	0.0	5.1
16–20	106	3.7	2.0	0.9	-	-	0.0	0.0	0.0	0.0	2.8
21–25	68	1.9	1.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	1.2
26–30	63	1.5	1.0	-	-	-	0.0	0.0	0.0	0.0	1.1
31–35	55	1.3	1.0	0.0	0.0	-	0.0	0.0	0.0	0.0	1.0
36–40	22	0.3	0.2	0.0	-	0.0	0.0	0.0	0.0	0.0	0.2
Over 40	9	0.1	0.1	0.0	0.0	-	0.0	0.0	0.0	0.0	0.1
Subtotal	1 185	40.9	26.9	4.0	0.3	0.5	0.4	0.2	0.0	0.0	32.2
Fixed wing, single engine											
New this year	64	19.9	0.9	0.9	2.6	0.6	0.2	3.5	0.0	0.0	8.7
1–5	440	204.2	10.3	11.0	48.3	0.7	27.3	3.5	18.3	1.2	120.5
6–10	361	163.5	12.2	7.2	30.6	0.6	17.2	6.3	17.8	2.7	94.6
11–15	337	150.1	8.4	5.5	34.1	0.3	5.5	24.8	7.2	0.4	86.2
16–20	191	111.8	1.9	0.8	39.1	0.1	1.9	13.8	2.7	0.0	60.2
21–25	197	61.1	4.1	5.1	9.7	0.1	0.9	12.4	0.3	0.0	32.5
26–30	458	80.4	12.9	6.3	19.1	0.4	8.9	5.8	11.8	0.0	65.2
31–35	1 921	345.2	45.6	25.8	100.0	2.4	22.3	7.9	41.2	0.1	245.4
36–40	798	90.8	19.0	7.2	11.1	0.4	11.0	4.4	13.5	0.0	66.6
Over 40	2 643	169.9	43.6	16.3	7.2	0.9	15.0	2.5	14.4	0.6	100.7
Subtotal	7 410	1 396.8	158.9	86.1	301.8	6.3	110.1	85.1	127.2	5.0	880.5
Fixed wing, multi engine											
New this year	21	4.9	0.0	0.4	0.4	0.2	0.2	0.0	0.4	3.2	4.7
1–5	122	93.8	2.8	3.9	9.6	0.2	24.5	0.0	4.5	42.0	87.5
6–10	70	61.5	1.1	3.5	5.4	0.2	13.9	0.0	5.6	28.5	58.2
11–15	93	61.2	0.6	5.9	1.9	0.1	10.3	0.0	12.3	39.0	70.1
16–20	156	118.3	0.6	1.6	1.9	0.8	14.7	0.0	51.0	58.7	129.4
21–25	102	62.0	0.2	1.7	0.5	0.4	1.5	0.0	36.6	23.9	64.7
26–30	246	65.6	2.3	3.5	3.8	0.6	3.9	0.0	44.1	5.8	64.0
31–35	519	112.0	4.6	5.4	13.7	0.9	10.1	0.0	55.3	8.1	98.0
36–40	264	55.9	2.0	2.0	2.3	0.7	2.7	0.0	32.4	2.2	44.3
Over 40	328	35.3	4.3	3.4	1.8	0.4	3.6	0.0	15.4	0.4	29.4
Subtotal	1 921	670.4	18.6	31.4	41.4	4.4	85.4	0.0	257.6	211.8	650.4
Subtotal (Fixed wing)	10 516	2 108.1	204.4	121.5	343.4	11.2	195.8	85.2	384.7	216.7	1 563.1
(continued)											

(continued)

^a Calculated by subtracting year of manufacture from the current year.^b Single engine and multi engine combined.

Table 29(a) (continued) Number of aircraft and hours flown, by age and flying activity, in General Aviation and Regional Airline operations (2011)

Category and Age ^a (in years) of aircraft	Number of aircraft	Number of landings (thousands)	Hours flown(thousands)								
			Private	Business	Training	Test and Ferry	Aerial Work	Agriculture	Charter	Regional Airline	Total
			(thousands)								
Rotary wing, amateur-built											
New this year	6	0.1	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
1-5	30	0.5	0.3	0.1	0.0	-	0.0	0.0	0.0	0.0	0.4
6-10	22	0.7	0.3	-	-	0.1	-	-	0.0	0.0	0.4
11-15	23	0.3	0.2	-	-	-	-	0.0	0.0	0.0	0.2
16-20	8	-	-	-	0.0	0.0	0.0	0.0	0.0	0.0	-
Over 40	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal	92	1.6	0.8	0.1	-	0.1	-	-	0.0	0.0	1.0
Rotary wing, single engine											
New this year	69	18.7	1.4	1.1	1.0	0.2	5.6	0.6	2.4	0.0	12.3
1-5	446	161.5	14.2	10.8	16.0	1.6	48.8	3.2	21.1	0.0	115.6
6-10	273	87.0	6.0	3.0	7.0	1.0	44.9	2.1	12.0	0.0	75.9
11-15	125	35.0	1.6	1.4	3.4	0.5	15.0	1.1	4.7	0.0	27.6
16-20	98	22.6	1.4	0.2	2.0	0.6	15.0	0.8	2.4	0.0	22.3
21-25	155	37.4	3.0	0.4	1.6	0.4	22.7	0.7	4.8	0.0	33.5
26-30	112	50.2	0.5	0.1	2.8	0.4	10.4	1.6	10.8	0.0	26.6
31-35	109	53.1	0.1	0.6	3.0	0.4	10.1	2.8	12.5	0.0	29.6
36-40	67	9.5	0.4	0.4	0.3	0.1	2.6	1.3	1.4	0.0	6.4
Over 40	109	11.2	0.8	0.3	1.5	0.1	1.7	1.0	1.9	0.0	7.2
Subtotal	1 563	486.4	29.5	18.3	38.4	5.3	176.7	15.1	73.9	0.0	357.1
Rotary wing, multi-engine											
New this year	5	1.3	0.1	0.0	0.1	0.0	0.0	0.0	0.7	0.0	0.9
1-5	46	34.7	0.7	0.3	1.6	0.3	5.8	0.0	8.0	0.0	16.6
6-10	15	8.8	0.3	0.2	0.4	-	3.4	0.0	1.2	0.0	5.6
11-15	12	14.7	0.1	0.8	0.3	0.1	2.9	0.0	0.5	0.0	4.6
16-20	30	30.4	0.0	3.4	0.8	0.2	4.3	0.0	0.5	0.0	9.3
21-25	33	26.2	0.3	-	0.7	0.4	5.2	0.0	4.0	0.0	10.7
26-30	43	14.4	-	-	0.9	0.3	2.5	0.0	3.8	0.0	7.4
31-35	15	4.8	0.0	-	0.1	-	1.4	0.0	0.8	0.0	2.4
35-40	1	1.0	0.0	0.0	0.1	0.0	0.6	0.0	0.0	0.0	0.7
Subtotal	200	136.3	1.5	4.8	4.9	1.4	26.1	0.0	19.5	0.0	58.2
Subtotal (Rotary wing)	1 855	624.3	31.8	23.1	43.3	6.8	202.8	15.1	93.4	0.0	416.3
Balloons and airships ^b											
New this year	14	0.5	-	0.0	0.0	0.0	-	0.0	0.4	0.0	0.4
1-5	82	4.6	0.3	-	-	0.0	0.1	0.0	4.0	0.0	4.4
6-10	84	2.5	0.4	-	-	0.0	-	0.0	1.9	0.0	2.3
11-15	68	1.3	0.4	0.2	0.0	0.0	0.0	0.0	0.5	0.0	1.0
16-20	40	0.4	0.2	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.4
21-25	34	0.1	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-
26-30	21	0.1	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
31-35	11	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
Subtotal	354	9.6	1.3	0.2	0.1	0.0	0.1	0.0	7.1	0.0	8.7
Total	12 725	2 742.0	237.4	144.8	386.8	17.9	398.8	100.4	485.2	216.7	1 988.1

^a Calculated by subtracting year of manufacture from the current year.^b Includes amateur-built balloons.

Table 29(b) Average aircraft age, by flying activity, in General Aviation and Regional Airline operations (2001–11)

Year	Private	Business	Test & Ferry	Training	Aerial Work (years)	Agriculture	Charter	Regional Airlines	Active aircraft
2001	26.9	25.1	23.6	22.5	22.3	20.3	22.2	16.4	24.5
2002	27.3	26.0	24.5	23.2	22.8	21.0	23.0	17.6	25.3
2003	28.1	26.0	24.8	23.7	22.8	21.9	23.4	18.1	25.8
2004	28.8	26.4	24.9	24.5	22.9	22.5	23.9	18.4	26.3
2005	29.2	26.9	26.0	24.6	22.9	23.2	23.9	17.9	26.6
2006	29.2	26.8	25.0	24.4	22.5	23.7	23.9	19.0	26.7
2007	29.2	26.4	25.1	24.4	21.8	24.4	23.3	19.3	26.5
2008	29.4	26.1	25.1	24.0	21.7	24.1	23.3	17.7	26.5
2009	29.8	26.2	25.0	24.2	21.6	24.3	23.8	16.8	26.9
2010	29.7	25.9	24.9	24.7	21.9	24.3	23.7	17.6	27.0
2011	30.0	25.9	25.2	24.4	21.3	23.1	23.4	17.9	27.0

Note: Aircraft flying in more than one category contribute to each category.

Only aircraft active in the that category during the relevant year are included.

Section J Frequency distribution

Table 30 Frequency distribution of aircraft, by aircraft category and hours flown, in General Aviation and Regional Airline operations (2010 and 2011)

<i>Category of aircraft and total hours flown</i>	<i>Number of aircraft</i>		<i>Percentage change</i>
	<i>2010</i>	<i>2011</i>	
Fixed wing, amateur-built ^a			
0	336	361	7.4
1–50	588	617	4.9
51–100	151	157	4.0
Over 100	43	50	16.3
<i>Subtotal</i>	<i>1 118</i>	<i>1 185</i>	<i>6.0</i>
Fixed wing, single engine			
0	1 431	1 513	5.7
1–50	2 663	2 717	2.0
51–100	1 130	1 119	-1.0
101–200	754	758	0.5
201–500	843	800	-5.1
Over 500	554	503	-9.2
<i>Subtotal</i>	<i>7 375</i>	<i>7 410</i>	<i>0.5</i>
Fixed wing, multi-engine			
0	333	353	6.0
1–50	307	303	-1.3
51–100	196	192	-2.0
101–200	257	251	-2.3
201–500	426	371	-12.9
Over 500	406	451	11.1
<i>Subtotal</i>	<i>1 925</i>	<i>1 921</i>	<i>-0.2</i>
<i>Subtotal (Fixed wing)</i>	<i>10 418</i>	<i>10 516</i>	<i>0.9</i>

(continued)

^a Single engine and multi engine combined.

Table 30 (continued) Frequency distribution of aircraft, by aircraft category and hours flown, in General Aviation and Regional Airline operations (2010 and 2011)

Category of aircraft and total hours flown	Number of aircraft		Percentage change
	2010	2011	
Rotary wing, amateur-built			
0	48	49	2.1
1–50	34	39	14.7
Over 50	3	4	33.3
<i>Subtotal</i>	85	92	8.2
Rotary wing, single engine			
0	234	216	-7.7
1–50	169	197	16.6
51–100	171	171	0.0
101–200	321	355	10.6
201–500	428	428	0.0
Over 500	202	196	-3.0
<i>Subtotal</i>	1 525	1 563	2.5
Rotary wing, multi-engine			
0	20	19	-5.0
1–50	20	23	15.0
51–100	14	15	7.1
101–200	25	32	28.0
201–500	66	68	3.0
Over 500	45	43	-4.4
<i>Subtotal</i>	190	200	5.3
<i>Subtotal (Rotary wing)</i>	1 800	1 855	3.1
Balloons and airships ^b			
0	136	148	8.8
1–50	147	141	-4.1
51–100	40	44	10.0
101–200	21	20	-4.8
Over 200	2	1	-50.0
<i>Subtotal</i>	346	354	2.3
Total	12 564	12 725	1.3

^b Includes amateur-built balloons.

Section K Regular Public Transport (RPT) hours flown

Table 31 Hours flown, by industry sector, in Regular Public Transport (RPT) operations (2001–2011)

Year	Major Australian airlines		Regional Airlines	Total
	Domestic	International		
	operations	operations		
(thousands)				
2001	457.7	288.6	298.0	1 044.3
2002	414.3	261.6	250.1	926.0
2003	456.0	261.6	234.7	952.3
2004	532.6	303.2	251.4	1 087.1
2005	562.3	327.1	254.7	1 144.1
2006	574.8	340.4	241.5	1 156.7
2007	591.3	358.3	241.9	1 191.6
2008	667.0	368.9	214.7	1 250.5
2009	664.9	372.5	204.1	1 241.4
2010	725.8 ^r	392.8	228.1	1 346.7 ^r
2011	739.9	406.7	216.7	1 363.3

Table 32 Number of aircraft and hours flown, by power type, in Regional Airline operations (2001–2011)

Year	Number of aircraft			Hours flown		
	Piston	Turboprop	Jet	Piston	Turboprop	Jet
	(thousands)					
2001	96	135	19	38.7	225.0	34.3
2002	87	138	6	31.2	207.1	11.9
2003	87	128	4	29.7	200.6	4.4
2004	82	133	5	33.8	213.1	4.5
2005	85	145	7	33.4	215.0	6.3
2006	74	154	7	30.3	206.0	5.2
2007	63	158	18	25.9	203.4	12.7
2008	44	162	27	14.7	182.2	17.7
2009	28	170	22	11.9	179.7	12.5
2010	31	179	28	8.0	208.0	12.2
2011	36	190	24	11.8	193.5	11.4

Note: Includes aircraft performing any RPT hours during the year.

Table 33 Hours flown, by aircraft make, in Regional Airline operations (2006–11)

<i>Aircraft make</i>	<i>2006</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>
	<i>(thousands)</i>					
Fixed wing, single engine						
Cessna	6.2	3.7	0.0	2.1	3.2	4.4
Gippsland	0.0	0.0	0.0	0.0	0.0	0.0
Other	0.6	0.0	0.0	0.0	0.0	0.6
<i>Subtotal</i>	<i>6.8</i>	<i>3.7</i>	<i>0.0</i>	<i>2.1</i>	<i>3.2</i>	<i>5.0</i>
Fixed wing, multi-engine						
Bombardier	57.3	55.9	58.6	70.0	85.8	76.1
Saab	56.4	68.3	71.2	57.7	68.6	58.5
Fokker	13.2	16.5	23.8	19.5	20.5	17.1
De Havilland	40.1	30.7	9.8	13.2	12.8	16.2
Fairchild	19.0	12.6	10.6	6.8	10.7	11.4
Cessna	13.9	11.5	6.1	7.6	4.1	8.7
Embraer	10.4	11.6	12.6	9.2	6.4	7.1
Jetstream	0.0	0.0	4.1	6.0	5.4	5.6
Piper	8.4	9.0	6.2	3.0	2.8	2.6
Airbus	0.0	0.0	0.0	0.0	0.0	2.4
British Aerospace	6.0	6.2	1.4	2.9	2.1	2.0
Other	9.8	16.1	10.3	6.0	5.8	4.0
<i>Subtotal</i>	<i>234.7</i>	<i>238.3</i>	<i>214.7</i>	<i>202.0</i>	<i>224.9</i>	<i>211.8</i>
<i>Total</i>	<i>241.5</i>	<i>241.9</i>	<i>214.7</i>	<i>204.1</i>	<i>228.1</i>	<i>216.7</i>

Section L Sport Aviation activity

Ultralight activity

Table 34 Hours flown^(a), by state or territory and category of aircraft, in Ultralight operations (2011)

State or Territory	Uncertified	Certified aircraft							Total		
	aircraft	Commercially manufactured			Amateur-built		Weight shift			Subtotal	
		CAO	CAO	CAO	CAO	CAO	Powered	Trikes		(Certified aircraft)	
		95.10	95.25	95.55	101.55	95.55	101.28	parachutes			CAO
								CAO 95.32			95.32
(thousands)											
QLD	0.2	2.3	28.3	1.3	11.0	0.3	0.3	1.1	44.6	44.8	
NSW	0.5	0.9	23.9	2.2	5.5	0.2	0.3	2.0	34.9	35.3	
VIC	0.2	0.9	21.7	3.3	5.0	0.3	1.4	2.4	34.9	35.1	
SA	0.1	0.5	12.2	1.6	3.6	0.2	0.1	0.9	18.9	19.1	
WA	0.1	0.3	5.4	0.2	2.0	-	0.3	0.7	8.9	9.0	
TAS	0.0	0.7	2.4	1.6	0.5	-	0.2	0.1	5.5	5.5	
NT	0.0	-	0.9	-	0.2	-	-	0.1	1.2	1.2	
ACT	-	0.0	0.4	-	0.3	0.0	0.0	0.1	0.7	0.7	
Unknown	-	-	-	-	0.0	-	-	-	-	-	
Australia	1.1	5.5	95.2	10.3	27.9	1.0	2.5	7.3	149.7	150.8	

^a Covers hours flown during the previous 12 months at time of annual renewal of each aircraft's registration.

Note: All statistics courtesy of Recreational Aviation Australia (RA-Aus).

Table 35 Hours flown^(a), by category of aircraft, in Ultralight operations (2001–11)

Year	Uncertified	Certified aircraft							Total		
	aircraft	Commercially manufactured			Amateur-built		Weight shift			Subtotal	
		CAO	CAO	CAO	CAO	CAO	Powered	Trikes		(Certified aircraft)	
		95.10	95.25	95.55	101.55	95.55	101.28	parachutes			CAO
								CAO 95.32			95.32
(thousands)											
2001	8.0	20.2	3.3	26.6	11.0	5.1	1.0	1.2	68.4	76.5	
2002	7.4	20.3	5.4	25.7	14.7	4.5	1.0	1.6	73.2	80.6	
2003	6.5	18.3	8.6	25.8	17.7	3.9	1.4	2.3	78.0	84.5	
2004	6.1	17.2	11.9	24.8	19.6	3.7	1.6	2.1	81.0	87.1	
2005	5.9	16.3	14.3	23.3	23.2	3.5	2.0	4.4	87.0	92.9	
2006	5.1	15.3	32.8	25.2	31.1	3.3	3.0	4.5	115.1	120.2	
2007	4.0	13.1	55.8	21.3	31.9	3.1	3.4	5.6	134.2	138.3	
2008	2.9	11.7	71.2	19.1	36.7	3.5	3.9	7.2	153.3	156.2	
2009	2.8	11.6	88.3	16.8	39.7	3.3	4.2	7.5	171.5	174.3	
2010	2.3	7.6	72.3	7.6	33.9	5.3	2.5	10.5	139.7	141.9	
2011	1.1	5.5	95.2	10.3	27.9	1.0	2.5	7.3	149.7	150.8	

^a Covers hours flown during the previous 12 months at time of annual renewal of each aircraft's registration.

Note: All statistics courtesy of Recreational Aviation Australia (RA-Aus).

Table 36 Number of Ultralight aircraft and hours flown, by aircraft make (2011)

<i>Type approved aircraft and aircraft make</i>	<i>Number of aircraft</i>	<i>Hours flown^a (thousands)</i>
Uncertified aircraft (CAO 95.10)	255	1.1
Commercially manufactured aircraft (CAO 95.25)		
Austflight ULA	77	2.3
Thruster	111	1.5
Australian Light Wing	74	1.4
Skywise	10	0.2
Sapphire	8	0.1
Facet	8	-
Other	1	0.0
<i>Subtotal</i>	289	5.5
Commercially manufactured aircraft (CAO 95.55)		
Jabiru	377	37.3
Tecnam	137	18.9
Aeroprakt	71	9.0
Evektor	37	5.4
Skyfox	60	4.9
Fly Synthesis	32	3.5
Ercoupe	4	1.6
Fantasy Air	12	1.4
ICP	17	1.4
Flight Design	27	1.2
Cubcrafters	10	0.9
Moyes	8	0.8
EuroFox	10	0.7
Pipistrel	19	0.7
Other	225	7.6
<i>Subtotal</i>	1 046	95.2
Commercially manufactured aircraft (CAO 101.55)		
Jabiru	115	5.3
Eipper	6	2.1
Skyfox	60	2.1
Austflight ULA	27	0.6
Australian Light Wing	10	0.2
Other	1	--
<i>Subtotal</i>	219	10.3
<i>Subtotal (Commercially manufactured aircraft)</i>	1 554	111.0

(continued)

^a Covers hours flown during the previous 12 months at time of annual renewal of each aircraft's registration.

Note: All statistics courtesy of Recreational Aviation Australia (RA-Aus).

Table 36 (continued) Number of Ultralight aircraft and hours flown, by aircraft make (2011)

<i>Type approved aircraft and aircraft make</i>	<i>Number of aircraft</i>	<i>Hours flown^a (thousands)</i>
Amateur-built aircraft (CAO 95.55)		
Jabiru	280	8.3
ICP	123	3.5
Wayne Fisher	13	2.2
Rand Kar	61	1.6
Zenair	84	1.3
SkyStar	4	0.6
Rainbow Aircraft	27	0.6
Sonex	18	0.5
IBIS Aircraft	5	0.4
Skyranger	17	0.4
Foxcon	27	0.4
Vans Aircraft	14	0.4
Jodel	22	0.4
Australian Aircraft Kits	10	0.4
Corby	19	0.3
RANS	31	0.3
Arion Aircraft	12	0.3
Aeropup	8	0.3
Monnett	14	0.2
Denney	10	0.2
Atec	8	0.2
Cadet	8	0.2
Slepcev	8	0.2
CLASS	4	0.2
S G Aviation	10	0.2
Europa	8	0.2
Spectrum	6	0.2
Fly Synthesis	5	0.1
Maxair	13	0.1
Austflight ULA	9	0.1
Sapphire	10	0.1
Fantasy Air	4	0.1
Other	356	3.6
<i>Subtotal</i>	<i>1 248</i>	<i>27.9</i>

(continued)

^a Covers hours flown during the previous 12 months at time of annual renewal of each aircraft's registration.

Note: All statistics courtesy of Recreational Aviation Australia (RA-Aus).

Table 36 (continued) Number of Ultralight aircraft and hours flown, by aircraft make (2011)

<i>Type approved aircraft and aircraft make</i>	<i>Number of aircraft</i>	<i>Hours flown^a (thousands)</i>
Amateur-built aircraft (CAO 101.28)		
Jabiru	13	0.3
CFM	4	0.1
RANS	15	0.1
SkyStar	8	0.1
Corby	7	0.1
Australian Aviation Works	5	-
Other	57	0.3
<i>Subtotal</i>	<i>109</i>	<i>1.0</i>
<i>Subtotal (Amateur-built aircraft)</i>	<i>1 357</i>	<i>29.0</i>
Weight shift aircraft (CAO 95.32)		
Powered Parachutes		
Aerochute	240	2.4
Powerchute	8	-
Other	4	-
<i>Subtotal</i>	<i>252</i>	<i>2.5</i>
Trikes		
Airborne Windsports	247	6.6
Westland	5	0.1
Pegasus	14	0.1
Other	35	0.5
<i>Subtotal</i>	<i>301</i>	<i>7.3</i>
<i>Subtotal (Weight shift aircraft)</i>	<i>553</i>	<i>9.7</i>
<i>Subtotal (Certified aircraft)</i>	<i>3 464</i>	<i>149.7</i>
Total	3 719	150.8

^a Covers hours flown during the previous 12 months at time of annual renewal of each aircraft's registration.

Note: All statistics courtesy of Recreational Aviation Australia (RA-Aus).

Gliding activity

Table 37 Number of aircraft, hours flown and launches in Gliding operations (2001 to 2010–11)

Year	Number of	Hours Flown ^b	Launches ^b
	aircraft ^a	(thousands)	
2001	1 059	..	..
2002	1 083	..	..
2003	1 084	..	..
2004	1 095	..	..
2004–05	1 110	194.7	184.5
2005–06	1 132	228.9	169.7
2006–07	1 145	343.4	176.7
2007–08	1 205	169.9	161.8
2008–09	1 150	198.4	168.1
2009–10	1 177	228.7	142.9
2011	1 205	126.9	110.2

^a Until 2004, number of gliders are from the aircraft register at 30 June.

For financial year 2004–05 onwards, the data is supplied by the Gliding Federation of Australia.

^b No data is available between 2000 and 2004.

Note: In 2011, figures are estimated from a response rate of 48 per cent.

Hang Gliding activity

Table 38 Hours flown, by state or territory and category of aircraft, in Hang Gliding operations (2010–11)

State or Territory	Hang Gliders	Paragliders	Weight shift microlights (Powered hang gliders)	Total
(thousand hours)				
NSW	17.7	18.8	4.7	41.2
QLD	5.9	12.2	3.3	21.5
VIC	5.1	11.9	3.9	20.9
WA	1.6	4.4	2.3	8.3
SA/NT	1.6	1.8	0.6	3.9
ACT	1.0	0.4	-	1.5
TAS	0.4	0.7	0.3	1.4
Australia	33.2	50.3	15.1	98.7

Note: All statistics courtesy of Hang Gliding Federation of Australia (HGFA).

Table 39 Number of aircraft and hours flown, by category of aircraft, in Hang Gliding operations (2000–2001 to 2010–11)

Year	Hang Gliders		Paragliders		Weight shift microlights (Powered hang gliders)		Total	
	Number of aircraft	Hours flown (thousands)	Number of aircraft	Hours flown (thousands)	Number of aircraft	Hours flown (thousands)	Number of aircraft	Hours flown (thousands)
2000–01	1 864	53.4	1 121	32.2	397	34.4	3 382	120.0
2001–02	1 540	48.0	1 334	37.4	467	36.8	3 341	122.2
2002–03	1 590	48.8	1 326	44.8	477	31.1	3 393	124.7
2003–04	1 555	48.7	1 472	52.9	557	30.4	3 584	132.0
2004–05	1 403	43.3	1 445	59.0	729	31.9	3 577	134.2
2005–06	1 001	32.1	1 132	44.9	504	25.9	2 637	103.0
2006–07	975	31.8	1 162	40.8	500	21.9	2 637	94.5
2007–08	933	30.4	1 206	37.9	468	20.0	2 607	88.3
2008–09	882	34.8	1 165	41.7	419	19.5	2 466	96.0
2009–10	923	35.6	1 256	45.5	398	16.8	2 577	97.9
2010–11	861	33.2	1 352	50.3	358	15.1	2 571	98.7

Note: All statistics courtesy of the Hang Gliding Federation of Australia (HGFA).

Gyroplane activity

Table 40 Number of aircraft and hours flown in Gyroplane operations
(2000–2001 to 2011)

Year ^a	Number of active aircraft	Private	Dual training	Gyro glider training	Search & Rescue	Total
		(thousand hours)				
2000–01	..	33.0	3.9	0.1	-	37.0
2001–02	..	30.0	2.2	0.1	-	32.3
2002–03	..	25.1	2.9	0.3	-	28.3
2003–04	..	26.5	2.4	0.3	-	29.3
2004–05	220	30.9	1.8	0.2	-	32.9
2006	280	24.6	2.9	0.3	-	27.9
2007	276	26.2	1.7	-	-	28.0
2008	374	29.0	1.4	0.1	0.0	30.5
2009	491	30.0	5.6	0.1	-	35.6
2010	435	38.4	5.7	0.1	0.1	44.4
2011	365	44.0	4.4	0.1	-	48.6

^a ASRA changed its survey to calendar year from 2006 onwards.

Note: All statistics courtesy of the Australian Sport Rotorcraft Association (ASRA). In 2010, figures are estimated from a response rate of 57 per cent. Only includes members reporting greater than zero hours.



Bureau of Infrastructure, Transport and Regional Economics

General Aviation Activity Survey
Year ended 31 December 2011

Flying activity performed entirely outside Australia or its Territories should not be recorded.

Please return the completed form by 24 February 2012.

This information is collected under the authority of Air Navigation Regulation 12 which provides penalties for non compliance.

- (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 2011 that are not listed. If insufficient room please photocopy form and attach additional sheets.
- (b) Total Landings — Please enter the total number of landings for each aircraft, including 'touch and go' landings and alightings on water for 2011. In the case of balloons, indicate the number of envelope inflations. If zero hours flown please write 'nil flying', include the reason in Section 3 and return the form to enable accurate statistics to be compiled.
- (c) Aircraft Base — Please indicate the postcode of the aerodrome or landing area at which the aircraft was most frequently based during 2011. For balloon operations, indicate the postcode of the general area from which most flying was conducted.

[illegible]

User Name:

Password:

Signature

Printed name _____

Phone number

Email

Date _____

/ / 2012

Australian Government Statistical Clearing House Approval Number 00560—08

SECTION 2: 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 2011, please provide a 'Nil flying' response by entering '0' in the Landings field, as this is required for producing accurate estimates of activity.*

- **PRIVATE**
Flying for private pleasure, sport or recreation, including parachute dropping, or personal transport not associated with a business or profession (including Angel flights).
- **BUSINESS**
Flying associated with a business or profession, but not directly for hire or reward (including adventure flights).
- **CHARTER**
Flying involving the carriage of passengers or cargo by the aircraft operator or his/her employees for hire or reward (but excluding scheduled regional airline operations).
- **REGIONAL AIRLINE**
Airlines conducting Regular Public Transport operations primarily servicing regional centres.
- **AGRICULTURE**
Flying involving the carriage and/or spreading of chemicals, seeds, fertilisers or other substances for agricultural purposes, including the purposes of pest and disease control.
- **TEST AND FERRY**
Flying associated with the testing of an aircraft or associated with its delivery or movement to a location for maintenance, hire or other planned use.
- **TRAINING**
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.
- **MUSTERING**
Aerial stock mustering involving the direct use of aircraft for the movement of livestock.
- **SURVEY AND PHOTOGRAPHY**
All aerial survey and photographic work.
- **PIPELINE AND POWERLINE PATROL**
Aerial inspection patrols along pipelines or powerlines.
- **SEARCH AND RESCUE**
Includes any search missions as well as evacuation or rescue work.
- **AMBULANCE**
Operations as an aerial ambulance for the transport of ill or injured persons.
- **TOWING**
Includes glider, target and banner towing.
- **OTHER AERIAL WORK**
Includes aerial spotting (stock, fish, fire, etc.), advertising, cloud seeding, fire fighting, coastal surveillance, etc.

SECTION 3: Additional details/comments

Please include any extra information which may be relevant (e.g. reasons for nil flying activity). If you can only report the activity of an aircraft for part of the year please indicate the period.

SECTION 4: 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 Paul Halliday on (02) 6274 6797, fax (02) 6274 7727 or email avstats@infrastructure.gov.au.

Definitions

Ambulance	Operations as an aerial ambulance for the transport of ill or injured persons.
Aerial Work	Includes all survey and photography, spotting, 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).
Agriculture	Flying involving the carriage and/or spreading of chemicals, seeds, fertilisers or other substances for agricultural purposes, including for the purposes of pest and disease control.
Business	Flying associated with a business or profession, but not directly for hire or reward (including adventure flights.)
Charter	Flying involving the carriage of passengers or cargo by the aircraft operator or his/her employees for hire or reward (but excluding scheduled regional airline operations).
General Aviation	All non-scheduled (non RPT) flying activities other than flying activities performed by major Australian airlines.
Hours Flown	Flying time performed, measured on a wheels start to wheels stop basis.
Major Australian Domestic Airlines	Australian airlines operating RPT aircraft not included in the General Aviation collection, that is Jetstar, Qantas, Tiger Airways, and Virgin Blue in 2011.
Mustering	Aerial stock mustering involving the direct use of aircraft for the movement of livestock.
Other Aerial Work	Includes aerial spotting (stock, fish, fire, etc.), advertising, cloud seeding, fire fighting, coastal surveillance, etc.
Private	Flying for private pleasure, sport or recreation, including parachute dropping, or personal transport not associated with a business or profession (including Angel flights.)
Pipeline and Powerline Patrol	Aerial inspection patrols along pipelines or powerlines.
Regional Airline	Airlines conducting RPT operations primarily servicing regional centres.

Regular Public Transport (RPT)	Scheduled airline services available to the public for carriage of passengers or cargo, including domestic, regional and international airline operations.
Search and Rescue	Includes any search missions, as well as evacuation or rescue work.
Survey and Photography	All aerial survey and photographic work.
Test and Ferry	Flying associated with the testing of an aircraft or associated with its delivery or movement to a location for maintenance, hire or other planned use.
Towing	Includes glider, target and banner towing.
Training	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.

Aviation Statistics publications

These publications and data releases are available in electronic format, and can be downloaded free of charge from the Department's web site at <http://www.bitre.gov.au/Info.aspx?NodeId=49>.

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.

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.

Airline On Time Performance

Produced: Monthly, calendar and financial years.

Contents: Domestic airline on time performance by airline, route and airport.

Avline

Produced: Financial year.

Contents: Overview of Australian aviation industry including traffic data, air fares, and airport charges.

General Aviation Activity

Produced: Calendar year.

Contents: General Aviation flying activity; hours flown and landings by category of operation and aircraft type; numbers of aircraft by type.

Airport Traffic Data

Produced: Financial year, monthly for top 20 airports.

Contents: Time series of airport activity for the international, domestic and regional RPT sectors.

Domestic Airfares indexes

Produced: Monthly.

Contents: Time series of fare indexes covering business, full economy, restricted economy and best discount fares.

Australian Air Distances

Produced: As required.

Contents: Air distances covering routes operated on commercial services.