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General Aviation Activity 2012

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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 were discussed in *General Aviation Activity 2011* and readers were invited to provide feedback. All comments were considered, with the following changes to be introduced to future issues of this publication:

- BITRE will adopt the new ICAO Classification of Civil Aviation Activities, incorporating additional detail to better reflect Australian conditions. The new classification will be introduced to the 2014 General Aviation Activity Survey questionnaire, with survey activity taking place in the first half of 2015.
- The structure of tables will change to reflect the new classification in the 2014 issue of this publication. An example layout is provided below for Table 2:

**Table 2 Civil Aviation, hours flown and percentage change, by industry sector and flying activity (2010–12)**

Type of flying activity	2010		2011		2012	
	Hours flown	Percentage	Hours flown	Percentage	Hours flown	Percentage
	(thousands)	change over 2009	(thousands)	change over 2010	(thousands)	change over 2011
<i>Commercial Air Transport Services</i>						
Scheduled (regular public transport, or RPT) Services by Australian Airlines						
Domestic operations						
International operations						
Non-scheduled transport						
Passenger and freight transport charters						
Air ambulance						
Other / on demand charters						
Other non-scheduled						
<i>General Aviation</i>						
Aerial work						
Agriculture spreading / spraying						
Agricultural Mustering						
Other Agriculture						
Construction						
Photography						
Surveying						
Observation and patrol						
Search and rescue						
Fire fighting						
Aerial advertisement						
Other Aerial work						
Own-use Business Aviation						
Instructional flying						
Sport and pleasure flying						
Glider towing						
Parachute dropping						
Aerobatics						
Joyflights / sightseeing charters						
Pleasure and personal transport						
Other sport and pleasure flying						
Other flying						
Test and ferry						
Other						

- While the results of the General Aviation Activity Survey are presented in this publication, statistics are also presented for commercial air transport activity (including Regular Public Transport). The title of this publication will therefore change to *Australian Aircraft Activity* for the 2013 issue.



# Explanatory notes

## 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 75 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 2011, the increase/decrease in activity in 2012 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 20 aircraft (0.2 per cent) in the collection for the first time in 2012 that did not respond.

Of the 75 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 was 3.6 million in 2012, an increase of 2.1 per cent compared with the previous year (see Table 1).

Activity in the General Aviation sector fell in 2012, with a decrease in flying hours of 3.8 per cent to 1.7 million hours (see Table 1).

Within the General Aviation sector, the only categories recording an increase in activity were, Test and Ferry (15.9 per cent higher), and Charter (3.4 per cent higher). Of the other activities, Agriculture recorded a decrease of 11.3 per cent, Business a decrease of 9.9 per cent, Aerial Work a decrease of 7.4 per cent, Training a decrease of 6.7 per cent, and Private flying a decrease of 2.0 per cent (see Table 2).

Regional Airlines recorded a decrease of 5.7 per cent in flying hours (see Table 2).

Figure 1 shows the number of hours flown by the general aviation sector between 2002 and 2012 and Figure 2 shows the relative sizes of industry sectors based on hours flown (see Table 2).

Figure 1 General Aviation activity (2002–2012)

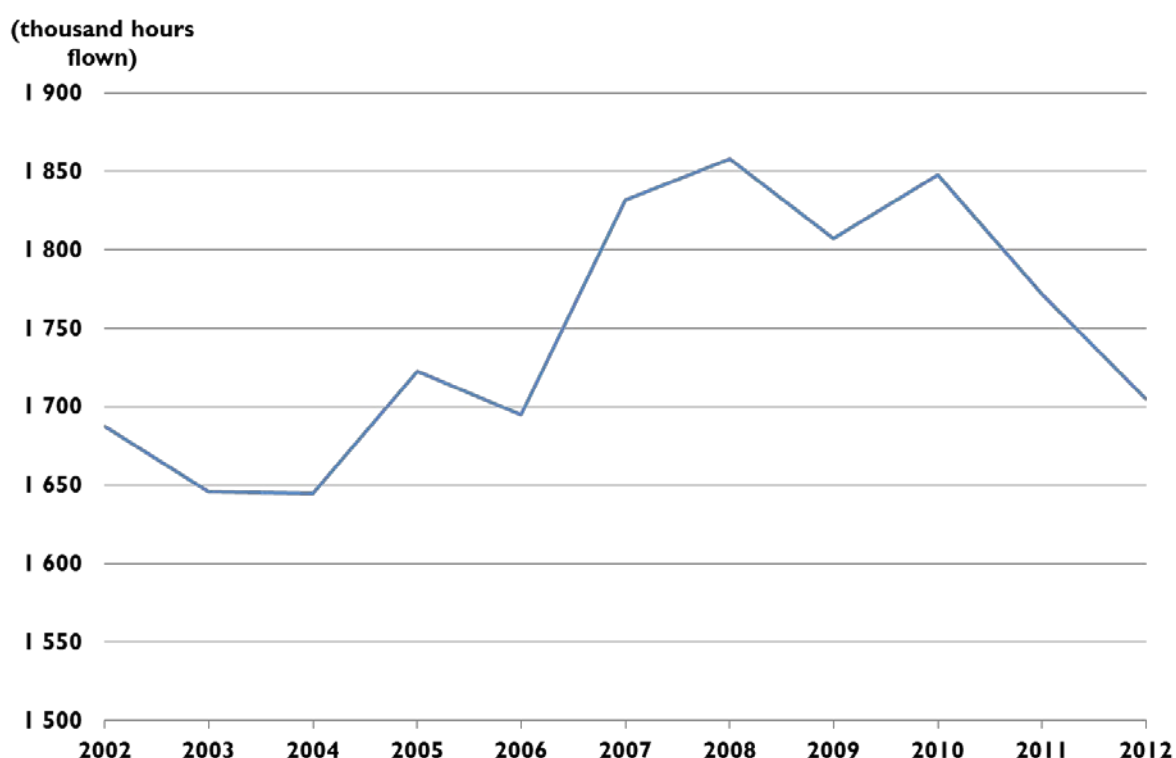
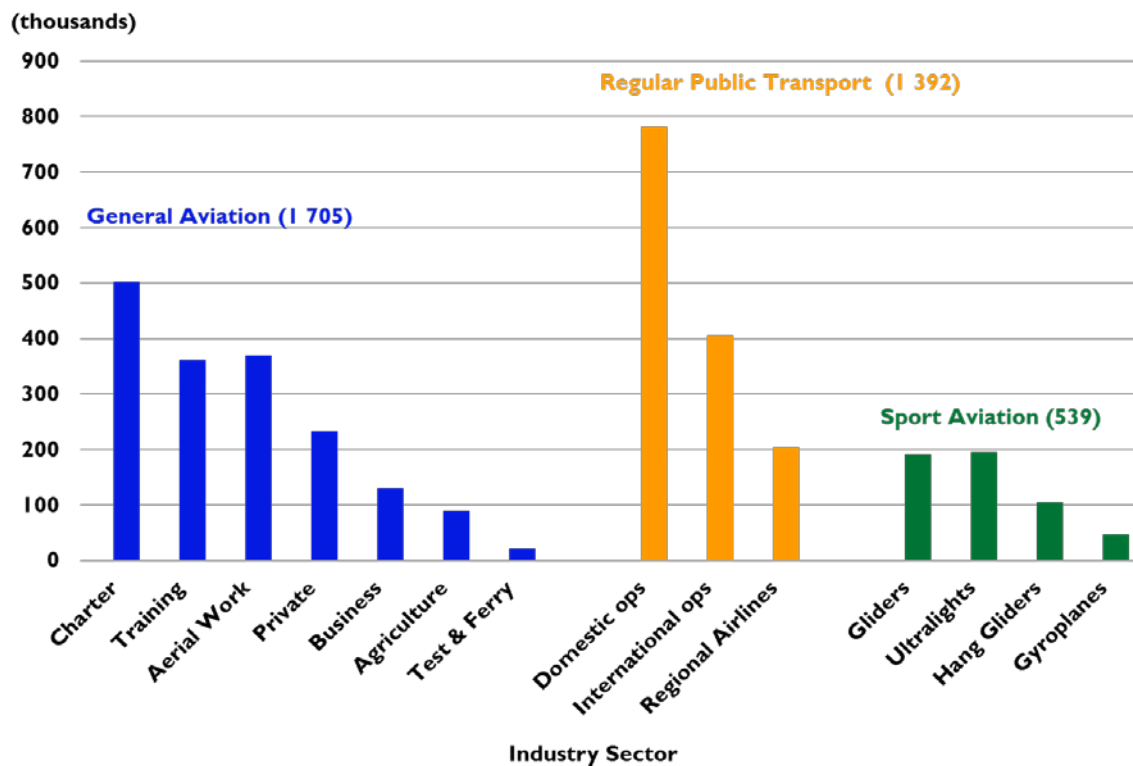


Figure 2 Hours flown by industry sector (2012)



## The General Aviation and Regional Airline fleet

The general aviation and regional airline fleet include 12 430 aircraft on the Civil Aviation Aircraft Register. The number of aircraft registered at 31 December 2012 represents a decrease of 2.3 per cent over the number registered at 31 December 2011 (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 decreased by 1.7 per cent to 8 443, or 67.9 per cent of all registered aircraft in the General Aviation and Regional Airline sectors (see Table 5).

Fixed wing, multi-engine aircraft decreased by 6.0 per cent to 1 815 (14.6 per cent of the total) (see Table 5).

The number of helicopters decreased by 2.0 per cent to 1 817 (14.6 per cent of the total), with the number of single engine helicopters decreasing by 2.1 per cent to 1 620. The number of multi-engine helicopters decreased by 1.5 per cent to 197 (see Table 6).

Hot-air balloons and airships increased by 0.3 per cent to 355, or 2.9 per cent of total aircraft (see Table 7).

In 2012, 1 302 amateur-built aircraft accounted for 10.5 per cent of all aircraft in the General Aviation and Regional Airline fleet. This represents a 0.9 per cent increase over the number of amateur-built aircraft in 2011 (1 290 aircraft).

The Australian General Aviation and Regional Airline fleet contains many older aircraft, with the average age being 27.7 years, which is an increase compared to 2011 (27.0 years) (see Table 29b). A total of 601.9 thousand hours (or 31.5 per cent of all flying) were performed in aircraft under 11 years old, 380.3 thousand hours (19.9 per cent) in aircraft aged between 11 and 20 years old, 292.7 thousand hours (15.3 per cent) in aircraft between 21 and 30 years old and 634.3 thousand hours (33.2 per cent) in aircraft over 30 years old (see Table 29).

For Charter and Regional Airline flying, 74.4 per cent (75.0 per cent in 2011) was conducted in aircraft more than 10 years old and 52.9 per cent (49.3 per cent in 2011) in aircraft more than 20 years old (see Table 29a). The average age of the Regional Airline fleet decreased from 17.9 to 17.4 years between 2011 and 2012 (see Table 29b).

Between 2011 and 2012, the number of piston engine aircraft used in Regional Airline flying fell from 36 to 24 aircraft (33.3 per cent), and the number of hours flown by those aircraft in Regional Airline flying decreased by 51.0 per cent (down from 11.8 to 5.8 thousand hours) (see Table 32). The number of turboprop aircraft used in Regional Airline flying fell by 18.4 per cent, while the number of jet aircraft used in Regional Airline flying increased by 12.5 per cent. Hours flown by turboprop and jet engine aircraft in Regional Airline flying decreased by 3.2 per cent and 1.2 per cent respectively. The vast majority of Regional Airline flying hours continues to be conducted by turboprop aircraft (91.6 per cent).

Of 174 new aircraft in 2012 (Table 29), rotary wing single engine aircraft accounted for 26.4 per cent (46 aircraft). New fixed wing, single engine aircraft accounted for another 23.0 per cent (40 aircraft) while there were 51 (29.3 per cent) new fixed wing amateur-built aircraft (see Table 29).

Average flying hours per aircraft decreased by 1.7 per cent, from 156.2 hours in 2011 to 153.6 hours in 2012. For active aircraft only, excluding aircraft that were not flown during the year, the average number of hours flown was 200.0 per aircraft (see Table 3).

Of the active aircraft, 40.2 per cent flew 50 hours or less during 2012, while 57.8 per cent flew 100 hours or less (see Table 30).

One in every five (2 886 aircraft) registered General Aviation and Regional Airline aircraft were reported or estimated as performing no flying during the year ended 31 December 2012, compared with 2 659 aircraft during 2011.

From responses to the survey, reasons why many of these aircraft did not fly can be determined. These reasons, reported for 2 722 of the 2 886 inactive aircraft, are summarised in the following table:

Table A      Reasons for nil flying activity (2012)

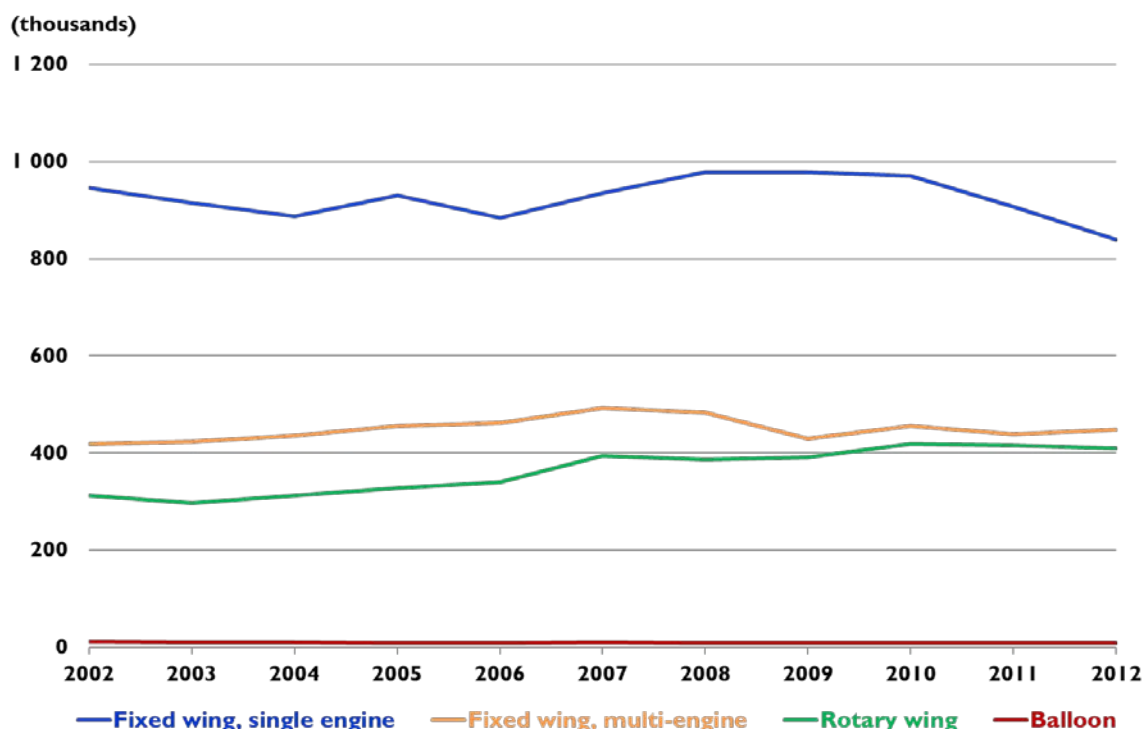
<i>Reason for nil activity</i>	<i>Number of aircraft</i>	<i>Percentage of reporting inactive aircraft</i>
Repair / maintenance / restoration	1 092	40.1
Aircraft in storage	376	13.8
Aircraft unserviceable / unairworthy	178	6.5
Work or other commitments	129	4.7
Aircraft awaiting sale	124	4.6
Amateur-built aircraft not yet completed	116	4.3
Owner's health issues / deceased	99	3.6
Financial reasons	83	3.0
Lack of business / company ceased operating	76	2.8
C of A not yet issued	56	2.1
Sold prior to 1 January 2012	51	1.9
New aircraft not flown during the survey period	43	1.6
Aircraft awaiting parts or modification	32	1.2
Operator or owner travelling	28	1.0
All other reasons	239	8.8
Total	2 722	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 (2002–2012)



## Landings

The total number of landings in General Aviation and Regional Airline Activity reported during the year ending 31 December 2012 was 2.66 million, a decrease of 3.1 per cent compared to 2.74 million in 2011 (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 2012 of 5.7 per cent to 204.4 thousand hours from 216.7 thousand hours in 2011.

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 2012 continues the decrease seen last year.

## General Aviation activity

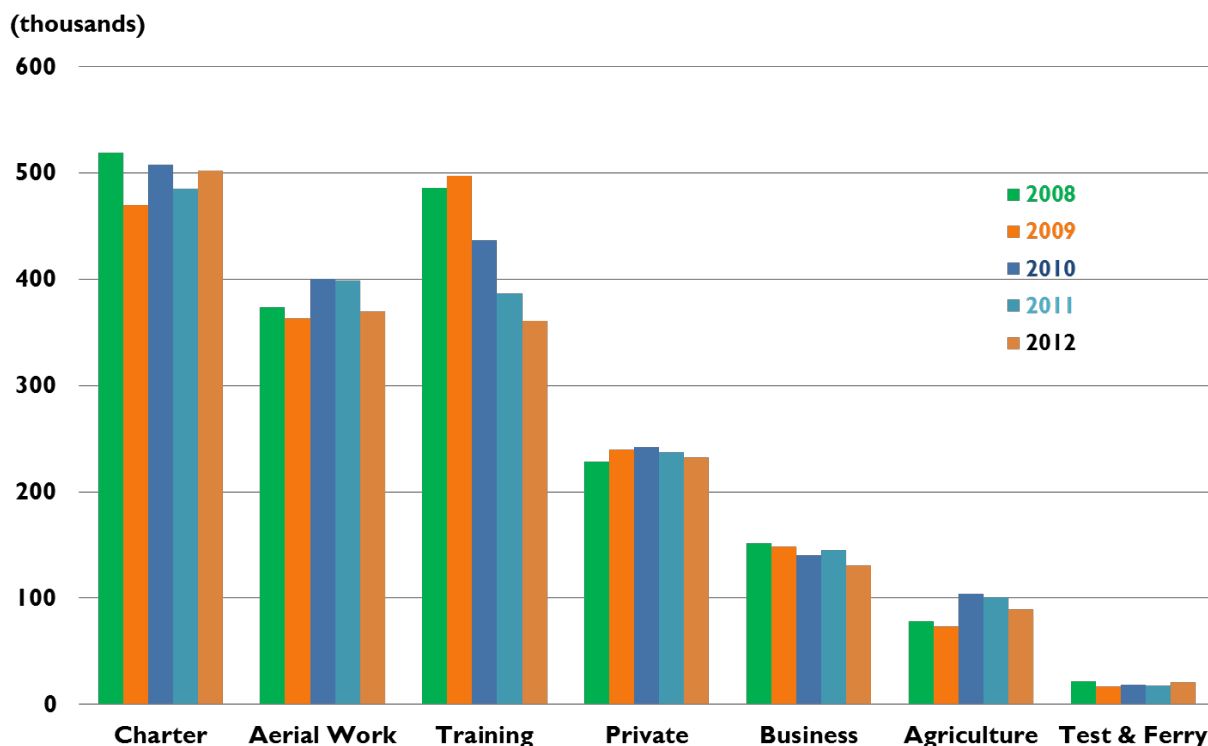
General Aviation activity decreased by 3.8 per cent in 2012 in terms of the number of hours flown (see Table 4).

Charter and Aerial Work flying were the two largest activity categories in the General Aviation sector, representing 29.4 per cent and 21.7 per cent respectively of all General Aviation flying hours during 2012. Training accounted for another 21.2 per cent of General Aviation flying. Private and Business flying together represented 21.3 per cent of total General Aviation activity (see Table 4).

Test and Ferry and Charter were the only flying categories to show an increase in flying activity (up 15.9 per cent, and 3.4 per cent respectively). Decreases in flying hours were recorded in all other categories of General Aviation flying in 2012 — Agriculture (down 11.3 per cent), Business (down 9.9 per cent), Aerial Work (down 7.4 per cent), Training (down 6.7 per cent), and Private flying (down 2.0 per cent) (see Table 4).

Figure 4 shows the relative size of each General Aviation category from 2008 to 2012 (see Table 4).

Figure 4 Hours flown in General Aviation by activity (2008–12)



## Sport Aviation

### Ultralight flying

*Information provided by Recreational Aviation Australia (RA-Aus)*

In 2012, ultralight aircraft flew a total of 195.2 thousand hours, representing an increase of 29.5 per cent over 2011 (see Table 35). This increase in the number of hours flown by ultralight aircraft continues the increase seen last year.

NSW undertook the most ultralight flying with 56.3 thousand hours, or 28.8 per cent of the Australian total (see Table 34). Queensland accounted for 50.4 thousand hours (25.8 per cent), Victoria recorded 40.6 thousand hours (20.8 per cent), while South Australia recorded 21.7 thousand hours (11.1 per cent).

At the end of December 2012, a total of 3 509 aircraft had current registrations issued by Recreational Aviation Australia, a decrease of 5.7 per cent over 2011 (see Table 36).

## Gliding

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

The number of registered gliders increased by 0.1 per cent to 1 206 by December 2012 compared with December 2011. The total number of reported flying hours increased by 51.2 per cent to 192.0 thousand hours in the calendar year 2012 compared with 2011 (see Table 37).

Note that gliding figures for 2012 were estimated from a low response rate of 54 per cent and should be used with caution.

## Hang gliding

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

The reported number of hang gliders in 2011–12 was 2 691, a 4.7 per cent increase on the 2 571 for 2010–11. The total number of hours flown in 2011–12 was up 6.6 per cent on the previous year to 105.1 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 39.6 per cent of the Australian total. Queensland and Victoria followed with 25.8 per cent and 19.2 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 2011–12 was 323. The total number of estimated hours flown by gyroplanes in 2011–12 decreased by 4.5 per cent to 46.8 thousand hours. Private flying dominated with 88.8 per cent of gyroplane flying with the remaining activity consisting almost entirely of flying training (see Table 40).

# Tables

## Section A Industry overview

Table 1 Total hours flown, by industry sector (1985–2012)

Year	General Aviation	Total airline RPT <sup>a</sup>	Ultralight flying	Gliding <sup>b</sup>	Hang Gliding <sup>c</sup>	Gyroplanes <sup>d</sup>	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	969.0	84.5	..	124.7	28.3	2 852.5
2004	1 645.0	1 090.4	87.1	..	132.0	29.3	2 983.7
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	141.9	228.7	97.9	44.4	3 707.4
2011	1 771.4	1 363.3	150.8	126.9	98.7	48.6	3 559.7
2012	1 704.9	1 392.1	195.2	192.0	105.1	46.8	3 636.1

<sup>a</sup> 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.

<sup>b</sup> 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.

<sup>c</sup> Year ended 30 June.

<sup>d</sup> 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 (2010–12)

Industry sector and flying activity	2010		2011		2012	
	Hours flown (thousands)	Percentage change over 2009	Hours flown (thousands)	Percentage change over 2010	Hours flown (thousands)	Percentage change over 2011
Airline RPT						
Major Australian airlines						
Domestic operations	725.8	9.2	739.9	1.9	782.5	5.8
International operations	392.8	5.4	406.7	3.5	405.2	-0.4
Subtotal	1 118.5	7.8	1 146.6	2.5	1 187.7	3.6
Regional airlines	228.1	11.8	216.7	-5.0	204.4	-5.7
Total (Airline RPT)	1 346.7	8.5	1 363.3	1.2	1 392.1	2.1
General Aviation						
Private	241.9	1.0	237.4	-1.9	232.6	-2.0
Business	140.0	-5.7	144.8	3.4	130.4	-9.9
Training	436.3	-12.2	386.8	-11.3	360.9	-6.7
Agriculture	103.8	41.7	100.4	-3.3	89.1	-11.3
Aerial work	400.3	10.3	398.8	-0.4	369.4	-7.4
Test & Ferry	18.2	11.0	17.9	-1.4	20.8	15.9
Charter	507.3	8.0	485.2	-4.3	501.7	3.4
Total (General Aviation)	1 847.7	2.2	1 771.4	-4.1	1 704.9	-3.8
Sport Aviation						
Ultralight flying	141.9	-18.6	150.8	6.2	195.2	29.5
Gliding <sup>a</sup>	228.7	15.3	126.9	-44.5	192.0	51.2
Hang Gliding <sup>b</sup>	97.9	2.1	98.7	0.7	105.1	6.6
Gyroplanes	44.4	24.6	48.9	10.1	46.8	-4.5
Total (Sport Aviation)	513.0	1.7	425.3	-17.1	539.1	26.7

<sup>a</sup> For 2009 and 2010 figures are for year ended 30 June.

<sup>b</sup> For year ended 30 June.

**Table 3** Number of aircraft, landings and hours flown, by state or territory, in General Aviation and Regional Airline operations (2012)

State or Territory	Number of aircraft		Number of landings (thousands)	General Aviation		Regional Airline		Total hours flown (thousands)
	Total	Active <sup>a</sup>		No. Active aircraft <sup>a</sup>	Hours flown (thousands)	No. Active aircraft <sup>a</sup>	Hours flown (thousands)	
NSW	3 296	2 442	621.2	2 374	330.2	70	119.1	449.3
Vic	2 540	1 903	427.0	1 894	258.8	11	14.1	272.9
Qld	3 060	2 388	640.1	2 381	448.6	46	21.9	470.5
SA	868	681	279.0	672	156.1	12	12.0	168.1
WA	1 799	1 435	434.3	1 435	345.5	27	19.4	365.0
Tas	191	152	28.0	151	16.5	6	4.0	20.5
NT	539	441	213.0	441	138.0	32	12.1	150.1
ACT	137	102	15.4	100	11.2	2	1.8	13.0
Australia	12 430	9 544	2 658.1	9 448	1 704.9	206	204.4	1 909.3

<sup>a</sup> 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 (2002–12)

Year	General Aviation							Regional Airline	Total
	Private	Business	Training	Test & Ferry	Aerial Work	Agriculture	Charter		
	(thousand hours)								
2002	270.2	142.2	410.8	20.9	327.1	70.8	445.7	1 687.7	1 937.8
2003	239.7	143.4	420.3	21.2	322.5	69.7	429.2	1 645.9	1 880.6
2004	247.2	143.0	352.2 <sup>a</sup>	22.3	312.4	86.5	481.4	1 645.0	1 896.3
2005	239.2	149.1	415.8	22.3	318.8	95.0	482.6	1 722.8	1 977.5
2006	227.2	144.1	424.0	21.7	337.9	61.7	478.4	1 695.0	1 936.4
2007	222.7	153.4	455.4	25.7	368.0	62.1	544.5	1 831.8	2 073.8
2008	228.4	151.7	485.6	21.8	373.4	78.2	518.6	1 857.7	2 072.4
2009	239.5	148.5	497.1	16.4	363.1	73.3	469.7	1 807.5	2 011.5
2010	241.9	140.0	436.3	18.2	400.3	103.8	507.3	1 847.7	2 075.9
2011	237.4	144.8	386.8	17.9	398.8	100.4	485.2	1 771.4	1 988.1
2012	232.6	130.4	360.9	20.8	369.4	89.1	501.7	1 704.9	1 909.3

<sup>a</sup> 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 (2007–12)

<i>Aircraft make</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>
Fixed wing, single engine						
Cessna	3 023	3 130	3 139	3 173	3 186	3 080
Piper	1 361	1 395	1 383	1 408	1 393	1 358
Amateur-built	968	1 037	1 071	1 111	1 176	1 187
Hawker Beechcraft	328	335	336	344	351	345
De Havilland	309	313	313	314	306	308
Mooney	143	151	154	153	152	148
Air Tractor	115	118	123	131	146	140
Auster	130	130	131	127	129	129
Cirrus	72	81	94	118	126	119
American Champion	82	82	87	88	93	94
Socata	88	90	91	93	94	93
American Air	84	84	81	81	80	78
Victa	77	78	77	74	75	73
Other	1 143	1 193	1 221	1 271	1 279	1 291
<i>Subtotal</i>	<i>7 923</i>	<i>8 217</i>	<i>8 301</i>	<i>8 486</i>	<i>8 586</i>	<i>8 443</i>
Fixed wing, multi-engine						
Hawker Beechcraft	368	396	407	411	422	401
Piper	433	434	429	431	415	391
Cessna	390	399	405	413	403	374
Bombardier	30	37	46	53	64	65
Fokker	43	43	43	45	47	57
Aero Commander	64	63	60	59	59	54
Fairchild	68	66	65	63	57	51
Saab	44	51	55	52	51	50
De Havilland	52	46	44	46	50	48
Partenavia	38	43	35	41	39	36
Embraer	27	36	38	34	35	31
Other	247	257	258	284	288	257
<i>Subtotal</i>	<i>1 804</i>	<i>1 871</i>	<i>1 885</i>	<i>1 932</i>	<i>1 930</i>	<i>1 815</i>
Rotary wing <sup>a</sup>	1 481	1 619	1 703	1 800	1 855	1 817
Balloons and airships <sup>b</sup>	333	338	340	346	354	355
<b>Total</b>	<b>11 541</b>	<b>12 045</b>	<b>12 229</b>	<b>12 564</b>	<b>12 725</b>	<b>12 430</b>

<sup>a</sup> See Table 6.

<sup>b</sup> See Table 7.



Table 6 Number of helicopters, by make, in General Aviation and Regional Airline operations (2007–12)

<i>Helicopter make</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>
Rotary wing, single engine						
Robinson	693	799	841	895	952	920
Bell	280	281	289	301	278	277
Aerospatiale/Eurocopter	128	137	146	166	173	160
Amateur-built	71	80	83	85	92	94
Schweizer	35	37	36	35	37	39
Hughes	50	47	42	37	34	34
Kawasaki	30	27	26	24	20	22
Agusta	17	15	15	16	23	21
Enstrom	13	14	15	15	14	15
Other	36	35	37	36	32	38
<i>Subtotal</i>	<i>1 353</i>	<i>1 472</i>	<i>1 530</i>	<i>1 610</i>	<i>1 655</i>	<i>1 620</i>
Rotary wing, multi-engine						
Aerospatiale/Eurocopter	37	47	58	63	73	66
Bell	24	31	32	35	42	40
Agusta	15	18	25	28	28	33
Sikorsky	28	29	34	35	30	30
Kawasaki	23	21	21	24	21	21
Other	1	1	3	5	6	7
<i>Subtotal</i>	<i>128</i>	<i>147</i>	<i>173</i>	<i>190</i>	<i>200</i>	<i>197</i>
<b>Total</b>	<b>1 481</b>	<b>1 619</b>	<b>1 703</b>	<b>1 800</b>	<b>1 855</b>	<b>1 817</b>

Table 7 Number of balloons or airships, by make, in General Aviation operations (2007–12)

<i>Balloon or airship make</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>
Kavanagh	223	229	232	238	241	243
Cameron	44	45	44	43	45	47
Thunder/Colt	39	38	36	35	36	35
Amateur	8	9	10	11	13	12
Balloon Works	10	10	9	9	9	9
Other	9	7	9	10	10	9
<b>Total</b>	<b>333</b>	<b>338</b>	<b>340</b>	<b>346</b>	<b>354</b>	<b>355</b>

**Table 8** Major Australian RPT airline fleets, by aircraft type  
at 31 December (2007–12), number of aircraft

<i>Aircraft type<sup>a</sup></i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>
<b>Airbus</b>						
A320	28	35	40	54	56	62
A321	0	0	6	6	6	6
A330	18	22	24	27	34	34
A380	0	3	6	8	12	13
<i>Subtotal</i>	<i>46</i>	<i>60</i>	<i>76</i>	<i>95</i>	<i>108</i>	<i>115</i>
<b>Boeing</b>						
717	12	11	11	11	11	13
737	105	110	117	118	139	132
747	35	33	33	30	26	24
767	29	29	29	26	26	23
777	0	0	4	5	5	5
<i>Subtotal</i>	<i>181</i>	<i>183</i>	<i>194</i>	<i>190</i>	<i>207</i>	<i>197</i>
<b>BAE</b>						
146	0	0	0	0	0	0
<b>Embraer</b>						
170	3	6	6	6	1	0
190	0	12	15	16	18	18
<i>Subtotal</i>	<i>3</i>	<i>18</i>	<i>21</i>	<i>22</i>	<i>19</i>	<i>18</i>
<b>Total</b>	<b>230</b>	<b>261</b>	<b>291</b>	<b>307</b>	<b>334</b>	<b>330</b>

<sup>a</sup> 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 (2007–12)

<i>State or Territory<sup>a</sup></i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>
NSW	699.9	702.9	663.8	694.7	642.2	640.1
Qld	666.4	689.4	638.2	766.7	689.7	621.2
Vic	446.8	479.0	473.1	460.1	519.6	427.0
WA	473.5	491.5	446.3	478.7	434.4	434.3
SA	163.1	170.7	177.2	204.4	226.8	279.0
NT	170.3	202.6	191.0	204.8	177.7	213.0
Tas	47.4	46.1	44.3	45.5	33.9	28.0
ACT	29.0	26.1	23.3	22.7	17.7	15.4
Australia	2 696.4	2 808.4	2 657.4	2 877.4	2 742.0	2 658.1

<sup>a</sup> Refers to the location of the base of the aircraft; see Interpretation in the Explanatory notes.

Table 10 Number of landings, by aircraft category, in General Aviation and Regional Airline operations (2007–12)

<i>Category</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>
Fixed wing						
Single engine	1 394.8	1 494.2	1 429.7	1 535.9	1 437.2	1 334.8
Multi-engine	720.8	722.2	642.1	679.3	670.9	672.7
<i>Subtotal</i>	<i>2 115.6</i>	<i>2 216.4</i>	<i>2 071.8</i>	<i>2 215.2</i>	<i>2 108.1</i>	<i>2 007.5</i>
Rotary wing						
Single engine	453.9	484.4	449.4	525.8	488.0	500.2
Multi-engine	115.4	98.2	126.8	127.9	136.3	141.6
<i>Subtotal</i>	<i>569.3</i>	<i>582.6</i>	<i>576.1</i>	<i>653.7</i>	<i>624.3</i>	<i>641.8</i>
Balloons and airships	11.6	9.5	9.4	8.6	9.6	8.8
Total	2 696.4	2 808.4	2 657.4	2 877.4	2 742.0	2 658.1

## Section D General Aviation hours flown

Table 11 Hours flown, by state or territory, in General Aviation operations (2007–12)

State or Territory <sup>a</sup>	2007	2008	2009	2010	2011	2012
	(thousand hours)					
Qld	459.4	456.7	455.9	492.1	479.2	448.6
WA	394.3	395.0	372.3	393.7	359.4	345.5
NSW	369.0	393.8	374.1	382.0	355.7	330.2
Vic	279.2	286.1	278.2	257.1	280.8	258.8
SA	131.9	108.8	114.7	117.8	134.0	156.1
NT	149.4	164.7	165.3	164.6	131.4	138.0
Tas	29.6	31.0	29.1	26.1	20.3	16.5
ACT	19.0	21.6	17.9	14.4	10.6	11.2
Australia	1 831.8	1 857.7	1 807.5	1 847.7	1 771.4	1 704.9

<sup>a</sup> 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 (2012)

State or Territory <sup>a</sup>	Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter	Total
	(thousand hours)							
Qld	63.7	48.2	53.3	25.2	126.7	5.9	125.6	448.6
WA	33.0	12.3	62.2	3.4	66.4	4.5	163.7	345.5
NSW	66.0	26.6	84.3	40.4	67.9	3.5	41.3	330.2
Vic	43.1	22.4	90.9	10.6	33.0	3.0	55.9	258.8
SA	12.1	9.4	63.7	6.8	35.0	1.1	27.9	156.1
NT	8.0	9.5	3.5	1.0	36.6	2.3	77.1	138.0
Tas	3.4	1.5	2.5	1.4	2.1	0.2	5.5	16.5
ACT	3.3	0.5	0.5	0.2	1.8	0.2	4.7	11.2
Australia	232.6	130.4	360.9	89.1	369.4	20.8	501.7	1 704.9

<sup>a</sup> 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 (2012)

<i>State or Territory<sup>a</sup></i>	<i>Survey &amp; Photography</i>	<i>Pipe &amp; Powerline Patrol</i>	<i>Mustering</i>	<i>Search &amp; Rescue</i>	<i>Ambulance</i>	<i>Towing</i>	<i>Other Aerial Work</i>	<i>Total</i>
<i>(thousand hours)</i>								
Qld	10.9	8.6	66.1	1.2	26.0	1.4	12.3	126.7
NSW	12.6	4.2	3.8	1.0	25.5	4.6	16.2	67.9
WA	10.1	0.2	19.1	0.8	20.1	0.8	15.2	66.4
NT	3.7	2.3	19.4	1.8	5.2	0.0	4.1	36.6
SA	1.1	1.8	3.3	0.5	9.5	0.3	18.5	35.0
Vic	8.9	2.8	0.7	0.4	10.4	1.1	8.8	33.0
Tas	0.2	0.4	0.1	0.4	0.2	-	0.8	2.1
ACT	0.5	-	0.0	0.1	0.0	0.0	1.2	1.8
Australia	48.1	20.2	112.5	6.2	97.0	8.3	77.1	369.4

<sup>a</sup> 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 (2007–12)

<i>Aircraft make</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>
	<i>(thousand hours)</i>					
Fixed wing, single engine						
Cessna	483.1	497.2	493.7	461.2	430.5	389.9
Piper	142.5	161.7	154.9	151.5	129.2	120.8
Air Tractor	23.2	29.2	28.4	46.2	50.2	47.7
Pilatus	23.7	26.1	31.8	38.9	39.9	42.1
Amateur-built	29.1	28.5	29.5	30.2	32.0	31.3
Socata	22.6	22.7	22.2	21.0	18.4	24.9
Grob	31.5	25.5	29.0	30.4	27.7	21.5
Gippsland	18.9	21.2	21.3	25.7	27.3	21.2
Pacific Aerospace	22.0	22.7	19.0	18.4	20.9	19.0
Hawker Beechcraft	26.7	22.7	25.0	25.5	19.1	16.5
Ayres	7.0	9.8	8.8	15.2	15.6	12.5
American Champion	10.2	9.5	11.1	11.0	10.3	11.4
Other	94.3	101.4	103.5	94.7	86.6	80.7
<i>Subtotal</i>	<i>934.8</i>	<i>978.3</i>	<i>978.2</i>	<i>970.1</i>	<i>907.5</i>	<i>839.4</i>
Fixed wing, multi-engine						
Hawker Beechcraft	114.5	120.9	118.0	112.2	112.9	120.0
Cessna	84.7	71.5	65.3	65.3	68.0	63.8
Piper	86.0	76.6	68.0	70.2	63.7	54.0
Fokker	13.3	25.0	22.7	37.6	29.1	45.8
Fairchild	37.9	33.2	27.5	24.7	23.0	25.8
De Havilland	17.9	20.2	20.0	23.5	27.3	24.8
Embraer	17.8	19.4	11.6	12.5	13.8	16.8
Aero Commander	28.4	27.1	21.6	18.0	18.5	15.8
British Aerospace	16.7	13.8	9.7	13.7	12.1	13.8
Bombardier	4.8	7.6	10.2	11.2	12.6	12.7
Britten Norman	13.4	11.1	9.3	9.0	8.3	8.6
Other	57.0	56.9	45.1	52.6	49.5	45.6
<i>Subtotal</i>	<i>492.4</i>	<i>483.5</i>	<i>429.2</i>	<i>450.7</i>	<i>438.8</i>	<i>447.6</i>
Rotary wing <sup>a</sup>	394.4	386.7	391.3	418.5	416.3	409.3
Balloons and airships <sup>b</sup>	10.2	9.1	8.8	8.5	8.7	8.5
<b>Total</b>	<b>1 831.8</b>	<b>1 857.7</b>	<b>1 807.5</b>	<b>1 847.7</b>	<b>1 771.4</b>	<b>1 704.9</b>

<sup>a</sup> See Table 13.<sup>b</sup> See Table 14.

Table 13 Hours flown, by helicopter make, in General Aviation operations (2007–12)

<i>Helicopter make</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>
			<i>(thousand hours)</i>			
Rotary wing, single engine						
Robinson	198.0	211.5	204.0	225.4	235.0	219.2
Bell	67.4	54.2	59.4	62.4	58.0	60.9
Aerospatiale/Eurocopter	42.9	36.9	36.9	42.1	42.6	41.0
Schweizer	9.0	8.6	10.6	8.2	9.4	7.5
Hughes	10.5	9.4	7.7	7.0	7.0	6.6
Agusta	1.9	2.4	2.4	2.0	2.0	2.2
Other	8.4	6.8	7.2	5.6	4.1	5.2
<i>Subtotal</i>	<i>338.1</i>	<i>329.9</i>	<i>328.2</i>	<i>352.6</i>	<i>358.2</i>	<i>342.6</i>
Rotary wing, multi-engine						
Aerospatiale/Eurocopter	18.1	19.4	23.5	24.6	21.5	22.0
Bell	13.6	13.9	12.8	11.6	12.7	16.5
Sikorsky	11.9	12.2	10.6	12.2	9.5	10.5
Agusta	2.9	5.1	7.7	10.3	7.3	9.5
Kawasaki	8.9	5.5	7.6	6.0	6.2	6.5
Other	1.0	0.7	0.9	1.2	0.9	1.7
<i>Subtotal</i>	<i>56.3</i>	<i>56.9</i>	<i>63.1</i>	<i>65.9</i>	<i>58.2</i>	<i>66.7</i>
<b>Total</b>	<b>394.4</b>	<b>386.7</b>	<b>391.3</b>	<b>418.5</b>	<b>416.3</b>	<b>409.3</b>

Table 14 Hours flown, by balloon or airship make, in General Aviation operations (2007–12)

<i>Balloon or airship make</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>
			<i>(thousand hours)</i>			
Kavanagh	8.9	8.2	8.2	7.9	7.9	7.8
Cameron	0.8	0.5	0.3	0.3	0.2	0.2
Thunder/Colt	0.4	0.3	0.1	0.1	0.3	0.2
Amateur-built	0.0	0.0	0.0	0.1	0.1	0.1
Sky	0.0	0.0	-	-	0.1	0.1
Other	0.1	0.1	0.2	0.1	0.1	0.1
<b>Total</b>	<b>10.2</b>	<b>9.1</b>	<b>8.8</b>	<b>8.5</b>	<b>8.7</b>	<b>8.5</b>

Table 15 Hours flown, by aircraft make and flying activity, in General Aviation operations (2012)

<i>Aircraft make</i>	<i>Private</i>	<i>Business</i>	<i>Training</i>	<i>Agriculture</i>	<i>Aerial Work</i>	<i>Test &amp; Ferry</i>	<i>Charter</i>	<i>Total</i>
<i>(thousand hours)</i>								
Fixed wing, single engine								
Cessna	87.9	38.7	133.8	6.7	28.8	4.0	89.9	389.9
Piper	31.9	9.3	61.9	3.9	8.9	0.8	4.1	120.8
Air Tractor	0.1	-	-	44.1	3.4	0.1	0.0	47.7
Pilatus	0.6	3.4	0.8	0.0	34.8	0.3	2.1	42.1
Amateur-built	26.3	4.3	0.4	0.0	-	0.3	0.0	31.3
Socata	1.8	1.4	21.7	-	0.0	-	-	24.9
Grob	-	0.0	21.4	0.0	0.0	0.0	0.0	21.5
Gippsland	0.4	1.1	0.1	1.2	2.9	0.2	15.2	21.2
Pacific Aerospace	0.6	0.7	13.3	2.0	1.3	-	1.2	19.0
Hawker Beechcraft	7.6	4.7	1.3	0.0	0.5	0.3	2.0	16.5
Ayres	-	-	-	12.3	0.2	-	0.0	12.5
American Champion	1.6	0.3	4.4	0.0	4.8	0.1	0.1	11.4
Diamond	0.7	0.4	9.3	0.0	0.0	-	0.3	10.8
Cirrus	4.5	4.6	1.2	0.0	-	0.1	0.2	10.5
Other	24.7	6.3	11.1	5.9	2.2	0.5	8.5	59.3
<i>Subtotal</i>	<i>188.7</i>	<i>75.2</i>	<i>280.9</i>	<i>76.1</i>	<i>87.9</i>	<i>6.7</i>	<i>123.9</i>	<i>839.4</i>
Fixed wing, multi-engine								
Hawker Beechcraft	3.8	7.9	15.1	0.0	43.6	1.8	47.8	120.0
Cessna	3.9	5.3	2.1	0.0	8.1	1.5	42.8	63.8
Piper	4.7	3.9	15.6	0.0	2.5	0.6	26.7	54.0
Fokker	0.1	0.0	-	0.0	0.0	0.9	44.8	45.8
Fairchild	-	-	0.2	0.0	0.6	0.3	24.5	25.8
De Havilland	-	-	-	0.0	7.5	0.1	17.1	24.8
Embraer	0.0	0.1	0.3	0.0	0.0	0.1	16.3	16.8
Aero Commander	-	0.5	-	0.0	0.1	0.3	14.8	15.8
British Aerospace	-	0.1	0.1	0.0	-	-	13.4	13.8
Bombardier	0.5	1.7	-	0.0	7.0	-	3.4	12.7
Britten Norman	-	0.2	0.2	0.0	1.2	0.6	6.4	8.6
Diamond	-	0.1	7.9	0.0	0.0	0.0	0.0	8.1
Other	1.4	4.0	2.9	0.0	10.1	0.9	18.3	37.6
<i>Subtotal</i>	<i>14.6</i>	<i>23.9</i>	<i>44.7</i>	<i>0.0</i>	<i>80.7</i>	<i>7.4</i>	<i>276.3</i>	<i>447.6</i>
Rotary wing <sup>a</sup>	31.8	23.1	43.3	15.1	202.8	6.8	93.4	409.3
Balloons and airships <sup>b</sup>	1.4	-	0.2	0.0	0.1	-	6.9	8.5
<b>Total</b>	<b>236.4</b>	<b>122.2</b>	<b>369.1</b>	<b>91.3</b>	<b>371.5</b>	<b>20.8</b>	<b>500.6</b>	<b>1 704.9</b>

<sup>a</sup> See Table 16.<sup>b</sup> See Table 17.



Table 16 Hours flown, by helicopter make and flying activity, in General Aviation operations (2012)

<i>Helicopter make</i>	<i>Private</i>	<i>Business</i>	<i>Training</i>	<i>Agriculture</i>	<i>Aerial Work</i>	<i>Test &amp; Ferry</i>	<i>Charter</i>	<i>Total</i>
<i>(thousand hours)</i>								
Rotary wing, single engine								
Robinson	19.5	17.0	14.9	5.4	128.4	3.0	31.1	219.2
Bell	2.8	0.8	8.7	5.3	16.4	1.0	26.0	60.9
Aerospatiale/Eurocopter	2.3	2.4	1.1	0.7	19.6	0.9	14.0	41.0
Schweizer	0.2	0.2	3.3	0.7	2.8	0.1	0.3	7.5
Hughes	0.2	0.3	0.2	0.3	5.3	0.1	0.1	6.6
Agusta	0.2	0.1	-	0.2	1.3	-	0.4	2.2
McDonnell Douglas	-	0.0	-	0.0	0.9	0.1	-	1.1
Garlick	-	0.0	-	0.0	0.8	-	0.1	1.0
Other	0.9	0.2	0.8	0.4	0.4	0.1	0.3	3.1
<i>Subtotal</i>	<i>26.1</i>	<i>21.1</i>	<i>29.1</i>	<i>12.9</i>	<i>175.9</i>	<i>5.3</i>	<i>72.2</i>	<i>342.6</i>
Rotary wing, multi-engine								
Aerospatiale/Eurocopter	0.2	1.0	1.5	0.0	5.6	0.5	13.3	22.0
Bell	0.4	1.5	2.0	0.0	10.0	0.4	2.2	16.5
Sikorsky	0.3	5.5	0.9	0.0	1.5	0.2	2.2	10.5
Agusta	0.9	2.0	1.2	0.0	3.3	0.2	1.8	9.5
Kawasaki	0.0	0.2	0.6	0.0	4.0	0.2	1.6	6.5
Other	0.0	0.1	0.0	0.0	0.2	0.0	1.3	1.7
<i>Sub Total</i>	<i>1.8</i>	<i>10.3</i>	<i>6.1</i>	<i>0.0</i>	<i>24.8</i>	<i>1.4</i>	<i>22.3</i>	<i>66.7</i>
<b>Total</b>	<b>31.8</b>	<b>23.1</b>	<b>43.3</b>	<b>15.1</b>	<b>202.8</b>	<b>6.8</b>	<b>93.4</b>	<b>409.3</b>

Table 17 Hours flown, by balloon or airship make and flying activity, in General Aviation operations (2012)

<i>Balloon or airship make</i>	<i>Private</i>	<i>Business</i>	<i>Training</i>	<i>Agriculture</i>	<i>Aerial Work</i>	<i>Test &amp; Ferry</i>	<i>Charter</i>	<i>Total</i>
<i>(thousand hours)</i>								
Kavanagh	1.1	-	0.1	0.0	-	0.0	6.5	7.8
Cameron	-	0.0	-	0.0	0.1	0.0	0.1	0.2
Thunder/Colt	0.1	0.0	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
<b>Total</b>	<b>1.4</b>	<b>-</b>	<b>0.2</b>	<b>0.0</b>	<b>0.1</b>	<b>-</b>	<b>6.9</b>	<b>8.5</b>

## 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 (2012)

<i>Aircraft make</i>	<i>Number of aircraft</i>	<i>Number of landings (thousands)</i>	<i>Hours flown (thousands)</i>
Fokker	42	29.7	43.2
British Aerospace	15	26.2	13.5
Cessna	66	9.2	8.8
Embraer	6	5.3	6.7
Gates Learjet	20	3.2	5.6
Bombardier	15	3.7	4.0
Gulfstream	7	2.4	3.6
Hawker Beechcraft	13	2.5	3.1
Israel Aircraft	11	0.7	1.3
Other	77	5.3	4.4
Total	272	88.3	94.1

Table 19 Hours flown, by jet aircraft make and flying activity, in General Aviation and Regional Airline operations (2012)

<i>Aircraft make</i>	<i>Private</i>	<i>Business</i>	<i>Training</i>	<i>Agriculture</i>	<i>Aerial Work</i>	<i>Test &amp; 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	0.7	35.5	6.8	43.2
British Aerospace	0.0	0.1	-	0.0	0.0	-	13.3	0.0	13.5
Cessna	1.8	2.7	0.8	0.0	0.6	0.2	2.6	0.0	8.8
Embraer	0.0	0.1	0.1	0.0	0.0	-	2.1	4.4	6.7
Gates Learjet	0.1	0.1	0.1	0.0	4.2	0.1	1.1	0.0	5.6
Bombardier	0.5	1.7	-	0.0	0.1	-	1.7	0.0	4.0
Gulfstream	0.0	1.7	0.2	0.0	0.1	0.0	1.6	0.0	3.6
Hawker Beechcraft	0.6	0.7	0.1	0.0	0.2	-	1.5	0.0	3.1
Israel Aircraft	-	0.0	0.1	0.0	-	-	1.2	0.0	1.3
Other	0.4	0.3	0.1	0.0	0.1	-	3.6	0.0	4.4
Total	3.5	7.4	1.5	0.0	5.3	1.1	64.0	11.3	94.1

## 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 (2012)

Aircraft make <sup>a</sup>	Number of aircraft	Number of landings (thousands)	Hours flown <sup>b</sup>								Total
			Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter	Regional Airline	
Cessna	4	4.0	-	0.0	0.0	0.0	-	0.0	1.5	1.4	3.0
De Havilland	5	4.9	-	0.1	0.1	0.0	-	-	2.0	0.0	2.2
Grumman	6	1.8	0.0	1.2	0.1	0.0	0.0	0.0	0.2	0.0	1.5
Other	52	2.0	1.3	-	0.1	0.0	-	-	0.0	0.0	1.4
Total	67	12.7	1.4	1.3	0.2	0.0	-	-	3.8	1.4	8.1

<sup>a</sup> Fixed-wing aircraft only.

<sup>b</sup> 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 (2012)

Aircraft make	Number of aircraft	Number of landings  (thousands)	Hours flown								Total
			Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter	Regional Airline	
Fixed wing, single engine											
Cessna	1 634	229.6	87.9	11.5	44.4	1.4	5.6	1.2	10.0	0.0	161.9
Piper	762	106.0	31.9	4.1	26.6	-	3.3	0.5	1.2	0.0	67.6
Amateur-built	741	36.7	26.3	2.1	0.3	0.0	-	0.1	0.0	0.0	28.9
Hawker Beechcraft	205	13.8	7.6	1.9	1.2	0.0	-	0.1	0.5	0.0	11.3
Mooney	108	7.9	4.7	1.2	2.3	-	0.0	0.1	0.2	0.0	8.4
Cirrus	86	6.9	4.5	2.1	0.5	0.0	-	-	0.2	0.0	7.4
De Havilland	165	8.7	3.3	0.2	0.5	0.0	-	-	1.5	0.0	5.6
Socata	53	2.9	1.8	0.8	0.2	-	0.0	-	-	0.0	2.8
American Champion	49	6.1	1.6	0.2	1.4	0.0	-	0.1	0.1	0.0	3.3
American Air	56	3.1	1.5	0.3	0.4	0.0	0.0	-	-	0.0	2.2
Maule	30	2.7	1.4	-	-	0.0	0.1	-	0.0	0.0	1.6
Victa	46	2.0	1.2	-	0.1	0.0	0.0	-	0.0	0.0	1.4
Avtech	20	1.1	1.1	0.0	0.0	0.0	0.0	-	0.0	0.0	1.1
Auster	46	1.3	1.0	0.0	0.0	0.0	-	-	0.0	0.0	1.0
Diamond	15	1.5	0.7	0.1	0.1	0.0	0.0	-	0.3	0.0	1.3
Yakovlev	41	1.2	0.7	0.1	-	0.0	0.1	-	-	0.0	0.9
Rockwell	20	1.6	0.6	0.3	0.3	-	0.0	-	0.0	0.0	1.2
Pilatus	4	0.9	0.6	-	-	0.0	0.0	-	0.1	0.0	0.7
Pacific Aerospace	6	0.8	0.6	0.0	-	0.0	0.2	-	0.0	0.0	0.9
Consolidated	11	1.2	0.6	-	0.1	0.0	0.0	-	0.0	0.0	0.6
Other	367	23.2	9.1	1.0	2.5	0.1	0.9	0.1	1.3	0.0	14.9
Subtotal	4 465	459.2	188.7	25.9	81.0	1.5	10.3	2.4	15.3	0.0	325.0
Fixed wing, multi-engine											
Aero Commander	145	14.3	4.7	1.6	2.4	0.0	0.7	0.3	4.8	0.0	14.4
Amateur-built	96	12.1	3.9	1.2	0.4	0.0	0.9	0.2	5.4	0.0	12.1
British Aerospace	92	10.9	3.3	0.9	2.0	0.0	0.5	0.1	4.6	0.0	11.5
Hawker Beechcraft	9	0.8	0.6	0.2	-	0.0	0.0	-	0.1	0.0	0.9
Other	87	25.4	2.1	1.3	1.3	0.0	0.9	0.6	22.5	1.1	29.9
Subtotal	429	63.5	14.6	5.2	6.1	0.0	3.0	1.3	37.5	1.1	68.8
Total	4 894	522.7	203.3	31.1	87.1	1.5	13.3	3.6	52.8	1.1	393.9

Table 21(a) Number of helicopters, landings and hours flown, by make and flying activity, for helicopters performing any Private flying (2012)

Helicopter make	Number of aircraft	Number of landings  (thousands)	Hours flown								Total
			Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter	Regional Airline	
Robinson	329	75.0	19.5	3.8	4.6	1.1	24.5	1.2	7.0	0.0	61.7
Bell	61	11.7	3.2	0.2	0.3	0.5	4.5	0.3	1.4	0.0	10.6
Aerospatiale/Eurocopter	51	13.0	2.5	0.9	0.5	0.0	2.8	0.3	2.4	0.0	9.4
Agusta	13	2.4	1.1	0.0	0.1	0.0	-	-	0.1	0.0	1.3
Amateur-built	36	1.1	0.7	-	-	-	-	-	0.0	0.0	0.7
Enstrom	7	0.3	0.2	-	-	-	-	0.0	0.0	0.0	0.3
Schweizer	8	1.6	0.2	0.1	0.7	0.0	0.6	-	-	0.0	1.6
Other	20	2.9	0.6	0.1	0.7	0.1	0.6	0.1	0.3	0.0	2.6
Total	525	108.0	27.9	5.1	6.8	1.8	33.1	2.0	11.2	0.0	88.1

Table 21(b) Number of balloons, landings and hours flown, by make and flying activity, for balloons performing any Private flying (2012)

Balloon make	Number of aircraft	Number of landings  (thousands)	Hours flown								Total
			Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter	Regional Airline	
Kavanagh	59	1.3	1.1	-	0.1	0.0	-	0.0	0.1	0.0	1.3
Amateur-built	9	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	0.1
Cameron	4	0.1	-	0.0	-	0.0	0.0	0.0	0.0	0.0	0.1
Other	5	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-
Total	82	1.6	1.4	-	0.1	0.0	-	-	0.1	0.0	1.6

## 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 (2012)

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	568	68.0	6.2	38.7	4.1	1.7	4.5	0.8	2.9	0.0	59.0
Piper	180	19.2	3.1	9.3	2.9	0.0	0.5	0.1	0.1	0.0	16.0
Cirrus	58	5.5	1.2	4.6	0.3	0.0	0.0	-	0.1	0.0	6.1
Amateur-built	81	5.5	1.1	4.3	0.1	0.0	-	-	0.0	0.0	5.5
Hawker Beechcraft	95	6.4	1.3	4.7	0.2	0.0	-	0.1	0.2	0.0	6.5
Pilatus	12	4.4	-	3.4	0.1	0.0	0.2	0.1	0.2	0.0	4.0
Mooney	37	2.3	0.7	1.9	0.1	-	0.0	-	0.0	0.0	2.8
Socata	18	1.7	0.4	1.4	-	0.0	0.0	-	0.0	0.0	1.8
Gippsland	10	8.0	0.1	1.1	-	0.0	-	0.1	3.5	0.0	4.9
Yakovlev	12	1.4	0.1	1.1	-	0.0	-	-	0.0	0.0	1.3
Rockwell	11	0.7	0.1	0.4	-	0.0	0.0	-	0.0	0.0	0.6
Diamond	7	0.7	0.1	0.4	0.2	0.0	0.0	0.0	0.0	0.0	0.7
American Champion	11	1.3	0.3	0.3	0.1	0.0	0.0	-	-	0.0	0.8
American Air	8	0.4	0.1	0.3	-	0.0	0.0	-	0.0	0.0	0.5
De Havilland	10	1.8	0.1	0.3	0.1	0.0	-	-	0.6	0.0	1.0
Lancair	3	0.2	-	0.3	-	0.0	0.0	0.0	0.0	0.0	0.3
Other	67	6.8	0.4	2.6	0.2	-	0.2	-	0.5	0.0	3.9
Subtotal	1 188	134.4	15.4	75.2	8.4	1.7	5.5	1.5	8.1	0.0	115.7
Fixed wing, multi-engine											
Hawker Beechcraft	67	9.7	0.6	7.9	0.6	0.0	0.1	0.1	1.7	0.0	10.9
Cessna	69	9.2	0.8	5.3	0.2	0.0	-	0.1	2.2	0.0	8.6
Piper	69	6.4	0.5	3.9	0.3	0.0	0.3	0.1	1.1	0.0	6.1
Gulfstream	4	0.4	0.0	1.7	-	0.0	0.0	0.0	0.0	0.0	1.7
Bombardier	8	2.1	0.1	1.7	-	0.0	-	0.0	0.4	0.0	2.3
Grumman	5	1.5	0.0	1.2	0.1	0.0	-	0.0	0.2	0.0	1.6
Aero Commander	8	0.8	0.0	0.5	0.0	0.0	0.1	0.0	0.4	0.0	0.9
Partenavia	7	0.7	-	0.3	-	0.0	-	-	0.3	0.0	0.7
Ted Smith	8	0.8	-	0.2	-	0.0	0.0	0.0	0.3	0.0	0.6
Other	20	3.2	0.1	1.1	0.1	0.0	-	-	1.5	0.0	2.8
Subtotal	265	34.8	2.2	23.9	1.2	0.0	0.5	0.4	8.1	0.0	36.3
Total	1 453	169.2	17.6	99.1	9.6	1.7	5.9	1.9	16.2	0.0	152.0

Table 22(a) Number of helicopters, landings and hours flown, by make and flying activity, for helicopters performing any Business flying (2012)

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	193	42.4	2.2	17.0	0.6	0.2	15.0	0.3	5.7	0.0	41.0
Aerospatiale/Eurocopter	43	10.2	0.4	2.4	0.2	0.0	2.5	0.1	2.2	0.0	7.9
Bell	31	8.4	0.3	0.8	0.4	0.1	3.3	0.1	1.3	0.0	6.3
Hughes	5	0.9	0.1	0.3	-	-	0.3	0.0	0.1	0.0	0.8
Schweizer	10	1.8	-	0.2	0.4	0.0	0.8	-	0.3	0.0	1.7
Agusta	4	0.7	0.0	0.1	-	0.0	0.3	-	0.1	0.0	0.5
Other	7	0.4	0.1	0.2	0.1	-	-	-	0.0	0.0	0.4
Subtotal	293	64.7	3.1	21.1	1.7	0.3	22.2	0.6	9.6	0.0	58.7
Rotary wing, multi-engine											
Sikorsky	7	23.0	0.0	5.5	0.3	0.0	0.0	0.1	0.0	0.0	5.8
Agusta	5	3.9	0.0	2.0	0.3	0.0	1.5	0.1	0.1	0.0	4.1
Bell	5	5.8	0.0	1.5	0.3	0.0	1.8	0.1	0.2	0.0	3.8
Aerospatiale/Eurocopter	5	1.8	-	1.0	0.2	0.0	0.1	-	0.2	0.0	1.6
Other	7	4.1	0.0	0.3	0.1	0.0	1.3	-	0.3	0.0	2.1
Subtotal	29	38.7	-	10.3	1.2	0.0	4.7	0.3	0.8	0.0	17.4
Total	322	103.4	3.2	31.3	3.0	0.3	26.9	0.9	10.4	0.0	76.1

## 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 (2012)

Aircraft make	Number of aircraft	Number of landings  (thousands)	Hours flown								
			Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter	Regional Airline	Total
			(thousands)								
Fixed wing, single engine											
Cessna	745	335.4	17.8	7.2	133.8	0.6	8.1	2.6	37.5	7.7	215.3
Piper	316	124.5	9.1	1.6	61.9	0.1	0.4	0.5	2.1	0.0	75.7
Socata	33	60.7	0.2	0.4	21.7	0.0	0.0	-	-	0.0	22.3
Grob	42	63.8	0.0	0.0	21.4	0.0	0.0	0.0	0.0	0.0	21.4
Pacific Aerospace	27	31.8	-	0.0	13.3	0.0	0.0	-	0.0	0.0	13.3
Diamond	24	19.2	-	0.1	9.3	0.0	0.0	-	0.3	0.0	9.8
American Champion	31	11.8	0.8	0.1	4.4	0.0	-	0.1	0.1	0.0	5.5
Mooney	29	4.6	1.0	0.8	2.4	0.0	0.0	-	0.3	0.0	4.6
Hawker Beechcraft	55	6.6	1.3	1.1	1.3	0.0	0.5	0.2	0.6	0.0	5.1
Cirrus	25	3.8	1.1	0.7	1.3	0.0	-	-	0.2	0.0	3.3
Alpha	3	1.6	0.1	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.1
American Air	11	36.7	0.1	2.1	0.8	0.0	33.9	0.3	2.1	0.0	39.2
Pilatus	41	1.8	-	0.1	0.7	0.0	0.0	0.0	-	0.0	0.9
NZAI	4	1.5	0.1	0.0	0.7	0.0	0.0	0.0	0.2	0.0	1.0
Robin	5	8.5	0.3	0.1	0.6	0.0	-	0.1	3.1	0.0	4.2
De Havilland	24	1.3	0.2	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.8
Other	137	35.1	3.2	2.3	5.5	1.2	1.3	0.2	7.0	0.0	20.8
Subtotal	1 552	748.7	35.3	16.5	280.9	1.9	44.1	3.9	53.8	7.7	444.2
Fixed wing, multi-engine											
Piper	121	37.2	1.3	0.9	15.6	0.0	0.6	0.4	7.7	-	26.4
Hawker Beechcraft	152	79.1	0.8	3.7	15.1	0.0	25.7	1.4	25.7	1.1	73.5
Diamond	10	14.8	-	0.1	7.9	0.0	0.0	0.0	0.0	0.0	8.0
Cessna	117	44.9	0.9	1.9	2.1	0.0	3.1	1.2	23.6	3.7	36.4
Partenavia	16	3.1	0.2	0.3	1.3	0.0	0.6	-	0.7	0.0	3.1
Dornier	5	2.5	0.0	0.0	0.7	0.0	0.8	0.2	0.0	0.0	1.7
Embraer	18	18.9	0.0	0.0	0.3	0.0	0.0	0.1	12.1	7.2	19.7
Fairchild	23	14.9	-	-	0.2	0.0	0.0	0.2	8.3	4.3	13.1
Britten Norman	12	10.2	-	0.2	0.2	0.0	-	0.6	4.4	1.2	6.7
Gulfstream	6	1.2	0.0	1.7	0.2	0.0	0.1	0.0	0.7	0.0	2.7
Vulcanair	4	0.7	0.1	0.0	0.2	0.0	0.8	-	-	0.0	1.1
British Aerospace	3	1.4	-	0.1	0.1	0.0	-	-	0.2	0.8	1.4
Other	66	31.6	0.4	1.8	0.7	0.0	1.7	0.6	26.8	3.2	35.1
Subtotal	553	260.5	3.8	10.7	44.7	0.0	33.3	4.8	110.2	21.5	228.9
Total	2 105	1 009.3	39.1	27.2	325.6	1.9	77.4	8.7	163.9	29.2	673.1



Table 23(a) Number of helicopters, landings and hours flown, by make and flying activity, for helicopters performing any Training flying (2012)

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	176	68.2	2.5	1.7	14.9	1.5	11.4	1.3	10.9	0.0	44.2
Bell	83	42.7	0.2	0.1	8.7	1.3	8.6	0.7	6.8	0.0	26.5
Schweizer	12	6.1	-	-	3.3	0.4	0.6	0.1	-	0.0	4.4
Aerospatiale/Eurocopter	65	34.2	0.5	0.9	1.1	0.2	11.1	0.6	6.4	0.0	20.9
Hughes	5	6.3	-	-	0.2	-	0.8	-	0.1	0.0	1.2
Other	19	3.1	0.1	0.1	0.9	0.2	1.6	0.1	0.1	0.0	3.1
Subtotal	360	160.7	3.5	3.0	29.1	3.6	34.1	2.8	24.2	0.0	100.3
Rotary wing, multi-engine											
Bell	29	28.5	-	1.4	2.0	0.0	9.2	0.3	1.2	0.0	14.0
Aerospatiale/Eurocopter	31	31.7	-	-	1.5	0.0	5.3	0.3	5.2	0.0	12.4
Agusta	17	16.1	0.3	1.9	1.2	0.0	3.2	0.2	0.8	0.0	7.7
Sikorsky	15	30.3	0.3	5.4	0.9	0.0	1.1	0.2	0.1	0.0	8.0
Other	14	8.0	0.0	-	0.6	0.0	3.7	0.2	0.1	0.0	4.6
Subtotal	106	114.7	0.6	8.8	6.1	0.0	22.5	1.3	7.5	0.0	46.7
Total	466	275.3	4.1	11.8	35.2	3.6	56.6	4.1	31.7	0.0	147.0

Table 23(b) Number of balloons, landings and hours flown, by make and flying activity, for balloons performing any Training flying (2012)

Balloon make	Number of aircraft	Number of landings (thousands)	Hours flown								Total
			Private	Business	Training	Agriculture	Aerial	Test &	Charter	Regional	
Kavanagh	12	0.4	0.1	0.0	0.1	0.0	-	0.0	0.2	0.0	0.5
Other	1	-	-	0.0	-	0.0	0.0	0.0	0.0	0.0	-
<b>Total</b>	<b>13</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>-</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.5</b>

## 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 (2012)

Aircraft make	Number of aircraft	Number of landings (thousands)	Hours flown								Total
			Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter	Regional Airline	
						(thousands)					
Air Tractor	118	94.7	0.1	-	-	44.1	0.8	-	0.0	0.0	45.0
Ayres	41	27.9	0.0	0.0	-	12.3	0.0	-	0.0	0.0	12.3
Cessna	71	14.5	0.3	0.8	0.1	6.7	0.9	0.1	0.1	0.0	8.9
Piper	36	7.6	-	0.0	0.2	3.9	0.0	-	0.0	0.0	4.2
PZL	17	4.5	0.0	0.0	-	2.2	0.0	-	0.0	0.0	2.2
Pacific Aerospace	3	19.9	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0
Gippsland	6	3.3	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0	1.2
Air Parts	8	7.0	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0	1.1
Grumman	7	2.3	0.0	0.0	0.0	0.8	0.0	-	0.0	0.0	0.9
Other	17	3.4	0.1	-	0.0	1.8	0.1	-	0.0	0.0	2.0
Total	324	185.2	0.4	0.8	0.4	76.1	1.7	0.2	0.1	0.0	79.7

Table 24(a) Number of helicopters, landings and hours flown, by make and flying activity, for helicopters performing any Agriculture flying (2012)

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	35	17.4	0.3	0.2	0.2	5.4	4.5	0.3	0.4	0.0	11.2
Bell	25	15.1	0.1	-	0.3	5.3	1.4	0.2	0.3	0.0	7.5
Aerospatiale/Eurocopter	7	3.9	0.0	0.0	-	0.7	1.5	0.1	0.1	0.0	2.4
Other	14	5.2	0.1	0.1	0.1	1.5	0.5	0.1	0.0	0.0	2.3
Total	81	41.6	0.4	0.3	0.6	12.9	7.8	0.6	0.8	0.0	23.5

## 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 (2012)

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											
Pilatus	38	35.7	0.0	1.7	0.7	0.0	34.8	0.3	0.0	0.0	37.5
Cessna	293	82.8	7.0	4.6	19.3	1.3	28.8	1.3	7.2	0.0	69.5
Piper	72	37.7	1.2	0.5	2.0	0.0	8.9	0.2	0.7	0.0	13.6
American Champion	16	2.6	-	0.0	-	0.0	4.8	0.1	0.0	0.0	4.9
Air Tractor	22	9.7	0.0	0.0	0.0	3.0	3.4	-	0.0	0.0	6.4
Gippsland	12	4.1	0.1	-	0.1	0.0	2.9	-	1.5	0.0	4.7
Pacific Aerospace	3	0.4	0.1	0.0	0.0	0.0	1.3	-	0.0	0.0	1.3
Hawker Beechcraft	5	0.3	-	-	-	0.0	0.5	-	0.2	0.0	0.8
IMCO	4	3.2	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.5
Other	38	5.3	0.4	0.9	0.1	-	1.8	-	0.7	0.0	4.1
Subtotal	503	181.8	8.9	7.8	22.2	4.2	87.9	1.9	10.4	0.0	143.4
Fixed wing, multi-engine											
Hawker Beechcraft	59	53.8	0.3	0.3	1.1	0.0	43.6	0.6	4.8	0.7	51.3
Cessna	39	8.8	0.2	0.5	0.2	0.0	8.1	0.6	2.9	0.0	12.4
De Havilland	6	1.5	0.0	0.0	0.0	0.0	7.5	0.0	0.0	0.0	7.5
Bombardier	8	2.7	0.0	0.2	-	0.0	7.0	-	1.3	0.0	8.6
Gates Learjet	10	2.5	0.0	0.0	0.1	0.0	4.2	0.1	0.1	0.0	4.5
Piper	19	3.8	0.1	0.3	0.2	0.0	2.5	0.2	1.4	0.0	4.6
Reims	5	1.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	0.0	2.4
Britten Norman	4	0.6	0.0	0.2	-	0.0	1.2	-	0.0	0.0	1.4
Partenavia	6	1.3	0.1	0.2	0.3	0.0	0.8	-	0.4	0.0	1.8
Dornier	5	2.5	0.0	0.0	0.7	0.0	0.8	0.2	0.0	0.0	1.7
Other	16	4.5	-	-	0.3	0.0	2.7	-	1.9	0.8	5.9
Subtotal	177	83.0	0.6	1.7	3.0	0.0	80.7	1.8	12.8	1.5	102.0
Total	680	264.8	9.5	9.5	25.2	4.2	168.6	3.7	23.3	1.5	245.4

Table 25(a) Number of helicopters, landings and hours flown, by make and flying activity, for helicopters performing any Aerial Work flying (2012)

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	463	224.6	3.4	3.6	6.1	2.7	128.4	2.6	16.3	0.0	163.2
Aerospatiale/Eurocopter	90	42.6	0.5	0.7	0.9	0.7	19.6	0.7	6.1	0.0	29.2
Bell	108	47.2	0.3	0.2	2.7	3.0	16.4	0.8	8.4	0.0	31.8
Hughes	15	9.5	-	0.2	0.2	0.0	5.3	0.1	0.1	0.0	6.0
Schweizer	16	6.0	-	0.1	1.8	0.4	2.8	0.1	0.3	0.0	5.5
Agusta	9	2.2	-	0.1	-	0.0	1.3	-	0.4	0.0	1.8
Garlick	4	0.6	-	0.0	-	0.0	0.8	-	0.0	0.0	0.9
Other	10	2.1	0.1	-	-	0.3	1.3	0.1	0.3	0.0	2.2
Subtotal	715	334.8	4.4	4.9	11.9	7.1	175.9	4.5	31.8	0.0	240.4
Rotary wing, multi-engine											
Bell	30	25.6	-	1.5	1.6	0.0	10.0	0.3	0.7	0.0	14.0
Aerospatiale/Eurocopter	18	14.5	-	-	1.0	0.0	5.6	0.1	0.5	0.0	7.3
Kawasaki	16	8.6	0.0	0.1	0.6	0.0	4.0	0.2	0.2	0.0	5.0
Agusta	10	10.6	0.0	1.9	0.6	0.0	3.3	0.2	0.2	0.0	6.2
Sikorsky	7	7.3	0.0	0.0	0.6	0.0	1.5	0.1	0.0	0.0	2.2
Other	2	0.8	0.0	0.1	0.0	0.0	0.2	0.0	0.2	0.0	0.6
Subtotal	83	67.3	-	3.6	4.4	0.0	24.8	0.8	1.8	0.0	35.4
Total	798	402.1	4.4	8.5	16.3	7.1	200.7	5.3	33.6	0.0	275.8

## 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 (2012)

Aircraft make	Number of aircraft	Number of landings  (thousands)	Hours flown								Regional Airline	Total
			Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter			
Fixed wing, single engine												
Cessna	362	187.3	7.2	0.5	20.5	0.3	2.9	1.7	89.9	9.1	132.1	
Gippsland	35	25.3	0.1	0.2	0.1	0.0	0.7	0.1	15.2	0.0	16.5	
De Havilland	34	12.4	0.2	0.1	0.4	0.0	-	0.1	5.6	0.0	6.3	
Piper	48	25.4	1.9	-	6.0	0.0	0.2	0.3	4.1	0.0	12.5	
Pilatus	4	1.7	0.1	0.1	0.1	0.0	0.0	-	2.1	0.0	2.4	
Hawker Beechcraft	18	3.1	0.4	0.2	0.1	0.0	-	0.1	2.0	0.0	2.9	
Other	50	19.5	0.7	0.2	6.1	0.0	0.1	0.1	4.8	0.0	12.0	
Subtotal	551	274.8	10.6	1.3	33.2	0.3	3.9	2.4	123.9	9.1	184.7	
Fixed wing, multi-engine												
Hawker Beechcraft	153	58.8	0.6	1.2	2.7	0.0	0.5	1.0	47.8	1.1	54.9	
Fokker	51	44.3	0.1	0.0	-	0.0	0.0	0.9	44.8	17.3	63.1	
Cessna	175	62.0	1.5	1.3	1.2	0.0	1.5	1.0	42.8	2.9	52.3	
Piper	125	37.1	0.5	0.2	1.1	0.0	0.6	0.4	26.7	0.1	29.6	
Fairchild	42	37.1	-	0.0	0.2	0.0	0.6	0.3	24.5	7.7	33.4	
De Havilland	20	17.5	-	-	-	0.0	0.0	0.1	17.1	0.0	17.3	
Embraer	26	22.1	0.0	0.1	0.3	0.0	0.0	0.1	16.3	7.2	24.0	
Aero Commander	33	23.6	-	-	-	0.0	0.1	0.3	14.8	0.5	15.8	
British Aerospace	16	27.5	-	0.1	0.1	0.0	-	-	13.4	0.8	14.6	
Britten Norman	19	12.1	-	0.0	0.2	0.0	0.0	0.6	6.4	1.2	8.4	
Bombardier	10	4.3	0.2	0.8	-	0.0	0.1	-	3.4	0.0	4.5	
Gulfstream	4	2.1	0.0	0.0	0.2	0.0	0.1	0.0	1.6	0.0	1.9	
Saab	7	1.6	0.0	-	-	0.0	0.0	-	1.5	0.0	1.6	
Dornier	3	2.0	0.0	0.0	0.0	0.0	0.0	0.1	1.5	0.0	1.6	
Israel Aircraft	7	0.7	0.0	0.0	0.1	0.0	-	-	1.2	0.0	1.3	
Partenavia	16	3.1	0.3	0.3	0.9	0.0	0.6	-	1.1	0.0	3.1	
Gates Learjet	12	2.4	0.0	0.1	0.1	0.0	3.7	0.1	1.1	0.0	5.0	
Other	27	13.7	-	1.2	0.3	0.0	0.3	0.2	10.3	0.0	12.2	
Subtotal	746	371.8	3.3	5.5	7.5	0.0	8.1	5.3	276.3	38.8	344.7	
Total	1 297	646.6	13.9	6.8	40.7	0.3	12.0	7.7	400.2	47.9	529.4	

Table 26(a) Number of helicopters, landings and hours flown, by make and flying activity, for helicopters performing any Charter flying (2012)

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	240	96.9	2.4	1.9	5.2	0.5	16.0	1.2	31.1	0.0	58.2	
Bell	116	62.5	0.4	0.2	2.1	0.9	8.8	0.7	26.0	0.0	39.0	
Aerospatiale/Eurocopter	87	40.1	0.6	0.8	0.4	0.1	7.6	0.7	14.0	0.0	24.2	
Agusta	6	1.5	-	-	-	0.0	0.9	0.0	0.4	0.0	1.3	
Schweizer	7	2.2	-	0.1	0.7	0.0	0.8	-	0.3	0.0	1.8	
Hughes	3	0.5	0.0	-	0.2	0.0	0.1	-	0.1	0.0	0.5	
Other	5	1.8	-	0.0	0.5	0.0	0.4	0.1	0.4	0.0	1.5	
Subtotal	464	205.5	3.4	3.0	9.1	1.5	34.6	2.7	72.2	0.0	126.6	
Rotary wing, multi-engine												
Aerospatiale/Eurocopter	39	32.6	-	0.1	0.7	0.0	0.2	0.3	13.3	0.0	14.6	
Bell	13	9.7	0.0	0.5	0.5	0.0	1.3	0.1	2.2	0.0	4.6	
Sikorsky	8	1.2	0.0	0.0	-	0.0	0.0	0.0	2.2	0.0	2.2	
Agusta	11	4.9	0.2	0.1	0.1	0.0	0.1	-	1.8	0.0	2.3	
Kawasaki	8	3.2	0.0	0.1	0.1	0.0	1.2	0.1	1.6	0.0	3.0	
MBB	6	2.4	0.0	0.1	0.0	0.0	0.2	0.0	1.3	0.0	1.7	
Subtotal	85	54.0	0.3	0.8	1.3	0.0	3.1	0.6	22.3	0.0	28.4	
Total	549	259.5	3.7	3.8	10.4	1.5	37.7	3.3	94.6	0.0	155.0	

Table 26(b) Number of balloons, landings and hours flown, by make and flying activity, for balloons performing any Charter flying (2012)

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	111	6.8	0.1	0.0	0.1	0.0	-	0.0	6.5	0.0	6.7	
Thunder/Colt	3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1	
Other	10	0.3	-	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.3	
Total	124	7.3	0.1	0.0	0.1	0.0	-	0.0	6.9	0.0	7.1	

## 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 (2012)

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	14	19.7	0.0	0.0	0.4	0.0	0.0	0.3	3.3	9.1	13.1	
Subtotal	14	19.7	0.0	0.0	0.4	0.0	0.0	0.3	3.3	9.1	13.1	
Fixed wing, multi-engine												
Bombardier	43	85.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	83.6	83.6	
Saab	40	57.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.4	50.4	
Fokker	37	36.1	0.1	0.0	-	0.0	0.0	0.7	33.5	17.3	51.5	
De Havilland	10	11.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.3	13.3	
Fairchild	17	15.6	0.0	0.0	0.2	0.0	0.0	0.2	3.4	9.5	13.3	
Embraer	8	10.4	0.0	0.0	0.2	0.0	0.0	0.0	2.8	7.2	10.1	
ATR	6	5.9	0.0	0.0	0.0	0.0	0.0	0.2	0.0	5.9	6.1	
Cessna	16	13.5	0.0	0.0	0.2	0.0	0.0	0.1	6.2	3.7	10.1	
Britten Norman	4	4.2	0.0	0.0	0.1	0.0	0.0	0.2	0.6	1.2	2.1	
Beechcraft	4	5.1	0.0	0.0	0.1	0.0	-	0.0	2.7	1.1	4.0	
Other	7	3.9	0.0	0.0	0.1	0.0	-	0.1	0.9	2.1	3.2	
Subtotal	192	248.5	0.1	0.0	0.9	0.0	0.1	1.4	50.1	195.3	247.8	
Total	206	268.2	0.1	0.0	1.3	0.0	0.1	1.7	53.4	204.4	261.0	

## Section H Fuel type

Table 28 Number of aircraft and hours flown, by fuel type, in General Aviation and Regional Airline operations (2012)

<i>Fuel type</i>	<i>Number of aircraft</i>	<i>Total hours flown (thousands)</i>
Fixed wing, single engine		
Diesel	7	0.8
Kerosene	400	150.9
Gasoline	8 036	696.8
<i>Subtotal</i>	<i>8 443</i>	<i>848.5</i>
Fixed wing, multi-engine		
Diesel	3	0.2
Kerosene	639	435.7
Gasoline	1 173	207.0
<i>Subtotal</i>	<i>1 815</i>	<i>642.9</i>
<i>Subtotal (Fixed wing)</i>	<i>10 258</i>	<i>1 491.4</i>
Rotary wing, single engine		
Diesel	1	0.0
Kerosene	465	111.4
Gasoline	1 154	231.2
<i>Subtotal</i>	<i>1 620</i>	<i>342.6</i>
Rotary wing, multi-engine		
Kerosene	177	59.3
Gasoline	20	7.4
<i>Subtotal</i>	<i>197</i>	<i>66.7</i>
<i>Subtotal (Rotary wing)</i>	<i>1 817</i>	<i>409.3</i>
Balloons and airships		
N/A	355	8.5
<b>Total</b>	<b>12 430</b>	<b>1 909.3</b>



## Section I Aircraft age

Table 29 Number of aircraft and hours flown, by age of aircraft, in General Aviation and Regional Airline operations (2007 and 2012)

Category and Age <sup>a</sup> (in years) of aircraft	2007		2012		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	55	1.1	51	0.7	-7.3	-37.6
1–5	310	12.1	250	9.6	-19.4	-21.0
6–10	267	8.0	304	8.8	13.9	10.6
11–15	112	3.5	253	6.0	125.9	69.7
16–20	72	1.4	108	2.8	50.0	108.0
21–25	63	1.4	75	1.3	19.0	-8.5
26–30	56	1.0	57	1.0	1.8	-5.0
31–35	26	0.5	62	1.1	138.5	112.3
36–40	9	0.2	24	0.3	166.7	80.7
Over 40	4	0.1	12	0.1	200.0	36.8
Subtotal	974	29.2	1 196	31.5	22.8	8.1
Fixed wing, single engine						
New this year	87	7.9	40	4.9	-54.0	-38.1
1–5	303	101.2	383	95.3	26.4	-5.9
6–10	280	82.5	380	101.3	35.7	22.9
11–15	209	73.4	334	81.2	59.8	10.5
16–20	204	36.6	207	68.1	1.5	86.2
21–25	258	39.1	203	34.4	-21.3	-12.1
26–30	1 789	300.9	273	33.1	-84.7	-89.0
31–35	1 125	138.0	1 726	211.1	53.4	52.9
36–40	691	50.5	1 075	91.8	55.6	81.6
Over 40	2 009	79.2	2 635	96.0	31.2	21.3
Subtotal	6 955	909.4	7 256	817.2	4.3	-10.1
Fixed wing, multi-engine						
New this year	25	5.3	14	3.1	-44.0	-41.6
1–5	66	71.6	122	96.1	84.8	34.1
6–10	56	43.7	74	66.2	32.1	51.6
11–15	124	114.7	61	38.4	-50.8	-66.5
16–20	101	111.5	147	121.5	45.5	9.0
21–25	139	77.4	101	90.8	-27.3	17.2
26–30	572	177.4	130	47.8	-77.3	-73.0
31–35	348	80.5	512	99.1	47.1	23.0
36–40	188	34.4	299	49.0	59.0	42.3
Over 40	179	14.0	346	30.7	93.3	118.8
Subtotal	1 798	730.6	1 806	642.7	0.4	-12.0
Subtotal (Fixed wing)	9 727	1 669.2	10 258	1 491.4	5.5	-10.6

(continued)

<sup>a</sup> 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 (2007 and 2012)

Category and Age <sup>a</sup> (in years) of aircraft	2007		2012		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	6	-	3	-	-50.0	-27.1
1–5	23	0.2	30	0.2	30.4	17.8
6–10	27	0.2	21	0.2	-22.2	61.0
11–15	12	-	25	0.2	108.3	373.5
16–20	0	-	11	-	na	na
Over 20	3	-	4	-	33.3	na
Subtotal	71	444	94	715	32.4	61.0
Rotary wing, single engine						
New this year	102	15.5	46	7.4	-54.9	-52.4
1–5	319	105.1	402	98.6	26.0	-6.1
6–10	130	40.7	292	79.8	124.6	95.8
11–15	97	24.4	131	28.5	35.1	16.9
16–20	194	55.9	78	13.6	-59.8	-75.7
21–25	76	24.1	179	44.7	135.5	85.5
26–30	148	43.1	69	18.0	-53.4	-58.2
31–35	84	13.6	144	34.2	71.4	151.8
36–40	75	9.0	67	8.8	-10.7	-2.9
Over 40	57	6.2	118	8.3	107.0	34.5
Subtotal	1 282	337.6	1 526	341.9	19.0	1.3
Rotary wing, multi-engine						
New this year	2	0.1	6	0.2	200.0	58.3
1–5	14	4.6	39	18.0	178.6	292.8
6–10	7	5.0	18	4.3	157.1	-13.8
11–15	13	6.5	15	5.7	15.4	-11.9
16–20	37	16.2	25	13.1	-32.4	-19.1
21–25	26	13.8	36	12.7	38.5	-8.5
Over 25	29	10.2	58	12.8	100.0	26.0
Subtotal	128	56.3	197	66.7	53.9	18.5
Subtotal (Rotary wing)	1 481	394.4	1 817	409.3	22.7	3.8
Balloons and airships <sup>b</sup>						
New this year	24	0.4	14	0.3	-41.7	-31.5
1–5	90	5.6	75	4.5	-16.7	-19.7
6–10	75	2.9	80	2.4	6.7	-18.3
11–15	60	0.9	66	0.7	10.0	-17.3
16–20	42	0.2	50	0.4	19.0	134.9
21–25	27	0.1	37	0.1	37.0	-55.7
26–30	12	0.1	20	0.1	66.7	64.0
Over 30	3	-	13	-	333.3	38.5
Subtotal	333	10.2	355	8.5	6.6	-16.7
Total	11 117	1 936.4	12 430	1 909.3	11.8	-1.4

<sup>a</sup> Calculated by subtracting year of manufacture from the current year.<sup>b</sup> 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 (2012)

Category and Age <sup>a</sup> (in years) of aircraft	Number of aircraft	Number of landings (thousands)	Hours flown (thousands)								Total
			Private	Business	Training	Test and Ferry	Aerial Work	Agriculture	Charter	Regional Airline	
			(thousands)								
Fixed wing, amateur-built <sup>b</sup>											
New this year	51	0.7	0.6	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.7
1–5	250	11.8	8.1	1.3	0.1	0.1	0.0	0.0	0.0	0.0	9.6
6–10	304	10.7	7.3	1.4	0.1	0.1	-	0.0	0.0	0.0	8.8
11–15	253	7.7	5.4	0.5	-	0.1	-	0.0	0.0	0.0	6.0
16–20	108	3.6	1.9	0.9	-	0.0	0.0	0.0	0.0	0.0	2.8
21–25	75	1.6	1.1	0.2	-	-	0.0	0.0	0.0	0.0	1.3
26–30	57	1.5	0.9	-	0.0	-	0.0	0.0	0.0	0.0	1.0
31–35	62	1.6	0.9	-	0.1	-	0.0	0.0	0.0	0.0	1.1
36–40	24	0.4	0.3	0.0	-	0.0	0.0	0.0	0.0	0.0	0.3
Over 40	12	0.3	0.1	0.0	0.0	-	0.0	0.0	0.0	0.0	0.1
Subtotal	1 196	40.0	26.5	4.3	0.4	0.3	-	0.0	0.0	0.0	31.5
Fixed wing, single engine											
New this year	40	9.4	0.5	0.3	1.5	0.1	0.6	1.5	0.3	0.0	4.9
1–5	383	136.8	9.4	8.9	31.3	0.5	25.8	9.8	8.0	1.6	95.3
6–10	380	154.6	11.2	8.8	41.3	0.6	11.1	4.7	17.7	5.9	101.3
11–15	334	120.3	10.5	4.8	29.7	0.6	13.1	12.5	8.6	1.4	81.2
16–20	207	163.9	3.7	1.0	33.5	0.1	2.0	20.4	7.4	0.0	68.1
21–25	203	74.5	4.5	1.6	16.7	0.1	0.1	8.6	2.8	0.0	34.4
26–30	273	47.0	8.2	4.1	7.4	0.2	3.2	4.0	6.1	0.0	33.1
31–35	1 726	308.4	44.4	19.8	85.7	2.2	11.1	9.0	38.7	0.2	211.1
36–40	1 075	129.7	28.6	8.4	24.3	0.8	7.3	3.2	19.1	0.0	91.8
Over 40	2 635	151.1	41.4	13.1	9.0	1.1	13.6	2.5	15.2	0.0	96.0
Subtotal	7 256	1 295.6	162.4	70.9	280.5	6.4	87.9	76.1	123.9	9.1	817.2
Fixed wing, multi engine											
New this year	14	2.9	-	0.1	1.3	0.0	-	0.0	0.0	1.7	3.1
1–5	122	101.5	1.4	3.7	13.2	0.5	29.4	0.0	4.8	43.1	96.1
6–10	74	70.6	1.2	1.2	5.6	0.4	9.3	0.0	9.0	39.6	66.2
11–15	61	36.9	0.7	6.0	1.8	0.2	8.3	0.0	9.5	11.9	38.4
16–20	147	111.0	1.1	0.4	2.0	0.9	14.0	0.0	45.5	57.6	121.5
21–25	101	91.2	0.2	0.7	0.3	0.9	2.0	0.0	55.7	30.8	90.8
26–30	130	51.0	0.7	1.4	1.5	0.8	3.2	0.0	35.6	4.6	47.8
31–35	512	107.0	3.9	5.1	14.4	2.2	9.4	0.0	60.4	3.5	99.1
36–40	299	62.2	1.5	2.0	3.0	1.0	3.0	0.0	36.6	1.9	49.0
Over 40	346	37.7	3.5	3.4	1.6	0.4	2.1	0.0	19.1	0.5	30.7
Subtotal	1 806	672.0	14.4	23.9	44.7	7.4	80.7	0.0	276.3	195.3	642.7
Subtotal (Fixed wing)	10 258	2 007.5	203.3	99.1	325.6	14.1	168.6	76.1	400.2	204.4	1 491.4
(continued)											

(continued)

<sup>a</sup> Calculated by subtracting year of manufacture from the current year.<sup>b</sup> 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 (2012)

Category and Age <sup>a</sup> (in years) of aircraft	Number of aircraft	Number of landings (thousands)	Hours flown (thousands)								Total
			Private	Business	Training	Test and Ferry	Aerial Work	Agriculture	Charter	Regional Airline	
Rotary wing, amateur-built											
New this year	3	-	-	0.0	-	-	0.0	0.0	0.0	0.0	-
1–5	30	0.4	0.2	-	-	-	0.0	0.0	0.0	0.0	0.2
6–10	21	0.4	0.2	0.0	0.0	-	0.0	0.0	0.0	0.0	0.2
11–15	25	0.2	0.1	-	-	0.0	-	-	0.0	0.0	0.2
16–20	11	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
Over 20	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal	94	1.1	0.7	-	-	-	-	-	0.0	0.0	0.7
Rotary wing, single engine											
New this year	46	11.7	0.9	0.6	0.3	0.1	4.0	0.1	1.3	0.0	7.4
1–5	402	140.1	12.5	10.8	10.5	1.4	41.1	2.5	19.8	0.0	98.6
6–10	292	106.5	6.4	5.8	5.8	1.2	45.9	2.1	12.6	0.0	79.8
11–15	131	41.1	1.2	1.8	1.3	0.4	18.8	0.9	4.1	0.0	28.5
16–20	78	23.0	1.0	0.4	0.4	0.3	9.0	0.5	2.0	0.0	13.6
21–25	179	67.3	1.9	0.5	1.8	0.6	32.8	0.5	6.7	0.0	44.7
26–30	69	26.5	0.1	0.1	0.8	0.4	9.2	0.4	7.0	0.0	18.0
31–35	144	58.0	0.4	0.4	6.2	0.5	8.7	3.9	14.2	0.0	34.2
36–40	67	15.1	0.3	0.4	0.6	0.2	2.9	1.4	2.9	0.0	8.8
Over 40	118	9.6	0.8	0.3	1.3	0.2	3.5	0.7	1.6	0.0	8.3
Subtotal	1 526	499.1	25.5	21.0	29.0	5.3	175.9	12.9	72.2	0.0	341.9
Rotary wing, multi-engine											
New this year	6	0.4	0.2	0.0	-	-	0.0	0.0	-	0.0	0.2
1–5	39	39.3	0.6	2.5	1.2	0.4	5.4	0.0	7.9	0.0	18.0
6–10	18	7.7	0.6	0.1	0.5	0.1	1.9	0.0	1.2	0.0	4.3
11–15	15	9.9	0.1	0.1	0.7	-	3.4	0.0	1.5	0.0	5.7
16–20	25	36.2	0.1	6.6	1.1	0.3	3.5	0.0	1.6	0.0	13.1
21–25	36	23.5	0.1	1.0	1.5	0.2	6.4	0.0	3.4	0.0	12.7
26–30	32	14.0	0.3	-	0.5	0.1	1.8	0.0	6.2	0.0	8.8
Over 30	26	10.6	0.0	-	0.7	0.2	2.4	0.0	0.6	0.0	4.0
Subtotal	197	141.6	1.8	10.3	6.1	1.4	24.8	0.0	22.3	0.0	66.7
Subtotal (Rotary wing)	1 817	641.8	27.9	31.3	35.2	6.7	200.7	12.9	94.6	0.0	409.3
Balloons and airships <sup>b</sup>											
New this year	14	0.3	-	-	-	0.0	-	0.0	0.2	0.0	0.3
1–5	75	4.5	0.2	0.0	-	0.0	-	0.0	4.2	0.0	4.5
6–10	80	2.4	0.6	0.0	-	0.0	-	0.0	1.7	0.0	2.4
11–15	66	0.9	0.2	0.0	0.1	0.0	-	0.0	0.5	0.0	0.7
16–20	50	0.5	0.2	0.0	0.0	-	0.0	0.0	0.3	0.0	0.4
21–25	37	0.1	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.1
26–30	20	0.1	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Over 30	13	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
Subtotal	355	8.8	1.4	-	0.2	-	0.1	0.0	6.9	0.0	8.5
Total	12 430	2 658.1	232.6	130.4	360.9	20.8	369.4	89.1	501.7	204.4	1 909.3

<sup>a</sup> Calculated by subtracting year of manufacture from the current year.<sup>b</sup> Includes amateur-built balloons.

Table 29(b) Average aircraft age, by flying activity, in General Aviation and Regional Airline operations (2002–12)

Year	Private	Business	Test & Ferry	Training	Aerial Work (years)	Agriculture	Charter	Regional Airlines	Active aircraft
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
2012	30.7	26.6	25.7	24.8	21.5	24.2	24.6	17.4	27.7

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 (2011 and 2012)

<i>Category of aircraft and total hours flown</i>	<i>Number of aircraft</i>		<i>Percentage change</i>
	<i>2011</i>	<i>2012</i>	
Fixed wing, amateur-built <sup>a</sup>			
0	361	403	11.6
1–50	617	588	-4.7
51–100	157	163	3.8
Over 100	50	42	-16.0
<i>Subtotal</i>	<i>1 185</i>	<i>1 196</i>	<i>0.9</i>
Fixed wing, single engine			
0	1 513	1 658	9.6
1–50	2 717	2 579	-5.1
51–100	1 119	1 128	0.8
101–200	758	707	-6.7
201–500	800	745	-6.9
Over 500	503	439	-12.7
<i>Subtotal</i>	<i>7 410</i>	<i>7 256</i>	<i>-2.1</i>
Fixed wing, multi-engine			
0	353	352	-0.3
1–50	303	280	-7.6
51–100	192	173	-9.9
101–200	251	237	-5.6
201–500	371	326	-12.1
Over 500	451	438	-2.9
<i>Subtotal</i>	<i>1 921</i>	<i>1 806</i>	<i>-6.0</i>
<i>Subtotal (Fixed wing)</i>	<i>10 516</i>	<i>10 258</i>	<i>-2.5</i>

(continued)

<sup>a</sup> 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 (2011 and 2012)

<i>Category of aircraft and total hours flown</i>	<i>2011</i>	<i>2012</i>	<i>Percentage change</i>
Rotary wing, amateur-built			
0	49	56	14.3
1–50	39	35	-10.3
Over 50	4	3	-25.0
<i>Subtotal</i>	<i>92</i>	<i>94</i>	<i>2.2</i>
Rotary wing, single engine			
0	216	249	15.3
1–50	197	189	-4.1
51–100	171	163	-4.7
101–200	355	317	-10.7
201–500	428	396	-7.5
Over 500	196	212	8.2
<i>Subtotal</i>	<i>1 563</i>	<i>1 526</i>	<i>-2.4</i>
Rotary wing, multi-engine			
0	19	18	-5.3
1–50	23	21	-8.7
51–100	15	7	-53.3
101–200	32	24	-25.0
201–500	68	81	19.1
Over 500	43	46	7.0
<i>Subtotal</i>	<i>200</i>	<i>197</i>	<i>-1.5</i>
<i>Subtotal (Rotary wing)</i>	<i>1 855</i>	<i>1 817</i>	<i>-2.0</i>
Balloons and airships <sup>b</sup>			
0	148	150	1.4
1–50	141	146	3.5
51–100	44	40	-9.1
Over 100	21	19	-9.5
<i>Subtotal</i>	<i>354</i>	<i>355</i>	<i>0.3</i>
<b>Total</b>	<b>12 725</b>	<b>12 430</b>	<b>-2.3</b>

<sup>b</sup> 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 (2002–12)

Year	Major Australian airlines		Regional Airlines	Total
	Domestic	International		
	operations	operations		
(thousands)				
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	392.8	228.1	1 346.7
2011	739.9	406.7	216.7	1 363.3
2012	782.5	405.2	204.4	1 392.1

Table 32 Number of aircraft and hours flown, by power type, in Regional Airline operations (2002–2012)

Year	Number of aircraft			Hours flown		
	Piston	Turboprop	Jet	Piston	Turboprop	Jet
	(thousands)					
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
2012	24	155	27	5.8	187.3	11.3

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



Table 33 Hours flown, by aircraft make, in Regional Airline operations (2007–12)

<i>Aircraft make</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>
	<i>(thousands)</i>					
Fixed wing, single engine						
Cessna	3.7	0.0	2.1	3.2	4.4	9.1
Other	0.0	0.0	0.0	0.0	0.6	0.0
<i>Subtotal</i>	<i>3.7</i>	<i>0.0</i>	<i>2.1</i>	<i>3.2</i>	<i>5.0</i>	<i>9.1</i>
Fixed wing, multi-engine						
Bombardier	55.9	58.6	70.0	85.8	76.1	83.6
Saab	68.3	71.2	57.7	68.6	58.5	50.4
Fokker	16.5	23.8	19.5	20.5	17.1	17.3
De Havilland	30.7	9.8	13.2	12.8	16.2	13.3
Fairchild	12.6	10.6	6.8	10.7	11.4	9.5
Embraer	11.6	12.6	9.2	6.4	7.1	7.2
ATR	0.0	0.4	0.4	0.4	1.3	5.9
Cessna	11.5	6.1	7.6	4.1	8.7	3.7
Britten Norman	2.5	1.3	0.4	0.7	1.0	1.2
Beechcraft	6.3	4.0	3.8	2.1	1.3	1.1
British Aerospace	6.2	1.4	2.9	2.1	2.0	0.8
Piper	9.0	6.2	3.0	2.8	2.6	0.8
Other	7.3	8.6	7.4	7.9	8.4	0.5
<i>Subtotal</i>	<i>238.3</i>	<i>214.7</i>	<i>202.0</i>	<i>224.9</i>	<i>211.8</i>	<i>195.3</i>
<b>Total</b>	<b>241.9</b>	<b>214.7</b>	<b>204.1</b>	<b>228.1</b>	<b>216.7</b>	<b>204.4</b>

## Section L Sport Aviation activity

### Ultralight activity

Table 34 Hours flown<sup>(a)</sup>, by state or territory and category of aircraft, in Ultralight operations (2012)

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)											
NSW	0.2	1.6	38.0	1.6	10.0	0.3	0.5	3.9	56.0	56.3	
QLD	0.5	2.3	28.5	5.0	11.5	0.4	0.3	1.9	49.9	50.4	
VIC	0.5	0.3	26.7	1.3	7.4	0.3	0.8	3.3	40.1	40.6	
SA	0.3	0.2	13.3	1.1	4.4	0.4	-	2.2	21.5	21.7	
WA	0.1	0.1	5.6	0.2	2.8	0.4	0.2	5.4	14.7	14.7	
TAS	-	0.2	5.9	1.1	0.6	-	-	0.1	8.0	8.0	
NT	0.0	-	1.7	0.4	0.2	-	0.1	-	2.4	2.4	
ACT	-	0.2	0.3	0.1	0.2	0.0	0.0	-	0.9	0.9	
Unknown	-	-	-	-	-	-	-	-	-	-	
Australia	1.6	5.0	120.0	10.7	37.2	1.8	1.9	17.0	193.6	195.2	

<sup>a</sup> 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<sup>(a)</sup>, by category of aircraft, in Ultralight operations (2002–12)

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)											
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	
2012	1.6	5.0	120.0	10.7	37.2	1.8	1.9	17.0	193.6	195.2	

<sup>a</sup> 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 (2012)

<i>Type approved aircraft and aircraft make</i>	<i>Number of aircraft</i>	<i>Hours flown<sup>a</sup> (thousands)</i>
Uncertified aircraft (CAO 95.10)	212	1.6
Commercially manufactured aircraft (CAO 95.25)		
Austflight ULA	70	1.9
Australian Light Wing	65	1.7
Thruster	93	1.2
Skywise	8	0.2
Other	13	0.1
<i>Subtotal</i>	249	5.0
Commercially manufactured aircraft (CAO 95.55)		
Jabiru	380	40.4
Tecnam	133	26.3
Aeroprakt	78	8.4
Cessna	15	6.3
Skyfox	56	5.8
Piper	15	4.6
Evektor	36	4.4
Luscombe	5	3.7
Fly Synthesis	33	3.0
Ercoupe	4	2.2
ICP	16	1.5
Flight Design	29	1.4
Slepcev	13	1.3
Aeronca	9	1.3
Other	242	9.3
<i>Subtotal</i>	1 064	120.0
Commercially manufactured aircraft (CAO 101.55)		
Jabiru	111	7.8
Skyfox	55	1.5
Austflight ULA	22	0.7
Australian Light Wing	10	0.6
Other	6	0.2
<i>Subtotal</i>	204	10.7
<i>Subtotal (Commercially manufactured aircraft)</i>	1 517	135.7

(continued)

<sup>a</sup> 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 (2012)

<i>Type approved aircraft and aircraft make</i>	<i>Number of aircraft</i>	<i>Hours flown<sup>a</sup> (thousands)</i>
Amateur-built aircraft (CAO 95.55)		
Jabiru	269	9.0
ICP	124	5.3
Zenair	77	2.1
Jodel	20	1.9
Rand Kar	60	1.3
Maxair	11	1.2
RANS	28	1.2
Wayne Fisher	13	1.2
Rainbow Aircraft	27	1.0
Sonex	18	0.9
Pulsar	4	0.8
S G Aviation	9	0.6
Vans Aircraft	15	0.5
IBIS Aircraft	5	0.5
Corby	19	0.4
Foxcon	25	0.4
Hornet	4	0.4
Arion Aircraft	12	0.4
Denney	11	0.4
Skyranger	18	0.4
Europa	9	0.3
Aero Sport	13	0.3
Fantasy Air	4	0.2
Monnett	14	0.2
Atec	8	0.2
Australian Aircraft Kits	9	0.2
Fly Synthesis	6	0.2
Cadet	8	0.2
Murphy	8	0.2
Slepcev	8	0.2
Spectrum	6	0.2
Avid	8	0.2
Other	319	4.9
<i>Subtotal</i>	<i>1 189</i>	<i>37.2</i>

(continued)

<sup>a</sup> 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 (2012)

<i>Type approved aircraft and aircraft make</i>	<i>Number of aircraft</i>	<i>Hours flown<sup>a</sup> (thousands)</i>
<b>Amateur-built aircraft (CAO 101.28)</b>		
Monnett	5	0.4
Jabiru	13	0.4
Denney	8	0.2
RANS	15	0.1
Corby	7	0.1
Australian Light Wing	6	0.1
Other	48	0.6
<i>Subtotal</i>	<i>102</i>	<i>1.8</i>
<i>Subtotal (Amateur-built aircraft)</i>	<i>1 291</i>	<i>39.0</i>
<b>Weight shift aircraft (CAO 95.32)</b>		
<b>Powered Parachutes</b>		
Aerochute	203	1.8
Powerchute	5	0.1
Other	4	-
<i>Subtotal</i>	<i>212</i>	<i>1.9</i>
<b>Trikes</b>		
Airborne Windsports	223	16.0
Pegasus	14	0.5
Westland	5	0.1
Other	35	0.3
<i>Subtotal</i>	<i>277</i>	<i>17.0</i>
<i>Subtotal (Weight shift aircraft)</i>	<i>489</i>	<i>18.9</i>
<i>Subtotal (Certified aircraft)</i>	<i>3 297</i>	<i>193.6</i>
<b>Total</b>	<b>3 509</b>	<b>195.2</b>

<sup>a</sup> 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 (2002 to 2012)

Year	Number of	Hours Flown <sup>b</sup>	Launches <sup>b</sup>
	aircraft <sup>a</sup>	(thousands)	
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
2012	1 206	192.0	149.8 <sup>c</sup>

<sup>a</sup> 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.

From 2011 onwards, the data is by calendar year.

<sup>b</sup> No data is available between 2000 and 2004.

<sup>c</sup> Estimate based on 3 year average.

Note: In 2012, figures are estimated from a response rate of 54 per cent.

## Hang Gliding activity

Table 38 Hours flown, by state or territory and category of aircraft, in Hang Gliding operations (2011–12)

State or Territory	Hang Gliders	Paragliders	Weight shift microlights (Powered hang gliders)	Total
(thousand hours)				
NSW	17.6	19.4	4.7	41.7
QLD	5.6	18.5	3.1	27.1
VIC	5.0	11.6	3.6	20.2
WA	1.6	4.5	1.9	8.1
SA/NT	1.6	1.8	0.6	3.9
ACT	1.0	2.0	0.2	3.1
TAS	0.4	0.7	-	1.1
Australia	32.7	58.4	14.1	105.1

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 (2001–02 to 2011–12)

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)
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
2011–12	948	32.7	1 398	58.4	345	14.1	2 691	105.1

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  
(2001–02 to 2011–12)

Year <sup>a</sup>	Number of active aircraft	Private	Dual training	Gyro glider training	Search & Rescue	Total
		(thousand hours)				
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
2011–12	323	41.5	5.2	0.1	-	46.8

<sup>a</sup> ASRA changed its survey to calendar year from 2006 to 2011, then back to financial year from 2011–12.

Note: All statistics courtesy of the Australian Sport Rotorcraft Association (ASRA).





Bureau of Infrastructure, Transport and Regional Economics

# General Aviation Activity Survey

Year ended 31 December 2012

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

Please return the completed form by 27 September 2013.

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 2012 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 2012. 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 2012. 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 \_\_\_\_\_

/ / 2013

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 2012, 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 Andrew Platt on (02) 6274 6135, fax (02) 6274 7727 or email [avstats@infrastructure.gov.au](mailto: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 2012.
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.