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btre

**AVIATION STATISTICS**

**General Aviation**

**2005**

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**2005 SURVEY FORM**

## SIGNIFICANT FEATURES OF THE DATA

### OVERVIEW

Total hours flown by Australian VH- registered aircraft in the general aviation (GA) and regional airline sectors reached 1.98 million in 2005, an increase of 4.3 per cent compared with the previous year. These aircraft completed 3.17 million landings, an increase of 12.3 per cent.

Activity in the GA sector increased in 2005, with a rise in flying hours of 4.7 per cent to reach 1.72 million.

Within the sector flying training recorded the largest increase in activity, with a rise of 18.1 per cent over 2004. However this may reflect an underestimation of flying training hours in 2004, when a decrease of 16.2 per cent was recorded. Aerial agriculture also saw a significant increase (9.8 per cent) in hours flown, followed by business flying with an increase of 4.3 per cent.

Most other categories of GA flying showed minor increases in activity, the next highest being aerial work with a rise of 2.0 per cent over 2004 levels, followed by test and ferry (0.3 per cent) and charter (0.1 per cent).

Private flying was the only category to record a decrease in flying hours for 2005, with a fall of 3.2 per cent when compared with 2004.

Regional airlines recorded an increase in flying hours of 1.3 per cent when compared with 2004.

Figure 1 shows the movement in hours flown and landings between 1995 and 2005.

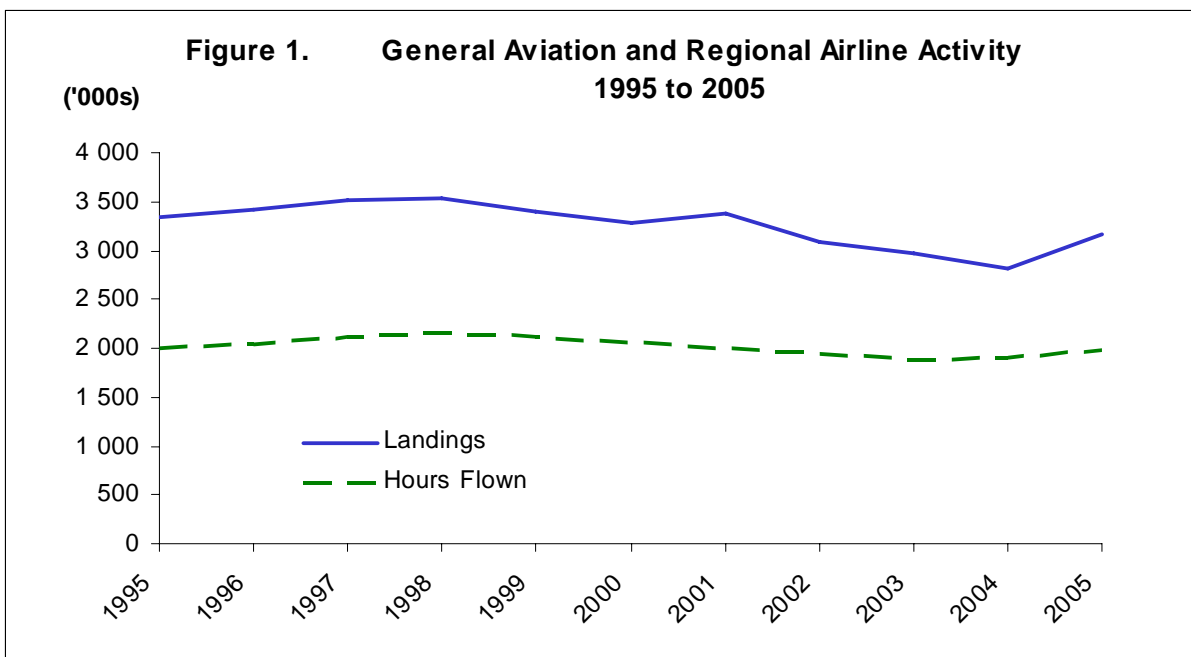
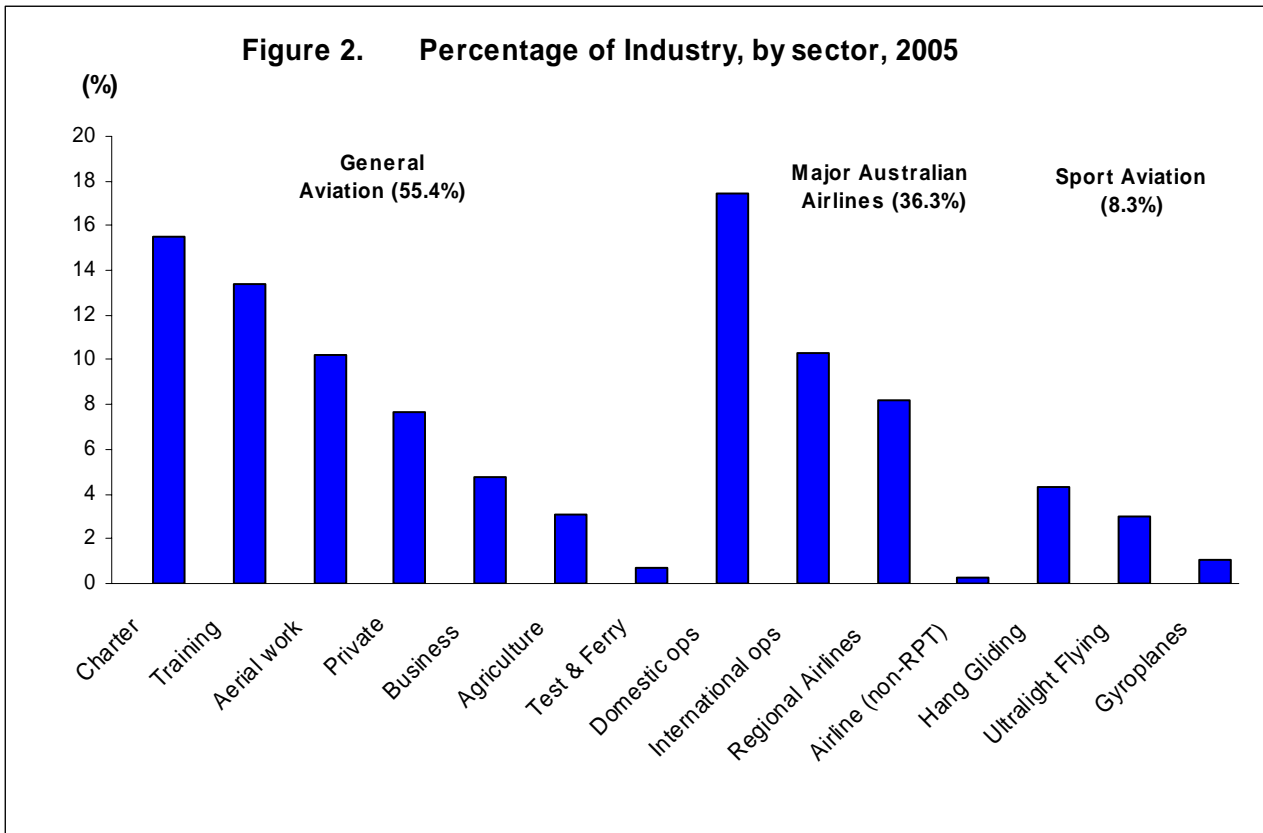


Figure 2 shows the relative sizes of the major industry sectors, based on hours flown.



## THE AUSTRALIAN AIRCRAFT FLEET

The data presented in this publication for the year ended 31 December 2005 covers 11 180 registered aircraft in the general aviation and regional airline sectors. Aircraft operated by the major airlines are excluded from these totals as are gliders, ultralight aircraft and hang gliders. The number of aircraft registered at 31 December 2005 represents an increase of 2.5 per cent over the number registered at 31 December 2004.

The number of fixed-wing single-engined aircraft increased by 2.1 per cent to 7 804, or 69.8 per cent of all registered aircraft in the GA and regional airline sectors. This includes 896 amateur-built aircraft (8.0 per cent of all aircraft), an increase of 5.7 per cent over the figure for the previous year.

The number of fixed-wing multi-engined aircraft increased by 0.9 per cent to 1 733, representing 15.5 per cent of the total.

The number of helicopters increased by 8.2 per cent to 1 292 or 11.6 per cent of the total, with the number of single-engined helicopters increasing by 7.9 per cent to 1 188 (including 71 helicopters in the amateur-built category). The number of multi-engined helicopters increased by 11.8 per cent to 104.

The number of hot-air balloons and airships increased by 0.3 per cent to 351, or 3.1 per cent of the total.



The Australian GA and regional airline fleet contains many older aircraft. A total of 386 600 hours, or 19.5 per cent of all flying, were performed in aircraft between 11 and 20 years old, 791 700 hours (40.0 per cent) in aircraft between 21 and 30 years old and 350 200 hours (17.7 per cent) in aircraft over 30 years old. For the public transport categories (charter and regional airline), 81.2 per cent of flying was done in aircraft more than ten years old and 54.3 per cent in aircraft more than 20 years old.

Average flying hours per aircraft increased by 1.7 per cent, from 173.9 hours in 2004 to 176.9 hours in 2005. For active aircraft only (excluding aircraft that were not flown during the year) the average number of hours flown was 218.2, an increase of 2.9 per cent on the 2004 average.

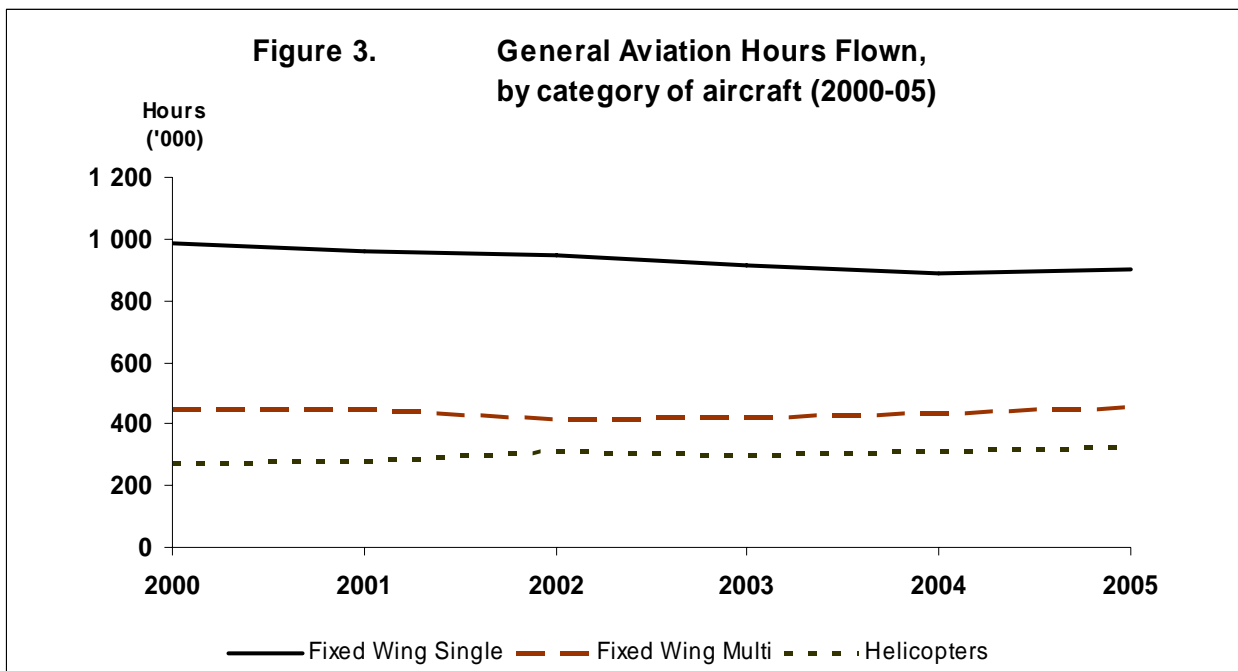
Of the active aircraft, 37.7 per cent flew 50 hours or less during 2005, while 54.7 per cent flew 100 hours or less. This compares with 36.5 per cent and 54.3 per cent respectively in 2004.

A total of 2 119 aircraft, or 19.0 per cent of registered GA and regional airline aircraft, were reported or estimated as performing no flying during the year ended 31 December 2005, compared with 1 963 aircraft (18.0 per cent) during 2004.

From responses to this and previous surveys the reasons why some of these aircraft are not flying can be determined. These reasons, covering 907 of the 2 119 inactive aircraft, are summarised below:

| <b>Reason for nil activity</b>           | <b>Number of aircraft</b> | <b>Percentage of total</b> |
|--|---------------------------|----------------------------|
| Repair/maintenance/restoration           | 430                       | 47.4                       |
| Aircraft in storage                      | 76                        | 8.4                        |
| Aircraft unserviceable                   | 70                        | 7.7                        |
| Aircraft awaiting sale                   | 58                        | 6.4                        |
| Amateur-built aircraft not yet completed | 51                        | 5.6                        |
| Health issues                            | 43                        | 4.7                        |
| Aircraft destroyed or broken up          | 35                        | 3.9                        |
| CofA not yet issued                      | 25                        | 2.8                        |
| Financial reasons                        | 21                        | 2.3                        |
| Permanently withdrawn from use           | 19                        | 2.1                        |
| All other reasons                        | 79                        | 8.7                        |
|  |                           |                            |
| <b>Total</b>                             | <b>907</b>                | <b>100.0</b>               |

Figure 3 shows the flying hours performed in general aviation operations by the major categories of aircraft.



## LANDINGS

The total number of landings reported during the year ended 31 December 2005 increased by 12.3 per cent over the previous year. Most States and Territories recorded an increase in landings, with South Australia and Victoria recording the largest gains with increases of 30.5 and 25.1 per cent respectively. The only States or Territories to record a decrease in landings were Tasmania with a fall of 10.4 per cent and Western Australia, down 0.3 per cent.

## REGIONAL AIRLINE ACTIVITY

Regional airline flying activity, measured in hours flown, recorded an increase of 1.3 per cent in 2005.

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 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 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 has occurred in the past two years is well below the growth in major airline flying hours over the same period.

The number of hours flown by regional airlines in 2005 is still well below the peak recorded in 2000.

## GENERAL AVIATION ACTIVITY

General Aviation activity (excluding scheduled regional airline operations) increased by 4.7 per cent in 2005 compared to 2004.

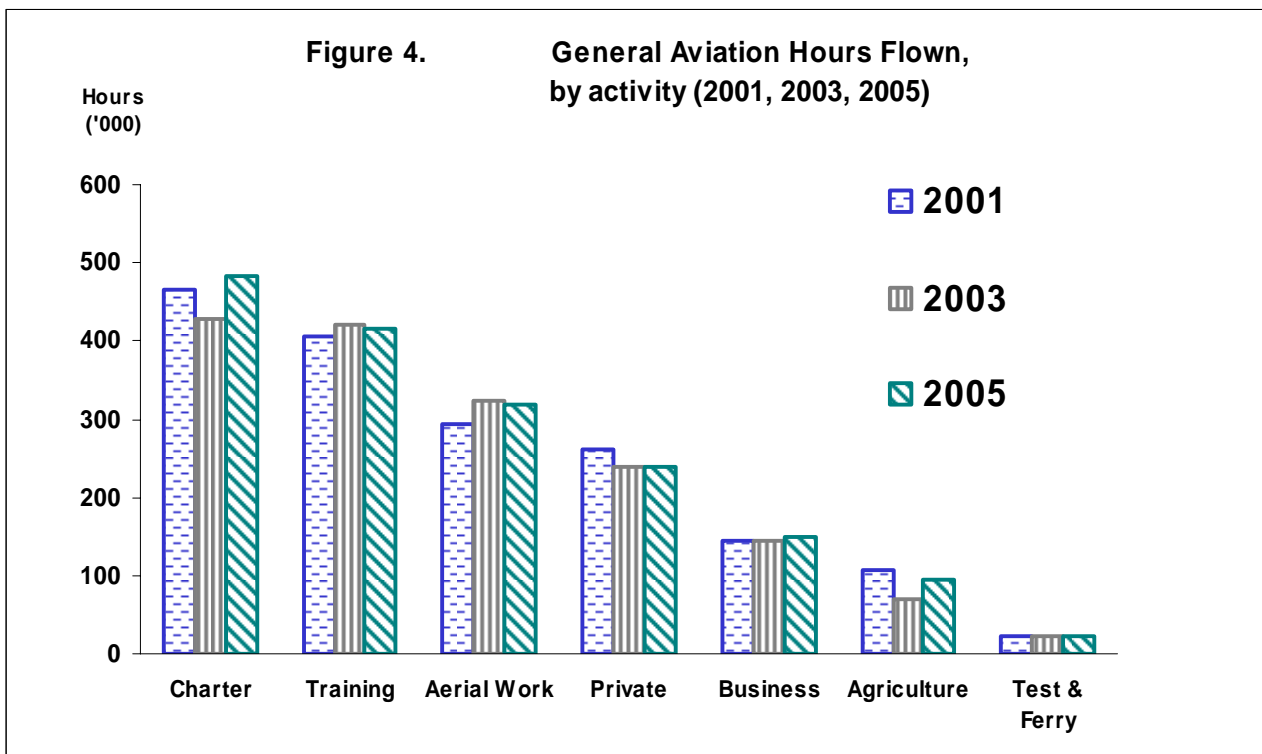
Charter and flying training continued to make up the two largest activity categories in the GA sector, representing 28.0 per cent and 24.1 per cent respectively of all GA flying hours during the year ended 31 December 2005. Private and business flying together represented 22.5 per cent of GA activity.

Flying training hours recorded the largest increase of all categories, with an increase of 18.1 per cent in 2005 compared to 2004. As noted earlier, this large apparent increase may reflect an underestimate of flying training hours in the 2004 survey. After falling sharply in 2004, training hours have returned to a similar level to that recorded in the 2002 and 2003 surveys.

Aerial agriculture flying recorded the second highest increase in activity with a rise of 9.8 per cent over 2004, followed by business flying (4.3 per cent), aerial work (2.0 per cent), charter (0.3 per cent), test & ferry (0.1 per cent) and private flying (-3.2 per cent).

The increase in aerial work was largely driven by an increase in mustering hours (up 9.6 per cent).

Figure 4 shows the relative sizes of each general aviation sector, and compares 2005 figures with those from 2003 and 2001.



### **ULTRALIGHT FLYING (information provided by Recreational Aviation Australia)**

In 2005, ultralight aircraft flew a total of 92 900 hours, representing an increase of 6.7 per cent over 2004.

The highest level of ultralight flying was undertaken in Queensland, with 26 500 hours or 28.6 per cent of the Australian total. New South Wales and Victoria together accounted for a further 47.6 per cent of flying activity.

At the end of December 2005, a total of 2 027 aircraft had current registrations issued by Recreational Aviation Australia, a rise of 2.3 per cent over December 2004.

### **GLIDING (information provided by Gliding Federation of Australia)**

The number of aircraft registered decreased from 1 095 at December 2004 to 903 at December 2005, a fall of 17.5 per cent.

Statistics on hours flown in gliding operations have not been available since 1998/99.

### **HANG GLIDING (information provided by Hang Gliding Federation of Australia)**

Hang gliders flew 134 200 hours in the 2004–05, a rise of 1.7 per cent over the figure for 2003–04.

Victoria saw the largest increase in flying hours with an increase of 22.0 per cent followed by the Australian Capital Territory with an increase of 13.3 per cent. Activity in most other States and Territories saw lesser increases, with Queensland up 6.1 per cent, South Australia/Northern Territory region rising 5.4 per cent and Western Australia up 3.3 per cent. The only States or Territories to record a decrease in activity were New South Wales, with a decrease of 12.9 per cent in flying hours, and Tasmania, with a fall of 6.6 per cent.

At the end of June 2005, an estimated 3,577 aircraft were involved in hang gliding operations.

### **GYROPLANES (information provided by Australian Sport Rotorcraft Association)**

During the 2004–05 financial year, provisional statistics indicate that gyroplanes flew 32,900 hours Australia-wide. This estimate, based on a survey response rate of approximately 27 per cent, represents an increase of 12.2 per cent over the 2003–04 estimates.

Private flying represented approximately 94 per cent of the total, with flying training making up the remainder of reported activity. Compared with 2003–04, the amount of private flying rose by 16.6 per cent, while training hours decreased by 30.2 per cent.

**SECTION A. INDUSTRY OVERVIEW****Table 1. Total hours flown by industry sector, 1995 to 2005 ('000 hours)**

| Year | Industry Sector  |  |                                  |                   |                        |                             |                           | TOTAL   |
|------|------------------|--|----------------------------------|-------------------|------------------------|-----------------------------|---------------------------|---------|
|      | General Aviation | Major Australian Airlines non-RPT <sup>(a)</sup> | Total airline RPT <sup>(b)</sup> | Ultralight Flying | Gliding <sup>(c)</sup> | Hang Gliding <sup>(d)</sup> | Gyroplanes <sup>(d)</sup> |         |
| 1995 | 1 761.3          | 5.5  | 899.6                            | 72.0              | 75.9                   | 86.4                        | 14.4                      | 2 915.0 |
| 1996 | 1 799.0          | 4.7  | 938.5                            | 70.4              | 69.2                   | 103.2                       | 23.3                      | 3 008.4 |
| 1997 | 1 839.3          | 3.6  | 969.8                            | 75.1              | 68.9                   | 102.3                       | 23.3                      | 3 082.3 |
| 1998 | 1 877.9          | 3.6  | 958.2                            | 67.6              | 65.4                   | 87.5                        | 33.4                      | 3 093.7 |
| 1999 | 1 842.2          | 3.8  | 963.5                            | 73.9              | 63.9                   | 104.6                       | 30.4                      | 3 082.3 |
| 2000 | 1 714.8          | 4.3  | 1 074.2                          | 74.1              | ..                     | 106.7                       | 29.7                      | 3 003.8 |
| 2001 | 1 702.9          | 6.6  | 1 044.3                          | 76.5              | ..                     | 120.0                       | 37.0                      | 2 987.1 |
| 2002 | 1 687.7          | 7.5  | 926.0                            | 80.6              | ..                     | 122.2                       | 32.3                      | 2 856.3 |
| 2003 | 1 645.9          | 8.0  | 952.3                            | 84.5              | ..                     | 124.7                       | 28.3                      | 2 843.8 |
| 2004 | 1 645.0          | 7.4  | 1 066.4                          | 87.1              | ..                     | 132.0                       | 29.3                      | 2 967.1 |
| 2005 | 1 722.8          | 9.0  | 1 120.4                          | 92.9              | ..                     | 134.2                       | 32.9                      | 3 112.1 |

(a) Non-RPT flying by the major Australian airlines.

(b) Hours flown by Australian (including regional) airlines on domestic and international flight stages, in Regular Public Transport (RPT) operations. See Table 32 for detail.

(c) Covers years ended 30 April.

(d) Covers years ended 30 June.

**Table 2. Percentage distribution of hours flown by industry sector, 1995 to 2005**

| Year | Industry Sector  |  |                                  |                   |                        |                             |                           | TOTAL |
|------|------------------|--|----------------------------------|-------------------|------------------------|-----------------------------|---------------------------|-------|
|      | General Aviation | Major Australian Airlines non-RPT <sup>(a)</sup> | Total airline RPT <sup>(b)</sup> | Ultralight Flying | Gliding <sup>(c)</sup> | Hang Gliding <sup>(d)</sup> | Gyroplanes <sup>(d)</sup> |       |
| 1995 | 60.4             | 0.2  | 30.9                             | 2.5               | 2.6                    | 3.0                         | 0.5                       | 100.0 |
| 1996 | 59.8             | 0.2  | 31.2                             | 2.3               | 2.3                    | 3.4                         | 0.8                       | 100.0 |
| 1997 | 59.7             | 0.1  | 31.5                             | 2.4               | 2.2                    | 3.3                         | 0.8                       | 100.0 |
| 1998 | 60.7             | 0.1  | 31.0                             | 2.2               | 2.1                    | 2.8                         | 1.1                       | 100.0 |
| 1999 | 59.8             | 0.1  | 31.3                             | 2.4               | 2.1                    | 3.4                         | 1.0                       | 100.0 |
| 2000 | 57.1             | 0.1  | 35.8                             | 2.5               | ..                     | 3.6                         | 1.0                       | 100.0 |
| 2001 | 57.0             | 0.2  | 35.0                             | 2.6               | ..                     | 4.0                         | 1.2                       | 100.0 |
| 2002 | 59.1             | 0.3  | 32.4                             | 2.8               | ..                     | 4.3                         | 1.1                       | 100.0 |
| 2003 | 57.9             | 0.3  | 33.5                             | 3.0               | ..                     | 4.4                         | 1.0                       | 100.0 |
| 2004 | 55.4             | 0.2  | 35.9                             | 2.9               | ..                     | 4.4                         | 1.0                       | 100.0 |
| 2005 | 55.4             | 0.3  | 36.0                             | 3.0               | ..                     | 4.3                         | 1.1                       | 100.0 |

(a) Non-RPT flying by the major Australian airlines.

(b) Hours flown by Australian (including regional) airlines on domestic and international flight stages, in Regular Public Transport (RPT) operations. See Table 32 for detail.

(c) Covers years ended 30 April.

(d) Covers years ended 30 June.

**Table 3. Hours flown and percentage change, by industry sector and flying activity, 2003 to 2005**

| Industry sector and flying activity | 2003               |                    | 2004               |                    | 2005               |                    |
|-------------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
|                                     | Hours flown ('000) | % change over 2002 | Hours flown ('000) | % change over 2003 | Hours flown ('000) | % change over 2004 |
| <b>Airline RPT</b>                  |                    |                    |                    |                    |                    |                    |
| Major Australian Airlines           |                    |                    |                    |                    |                    |                    |
| Domestic operations                 | 456.0              | 10.1               | 513.0              | 12.5               | 543.8              | 6.0                |
| International operations            | 261.6              | 0.0                | 302.0              | 15.5               | 321.9              | 6.6                |
| Regional Airlines                   | 234.7              | -6.2               | 251.4              | 7.1                | 254.7              | 1.3                |
| Sub Total                           | 952.3              | 2.8                | 1 066.4            | 12.0               | 1 120.4            | 5.1                |
| Airline (non-RPT)                   | 8.0                | 7.3                | 7.4                | -7.8               | 9.0                | 21.9               |
| <b>General Aviation</b>             |                    |                    |                    |                    |                    |                    |
| Private                             | 239.7              | -11.3              | 247.2              | 3.1                | 239.2              | -3.2               |
| Business                            | 143.4              | 0.8                | 143.0              | -0.2               | 149.1              | 4.3                |
| Training                            | 420.3              | 2.3                | 352.2              | -16.2              | 415.8              | 18.1               |
| Agriculture                         | 69.7               | -1.5               | 86.5               | 24.0               | 95.0               | 9.8                |
| Aerial work                         | 322.5              | -1.4               | 312.4              | -3.1               | 318.8              | 2.0                |
| Test & Ferry                        | 21.2               | 1.7                | 22.3               | 5.1                | 22.3               | 0.1                |
| Charter                             | 429.2              | -3.7               | 481.4              | 12.2               | 482.6              | 0.3                |
| Sub Total                           | 1 645.9            | -2.5               | 1 645.0            | -0.1               | 1 722.8            | 4.7                |
| Ultralight Flying                   | 84.5               | 4.8                | 87.1               | 3.1                | 92.9               | 6.7                |
| Gliding                             | ..                 | ..                 | ..                 | ..                 | ..                 | ..                 |
| Hang Gliding (a)                    | 124.7              | 2.0                | 132.0              | 5.9                | 134.2              | 1.7                |
| Gyroplanes (a)                      | 28.3               | -12.3              | 29.3               | 3.3                | 32.9               | 12.2               |
| <b>TOTAL</b>                        | <b>2 843.8</b>     | <b>-0.4</b>        | <b>2 967.1</b>     | <b>4.3</b>         | <b>3 112.1</b>     | <b>4.9</b>         |

(a) Covers years ended 30 June.

**Table 4. Number of aircraft, landings and hours flown in General Aviation and Regional Airline operations by State or Territory, 2005 ('000 hours)**

| State or Territory | No. of Aircraft |            | Landings  | General Aviation    |             | Regional Airline    |             | TOTAL HOURS FLOWN |
|--------------------|-----------------|------------|-----------|---------------------|-------------|---------------------|-------------|-------------------|
|                    | Total           | Active (a) |           | Active Aircraft (a) | Hours Flown | Active Aircraft (a) | Hours Flown |                   |
| NSW                | 3 200           | 2 478      | 800 315   | 2 426               | 366 796     | 61                  | 127 617     | 494 413           |
| VIC                | 2 237           | 1 815      | 500 205   | 1 810               | 269 880     | 11                  | 5 295       | 275 175           |
| QLD                | 2 715           | 2 222      | 825 855   | 2 202               | 445 538     | 78                  | 72 570      | 518 108           |
| SA                 | 722             | 607        | 265 095   | 598                 | 135 326     | 15                  | 10 387      | 145 713           |
| WA                 | 1 526           | 1 295      | 470 882   | 1 295               | 329 354     | 32                  | 20 778      | 350 132           |
| TAS                | 199             | 169        | 43 781    | 169                 | 25 349      | 11                  | 3 898       | 29 247            |
| NT                 | 418             | 354        | 231 434   | 353                 | 134 853     | 27                  | 12 026      | 146 879           |
| ACT                | 163             | 121        | 29 387    | 121                 | 15 711      | 2                   | 2 124       | 17 835            |
| AUSTRALIA          | 11 180          | 9 061      | 3 166 954 | 8 974               | 1 722 807   | 237                 | 254 695     | 1 977 502         |

(a) Aircraft reported or estimated as doing some flying during the annual survey period. Sum of active aircraft in General Aviation and Regional Airline operations may not match total active aircraft, as some aircraft are active in both categories of operation.

**Table 5. Hours flown in General Aviation and Regional Airline operations, by flying activity, 1995 to 2005 ('000 hours)**

| Year | Private | Business | Training | Agri-culture | Aerial work | Test & ferry | Charter | Total GA | Regional Airline | TOTAL   |
|------|---------|----------|----------|--------------|-------------|--------------|---------|----------|------------------|---------|
| 1995 | 251.0   | 189.1    | 430.6    | 94.5         | 302.4       | 28.2         | 465.7   | 1 761.3  | 243.1            | 2 004.4 |
| 1996 | 261.6   | 182.8    | 444.9    | 117.4        | 285.7       | 26.2         | 480.4   | 1 799.0  | 246.2            | 2 045.2 |
| 1997 | 266.7   | 176.0    | 449.5    | 128.4        | 307.4       | 27.6         | 483.7   | 1 839.3  | 272.4            | 2 111.7 |
| 1998 | 263.0   | 163.8    | 478.5    | 139.2        | 312.4       | 26.6         | 494.6   | 1 877.9  | 273.2            | 2 151.1 |
| 1999 | 275.9   | 153.3    | 448.8    | 126.3        | 306.6       | 26.6         | 504.6   | 1 842.2  | 277.3            | 2 119.4 |
| 2000 | 248.5   | 136.3    | 413.6    | 115.0        | 296.9       | 27.9         | 476.7   | 1 714.8  | 335.7            | 2 050.6 |
| 2001 | 261.7   | 144.9    | 406.2    | 106.7        | 294.2       | 23.2         | 466.0   | 1 702.9  | 298.0            | 2 000.9 |
| 2002 | 270.2   | 142.2    | 410.8    | 70.8         | 327.1       | 20.9         | 445.7   | 1 687.7  | 250.1            | 1 937.8 |
| 2003 | 239.7   | 143.4    | 420.3    | 69.7         | 322.5       | 21.2         | 429.2   | 1 645.9  | 234.7            | 1 880.6 |
| 2004 | 247.2   | 143.0    | 352.2    | 86.5         | 312.4       | 22.3         | 481.4   | 1 645.0  | 251.4            | 1 896.3 |
| 2005 | 239.2   | 149.1    | 415.8    | 95.0         | 318.8       | 22.3         | 482.6   | 1 722.8  | 254.7            | 1 977.5 |

**SECTION B. NUMBER OF AIRCRAFT BASED IN AUSTRALIA****Table 6. Number of aircraft performing General Aviation and Regional Airline operations, by principal aircraft makes, 2000 to 2005**

| Aircraft Make                              | 2000          | 2001          | 2002          | 2003          | 2004          | 2005          |
|--|---------------|---------------|---------------|---------------|---------------|---------------|
| <b>Fixed Wing - Single Engine</b>          |               |               |               |               |               |               |
| Air Tractor                                | 107           | 105           | 105           | 103           | 106           | 109           |
| American Air                               | 90            | 91            | 89            | 88            | 89            | 87            |
| American Champion                          | 70            | 72            | 73            | 75            | 73            | 79            |
| Auster                                     | 138           | 139           | 139           | 139           | 139           | 139           |
| Beechcraft                                 | 334           | 331           | 327           | 327           | 328           | 335           |
| Cessna                                     | 2 962         | 2 955         | 2 940         | 2 956         | 2 978         | 3026          |
| De Havilland                               | 300           | 305           | 312           | 317           | 315           | 313           |
| Mooney                                     | 146           | 143           | 144           | 145           | 145           | 144           |
| Piper                                      | 1 423         | 1 416         | 1 413         | 1 407         | 1 410         | 1 415         |
| Socata                                     | 99            | 92            | 88            | 88            | 86            | 83            |
| Victa                                      | 79            | 80            | 80            | 80            | 79            | 79            |
| Amateur-built                              | 619           | 673           | 707           | 789           | 848           | 896           |
| Other                                      | 935           | 951           | 958           | 1,002         | 1,046         | 1,099         |
| <b>Sub Total</b>                           | <b>7 302</b>  | <b>7 353</b>  | <b>7 375</b>  | <b>7 516</b>  | <b>7 642</b>  | <b>7804</b>   |
| <b>Fixed Wing - Multi Engine</b>           |               |               |               |               |               |               |
| Aero Commander                             | 62            | 62            | 62            | 62            | 61            | 62            |
| Beechcraft                                 | 378           | 367           | 364           | 366           | 364           | 371           |
| Britten Norman                             | 39            | 38            | 35            | 35            | 35            | 35            |
| Cessna                                     | 390           | 386           | 379           | 379           | 387           | 384           |
| De Havilland                               | 77            | 79            | 80            | 74            | 59            | 57            |
| Embraer                                    | 32            | 28            | 26            | 27            | 26            | 32            |
| Fairchild                                  | 49            | 50            | 57            | 61            | 61            | 70            |
| Partenavia                                 | 46            | 44            | 45            | 44            | 44            | 44            |
| Piper                                      | 454           | 452           | 448           | 447           | 447           | 447           |
| Saab                                       | 27            | 26            | 24            | 22            | 27            | 29            |
| Other                                      | 201           | 204           | 186           | 179           | 207           | 202           |
| <b>Sub Total</b>                           | <b>1 755</b>  | <b>1 736</b>  | <b>1 706</b>  | <b>1 696</b>  | <b>1 718</b>  | <b>1733</b>   |
| <b>Rotary Wing (see Table 7)</b>           |               |               |               |               |               |               |
| <b>Sub Total</b>                           | <b>943</b>    | <b>979</b>    | <b>1 038</b>  | <b>1 121</b>  | <b>1 194</b>  | <b>1 292</b>  |
| <b>Balloons and Airships (see Table 8)</b> |               |               |               |               |               |               |
| <b>Sub Total</b>                           | <b>325</b>    | <b>334</b>    | <b>336</b>    | <b>338</b>    | <b>350</b>    | <b>351</b>    |
| <b>TOTAL ALL AIRCRAFT</b>                  | <b>10 325</b> | <b>10 402</b> | <b>10 455</b> | <b>10 671</b> | <b>10 904</b> | <b>11 180</b> |



**Table 7. Number of helicopters performing General Aviation and Regional Airline operations, by principal helicopter makes, 2000 to 2005**

| Helicopter Make             | 2000 | 2001 | 2002  | 2003  | 2004  | 2005  |
|-----------------------------|------|------|-------|-------|-------|-------|
| Rotary Wing - Single Engine |      |      |       |       |       |       |
| Aerospatiale/Eurocopter     | 57   | 62   | 75    | 97    | 101   | 106   |
| Bell                        | 227  | 231  | 243   | 250   | 257   | 266   |
| Hughes                      | 57   | 57   | 55    | 54    | 52    | 60    |
| Kawasaki                    | 43   | 43   | 44    | 44    | 41    | 40    |
| Robinson                    | 357  | 379  | 411   | 448   | 499   | 557   |
| Amateur-built               | 43   | 50   | 53    | 61    | 61    | 71    |
| Other                       | 72   | 73   | 76    | 80    | 90    | 88    |
| Sub Total                   | 856  | 895  | 957   | 1 034 | 1 101 | 1188  |
| Rotary Wing - Multi Engine  |      |      |       |       |       |       |
| Aerospatiale/Eurocopter     | 24   | 21   | 21    | 22    | 24    | 31    |
| Agusta                      | 5    | 5    | 3     | 7     | 10    | 11    |
| Bell                        | 19   | 17   | 18    | 18    | 19    | 19    |
| Kawasaki                    | 16   | 18   | 19    | 19    | 19    | 21    |
| Sikorsky                    | 22   | 22   | 19    | 20    | 20    | 21    |
| Other                       | 1    | 1    | 1     | 1     | 1     | 1     |
| Sub Total                   | 87   | 84   | 81    | 87    | 93    | 104   |
| TOTAL ROTARY WING           | 943  | 979  | 1 038 | 1 121 | 1 194 | 1 292 |

**Table 8. Number of balloons and airships performing General Aviation and Regional Airline operations, by principal makes, 2000 to 2005**

| Balloon or Airship make    | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 |
|----------------------------|------|------|------|------|------|------|
| Balloon Works              | 22   | 21   | 20   | 15   | 15   | 13   |
| Cameron                    | 46   | 45   | 44   | 45   | 45   | 49   |
| Kavanagh                   | 195  | 203  | 209  | 212  | 222  | 225  |
| Thunder/Colt               | 50   | 53   | 52   | 51   | 51   | 47   |
| Other                      | 12   | 12   | 11   | 15   | 17   | 17   |
| TOTAL BALLOONS AND AIRSHIP | 325  | 334  | 336  | 338  | 350  | 351  |

**Table 9. Major Australian airline fleets, by aircraft type, 2000 to 2005**

| Aircraft type | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 |
|---------------|------|------|------|------|------|------|
| Airbus A320   | 20   | 13   | 0    | 0    | 6    | 17   |
| Airbus A330   | 0    | 0    | 2    | 7    | 11   | 14   |
| Boeing 717    | 5    | 8    | 14   | 14   | 14   | 14   |
| Boeing 737    | 66   | 55   | 82   | 93   | 97   | 99   |
| Boeing 747    | 39   | 37   | 36   | 36   | 36   | 36   |
| Boeing 767    | 45   | 36   | 36   | 34   | 29   | 29   |
| BAe 146       | 24   | 16   | 15   | 10   | 8    | 4    |
| TOTAL         | 199  | 165  | 185  | 194  | 201  | 213  |

**SECTION C. GENERAL AVIATION AND REGIONAL AIRLINE LANDINGS****Table 10. Number of landings in General Aviation and Regional Airline operations, by State or Territory <sup>(a)</sup>, 2000 to 2005 ('000 landings)**

| State or Territory | 2000    | 2001    | 2002    | 2003    | 2004    | 2005    |
|--------------------|---------|---------|---------|---------|---------|---------|
| NSW                | 942.6   | 902.2   | 848.6   | 792.5   | 722.4   | 800.3   |
| VIC                | 507.7   | 501.9   | 419.3   | 449.7   | 399.9   | 500.2   |
| QLD                | 801.4   | 827.9   | 802.0   | 783.5   | 744.7   | 825.9   |
| SA                 | 248.4   | 305.5   | 274.9   | 227.6   | 203.2   | 265.1   |
| WA                 | 490.9   | 527.6   | 455.8   | 443.3   | 472.4   | 470.9   |
| TAS                | 54.8    | 57.9    | 45.4    | 42.0    | 48.9    | 43.8    |
| NT                 | 214.2   | 219.6   | 221.2   | 215.0   | 203.3   | 231.4   |
| ACT                | 28.3    | 27.7    | 22.8    | 26.8    | 25.4    | 29.4    |
| AUSTRALIA          | 3 288.5 | 3 370.3 | 3 089.9 | 2 980.4 | 2 820.2 | 3 167.0 |

(a) Refers to the location of the home base of the aircraft.

**Table 11. Number of landings in General Aviation and Regional Airline operations, by category of aircraft, 2000 to 2005 ('000 landings)**

| Category                    | 2000    | 2001    | 2002    | 2003    | 2004    | 2005    |
|-----------------------------|---------|---------|---------|---------|---------|---------|
| Fixed Wing - Single Engine  | 1 789.9 | 1 878.2 | 1 691.5 | 1 617.8 | 1 522.3 | 1 701.5 |
| - Multi Engine              | 938.5   | 904.4   | 736.3   | 727.4   | 711.7   | 765.0   |
| Rotary Wing - Single Engine | 457.9   | 481.0   | 551.1   | 531.9   | 513.9   | 597.9   |
| - Multi Engine              | 89.8    | 93.5    | 97.5    | 91.9    | 60.6    | 93.0    |
| Balloons and Airships       | 12.4    | 13.2    | 13.5    | 11.4    | 11.6    | 9.5     |
| TOTAL                       | 3 288.5 | 3 370.3 | 3 089.9 | 2 980.4 | 2 820.2 | 3 167.0 |

**SECTION D. GENERAL AVIATION HOURS FLOWN****Table 12. Hours flown in General Aviation operations by State or Territory <sup>(a)</sup>, 2000 to 2005 ('000 hours)**

| State or Territory | 2000    | 2001    | 2002    | 2003    | 2004    | 2005    |
|--------------------|---------|---------|---------|---------|---------|---------|
| NSW                | 426.5   | 395.5   | 401.7   | 380.0   | 351.9   | 366.8   |
| VIC                | 249.9   | 242.3   | 253.5   | 257.9   | 249.8   | 269.9   |
| QLD                | 416.0   | 413.7   | 401.8   | 399.3   | 415.5   | 445.5   |
| SA                 | 144.6   | 148.6   | 151.2   | 131.5   | 123.6   | 135.3   |
| WA                 | 318.8   | 338.1   | 316.2   | 316.8   | 333.9   | 329.4   |
| TAS                | 22.7    | 26.3    | 24.8    | 22.5    | 25.5    | 25.3    |
| NT                 | 118.6   | 121.1   | 122.7   | 120.6   | 127.1   | 134.9   |
| ACT                | 17.7    | 17.3    | 15.9    | 17.4    | 17.7    | 15.7    |
| AUSTRALIA          | 1 714.8 | 1 702.9 | 1 687.7 | 1 645.9 | 1 645.0 | 1 722.8 |

(a) Refers to the location of the home base of the aircraft.

**Table 12a. Hours flown in General Aviation operations by flying activity and State or Territory <sup>(a)</sup>, 2005 ('000 hours)**

| State or Territory | Private | Business | Training | Agri-<br>culture | Aerial<br>work | Test &<br>ferry | Charter | TOTAL   |
|--------------------|---------|----------|----------|------------------|----------------|-----------------|---------|---------|
| NSW                | 64.0    | 34.3     | 108.3    | 38.9             | 45.3           | 4.6             | 71.4    | 366.8   |
| VIC                | 51.9    | 27.0     | 95.0     | 14.3             | 27.9           | 3.9             | 49.8    | 269.9   |
| QLD                | 62.5    | 52.0     | 72.1     | 21.7             | 100.3          | 6.3             | 130.7   | 445.5   |
| SA                 | 14.8    | 10.2     | 38.8     | 8.1              | 26.0           | 1.4             | 36.0    | 135.3   |
| WA                 | 31.6    | 15.6     | 91.6     | 7.9              | 67.1           | 2.9             | 112.8   | 329.4   |
| TAS                | 3.9     | 2.0      | 3.7      | 3.1              | 4.6            | 0.9             | 7.2     | 25.3    |
| NT                 | 6.1     | 7.1      | 4.0      | 0.9              | 45.2           | 2.3             | 69.3    | 134.9   |
| ACT                | 4.4     | 1.0      | 2.4      | 0.0              | 2.4            | 0.1             | 5.4     | 15.7    |
| AUSTRALIA          | 239.2   | 149.1    | 415.8    | 95.0             | 318.8          | 22.3            | 482.6   | 1 722.8 |

(a) Refers to the location of the home base of the aircraft.

**Table 12b. Hours flown in General Aviation Aerial Work operations, by flying activity and State or Territory <sup>(a)</sup>, 2005 ('000 hours)**

| State or Territory | Survey &<br>Photography | Pipe- &<br>Powerline<br>Patrol | Mustering | Search &<br>Rescue | Ambulance | Towing | Other<br>Aerial<br>Work | TOTAL<br>AERIAL<br>WORK |
|--------------------|-------------------------|--------------------------------|-----------|--------------------|-----------|--------|-------------------------|-------------------------|
| NSW                | 6.0                     | 4.0                            | 5.9       | 0.8                | 15.5      | 3.0    | 10.1                    | 45.3                    |
| VIC                | 3.5                     | 1.2                            | 5.1       | 1.1                | 6.6       | 1.4    | 9.0                     | 27.9                    |
| QLD                | 5.7                     | 3.6                            | 47.5      | 2.1                | 19.0      | 1.1    | 21.2                    | 100.3                   |
| SA                 | 1.6                     | 1.8                            | 4.2       | 1.3                | 10.8      | 0.4    | 5.9                     | 26.0                    |
| WA                 | 13.8                    | 3.2                            | 22.0      | 0.7                | 10.4      | 1.1    | 15.9                    | 67.1                    |
| TAS                | 0.8                     | 0.2                            | 0.6       | 0.2                | 1.4       | 0.0    | 1.4                     | 4.6                     |
| NT                 | 0.9                     | 0.4                            | 27.3      | 0.2                | 4.4       | 0.0    | 11.8                    | 45.2                    |
| ACT                | 0.5                     | 0.1                            | 0.5       | 0.1                | 0.5       | 0.0    | 0.7                     | 2.4                     |
| AUSTRALIA          | 32.7                    | 14.6                           | 113.1     | 6.6                | 68.6      | 7.0    | 76.2                    | 318.8                   |

(a) Refers to the location of the home base of the aircraft.

**Table 13. Hours flown in General Aviation operations by principal aircraft makes, 2000 to 2005 ('000 hours)**

| Aircraft Make                               | 2000           | 2001           | 2002           | 2003           | 2004           | 2005           |
|---|----------------|----------------|----------------|----------------|----------------|----------------|
| <b>Fixed Wing - Single Engine</b>           |                |                |                |                |                |                |
| Air Tractor                                 | 38.9           | 34.3           | 21.7           | 22.1           | 29.6           | 29.7           |
| Beechcraft                                  | 27.7           | 25.7           | 28.2           | 26.6           | 25.7           | 23.5           |
| Cessna                                      | 503.9          | 493.2          | 477.4          | 466.0          | 449.9          | 470.5          |
| Gippsland                                   | 3.4            | 4.6            | 5.6            | 6.0            | 8.0            | 13.4           |
| Grob  | 28.6           | 23.3           | 25.5           | 33.6           | 28.3           | 27.2           |
| Mooney                                      | 14.8           | 15.9           | 16.1           | 15.1           | 14.7           | 14.5           |
| Pacific Aerospace                           | 13.3           | 18.1           | 18.6           | 18.5           | 15.4           | 23.3           |
| Pilatus                                     | 8.3            | 8.1            | 18.2           | 19.9           | 20.9           | 20.3           |
| Piper                                       | 202.9          | 196.0          | 196.2          | 173.4          | 160.2          | 160.1          |
| Socata                                      | 23.9           | 24.5           | 25.6           | 24.7           | 18.5           | 24.6           |
| Amateur-built                               | 17.8           | 22.2           | 24.2           | 24.6           | 25.7           | 27.3           |
| Other                                       | 101.4          | 97.3           | 88.5           | 85.1           | 90.3           | 95.9           |
| Sub Total                                   | 984.7          | 963.2          | 945.9          | 915.6          | 887.0          | 930.1          |
| <b>Fixed Wing - Multi Engine</b>            |                |                |                |                |                |                |
| Aero Commander                              | 18.9           | 25.8           | 17.2           | 26.9           | 26.7           | 26.9           |
| Beechcraft                                  | 118.0          | 120.5          | 116.8          | 111.1          | 109.1          | 109.4          |
| British Aerospace                           | 7.1            | 6.7            | 9.2            | 7.9            | 11.6           | 16.4           |
| Britten Norman                              | 15.3           | 8.3            | 6.8            | 11.2           | 12.6           | 13.6           |
| Cessna                                      | 95.7           | 91.4           | 86.0           | 81.6           | 80.9           | 85.3           |
| De Havilland                                | 16.2           | 17.6           | 11.7           | 14.4           | 14.4           | 13.4           |
| Embraer                                     | 4.1            | 4.9            | 5.8            | 4.0            | 8.7            | 13.7           |
| Fairchild                                   | 28.2           | 38.2           | 29.8           | 23.5           | 32.9           | 39.2           |
| Partenavia                                  | 12.9           | 10.9           | 10.2           | 9.3            | 8.9            | 10.6           |
| Piper                                       | 97.3           | 90.5           | 92.5           | 94.1           | 85.1           | 84.6           |
| Other                                       | 35.2           | 34.7           | 32.5           | 39.2           | 44.9           | 42.5           |
| Sub Total                                   | 448.9          | 449.3          | 418.4          | 423.2          | 435.9          | 455.7          |
| <b>Rotary Wing (see Table 14)</b>           |                |                |                |                |                |                |
| Sub Total                                   | 269.6          | 278.4          | 311.7          | 296.8          | 311.8          | 328.3          |
| <b>Balloons and Airships (see Table 15)</b> |                |                |                |                |                |                |
| Sub Total                                   | 11.6           | 12.0           | 11.7           | 10.4           | 10.3           | 8.7            |
| <b>TOTAL ALL AIRCRAFT</b>                   | <b>1 714.8</b> | <b>1 702.9</b> | <b>1 687.7</b> | <b>1 645.9</b> | <b>1 645.0</b> | <b>1 722.8</b> |

**Table 14. Hours flown in General Aviation operations by principal helicopter makes, 2000 to 2005 ('000 hours)**

| Helicopter Make                    | 2000         | 2001         | 2002         | 2003         | 2004         | 2005         |
|------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>Rotary Wing - Single Engine</b> |              |              |              |              |              |              |
| Aerospatiale/Eurocopter            | 17.3         | 18.9         | 23.8         | 27.5         | 25.7         | 25.7         |
| Bell                               | 65.6         | 69.8         | 73.9         | 64.2         | 66.5         | 66.4         |
| Hughes                             | 10.5         | 9.9          | 10.0         | 10.0         | 9.0          | 12.7         |
| Kawasaki                           | 8.6          | 9.7          | 9.6          | 7.9          | 6.6          | 5.9          |
| Robinson                           | 116.0        | 121.7        | 136.0        | 136.6        | 149.6        | 159.4        |
| Schweizer                          | 2.8          | 3.1          | 3.9          | 3.9          | 3.8          | 7.4          |
| Other                              | 9.3          | 10.4         | 10.6         | 10.9         | 11.3         | 8.0          |
| Sub Total                          | 230.2        | 243.4        | 267.9        | 261.0        | 272.4        | 285.5        |
| <b>Rotary Wing - Multi Engine</b>  |              |              |              |              |              |              |
| Aerospatiale/Eurocopter            | 14.7         | 11.5         | 16.0         | 12.7         | 13.0         | 14.3         |
| Agusta                             | 1.3          | 0.5          | ..           | 1.6          | 2.0          | 2.2          |
| Bell                               | 8.4          | 7.7          | 9.0          | 7.0          | 9.1          | 9.7          |
| Kawasaki                           | 3.6          | 5.4          | 9.0          | 5.6          | 6.2          | 6.0          |
| Sikorsky                           | 10.5         | 8.1          | 8.6          | 8.3          | 8.6          | 9.9          |
| Other                              | 0.8          | 1.8          | 1.2          | 0.6          | 0.4          | 0.5          |
| Sub Total                          | 39.4         | 35.0         | 43.8         | 35.8         | 39.3         | 42.7         |
| <b>TOTAL ROTARY WING</b>           | <b>269.6</b> | <b>278.4</b> | <b>311.7</b> | <b>296.8</b> | <b>311.8</b> | <b>328.3</b> |

**Table 15. Hours flown in General Aviation operations by principal makes of balloons and airships, 2000 to 2005 ('000 hours)**

| Balloon or Airship Make            | 2000        | 2001        | 2002        | 2003        | 2004        | 2005       |
|------------------------------------|-------------|-------------|-------------|-------------|-------------|------------|
| Balloon Works                      | 0.2         | 0.2         | 0.2         | 0.2         | 0.3         | 0.1        |
| Cameron                            | 1.0         | 0.7         | 0.8         | 0.8         | 0.9         | 0.8        |
| Kavanagh                           | 9.0         | 9.5         | 9.2         | 8.5         | 8.2         | 7.0        |
| Thunder/Colt                       | 1.3         | 1.3         | 1.2         | 0.8         | 0.8         | 0.7        |
| Other                              | 0.2         | 0.3         | 0.2         | 0.1         | 0.1         | 0.1        |
| <b>TOTAL BALLOONS AND AIRSHIPS</b> | <b>11.6</b> | <b>12.0</b> | <b>11.7</b> | <b>10.4</b> | <b>10.3</b> | <b>8.7</b> |

**Table 16. Hours flown in General Aviation operations by flying activity and principal aircraft makes, 2005 ('000 hours)**

| Aircraft Make   | Private      | Business     | Training     | Agri-culture | Aerial work  | Test & ferry | Charter      | TOTAL          |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|----------------|
| Fixed Wing - Single Engine                              |              |              |              |              |              |              |              |                |
| Air Tractor   | 0.2          | 0.0          | 0.0          | 28.5         | 0.4          | 0.1          | 0.5          | 29.7           |
| Beechcraft  | 9.5          | 7.4          | 3.0          | -            | 0.3          | 0.3          | 3.0          | 23.5           |
| Cessna  | 89.5         | 55.7         | 162.5        | 14.3         | 45.5         | 4.2          | 98.8         | 470.5          |
| Gippsland   | 0.4          | -            | 0.2          | 2.2          | 0.2          | 0.1          | 10.2         | 13.4           |
| Grob  | 0.0          | 0.0          | 27.1         | 0.0          | -            | -            | 0.0          | 27.2           |
| Mooney  | 4.9          | 3.3          | 5.1          | 0.0          | -            | 0.3          | 0.9          | 14.5           |
| Pacific Aerospace                                       | 0.9          | 0.0          | 20.3         | 1.1          | 0.8          | 0.1          | 0.0          | 23.3           |
| Pilatus   | 0.9          | 1.0          | 0.4          | 0.0          | 17.5         | 0.3          | 0.1          | 20.3           |
| Piper   | 44.1         | 17.5         | 69.2         | 10.0         | 9.2          | 1.8          | 8.4          | 160.1          |
| Socata  | 2.2          | 1.4          | 20.9         | 0.0          | -            | -            | 0.0          | 24.6           |
| Amateur-built   | 21.5         | 3.3          | 0.3          | 0.1          | 0.1          | 1.9          | 0.0          | 27.3           |
| Other   | 27.5         | 6.9          | 18.2         | 25.3         | 8.3          | 2.1          | 7.6          | 95.9           |
| Sub Total   | 201.6        | 96.6         | 327.2        | 81.5         | 82.5         | 11.2         | 129.6        | 930.1          |
| Fixed Wing - Multi Engine                               |              |              |              |              |              |              |              |                |
| Aero Commander  | 1.0          | 0.3          | 0.4          | 0.0          | 1.5          | 0.1          | 23.6         | 26.9           |
| Beechcraft  | 5.5          | 6.9          | 23.9         | 0.0          | 39.7         | 1.0          | 32.5         | 109.4          |
| British Aerospace                                       | -            | 0.2          | -            | 0.0          | -            | -            | 16.2         | 16.4           |
| Britten Norman  | -            | 0.2          | 0.1          | 0.0          | 6.7          | 0.3          | 6.3          | 13.6           |
| Cessna  | 3.8          | 8.6          | 7.2          | 0.0          | 8.9          | 1.6          | 55.3         | 85.3           |
| De Havilland  | 0.1          | -            | -            | 0.0          | 6.2          | -            | 7.0          | 13.4           |
| Embraer   | 0.2          | 0.2          | 0.2          | 0.0          | 0.0          | -            | 13.0         | 13.7           |
| Fairchild   | 0.0          | 0.0          | 0.4          | 0.0          | -            | 0.1          | 38.7         | 39.2           |
| Partenavia  | 0.7          | 0.5          | 3.9          | 0.0          | 0.8          | 0.1          | 4.6          | 10.6           |
| Piper   | 5.1          | 8.9          | 14.5         | 0.0          | 2.6          | 1.0          | 52.6         | 84.6           |
| Other   | 1.9          | 4.5          | 5.4          | 0.0          | 9.9          | 0.5          | 20.3         | 42.5           |
| Sub Total   | 18.4         | 30.3         | 56.1         | 0.0          | 76.1         | 4.7          | 270.1        | 455.7          |
| Rotary Wing - Helicopters and Gyroplanes (see Table 17) |              |              |              |              |              |              |              |                |
| Sub Total   | 18.2         | 22.1         | 32.5         | 13.4         | 160.2        | 6.4          | 75.4         | 328.3          |
| Balloons and Airships (see Table 18)                    |              |              |              |              |              |              |              |                |
| Sub Total   | 1.0          | 0.2          | 0.0          | 0.0          | 0.0          | 0.0          | 7.5          | 8.7            |
| <b>TOTAL ALL AIRCRAFT</b>                               | <b>239.2</b> | <b>149.1</b> | <b>415.8</b> | <b>95.0</b>  | <b>318.8</b> | <b>22.3</b>  | <b>482.6</b> | <b>1 722.8</b> |

**Table 17. Hours flown in General Aviation operations by flying activity and principal helicopter makes, 2005 ('000 hours)**

| Helicopter Make             | Private | Business | Training | Agri-culture | Aerial work | Test & ferry | Charter | TOTAL |
|-----------------------------|---------|----------|----------|--------------|-------------|--------------|---------|-------|
| Rotary Wing - Single Engine |         |          |          |              |             |              |         |       |
| Aerospatiale/Eurocopter     | 1.6     | 1.7      | 1.2      | 0.8          | 10.4        | 0.6          | 9.3     | 25.7  |
| Bell                        | 2.1     | 3.4      | 4.2      | 7.5          | 25.1        | 1.3          | 22.8    | 66.4  |
| Hughes                      | 0.2     | 0.2      | 3.1      | 0.4          | 6.4         | 0.6          | 1.8     | 12.7  |
| Kawaski                     | 0.2     | 0.4      | -        | 0.7          | 2.8         | 0.4          | 1.4     | 5.9   |
| Robinson                    | 11.9    | 9.3      | 18.1     | 2.2          | 93.1        | 2.9          | 22.0    | 159.4 |
| Schweizer                   | 0.4     | 0.2      | 2.6      | 0.4          | 3.2         | 0.1          | 0.5     | 7.4   |
| Other                       | 1.1     | 0.4      | 0.3      | 1.4          | 2.6         | 0.2          | 2.0     | 8.0   |
| Sub Total                   | 17.6    | 15.6     | 29.6     | 13.4         | 143.6       | 6.1          | 59.7    | 285.5 |
| Rotary Wing - Multi Engine  |         |          |          |              |             |              |         |       |
| Aerospatiale/Eurocopter     | 0.1     | 1.8      | 1.0      | 0.0          | 2.5         | -            | 8.9     | 14.3  |
| Agusta                      | 0.3     | 0.8      | 0.2      | 0.0          | 0.5         | -            | 0.4     | 2.2   |
| Bell                        | 0.0     | -        | 0.8      | 0.0          | 7.9         | 0.1          | 0.8     | 9.7   |
| Kawasaki                    | 0.1     | -        | 0.6      | 0.0          | 3.7         | 0.1          | 1.5     | 6.0   |
| Sikorsky                    | 0.2     | 3.8      | 0.4      | 0.0          | 1.5         | -            | 4.1     | 9.9   |
| Other                       | 0.0     | 0.0      | -        | 0.0          | 0.5         | -            | 0.0     | 0.5   |
| Sub Total                   | 0.7     | 6.5      | 2.9      | 0.0          | 16.6        | 0.3          | 15.8    | 42.7  |
| TOTAL ROTARY WING           | 18.2    | 22.1     | 32.5     | 13.4         | 160.2       | 6.4          | 75.4    | 328.3 |

**Table 18. Hours flown in General Aviation operations by flying activity and principal makes of balloons and airships, 2005 ('000 hours)**

| Balloon or Airship Make     | Private | Business | Training | Agri-culture | Aerial work | Test & ferry | Charter | TOTAL |
|-----------------------------|---------|----------|----------|--------------|-------------|--------------|---------|-------|
| Cameron                     | 0.1     | 0.0      | 0.0      | 0.0          | 0.0         | 0.0          | 0.7     | 0.8   |
| Kavanagh                    | 0.7     | 0.2      | -        | 0.0          | 0.0         | -            | 6.1     | 7.0   |
| Thunder/Colt                | 0.1     | 0.0      | 0.0      | 0.0          | 0.0         | 0.0          | 0.6     | 0.7   |
| Other                       | -       | 0.0      | 0.0      | 0.0          | 0.0         | 0.0          | 0.2     | 0.2   |
| TOTAL BALLOONS AND AIRSHIPS | 1.0     | 0.2      | -        | 0.0          | 0.0         | -            | 7.5     | 8.7   |

**Table 19. Number of jet aircraft, landings and total hours flown in General Aviation and Regional Airline operations, by principal aircraft makes, 2005**

| Aircraft Make     | Number of Aircraft | Landings ('000) | Hours Flown ('000) |
|-------------------|--------------------|-----------------|--------------------|
| BAC               | 12                 | 1.4             | 0.2                |
| Beechcraft        | 5                  | 1.1             | 0.8                |
| British Aerospace | 14                 | 11.2            | 16.6               |
| Cessna            | 33                 | 8.0             | 9.6                |
| Fokker            | 10                 | 7.6             | 9.3                |
| Gates Learjet     | 22                 | 12.1            | 7.6                |
| Israel Aircraft   | 8                  | 9.6             | 6.4                |
| Mikoyan           | 8                  | 0.7             | 0.1                |
| PZL               | 6                  | 0.3             | -                  |
| Other             | 26                 | 2.5             | 3.8                |
| <b>TOTAL</b>      | <b>144</b>         | <b>54.4</b>     | <b>54.5</b>        |

**Table 20. Hours flown by jet aircraft in General Aviation and Regional Airline operations, by flying activity and principal aircraft makes, 2005 ('000 hours)**

| Aircraft Make     | Private    | Business   | Training   | Agri-culture | Aerial Work | Test & Ferry | Charter     | Regional Airline | TOTAL       |
|-------------------|------------|------------|------------|--------------|-------------|--------------|-------------|------------------|-------------|
| BAC               | 0.2        | -          | -          | 0            | -           | -            | 0           | 0                | 0.2         |
| Beechcraft        | 0.3        | 0.2        | -          | 0            | 0.1         | 0            | 0.2         | 0                | 0.8         |
| British Aerospace | 0          | 0.2        | 0          | 0            | -           | 0            | 14.9        | 1.5              | 16.6        |
| Cessna            | 0.8        | 2.1        | 4.4        | 0            | -           | 0.1          | 2.2         | 0                | 9.6         |
| Fokker            | 0          | 0.1        | 0.1        | 0            | 0           | -            | 4.2         | 4.9              | 9.3         |
| Gates Learjet     | 0.1        | 0.2        | 4.1        | 0            | 0.8         | 0.1          | 2.4         | 0                | 7.6         |
| Israel Aircraft   | 0          | 0          | 0          | 0            | 0           | 0            | 6.4         | 0                | 6.4         |
| Mikoyan           | 0.1        | 0          | 0          | 0            | -           | 0            | 0           | 0                | 0.1         |
| PZL               | -          | 0          | 0          | 0            | 0           | 0            | 0           | 0                | -           |
| Other             | 1.2        | 1.7        | -          | 0            | 0           | 0.2          | 0.7         | 0                | 3.8         |
| <b>TOTAL</b>      | <b>2.6</b> | <b>4.4</b> | <b>8.6</b> | <b>0</b>     | <b>1.0</b>  | <b>0.5</b>   | <b>31.0</b> | <b>6.3</b>       | <b>54.5</b> |



**Table 21. Number of amphibious aircraft <sup>(a)</sup>, landings and total hours flown in General Aviation and Regional Airline operations, by principal aircraft makes, 2005**

| Aircraft Make | Number of Aircraft | Landings (b) ('000) | Hours Flown ('000) |
|---------------|--------------------|---------------------|--------------------|
| Consolidated  | 16                 | 0.6                 | 0.5                |
| Searey        | 14                 | 1.1                 | 0.5                |
| Other         | 20                 | 3.2                 | 2.5                |
| <b>TOTAL</b>  | <b>50</b>          | <b>4.9</b>          | <b>3.4</b>         |

(a) Includes fixed-wing aircraft only.

(b) Survey responses covering 7 aircraft/1 240 landings (5.7 per cent of total landings for this category of aircraft) reported that 81.0 per cent of landings were on water and 19.0 per cent on land.

**Table 21a. Hours flown by amphibious aircraft <sup>(a)</sup> in General Aviation and Regional Airline operations, by flying activity and principal aircraft makes, 2005 ('000 hours)**

| Aircraft Make | Private    | Business   | Training | Agri-culture | Aerial Work | Test & Ferry | Charter  | Regional Airline | TOTAL      |
|---------------|------------|------------|----------|--------------|-------------|--------------|----------|------------------|------------|
| Consolidated  | 0.2        | 0.2        | -        | 0            | 0           | -            | 0        | 0                | 0.5        |
| Searey        | 0.5        | 0          | 0        | 0            | 0           | -            | 0        | 0                | 0.5        |
| Other         | 1.0        | 1.4        | -        | 0            | 0           | -            | 0        | 0                | 2.5        |
| <b>TOTAL</b>  | <b>1.7</b> | <b>1.6</b> | <b>-</b> | <b>0</b>     | <b>0</b>    | <b>0.1</b>   | <b>0</b> | <b>0</b>         | <b>3.4</b> |

(a) Includes fixed-wing aircraft only.

## SECTION E. ACTIVITY ANALYSIS

## AIRCRAFT PERFORMING PRIVATE FLYING

**Table 22. Number of aircraft, hours flown and landings in General Aviation and Regional Airline operations, by flying activity and principal aircraft makes, 2005**

| Aircraft Make              | No. of Aircraft | Landings | Hours flown    |          |          |              |             |              |         |                  | TOTAL   |
|----------------------------|-----------------|----------|----------------|----------|----------|--------------|-------------|--------------|---------|------------------|---------|
|                            |                 |          | Private        | Business | Training | Agri-culture | Aerial Work | Test & Ferry | Charter | Regional Airline |         |
| Fixed Wing - Single Engine |                 |          |                |          |          |              |             |              |         |                  |         |
| Cessna                     | 1 691           | 377 613  | <b>89 520</b>  | 20 112   | 78 190   | 31           | 12 884      | 2 260        | 17 670  | 0                | 220 667 |
| Piper                      | 884             | 167 934  | <b>44 053</b>  | 8 023    | 40 268   | 207          | 1 472       | 1 052        | 2 435   | 0                | 97 510  |
| Amateur Built              | 559             | 33 523   | <b>21 461</b>  | 1 523    | 149      | 128          | 84          | 1 266        | 0       | 0                | 24 611  |
| Beechcraft                 | 215             | 21 687   | <b>9 520</b>   | 3 596    | 2 444    | 15           | 224         | 230          | 440     | 8                | 16 477  |
| Mooney                     | 111             | 19 408   | <b>4 924</b>   | 1 581    | 5 006    | 0            | 1           | 251          | 908     | 0                | 12 671  |
| De Havilland               | 140             | 13 593   | <b>3 777</b>   | 233      | 507      | 0            | 81          | 89           | 1 642   | 0                | 6 329   |
| American Air               | 67              | 6 731    | <b>3 578</b>   | 280      | 996      | 0            | 5           | 28           | 10      | 0                | 4 897   |
| Socata                     | 47              | 10 610   | <b>2 234</b>   | 883      | 2 279    | 0            | 24          | 38           | 0       | 0                | 5 458   |
| Cirrus                     | 41              | 6 881    | <b>2 048</b>   | 1 260    | 460      | 0            | 2           | 144          | 264     | 0                | 4 178   |
| Victa                      | 53              | 3 191    | <b>1 633</b>   | 96       | 216      | 0            | 4           | 34           | 0       | 0                | 1 983   |
| Auster                     | 56              | 3 062    | <b>1 325</b>   | 10       | 9        | 0            | 49          | 9            | 0       | 0                | 1 402   |
| American Champion          | 43              | 6 838    | <b>1 108</b>   | 72       | 1 218    | 0            | 62          | 28           | 4       | 0                | 2 492   |
| Nanchang                   | 22              | 3 254    | <b>999</b>     | 0        | 0        | 0            | 0           | 37           | 0       | 0                | 1 036   |
| Maule                      | 27              | 2 196    | <b>970</b>     | 135      | 75       | 0            | 0           | 13           | 44      | 0                | 1 237   |
| Rockwell                   | 22              | 2 667    | <b>933</b>     | 395      | 563      | 0            | 0           | 31           | 0       | 0                | 1 922   |
| Pilatus                    | 5               | 2 293    | <b>930</b>     | 57       | 101      | 0            | 30          | 78           | 105     | 0                | 1 301   |
| Other                      | 381             | 53 688   | <b>12 612</b>  | 1 100    | 3 505    | 279          | 222         | 280          | 308     | 0                | 18 306  |
| Sub Total                  | 4 364           | 735 169  | <b>201 625</b> | 39 356   | 135 986  | 660          | 15 144      | 5 868        | 23 830  | 8                | 422 477 |
| Fixed Wing - Multi Engine  |                 |          |                |          |          |              |             |              |         |                  |         |
| Beechcraft                 | 110             | 15 966   | <b>5 507</b>   | 1 722    | 4 374    | 0            | 226         | 141          | 2 638   | 20               | 14 628  |
| Piper                      | 143             | 21 505   | <b>5 137</b>   | 2 864    | 4 773    | 0            | 305         | 306          | 4 781   | 66               | 18 232  |
| Cessna                     | 104             | 17 171   | <b>3 755</b>   | 2 913    | 509      | 0            | 526         | 307          | 6 640   | 0                | 14 650  |
| Aero Commander             | 10              | 2 264    | <b>996</b>     | 106      | 51       | 0            | 29          | 24           | 894     | 432              | 2 532   |
| Other                      | 61              | 10 832   | <b>2 983</b>   | 808      | 1 829    | 0            | 548         | 190          | 3 316   | 0                | 9 674   |
| Sub Total                  | 428             | 67 738   | <b>18 378</b>  | 8 413    | 11 536   | 0            | 1 634       | 968          | 18 269  | 518              | 59 716  |
| TOTAL                      | 4 792           | 802 907  | <b>220 003</b> | 47 769   | 147 522  | 660          | 16 778      | 6 836        | 42 099  | 526              | 482 193 |

**Table 22a. Number of helicopters, hours flown and landings in General Aviation and Regional Airline operations, by flying activity and principal helicopter makes, 2005**

| Helicopter Make             | No. of Aircraft | Landings | Hours flown |          |          |              |             |              |         |                  | TOTAL  |
|-----------------------------|-----------------|----------|-------------|----------|----------|--------------|-------------|--------------|---------|------------------|--------|
|                             |                 |          | Private     | Business | Training | Agri-culture | Aerial Work | Test & Ferry | Charter | Regional Airline |        |
| Rotary Wing - Single Engine |                 |          |             |          |          |              |             |              |         |                  |        |
| Robinson                    | 125             | 75 310   | 11 927      | 3 212    | 4 181    | 146          | 14 771      | 1 230        | 4 227   | 0                | 39 694 |
| Bell                        | 47              | 14 452   | 2 116       | 205      | 672      | 365          | 2 561       | 224          | 2 778   | 0                | 8 921  |
| Aerospatiale/Eurocopter     | 26              | 8 080    | 1 636       | 693      | 304      | 0            | 1 320       | 144          | 1 731   | 0                | 5 828  |
| Amateur Built               | 27              | 1 502    | 889         | 14       | 0        | 0            | 0           | 21           | 0       | 0                | 924    |
| Schweizer                   | 7               | 2 881    | 392         | 68       | 628      | 0            | 253         | 40           | 0       | 0                | 1 381  |
| Kawasaki                    | 11              | 4 734    | 207         | 19       | 9        | 0            | 212         | 328          | 668     | 0                | 1 443  |
| Other                       | 22              | 6 508    | 394         | 241      | 1 062    | 490          | 917         | 187          | 293     | 0                | 3 584  |
| Sub Total                   | 265             | 113 467  | 17 561      | 4 452    | 6 856    | 1 001        | 20 034      | 2 174        | 9 697   | 0                | 61 775 |
| Rotary Wing - Multi Engine  |                 |          |             |          |          |              |             |              |         |                  |        |
| Agusta                      | 5               | 2 159    | 318         | 339      | 143      | 0            | 137         | 14           | 50      | 0                | 1 001  |
| Other                       | 8               | 1 493    | 358         | 105      | 250      | 0            | 389         | 32           | 130     | 0                | 1 264  |
| Sub Total                   | 13              | 3 652    | 676         | 444      | 393      | 0            | 526         | 46           | 180     | 0                | 2 265  |
| TOTAL                       | 278             | 117 119  | 18 237      | 4 896    | 7 249    | 1 001        | 20 560      | 2 220        | 9 877   | 0                | 64 040 |

**Table 22b. Number of balloons, hours flown and landings in General Aviation and Regional Airline operations, by flying activity and principal balloon makes, 2005**

| Balloon Make  | No. of Aircraft | Landings | Hours flown |          |          |              |             |              |         |                  | TOTAL |
|---------------|-----------------|----------|-------------|----------|----------|--------------|-------------|--------------|---------|------------------|-------|
|               |                 |          | Private     | Business | Training | Agri-culture | Aerial Work | Test & Ferry | Charter | Regional Airline |       |
| Kavanagh      | 63              | 1 364    | 731         | 3        | 18       | 0            | 0           | 0            | 475     | 0                | 1 227 |
| Cameron       | 16              | 261      | 136         | 0        | 0        | 0            | 0           | 0            | 108     | 0                | 244   |
| Thunder/ Colt | 9               | 182      | 95          | 0        | 0        | 0            | 0           | 0            | 36      | 0                | 131   |
| Other         | 9               | 220      | 42          | 0        | 0        | 0            | 0           | 0            | 150     | 0                | 192   |
| TOTAL         | 97              | 2 027    | 1 004       | 3        | 18       | 0            | 0           | 0            | 769     | 0                | 1 794 |

**AIRCRAFT PERFORMING BUSINESS FLYING****Table 23. Number of aircraft, hours flown and landings in General Aviation and Regional Airline operations, by flying activity and principal aircraft makes, 2005**

| Aircraft Make              | No. of Aircraft | Landings | Hours flown |                |          |              |             |              |         |                  | TOTAL   |
|----------------------------|-----------------|----------|-------------|----------------|----------|--------------|-------------|--------------|---------|------------------|---------|
|                            |                 |          | Private     | Business       | Training | Agri-culture | Aerial Work | Test & Ferry | Charter | Regional Airline |         |
| Fixed Wing - Single Engine |                 |          |             |                |          |              |             |              |         |                  |         |
| Cessna                     | 843             | 122 278  | 14 182      | <b>55 654</b>  | 17 208   | 179          | 9 956       | 1 409        | 5 805   | 0                | 104 393 |
| Piper                      | 318             | 38 495   | 7 365       | <b>17 469</b>  | 3 620    | 212          | 1 082       | 645          | 1 098   | 0                | 31 491  |
| Beechcraft                 | 129             | 10 424   | 1 958       | <b>7 393</b>   | 646      | 15           | 145         | 123          | 190     | 8                | 10 478  |
| Mooney                     | 56              | 3 867    | 843         | <b>3 333</b>   | 570      | 0            | 1           | 42           | 97      | 0                | 4 886   |
| Amateur Built              | 76              | 6 921    | 1 681       | <b>3 269</b>   | 123      | 118          | 71          | 212          | 0       | 0                | 5 474   |
| Cirrus                     | 20              | 2 619    | 609         | <b>1 850</b>   | 171      | 0            | 0           | 96           | 50      | 0                | 2 776   |
| Socata                     | 19              | 2 738    | 845         | <b>1 431</b>   | 209      | 0            | 24          | 31           | 0       | 0                | 2 540   |
| Pilatus                    | 5               | 1 110    | 65          | <b>1 033</b>   | 11       | 0            | 0           | 55           | 70      | 0                | 1 234   |
| De Havilland               | 13              | 1 423    | 124         | <b>620</b>     | 109      | 0            | 0           | 12           | 78      | 0                | 943     |
| Maule                      | 17              | 1 369    | 337         | <b>540</b>     | 72       | 0            | 0           | 10           | 0       | 0                | 959     |
| Other                      | 97              | 10 869   | 1 907       | <b>3 970</b>   | 2 086    | 133          | 135         | 168          | 4       | 0                | 8 403   |
| Sub Total                  | 1 593           | 202 113  | 29 916      | <b>96 562</b>  | 24 825   | 657          | 11 414      | 2 803        | 7 392   | 8                | 173 577 |
| Fixed Wing - Multi Engine  |                 |          |             |                |          |              |             |              |         |                  |         |
| Piper                      | 128             | 24 358   | 1 676       | <b>8 864</b>   | 1 227    | 0            | 48          | 252          | 6 202   | 542              | 18 811  |
| Cessna                     | 103             | 24 452   | 999         | <b>8 615</b>   | 390      | 0            | 232         | 303          | 8 180   | 271              | 18 990  |
| Beechcraft                 | 99              | 21 230   | 1 008       | <b>6 874</b>   | 2 383    | 0            | 251         | 176          | 5 369   | 0                | 16 061  |
| Grumman                    | 6               | 3 008    | 50          | <b>2 016</b>   | 40       | 0            | 0           | 0            | 0       | 0                | 2 106   |
| Other                      | 63              | 18 986   | 390         | <b>3 958</b>   | 249      | 0            | 100         | 291          | 6 127   | 0                | 11 115  |
| Sub Total                  | 399             | 92 034   | 4 123       | <b>30 327</b>  | 4 289    | 0            | 631         | 1 022        | 25 878  | 813              | 67 083  |
| TOTAL                      | 1 992           | 294 147  | 34 039      | <b>126 889</b> | 29 114   | 657          | 12 045      | 3 825        | 33 270  | 821              | 240 660 |

**Table 23a. Number of helicopters, hours flown and landings in General Aviation and Regional Airline operations, by flying activity and principal helicopter makes, 2005**

| Helicopter Make             | No. of Aircraft | Landings | Hours flown |               |          |              |             |              |         |                  | TOTAL  |
|-----------------------------|-----------------|----------|-------------|---------------|----------|--------------|-------------|--------------|---------|------------------|--------|
|                             |                 |          | Private     | Business      | Training | Agri-culture | Aerial Work | Test & Ferry | Charter | Regional Airline |        |
| Rotary Wing - Single Engine |                 |          |             |               |          |              |             |              |         |                  |        |
| Robinson                    | 149             | 82 681   | 1 769       | <b>9 301</b>  | 1 946    | 89           | 16 877      | 411          | 7 415   | 0                | 37 808 |
| Bell                        | 78              | 39 986   | 494         | <b>3 372</b>  | 365      | 4            | 8 888       | 222          | 4 332   | 0                | 17 677 |
| Aerospatiale/Eurocopter     | 30              | 13 378   | 254         | <b>1 704</b>  | 138      | 0            | 2 771       | 73           | 1 247   | 0                | 6 187  |
| Kawasaki                    | 11              | 4 799    | 27          | <b>366</b>    | 6        | 0            | 1 175       | 7            | 442     | 0                | 2 023  |
| Hughes                      | 13              | 7 714    | 46          | <b>229</b>    | 900      | 0            | 1 560       | 85           | 550     | 0                | 3 370  |
| Schweizer                   | 10              | 6 476    | 28          | <b>190</b>    | 628      | 0            | 1 634       | 47           | 439     | 0                | 2 966  |
| Other                       | 23              | 8 202    | 236         | <b>421</b>    | 31       | 0            | 1 859       | 49           | 726     | 0                | 3 322  |
| Sub Total                   | 314             | 163 236  | 2 854       | <b>15 583</b> | 4 014    | 93           | 34 764      | 894          | 15 151  | 0                | 73 353 |
| Rotary Wing - Multi Engine  |                 |          |             |               |          |              |             |              |         |                  |        |
| Sikorsky                    | 7               | 23 799   | 0           | <b>3 835</b>  | 0        | 0            | 174         | 0            | 170     | 0                | 4 179  |
| Aerospatiale/Eurocopter     | 8               | 5 626    | 50          | <b>1 813</b>  | 112      | 0            | 608         | 19           | 510     | 0                | 3 112  |
| Agusta                      | 7               | 3 801    | 138         | <b>801</b>    | 17       | 0            | 370         | 6            | 396     | 0                | 1 728  |
| Other                       | 7               | 6 262    | 1           | <b>50</b>     | 438      | 0            | 2 646       | 66           | 85      | 0                | 3 286  |
| Sub Total                   | 29              | 39 488   | 189         | <b>6 499</b>  | 567      | 0            | 3 798       | 91           | 1 161   | 0                | 12 305 |
| TOTAL                       | 343             | 202 724  | 3 043       | <b>22 082</b> | 4 581    | 93           | 38 562      | 985          | 16 312  | 0                | 85 658 |

**AIRCRAFT PERFORMING TRAINING FLYING****Table 24. Number of aircraft, hours flown and landings in General Aviation and Regional Airline operations, by flying activity and principal aircraft makes, 2005**

| Aircraft Make              | No. of Aircraft | Landings  | Hours flown |          |                |              |             |              |         |                  | TOTAL   |
|----------------------------|-----------------|-----------|-------------|----------|----------------|--------------|-------------|--------------|---------|------------------|---------|
|                            |                 |           | Private     | Business | Training       | Agri-culture | Aerial Work | Test & Ferry | Charter | Regional Airline |         |
| Fixed Wing - Single Engine |                 |           |             |          |                |              |             |              |         |                  |         |
| Cessna                     | 740             | 483 526   | 30 938      | 9 049    | <b>162 504</b> | 33           | 11 050      | 1 999        | 29 161  | 3 048            | 247 782 |
| Piper                      | 413             | 171 033   | 17 744      | 3 280    | <b>69 213</b>  | 64           | 1 251       | 959          | 1 651   | 0                | 94 162  |
| Grob                       | 50              | 37 875    | 0           | 0        | <b>27 100</b>  | 0            | 32          | 25           | 0       | 0                | 27 157  |
| Socata                     | 40              | 77 211    | 1 022       | 424      | <b>20 880</b>  | 0            | 24          | 26           | 0       | 0                | 22 376  |
| Pacific Aerospace          | 27              | 40 402    | 0           | 0        | <b>20 337</b>  | 0            | 255         | 0            | 0       | 0                | 20 592  |
| Mooney                     | 35              | 13 484    | 1 360       | 1 080    | <b>5 075</b>   | 0            | 1           | 61           | 488     | 0                | 8 065   |
| American Champion          | 27              | 7 564     | 237         | 10       | <b>3 794</b>   | 0            | 1 084       | 65           | 4       | 0                | 5 194   |
| Beechcraft                 | 58              | 9 882     | 2 230       | 1 708    | <b>2 995</b>   | 0            | 16          | 100          | 208     | 0                | 7 257   |
| Diamond                    | 6               | 6 584     | 67          | 30       | <b>2 381</b>   | 0            | 0           | 8            | 0       | 0                | 2 486   |
| Mudry                      | 5               | 6 773     | 53          | 30       | <b>2 131</b>   | 0            | 10          | 0            | 0       | 0                | 2 224   |
| Victa                      | 13              | 3 025     | 345         | 130      | <b>1 943</b>   | 0            | 0           | 33           | 0       | 0                | 2 451   |
| American Air               | 18              | 4 003     | 1 120       | 196      | <b>1 650</b>   | 0            | 5           | 17           | 10      | 0                | 2 998   |
| Other                      | 175             | 55 929    | 5 863       | 2 025    | <b>7 152</b>   | 100          | 20 294      | 1 206        | 8 042   | 657              | 45 339  |
| Sub Total                  | 1 607           | 917 291   | 60 979      | 17 962   | <b>327 155</b> | 197          | 34 022      | 4 499        | 39 564  | 3 705            | 488 083 |
| Fixed Wing - Multi Engine  |                 |           |             |          |                |              |             |              |         |                  |         |
| Beechcraft                 | 150             | 102 539   | 3 030       | 1 788    | <b>23 886</b>  | 0            | 37 270      | 591          | 12 861  | 1 952            | 81 378  |
| Piper                      | 146             | 42 516    | 1 858       | 4 119    | <b>14 476</b>  | 0            | 1 904       | 505          | 12 289  | 3 203            | 38 354  |
| Cessna                     | 135             | 54 658    | 1 381       | 3 521    | <b>7 212</b>   | 0            | 4 336       | 1 214        | 29 697  | 12 602           | 59 963  |
| Gates Learjet              | 9               | 8 691     | 0           | 121      | <b>4 089</b>   | 0            | 289         | 10           | 390     | 0                | 4 899   |
| Partenavia                 | 23              | 8 621     | 418         | 45       | <b>3 872</b>   | 0            | 582         | 90           | 2 019   | 164              | 7 190   |
| Other                      | 90              | 68 355    | 621         | 1 499    | <b>2 529</b>   | 0            | 1 575       | 793          | 35 928  | 32 076           | 75 021  |
| Sub Total                  | 553             | 285 380   | 7 308       | 11 093   | <b>56 064</b>  | 0            | 45 956      | 3 203        | 93 184  | 49 997           | 266 805 |
| TOTAL                      | 2 160           | 1 202 671 | 68 287      | 29 055   | <b>383 219</b> | 197          | 79 978      | 7 702        | 132 748 | 53 702           | 754 888 |

**Table 24a. Number of helicopters, hours flown and landings in General Aviation and Regional Airline operations, by flying activity and principal helicopter makes, 2005**

| Helicopter Make             | No. of Aircraft | Landings | Hours flown |          |          |              |             |              |         |                  | TOTAL   |
|-----------------------------|-----------------|----------|-------------|----------|----------|--------------|-------------|--------------|---------|------------------|---------|
|                             |                 |          | Private     | Business | Training | Agri-culture | Aerial Work | Test & Ferry | Charter | Regional Airline |         |
| Rotary Wing - Single Engine |                 |          |             |          |          |              |             |              |         |                  |         |
| Robinson                    | 113             | 83 224   | 1 265       | 1 590    | 18 064   | 540          | 11 206      | 762          | 9 371   | 0                | 42 798  |
| Bell                        | 77              | 39 537   | 565         | 266      | 4 235    | 1 505        | 10 060      | 725          | 5 699   | 0                | 23 055  |
| Hughes                      | 12              | 9 293    | 77          | 48       | 3 088    | 0            | 67          | 131          | 612     | 0                | 4 023   |
| Schweizer                   | 6               | 5 418    | 28          | 68       | 2 616    | 0            | 6           | 68           | 0       | 0                | 2 786   |
| Aerospatiale/Eurocopter     | 45              | 24 764   | 806         | 398      | 1 220    | 261          | 5 917       | 519          | 5 913   | 0                | 15 034  |
| Other                       | 17              | 7 950    | 153         | 199      | 341      | 540          | 1 206       | 101          | 913     | 0                | 3 453   |
| Sub Total                   | 270             | 170 186  | 2 894       | 2 569    | 29 564   | 2 846        | 28 462      | 2 306        | 22 508  | 0                | 91 149  |
| Rotary Wing - Multi Engine  |                 |          |             |          |          |              |             |              |         |                  |         |
| Aerospatiale/Eurocopter     | 24              | 18 117   | 143         | 1 597    | 969      | 0            | 1 554       | 29           | 7 146   | 0                | 11 438  |
| Bell                        | 15              | 15 099   | 0           | 14       | 842      | 0            | 7 415       | 80           | 15      | 0                | 8 366   |
| Kawasaki                    | 15              | 7 845    | 65          | 18       | 575      | 0            | 3 050       | 88           | 1 026   | 0                | 4 822   |
| Sikorsky                    | 13              | 12 979   | 90          | 0        | 356      | 0            | 1 337       | 21           | 3 892   | 0                | 5 696   |
| Other                       | 6               | 2 577    | 303         | 156      | 197      | 0            | 670         | 44           | 50      | 0                | 1 420   |
| Sub Total                   | 73              | 56 617   | 601         | 1 785    | 2 939    | 0            | 14 026      | 262          | 12 129  | 0                | 31 742  |
| TOTAL                       | 343             | 226 803  | 3 495       | 4 354    | 32 503   | 2 846        | 42 488      | 2 568        | 34 637  | 0                | 122 891 |

**Table 24b. Number of balloons, hours flown and landings in General Aviation and Regional Airline operations, by flying activity and principal balloon makes, 2005**

| Balloon Make | No. of Aircraft | Landings | Hours flown |          |          |              |             |              |         |                  | TOTAL |
|--------------|-----------------|----------|-------------|----------|----------|--------------|-------------|--------------|---------|------------------|-------|
|              |                 |          | Private     | Business | Training | Agri-culture | Aerial Work | Test & Ferry | Charter | Regional Airline |       |
| Kavanagh     | 8               | 288      | 64          | 3        | 44       | 0            | 0           | 0            | 156     | 0                | 267   |
| TOTAL        | 8               | 288      | 64          | 3        | 44       | 0            | 0           | 0            | 156     | 0                | 267   |

**AIRCRAFT PERFORMING AGRICULTURAL FLYING****Table 25. Number of aircraft, hours flown and landings in General Aviation and Regional Airline operations, by flying activity and principal aircraft makes, 2005**

| Aircraft Make              | No. of Aircraft | Landings | Hours flown |          |          |               |             |              |         |                  | TOTAL  |
|----------------------------|-----------------|----------|-------------|----------|----------|---------------|-------------|--------------|---------|------------------|--------|
|                            |                 |          | Private     | Business | Training | Agri-culture  | Aerial Work | Test & Ferry | Charter | Regional Airline |        |
| Fixed Wing - Single Engine |                 |          |             |          |          |               |             |              |         |                  |        |
| Air Tractor                | 91              | 63 365   | 17          | 0        | 0        | <b>28 475</b> | 366         | 108          | 0       | 0                | 28 966 |
| Cessna                     | 76              | 31 832   | 113         | 342      | 62       | <b>14 258</b> | 709         | 79           | 865     | 0                | 16 428 |
| Ayres                      | 28              | 17 465   | 0           | 0        | 0        | <b>10 288</b> | 0           | 51           | 0       | 0                | 10 339 |
| Piper                      | 54              | 24 212   | 166         | 83       | 218      | <b>9 957</b>  | 611         | 149          | 12      | 0                | 11 196 |
| PZL                        | 22              | 9 542    | 0           | 0        | 0        | <b>4 716</b>  | 17          | 34           | 0       | 0                | 4 767  |
| Air Parts                  | 18              | 31 348   | 0           | 0        | 0        | <b>4 589</b>  | 1           | 219          | 0       | 0                | 4 809  |
| Gippsland                  | 6               | 6 111    | 0           | 0        | 0        | <b>2 232</b>  | 0           | 0            | 0       | 0                | 2 232  |
| Grumman                    | 8               | 4 468    | 0           | 0        | 0        | <b>1 531</b>  | 0           | 20           | 0       | 0                | 1 551  |
| Rockwell                   | 8               | 3 226    | 0           | 0        | 0        | <b>1 375</b>  | 0           | 9            | 0       | 0                | 1 384  |
| Transavia                  | 7               | 5 743    | 0           | 0        | 0        | <b>1 129</b>  | 0           | 2            | 0       | 0                | 1 131  |
| Other                      | 15              | 18 863   | 135         | 190      | 23       | <b>2 985</b>  | 0           | 174          | 0       | 0                | 3 507  |
| Sub Total                  | 333             | 216 175  | 431         | 615      | 303      | <b>81 535</b> | 1 704       | 845          | 877     | 0                | 86 310 |
| Fixed Wing - Multi Engine  |                 |          |             |          |          |               |             |              |         |                  |        |
| Sub Total                  | 0               | 0        | 0           | 0        | 0        | <b>0</b>      | 0           | 0            | 0       | 0                | 0      |
| TOTAL                      | 333             | 216 175  | 431         | 615      | 303      | <b>81 535</b> | 1 704       | 845          | 877     | 0                | 86 310 |

**Table 25a. Number of helicopters, hours flown and landings in General Aviation and Regional Airline operations, by flying activity and principal helicopter makes, 2005**

| Helicopter Make             | No. of Aircraft | Landings | Hours flown |          |          |               |             |              |         |                  | TOTAL  |
|-----------------------------|-----------------|----------|-------------|----------|----------|---------------|-------------|--------------|---------|------------------|--------|
|                             |                 |          | Private     | Business | Training | Agri-culture  | Aerial Work | Test & Ferry | Charter | Regional Airline |        |
| Rotary Wing - Single Engine |                 |          |             |          |          |               |             |              |         |                  |        |
| Bell                        | 26              | 25 537   | 10          | 6        | 133      | <b>7 485</b>  | 948         | 385          | 749     | 0                | 9 716  |
| Robinson                    | 17              | 12 971   | 16          | 147      | 176      | <b>2 192</b>  | 1 567       | 171          | 1 859   | 0                | 6 128  |
| Hiller                      | 4               | 3 925    | 2           | 0        | 6        | <b>1 090</b>  | 48          | 11           | 0       | 0                | 1 157  |
| Aerospatiale/Euroco         | 6               | 4 205    | 0           | 0        | 154      | <b>791</b>    | 1 225       | 30           | 25      | 0                | 2 225  |
| Other                       | 9               | 5 694    | 10          | 0        | 50       | <b>1 879</b>  | 360         | 5            | 0       | 0                | 2 304  |
| Sub Total                   | 62              | 52 332   | 38          | 153      | 519      | <b>13 437</b> | 4 148       | 602          | 2 633   | 0                | 21 530 |
| Rotary Wing - Multi Engine  |                 |          |             |          |          |               |             |              |         |                  |        |
| Sub Total                   | 0               | 0        | 0           | 0        | 0        | <b>0</b>      | 0           | 0            | 0       | 0                | 0      |
| TOTAL                       | 62              | 52 332   | 38          | 153      | 519      | <b>13 437</b> | 4 148       | 602          | 2 633   | 0                | 21 530 |



**AIRCRAFT PERFORMING AERIAL WORK FLYING****Table 26. Number of aircraft, hours flown and landings in General Aviation and Regional Airline operations, by flying activity and principal aircraft makes, 2005**

| Aircraft Make                     | No. of Aircraft | Hours flown    |               |               |               |              |                |              |               |                  | TOTAL          |
|-----------------------------------|-----------------|----------------|---------------|---------------|---------------|--------------|----------------|--------------|---------------|------------------|----------------|
|                                   |                 | Landings       | Private       | Business      | Training      | Agri-culture | Aerial Work    | Test & Ferry | Charter       | Regional Airline |                |
| <b>Fixed Wing - Single Engine</b> |                 |                |               |               |               |              |                |              |               |                  |                |
| Cessna                            | 420             | 152 583        | 11 053        | 10 071        | 28 498        | 938          | <b>45 509</b>  | 2 006        | 18 843        | 53               | 116 971        |
| Pilatus                           | 20              | 21 598         | 860           | 0             | 393           | 0            | <b>17 534</b>  | 193          | 35            | 0                | 19 015         |
| Piper                             | 86              | 49 189         | 2 081         | 607           | 2 989         | 223          | <b>9 229</b>   | 244          | 1 100         | 0                | 16 473         |
| Air Parts                         | 4               | 2 942          | 0             | 0             | 33            | 601          | <b>3 922</b>   | 368          | 0             | 0                | 4 924          |
| American Champion                 | 15              | 4 368          | 6             | 29            | 71            | 0            | <b>2 514</b>   | 31           | 0             | 0                | 2 651          |
| Pacific Aerospace                 | 26              | 35 240         | 0             | 0             | 19 351        | 0            | <b>796</b>     | 0            | 0             | 0                | 20 147         |
| PZL                               | 12              | 1 444          | 0             | 0             | 0             | 92           | <b>585</b>     | 0            | 107           | 0                | 784            |
| Air Tractor                       | 10              | 3 142          | 0             | 0             | 0             | 1 542        | <b>448</b>     | 3            | 0             | 0                | 1 993          |
| Other                             | 66              | 20 115         | 1 075         | 554           | 3 120         | 0            | <b>1 923</b>   | 235          | 3 869         | 552              | 11 328         |
| <b>Sub Total</b>                  | <b>659</b>      | <b>290 621</b> | <b>15 075</b> | <b>11 261</b> | <b>54 455</b> | <b>3 396</b> | <b>82 460</b>  | <b>3 080</b> | <b>23 954</b> | <b>605</b>       | <b>194 286</b> |
| <b>Fixed Wing - Multi Engine</b>  |                 |                |               |               |               |              |                |              |               |                  |                |
| Beechcraft                        | 59              | 48 374         | 282           | 413           | 2 075         | 0            | <b>39 659</b>  | 398          | 2 551         | 1 221            | 46 599         |
| Cessna                            | 52              | 16 327         | 433           | 1 999         | 316           | 0            | <b>8 885</b>   | 422          | 5 547         | 1 388            | 18 990         |
| Britten Norman                    | 13              | 8 964          | 0             | 0             | 80            | 0            | <b>6 656</b>   | 79           | 915           | 4 318            | 12 048         |
| De Havilland                      | 5               | 1 573          | 0             | 0             | 10            | 0            | <b>6 189</b>   | 10           | 250           | 0                | 6 459          |
| Other                             | 68              | 25 462         | 273           | 340           | 1 665         | 0            | <b>14 718</b>  | 644          | 7 466         | 4 828            | 29 934         |
| <b>Sub Total</b>                  | <b>197</b>      | <b>100 700</b> | <b>988</b>    | <b>2 752</b>  | <b>4 146</b>  | <b>0</b>     | <b>76 107</b>  | <b>1 553</b> | <b>16 729</b> | <b>11 755</b>    | <b>114 030</b> |
| <b>TOTAL</b>                      | <b>856</b>      | <b>391 321</b> | <b>16 063</b> | <b>14 013</b> | <b>58 601</b> | <b>3 396</b> | <b>158 567</b> | <b>4 633</b> | <b>40 683</b> | <b>12 360</b>    | <b>308 316</b> |

**Table 26a. Number of helicopters, hours flown and landings in General Aviation and Regional Airline operations, by flying activity and principal helicopter makes, 2005**

| Helicopter Make             | No. of Aircraft | Landings | Hours flown |          |          |              |                |              |         |   | Regional Airline | TOTAL |
|-----------------------------|-----------------|----------|-------------|----------|----------|--------------|----------------|--------------|---------|---|------------------|-------|
|                             |                 |          | Private     | Business | Training | Agri-culture | Aerial Work    | Test & Ferry | Charter |   |                  |       |
| Rotary Wing - Single Engine |                 |          |             |          |          |              |                |              |         |   |                  |       |
| Robinson                    | 279             | 283 272  | 5 399       | 3 049    | 6 499    | 481          | <b>93 090</b>  | 2 361        | 11 803  | 0 | 122 682          |       |
| Bell                        | 134             | 78 728   | 341         | 1 033    | 1 493    | 3 108        | <b>25 462</b>  | 740          | 10 869  | 0 | 43 046           |       |
| Aerospatiale/Eurocopter     | 60              | 30 661   | 526         | 468      | 766      | 541          | <b>10 400</b>  | 527          | 4 062   | 0 | 17 290           |       |
| McDonnell Douglas           | 16              | 7 203    | 23          | 112      | 1        | 0            | <b>5 290</b>   | 309          | 420     | 0 | 6 155            |       |
| Schweizer Avn               | 15              | 11 076   | 259         | 125      | 623      | 0            | <b>3 185</b>   | 50           | 489     | 0 | 4 731            |       |
| Kawasaki                    | 19              | 13 911   | 98          | 130      | 42       | 0            | <b>2 755</b>   | 387          | 1 347   | 0 | 4 759            |       |
| Hughes                      | 13              | 5 777    | 20          | 72       | 897      | 50           | <b>1 327</b>   | 160          | 282     | 0 | 2 808            |       |
| Agusta                      | 6               | 2 884    | 28          | 36       | 86       | 100          | <b>956</b>     | 28           | 237     | 0 | 1 471            |       |
| Other                       | 13              | 5 938    | 117         | 227      | 36       | 440          | <b>1 153</b>   | 41           | 506     | 0 | 2 520            |       |
| Sub Total                   | 555             | 439 450  | 6 811       | 5 252    | 10 443   | 4 720        | <b>143 618</b> | 4 603        | 30 015  | 0 | 205 462          |       |
| Rotary Wing - Multi Engine  |                 |          |             |          |          |              |                |              |         |   |                  |       |
| Bell                        | 16              | 15 499   | 0           | 14       | 842      | 0            | <b>7 865</b>   | 80           | 15      | 0 | 8 816            |       |
| Kawasaki                    | 14              | 7 842    | 65          | 18       | 508      | 0            | <b>3 727</b>   | 50           | 378     | 0 | 4 746            |       |
| Aerospatiale/Eurocopter     | 20              | 15 081   | 50          | 1 813    | 355      | 0            | <b>2 455</b>   | 23           | 3 496   | 0 | 8 192            |       |
| Sikorsky                    | 12              | 13 249   | 0           | 72       | 310      | 0            | <b>1 511</b>   | 0            | 3 896   | 0 | 5 789            |       |
| Other                       | 6               | 4 033    | 112         | 292      | 149      | 0            | <b>1 020</b>   | 35           | 389     | 0 | 1 997            |       |
| Sub Total                   | 68              | 55 704   | 227         | 2 209    | 2 164    | 0            | <b>16 578</b>  | 188          | 8 174   | 0 | 29 540           |       |
| TOTAL                       | 623             | 495 154  | 7 038       | 7 461    | 12 607   | 4 720        | <b>160 196</b> | 4 791        | 38 189  | 0 | 235 002          |       |

**AIRCRAFT PERFORMING CHARTER FLYING****Table 27. Number of aircraft, hours flown and landings in General Aviation and Regional Airline operations, by flying activity and principal aircraft makes, 2005**

| Aircraft Make              | No. of Aircraft | Landings | Hours flown |          |          |              |             |              | Regional Airline | TOTAL  |         |
|----------------------------|-----------------|----------|-------------|----------|----------|--------------|-------------|--------------|------------------|--------|---------|
|                            |                 |          | Private     | Business | Training | Agri-culture | Aerial Work | Test & Ferry |                  |        | Charter |
| Fixed Wing - Single Engine |                 |          |             |          |          |              |             |              |                  |        |         |
| Cessna                     | 404             | 231 426  | 10 629      | 3 082    | 32 506   | 1 047        | 10 668      | 1 666        | <b>98 849</b>    | 3 441  | 161 888 |
| Gippsland                  | 19              | 15 555   | 0           | 0        | 166      | 0            | 116         | 63           | <b>10 248</b>    | 703    | 11 296  |
| Piper                      | 80              | 32 654   | 3 400       | 901      | 9 351    | 14           | 310         | 186          | <b>8 388</b>     | 0      | 22 550  |
| De Havilland               | 35              | 19 784   | 365         | 60       | 570      | 0            | 88          | 114          | <b>6 058</b>     | 0      | 7 255   |
| Beechcraft                 | 14              | 3 650    | 199         | 153      | 91       | 0            | 109         | 33           | <b>2 984</b>     | 0      | 3 569   |
| Mooney                     | 12              | 10 250   | 856         | 1        | 3 472    | 0            | 0           | 10           | <b>908</b>       | 0      | 5 247   |
| Other                      | 32              | 8 129    | 1 619       | 173      | 993      | 0            | 62          | 85           | <b>2 117</b>     | 0      | 5 049   |
| Sub Total                  | 596             | 321 448  | 17 068      | 4 370    | 47 149   | 1 061        | 11 353      | 2 157        | <b>129 552</b>   | 4 144  | 216 854 |
| Fixed Wing - Multi Engine  |                 |          |             |          |          |              |             |              |                  |        |         |
| Cessna                     | 197             | 83 537   | 1 367       | 1 838    | 1 382    | 0            | 693         | 1 092        | <b>55 280</b>    | 13 496 | 75 148  |
| Piper                      | 205             | 89 521   | 1 048       | 1 007    | 3 977    | 0            | 925         | 543          | <b>52 592</b>    | 8 641  | 68 733  |
| Fairchild                  | 57              | 53 726   | 0           | 0        | 374      | 0            | 0           | 128          | <b>38 655</b>    | 14 226 | 53 383  |
| Beechcraft                 | 134             | 62 827   | 853         | 1 492    | 3 728    | 0            | 3 474       | 658          | <b>32 519</b>    | 3 907  | 46 631  |
| Aero Commander             | 42              | 39 553   | 131         | 68       | 369      | 0            | 133         | 78           | <b>23 581</b>    | 1 307  | 25 667  |
| British Aerospace          | 15              | 12 331   | 15          | 21       | 32       | 0            | 0           | 9            | <b>16 152</b>    | 1 875  | 18 104  |
| Embraer                    | 24              | 17 240   | 0           | 84       | 243      | 0            | 0           | 12           | <b>13 030</b>    | 7 249  | 20 618  |
| De Havilland               | 14              | 7 188    | 6           | 42       | 25       | 0            | 20          | 22           | <b>6 990</b>     | 1 225  | 8 330   |
| Israel Aircraft            | 8               | 9 604    | 0           | 0        | 0        | 0            | 0           | 0            | <b>6 402</b>     | 0      | 6 402   |
| Britten Norman             | 25              | 17 221   | 38          | 95       | 136      | 0            | 68          | 254          | <b>6 312</b>     | 4 318  | 11 221  |
| Partenavia                 | 27              | 8 593    | 389         | 94       | 1 241    | 0            | 511         | 97           | <b>4 636</b>     | 164    | 7 132   |
| Fokker                     | 9               | 7 594    | 0           | 84       | 57       | 0            | 0           | 44           | <b>4 208</b>     | 4 874  | 9 267   |
| Saab                       | 4               | 3 706    | 0           | 0        | 0        | 0            | 0           | 0            | <b>2 530</b>     | 2 683  | 5 213   |
| Gates Learjet              | 12              | 3 808    | 109         | 213      | 26       | 0            | 500         | 54           | <b>2 373</b>     | 0      | 3 275   |
| Ted Smith                  | 9               | 2 161    | 0           | 0        | 44       | 0            | 0           | 4            | <b>1 826</b>     | 0      | 1 874   |
| Other                      | 22              | 6 035    | 483         | 1 275    | 274      | 0            | 130         | 238          | <b>2 990</b>     | 0      | 5 390   |
| Sub Total                  | 804             | 424 645  | 4 439       | 6 313    | 11 908   | 0            | 6 454       | 3 233        | <b>270 076</b>   | 63 965 | 366 388 |
| TOTAL                      | 1 400           | 746 093  | 21 507      | 10 683   | 59 057   | 1 061        | 17 807      | 5 390        | <b>399 628</b>   | 68 109 | 583 242 |

**Table 27a. Number of helicopters, hours flown and landings in General Aviation and Regional Airline operations, by flying activity and principal helicopter makes, 2005**

| Helicopter Make             | No. of Aircraft | Landings | Hours flown |          |          |              |             |              | Charter       | Regional Airline | TOTAL   |
|-----------------------------|-----------------|----------|-------------|----------|----------|--------------|-------------|--------------|---------------|------------------|---------|
|                             |                 |          | Private     | Business | Training | Agri-culture | Aerial Work | Test & Ferry |               |                  |         |
| Rotary Wing - Single Engine |                 |          |             |          |          |              |             |              |               |                  |         |
| Bell                        | 151             | 88 907   | 642         | 2 640    | 885      | 2 509        | 13 221      | 956          | <b>22 753</b> | 0                | 43 606  |
| Robinson                    | 153             | 106 807  | 1 365       | 1 911    | 7 854    | 631          | 17 349      | 790          | <b>21 984</b> | 0                | 51 884  |
| Aerospatiale/Eurocopter     | 59              | 32 042   | 619         | 875      | 685      | 420          | 4 613       | 332          | <b>9 338</b>  | 0                | 16 882  |
| Hughes                      | 16              | 10 665   | 48          | 148      | 85       | 0            | 2 200       | 90           | <b>1 783</b>  | 0                | 4 354   |
| Kawasaki                    | 18              | 12 737   | 86          | 347      | 38       | 0            | 2 027       | 353          | <b>1 389</b>  | 0                | 4 240   |
| Other                       | 30              | 17 475   | 135         | 447      | 62       | 0            | 4 112       | 62           | <b>2 448</b>  | 0                | 7 266   |
| Sub Total                   | 427             | 268 633  | 2 895       | 6 368    | 9 609    | 3 560        | 43 522      | 2 583        | <b>59 695</b> | 0                | 128 232 |
| Rotary Wing -Multi Engine   |                 |          |             |          |          |              |             |              |               |                  |         |
| Aerospatiale/Eurocopter     | 16              | 17 442   | 0           | 216      | 700      | 0            | 662         | 4            | <b>8 913</b>  | 0                | 10 495  |
| Sikorsky                    | 7               | 11 866   | 0           | 72       | 218      | 0            | 317         | 19           | <b>4 062</b>  | 0                | 4 688   |
| Kawasaki                    | 12              | 4 637    | 63          | 17       | 365      | 0            | 981         | 85           | <b>1 538</b>  | 0                | 3 049   |
| Other                       | 7               | 4 959    | 100         | 614      | 66       | 0            | 1 072       | 25           | <b>1 240</b>  | 0                | 3 117   |
| Sub Total                   | 42              | 38 904   | 163         | 919      | 1 349    | 0            | 3 032       | 133          | <b>15 753</b> | 0                | 21 349  |
| TOTAL                       | 469             | 307 537  | 3 058       | 7 287    | 10 958   | 3 560        | 46 554      | 2 716        | <b>75 448</b> | 0                | 149 581 |

**Table 27b. Number of balloons, hours flown and landings in General Aviation and Regional Airline operations, by flying activity and principal balloon makes, 2005**

| Balloon Make | No. of Aircraft | Landings | Hours flown |          |          |              |             |              | Charter      | Regional Airline | TOTAL |
|--------------|-----------------|----------|-------------|----------|----------|--------------|-------------|--------------|--------------|------------------|-------|
|              |                 |          | Private     | Business | Training | Agri-culture | Aerial Work | Test & Ferry |              |                  |       |
| Kavanagh     | 100             | 6 724    | 68          | 100      | 14       | 0            | 0           | 0            | <b>6 075</b> | 0                | 6 257 |
| Cameron      | 14              | 718      | 15          | 0        | 0        | 0            | 0           | 0            | <b>672</b>   | 0                | 687   |
| Thunder/Colt | 13              | 628      | 5           | 0        | 0        | 0            | 0           | 0            | <b>601</b>   | 0                | 606   |
| Other        | 6               | 256      | 24          | 0        | 0        | 0            | 0           | 0            | <b>190</b>   | 0                | 214   |
| TOTAL        | 133             | 8 326    | 112         | 100      | 14       | 0            | 0           | 0            | <b>7 538</b> | 0                | 7 764 |

**AIRCRAFT PERFORMING REGIONAL AIRLINE FLYING****Table 28. Number of aircraft, hours flown and landings in General Aviation and Regional Airline operations, by flying activity and principal aircraft makes, 2005**

| Aircraft Make                     | No. of Aircraft | Landings       | Hours flown |            |              |              |             |              |               | Regional Airline | TOTAL          |
|-----------------------------------|-----------------|----------------|-------------|------------|--------------|--------------|-------------|--------------|---------------|------------------|----------------|
|                                   |                 |                | Private     | Business   | Training     | Agri-culture | Aerial Work | Test & Ferry | Charter       |                  |                |
| <b>Fixed Wing - Single Engine</b> |                 |                |             |            |              |              |             |              |               |                  |                |
| Cessna                            | 17              | 19 895         | 0           | 0          | 135          | 0            | 16          | 248          | 5 664         | <b>4 548</b>     | 10 611         |
| Gippsland                         | 8               | 9 203          | 0           | 0          | 85           | 0            | 38          | 53           | 3 914         | <b>703</b>       | 4 793          |
| Other                             | 1               | 35             | 3           | 70         | 0            | 0            | 0           | 0            | 0             | <b>8</b>         | 81             |
| Sub Total                         | 26              | 29 133         | 3           | 70         | 220          | 0            | 54          | 301          | 9 578         | <b>5 259</b>     | 15 485         |
| <b>Fixed Wing - Multi Engine</b>  |                 |                |             |            |              |              |             |              |               |                  |                |
| Saab                              | 29              | 53 974         | 0           | 0          | 0            | 0            | 0           | 0            | 2 530         | <b>55 512</b>    | 58 042         |
| De Havilland                      | 24              | 46 257         | 0           | 0          | 15           | 0            | 0           | 12           | 2 689         | <b>50 355</b>    | 53 071         |
| Bombardier                        | 16              | 43 640         | 0           | 0          | 0            | 0            | 0           | 0            | 0             | <b>45 592</b>    | 45 592         |
| Fairchild                         | 31              | 43 943         | 0           | 0          | 213          | 0            | 2           | 80           | 11 414        | <b>29 442</b>    | 41 151         |
| Cessna                            | 32              | 26 840         | 0           | 21         | 237          | 0            | 68          | 414          | 10 737        | <b>15 125</b>    | 26 602         |
| Fokker                            | 10              | 13 682         | 0           | 0          | 137          | 0            | 0           | 44           | 3 460         | <b>15 044</b>    | 18 685         |
| Piper                             | 26              | 14 742         | 2           | 42         | 142          | 0            | 75          | 92           | 2 100         | <b>10 773</b>    | 13 226         |
| Embraer                           | 15              | 10 335         | 0           | 0          | 126          | 0            | 0           | 7            | 5 574         | <b>8 292</b>     | 13 999         |
| British Aerospace                 | 6               | 10 146         | 0           | 0          | 23           | 0            | 0           | 4            | 835           | <b>7 385</b>     | 8 247          |
| Beechcraft                        | 9               | 7 658          | 3           | 0          | 40           | 0            | 92          | 51           | 1 895         | <b>4 437</b>     | 6 518          |
| Britten Norman                    | 5               | 6 857          | 0           | 0          | 70           | 0            | 58          | 64           | 715           | <b>4 318</b>     | 5 225          |
| Other                             | 8               | 8 957          | 1           | 0          | 292          | 0            | 130         | 80           | 2 728         | <b>3 161</b>     | 6 392          |
| Sub Total                         | 211             | 287 031        | 6           | 63         | 1 295        | 0            | 425         | 848          | 44 677        | <b>249 436</b>   | 296 750        |
| <b>TOTAL</b>                      | <b>237</b>      | <b>316 164</b> | <b>9</b>    | <b>133</b> | <b>1 515</b> | <b>0</b>     | <b>479</b>  | <b>1 149</b> | <b>54 255</b> | <b>254 695</b>   | <b>312 235</b> |

**SECTION F. FUEL TYPE****Table 29. Number of aircraft and hours flown in General Aviation and Regional Airline operations, by propulsion fuel type, 2005**

| Fuel Type                 | Number of Aircraft | Total Hours Flown ('000) |
|---------------------------|--------------------|--------------------------|
| Fixed Wing Amateur Built  |                    |                          |
| Diesel                    | 1                  | 0                        |
| Gasoline                  | 895                | 27.1                     |
| Kerosene                  | 4                  | 0.2                      |
| Sub Total                 | 900                | 27.3                     |
| Fixed Wing Single Engine  |                    |                          |
| Diesel                    | 2                  | 0.2                      |
| Gasoline                  | 6 627              | 822.1                    |
| Kerosene                  | 279                | 85.9                     |
| Sub Total                 | 6 908              | 908.1                    |
| Fixed Wing Multi Engine   |                    |                          |
| Gasoline                  | 1 266              | 285.2                    |
| Kerosene                  | 463                | 419.9                    |
| Sub Total                 | 1 729              | 705.0                    |
| Rotary Wing Amateur Built |                    |                          |
| Gasoline                  | 69                 | 1.0                      |
| Kerosene                  | 2                  | 0.1                      |
| Sub Total                 | 71                 | 1.0                      |
| Rotary Wing Single Engine |                    |                          |
| Gasoline                  | 747                | 189.2                    |
| Kerosene                  | 370                | 95.3                     |
| Sub Total                 | 1 117              | 284.5                    |
| Rotary Wing Multi Engine  |                    |                          |
| Kerosene                  | 104                | 42.7                     |
| Sub Total                 | 104                | 42.7                     |
| Balloons & Airships       |                    |                          |
| None                      | 351                | 8.7                      |
| Sub Total                 | 351                | 8.7                      |
| <b>TOTAL</b>              | <b>11 180</b>      | <b>1 977.5</b>           |

## SECTION G. AGE OF AIRCRAFT

**Table 30. Number of aircraft and hours flown in General Aviation and Regional Airline operations, by age <sup>(a)</sup> of aircraft, 2000 and 2005**

| Category                 | Age (years)   | 2000               |                          | 2005               |                          | % Change Aircraft | % Change Hours Flown |
|--------------------------|---------------|--------------------|--------------------------|--------------------|--------------------------|-------------------|----------------------|
|                          |               | Number of Aircraft | Total Hours Flown ('000) | Number of Aircraft | Total Hours Flown ('000) |                   |                      |
| Amateur Built            |               |                    |                          |                    |                          |                   |                      |
|                          | New this year | 58                 | 1.3                      | 43                 | 0.7                      | -25.9             | -45.5                |
|                          | 1-5           | 240                | 10.2                     | 330                | 11.3                     | 37.5              | 10.6                 |
|                          | 6-10          | 122                | 4.7                      | 184                | 7.4                      | 50.8              | 56.9                 |
|                          | 11-15         | 70                 | 1.7                      | 120                | 3.4                      | 71.4              | 95.2                 |
|                          | 16-20         | 77                 | 2.0                      | 66                 | 1.6                      | -14.3             | -21.0                |
|                          | 21-25         | 63                 | 1.3                      | 68                 | 1.5                      | 7.9               | 19.8                 |
|                          | 26-30         | 25                 | 0.7                      | 49                 | 0.6                      | 96.0              | -4.0                 |
|                          | 31-35         | 10                 | 0.2                      | 26                 | 0.6                      | 160.0             | 161.5                |
|                          | 36-40         | 5                  | -                        | 7                  | 0.1                      | 40.0              | 285.0                |
|                          | Over 40       | 3                  | -                        | 7                  | 0.1                      | 133.3             | 473.3                |
|                          | Sub Total     | 673                | 22.2                     | 900                | 27.3                     | 33.7              | 23.0                 |
| Fixed Wing Single Engine |               |                    |                          |                    |                          |                   |                      |
|                          | New this year | 24                 | 2.2                      | 54                 | 5.0                      | 125.0             | 133.5                |
|                          | 1-5           | 263                | 73.5                     | 232                | 79.4                     | -11.8             | 8.0                  |
|                          | 6-10          | 194                | 66.0                     | 272                | 83.2                     | 40.2              | 26.0                 |
|                          | 11-15         | 168                | 35.6                     | 192                | 61.8                     | 14.3              | 73.4                 |
|                          | 16-20         | 433                | 94.5                     | 163                | 24.2                     | -62.4             | -74.4                |
|                          | 21-25         | 1,995              | 382.1                    | 667                | 123.2                    | -66.6             | -67.8                |
|                          | 26-30         | 848                | 118.9                    | 1 936              | 312.2                    | 128.3             | 162.6                |
|                          | 31-35         | 857                | 74.5                     | 718                | 87.0                     | -16.2             | 16.7                 |
|                          | 36-40         | 797                | 59.4                     | 1 055              | 70.9                     | 32.4              | 19.4                 |
|                          | Over 40       | 1,101              | 35.8                     | 1 619              | 61.5                     | 47.0              | 71.5                 |
|                          | Sub Total     | 6,680              | 942.6                    | 6 908              | 908.1                    | 3.4               | -3.7                 |
| Fixed Wing Multi Engine  |               |                    |                          |                    |                          |                   |                      |
|                          | New this year | 9                  | 2.2                      | 6                  | 0.9                      | -33.3             | -57.9                |
|                          | 1-5           | 61                 | 68.0                     | 59                 | 72.3                     | -3.3              | 6.3                  |
|                          | 6-10          | 90                 | 99.6                     | 62                 | 63.3                     | -31.1             | -36.5                |
|                          | 11-15         | 90                 | 121.5                    | 89                 | 118.2                    | -1.1              | -2.7                 |
|                          | 16-20         | 231                | 144.1                    | 89                 | 80.0                     | -61.5             | -44.5                |
|                          | 21-25         | 558                | 182.4                    | 276                | 125.8                    | -50.5             | -31.0                |
|                          | 26-30         | 306                | 76.8                     | 554                | 153.6                    | 81.0              | 99.9                 |
|                          | 31-35         | 235                | 40.4                     | 257                | 53.0                     | 9.4               | 31.1                 |
|                          | 36-40         | 71                 | 5.5                      | 217                | 32.4                     | 205.6             | 485.9                |
|                          | Over 40       | 85                 | 5.0                      | 120                | 5.6                      | 41.2              | 11.9                 |
|                          | Sub Total     | 1,736              | 745.7                    | 1 729              | 705.0                    | -0.4              | -5.4                 |

*continued*

**Table 30. Number of aircraft and hours flown in GA and RA ops, by age <sup>(a)</sup>, (continued)**

| Category                         | Age (years)   | 2000               |                          | 2005               |                          | % Change Aircraft | % Change Hours Flown |
|----------------------------------|---------------|--------------------|--------------------------|--------------------|--------------------------|-------------------|----------------------|
|                                  |               | Number of Aircraft | Total Hours Flown ('000) | Number of Aircraft | Total Hours Flown ('000) |                   |                      |
| <b>Rotary Wing Amateur Built</b> |               |                    |                          |                    |                          |                   |                      |
|                                  | New this year | 5                  | 0.2                      | 5                  | 0.1                      | 0.0               | -30.5                |
|                                  | 1-5           | 34                 | 0.8                      | 29                 | 0.5                      | -14.7             | -43.2                |
|                                  | 6-10          | 11                 | 0.1                      | 26                 | 0.3                      | 136.4             | 191.0                |
|                                  | 11-15         | 0                  | -                        | 8                  | -                        | na.               | na.                  |
|                                  | Over 40       | 0                  | -                        | 3                  | 0.1                      | na.               | na.                  |
|                                  | Sub Total     | 50                 | 1.1                      | 71                 | 1.0                      | 42.0              | -10.2                |
| <b>Rotary Wing Single Engine</b> |               |                    |                          |                    |                          |                   |                      |
|                                  | New this year | 19                 | 3.5                      | 57                 | 12.6                     | 200.0             | 259.4                |
|                                  | 1-5           | 124                | 38.1                     | 225                | 64.5                     | 81.5              | 69.2                 |
|                                  | 6-10          | 97                 | 31.3                     | 107                | 29.8                     | 10.3              | -4.7                 |
|                                  | 11-15         | 174                | 60.2                     | 152                | 50.6                     | -12.6             | -16.0                |
|                                  | 16-20         | 104                | 27.3                     | 123                | 30.8                     | 18.3              | 13.0                 |
|                                  | 21-25         | 117                | 36.9                     | 146                | 34.7                     | 24.8              | -5.8                 |
|                                  | 26-30         | 90                 | 20.8                     | 87                 | 22.3                     | -3.3              | 7.3                  |
|                                  | 31-35         | 82                 | 18.8                     | 105                | 20.7                     | 28.0              | 10.3                 |
|                                  | 36-40         | 30                 | 4.8                      | 82                 | 12.6                     | 173.3             | 163.9                |
|                                  | Over 40       | 8                  | 0.6                      | 33                 | 5.8                      | 312.5             | 866.8                |
|                                  | Sub Total     | 845                | 242.3                    | 1 117              | 284.5                    | 32.2              | 17.4                 |
| <b>Rotary Wing Multi Engine</b>  |               |                    |                          |                    |                          |                   |                      |
|                                  | New this year | 4                  | 1.7                      | 2                  | 0.5                      | -50.0             | -68.4                |
|                                  | 1-5           | 3                  | 2.5                      | 14                 | 4.9                      | 366.7             | 95.2                 |
|                                  | 6-10          | 16                 | 7.8                      | 11                 | 5.1                      | -31.3             | -34.3                |
|                                  | 11-15         | 24                 | 9.3                      | 27                 | 11.8                     | 12.5              | 26.6                 |
|                                  | 16-20         | 17                 | 5.7                      | 11                 | 2.9                      | -35.3             | -49.1                |
|                                  | 21-25         | 18                 | 7.6                      | 34                 | 15.9                     | 88.9              | 109.9                |
|                                  | 26-30         | 2                  | 0.4                      | 5                  | 1.6                      | 150.0             | 288.6                |
|                                  | Sub Total     | 84                 | 35.0                     | 104                | 42.7                     | 23.8              | 22.0                 |
| <b>Balloons and Airshps</b>      |               |                    |                          |                    |                          |                   |                      |
|                                  | New this year | 18                 | 0.7                      | 14                 | 0.3                      | -22.2             | -53.6                |
|                                  | 1-5           | 95                 | 6.3                      | 95                 | 4.9                      | 0.0               | -22.2                |
|                                  | 6-10          | 66                 | 2.4                      | 80                 | 1.9                      | 21.2              | -22.3                |
|                                  | 11-15         | 81                 | 1.8                      | 46                 | 0.8                      | -43.2             | -54.7                |
|                                  | 16-20         | 51                 | 0.7                      | 76                 | 0.5                      | 49.0              | -19.7                |
|                                  | 21-25         | 21                 | 0.1                      | 26                 | 0.2                      | 23.8              | 55.5                 |
|                                  | 26-30         | 2                  | -                        | 12                 | 0.1                      | 500.0             | 546.2                |
|                                  | 31-35         | 0                  | -                        | 2                  | -                        | na.               | na.                  |
|                                  | Sub Total     | 334                | 12.0                     | 351                | 8.7                      | 5.1               | -27.2                |
| <b>TOTAL</b>                     |               | <b>10 402</b>      | <b>2 000.9</b>           | <b>11 180</b>      | <b>1 977.5</b>           | <b>7.5</b>        | <b>-1.2</b>          |

(a) Calculated by subtracting year of manufacture from the current year.



## SECTION H. FREQUENCY DISTRIBUTION

**Table 31. Frequency distribution of aircraft in General Aviation and Regional Airline operations, by aircraft category and hours flown, 2004 and 2005**

| Category                  | Total Hours Flown | Number of Aircraft |               | % change   |
|---------------------------|-------------------|--------------------|---------------|------------|
|                           |                   | 2004               | 2005          |            |
| Fixed Wing Amateur Built  |                   |                    |               |            |
|                           | 0                 | 295                | 284           | -3.7       |
|                           | 1-50              | 381                | 437           | 14.7       |
|                           | 51-100            | 125                | 137           | 9.6        |
|                           | Over 100          | 51                 | 42            | -17.6      |
|                           | Sub Total         | 852                | 900           | 5.6        |
| Fixed Wing Single Engine  |                   |                    |               |            |
|                           | 0                 | 1 099              | 1 216         | 10.6       |
|                           | 1-50              | 2,360              | 2,423         | 2.7        |
|                           | 51-100            | 1,127              | 1,091         | -3.2       |
|                           | 101-200           | 860                | 830           | -3.5       |
|                           | 201-500           | 937                | 869           | -7.3       |
|                           | Over 500          | 411                | 479           | 16.5       |
|                           | Sub Total         | 6 794              | 6 908         | 1.7        |
| Fixed Wing Multi Engine   |                   |                    |               |            |
|                           | 0                 | 224                | 238           | 6.3        |
|                           | 1-50              | 244                | 269           | 10.2       |
|                           | 51-100            | 206                | 170           | -17.5      |
|                           | 101-200           | 264                | 187           | -29.2      |
|                           | 201-500           | 343                | 435           | 26.8       |
|                           | Over 500          | 433                | 430           | -0.7       |
|                           | Sub Total         | 1 714              | 1 729         | 0.9        |
| Rotary Wing Amateur Built |                   |                    |               |            |
|                           | 0                 | 39                 | 38            | -2.6       |
|                           | 1-50              | 18                 | 28            | 55.6       |
|                           | Over 50           | 4                  | 5             | 25.0       |
|                           | Sub Total         | 61                 | 71            | 16.4       |
| Rotary Wing Single Engine |                   |                    |               |            |
|                           | 0                 | 177                | 199           | 12.4       |
|                           | 1-50              | 108                | 100           | -7.4       |
|                           | 51-100            | 77                 | 89            | 15.6       |
|                           | 101-200           | 129                | 140           | 8.5        |
|                           | 201-500           | 381                | 425           | 11.5       |
|                           | Over 500          | 168                | 164           | -2.4       |
|                           | Sub Total         | 1 040              | 1 117         | 7.4        |
| Rotary Wing Multi Engine  |                   |                    |               |            |
|                           | 0                 | 2                  | 4             | 100.0      |
|                           | 1-50              | 4                  | 6             |            |
|                           | 51-100            | 6                  | 9             | 50.0       |
|                           | 101-200           | 12                 | 12            | 0.0        |
|                           | 201-500           | 35                 | 37            | 5.7        |
|                           | Over 500          | 34                 | 36            | 5.9        |
|                           | Sub Total         | 93                 | 104           | 11.8       |
| Balloons and airships     |                   |                    |               |            |
|                           | 0                 | 127                | 140           | 10.2       |
|                           | 1-50              | 152                | 152           | 0.0        |
|                           | 51-100            | 41                 | 51            | 24.4       |
|                           | Over 100          | 30                 | 8             | -73.3      |
|                           | Sub Total         | 350                | 351           | 0.3        |
| <b>TOTAL</b>              |                   | <b>10 904</b>      | <b>11 180</b> | <b>2.5</b> |

**SECTION I. REGULAR PUBLIC TRANSPORT HOURS FLOWN****Table 32. Hours flown in Regular Public Transport (RPT) operations by industry sector, 1995 to 2005 ('000 hours)**

| Year | RPT Operation Type        |                          |                   | TOTAL   |
|------|---------------------------|--------------------------|-------------------|---------|
|      | Major Australian Airlines |                          | Regional Airlines |         |
|      | Domestic operations       | International operations |                   |         |
| 1995 | 437.8                     | 218.7                    | 243.1             | 899.6   |
| 1996 | 454.4                     | 237.9                    | 246.2             | 938.5   |
| 1997 | 445.6                     | 251.9                    | 272.4             | 969.8   |
| 1998 | 439.8                     | 245.2                    | 273.2             | 958.2   |
| 1999 | 442.3                     | 244.0                    | 277.3             | 963.5   |
| 2000 | 463.1                     | 275.3                    | 335.7             | 1 074.2 |
| 2001 | 457.7                     | 288.6                    | 298.0             | 1 044.3 |
| 2002 | 414.3                     | 261.6                    | 250.1             | 926.0   |
| 2003 | 456.0                     | 261.6                    | 234.7             | 952.3   |
| 2004 | 513.0                     | 302.0                    | 251.4             | 1 066.4 |
| 2005 | 543.8                     | 321.9                    | 254.7             | 1 120.4 |

**Table 33. Hours flown in Regional Airline operations by State or Territory <sup>(a)</sup>, 2000 to 2005 ('000 hours)**

| State or Territory | 2000  | 2001  | 2002  | 2003  | 2004  | 2005  |
|--------------------|-------|-------|-------|-------|-------|-------|
| NSW                | 128.6 | 115.6 | 122.6 | 116.5 | 123.5 | 127.6 |
| VIC                | 36.6  | 31.4  | 14.5  | 3.1   | 5.2   | 5.3   |
| QLD                | 84.7  | 75.9  | 65.4  | 66.9  | 72.3  | 72.6  |
| SA                 | 31.2  | 27.9  | 15.9  | 14.6  | 11.1  | 10.4  |
| WA                 | 20.8  | 17.2  | 14.7  | 15.9  | 21.6  | 20.8  |
| TAS                | 9.2   | 8.5   | 1.3   | 2.3   | 3.7   | 3.9   |
| NT                 | 24.6  | 21.5  | 15.8  | 14.2  | 12.7  | 12.0  |
| ACT                | 0.0   | 0.0   | 0.0   | 1.1   | 1.2   | 2.1   |
| AUSTRALIA          | 335.7 | 298.0 | 250.1 | 234.7 | 251.4 | 254.7 |

(a) Refers to location of home base of aircraft.

**Table 34. Hours flown in Regional Airline operations by principal aircraft makes, 2000 to 2005 ('000 hours)**

| Aircraft Make              | 2000  | 2001  | 2002  | 2003  | 2004  | 2005  |
|----------------------------|-------|-------|-------|-------|-------|-------|
| Fixed Wing - Single Engine |       |       |       |       |       |       |
| Cessna                     | 2.1   | ..    | ..    | 5.0   | 4.3   | 4.5   |
| Gippsland                  | ..    | ..    | ..    | ..    | ..    | 0.7   |
| Other                      | 0.3   | ..    | ..    | 0.0   | 0.0   | 0.0   |
| Sub Total                  | 2.4   | 1.6   | 3.4   | 5.0   | 4.3   | 5.3   |
| Fixed Wing - Multi Engine  |       |       |       |       |       |       |
| Beechcraft                 | 33.3  | 27.1  | 11.1  | 4.8   | 3.5   | 4.4   |
| Bombardier                 | 0.0   | 0.0   | 0.0   | 0.0   | 42.7  | 45.6  |
| British Aerospace          | 20.4  | 20.1  | 15.6  | ..    | ..    | 7.4   |
| Britten Norman             | 4.0   | 1.9   | 2.4   | 3.0   | 4.3   | 4.3   |
| Cessna                     | 16.8  | 12.8  | 11.8  | 12.5  | 12.9  | 15.1  |
| De Havilland               | 62.6  | 65.1  | 83.8  | 90.5  | 55.8  | 50.4  |
| Embraer                    | 38.7  | 31.8  | 13.3  | 9.5   | 11.7  | 8.3   |
| Fairchild                  | 23.7  | 20.5  | 29.8  | 31.5  | 33.9  | 29.4  |
| Fokker                     | 21.5  | 19.8  | 13.9  | 13.0  | 15.0  | 15.0  |
| Piper                      | 33.3  | 20.2  | 15.0  | 12.2  | 14.3  | 10.8  |
| Saab                       | 58.0  | 47.3  | 44.0  | 40.8  | 43.3  | 55.5  |
| Other                      | 21.1  | 29.8  | 6.1   | 11.8  | 9.7   | 3.2   |
| Sub Total                  | 333.3 | 296.4 | 246.7 | 229.6 | 247.1 | 249.4 |
| Rotary Wing - Helicopters  |       |       |       |       |       |       |
| Sub Total                  | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| TOTAL ALL AIRCRAFT         | 335.7 | 298.0 | 250.1 | 234.7 | 251.4 | 254.7 |

**SECTION J. SPORT AVIATION ACTIVITY**

**ULTRALIGHT ACTIVITY**

All statistics courtesy of Recreational Aviation Australia.

**Table 35. Hours flown <sup>(a)</sup> in Ultralight operations, by State or Territory and category of aircraft, 2005**

| State or Territory | Uncertified          | Type Approved Aircraft    |           |            |               |            |                                |                    | TOTAL     |        |
|--------------------|----------------------|---------------------------|-----------|------------|---------------|------------|--------------------------------|--------------------|-----------|--------|
|                    | Uncertified Aircraft | Commercially-manufactured |           |            | Amateur-built |            | Weight Shift                   |                    | Sub-total |        |
|                    | CAO 95.10            | CAO 95.25                 | CAO 95.55 | CAO 101.55 | CAO 95.55     | CAO 101.28 | (Powered Parachutes) CAO 95.32 | (Trikes) CAO 95.32 |           |        |
|                    |                      |                           |           |            |               |            |                                |                    |           |        |
| NSW                | 1 126                | 5 521                     | 3 546     | 6 737      | 6 329         | 615        | 409                            | 520                | 23 677    | 24 803 |
| VIC                | 1 215                | 1 700                     | 4 193     | 4 837      | 4 365         | 998        | 1 060                          | 1 045              | 18 198    | 19 413 |
| QLD                | 2 178                | 5 931                     | 3 995     | 4 969      | 6 756         | 838        | 194                            | 1 665              | 24 348    | 26 526 |
| SA                 | 615                  | 913                       | 624       | 3 145      | 3 342         | 620        | 187                            | 370                | 9 201     | 9 816  |
| WA                 | 419                  | 385                       | 962       | 794        | 1 671         | 165        | 80                             | 323                | 4 380     | 4 799  |
| TAS                | 82                   | 1 448                     | 510       | 2 571      | 490           | 118        | -                              | 89                 | 5 226     | 5 308  |
| NT                 | 88                   | 358                       | 42        | 250        | 65            | -          | -                              | 249                | 964       | 1 052  |
| ACT                | 15                   | 43                        | 385       | 40         | 196           | 115        | 43                             | 98                 | 920       | 935    |
| Unknown            | 200                  | -                         | -         | -          | -             | 52         | -                              | -                  | 52        | 252    |
| AUSTRALIA          | 5 938                | 16 299                    | 14 257    | 23 343     | 23 214        | 3 521      | 1 973                          | 4 359              | 86 966    | 92 904 |

(a) Covers hours flown during the previous 12 months at time of annual renewal of each aircraft's registration. Training and private flying are the only approved uses of ultralight aircraft.

**Table 36. Hours flown ('000) <sup>(a)</sup> in Ultralight operations, by category of aircraft, 1995 to 2005**

| Year | Uncertified          | Type Approved Aircraft    |           |            |               |            |                                |                    | TOTAL     |      |
|------|----------------------|---------------------------|-----------|------------|---------------|------------|--------------------------------|--------------------|-----------|------|
|      | Uncertified Aircraft | Commercially-manufactured |           |            | Amateur-built |            | Weight Shift                   |                    | Sub-total |      |
|      | CAO 95.10            | CAO 95.25                 | CAO 95.55 | CAO 101.55 | CAO 95.55     | CAO 101.28 | (Powered Parachutes) CAO 95.32 | (Trikes) CAO 95.32 |           |      |
|      |                      |                           |           |            |               |            |                                |                    |           |      |
| 1995 | 11.4                 | 31.1                      | -         | 24.8       | ..            | 2.9        | 1.4                            | 0.4                | 60.6      | 72.0 |
| 1996 | 11.3                 | 29.4                      | -         | 25.1       | ..            | 3.0        | 1.3                            | 0.4                | 59.2      | 70.5 |
| 1997 | 10.3                 | 30.5                      | -         | 27.7       | ..            | 4.6        | 1.2                            | 0.9                | 64.9      | 75.1 |
| 1998 | 7.4                  | 21.5                      | -         | 30.8       | -             | 5.3        | 1.3                            | 1.0                | 60.2      | 67.6 |
| 1999 | 8.5                  | 23.7                      | 0.1       | 31.5       | 2.2           | 5.6        | 1.3                            | 1.0                | 65.5      | 73.9 |
| 2000 | 8.4                  | 20.0                      | 1.5       | 29.0       | 7.0           | 6.1        | 1.0                            | 1.1                | 65.6      | 74.1 |
| 2001 | 8.0                  | 20.2                      | 3.3       | 26.6       | 11.0          | 5.1        | 1.0                            | 1.2                | 68.4      | 76.5 |
| 2002 | 7.4                  | 20.3                      | 5.4       | 25.7       | 14.7          | 4.5        | 1.0                            | 1.6                | 73.2      | 80.6 |
| 2003 | 6.5                  | 18.3                      | 8.6       | 25.8       | 17.7          | 3.9        | 1.4                            | 2.3                | 78.0      | 84.5 |
| 2004 | 6.1                  | 17.2                      | 11.9      | 24.8       | 19.6          | 3.7        | 1.6                            | 2.1                | 81.0      | 87.1 |
| 2005 | 5.9                  | 16.3                      | 14.3      | 23.3       | 23.2          | 3.5        | 2.0                            | 4.4                | 87.0      | 92.9 |

(a) Covers hours flown during the previous 12 months at time of annual renewal of each aircraft's registration. Training and private flying are the only approved uses of ultralight aircraft.

**Table 37. Number of ultralight aircraft and hours flown by aircraft make, 2005**

| Aircraft Make                                   | Number of Aircraft | Hours Flown |
|---|--------------------|-------------|
| Uncertified Aircraft                            |                    |             |
| Uncertified Aircraft (CAO 95.10)                | 293                | 5 938       |
| Type Approved Aircraft                          |                    |             |
| Commercially-manufactured Aircraft (CAO 95.25)  |                    |             |
| Austflight ULA                                  | 72                 | 5 356       |
| Australian Light Wing                           | 70                 | 4 549       |
| Facet   | 17                 | 673         |
| Skywise   | 10                 | 46          |
| Thruster  | 119                | 5 596       |
| Other   | 3                  | 79          |
| Sub Total                                       | 291                | 16 299      |
| Commercially-manufactured Aircraft (CAO 95.55)  |                    |             |
| Aeroprakt                                       | 9                  | 197         |
| Evektor   | 10                 | 1 211       |
| Fantasy Air                                     | 10                 | 270         |
| Flight Design                                   | 8                  | 451         |
| Jabiru  | 10                 | 304         |
| Micro Aviation                                  | 15                 | 613         |
| Pipistrel                                       | 10                 | 574         |
| Skyfox  | 53                 | 7 298       |
| Slepcev   | 9                  | 224         |
| TI Ultralight                                   | 8                  | 464         |
| Tecnam  | 26                 | 2 203       |
| Other   | 24                 | 448         |
| Sub Total                                       | 192                | 14 257      |
| Commercially-manufactured Aircraft (CAO 101.55) |                    |             |
| Austflight ULA                                  | 26                 | 1 517       |
| Australian Light Wing                           | 13                 | 2 351       |
| Eipper  | 5                  | 81          |
| Jabiru  | 115                | 15 156      |
| Skyfox  | 58                 | 4 036       |
| Other   | 1                  | 202         |
| Sub Total                                       | 218                | 23 343      |
| Amateur-built Aircraft (CAO 95.55)              |                    |             |
| Aero Sport                                      | 11                 | 292         |
| Atec  | 7                  | 448         |
| Australian Light Wing                           | 6                  | 176         |
| Avid  | 8                  | 244         |
| Cadet   | 5                  | 184         |
| Corby   | 8                  | 355         |
| Evans   | 7                  | 183         |
| Fisher  | 8                  | 46          |
| Foxcon  | 16                 | 176         |
| ICP   | 29                 | 914         |
| Jabiru  | 174                | 7 636       |
| Jodel   | 12                 | 481         |
| Karatoo   | 5                  | 60          |
| Maxair  | 8                  | 163         |
| Monnett   | 9                  | 278         |

*continued*

**Table 37. Number of ultralight aircraft and hours flown by aircraft make, 2005 (continued)**

| Aircraft Make                                  | Number of Aircraft | Hours Flown   |
|--|--------------------|---------------|
| Amateur-built Aircraft (CAO 95.55) - continued |                    |               |
| Murphy   | 7                  | 250           |
| Norman   | 6                  | 247           |
| Parker   | 5                  | 6             |
| Pioneer  | 7                  | 370           |
| Pulsar   | 5                  | 342           |
| Quad City                                      | 11                 | 154           |
| RANS   | 19                 | 583           |
| Rand   | 6                  | 98            |
| Rand Kar                                       | 47                 | 1 183         |
| SG Aviation                                    | 7                  | 559           |
| Sapphire                                       | 9                  | 237           |
| Slepcev  | 9                  | 93            |
| Skyranger                                      | 5                  | 157           |
| Slepcev  | 11                 | 549           |
| Wayne Fisher                                   | 9                  | 255           |
| Zenair   | 43                 | 1 936         |
| Other  | 161                | 4 559         |
| Sub Total                                      | 680                | 23 214        |
| Amateur-built Aircraft (CAO 101.28)            |                    |               |
| Australian Light Wing                          | 8                  | 153           |
| Corby  | 8                  | 114           |
| Denney   | 5                  | 98            |
| Eipper   | 6                  | 211           |
| Evans  | 5                  | 40            |
| Jabiru   | 12                 | 740           |
| Monnett  | 5                  | 171           |
| RANS   | 18                 | 509           |
| SkyStar  | 9                  | 277           |
| Other  | 40                 | 1 208         |
| Sub Total                                      | 116                | 3 521         |
| Weight Shift Aircraft (CAO 95.32)              |                    |               |
| Powered Parachutes                             |                    |               |
| Aerochute                                      | 115                | 1 973         |
| Trikes   |                    |               |
| Airborne Windsports                            | 87                 | 3 258         |
| Lea Kestrel                                    | 5                  | 75            |
| Pegasus  | 7                  | 426           |
| Solar Wings                                    | 7                  | 196           |
| Other  | 16                 | 404           |
| Sub Total                                      | 237                | 6 332         |
| Type Approved Aircraft Total                   | 1 734              | 86 966        |
| <b>TOTAL ALL AIRCRAFT</b>                      | <b>2 027</b>       | <b>92 904</b> |

**GLIDING ACTIVITY**

All statistics courtesy of the Gliding Federation of Australia.

**Table 38. Number of aircraft, hours flown and launches in gliding operations, 1995 to 2005**

| Year | Number of Aircraft <sup>(a)</sup> | Hours Flown ('000) <sup>(b)</sup> |         |       | Launches ('000) <sup>(b)</sup> |         |       |
|------|-----------------------------------|-----------------------------------|---------|-------|--------------------------------|---------|-------|
|      |                                   | Club                              | Private | Total | Club                           | Private | Total |
| 1995 | 1 025                             | 48.4                              | 27.5    | 75.9  | 86.2                           | 14.6    | 100.8 |
| 1996 | 1 057                             | 47.6                              | 21.6    | 69.2  | 86.6                           | 11.0    | 97.5  |
| 1997 | 1 059                             | 46.5                              | 22.4    | 68.9  | 78.1                           | 10.9    | 89.0  |
| 1998 | 1 056                             | 45.8                              | 19.6    | 65.4  | 78.4                           | 9.6     | 88.0  |
| 1999 | 1 051                             | 39.0                              | 24.8    | 63.9  | 74.8                           | 14.8    | 89.6  |
| 2000 | 1 056                             | ..                                | ..      | ..    | ..                             | ..      | ..    |
| 2001 | 1 059                             | ..                                | ..      | ..    | ..                             | ..      | ..    |
| 2002 | 1 083                             | ..                                | ..      | ..    | ..                             | ..      | ..    |
| 2003 | 1 084                             | ..                                | ..      | ..    | ..                             | ..      | ..    |
| 2004 | 1 095                             | ..                                | ..      | ..    | ..                             | ..      | ..    |
| 2005 | 903                               | ..                                | ..      | ..    | ..                             | ..      | ..    |

(a) At 30 June.

(b) Year ended 30 April.

**HANG GLIDING ACTIVITY**

All statistics courtesy of the Hang Gliding Federation of Australia.

**Table 39. Hours flown in hang gliding operations, by State or Territory and category of aircraft, 2004-05**

| State or Territory | Hang Gliders | Paragliders | Weightshift Microlights<br>(Powered Hang Gliders) | TOTAL   |
|--------------------|--------------|-------------|---|---------|
| NSW                | 18 281       | 15 414      | 13 202  | 46 897  |
| VIC                | 6 969        | 22 791      | 6 500   | 36 260  |
| QLD                | 11 050       | 11 721      | 4 808   | 27 579  |
| SA/NT              | 2 855        | 1 122       | 2 977   | 6 954   |
| WA                 | 2 583        | 5 125       | 4 090   | 11 798  |
| TAS                | 471          | 651         | 101   | 1 223   |
| ACT                | 1 127        | 2 151       | 229   | 3 507   |
| AUSTRALIA          | 43 336       | 58 975      | 31 907  | 134 218 |

**Table 40. Number of aircraft and hours flown ('000) in hang gliding operations, by category of aircraft, 1994-95 to 2004-05**

|           | Hang Gliders       |                | Paragliders        |                | Microlights<br>(Powered Hang Gliders) |                | TOTAL              |                |
|-----------|--------------------|----------------|--------------------|----------------|---------------------------------------|----------------|--------------------|----------------|
|           | No. of<br>Aircraft | Hours<br>Flown | No. of<br>Aircraft | Hours<br>Flown | No. of<br>Aircraft                    | Hours<br>Flown | No. of<br>Aircraft | Hours<br>Flown |
| 1994/95   | 2 045              | 49.2           | 657                | 12.3           | 320                                   | 24.9           | 3 022              | 86.4           |
| 1995/96   | 2 110              | 56.5           | 720                | 18.3           | 259                                   | 28.4           | 3 089              | 103.2          |
| 1996/97   | 2 100              | 57.3           | 890                | 17.3           | 270                                   | 27.7           | 3 260              | 102.3          |
| 1997/98   | 1 850              | 50.9           | 980                | 15.1           | 353                                   | 21.4           | 3 183              | 87.5           |
| 1998/99   | 1 845              | 50.4           | 1 042              | 24.2           | 376                                   | 30.0           | 3 263              | 104.6          |
| 1999/2000 | 1 887              | 50.9           | 1 067              | 24.8           | 392                                   | 31.0           | 3 346              | 106.7          |
| 2000/01   | 1 864              | 53.4           | 1 121              | 32.2           | 397                                   | 34.4           | 3 382              | 120.0          |
| 2001/02   | 1 540              | 48.0           | 1 334              | 37.4           | 467                                   | 36.8           | 3 341              | 122.2          |
| 2002/03   | 1 590              | 48.8           | 1 326              | 44.8           | 477                                   | 31.1           | 3 393              | 124.7          |
| 2003/04   | 1 555              | 48.7           | 1 472              | 52.9           | 557                                   | 30.4           | 3 584              | 132.0          |
| 2004/05   | 1 403              | 43.3           | 1 445              | 59.0           | 729                                   | 31.9           | 3 577              | 134.2          |

**GYROPLANE ACTIVITY**

All statistics courtesy of the Australian Sport Rotorcraft Australia

**Table 41. Number of aircraft and hours flown in gyroplane operations, 1995 to 2005**

| Year                | Number of<br>Aircraft <sup>(a)</sup> | Hours Flown <sup>(b)</sup> |                  |                         |           |                    | TOTAL  |
|---------------------|--------------------------------------|----------------------------|------------------|-------------------------|-----------|--------------------|--------|
|                     |                                      | Private                    | Dual<br>Training | Gyro Glider<br>Training | Mustering | Search &<br>Rescue |        |
| 1995                | 269                                  | 13 200                     | 945              | 125                     | -         | 85                 | 14 355 |
| 1996                | 385                                  | 20 577                     | 2 377            | 271                     | -         | 82                 | 23 307 |
| 1997                | 394                                  | 20 244                     | 2 059            | 1 007                   | -         | 9                  | 23 319 |
| 1998                | 394                                  | 31 192                     | 1 895            | 354                     | -         | -                  | 33 441 |
| 1999                | 432                                  | 25 172                     | 5 069            | 193                     | -         | -                  | 30 434 |
| 2000                | 487                                  | 26 766                     | 2 858            | 105                     | -         | -                  | 29 729 |
| 2001                | ..                                   | 32 961                     | 3 863            | 122                     | -         | 4                  | 36 950 |
| 2002                | ..                                   | 30 043                     | 2 152            | 117                     | -         | 13                 | 32 325 |
| 2003                | ..                                   | 25 101                     | 2 887            | 324                     | -         | 28                 | 28 340 |
| 2004                | ..                                   | 26 523                     | 2 446            | 310                     | -         | -                  | 29 279 |
| 2005 <sup>(c)</sup> | 220                                  | 30 931                     | 1 751            | 172                     | -         | -                  | 32 854 |

(a) At 30 June.

(b) Year ended 30 June.

(c) Includes registered gyroplanes.



## EXPLANATORY NOTES

### INTRODUCTION

1. The annual *General Aviation* statistical publication provides data on the size of the aviation industry sectors in Australia, with the major focus being on General Aviation operations. General Aviation, for the purposes of this publication, is defined as all non-scheduled flying activity in aircraft allocated a VH- registration by the Civil Aviation Safety Authority, except for that performed by the major airlines, but including non-scheduled flying by the regional airlines.
2. The other sectors of the industry for which data is included in this publication are:
  - (a) regional airlines, which operate regular public transport services primarily servicing regional centres;
  - (b) the major Australian airlines, which operate regular public transport services using high capacity aircraft;
  - (c) sailplanes (powered and unpowered) registered with the Gliding Federation of Australia;
  - (d) ultralight aircraft registered with Recreational Aviation Australia;
  - (e) hang gliders registered with the Hang Gliding Federation of Australia; and
  - (f) gyroplanes registered with the Australian Sport Rotorcraft Association.
3. The statistics exclude any other unregistered or foreign-registered aircraft operating in Australia.

### DATA SOURCES

4. The data presented in this publication for hours flown and landings in the General Aviation and Regional Airline sectors have been compiled from statistical returns collected under the authority of Air Navigation Regulation 12.
5. A survey covering the calendar year was dispatched to all aircraft owners or operators listed on the Australian Aircraft Register other than for those aircraft operated by the major airlines.
6. Survey returns were received for approximately 70 per cent of aircraft on the register. Estimates are made for aircraft for which returns had not been received at the time of publication. Statistics by individual aircraft types are shown only when four or more aircraft of the type contribute to the data.
7. All other data items for these aircraft have been extracted from the Civil Aviation Safety Authority's Aircraft Register.
8. Statistics covering gliders, ultralight aircraft, hang gliders and gyroplanes have been supplied courtesy of the Gliding Federation of Australia, Recreational Aviation Australia, the Hang Gliding Federation of Australia and the Australian Sport Rotorcraft Association, respectively.
9. Statistics relating to the major (domestic and international) airlines were compiled from returns supplied by the airlines on a regular basis.

### PRODUCTION AND INTERPRETATION

10. Landings includes touch-and-go landings.
11. Where figures have been rounded, discrepancies may occur between sums of component items and totals.

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## DEFINITIONS

12. The following terms have been used in this publication:

**Aerial Work:** Includes all aerial survey and photography, spotting, aerial stock mustering, search and rescue, ambulance, towing (including glider, target and banner towing) and other aerial work (including advertising, cloud seeding, fire fighting, parachute dropping, and coastal surveillance).

**Agriculture:** Operations involving the carriage and/or spreading of chemicals, seed, fertiliser or other substances for agricultural purposes, including operations for the purpose of pest and disease control.

**Business:** Flying by the aircraft owner, his employees or the hirer of the aircraft for business or professional reasons, but not directly for hire or reward.

**Charter:** Carriage of cargo or passengers on non-scheduled operations by the aircraft owner or his employees for hire or reward.

**CofA:** Certificate of Airworthiness

**General Aviation Operations:** All non-scheduled (non RPT) flying activities other than flying activities performed by major airlines.

**Hours Flown:** Flying time performed, measured on a wheels start to wheels stop basis.

**Major Australian Airlines:** Scheduled (RPT) services operated by Australian-registered airlines whose fleets include high capacity aircraft. Includes operations on international services.

**Non-RPT Airline Operations:** All operations by aircraft of the major Australian airlines, other than in scheduled RPT services.

**Private:** Flying for private pleasure, sport or recreation.

**Regional Airline:** Scheduled (RPT) services performed within Australia by operators who primarily service 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.

**Test and Ferry:** Flying associated with the testing of an aircraft or with its delivery or movement to another location for maintenance, hire or other planned use.

**Training:** Flying under instruction for the issue or renewal of a licence or rating or for conversion training or aircraft or type endorsement. This includes solo navigation exercises conducted as part of courses of applied flying training.

## SYMBOLS AND OTHER USAGES

na Not applicable.

- Greater than zero but less than 50.

.. Not available for confidentiality or other reasons.



# General Aviation Activity Survey

## Year ended 31 December 2005

**SECTION 1: Aircraft Registrations, Landings and Hours Flown for year ended 31 December 2005**  
 Flying activity performed entirely outside Australia or its Territories should **not** be recorded.

| Aircraft Reg'n (a) | Total Landings for Period (b) | HOURS FLOWN BY TYPES OF FLYING - Entries in whole hours only |          |                |             |                        |                           |            |                   |            |         |                   |              |         |                                     | AIRCRAFT BASE (c) |  |  |
|--------------------|-------------------------------|--|----------|----------------|-------------|------------------------|---------------------------|------------|-------------------|------------|---------|-------------------|--------------|---------|-------------------------------------|-------------------|--|--|
|                    |                               | PRIVATE  |          |                | AERIAL WORK |                        |                           |            |                   |            |         |                   |              |         | CHARTER                             | RPT               | Postcode (if different from address label) |  |
|                    |                               | Private  | Business | Test and Ferry | Training    | Survey and Photography | Pipe- & Power-line Patrol | Must-ering | Search and Rescue | Ambu-lance | Tow-ing | Other Aerial Work | Agri-culture | Charter | Regional Airline (Low Capacity RPT) |                   |  |  |
|                    |                               |  |          |                |             |                        |                           |            |                   |            |         |                   |              |         |                                     |                   |  |  |
|                    |                               |  |          |                |             |                        |                           |            |                   |            |         |                   |              |         |                                     |                   |  |  |
|                    |                               |  |          |                |             |                        |                           |            |                   |            |         |                   |              |         |                                     |                   |  |  |
|                    |                               |  |          |                |             |                        |                           |            |                   |            |         |                   |              |         |                                     |                   |  |  |
|                    |                               |  |          |                |             |                        |                           |            |                   |            |         |                   |              |         |                                     |                   |  |  |
|                    |                               |  |          |                |             |                        |                           |            |                   |            |         |                   |              |         |                                     |                   |  |  |
|                    |                               |  |          |                |             |                        |                           |            |                   |            |         |                   |              |         |                                     |                   |  |  |
|                    |                               |  |          |                |             |                        |                           |            |                   |            |         |                   |              |         |                                     |                   |  |  |
|                    |                               |  |          |                |             |                        |                           |            |                   |            |         |                   |              |         |                                     |                   |  |  |
|                    |                               |  |          |                |             |                        |                           |            |                   |            |         |                   |              |         |                                     |                   |  |  |
|                    |                               |  |          |                |             |                        |                           |            |                   |            |         |                   |              |         |                                     |                   |  |  |
|                    |                               |  |          |                |             |                        |                           |            |                   |            |         |                   |              |         |                                     |                   |  |  |

This information is collected under the authority of Air Navigation Regulation 12.  
 (a) Aircraft Registration - has been completed by the Department according to the most recent records available from the Civil Aviation Safety Authority.  
 (b) Total Landings - please enter the total number of landings for each aircraft, including 'touch and go' landings and alightings on water. In the case of balloons please indicate the number of envelope inflations.  
 (c) Aircraft Base - please indicate the postcode of the aerodrome or landing area at which the aircraft was most frequently based during the survey period. For balloon operations, please indicate the postcode of the general area from which most flying was carried out.

Operator ID:

If you operate a small business employing fewer than 20 people, please provide an estimate of the time taken to complete this form:

hours  mins

Signature

Printed name

Phone Number:

Date

**SECTION 2: Definitions of Types of Flying**

Flying hours should be recorded on the basis of the types of flying in which the aircraft was **actually** 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.

\* PRIVATE

Flying for private pleasure, sport or recreation, including parachute dropping, or personal transport not associated with a business or profession.

\* BUSINESS

Flying associated with a business or profession, but not directly for hire or reward.

\* 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.

\* SURVEY AND PHOTOGRAPHY

All aerial survey and photographic work.

\* PIPELINE AND POWERLINE PATROL

Aerial inspection patrols along pipelines or powerlines.

\* MUSTERING

Aerial stock mustering involving the direct use of aircraft for the movement of livestock.

\* 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.

\* AGRICULTURE

Flying involving the carriage and/or spreading of chemicals, seeds, fertilisers and other substances for agricultural purposes, including the purposes of pest and disease control.

\* 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

Regular Public Transport services operated with low capacity aircraft (up to 38 seats/4,200 kilograms payload).

**SECTION 3: Additional details (optional)**

Please include any extra information which may be relevant (reasons for nil flying activity, ground vs water landings for amphibious aircraft, full stop vs touch and go landings, tethered vs free balloon flying, aerobatic flying, etc).

[Empty box with dashed lines for additional details]

**SECTION 4: Comments**

Please write any queries, comments or suggestions that you may have about the survey.

[Empty box with dashed lines for comments]

**SECTION 5: Email question**

Would you like to receive this survey form via email? If so, please fill in your email address in the space provided

Email

[Empty box for email address]

**Disclaimer:**

Your email address will ONLY be used for correspondence for this and future GA surveys

**SECTION 6: Difficulties and Enquiries**

The aircraft and owner details included on this form are provided to the Bureau by the Civil Aviation Safety Authority at the end of each survey period. Although the best available information is used, there will inevitably be a number of short-term discrepancies involving recent changes of ownership or address, and respondents are asked to make due allowance.

Should any discrepancies occur over the longer term, enquiries should be made directly to your local CASA office.

If you have any questions or suggestions relating to the conduct or results of the survey, please use the above 'Comments' section or contact John Goodrich on (02) 6274 6484, fax (02) 6274 7727, e-mail John.Goodrich@dotars.gov.au.

## **AVIATION STATISTICS PUBLICATIONS:**

These publications are available in electronic format, and can be downloaded free of charge from the Department's web site at [www.btre.gov.au](http://www.btre.gov.au).

### **Australian Domestic Airline Activity**

Produced: Monthly, calendar and financial years.

Contents: Data supplied by Australian airlines operating over Australian flight stages; traffic on top 50 city pairs and industry totals; commentary on industry and events.

### **International Scheduled Air Transport**

Produced: Monthly, calendar and financial years.

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: Bi-annual.

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

### **General Aviation**

Produced: Calendar years.

Contents: General Aviation flying activity; hours flown and landings by category of operation and aircraft type; numbers of aircraft by type; commentary on the GA industry.

### **Airport Traffic Data**

Produced: Financial years.

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

### **Australian Air Distances**

Produced: As required.

Contents: Air distances covering routes operated on commercial services.

Aviation Statistics Section  
BTRE

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