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## Explanatory notes

### Introduction

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 Australia in aircraft allocated a VH– registration by the Civil Aviation Safety Authority (CASA), except for that performed by the major airlines, but including non-scheduled flying by the Regional Airlines.

Other sectors of the industry for which data is included in this publication are:

- Regional Airlines, which operate regular public transport services primarily servicing regional centres;
- the major Australian airlines, which operate regular public transport services using high capacity aircraft;
- sailplanes (powered and unpowered) registered with the Gliding Federation of Australia;
- ultralight aircraft registered with Recreational Aviation Australia;
- hang gliders registered with the Hang Gliding Federation of Australia; and
- gyroplanes registered with the Australian Sport Rotorcraft Association.

The statistics exclude any other unregistered or foreign-registered aircraft operating in Australia.

### Data sources

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.

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.

Survey returns were received for 85 per cent of aircraft in scope for the collection. Estimates were made for aircraft where returns were not received. Where these aircraft responded in the previous year data was estimated by applying the difference in the means between 2005 and 2006 by flying activity to the previous year's reported data. Where the aircraft had no data for the previous year the mean for each flying activity was applied.

Of the 85 per cent of aircraft that reported, 15 per cent of these were unable to report number of landings for the year. Landings for these aircraft were recorded by applying a factor for landings based on the average number of landings per hour flying in each flying activity. These are recalculated periodically using several years' data. In 2006 these factors have been recalculated using the most recent data. The recalculation of the landings factors in 2006 has resulted in a lower estimate for the number of landings than would have been observed using the previous factors. This applies to a greater degree to rotary wing aircraft which are often unable to report number of landings. Of the 15 per cent of aircraft unable to report landings 29% of these were rotary wing aircraft.

Statistics by individual aircraft types are shown only when four or more aircraft of the type contribute to the data.

Other data items for these aircraft have been extracted from the Civil Aviation Safety Authority's Aircraft Register or Bureau of Transport and Regional Economics (BTRE) reference files.

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.

Statistics relating to the major (domestic and international) airlines were compiled from returns supplied by the airlines on a regular basis.

### **Production and interpretation**

Landings include touch-and-go landings and alighting on water.

Where figures have been rounded, differences may occur between the sums of component items and totals.

### **Symbols and other usages**

na	Not applicable.
r	Revised.
-	Greater than zero but less than 50.
..	Not available for confidentiality or other reasons.

### **Abbreviations**

ASRA	Australian Sport Rotorcraft Association
BTRE	Bureau of Transport and Regional Economics
CASA	Civil Aviation Safety Authority
C of A	Certificate of Airworthiness
GA	General Aviation
GFA	Gliding Federation of Australia
HGFA	Hang Gliding Federation of Australia
RPT	Regular Public Transport.



## Overview

Total hours flown by Australian VH-registered aircraft in the General Aviation (GA) and Regional Airline sectors reached 1.94 million in 2006, a decrease of 2.1 per cent compared with the previous year (see Table 4). These aircraft completed a total of 2.67 million landings.

Activity in the General Aviation sector declined in 2006 with a drop in flying hours of 1.6 per cent to reach 1.70 million hours (see Table 1).

Within the General Aviation sector, Agriculture recorded the greatest decrease in activity with a drop of 35.0 per cent over 2005 (see Table 4). While specific reasons for low activity are not collected from the survey comments on a number of forms indicate that this decrease may be largely attributed to the current drought. Other categories showing a decline in activity were Private flying (-5.0 per cent), Business (-3.4 per cent), Test and Ferry (-2.9 per cent) and Charter (-0.9 per cent). A number of operators indicated that increasing costs (such as airport charges, fuel costs and regulatory compliance) were affecting their activity levels.

Only Aerial Work and Training recorded an increase in flying hours (6.0 and 2.0 per cent respectively) compared with the previous year.

Regional Airlines also recorded an annual decrease in flying hours of 5.2 per cent.

Figure 1 shows the variation in number of landings and hours flown between 1996 and 2006.

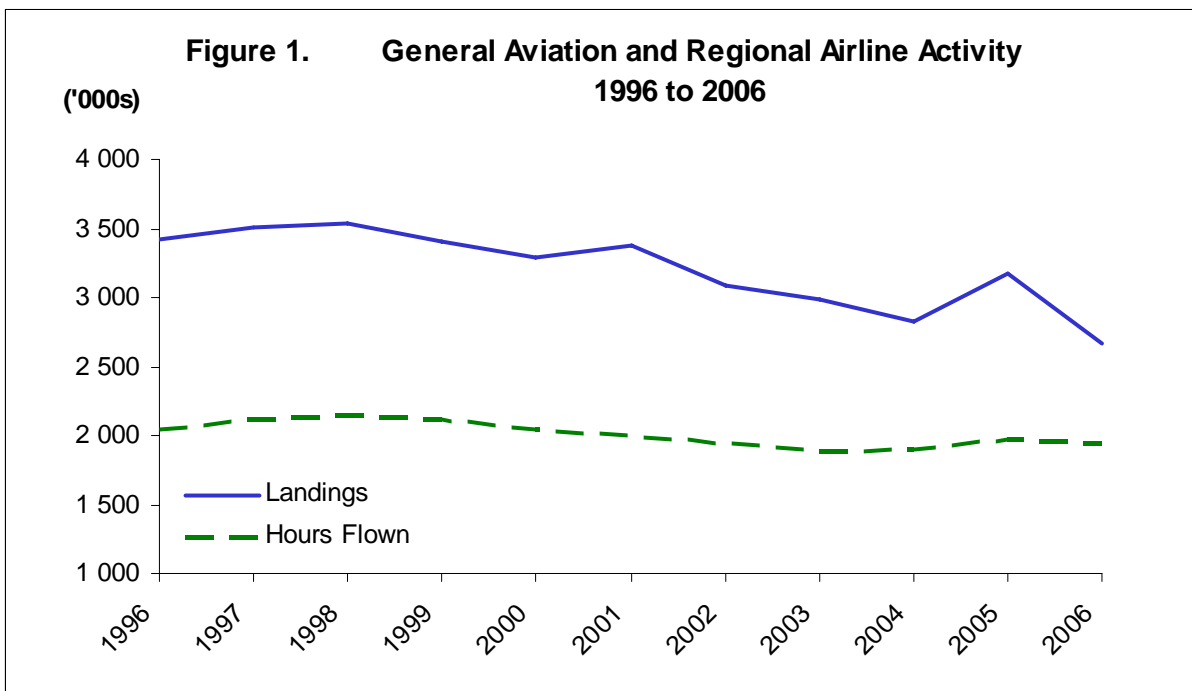
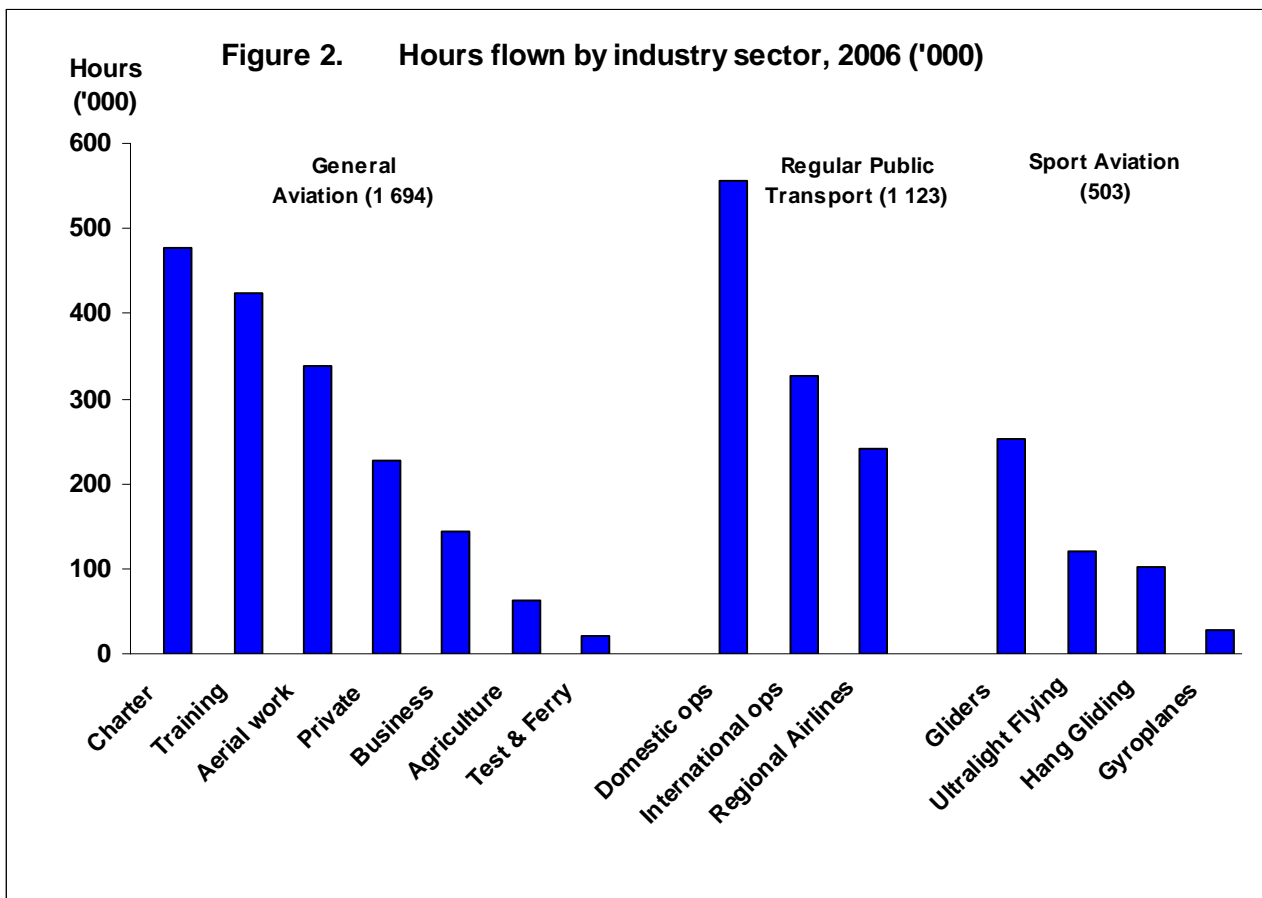


Figure 2 shows the relative sizes of industry sectors based on hours flown.



## The Australian aircraft fleet

The data presented in this publication for the year ended 31 December 2006 covers 11 117 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, hang gliders and gyrocopters although several tables include summary data for these other sectors of the aviation industry. The number of aircraft registered at 31 December 2006 represents a decrease of 0.56 per cent over the number registered at 31 December 2005 (see Table 5).

The number of fixed-wing single-engine aircraft decreased by 0.72 per cent to 7 784, or 70.0 per cent of all registered aircraft in the General Aviation and Regional Airline sectors. This includes 910 amateur-built aircraft (8.2 per cent of all aircraft), an increase of 1.6 per cent over the previous year.

The number of fixed-wing multi-engine aircraft decreased slightly by 0.17 per cent to 1 730, or 15.6 per cent of the total.

The number of helicopters increased by 2.2 per cent to 1 320 or 11.9 per cent of the total, with the number of single-engine helicopters increasing by 2.2 per cent to 1 214 (including 64 helicopters in the amateur-built category). The number of multi-engine helicopters increased by 1.9 per cent to 106 (see Table 6).

The number of hot-air balloons and airships decreased by 9.1 per cent to 319, or 2.9 per cent of the total (see Table 7).

The Australian General Aviation and Regional Airline fleet contains many older aircraft. A total of 416 188 hours, or 21.4 per cent of all flying, were performed in aircraft between 11 and 20 years old, 691 716 hours (35.7 per cent) in aircraft between 21 and 30 years old and 345 742 hours (17.9 per cent) in aircraft over 30 years old (see Table 29). Conversely there has been a steady increase in the number of new fixed-wing single-engine aircraft and hours flown between 2001 and 2006 (see Table 29). For the public transport categories (Charter and Regional Airline), 81.4 per cent of flying was done in aircraft more than ten years old and 53.2 per cent in aircraft more than 20 years old.

Average flying hours per aircraft decreased by 1.5 per cent, from 176.9 hours in 2005 to 174.2 hours in 2006. For active aircraft only (excluding aircraft that were not flown during the year) the average number of hours flown was 213.4 per aircraft, a decrease of 2.2 per cent on the 2005 average.

Of the active aircraft, 50.1 per cent flew 50 hours or less during 2006, while 64.2 per cent flew 100 hours or less. This shows an increase from 37.7 per cent and 54.7 per cent respectively in 2005.

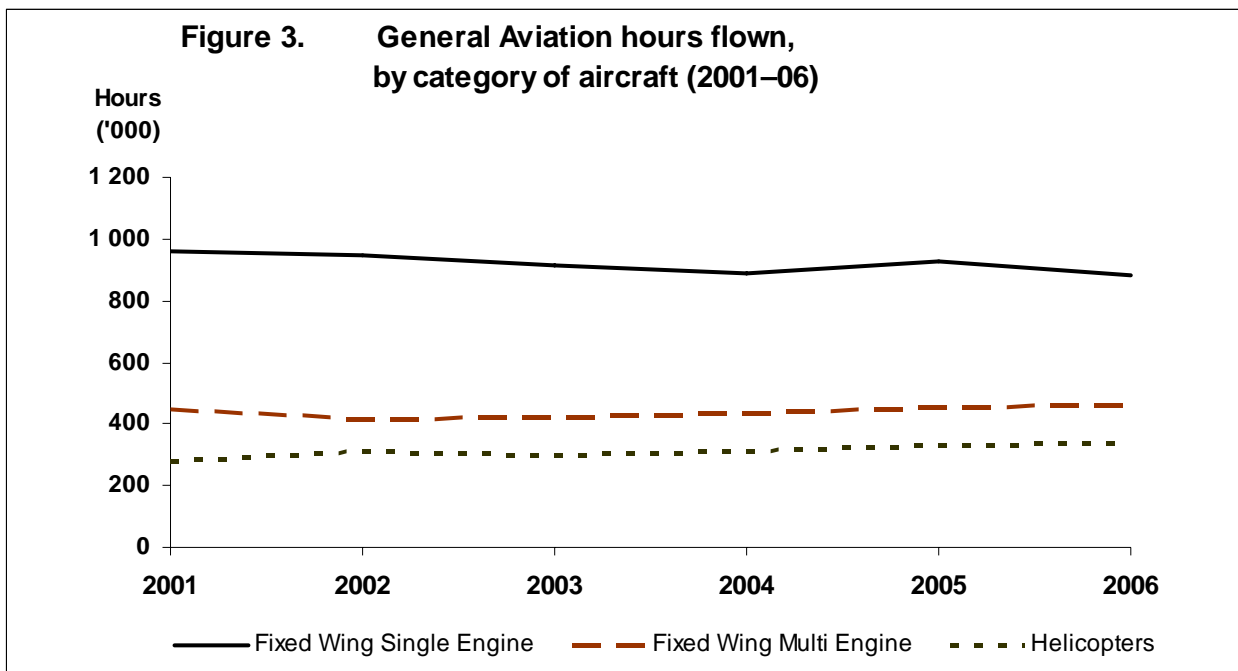
A total of 2 041 aircraft, or 18.4 per cent of registered General Aviation and Regional Airline aircraft, were reported or estimated as performing no flying during the year ended 31 December 2006, compared with 2 119 aircraft (19.0 per cent) during 2005.

From responses to the survey reasons why many of these aircraft are not flying can be determined. These reasons, reported for 1 007 of the 2 041 inactive aircraft, are summarised below:

<b>Reason for nil activity</b>	<b>Number of aircraft</b>	<b>Percentage of reporting inactive aircraft</b>
Repair/maintenance/restoration	423	42.0
Aircraft in storage	106	10.5
Aircraft unserviceable/unairworthy	95	9.4
Amateur-built aircraft not yet completed	77	7.6
Financial reasons	39	3.9
Owner's health issues/deceased	36	3.6
Aircraft awaiting sale	24	2.4
Drought	23	2.3
C of A not yet issued	22	2.2
Aircraft destroyed	19	1.9
New aircraft not yet flown	15	1.5
Aircraft awaiting parts or modification	13	1.3
All other reasons	115	11.4
<b>Total</b>	<b>1007</b>	<b>100.0</b>

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

Figure 3 shows the flying hours performed in General Aviation operations by the major categories of aircraft.



## Landings

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

The total number of landings reported during the year ended 31 December 2006 was 2.67 million (3.17 million in 2005, see Table 10).

## Regional Airline activity

Regional Airline activity, measured in hours flown, recorded an annual decrease of 5.2 per cent to 241 483 hours in 2006 (see Table 4).

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

## General Aviation activity

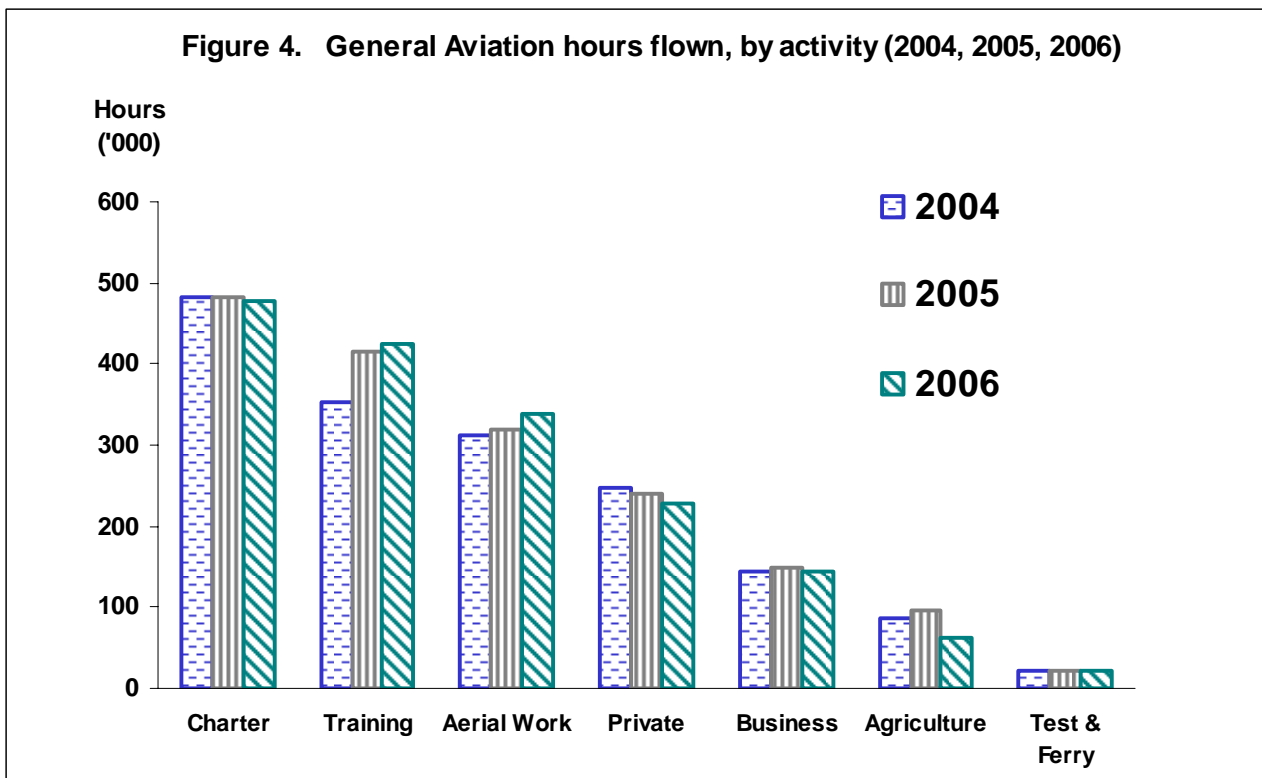
General Aviation activity in terms of hours flown (excluding scheduled Regional Airline operations) decreased by 1.6 per cent in 2006 compared with the previous year (see Table 4).

Charter and Training continued to make up the two largest activity categories in the General Aviation sector, representing 28.2 and 25.0 per cent respectively of all General Aviation flying hours during 2006. Private and Business flying together represented 21.9 per cent of total General Aviation activity.

Agriculture recorded the largest drop in activity of 35.0 per cent compared with 2005. Other categories which showed a decrease in activity were Private flying (-5.0 per cent), Business flying (-3.4 per cent), Test and Ferry (-2.9 per cent) and Charter (-0.9 per cent).

Only Aerial Work and Training recorded an increase in activity (6.0 and 2.0 per cent respectively).

Figure 4 shows the relative sizes of each General Aviation sector, and compares 2006 figures with those from 2004 and 2005.



## **Sport Aviation**

### **Ultralight flying**

*(Information provided by Recreational Aviation Australia)*

In 2006, ultralight aircraft flew a total of 120 193 hours, representing an increase of 29.4 per cent over 2005 (see Tables 34 and 35).

The highest level of ultralight flying was undertaken in Queensland, with 36 184 hours or 30.1 per cent of the Australian total. New South Wales and Victoria accounted for 25.3 and 20.3 per cent respectively of flying activity.

At the end of December 2006, a total of 2 297 aircraft had current registrations issued by Recreational Aviation Australia, a rise of 13.3 per cent over December 2005 (see Table 36).

### **Gliding**

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

The number of registered gliders increased by 2.0 per cent to 1132 in June 2006 compared with June 2005. However the total number of flying hours increased by 13.0 per cent to 252 390 in the financial year 2005-06 compared with 2004-05 (see Table 37).

Statistics on hours flown in gliding operations are not available between 2000 and 2004.

### **Hang gliding**

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

The number of hang gliders dropped by 26.3 per cent to 2 637 in 2005–06 compared with 2004–05. The total number of hours flown also dropped by 23.3 per cent to 103 002 hours in 2005–06 (see Table 38).

The state with the largest portion of hang gliding operations was New South Wales with 35.9 per cent of the Australian total. Victoria and Queensland followed with 26.2 and 21.2 per cent of the Australian total respectively (see Table 38).

### **Gyroplanes**

*(Information provided by the Australian Sport Rotorcraft Association)*

In previous years, ASRA provided estimates of gyroplane activity for financial years, however this changed to calendar year in 2006 (see Table 40). The 2006 estimate is a simple extrapolation based on a survey response rate of 15.6 per cent of ASRA's approximately 500 members. It should therefore only be treated as indicative of the level of gyroplane activity.

Private flying represented approximately 88.4 per cent of the total estimate with the remaining activity consisting of flying training and search and rescue.

## Section A. Industry overview

**Table 1. Total hours flown by industry sector, 1985 to 2006 ('000 hours)**

Year	Industry Sector						Total
	General Aviation	Total airline RPT <sup>(a)</sup>	Ultralight Flying <sup>(b)</sup>	Gliding <sup>(b)</sup>	Hang Gliding <sup>(c)</sup>	Gyroplanes <sup>(d)</sup>	
1985	1 568.1	494.8	..	79.9	..	..	<b>2 142.8</b>
1986	1 558.6	518.9	..	..	..	..	<b>2 077.5</b>
1987	1 597.4	556.4	..	79.9	..	..	<b>2 233.7</b>
1988	1 762.6	600.1	..	79.9	..	..	<b>2 442.6</b>
1989	1 927.6	554.9	..	75.4	..	..	<b>2 557.9</b>
1990	1 930.8	613.1	..	72.6	..	..	<b>2 616.4</b>
1991	1 754.7	692.8	..	74.2	63.7	..	<b>2 585.4</b>
1992	1 651.0	750.3	52.4	83.3	73.5	..	<b>2 610.4</b>
1993	1 703.9	781.2	56.8 <sup>(d)</sup>	73.0	86.2	..	<b>2 701.1</b>
1994	1 715.7	838.7	73.0	80.1	77.6	15.0	<b>2 800.1</b>
1995	1 761.3	899.6	72.0	75.9	86.4	14.4	<b>2 909.6</b>
1996	1 799.0	938.5	70.4	69.2	103.2	23.3	<b>3 003.7</b>
1997	1 839.3	969.8	75.1	68.9	102.3	23.3	<b>3 078.7</b>
1998	1 877.9	958.2	67.6	65.4	87.5	33.4	<b>3 090.0</b>
1999	1 842.2	963.5	73.9	63.9	104.6	30.4	<b>3 078.5</b>
2000	1 714.8	1 074.2	74.1	..	106.7	29.7	<b>2 999.5</b>
2001	1 702.9	1 044.3	76.5	..	120.0	37.0	<b>2 980.6</b>
2002	1 687.7	926.0	80.6	..	122.2	32.3	<b>2 848.9</b>
2003	1 645.9	952.3	84.5	..	124.7	28.3	<b>2 835.8</b>
2004	1 645.0	1 086.0	87.1	..	132.0	29.3	<b>2 979.3</b>
2005	1 722.8	1 132.7	92.9	223.4	134.2	32.9	<b>3 338.9</b>
2006	1 695.0	1 123.9	120.2	252.4	103.0	27.9	<b>3 322.3</b>

(a) Hours flown by Australian (including regional) airlines on domestic and international flight stages in Regular Public Transport (RPT) operations. See Table 31 for detail.

(b) Year ended 30 April prior to 2000. No data is available between 2000 and 2004. Data for 2005 and 2006 is for year ended 30 June.

(c) Year ended 30 June.

(d) Year ended 30 June until 2005. From 2006 onwards, calendar year data is provided.

**Table 2. Hours flown and percentage change, by industry sector and flying activity, 2004 to 2006**

Industry sector and flying activity	2004		2005		2006	
	Hours flown ('000)	% change over 2003	Hours flown ('000)	% change over 2004	Hours flown ('000)	% change over 2005
Airline RPT						
Major Australian Airlines						
Domestic operations	532.6	16.8	556.1	4.4	556.0	0.0
International operations	302.0	15.5	321.9	6.6	326.4	1.4
Regional Airlines	251.4	7.1	254.7	1.3	241.5	-5.2
<i>Sub Total</i>	<i>1,086.0</i>	<i>14.0</i>	<i>1 132.7</i>	<i>4.3</i>	<i>1 123.9</i>	<i>-0.8</i>
General Aviation						
Private	247.2	3.1	239.2	-3.2	227.2	-5.0
Business	143.0	-0.2	149.1	4.3	144.1	-3.4
Training	352.2	-16.2	415.8	18.1	424.0	2.0
Agriculture	86.5	24.0	95.0	9.8	61.7	-35.0
Aerial work	312.4	-3.1	318.8	2.0	337.9	6.0
Test & Ferry	22.3	5.1	22.3	0.1	21.7	-2.9
Charter	481.4	12.2	482.6	0.3	478.4	-0.9
<i>Sub Total</i>	<i>1 645.0</i>	<i>-0.1</i>	<i>1 722.8</i>	<i>4.7</i>	<i>1 695.0</i>	<i>-1.6</i>
Sport Aviation						
Ultralight Flying	87.1	3.1	92.9	6.7	120.2	29.4
Gliding <sup>(a)</sup>	..	..	223.4	..	252.4	13.0
Hang Gliding <sup>(b)</sup>	132.0	5.9	134.2	1.7	103.0	-23.3
Gyroplanes <sup>(c)</sup>	29.3	3.3	32.9	12.2	27.9	-15.1
<i>Sub Total</i>	<i>248.3</i>	<i>4.6</i>	<i>483.4</i>	<i>na</i>	<i>503.5</i>	<i>4.2</i>

(a) Data unavailable 2000 to 2004. Data for 2005 onwards is for year ended 30 June.

(b) Year ended 30 June.

(c) Year ended 30 June until 2005. From 2006 onwards, calendar year data is provided.



**Table 3. Number of aircraft, landings and hours flown in General Aviation and Regional Airline operations by State or Territory, 2006 ('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	3 087	2 408	656 597	2 353	334 947	66	119 692	<b>454 639</b>
Vic.	2 273	1 838	455 065	1 834	265 497	11	5 010	<b>270 507</b>
Qld	2 699	2 206	603 492	2 182	416 874	75	68 544	<b>485 418</b>
SA	695	602	185 582	599	119 455	5	7 323	<b>126 778</b>
WA	1 581	1 348	522 644	1 347	374 900	41	19 893	<b>394 793</b>
Tas.	182	156	35 762	153	25 288	11	4 623	<b>29 911</b>
NT	446	401	192 138	396	142 818	24	13 533	<b>156 351</b>
ACT	154	117	20 748	115	15 185	2	2 865	<b>18 050</b>
<b>Australia</b>	<b>11 117</b>	<b>9 076</b>	<b>2 672 028</b>	<b>8 979</b>	<b>1 694 964</b>	<b>235</b>	<b>241 483</b>	<b>1 936 447</b>

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

**Table 4. Hours flown in General Aviation and Regional Airline operations, by flying activity, 1996 to 2006 ('000 hours)**

Year	Private	Business	Training	Agri-culture	Aerial work	Test & ferry	Charter	Total GA	Regional Airline	Total
1996	261.6	182.8	444.9	117.4	285.7	26.2	480.4	1 799.0	246.2	<b>2 045.2</b>
1997	266.7	176.0	449.5	128.4	307.4	27.6	483.7	1 839.3	272.4	<b>2 111.7</b>
1998	263.0	163.8	478.5	139.2	312.4	26.6	494.6	1 877.9	273.2	<b>2 151.1</b>
1999	275.9	153.3	448.8	126.3	306.6	26.6	504.6	1 842.2	277.3	<b>2 119.4</b>
2000	248.5	136.3	413.6	115.0	296.9	27.9	476.7	1 714.8	335.7	<b>2 050.6</b>
2001	261.7	144.9	406.2	106.7	294.2	23.2	466.0	1 702.9	298.0	<b>2 000.9</b>
2002	270.2	142.2	410.8	70.8	327.1	20.9	445.7	1 687.7	250.1	<b>1 937.8</b>
2003	239.7	143.4	420.3	69.7	322.5	21.2	429.2	1 645.9	234.7	<b>1 880.6</b>
2004	247.2	143.0	352.2	86.5	312.4	22.3	481.4	1 645.0	251.4	<b>1 896.3</b>
2005	239.2	149.1	415.8	95.0	318.8	22.3	482.6	1 722.8	254.7	<b>1 977.5</b>
2006	227.2	144.1	424.0	61.7	337.9	21.7	478.4	1 695.0	241.5	<b>1 936.4</b>

## Section B. Number of aircraft based in Australia

**Table 5. Number of aircraft performing General Aviation and Regional Airline operations, by aircraft make, 2001 to 2006**

<b>Aircraft make</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>
<b>Fixed Wing - Single Engine</b>						
Cessna	2 955	2 940	2 956	2 978	3 026	3 001
Piper	1 416	1 413	1 407	1 410	1 415	1 362
Amateur-built	673	707	789	848	896	910
Beechcraft	331	327	327	328	335	318
De Havilland	305	312	317	315	313	309
Mooney	143	144	145	145	144	141
Auster	139	139	139	139	139	133
Air Tractor	105	105	103	106	109	112
Socata	92	88	88	86	83	88
American Air	91	89	88	89	87	83
American Champion	72	73	75	73	79	82
Victa	80	80	80	79	79	78
Other	951	958	1 002	1 046	1 099	1 131
<i>Sub Total</i>	<i>7 353</i>	<i>7 375</i>	<i>7 516</i>	<i>7 642</i>	<i>7 804</i>	<i>7 748</i>
<b>Fixed Wing - Multi Engine</b>						
Piper	452	448	447	447	447	434
Cessna	386	379	379	387	384	377
Beechcraft	367	364	366	364	371	363
Fairchild	50	57	61	61	70	68
Aero Commander	62	62	62	61	62	62
De Havilland	79	80	74	59	57	51
Partenavia	44	45	44	44	44	44
Saab	26	24	22	27	29	37
Embraer	28	26	27	26	32	36
Britten Norman	38	35	35	35	35	32
Other	204	186	179	207	202	226
<i>Sub Total</i>	<i>1 736</i>	<i>1 706</i>	<i>1 696</i>	<i>1 718</i>	<i>1 733</i>	<i>1 730</i>
<b>Rotary Wing (see Table 6)</b>						
<i>Sub Total</i>	<i>979</i>	<i>1 038</i>	<i>1 121</i>	<i>1 194</i>	<i>1 292</i>	<i>1 320</i>
<b>Balloons and Airships (see Table 7)</b>						
<i>Sub Total</i>	<i>334</i>	<i>336</i>	<i>338</i>	<i>350</i>	<i>351</i>	<i>319</i>
<b>Total all aircraft</b>	<b>10 402</b>	<b>10 455</b>	<b>10 671</b>	<b>10 904</b>	<b>11 180</b>	<b>11 117</b>

**Table 6. Number of helicopters performing General Aviation and Regional Airline operations, by helicopter make, 2001 to 2006**

Helicopter make	2001	2002	2003	2004	2005	2006
Rotary Wing - Single Engine						
Robinson	379	411	448	499	557	590
Bell	231	243	250	257	266	272
Aerospatiale/Eurocopter	62	75	97	101	106	113
Amateur-built	50	53	61	61	71	64
Hughes	57	55	54	52	60	50
Kawasaki	43	44	44	41	40	32
Other	73	76	80	90	88	93
<i>Sub Total</i>	<i>895</i>	<i>957</i>	<i>1 034</i>	<i>1 101</i>	<i>1 188</i>	<i>1 214</i>
Rotary Wing - Multi Engine						
Aerospatiale/Eurocopter	21	21	22	24	31	28
Sikorsky	22	19	20	20	21	27
Kawasaki	18	19	19	19	21	21
Bell	17	18	18	19	19	19
Agusta	5	3	7	10	11	10
Other	1	1	1	1	1	1
<i>Sub Total</i>	<i>84</i>	<i>81</i>	<i>87</i>	<i>93</i>	<i>104</i>	<i>106</i>
<b>Total Rotary Wing</b>	<b>979</b>	<b>1 038</b>	<b>1 121</b>	<b>1 194</b>	<b>1 292</b>	<b>1 320</b>

**Table 7. Number of balloons and airships performing General Aviation and Regional Airline operations, by make, 2001 to 2006**

Balloon or Airship make	2001	2002	2003	2004	2005	2006
Kavanagh	203	209	212	222	225	213
Cameron	45	44	45	45	49	42
Thunder/Colt	53	52	51	51	47	39
Balloon Works	21	20	15	15	13	9
Other	12	11	15	17	17	16
<b>Total Balloons or Airships</b>	<b>334</b>	<b>336</b>	<b>338</b>	<b>350</b>	<b>351</b>	<b>319</b>

**Table 8. Major Australian RPT airline fleets, by aircraft type, as at 31 December 2001 to 2006 (excludes freight only aircraft)**

Aircraft type	2001	2002	2003	2004	2005	2006
Airbus						
A320	13	0	0	6	17	23
A330	0	2	7	11	14	14
Boeing						
717	8	14	14	14	14	14
737	55	82	93	97	99	101
747	37	36	36	36	36	40
767	36	36	34	29	29	29
BAe						
146	16	15	10	8	4	1
<b>Total</b>	<b>165</b>	<b>185</b>	<b>194</b>	<b>201</b>	<b>213</b>	<b>222</b>

## Section C. General Aviation and Regional Airline landings

**Table 9. Number of landings in General Aviation and Regional Airline operations, by State or Territory (a), 2001 to 2006 ('000 landings)**

State or Territory	2001	2002	2003	2004	2005	2006 <sup>(b)</sup>
NSW	902.2	848.6	792.5	722.4	800.3	656.6
Qld	827.9	802.0	783.5	744.7	825.9	603.5
WA	527.6	455.8	443.3	472.4	470.9	522.6
Vic.	501.9	419.3	449.7	399.9	500.2	455.1
NT	219.6	221.2	215.0	203.3	231.4	192.1
SA	305.5	274.9	227.6	203.2	265.1	185.6
Tas.	57.9	45.4	42.0	48.9	43.8	35.8
ACT	27.7	22.8	26.8	25.4	29.4	20.7
<b>Australia</b>	<b>3 370.3</b>	<b>3 089.9</b>	<b>2 980.4</b>	<b>2 820.2</b>	<b>3 167.0</b>	<b>2 672.0</b>

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

(b) Changes to estimation factors; see Explanatory notes.

**Table 10. Number of landings in General Aviation and Regional Airline operations, by aircraft category, 2001 to 2006 ('000 landings)**

Category	2001	2002	2003	2004	2005	2006
Fixed Wing - Single Engine	1 878.2	1 691.5	1 617.8	1 522.3	1 701.5	1 449.1
- Multi Engine	904.4	736.3	727.4	711.7	765.0	724.2
Rotary Wing - Single Engine	481.0	551.1	531.9	513.9	597.9	391.0
- Multi Engine	93.5	97.5	91.9	60.6	93.0	98.2
Balloons and Airships	13.2	13.5	11.4	11.6	9.5	9.5
<b>Total</b>	<b>3 370.3</b>	<b>3 089.9</b>	<b>2 980.4</b>	<b>2 820.2</b>	<b>3 167.0</b>	<b>2 672.0</b>

## Section D. General Aviation hours flown

**Table 11. Hours flown in General Aviation operations by State or Territory (a), 2001 to 2006 ('000 hours)**

State or Territory	2001	2002	2003	2004	2005	2006
Qld	413.7	401.8	399.3	415.5	445.5	<b>416.9</b>
WA	338.1	316.2	316.8	333.9	329.4	<b>374.9</b>
NSW	395.5	401.7	380.0	351.9	366.8	<b>334.9</b>
Vic.	242.3	253.5	257.9	249.8	269.9	<b>265.5</b>
NT	121.1	122.7	120.6	127.1	134.9	<b>142.8</b>
SA	148.6	151.2	131.5	123.6	135.3	<b>119.5</b>
Tas.	26.3	24.8	22.5	25.5	25.3	<b>25.3</b>
ACT	17.3	15.9	17.4	17.7	15.7	<b>15.2</b>
<b>Australia</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>	<b>1 695.0</b>

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

**Table 11a. Hours flown in General Aviation operations by flying activity and State or Territory (a), 2006 ('000 hours)**

State or Territory	Private	Business	Training	Agri-culture	Aerial work	Test & ferry	Charter	Total
Qld	62.2	46.9	58.9	18.6	100.7	6.6	123.1	<b>416.9</b>
WA	28.2	16.6	121.8	3.6	79.8	3.8	121.0	<b>374.9</b>
NSW	57.8	32.1	104.3	24.2	55.4	4.1	57.1	<b>334.9</b>
Vic.	50.5	26.9	93.4	7.2	29.7	3.4	54.4	<b>265.5</b>
NT	7.0	10.1	3.5	1.6	41.6	1.5	77.6	<b>142.8</b>
SA	13.8	8.1	36.4	4.3	22.6	1.4	32.8	<b>119.5</b>
Tas.	3.4	2.5	4.0	2.3	6.3	0.7	6.1	<b>25.3</b>
ACT	4.3	0.9	1.7	0.0	1.8	0.2	6.3	<b>15.2</b>
<b>Australia</b>	<b>227.2</b>	<b>144.1</b>	<b>424.0</b>	<b>61.7</b>	<b>337.9</b>	<b>21.7</b>	<b>478.4</b>	<b>1 695.0</b>

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

**Table 11b. Hours flown in General Aviation Aerial Work operations, by flying activity and State or Territory (a), 2006 ('000 hours)**

State or Territory	Survey & Photography	Pipe- & Powerline Patrol	Mustering	Search & Rescue	Ambulance	Towing	Other Aerial Work	Total Aerial Work
Qld	6.9	3.2	47.9	1.8	19.0	1.5	20.4	<b>100.7</b>
WA	17.8	1.7	23.1	0.7	13.7	0.6	22.2	<b>79.8</b>
NSW	8.2	3.2	2.9	1.5	19.9	2.5	17.1	<b>55.4</b>
NT	1.8	0.3	23.8	1.6	3.9	0.0	10.1	<b>41.6</b>
Vic.	6.7	0.5	1.7	0.7	8.6	1.3	10.2	<b>29.7</b>
SA	0.8	1.1	2.8	0.9	11.1	0.8	5.1	<b>22.6</b>
Tas.	1.7	0.8	0.1	0.2	2.1	0.0	1.4	<b>6.3</b>
ACT	0.7	0.0	0.3	0.0	0.5	0.0	0.3	<b>1.8</b>
<b>Australia</b>	<b>44.8</b>	<b>10.7</b>	<b>102.5</b>	<b>7.4</b>	<b>78.9</b>	<b>6.9</b>	<b>86.7</b>	<b>337.9</b>

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

**Table 12. Hours flown in General Aviation operations by aircraft make, 2001 to 2006 ('000 hours)**

<b>Aircraft make</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>
<b>Fixed Wing - Single Engine</b>						
Cessna	493.2	477.4	466.0	449.9	470.5	454.9
Piper	196.0	196.2	173.4	160.2	160.1	132.8
Grob	23.3	25.5	33.6	28.3	27.2	41.2
Amateur-built	22.2	24.2	24.6	25.7	27.3	25.9
Air Tractor	34.3	21.7	22.1	29.6	29.7	25.4
Pilatus	8.1	18.2	19.9	20.9	20.3	23.2
Socata	24.5	25.6	24.7	18.5	24.6	22.6
Beechcraft	25.7	28.2	26.6	25.7	23.5	21.9
Pacific Aerospace	18.1	18.6	18.5	15.4	23.3	20.0
Gippsland	4.6	5.6	6.0	8.0	13.4	14.5
Mooney	15.9	16.1	15.1	14.7	14.5	12.7
Other	97.3	88.5	85.1	90.3	95.9	88.9
<i>Sub Total</i>	<i>963.2</i>	<i>945.9</i>	<i>915.6</i>	<i>887.0</i>	<i>930.1</i>	<i>884.2</i>
<b>Fixed Wing - Multi Engine</b>						
Beechcraft	120.5	116.8	111.1	109.1	109.4	116.1
Piper	90.5	92.5	94.1	85.1	84.6	81.9
Cessna	91.4	86.0	81.6	80.9	85.3	74.0
Fairchild	38.2	29.8	23.5	32.9	39.2	39.9
Aero Commander	25.8	17.2	26.9	26.7	26.9	27.2
British Aerospace	6.7	9.2	7.9	11.6	16.4	19.1
Embraer	4.9	5.8	4.0	8.7	13.7	18.7
De Havilland	17.6	11.7	14.4	14.4	13.4	16.8
Britten Norman	8.3	6.8	11.2	12.6	13.6	14.4
Partenavia	10.9	10.2	9.3	8.9	10.6	8.6
Other	375.1	357.6	349.5	352.9	361.1	356.4
<i>Sub Total</i>	<i>449.3</i>	<i>418.4</i>	<i>423.2</i>	<i>435.9</i>	<i>455.7</i>	<i>461.3</i>
<b>Rotary Wing (see Table 14)</b>						
<i>Sub Total</i>	<i>278.4</i>	<i>311.7</i>	<i>296.8</i>	<i>311.8</i>	<i>328.3</i>	<i>340.1</i>
<b>Balloons and Airships (see Table 15)</b>						
<i>Sub Total</i>	<i>12.0</i>	<i>11.7</i>	<i>10.4</i>	<i>10.3</i>	<i>8.7</i>	<i>9.4</i>
<b>Total all aircraft</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>	<b>1 695.0</b>

**Table 13. Hours flown in General Aviation operations by helicopter make, 2001 to 2006 ('000 hours)**

<b>Helicopter make</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>
Rotary Wing - Single Engine						
Robinson	121.7	136.0	136.6	149.6	159.4	171.2
Bell	69.8	73.9	64.2	66.5	66.4	61.6
Aerospatiale/Eurocopter	18.9	23.8	27.5	25.7	25.7	32.6
Hughes	9.9	10.0	10.0	9.0	12.7	10.0
Schweizer	3.1	3.9	3.9	3.8	7.4	7.2
Kawasaki	9.7	9.6	7.9	6.6	5.9	2.9
Other	10.4	10.6	10.9	11.3	8.0	7.5
<i>Sub Total</i>	<i>243.4</i>	<i>267.9</i>	<i>261.0</i>	<i>272.4</i>	<i>285.5</i>	<i>293.1</i>
Rotary Wing - Multi Engine						
Aerospatiale/Eurocopter	11.5	16.0	12.7	13.0	14.3	16.1
Bell	7.7	9.0	7.0	9.1	9.7	10.5
Sikorsky	8.1	8.6	8.3	8.6	9.9	10.2
Kawasaki	5.4	9.0	5.6	6.2	6.0	7.3
Agusta	0.5	..	1.6	2.0	2.2	2.4
Other	1.8	1.2	0.6	0.4	0.5	0.5
<i>Sub Total</i>	<i>35.0</i>	<i>43.8</i>	<i>35.8</i>	<i>39.3</i>	<i>42.7</i>	<i>47.0</i>
<b>Total Rotary Wing</b>	<b>278.4</b>	<b>311.7</b>	<b>296.8</b>	<b>311.8</b>	<b>328.3</b>	<b>340.1</b>

**Table 14. Hours flown in General Aviation operations by balloon and airship make, 2001 to 2006 ('000 hours)**

<b>Balloon or Airship Make</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>
Kavanagh	9.5	9.2	8.5	8.2	7.0	7.9
Cameron	0.7	0.8	0.8	0.9	0.8	0.9
Thunder/Colt	1.3	1.2	0.8	0.8	0.7	0.5
Balloon Works	0.2	0.2	0.2	0.3	0.1	0.1
Other	0.3	0.2	0.1	0.1	0.1	-
<b>Total Balloons and Airships</b>	<b>12.0</b>	<b>11.7</b>	<b>10.4</b>	<b>10.3</b>	<b>8.7</b>	<b>9.4</b>

**Table 15. Hours flown in General Aviation operations by flying activity and aircraft make, 2006 ('000 hours)**

<b>Aircraft Make</b>	<b>Private</b>	<b>Business</b>	<b>Training</b>	<b>Agri-culture</b>	<b>Aerial work</b>	<b>Test &amp; ferry</b>	<b>Charter</b>	<b>Total</b>
<b>Fixed Wing - Single Engine</b>								
Cessna	81.5	48.3	175.4	7.5	47.2	4.1	90.9	<b>454.9</b>
Piper	38.2	15.2	57.0	5.1	8.4	1.5	7.4	<b>132.8</b>
Grob	0.0	0.0	41.1	0.0	0.1	-	0.0	<b>41.2</b>
Amateur-built	20.9	3.0	0.9	0.1	-	1.0	0.0	<b>25.9</b>
Air Tractor	0.2	0.0	0.0	23.0	1.8	0.1	0.4	<b>25.4</b>
Pilatus	1.5	0.5	0.5	0.0	20.2	0.3	0.2	<b>23.2</b>
Socata	2.2	1.3	19.0	0.0	0.1	0.1	0.0	<b>22.6</b>
Beechcraft	8.2	7.3	3.3	-	0.2	0.2	2.8	<b>21.9</b>
Pacific Aerospace	1.0	0.1	16.7	1.1	0.9	0.2	0.1	<b>20.0</b>
Gippsland	0.5	0.1	0.4	0.7	1.2	0.1	11.4	<b>14.5</b>
Mooney	3.6	2.9	5.4	0.0	-	0.2	0.7	<b>12.7</b>
Other	23.8	9.2	24.4	14.0	7.8	1.7	7.9	<b>88.9</b>
<i>Sub Total</i>	<i>181.5</i>	<i>87.9</i>	<i>344.0</i>	<i>51.5</i>	<i>87.9</i>	<i>9.6</i>	<i>121.8</i>	<b><i>884.2</i></b>
<b>Fixed Wing - Multi Engine</b>								
Beechcraft	6.1	10.5	20.5	0.0	43.9	1.2	33.9	<b>116.1</b>
Piper	6.9	6.1	16.7	-	7.2	1.0	44.0	<b>81.9</b>
Cessna	4.2	8.7	3.4	0.0	5.6	1.7	50.4	<b>74.0</b>
Fairchild	-	-	0.2	0.0	0.0	0.1	39.6	<b>39.9</b>
Aero Commander	0.2	0.2	0.1	0.0	4.1	-	22.6	<b>27.2</b>
British Aerospace	0.0	0.2	-	0.0	0.0	-	18.9	<b>19.1</b>
Embraer	0.1	0.1	0.4	0.0	0.0	0.1	18.0	<b>18.7</b>
De Havilland	0.2	-	0.1	0.0	5.8	0.4	10.4	<b>16.8</b>
Britten Norman	-	-	0.2	0.0	6.1	0.3	7.8	<b>14.4</b>
Partenavia	0.6	0.3	3.7	0.0	1.4	0.1	2.5	<b>8.6</b>
Other	2.2	4.9	0.7	0.0	12.1	0.7	23.7	<b>44.3</b>
<i>Sub Total</i>	<i>20.5</i>	<i>31.1</i>	<i>46.0</i>	<i>0.0</i>	<i>86.2</i>	<i>5.7</i>	<i>271.7</i>	<b><i>461.3</i></b>
<b>Rotary Wing - Helicopters and Gyroplanes (see Table 16)</b>								
<i>Sub Total</i>	<i>23.8</i>	<i>24.5</i>	<i>33.8</i>	<i>10.2</i>	<i>163.8</i>	<i>6.4</i>	<i>77.6</i>	<b><i>340.1</i></b>
<b>Balloons and Airships (see Table 17)</b>								
<i>Sub Total</i>	<i>1.4</i>	<i>0.6</i>	<i>0.1</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>7.3</i>	<b><i>9.4</i></b>
<b>Total all aircraft</b>	<b>227.2</b>	<b>144.1</b>	<b>424.0</b>	<b>61.7</b>	<b>337.9</b>	<b>21.7</b>	<b>478.4</b>	<b>1 695.0</b>



**Table 16. Hours flown in General Aviation operations by flying activity and helicopter make, 2006 ('000 hours)**

<b>Helicopter Make</b>	<b>Private</b>	<b>Business</b>	<b>Training</b>	<b>Agri-culture</b>	<b>Aerial work</b>	<b>Test &amp; ferry</b>	<b>Charter</b>	<b>Total</b>
Rotary Wing - Single Engine								
Robinson	16.7	11.4	20.9	2.7	96.6	3.1	19.8	<b>171.2</b>
Bell	3.3	4.2	3.4	4.7	20.3	1.4	24.4	<b>61.6</b>
Aerospatiale/Eurocopter	2.1	3.2	1.2	0.6	15.4	0.6	9.6	<b>32.6</b>
Hughes	0.3	-	1.7	0.5	5.6	0.4	1.6	<b>10.0</b>
Schweizer	0.3	0.1	3.0	0.5	2.9	0.1	0.4	<b>7.2</b>
Kawaski	0.2	-	-	0.7	0.6	-	1.4	<b>5.9</b>
Other	0.5	0.5	0.8	0.6	2.5	0.2	2.3	<b>4.5</b>
<i>Sub Total</i>	<i>23.3</i>	<i>19.5</i>	<i>31.1</i>	<i>10.2</i>	<i>143.8</i>	<i>5.8</i>	<i>59.4</i>	<b><i>293.1</i></b>
Rotary Wing - Multi Engine								
Aerospatiale/Eurocopter	0.1	0.3	1.0	0.0	5.5	0.1	9.1	<b>16.1</b>
Bell	0.0	0.2	0.8	0.0	7.9	0.2	1.4	<b>10.5</b>
Sikorsky	0.2	3.6	0.2	0.0	1.1	0.1	5.0	<b>10.2</b>
Kawasaki	0.1	-	0.7	0.0	4.0	0.1	2.3	<b>7.3</b>
Agusta	0.2	0.8	0.1	0.0	1.0	-	0.3	<b>2.4</b>
Other	0.0	0.0	-	0.0	0.5	0.0	0.0	<b>0.5</b>
<i>Sub Total</i>	<i>0.5</i>	<i>5.0</i>	<i>2.8</i>	<i>0.0</i>	<i>19.9</i>	<i>0.6</i>	<i>18.2</i>	<b><i>47.0</i></b>
<b>Total Rotary Wing</b>	<b>23.8</b>	<b>24.5</b>	<b>33.8</b>	<b>10.2</b>	<b>163.8</b>	<b>6.4</b>	<b>77.6</b>	<b>340.1</b>

**Table 17. Hours flown in General Aviation operations by flying activity and makes of balloons and airships, 2006 ('000 hours)**

<b>Balloon or Airship make</b>	<b>Private</b>	<b>Business</b>	<b>Training</b>	<b>Agri-culture</b>	<b>Aerial work</b>	<b>Test &amp; ferry</b>	<b>Charter</b>	<b>Total</b>
Kavanagh	1.0	0.6	0.1	0.0	-	-	6.3	<b>7.0</b>
Cameron	0.3	0.0	-	0.0	-	0.0	0.6	<b>0.8</b>
Thunder/Colt	0.2	0.1	0.0	0.0	-	0.0	0.2	<b>0.7</b>
Other	-	-	0.0	0.0	0.0	0.0	0.1	<b>0.9</b>
<b>Total Balloons and Airships</b>	<b>1.4</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>-</b>	<b>-</b>	<b>7.3</b>	<b>9.4</b>

**Table 18. Number of jet aircraft, landings and total hours flown in General Aviation and Regional Airline operations, by aircraft make, 2006**

<b>Aircraft make</b>	<b>Number of Aircraft</b>	<b>Landings ('000)</b>	<b>Hours Flown ('000)</b>
British Aerospace	15	12.0	20.1
Fokker	11	10.1	9.0
Cessna	39	7.2	7.9
Israel Aircraft	8	7.7	6.4
Gates Learjet	21	6.8	5.6
Dassault	5	0.9	1.8
Beechcraft	8	1.4	1.5
Boeing	5	0.9	0.8
Mikoyan	7	0.1	0.1
Other	42	1.6	2.4
<b>Total</b>	<b>161</b>	<b>48.7</b>	<b>55.5</b>

**Table 19. Hours flown by jet aircraft in General Aviation and Regional Airline operations, by flying activity and aircraft make, 2006 ('000 hours)**

<b>Aircraft make</b>	<b>Private</b>	<b>Business</b>	<b>Training</b>	<b>Agri-culture</b>	<b>Aerial Work</b>	<b>Test &amp; Ferry</b>	<b>Charter</b>	<b>Regional Airline</b>	<b>Total</b>
British Aerospace	0	0.2	-	0	0	-	18.6	1.2	<b>20.1</b>
Fokker	0	0.1	-	0	0	0.1	4.8	4.0	<b>9.0</b>
Cessna	0.8	2.3	1.9	0	-	0.2	2.7	-	<b>7.9</b>
Israel Aircraft	0	0	0	0	0	0	6.4	0	<b>6.4</b>
Gates Learjet	0.4	0.4	0.1	0	2.1	0.1	2.7	0	<b>5.6</b>
Dassault	0.9	0.8	-	0	0	0	0.1	0	<b>1.8</b>
Beechcraft	0.5	0.4	0.1	0	-	-	0.5	0	<b>1.5</b>
Boeing	0	0	0	0	0	-	0.8	0	<b>0.8</b>
Mikoyan	-	0	0	0	-	0	0	0	<b>0.1</b>
Other	0.8	0.9	-	0	-	-	0.6	0	<b>2.4</b>
<b>Total</b>	<b>3.4</b>	<b>5.0</b>	<b>2.1</b>	<b>0</b>	<b>2.1</b>	<b>0.4</b>	<b>37.3</b>	<b>5.2</b>	<b>55.5</b>

**Table 20. Number of amphibious aircraft (a), landings and total hours flown in General Aviation and Regional Airline operations, by aircraft make, 2006**

<b>Aircraft make</b>	<b>Number of Aircraft</b>	<b>Landings ('000)</b>	<b>Hours Flown ('000)</b>
Grumman	4	2.7	2.2
Searey	18	1.5	0.7
Consolidated	16	0.7	0.5
Other	13	1.7	2.0
<b>Total</b>	<b>51</b>	<b>6.6</b>	<b>5.4</b>

(a) Fixed-wing aircraft only.

**Table 20a. Hours flown by amphibious aircraft (a) in General Aviation and Regional Airline operations, by flying activity and aircraft make, 2006 ('000 hours)**

<b>Aircraft make</b>	<b>Private</b>	<b>Business</b>	<b>Training</b>	<b>Agri-culture</b>	<b>Aerial Work</b>	<b>Test &amp; Ferry</b>	<b>Charter</b>	<b>Regional Airline</b>	<b>Total</b>
Grumman	0	2.2	0	0	0	0	0	0	<b>2.2</b>
Searey	0.6	0	-	0	0	-	0	0	<b>0.7</b>
Consolidated	0.3	0.1	-	0	0	0.1	0	0	<b>0.5</b>
Other	0.3	0.4	0.1	0	-	0.1	1.2	0	<b>2.0</b>
<b>Total</b>	<b>1.2</b>	<b>2.8</b>	<b>0.1</b>	<b>0</b>	<b>-</b>	<b>0.2</b>	<b>1.2</b>	<b>0</b>	<b>5.4</b>

(a) Fixed-wing aircraft only.

## Section E. Activity analysis

### Aircraft performing Private flying

**Table 21. Number of fixed wing aircraft, hours flown and landings in General Aviation and Regional Airline operations, by flying activity and aircraft make, 2006**

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	1 640	274 122	<b>81 514</b>	17 496	57 249	898	11 369	2 394	17 640	177	<b>188 737</b>
Piper	837	110 009	<b>38 178</b>	8 740	28 499	8	1 210	816	1 958	0	<b>79 409</b>
Amateur Built	572	30 937	<b>20 874</b>	1 916	254	114	32	738	0	0	<b>23 928</b>
Beechcraft	199	22 164	<b>8 153</b>	3 606	3 086	30	177	129	221	0	<b>15 402</b>
American Air	69	5 526	<b>3 738</b>	313	455	0	0	41	0	0	<b>4 547</b>
Mooney	96	5 171	<b>3 570</b>	1 396	112	0	1	201	193	0	<b>5 473</b>
Cirrus	48	5 916	<b>3 049</b>	1 671	587	0	0	105	240	0	<b>5 652</b>
De Havilland	138	6 522	<b>2 700</b>	120	121	0	85	85	1 329	0	<b>4 440</b>
Socata	53	8 361	<b>2 194</b>	673	2 672	0	50	72	0	0	<b>5 661</b>
Victa	51	2 545	<b>1 620</b>	71	156	0	1	26	0	0	<b>1 874</b>
Auster	64	1 819	<b>1 153</b>	41	23	0	41	10	0	0	<b>1 268</b>
American Champion	39	3 827	<b>975</b>	85	545	0	42	13	140	0	<b>1 800</b>
Rockwell	22	2 442	<b>831</b>	464	629	0	0	13	0	0	<b>1 937</b>
Maule	28	1 148	<b>824</b>	282	30	0	115	27	0	0	<b>1 278</b>
Yakovlev	27	1 249	<b>652</b>	0	32	0	0	23	100	0	<b>807</b>
North American	24	886	<b>558</b>	53	16	0	27	6	0	0	<b>660</b>
Commonwealth	23	885	<b>366</b>	0	69	0	0	6	20	0	<b>461</b>
Other	308	35 786	<b>10 515</b>	1 641	5 734	121	234	283	1 482	0	<b>20 010</b>
<i>Sub Total</i>	<i>4 238</i>	<i>519 315</i>	<i><b>181 464</b></i>	<i>38 568</i>	<i>100 269</i>	<i>1 171</i>	<i>13 384</i>	<i>4 988</i>	<i>23 323</i>	<i>177</i>	<i><b>363 344</b></i>
Fixed Wing - Multi Engine											
Piper	149	21 418	<b>6 944</b>	2 450	3 045	0	493	265	4 544	120	<b>17 861</b>
Beechcraft	116	21 344	<b>6 054</b>	1 561	5 396	0	210	311	4 612	796	<b>18 940</b>
Cessna	93	11 602	<b>4 230</b>	2 415	339	0	1 031	225	3 439	0	<b>11 679</b>
Partenavia	21	3 508	<b>581</b>	181	750	0	889	89	954	0	<b>3 444</b>
De Havilland	7	1 552	<b>160</b>	0	20	0	30	22	1 137	0	<b>1 369</b>
Other	49	5 291	<b>2 523</b>	756	250	0	75	73	2 401	399	<b>6 477</b>
<i>Sub Total</i>	<i>435</i>	<i>64 715</i>	<i><b>20 492</b></i>	<i>7 363</i>	<i>9 800</i>	<i>0</i>	<i>2 728</i>	<i>985</i>	<i>17 087</i>	<i>1 315</i>	<i><b>59 770</b></i>
<b>Total</b>	<b>4 673</b>	<b>584 030</b>	<b>201 956</b>	<b>45 931</b>	<b>110 069</b>	<b>1 171</b>	<b>16 112</b>	<b>5 973</b>	<b>40 410</b>	<b>1 492</b>	<b>423 114</b>

**Table 21a. Number of helicopters, hours flown and landings in General Aviation and Regional Airline operations, by flying activity and helicopter make, 2006**

Helicopter make	No. of Aircraft	Landings	Hours flown								Regional Airline Total
			Private	Business	Training	Agri-culture	Aerial Work	Test & Ferry	Charter		
Robinson	196	72 024	<b>16 707</b>	4 106	11 312	837	14 237	1 342	6 219	0	<b>54 760</b>
Bell	82	20 479	<b>3 295</b>	2 018	1 055	660	4 367	340	3 423	0	<b>15 158</b>
Aerospatiale/Eurocopter	35	9 455	<b>2 059</b>	620	347	0	2 319	195	1 494	0	<b>7 034</b>
Amateur Built	25	1 118	<b>325</b>	171	96	12	10	29	0	0	<b>643</b>
Schweizer	7	3 390	<b>313</b>	28	1 244	0	586	45	0	0	<b>2 216</b>
Hughes	15	3 720	<b>297</b>	20	268	0	2 472	180	276	0	<b>3 513</b>
Kawasaki	8	1 886	<b>162</b>	0	1	0	107	24	198	0	<b>492</b>
Augusta	4	615	<b>37</b>	46	39	0	173	36	142	0	<b>473</b>
Other	15	2 892	<b>636</b>	238	284	60	1 597	93	167	0	<b>3 075</b>
<b>Total</b>	<b>387</b>	<b>115 579</b>	<b>23 831</b>	<b>7 247</b>	<b>14 646</b>	<b>1 569</b>	<b>25 868</b>	<b>2 284</b>	<b>11 919</b>	<b>0</b>	<b>87 364</b>

**Table 21b. Number of balloons, hours flown and landings in General Aviation and Regional Airline operations, by flying activity and balloon make, 2006**

Balloon make	No. of Aircraft	Landings	Hours flown								Regional Airline Total
			Private	Business	Training	Agri-culture	Aerial Work	Test & Ferry	Charter		
Kavanagh	63	1 409	<b>979</b>	18	32	0	0	2	353	0	<b>1 384</b>
Cameron	14	335	<b>261</b>	0	34	0	0	0	50	0	<b>345</b>
Thunder/ Colt	7	182	<b>150</b>	0	0	0	0	0	0	0	<b>150</b>
Balloon Works	5	85	<b>18</b>	0	0	0	0	0	51	0	<b>69</b>
Other	4	41	<b>11</b>	0	0	0	0	0	25	0	<b>36</b>
<b>Total</b>	<b>93</b>	<b>2 052</b>	<b>1 419</b>	<b>18</b>	<b>66</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>479</b>	<b>0</b>	<b>1 984</b>

## Aircraft performing Business flying

**Table 22. Number of fixed wing aircraft, hours flown and landings in General Aviation and Regional Airline operations, by flying activity and aircraft make, 2006**

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	773	99 747	10 937	<b>48 306</b>	13 784	286	7 139	1 261	7 023	0	<b>88 736</b>
Piper	304	32 254	5 806	<b>15 165</b>	4 482	8	522	592	433	0	<b>27 008</b>
Beechcraft	119	10 328	1 561	<b>7 293</b>	590	30	104	125	122	0	<b>9 825</b>
Cirrus	32	5 076	1 080	<b>2 990</b>	594	0	0	110	68	0	<b>4 842</b>
Amateur Built	80	5 709	1 878	<b>2 971</b>	130	114	32	65	0	0	<b>5 190</b>
Mooney	56	4 336	843	<b>2 885</b>	191	0	1	149	184	0	<b>4 253</b>
Socata	22	2 172	536	<b>1 286</b>	287	0	0	29	0	0	<b>2 138</b>
De Havilland	14	1 449	135	<b>753</b>	4	0	0	59	456	0	<b>1 407</b>
Maule	14	852	114	<b>618</b>	35	20	2	9	0	0	<b>798</b>
Rockwell	12	771	315	<b>464</b>	48	0	0	1	0	0	<b>828</b>
American Air	18	1 429	414	<b>359</b>	284	0	0	27	0	0	<b>1 084</b>
Other	94	16 104	1 498	<b>4 796</b>	483	762	229	225	241	0	<b>8 234</b>
<i>Sub Total</i>	<i>1 538</i>	<i>180 227</i>	<i>25 117</i>	<b><i>87 886</i></b>	<i>20 912</i>	<i>1 220</i>	<i>8 029</i>	<i>2 652</i>	<i>8 527</i>	<i>0</i>	<b><i>154 343</i></b>
Fixed Wing - Multi Engine											
Beechcraft	103	23 653	1 007	<b>10 498</b>	2 719	0	4 290	362	3 789	0	<b>22 665</b>
Cessna	97	16 990	1 038	<b>8 658</b>	430	0	225	531	4 319	302	<b>15 503</b>
Piper	106	15 342	1 080	<b>6 069</b>	729	2	2 286	204	5 569	193	<b>16 132</b>
Grumman	5	2 832	0	<b>2 356</b>	0	0	0	0	0	0	<b>2 356</b>
Ted Smith	10	874	12	<b>411</b>	16	0	0	11	330	0	<b>780</b>
Partenavia	8	1 495	126	<b>328</b>	354	0	280	58	435	0	<b>1 581</b>
Aero Commander	5	583	55	<b>212</b>	20	0	10	2	175	0	<b>474</b>
Fokker	5	1 135	0	<b>95</b>	0	0	0	0	825	0	<b>920</b>
Other	25	6 299	584	<b>2 499</b>	155	0	50	70	3 979	41	<b>7 378</b>
<i>Sub Total</i>	<i>364</i>	<i>69 203</i>	<i>3 902</i>	<b><i>31 126</i></b>	<i>4 423</i>	<i>2</i>	<i>7 141</i>	<i>1 238</i>	<i>19 421</i>	<i>536</i>	<b><i>67 789</i></b>
<b>Total</b>	<b>1 902</b>	<b>249 430</b>	<b>29 019</b>	<b>119 012</b>	<b>25 335</b>	<b>1 222</b>	<b>15 170</b>	<b>3 890</b>	<b>27 948</b>	<b>536</b>	<b>222 132</b>

**Table 22a. Number of helicopters, hours flown and landings in General Aviation and Regional Airline operations, by flying activity and helicopter make, 2006**

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	151	37 763	3 189	11 412	3 249	260	12 901	573	4 734	0	36 318
Bell	66	18 128	1 593	4 184	921	118	5 496	282	3 017	0	15 611
Aerospatiale/Eurocopter	32	15 831	862	3 187	103	0	2 432	103	1 891	0	8 578
Schweizer	8	2 260	23	144	520	0	817	25	352	0	1 881
Other	18	2 418	80	541	94	12	799	30	414	0	1 970
<i>Sub Total</i>	<i>275</i>	<i>76 400</i>	<i>5 747</i>	<i>19 468</i>	<i>4 887</i>	<i>390</i>	<i>22 445</i>	<i>1 013</i>	<i>10 408</i>	<i>0</i>	<i>64 358</i>
Rotary Wing - Multi Engine											
Sikorsky	7	23 043	142	3 645	0	0	0	7	0	0	3 794
Agusta	5	2 711	62	804	48	0	205	0	232	0	1 351
Kawasaki	5	2 824	5	45	290	0	1 662	57	64	0	2 123
Other	6	4 276	17	495	204	0	1 479	128	162	0	2 485
<i>Sub Total</i>	<i>23</i>	<i>32 854</i>	<i>226</i>	<i>4 989</i>	<i>542</i>	<i>0</i>	<i>3 346</i>	<i>192</i>	<i>458</i>	<i>0</i>	<i>9 753</i>
<b>Total</b>	<b>298</b>	<b>109 254</b>	<b>5 973</b>	<b>24 457</b>	<b>5 429</b>	<b>390</b>	<b>25 791</b>	<b>1 205</b>	<b>10 866</b>	<b>0</b>	<b>74 111</b>

**Table 22b. Number of balloons, hours flown and landings in General Aviation and Regional Airline operations, by flying activity and balloon make, 2006**

Balloon make	No. of Aircraft	Landings	Hours flown								Total
			Private	Business	Training	Agri-culture	Aerial Work	Test & Ferry	Charter	Regional Airline	
Kavanagh	7	622	2	563	0	0	0	0	274	0	839
Other	2	107	0	71	0	0	0	0	0	0	71
<b>Total</b>	<b>9</b>	<b>729</b>	<b>2</b>	<b>634</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>274</b>	<b>0</b>	<b>910</b>

## Aircraft performing Training flying

Table 23. Number of fixed wing aircraft, hours flown and landings in General Aviation and Regional Airline operations, by flying activity and aircraft make, 2006

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	792	467 745	23 302	8 489	<b>175 356</b>	927	9 451	1 884	37 104	535	<b>257 048</b>
Piper	383	131 855	14 276	4 007	<b>57 018</b>	164	844	810	2 477	608	<b>80 204</b>
Grob	50	85 893	0	0	<b>41 090</b>	0	64	23	0	0	<b>41 177</b>
Socata	43	46 054	560	362	<b>19 022</b>	0	50	23	0	0	<b>20 017</b>
Pacific Aerospace	28	40 092	0	0	<b>16 743</b>	0	0	8	0	0	<b>16 751</b>
Mooney	34	7 445	781	964	<b>5 360</b>	0	2	59	462	0	<b>7 628</b>
American Champion	25	8 734	303	67	<b>4 068</b>	0	168	23	142	0	<b>4 771</b>
Beechcraft	65	14 779	2 066	1 959	<b>3 264</b>	0	60	115	388	0	<b>7 852</b>
De Havilland	23	5 853	259	101	<b>2 306</b>	0	193	73	2 118	0	<b>5 050</b>
Victa	15	3 046	395	41	<b>921</b>	0	0	25	0	0	<b>1 382</b>
Amateur Built	47	4 170	1 359	632	<b>882</b>	0	9	180	0	0	<b>3 062</b>
Cirrus	21	3 535	988	1 276	<b>725</b>	0	0	59	216	0	<b>3 264</b>
Rockwell	10	1 923	393	230	<b>629</b>	0	0	13	0	0	<b>1 265</b>
American Air	20	1 775	547	135	<b>560</b>	0	0	22	0	0	<b>1 264</b>
Pilatus	24	21 765	1 470	84	<b>466</b>	0	20 232	249	220	0	<b>22 721</b>
Gippsland	16	19 597	4	0	<b>431</b>	26	253	37	9 440	0	<b>10 191</b>
Other	103	41 563	1 568	552	<b>15 170</b>	459	1 102	390	301	0	<b>19 542</b>
<i>Sub Total</i>	<i>1 699</i>	<i>905 824</i>	<i>48 271</i>	<i>18 899</i>	<i><b>344 011</b></i>	<i>1 576</i>	<i>32 428</i>	<i>3 993</i>	<i>52 868</i>	<i>1 143</i>	<i><b>503 189</b></i>
Fixed Wing - Multi Engine											
Beechcraft	151	101 538	2 266	4 310	<b>20 482</b>	0	39 066	933	13 674	2 224	<b>82 955</b>
Piper	146	43 556	1 738	2 013	<b>16 683</b>	2	2 010	638	12 938	2 355	<b>38 377</b>
Partenavia	27	8 463	453	179	<b>3 714</b>	0	967	62	1 657	73	<b>7 105</b>
Cessna	133	61 769	919	4 723	<b>3 429</b>	0	2 201	1 382	33 348	8 697	<b>54 699</b>
Embraer	19	17 896	0	0	<b>417</b>	0	0	129	11 377	8 555	<b>20 478</b>
Fairchild	15	16 334	0	0	<b>238</b>	0	0	74	10 301	3 596	<b>14 209</b>
Britten Norman	15	14 456	30	20	<b>217</b>	0	457	274	5 134	2 953	<b>9 085</b>
Fokker	12	19 941	0	0	<b>133</b>	0	697	144	5 106	13 201	<b>19 281</b>
Other	42	15 618	1 038	1 699	<b>715</b>	0	513	291	8 452	2 105	<b>14 813</b>
<i>Sub Total</i>	<i>560</i>	<i>299 571</i>	<i>6 444</i>	<i>12 944</i>	<i><b>46 028</b></i>	<i>2</i>	<i>45 911</i>	<i>3 927</i>	<i>101 987</i>	<i>43 759</i>	<i><b>261 002</b></i>
<b>Total</b>	<b>2 259</b>	<b>1205 395</b>	<b>54 715</b>	<b>31 843</b>	<b>390 039</b>	<b>1 578</b>	<b>78 339</b>	<b>7 920</b>	<b>154 855</b>	<b>44 902</b>	<b>764 191</b>



**Table 23a. Number of helicopters, hours flown and landings in General Aviation and Regional Airline operations, by flying activity and helicopter make, 2006**

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	149	81 591	2 162	2 929	<b>20 893</b>	275	9 294	1 346	10 400	0	<b>47 299</b>	
Bell	96	71 267	711	1 543	<b>3 436</b>	897	8 948	888	13 121	0	<b>29 544</b>	
Aerospatiale/Eurocopter	56	39 783	1 448	2 201	<b>1 245</b>	80	9 961	445	5 581	0	<b>20 961</b>	
Hughes	14	9 548	154	20	<b>1 656</b>	270	2 385	272	1 363	0	<b>6 120</b>	
Schweizer	8	7 069	30	10	<b>2 987</b>	0	497	97	0	0	<b>3 621</b>	
Agusta	4	671	19	46	<b>99</b>	100	7	42	59	0	<b>372</b>	
Amateur Built Rotorway	4	515	68	117	<b>96</b>	12	10	4	0	0	<b>307</b>	
Other	13	3 696	29	6	<b>654</b>	60	875	130	1 382	0	<b>3 136</b>	
<i>Sub Total</i>	<i>344</i>	<i>214 140</i>	<i>4 621</i>	<i>6 872</i>	<i>31 066</i>	<i>1 694</i>	<i>31 977</i>	<i>3 224</i>	<i>31 906</i>	<i>0</i>	<i>111 360</i>	
Rotary Wing - Multi Engine												
Aerospatiale/Eurocopter	15	12 463	79	181	<b>1 003</b>	0	4 231	89	4 201	0	<b>9 784</b>	
Bell	17	15 834	0	6	<b>782</b>	0	7 194	137	1 398	0	<b>9 517</b>	
Kawasaki	14	6 704	92	25	<b>680</b>	0	2 711	122	1 443	0	<b>5 073</b>	
Sikorsky	13	4 221	0	0	<b>170</b>	0	1 110	37	991	0	<b>2 308</b>	
Other	5	3 382	62	224	<b>144</b>	0	1 083	20	157	0	<b>1 690</b>	
<i>Sub Total</i>	<i>64</i>	<i>42 604</i>	<i>233</i>	<i>436</i>	<i>2 779</i>	<i>0</i>	<i>16 329</i>	<i>405</i>	<i>8 190</i>	<i>0</i>	<i>28 372</i>	
<b>Total</b>	<b>408</b>	<b>256 744</b>	<b>4 854</b>	<b>7 308</b>	<b>33 845</b>	<b>1 694</b>	<b>48 306</b>	<b>3 629</b>	<b>40 096</b>	<b>0</b>	<b>139 732</b>	

**Table 23b. Number of balloons, hours flown and landings in General Aviation and Regional Airline operations, by flying activity and balloon makes, 2006**

Balloon make	No. of Aircraft	Landings	Hours flown								Regional Airline	Total
			Private	Business	Training	Agri-culture	Aerial Work	Test & Ferry	Charter			
Kavanagh	14	578	98	0	<b>64</b>	0	0	0	335	0	<b>497</b>	
Cameron	3	171	81	0	<b>36</b>	0	0	0	60	0	<b>177</b>	
<b>Total</b>	<b>17</b>	<b>749</b>	<b>179</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>395</b>	<b>0</b>	<b>674</b>	

**Aircraft performing Agricultural flying****Table 24. Number of fixed wing aircraft, hours flown and landings in General Aviation and Regional Airline operations, by flying activity and aircraft make, 2006**

Aircraft make	No. of Aircraft	Landings	Hours flown							Regional Airline	Total
			Private	Business Training	Agri-culture	Aerial Work	Test & Ferry	Charter			
Air Tractor	89	42 152	13	0	0	22 960	650	88	0	0	23 711
Cessna	82	16 597	779	878	217	7 479	2 854	237	66	0	12 510
Ayres	30	11 493	0	0	2	5 913	200	40	0	0	6 155
Piper	46	10 974	52	30	230	5 105	158	51	10	0	5 636
Air Parts	15	24 938	0	0	0	2 890	0	311	0	0	3 201
PZL	18	5 204	0	253	0	2 645	219	20	0	0	3 137
Gippsland	5	1 693	0	0	130	705	0	0	0	0	835
Transavia	5	1 003	0	0	0	476	0	0	0	0	476
Grumman	6	904	0	0	0	441	0	0	0	0	441
Rockwell	6	757	0	0	0	439	0	0	0	0	439
Other	16	17 167	25	1 015	23	2 477	0	173	0	0	3 713
<b>Total</b>	<b>318</b>	<b>132 882</b>	<b>869</b>	<b>2 176</b>	<b>602</b>	<b>51 530</b>	<b>4 081</b>	<b>920</b>	<b>76</b>	<b>0</b>	<b>60 254</b>

**Table 24a. Number of helicopters, hours flown and landings in General Aviation and Regional Airline operations, by flying activity and helicopter make, 2006**

Helicopter make	No. of Aircraft	Landings	Hours flown							Regional Airline	Total
			Private	Business Training	Agri-culture	Aerial Work	Test & Ferry	Charter			
Bell	29	15 683	333	133	134	4 670	1 845	326	586	0	8 027
Robinson	16	8 042	118	144	10	2 692	1 923	199	647	0	5 733
Aerospatiale/Eurocopter	5	2 319	0	0	100	570	1 730	12	23	0	2 435
Other	15	5 417	28	50	173	2 287	220	39	0	0	2 797
<b>Total</b>	<b>65</b>	<b>31 461</b>	<b>479</b>	<b>327</b>	<b>417</b>	<b>10 219</b>	<b>5 718</b>	<b>576</b>	<b>1 256</b>	<b>0</b>	<b>18 992</b>

## Aircraft performing Aerial Work flying

Table 25. Number of fixed wing aircraft, hours flown and landings in General Aviation and Regional Airline operations, by flying activity and aircraft make, 2006

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	400	112 163	9 235	6 938	23 376	1 437	<b>47 159</b>	1 725	10 592	1 256	<b>101 718</b>
Pilatus	23	21 720	1 448	20	461	0	<b>20 232</b>	234	220	0	<b>22 615</b>
Piper	90	39 873	1 350	1 040	2 138	39	<b>8 440</b>	98	645	0	<b>13 750</b>
American Champion	17	5 028	8	31	1 911	0	<b>3 140</b>	7	0	0	<b>5 097</b>
Air Tractor	17	4 086	0	0	0	829	<b>1 808</b>	3	0	0	<b>2 640</b>
PZL	12	1 687	0	0	0	165	<b>1 065</b>	0	85	0	<b>1 315</b>
Nanchang	6	508	30	0	8	0	<b>218</b>	22	0	0	<b>278</b>
Beechcraft	7	678	123	241	28	0	<b>197</b>	35	95	0	<b>719</b>
Maule	6	423	74	50	7	0	<b>150</b>	6	0	0	<b>287</b>
Diamond	6	4 104	138	109	1 794	0	<b>44</b>	0	26	0	<b>2 111</b>
Other	48	12 934	472	398	1 301	60	<b>5 417</b>	490	1 223	0	<b>9 361</b>
<i>Sub Total</i>	<i>632</i>	<i>203 204</i>	<i>12 878</i>	<i>8 827</i>	<i>31 024</i>	<i>2 530</i>	<b><i>87 870</i></b>	<i>2 620</i>	<i>12 886</i>	<i>1 256</i>	<b><i>159 891</i></b>
Fixed Wing - Multi Engine											
Beechcraft	58	52 322	997	934	2 373	0	<b>43 919</b>	546	2 599	543	<b>51 911</b>
Piper	39	16 473	419	179	2 448	0	<b>7 239</b>	297	4 558	1 076	<b>16 216</b>
Britten Norman	17	12 598	30	20	133	0	<b>6 081</b>	141	2 827	3 395	<b>12 627</b>
De Havilland	5	1 744	10	0	20	0	<b>5 784</b>	20	520	0	<b>6 354</b>
Cessna	55	14 072	221	1 691	406	0	<b>5 593</b>	530	6 610	1 263	<b>16 314</b>
Aero Commander	11	4 084	38	10	67	0	<b>4 092</b>	18	727	841	<b>5 793</b>
Gates Learjet	7	3 953	0	0	28	0	<b>2 061</b>	60	760	0	<b>2 909</b>
Partenavia	14	3 835	218	114	518	0	<b>1 388</b>	41	1 070	73	<b>3 422</b>
Other	15	4 657	0	0	12	0	<b>10 080</b>	81	0	0	<b>10 173</b>
<i>Sub Total</i>	<i>221</i>	<i>113 738</i>	<i>1 933</i>	<i>2 948</i>	<i>6 005</i>	<i>0</i>	<b><i>86 237</i></b>	<i>1 734</i>	<i>19 671</i>	<i>7 191</i>	<b><i>125 719</i></b>
<b>Total</b>	<b>853</b>	<b>316 942</b>	<b>14 811</b>	<b>11 775</b>	<b>37 029</b>	<b>2 530</b>	<b>174 107</b>	<b>4 354</b>	<b>32 557</b>	<b>8 447</b>	<b>285 610</b>

**Table 25a. Number of helicopters, hours flown and landings in General Aviation and Regional Airline operations, by flying activity and helicopter make, 2006**

Helicopter make	No. of Aircraft	Landings	Hours flown							Regional Airline	Total
			Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter		
Rotary Wing - Single Engine											
Robinson	307	106 231	4 911	5 081	8 220	1 492	<b>96 600</b>	2 208	10 625	0	<b>129 137</b>
Bell	130	66 902	957	2 706	1 695	2 385	<b>20 271</b>	880	11 588	0	<b>40 482</b>
Aerospatiale/Eurocopter	73	44 740	1 113	2 020	1 151	555	<b>15 414</b>	445	6 267	0	<b>26 965</b>
Hughes	19	6 420	69	18	182	320	<b>5 581</b>	377	274	0	<b>6 821</b>
Schweizer	15	5 599	202	126	1 245	0	<b>2 866</b>	69	352	0	<b>4 860</b>
Agusta	7	1 741	24	18	1	0	<b>1 024</b>	24	197	0	<b>1 288</b>
Kawasaki	8	5 075	21	10	1	0	<b>593</b>	22	1 136	0	<b>1 783</b>
Other	15	4 359	50	298	181	212	<b>1 497</b>	125	1 609	0	<b>3 972</b>
<i>Sub Total</i>	<i>574</i>	<i>241 067</i>	<i>7 347</i>	<i>10 277</i>	<i>12 676</i>	<i>4 964</i>	<b><i>143 846</i></b>	<i>4 150</i>	<i>32 048</i>	<i>0</i>	<b><i>215 308</i></b>
Rotary Wing - Multi Engine											
Bell	16	15 501	0	198	729	0	<b>7 857</b>	197	5	0	<b>8 986</b>
Aerospatiale/Eurocopter	14	10 162	79	181	651	0	<b>5 514</b>	138	1 047	0	<b>7 610</b>
Kawasaki	14	6 459	97	45	672	0	<b>3 957</b>	127	84	0	<b>4 982</b>
Sikorsky	6	1 850	0	0	126	0	<b>1 110</b>	0	0	0	<b>1 236</b>
Other	5	4 384	62	152	98	0	<b>1 484</b>	22	232	0	<b>2 050</b>
<i>Sub Total</i>	<i>55</i>	<i>38 356</i>	<i>238</i>	<i>576</i>	<i>2 276</i>	<i>0</i>	<b><i>19 922</i></b>	<i>484</i>	<i>1 368</i>	<i>0</i>	<b><i>24 864</i></b>
<b>Total</b>	<b>629</b>	<b>279 423</b>	<b>7 585</b>	<b>10 853</b>	<b>14 952</b>	<b>4 964</b>	<b>163 768</b>	<b>4 634</b>	<b>33 416</b>	<b>0</b>	<b>240 172</b>

## Aircraft performing Charter flying

Table 26. Number of fixed wing aircraft, hours flown and landings in General Aviation and Regional Airline operations, by flying activity and aircraft make, 2006

Aircraft make	No. of Aircraft	Landings	Hours flown							Charter	Regional Airline	Total
			Private	Business	Training	Agri-culture	Aerial Work	Test & Ferry				
Fixed Wing - Single Engine												
Cessna	372	185 041	8 535	2 754	24 835	408	5 286	1 581	<b>90 941</b>	1 867	<b>136 207</b>	
Gippsland	21	23 201	4	0	301	0	253	37	<b>11 432</b>	0	<b>12 027</b>	
Piper	77	36 485	2 809	747	10 063	8	255	236	<b>7 360</b>	0	<b>21 478</b>	
De Havilland	35	10 408	233	402	181	0	66	118	<b>5 968</b>	0	<b>6 968</b>	
Beechcraft	15	3 868	102	122	204	0	20	20	<b>2 797</b>	0	<b>3 265</b>	
Mooney	5	2 921	142	2	1 123	0	2	0	<b>655</b>	0	<b>1 924</b>	
Cirrus	5	1 201	208	130	186	0	0	23	<b>273</b>	0	<b>820</b>	
Other	30	5 864	198	34	634	0	26	62	<b>2 386</b>	0	<b>3 340</b>	
<i>Sub Total</i>	<i>560</i>	<i>268 989</i>	<i>12 231</i>	<i>4 191</i>	<i>37 527</i>	<i>416</i>	<i>5 908</i>	<i>2 077</i>	<b><i>121 812</i></b>	<i>1 867</i>	<b><i>186 029</i></b>	
Fixed Wing - Multi Engine												
Cessna	185	77 099	1 004	2 502	1 132	0	1 455	1 132	<b>50 392</b>	9 538	<b>67 155</b>	
Piper	174	63 920	884	1 043	2 338	0	2 901	720	<b>44 034</b>	6 008	<b>57 928</b>	
Fairchild	56	51 385	0	34	215	0	0	68	<b>39 586</b>	10 617	<b>50 520</b>	
Beechcraft	138	47 535	1 790	2 508	2 718	0	480	476	<b>33 945</b>	2 224	<b>44 141</b>	
Aero Commander	45	35 638	55	29	116	0	103	38	<b>22 560</b>	2 287	<b>25 188</b>	
British Aerospace	15	12 000	0	0	0	0	0	0	<b>18 896</b>	1 165	<b>20 061</b>	
Embraer	27	22 252	4	18	395	0	0	128	<b>17 952</b>	8 475	<b>26 972</b>	
De Havilland	16	11 274	42	3	56	0	30	104	<b>10 379</b>	900	<b>11 514</b>	
Britten Norman	22	20 300	30	20	207	0	116	286	<b>7 785</b>	4 042	<b>12 486</b>	
Israel Aircraft	8	7 713	0	0	0	0	0	0	<b>6 428</b>	0	<b>6 428</b>	
Fokker	15	20 820	0	95	117	0	0	109	<b>5 931</b>	13 137	<b>19 389</b>	
Saab	6	5 374	0	0	0	0	0	0	<b>3 820</b>	3 845	<b>7 665</b>	
Gates Learjet	13	6 141	223	196	38	0	1 710	60	<b>2 703</b>	0	<b>4 930</b>	
Partenavia	19	4 694	268	79	704	0	338	68	<b>2 533</b>	73	<b>4 063</b>	
Ted Smith	7	1 183	3	3	29	0	0	5	<b>1 148</b>	0	<b>1 188</b>	
Douglas	5	446	0	0	41	0	0	37	<b>357</b>	0	<b>435</b>	
Other	20	4 234	281	972	133	0	0	106	<b>3 296</b>	0	<b>4 788</b>	
<i>Sub Total</i>	<i>771</i>	<i>392 008</i>	<i>4 584</i>	<i>7 502</i>	<i>8 239</i>	<i>0</i>	<i>7 133</i>	<i>3 337</i>	<b><i>271 745</i></b>	<i>62 311</i>	<b><i>364 851</i></b>	
<b>Total</b>	<b>1 331</b>	<b>660 997</b>	<b>16 815</b>	<b>11 693</b>	<b>45 766</b>	<b>416</b>	<b>13 041</b>	<b>5 414</b>	<b>393 557</b>	<b>64 178</b>	<b>550 880</b>	

**Table 26a. Number of helicopters, hours flown and landings in General Aviation and Regional Airline operations, by flying activity and helicopter make, 2006**

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											
Bell	128	90 311	1 008	1 968	1 388	1 582	11 645	1 087	24 402	0	43 080
Robinson	136	69 817	1 538	1 481	11 463	505	9 176	1 084	19 779	0	45 026
Aerospatiale/Eurocopter	66	40 518	1 289	2 143	430	390	5 508	344	9 598	0	19 702
Hughes	12	6 369	144	18	207	0	2 487	276	1 552	0	4 684
Kawasaki	8	5 082	11	10	0	0	398	25	1 381	0	1 825
Agusta	8	1 310	26	20	21	0	409	33	692	0	1 201
Schweizer	6	1 070	0	116	0	0	807	0	352	0	1 275
Other	10	3 517	20	248	121	0	1 177	125	1 609	0	3 300
<i>Sub Total</i>	<i>374</i>	<i>217 994</i>	<i>4 036</i>	<i>6 004</i>	<i>13 630</i>	<i>2 477</i>	<i>31 607</i>	<i>2 974</i>	<i>59 365</i>	<i>0</i>	<i>120 093</i>
Rotary Wing -Multi Engine											
Aerospatiale/Eurocopter	14	15 750	17	181	611	0	1 014	32	9 118	0	10 973
Sikorsky	13	12 443	0	0	44	0	0	37	5 002	0	5 083
Kawasaki	11	8 193	97	38	270	0	1 318	86	2 341	0	4 150
Bell	4	2 780	0	0	133	0	815	58	1 398	0	2 404
Other	3	950	62	152	22	0	205	2	335	0	778
<i>Sub Total</i>	<i>45</i>	<i>40 116</i>	<i>176</i>	<i>371</i>	<i>1 080</i>	<i>0</i>	<i>3 352</i>	<i>215</i>	<i>18 194</i>	<i>0</i>	<i>23 388</i>
<b>Total</b>	<b>419</b>	<b>258 110</b>	<b>4 212</b>	<b>6 375</b>	<b>14 710</b>	<b>2 477</b>	<b>34 959</b>	<b>3 189</b>	<b>77 559</b>	<b>0</b>	<b>143 481</b>

**Table 26b. Number of balloons, hours flown and landings in General Aviation and Regional Airline operations, by flying activity and balloon make, 2006**

Balloon make	No. of Aircraft	Landings	Hours flown							Regional Airline	Total
			Private	Business	Training	Agri-culture	Aerial Work	Test & Ferry	Charter		
Kavanagh	98	6 710	117	274	37	0	0	0	6 300	0	6 728
Cameron	12	685	8	0	2	0	0	0	634	0	644
Thunder/Colt	9	244	0	0	0	0	2	0	246	0	248
Other	3	110	15	0	0	0	0	0	76	0	91
<b>Total</b>	<b>122</b>	<b>7 749</b>	<b>140</b>	<b>274</b>	<b>39</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>7 256</b>	<b>0</b>	<b>7 711</b>

## Aircraft performing Regional Airline flying

Table 27. Number of fixed wing aircraft, hours flown and landings in General Aviation and Regional Airline operations, by flying activity and aircraft make, 2006

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	10	7 806	39	0	323	0	6	15	343	6 208	6 934
Other	1	623	0	0	10	0	0	20	0	608	638
<i>Sub Total</i>	<i>11</i>	<i>8 429</i>	<i>39</i>	<i>0</i>	<i>333</i>	<i>0</i>	<i>6</i>	<i>35</i>	<i>343</i>	<i>6 816</i>	<i>7 572</i>
Fixed Wing - Multi Engine											
Saab	36	63 877	0	0	0	0	0	117	3 820	56 403	60 340
Cessna	34	32 065	0	84	246	0	126	391	9 518	13 924	24 289
Fairchild	26	35 447	0	0	167	0	0	68	10 647	19 044	29 926
Piper	25	14 089	20	18	175	0	265	136	2 524	8 417	11 555
De Havilland	24	37 923	0	3	34	0	0	30	4 105	40 111	44 283
Bombardier	23	50 389	0	0	0	0	0	0	0	57 312	57 312
Embraer	19	17 222	0	0	282	0	0	108	8 287	10 404	19 081
Fokker	11	19 764	0	0	121	0	0	113	5 106	13 201	18 541
Beechcraft	9	6 120	5	0	69	0	56	49	2 670	3 407	6 256
Aero Commander	6	4 500	28	0	83	0	43	36	1 403	2 287	3 880
Britten Norman	6	6 398	0	0	52	0	16	21	855	4 042	4 986
Other	5	7 978	0	0	5	0	2	7	1 494	6 115	7 623
<i>Sub Total</i>	<i>224</i>	<i>295 772</i>	<i>53</i>	<i>105</i>	<i>1 234</i>	<i>0</i>	<i>508</i>	<i>1 076</i>	<i>50 429</i>	<i>234 667</i>	<i>288 072</i>
<b>Total</b>	<b>235</b>	<b>304 201</b>	<b>92</b>	<b>105</b>	<b>1 567</b>	<b>0</b>	<b>514</b>	<b>1 111</b>	<b>50 772</b>	<b>241 483</b>	<b>295 644</b>

## Section F. Fuel type

**Table 28. Number of aircraft and hours flown in General Aviation and Regional Airline operations, by fuel type, 2006**

<b>Fuel Type</b>	<b>Number of Aircraft</b>	<b>Total Hours Flown ('000)</b>
Fixed Wing Single Engine		
Diesel	3	0.1
Gasoline	7 450	804.7
Kerosene	295	86.2
<i>Sub Total</i>	<i>7 748</i>	<i>891.0</i>
Fixed Wing Multi Engine		
Diesel	2	0
Gasoline	1 226	264.1
Kerosene	502	431.8
<i>Sub Total</i>	<i>1 730</i>	<i>696.0</i>
Rotary Wing Single Engine		
Gasoline	821	192.4
Kerosene	393	100.7
<i>Sub Total</i>	<i>1 214</i>	<i>293.1</i>
Rotary Wing Multi Engine		
Gasoline	2	0.2
Kerosene	104	18.0
<i>Sub Total</i>	<i>106</i>	<i>18.2</i>
Balloons & Airships		
None	319	9.4
<b>Total</b>	<b>11 117</b>	<b>1 907.7</b>



## Section G. Aircraft age

**Table 29. Number of aircraft and hours flown in General Aviation and Regional Airline operations, by age (a) of aircraft, 2001 and 2006**

Category	Age (years)	2001		2006		% Change Aircraft	% Change Hours Flown
		Number of Aircraft	Total Hours Flown ('000)	Number of Aircraft	Total Hours Flown ('000)		
Fixed Wing Amateur Built							
	New this year	58	1.3	61	1.4	5.2	2.3
	1-5	240	10.2	302	10.7	25.8	4.9
	6-10	122	4.7	239	6.9	95.9	45.9
	11-15	70	1.7	104	3.0	48.6	73.3
	16-20	77	2.0	60	1.3	-22.1	-36.4
	21-25	63	1.3	67	1.4	6.3	12.8
	26-30	25	0.7	49	0.9	96.0	32.1
	31-35	10	0.2	23	0.4	130.0	67.3
	Over 35	8	-	11	0.1	73	457
	<i>Sub Total</i>	673	22.2	916	26.1	36.1	17.4
Fixed Wing Single Engine							
	New this year	24	2.2	82	15.2	241.7	603.5
	1-5	263	73.5	254	92.8	-3.4	26.2
	6-10	194	66.0	284	81.6	46.4	23.7
	11-15	168	35.6	191	76.8	13.7	115.6
	16-20	433	94.5	187	24.3	-56.8	-74.3
	21-25	1,995	382.1	447	77.7	-77.6	-79.7
	26-30	848	118.9	1 924	283.5	126.9	138.5
	31-35	857	74.5	805	83.8	-6.1	12.5
	36-40	797	59.4	820	52.9	2.9	-10.9
	Over 40	1,101	35.8	1 844	76.5	67.5	113.5
	<i>Sub Total</i>	6,680	942.6	6 838	865.1	2.4	-8.2
Fixed Wing Multi Engine							
	New this year	9	2.2	17	9.9	88.9	341.4
	1-5	61	68.0	60	67.5	-1.6	-0.7
	6-10	90	99.6	48	46.8	-46.7	-53.0
	11-15	90	121.5	110	112.7	22.2	-7.3
	16-20	231	144.1	96	101.4	-58.4	-29.6
	21-25	558	182.4	217	105.6	-61.1	-42.1
	26-30	306	76.8	541	148.6	76.8	93.4
	31-35	235	40.4	288	61.8	22.6	52.8
	36-40	71	5.5	207	32.6	191.5	490.2
	Over 40	85	5.0	140	9.0	64.7	78.4
	<i>Sub Total</i>	1,736	745.7	1 724	695.8	-0.7	-6.7

*(continued)*

**Table 29 (continued). Number of aircraft and hours flown in General Aviation and Regional Airline operations, by age (a) of aircraft, 2001 and 2006**

Category	Age (years)	2001		2006		% Change Aircraft	% Change Hours Flown
		Number of Aircraft	Total Hours Flown ('000)	Number of Aircraft	Total Hours Flown ('000)		
Rotary Wing Amateur Built							
	New this year	5	0.2	7	0.1	40.0	-57.5
	1-5	34	0.8	21	0.3	-38.2	-63.7
	6-10	11	0.1	25	0.2	127.3	135.0
	Over 10	0	0	11	-	na.	na.
	<i>Sub Total</i>	<i>50</i>	<i>1.1</i>	<i>64</i>	<i>0.7</i>	<i>28.0</i>	<i>-42.5</i>
Rotary Wing Single Engine							
	New this year	19	3.5	51	4.7	168.4	33.9
	1-5	124	38.1	276	90.2	122.6	136.6
	6-10	97	31.3	136	37.0	40.2	18.2
	11-15	174	60.2	102	35.8	-41.4	-40.6
	16-20	104	27.3	162	40.4	55.8	48.1
	21-25	117	36.9	102	26.6	-12.8	-27.8
	26-30	90	20.8	112	29.7	24.4	42.8
	31-35	82	18.8	87	13.7	6.1	-27.1
	36-40	30	4.8	78	9.2	160.0	93.5
	Over 40	8	0.6	44	5.2	450.0	762.7
	<i>Sub Total</i>	<i>845</i>	<i>242.3</i>	<i>1 150</i>	<i>292.5</i>	<i>36.1</i>	<i>20.7</i>
Rotary Wing Multi Engine							
	New this year	4	1.7	4	0.6	0.0	-67.4
	1-5	3	2.5	12	5.7	300.0	127.6
	6-10	16	7.8	4	3.0	-75.0	-61.4
	11-15	24	9.3	14	8.6	-41.7	-7.6
	16-20	17	5.7	27	11.1	58.8	96.3
	Over 20	20	8.0	45	18.0	125.0	124.9
	<i>Sub Total</i>	<i>84</i>	<i>35.0</i>	<i>106</i>	<i>47.0</i>	<i>26.2</i>	<i>34.1</i>
Balloons and Airships							
	New this year	18	0.7	15	0.3	-16.7	-60.4
	1-5	95	6.3	93	5.7	-2.1	-9.6
	6-10	66	2.4	80	2.3	21.2	-5.0
	11-15	81	1.8	44	0.6	-45.7	-65.8
	16-20	51	0.7	47	0.3	-7.8	-60.9
	Over 20	23	0.1	40	0.3	73.9	197.0
	<i>Sub Total</i>	<i>334</i>	<i>12.0</i>	<i>319</i>	<i>9.4</i>	<i>-4.5</i>	<i>-21.2</i>
<b>Total</b>		<b>10 402</b>	<b>2000.9</b>	<b>11 117</b>	<b>1 936.4</b>	<b>6.9</b>	<b>-3.2</b>

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

## Section H. Frequency distribution

**Table 30. Frequency distribution of aircraft in General Aviation and Regional Airline operations, by aircraft category and hours flown, 2005 and 2006**

Category	Total Hours Flown	Number of Aircraft		% change
		2005	2006	
Fixed Wing Amateur Built				
	0	284	289	1.8
	1-50	437	441	0.9
	51-100	137	145	5.8
	Over 100	42	41	-2.4
	<i>Sub Total</i>	900	916	1.8
Fixed Wing Single Engine				
	0	1 216	1 213	-0.2
	1-50	2,423	2,486	2.6
	51-100	1,091	1,073	-1.6
	101-200	830	807	-2.8
	201-500	869	803	-7.6
	Over 500	479	456	-4.8
	<i>Sub Total</i>	6 908	6 838	-1.0
Fixed Wing Multi Engine				
	0	238	216	-9.2
	1-50	269	277	3.0
	51-100	170	183	7.6
	101-200	187	231	23.5
	201-500	435	391	-10.1
	Over 500	430	426	-0.9
	<i>Sub Total</i>	1 729	1 724	-0.3
Rotary Wing Amateur Built				
	0	38	35	-7.9
	1-50	28	24	-14.3
	Over 50	5	5	0.0
	<i>Sub Total</i>	71	64	-9.9
Rotary Wing Single Engine				
	0	199	172	-13.6
	1-50	100	144	44.0
	51-100	89	124	39.3
	101-200	140	146	4.3
	201-500	425	382	-10.1
	Over 500	164	182	11.0
	<i>Sub Total</i>	1 117	1 150	3.0
Rotary Wing Multi Engine				
	0	4	5	25.0
	1-50	6	5	-16.7
	51-100	9	5	-44.4
	101-200	12	13	8.3
	201-500	37	37	0.0
	Over 500	36	41	13.9
	<i>Sub Total</i>	104	106	1.9
Balloons and airships				
	0	140	111	-20.7
	1-50	152	148	-2.6
	51-100	51	35	-31.4
	Over 100	8	25	212.5
	<i>Sub Total</i>	351	319	-9.1
<b>Total</b>		<b>11 180</b>	<b>11 117</b>	<b>-0.6</b>

## Section I. Regular Public Transport hours flown

**Table 31. Hours flown in Regular Public Transport (RPT) operations by industry sector, 1996 to 2006 ('000 hours)**

Year	RPT Operation Type		Regional Airlines	TOTAL
	Major Australian Airlines			
	Domestic operations	International operations		
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	532.6	302.0	251.4	1 066.4
2005	556.1	321.9	254.7	1 120.4
2006	556.0	326.4	241.5	1 123.9

**Table 32. Hours flown in Regional Airline operations by State or Territory (a), 2001 to 2006 ('000 hours)**

State or Territory	2001	2002	2003	2004	2005	2006
NSW	115.6	122.6	116.5	123.5	127.6	119.7
Vic.	31.4	14.5	3.1	5.2	5.3	5.0
Qld	75.9	65.4	66.9	72.3	72.6	68.5
SA	27.9	15.9	14.6	11.1	10.4	7.3
WA	17.2	14.7	15.9	21.6	20.8	19.9
Tas.	8.5	1.3	2.3	3.7	3.9	4.6
NT	21.5	15.8	14.2	12.7	12.0	13.5
ACT	0.0	0.0	1.1	1.2	2.1	2.9
<b>Australia</b>	<b>298.0</b>	<b>250.1</b>	<b>234.7</b>	<b>251.4</b>	<b>254.7</b>	<b>241.5</b>

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

**Table 33. Hours flown in Regional Airline operations by aircraft make, 2001 to 2006 ('000 hours)**

Aircraft make	2001	2002	2003	2004	2005	2006
Fixed Wing - Single Engine						
Cessna	..	..	5.0	4.3	4.5	6.2
Gippsland	..	..	..	..	0.7	0.0
Other	..	..	0.0	0.0	-	0.6
<i>Sub Total</i>	1.6	3.4	5.0	4.3	5.3	6.8
Fixed Wing - Multi Engine						
Bombardier	0.0	0.0	0.0	42.7	45.6	57.3
Saab	47.3	44.0	40.8	43.3	55.5	56.4
De Havilland	65.1	83.8	90.5	55.8	50.4	40.1
Fairchild	20.5	29.8	31.5	33.9	29.4	19.0
Cessna	12.8	11.8	12.5	12.9	15.1	13.9
Fokker	19.8	13.9	13.0	15.0	15.0	13.2
Embraer	31.8	13.3	9.5	11.7	8.3	10.4
Piper	20.2	15.0	12.2	14.3	10.8	8.4
British Aerospace	20.1	15.6	..	..	7.4	6.0
Britten Norman	1.9	2.4	3.0	4.3	4.3	4.0
Beechcraft	27.1	11.1	4.8	3.5	4.4	3.4
Other	29.8	6.1	11.8	9.7	3.2	2.4
<i>Sub Total</i>	296.4	246.7	229.6	247.1	249.4	234.7
<b>Total all aircraft</b>	<b>298.0</b>	<b>250.1</b>	<b>234.7</b>	<b>251.4</b>	<b>254.7</b>	<b>241.5</b>

## Section J. Sport Aviation activity

### Ultralight activity

All statistics courtesy of Recreational Aviation Australia.

**Table 34. Hours flown (a) in Ultralight operations, by State or Territory and category of aircraft, 2006**

State or Territory	Uncertified	Type Approved Aircraft							Sub-total	Total
	Uncertified Aircraft CAO 95.10	Commercially-manufactured			Amateur-built		Weight Shift (Powered Parachutes) (Trikes) CAO 95.32			
		CAO 95.25	CAO 95.55	CAO 101.55	CAO 95.55	CAO 101.28		CAO 95.32		
NSW	1 337	4 297	6 751	7 228	8 369	678	633	1 051	29 007	<b>30 344</b>
Vic.	878	1 255	8 618	4 198	5 673	904	1 734	1 164	23 546	<b>24 424</b>
Qld	1 708	6 923	8 331	7 754	9 460	662	265	1 081	34 476	<b>36 184</b>
SA	490	875	3 473	2 344	4 216	693	132	365	12 098	<b>12 588</b>
WA	329	379	3 723	763	1 764	145	147	448	7 369	<b>7 698</b>
Tas.	97	1 161	718	2 537	877	67	44	45	5 449	<b>5 546</b>
NT	30	382	192	305	364	-	10	383	1 636	<b>1 666</b>
ACT	2	22	461	73	313	50	-	4	923	<b>925</b>
Unknown	200	-	494	-	72	52	-	-	618	<b>818</b>
<b>Australia</b>	<b>5 071</b>	<b>15 294</b>	<b>32 761</b>	<b>25 202</b>	<b>31 108</b>	<b>3 251</b>	<b>2 965</b>	<b>4 541</b>	<b>115 122</b>	<b>120 193</b>

(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 35. Hours flown ('000) (a) in Ultralight operations, by category of aircraft, 1996 to 2006**

Year	Uncertified	Type Approved Aircraft							Sub-total	Total
	Uncertified Aircraft CAO 95.10	Commercially-manufactured			Amateur-built		Weight Shift (Powered Parachutes) (Trikes) CAO 95.32			
		CAO 95.25	CAO 95.55	CAO 101.55	CAO 95.55	CAO 101.28		CAO 95.32		
1996	11.3	29.4	-	25.1	..	3.0	1.3	0.4	59.2	<b>70.5</b>
1997	10.3	30.5	-	27.7	..	4.6	1.2	0.9	64.9	<b>75.1</b>
1998	7.4	21.5	-	30.8	-	5.3	1.3	1.0	60.2	<b>67.6</b>
1999	8.5	23.7	0.1	31.5	2.2	5.6	1.3	1.0	65.5	<b>73.9</b>
2000	8.4	20.0	1.5	29.0	7.0	6.1	1.0	1.1	65.6	<b>74.1</b>
2001	8.0	20.2	3.3	26.6	11.0	5.1	1.0	1.2	68.4	<b>76.5</b>
2002	7.4	20.3	5.4	25.7	14.7	4.5	1.0	1.6	73.2	<b>80.6</b>
2003	6.5	18.3	8.6	25.8	17.7	3.9	1.4	2.3	78.0	<b>84.5</b>
2004	6.1	17.2	11.9	24.8	19.6	3.7	1.6	2.1	81.0	<b>87.1</b>
2005	5.9	16.3	14.3	23.3	23.2	3.5	2.0	4.4	87.0	<b>92.9</b>
2006	5.1	15.3	32.8	25.2	31.1	3.3	3.0	4.5	115.1	<b>120.2</b>

(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. Number of Ultralight aircraft and hours flown by aircraft make, 2006**

Aircraft make	Number of Aircraft	Hours Flown
Uncertified Aircraft		
Uncertified Aircraft (CAO 95.10)	268	5 071
Type Approved Aircraft		
Commercially-manufactured Aircraft (CAO 95.25)		
Thruster	114	5 559
Australian Light Wing	76	4 695
Austflight ULA	72	4 589
Facet	9	231
Skywise	10	50
Other	8	170
<i>Sub Total</i>	289	15 294
Commercially-manufactured Aircraft (CAO 95.55)		
Jabiru	72	7 961
Skyfox	57	7 204
Tecnam	49	5 362
Evektor	15	3 544
Aeroprakt	20	1 164
Flight Design	13	956
Micro Aviation	17	768
Fantasy Air	11	699
Slepcev	12	511
Pipistrel	11	451
TI Ultralight	8	411
Other	49	3 730
<i>Sub Total</i>	334	32 761
Commercially-manufactured Aircraft (CAO 101.55)		
Jabiru	112	16 039
Skyfox	62	5 674
Australian Light Wing	13	1 873
Austflight ULA	28	1 523
Eipper	5	91
Other	1	2
<i>Sub Total</i>	221	25 202
Amateur-built Aircraft (CAO 95.55)		
Jabiru	207	11 880
ICP	43	2 060
Zenair	48	1 821
Rand Kar	51	1 553
RANS	24	679
SG Aviation	9	555
Atec	7	551
Foxcon	23	520
Monnett	12	472
Corby	11	440
Quad City	12	414
Maxair	9	394
Aero Sport	15	351
Wayne Fisher	9	349

(continued)

**Table 36 (continued). Number of Ultralight aircraft and hours flown by aircraft make, 2006**

<b>Aircraft make</b>	<b>Number of Aircraft</b>	<b>Hours Flown</b>
Amateur-built Aircraft (CAO 95.55) - coninued		
Slepcev	10	345
Sapphire	12	321
Jodel	14	318
Skyranger	10	298
Pioneer	6	269
Murphy	9	267
Norman	6	262
Australian Light Wing	5	231
Cadet	6	195
Evans	7	179
Fisher	6	168
Avid	8	159
Rand	5	100
Pulsar	4	76
Parker	5	14
Other	189	5 867
<i>Sub Total</i>	<i>782</i>	<i>31 108</i>
Amateur-built Aircraft (CAO 101.28)		
Jabiru	13	903
RANS	18	413
Monnett	4	254
Eipper	5	227
SkyStar	8	192
Denney	8	179
Australian Light Wing	8	112
Corby	5	79
Evans	4	45
Other	40	847
<i>Sub Total</i>	<i>113</i>	<i>3 251</i>
Weight Shift Aircraft (CAO 95.32)		
Powered Parachutes		
Aerochute	154	2 965
Trikes		
Airborne Windsports	106	3 371
Pegasus	8	559
Solar Wings	7	179
Other	15	432
<i>Sub Total</i>	<i>290</i>	<i>7 506</i>
Type Approved Aircraft Total	2 029	115 122
<b>Total all aircraft</b>	<b>2 297</b>	<b>120 193</b>



## Gliding activity

All statistics courtesy of the Gliding Federation of Australia (GFA).

**Table 37. Number of aircraft, hours flown and launches in Gliding operations, 1996 to 2006**

Year	Number of Aircraft <sup>(a)</sup>	Hours Flown <sup>(b)</sup> (‘000)	Launches <sup>(b)</sup> (‘000)
1996	1 057	69.2	97.5
1997	1 059	68.9	89.0
1998	1 056	65.4	88.0
1999	1 051	63.9	89.6
2000	1 056	..	..
2001	1 059	..	..
2002	1 083	..	..
2003	1 084	..	..
2004	1 095	..	..
2004-05	1 110 <sup>r</sup>	223.4	205.8
2005-06	1 132	252.4	169.9

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

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

(b) Data prior to 2000 is for year ended 30 April. No data is available between 2000 and 2004.

## Hang Gliding activity

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

**Table 38. Hours flown in Hang Gliding operations, by State or Territory and category of aircraft, 2005-06**

State or Territory	Hang Gliders	Paragliders	Weightshift Microlights (Powered Hang Gliders)	TOTAL
NSW	13 238	15 122	8 593	<b>36 953</b>
Vic.	5 028	13 299	8 704	<b>27 031</b>
Qld	8 379	10 051	3 399	<b>21 829</b>
SA/NT	2 152	720	1 643	<b>4 515</b>
WA	1 980	3 754	3 390	<b>9 124</b>
Tas.	580	373	51	<b>1 004</b>
ACT	787	1 606	153	<b>2 546</b>
<b>Australia</b>	<b>32 144</b>	<b>44 925</b>	<b>25 933</b>	<b>103 002</b>

**Table 39. Number of aircraft and hours flown ('000) in Hang Gliding operations, by category of aircraft, 1995-96 to 2005-06**

	Hang Gliders		Paragliders		Microlights (Powered Hang Gliders)		Total	
	No. of Aircraft	Hours Flown	No. of Aircraft	Hours Flown	No. of Aircraft	Hours Flown	No. of Aircraft	Hours Flown
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
1999-00	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
2005-06	1 001	32.1	1 132	44.9	504	25.9	2 637	103.0

### Gyroplane activity

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

**Table 40. Number of aircraft and hours flown in Gyroplane operations, 1995-96 to 2006**

Year	Number of Aircraft <sup>(a)</sup>	Hours Flown				Total
		Private	Dual Training	Gyro Glider Training	Search & Rescue	
1995-96	385	20 577	2 377	271	82	23 307
1996-97	394	20 244	2 059	1,007	9	23 319
1997-98	394	31 192	1 895	354	-	33 441
1998-99	432	25 172	5 069	193	-	30 434
1999-00	487	26 766	2 858	105	-	29 729
2000-01	..	32 961	3 863	122	4	36 950
2001-02	..	30 043	2 152	117	13	32 325
2002-03	..	25 101	2 887	324	28	28 340
2003-04	..	26 523	2 446	310	-	29 279
2004-05	220	30 931	1 751	172	-	32 854
2006	280	24 641	2 936	276	26	27 879

(a) ASRA has changed its collection survey to calendar year instead of financial year from 2006 onwards.

# Survey form



Australian Government  
 Department of Transport and Regional Services  
 Bureau of Transport and Regional Economics

GPO Box 501  
 CANBERRA ACT 2601  
 Fax: (02) 6274 7727

## General Aviation Activity Survey Year ended 31 December 2006

**SECTION 1: Aircraft Registrations, Landings and Hours Flown for year ended 31 December 2006**  
 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 type of flying - whole hours only														Aircraft base (c) Postcode (if different from address label)	
		Aerial work											Charter	RPT			
		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		

Please return the completed form by 16 February 2007.

This information is collected under the authority of Air Navigation Regulation 12 (<http://scaleplus.law.gov.au/html/pastereg/0/173/0/PR000180.htm>).

- (a) Aircraft Registration — pre-printed registrations are based on information supplied by the Civil Aviation Safety Authority.  
 Please add any additional aircraft you operate that are not listed. If insufficient room please photocopy form and attach additional sheets.
- (b) Total Landings — please enter the total number of landings for each aircraft, including 'touch and go' landings and aightlings on water. In the case of balloons, indicate the number of envelope inflations.  
 If zero hours flown please write 'Nil flying', include the reason in Section 3 and return the form to enable accurate statistics to be compiled.
- (c) Aircraft Base — please indicate the postcode of the aerodrome or landing area at which the aircraft was most frequently based during 2006. For balloon operations, indicate the postcode of the general area from which most flying was conducted.

Operator ID:

If you operate a 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  
 /  / 2007

**SECTION 2: Definitions**

Flying hours should be recorded on the basis of the types of flying in which the aircraft was engaged, as defined below.  
 Total time (including taxi time) is preferred, but airborne time or tacho time is acceptable if total time is not readily available.

\* 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 by airlines primarily servicing regional centres.

**SECTION 3: Additional details**

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


**SECTION 4: Comments**


**SECTION 5: Difficulties and Enquiries**

The aircraft and operator/owner details included on this form are provided to the Bureau by the Civil Aviation Safety Authority shortly before dispatch of the survey forms. Although the latest available information is used, there will inevitably be a number of short-term discrepancies involving recent changes of operator, ownership or address.

Should any discrepancies occur over the longer term, please advise your local CASA office.

If you have any questions relating to the survey, please contact Paul Halliday on (02) 6274 6797, fax (02) 6274 7727 or e-mail Paul.Halliday@dotars.gov.au.

## Definitions

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

**Agriculture:** 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.

**General Aviation:** 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:** Australian airlines operating RPT aircraft not included in the General Aviation collection (includes Qantas, Virgin Blue, and Jetstar).

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

**Regional Airline Operations:** 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.

## **Aviation Statistics publications:**

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

### **Australian Domestic Airline Activity**

Produced: Monthly, calendar and financial years.

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

### **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.

### **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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