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General Aviation
2007

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Explanatory notes

Scope

The annual General Aviation statistical publication provides data on the aviation industry sectors in Australia, with the major focus being on General Aviation operations. For the purposes of this publication, General Aviation is defined as all non-scheduled flying activity in Australia by 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. Flying activity performed entirely outside Australia and its territories is not included.

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

- regional airlines which operate regular public transport (RPT) services primarily servicing regional centres;
- the major Australian airlines which operate RPT services (that is, Jetstar, Qantas, Tiger Airways and Virgin Blue);
- sailplanes (powered and unpowered) registered with the Gliding Federation of Australia (GFA);
- ultralight aircraft registered with Recreational Aviation Australia (RAA);
- hang gliders registered with the Hang Gliding Federation of Australia (HGFA); and
- gyroplanes registered with the Australian Sport Rotorcraft Association (ASRA).

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

Data sources

A survey covering the 2007 calendar year was dispatched to aircraft owners or operators listed on the Australian Aircraft Register, except for those operating the major airlines. Survey returns were received for 84 per cent of aircraft in scope for the collection.

Estimates were made for aircraft for which returns were not received. Where data was recorded for these aircraft in 2006, the 2007 data was estimated by applying the difference in the means between 2006 and 2007 by flying activity to the previous data. Where the aircraft was in the collection for the first time and did not respond, the mean hours performed by other aircraft in each flying activity that is normally relevant to that type of aircraft was applied. For example, estimates for a fixed wing, single engine aircraft would not have any RPT hours estimated as very few of these aircraft perform RPT hours and this would therefore bias the results. There were only 168 aircraft (1.5 per cent) in the collection for the first time in 2007 that did not respond.

Of the 84 per cent of aircraft that reported, 12 per cent of these were unable to report the number of landings. The number of landings for these aircraft was estimated by applying a landing factor that is based on the average number of landings per hour in each flying activity. The landing factors are recalculated periodically using several years' data. For 2007, these factors were recalculated using the most recent data. Landings are estimated by operators more often than hours flown and therefore should be considered less reliable. In addition, of the 12 per cent of aircraft unable to report landings, 26 per cent of these were rotary wing aircraft.

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

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

The data presented in this publication for the hours flown and the number of landings in the General Aviation and Regional Airline sectors has been compiled from statistical returns collected under the authority of *Air Navigation Regulation 12*. BITRE wishes to thank aircraft owners and operators for their invaluable assistance in providing data to this collection.

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.

The nature of aircraft operations, which may vary or which may be located at a distance from their 'most frequent' base, means that analysis by location should be undertaken with caution.

Symbols and other usages

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

Abbreviations

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

Overview

Introduction

Total hours flown by Australian VH–registered aircraft in the General Aviation and Regional Airline sectors reached 2.1 million in 2007, an increase of 7.1 per cent compared with the previous year (see Table 4). These aircraft completed a total of 2.7 million landings, an increase of 0.9 per cent (see Table 3).

Activity in the General Aviation sector grew in 2007, with an increase in flying hours of 8.1 per cent to 1.8 million hours (see Table 1).

Within the General Aviation sector, the only flying activity that recorded a decrease in hours was Private which was 2.0 per cent lower than in 2006. Of the other activities, the greatest increases were in Test and Ferry (18.5 per cent) and Charter (13.8 per cent), while Agriculture recorded the smallest increase of 0.6 per cent (see Table 4).

Regional Airlines also recorded a small increase of 0.2 per cent in flying hours.

Figure 1 shows the variation in number of landings and hours flown between 1997 and 2007, and Figure 2 shows the relative sizes of industry sectors based on hours flown.

Figure 1 General Aviation and Regional Airline activity (1997–2007)

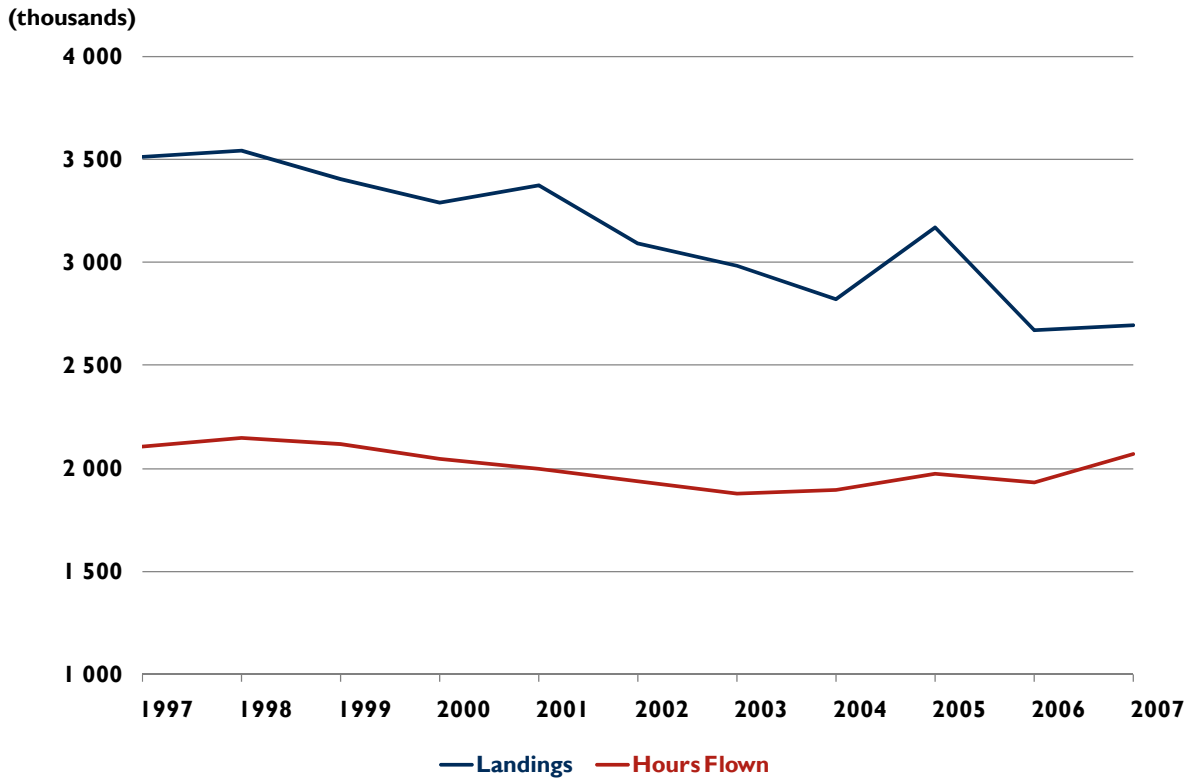
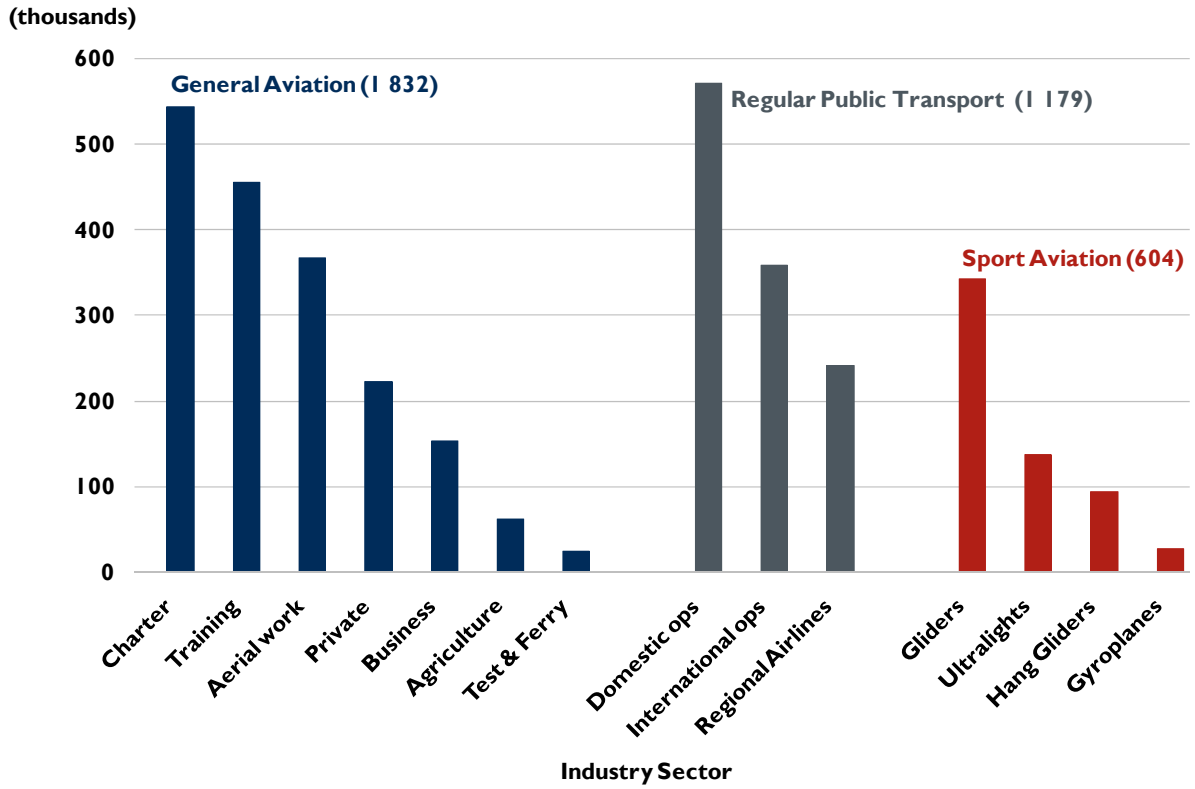


Figure 2 Hours flown by industry sector (2007)



The General Aviation and Regional Airline fleet

The data presented in this publication for the year ended 31 December 2007 covers 11 541 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 sectors of the aviation industry. The number of aircraft registered at 31 December 2007 represents an increase of 3.8 per cent over the number registered at 31 December 2006 (see Table 5).

The number of fixed wing, single engine aircraft increased by 2.3 per cent to 7923, or 68.7 per cent of all registered aircraft in the General Aviation and Regional Airline sectors. This includes 968 amateur-built aircraft (8.4 per cent of all aircraft), an increase of 6.4 per cent over the previous year.

The number of fixed wing, multi-engine aircraft increased by 4.3 per cent to 1804 (15.6 per cent of the total).

The number of helicopters increased by 12.2 per cent to 1481 (12.8 per cent of the total), with the number of single engine helicopters increasing by 11.4 per cent to 1353. The number of multi-engine helicopters increased by 20.8 per cent to 128 (see Table 6).

The number of hot-air balloons and airships increased by 4.4 per cent to 333, or 2.9 per cent of the total (see Table 7).

The Australian General Aviation and Regional Airline fleet contains many older aircraft, with the average age being 26.5 years (see Table 29b). A total of 445.2 thousand hours (or 21.5 per cent of all flying) were performed in aircraft aged between 11 and 20 years old, 688.3 thousand hours (33.2 per cent) in aircraft aged between 21 and 30 years old, and 426.7 thousand hours (20.6 per cent) in aircraft over 30 years old. Aircraft up to 10 years old performed 513.7 thousand hours (see Table 29). For Charter and Regional Airline flying, 82.0 per cent was done in aircraft more than ten years old, and 54.9 per cent in aircraft more than 20 years old.

In all categories, there has been a substantial increase in the number of new aircraft registered in 2007 compared to 2002 (see Table 29). The number of new rotary wing, single-engine aircraft doubled from 2006 to 2007.

Average flying hours per aircraft increased by 3.2 per cent, from 174.2 hours in 2006 to 179.7 hours in 2007. For active aircraft only (excluding aircraft that were not flown during the year), the average number of hours flown was 220.8 per aircraft, an increase of 3.5 per cent.

Of the active aircraft, 37.8 per cent flew 50 hours or less during 2007, while 55.2 per cent flew 100 hours or less (see Table 30).

A total of 2147 aircraft, or 18.6 per cent of registered General Aviation and Regional Airline aircraft, were reported or estimated as performing no flying during the year ended 31 December 2007, compared with 2041 aircraft (18.4 per cent) during 2006.

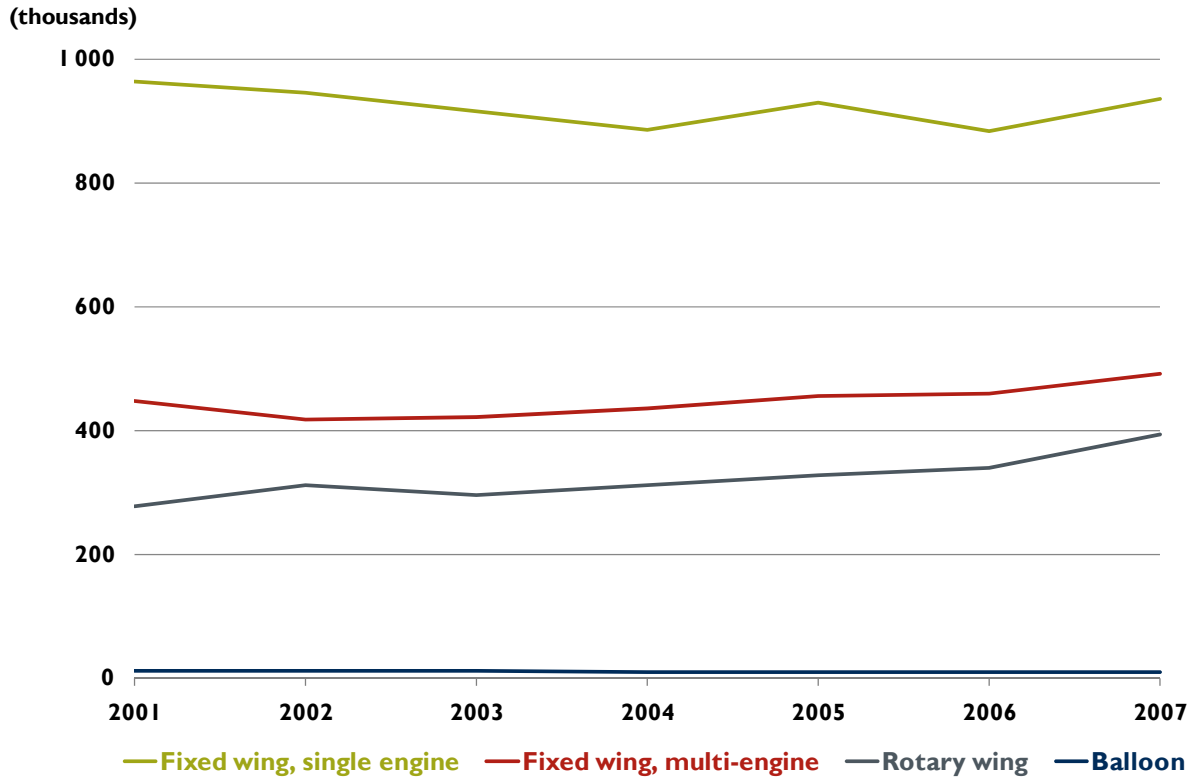
From responses to the survey, reasons why many of these aircraft are not flying can be determined. These reasons, reported for 1182 of the 2147 inactive aircraft, are summarised below:

Reason for nil activity	*Number of aircraft*	*Percentage of reporting inactive aircraft*
Repair/maintenance/restoration	502	42.5
Aircraft unserviceable/unairworthy	123	10.4
Aircraft in storage	104	8.8
Amateur-built aircraft not yet completed	88	7.4
Financial reasons	40	3.4
Owner's health issues/deceased	38	3.2
Drought	35	3.0
Aircraft awaiting sale	33	2.8
New aircraft not yet flown	29	2.5
C of A not yet issued	25	2.1
Aircraft destroyed	21	1.8
Aircraft awaiting parts or modification	11	0.9
All other reasons	133	11.3
Total	1182	100.0

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

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

Figure 3 General Aviation hours flown, by category of aircraft (2001–07)



Landings

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

The total number of landings reported during the year ending 31 December 2007 was 2.70 million, which is slightly more than the 2.67 million in 2006 (see Table 10).

Regional Airline activity

Regional Airline activity, measured in hours flown, recorded a marginal increase of 0.2 per cent to 241.9 thousand hours in 2007 (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). In 2006, Regional Airline hours decreased by 5.2 per cent.

General Aviation activity

General Aviation activity in terms of hours flown (excluding scheduled Regional Airline operations) increased by 8.1 per cent in 2007 (see Table 4).

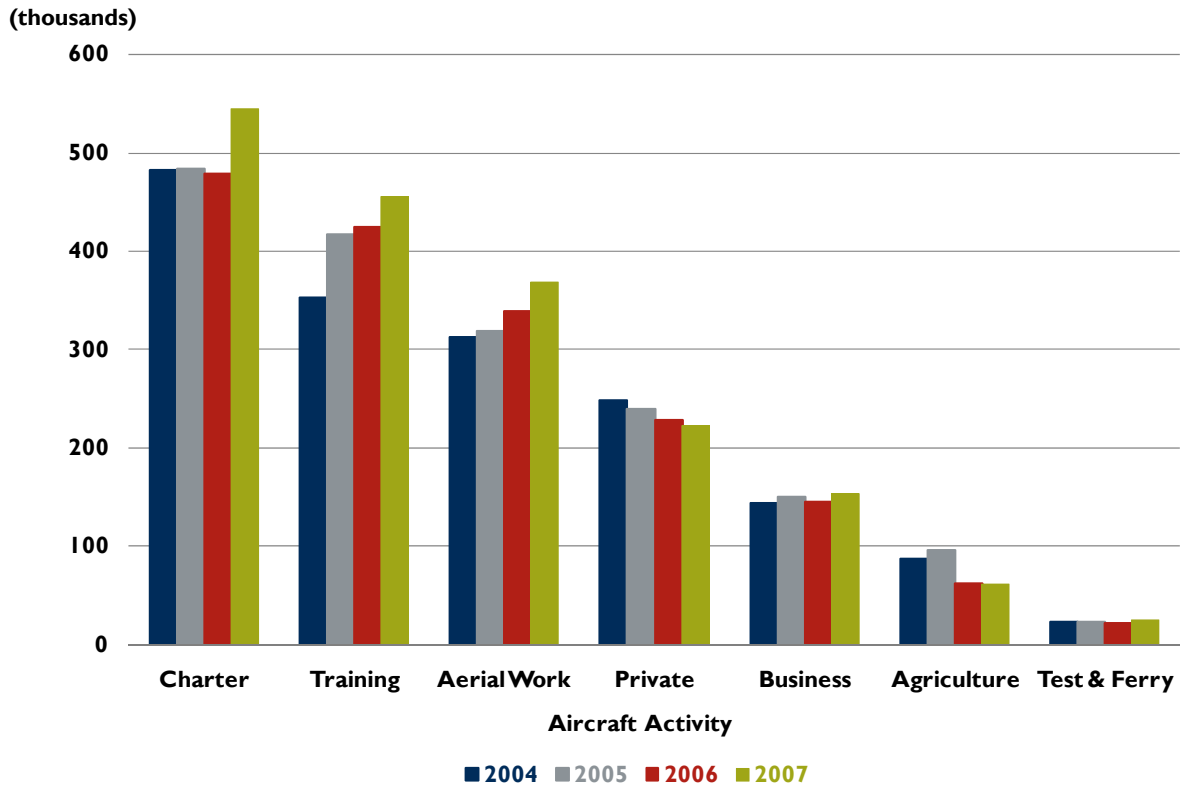
Charter and Training continued to make up the two largest activity categories in the General Aviation sector, representing 29.7 per cent and 24.9 per cent respectively of all General Aviation flying hours during 2007. Private and Business flying together represented 20.5 per cent of total General Aviation activity.

Agriculture recorded the smallest increase in activity of 0.6 per cent compared with 2006. Other categories which showed an increase in activity were Business flying (6.5 per cent), Training (7.4 per cent), Test and Ferry (18.5 per cent), Aerial Work (8.9 per cent), and Charter (13.8 per cent).

The only flying activity to record a decrease in 2007 was Private (negative 2.0 per cent).

Figure 4 shows the relative size of each General Aviation category from 2004 to 2007.

Figure 4 Hours flown in General Aviation by activity (2004–07)



Sport Aviation

Ultralight flying

Information provided by Recreational Aviation Australia (RAA)

In 2007, ultralight aircraft flew a total of 138.3 thousand hours, representing an increase of 15.0 per cent over 2006 (see Tables 34 and 35).

The highest level of ultralight flying was undertaken in Queensland, with 40.4 thousand hours, or 29.2 per cent of the Australian total. New South Wales and Victoria accounted for 25.9 per cent and 22.2 per cent of flying activity respectively.

At the end of December 2007, a total of 2520 aircraft had current registrations issued by Recreational Aviation Australia, a rise of 9.7 per cent over 2006 (see Table 36).

Gliding

Information provided by the Gliding Federation of Australia (GFA)

The number of registered gliders increased by 1.1 per cent to 1145 in June 2007 compared with June 2006. The total number of reported flying hours increased by 50.0 per cent to 343.4 thousand in the financial year 2006–07 compared with 2005–06 (see Table 37).

Note that gliding figures for 2006–07 were estimated from a response rate of 44 per cent.

Hang gliding

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

The reported number of hang gliders in 2006–07 was 2637, which is the same as in 2005–06. However, the total number of hours flown in 2006–07 decreased by 8.3 per cent to 94.5 thousand hours (see Table 38).

The state with the largest portion of hang gliding operations was New South Wales with 37.8 per cent of the Australian total. Victoria and Queensland followed with 25.5 per cent and 20.4 per cent of the Australian total respectively (see Table 38).

Gyroplanes

Information provided by the Australian Sport Rotorcraft Association (ASRA)

The reported number of gyroplanes in 2007 was 276, which is a decrease of 1.4 per cent from that reported in 2006. The total number of estimated hours flown in 2007 increased by 0.4 per cent to 28.0 thousand hours, of which private flying represented approximately 93.7 per cent, with the remaining activity consisting of flying training and search and rescue.

In previous years, ASRA provided estimates of gyroplane activity for financial years. However, this changed to calendar years in 2006 (see Table 40).

The 2007 estimate is a simple extrapolation based on a response rate of 29.3 per cent of ASRA's 416 members, and it should therefore only be treated as indicative of the level of gyroplane activity.

Tables

Section A Industry overview

Table 1 Total hours flown, by industry sector (1985–2007)

Year	General Aviation	Total airline RPT [a]	Ultralight flying	Gliding [b]	Hang Gliding [c]	Gyroplanes [d]	Total
				(thousand hours)			
1985	1 568.1	494.8	..	79.9	..	..	2 142.8
1986	1 558.6	518.9	..	..	..	..	2 077.5
1987	1 597.4	556.4	..	79.9	..	..	2 233.7
1988	1 762.6	600.1	..	79.9	..	..	2 442.6
1989	1 927.6	554.9	..	75.4	..	..	2 557.9
1990	1 930.8	613.1	..	72.6	..	..	2 616.4
1991	1 754.7	692.8	..	74.2	63.7	..	2 585.4
1992	1 651.0	750.3	52.4	83.3	73.5	..	2 610.4
1993	1 703.9	781.2	56.8	73.0	86.2	..	2 701.1
1994	1 715.7	838.7	73.0	80.1	77.6	15.0	2 800.1
1995	1 761.3	899.6	72.0	75.9	86.4	14.4	2 909.6
1996	1 799.0	938.5	70.4	69.2	103.2	23.3	3 003.7
1997	1 839.3	969.8	75.1	68.9	102.3	23.3	3 078.7
1998	1 877.9	958.2	67.6	65.4	87.5	33.4	3 090.0
1999	1 842.2	963.5	73.9	63.9	104.6	30.4	3 078.5
2000	1 714.8	1 074.2	74.1	..	106.7	29.7	2 999.5
2001	1 702.9	1 044.3	76.5	..	120.0	37.0	2 980.6
2002	1 687.7	926.0	80.6	..	122.2	32.3	2 848.9
2003	1 645.9	952.3	84.5	..	124.7	28.3	2 835.8
2004	1 645.0	1 087.1 r	87.1	..	132.0	29.3	2 980.4 r
2005	1 722.8	1 137.9 r	92.9	194.7	134.2	32.9	3 315.4 r
2006	1 695.0	1 145.7 r	120.2	228.9	103.0	27.9	3 320.6 r
2007	1 831.8	1 178.8	138.3	343.4	94.5	28.0	3 614.8

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 from 2005 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 (2005–07)

Industry sector and flying activity	2005 Hours flown (thousands)	2005 Percentage change over 2004	2006 Hours flown (thousands)	2006 Percentage change over 2005	2007 Hours flown (thousands)	2007 Percentage change over 2006
Airline RPT						
Major Australian airlines						
Domestic operations	556.1	4.4	563.8	1.4	578.5	2.6
International operations	327.1 r	7.9	340.4 r	4.1	358.3	5.3
Subtotal	*883.2*	*5.7*	*904.2*	*2.4*	*936.8*	*3.6*
Regional airlines	254.7	1.3	241.5	-5.2	241.9	0.2
Total (Airline RPT)	1 137.9 r	4.7	1 145.7 r	0.7	1 178.8	2.9
General Aviation						
Private	239.2	-3.2	227.2	-5.0	222.7	-2.0
Business	149.1	4.3	144.1	-3.4	153.4	6.5
Training	415.8	18.1	424.0	2.0	455.4	7.4
Agriculture	95.0	9.8	61.7	-35.0	62.1	0.6
Aerial work	318.8	2.0	337.9	6.0	368.0	8.9
Test & Ferry	22.3	0.1	21.7	-2.9	25.7	18.5
Charter	482.6	0.3	478.4	-0.9	544.5	13.8
Total (General Aviation)	1 722.8	4.7	1 695.0	-1.6	1 831.8	8.1
Sport Aviation						
Ultralight flying	92.9	6.7	120.2	29.4	138.3	15.0
Gliding[a]	194.7	na	228.9	17.6	343.4	50.0
Hang Gliding[b]	134.2	1.7	103.0	-23.3	94.5	-8.2
Gyroplanes[c]	32.9	12.2	27.9	-15.1	28.0	0.4
Total (Sport Aviation)	454.6	na	479.9	5.6	604.2	25.9

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, by state or territory, in General Aviation and Regional Airline operations (2007)

State or territory	Number of aircraft		Number of landings (thousands)	General Aviation		Regional Airline		Total hours flown (thousands)
	Total	Active [a]		No. Active aircraft [a]	Hours flown (thousands)	No. Active aircraft [a]	Hours flown (thousands)	
NSW	3 182	2 500	699.9	2 437	369.0	74	116.4	485.4
VIC	2 320	1 869	446.8	1 866	279.2	12	7.5	286.7
QLD	2 850	2 300	666.4	2 276	459.4	67	70.1	529.4
SA	736	632	163.1	628	131.9	14	7.0	138.9
WA	1 619	1 384	473.5	1 383	394.3	40	21.6	415.9
TAS	199	173	47.4	168	29.6	11	4.7	34.3
NT	469	410	170.3	410	149.4	18	10.6	160.0
ACT	166	126	29.0	123	19.0	3	4.1	23.2
Australia	11 541	9 394	2 696.4	9 291	1 831.8	239	241.9	2 073.8

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, by flying activity, in General Aviation and Regional Airline operations (1997–2007)

Year	General Aviation								Regional Airline	Total
	Private	Business	Training	Test & Ferry	Aerial Work	Agriculture	Charter	Sub total		
	(thousand hours)									
1997	266.7	176.0	449.5	27.6	307.4	128.4	483.7	*1 839.3*	272.4	2 111.7
1998	263.0	163.8	478.5	26.6	312.4	139.2	494.6	*1 877.9*	273.2	2 151.1
1999	275.9	153.3	448.8	26.6	306.6	126.3	504.6	*1 842.2*	277.3	2 119.4
2000	248.5	136.3	413.6	27.9	296.9	115.0	476.7	*1 714.8*	335.7	2 050.6
2001	261.7	144.9	406.2	23.2	294.2	106.7	466.0	*1 702.9*	298.0	2 000.9
2002	270.2	142.2	410.8	20.9	327.1	70.8	445.7	*1 687.7*	250.1	1 937.8
2003	239.7	143.4	420.3	21.2	322.5	69.7	429.2	*1 645.9*	234.7	1 880.6
2004	247.2	143.0	352.2 [a]	22.3	312.4	86.5	481.4	*1 645.0*	251.4	1 896.3
2005	239.2	149.1	415.8	22.3	318.8	95.0	482.6	*1 722.8*	254.7	1 977.5
2006	227.2	144.1	424.0	21.7	337.9	61.7	478.4	*1 695.0*	241.5	1 936.4
2007	222.7	153.4	455.4	25.7	368.0	62.1	544.5	*1 831.8*	241.9	2 073.8

a Training hours were underreported in 2004.

Section B Number of aircraft based in Australia

Table 5 Number of aircraft, by make, in General Aviation and Regional Airline operations (2002–07)

Aircraft make	*2002*	*2003*	*2004*	*2005*	*2006*	*2007*
Fixed wing, single engine						
Cessna	2 940	2 956	2 978	3 026	3 001	3 023
Piper	1 413	1 407	1 410	1 415	1 362	1 361
Amateur-built	707	789	848	896	910	968
Beechcraft	327	327	328	335	318	328
De Havilland	312	317	315	313	309	309
Mooney	144	145	145	144	141	143
Auster	139	139	139	139	133	130
Air Tractor	105	103	106	109	112	115
Socata	88	88	86	83	88	88
American Air	89	88	89	87	83	84
American Champion	73	75	73	79	82	82
Victa	80	80	79	79	78	77
Other	958	1 002	1 046	1 099	1 131	1 215
Subtotal	*7 375*	*7 516*	*7 642*	*7 804*	*7 748*	*7 923*
Fixed wing, multi-engine						
Piper	448	447	447	447	434	433
Cessna	379	379	387	384	377	390
Beechcraft	364	366	364	371	363	368
Fairchild	57	61	61	70	68	68
Aero Commander	62	62	61	62	62	64
De Havilland	80	74	59	57	51	52
Saab	24	22	27	29	37	44
Partenavia	45	44	44	44	44	43
Embraer	26	27	26	32	36	38
Britten Norman	35	35	35	35	32	35
Other	186	179	207	202	226	269
Subtotal	*1 706*	*1 696*	*1 718*	*1 733*	*1 730*	*1 804*
Rotary wing[a]	1 038	1 121	1 194	1 292	1 320	1 481
Balloons and airships[b]	336	338	350	351	319	333
Total	10 455	10 671	10 904	11 180	11 117	11 541

a See Table 6.
b See Table 7.

Table 6 Number of helicopters, by make, in General Aviation and Regional Airline operations (2002–07)

Helicopter make	*2002*	*2003*	*2004*	*2005*	*2006*	*2007*
Rotary wing, single engine						
Robinson	411	448	499	557	590	693
Bell	243	250	257	266	272	280
Aerospatiale/Eurocopter	75	97	101	106	113	128
Amateur-built	53	61	61	71	64	71
Hughes	55	54	52	60	50	50
Schweizer	13	15	19	27	30	35
Kawasaki	44	44	41	40	32	30
Other	63	65	71	61	63	66
Subtotal	*957*	*1 034*	*1 101*	*1 188*	*1 214*	*1 353*
Rotary wing, multi-engine						
Aerospatiale/Eurocopter	21	22	24	31	28	37
Sikorsky	19	20	20	21	27	28
Kawasaki	19	19	19	21	21	23
Bell	18	18	19	19	19	24
Agusta	3	7	10	11	10	15
Other	1	1	1	1	1	1
Subtotal	*81*	*87*	*93*	*104*	*106*	*128*
Total	1 038	1 121	1 194	1 292	1 320	1 481

Table 7 Number of balloons or airships, by make, in General Aviation and Regional Airline operations (2002–07)

Balloon or airship make	*2002*	*2003*	*2004*	*2005*	*2006*	*2007*
Kavanagh	209	212	222	225	213	223
Cameron	44	45	45	49	42	44
Thunder/Colt	52	51	51	47	39	39
Balloon Works	20	15	15	13	9	10
Other	11	15	17	17	16	17
Total	336	338	350	351	319	333

Table 8 Major Australian RPT airline fleets, by aircraft type, as at 31 December (2002–07)

Aircraft type [a]	*2002*	*2003*	*2004*	*2005*	*2006*	*2007*
Airbus						
A320	0	0	6	17	23	28
A330	2	7	11	14	14	18
Subtotal	*2*	*7*	*17*	*31*	*37*	*46*
Boeing						
717	14	14	14	14	14	12
737	82	93	97	99	101	105
747	36	36	36	36	40	35
767	36	34	29	29	29	29
Subtotal	*168*	*177*	*176*	*178*	*184*	*181*
BAE						
146	15	10	8	4	1	0
Embraer						
170	0	0	0	0	0	3
Total	185	194	201	213	222	230

a Excluding freight-only aircraft.

Section C General Aviation and Regional Airline landings

Table 9 Number of landings, by state or territory, in General Aviation and Regional Airline operations (2002–07)

State or territory [a]	*2002*	*2003*	*2004*	*2005*	*2006* [b]	*2007*
			(thousand landings)			
NSW	848.6	792.5	722.4	800.3	656.6	699.9
QLD	802.0	783.5	744.7	825.9	603.5	666.4
WA	455.8	443.3	472.4	470.9	522.6	473.5
VIC	419.3	449.7	399.9	500.2	455.1	446.8
NT	221.2	215.0	203.3	231.4	192.1	170.3
SA	274.9	227.6	203.2	265.1	185.6	163.1
TAS	45.4	42.0	48.9	43.8	35.8	47.4
ACT	22.8	26.8	25.4	29.4	20.7	29.0
Australia	3 089.9	2 980.4	2 820.2	3 167.0	2 672.0	2 696.4

a Refers to the location of the most frequent base of the aircraft; see Explanatory notes.

b Change to estimation factors; see Explanatory notes.

Table 10 Number of landings, by aircraft category, in General Aviation and Regional Airline operations (2002–07)

Category	*2002*	*2003*	*2004*	*2005*	*2006* [a]	*2007*
			(thousand landings)			
Fixed wing						
Single engine	1 691.5	1 617.8	1 522.3	1 701.5	1 449.1	1 394.8
Multi-engine	736.3	727.4	711.7	765.0	724.2	720.8
Subtotal	*2 427.7*	*2 345.2*	*2 234.0*	*2 466.5*	*2 173.3*	*2 115.6*
Rotary wing						
Single engine	551.1	531.9	513.9	597.9	391.0	453.9
Multi-engine	97.5	91.9	60.6	93.0	98.2	115.4
Subtotal	*648.7*	*623.8*	*574.5*	*690.9*	*489.2*	*569.3*
Balloons and airships	13.5	11.4	11.6	9.5	9.5	11.6
Total	3 089.9	2 980.4	2 820.2	3 167.0	2 672.0	2 696.4

a Change to estimation factors; see Explanatory notes.

Section D General Aviation hours flown

Table 11 Hours flown, by state or territory, in General Aviation operations (2002–07)

State or territory [a]	2002	2003	2004	2005	2006	2007
			(thousand hours)			
QLD	401.8	399.3	415.5	445.5	416.9	459.4
WA	316.2	316.8	333.9	329.4	374.9	394.3
NSW	401.7	380.0	351.9	366.8	334.9	369.0
VIC	253.5	257.9	249.8	269.9	265.5	279.2
NT	122.7	120.6	127.1	134.9	142.8	149.4
SA	151.2	131.5	123.6	135.3	119.5	131.9
TAS	24.8	22.5	25.5	25.3	25.3	29.6
ACT	15.9	17.4	17.7	15.7	15.2	19.0
Australia	1 687.7	1 645.9	1 645.0	1 722.8	1 695.0	1 831.8

a Refers to the location of the most frequent base of the aircraft; see Explanatory notes.

Table 11(a) Hours flown, by state or territory and flying activity, in General Aviation operations (2007)

State or territory [a]	Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter	Total
				(thousand hours)				
QLD	54.0	51.8	66.5	19.0	118.5	8.0	141.5	459.4
WA	30.2	17.4	110.5	4.4	81.7	4.8	145.3	394.3
NSW	60.8	34.4	120.3	21.6	63.2	4.1	64.6	369.0
VIC	53.0	22.1	103.5	7.9	28.7	4.0	59.8	279.2
NT	5.6	14.1	3.2	1.6	40.1	1.8	83.1	149.4
SA	11.9	7.3	43.1	4.7	26.6	1.8	36.6	131.9
TAS	3.5	5.4	4.0	2.9	6.5	1.0	6.3	29.6
ACT	3.6	0.9	4.4	0.0	2.7	0.2	7.2	19.0
Australia	222.7	153.4	455.4	62.1	368.0	25.7	544.5	1 831.8

a Refers to the location of the most frequent base of the aircraft; see Explanatory notes.

Table 11(b) Hours flown, by state or territory and flying activity, in General Aviation Aerial Work operations (2007)

State or territory [a]	*Survey & Photography*	*Pipe & Powerline Patrol*	*Mustering*	*Search & Rescue*	*Ambulance*	*Towing*	*Other Aerial Work*	*Total*
				(thousand hours)				
QLD	7.0	5.2	58.3	2.8	21.1	1.5	22.7	118.5
WA	21.7	2.2	22.1	1.4	14.4	0.7	19.1	81.7
NSW	11.5	4.9	4.9	1.3	15.5	2.9	22.2	63.2
VIC	7.6	0.6	1.4	2.1	6.9	1.4	8.8	28.7
NT	1.3	0.2	21.0	0.7	4.2	-	12.6	40.1
SA	1.9	2.5	5.1	0.6	9.6	0.3	6.5	26.6
TAS	2.5	0.1	0.1	0.2	1.0	-	2.6	6.5
ACT	0.7	-	0.0	0.1	1.8	0.0	0.1	2.7
Australia	54.2	15.7	112.8	9.3	74.6	6.8	94.6	368.0

a Refers to the location of the most frequent base of the aircraft; see Explanatory notes.

Table 12 Hours flown, by aircraft make, in General Aviation operations (2002–07)

Aircraft make	*2002*	*2003*	*2004*	*2005*	*2006*	*2007*
			(thousand hours)			
Fixed wing, single engine						
Cessna	477.4	466.0	449.9	470.5	454.9	483.1
Piper	196.2	173.4	160.2	160.1	132.8	142.5
Grob	25.5	33.6	28.3	27.2	41.2	31.5
Amateur-built	24.2	24.6	25.7	27.3	25.9	29.1
Socata	25.6	24.7	18.5	24.6	22.6	26.7
Pilatus	18.2	19.9	20.9	20.3	23.2	23.7
Air Tractor	21.7	22.1	29.6	29.7	25.4	23.2
Beechcraft	28.2	26.6	25.7	23.5	21.9	22.6
Pacific Aerospace	18.6	18.5	15.4	23.3	20.0	22.0
Gippsland	5.6	6.0	8.0	13.4	14.5	18.9
Mooney	16.1	15.1	14.7	14.5	12.7	12.9
Other	88.5	85.1	90.3	95.9	88.9	98.6
Subtotal	*945.9*	*915.6*	*887.0*	*930.1*	*884.2*	*934.8*
Fixed wing, multi-engine						
Beechcraft	116.8	111.1	109.1	109.4	116.1	114.5
Piper	92.5	94.1	85.1	84.6	81.9	86.0
Cessna	86.0	81.6	80.9	85.3	74.0	84.7
Fairchild	29.8	23.5	32.9	39.2	39.9	37.9
Aero Commander	17.2	26.9	26.7	26.9	27.2	28.4
De Havilland	11.7	14.4	14.4	13.4	16.8	17.9
Embraer	5.8	4.0	8.7	13.7	18.7	17.8
British Aerospace	9.2	7.9	11.6	16.4	19.1	16.7
Britten Norman	6.8	11.2	12.6	13.6	14.4	13.4
Fokker	1.3	2.8	5.2	5.3	7.0	13.3
Partenavia	10.2	9.3	8.9	10.6	8.6	9.5
Other	31.1	36.3	39.8	37.2	37.3	52.3
Subtotal	*418.4*	*423.2*	*435.9*	*455.7*	*461.3*	*492.4*
Rotary wing[a]	311.7	296.8	311.8	328.3	340.1	394.4
Balloons and airships[b]	11.7	10.4	10.3	8.7	9.4	10.2
Total	1 687.7	1 645.9	1 645.0	1 722.8	1 695.0	1 831.8

a See Table 13.
b See Table 14.

Table 13 Hours flown, by helicopter make, in General Aviation operations (2002–07)

Helicopter make	*2002*	*2003*	*2004*	*2005*	*2006*	*2007*
			(thousand hours)			
Rotary wing, single engine						
Robinson	136.0	136.6	149.6	159.4	171.2	198.0
Bell	73.9	64.2	66.5	66.4	61.6	67.4
Aerospatiale/Eurocopter	23.8	27.5	25.7	25.7	32.6	42.9
Hughes	10.0	10.0	9.0	12.7	10.0	10.5
Schweizer	3.9	3.9	3.8	7.4	7.2	9.0
Kawasaki	9.6	7.9	6.6	5.9	2.9	2.8
Other	10.6	10.9	11.3	8.0	7.5	7.5
Subtotal	*267.9*	*261.0*	*272.4*	*285.5*	*293.1*	*338.1*
Rotary wing, multi-engine						
Aerospatiale/Eurocopter	16.0	12.7	13.0	14.3	16.1	18.1
Bell	9.0	7.0	9.1	9.7	10.5	13.6
Sikorsky	8.6	8.3	8.6	9.9	10.2	11.9
Kawasaki	9.0	5.6	6.2	6.0	7.3	8.9
Agusta	..	1.6	2.0	2.2	2.4	2.9
Other	1.2	0.6	0.4	0.5	0.5	1.0
Subtotal	*43.8*	*35.8*	*39.3*	*42.7*	*47.0*	*56.3*
Total	311.7	296.8	311.8	328.3	340.1	394.4

Table 14 Hours flown, by balloon or airship make, in General Aviation operations (2002–07)

Balloon or airship make	*2002*	*2003*	*2004*	*2005*	*2006*	*2007*
			(thousand hours)			
Kavanagh	9.2	8.5	8.2	7.0	7.9	8.9
Cameron	0.8	0.8	0.9	0.8	0.9	0.8
Thunder/Colt	1.2	0.8	0.8	0.7	0.5	0.4
Balloon Works	0.2	0.2	0.3	0.1	0.1	0.1
Other	0.2	0.1	0.1	0.1	-	-
Total	11.7	10.4	10.3	8.7	9.4	10.2

Table 15 Hours flown, by aircraft make and flying activity, in General Aviation operations (2007)

Aircraft make	*Private*	*Business*	*Training*	*Agriculture*	*Aerial Work*	*Test & Ferry*	*Charter*	*Total*
				(thousand hours)				
Fixed wing, single engine								
Cessna	78.7	51.9	184.9	9.1	47.1	5.9	105.5	483.1
Piper	38.5	14.7	65.5	5.4	9.0	1.1	8.3	142.5
Grob	-	0.0	31.5	0.0	0.0	-	0.0	31.5
Amateur-built	23.8	3.2	0.6	0.2	0.1	1.3	0.0	29.1
Socata	1.6	1.7	23.3	0.0	0.1	-	0.0	26.7
Pilatus	1.6	1.0	0.4	0.0	20.4	0.1	0.2	23.7
Air Tractor	-	1.9	0.0	19.1	2.0	0.2	0.0	23.2
Beechcraft	7.7	8.4	3.1	0.0	0.5	0.2	2.7	22.6
Pacific Aerospace	0.1	-	18.5	1.5	1.7	0.2	-	22.0
Gippsland	0.5	0.8	0.1	1.5	0.9	0.5	14.6	18.9
Mooney	4.2	3.3	4.1	0.0	-	0.2	1.0	12.9
Other	24.4	11.6	26.3	12.2	12.8	1.7	9.8	98.6
Subtotal	*181.0*	*98.4*	*358.5*	*48.9*	*94.5*	*11.5*	*142.1*	*934.8*
Fixed wing, multi-engine								
Beechcraft	4.6	10.9	24.8	0.0	40.9	1.1	32.2	114.5
Piper	4.7	5.9	19.6	0.0	3.4	1.1	51.4	86.0
Cessna	4.3	6.6	4.5	0.0	6.9	1.4	61.0	84.7
Fairchild	-	0.1	0.6	0.0	0.0	0.1	37.0	37.9
Aero Commander	0.1	0.4	0.2	0.0	4.8	-	22.9	28.4
De Havilland	0.1	-	0.2	0.0	7.5	-	10.0	17.9
Embraer	0.1	-	0.4	0.0	0.0	0.1	17.2	17.8
British Aerospace	0.0	0.2	-	0.0	0.0	-	16.5	16.7
Britten Norman	0.1	-	0.2	0.0	4.9	0.3	7.8	13.4
Fokker	0.0	-	0.1	0.0	0.6	0.2	12.4	13.3
Other	4.0	6.1	9.2	0.0	15.5	1.6	25.4	61.8
Subtotal	*18.0*	*30.2*	*59.9*	*0.0*	*84.5*	*6.0*	*293.8*	*492.4*
Rotary wing								
Helicopters and gyroplanes[a]	22.5	24.8	36.2	13.2	188.9	8.2	100.5	394.4
Balloons and airships[b]	1.3	0.0	0.8	0.0	0.1	-	8.1	10.2
Total	222.7	153.4	455.4	62.1	368.0	25.7	544.5	1 831.8

a See Table 16.

b See Table 17.

Table 16 Hours flown, by helicopter make and flying activity, in General Aviation operations (2007)

Helicopter make	*Private*	*Business*	*Training*	*Agriculture*	*Aerial Work*	*Test & Ferry*	*Charter*	*Total*
				(thousand hours)				
Rotary wing, single engine								
Robinson	15.1	12.4	19.8	3.4	114.9	3.3	29.1	198.0
Bell	2.2	1.7	4.2	6.1	20.9	1.7	30.6	67.4
Aerospatiale/Eurocopter	1.8	4.7	1.4	1.4	18.3	1.4	14.0	42.9
Hughes	0.2	0.4	1.7	0.7	5.6	0.5	1.5	10.5
Schweizer	1.0	0.1	4.0	0.3	2.8	0.1	0.6	9.0
Kawaski	0.8	-	-	0.4	0.3	0.1	1.2	2.8
Other	0.5	0.4	0.4	0.9	3.0	0.3	2.0	7.5
Subtotal	*21.7*	*19.7*	*31.5*	*13.2*	*165.7*	*7.4*	*78.9*	*338.1*
Rotary wing, multi-engine								
Aerospatiale/Eurocopter	-	0.5	1.6	0.0	6.7	0.4	8.8	18.1
Bell	0.0	-	1.2	0.0	9.3	0.2	2.9	13.6
Sikorsky	0.2	3.9	0.4	0.0	1.3	-	5.9	11.9
Kawasaki	0.0	0.1	1.2	0.0	3.9	0.2	3.6	8.9
Agusta	0.6	0.7	0.4	0.0	0.9	-	0.4	2.9
Other	0.0	0.0	0.0	0.0	1.0	-	0.0	1.0
Subtotal	*0.8*	*5.2*	*4.7*	*0.0*	*23.2*	*0.8*	*21.6*	*56.3*
Total	22.5	24.8	36.2	13.2	188.9	8.2	100.5	394.4

Table 17 Hours flown, by balloon or airship make and flying activity, in General Aviation operations (2007)

Balloon or airship make	*Private*	*Business*	*Training*	*Agriculture*	*Aerial Work*	*Test & Ferry*	*Charter*	*Total*
				(thousand hours)				
Kavanagh	1.0	0.0	0.8	0.0	0.0	-	7.2	8.9
Cameron	0.1	0.0	-	0.0	0.1	0.0	0.6	0.8
Thunder/Colt	0.1	0.0	-	0.0	0.0	0.0	0.3	0.4
Other	-	0.0	0.0	0.0	0.0	0.0	0.1	0.1
Total	1.3	0.0	0.8	0.0	0.1	-	8.1	10.2

Section E Jet aircraft in General Aviation and Regional Airline operations

Table 18 Number of jet aircraft, landings and total hours flown, by make, in General Aviation and Regional Airline operations (2007)

Aircraft make	*Number of aircraft*	*Number of landings (thousands)*	*Hours flown (thousands)*
British Aerospace	15	11.9	19.3
Fokker	16	8.8	13.8
Cessna	48	9.1	10.7
Gates Learjet	19	8.1	8.0
Boeing	8	2.8	7.4
Israel Aircraft	10	3.4	6.0
Beechcraft	10	1.8	2.2
Dassault	5	1.0	1.9
Canadair	3	0.5	1.7
Embraer	2	1.1	1.5
Other	54	1.4	2.2
Total	190	50.0	74.5

Table 19 Hours flown, by jet aircraft make and flying activity, in General Aviation and Regional Airline operations (2007)

Aircraft make	*Private*	*Business*	*Training*	*Agriculture*	*Aerial Work*	*Test & Ferry*	*Charter*	*Regional Airline*	*Total*
				(thousand hours)					
British Aerospace	0.0	0.2	-	0.0	0.0	-	16.5	2.6	19.3
Fokker	0.0	-	-	0.0	0.0	0.2	8.6	4.9	13.8
Cessna	0.7	2.4	2.2	0.0	-	0.1	5.2	0.0	10.7
Gates Learjet	0.3	-	3.1	0.0	1.3	-	3.1	0.0	8.0
Boeing	0.0	-	-	0.0	0.0	0.1	3.2	4.1	7.4
Israel Aircraft	0.2	-	0.0	0.0	0.0	-	5.8	0.0	6.0
Beechcraft	0.1	1.2	0.2	0.0	-	0.0	0.7	0.0	2.2
Dassault	0.6	1.1	-	0.0	0.2	-	0.1	0.0	1.9
Canadair	1.3	0.3	-	0.0	0.0	0.1	0.0	0.0	1.7
Embraer	0.0	0.0	-	0.0	0.0	-	0.3	1.1	1.5
Other	0.6	1.2	-	0.0	0.2	-	0.1	0.0	2.2
Total	3.9	6.4	5.6	0.0	1.7	0.6	43.6	12.7	74.5

Section F Amphibious aircraft in General Aviation and Regional Airline operations

Table 20 Number of amphibious aircraft, landings and hours flown, by make and flying activity, in General Aviation and Regional Airline operations (2007)

Aircraft make [a]	*Number of aircraft*	*Number of landings*	*Hours flown*								
			Private	*Business*	*Training*	*Agriculture*	*Aerial Work*	*Test & Ferry*	*Charter*	*Regional Airline*	*Total*
		(thousands)	*(thousands)*								
Grumman	4	2.3	0.0	2.2	-	0.0	0.0	-	0.0	0.0	2.3
Searey	20	2.1	0.7	-	0.0	0.0	0.0	-	0.0	0.0	0.8
Consolidated	18	0.7	0.3	0.1	-	0.0	0.0	-	0.0	0.0	0.4
Other	13	3.5	0.1	0.4	-	0.0	-	0.1	1.3	0.0	2.0
Total	55	8.6	1.1	2.8	0.1	0.0	-	0.1	1.3	0.0	5.5

a Fixed wing aircraft only.

Section G Activity analysis, General Aviation and Regional Airline operations

Aircraft performing any Private flying

Table 21 Number of fixed wing aircraft, landings and hours flown, by make and flying activity, for aircraft performing any Private flying (2007)

Aircraft make	*Number of aircraft*	*Number of landings*	*Hours flown*								
			Private	*Business*	*Training*	*Agriculture*	*Aerial Work*	*Test & Ferry*	*Charter*	*Regional Airline*	*Total*
		(thousands)	*(thousands)*								
Fixed wing, single engine											
Cessna	1 633	274.4	78.7	19.4	69.8	0.8	11.8	2.1	16.2	0.0	198.8
Piper	839	107.5	38.5	7.0	33.7	-	1.6	0.7	1.5	0.0	83.0
Amateur-built	621	35.7	23.8	1.8	0.4	0.1	0.1	0.7	0.0	0.0	26.9
Beechcraft	204	14.5	7.7	3.3	1.7	0.0	0.4	0.1	0.2	0.0	13.5
Mooney	103	9.7	4.2	1.2	3.4	0.0	-	0.2	-	0.0	9.0
De Havilland	134	12.0	2.7	0.2	0.7	0.0	0.3	0.1	2.4	0.0	6.5
Cirrus	51	4.9	2.3	2.4	0.6	0.0	-	-	0.3	0.0	5.6
American Champion	42	10.2	1.8	0.3	2.7	0.0	0.1	-	-	0.0	4.9
American Air	66	5.3	3.2	0.3	0.4	0.0	0.1	-	0.0	0.0	4.0
Socata	45	3.1	1.6	0.5	0.5	0.0	0.1	-	0.0	0.0	2.7
Gippsland	6	2.3	0.5	-	-	0.0	0.6	0.2	1.0	0.0	2.3
Pilatus	8	2.1	1.6	0.3	-	0.0	0.0	-	0.2	0.0	2.2
Victa	48	2.5	1.6	0.2	0.1	0.0	0.0	-	-	0.0	1.9
Rockwell	21	2.2	0.8	0.3	0.7	0.0	0.0	-	0.0	0.0	1.8
Nanchang	25	2.5	0.5	0.2	0.1	0.0	0.1	-	0.5	0.0	1.5
Maule	33	2.1	0.9	0.1	-	0.0	0.2	-	0.0	0.0	1.3
Diamond	9	1.2	0.3	0.2	0.7	0.0	-	-	-	0.0	1.3
Other	402	22.0	10.3	0.8	2.4	0.0	0.3	0.3	0.5	0.0	14.6
Subtotal	*4 290*	*514.1*	*181.0*	*38.7*	*118.1*	*1.0*	*15.6*	*4.7*	*22.9*	*0.0*	*381.9*
Fixed wing, multi-engine											
Beechcraft	105	16.1	4.6	1.4	4.8	0.0	0.3	0.3	3.0	0.6	15.1
Piper	135	16.6	4.7	2.4	3.6	0.0	0.5	0.2	3.1	0.0	14.6
Cessna	90	9.7	4.3	1.6	0.5	0.0	0.6	0.2	2.9	0.0	10.1
Partenavia	19	4.1	0.4	0.3	1.1	0.0	0.8	0.1	0.6	0.0	3.4
Canadair	3	0.5	1.3	0.3	-	0.0	0.0	0.1	0.0	0.0	1.7
Other	53	6.8	2.6	0.4	0.2	0.0	-	0.2	1.4	0.3	5.1
Subtotal	*405*	*54.0*	*18.0*	*6.5*	*10.3*	*0.0*	*2.2*	*1.1*	*11.1*	*0.9*	*50.0*
Total	4 695	568.1	199.0	45.1	128.3	1.0	17.8	5.8	34.0	0.9	431.8

Table 21(a) Number of helicopters, landings and hours flown, by make and flying activity, for helicopters performing any Private flying (2007)

Helicopter make	Number of aircraft	Number of landings (thousands)	Hours flown (thousands)								
			Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter	Regional Airline	Total
Robinson	219	83.8	15.1	4.9	9.5	0.7	13.7	1.0	7.7	0.0	52.7
Bell	72	16.0	2.2	0.6	1.0	0.2	3.4	0.6	2.5	0.0	10.5
Aerospatiale/Eurocopter	35	17.2	1.8	1.2	0.4	0.0	1.3	0.4	2.7	0.0	7.8
Hughes	11	1.2	0.2	-	0.2	0.0	1.0	0.1	0.2	0.0	1.7
Schweizer	7	2.7	1.0	-	-	0.0	0.2	-	0.0	0.0	1.3
Kawasaki	9	0.6	0.8	-	-	0.0	0.1	-	0.1	0.0	1.1
Agusta	7	1.4	0.6	0.1	-	0.0	0.1	-	0.1	0.0	0.9
Amateur-built	22	0.7	0.3	0.0	-	0.0	0.0	-	0.0	0.0	0.3
Other	8	0.7	0.4	-	-	0.0	0.0	-	0.0	0.0	0.4
Total	390	124.3	22.5	6.9	11.2	0.9	19.7	2.1	13.3	0.0	76.6

Table 21(b) Number of balloons, landings and hours flown, by make and flying activity, for balloons performing any Private flying (2007)

Balloon make	Number of aircraft	Number of landings (thousands)	Hours flown (thousands)								
			Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter	Regional Airline	Total
Kavanagh	67	1.3	1.0	0.0	-	0.0	0.0	-	0.3	0.0	1.3
Cameron	11	0.2	0.1	0.0	-	0.0	-	0.0	-	0.0	0.2
Thunder/ Colt	7	0.2	0.1	0.0	-	0.0	0.0	0.0	0.0	0.0	0.1
Balloon Works	6	0.1	-	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Other	2	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-
Total	93	1.8	1.3	0.0	0.1	0.0	-	-	0.4	0.0	1.8

Aircraft performing any Business flying

Table 22 Number of fixed wing aircraft, landings and hours flown, by make and flying activity, for aircraft performing any Business flying (2007)

Aircraft make	*Number of aircraft*	*Number of landings*	*Hours flown*								
			Private	*Business*	*Training*	*Agriculture*	*Aerial Work*	*Test & Ferry*	*Charter*	*Regional Airline*	*Total*
		(thousands)	*(thousands)*								
Fixed wing, single engine											
Cessna	763	103.0	11.8	51.9	10.6	1.3	7.0	1.1	6.3	0.0	89.9
Piper	289	30.1	5.8	14.7	3.5	-	0.5	0.3	1.3	0.0	26.1
Beechcraft	129	11.5	1.8	8.4	0.5	0.0	0.3	0.2	0.4	0.0	11.6
Cirrus	38	4.7	0.7	4.5	0.6	0.0	-	-	0.1	0.0	6.0
Amateur-built	82	6.4	2.0	3.2	0.1	0.1	-	0.1	0.0	0.0	5.6
Mooney	52	3.6	0.7	3.3	0.2	0.0	-	0.1	-	0.0	4.3
Air Tractor	2	4.6	0.0	1.9	0.0	0.9	0.0	0.0	0.0	0.0	2.8
De Havilland	12	3.0	0.4	1.1	0.1	0.0	0.2	-	0.7	0.0	2.6
Socata	25	2.0	0.5	1.7	0.1	0.0	0.0	-	0.0	0.0	2.3
Pilatus	4	0.7	0.1	1.0	0.2	0.0	0.1	0.1	0.0	0.0	1.4
Gippsland	5	1.0	0.1	0.8	-	0.0	0.2	0.1	-	0.0	1.2
Other	131	12.7	2.0	6.0	0.7	0.0	0.2	0.2	0.2	0.0	9.2
Subtotal	*1 532*	*183.2*	*25.9*	*98.4*	*16.6*	*2.3*	*8.6*	*2.3*	*9.0*	*0.0*	*163.0*
Fixed wing, multi-engine											
Beechcraft	100	21.9	0.9	10.9	4.5	0.0	0.2	0.1	3.2	0.0	19.8
Cessna	96	12.0	0.8	6.6	0.3	0.0	0.1	0.2	4.0	0.2	12.1
Piper	101	12.1	1.0	5.9	1.0	0.0	0.1	0.2	2.7	0.0	10.8
Grumman	5	2.4	0.1	2.3	-	0.0	-	-	0.0	0.0	2.5
Dassault	3	0.8	0.0	1.1	-	0.0	0.2	-	0.1	0.0	1.4
Gulfstream	3	0.5	0.0	1.0	-	0.0	0.0	0.0	0.2	0.0	1.2
Canadair	2	0.3	0.6	0.3	-	0.0	0.0	0.1	0.0	0.0	1.0
Aero Commander	7	1.0	0.1	0.4	-	0.0	0.0	-	0.5	0.0	0.9
Other	36	4.9	0.3	1.8	0.2	0.0	0.3	0.2	2.1	0.0	4.9
Subtotal	*353*	*55.8*	*3.6*	*30.2*	*6.1*	*0.0*	*0.8*	*0.8*	*12.7*	*0.2*	*54.5*
Total	1 885	239.0	29.5	128.6	22.7	2.3	9.4	3.0	21.8	0.2	217.5

Table 22(a) Number of helicopters, landings and hours flown, by make and flying activity, for helicopters performing any Business flying (2007)

Helicopter make	*Number of aircraft*	*Number of landings*	*Hours flown*								
			Private	*Business*	*Training*	*Agriculture*	*Aerial Work*	*Test & Ferry*	*Charter*	*Regional Airline*	*Total*
		(thousands)	*(thousands)*								
Rotary wing, single engine											
Robinson	205	45.3	2.5	12.4	1.1	0.4	18.1	0.4	7.4	0.0	42.2
Aerospatiale/Eurocopter	42	19.5	1.0	4.7	0.3	0.0	3.2	0.6	2.3	0.0	12.1
Bell	48	14.3	0.5	1.7	0.7	0.1	2.9	0.3	2.7	0.0	9.0
Schweizer	8	1.3	-	0.1	-	0.0	1.0	-	0.4	0.0	1.5
Other	19	2.4	0.1	0.8	0.2	0.0	1.1	-	0.4	0.0	2.6
Subtotal	*322*	*82.9*	*4.2*	*19.7*	*2.2*	*0.5*	*26.2*	*1.4*	*13.2*	*0.0*	*67.4*
Rotary wing, multi-engine											
Sikorsky	7	24.6	0.0	3.9	0.0	0.0	0.0	-	-	0.0	4.0
Aerospatiale/Eurocopter	8	2.7	-	0.5	0.3	0.0	0.9	0.3	0.6	0.0	2.5
Kawasaki	5	2.7	0.0	0.1	0.5	0.0	1.5	-	0.2	0.0	2.4
Other	7	5.2	0.1	0.7	0.1	0.0	1.2	-	0.4	0.0	2.5
Subtotal	*27*	*35.1*	*0.1*	*5.2*	*0.9*	*0.0*	*3.7*	*0.4*	*1.2*	*0.0*	*11.4*
Total	349	118.0	4.3	24.8	3.1	0.5	29.9	1.7	14.4	0.0	78.8

Aircraft performing any Training flying

Table 23 Number of fixed wing aircraft, landings and hours flown, by make and flying activity, for aircraft performing any Training flying (2007)

Aircraft make	*Number of aircraft*	*Number of landings*	*Hours flown*								
			Private	*Business*	*Training*	*Agriculture*	*Aerial Work*	*Test & Ferry*	*Charter*	*Regional Airline*	*Total*
		(thousands)	*(thousands)*								
Fixed wing, single engine											
Cessna	831	439.6	25.1	12.1	184.9	1.3	11.9	3.3	40.6	3.7	283.0
Piper	388	138.8	15.2	3.6	65.5	0.2	2.0	0.7	3.2	0.0	90.3
Grob	50	63.4	0.0	0.0	31.5	0.0	0.0	-	0.0	0.0	31.5
Socata	42	29.3	0.6	0.5	23.3	0.0	0.0	-	0.0	0.0	24.4
Pacific Aerospace	30	34.8	-	0.0	18.5	0.0	0.1	-	0.0	0.0	18.7
Pilatus	19	14.1	0.1	1.0	0.4	0.0	11.6	0.1	0.2	0.0	13.5
Beechcraft	71	12.4	2.5	2.1	3.1	0.0	0.2	0.1	0.1	0.0	8.1
Mooney	33	8.7	1.5	1.3	4.1	0.0	-	0.1	0.8	0.0	7.9
Gippsland	16	11.7	0.1	-	0.1	-	0.4	0.1	6.4	0.0	7.2
Diamond	10	9.1	0.1	-	5.2	0.0	-	-	0.1	0.0	5.4
American Champion	27	12.1	1.2	-	4.1	0.0	0.0	-	0.1	0.0	5.4
De Havilland	28	9.5	0.6	0.2	0.9	0.0	0.3	0.1	2.9	0.0	5.0
Cirrus	30	4.0	0.8	2.0	1.1	0.0	-	-	0.3	0.0	4.3
Amateur-built	52	5.0	2.6	0.6	0.6	0.0	-	0.1	0.0	0.0	3.9
Tecnam	9	6.4	0.1	0.0	2.9	0.0	0.0	-	0.0	0.0	3.0
Avtech	12	2.3	-	0.0	2.2	0.0	0.0	-	0.0	0.0	2.3
Other	130	24.2	3.6	0.6	9.8	0.0	1.0	0.2	0.6	0.0	15.8
Subtotal	*1 778*	*825.3*	*54.1*	*24.0*	*358.5*	*1.4*	*27.7*	*5.0*	*55.4*	*3.7*	*529.7*
Fixed wing, multi-engine											
Beechcraft	154	71.9	2.1	3.8	24.8	0.0	16.0	0.8	13.8	5.9	67.2
Cessna	140	57.5	0.7	2.4	4.5	0.0	3.5	1.2	40.2	6.6	59.0
Piper	155	59.1	1.5	1.9	19.6	0.0	1.7	0.7	16.4	7.4	49.3
Fokker	15	16.7	0.0	0.0	0.1	0.0	0.0	0.1	9.5	13.1	22.9
Embraer	16	15.0	0.0	0.0	0.4	0.0	0.0	0.1	9.8	7.0	17.3
Fairchild	18	16.2	0.0	0.0	0.6	0.0	0.0	0.1	9.3	5.8	15.8
Saab	6	7.5	0.0	0.0	0.3	0.0	0.0	0.0	2.8	7.4	10.5
De Havilland	8	6.9	0.0	0.0	0.2	0.0	-	-	5.8	0.8	6.8
Other	103	48.9	1.6	5.3	9.3	0.0	7.5	1.8	13.3	5.1	44.0
Subtotal	*615*	*299.8*	*5.9*	*13.4*	*59.9*	*0.0*	*28.8*	*4.8*	*120.9*	*59.1*	*292.8*
Total	2 393	1 125.1	60.0	37.3	418.4	1.4	56.5	9.7	176.3	62.8	822.5

Table 23(a) Number of helicopters, landings and hours flown, by make and flying activity, for helicopters performing any Training flying (2007)

Helicopter make	Number of aircraft	Number of landings (thousands)	Hours flown (thousands)								
			Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter	Regional Airline	Total
Rotary wing, single engine											
Robinson	149	86.5	3.4	2.0	19.8	0.3	9.1	1.3	10.0	0.0	45.9
Bell	90	47.6	0.5	0.4	4.2	1.0	9.0	1.1	10.2	0.0	26.3
Aerospatiale/Eurocopter	58	48.3	0.9	3.3	1.4	0.5	9.4	1.2	6.5	0.0	23.2
Schweizer	12	10.4	-	-	4.0	0.0	0.3	0.1	0.2	0.0	4.7
Hughes	11	12.1	0.1	-	1.7	0.0	0.6	0.1	0.9	0.0	3.4
McDonnell Douglas	3	5.1	0.0	-	-	0.0	0.9	0.1	0.6	0.0	1.7
Sikorsky	1	0.5	0.0	0.0	-	0.0	0.1	-	0.3	0.0	0.4
Other	10	1.9	-	-	0.3	0.1	0.3	0.1	0.1	0.0	0.9
Subtotal	*334*	*212.3*	*5.0*	*5.8*	*31.5*	*1.8*	*29.7*	*4.0*	*28.8*	*0.0*	*106.5*
Rotary wing, multi-engine											
Aerospatiale/Eurocopter	30	24.4	-	0.4	1.6	0.0	5.6	0.4	8.4	0.0	16.5
Bell	19	19.0	0.0	-	1.2	0.0	9.0	0.1	1.7	0.0	12.0
Kawasaki	13	14.6	0.0	-	1.2	0.0	3.2	0.1	2.0	0.0	6.5
Sikorsky	14	13.4	0.0	0.0	0.4	0.0	1.3	-	4.0	0.0	5.7
Other	7	4.0	0.4	0.2	0.4	0.0	0.7	-	0.1	0.0	1.7
Subtotal	*83*	*75.4*	*0.4*	*0.6*	*4.7*	*0.0*	*19.8*	*0.7*	*16.2*	*0.0*	*42.5*
Total	417	287.7	5.3	6.4	36.2	1.8	49.5	4.7	45.0	0.0	149.0

Table 23(b) Number of balloons, landings and hours flown, by make and flying activity, for balloons performing any Training flying (2007)

Balloon make	Number of aircraft	Number of landings (thousands)	Hours flown (thousands)								
			Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter	Regional Airline	Total
Kavanagh	15	2.4	0.2	0.0	0.8	0.0	0.0	-	0.6	0.0	1.5
Thunder/Colt	2	0.1	-	0.0	-	0.0	0.0	0.0	0.0	0.0	-
Cameron	1	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-
Total	18	2.5	0.2	0.0	0.8	0.0	0.0	-	0.6	0.0	1.6

Aircraft performing any Agriculture flying

Table 24 Number of fixed wing aircraft, landings and hours flown, by make and flying activity, for aircraft performing any Agriculture flying (2007)

Aircraft make	Number of aircraft	Number of landings	Hours flown								
			Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter	Regional Airline	Total
		(thousands)	(thousands)								
Air Tractor	88	36.4	0.0	1.9	0.0	19.1	0.3	0.1	0.0	0.0	21.4
Cessna	71	20.3	0.2	1.0	0.2	9.1	2.1	0.2	-	0.0	12.7
Ayres	27	11.3	0.0	0.0	0.0	6.2	0.1	-	0.0	0.0	6.3
Piper	47	13.4	0.1	0.1	0.3	5.4	0.1	-	-	0.0	6.0
Air Parts	13	25.0	0.0	0.0	0.0	2.6	0.0	0.2	0.0	0.0	2.8
PZL	16	3.6	0.0	0.0	0.0	1.7	0.4	0.0	0.0	0.0	2.1
Pacific Aerospace	3	16.5	0.0	0.0	0.0	1.5	0.0	0.1	0.0	0.0	1.7
Gippsland	7	4.0	0.0	0.0	-	1.5	0.0	0.0	0.0	0.0	1.5
Rockwell	6	0.6	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.5
Grumman	5	0.9	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.5
Other	10	1.3	-	-	0.0	0.9	0.0	0.0	0.0	0.0	0.9
Total	293	133.3	0.3	3.0	0.5	48.9	3.0	0.7	-	0.0	56.4

Table 24(a) Number of helicopters, landings and hours flown, by make and flying activity, for helicopters performing any Agriculture flying (2007)

Helicopter make	Number of aircraft	Number of landings	Hours flown								
			Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter	Regional Airline	Total
		(thousands)	(thousands)								
Bell	31	17.7	-	0.1	0.1	6.1	1.6	0.5	0.3	0.0	8.6
Robinson	18	13.2	0.1	0.2	-	3.4	2.4	0.1	0.7	0.0	6.9
Aerospatiale/Eurocopter	3	3.8	0.0	0.0	-	1.4	0.2	-	-	0.0	1.7
Other	11	6.6	0.0	0.0	-	2.3	0.1	0.1	0.0	0.0	2.5
Total	63	41.2	0.2	0.2	0.2	13.2	4.2	0.7	1.0	0.0	19.6

Aircraft performing any Aerial Work flying

Table 25 Number of fixed wing aircraft, landings and hours flown, by make and flying activity, for aircraft performing any Aerial Work flying (2007)

Aircraft make	*Number of aircraft*	*Number of landings*	*Hours flown*								
			Private	*Business*	*Training*	*Agriculture*	*Aerial Work*	*Test & Ferry*	*Charter*	*Regional Airline*	*Total*
		(thousands)					*(thousands)*				
Fixed wing, single engine											
Cessna	418	129.0	7.0	8.0	27.1	1.7	47.1	2.9	17.3	0.0	111.1
Pilatus	23	20.8	0.0	0.7	0.4	0.0	20.4	0.1	0.0	0.0	21.6
Piper	100	49.9	2.8	0.9	6.8	-	9.0	0.1	1.3	0.0	20.8
Air Parts	2	2.1	0.0	0.0	0.0	0.0	3.3	0.6	0.0	0.0	3.9
Gippsland	7	4.2	0.1	-	-	0.0	0.9	0.2	2.6	0.0	3.9
American Champion	13	3.3	-	0.0	0.0	0.0	3.8	0.0	0.0	0.0	3.8
Air Tractor	19	4.6	0.0	0.0	0.0	0.6	2.0	0.1	0.0	0.0	2.8
PZL	15	3.2	0.0	-	0.0	0.2	1.7	0.0	0.0	0.0	1.9
Pacific Aerospace	6	2.0	0.0	0.0	-	0.0	1.7	-	0.0	0.0	1.7
De Havilland	4	2.1	0.2	-	0.1	0.0	0.3	-	0.7	0.0	1.3
Other	74	15.3	1.3	0.5	2.7	0.1	4.3	0.2	0.5	0.0	9.6
Subtotal	*681*	*236.5*	*11.3*	*10.1*	*37.1*	*2.7*	*94.5*	*4.2*	*22.4*	*0.0*	*182.3*
Fixed wing, multi-engine											
Beechcraft	59	55.7	0.2	0.2	3.4	0.0	40.9	0.5	2.1	0.5	47.9
Cessna	54	13.6	-	0.4	0.6	0.0	6.9	0.5	9.2	-	17.7
Piper	37	14.4	0.4	0.1	1.1	0.0	3.4	0.2	5.6	1.5	12.1
De Havilland	7	3.1	0.0	0.0	-	0.0	7.5	-	0.6	0.0	8.2
Britten Norman	12	6.9	-	0.0	0.1	0.0	4.9	0.2	1.9	0.0	7.1
Dornier	5	6.0	0.0	0.0	0.7	0.0	5.3	0.1	0.0	0.0	6.1
Aero Commander	8	1.9	0.0	0.0	0.2	0.0	4.8	0.0	0.2	0.0	5.2
Bombardier	4	1.0	0.0	0.0	0.0	0.0	4.4	0.0	0.0	0.0	4.4
Other	31	5.3	0.2	0.4	0.4	0.0	6.4	0.1	1.3	0.0	8.8
Subtotal	*217*	*107.8*	*0.8*	*1.1*	*6.5*	*0.0*	*84.5*	*1.5*	*20.9*	*2.0*	*117.3*
Total	898	344.3	12.1	11.2	43.6	2.7	179.0	5.7	43.3	2.0	299.6

Table 25(a) Number of helicopters, landings and hours flown, by make and flying activity, for helicopters performing any Aerial Work flying (2007)

Helicopter make	Number of aircraft	Number of landings	Hours flown								
			Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter	Regional Airline	Total
		(thousands)	(thousands)								
Rotary wing, single engine											
Robinson	387	155.0	3.7	4.9	9.4	1.4	114.9	2.9	17.6	0.0	154.8
Bell	130	62.9	0.7	0.7	2.4	1.6	20.9	1.4	13.2	0.0	40.8
Aerospatiale/Eurocopter	82	54.6	0.6	2.7	1.3	1.4	18.3	1.2	7.6	0.0	33.1
Hughes	20	6.6	0.1	0.3	-	0.5	5.6	0.4	0.3	0.0	7.2
Schweizer	15	6.5	-	0.1	1.3	0.0	2.8	0.1	0.6	0.0	5.0
Agusta	9	2.1	-	-	-	0.0	0.9	-	0.8	0.0	1.8
McDonnell Douglas	3	5.1	0.0	-	-	0.0	0.9	0.1	0.6	0.0	1.7
Other	15	6.2	-	0.1	-	0.0	1.5	0.2	1.5	0.0	3.3
Subtotal	*661*	*298.9*	*5.1*	*8.9*	*14.6*	*4.9*	*165.7*	*6.3*	*42.2*	*0.0*	*247.7*
Rotary wing, multi-engine											
Bell	22	19.6	0.0	-	1.2	0.0	9.3	0.1	1.9	0.0	12.5
Aerospatiale/Eurocopter	20	11.7	0.0	0.5	1.0	0.0	6.7	0.3	0.5	0.0	9.0
Kawasaki	14	8.6	0.0	0.1	1.1	0.0	3.9	0.1	0.2	0.0	5.4
Agusta	5	3.8	0.1	0.1	0.3	0.0	0.9	-	0.2	0.0	1.6
Other	7	4.7	0.0	0.0	0.2	0.0	2.3	-	0.0	0.0	2.5
Subtotal	*68*	*48.4*	*0.1*	*0.7*	*3.7*	*0.0*	*23.2*	*0.6*	*2.9*	*0.0*	*31.1*
Total	729	347.3	5.2	9.6	18.3	4.9	188.9	6.8	45.1	0.0	278.8

Aircraft performing any Charter flying

Table 26 Number of fixed wing aircraft, landings and hours flown, by make and flying activity, for aircraft performing any Charter flying (2007)

Aircraft make	*Number of aircraft*	*Number of landings*	*Hours flown*								
			Private	*Business*	*Training*	*Agriculture*	*Aerial Work*	*Test & Ferry*	*Charter*	*Regional Airline*	*Total*
		(thousands)	*(thousands)*								
Fixed wing, single engine											
Cessna	407	207.2	9.6	3.1	29.9	0.6	8.1	1.7	105.5	3.7	162.2
Piper	80	33.7	3.4	0.5	10.8	-	0.8	0.1	8.3	0.0	23.9
Gippsland	32	26.4	0.4	-	0.1	0.0	0.7	0.3	14.6	0.0	16.0
De Havilland	37	14.8	0.4	0.7	0.3	0.0	0.1	0.1	6.7	0.0	8.4
Beechcraft	19	4.6	0.2	0.8	0.6	0.0	-	-	2.7	0.0	4.4
Cirrus	8	1.5	0.4	0.7	0.3	0.0	0.0	-	0.4	0.0	1.7
Mooney	6	2.0	-	0.1	0.6	0.0	-	-	1.0	0.0	1.7
Other	32	12.3	0.6	0.1	1.9	0.0	-	-	2.9	0.0	5.6
Subtotal	*621*	*302.5*	*15.0*	*6.0*	*44.5*	*0.6*	*9.7*	*2.4*	*142.1*	*3.7*	*223.9*
Fixed wing, multi-engine											
Cessna	196	78.4	1.0	2.7	2.1	0.0	1.5	0.9	61.0	7.9	77.1
Piper	194	78.4	0.8	0.9	3.5	0.0	1.0	0.8	51.4	8.6	66.9
Beechcraft	136	47.4	1.3	1.4	5.0	0.0	0.8	0.5	32.2	5.9	47.1
Fairchild	55	44.0	0.0	0.0	0.6	0.0	0.0	0.1	37.0	7.2	44.9
Fokker	21	21.0	0.0	-	0.1	0.0	0.0	0.2	12.4	16.5	29.2
Embraer	30	22.4	0.0	-	0.4	0.0	0.0	0.1	17.2	8.5	26.3
Aero Commander	46	30.5	-	0.1	0.2	0.0	0.1	-	22.9	2.2	25.6
British Aerospace	15	12.4	0.0	0.0	-	0.0	0.0	0.0	16.5	2.8	19.3
De Havilland	15	10.9	0.0	-	0.2	0.0	-	-	10.0	1.2	11.5
Saab	6	7.5	0.0	0.0	0.3	0.0	0.0	0.0	2.8	7.4	10.5
Britten Norman	23	17.6	-	-	0.2	0.0	0.1	0.3	7.8	1.5	10.0
Boeing	6	2.8	0.0	0.0	-	0.0	0.0	0.1	3.2	4.1	7.4
Partenavia	25	8.6	0.3	0.2	1.4	0.0	0.8	0.1	4.1	0.0	6.9
Israel Aircraft	9	3.1	0.0	0.0	0.0	0.0	0.0	0.0	5.8	0.0	5.8
Gates Learjet	12	2.7	0.3	-	0.1	0.0	0.9	-	3.1	0.0	4.5
Dornier	6	2.1	0.0	0.1	0.0	0.0	0.0	0.0	1.6	0.0	1.7
Other	30	6.3	0.1	1.1	0.2	0.0	0.2	0.4	4.8	0.4	7.2
Subtotal	*825*	*396.1*	*3.9*	*6.5*	*14.4*	*0.0*	*5.4*	*3.7*	*293.8*	*74.2*	*401.9*
Total	1 446	698.6	18.9	12.5	58.9	0.6	15.1	6.0	435.9	77.9	625.8

Table 26(a) Number of helicopters, landings and hours flown, by make and flying activity, for helicopters performing any Charter flying (2007)

Helicopter make	*Number of aircraft*	*Number of landings*	*Hours flown*								
			Private	*Business*	*Training*	*Agriculture*	*Aerial Work*	*Test & Ferry*	*Charter*	*Regional Airline*	*Total*
		(thousands)	*(thousands)*								
Rotary wing, single engine											
Robinson	200	95.1	1.6	2.1	9.9	0.4	17.2	1.0	29.1	0.0	61.2
Bell	147	76.4	0.8	0.7	2.4	1.5	14.1	1.2	30.6	0.0	51.2
Aerospatiale/Eurocopter	81	52.0	0.9	3.0	0.6	0.9	8.1	1.1	14.0	0.0	28.6
Hughes	12	14.2	-	-	-	0.0	2.5	0.3	1.5	0.0	4.3
Schweizer	9	4.5	0.0	0.1	2.0	0.0	0.8	0.1	0.6	0.0	3.6
Kawasaki	8	5.1	-	0.0	0.0	0.0	0.3	0.1	1.2	0.0	1.6
Agusta	8	1.9	-	-	-	0.0	0.6	-	0.9	0.0	1.6
Other	7	4.9	0.0	0.1	0.1	0.0	0.5	-	1.2	0.0	1.9
Subtotal	*472*	*254.1*	*3.3*	*6.0*	*15.1*	*2.8*	*44.1*	*3.8*	*78.9*	*0.0*	*154.0*
Rotary wing, multi-engine											
Aerospatiale/Eurocopter	19	16.8	-	0.4	0.9	0.0	0.6	0.3	8.8	0.0	11.0
Sikorsky	14	13.6	0.0	-	0.2	0.0	0.0	-	5.9	0.0	6.3
Kawasaki	10	10.7	0.0	-	0.1	0.0	0.3	-	3.6	0.0	4.1
Bell	5	4.7	0.0	-	0.1	0.0	0.9	-	2.9	0.0	4.0
Other	5	1.5	0.3	0.1	-	0.0	0.2	-	0.4	0.0	1.1
Subtotal	*53*	*47.4*	*0.3*	*0.6*	*1.4*	*0.0*	*2.0*	*0.5*	*21.6*	*0.0*	*26.4*
Total	525	301.5	3.7	6.7	16.5	2.8	46.1	4.2	100.5	0.0	180.4

Table 26(b) Number of balloons, landings and hours flown, by make and flying activity, for balloons performing any Charter flying (2007)

Balloon make	*Number of aircraft*	*Number of landings*	*Hours flown*								
			Private	*Business*	*Training*	*Agriculture*	*Aerial Work*	*Test & Ferry*	*Charter*	*Regional Airline*	*Total*
		(thousands)	*(thousands)*								
Kavanagh	105	7.6	0.1	0.0	0.1	0.0	0.0	0.0	7.2	0.0	7.3
Cameron	11	0.7	-	0.0	-	0.0	0.0	0.0	0.6	0.0	0.6
Thunder/Colt	10	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.3
Other	3	0.1	-	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total	129	8.7	0.1	0.0	0.1	0.0	0.0	0.0	8.1	0.0	8.3

Aircraft performing any Regional Airline flying

Table 27 Number of fixed wing aircraft, landings and hours flown, by make and flying activity, for aircraft performing any Regional Airline flying (2007)

Aircraft make	*Number of aircraft*	*Number of landings*	*Hours flown*								
			Private	*Business*	*Training*	*Agriculture*	*Aerial Work*	*Test & Ferry*	*Charter*	*Regional Airline*	*Total*
		(thousands)	*(thousands)*								
Fixed wing, single engine											
Cessna	2	4.6	0.0	0.0	-	0.0	0.0	-	0.2	3.7	3.9
Other	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal	*2*	*4.6*	*0.0*	*0.0*	*-*	*0.0*	*0.0*	*-*	*0.2*	*3.7*	*3.9*
Fixed wing, multi-engine											
Saab	43	69.2	0.0	0.0	0.3	0.0	0.0	0.0	2.8	68.3	71.4
Bombardier	23	58.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	55.9	55.9
De Havilland	26	34.6	0.0	0.0	0.2	0.0	0.0	-	5.4	30.7	36.3
Cessna	28	23.4	0.0	-	0.3	0.0	-	0.3	10.6	11.5	22.7
Fokker	10	14.4	0.0	0.0	0.1	0.0	0.0	0.0	4.1	16.5	20.7
Fairchild	20	23.8	0.0	0.0	0.4	0.0	0.0	0.1	7.1	12.6	20.2
Embraer	21	17.3	0.0	0.0	0.2	0.0	0.0	0.1	6.8	11.6	18.7
British Aerospace	13	12.2	0.0	0.0	-	0.0	0.0	0.0	10.7	6.2	16.9
Piper	24	13.9	0.0	0.0	0.3	0.0	0.5	0.2	3.3	9.0	13.2
Beechcraft	11	9.8	-	0.0	0.2	0.0	-	0.1	3.7	6.3	10.3
Boeing	4	1.9	0.0	0.0	-	0.0	0.0	0.1	0.3	4.1	4.5
Other	14	9.4	-	0.0	-	0.0	0.0	-	2.2	5.7	8.0
Subtotal	*237*	*287.9*	*-*	*-*	*2.1*	*0.0*	*0.5*	*0.8*	*57.1*	*238.3*	*298.9*
Total	239	292.5	-	-	2.1	0.0	0.5	0.8	57.3	241.9	302.8

Section H Fuel type

Table 28 Number of aircraft and hours flown, by fuel type, in General Aviation and Regional Airline operations (2007)

Fuel type	*Number of aircraft*	*Total hours flown (thousands)*
Fixed wing, single engine		
Diesel	6	0.2
Gasoline	7 601	850.6
Kerosene	316	87.7
Subtotal	*7 923*	*938.4*
Fixed wing, multi-engine		
Diesel	11	2.2
Gasoline	1 228	273.8
Kerosene	565	454.7
Subtotal	*1 804*	*730.7*
Subtotal (Fixed wing)	*9 727*	*1 669.2*
Rotary wing, single engine		
Gasoline	933	220.0
Kerosene	420	118.1
Subtotal	*1 353*	*338.1*
Rotary wing, multi-engine		
Gasoline	5	0.6
Kerosene	123	55.7
Subtotal	*128*	*56.3*
Subtotal (Rotary wing)	*1 481*	*394.4*
Balloons and airships		
None	333	10.2
Total	11 541	2 073.8

Table 29 Number of aircraft and hours flown, by age of aircraft, in General Aviation and Regional Airline operations (2002 and 2007)

Category and Age [a] *(in years) of aircraft*	*2002*		*2007*		*Percentage change in*	
	Number of aircraft	*Total hours flown (thousands)*	*Number of aircraft*	*Total hours flown (thousands)*	*Number of aircraft*	*Total hours flown*
Fixed wing, amateur-built						
New this year	35	0.7	55	1.1	57.1	46.2
1–5	278	12.0	310	12.1	11.5	0.4
6–10	122	5.4	267	8.0	118.9	49.2
11–15	83	2.0	112	3.5	34.9	72.3
16–20	77	1.6	72	1.4	-6.5	-12.8
21–25	62	1.7	63	1.4	1.6	-16.4
26–30	32	0.4	56	1.0	75.0	128.6
31–35	12	0.3	26	0.5	116.7	56.7
Over 35	8	0.1	13	0.2	62.5	162.0
Subtotal	*709*	*24.3*	*974*	*29.2*	*37.4*	*20.2*
Fixed wing, single engine						
New this year	24	2.0	87	7.9	262.5	297.0
1–5	231	75.1	303	101.2	31.2	34.8
6–10	209	64.0	280	82.5	34.0	28.8
11–15	185	40.3	209	73.4	13.0	82.3
16–20	229	42.9	204	36.6	-10.9	-14.6
21–25	1 821	360.2	258	39.1	-85.8	-89.1
26–30	1 169	167.0	1 789	300.9	53.0	80.2
31–35	721	66.2	1 125	138.0	56.0	108.4
36–40	884	66.3	691	50.5	-21.8	-23.8
Over 40	1 195	41.2	2 009	79.2	68.1	92.1
Subtotal	*6 668*	*925.1*	*6 955*	*909.4*	*4.3*	*-1.7*
Fixed wing, multi-engine						
New this year	5	2.8	25	5.3	400.0	86.3
1–5	44	32.7	66	71.6	50.0	118.8
6–10	97	100.1	56	43.7	-42.3	-56.4
11–15	86	98.3	124	114.7	44.2	16.7
16–20	126	100.0	101	111.5	-19.8	11.5
21–25	582	194.4	139	77.4	-76.1	-60.2
26–30	362	87.6	572	177.4	58.0	102.5
31–35	205	34.5	348	80.5	69.8	133.4
36–40	107	9.4	188	34.4	75.7	264.2
Over 40	90	5.0	179	14.0	98.9	181.5
Subtotal	*1 704*	*665.0*	*1 798*	*730.6*	*5.5*	*9.9*
Subtotal (Fixed wing)	*9 081*	*1 614.4*	*9 727*	*1 669.2*	*7.1*	*3.4*

(continued)

a Calculated by subtracting year of manufacture from the survey year.

Table 29 (continued) Number of aircraft and hours flown, by age of aircraft, in General Aviation and Regional Airline operations (2002 and 2007)

Category and Age [a] (in years) of aircraft	*2002*		*2007*		*Percentage change in*	
	Number of aircraft	*Total hours flown (thousands)*	*Number of aircraft*	*Total hours flown (thousands)*	*Number of aircraft*	*Total hours flown*
Rotary wing, amateur-built						
New this year	1	0.1	6	-	500.0	-46.7
1–5	39	0.6	23	0.2	-41.0	-63.4
6–10	13	0.1	27	0.2	107.7	87.8
Over 10	0	0.0	15	-	na	na
Subtotal	*53*	*0.7*	*71*	*0.4*	*34.0*	*-40.0*
Rotary wing, single engine						
New this year	20	3.4	102	15.5	410.0	360.7
1–5	132	41.3	319	105.1	141.7	154.6
6–10	93	31.7	130	40.7	39.8	28.7
11–15	193	65.4	97	24.4	-49.7	-62.8
16–20	83	25.1	194	55.9	133.7	122.8
21–25	157	51.9	76	24.1	-51.6	-53.6
26–30	84	19.8	148	43.1	76.2	117.8
31–35	82	17.1	84	13.6	2.4	-20.8
36–40	48	9.9	75	9.0	56.3	-9.1
Over 40	12	1.5	57	6.2	375.0	303.8
Subtotal	*904*	*267.2*	*1 282*	*337.6*	*41.8*	*26.4*
Rotary wing, multi-engine						
0–5 [b]	5	2.8	16	4.7	220.0	69.4
6–10	10	7.4	7	5.0	-30.0	-33.1
11–15	28	13.2	13	6.5	-53.6	-50.8
16–20	14	8.8	37	16.2	164.3	84.3
21–25	22	11.1	26	13.8	18.2	24.4
Over 25	2	0.5	29	10.2	1,350.0	1,898.8
Subtotal	*81*	*43.8*	*128*	*56.3*	*58.0*	*28.5*
Subtotal (Rotary wing)	*1 038*	*311.7*	*1 481*	*394.4*	*42.7*	*26.5*
Balloons and airships						
New this year	17	0.5	24	0.4	41.2	-17.1
1–5	91	5.8	90	5.6	-1.1	-4.0
6–10	74	2.9	75	2.9	1.4	0.1
11–15	75	1.4	60	0.9	-20.0	-36.6
16–20	54	0.8	42	0.2	-22.2	-77.0
21–25	21	0.2	27	0.1	28.6	-35.8
Over 25	4	-	15	0.1	275.0	687.5
Subtotal	*336*	*11.7*	*333*	*10.2*	*-0.9*	*-12.6*
Total	10 455	1 937.8	11 541	2 073.8	10.4	7.0

a Calculated by subtracting year of manufacture from the survey year.

b 'New this year' and '1-5' age groups combined for confidentiality reasons.

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

Category and Age [a] *(in years) of aircraft*	*Number of aircraft*	*Number of landings (thousands)*	*Hours flown*							
			Private	*Business*	*Training*	*Aerial Work*	*Agriculture*	*Charter*	*Regional Airline*	*Total*
			(thousands)							
Fixed wing, single engine										
New this year	142	9.7	1.9	2.0	2.1	0.3	0.1	2.0	0.0	9.0
1–5	613	169.1	18.5	9.9	52.6	9.8	1.0	16.4	3.7	113.3
6–10	547	131.8	13.0	5.8	38.0	18.5	4.7	9.9	0.0	90.4
11–15	321	126.0	6.0	3.8	44.0	5.5	12.7	4.3	0.0	77.0
16–20	276	60.5	4.0	2.3	22.3	1.4	6.6	1.2	0.0	37.9
21–25	321	57.1	8.6	4.7	11.9	4.8	3.4	6.3	0.0	40.6
26–30	1 845	440.1	49.7	29.1	138.5	19.5	10.6	51.4	0.0	301.9
31–35	1 151	189.4	28.6	18.9	37.3	16.1	4.9	30.1	0.0	138.5
36–40	700	78.5	15.5	9.6	7.4	6.6	3.1	8.0	0.0	50.7
Over 40	2 013	132.8	35.3	12.3	4.3	12.0	1.8	12.5	0.0	79.2
Subtotal	*7 929*	*1 394.9*	*181.1*	*98.4*	*358.5*	*94.5*	*48.9*	*142.1*	*3.7*	*938.6*
Fixed wing, multi-engine										
New this year	25	4.1	0.3	0.2	1.6	1.7	0.0	0.4	0.0	5.3
1–5	66	77.5	2.0	3.3	7.6	12.6	0.0	1.5	44.5	71.6
6–10	56	38.4	1.2	3.3	5.4	12.2	0.0	4.4	17.0	43.7
11–15	124	96.0	0.3	1.8	3.2	23.4	0.0	30.5	55.2	114.7
16–20	101	100.8	0.4	2.1	2.8	1.9	0.0	36.2	67.7	111.5
21–25	139	77.6	1.2	1.5	2.4	7.6	0.0	42.3	22.0	77.4
26–30	572	185.8	5.5	8.4	27.5	13.3	0.0	100.7	20.1	177.4
31–35	348	85.9	2.3	3.7	4.9	7.9	0.0	51.9	8.8	80.5
36–40	188	40.3	2.8	1.9	3.2	3.7	0.0	20.1	2.4	34.4
Over 40	179	14.2	1.8	4.0	1.3	0.1	0.0	5.8	0.6	14.0
Subtotal	*1 798*	*720.6*	*17.8*	*30.2*	*59.9*	*84.5*	*0.0*	*293.8*	*238.3*	*730.6*
Subtotal (Fixed wing)	*9 727*	*2 115.6*	*199.0*	*128.6*	*418.4*	*179.0*	*48.9*	*435.9*	*241.9*	*1 669.2*
Rotary wing, single engine										
New this year	108	17.2	2.0	1.4	0.9	6.5	0.0	4.4	0.0	15.6
1–5	342	139.7	11.9	10.0	13.1	47.0	1.0	20.8	0.0	105.3
6–10	157	55.6	2.2	1.9	3.3	22.2	2.4	7.8	0.0	40.9
11–15	109	32.7	0.8	1.1	2.3	14.1	0.6	5.0	0.0	24.4
16–20	197	59.6	2.1	1.4	6.2	38.4	1.3	5.5	0.0	55.9
21–25	76	43.5	0.3	1.5	0.5	13.4	0.1	7.7	0.0	24.1
26–30	148	62.3	0.4	1.9	1.0	15.6	2.4	20.6	0.0	43.1
31–35	84	18.8	0.6	0.1	1.0	4.7	2.7	4.0	0.0	13.6
36–40	75	13.2	1.3	0.3	1.1	2.7	1.2	2.2	0.0	9.0
Over 40	57	11.2	0.1	0.2	2.2	1.0	1.6	0.8	0.0	6.2
Subtotal	*1 353*	*453.9*	*21.7*	*19.7*	*31.5*	*165.7*	*13.2*	*78.9*	*0.0*	*338.1*
Rotary wing, multi-engine										
0–5 [b]	16	7.0	0.5	0.8	0.5	2.0	0.0	0.9	0.0	4.7
6–10	7	8.1	0.0	0.0	0.5	3.6	0.0	0.9	0.0	5.0
11–15	13	28.4	0.0	3.9	0.5	2.0	0.0	0.1	0.0	6.5
16–20	37	32.2	0.1	0.1	1.7	8.1	0.0	5.9	0.0	16.2
Over 20	55	39.7	0.2	0.4	1.5	7.5	0.0	13.9	0.0	24.0
Subtotal	*128*	*115.4*	*0.8*	*5.2*	*4.7*	*23.2*	*0.0*	*21.6*	*0.0*	*56.3*
Subtotal (Rotary wing)	*1 481*	*569.3*	*22.5*	*24.8*	*36.2*	*188.9*	*13.2*	*100.5*	*0.0*	*394.4*

(continued)

a Calculated by subtracting year of manufacture from the survey year.

b 'New this year' and '1-5' age groups combined for confidentiality reasons.

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

Category and Age [a] (in years) of aircraft	Number of aircraft	Number of landings (thousands)	Hours flown							
			Private	Business	Training	Aerial Work	Agriculture	Charter	Regional Airline	Total
			(thousands)							
Balloons and airships										
New this year	24	0.4	-	0.0	-	-	0.0	0.4	0.0	0.4
1–5	90	5.7	0.4	0.0	-	-	0.0	5.1	0.0	5.6
6–10	75	4.0	0.4	0.0	0.7	-	0.0	1.8	0.0	2.9
11–15	60	1.0	0.3	0.0	-	0.0	0.0	0.6	0.0	0.9
16–20	42	0.2	0.1	0.0	-	0.0	0.0	0.1	0.0	0.2
Over 20	42	0.2	0.1	0.0	-	0.0	0.0	0.1	0.0	0.2
Subtotal	*333*	*11.6*	*1.3*	*0.0*	*0.8*	*0.1*	*0.0*	*8.1*	*0.0*	*10.2*
Total	11 541	2 696.4	222.7	153.4	455.4	368.0	62.1	544.5	241.9	2 073.8

Table 29(b) Average aircraft age, by flying activity, in General Aviation and Regional Airline operations (2007)

Year	Private	Business	Test & Ferry	Training	Aerial Work	Agriculture	Charter	Regional Airlines	Active aircraft
					(years)				
1997	24.3	22.5	20.9	19.7	20.3	18.8	20.0	15.4	22.1
1998	24.9	23.2	21.2	19.8	20.9	19.3	20.6	15.9	22.7
1999	25.5	23.8	21.5	20.7	21.4	18.8	21.3	15.9	23.3
2000	26.0	24.6	22.6	21.4	21.8	19.6	21.8	16.2	23.8
2001	26.9	25.1	23.6	22.5	22.3	20.3	22.2	16.4	24.5
2002	27.3	26.0	24.5	23.2	22.8	21.0	23.0	17.6	25.3
2003	28.1	26.0	24.8	23.7	22.8	21.9	23.4	18.1	25.8
2004	28.8	26.4	24.9	24.5	22.9	22.5	23.9	18.4	26.3
2005	29.2	26.9	26.0	24.6	22.9	23.2	23.9	17.9	26.6
2006	29.2	26.8	25.0	24.4	22.5	23.7	23.9	19.0	26.7
2007	29.2	26.4	25.1	24.4	21.8	24.4	23.3	19.3	26.5

Note: Aircraft flying in more than one category contribute to each category.
Only aircraft active during the relevant year are included.

Section J Frequency distribution

Table 30 Frequency distribution of aircraft, by aircraft category and hours flown, in General Aviation and Regional Airline operations (2006–07)

Category of aircraft and total hours flown	*Number of aircraft*		*Percentage change*
	2006	*2007*	
Fixed wing, amateur-built			
0	289	293	1.4
1–50	441	482	9.3
51–100	145	156	7.6
Over 100	41	43	4.9
Subtotal	*916*	*974*	*6.3*
Fixed wing, single engine			
0	1 213	1 276	5.2
1–50	2 486	2 467	-0.8
51–100	1 073	1 136	5.9
101–200	807	742	-8.1
201–500	803	826	2.9
Over 500	456	508	11.4
Subtotal	*6 838*	*6 955*	*1.7*
Fixed wing, multi-engine			
0	216	232	7.4
1–50	277	279	0.7
51–100	183	164	-10.4
101–200	231	255	10.4
201–500	391	376	-3.8
Over 500	426	492	15.5
Subtotal	*1 724*	*1 798*	*4.3*
Subtotal (Fixed wing)	*9 478*	*9 727*	*2.6*

(continued)

Table 30 (continued) Frequency distribution of aircraft, by aircraft category and hours flown (2006–07)

Category of aircraft and total hours flown	*Number of aircraft*		*Percentage change*
	2006	*2007*	
Rotary wing, amateur-built			
0	35	45	28.6
1–50	24	25	4.2
Over 50	5	1	-80.0
Subtotal	*64*	*71*	*10.9*
Rotary wing, single engine			
0	172	174	1.2
1–50	144	151	4.9
51–100	124	125	0.8
101–200	146	163	11.6
201–500	382	446	16.8
Over 500	182	223	22.5
Subtotal	*1 150*	*1 282*	*11.5*
Rotary wing, multi-engine			
0	5	6	20.0
1–50	5	3	-40.0
51–100	5	12	140.0
101–200	13	17	30.8
201–500	37	38	2.7
Over 500	41	52	26.8
Subtotal	*106*	*128*	*20.8*
Subtotal (Rotary wing)	*1 320*	*1 481*	*12.2*
Balloons and airships			
0	111	121	9.0
1–50	148	148	0.0
51–100	35	32	-8.6
Over 100	25	32	28.0
Subtotal	*319*	*333*	*4.4*
Total	11 117	11 541	3.8

Section K Regular Public Transport (RPT) hours flown

Table 31 Hours flown, by industry sector, in Regular Public Transport (RPT) operations (1997–2007)

Year	Major Australian airlines		Regional Airlines	Total
	Domestic operations	International operations		
	(thousand hours)			
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	303.2 r	251.4	1 087.1 r
2005	556.1	327.1 r	254.7	1 137.9 r
2006	563.8	340.4 r	241.5	1 145.7 r
2007	578.5	358.3	241.9	1 178.8

Table 32 Number of aircraft and hours flown, by power type, in Regional Airline operations (1997–2007)

Year	Number of aircraft			Hours flown		
	Piston	Turboprop	Jet	Piston	Turboprop	Jet
				(thousands)		
1997	129	142	3	50.4	215.9	5.8
1998	129	139	6	50.0	213.3	9.9
1999	113	139	9	49.3	217.1	10.9
2000	109	158	16	54.8	253.6	27.3
2001	96	135	19	38.7	225.0	34.3
2002	87	138	6	31.2	207.1	11.9
2003	87	128	4	29.7	200.6	4.4
2004	82	133	5	33.8	213.1	4.5
2005	85	145	7	33.4	215.0	6.3
2006	74	154	7	30.3	206.0	5.2
2007	63	158	18	25.9	203.4	12.7

Note: Includes aircraft performing any RPT hours during the year.
In 1997, there were an additional 2 turboshaft aircraft performing 212 hours.

Table 33 Hours flown, by aircraft make, in Regional Airline operations (2002–07)

Aircraft make	*2002*	*2003*	*2004*	*2005*	*2006*	*2007*
			(thousand hours)			
Fixed wing, single engine						
Cessna	3.4	5.0	4.3	4.5	6.2	3.7
Gippsland	0.0	0.0	0.0	0.7	0.0	0.0
Other	0.0	0.0	0.0	-	0.6	0.0
Subtotal	*3.4*	*5.0*	*4.3*	*5.3*	*6.8*	*3.7*
Fixed wing, multi-engine						
Saab	44.0	40.8	43.3	55.5	56.4	68.3
Bombardier	0.0	0.0	42.7	45.6	57.3	55.9
De Havilland	83.8	90.5	55.8	50.4	40.1	30.7
Fokker	13.9	13.0	15.0	15.0	13.2	16.5
Fairchild	29.8	31.5	33.9	29.4	19.0	12.6
Embraer	13.3	9.5	11.7	8.3	10.4	11.6
Cessna	11.8	12.5	12.9	15.1	13.9	11.5
Piper	15.0	12.2	14.3	10.8	8.4	9.0
Beechcraft	11.1	4.8	3.5	4.4	3.4	6.3
British Aerospace	15.6	6.6	5.5	7.4	6.0	6.2
Boeing	0.0	0.0	0.0	0.0	0.0	4.1
Britten Norman	2.4	3.0	4.3	4.3	4.0	2.5
Other	29.8	6.1	11.8	9.7	3.2	3.3
Subtotal	*246.7*	*229.6*	*247.1*	*249.4*	*234.7*	*238.3*
Total	250.1	234.7	251.4	254.7	241.5	241.9

Section L Sport Aviation activity

Ultralight activity

Table 34 Hours flown, by state or territory and category of aircraft, in Ultralight operations (2007)

State or territory	Uncertified aircraft	Certified aircraft								Total
		Commercially manufactured			Amateur-built		Weight shift		Subtotal	
	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	(Certified aircraft)	
	(thousand hours)									
NSW	1.1	3.4	13.6	6.9	7.2	1.1	0.7	1.8	*34.7*	35.9
VIC	0.8	0.7	14.9	3.6	6.5	0.7	2.0	1.4	*29.8*	30.6
QLD	1.2	6.0	15.1	6.1	10.3	0.5	0.2	1.0	*39.2*	40.4
SA	0.4	0.6	6.0	1.9	4.0	0.6	0.1	0.3	*13.5*	13.9
WA	0.4	0.6	4.5	0.9	2.3	0.1	0.1	0.8	*9.3*	9.7
TAS	0.1	1.1	0.5	1.8	0.8	-	-	0.1	*4.3*	4.4
NT	-	0.5	0.9	0.3	0.6	-	0.1	0.2	*2.5*	2.5
ACT	-	0.2	0.1	-	0.3	-	-	-	*0.7*	0.8
Unknown	-	-	-	-	-	0.1	-	-	*0.1*	0.1
Australia	4.0	13.1	55.8	21.3	31.9	3.1	3.4	5.6	*134.2*	138.3

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

Note: All statistics courtesy of Recreational Aviation Australia (RAA).

Table 35 Hours flown, by category of aircraft, in Ultralight operations (1997–2007)

State or territory	Uncertified aircraft	Certified aircraft								Total
		Commercially manufactured			Amateur-built		Weight shift		Subtotal	
	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	(Certified aircraft)	
	(thousand hours)									
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
2006	5.1	15.3	32.8	25.2	31.1	3.3	3.0	4.5	*115.1*	120.2
2007	4.0	13.1	55.8	21.3	31.9	3.1	3.4	5.6	*134.2*	138.3

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

Note: All statistics courtesy of Recreational Aviation Australia (RAA).

Table 36 Number of Ultralight aircraft and hours flown, by aircraft make (2007)

Type approved aircraft and aircraft make	*Number of aircraft*	*Hours flown* [a] *(thousands)*
Uncertified aircraft (CAO 95.10)	261	4.0
Commercially manufactured aircraft (CAO 95.25)		
Australian Light Wing	73	5.3
Thruster	108	3.8
Austflight ULA	67	3.4
Sapphire	10	0.4
Facet	4	0.1
Other	11	0.1
Subtotal	*273*	*13.1*
Commercially manufactured aircraft (CAO 95.55)		
Jabiru	155	19.6
Tecnam	75	11.1
Skyfox	59	8.9
Evektor	18	3.9
Aeroprakt	27	3.0
Fly Synthesis	19	2.3
Flight Design	15	1.0
Fantasy Air	12	0.8
Micro Aviation	21	0.6
Pipistrel	11	0.6
Moyes	5	0.6
Other	79	3.5
Subtotal	*496*	*55.8*
Commercially manufactured aircraft (CAO 101.55)		
Jabiru	111	14.4
Skyfox	57	3.4
Australian Light Wing	13	1.8
Austflight ULA	28	1.5
Eipper	6	0.1
Other	1	0.0
Subtotal	*216*	*21.3*
Subtotal (Commercially manufactured aircraft)	*985*	*90.2*

(continued)

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

Note: All statistics courtesy of Recreational Aviation Australia (RAA).

Table 36 (continued) Number of Ultralight aircraft and hours flown, by aircraft make (2007)

Type approved aircraft and aircraft make	*Number of aircraft*	*Hours flown* [a] *(thousands)*
Amateur-built aircraft (CAO 95.55)		
Jabiru	217	12.3
ICP	59	2.7
Zenair	54	1.7
Rand Kar	51	1.5
Wayne Fisher	13	0.9
RANS	24	0.7
Foxcon	21	0.6
S G Aviation	9	0.6
Slepcev	9	0.5
Norman	11	0.5
Maxair	9	0.4
Spectrum	6	0.4
Jodel	16	0.4
Aero Sport	16	0.4
Corby	13	0.4
Atec	6	0.3
Supermarine	4	0.3
Cadet	6	0.3
Owner Builder	5	0.3
Skyranger	11	0.3
Murphy	9	0.3
Denney	4	0.2
Monnett	10	0.2
Aero Composite	5	0.2
Australian Light Wing	7	0.2
Australian Aircraft Kits	5	0.2
Eipper	5	0.2
Sonex	5	0.2
Avid	7	0.2
Other	215	4.6
Subtotal	*832*	*31.9*

(continued)

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

Note: All statistics courtesy of Recreational Aviation Australia (RAA).

Table 36 (continued) Number of Ultralight aircraft and hours flown, by aircraft make (2007)

Type approved aircraft and aircraft make	*Number of aircraft*	*Hours flown* [a] *(thousands)*
Amateur-built aircraft (CAO 101.28)		
RANS	17	0.7
Jabiru	13	0.6
Denney	9	0.2
Monnett	5	0.2
Corby	5	0.2
Norman	5	0.2
Australian Light Wing	7	0.1
CFM	4	0.1
SkyStar	5	0.1
Other	42	0.7
Subtotal	*112*	*3.1*
Subtotal (Amateur-built aircraft)	*944*	*35.0*
Weight shift aircraft (CAO 95.32)		
Powered Parachutes		
Aerochute	159	3.3
Powerchute	7	0.1
Other	1	-
Subtotal	*167*	*3.4*
Trikes		
Airborne Windsports	128	4.6
DTA	5	0.3
Pegasus	9	0.2
Other	21	0.5
Subtotal	*163*	*5.6*
Subtotal (Weight shift aircraft)	*330*	*9.0*
Subtotal (Certified aircraft)	*2 259*	*134.2*
Total	2 520	138.3

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

Note: All statistics courtesy of Recreational Aviation Australia (RAA).

Gliding activity

Table 37 Number of aircraft, hours flown and launches in Gliding operations (1997–2007)

Year	Number of aircraft [a]	Hours Flown [b]	Launches [b]
		(thousands)	
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	194.7	184.5
2005–06	1 132	228.9	169.7
2006–07	1 145	343.4	176.7

a Until 2004, the number of gliders are from the aircraft register as at 30 June.
For financial year 2004–05 onwards, all 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.

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

Gliding figures for 2006–07 were estimated from a response rate of 44 per cent.

Hang Gliding activity

Table 38 Hours flown, by state or territory and category of aircraft, in Hang Gliding operations (2006–07)

State or territory	Hang Gliders	Paragliders	Weight shift microlights (Powered hang gliders)	Total
		(thousand hours)		
NSW	13.5	14.6	7.6	35.7
VIC	4.7	10.8	8.5	24.1
QLD	8.3	9.4	1.6	19.3
SA/NT	1.9	1.0	1.4	4.3
WA	1.9	3.2	2.5	7.6
TAS	0.5	0.5	0.2	1.1
ACT	1.0	1.4	0.1	2.5
Australia	31.8	40.8	21.9	94.5

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

Table 39 Number of aircraft and hours flown, by category of aircraft, in Hang Gliding operations (1996–97 to 2006–07)

Year	Hang Gliders		Paragliders		Weight shift microlights (Powered hang gliders)		Total	
	Number of aircraft	Hours flown (thousands)	Number of aircraft	Hours flown (thousands)	Number of aircraft	Hours flown (thousands)	Number of aircraft	Hours flown (thousands)
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
2006–07	975	31.8	1 162	40.8	500	21.9	2 637	94.5

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

Gyroplane activity

Table 40 Number of aircraft and hours flown in Gyroplane operations (1996–97 to 2007)

Year	Number of aircraft [a]	Private	Dual training	Gyro glider training	Search & Rescue	Total
		(thousand hours)				
1996–97	394	20.2	2.1	1.0	-	23.3
1997–98	394	31.2	1.9	0.4	-	33.4
1998–99	432	25.2	5.1	0.2	-	30.4
1999–00	487	26.8	2.9	0.1	-	29.7
2000–01	..	33.0	3.9	0.1	-	37.0
2001–02	..	30.0	2.2	0.1	-	32.3
2002–03	..	25.1	2.9	0.3	-	28.3
2003–04	..	26.5	2.4	0.3	-	29.3
2004–05	220	30.9	1.8	0.2	-	32.9
2006	280	24.6	2.9	0.3	-	27.9
2007	276	26.2	1.7	-	-	28.0

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

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

In 2007, data was estimated from a response rate of 29 per cent.

Survey form

Australian Government

Department of Infrastructure, Transport, Regional Development and Local Government

Bureau of Infrastructure, Transport and Regional Economics

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

General Aviation Activity Survey
Year ended 31 December 2007

SECTION 1: **Aircraft registrations, landings and hours flown for year ended 31 December 2007.**
Flying activity performed entirely outside Australia or its Territories should not be recorded.

Aircraft registration (a)	Total landings for 2007 (b)	Hours flown by type of flying – **whole hours only**														Aircraft base (c)
						Aerial work								Charter	RPT	
		Private	Business	Test and ferry	Training	Survey and photography	Pipe & powerline patrol	Mustering	Search and rescue	Ambulance	Towing	Other aerial work	Agriculture	Charter	Regional airline	Postcode (if different from address label)

Please return the completed form by 29 February 2008.

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 insufficent room please photocopy form and attach additional sheets.

(b) Total Landings — Please enter the total number of landings for each aircraft, including 'touch and go' landings and alightings on water. 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 accuarate 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 2007. 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 Minutes

Signature

Printed name

Phone number ( )

Date / / 2008

Australian Government Statistical Clearing House Approval Number 00560—06

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 email paul.halliday@infrastructure.gov.au.

Definitions

Ambulance	Operations as an aerial ambulance for the transport of ill or injured persons.
Aerial Work	Includes all survey and photography, spotting, stock mustering, search and rescue, ambulance, towing (including glider, target and banner towing) and other aerial work (including advertising, cloud seeding, fire fighting and coastal surveillance).
Agriculture	Flying involving the carriage and/or spreading of chemicals, seeds, fertilisers or other substances for agricultural purposes, including for the purposes of pest and disease control.
Business	Flying associated with a business or profession, but not directly for hire or reward.
Charter	Flying involving the carriage of passengers or cargo by the aircraft operator or his/her employees for hire or reward (but excluding scheduled regional airline operations).
General Aviation	All non-scheduled (non RPT) flying activities other than flying activities performed by major Australian airlines.
Hours Flown	Flying time performed, measured on a wheels start to wheels stop basis.
Major Australian Airlines	Australian airlines operating RPT aircraft not included in the General Aviation collection, that is Jetstar, Qantas, Tiger Airways, and Virgin Blue in 2007.
Mustering	Aerial stock mustering involving the direct use of aircraft for the movement of livestock.
Other Aerial Work	Includes aerial spotting (stock, fish, fire, etc.), advertising, cloud seeding, fire fighting, coastal surveillance, etc.
Private	Flying for private pleasure, sport or recreation, including parachute dropping, or personal transport not associated with a business or profession.
Pipeline and Powerline Patrol	Aerial inspection patrols along pipelines or powerlines.
Regional Airline	Airlines conducting RPT operations primarily servicing regional centres.

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

Aviation Statistics publications

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

Australian Domestic 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.