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General Aviation Activity 2008

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Explanatory notes

Scope

The annual General Aviation Activity 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 domestic airlines, but including non-scheduled flying by Regional Airlines. Flying activity performed entirely outside Australia and its territories is not included.

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

- regional airlines which operate regular public transport (RPT) services primarily servicing regional centres;
- the major Australian domestic 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 (RA-Aus);
- 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 2008 calendar year was dispatched to aircraft owners or operators listed on the Australian Civil Aircraft Register, except for those operating the major domestic airlines. Survey returns were received for 86 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 2007, the 2008 data was estimated by applying the difference in the means between 2007 and 2008 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 132 aircraft (1.1 per cent) in the collection for the first time in 2008 that did not respond.

Of the 86 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 2008, 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, 23 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 CASA's Civil 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 to BITRE by these airlines on a regular basis.

The data presented in this publication for hours flown and 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 2008, a decrease of 0.1 per cent compared with the previous year (see Table 4). These aircraft completed a total of 2.8 million landings, an increase of 4.2 per cent (see Table 9).

Activity in the General Aviation sector grew in 2008, with an increase in flying hours of 1.4 per cent to 1.9 million hours (see Table 1).

Within the General Aviation sector, Agriculture recorded the greatest increase in activity with a rise of 25.9 per cent over 2007. Other categories showing a rise in activity were Training (6.6 per cent), Private flying (2.5 per cent) and Aerial work (1.5 per cent). Of the other activities, Test and Ferry recorded a decline of 15.1 per cent, Charter recorded a decline of 4.8 per cent and Business flying recorded a decline of 1.1 per cent (see Table 4).

Regional Airlines recorded a decline of 11.3 per cent in flying hours, the most significant movement recorded since 2002 (down 16.1 per cent).

Figure 1 shows the variation in number of landings and hours flown between 1998 and 2008, and Figure 2 shows the relative sizes of industry sectors based on hours flown.

Figure 1 General Aviation and Regional Airline activity (1998–2008)

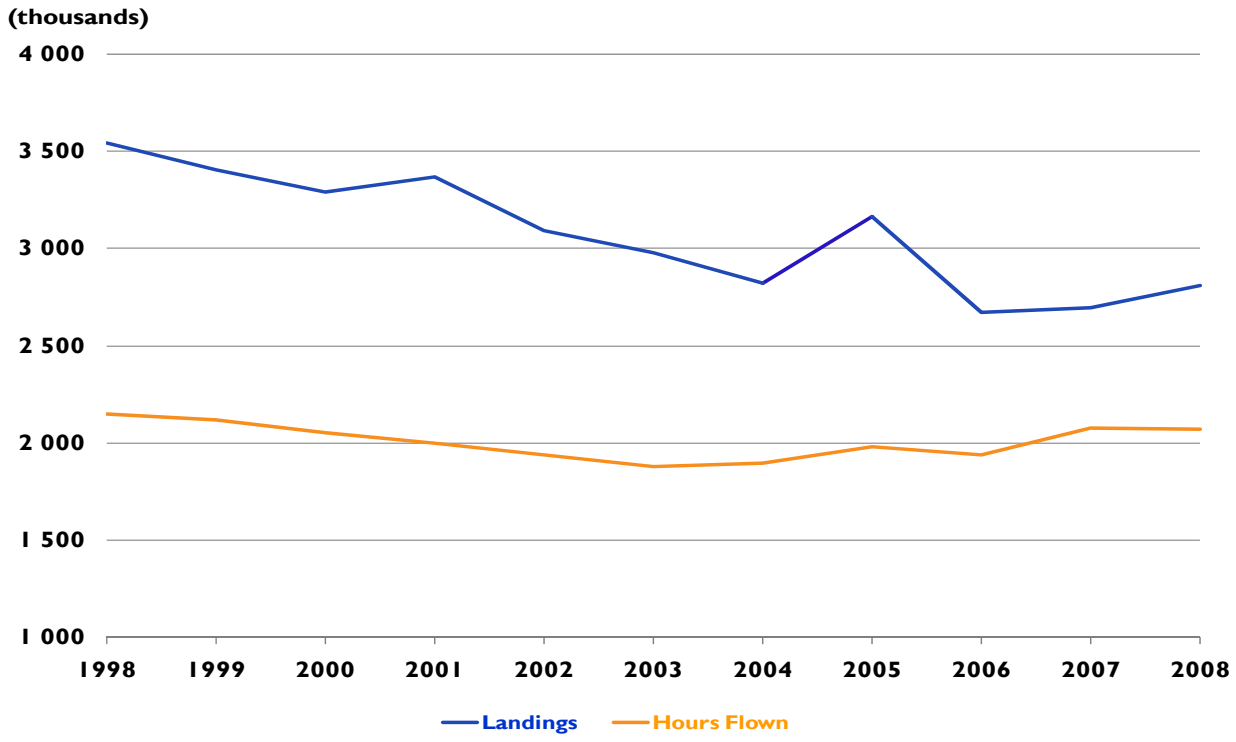
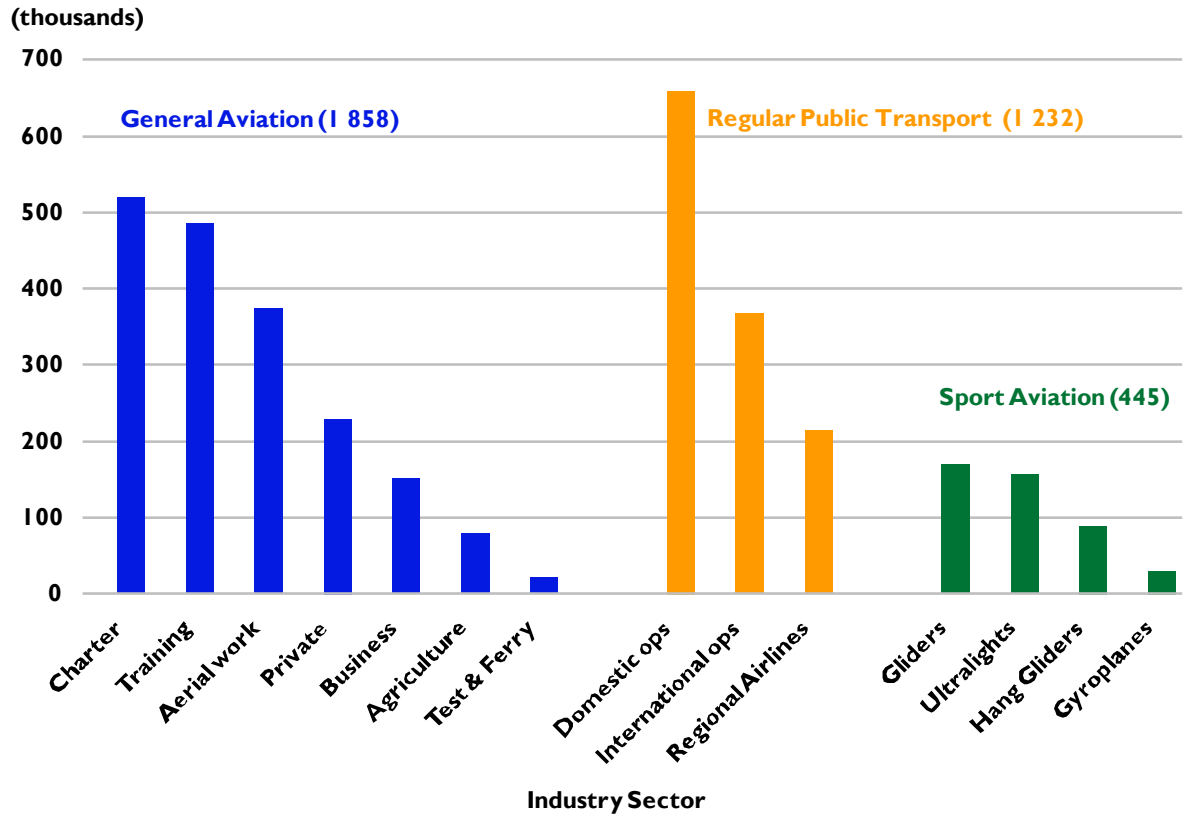


Figure 2 Hours flown by industry sector (2008)



The General Aviation and Regional Airline fleet

The data presented in this publication for the year ended 31 December 2008 covers 12 045 registered aircraft in the General Aviation and Regional Airline sectors. Aircraft operated by the major domestic 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 2008 represents an increase of 4.4 per cent over the number registered at 31 December 2007 (see Table 5).

The number of fixed wing, single engine aircraft increased by 3.7 per cent to 8217, or 68.2 per cent of all registered aircraft in the General Aviation and Regional Airline sectors.

Fixed wing, multi-engine aircraft increased by 3.7 per cent to 1871 (15.5 per cent of the total).

The number of helicopters increased by 9.3 per cent to 1619 (13.4 per cent of the total), with the number of single engine helicopters increasing by 8.8 per cent to 1472. The number of multi-engine helicopters increased by 14.8 per cent to 147 (see Table 6).

Hot-air balloons and airships increased by 1.5 per cent to 338, or 2.8 per cent of the total (see Table 7).

Within the above categories were 1133 amateur-built aircraft which accounted for 9.4 per cent of aircraft, an increase of 7.6 per cent over the previous year

The Australian General Aviation and Regional Airline fleet contains many older aircraft, with the average age being 26.5 years, unchanged from the previous year (see Table 29b). A total of 544.7 thousand hours (or 26.3 per cent of all flying) were performed in aircraft under 11 years old, 444.9 thousand hours (21.5 per cent) in aircraft aged between 11 and 20 years old, 595.1 thousand hours (28.7 per cent) in aircraft between 21 and 30 years old and 487.6 thousand hours (23.5 per cent) in aircraft over 30 years old.

For Charter and Regional Airline flying, 80.8 per cent was done in aircraft more than 10 years old, and 52.4 per cent in aircraft more than 20 years old (see Table 29a). However the average age of the Regional Airline fleet has decreased from 19.3 to 17.7 years between 2007 and 2008. Private flying was the only category in which the average age of aircraft used increased (29.2 to 29.4 years).

The reduction in age of the Regional Airline fleet is largely due to the introduction of newer jet powered aircraft and a decrease in the number of, and hours flown by, piston engine aircraft in this sector (see Table 32). Between 2007 and 2008 the number of jet aircraft conducting Regional Airline flying rose by half (18 to 27 aircraft), while the number of piston engine aircraft fell by nearly a third (63 to 44 aircraft). Hours flown in this category dropped by over 40 per cent for piston engine aircraft and rose by 40 per cent for jet aircraft. For the first time jet aircraft now fly more hours in Regional Airline flying than piston engine aircraft although the vast majority of Regional Airline flying is still conducted by turboprop aircraft (85 per cent).

Of 264 new aircraft in 2008 rotary wing, single-engine aircraft accounted for one third (87 aircraft).

Average flying hours per aircraft decreased by 4.2 per cent, from 179.7 hours in 2007 to 172.1 hours in 2008 (see Table 29a). For active aircraft only, excluding aircraft that were not flown during the year, the average number of hours flown was 212.0 per aircraft (see Table 3).

Of the active aircraft, 38.9 per cent flew 50 hours or less during 2008, while 55.6 per cent flew 100 hours or less (see Table 30).

A total of 2 271 aircraft, or 18.9 per cent of registered General Aviation and Regional Airline aircraft, were reported or estimated as performing no flying during the year ended 31 December 2008, compared with 2 147 aircraft (18.6 per cent) during 2007.

From responses to the survey, reasons why many of these aircraft did not fly can be determined. These reasons, reported for 1258 of the 2271 inactive aircraft, are summarised in the following table:

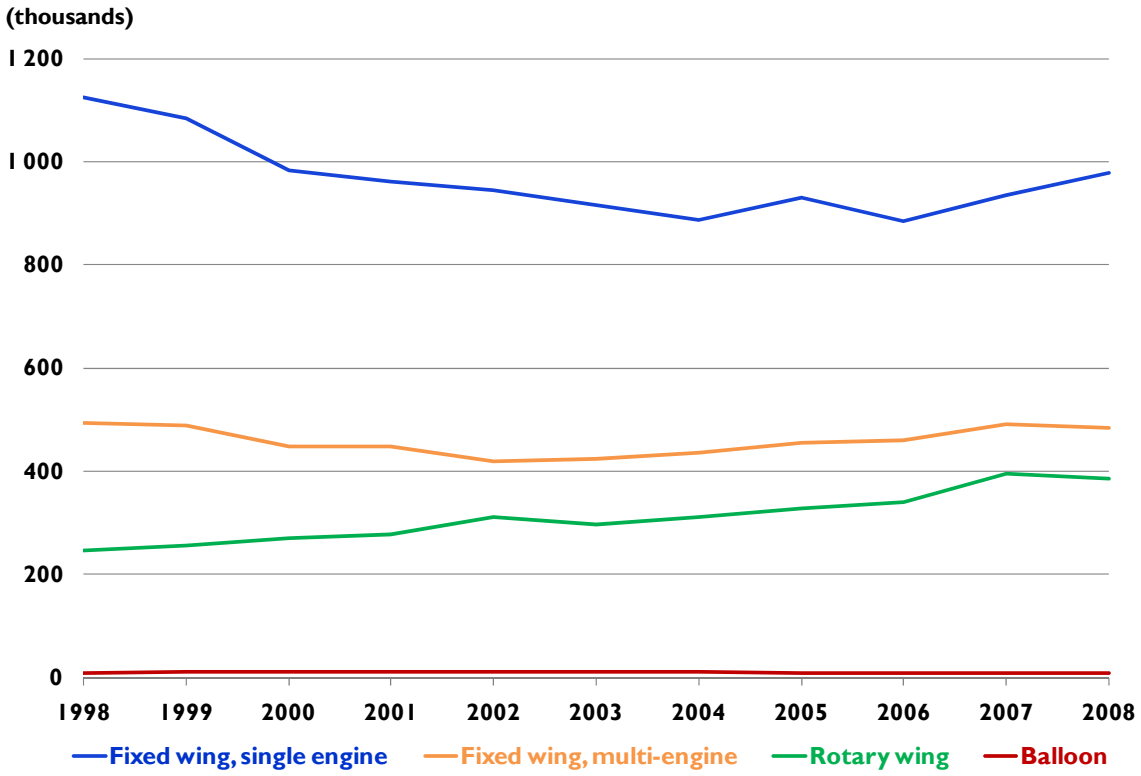
Table A Reasons for nil flying activity (2008)

Reason for nil activity	*Number of aircraft*	*Percentage of reporting inactive aircraft*
Repair/maintenance/restoration	567	45.1
Aircraft in storage	127	10.1
Aircraft unserviceable/unairworthy	106	8.4
Amateur-built aircraft not yet completed	100	7.9
Aircraft awaiting sale	45	3.6
C of A not yet issued	39	3.1
Financial reasons	39	3.1
Owner's health issues/deceased	32	2.5
Aircraft destroyed/scrapped/parted out	29	2.3
Drought	27	2.1
Aircraft awaiting parts or modification	13	1.0
New aircraft not yet flown	11	1.0
All other reasons	123	9.8
Total	1258	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 (1998–2008)



Landings

The total number of landings in General Aviation and Regional Airline Activity reported during the year ending 31 December 2008 was 2.81 million, an increase of 4.2 per cent compared to 2.70 million in 2007 (see Table 10).

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

Regional Airline activity

Regional Airline activity, measured in hours flown, recorded a decrease of 11.3 per cent from 241.9 to 214.7 thousand hours in 2008 (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 domestic airlines expanding onto routes previously served only by regional airlines. Regional Airline flying hours fell each year between 2001 and 2003, while the growth that occurred in 2004 and 2005 was below the growth in major airline flying hours over the same period (see Table 31).

General Aviation activity

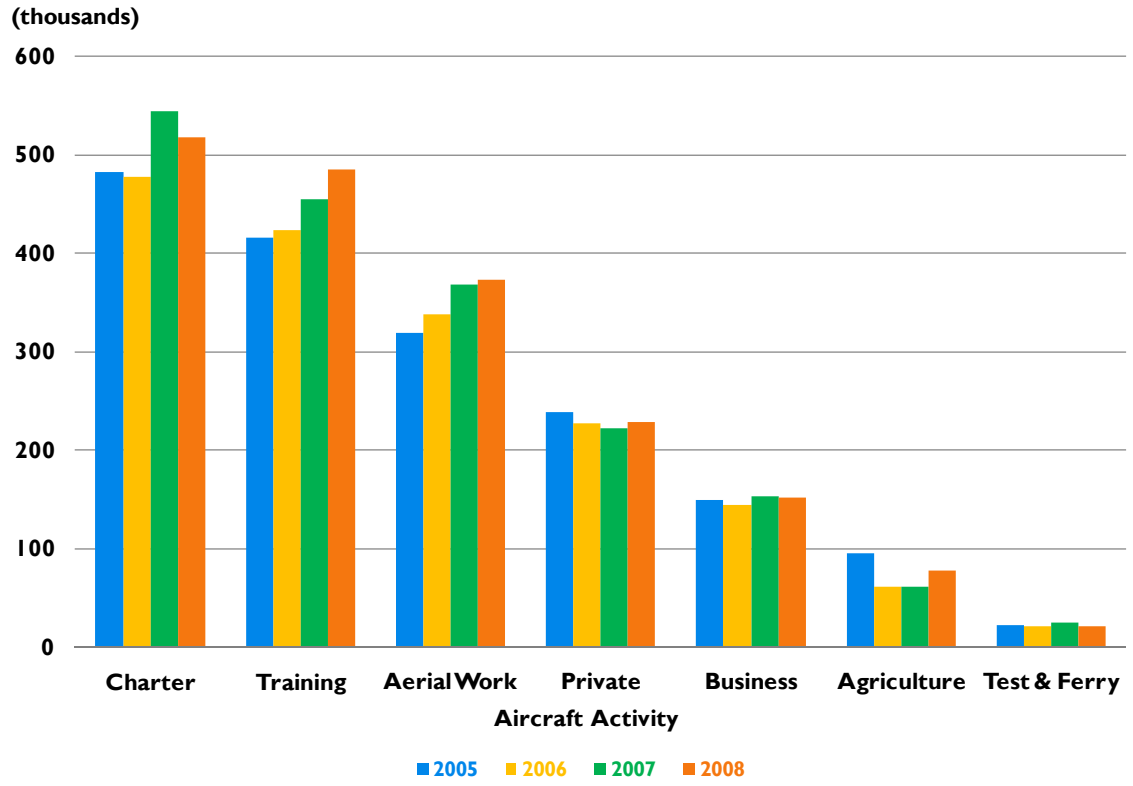
General Aviation activity in terms of hours flown (excluding scheduled Regional Airline operations) increased by 1.4 per cent in 2008 (see Table 4).

Charter and Training continued to make up the two largest activity categories in the General Aviation sector, representing 27.9 per cent and 26.1 per cent respectively of all General Aviation flying hours during 2008. Private and Business flying together represented 20.5 per cent of total General Aviation activity.

Agriculture recorded the largest increase in activity of 25.9 per cent, compared with 2007 (see Table 4). Drought conditions in 2006 and 2007 substantially reduced agricultural flying and while hours increased dramatically in 2008 they remain 17.7 per cent below the 2005 level. Other flying categories which showed an increase in activity were Training (6.6 per cent), Private (2.5 per cent) and Aerial Work (1.5 per cent). Decreases in flying hours were recorded in Test and Ferry (-15.1 per cent), Charter (-4.8 per cent) and Business flying (-1.1 per cent).

Figure 4 shows the relative size of each General Aviation category from 2005 to 2008.

Figure 4 Hours flown in General Aviation by activity (2005–08)



Sport Aviation

Ultralight flying

Information provided by Recreational Aviation Australia (RA-Aus)

In 2008, ultralight aircraft flew a total of 156.2 thousand hours, representing an increase of 13.0 per cent over 2007 (see Table 35). The number of hours flown by ultralight aircraft has doubled since 2001.

The highest level of ultralight flying was undertaken in Queensland with 44.8 thousand hours, or 28.7 per cent of the Australian total (see Table 34). New South Wales accounted for nearly as much with 44.0 thousand hours (28.1 per cent) while Victoria recorded 31.8 thousand hours (20.4 per cent).

At the end of December 2008, a total of 2743 aircraft had current registrations issued by Recreational Aviation Australia, a rise of 8.8 per cent over 2007 (see Table 36).

Gliding

Information provided by the Gliding Federation of Australia (GFA)

The number of registered gliders increased by 5.2 per cent to 1205 by June 2008 compared with June 2007. The total number of reported flying hours decreased by 50.5 per cent to 169.9 thousand hours in the financial year 2007–08 compared with 2006–07 (see Table 37).

Note that gliding figures for 2007–08 were estimated from a response rate of 46 per cent.

Hang gliding

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

The reported number of hang gliders in 2007–08 was 2607, a slight decrease on 2637 for 2006–07. The total number of hours flown in 2007–08 continued a recent decline with 88.3 thousand hours, which is down 6.5 per cent on the previous year (see Table 39).

The state with the largest portion of hang gliding hours was New South Wales with 36.0 per cent of the Australian total. Victoria and Queensland followed with 25.1 per cent and 21.6 per cent of the Australian total respectively (see Table 38).

Gyroplanes

Information provided by the Australian Sport Rotorcraft Association (ASRA)

The estimated number of gyroplanes in 2008 was 374. The total number of estimated hours flown in 2008 increased by 8.8 per cent to 30.5 thousand hours. Private flying represented 95.1 per cent, with the remaining activity consisting of flying training (see Table 40).

Gyroplane estimates are a simple extrapolation based on a response rate of only 21.7 per cent of ASRA's 471 members, and should therefore be treated with caution and as an indication only of the level of gyroplane activity.

Tables

Section A Industry overview

Table 1 Total hours flown, by industry sector (1985–2008)

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	1 066.4	87.1	..	132.0	29.3	2 959.7
2005	1 722.8	1 125.5 r	92.9	194.7	134.2	32.9	3 303.0 r
2006	1 695.0	1 137.9 r	120.2	228.9	103.0	27.9	3 312.8 r
2007	1 831.8	1 172.4 r	138.3	343.4	94.5	28.0	3 608.4 r
2008	1 857.7	1 232.2	156.2	169.9	88.3	30.5	3 534.8

a Hours flown by Australian (including regional) airlines on domestic and international flight stages in Regular Public Transport (RPT) operations. See Table 2 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 (2006–08)

Industry sector and flying activity	*2006*		*2007*		*2008*	
	Hours flown (thousands)	*Percentage change over 2005*	*Hours flown (thousands)*	*Percentage change over 2006*	*Hours flown (thousands)*	*Percentage change over 2007*
Airline RPT						
Major Australian airlines						
Domestic operations	563.8	1.4	578.5	2.6	658.7	13.9
International operations	340.4	4.1	358.3	5.3	368.9	2.9
Subtotal	*904.2*	*2.4*	*936.8*	*3.6*	*1 027.6*	9.7
Regional airlines	241.5	-5.2	241.9	0.2	214.7	-11.3
Total (Airline RPT)	1 145.7	0.7	1 178.8	2.9	1 242.3	5.4
General Aviation						
Private	227.2	-5.0	222.7	-2.0	228.4	2.5
Business	144.1	-3.4	153.4	6.5	151.7	-1.1
Training	424.0	2.0	455.4	7.4	485.6	6.6
Agriculture	61.7	-35.0	62.1	0.6	78.2	25.9
Aerial work	337.9	6.0	368.0	8.9	373.4	1.5
Test & Ferry	21.7	-2.9	25.7	18.5	21.8	-15.1
Charter	478.4	-0.9	544.5	13.8	518.6	-4.8
Total (General Aviation)	1 695.0	-1.6	1 831.8	8.1	1 857.7	1.4
Sport Aviation						
Ultralight flying	120.2	29.4	138.3	15.0	156.2	13.0
Gliding [a]	228.9	17.6	343.4	50.0	169.9	-50.5
Hang Gliding [a]	103.0	-23.3	94.5	-8.2	88.3	-6.5
Gyroplanes [b]	27.9	-15.1	28.0	0.4	30.5	8.8
Total (Sport Aviation)	479.9	5.6	604.2	25.9	444.9	-26.4

a Year ended 30 June.

b Year ended 31 December.

Table 3 Number of aircraft, landings and hours flown, by state or territory, in General Aviation and Regional Airline operations (2008)

State or territory	Number of aircraft		Number of landings	General Aviation		Regional Airline		Total hours flown
	Total	Active [a]	(thousands)	No. Active aircraft [a]	Hours flown (thousands)	No. Active aircraft [a]	Hours flown (thousands)	(thousands)
NSW	3 294	2 570	702.9	2 510	393.8	75	107.4	501.2
VIC	2 398	1 927	479.0	1 923	286.1	8	6.5	292.6
QLD	2 997	2 415	689.4	2 397	456.7	56	50.7	507.3
SA	721	615	170.7	612	108.8	8	4.4	113.3
WA	1 742	1 479	491.5	1 479	395.0	47	27.3	422.3
TAS	211	181	46.1	178	31.0	7	2.3	33.2
NT	527	462	202.6	462	164.7	27	12.0	176.7
ACT	155	125	26.1	125	21.6	5	4.1	25.7
Australia	12 045	9 774	2 808.4	9 686	1 857.7	233	214.7	2 072.4

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

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

Table 4 Hours flown, by flying activity, in General Aviation and Regional Airline operations (1998–2008)

Year	General Aviation								Regional Airline	Total
	Private	Business	Training	Test & Ferry	Aerial Work	Agriculture	Charter	Sub total		
	(thousand hours)									
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
2008	228.4	151.7	485.6	21.8	373.4	78.2	518.6	*1 857.7*	214.7	2 072.4

a Training hours were underreported in 2004, data unreliable for most purposes.

Section B Number of aircraft based in Australia

Table 5 Number of aircraft, by make, in General Aviation and Regional Airline operations (2003–08)

Aircraft make	*2003*	*2004*	*2005*	*2006*	*2007*	*2008*
Fixed wing, single engine						
Cessna	2 956	2 978	3 026	3 001	3 023	3 130
Piper	1 407	1 410	1 415	1 362	1 361	1 395
Amateur-built	789	848	896	910	968	1 037
Beechcraft	327	328	335	318	328	335
De Havilland	317	315	313	309	309	313
Mooney	145	145	144	141	143	151
Auster	139	139	139	133	130	130
Air Tractor	103	106	109	112	115	118
Socata	88	86	83	88	88	90
American Air	88	89	87	83	84	84
American Champion	75	73	79	82	82	82
Cirrus	16	32	50	59	72	81
Victa	80	79	79	78	77	78
Other	986	1 014	1 049	1 072	1 143	1 193
Subtotal	*7 516*	*7 642*	*7 804*	*7 748*	*7 923*	*8 217*
Fixed wing, multi-engine						
Piper	447	447	447	434	433	434
Cessna	379	387	384	377	390	399
Beechcraft	366	364	371	363	368	389
Fairchild	61	61	70	68	68	66
Aero Commander	62	61	62	62	64	63
Saab	22	27	29	37	44	51
De Havilland	74	59	57	51	52	46
Embraer	27	26	32	36	38	43
Partenavia	44	44	44	44	43	43
Bombardier	1	19	20	27	30	37
Fokker	12	16	18	20	27	36
Other	201	207	199	211	247	264
Subtotal	*1 696*	*1 718*	*1 733*	*1 730*	*1 804*	*1 871*
Rotary wing[a]	1 121	1 194	1 292	1 320	1 481	1 619
Balloons and airships[b]	338	350	351	319	333	338
Total	10 671	10 904	11 180	11 117	11 541	12 045

a See Table 6
b See Table 7

Table 6 Number of helicopters, by make, in General Aviation and Regional Airline operations (2003–08)

Helicopter make	*2003*	*2004*	*2005*	*2006*	*2007*	*2008*
Rotary wing, single engine						
Robinson	448	499	557	590	693	799
Bell	250	257	266	272	280	281
Aerospatiale/Eurocopter	97	101	106	113	128	137
Amateur-built	61	61	71	64	71	80
Hughes	54	52	60	50	50	47
Schweizer	15	19	27	30	35	37
Kawasaki	44	41	40	32	30	27
Agusta	15	15	17	18	17	15
Enstrom	10	11	11	10	13	14
Other	40	45	33	35	36	35
Subtotal	*1 034*	*1 101*	*1 188*	*1 214*	*1 353*	1472
Rotary wing, multi-engine						
Aerospatiale/Eurocopter	22	24	31	28	37	47
Bell	18	19	19	19	24	31
Sikorsky	20	20	21	27	28	29
Kawasaki	19	19	21	21	23	21
Agusta	7	10	11	10	15	18
MBB	1	1	1	1	1	1
Subtotal	*87*	*93*	*104*	*106*	*128*	147
Total	1 121	1 194	1 292	1 320	1 481	1 619

Table 7 Number of balloons or airships, by make, in General Aviation operations (2003–08)

Table 7 Number of balloons or airships, by make, in General Aviation and Regional Airli

Balloon or airship make	*2003*	*2004*	*2005*	*2006*	*2007*	*2008*
Kavanagh	212	222	225	213	223	229
Cameron	45	45	49	42	44	45
Thunder/Colt	51	51	47	39	39	38
Balloon Works	15	15	13	9	10	10
Amateur-built	6	8	7	7	8	9
Other	9	9	10	9	9	7
Total	338	350	351	319	333	338

Table 8 Major Australian RPT airline fleets, by aircraft type as at 31 December, (2003–08)

Aircraft type [a]	*2003*	*2004*	*2005*	*2006*	*2007*	*2008*
Airbus						
A320	0	6	17	23	28	35
A330	7	11	14	14	18	22
A380	0	0	0	0	0	3
Subtotal	*7*	*17*	*31*	*37*	*46*	*60*
Boeing						
717	14	14	14	14	12	11
737	93	97	99	101	105	110
747	36	36	36	40	35	33
767	34	29	29	29	29	29
Subtotal	*177*	*176*	*178*	*184*	*181*	*183*
BAE						
146	10	8	4	1	0	0
Embraer						
170	0	0	0	0	3	6
190	0	0	0	0	0	12
Subtotal	*0*	*0*	*0*	*0*	*3*	*18*
Total	194	201	213	222	230	261

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 (2003–08)

State or territory [a]	2003	2004	2005	2006 [b]	2007	2008
	(thousand landings)					
NSW	792.5	722.4	800.3	656.6	699.9	702.9
QLD	783.5	744.7	825.9	603.5	666.4	689.4
WA	443.3	472.4	470.9	522.6	473.5	479.0
VIC	449.7	399.9	500.2	455.1	446.8	491.5
NT	215.0	203.3	231.4	192.1	170.3	170.7
SA	227.6	203.2	265.1	185.6	163.1	202.6
TAS	42.0	48.9	43.8	35.8	47.4	46.1
ACT	26.8	25.4	29.4	20.7	29.0	26.1
Australia	2 980.4	2 820.2	3 167.0	2 672.0	2 696.4	2 808.4

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

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

Table 10 Number of landings, by aircraft category, in General Aviation and Regional Airline operations (2003–08)

Category	2003	2004	2005	2006 [a]	2007	2008
	(thousand landings)					
Fixed wing						
Single engine	1 617.8	1 522.3	1 701.5	1 449.1	1 394.8	1 494.2
Multi-engine	727.4	711.7	765.0	724.2	720.8	722.2
Subtotal	*2 345.2*	*2 234.0*	*2 466.5*	*2 173.3*	*2 115.6*	*2 216.4*
Rotary wing						
Single engine	531.9	513.9	597.9	391.0	453.9	484.4
Multi-engine	91.9	60.6	93.0	98.2	115.4	98.2
Subtotal	*623.8*	*574.5*	*690.9*	*489.2*	*569.3*	*582.6*
Balloons and airships	11.4	11.6	9.5	9.5	11.6	9.5
Total	2 980.4	2 820.2	3 167.0	2 672.0	2 696.4	2 808.4

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

Section D General Aviation hours flown

Table 11 Hours flown, by state or territory, in General Aviation operations (2003–08)

State or territory [a]	2003	2004	2005	2006	2007	2008
			(thousand hours)			
QLD	399.3	415.5	445.5	416.9	459.4	456.7
WA	316.8	333.9	329.4	374.9	394.3	395.0
NSW	380.0	351.9	366.8	334.9	369.0	393.8
VIC	257.9	249.8	269.9	265.5	279.2	286.1
NT	120.6	127.1	134.9	142.8	149.4	164.7
SA	131.5	123.6	135.3	119.5	131.9	108.8
TAS	22.5	25.5	25.3	25.3	29.6	31.0
ACT	17.4	17.7	15.7	15.2	19.0	21.6
Australia	1 645.9	1 645.0	1 722.8	1 695.0	1 831.8	1 857.7

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

Table 11(a) Hours flown, by state or territory and flying activity, in General Aviation operations (2008)

State or territory [a]	Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter	Total
				(thousand hours)				
QLD	57.9	49.7	72.1	22.3	128.7	7.1	118.9	456.7
WA	28.4	22.9	93.7	7.1	81.7	3.6	157.6	395.0
NSW	62.2	32.0	146.8	32.4	61.9	4.0	54.5	393.8
VIC	51.5	22.4	115.5	7.5	28.2	3.3	57.7	286.1
NT	6.6	12.0	4.3	1.4	45.1	1.9	93.4	164.7
SA	13.7	8.6	44.5	5.1	14.1	0.9	22.0	108.8
TAS	3.9	3.8	4.0	2.5	8.2	0.5	8.1	31.0
ACT	4.1	0.5	4.6	0.0	5.6	0.4	6.4	21.6
Australia	228.4	151.7	485.6	78.2	373.4	21.8	518.6	1 857.7

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

Table 11(b) Hours flown, by state or territory and flying activity, in General Aviation Aerial Work operations (2008)

State or territory [a]	*Survey & Photography*	*Pipe & Powerline Patrol*	*Mustering*	*Search & Rescue*	*Ambulance*	*Towing*	*Other Aerial Work*	*Total*
				(thousand hours)				
QLD	11.0	6.8	60.6	1.9	22.4	4.0	22.1	128.7
WA	23.8	0.9	22.3	0.7	11.8	1.0	21.1	81.7
NSW	12.2	4.5	4.5	0.9	21.3	3.7	14.9	61.9
NT	4.3	0.1	22.3	2.9	7.7	0.1	7.7	45.1
VIC	6.4	0.6	1.3	1.3	7.0	1.9	9.7	28.2
SA	1.4	0.0	1.5	1.4	7.3	0.3	2.3	14.1
TAS	3.3	0.1	0.2	0.1	1.3	-	3.3	8.2
ACT	2.1	-	0.0	0.1	3.2	0.0	0.2	5.6
Australia	64.4	12.9	112.6	9.5	81.9	10.8	81.2	373.4

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

Table 12 Hours flown, by aircraft make, in General Aviation operations (2003–08)

Aircraft make	*2003*	*2004*	*2005*	*2006*	*2007*	*2008*
Fixed wing, single engine						
Cessna	466.0	449.9	470.5	454.9	483.1	497.2
Piper	173.4	160.2	160.1	132.8	142.5	161.7
Air Tractor	22.1	29.6	29.7	25.4	23.2	29.2
Amateur-built	24.6	25.7	27.3	25.9	29.1	28.5
Pilatus	19.9	20.9	20.3	23.2	23.7	26.1
Grob	33.6	28.3	27.2	41.2	31.5	25.5
Beechcraft	26.6	25.7	23.5	21.9	22.6	22.7
Socata	24.7	18.5	24.6	22.6	26.7	22.7
Pacific Aerospace	18.5	15.4	23.3	20.0	22.0	22.7
Gippsland	6.0	8.0	13.4	14.5	18.9	21.2
Mooney	15.1	14.7	14.5	12.7	12.9	13.1
Other	85.1	90.3	95.9	88.9	98.6	107.7
Subtotal	*915.6*	*887.0*	*930.1*	*884.2*	*934.8*	978.3
Fixed wing, multi-engine						
Beechcraft	111.1	109.1	109.4	116.1	114.5	120.0
Piper	94.1	85.1	84.6	81.9	86.0	76.6
Cessna	81.6	80.9	85.3	74.0	84.7	71.5
Fairchild	23.5	32.9	39.2	39.9	37.9	33.2
Aero Commander	26.9	26.7	26.9	27.2	28.4	27.1
Fokker	2.8	5.2	5.3	7.0	13.3	25.0
De Havilland	14.4	14.4	13.4	16.8	17.9	20.2
Embraer	4.0	8.7	13.7	18.7	17.8	19.4
British Aerospace	7.9	11.6	16.4	19.1	16.7	13.8
Britten Norman	11.2	12.6	13.6	14.4	13.4	11.1
Partenavia	10.2	9.3	8.9	10.6	8.6	8.9
Gates Learjet	9.2	8.3	7.6	5.6	8.0	8.1
Sub Total	26.3	31.0	31.3	29.7	45.2	48.4
Subtotal	*423.2*	*435.9*	*455.7*	*461.3*	*492.4*	*483.5*
Rotary wing[a]	296.8	311.8	328.3	340.1	394.4	386.7
Balloons and airships[b]	10.4	10.3	8.7	9.4	10.2	9.1
Total	1 645.9	1 645.0	1 722.8	1 695.0	1 831.8	1 857.7

a See Table 13

b See Table 14

Table 13 Hours flown, by helicopter make, in General Aviation operations (2003–08)

Helicopter make	*2003*	*2004*	*2005*	*2006*	*2007*	*2008*
Rotary wing, single engine						
Robinson	136.6	149.6	159.4	171.2	198.0	211.5
Bell	64.2	66.5	66.4	61.6	67.4	54.2
Aerospatiale/Eurocopter	27.5	25.7	25.7	32.6	42.9	36.9
Hughes	10.0	9.0	12.7	10.0	10.5	9.4
Schweizer	3.9	3.8	7.4	7.2	9.0	8.6
Kawasaki	7.9	6.6	5.9	2.9	2.8	2.4
Agusta	2.6	2.6	2.0	2.1	1.9	2.4
Other	8.3	8.7	6.0	5.4	5.6	4.3
Subtotal	*261.0*	*272.4*	*285.5*	*293.1*	*338.1*	*329.9*
Rotary wing, multi-engine						
Aerospatiale/Eurocopter	12.7	13.0	14.3	16.1	18.1	19.4
Bell	7.0	9.1	9.7	10.5	13.6	13.9
Sikorsky	8.3	8.6	9.9	10.2	11.9	12.2
Kawasaki	5.6	6.2	6.0	7.3	8.9	5.5
Agusta	1.6	2.0	2.2	2.4	2.9	5.1
Other	0.6	0.4	0.5	0.5	1.0	0.7
Subtotal	*35.8*	*39.3*	*42.7*	*47.0*	*56.3*	*56.9*
Total	296.8	311.8	328.3	340.1	394.4	386.7

Table 14 Hours flown, by balloon or airship make, in General Aviation operations (2003–08)

Balloon or airship make	*2003*	*2004*	*2005*	*2006*	*2007*	*2008*
Kavanagh	8.5	8.2	7.0	7.9	8.9	8.2
Cameron	0.8	0.9	0.8	0.9	0.8	0.5
Thunder/Colt	0.8	0.8	0.7	0.5	0.4	0.3
Balloon Works	0.2	0.3	0.1	0.1	0.1	0.1
Other	0.1	0.1	0.1	-	-	-
Total	10.4	10.3	8.7	9.4	10.2	9.1

Table 15 Hours flown, by aircraft make and flying activity, in General Aviation operations (2008)

Aircraft make	*Private*	*Business*	*Training*	*Agriculture*	*Aerial Work*	*Test & Ferry*	*Charter*	*Total*
				(thousand hours)				
Fixed wing, single engine								
Cessna	83.4	48.4	201.3	8.7	48.5	4.9	102.0	497.2
Piper	37.2	13.9	87.3	5.1	11.0	1.5	5.6	161.7
Air Tractor	0.1	0.1	0.3	27.1	1.0	0.2	0.4	29.2
Amateur	23.8	3.2	0.4	0.2	-	1.0	0.0	28.5
Pilatus	1.8	2.9	0.4	0.0	20.6	0.2	0.3	26.1
Grob	0.0	0.0	25.5	0.0	0.0	0.0	0.0	25.5
Beechcraft	8.5	7.6	3.6	0.0	0.1	0.2	2.7	22.7
Socata	2.6	1.4	18.6	-	0.0	-	0.0	22.7
Pacific Aerospace	1.8	0.8	16.5	1.0	1.6	0.1	0.8	22.7
Gippsland	0.9	0.5	0.4	1.2	1.1	0.3	16.7	21.2
Mooney	5.0	3.0	3.9	0.0	-	0.1	1.0	13.1
Other	24.3	9.6	34.7	18.9	10.2	1.3	8.8	107.7
Subtotal	*189.2*	*91.4*	*393.1*	*62.2*	*94.2*	*9.8*	*138.3*	*978.3*
Fixed wing, multi-engine								
Beechcraft	4.3	9.6	27.1	0.0	42.1	1.2	35.6	120.0
Piper	5.4	5.7	12.2	0.0	12.0	0.9	40.4	76.6
Cessna	3.6	7.7	3.0	0.0	7.4	1.1	48.7	71.5
Fairchild	-	0.0	0.4	0.0	-	0.3	32.5	33.2
Aero Commander	0.1	0.2	0.6	0.0	3.7	-	22.5	27.1
Fokker	0.0	0.0	0.1	0.0	0.0	0.1	24.9	25.0
De Havilland	0.1	0.0	0.1	0.0	8.0	-	12.0	20.2
Embraer	0.0	-	0.6	0.0	-	0.3	18.5	19.4
British Aerospace	0.1	0.2	-	0.0	0.0	0.1	13.4	13.8
Britten Norman	0.1	-	0.3	0.0	0.4	0.3	10.0	11.1
Partenavia	0.5	0.8	2.5	0.2	1.5	0.1	3.2	8.9
Gates Learjet	0.2	0.1	3.6	0.0	3.2	0.1	0.8	8.1
Other	1.4	6.5	3.4	0.0	15.3	0.7	21.4	48.4
Subtotal	*15.9*	*30.9*	*53.8*	*0.2*	*93.6*	*5.2*	*284.0*	*483.5*
Rotary wing								
Helicopters and gyroplanes[a]	22.1	29.4	38.6	15.8	185.5	6.8	88.5	386.7
Balloons and airships[b]	1.2	0.0	0.1	0.0	0.1	-	7.8	9.1
Total	228.4	151.7	485.6	78.2	368.0	25.7	518.6	1 857.7

a See Table 16
b See Table 17

Table 16 Hours flown, by helicopter make and flying activity, in General Aviation operations (2008)

Helicopter make	*Private*	*Business*	*Training*	*Agriculture*	*Aerial Work*	*Test & Ferry*	*Charter*	*Total*
				(thousand hours)				
Rotary wing, single engine								
Robinson	15.3	19.4	25.5	4.5	117.6	2.9	26.3	211.5
Bell	2.1	2.0	2.4	7.2	15.5	1.1	23.9	54.2
Aerospatiale/Eurocopter	1.4	2.3	1.2	1.3	15.6	1.1	13.9	36.9
Hughes	0.4	0.4	0.7	0.7	6.6	0.3	0.2	9.4
Schweizer	0.3	0.2	4.2	0.4	2.9	0.3	0.4	8.6
Kawasaki	0.4	0.1	0.1	0.0	0.2	-	1.5	2.4
Agusta	0.1	-	-	0.9	0.8	-	0.6	2.4
Other	0.7	0.3	0.4	0.8	1.8	0.2	0.1	4.3
Subtotal	*20.6*	*24.8*	*34.6*	*15.8*	*161.0*	*6.0*	*67.1*	*329.9*
Rotary wing, multi-engine								
Aerospatiale/Eurocopter	0.1	0.1	1.2	0.0	5.0	0.2	12.9	19.4
Bell	-	-	1.4	0.0	11.6	0.4	0.6	13.9
Sikorsky	0.4	3.7	0.2	0.0	1.3	-	6.5	12.2
Kawasaki	-	0.1	0.6	0.0	3.5	0.2	1.3	5.5
Agusta	0.9	0.8	0.6	0.0	2.6	0.1	0.1	5.1
Other	0.0	0.0	-	0.0	0.6	-	0.0	0.7
Sub Total	*1.4*	*4.6*	*4.0*	*0.0*	*24.5*	*0.8*	*21.5*	*56.9*
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 (2008)

Balloon or airship make	*Private*	*Business*	*Training*	*Agriculture*	*Aerial Work*	*Test & Ferry*	*Charter*	*Total*
				(thousand hours)				
Kavanagh	0.8	0.0	0.1	0.0	-	-	7.3	8.2
Cameron	0.1	0.0	-	0.0	0.1	0.0	0.3	0.5
Thunder/Colt	0.1	0.0	-	0.0	0.0	0.0	0.2	0.3
Balloon Works	-	0.0	0.0	0.0	0.0	0.0	-	0.1
Other	-	0.0	0.0	0.0	0.0	-	-	0.1
Total	1.2	0.0	0.1	0.0	0.1	-	7.8	9.1

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 (2008)

Aircraft make	*Number of aircraft*	*Number of landings (thousands)*	*Hours flown (thousands)*
Fokker	23	14.3	26.7
British Aerospace	15	10.6	14.9
Cessna	57	11.5	10.3
Gates Learjet	21	10.4	8.1
Boeing	8	4.1	7.7
Embraer	6	5.3	5.8
Israel Aircraft	10	3.8	5.4
Beechcraft	14	2.6	2.9
Gulfstream	4	0.6	2.1
Dassault	4	1.5	1.4
Bombardier	4	0.4	1.3
Other	55	1.5	1.4
Total	221	66.6	88.1

Table 19 Hours flown, by jet aircraft make and flying activity, in General Aviation and Regional Airline operations (2008)

Aircraft make	*Private*	*Business*	*Training*	*Agriculture*	*Aerial Work*	*Test & Ferry*	*Charter*	*Regional Airline*	*Total*
				(thousand hours)					
Fokker	0.0	0.0	-	0.0	0.0	0.1	18.3	8.3	26.7
British Aerospace	-	0.2	-	0.0	0.0	0.1	13.3	1.3	14.9
Cessna	0.5	3.5	1.8	0.0	-	0.2	4.3	0.0	10.3
Gates Learjet	0.2	0.1	3.6	0.0	3.2	0.1	0.8	0.0	8.1
Boeing	0.0	0.0	0.0	0.0	0.0	0.0	4.2	3.5	7.7
Embraer	0.0	0.0	-	0.0	-	0.2	0.9	4.6	5.8
Israel Aircraft	0.2	0.0	0.0	0.0	1.6	0.0	3.7	0.0	5.4
Beechcraft	0.3	0.7	0.1	0.0	0.0	-	1.7	0.0	2.9
Gulfstream	0.4	1.5	-	0.0	0.0	-	0.3	0.0	2.1
Dassault	0.1	1.0	0.1	0.0	0.2	0.0	0.1	0.0	1.4
Bombardier	0.0	0.9	-	0.0	0.0	0.0	0.4	0.0	1.3
Other	0.2	0.5	-	0.0	0.1	-	0.5	0.0	1.4
Total	1.9	8.4	5.7	0.0	5.1	0.7	48.6	17.7	88.1

Section F Amphibious aircraft in General Aviation and Regional Airline operations

Table 20 Number of amphibious aircraft, landings and hours flown, by make and flying activity, in General Aviation and Regional Airline operations (2008)

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	2.4	0.0	1.9	-	0.0	0.0	-	0.0	0.0	1.9
Searey	24	1.7	0.8	-	-	0.0	0.0	-	0.0	0.0	0.9
Consolidated	17	0.9	0.3	-	-	0.0	0.0	-	0.0	0.0	0.4
Other	12	1.3	0.1	-	0.1	0.0	-	-	0.9	0.0	1.1
Total	57	6.3	1.2	2.0	0.1	0.0	-	0.1	0.9	0.0	4.3

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 (2008)

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	1 712	280.5	83.4	18.0	67.2	1.4	12.0	2.3	22.8	0.0	207.1
Piper	843	111.1	37.2	7.2	33.8	0.1	1.8	0.7	2.1	0.0	82.9
Amateur	678	34.3	23.8	1.5	0.3	0.2	-	0.6	0.0	0.0	26.4
Beechcraft	205	20.2	8.5	3.3	3.1	0.0	0.1	0.2	0.7	0.0	15.9
Mooney	117	9.3	5.0	1.8	3.6	0.0	-	0.1	0.5	0.0	11.0
Cirrus	56	6.9	3.0	1.9	1.1	-	-	-	0.2	0.0	6.2
American Air	64	4.4	2.6	0.3	0.4	0.0	0.0	-	0.0	0.0	3.3
Socata	47	3.0	2.6	0.2	0.3	-	0.0	-	0.0	0.0	3.1
De Havilland	139	8.6	2.5	0.1	0.6	0.0	0.1	0.1	2.1	0.0	5.5
Pilatus	8	1.7	1.8	-	0.1	0.0	-	-	0.0	0.0	1.9
Victa	49	2.1	1.4	0.1	-	0.0	0.0	-	0.0	0.0	1.6
Yakovlev	48	2.3	1.3	0.1	0.1	0.0	0.1	-	0.1	0.0	1.7
Auster	56	1.8	1.2	0.0	-	0.0	-	-	0.0	0.0	1.2
Maule	29	2.2	1.1	0.1	0.1	0.0	0.1	-	0.0	0.0	1.5
American Champion	39	4.3	1.1	0.3	0.5	0.0	0.3	-	-	0.0	2.2
Rockwell	19	2.6	0.9	0.3	0.6	0.0	0.0	-	0.0	0.0	1.8
Gippsland	13	8.5	0.9	0.2	0.1	0.0	0.4	-	4.1	0.0	5.7
Other	*364*	*24.5*	*11.0*	*1.1*	*3.2*	-	*0.3*	*0.2*	*0.3*	*0.0*	*16.0*
Subtotal	*4 486*	*528.2*	*189.2*	*36.5*	*115.1*	*1.6*	*15.3*	*4.5*	*32.9*	*0.0*	*395.0*
Fixed wing, multi-engine											
Piper	150	18.7	5.4	2.6	4.1	0.0	0.5	0.2	2.8	0.0	15.6
Beechcraft	99	11.0	4.3	1.6	2.3	0.0	0.1	0.3	3.4	0.0	12.0
Cessna	93	9.2	3.6	2.1	0.3	0.0	0.8	0.2	3.1	0.0	10.1
Partenavia	17	2.2	0.5	0.3	0.5	0.0	0.8	0.1	0.6	0.0	2.7
Other	*54*	*8.2*	*2.0*	*0.3*	*0.2*	*0.0*	-	*0.1*	*2.9*	*1.8*	*7.4*
Subtotal	*413*	*49.2*	*15.9*	*6.9*	*7.4*	*0.0*	*2.2*	*0.9*	*12.8*	*1.8*	*47.8*
Total	4 899	577.4	205.1	43.4	122.5	1.6	17.5	5.3	45.7	1.8	442.9

Table 21(a) Number of helicopters, landings and hours flown, by make and flying activity, for helicopters performing any Private flying (2008)

Helicopter make	Number of aircraft	Number of landings	Hours flown								
			Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter	Regional Airline	Total
		(thousands)	(thousands)								
Robinson	269	74.0	15.3	5.6	8.8	0.5	14.8	1.4	7.4	0.0	53.7
Bell	78	20.4	2.1	0.9	1.2	0.3	3.6	0.5	3.7	0.0	12.3
Aerospatiale/Eurocopter	38	9.9	1.5	1.0	0.6	0.0	2.1	0.3	1.4	0.0	6.9
Agusta	6	1.9	1.0	0.0	0.1	0.0	0.1	0.0	0.1	0.0	1.3
Amateur	27	1.6	0.5	0.1	-	0.0	-	-	0.0	0.0	0.6
Kawasaki	9	0.9	0.4	0.1	0.2	0.0	0.3	-	0.1	0.0	1.2
Hughes	11	3.0	0.4	0.0	-	0.0	0.6	-	0.1	0.0	1.1
Other	18	4.6	0.8	-	0.2	0.1	1.0	0.1	0.0	0.0	2.2
Total	456	116.3	22.1	7.7	11.2	0.8	22.3	2.3	12.8	0.0	79.3

Table 21(b) Number of balloons, landings and hours flown, by make and flying activity, for balloons performing any Private flying (2008)

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	67	1.2	0.8	0.0	0.1	0.0	-	-	0.3	0.0	1.3
Cameron	12	0.2	0.1	0.0	-	0.0	-	0.0	-	0.0	0.2
Thunder/Colt	11	0.1	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	-	0.0	0.1
Other	7	0.1	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.1
Total	103	1.8	1.2	0.0	0.1	0.0	0.1	-	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 (2008)

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	741	105.2	11.3	48.4	7.1	0.7	8.6	1.2	5.5	0.0	82.8
Piper	273	29.7	5.3	13.9	4.5	-	0.8	0.5	0.6	0.0	25.5
Beechcraft	127	11.2	2.4	7.6	0.6	0.0	0.1	0.2	0.7	0.0	11.5
Cirrus	36	4.6	0.9	3.4	0.3	0.0	-	-	0.1	0.0	4.8
Amateur	81	5.2	1.4	3.2	0.1	0.2	-	0.1	0.0	0.0	5.0
Mooney	51	4.0	1.0	3.0	0.1	0.0	-	-	0.2	0.0	4.3
Pilatus	7	1.9	0.1	2.9	0.1	0.0	-	-	0.3	0.0	3.3
Socata	16	1.8	0.4	1.4	0.1	-	0.0	-	0.0	0.0	1.9
Pacific Aerospace	4	2.1	0.0	0.8	0.9	0.0	0.1	-	0.8	0.0	2.6
Nanchang	9	1.0	-	0.7	-	0.0	-	-	0.0	0.0	0.7
American Champion	9	1.2	0.3	0.5	0.1	0.0	0.0	-	0.0	0.0	0.9
Gippsland	5	1.0	0.2	0.5	-	0.0	0.0	-	0.6	0.0	1.4
De Havilland	8	0.7	-	0.5	0.1	0.0	0.0	0.0	0.1	0.0	0.6
Other	105	9.1	1.7	4.6	0.4	0.4	0.6	0.2	-	0.0	7.9
Subtotal	*1 472*	*178.7*	*25.0*	*91.4*	*14.3*	*1.3*	*10.3*	*2.3*	*8.9*	*0.0*	*153.4*
Fixed wing, multi-engine											
Beechcraft	87	15.2	0.9	9.6	1.5	0.0	-	0.1	3.0	0.0	15.2
Cessna	90	10.6	0.9	7.7	0.3	0.0	0.2	0.2	2.2	0.0	11.3
Piper	102	10.7	0.9	5.7	1.0	0.0	0.2	0.2	2.7	0.0	10.6
Grumman	4	2.4	0.0	1.9	-	0.0	0.0	-	0.0	0.0	2.0
Gulfstream	4	0.6	0.0	1.5	-	0.0	0.0	-	0.2	0.0	1.7
Dassault	4	1.5	0.1	1.0	0.1	0.0	0.2	0.0	0.1	0.0	1.4
Partenavia	9	1.4	0.1	0.8	0.1	0.0	-	-	0.5	0.0	1.5
Other	38	5.9	-	2.6	0.2	0.0	0.4	0.1	2.7	0.0	6.0
Subtotal	*338*	*48.3*	*2.8*	*30.9*	*3.0*	*0.0*	*0.9*	*0.6*	*11.4*	*0.0*	*49.8*
Total	1 810	227.0	27.8	122.3	17.4	1.3	11.2	2.9	20.3	0.0	203.1

Table 22(a) Number of helicopters, landings and hours flown, by make and flying activity, for helicopters performing any Business flying (2008)

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	243	60.3	3.1	19.4	2.3	0.1	18.4	0.5	8.9	0.0	52.8
Aerospatiale/Eurocopter	33	9.0	0.8	2.3	0.2	0.0	1.4	0.1	0.8	0.0	5.6
Bell	46	7.5	0.5	2.0	0.5	0.3	1.5	0.2	1.9	0.0	7.0
Hughes	6	2.8	0.0	0.4	0.2	0.0	0.6	-	0.2	0.0	1.4
Schweizer	9	1.8	-	0.2	0.2	0.0	0.7	-	0.3	0.0	1.5
Enstrom	4	0.6	-	0.1	0.0	0.1	0.1	0.0	0.1	0.0	0.4
Other	9	0.9	-	0.3	-	0.0	0.3	-	0.2	0.0	0.8
Subtotal	*350*	*82.7*	*4.5*	*24.8*	*3.4*	*0.5*	*23.0*	*0.8*	*12.5*	*0.0*	*69.5*
Rotary wing, multi-engine											
Sikorsky	7	23.5	0.3	3.7	0.0	0.0	-	0.0	0.0	0.0	4.0
Agusta	5	1.5	0.0	0.8	-	0.0	0.0	-	0.0	0.0	0.8
Kawasaki	5	3.7	-	0.1	0.4	0.0	1.7	0.1	-	0.0	2.3
Other	6	3.6	0.1	0.1	0.3	0.0	1.2	0.1	0.2	0.0	2.0
Subtotal	*23*	*32.4*	*0.4*	*4.6*	*0.7*	*0.0*	*2.9*	*0.2*	*0.2*	*0.0*	*9.1*
Total	373	115.1	4.9	29.4	4.2	0.5	26.0	1.0	12.7	0.0	78.6

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 (2008)

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	918	505.5	27.7	12.8	201.3	0.8	8.8	3.2	51.5	0.0	306.1
Piper	400	170.0	14.4	4.4	87.3	0.4	1.3	0.8	1.3	0.0	110.1
Grob	50	47.7	0.0	0.0	25.5	0.0	0.0	0.0	0.0	0.0	25.5
Socata	37	35.2	0.4	0.3	18.6	0.0	0.0	-	0.0	0.0	19.4
Pacific Aerospace	28	40.2	0.0	0.8	16.5	0.0	0.1	-	0.8	0.0	18.2
Liberty	15	10.0	-	0.0	9.9	0.0	-	0.0	0.0	0.0	9.9
Diamond	12	13.0	0.1	0.0	4.8	0.0	0.0	-	0.2	0.0	5.0
Mooney	44	6.2	1.8	1.4	3.9	0.0	-	0.1	1.0	0.0	8.2
American Champion	31	9.9	0.4	-	3.8	0.0	3.6	0.2	0.1	0.0	8.0
Beechcraft	77	13.1	2.7	2.0	3.6	0.0	-	0.1	0.2	0.0	8.7
Cirrus	30	7.3	0.7	1.8	2.6	-	-	-	0.4	0.0	5.6
Tecnam	9	5.1	0.1	0.0	2.4	0.0	0.0	-	0.0	0.0	2.5
Mudry	4	4.2	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	1.3
American Air	11	1.9	0.3	0.2	0.9	0.0	0.0	-	0.0	0.0	1.4
Evektor Aerotechnik	7	1.2	0.1	0.0	0.9	0.0	0.0	0.1	0.0	0.0	1.0
De Havilland	31	8.0	0.4	-	0.9	0.0	0.2	0.1	2.4	0.0	4.0
Avtech	5	1.3	0.1	0.0	0.8	0.0	0.0	-	0.0	0.0	1.0
Rockwell	10	2.3	0.7	0.2	0.6	0.0	0.0	-	0.0	0.0	1.5
Other	182	49.6	4.6	3.5	7.4	0.1	10.0	0.7	10.4	0.0	36.7
Subtotal	*1 901*	*931.7*	*54.6*	*27.4*	*393.1*	*1.4*	*24.1*	*5.4*	*68.3*	*0.0*	*574.2*
Fixed wing, multi-engine											
Beechcraft	183	115.7	2.3	4.0	27.1	0.0	37.2	0.9	17.4	4.0	92.9
Piper	150	49.9	2.0	2.1	12.2	0.0	4.6	0.5	11.1	5.9	38.4
Gates Learjet	10	7.0	0.1	0.1	3.6	0.0	0.4	0.1	0.2	0.0	4.5
Cessna	143	44.2	1.4	3.4	3.0	0.0	2.0	0.8	28.3	4.0	42.9
Partenavia	22	6.8	0.5	0.2	2.5	0.2	1.4	0.1	1.4	0.0	6.2
Diamond	9	2.7	0.0	0.1	1.4	0.0	0.0	0.1	0.0	0.0	1.5
Dornier	10	8.1	0.0	0.0	0.8	0.0	2.7	0.2	2.4	0.0	6.2
Aero Commander	31	27.9	0.0	0.0	0.6	0.0	0.6	-	20.2	0.5	21.9
Embraer	24	18.6	0.0	0.0	0.6	0.0	-	0.2	13.4	8.8	23.0
Fairchild	29	26.1	0.0	0.0	0.4	0.0	0.0	0.2	16.1	8.3	25.0
Saab	8	11.1	0.1	0.0	0.4	0.0	0.0	-	2.8	9.2	12.4
Britten Norman	13	14.3	-	0.0	0.3	0.0	0.1	0.3	5.7	0.5	6.9
Grumman	4	1.8	0.0	1.2	0.2	0.0	0.0	-	0.0	0.0	1.4
Other	60	26.0	0.2	2.6	0.9	0.0	0.8	0.4	21.4	9.4	35.7
Subtotal	*696*	*360.3*	*6.5*	*13.7*	*53.8*	*0.2*	*49.9*	*3.7*	*140.4*	*50.7*	*318.9*
Total	2 597	1 291.9	61.1	41.1	446.9	1.6	74.0	9.1	208.7	50.7	893.1

Table 23(a) Number of helicopters, landings and hours flown, by make and flying activity, for helicopters performing any Training flying (2008)

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	215	88.7	4.4	2.6	25.5	0.2	11.0	1.1	10.7	0.0	55.7
Schweizer	13	7.6	-	-	4.2	0.0	0.1	0.1	0.1	0.0	4.5
Bell	83	44.9	0.6	0.9	2.4	0.8	7.3	0.8	10.1	0.0	23.0
Aerospatiale/Eurocopter	66	46.0	1.1	0.9	1.2	0.9	9.4	0.9	8.1	0.0	22.5
Hughes	11	11.3	0.1	-	0.7	0.0	2.4	0.1	-	0.0	3.4
Other	15	5.3	0.3	-	0.6	0.0	0.8	0.1	0.5	0.0	2.4
Subtotal	*403*	*203.8*	*6.6*	*4.5*	*34.6*	*2.0*	*31.0*	*3.3*	*29.5*	*0.0*	*111.5*
Rotary wing, multi-engine											
Bell	25	20.3	0.0	-	1.4	0.0	11.0	0.3	0.0	0.0	12.8
Aerospatiale/Eurocopter	18	15.3	-	-	1.2	0.0	4.7	0.1	3.4	0.0	9.4
Agusta	11	7.4	0.5	0.2	0.6	0.0	2.3	0.1	-	0.0	3.8
Kawasaki	11	6.2	-	0.1	0.6	0.0	2.7	0.2	-	0.0	3.5
Other	10	4.7	0.0	0.0	0.3	0.0	1.9	-	0.9	0.0	3.2
Subtotal	*75*	*53.9*	*0.5*	*0.3*	*4.0*	*0.0*	*22.7*	*0.8*	*4.4*	*0.0*	*32.7*
Total	478	257.7	7.0	4.8	38.6	2.0	53.7	4.1	33.9	0.0	144.1

Table 23(b) Number of balloons, landings and hours flown, by make and flying activity, for balloons performing any Training flying (2008)

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	13	0.4	0.1	0.0	0.1	0.0	-	0.0	0.2	0.0	0.4
Other	4	0.1	-	0.0	-	0.0	-	0.0	0.0	0.0	0.1
Total	17	0.5	0.1	0.0	0.1	0.0	-	0.0	0.2	0.0	0.4

Aircraft performing any Agriculture flying

Table 24 Number of fixed wing aircraft, landings and hours flown, by make and flying activity, for aircraft performing any Agriculture flying (2008)

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	92	53.5	0.0	0.0	0.3	27.1	0.4	0.2	0.0	0.0	27.9
Ayres	33	16.0	-	0.3	0.0	9.4	-	0.0	0.0	0.0	9.7
Cessna	74	16.9	0.5	0.6	0.2	8.7	1.7	0.3	-	0.0	12.0
Piper	39	16.2	0.1	-	0.5	5.1	-	0.1	0.3	0.0	6.0
Air Parts	11	21.3	0.0	0.0	0.0	4.6	0.0	0.1	0.0	0.0	4.7
PZL	14	6.6	0.0	0.0	0.0	3.5	0.0	-	0.0	0.0	3.5
Gippsland	7	2.6	0.0	0.0	0.1	1.2	0.0	-	0.0	0.0	1.3
Rockwell	5	0.9	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.6
Grumman	4	0.8	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.4
Other	12	12.3	-	0.1	-	1.7	0.0	0.1	0.2	0.0	2.2
Total	291	147.1	0.6	1.0	1.0	62.4	2.1	0.7	0.6	0.0	68.5

Table 24(a) Number of helicopters, landings and hours flown, by make and flying activity, for helicopters performing any Agriculture flying (2008)

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	38	22.2	0.1	0.1	-	7.2	2.1	0.2	0.6	0.0	10.5
Robinson	21	13.6	-	0.1	-	4.5	2.1	0.1	0.7	0.0	7.6
Aerospatiale/Eurocopter	5	3.4	0.0	0.0	0.1	1.3	0.7	-	0.1	0.0	2.2
Other	10	6.4	-	-	0.0	2.8	0.2	-	-	0.0	3.0
Total	74	45.5	0.1	0.2	0.1	15.8	5.1	0.3	1.5	0.0	23.2

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 (2008)

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	416	130.9	7.2	6.2	23.7	1.2	48.5	2.2	22.5	0.0	111.5
Pilatus	27	25.0	1.4	1.0	0.4	0.0	20.6	0.1	0.0	0.0	23.5
Piper	92	51.6	2.0	0.7	8.0	-	11.0	0.2	0.9	0.0	22.8
American Champion	16	3.9	-	0.0	0.2	0.0	3.8	0.2	0.0	0.0	4.2
Pacific Aerospace	6	2.5	0.0	0.8	-	0.0	1.6	-	0.8	0.0	3.1
Gippsland	12	8.9	0.1	0.0	0.1	0.0	1.1	0.1	5.0	0.0	6.4
Air Tractor	19	4.5	0.0	0.1	-	1.0	1.0	-	0.0	0.0	2.2
PZL	13	0.7	0.0	0.2	-	0.0	0.6	0.0	0.0	0.0	0.8
IMCO	4	3.0	0.0	0.0	0.0	0.0	0.5	-	0.0	0.0	0.5
Nanchang	7	0.9	-	-	-	0.0	0.3	-	0.0	0.0	0.4
Other	56	10.7	0.6	1.3	0.9	0.3	5.1	-	1.3	0.0	9.5
Subtotal	*668*	*242.5*	*11.3*	*10.2*	*33.2*	*2.6*	*94.2*	*2.9*	*30.4*	*0.0*	*184.9*
Fixed wing, multi-engine											
Beechcraft	53	50.1	0.1	0.3	1.7	0.0	42.1	0.4	1.1	0.0	45.7
Piper	46	26.7	0.1	0.1	0.8	0.0	12.0	0.2	5.8	1.1	20.0
De Havilland	6	6.0	0.0	0.0	0.0	0.0	8.0	0.0	0.0	0.0	8.0
Cessna	48	13.3	0.4	0.2	0.2	0.0	7.4	0.6	7.3	0.2	16.3
Bombardier	5	4.8	0.0	0.0	0.0	0.0	6.3	0.0	0.0	0.0	6.3
Aero Commander	13	7.3	0.0	0.0	0.1	0.0	3.7	0.0	3.7	0.0	7.5
Gates Learjet	11	3.2	0.0	0.1	-	0.0	3.2	0.1	0.3	0.0	3.7
Dornier	5	5.3	0.0	0.0	0.7	0.0	2.7	0.2	0.0	0.0	3.6
Israel Aircraft	4	1.0	0.0	0.0	0.0	0.0	1.6	0.0	0.2	0.0	1.8
Partenavia	14	2.8	0.3	0.2	0.4	0.0	1.5	-	1.1	0.0	3.5
CASA	5	1.5	0.0	0.0	0.1	0.0	1.2	0.2	0.3	0.0	1.7
Other	28	19.6	-	0.1	0.4	0.0	4.0	0.3	6.3	4.5	15.7
Subtotal	*238*	*141.7*	*0.8*	*1.0*	*4.4*	*0.0*	*93.6*	*2.1*	*26.0*	*5.9*	*133.8*
Total	*906*	*384.2*	*12.1*	*11.2*	*37.6*	*2.6*	*187.9*	*5.0*	*56.4*	*5.9*	*318.6*

Table 25(a) Number of helicopters, landings and hours flown, by make and flying activity, for helicopters performing any Aerial Work flying (2008)

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	421	171.0	3.5	8.1	7.3	1.6	117.6	2.6	17.5	0.0	158.2
Aerospatiale/Eurocopter	93	54.5	0.9	0.7	1.0	1.3	15.6	1.0	9.3	0.0	29.8
Bell	135	71.6	0.5	1.1	2.2	3.9	15.5	1.1	14.9	0.0	39.0
Hughes	24	18.7	-	0.4	0.1	0.5	6.6	0.3	0.2	0.0	8.1
Schweizer	20	10.4	0.1	0.1	2.7	0.0	2.9	0.3	0.4	0.0	6.5
Agusta	6	2.5	0.0	-	-	0.7	0.8	-	0.3	0.0	1.8
Other	18	7.2	0.1	0.2	0.1	0.1	2.0	0.2	0.3	0.0	3.0
Subtotal	*717*	*335.9*	*5.1*	*10.6*	*13.4*	*8.0*	*161.0*	*5.3*	*42.9*	*0.0*	*246.3*
Rotary wing, multi-engine											
Bell	25	21.8	-	-	1.2	0.0	11.6	0.3	0.0	0.0	13.1
Aerospatiale/Eurocopter	17	10.6	0.1	0.1	0.8	0.0	5.0	0.1	0.3	0.0	6.4
Kawasaki	15	7.6	-	0.1	0.6	0.0	3.5	0.2	0.1	0.0	4.3
Agusta	9	7.8	0.2	0.0	0.5	0.0	2.6	0.1	-	0.0	3.5
Other	9	3.5	0.3	-	0.2	0.0	1.9	-	0.1	0.0	2.5
Subtotal	*75*	*51.2*	*0.6*	*0.1*	*3.3*	*0.0*	*24.5*	*0.8*	*0.6*	*0.0*	*29.8*
Total	*792*	*387.1*	*5.6*	*10.7*	*16.7*	*8.0*	*185.5*	*6.1*	*43.5*	*0.0*	*276.1*

Aircraft performing any Charter flying

Table 26 Number of fixed wing aircraft, landings and hours flown, by make and flying activity, for aircraft performing any Charter flying (2008)

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	392	185.9	9.4	2.7	23.3	-	7.7	1.7	102.0	0.0	146.8
Gippsland	35	27.0	0.4	-	0.3	0.0	0.6	0.2	16.7	0.0	18.4
De Havilland	37	15.8	0.3	0.1	0.3	0.1	0.2	0.1	6.9	0.0	8.0
Piper	68	31.5	2.7	0.4	10.0	0.1	0.5	0.2	5.6	0.0	19.4
Beechcraft	16	4.5	0.3	0.7	0.1	0.0	-	-	2.7	0.0	3.8
Mooney	8	2.2	0.2	-	1.4	0.0	0.0	-	1.0	0.0	2.7
Cirrus	7	2.4	0.2	0.3	0.7	0.0	0.0	-	0.6	0.0	1.7
Other	26	9.3	0.2	1.1	1.1	0.0	0.2	0.1	2.8	0.0	5.3
Subtotal	*589*	*278.6*	*13.7*	*5.3*	*37.3*	*0.2*	*9.1*	*2.4*	*138.3*	*0.0*	*206.2*
Fixed wing, multi-engine											
Cessna	187	61.8	1.0	1.8	1.2	0.0	1.7	0.7	48.7	4.1	59.2
Piper	181	61.3	1.0	1.1	3.0	0.0	1.1	0.7	40.4	6.0	53.3
Beechcraft	153	52.3	1.5	1.4	3.9	0.0	0.5	0.6	35.6	4.0	47.6
Fairchild	58	40.9	-	0.0	0.4	0.0	-	0.3	32.5	8.8	42.0
Fokker	30	28.8	0.0	0.0	0.1	0.0	0.0	0.1	24.9	23.8	48.8
Aero Commander	43	31.1	0.0	0.1	0.6	0.0	0.6	-	22.5	0.5	24.3
Embraer	34	25.0	0.0	-	0.6	0.0	-	0.3	18.5	11.2	30.6
British Aerospace	16	11.1	-	-	-	0.0	0.0	0.1	13.4	1.4	15.0
De Havilland	20	12.0	0.0	0.0	0.1	0.0	0.0	-	12.0	2.4	14.5
Britten Norman	24	22.2	-	-	0.3	0.0	0.1	0.3	10.0	1.3	12.0
Boeing	5	3.3	0.0	0.0	0.0	0.0	0.0	0.0	4.2	1.7	5.9
Israel Aircraft	8	3.4	0.2	0.0	0.0	0.0	0.7	0.0	3.7	0.0	4.5
Partenavia	23	5.7	0.4	0.2	0.9	0.2	0.8	0.1	3.2	0.0	5.8
Saab	6	8.2	0.0	0.0	0.3	0.0	0.0	0.0	2.8	6.3	9.4
Dornier	7	3.1	0.0	-	0.1	0.0	0.0	0.0	2.7	0.0	2.9
Convair	4	1.7	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	2.1
Ted Smith	9	1.0	0.0	0.0	-	0.0	-	-	0.9	0.0	0.9
Gates Learjet	11	3.0	0.2	0.1	-	0.0	1.5	-	0.8	0.0	2.8
Other	34	7.8	0.4	3.4	0.2	0.0	0.3	-	5.1	1.8	11.1
Subtotal	*853*	*383.8*	*4.7*	*8.1*	*11.7*	*0.2*	*7.5*	*3.2*	*284.0*	*73.4*	*392.8*
Total	1 442	662.4	18.4	13.4	49.0	0.4	16.6	5.6	422.3	73.4	599.0

Table 26(a) Number of helicopters, landings and hours flown, by make and flying activity, for helicopters performing any Charter flying (2008)

Helicopter make	*Number of aircraft*	*Number of landings*	*Hours flown*								
			Private	*Business*	*Training*	*Agriculture*	*Aerial*	*Test &*	*Charter*	*Regional*	*Total*
		(thousands)	*(thousands)*								
Robinson	227	98.4	2.2	3.3	8.1	0.5	15.5	0.9	26.3	0.0	56.8
Bell	134	72.3	0.6	1.1	1.9	1.4	10.4	0.8	23.9	0.0	40.1
Aerospatiale/Eurocopter	80	51.9	0.7	0.8	0.6	0.7	6.4	0.7	13.9	0.0	23.9
Kawasaki	8	3.9	-	0.1	-	0.0	0.2	-	1.5	0.0	1.9
Agusta	8	2.9	-	-	-	0.7	0.8	-	0.6	0.0	2.1
Schweizer	12	4.7	0.0	0.1	2.4	0.0	1.0	-	0.4	0.0	4.0
Hughes	5	0.6	-	0.1	-	0.0	0.4	-	0.2	0.0	0.7
Other	4	0.4	0.0	-	0.0	0.0	0.3	-	0.1	0.0	0.5
Subtotal	*478*	*235.2*	*3.6*	*5.6*	*13.0*	*3.3*	*35.0*	*2.6*	*67.1*	*0.0*	*130.0*
Rotary wing, multi-engine											
Aerospatiale/Eurocopter	27	12.4	-	-	0.6	0.0	0.3	0.1	12.9	0.0	14.0
Sikorsky	15	7.0	0.0	0.0	0.1	0.0	-	-	6.5	0.0	6.6
Kawasaki	8	2.5	-	-	0.2	0.0	0.6	-	1.3	0.0	2.1
Other	4	1.3	0.3	0.0	0.1	0.0	0.1	0.0	0.7	0.0	1.1
Subtotal	*54*	*23.3*	*0.3*	*0.1*	*0.9*	*0.0*	*1.0*	*0.1*	*21.5*	*0.0*	*23.8*
Total	532	258.4	3.8	5.7	13.9	3.3	36.0	2.7	88.5	0.0	153.9

Table 26(b) Number of balloons, landings and hours flown, by make and flying activity, for balloons performing any Charter flying (2008)

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	115	7.7	0.2	0.0	-	0.0	-	-	7.3	0.0	7.4
Cameron	7	0.4	-	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.3
Thunder/Colt	5	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.2
Other	3	0.1	-	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total	130	8.4	0.2	0.0	-	0.0	-	-	7.8	0.0	8.0

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 (2008)

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, multi-engine											
Saab	51	73.2	0.1	0.0	0.4	0.0	0.0	-	2.8	71.2	74.4
Bombardier	28	62.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	58.6	58.6
Fokker	27	28.1	0.0	0.0	-	0.0	0.0	0.1	23.8	23.8	47.7
Embraer	25	19.4	0.0	0.0	0.4	0.0	-	0.3	8.8	12.6	22.1
Fairchild	19	18.0	0.0	0.0	0.3	0.0	-	0.2	5.9	10.6	16.9
De Havilland	18	15.5	0.0	0.0	0.1	0.0	0.0	0.0	8.0	9.8	17.8
Piper	16	9.5	0.0	0.0	0.2	0.0	0.3	-	1.2	6.2	7.9
Cessna	23	13.3	0.0	0.0	0.3	0.0	-	-	4.4	6.1	10.8
Jetstream	5	6.5	0.0	0.0	0.1	0.0	-	-	-	4.1	4.3
Beechcraft	8	8.5	0.0	0.0	0.2	0.0	0.0	-	2.6	4.0	6.9
British Aerospace	4	3.2	0.0	0.0	-	0.0	0.0	-	2.8	1.4	4.3
Other	9	6.1	0.0	0.0	-	0.0	0.0	-	1.8	6.3	8.1
Total	233	264.1	0.1	0.0	2.0	0.0	0.4	0.7	62.1	214.7	279.9

Section H Fuel type

Table 28 Number of aircraft and hours flown, by fuel type, in General Aviation and Regional Airline operations (2008)

Fuel type	*Number of aircraft*	*Total hours flown (thousands)*
Fixed wing, single engine		
Diesel	*8*	*0.6*
Gasoline	*7 877*	*879.9*
Kerosene	*332*	*97.8*
Subtotal	*8 217*	*978.3*
Fixed wing, multi-engine		
Diesel	*12*	*2.7*
Gasoline	*1 243*	*245.5*
Kerosene	*616*	*450.0*
Subtotal	*1 871*	*698.2*
Subtotal (Fixed wing)	*10 088*	*1 676.5*
Rotary wing, single engine		
Gasoline	*1 045*	230.5
Kerosene	*427*	99.3
Subtotal	*1 472*	*329.9*
Rotary wing, multi-engine		
Gasoline	9	2.8
Kerosene	138	54.0
Subtotal	*147*	*56.9*
Subtotal (Rotary wing)	*1 619*	*386.7*
Balloons and airships		
None	338	9.1
Total	12 045	2 072.4

Section I Aircraft age

Table 29 Number of aircraft and hours flown, by age of aircraft, in General Aviation and Regional Airline operations (2003 and 2008)

Category and Age [a] *(in years) of aircraft*	*2003*		*2008*		*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	75	1.0	50	1.0	-33.3	2.9
1–5	296	12.3	336	11.3	13.5	-8.3
6–10	132	5.2	272	8.1	106.1	57.9
11–15	93	2.0	133	3.8	43.0	87.8
16–20	77	1.6	81	1.5	5.2	-8.3
21–25	63	1.9	67	1.2	6.3	-35.4
26–30	33	0.5	60	0.9	81.8	99.1
31–35	15	0.3	27	0.5	80.0	55.4
36–40	6	-	12	0.3	100.0	778.8
Over 40	3	-	6	-	100.0	220.0
Subtotal	*793*	*24.7*	*1 044*	*28.6*	*31.7*	*15.6*
Fixed wing, single engine						
New this year	39	2.1	72	12.9	84.6	526.5
1–5	196	62.9	376	110.6	91.8	75.8
6–10	254	80.1	276	77.1	8.7	-3.8
11–15	199	50.5	257	78.9	29.1	56.3
16–20	147	20.7	221	45.2	50.3	118.2
21–25	1 427	286.8	162	24.0	-88.6	-91.6
26–30	1 570	224.9	1 441	274.5	-8.2	22.1
31–35	485	47.5	1 550	191.3	219.6	303.0
36–40	1 067	72.8	477	40.4	-55.3	-44.6
Over 40	1 343	47.6	2 348	94.9	74.8	99.3
Subtotal	*6 727*	*896.0*	*7 180*	*949.8*	*6.7*	*6.0*
Fixed wing, multi-engine						
New this year	9	7.9	22	9.5	144.4	20.2
1–5	40	46.5	88	76.4	120.0	64.3
6–10	75	79.4	56	40.7	-25.3	-48.8
11–15	84	86.3	119	104.1	41.7	20.6
16–20	97	87.9	120	118.8	23.7	35.0
21–25	531	176.0	103	55.1	-80.6	-68.7
26–30	412	108.8	547	159.4	32.8	46.5
31–35	210	38.5	400	84.0	90.5	117.8
36–40	143	15.9	194	34.3	35.7	115.5
Over 40	91	5.4	215	15.9	136.3	194.0
Subtotal	*1 692*	*652.7*	*1 864*	*698.1*	*10.2*	*7.0*
Subtotal (Fixed wing)	*9 212*	*1 573.4*	*10 088*	*1 676.5*	*9.5*	*6.6*

(continued)

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

Table 29 (continued) Number of aircraft and hours flown, by age of aircraft, in General Aviation and Regional Airline operations (2003 and 2008)

Category and Age [a] *(in years) of aircraft*	*2003*		*2008*		*Percentage change in*	
	Number of aircraft	*Total hours flown (thousands)*	*Number of aircraft*	*Total hours flown (thousands)*	*Number of aircraft*	*Total hours flown*
Rotary wing, amateur-built						
New this year	6	-	8	-	33.3	-6.3
1–5	38	0.6	28	0.3	-26.3	-50.9
6–10	16	0.1	27	0.2	68.8	47.1
Over 10	1	-	17	0.1	na	na
Subtotal	*61*	*0.7*	*80*	*0.6*	*31.1*	*-17.1*
Rotary wing, single engine						
New this year	47	8.4	87	12.6	85.1	50.5
1–5	146	40.1	435	121.8	197.9	203.5
6–10	96	29.9	142	41.2	47.9	37.9
11–15	202	66.7	88	17.3	-56.4	-74.1
16–20	79	22.8	195	54.2	146.8	137.4
21–25	163	43.3	69	16.2	-57.7	-62.6
26–30	73	20.0	155	40.7	112.3	104.0
31–35	85	15.5	69	12.0	-18.8	-22.9
36–40	63	11.2	82	8.0	30.2	-28.0
Over 40	19	2.3	70	5.2	268.4	121.4
Subtotal	*973*	*260.3*	*1 392*	*329.2*	*43.1*	*26.5*
Rotary wing, multi-engine						
New this year	3	0.6	10	1.8	233.3	179.1
1–5	6	2.1	16	5.5	166.7	165.9
6–10	10	5.7	10	5.8	0.0	2.5
11–15	28	9.6	15	6.5	-46.4	-32.8
16–20	10	5.8	35	13.6	250.0	133.2
21–25	26	10.9	20	8.9	-23.1	-18.6
Over 25	4	1.0	41	14.9	925.0	na
Subtotal	87	35.8	147	56.9	*69.0*	*59.0*
Subtotal (Rotary wing)	*1 121*	*296.8*	*1 619*	*386.7*	*44.4*	*30.3*
Balloons and airships [b]						
New this year	16	0.3	15	0.3	-6.3	18.4
1–5	91	6.1	96	5.8	5.5	-4.6
6–10	87	2.6	70	1.9	-19.5	-26.7
11–15	58	0.8	72	0.8	24.1	9.0
16–20	61	0.6	33	0.2	-45.9	-73.4
21–25	15	0.1	34	0.1	126.7	-21.5
Over 25	10	-	18	0.1	80.0	na
Subtotal	*338*	*10.4*	*338*	*9.1*	*0.0*	*-12.0*
Total	10 671	1 880.6	12 045	2 072.4	12.9	10.2

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

b Includes amateur built balloons and airships

Table 29(a) Number of aircraft and hours flown, by age and flying activity, in General Aviation and Regional Airline operations (2008)

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, amateur-built[b]										
New this year	50	1.2	0.8	0.1	-	0.0	0.0	0.0	0.0	1.0
1–5	336	14.8	9.3	1.0	0.1	-	0.2	0.0	0.0	11.3
6–10	272	10.5	6.9	1.0	0.1	0.0	0.0	0.0	0.0	8.1
11–15	133	4.3	3.0	0.6	-	0.0	0.0	0.0	0.0	3.8
16–20	81	2.0	1.0	0.4	0.1	-	0.0	0.0	0.0	1.5
21–25	67	1.6	1.1	0.1	-	0.0	0.0	0.0	0.0	1.2
26–30	60	1.3	0.8	-	0.0	0.0	0.0	0.0	0.0	0.9
31–35	27	0.9	0.5	-	-	0.0	0.0	0.0	0.0	0.5
36–40	12	0.4	0.3	-	-	0.0	0.0	0.0	0.0	0.3
Over 40	6	0.1	-	0.0	0.0	0.0	0.0	0.0	0.0	-
Subtotal	*1 044*	*36.9*	*23.8*	*3.3*	*0.4*	-	*0.2*	*0.0*	*0.0*	*28.6*
Fixed wing, single engine[c]										
New this year	72	13.1	1.0	0.9	9.2	0.2	0.1	1.2	0.0	12.9
1–5	376	176.4	11.6	11.3	56.3	9.0	1.8	19.6	0.0	110.6
6–10	276	123.3	7.4	6.3	34.2	16.3	5.0	7.2	0.0	77.1
11–15	257	136.0	3.3	2.8	38.0	6.7	22.2	5.5	0.0	78.9
16–20	221	86.6	3.8	1.4	28.7	0.8	7.9	2.4	0.0	45.2
21–25	162	33.5	5.7	2.4	8.9	2.9	3.0	1.1	0.0	24.0
26–30	1 441	394.8	38.4	21.6	137.7	15.7	9.9	48.6	0.0	274.5
31–35	1 550	265.9	40.1	21.4	65.6	22.3	6.8	33.0	0.0	191.3
36–40	477	62.0	13.1	5.7	4.3	6.3	3.7	6.8	0.0	40.4
Over 40	2 348	165.9	41.0	14.5	9.9	14.0	1.6	12.9	0.0	94.9
Subtotal	*7 180*	*1 457.5*	*165.5*	*88.2*	*392.7*	*94.2*	*62.0*	*138.3*	*0.0*	*949.8*
Fixed wing, multi engine[c]										
New this year	22	9.7	0.4	0.4	0.5	0.1	0.0	0.6	7.3	9.5
1–5	88	80.0	0.6	3.1	2.3	24.0	0.0	4.4	41.7	76.4
6–10	56	44.3	1.0	4.8	6.1	10.2	0.0	2.5	15.9	40.7
11–15	119	93.2	0.2	2.5	3.6	12.5	0.0	31.9	52.8	104.1
16–20	120	108.0	0.3	2.4	3.2	7.2	0.0	46.2	59.1	118.8
21–25	103	52.7	0.6	0.6	1.2	6.2	0.0	27.3	18.7	55.1
26–30	547	180.9	5.1	7.8	28.5	21.8	0.2	83.4	10.7	159.4
31–35	400	89.8	3.0	4.2	4.7	7.0	0.0	56.8	7.3	84.0
36–40	194	44.4	2.8	1.1	1.9	3.6	0.0	23.3	1.2	34.3
Over 40	215	18.9	1.8	3.8	1.7	0.9	0.0	7.6	0.0	15.9
Subtotal	*1 864*	*722.0*	*15.9*	*30.8*	*53.8*	*93.6*	*0.2*	*284.0*	*214.7*	*698.1*
Subtotal (Fixed wing)	*9 044*	*2 179.5*	*181.3*	*119.0*	*446.5*	*187.9*	*62.2*	*422.3*	*214.7*	*1 647.9*
Rotary wing, amateur-built										
New this year	8	0.1	-	0.0	-	0.0	0.0	0.0	0.0	-
1–5	28	0.7	0.3	-	0.0	0.0	0.0	0.0	0.0	0.3
6–10	27	0.3	0.1	-	-	-	0.0	0.0	0.0	0.2
Over 10	17	0.4	0.1	-	0.0	-	0.0	0.0	0.0	0.1
Subtotal	80	1.6	0.5	0.1	-	-	0.0	0.0	0.0	0.6

(continued)

a Calculated by subtracting year of manufacture from the current year.
b Single engine and multi engine combined
c Includes amateur built

Table 29(a) (continued) Number of aircraft and hours flown, by age and flying activity, in General Aviation and Regional Airline operations (2008)

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)							
Rotary wing, single engine [b]										
New this year	87	18.9	0.7	1.4	2.6	4.9	0.1	2.8	0.0	12.6
1–5	435	176.1	11.4	14.8	16.8	56.4	1.8	19.1	0.0	121.8
6–10	142	60.5	2.3	2.5	2.5	22.8	2.1	8.5	0.0	41.2
11–15	88	19.6	0.6	1.4	3.0	9.4	0.9	1.7	0.0	17.3
16–20	195	65.1	2.4	2.0	5.9	36.5	1.6	4.3	0.0	54.2
21–25	69	24.1	0.4	0.7	0.4	10.7	0.3	3.3	0.0	16.2
26–30	155	74.1	0.5	0.8	1.0	12.5	3.5	21.4	0.0	40.7
31–35	69	20.0	0.4	0.6	0.7	4.2	2.8	3.0	0.0	12.0
36–40	82	14.3	1.1	0.3	1.0	2.7	0.8	2.0	0.0	8.0
Over 40	70	10.0	0.3	0.3	0.7	1.0	1.8	1.0	0.0	5.2
Subtotal	*1 392*	*482.8*	*20.1*	*24.8*	*34.6*	*161.0*	*15.8*	*67.1*	*0.0*	*329.2*
Rotary wing, multi-engine										
New this year	10	2.4	-	0.2	0.1	0.3	0.0	1.1	0.0	1.8
1–5	16	9.0	0.6	0.5	0.6	2.5	0.0	1.0	0.0	5.5
6–10	10	8.6	-	-	0.4	4.4	0.0	0.9	0.0	5.8
11–15	15	27.0	0.0	3.7	0.3	2.2	0.0	0.1	0.0	6.5
16–20	35	24.7	0.4	0.1	1.3	8.2	0.0	3.3	0.0	13.6
21–25	20	9.6	0.3	-	0.2	1.0	0.0	7.3	0.0	8.9
Over 25	41	16.8	0.1	-	1.0	5.9	0.0	7.8	0.0	14.9
Subtotal	147	98.2	1.4	4.6	4.0	24.5	0.0	21.5	0.0	56.9
Subtotal (Rotary wing)	*1 619*	*582.6*	*22.1*	*29.4*	*38.6*	*185.5*	*15.8*	*88.5*	*0.0*	*386.7*
Balloons and airships										
New this year	15	0.3	-	0.0	0.0	-	0.0	0.3	0.0	0.3
1–5	96	5.9	0.3	0.0	-	-	0.0	5.4	0.0	5.8
6–10	70	2.1	0.3	0.0	0.1	-	0.0	1.5	0.0	1.9
11–15	72	0.9	0.4	0.0	-	0.0	0.0	0.4	0.0	0.8
16–20	33	0.2	0.1	0.0	-	0.0	0.0	0.1	0.0	0.2
21–25	34	0.1	-	0.0	-	0.0	0.0	0.1	0.0	0.1
Over 25	18	64	28	0	0	0	0	25	0	53
Subtotal	338	9.5	1.2	0.0	0.1	0.1	0.0	7.8	0.0	9.1
Total	*12 045*	*2 808.4*	*228.4*	*151.7*	*485.6*	*373.4*	*78.2*	*518.6*	*214.7*	*2 072.4*

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

Table 29(b) Average aircraft age, by flying activity, in General Aviation and Regional Airline operations (2008)

Year	*Private*	*Business*	*Test & Ferry*	*Training*	*Aerial Work*	*Agriculture*	*Charter*	*Regional Airlines*	*Active aircraft*
					(years)				
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
2008	29.4	26.1	25.1	24.0	21.7	24.1	23.3	17.7	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 (2007–2008)

Category of aircraft and total hours flown	*Number of aircraft*		*Percentage change*
	2007	*2008*	
Fixed wing, amateur-built			
0	293	298	1.7
1–50	482	565	17.2
51–100	156	140	-10.3
Over 100	43	41	-4.7
Subtotal	*974*	*1 044*	*7.2*
Fixed wing, single engine			
0	1 276	1 331	4.3
1–50	2 467	2 601	5.4
51–100	1 136	1 088	-4.2
101–200	742	778	4.9
201–500	826	839	1.6
Over 500	508	543	6.9
Subtotal	*6 955*	*7 180*	*3.2*
Fixed wing, multi-engine			
0	232	283	22.0
1–50	279	278	-0.4
51–100	164	178	8.5
101–200	255	260	2.0
201–500	376	394	4.8
Over 500	492	471	-4.3
Subtotal	*1 798*	*1 864*	*3.7*
Subtotal (Fixed wing)	*9 727*	*10 088*	*3.7*

(continued)

Table 30 (continued) Frequency distribution of aircraft, by aircraft category and hours flown (2007–08)

Category of aircraft and total hours flown	*Number of aircraft*		*Percentage change*
	2007	*2008*	
Rotary wing, amateur-built			
0	45	50	11.1
1–50	25	27	8.0
Over 50	1	3	200.0
Subtotal	*71*	*80*	*12.7*
Rotary wing, single engine			
0	174	181	4.0
1–50	151	174	15.2
51–100	125	168	34.4
101–200	163	291	78.5
201–500	446	384	-13.9
Over 500	223	194	-13.0
Subtotal	*1 282*	*1 392*	*8.6*
Rotary wing, multi-engine			
0	6	9	50.0
1–50	3	7	133.3
51–100	12	9	-25.0
101–200	17	28	64.7
201–500	38	45	18.4
Over 500	52	49	-5.8
Subtotal	*128*	*147*	*14.8*
Subtotal (Rotary wing)	*1 481*	*1 619*	*9.3*
Balloons and airships			
0	121	119	-1.7
1–50	148	151	2.0
51–100	32	46	43.8
Over 100	32	22	-31.3
Subtotal	*333*	*338*	*1.5*
Total	11 541	12 045	4.4

Section K Regular Public Transport (RPT) hours flown

Table 31 Hours flown, by industry sector, in Regular Public Transport (RPT) operations (1998–2008)

Year	Major Australian airlines		Regional Airlines	Total
	Domestic operations	International operations		
	(thousands)			
1998	439.8	245.2	273.2	958.2
1999	442.3	244.0	277.3	963.5
2000	463.1	275.3	335.7	1 074.2
2001	457.7	288.6	298.0	1 044.3
2002	414.3	261.6	250.1	926.0
2003	456.0	261.6	234.7	952.3
2004	513.0	302.0 r	251.4	1 066.4
2005	543.8	327.1 r	254.7	1 125.5
2006	556.0	340.4 r	241.5	1 137.9
2007	572.2	358.3 r	241.9	1 172.4
2008	648.6	368.9	214.7	1 232.2

Table 32 Number of aircraft and hours flown, by power type, in Regional Airline operations (1998–2008)

Year	Number of aircraft			Hours flown		
	Piston	Turboprop	Jet	Piston	Turboprop	Jet
				(thousands)		
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
2008	44	162	27	14.7	182.2	17.7

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

Table 33 Hours flown, by aircraft make, in Regional Airline operations (2003–2008)

Aircraft make	*2003*	*2004*	*2005*	*2006*	*2007*	*2008*
			(thousands)			
Fixed wing, single engine						
Cessna	5.0	4.3	4.5	6.2	3.7	0.0
Gippsland	0.0	0.0	0.7	0.0	0.0	0.0
Other	0.0	0.0	-	0.6	0.0	0.0
Subtotal	*5.0*	*4.3*	*5.3*	*6.8*	*3.7*	*0.0*
Fixed wing, multi-engine						
Saab	40.8	43.3	55.5	56.4	68.3	71.2
Bombardier	0.0	42.7	45.6	57.3	55.9	58.6
Fokker	13.0	15.0	15.0	13.2	16.5	23.8
Embraer	9.5	11.7	8.3	10.4	11.6	12.6
Fairchild	31.5	33.9	29.4	19.0	12.6	10.6
De Havilland	90.5	55.8	50.4	40.1	30.7	9.8
Piper	12.2	14.3	10.8	8.4	9.0	6.2
Cessna	12.5	12.9	15.1	13.9	11.5	6.1
Jetstream	0.0	0.0	0.0	0.0	0.0	4.1
Beechcraft	4.8	3.5	4.4	3.4	6.3	4.0
Boeing	0.0	0.0	0.0	0.0	4.1	3.5
British Aerospace	6.6	5.5	7.4	6.0	6.2	1.4
Other	6.1	11.8	9.7	3.2	3.3	2.8
Subtotal	*229.6*	*247.1*	*249.4*	*234.7*	*238.3*	*214.7*
Total	234.7	251.4	254.7	241.5	241.9	214.7

Section L Sport Aviation activity

Ultralight activity

Table 34 Hours flown (a), by state or territory and category of aircraft, in Ultralight operations (2008)

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	0.6	2.4	20.7	6.8	9.3	0.5	0.8	2.9	*43.4*	44.0
VIC	0.8	0.6	14.8	4.3	7.5	0.7	1.8	1.2	*31.0*	31.8
QLD	0.9	5.9	20.1	3.9	11.3	1.3	0.7	0.7	*43.9*	44.8
SA	0.3	1.1	7.3	1.4	4.8	0.8	0.2	0.6	*16.1*	16.4
WA	0.2	0.7	5.7	0.5	2.1	-	0.2	1.1	*10.3*	10.5
TAS	0.1	0.6	1.7	1.7	0.6	-	0.1	0.1	*4.9*	5.0
NT	-	0.2	0.8	0.4	0.6	-	0.1	0.5	*2.6*	2.6
ACT	-	0.1	0.1	0.1	0.6	-	0.0	0.1	*0.9*	0.9
Unknown	-	-	0.1	-	-	0.1	-	-	*0.1*	0.1
Australia	2.9	11.7	71.2	19.1	36.7	3.5	3.9	7.2	*153.3*	156.2

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 (a), by category of aircraft, in Ultralight operations (1998–2008)

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)									
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
2008	2.9	11.7	71.2	19.1	36.7	3.5	3.9	7.2	*153.3*	156.2

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 (2008)

Type approved aircraft and aircraft make	*Number of aircraft*	*Hours flown* [a] *(thousands)*
Uncertified aircraft (CAO 95.10)	246	2.9
Commercially manufactured aircraft (CAO 95.25)		
Australian Light Wing	75	5.1
Thruster	101	2.6
Sapphire	10	0.2
Facet	6	0.1
Skywise	11	-
Other	75	3.6
Subtotal	*278*	*11.7*
Commercially manufactured aircraft (CAO 95.55)		
Jabiru	216	28.8
Tecnam	95	12.4
Skyfox	59	7.3
Evektor	27	5.0
Aeroprakt	32	4.5
Fly Synthesis	25	3.1
Fantasy Air	11	0.9
Flight Design	15	0.9
Alpi	11	0.7
Czech Aircraft Works	6	0.7
Micro Aviation	22	0.6
Slepcev	11	0.5
Other	107	5.9
Subtotal	*637*	*71.2*
Commercially manufactured aircraft (CAO 101.55)		
Jabiru	109	13.5
Skyfox	56	2.7
Australian Light Wing	12	1.5
Austflight ULA	27	1.3
Eipper	6	0.1
Other	2	-
Subtotal	*212*	*19.1*
Subtotal (Commercially manufactured aircraft)	*1 127*	*102.0*

(continued)

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

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

Table 36 (continued) Number of Ultralight aircraft and hours flown, by aircraft make (2008)

Type approved aircraft and aircraft make	*Number of aircraft*	*Hours flown* [a] *(thousands)*
Amateur-built aircraft (CAO 95.55)		
Jabiru	233	12.7
ICP	72	4.3
Zenair	54	1.9
Rand Kar	52	1.5
Spectrum	6	1.1
RANS	26	0.9
Wayne Fisher	12	0.8
Foxcon	24	0.8
Rainbow Aircraft	9	0.5
Corby	16	0.5
Maxair	10	0.4
Jodel	19	0.4
Skyranger	13	0.4
Aero Sport	14	0.4
Slepcev	6	0.3
S G Aviation	10	0.3
Cadet	7	0.3
Austflight ULA	7	0.3
Monnett	10	0.3
Murphy	9	0.3
Australian Aviation Works	7	0.3
Denney	5	0.3
Vol Mediterrani	5	0.3
Quad City	11	0.3
Australian Aircraft Kits	7	0.3
Sapphire	8	0.2
Australian Light Wing	7	0.2
Norman	5	0.2
Sonex	7	0.2
Eipper	6	0.2
Cobra	4	0.2
Europa	5	0.2
Other	205	5.7
Subtotal	*891*	*36.7*

(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 of Australia (RAA)

Table 36 (continued) Number of Ultralight aircraft and hours flown, by aircraft make (2008)

Type approved aircraft and aircraft make	*Number of aircraft*	*Hours flown* [a] *(thousands)*
Amateur-built aircraft (CAO 101.28)		
RANS	17	0.8
Jabiru	12	0.6
SkyStar	7	0.6
Corby	6	0.2
CFM	4	0.2
Denney	9	0.2
Australian Light Wing	5	0.1
Monnett	4	0.1
Murphy	4	0.1
Eipper	4	-
Other	36	0.7
Subtotal	*104*	*3.5*
Subtotal (Amateur-built aircraft)	*995*	*40.2*
Weight shift aircraft (CAO 95.32)		
Powered Parachutes		
Aerochute	180	3.7
Powerchute	9	0.1
Other	2	-
Subtotal	*191*	*3.9*
Trikes		
Airborne Windsports	147	6.3
Pegasus	10	0.2
DTA	4	0.2
Other	23	0.5
Subtotal	*184*	*7.2*
Subtotal (Weight shift aircraft)	*375*	*11.1*
Subtotal (Certified aircraft)	*2 497*	*153.3*
Total	2 743	156.2

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 of Australia (RAA)

Gliding activity

Table 37 Number of aircraft, hours flown and launches in Gliding operations (1998–2008)

Year	Number of aircraft [a]	Hours Flown [b]	Launches [b]
		(thousands)	
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
2007–08	1 205	169.9	161.8

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.

Note: In 2008, figures are estimated from a response rate of 46 per cent.

Hang Gliding activity

Table 38 Hours flown, by state or territory and category of aircraft, in Hang Gliding operations (2007–08)

State or territory	Hang Gliders	Paragliders	Weight shift microlights (Powered hang gliders)	Total
		(thousand hours)		
NSW	13.1	13.3	5.3	31.8
VIC	4.3	10.3	7.5	22.2
QLD	8.1	8.1	3.0	19.1
SA/NT	1.7	1.2	1.7	4.6
WA	1.8	3.3	2.1	7.2
TAS	0.4	0.4	0.3	1.1
ACT	1.0	1.3	0.1	2.4
Australia	30.4	37.9	20.0	88.3

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

Table 39 Number of aircraft and hours flown, by category of aircraft, in Hang Gliding operations (1997–98 to 2007–08)

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)
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
2007–08	933	30.4	1 206	37.9	468	20.0	2 607	88.3

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 (1997–98 to 2008)

Year	Number of aircraft [a]	Private	Dual training	Gyro glider training	Search & Rescue	Total
		(thousand hours)				
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
2008	374	29.0	1.4	0.1	0.0	30.5

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

Note: All statistics courtesy of the Australian Sport Rotorcraft Association (ASRA).
In 2008, figures are estimated from a response rate of 21.7 per cent, data should be used with caution.
Only includes members reporting greater than zero hours.

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 2008

SECTION 1: **Aircraft registrations, landings and hours flown for year ended 31 December 2008.**
Flying activity performed entirely outside Australia or its Territories should not be recorded.

Aircraft registration (a)	Total landings for 2008 (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 27 February 2009.

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 2008. 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 / / 2009

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 or 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**
  Airlines conducting Regular Public Transport operations 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 Domestic Airlines	Australian airlines operating RPT aircraft not included in the General Aviation collection, that is Jetstar, Qantas, Tiger Airways, and Virgin Blue in 2008.
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 year.

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 year.

Contents: Comprehensive data on all international services to/from Australia. International passenger and freight traffic; operator market shares; city pair data; industry analysis.

Airline On Time Performance
Produced: Monthly, calendar and financial years.

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

Avline
Produced: Financial year.

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

General Aviation
Produced: Calendar year.

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

Airport Traffic Data
Produced: Financial year.

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.