



Australian Government

Department of Infrastructure and Transport

Bureau of Infrastructure, Transport and Regional Economics

STATISTICAL REPORT



Aviation

General Aviation Activity 2009

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ISSN 1320-3274

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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 are 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);
- ultralight aircraft registered with Recreational Aviation Australia (RA-Aus);
- gliders (powered and unpowered) registered with the Gliding Federation of Australia (GFA);
- 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, foreign-registered and military aircraft operating in Australia.

Data sources

A survey covering the 2009 calendar year was dispatched to aircraft operators or owners listed on the Australian Civil Aircraft Register, except for those operating the major domestic airlines. Survey returns were received for 87 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 2008, the 2009 data was estimated by applying the difference in the means between 2008 and 2009 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 47 aircraft (0.4 per cent) in the collection for the first time in 2009 that did not respond.

Of the 87 per cent of aircraft that reported, 15 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 yearly using three **years' data**. Landings are estimated by operators more often than hours flown and therefore should be considered less reliable. In addition, of the 15 per cent of aircraft unable to report landings, 26 per cent of these were rotary wing aircraft.

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

Various 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 ultralight aircraft, gliders, hang gliders and gyroplanes have been supplied courtesy of Recreational Aviation Australia, the Gliding Federation of Australia, the Hang Gliding Federation of Australia and the Australian Sport Rotorcraft Association 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 have been compiled from statistical returns collected under the authority of ***Air Navigation Regulation 12***. BITRE wishes to thank aircraft operators and owners 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
RA-Aus	Recreational Aviation Australia
RPT	Regular Public Transport

Overview

Introduction

Total hours flown by Australian VH-registered aircraft in the General Aviation and Regional Airline sectors dropped to 2.0 million in 2009, a decrease of 2.9 per cent compared with the previous year (see Table 4). These aircraft completed a total of 2.7 million landings, a decrease of 5.4 per cent (see Table 9).

Activity in the General Aviation sector fell in 2009, with a decrease in flying hours of 2.7 per cent to 1.8 million hours (see Table 1).

Within the General Aviation sector, the only categories recording an increase in activity were Private flying (4.9 per cent higher than in 2008) and Training (2.4 per cent higher). Of the other activities, Test and Ferry recorded a decline of 24.8 per cent, Charter a decline of 9.4 per cent, Agriculture a decline of 6.3 per cent, Aerial Work a decline of 2.8 per cent and Business flying a decline of 2.1 per cent (see Table 4).

For the first time since 1993, Training recorded a greater number of hours than Charter flying.

Regional Airlines recorded a decline of 4.9 per cent in flying hours, with the lowest Regional Airline hours flown since 1990 (202.6 thousand hours). The decline continues a downward trend over the past decade (see Table 4).

Figure 1 shows the variation in number of landings and hours flown between 1999 and 2009 and Figure 2 shows the relative sizes of industry sectors based on hours flown.

Figure 1 General Aviation and Regional Airline activity (1999–2009)

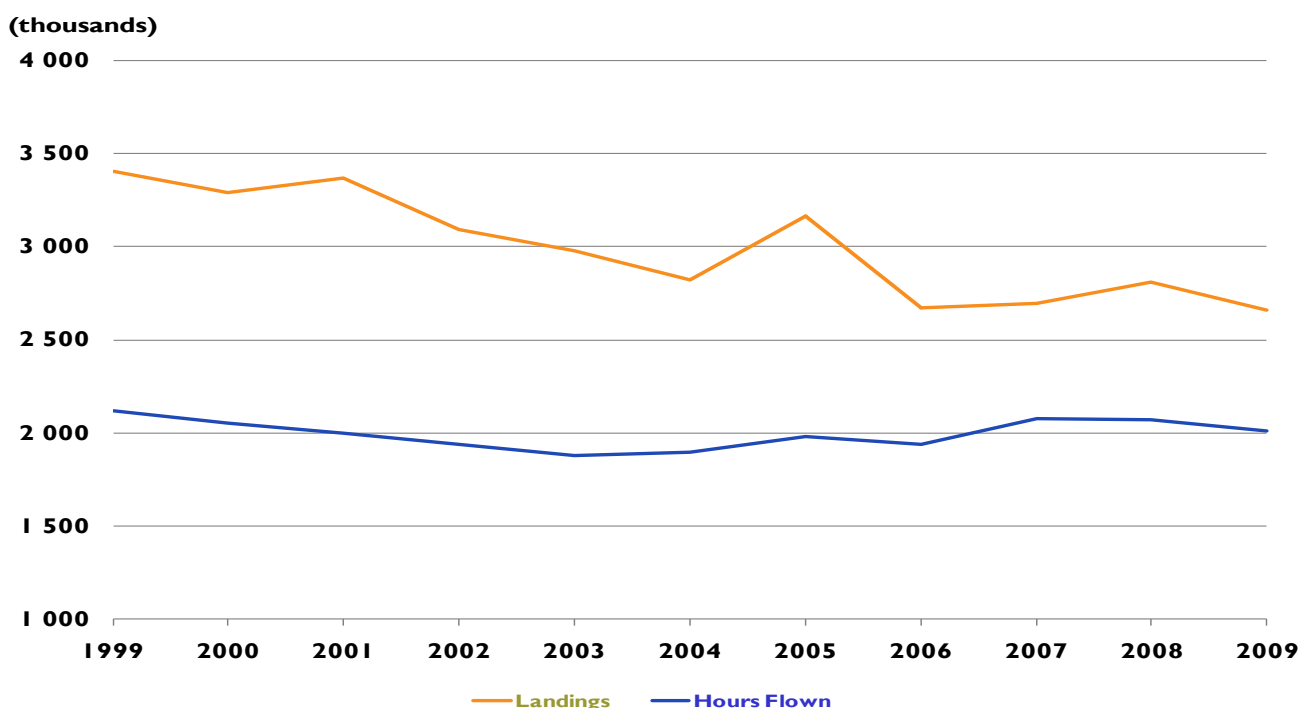
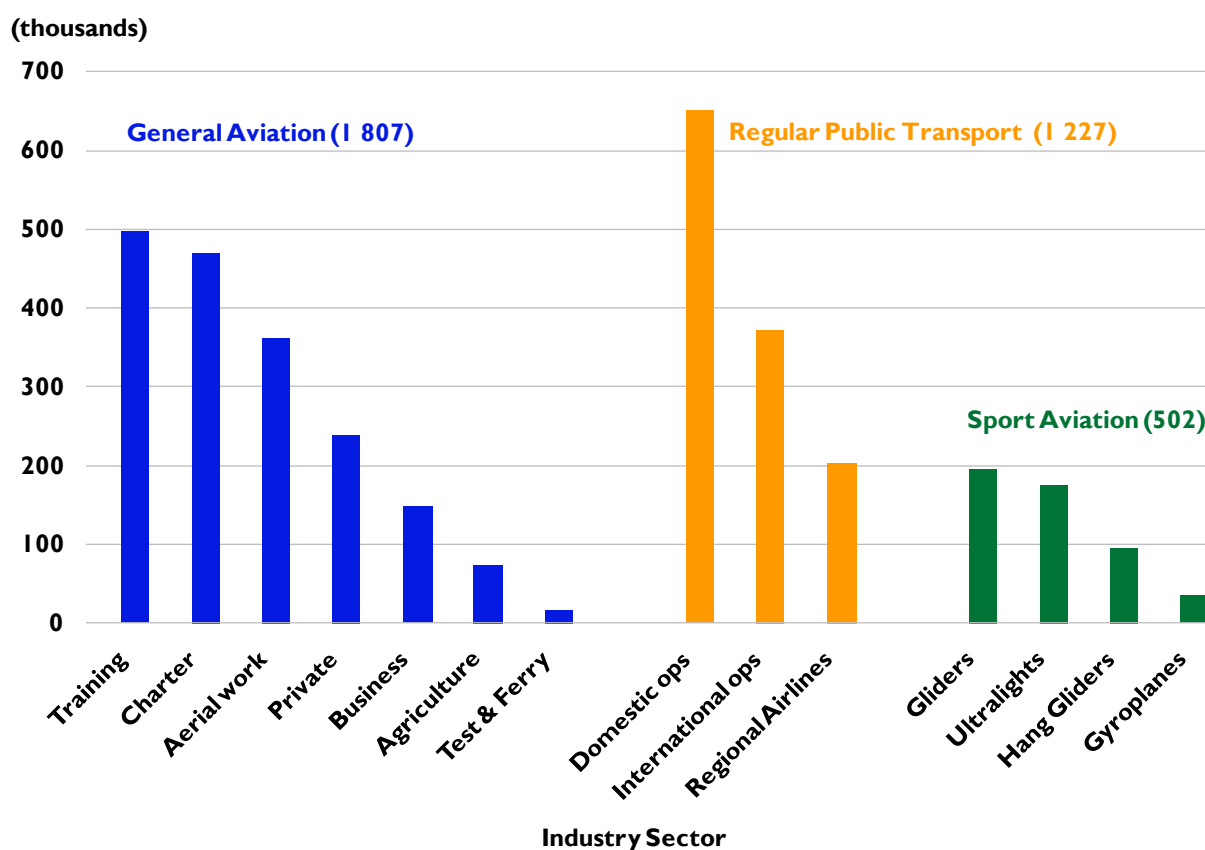


Figure 2 Hours flown by industry sector (2009)



The General Aviation and Regional Airline fleet

The data presented in this publication for the year ended 31 December 2009 cover 12 229 registered aircraft in the General Aviation and Regional Airline sectors. Aircraft operated by the major domestic airlines are excluded from the totals, as are ultralight aircraft, gliders, hang gliders and gyroplanes, although several tables include summary data for these sectors of the aviation industry. The number of aircraft registered at 31 December 2009 represents an increase of 1.5 per cent over the number registered at 31 December 2008 (see Table 5).

The number of fixed wing, single engine aircraft increased by 1.0 per cent to 8 301, or 67.9 per cent of all registered aircraft in the General Aviation and Regional Airline sectors (see Table 5).

Fixed wing, multi-engine aircraft increased by 0.7 per cent to 1 885 (15.4 per cent of the total) (see Table 5).

The number of helicopters increased by 5.2 per cent to 1 703 (13.9 per cent of the total), with the number of single engine helicopters increasing by 3.9 per cent to 1 530. The number of multi-engine helicopters increased by 17.7 per cent to 173 (see Table 6).

Hot-air balloons and airships increased by 0.6 per cent to 340, or 2.8 per cent of the total (see Table 7).

In 2009, 1 171 amateur-built aircraft accounted for 9.6 per cent of all VH- registered aircraft in this survey. This represents a 3.4 per cent increase over the number of amateur-built aircraft in 2008 (1 133 aircraft).

The Australian General Aviation and Regional Airline fleet contains many older aircraft, with the average age being 26.9 years, which is a slight rise (0.4 years) from 2008 (see Table 29b). A total of 574.5 thousand hours (or 28.6 per cent of all flying) were performed in aircraft under 11 years old, 415.7 thousand hours (20.7 per cent) in aircraft aged between 11 and 20 years old, 446.6 thousand hours (22.2 per cent) in aircraft between 21 and 30 years old and 575.3 thousand hours (28.6 per cent) in aircraft over 30 years old (see Table 29).

For Charter and Regional Airline flying, 77.0 per cent was done in aircraft more than 10 years old, and 50.3 per cent in aircraft more than 20 years old (see Table 29a). However, the average age of the Regional Airline fleet has decreased from 17.7 to 16.8 years between 2008 and 2009 (see Table 29b).

The reduction in the average age of the Regional Airline fleet is mainly due to a reduction in the number of older piston engine aircraft (see Tables 29b and 32). Between 2008 and 2009, the number of turboprop aircraft rose by 4.9 per cent, to 170 aircraft. The number of, and hours flown by, piston engine aircraft in Regional Airline operations continue to decrease, as they have consistently over the past decade (see Table 32). Between 2008 and 2009, the number of piston engine aircraft in Regional Airline operations fell by over one third (44 to 28 aircraft). Hours flown in Regional Airline operations dropped by 19.2 per cent for piston engine aircraft, but remained relatively stable for turboprop aircraft (falling only 1.4 per cent). Hours also fell for jet aircraft (by 29.6 per cent). However, the majority of Regional Airline flying hours are conducted by turboprop aircraft (88.1 per cent).

Of 153 new aircraft in 2009 (Table 29), fixed wing, amateur-built aircraft accounted for 28.1 per cent (43 aircraft), while fixed wing, single engine aircraft accounted for another one quarter (39 aircraft).

Average flying hours per aircraft decreased by 4.4 per cent, from 172.1 hours in 2008 to 164.5 hours in 2009 (see Table 29a). For active aircraft only, excluding aircraft that were not flown during the year, the average number of hours flown was 204.0 per aircraft (see Table 3).

Of the active aircraft, 39.0 per cent flew 50 hours or less during 2009, while 56.1 per cent flew 100 hours or less (see Table 30).

A total of 2 366 aircraft, or 19.3 per cent of registered General Aviation and Regional Airline aircraft, were reported or estimated as performing no flying during the year ended 31 December 2009, compared with 2 271 aircraft (18.9 per cent) during 2008.

From responses to the survey, reasons why many of these aircraft did not fly can be determined. These reasons, reported for 1 645 of the 2 366 inactive aircraft, are summarised in the following table:

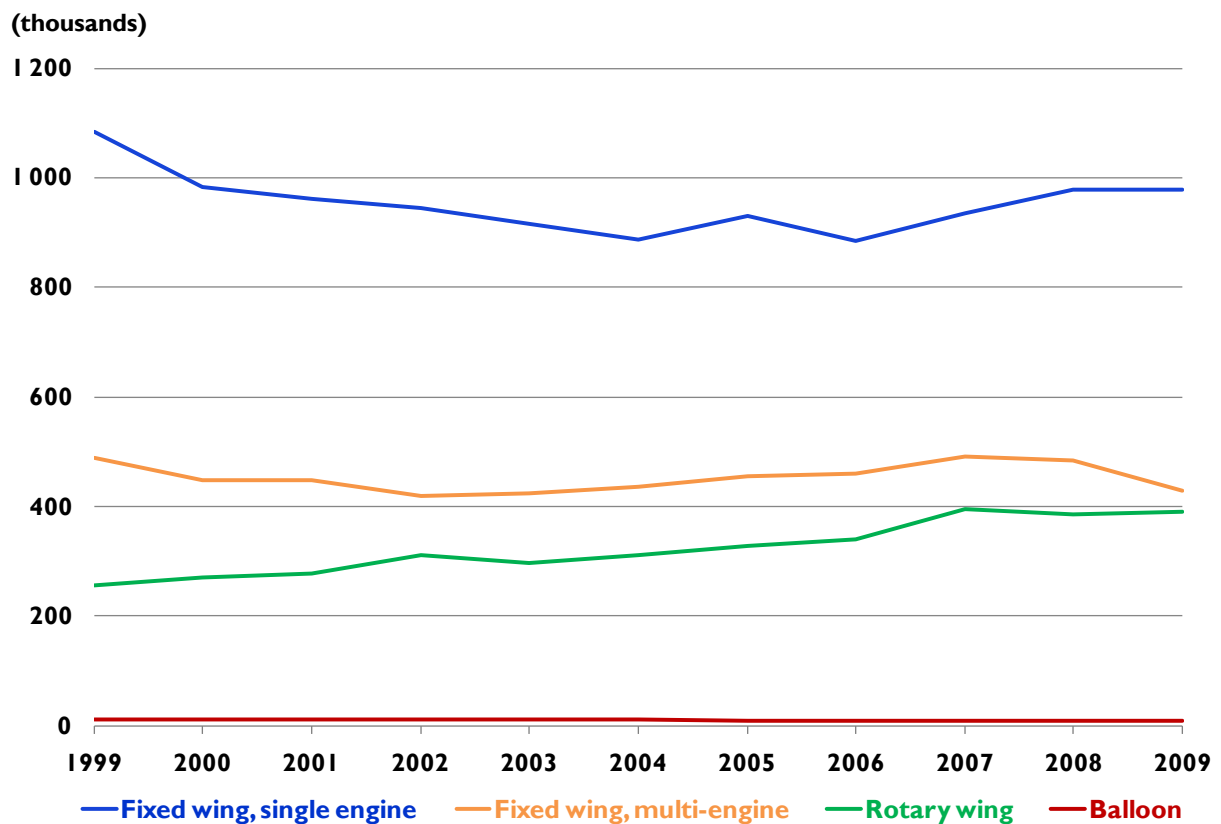
Table A Reasons for nil flying activity (2009)

<i>Reason for nil activity</i>	<i>Number of aircraft</i>	<i>Percentage of reporting inactive aircraft</i>
Repair / maintenance / restoration	715	43.5
Aircraft in storage	216	13.1
Aircraft unserviceable / unairworthy	142	8.6
Amateur-built aircraft not yet completed	129	7.8
Work or other commitments	67	4.1
Financial reasons	53	3.2
Aircraft awaiting sale	45	2.7
Owner's health issues / deceased	42	2.6
Lack of business / company ceased operating	40	2.4
C of A not yet issued	33	2.0
New aircraft not flown during the survey period	33	2.0
Drought	29	1.8
Museum or stock aircraft	21	1.3
Aircraft awaiting parts or modification	18	1.1
All other reasons	62	3.8
Total	1 645	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 (1999–2009)



Landings

The total number of landings in General Aviation and Regional Airline Activity reported during the year ending 31 December 2009 was 2.66 million, a decrease of 5.4 per cent compared to 2.81 million in 2009 (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

Consistent with the adverse effects of the global economic downturn, Regional Airline activity, measured in hours flown, recorded a decrease of 4.9 per cent from 214.7 to 204.1 thousand hours in 2009.

For a number of years prior to the collapse of Ansett Australia in September 2001, Regional Airline growth rates were higher than those of the major domestic airlines due to a transfer of secondary routes from the major airlines to their regional affiliates. In more recent years, this trend has reversed, with the major domestic airlines expanding onto routes previously served only by regional airlines. Regional Airline flying hours fell each year between 2001 and 2003, while the growth that occurred in 2004, 2005 and 2007 was significantly less than the growth in major airline flying hours over the same periods (see Table 31).

General Aviation activity

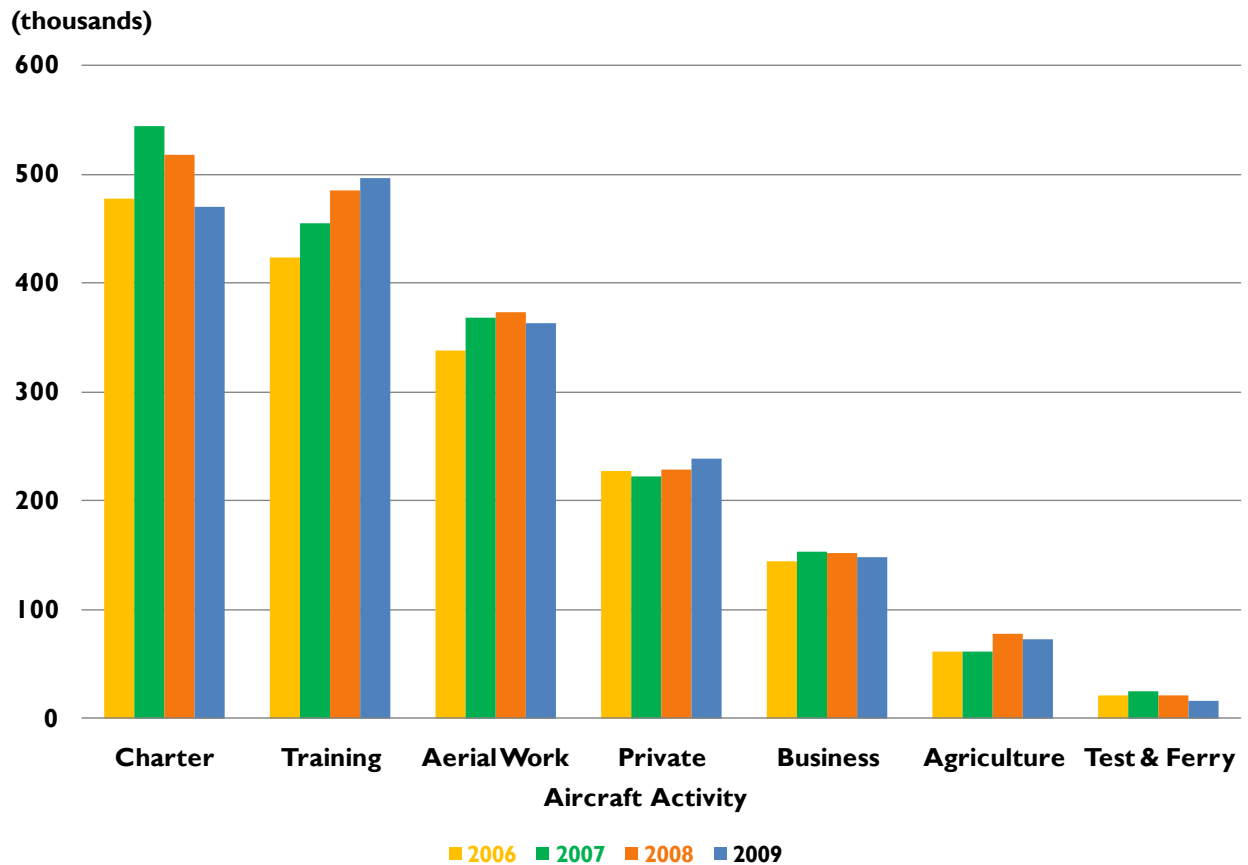
General Aviation activity in terms of hours flown (excluding scheduled Regional Airline operations) decreased by 2.7 per cent in 2009 (see Table 4).

Training and Charter flying continued to make up the two largest activity categories in the General Aviation sector, representing 27.5 per cent and 26.0 per cent respectively of all General Aviation flying hours during 2009. Private and Business flying together represented 21.5 per cent of total General Aviation activity (see Table 4).

General aviation activity slowed between 2008 and 2009, consistent with the adverse effects of the global economic downturn. Only two flying categories showed an increase in activity — Private (4.9 per cent) and Training (2.4 per cent). Decreases in flying hours were recorded in Test and Ferry (-24.8 per cent), Charter (-9.4 per cent), Agriculture (-6.3 per cent), Aerial Work (-2.8 per cent), and Business flying (-2.1 per cent) (see Table 4).

Figure 4 shows the relative size of each General Aviation category from 2006 to 2009.

Figure 4 Hours flown in General Aviation by activity (2006–09)



Sport Aviation

Ultralight flying

Information provided by Recreational Aviation Australia (RA-Aus)

In 2009, ultralight aircraft flew a total of 174.3 thousand hours, representing an increase of 11.6 per cent over 2008 (see Table 35). The number of hours flown by ultralight aircraft has doubled since 2004, and is triple the hours flown in 1993.

The highest level of ultralight flying was undertaken in Queensland with 52.8 thousand hours, or 30.3 per cent of the Australian total (see Table 34). New South Wales accounted for 43.7 thousand hours (25.1 per cent) while Victoria recorded 37.7 thousand hours (21.6 per cent).

At the end of December 2009, a total of 2 950 aircraft had current registrations issued by Recreational Aviation Australia, a rise of 7.5 per cent over 2008 (see Table 36).

Gliding

Information provided by the Gliding Federation of Australia (GFA)

The number of registered gliders decreased by 3.4 per cent to 1 164 by June 2009 compared with June 2008. The total number of reported flying hours increased by 15.5 per cent to 196.2 thousand hours in the financial year 2008–09 compared with 2007–08 (see Table 37).

Note that gliding figures for 2008–09 were estimated from a response rate of 45 per cent.

Hang gliding

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

The reported number of hang gliders in 2008–09 was 2 466, a 5.4 per cent decrease on 2 607 for 2007–08. However, the total number of hours flown in 2008–09 reversed a recent decline with 96.0 thousand hours, which is up 8.6 per cent on the previous year (see Table 39).

The state with the largest portion of hang gliding hours was New South Wales with 40.8 per cent of the Australian total. Queensland and Victoria followed with 22.5 per cent and 20.0 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 2009 was 491. The total number of estimated hours flown in 2009 increased by 16.7 per cent to 35.6 thousand hours. Private flying represented 84.0 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 55.0 per cent of ASRA's 527 members.

Tables

Section A Industry overview

Table 1 Total hours flown, by industry sector (1985–2009)

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	952.1	84.5	..	124.7	28.3	2 835.8
2004	1 645.0	1 067.2 ^r	87.1	..	132.0	29.3	2 960.6 ^r
2005	1 722.8	1 125.3 ^r	92.9	194.7	134.2	32.9	3 302.7 ^r
2006	1 695.0	1 137.9	120.2	228.9	103.0	27.9	3 312.8
2007	1 831.8	1 172.4	138.3	343.4	94.5	28.0	3 608.4
2008	1 857.7	1 232.2	156.2	169.9	88.3	30.5	3 534.8
2009	1 807.5	1 227.1	174.3	196.2	96.0	35.6	3 536.6

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

^b Year ended 30 April prior to 2000. No data are available between 2000 and 2004. Data from 2005 are for year ended 30 June.

^c Year ended 30 June.

^d Year ended 30 June until 2005. From 2006 onwards, calendar year data are provided.

Table 2 Hours flown and percentage change, by industry sector and flying activity (2007–09)

Industry sector and flying activity	2007		2008		2009	
	Hours flown	Percentage change over	Hours flown	Percentage change over	Hours flown	Percentage change over
	(thousands)	2006	(thousands)	2007	(thousands)	2008
Airline RPT						
Major Australian airlines						
Domestic operations	572.2 ^r	2.9 ^r	648.6 ^r	13.4 ^r	650.5	0.3
International operations	358.3	5.3	368.9	2.9	372.5	1.0
Subtotal	930.5 ^r	3.8 ^r	1 017.5 ^r	9.4 ^r	1 023.0	0.5
Regional airlines	241.9	0.2	214.7	-11.3	204.1	-4.9
Total (Airline RPT)	1 172.4 ^r	3.0 ^r	1 232.2 ^r	5.1 ^r	1 227.1	-0.4
General Aviation						
Private	222.7	-2.0	228.4	2.5	239.5	4.9
Business	153.4	6.5	151.7	-1.1	148.5	-2.1
Training	455.4	7.4	485.6	6.6	497.1	2.4
Agriculture	62.1	0.6	78.2	25.9	73.3	-6.3
Aerial work	368.0	8.9	373.4	1.5	363.1	-2.8
Test & Ferry	25.7	18.5	21.8	-15.1	16.4	-24.8
Charter	544.5	13.8	518.6	-4.8	469.7	-9.4
Total (General Aviation)	1 831.8	8.1	1 857.7	1.4	1 807.5	-2.7
Sport Aviation						
Ultralight flying	138.3	15.0	156.2	13.0	174.3	11.6
Gliding ^a	343.4	50.0	169.9	-50.5	196.2	15.5
Hang Gliding ^a	94.5	-8.2	88.3	-6.5	96.0	8.6
Gyroplanes	28.0	0.4	30.5	8.8	35.6	17.0
Total (Sport Aviation)	604.2	25.9	444.9	-26.4	502.1	12.9

^a Year ended 30 June.

Table 3 Number of aircraft, landings and hours flown, by state or territory, in General Aviation and Regional Airline operations (2009)

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	3 352	2 632	663.8	2 588	374.1	69	100.7	474.8
Vic	2 401	1 891	473.1	1 888	278.2	8	4.5	282.8
Qld	3 011	2 428	638.2	2 402	455.9	56	54.4	510.3
WA	1 781	1 496	446.3	1 496	372.3	41	21.2	393.4
SA	766	631	177.2	631	114.7	9	4.4	119.0
Tas	211	183	44.3	183	29.1	7	3.3	32.3
NT	560	484	191.0	484	165.3	23	11.4	176.7
ACT	147	117	23.3	117	17.9	7	4.3	22.2
Australia	12 229	9 862	2 657.4	9 789	1 807.5	220	204.1	2 011.5

^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 (1999–2009)

Year	General Aviation								Regional Airline	Total
	Private	Business	Training	Test & Ferry	Aerial Work	Agriculture	Charter	Sub total		
	(thousand hours)									
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
2009	239.5	148.5	497.1	16.4	363.1	73.3	469.7	1 807.5	204.1	2 011.5

^a Training hours were under-reported in 2004; data unreliable for most purposes.

Section B Number of aircraft based in Australia

Table 5 Number of aircraft, by make, in General Aviation and Regional Airline operations (2004–09)

<i>Aircraft make</i>	<i>2004</i>	<i>2005</i>	<i>2006</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>
Fixed wing, single engine						
Cessna	2 978	3 026	3 001	3 023	3 130	3 139
Piper	1 410	1 415	1 362	1 361	1 395	1 383
Amateur-built	848	896	910	968	1 037	1 071
Beechcraft	328	335	318	328	335	336
De Havilland	315	313	309	309	313	313
Mooney	145	144	141	143	151	154
Auster	139	139	133	130	130	131
Air Tractor	106	109	112	115	118	123
Cirrus	32	50	59	72	81	94
Socata	86	83	88	88	90	91
American Champion	73	79	82	82	82	87
American Air	89	87	83	84	84	81
Victa	79	79	78	77	78	77
Other	1 014	1 049	1 072	1 143	1 193	1 221
<i>Subtotal</i>	<i>7 642</i>	<i>7 804</i>	<i>7 748</i>	<i>7 923</i>	<i>8 217</i>	<i>8 301</i>
Fixed wing, multi-engine						
Piper	447	447	434	433	434	429
Cessna	387	384	377	390	399	405
Beechcraft	364	371	363	368	389	400
Fairchild	61	70	68	68	66	65
Aero Commander	61	62	62	64	63	60
Saab	27	29	37	44	51	55
Bombardier	19	20	27	30	37	46
De Havilland	59	57	51	52	46	44
Partenavia	44	44	44	43	43	43
Fokker	16	18	20	27	36	38
Embraer	26	32	36	38	43	35
Other	207	199	211	247	264	265
<i>Subtotal</i>	<i>1 718</i>	<i>1 733</i>	<i>1 730</i>	<i>1 804</i>	<i>1 871</i>	<i>1 885</i>
Rotary wing ^a	1 194	1 292	1 320	1 481	1 619	1 703
Balloons and airships ^b	350	351	319	333	338	340
Total	10 904	11 180	11 117	11 541	12 045	12 229

^a See Table 6.^b See Table 7.

Table 6 Number of helicopters, by make, in General Aviation and Regional Airline operations (2004–09)

<i>Helicopter make</i>	<i>2004</i>	<i>2005</i>	<i>2006</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>
Rotary wing, single engine						
Robinson	499	557	590	693	799	841
Bell	257	266	272	280	281	289
Aerospatiale/Eurocopter	101	106	113	128	137	146
Amateur-built	61	71	64	71	80	83
Hughes	52	60	50	50	47	42
Schweizer	19	27	30	35	37	36
Kawasaki	41	40	32	30	27	26
Agusta	15	17	18	17	15	15
Enstrom	11	11	10	13	14	15
Other	45	33	35	36	35	37
<i>Subtotal</i>	<i>1 101</i>	<i>1 188</i>	<i>1 214</i>	<i>1 353</i>	<i>1 472</i>	<i>1 530</i>
Rotary wing, multi-engine						
Aerospatiale/Eurocopter	24	31	28	37	47	58
Sikorsky	20	21	27	28	29	34
Bell	19	19	19	24	31	32
Agusta	10	11	10	15	18	25
Kawasaki	19	21	21	23	21	21
Other	1	1	1	1	1	3
<i>Subtotal</i>	<i>93</i>	<i>104</i>	<i>106</i>	<i>128</i>	<i>147</i>	<i>173</i>
Total	1 194	1 292	1 320	1 481	1 619	1 703

Table 7 Number of balloons or airships, by make, in General Aviation operations (2004–09)

<i>Balloon or airship make</i>	<i>2004</i>	<i>2005</i>	<i>2006</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>
Kavanagh	222	225	213	223	229	232
Cameron	45	49	42	44	45	44
Thunder/Colt	51	47	39	39	38	36
Amateur-built	8	7	7	8	9	10
Balloon Works	15	13	9	10	10	9
Other	9	10	9	9	7	9
Total	350	351	319	333	338	340

Table 8 Major Australian RPT airline fleets, by aircraft type
as at 31 December (2004–09)

<i>Aircraft type^a</i>	<i>2004</i>	<i>2005</i>	<i>2006</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>
Airbus						
A320	6	17	23	28	35	40
A321	0	0	0	0	0	6
A330	11	14	14	18	22	24
A380	0	0	0	0	3	6
<i>Subtotal</i>	<i>17</i>	<i>31</i>	<i>37</i>	<i>46</i>	<i>60</i>	<i>76</i>
Boeing						
717	14	14	14	12	11	11
737	97	99	101	105	110	117
747	36	36	40	35	33	33
767	29	29	29	29	29	29
777	0	0	0	0	0	4
<i>Subtotal</i>	<i>176</i>	<i>178</i>	<i>184</i>	<i>181</i>	<i>183</i>	<i>194</i>
BAE						
146	8	4	1	0	0	0
Embraer						
170	0	0	0	3	6	6
190	0	0	0	0	12	15
<i>Subtotal</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>3</i>	<i>18</i>	<i>21</i>
Total	201	213	222	230	261	291

^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 (2004–09)

<i>State or Territory^a</i>	<i>2004</i>	<i>2005</i>	<i>2006^b</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>
<i>(thousand landings)</i>						
NSW	722.4	800.3	656.6	699.9	702.9	663.8
QLD	744.7	825.9	603.5	666.4	689.4	638.2
VIC	399.9	500.2	455.1	446.8	479.0	473.1
WA	472.4	470.9	522.6	473.5	491.5	446.3
NT	203.3	231.4	192.1	170.3	202.6	191.0
SA	203.2	265.1	185.6	163.1	170.7	177.2
TAS	48.9	43.8	35.8	47.4	46.1	44.3
ACT	25.4	29.4	20.7	29.0	26.1	23.3
Australia	2 820.2	3 167.0	2 672.0	2 696.4	2 808.4	2 657.4

^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 (2004–09)

<i>Category</i>	<i>2004</i>	<i>2005</i>	<i>2006^a</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>
<i>(thousand landings)</i>						
Fixed wing						
Single engine	1 522.3	1 701.5	1 449.1	1 394.8	1 494.2	1 429.7
Multi-engine	711.7	765.0	724.2	720.8	722.2	642.1
<i>Subtotal</i>	<i>2 234.0</i>	<i>2 466.5</i>	<i>2 173.3</i>	<i>2 115.6</i>	<i>2 216.4</i>	<i>2 071.8</i>
Rotary wing						
Single engine	513.9	597.9	391.0	453.9	484.4	449.4
Multi-engine	60.6	93.0	98.2	115.4	98.2	126.8
<i>Subtotal</i>	<i>574.5</i>	<i>690.9</i>	<i>489.2</i>	<i>569.3</i>	<i>582.6</i>	<i>576.1</i>
Balloons and airships	11.6	9.5	9.5	11.6	9.5	9.4
Total	2 820.2	3 167.0	2 672.0	2 696.4	2 808.4	2 657.4

^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 (2004–09)

State or Territory ^a	2004	2005	2006	2007	2008	2009
(thousand hours)						
QLD	415.5	445.5	416.9	459.4	456.7	455.9
NSW	351.9	366.8	334.9	369.0	393.8	374.1
WA	333.9	329.4	374.9	394.3	395.0	372.3
VIC	249.8	269.9	265.5	279.2	286.1	278.2
NT	127.1	134.9	142.8	149.4	164.7	165.3
SA	123.6	135.3	119.5	131.9	108.8	114.7
TAS	25.5	25.3	25.3	29.6	31.0	29.1
ACT	17.7	15.7	15.2	19.0	21.6	17.9
Australia	1 645.0	1 722.8	1 695.0	1 831.8	1 857.7	1 807.5

^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 (2009)

State or Territory ^a	Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter	Total
(thousand hours)								
QLD	60.7	56.6	83.8	22.8	114.8	4.9	112.3	455.9
NSW	63.9	27.9	139.8	25.5	62.5	2.4	52.1	374.1
WA	33.2	16.1	101.3	5.7	73.6	3.8	138.5	372.3
VIC	54.6	22.6	114.4	7.5	30.8	2.2	46.2	278.2
NT	6.5	12.2	3.5	2.4	50.2	1.5	89.1	165.3
SA	13.2	9.2	47.4	6.2	19.1	0.6	18.9	114.7
TAS	4.0	3.2	3.4	3.0	8.0	0.5	6.9	29.1
ACT	3.4	0.7	3.5	0.2	4.1	0.3	5.8	17.9
Australia	239.5	148.5	497.1	73.3	363.1	16.4	469.7	1 807.5

^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 (2009)

<i>State or Territory^a</i>	<i>Survey & Photography</i>	<i>Pipe & Powerline Patrol</i>	<i>Mustering</i>	<i>Search & Rescue</i>	<i>Ambulance</i>	<i>Towing</i>	<i>Other Aerial Work</i>	<i>Total</i>
<i>(thousand hours)</i>								
QLD	7.7	5.6	48.5	0.8	25.4	1.3	25.5	114.8
WA	11.1	1.3	24.8	0.8	11.9	0.5	23.3	73.6
NSW	7.6	5.4	4.7	1.3	13.8	1.9	27.8	62.5
NT	3.0	0.1	25.0	2.9	8.8	-	10.3	50.2
VIC	4.8	0.6	1.2	1.1	7.6	1.1	14.5	30.8
SA	0.7	0.7	1.3	0.4	10.0	0.3	5.8	19.1
TAS	2.9	0.4	0.2	-	1.0	-	3.4	8.0
ACT	0.6	-	0.0	-	2.9	0.0	0.5	4.1
Australia	38.4	14.1	105.6	7.4	81.4	5.2	111.1	363.1

^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 (2004–09)

<i>Aircraft make</i>	<i>2004</i>	<i>2005</i>	<i>2006</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>
	<i>(thousand hours)</i>					
Fixed wing, single engine						
Cessna	449.9	470.5	454.9	483.1	497.2	493.7
Piper	160.2	160.1	132.8	142.5	161.7	154.9
Pilatus	20.9	20.3	23.2	23.7	26.1	31.8
Amateur-built	25.7	27.3	25.9	29.1	28.5	29.5
Grob	28.3	27.2	41.2	31.5	25.5	29.0
Air Tractor	29.6	29.7	25.4	23.2	29.2	28.4
Socata	18.5	24.6	22.6	26.7	22.7	25.0
Beechcraft	25.7	23.5	21.9	22.6	22.7	22.2
Gippsland	8.0	13.4	14.5	18.9	21.2	21.3
Pacific Aerospace	15.4	23.3	20.0	22.0	22.7	19.0
Mooney	14.7	14.5	12.7	12.9	13.1	14.1
De Havilland	12.6	12.0	12.5	12.0	11.2	11.3
Other	77.7	83.9	76.4	86.7	96.5	98.0
<i>Subtotal</i>	<i>887.0</i>	<i>930.1</i>	<i>884.2</i>	<i>934.8</i>	<i>978.3</i>	<i>978.2</i>
Fixed wing, multi-engine						
Beechcraft	109.1	109.4	116.1	114.5	120.0	116.3
Piper	85.1	84.6	81.9	86.0	76.6	68.0
Cessna	80.9	85.3	74.0	84.7	71.5	65.3
Fairchild	32.9	39.2	39.9	37.9	33.2	27.5
Fokker	5.2	5.3	7.0	13.3	25.0	22.7
Aero Commander	26.7	26.9	27.2	28.4	27.1	21.6
De Havilland	14.4	13.4	16.8	17.9	20.2	20.0
Embraer	8.7	13.7	18.7	17.8	19.4	11.6
Bombardier	5.1	4.4	4.1	4.8	7.6	10.2
Gates Learjet	8.3	7.6	5.6	8.0	8.1	9.8
British Aerospace	11.6	16.4	19.1	16.7	13.8	9.7
Britten Norman	12.6	13.6	14.4	13.4	11.1	9.3
Other	35.3	35.7	36.2	49.0	49.7	37.0
<i>Subtotal</i>	<i>435.9</i>	<i>455.7</i>	<i>461.3</i>	<i>492.4</i>	<i>483.5</i>	<i>429.2</i>
Rotary wing ^a	311.8	328.3	340.1	394.4	386.7	391.3
Balloons and airships ^b	10.3	8.7	9.4	10.2	9.1	8.8
Total	1 645.0	1 722.8	1 695.0	1 831.8	1 857.7	1 807.5

^a See Table 13.^b See Table 14.

Table 13 Hours flown, by helicopter make, in General Aviation operations (2004–09)

<i>Helicopter make</i>	<i>2004</i>	<i>2005</i>	<i>2006</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>
	<i>(thousand hours)</i>					
Rotary wing, single engine						
Robinson	149.6	159.4	171.2	198.0	211.5	204.0
Bell	66.5	66.4	61.6	67.4	54.2	59.4
Aerospatiale/Eurocopter	25.7	25.7	32.6	42.9	36.9	36.9
Schweizer	3.8	7.4	7.2	9.0	8.6	10.6
Hughes	9.0	12.7	10.0	10.5	9.4	7.7
Agusta	2.6	2.0	2.1	1.9	2.4	2.4
Other	15.2	11.9	8.3	8.4	6.8	7.2
<i>Subtotal</i>	<i>272.4</i>	<i>285.5</i>	<i>293.1</i>	<i>338.1</i>	<i>329.9</i>	<i>328.2</i>
Rotary wing, multi-engine						
Aerospatiale/Eurocopter	13.0	14.3	16.1	18.1	19.4	23.5
Bell	9.1	9.7	10.5	13.6	13.9	12.8
Sikorsky	8.6	9.9	10.2	11.9	12.2	10.6
Agusta	2.0	2.2	2.4	2.9	5.1	7.7
Kawasaki	6.2	6.0	7.3	8.9	5.5	7.6
Other	0.4	0.5	0.5	1.0	0.7	0.9
<i>Subtotal</i>	<i>39.3</i>	<i>42.7</i>	<i>47.0</i>	<i>56.3</i>	<i>56.9</i>	<i>63.1</i>
Total	311.8	328.3	340.1	394.4	386.7	391.3

Table 14 Hours flown, by balloon or airship make, in General Aviation operations (2004–09)

<i>Balloon or airship make</i>	<i>2004</i>	<i>2005</i>	<i>2006</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>
	<i>(thousand hours)</i>					
Kavanagh	8.2	7.0	7.9	8.9	8.2	8.2
Cameron	0.9	0.8	0.9	0.8	0.5	0.3
Thunder/Colt	0.8	0.7	0.5	0.4	0.3	0.1
Balloon Works	0.3	0.1	0.1	0.1	0.1	-
Other	0.1	0.1	-	-	-	0.1
Total	10.3	8.7	9.4	10.2	9.1	8.8

Table 15 Hours flown, by aircraft make and flying activity, in General Aviation operations (2009)

<i>Aircraft make</i>	<i>Private</i>	<i>Business</i>	<i>Training</i>	<i>Agriculture</i>	<i>Aerial Work</i>	<i>Test & Ferry</i>	<i>Charter</i>	<i>Total</i>
<i>(thousand hours)</i>								
Fixed wing, single engine								
Cessna	85.0	48.8	202.3	8.4	44.7	2.7	102.3	494.1
Piper	39.0	11.5	86.1	3.9	8.6	0.7	5.1	154.9
Pilatus	0.6	6.2	0.5	0.0	23.9	0.2	0.4	31.8
Amateur-built	24.4	3.5	0.3	0.1	0.7	0.4	0.0	29.5
Grob	0.0	0.0	29.0	0.0	0.0	-	0.0	29.0
Air Tractor	0.1	0.1	-	25.0	2.7	-	0.4	28.4
Socata	2.6	1.2	21.1	0.0	-	-	0.0	25.0
Beechcraft	9.2	7.3	2.1	0.0	0.6	0.2	2.8	22.2
Gippsland	0.9	0.7	0.3	1.1	1.2	0.3	16.8	21.3
Pacific Aerospace	1.2	-	15.0	0.9	1.0	0.1	0.7	19.0
Mooney	5.2	2.4	5.4	0.0	-	0.2	0.9	14.1
De Havilland	2.8	0.6	0.9	0.0	0.1	0.1	6.9	11.3
American Champion	1.3	0.3	5.0	0.0	4.2	0.2	0.1	11.1
Cirrus	3.7	4.1	2.4	0.0	0.3	-	0.4	10.8
Other	18.5	5.2	30.0	16.6	3.8	0.5	1.5	76.1
<i>Subtotal</i>	<i>194.4</i>	<i>92.0</i>	<i>400.6</i>	<i>56.1</i>	<i>91.8</i>	<i>5.6</i>	<i>138.2</i>	<i>978.6</i>
Fixed wing, multi-engine								
Beechcraft	4.8	9.1	23.8	-	42.4	0.8	35.6	116.3
Piper	5.2	5.4	16.6	0.0	3.0	0.7	37.2	68.1
Cessna	3.8	6.6	2.7	0.0	6.8	0.8	44.7	65.3
Fairchild	-	0.0	0.5	0.0	0.0	0.2	26.9	27.5
Fokker	0.0	0.0	0.1	0.0	0.7	0.4	21.4	22.7
Aero Commander	0.1	0.2	-	0.0	2.9	0.4	18.0	21.6
De Havilland	0.1	0.0	0.1	0.0	8.6	0.4	10.9	20.0
Embraer	0.0	-	0.4	0.0	0.0	0.1	11.1	11.6
Bombardier	0.3	1.3	-	0.0	7.6	0.2	0.8	10.2
Gates Learjet	0.1	0.4	3.8	0.0	3.4	-	2.1	9.8
British Aerospace	0.1	0.2	0.1	0.0	0.0	0.3	9.1	9.7
Britten Norman	0.1	0.1	0.4	0.0	0.5	0.5	7.7	9.3
Other	2.4	6.9	5.5	0.0	7.3	0.8	14.1	37.0
<i>Subtotal</i>	<i>17.0</i>	<i>30.2</i>	<i>54.0</i>	<i>-</i>	<i>83.0</i>	<i>5.5</i>	<i>239.5</i>	<i>429.2</i>
Rotary wing								
Helicopters and gyroplanes ^a	26.2	26.4	42.6	17.2	188.7	5.2	85.1	391.3
Balloons and airships ^b	1.5	-	-	0.0	-	0.0	7.3	8.8
Total	239.0	148.5	497.2	73.3	363.5	16.4	470.1	1 808.0

^a See Table 16.^b See Table 17.

Table 16 Hours flown, by helicopter make and flying activity, in General Aviation operations (2009)

<i>Helicopter make</i>	<i>Private</i>	<i>Business</i>	<i>Training</i>	<i>Agriculture</i>	<i>Aerial Work</i>	<i>Test & Ferry</i>	<i>Charter</i>	<i>Total</i>
<i>(thousand hours)</i>								
Rotary wing, single engine								
Robinson	18.1	16.2	25.4	4.8	111.6	2.1	25.8	204.0
Bell	2.3	1.9	4.1	8.7	20.9	1.0	20.6	59.4
Aerospatiale/Eurocopter	1.5	2.0	0.8	1.2	19.4	0.4	11.5	36.9
Schweizer	1.0	0.4	5.8	0.2	2.6	0.2	0.3	10.6
Hughes	0.5	0.3	0.8	0.6	4.7	0.1	0.8	7.7
Agusta	0.1	-	-	1.0	0.8	-	0.4	2.4
Garlick	0.0	0.0	-	0.0	1.7	-	0.0	1.7
Kawasaki	0.5	0.0	0.1	0.0	0.1	-	0.9	1.7
Other	1.0	0.2	0.5	0.6	1.3	0.1	0.1	3.8
<i>Subtotal</i>	<i>25.0</i>	<i>21.0</i>	<i>37.6</i>	<i>17.2</i>	<i>163.1</i>	<i>4.0</i>	<i>60.4</i>	<i>328.2</i>
Rotary wing, multi-engine								
Aerospatiale/Eurocopter	0.2	0.1	1.4	0.0	6.2	0.2	15.5	23.5
Bell	0.1	-	1.5	0.0	9.2	0.4	1.6	12.8
Sikorsky	0.2	4.4	0.3	0.0	1.2	0.1	4.4	10.6
Agusta	0.8	0.2	1.2	0.0	3.5	0.3	1.8	7.7
Kawasaki	0.0	0.7	0.6	0.0	4.7	0.3	1.3	7.6
Other	0.0	-	-	0.0	0.6	-	0.2	0.9
<i>Sub Total</i>	<i>1.2</i>	<i>5.4</i>	<i>5.0</i>	<i>0.0</i>	<i>25.5</i>	<i>1.3</i>	<i>24.7</i>	<i>63.1</i>
Total	26.2	26.4	42.6	17.2	188.7	5.2	85.1	391.3

Table 17 Hours flown, by balloon or airship make and flying activity, in General Aviation operations (2009)

<i>Balloon or airship make</i>	<i>Private</i>	<i>Business</i>	<i>Training</i>	<i>Agriculture</i>	<i>Aerial Work</i>	<i>Test & Ferry</i>	<i>Charter</i>	<i>Total</i>
<i>(thousand hours)</i>								
Kavanagh	1.1	-	-	0.0	0.0	0.0	7.1	8.2
Cameron	0.2	0.0	-	0.0	-	0.0	0.1	0.3
Thunder/Colt	0.1	0.0	0.0	0.0	0.0	0.0	-	0.1
Amateur built	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Other	-	0.0	-	0.0	0.0	0.0	0.1	0.1
Total	1.5	-	-	0.0	-	0.0	7.3	8.8

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 (2009)

<i>Aircraft make</i>	<i>Number of aircraft</i>	<i>Number of landings (thousands)</i>	<i>Hours flown (thousands)</i>
Fokker	24	15.6	23.8
British Aerospace	13	7.9	11.4
Gates Learjet	24	8.4	9.8
Cessna	59	11.7	9.0
Beechcraft	15	2.2	3.1
Israel Aircraft	10	1.5	3.0
Gulfstream	4	0.6	2.1
Bombardier	7	0.8	1.9
Dassault	4	0.8	1.0
Other	69	5.0	6.5
Total	229	54.4	71.5

Table 19 Hours flown, by jet aircraft make and flying activity, in General Aviation and Regional Airline operations (2009)

<i>Aircraft make</i>	<i>Private</i>	<i>Business</i>	<i>Training</i>	<i>Agriculture</i>	<i>Aerial Work</i>	<i>Test & Ferry</i>	<i>Charter</i>	<i>Regional Airline</i>	<i>Total</i>
<i>(thousand hours)</i>									
Fokker	0.0	0.0	-	0.0	0.0	0.3	16.4	7.1	23.8
British Aerospace	0.0	0.2	-	0.0	0.0	0.2	8.9	2.0	11.4
Gates Learjet	0.1	0.4	3.8	0.0	3.4	-	2.1	0.0	9.8
Cessna	1.6	3.0	1.5	0.0	0.1	0.2	2.6	0.0	9.0
Beechcraft	0.7	1.1	0.1	0.0	-	-	1.2	0.0	3.1
Israel Aircraft	-	0.0	0.0	0.0	0.0	0.0	3.0	0.0	3.0
Gulfstream	0.3	1.6	-	0.0	0.0	0.0	0.2	0.0	2.1
Bombardier	0.3	1.3	-	0.0	0.0	-	0.4	0.0	1.9
Dassault	-	0.7	-	0.0	0.2	0.0	0.1	0.0	1.0
Other	0.8	1.0	0.2	0.0	0.1	0.1	1.1	3.3	6.5
Total	3.8	9.3	5.7	0.0	3.7	0.8	35.9	12.5	71.5

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 (2009)

Aircraft make ^a	Number of aircraft	Number of landings (thousands)	Hours flown ^b								Total
			Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter	Regional Airline	
Grumman	4	1.8	0.0	1.7	-	0.0	0.0	-	0.0	0.0	1.7
Searey	23	1.2	0.5	0.0	-	0.0	0.0	-	0.0	0.0	0.6
Consolidated	18	1.0	0.5	-	-	0.0	0.0	-	0.0	0.0	0.5
Other	13	1.1	0.2	0.0	0.1	0.0	-	-	1.0	0.0	1.2
Total	58	5.1	1.2	1.7	0.1	0.0	-	-	1.0	0.0	4.0

^a Fixed-wing aircraft only.

^b Hours are underestimated because landing gear information, for aircraft types certified for land and water, is not required for issue of a Certificate of Airworthiness.

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 (2009)

Aircraft make	Number of aircraft	Number of landings (thousands)	Hours flown								Total
			Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter	Regional Airline	
Fixed wing, single engine											
Cessna	1 716	277.5	85.0	18.4	57.3	0.7	12.8	1.4	23.2	0.0	198.7
Piper	844	122.7	39.0	5.4	34.3	0.1	1.1	0.4	1.7	0.0	81.9
Amateur-built	701	34.8	24.4	1.5	0.2	0.1	0.3	0.3	0.0	0.0	26.8
Beechcraft	220	17.6	9.2	3.4	2.0	0.0	-	0.1	0.7	0.0	15.5
Mooney	112	9.9	5.2	1.3	4.3	0.0	-	0.1	0.2	0.0	11.1
Cirrus	60	5.6	3.7	1.6	0.3	0.0	-	-	0.1	0.0	5.7
De Havilland	156	9.9	2.8	0.3	0.7	0.0	0.1	0.1	1.8	0.0	5.7
Socata	49	3.9	2.6	0.5	0.5	0.0	-	-	0.0	0.0	3.6
American Air	59	4.2	2.4	0.2	0.3	0.0	-	-	0.0	0.0	2.9
Victa	50	2.2	1.5	-	0.2	0.0	0.0	-	0.0	0.0	1.8
American Champion	43	8.2	1.3	0.1	3.3	0.0	0.4	-	0.0	0.0	5.1
Auster	59	1.9	1.3	0.0	0.1	0.0	-	-	0.0	0.0	1.4
Avtech	16	1.1	1.2	0.1	-	0.0	0.0	0.0	0.0	0.0	1.3
Pacific Aerospace	6	4.5	1.2	0.0	0.2	0.0	-	0.0	0.7	0.0	2.2
Yakovlev	46	2.0	1.1	0.2	-	0.0	0.0	-	0.0	0.0	1.4
Maule	31	2.1	1.0	0.1	-	0.0	0.2	-	0.0	0.0	1.3
Gippsland	14	7.8	0.9	-	0.1	0.0	0.2	0.1	3.4	0.0	4.7
Rockwell	20	2.1	0.9	0.3	0.4	0.0	0.0	-	0.0	0.0	1.6
Other	374	26.7	9.7	1.7	4.0	0.0	0.3	0.2	0.5	0.0	16.3
Subtotal	4 576	544.6	194.4	35.2	108.0	0.9	15.4	2.8	32.1	0.0	388.9
Fixed wing, multi-engine											
Piper	143	18.0	5.2	2.3	4.0	0.0	1.0	0.1	2.3	0.0	14.9
Beechcraft	114	13.4	4.8	1.3	2.4	-	2.2	0.2	2.7	0.0	13.5
Cessna	103	8.3	3.8	2.4	0.3	0.0	0.7	0.2	2.3	0.0	9.7
Partenavia	18	2.7	0.4	0.7	0.5	0.0	1.3	0.1	0.3	0.0	3.3
Other	68	7.6	2.7	1.4	0.3	0.0	0.1	0.1	2.5	0.0	7.2
Subtotal	446	50.0	17.0	8.1	7.5	-	5.2	0.6	10.2	0.0	48.6
Total	5 022	594.6	211.4	43.3	115.5	0.9	20.6	3.4	42.3	0.0	437.5

Table 21(a) Number of helicopters, landings and hours flown, by make and flying activity, for helicopters performing any Private flying (2009)

Helicopter make	Number of aircraft	Number of landings (thousands)	Hours flown								Total
			Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter	Regional Airline	
			(thousands)								
Robinson	315	75.9	18.1	4.2	8.9	0.8	19.4	1.0	7.2	0.0	59.6
Bell	82	23.5	2.3	0.7	1.5	1.5	3.7	0.4	4.3	0.0	14.5
Aerospatiale/Eurocopter	45	11.8	1.7	1.0	0.5	0.0	4.4	0.2	1.4	0.0	9.1
Schweizer	9	2.6	1.0	-	1.0	0.0	-	0.1	-	0.0	2.2
Agusta	10	2.3	0.9	-	-	0.0	0.2	-	0.1	0.0	1.2
Kawasaki	10	0.8	0.5	0.0	0.1	0.0	0.1	-	-	0.0	0.8
Amateur-built	31	1.3	0.5	0.1	-	-	-	-	0.0	0.0	0.6
Other	25	2.9	1.1	0.0	0.8	0.1	1.1	-	0.1	0.0	3.2
Total	527	121.2	26.2	6.1	12.9	2.4	28.8	1.7	13.1	0.0	91.1

Table 21(b) Number of balloons, landings and hours flown, by make and flying activity, for balloons performing any Private flying (2009)

Balloon make	Number of aircraft	Number of landings (thousands)	Hours flown								Total
			Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter	Regional Airline	
			(thousands)								
Kavanagh	64	1.3	1.1	0.0	-	0.0	0.0	0.0	0.2	0.0	1.3
Cameron	13	0.2	0.2	0.0	-	0.0	-	0.0	-	0.0	0.2
Thunder/Colt	9	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Amateur-built	5	0.1	0.1	0.0	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	0.1	0.0	0.1
Total	98	1.8	1.5	0.0	-	0.0	-	0.0	0.2	0.0	1.7

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 (2009)

Aircraft make	Number of aircraft	Number of landings (thousands)	Hours flown								Total
			Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter	Regional Airline	
			(thousands)								
Fixed wing, single engine											
Cessna	666	78.6	9.9	48.8	2.9	0.4	8.5	0.6	3.0	0.0	74.1
Piper	234	23.6	4.2	11.5	3.1	0.1	0.4	0.2	0.4	0.0	19.8
Beechcraft	115	10.3	2.2	7.3	0.3	0.0	-	0.1	0.9	0.0	10.8
Pilatus	12	5.6	0.1	6.2	0.1	0.0	0.1	0.1	0.1	0.0	6.7
Cirrus	41	5.3	0.8	4.1	0.3	0.0	-	-	0.2	0.0	5.4
Amateur-built	75	6.0	1.5	3.5	0.1	0.1	0.1	0.1	0.0	0.0	5.5
Mooney	49	3.7	0.9	2.4	0.2	0.0	-	0.1	-	0.0	3.7
Socata	17	1.5	0.3	1.2	-	0.0	-	-	0.0	0.0	1.6
Gippsland	5	1.5	0.2	0.7	0.1	0.0	-	-	0.2	0.0	1.2
De Havilland	10	1.2	0.1	0.6	0.0	0.0	-	-	-	0.0	0.7
Nanchang	12	0.9	0.1	0.6	-	0.0	0.0	-	-	0.0	0.7
Rockwell	10	1.1	0.2	0.5	0.1	0.0	0.0	-	0.0	0.0	0.8
American Air	10	0.5	0.1	0.4	-	0.0	-	-	0.0	0.0	0.5
Maule	8	0.3	-	0.3	-	0.0	0.0	0.0	0.0	0.0	0.4
Yakovlev	7	0.7	0.1	0.3	-	0.0	0.0	0.0	0.0	0.0	0.4
American Champion	8	1.2	0.2	0.3	0.2	0.0	0.0	-	0.0	0.0	0.6
Other	68	6.7	0.9	3.2	0.3	0.0	0.7	0.1	-	0.0	5.2
Subtotal	1 347	148.5	22.0	92.0	7.7	0.6	9.8	1.3	4.8	0.0	138.2
Fixed wing, multi-engine											
Beechcraft	80	12.8	0.9	9.1	0.6	-	0.1	0.1	3.0	0.0	13.8
Cessna	69	11.3	0.6	6.6	0.1	0.0	0.5	0.1	0.9	0.0	8.9
Piper	91	9.5	1.0	5.4	1.0	0.0	0.2	0.1	1.0	0.0	8.7
Grumman	4	1.9	0.0	1.8	-	0.0	0.0	-	0.0	0.0	1.8
Gulfstream	5	0.8	0.3	1.7	-	0.0	0.0	0.0	0.2	0.0	2.2
Bombardier	4	0.6	0.0	1.3	-	0.0	0.0	-	0.3	0.0	1.6
Partenavia	7	1.0	0.1	0.7	-	0.0	0.0	0.0	0.1	0.0	0.9
Dassault	4	0.8	-	0.7	-	0.0	0.2	0.0	0.1	0.0	1.0
Gates Learjet	4	1.0	0.0	0.4	-	0.0	1.1	-	0.2	0.0	1.8
Hawker Beechcraft	4	0.5	0.1	0.4	-	0.0	0.0	0.0	0.2	0.0	0.6
Other	31	5.1	0.5	2.2	0.2	0.0	0.1	0.1	1.9	0.0	4.9
Subtotal	303	45.3	3.5	30.2	2.0	-	2.1	0.5	7.9	0.0	46.2
Total	1 650	193.8	25.5	122.2	9.7	0.7	11.9	1.8	12.7	0.0	184.4

Table 22(a) Number of helicopters, landings and hours flown, by make and flying activity, for helicopters performing any Business flying (2009)

Helicopter make	Number of aircraft	Number of landings (thousands)	Hours flown								Total
			Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter	Regional Airline	
Rotary wing, single engine											
Robinson	215	53.7	2.5	16.2	1.0	0.4	17.5	0.7	6.0	0.0	44.2
Aerospatiale/Eurocopter	28	9.9	0.4	2.0	0.1	0.0	1.8	-	0.9	0.0	5.3
Bell	39	13.3	0.4	1.9	0.4	1.1	2.4	0.2	1.7	0.0	8.1
Schweizer	9	4.1	-	0.4	0.0	0.0	1.8	-	0.2	0.0	2.5
Hughes	4	0.9	0.0	0.3	0.0	0.0	0.5	0.0	0.1	0.0	0.8
Amateur-built	5	0.3	0.1	0.1	-	-	-	-	0.0	0.0	0.2
Other	6	1.5	0.0	0.2	-	0.4	0.5	-	0.1	0.0	1.2
Subtotal	306	83.6	3.4	21.0	1.5	2.0	24.4	1.0	9.1	0.0	62.3
Rotary wing, multi-engine											
Sikorsky	6	26.5	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0	4.4
Kawasaki	9	7.7	0.0	0.7	0.5	0.0	2.4	0.3	0.2	0.0	3.9
Agusta	5	0.6	-	0.2	0.0	0.0	0.1	-	0.2	0.0	0.6
Aerospatiale/Eurocopter	5	1.9	0.1	0.1	0.3	0.0	0.8	0.1	0.2	0.0	1.6
Other	3	3.0	0.0	-	0.1	0.0	1.2	-	0.2	0.0	1.6
Subtotal	28	39.7	0.1	5.4	0.9	0.0	4.6	0.4	0.7	0.0	12.0
Total	334	123.3	3.6	26.4	2.4	2.0	29.0	1.3	9.8	0.0	74.3

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 (2009)

Aircraft make	Number of aircraft	Number of landings (thousands)	Hours flown								
			Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter	Regional Airline	Total
Fixed wing, single engine											
Cessna	809	400.9	21.5	8.4	202.3	-	5.9	1.6	40.0	0.0	279.8
Piper	371	176.5	12.4	3.2	86.1	0.1	1.2	0.4	1.8	0.0	105.2
Grob	49	55.1	0.0	0.0	29.0	0.0	0.0	-	0.0	0.0	29.0
Socata	37	33.6	0.6	0.2	21.1	0.0	-	-	0.0	0.0	22.0
Pacific Aerospace	27	37.3	-	0.0	15.0	0.0	-	0.0	0.7	0.0	15.7
Liberty	14	16.2	0.1	0.0	9.7	0.0	0.0	0.0	0.0	0.0	9.7
Diamond	13	12.0	-	0.0	5.9	0.0	0.0	0.0	0.2	0.0	6.1
Mooney	41	7.9	1.4	0.9	5.4	0.0	0.0	0.1	0.9	0.0	8.6
American Champion	23	11.7	0.6	0.1	5.0	0.0	0.0	-	0.1	0.0	5.8
Cirrus	25	5.1	0.6	0.5	2.4	0.0	-	-	0.3	0.0	3.8
Beechcraft	66	9.0	2.4	1.9	2.1	0.0	-	0.1	0.2	0.0	6.8
Tecnam	10	3.0	0.2	0.0	1.7	0.0	0.0	-	0.0	0.0	1.9
Mudry	5	3.7	-	0.0	1.5	0.0	0.0	0.0	0.0	0.0	1.5
Evektor Aerotechnik	5	2.3	0.1	0.0	1.4	0.0	0.0	-	0.0	0.0	1.5
American Air	10	1.6	0.2	0.1	1.2	0.0	0.0	-	0.0	0.0	1.5
Pitts	6	2.9	0.1	0.0	1.1	0.0	0.0	0.0	0.5	0.0	1.7
Other	203	57.9	3.6	4.2	9.4	0.0	11.2	0.6	13.7	0.0	42.8
Subtotal	1 714	836.5	43.7	19.5	400.6	0.2	18.5	2.8	58.3	0.0	543.4
Fixed wing, multi-engine											
Beechcraft	157	72.8	1.7	3.1	23.8	-	30.8	0.6	10.3	2.0	72.2
Piper	139	46.7	1.6	1.7	16.6	0.0	2.2	0.5	13.1	2.4	38.0
Gates Learjet	12	6.8	0.1	0.4	3.8	0.0	2.6	-	0.4	0.0	7.4
Partenavia	18	5.1	0.3	0.1	2.9	0.0	0.8	0.1	0.7	0.0	4.8
Cessna	108	29.2	1.5	1.7	2.7	0.0	2.0	0.5	19.3	1.1	28.8
Dornier	6	3.6	0.0	0.0	0.7	0.0	2.7	0.2	-	0.6	4.2
Fairchild	29	19.5	0.0	0.0	0.5	0.0	0.0	0.2	18.0	3.4	22.0
Britten Norman	16	14.1	-	0.1	0.4	0.0	-	0.4	5.1	0.0	6.1
Embraer	18	11.2	0.0	0.0	0.4	0.0	0.0	0.1	10.3	5.0	15.7
Grumman	4	2.1	0.0	1.7	0.2	0.0	0.0	-	0.0	0.0	1.9
Jetstream	5	6.0	0.0	0.0	0.2	0.0	0.0	-	0.1	6.0	6.3
Diamond	8	0.4	-	0.1	0.1	0.0	0.0	0.0	-	0.0	0.3
Other	85	40.9	0.6	3.0	1.7	0.0	18.7	1.0	22.2	19.0	66.3
Subtotal	605	258.3	6.0	11.8	54.0	-	59.7	3.6	99.4	39.6	274.1
Total	2 319	1 094.8	49.7	31.3	454.6	0.2	78.2	6.4	157.6	39.6	817.5

Table 23(a) Number of helicopters, landings and hours flown, by make and flying activity, for helicopters performing any Training flying (2009)

Helicopter make	Number of aircraft	Number of landings (thousands)	Hours flown								Total
			Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter	Regional Airline	
Rotary wing, single engine											
Robinson	201	76.9	3.7	1.9	25.4	0.3	8.5	1.3	10.3	0.0	51.3
Schweizer	15	10.1	0.1	0.0	5.8	0.0	0.2	0.1	0.1	0.0	6.4
Bell	86	44.6	0.4	0.3	4.1	2.0	9.2	0.8	7.0	0.0	23.8
Aerospatiale/Eurocopter	53	28.5	0.8	0.9	0.8	0.4	10.3	0.3	4.0	0.0	17.5
Hughes	10	6.9	0.1	0.0	0.8	0.0	1.5	0.1	0.7	0.0	3.1
Other	17	3.1	0.5	-	0.6	0.5	1.1	0.1	-	0.0	2.8
Subtotal	382	170.1	5.6	3.1	37.6	3.2	30.8	2.6	22.0	0.0	104.9
Rotary wing, multi-engine											
Bell	27	18.4	0.1	-	1.5	0.0	9.0	0.4	-	0.0	11.0
Aerospatiale/Eurocopter	39	28.2	-	-	1.4	0.0	5.0	0.1	10.7	0.0	17.2
Agusta	14	11.7	0.5	0.0	1.2	0.0	3.4	0.2	1.5	0.0	6.9
Kawasaki	14	15.6	0.0	0.1	0.6	0.0	4.1	0.3	0.9	0.0	5.9
Sikorsky	20	10.0	0.1	0.0	0.3	0.0	1.2	0.1	3.0	0.0	4.6
Other	1	0.5	..	..	..	..	0.4	..	..	0.0	0.5
Subtotal	115	84.5	0.7	0.1	5.0	0.0	23.0	1.1	16.1	0.0	46.0
Total	497	254.6	6.3	3.2	42.6	3.2	53.8	3.7	38.1	0.0	150.9

Table 23(b) Number of balloons, landings and hours flown, by make and flying activity, for balloons performing any Training flying (2009)

Balloon make	Number of aircraft	Number of landings (thousands)	Hours flown								Total
			Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter	Regional Airline	
Kavanagh	6	0.2	0.1	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Other	4	-	-	0.0	-	0.0	-	0.0	0.0	0.0	-
Total	10	0.2	0.2	0.0	-	0.0	-	0.0	-	0.0	0.2

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 (2009)

Aircraft make	Number of aircraft	Number of landings (thousands)	Hours flown								Total
			Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter	Regional Airline	
Air Tractor	96	52.7	0.0	0.0	0.0	25.0	1.4	-	0.0	0.0	26.4
Ayres	36	16.2	0.0	0.0	0.0	8.7	-	0.0	0.0	0.0	8.7
Cessna	69	18.2	0.2	0.3	0.1	8.4	0.7	0.1	0.2	0.0	9.9
PZL	18	6.4	0.0	0.0	0.0	4.0	0.2	0.0	0.0	0.0	4.1
Piper	39	9.6	-	-	0.4	3.9	-	-	0.1	0.0	4.5
Air Parts	10	14.3	0.0	0.0	0.0	1.7	0.0	0.1	0.0	0.0	1.9
Rockwell	8	1.6	0.0	0.0	0.0	1.2	-	0.0	0.0	0.0	1.2
Gippsland	6	1.9	0.0	0.0	0.0	1.1	0.0	-	0.0	0.0	1.1
Grumman	4	0.7	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.4
Other	12	11.3	-	0.2	-	1.7	0.0	0.1	0.0	0.0	2.0
Total	298	132.9	0.3	0.5	0.5	56.1	2.3	0.3	0.3	0.0	60.3

Table 24(a) Number of helicopters, landings and hours flown, by make and flying activity, for helicopters performing any Agriculture flying (2009)

Helicopter make	Number of aircraft	Number of landings (thousands)	Hours flown								Total
			Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter	Regional Airline	
Bell	42	25.1	0.1	0.1	0.1	8.7	2.1	0.3	1.2	0.0	12.7
Robinson	28	11.9	0.1	0.2	0.4	4.8	2.2	0.2	0.2	0.0	8.1
Aerospatiale/Eurocopter	5	1.9	0.0	0.0	-	1.2	1.0	-	0.1	0.0	2.4
Other	13	7.3	-	0.1	-	2.5	0.4	-	0.0	0.0	3.0
Total	88	46.3	0.2	0.5	0.5	17.2	5.7	0.6	1.5	0.0	26.2

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 (2009)

Aircraft make	Number of aircraft	Number of landings (thousands)	Hours flown								Total
			Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter	Regional Airline	
Fixed wing, single engine											
Cessna	402	118.8	8.0	7.5	22.0	0.9	44.7	1.1	15.7	0.0	99.8
Pilatus	31	26.9	0.0	3.0	0.4	0.0	23.9	0.2	0.0	0.0	27.6
Piper	100	43.5	3.1	0.5	7.4	0.1	8.6	0.2	0.7	0.0	20.6
American Champion	13	3.8	0.1	0.0	0.0	0.0	4.2	0.2	0.0	0.0	4.4
Air Tractor	27	8.8	0.0	0.1	-	2.3	2.7	-	0.0	0.0	5.2
Gippsland	12	8.0	0.1	-	0.1	0.0	1.2	-	3.5	0.0	4.9
Pacific Aerospace	5	0.8	-	0.0	-	0.0	1.0	0.0	0.7	0.0	1.7
Amateur-built	8	1.1	0.3	0.1	0.0	0.0	0.7	-	0.0	0.0	1.1
Beechcraft	7	0.9	0.3	0.2	-	0.0	0.6	-	0.3	0.0	1.3
Nanchang	8	0.8	-	0.0	-	0.0	0.6	-	0.0	0.0	0.6
PZL	10	2.5	0.0	0.2	-	0.8	0.6	0.0	0.0	0.0	1.5
IMCO	6	1.8	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.3
Other	38	7.1	0.6	0.5	0.6	0.5	2.7	0.1	0.2	0.0	5.2
Subtotal	667	224.7	12.5	12.0	30.6	4.6	91.8	1.7	21.1	0.0	174.3
Fixed wing, multi-engine											
Beechcraft	60	47.0	0.8	0.7	0.9	0.0	42.4	0.3	1.4	0.0	46.5
De Havilland	6	1.6	0.0	0.0	-	0.0	8.6	0.2	0.0	0.0	8.8
Bombardier	5	1.4	0.0	0.0	-	0.0	7.6	0.2	0.0	0.0	7.8
Cessna	47	10.0	0.1	0.8	0.3	0.0	6.8	0.3	4.5	0.0	12.7
Gates Learjet	10	2.0	0.0	0.3	0.1	0.0	3.4	-	0.5	0.0	4.3
Piper	33	10.5	0.2	0.2	1.4	0.0	3.0	0.1	5.1	0.6	10.6
Aero Commander	13	9.4	0.0	0.0	-	0.0	2.9	0.2	4.5	0.0	7.5
Dornier	6	3.2	0.0	0.0	0.7	0.0	2.8	0.2	0.3	0.0	4.0
Partenavia	10	2.1	0.2	0.0	0.4	0.0	1.9	-	0.2	0.0	2.7
Other	17	5.0	0.1	0.1	0.2	0.0	3.9	0.2	1.6	0.0	6.2
Subtotal	207	92.4	1.3	2.2	4.1	0.0	83.0	1.8	18.2	0.6	111.1
Total	874	317.0	13.8	14.1	34.7	4.6	174.8	3.5	39.3	0.6	285.4

Table 25(a) Number of helicopters, landings and hours flown, by make and flying activity, for helicopters performing any Aerial Work flying (2009)

Helicopter make	Number of aircraft	Number of landings (thousands)	Hours flown								Total
			Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter	Regional Airline	
Rotary wing, single engine											
Robinson	447	155.8	4.4	5.9	10.1	1.7	111.6	1.9	16.2	0.0	151.8
Bell	120	70.8	0.4	0.5	1.7	5.1	20.9	0.9	12.5	0.0	42.0
Aerospatiale/Eurocopter	97	46.9	0.8	0.6	0.8	1.2	19.4	0.4	6.8	0.0	29.8
Hughes	19	6.7	-	0.3	0.4	0.4	4.7	0.1	0.1	0.0	6.0
Schweizer	18	8.6	-	0.4	2.7	0.0	2.6	0.1	0.3	0.0	6.2
Garlick	6	1.7	0.0	0.0	-	0.0	1.7	-	0.0	0.0	1.7
Agusta	5	4.3	-	-	-	0.8	0.8	-	0.4	0.0	2.0
Other	11	1.9	0.1	0.1	-	0.2	1.4	-	0.3	0.0	2.0
Subtotal	723	296.7	5.7	7.8	15.7	9.4	163.1	3.4	36.5	0.0	241.6
Rotary wing, multi-engine											
Bell	25	17.3	0.1	-	1.2	0.0	9.2	0.4	-	0.0	10.9
Aerospatiale/Eurocopter	23	11.1	0.1	0.1	0.8	0.0	6.2	0.1	0.4	0.0	7.8
Kawasaki	18	11.9	0.0	0.1	0.6	0.0	4.7	0.3	0.5	0.0	6.2
Agusta	12	9.2	-	-	0.7	0.0	3.5	0.2	1.6	0.0	6.2
Other	9	2.9	0.0	-	0.2	0.0	1.8	-	0.2	0.0	2.2
Subtotal	87	52.3	0.2	0.2	3.5	0.0	25.5	1.1	2.7	0.0	33.2
Total	810	349.0	5.9	8.0	19.2	9.4	188.7	4.5	39.2	0.0	274.8

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 (2009)

Aircraft make	Number of aircraft	Number of landings (thousands)	Hours flown								Regional Airline	Total
			Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter			
			(thousands)									
Fixed wing, single engine												
Cessna	395	192.1	9.6	1.4	25.6	0.2	5.1	1.1	102.3	0.6	145.9	
Gippsland	35	21.9	0.3	-	0.3	0.0	0.5	0.1	16.8	0.0	18.0	
De Havilland	40	13.7	0.3	0.2	0.3	0.0	0.1	0.1	6.9	0.0	7.8	
Piper	54	19.3	1.1	0.4	3.5	0.1	0.2	0.2	5.1	0.0	10.4	
Beechcraft	21	3.6	0.6	0.3	0.1	0.0	-	-	2.8	0.0	3.8	
Mooney	7	2.0	-	0.1	1.1	0.0	0.0	0.0	0.9	0.0	2.1	
Other	32	8.3	0.2	1.4	1.5	0.0	-	-	3.4	0.0	6.5	
Subtotal	584	261.0	12.1	3.7	32.4	0.2	5.9	1.4	138.2	0.6	194.6	
Fixed wing, multi-engine												
Cessna	187	67.5	1.0	0.9	1.3	0.0	1.6	0.6	44.7	6.4	56.6	
Piper	172	51.9	1.6	0.9	3.1	0.0	1.3	0.5	37.2	2.4	47.0	
Beechcraft	155	47.9	1.3	1.3	2.0	0.0	1.0	0.3	35.6	3.8	45.2	
Fairchild	59	34.2	-	0.0	0.5	0.0	0.0	0.2	26.9	6.8	34.4	
Fokker	32	29.6	0.0	0.0	0.1	0.0	0.0	0.4	21.4	19.5	41.4	
Aero Commander	39	34.2	0.1	0.1	-	0.0	0.9	0.4	18.0	0.0	19.4	
Embraer	27	14.7	0.0	-	0.4	0.0	0.0	0.1	11.1	8.6	20.2	
De Havilland	20	14.6	0.0	0.0	0.1	0.0	0.0	0.2	10.9	5.5	16.7	
British Aerospace	14	9.2	0.1	-	0.1	0.0	0.0	0.3	9.1	2.7	12.2	
Britten Norman	21	20.9	-	0.0	0.4	0.0	-	0.5	7.7	0.0	8.7	
Israel Aircraft	9	1.5	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	3.0	
Saab	5	3.8	0.0	0.0	0.1	0.0	0.0	-	2.2	1.6	3.9	
Gates Learjet	13	2.5	0.1	0.4	0.1	0.0	2.3	-	2.1	0.0	5.0	
Partenavia	22	4.2	0.3	0.2	1.6	0.0	0.4	-	1.8	0.0	4.4	
CASA	4	1.6	0.0	0.0	-	0.0	0.2	0.1	1.3	0.0	1.6	
Bombardier	6	1.1	0.2	1.3	-	0.0	0.0	-	0.8	0.0	2.3	
Dornier	4	1.6	0.0	-	-	0.0	-	-	0.6	0.6	1.3	
Ted Smith	6	0.5	-	-	0.0	0.0	0.0	-	0.5	0.0	0.5	
Other	28	9.9	0.3	1.9	0.3	0.0	0.2	0.1	4.7	5.1	12.5	
Subtotal	823	351.4	5.0	7.1	10.1	0.0	7.9	3.7	239.5	63.0	336.2	
Total	1 407	612.4	17.1	10.8	42.5	0.2	13.8	5.1	377.7	63.6	530.8	

Table 26(a) Number of helicopters, landings and hours flown, by make and flying activity, for helicopters performing any Charter flying (2009)

Helicopter make	Number of aircraft	Number of landings (thousands)	Hours flown								Regional Airline	Total
			Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter			
			(thousands)									
Rotary wing, single engine												
Robinson	231	103.0	2.9	2.1	10.5	0.5	13.6	0.7	25.8	0.0	56.0	
Bell	128	67.1	0.7	0.5	2.0	2.4	13.7	0.8	20.6	0.0	40.7	
Aerospatiale/Eurocopter	87	43.4	0.7	0.5	0.3	1.1	10.5	0.2	11.5	0.0	24.9	
Kawasaki	7	1.9	-	0.0	0.0	0.0	0.1	0.0	0.9	0.0	1.1	
Hughes	7	6.4	-	-	0.7	0.0	0.5	-	0.8	0.0	2.1	
Agusta	4	2.5	0.0	-	-	0.0	0.7	-	0.4	0.0	1.2	
Other	14	5.0	-	0.1	2.6	0.0	0.9	0.1	0.4	0.0	4.2	
Subtotal	478	229.5	4.3	3.3	16.0	4.0	40.1	2.0	60.4	0.0	130.1	
Rotary wing, multi-engine												
Aerospatiale/Eurocopter	35	26.0	-	0.1	0.8	0.0	0.6	-	15.5	0.0	17.0	
Sikorsky	18	10.9	0.0	0.0	0.1	0.0	0.0	0.1	4.4	0.0	4.7	
Agusta	8	1.9	0.2	0.1	0.2	0.0	0.2	-	1.8	0.0	2.5	
Kawasaki	8	9.6	0.0	-	0.1	0.0	1.7	-	1.3	0.0	3.2	
Other	4	2.1	0.1	-	-	0.0	0.2	0.0	1.7	0.0	2.0	
Subtotal	73	50.4	0.3	0.2	1.3	0.0	2.6	0.2	24.7	0.0	29.4	
Total	551	279.9	4.7	3.5	17.3	4.0	42.8	2.2	85.1	0.0	159.5	

Table 26(b) Number of balloons, landings and hours flown, by make and flying activity, for balloons performing any Charter flying (2009)

Balloon make	Number of aircraft	Number of landings (thousands)	Hours flown								Regional Airline	Total
			Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter			
			(thousands)									
Kavanagh	108	7.6	-	0.0	-	0.0	0.0	0.0	7.1	0.0	7.1	
Cameron	5	0.2	-	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1	
Other	5	0.1	-	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1	
Total	118	7.8	0.1	0.0	-	0.0	0.0	0.0	7.3	0.0	7.4	

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 (2009)

Aircraft make	Number of aircraft	Number of landings (thousands)	Hours flown								Total
			Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter	Regional Airline	
			(thousands)								
Fixed wing, single engine											
Cessna	3	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.2	2.1	2.3
Fixed wing, multi-engine											
Bombardier	32	65.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	70.0	70.0
Saab	49	66.2	0.0	0.0	0.1	0.0	0.0	0.1	1.2	57.7	59.0
Fokker	28	26.7	0.0	0.0	0.1	0.0	0.0	0.4	17.7	19.5	37.7
De Havilland	20	18.0	0.0	0.0	0.1	0.0	0.0	0.1	7.1	13.2	20.6
Embraer	18	12.4	0.0	0.0	0.3	0.0	0.0	0.1	6.6	9.2	16.2
Cessna	17	17.1	0.0	0.0	-	0.0	0.0	-	1.8	7.6	9.5
Fairchild	21	18.7	0.0	0.0	0.2	0.0	0.0	0.1	9.8	6.8	17.0
Jetstream	5	6.0	0.0	0.0	0.2	0.0	0.0	-	0.1	6.0	6.3
Beechcraft	9	7.9	0.0	0.0	0.1	0.0	0.0	-	2.8	3.8	6.6
Piper	9	4.9	0.0	0.0	0.2	0.0	0.1	0.1	0.8	3.0	4.3
British Aerospace	5	3.9	0.0	0.0	-	0.0	0.0	0.1	2.0	2.9	5.1
Other	4	4.1	0.0	0.0	-	0.0	0.0	-	0.1	2.2	2.4
Subtotal	217	251.1	0.0	0.0	1.3	0.0	0.1	1.1	50.1	202.0	254.7
Total	220	256.3	0.0	0.0	1.3	0.0	0.1	1.1	50.3	204.1	256.9

Section H Fuel type

Table 28 Number of aircraft and hours flown, by fuel type, in General Aviation and Regional Airline operations (2009)

<i>Fuel type</i>	<i>Number of aircraft</i>	<i>Total hours flown (thousands)</i>
Fixed wing, single engine		
Diesel	8	2.6
Gasoline	7 957	873.0
Kerosene	336	105.2
<i>Subtotal</i>	<i>8 301</i>	<i>980.7</i>
Fixed wing, multi-engine		
Diesel	13	0.8
Gasoline	1 249	223.0
Kerosene	623	407.5
<i>Subtotal</i>	<i>1 885</i>	<i>631.3</i>
<i>Subtotal (Fixed wing)</i>	<i>10 186</i>	<i>1 611.9</i>
Rotary wing, single engine		
Diesel	1	0.0
Gasoline	1 082	223.9
Kerosene	447	104.2
<i>Subtotal</i>	<i>1 530</i>	<i>328.2</i>
Rotary wing, multi-engine		
Gasoline	15	5.7
Kerosene	158	57.4
<i>Subtotal</i>	<i>173</i>	<i>63.1</i>
<i>Subtotal (Rotary wing)</i>	<i>1 703</i>	<i>391.3</i>
Balloons and airships		
Nil	340	8.8
Total	12 229	2 012.0

Section I Aircraft age

Table 29 Number of aircraft and hours flown, by age of aircraft, in General Aviation and Regional Airline operations (2004 and 2009)

Category and Age ^a (in years) of aircraft	2004		2009		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	68	0.9	43	0.7	-36.8	-25.3
1-5	310	11.4	310	11.2	0.0	-1.8
6-10	158	6.1	289	7.9	82.9	29.6
11-15	102	2.9	156	4.3	52.9	51.0
16-20	81	1.9	95	2.2	17.3	16.0
21-25	63	1.3	73	1.5	15.9	19.0
26-30	40	0.6	58	1.0	45.0	63.8
31-35	19	0.6	33	0.6	73.7	-1.8
36-40	7	0.1	14	0.2	100.0	94.7
Over 40	4	-	7	-	75.0	na
Subtotal	852	25.8	1 078	29.6	26.5	14.9
Fixed wing, single engine						
New this year	46	5.4	39	4.8	-15.2	-10.4
1-5	200	63.7	425	121.0	112.5	89.9
6-10	269	78.3	283	83.4	5.2	6.4
11-15	181	43.8	277	84.3	53.0	92.5
16-20	159	22.4	202	48.4	27.0	115.8
21-25	979	185.0	174	28.9	-82.2	-84.4
26-30	1 861	275.8	991	175.0	-46.7	-36.6
31-35	551	63.8	1 830	254.3	232.1	298.7
36-40	1 095	73.8	536	48.0	-51.1	-35.0
Over 40	1 453	53.4	2 473	103.0	70.2	92.8
Subtotal	6 794	865.6	7 230	951.2	6.4	9.9
Fixed wing, multi-engine						
New this year	17	17.3	18	9.0	5.9	-48.2
1-5	47	54.2	102	83.1	117.0	53.3
6-10	64	68.2	57	47.1	-10.9	-30.9
11-15	93	111.3	117	91.9	25.8	-17.4
16-20	83	65.5	131	101.8	57.8	55.4
21-25	400	157.2	92	45.0	-77.0	-71.3
26-30	493	134.3	426	115.2	-13.6	-14.2
31-35	246	49.1	470	87.0	91.1	77.1
36-40	170	21.2	221	34.0	30.0	60.3
Over 40	101	4.6	244	16.9	141.6	267.4
Subtotal	1 714	682.9	1 878	631.1	9.6	-7.6
Subtotal (Fixed wing)	9 360	1 574.2	10 186	1 611.9	8.8	2.4

(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 (2004 and 2009)

Category and Age ^a (in years) of aircraft	2004		2009		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	3	-	4	-	33.3	na
1–5	37	0.5	32	0.3	-13.5	-35.0
6–10	16	0.1	26	0.2	62.5	355.8
Over 10	5	0.1	21	0.1	320.0	40.2
Subtotal	61	0.6	83	0.7	36.1	7.3
Rotary wing, single engine						
New this year	58	7.4	27	3.5	-53.4	-52.9
1–5	187	54.3	506	131.2	170.6	141.4
6–10	97	27.4	183	42.8	88.7	56.0
11–15	179	65.7	82	15.8	-54.2	-75.9
16–20	101	25.7	179	44.5	77.2	73.1
21–25	150	40.8	86	18.2	-42.7	-55.3
26–30	72	17.4	148	40.3	105.6	131.9
31–35	100	17.8	65	14.3	-35.0	-19.7
36–40	68	11.7	90	8.4	32.4	-27.5
Over 40	28	3.6	81	8.5	189.3	137.6
Subtotal	1 040	271.8	1 447	327.5	39.1	20.5
Rotary wing, multi-engine						
New this year	2	0.1	9	0.6	350.0	644.2
1–5	11	4.7	32	12.7	190.9	170.9
6–10	11	6.0	13	7.2	18.2	21.3
11–15	27	11.3	15	8.5	-44.4	-24.5
16–20	7	4.1	33	12.9	371.4	214.5
21–25	31	12.1	18	6.3	-41.9	-47.8
Over 25	4	1.1	53	14.9	1,225.0	1,223.0
Subtotal	93	39.3	173	63.1	86.0	60.5
Subtotal (Rotary wing)	1 194	311.8	1 703	391.3	42.6	25.5
Balloons and airships ^b						
New this year	19	0.7	13	0.3	-31.6	-57.1
1–5	94	5.7	90	5.8	-4.3	1.6
6–10	84	2.1	80	1.6	-4.8	-23.6
11–15	49	1.0	69	0.7	40.8	-23.6
16–20	73	0.6	29	0.1	-60.3	-81.7
21–25	18	0.1	38	0.1	111.1	18.6
Over 25	13	0.1	21	0.1	61.5	30.5
Subtotal	350	10.3	340	8.8	-2.9	-14.6
Total	10 904	1 896.3	12 229	2 012.0	12.2	6.1

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

Table 29(a) Number of aircraft and hours flown, by age and flying activity, in General Aviation and Regional Airline operations (2009)

Category and Age ^a (in years) of aircraft	Number of aircraft	Number of landings (thousands)	Hours flown								Total
			Private	Business	Training	Test and Ferry	Aerial Work	Agriculture	Charter	Regional Airline	
(thousands)											
Fixed wing, amateur-built ^b											
New this year	43	0.9	0.6	0.1	-	-	0.0	0.0	0.0	0.0	0.7
1-5	310	14.2	9.2	1.1	0.1	0.3	0.3	0.1	0.0	0.0	11.2
6-10	289	10.2	6.5	1.1	0.1	-	0.1	0.0	0.0	0.0	7.9
11-15	156	5.1	3.5	0.5	-	-	0.2	0.0	0.0	0.0	4.3
16-20	95	2.9	1.7	0.4	-	-	0.0	0.0	0.0	0.0	2.2
21-25	73	1.7	1.2	0.2	-	-	0.1	0.0	0.0	0.0	1.5
26-30	58	1.3	0.9	-	-	-	0.0	0.0	0.0	0.0	1.0
31-35	33	1.2	0.6	-	0.0	0.0	0.0	0.0	0.0	0.0	0.6
36-40	14	0.3	0.2	-	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Over 40	7	0.1	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-
Subtotal	1 078	37.8	24.5	3.5	0.3	0.4	0.7	0.1	0.0	0.0	29.6
Fixed wing, single engine											
New this year	39	8.9	0.9	0.7	1.9	0.1	1.0	0.1	0.3	0.0	4.8
1-5	425	193.6	13.1	11.4	67.8	0.5	8.9	2.7	15.2	1.4	121.0
6-10	283	106.7	9.5	8.6	31.6	0.5	19.0	1.9	11.6	0.7	83.4
11-15	277	129.0	3.9	5.1	41.0	0.3	8.2	18.2	7.7	0.0	84.3
16-20	202	89.8	3.3	1.0	32.5	0.1	0.6	8.4	2.5	0.0	48.4
21-25	174	40.1	6.8	3.4	9.9	0.2	2.3	5.7	0.7	0.0	28.9
26-30	991	231.1	26.7	14.8	79.5	1.0	10.5	8.7	33.7	0.0	175.0
31-35	1 830	352.9	44.6	23.2	116.9	1.3	19.9	5.2	43.3	0.0	254.3
36-40	536	72.1	14.2	6.9	6.9	0.4	5.3	3.3	10.9	0.0	48.0
Over 40	2 473	168.3	47.0	13.4	12.3	0.8	15.3	1.7	12.4	0.0	103.0
Subtotal	7 230	1 392.5	170.0	88.5	400.2	5.2	91.1	55.9	138.2	2.1	951.2
Fixed wing, multi engine											
New this year	18	6.8	0.1	0.5	-	0.2	0.1	0.0	0.1	8.0	9.0
1-5	102	77.3	2.5	3.6	6.9	0.5	18.3	0.0	2.9	48.5	83.1
6-10	57	50.1	1.4	4.7	6.2	0.2	13.9	0.0	3.0	17.7	47.1
11-15	117	80.8	0.8	3.6	2.0	0.7	14.6	0.0	20.3	49.9	91.9
16-20	131	95.2	0.4	1.0	3.0	0.7	7.5	0.0	40.6	48.5	101.8
21-25	92	44.2	0.5	1.3	0.9	0.5	2.3	-	23.2	16.3	45.0
26-30	426	121.3	3.2	5.2	21.9	1.1	13.5	0.0	64.3	5.9	115.2
31-35	470	103.0	3.7	5.5	8.7	0.8	8.3	0.0	54.7	5.4	87.0
36-40	221	42.6	2.0	1.6	2.5	0.6	3.6	0.0	22.0	1.7	34.0
Over 40	244	20.9	2.3	3.1	1.9	0.2	1.0	0.0	8.4	0.0	16.9
Subtotal	1 878	642.0	16.9	30.2	54.0	5.5	83.0	-	239.5	202.0	631.1
Subtotal (Fixed wing)	10 186	2 072.4	211.4	122.2	454.6	11.2	174.8	56.1	377.7	204.1	1 611.9

(continued)

^a Calculated by subtracting year of manufacture from the current year.^b Single engine and multi engine combined.

Table 29(a) (continued) Number of aircraft and hours flown, by age and flying activity, in General Aviation and Regional Airline operations (2009)

Category and Age ^a (in years) of aircraft	Number of aircraft	Number of landings (thousands)	Hours flown								Total
			Private	Business	Training	Test and Ferry	Aerial Work	Agriculture	Charter	Regional Airline	
(thousands)											
Rotary wing, amateur-built											
New this year	4	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
1-5	32	0.7	0.3	-	-	-	0.0	0.0	0.0	0.0	0.3
6-10	26	0.4	0.1	0.1	-	-	-	-	0.0	0.0	0.2
11-15	12	0.3	0.1	-	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Over 15	9	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-
Subtotal	83	1.3	0.5	0.1	-	-	-	-	0.0	0.0	0.7
Rotary wing, single engine											
New this year	27	4.1	0.2	0.2	0.8	-	1.7	0.0	0.6	0.0	3.5
1-5	506	175.3	12.8	15.5	19.1	1.1	61.6	2.2	18.9	0.0	131.2
6-10	183	61.4	4.0	1.2	4.2	0.6	20.8	1.8	10.1	0.0	42.8
11-15	82	20.8	1.2	1.0	2.3	0.3	7.9	1.1	1.9	0.0	15.8
16-20	179	48.2	2.7	0.9	5.6	0.5	29.9	0.9	4.1	0.0	44.5
21-25	86	21.3	0.9	0.4	0.5	0.3	12.9	0.4	2.8	0.0	18.2
26-30	148	65.8	0.4	1.0	2.9	0.5	16.3	4.8	14.4	0.0	40.3
31-35	65	21.2	0.6	0.5	0.2	0.3	5.7	2.6	4.5	0.0	14.3
36-40	90	15.9	1.0	0.1	1.2	0.2	2.8	1.6	1.6	0.0	8.4
Over 40	81	14.0	0.6	0.1	0.8	0.1	3.7	1.7	1.5	0.0	8.5
Subtotal	1 447	448.0	24.4	20.9	37.5	4.0	163.1	17.2	60.4	0.0	327.5
Rotary wing, multi-engine											
New this year	9	0.9	0.2	0.0	-	-	-	0.0	0.3	0.0	0.6
1-5	32	18.0	0.5	0.1	0.8	0.2	4.6	0.0	6.5	0.0	12.7
6-10	13	10.1	0.1	0.1	0.6	-	4.1	0.0	2.3	0.0	7.2
11-15	15	31.5	0.0	4.4	0.4	0.1	2.4	0.0	1.2	0.0	8.5
16-20	33	28.4	0.3	0.6	1.8	0.4	6.8	0.0	3.0	0.0	12.9
21-25	18	11.5	0.1	0.1	0.3	0.2	2.0	0.0	3.6	0.0	6.3
Over 25	53	26.4	-	-	1.2	0.2	5.6	0.0	7.8	0.0	14.9
Subtotal	173	126.8	1.2	5.4	5.0	1.3	25.5	0.0	24.7	0.0	63.1
Subtotal (Rotary wing)	1 703	576.1	26.2	26.4	42.6	5.2	188.7	17.2	85.1	0.0	391.3
Balloons and airships											
New this year	13	0.3	-	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.3
1-5	90	6.1	0.4	0.0	-	0.0	-	0.0	5.4	0.0	5.8
6-10	80	1.8	0.4	-	-	0.0	-	0.0	1.2	0.0	1.6
11-15	69	0.8	0.4	0.0	-	0.0	0.0	0.0	0.3	0.0	0.7
16-20	29	0.1	0.1	0.0	0.0	0.0	0.0	0.0	-	0.0	0.1
21-25	38	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Over 25	21	0.1	0.1	0.0	0.0	0.0	0.0	0.0	-	0.0	0.1
Subtotal	340	9.4	1.5	-	-	0.0	-	0.0	7.3	0.0	8.8
Total	12 229	2 657.9	239.0	148.5	497.2	16.4	363.5	73.3	470.1	204.1	2 012.0

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

Table 29(b) Average aircraft age, by flying activity, in General Aviation and Regional Airline operations (1999–2009)

<i>Year</i>	<i>Private</i>	<i>Business</i>	<i>Test & Ferry</i>	<i>Training</i>	<i>Aerial Work</i>	<i>Agriculture</i>	<i>Charter</i>	<i>Regional Airlines</i>	<i>Active aircraft</i>
<i>(years)</i>									
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
2009	29.8	26.2	25.0	24.2	21.6	24.3	23.8	16.8	26.9

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 (2008–09)

<i>Category of aircraft and total hours flown</i>	<i>Number of aircraft</i>		<i>Percentage change</i>
	<i>2008</i>	<i>2009</i>	
Fixed wing, amateur-built			
0	298	322	8.1
1–50	565	569	0.7
51–100	140	140	0.0
Over 100	41	47	14.6
<i>Subtotal</i>	<i>1 044</i>	<i>1 078</i>	<i>3.3</i>
Fixed wing, single engine			
0	1 331	1 339	0.6
1–50	2 601	2 579	-0.8
51–100	1 088	1 152	5.9
101–200	778	741	-4.8
201–500	839	884	5.4
Over 500	543	535	-1.5
<i>Subtotal</i>	<i>7 180</i>	<i>7 230</i>	<i>0.7</i>
Fixed wing, multi-engine			
0	283	320	13.1
1–50	278	322	15.8
51–100	178	179	0.6
101–200	260	249	-4.2
201–500	394	388	-1.5
Over 500	471	420	-10.8
<i>Subtotal</i>	<i>1 864</i>	<i>1 878</i>	<i>0.8</i>
<i>Subtotal (Fixed wing)</i>	<i>10 088</i>	<i>10 186</i>	<i>1.0</i>

(continued)

Table 30 (continued) Frequency distribution of aircraft, by aircraft category and hours flown (2008–09)

<i>Category of aircraft and total hours flown</i>	<i>Number of aircraft</i>		<i>Percentage change</i>
	<i>2008</i>	<i>2009</i>	
Rotary wing, amateur-built			
0	50	48	-4.0
1–50	27	33	22.2
Over 50	3	2	-33.3
<i>Subtotal</i>	<i>80</i>	<i>83</i>	<i>3.8</i>
Rotary wing, single engine			
0	181	200	10.5
1–50	174	172	-1.1
51–100	168	165	-1.8
101–200	291	317	8.9
201–500	384	423	10.2
Over 500	194	170	-12.4
<i>Subtotal</i>	<i>1 392</i>	<i>1 447</i>	<i>4.0</i>
Rotary wing, multi-engine			
0	9	8	-11.1
1–50	7	20	185.7
51–100	9	11	22.2
101–200	28	20	-28.6
201–500	45	64	42.2
Over 500	49	50	2.0
<i>Subtotal</i>	<i>147</i>	<i>173</i>	<i>17.7</i>
<i>Subtotal (Rotary wing)</i>	<i>1 619</i>	<i>1 703</i>	<i>5.2</i>
Balloons and airships			
0	119	130	9.2
1–50	151	147	-2.6
51–100	46	43	-6.5
Over 100	22	20	-9.1
<i>Subtotal</i>	<i>338</i>	<i>340</i>	<i>0.6</i>
Total	12 045	12 229	1.5

Section K Regular Public Transport (RPT) hours flown

Table 31 Hours flown, by industry sector, in Regular Public Transport (RPT) operations (1999–2009)

Year	Major Australian airlines		Regional Airlines	Total
	Domestic operations	International operations		
	(thousands)			
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	455.8 ^r	261.6	234.7	952.1 ^r
2004	512.7 ^r	303.2 ^r	251.4	1 067.2 ^r
2005	543.5 ^r	327.1	254.7	1 125.3 ^r
2006	556.0	340.4	241.5	1 137.9
2007	572.2	358.3	241.9	1 172.4
2008	648.6	368.9	214.7	1 232.2
2009	650.5	372.5	204.1	1 227.1

Table 32 Number of aircraft and hours flown, by power type, in Regional Airline operations (1999–2009)

Year	Number of aircraft			Hours flown		
	Piston	Turboprop	Jet	Piston	Turboprop	Jet
(thousands)						
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
2009	28	170	22	11.9	179.7	12.5

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

Table 33 Hours flown, by aircraft make, in Regional Airline operations (2004–09)

<i>Aircraft make</i>	<i>2004</i>	<i>2005</i>	<i>2006</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>
	<i>(thousands)</i>					
Fixed wing, single engine						
Cessna	4.3	4.5	6.2	3.7	0.0	2.1
Gippsland	0.0	0.7	0.0	0.0	0.0	0.0
Other	0.0	-	0.6	0.0	0.0	0.0
<i>Subtotal</i>	<i>4.3</i>	<i>5.3</i>	<i>6.8</i>	<i>3.7</i>	<i>0.0</i>	<i>2.1</i>
Fixed wing, multi-engine						
Bombardier	42.7	45.6	57.3	55.9	58.6	70.0
Saab	43.3	55.5	56.4	68.3	71.2	57.7
Fokker	15.0	15.0	13.2	16.5	23.8	19.5
De Havilland	55.8	50.4	40.1	30.7	9.8	13.2
Embraer	11.7	8.3	10.4	11.6	12.6	9.2
Cessna	12.9	15.1	13.9	11.5	6.1	7.6
Fairchild	33.9	29.4	19.0	12.6	10.6	6.8
Jetstream	0.0	0.0	0.0	0.0	4.1	6.0
Beechcraft	3.5	4.4	3.4	6.3	4.0	3.8
Piper	14.3	10.8	8.4	9.0	6.2	3.0
British Aerospace	5.5	7.4	6.0	6.2	1.4	2.9
Boeing	0.0	0.0	0.0	4.1	3.5	0.0
Other	8.5	7.5	6.4	5.7	2.8	2.2
<i>Subtotal</i>	<i>247.1</i>	<i>249.4</i>	<i>234.7</i>	<i>238.3</i>	<i>214.7</i>	<i>202.0</i>
Total	251.4	254.7	241.5	241.9	214.7	204.1

Section L Sport Aviation activity

Ultralight activity

Table 34 Hours flown (a), by state or territory and category of aircraft, in Ultralight operations (2009)

State or Territory	Uncertified aircraft	Certified aircraft								Total	
		Commercially manufactured				Amateur-built		Weight shift			Subtotal (Certified aircraft)
		CAO	CAO	CAO	CAO	CAO	CAO	Powered parachutes	Trikes CAO		
		95.10	95.25	95.55	101.55	95.55	101.28	CAO 95.32	95.32		
(thousands)											
QLD	0.9	6.9	26.4	3.4	12.9	1.0	0.6	0.7	52.0	52.8	
NSW	0.6	1.7	23.1	5.4	8.6	0.7	0.7	2.8	43.2	43.7	
VIC	0.9	0.5	20.3	3.5	8.1	0.8	2.2	1.4	36.9	37.7	
SA	0.2	0.4	8.3	2.2	5.9	0.7	0.1	0.8	18.4	18.7	
WA	0.2	1.1	6.2	0.4	2.3	0.1	0.3	1.2	11.6	11.8	
TAS	0.1	0.7	2.6	1.4	1.0	-	0.1	0.1	6.0	6.1	
NT	-	0.2	1.0	0.3	0.6	-	0.1	0.2	2.4	2.4	
ACT	-	0.0	0.2	0.1	0.4	0.0	-	0.1	0.8	0.8	
Unknown	-	-	0.1	-	-	0.1	-	-	0.2	0.2	
Australia	2.8	11.6	88.3	16.8	39.7	3.3	4.2	7.5	171.5	174.3	

^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 (RA-Aus).

Table 35 Hours flown (a), by category of aircraft, in Ultralight operations (1999–2009)

State or Territory	Uncertified	Certified aircraft							Total	
	aircraft	Commercially manufactured			Amateur-built		Weight shift			Subtotal
	CAO	CAO	CAO	CAO	CAO	CAO	Powered	Trikes		(Certified
	95.10	95.25	95.55	101.55	95.55	101.28	parachutes	CAO		aircraft)
							CAO 95.32	95.32		
(thousands)										
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
2009	2.8	11.6	88.3	16.8	39.7	3.3	4.2	7.5	171.5	174.3

^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 (RA-Aus).

Table 36 Number of Ultralight aircraft and hours flown, by aircraft make (2009)

<i>Type approved aircraft and aircraft make</i>	<i>Number of aircraft</i>	<i>Hours flown^a (thousands)</i>
Uncertified aircraft (CAO 95.10)	240	2.8
Commercially manufactured aircraft (CAO 95.25)		
Australian Light Wing	70	4.3
Austflight ULA	73	4.1
Thruster	101	2.7
Facet	5	0.1
Sapphire	10	-
Skywise	10	-
Other	3	0.2
<i>Subtotal</i>	<i>272</i>	<i>11.6</i>
Commercially manufactured aircraft (CAO 95.55)		
Jabiru	277	38.6
Tecnam	107	17.5
Skyfox	55	7.3
Evektor	32	6.8
Aeroprakt	45	4.5
Fly Synthesis	29	3.2
Flight Design	15	1.2
Alpi	12	1.0
Fantasy Air	12	0.9
Kappa	6	0.6
TL Ultralight	10	0.6
Pipistrel	12	0.5
Czech Aircraft Works	6	0.5
Micro Aviation	22	0.5
Other	111	4.5
<i>Subtotal</i>	<i>751</i>	<i>88.3</i>
Commercially manufactured aircraft (CAO 101.55)		
Jabiru	109	11.3
Skyfox	56	3.1
Austflight ULA	27	1.3
Australian Light Wing	10	1.1
Eipper	5	0.1
Other	1	0.0
<i>Subtotal</i>	<i>208</i>	<i>16.8</i>
<i>Subtotal (Commercially manufactured aircraft)</i>	<i>1 231</i>	<i>116.7</i>

(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 (RA-Aus).

Table 36 (continued) Number of Ultralight aircraft and hours flown, by aircraft make (2009)

<i>Type approved aircraft and aircraft make</i>	<i>Number of aircraft</i>	<i>Hours flown^a (thousands)</i>
Amateur-built aircraft (CAO 95.55)		
Jabiru	248	13.4
ICP	83	4.9
Zenair	62	2.5
Rand Kar	53	1.7
RANS	29	1.4
Wayne Fisher	14	1.2
Skyranger	13	0.6
Foxcon	21	0.5
Jodel	20	0.5
Corby	14	0.5
Rainbow Aircraft	13	0.4
Cadet	7	0.4
S G Aviation	9	0.4
Slepcev	7	0.3
Monnett	10	0.3
Aero Sport	14	0.3
Maxair	10	0.3
Vol Mediterrani	5	0.3
Denney	6	0.3
Murphy	8	0.3
Australian Aviation Works	6	0.3
Europa	6	0.3
Australian Light Wing	7	0.2
Spectrum	6	0.2
Australian Aircraft Kits	6	0.2
Sonex	8	0.2
Sapphire	7	0.2
Aeropup	4	0.2
Airborne Windsports	4	0.2
Arion Aircraft	4	0.2
Evans	5	0.2
Austflight ULA	7	0.2
Other	256	6.8
Subtotal	972	39.7

(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 Australia (RA-Aus).

Table 36 (continued) Number of Ultralight aircraft and hours flown, by aircraft make (2009)

<i>Type approved aircraft and aircraft make</i>	<i>Number of aircraft</i>	<i>Hours flown^a (thousands)</i>
Amateur-built aircraft (CAO 101.28)		
SkyStar	8	0.6
Jabiru	13	0.6
RANS	16	0.5
Corby	5	0.2
Australian Aviation Works	5	0.2
Denney	9	0.2
CFM	4	0.1
Australian Light Wing	4	0.1
Eipper	4	0.1
Other	36	0.8
<i>Subtotal</i>	<i>104</i>	<i>3.3</i>
<i>Subtotal (Amateur-built aircraft)</i>	<i>1 076</i>	<i>43.1</i>
Weight shift aircraft (CAO 95.32)		
Powered Parachutes		
Aerochute	195	4.2
Powerchute	9	0.1
Other	2	0.0
<i>Subtotal</i>	<i>206</i>	<i>4.2</i>
Trikes		
Airborne Windsports	158	6.7
Pegasus	12	0.2
DTA	4	0.1
Other	23	0.4
<i>Subtotal</i>	<i>197</i>	<i>7.5</i>
<i>Subtotal (Weight shift aircraft)</i>	<i>403</i>	<i>11.7</i>
<i>Subtotal (Certified aircraft)</i>	<i>2 710</i>	<i>171.5</i>
Total	2 950	174.3

^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 (RA-Aus).

Gliding activity

Table 37 Number of aircraft, hours flown and launches in Gliding operations (1999–2009)

Year	Number of	Hours Flown ^b	Launches ^b
	aircraft ^a	(thousands)	
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
2008–09	1 164	196.2	170.3

^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 2008–09, figures are estimated from a response rate of 45 per cent.

Hang Gliding activity

Table 38 Hours flown, by state or territory and category of aircraft, in Hang Gliding operations (2008–09)

State or Territory	Hang Gliders	Paragliders	Weight shift microlights (Powered hang gliders)	Total
	(thousand hours)			
NSW	18.0	16.3	4.8	39.2
QLD	7.8	8.8	4.9	21.6
VIC	4.1	10.5	4.5	19.2
WA	1.6	2.9	2.6	7.2
SA/NT	1.9	1.4	2.2	5.5
ACT	1.0	1.4	0.2	2.6
TAS	0.3	0.3	0.2	0.8
Australia	34.8	41.7	19.5	96.0

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 (1998–99 to 2008–09)

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)
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
2008–09	882	34.8	1 165	41.7	419	19.5	2 466	96.0

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 (1998–99 to 2009)

Year ^a	Number of aircraft	Private	Dual training	Gyro glider training	Search & Rescue	Total
(thousand hours)						
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
2009	491	30.0	5.6	0.1	-	35.6

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

Note: All statistics courtesy of the Australian Sport Rotorcraft Association (ASRA). In 2009, figures are estimated from a response rate of 55.0 per cent. Only includes members reporting greater than zero hours.



General Aviation Activity Survey

Year ended 31 December 2009

[illegible]

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.
- **CHARTER**
Flying involving the carriage of passengers or cargo by the aircraft operator or his/her employees for hire or reward (but excluding scheduled regional airline operations).
- **REGIONAL AIRLINE**
Airlines conducting Regular Public Transport operations primarily servicing regional centres.
- **AGRICULTURE**
Flying involving the carriage and/or spreading of chemicals, seeds, fertilisers or other substances for agricultural purposes, including the purposes of pest and disease control.
- **TEST AND FERRY**
Flying associated with the testing of an aircraft or associated with its delivery or movement to a location for maintenance, hire or other planned use.
- **TRAINING**
Flying involving training for the issue or renewal of a licence or rating, aircraft type endorsement or conversion training. Includes solo navigation exercises conducted as part of a course of applied flying training.
- **MUSTERING**
Aerial stock mustering involving the direct use of aircraft for the movement of livestock.
- **SURVEY AND PHOTOGRAPHY**
All aerial survey and photographic work.
- **PIPELINE AND POWERLINE PATROL**
Aerial inspection patrols along pipelines or powerlines.
- **SEARCH AND RESCUE**
Includes any search missions as well as evacuation or rescue work.
- **AMBULANCE**
Operations as an aerial ambulance for the transport of ill or injured persons.
- **TOWING**
Includes glider, target and banner towing.
- **OTHER AERIAL WORK**
Includes aerial spotting (stock, fish, fire, etc.), advertising, cloud seeding, fire fighting, coastal surveillance, etc.

SECTION 3: Additional details/comments

Please include any extra information which may be relevant (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: 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 avstats@infrastructure.gov.au.

Definitions

Ambulance	Operations as an aerial ambulance for the transport of ill or injured persons.
Aerial Work	Includes all survey and photography, spotting, stock mustering, search and rescue, ambulance, towing (including glider, target and banner towing) and other aerial work (including advertising, cloud seeding, fire fighting and coastal surveillance).
Agriculture	Flying involving the carriage and/or spreading of chemicals, seeds, fertilisers or other substances for agricultural purposes, including for the purposes of pest and disease control.
Business	Flying associated with a business or profession, but not directly for hire or reward. (Includes Adventure flights.)
Charter	Flying involving the carriage of passengers or cargo by the aircraft operator or his/her employees for hire or reward (but excluding scheduled regional airline operations).
General Aviation	All non-scheduled (non RPT) flying activities other than flying activities performed by major Australian airlines.
Hours Flown	Flying time performed, measured on a wheels start to wheels stop basis.
Major Australian Domestic Airlines	Australian airlines operating RPT aircraft not included in the General Aviation collection, that is Jetstar, Qantas, Tiger Airways, and Virgin Blue in 2009.
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. (Includes Angel flights.)
Pipeline and Powerline Patrol	Aerial inspection patrols along pipelines or powerlines.
Regional Airline	Airlines conducting RPT operations primarily servicing regional centres.

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

Aviation Statistics publications

These publications 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.