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STATISTICAL REPORT

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General Aviation Activity 2010

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Disclaimers

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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 2010 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 88 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 2009, the 2010 data was estimated by applying the difference in the means between 2009 and 2010 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 flying and this would otherwise bias the results. There were only 67 aircraft (0.7 per cent) in the collection for the first time in 2010 that did not respond.

Of the 88 per cent of aircraft that reported, 7 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 above 7 per cent of aircraft unable to report landings, 43 per cent of these were rotary wing aircraft.

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.

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

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.

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.

Aircraft make is generally the aircraft manufacturer. However in cases where there have been takeovers, mergers, company name changes etc, with little change in the line of aircraft produced common names (or the most recent name) may have been used, or retained. E.g. Beechcraft aircraft are listed under Hawker Beechcraft.

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

Symbols and other usages

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

Abbreviations

ASRA	Australian Sport Rotorcraft Association
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 rose to 2.1 million in 2010, an increase of 3.2 per cent compared with the previous year (see Table 4). These aircraft completed a total of 2.9 million landings, an increase of 8.3 per cent (see Table 9).

Activity in the General Aviation sector rose in 2010, with an increase in flying hours of 2.2 per cent to 1.8 million hours (see Table 1).

Within the General Aviation sector, the only categories recording a decrease in activity were Training flying (12.2 per cent lower than in 2009) and Business (5.7 per cent lower). Of the other activities, Agriculture recorded an increase of 41.7 per cent, Test and Ferry an increase of 11.0 per cent, Aerial Work an increase of 10.3 per cent, Charter an increase of 8.0 per cent and Private flying an increase of 1.0 per cent (see Table 4).

Regional Airlines recorded an increase of 11.8 per cent in flying hours. This increase reverses a downward trend evident in recent years (see Table 4).

Figure 1 shows the variation in number of landings and hours flown between 2000 and 2010 and Figure 2 shows the relative sizes of industry sectors based on hours flown (see Tables 1 and 9).

Figure 1 General Aviation and Regional Airline activity (2000–2010)

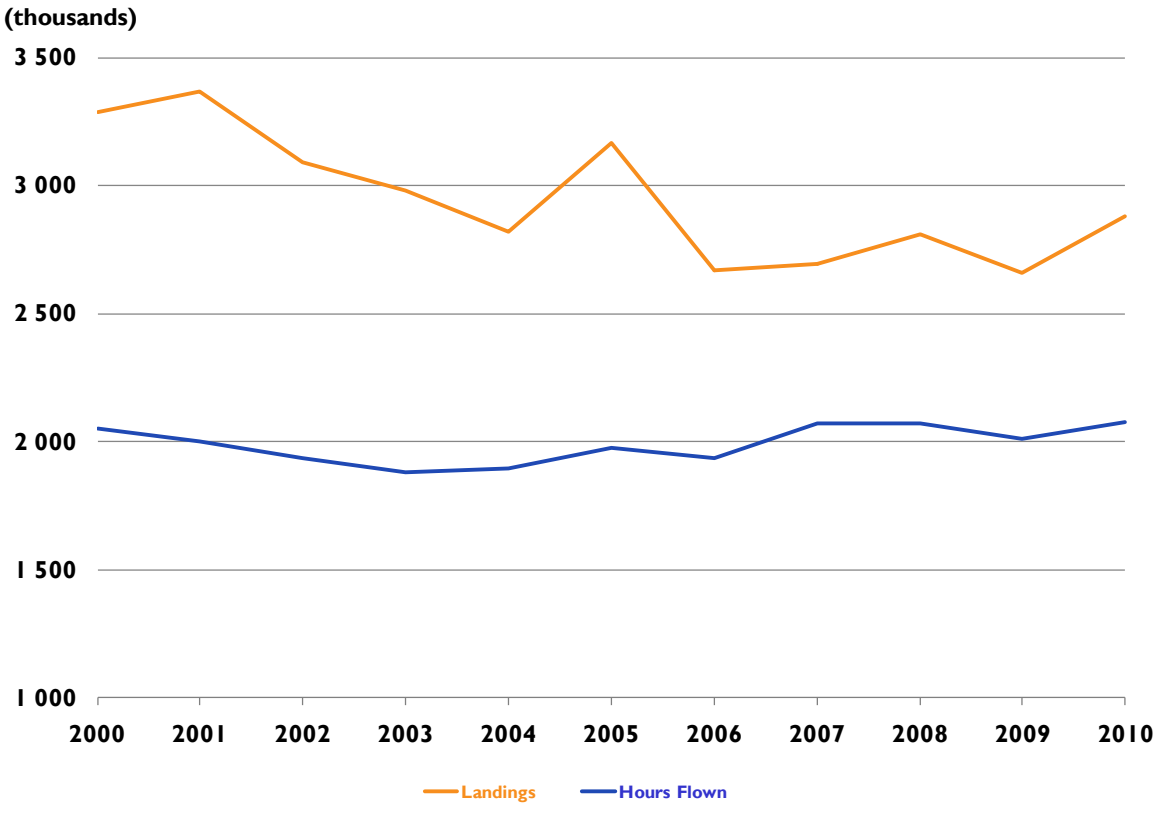
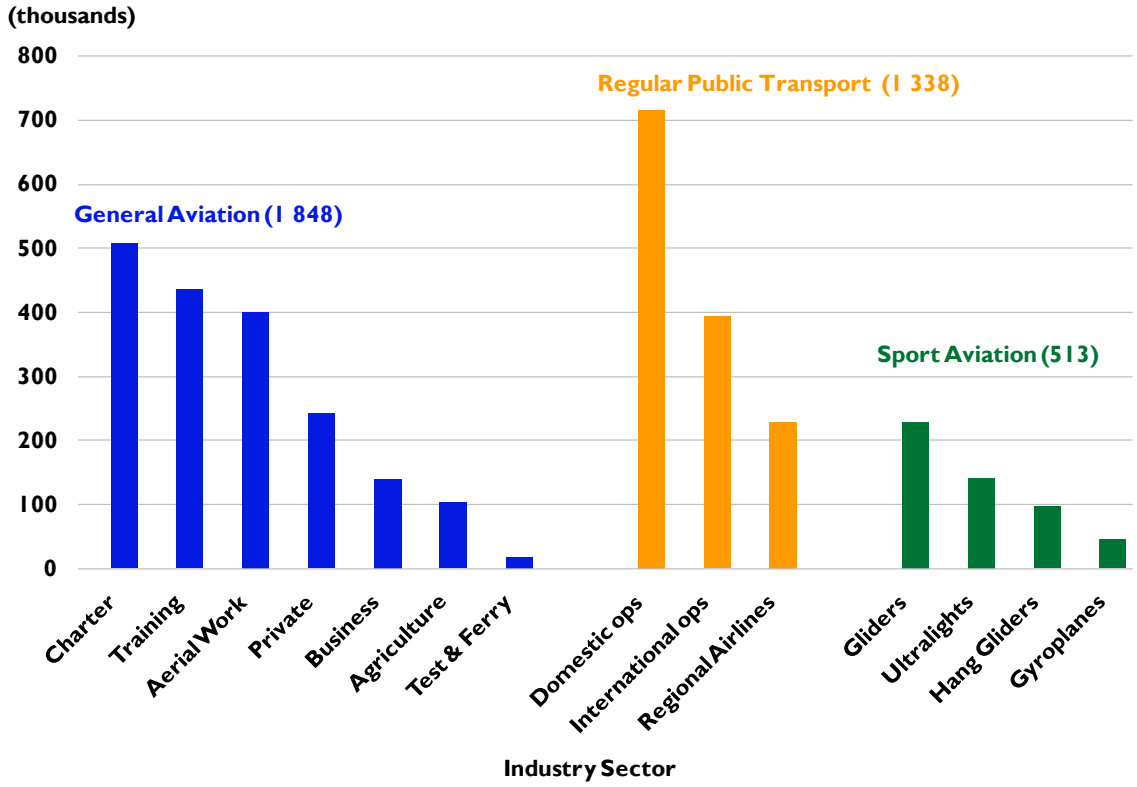


Figure 2 Hours flown by industry sector (2010)



The General Aviation and Regional Airline fleet

The data presented in this publication for the year ended 31 December 2010 cover 12 564 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 2010 represents an increase of 2.7 per cent over the number registered at 31 December 2009 (see Table 5).

The number of fixed wing, single engine aircraft increased by 2.2 per cent to 8 486, or 67.5 per cent of all registered aircraft in the General Aviation and Regional Airline sectors (see Table 5).

Fixed wing, multi-engine aircraft increased by 2.5 per cent to 1 932 (15.4 per cent of the total) (see Table 5).

The number of helicopters increased by 5.7 per cent to 1 800 (14.3 per cent of the total), with the number of single engine helicopters increasing by 5.2 per cent to 1 610. The number of multi-engine helicopters increased by 9.8 per cent to 190 (see Table 6).

Hot-air balloons and airships increased by 1.8 per cent to 346, or 2.8 per cent of total aircraft (see Table 7).

In 2010, 1 214 amateur-built aircraft accounted for 9.7 per cent of all aircraft in this survey. This represents a 3.7 per cent increase over the number of amateur-built aircraft in 2009 (1 171 aircraft).

The Australian General Aviation and Regional Airline fleet contains many older aircraft, with the average age being 27.0 years, which is a marginal rise (0.1 years) from 2009 (see Table 29b). A total of 616.7 thousand hours (or 29.7 per cent of all flying) were performed in aircraft under 11 years old, 461.0 thousand hours (22.2 per cent) in aircraft aged between 11 and 20 years old, 360.7 thousand hours (17.4 per cent) in aircraft between 21 and 30 years old and 637.6 thousand hours (30.7 per cent) in aircraft over 30 years old (see Table 29).

For Charter and Regional Airline flying, 75.0 per cent (77.0 per cent in 2009) was conducted in aircraft more than 10 years old and 47.8 per cent (50.3 per cent in 2009) in aircraft more than 20 years old (see Table 29a). The average age of the Regional Airline fleet increased from 16.8 to 17.6 years between 2009 and 2010 (see Table 29b).

Between 2009 and 2010, the number of piston engine aircraft used in Regional Airline flying rose slightly from 28 to 31 aircraft (10.7 per cent), however the number of hours flown by those aircraft in Regional Airline flying decreased by 33.0 per cent (down from 11.9 to 8.0 thousand hours) (see Table 32). The number of jet and turboprop aircraft used in Regional Airline flying rose by 27.3 and 5.3 per cent respectively. Hours flown by turboprop aircraft in Regional Airline flying increased by 15.8 per cent, while the number of hours flown by jet engine aircraft decreased slightly (down 2.7 per cent). The vast majority of Regional Airline flying hours continues to be conducted by turboprop aircraft (91.2 per cent).

Of 210 new aircraft in 2010 (Table 29), fixed wing, single engine aircraft accounted for 30.5 per cent (64 aircraft). New rotary wing single engine aircraft accounted for another 57 aircraft (27.1 per cent) while there were 44 (21.0 per cent) new fixed wing amateur-built aircraft (see Table 29).

Average flying hours per aircraft increased slightly by 0.4 per cent, from 164.5 hours in 2009 to 165.2 hours in 2010. For active aircraft only, excluding aircraft that were not flown during the year, the average number of hours flown was 207.0 per aircraft (see Table 3).

Of the active aircraft, 39.2 per cent flew 50 hours or less during 2010, while 56.2 per cent flew 100 hours or less (see Table 30).

One in every five (2 538 aircraft) registered General Aviation and Regional Airline aircraft were reported or estimated as performing no flying during the year ended 31 December 2010, compared with 2 367 aircraft during 2009.

From responses to the survey, reasons why many of these aircraft did not fly can be determined. These reasons, reported for 1 933 of the 2 538 inactive aircraft, are summarised in the following table:

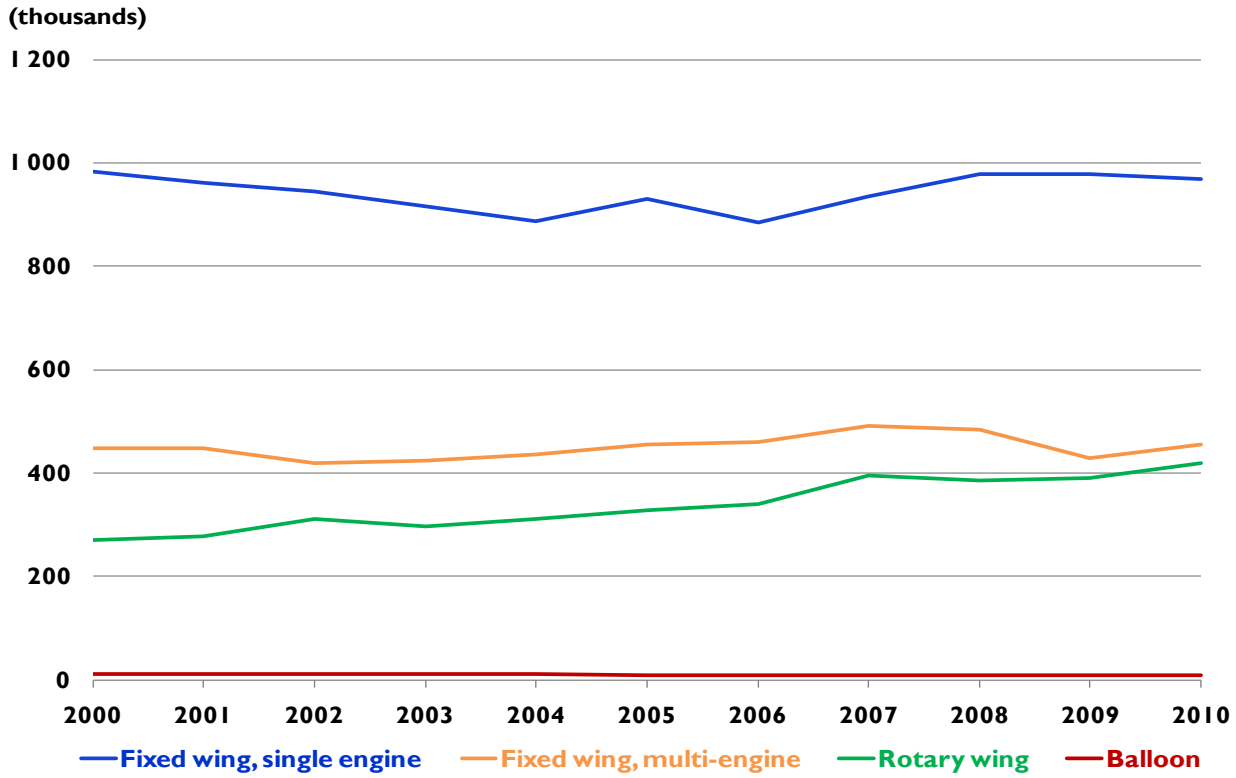
Table A Reasons for nil flying activity (2010)

Reason for nil activity	*Number of aircraft*	*Percentage of reporting inactive aircraft*
Repair / maintenance / restoration	814	42.1
Aircraft in storage	258	13.3
Aircraft unserviceable / unairworthy	190	9.8
Amateur-built aircraft not yet completed	122	6.3
Work or other commitments	88	4.6
Aircraft awaiting sale	75	3.9
Financial reasons	58	3.0
Lack of business / company ceased operating	57	2.9
Owner's health issues / deceased	49	2.5
New aircraft not flown during the survey period	36	1.9
C of A not yet issued	28	1.4
Drought	26	1.3
Aircraft awaiting parts or modification	23	1.2
Museum or stock aircraft	13	0.7
All other reasons	96	5.0
Total	1 933	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 (see Table 10).

Figure 3 General Aviation hours flown, by category of aircraft (2000–2010)



Landings

The total number of landings in General Aviation and Regional Airline Activity reported during the year ending 31 December 2010 was 2.9 million, an increase of 8.3 per cent compared to 2.7 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

Regional Airline activity, measured in hours flown, recorded an increase in 2010 of 11.8 per cent to 228.1 thousand hours from 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). The increase in flying hours by Regional Airlines in 2010 reverses a recent decline.

General Aviation activity

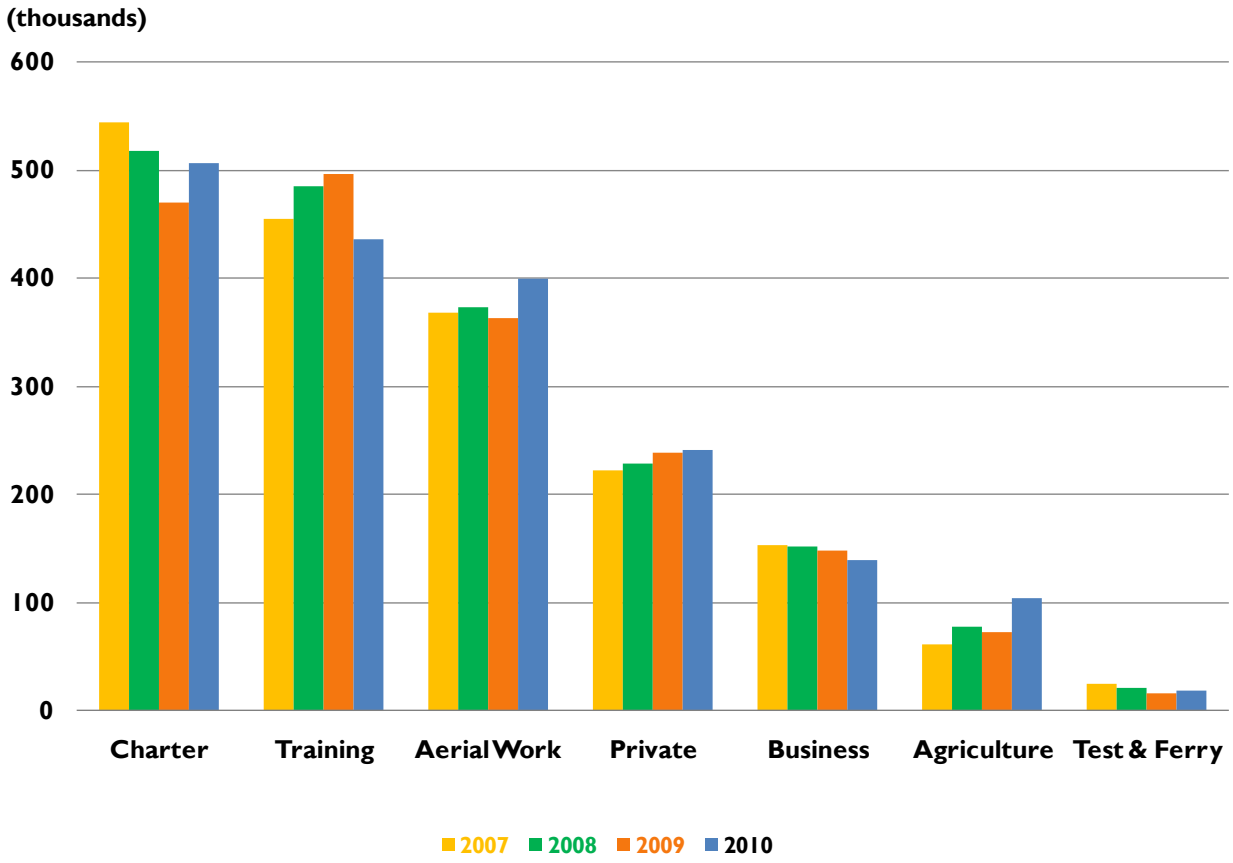
General Aviation activity in terms of hours flown (excluding scheduled Regional Airline operations) increased by 2.2 per cent in 2010 (see Table 4).

Charter and Training flying continued to make up the two largest activity categories in the General Aviation sector, representing 27.5 per cent and 23.6 per cent respectively of all General Aviation flying hours during 2010. Aerial Work accounted for another 21.7 per cent of General Aviation flying. Private and Business flying together represented 20.7 per cent of total General Aviation activity (see Table 4).

General aviation activity increased between 2009 and 2010, consistent with recovery from the adverse effects of the global economic downturn, lifting of drought conditions and additional agricultural operations requiring aircraft due to flooding late in the year. Agricultural flying saw a dramatic increase to its highest level since 2001 with an increase of 41.7 per cent to 103.8 thousand hours. Only two flying categories showed a decrease in activity — Training flying (down 12.2 per cent) and Business (down 5.7 per cent). Increases in flying hours were recorded in all other categories of General Aviation flying in 2010 — Agriculture (41.7 per cent), Test and Ferry (11.0 per cent), Aerial Work (10.3 per cent), Charter (8.0 per cent) and Private flying (1.0 per cent) (see Table 4).

Figure 4 shows the relative size of each General Aviation category from 2007 to 2010 (see Table 4).

Figure 4 Hours flown in General Aviation by activity (2007–10)



Sport Aviation

Ultralight flying

Information provided by Recreational Aviation Australia (RA-Aus)

In 2010, ultralight aircraft flew a total of 141.9 thousand hours, representing a decrease of 18.6 per cent over 2009 (see Table 35). This reduction in the number of hours flown by ultralight aircraft follows substantial yearly increases during the past decade.

Queensland and New South Wales equally undertook the most ultralight flying with 38.3 thousand hours, or 27.0 per cent each of the Australian total (see Table 34). Victoria accounted for slightly less ultralight flying with 35.0 thousand hours (24.6 per cent) while South Australia recorded 16.2 thousand hours (11.4 per cent).

At the end of December 2010, a total of 3 226 aircraft had current registrations issued by Recreational Aviation Australia, a rise of 9.4 per cent over 2009 (see Table 36).

Gliding

Information provided by the Gliding Federation of Australia (GFA)

The number of registered gliders increased by 2.3 per cent to 1 177 by June 2010 compared with June 2009. The total number of reported flying hours increased by 15.3 per cent to 228.7 thousand hours in the financial year 2009–10 compared with 2008–09 (see Table 37).

Note that gliding figures for 2009–10 were estimated from a response rate of 44 per cent.

Hang gliding

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

The reported number of hang gliders in 2009–10 was 2 577, a 4.5 per cent increase on the 2 466 for 2008–09. The total number of hours flown in 2009–10 was up 2.1 per cent on the previous year to 97.9 thousand hours, continuing an upward trend since a low of 88.3 thousand hours in 2007–08 (see Table 39).

The state with the largest portion of hang gliding hours was New South Wales with 43.2 per cent of the Australian total. Queensland and Victoria followed with 22.8 per cent and 19.2 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 2010 was 435. The total number of estimated hours flown in 2010 increased by 24.6 per cent to 44.4 thousand hours. Private flying dominated with 86.5 per cent of gyroplane flying with the remaining activity consisting almost entirely of flying training (see Table 40).

Gyroplane estimates are a simple extrapolation based on a response rate of 57 per cent of ASRA's 479 members.

Tables

Section A Industry overview

Table 1 Total hours flown, by industry sector (1985–2010)

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 r	84.5	..	124.7	28.3	2 835.8 r
2004	1 645.0	1 087.1 r	87.1	..	132.0	29.3	2 980.4 r
2005	1 722.8	1 144.1 r	92.9	194.7	134.2	32.9	3 321.6 r
2006	1 695.0	1 156.7 r	120.2	228.9	103.0	27.9	3 331.6 r
2007	1 831.8	1 191.6 r	138.3	343.4	94.5	28.0	3 627.6 r
2008	1 857.7	1 250.5 r	156.2	169.9	88.3	30.5	3 553.1 r
2009	1 807.5	1 241.4 r	174.3	198.4 r	96.0	35.6	3 553.2 r
2010	1 847.7	1 338.1	141.9	228.7	97.9	44.4	3 698.8

a Hours flown by Australian (including regional) airlines on domestic and international flight stages in Regular Public Transport (RPT) operations. See Table 2 for details. From August 2004 RPT freight operations are included.

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 (2008–10)

Industry sector and flying activity	*2008*		*2009*		*2010*	
	Hours flown (thousands)	*Percentage change over 2007*	*Hours flown (thousands)*	*Percentage change over 2008*	*Hours flown (thousands)*	*Percentage change over 2009*
Airline RPT						
Major Australian airlines						
Domestic operations	667.0 r	12.8	664.9 r	-0.3	717.2	7.9
International operations	368.9	2.9	372.5	1.0	392.8	5.4
Subtotal	*1 035.9* r	*9.1*	*1 037.4* r	*0.1*	*1 109.9*	7.0
Regional airlines	214.7	-11.3	204.1	-4.9	228.1	11.8
Total (Airline RPT)	1 250.5 r	4.9	1 241.4 r	-0.7	1 338.1	7.8
General Aviation						
Private	228.4	2.5	239.5	4.9	241.9	1.0
Business	151.7	-1.1	148.5	-2.1	140.0	-5.7
Training	485.6	6.6	497.1	2.4	436.3	-12.2
Agriculture	78.2	25.9	73.3	-6.3	103.8	41.7
Aerial work	373.4	1.5	363.1	-2.8	400.3	10.3
Test & Ferry	21.8	-15.1	16.4	-24.8	18.2	11.0
Charter	518.6	-4.8	469.7	-9.4	507.3	8.0
Total (General Aviation)	1 857.7	1.4	1 807.5	-2.7	1 847.7	2.2
Sport Aviation						
Ultralight flying	156.2	13.0	174.3	11.6	141.9	-18.6
Gliding [a]	169.9	-50.5	198.4 r	16.8	228.7	15.3
Hang Gliding [a]	88.3	-6.5	96.0	8.6	97.9	2.1
Gyroplanes	30.5	8.8	35.6	17.0	44.4	24.6
Total (Sport Aviation)	444.9	-26.4	504.3 r	13.3	513.0	1.7

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 (2010)

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	3 442	2 641	694.7	2 620	382.0	75	117.8	499.8
Vic	2 479	1 931	460.1	1 928	257.1	6	5.3	262.4
Qld	3 119	2 529	766.7	2 506	492.1	56	60.8	552.9
WA	1 821	1 501	478.7	1 501	393.7	46	21.0	414.8
SA	787	640	204.4	640	117.8	7	3.8	121.6
Tas	211	176	45.5	176	26.1	7	2.8	28.9
NT	554	490	204.8	490	164.6	35	11.1	175.8
ACT	151	118	22.7	118	14.4	6	5.4	19.8
Australia	12 564	10 026	2 877.4	9 979	1 847.7	238	228.1	2 075.9

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 (2000–10)

Year	General Aviation								Regional Airline	Total
	Private	Business	Training	Test & Ferry	Aerial Work	Agriculture	Charter	Sub total		
	(thousand hours)									
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
2010	241.9	140.0	436.3	18.2	400.3	103.8	507.3	*1 847.7*	228.1	2 075.9

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 (2005–10)

Aircraft make	*2005*	*2006*	*2007*	*2008*	*2009*	*2010*
Fixed wing, single engine						
Cessna	3 026	3 001	3 023	3 130	3 139	3 173
Piper	1 415	1 362	1 361	1 395	1 383	1 408
Amateur-built	896	910	968	1 037	1 071	1 111
Hawker Beechcraft	335	318	328	335	336	344
De Havilland	313	309	309	313	313	314
Mooney	144	141	143	151	154	153
Air Tractor	109	112	115	118	123	131
Auster	139	133	130	130	131	127
Cirrus	50	59	72	81	94	118
Socata	83	88	88	90	91	93
American Champion	79	82	82	82	87	88
American Air	87	83	84	84	81	81
Victa	79	78	77	78	77	74
Other	1 049	1 072	1 143	1 193	1 221	1 271
Subtotal	*7 804*	*7 748*	*7 923*	*8 217*	*8 301*	*8 486*
Fixed wing, multi-engine						
Piper	447	434	433	434	429	431
Cessna	384	377	390	399	405	413
Hawker Beechcraft	371	363	368	396	407	411
Fairchild	70	68	68	66	65	63
Aero Commander	62	62	64	63	60	59
Bombardier	20	27	30	37	46	53
Saab	29	37	44	51	55	52
De Havilland	57	51	52	46	44	46
Fokker	44	44	43	43	43	45
Partenavia	32	36	38	43	35	41
Embraer	18	20	27	36	38	34
Other	199	211	247	257	258	284
Subtotal	*1 733*	*1 730*	*1 804*	*1 871*	*1 885*	*1 932*
Rotary wing[a]	1 292	1 320	1 481	1 619	1 703	1 800
Balloons and airships[b]	351	319	333	338	340	346
Total	11 180	11 117	11 541	12 045	12 229	12 564

a See Table 6.

b See Table 7.

Table 6 Number of helicopters, by make, in General Aviation and Regional Airline operations (2005–10)

Helicopter make	*2005*	*2006*	*2007*	*2008*	*2009*	*2010*
Rotary wing, single engine						
Robinson	557	590	693	799	841	895
Bell	266	272	280	281	289	301
Aerospatiale/Eurocopter	106	113	128	137	146	166
Amateur-built	71	64	71	80	83	85
Hughes	60	50	50	47	42	37
Schweizer	27	30	35	37	36	35
Kawasaki	40	32	30	27	26	24
Agusta	17	18	17	15	15	16
Enstrom	11	10	13	14	15	15
Other	33	35	36	35	37	36
Subtotal	*1 188*	*1 214*	*1 353*	*1 472*	*1 530*	*1 610*
Rotary wing, multi-engine						
Aerospatiale/Eurocopter	31	28	37	47	58	63
Sikorsky	21	27	28	29	34	35
Bell	19	19	24	31	32	35
Agusta	11	10	15	18	25	28
Kawasaki	21	21	23	21	21	24
Other	1	1	1	1	3	5
Subtotal	*104*	*106*	*128*	*147*	*173*	*190*
Total	1 292	1 320	1 481	1 619	1 703	1 800

Table 7 Number of balloons or airships, by make, in General Aviation operations (2005–10)

Balloon or airship make	*2005*	*2006*	*2007*	*2008*	*2009*	*2010*
Kavanagh	225	213	223	229	232	238
Cameron	49	42	44	45	44	43
Thunder/Colt	47	39	39	38	36	35
Amateur-built	7	7	8	9	10	11
Balloon Works	13	9	10	10	9	9
Other	10	9	9	7	9	10
Total	351	319	333	338	340	346

Table 8 Major Australian RPT airline fleets, by aircraft type at 31 December (2005–10)

Aircraft type [a]	*2005*	*2006*	*2007*	*2008*	*2009*	*2010*
Airbus						
A320	17	23	28	35	40	54
A321	0	0	0	0	6	6
A330	14	14	18	22	24	27
A380	0	0	0	3	6	8
Subtotal	*31*	*37*	*46*	*60*	*76*	*95*
Boeing						
717	14	14	12	11	11	11
737	99	101	105	110	117	118
747	36	40	35	33	33	30
767	29	29	29	29	29	26
777	0	0	0	0	4	5
Subtotal	*178*	*184*	*181*	*183*	*194*	*190*
BAE						
146	4	1	0	0	0	0
Embraer						
170	0	0	3	6	6	6
190	0	0	0	12	15	16
Subtotal	*0*	*0*	*3*	*18*	*21*	*22*
Total	213	222	230	261	291	307

a Excludes 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 (2005–10)

State or Territory [a]	2005	2006 [b]	2007	2008	2009	2010
	(thousand landings)					
Qld	825.9	603.5	666.4	689.4	638.2	766.7
NSW	800.3	656.6	699.9	702.9	663.8	694.7
WA	470.9	522.6	473.5	491.5	446.3	478.7
Vic	500.2	455.1	446.8	479.0	473.1	460.1
NT	231.4	192.1	170.3	202.6	191.0	204.8
SA	265.1	185.6	163.1	170.7	177.2	204.4
Tas	43.8	35.8	47.4	46.1	44.3	45.5
ACT	29.4	20.7	29.0	26.1	23.3	22.7
Australia	3 167.0	2 672.0	2 696.4	2 808.4	2 657.4	2 877.4

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 (2005–10)

Category	2005	2006 [a]	2007	2008	2009	2010
	(thousand landings)					
Fixed wing						
Single engine	1 701.5	1 449.1	1 394.8	1 494.2	1 429.7	1 535.9
Multi-engine	765.0	724.2	720.8	722.2	642.1	679.3
Subtotal	*2 466.5*	*2 173.3*	*2 115.6*	*2 216.4*	*2 071.8*	*2 215.2*
Rotary wing						
Single engine	597.9	391.0	453.9	484.4	449.4	525.8
Multi-engine	93.0	98.2	115.4	98.2	126.8	127.9
Subtotal	*690.9*	*489.2*	*569.3*	*582.6*	*576.1*	*653.7*
Balloons and airships	9.5	9.5	11.6	9.5	9.4	8.6
Total	3 167.0	2 672.0	2 696.4	2 808.4	2 657.4	2 877.4

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 (2005–10)

State or Territory [a]	2005	2006	2007	2008	2009	2010
			(thousand hours)			
Qld	445.5	416.9	459.4	456.7	455.9	492.1
WA	329.4	374.9	394.3	395.0	372.3	393.7
NSW	366.8	334.9	369.0	393.8	374.1	382.0
Vic	269.9	265.5	279.2	286.1	278.2	257.1
NT	134.9	142.8	149.4	164.7	165.3	164.6
SA	135.3	119.5	131.9	108.8	114.7	117.8
Tas	25.3	25.3	29.6	31.0	29.1	26.1
ACT	15.7	15.2	19.0	21.6	17.9	14.4
Australia	1 722.8	1 695.0	1 831.8	1 857.7	1 807.5	1 847.7

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 (2010)

State or Territory [a]	Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter	Total
					(thousand hours)			
Qld	62.1	50.9	81.4	30.7	136.6	5.3	125.0	492.1
WA	30.8	12.9	89.4	5.2	91.3	4.3	159.8	393.7
NSW	67.7	27.8	120.2	45.4	63.1	2.7	55.2	382.0
Vic	50.0	22.6	92.3	11.4	29.8	3.1	47.9	257.1
NT	8.5	13.8	3.0	2.9	50.9	1.0	84.5	164.6
SA	14.7	9.3	45.0	5.2	18.6	1.2	23.7	117.8
Tas	3.9	2.2	3.3	2.9	6.7	0.6	6.5	26.1
ACT	4.1	0.4	1.5	0.2	3.3	0.2	4.7	14.4
Australia	241.9	140.0	436.3	103.8	400.3	18.2	507.3	1 847.7

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 (2010)

State or Territory [a]	*Survey & Photography*	*Pipe & Powerline Patrol*	*Mustering*	*Search & Rescue*	*Ambulance*	*Towing*	*Other Aerial Work*	*Total*
				(thousand hours)				
Qld	10.4	8.1	62.9	2.2	29.1	2.7	21.3	136.6
WA	21.2	0.2	23.4	0.6	18.5	0.7	26.6	91.3
NSW	12.2	6.6	4.5	1.1	13.4	2.3	23.0	63.1
NT	4.9	-	23.3	0.3	8.8	0.0	13.6	50.9
Vic	7.4	1.6	0.7	1.2	8.1	1.2	9.5	29.8
SA	1.3	1.4	3.1	0.3	8.8	0.4	3.4	18.6
Tas	1.1	0.1	0.1	0.1	1.3	0.0	4.0	6.7
ACT	0.1	-	0.0	0.0	2.5	0.0	0.8	3.3
Australia	58.5	18.1	118.1	5.8	90.4	7.3	102.2	400.3

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 (2005–10)

Aircraft make	*2005*	*2006*	*2007*	*2008*	*2009*	*2010*
			(thousand hours)			
Fixed wing, single engine						
Cessna	470.5	454.9	483.1	497.2	493.7	461.2
Piper	160.1	132.8	142.5	161.7	154.9	151.5
Air Tractor	29.7	25.4	23.2	29.2	28.4	46.2
Pilatus	20.3	23.2	23.7	26.1	31.8	38.9
Grob	27.2	41.2	31.5	25.5	29.0	30.4
Amateur-built	27.3	25.9	29.1	28.5	29.5	30.2
Gippsland	13.4	14.5	18.9	21.2	21.3	25.7
Socata	24.6	22.6	26.7	22.7	25.0	25.5
Hawker Beechcraft	23.5	21.9	22.6	22.7	22.2	21.0
Pacific Aerospace	23.3	20.0	22.0	22.7	19.0	18.4
Ayres	10.8	6.4	7.0	9.8	8.8	15.2
Cirrus	4.8	7.1	8.3	9.7	10.8	13.0
Other	94.8	88.1	96.3	101.3	103.8	92.7
Subtotal	*930.1*	*884.2*	*934.8*	*978.3*	*978.2*	970.1
Fixed wing, multi-engine						
Hawker Beechcraft	109.4	116.1	114.5	120.9	118.0	112.2
Piper	84.6	81.9	86.0	76.6	68.0	70.2
Cessna	85.3	74.0	84.7	71.5	65.3	65.3
Fokker	5.3	7.0	13.3	25.0	22.7	37.6
Fairchild	39.2	39.9	37.9	33.2	27.5	24.7
De Havilland	13.4	16.8	17.9	20.2	20.0	23.5
Aero Commander	26.9	27.2	28.4	27.1	21.6	18.0
British Aerospace	16.4	19.1	16.7	13.8	9.7	13.7
Embraer	13.7	18.7	17.8	19.4	11.6	12.5
Bombardier	4.4	4.1	4.8	7.6	10.2	11.2
Britten Norman	13.6	14.4	13.4	11.1	9.3	9.0
Other	43.4	41.8	57.0	56.9	45.1	52.6
Subtotal	*455.7*	*461.3*	*492.4*	*483.5*	*429.2*	*450.7*
Rotary wing[a]	328.3	340.1	394.4	386.7	391.3	418.5
Balloons and airships[b]	8.7	9.4	10.2	9.1	8.8	8.5
Total	1 722.8	1 695.0	1 831.8	1 857.7	1 807.5	1 847.7

a See Table 13.

b See Table 14.

Table 13 Hours flown, by helicopter make, in General Aviation operations (2005–10)

Helicopter make	*2005*	*2006*	*2007*	*2008*	*2009*	*2010*
			(thousand hours)			
Rotary wing, single engine						
Robinson	159.4	171.2	198.0	211.5	204.0	225.4
Bell	66.4	61.6	67.4	54.2	59.4	62.4
Aerospatiale/Eurocopter	25.7	32.6	42.9	36.9	36.9	42.1
Schweizer	7.4	7.2	9.0	8.6	10.6	8.2
Hughes	12.7	10.0	10.5	9.4	7.7	7.0
Agusta	2.0	2.1	1.9	2.4	2.4	2.0
Other	11.9	8.3	8.4	6.8	7.2	5.6
Subtotal	*285.5*	*293.1*	*338.1*	*329.9*	*328.2*	352.6
Rotary wing, multi-engine						
Aerospatiale/Eurocopter	14.3	16.1	18.1	19.4	23.5	24.6
Sikorsky	9.9	10.2	11.9	12.2	10.6	12.2
Bell	9.7	10.5	13.6	13.9	12.8	11.6
Agusta	2.2	2.4	2.9	5.1	7.7	10.3
Kawasaki	6.0	7.3	8.9	5.5	7.6	6.0
Other	0.5	0.5	1.0	0.7	0.9	1.2
Subtotal	42.7	47.0	56.3	56.9	63.1	65.9
Total	328.3	340.1	394.4	386.7	391.3	418.5

Table 14 Hours flown, by balloon or airship make, in General Aviation operations (2005–10)

Balloon or airship make	*2005*	*2006*	*2007*	*2008*	*2009*	*2010*
			(thousand hours)			
Kavanagh	7.0	7.9	8.9	8.2	8.2	7.9
Cameron	0.8	0.9	0.8	0.5	0.3	0.3
Thunder/Colt	0.7	0.5	0.4	0.3	0.1	0.1
Balloon Works	0.1	0.1	0.1	0.1	-	-
Other	0.1	-	-	-	0.1	0.3
Total	8.7	9.4	10.2	9.1	8.8	8.5

Table 15 Hours flown, by aircraft make and flying activity, in General Aviation operations (2010)

Aircraft make	*Private*	*Business*	*Training*	*Agriculture*	*Aerial Work*	*Test & Ferry*	*Charter*	*Total*
				(thousand hours)				
Fixed wing, single engine								
Cessna	86.5	43.3	163.1	6.9	54.8	3.9	102.8	461.2
Piper	35.9	11.4	82.5	6.3	10.2	0.7	4.7	151.5
Air Tractor	-	0.0	-	44.0	2.1	0.1	0.0	46.2
Pilatus	1.1	3.8	0.8	0.0	32.2	0.2	0.8	38.9
Grob	0.0	0.0	30.4	0.0	0.0	-	0.0	30.4
Amateur-built	25.4	3.5	0.3	0.2	0.3	0.5	0.0	30.2
Gippsland	0.7	0.6	0.4	1.1	1.9	0.4	20.7	25.7
Socata	1.9	1.6	22.0	0.0	-	0.1	0.0	25.5
Hawker Beechcraft	8.8	6.1	1.9	-	1.0	0.2	3.0	21.0
Pacific Aerospace	1.4	-	13.5	0.8	2.0	0.1	0.7	18.4
Ayres	-	0.0	0.0	15.2	0.0	0.0	0.0	15.2
Cirrus	4.7	4.6	3.2	-	0.1	0.1	0.4	13.0
Mooney	4.9	2.2	4.4	0.0	0.0	0.2	0.8	12.5
American Champion	1.7	0.1	3.7	0.3	4.8	0.3	0.1	11.0
Other	*21.4*	*4.9*	*18.6*	*12.1*	*4.2*	*0.7*	*7.5*	*69.2*
Subtotal	*194.3*	*82.1*	*344.6*	*86.8*	*113.5*	*7.5*	*141.3*	*970.1*
Fixed wing, multi-engine								
Hawker Beechcraft	4.2	9.1	16.8	-	39.7	0.6	41.8	112.2
Piper	6.5	4.1	17.6	0.0	3.0	0.5	38.5	70.2
Cessna	3.8	6.6	2.8	0.0	6.5	1.1	44.5	65.3
Fokker	0.0	0.0	-	0.0	0.6	0.2	36.8	37.6
Fairchild	-	0.0	0.4	0.0	0.0	0.1	24.2	24.7
De Havilland	0.1	-	0.1	0.0	8.1	0.2	15.0	23.5
Aero Commander	0.2	0.2	0.2	0.0	1.4	0.6	15.4	18.0
British Aerospace	0.1	0.2	0.2	0.0	-	0.1	13.2	13.7
Embraer	0.1	0.3	0.2	0.0	0.0	0.1	11.9	12.5
Bombardier	0.2	0.8	-	0.0	7.6	0.1	2.5	11.2
Britten Norman	0.1	0.4	0.3	0.0	0.7	0.5	7.1	9.0
Gates Learjet	0.1	0.2	2.8	0.0	2.8	-	1.5	7.5
Other	2.1	5.6	7.2	0.0	7.5	1.5	21.2	45.1
Subtotal	*17.4*	*27.6*	*48.6*	-	*78.1*	*5.5*	*273.5*	*450.7*
Rotary wing								
Helicopters and gyroplanes[a]	29.3	30.3	42.9	16.9	208.5	5.2	85.3	418.5
Balloons and airships[b]	1.0	0.0	0.1	0.0	0.2	-	7.2	8.5
Total	241.9	140.0	436.3	103.8	400.3	18.2	507.3	1 847.7

a See Table 16.
b See Table 17.

Table 16 Hours flown, by helicopter make and flying activity, in General Aviation operations (2010)

Helicopter make	*Private*	*Business*	*Training*	*Agriculture*	*Aerial Work*	*Test & Ferry*	*Charter*	*Total*
				(thousand hours)				
Rotary wing, single engine								
Robinson	20.5	18.9	22.9	4.6	126.0	2.4	30.2	225.4
Bell	3.2	1.5	6.3	8.5	20.9	0.9	21.0	62.4
Aerospatiale/Eurocopter	1.9	1.9	1.5	1.6	20.6	0.7	14.0	42.1
Schweizer	0.5	-	4.4	0.5	2.5	0.1	0.1	8.2
Hughes	0.2	0.3	0.9	0.6	4.1	0.2	0.8	7.0
Agusta	0.1	-	-	0.4	1.1	-	0.4	2.0
McDonnell Douglas	0.1	0.0	0.0	0.0	0.9	0.1	-	1.1
Westland	0.1	0.1	0.4	0.2	0.2	0.0	0.1	1.0
Other	0.9	0.2	0.2	0.5	0.9	0.1	0.6	3.5
Subtotal	*27.4*	*23.0*	*36.6*	*16.9*	*177.2*	*4.4*	*67.1*	*352.6*
Rotary wing, multi-engine								
Aerospatiale/Eurocopter	0.2	0.2	3.1	0.0	10.4	0.3	10.5	24.6
Sikorsky	0.2	6.6	0.3	0.0	0.7	0.1	4.2	12.2
Bell	-	-	1.5	0.0	9.0	0.2	1.0	11.6
Agusta	1.4	0.5	0.7	0.0	6.5	-	1.2	10.3
Kawasaki	-	-	0.8	0.0	3.7	0.2	1.3	6.0
Other	0.0	0.1	-	0.0	1.0	-	0.1	1.2
Sub Total	*1.8*	*7.4*	*6.4*	*0.0*	*31.3*	*0.8*	*18.2*	*65.9*
Total	29.3	30.3	42.9	16.9	208.5	5.2	85.3	418.5

Table 17 Hours flown, by balloon or airship make and flying activity, in General Aviation operations (2010)

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	0.2	-	6.9	7.9
Cameron	0.1	0.0	-	0.0	0.0	0.0	0.2	0.3
Amateur-built	0.1	0.0	-	0.0	0.0	-	0.0	0.1
Thunder/Colt	-	0.0	0.0	0.0	0.0	0.0	-	0.1
Other	-	0.0	0.0	0.0	0.0	0.0	0.1	0.1
Total	1.0	0.0	0.1	0.0	0.2	-	7.2	8.5

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 (2010)

Aircraft make	*Number of aircraft*	*Number of landings (thousands)*	*Hours flown (thousands)*
Fokker	30	20.0	28.6
British Aerospace	19	9.6	13.5
Cessna	68	9.0	8.5
Gates Learjet	24	6.9	7.5
Airbus	6	2.2	7.2
Hawker Beechcraft	16	2.4	3.7
Embraer	5	2.5	3.5
Gulfstream	8	1.5	2.6
Bombardier	11	1.4	2.2
Other	85	2.7	3.7
Total	272	58.3	81.1

Table 19 Hours flown, by jet aircraft make and flying activity, in General Aviation and Regional Airline operations (2010)

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	21.5	7.0	28.6
British Aerospace	0.0	0.2	-	0.0	0.0	-	13.0	0.3	13.5
Cessna	1.4	2.9	0.9	0.0	0.1	0.2	3.0	0.0	8.5
Gates Learjet	0.1	0.2	2.8	0.0	2.8	-	1.5	0.0	7.5
Airbus	0.0	0.0	0.0	0.0	0.0	0.2	4.5	2.5	7.2
Hawker Beechcraft	0.1	0.8	0.1	0.0	0.6	-	2.1	0.0	3.7
Embraer	0.1	0.3	-	0.0	0.0	-	0.8	2.4	3.5
Gulfstream	0.3	1.3	-	0.0	0.0	0.5	0.5	0.0	2.6
Bombardier	0.2	0.8	-	0.0	-	0.1	1.1	0.0	2.2
Other	0.3	1.2	-	0.0	0.1	-	1.9	0.0	3.7
Total	2.5	7.6	3.9	0.0	3.7	1.2	50.0	12.2	81.1

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 (2010)

Aircraft make [a]	Number of aircraft	Number of landings	Hours flown [b]								
			Private	Business	Training	Agriculture	Aerial Work	Test & Ferry	Charter	Regional Airline	Total
		(thousands)	(thousands)								
Grumman	4	1.2	0.0	1.2	-	0.0	0.0	0.0	-	0.0	1.2
Searey	23	1.7	0.8	0.1	-	0.0	0.0	0.0	0.0	0.0	0.9
Consolidated	21	1.7	0.8	-	0.1	0.0	0.0	-	0.0	0.0	0.9
Other	13	1.1	0.3	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.8
Total	61	5.7	1.8	1.8	0.1	0.0	0.0	-	-	0.0	3.8

a Fixed-wing aircraft only.

b Hours are underestimated because reporting of landing gear information to the CASA aircraft register is not mandatory.

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 (2010)

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	1 783	374.4	86.5	14.1	81.1	0.5	10.2	1.9	19.5	0.0	214.0
Piper	840	112.2	35.9	5.1	30.8	0.1	1.8	0.3	1.9	0.0	75.8
Amateur-built	722	37.0	25.4	1.6	0.2	0.1	0.1	0.3	0.0	0.0	27.7
Hawker Beechcraft	224	17.4	8.8	3.3	1.6	-	-	0.2	1.2	0.0	15.1
Mooney	110	11.5	4.9	1.2	3.3	0.0	0.0	0.2	0.2	0.0	9.8
Cirrus	83	8.7	4.7	2.5	1.3	-	0.1	0.1	-	0.0	8.6
De Havilland	166	9.0	3.4	0.3	0.5	0.0	-	-	0.9	0.0	5.1
American Air	62	4.5	2.2	0.2	0.4	0.0	0.0	-	-	0.0	2.8
Socata	48	6.2	1.9	0.6	1.4	0.0	-	0.1	0.0	0.0	3.9
American Champion	49	9.3	1.7	0.1	3.2	0.0	0.1	-	0.1	0.0	5.1
Avtech	24	1.9	1.4	0.3	-	0.0	0.0	-	0.0	0.0	1.7
Victa	48	2.9	1.4	-	0.3	0.0	0.0	-	0.0	0.0	1.7
Pacific Aerospace	6	2.3	1.4	0.0	0.2	0.0	0.0	-	0.0	0.0	1.6
Pilatus	8	2.7	1.1	0.9	0.1	0.0	0.0	0.1	0.5	0.0	2.6
Auster	53	1.7	1.0	0.0	0.0	0.0	-	-	0.0	0.0	1.0
Maule	29	2.1	1.0	0.1	-	0.0	0.1	-	0.0	0.0	1.2
Yakovlev	43	1.6	1.0	0.1	-	0.0	0.0	-	-	0.0	1.1
Diamond	13	1.7	0.8	0.1	0.3	0.0	0.0	-	0.2	0.0	1.4
Other	401	32.5	10.1	1.8	3.2	-	0.5	0.3	3.8	0.0	19.7
Subtotal	*4 712*	*639.9*	*194.3*	*32.2*	*128.2*	*0.8*	*12.9*	*3.5*	*28.3*	*0.0*	*400.1*
Fixed wing, multi-engine											
Piper	161	21.6	6.5	2.2	5.1	0.0	0.2	0.1	4.7	0.0	18.8
Hawker Beechcraft	115	14.6	4.2	1.4	3.3	-	0.4	0.2	2.3	0.0	11.7
Cessna	92	9.0	3.8	2.0	0.4	0.0	0.4	0.2	2.4	0.0	9.3
Partenavia	16	2.7	0.5	0.1	0.9	0.0	0.1	0.1	0.6	0.0	2.3
Other	70	9.5	2.3	1.1	0.3	0.0	0.1	0.1	3.2	0.0	7.3
Subtotal	*454*	*57.4*	*17.4*	*6.8*	*10.0*	-	*1.2*	*0.7*	*13.2*	*0.0*	*49.3*
Total	5 166	697.3	211.6	39.0	138.2	0.8	14.1	4.2	41.5	0.0	449.4

Table 21(a) Number of helicopters, landings and hours flown, by make and flying activity, for helicopters performing any Private flying (2010)

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	331	84.2	20.5	5.2	9.5	0.9	19.5	1.0	7.9	0.0	64.3
Bell	70	18.6	3.3	0.3	1.4	0.9	5.0	0.2	2.3	0.0	13.3
Schweizer	8	3.3	0.5	0.0	1.0	0.2	0.6	0.1	0.0	0.0	2.4
Aerospatiale/Eurocopter	60	20.2	2.1	1.0	0.9	-	5.0	0.3	3.7	0.0	13.1
Westland	1	0.7	0.1	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.4
Agusta	15	2.8	1.5	0.3	0.1	0.0	0.2	-	0.1	0.0	2.3
Kawasaki	7	1.2	0.2	0.0	0.1	0.0	0.6	-	-	0.0	0.9
Other	51	4.3	1.2	0.1	-	-	0.9	0.2	-	0.0	2.6
Total	543	135.3	29.3	7.0	13.4	2.0	31.8	1.9	14.0	0.0	99.3

Table 21(b) Number of balloons, landings and hours flown, by make and flying activity, for balloons performing any Private flying (2010)

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	62	1.2	0.8	0.0	-	0.0	0.0	0.0	0.3	0.0	1.1
Cameron	6	0.1	0.1	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
Thunder/Colt	7	0.1	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
Other	9	0.1	-	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total	89	1.5	1.0	0.0	-	0.0	0.0	0.0	0.4	0.0	1.4

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 (2010)

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	680	111.5	9.8	43.3	12.4	0.3	10.4	1.1	7.9	0.0	85.2
Piper	226	20.6	3.9	11.4	2.6	-	0.8	0.2	0.3	0.0	19.2
Hawker Beechcraft	113	9.3	2.1	6.1	0.3	-	-	0.1	1.0	0.0	9.7
Cirrus	50	5.7	0.8	4.6	0.3	-	-	0.1	-	0.0	5.8
Pilatus	10	4.9	0.2	3.8	0.1	0.0	-	0.1	0.4	0.0	4.6
Amateur-built	80	4.9	1.3	3.5	0.1	0.1	0.1	0.1	0.0	0.0	5.2
Mooney	47	2.7	0.8	2.2	0.2	0.0	0.0	0.1	0.0	0.0	3.3
Socata	22	1.9	0.3	1.6	0.1	0.0	-	-	0.0	0.0	2.0
Gippsland	4	1.1	0.2	0.6	-	0.0	0.2	0.1	-	0.0	1.1
Rockwell	10	0.6	0.1	0.5	0.1	0.0	0.0	-	0.0	0.0	0.7
Nanchang	10	1.1	0.1	0.5	-	0.0	0.0	-	0.0	0.0	0.6
Seawind	1	0.9	0.2	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.7
Skyfox	1	0.6	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.4
De Havilland	7	0.7	0.1	0.4	0.0	0.0	0.0	0.0	-	0.0	0.5
Tecnam	4	0.2	-	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Avtech	5	0.6	0.3	0.3	-	0.0	0.0	-	0.0	0.0	0.6
Other	82	6.6	1.5	2.2	0.6	-	-	0.1	0.1	0.0	4.6
Subtotal	*1 352*	*173.9*	*21.8*	*82.1*	*16.7*	*0.4*	*11.5*	*1.9*	*9.8*	*0.0*	*144.3*
Fixed wing, multi-engine											
Hawker Beechcraft	78	15.2	0.7	9.1	0.8	-	0.6	0.1	2.2	0.0	13.5
Cessna	76	13.8	0.7	6.6	0.2	0.0	0.1	0.1	4.4	0.0	12.2
Piper	77	7.7	0.7	4.1	0.4	0.0	0.4	0.1	1.2	0.0	6.9
Gulfstream	8	1.6	0.3	1.4	-	0.0	0.0	0.5	0.3	0.0	2.5
Grumman	4	1.2	0.0	1.2	-	0.0	0.0	0.0	-	0.0	1.3
Vulcanair	3	0.9	-	0.9	0.1	0.0	-	0.0	0.0	0.0	1.0
Bombardier	7	1.0	0.2	0.8	-	0.0	0.0	0.0	0.6	0.0	1.5
Canadair	2	0.3	0.0	0.6	-	0.0	-	-	0.1	0.0	0.7
Dassault	4	0.6	-	0.5	-	0.0	0.0	-	0.2	0.0	0.8
Britten Norman	7	4.6	-	0.4	0.1	0.0	-	0.1	1.2	0.0	1.9
Other	40	5.8	0.4	1.9	0.2	0.0	0.9	0.1	2.3	0.0	5.8
Subtotal	*306*	*52.5*	*3.0*	*27.6*	*1.9*	*-*	*2.1*	*1.0*	*12.5*	*0.0*	*48.1*
Total	1 658	226.4	24.8	109.7	18.6	0.5	13.6	2.9	22.3	0.0	192.4

Table 22(a) Number of helicopters, landings and hours flown, by make and flying activity, for helicopters performing any Business flying (2010)

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	201	55.2	2.6	18.9	0.7	0.3	14.4	0.4	4.5	0.0	41.8
Bell	31	6.6	0.3	1.5	0.5	0.1	1.2	0.1	1.6	0.0	5.3
Aerospatiale/Eurocopter	33	16.1	0.6	1.9	0.4	-	1.5	0.1	2.6	0.0	7.1
Schweizer	4	0.7	0.0	-	0.3	0.0	0.4	0.0	0.1	0.0	0.8
Enstrom	2	0.5	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.2
Westland	2	0.6	0.0	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.3
Other	12	1.9	0.1	0.5	-	0.0	0.6	-	0.1	0.0	1.3
Subtotal	*285*	81.6	3.7	23.0	2.1	0.5	18.1	0.5	9.0	0.0	56.8
Rotary wing, multi-engine											
Bell	4	1.7	-	-	0.2	0.0	0.6	0.1	-	0.0	0.9
Kawasaki	1	0.3	0.0	-	0.2	0.0	0.3	-	-	0.0	0.5
Agusta	8	1.5	0.4	0.5	0.1	0.0	0.2	-	0.2	0.0	1.3
Aerospatiale/Eurocopter	4	1.1	0.1	0.2	-	0.0	0.3	-	0.2	0.0	0.8
Other	8	27.4	0.0	6.7	0.0	0.0	0.1	0.0	0.1	0.0	6.9
Subtotal	*25*	32.0	0.5	7.4	0.5	0.0	1.5	0.1	0.5	0.0	10.5
Total	310	113.6	4.2	30.3	2.5	0.5	19.6	0.7	9.5	0.0	67.3

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 (2010)

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	805	469.8	24.3	7.7	163.1	0.3	10.3	2.5	33.3	2.7	244.3
Piper	377	172.6	12.6	1.6	82.5	0.2	1.5	0.4	2.2	0.0	101.0
Grob	48	30.0	0.0	0.0	30.4	0.0	0.0	0.0	0.0	0.0	30.4
Socata	36	59.5	0.4	0.3	22.0	0.0	-	0.1	0.0	0.0	22.8
Pacific Aerospace	31	35.4	-	0.0	13.5	0.0	0.9	-	0.7	0.0	15.0
Diamond	20	13.4	0.6	-	6.7	0.0	0.0	-	0.2	0.0	7.5
Mooney	34	9.2	0.9	0.9	4.4	0.0	0.0	0.2	0.5	0.0	6.9
American Champion	28	9.3	1.0	0.1	3.7	0.0	-	0.1	0.1	0.0	4.9
Cirrus	39	6.7	1.1	1.4	3.2	0.0	0.1	0.1	0.3	0.0	6.1
Hawker Beechcraft	49	7.3	1.6	1.0	1.9	0.0	-	0.1	0.4	0.0	4.9
Evektor Aerotechnik	6	2.0	-	0.0	1.4	0.0	0.0	-	0.0	0.0	1.4
Robin	4	2.3	0.1	0.0	1.3	0.0	0.0	0.0	0.0	0.0	1.3
Mudry	5	3.5	-	0.0	1.2	0.0	0.0	0.0	0.0	0.0	1.2
Queensland Aviation	4	3.2	0.1	0.0	1.2	0.0	0.0	-	0.0	0.0	1.3
American Air	11	2.6	0.4	-	0.9	0.0	0.0	-	-	0.0	1.4
Alpha	3	1.5	0.1	0.0	0.8	0.0	-	0.0	-	0.0	0.9
Other	200	60.8	3.6	2.8	6.7	0.4	20.8	0.6	14.8	0.0	49.7
Subtotal	*1 700*	889.2	46.6	15.9	344.6	0.9	33.6	4.0	52.6	2.7	500.9
Fixed wing, multi-engine											
Piper	156	48.8	2.0	1.8	17.6	0.0	1.4	0.4	12.6	2.1	37.9
Hawker Beechcraft	170	76.3	2.3	2.8	16.8	-	20.9	0.4	22.3	2.1	67.5
Diamond	9	5.9	0.0	0.1	2.9	0.0	-	0.0	0.0	0.0	3.0
Cessna	144	49.1	1.5	2.9	2.8	0.0	3.9	0.8	26.8	3.3	41.9
Gates Learjet	9	4.9	0.1	0.2	2.8	0.0	1.4	-	0.1	0.0	4.6
Partenavia	20	5.5	0.4	-	2.7	0.0	0.2	0.1	1.3	0.0	4.7
Dornier	7	2.7	0.0	0.0	0.8	0.0	2.0	0.1	1.0	0.0	3.9
Fairchild	32	23.4	-	0.0	0.4	0.0	0.0	-	17.9	4.8	23.1
Britten Norman	19	19.3	-	0.3	0.3	0.0	0.1	0.5	5.2	0.7	7.1
Jetstream	5	7.1	0.0	0.0	0.2	0.0	0.0	-	-	5.4	5.7
Embraer	16	9.6	0.0	0.3	0.2	0.0	0.0	-	9.5	2.6	12.7
British Aerospace	6	3.7	0.1	0.2	0.2	0.0	-	0.1	1.1	1.8	3.4
Other	112	81.4	0.5	2.9	0.9	0.0	15.5	1.3	43.5	32.2	96.8
Subtotal	*705*	*337.5*	*6.8*	*11.3*	*48.6*	-	*45.4*	*3.6*	*141.3*	*55.1*	*312.2*
Total	2 405	1 226.7	53.4	27.2	393.2	0.9	79.0	7.7	193.9	57.8	813.1

Table 23(a) Number of helicopters, landings and hours flown, by make and flying activity, for helicopters performing any Training flying (2010)

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	185	84.6	3.8	2.1	22.9	0.9	10.0	0.9	7.8	0.0	48.4
Bell	76	38.9	0.3	0.1	6.3	2.8	7.1	0.5	6.3	0.0	23.5
Schweizer	15	9.3	-	-	4.4	0.0	0.1	-	-	0.0	4.6
Aerospatiale/Eurocopter	71	39.4	0.8	0.8	1.5	1.2	10.6	0.5	6.5	0.0	21.9
Hughes	7	8.7	0.1	0.0	0.9	0.6	-	-	0.7	0.0	2.3
Other	14	3.0	0.2	0.1	0.6	0.0	0.3	-	0.3	0.0	1.5
Subtotal	*368*	*184.0*	*5.2*	*3.2*	*36.6*	*5.5*	*28.2*	*2.0*	*21.7*	*0.0*	*102.1*
Rotary wing, multi-engine											
Aerospatiale/Eurocopter	48	35.2	0.2	0.1	3.1	0.0	7.3	0.3	9.6	0.0	20.5
Bell	21	15.0	-	-	1.5	0.0	6.5	0.2	-	0.0	8.2
Kawasaki	15	13.1	-	-	0.8	0.0	2.9	0.2	1.1	0.0	5.0
Agusta	13	5.3	0.5	0.3	0.7	0.0	1.7	-	0.1	0.0	3.3
Sikorsky	17	9.1	0.2	0.0	0.3	0.0	0.7	0.1	3.3	0.0	4.6
Other	1	0.7	0.0	0.0	-	0.0	0.5	-	0.0	0.0	0.5
Subtotal	*115*	*78.3*	*0.9*	*0.4*	*6.4*	*0.0*	*19.5*	*0.7*	*14.2*	*0.0*	*42.1*
Total	483	262.3	6.1	3.5	42.9	5.5	47.7	2.7	35.8	0.0	144.3

Table 23(b) Number of balloons, landings and hours flown, by make and flying activity, for balloons performing any Training flying (2010)

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	10	0.2	-	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.2
Other	2	-	-	0.0	-	0.0	0.0	-	0.0	0.0	-
Total	12	0.2	0.1	0.0	0.1	0.0	0.0	-	0.1	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 (2010)

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	112	94.6	0.0	0.0	0.0	44.0	1.1	0.1	0.0	0.0	45.2
Ayres	38	26.7	-	0.0	0.0	15.2	0.0	0.0	0.0	0.0	15.2
Cessna	64	15.2	0.2	0.7	0.1	6.9	1.1	0.1	-	0.0	9.2
PZL	22	12.4	0.0	0.0	-	6.6	0.0	-	0.0	0.0	6.6
Piper	42	14.2	-	0.1	0.3	6.3	-	-	-	0.0	6.8
Air Parts	12	15.7	0.0	0.0	0.0	2.1	0.0	0.1	0.0	0.0	2.2
Rockwell	7	2.3	0.0	0.0	0.0	1.4	0.0	0.0	0.0	0.0	1.4
Gippsland	6	2.5	0.0	0.0	0.0	1.1	0.0	-	0.0	0.0	1.1
Other	20	13.3	0.1	0.2	-	3.3	0.1	0.1	0.0	0.0	3.7
Total	323	196.9	0.4	1.0	0.4	86.9	2.3	0.5	0.1	0.0	91.5

Table 24(a) Number of helicopters, landings and hours flown, by make and flying activity, for helicopters performing any Agriculture flying (2010)

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	39	23.3	0.1	-	0.2	8.5	1.5	0.3	1.1	0.0	11.6
Robinson	28	14.6	0.4	0.3	0.1	4.6	3.6	0.2	0.1	0.0	9.2
Aerospatiale/Eurocopter	6	2.6	-	-	-	1.6	1.1	0.1	-	0.0	2.8
Other	14	7.6	0.1	0.0	-	2.3	0.8	0.1	-	0.0	3.2
Total	87	48.1	0.5	0.3	0.3	16.9	7.0	0.6	1.2	0.0	26.9

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 (2010)

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	390	131.6	8.7	6.8	15.6	0.9	54.8	1.7	19.1	0.0	107.5
Pilatus	37	30.5	0.0	1.6	0.7	0.0	32.2	0.1	0.0	0.0	34.6
Piper	92	42.9	1.7	0.1	6.0	-	10.2	0.1	0.5	0.0	18.7
American Champion	18	4.8	0.1	-	-	0.3	4.8	0.2	0.0	0.0	5.4
Air Tractor	26	12.2	0.0	0.0	-	3.5	2.1	-	0.0	0.0	5.6
Gippsland	9	5.1	0.2	0.1	0.1	0.0	1.9	0.1	1.3	0.0	3.6
Hawker Beechcraft	6	1.1	0.1	0.2	0.1	0.0	1.0	-	-	0.0	1.3
Amateur-built	6	0.7	0.1	0.1	0.1	0.0	0.3	-	0.0	0.0	0.5
De Havilland	4	0.2	-	0.0	-	0.0	0.3	-	-	0.0	0.3
Other	43	6.1	0.3	0.1	0.7	0.0	6.0	0.1	0.1	0.0	7.3
Subtotal	*631*	*235.2*	*11.2*	*8.9*	*23.2*	*4.7*	*113.5*	*2.4*	*21.0*	*0.0*	*185.0*
Fixed wing, multi-engine											
Hawker Beechcraft	56	45.7	0.2	1.1	0.8	0.0	39.7	0.1	0.9	0.0	42.8
De Havilland	6	1.7	0.0	0.0	-	0.0	8.1	0.2	0.0	0.0	8.3
Bombardier	6	1.4	0.0	0.0	-	0.0	7.6	0.1	-	0.0	7.8
Cessna	44	8.2	0.1	0.9	0.2	0.0	6.5	0.5	2.2	0.0	10.5
Piper	31	8.8	0.1	0.2	0.8	0.0	3.0	0.1	2.6	0.6	7.4
Gates Learjet	10	2.1	0.0	-	-	0.0	2.8	-	0.3	0.0	3.2
Dornier	7	2.7	0.0	0.0	0.8	0.0	2.0	0.1	1.0	0.0	3.9
Reims	2	1.6	0.0	0.0	0.1	0.0	1.8	-	0.0	0.0	1.8
Diamond	4	0.5	0.0	0.0	-	0.0	1.6	0.0	0.0	0.0	1.6
Other	41	21.8	0.2	0.5	0.8	0.0	5.0	0.6	6.1	0.8	14.1
Subtotal	*207*	*94.5*	*0.7*	*2.6*	*3.6*	*0.0*	*78.1*	*1.7*	*13.2*	*1.4*	*101.5*
Total	838	329.7	11.9	11.6	26.9	4.7	191.6	4.1	34.3	1.4	286.5

Table 25(a) Number of helicopters, landings and hours flown, by make and flying activity, for helicopters performing any Aerial Work flying (2010)

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	451	190.8	4.1	4.9	6.7	2.0	126.0	2.0	15.8	0.0	161.5
Bell	117	59.2	0.3	0.1	1.2	4.3	20.9	0.7	11.7	0.0	39.3
Aerospatiale/Eurocopter	106	58.6	0.7	0.6	1.3	1.6	20.6	0.5	8.3	0.0	33.7
Hughes	16	8.0	-	0.3	-	0.6	4.1	0.2	0.1	0.0	5.2
Schweizer	15	5.2	-	-	1.6	0.2	2.5	0.1	0.1	0.0	4.6
Agusta	5	1.7	-	-	-	0.0	1.1	-	0.4	0.0	1.5
McDonnell Douglas	2	0.9	-	0.0	0.0	0.0	0.9	0.1	-	0.0	1.0
Other	17	2.9	-	-	0.1	0.4	1.1	-	0.4	0.0	2.1
Subtotal	*729*	327.3	5.3	6.0	10.9	9.1	177.2	3.6	36.8	0.0	248.9
Rotary wing, multi-engine											
Aerospatiale/Eurocopter	27	14.3	-	0.1	0.9	0.0	10.4	0.1	0.5	0.0	12.1
Bell	24	15.9	-	-	1.1	0.0	9.0	0.2	-	0.0	10.3
Agusta	11	8.5	-	0.2	0.3	0.0	6.5	-	0.1	0.0	7.1
Kawasaki	18	9.2	-	-	0.7	0.0	3.7	0.2	0.5	0.0	5.1
Other	9	2.1	0.0	0.1	0.2	0.0	1.7	-	0.1	0.0	2.1
Subtotal	*89*	*50.0*	*0.1*	*0.3*	*3.2*	*0.0*	*31.3*	*0.5*	*1.2*	*0.0*	*36.6*
Total	818	377.3	5.3	6.3	14.1	9.1	208.5	4.1	38.1	0.0	285.5

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 (2010)

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	423	242.8	9.2	1.3	29.1	0.3	6.0	1.8	102.8	3.2	153.7
Gippsland	40	32.0	0.4	0.1	0.4	0.0	0.4	0.3	20.7	0.0	22.3
De Havilland	34	12.2	0.2	0.2	0.2	0.0	-	-	5.7	0.0	6.3
Piper	64	26.2	3.0	0.3	8.9	-	0.8	0.1	4.7	0.0	17.8
Hawker Beechcraft	21	4.5	0.5	0.2	0.3	0.0	-	0.1	3.0	0.0	4.2
Pilatus	5	2.4	0.4	0.8	-	0.0	0.0	-	0.8	0.0	2.0
Other	38	11.6	0.6	0.5	2.8	0.0	-	-	3.7	0.0	7.6
Subtotal	*625*	331.6	14.4	3.4	41.7	0.3	7.3	2.4	*141.3*	3.2	213.9
Fixed wing, multi-engine											
Cessna	199	68.0	0.8	1.7	1.9	0.0	1.3	0.5	44.5	4.1	54.7
Hawker Beechcraft	172	53.4	0.8	1.5	2.7	0.0	1.7	0.4	41.8	2.1	51.0
Piper	171	54.0	1.3	0.7	3.6	0.0	0.9	0.4	38.5	2.1	47.5
Fokker	35	43.0	0.0	0.0	-	0.0	0.0	0.2	36.8	20.5	57.4
Fairchild	52	34.4	-	0.0	0.4	0.0	0.0	0.1	24.2	9.6	34.2
Aero Commander	35	26.7	-	-	0.1	0.0	0.4	0.5	15.4	0.0	16.4
De Havilland	24	17.8	0.0	-	0.1	0.0	0.0	0.0	15.0	5.6	20.7
British Aerospace	20	12.6	0.1	0.0	0.2	0.0	-	-	13.2	2.1	15.6
Embraer	24	14.1	0.0	0.3	0.2	0.0	0.0	0.1	11.9	5.7	18.1
Britten Norman	21	22.1	-	-	0.3	0.0	0.1	0.4	7.1	0.7	8.7
Saab	49	69.1	0.0	0.0	-	0.0	0.0	0.4	4.9	68.3	73.7
Airbus	6	2.2	0.0	0.0	0.0	0.0	0.0	0.2	4.5	2.5	7.2
Bombardier	10	2.1	0.2	0.6	-	0.0	-	0.1	2.5	0.3	3.7
Partenavia	23	5.0	0.4	0.2	1.4	0.0	0.2	0.1	2.3	0.0	4.6
Gates Learjet	12	2.1	0.1	0.2	-	0.0	1.2	0.0	1.5	0.0	3.1
Israel Aircraft	8	0.8	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	1.5
Other	42	16.0	0.2	2.1	0.5	0.0	0.1	0.6	7.9	4.6	15.9
Subtotal	*903*	*443.5*	*3.9*	*7.5*	*11.3*	*0.0*	*5.8*	*3.9*	*273.5*	*128.1*	*434.0*
Total	1 528	775.1	18.2	10.8	53.1	0.3	13.1	6.3	414.7	131.3	647.9

Table 26(a) Number of helicopters, landings and hours flown, by make and flying activity, for helicopters performing any Charter flying (2010)

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	238	110.2	2.6	3.6	10.0	0.3	14.2	0.8	30.2	0.0	61.7
Bell	132	64.5	0.7	0.6	2.4	3.0	12.9	0.7	21.0	0.0	41.3
Aerospatiale/Eurocopter	86	49.0	0.8	0.4	0.5	0.6	8.6	0.5	14.0	0.0	25.3
Hughes	5	6.3	-	-	-	0.0	0.7	0.2	0.8	0.0	1.7
Kawasaki	6	1.3	-	0.0	-	0.0	0.1	-	0.6	0.0	0.8
Agusta	6	1.8	-	-	-	0.0	1.1	-	0.4	0.0	1.5
Other	6	5.0	-	0.1	2.6	0.0	0.9	0.1	0.4	0.0	4.2
Subtotal	479	234.7	4.1	4.6	13.2	4.0	38.4	2.3	67.1	0.0	133.7
Rotary wing, multi-engine											
Aerospatiale/Eurocopter	36	27.8	0.1	0.2	1.0	0.0	1.5	0.2	10.5	0.0	13.4
Sikorsky	15	9.4	0.0	0.0	0.2	0.0	0.0	0.1	4.2	0.0	4.5
Kawasaki	8	8.2	0.0	-	0.3	0.0	1.0	0.1	1.3	0.0	2.6
Agusta	12	2.7	0.4	0.2	0.1	0.0	0.2	-	1.2	0.0	2.1
Other	4	1.6	-	0.1	-	0.0	0.2	-	1.1	0.0	1.4
Subtotal	*75*	*49.6*	*0.5*	*0.4*	*1.5*	*0.0*	*2.9*	*0.4*	*18.2*	*0.0*	*23.9*
Total	554	284.4	4.6	5.0	14.8	4.0	41.2	2.7	85.3	0.0	157.6

Table 26(b) Number of balloons, landings and hours flown, by make and flying activity, for balloons performing any Charter flying (2010)

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	114	7.1	0.1	0.0	-	0.0	0.0	-	6.9	0.0	7.0
Cameron	5	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.2
Other	7	0.2	-	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total	126	7.4	0.1	0.0	-	0.0	0.0	-	7.2	0.0	7.3

Aircraft performing any Regional Airline flying

Table 27 Number of fixed wing aircraft, landings and hours flown, by make and flying activity, for aircraft performing any Regional Airline flying (2010)

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	9	14.1	0.0	0.0	0.1	0.0	0.0	0.1	4.3	3.2	7.7
Fixed wing, multi-engine											
Bombardier	37	76.9	0.0	0.0	-	0.0	0.0	0.0	1.4	85.8	87.1
Saab	51	69.4	0.0	0.0	-	0.0	0.0	0.4	4.9	68.6	74.0
Fokker	32	41.9	0.0	0.0	-	0.0	0.0	0.2	34.9	20.5	55.6
De Havilland	21	17.2	0.0	0.0	0.1	0.0	0.0	0.0	9.6	12.8	22.5
Fairchild	22	19.8	0.0	0.0	0.2	0.0	0.0	-	7.5	10.7	18.5
Embraer	16	10.3	0.0	0.0	0.1	0.0	0.0	-	5.8	6.4	12.3
Jetstream	5	7.1	0.0	0.0	0.2	0.0	0.0	-	-	5.4	5.7
Cessna	16	15.1	0.0	0.0	0.1	0.0	0.0	0.1	4.8	4.1	9.0
Piper	9	4.8	0.0	0.0	0.1	0.0	0.1	0.1	1.3	2.8	4.5
Other	20	16.7	0.0	0.0	0.4	0.0	-	0.4	7.3	7.9	16.1
Subtotal	*229*	*279.2*	*0.0*	*0.0*	*1.3*	*0.0*	*0.2*	*1.3*	*77.6*	*224.9*	*305.3*
Total	238	293.3	0.0	0.0	1.4	0.0	0.2	1.4	81.9	228.1	313.0

Section H Fuel type

Table 28 Number of aircraft and hours flown, by fuel type, in General Aviation and Regional Airline operations (2010)

Fuel type	*Number of aircraft*	*Total hours flown (thousands)*
Fixed wing, single engine		
Diesel	8	1.4
Kerosene	362	143.3
Gasoline	8,116	828.7
Subtotal	*8,486*	*973.3*
Fixed wing, multi-engine		
Diesel	15	5.1
Kerosene	665	452.6
Gasoline	1,252	217.9
Subtotal	*1,932*	*675.6*
Subtotal (Fixed wing)	*10,418*	*1 648.9*
Rotary wing, single engine		
Diesel	1	0.0
Kerosene	474	110.5
Gasoline	1,135	242.1
Subtotal	*1,610*	*352.6*
Rotary wing, multi-engine		
Kerosene	172	58.2
Gasoline	18	7.7
Subtotal	*190*	*65.9*
Subtotal (Rotary wing)	*1,800*	*418.5*
Balloons and airships		
Nil	346	8.5
Total	12 564	2 075.9

Section I Aircraft age

Table 29 Number of aircraft and hours flown, by age of aircraft, in General Aviation and Regional Airline operations (2005 and 2010)

Category and Age [a] *(in years) of aircraft*	*2005*		*2010*		*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	43	0.7	44	0.7	2.3	-1.2
1–5	330	11.3	281	10.9	-14.8	-3.7
6–10	184	7.4	311	8.9	69.0	19.7
11–15	120	3.4	181	4.6	50.8	35.2
16–20	66	1.6	108	2.2	63.6	37.9
21–25	68	1.5	66	1.2	-2.9	-20.2
26–30	49	0.6	57	1.2	16.3	84.3
31–35	26	0.6	42	0.5	61.5	-23.4
36–40	7	0.1	20	0.3	185.7	297.4
Over 40	7	0.1	8	-	14.3	-45.3
Subtotal	*900*	*27.3*	*1 118*	*30.4*	*24.2*	*11.4*
Fixed wing, single engine						
New this year	54	5.0	64	10.9	18.5	115.7
1–5	232	79.4	446	109.9	92.2	38.5
6–10	272	83.2	318	89.5	16.9	7.7
11–15	192	61.8	301	96.4	56.8	56.1
16–20	163	24.2	200	61.2	22.7	152.7
21–25	667	123.2	180	28.2	-73.0	-77.1
26–30	1 936	312.2	677	114.7	-65.0	-63.3
31–35	718	87.0	1 912	264.5	166.3	204.2
36–40	1 055	70.9	698	64.1	-33.8	-9.6
Over 40	1 619	61.5	2 579	103.8	59.3	68.9
Subtotal	*6 908*	*908.1*	*7 375*	*943.2*	*6.8*	*3.9*
Fixed wing, multi-engine						
New this year	6	0.9	26	5.6	333.3	499.0
1–5	59	72.3	104	84.1	76.3	16.3
6–10	62	63.3	68	71.2	9.7	12.5
11–15	89	118.2	112	94.1	25.8	-20.4
16–20	89	80.0	138	120.2	55.1	50.3
21–25	276	125.8	98	54.0	-64.5	-57.1
26–30	554	153.6	303	81.2	-45.3	-47.2
31–35	257	53.0	540	98.9	110.1	86.7
36–40	217	32.4	233	40.2	7.4	24.3
Over 40	120	5.6	303	25.8	152.5	357.9
Subtotal	*1 729*	*705.0*	*1 925*	*675.3*	*11.3*	*-4.2*
Subtotal (Fixed wing)	*9 537*	*1 640.5*	*10 418*	*1 648.9*	*9.2*	*0.5*

(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 (2005 and 2010)

Category and Age [a] *(in years) of aircraft*	*2005*		*2010*		*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	5	*0.1*	3	-	-40.0	-81.3
1–5	29	*0.5*	33	*0.4*	13.8	-24.1
6–10	26	*0.3*	22	*0.3*	-15.4	-9.3
11–15	8	-	17	*0.1*	112.5	194.9
16–20	0	*0.0*	7	-	na	na
21–39	0	*0.0*	0	*0.0*	na	na
Over 40	3	*0.1*	3	*0.0*	0.0	na
Subtotal	*71*	*1.0*	*85*	*0.8*	*19.7*	*-22.4*
Rotary wing, single engine						
New this year	57	*12.6*	57	*11.1*	0.0	-12.1
1–5	225	*64.5*	485	*128.8*	115.6	99.7
6–10	107	*29.8*	211	*51.7*	97.2	73.4
11–15	152	*50.6*	102	*22.1*	-32.9	-56.3
16–20	124	*30.9*	148	*36.8*	19.4	19.0
21–25	146	*34.7*	115	*26.7*	-21.2	-23.1
26–30	87	*22.3*	136	*36.4*	56.3	63.0
31–35	105	*20.7*	90	*23.3*	-14.3	12.5
36–40	82	*12.6*	79	*7.2*	-3.7	-43.1
Over 40	33	*5.8*	102	*7.7*	209.1	33.3
Subtotal	*1 118*	*284.6*	*1 525*	*351.8*	*36.4*	*23.6*
Rotary wing, multi-engine						
New this year	2	*0.5*	3	*0.3*	50.0	-49.1
1–5	14	*4.9*	40	*16.8*	185.7	245.8
6–10	11	*5.1*	17	*8.1*	54.5	58.1
11–15	27	*11.8*	11	*7.3*	-59.3	-37.9
16–20	10	*2.8*	39	*15.1*	290.0	439.3
21–25	34	*15.9*	20	*5.2*	-41.2	-67.1
26–30	5	*1.6*	54	*11.8*	980.0	649.1
31–35	0	*0.0*	6	*1.2*	na	na
Subtotal	*103*	*42.6*	*190*	*65.9*	*84.5*	*54.6*
Subtotal (Rotary wing)	*1 292*	*328.3*	*1 800*	*418.5*	*39.3*	*27.5*
Balloons and airships [b]						
New this year	14	*0.3*	13	*0.2*	-7.1	-37.6
1–5	95	*4.9*	83	*5.1*	-12.6	5.0
6–10	80	*1.9*	87	*2.1*	8.7	14.0
11–15	46	*0.8*	66	*0.7*	43.5	-12.1
16–20	76	*0.5*	32	*0.1*	-57.9	-75.3
21–25	26	*0.2*	39	*0.1*	50.0	-77.5
26–30	12	*0.1*	18	*0.1*	50.0	-25.0
31–35	2	-	8	-	300.0	na
Subtotal	*351*	*8.7*	*346*	*8.5*	*-1.4*	*-3.3*
Total	11 180	1 977.5	12 564	2 075.9	12.4	5.0

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

Table 29(a) Number of aircraft and hours flown, by age and flying activity, in General Aviation and Regional Airline operations (2010)

Category and Age [a] *(in years) of aircraft*	*Number of aircraft*	*Number of landings (thousands)*	*Hours flown*								
			Private	*Business*	*Training*	*Test and Ferry*	*Aerial Work*	*Agriculture (thousands)*	*Charter*	*Regional Airline*	*Total*
Fixed wing, amateur-built [b]											
New this year	44	1.3	0.7	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.7
1–5	281	13.1	8.8	1.4	0.2	0.2	0.2	0.1	0.0	0.0	10.9
6–10	311	11.9	7.7	0.9	0.1	0.1	0.0	0.1	0.0	0.0	8.9
11–15	181	5.9	3.7	0.7	-	-	0.1	0.0	0.0	0.0	4.6
16–20	108	2.7	1.8	0.4	-	-	0.0	0.0	0.0	0.0	2.2
21–25	66	1.7	1.0	0.1	0.0	-	0.1	0.0	0.0	0.0	1.2
26–30	57	1.7	1.2	-	0.0	-	0.0	0.0	0.0	0.0	1.2
31–35	42	0.8	0.4	-	-	0.0	0.0	0.0	0.0	0.0	0.5
36–40	20	0.6	0.3	-	-	0.0	0.0	0.0	0.0	0.0	0.3
Over 40	8	0.1	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-
Subtotal	*1 118*	*39.8*	*25.6*	*3.5*	*0.3*	*0.5*	*0.3*	*0.2*	*0.0*	*0.0*	*30.4*
Fixed wing, single engine											
New this year	64	14.0	1.4	1.4	3.5	0.1	2.0	0.2	2.3	0.0	10.9
1–5	446	183.0	13.2	9.6	43.9	1.0	21.2	4.1	15.5	1.4	109.9
6–10	318	148.5	13.9	7.1	28.8	0.7	19.0	2.8	16.0	1.2	89.5
11–15	301	163.1	5.5	4.9	38.2	0.6	7.9	31.1	8.2	0.0	96.4
16–20	200	122.9	3.0	1.8	37.9	0.1	0.7	15.2	2.4	0.0	61.2
21–25	180	47.3	6.1	1.7	10.8	0.1	1.2	6.6	1.7	0.0	28.2
26–30	677	160.0	18.1	9.4	38.9	1.1	10.4	11.3	25.4	0.0	114.7
31–35	1 912	389.6	46.3	21.9	118.7	1.7	26.8	9.3	39.3	0.6	264.5
36–40	698	95.0	16.3	7.1	12.6	0.5	8.4	3.6	15.6	0.0	64.1
Over 40	2 579	172.8	45.0	13.8	11.2	0.9	15.6	2.4	14.9	0.0	103.8
Subtotal	*7 375*	*1 496.3*	*168.9*	*78.6*	*344.3*	*7.0*	*113.2*	*86.6*	*141.3*	*3.2*	*943.2*
Fixed wing, multi engine											
New this year	26	5.6	0.2	0.3	0.6	-	1.1	0.0	1.2	2.3	5.6
1–5	104	82.2	1.6	3.4	7.8	0.3	16.6	0.0	4.5	49.9	84.1
6–10	68	60.6	1.0	3.7	4.3	0.2	18.4	0.0	7.7	36.0	71.2
11–15	112	77.7	0.5	3.9	3.6	0.8	13.1	0.0	17.1	55.0	94.1
16–20	138	105.5	0.3	1.6	1.7	0.6	8.1	0.0	55.8	52.2	120.2
21–25	98	49.9	0.5	0.6	1.0	0.5	1.5	-	31.8	18.2	54.0
26–30	303	89.5	2.6	4.9	7.5	0.9	6.5	0.0	53.2	5.5	81.2
31–35	540	126.2	4.9	4.7	16.3	1.1	7.2	0.0	60.1	4.7	98.9
36–40	233	53.0	1.8	1.3	3.1	0.8	3.2	0.0	28.9	1.1	40.2
Over 40	303	28.9	3.8	3.1	2.8	0.3	2.4	0.0	13.3	0.0	25.8
Subtotal	*1 925*	*679.1*	*17.2*	*27.6*	*48.6*	*5.5*	*78.1*	*-*	*273.5*	*224.9*	*675.3*
Subtotal (Fixed wing)	*10 418*	*2 215.2*	*211.6*	*109.7*	*393.2*	*13.0*	*191.6*	*86.9*	*414.7*	*228.1*	*1 648.9*

(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 (2010)

Category and Age [a] *(in years) of aircraft*	*Number of aircraft*	*Number of landings (thousands)*	*Hours flown*								
			Private	*Business*	*Training*	*Test and Ferry*	*Aerial Work*	*Agriculture*	*Charter*	*Regional Airline*	*Total*
			(thousands)								
Rotary wing, amateur-built											
New this year	3	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
1–5	33	0.8	0.3	0.1	0.0	-	0.0	0.0	0.0	0.0	0.4
6–10	22	0.6	0.2	-	-	-	-	0.0	0.0	0.0	0.3
11–15	17	0.2	0.1	-	-	0.0	-	0.0	0.0	0.0	0.1
16–20	7	0.1	-	-	0.0	0.0	0.0	0.0	0.0	0.0	-
Over 40	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal	*85*	*1.7*	*0.6*	*0.2*	-	-	-	*0.0*	*0.0*	*0.0*	*0.8*
Rotary wing, single engine											
New this year	57	36.8	1.4	1.1	0.4	0.1	5.7	0.1	2.2	0.0	11.1
1–5	485	185.0	13.5	15.6	15.4	1.3	61.2	2.5	19.5	0.0	128.8
6–10	211	77.8	3.4	2.8	5.2	0.9	27.1	1.8	10.6	0.0	51.7
11–15	102	27.3	1.4	0.7	2.4	0.3	13.0	1.2	3.1	0.0	22.1
16–20	148	40.8	3.8	0.5	3.3	0.6	24.7	0.8	3.2	0.0	36.8
21–25	115	34.6	1.3	0.3	2.5	0.3	17.4	0.8	4.1	0.0	26.7
26–30	136	57.7	0.5	0.6	4.8	0.4	14.9	2.8	12.4	0.0	36.4
31–35	90	41.2	0.5	0.7	0.3	0.4	7.6	4.0	9.7	0.0	23.3
36–40	79	9.7	0.4	0.3	0.7	0.1	3.2	1.5	1.0	0.0	7.2
Over 40	102	13.2	0.6	0.1	1.6	0.1	2.4	1.5	1.4	0.0	7.7
Subtotal	*1 525*	*524.0*	*26.8*	*22.8*	*36.5*	*4.4*	*177.2*	*16.9*	*67.1*	*0.0*	*351.8*
Rotary wing, multi-engine											
New this year	3	0.3	-	0.2	-	-	0.0	0.0	0.1	0.0	0.3
1–5	40	23.2	0.7	0.3	0.7	0.1	9.2	0.0	5.7	0.0	16.8
6–10	17	16.9	0.7	0.1	1.9	-	4.3	0.0	1.2	0.0	8.1
11–15	11	20.2	0.1	4.1	0.3	0.1	2.2	0.0	0.6	0.0	7.3
16–20	39	31.5	-	2.5	1.8	0.2	8.9	0.0	1.7	0.0	15.1
21–25	20	13.7	0.4	0.1	0.3	0.1	2.4	0.0	2.0	0.0	5.2
26–30	54	20.8	-	-	1.2	0.2	3.7	0.0	6.7	0.0	11.8
31–35	6	1.4	0.0	0.0	0.1	-	0.8	0.0	0.3	0.0	1.2
Subtotal	*190*	*127.9*	*1.8*	*7.4*	*6.4*	*0.8*	*31.3*	*0.0*	*18.2*	*0.0*	*65.9*
Subtotal (Rotary wing)	*1 800*	*653.7*	*29.3*	*30.3*	*42.9*	*5.2*	*208.5*	*16.9*	*85.3*	*0.0*	*418.5*
Balloons and airships [c]											
New this year	13	0.2	-	0.0	-	-	0.0	0.0	0.2	0.0	0.2
1–5	83	5.1	0.2	0.0	-	0.0	0.1	0.0	4.8	0.0	5.1
6–10	87	2.2	0.4	0.0	-	-	-	0.0	1.7	0.0	2.1
11–15	66	0.7	0.3	0.0	-	0.0	0.0	0.0	0.4	0.0	0.7
16–20	32	0.2	0.1	0.0	-	0.0	0.0	0.0	0.1	0.0	0.1
21–25	39	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.1
26–30	18	0.1	-	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
31–35	8	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
Subtotal	*346*	*8.6*	*1.0*	*0.0*	*0.1*	-	*0.2*	*0.0*	*7.2*	*0.0*	*8.5*
Total	*12 564*	*2 877.4*	*241.9*	*140.0*	*436.3*	*18.2*	*400.3*	*103.8*	*507.3*	*228.1*	*2 075.9*

a Calculated by subtracting year of manufacture from the current year.
c Includes amateur-built balloons.

Table 29(b) Average aircraft age, by flying activity, in General Aviation and Regional Airline operations (2000–10)

Year	*Private*	*Business*	*Test & Ferry*	*Training*	*Aerial Work (years)*	*Agriculture*	*Charter*	*Regional Airlines*	*Active aircraft*
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
2010	29.7	25.9	24.9	24.7	21.9	24.3	23.7	17.6	27.0

Note: Aircraft flying in more than one category contribute to each category.
Only aircraft active in the that category 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 (2009 and 2010)

Category of aircraft and total hours flown	*Number of aircraft*		*Percentage change*
	2009	*2010*	
Fixed wing, amateur-built[a]			
0	322	336	4.3
1–50	569	588	3.3
51–100	140	151	7.9
Over 100	47	43	-8.5
Subtotal	*1 078*	*1 118*	*3.7*
Fixed wing, single engine			
0	1 339	1 431	6.9
1–50	2 579	2 663	3.3
51–100	1 152	1 130	-1.9
101–200	741	754	1.8
201–500	884	843	-4.6
Over 500	535	554	3.6
Subtotal	*7 230*	*7 375*	*2.0*
Fixed wing, multi-engine			
0	320	333	4.1
1–50	322	307	-4.7
51–100	179	196	9.5
101–200	249	257	3.2
201–500	388	426	9.8
Over 500	420	406	-3.3
Subtotal	*1 878*	*1 925*	*2.5*
Subtotal (Fixed wing)	*10 186*	*10 418*	*2.3*

(continued)

a Single engine and multi engine combined.

Table 30 (continued) Frequency distribution of aircraft, by aircraft category and hours flown, in General Aviation and Regional Airline operations (2009 and 2010)

Category of aircraft and total hours flown	*Number of aircraft*		*Percentage change*
	2009	*2010*	
Rotary wing, amateur-built			
0	48	48	0.0
1–50	33	34	3.0
Over 50	2	3	50.0
Subtotal	*83*	*85*	*2.4*
Rotary wing, single engine			
0	200	234	17.0
1–50	172	169	-1.7
51–100	165	171	3.6
101–200	317	321	1.3
201–500	423	428	1.2
Over 500	170	202	18.8
Subtotal	*1 447*	*1 525*	*5.4*
Rotary wing, multi-engine			
0	8	20	150.0
1–50	20	20	0.0
51–100	11	14	27.3
101–200	20	25	25.0
201–500	64	66	3.1
Over 500	50	45	-10.0
Subtotal	*173*	*190*	*9.8*
Subtotal (Rotary wing)	*1 703*	*1 800*	*5.7*
Balloons and airships[b]			
0	130	136	4.6
1–50	147	147	0.0
51–100	43	40	-7.0
101–200	17	21	23.5
Over 200	3	2	-33.3
Subtotal	*340*	*346*	*1.8*
Total	12 229	12 564	2.7

b Includes amateur-built balloons.

Section K Regular Public Transport (RPT) hours flown

Table 31 Hours flown, by industry sector, in Regular Public Transport (RPT) operations (2000–2010)

Year	Major Australian airlines		Regional Airlines	Total
	Domestic operations	International operations		
	(thousands)			
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 r	261.6	234.7	952.3 r
2004	532.6 r	303.2	251.4	1 087.1 r
2005	562.3 r	327.1	254.7	1 144.1 r
2006	574.8 r	340.4	241.5	1 156.7 r
2007	591.3 r	358.3	241.9	1 191.6 r
2008	667.0 r	368.9	214.7	1 250.5 r
2009	664.9 r	372.5	204.1	1 241.4 r
2010	717.2	392.8	228.1	1,338.1

Table 32 Number of aircraft and hours flown, by power type, in Regional Airline operations (2000–2010)

Year	Number of aircraft			Hours flown		
	Piston	Turboprop	Jet	Piston	Turboprop	Jet
				(thousands)		
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
2010	31	179	28	8.0	208.0	12.2

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

Table 33 Hours flown, by aircraft make, in Regional Airline operations (2005–10)

Aircraft make	*2005*	*2006*	*2007*	*2008*	*2009*	*2010*
			(thousands)			
Fixed wing, single engine						
Cessna	4.5	6.2	3.7	0.0	2.1	3.2
Gippsland	0.7	0.0	0.0	0.0	0.0	0.0
Other	-	0.6	0.0	0.0	0.0	0.0
Subtotal	*5.3*	*6.8*	*3.7*	*0.0*	*2.1*	*3.2*
Fixed wing, multi-engine						
Bombardier	45.6	57.3	55.9	58.6	70.0	85.8
Saab	55.5	56.4	68.3	71.2	57.7	68.6
Fokker	15.0	13.2	16.5	23.8	19.5	20.5
De Havilland	50.4	40.1	30.7	9.8	13.2	12.8
Fairchild	29.4	19.0	12.6	10.6	6.8	10.7
Embraer	8.3	10.4	11.6	12.6	9.2	6.4
Jetstream	0.0	0.0	0.0	4.1	6.0	5.4
Cessna	15.1	13.9	11.5	6.1	7.6	4.1
Piper	10.8	8.4	9.0	6.2	3.0	2.8
Hawker Beechcraft	4.4	3.4	6.3	4.0	3.8	2.1
British Aerospace	7.4	6.0	6.2	1.4	2.9	2.1
Other	7.5	6.4	9.8	6.3	2.2	3.7
Subtotal	*249.4*	*234.7*	*238.3*	*214.7*	*202.0*	*224.9*
Total	254.7	241.5	241.9	214.7	204.1	228.1

Section L Sport Aviation activity

Ultralight activity

Table 34 Hours flown[a], by state or territory and category of aircraft, in Ultralight operations (2010)

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)	
	(thousands)									
QLD	0.4	4.2	20.2	2.0	9.3	1.1	0.3	0.8	*37.9*	38.3
NSW	0.7	2.2	19.8	1.6	9.2	0.4	0.4	3.9	*37.5*	38.3
VIC	0.7	0.3	18.8	1.7	6.5	3.4	1.1	2.4	*34.3*	35.0
SA	0.2	0.4	7.0	1.4	5.4	0.3	0.2	1.4	*16.0*	16.2
WA	0.1	0.1	4.4	0.3	1.7	0.1	0.3	1.1	*8.0*	8.0
TAS	0.2	0.3	0.9	0.6	1.0	-	-	0.7	*3.6*	3.8
NT	-	-	0.9	0.1	0.2	-	0.1	0.1	*1.4*	1.4
ACT	-	0.0	0.3	-	0.6	-	-	0.1	*0.9*	0.9
Unknown	-	-	-	-	-	-	-	-	*0.1*	0.1
Australia	2.3	7.6	72.3	7.6	33.9	5.3	2.5	10.5	*139.7*	141.9

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 (2000–10)

Year	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)	
	(thousands)									
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
2010	2.3	7.6	72.3	7.6	33.9	5.3	2.5	10.5	*139.7*	141.9

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 (2010)

Type approved aircraft and aircraft make	*Number of aircraft*	*Hours flown* [a] *(thousands)*
Uncertified aircraft (CAO 95.10)	225	2.3
Commercially manufactured aircraft (CAO 95.25)		
Austflight ULA	69	3.0
Australian Light Wing	70	2.6
Thruster	101	1.9
Facet	7	-
Skywise	9	-
Sapphire	9	-
Other	1	0.0
Subtotal	*266*	*7.6*
Commercially manufactured aircraft (CAO 95.55)		
Jabiru	350	31.7
Tecnam	111	14.0
Skyfox	57	5.4
Aeroprakt	59	5.0
Fly Synthesis	29	2.8
Evektor	33	2.4
Flight Design	23	1.1
TL Ultralight	16	1.0
Alpi	13	1.0
EuroFox	10	1.0
ICP	10	0.6
IBIS Aircraft	5	0.5
Piper	11	0.5
Pipistrel	13	0.5
Other	*166*	*4.8*
Subtotal	*906*	*72.3*
Commercially manufactured aircraft (CAO 101.55)		
Jabiru	108	5.4
Skyfox	57	1.0
Australian Light Wing	9	0.6
Austflight ULA	25	0.4
Eipper	6	0.2
Other	1	0.0
Subtotal	*206*	7.6
Subtotal (Commercially manufactured aircraft)	*1 378*	*87.5*

(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 (2010)

Type approved aircraft and aircraft make	*Number of aircraft*	*Hours flown* [a] *(thousands)*
Amateur-built aircraft (CAO 95.55)		
Jabiru	263	9.6
ICP	99	3.8
Zenair	69	1.8
Wayne Fisher	13	1.4
Rand Kar	55	1.2
Rainbow Aircraft	18	0.7
Brumby Aircraft Australia	5	0.6
S G Aviation	10	0.6
Fantasy Air	4	0.5
Vans Aircraft	11	0.5
Europa	7	0.5
Skyranger	16	0.5
Corby	17	0.5
Sonex	15	0.4
RANS	29	0.4
Australian Light Wing	6	0.3
Foxcon	20	0.3
Maxair	10	0.3
Spectrum	5	0.3
Slepcev	8	0.3
Fisher	8	0.3
Atec	8	0.3
Jodel	20	0.3
Hornet	4	0.3
Avid	7	0.2
Murphy	9	0.2
Monnett	12	0.2
Denney	7	0.2
Aero Sport	15	0.2
Aerochute	5	0.2
Cadet	7	0.2
Aeropup	7	0.1
Other	284	6.9
Subtotal	*1 073*	*33.9*

(continued)

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

Note: All statistics courtesy of Recreational Aviation Australia (RA-Aus).

Table 36 (continued) Number of Ultralight aircraft and hours flown, by aircraft make (2010)

Type approved aircraft and aircraft make	*Number of aircraft*	*Hours flown* [a] *(thousands)*
Amateur-built aircraft (CAO 101.28)		
Australian Aviation Works	5	2.9
Jabiru	13	0.7
Denney	9	0.4
RANS	15	0.2
Monnett	5	0.1
Corby	6	0.1
Other	50	1.0
Subtotal	*103*	*5.3*
Subtotal (Amateur-built aircraft)	*1 176*	*39.2*
Weight shift aircraft (CAO 95.32)		
Powered Parachutes		
Aerochute	203	2.5
Powerchute	8	-
Other	3	-
Subtotal	*214*	2.5
Trikes		
Airborne Windsports	194	9.4
Pegasus	12	0.7
Solar Wings	6	0.1
Other	21	0.4
Subtotal	*233*	10.5
Subtotal (Weight shift aircraft)	*447*	*13.0*
Subtotal (Certified aircraft)	*3 001*	*139.7*
Total	3 226	141.9

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 (2000 to 2009–10)

Year	Number of aircraft [a]	Hours Flown [b] (thousands)	Launches [b]
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	1 150 [r]	198.4 [r]	168.1 [r]
2009–10	1 177	228.7	142.9

a Until 2004, number of gliders are from the aircraft register at 30 June.
For financial year 2004–05 onwards, the data is supplied by the Gliding Federation of Australia.

b No data is available between 2000 and 2004.
Note: In 2009–10, figures are estimated from a response rate of 44 per cent.

Hang Gliding activity

Table 38 Number of aircraft, hours flown, by state or territory and category of aircraft, in Hang Gliding operations (2009–10)

State or Territory	Hang Gliders	Paragliders	Weight shift microlights (Powered hang gliders)	Total
		(thousand hours)		
NSW	19.0	18.2	5.1	42.3
QLD	8.0	10.6	3.8	22.3
VIC	4.0	10.4	4.3	18.8
WA	1.5	2.7	2.2	6.5
SA/NT	1.7	1.5	1.1	4.3
ACT	1.1	1.5	0.1	2.7
TAS	0.3	0.6	0.1	1.1
Australia	35.6	45.5	16.8	97.9

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 (1999–2000 to 2009–10)

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)
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
2009–10	923	35.6	1 256	45.5	398	16.8	2 577	97.9

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 (1999–2000 to 2010)

Year [a]	Number of aircraft	Private	Dual training	Gyro glider training	Search & Rescue	Total
		(thousand hours)				
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
2010	435	38.4	5.7	0.1	0.1	44.4

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

Note: All statistics courtesy of the Australian Sport Rotorcraft Association (ASRA). In 2010, figures are estimated from a response rate of 57 per cent. Only includes members reporting greater than zero hours.

Survey form

Australian Government
Department of Infrastructure and Transport
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 2010

This survey can be completed at https://www.bitre.gov.au/gaas/

SECTION 1: Aircraft registrations, landings and hours flown for year ended 31 December 2010.
Flying activity performed entirely outside Australia or its Territories should not be recorded.

Aircraft registration (a)	Hours flown by type of flying – **whole hours only**														**Total landings for 2010 (b)**	Aircraft base (c)
			Charter	RPT				Aerial work								
	Private	Business	Charter	Regional airline	Agriculture	Test and ferry	Training	Mustering	Survey and photography	Pipe & powerline patrol	Search and rescue	Ambulance	Towing	Other aerial work		Postcode (if different from address label)

Please return the completed form by 25 February 2011.

This information is collected under the authority of Air Navigation Regulation 12.

(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 2010. For balloon operations, indicate the postcode of the general area from which most flying was conducted.

User Name: Password:

Signature

Printed name

Phone number ( )

Date / / 2011

Australian Government Statistical Clearing House Approval Number 00560—07

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 (including Angel flights).
- **BUSINESS**
  Flying associated with a business or profession, but not directly for hire or reward (including 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).
- **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 (including 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 2010.
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 (including 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 and data releases are available in electronic format, and can be downloaded free of charge from the Department's web site at http://www.bitre.gov.au/statistics/aviation/index.aspx.

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 Airline Activity

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 Activity

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, monthly for top 20 airports.

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

Domestic Airfares indexes

Produced: Monthly.

Contents: Time series of fare indexes covering business, full economy, restricted economy and best discount fares.

Australian Air Distances

Produced: As required.

Contents: Air distances covering routes operated on commercial services.