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General Aviation Activity 2013

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Contents

Important notice to readers

The Tenth Session of the Statistics Division of the International Civil Aviation Organization (ICAO) recommended significant changes to the statistical reporting arrangements for member states. These changes were adopted by the ICAO Council and a new edition of the Reference Manual on the ICAO Statistics Program was published in late 2013.

The changes outlined in the Reference Manual included the introduction of a new ICAO Classification of Civil Aviation Activities. The classification separates flying activity into either *commercial air transport services* or *general aviation*; where commercial air transport services are classified as either scheduled or non-scheduled services and general aviation is classified as non-commercial business aviation, aerial work, pleasure flying, instructional flying or other flying.

These changes were discussed in *General Aviation Activity 2011* and readers were invited to provide feedback. All comments were considered, with the following changes to be introduced to future issues of this publication:

- BITRE will adopt the new ICAO Classification of Civil Aviation Activities, incorporating additional detail to better reflect Australian conditions. The new classification will be introduced to the 2014 General Aviation Activity Survey questionnaire, with survey activity taking place in the first half of 2015.

- The structure of tables will change to reflect the new classification in the 2014 issue of this publication. An example layout is provided below for Table 2:

Table 2 Civil Aviation, hours flown and percentage change, by industry sector and flying activity (2011–13)

Type of flying activity	2011 Hours flown (thousands)	2011 Percentage change over 2010	2012 Hours flown (thousands)	2012 Percentage change over 2011	2013 Hours flown (thousands)	2013 Percentage change over 2012
Commercial Air Transport Services						
Scheduled (regular public transport, or RPT) Services by Australian Airlines						
Domestic operations						
International operations						
Non-scheduled transport						
Passenger and freight transport charters						
Air ambulance						
Other / on demand charters						
Other non-scheduled						
General Aviation						
Aerial work						
Agriculture spreading / spraying						
Agricultural Mustering						
Other Agriculture						
Construction						
Photography						
Pipeline or powerline surveying						
Other surveying						
Observation and patrol						
Search and rescue						
Policing						
Fire fighting						
Advertising						
Other Aerial work						
Own-use Business Aviation						
Instructional flying						
Sport and pleasure flying						
Glider towing						
Parachute dropping						
Aerobatics						
Joyflights / sightseeing charters						
Pleasure and personal transport						
Community service flights						
Other sport and pleasure flying						
Other flying						
Test						
Ferry						
Other						

- While the results of the General Aviation Activity Survey are presented in this publication, statistics are also presented for commercial air transport activity (including Regular Public Transport). The title of this publication will therefore change to *Australian Aircraft Activi*ty for the 2014 issue.

Explanatory notes

Australian aviation statistics publications

In order to provide a complete, integrated statistical summary of all Australian aviation, BITRE conducts a range of surveys covering the full spectrum of flying activity.

Monthly surveys of airlines are conducted to compile estimates of:

- Passengers carried to, from and within Australia by Australian and foreign-registered airlines.
- Cargo carried to, from and within Australia by Australian and foreign-registered airlines.
- Changes to airfares charged on competitive Australian domestic routes.
- The on time performance of domestic airlines.
- Aircraft movements and flying activity by airlines.

Originally, the scope of these monthly airline surveys was limited to scheduled regular public transport (RPT) flights, but in 2011 the scope was expanded to include large charter flights that are similar in scale to RPT flights. The monthly surveys of charter activity compile estimates of:

- Passengers carried within Australia on charter flights.
- Cargo carried within Australia on charter flights.
- Aircraft movements and flying activity by charter operators.

To provide a complete statistical summary of Australian aviation, BITRE compiles an annual survey of Australian registered aircraft undertaking On Demand Commercial Air Transport and General Aviation activity. The annual “General Aviation Survey” compiles estimates of:

- Aircraft movements and flying activity by Australian-registered aircraft not reported in the monthly surveys.

The results of these surveys are published in activity-specific reports:

- The monthly *International Airline Activity* report provides a summary of international passenger and cargo air travel to and from Australia. The report also provides an estimate of the movement of passengers between Australian airports by foreign-registered airlines. Statistics published in this report are compiled from the results of monthly surveys of international airlines that operate to/from Australia.
- The monthly *Domestic Aviation Activity* report provides a summary of domestic passenger and cargo air travel within Australia. This publication also provides statistics on the movement of passengers through regional airports and summary statistics for the movement of passengers on large charter flights. Statistics

published in this report are compiled from the results of monthly surveys of domestic airlines and aviation charter companies that operate in Australia.

- The monthly *Domestic On Time Performance* report provides measures of the on time performance of key domestic airlines on competitive routes. Statistics published in this report are compiled from the results of monthly surveys of key domestic airlines operating in Australia.
- The monthly *Domestic Air Fare Indexes* release is a web-based report providing an index-based measure of changes in air fares on competitive routes over time. Statistics published in this report are compiled from information published on domestic airlines' websites for specific routes identified as competitive in the *Domestic Aviation Activity* report.
- The annual *General Aviation Activity* report provides statistics on the flying activity of all Australian-registered aircraft. Key measures are the number of hours flown and the number of landings, classified by the type of flying activity being undertaken. Statistics published in this report are compiled by merging the results of the annual General Aviation Activity Survey with the results of the monthly surveys of airlines.

Data sources

Survey questionnaires were despatched to owners or operators of all aircraft listed on the Australian Civil Aircraft Register, other than aircraft operated by major airlines already surveyed in the monthly airline surveys. Responses were received for 75 per cent of aircraft in scope of the Survey.

For aircraft where a response was not received, careful estimates were substituted:

- Where values were recorded for these aircraft in 2012, the increase/decrease in activity in 2013 was based on the average increase/decrease in activity over the same period by similar aircraft.
- Where the aircraft was in the collection for the first time and did not respond, the average of responses by similar aircraft was used.

Of the 75 per cent of aircraft for which a response was received, 20 per cent did not provide the number of landings. The number of landings for these aircraft was estimated by applying a landing factor that was based on the average number of landings per hour in each flying activity. A moving three year average is used. Of the 20 per cent of responses missing landings figures, 10 per cent were rotary wing aircraft.

Not all aircraft in Australia are listed on the Australian Civil Aircraft Register. Owners of ultralight aircraft, gliders, weight shift aircraft and gyrocopters may instead be registered with their respective associations. Statistics for these aircraft types 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.

BITRE statistical surveys are conducted under the authority of Air Navigation Regulation 12. BITRE wishes to thank aircraft owners and operators for their assistance with these statistical collections.

Please note

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

Location statistics provided in this report refer to the location where the aircraft is most frequently based. For some operations, this may be a significant distance away from where aircraft activity may occur.

Aircraft make is generally the manufacturer. However in cases where there have been changes to the company's name, structure or ownership with little change to the line of aircraft produced, common names (or the most recent name) may be used or retained.

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

Highlights

Introduction

Total hours flown by Australian aircraft was 3.7 million in 2013, an increase of 2.7 per cent compared with the previous year (see Table 1).

Activity in the General Aviation sector rose in 2013, with an increase in flying hours of 2.2 per cent to 1.74 million hours (see Table 1).

Within the General Aviation sector, categories recording an increase in activity were, Test and Ferry (14.6 per cent higher), Aerial Work (11.4 per cent higher), Training (5.0 per cent higher), and Business (0.3 per cent higher). Of the other activities, Agriculture recorded a decrease of 10.4 per cent, Charter recorded a decrease of 3.2 per cent, and Private flying a decrease of 0.6 per cent (see Table 2).

Regional Airlines recorded an increase of 31.3 per cent in flying hours (see Table 2).

Figure 1 shows the number of hours flown by the general aviation sector between 2003 and 2013 and Figure 2 shows the relative sizes of industry sectors based on hours flown (see Table 2).

Figure 1 General Aviation activity (2003–2013)

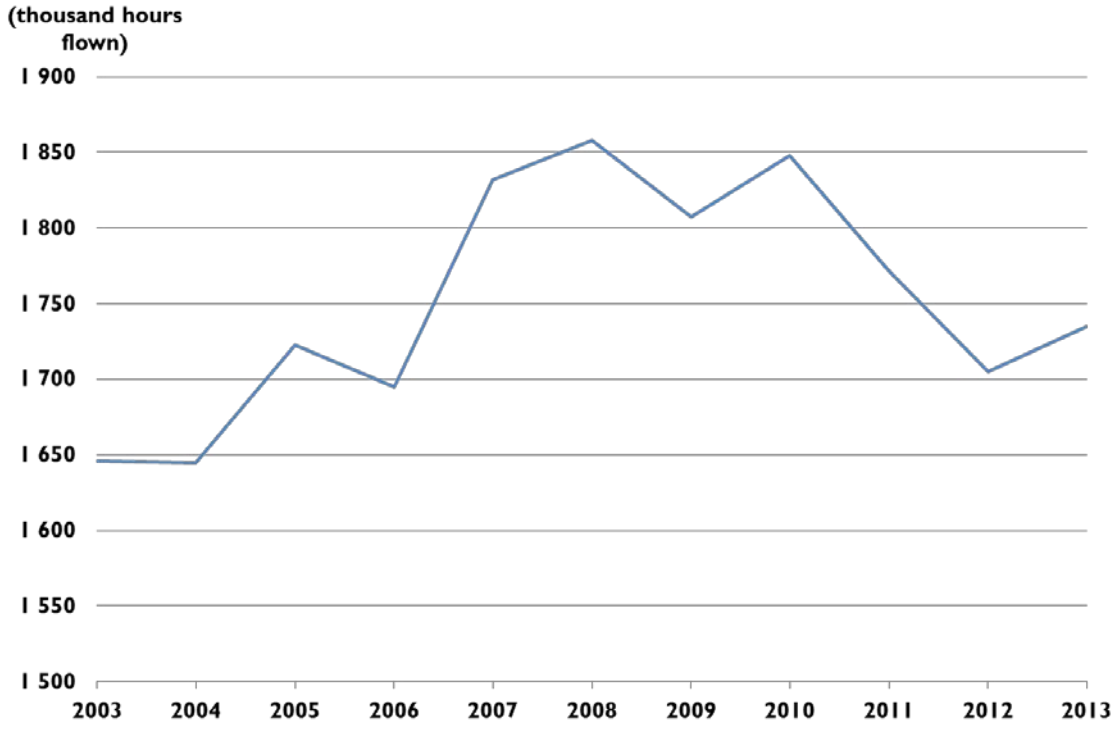
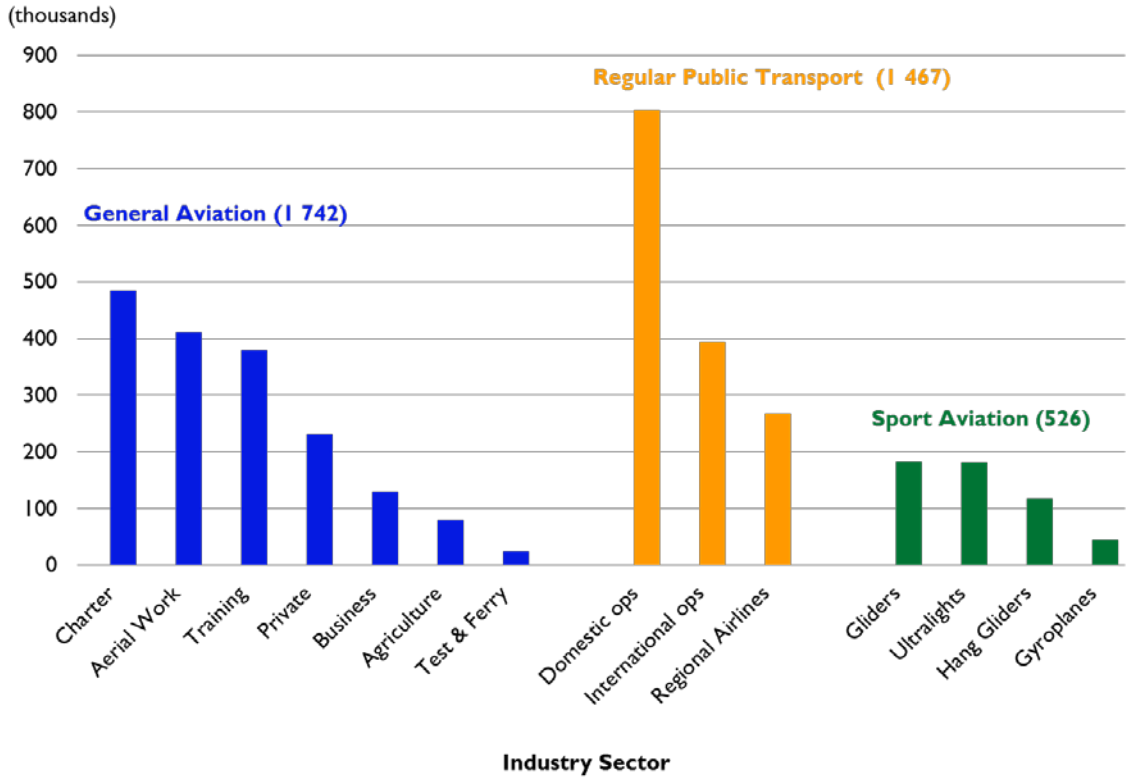


Figure 2 Hours flown by industry sector (2013)



The General Aviation and Regional Airline fleet

The general aviation and regional airline fleets include 13 585 aircraft on the Civil Aviation Aircraft Register. The number of aircraft registered at 31 December 2013 represents an increase of 9.3 per cent over the number registered at 31 December 2012 (see Table 5). Summary data are provided in several tables for ultralight aircraft, gliders, hang gliders and gyroplanes, which are instead registered with recreational aviation associations.

The number of fixed wing, single engine aircraft increased by 7.5 per cent to 9 076, or 66.8 per cent of all registered aircraft in the General Aviation and Regional Airline sectors (see Table 5).

Fixed wing, multi-engine aircraft increased by 13.1 per cent to 2 053 (15.1 per cent of the total) (see Table 5).

The number of helicopters increased by 14.3 per cent to 2 077 (15.3 per cent of the total), with the number of single engine helicopters increasing by 14.2 per cent to 1 850. The number of multi-engine helicopters increased by 15.2 per cent to 227 (see Table 6).

Hot-air balloons and airships increased by 6.8 per cent to 379, or 2.8 per cent of total aircraft (see Table 7).

In 2013, 1 398 amateur-built aircraft accounted for 10.3 per cent of all aircraft in the General Aviation and Regional Airline fleet. This represents a 7.4 per cent increase over the number of amateur-built aircraft in 2012 (1 302 aircraft).

The Australian General Aviation and Regional Airline fleet contains many older aircraft, with the average age being 27.9 years, which is an increase compared to 2012 (27.7 years) (see Table 29b). A total of 658 thousand hours (or 32.7 per cent of all flying) were performed in aircraft under 11 years old, 388.4 thousand hours (19.3 per cent) in aircraft aged between 11 and 20 years old, 293.1 thousand hours (14.6 per cent) in aircraft between 21 and 30 years old and 670.6 thousand hours (33.4 per cent) in aircraft over 30 years old (see Table 29).

For Charter and Regional Airline flying, 72.4 per cent (74.4 per cent in 2012) was conducted in aircraft more than 10 years old and 51.2 per cent (52.9 per cent in 2012) in aircraft more than 20 years old (see Table 29a). The average age of the Regional Airline fleet increased from 17.4 to 18.7 years between 2012 and 2013 (see Table 29b).

Between 2012 and 2013, the number of piston engine aircraft used in Regional Airline flying rose from 24 to 26 aircraft (8.3 per cent), and the number of hours flown by those aircraft in Regional Airline flying decreased by 6.9 per cent (down from 5.8 to 5.4 thousand hours) (see Table 32). The number of turboprop aircraft used in Regional Airline flying rose by 36.1 per cent, while the number of jet aircraft used in Regional Airline flying increased by 55.6 per cent. Hours flown by turboprop and jet engine aircraft in Regional Airline flying increased by 25.8 per cent and 142.3 per cent respectively. The vast majority of Regional Airline flying hours continues to be conducted by turboprop aircraft (87.8 per cent).

Of 148 new aircraft in 2013 (Table 29), rotary wing single engine aircraft accounted for 16.2 per cent (24 aircraft). New fixed wing, single engine aircraft accounted for another 30.4 per cent (45 aircraft) while there were 42 (28.4 per cent) new fixed wing amateur-built aircraft (see Table 29).

Average flying hours per aircraft decreased by 3.7 per cent, from 153.6 hours in 2012 to 148 hours in 2013. For active aircraft only, excluding aircraft that were not flown during the year, the average number of hours flown was 196 per aircraft (see Table 3).

Of the active aircraft, 41.2 per cent flew 50 hours or less during 2013, while 58.1 per cent flew 100 hours or less (see Table 30).

About one in every four (3 327 aircraft) registered General Aviation and Regional Airline aircraft were reported or estimated as performing no flying during the year ended 31 December 2013, compared with 2 886 aircraft during 2012.

From responses to the survey, reasons why many of these aircraft did not fly can be determined. These reasons, reported for 3 200 of the 3 327 inactive aircraft, are summarised in the following table:

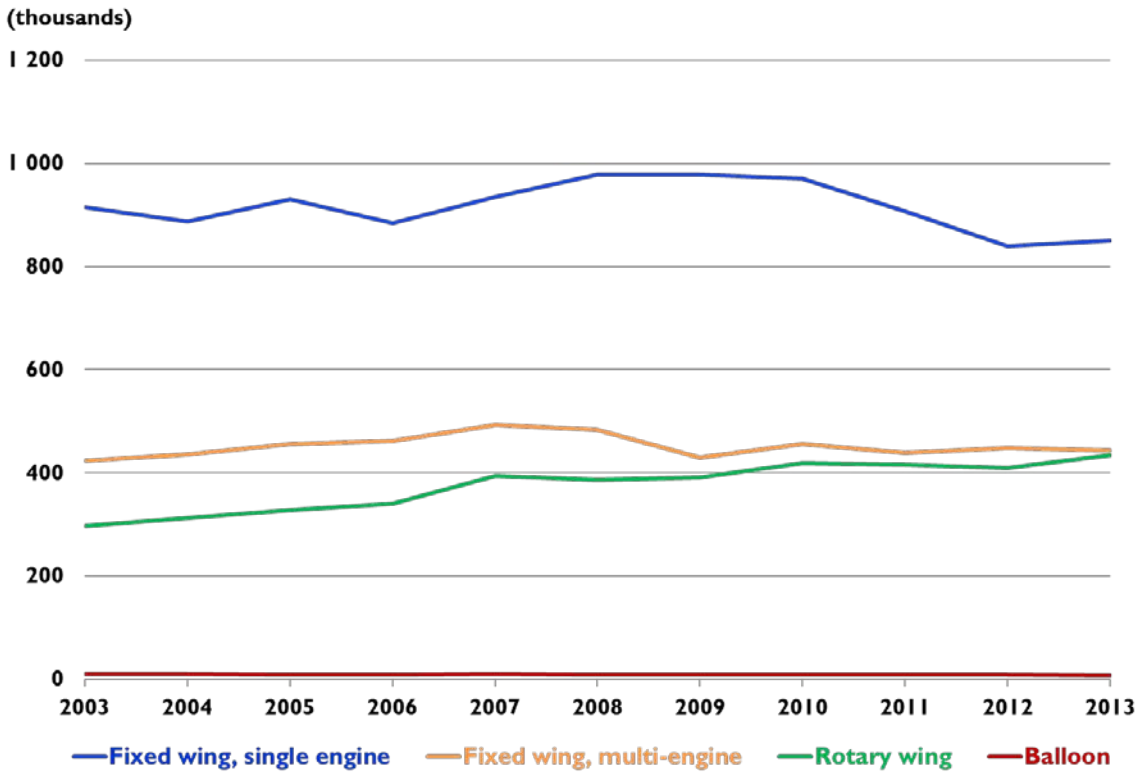
Table A Reasons for nil flying activity (2013)

Reason for nil activity	*Number of aircraft*	*Percentage of reporting inactive aircraft*
Repair / maintenance / restoration	1 273	39.8
Aircraft in storage	474	14.8
Aircraft unserviceable / unairworthy	242	7.6
Aircraft awaiting sale	196	6.1
Amateur-built aircraft not yet completed	139	4.3
Work or other commitments	127	4.0
Owner's health issues / deceased	112	3.5
Lack of business / company ceased operating	95	3.0
Financial reasons	93	2.9
Sold prior to 1 January 2013	64	2.0
New aircraft not flown during the survey period	42	1.3
C of A not yet issued	38	1.2
Aircraft unkown to operator	32	1.0
Operator or owner travelling	32	1.0
All other reasons	241	7.5
Total	3 200	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 12).

Figure 3 General Aviation hours flown, by category of aircraft (2003–2013)



Landings

The total number of landings in General Aviation and Regional Airline Activity reported during the year ending 31 December 2013 was 2.67 million, an increase of 0.3 per cent compared to 2.66 million in 2012 (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 2013 of 31.3 per cent to 268.3 thousand hours from 204.4 thousand hours in 2012.

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 2013 reverses the decrease seen last year.

General Aviation activity

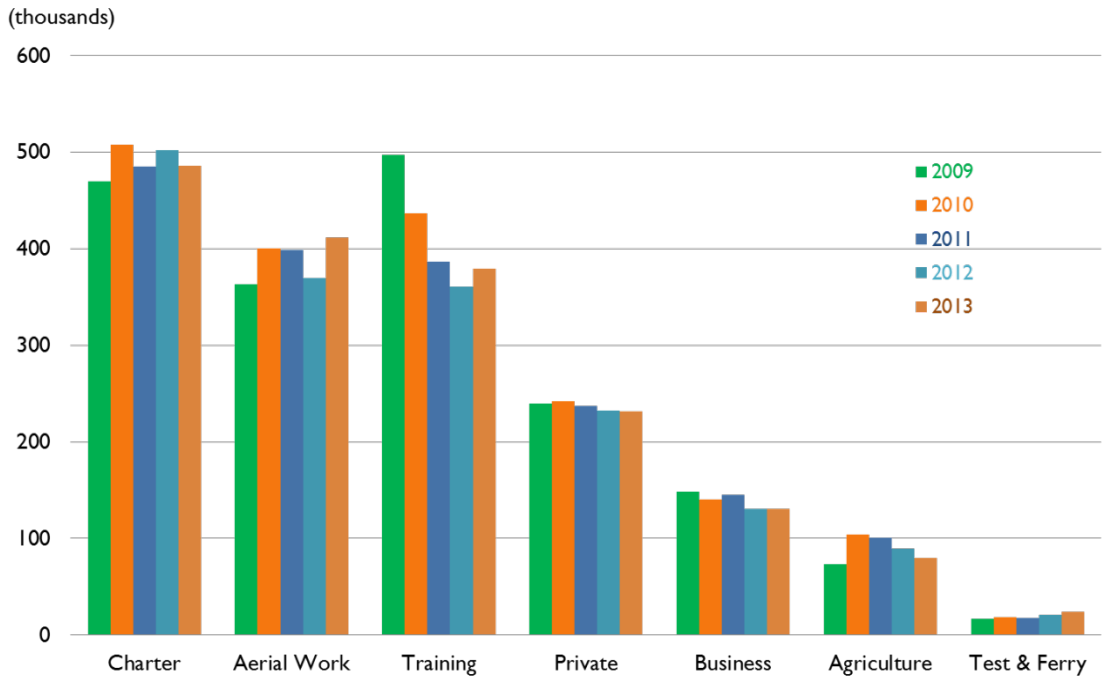
General Aviation activity increased by 2.2 per cent in 2013, in terms of the number of hours flown (see Table 4).

Charter and Aerial Work flying where the two largest activity categories in the General Aviation sector, representing 27.9 per cent and 23.6 per cent respectively of all General Aviation flying hours during 2013. Training accounted for another 21.8 per cent of General Aviation flying. Private and Business flying together represented 20.8 per cent of total General Aviation activity (see Table 4).

General Aviation categories to show an increase in flying activity were: Test and Ferry (up 14.6 per cent), Aerial Work (up 11.4 per cent), Training (up 5.0 per cent), and Business (up 0.3 per cent). Decreases in flying hours were recorded in Agriculture (down 10.4 per cent), Charter (down 3.2 per cent), and Private flying (down 0.6 per cent) (see Table 4).

Figure 4 shows the relative size of each General Aviation category from 2009 to 2013 (see Table 4).

Figure 4 Hours flown in General Aviation by activity (2009–13)



Sport Aviation

Ultralight flying

Information provided by Recreational Aviation Australia (RA-Aus)

In 2013, ultralight aircraft flew a total of 181.1 thousand hours, representing a decrease of 7.3 per cent over 2012 (see Table 35). This decrease in the number of hours flown by ultralight aircraft reverses the increase seen last year.

Queensland undertook the most ultralight flying with 53.0 thousand hours, or 29.3 per cent of the Australian total (see Table 34). NSW accounted for 44.8 thousand hours (24.7 per cent), Victoria recorded 44.0 thousand hours (24.3 per cent), while South Australia recorded 18.4 thousand hours (10.2 per cent).

At the end of December 2013, a total of 3 342 aircraft had current registrations issued by Recreational Aviation Australia, a decrease of 4.8 per cent over 2012 (see Table 36).

Gliding

Information provided by the Gliding Federation of Australia (GFA)

The estimated number of registered gliders in 2013 was 1 196, a decrease of 0.8 per cent compared with December 2012. The estimated total number of reported flying hours decreased by 4.9 per cent to 182.5 thousand hours in the calendar year 2013 compared with 2012 (see Table 37).

Hang gliding

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

The total number of hours flown by hang gliders in 2012–13 was up 11.5 per cent on the previous year to 117.2 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 39.3 per cent of the Australian total. Queensland and Victoria followed with 25.7 per cent and 19.5 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 2012-13 was 280. The total number of estimated hours flown by gyroplanes in 2012-13 decreased by 3.9 per cent to 44.9 thousand hours. Private flying dominated with 86.8 per cent of gyroplane flying with the remaining activity consisting almost entirely of flying training (see Table 40).

Tables

Section A Industry overview

Table 1 Total hours flown, by industry sector (1985–2013)

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	969.0	84.5	..	124.7	28.3	2 852.5
2004	1 645.0	1 090.4	87.1	..	132.0	29.3	2 983.7
2005	1 722.8	1 144.1	92.9	194.7	134.2	32.9	3 321.6
2006	1 695.0	1 156.7	120.2	228.9	103.0	27.9	3 331.6
2007	1 831.8	1 191.6	138.3	343.4	94.5	28.0	3 627.6
2008	1 857.7	1 250.5	156.2	169.9	88.3	30.5	3 553.1
2009	1 807.5	1 241.4	174.3	198.4	96.0	35.6	3 553.2
2010	1 847.7	1 346.7	141.9	228.7	97.9	44.4	3 707.4
2011	1 771.4	1 363.3	150.8	126.9	98.7	48.6	3 559.7
2012	1 704.9	1 392.1	195.2	192.0	105.1	46.8	3 636.1
2013	1 741.8	1 466.9	181.1	182.5	117.2	44.9	3 734.5

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 2005-2010 are for year ended 30 June. Data from 2011 are for calendar year.

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 (2011–13)

Industry sector and flying activity	*2011*		*2012*		*2013*	
	Hours flown (thousands)	*Percentage change over 2010*	*Hours flown (thousands)*	*Percentage change over 2011*	*Hours flown (thousands)*	*Percentage change over 2012*
Airline RPT						
Major Australian airlines						
Domestic operations	739.9	1.9	782.5	5.8	804.5	2.8
International operations	406.7	3.5	405.2	-0.4	394.0	-2.8
Subtotal	*1 146.6*	2.5	*1 187.7*	3.6	*1 198.6*	0.9
Regional airlines	216.7	-5.0	204.4	-5.7	268.3	31.3
Total (Airline RPT)	1 363.3	1.2	1 392.1	2.1	1 466.9	5.4
General Aviation						
Private	237.4	-1.9	232.6	-2.0	231.2	-0.6
Business	144.8	3.4	130.4	-9.9	130.8	0.3
Training	386.8	-11.3	360.9	-6.7	378.9	5.0
Agriculture	100.4	-3.3	89.1	-11.3	79.8	-10.4
Aerial work	398.8	-0.4	369.4	-7.4	411.5	11.4
Test & Ferry	17.9	-1.4	20.8	15.9	23.8	14.6
Charter	485.2	-4.3	501.7	3.4	485.9	-3.2
Total (General Aviation)	1 771.4	-4.1	1 704.9	-3.8	1 741.8	2.2
Sport Aviation						
Ultralight flying	150.8	6.2	195.2	29.5	181.1	-7.3
Gliding [a]	126.9	-44.5	192.0	51.2	182.5	-4.9
Hang Gliding [b]	98.7	0.7	105.1	6.6	117.2	11.5
Gyroplanes	48.9	10.1	46.8	-4.5	44.9	-3.9
Total (Sport Aviation)	425.3	-17.1	539.1	26.7	525.8	-2.5

a For 2009 and 2010 figures are for year ended 30 June.

b For year ended 30 June.

Table 3 Number of aircraft, landings and hours flown, by state or territory, in General Aviation and Regional Airline operations (2013)

State or Territory	Number of aircraft		Number of landings (thousands)	General Aviation		Regional Airline		Total hours flown (thousands)
	Total	Active [a]		No. Active aircraft [a]	Hours flown (thousands)	No. Active aircraft [a]	Hours flown (thousands)	
NSW	3 690	2 711	703.3	2 645	352.6	103	159.6	512.2
Vic	2 740	2 020	464.5	2 014	266.5	10	6.7	273.2
Qld	3 338	2 545	614.5	2 544	447.5	40	16.5	464.0
SA	868	674	193.8	674	141.9	7	3.0	144.9
WA	1 967	1 532	437.8	1 532	348.7	66	57.4	406.0
Tas	209	169	30.5	166	18.8	3	0.3	19.1
NT	634	501	200.5	501	155.9	41	14.5	170.5
ACT	139	106	21.0	97	9.8	9	10.4	20.2
Australia	13 585	10 258	2 666.0	10 173	1 741.8	279	268.3	2 010.1

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 (2003–13)

Year	General Aviation								Regional Airline	Total
	Private	Business	Training	Test & Ferry	Aerial Work	Agriculture	Charter	Sub total		
	(thousand hours)									
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
2011	237.4	144.8	386.8	17.9	398.8	100.4	485.2	*1 771.4*	216.7	1 988.1
2012	232.6	130.4	360.9	20.8	369.4	89.1	501.7	*1 704.9*	204.4	1 909.3
2013	231.2	130.8	378.9	23.8	411.5	79.8	485.9	*1 741.8*	268.3	2 010.1

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 (2008–13)

Aircraft make	*2008*	*2009*	*2010*	*2011*	*2012*	*2013*
Fixed wing, single engine						
Cessna	3 130	3 139	3 173	3 186	3 080	3 328
Piper	1 395	1 383	1 408	1 393	1 358	1 454
Amateur-built	1 037	1 071	1 111	1 176	1 187	1 278
Hawker Beechcraft	335	336	344	351	345	363
De Havilland	313	313	314	306	308	318
Air Tractor	118	123	131	146	140	159
Mooney	151	154	153	152	148	158
Cirrus	81	94	118	126	119	135
Auster	130	131	127	129	129	133
American Champion	82	87	88	93	94	99
Socata	90	91	93	94	93	97
American Air	84	81	81	80	78	80
Victa	78	77	74	75	73	76
Other	1 193	1 221	1 271	1 279	1 291	1 398
Subtotal	*8 217*	*8 301*	*8 486*	*8 586*	*8 443*	*9 076*
Fixed wing, multi-engine						
Hawker Beechcraft	396	407	411	422	401	444
Piper	434	429	431	415	391	442
Cessna	399	405	413	403	374	433
Bombardier	37	46	53	64	65	70
Fokker	43	43	45	47	57	66
Aero Commander	63	60	59	59	54	61
Saab	51	55	52	51	50	58
Fairchild	66	65	63	57	51	56
De Havilland	46	44	46	50	48	48
Partenavia	43	35	41	39	36	42
Other	293	296	318	323	288	333
Subtotal	*1 871*	*1 885*	*1 932*	*1 930*	*1 815*	*2 053*
Rotary wing[a]	1 619	1 703	1 800	1 855	1 817	2 077
Balloons and airships[b]	338	340	346	354	355	379
Total	12 045	12 229	12 564	12 725	12 430	13 585

a See Table 6.

b See Table 7.

Table 6 Number of helicopters, by make, in General Aviation and Regional Airline operations (2008–13)

Helicopter make	*2008*	*2009*	*2010*	*2011*	*2012*	*2013*
Rotary wing, single engine						
Robinson	799	841	895	952	920	1 067
Bell	281	289	301	278	277	322
Aerospatiale/Eurocopter	137	146	166	173	160	183
Amateur-built	80	83	85	92	94	98
Schweizer	37	36	35	37	39	41
Hughes	47	42	37	34	34	34
Agusta	15	15	16	23	21	25
Kawasaki	27	26	24	20	22	23
Enstrom	14	15	15	14	15	17
Other	35	37	36	32	38	40
Subtotal	*1 472*	*1 530*	*1 610*	*1 655*	*1 620*	*1 850*
Rotary wing, multi-engine						
Aerospatiale/Eurocopter	47	58	63	73	66	76
Bell	31	32	35	42	40	44
Agusta	18	25	28	28	33	42
Sikorsky	29	34	35	30	30	31
Kawasaki	21	21	24	21	21	21
Other	1	3	5	6	7	13
Subtotal	*147*	*173*	*190*	*200*	*197*	*227*
Total	1 619	1 703	1 800	1 855	1 817	2 077

Table 7 Number of balloons or airships, by make, in General Aviation operations (2008–13)

Balloon or airship make	*2008*	*2009*	*2010*	*2011*	*2012*	*2013*
Kavanagh	229	232	238	241	243	260
Cameron	45	44	43	45	47	51
Thunder/Colt	38	36	35	36	35	36
Amateur-built	9	10	11	13	12	13
Balloon Works	10	9	9	9	9	9
Other	7	9	10	10	9	10
Total	338	340	346	354	355	379

Table 8 Major Australian RPT airline fleets, by aircraft type at 31 December (2008–13), number of aircraft

Aircraft type [a]	*2008*	*2009*	*2010*	*2011*	*2012*	*2013*
Airbus						
A320	35	40	54	56	62	73
A321	0	6	6	6	6	6
A330	22	24	27	34	34	37
A380	3	6	8	12	13	12
Subtotal	*60*	*76*	*95*	*108*	*115*	*128*
Boeing						
717	11	11	11	11	13	16
737	110	117	118	139	132	138
747	33	33	30	26	24	23
767	29	29	26	26	23	17
777	0	4	5	5	5	5
Subtotal	*183*	*194*	*190*	*207*	*197*	*199*
Embraer						
170	6	6	6	1	0	0
190	12	15	16	18	18	18
Subtotal	*18*	*21*	*22*	*19*	*18*	*18*
Total	261	291	307	334	330	345

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 (2008–13)

State or Territory [a]	*2008*	*2009*	*2010*	*2011*	*2012*	*2013*
			(thousands)			
NSW	702.9	663.8	694.7	642.2	640.1	703.3
Qld	689.4	638.2	766.7	689.7	621.2	614.5
Vic	479.0	473.1	460.1	519.6	427.0	464.5
WA	491.5	446.3	478.7	434.4	434.3	437.8
NT	202.6	191.0	204.8	177.7	213.0	200.5
SA	170.7	177.2	204.4	226.8	279.0	193.8
Tas	46.1	44.3	45.5	33.9	28.0	30.5
ACT	26.1	23.3	22.7	17.7	15.4	21.0
Australia	2 808.4	2 657.4	2 877.4	2 742.0	2 658.1	2 666.0

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

Table 10 Number of landings, by aircraft category, in General Aviation and Regional Airline operations (2008–13)

Category	*2008*	*2009*	*2010*	*2011*	*2012*	*2013*
			(thousands)			
Fixed wing						
Single engine	1 494.2	1 429.7	1 535.9	1 437.2	1 334.8	1 308.4
Multi-engine	722.2	642.1	679.3	670.9	672.7	665.5
Subtotal	*2 216.4*	*2 071.8*	*2 215.2*	*2 108.1*	*2 007.5*	*1 973.9*
Rotary wing						
Single engine	484.4	449.4	525.8	488.0	500.2	547.7
Multi-engine	98.2	126.8	127.9	136.3	141.6	136.3
Subtotal	*582.6*	*576.1*	*653.7*	*624.3*	*641.8*	*684.0*
Balloons and airships	9.5	9.4	8.6	9.6	8.8	8.0
Total	2 808.4	2 657.4	2 877.4	2 742.0	2 658.1	2 666.0

Section D General Aviation hours flown

Table 11 Hours flown, by state or territory, in General Aviation operations (2008–13)

State or Territory [a]	2008	2009	2010	2011	2012	2013
			(thousand hours)			
Qld	456.7	455.9	492.1	479.2	448.6	447.5
NSW	393.8	374.1	382.0	355.7	330.2	352.6
WA	395.0	372.3	393.7	359.4	345.5	348.7
Vic	286.1	278.2	257.1	280.8	258.8	266.5
NT	164.7	165.3	164.6	131.4	138.0	155.9
SA	108.8	114.7	117.8	134.0	156.1	141.9
Tas	31.0	29.1	26.1	20.3	16.5	18.8
ACT	21.6	17.9	14.4	10.6	11.2	9.8
Australia	1 857.7	1 807.5	1 847.7	1 771.4	1 704.9	1 741.8

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 (2013)

State or Territory [a]	Private	Business	Training	Agriculture	Aerial Work	Test	Ferry	Charter	Total
					(thousand hours)				
Qld	65.2	44.4	62.1	21.1	130.2	1.4	5.6	117.6	447.5
NSW	62.9	29.7	103.8	34.4	77.4	1.0	2.0	41.4	352.6
WA	29.7	12.8	66.5	3.5	76.8	1.1	3.8	154.5	348.7
Vic	44.3	21.6	99.3	10.9	37.9	1.3	2.7	48.6	266.5
NT	10.3	9.5	3.1	3.2	46.4	1.9	1.0	80.5	155.9
SA	12.7	10.6	40.9	4.9	37.4	0.2	1.0	34.3	141.9
Tas	2.9	1.8	2.3	1.6	3.0	0.1	0.5	6.6	18.8
ACT	3.3	0.4	0.9	0.2	2.4	0.1	0.2	2.5	9.8
Australia	231.2	130.8	378.9	79.8	411.5	7.0	16.8	485.9	1 741.8

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 (2013)

State or Territory [a]	*Survey & Photography*	*Pipe & Powerline Patrol*	*Mustering*	*Search & Rescue*	*Ambulance*	*Towing*	*Other Aerial Work*	*Total*
				(thousand hours)				
Qld	11.3	7.1	65.0	2.7	24.6	1.2	18.3	130.2
NSW	10.9	4.9	5.2	0.6	24.6	2.1	29.2	77.4
WA	13.3	1.2	24.6	1.0	20.4	0.8	15.5	76.8
NT	4.1	0.1	27.1	0.3	11.1	-	3.7	46.4
Vic	7.3	4.0	1.1	1.2	7.5	1.0	15.8	37.9
SA	1.8	2.2	1.9	0.2	10.7	0.3	20.3	37.4
Tas	0.3	0.9	0.1	-	0.1	-	1.6	3.0
ACT	1.5	-	0.0	0.0	0.9	0.0	-	2.4
Australia	50.4	20.4	124.9	6.0	99.8	5.5	104.4	411.5

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 (2008–13)

Aircraft make	*2008*	*2009*	*2010*	*2011*	*2012*	*2013*
			(thousand hours)			
Fixed wing, single engine						
Cessna	497.2	493.7	461.2	430.5	389.9	401.7
Piper	161.7	154.9	151.5	129.2	120.8	121.1
Pilatus	26.1	31.8	38.9	39.9	42.1	43.7
Air Tractor	29.2	28.4	46.2	50.2	47.7	42.9
Amateur-built	28.5	29.5	30.2	32.0	31.3	31.5
Grob	25.5	29.0	30.4	27.7	21.5	23.4
Gippsland	21.2	21.3	25.7	27.3	21.2	21.8
Pacific Aerospace	22.7	19.0	18.4	20.9	19.0	19.5
Diamond	5.9	5.9	7.7	9.0	10.8	18.9
Hawker Beechcraft	22.7	25.0	25.5	19.1	16.5	18.6
Socata	22.7	22.2	21.0	18.4	24.9	16.5
American Champion	9.5	11.1	11.0	10.3	11.4	11.2
Other	105.4	106.4	102.3	93.2	82.3	81.8
Subtotal	*978.3*	*978.2*	*970.1*	*907.5*	*839.4*	*852.6*
Fixed wing, multi-engine						
Hawker Beechcraft	120.9	118.0	112.2	112.9	120.0	119.6
Cessna	71.5	65.3	65.3	68.0	63.8	67.5
Piper	76.6	68.0	70.2	63.7	54.0	51.6
Fokker	25.0	22.7	37.6	29.1	45.8	38.7
De Havilland	20.2	20.0	23.5	27.3	24.8	22.4
Fairchild	33.2	27.5	24.7	23.0	25.8	20.8
Embraer	19.4	11.6	12.5	13.8	16.8	16.5
British Aerospace	13.8	9.7	13.7	12.1	13.8	16.5
Bombardier	7.6	10.2	11.2	12.6	12.7	13.6
Aero Commander	27.1	21.6	18.0	18.5	15.8	13.4
Britten Norman	11.1	9.3	9.0	8.3	8.6	7.7
Other	56.9	45.1	52.6	49.5	45.6	55.9
Subtotal	*483.5*	*429.2*	*450.7*	*438.8*	*447.6*	*444.3*
Rotary wing[a]	386.7	391.3	418.5	416.3	409.3	437.2
Balloons and airships[b]	9.1	8.8	8.5	8.7	8.5	7.7
Total	1 857.7	1 807.5	1 847.7	1 771.4	1 704.9	1 741.8

a See Table 13.

b See Table 14.

Table 13 Hours flown, by helicopter make, in General Aviation operations (2008–13)

Helicopter make	*2008*	*2009*	*2010*	*2011*	*2012*	*2013*
			(thousand hours)			
Rotary wing, single engine						
Robinson	211.5	204.0	225.4	235.0	219.2	240.2
Bell	54.2	59.4	62.4	58.0	60.9	63.6
Aerospatiale/Eurocopter	36.9	36.9	42.1	42.6	41.0	42.6
Schweizer	8.6	10.6	8.2	9.4	7.5	7.2
Hughes	9.4	7.7	7.0	7.0	6.6	5.8
Agusta	2.4	2.4	2.0	2.0	2.2	2.8
Other	6.8	7.2	5.6	4.1	5.2	6.3
Subtotal	*329.9*	*328.2*	*352.6*	*358.2*	*342.6*	*368.4*
Rotary wing, multi-engine						
Aerospatiale/Eurocopter	19.4	23.5	24.6	21.5	22.0	25.5
Bell	13.9	12.8	11.6	12.7	16.5	13.9
Agusta	5.1	7.7	10.3	7.3	9.5	12.0
Sikorsky	12.2	10.6	12.2	9.5	10.5	8.4
Kawasaki	5.5	7.6	6.0	6.2	6.5	6.8
Other	0.7	0.9	1.2	0.9	1.7	2.2
Subtotal	*56.9*	*63.1*	*65.9*	*58.2*	*66.7*	*68.8*
Total	386.7	391.3	418.5	416.3	409.3	437.2

Table 14 Hours flown, by balloon or airship make, in General Aviation operations (2008–13)

Balloon or airship make	*2008*	*2009*	*2010*	*2011*	*2012*	*2013*
				(thousand hours)		
Kavanagh	8.2	8.2	7.9	7.9	7.8	7.0
Cameron	0.5	0.3	0.3	0.2	0.2	0.2
Amateur-built	0.0	0.0	0.1	0.1	0.1	0.2
Thunder/Colt	0.3	0.1	0.1	0.3	0.2	0.1
Sky	0.0	-	-	0.1	0.1	0.1
Other	0.1	0.2	0.1	0.1	0.1	0.1
Total	9.1	8.8	8.5	8.7	8.5	7.7

Table 15 Hours flown, by aircraft make and flying activity, in General Aviation operations (2013)

Aircraft make	*Private*	*Business*	*Training*	*Agriculture*	*Aerial Work*	*Test*	*Ferry*	*Charter*	*Total*
				(thousand hours)					
Fixed wing, single engine									
Cessna	78.8	41.9	143.6	6.8	40.0	0.6	4.3	85.6	401.7
Piper	31.0	9.4	62.7	3.3	7.1	0.3	0.5	6.9	121.1
Pilatus	0.3	4.3	0.9	0.0	36.1	0.1	0.2	1.7	43.7
Air Tractor	-	0.3	-	35.7	6.8	-	-	0.0	42.9
Amateur-built	27.0	3.5	0.5	0.0	0.1	0.4	-	0.0	31.5
Grob	-	0.0	23.4	0.0	0.0	0.0	0.0	0.0	23.4
Gippsland	0.4	1.2	0.2	1.1	2.6	0.3	0.2	15.9	21.8
Pacific Aerospace	0.9	0.7	14.0	1.8	0.8	-	0.2	1.2	19.5
Diamond	0.7	0.5	17.3	0.0	-	-	-	0.3	18.9
Hawker Beechcraft	8.5	4.9	1.1	0.0	0.9	0.1	0.4	2.7	18.6
Socata	2.0	1.2	13.3	-	-	-	-	0.0	16.5
American Champion	1.5	0.3	4.4	0.0	4.8	-	0.1	0.2	11.2
Cirrus	5.1	4.3	1.3	0.0	-	-	0.1	0.1	10.9
Ayres	-	0.0	0.0	10.3	-	0.0	-	0.0	10.4
Other	24.5	5.3	11.7	5.2	2.9	0.1	0.4	10.4	60.5
Subtotal	*180.7*	*77.8*	*294.2*	*64.2*	*102.2*	*2.0*	*6.5*	*124.9*	*852.6*
Fixed wing, multi-engine									
Hawker Beechcraft	6.4	7.4	14.2	0.0	45.6	0.4	1.0	44.7	119.6
Cessna	2.5	6.8	2.7	0.0	9.5	0.5	0.9	44.6	67.5
Piper	4.5	4.1	12.8	0.0	7.6	0.2	0.3	22.2	51.6
Fokker	0.2	0.0	-	0.0	0.0	0.0	0.3	38.2	38.7
De Havilland	-	-	-	0.0	7.5	0.1	0.0	14.7	22.4
Fairchild	-	0.2	0.1	0.0	0.0	0.1	-	20.4	20.8
British Aerospace	0.1	0.1	-	0.0	0.0	-	0.0	16.3	16.5
Embraer	-	-	2.3	0.0	-	-	0.0	14.1	16.5
Bombardier	0.2	2.3	-	0.0	7.6	-	-	3.5	13.6
Aero Commander	0.5	0.5	-	0.0	0.4	-	0.1	11.8	13.4
Britten Norman	0.0	-	0.1	0.0	0.9	-	0.6	6.0	7.7
Diamond	-	-	6.6	0.0	0.8	0.0	0.0	0.0	7.4
Other	1.8	6.1	3.0	0.0	11.1	0.1	0.7	25.7	48.5
Subtotal	*16.4*	*27.6*	*41.9*	*0.0*	*91.0*	*1.4*	*4.0*	*262.1*	*444.3*
Rotary wing[a]	32.7	25.4	42.7	15.6	218.2	3.6	6.2	92.7	437.2
Balloons and airships[b]	1.3	0.0	0.1	0.0	0.1	0.0	0.0	6.2	7.7
Total	231.2	130.8	378.9	79.8	411.5	7.0	16.8	485.9	1 741.8

a See Table 16.
b See Table 17.

Table 16 Hours flown, by helicopter make and flying activity, in General Aviation operations (2013)

Helicopter make	*Private*	*Business*	*Training*	*Agriculture*	*Aerial Work*	*Test*	*Ferry*	*Charter*	*Total*
					(thousand hours)				
Rotary wing, single engine									
Robinson	26.0	11.8	21.4	7.2	137.4	2.3	3.1	31.0	240.2
Bell	1.9	1.4	9.6	6.4	19.3	0.5	1.2	23.3	63.6
Aerospatiale/Eurocopter	1.2	1.7	0.9	0.7	25.4	0.3	0.8	11.5	42.6
Schweizer	0.3	0.3	2.9	0.5	2.8	-	0.1	0.3	7.2
Hughes	0.2	0.2	0.4	0.2	3.4	-	0.4	1.0	5.8
Agusta	0.2	0.3	0.1	0.3	1.3	-	-	0.6	2.8
Garlick	-	0.0	-	0.0	1.1	-	-	0.0	1.1
Amateur-built	0.7	0.1	0.0	0.1	-	-	0.0	0.0	0.9
Other	0.4	0.1	1.5	0.4	1.3	-	0.1	0.4	4.2
Subtotal	*31.0*	*15.8*	*36.8*	*15.6*	*192.2*	*3.2*	*5.7*	*68.1*	*368.4*
Rotary wing, multi-engine									
Aerospatiale/Eurocopter	0.1	0.8	2.1	0.0	8.3	0.1	-	14.0	25.5
Bell	0.4	2.7	1.5	0.0	8.1	0.2	0.2	1.0	13.9
Agusta	1.0	1.6	1.4	0.0	2.7	-	0.2	5.1	12.0
Sikorsky	0.3	4.1	0.2	0.0	1.1	-	-	2.7	8.4
Kawasaki	0.0	0.4	0.7	0.0	4.5	0.1	-	1.1	6.8
Other	-	-	0.1	0.0	1.4	-	-	0.6	2.2
Sub Total	*1.8*	*9.6*	*5.9*	*0.0*	*26.0*	*0.4*	*0.5*	*24.5*	*68.8*
Total	32.7	25.4	42.7	15.6	218.2	3.6	6.2	92.7	437.2

Table 17 Hours flown, by balloon or airship make and flying activity, in General Aviation operations (2013)

Balloon or airship make	*Private*	*Business*	*Training*	*Agriculture*	*Aerial Work*	*Test*	*Ferry*	*Charter*	*Total*
					(thousand hours)				
Kavanagh	1.0	0.0	0.1	0.0	0.1	0.0	0.0	5.9	7.0
Cameron	0.1	0.0	-	0.0	-	0.0	0.0	0.1	0.2
Amateur-built	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Thunder/Colt	-	0.0	-	0.0	0.0	0.0	0.0	0.1	0.1
Other	-	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.2
Total	1.3	0.0	0.1	0.0	0.1	0.0	0.0	6.2	7.7

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 (2013)

Aircraft make	*Number of aircraft*	*Number of landings (thousands)*	*Hours flown (thousands)*
Fokker	51	31.1	48.3
British Aerospace	16	10.7	16.3
Cessna	76	10.9	12.8
Embraer	11	8.5	10.7
Boeing	9	8.8	9.6
Gates Learjet	20	3.3	6.2
Bombardier	17	2.1	4.9
Airbus	4	1.7	4.5
Gulfstream	10	1.5	3.6
Hawker Beechcraft	16	1.9	2.7
Dassault	8	1.3	2.0
Israel Aircraft	9	0.8	1.5
Other	69	1.4	2.0
Total	316	84.2	125.2

Table 19 Hours flown, by jet aircraft make and flying activity, in General Aviation and Regional Airline operations (2013)

Aircraft make	*Private*	*Business*	*Training*	*Agriculture*	*Aerial Work*	*Test*	*Ferry*	*Charter*	*Regional Airline*	*Total*
					(thousand hours)					
Fokker	0.2	0.0	-	0.0	0.0	0.0	0.3	34.1	13.8	48.3
British Aerospace	0.1	0.1	-	0.0	0.0	-	0.0	16.2	0.0	16.3
Cessna	0.6	3.2	1.5	0.0	1.4	-	0.1	6.0	0.0	12.8
Embraer	-	0.0	2.3	0.0	0.0	0.0	0.0	3.5	4.8	10.7
Boeing	0.0	1.5	0.0	0.0	0.0	0.0	-	0.2	7.8	9.6
Gates Learjet	-	-	0.1	0.0	3.5	-	0.1	2.5	0.0	6.2
Bombardier	0.2	2.3	-	0.0	0.5	-	-	1.9	0.0	4.9
Airbus	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.9	4.5
Gulfstream	0.1	2.2	0.1	0.0	0.4	0.0	-	0.8	0.0	3.6
Hawker Beechcraft	0.3	0.5	0.1	0.0	1.2	-	-	0.6	0.0	2.7
Dassault	0.1	0.7	-	0.0	0.4	0.0	-	0.7	0.0	2.0
Israel Aircraft	-	0.0	-	0.0	0.0	0.0	0.0	1.5	0.0	1.5
Other	0.2	0.2	0.1	0.0	-	-	-	1.5	0.0	2.0
Total	1.8	10.7	4.1	0.0	7.4	0.1	0.5	73.3	27.3	125.2

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 (2013)

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)*					
De Havilland	5	5.2	-	0.0	0.1	0.0	-	-	0.0	2.0	0.0	2.2
Cessna	4	2.6	-	0.0	-	0.0	0.0	0.0	-	1.3	0.0	1.4
Grumman	8	1.7	0.0	0.9	0.1	0.0	-	0.0	0.0	0.4	0.0	1.3
Consolidated	21	1.1	0.6	-	-	0.0	0.0	-	-	0.0	0.0	0.7
Searey	22	0.6	0.4	0.0	-	0.0	0.0	-	-	0.0	0.0	0.5
Other	14	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total	74	11.5	1.2	0.9	0.2	0.0	-	-	-	3.7	0.0	6.2

a Fixed-wing aircraft only.

b Hours may be 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 (2013)

Aircraft make	*Number of aircraft*	*Number of landings (thousands)*	*Hours flown*									
			Private	*Business*	*Training*	*Agriculture*	*Aerial Work (thousands)*	*Test*	*Ferry*	*Charter*	*Regional Airline*	*Total*
Fixed wing, single engine												
Cessna	1 708	236.8	78.8	12.8	59.1	0.9	6.6	0.2	1.5	10.4	0.0	170.3
Piper	801	83.5	31.0	4.2	23.7	0.0	1.3	0.2	0.3	1.1	-	61.7
Amateur-built	794	36.5	27.0	1.9	0.4	0.0	-	0.2	-	0.0	0.0	29.6
Hawker Beechcraft	220	13.8	8.5	1.9	1.0	0.0	0.1	-	0.1	0.9	0.0	12.5
Cirrus	100	8.0	5.1	1.9	0.8	0.0	-	-	-	0.1	0.0	7.9
Mooney	113	7.3	5.0	1.1	2.0	0.0	0.0	-	-	0.2	0.0	8.3
De Havilland	159	7.1	2.6	0.1	0.2	0.0	-	-	-	1.6	0.0	4.6
Socata	52	2.5	2.0	0.5	0.2	-	0.0	-	-	0.0	0.0	2.6
American Champion	50	5.5	1.5	0.2	1.3	0.0	0.1	-	-	0.1	0.0	3.2
American Air	58	2.5	1.5	0.2	0.2	0.0	0.0	-	-	-	0.0	2.0
Avtech	23	1.1	1.2	-	0.1	0.0	0.0	-	-	0.0	0.0	1.3
Maule	31	1.3	1.2	0.0	-	0.0	-	-	-	0.0	0.0	1.2
Victa	43	1.6	1.0	-	-	0.0	0.0	0.0	-	0.0	0.0	1.1
Auster	49	1.6	0.9	0.0	-	0.0	-	-	-	0.0	0.0	0.9
Pacific Aerospace	7	3.6	0.9	0.0	0.3	0.0	0.3	0.0	0.1	0.0	0.0	1.6
Yakovlev	46	1.7	0.9	0.1	-	0.0	0.1	-	-	0.0	0.0	1.1
Diamond	14	0.7	0.7	-	-	0.0	0.0	-	-	0.0	0.0	0.8
Consolidated	13	1.2	0.7	-	-	0.0	0.0	0.0	-	0.0	0.0	0.7
Rockwell	22	1.5	0.6	0.3	0.3	0.0	0.0	-	-	0.0	0.0	1.1
North American	33	0.8	0.6	0.0	0.1	0.0	-	-	0.0	0.0	0.0	0.6
Other	347	24.1	9.3	1.6	2.5	-	1.3	0.1	0.1	1.4	0.0	16.4
Subtotal	*4 683*	*442.6*	*180.7*	*26.7*	*92.3*	*1.0*	*10.0*	*0.8*	*2.3*	*15.8*	*-*	*329.5*
Fixed wing, multi-engine												
Hawker Beechcraft	110	15.6	6.4	1.5	2.9	0.0	0.7	0.1	0.1	3.1	0.0	14.8
Piper	134	15.7	4.5	1.2	4.3	0.0	0.6	-	0.1	3.2	0.0	13.8
Cessna	95	7.4	2.5	1.4	0.4	0.0	1.1	0.1	-	2.0	0.0	7.6
Vulcanair	5	0.9	0.6	-	0.1	0.0	0.3	-	-	0.1	0.0	1.1
Other	102	24.7	2.4	1.0	1.4	0.0	0.6	0.1	0.4	21.6	4.5	32.1
Subtotal	*446*	*64.2*	*16.4*	*5.2*	*9.2*	*0.0*	*3.3*	*0.2*	*0.6*	*30.0*	*4.5*	*69.4*
Total	5 129	506.8	197.1	31.9	101.4	1.0	13.2	1.0	2.9	45.8	4.5	398.9

Table 21(a) Number of helicopters, landings and hours flown, by make and flying activity, for helicopters performing any Private flying (2013)

Helicopter make	*Number of aircraft*	*Number of landings (thousands)*	*Hours flown*									
			Private	*Business*	*Training*	*Agriculture*	*Aerial Work (thousands)*	*Test*	*Ferry*	*Charter*	*Regional Airline*	*Total*
Robinson	373	102.4	26.0	3.3	6.2	1.9	28.6	0.4	1.4	8.1	0.0	75.9
Bell	72	11.6	2.2	0.5	0.7	0.3	4.2	0.1	0.2	1.6	0.0	9.7
Aerospatiale/Eurocopter	57	19.6	1.3	0.4	0.4	0.1	7.5	0.1	0.2	3.2	0.0	13.2
Agusta	17	2.4	1.2	0.1	-	0.0	-	-	-	0.1	0.0	1.5
Amateur-built	37	1.4	0.7	0.1	0.0	0.1	-	-	0.0	0.0	0.0	0.9
Hughes	7	0.5	0.2	-	0.1	-	0.0	0.0	-	0.1	0.0	0.3
Kawasaki	3	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.2
Other	27	4.4	0.9	0.2	1.4	0.0	1.4	-	0.1	-	0.0	4.1
Total	593	142.3	32.7	4.6	8.9	2.4	41.7	0.5	1.8	13.1	0.0	105.8

Table 21(b) Number of balloons, landings and hours flown, by make and flying activity, for balloons performing any Private flying (2013)

Balloon make	*Number of aircraft*	*Number of landings (thousands)*	*Hours flown*									
			Private	*Business*	*Training*	*Agriculture*	*Aerial Work (thousands)*	*Test*	*Ferry*	*Charter*	*Regional Airline*	*Total*
Kavanagh	54	1.1	1.0	0.0	-	0.0	-	0.0	0.0	0.1	0.0	1.2
Amateur-built	10	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Cameron	7	0.1	0.1	0.0	-	0.0	-	0.0	0.0	-	0.0	0.1
Thunder/Colt	3	0.1	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
Other	3	-	-	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	-
Total	77	1.5	1.3	0.0	-	0.0	-	0.0	0.0	0.2	0.0	1.5

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 (2013)

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	568	67.9	6.9	41.9	4.0	0.5	4.3	0.1	0.7	2.9	0.0	61.2
Piper	177	17.4	2.9	9.4	2.3	0.0	0.5	-	0.1	-	0.0	15.3
Hawker Beechcraft	91	5.9	1.1	4.9	0.1	0.0	0.0	-	-	-	0.0	6.2
Cirrus	53	5.2	0.9	4.3	0.3	0.0	0.0	-	-	-	0.0	5.6
Pilatus	15	4.4	0.1	4.3	0.1	0.0	-	-	-	0.1	0.0	4.7
Amateur-built	76	5.1	1.3	3.5	0.1	0.0	0.0	-	-	0.0	0.0	4.9
Mooney	33	2.0	0.6	1.7	-	0.0	-	-	-	-	0.0	2.4
Socata	19	1.7	0.5	1.2	-	0.0	-	-	-	0.0	0.0	1.7
Gippsland	6	2.0	0.1	1.2	-	0.0	0.0	0.0	0.0	0.2	0.0	1.5
Yakovlev	9	1.3	0.1	0.9	-	0.0	-	-	-	0.0	0.0	1.1
Diamond	5	0.8	-	0.5	0.1	0.0	0.0	-	-	0.0	0.0	0.7
Rockwell	10	0.7	0.1	0.3	-	0.0	0.0	-	-	0.0	0.0	0.5
American Champion	8	1.1	0.2	0.3	0.2	0.0	0.0	0.0	-	0.0	0.0	0.7
Lancair	3	0.2	-	0.2	-	0.0	0.0	0.0	0.0	0.0	0.0	0.3
De Havilland	6	0.4	-	0.2	-	0.0	0.0	-	-	0.0	0.0	0.3
American Air	8	0.4	0.1	0.2	-	0.0	0.0	-	-	0.0	0.0	0.4
Other	59	4.8	0.4	2.6	0.1	0.0	-	-	-	0.5	0.0	3.7
Subtotal	*1 146*	*121.4*	*15.5*	*77.8*	*7.6*	*0.5*	*4.9*	*0.3*	*0.9*	*3.7*	*0.0*	*111.1*
Fixed wing, multi-engine												
Hawker Beechcraft	77	10.1	0.7	7.4	0.3	0.0	0.3	-	-	1.8	0.0	10.6
Cessna	76	11.0	0.5	6.8	0.2	0.0	-	-	-	3.3	0.0	10.9
Piper	69	7.7	0.5	4.1	0.2	0.0	0.3	-	-	1.9	0.0	7.1
Bombardier	10	1.4	0.2	2.3	-	0.0	0.1	-	-	0.4	0.0	3.0
Gulfstream	6	1.3	0.0	2.2	0.1	0.0	0.4	0.0	0.0	0.0	0.0	2.8
Grumman	6	1.4	0.0	0.9	0.1	0.0	-	0.0	0.0	0.4	0.0	1.4
Dassault	5	1.0	0.1	0.7	-	0.0	0.1	0.0	-	0.4	0.0	1.4
Aero Commander	13	1.7	-	0.5	0.0	0.0	0.1	0.0	0.0	1.0	0.0	1.6
Partenavia	5	0.5	-	0.3	-	0.0	0.0	-	-	0.2	0.0	0.5
Other	25	3.9	0.1	2.3	0.1	0.0	1.9	-	-	1.4	0.0	5.8
Subtotal	*292*	*40.1*	*2.2*	*27.6*	*1.0*	*0.0*	*3.2*	*0.1*	*0.2*	*10.9*	*0.0*	*45.1*
Total	1 438	161.5	17.7	105.3	8.6	0.5	8.1	0.4	1.1	14.6	0.0	156.2

Table 22(a) Number of helicopters, landings and hours flown, by make and flying activity, for helicopters performing any Business flying (2013)

Helicopter make	*Number of aircraft*	*Number of landings (thousands)*	*Hours flown*									
			Private	*Business*	*Training*	*Agriculture*	*Aerial Work (thousands)*	*Test*	*Ferry*	*Charter*	*Regional Airline*	*Total*
Rotary wing, single engine												
Robinson	205	41.5	2.3	11.8	0.9	0.2	16.6	0.1	0.4	6.1	0.0	38.4
Aerospatiale/Eurocopter	35	7.5	0.4	1.7	0.1	0.2	2.3	-	0.1	1.0	0.0	5.7
Bell	39	8.6	0.2	1.4	0.2	0.6	2.9	-	0.1	1.6	0.0	7.0
Schweizer	12	2.2	0.1	0.3	0.2	0.0	1.3	-	0.1	0.3	0.0	2.2
Agusta	5	0.6	0.0	0.3	0.0	0.1	0.2	-	0.0	0.1	0.0	0.7
Hughes	4	1.3	-	0.2	0.3	0.0	0.3	-	-	0.1	0.0	0.9
Other	7	0.6	0.1	0.2	0.1	0.1	-	-	0.0	-	0.0	0.4
Subtotal	*307*	*62.3*	*3.1*	*15.8*	*1.9*	*1.1*	*23.5*	*0.2*	*0.6*	*9.0*	*0.0*	*55.3*
Rotary wing, multi-engine												
Sikorsky	7	21.7	0.0	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.1
Bell	7	4.8	0.2	2.7	0.6	0.0	1.1	-	0.1	0.0	0.0	4.7
Agusta	8	5.9	-	1.6	0.3	0.0	0.5	0.0	0.1	0.3	0.0	2.9
Aerospatiale/Eurocopter	5	2.2	0.0	0.8	0.1	0.0	0.5	-	-	0.4	0.0	1.8
Other	2	1.2	0.0	0.5	-	0.0	0.2	-	0.0	0.1	0.0	0.8
Subtotal	*29*	*35.9*	*0.2*	*9.6*	*1.1*	*0.0*	*2.3*	*0.1*	*0.2*	*0.8*	*0.0*	*14.3*
Total	336	98.2	3.3	25.4	3.0	1.1	25.8	0.3	0.8	9.8	0.0	69.6

Aircraft performing any Training flying

Table 23 Number of fixed wing aircraft, landings and hours flown, by make and flying activity, for aircraft performing any Training flying (2013)

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	743	312.1	14.0	5.0	143.6	0.1	8.7	0.4	1.5	33.1	7.8	214.2
Piper	353	129.3	7.2	1.9	62.7	0.2	0.5	0.2	0.2	4.4	-	77.3
Grob	43	62.2	0.0	0.0	23.4	0.0	0.0	0.0	0.0	0.0	0.0	23.4
Diamond	41	35.9	0.1	0.1	17.3	0.0	-	-	-	0.3	0.0	17.8
Pacific Aerospace	30	33.7	-	0.0	14.0	0.0	0.0	0.0	-	0.7	0.0	14.7
Socata	34	35.5	0.3	0.2	13.3	0.0	-	-	-	0.0	0.0	13.9
American Champion	33	10.7	0.6	0.1	4.4	0.0	0.0	-	-	0.2	0.0	5.3
Mooney	25	3.3	0.9	0.5	2.2	0.0	0.0	-	-	0.2	0.0	3.8
Aquila	3	2.9	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	1.6
Evektor Aerotechnik	6	5.1	0.1	0.0	1.4	0.0	0.0	0.0	-	0.0	0.0	1.5
Cirrus	28	4.2	1.1	0.9	1.3	0.0	0.0	-	-	0.1	0.0	3.4
Hawker Beechcraft	50	4.9	1.5	0.9	1.1	0.0	-	-	0.1	0.5	0.0	4.2
Pilatus	41	36.7	-	2.9	0.9	0.0	34.1	0.1	0.2	1.7	0.0	39.9
Alpha	3	1.1	0.1	0.0	0.8	0.0	0.0	0.0	0.0	0.7	0.0	1.6
Robin	5	1.6	0.2	0.0	0.7	0.0	0.0	0.0	0.0	0.2	0.0	1.0
American Air	11	1.2	0.2	-	0.6	0.0	-	-	0.0	0.0	0.0	0.8
Other	170	28.5	3.5	2.2	5.1	0.5	1.0	0.3	0.2	6.1	0.0	18.8
Subtotal	*1 619*	*709.0*	*29.9*	*14.6*	*294.2*	*0.7*	*44.3*	*1.1*	*2.3*	*48.1*	*7.8*	*443.2*
Fixed wing, multi-engine												
Hawker Beechcraft	173	77.3	3.1	2.0	14.2	0.0	30.6	0.4	0.9	24.5	0.1	75.7
Piper	122	28.3	1.2	1.4	12.8	0.0	0.4	0.1	0.2	8.8	1.0	25.8
Diamond	10	11.2	-	0.0	6.6	0.0	0.0	0.0	0.0	0.0	0.0	6.6
Cessna	134	36.7	0.7	1.8	2.7	0.0	4.4	0.4	0.7	23.2	4.2	38.0
Embraer	9	6.2	0.0	0.0	2.3	0.0	-	-	0.0	5.0	1.4	8.8
Dornier	7	3.3	0.0	0.0	1.0	0.0	0.8	0.0	0.2	1.7	0.0	3.6
Partenavia	21	2.2	0.3	0.2	1.0	0.0	0.3	-	-	0.6	0.0	2.5
Vulcanair	4	1.0	-	-	0.1	0.0	0.9	-	0.3	0.1	0.0	1.5
Britten Norman	12	8.7	0.0	0.0	0.1	0.0	0.2	-	0.5	3.4	1.2	5.4
Gulfstream	4	0.9	0.0	0.6	0.1	0.0	0.1	0.0	-	0.4	0.0	1.2
Gates Learjet	10	1.6	-	0.0	0.1	0.0	1.6	-	0.1	1.1	0.0	2.8
Fairchild	14	6.6	0.0	0.0	0.1	0.0	0.0	0.1	0.0	4.7	1.2	6.0
Other	46	19.3	0.4	1.7	0.8	0.0	0.1	0.1	0.2	15.4	5.3	24.0
Subtotal	*566*	*203.3*	*5.8*	*7.7*	*41.9*	*0.0*	*39.5*	*1.1*	*2.9*	*88.9*	*14.4*	*202.0*
Total	2 185	912.3	35.6	22.3	336.1	0.7	83.8	2.2	5.2	137.0	22.2	645.2

Table 23(a) Number of helicopters, landings and hours flown, by make and flying activity, for helicopters performing any Training flying (2013)

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	228	120.2	3.3	1.2	21.4	1.5	20.8	0.6	1.2	14.4	0.0	64.5
Bell	103	55.1	0.5	0.3	9.6	1.0	7.7	0.4	0.7	10.8	0.0	31.1
Schweizer	13	5.4	-	0.1	2.9	0.0	0.3	-	-	-	0.0	3.5
Aerospatiale/Eurocopter	73	43.2	0.4	0.7	0.9	0.3	11.5	0.2	0.4	7.0	0.0	21.5
Hughes	4	7.3	-	-	0.4	0.0	-	-	-	0.9	0.0	1.4
Other	19	3.9	-	0.1	1.6	0.3	1.0	-	-	0.3	0.0	3.3
Subtotal	*440*	*235.1*	*4.3*	*2.4*	*36.8*	*3.1*	*41.4*	*1.3*	*2.4*	*33.5*	*0.0*	*125.2*
Rotary wing, multi-engine												
Aerospatiale/Eurocopter	47	26.8	0.1	0.7	2.1	0.0	6.3	0.1	-	8.6	0.0	17.9
Bell	33	18.5	0.2	2.7	1.5	0.0	6.5	0.2	0.2	0.9	0.0	12.2
Agusta	24	22.6	0.5	1.4	1.4	0.0	2.3	-	0.1	3.7	0.0	9.5
Kawasaki	13	8.3	0.0	0.4	0.7	0.0	3.0	0.1	-	0.1	0.0	4.3
Other	14	4.3	0.3	0.0	0.2	0.0	1.9	-	-	0.7	0.0	3.2
Subtotal	*131*	*80.6*	*1.1*	*5.1*	*5.9*	*0.0*	*20.0*	*0.4*	*0.4*	*14.1*	*0.0*	*47.0*
Total	571	315.7	5.3	7.6	42.7	3.1	61.4	1.7	2.9	47.5	0.0	172.2

Table 23(b) Number of balloons, landings and hours flown, by make and flying activity, for balloons performing any Training flying (2013)

Balloon make	*Number of aircraft*	*Number of landings*	*Hours flown*									
			Private	*Business*	*Training*	*Agriculture*	*Aerial*	*Test*	*Ferry*	*Charter*	*Regional*	*Total*
		(thousands)					*(thousands)*					
Kavanagh	10	0.7	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.6	0.0	0.7
Other	2	-	-	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	-
Total	12	0.7	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.6	0.0	0.7

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 (2013)

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	118	81.9	0.0	0.0	-	35.7	1.9	-	-	0.0	0.0	37.7
Ayres	44	22.2	0.0	0.0	0.0	10.3	-	0.0	-	0.0	0.0	10.4
Cessna	70	15.7	0.2	0.6	0.1	6.8	1.1	-	-	-	0.0	8.9
Piper	26	7.9	0.0	0.0	-	3.3	0.0	-	-	0.0	0.0	3.3
Pacific Aerospace	4	17.8	0.0	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	1.8
PZL	17	3.4	0.0	0.0	0.0	1.7	0.0	0.0	-	0.0	0.0	1.7
Gippsland	6	3.8	0.0	0.0	-	1.1	0.0	0.0	-	0.0	0.0	1.1
Grumman	5	2.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0
Air Parts	7	6.1	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.9
Rockwell	6	1.3	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.6
Other	15	3.8	-	0.0	0.0	1.0	0.0	0.0	-	0.0	0.0	1.1
Total	312	164.5	0.3	0.6	0.1	64.2	3.0	0.0	0.1	0.0	0.0	68.4

Table 24(a) Number of helicopters, landings and hours flown, by make and flying activity, for helicopters performing any Agriculture flying (2013)

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	50	26.4	0.8	0.3	0.2	7.2	3.6	0.2	0.2	1.4	0.0	13.9
Bell	32	23.2	-	0.5	0.1	6.4	2.6	-	0.3	0.2	0.0	10.2
Aerospatiale/Eurocopter	7	4.2	-	0.2	-	0.7	2.2	-	-	-	0.0	3.2
Other	12	4.2	-	-	-	1.3	0.5	-	0.0	-	0.0	1.9
Total	101	57.9	0.9	1.1	0.3	15.6	8.8	0.2	0.5	1.7	0.0	29.1

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 (2013)

Aircraft make	*Number of aircraft*	*Number of landings (thousands)*	*Hours flown*									
			Private	*Business*	*Training*	*Agriculture*	*Aerial Work (thousands)*	*Test*	*Ferry*	*Charter*	*Regional Airline*	*Total*
Fixed wing, single engine												
Cessna	305	74.7	5.3	4.8	18.2	1.0	40.0	0.2	1.9	5.2	0.0	76.6
Pilatus	38	36.9	0.0	1.7	0.8	0.0	36.1	0.1	0.2	1.3	0.0	40.3
Piper	77	35.8	1.0	0.4	1.1	0.0	7.1	-	0.1	0.2	-	9.9
Air Tractor	54	20.7	-	0.0	0.0	6.1	6.8	0.0	-	0.0	0.0	13.0
American Champion	18	4.1	-	0.0	0.0	0.0	4.8	0.0	-	0.0	0.0	4.9
Gippsland	9	3.7	-	0.0	-	0.0	2.6	-	0.1	1.3	0.0	4.1
Hawker Beechcraft	8	1.4	0.1	0.0	-	0.0	0.9	-	0.3	0.8	0.0	2.0
Pacific Aerospace	4	0.4	-	0.0	0.0	0.0	0.8	-	0.1	0.0	0.0	0.9
IMCO	6	3.5	0.0	0.0	0.0	0.0	0.5	0.0	-	0.0	0.0	0.5
Other	53	8.2	0.4	0.9	0.7	0.2	2.5	-	0.1	1.2	0.0	6.0
Subtotal	*572*	*189.4*	*6.9*	*7.8*	*20.9*	*7.4*	*102.2*	*0.3*	*2.7*	*9.9*	*-*	*158.2*
Fixed wing, multi-engine												
Hawker Beechcraft	70	55.2	0.2	0.5	1.3	0.0	45.6	-	0.4	2.9	0.0	50.9
Cessna	50	8.2	0.1	0.4	0.3	0.0	9.5	0.2	0.6	2.7	0.0	13.8
Bombardier	8	2.0	0.0	0.3	-	0.0	7.6	0.0	-	0.5	0.0	8.4
Piper	32	6.9	0.1	0.3	0.1	0.0	7.6	-	-	1.0	0.0	9.3
De Havilland	6	1.5	0.0	0.0	0.0	0.0	7.5	0.0	0.0	0.0	0.0	7.5
Gates Learjet	6	1.9	-	-	0.1	0.0	3.5	-	0.1	0.0	0.0	3.6
Reims	5	1.2	0.0	0.0	0.0	0.0	2.9	0.0	0.0	0.0	0.0	2.9
Vulcanair	3	0.9	-	0.0	0.1	0.0	0.9	-	0.3	0.1	0.0	1.4
Britten Norman	4	0.7	0.0	0.0	-	0.0	0.9	0.0	-	0.0	0.0	0.9
Dornier	6	2.1	0.0	0.0	1.0	0.0	0.9	0.0	0.1	0.8	0.0	2.7
Other	28	7.5	0.2	1.4	0.4	0.0	4.0	-	0.1	2.3	0.0	8.4
Subtotal	*218*	*88.0*	*0.6*	*2.9*	*3.3*	*0.0*	*91.0*	*0.2*	*1.6*	*10.3*	*0.0*	*109.9*
Total	790	277.4	7.6	10.7	24.1	7.4	193.2	0.5	4.4	20.2	-	268.1

Table 25(a) Number of helicopters, landings and hours flown, by make and flying activity, for helicopters performing any Aerial Work flying (2013)

Helicopter make	*Number of aircraft*	*Number of landings (thousands)*	*Hours flown*									
			Private	*Business*	*Training*	*Agriculture*	*Aerial Work (thousands)*	*Test*	*Ferry*	*Charter*	*Regional Airline*	*Total*
Rotary wing, single engine												
Robinson	521	235.1	5.0	3.2	6.9	3.8	137.4	2.0	2.6	17.1	0.0	178.1
Aerospatiale/Eurocopter	108	51.5	0.4	0.5	0.8	0.5	25.4	0.3	0.7	7.3	0.0	35.8
Bell	143	70.9	0.3	0.4	1.3	4.2	19.3	0.4	1.0	12.1	0.0	39.0
Hughes	11	4.3	0.0	0.2	0.3	0.1	3.4	-	0.4	0.1	0.0	4.6
Schweizer	16	4.7	0.1	0.1	0.8	0.2	2.8	-	0.1	0.3	0.0	4.3
Agusta	11	6.4	-	-	0.1	0.1	1.3	-	-	0.6	0.0	2.2
Other	15	2.7	-	-	0.7	0.1	2.5	-	-	0.0	0.0	3.4
Subtotal	*825*	*375.5*	*5.8*	*4.5*	*10.9*	*9.0*	*192.2*	*2.7*	*4.8*	*37.5*	*0.0*	*267.4*
Rotary wing, multi-engine												
Aerospatiale/Eurocopter	29	16.8	0.1	0.7	1.1	0.0	8.3	0.1	-	0.7	0.0	11.1
Bell	32	19.2	0.0	2.5	1.3	0.0	8.1	0.1	0.2	0.1	0.0	12.2
Kawasaki	18	9.4	0.0	0.4	0.7	0.0	4.5	0.1	-	0.1	0.0	5.7
Agusta	16	13.2	-	1.5	0.7	0.0	2.7	-	0.1	0.8	0.0	5.8
Sikorsky	7	2.2	0.0	0.0	0.1	0.0	1.1	-	-	-	0.0	1.2
Other	5	2.6	0.0	-	0.1	0.0	1.4	-	-	0.3	0.0	1.8
Subtotal	*107*	*63.4*	*0.1*	*5.0*	*3.9*	*0.0*	*26.0*	*0.3*	*0.5*	*1.9*	*0.0*	*37.8*
Total	932	438.9	5.9	9.5	14.8	9.0	218.2	3.0	5.3	39.4	0.0	305.2

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 (2013)

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	373	184.7	4.5	2.2	29.7	-	3.3	0.2	1.3	85.6	7.8	134.5
Gippsland	38	22.9	0.1	0.1	0.1	0.0	0.1	0.2	0.1	15.9	0.0	16.6
Piper	57	22.2	1.9	0.1	7.7	0.0	0.3	-	0.1	6.9	-	17.0
De Havilland	36	15.5	-	0.0	0.2	0.0	-	-	0.1	6.3	0.0	6.7
Hawker Beechcraft	18	4.1	0.3	0.1	0.1	0.0	0.3	-	0.1	2.7	0.0	3.7
Pilatus	11	4.5	-	0.9	0.1	0.0	2.1	-	0.1	1.7	0.0	4.9
Other	55	18.7	0.7	0.2	4.8	0.0	-	-	-	5.8	0.0	11.5
Subtotal	*588*	*272.6*	*7.5*	*3.6*	*42.8*	*0.0*	*6.1*	*0.4*	*1.7*	*124.9*	*7.8*	*194.9*
Fixed wing, multi-engine												
Hawker Beechcraft	175	60.9	0.7	1.0	2.5	0.0	10.3	0.3	0.7	44.7	0.1	60.3
Cessna	200	54.7	0.8	2.0	1.1	0.0	2.7	0.3	0.3	44.6	4.2	56.1
Fokker	59	45.1	0.2	0.0	-	0.0	0.0	0.0	0.3	38.2	29.5	68.2
Piper	136	27.8	0.4	0.5	2.4	0.0	0.3	0.1	0.2	22.2	1.0	27.1
Fairchild	34	25.0	0.0	0.0	0.1	0.0	0.0	0.1	-	20.4	1.2	21.8
British Aerospace	16	10.9	0.1	0.1	-	0.0	0.0	-	0.0	16.3	0.0	16.5
De Havilland	23	23.2	-	-	-	0.0	0.0	0.1	0.0	14.7	8.0	22.9
Embraer	31	21.5	-	-	0.1	0.0	-	-	0.0	14.1	9.4	23.6
Aero Commander	32	19.4	0.0	0.1	-	0.0	0.4	-	0.1	11.8	0.0	12.5
Britten Norman	21	12.0	0.0	-	0.1	0.0	0.0	-	0.6	6.0	1.2	7.9
Saab	48	56.7	0.0	0.0	0.1	0.0	0.0	-	0.1	4.1	45.4	49.6
Airbus	4	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.9	4.5
Bombardier	9	2.4	0.1	0.7	-	0.0	0.1	-	-	3.5	0.6	5.0
ATR	15	23.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.3	26.4	29.6
Gates Learjet	9	1.3	0.0	0.0	-	0.0	0.0	-	0.0	2.5	0.0	2.6
Dornier	3	3.2	0.0	0.0	-	0.0	0.1	0.0	0.1	2.5	0.0	2.6
Israel Aircraft	7	0.8	0.0	0.0	-	0.0	0.0	0.0	0.0	1.5	0.0	1.5
Other	55	9.9	0.4	2.9	1.1	0.0	0.5	-	0.1	8.2	0.0	13.3
Subtotal	*877*	*400.5*	*2.8*	*7.3*	*7.5*	*0.0*	*14.4*	*1.0*	*2.5*	*262.1*	*127.8*	*425.6*
Total	1 465	673.1	10.3	10.9	50.3	0.0	20.6	1.4	4.3	387.0	135.7	620.5

Table 26(a) Number of helicopters, landings and hours flown, by make and flying activity, for helicopters performing any Charter flying (2013)

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	292	128.0	2.6	1.8	12.5	1.5	18.8	0.6	1.2	31.0	0.0	70.1
Bell	143	75.4	0.4	0.5	1.9	0.7	12.2	0.4	0.8	23.3	0.0	40.3
Aerospatiale/Eurocopter	88	47.0	0.4	0.6	0.6	0.2	8.5	0.2	0.5	11.5	0.0	22.4
Hughes	5	7.5	-	-	0.4	0.0	0.1	-	-	1.0	0.0	1.6
Agusta	8	6.0	-	-	0.1	0.1	1.0	-	-	0.6	0.0	1.8
Other	14	3.8	0.1	0.1	1.0	0.0	0.9	-	0.1	*0.7*	0.0	2.8
Subtotal	*550*	*267.6*	*3.6*	*3.0*	*16.4*	*2.5*	*41.6*	*1.2*	*2.6*	*68.1*	*0.0*	*139.0*
Rotary wing, multi-engine												
Aerospatiale/Eurocopter	51	24.7	0.1	0.2	1.3	0.0	1.0	-	-	14.0	0.0	16.6
Agusta	17	14.0	0.1	0.2	0.5	0.0	0.4	-	-	5.1	0.0	6.4
Sikorsky	7	6.4	0.0	0.0	0.1	0.0	0.2	-	-	2.7	0.0	3.0
Kawasaki	5	7.2	0.0	0.0	0.1	0.0	0.7	-	-	1.1	0.0	1.9
Bell	7	3.5	0.0	0.0	0.2	0.0	0.8	-	0.0	1.0	0.0	2.0
MBB	5	1.5	0.0	-	0.0	0.0	0.2	0.0	0.0	0.6	0.0	0.9
Subtotal	*92*	*57.3*	*0.2*	*0.5*	*2.2*	*0.0*	*3.2*	*0.1*	*0.1*	*24.5*	*0.0*	*30.8*
Total	642	324.9	3.8	3.6	18.6	2.5	44.8	1.3	2.7	92.7	0.0	169.8

Table 26(b) Number of balloons, landings and hours flown, by make and flying activity, for balloons performing any Charter flying (2013)

Balloon make	*Number of aircraft*	*Number of landings*	*Hours flown*									
			Private	*Business*	*Training*	*Agriculture*	*Aerial*	*Test*	*Ferry*	*Charter*	*Regional*	*Total*
		(thousands)	*(thousands)*									
Kavanagh	114	6.4	0.2	0.0	-	0.0	-	0.0	0.0	5.9	0.0	6.1
Cameron	7	0.1	-	0.0	0.0	0.0	-	0.0	0.0	0.1	0.0	0.1
Other	7	0.2	-	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total	128	6.8	0.2	0.0	-	0.0	-	0.0	0.0	6.2	0.0	6.4

Aircraft performing any Regional Airline flying

Table 27 Number of fixed wing aircraft, landings and hours flown, by make and flying activity, for aircraft performing any Regional Airline flying (2013)

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	12	18.5	0.0	0.0	0.3	0.0	0.0	-	0.4	2.8	7.8	11.3
Other	1	0.3	0.2	0.0	0.1	0.0	-	0.0	0.0	-	-	0.3
Subtotal	*13*	*18.8*	*0.2*	*0.0*	*0.4*	*0.0*	-	-	0.4	2.8	*7.8*	11.6
Fixed wing, multi-engine												
Bombardier	48	91.4	0.0	0.0	-	0.0	0.0	-	0.0	1.6	89.2	90.7
Saab	51	69.1	0.0	0.0	-	0.0	0.0	0.0	0.0	2.3	58.0	60.3
Fokker	46	38.1	0.2	0.0	-	0.0	0.0	0.0	0.3	27.4	29.5	57.4
ATR	12	20.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	26.4	26.8
De Havilland	19	20.8	-	0.0	-	0.0	0.0	0.1	0.0	8.3	15.3	23.8
Fairchild	23	19.2	0.0	0.0	0.1	0.0	0.0	0.1	0.0	4.1	11.6	15.8
Embraer	15	16.1	0.0	0.0	-	0.0	0.0	-	0.0	7.1	9.4	16.6
Boeing	5	8.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.8	7.8
Jetstream	4	5.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.6	5.6
Cessna	25	14.7	0.0	0.0	0.3	0.0	0.0	0.2	-	8.0	4.3	12.8
Other	18	14.8	0.0	0.0	0.2	0.0	0.0	-	0.5	6.6	3.3	10.7
Subtotal	*266*	*318.1*	*0.2*	*0.0*	*0.7*	*0.0*	*0.0*	*0.4*	*0.8*	*65.6*	*260.5*	*328.2*
Total	279	336.9	0.3	0.0	1.1	0.0	-	0.5	1.3	68.4	268.3	339.8

Section H Fuel type

Table 28 Number of aircraft and hours flown, by fuel type, in General Aviation and Regional Airline operations (2013)

Fuel type	*Number of aircraft*	*Total hours flown (thousands)*
Fixed wing, single engine		
Diesel	8	2.4
Kerosene	449	146.7
Gasoline	8 619	711.3
Subtotal	*9 076*	*860.4*
Fixed wing, multi-engine		
Diesel	6	1.3
Kerosene	737	504.7
Gasoline	1 310	198.8
Subtotal	*2 053*	*704.8*
Subtotal (Fixed wing)	*11 129*	*1 565.2*
Rotary wing, single engine		
Diesel	1	0.0
Kerosene	549	118.1
Gasoline	1 300	250.3
Subtotal	*1 850*	*368.4*
Rotary wing, multi-engine		
Kerosene	199	59.1
Gasoline	28	9.7
Subtotal	*227*	*68.8*
Subtotal (Rotary wing)	*2 077*	*437.2*
Balloons and airships		
N/A	379	7.7
Total	13 585	2 010.1

Section I Aircraft age

Table 29 Number of aircraft and hours flown, by age of aircraft, in General Aviation and Regional Airline operations (2008 and 2013)

Category and Age [a] *(in years) of aircraft*	*2008*		*2013*		*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	50	1.0	42	1.0	-16.0	2.0
1–5	336	11.3	258	9.2	-23.2	-18.2
6–10	272	8.1	333	9.3	22.4	13.9
11–15	133	3.8	262	5.6	97.0	49.9
16–20	81	1.5	130	3.0	60.5	105.5
21–25	67	1.2	90	1.3	34.3	3.4
26–30	60	0.9	65	1.0	8.3	4.4
31–35	27	0.5	65	0.8	140.7	52.3
36–40	12	0.3	27	0.3	125.0	-1.7
Over 40	6	-	15	0.1	150.0	189.6
Subtotal	*1 044*	*28.6*	*1 287*	*31.6*	*23.3*	*10.3*
Fixed wing, single engine						
New this year	72	12.9	45	4.6	-37.5	-64.4
1–5	376	110.6	370	104.3	-1.6	-5.7
6–10	276	77.1	457	104.8	65.6	35.9
11–15	257	78.9	361	76.6	40.5	-3.0
16–20	221	45.2	261	71.6	18.1	58.5
21–25	162	24.0	229	36.3	41.4	51.0
26–30	1 441	274.5	200	20.3	-86.1	-92.6
31–35	1 550	191.3	1 472	180.1	-5.0	-5.8
36–40	477	40.4	1 561	134.6	227.3	233.6
Over 40	2 348	94.9	2 842	95.7	21.0	0.9
Subtotal	*7 180*	*949.8*	*7 798*	*828.9*	*8.6*	*-12.7*
Fixed wing, multi-engine						
New this year	22	9.5	10	8.0	-54.5	-15.5
1–5	88	76.4	123	109.4	39.8	43.1
6–10	56	40.7	101	78.4	80.4	92.8
11–15	119	104.1	64	40.4	-46.2	-61.2
16–20	120	118.8	168	126.2	40.0	6.3
21–25	103	55.1	123	101.8	19.4	84.8
26–30	547	159.4	105	50.1	-80.8	-68.6
31–35	400	84.0	558	107.2	39.5	27.7
36–40	194	34.3	389	56.9	100.5	65.9
Over 40	215	15.9	403	26.2	87.4	65.3
Subtotal	*1 864*	*698.1*	*2 044*	*704.7*	*9.7*	*0.9*
Subtotal (Fixed wing)	*10 088*	1 676.5	*11 129*	1 565.2	*10.3*	*-6.6*

(continued)

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

Table 29 (continued) Number of aircraft and hours flown, by age of aircraft, in General Aviation and Regional Airline operations (2008 and 2013)

Category and Age [a] *(in years) of aircraft*	*2008*		*2013*		*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	8	-	5	-	-37.5	-33.3
1–5	28	0.3	24	0.2	-14.3	-38.0
6–10	27	0.2	28	0.4	3.7	185.6
11–15	12	0.1	25	0.2	108.3	66.4
16–20	2	-	11	-	450.0	..
Over 20	3	-	5	-	66.7	..
Subtotal	*80*	*614*	*98*	*876*	*22.5*	*42.7*
Rotary wing, single engine						
New this year	87	12.6	24	3.0	-72.4	-76.2
1–5	435	121.8	388	88.0	-10.8	-27.8
6–10	142	41.2	450	106.7	216.9	158.8
11–15	88	17.3	150	33.3	70.5	92.6
16–20	195	54.2	82	14.9	-57.9	-72.5
21–25	69	16.2	196	44.8	184.1	176.7
26–30	155	40.7	73	16.6	-52.9	-59.2
31–35	69	12.0	175	41.6	153.6	246.9
36–40	82	8.0	62	8.2	-24.4	2.2
Over 40	70	5.2	152	10.5	117.1	102.3
Subtotal	*1 392*	*329.2*	*1 752*	*367.6*	*25.9*	*11.6*
Rotary wing, multi-engine						
New this year	10	1.8	11	1.5	10.0	-17.3
1–5	16	5.5	49	16.5	206.3	202.2
6–10	10	5.8	17	6.2	70.0	7.8
11–15	15	6.5	18	5.2	20.0	-19.3
16–20	35	13.6	27	10.1	-22.9	-25.4
21–25	20	8.9	40	14.5	100.0	62.4
26-30	38	14.0	26	6.4	-31.6	-54.1
Over 31	3	0.9	39	8.3	1 200	854.0
Subtotal	*147*	*56.9*	*227*	*68.8*	*54.4*	*20.9*
Subtotal (Rotary wing)	*1 619*	*386.7*	*2 077*	*437.2*	*28.3*	*13.1*
Balloons and airships [b]						
New this year	15	0.3	11	0.1	-26.7	-61.8
1–5	96	5.8	75	3.6	-21.9	-37.3
6–10	70	1.9	90	2.8	28.6	50.2
11–15	72	0.8	65	0.6	-9.7	-31.4
16–20	33	0.2	66	0.4	100.0	185.9
21–25	34	0.1	28	-	-17.6	-66.7
26–30	11	-	29	0.1	163.6	102.6
Over 30	7	-	15	0.0	114.3	-100.0
Subtotal	*338*	*9.1*	*379*	*7.7*	*12.1*	*-15.8*
Total	12 045	2 072.4	13 585	2 010.1	12.8	-3.0

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 (2013)

Category and Age [a] *(in years) of aircraft*	*Number of aircraft*	*Number of landings (thousands)*	*Hours flown (thousands)*									
			Private	*Business*	*Training*	*Test*	*Ferry*	*Aerial Work*	*Agriculture*	*Charter*	*Regional Airline*	*Total*
			(thousands)									
Fixed wing, amateur-built[b]												
New this year	42	1.1	0.7	0.0	0.1	0.1	0.0	0.1	0.0	0.0	0.0	1.0
1–5	258	10.6	8.1	0.7	0.1	0.2	-	-	0.0	0.0	0.0	9.2
6–10	333	10.9	7.6	1.6	-	-	-	-	0.0	0.0	0.0	9.3
11–15	262	7.3	5.1	0.4	0.1	-	-	0.0	0.0	0.0	0.0	5.6
16–20	130	3.8	2.4	0.6	-	-	0.0	0.0	0.0	0.0	0.0	3.0
21–25	90	1.8	1.1	0.1	0.0	-	0.0	0.0	0.0	0.0	0.0	1.3
26–30	65	1.3	0.9	0.1	-	0.0	-	0.0	0.0	0.0	0.0	1.0
31–35	65	1.0	0.7	-	0.1	-	-	0.0	0.0	0.0	0.0	0.8
36–40	27	0.5	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Over 40	15	0.3	0.1	0.0	-	-	0.0	0.0	0.0	0.0	0.0	0.1
Subtotal	*1 287*	*38.6*	*27.1*	*3.5*	*0.5*	*0.4*	*-*	*0.1*	*0.0*	*0.0*	*0.0*	*31.6*
Fixed wing, single engine												
New this year	45	6.4	0.6	1.3	1.6	-	0.1	0.7	0.4	0.0	0.0	4.6
1–5	370	171.4	6.6	7.6	40.5	0.3	0.9	30.2	10.8	6.3	1.1	104.3
6–10	457	163.2	12.7	8.8	39.7	0.3	0.7	12.7	3.8	21.6	4.5	104.8
11–15	361	103.2	8.7	9.6	25.4	0.1	0.5	15.8	6.3	8.9	1.4	76.6
16–20	261	144.5	5.7	0.7	34.1	-	0.3	2.6	18.0	9.3	0.8	71.6
21–25	229	79.2	5.2	2.5	18.0	-	0.1	0.4	8.1	1.9	0.0	36.3
26–30	200	29.0	6.1	1.6	4.6	0.1	0.4	2.9	2.1	2.6	0.0	20.3
31–35	1 472	243.2	29.9	17.2	76.7	0.3	1.5	12.6	8.3	33.6	0.0	180.1
36–40	1 561	175.6	36.3	12.8	45.5	0.2	1.0	10.5	5.1	23.2	-	134.6
Over 40	2 842	154.3	42.0	12.3	7.6	0.2	1.0	13.6	1.4	17.6	0.0	95.7
Subtotal	*7 798*	*1 269.9*	*153.7*	*74.3*	*293.8*	*1.6*	*6.5*	*102.1*	*64.2*	*124.9*	*7.8*	*828.9*
Fixed wing, multi engine												
New this year	10	8.2	0.0	-	0.6	0.0	0.0	0.0	0.0	0.6	6.7	8.0
1–5	123	106.1	1.0	3.6	11.1	-	0.1	23.2	0.0	4.7	65.7	109.4
6–10	101	76.3	0.8	2.0	6.6	-	0.2	21.3	0.0	9.5	38.1	78.4
11–15	64	29.6	1.0	5.7	1.9	-	0.4	8.9	0.0	10.1	12.4	40.4
16–20	168	112.8	1.6	1.2	2.4	0.1	0.4	13.6	0.0	40.6	66.4	126.2
21–25	123	92.2	1.1	2.0	0.7	0.2	0.4	2.6	0.0	51.4	43.5	101.8
26–30	105	48.6	0.3	1.2	1.0	0.1	0.3	2.6	0.0	25.3	19.5	50.1
31–35	558	100.4	4.2	6.3	14.1	0.7	1.5	10.8	0.0	64.7	4.9	107.2
36–40	389	60.4	2.6	2.7	2.6	0.2	0.7	5.7	0.0	39.1	3.3	56.9
Over 40	403	30.9	3.7	2.8	1.0	0.1	0.2	2.3	0.0	16.1	-	26.2
Subtotal	*2 044*	*665.4*	*16.4*	*27.6*	*41.9*	*1.4*	*4.0*	*91.0*	*0.0*	*262.1*	*260.5*	*704.7*
Subtotal (Fixed wing)	*11 129*	*1 973.9*	*197.1*	*105.3*	*336.1*	*3.4*	*10.6*	*193.2*	*64.2*	*387.0*	*268.3*	*1 565.2*

(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 (2013)

Category and Age [a] *(in years) of aircraft*	*Number of aircraft*	*Number of landings (thousands)*	*Hours flown (thousands)*									
			Private	*Business*	*Training*	*Test*	*Ferry*	*Aerial Work*	*Agriculture*	*Charter*	*Regional Airline*	*Total*
			(thousands)									
Rotary wing, amateur-built												
New this year	5	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
1–5	24	0.3	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
6–10	28	0.8	0.4	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.4
11–15	25	0.3	0.1	0.1	0.0	-	0.0	-	0.1	0.0	0.0	0.2
16–20	11	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
Over 20	5	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-
Subtotal	*98*	*1.5*	*0.7*	*0.1*	*0.0*	*-*	*0.0*	*-*	*0.1*	*0.0*	*0.0*	*0.9*
Rotary wing, single engine												
New this year	24	3.1	0.2	0.3	0.5	-	-	1.1	0.1	0.8	0.0	3.0
1–5	388	110.9	14.5	7.1	9.2	0.2	1.3	38.6	3.5	13.6	0.0	88.0
6–10	450	153.5	8.3	4.8	12.2	1.3	1.2	58.1	3.0	17.8	0.0	106.7
11–15	150	55.9	1.8	0.5	1.1	0.6	0.6	21.0	0.9	6.8	0.0	33.3
16–20	82	20.8	1.1	0.6	1.6	0.1	0.3	10.4	0.3	0.6	0.0	14.9
21–25	196	73.5	2.4	0.4	2.4	0.4	0.7	31.9	0.9	5.6	0.0	44.8
26–30	73	26.3	0.2	0.5	0.7	0.2	0.3	11.0	0.9	3.0	0.0	16.6
31–35	175	70.1	0.4	0.9	8.0	0.3	0.9	13.0	3.5	14.6	0.0	41.6
36–40	62	13.8	0.3	0.4	0.6	0.1	0.1	2.3	1.4	3.1	0.0	8.2
Over 40	152	18.3	1.2	0.3	0.7	-	0.2	4.9	1.0	2.2	0.0	10.5
Subtotal	*1 752*	*546.3*	*30.2*	*15.8*	*36.8*	*3.2*	*5.7*	*192.2*	*15.5*	*68.1*	*0.0*	*367.6*
Rotary wing, multi-engine												
New this year	11	3.6	0.1	0.1	0.1	0.0	-	0.3	0.0	0.9	0.0	1.5
1–5	49	34.8	1.0	2.0	1.3	-	0.1	4.3	0.0	7.9	0.0	16.5
6–10	17	8.6	0.2	0.5	0.4	-	0.1	2.5	0.0	2.5	0.0	6.2
11–15	18	10.4	-	0.0	0.7	-	0.1	3.3	0.0	1.1	0.0	5.2
16–20	27	30.9	0.1	4.3	0.5	-	0.1	3.6	0.0	1.6	0.0	10.1
21–25	40	25.2	0.1	2.7	1.7	0.2	0.1	6.1	0.0	3.7	0.0	14.5
26–30	26	10.0	0.2	0.0	0.3	-	-	1.4	0.0	4.4	0.0	6.4
Over 30	39	12.9	0.1	0.1	0.9	-	-	4.7	0.0	2.5	0.0	8.3
Subtotal	*227*	*136.3*	*1.8*	*9.6*	*5.9*	*0.4*	*0.5*	*26.0*	*0.0*	*24.5*	*0.0*	*68.8*
Subtotal (Rotary wing)	*2 077*	*684.0*	*32.7*	*25.4*	*42.7*	*3.6*	*6.2*	*218.2*	*15.6*	*92.7*	*0.0*	*437.2*
Balloons and airships [b]												
New this year	11	0.1	-	0.0	-	0.0	0.0	0.0	0.0	0.1	0.0	0.1
1–5	75	3.7	0.3	0.0	-	0.0	0.0	0.1	0.0	3.2	0.0	3.6
6–10	90	3.0	0.4	0.0	-	0.0	0.0	-	0.0	2.4	0.0	2.8
11–15	65	0.5	0.3	0.0	-	0.0	0.0	-	0.0	0.2	0.0	0.6
16–20	66	0.5	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.4
21–25	28	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-
26–30	29	0.1	-	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.1
Over 30	15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal	*379*	*8.0*	*1.3*	*0.0*	*0.1*	*0.0*	*0.0*	*0.1*	*0.0*	*6.2*	*0.0*	*7.7*
Total	13 585	2 666.0	231.2	130.8	378.9	7.0	16.8	411.5	79.8	485.9	268.3	2 010.1

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

Table 29(b) Average aircraft age, by flying activity, in General Aviation and Regional Airline operations (2003–13)

Year	*Private*	*Business*	*Test & Ferry*	*Training*	*Aerial Work*	*Agriculture*	*Charter*	*Regional Airlines*	*Active aircraft*
					(years)				
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
2011	30.0	25.9	25.2	24.4	21.3	23.1	23.4	17.9	27.0
2012	30.7	26.6	25.7	24.8	21.5	24.2	24.6	17.4	27.7
2013	31.1	26.9	25.2	25.2	21.8	23.5	24.4	18.7	27.9

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 (2012 and 2013)

Category of aircraft and total hours flown	*Number of aircraft*		*Percentage change*
	2012	*2013*	
Fixed wing, amateur-built[a]			
0	403	448	11.2
1–50	588	626	6.5
51–100	163	171	4.9
Over 100	42	42	0.0
Subtotal	*1 196*	*1 287*	*7.6*
Fixed wing, single engine			
0	1 658	1 878	13.3
1–50	2 579	2 855	10.7
51–100	1 128	1 121	-0.6
101–200	707	740	4.7
201–500	745	765	2.7
Over 500	439	439	0.0
Subtotal	*7 256*	*7 798*	*7.5*
Fixed wing, multi-engine			
0	352	442	25.6
1–50	280	321	14.6
51–100	173	189	9.2
101–200	237	259	9.3
201–500	326	379	16.3
Over 500	438	454	3.7
Subtotal	*1 806*	*2 044*	*13.2*
Subtotal (Fixed wing)	*10 258*	*11 129*	*8.5*

(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 (2012 and 2013)

Category of aircraft and total hours flown	*2012*	*2013*	*Percentage change*
Rotary wing, amateur-built			
0	56	60	7.1
1–50	35	33	-5.7
Over 50	3	5	66.7
Subtotal	*94*	*98*	*4.3*
Rotary wing, single engine			
0	249	305	22.5
1–50	189	220	16.4
51–100	163	189	16.0
101–200	317	362	14.2
201–500	396	490	23.7
Over 500	212	186	-12.3
Subtotal	*1 526*	*1 752*	*14.8*
Rotary wing, multi-engine			
0	18	19	5.6
1–50	21	21	0.0
51–100	7	19	171.4
101–200	24	32	33.3
201–500	81	89	9.9
Over 500	46	47	2.2
Subtotal	*197*	227	*15.2*
Subtotal (Rotary wing)	*1 817*	*2 077*	*14.3*
Balloons and airships[b]			
0	150	175	16.7
1–50	146	151	3.4
51–100	40	40	0.0
Over 100	19	13	-31.6
Subtotal	*355*	*379*	*6.8*
Total	12 430	13 585	9.3

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 (2003–13)

Year	Major Australian airlines		Regional Airlines	Total
	Domestic operations	International operations		
	(thousands)			
2003	456.0	261.6	234.7	952.3
2004	532.6	303.2	251.4	1 087.1
2005	562.3	327.1	254.7	1 144.1
2006	574.8	340.4	241.5	1 156.7
2007	591.3	358.3	241.9	1 191.6
2008	667.0	368.9	214.7	1 250.5
2009	664.9	372.5	204.1	1 241.4
2010	725.8	392.8	228.1	1 346.7
2011	739.9	406.7	216.7	1 363.3
2012	782.5	405.2	204.4	1 392.1
2013	804.5	394.0	268.3	1 466.9

Table 32 Number of aircraft and hours flown, by power type, in Regional Airline operations (2003–2013)

Year	Number of aircraft			Hours flown		
	Piston	Turboprop	Jet	Piston	Turboprop	Jet
				(thousands)		
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
2011	36	190	24	11.8	193.5	11.4
2012	24	155	27	5.8	187.3	11.3
2013	26	211	42	5.4	235.6	27.3

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

Table 33 Hours flown, by aircraft make, in Regional Airline operations (2008–13)

Aircraft make	*2008*	*2009*	*2010*	*2011*	*2012*	*2013*
			(thousands)			
Fixed wing, single engine						
Cessna	0.0	2.1	3.2	4.4	9.1	7.8
Other	0.0	0.0	0.0	0.6	0.0	-
Subtotal	*0.0*	*2.1*	*3.2*	*5.0*	*9.1*	7.8
Fixed wing, multi-engine						
Bombardier	58.6	70.0	85.8	76.1	83.6	89.2
Saab	71.2	57.7	68.6	58.5	50.4	58.0
Fokker	23.8	19.5	20.5	17.1	17.3	29.5
ATR	0.4	0.4	0.4	1.3	5.9	26.4
De Havilland	9.8	13.2	12.8	16.2	13.3	15.3
Fairchild	10.6	6.8	10.7	11.4	9.5	11.6
Embraer	12.6	9.2	6.4	7.1	7.2	9.4
Boeing	3.5	0.0	0.0	0.0	0.0	7.8
Jetstream	4.1	6.0	5.4	5.6	0.0	5.6
Cessna	6.1	7.6	4.1	8.7	3.7	4.3
Britten Norman	1.3	0.4	0.7	1.0	1.2	1.2
Piper	6.2	3.0	2.8	2.6	0.8	1.1
Other	6.5	8.1	6.7	6.1	2.4	1.0
Subtotal	*214.7*	*202.0*	*224.9*	*211.8*	*195.3*	*260.5*
Total	214.7	204.1	228.1	216.7	204.4	268.3

Section L Sport Aviation activity

Ultralight activity

Table 34 Hours flown[a], by state or territory and category of aircraft, in Ultralight operations (2013)

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	0.2	2.3	34.7	1.3	12.4	0.4	0.3	1.5	*52.8*	53.0
NSW	0.5	0.9	32.0	2.2	6.1	0.2	0.2	2.8	*44.3*	44.8
VIC	0.1	0.7	28.9	3.4	6.7	0.2	1.3	2.6	*43.9*	44.0
SA	0.1	0.5	10.7	1.5	3.5	0.2	0.1	1.8	*18.3*	18.4
WA	-	0.3	7.9	0.2	2.9	-	0.3	1.1	*12.7*	12.7
TAS	0.0	0.7	2.4	1.6	0.7	-	0.2	-	*5.7*	5.7
NT	-	-	0.9	-	-	-	-	0.1	*1.1*	1.1
ACT	-	0.0	0.5	-	0.4	0.0	0.0	-	*0.9*	0.9
Unknown	-	-	0.3	-	0.1	-	-	-	*0.3*	0.3
Australia	0.9	5.3	118.2	10.3	33.0	1.0	2.4	10.0	*180.2*	181.1

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 (2003–13)

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)									
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
2011	1.1	5.5	95.2	10.3	27.9	1.0	2.5	7.3	*149.7*	150.8
2012	1.6	5.0	120.0	10.7	37.2	1.8	1.9	17.0	*193.6*	195.2
2013	0.9	5.3	118.2	10.3	33.0	1.0	2.4	10.0	*180.2*	181.1

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 (2013)

Type approved aircraft and aircraft make	*Number of aircraft*	*Hours flown* [a] *(thousands)*
Uncertified aircraft (CAO 95.10)	156	0.9
Commercially manufactured aircraft (CAO 95.25)		
Austflight ULA	59	2.3
Australian Light Wing	53	1.4
Thruster	77	1.3
Skywise	6	0.2
Other	10	0.1
Subtotal	*205*	5.3
Commercially manufactured aircraft (CAO 95.55)		
Jabiru	389	40.9
Tecnam	142	21.6
Aeroprakt	92	10.6
Evektor	37	7.2
Skyfox	58	6.6
Fly Synthesis	29	3.9
Cessna	14	3.1
Piper	17	3.1
ICP	19	1.8
Flight Design	29	1.8
Luscombe	5	1.7
Ercoupe	4	1.6
TL Ultralight	20	1.3
Pipistrel	28	1.2
Other	*224*	*11.9*
Subtotal	*1 107*	*118.2*
Commercially manufactured aircraft (CAO 101.55)		
Jabiru	104	5.4
Skyfox	49	2.1
Austflight ULA	21	0.6
Australian Light Wing	9	0.2
Other	3	2.1
Subtotal	*186*	10.3
Subtotal (Commercially manufactured aircraft)	*1 498*	*133.9*

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).

(continued)

Table 36 (continued) Number of Ultralight aircraft and hours flown, by aircraft make (2013)

Type approved aircraft and aircraft make	*Number of aircraft*	*Hours flown* [a] *(thousands)*
Amateur-built aircraft (CAO 95.55)		
Jabiru	258	9.1
ICP	126	4.5
Rand Kar	57	1.4
Zenair	75	1.3
IBIS Aircraft	13	1.3
Vans Aircraft	15	1.1
Sonex	23	0.9
Rainbow Aircraft	26	0.6
Fisher	12	0.6
Skyranger	22	0.5
Denney	15	0.4
Jodel	19	0.4
Foxcon	21	0.4
Taylor	4	0.4
Europa	10	0.4
Corby	19	0.3
Pioneer	6	0.3
RANS	24	0.3
Arion Aircraft	12	0.3
Fly Synthesis	6	0.2
Aeropup	9	0.2
Sapphire	8	0.2
Quad City	11	0.2
Monnett	12	0.2
Cadet	8	0.2
Australian Aircraft Kits	11	0.2
Slepcev	6	0.2
S G Aviation	9	0.2
Atec	7	0.2
Hornet	5	0.2
Maxair	10	0.1
Brumby Aircraft Australia	7	0.1
Other	277	6.0
Subtotal	*1 143*	*33.0*

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).

(continued)

Table 36 (continued) Number of Ultralight aircraft and hours flown, by aircraft make (2013)

Type approved aircraft and aircraft make	*Number of aircraft*	*Hours flown* [a] *(thousands)*
Amateur-built aircraft (CAO 101.28)		
Jabiru	12	0.2
CFM	4	0.1
RANS	14	0.1
Australian Aviation Works	4	0.1
Corby	6	0.1
Denney	7	-
Other	40	0.3
Subtotal	*87*	*1.0*
Subtotal (Amateur-built aircraft)	*1 230*	*34.0*
Weight shift aircraft (CAO 95.32)		
Powered Parachutes		
Aerochute	190	2.3
Summit	8	0.1
Other	4	-
Subtotal	*202*	2.4
Trikes		
Airborne Windsports	214	8.9
Westland	6	0.1
Pegasus	12	0.1
Other	24	0.8
Subtotal	*256*	10.0
Subtotal (Weight shift aircraft)	*458*	*12.3*
Subtotal (Certified aircraft)	*3 186*	*180.2*
Total	3 342	181.1

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 (2003 to 2013)

Year	Number of aircraft [a]	Hours Flown [b] (thousands)	Launches [b]
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	198.4	168.1
2009–10	1 177	228.7	142.9
2011	1 205	126.9	110.2
2012	1 206	192.0	149.8 [c]
2013	1 196 [c]	182.5 [c]	134.3 [c]

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.
From 2011 onwards, the data is by calender year.

b No data is available between 2000 and 2004.

c Estimate based on 3 year average.
Note: In 2012, figures are estimated from a response rate of 54 per cent.

Hang Gliding activity

Table 38 Hours flown, by state or territory and category of aircraft, in Hang Gliding operations (2012–13)

State or Territory	Hang Gliders	Paragliders	Weight shift microlights (Powered hang gliders)	Total
		(thousand hours)		
NSW	18.6	20.8	6.7	46.1
QLD	5.9	19.8	4.4	30.1
VIC	5.3	12.4	5.1	22.9
WA	1.7	4.9	2.7	9.3
SA/NT	1.7	1.9	0.8	4.4
ACT	1.0	2.1	0.2	3.4
TAS	0.4	0.7	0.0	1.1
Australia	34.6	62.6	20.1	117.2

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 (2002–03 to 2012–13)

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)
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
2010–11	861	33.2	1 352	50.3	358	15.1	2 571	98.7
2011–12	948	32.7	1 398	58.4	345	14.1	2 691	105.1
2012–13	..	34.6	..	62.6	..	20.1	..	117.2

Note: All statistics courtesy of the Hang Gliding Federation of Australia (HGFA).
No data is avialable for aircraft numbers for 2013

Gyroplane activity

Table 40 Number of aircraft and hours flown in Gyroplane operations (2002–03 to 2012–13)

Year [a]	Number of active aircraft	Private	Dual training	Gyro glider training	Search & Rescue	Total
		(thousand hours)				
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
2011	365	44.0	4.4	0.1	-	48.6
2011-12	323	41.5	5.2	0.1	-	46.8
2012-13	280	39.0	5.9	-	-	44.9

a ASRA changed its survey to calendar year from 2006 to 2011, then back to financial year from 2011-12.

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

Survey form

Australian Government
Department of Infrastructure and Regional Development
Bureau of Infrastructure, Transport and Regional Economics

Reply Paid 501
CANBERRA ACT 2601
Fax: (02) 6274 7727

General Aviation Activity Survey
Year ended 31 December 2013

SECTION 1: Aircraft registrations, hours flown and landings for year ended 31 December 2013.
Flying activity performed entirely outside Australia or its Territories should not be recorded.

This survey can be completed at https://www.generalaviationsurvey.infrastructure.gov.au/

Please return the completed form by 31 August 2014.

This information is collected under the authority of Air Navigation Regulation 12 which provides penalties for non compliance.

(a) Aircraft Registration — Pre-printed registrations are based on information supplied by the Civil Aviation Safety Authority. Please add any additional aircraft you operated in 2013 that are not listed. If insufficient room please photocopy form and attach additional sheets.

(b) Total Landings — Please enter the total number of landings for each aircraft, including 'touch and go' landings and alightings on water for 2013. In the case of balloons, indicate the number of envelope inflations. If zero hours flown please write 'nil flying', include the reason in Section 3 and return the form to enable accurate statistics to be compiled.

(c) Aircraft Base — Please indicate the postcode of the aerodrome or landing area at which the aircraft was most frequently based during 2013. For balloon operations, indicate the postcode of the general area from which most flying was conducted.

Aircraft registration (a)	Hours flown by type of flying – **whole hours only**															**Number of landings for 2013 (b)**	Aircraft base (c)
	Private	Business	Charter	Regional airline	Training	Test	Ferry	Agriculture	Mustering	Survey and photography	Patrol-pipe & powerline	Search and rescue	Ambulance	Towing	Other aerial work		Postcode (if different from address label)

User Name: Password:

Signature

Printed name

Phone number
( )

Email

Date
/ / 2014

Australian Government Statistical Clearing House Approval Number 00560—10

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.

Careful estimates are acceptable where exact figures are not readily available. *If your aircraft was inactive for all of 2013, please provide a 'Nil flying' response by entering '0' in the Landings field, as this is required for producing accurate estimates of activity.*

- 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
  Flying associated with the testing of an aircraft
- FERRY
  Flying 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 (e.g. 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 Aviation Statistics Section on (02) 6274 6135, 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 2012.
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	Flying associated with the testing of an aircraft.
Ferry	Flying associated with an aircraft's 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/Info.aspx?NodeId=49.

Australian Domestic Aviation 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.