

# Has GA Entered a Spiral Dive? Trends in GA

CAA Regulatory Review  
20<sup>th</sup> December 2005



# Looking at Trends in

- The numbers of aircraft on the Register
- Some activity at key aerodromes
- Number of pilot licenses
- Hours flown
- Accident rate
- Source of data – CAA and Dr Ian Harnett

# Aircraft Register Shows:

- That there are just over 15000 aircraft (up to 5700kgs) on the UK register (excluding gliders).
- An average growth rate of 4% pa since 1970.
- However 39% do not have a valid C of A or permit to fly thereby reducing the active fleet to 9150 aircraft.

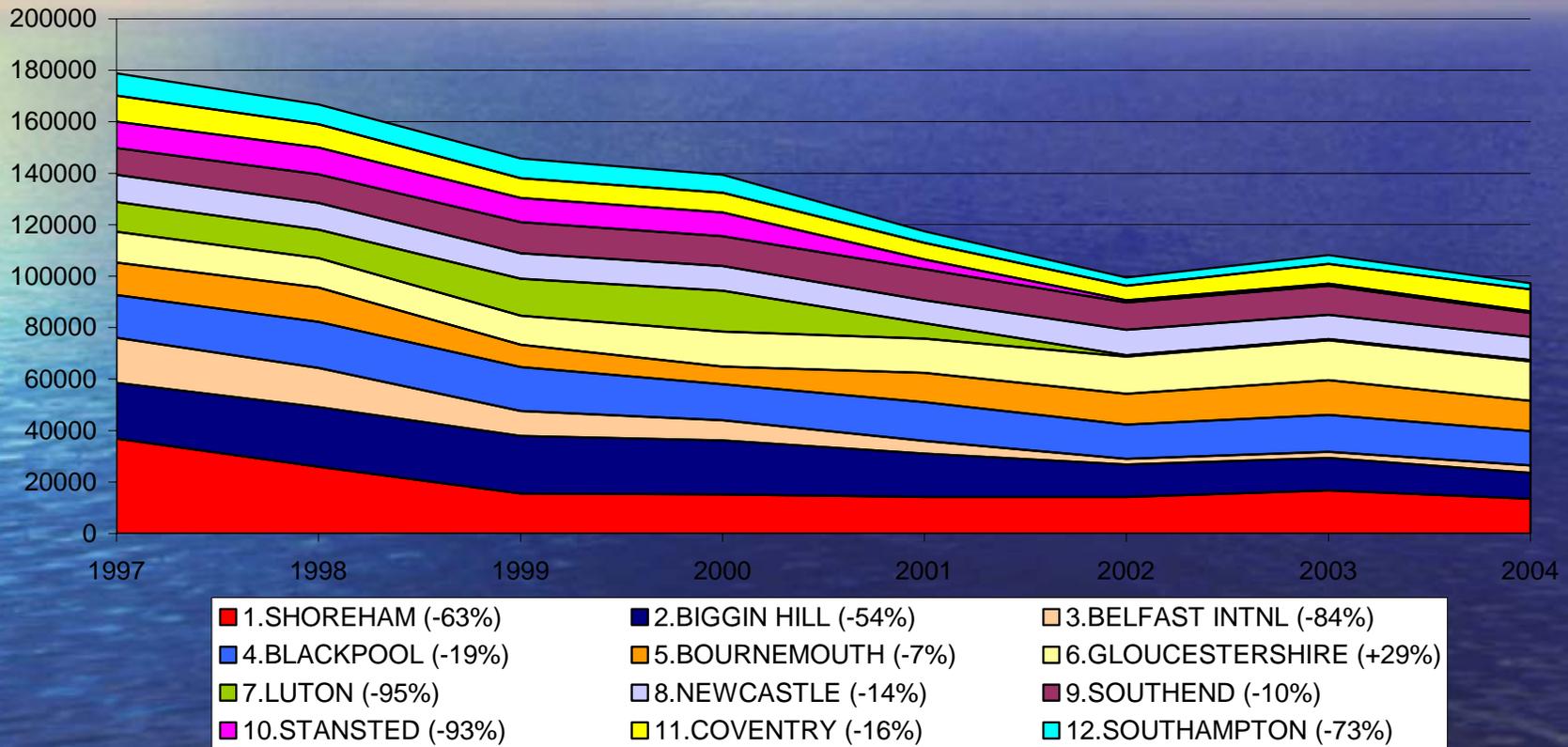
# From a Sample of the 12 Largest GA Airfields:

- Shoreham; Blackpool ; Luton ; Stansted; Biggin Hill; Bournemouth ; Newcastle ; Coventry ; Belfast ; Staverton ; Southend ; Southampton.
- The busiest airfields in 1997 for Private aircraft.
- In the past 8 years these movements have fallen by 45% or by 28% when include flying club movements.
- Government Policy in respect of the development of Regional Airports is occurring at the expense of GA- Luton –Stansted – Southampton –Cardiff.

## Private Aircraft Movements Trends Since 1997

Airfields with more than 10,000\* private aircraft movements in 1997 - Total decline -45%

Source CAA Table 3.1 Various Years

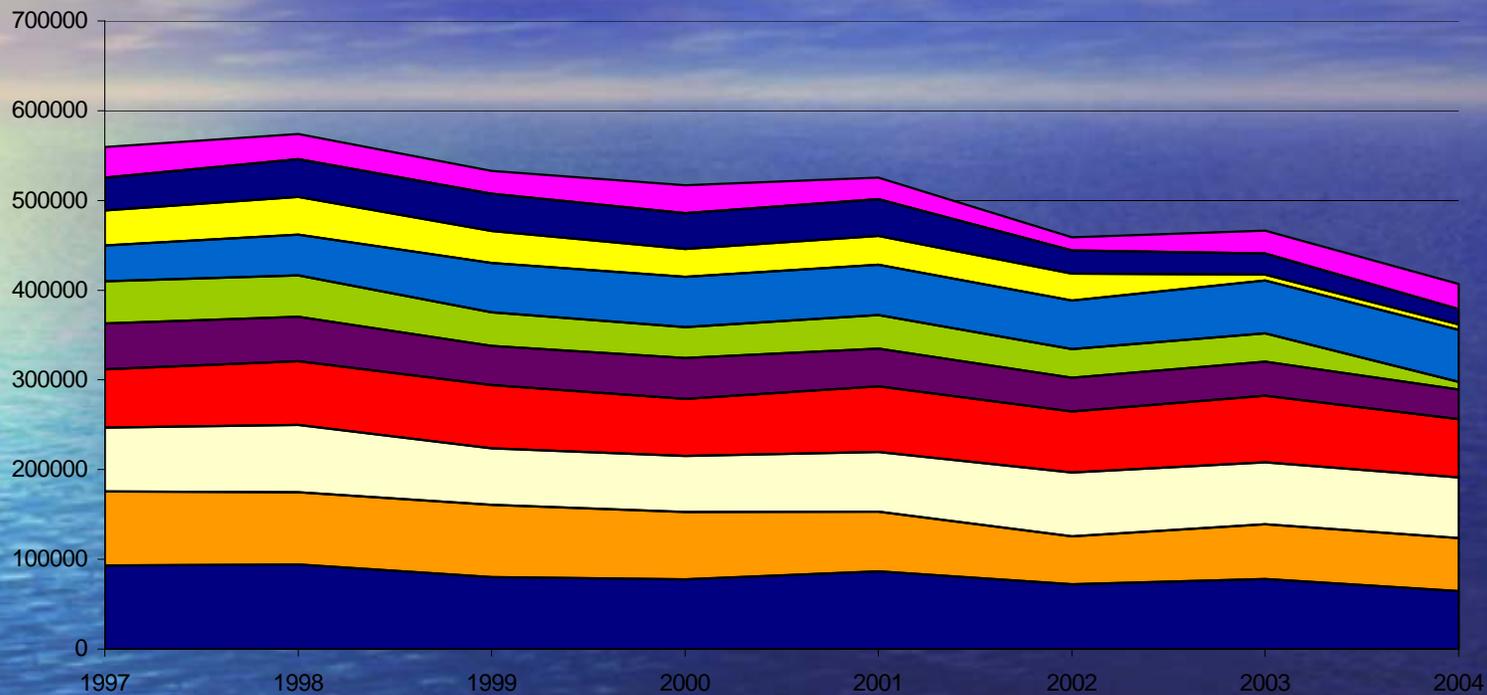


\*Except Southampton with 8623 movements in

## GA Aircraft Movements Trends Since 1997

10 Largest GA (Private and Aeroclub) Airfields in 1997 Ranked by Movements - Total decline -28%

Source CAA Table 3.1 Various Years



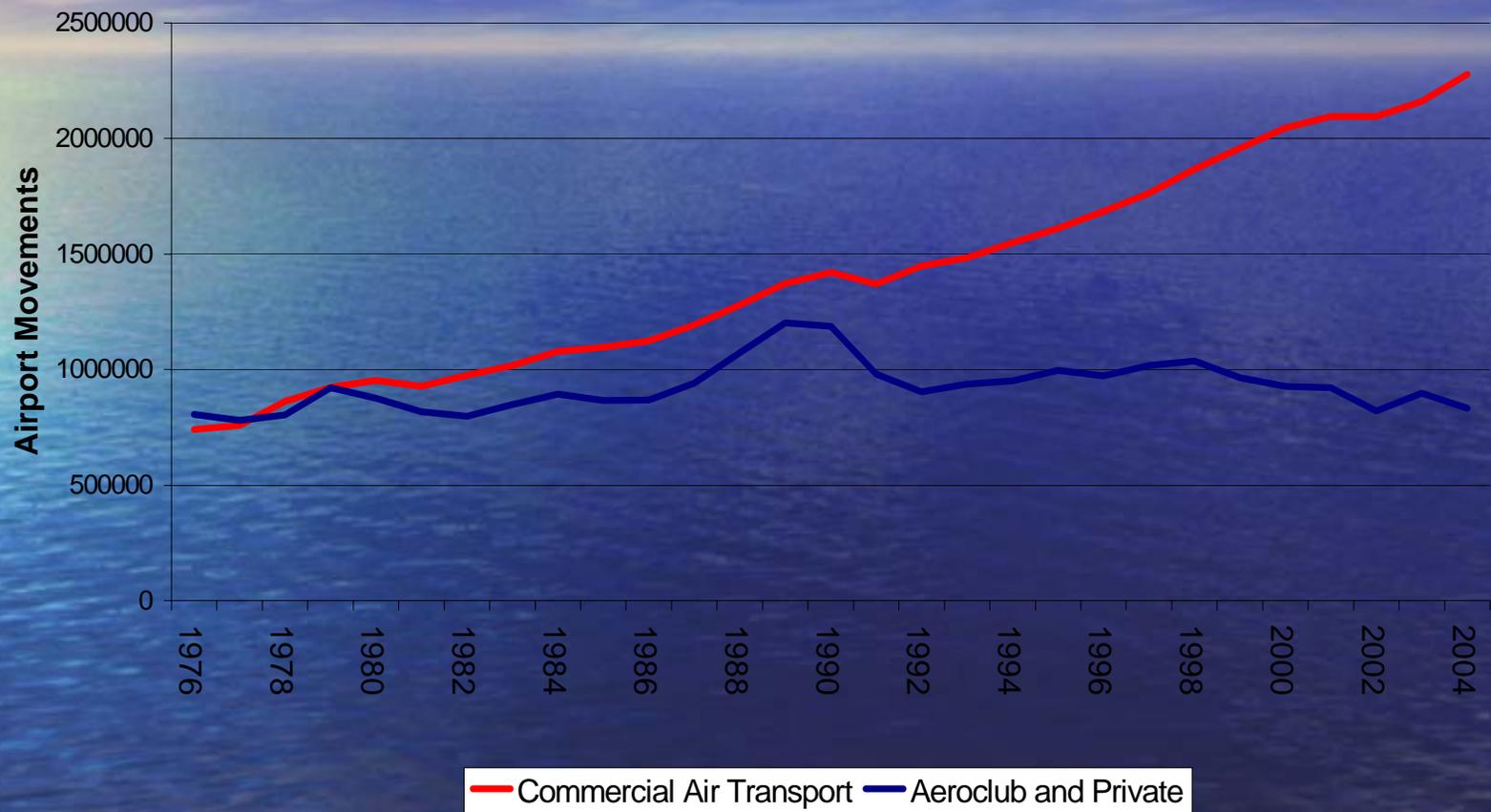
1. BIGGIN HILL (-30.8%)	2. BOURNEMOUTH (-28.4%)	3. GLOUCESTERSHIRE (-4.5%)	4. SHOREHAM (0.15%)
5. SOUTHEND (-35.5%)	6. TEESSIDE (-82.7%)	7. BLACKPOOL (47%)	8. LIVERPOOL (-85.6%)
9. CARDIFF WALES (-52%)	10. DUNDEE (-18.4%)		

# Hours Flown:

- The number of hours flown seems to have remained fairly flat at approx 1.2 million hours pa. Pilot Magazine recently surveyed its readers and discovered that 43% of its readers did less than 30 hours pa flying although the average was 78 hours pa.
- Business aircraft (approx 30% of the fleet) conduct almost 75% of the activity but over the last 10 years this has remained flat also.

## Trends in Commercial and Private Aircraft Movements at UK Airports

Source: CAA Table 2.4 Movements at UK Airports by Purpose 1976-2004



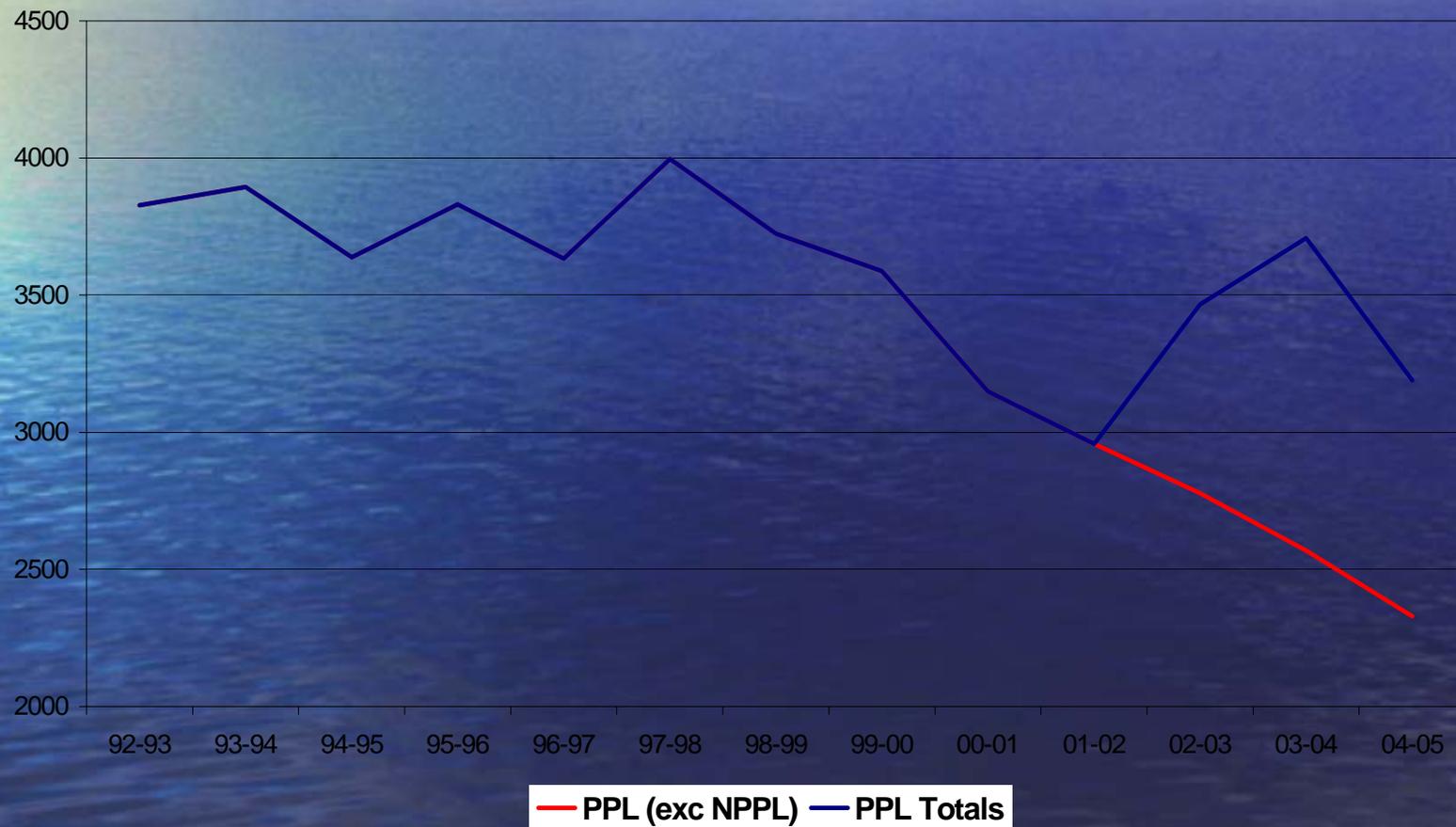
# The Decline of the PPL:

- The CAA FCL data for 2005 shows that there are 41000 pilots in total and of these 20458 are PPLs ( approx 50% ).
- However since 1997/8 the initial issue of full PPL's is down by 40%.
- The age profile of PPL's suggests that most people who a license are between 38 and 53.
- Female PPL's represent 6% of the total.

# PPL Issuance Has Slowed Sharply

PPL Initial Issues and Upgrades 1992-2004

Source: Annual CAA FCL data



# The best safety device on any aircraft is a well trained pilot

- As Reported to the Regulatory Review the Fatal Accident Rate for Mainstream GA. 1.3 per 100,000 hours
- Whereas for Gliding & Microlighting the fatal accident rate is 2.5 per 100,000 hours
- This should be viewed in relation to the reduced activity in mainstream GA against the reported increases in gliding and microlighting activity.

# Summary

- If you own an aircraft then you tend to fly it as you probably want to get the best out of your investment.
- It seems that those who rent aeroplanes from clubs are doing less flying.
- The average hourly cost of flying for the UK is £105 add another £30 for the London area.
- Multi-engine rental can cost easily £200.00 per hour- this has lead some clubs to get rid of their twins in favour of high performance single. AOC's on light twins not really economical.
- Other factors that have affected the cost of flying in the UK include: higher fuel prices, mandatory insurance and the UK weather!
- Factors affecting the numbers of new PPL's will include in my opinion the range of choice that people have these days on which to spend their disposable income- low cost airlines have had an impact in more ways than one – although this will be difficult to quantify.
- The change in society where everything has to be immediate- if the perceived hurdle of getting a PPL is to high then people will not start. IARECLII