11 July 2014
FOIA reference: F0001972

Dear XXXX

I am writing in respect of your recent request of 19 June 2014, for the release of information held by the Civil Aviation Authority (CAA).

Your request:

“We require information regarding group share aircraft in the United Kingdom. We would like the following:

1. The number of UK Registered General Aviation aircraft.
2. The number of UK CAA Pilots holding either a Private Pilots Licence, National Private Pilots Licence or a Commercial Pilots Licence.
3. The number and aircraft registration mark of any cases where the form 'Aircraft Ownership Trustee Grid ANO 2009' Form CA04 has been filed. (Therefore the aircraft having more than one owner).
4. The number of General Aviation aircraft registered to a company”.

Our response:

Having considered your request in line with the provisions of the Freedom of Information Act 2000 (FOIA), we are pleased to be able to provide the information below.

1. The number of UK registered General Aviation (GA) Aircraft depends on how GA is classified, but a broad classification is all aircraft with a maximum take of mass of 5700kg or less.
2. The table below shows the licence holders who hold a valid EASA medical certificate of which the CAA holds validity data as of 1 July 2014. The holders of a DVLA class 1 or 2 medical certificate are not included as there is no requirement for the CAA to be notified of the issue of a DVLA medical certificate so we are able to determine the number of pilots who are using one. However, as a guide we estimate that the total private pilot population in the UK is in the region of 30,000 pilots.

<table>
<thead>
<tr>
<th>Weight group</th>
<th>class</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>0kg</td>
<td>BALLOON (HOT AIR)</td>
<td>27</td>
</tr>
<tr>
<td></td>
<td>BALLOON (MINIMUM LIFT)(UNMANNED)</td>
<td>97</td>
</tr>
<tr>
<td>1kg - 750kg</td>
<td>AIRSHIP (GAS-FILLED) (UNMANNED)</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>AIRSHIP (HOT AIR)</td>
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<tr>
<td></td>
<td>BALLOON (GAS-FILLED)</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>BALLOON (HOT AIR)</td>
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</tr>
<tr>
<td></td>
<td>BALLOON (MINIMUM LIFT)(UNMANNED)</td>
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</tr>
<tr>
<td></td>
<td>FIXED-WING AMPHIBIAN</td>
<td>6</td>
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<tr>
<td></td>
<td>FIXED-WING LANDPLANE</td>
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<tr>
<td></td>
<td>FIXED-WING SELF-LAUNCHING MOTOR GLIDER</td>
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</tr>
<tr>
<td></td>
<td>GLIDER</td>
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<tr>
<td></td>
<td>GYROPLANE</td>
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<tr>
<td></td>
<td>HANG GLIDER</td>
<td>9</td>
</tr>
<tr>
<td></td>
<td>HELICOPTER</td>
<td>203</td>
</tr>
<tr>
<td></td>
<td>MICROLIGHT</td>
<td>4018</td>
</tr>
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<td>751kg - 5700kg</td>
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<td>AIRSHIP (HOT AIR)</td>
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<td></td>
<td>BALLOON (GAS-FILLED)</td>
<td>3</td>
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<tr>
<td></td>
<td>BALLOON (HOT AIR)</td>
<td>918</td>
</tr>
<tr>
<td></td>
<td>FIXED-WING AMPHIBIAN</td>
<td>13</td>
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<td></td>
<td>FIXED-WING LANDPLANE</td>
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<td>FIXED-WING LANDPLANE (UNMANNED)</td>
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</tr>
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<td></td>
<td>FIXED-WING SEAPLANE</td>
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<tr>
<td></td>
<td>FIXED-WING SELF-LAUNCHING MOTOR GLIDER</td>
<td>92</td>
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<tr>
<td></td>
<td>GLIDER</td>
<td>21</td>
</tr>
<tr>
<td></td>
<td>HELICOPTER</td>
<td>903</td>
</tr>
</tbody>
</table>

Grand Total (as of 24/6/2014) | 18470

Further information regarding the use of DVLA standard medical certificates can be found on our website at:
http://www.caa.co.uk/default.aspx?catid=49&pagetype=90&pageid=13531
3. As of 24 June 2014, there are 1711 aircraft where an aircraft ownership trustee grid has been completed. Details of the registration marks can be found in attachment one.

4. As of 24 June 2014, there are 4024 GA aircraft registered to a company. The classes of these aircraft can be found on the table below

<table>
<thead>
<tr>
<th>Class</th>
<th>Total</th>
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</thead>
<tbody>
<tr>
<td>AIRSHIP (GAS-FILLED) (UNMANNED)</td>
<td>2</td>
</tr>
<tr>
<td>AIRSHIP (HOT AIR)</td>
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</tr>
<tr>
<td>BALLOON (GAS-FILLED)</td>
<td>4</td>
</tr>
<tr>
<td>BALLOON (HOT AIR)</td>
<td>380</td>
</tr>
<tr>
<td>FIXED-WING AMPHIBIAN</td>
<td>7</td>
</tr>
<tr>
<td>FIXED-WING LANDPLANE</td>
<td>2231</td>
</tr>
<tr>
<td>FIXED-WING LANDPLANE (UNMANNED)</td>
<td>1</td>
</tr>
<tr>
<td>FIXED-WING SELF-LAUNCHING MOTOR GLIDER</td>
<td>48</td>
</tr>
<tr>
<td>GLIDER</td>
<td>427</td>
</tr>
<tr>
<td>GYROPLANE</td>
<td>20</td>
</tr>
<tr>
<td>HELICOPTER</td>
<td>750</td>
</tr>
<tr>
<td>MICROLIGHT</td>
<td>144</td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td><strong>4024</strong></td>
</tr>
</tbody>
</table>

If you are not satisfied with how we have dealt with your request in the first instance you should approach the CAA in writing at:-

Mark Stevens  
External Response Manager  
Civil Aviation Authority  
Aviation House  
Gatwick Airport South  
West Sussex  
RH6 0YR

mark.stevens@caa.co.uk

The CAA has a formal internal review process for dealing with appeals or complaints in connection with Freedom of Information requests. The key steps in this process are set in the attachment.
Should you remain dissatisfied with the outcome you have a right under Section 50 of the Freedom of Information Act to appeal against the decision by contacting the Information Commissioner at:-

Information Commissioner’s Office
FOI/EIR Complaints Resolution
Wycliffe House
Water Lane
Wilmslow
Cheshire
SK9 5AF
www.ico.gov.uk/complaints.aspx

Should you wish to make further Freedom of Information requests, please use the e-form at http://www.caa.co.uk/foi.

Yours sincerely

Rick Chatfield
Information Rights and Enquiries Officer
CAA INTERNAL REVIEW & COMPLAINTS PROCEDURE

- The original case to which the appeal or complaint relates is identified and the case file is made available;

- The appeal or complaint is allocated to an Appeal Manager, the appeal is acknowledged and the details of the Appeal Manager are provided to the applicant;

- The Appeal Manager reviews the case to understand the nature of the appeal or complaint, reviews the actions and decisions taken in connection with the original case and takes account of any new information that may have been received. This will typically require contact with those persons involved in the original case and consultation with the CAA Legal Department;

- The Appeal Manager concludes the review and, after consultation with those involved with the case, and with the CAA Legal Department, agrees on the course of action to be taken;

- The Appeal Manager prepares the necessary response and collates any information to be provided to the applicant;

- The response and any necessary information is sent to the applicant, together with information about further rights of appeal to the Information Commissioners Office, including full contact details.
G-ARAS
G-AREL
G-ARFB
G-ARGY
G-ARIM
G-ARKM
G-ARLG
G-ARLP
G-ARMG
G-ARML
G-ARMN
G-ARMR
G-ARND
G-ARNE
G-ARNY
G-AROA
G-ARRE
G-ARRI
G-ARSU
G-ARWB
G-ARWR
G-ARXT
G-ARYR
G-ASAU
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G-ASFL
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G-ASNW
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G-AVOZ
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G-AVSF
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G-BCFR
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G-BCLI
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G-BCOM
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G-BCTI
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G-BCUS
G-BCVG
G-BCYH
G-BCYM
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G-BDCD
G-BDEI
G-BDFY
G-BDHK
G-BDIG
G-BDKC
G-BDMW
G-BDOD
G-BDRI
G-BDSH
G-BDZA
G-BEAH
G-BECN
G-BECT
G-BEGG
G-BEND
G-BENJ
G-BEOH
G-BERC
G-HELN
G-HEWI
G-HFCB
G-HILO
G-HILS
G-HOCK
G-HOPY
G-HOSS
G-HOXN
G-HPJT
G-HUMH
G-IFFR
G-IGGL
G-IGLE
G-IIAC
G-IIDY
G-IIIG
G-IILL
G-IIYK
G-IJAG
G-IJOE
G-ILEE
G-INNI
G-I OPT
G-IPUP
G-ISAX
G-ITVM
G-IVOR
G-IXII
G-JABJ
G-JABS
G-JABZ
G-JBRN
G-JCUB
G-JDEE
G-JDRD
G-JEEP
G-JEH
G-JENA
G-JHDD
G-JHYS
G-JIFI
G-JIMZ
G-JKRV
G-JNSC
G-JOYZ
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G-RASH
G-RATE
G-READ
G-REES
G-RFSB
G-RICO
G-RIEF
G-RIET
G-RIKI
G-RISY
G-RMTO
G-RNAC
G-ROBZ
G-RODG
G-RPAF
G-RRVV
G-RTMS
G-RTMY
G-RUBY
G-RVAH
G-RVIO
G-RVNI
G-RYPE
G-SAHI
G-SARM