UK Registered aircraft as at 1 January 2007 by Aircraft Class and CofA category

		AERIAL WORK		AERIAL WORK & PRIVATE	AWAITING CERTIFICATION		AWAITING REPLACEMENT		DOCUMENT REVOKED		DOCUMENT SUSPENDED		EASA PERMIT TO FLY	EASA RESTRICTED COFA		EASA STANDARD COFA		EXEMPTION	EXPORTED		GENERAL PURPOSE		NORMAL	NORMAL OR AEROBATIC		PERMIT TO FLY	PERMIT TO FLY (AUTH)		PRIVATE		PRIVATE (TEST)		SPECIAL CATEGORY		STANDARD CATEGORY		TRANSPORT (PASSENGER)		No Application	**Invalid Total**	**Valid Total**	**Grand Total**
	Invalid / **V**alid	I	V	I	I	V	I	I	V	I	V	I	V	V	I		V	I	I	V	I	I	V	I	I		V	I		V	V	I	V	I	V	I	V	I		I			
Aircraft Class	**Weight group**																																									
AIRSHIP (GAS-FILLED)	751 - 5700 KG	2																																		1			**3**		**3**
AIRSHIP (HOT AIR)	1 - 750 KG	6	1											1																									**7**	**1**	**8**
	751 - 5700 KG	6												2		4																						1	**9**	**4**	**13**
BALLOON (GAS/HOT AIR)	1 - 750 KG																																					1	**1**		**1**
	751 - 5700 KG	4																																					**4**		**4**
BALLOON (GAS-FILLED)	0 KG	1																										1								1		3	**6**		**6**
	751 - 5700 KG	1																																					**1**		**1**
BALLOON (HOT AIR)	0 KG	59	3		2									1														1				3						38	**104**	**3**	**107**
	1 - 750 KG	479	52	5	1									24		20			1									16		6		3				19		1	21	**569**	**79**	**648**
	751 - 5700 KG	510	78		1		1							66		76			1									35		6		2				204		61	14	**834**	**221**	**1055**
BALLOON (MINIMUM LIFT)	0 KG																																						99	**99**		**99**
	1 - 750 KG																																						1	**1**		**1**
FIXED-WING AMPHIBIAN	1 - 750 KG						1																			3		1											2	**6**	**1**	**7**
	751 - 5700 KG				1											3												1		2						1		1	1	**4**	**6**	**10**
	5701 - 15000 KG																																		1						**1**	**1**
FIXED-WING LANDPLANE	1 - 750 KG		2		20		10			2		3	1	1		279					2	1	1		816		1213	1	59		122		9			24	42		82	409	**1374**	**1725**	**3099**
	751 - 5700 KG	7	7		104	3	9	5	3	8	2		2	4	14		2693		10	1	15	3	1	3	118		318		319		779	1	9	1	1	183	211		775	214	**1050**	**4773**	**5823**
	5701 - 15000 KG	1			12		2								8		137		11						24		22									2	6		16	12	**76**	**177**	**253**
	15001 - 50000 KG				11		1								3		147		16	2							3		1		1						20		60	7	**59**	**213**	**272**
	50000 KG and over				9										1		537			1																	3		157	4	**17**	**695**	**712**
FIXED-WING SEAPLANE	751 - 5700 KG															1																							1	**1**	**1**	**2**
FIXED-WING SELF-LAUNCHING MOTOR GLIDER	1 - 750 KG	1														80									19		17		17		62					2	1			5	**43**	**161**	**204**
	751 - 5700 KG															50													5		21										**5**	**71**	**76**
GLIDER	1 - 750 KG																																						147	**147**		**147**
	751 - 5700 KG																																						2	**2**		**2**
GYROPLANE	1 - 750 KG				9		2			9															105		70		1				1							62	**189**	**70**	**259**
	751 - 5700 KG																																						1	**1**		**1**
HANG GLIDER	1 - 750 KG																																						13	**13**		**13**
HELICOPTER	1 - 750 KG				23		1									135									13		15		3		6						21		67	4	**65**	**223**	**288**
	751 - 5700 KG	1			21	1		1		3				1		635				2					11		31		22		29		1			7	40		206	14	**115**	**911**	**1026**
	5701 - 15000 KG				1				1							47			1																		2		17	3	**7**	**65**	**72**
MICROLIGHT	1 - 750 KG				5		1	1		49	8							67							1777		2115													208	**2108**	**2123**	**4231**
Grand Total		**1078**	**143**	**5**	**220**	**4**	**28**	**7**	**4**	**71**	**10**	**3**	**2**	**5**	**122**	**4844**		**67**	**40**	**6**	**17**	**4**	**2**	**3**	**2886**		**3805**	**1**	**481**		**1034**	**1**	**28**	**1**	**1**	**219**	**572**		**1443**	**1287**	**6920**	**11524**	**18444**

Notes

1. Non EASA balloons, Sub 115kg category microlights and Hang Gliders can fly on private flights beginning and ending in the UK without a CofA or Permit to Fly, please note that on this report they appear as Invalid.
2. EASA gliders are in the porcess of becoming UK Registered but their Certificate of Airworthiness details for the majority of aircraft are temporarily shown as invalid during the transition process even though valid certification may have already been granted.