

A097604

# GENERAL AVIATION ACTIVITY AND AVIONICS SURVEY



JANUARY 1981



ANNUAL SUMMARY REPORT

1979 DATA

DTIC  
SELECT  
APR 1 1981

DEFENSE SECRETARY  
OFFICE OF THE SECRETARY  
WASHINGTON, D.C.

Best Available Copy

919. PARTNER OF THE AVIATION  
...  
...  
...

NOTICE

This document is disseminated under the sponsorship of the Department of Transportation in the interest of information exchange. The United States Government assumes no liability for its contents or for its use.

NOTICE

The United States Government does not endorse products or manufacturers. Trade or manufacturer names appear herein solely because they are considered essential to the object of this report.

Best Available Copy

# Technical Report Documentation Page

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                      |                                                                                                                                                   |                                            |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|
| 1. Report No.<br>FAA-MS-81-1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 2. Government Accession No.<br>AD-A097 604           | 3. Recipient's Catalog No.                                                                                                                        |                                            |
| 4. Title and Subtitle<br>GENERAL AVIATION ACTIVITY AND AVIONICS SURVEY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                      | 5. Report Date<br>January 1981                                                                                                                    | 6. Performing Organization Code<br>DTS/231 |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                      | 8. Performing Organization Report No.<br>TSC-FAA-81-1                                                                                             |                                            |
| 7. Author(s)<br>Judith C. Schwenk<br>U.S. Department of Transportation<br>Research & Special Programs Administration<br>Transportation Systems Center<br>Statistical Design and Analysis Branch<br>Kendall Square, Cambridge MA 02142<br>U.S. Department of Transportation<br>Federal Aviation Administration<br>Office of Management Systems<br>Information and Statistics Division<br>Washington DC 20591                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                      | 10. Work Unit No. (TRAIS)<br>FA-143/R1127                                                                                                         | 11. Contract or Grant No.                  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                      | 13. Type of Report and Period Covered<br>Annual Report CY 1979                                                                                    |                                            |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                      | 14. Sponsoring Agency Code<br>AMS/220                                                                                                             |                                            |
| 15. Supplementary Notes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                      |                                                                                                                                                   |                                            |
| 16. Abstract<br><p>→ This report presents the results and a description of the 1979 General Aviation Activity and Avionics Survey. The survey was conducted during 1980 by the FAA to obtain information on the activity and avionics of the United States registered general aviation aircraft fleet, the dominant component of civil aviation in the U.S. The survey was based on a statistically selected sample of about 14.2 percent of the general aviation fleet and obtained a response rate of 71 percent. Survey results are based upon responses but are expanded upward to represent the total population.</p> <p>Survey results revealed that during 1979 an estimated 43.3 million hours of flying time were logged by the 210,339 active general aviation aircraft in the U.S. fleet, yielding a mean annual flight time per aircraft of 203.5 hours. The active aircraft represented about 85 percent of the registered general aviation fleet. The report contains breakdowns of these and other statistics by manufacturer/model group, aircraft type, state and region of based aircraft, and primary use. Also included are fuel consumption, lifetime airframe hours, avionics, and engine hours estimates.</p> <p>↖</p> |                                                      |                                                                                                                                                   |                                            |
| 17. Key Words<br>Aircraft, Aircraft Activity, Aircraft Use, Avionics, Fuel Consumption, General Aviation, Hours Flown                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                      | 18. Distribution Statement<br>DOCUMENT IS AVAILABLE TO THE PUBLIC THROUGH THE NATIONAL TECHNICAL INFORMATION SERVICE, SPRINGFIELD, VIRGINIA 22161 |                                            |
| 19. Security Classif. (of this report)<br>Unclassified                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 20. Security Classif. (of this page)<br>Unclassified | 21. No. of Pages<br>160                                                                                                                           | 22. Price                                  |

# METRIC CONVERSION FACTORS

| Approximate Conversions to Metric Measures |                        |                            |                     | Approximate Conversions from Metric Measures |                     |                   |                        |
|--------------------------------------------|------------------------|----------------------------|---------------------|----------------------------------------------|---------------------|-------------------|------------------------|
| Symbol                                     | When You Know          | Multiply by                | To Find             | Symbol                                       | When You Know       | Multiply by       | To Find                |
| <b>LENGTH</b>                              |                        |                            |                     | <b>LENGTH</b>                                |                     |                   |                        |
| m                                          | meters                 | 2.5                        | inches              | m                                            | meters              | 0.04              | inches                 |
| cm                                         | centimeters            | 25                         | millimeters         | cm                                           | centimeters         | 0.4               | inches                 |
| mm                                         | millimeters            | 2.5                        | inches              | mm                                           | millimeters         | 0.039             | inches                 |
| <b>AREA</b>                                |                        |                            |                     | <b>AREA</b>                                  |                     |                   |                        |
| m <sup>2</sup>                             | square meters          | 1.1                        | square feet         | m <sup>2</sup>                               | square meters       | 1.1               | square feet            |
| cm <sup>2</sup>                            | square centimeters     | 1.6                        | square inches       | cm <sup>2</sup>                              | square centimeters  | 1.6               | square inches          |
| mm <sup>2</sup>                            | square millimeters     | 0.0016                     | square inches       | mm <sup>2</sup>                              | square millimeters  | 0.0016            | square inches          |
| <b>MASS (weight)</b>                       |                        |                            |                     | <b>MASS (weight)</b>                         |                     |                   |                        |
| g                                          | grams                  | 2.2                        | ounces              | g                                            | grams               | 0.0022            | ounces                 |
| kg                                         | kilograms              | 2.2                        | pounds              | kg                                           | kilograms           | 2.2               | pounds                 |
| lb                                         | pounds                 | 0.45                       | kilograms           | lb                                           | pounds              | 0.45              | kilograms              |
| <b>VOLUME</b>                              |                        |                            |                     | <b>VOLUME</b>                                |                     |                   |                        |
| l                                          | liters                 | 1.06                       | quarts              | l                                            | liters              | 0.00106           | quarts                 |
| ml                                         | milliliters            | 0.00106                    | quarts              | ml                                           | milliliters         | 0.00106           | quarts                 |
| gal                                        | gallons                | 3.8                        | liters              | gal                                          | gallons             | 0.0026            | liters                 |
| qt                                         | quarts                 | 0.95                       | liters              | qt                                           | quarts              | 0.00095           | liters                 |
| p                                          | pints                  | 0.47                       | liters              | p                                            | pints               | 0.00047           | liters                 |
| c                                          | cups                   | 0.24                       | liters              | c                                            | cups                | 0.00024           | liters                 |
| f                                          | fluid ounces           | 0.029                      | liters              | f                                            | fluid ounces        | 0.00029           | liters                 |
| <b>TEMPERATURE (exact)</b>                 |                        |                            |                     | <b>TEMPERATURE (exact)</b>                   |                     |                   |                        |
| F                                          | Fahrenheit temperature | 5/9 (after subtracting 32) | Celsius temperature | C                                            | Celsius temperature | 9/5 (then add 32) | Fahrenheit temperature |



## PREFACE

This report presents the General Aviation Activity and Avionics Survey results compiled at the Transportation Systems Center (TSC) by the Statistical Design and Analysis Branch under Project Plan Agreement FA-143 sponsored by the Federal Aviation Administration (FAA), Office of Management Systems, Information and Statistics Division. The survey is the continuation of an FAA data collection program to gain information on the activities and avionics equipment of the general aviation aircraft fleet. The results represent the cumulative effort of several agencies within the Department of Transportation. TSC developed the survey method, sample design, and computer system for sample selection, data editing, and estimation of results. They also ran the system during survey production. Within the FAA, the Information and Statistics Division sponsored and coordinated the activities associated with the survey, the Data Systems Management Division was responsible for printing names, addresses and aircraft information on the questionnaires, and the Mike Monroney Aeronautical Center provided data tapes, conducted the telephone follow-up survey, and transferred the survey responses to machine readable forms.

The author would like to acknowledge contributions to this report by: Carolyn Edwards and Nicholas Soldo, AMS-220, who guided the project as sponsors and reviewed the report text; Thomas Cramer of Systems Development Corporation, who designed and programmed the original computer system for the survey; and Marilyn Marotta, also of SDC, who updated the system and performed the production runs to produce the estimates in this report.

|                    |                                            |
|--------------------|--------------------------------------------|
| Accession For      |                                            |
| NTIS CRA&I         | <input checked="checked" type="checkbox"/> |
| DTIC TAB           | <input type="checkbox"/>                   |
| Unannounced        | <input type="checkbox"/>                   |
| Justification      |                                            |
| By _____           |                                            |
| Distribution/      |                                            |
| Availability Codes |                                            |
| Dist               | Avail and/or                               |
|                    | Special                                    |

Distribution: ZMS-348D.

## EXECUTIVE SUMMARY

This report presents the results of the third General Aviation Activity and Avionics Survey, conducted in 1980 by the Federal Aviation Administration to obtain information on the activities and avionics of the 1979 general aviation aircraft fleet, the major component of civil aviation in the United States. The FAA selected a statistically designed sample of about 14.2 percent of the registered general aviation fleet to participate in the survey. The sampled aircraft represented all states and FAA regions, and all of the major manufacturer/model groups of aircraft. The survey was conducted through a mailed questionnaire, with a telephone follow-up survey of a sample of non-respondents, yielding in total a response rate of 71 percent.

Some important survey findings appear below:

- An estimated 43.3 million hours of flying time were logged by the 210,339 active general aviation aircraft in the U.S. fleet during 1979. These aircraft had a mean annual flight time per aircraft of 203.5 hours and represented about 85 percent of the registered general aviation fleet.
- Turboprop aircraft flew over 510 hours per aircraft during 1979, more than any other aircraft type. Moreover, twin engine turboprops with thirteen or more seats flew more than 1000 hours per aircraft. In contrast, single engine piston powered aircraft averaged about 180 hours per aircraft during the year.
- The most common primary use of a general aviation aircraft was personal for an estimated 45 percent of the active fleet, followed by business for 24 percent of the fleet, and instructional for 7 percent of the fleet.
- The most populous region in terms of based aircraft was the Great Lakes Region, housing an estimated 18 percent of all registered general aviation aircraft, followed closely by the Western Region with 16 percent. The most populous state was California, housing 13 percent of the registered aircraft.
- Over 83 percent of the general aviation aircraft had two-way VHF communication equipment, almost 59 percent were equipped with 4096-code transponders, almost 55 percent had at least one component of an instrument landing system, and almost 80 percent had some form of navigation equipment.

- An estimated 41 percent of the active general aviation fleet flew by instrument flight rules (IFR) at some time during 1979. This represents a 4 percent increase over 1978.
- The general aviation aircraft fleet consumed an estimated 1,306 million gallons of fuel during 1979, 70 million gallons of aviation gasoline and 736 million gallons of jet fuel.

## TABLE OF CONTENTS

| <u>Section</u> |                                                                                  |      |
|----------------|----------------------------------------------------------------------------------|------|
| 1.             | INTRODUCTION .....                                                               | 1-1  |
| 1.1            | General .....                                                                    | 1-1  |
| 1.1.1          | Purpose of Survey .....                                                          | 1-1  |
| 1.1.2          | Background .....                                                                 | 1-1  |
| 1.2            | Survey Coverage .....                                                            | 1-3  |
| 1.2.1          | Aircraft .....                                                                   | 1-3  |
| 1.2.2          | Geographic .....                                                                 | 1-4  |
| 1.2.3          | Content .....                                                                    | 1-4  |
| 1.3            | Survey Method .....                                                              | 1-4  |
| 1.4            | Summary of Survey Results .....                                                  | 1-5  |
| 1.4.1          | National Scene .....                                                             | 1-5  |
| 1.4.2          | Results by Aircraft Type .....                                                   | 1-6  |
| 1.4.3          | Results by Primary Use .....                                                     | 1-13 |
| 1.4.4          | Results by FAA Region .....                                                      | 1-13 |
| 1.4.5          | Other Results .....                                                              | 1-13 |
| 2.             | TABLES OF RESULTS .....                                                          | 2-1  |
|                | APPENDIX A .....                                                                 | A-1  |
|                | A.1 First Mailing Cover Letter .....                                             | A-1  |
|                | A.2 Second Mailing Cover Letter ....                                             | A-2  |
|                | A.3 Survey Questionnaire .....                                                   | A-3  |
|                | APPENDIX B. Sample Design .....                                                  | B-1  |
|                | B.1 Sample Frame and Size.....                                                   | B-1  |
|                | B.2 Description of Sample Design....                                             | B-2  |
|                | B.3 Error.....                                                                   | B-6  |
|                | B.3.1 Sampling Error.....                                                        | B-6  |
|                | B.3.2 Non-Sampling Error.....                                                    | B-7  |
|                | APPENDIX C. Federal Aviation Administration<br>Regional Boundaries .....         | C-1  |
|                | APPENDIX D. SDR Aircraft Group Name - FAA<br>Manufacturer/Model Code Table ..... | D-1  |
|                | APPENDIX E. SDR Engine Group Name - FAA<br>Manufacturer/Model Code Table .....   | E-1  |
|                | REFERENCES .....                                                                 | R-1  |

## LIST OF ILLUSTRATIONS

| <u>Figure</u> |                                                                                             | <u>Page</u> |
|---------------|---------------------------------------------------------------------------------------------|-------------|
| 1.1           | A CONTRAST OF GENERAL AVIATION AND AIR CARRIER<br>ACTIVITY IN 1979 .....                    | 1-2         |
| 1.2           | GENERAL AVIATION ACTIVE FLEET SIZE 1973-1979 .....                                          | 1-7         |
| 1.3           | GENERAL AVIATION TOTAL FLYING TIME 1973-1979 .....                                          | 1-7         |
| 1.4           | MEAN ANNUAL FLYING TIME PER ACTIVE GENERAL AVIATION<br>AIRCRAFT 1973-1979 .....             | 1-8         |
| 1.5           | 1979 GENERAL AVIATION ACTIVITY MEASURES BY<br>AIRCRAFT TYPE .....                           | 1-11        |
| 1.6           | 1979 MEAN FUEL CONSUMPTION RATES BY AIRCRAFT TYPE                                           | 1-12        |
| 1.7           | 1979 ESTIMATED FUEL CONSUMPTION BY AIRCRAFT TYPE .                                          | 1-12        |
| 1.8           | 1979 GENERAL AVIATION ACTIVITY MEASURES BY<br>PRIMARY USE .....                             | 1-14        |
| 1.9           | 1979 GENERAL AVIATION ACTIVITY MEASURES BY FAA<br>REGION .....                              | 1-14        |
| 1.10          | AVIONICS EQUIPMENT IN THE 1979 GENERAL AVIATION<br>AIRCRAFT FLEET .....                     | 1-15        |
| 1.11          | GENERAL AVIATION ACTIVE AIRCRAFT IFR FLOWN AND<br>TRANSPONDER EQUIPPED IN 1979 .....        | 1-17        |
| B.1           | COMPARISON OF POPULATION AND SAMPLE DISTRIBUTIONS<br>BY AIRCRAFT TYPE .....                 | B-4         |
| B.2           | COMPARISON OF POPULATION AND SAMPLE DISTRIBUTIONS<br>BY REGION OF REGISTERED AIRCRAFT ..... | B-4         |

## LIST OF TABLES

| <u>Table</u>                                                                                      | <u>Page</u> |
|---------------------------------------------------------------------------------------------------|-------------|
| 1-1 SUMMARY OF RESPONSE INFORMATION BY SURVEY PHASE ...                                           | 1-5         |
| 1-2 GROWTH OF GENERAL AVIATION TOTAL HOURS FLOWN BY<br>AIRCRAFT TYPE 1973 - 1979.....             | 1-9         |
| 1-3 GROWTH OF ACTIVE GENERAL AVIATION FLEET BY<br>AIRCRAFT TYPE 1973 - 1979.....                  | 1-10        |
| 2-1 GENERAL AVIATION TOTAL HOURS FLOWN BY TYPE OF<br>AIRCRAFT - CY 1979 .....                     | 2-2         |
| 2-2 GENERAL AVIATION TOTAL HOURS FLOWN BY STATE OF<br>BASED AIRCRAFT - CY 1979 .....              | 2-4         |
| 2-3 GENERAL AVIATION TOTAL HOURS FLOWN BY REGION OF<br>BASED AIRCRAFT - CY 1979 .....             | 2-7         |
| 2-4 GENERAL AVIATION TOTAL HOURS FLOWN BY AIRCRAFT<br>TYPE AND PRIMARY USE - CY 1979 .....        | 2-8         |
| 2-5 GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT<br>MANUFACTURER/MODEL GROUP - CY 1979 .....     | 2-11        |
| 2-6 GENERAL AVIATION ACTIVE AIRCRAFT BY TYPE OF<br>AIRCRAFT - CY 1979 .....                       | 2-27        |
| 2-7 GENERAL AVIATION ACTIVE AIRCRAFT BY STATE OF<br>BASED AIRCRAFT - CY 1979 .....                | 2-29        |
| 2-8 GENERAL AVIATION ACTIVE AIRCRAFT BY REGION OF<br>BASED AIRCRAFT - CY 1979 .....               | 2-32        |
| 2-9 GENERAL AVIATION AIRCRAFT BY TYPE OF AIRCRAFT<br>AND PRIMARY USE - CY 1979 .....              | 2-33        |
| 2-10 GENERAL AVIATION ACTIVE AIRCRAFT IFR FLOWN AND<br>TRANSPONDER EQUIPPED - CY 1979 .....       | 2-37        |
| 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT<br>MANUFACTURER/MODEL GROUP - CY 1979 ..... | 2-39        |
| 2-12 GENERAL AVIATION AVIONICS EQUIPMENT BY AIRCRAFT<br>TYPE - CY 1979 .....                      | 2-55        |
| 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF<br>BASED AIRCRAFT - CY 1979 .....            | 2-63        |

# LIST OF TABLES (CONT)

| <u>Table</u> |                                                                                                      | <u>Page</u> |
|--------------|------------------------------------------------------------------------------------------------------|-------------|
| 2-14         | GENERAL AVIATION AVIONICS EQUIPMENT BY REGION OF<br>BASED AIRCRAFT - CY 1979 .....                   | 2-80        |
| 2-15         | GENERAL AVIATION AVIONICS EQUIPMENT BY PRIMARY<br>USE - CY 1979 .....                                | 2-86        |
| 2-16         | GENERAL AVIATION LIFETIME AIRFRAME HOURS BY<br>AIRCRAFT MANUFACTURER AND MODEL - CY 1979 .....       | 2-90        |
| 2-17         | GENERAL AVIATION MEAN HOURS AND ACTIVE ENGINES BY<br>ENGINE MANUFACTURER/MODEL GROUP - CY 1979 ..... | 2-104       |
| 2-18         | GENERAL AVIATION FUEL CONSUMED BY TYPE OF<br>AIRCRAFT - CY 1979 .....                                | 2-107       |
| B-1          | SAMPLE AND POPULATION DISTRIBUTIONS BY AIRCRAFT<br>TYPE .....                                        | B-3         |
| B-2          | SAMPLE AND POPULATION DISTRIBUTIONS BY REGION OF<br>REGISTERED AIRCRAFT .....                        | B-3         |
| B-3          | CONFIDENCE OF INTERVAL ESTIMATES .....                                                               | B-7         |
| B-4          | RESPONSE RATES BY REGION .....                                                                       | B-9         |
| B-5          | RESPONSE RATES BY AIRCRAFT TYPE .....                                                                | B-9         |
| D-1          | SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/<br>MODEL CODES.....                                      | D-1         |
| E-1          | SDR ENGINE GROUP NAME - FAA MANUFACTURER/<br>MODEL CODES.....                                        | E-1         |

## 1. INTRODUCTION

### 1.1 GENERAL

#### 1.1.1 Purpose of Survey

The purpose of the General Aviation Activity and Avionics Survey is to provide the Federal Aviation Administration (FAA) with information on the activity and avionics of the general aviation fleet. Figure 1.1 underscores the importance of general aviation to the United States civil air fleet. During calendar year 1979 general aviation composed almost 99 percent of the U.S. civil air fleet<sup>1</sup>, accounted for over 84 percent of civil operations at FAA towered airports<sup>2</sup>, and logged over 85 percent of the total hours flown by the U.S. civil air fleet<sup>3</sup>. The information obtained from the survey enables the FAA to monitor the general aviation fleet so that it can, among other activities, anticipate and meet demand for National Airspace System facilities and services, assess the impact of regulatory changes on the general aviation fleet, and implement measures to assure the safe operation in the airspace of all aircraft.

#### 1.1.2 Background

Prior to the current survey method, the FAA used the Aircraft Registration Eligibility, Identification, and Activity Report, AC Form 8050-73 in its data collection program on general aviation activity and avionics. The form, sent annually to all owners of civil aircraft in the U.S., served two purposes: (1) Part 1 was the mandatory aircraft registration renewal form; (2) Part 2 was voluntary and applied to general aviation aircraft only, asking questions on the owner-discretionary characteristics of the aircraft such as flight hours, avionics equipment, base location, and use. In 1978, the FAA replaced AC Form 8050-73 with a new system:

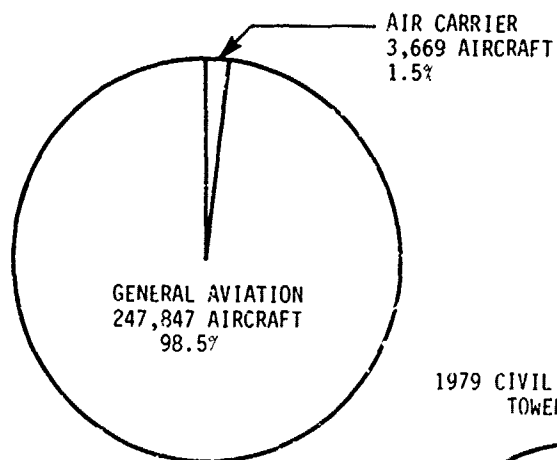
<sup>1</sup> Census of U.S. Civil Aircraft, Calendar Year 1979, U.S. Department of Transportation, Federal Aviation Administration, (Washington DC, 1980), p. 4.

<sup>2</sup> FAA Air Traffic Activity, Calendar Year 1979, U.S. Department of Transportation, Federal Aviation Administration, (Washington DC, 1979), p. 2.

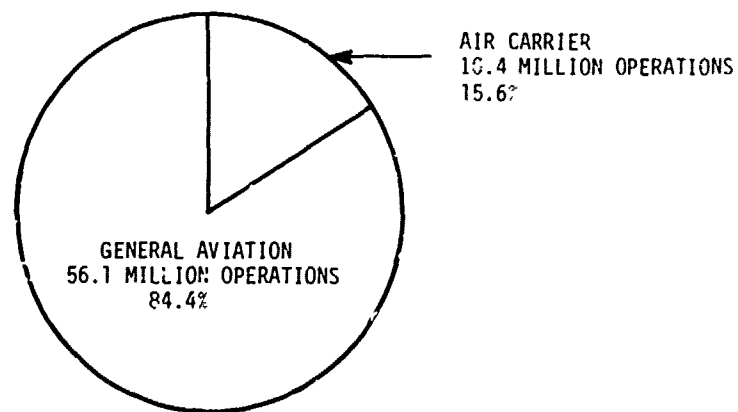
Note: General aviation as used in this report combines both general aviation and air taxi from the source above.

<sup>3</sup> Air Carrier: Census of U.S. Civil Aircraft, Calendar Year 1979, U.S. Department of Transportation, Federal Aviation Administration, (Washington DC, 1980), p. 21. General Aviation: Table 2-1.

1979 U.S. CIVIL AIR FLEET



1979 CIVIL OPERATIONS AT FAA  
TOWERED AIRPORTS



1979 FLYING TIME

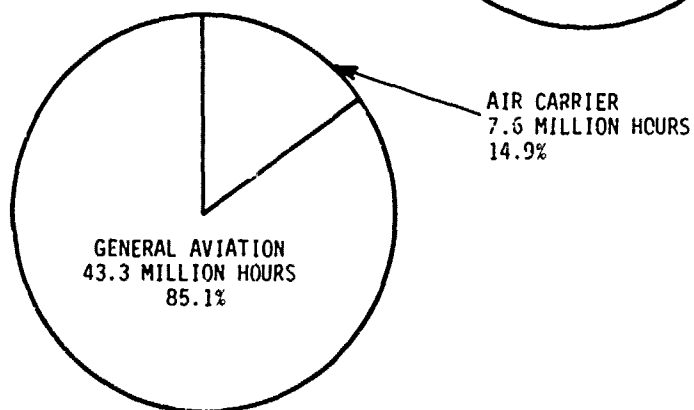


FIGURE 1.1. A CONTRAST OF GENERAL AVIATION AND AIR CARRIER ACTIVITY IN 1979

Part 1 was replaced by a triennial registration program; Part 2 was replaced by the General Aviation Activity and Avionics Survey, FAA Form 1800-54. (See Appendix A.3.) The survey was to be conducted annually based on a statistically selected sample of general aviation aircraft, requesting the same type of information as Part 2 of AC Form 8050-73. The first General Aviation Activity and Avionics Survey took place in 1978, collecting data on the 1977 general aviation aircraft fleet. The 1978 statistics in this report were derived from the third survey which took place in 1980. Benefits resulting from the new method of data collection included quicker processing of the results, improved data quality, and a considerable savings in time and money to both the public and the Federal Government. Specifically, the public reporting burden was reduced by an estimated 13,000 hours annually, and the cost savings to the public and Government were estimated to be one million dollars annually.

## 1.2 SURVEY COVERAGE

### 1.2.1 Aircraft

The General Aviation Activity and Avionics Survey covers, through a stratified probability sample, all general aviation aircraft registered in the United States. The term "general aviation", as used for this survey, is defined as all aircraft in the U.S. civil air fleet except those operated under Federal Aviation Regulations Parts 121 and 127. These two parts cover the operations of fixed wing aircraft and rotorcraft, respectively, that 1) have been issued a certificate of public convenience and necessity by the Civil Aeronautics Board authorizing the performance of scheduled air transportation over specified routes and a limited amount of non-scheduled operations, and 2) are used by large aircraft commercial operators. General aviation thus includes aircraft operated under:

- Part 91: General operating and flight rules.
- Part 123: Certification and operations: air travel clubs using large airplanes.
- Part 133: Rotorcraft external load operations.
- Part 135: Air taxi operators and commercial operators of small aircraft.
- Part 137: Agricultural aircraft operations.

General aviation offers such varied services as air taxi, air cargo, industrial, agricultural, business, personal, instructional, research, patrol, and sport flying. General aviation aircraft range in complexity from simple gliders and balloons to four engine turbojets.

Certain aircraft meeting the general aviation criteria have been excluded from the survey. This group consists of aircraft registered to dealers, aircraft in the process of being sold or with registration pending, and aircraft for which not enough information was available to categorize them properly for sampling purposes.

### 1.2.2 Geographic

The sample survey covers general aviation aircraft registered with the United States Aircraft Registry as of December 31, 1979. Over 99 percent of these aircraft are registered to owners living in the 50 states and Washington DC, with about 0.3 percent (675 aircraft) registered in Puerto Rico and other U.S. Territories, and 0.5 percent (954 aircraft) registered to owners living in foreign countries.<sup>1</sup>

### 1.2.3 Content

Appendix A.3 contains a copy of the survey questionnaire, FAA Form 1800-54. The questionnaire requests the owner to provide information on the sampled aircraft's characteristics and uses for various time periods:

- 1) Hours by use, IFR hours, and fuel consumption for entire calendar year 1979,
- 2) Airframe hour reading and location of aircraft base as of December 31, 1979, and
- 3) Avionics equipment currently on board.

## 1.3 SURVEY METHOD

The main method of collecting data for this survey was the mail questionnaire, sent to the owners of the sampled aircraft in two mailings. The first mailing on February 29, 1980, covered all 35,145 aircraft in the sample and had a response rate of 55 percent as shown in Table 1-1 below. This was about 78 percent of the total responses to the survey. The second mailing conducted on March 31, 1980, included only those aircraft in the sample that had not yet responded. The second mailing had a response rate of 30 percent which accounted for 19 percent of the total responses to the survey. The combined response rate for the two mailings was 69 percent of the sample.

---

<sup>1</sup>Source: FAA Aircraft Registration Master File as of December 31, 1979.

A telephone follow-up survey was conducted during June and early July using the same questions appearing in the mail survey. A sample of the mail non-respondents was selected for the telephone survey weighing most heavily those states and make-model groups in the sampling strata that had the lowest mail response rates. Of a total telephone sample of 3611 aircraft, only 850, or 24 percent, responses could be obtained due to difficulty in obtaining telephone numbers, finding owners at home, and obtaining cooperation of owners over the telephone. Nevertheless, the 850 telephone responses contributed the remaining three percent of the responses and increased the overall response rate of the survey to 71 percent.

TABLE 1-1. SUMMARY OF RESPONSE INFORMATION BY SURVEY PHASE

| SURVEY PHASE      | SAMPLE SIZE (S) | NUMBER OF RESPONSES (R) | RESPONSE RATE (R/S X 100%) | PORTION OF TOTAL RESPONSE [(R/TOTAL R) X 100%] |
|-------------------|-----------------|-------------------------|----------------------------|------------------------------------------------|
| FIRST MAILING     | 35,145          | 19,361                  | 55%                        | 78%                                            |
| SECOND MAILING    | 15,784          | 4,757                   | 30%                        | 19%                                            |
| COMBINED MAILINGS | 35,145          | 24,118                  | 69%                        | 97%                                            |
| TELEPHONE SURVEY  | 3,611           | 850                     | 24%                        | 3%                                             |
| TOTAL             | 35,145          | 24,968                  | 71%                        | 100%                                           |

#### 1.4 SUMMARY OF SURVEY RESULTS<sup>1</sup>

##### 1.4.1 National Scene

Results of the General Aviation Activity and Avionics Survey at the national level revealed that during 1979 an estimated 43.3 million hours of flying time were logged by the 210,339 active general aviation aircraft in the U.S. fleet, yielding a mean annual flight time per aircraft of 203.5 hours. These active aircraft comprised 85 percent of the registered general aviation fleet. The statistics for 1979 showed a 9.9 percent increase in flying hours, a 5.8 percent increase in the number of active aircraft

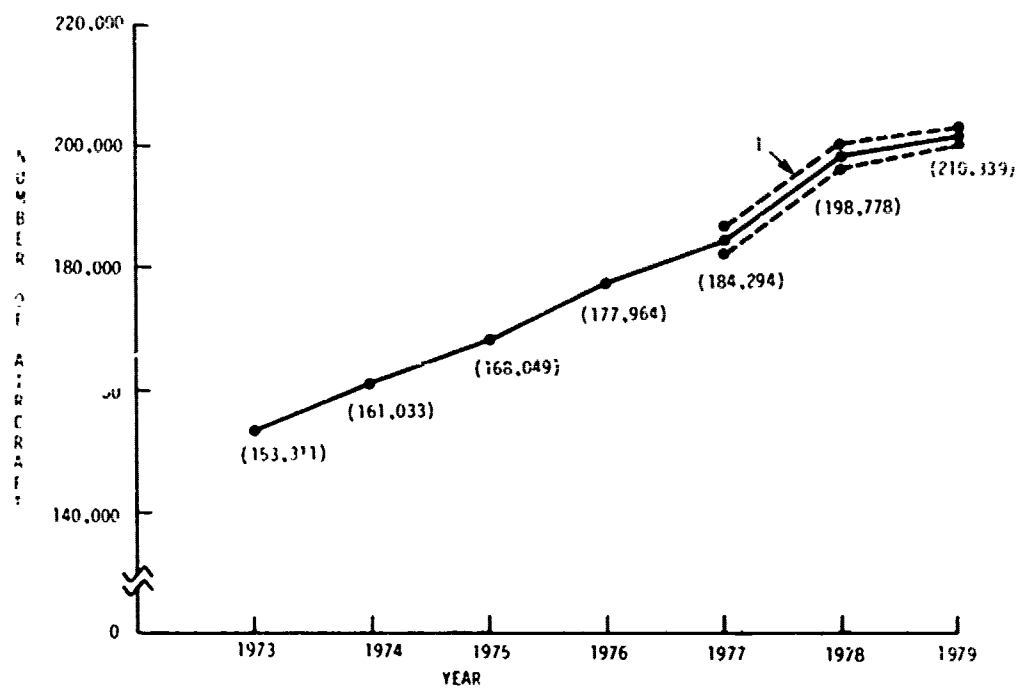
<sup>1</sup>See Appendix B.1 for a discussion of effects of changes in the sample frame on the survey results.

in the general aviation fleet, and a 2.9 percent increase in mean hours per aircraft over the comparable figures for 1978. Longer term trends for these variables are found in Figures 1.2, 1.3, and 1.4. From 1973 to 1979 both the active fleet and the total hours flown exhibited growth trends which increased at approximately the same rates, but mean hours per aircraft showed more year-to-year variation. As the quotient of total hours divided by active fleet size, mean hours are sensitive to small differences between the growth rates of total hours and fleet size. Consequently, mean hours dip from about 195 hours per aircraft in 1973 and 1974 to about 191 hours per aircraft in 1975 and 1976, then climb steadily to their 1979 level of 203.5 hours per aircraft.

#### 1.4.2 Results by Aircraft Type

Although both the total flight time and the active aircraft count for the general aviation fleet grew at about the same annual rate (6.34 percent and 5.41 percent, respectively) from 1973 through 1979, significant deviations from these mean fleet rates occurred among the individual aircraft types. The following two tables illustrate this point. Tables 1-2 and 1-3 contain the six-year trends in growth for total hours flown and active aircraft, respectively. The last column in both tables is the compound annual growth rate for the aircraft type from 1973 to 1979. In Table 1-2 the fastest growth of any type in terms of total hours flown occurred to the turbine-powered rotorcraft with an average annual growth rate of 21.59 percent. They were followed by twin engine turboprops with 1-12 seats at 13.98 percent, and twin engine turbojets at 11.20 percent. In contrast, single engine piston airplanes with 1-3 seats and large twin engine turboprops experienced very little growth during the period. In general, it was the activity of the more sophisticated aircraft in the general aviation fleet that grew faster than the other components of the fleet. Similar results are shown in Table 1-3 for the active aircraft counts.

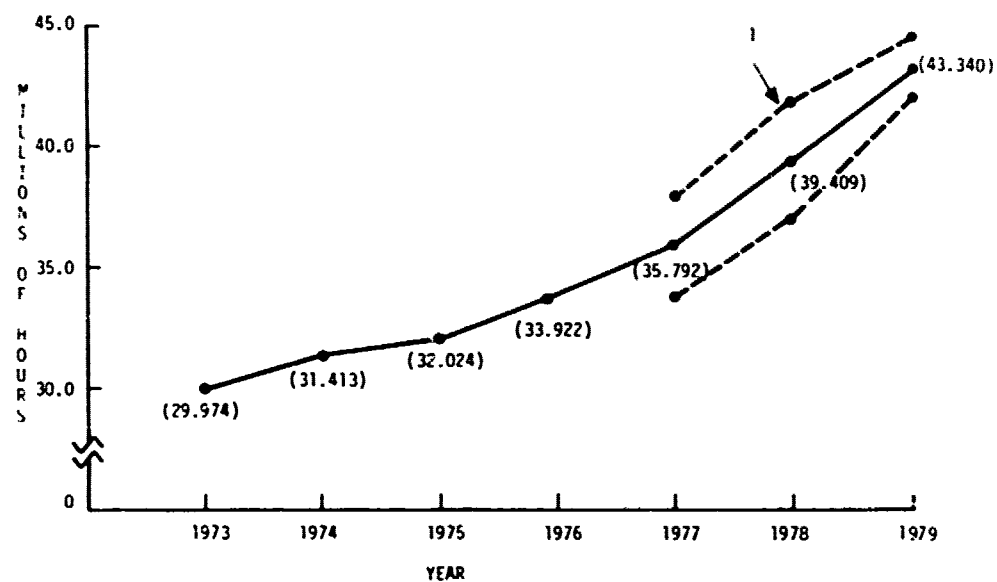
There was a great deal of variation in activity among the general aviation aircraft types in terms of three measures resulting from the survey: total hours flown, number of active aircraft, and mean hours flown. Figure 1.5 highlights the variation, as well as the relationship of these three measures to each other. Distance along the vertical axis indicates mean flight hours per aircraft, distance along the horizontal axis indicates the relative portion of the active fleet belonging to each aircraft type, and the area within each box is proportional to the total flying time for the aircraft type. Thus, it is evident that in terms of sheer numbers, single engine piston aircraft dominated the active fleet and contributed the largest portion of total flying time, yet had one of the lowest mean flight times per aircraft. In contrast, the turboprops, turbojet aircraft, and rotorcraft had low representation in the active fleet but contributed a relatively high proportion of flight time resulting in the greatest mean flight hours of any of the major aircraft types.



1. The dotted lines represent a 95% confidence interval for the 1977 -- 1979 true values. See Appendix B.

Source: Table 1-3

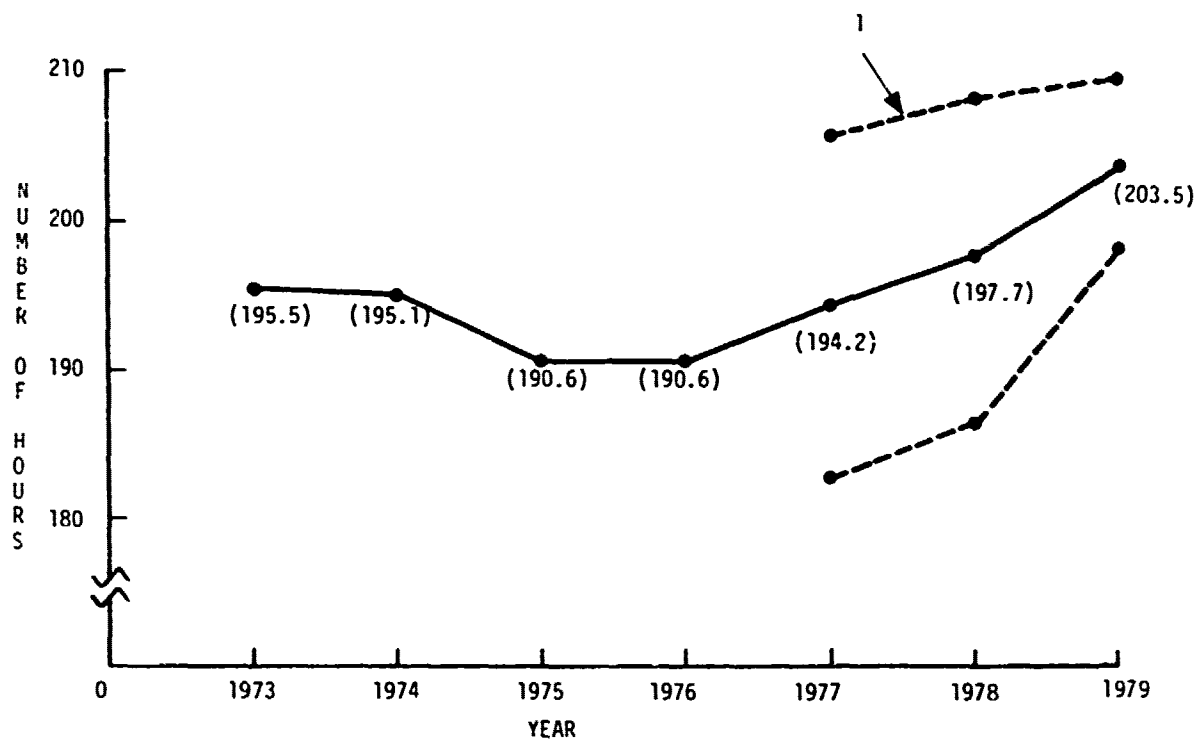
FIGURE 1.2. GENERAL AVIATION ACTIVE FLEET SIZE 1973 - 1979



1. The dotted lines represent a 95% confidence interval for the 1977 -- 1979 true values. See Appendix B.

Source: Table 1-2

FIGURE 1.3. GENERAL AVIATION TOTAL FLYING TIME 1973 - 1979



1. The dotted lines represent a 95% confidence interval for the 1977 -- 1979 true values. See Appendix B.

FIGURE 1.4. MEAN ANNUAL FLYING TIME PER ACTIVE GENERAL AVIATION AIRCRAFT 1973 - 1979

TABLE 1-2. GROWTH OF GENERAL AVIATION TOTAL HOURS FLOWN  
BY AIRCRAFT TYPE, 1973 - 1979

(THOUSANDS OF HOURS)

| AIRCRAFT TYPE                    | <u>1973<sup>1</sup></u> | <u>1976<sup>1</sup></u> | <u>1979<sup>2</sup></u><br>(Standard<br>Error) | COMPOUND<br>ANNUAL<br>GROWTH<br>RATE IN % |
|----------------------------------|-------------------------|-------------------------|------------------------------------------------|-------------------------------------------|
| FIXED WING                       |                         |                         |                                                |                                           |
| 1-engine piston<br>1-3 seats     | 9,722                   | 9,640                   | 11,180<br>(384)                                | 2.36                                      |
| 1-engine piston<br>4+ seats      | 12,025                  | 14,688                  | 19,109<br>(420)                                | 8.03                                      |
| 2-engine piston<br>1-6 seats     | 3,243                   | 3,220                   | 4,006<br>(148)                                 | 3.58                                      |
| 2-engine piston<br>7+ seats      | 1,724                   | 2,081                   | 2,855<br>(137)                                 | 8.77                                      |
| Other piston                     | 84                      | 84                      | 152<br>(15)                                    | 10.39                                     |
| 2-engine turboprop<br>1-12 seats | 572                     | 785                     | 1,254<br>(57)                                  | 13.98                                     |
| 2-engine turboprop<br>13+ seats  | 508                     | 521                     | 572<br>(45)                                    | 2.00                                      |
| Other turboprop                  | 37                      | 20                      | 45<br>(2)                                      | 3.32                                      |
| 2-engine turbojet                | 595                     | 844                     | 1,125<br>(39)                                  | 11.20                                     |
| Other turbojet                   | 89                      | 67                      | 134<br>(9)                                     | 7.06                                      |
| ROTORCRAFT                       |                         |                         |                                                |                                           |
| Piston                           | 654                     | 753                     | 892<br>(97)                                    | 5.31                                      |
| Turbine                          | 515                     | 950                     | 1,664<br>(108)                                 | 21.59                                     |
| OTHER                            | 207                     | 270                     | 353<br>(29)                                    | 9.30                                      |
| TOTAL AIRCRAFT HOURS             | 29,974                  | 33,922                  | 43,340<br>(627)                                | 6.34                                      |

<sup>1</sup> FAA revised data as of December 1978.

<sup>2</sup> See Appendix B.1 for description of changes in the sample frame from prior years.

TABLE 1-3. GROWTH OF ACTIVE GENERAL AVIATION FLEET BY  
AIRCRAFT TYPE, 1973 - 1979

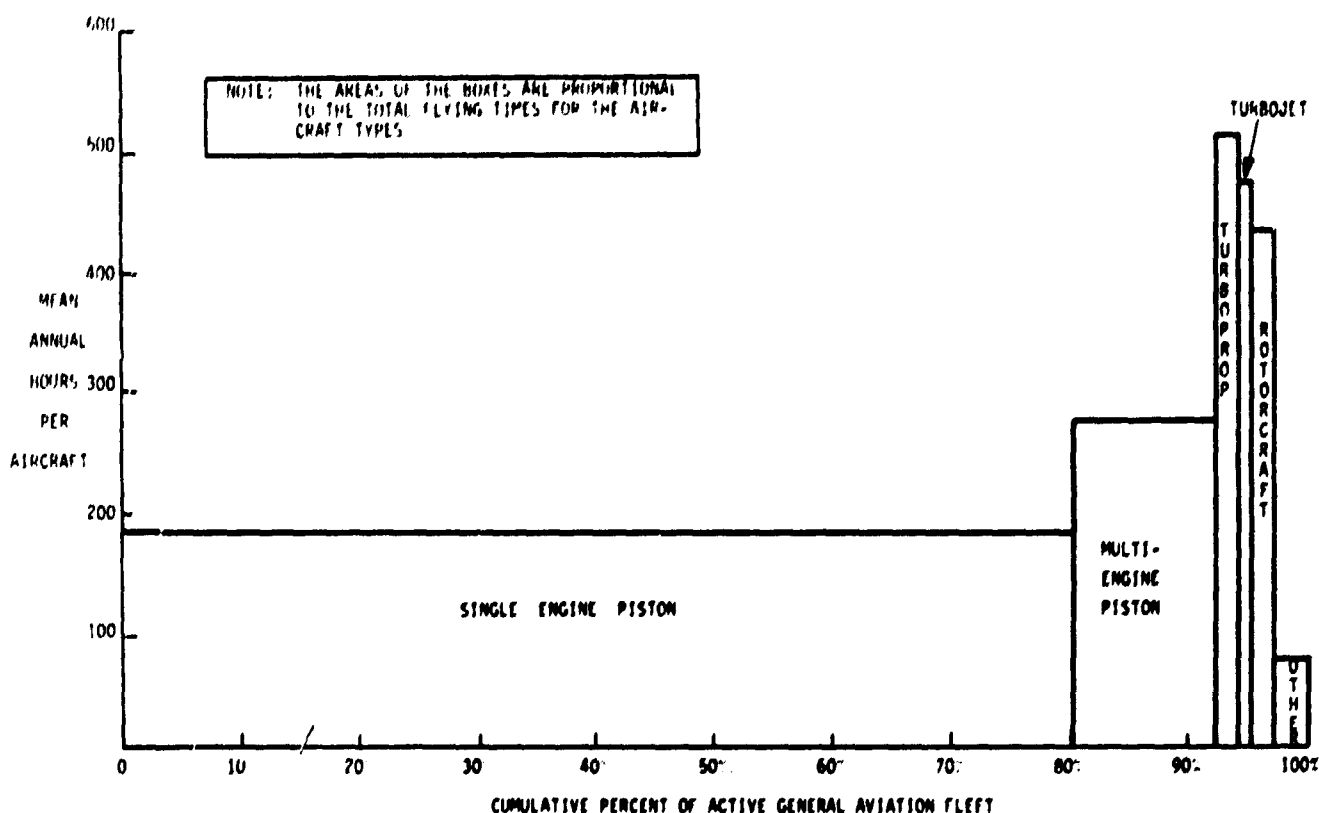
(NUMBER OF AIRCRAFT)

| AIRCRAFT TYPE                    | 1973 <sup>1</sup> | 1976 <sup>1</sup> | 1979 <sup>2</sup><br>(Standard<br>Error) | COMPOUND<br>ANNUAL<br>GROWTH<br>RATE IN % |
|----------------------------------|-------------------|-------------------|------------------------------------------|-------------------------------------------|
| FIXED WING                       |                   |                   |                                          |                                           |
| 1-engine piston<br>1-3 seats     | 51,218            | 56,547            | 62,362<br>(594)                          | 3.34                                      |
| 1-engine piston<br>4+ seats      | 74,856            | 88,205            | 106,028<br>(450)                         | 5.97                                      |
| 2-engine piston<br>1-6 seats     | 13,454            | 14,617            | 16,891<br>(157)                          | 3.86                                      |
| 2-engine piston<br>7+ seats      | 5,048             | 6,494             | 7,958<br>(90)                            | 7.88                                      |
| Other piston                     | 190               | 196               | 229<br>(11)                              | 3.16                                      |
| 2-engine turboprop<br>1-12 seats | 1,268             | 1,889             | 2,944<br>(13)                            | 15.07                                     |
| 2-engine turboprop<br>13+ seats  | 509               | 507               | 538<br>(15)                              | 0.93                                      |
| Other turboprop                  | 72                | 57                | 96<br>(3)                                | 4.91                                      |
| 2-engine turbojet                | 1,196             | 1,692             | 2,309<br>(29)                            | 11.59                                     |
| Other turbojet                   | 184               | 189               | 343<br>(6)                               | 10.94                                     |
| ROTORCRAFT                       |                   |                   |                                          |                                           |
| Piston                           | 2,122             | 2,701             | 3,123<br>(127)                           | 6.65                                      |
| Turbine                          | 993               | 1,724             | 2,740<br>(50)                            | 18.43                                     |
| OTHER                            | 2,201             | 3,146             | 4,770<br>(114)                           | 13.76                                     |
| TOTAL AIRCRAFT                   | 153,311           | 177,964           | 210,339<br>(789)                         | 5.41                                      |

<sup>1</sup>FAA revised data as of December 1978.

<sup>2</sup>See Appendix B.1 for description of changes in sample frame from prior years.

The general aviation aircraft fleet consumed an estimated 1,306 million gallons of fuel during 1979, 570 million gallons of aviation gasoline and 736 million gallons of jet fuel. From Figure 1.6 it is evident that turbojet and turboprop engines consume fuel at much higher rates than piston engines. In fact, turbojets with more than 2 engines consume over 1000 gallons of jet fuel an hour on the average. The high rates account for turbojets' burning 37 percent of all fuel consumed in 1979, as shown in Figure 1.7. Single and twin engine piston aircraft together account for 39 percent of the fuel consumed in 1979 due to their high representation in the general aviation fleet. Table 2-18 shows more detailed fuel consumption estimates and their standard errors.



Source: Table 2-1

FIGURE 1.5. 1979 GENERAL AVIATION ACTIVITY MEASURES BY AIRCRAFT TYPE

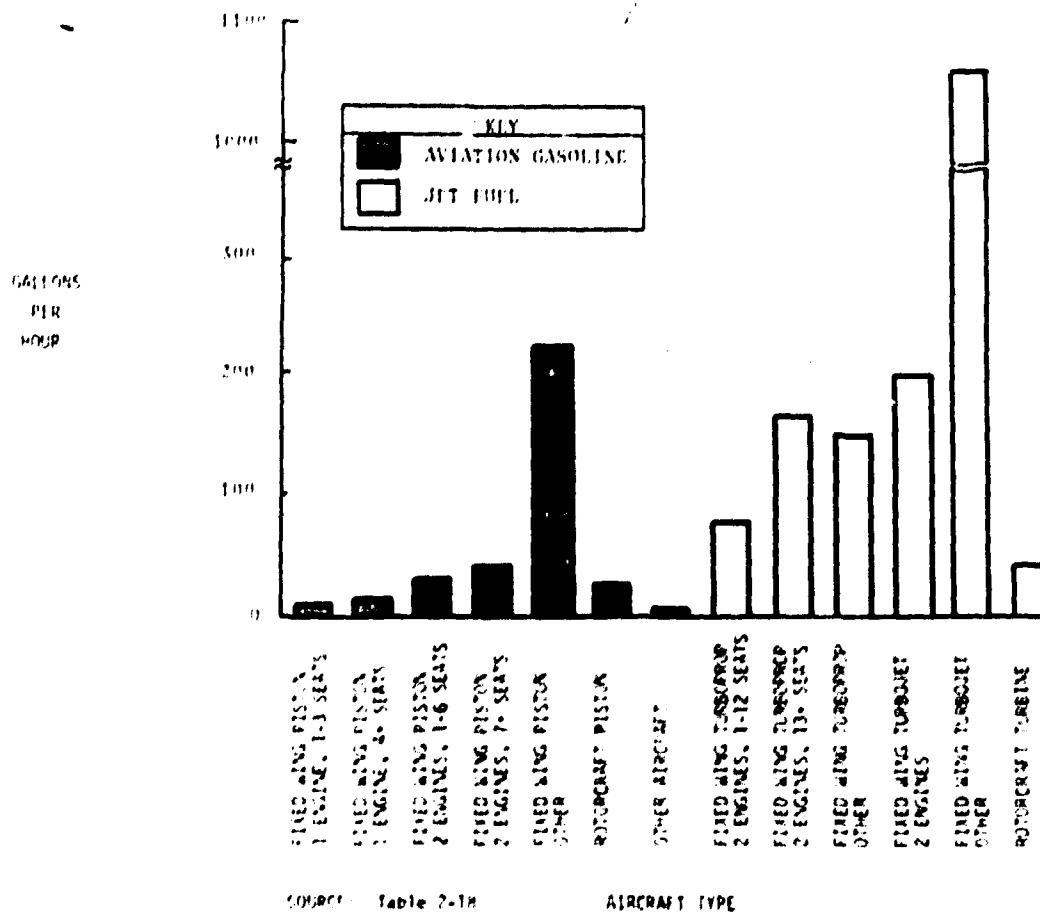


FIGURE 1.6. 1979 MEAN FUEL CONSUMPTION RATES BY AIRCRAFT TYPE

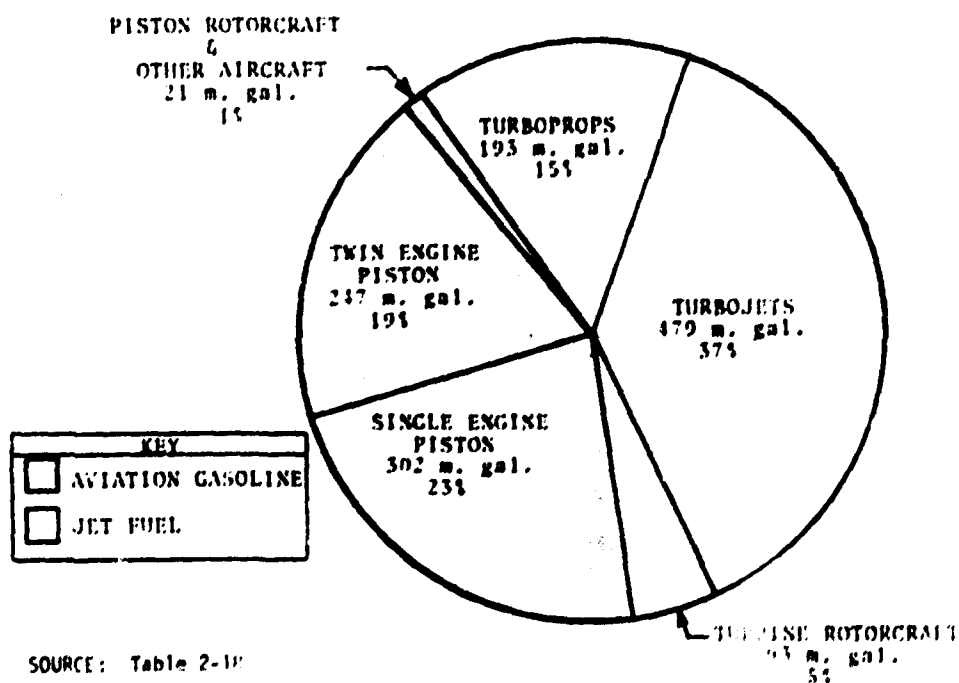


FIGURE 1.7. 1979 ESTIMATED FUEL CONSUMPTION BY AIRCRAFT TYPE

#### 1.4.3 Results by Primary Use

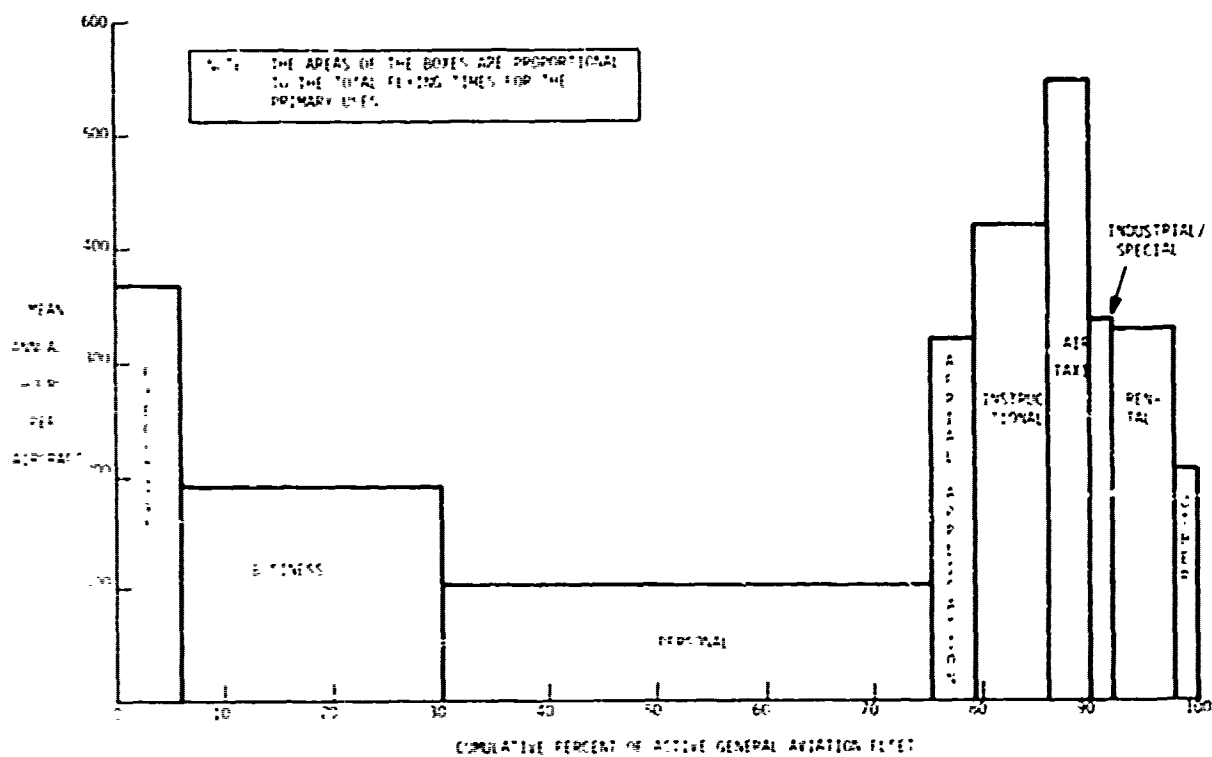
Like aircraft types, primary uses were differentiated by their activity characteristics, as shown in Figure 1.8. Distance along the vertical axis indicates mean hours per aircraft, distance along the horizontal axis indicates the relative portion of the active fleet engaged in each primary use, and the area within each box is proportional to the total flying time for each primary use. Aircraft used as air taxis and for instructional and executive purposes showed high individual usage with mean hours per aircraft of 544.4, 418.1, and 366.7, respectively. General aviation aircraft were used most commonly for personal and business purposes, representing 45 and 24 percent of the active fleet. Due either to their high representation in the fleet or to their high individual usage, personal, business, executive, air taxi and instructional use aircraft together accounted for 80 percent of the total hours flown by the general aviation fleet.

#### 1.4.4 Results by FAA Region

Mean aircraft usage did not differ significantly from region to region with the exception of the Pacific and European (Foreign) Regions, according to Figure 1.9. In the figure, distance along the vertical axis indicates mean annual hours per aircraft, distance along the horizontal axis indicates the relative portion of the active fleet based in each region, and the area within each box is proportional to the total flying time occurring in each region. It can be seen that the Great Lakes Region accounted for more active aircraft and more total flight time than any of the other regions, although the Southern, Southwestern, and Western Regions are close behind. The smallest region in continental United States was New England, with only four percent of the active aircraft and about three percent of the fleet's total flight time. Tables 2-3 and 2-8 contain more estimates by region; Tables 2-2 and 2-7 show similar estimates by state of aircraft base.

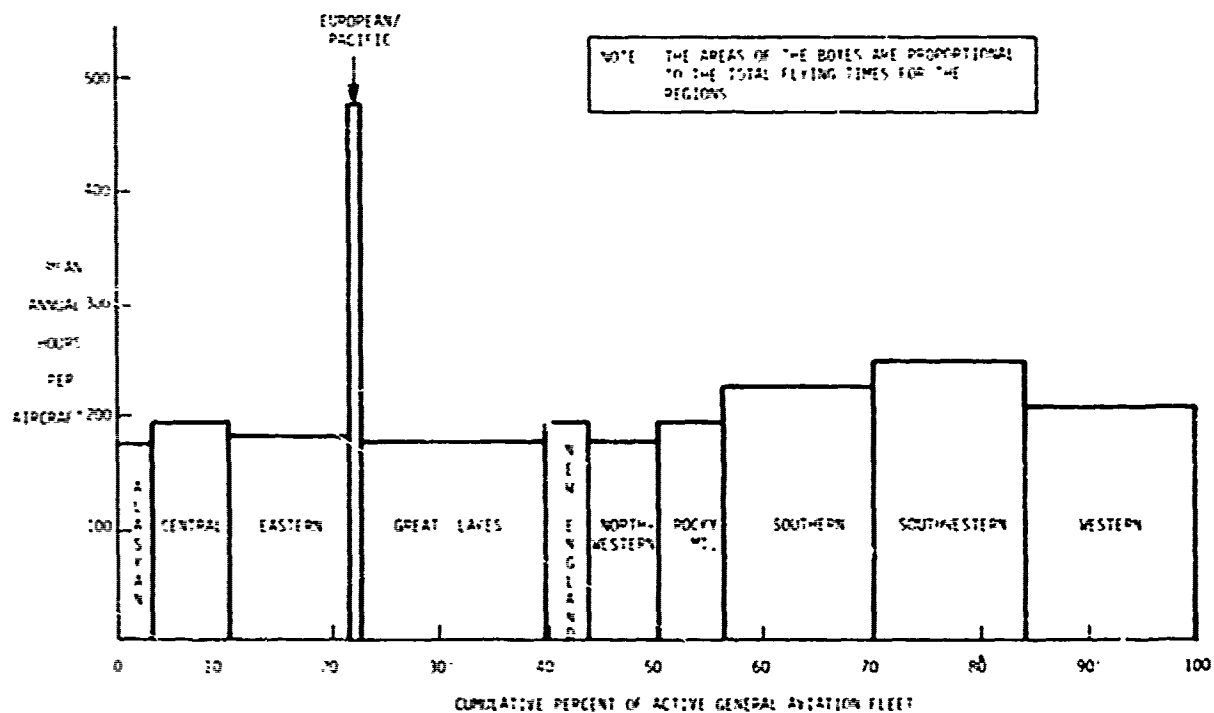
#### 1.4.5 Other Results

The extent to which general aviation aircraft are furnished with on-board avionics equipment was a principal finding of the survey. A summary appears in Figure 1.10. Over 83 percent of the aircraft have two-way VHF communications, almost 59 percent are equipped with 4096-code transponders, almost 55 percent have at least one component of an instrument landing system, and almost 80 percent have some form of navigation equipment. It is evident from comparing the 1979 and 1978 avionics estimates that the general aviation fleet is becoming more sophisticated in terms of its avionics equipment. Within two-way communications, for example, there was a significant shift from 360 channel to 720 channel equipment. Likewise within VOR receivers there was a shift from 100 channel to 200 channel equipment. The proportion of the general aviation fleet with transponders increased from 53.3 percent



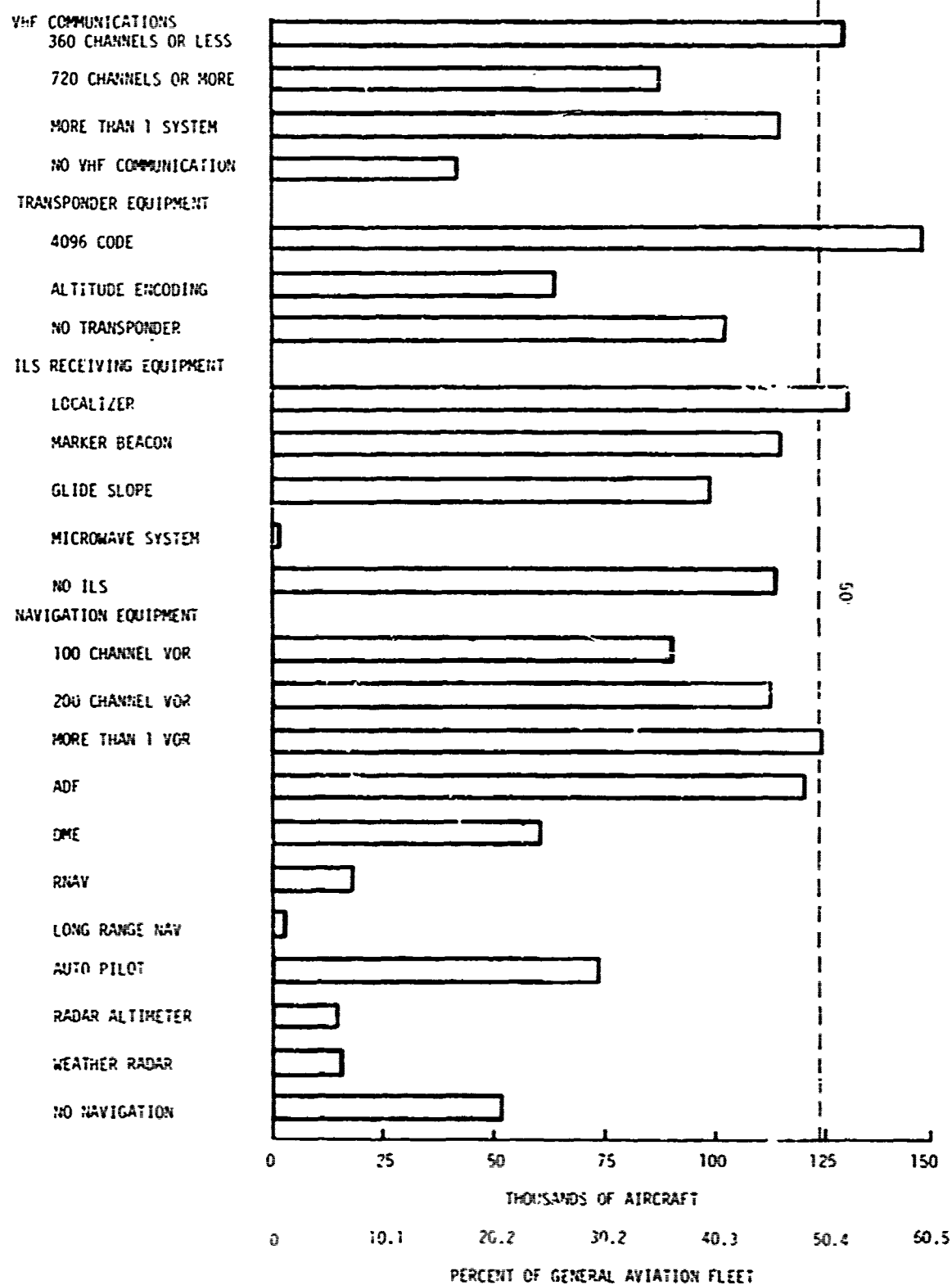
Source: Tables 2-4 and 2-5

FIGURE 1.8. 1979 GENERAL AVIATION ACTIVITY MEASURES BY PRIMARY USE



Source: Table 2-3

FIGURE 1.9. 1979 GENERAL AVIATION ACTIVITY MEASURES BY FAA REGION



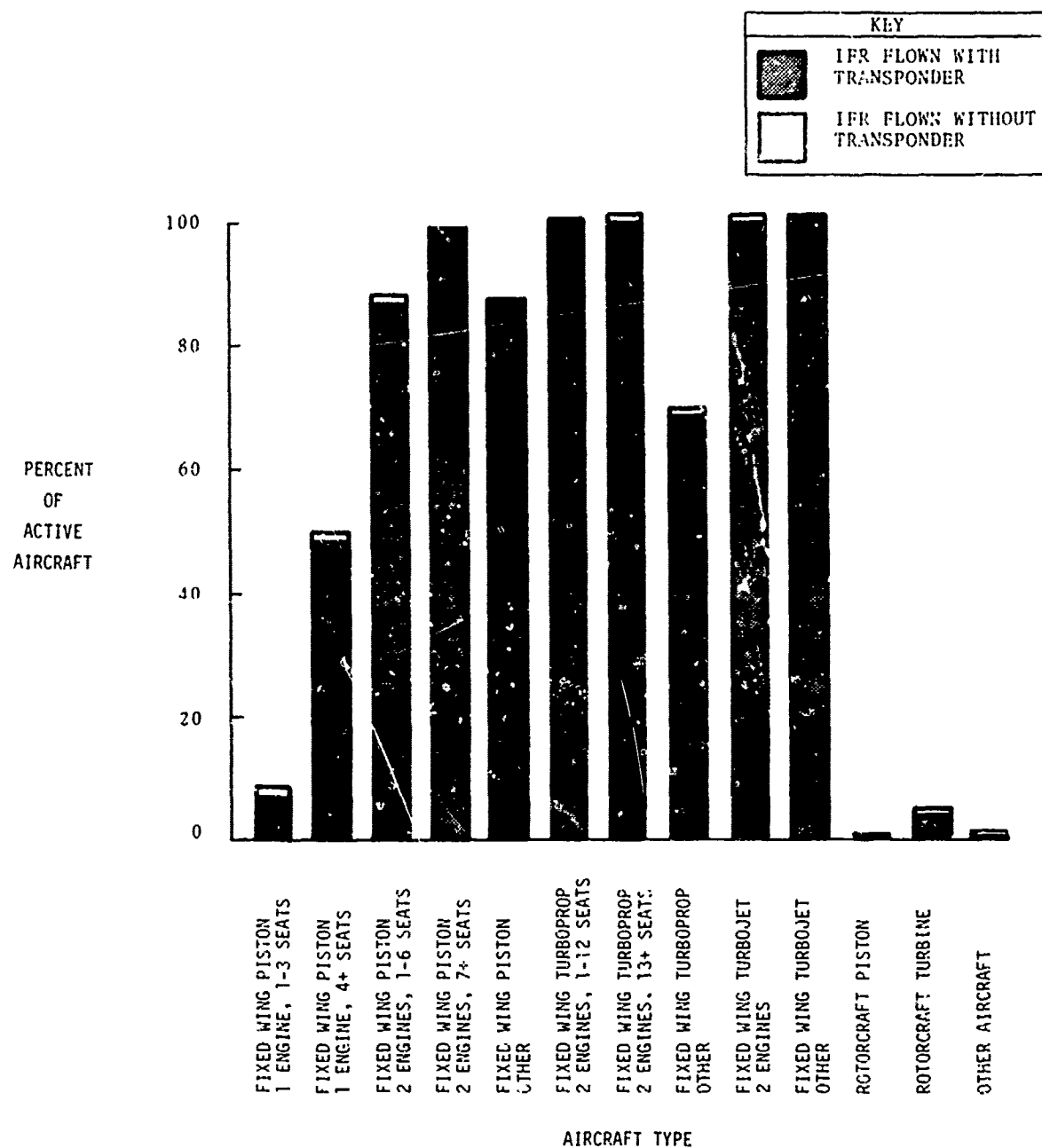
SOURCE: Table 2-13

FIGURE 1.10. AVIONICS EQUIPMENT IN THE 1979 GENERAL AVIATION AIRCRAFT FLEET

to 58.9 percent, and the proportion with at least one part of an ILS increased from 51.0 percent to 54.2 percent. The proportion of aircraft having two or more communications systems and the proportion with two or more VOR receivers increased by four percent from 1978 to 1979. More detailed breakdowns of avionics by aircraft type, state, region, and primary use are provided in Tables 2-12 through 2-15.

Figure 1.11 shows the portion of active aircraft of each type which engaged in IFR (Instrument Flight Rules) flight during 1979 and further, the portions that flew IFR with and without transponder equipment. It can be seen that almost all active twin engine piston aircraft, turboprops, and turbojets flew IFR at some time during 1979 and were equipped with transponders. A much lower proportion of the active single engine piston aircraft and rotorcraft in the fleet flew IFR during the year, and not all were equipped with transponders.

Additional results to those discussed above are found in the tables in Section 2. Estimates of total hours, mean hours, lifetime airframe hours, and number of active aircraft for over 300 SDR manufacturer/model groups of general aviation aircraft are found in Tables 2-5, 2-11, and 2-16. Appendix D contains definitions of these groups. The report also includes a table on mean hours and number of active engines for almost 90 different manufacturer/model groups of engines. Appendix E contains definitions of these groups.



SOURCE: Table 2-10

FIGURE 1.11. GENERAL AVIATION ACTIVE AIRCRAFT IFR FLOWN AND TRANSPONDER EQUIPPED IN 1979

## 2. TABLES OF RESULTS

TABLE 2-1 GENERAL AVIATION TOTAL HOURS FLOWN BY TYPE OF AIRCRAFT - CY 1979 (1 of 2)

| AIRCRAFT TYPE            | POPULATION SIZE | ESTIMATE OF NUMBER ACTIVE | STANDARD ERROR | ESTIMATE OF TOTAL HOURS | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF MEAN HOURS | STANDARD ERROR | PERCENT STANDARD ERROR |
|--------------------------|-----------------|---------------------------|----------------|-------------------------|----------------|------------------------|------------------------|----------------|------------------------|
| <b>FIXED WING PISTON</b> |                 |                           |                |                         |                |                        |                        |                |                        |
| 1 ENG 1-3 SEATS          | 83970           | 62362                     | 594            | 11179991                | 384041         | 3.4                    | 180.2                  | 6.0            | 3.3                    |
| 1 ENG 4+ SEATS           | 115507          | 106028                    | 450            | 15109020                | 419714         | 2.2                    | 180.2                  | 3.9            | 2.2                    |
| TOTAL 1 ENG              | 199477          | 168390                    | 745            | 30289011                | 568901         | 1.9                    | 180.2                  | 3.3            | 1.8                    |
| 2 ENG 1-6 SEATS          | 18071           | 16891                     | 157            | 4006461                 | 140185         | 3.7                    | 236.1                  | 8.5            | 3.6                    |
| 2 ENG 7+ SEATS           | 9271            | 7958                      | 90             | 2854750                 | 137107         | 4.8                    | 356.5                  | 16.0           | 4.5                    |
| TOTAL 2 ENG              | 27342           | 24850                     | 181            | 6861212                 | 201884         | 2.9                    | 273.2                  | 7.6            | 2.8                    |
| OTHER PISTON             | 389             | 229                       | 11             | 151811                  | 14595          | 9.6                    | 650.4                  | 27.9           | 4.3                    |
| TOTAL PISTON             | 227208          | 193470                    | 767            | 37302035                | 603836         | 1.6                    | 191.8                  | 3.0            | 1.6                    |
| <b>TURBOPROP</b>         |                 |                           |                |                         |                |                        |                        |                |                        |
| 2 ENG 1-12 SEATS         | 2986            | 2944                      | 13             | 1254224                 | 57357          | 4.6                    | 428.4                  | 15.1           | 4.5                    |
| 2 ENG 13+ SEATS          | 584             | 538                       | 15             | 572426                  | 45388          | 7.9                    | 1047.1                 | 68.4           | 6.5                    |
| TOTAL 2 ENG              | 3570            | 3482                      | 20             | 1826650                 | 73143          | 4.0                    | 513.1                  | 19.0           | 3.7                    |
| OTHER TURBOPROP          | 132             | 96                        | 3              | 44655                   | 2255           | 5.0                    | 465.0                  | 2.9            | 0.6                    |
| TOTAL TURBOPROP          | 3702            | 3579                      | 21             | 1871315                 | 73178          | 3.9                    | 511.7                  | 18.4           | 3.6                    |
| <b>TURBOJET</b>          |                 |                           |                |                         |                |                        |                        |                |                        |
| 2 ENG                    | 2383            | 2309                      | 29             | 1124694                 | 38445          | 3.4                    | 487.5                  | 15.8           | 3.2                    |
| OTHER                    | 551             | 343                       | 6              | 134200                  | 9388           | 7.0                    | 382.2                  | 21.3           | 5.6                    |
| TOTAL TURBOJET           | 2934            | 2653                      | 30             | 1258895                 | 39769          | 3.2                    | 473.7                  | 14.0           | 3.0                    |
| <b>TOTAL FIXED WING</b>  | 233844          | 199703                    | 768            | 40432246                | 609553         | 1.5                    | 200.2                  | 3.0            | 1.5                    |
| <b>ROTORCRAFT PISTON</b> |                 |                           |                |                         |                |                        |                        |                |                        |
|                          | 5346            | 3123                      | 127            | 851537                  | 97468          | 10.9                   | 284.3                  | 27.2           | 9.6                    |

TABLE 2-1 GENERAL AVIATION TOTAL HOURS FLOWN BY TYPE OF AIRCRAFT - CY 1979 (2 of 2)

| AIRCRAFT TYPE    | POPULATION SIZE | ESTIMATE OF NUMBER ACTIVE | STANDARD ERROR | ESTIMATE OF TOTAL HOURS | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF MEAN HOURS | STANDARD ERROR | PERCENT STANDARD ERROR |
|------------------|-----------------|---------------------------|----------------|-------------------------|----------------|------------------------|------------------------|----------------|------------------------|
| TURBINE          | 3024            | 2740                      | 50             | 1663620                 | 108368         | 6.5                    | 609.3                  | 38.1           | 6.2                    |
| TOTAL ROTORCRAFT | 8370            | 5864                      | 136            | 2555187                 | 145752         | 5.7                    | 433.5                  | 22.8           | 5.3                    |
| OTHER            | 5856            | 4770                      | 114            | 352644                  | 29069          | 8.2                    | 72.7                   | 5.2            | 7.2                    |
| TOTAL AIRCRAFT   | 248070          | 210339                    | 789            | 43340081                | 627411         | 1.4                    | 203.5                  | 2.9            | 1.4                    |

TABLE 2-2 GENERAL AVIATION TOTAL HOURS FLOWN BY STATE OF BASED AIRCRAFT - CY 1979 (1 of 3)

| STATE       | ESTIMATE<br>OF<br>ACTIVE<br>POPULATION | STANDARD<br>ERROR | ESTIMATE<br>OF TOTAL<br>HOURS | STANDARD<br>ERROR |
|-------------|----------------------------------------|-------------------|-------------------------------|-------------------|
| ALABAMA     | 2561                                   | 290               | 476617                        | 78006             |
| ALASKA      | 5842                                   | 392               | 1032044                       | 129335            |
| ARIZONA     | 4525                                   | 351               | 988814                        | 135292            |
| ARKANSAS    | 2664                                   | 290               | 533248                        | 81716             |
| CALIFORNIA  | 27980                                  | 908               | 5725564                       | 369659            |
| COLORADO    | 4560                                   | 389               | 920392                        | 112132            |
| CONNECTICUT | 1870                                   | 237               | 267344                        | 72359             |
| DELAWARE    | 710                                    | 148               | 129850                        | 38412             |
| DC          | 62                                     | 35                | 23661                         | 14007             |
| FLORIDA     | 10662                                  | 590               | 2574376                       | 278846            |
| GEORGIA     | 4121                                   | 371               | 846749                        | 141378            |
| HAWAII      | 530                                    | 130               | 255197                        | 75791             |
| IDaho       | 2112                                   | 265               | 329348                        | 55247             |
| ILLINOIS    | 8193                                   | 520               | 1404884                       | 147683            |
| INDIANA     | 4569                                   | 397               | 912868                        | 172565            |
| IOWA        | 3545                                   | 345               | 635283                        | 121247            |
| KANSAS      | 3848                                   | 364               | 779073                        | 113311            |
| KENTUCKY    | 1534                                   | 228               | 390322                        | 115866            |
| LOUISIANA   | 3526                                   | 325               | 1314487                       | 177060            |
| MAINE       | 1077                                   | 191               | 179671                        | 46467             |
| MARYLAND    | 2492                                   | 254               | 407905                        | 68675             |

TABLE 2-2 GENERAL AVIATION TOTAL HOURS FLOWN BY STATE OF BASED AIRCRAFT - CY 1979 (2 of 3)

| STATE          | ESTIMATE<br>OF<br>ACTIVE<br>POPULATION | STANDARD<br>ERROR | ESTIMATE<br>OF TOTAL<br>HOURS | STANDARD<br>ERROR |
|----------------|----------------------------------------|-------------------|-------------------------------|-------------------|
| MASSACHUSETTS  | 2787                                   | 315               | 600618                        | 106140            |
| MICHIGAN       | 7279                                   | 499               | 1270219                       | 128428            |
| MINNESOTA      | 4772                                   | 398               | 986314                        | 138925            |
| MISSISSIPPI    | 2337                                   | 281               | 636025                        | 123792            |
| MISSOURI       | 4162                                   | 375               | 787259                        | 109124            |
| MONTANA        | 2467                                   | 298               | 362953                        | 67773             |
| NEBRASKA       | 2569                                   | 299               | 475100                        | 93205             |
| NEVADA         | 1827                                   | 241               | 370724                        | 81187             |
| NEW HAMPSHIRE  | 1016                                   | 178               | 184461                        | 53722             |
| NEW JERSEY     | 3962                                   | 369               | 708639                        | 97639             |
| NEW MEXICO     | 2217                                   | 270               | 429915                        | 68030             |
| NEW YORK       | 6168                                   | 454               | 951246                        | 117610            |
| NORTH CAROLINA | 4017                                   | 371               | 742003                        | 104857            |
| NORTH DAKOTA   | 1482                                   | 228               | 342240                        | 82440             |
| OHIO           | 7687                                   | 508               | 1052862                       | 109984            |
| OKLAHOMA       | 4358                                   | 394               | 1153127                       | 178106            |
| OREGON         | 5729                                   | 436               | 1104771                       | 145799            |
| PENNSYLVANIA   | 5907                                   | 438               | 1133857                       | 138261            |
| RHODE ISLAND   | 413                                    | 120               | 84536                         | 27489             |
| SOUTH CAROLINA | 1667                                   | 238               | 374755                        | 86224             |
| SOUTH DAKOTA   | 1495                                   | 225               | 274562                        | 6377              |
| TENNESSEE      | 2498                                   | 287               | 492215                        | 80804             |
| TEXAS          | 17519                                  | 735               | 4033590                       | 303315            |
| UTAH           | 1623                                   | 238               | 356147                        | 75718             |
| VERMONT        | 442                                    | 121               | 88075                         | 36464             |
| VIRGINIA       | 2756                                   | 309               | 597680                        | 119315            |

TABLE 2-2 GENERAL AVIATION TOTAL HOURS FLOWN BY STATE OF BASED AIRCRAFT - CY 1979 (3 of 3)

| STATE                  | ESTIMATE<br>OF<br>ACTIVE<br>POPULATION | STANDARD<br>ERROR | ESTIMATE<br>OF TOTAL<br>HOURS | STANDARD<br>ERROR |
|------------------------|----------------------------------------|-------------------|-------------------------------|-------------------|
| WASHINGTON             | 6576                                   | 468               | 1096245                       | 139116            |
| WEST VIRGINIA          | 1156                                   | 204               | 198463                        | 46200             |
| WISCONSIN              | 4100                                   | 368               | 829744                        | 116762            |
| WYOMING                | 1197                                   | 203               | 194702                        | 43678             |
| PUERTO RICO            | 438                                    | 117               | 143577                        | 42753             |
| OTHER U.S. TERRITORIES | 237                                    | 99                | 113510                        | 51668             |
| FOREIGN                | 994                                    | 165               | 414182                        | 118823            |
| TOTAL                  | 210339                                 | 789               | 43340081                      | 627411            |

NOTE : CCLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION FACEDOLRES.

TABLE 2-3 GENERAL AVIATION TOTAL HOURS FLOWN BY REGION OF BASED AIRCRAFT - CY 1979

| REGION         | ESTIMATE<br>OF<br>ACTIVE<br>POPULATION | STANDARD<br>ERROR | ESTIMATE<br>OF TOTAL<br>HOURS | STANDARD<br>ERROR |
|----------------|----------------------------------------|-------------------|-------------------------------|-------------------|
| ALASKA         | 5842                                   | 392               | 1032044                       | 129335            |
| CENTRAL        | 14106                                  | 679               | 2676301                       | 204941            |
| EASTERN        | 23217                                  | 843               | 4212253                       | 236503            |
| EUROPEAN       | 305                                    | 84                | 131188                        | 40618             |
| GREAT LAKES    | 36563                                  | 1029              | 6526425                       | 305556            |
| NEW ENGLAND    | 7407                                   | 496               | 1420373                       | 142564            |
| NORTHWESTERN   | 14472                                  | 679               | 2580185                       | 210542            |
| PACIFIC        | 492                                    | 153               | 338072                        | 89598             |
| ROCKY MOUNTAIN | 12605                                  | 646               | 2469602                       | 175695            |
| SOUTHERN       | 30193                                  | 943               | 4850032                       | 369131            |
| SOUTHWESTERN   | 30806                                  | 938               | 7701442                       | 402678            |
| WESTERN        | 34333                                  | 989               | 7146392                       | 395686            |
| TOTAL          | 210339                                 | 785               | 43340081                      | 627411            |

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCESSES

TABLE 2-4 GENERAL AVIATION TOTAL HOURS FLOWN BY AIRCRAFT TYPE AND PRIMARY USE - CY 1979  
(1 of 3)

| AIRCRAFT TYPE     | TOTAL    | EXECUTIVE | BUSINESS | PERSONAL | AERIAL APPL | INSTRUC-TIONAL | AIR TAXI | INDUS-TRIAL | AERIAL  | OTHER  |
|-------------------|----------|-----------|----------|----------|-------------|----------------|----------|-------------|---------|--------|
| <b>FIXED WING</b> |          |           |          |          |             |                |          |             |         |        |
| <b>PISTON</b>     |          |           |          |          |             |                |          |             |         |        |
| 1 ENG 1-3 SEATS   | 11:7991  | 20336     | 733201   | 2819995  | 1923355     | 3870920        | 34928    | 231732      | 1121824 | 278855 |
| EST. TOT. HOURS   | 3.4      | 22.9      | 12.3     | 5.3      | 4.9         | 8.7            | 70.4     | 27.7        | 14.4    | 19.2   |
| % STD. ERROR      |          |           |          |          |             |                |          |             |         |        |
| 1 ENG 4+ SEATS    | 19109020 | 902121    | 5507354  | 5892460  | 65592       | 2206220        | 1008536  | 433020      | 2828581 | 281078 |
| EST. TOT. HOURS   | 2.2      | 16.5      | 4.2      | 3.6      | 39.9        | 11.2           | 13.1     | 22.1        | 7.5     | 10.0   |
| % STD. ERROR      |          |           |          |          |             |                |          |             |         |        |
| TOTAL 1 ENG       | 30289011 | 1107488   | 6241103  | 8742696  | 1588580     | 6076645        | 1042369  | 665280      | 3951124 | 561004 |
| EST. TOT. HOURS   | 1.9      | 14.0      | 4.0      | 3.0      | 5.0         | 6.9            | 12.9     | 17.3        | 7.0     | 13.7   |
| % STD. ERROR      |          |           |          |          |             |                |          |             |         |        |
| 2 ENG 1-4 SEATS   | 4006461  | 829278    | 1560388  | 355343   | 4629        | 224109         | 77350    | 110205      | 92387   | 53517  |
| EST. TOT. HOURS   | 3.7      | 11.4      | 6.8      | 11.9     | 79.8        | 20.0           | 14.8     | 34.8        | 28.5    | 30.5   |
| % STD. ERROR      |          |           |          |          |             |                |          |             |         |        |
| 2 ENG 7+ SEATS    | 2894750  | 774390    | 718564   | 119014   | 14630       | 7071           | 1094951  | 35402       | 34600   | 21562  |
| EST. TOT. HOURS   | 4.8      | 8.9       | 12.0     | 25.9     | 26.3        | 33.3           | 11.5     | 31.7        | 47.0    | 29.9   |
| % STD. ERROR      |          |           |          |          |             |                |          |             |         |        |
| TOTAL 2 ENG       | 6891212  | 1604385   | 2268871  | 471747   | 19301       | 231587         | 1854355  | 130880      | 126606  | 84916  |
| EST. TOT. HOURS   | 2.9      | 7.3       | 5.9      | 10.9     | 26.6        | 19.1           | 9.3      | 27.5        | 24.7    | 12.4   |
| % STD. ERROR      |          |           |          |          |             |                |          |             |         |        |
| OTHER PISTON      | 151811   | 0         | 18479    | 1897     | 21864       | 703            | 72949    | 0           | 32774   | 2525   |
| EST. TOT. HOURS   | 9.6      | 0.0       | 26.4     | 50.4     | 35.4        | 54.9           | 5.0      | 0.0         | 23.2    | 37.9   |
| % STD. ERROR      |          |           |          |          |             |                |          |             |         |        |
| TOTAL PISTON      | 37302035 | 2715649   | 8485301  | 9209295  | 2037354     | 6314745        | 2952640  | 807209      | 4165671 | 651332 |
| EST. TOT. HOURS   | 1.5      | 7.2       | 3.4      | 2.9      | 4.9         | 6.6            | 7.6      | 15.3        | 6.8     | 12.1   |
| % STD. ERROR      |          |           |          |          |             |                |          |             |         |        |
| <b>TURBOPROP</b>  |          |           |          |          |             |                |          |             |         |        |
| 2 ENG 1-12 SEATS  | 1254224  | 950171    | 148301   | 34380    | 754         | 0              | 101012   | 2584        | 3505    | 18840  |
| EST. TOT. HOURS   | 4.6      | 6.0       | 24.1     | 81.8     | 219.7       | 0.0            | 27.0     | 121.7       | 88.0    | 46.2   |
| % STD. ERROR      |          |           |          |          |             |                |          |             |         |        |

TABLE 2-4 GENERAL AVIATION TOTAL HOURS FLOWN BY AIRCRAFT TYPE AND PRIMARY USE - CY 1979  
(2 of 3)

| AIRCRAFT TYPE                                           | TOTAL          | EXECUTIVE      | BUSINESS       | PERSONAL       | AERIAL<br>APPL | INSTRUC-<br>TIONAL | AIR TAXI        | INDUS-<br>TRIAL | RENTAL         | OTHER          |
|---------------------------------------------------------|----------------|----------------|----------------|----------------|----------------|--------------------|-----------------|-----------------|----------------|----------------|
| 2 ENG 13+ SEATS<br>EST. TOT. HOURS<br>& STD. ERROR      | 572426<br>7.9  | 115387<br>14.1 | 17411<br>40.4  | 0<br>0.0       | 0<br>0.0       | 5061<br>119.3      | 412895<br>12.6  | 4662<br>109.3   | 264<br>217.7   | 18273<br>74.8  |
| TOTAL 2 ENG<br>EST. TOT. HOURS<br>& STD. ERROR          | 1824650<br>4.0 | 1062925<br>5.6 | 166054<br>22.4 | 34380<br>81.8  | 754<br>219.7   | 5061<br>119.3      | 491473<br>14.2  | 7123<br>81.6    | 3765<br>84.3   | 37486<br>40.9  |
| OTHER TURBOPROP<br>EST. TOT. HOURS<br>& STD. ERROR      | 44665<br>5.0   | 2407<br>26.4   | 3898<br>26.8   | 260<br>37.1    | 19701<br>3.8   | 0<br>0.0           | 4146<br>7.3     | 0<br>0.0        | 3328<br>40.4   | 8710<br>16.3   |
| TOTAL TURBOPROP<br>EST. TOT. HOURS<br>& STD. ERROR      | 1871315<br>3.9 | 1065346<br>5.6 | 169946<br>21.9 | 36720<br>78.1  | 20540<br>16.4  | 5061<br>119.3      | 496259<br>13.9  | 7123<br>81.6    | 6864<br>68.1   | 46324<br>33.4  |
| TURBOJET<br>2 ENG<br>EST. TOT. HOURS<br>& STD. ERROR    | 1124694<br>3.4 | 869421<br>4.4  | 42087<br>37.9  | 0<br>0.0       | 0<br>0.0       | 23770<br>53.2      | 135278<br>19.9  | 341<br>261.3    | 0<br>0.0       | 57350<br>26.1  |
| OTHER<br>EST. TOT. HOURS<br>& STD. ERROR                | 134200<br>7.0  | 68793<br>11.2  | 19454<br>21.3  | 247<br>55.5    | 0<br>0.0       | 6646<br>43.7       | 2621<br>33.6    | 0<br>0.0        | 24051<br>12.9  | 10034<br>13.3  |
| TOTAL TURBOJET<br>EST. TOT. HOURS<br>& STD. ERROR       | 1258895<br>3.2 | 937487<br>4.1  | 61710<br>27.4  | 247<br>55.5    | 0<br>0.0       | 30318<br>48.6      | 137719<br>19.4  | 341<br>261.3    | 24051<br>12.9  | 67359<br>18.1  |
| TOTAL FIXED WING<br>EST. TOT. HOURS<br>& STD. ERROR     | 4042246<br>1.5 | 4695425<br>4.8 | 8698740<br>3.3 | 9243463<br>2.9 | 2057799<br>4.8 | 6349277<br>6.6     | 3948388<br>6.8  | 914386<br>15.2  | 4135252<br>6.7 | 760245<br>10.9 |
| ROTORCRAFT<br>PISTON<br>EST. TOT. HOURS<br>& STD. ERROR | 891937<br>10.9 | 94100<br>42.0  | 90026<br>37.6  | 30226<br>24.1  | 280626<br>21.0 | 52991<br>32.3      | 34062<br>40.1   | 174750<br>23.9  | 2286<br>48.5   | 128831<br>30.0 |
| TURBINE<br>EST. TOT. HOURS<br>& STD. ERROR              | 1663650<br>6.5 | 206342<br>23.4 | 149551<br>30.3 | 11778<br>77.6  | 33380<br>49.5  | 5723<br>76.8       | 1000955<br>12.0 | 132901<br>22.0  | 4833<br>55.2   | 122611<br>29.8 |

TABLE 2-4 GENERAL AVIATION TOTAL HOURS FLOWN BY AIRCRAFT TYPE AND PRIMARY USE - CY 1979  
(3 of 3)

| AIRCRAFT TYPE    | TOTAL    | EXECUTIVE | BUSINESS | PERSONAL | AERIAL<br>APPL | INSTRUC-<br>TIONAL | AIR TAXI | INDUS-<br>TRIAL | RENTAL  | OTHER   |
|------------------|----------|-----------|----------|----------|----------------|--------------------|----------|-----------------|---------|---------|
| TOTAL ROTORCRAFT | 2955187  | 301686    | 234111   | 41794    | 313948         | 58740              | 1032993  | 303894          | 7121    | 240541  |
| EST. TOT. HOURS  | 5.7      | 20.0      | 23.2     | 20.0     | 19.5           | 24.5               | 11.7     | 17.5            | 61.1    | 21.1    |
| % STD. ERROR     |          |           |          |          |                |                    |          |                 |         |         |
| OTHER            | 352644   | 2407      | 52553    | 173420   | 2898           | 40554              | 133      | 81              | 45513   | 23228   |
| EST. TOT. HOURS  | 8.2      | 36.9      | 27.0     | 6.8      | 93.4           | 23.2               | 109.4    | 196.9           | 22.0    | 20.8    |
| % STD. ERROR     |          |           |          |          |                |                    |          |                 |         |         |
| TOTAL AIRCRAFT   | 43340081 | 5000539   | 8979461  | 9470924  | 2372188        | 6461051            | 4372425  | 1113583         | 4206267 | 1051744 |
| EST. TOT. HOURS  | 1.4      | 1.3       | 1.4      | 12.5     | 6.3            | 5.1                | 5.8      | 6.1             | 5.5     | 6.4     |
| % STD. ERROR     |          |           |          |          |                |                    |          |                 |         |         |

NOTE : ROW AND COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP - CY 1979 (1 of 15)

| MANUFACTURER/MODEL GROUP | GROUP SIZE | ESTIMATE OF TOTAL HOURS | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF MEAN HOURS | STANDARD ERROR | PERCENT STANDARD ERROR |
|--------------------------|------------|-------------------------|----------------|------------------------|------------------------|----------------|------------------------|
| OTHER 01                 | 9540       | 256060                  | 34795          | 13.6                   | 54.2                   | 6.7            | 12.3                   |
| OTHER 02                 | 617        | 30563                   | 5210           | 17.2                   | 120.2                  | 17.3           | 14.4                   |
| OTHER 03                 | 340        | 57817                   | 16282          | 28.2                   | 236.4                  | 53.7           | 22.7                   |
| OTHER 04                 | 141        | 15886                   | 3269           | 20.6                   | 282.4                  | 44.2           | 15.6                   |
| OTHER 05                 | 68         | 3349                    | 562            | 16.8                   | 111.7                  | 14.8           | 13.2                   |
| OTHER 06                 | 37         | 4512                    | 877            | 19.4                   | 135.5                  | 24.8           | 18.3                   |
| OTHER 07                 | 206        | 176749                  | 41083          | 22.9                   | 939.8                  | 205.8          | 21.9                   |
| OTHER 08                 | 77         | 17618                   | 2034           | 11.7                   | 371.3                  | 35.4           | 9.5                    |
| OTHER 09                 | 312        | 155775                  | 24725          | 15.9                   | 535.0                  | 78.3           | 14.6                   |
| OTHER 10                 | 173        | 16463                   | 2923           | 17.8                   | 185.7                  | 31.6           | 17.0                   |
| OTHER 11                 | 1657       | 48315                   | 10925          | 27.0                   | 81.6                   | 20.5           | 25.2                   |
| OTHER 12                 | 198        | 95440                   | 20891          | 21.9                   | 567.2                  | 116.4          | 20.5                   |
| OTHER 13                 | 1662       | 55660                   | 7920           | 14.2                   | 47.3                   | 5.9            | 12.6                   |
| ADAMS A505               | 32         | 1921                    | 355            | 18.5                   | 60.0                   | 11.1           | 18.5                   |
| AEROSPA316               | 105        | 44555                   | 10735          | 24.1                   | 527.4                  | 100.3          | 19.0                   |
| AEROSPA341               | 69         | 24906                   | 2139           | 8.6                    | 361.0                  | 31.0           | 8.6                    |
| ACUSTA205                | 65         | 48329                   | 11475          | 23.7                   | 986.4                  | 78.1           | 7.9                    |
| AIRPT3A                  | 296        | 34271                   | 7847           | 22.9                   | 177.5                  | 30.5           | 17.2                   |
| AIRSPC18                 | 24         | 159                     | 61             | 38.2                   | 12.4                   | 3.7            | 29.5                   |
| AIRYACAT300              | 195        | 97774                   | 16094          | 16.5                   | 501.4                  | 82.5           | 16.5                   |
| AWO FALC10               | 101        | 42044                   | 6991           | 16.6                   | 416.5                  | 69.2           | 16.6                   |

Note: See following page for coding.

NOTE: Other XX refers to all general aviation aircraft belonging to manufacturer/model groups of fewer than 20 aircraft in size for aircraft XX where XX stands for

- 01 Fixed wing piston, 1 engine, 1-3 seats.
- 02 Fixed wing piston, 1 engine, 4+ seats.
- 03 Fixed wing piston, 2 engines, 1-6 seats.
- 04 Fixed wing piston, 2 engines, 7+ seats.
- 05 Fixed wing piston, other.
- 06 Fixed wing turboprop, 2 engines, 1-12 seats.
- 07 Fixed wing turboprop, 2 engines, 13+ seats.
- 08 Fixed wing turboprop, other.
- 09 Fixed wing turbojet, 2 engines.
- 10 Fixed wing turbojet, other.
- 11 Rotorcraft, piston.
- 12 Rotorcraft, turbine.
- 13 Other aircraft.

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP - CY  
1975 (2 of 15)

| MANUFACTURER/MODEL<br>GROUP | GROUP<br>SIZE | ESTIMATE<br>OF<br>TOTAL<br>HOURS | STANDARD<br>ERROR | PERCENT<br>STANDARD<br>ERROR | ESTIMATE<br>OF<br>MEAN<br>HOURS | STANDARD<br>ERROR | PERCENT<br>STANDARD<br>ERROR |
|-----------------------------|---------------|----------------------------------|-------------------|------------------------------|---------------------------------|-------------------|------------------------------|
| AMD FALC20                  | 196           | 93966                            | 9770              | 10.2                         | 492.2                           | 49.4              | 10.0                         |
| ARCRNEX37                   | 45            | 138                              | 0                 | 0.0                          | 3.0                             | 0.0               | 0.0                          |
| ARCTICS14                   | 94            | 1654                             | 670               | 40.5                         | 59.9                            | 20.6              | 34.4                         |
| ARCTICS181                  | 26            | 543                              | 113               | 20.9                         | 48.0                            | 7.9               | 16.6                         |
| ARONCA15                    | 211           | 11454                            | 2067              | 18.0                         | 93.5                            | 16.4              | 17.6                         |
| ARONCA65                    | 158           | 3860                             | 919               | 23.8                         | 51.0                            | 9.1               | 17.8                         |
| ARONCAC3                    | 53            | 26                               | 15                | 57.4                         | 3.5                             | 0.5               | 15.6                         |
| ARONCA058                   | 166           | 7314                             | 1994              | 27.3                         | 62.8                            | 14.1              | 22.5                         |
| AYRES S2                    | 947           | 40488                            | 28612             | 7.1                          | 476.8                           | 30.2              | 6.3                          |
| BAC 111                     | 28            | 20476                            | 2799              | 13.7                         | 731.3                           | 100.0             | 13.7                         |
| BAC B206                    | 35            | 6500                             | 1505              | 23.1                         | 192.8                           | 35.6              | 18.5                         |
| BAC DH125                   | 34            | 19106                            | 1955              | 10.2                         | 562.0                           | 57.5              | 10.2                         |
| BAC HP137                   | 26            | 23763                            | 6872              | 28.9                         | 1709.8                          | 112.8             | 6.6                          |
| 3ALWKS FIREFY               | 506           | 25728                            | 2973              | 11.5                         | 51.2                            | 5.9               | 11.5                         |
| BEECH 100                   | 222           | 78274                            | 9499              | 12.1                         | 352.6                           | 42.8              | 12.1                         |
| BEECH 17                    | 197           | 5513                             | 2137              | 38.8                         | 69.0                            | 19.9              | 28.9                         |
| BEECH 18                    | 1149          | 307905                           | 35335             | 11.5                         | 411.7                           | 38.2              | 9.3                          |
| BEECH 200                   | 392           | 199779                           | 15877             | 7.9                          | 513.7                           | 39.7              | 7.7                          |
| BEECH 23                    | 2841          | 459087                           | 54669             | 11.9                         | 179.8                           | 20.5              | 11.4                         |
| BEECH 33                    | 1592          | 285612                           | 25652             | 9.0                          | 182.7                           | 16.1              | 8.8                          |
| BEECH 35                    | 7157          | 1021080                          | 83509             | 8.2                          | 148.8                           | 12.0              | 8.1                          |

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP - CY  
1979 (3 of 15)

| MANUFACTURER/MODEL<br>GROUP | GROUP<br>SIZE | ESTIMATE<br>OF<br>TOTAL<br>HOURS | STANDARD<br>ERROR | PERCENT<br>STANDARD<br>ERROR | ESTIMATE<br>OF<br>MEAN<br>HOURS | STANDARD<br>ERROR | PERCENT<br>STANDARD<br>ERROR |
|-----------------------------|---------------|----------------------------------|-------------------|------------------------------|---------------------------------|-------------------|------------------------------|
| BEECH 36                    | 1265          | 271387                           | 28597             | 10.5                         | 221.2                           | 22.7              | 10.3                         |
| BEECH 45                    | 329           | 41329                            | 4218              | 10.2                         | 140.8                           | 13.2              | 9.4                          |
| BEECH 50                    | 376           | 67130                            | 15194             | 22.6                         | 197.5                           | 43.5              | 22.0                         |
| BEECH 55                    | 2181          | 453024                           | 47377             | 10.5                         | 212.2                           | 21.9              | 10.3                         |
| BEECH 56                    | 68            | 9004                             | 1496              | 16.6                         | 134.7                           | 22.0              | 16.4                         |
| BEECH 58                    | 1003          | 275697                           | 42107             | 15.3                         | 274.9                           | 42.0              | 15.3                         |
| BEECH 60                    | 364           | 76243                            | 9129              | 12.0                         | 214.8                           | 24.7              | 11.5                         |
| BEECH 65                    | 172           | 30710                            | 3378              | 12.6                         | 188.9                           | 22.8              | 12.1                         |
| BEECH 76                    | 141           | 37481                            | 5895              | 15.7                         | 156.2                           | 30.9              | 15.7                         |
| BEECH 77                    | 47            | 6300                             | 1181              | 19.7                         | 127.7                           | 25.1              | 19.7                         |
| BEECH 80                    | 227           | 65847                            | 12372             | 19.1                         | 311.0                           | 54.4              | 18.1                         |
| BEECH 90                    | 865           | 377842                           | 43758             | 11.6                         | 437.4                           | 50.6              | 11.6                         |
| BEECH 95                    | 505           | 78841                            | 14216             | 18.0                         | 176.9                           | 29.8              | 16.8                         |
| BEECH 99                    | 90            | 184708                           | 13823             | 7.5                          | 2078.4                          | 141.4             | 6.8                          |
| BELL 204                    | 145           | 17420                            | 6585              | 37.8                         | 177.1                           | 63.7              | 36.0                         |
| BELL 206                    | 1443          | 1952647                          | 98669             | 9.4                          | 732.6                           | 66.4              | 9.1                          |
| BELL 212                    | 108           | 99683                            | 17948             | 18.0                         | 946.0                           | 158.6             | 16.8                         |
| BELL 47                     | 1409          | 522553                           | 83189             | 16.9                         | 420.6                           | 64.0              | 15.2                         |
| BLANCA11                    | 595           | 34994                            | 8839              | 25.3                         | 47.0                            | 10.9              | 23.1                         |
| BLANCA1413                  | 310           | 9291                             | 5039              | 54.2                         | 60.2                            | 29.4              | 48.8                         |
| BLANCA1419                  | 313           | 21015                            | 5624              | 21.8                         | 81.7                            | 19.5              | 23.9                         |

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP - CY  
1979 (4 of 15)

| MANUFACTURER/MODEL<br>GROUP | GROUP<br>SIZE | ESTIMATE<br>OF<br>TOTAL<br>HOURS | STANDARD<br>ERROR | PERCENT<br>STANDARD<br>ERROR | ESTIMATE<br>OF<br>MEAN<br>HOURS | STANDARD<br>ERROR | PERCENT<br>STANDARD<br>ERROR |
|-----------------------------|---------------|----------------------------------|-------------------|------------------------------|---------------------------------|-------------------|------------------------------|
| BLANCA17                    | 1082          | 183.5                            | 60476             | 32.0                         | 183.5                           | 58.1              | 31.6                         |
| BLANCA7                     | 6165          | 417499                           | 26985             | 6.5                          | 93.5                            | 5.7               | 6.1                          |
| BLANCA8                     | 679           | 83080                            | 16216             | 19.5                         | 129.2                           | 24.3              | 18.8                         |
| BWORN BN2                   | 92            | 57746                            | 15164             | 26.3                         | 1035.1                          | 151.8             | 14.7                         |
| BOEING707                   | 51            | 8208                             | 3664              | 44.6                         | 217.5                           | 94.7              | 43.5                         |
| BOEING727                   | 27            | 27337                            | 4415              | 16.2                         | 1082.3                          | 160.6             | 14.8                         |
| BOEING75                    | 2080          | 134090                           | 23011             | 17.2                         | 128.2                           | 18.8              | 14.7                         |
| BOEING817                   | 22            | 1558                             | 354               | 22.7                         | 91.6                            | 17.5              | 19.1                         |
| BOLKNS105                   | 65            | 18951                            | 6555              | 34.6                         | 455.0                           | 82.9              | 18.2                         |
| BRAEDHL25                   | 96            | 35646                            | 2736              | 7.7                          | 375.2                           | 28.8              | 7.7                          |
| BRASOV1528                  | 50            | 4334                             | 559               | 12.9                         | 99.3                            | 11.7              | 11.8                         |
| BRWSTFLEET2                 | 30            | 411                              | 76                | 18.4                         | 34.7                            | 4.5               | 13.0                         |
| BRWSTFLEET7                 | 22            | 207                              | 15                | 7.2                          | 26.0                            | 0.9               | 3.5                          |
| CARRONMODELO                | 80            | 6227                             | 1129              | 18.1                         | 80.3                            | 11.0              | 17.5                         |
| CESSNA120                   | 940           | 36559                            | 6812              | 18.6                         | 46.1                            | 8.0               | 17.3                         |
| CESSNA110                   | 2567          | 135460                           | 24530             | 18.1                         | 69.4                            | 11.7              | 16.9                         |
| CESSNA150                   | 19631         | 4624009                          | 314804            | 6.8                          | 255.5                           | 17.0              | 6.6                          |
| CESSNA170                   | 2644          | 157206                           | 20024             | 12.7                         | 75.0                            | 9.0               | 12.0                         |
| CESSNA172                   | 23306         | 4216057                          | 242146            | 5.7                          | 188.2                           | 10.7              | 5.7                          |
| CESSNA175                   | 1458          | 81890                            | 4923              | 6.5                          | 62.0                            | 5.0               | 8.1                          |
| CESSNA177                   | 3084          | 636634                           | 87321             | 13.7                         | 211.8                           | 28.9              | 13.6                         |

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP - CY  
1979 (5 of 15)

| MANUFACTURER/MODEL GROUP | GROUP SIZE | ESTIMATE OF TOTAL HOURS | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF MEAN HOURS | STANDARD ERROR | PERCENT STANDARD ERROR |
|--------------------------|------------|-------------------------|----------------|------------------------|------------------------|----------------|------------------------|
| CESSNA180                | 2795       | 420002                  | 70056          | 16.7                   | 150.4                  | 26.1           | 16.5                   |
| CESSNA182                | 13120      | 2173800                 | 126793         | 5.8                    | 170.0                  | 9.8            | 5.7                    |
| CESSNA185                | 1414       | 234604                  | 36381          | 15.5                   | 173.9                  | 26.2           | 15.0                   |
| CESSNA188                | 1902       | 457553                  | 45335          | 10.0                   | 268.9                  | 23.5           | 8.7                    |
| CESSNA190                | 89         | 5055                    | 1249           | 24.6                   | 01.6                   | 20.0           | 23.6                   |
| CESSNA195                | 537        | 27996                   | 6344           | 23.1                   | 79.0                   | 17.3           | 21.8                   |
| CESSNA206                | 2787       | 774999                  | 94152          | 12.1                   | 267.3                  | 34.9           | 11.7                   |
| CESSNA207                | 323        | 125165                  | 27592          | 22.0                   | 117.3                  | 86.6           | 20.8                   |
| CESSNA210                | 5758       | 1067697                 | 74353          | 7.0                    | 191.6                  | 13.0           | 6.8                    |
| CESSNA209                | 248        | 22709                   | 4962           | 21.9                   | 135.5                  | 21.8           | 16.0                   |
| CESSNA310                | 3341       | 657354                  | 60487          | 9.2                    | 209.0                  | 18.4           | 8.8                    |
| CESSNA320                | 369        | 70491                   | 8825           | 12.5                   | 191.9                  | 23.9           | 12.5                   |
| CESSNA336                | 102        | 9070                    | 2512           | 27.7                   | 112.1                  | 30.4           | 27.1                   |
| CESSNA337                | 1250       | 299388                  | 42502          | 14.2                   | 230.2                  | 31.8           | 13.8                   |
| CESSNA340                | 762        | 252769                  | 25383          | 10.0                   | 331.7                  | 33.3           | 10.0                   |
| CESSNA401                | 258        | 60274                   | 10616          | 17.6                   | 250.8                  | 40.5           | 16.2                   |
| CESSNA402                | 610        | 261064                  | 41774          | 16.0                   | 503.9                  | 73.1           | 14.5                   |
| CESSNA404                | 94         | 63125                   | 9605           | 15.2                   | 705.5                  | 93.8           | 13.3                   |
| CESSNA411                | 201        | 35299                   | 3362           | 9.5                    | 192.8                  | 16.3           | 8.5                    |
| CESSNA414                | 602        | 146282                  | 17648          | 11.9                   | 246.7                  | 29.3           | 11.9                   |
| CESSNA421                | 1143       | 351498                  | 38504          | 10.9                   | 315.2                  | 33.7           | 10.7                   |

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP - CY  
1979 (6 of 15)

| MANUFACTURER/MODEL GROUP | GROUP SIZE | ESTIMATE OF TOTAL HOURS | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE CF MEAN HOURS | STANDARD ERROR | PERCENT STANDARD ERROR |
|--------------------------|------------|-------------------------|----------------|------------------------|------------------------|----------------|------------------------|
| CESSNA441                | 74         | 14849                   | 1966           | 13.2                   | 231.6                  | 25.0           | 10.8                   |
| CESSNA500                | 294        | 138628                  | 8202           | 5.9                    | 471.5                  | 27.9           | 5.9                    |
| CESSNA750                | 85         | 685                     | 118            | 17.2                   | 33.7                   | 3.3            | 9.7                    |
| CESSNAUC77               | 22         | 506                     | 104            | 20.4                   | 63.5                   | 6.5            | 10.2                   |
| CESSNAUC94               | 36         | 703                     | 109            | 15.5                   | 51.1                   | 6.2            | 12.2                   |
| CHILLO S2                | 122        | 15282                   | 4233           | 27.7                   | 141.0                  | 37.1           | 26.3                   |
| COMINTH185               | 104        | 1229                    | 566            | 46.1                   | 44.1                   | 10.2           | 23.1                   |
| CONAERLA4                | 463        | 34666                   | 9698           | 28.0                   | 105.3                  | 25.6           | 24.3                   |
| CURTIS46                 | 55         | 2400                    | 3114           | 124.8                  | 273.4                  | 112.2          | 41.0                   |
| CURTISJR                 | 21         | 91                      | 36             | 40.0                   | 37.0                   | 4.5            | 12.1                   |
| CURTISROMIN              | 35         | 184                     | 45             | 23.9                   | 28.0                   | 5.2            | 18.6                   |
| CURTISRYAIA              | 183        | 4317                    | 1290           | 29.9                   | 128.2                  | 30.4           | 23.7                   |
| CVAC 22                  | 43         | 7649                    | 971            | 12.7                   | 466.2                  | 57.4           | 8.6                    |
| CVAC 240                 | 60         | 2272                    | 599            | 26.4                   | 98.4                   | 19.3           | 19.7                   |
| CVAC 340                 | 26         | 6382                    | 1838           | 28.8                   | 352.6                  | 70.4           | 20.0                   |
| CVAC 440                 | 24         | 449                     | 1095           | 243.7                  | 350.0                  | 0.0            | 0.0                    |
| CVA. 8713                | 191        | 1661                    | 445            | 26.8                   | 44.7                   | 8.8            | 19.6                   |
| CVAC L13                 | 23         | 97                      | 76             | 78.8                   | 87.0                   | 0.0            | 0.0                    |
| CVAC STC500              | 37         | 20214                   | 5310           | 26.3                   | 580.7                  | 143.4          | 24.7                   |
| DAAT G                   | 24         | 523                     | 102            | 19.4                   | 47.0                   | 8.1            | 17.3                   |
| DHAV DMC1                | 93         | 3025                    | 798            | 20.9                   | 54.3                   | 8.6            | 15.9                   |

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP - CY 1979 (7 of 15)

| MANUFACTURER/MODEL GROUP | GROUP SIZE | ESTIMATE OF TOTAL HOURS | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF MEAN HOURS | STANDARD ERROR | PERCENT STANDARD ERROR |
|--------------------------|------------|-------------------------|----------------|------------------------|------------------------|----------------|------------------------|
| DH4V DMC2                | 365        | 109149                  | 17459          | 16.6                   | 485.4                  | 61.5           | 12.7                   |
| DH4V DMC3                | 22         | 6043                    | 1374           | 22.7                   | 446.9                  | 46.6           | 10.4                   |
| DH4VXDM2                 | 102        | 1861                    | 521            | 28.0                   | 40.0                   | 7.8            | 19.4                   |
| DOUG A24                 | 68         | 2316                    | 1236           | 53.4                   | 113.8                  | 49.1           | 43.1                   |
| DOUG DC3                 | 482        | 72647                   | 17984          | 24.8                   | 249.4                  | 56.7           | 21.9                   |
| DOUG DC4                 | 84         | 11497                   | 3185           | 27.7                   | 294.1                  | 71.9           | 24.4                   |
| DOUG DC6                 | 121        | 4339                    | 7883           | 19.1                   | 595.8                  | 97.2           | 16.3                   |
| DOUG DC7                 | 48         | 21126                   | 11128          | 52.7                   | 648.5                  | 321.8          | 49.6                   |
| DOUG DC8                 | 53         | 14714                   | 1941           | 13.2                   | 426.5                  | 47.9           | 11.2                   |
| DOUG DC9                 | 9          | 5115                    | 1171           | 22.9                   | 568.4                  | 130.1          | 22.9                   |
| FAIRCHILD                | 97         | 6726                    | 1166           | 17.3                   | 72.6                   | 12.0           | 16.5                   |
| FAIRCHILD                | 28         | 6320                    | 1746           | 27.6                   | 506.6                  | 74.0           | 14.6                   |
| FAIRCHILD                | 412        | 80881                   | 12796          | 15.8                   | 260.3                  | 31.6           | 14.8                   |
| FLEET 168                | 27         | 437                     | 51             | 11.7                   | 30.0                   | 2.2            | 7.4                    |
| FAIRCHILD                | 318        | 1679                    | 715            | 42.6                   | 23.8                   | 5.1            | 21.5                   |
| FAIRCHILD                | 27         | 2222                    | 824            | 37.1                   | 128.2                  | 30.4           | 23.7                   |
| FAIRCHILD                | 35         | 11236                   | 2652           | 23.6                   | 426.0                  | 78.0           | 18.3                   |
| FAIRCHILD                | 80         | 18824                   | 1946           | 10.3                   | 262.2                  | 24.6           | 9.4                    |
| FAIRCHILD                | 243        | 8328                    | 1932           | 23.2                   | 60.2                   | 9.9            | 16.5                   |
| GENBALAX6                | 28         | 1917                    | 294            | 15.3                   | 68.5                   | 10.5           | 15.3                   |
| GLASFELL                 | 165        | 7911                    | 1820           | 23.0                   | 50.7                   | 11.2           | 22.1                   |

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP - CY 1979 (8 of 15)

| MANUFACTURER/MODEL GROUP | GROUP SIZE | ESTIMATE OF TOTAL HOURS | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF MEAN HOURS | STANDARD ERROR | PERCENT STANDARD ERROR |
|--------------------------|------------|-------------------------|----------------|------------------------|------------------------|----------------|------------------------|
| GRUB ASFIR               | 90         | 3544                    | 520            | 14.7                   | 70.9                   | 10.4           | 14.7                   |
| GRYLS271                 | 175        | 15433                   | 2915           | 18.9                   | 109.9                  | 20.0           | 18.2                   |
| GRJMAN784                | 37         | 446                     | 295            | 66.1                   | 51.4                   | 5.1            | 10.0                   |
| GRUNAV441                | 652        | 229690                  | 5198           | 22.5                   | 355.2                  | 80.2           | 22.3                   |
| GRJNAV445                | 1065       | 235025                  | 31632          | 13.5                   | 225.8                  | 29.9           | 13.3                   |
| GRUNAVG164               | 626        | 275173                  | 38301          | 13.9                   | 477.7                  | 59.2           | 12.4                   |
| GULSTMA41                | 666        | 55693                   | 8567           | 15.4                   | 86.3                   | 12.9           | 15.0                   |
| GULSTMA45                | 956        | 222295                  | 32589          | 14.7                   | 243.6                  | 34.7           | 14.2                   |
| GULSTMG1159              | 142        | 83796                   | 7984           | 9.5                    | 590.1                  | 56.2           | 9.5                    |
| GULSTMG159               | 144        | 79129                   | 9653           | 12.2                   | 563.9                  | 64.3           | 11.4                   |
| GULSTMG164               | 964        | 378972                  | 42888          | 11.3                   | 444.8                  | 43.7           | 5.8                    |
| GULSTMG21                | 44         | 6549                    | 2366           | 36.1                   | 563.2                  | 101.3          | 18.0                   |
| GULSTMG44                | 90         | 15744                   | 4469           | 28.4                   | 187.0                  | 50.0           | 26.7                   |
| GULSTMG73                | 28         | 5690                    | 2659           | 46.7                   | 486.3                  | 71.6           | 14.7                   |
| GULSTMG47                | 66         | 18654                   | 2411           | 12.9                   | 282.6                  | 36.5           | 12.9                   |
| MELTD H250               | 22         | 2277                    | 387            | 17.0                   | 115.2                  | 18.4           | 16.0                   |
| MELTD H295               | 113        | 20165                   | 3152           | 15.6                   | 135.8                  | 33.5           | 14.2                   |
| MELTD H391               | 27         | 1143                    | 351            | 30.7                   | 133.0                  | 26.2           | 19.7                   |
| MELTD H395               | 24         | 4462                    | 882            | 19.8                   | 229.7                  | 38.5           | 16.8                   |
| MTLLRUH12                | 691        | 99294                   | 23172          | 23.3                   | 246.5                  | 46.0           | 18.7                   |
| HUGHES269                | 465        | 138580                  | 30153          | 21.8                   | 284.0                  | 55.6           | 19.6                   |

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP - CY 1979 (9 of 15)

| MANUFACTURER/MODEL GROUP | GROUP SIZE | ESTIMATE TOTAL HOURS | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF MEAN HOURS | STANDARD ERROR | PERCENT STANDARD ERROR |
|--------------------------|------------|----------------------|----------------|------------------------|------------------------|----------------|------------------------|
| HUGHES369                | 454        | 191566               | 29162          | 15.2                   | 429.2                  | 64.3           | 15.0                   |
| MMKSLYDH104              | 44         | 3190                 | 1324           | 41.5                   | 336.2                  | 63.8           | 19.0                   |
| MMKSLYDH114              | 46         | 72943                | 4059           | 5.6                    | 1772.6                 | 77.0           | 4.3                    |
| MMKSLYDH125              | 37         | 14555                | 1605           | 11.0                   | 393.4                  | 43.4           | 11.0                   |
| HYMES B2                 | 140        | 7267                 | 910            | 12.6                   | 92.0                   | 10.0           | 11.7                   |
| ISAHEL1121               | 120        | 24404                | 6202           | 25.4                   | 250.3                  | 54.3           | 21.7                   |
| ISAHEL1124               | 68         | 31797                | 2593           | 8.2                    | 467.6                  | 38.1           | 8.2                    |
| JDMSTRDGA15              | 83         | 4721                 | 3036           | 64.3                   | 94.6                   | 54.1           | 57.2                   |
| KMLLWNO                  | 288        | 9546                 | 2918           | 30.6                   | 57.4                   | 13.0           | 22.4                   |
| LAIKPH10                 | 46         | 221                  | 50             | 22.5                   | 22.2                   | 3.4            | 15.4                   |
| LEAR 23                  | 70         | 31741                | 4409           | 13.9                   | 433.4                  | 62.9           | 13.9                   |
| LEAR 24                  | 198        | 97473                | 12918          | 13.2                   | 508.4                  | 65.0           | 13.0                   |
| LEAR 25                  | 202        | 100394               | 14710          | 14.7                   | 550.5                  | 64.5           | 11.7                   |
| LEAR 35                  | 188        | 95755                | 6152           | 6.4                    | 509.3                  | 32.7           | 6.4                    |
| LET L13                  | 184        | 13777                | 2527           | 18.3                   | 90.4                   | 15.1           | 16.7                   |
| LKHEED12A                | 24         | 1776                 | 1757           | 99.0                   | 116.9                  | 113.7          | 97.3                   |
| LKHEED1329               | 146        | 59829                | 6479           | 10.8                   | 409.8                  | 44.4           | 10.8                   |
| LKHEED18                 | 89         | 7424                 | 1843           | 24.8                   | 162.1                  | 34.6           | 21.3                   |
| LKHEEDPVL                | 62         | 7656                 | 4415           | 40.3                   | 204.3                  | 116.4          | 57.0                   |
| LKHEEDT33                | 58         | 0                    | 0              | 0.0                    | 0.0                    | 0.0            | 0.0                    |
| LUSCON8                  | 2365       | 120740               | 28042          | 23.2                   | 63.4                   | 18.1           | 21.7                   |

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP - CY  
1979 (10 of 15)

| MANUFACTURER/MODEL GROUP | GROUP SIZE | ESTIMATE OF TOTAL HOURS | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF MEAN HOURS | STANDARD ERROR | PERCENT STANDARD ERROR |
|--------------------------|------------|-------------------------|----------------|------------------------|------------------------|----------------|------------------------|
| MARTIN 404               | 25         | 4295                    | 1281           | 29.8                   | 200.7                  | 30.8           | 15.4                   |
| MAULE M4                 | 284        | 17863                   | 3975           | 22.3                   | 70.7                   | 15.0           | 21.2                   |
| MAULE M5                 | 387        | 50282                   | 5724           | 11.4                   | 131.2                  | 14.8           | 11.3                   |
| MC-UL M12                | 40         | 293                     | 92             | 31.5                   | 24.3                   | 4.9            | 20.2                   |
| MC-119 M100              | 140        | 2263                    | 1203           | 53.1                   | 36.5                   | 16.8           | 46.1                   |
| MEYERSON                 | 52         | 968                     | 239            | 24.7                   | 30.9                   | 6.5            | 21.1                   |
| MICRO P90                | 75         | 828                     | 298            | 36.0                   | 38.9                   | 11.7           | 30.0                   |
| MILITARY 10              | 157        | 2291                    | 1182           | 51.6                   | 33.0                   | 14.2           | 43.0                   |
| MOORE V120               | 5532       | 87747                   | 6460           | 7.8                    | 162.5                  | 12.5           | 7.7                    |
| MONTGOMERY               | 51         | 3458                    | 543            | 15.7                   | 78.3                   | 11.6           | 14.8                   |
| MONTGOMERY               | 434        | 172598                  | 15836          | 9.2                    | 397.7                  | 36.5           | 9.2                    |
| MULTICO 16               | 51         | 2799                    | 1523           | 54.4                   | 118.8                  | 59.8           | 50.3                   |
| MARER B25                | 55         | 646                     | 320            | 49.5                   | 33.1                   | 14.2           | 43.0                   |
| MARER P51                | 149        | 2943                    | 1170           | 39.7                   | 51.7                   | 10.7           | 20.8                   |
| MARER M12 60             | 65         | 1858                    | 511            | 27.5                   | 77.3                   | 11.7           | 15.1                   |
| MARER T6                 | 476        | 29745                   | 6417           | 21.6                   | 75.3                   | 14.3           | 19.0                   |
| NAVAL M34                | 163        | 7655                    | 824            | 10.8                   | 151.4                  | 13.0           | 8.6                    |
| NAVION NAVION            | 1325       | 82286                   | 16476          | 20.3                   | 84.9                   | 15.9           | 18.7                   |
| NORD SV4                 | 52         | 838                     | 452            | 53.9                   | 35.2                   | 14.1           | 40.1                   |
| ORLWELH 19               | 61         | 2436                    | 3397           | 141.2                  | 429.1                  | 107.3          | 25.0                   |
| PICARD 6                 | 171        | 5560                    | 821            | 14.8                   | 36.7                   | 5.0            | 13.5                   |

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP - CY 1979 (11 of 15)

| MANUFACTURER/MODEL GROUP | GROUP SIZE | ESTIMATE OF TOTAL HOURS | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF MEAN HOURS | STANDARD ERROR | PERCENT STANDARD ERROR |
|--------------------------|------------|-------------------------|----------------|------------------------|------------------------|----------------|------------------------|
| PILOTS 64                | 28         | 2361                    | 330            | 14.0                   | 103.7                  | 12.3           | 11.9                   |
| PIPER 600                | 232        | 69011                   | 11431          | 16.6                   | 297.5                  | 49.3           | 16.6                   |
| PIPER J2                 | 68         | 592                     | 290            | 49.0                   | 41.8                   | 10.0           | 23.9                   |
| PIPER J3                 | 4424       | 185357                  | 28998          | 15.6                   | 73.0                   | 9.9            | 13.6                   |
| PIPER J4                 | 252        | 17803                   | 11275          | 63.3                   | 284.8                  | 143.8          | 50.5                   |
| PIPER J5                 | 372        | 11642                   | 2437           | 20.9                   | 69.8                   | 13.9           | 19.9                   |
| PIPER PA12               | 1409       | 87417                   | 18582          | 21.3                   | 99.1                   | 19.9           | 20.1                   |
| PIPER PA14               | 109        | 6667                    | 1327           | 19.9                   | 93.4                   | 14.5           | 15.6                   |
| PIPER PA15               | 207        | 4659                    | 1819           | 39.0                   | 44.7                   | 14.2           | 31.7                   |
| PIPER PA16               | 407        | 16163                   | 2880           | 17.8                   | 52.9                   | 7.4            | 13.9                   |
| PIPER PA17               | 121        | 3741                    | 1207           | 32.3                   | 53.4                   | 13.8           | 25.9                   |
| PIPER PA18               | 3510       | 433157                  | 83817          | 19.4                   | 169.6                  | 30.3           | 17.9                   |
| PIPER PA20               | 498        | 38880                   | 11417          | 31.0                   | 91.9                   | 26.8           | 29.2                   |
| PIPER PA22               | 5384       | 296827                  | 71109          | 24.0                   | 85.2                   | 20.0           | 23.5                   |
| PIPER PA23               | 3821       | 861851                  | 83543          | 9.7                    | 248.2                  | 22.9           | 9.2                    |
| PIPER PA24               | 3413       | 367580                  | 35001          | 9.5                    | 114.5                  | 10.5           | 9.2                    |
| PIPER PA25               | 1753       | 344663                  | 49438          | 14.3                   | 252.9                  | 32.2           | 12.8                   |
| PIPER PA28               | 21691      | 4620812                 | 238077         | 5.7                    | 220.5                  | 11.3           | 5.1                    |
| PIPER PA30               | 1336       | 227267                  | 24313          | 10.7                   | 173.7                  | 18.3           | 10.5                   |
| PIPER PA31               | 1687       | 958589                  | 113680         | 11.9                   | 571.9                  | 67.0           | 11.7                   |
| PIPER PA317              | 296        | 119918                  | 17481          | 14.6                   | 405.1                  | 59.1           | 14.6                   |

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP - CY 1979 (12 of 15)

| MANUFACTURER/MODEL GROUP | GROUP SIZE | ESTIMATE OF TOTAL HOURS | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF MEAN HOURS | STANDARD ERROR | PERCENT STANDARD ERROR |
|--------------------------|------------|-------------------------|----------------|------------------------|------------------------|----------------|------------------------|
| PIPER PA32               | 3654       | 863655                  | 74670          | 8.6                    | 226.5                  | 19.4           | 8.6                    |
| PIPER PA34               | 1742       | 485059                  | 44046          | 9.1                    | 278.3                  | 25.4           | 9.1                    |
| PIPER PA36               | 359        | 84598                   | 13237          | 15.6                   | 308.0                  | 37.8           | 12.3                   |
| PIPER PA38               | 1244       | 487637                  | 45775          | 9.4                    | 406.5                  | 36.7           | 9.0                    |
| PIPER PA44               | 217        | 53974                   | 8272           | 15.3                   | 271.4                  | 38.1           | 14.0                   |
| PRATT PAG1               | 22         | 76                      | 47             | 61.3                   | 15.0                   | 1.7            | 11.1                   |
| PROPTJ200                | 103        | 9293                    | 10435          | 112.3                  | 109.5                  | 122.1          | 111.5                  |
| RANKINS                  | 58         | 1801                    | 296            | 26.9                   | 54.6                   | 9.2            | 16.9                   |
| RAVEN RK6                | 220        | 8428                    | 1360           | 16.1                   | 40.7                   | 6.4            | 15.6                   |
| RAVEN S50                | 116        | 2761                    | 1315           | 47.6                   | 28.9                   | 13.4           | 46.3                   |
| RAVEN S51                | 385        | 31164                   | 6743           | 21.6                   | 89.6                   | 18.3           | 20.4                   |
| RAVEN S60                | 27         | 1469                    | 260            | 17.7                   | 54.9                   | 9.8            | 17.1                   |
| REIMS 150                | 22         | 7970                    | 0              | 0.0                    | 260.8                  | 0.0            | 0.0                    |
| RWELL112                 | 768        | 183443                  | 33896          | 18.5                   | 247.0                  | 45.0           | 18.2                   |
| RWELL500                 | 385        | 171742                  | 33511          | 19.5                   | 447.5                  | 87.1           | 19.5                   |
| RWELL520                 | 66         | 3836                    | 702            | 18.3                   | 91.8                   | 14.6           | 15.9                   |
| RWELL560                 | 147        | 17146                   | 5175           | 30.2                   | 137.7                  | 38.5           | 28.0                   |
| RWELL680                 | 413        | 53024                   | 9924           | 18.7                   | 103.2                  | 26.6           | 14.5                   |
| RWELL680TP               | 129        | 42780                   | 3495           | 8.6                    | 347.7                  | 28.9           | 8.3                    |
| RWELL690TP               | 304        | 142303                  | 17824          | 14.5                   | 468.1                  | 96.4           | 12.5                   |
| RWELL700                 | 23         | 5207                    | 866            | 16.6                   | 226.4                  | 37.6           | 16.6                   |

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP - CY 1979 (13 of 15)

| MANUFACTURER/MODEL GROUP | GROUP SIZE | ESTIMATE OF TOTAL HOURS | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF MEAN HOURS | STANDARD ERROR | PERCENT STANDARD ERROR |
|--------------------------|------------|-------------------------|----------------|------------------------|------------------------|----------------|------------------------|
| ARNELLM265               | 209        | 132004                  | 9911           | 7.5                    | 466.6                  | 31.9           | 6.8                    |
| ROLSCHLS                 | 79         | 5366                    | 208            | 3.9                    | 70.0                   | 2.6            | 3.7                    |
| RYAN ST3                 | 170        | 2566                    | 874            | 34.1                   | 32.0                   | 6.3            | 19.8                   |
| RYAN STA                 | 35         | 181                     | 42             | 22.9                   | 25.5                   | 3.0            | 11.4                   |
| SCHLERAS19               | 39         | 2777                    | 679            | 24.4                   | 75.5                   | 18.2           | 24.1                   |
| SCHLERASH19              | 47         | 3257                    | 445            | 13.7                   | 70.8                   | 9.5            | 13.4                   |
| SCHLERASH20              | 37         | 2540                    | 420            | 16.5                   | 70.8                   | 11.5           | 16.3                   |
| SCHLERK8                 | 26         | 927                     | 317            | 34.2                   | 63.7                   | 16.4           | 25.8                   |
| SCHLERKAB                | 81         | 2790                    | 174            | 6.2                    | 42.2                   | 2.4            | 5.7                    |
| SCHZERSG1                | 776        | 31391                   | 6676           | 21.3                   | 49.7                   | 9.6            | 19.2                   |
| SCHZERSG2                | 629        | 103711                  | 25732          | 24.8                   | 223.5                  | 50.1           | 22.4                   |
| SCHZERTG3A               | 23         | 689                     | 283            | 41.1                   | 143.8                  | 40.8           | 28.4                   |
| SEMO CLINGER             | 32         | 729                     | 90             | 12.3                   | 24.1                   | 2.5            | 8.6                    |
| SEMO MODEL7              | 38         | 2493                    | 1120           | 44.9                   | 103.6                  | 44.11          | 43.1                   |
| SKRSHV55                 | 90         | 9322                    | 2336           | 25.1                   | 164.0                  | 33.4           | 20.4                   |
| SKRSHV58                 | 66         | 9173                    | 2897           | 31.6                   | 174.8                  | 49.9           | 28.4                   |
| SKRSHV587                | 23         | 5260                    | 987            | 18.8                   | 338.3                  | 43.3           | 12.8                   |
| SLTNDOS100               | 370        | 39327                   | 9835           | 25.0                   | 110.3                  | 27.3           | 24.8                   |
| SMITH 60C                | 197        | 51434                   | 6008           | 11.7                   | 267.1                  | 30.4           | 11.4                   |
| SNIAS 390                | 56         | 26016                   | 4822           | 18.5                   | 481.3                  | 78.2           | 16.2                   |
| SNIAS SA318              | 38         | 910                     | 806            | 88.6                   | 52.8                   | 33.3           | 63.0                   |

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP - CY 1979 (14 of 15)

| MANUFACTURER/MODEL GROUP | GROUP SIZE | ESTIMATE OF TOTAL HOURS | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF MEAN HOURS | STANDARD ERROR | PERCENT STANDARD ERROR |
|--------------------------|------------|-------------------------|----------------|------------------------|------------------------|----------------|------------------------|
| SOCATANS894              | 42         | 2717                    | 661            | 24.3                   | 84.3                   | 12.9           | 15.2                   |
| SOCAYARALLVE             | 44         | 4530                    | 1061           | 23.4                   | 111.0                  | 24.7           | 22.2                   |
| SPHRYMCIRUS              | 110        | 9570                    | 1153           | 12.0                   | 96.5                   | 11.2           | 11.6                   |
| SPRTHNIMBUS              | 38         | 4732                    | 284            | 6.0                    | 128.4                  | 7.3            | 5.7                    |
| STNSOMIO                 | 186        | 1791                    | 885            | 49.4                   | 26.4                   | 11.8           | 44.6                   |
| STNSONLS                 | 140        | 2790                    | 458            | 16.4                   | 57.6                   | 6.6            | 11.5                   |
| STNSONSR9                | 28         | 187                     | 55             | 29.3                   | 33.0                   | 6.0            | 18.2                   |
| STOLAHRC3                | 257        | 2903                    | 974            | 33.6                   | 46.7                   | 10.4           | 22.3                   |
| SUPAC LA                 | 107        | 743                     | 219            | 29.5                   | 41.7                   | 8.1            | 19.4                   |
| SUPAC V                  | 27         | 506                     | 126            | 25.0                   | 42.5                   | 8.4            | 19.8                   |
| SWHMONS226               | 145        | 128943                  | 5525           | 4.6                    | 900.0                  | 34.5           | 3.8                    |
| SWHMONS226               | 107        | 45281                   | 10310          | 22.8                   | 443.2                  | 98.1           | 22.1                   |
| TCRAFTA                  | 33         | 165                     | 55             | 33.1                   | 21.5                   | 2.2            | 10.3                   |
| TCRAFTBC                 | 1947       | 39353                   | 7495           | 19.0                   | 44.6                   | 7.4            | 16.5                   |
| TCRAFTSF                 | 45         | 779                     | 150            | 19.3                   | 44.2                   | 5.7            | 12.9                   |
| TCRAFTBL                 | 242        | 6406                    | 1614           | 25.2                   | 48.0                   | 8.0            | 16.7                   |
| TERCO 114                | 34         | 1087                    | 149            | 13.7                   | 47.8                   | 5.4            | 11.4                   |
| THUNORAX7                | 32         | 1830                    | 112            | 6.1                    | 59.3                   | 3.5            | 5.9                    |
| TRYTERK                  | 33         | 13                      | 64             | 47.2                   | 29.3                   | 5.6            | 19.1                   |
| UNIVACOC1                | 716        | 27.6                    | 3553           | 13.1                   | 65.2                   | 6.3            | 9.7                    |
| UNIVAR108                | 2286       | 71                      | 4596           | 5.9                    | 56.4                   | 3.0            | 5.4                    |

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS BY SDP AIRCRAFT MANUFACTURER/MODEL GROUP - CY 1979 (15 of 15)

| MANUFACTURER/MODEL GROUP | GROUP SIZE | ESTIMATE OF TOTAL HOURS | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF MEAN HOURS | STANDARD ERROR | PERCENT STANDARD ERROR |
|--------------------------|------------|-------------------------|----------------|------------------------|------------------------|----------------|------------------------|
| UNIVAR415                | 2608       | 111181                  | 15594          | 14.0                   | 60.1                   | 7.2            | 12.0                   |
| VAAGA 2150               | 35         | 996                     | 187            | 18.2                   | 29.3                   | 5.3            | 17.9                   |
| WACO 450                 | 30         | 236                     | 90             | 26.7                   | 37.3                   | 7.1            | 19.0                   |
| WACO 44E                 | 34         | 1343                    | 504            | 37.5                   | 141.7                  | 47.9           | 33.8                   |
| WACO R                   | 35         | 368                     | 124            | 34.3                   | 29.2                   | 5.6            | 19.3                   |
| WACO U                   | 32         | 300                     | 81             | 27.0                   | 32.6                   | 5.8            | 17.9                   |
| WACO UPF7                | 163        | 5567                    | 681            | 12.2                   | 71.7                   | 8.3            | 11.6                   |
| WACO YK                  | 58         | 898                     | 270            | 30.1                   | 89.5                   | 20.8           | 23.2                   |
| W3DHM65                  | 373        | 7985                    | 823            | 10.3                   | 56.7                   | 5.2            | 9.2                    |
| WTHMLV201                | 76         | 28083                   | 4923           | 17.5                   | 422.5                  | 64.6           | 15.3                   |
| TOTAL                    | 268070     | 43340081                | 627411         | 1.4                    | 203.5                  | 2.9            | 1.44                   |

TABLE 2-6 GENERAL AVIATION ACTIVE AIRCRAFT BY TYPE OF AIRCRAFT - CY 1979 (1 of 2)

| AIRCRAFT TYPE        | POPULATION<br>SIZE | ESTIMATE<br>OF<br>ACTIVE<br>AIRCRAFT | STANDARD<br>ERROR | PERCENT<br>STANDARD<br>ERROR | ESTIMATE<br>OF<br>PERCENT<br>ACTIVE | STANDARD<br>ERROR |
|----------------------|--------------------|--------------------------------------|-------------------|------------------------------|-------------------------------------|-------------------|
| FIXED WING<br>PISTON |                    |                                      |                   |                              |                                     |                   |
| 1 ENG 1-3 SEATS      | 83970              | 62362                                | 594               | 1.0                          | 74.3                                | 0.7               |
| 1 ENG 4+ SEATS       | 115507             | 106028                               | 450               | 0.4                          | 51.8                                | 0.4               |
| TOTAL 1 ENG          | 199477             | 168390                               | 745               | 0.4                          | 84.1                                | 0.4               |
| 2 ENG 1-6 SEATS      | 18071              | 16891                                | 157               | 0.9                          | 53.5                                | 0.5               |
| 2 ENG 7+ SEATS       | 9271               | 7958                                 | 90                | 1.1                          | 85.8                                | 1.0               |
| TOTAL 2 ENG          | 27342              | 24850                                | 191               | 0.7                          | 90.9                                | 0.7               |
| OTHER PISTON         | 389                | 229                                  | 11                | 4.8                          | 58.9                                | 2.8               |
| TOTAL PISTON         | 227208             | 193470                               | 767               | 0.4                          | 85.2                                | 0.3               |
| TURBOPROP            |                    |                                      |                   |                              |                                     |                   |
| 2 ENG 1-12 SEATS     | 2986               | 2944                                 | 13                | 0.5                          | 98.8                                | 0.5               |
| 2 ENG 13+ SEATS      | 584                | 538                                  | 15                | 2.9                          | 52.1                                | 2.7               |
| TOTAL 2 ENG          | 3570               | 3482                                 | 20                | 0.6                          | 97.6                                | 0.6               |
| OTHER TURBOPROP      | 132                | 96                                   | 3                 | 3.4                          | 73.4                                | 2.5               |
| TOTAL TURBOPROP      | 3702               | 3579                                 | 21                | 0.6                          | 96.7                                | 0.6               |
| TURBOJET             |                    |                                      |                   |                              |                                     |                   |
| 2 ENG                | 2383               | 2309                                 | 29                | 1.3                          | 96.9                                | 1.2               |
| OTHER                | 551                | 343                                  | 6                 | 1.9                          | 62.4                                | 1.2               |
| TOTAL TURBOJET       | 2934               | 2653                                 | 30                | 1.1                          | 90.4                                | 1.0               |
| TOTAL FIXED WING     | 238444             | 199703                               | 768               | 0.4                          | 85.4                                | 0.3               |
| ROTORCRAFT<br>PISTON | 5346               | 3123                                 | 127               | 4.1                          | 58.4                                | 2.4               |

TABLE 2-6 GENERAL AVIATION ACTIVE AIRCRAFT BY TYPE OF AIRCRAFT - CY 1979 (2 of 2)

| AIRCRAFT TYPE    | POPULATION<br>SIZE | ESTIMATE<br>OF<br>ACTIVE<br>AIRCRAFT | STANDARD<br>ERROR | PERCENT<br>STANDARD<br>ERROR | ESTIMATE<br>OF<br>PERCENT<br>ACTIVE | STANDARD<br>ERROR |
|------------------|--------------------|--------------------------------------|-------------------|------------------------------|-------------------------------------|-------------------|
| TURBINE          | 3024               | 2740                                 | 50                | 1.8                          | 50.6                                | 1.7               |
| TOTAL ROTORCRAFT | 8370               | 5864                                 | 136               | 2.3                          | 70.1                                | 1.6               |
| OTHER            | 5856               | 4770                                 | 114               | 2.4                          | 81.5                                | 1.9               |
| TOTAL AIRCRAFT   | 248070             | 210339                               | 789               | 0.4                          | 84.8                                | 0.3               |

TABLE 2-7 GENERAL AVIATION ACTIVE AIRCRAFT BY STATE OF BASED AIRCRAFT - CY 1979 (1 of 3)

| STATE       | ESTIMATE<br>OF<br>POPULATION | STANDARD<br>ERROR | ESTIMATE<br>OF<br>ACTIVE<br>POPULATION | STANDARD<br>ERROR | ESTIMATE<br>OF<br>PERCENT<br>ACTIVE | STANDARD<br>ERROR |
|-------------|------------------------------|-------------------|----------------------------------------|-------------------|-------------------------------------|-------------------|
| ALABAMA     | 2904                         | 299               | 2561                                   | 290               | 88.2                                | 13.5              |
| ALASKA      | 6898                         | 413               | 5842                                   | 392               | 84.7                                | 7.6               |
| ARIZONA     | 5388                         | 410               | 4525                                   | 391               | 84.0                                | 5.7               |
| ARKANSAS    | 3101                         | 307               | 2644                                   | 290               | 85.5                                | 12.7              |
| CALIFORNIA  | 33177                        | 957               | 27980                                  | 908               | 84.3                                | 3.7               |
| COLORADO    | 5165                         | 409               | 4560                                   | 369               | 88.3                                | 10.3              |
| CONNECTICUT | 1910                         | 248               | 1670                                   | 237               | 87.4                                | 14.8              |
| DELAWARE    | 862                          | 161               | 710                                    | 148               | 82.4                                | 23.1              |
| DC          | 97                           | 48                | 62                                     | 35                | 64.0                                | 48.1              |
| FLORIDA     | 12859                        | 629               | 10862                                  | 590               | 82.5                                | 6.1               |
| GEORGIA     | 4790                         | 389               | 4121                                   | 371               | 86.0                                | 10.4              |
| HAWAII      | 640                          | 136               | 530                                    | 130               | 82.7                                | 27.1              |
| IDaho       | 2721                         | 292               | 2112                                   | 265               | 77.6                                | 12.8              |
| ILLINOIS    | 9707                         | 533               | 8153                                   | 520               | 84.0                                | 7.2               |
| INDIANA     | 5274                         | 417               | 4569                                   | 397               | 86.6                                | 10.2              |
| IOWA        | 4035                         | 365               | 3545                                   | 349               | 87.8                                | 11.8              |
| KANSAS      | 4695                         | 394               | 3848                                   | 364               | 82.0                                | 10.4              |
| KENTUCKY    | 1675                         | 231               | 1534                                   | 226               | 91.6                                | 18.5              |
| LOUISIANA   | 4143                         | 349               | 3526                                   | 325               | 85.1                                | 10.6              |
| MAINE       | 1259                         | 199               | 1077                                   | 191               | 85.6                                | 20.4              |
| MARYLAND    | 2876                         | 311               | 2492                                   | 294               | 86.7                                | 13.9              |

TABLE 2-7 GENERAL AVIATION ACTIVE AIRCRAFT BY STATE OF BASED AIRCRAFT - CY 1979 (2 of 3)

| STATE          | ESTIMATE<br>OF<br>POPULATION | STANDARD<br>ERROR | ESTIMATE<br>OF<br>ACTIVE<br>POPULATION | STANDARD<br>ERROR | ESTIMATE<br>OF<br>PERCENT<br>ACTIVE | STANDARD<br>ERROR |
|----------------|------------------------------|-------------------|----------------------------------------|-------------------|-------------------------------------|-------------------|
| MASSACHUSETTS  | 3180                         | 329               | 2787                                   | 315               | 87.6                                | 13.5              |
| MICHIGAN       | 8515                         | 528               | 7279                                   | 499               | 85.5                                | 7.9               |
| MINNESOTA      | 6050                         | 435               | 4772                                   | 398               | 78.5                                | 8.7               |
| MISSISSIPPI    | 2987                         | 291               | 2337                                   | 281               | 50.3                                | 14.9              |
| MISSOURI       | 5024                         | 404               | 4142                                   | 375               | 82.5                                | 10.0              |
| MONTANA        | 2615                         | 303               | 2447                                   | 298               | 93.6                                | 15.7              |
| NEBRASKA       | 2914                         | 312               | 2569                                   | 299               | 88.2                                | 14.0              |
| NEVADA         | 2017                         | 248               | 1827                                   | 241               | 90.6                                | 16.4              |
| NEW HAMPSHIRE  | 1293                         | 198               | 1016                                   | 178               | 78.6                                | 18.3              |
| NEW JERSEY     | 4365                         | 378               | 3962                                   | 369               | 90.8                                | 11.6              |
| NEW MEXICO     | 2477                         | 279               | 2217                                   | 270               | 85.5                                | 14.9              |
| NEW YORK       | 7478                         | 485               | 6168                                   | 454               | 82.5                                | 8.1               |
| NORTH CAROLINA | 4849                         | 400               | 4017                                   | 371               | 82.8                                | 10.3              |
| NORTH DAKOTA   | 1739                         | 240               | 1482                                   | 228               | 85.2                                | 17.6              |
| OHIO           | 8965                         | 534               | 7687                                   | 508               | 85.7                                | 7.6               |
| OKLAHOMA       | 5124                         | 410               | 4558                                   | 394               | 85.0                                | 10.5              |
| OREGON         | 6901                         | 468               | 5729                                   | 436               | 83.0                                | 8.5               |
| PENNSYLVANIA   | 7143                         | 468               | 5907                                   | 438               | 82.7                                | 8.2               |
| RHODE ISLAND   | 473                          | 125               | 413                                    | 120               | 87.4                                | 34.4              |
| SOUTH CAROLINA | 1973                         | 252               | 1667                                   | 238               | 84.5                                | 16.2              |
| SOUTH DAKOTA   | 1692                         | 235               | 1495                                   | 225               | 88.3                                | 18.2              |
| TENNESSEE      | 2943                         | 305               | 2498                                   | 287               | 84.9                                | 13.2              |
| TEXAS          | 20046                        | 769               | 17519                                  | 735               | 87.4                                | 5.0               |
| UTAH           | 1802                         | 245               | 1623                                   | 238               | 90.1                                | 18.0              |
| VERMONT        | 497                          | 126               | 442                                    | 121               | 88.5                                | 33.1              |
| VIRGINIA       | 3193                         | 328               | 2756                                   | 305               | 86.3                                | 13.2              |

TABLE 2-7 GENERAL AVIATION ACTIVE AIRCRAFT BY STATE OF BASED AIRCRAFT - CY 1979 (3 of 3)

| STATE                  | ESTIMATE<br>OF<br>POPULATION | STANDARD<br>ERROR | ESTIMATE<br>OF<br>ACTIVE<br>POPULATION | STANDARD<br>ERROR | ESTIMATE<br>OF<br>PERCENT<br>ACTIVE | STANDARD<br>ERROR |
|------------------------|------------------------------|-------------------|----------------------------------------|-------------------|-------------------------------------|-------------------|
| WASHINGTON             | 7829                         | 495               | 6578                                   | 468               | 84.0                                | 8.0               |
| WEST VIRGINIA          | 1338                         | 216               | 1156                                   | 204               | 86.4                                | 20.7              |
| WISCONSIN              | 5111                         | 401               | 4100                                   | 368               | 80.2                                | 9.6               |
| WYOMING                | 1338                         | 212               | 1197                                   | 203               | 89.4                                | 26.8              |
| PUERTO RICO            | 528                          | 125               | 438                                    | 117               | 83.1                                | 29.7              |
| OTHER U.S. TERRITORIES | 287                          | 103               | 237                                    | 99                | 82.5                                | 45.4              |
| FOREIGN                | 1447                         | 206               | 954                                    | 165               | 65.5                                | 14.8              |
| TOTAL                  | 248070                       |                   | 210339                                 | 789               | 84.8                                | 0.3               |

NOTE : COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2-8 GENERAL AVIATION ACTIVE AIRCRAFT BY REGION OF BASED AIRCRAFT - CY 1979

| REGION         | ESTIMATE<br>OF<br>POPULATION | STANDARD<br>ERROR | ESTIMATE<br>OF<br>ACTIVE<br>POPULATION | STANDARD<br>ERROR | ESTIMATE<br>OF<br>PERCENT<br>ACTIVE | STANDARD<br>ERROR |
|----------------|------------------------------|-------------------|----------------------------------------|-------------------|-------------------------------------|-------------------|
| ALASKAN        | 6898                         | 413               | 5842                                   | 392               | 84.7                                | 7.6               |
| CENTRAL        | 16670                        | 722               | 14106                                  | 679               | 84.6                                | 5.5               |
| EASTERN        | 27355                        | 890               | 23217                                  | 843               | 84.9                                | 4.1               |
| EUROPEAN       | 388                          | 90                | 305                                    | 84                | 78.5                                | 28.5              |
| GREAT LAKES    | 43624                        | 1084              | 36563                                  | 1029              | 83.8                                | 3.1               |
| NEW ENGLAND    | 8614                         | 522               | 7407                                   | 496               | 86.0                                | 7.8               |
| NORTHWESTERN   | 17648                        | 728               | 14472                                  | 679               | 82.0                                | 5.1               |
| PACIFIC        | 825                          | 161               | 692                                    | 153               | 83.9                                | 24.8              |
| ROCKY MOUNTAIN | 14352                        | 671               | 12505                                  | 646               | 89.2                                | 6.1               |
| SOUTHERN       | 35662                        | 993               | 30193                                  | 943               | 84.7                                | 3.5               |
| SOUTHWESTERN   | 35311                        | 980               | 30806                                  | 938               | 87.2                                | 3.6               |
| WESTERN        | 40504                        | 1038              | 34333                                  | 989               | 84.6                                | 3.3               |
| TOTAL          | 248070                       |                   | 210339                                 | 789               | 84.8                                | 0.3               |

NOTE : COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES

TABLE 2-9 GENERAL AVIATION AIRCRAFT BY TYPE OF AIRCRAFT AND PRIMARY USE - CY 1979  
(1 of 4)

| TOTAL ACTIVE         |           |            |        | ACTIVE USES    |               |         |                |       | INACTIVE    |                 |             |       |            |
|----------------------|-----------|------------|--------|----------------|---------------|---------|----------------|-------|-------------|-----------------|-------------|-------|------------|
|                      |           |            |        | EXEC-<br>UTIVE | BUSI-<br>NESS | PERSONL | AERIAL<br>APPL | INSTR | AIR<br>TAXI | INDUS-<br>TRIAL | REN-<br>TAL | OTHER |            |
| FIXED WING<br>PISTON | 1-3 SEATS | EST. NO.   | 62362  | 761            | 4575          | 35953   | 6132           | 8846  | 129         | 928             | 3360        | 1674  | 21607<br>A |
|                      |           | STD. ERROR | 594    | B              | A             | A       | A              | A     | D           | C               | B           | B     |            |
|                      |           | EST % ACT. | 74.3   |                |               |         |                |       |             |                 |             |       |            |
|                      |           |            |        |                |               |         |                |       |             |                 |             |       |            |
| 1 ENG                | 4+ SEATS  | EST. NO.   | 104028 | 2665           | 33463         | 50994   | 268            | 5092  | 2418        | 1363            | 8367        | 1356  | 9478<br>A  |
|                      |           | STD. ERROR | 450    | B              | A             | A       | D              | A     | B           | B               | A           | B     |            |
|                      |           | EST % ACT. | 91.8   |                |               |         |                |       |             |                 |             |       |            |
|                      |           |            |        |                |               |         |                |       |             |                 |             |       |            |
| TOTAL                | 1 ENG     | EST. NO.   | 160390 | 3426           | 38038         | 86947   | 6401           | 13938 | 2547        | 2291            | 11727       | 3071  | 31086<br>A |
|                      |           | STD. ERROR | 745    | A              | A             | A       | A              | A     | B           | B               | A           | B     |            |
|                      |           | EST % ACT. | 84.4   |                |               |         |                |       |             |                 |             |       |            |
|                      |           |            |        |                |               |         |                |       |             |                 |             |       |            |
| 2 ENG                | 1-6 SEATS | EST. NO.   | 16891  | 2672           | 7740          | 2813    | 31             | 798   | 1833        | 198             | 345         | 458   | 1179<br>B  |
|                      |           | STD. ERROR | 157    | A              | A             | A       | D              | B     | B           | D               | C           | C     |            |
|                      |           | EST % ACT. | 93.5   |                |               |         |                |       |             |                 |             |       |            |
|                      |           |            |        |                |               |         |                |       |             |                 |             |       |            |

| STANDARD ERROR  |                             | CODE |  |
|-----------------|-----------------------------|------|--|
| GREATER<br>THAN | LESS THAN<br>OR<br>EQUAL TO |      |  |
| 0 %             | 10 %                        | A    |  |
| 10 %            | 20 %                        | B    |  |
| 20 %            | 30 %                        | C    |  |
| 30 %            |                             | D    |  |

TABLE 2-9 GENERAL AVIATION AIRCRAFT BY TYPE OF AIRCRAFT AND PRIMARY USE - CY 1979  
(2 of 4)

| TOTAL ACTIVE          |                        |               | ACTIVE USES |                |           |             |                 |             | INACTIVE   |            |
|-----------------------|------------------------|---------------|-------------|----------------|-----------|-------------|-----------------|-------------|------------|------------|
|                       | EXEC-<br>UTIVE         | BUSI-<br>NESS | PERSHL      | AERIAL<br>APPL | INSTR     | AIR<br>TAXI | INDUS-<br>TRIAL | REH-<br>TAL | OTHER      |            |
| 2 ENG 7+ SEATS        | EST.NO.<br>% STD.ERROR | 2571<br>A     | 2255<br>A   | 627<br>B       | 121<br>C  | 67<br>D     | 1874<br>A       | 86<br>D     | 110<br>D   | 244<br>C   |
| 7950<br>90<br>85.8    |                        |               |             |                |           |             |                 |             |            | 1312<br>A  |
| TOTAL 2 ENG           | EST.NO.<br>% STD.ERROR | 5243<br>A     | 9996<br>A   | 3441<br>A      | 152<br>C  | 865<br>B    | 3708<br>A       | 285<br>C    | 455<br>C   | 702<br>B   |
| 24850<br>181<br>90.9  |                        |               |             |                |           |             |                 |             |            | 2491<br>A  |
| OTHER PISTON          | EST.NO.<br>% STD.ERROR | 0<br>A        | 36<br>B     | 6<br>D         | 76<br>B   | 4<br>D      | 43<br>A         | 0<br>A      | 38<br>C    | 21<br>C    |
| 229<br>11<br>98.9     |                        |               |             |                |           |             |                 |             |            | 159<br>A   |
| TOTAL PISTON          | EST.NO.<br>% STD.ERROR | 8670<br>A     | 48071<br>A  | 90395<br>A     | 6630<br>A | 14808<br>A  | 6299<br>A       | 2577<br>B   | 12222<br>A | 3759<br>A  |
| 193470<br>767<br>85.2 |                        |               |             |                |           |             |                 |             |            | 33737<br>A |
| TURBOPROP             | EST.NO.<br>% STD.ERROR | 2158<br>A     | 404<br>B    | 56<br>D        | 2<br>D    | 0<br>A      | 237<br>C        | 6<br>D      | 15<br>D    | 57<br>D    |
| 2944<br>13<br>98.6    |                        |               |             |                |           |             |                 |             |            | 41<br>C    |
| 2 ENG 13+ SEATS       | EST.NO.<br>% STD.ERROR | 190<br>B      | 27<br>D     | 0<br>A         | 0<br>A    | 3<br>D      | 242<br>B        | 7<br>D      | 1<br>D     | 66<br>D    |
| 538<br>15<br>92.2     |                        |               |             |                |           |             |                 |             |            | 42<br>U    |

| STANDARD ERROR |                       | CODE |  |
|----------------|-----------------------|------|--|
| GREATER THAN   | LESS THAN OR EQUAL TO |      |  |
| 0 %            | 10 %                  | A    |  |
| 10 %           | 20 %                  | B    |  |
| 20 %           | 30 %                  | C    |  |
| 30 %           |                       | D    |  |

TABLE 2-9 GENERAL AVIATION AIRCRAFT BY TYPE OF AIRCRAFT AND PRIMARY USE - CY 1979  
(3 of 4)

| TOTAL ACTIVE |  |  |  |  |  |  |  |  |  |  | INACTIVE |
|--------------|--|--|--|--|--|--|--|--|--|--|----------|
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |
|              |  |  |  |  |  |  |  |  |  |  |          |

| STANDARD ERROR |                       | CODE |  |
|----------------|-----------------------|------|--|
| GREATER THAN   | LESS THAN OR EQUAL TO |      |  |
| 0 %            | 10 %                  | A    |  |
| 10 %           | 20 %                  | B    |  |
| 20 %           | 30 %                  | C    |  |
| 30 %           |                       | D    |  |

TABLE 2-9 GENERAL AVIATION AIRCRAFT BY TYPE OF AIRCRAFT AND PRIMARY USE - CY 1979  
(4 of 4)

|                  |  | TOTAL ACTIVE                         |                                      |                                      |                                      | ACTIVE USES                          |                                      |                                      |                                      | INACTIVE                             |                                      |                                      |
|------------------|--|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|
|                  |  | EXEC-<br>UTIVE                       | BUSI-<br>NESS                        | PERSNL                               | AERIAL<br>APPL                       | INSTR                                | AIR<br>TAXI                          | INDUS-<br>TRIAL                      | REN-<br>TAL                          | OTHER                                |                                      |                                      |
|                  |  | EST. NO.<br>STD. ERROR<br>EST % ACT. | EST. NO.<br>STD. ERROR<br>EST % ACT. | EST. NO.<br>STD. ERROR<br>EST % ACT. | EST. NO.<br>STD. ERROR<br>EST % ACT. | EST. NO.<br>STD. ERROR<br>EST % ACT. | EST. NO.<br>STD. ERROR<br>EST % ACT. | EST. NO.<br>STD. ERROR<br>EST % ACT. | EST. NO.<br>STD. ERROR<br>EST % ACT. | EST. NO.<br>STD. ERROR<br>EST % ACT. | EST. NO.<br>STD. ERROR<br>EST % ACT. | EST. NO.<br>STD. ERROR<br>EST % ACT. |
| TOTAL FIXED WING |  | 13008<br>768<br>5.9                  | 48008<br>A<br>A                      | 90423<br>A<br>A                      | 6665<br>A<br>A                       | 14857<br>A<br>A                      | 7036<br>A<br>A                       | 2592<br>B<br>B                       | 12254<br>A<br>A                      | 4177<br>A<br>A                       | 34136<br>A<br>A                      |                                      |
| ROTORCRAFT       |  |                                      |                                      |                                      |                                      |                                      |                                      |                                      |                                      |                                      |                                      |                                      |
| PISTON           |  | 3123<br>127<br>4.1                   | 125<br>D<br>D                        | 462<br>B<br>B                        | 729<br>B<br>B                        | 238<br>C<br>C                        | 129<br>D<br>D                        | 458<br>B<br>B                        | 10<br>D<br>D                         | 445<br>B<br>B                        | 2222<br>A<br>A                       |                                      |
| TURBINE          |  | 2740<br>50<br>1.8                    | 472<br>B<br>B                        | 27<br>D<br>D                         | 78<br>D<br>D                         | 45<br>D<br>D                         | 1228<br>A<br>A                       | 205<br>C<br>C                        | 20<br>D<br>D                         | 331<br>C<br>C                        | 283<br>B<br>B                        |                                      |
| TOTAL ROTORCRAFT |  | 5864<br>136<br>2.3                   | 597<br>B<br>B                        | 489<br>B<br>B                        | 808<br>B<br>B                        | 288<br>C<br>C                        | 1350<br>A<br>A                       | 663<br>B<br>B                        | 30<br>D<br>D                         | 774<br>B<br>B                        | 2505<br>A<br>A                       |                                      |
| OTHER            |  | 4770<br>114<br>2.4                   | 31<br>D<br>D                         | 3274<br>A<br>A                       | 20<br>D<br>D                         | 309<br>C<br>C                        | 4<br>C<br>C                          | 2<br>D<br>D                          | 446<br>B<br>B                        | 282<br>C<br>C                        | 1085<br>B<br>B                       |                                      |
| TOTAL AIRCRAFT   |  | 21039<br>789<br>3.7                  | 13638<br>474<br>2.2                  | 94427<br>1200<br>1.3                 | 7494<br>267<br>0.4                   | 15436<br>698<br>0.5                  | 8399<br>426<br>0.5                   | 3259<br>326<br>0.1                   | 12771<br>670<br>0.5                  | 5236<br>368<br>0.7                   | 37641<br>789<br>2.1                  |                                      |

| STANDARD ERROR |      | CODE      |  |
|----------------|------|-----------|--|
| GREATER THAN   |      | LESS THAN |  |
| EQUAL TO       |      | OR        |  |
| 0 %            | 10 % | A         |  |
| 10 %           | 20 % | B         |  |
| 20 %           | 30 % | C         |  |
| 30 %           |      | D         |  |

NOTE : ROW AND COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2-10 GENERAL AVIATION ACTIVE AIRCRAFT IFR FLOWN AND TRANSPONDER EQUIPPED - CY  
1979 (1 of 2)

| AIRCRAFT TYPE                | ESTIMATED<br>NUMBER<br>OF A/C<br>FLOWN IFR | PERCENT<br>STANDARD<br>ERROR | ESTIMATED<br>PERCENT OF<br>ACTIVE A/C<br>FLOWN IFR | ESTIMATED<br>NUMBER OF A/C<br>FLOWN IFR WITH<br>TRANSPONDER | PERCENT<br>STANDARD<br>ERROR | ESTIMATED<br>PERCENT OF<br>IFR WITH<br>TRANSPONDER |
|------------------------------|--------------------------------------------|------------------------------|----------------------------------------------------|-------------------------------------------------------------|------------------------------|----------------------------------------------------|
| <b>FIXED WING<br/>PISTON</b> |                                            |                              |                                                    |                                                             |                              |                                                    |
| 1 ENG 1-3 SEATS              | 5233                                       | A                            | 8.4                                                | 4441                                                        | A                            | 84.5                                               |
| 1 ENG 4+ SEATS               | 51774                                      | A                            | 48.8                                               | 51254                                                       | A                            | 99.0                                               |
| TOTAL 1 ENG                  | 57008                                      | A                            | 33.9                                               | 55696                                                       | A                            | 97.7                                               |
| 2 ENG 1-6 SEATS              | 14697                                      | A                            | 87.0                                               | 14615                                                       | A                            | 99.5                                               |
| 2 ENG 7+ SEATS               | 7803                                       | A                            | 98.0                                               | 7803                                                        | A                            | 100.0                                              |
| TOTAL 2 ENG                  | 22500                                      | A                            | 90.5                                               | 22487                                                       | A                            | 99.9                                               |
| OTHER PISTON                 | 199                                        | A                            | 87.0                                               | 199                                                         | A                            | 100.0                                              |
| TOTAL PISTON                 | 79708                                      | A                            | 41.2                                               | 78392                                                       | A                            | 98.3                                               |
| <b>TURBOPROP</b>             |                                            |                              |                                                    |                                                             |                              |                                                    |
| 2 ENG 1-12 SEATS             | 2925                                       | A                            | 99.4                                               | 2925                                                        | A                            | 100.0                                              |
| 2 ENG 13+ SEATS              | 567                                        | A                            | 100.0                                              | 565                                                         | A                            | 99.7                                               |
| TOTAL 2 ENG                  | 3492                                       | A                            | 100.0                                              | 3492                                                        | A                            | 100.0                                              |
| OT-1FR TURBOPROP             | 66                                         | A                            | 68.7                                               | 65                                                          | A                            | 97.8                                               |

| STANDARD ERROR | CODE |
|----------------|------|
| GREATER THAN   |      |
| LESS THAN      |      |
| OR             |      |
| EQUAL TO       |      |
| 0 %            | A    |
| 10 %           |      |
| 20 %           | B    |
| 30 %           | C    |
| 30 %           | D    |

TABLE 2-10 GENERAL AVIATION ACTIVE AIRCRAFT IFR FLOWN AND TRANSPONDER EQUIPPED - CY  
1979 (2 of 2)

| AIRCRAFT TYPE        | ESTIMATED<br>NUMBER<br>OF A/C<br>FLOWN IFR | PERCENT<br>STANDARD<br>ERROR | ESTIMATED<br>PERCENT OF<br>ACTIVE A/C<br>FLOWN IFR | ESTIMATED<br>NUMBER OF<br>FLOWN IFR WITH<br>TRANSPONDER | PERCENT<br>STANDARD<br>ERROR | ESTIMATED<br>PERCENT OF<br>IFR WITH<br>TRANSPONDER |
|----------------------|--------------------------------------------|------------------------------|----------------------------------------------------|---------------------------------------------------------|------------------------------|----------------------------------------------------|
| TOTAL TURBOPROP      | 3559                                       | A                            | 99.4                                               | 3559                                                    | A                            | 100.0                                              |
| TURBOJET<br>2 ENG    | 2371                                       | A                            | 100.0                                              | 2363                                                    | A                            | 99.6                                               |
| OTHER                | 402                                        | A                            | 100.0                                              | 402                                                     | A                            | 100.0                                              |
| TOTAL TURBOJET       | 2774                                       | A                            | 100.0                                              | 2767                                                    | A                            | 99.8                                               |
| TOTAL FIXED WING     | 86042                                      | A                            | 43.1                                               | 84752                                                   | A                            | 98.5                                               |
| ROTORCRAFT<br>PISTON | 3                                          | D                            | 0.1                                                | 3                                                       | D                            | 100.0                                              |
| TURBINE              | 139                                        | D                            | 9.1                                                | 124                                                     | C                            | 89.3                                               |
| TOTAL ROTORCRAFT     | 142                                        | D                            | 2.4                                                | 127                                                     | C                            | 89.5                                               |
| OTHER                | 63                                         | D                            | 1.3                                                | 7                                                       | D                            | 11.0                                               |
| TOTAL AIRCRAFT       | 86248                                      | A                            | 41.0                                               | 84888                                                   | A                            | 98.4                                               |

NOTE : COLUMN SUMMATIONS MAY DIFFER FROM PRINTED SUBTOTALS AND TOTALS DUE TO ESTIMATION PROCEDURES.

| STANDARD ERROR | CODE  |
|----------------|-------|
| GREATER THAN   | ----- |
| LESS THAN      | ----- |
| OR             | ----- |
| EQUAL TO       | ----- |
| 0 %            | A     |
| 10 %           | B     |
| 20 %           | C     |
| 30 %           | D     |

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP  
CY 1979 (1 of 15)

| MANUFACTURER/MODEL GROUP | GROUP SIZE | ESTIMATE OF ACTIVE AIRCRAFT | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF PERCENT ACTIVE | STANDARD ERROR |
|--------------------------|------------|-----------------------------|----------------|------------------------|----------------------------|----------------|
| OTHER 01                 | 9540       | 4121                        | 274            | 5.8                    | 49.5                       | 2.9            |
| OTHER 02                 | 417        | 253                         | 24             | 9.4                    | 40.9                       | 3.8            |
| OTHER 03                 | 360        | 245                         | 41             | 16.7                   | 47.9                       | 11.3           |
| OTHER 04                 | 141        | 96                          | 8              | 13.4                   | 39.9                       | 5.3            |
| OTHER 05                 | 68         | 30                          | 3              | 10.3                   | 44.1                       | 4.5            |
| OTHER 06                 | 37         | 33                          | 2              | 6.5                    | 90.0                       | 5.9            |
| OTHER 07                 | 206        | 191                         | 13             | 6.5                    | 92.8                       | 6.1            |
| OTHER 08                 | 77         | 47                          | 3              | 6.7                    | 61.6                       | 4.1            |
| OTHER 09                 | 312        | 291                         | 18             | 6.1                    | 93.3                       | 5.7            |
| OTHER 10                 | 173        | 87                          | 5              | 5.1                    | 51.3                       | 2.6            |
| OTHER 11                 | 1657       | 484                         | 48             | 9.7                    | 30.0                       | 2.9            |
| OTHER 12                 | 198        | 168                         | 13             | 7.6                    | 85.0                       | 6.5            |
| OTHER 13                 | 1662       | 1177                        | 78             | 6.7                    | 70.8                       | 4.7            |
| ADAMS A305               | 32         | 32                          | 0              | 0.0                    | 100.0                      | 0.0            |
| AEROSPA316               | 105        | 84                          | 13             | 14.8                   | 80.5                       | 11.9           |
| AEROSPA341               | 69         | 69                          | 0              | 0.0                    | 100.0                      | 0.0            |
| AGUSTA205                | 65         | 49                          | 11             | 22.4                   | 75.4                       | 16.9           |
| AIRPTSA                  | 276        | 193                         | 29             | 15.2                   | 65.2                       | 9.9            |
| ALL SPCL8                | 24         | 13                          | 3              | 24.2                   | 53.4                       | 12.9           |
| AIRTRACAT900             | 195        | 195                         | 0              | 0.0                    | 100.0                      | 0.0            |
| AMD FALC10               | 101        | 101                         | 0              | 0.0                    | 100.0                      | 0.0            |

Note: See following page for coding.

NOTE: Other XX refers to all general aviation aircraft belonging to manufacturer/model groups of fewer than 20 aircraft in size for aircraft XX where XX stands for

- 01 Fixed wing piston, 1 engine, 1-3 seats.
- 02 Fixed wing piston, 1 engine, 4+ seats.
- 03 Fixed wing piston, 2 engines, 1-6 seats.
- 04 Fixed wing piston, 2 engines, 7+ seats.
- 05 Fixed wing piston, other.
- 06 Fixed wing turboprop, 2 engines, 1-12 seats.
- 07 Fixed wing turboprop, 2 engines, 13+ seats.
- 08 Fixed wing turboprop, other.
- 09 Fixed wing turbojet, 2 engines.
- 10 Fixed wing turbojet, other.
- 11 Rotorcraft, piston.
- 12 Rotorcraft, turbine.
- 13 Other aircraft.

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP  
CY 1979 (2 of 15)

| MANUFACTURER/MODEL GROUP | GROUP SIZE | ESTIMATE OF ACTIVE AIRCRAFT | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF PERCENT ACTIVE | STANDARD ERROR |
|--------------------------|------------|-----------------------------|----------------|------------------------|----------------------------|----------------|
| AMD FALC20               | 196        | 195                         | 3              | 1.7                    | 99.5                       | 1.7            |
| ANCRN37                  | 46         | 46                          | 0              | 0.0                    | 100.0                      | 0.0            |
| ARCTICS1A                | 94         | 28                          | 6              | 21.5                   | 29.3                       | 6.3            |
| ARCTICS1B1               | 7          | 11                          | 1              | 12.7                   | 43.5                       | 5.5            |
| ARONCAL5                 | 123        | 123                         | 5              | 3.8                    | 58.2                       | 2.2            |
| ARONCAL55                | 154        | 76                          | 12             | 15.8                   | 47.9                       | 7.6            |
| ARONCAC3                 | 53         | 8                           | 4              | 55.3                   | 14.2                       | 7.8            |
| ARONCA058                | 166        | 116                         | 18             | 15.4                   | 70.1                       | 10.8           |
| AYRES S2                 | 947        | 847                         | 27             | 3.2                    | 89.5                       | 2.9            |
| BAL 111                  | 29         | 28                          | 0              | 0.0                    | 100.0                      | 0.0            |
| BAG 8206                 | 35         | 34                          | 5              | 14.0                   | 96.3                       | 13.4           |
| BAG DH125                | 34         | 34                          | 0              | 0.0                    | 100.0                      | 0.0            |
| BAG HP137                | 26         | 14                          | 4              | 28.2                   | 53.5                       | 15.1           |
| BALWKSFIREFY             | 506        | 504                         | 5              | 1.1                    | 99.6                       | 1.1            |
| BEECH 100                | 222        | 222                         | 0              | 0.0                    | 100.0                      | 0.0            |
| BEECH 17                 | 197        | 80                          | 21             | 25.9                   | 40.5                       | 10.5           |
| BEECH 18                 | 1149       | 747                         | 51             | 6.9                    | 65.1                       | 4.5            |
| BEECH 200                | 392        | 389                         | 7              | 1.9                    | 99.2                       | 1.9            |
| BEECH 23                 | 2841       | 2553                        | 86             | 3.4                    | 89.9                       | 3.0            |
| BEECH 33                 | 1592       | 1564                        | 27             | 1.7                    | 98.2                       | 1.7            |
| BEECH 35                 | 7157       | 6663                        | 107            | 1.6                    | 95.9                       | 1.5            |

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP  
CY 1979 (3 of 15)

| MANUFACTURER/MODEL GROUP | GROUP SIZE | ESTIMATE OF ACTIVE AIRCRAFT | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF PERCENT ACTIVE | STANDARD ERROR |
|--------------------------|------------|-----------------------------|----------------|------------------------|----------------------------|----------------|
| BEECH 36                 | 1265       | 1227                        | 30             | 2.4                    | 97.0                       | 2.4            |
| BEECH 45                 | 329        | 293                         | 12             | 3.9                    | 89.2                       | 3.5            |
| BEECH 50                 | 376        | 340                         | 16             | 5.3                    | 90.4                       | 4.8            |
| BEECH 54                 | 2181       | 2134                        | 36             | 1.8                    | 97.9                       | 1.7            |
| BEECH 56                 | 68         | 67                          | 2              | 2.8                    | 98.3                       | 2.8            |
| BEECH 58                 | 1003       | 1003                        | 0              | 0.0                    | 100.0                      | 0.0            |
| BEECH 60                 | 364        | 355                         | 12             | 3.4                    | 97.5                       | 3.3            |
| BEECH 65                 | 172        | 163                         | 6              | 3.7                    | 94.5                       | 3.5            |
| BEECH 76                 | 191        | 191                         | 0              | 0.0                    | 100.0                      | 0.0            |
| BEECH 77                 | 47         | 47                          | 0              | 0.0                    | 100.0                      | 0.0            |
| BEECH 80                 | 227        | 212                         | 13             | 6.0                    | 93.3                       | 5.6            |
| BEECH 90                 | 865        | 864                         | 5              | 0.6                    | 99.9                       | 0.6            |
| BEECH 95                 | 505        | 446                         | 29             | 6.5                    | 88.2                       | 5.7            |
| BEECH 99                 | 90         | 89                          | 3              | 3.1                    | 98.7                       | 3.1            |
| BELL 204                 | 145        | 98                          | 11             | 11.6                   | 67.8                       | 7.9            |
| BELL 206                 | 1483       | 1437                        | 34             | 2.4                    | 96.9                       | 2.3            |
| BELL 212                 | 108        | 105                         | 7              | 6.6                    | 97.6                       | 6.4            |
| BELL 47                  | 1609       | 1242                        | 90             | 7.3                    | 77.2                       | 5.6            |
| BLANCH                   | 995        | 745                         | 75             | 10.1                   | 74.9                       | 7.6            |
| BLANCH 113               | 310        | 154                         | 36             | 23.0                   | 49.8                       | 11.7           |
| BLANCH 119               | 313        | 257                         | 31             | 12.1                   | 82.1                       | 10.0           |

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP  
CY 1979 (4 of 15)

| MANUFACTURER/MODEL GROUP | GROUP SIZE | ESTIMATE OF ACTIVE AIRCRAFT | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF PERCENT ACTIVE | STANDARD ERROR |
|--------------------------|------------|-----------------------------|----------------|------------------------|----------------------------|----------------|
| BLANCA17                 | 1082       | 1029                        | 50             | 4.9                    | 95.1                       | 4.6            |
| BLANCA7                  | 6165       | 4667                        | 97             | 2.2                    | 72.5                       | 1.6            |
| BLANCA8                  | 679        | 643                         | 34             | 5.2                    | 94.7                       | 5.0            |
| BHORM 8N2                | 92         | 56                          | 12             | 21.8                   | 60.6                       | 13.2           |
| BOEING707                | 51         | 38                          | 4              | 9.9                    | 74.0                       | 7.3            |
| BOEING727                | 27         | 25                          | 2              | 6.4                    | 93.5                       | 6.0            |
| BOEING75                 | 2080       | 1045                        | 93             | 8.9                    | 50.2                       | 4.5            |
| BOEING817                | 22         | 17                          | 2              | 12.3                   | 77.3                       | 9.5            |
| BOLKMS105                | 65         | 42                          | 12             | 29.4                   | 64.1                       | 18.8           |
| BRAERODH125              | 96         | 95                          | 0              | 0.0                    | 99.0                       | 0.0            |
| BRAVOV1528               | 50         | 44                          | 2              | 5.1                    | 87.3                       | 4.5            |
| BRAWSTAFLEET2            | 30         | 12                          | 2              | 13.1                   | 39.5                       | 5.2            |
| BRAWSTAFLEET7            | 22         | 8                           | 1              | 6.3                    | 36.2                       | 2.3            |
| CAMRONMOE n              | 80         | 78                          | 4              | 4.8                    | 97.0                       | 4.6            |
| CESSNA120                | 940        | 793                         | 54             | 6.8                    | 84.4                       | 5.8            |
| CESSNA140                | 2567       | 1953                        | 126            | 6.4                    | 76.1                       | 4.9            |
| CESSNA150                | 19631      | 18101                       | 274            | 1.5                    | 92.2                       | 1.4            |
| CESSNA170                | 2644       | 2096                        | 91             | 4.4                    | 79.3                       | 3.5            |
| CESSNA172                | 23306      | 22407                       | 201            | 0.9                    | 96.1                       | 0.9            |
| CESSNA175                | 1458       | 1321                        | 31             | 2.4                    | 90.6                       | 2.1            |
| CESSNA177                | 3084       | 3006                        | 47             | 1.6                    | 97.5                       | 1.5            |

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP  
CY 1979 (5 of 15)

| MANUFACTURER/MODEL GROUP | GROUP SIZE | ESTIMATE OF AL / E AIRCRAFT | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF PERCENT ACTIVE | STANDARD ERROR |
|--------------------------|------------|-----------------------------|----------------|------------------------|----------------------------|----------------|
| CESSNA180                | 2795       | 2651                        | 67             | 2.5                    | 94.9                       | 4.4            |
| CESSNA182                | 13120      | 12723                       | 127            | 1.0                    | 97.0                       | 1.0            |
| CESSNA185                | 1416       | 1349                        | 51             | 3.8                    | 95.3                       | 3.6            |
| CESSNA188                | 1902       | 1701                        | 81             | 4.7                    | 89.5                       | 4.2            |
| CESSNA190                | 89         | 60                          | 4              | 6.2                    | 67.7                       | 4.2            |
| CESSNA195                | 537        | 354                         | 27             | 7.6                    | 66.0                       | 5.0            |
| CESSNA206                | 2787       | 2611                        | 79             | 3.0                    | 93.7                       | 2.8            |
| CESSNA207                | 323        | 300                         | 22             | 7.4                    | 92.9                       | 6.9            |
| CESSNA210                | 5758       | 5571                        | 86             | 1.5                    | 96.8                       | 1.5            |
| CESSNA305                | 248        | 168                         | 25             | 14.8                   | 67.6                       | 10.0           |
| CESSNA310                | 3341       | 3146                        | 84             | 2.7                    | 94.2                       | 2.5            |
| CESSNA320                | 369        | 367                         | 4              | 1.2                    | 99.6                       | 1.2            |
| CESSNA336                | 102        | 81                          | 4              | 5.5                    | 79.3                       | 4.4            |
| CESSNA337                | 1350       | 1301                        | 41             | 3.2                    | 96.4                       | 3.1            |
| CESSNA340                | 762        | 762                         | 0              | 0.0                    | 100.0                      | 0.0            |
| CESSNA401                | 258        | 241                         | 17             | 6.9                    | 93.5                       | 6.4            |
| CESSNA402                | 610        | 518                         | 35             | 6.7                    | 84.5                       | 5.7            |
| CESSNA404                | 96         | 89                          | 7              | 7.4                    | 93.2                       | 6.9            |
| CESSNA411                | 201        | 183                         | 8              | 4.4                    | 91.1                       | 4.0            |
| CESSNA414                | 602        | 601                         | 4              | 0.7                    | 99.8                       | 0.7            |
| CESSNA421                | 1143       | 1115                        | 24             | 2.1                    | 97.6                       | 2.1            |

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP  
CY 1979 (6 of 15)

| MANUFACTURER/MODEL GROUP | GROUP SIZE | ESTIMATE OF ACTIVE AIRCRAFT | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF PERCENT ACTIVE | STANDARD ERROR |
|--------------------------|------------|-----------------------------|----------------|------------------------|----------------------------|----------------|
| CESSNA441                | 74         | 44                          | 5              | 7.6                    | 86.7                       | 6.6            |
| CESSNA500                | 294        | 294                         | 0              | 0.0                    | 100.0                      | 0.0            |
| CESSNA750                | 85         | 20                          | 3              | 14.2                   | 23.9                       | 3.4            |
| CESSNAUC77               | 22         | 8                           | 1              | 17.7                   | 36.2                       | 6.4            |
| CESSNAUC94               | 36         | 14                          | 1              | 9.6                    | 38.2                       | 3.7            |
| CHILD 52                 | 122        | 108                         | 9              | 8.6                    | 88.8                       | 7.7            |
| COMINT185                | 106        | 28                          | 11             | 39.9                   | 26.3                       | 10.5           |
| CONAERLA                 | 463        | 330                         | 45             | 13.7                   | 71.3                       | 9.8            |
| CURTISC46                | 55         | 9                           | 11             | 123.1                  | 16.0                       | 19.6           |
| CURTISJR                 | 21         | 2                           | 1              | 38.1                   | 11.7                       | 4.5            |
| CURTISROBIN              | 35         | 7                           | 1              | 15.1                   | 19.0                       | 2.9            |
| CURTISTRVATR             | 183        | 34                          | 6              | 17.8                   | 18.4                       | 3.3            |
| CVAC 22                  | 43         | 11                          | 1              | 9.3                    | 26.7                       | 2.5            |
| CVAC 240                 | 60         | 23                          | 4              | 17.6                   | 38.5                       | 6.8            |
| CVAC 340                 | 26         | 18                          | 4              | 20.8                   | 65.6                       | 14.4           |
| CVAC 440                 | 24         | 1                           | 3              | 243.8                  | 5.3                        | 13.0           |
| CVAC BT13                | 101        | 37                          | 7              | 18.3                   | 36.8                       | 6.7            |
| CVAC L13                 | 23         | 1                           | 1              | 78.8                   | 4.8                        | 3.8            |
| CVAC ST-560              | 37         | 35                          | 3              | 8.9                    | 94.1                       | 8.4            |
| DART G                   | 26         | 11                          | 1              | 8.9                    | 42.7                       | 3.8            |
| DHAY DHC1                | 93         | 70                          | 10             | 13.5                   | 75.7                       | 10.3           |

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP  
CY 1979 (7 of 15)

| MANUFACTURER/MODEL GROUP | GROUP SIZE | ESTIMATE OF ACTIVE AIRCRAFT | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF PERCENT ACTIVE | STANDARD ERROR |
|--------------------------|------------|-----------------------------|----------------|------------------------|----------------------------|----------------|
| DHAV DMC2                | 345        | 218                         | 23             | 10.5                   | 59.7                       | 4.3            |
| DHAV DMC3                | 22         | 14                          | 3              | 20.2                   | 61.5                       | 12.4           |
| DMAYKDH82                | 102        | 47                          | 9              | 20.1                   | 45.6                       | 9.2            |
| DOUG A26                 | 68         | 20                          | 6              | 31.5                   | 29.9                       | 9.4            |
| DOUG DC3                 | 482        | 291                         | 33             | 11.5                   | 60.4                       | 6.9            |
| DOUG DC4                 | 84         | 39                          | 5              | 13.0                   | 46.5                       | 6.1            |
| DOUG DC6                 | 121        | 69                          | 7              | 9.8                    | 57.4                       | 5.6            |
| DOUG DC7                 | 48         | 33                          | 6              | 17.7                   | 67.9                       | 12.0           |
| DOUG DC8                 | 53         | 34                          | 2              | 6.9                    | 65.1                       | 4.5            |
| DOUG DC9                 | 9          | 9                           | 0              | 0.0                    | 100.0                      | 0.0            |
| EIRVON20                 | 97         | 93                          | 5              | 5.4                    | 95.5                       | 5.2            |
| EMAIR MA1                | 28         | 12                          | 3              | 23.4                   | 44.6                       | 10.4           |
| ENSTAMP28                | 412        | 312                         | 20             | 6.5                    | 75.8                       | 4.9            |
| FLEET 168                | 27         | 15                          | 1              | 9.0                    | 53.9                       | 4.9            |
| FRCHLD24                 | 316        | 70                          | 25             | 35.5                   | 22.1                       | 7.8            |
| FRCHLDC119               | 27         | 17                          | 5              | 28.5                   | 64.2                       | 18.3           |
| FRCHLDP27                | 35         | 26                          | 4              | 14.9                   | 75.4                       | 11.2           |
| FRCHLDPH1100             | 80         | 72                          | 3              | 4.3                    | 89.7                       | 3.9            |
| FRCHLDM62                | 243        | 138                         | 23             | 16.3                   | 57.0                       | 9.3            |
| GENBALAX6                | 28         | 28                          | 0              | 0.0                    | 100.0                      | 0.0            |
| GLASFLLTBELL             | 165        | 156                         | 10             | 6.4                    | 94.6                       | 6.0            |

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP  
CY 1979 (8 of 15)

| MANUFACTURER/MODEL GROUP | GROUP SIZE | ESTIMATE OF ACTIVE AIRCRAFT | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF PERCENT ACTIVE | STANDARD ERROR |
|--------------------------|------------|-----------------------------|----------------|------------------------|----------------------------|----------------|
| GRAB ASTJR               | 50         | 50                          | 0              | 0.0                    | 100.0                      | 0.0            |
| GRTLKST1                 | 175        | 140                         | 7              | 4.9                    | 80.2                       | 4.0            |
| GRUMANTB                 | 37         | 9                           | 6              | 65.3                   | 23.4                       | 15.3           |
| GRUMAVAA1                | 652        | 639                         | 16             | 2.5                    | 98.1                       | 2.4            |
| GRUMAVAA5                | 1065       | 1041                        | 24             | 2.3                    | 97.8                       | 2.3            |
| GRUMAVG164               | 626        | 576                         | 36             | 6.3                    | 92.0                       | 5.8            |
| GULSTMAA1                | 666        | 645                         | 23             | 3.6                    | 96.9                       | 3.5            |
| GULSTMAA5                | 556        | 912                         | 32             | 3.5                    | 95.4                       | 3.3            |
| GULSTMG1159              | 142        | 142                         | 0              | 0.0                    | 100.0                      | 0.0            |
| GULSTMG159               | 144        | 140                         | 6              | 4.3                    | 97.5                       | 4.2            |
| GULSTMG164               | 964        | 851                         | 48             | 5.6                    | 88.3                       | 5.0            |
| GULSTMG21                | 44         | 12                          | 4              | 31.3                   | 26.4                       | 8.3            |
| GULSTMG44                | 90         | 84                          | 8              | 9.5                    | 93.6                       | 8.9            |
| GULSTMG73                | 28         | 12                          | 5              | 44.4                   | 41.8                       | 18.5           |
| GULSTMGAT                | 66         | 66                          | 0              | 0.0                    | 100.0                      | 0.0            |
| HELIO H250               | 22         | 20                          | 1              | 5.6                    | 89.9                       | 5.1            |
| HELIO H295               | 113        | 86                          | 6              | 6.6                    | 75.7                       | 5.0            |
| HELIO H391               | 27         | 9                           | 2              | 23.5                   | 31.8                       | 7.5            |
| HELIO H395               | 24         | 19                          | 2              | 10.5                   | 80.9                       | 8.5            |
| HILLERUH12               | 691        | 403                         | 57             | 14.7                   | 58.3                       | 8.2            |
| HUGHES269                | 665        | 488                         | 46             | 9.3                    | 73.4                       | 7.0            |

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP  
CY 1979 (9 of 15)

| MANUFACTURER/MODEL GROUP | GROUP SIZE | ESTIMATE (OF ACTIVE AIRCRAFT) | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF PERCENT ACTIVE | STANDARD ERROR |
|--------------------------|------------|-------------------------------|----------------|------------------------|----------------------------|----------------|
| HUGHES 369               | 454        | 446                           | 12             | 2.7                    | 98.1                       | 2.7            |
| HWK SLYDH104             | 44         | 9                             | 4              | 36.9                   | 21.5                       | 8.0            |
| HWK SLYDH114             | 46         | 41                            | 1              | 3.5                    | 85.5                       | 3.1            |
| HWK SLYDH125             | 37         | 37                            | 0              | 0.0                    | 100.0                      | 0.0            |
| MYNES 82                 | 140        | 79                            | 4              | 4.7                    | 56.4                       | 2.7            |
| ISRAEL 1121              | 120        | 97                            | 13             | 13.2                   | 81.2                       | 10.8           |
| ISRAEL 1124              | 68         | 68                            | 0              | 0.0                    | 100.0                      | 0.0            |
| JANSTRUGA15              | 83         | 50                            | 15             | 29.4                   | 60.1                       | 17.7           |
| KHILOWD                  | 288        | 160                           | 34             | 20.6                   | 57.7                       | 11.9           |
| LAIRFN10                 | 46         | 10                            | 2              | 16.4                   | 21.6                       | 3.5            |
| LEAR 23                  | 70         | 70                            | 0              | 0.0                    | 100.0                      | 0.0            |
| LEAR 24                  | 198        | 195                           | 5              | 2.6                    | 98.4                       | 2.6            |
| LEAR 25                  | 202        | 182                           | 16             | 8.8                    | 90.3                       | 7.9            |
| LEAR 35                  | 188        | 188                           | 0              | 0.0                    | 100.0                      | 0.0            |
| LEF 113                  | 184        | 152                           | 11             | 7.5                    | 82.9                       | 5.2            |
| LMHEED124                | 24         | 15                            | 3              | 18.3                   | 63.3                       | 11.6           |
| LMHEED1329               | 146        | 146                           | 0              | 0.0                    | 100.0                      | 0.0            |
| LMHEFD18                 | 89         | 46                            | 6              | 12.7                   | 51.4                       | 6.5            |
| LMHEFDV1                 | 62         | 37                            | 7              | 19.8                   | 60.4                       | 11.9           |
| LMHEFDY33                | 58         | 0                             | 0              | 0.0                    | 0.0                        | 0.0            |
| LUSCOMB                  | 2365       | 1448                          | 121            | 8.4                    | 61.2                       | 5.1            |

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP  
(CY 1979 (10 of 1))

| MANUFACTURER/MODEL GROUP | GROUP SIZE | ESTIMATE OF ACTIVE AIRCRAFT | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF PERCENT ACTIVE | STANDARD ERROR |
|--------------------------|------------|-----------------------------|----------------|------------------------|----------------------------|----------------|
| WESTINGHOUSE             | 25         | 17                          | 4              | 23.4                   | 69.1                       | 17.6           |
| MAULE M4                 | 284        | 253                         | 17             | 6.8                    | 88.9                       | 6.0            |
| MAULE M5                 | 387        | 343                         | 5              | 1.2                    | 89.0                       | 1.2            |
| MCCLUNG                  | 40         | 12                          | 1              | 74.2                   | 30.1                       | 7.3            |
| MCCLUNG UNKH             | 140        | 62                          | 16             | 26.5                   | 44.3                       | 11.7           |
| MEYERSOTH                | 52         | 31                          | 4              | 12.8                   | 60.3                       | 7.7            |
| MCCOUPPO                 | 75         | 21                          | 4              | 20.0                   | 28.4                       | 5.7            |
| MWHITEMER                | 157        | 69                          | 20             | 28.5                   | 44.2                       | 12.6           |
| MYONETM20                | 5532       | 5401                        | 68             | 1.3                    | 97.6                       | 1.2            |
| MRCNT15205               | 51         | 44                          | 2              | 5.3                    | 86.3                       | 4.6            |
| MTSBSIMU2                | 434        | 434                         | 0              | 0.0                    | 100.0                      | 0.0            |
| MULTED16                 | 51         | 24                          | 5              | 20.8                   | 46.2                       | 9.6            |
| MAHER M25                | 55         | 19                          | 5              | 24.6                   | 35.4                       | 8.7            |
| MAHER F51                | 149        | 57                          | 19             | 33.9                   | 38.2                       | 12.9           |
| MAHER MA260              | 65         | 24                          | 6              | 23.0                   | 37.0                       | 8.5            |
| MAHER T6                 | 475        | 345                         | 40             | 10.2                   | 83.0                       | 8.5            |
| NAVAL M34                | 163        | 51                          | 3              | 6.5                    | 31.0                       | 2.0            |
| NAVIONNAVION             | 1325       | 969                         | 75             | 7.7                    | 73.1                       | 5.6            |
| NORD SV4                 | 52         | 24                          | 9              | 36.0                   | 45.7                       | 16.5           |
| ORLMELH19                | 41         | 6                           | 8              | 139.0                  | 13.7                       | 19.0           |
| PICARDAX6                | 171        | 151                         | 9              | 5.9                    | 88.8                       | 5.2            |

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP  
CY 1979 (11 of 15)

| MANUFACTURER/MODEL GROUP | GROUP SIZE | ESTIMATE OF ACTIVE AIRCRAFT | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF PERCENT ACTIVE | STANDARD ERROR |
|--------------------------|------------|-----------------------------|----------------|------------------------|----------------------------|----------------|
| PILATUSB4                | 28         | 23                          | 2              | 7.3                    | 81.5                       | 6.0            |
| PIPER 600                | 232        | 232                         | 0              | 0.0                    | 100.0                      | 0.0            |
| PIPER J2                 | 68         | 14                          | 6              | 42.8                   | 20.8                       | 8.5            |
| PIPER J3                 | 4424       | 2540                        | 195            | 7.7                    | 57.4                       | 4.4            |
| PIPER J4                 | 252        | 62                          | 24             | 38.2                   | 24.8                       | 9.5            |
| PIPER J5                 | 372        | 167                         | 11             | 6.6                    | 44.8                       | 2.9            |
| PIPER PA12               | 1409       | 882                         | 61             | 6.9                    | 62.6                       | 4.3            |
| PIPER PA14               | 109        | 71                          | 9              | 12.4                   | 65.5                       | 8.1            |
| PIPER PA15               | 207        | 104                         | 24             | 22.9                   | 50.3                       | 11.5           |
| PIPER PA16               | 407        | 306                         | 34             | 11.1                   | 75.1                       | 8.3            |
| PIPER PA17               | 121        | 70                          | 13             | 19.2                   | 57.9                       | 11.1           |
| PIPER PA18               | 3510       | 2555                        | 189            | 7.4                    | 72.8                       | 5.4            |
| PIPER PA20               | 498        | 401                         | 41             | 10.3                   | 80.5                       | 8.3            |
| PIPER PA22               | 5384       | 3498                        | 191            | 5.5                    | 65.0                       | 3.5            |
| PIPER PA23               | 3221       | 3473                        | 101            | 2.9                    | 90.9                       | 2.6            |
| PIPER PA24               | 3413       | 3211                        | 83             | 2.6                    | 94.1                       | 2.4            |
| PIPER PA25               | 1753       | 1363                        | 90             | 6.6                    | 77.8                       | 5.1            |
| PIPER PA28               | 21091      | 20930                       | 171            | 0.8                    | 96.5                       | 0.8            |
| PIPER PA30               | 1336       | 1308                        | 25             | 1.9                    | 97.9                       | 1.9            |
| PIPER PA31               | 1687       | 1668                        | 22             | 1.3                    | 98.9                       | 1.3            |
| PIPER PA31T              | 296        | 296                         | 0              | 0.0                    | 100.0                      | 0.0            |

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP  
CY 1979 (12 of 15)

| MANUFACTURER/MODEL GROUP | GROUP SIZE | ESTIMATE OF ACTIVE AIRCRAFT | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF PERCENT ACTIVE | STANDARD ERROR |
|--------------------------|------------|-----------------------------|----------------|------------------------|----------------------------|----------------|
| PIPER PA37               | 3854       | 3813                        | 40             | 1.0                    | 98.9                       | 1.0            |
| PIPER PA34               | 1742       | 1742                        | 0              | 0.0                    | 100.0                      | 0.0            |
| PIPER PA36               | 359        | 275                         | 27             | 9.7                    | 76.5                       | 7.4            |
| PIPER PA38               | 1244       | 1200                        | 31             | 2.5                    | 96.4                       | 2.5            |
| PIPER PA44               | 217        | 199                         | 12             | 6.2                    | 91.7                       | 5.7            |
| PRATT PRG1               | 22         | 5                           | 3              | 60.3                   | 23.0                       | 13.9           |
| PROPTJ200                | 103        | 85                          | 11             | 13.4                   | 82.4                       | 11.0           |
| RANKINS                  | 58         | 20                          | 4              | 20.9                   | 34.8                       | 7.3            |
| RAVEN RX6                | 220        | 207                         | 8              | 4.0                    | 94.2                       | 3.8            |
| RAVEN S50                | 116        | 96                          | 11             | 11.1                   | 82.4                       | 9.1            |
| RAVEN S55                | 385        | 348                         | 23             | 6.5                    | 90.3                       | 5.9            |
| RAVEN S60                | 27         | 26                          | 1              | 4.4                    | 95.4                       | 4.2            |
| REIMS 150                | 22         | 22                          | 0              | 0.0                    | 100.0                      | 0.0            |
| RNELL112                 | 768        | 743                         | 23             | 3.1                    | 96.7                       | 3.0            |
| RNELL500                 | 385        | 384                         | 5              | 1.2                    | 99.7                       | 1.2            |
| RNELL520                 | 66         | 42                          | 4              | 9.1                    | 63.3                       | 5.8            |
| RNELL560                 | 167        | 124                         | 14             | 11.3                   | 84.7                       | 9.4            |
| RNELL680                 | 413        | 290                         | 35             | 11.9                   | 70.2                       | 8.4            |
| RNELL680TP               | 129        | 123                         | 3              | 2.4                    | 95.4                       | 2.2            |
| RNELL690TP               | 304        | 304                         | 0              | 0.0                    | 100.0                      | 0.0            |
| RNELL700                 | 23         | 23                          | 0              | 0.0                    | 100.0                      | 0.0            |

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP  
CY 1979 (13 of 15)

| MANUFACTURER/MODEL GROUP | GROUP SIZE | ESTIMATE OF ACTIVE AIRCRAFT | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF PERCENT ACTIVE | STANDARD ERROR |
|--------------------------|------------|-----------------------------|----------------|------------------------|----------------------------|----------------|
| AKWELNA265               | 289        | 283                         | 9              | 3.1                    | 97.9                       | 3.1            |
| ROLSCHLS                 | 79         | 76                          | 1              | 1.1                    | 96.6                       | 1.0            |
| RYAN ST3                 | 170        | 80                          | 22             | 27.7                   | 47.2                       | 13.1           |
| RYAN STA                 | 35         | 7                           | 1              | 19.9                   | 20.0                       | 4.0            |
| SCHLERAS15               | 39         | 37                          | 2              | 4.2                    | 94.4                       | 3.9            |
| SCHLERAS419              | 47         | 46                          | 1              | 2.8                    | 97.9                       | 2.8            |
| SCHLERAS420              | 37         | 36                          | 1              | 2.8                    | 96.9                       | 2.7            |
| SCHLERK8                 | 26         | 15                          | 3              | 22.4                   | 56.1                       | 12.4           |
| SCHLERKAB                | 81         | 66                          | 2              | 2.9                    | 81.6                       | 2.0            |
| SCHWERS01                | 776        | 431                         | 57             | 9.1                    | 81.4                       | 7.4            |
| SCHWERS02                | 429        | 464                         | 49             | 10.6                   | 73.8                       | 7.8            |
| SCHWERT03A               | 23         | 5                           | 1              | 29.6                   | 20.8                       | 6.2            |
| SEMCO CLINGER            | 32         | 25                          | 2              | 8.9                    | 78.3                       | 6.9            |
| SEMCO MODEL T            | 38         | 24                          | 3              | 12.5                   | 63.2                       | 7.9            |
| SKR SKY55                | 90         | 57                          | 8              | 14.6                   | 63.2                       | 9.2            |
| SKR SKY58                | 66         | 52                          | 7              | 13.4                   | 78.5                       | 10.7           |
| SKR SKY58T               | 23         | 16                          | 2              | 13.7                   | 67.6                       | 9.3            |
| SLIMOS100                | 370        | 356                         | 11             | 3.1                    | 96.3                       | 3.0            |
| SMITH 600                | 197        | 193                         | 5              | 2.6                    | 97.7                       | 2.6            |
| VIAS 350                 | 56         | 54                          | 5              | 8.9                    | 96.5                       | 8.6            |
| VIAS SA110               | 38         | 17                          | 11             | 62.3                   | 45.3                       | 28.3           |

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP  
CY 1979 (14 of 15)

| MANUFACTURER/MODEL GROUP | GROUP SIZE | ESTIMATE OF ACTIVE AIRCRAFT | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF PERCENT ACTIVE | STANDARD ERROR |
|--------------------------|------------|-----------------------------|----------------|------------------------|----------------------------|----------------|
| DC-10                    | 42         | 32                          | 6              | 18.9                   | 76.7                       | 14.5           |
| DOUGLAS                  | 44         | 41                          | 3              | 7.3                    | 92.8                       | 6.8            |
| SPRINT                   | 110        | 99                          | 3              | 3.3                    | 90.2                       | 3.0            |
| SPRINT                   | 38         | 37                          | 1              | 1.9                    | 97.0                       | 1.8            |
| STENO                    | 186        | 68                          | 14             | 21.3                   | 36.5                       | 7.8            |
| STENO                    | 140        | 48                          | 6              | 11.8                   | 34.6                       | 4.1            |
| STENO                    | 28         | 6                           | 1              | 23.0                   | 20.2                       | 4.7            |
| STENO                    | 257        | 62                          | 16             | 25.1                   | 24.2                       | 4.1            |
| SUPAC LA                 | 107        | 18                          | 4              | 22.2                   | 16.6                       | 3.7            |
| SUPAC V                  | 27         | 12                          | 2              | 15.3                   | 44.1                       | 4.7            |
| SWINGSA226               | 145        | 134                         | 6              | 4.4                    | 92.3                       | 4.0            |
| SWINGSA226               | 107        | 102                         | 5              | 5.3                    | 95.5                       | 5.1            |
| TCRAFTA                  | 33         | 8                           | 2              | 31.5                   | 23.2                       | 7.3            |
| TCRAFTBC                 | 1947       | 883                         | 84             | 9.5                    | 45.4                       | 4.3            |
| TCRAFTBP                 | 45         | 18                          | 3              | 14.3                   | 39.2                       | 5.6            |
| TCRAFTBL                 | 242        | 134                         | 25             | 18.9                   | 55.2                       | 10.4           |
| TEMCO 11A                | 34         | 23                          | 2              | 7.7                    | 66.9                       | 5.1            |
| THORAX7                  | 32         | 31                          | 0              | 1.4                    | 96.8                       | 1.4            |
| TRYTEK                   | 33         | 5                           | 2              | 43.2                   | 14.0                       | 6.1            |
| UNIVACGCI                | 716        | 420                         | 37             | 8.9                    | 58.6                       | 5.2            |
| UNIVARIOB                | 2286       | 1387                        | 32             | 2.3                    | 60.7                       | 1.4            |

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP  
CY 1979 (15 of 15)

| MANUFACTURER/MODEL GROUP | GROUP SIZE | ESTIMATE OF ACTIVE AIRCRAFT | STANDARD ERROR | PERCENT STANDARD ERROR | ESTIMATE OF PERCENT ACTIVE | STANDARD ERROR |
|--------------------------|------------|-----------------------------|----------------|------------------------|----------------------------|----------------|
| UNIVAR415                | 2608       | 1850                        | 135            | 7.3                    | 71.0                       | 5.2            |
| WARGA 2150               | 35         | 34                          | 1              | 3.5                    | 97.0                       | 3.4            |
| WACO 450                 | 30         | 9                           | 2              | 18.7                   | 30.0                       | 5.6            |
| WACO GXC                 | 34         | 9                           | 2              | 16.3                   | 27.9                       | 4.5            |
| WACO R                   | 35         | 13                          | 4              | 28.3                   | 36.0                       | 10.2           |
| WACO U                   | 32         | 9                           | 2              | 18.6                   | 29.1                       | 5.4            |
| WACO UPF7                | 163        | 78                          | 3              | 3.8                    | 47.7                       | 1.8            |
| WACO YK                  | 58         | 10                          | 2              | 19.2                   | 17.3                       | 3.3            |
| WOODH65                  | 373        | 141                         | 4              | 4.6                    | 37.7                       | 1.7            |
| WYHRLY201                | 76         | 66                          | 6              | 8.4                    | 87.4                       | 7.5            |
| TOTAL                    | 248070     | 210339                      | 789            | 0.4                    | 84.8                       | 0.3            |

TABLE 2-12 GENERAL AVIATION AVIONICS EQUIPMENT BY AIRCRAFT TYPE - CY 1979 (1 of 8)

| TYPE                 | VHF COMMUNICATIONS |           |           |            | TRANSPONDER EQUIPMENT |            |             | ILS RECEIVING EQUIPMENT |             |                |     |           |
|----------------------|--------------------|-----------|-----------|------------|-----------------------|------------|-------------|-------------------------|-------------|----------------|-----|-----------|
|                      | 360<br>CH          | 720<br>CH | 2+<br>SYS | NO<br>COMM | 4096<br>CODE          | ALT<br>ENC | NO<br>TRANS | LOC                     | MKER<br>BEC | GLIDE<br>SLGPE | MLS | NO<br>ILS |
| FIXED WING<br>PISTON |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      | 42495              | 10243     | 8003      | 31996      | 17886                 | 1648       | 66082       | 14310                   | 6587        | 4071           | 54  | 68526     |
|                      | A                  | A         | A         | A          | A                     | B          | A           | A                       | A           | A              | C   | A         |
|                      | 50.6               | 12.2      | 9.5       | 38.1       | 21.3                  | 2.0        | 78.7        | 17.0                    | 7.8         | 4.8            | 0.1 | 85.1      |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            |             |                         |             |                |     |           |
|                      |                    |           |           |            |                       |            | </          |                         |             |                |     |           |

TABLE 2-12 GENERAL AVIATION VIOLENCE INCIDENTS

| TYPE                                                                                              | VIOLENCE COMMUNICATIONS |                    |                     |                    | TRANSMISSIONS      |                    |                    |  | RECEIPTS            |                     |                    |                 |
|---------------------------------------------------------------------------------------------------|-------------------------|--------------------|---------------------|--------------------|--------------------|--------------------|--------------------|--|---------------------|---------------------|--------------------|-----------------|
|                                                                                                   | 300<br>CH               | 700<br>CH          | 200<br>SYS          | 700<br>COMM        | 4000<br>CODE       | ALT<br>ENC         | N<br>TRANS         |  | 800<br>CH           | 200<br>CH           | 400<br>CH          | 100<br>CH       |
| 2 ENG 7+ SEATS<br>ESTIMATED POPULATION<br>% STANDARD ERROR<br>ESTIMATED % OF TYPE                 | 3015<br>A<br>32.5       | 6369<br>A<br>74.7  | 7699<br>A<br>81.0   | 254<br>H<br>.7     | 8716<br>A<br>44.0  | 7375<br>A<br>79.6  | 554<br>B<br>6.0    |  | 8651<br>A<br>53.3   | 8542<br>A<br>54.1   | 3431<br>A<br>51.5  | 110<br>C<br>1.2 |
| TOTAL 2 ENG<br>ESTIMATED POPULATION<br>% STANDARD ERROR<br>ESTIMATED % OF TYPE                    | 10521<br>A<br>38.5      | 17544<br>A<br>64.2 | 22976<br>A<br>94.0  | 506<br>H<br>1.5    | 20790<br>A<br>10.1 | 20790<br>A<br>76.0 | 1053<br>A<br>3.5   |  | 26102<br>A<br>95.5  | 25625<br>A<br>53.7  | 24648<br>A<br>50.4 | 181<br>C<br>0.7 |
| OTHER PISTON<br>ESTIMATED POPULATION<br>% STANDARD ERROR<br>ESTIMATED % OF TYPE                   | 200<br>A<br>91.6        | 173<br>A<br>44.5   | 229<br>A<br>59.0    | 39<br>C<br>10.2    | 174<br>A<br>80.1   | 174<br>A<br>44.4   | 17<br>B<br>19.9    |  | 282<br>A<br>74.1    | 279<br>A<br>71.9    | 273<br>A<br>70.4   | 100<br>D<br>0.8 |
| TOTAL PISTON<br>ESTIMATED POPULATION<br>% STANDARD ERROR<br>ESTIMATED % OF TYPE                   | 120584<br>A<br>93.1     | 73930<br>A<br>34.7 | 107439<br>A<br>47.3 | 35418<br>A<br>15.6 | 13743<br>A<br>60.4 | 36684<br>A<br>24.5 | 85063<br>A<br>39.6 |  | 121541<br>A<br>53.5 | 107382<br>A<br>47.3 | 85040<br>A<br>39.2 | 593<br>C<br>0.3 |
| TURBOPROP<br>2 ENG 11-12 SEATS<br>ESTIMATED POPULATION<br>% STANDARD ERROR<br>ESTIMATED % OF TYPE | 614<br>B<br>20.6        | 2425<br>A<br>81.2  | 2605<br>A<br>87.3   | 7<br>D<br>0.3      | 2988<br>A<br>95.4  | 2860<br>A<br>45.8  | 17<br>D<br>0.2     |  | 2975<br>A<br>55.6   | 2924<br>A<br>97.9   | 4508<br>A<br>57.4  | 45<br>C<br>1.5  |
| 2 ENG 13+ SEATS<br>ESTIMATED POPULATION<br>% STANDARD ERROR<br>ESTIMATED % OF TYPE                | 155<br>C<br>26.0        | 440<br>A<br>75.4   | 512<br>A<br>87.7    | 1<br>D<br>0.3      | 542<br>A<br>92.9   | 502<br>A<br>86.6   | 38<br>D<br>6.6     |  | 512<br>A<br>98.1    | 569<br>A<br>97.6    | 531<br>A<br>91.0   | 8<br>C<br>1.4   |

| STANDARD ERROR  |       | CODE                        |       |
|-----------------|-------|-----------------------------|-------|
| GREATER<br>THAN | ----- | LESS THAN<br>OR<br>EQUAL TO | ----- |
| 0 %             | ----- | 10 %                        | A     |
| 10 %            | ----- | 20 %                        | B     |
| 20 %            | ----- | 30 %                        | C     |
| 30 %            | ----- | 40 %                        | D     |

TABLE 2-12 GENERAL AVIATION AVIONICS EQUIPMENT BY AIRCRAFT TYPE C) 1579 (3 of 8)

| TYPE                 | VHF COMMUNICATIONS |        |       |         | TRANSPONDER EQUIPMENT |         |          |      | ILS RECEIVING EQUIPMENT |             |     |        |
|----------------------|--------------------|--------|-------|---------|-----------------------|---------|----------|------|-------------------------|-------------|-----|--------|
|                      | 360 CH             | 720 CH | 2° CH | NO COMM | 4096 CODE             | ALT ENC | NC TRANS | LUC  | WKR FFL                 | GLIDE SLOPE | MCS | NC ILS |
| TOTAL 2 ENG          |                    |        |       |         |                       |         |          |      |                         |             |     |        |
| ESTIMATED POPULATION | 170                | 2865   | 3118  | 9       | 3511                  | 3362    | 55       | 3542 | 3494                    | 2434        | 114 | 11     |
| % STANDARD ERROR     | B                  | A      | A     | D       | A                     | A       | C        | A    | A                       | A           | A   | U      |
| ESTIMATED % OF TYPE  | 21.5               | 80.3   | 87.3  | 0.3     | 98.6                  | 94.7    | 1.6      | 93.4 | 97.9                    | 95.4        | 3.2 | 0.5    |
| OTHER TURBOPROP      |                    |        |       |         |                       |         |          |      |                         |             |     |        |
| ESTIMATED POPULATION | 36                 | 51     | 55    | 44      | 72                    | 45      | 52       | 73   | 62                      | 65          | 0   | 57     |
| % STANDARD ERROR     | B                  | A      | A     | A       | A                     | A       | A        | A    | A                       | A           | A   | A      |
| ESTIMATED % OF TYPE  | 27.9               | 38.9   | 42.1  | 31.8    | 55.2                  | 37.2    | 44.1     | 55.9 | 47.3                    | 49.3        | 0.0 | 43.4   |
| TOTAL TURBOJET       |                    |        |       |         |                       |         |          |      |                         |             |     |        |
| ESTIMATED POPULATION | 806                | 2417   | 3173  | 54      | 3583                  | 3411    | 114      | 3522 | 3556                    | 2505        | 114 | 74     |
| % STANDARD ERROR     | B                  | A      | A     | B       | A                     | A       | A        | A    | A                       | A           | A   | B      |
| ESTIMATED % OF TYPE  | 21.8               | 78.8   | 85.7  | 1.5     | 96.8                  | 92.2    | 3.1      | 97.8 | 96.1                    | 94.7        | 3.1 | 2.0    |
| TURBOJET             |                    |        |       |         |                       |         |          |      |                         |             |     |        |
| ESTIMATED POPULATION | 236                | 2274   | 2148  | 5       | 2368                  | 2239    | 14       | 2370 | 2347                    | 2337        | 27  | 11     |
| % STANDARD ERROR     | B                  | A      | A     | D       | A                     | A       | D        | A    | A                       | A           | C   | C      |
| ESTIMATED % OF TYPE  | 9.9                | 95.4   | 90.2  | 0.2     | 95.4                  | 94.0    | 0.6      | 99.5 | 98.5                    | 98.2        | 1.6 | 9.5    |
| OTHER                |                    |        |       |         |                       |         |          |      |                         |             |     |        |
| ESTIMATED POPULATION | 146                | 313    | 384   | 107     | 442                   | 335     | 108      | 444  | 409                     | 412         | 5   | 106    |
| % STANDARD ERROR     | B                  | A      | A     | A       | A                     | A       | A        | A    | A                       | A           | C   | A      |
| ESTIMATED % OF TYPE  | 26.5               | 56.9   | 69.7  | 19.4    | 80.3                  | 60.9    | 19.7     | 80.7 | 74.3                    | 74.9        | 1.8 | 15.3   |
| TOTAL TURBOJET       |                    |        |       |         |                       |         |          |      |                         |             |     |        |
| ESTIMATED POPULATION | 383                | 2587   | 2533  | 112     | 2810                  | 2574    | 123      | 2815 | 2756                    | 2751        | 47  | 117    |
| % STANDARD ERROR     | B                  | A      | A     | B       | A                     | A       | B        | A    | A                       | A           | C   | B      |
| ESTIMATED % OF TYPE  | 13.1               | 88.2   | 86.3  | 3.8     | 95.8                  | 87.7    | 4.2      | 96.0 | 94.0                    | 93.8        | 1.6 | 4.0    |

| STANDARD ERROR |                       | CODE |  |
|----------------|-----------------------|------|--|
| GREATER THAN   | LESS THAN OR EQUAL TO |      |  |
| 0 %            | 10 %                  | A    |  |
| 10 %           | 20 %                  | B    |  |
| 20 %           | 30 %                  | C    |  |
| 30 %           |                       | D    |  |

TABLE 2-12 GENERAL AVIATION AVIONICS EQUIPMENT BY AIRCRAFT TYPE - CY 1979 (4 of 8)

| TYPE                 | VHF COMMUNICATIONS |        |        |         | TRANSPONDER EQUIPMENT |         |          |        | ILS RECEIVING EQUIPMENT |             |     |        |
|----------------------|--------------------|--------|--------|---------|-----------------------|---------|----------|--------|-------------------------|-------------|-----|--------|
|                      | 360 CH             | 720 CH | 2° SYS | NO COMM | 4096 CODE             | ALT ENC | NU TRANS | LOC    | MKR REC                 | GLIDE SLOPE | PLS | NC ILS |
| TOTAL FIXED WING     |                    |        |        |         |                       |         |          |        |                         |             |     |        |
| ESTIMATED POPULATION | 121777             | 84435  | 113146 | 35505   | 143628                | 62673   | 90201    | 128028 | 113655                  | 95317       | 755 | 100482 |
| % STANDARD ERROR     | A                  | A      | A      | A       | A                     | A       | A        | A      | A                       | A           | B   | A      |
| ESTIMATED % OF TYPE  | 52.1               | 36.1   | 48.4   | 15.2    | 61.4                  | 26.8    | 38.6     | 54.7   | 48.6                    | 40.8        | 0.3 | 43.0   |
| ROTORCRAFT           |                    |        |        |         |                       |         |          |        |                         |             |     |        |
| PISTON               |                    |        |        |         |                       |         |          |        |                         |             |     |        |
| ESTIMATED POPULATION | 2016               | 720    | 157    | 2646    | 757                   | 41      | 5588     | 118    | 43                      | 40          | 32  | 5224   |
| % STANDARD ERROR     | A                  | B      | D      | A       | B                     | C       | A        | D      | C                       | D           | C   | A      |
| ESTIMATED % OF TYPE  | 37.7               | 13.5   | 2.9    | 49.5    | 14.2                  | 6.8     | 85.8     | 2.2    | 0.8                     | 0.7         | 0.6 | 97.7   |
| TURBINE              |                    |        |        |         |                       |         |          |        |                         |             |     |        |
| ESTIMATED POPULATION | 1033               | 1871   | 748    | 119     | 1643                  | 343     | 1380     | 911    | 567                     | 485         | 1   | 2073   |
| % STANDARD ERROR     | B                  | A      | C      | C       | A                     | C       | A        | B      | D                       | B           | C   | A      |
| ESTIMATED % OF TYPE  | 34.2               | 61.9   | 24.8   | 4.0     | 54.4                  | 11.4    | 45.6     | 30.1   | 18.8                    | 16.0        | 0.1 | 68.6   |
| TOTAL ROTORCRAFT     |                    |        |        |         |                       |         |          |        |                         |             |     |        |
| ESTIMATED POPULATION | 3049               | 2592   | 905    | 2766    | 2401                  | 384     | 5968     | 1030   | 610                     | 525         | 34  | 7297   |
| % STANDARD ERROR     | A                  | A      | B      | A       | A                     | B       | A        | B      | A                       | B           | D   | A      |
| ESTIMATED % OF TYPE  | 76.4               | 31.0   | 10.8   | 33.1    | 28.7                  | 4.6     | 71.3     | 12.3   | 7.3                     | 6.3         | 0.4 | 87.2   |
| OTHER                |                    |        |        |         |                       |         |          |        |                         |             |     |        |
| ESTIMATED POPULATION | 2290               | 250    | 43     | 3717    | 61                    | 5       | 5794     | 33     | 6                       | 2           | 2   | 5822   |
| % STANDARD ERROR     | A                  | C      | D      | A       | C                     | C       | A        | D      | D                       | D           | D   | A      |
| ESTIMATED % OF TYPE  | 39.1               | 4.3    | 0.7    | 56.7    | 1.1                   | 0.2     | 98.9     | 0.6    | 0.1                     | 0.0         | 0.0 | 95.4   |
| TOTAL AIRCRAFT       |                    |        |        |         |                       |         |          |        |                         |             |     |        |
| ESTIMATED POPULATION | 127117             | 87278  | 114095 | 41670   | 146101                | 63067   | 101963   | 129092 | 114312                  | 95845       | 792 | 113603 |
| % STANDARD ERROR     | A                  | A      | A      | A       | A                     | A       | A        | A      | A                       | A           | C   | A      |
| ESTIMATED % OF POP   | 51.2               | 33.2   | 46.0   | 16.8    | 58.9                  | 25.4    | 41.1     | 52.0   | 46.1                    | 38.6        | 0.3 | 45.2   |

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

| STANDARD ERROR |       | CODE      |       |
|----------------|-------|-----------|-------|
| GREATER THAN   | ----- | LESS THAN | ----- |
| OR             |       | OR        |       |
| EQUAL TO       | ----- | EQUAL TO  | ----- |
| 0 %            | ----- | 10 %      | ----- |
| 10 %           | ----- | 20 %      | ----- |
| 20 %           | ----- | 30 %      | ----- |
| 30 %           | ----- |           | ----- |

TABLE 2-12 GENERAL AVIATION: IONICS EQUIPMENT BY AIRCRAFT TYPE - CY 1979 (5 of 8)

| TYPE                 | NAVIGATION EQUIPMENT |              |            |       |       |      |      |         |              |              |       | NO<br>NAVEQ |
|----------------------|----------------------|--------------|------------|-------|-------|------|------|---------|--------------|--------------|-------|-------------|
|                      | VOR<br>100CH         | VOR<br>200CH | 2+<br>ACVR | ADF   | DME   | RNAV | LNAV | AUTOPLT | RADAR<br>ALT | WTA<br>RADAR |       |             |
| FIXED WING           |                      |              |            |       |       |      |      |         |              |              |       |             |
| PISTON               |                      |              |            |       |       |      |      |         |              |              |       |             |
| 1 ENG 1-3 SEATS      |                      |              |            |       |       |      |      |         |              |              |       |             |
| ESTIMATED POPULATION | 32157                | 15397        | 8013       | 5966  | 1016  | 274  | 97   | 612     | 160          | 76           | 36462 |             |
| % STANDARD ERROR     | A                    | A            | A          | A     | B     | D    | D    | C       | D            | D            | A     |             |
| ESTIMATED % OF TYPE  | 38.3                 | 18.4         | 9.5        | 7.1   | 1.2   | 0.3  | 0.1  | 0.7     | 0.2          | 0.1          | 43.4  |             |
| 1 ENG 4+ SEATS       |                      |              |            |       |       |      |      |         |              |              |       |             |
| ESTIMATED POPULATION | 47321                | 88876        | 83342      | 78622 | 35070 | 6853 | 496  | 44035   | 2833         | 788          | 3407  |             |
| % STANDARD ERROR     | A                    | A            | A          | A     | A     | A    | C    | A       | B            | C            | A     |             |
| ESTIMATED % OF TYPE  | 41.0                 | 59.6         | 72.2       | 63.2  | 30.3  | 5.5  | 0.4  | 38.1    | 2.5          | 6.7          | 3.0   |             |
| TOTAL 1 ENG          |                      |              |            |       |       |      |      |         |              |              |       |             |
| ESTIMATED POPULATION | 79478                | 84673        | 91366      | 84787 | 34035 | 7130 | 593  | 44617   | 2954         | 850          | 39876 |             |
| % STANDARD ERROR     | A                    | A            | A          | A     | A     | A    | C    | A       | B            | C            | A     |             |
| ESTIMATED % OF TYPE  | 39.8                 | 42.4         | 45.8       | 42.3  | 18.1  | 3.4  | 0.3  | 22.4    | 1.5          | 0.4          | 20.0  |             |
| 2 ENG 1-3 SEATS      |                      |              |            |       |       |      |      |         |              |              |       |             |
| ESTIMATED POPULATION | 5520                 | 12759        | 14600      | 17077 | 15170 | 4967 | 305  | 15148   | 3266         | 4646         | 352   |             |
| % STANDARD ERROR     | A                    | A            | A          | A     | A     | A    | D    | A       | A            | A            | C     |             |
| ESTIMATED % OF TYPE  | 30.5                 | 70.6         | 91.9       | 94.5  | 84.0  | 27.5 | 1.7  | 83.8    | 18.1         | 25.8         | 1.9   |             |
| 2 ENG 7+ SEATS       |                      |              |            |       |       |      |      |         |              |              |       |             |
| ESTIMATED POPULATION | 2219                 | 6956         | 8203       | 8614  | 7551  | 2084 | 266  | 7032    | 2792         | 4453         | 302   |             |
| % STANDARD ERROR     | A                    | A            | A          | A     | A     | A    | C    | A       | A            | A            | B     |             |
| ESTIMATED % OF TYPE  | 23.9                 | 75.0         | 88.5       | 92.9  | 81.4  | 32.2 | 2.5  | 75.9    | 30.1         | 48.5         | 3.3   |             |
| TOTAL 2 ENG          |                      |              |            |       |       |      |      |         |              |              |       |             |
| ESTIMATED POPULATION | 7739                 | 19715        | 24818      | 25692 | 22721 | 7951 | 571  | 22100   | 6059         | 9102         | 661   |             |
| % STANDARD ERROR     | A                    | A            | A          | A     | A     | A    | C    | A       | A            | A            | B     |             |
| ESTIMATED % OF TYPE  | 28.3                 | 72.1         | 90.8       | 94.4  | 83.1  | 29.1 | 2.1  | 91.1    | 22.2         | 33.5         | 2.4   |             |

| STANDARD ERROR |           | CODE |  |
|----------------|-----------|------|--|
| GREATER THAN   | LESS THAN |      |  |
| EQUAL TO       |           |      |  |
| 0 %            | 10 %      | A    |  |
| 10 %           | 20 %      | B    |  |
| 20 %           | 30 %      | C    |  |
| 30 %           | 40 %      | D    |  |

TABLE 2-12 GENERAL AVIATION AVIONICS EQUIPMENT BY AIRCRAFT TYPE - CY 1979 (6 of 8)

| TYPE                                                                                             | NAVIGATION EQUIPMENT |              |            |        |       |       |       |                |               |             |
|--------------------------------------------------------------------------------------------------|----------------------|--------------|------------|--------|-------|-------|-------|----------------|---------------|-------------|
|                                                                                                  | VOR<br>100CH         | VOR<br>200CH | 2°<br>RCVR | ADF    | OME   | RNAV  | LRNAV | AUTCPLT<br>ALT | WTHR<br>RADAR | NO<br>NAVEG |
| OTHER PISTON<br>ESTIMATED POPULATION<br>& STANDARD ERROR<br>ESTIMATED % OF TYPE                  | 149                  | 221          | 274        | 274    | 177   | 26    | 21    | 133            | 115           | 44          |
|                                                                                                  | A                    | A            | A          | A      | A     | C     | D     | A              | B             | B           |
|                                                                                                  | 38.4                 | 57.0         | 70.6       | 70.7   | 45.7  | 6.8   | 5.6   | 34.2           | 36.8          | 11.4        |
| TOTAL PISTON<br>ESTIMATED POPULATION<br>& STANDARD ERROR<br>ESTIMATED % OF TYPE                  | 87368                | 104611       | 116460     | 110754 | 58938 | 15108 | 1187  | 66931          | 10133         | 40515       |
|                                                                                                  | A                    | A            | A          | A      | A     | A     | B     | A              | A             | A           |
|                                                                                                  | 38.5                 | 46.0         | 51.3       | 48.7   | 25.9  | 6.6   | 0.5   | 25.5           | 4.5           | 17.5        |
| TURBOPROP<br>2 ENG 1-12 SEATS<br>ESTIMATED POPULATION<br>& STANDARD ERROR<br>ESTIMATED % OF TYPE | 486                  | 2482         | 2827       | 2905   | 2888  | 1971  | 231   | 2897           | 2821          | 5           |
|                                                                                                  | B                    | A            | A          | A      | A     | A     | C     | A              | A             | D           |
|                                                                                                  | 16.3                 | 83.1         | 94.7       | 97.3   | 96.7  | 66.0  | 7.7   | 97.0           | 54.5          | 0.2         |
| 2 ENG 13+ SEATS<br>ESTIMATED POPULATION<br>& STANDARD ERROR<br>ESTIMATED % OF TYPE               | 81                   | 526          | 567        | 532    | 561   | 122   | 68    | 299            | 493           | 6           |
|                                                                                                  | D                    | A            | A          | A      | A     | C     | D     | A              | A             | D           |
|                                                                                                  | 13.9                 | 90.2         | 97.2       | 91.4   | 96.1  | 21.0  | 11.6  | 51.3           | 84.5          | 1.2         |
| TOTAL 2 ENG<br>ESTIMATED POPULATION<br>& STANDARD ERROR<br>ESTIMATED % OF TYPE                   | 567                  | 3009         | 3395       | 3439   | 3449  | 2094  | 299   | 3197           | 3314          | 12          |
|                                                                                                  | B                    | A            | A          | A      | A     | A     | B     | A              | A             | C           |
|                                                                                                  | 15.9                 | 84.3         | 95.1       | 96.3   | 96.6  | 58.7  | 8.4   | 89.6           | 52.5          | 0.3         |
| OTHER TURBOPROP<br>ESTIMATED POPULATION<br>& STANDARD ERROR<br>ESTIMATED % OF TYPE               | 13                   | 69           | 61         | 72     | 64    | 8     | 15    | 48             | 48            | 48          |
|                                                                                                  | B                    | A            | A          | A      | A     | C     | B     | A              | A             | A           |
|                                                                                                  | 10.3                 | 53.0         | 46.7       | 55.2   | 49.0  | 6.1   | 11.4  | 36.8           | 36.8          | 36.5        |

| STANDARD ERROR |      | CODE                  |  |
|----------------|------|-----------------------|--|
| GREATER THAN   |      | LESS THAN OR EQUAL TO |  |
| 0 %            | 10 % | A                     |  |
| 10 %           | 20 % | B                     |  |
| 20 %           | 30 % | C                     |  |
| 30 %           |      | D                     |  |

TABLE 2-12 GENERAL AVIATION AVIONICS EQUIPMENT BY AIRCRAFT TYPE - CY 1979 (7 of 8)

| TYPE                 | NAVIGATION EQUIPMENT |              |            |        |       |       |       |         |              |               |             |
|----------------------|----------------------|--------------|------------|--------|-------|-------|-------|---------|--------------|---------------|-------------|
|                      | VOR<br>100CH         | VOR<br>200CH | 2°<br>RCVR | ADF    | DME   | RNAV  | LRNAV | AUTOPLT | RADAR<br>ALT | WTHR<br>RADAR | ND<br>NAVLG |
| TOTAL TURBOPROP      |                      |              |            |        |       |       |       |         |              |               |             |
| ESTIMATED POPULATION | 581                  | 1079         | 3456       | 3512   | 3517  | 2107  | 314   | 3243    | 2608         | 3263          | 61          |
| % STANDARD ERROR     | B                    | A            | A          | A      | A     | A     | B     | A       | A            | A             | D           |
| ESTIMATED % OF TYPE  | 15.7                 | 81.2         | 93.4       | 94.9   | 94.9  | 56.8  | 9.5   | 87.7    | 70.5         | 56.9          | 1.7         |
| TURBOJET             |                      |              |            |        |       |       |       |         |              |               |             |
| 2 ENG                |                      |              |            |        |       |       |       |         |              |               |             |
| ESTIMATED POPULATION | 115                  | 2274         | 2288       | 2301   | 2348  | 878   | 786   | 2321    | 2134         | 2266          | 13          |
| % STANDARD ERROR     | C                    | A            | A          | A      | A     | A     | A     | A       | A            | A             | C           |
| ESTIMATED % OF TYPE  | 4.8                  | 95.4         | 96.0       | 96.6   | 98.6  | 16.9  | 33.0  | 97.4    | 69.6         | 53.1          | 0.6         |
| OTHER                |                      |              |            |        |       |       |       |         |              |               |             |
| ESTIMATED POPULATION | 70                   | 377          | 393        | 406    | 419   | 131   | 244   | 368     | 286          | 349           | 55          |
| % STANDARD ERROR     | B                    | A            | A          | A      | A     | B     | A     | A       | A            | A             | E           |
| ESTIMATED % OF TYPE  | 12.7                 | 68.4         | 71.5       | 73.8   | 76.1  | 23.9  | 44.3  | 66.8    | 51.4         | 63.4          | 17.3        |
| TOTAL TURBOJET       |                      |              |            |        |       |       |       |         |              |               |             |
| ESTIMATED POPULATION | 185                  | 2651         | 2682       | 2708   | 2767  | 1010  | 1030  | 2689    | 2420         | 2616          | 108         |
| % STANDARD ERROR     | B                    | A            | A          | A      | A     | A     | A     | A       | A            | A             | B           |
| ESTIMATED % OF TYPE  | 6.3                  | 90.4         | 91.2       | 92.3   | 94.3  | 34.4  | 35.1  | 91.7    | 82.5         | 85.2          | 3.7         |
| TOTAL FIXED WING     |                      |              |            |        |       |       |       |         |              |               |             |
| ESTIMATED POPULATION | 88134                | 110341       | 122599     | 116974 | 65220 | 18221 | 2532  | 72867   | 14141        | 16112         | 40745       |
| % STANDARD ERROR     | A                    | A            | A          | A      | A     | A     | A     | A       | A            | A             | A           |
| ESTIMATED % OF TYPE  | 37.7                 | 47.2         | 52.4       | 50.0   | 27.9  | 7.8   | 1.1   | 31.2    | 6.0          | 6.6           | 17.4        |
| ROTCRAFT             |                      |              |            |        |       |       |       |         |              |               |             |
| PISTON               |                      |              |            |        |       |       |       |         |              |               |             |
| ESTIMATED POPULATION | 494                  | 155          | 41         | 323    | 39    | 37    | 38    | 35      | 44           | 41            | 4491        |
| % STANDARD ERROR     | B                    | C            | D          | C      | D     | D     | D     | D       | D            | D             | A           |
| ESTIMATED % OF TYPE  | 9.3                  | 2.9          | 0.8        | 6.1    | 0.7   | 0.7   | 0.7   | 0.7     | 0.8          | 0.8           | 84.0        |

| STANDARD ERROR |                       | CODE |  |
|----------------|-----------------------|------|--|
| GREATER THAN   | LESS THAN OR EQUAL TO |      |  |
| 0 %            | 10 %                  | A    |  |
| 10 %           | 20 %                  | B    |  |
| 20 %           | 30 %                  | C    |  |
| 30 %           |                       | D    |  |

TABLE 2-12 GENERAL AVIATION AVIONICS EQUIPMENT BY AIRCRAFT TYPE - CY 1979 (8 of 8)

| TYPE                | NAVIGATION EQUIPMENT |              |            |        |       |       |       |         |              |               |             |
|---------------------|----------------------|--------------|------------|--------|-------|-------|-------|---------|--------------|---------------|-------------|
|                     | VOR<br>100CH         | VOR<br>200CH | 2+<br>RCVR | ADF    | OME   | RNAV  | LHNAV | AUTOPLT | RADAR<br>ALT | WTHR<br>RADAR | NC<br>NAVEQ |
| TURBINE             |                      |              |            |        |       |       |       |         |              |               |             |
|                     | 522                  | 1240         | 455        | 1950   | 604   | 385   | 271   | 110     | 255          | 57            | 446         |
|                     | B                    | A            | B          | A      | B     | C     | C     | C       | C            | D             | B           |
| ESTIMATED % OF TYPE | 17.3                 | 41.0         | 15.1       | 64.5   | 20.0  | 12.7  | 9.0   | 3.7     | 5.8          | 1.5           | 14.8        |
| TOTAL ROTORCRAFT    |                      |              |            |        |       |       |       |         |              |               |             |
|                     | 1017                 | 1396         | 496        | 2274   | 643   | 422   | 309   | 146     | 340          | 98            | 4937        |
|                     | B                    | A            | B          | A      | B     | B     | C     | C       | C            | B             | A           |
| ESTIMATED % OF TYPE | 12.2                 | 16.7         | 5.9        | 27.2   | 7.7   | 5.1   | 1.7   | 1.7     | 4.1          | 1.2           | 55.0        |
| OTHER               |                      |              |            |        |       |       |       |         |              |               |             |
|                     | 67                   | 47           | 2          | 12     | 9     | 3     | 9     | 5       | 23           | 8             | 5713        |
|                     | D                    | D            | D          | D      | D     | D     | D     | D       | L            | B             | A           |
| ESTIMATED % OF TYPE | 1.2                  | 0.8          | 0.0        | 0.2    | 0.2   | 0.1   | 0.2   | 0.1     | 0.4          | 0.2           | 97.6        |
| TOTAL AIRCRAFT      |                      |              |            |        |       |       |       |         |              |               |             |
|                     | 89219                | 111785       | 123098     | 119260 | 65873 | 18647 | 2852  | 73019   | 14505        | 16219         | 51397       |
|                     | A                    | A            | A          | A      | A     | A     | A     | A       | A            | A             | A           |
| ESTIMATED % OF POP  | 36.0                 | 45.1         | 49.6       | 48.1   | 26.6  | 7.5   | 1.1   | 29.4    | 5.8          | 6.5           | 20.7        |

NOTE : COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

| STANDARD ERROR  |                             | CODE |  |
|-----------------|-----------------------------|------|--|
| GREATER<br>THAN | LESS THAN<br>OR<br>EQUAL TO |      |  |
|                 |                             |      |  |
| 0 %             | 10 %                        | A    |  |
| 10 %            | 20 %                        | B    |  |
| 20 %            | 30 %                        | C    |  |
| 30 %            |                             | D    |  |

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1979  
(1 of 17)

| STATE                | VHF COMMUNICATIONS |           |           |            | TRANSPONDER EQUIPMENT |            |             | ILS RECEIVING EQUIPMENT |            |                |     |           |
|----------------------|--------------------|-----------|-----------|------------|-----------------------|------------|-------------|-------------------------|------------|----------------|-----|-----------|
|                      | J60<br>CH          | 720<br>CH | 24<br>SYS | NO<br>COMM | 4096<br>CODE          | ALT<br>ENC | AC<br>TRANS | LOC                     | MKR<br>REC | GLIDE<br>SLCPE | MLS | NC<br>ILS |
| ALABAMA              |                    |           |           |            |                       |            |             |                         |            |                |     |           |
| ESTIMATED POPULATION | 1151               | 1170      | 1434      | 571        | 1707                  | 611        | 1110        | 1570                    | 1381       | 1243           | 0   | 1204      |
| % STANDARD ERROR     | B                  | B         | B         | C          | B                     | B          | B           | B                       | B          | B              | A   | B         |
| ESTIMATED % OF STATE | 39.7               | 40.3      | 49.4      | 19.7       | 58.8                  | 27.9       | 38.2        | 54.1                    | 47.6       | 42.8           | 0.0 | 41.5      |
| ALASKA               |                    |           |           |            |                       |            |             |                         |            |                |     |           |
| ESTIMATED POPULATION | 4708               | 1635      | 1504      | 1038       | 1624                  | 292        | 5548        | 1785                    | 1383       | 1244           | 1   | 5202      |
| % STANDARD ERROR     | A                  | B         | B         | B          | B                     | C          | A           | B                       | B          | B              | D   | A         |
| ESTIMATED % OF STATE | 68.3               | 23.7      | 23.0      | 15.1       | 23.5                  | 4.2        | 80.4        | 25.5                    | 20.1       | 18.0           | 0.0 | 75.4      |
| ARIZONA              |                    |           |           |            |                       |            |             |                         |            |                |     |           |
| ESTIMATED POPULATION | 2572               | 2044      | 2493      | 918        | 3455                  | 1314       | 1949        | 2666                    | 2304       | 1820           | 0   | 2645      |
| % STANDARD ERROR     | B                  | B         | B         | B          | B                     | B          | B           | B                       | B          | B              | A   | B         |
| ESTIMATED % OF STATE | 47.7               | 37.9      | 46.3      | 17.1       | 64.1                  | 24.4       | 36.2        | 49.5                    | 42.8       | 33.8           | 0.0 | 45.1      |
| ARKANSAS             |                    |           |           |            |                       |            |             |                         |            |                |     |           |
| ESTIMATED POPULATION | 1246               | 958       | 1256      | 1035       | 1466                  | 613        | 1678        | 1443                    | 1252       | 1117           | 27  | 1679      |
| % STANDARD ERROR     | B                  | B         | B         | B          | B                     | C          | B           | B                       | B          | B              | D   | B         |
| ESTIMATED % OF STATE | 40.2               | 30.9      | 40.5      | 33.4       | 47.3                  | 19.8       | 54.1        | 46.5                    | 40.4       | 36.0           | 0.9 | 54.2      |
| CALIFORNIA           |                    |           |           |            |                       |            |             |                         |            |                |     |           |
| ESTIMATED POPULATION | 17921              | 12450     | 16845     | 3991       | 21787                 | 10427      | 11368       | 18978                   | 17258      | 14714          | 149 | 13193     |
| % STANDARD ERROR     | A                  | A         | A         | A          | A                     | A          | A           | A                       | A          | A              | C   | A         |
| ESTIMATED % OF STATE | 54.0               | 37.5      | 50.8      | 12.0       | 65.7                  | 31.4       | 34.3        | 57.2                    | 52.0       | 44.4           | 0.4 | 35.8      |

| STANDARD ERROR  |                             | CODE |
|-----------------|-----------------------------|------|
| GREATER<br>THAN | LESS THAN<br>OR<br>EQUAL TO |      |
| 0 %             | 10 %                        | A    |
| 10 %            | 30 %                        | B    |
| 30 %            |                             | C    |
|                 |                             | D    |

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT CY 1979  
(2 of 17)

| STATE       | VHF COMMUNICATIONS   |           |           |            | TRANSPONDER EQUIPMENT |            |             | ILS RECEIVING EQUIPMENT |             |                |      |           |
|-------------|----------------------|-----------|-----------|------------|-----------------------|------------|-------------|-------------------------|-------------|----------------|------|-----------|
|             | 360<br>CH            | 220<br>CH | 2°<br>SYS | NO<br>COMM | 4096<br>CODE          | ALT<br>ENC | NO<br>TRANS | LOC                     | PKER<br>RFC | CLIDE<br>SLOPE | MLS  | MC<br>ILS |
| COLORADO    | ESTIMATED POPULATION | 2575      | 2310      | 2422       | 689                   | 3146       | 1447        | 2208                    | 2777        | 2710           | 2051 | 1         |
|             | % STANDARD ERROR     | B         | B         | B          | B                     | B          | B           | B                       | B           | B              | B    | B         |
| CONNECTICUT | ESTIMATED POPULATION | 849       | 673       | 942        | 400                   | 1119       | 603         | 790                     | 1159        | 936            | 681  | 5         |
|             | % STANDARD ERROR     | C         | C         | C          | C                     | C          | C           | C                       | C           | C              | C    | C         |
| DELAWARE    | ESTIMATED POPULATION | 44.5      | 35.2      | 49.3       | 20.9                  | 58.6       | 31.6        | 41.4                    | 60.7        | 49.0           | 35.7 | 0.5       |
|             | % STANDARD ERROR     | C         | C         | C          | C                     | C          | C           | C                       | C           | C              | C    | C         |
| DC          | ESTIMATED POPULATION | 533       | 242       | 492        | 140                   | 577        | 255         | 293                     | 539         | 505            | 365  | 0         |
|             | % STANDARD ERROR     | C         | C         | C          | C                     | C          | C           | C                       | C           | C              | C    | C         |
| FLORIDA     | ESTIMATED POPULATION | 41.3      | 41        | 54         | 13                    | 81         | 65          | 13                      | 80          | 77             | 61   | 0         |
|             | % STANDARD ERROR     | D         | D         | D          | D                     | D          | D           | D                       | D           | D              | D    | D         |
| GEORGIA     | ESTIMATED POPULATION | 7012      | 4371      | 6196       | 1780                  | 8141       | 3502        | 4585                    | 6859        | 6441           | 5369 | 6         |
|             | % STANDARD ERROR     | A         | A         | A          | A                     | A          | A           | A                       | A           | A              | A    | A         |
| HAWAII      | ESTIMATED POPULATION | 2954      | 1473      | 1944       | 690                   | 2812       | 1052        | 1918                    | 2368        | 2066           | 1731 | 0         |
|             | % STANDARD ERROR     | B         | B         | B          | B                     | B          | B           | B                       | B           | B              | B    | B         |
| HAWAII      | ESTIMATED POPULATION | 302       | 247       | 227        | 69                    | 366        | 51          | 237                     | 269         | 243            | 222  | 0         |
|             | % STANDARD ERROR     | C         | C         | C          | C                     | C          | C           | C                       | C           | C              | C    | C         |
| HAWAII      | ESTIMATED POPULATION | 47.1      | 36.6      | 35.5       | 10.8                  | 57.2       | 9.0         | 37.0                    | 42.0        | 38.0           | 34.7 | 0.0       |
|             | % STANDARD ERROR     | C         | C         | C          | C                     | C          | C           | C                       | C           | C              | C    | C         |

| STANDARD ERROR  |                             | CCUE            |                             |
|-----------------|-----------------------------|-----------------|-----------------------------|
| GREATER<br>THAN | LESS THAN<br>OR<br>EQUAL TO | GREATER<br>THAN | LESS THAN<br>OR<br>EQUAL TO |
| 0 %             | 10 %                        | 0 %             | 10 %                        |
| 10 %            | 20 %                        | 10 %            | 20 %                        |
| 20 %            | 30 %                        | 20 %            | 30 %                        |
| 30 %            | 40 %                        | 30 %            | 40 %                        |

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1979  
(3 of 17)

| STATE          | VHF COMMUNICATIONS   |           |           |            | TRANSPONDER EQUIPMENT |            |             |      | ILS RECEIVING EQUIPMENT |                |      |           |
|----------------|----------------------|-----------|-----------|------------|-----------------------|------------|-------------|------|-------------------------|----------------|------|-----------|
|                | 360<br>CH            | 720<br>CH | 2+<br>SYS | NO<br>COMM | 4096<br>CODE          | ALT<br>ENC | NO<br>TRANS | LGL  | PKEN<br>DEC             | GLIDE<br>SLOPE | PLS  | MC<br>ILS |
| IDAHO          | ESTIMATED POPULATION | 1477      | 769       | 1053       | 466                   | 1411       | 441         | 1238 | 1067                    | 913            | 712  | 11        |
|                | % STANDARD ERROR     | B         | C         | B          | C                     | B          | C           | B    | B                       | C              | C    | U         |
| ILLINOIS       | ESTIMATED POPULATION | 54.3      | 28.3      | 38.7       | 17.1                  | 51.9       | 16.2        | 45.5 | 39.2                    | 33.6           | 26.2 | 0.4       |
|                | % STANDARD ERROR     | B         | C         | B          | C                     | B          | C           | B    | B                       | C              | C    | U         |
| INDIANA        | ESTIMATED POPULATION | 9078      | 3717      | 4754       | 1389                  | 5732       | 2627        | 3946 | 5603                    | 4840           | 2948 | 27        |
|                | % STANDARD ERROR     | B         | A         | A          | B                     | A          | B           | A    | A                       | A              | A    | C         |
| IOWA           | ESTIMATED POPULATION | 91.8      | 38.6      | 49.0       | 14.3                  | 59.1       | 27.1        | 40.7 | 57.7                    | 49.9           | 40.7 | 0.3       |
|                | % STANDARD ERROR     | B         | C         | B          | C                     | B          | C           | B    | B                       | C              | C    | U         |
| KANSAS         | ESTIMATED POPULATION | 2991      | 1604      | 2878       | 860                   | 3452       | 1306        | 1803 | 2887                    | 2657           | 2216 | 1         |
|                | % STANDARD ERROR     | B         | B         | B          | B                     | B          | B           | B    | B                       | B              | B    | U         |
| KENTUCKY       | ESTIMATED POPULATION | 56.7      | 30.5      | 54.6       | 16.3                  | 65.5       | 24.8        | 34.2 | 54.7                    | 50.4           | 42.0 | 0.0       |
|                | % STANDARD ERROR     | B         | C         | B          | C                     | B          | C           | B    | B                       | C              | C    | U         |
| LOUISIANA      | ESTIMATED POPULATION | 2150      | 1328      | 1912       | 754                   | 2557       | 827         | 1543 | 2111                    | 1907           | 1554 | 0         |
|                | % STANDARD ERROR     | B         | B         | B          | B                     | B          | C           | B    | B                       | B              | B    | A         |
| MISSISSIPPI    | ESTIMATED POPULATION | 53.3      | 32.9      | 47.4       | 18.7                  | 63.4       | 20.5        | 38.3 | 52.3                    | 47.3           | 38.5 | 0.0       |
|                | % STANDARD ERROR     | B         | C         | B          | C                     | B          | C           | B    | B                       | C              | C    | U         |
| NEBRASKA       | ESTIMATED POPULATION | 2012      | 1516      | 2112       | 1019                  | 2832       | 1066        | 1657 | 2439                    | 2082           | 1792 | 0         |
|                | % STANDARD ERROR     | B         | B         | B          | B                     | B          | B           | B    | B                       | B              | B    | A         |
| NORTH CAROLINA | ESTIMATED POPULATION | 42.9      | 32.3      | 45.0       | 21.7                  | 60.3       | 22.6        | 35.3 | 52.0                    | 44.3           | 38.2 | 0.0       |
|                | % STANDARD ERROR     | B         | C         | B          | C                     | B          | C           | B    | B                       | C              | C    | U         |
| NORTH DAKOTA   | ESTIMATED POPULATION | 955       | 682       | 852        | 194                   | 1073       | 413         | 625  | 935                     | 734            | 643  | 4         |
|                | % STANDARD ERROR     | B         | C         | C          | C                     | B          | C           | C    | U                       | C              | C    | C         |
| OHIO           | ESTIMATED POPULATION | 57.0      | 40.7      | 50.8       | 11.6                  | 64.1       | 24.7        | 37.3 | 55.8                    | 44.1           | 38.4 | 0.2       |
|                | % STANDARD ERROR     | B         | C         | B          | C                     | B          | C           | B    | B                       | C              | C    | U         |
| OKLAHOMA       | ESTIMATED POPULATION | 1292      | 2067      | 1749       | 663                   | 2318       | 1100        | 1620 | 2175                    | 1630           | 1286 | 1         |
|                | % STANDARD ERROR     | B         | B         | B          | B                     | B          | B           | B    | B                       | B              | B    | C         |
| SOUTH CAROLINA | ESTIMATED POPULATION | 31.2      | 49.9      | 42.2       | 16.0                  | 56.0       | 26.6        | 39.1 | 51.3                    | 39.3           | 31.1 | 0.0       |
|                | % STANDARD ERROR     | B         | C         | B          | C                     | B          | C           | B    | B                       | C              | C    | U         |
| Tennessee      | ESTIMATED POPULATION | 1292      | 2067      | 1749       | 663                   | 2318       | 1100        | 1620 | 2175                    | 1630           | 1286 | 1         |
|                | % STANDARD ERROR     | B         | B         | B          | B                     | B          | B           | B    | B                       | B              | B    | C         |
| Texas          | ESTIMATED POPULATION | 31.2      | 49.9      | 42.2       | 16.0                  | 56.0       | 26.6        | 39.1 | 51.3                    | 39.3           | 31.1 | 0.0       |
|                | % STANDARD ERROR     | B         | C         | B          | C                     | B          | C           | B    | B                       | C              | C    | U         |
| VIRGINIA       | ESTIMATED POPULATION | 1292      | 2067      | 1749       | 663                   | 2318       | 1100        | 1620 | 2175                    | 1630           | 1286 | 1         |
|                | % STANDARD ERROR     | B         | B         | B          | B                     | B          | B           | B    | B                       | B              | B    | C         |
| WASHINGTON     | ESTIMATED POPULATION | 31.2      | 49.9      | 42.2       | 16.0                  | 56.0       | 26.6        | 39.1 | 51.3                    | 39.3           | 31.1 | 0.0       |
|                | % STANDARD ERROR     | B         | C         | B          | C                     | B          | C           | B    | B                       | C              | C    | U         |
| WEST VIRGINIA  | ESTIMATED POPULATION | 1292      | 2067      | 1749       | 663                   | 2318       | 1100        | 1620 | 2175                    | 1630           | 1286 | 1         |
|                | % STANDARD ERROR     | B         | B         | B          | B                     | B          | B           | B    | B                       | B              | B    | C         |
| Wisconsin      | ESTIMATED POPULATION | 31.2      | 49.9      | 42.2       | 16.0                  | 56.0       | 26.6        | 39.1 | 51.3                    | 39.3           | 31.1 | 0.0       |
|                | % STANDARD ERROR     | B         | C         | B          | C                     | B          | C           | B    | B                       | C              | C    | U         |
| Wyoming        | ESTIMATED POPULATION | 1292      | 2067      | 1749       | 663                   | 2318       | 1100        | 1620 | 2175                    | 1630           | 1286 | 1         |
|                | % STANDARD ERROR     | B         | B         | B          | B                     | B          | B           | B    | B                       | B              | B    | C         |

| STANDARD ERROR |                       | CODE |  |
|----------------|-----------------------|------|--|
| GREATER THAN   | LESS THAN OR EQUAL TO |      |  |
| 0 %            | 10 %                  | A    |  |
| 10 %           | 20 %                  | B    |  |
| 20 %           | 30 %                  | C    |  |
| 30 %           |                       | D    |  |

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1979  
(4 of 17)

| STATE         | VHF COMMUNICATIONS   |           |           |            | TRANSPONDER EQUIPMENT |            |             |      | ILS RECEIVING EQUIPMENT |                |      |           |      |
|---------------|----------------------|-----------|-----------|------------|-----------------------|------------|-------------|------|-------------------------|----------------|------|-----------|------|
|               | 360<br>CH            | 720<br>CH | 2+<br>SYS | NO<br>COMM | 4096<br>CODE          | ALT<br>ENC | NO<br>TRANS | LOC  | MKR<br>BEC              | CLIDE<br>SLOPE | MLS  | MG<br>ILS |      |
| MAINE         | ESTIMATED POPULATION | 733       | 219       | 31.9       | 321                   | 386        | 117         | 867  | 322                     | 348            | 246  | 0         | 856  |
|               | % STANDARD ERROR     | C         | D         | C          | C                     | D          | C           | B    | D                       | D              | D    | A         | B    |
| MARYLAND      | ESTIMATED % OF STATE | 58.2      | 17.4      | 27.7       | 25.6                  | 30.7       | 9.4         | 65.9 | 25.6                    | 27.7           | 19.6 | 0.0       | 68.1 |
|               | ESTIMATED POPULATION | 1692      | 876       | 1291       | 336                   | 1821       | 791         | 1044 | 1549                    | 1391           | 1161 | 8         | 1231 |
| MASSACHUSETTS | % STANDARD ERROR     | B         | B         | B          | C                     | B          | C           | B    | B                       | B              | B    | D         | B    |
|               | ESTIMATED % OF STATE | 58.8      | 30.5      | 44.9       | 11.7                  | 63.3       | 27.5        | 36.3 | 53.9                    | 48.4           | 40.4 | 0.3       | 42.8 |
| MICHIGAN      | ESTIMATED POPULATION | 2215      | 785       | 1516       | 338                   | 1887       | 980         | 1326 | 1505                    | 1562           | 1321 | 2         | 1520 |
|               | % STANDARD ERROR     | B         | C         | B          | C                     | B          | C           | B    | B                       | B              | B    | D         | B    |
| MINNESOTA     | ESTIMATED % OF STATE | 69.7      | 24.7      | 47.7       | 10.4                  | 59.3       | 30.8        | 41.7 | 49.2                    | 45.1           | 41.5 | 0.1       | 41.8 |
|               | ESTIMATED POPULATION | 4022      | 3450      | 4190       | 1201                  | 5130       | 2033        | 3284 | 4494                    | 4113           | 3139 | 0         | 3496 |
| MISSISSIPPI   | % STANDARD ERROR     | 47.2      | 40.5      | 49.2       | 14.1                  | 60.2       | 23.5        | 38.6 | 52.8                    | 48.3           | 36.5 | 0.0       | 41.1 |
|               | ESTIMATED POPULATION | 3299      | 1403      | 2105       | 1439                  | 2853       | 1071        | 3289 | 2419                    | 2035           | 1678 | 93        | 3662 |
| MISSOURI      | % STANDARD ERROR     | 54.5      | 24.2      | 34.8       | 23.8                  | 47.2       | 17.7        | 54.4 | 40.0                    | 33.6           | 27.7 | 1.6       | 60.7 |
|               | ESTIMATED % OF STATE | 844       | 849       | 795        | 811                   | 1272       | 458         | 1209 | 1165                    | 1055           | 817  | 0         | 1207 |
| MISSOURI      | % STANDARD ERROR     | 32.6      | 32.8      | 33.7       | 31.4                  | 49.2       | 17.7        | 46.8 | 45.1                    | 40.8           | 31.6 | 0.0       | 46.7 |
|               | ESTIMATED POPULATION | 2680      | 1710      | 2224       | 954                   | 2879       | 1042        | 2265 | 2557                    | 1976           | 1849 | 35        | 2517 |
| MISSOURI      | % STANDARD ERROR     | 53.4      | 34.0      | 44.3       | 19.0                  | 57.3       | 20.8        | 45.1 | 50.9                    | 39.3           | 36.8 | 0.7       | 50.1 |
|               | ESTIMATED % OF STATE |           |           |            |                       |            |             |      |                         |                |      |           |      |

| STANDARD ERROR |       | CODE      |       |
|----------------|-------|-----------|-------|
| GREATER THAN   | ----- | LESS THAN | ----- |
| EQUAL TO       | ----- | EQUAL TO  | ----- |
| 0 %            | ----- | 10 %      | ----- |
| 10 %           | ----- | 20 %      | ----- |
| 20 %           | ----- | 30 %      | ----- |
| 30 %           | ----- | 40 %      | ----- |

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1979  
(5 of 17)

| STATE                | VHF COMMUNICATIONS |           |           |            | TRANSPONDER EQUIPMENT |            |             |      | ILS RECEIVING EQUIPMENT |                |     |           |
|----------------------|--------------------|-----------|-----------|------------|-----------------------|------------|-------------|------|-------------------------|----------------|-----|-----------|
|                      | 360<br>CH          | 720<br>CH | 2+<br>SYS | NO<br>COMM | 4096<br>CODE          | ALT<br>ENC | NU<br>TRANS | LOC  | MKER<br>BEC             | CLIDE<br>SLDPE | MLS | NO<br>ILS |
| MONTANA              |                    |           |           |            |                       |            |             |      |                         |                |     |           |
| ESTIMATED POPULATION | 1596               | 689       | 994       | 595        | 1209                  | 372        | 1364        | 849  | 916                     | 678            | 4   | 1780      |
| % STANDARD ERROR     | B                  | C         | B         | C          | B                     | D          | B           | C    | C                       | C              | U   | B         |
| ESTIMATED % OF STATE | 61.1               | 26.4      | 38.0      | 22.4       | 46.3                  | 14.2       | 59.8        | 32.5 | 35.0                    | 26.0           | 0.2 | 68.1      |
| NEBRASKA             |                    |           |           |            |                       |            |             |      |                         |                |     |           |
| ESTIMATED POPULATION | 1058               | 1061      | 962       | 749        | 1362                  | 366        | 1422        | 1138 | 1072                    | 833            | 1   | 1591      |
| % STANDARD ERROR     | B                  | B         | B         | C          | B                     | C          | B           | B    | B                       | C              | U   | B         |
| ESTIMATED % OF STATE | 36.3               | 36.4      | 33.0      | 25.1       | 46.8                  | 12.6       | 48.8        | 39.1 | 36.8                    | 28.6           | 0.0 | 54.6      |
| NEVADA               |                    |           |           |            |                       |            |             |      |                         |                |     |           |
| ESTIMATED POPULATION | 1119               | 847       | 1218      | 108        | 1625                  | 852        | 412         | 1230 | 1132                    | 914            | 46  | 705       |
| % STANDARD ERROR     | B                  | B         | B         | D          | B                     | B          | C           | B    | B                       | B              | U   | C         |
| ESTIMATED % OF STATE | 55.5               | 42.0      | 60.4      | 9.4        | 80.6                  | 42.2       | 20.4        | 61.0 | 56.2                    | 45.3           | 2.3 | 35.0      |
| NEW HAMPSHIRE        |                    |           |           |            |                       |            |             |      |                         |                |     |           |
| ESTIMATED POPULATION | 759                | 350       | 687       | 318        | 770                   | 457        | 598         | 673  | 556                     | 505            | 1   | 450       |
| % STANDARD ERROR     | C                  | D         | C         | C          | C                     | C          | C           | C    | C                       | C              | D   | L         |
| ESTIMATED % OF STATE | 58.7               | 27.1      | 53.2      | 24.7       | 59.6                  | 35.4       | 46.3        | 52.1 | 43.0                    | 39.1           | 0.1 | 50.3      |
| NEW JERSEY           |                    |           |           |            |                       |            |             |      |                         |                |     |           |
| ESTIMATED POPULATION | 2226               | 1943      | 2373      | 544        | 2766                  | 1523       | 1678        | 2633 | 2287                    | 1920           | 6   | 1760      |
| % STANDARD ERROR     | B                  | B         | B         | B          | B                     | B          | B           | B    | B                       | B              | U   | B         |
| ESTIMATED % OF STATE | 51.0               | 44.5      | 54.4      | 12.5       | 63.4                  | 34.5       | 38.4        | 60.3 | 52.4                    | 44.0           | 0.2 | 40.3      |
| NEW MEXICO           |                    |           |           |            |                       |            |             |      |                         |                |     |           |
| ESTIMATED POPULATION | 1264               | 991       | 1178      | 360        | 1629                  | 800        | 816         | 1319 | 1099                    | 1059           | 1   | 1099      |
| % STANDARD ERROR     | B                  | B         | B         | C          | B                     | C          | B           | B    | B                       | B              | D   | B         |
| ESTIMATED % OF STATE | 51.0               | 40.0      | 47.5      | 14.6       | 65.7                  | 32.3       | 33.0        | 53.3 | 44.4                    | 42.7           | 3.0 | 44.4      |
| NEW YORK             |                    |           |           |            |                       |            |             |      |                         |                |     |           |
| ESTIMATED POPULATION | 4384               | 2159      | 3674      | 1402       | 4486                  | 1956       | 1113        | 4250 | 3918                    | 3200           | 75  | 3160      |
| % STANDARD ERROR     | A                  | B         | A         | B          | A                     | B          | A           | A    | A                       | B              | D   | A         |
| ESTIMATED % OF STATE | 58.6               | 28.9      | 49.1      | 18.8       | 60.0                  | 26.5       | 41.6        | 56.8 | 52.4                    | 42.8           | 1.0 | 42.3      |

| STANDARD ERROR  |                             | CODE |  |
|-----------------|-----------------------------|------|--|
| GREATER<br>THAN | LESS THAN<br>OR<br>EQUAL TO |      |  |
| 0 %             | 10 %                        | A    |  |
| 10 %            | 20 %                        | B    |  |
| 20 %            | 30 %                        | C    |  |
| 30 %            |                             | D    |  |

TABLE 2-13 GENERAL AVIATION AIRCRAFT'S EQUIPMENT BY STATE OF REGISTRATION (6 OF 17)

| STATE          | VHF COMMUNICATIONS |           |           |            | TRANSMITTER EQUIPMENT |            |             | ITS RECEIVING EQUIPMENT |             |                |            |
|----------------|--------------------|-----------|-----------|------------|-----------------------|------------|-------------|-------------------------|-------------|----------------|------------|
|                | 360<br>CH          | 720<br>CH | 2+<br>SYS | NU<br>COMM | 4056<br>CODE          | ALT<br>INC | NU<br>TRANS | LOC                     | PREC<br>REC | GLIDE<br>SLOPE | MLS<br>CLS |
| NORTH CAROLINA | 2401               | 1671      | 1034      | 845        | 1018                  | 1104       | 1827        | 252M                    | 2009        | 1057           | 0          |
|                | B                  | B         | B         | B          | B                     | B          | B           | B                       | B           | B              | A          |
|                | 51.2               | 34.5      | 37.8      | 17.4       | 62.2                  | 26.5       | 37.7        | 52.1                    | 42.7        | 38.3           | 0.0        |
| NORTH DAKOTA   | 842                | 361       | 479       | 502        | 714                   | 117        | 1014        | 573                     | 512         | 308            | 0          |
|                | C                  | C         | C         | C          | C                     | C          | C           | C                       | C           | C              | A          |
|                | 51.3               | 20.8      | 27.6      | 28.9       | 41.3                  | 6.8        | 59.5        | 33.0                    | 29.5        | 21.2           | 0.0        |
| OHIO           | 5214               | 2823      | 4561      | 1430       | 5617                  | 1737       | 13648       | 5195                    | 4374        | 3363           | 27         |
|                | A                  | B         | A         | B          | A                     | B          | A           | A                       | A           | B              | C          |
|                | 58.2               | 31.5      | 50.7      | 16.0       | 60.6                  | 19.8       | 40.7        | 58.0                    | 48.8        | 37.5           | 0.3        |
| OKLAHOMA       | 2455               | 1075      | 2234      | 894        | 2475                  | 1217       | 2071        | 2593                    | 2249        | 1788           | 31         |
|                | B                  | B         | B         | B          | B                     | B          | B           | B                       | B           | B              | C          |
|                | 47.9               | 36.6      | 43.6      | 17.5       | 56.1                  | 23.8       | 40.4        | 50.6                    | 43.9        | 34.9           | 1.0        |
| OREGON         | 3358               | 2767      | 3511      | 895        | 4629                  | 2007       | 2246        | 4023                    | 3488        | 2794           | 15         |
|                | B                  | B         | B         | B          | A                     | B          | B           | A                       | B           | B              | C          |
|                | 48.7               | 40.1      | 48.0      | 13.0       | 67.1                  | 24.1       | 33.1        | 30.3                    | 50.3        | 40.6           | 0.2        |
| PENNSYLVANIA   | 3477               | 2546      | 3529      | 1257       | 4186                  | 2118       | 2847        | 3859                    | 3449        | 2437           | 60         |
|                | A                  | B         | A         | B          | A                     | B          | A           | A                       | A           | B              | D          |
|                | 48.7               | 35.6      | 47.4      | 17.6       | 58.6                  | 29.7       | 39.9        | 54.4                    | 48.3        | 41.1           | 0.8        |
| RHODE ISLAND   | 240                | 163       | 187       | 62         | 254                   | 109        | 273         | 226                     | 187         | 157            | 1          |
|                | D                  | D         | D         | D          | D                     | C          | D           | B                       | D           | D              | C          |
|                | 54.1               | 30.7      | 39.7      | 13.2       | 53.5                  | 23.1       | 47.2        | 47.8                    | 34.5        | 33.3           | 0.3        |

| STANDARD ERROR |       | CODE  |       |
|----------------|-------|-------|-------|
| GREATER THAN   | ----- | ----- | ----- |
| LESS THAN      | ----- | ----- | ----- |
| OR             | ----- | ----- | ----- |
| EQUAL TO       | ----- | ----- | ----- |
| 0 8            | 10 8  | A     |       |
| 10 8           | 20 8  | B     |       |
| 20 8           | 30 8  | C     |       |
| 30 8           |       | D     |       |



TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1979  
(8 of 17)

| STATE                  | VHF COMMUNICATIONS |           |           |            | TRANSPONDER EQUIPMENT |            |             | ILS RECEIVING EQUIPMENT |             |                |     |           |
|------------------------|--------------------|-----------|-----------|------------|-----------------------|------------|-------------|-------------------------|-------------|----------------|-----|-----------|
|                        | 360<br>CH          | 720<br>CH | 2+<br>SYS | NO<br>COMM | 4096<br>CODE          | ALT<br>ENC | NO<br>TRANS | LOC                     | MKER<br>DEC | GLIDE<br>SLOPE | MLS | NO<br>ILS |
| WASHINGTON             |                    |           |           |            |                       |            |             |                         |             |                |     |           |
| ESTIMATED POPULATION   | 4077               | 2443      | 3246      | 1659       | 4319                  | 985        | 3742        | 3511                    | 3058        | 2304           | 1   | 4388      |
| % STANDARD ERROR       | A                  | B         | B         | B          | A                     | B          | A           | A                       | B           | B              | D   | A         |
| ESTIMATED % OF STATE   | 52.1               | 31.2      | 41.5      | 21.2       | 55.2                  | 12.4       | 47.8        | 44.9                    | 39.1        | 29.4           | 0.0 | 56.1      |
| WEST VIRGINIA          |                    |           |           |            |                       |            |             |                         |             |                |     |           |
| ESTIMATED POPULATION   | 659                | 549       | 684       | 146        | 876                   | 492        | 469         | 839                     | 740         | 625            | 8   | 484       |
| % STANDARD ERROR       | C                  | C         | C         | D          | C                     | C          | C           | C                       | C           | C              | C   | C         |
| ESTIMATED % OF STATE   | 49.3               | 41.1      | 51.2      | 11.0       | 65.5                  | 36.2       | 35.1        | 62.7                    | 55.4        | 46.8           | 0.6 | 36.2      |
| WISCONSIN              |                    |           |           |            |                       |            |             |                         |             |                |     |           |
| ESTIMATED POPULATION   | 2401               | 1427      | 2007      | 1171       | 2662                  | 1004       | 2442        | 2290                    | 2077        | 1664           | 14  | 2575      |
| % STANDARD ERROR       | B                  | B         | B         | B          | B                     | B          | B           | B                       | B           | B              | D   | B         |
| ESTIMATED % OF STATE   | 50.9               | 27.9      | 39.3      | 22.9       | 52.1                  | 19.7       | 47.9        | 44.8                    | 40.6        | 32.6           | 0.3 | 50.4      |
| WYOMING                |                    |           |           |            |                       |            |             |                         |             |                |     |           |
| ESTIMATED POPULATION   | 460                | 413       | 502       | 166        | 756                   | 304        | 476         | 548                     | 438         | 486            | 0   | 678       |
| % STANDARD ERROR       | C                  | C         | C         | D          | C                     | C          | C           | C                       | C           | C              | A   | C         |
| ESTIMATED % OF STATE   | 49.3               | 30.9      | 37.6      | 12.4       | 56.5                  | 22.5       | 35.6        | 41.0                    | 32.8        | 36.3           | 0.0 | 50.7      |
| PUERTO RICO            |                    |           |           |            |                       |            |             |                         |             |                |     |           |
| ESTIMATED POPULATION   | 397                | 148       | 222       | 22         | 241                   | 29         | 270         | 244                     | 187         | 198            | 2   | 267       |
| % STANDARD ERROR       | C                  | D         | C         | D          | C                     | C          | D           | C                       | D           | C              | D   | D         |
| ESTIMATED % OF STATE   | 75.3               | 28.1      | 42.2      | 4.3        | 45.7                  | 5.5        | 51.2        | 46.3                    | 35.4        | 37.5           | 0.4 | 50.7      |
| OTHER U.S. TERRITORIES |                    |           |           |            |                       |            |             |                         |             |                |     |           |
| ESTIMATED POPULATION   | 162                | 62        | 79        | 72         | 161                   | 38         | 133         | 103                     | 91          | 86             | 4   | 188       |
| % STANDARD ERROR       | D                  | D         | D         | D          | D                     | C          | D           | D                       | D           | D              | D   | D         |
| ESTIMATED % OF STATE   | 56.5               | 21.6      | 27.5      | 25.0       | 56.1                  | 13.3       | 46.4        | 36.1                    | 31.7        | 30.1           | 1.5 | 45.6      |
| FOREIGN                |                    |           |           |            |                       |            |             |                         |             |                |     |           |
| ESTIMATED POPULATION   | 562                | 525       | 630       | 46         | 685                   | 411        | 223         | 872                     | 843         | 713            | 0   | 234       |
| % STANDARD ERROR       | C                  | C         | C         | D          | B                     | C          | D           | B                       | B           | B              | A   | C         |
| ESTIMATED % OF STATE   | 38.9               | 36.3      | 43.6      | 3.2        | 61.2                  | 28.4       | 15.4        | 60.3                    | 58.3        | 45.3           | 0.0 | 16.2      |

| STANDARD ERROR |                       | CODE |
|----------------|-----------------------|------|
| GREATER THAN   | LESS THAN OR EQUAL TO |      |
| 0 %            | 10 %                  | A    |
| 10 %           | 20 %                  | B    |
| 20 %           | 30 %                  | C    |
| 30 %           |                       | D    |

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1979  
(9 of 17)

| STATE     |           | VHF COMMUNICATIONS |            |              |            | TRANSPONDER EQUIPMENT |        |             |                | ILS RECEIVING EQUIPMENT |           |  |  |
|-----------|-----------|--------------------|------------|--------------|------------|-----------------------|--------|-------------|----------------|-------------------------|-----------|--|--|
| 360<br>CH | 720<br>CH | 24<br>SYS          | NO<br>COMM | 4096<br>CODE | ALT<br>ENC | NO<br>TRANS           | LOC    | MKER<br>BEC | GLIDE<br>SLOPE | MLS<br>C                | NC<br>ILS |  |  |
| 127117    | 87278     | 114095             | 41670      | 146101       | 63067      | 101963                | 129092 | 114312      | 55845          | 792                     | 113603    |  |  |
| A         | A         | A                  | A          | A            | A          | A                     | A      | A           | A              | C                       | A         |  |  |
| 51.2      | 35.2      | 46.0               | 16.8       | 58.9         | 25.4       | 41.1                  | 52.0   | 46.1        | 38.6           | 0.3                     | 45.8      |  |  |

NOTE : C COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

|                |           |
|----------------|-----------|
| STANDARD ERROR | CODE      |
| GREATER THAN   | LESS THAN |
| OR             | EQUAL TO  |
| 0 %            | 10 %      |
| 10 %           | 20 %      |
| 20 %           | 30 %      |
| 30 %           | D         |

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1979  
(10 of 17)

| STATE                |              | NAVIGATION EQUIPMENT |       |       |      |       |         |              |               |             |      |  |
|----------------------|--------------|----------------------|-------|-------|------|-------|---------|--------------|---------------|-------------|------|--|
| VOR<br>100CH         | VOR<br>200CH | 2+<br>RCVR           | ADF   | DME   | RNAV | LRNAV | AUTOPLT | RADAR<br>ALT | WTHR<br>RADAR | NU<br>NAVEG |      |  |
| ALABAMA              |              |                      |       |       |      |       |         |              |               |             |      |  |
| ESTIMATED POPULATION | 811          | 1339                 | 1548  | 1505  | 853  | 406   | 14      | 1086         | 259           | 413         | 639  |  |
| % STANDARD ERROR     | C            | B                    | B     | B     | B    | C     | D       | B            | D             | C           | C    |  |
| ESTIMATED % OF STATE | 27.9         | 46.1                 | 53.3  | 51.8  | 29.4 | 14.0  | 0.5     | 37.4         | 8.9           | 14.2        | 22.0 |  |
| ALASKA               |              |                      |       |       |      |       |         |              |               |             |      |  |
| ESTIMATED POPULATION | 3099         | 2110                 | 1470  | 3097  | 525  | 43    | 12      | 325          | 53            | 26          | 1687 |  |
| % STANDARD ERROR     | A            | B                    | B     | A     | C    | D     | D       | C            | C             | C           | B    |  |
| ESTIMATED % OF STATE | 44.9         | 30.6                 | 21.3  | 44.9  | 7.6  | 0.6   | 0.2     | 4.7          | 0.8           | 0.4         | 24.5 |  |
| ARIZONA              |              |                      |       |       |      |       |         |              |               |             |      |  |
| ESTIMATED POPULATION | 1680         | 2649                 | 2598  | 2170  | 1283 | 259   | 52      | 1336         | 297           | 144         | 1116 |  |
| % STANDARD ERROR     | B            | B                    | B     | B     | B    | D     | D       | B            | D             | C           | B    |  |
| ESTIMATED % OF STATE | 31.2         | 49.2                 | 48.2  | 40.3  | 23.8 | 4.8   | 1.0     | 24.8         | 5.5           | 2.7         | 20.7 |  |
| ARKANSAS             |              |                      |       |       |      |       |         |              |               |             |      |  |
| ESTIMATED POPULATION | 777          | 1241                 | 1387  | 1480  | 934  | 204   | 36      | 947          | 108           | 156         | 1153 |  |
| % STANDARD ERROR     | C            | B                    | B     | B     | B    | D     | D       | B            | D             | C           | B    |  |
| ESTIMATED % OF STATE | 25.1         | 40.0                 | 44.7  | 47.7  | 30.1 | 6.6   | 1.2     | 30.5         | 3.5           | 6.3         | 37.2 |  |
| CALIFORNIA           |              |                      |       |       |      |       |         |              |               |             |      |  |
| ESTIMATED POPULATION | 11916        | 16155                | 18233 | 15223 | 8722 | 1637  | 289     | 9740         | 1340          | 1015        | 5505 |  |
| % STANDARD ERROR     | A            | A                    | A     | A     | A    | B     | D       | A            | B             | E           | A    |  |
| ESTIMATED % OF STATE | 35.9         | 48.7                 | 55.0  | 45.9  | 26.3 | 4.5   | 0.9     | 29.4         | 4.0           | 3.1         | 17.8 |  |
| COLORADO             |              |                      |       |       |      |       |         |              |               |             |      |  |
| ESTIMATED POPULATION | 1905         | 2392                 | 2479  | 2540  | 1448 | 428   | 41      | 1637         | 260           | 258         | 1213 |  |
| % STANDARD ERROR     | B            | B                    | B     | B     | B    | C     | D       | B            | C             | C           | B    |  |
| ESTIMATED % OF STATE | 36.9         | 46.3                 | 48.0  | 49.2  | 28.1 | 8.3   | 0.8     | 31.7         | 5.0           | 5.0         | 23.5 |  |

| STANDARD ERROR |                       | CODE |  |
|----------------|-----------------------|------|--|
| GREATER THAN   | LESS THAN OR EQUAL TO |      |  |
| 0 %            | 10 %                  | A    |  |
| 10 %           | 20 %                  | B    |  |
| 20 %           | 30 %                  | C    |  |
| 30 %           |                       | D    |  |

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1979  
(11 of 17)

| STATE       | NAVIGATION EQUIPMENT |              |            |      |      |      |       |         |              |               | NO<br>NAVEG |
|-------------|----------------------|--------------|------------|------|------|------|-------|---------|--------------|---------------|-------------|
|             | VOR<br>100CH         | VOR<br>200CH | 2°<br>RCVR | ADF  | DME  | RNAV | LRNAV | AUTOPLT | RADAR<br>ALT | WTHR<br>RADAR |             |
| CONNECTICUT | 755                  | 745          | 971        | 961  | 470  | 107  | 14    | 485     | 85           | 86            | 424         |
|             | ESTIMATED POPULATION | C            | C          | B    | C    | D    | D     | C       | D            | C             | C           |
|             | ± STANDARD ERROR     | 39.5         | 40.1       | 50.8 | 50.3 | 24.6 | 5.6   | 25.4    | 4.5          | 4.5           | 22.2        |
| DELAWARE    | 361                  | 308          | 482        | 482  | 254  | 80   | 16    | 345     | 102          | 83            | 200         |
|             | ESTIMATED POPULATION | D            | C          | C    | D    | D    | D     | D       | D            | D             | D           |
|             | ± STANDARD ERROR     | 41.9         | 35.7       | 55.9 | 55.9 | 29.5 | 9.3   | 40.0    | 11.5         | 5.7           | 23.3        |
| DC          | 18                   | 62           | 60         | 78   | 48   | 41   | 5     | 60      | 35           | 33            | 14          |
|             | ESTIMATED POPULATION | D            | D          | D    | D    | D    | D     | D       | D            | C             | D           |
|             | ± STANDARD ERROR     | 19.2         | 63.5       | 62.0 | 80.4 | 49.8 | 42.8  | 62.0    | 36.2         | 34.0          | 15.3        |
| FLORIDA     | 5173                 | 5625         | 6731       | 6456 | 3916 | 747  | 32    | 3811    | 609          | 996           | 2412        |
|             | ESTIMATED POPULATION | A            | A          | A    | A    | B    | D     | A       | B            | B             | A           |
|             | ± STANDARD ERROR     | 40.2         | 43.7       | 52.3 | 50.2 | 30.5 | 5.8   | 29.6    | 4.7          | 7.7           | 18.8        |
| GEORGIA     | 1752                 | 2060         | 2244       | 2013 | 1394 | 360  | 103   | 1355    | 229          | 406           | 1016        |
|             | ESTIMATED POPULATION | B            | B          | B    | B    | C    | D     | B       | C            | C             | B           |
|             | ± STANDARD ERROR     | 34.6         | 43.0       | 47.3 | 42.0 | 29.1 | 7.5   | 28.3    | 4.8          | 8.5           | 21.2        |
| HAWAII      | 248                  | 229          | 243        | 246  | 161  | 3    | 3     | 52      | 3            | 7             | 134         |
|             | ESTIMATED POPULATION | D            | D          | D    | D    | D    | D     | D       | D            | D             | D           |
|             | ± STANDARD ERROR     | 38.8         | 35.8       | 38.1 | 38.4 | 25.2 | 0.5   | 8.2     | 0.5          | 1.2           | 21.0        |
| IDAHO       | 980                  | 1001         | 1070       | 1152 | 503  | 124  | 16    | 631     | 64           | 53            | 687         |
|             | ESTIMATED POPULATION | B            | B          | B    | B    | C    | D     | C       | D            | D             | B           |
|             | ± STANDARD ERROR     | 36.0         | 36.8       | 39.3 | 42.4 | 18.5 | 4.6   | 23.2    | 2.4          | 2.0           | 25.3        |

| STANDARD ERROR  |                             | CODE |  |
|-----------------|-----------------------------|------|--|
| GREATER<br>THAN | LESS THAN<br>OR<br>EQUAL TO |      |  |
| 0 %             | 10 %                        | A    |  |
| 10 %            | 20 %                        | B    |  |
| 20 %            | 30 %                        | C    |  |
| 30 %            |                             | D    |  |

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1979  
(12 of 17)

| STATE     | NAVIGATION EQUIPMENT |              |            |      |      |      |      |         |              |               | NG<br>MAVED |
|-----------|----------------------|--------------|------------|------|------|------|------|---------|--------------|---------------|-------------|
|           | VDR<br>100CH         | VDR<br>200CH | 2+<br>RCVR | ADF  | OME  | RNAV | LNAV | AUTOPLT | RAVAR<br>ALT | WTHR<br>RADAR |             |
| ILLINOIS  |                      |              |            |      |      |      |      |         |              |               |             |
|           | ESTIMATED POPULATION | 3366         | 4814       | 5144 | 4797 | 3220 | 999  | 95      | 3317         | 855           | 829         |
|           | % STANDARD ERROR     | B            | A          | A    | A    | A    | B    | D       | A            | B             | B           |
| INDIANA   |                      |              |            |      |      |      |      |         |              |               |             |
|           | ESTIMATED POPULATION | 2146         | 2432       | 2989 | 2846 | 1409 | 366  | 30      | 1787         | 369           | 391         |
|           | % STANDARD ERROR     | B            | B          | B    | B    | B    | C    | D       | B            | C             | B           |
| IOWA      |                      |              |            |      |      |      |      |         |              |               |             |
|           | ESTIMATED POPULATION | 1631         | 1819       | 2009 | 2021 | 1116 | 218  | 16      | 1392         | 201           | 221         |
|           | % STANDARD ERROR     | B            | B          | B    | B    | B    | D    | D       | B            | D             | B           |
| KANSAS    |                      |              |            |      |      |      |      |         |              |               |             |
|           | ESTIMATED POPULATION | 1261         | 2194       | 2261 | 2160 | 1299 | 313  | 6       | 1646         | 152           | 136         |
|           | % STANDARD ERROR     | B            | B          | B    | B    | B    | D    | D       | B            | D             | B           |
| KENTUCKY  |                      |              |            |      |      |      |      |         |              |               |             |
|           | ESTIMATED POPULATION | 809          | 600        | 884  | 912  | 544  | 255  | 45      | 504          | 199           | 252         |
|           | % STANDARD ERROR     | C            | C          | B    | B    | C    | D    | D       | C            | D             | C           |
| LOUISIANA |                      |              |            |      |      |      |      |         |              |               |             |
|           | ESTIMATED POPULATION | 756          | 1982       | 1830 | 2286 | 1059 | 375  | 233     | 874          | 232           | 212         |
|           | % STANDARD ERROR     | C            | B          | B    | B    | D    | C    | C       | B            | C             | B           |
| MAINE     |                      |              |            |      |      |      |      |         |              |               |             |
|           | ESTIMATED POPULATION | 637          | 332        | 424  | 433  | 157  | 14   | 1       | 143          | 16            | 25          |
|           | % STANDARD ERROR     | C            | D          | D    | C    | D    | D    | D       | D            | D             | C           |

| STANDARD ERROR  |                              | CODE |  |
|-----------------|------------------------------|------|--|
| GREATER<br>THAN | LESS THAN<br>OR<br>EQUAL 1/1 |      |  |
| 0 %             | 10 %                         | A    |  |
| 10 %            | 20 %                         | B    |  |
| 20 %            | 30 %                         | C    |  |
| 30 %            |                              | D    |  |

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1979  
(13 of 17)

| STATE                | NAVIGATION EQUIPMENT |              |            |      |      |      |      |         |              |               |             |
|----------------------|----------------------|--------------|------------|------|------|------|------|---------|--------------|---------------|-------------|
|                      | VOR<br>100CH         | VOR<br>200CH | 2°<br>RCVR | ADF  | DME  | RNAV | LNAV | AUTOPLT | RADAR<br>ALT | WTHR<br>RADAR | NO<br>NAVEQ |
| MARYLAND             |                      |              |            |      |      |      |      |         |              |               |             |
| ESTIMATED POPULATION | 1195                 | 1310         | 1546       | 1399 | 713  | 191  | 23   | 856     | 173          | 132           | 416         |
| % STANDARD ERROR     | B                    | B            | B          | B    | C    | D    | D    | C       | D            | C             | C           |
| ESTIMATED % OF STATE | 41.6                 | 45.6         | 53.8       | 48.6 | 24.8 | 6.7  | 0.8  | 29.8    | 6.0          | 4.7           | 14.5        |
| MASSACHUSETTS        |                      |              |            |      |      |      |      |         |              |               |             |
| ESTIMATED POPULATION | 1580                 | 1361         | 1625       | 1439 | 576  | 219  | 22   | 784     | 136          | 122           | 392         |
| % STANDARD ERROR     | B                    | B            | B          | B    | C    | D    | D    | C       | D            | D             | C           |
| ESTIMATED % OF STATE | 49.7                 | 42.8         | 51.1       | 45.3 | 18.1 | 6.5  | 0.7  | 24.7    | 4.3          | 3.8           | 12.3        |
| MICHIGAN             |                      |              |            |      |      |      |      |         |              |               |             |
| ESTIMATED POPULATION | 3172                 | 4080         | 4477       | 4277 | 2027 | 777  | 36   | 2491    | 468          | 528           | 1396        |
| % STANDARD ERROR     | B                    | A            | A          | A    | B    | C    | D    | B       | C            | C             | B           |
| ESTIMATED % OF STATE | 37.2                 | 47.9         | 52.6       | 50.2 | 23.8 | 9.1  | 0.4  | 29.3    | 5.5          | 6.2           | 16.4        |
| MINNESOTA            |                      |              |            |      |      |      |      |         |              |               |             |
| ESTIMATED POPULATION | 2453                 | 1993         | 2266       | 2584 | 1495 | 253  | 110  | 1474    | 338          | 334           | 1599        |
| % STANDARD ERROR     | B                    | B            | B          | B    | B    | D    | D    | B       | C            | C             | B           |
| ESTIMATED % OF STATE | 40.6                 | 32.9         | 37.5       | 41.4 | 24.7 | 4.2  | 1.8  | 24.4    | 5.6          | 5.5           | 26.4        |
| MISSISSIPPI          |                      |              |            |      |      |      |      |         |              |               |             |
| ESTIMATED POPULATION | 720                  | 1019         | 1050       | 1032 | 445  | 157  | 38   | 639     | 109          | 168           | 774         |
| % STANDARD ERROR     | C                    | B            | B          | B    | C    | D    | D    | C       | D            | C             | B           |
| ESTIMATED % OF STATE | 27.8                 | 39.4         | 40.6       | 39.9 | 25.1 | 6.1  | 1.5  | 24.7    | 4.2          | 6.2           | 29.9        |
| MISSOURI             |                      |              |            |      |      |      |      |         |              |               |             |
| ESTIMATED POPULATION | 1815                 | 2413         | 2658       | 2518 | 1362 | 350  | 18   | 1385    | 217          | 325           | 1160        |
| % STANDARD ERROR     | B                    | B            | B          | B    | B    | C    | D    | B       | D            | C             | B           |
| ESTIMATED % OF STATE | 36.1                 | 48.0         | 52.9       | 50.1 | 27.1 | 7.0  | 0.4  | 27.6    | 4.3          | 6.5           | 23.5        |
| MONTANA              |                      |              |            |      |      |      |      |         |              |               |             |
| ESTIMATED POPULATION | 1344                 | 807          | 1025       | 1147 | 478  | 125  | 4    | 589     | 132          | 84            | 700         |
| % STANDARD ERROR     | B                    | C            | B          | B    | C    | D    | D    | C       | D            | C             | C           |
| ESTIMATED % OF STATE | 51.4                 | 30.9         | 39.2       | 43.9 | 18.3 | 4.8  | 0.2  | 22.5    | 5.1          | 3.2           | 26.8        |

| STANDARD ERROR |       | CODE  |       |
|----------------|-------|-------|-------|
| GREATER THAN   | ----- | ----- | ----- |
| LESS THAN      | ----- | ----- | ----- |
| OR             | ----- | ----- | ----- |
| EQUAL TO       | ----- | ----- | ----- |
| 0 %            | 10 %  | A     |       |
| 10 %           | 20 %  | B     |       |
| 20 %           | 30 %  | C     |       |
| 30 %           |       | D     |       |

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1979  
(14 of 17)

| STATE                | NAVIGATION EQUIPMENT |              |            |      |      |      |       |         |              |     | WTHR<br>RADAR | NU<br>NAVEG |
|----------------------|----------------------|--------------|------------|------|------|------|-------|---------|--------------|-----|---------------|-------------|
|                      | VOR<br>100CH         | VOR<br>200CH | 2°<br>ACVR | ADF  | DME  | RNAV | LRNAV | AUTOPLT | RADAR<br>ALT |     |               |             |
| NEBRASKA             |                      |              |            |      |      |      |       |         |              |     |               |             |
| ESTIMATED POPULATION | 904                  | 1124         | 1062       | 1093 | 572  | 131  | 55    | 712     | 100          | 132 | 767           |             |
| % STANDARD ERROR     | C                    | B            | B          | B    | C    | D    | D     | C       | D            | C   | B             |             |
| ESTIMATED % OF STATE | 31.1                 | 38.6         | 36.5       | 37.5 | 19.6 | 4.5  | 1.9   | 24.4    | 3.5          | 4.5 | 27.0          |             |
| NEVADA               |                      |              |            |      |      |      |       |         |              |     |               |             |
| ESTIMATED POPULATION | 838                  | 879          | 1335       | 1119 | 749  | 268  | 27    | 709     | 190          | 132 | 294           |             |
| % STANDARD ERROR     | C                    | B            | B          | B    | B    | D    | D     | C       | D            | C   | C             |             |
| ESTIMATED % OF STATE | 41.6                 | 43.6         | 66.2       | 55.5 | 37.1 | 13.5 | 1.4   | 35.1    | 9.4          | 6.5 | 14.7          |             |
| NEW HAMPSHIRE        |                      |              |            |      |      |      |       |         |              |     |               |             |
| ESTIMATED POPULATION | 488                  | 550          | 706        | 619  | 563  | 157  | 5     | 371     | 135          | 58  | 365           |             |
| % STANDARD ERROR     | C                    | C            | C          | C    | D    | D    | D     | D       | D            | C   | C             |             |
| ESTIMATED % OF STATE | 37.7                 | 42.6         | 54.7       | 47.9 | 28.1 | 12.2 | 0.4   | 28.7    | 10.5         | 4.5 | 28.2          |             |
| NEW JERSEY           |                      |              |            |      |      |      |       |         |              |     |               |             |
| ESTIMATED POPULATION | 1443                 | 2434         | 2472       | 2111 | 1321 | 295  | 106   | 1380    | 271          | 230 | 711           |             |
| % STANDARD ERROR     | B                    | B            | B          | B    | B    | D    | D     | B       | C            | C   | B             |             |
| ESTIMATED % OF STATE | 33.1                 | 55.8         | 56.6       | 48.4 | 30.5 | 6.8  | 2.4   | 31.6    | 6.2          | 5.3 | 16.3          |             |
| NEW MEXICO           |                      |              |            |      |      |      |       |         |              |     |               |             |
| ESTIMATED POPULATION | 873                  | 1144         | 1325       | 1473 | 779  | 322  | 18    | 891     | 120          | 177 | 399           |             |
| % STANDARD ERROR     | C                    | B            | B          | B    | C    | D    | D     | C       | D            | D   | B             |             |
| ESTIMATED % OF STATE | 35.3                 | 46.2         | 53.5       | 59.5 | 31.5 | 13.0 | 0.8   | 36.0    | 4.9          | 7.2 | 16.1          |             |
| NEW YORK             |                      |              |            |      |      |      |       |         |              |     |               |             |
| ESTIMATED POPULATION | 3015                 | 3210         | 3968       | 3417 | 1956 | 617  | 213   | 2071    | 551          | 482 | 1759          |             |
| % STANDARD ERROR     | B                    | B            | A          | B    | B    | C    | C     | B       | C            | B   | B             |             |
| ESTIMATED % OF STATE | 40.3                 | 42.9         | 53.1       | 45.7 | 26.2 | 8.5  | 2.9   | 27.7    | 7.4          | 6.5 | 23.5          |             |
| NORTH CAROLINA       |                      |              |            |      |      |      |       |         |              |     |               |             |
| ESTIMATED POPULATION | 1952                 | 2038         | 2400       | 2561 | 1363 | 562  | 46    | 1659    | 379          | 471 | 939           |             |
| % STANDARD ERROR     | B                    | B            | B          | B    | B    | C    | D     | B       | C            | C   | B             |             |
| ESTIMATED % OF STATE | 40.3                 | 42.0         | 49.5       | 52.8 | 28.1 | 11.6 | 1.0   | 34.2    | 7.8          | 9.7 | 19.4          |             |

| STANDARD ERROR | CODE |
|----------------|------|
| GREATER THAN   |      |
| LESS THAN      |      |
| OR             |      |
| EQUAL TO       |      |
| 0 %            | A    |
| 10 %           | B    |
| 20 %           | C    |
| 30 %           | D    |

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1979  
(15 of 17)

| STATE                | NAVIGATION EQUIPMENT |              |            |      |      |      |       |         |              |              |             |
|----------------------|----------------------|--------------|------------|------|------|------|-------|---------|--------------|--------------|-------------|
|                      | VOR<br>100CH         | VOR<br>200CH | 2°<br>RCVR | ADF  | DME  | RNAV | LRNAV | AUTOPLT | RADAR<br>ALT | WMM<br>RADAR | NU<br>NAVEQ |
| NORTH DAKOTA         | 697                  | 482          | 516        | 524  | 302  | 116  | 2     | 322     | 74           | 43           | 629         |
|                      | C                    | C            | C          | C    | D    | D    | D     | D       | D            | C            | C           |
| ESTIMATED % OF STATE | 40.1                 | 27.7         | 29.8       | 30.2 | 17.4 | 6.7  | 0.1   | 16.6    | 4.3          | 2.5          | 36.2        |
| OHIO                 | 3499                 | 4199         | 4868       | 4435 | 1864 | 603  | 57    | 2550    | 417          | 558          | 1651        |
|                      | B                    | A            | A          | A    | B    | C    | D     | B       | C            | E            | B           |
| ESTIMATED % OF STATE | 39.0                 | 46.8         | 54.3       | 49.5 | 20.8 | 6.7  | 0.6   | 28.4    | 4.7          | 6.2          | 18.4        |
| OKLAHOMA             | 1864                 | 2292         | 2298       | 2420 | 1200 | 398  | 145   | 1707    | 473          | 402          | 1025        |
|                      | B                    | B            | B          | B    | B    | C    | D     | B       | C            | C            | B           |
| ESTIMATED % OF STATE | 36.4                 | 44.7         | 44.8       | 47.2 | 23.4 | 7.8  | 2.8   | 33.3    | 9.2          | 7.9          | 20.0        |
| OREGON               | 2519                 | 3479         | 3576       | 3548 | 2114 | 528  | 56    | 2212    | 383          | 239          | 1123        |
|                      | B                    | B            | A          | A    | B    | C    | D     | B       | C            | C            | B           |
| ESTIMATED % OF STATE | 34.5                 | 50.4         | 51.8       | 51.4 | 30.6 | 7.7  | 0.8   | 32.1    | 5.6          | 3.5          | 16.3        |
| PENNSYLVANIA         | 2404                 | 3273         | 3853       | 3224 | 2053 | 569  | 46    | 2221    | 428          | 625          | 1544        |
|                      | B                    | B            | A          | B    | B    | B    | D     | B       | C            | E            | B           |
| ESTIMATED % OF STATE | 33.7                 | 45.8         | 53.9       | 45.1 | 28.7 | 8.0  | 0.7   | 31.1    | 6.0          | 8.6          | 21.6        |
| RHODE ISLAND         | 238                  | 176          | 201        | 176  | 44   | 22   | 8     | 107     | 16           | 25           | 72          |
|                      | D                    | D            | D          | D    | D    | D    | D     | D       | C            | C            | C           |
| ESTIMATED % OF STATE | 50.3                 | 37.3         | 42.6       | 37.4 | 17.9 | 4.8  | 1.9   | 22.7    | 3.5          | 5.5          | 15.4        |
| SOUTH CAROLINA       | 520                  | 997          | 1003       | 1012 | 548  | 266  | 10    | 478     | 105          | 225          | 448         |
|                      | C                    | B            | B          | B    | C    | D    | D     | C       | C            | C            | C           |
| ESTIMATED % OF STATE | 26.4                 | 50.5         | 50.9       | 51.3 | 27.8 | 13.5 | 3.5   | 34.4    | 5.4          | 11.4         | 22.7        |

| STANDARD ERROR  |                             | CODE |
|-----------------|-----------------------------|------|
| GREATER<br>THAN | LESS THAN<br>OR<br>EQUAL TO |      |
| 0 %             | 10 %                        | A    |
| 10 %            | 20 %                        | B    |
| 20 %            | 30 %                        | C    |
| 30 %            |                             | D    |

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1979  
(16 of 17)

| STATE        | NAVIGATION EQUIPMENT |              |            |       |       |      |       |         |              |              | NO<br>NAVEQ |
|--------------|----------------------|--------------|------------|-------|-------|------|-------|---------|--------------|--------------|-------------|
|              | VOR<br>100CH         | VOR<br>200CH | 2°<br>RCVR | ADF   | DME   | RNAV | LRNAV | AUTOPLT | RADIA<br>ALT | WTM<br>RADAR |             |
| SOUTH DAKOTA | ESTIMATED POPULATION | 422          | 589        | 605   | 584   | 343  | 57    | 2       | 404          | 43           | 32          |
|              | % STANDARD ERROR     | C            | C          | C     | C     | D    | D     | D       | D            | C            | C           |
|              | ESTIMATED % OF STATE | 36.8         | 34.8       | 35.8  | 34.5  | 20.3 | 3.4   | 0.1     | 23.9         | 2.6          | 1.9         |
| TENNESSEE    | ESTIMATED POPULATION | 932          | 1552       | 1559  | 1496  | 861  | 302   | 14      | 771          | 217          | 357         |
|              | % STANDARD ERROR     | C            | B          | B     | B     | B    | C     | D       | B            | C            | C           |
|              | ESTIMATED % OF STATE | 31.7         | 52.7       | 52.8  | 50.8  | 19.3 | 10.3  | 0.5     | 28.2         | 7.4          | 12.2        |
| TEXAS        | ESTIMATED POPULATION | 6599         | 9924       | 10628 | 10992 | 6610 | 2574  | 407     | 7797         | 1692         | 2074        |
|              | % STANDARD ERROR     | A            | A          | A     | A     | A    | B     | C       | A            | A            | A           |
|              | ESTIMATED % OF STATE | 32.9         | 49.5       | 53.0  | 54.8  | 33.0 | 12.8  | 2.0     | 38.9         | 8.4          | 10.3        |
| UTAH         | ESTIMATED POPULATION | 764          | 729        | 977   | 795   | 401  | 118   | 11      | 907          | 62           | 56          |
|              | % STANDARD ERROR     | C            | C          | B     | C     | C    | D     | D       | C            | D            | C           |
|              | ESTIMATED % OF STATE | 42.4         | 40.5       | 56.2  | 41.9  | 22.3 | 6.6   | 0.6     | 28.2         | 3.5          | 3.2         |
| VERMONT      | ESTIMATED POPULATION | 184          | 216        | 269   | 237   | 137  | 23    | 3       | 162          | 23           | 31          |
|              | % STANDARD ERROR     | D            | D          | D     | D     | D    | D     | D       | D            | D            | D           |
|              | ESTIMATED % OF STATE | 37.1         | 43.6       | 54.1  | 47.7  | 27.6 | 4.7   | 0.7     | 32.6         | 4.7          | 6.3         |
| VIRGINIA     | ESTIMATED POPULATION | 1013         | 1430       | 1720  | 1684  | 883  | 145   | 1       | 943          | 114          | 141         |
|              | % STANDARD ERROR     | B            | B          | B     | B     | B    | D     | D       | B            | D            | C           |
|              | ESTIMATED % OF STATE | 31.8         | 51.1       | 53.9  | 52.8  | 27.7 | 4.6   | 0.0     | 30.2         | 3.6          | 5.1         |
| WASHINGTON   | ESTIMATED POPULATION | 2695         | 3487       | 3608  | 3395  | 959  | 147   | 27      | 1392         | 197          | 101         |
|              | % STANDARD ERROR     | B            | B          | B     | B     | B    | D     | D       | B            | C            | B           |
|              | ESTIMATED % OF STATE | 34.4         | 44.5       | 46.1  | 43.4  | 12.3 | 1.9   | 0.3     | 17.8         | 2.5          | 1.3         |

| STANDARD ERROR |       | CODE  |       |
|----------------|-------|-------|-------|
| GREATER THAN   | ----- | ----- | ----- |
| LESS THAN      | ----- | ----- | ----- |
| OR             | ----- | ----- | ----- |
| EQUAL TO       | ----- | ----- | ----- |
| 0 %            | ----- | ----- | ----- |
| 10 %           | ----- | ----- | ----- |
| 20 %           | ----- | ----- | ----- |
| 30 %           | ----- | ----- | ----- |
| 40 %           | ----- | ----- | ----- |

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1979  
(17 of 17)

| STATE                  | NAVIGATION EQUIPMENT                     |              |             |             |             |            |            |           |              |              |             |
|------------------------|------------------------------------------|--------------|-------------|-------------|-------------|------------|------------|-----------|--------------|--------------|-------------|
|                        | VOR<br>100CH                             | VOR<br>200CH | 2+<br>RCVR  | ADF         | DME         | RNAV       | L RNAV     | AUTOPLT   | RADAR<br>ALT | WXR<br>RACER | NO<br>NAVEO |
| WEST VIRGINIA          |                                          |              |             |             |             |            |            |           |              |              |             |
|                        | ESTIMATED POPULATION<br>& STANDARD ERROR | 734<br>C     | 724<br>C    | 727<br>C    | 566<br>C    | 256<br>D   | 4<br>D     | 537<br>C  | 116<br>D     | 142<br>D     | 199<br>D    |
|                        | ESTIMATED % OF STATE                     | 54.9         | 54.2        | 54.3        | 42.4        | 19.2       | 0.3        | 40.2      | 6.7          | 10.6         | 14.9        |
| WISCONSIN              |                                          |              |             |             |             |            |            |           |              |              |             |
|                        | ESTIMATED POPULATION<br>& STANDARD ERROR | 1936<br>B    | 2114<br>B   | 2101<br>B   | 1130<br>B   | 274<br>D   | 11<br>D    | 1255<br>B | 253<br>D     | 283<br>C     | 1348<br>B   |
|                        | ESTIMATED % OF STATE                     | 37.9         | 41.4        | 41.1        | 22.1        | 5.4        | 0.2        | 24.6      | 9.0          | 5.4          | 26.4        |
| WYOMING                |                                          |              |             |             |             |            |            |           |              |              |             |
|                        | ESTIMATED POPULATION<br>& STANDARD ERROR | 461<br>C     | 589<br>C    | 632<br>C    | 588<br>C    | 403<br>C   | 120<br>D   | 6<br>D    | 315<br>D     | 75<br>C      | 180<br>D    |
|                        | ESTIMATED % OF STATE                     | 34.5         | 44.1        | 47.3        | 44.0        | 30.1       | 9.0        | 0.5       | 23.6         | 5.4          | 13.5        |
| PUERTO RICO            |                                          |              |             |             |             |            |            |           |              |              |             |
|                        | ESTIMATED POPULATION<br>& STANDARD ERROR | 171<br>D     | 236<br>D    | 265<br>D    | 249<br>C    | 87<br>D    | 2<br>D     | 0<br>A    | 99<br>D      | 63<br>C      | 101<br>C    |
|                        | ESTIMATED % OF STATE                     | 32.6         | 44.8        | 50.2        | 51.1        | 16.5       | 0.5        | 0.0       | 18.9         | 0.0          | 19.2        |
| OTHER U.S. TERRITORIES |                                          |              |             |             |             |            |            |           |              |              |             |
|                        | ESTIMATED POPULATION<br>& STANDARD ERROR | 145<br>D     | 82<br>D     | 61<br>D     | 232<br>D    | 34<br>D    | 10<br>D    | 1<br>D    | 52<br>D      | 18<br>D      | 18<br>D     |
|                        | ESTIMATED % OF STATE                     | 50.4         | 28.7        | 28.2        | 80.8        | 12.0       | 3.5        | 0.5       | 18.3         | 2.0          | 6.3         |
| FOREIGN                |                                          |              |             |             |             |            |            |           |              |              |             |
|                        | ESTIMATED POPULATION<br>& STANDARD ERROR | 417<br>C     | 621<br>C    | 671<br>B    | 890<br>A    | 374<br>C   | 115<br>D   | 78<br>D   | 427<br>C     | 211<br>C     | 56<br>D     |
|                        | ESTIMATED % OF STATE                     | 28.9         | 42.9        | 46.4        | 61.6        | 25.9       | 8.0        | 5.4       | 43.4         | 11.3         | 3.5         |
| TOTAL                  |                                          |              |             |             |             |            |            |           |              |              |             |
|                        | ESTIMATED POPULATION<br>& STANDARD ERROR | 89219<br>A   | 111785<br>A | 123098<br>A | 119260<br>A | 65873<br>A | 18647<br>A | 2852<br>A | 73019<br>A   | 14505<br>A   | 51357<br>A  |
|                        | ESTIMATED % OF POP                       | 36.0         | 45.1        | 49.6        | 48.1        | 26.6       | 7.5        | 1.1       | 29.4         | 5.8          | 20.7        |

NOTE : COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

| STANDARD ERROR | CODE  |
|----------------|-------|
|                |       |
| GREATER THAN   | ----- |
| LESS THAN      | ----- |
| OR             | ----- |
| EQUAL TO       | ----- |
| 0 %            | A     |
| 10 %           | B     |
| 20 %           | C     |
| 30 %           | D     |

TABLE 2-14 GENERAL AVIATION AVIONICS EQUIPMENT BY REGION OF BASED AIRCRAFT - CY 1979  
(1 of 6)

| REGION                | VHF COMMUNICATIONS |           |           |            | TRANSPONDER EQUIPMENT |            |             |       | ILS RECEIVING EQUIPMENT |                |     |           |
|-----------------------|--------------------|-----------|-----------|------------|-----------------------|------------|-------------|-------|-------------------------|----------------|-----|-----------|
|                       | 360<br>CH          | 720<br>CH | 2+<br>SYS | NU<br>COMM | 4096<br>CODE          | ALT<br>ENC | NO<br>TRANS | LOC   | MKR<br>BEC              | CLIDE<br>SLOPE | MLS | NC<br>ILS |
| ALASKAN               |                    |           |           |            |                       |            |             |       |                         |                |     |           |
| ESTIMATED POPULATION  | 4708               | 1635      | 1584      | 1038       | 1624                  | 292        | 5348        | 1789  | 1383                    | 1244           | 1   | 5202      |
| % STANDARD ERROR      | A                  | B         | B         | B          | B                     | C          | A           | B     | B                       | B              | 0   | A         |
| ESTIMATED % OF REGION | 68.3               | 23.7      | 23.0      | 15.1       | 23.5                  | 4.2        | 80.6        | 25.9  | 20.1                    | 18.0           | 0.0 | 75.4      |
| CENTRAL               |                    |           |           |            |                       |            |             |       |                         |                |     |           |
| ESTIMATED POPULATION  | 7901               | 5617      | 7212      | 3478       | 9631                  | 3297       | 6889        | 8247  | 7039                    | 6030           | 36  | 8036      |
| % STANDARD ERROR      | A                  | A         | A         | A          | A                     | A          | A           | A     | A                       | A              | 0   | A         |
| ESTIMATED % OF REGION | 47.4               | 33.7      | 43.3      | 20.9       | 57.8                  | 19.8       | 41.3        | 49.5  | 42.2                    | 36.2           | 0.2 | 48.2      |
| EASTERN               |                    |           |           |            |                       |            |             |       |                         |                |     |           |
| ESTIMATED POPULATION  | 14826              | 9370      | 13731     | 4355       | 16841                 | 8198       | 10604       | 15711 | 14080                   | 11767          | 159 | 11195     |
| % STANDARD ERROR      | A                  | A         | A         | A          | A                     | A          | A           | A     | A                       | A              | 0   | A         |
| ESTIMATED % OF REGION | 54.2               | 34.3      | 50.2      | 15.9       | 61.6                  | 30.6       | 38.8        | 57.4  | 51.5                    | 43.0           | 0.6 | 40.9      |
| EUROPEAN              |                    |           |           |            |                       |            |             |       |                         |                |     |           |
| ESTIMATED POPULATION  | 234                | 146       | 213       | 21         | 264                   | 179        | 127         | 291   | 282                     | 219            | 0   | 100       |
| % STANDARD ERROR      | 0                  | 0         | C         | 0          | C                     | C          | 0           | C     | C                       | C              | A   | 0         |
| ESTIMATED % OF REGION | 60.3               | 37.7      | 55.0      | 5.6        | 68.1                  | 46.1       | 32.7        | 75.0  | 72.6                    | 56.3           | 0.0 | 25.8      |
| GREAT LAKES           |                    |           |           |            |                       |            |             |       |                         |                |     |           |
| ESTIMATED POPULATION  | 23160              | 14517     | 20476     | 7493       | 23269                 | 9823       | 18419       | 22891 | 20099                   | 14012          | 165 | 19374     |
| % STANDARD ERROR      | A                  | A         | A         | A          | A                     | A          | A           | A     | A                       | A              | C   | A         |
| ESTIMATED % OF REGION | 53.1               | 33.3      | 46.9      | 17.2       | 57.9                  | 22.5       | 42.2        | 52.5  | 46.1                    | 36.7           | 0.4 | 44.9      |

|                |       |
|----------------|-------|
| STANDARD ERROR | CODE  |
| GREATER THAN   | ----- |
| LESS THAN      | ----- |
| OR             | ----- |
| EQUAL TO       | ----- |
| 0 %            | 10 %  |
| 10 %           | 20 %  |
| 20 %           | 30 %  |
| 30 %           | 40 %  |

TABLE 2-14 GENERAL AVIATION AVIONICS EQUIPMENT BY REGION OF BASED AIRCRAFT - CY 1979  
(2 of 6)

| REGION                | VHF COMMUNICATIONS   |           |           |            | TRANSPONDER EQUIPMENT |            |             | ILS RECEIVING EQUIPMENT |             |                |       |           |
|-----------------------|----------------------|-----------|-----------|------------|-----------------------|------------|-------------|-------------------------|-------------|----------------|-------|-----------|
|                       | 360<br>CH            | 720<br>CH | 2+<br>SYS | NO<br>COMM | 4096<br>CODE          | ALT<br>ENC | NO<br>TRANS | LOC                     | MKER<br>BEC | CLIDE<br>SLOPE | MLS   | NO<br>ILS |
| NEW ENGLAND           |                      |           |           |            |                       |            |             |                         |             |                |       |           |
|                       | ESTIMATED POPULATION | 5109      | 2347      | 3930       | 1527                  | 4723       | 2413        | 4014                    | 4239        | 3851           | 3134  | 14        |
|                       | % STANDARD ERROR     | A         | B         | A          | B                     | A          | B           | A                       | A           | A              | B     | D         |
| ESTIMATED % OF REGION | 59.3                 | 27.3      | 45.6      | 17.7       | 54.8                  | 28.0       | 46.6        | 49.2                    | 44.7        | 35.4           | 0.2   | 46.3      |
| NORTHEASTERN          |                      |           |           |            |                       |            |             |                         |             |                |       |           |
|                       | ESTIMATED POPULATION | 8961      | 5986      | 7637       | 3025                  | 10391      | 3442        | 7293                    | 8628        | 7466           | 5843  | 28        |
|                       | % STANDARD ERROR     | A         | A         | A          | A                     | A          | A           | A                       | A           | A              | A     | D         |
| ESTIMATED % OF REGION | 50.8                 | 33.9      | 43.3      | 17.1       | 58.9                  | 19.5       | 41.3        | 48.9                    | 42.3        | 33.1           | 0.2   | 46.7      |
| PACIFIC               |                      |           |           |            |                       |            |             |                         |             |                |       |           |
|                       | ESTIMATED POPULATION | 387       | 293       | 272        | 132                   | 484        | 58          | 313                     | 337         | 308            | 279   | 0         |
|                       | % STANDARD ERROR     | C         | D         | D          | D                     | C          | C           | D                       | C           | D              | D     | A         |
| ESTIMATED % OF REGION | 46.9                 | 35.5      | 33.0      | 16.1       | 58.7                  | 7.1        | 38.0        | 40.9                    | 37.4        | 33.8           | 0.0   | 53.2      |
| ROCKY MOUNTAIN        |                      |           |           |            |                       |            |             |                         |             |                |       |           |
|                       | ESTIMATED POPULATION | 7498      | 4834      | 5871       | 2531                  | 7786       | 2801        | 6714                    | 6312        | 5524           | 4696  | 5         |
|                       | % STANDARD ERROR     | A         | A         | A          | B                     | A          | B           | A                       | A           | A              | A     | D         |
| ESTIMATED % OF REGION | 52.2                 | 33.7      | 40.9      | 17.6       | 54.3                  | 19.5       | 46.8        | 44.0                    | 38.5        | 32.7           | 0.0   | 54.4      |
| SOUTHERN              |                      |           |           |            |                       |            |             |                         |             |                |       |           |
|                       | ESTIMATED POPULATION | 17966     | 12379     | 15812      | 5936                  | 21573      | 9060        | 13505                   | 8799        | 16777          | 14312 | 28        |
|                       | % STANDARD ERROR     | A         | A         | A          | A                     | A          | A           | A                       | A           | A              | A     | D         |
| ESTIMATED % OF REGION | 50.4                 | 34.7      | 44.3      | 16.6       | 60.5                  | 25.4       | 37.9        | 5.7                     | 47.0        | 40.1           | 0.1   | 44.1      |
| SOUTHWESTERN          |                      |           |           |            |                       |            |             |                         |             |                |       |           |
|                       | ESTIMATED POPULATION | 15759     | 14242     | 16908      | 6539                  | 20652      | 10032       | 14663                   | 11111       | 16468          | 14219 | 126       |
|                       | % STANDARD ERROR     | A         | A         | A          | A                     | A          | A           | A                       | A           | A              | A     | D         |
| ESTIMATED % OF REGION | 44.6                 | 40.3      | 47.6      | 18.5       | 58.5                  | 28.4       | 41.5        | 53.0                    | 46.6        | 40.3           | 0.4   | 45.6      |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
| *****                 |                      |           |           |            |                       |            |             |                         |             |                |       |           |
|                       |                      |           |           |            |                       |            |             |                         |             |                |       |           |

| STANDARD ERROR  |                             | CODE |  |
|-----------------|-----------------------------|------|--|
| GREATER<br>THAN | LESS THAN<br>OR<br>EQUAL TO |      |  |
|                 |                             |      |  |
| 0 %             | 10 %                        | A    |  |
| 10 %            | 20 %                        | B    |  |
| 20 %            | 30 %                        | C    |  |
| 30 %            |                             | D    |  |

TABLE 2-14 GENERAL AVIATION AVIONICS EQUIPMENT BY REGION OF BASED AIRCRAFT - CY 1979  
(3 of 6)

| REGION  | VHF COMMUNICATIONS    |           |           |            | TRANSPONDER EQUIPMENT |            |             |        | ILS RECEIVING EQUIPMENT |                |       |           |
|---------|-----------------------|-----------|-----------|------------|-----------------------|------------|-------------|--------|-------------------------|----------------|-------|-----------|
|         | 360<br>CH             | 720<br>CH | 2+<br>SYS | NO<br>COMM | 4096<br>CODE          | ALT<br>ENC | NO<br>TRANS | LOC    | MKER<br>BEC             | GLIDE<br>SLOPE | MLS   | AO<br>ILS |
| WESTERN | ESTIMATED POPULATION  | 21613     | 15343     | 20557      | 5099                  | 26867      | 12596       | 13729  | 22874                   | 20695          | 17449 | 195       |
|         | % STANDARD ERROR      | A         | A         | A          | A                     | A          | A           | A      | A                       | A              | A     | 0         |
|         | ESTIMATED % OF REGION | 53.3      | 37.8      | 50.7       | 12.6                  | 66.2       | 31.0        | 33.8   | 56.4                    | 51.0           | 43.0  | 0.5       |
| TOTAL   | ESTIMATED POPULATION  | 127117    | 87278     | 114095     | 41670                 | 146101     | 63067       | 101903 | 129092                  | 114312         | 95845 | 792       |
|         | % STANDARD ERROR      | A         | A         | A          | A                     | A          | A           | A      | A                       | A              | A     | C         |
|         | ESTIMATED % OF POP    | 51.2      | 35.2      | 46.0       | 16.8                  | 58.9       | 25.4        | 41.1   | 52.0                    | 46.1           | 33.6  | 0.3       |

NOTE : COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

| STANDARD ERROR |      |                       |      | CODE |  |
|----------------|------|-----------------------|------|------|--|
| GREATER THAN   |      | LESS THAN OR EQUAL TO |      |      |  |
| 0 %            | 10 % | 10 %                  | 20 % | A    |  |
| 10 %           | 20 % | 20 %                  | 30 % | B    |  |
| 20 %           | 30 % | 30 %                  | 40 % | C    |  |
| 30 %           | 40 % | 40 %                  | 50 % | D    |  |

TABLE 2-14 GENERAL AVIATION AVIONICS EQUIPMENT BY REGION OF BASED AIRCRAFT - CY 1979  
(4 of 6)

| REGION                | NAVIGATION EQUIPMENT |              |            |       |       |      |       |         |              |               |             |
|-----------------------|----------------------|--------------|------------|-------|-------|------|-------|---------|--------------|---------------|-------------|
|                       | VOR<br>100CH         | VOR<br>200CH | 2+<br>RCVR | ADF   | DME   | RNAV | LRNAV | AUTOPLT | RADAR<br>ALT | WTHR<br>RADAR | NU<br>NAVEQ |
| ALASKAN               |                      |              |            |       |       |      |       |         |              |               |             |
| ESTIMATED POPULATION  | 3099                 | 2110         | 1470       | 3097  | 525   | 43   | 12    | 325     | 53           | 26            | 1687        |
| % STANDARD ERROR      | A                    | B            | B          | A     | C     | D    | D     | C       | D            | C             | B           |
| ESTIMATED % OF REGION | 44.9                 | 30.6         | 21.3       | 44.9  | 7.6   | 0.6  | 0.2   | 4.7     | 0.8          | 0.4           | 24.5        |
| CENTRAL               |                      |              |            |       |       |      |       |         |              |               |             |
| ESTIMATED POPULATION  | 5613                 | 7551         | 7992       | 7794  | 4350  | 1013 | 96    | 5137    | 671          | 816           | 3832        |
| % STANDARD ERROR      | A                    | A            | A          | A     | A     | B    | U     | A       | B            | B             | A           |
| ESTIMATED % OF REGION | 33.7                 | 45.3         | 47.9       | 46.8  | 26.1  | 6.1  | 0.6   | 30.8    | 4.0          | 4.3           | 23.0        |
| EASTERN               |                      |              |            |       |       |      |       |         |              |               |             |
| ESTIMATED POPULATION  | 9866                 | 12964        | 14829      | 13127 | 7797  | 2198 | 418   | 8436    | 1793         | 1901          | 5481        |
| % STANDARD ERROR      | A                    | A            | A          | A     | A     | B    | B     | A       | B            | A             | A           |
| ESTIMATED % OF REGION | 36.1                 | 47.4         | 54.2       | 48.0  | 28.5  | 8.0  | 1.5   | 30.8    | 6.6          | 7.0           | 26.0        |
| EUROPEAN              |                      |              |            |       |       |      |       |         |              |               |             |
| ESTIMATED POPULATION  | 161                  | 194          | 206        | 303   | 172   | 51   | 52    | 227     | 82           | 121           | 36          |
| % STANDARD ERROR      | D                    | C            | C          | C     | C     | D    | D     | D       | D            | C             | D           |
| ESTIMATED % OF REGION | 41.5                 | 50.0         | 53.2       | 78.0  | 44.5  | 13.3 | 13.4  | 58.6    | 21.2         | 31.1          | 9.3         |
| GREAT LAKES           |                      |              |            |       |       |      |       |         |              |               |             |
| ESTIMATED POPULATION  | 16573                | 19456        | 21880      | 20962 | 11207 | 3275 | 342   | 12876   | 2704         | 2926          | 8524        |
| % STANDARD ERROR      | A                    | A            | A          | A     | A     | A    | C     | A       | A            | A             | A           |
| ESTIMATED % OF REGION | 38.0                 | 44.6         | 50.2       | 48.1  | 25.7  | 7.5  | 0.8   | 29.5    | 6.2          | 6.1           | 19.7        |
| NEW ENGLAND           |                      |              |            |       |       |      |       |         |              |               |             |
| ESTIMATED POPULATION  | 3884                 | 3403         | 4199       | 3868  | 1790  | 544  | 56    | 2054    | 414          | 350           | 1731        |
| % STANDARD ERROR      | A                    | B            | A          | A     | B     | C    | D     | B       | C            | C             | B           |
| ESTIMATED % OF REGION | 45.1                 | 39.5         | 48.7       | 44.9  | 20.8  | 6.3  | 0.7   | 23.9    | 4.8          | 4.1           | 20.1        |

| STANDARD ERROR  |                             | CODE |      |
|-----------------|-----------------------------|------|------|
| GREATER<br>THAN | LESS THAN<br>OR<br>EQUAL TO |      |      |
|                 |                             | 0 %  | 10 % |
| 0 %             | 10 %                        | A    |      |
| 10 %            | 20 %                        | B    |      |
| 20 %            | 30 %                        | C    |      |
| 30 %            |                             | D    |      |

TABLE 2-14 GENERAL AVIATION AVIONICS EQUIPMENT BY REGION OF BASED AIRCRAFT - CY 1979  
(5 of 6)

| REGION         | NAVIGATION EQUIPMENT  |              |            |       |       |       |       |         |              |               |             |
|----------------|-----------------------|--------------|------------|-------|-------|-------|-------|---------|--------------|---------------|-------------|
|                | VOR<br>100CH          | VOR<br>200CH | 2+<br>RCVR | ADF   | DME   | RNAV  | LRNAV | AUTCPLT | PADAR<br>ALT | WTHR<br>RADAR | NO<br>NAVEQ |
| NORTHWESTERN   | ESTIMATED POPULATION  | 6219         | 7991       | 8281  | 8142  | 3598  | 799   | 102     | 4258         | 666           | 417         |
|                | % STANDARD ERROR      | A            | A          | A     | A     | A     | B     | D       | A            | B             | A           |
|                | ESTIMATED % OF REGION | 35.2         | 45.3       | 46.9  | 46.1  | 20.4  | 4.5   | 0.6     | 24.1         | 3.8           | 2.4         |
| PACIFIC        | ESTIMATED POPULATION  | 342          | 264        | 293   | 433   | 215   | 7     | 29      | 87           | 13            | 138         |
|                | % STANDARD ERROR      | C            | D          | D     | C     | D     | D     | D       | D            | D             | D           |
|                | ESTIMATED % OF REGION | 41.5         | 32.1       | 35.5  | 52.6  | 26.1  | 0.9   | 3.6     | 10.6         | 1.6           | 4.4         |
| ROCKY MOUNTAIN | ESTIMATED POPULATION  | 5796         | 5591       | 6240  | 6142  | 3376  | 965   | 69      | 3777         | 645           | 555         |
|                | % STANDARD ERROR      | A            | A          | A     | A     | A     | B     | D       | A            | B             | A           |
|                | ESTIMATED % OF REGION | 40.4         | 39.0       | 43.5  | 42.8  | 23.5  | 6.7   | 0.5     | 26.3         | 4.5           | 3.1         |
| SOUTHERN       | ESTIMATED POPULATION  | 13001        | 15706      | 17974 | 17597 | 10318 | 3096  | 305     | 10756        | 2125          | 3384        |
|                | % STANDARD ERROR      | A            | A          | A     | A     | A     | A     | C       | A            | A             | A           |
|                | ESTIMATED % OF REGION | 36.5         | 44.0       | 50.4  | 49.3  | 28.9  | 8.7   | 0.9     | 30.2         | 6.0           | 5.5         |
| SOUTHWESTERN   | ESTIMATED POPULATION  | 10995        | 16800      | 17669 | 18903 | 10448 | 3911  | 842     | 12462        | 2666          | 3176        |
|                | % STANDARD ERROR      | A            | A          | A     | A     | A     | A     | B       | A            | A             | A           |
|                | ESTIMATED % OF REGION | 31.1         | 47.6       | 50.0  | 53.5  | 30.2  | 11.1  | 2.4     | 35.3         | 7.6           | 5.0         |
| WESTERN        | ESTIMATED POPULATION  | 14435        | 19684      | 22164 | 18513 | 10755 | 2165  | 369     | 11785        | 1828          | 1255        |
|                | % STANDARD ERROR      | A            | A          | A     | A     | A     | B     | C       | A            | B             | A           |
|                | ESTIMATED % OF REGION | 35.6         | 48.5       | 54.6  | 45.6  | 26.5  | 5.3   | 0.9     | 29.0         | 4.5           | 3.2         |

| STANDARD ERROR |      |  | CODE  |  |
|----------------|------|--|-------|--|
| GREATER THAN   |      |  | ----- |  |
| LESS THAN      |      |  |       |  |
| OR             |      |  |       |  |
| EQUAL TO       |      |  |       |  |
| 0 %            | 10 % |  | A     |  |
| 10 %           | 20 % |  | B     |  |
| 20 %           | 30 % |  | C     |  |
| 30 %           |      |  | D     |  |

TABLE 2-14 GENERAL AVIATION AVIONICS EQUIPMENT BY REGION OF BASED AIRCRAFT - CY 1979  
(6 of 6)

| REGION                                                                                | NAVIGATION EQUIPMENT |              |            |        |       |       |       |         |              |               |             |
|---------------------------------------------------------------------------------------|----------------------|--------------|------------|--------|-------|-------|-------|---------|--------------|---------------|-------------|
|                                                                                       | VOR<br>100CH         | VOR<br>200CH | 2+<br>RCVR | ADF    | OME   | RNAV  | LRNAV | AUTCPLT | RADAR<br>ALT | WTMR<br>RADAR | NO<br>NAVEG |
| TOTAL                                                                                 | 89219                | 111785       | 123098     | 119260 | 65873 | 18647 | 2852  | 73019   | 14505        | 16219         | 91357       |
| ESTIMATED POPULATION<br>& STANDARD ERROR                                              | 36.0                 | 45.1         | 49.6       | 48.1   | 26.6  | 7.5   | 1.1   | 29.4    | 5.8          | 6.5           | 20.7        |
| ESTIMATED % OF POP                                                                    |                      |              |            |        |       |       |       |         |              |               |             |
| NOTE : COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES. |                      |              |            |        |       |       |       |         |              |               |             |

NOTE : COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

| STANDARD ERROR  |                             | CODE |  |
|-----------------|-----------------------------|------|--|
| GREATER<br>THAN | LESS THAN<br>OR<br>EQUAL TO |      |  |
|                 |                             |      |  |
| 0 %             | 10 %                        | A    |  |
| 10 %            | 20 %                        | B    |  |
| 20 %            | 30 %                        | C    |  |
| 30 %            |                             | D    |  |

TABLE 2-15 GENERAL AVIATION AVIONICS EQUIPMENT BY PRIMARY USE - CY 1979 (1 of 4)

| PRIMARY USE                                                                          | VHF COMMUNICATIONS |                    |                    |                    | TRANSponder EQUIPMENT |                    |                    | ILS RECEIVING EQUIPMENT |                    |                    |                    |
|--------------------------------------------------------------------------------------|--------------------|--------------------|--------------------|--------------------|-----------------------|--------------------|--------------------|-------------------------|--------------------|--------------------|--------------------|
|                                                                                      | 360 CH             | 720 CH             | 2+ SYS             | NO COMB            | 4096 CODE             | ALT ENC            | NO TRANS           | LOC                     | PRER SEC           | CLIDE SLOPE        | MLS NO ILS         |
| EXECUTIVE<br>ESTIMATED POPULATION<br>& STANDARD ERROR<br>ESTIMATED % OF USE          | 3838<br>A<br>28.1  | 9978<br>A<br>73.2  | 10883<br>A<br>79.8 | 664<br>B<br>4.9    | 12758<br>A<br>93.6    | 10755<br>A<br>78.9 | 1262<br>B<br>9.3   | 12274<br>A<br>50.0      | 11985<br>A<br>87.9 | 11815<br>A<br>66.6 | 224<br>C<br>1.7    |
|                                                                                      |                    |                    |                    |                    |                       |                    |                    |                         |                    |                    | 1704<br>B<br>12.5  |
| BUSINESS<br>ESTIMATED POPULATION<br>& STANDARD ERROR<br>ESTIMATED % OF USE           | 25799<br>A<br>52.0 | 25612<br>A<br>51.6 | 36454<br>A<br>73.4 | 1548<br>B<br>3.1   | 44050<br>A<br>88.7    | 24210<br>A<br>48.8 | 6479<br>A<br>13.0  | 40191<br>A<br>80.5      | 37528<br>A<br>76.4 | 8<br>A<br>17.3     | 203<br>C<br>0.4    |
|                                                                                      |                    |                    |                    |                    |                       |                    |                    |                         |                    |                    | 9151<br>A<br>18.4  |
| PERSONAL<br>ESTIMATED POPULATION<br>& STANDARD ERROR<br>ESTIMATED % OF USE           | 63155<br>A<br>66.9 | 24941<br>A<br>26.4 | 41489<br>A<br>43.9 | 13747<br>A<br>14.6 | 51781<br>A<br>54.8    | 13543<br>A<br>14.3 | 46071<br>A<br>48.8 | 43022<br>A<br>45.6      | 37565<br>A<br>35.8 | 28457<br>A<br>28.2 | 91<br>D<br>0.1     |
|                                                                                      |                    |                    |                    |                    |                       |                    |                    |                         |                    |                    | 51540<br>A<br>54.6 |
| AERIAL APPLICATION<br>ESTIMATED POPULATION<br>& STANDARD ERROR<br>ESTIMATED % OF USE | 1265<br>B<br>16.9  | 371<br>C<br>5.0    | 315<br>C<br>4.2    | 6413<br>A<br>85.6  | 529<br>C<br>7.1       | 124<br>D<br>1.7    | 7477<br>A<br>99.8  | 381<br>C<br>5.1         | 314<br>C<br>4.2    | 237<br>C<br>3.2    | 0<br>A<br>0.0      |
|                                                                                      |                    |                    |                    |                    |                       |                    |                    |                         |                    |                    | 7384<br>A<br>101.2 |
| INSTRUCTIONAL<br>ESTIMATED POPULATION<br>& STANDARD ERROR<br>ESTIMATED % OF USE      | 8304<br>A<br>53.7  | 7184<br>A<br>46.5  | 4980<br>A<br>32.2  | 688<br>B<br>4.5    | 10013<br>A<br>64.8    | 2445<br>B<br>15.9  | 5838<br>A<br>37.8  | 8290<br>A<br>93.6       | 5012<br>A<br>32.4  | 4713<br>A<br>30.5  | 1<br>C<br>0.0      |
|                                                                                      |                    |                    |                    |                    |                       |                    |                    |                         |                    |                    | 7470<br>A<br>48.3  |

| STANDARD ERROR |                       | CODE |  |
|----------------|-----------------------|------|--|
| GREATER THAN   | LESS THAN OR EQUAL TO |      |  |
| C %            | 10 %                  | A    |  |
| 10 %           | 20 %                  | B    |  |
| 20 %           | 30 %                  | C    |  |
| 30 %           |                       | D    |  |

TABLE 2-15 GENERAL AVIATION AVIONICS EQUIPMENT BY PRIMARY USE - CY 1979 (2 of 4)

| PRIMARY USE          | VHF COMMUNICATIONS |           |           |            | TRANSPONDER EQUIPMENT |            |             |        | ILS RECEIVING EQUIPMENT |                |     |           |
|----------------------|--------------------|-----------|-----------|------------|-----------------------|------------|-------------|--------|-------------------------|----------------|-----|-----------|
|                      | 340<br>CH          | 720<br>CH | 2+<br>SYS | NO<br>COMM | 4096<br>CODE          | ALT<br>ENC | NO<br>TRANS | LQC    | MKR<br>BEC              | GLIDE<br>SLOPE | MLS | NO<br>ILS |
| AIR TAXI             |                    |           |           |            |                       |            |             |        |                         |                |     |           |
| ESTIMATED POPULATION | 2928               | 6151      | 5930      | 20         | 7144                  | 5029       | 1630        | 6767   | 6430                    | 6150           | 53  | 2005      |
| % STANDARD ERROR     | A                  | A         | A         | D          | A                     | A          | B           | A      | A                       | A              | C   | A         |
| ESTIMATED % OF USE   | 34.9               | 73.2      | 70.6      | 0.2        | 85.1                  | 59.9       | 19.4        | 80.6   | 76.6                    | 73.2           | 0.6 | 23.9      |
| INDUSTRIAL/SPECIAL   |                    |           |           |            |                       |            |             |        |                         |                |     |           |
| ESTIMATED POPULATION | 1832               | 1227      | 1182      | 100        | 1752                  | 648        | 1309        | 1523   | 1203                    | 1018           | 0   | 1485      |
| % STANDARD ERROR     | B                  | B         | B         | D          | B                     | C          | B           | B      | B                       | B              | A   | B         |
| ESTIMATED % OF USE   | 56.2               | 37.7      | 36.3      | 3.1        | 53.8                  | 19.5       | 40.2        | 44.7   | 36.9                    | 31.2           | 0.0 | 45.6      |
| RENTAL               |                    |           |           |            |                       |            |             |        |                         |                |     |           |
| ESTIMATED POPULATION | 5223               | 7402      | 7368      | 507        | 10368                 | 3961       | 2455        | 9094   | 7764                    | 7276           | 102 | 3655      |
| % STANDARD ERROR     | A                  | A         | A         | C          | A                     | A          | B           | A      | A                       | A              | D   | B         |
| ESTIMATED % OF USE   | 40.9               | 58.0      | 57.7      | 4.0        | 82.8                  | 31.0       | 19.2        | 71.2   | 60.8                    | 57.0           | 0.8 | 28.5      |
| OTHER                |                    |           |           |            |                       |            |             |        |                         |                |     |           |
| ESTIMATED POPULATION | 2132               | 2696      | 2455      | 762        | 3300                  | 1600       | 2251        | 3025   | 2478                    | 2134           | 42  | 2514      |
| % STANDARD ERROR     | B                  | B         | B         | B          | A                     | B          | B           | A      | B                       | B              | C   | B         |
| ESTIMATED % OF USE   | 40.7               | 51.5      | 46.9      | 14.6       | 63.0                  | 30.6       | 43.0        | 57.8   | 47.3                    | 40.8           | 0.8 | 48.0      |
| INACTIVE             |                    |           |           |            |                       |            |             |        |                         |                |     |           |
| ESTIMATED POPULATION | 12658              | 2096      | 3506      | 16918      | 4560                  | 1058       | 26817       | 4637   | 3931                    | 2609           | 76  | 26334     |
| % STANDARD ERROR     | A                  | A         | A         | A          | A                     | B          | A           | A      | A                       | A              | C   | A         |
| ESTIMATED % OF USE   | 33.6               | 5.6       | 9.3       | 44.9       | 12.1                  | 2.8        | 71.2        | 12.3   | 10.4                    | 6.9            | 0.2 | 65.5      |
| TOTAL                |                    |           |           |            |                       |            |             |        |                         |                |     |           |
| ESTIMATED POPULATION | 127117             | 87278     | 114095    | 41670      | 146101                | 63063      | 101963      | 129092 | 114312                  | 95845          | 792 | 113603    |
| % STANDARD ERROR     | A                  | A         | A         | A          | A                     | A          | A           | A      | A                       | A              | C   | A         |
| ESTIMATED % OF POP   | 51.2               | 35.2      | 46.0      | 16.8       | 58.9                  | 25.4       | 41.1        | 52.0   | 46.1                    | 38.6           | 0.3 | 45.8      |

NOTE : COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

| STANDARD ERROR |       | CODE |  |
|----------------|-------|------|--|
| GREATER THAN   | ----- |      |  |
| LESS THAN      | ----- |      |  |
| OR             | ----- |      |  |
| EQUAL TO       | ----- |      |  |
| 0 %            | 10 %  | A    |  |
| 10 %           | 20 %  | B    |  |
| 20 %           | 30 %  | C    |  |
| 30 %           |       | D    |  |

TABLE 2-15 GENERAL AVIATION AVIONICS EQUIPMENT BY PRIMARY USE - CY 1979 (3 of 4)

| PRIMARY USE                                                                          | NAVIGATION EQUIPMENT |                    |                    |                    |                    |                   |                  |                    |                   |                   | WTHR<br>RADAR      | NO<br>NAVEQ |
|--------------------------------------------------------------------------------------|----------------------|--------------------|--------------------|--------------------|--------------------|-------------------|------------------|--------------------|-------------------|-------------------|--------------------|-------------|
|                                                                                      | VOR<br>100CH         | VOR<br>200CH       | 2°<br>RCVR         | ADF                | OME                | RNAV              | LRNAV            | AUTOPLT            | RADAR<br>ALT      |                   |                    |             |
| EXECUTIVE<br>ESTIMATED POPULATION<br>& STANDARD ERROR<br>ESTIMATED % OF USE          | 3083<br>A<br>22.6    | 10349<br>A<br>75.9 | 11448<br>A<br>83.9 | 12361<br>A<br>90.6 | 11322<br>A<br>83.0 | 5601<br>A<br>41.1 | 1304<br>A<br>9.6 | 11350<br>A<br>83.2 | 6327<br>A<br>46.4 | 7545<br>A<br>56.2 | 780<br>B<br>5.7    |             |
|                                                                                      |                      |                    |                    |                    |                    |                   |                  |                    |                   |                   |                    |             |
| BUSINESS<br>ESTIMATED POPULATION<br>& STANDARD ERROR<br>ESTIMATED % OF USE           | 18728<br>A<br>37.7   | 31384<br>A<br>63.2 | 39961<br>A<br>80.5 | 39180<br>A<br>78.9 | 26366<br>A<br>53.1 | 7079<br>A<br>14.3 | 472<br>C<br>1.0  | 28629<br>A<br>57.7 | 4035<br>A<br>8.1  | 4452<br>A<br>5.0  | 1542<br>B<br>4.0   |             |
|                                                                                      |                      |                    |                    |                    |                    |                   |                  |                    |                   |                   |                    |             |
| PERSONAL<br>ESTIMATED POPULATION<br>& STANDARD ERROR<br>ESTIMATED % OF USE           | 43445<br>A<br>46.0   | 39358<br>A<br>41.7 | 45000<br>A<br>47.7 | 39350<br>A<br>41.7 | 14409<br>A<br>15.3 | 2265<br>B<br>2.4  | 169<br>D<br>0.2  | 17759<br>A<br>18.8 | 1422<br>B<br>1.5  | 214<br>C<br>0.2   | 18370<br>A<br>15.5 |             |
|                                                                                      |                      |                    |                    |                    |                    |                   |                  |                    |                   |                   |                    |             |
| AERIAL APPLICATION<br>ESTIMATED POPULATION<br>& STANDARD ERROR<br>ESTIMATED % OF USE | 408<br>C<br>5.4      | 448<br>C<br>6.0    | 351<br>C<br>4.7    | 357<br>C<br>4.8    | 85<br>D<br>1.1     | 12<br>D<br>0.2    | 12<br>D<br>0.2   | 107<br>D<br>1.4    | 5<br>D<br>0.1     | 14<br>D<br>0.2    | 7171<br>A<br>95.7  |             |
|                                                                                      |                      |                    |                    |                    |                    |                   |                  |                    |                   |                   |                    |             |
| INSTRUCTIONAL<br>ESTIMATED POPULATION<br>& STANDARD ERROR<br>ESTIMATED % OF USE      | 6691<br>A<br>43.3    | 8035<br>A<br>52.0  | 5327<br>A<br>34.5  | 5192<br>A<br>33.4  | 1804<br>B<br>11.7  | 307<br>D<br>2.0   | 3<br>D<br>0.0    | 1999<br>B<br>12.9  | 228<br>D<br>1.5   | 131<br>C<br>0.5   | 1346<br>B<br>8.7   |             |
|                                                                                      |                      |                    |                    |                    |                    |                   |                  |                    |                   |                   |                    |             |
| AIR TAXI<br>ESTIMATED POPULATION<br>& STANDARD ERROR<br>ESTIMATED % OF USE           | 1877<br>A<br>22.4    | 5880<br>A<br>70.0  | 6328<br>A<br>75.3  | 7731<br>A<br>92.0  | 5138<br>A<br>61.2  | 1402<br>B<br>15.7 | 222<br>C<br>2.6  | 4986<br>A<br>59.4  | 1231<br>B<br>14.7 | 1985<br>A<br>23.4 | 337<br>C<br>4.0    |             |
|                                                                                      |                      |                    |                    |                    |                    |                   |                  |                    |                   |                   |                    |             |

| STANDARD ERROR  |                             | CODE |  |
|-----------------|-----------------------------|------|--|
| GREATER<br>THAN | LESS THAN<br>OR<br>EQUAL TO |      |  |
| 0 %             | 10 %                        | A    |  |
| 10 %            | 20 %                        | B    |  |
| 20 %            | 30 %                        | C    |  |
| 30 %            |                             | D    |  |

TABLE 2-15 GENERAL AVIATION AVIONICS EQUIPMENT BY PRIMARY USE - CY 1979 (4 of 4)

| PRIMARY USE                                                                          | NAVIGATION EQUIPMENT |                     |                     |                     |                    |                   |                  |                    |                   |                   | NO<br>NAVEG        |
|--------------------------------------------------------------------------------------|----------------------|---------------------|---------------------|---------------------|--------------------|-------------------|------------------|--------------------|-------------------|-------------------|--------------------|
|                                                                                      | VOR<br>100CH         | VOR<br>200CH        | 2+<br>RCVR          | ADF                 | DME                | RNAV              | LRNAV            | AUTOPLT            | RADAR<br>ALT      | WTR<br>RADAR      |                    |
| INDUSTRIAL/SPECIAL<br>ESTIMATED POPULATION<br>& STANDARD ERROR<br>ESTIMATED % OF USE | 1127<br>8<br>34.6    | 1134<br>8<br>34.8   | 877<br>8<br>26.9    | 1467<br>8<br>45.0   | 613<br>C<br>18.8   | 106<br>D<br>3.3   | 129<br>D<br>4.0  | 556<br>C<br>17.1   | 161<br>D<br>4.9   | 126<br>C<br>3.5   | 592<br>B<br>18.2   |
| RENTAL<br>ESTIMATED POPULATION<br>& STANDARD ERROR<br>ESTIMATED % OF USE             | 3993<br>A<br>31.3    | 8515<br>A<br>66.7   | 8039<br>A<br>63.0   | 7582<br>A<br>59.4   | 3480<br>B<br>27.1  | 1104<br>B<br>8.6  | 27<br>B<br>0.2   | 4872<br>A<br>38.1  | 288<br>D<br>2.3   | 360<br>C<br>2.8   | 661<br>B<br>5.2    |
| OTHER<br>ESTIMATED POPULATION<br>& STANDARD ERROR<br>ESTIMATED % OF USE              | 960<br>B<br>18.3     | 3070<br>A<br>58.6   | 2321<br>B<br>44.3   | 2563<br>B<br>49.0   | 1574<br>B<br>30.1  | 392<br>C<br>7.5   | 229<br>C<br>4.4  | 1178<br>B<br>22.5  | 466<br>B<br>8.9   | 372<br>C<br>7.1   | 1443<br>B<br>27.6  |
| INACTIVE<br>ESTIMATED POPULATION<br>& STANDARD ERROR<br>ESTIMATED % OF USE           | 8671<br>A<br>23.0    | 4107<br>A<br>10.9   | 3988<br>A<br>10.6   | 3833<br>A<br>10.2   | 1384<br>A<br>3.7   | 387<br>C<br>1.0   | 119<br>D<br>0.3  | 1838<br>A<br>4.9   | 284<br>B<br>0.8   | 412<br>C<br>1.1   | 14535<br>A<br>45.2 |
| TOTAL<br>ESTIMATED POPULATION<br>& STANDARD ERROR<br>ESTIMATED % OF POP              | 89219<br>A<br>36.0   | 111785<br>A<br>45.1 | 123098<br>A<br>49.6 | 119260<br>A<br>48.1 | 65873<br>A<br>26.6 | 18647<br>A<br>7.5 | 2892<br>A<br>1.1 | 73019<br>A<br>29.4 | 14505<br>A<br>5.8 | 16215<br>A<br>6.5 | 51387<br>A<br>20.7 |

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

| STANDARD ERROR  |       | CODE         |       |
|-----------------|-------|--------------|-------|
| GREATER<br>THAN | ----- | LESS<br>THAN | ----- |
| 0 %             | ----- | EQUAL TO     | ----- |
| 10 %            | ----- | 10 %         | ----- |
| 20 %            | ----- | 20 %         | ----- |
| 30 %            | ----- | 30 %         | ----- |
| 40 %            | ----- | 40 %         | ----- |
| 50 %            | ----- | 50 %         | ----- |
| 60 %            | ----- | 60 %         | ----- |
| 70 %            | ----- | 70 %         | ----- |
| 80 %            | ----- | 80 %         | ----- |
| 90 %            | ----- | 90 %         | ----- |
| 100 %           | ----- | 100 %        | ----- |

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER AND MODEL - CY 1979 (1 of 13)

| MANUFACTURER / MODEL | HOURS ESTIMATE<br>(IN THOUSANDS) | STANDARD ERROR<br>(IN THOUSANDS) | PERCENT STANDARD ERROR |
|----------------------|----------------------------------|----------------------------------|------------------------|
| OTHER 01             | 3935.4                           | 583.8                            | 14.8                   |
| OTHER 02             | 1234.1                           | 102.6                            | 8.3                    |
| OTHER 03             | 1021.6                           | 458.4                            | 44.9                   |
| OTHER 04             | 1244.7                           | 167.8                            | 13.5                   |
| OTHER 05             | 1045.1                           | 94.8                             | 9.1                    |
| OTHER 06             | 69.3                             | 19.3                             | 27.8                   |
| OTHER 07             | 2177.0                           | 732.5                            | 33.6                   |
| OTHER 08             | 1023.2                           | 105.6                            | 10.3                   |
| OTHER 09             | 624.7                            | 231.2                            | 37.0                   |
| OTHER 10             | 1575.4                           | 149.4                            | 9.5                    |
| OTHER 11             | 1009.9                           | 216.0                            | 21.4                   |
| OTHER 12             | 866.5                            | 230.3                            | 26.6                   |
| OTHER 13             | 532.6                            | 71.3                             | 13.4                   |
| ADAMS 4505           | 3.5                              | 1.1                              | 31.6                   |
| AEROSPSA316          | 95.6                             | 32.5                             | 34.0                   |
| AEROSPSA341          | 114.4                            | 21.6                             | 18.9                   |
| AGUSTA205            | 249.4                            | 34.9                             | 14.0                   |
| AIRPTSA              | 643.8                            | 49.6                             | 7.7                    |
| AIRSPC10             | 8.9                              | 2.5                              | 27.4                   |
| AIRTRCAT300          | 186.9                            | 34.7                             | 18.5                   |
| AMO FALC10           | 102.4                            | 21.0                             | 20.5                   |
| AMO FALC20           | 913.2                            | 81.1                             | 8.9                    |
| ARCNEW37             | 168.8                            | 8.8                              | 8.0                    |
| ARCTICSLA            | 277.1                            | 31.5                             | 11.4                   |

Note: See following page for coding.

NOTE: Other: XX refers to all general aviation aircraft belonging to manufacturer/model groups of fewer than 20 aircraft in size for aircraft XX where XX stands for

- 01 Fixed wing piston, 1 engine, 1-3 seats.
- 02 Fixed wing piston, 1 engine, 4+ seats.
- 03 Fixed wing piston, 2 engines, 1-6 seats.
- 04 Fixed wing piston, 2 engines, 7+ seats.
- 05 Fixed wing piston, other.
- 06 Fixed wing turboprop, 2 engines, 1-12 seats.
- 07 Fixed wing turboprop, 2 engines, 13+ seats.
- 08 Fixed wing turboprop, other.
- 09 Fixed wing turbojet, 2 engines.
- 10 Fixed wing turbojet, other.
- 11 Rotorcraft, piston.
- 12 Rotorcraft, turbine.
- 13 Other aircraft.

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER AND MODEL - CY 1979 (2 of 15)

| MANUFACTURER / MODEL | CONTINUED                        |                                  | PERCENT STANDARD ERROR |
|----------------------|----------------------------------|----------------------------------|------------------------|
|                      | HOURS ESTIMATE<br>(IN THOUSANDS) | STANDARD ERROR<br>(IN THOUSANDS) |                        |
| ARCTICSEB1           | 25.6                             | 2.8                              | 11.0                   |
| ARONCA15             | 422.3                            | 10.7                             | 2.5                    |
| ARONCA65             | 522.5                            | 129.2                            | 24.7                   |
| ARONCA63             | 48.1                             | 5.4                              | 11.2                   |
| ARONCA058            | 259.9                            | 39.7                             | 15.3                   |
| AYRES 52             | 1997.0                           | 164.4                            | 8.2                    |
| BAC 111              | 369.7                            | 31.2                             | 8.4                    |
| BAG 8206             | 113.3                            | 15.3                             | 13.5                   |
| BAG OH125            | 27.1                             | 2.9                              | 10.8                   |
| BAG HP137            | 93.3                             | 24.1                             | 25.8                   |
| BALWKSPIREPY         | 95.3                             | 34.4                             | 36.1                   |
| BEECH 100            | 433.9                            | 67.4                             | 20.1                   |
| BEECH 17             | 422.2                            | 54.8                             | 13.0                   |
| BEECH 18             | 8670.1                           | 488.9                            | 5.5                    |
| BEECH 280            | 637.6                            | 81.8                             | 12.8                   |
| BEECH 23             | 4454.8                           | 248.4                            | 5.6                    |
| BEECH 33             | 3171.7                           | 218.3                            | 6.9                    |
| BEECH 35             | 20188.3                          | 802.5                            | 4.0                    |
| BEECH 36             | 1215.6                           | 172.7                            | 14.2                   |
| BEECH 45             | 1464.1                           | 94.4                             | 6.4                    |
| BEECH 50             | 1730.6                           | 158.1                            | 9.1                    |
| BEECH 55             | 4527.3                           | 413.4                            | 9.1                    |
| BEECH 56             | 126.5                            | 14.6                             | 11.6                   |
| BEECH 58             | 1015.8                           | 137.1                            | 13.5                   |
| BEECH 60             | 517.3                            | 75.2                             | 14.5                   |

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER AND MODEL - CY 1979 (3 of 13)

| MANUFACTURER / MODEL | CONTINUED                        |                                  |  | PERCENT STANDARD ERROR |
|----------------------|----------------------------------|----------------------------------|--|------------------------|
|                      | HOURS ESTIMATE<br>(IN THOUSANDS) | STANDARD ERROR<br>(IN THOUSANDS) |  |                        |
| BEECH 65             | 631.9                            | 51.8                             |  | 8.2                    |
| BEECH 76             | 45.9                             | 7.2                              |  | 15.6                   |
| BEECH 77             | 9.0                              | 5.0                              |  | 55.6                   |
| BEECH 80             | 730.0                            | 83.4                             |  | 11.4                   |
| BEECH 90             | 2685.2                           | 315.8                            |  | 11.8                   |
| BEECH 95             | 1594.6                           | 168.9                            |  | 10.6                   |
| BEECH 99             | 1332.7                           | 96.0                             |  | 7.2                    |
| BELL 204             | 574.9                            | 130.8                            |  | 22.7                   |
| BELL 206             | 4168.4                           | 493.7                            |  | 11.8                   |
| BELL 212             | 480.9                            | 160.3                            |  | 33.3                   |
| BELL 47              | 6674.1                           | 523.6                            |  | 8.1                    |
| BLANCA11             | 1676.1                           | 161.4                            |  | 9.6                    |
| BLANCA1413           | 575.7                            | 62.3                             |  | 10.8                   |
| BLANCA1419           | 405.0                            | 48.5                             |  | 12.0                   |
| BLANCA17             | 1045.6                           | 124.4                            |  | 11.9                   |
| BLANCA7              | 12445.8                          | 453.9                            |  | 3.6                    |
| BLANCA8              | 301.8                            | 48.2                             |  | 16.0                   |
| BOJPM 8N2            | 419.5                            | 114.5                            |  | 27.3                   |
| BOEING707            | 2225.0                           | 142.8                            |  | 6.4                    |
| BOEING727            | 753.7                            | 64.8                             |  | 8.6                    |
| BOEING75             | 7564.3                           | 589.0                            |  | 7.8                    |
| BOEING817            | 116.4                            | 12.2                             |  | 10.5                   |
| GOLKMS105            | 153.9                            | 27.4                             |  | 17.8                   |
| BRABCOH125           | 391.7                            | 40.3                             |  | 10.3                   |
| BRASOV1528           | 9.6                              | 1.2                              |  | 12.8                   |

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER AND MODEL - CY 1979 (4 of 13)

| MANUFACTURER / MODEL | HOURS ESTIMATE<br>(IN THOUSANDS) | STANDARD ERROR<br>(IN THOUSANDS) | PERCENT STANDARD ERROR |
|----------------------|----------------------------------|----------------------------------|------------------------|
| BRWSTFLBET2          | 71.5                             | 4.4                              | 6.2                    |
| BRWSTFLBET7          | 81.7                             | 2.7                              | 3.3                    |
| CAMPROMDELO          | 10.1                             | 1.7                              | 16.9                   |
| CESSNA120            | 2656.7                           | 242.0                            | 9.1                    |
| CESSNA140            | 7027.1                           | 628.7                            | 8.9                    |
| CESSNA150            | 47636.2                          | 2272.1                           | 4.8                    |
| CESSNA170            | 6230.2                           | 276.6                            | 4.4                    |
| CESSNA172            | 44572.8                          | 1787.9                           | 4.0                    |
| CESSNA175            | 2732.6                           | 79.8                             | 2.9                    |
| CESSNA177            | 4259.2                           | 429.5                            | 10.1                   |
| CESSNA180            | 6312.1                           | 397.8                            | 6.3                    |
| CESSNA182            | 22212.8                          | 1221.6                           | 5.5                    |
| CESSNA185            | 1448.9                           | 230.5                            | 17.3                   |
| CESSNA188            | 2105.0                           | 188.4                            | 8.9                    |
| CESSNA190            | 203.8                            | 7.7                              | 3.8                    |
| CESSNA195            | 1516.6                           | 58.6                             | 3.9                    |
| CESSNA206            | 4056.7                           | 436.8                            | 10.9                   |
| CESSNA207            | 629.2                            | 233.1                            | 37.0                   |
| CESSNA215            | 7244.5                           | 481.6                            | 6.6                    |
| CESSNA305            | 1414.8                           | 243.7                            | 17.2                   |
| CESSNA310            | 8603.8                           | 936.9                            | 10.9                   |
| CESSNA320            | 943.5                            | 81.4                             | 8.6                    |
| CESSNA326            | 180.3                            | 7.3                              | 4.0                    |
| CESSNA337            | 2117.5                           | 173.8                            | 8.2                    |
| CESSNA360            | 903.1                            | 130.1                            | 14.4                   |

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER AND MODEL - CY 1979 (5 of 13)

| MANUFACTURER / MODEL | HOURS ESTIMATE<br>(IN THOUSANDS) | STANDARD ERROR<br>(IN THOUSANDS) | PERCENT STANDARD ERROR |
|----------------------|----------------------------------|----------------------------------|------------------------|
| CESSNA401            | 794.2                            | 68.3                             | 8.6                    |
| CESSNA402            | 1817.2                           | 429.7                            | 23.6                   |
| CESSNA404            | 97.3                             | 11.2                             | 11.5                   |
| CESSNA411            | 659.2                            | 36.8                             | 5.6                    |
| CESSNA414            | 692.2                            | 94.7                             | 13.7                   |
| CESSNA421            | 1811.1                           | 182.1                            | 10.1                   |
| CESSNA441            | 24.0                             | 3.0                              | 12.5                   |
| CESSNA500            | 664.8                            | 75.6                             | 11.4                   |
| CESSNA750            | 210.7                            | 16.1                             | 7.7                    |
| CESSNAUC77           | 37.7                             | 2.9                              | 7.7                    |
| CESSNAUC94           | 93.7                             | 3.5                              | 3.7                    |
| CHILD S2             | 59.2                             | 17.0                             | 28.6                   |
| COMINTH185           | 123.7                            | 15.8                             | 12.8                   |
| CONAERLA4            | 319.1                            | 91.1                             | 28.5                   |
| CURTISC46            | 664.1                            | 64.2                             | 9.7                    |
| CURTISJR             | 13.9                             | 3.8                              | 27.5                   |
| CURTISRDB14          | 75.1                             | 16.1                             | 21.5                   |
| CURTISTRVAIR         | 778.7                            | 65.9                             | 8.5                    |
| CVAC 22              | 1306.3                           | 40.9                             | 3.1                    |
| CVAC 240             | 1037.2                           | 138.1                            | 13.1                   |
| CVAC 340             | 578.0                            | 123.9                            | 21.4                   |
| CVAC 8T13            | 203.6                            | 24.6                             | 12.1                   |
| CVAC LI3             | 15.5                             | 3.1                              | 20.3                   |
| CVAC STC580          | 460.4                            | 44.4                             | 9.6                    |
| DART G               | 31.4                             | 1.2                              | 3.8                    |

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER AND MODEL - CY 1979 (6 of 13)

| MANUFACTURER / MODEL | HOURS ESTIMATE<br>(IN THOUSANDS) | STANDARD ERROR<br>(IN THOUSANDS) | PERCENT STANDARD ERROR |
|----------------------|----------------------------------|----------------------------------|------------------------|
| DHAV DHC1            | 318.5                            | 44.6                             | 14.0                   |
| DHAV DHC2            | 2465.6                           | 197.4                            | 8.0                    |
| DHAV DHC3            | 92.8                             | 8.5                              | 9.1                    |
| DHAVXXDH82           | 334.2                            | 49.3                             | 14.7                   |
| DOUG 426             | 231.6                            | 38.0                             | 16.4                   |
| DOUG DC3             | 10874.4                          | 1813.3                           | 16.7                   |
| DOUG DC4             | 1488.0                           | 173.3                            | 11.6                   |
| DOUG DC6             | 3272.3                           | 227.7                            | 7.0                    |
| DOUG DC7             | 872.1                            | 141.2                            | 16.2                   |
| DOUG DC8             | 2622.7                           | 36.0                             | 1.4                    |
| DOUG DC9             | 188.0                            | 16.3                             | 8.6                    |
| E1RVON20             | 19.7                             | 2.6                              | 13.3                   |
| EMAIR MA1            | 65.2                             | 17.2                             | 26.4                   |
| ENSTPMF28            | 336.6                            | 35.7                             | 10.6                   |
| FLEET 168            | 41.1                             | 4.0                              | 9.7                    |
| FRCMLD24             | 510.0                            | 72.5                             | 14.2                   |
| FRCMLDC119           | 203.5                            | 18.0                             | 8.8                    |
| FRCMLDF27            | 446.7                            | 54.4                             | 12.2                   |
| FRCMLDFH1100         | 241.8                            | 19.7                             | 8.1                    |
| FRCMLDM62            | 421.7                            | 44.1                             | 10.4                   |
| GENBALAX6            | 2.4                              | 0.3                              | 11.5                   |
| GLASFLLI3ELL         | 121.0                            | 19.0                             | 15.7                   |
| GRAB ASTIR           | 7.8                              | 1.3                              | 16.5                   |
| GRTLS2T1             | 98.1                             | 10.2                             | 10.4                   |
| GRUMANT8M            | 60.8                             | 5.5                              | 9.1                    |

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER AND MODEL - CY 1979 (7 of 13)

| MANUFACTURER / MODEL | HOURS ESTIMATE<br>(IN THOUSANDS) | STANDARD ERROR<br>(IN THOUSANDS) | PERCENT STANDARD ERROR |
|----------------------|----------------------------------|----------------------------------|------------------------|
| GRJMAVAA1            | 937.7                            | 63.0                             | 7.2                    |
| GRJMAVAAS            | 997.5                            | 71.8                             | 7.2                    |
| GRJMAVG164           | 1549.5                           | 176.1                            | 11.4                   |
| GULSTMAA1            | 602.9                            | 75.0                             | 5.3                    |
| GULSTMAAS            | 677.1                            | 81.0                             | 12.0                   |
| GULSTMG1159          | 579.9                            | 52.1                             | 5.0                    |
| GULSTMG1159          | 1239.8                           | 90.0                             | 7.3                    |
| GULSTMG164           | 2299.3                           | 384.6                            | 16.7                   |
| GULSTMG21            | 628.0                            | 68.0                             | 10.8                   |
| GULSTMG44            | 294.0                            | 136.5                            | 46.4                   |
| GULSTMG73            | 303.5                            | 23.5                             | 7.7                    |
| GULSTMGAT            | 20.9                             | 3.3                              | 15.8                   |
| HELIO H250           | 56.8                             | 5.9                              | 10.4                   |
| HELIO H295           | 215.1                            | 19.9                             | 9.3                    |
| HELIO H391           | 62.4                             | 8.8                              | 14.0                   |
| HELIO H395           | 79.9                             | 6.5                              | 8.1                    |
| HILLERUH12           | 2084.7                           | 364.4                            | 17.5                   |
| HUGHES269            | 2623.4                           | 480.3                            | 18.3                   |
| HUGHES369            | 561.9                            | 84.9                             | 15.1                   |
| HMKSLYDH104          | 167.2                            | 37.9                             | 22.7                   |
| HMKSLYDH114          | 993.0                            | 36.5                             | 3.7                    |
| HMKSLYDH125          | 168.0                            | 19.3                             | 11.5                   |
| HYVES B2             | 145.9                            | 4.1                              | 3.0                    |
| ISRAELI121           | 315.0                            | 75.4                             | 23.9                   |
| ISRAELI124           | 70.5                             | 9.3                              | 13.2                   |

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER AND MODEL - CY 1979 (8 of 13)

| MANUFACTURER / MODEL | HOURS ESTIMATE<br>(IN THOUSANDS) | STANDARD ERROR<br>(IN THOUSANDS) | PERCENT STANDARD ERROR |
|----------------------|----------------------------------|----------------------------------|------------------------|
| JRMSTROGALS          | 94.0                             | 27.6                             | 29.4                   |
| KUHLQWD              | 470.5                            | 43.2                             | 9.2                    |
| LAIKEN10             | 24.6                             | 1.6                              | 6.5                    |
| LEAR 23              | 421.3                            | 35.5                             | 8.4                    |
| LEAR 24              | 852.1                            | 93.2                             | 10.9                   |
| LEAR 25              | 844.0                            | 106.2                            | 12.6                   |
| LEAR 35              | 264.8                            | 24.7                             | 9.3                    |
| LFT L13              | 96.4                             | 12.8                             | 13.2                   |
| LKHEED12A            | 200.2                            | 34.7                             | 17.3                   |
| LKHEED1329           | 619.9                            | 105.4                            | 17.0                   |
| LKHEED18             | 870.5                            | 70.6                             | 8.1                    |
| LKHEEDPV1            | 117.4                            | 15.6                             | 13.3                   |
| LKHEEDT33            | 343.5                            | 64.9                             | 18.9                   |
| LUSCON8              | 5431.8                           | 677.8                            | 12.5                   |
| MARTINA04            | 825.6                            | 112.4                            | 13.6                   |
| MAULE M4             | 265.6                            | 26.0                             | 9.8                    |
| MAULE M2             | 155.3                            | 14.6                             | 9.4                    |
| MCCULHU2             | 7.1                              | 1.0                              | 13.7                   |
| MCL ISHFUNK8         | 195.7                            | 23.1                             | 11.8                   |
| MEYER SQTW           | 115.2                            | 11.3                             | 9.8                    |
| MNCOUR90             | 133.5                            | 18.4                             | 13.8                   |
| MNNTTEM18            | 149.7                            | 27.3                             | 18.2                   |
| MODNEYM20            | 9537.9                           | 486.7                            | 4.9                    |
| MPCHT IS205          | 43.5                             | 2.7                              | 6.2                    |
| NTS8 SIMU2           | 1063.4                           | 165.8                            | 15.6                   |

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER AND MODEL - CY 1979 (9 of 13)

| MANUFACTURER / MODEL | HOURS ESTIMATE<br>(IN THOUSANDS) | STANDARD ERROR<br>(IN THOUSANDS) | PERCENT STANDARD ERROR |
|----------------------|----------------------------------|----------------------------------|------------------------|
| MULTECD16            | 114.6                            | 9.7                              | 8.4                    |
| NAMER B25            | 276.5                            | 22.7                             | 8.2                    |
| NAMER F51            | 192.2                            | 48.9                             | 25.4                   |
| NAMER NA260          | 148.4                            | 11.5                             | 7.8                    |
| NAMER T6             | 1955.1                           | 228.6                            | 11.7                   |
| NAVAL M3N            | 805.6                            | 25.9                             | 3.2                    |
| NAVIONNAVION         | 3255.6                           | 176.6                            | 5.4                    |
| NORD SV4             | 97.3                             | 19.1                             | 19.6                   |
| ORLHELM19            | 184.2                            | 36.0                             | 19.6                   |
| PICARDAX6            | 33.5                             | 3.7                              | 10.9                   |
| PILATSB4             | 11.1                             | 1.6                              | 14.5                   |
| PIPER W00            | 149.3                            | 19.3                             | 12.9                   |
| PIPER J2             | 75.6                             | 5.7                              | 7.6                    |
| PIPER J3             | 10984.0                          | 576.6                            | 5.2                    |
| PIPER J4             | 518.2                            | 58.3                             | 11.3                   |
| PIPER J5             | 925.4                            | 39.0                             | 4.2                    |
| PIPER PA12           | 3685.6                           | 305.8                            | 8.3                    |
| PIPER PA14           | 329.8                            | 29.5                             | 8.9                    |
| PIPER PA15           | 272.1                            | 34.4                             | 12.6                   |
| PIPER PA16           | 747.7                            | 60.2                             | 8.0                    |
| PIPER PA17           | 273.1                            | 47.6                             | 17.4                   |
| PIPER PA18           | 8586.7                           | 1016.8                           | 11.8                   |
| PIPER PA20           | 1080.9                           | 110.9                            | 10.3                   |
| PIPER PA22           | 11789.2                          | 345.5                            | 2.9                    |
| PIPER PA23           | 11886.6                          | 591.1                            | 5.0                    |

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER AND MODEL - CY 1979 (10 of 13)

| MANUFACTURER / MODEL | HOURS ESTIMATE<br>(IN THOUSANDS) | STANDARD ERROR<br>(IN THOUSANDS) | PERCENT STANDARD ERROR |
|----------------------|----------------------------------|----------------------------------|------------------------|
| PIPER PA24           | 8735.2                           | 377.8                            | 4.3                    |
| PIPER PA25           | 3791.8                           | 221.0                            | 5.8                    |
| PIPER PA28           | 42638.3                          | 1537.1                           | 3.6                    |
| PIPER PA30           | 3993.2                           | 223.1                            | 5.6                    |
| PIPER PA31           | 4212.7                           | 444.1                            | 10.5                   |
| PIPER PA31T          | 245.6                            | 43.9                             | 17.9                   |
| PIPER PA32           | 5284.6                           | 398.0                            | 7.5                    |
| PIPER PA34           | 2296.3                           | 920.6                            | 23.0                   |
| PIPER PA36           | 332.2                            | 36.3                             | 10.9                   |
| PIPER PA38           | 550.2                            | 53.7                             | 9.8                    |
| PIPER PA44           | 75.6                             | 9.1                              | 12.0                   |
| PIATT PR01           | 22.0                             | 4.3                              | 19.5                   |
| PROPT200             | 154.1                            | 12.3                             | 8.0                    |
| RANKING5             | 214.7                            | 56.8                             | 26.5                   |
| RAVEN RX6            | 20.0                             | 3.3                              | 16.3                   |
| RAVEN S50            | 51.5                             | 66.7                             | 129.7                  |
| RAVEN S55            | 90.7                             | 13.7                             | 15.1                   |
| RAVEN S60            | 4.0                              | 0.8                              | 20.4                   |
| REIMS 150            | 20.3                             | 0.0                              | 0.0                    |
| RK4ELL112            | 559.7                            | 53.0                             | 9.5                    |
| RK4ELL500            | 1600.6                           | 179.2                            | 11.2                   |
| RK4ELL520            | 235.6                            | 14.4                             | 6.1                    |
| RK4ELL560            | 670.3                            | 73.9                             | 11.0                   |
| RK4ELL680            | 2374.7                           | 304.8                            | 12.8                   |
| RK4ELL680TP          | 454.8                            | 50.1                             | 11.0                   |

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER AND MODEL - CY 1979 (11 of 13)

| MANUFACTURER / MODEL | HOURS ESTIMATE<br>(IN THOUSANDS) | STANDARD ERROR<br>(IN THOUSANDS) | PERCENT STANDARD ERROR |
|----------------------|----------------------------------|----------------------------------|------------------------|
| ARKWELL690TP         | 472.6                            | 60.1                             | 12.7                   |
| ARKWELL700           | 4.6                              | 0.9                              | 19.9                   |
| ARKWELLNA265         | 1320.4                           | 137.7                            | 11.9                   |
| FOLSCHLS             | 19.1                             | 1.1                              | 5.8                    |
| RYAN ST3             | 399.8                            | 47.9                             | 12.0                   |
| RYAN STA             | 67.0                             | 6.0                              | 9.0                    |
| SCHLERAS19           | 21.8                             | 1.9                              | 8.8                    |
| SCHLERASW19          | 8.1                              | 1.1                              | 13.5                   |
| SCHLERASW20          | 7.2                              | 1.3                              | 17.6                   |
| SCHLERK8             | 33.9                             | 5.5                              | 16.3                   |
| SCHLFKKA6            | 68.2                             | 2.1                              | 3.1                    |
| SC42ERSG1            | 356.0                            | 47.0                             | 13.3                   |
| SCW2FRSG2            | 1040.8                           | 150.2                            | 14.4                   |
| SCWZERTG3A           | 25.6                             | 4.1                              | 16.7                   |
| SEMO CLYGER          | 3.8                              | 0.5                              | 12.5                   |
| SEMO MODEL T         | 6.9                              | 1.1                              | 16.5                   |
| SKR SKYS55           | 446.0                            | 92.2                             | 20.7                   |
| SKR SKYS58           | 270.1                            | 33.9                             | 12.6                   |
| SKR SKYS58T          | 108.5                            | 8.1                              | 7.5                    |
| SLINDS100            | 634.9                            | 142.7                            | 22.5                   |
| SMITH A00            | 417.3                            | 72.5                             | 17.4                   |
| SNIAS 350            | 27.9                             | 5.0                              | 18.1                   |
| SNIAS 34318          | 45.6                             | 31.8                             | 69.7                   |
| SOCATAMS894          | 31.7                             | 3.4                              | 10.8                   |
| SOCATARALLYE         | 8.2                              | 1.5                              | 18.9                   |

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER AND MODEL - CY 1979 (12 of 13)

| MANUFACTURER / MODEL | HOURS ESTIMATE<br>(IN THOUSANDS) | STANDARD ERROR<br>(IN THOUSANDS) | PERCENT STANDARD ERROR |
|----------------------|----------------------------------|----------------------------------|------------------------|
| SPRTHCIRRU           | 61.7                             | 3.7                              | 6.1                    |
| SPRTHWIMBUS          | 15.5                             | 1.5                              | 9.6                    |
| STNSONIO             | 327.8                            | 31.8                             | 9.7                    |
| STNSOHL5             | 266.9                            | 13.6                             | 5.1                    |
| STNSONSR9            | 68.6                             | 5.9                              | 8.7                    |
| STOLAMP03            | 239.9                            | 24.7                             | 10.3                   |
| SUPAC LA             | 120.2                            | 8.6                              | 7.1                    |
| SUPAC V              | 23.3                             | 1.8                              | 7.6                    |
| SWRNGMS4226          | 447.2                            | 29.5                             | 6.6                    |
| SWRNGMS426           | 496.2                            | 37.0                             | 7.5                    |
| TCRAFTA              | 37.5                             | 9.5                              | 25.4                   |
| TCRAFTBC             | 4056.9                           | 263.3                            | 6.5                    |
| TCRAFTBF             | 115.4                            | 10.2                             | 8.9                    |
| TCRAFTBL             | 346.6                            | 61.8                             | 17.8                   |
| TFMCO 114            | 50.4                             | 2.4                              | 4.7                    |
| THUNDRAX7            | 4.7                              | 0.3                              | 5.8                    |
| TRYTEKK              | 37.2                             | 4.6                              | 12.3                   |
| UNIVACGC1            | 1295.4                           | 101.4                            | 7.8                    |
| UNIVAR108            | 4466.2                           | 98.9                             | 2.2                    |
| UNIVAR415            | 4183.0                           | 301.0                            | 7.2                    |
| VARGA 2150           | 53.7                             | 5.0                              | 9.2                    |
| WACO ASD             | 92.1                             | 13.8                             | 15.0                   |
| WACO GHE             | 16.7                             | 3.8                              | 5.9                    |
| WACO R               | 33.9                             | 4.5                              | 8.3                    |
| WACO U               | 16.9                             | 3.9                              | 6.7                    |

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER  
AND MODEL - CY 1979 (13 of 13)

| MANUFACTURER / MODEL | HOURS ESTIMATE<br>(IN THOUSANDS) | STANDARD ERROR<br>(IN THOUSANDS) | PERCENT STANDARD ERROR |
|----------------------|----------------------------------|----------------------------------|------------------------|
| WACO JPF7            | 526.6                            | 10.9                             | 2.1                    |
| WACO YK              | 131.5                            | 8.6                              | 6.5                    |
| WODDHM65             | 857.6                            | 35.7                             | 4.2                    |
| WTHPL Y201           | 103.4                            | 13.1                             | 12.6                   |
| TOTAL AIRCRAFT       | 533977.                          | 5211.2                           | 1.0                    |

TABLE 2-17 GENERAL AVIATION MEAN HOURS AND ACTIVE ENGINES BY ENGINE MANUFACTURER/  
MODEL GROUP - CY 1979 (1 of 3)

| ENGINE<br>MANUF /<br>MODEL<br>GROUP | ESTIMATE<br>OF<br>ACTIVE<br>POPULATION | PERCENT<br>STANDARD<br>ERROR | ESTIMATE<br>OF<br>PERCENT<br>ACTIVE | ESTIMATE<br>OF<br>MEAN<br>HOURS | PERCENT<br>STANDARD<br>ERROR |
|-------------------------------------|----------------------------------------|------------------------------|-------------------------------------|---------------------------------|------------------------------|
| ALLSN 250C                          | 1777                                   | 2.61                         | 94.50                               | 647                             | 8.25                         |
| ALLSN 501D                          | 117                                    | 8.45                         | 85.82                               | 625                             | 14.84                        |
| AMTSMC-ULH                          | 150                                    | 19.74                        | 28.41                               | 25                              | 12.48                        |
| ARSACME731                          | 90                                     | 0.00                         | 100.00                              | 467                             | 8.88                         |
| ARSACME731                          | 755                                    | 1.63                         | 98.17                               | 406                             | 7.01                         |
| CONT 6285                           | 163                                    | 11.38                        | 80.52                               | 340                             | 14.32                        |
| CONT 975                            | 28                                     | 0.00                         | 100.00                              | 150                             | 46.19                        |
| CONT A40                            | 28                                     | 41.14                        | 21.65                               | 33                              | 25.66                        |
| CONT A50                            | 29                                     | 24.38                        | 84.47                               | 48                              | 10.19                        |
| CONT A85                            | 5835                                   | 3.89                         | 55.90                               | 60                              | 8.93                         |
| CONT A75                            | 1201                                   | 9.93                         | 52.56                               | 57                              | 16.99                        |
| CONT A80                            | 49                                     | 42.37                        | 60.00                               | 72                              | 5.42                         |
| CONT C125                           | 234                                    | 12.78                        | 53.47                               | 65                              | 12.61                        |
| CONT C145                           | 1980                                   | 3.96                         | 80.63                               | 77                              | 9.92                         |
| CONT C85                            | 4819                                   | 3.92                         | 72.29                               | 61                              | 9.44                         |
| CONT C90                            | 1999                                   | 6.03                         | 72.46                               | 76                              | 11.49                        |
| CONT E185                           | 1873                                   | 5.64                         | 82.71                               | 106                             | 11.09                        |
| CONT E225                           | 1493                                   | 4.76                         | 91.16                               | 18                              | 11.94                        |
| CONT O200                           | 14745                                  | 1.88                         | 89.85                               | 205                             | 8.18                         |
| CONT O300                           | 10032                                  | 1.81                         | 91.96                               | 88                              | 5.68                         |
| CONT O346                           | 314                                    | 9.76                         | 89.85                               | 42                              | 16.35                        |
| CONT O360                           | 3722                                   | 2.00                         | 96.07                               | 219                             | 8.79                         |
| CONT O470                           | 26543                                  | 0.78                         | 95.72                               | 147                             | 3.63                         |
| CONT O520                           | 24880                                  | 0.69                         | 96.30                               | 259                             | 3.00                         |
| CONT R670                           | 619                                    | 8.29                         | 56.51                               | 90                              | 11.44                        |
| OHAVAGIPSY                          | 92                                     | 10.42                        | 74.11                               | 42                              | 12.78                        |
| FCO 6440                            | 187                                    | 17.05                        | 48.85                               | 56                              | 14.55                        |
| FRKLM44-150                         | 16                                     | 42.74                        | 62.79                               | 82                              | 26.82                        |
| FRKLMAC176                          | 87                                     | 40.98                        | 42.08                               | 11                              | 45.94                        |
| FRKLM44C199                         | 58                                     | 18.13                        | 33.26                               | 41                              | 50.60                        |
| FRKLM6A7350                         | 213                                    | 8.95                         | 82.92                               | 90                              | 17.36                        |
| FRKLM6A7355                         | 72                                     | 7.68                         | 98.10                               | 221                             | 52.43                        |
| GE C4700                            | 424                                    | 0.00                         | 100.00                              | 491                             | 5.71                         |
| GE C4610                            | 924                                    | 3.23                         | 90.97                               | 428                             | 6.43                         |
| GE C4805                            | 40                                     | 6.44                         | 47.67                               | 802                             | 3.78                         |
| GE C4805F                           | 16                                     | 5.69                         | 79.59                               | 152                             | 15.47                        |
| GE CT58                             | 33                                     | 0.00                         | 100.00                              | 616                             | 31.73                        |
| GLADEMKS                            | 6                                      | 90.25                        | 12.50                               | 24                              | 5.36                         |
| GLADEMKS                            | 93                                     | 23.40                        | 46.98                               | 32                              | 17.03                        |
| JACOBPT755                          | 338                                    | 7.78                         | 72.10                               | 53                              | 22.36                        |

TABLE 2-17 GENERAL AVIATION MEAN HOURS AND ACTIVE ENGINES BY ENGINE MANUFACTURER/  
MODEL GROUP - CY 1979 (2 of 3)

| ENGINE<br>MANUF/<br>MODEL<br>GROUP | ESTIMATE<br>OF<br>ACTIVE<br>POPULATION | PERCENT<br>STANDARD<br>ERROR | ESTIMATE<br>OF<br>PERCENT<br>ACTIVE | ESTIMATE<br>OF<br>MEAN<br>HOURS | PERCENT<br>STANDARD<br>ERROR |
|------------------------------------|----------------------------------------|------------------------------|-------------------------------------|---------------------------------|------------------------------|
| JACOBRS755                         | 165                                    | 11.13                        | 38.63                               | 106                             | 34.49                        |
| JACOBRS915                         | 40                                     | 25.02                        | 47.28                               | 47                              | 9.78                         |
| LYC L15101                         | 22                                     | 0.00                         | 100.00                              | 278                             | 14.82                        |
| LYC D145                           | 399                                    | 16.18                        | 44.45                               | 63                              | 25.46                        |
| LYC D235                           | 8648                                   | 2.12                         | 85.66                               | 259                             | 6.84                         |
| LYC D290                           | 2244                                   | 7.37                         | 63.77                               | 64                              | 24.92                        |
| LYC D320                           | 35406                                  | 0.97                         | 90.92                               | 205                             | 4.24                         |
| LYC D340                           | 113                                    | 19.45                        | 81.86                               | 63                              | 33.01                        |
| LYC D360                           | 24270                                  | 0.92                         | 93.59                               | 199                             | 3.67                         |
| LYC D355                           | 1226                                   | 6.26                         | 71.45                               | 294                             | 17.77                        |
| LYC D350                           | 1352                                   | 4.48                         | 76.79                               | 171                             | 10.35                        |
| LYC D340                           | 20904                                  | 0.85                         | 95.34                               | 288                             | 3.50                         |
| LYC D341                           | 1043                                   | 3.13                         | 93.49                               | 242                             | 7.33                         |
| LYC D720                           | 187                                    | 10.33                        | 90.00                               | 135                             | 21.07                        |
| LYC R660                           | 287                                    | 16.36                        | 41.00                               | 65                              | 16.72                        |
| LYC T53                            | 71                                     | 0.00                         | 100.00                              | 862                             | 9.28                         |
| MMA SCOC4                          | 11                                     | 28.44                        | 42.35                               | 20                              | 17.57                        |
| PCKAROV1450                        | 58                                     | 32.17                        | 50.48                               | 55                              | 21.74                        |
| PMA J112                           | 780                                    | 1.70                         | 98.38                               | 470                             | 4.33                         |
| PMA J115                           | 373                                    | 1.37                         | 99.35                               | 451                             | 5.61                         |
| PMA J12C                           | 39                                     | 9.41                         | 60.96                               | 234                             | 5.47                         |
| PMA J13U                           | 147                                    | 4.81                         | 91.94                               | 163                             | 18.33                        |
| PMA J14                            | 104                                    | 5.97                         | 53.26                               | 458                             | 6.08                         |
| PMA J18                            | 208                                    | 3.53                         | 94.90                               | 939                             | 8.27                         |
| PMA J19                            | 32                                     | 0.00                         | 100.00                              | 846                             | 0.00                         |
| PMA PT6                            | 2936                                   | 0.77                         | 99.01                               | 546                             | 4.94                         |
| PMA PT6T                           | 128                                    | 7.68                         | 93.90                               | 787                             | 16.47                        |
| PMA R1340                          | 1904                                   | 3.71                         | 82.67                               | 427                             | 5.64                         |
| PMA R1330                          | 439                                    | 9.24                         | 62.25                               | 341                             | 12.45                        |
| PMA R2000                          | 132                                    | 6.23                         | 65.17                               | 227                             | 14.23                        |
| PMA R2800                          | 542                                    | 9.15                         | 56.14                               | 357                             | 14.44                        |
| PMA R985                           | 2930                                   | 4.23                         | 62.55                               | 372                             | 5.28                         |
| RRDYCEDART                         | 422                                    | 4.43                         | 85.82                               | 560                             | 6.73                         |
| RRDYCEG18Y                         | 16                                     | 14.67                        | 40.63                               | 928                             | 18.55                        |
| RRDYCEB211                         | 11                                     | 34.50                        | 50.00                               | 346                             | 0.00                         |
| RRDYCESPEY                         | 366                                    | 0.00                         | 100.00                              | 627                             | 5.69                         |
| RRDYCEV18P                         | 230                                    | 0.00                         | 100.00                              | 367                             | 4.76                         |
| THECA AST1T3                       | 53                                     | 21.97                        | 61.94                               | 623                             | 10.67                        |
| THECA AST1AT                       | 24                                     | 8.03                         | 86.57                               | 1710                            | 4.67                         |
| THECA AST2T                        | 27                                     | 36.84                        | 63.89                               | 446                             | 10.98                        |
| THECA AST3                         | 49                                     | 0.00                         | 100.00                              | 291                             | 7.55                         |

TABLE 2-17 GENERAL AVIATION MEAN HOURS AND ACTIVE ENGINES BY ENGINE MANUFACTURER/  
MODEL GROUP - CY 1979 (3 of 3)

| ENGINE<br>MANUF/<br>MODEL<br>GROUP | ESTIMATE<br>OF<br>ACTIVE<br>POPULATION | PERCENT<br>STANDARD<br>ERROR | ESTIMATE<br>OF<br>PERCENT<br>ACTIVE | ESTIMATE<br>OF<br>MEAN<br>HOURS | PERCENT<br>STANDARD<br>ERROR |
|------------------------------------|----------------------------------------|------------------------------|-------------------------------------|---------------------------------|------------------------------|
| WARNER165                          | 39                                     | 29.73                        | 27.04                               | 31                              | 12.96                        |
| WARNER185                          | 4                                      | 132.79                       | 13.85                               | 13                              | 37.20                        |
| WARNER50                           | 73                                     | 13.06                        | 38.43                               | 35                              | 11.24                        |
| WRIGHTJ5                           | 5                                      | 51.35                        | 14.60                               | 33                              | 37.56                        |
| WRIGHTR760                         | 30                                     | 14.99                        | 28.73                               | 63                              | 16.81                        |
| WRIGHTR975                         | 17                                     | 63.69                        | 22.42                               | 250                             | 33.19                        |
| ALL ENGINES                        | 23814                                  | 0.01                         | 85.48                               | 222                             | 1.23                         |

NOTE: ENGINE MANUFACTURER/MODEL GROUPS FOR WHICH  
SEPARATE ESTIMATES ARE NOT AVAILABLE ARE NOT  
LISTED IN THE TABLE, BUT ARE INCLUDED IN THE  
"ALL ENGINES" ESTIMATES.

TABLE 2-18 GENERAL AVIATION FUEL CONSUMED BY TYPE OF AIRCRAFT - CY 1979

| AIRCRAFT TYPE              | MEAN<br>RATE<br>GPH | ESTIMATED<br>FUEL<br>USE (MIL GAL) | STANDARD<br>ERROR (MIL GAL) |
|----------------------------|---------------------|------------------------------------|-----------------------------|
| FIXED WING                 |                     |                                    |                             |
| PISTON                     |                     |                                    |                             |
| 1 ENG 1-3 SEATS            | 8.34                | 93.20                              | 3.3                         |
| 1 ENG 4+ SEATS             | 10.92               | 208.66                             | 4.6                         |
| TOTAL 1 ENG                | 9.97                | 301.85                             | 5.7                         |
| 2 ENG 1-6 SEATS            | 26.10               | 104.55                             | 4.0                         |
| 2 ENG 7+ SEATS             | 37.94               | 108.32                             | 5.3                         |
| TOTAL 2 ENG                | 31.03               | 212.87                             | 6.6                         |
| OTHER PISTON               | 225.95              | 34.30                              | 3.5                         |
| TOTAL PISTON               | 14.72               | 549.03                             | 9.4                         |
| TURBOPROP                  |                     |                                    |                             |
| 2 ENG 1-12 SEATS           | 75.29               | 94.43                              | 4.6                         |
| 2 ENG 13+ SEATS            | 161.30              | 92.33                              | 7.7                         |
| TOTAL 2 ENG                | 102.24              | 186.76                             | 8.9                         |
| OTHER TURBOPROP            | 149.29              | 6.67                               | 0.8                         |
| TOTAL TURBOPROP            | 103.36              | 193.43                             | 9.0                         |
| TURBOJET                   |                     |                                    |                             |
| 2 ENG                      | 299.93              | 316.88                             | 15.3                        |
| OTHER                      | 1054.40             | 142.04                             | 11.3                        |
| TOTAL TURBOJET             | 380.43              | 478.92                             | 19.0                        |
| TOTAL FIXED WING           | 30.21               | 1221.37                            | 23.0                        |
| ROTORCRAFT                 |                     |                                    |                             |
| PISTON                     |                     |                                    |                             |
| 22.84                      | 20.36               | 2.2                                |                             |
| TURBINE                    | 37.98               | 63.19                              | 4.4                         |
| TOTAL ROTORCRAFT           | 32.70               | 83.55                              | 5.0                         |
| OTHER                      | 2.67                | 0.94                               | 0.1                         |
| TOTAL AIRCRAFT             | 30.13               | 1305.86                            | 23.6                        |
| TOTAL<br>JET FUEL          | 153.43              | 735.53                             | 21.5                        |
| TOTAL<br>AVIATION GASOLINE | 14.80               | 570.33                             | 9.6                         |

APPENDIX A.1. FIRST MAILING COVER LETTER

**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

WASHINGTON, D.C. 20591

February 29, 1980



Dear Aircraft Owner:

Enclosed is the annual General Aviation Activity and Avionics Survey for calendar year 1979. Data collected in the survey will be used for performing safety analysis, for determining the demand for air traffic facilities and services, and for assessing the impact of proposed regulatory changes on the general aviation fleet.

The survey is being mailed to owners of a random sample of less than 15 percent of all general aviation aircraft. Because the sample is random, it is possible that more than one of your aircraft may be selected or that your aircraft may be selected in two successive years. This may happen in particular when there are a small number of aircraft of the type that you own. When more than one of your aircraft are selected, you will find a separate questionnaire provided for each aircraft. Please answer all questions for the aircraft identified. If you cannot determine precisely an answer to a question, please make your best estimate.

If your aircraft was not in use during the year (e.g., in storage, dismantled, destroyed, exported, etc.) please check item 5, indicating the aircraft was not flown. If the aircraft was sold prior to January 1979, it would be quite helpful if you would write a note indicating this on the survey questionnaire. If your aircraft is operated principally by another (leased, etc.), please obtain the necessary information from the operator or forward these materials to that person or firm for completion.

Please return this questionnaire in the enclosed self-addressed postpaid envelope within 10 days. Because the survey is based on a sample of general aviation aircraft, your response is especially important to the accuracy of the results. A prompt response will eliminate the need for additional follow-up contacts. A high response rate will ensure the continued use of sampling methods to collect activity and avionics data.

The data gathered from this survey will be used only to produce summary statistics and not to disclose individual operations nor to make changes to your aircraft records. We appreciate your cooperation.

Sincerely,

A large, stylized handwritten signature in dark ink, appearing to read "F. C. Osgood", is written over the typed name.

F. C. OSGOOD  
Chief, Information and Statistics Division, AMS-200

Enclosure

APPENDIX A.2. SECOND MAILING COVER LETTER

**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

WASHINGTON, D.C. 20591



March 31, 1980

Dear Aircraft Owner:

In February the Federal Aviation Administration sent aircraft owners a questionnaire as part of its program to gather statistical information on the use and characteristics of the general aviation fleet.

You were one of the aircraft owners selected at random to receive a questionnaire. As of this date, we have not received a response from you. In the event the survey questionnaire has been lost or misplaced, another copy is enclosed for your convenience in responding. A prompt response will eliminate the need for additional follow-up contacts. If you have already responded, please disregard this notice. We appreciate your cooperation.

Sincerely,

A handwritten signature in dark ink, appearing to read "F. C. Osgood", is written over the typed name.

F. C. OSGOOD  
Chief, Information and Statistics Division, AMS-200

Enclosure

# APPENDIX A.3. SURVEY QUESTIONNAIRE

|                  |                                                                                                                                                   |                                         |
|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|
| 1 CONTROL NUMBER | DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION<br><b>GENERAL AVIATION ACTIVITY and AVIONICS SURVEY</b><br>(As of December 31, 1979) | <i>Form Approved</i><br>MB No. 04-40195 |
|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|

This report is authorized by Section 311 of the Federal Aviation Act of 1958, as amended. While you are not required to respond, your cooperation is needed to make the results of this survey comprehensive, accurate and timely. Information collected in this survey will be used for statistical purposes only and not to disclose individual aircraft activity.

☐ X here if you operate your aircraft principally as an air carrier (under FAR 121 or 127) if so, DO NOT complete remainder of form. However, please return to address shown below.

☐

---

AIRCRAFT CHARACTERISTICS

**INSTRUCTIONS** Please answer questions for the aircraft identified at right. Mail this completed questionnaire in the enclosed postage paid envelope to:

**Federal Aviation Administration**  
**P.O. Box 26045**  
**Oklahoma City, Oklahoma 73126**

**4** What were the total lifetime airframe hours as of December 31, 1979? HOURS

**5** Was aircraft flown in Calendar Year 1979? (Check one)  
 1 ☐ Yes    2 ☐ No (Skip to question 10)

**6** Did you own this aircraft for the entire year of 1979?  
 1 ☐ Yes    2 ☐ No  
 If "No," include previous owner's hours for 1979 in your estimates below.

**7 HOURS FLOWN DURING CALENDAR YEAR 1979**

|                                                                                        |   |  |
|----------------------------------------------------------------------------------------|---|--|
| EXECUTIVE - Corporate flying with professional crew                                    | a |  |
| BUSINESS - All non-executive flying for business reasons                               | b |  |
| PERSONAL - Individual flying for personal reasons                                      | c |  |
| AERIAL APPLICATION - Agriculture, health, forestry                                     | d |  |
| INSTRUCTIONAL - Flying with or under supervision of a flight instructor                | e |  |
| AIR TAXI - All Part 135 passenger, cargo, and mail operations, including charter       | f |  |
| INDUSTRIAL/SPECIAL - Patrol, survey, photo, hoist, etc - Other than Part 135           | g |  |
| AIRCRAFT RENTAL BUSINESS - Commercial flying club, leased and rental aircraft activity | h |  |
| OTHER - R&D government, air show, sales, parachuting, etc                              | i |  |

**8** Was this aircraft flown on an Instrument Flight Plan in 1979? 1 ☐ Yes    2 ☐ No  
 If "Yes," how many hours were flown on an Instrument Flight Plan? HOURS

**9** Estimate of this aircraft's average rate of fuel consumption (gal/hr) during 1979 (Report whole gals only) GAL/HR

**10** State (Abbreviation) or foreign country in which aircraft was based as of December 31, 1979 STATE

**11 AVIONICS EQUIPMENT CAPABILITY** ("X" ALL boxes that reflect this aircraft's current capability. If none, check the last box in each group.)

**VHF COMMUNICATIONS EQUIPMENT**

VHF Communications System

360 Channels or less  
 720 Channels or more  
 More than one comm. system  
 No VHF Communications Equipment

a ☐  
 b ☐  
 c ☐  
 d ☐

**TRANSPONDER EQUIPMENT**

4096 Code

Altitude Encoding Equipment

e ☐

No Transponder Equipment g ☐

**NAVIGATION EQUIPMENT**

VOR Receiver

100 Channels  
 200 Channels  
 More than one VOR Receiver

h ☐  
 i ☐  
 j ☐

Automatic Direction Finder (ADF) k ☐

Distance Measuring Equipment (DME) l ☐

Area Navigation Equipment (RNAV) m ☐

Long Range Nav. (Doppler, INS, Other) n ☐

Automatic Pilot o ☐

Radar Altimeter p ☐

Weather Radar q ☐

No Navigation Equipment r ☐

**ILS RECEIVING EQUIPMENT**

Localizer s ☐

Marker Beacon t ☐

Glide Slope u ☐

Microwave Landing System v ☐

No ILS Receiving Equipment w ☐

**THANK YOU**  
**FOR YOUR COOPERATION**

## APPENDIX B

### SAMPLE DESIGN

#### B.1 SAMPLE FRAME AND SIZE

The Aircraft Registration Master File, maintained by the FAA Mike Monroney Aeronautical Center in Oklahoma City, provided the sample frame, the list of aircraft from which the sample was selected, for the survey. This file is the official record of registered civil aircraft in the U.S., containing one record per aircraft.

Between the 1977 and 1978 survey cycles several changes occurred to this file which had an impact on the sample population and frame, and ultimately on the survey results. In January 1978, FAA implemented a new procedure for maintaining the file, known as triennial revalidation. Instead of requiring all owners to revalidate and update their aircraft registration annually, FAA required revalidation for only those owners who had not contacted the registry for three years. The less frequent updating affected the accuracy of the file and its representativeness. Two major consequences for the survey results are discussed below:

- 1) The accuracy of owners' names and addresses deteriorated causing the number of questionnaires returned by the post office to double from 1977 to 1978 and again from 1978 to 1979. This partially accounted for the lower survey response rates in 1978 and in 1979.
- 2) The file contained a residue of aircraft which under the old revalidation system would have been deregistered and purged from the file, but remained under the new system. Consequently, the population counts were inflated resulting in artificially large increases in the estimates of the number of active general aviation aircraft from 1977 to 1978, and from 1978 to 1979.

Also during this period the entire Aircraft Registration System was installed on a new computer system. At the same time, FAA modified many of the updating and processing procedures. It is quite possible that these changes affected the registration file, although it is not known in what way.

Finally, new legislation required two categories of aircraft, formerly ineligible, to be registered with the U.S. Registry, namely:

- 1) aircraft owned by individual citizens of foreign countries who are permanent residents of the U.S., and
- 2) aircraft owned by non-U.S. corporations which are organized and doing business under U.S. law as long as the aircraft are based and used primarily in the U.S.

The definition of a registered general aviation aircraft changed from 1977 to 1978 to include the two new groups. It is estimated that these aircraft comprise less than one half percent of the general aviation fleet.

Thus, these changes discussed above affected the contents of the Aircraft Registration Master File and consequently the survey results. While it is difficult to quantify the effects of the changes, FAA estimates that they caused the survey results to overestimate population and hours flown by not more than five percent.

All aircraft identified as general aviation in the file according to the definition in Section 1.2.1 comprise the sample frame with the following exceptions:

- 1) Aircraft registered to dealers.
- 2) Aircraft with "Sale Reported" or "Registration Pending" appearing in the record instead of the owner's name.
- 3) Aircraft with a known inaccurate owner's address.
- 4) Aircraft with missing state of registration, aircraft make-model-series code, or aircraft type information.

For calendar year 1979, the sample frame consisted of 248,070 general aviation aircraft records from which 35,145 records were sampled, yielding a 14.2 percent sample. Table B-1 and Figure B.1 show the distribution of the sample compared to that of the population by aircraft type. Table B-2 and Figure B.2 show similar distributions by FAA region. (See Appendix C for the FAA regional map.) These displays clearly demonstrate the disproportionality of the sample to the population, an intended result of the sample design to gain efficiency and to control errors.

## B.2 DESCRIPTION OF SAMPLE DESIGN

The sample design employed was a stratified, systematic design from a random start. The sample was selected from a two-way stratified frame matrix. The two stratification criteria were:

TABLE B-1. SAMPLE AND POPULATION DISTRIBUTIONS BY AIRCRAFT TYPE

| TYPE                  | POPULATION | SAMPLE SIZE | SAMPLE AS % OF POPULATION |
|-----------------------|------------|-------------|---------------------------|
| Fixed Wing            |            |             |                           |
| Piston                |            |             |                           |
| 1 engine, 1-3 seats   | 83,970     | 13,321      | 15.9                      |
| 1 engine, 4+ seats    | 115,507    | 10,892      | 9.4                       |
| 2 engines, 1-6 seats  | 18,071     | 2,454       | 13.6                      |
| 2 engines, 7+ seats   | 9,271      | 2,502       | 27.0                      |
| Other Piston          | 389        | 338         | 86.9                      |
| Turboprop             |            |             |                           |
| 2 engines, 1-12 seats | 2,986      | 584         | 19.6                      |
| 2 engines, 13+ seats  | 584        | 191         | 32.7                      |
| Other Turboprop       | 132        | 131         | 99.2                      |
| Turbojet              |            |             |                           |
| 2 engines             | 2,383      | 541         | 22.7                      |
| Other Turbojet        | 551        | 376         | 68.2                      |
| Rotorcraft            |            |             |                           |
| Piston                | 5,346      | 1,558       | 29.1                      |
| Turbine               | 3,024      | 625         | 20.7                      |
| Other                 | 5,856      | 1,612       | 27.9                      |
| TOTAL                 | 248,070    | 35,145      | 14.2                      |

TABLE B-2. SAMPLE AND POPULATION DISTRIBUTIONS BY REGION OF REGISTERED AIRCRAFT

| REGION             | APPROXIMATE POPULATION | SAMPLE SIZE | SAMPLE AS % OF POPULATION |
|--------------------|------------------------|-------------|---------------------------|
| Alaskan            | 6,898                  | 1,704       | 24.7                      |
| Central            | 16,670                 | 2,132       | 12.8                      |
| Eastern            | 27,355                 | 5,193       | 19.0                      |
| European (Foreign) | 388                    | 226         | 58.2                      |
| Great Lakes        | 43,624                 | 4,316       | 9.9                       |
| New England        | 8,614                  | 2,961       | 34.4                      |
| Northwestern       | 17,648                 | 1,997       | 11.3                      |
| Pacific            | 825                    | 480         | 58.2                      |
| Rocky Mountain     | 14,352                 | 3,003       | 20.9                      |
| Southern           | 35,662                 | 5,191       | 14.6                      |
| Southwestern       | 35,311                 | 3,113       | 8.8                       |
| Western            | 40,584                 | 4,827       | 11.9                      |
| TOTAL              | 248,070                | 35,145      | 14.2                      |

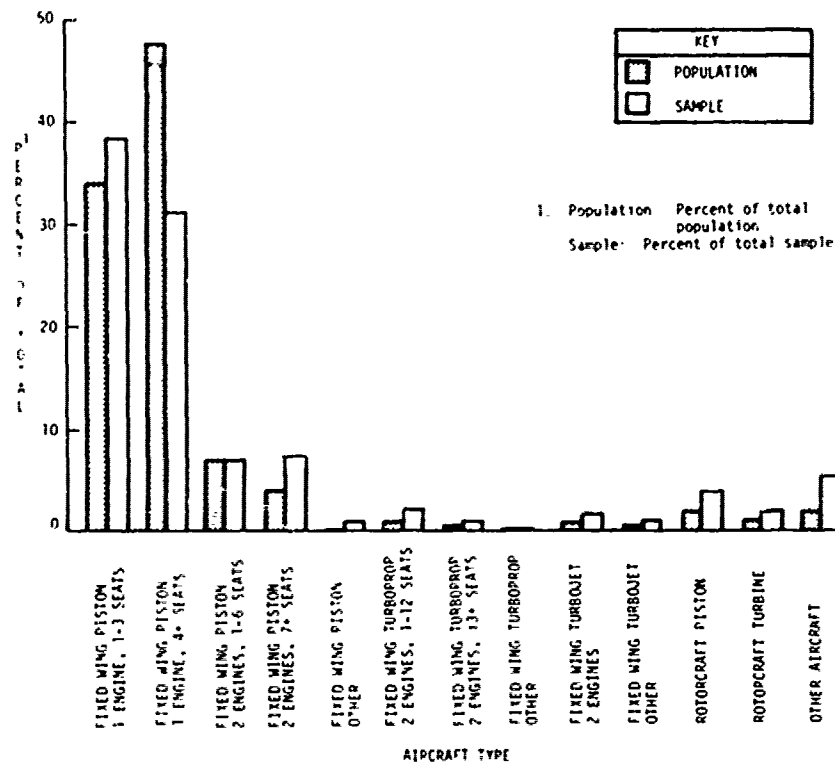


FIGURE B.1. COMPARISON OF POPULATION AND SAMPLE DISTRIBUTIONS BY AIRCRAFT TYPE

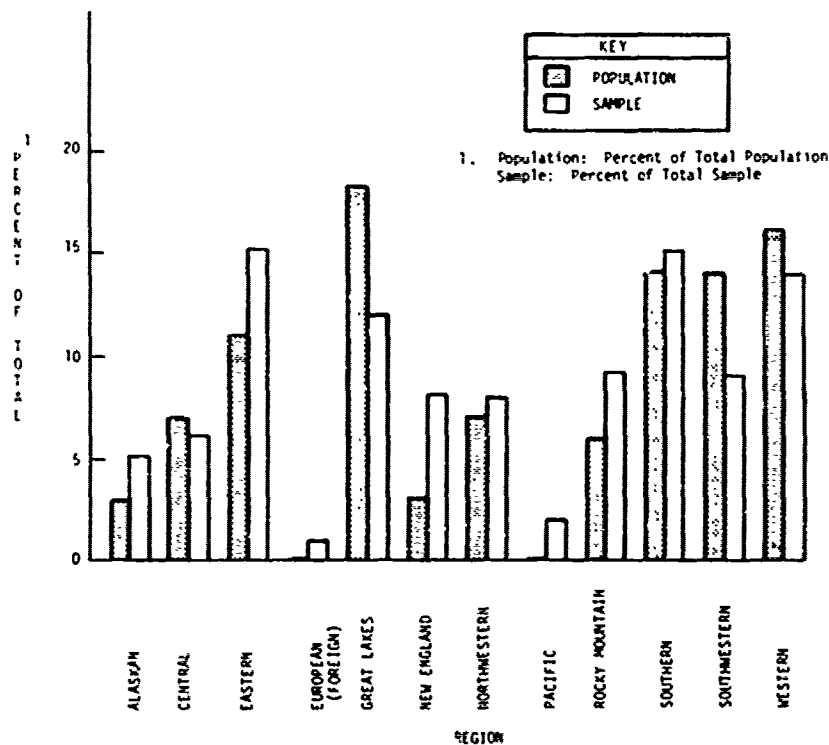


FIGURE B.2. COMPARISON OF POPULATION AND SAMPLE DISTRIBUTIONS BY REGION OF REGISTERED AIRCRAFT

- 1) State or territory of aircraft registration.
- 2) A variable called make-model index constructed from the thirteen aircraft types and the 300+ aircraft manufacturer/model groups of 20 or more general aviation aircraft as defined by the FAA's Service Difficulty Reporting (SDR) Program. (See Appendix D for the names and definitions of these groups.)

The 54 levels of the state criterion and the 330 levels of the make-model index yielded a matrix of 54 by 330 or 17,820 cells (strata) among which the frame was divided for sampling.

The FAA's primary requirement was for estimates of mean annual flight hours per aircraft, necessitating optimal determination of sample sizes based on flight hour variation by state and by make-model index, and not on population. Hence, the sample was not proportional to cell size, and a sampling fraction was determined for each cell with a non-zero population. Sampling was then performed systematically from a random start within individual cells.

Initially, each aircraft in the sample was given a weight which was the inverse of its cell's sampling fraction, and which corresponded to the number of aircraft in the sample frame represented by that aircraft. When all responses to the survey were tallied, each weight was adjusted according to the response rate for the aircraft's cell, counting an aircraft for which no survey questions were answered as a non-respondent and an aircraft for which at least one question was answered as a respondent. The weight adjustment is described below:

- 1) Non-respondents' weights were changed to zero.
- 2) The weights of all responding aircraft in cells where there were fewer than four telephone follow-up contacts were adjusted uniformly by dividing the initial weights by the response rate.
- 3) In cells where there were four or more telephone follow-up contacts, the weights of the mail respondents remained unchanged, and the weights of the telephone respondents were increased by dividing their initial weights by the proportion of non-respondents contacted by telephone.

This method of weight adjustment has several attributes. It actually incorporates the response rates into the final weights and simplifies estimation procedures. In addition, 3) above removes non-response bias from the affected make-model indices and states of registration by weighting the telephone sample of mail non-respondents to adjust for the remaining non-respondents.

### B.3 ERROR

Errors associated with estimates derived from sample survey results fall into two categories: sampling and non-sampling errors.<sup>1</sup> Sampling errors occur because the estimates are based on a sample -- not the entire population. Non-sampling errors arise from a number of sources such as non-response, inability or unwillingness of respondents to provide correct information, differences in interpretation of questions, mistakes in recording or coding the data obtained, and others. The following sections discuss the two types of errors.

#### B.3.1 Sampling Error

In a designed survey, the sampling error associated with an estimate is generally unknown, but a measurable quantity known as the standard error is often used as a guide to the magnitude of sampling error. The standard error measures the variation which would occur among the estimates from all possible samples of the same design from the same population. It thus measures the precision with which an estimate approximates the average result of all possible samples or the result of a survey in which all elements of the population were sampled.

Through sample design techniques, the statistician can control the sizes of standard errors on a few key variables, known as design variables, in the survey. In the General Aviation Activity and Avionics Survey, the design variables were the mean annual hours flown per aircraft by aircraft type, by aircraft manufacturer/model group, and by state of aircraft registration. The sample was designed to produce standard errors on these variables at levels specified by the FAA. No controls were placed on the standard errors of the non-design variables.

Thus, every estimate resulting from a sample survey, whether it be for a design or non-design variable, has sampling error associated with it. The user of survey results must consider this error along with the point estimate itself when making inferences or drawing conclusions about the sample population. A large standard error relative to an estimate indicates lack of precision and, inversely, a small standard error indicates precision. To facilitate the comparison of estimates and their errors, the tables in Section 2 of this publication display standard errors for all estimated quantities. In some cases, the tables contain the percent standard error, which is the standard error divided by the corresponding estimate. The paragraphs below explain the proper interpretation and use of the errors.

---

<sup>1</sup>Standards for Discussion and Presentation of Errors in Data, U.S. Department of Commerce, Bureau of the Census, (Washington DC, 1974), pp. 11-14.

An estimate and its standard error make it possible to construct an interval estimate with prescribed confidence that the interval will include the average value of the estimate from all possible samples of the population. Table B-3 below shows selected interval widths and their corresponding confidence.

TABLE B-3. CONFIDENCE OF INTERVAL ESTIMATES

| WIDTH OF INTERVAL | APPROXIMATE CONFIDENCE<br>THAT INTERVAL INCLUDES<br>AVERAGE VALUE |
|-------------------|-------------------------------------------------------------------|
| 1 Standard error  | 68%                                                               |
| 2 Standard errors | 95%                                                               |
| 3 Standard errors | 99%                                                               |

As an example, from Table 2-6 a 95 percent confidence interval for the number of active rotorcraft with piston engines would be  $3123 \pm 2(127)$  or (2869, 3377). One would say that the number of active rotorcraft with piston engines lies somewhere between 2869 and 3377 with 95 percent confidence.

#### B.3.2 Non-Sampling Error

Non-sampling error can be reduced through survey design, although the amount of reduction is difficult, if not impossible, to quantify in any given design. Nevertheless, through controlled experiments, various techniques have been identified which limit non-sampling error. Several of these techniques were incorporated into the design of the general aviation survey and are itemized below:

- The second mailing and telephone survey of a sample of non-respondents were conducted in addition to the original mailing to improve the response rate, since a low response rate is a major cause of non-sampling error. 71 percent of those aircraft sampled responded to at least one question of the survey. While acceptable, this rate nevertheless represents a decrease in response from 1977 when the survey achieved an 80 percent response rate and 1978 when the response rate was 74 percent. Possible causes of the decrease include:

- 1) The deterioration of aircraft owners' names and addresses in the Aircraft Registration Master File, the sample frame. This increased the number of questionnaires returned undelivered by the postmaster from around 500 in 1977 to over 1000 in 1978 to almost 2000 in 1979, hence decreasing the response rate.
- 2) Repeated sampling of aircraft in two and possibly three successive years. Due to the design of the sample to achieve specified precision in estimates for states and manufacturer/model groups of aircraft, it is impossible to avoid sampling some of the same aircraft in consecutive years. Owners of such aircraft may have been less willing to respond in 1979 than in 1978 and 1977.

Tables B-4 and B-5 show the response rates broken down by FAA region and aircraft type, respectively. The lowest response rate for any region was 21 percent for the European (Foreign) Region due to mail delivery and telephone contact difficulties. The Pacific and Alaskan Regions' rates were low at 57 and 58 percent respectively for similar reasons. These three regions together, however, represented only about 3 percent of the U.S. general aviation fleet. Twin engine fixed wing piston aircraft with 7 or more seats had the lowest response rate at 59 percent of any of the aircraft types, but these aircraft represented less than 4 percent of the fleet.

- The telephone sample of mail non-respondents also helped to minimize bias in results caused by differences in attributes between respondents and non-respondents.
- The survey questionnaire was designed and tested to minimize misinterpretation of questions by the aircraft owners.
- To assure the owners of the confidentiality of their responses, the questionnaire cover letter informed them that the intended use of the responses was "only to produce summary statistics and not to disclose individual operations nor to make changes to your aircraft records."<sup>1</sup>
- Comprehensive editing procedures insured the accuracy of the data transcription to machine readable form and the internal consistency of responses.
- The official and most accurate source of information available on the general aviation fleet, the FAA Aircraft Registration Master File, was used as the sampling frame.

---

<sup>1</sup>See Appendix A.1.

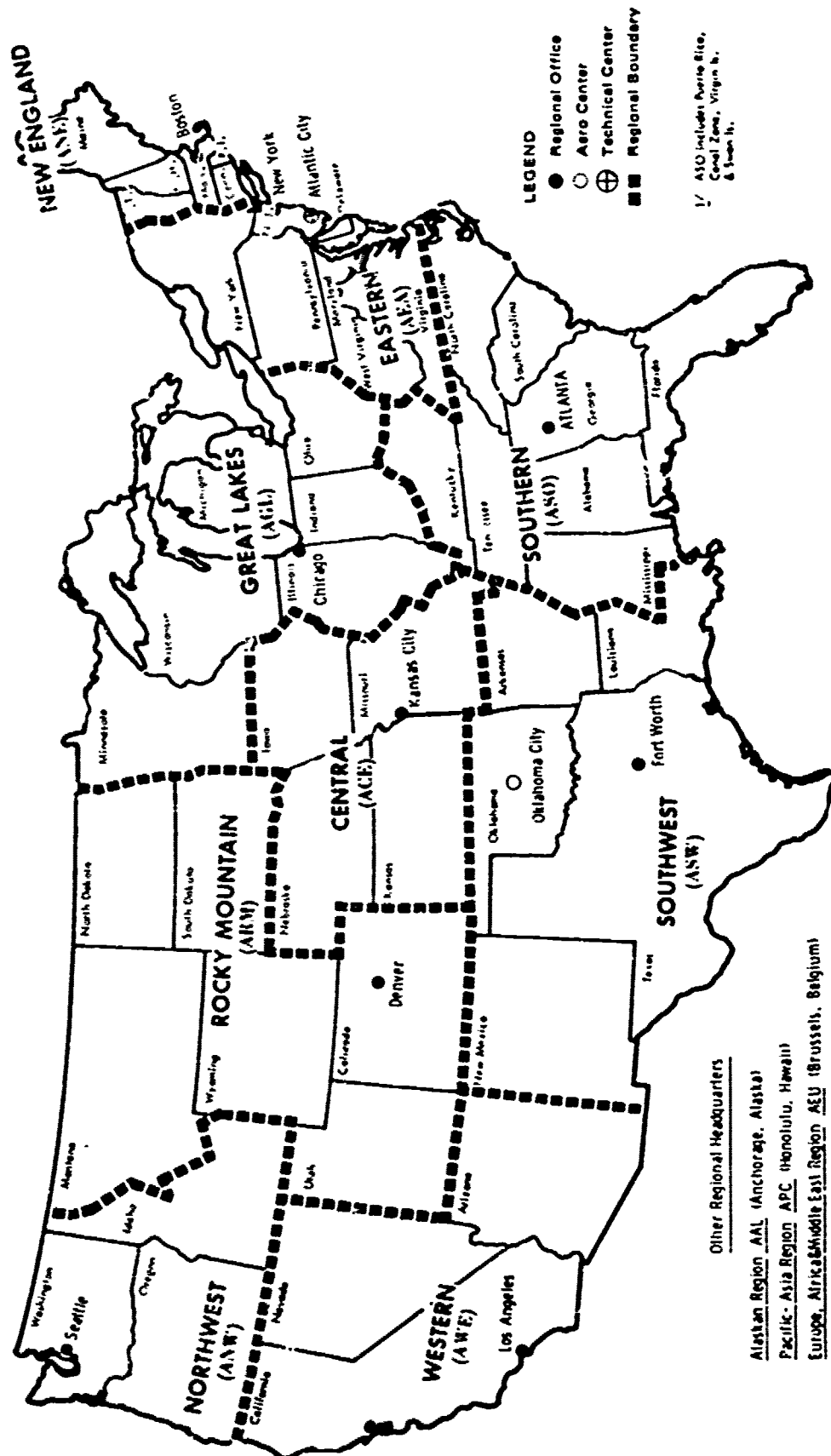
TABLE B-4. RESPONSE RATES BY REGION

| REGION             | RESPONSE RATE (%) | REGION         | RESPONSE RATE (%) |
|--------------------|-------------------|----------------|-------------------|
| Alaskan            | 58                | Pacific        | 57                |
| Central            | 75                | Rocky Mountain | 72                |
| Eastern            | 73                | Southern       | 69                |
| European (Foreign) | 21                | Southwestern   | 72                |
| Great Lakes        | 76                | Western        | 72                |
| New England        | 73                |                |                   |
| Northwestern       | 69                | TOTAL          | 71                |

TABLE B-5. RESPONSE RATES BY AIRCRAFT TYPE

| AIRCRAFT TYPE         | RESPONSE RATE (%) | AIRCRAFT TYPE | RESPONSE RATE (%) |
|-----------------------|-------------------|---------------|-------------------|
| Fixed Wing            |                   |               |                   |
| Piston                |                   | Turbojet      |                   |
| 1 engine, 1-3 seats   | 72                | 2 engines     | 85                |
| 1 engine, 4+ seats    | 71                | Other         | 75                |
| 2 engines, 1-6 seats  | 70                |               |                   |
| 2 engines, 7+ seats   | 59                | Rotorcraft    |                   |
| Other                 | 60                | Piston        | 69                |
| Turboprop             |                   | Turbine       | 78                |
| 2 engines, 1-12 seats | 80                | Other         | 75                |
| 2 engines, 13+ seats  | 84                |               |                   |
| Other                 | 75                | TOTAL         | 71                |

# APPENDIX C. FAA REGIONAL BOUNDARIES



# APPENDIX D.

## SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODE TABLE

This table shows the correspondence between the Service Difficulty Reporting (SDR) aircraft group names and the FAA aircraft manufacturer/model/series (MMS) codes and appears in alphabetical order by SDR name. The SDR names combine MMS codes for aircraft of similar design into groups for analytic purposes. The table contains entries for all the SDR names appearing in several of the tables in the body of this report.

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES

| FAA     | SDR         | FAA     | SDR        | FAA     | SDR          |
|---------|-------------|---------|------------|---------|--------------|
| 0050101 | ADAMS A50S  | 2720305 | AMD FALC20 | 0970101 | AYRES S2     |
| 0050103 | ADAMS A50S  | 2720306 | AMD FALC20 | 0970102 | AYRES S2     |
| 0050105 | ADAMS A50S  | 2730103 | AMD FALC20 | 0970104 | AYRES S2     |
| 8680207 | AEROSPSA316 | 8141617 | ARCPNEH37  | 0970106 | AYRES S2     |
| 8680209 | AEROSPSA316 | 8142801 | ARCRNEH37  | 7630202 | AYRES S2     |
| 8680513 | AEROSPSA316 | 1850202 | ARCTICS1A  | 7630203 | AYRES S2     |
| 8680515 | AEROSPSA316 | 1850204 | ARCTICS1A  | 7630204 | AYRES S2     |
| 8680605 | AEROSPSA316 | 1850206 | ARCTICS1A  | 8380202 | AYRES S2     |
| 8680615 | AEROSPSA316 | 1850208 | ARCTICS1A  | 8380204 | AYRES S2     |
| 8680610 | AEROSPSA341 | 1850210 | ARCTICS1A  | 8380206 | AYRES S2     |
| 1181414 | AGUSTA205   | 1850212 | ARCTICS1A  | 8380302 | AYRES S2     |
| 0144202 | AIRPTSA     | 1850214 | ARCTICS1A  | 8380306 | AYRES S2     |
| 0144204 | AIRPTSA     | 1850216 | ARCTICS1A  | 1480202 | BAC 111      |
| 0144206 | AIRPTSA     | 1850302 | ARCTICS1B1 | 1480204 | BAC 111      |
| 1850102 | AIRPTSA     | 1850304 | ARCTICS1B1 | 1480208 | BAC 111      |
| 1850104 | AIRPTSA     | 1850306 | ARCTICS1B1 | 1480210 | BAC 111      |
| 1850106 | AIRPTSA     | 1850308 | ARCTICS1B1 | 1480218 | BAC 111      |
| 1850108 | AIRPTSA     | 1850310 | ARCTICS1B1 | 1480221 | BAC 111      |
| 1850110 | AIRPTSA     | 1850312 | ARCTICS1B1 | 1480264 | BAC 111      |
| 1850112 | AIRPTSA     | 0191202 | ARONCA15   | 1480268 | BAC 111      |
| 1850114 | AIRPTSA     | 0191204 | ARONCA15   | 1480270 | BAC 111      |
| 1850116 | AIRPTSA     | 0190708 | ARONCA65   | 1480273 | BAC 111      |
| 1850118 | AIRPTSA     | 0190710 | ARONCA65   | 1480277 | BAC 111      |
| 1850120 | AIRPTSA     | 0190802 | ARONCA65   | 1480283 | BAC 111      |
| 1850122 | AIRPTSA     | 0190902 | ARONCA65   | 1121223 | BAG 8206     |
| 4570424 | AIRPTSA     | 0190904 | ARONCA65   | 1121224 | BAG 8206     |
| 4570602 | AIRPTSA     | 0190906 | ARONCA65   | 4230170 | BAG DH125    |
| 4570604 | AIRPTSA     | 0190908 | ARONCA65   | 4130402 | BAG HP137    |
| 4570606 | AIRPTSA     | 0190910 | ARONCA65   | 1050100 | BALWKSFIREFY |
| 4570608 | AIRPTSA     | 0190912 | ARONCA65   | 1050101 | PALWKSFIREFY |
| 4570610 | AIRPTSA     | 0190914 | ARONCA65   | 1050103 | PALWKSFIREFY |
| 4570612 | AIRPTSA     | 0190916 | ARONCA65   | 1050104 | BALWKSFIREFY |
| 4570614 | AIRPTSA     | 0190918 | ARONCA65   | 1050107 | BALWKSFIREFY |
| 4570616 | AIRPTSA     | 0191014 | ARONCA65   | 1152915 | BEECH 100    |
| 4570618 | AIRPTSA     | 0191016 | ARONCA65   | 1152916 | BEECH 100    |
| 4570620 | AIRPTSA     | 0190302 | ARONCAC3   | 1152917 | BEECH 100    |
| 4570622 | AIRPTSA     | 0190304 | ARONCAC3   | 1152919 | BEECH 100    |
| 4570624 | AIRPTSA     | 0191002 | ARONCA058  | 1150502 | BEECH 17     |
| 0440132 | AIRSPC18    | 0191004 | ARONCA058  | 1150504 | BEECH 17     |
| 0440104 | AIRSPC18    | 0191006 | ARONCA058  | 1150506 | BEECH 17     |
| 9200732 | AIRSPC18    | 0191008 | ARONCA058  | 1150508 | BEECH 17     |
| 0390101 | AIRTRCAT300 | 0191010 | ARONCA058  | 1150510 | BEECH 17     |
| 0390103 | AIRTRCAT300 | 0191012 | ARONCA058  | 1150512 | BEECH 17     |
| 0390104 | AIRTRCAT300 | 0143002 | AYRES S2   | 1150514 | BEECH 17     |
| *FALC10 | AMD FALC10  | 0143004 | AYRES S2   | 1150516 | BEECH 17     |
| 2730101 | AMD FALC10  | 0143006 | AYRES S2   | 1150518 | BEECH 17     |
| *FALC20 | AMD FALC20  | 0143008 | AYRES S2   | 1150520 | BEECH 17     |
| 2720302 | AMD FALC20  | 0143010 | AYRES S2   | 1150522 | BEECH 17     |
| 2720303 | AMD FALC20  | 0143012 | AYRES S2   | 1150524 | BEECH 17     |
| 2720304 | AMD FALC20  | 0143022 | AYRES S2   | 1150526 | BEECH 17     |

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES  
(CONTINUED)

| FAA     | SDR      | FAA     | SDR       | FAA     | SDR      |
|---------|----------|---------|-----------|---------|----------|
| 1150528 | BEECH 17 | 1151010 | BEECH 18  | 1151514 | BEECH 35 |
| 1150530 | BEECH 17 | 1151011 | BEECH 18  | 1151516 | BEECH 35 |
| 1150532 | BEECH 17 | 1151012 | BEECH 18  | 1151518 | BEECH 35 |
| 1150534 | BEECH 17 | 1151013 | BEECH 18  | 1151520 | BEECH 35 |
| 1150536 | BEECH 17 | 1151014 | BEECH 18  | 1151522 | BEECH 35 |
| 1150538 | BEECH 17 | 1151015 | BEECH 18  | 1151524 | BEECH 35 |
| 1150540 | BEECH 17 | 1151016 | BEECH 18  | 1151526 | BEECH 35 |
| 1150542 | BEECH 17 | 1151018 | BEECH 18  | 1151528 | BEECH 35 |
| 1150544 | BEECH 17 | 1151019 | BEECH 18  | 1151530 | BEECH 35 |
| 1150546 | BEECH 17 | 1151020 | BEECH 18  | 1151532 | BEECH 35 |
| 1150548 | BEECH 17 | 1151021 | BEECH 18  | 1151538 | BEECH 35 |
| 1150550 | BEECH 17 | 1151022 | BEECH 18  | 1151540 | BEECH 35 |
| 1150552 | BEECH 17 | 1151023 | BEECH 18  | 1151544 | BEECH 35 |
| 1150554 | BEECH 17 | 1151024 | BEECH 18  | 1151546 | BEECH 35 |
| 1150556 | BEECH 17 | 1151026 | BEECH 18  | 1151548 | BEECH 35 |
| 1150558 | BEECH 17 | 1151040 | BEECH 18  | 1151550 | BEECH 35 |
| 1150560 | BEECH 17 | 1151042 | BEECH 18  | 1151602 | BEECH 36 |
| 1150562 | BEECH 17 | 1151044 | BEECH 18  | 1151603 | BEECH 36 |
| 1150564 | BEECH 17 | 1151046 | BEECH 18  | 1151604 | BEECH 36 |
| 1150202 | BEECH 18 | 1151048 | BEECH 18  | 1151605 | BEECH 36 |
| 1150204 | BEECH 18 | 1151050 | BEECH 18  | 1151606 | BEECH 36 |
| 1150602 | BEECH 18 | 1151102 | BEECH 18  | 1151607 | BEECH 36 |
| 1150604 | BEECH 18 | 1152920 | BEECH 200 | 1152002 | BEECH 45 |
| 1150702 | BEECH 18 | 1152926 | BEECH 200 | 1152004 | BEECH 45 |
| 1150704 | BEECH 18 | 1152928 | BEECH 200 | 1152006 | BEECH 45 |
| 1150706 | BEECH 18 | 1151202 | BEECH 23  | 1152008 | BEECH 45 |
| 1150708 | BEECH 18 | 1151204 | BEECH 23  | 1152010 | BEECH 45 |
| 1150710 | BEECH 18 | 1151209 | BEECH 23  | 1152012 | BEECH 45 |
| 1150712 | BEECH 18 | 1151212 | BEECH 23  | 1152013 | BEECH 45 |
| 1150802 | BEECH 18 | 1151214 | BEECH 23  | 1152014 | BEECH 45 |
| 1150804 | BEECH 18 | 1151215 | BEECH 23  | 1152015 | BEECH 45 |
| 1150806 | BEECH 18 | 1151216 | BEECH 23  | 1152016 | BEECH 45 |
| 1150808 | BEECH 18 | 1151226 | BEECH 23  | 1152502 | BEECH 50 |
| 1150902 | BEECH 18 | 1151230 | BEECH 23  | 1152504 | BEECH 50 |
| 1150904 | BEECH 18 | 1151240 | BEECH 23  | 1152506 | BEECH 50 |
| 1150906 | BEECH 18 | 1151242 | BEECH 23  | 1152508 | BEECH 50 |
| 1150907 | BEECH 18 | 1151250 | BEECH 23  | 1152510 | BEECH 50 |
| 1150908 | BEECH 18 | 1151252 | BEECH 23  | 1152512 | BEECH 50 |
| 1150909 | BEECH 18 | 1151253 | BEECH 23  | 1152514 | BEECH 50 |
| 1150910 | BEECH 18 | 1151254 | BEECH 23  | 1152516 | BEECH 50 |
| 1150911 | BEECH 18 | 1151402 | BEECH 33  | 1152518 | BEECH 50 |
| 1150912 | BEECH 18 | 1151404 | BEECH 33  | 1152520 | BEECH 50 |
| 1150913 | BEECH 18 | 1151406 | BEECH 33  | 1152522 | BEECH 50 |
| 1150914 | BEECH 18 | 1151408 | BEECH 33  | 1152524 | BEECH 50 |
| 1150916 | BEECH 18 | 1151410 | BEECH 33  | 1152526 | BEECH 50 |
| 1150918 | BEECH 18 | 1151414 | BEECH 33  | 1152528 | BEECH 50 |
| 1150920 | BEECH 18 | 1151418 | BEECH 33  | 1152530 | BEECH 50 |
| 1150922 | BEECH 18 | 1151422 | BEECH 33  | 1152532 | BEECH 50 |
| 1150924 | BEECH 18 | 1151423 | BEECH 33  | 1152534 | BEECH 50 |
| 1150926 | BEECH 18 | 1151424 | BEECH 33  | 1152536 | BEECH 50 |
| 1150928 | BEECH 18 | 1151425 | BEECH 33  | 1152702 | BEECH 55 |
| 1150930 | BEECH 18 | 1151432 | BEECH 33  | 1152704 | BEECH 55 |
| 1150932 | BEECH 18 | 1151434 | BEECH 33  | 1152706 | BEECH 55 |
| 1151001 | BEECH 18 | 1151435 | BEECH 33  | 1152708 | BEECH 55 |
| 1151002 | BEECH 18 | 1151502 | BEECH 35  | 1152728 | BEECH 55 |
| 1151004 | BEECH 18 | 1151504 | BEECH 35  | 1152729 | BEECH 55 |
| 1151006 | BEECH 18 | 1151506 | BEECH 35  | 1152730 | BEECH 55 |
| 1151007 | BEECH 18 | 1151508 | BEECH 35  | 1152732 | BEECH 55 |
| 1151008 | BEECH 18 | 1151510 | BEECH 35  | 1152736 | BEECH 56 |
| 1151009 | BEECH 18 | 1151512 | BEECH 35  | 1152738 | BEECH 56 |

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES  
(CONTINUED)

| FAA     | SDR      | FAA     | SDR     | FAA     | SDR        |
|---------|----------|---------|---------|---------|------------|
| 1152740 | BEECH 58 | 1180804 | BELL 47 | 1181037 | BELL 47    |
| 1152744 | BEECH 58 | 1180806 | BELL 47 | 1181060 | BELL 47    |
| 1152746 | BEECH 58 | 1180808 | BELL 47 | 1181063 | BELL 47    |
| 1153602 | BEECH 60 | 1180810 | BELL 47 | 1181064 | BELL 47    |
| 1153604 | BEECH 60 | 1180811 | BELL 47 | 1181065 | BELL 47    |
| 1153605 | BEECH 60 | 1180812 | BELL 47 | 1181066 | BELL 47    |
| 1152802 | BEECH 65 | 1180813 | BELL 47 | 1181067 | BELL 47    |
| 1152803 | BEECH 65 | 1180814 | BELL 47 | 1181068 | BELL 47    |
| 1152804 | BEECH 65 | 1180816 | BELL 47 | 1181070 | BELL 47    |
| 1152805 | BEECH 65 | 1180820 | BELL 47 | 1181071 | BELL 47    |
| 1153005 | BEECH 76 | 1180822 | BELL 47 | 1181073 | BELL 47    |
| 1153007 | BEECH 77 | 1180843 | BELL 47 | 1181102 | BELL 47    |
| 1152806 | BEECH 80 | 1180844 | BELL 47 | 1181103 | BELL 47    |
| 1152807 | BEECH 80 | 1180845 | BELL 47 | 1181104 | BELL 47    |
| 1152808 | BEECH 80 | 1180846 | BELL 47 | 1181106 | BELL 47    |
| 1152809 | BEECH 80 | 118084C | BELL 47 | 1181202 | BELL 47    |
| 1152812 | BEECH 80 | 118084D | BELL 47 | 1181310 | BELL 47    |
| 1152814 | BEECH 80 | 118084E | BELL 47 | 1181403 | BELL 47    |
| 1153010 | BEECH 80 | 118084F | BELL 47 | 1181585 | BELL 47    |
| 1152902 | BEECH 90 | 118084G | BELL 47 | 2390101 | BELL 47    |
| 1152904 | BEECH 90 | 118084H | BELL 47 | 2390202 | BELL 47    |
| 1152908 | BEECH 90 | 118084K | BELL 47 | 8930103 | BELL 47    |
| 1152912 | BEECH 90 | 118084M | BELL 47 | 0191102 | BLANCA11   |
| 1152913 | BEECH 90 | 118084P | BELL 47 | 0191104 | BLANCA11   |
| 1152914 | BEECH 90 | 118084R | BELL 47 | 0191106 | BLANCA11   |
| 1153409 | BEECH 90 | 118084V | BELL 47 | 0191108 | BLANCA11   |
| 1153402 | BEECH 95 | 1180902 | BELL 47 | 0191110 | BLANCA11   |
| 1153404 | BEECH 95 | 1180904 | BELL 47 | 0191112 | BLANCA11   |
| 1153406 | BEECH 95 | 1181001 | BELL 47 | 9140404 | BLANCA11   |
| 1153408 | BEECH 95 | 1181002 | BELL 47 | 9140408 | BLANCA11   |
| 1153410 | BEECH 95 | 1181003 | BELL 47 | 1201002 | BLANCA1413 |
| 1153802 | BEECH 99 | 1181004 | BELL 47 | 1201004 | BLANCA1413 |
| 1154002 | BEECH 99 | 1181005 | BELL 47 | 1201006 | BLANCA1413 |
| 1154004 | BEECH 99 | 1181006 | BELL 47 | 1201008 | BLANCA1413 |
| 1181402 | BELL 204 | 1181007 | BELL 47 | 1220402 | BLANCA1419 |
| 1181404 | BELL 204 | 1181008 | BELL 47 | 1220404 | BLANCA1419 |
| 1181405 | BELL 204 | 1181009 | BELL 47 | 1220406 | BLANCA1419 |
| 1181408 | BELL 204 | 118100V | BELL 47 | 1220408 | BLANCA1419 |
| 1181410 | BELL 204 | 1181010 | BELL 47 | 3080102 | BLANCA1419 |
| 1181411 | BELL 204 | 1181011 | BELL 47 | 3080104 | BLANCA1419 |
| 9680101 | BELL 206 | 1181012 | BELL 47 | 3080106 | BLANCA1419 |
| 9680102 | BELL 204 | 1181013 | BELL 47 | 3080108 | BLANCA1419 |
| 1181502 | BELL 206 | 1181014 | BELL 47 | 3080112 | BLANCA1419 |
| 1181503 | BELL 206 | 1181016 | BELL 47 | 3080114 | BLANCA1419 |
| 1181504 | BELL 206 | 1181019 | BELL 47 | 3080116 | BLANCA1419 |
| 1181508 | BELL 206 | 1181020 | BELL 47 | 3080118 | BLANCA1419 |
| 1181510 | BELL 206 | 1181022 | BELL 47 | 3080122 | BLANCA1419 |
| 1181511 | BELL 206 | 1181023 | BELL 47 | 3080124 | BLANCA1419 |
| 1181512 | BELL 206 | 1181024 | BELL 47 | 3080126 | BLANCA1419 |
| 1181522 | BELL 206 | 1181025 | BELL 47 | 3080128 | BLANCA1419 |
| 1181579 | BELL 206 | 1181026 | BELL 47 | 4580802 | BLANCA1419 |
| 1182107 | BELL 206 | 1181027 | BELL 47 | 4580804 | BLANCA1419 |
| 1181420 | BELL 212 | 1181028 | BELL 47 | 4580806 | BLANCA1419 |
| 1180602 | BELL 47  | 1181029 | BELL 47 | 4580808 | BLANCA1419 |
| 1180603 | BELL 47  | 1181030 | BELL 47 | 1220432 | BLANCA17   |
| 1180604 | BELL 47  | 1181031 | BELL 47 | 1220433 | BLANCA17   |
| 1180606 | BELL 47  | 1181032 | BELL 47 | 1220434 | BLANCA17   |
| 1180702 | BELL 47  | 1181033 | BELL 47 | 1220435 | BLANCA17   |
| 1180704 | BELL 47  | 1181034 | BELL 47 | 1220436 | BLANCA17   |
| 1180802 | BELL 47  | 118103M | BELL 47 | 1220437 | BLANCA17   |

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES  
(CONTINUED)

| FAA     | SDR      | FAA     | SDR       | FAA     | SDR       |
|---------|----------|---------|-----------|---------|-----------|
| 1220940 | BLANCA17 | 21101NS | BLANCA7   | 138366M | BOEING707 |
| 0190107 | BLANCA7  | 21101NX | BLANCA7   | 138366P | BOEING707 |
| 1220438 | 3LANCA7  | 21101P3 | BLANCA7   | 1383677 | BOEING707 |
| 1220460 | BLANCA7  | 21101PC | BLANCA7   | 138367A | BOEING707 |
| 1220501 | BLANCA7  | 21101PH | BLANCA7   | 138367B | BOEING707 |
| 1220601 | BLANCA7  | 21101PK | BLANCA7   | 138367C | BOEING707 |
| 1220701 | BLANCA7  | 21101PN | BLANCA7   | 138367D | BOEING707 |
| 2110102 | BLANCA7  | 21101PT | BLANCA7   | 138367E | BOEING707 |
| 2110104 | BLANCA7  | 21101PY | 3LANCA7   | 138367F | BOEING707 |
| 2110106 | BLANCA7  | 1220801 | BLANCA8   | 138367G | BOEING707 |
| 2110108 | BLANCA7  | 1220803 | BLANCA8   | 138367H | BOEING707 |
| 2110110 | BLANCA7  | 2110612 | BLANCA8   | 138367J | BOEING707 |
| 2110112 | BLANCA7  | 1520202 | 3NORM BN2 | 138367X | BOEING707 |
| 2110114 | BLANCA7  | 1520204 | 3NORM BN2 | 138367L | BOEING707 |
| 2110116 | 3LANCA7  | 1520206 | 3NORM BN2 | 138367M | BOEING707 |
| 2110118 | BLANCA7  | 1520207 | 3NORM BN2 | 138367N | BOEING707 |
| 2110120 | 3LANCA7  | 1520209 | 3NORM BN2 | 138367P | BOEING707 |
| 2110122 | BLANCA7  | 1520210 | 3NORM BN2 | 138367Q | BOEING707 |
| 2110124 | BLANCA7  | 1520215 | 3NORM BN2 | 138367R | BOEING707 |
| 2110126 | BLANCA7  | 1520220 | 3NORM BN2 | 138367S | BOEING707 |
| 2110128 | BLANCA7  | 1520221 | 3NORM BN2 | 138367T | BOEING707 |
| 2110130 | BLANCA7  | 1520226 | 3NORM BN2 | 138367U | BOEING707 |
| 2110132 | BLANCA7  | 1520227 | 3NORM BN2 | 138367V | BOEING707 |
| 2110133 | BLANCA7  | 1383601 | BOEING707 | 138367W | BOEING707 |
| 2110134 | BLANCA7  | 1383602 | BOEING707 | 138367X | BOEING707 |
| 2110136 | 3LANCA7  | 1383604 | BOEING707 | 138367Y | BOEING707 |
| 2110138 | BLANCA7  | 1383605 | BOEING707 | 1383688 | BOEING707 |
| 2110140 | BLANCA7  | 1383606 | BOEING707 | 138368D | BOEING707 |
| 2110142 | BLANCA7  | 1383608 | BOEING707 | 138368F | BOEING707 |
| 2110144 | BLANCA7  | 1383609 | BOEING707 | 138368H | BOEING707 |
| 2110146 | BLANCA7  | 138360C | BOEING707 | 138368K | BOEING707 |
| 2110148 | BLANCA7  | 138360F | BOEING707 | 138368M | BOEING707 |
| 2110150 | BLANCA7  | 138360H | BOEING707 | 138369R | BOEING707 |
| 2110152 | BLANCA7  | 138360K | BOEING707 | 1383701 | BOEING707 |
| 2110154 | BLANCA7  | 138360N | BOEING707 | 1383706 | BOEING707 |
| 2110156 | BLANCA7  | 138360P | BOEING707 | 1384001 | BOEING727 |
| 2110158 | BLANCA7  | 138360R | BOEING707 | 1384002 | BOEING727 |
| 2110160 | BLANCA7  | 138360T | BOEING707 | 1384003 | BOEING727 |
| 2110162 | BLANCA7  | 138360V | BOEING707 | 1384004 | BOEING727 |
| 2110164 | BLANCA7  | 138360X | BOEING707 | 1384005 | BOEING727 |
| 2110166 | BLANCA7  | 1383610 | BOEING707 | 1384006 | BOEING727 |
| 2110168 | BLANCA7  | 1383612 | BOEING707 | 1384008 | BOEING727 |
| 2110170 | BLANCA7  | 1383614 | BOEING707 | 138400B | BOEING727 |
| 2110172 | BLANCA7  | 1383616 | BOEING707 | 138400C | BOEING727 |
| 2110174 | BLANCA7  | 1383618 | BOEING707 | 138400E | BOEING727 |
| 2110176 | BLANCA7  | 138361G | BOEING707 | 138400F | BOEING727 |
| 21101M2 | BLANCA7  | 1383658 | BOEING707 | 138400G | BOEING727 |
| 21101M6 | 3LANCA7  | 138365D | BOEING707 | 138400H | BOEING727 |
| 21101M4 | BLANCA7  | 138365F | BOEING707 | 138400J | BOEING727 |
| 21101M5 | BLANCA7  | 138365H | BOEING707 | 138400K | BOEING727 |
| 21101ML | BLANCA7  | 138365K | BOEING707 | 138400M | BOEING727 |
| 21101MR | BLANCA7  | 1383660 | BOEING707 | 1384010 | BOEING727 |
| 21101MW | BLANCA7  | 1383663 | BOEING707 | 1384011 | BOEING727 |
| 21101N2 | BLANCA7  | 1383663 | BOEING707 | 1384012 | BOEING727 |
| 21101N7 | BLANCA7  | 1383668 | BOEING707 | 1384013 | BOEING727 |
| 21101NE | BLANCA7  | 138366C | BOEING707 | 1384014 | BOEING727 |
| 21101NB | BLANCA7  | 138366D | BOEING707 | 1384015 | BOEING727 |
| 21101NG | BLANCA7  | 138366F | BOEING707 | 1384016 | BOEING727 |
| 21101NM | BLANCA7  | 138366H | BOEING707 | 1384017 | BOEING727 |
| 21101NN | 3LANCA7  | 138366K | BOEING707 | 1384018 | BOEING727 |

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES  
(CONTINUED)

| FAA     | SDR       | FAA     | SDR       | FAA     | SDR          |
|---------|-----------|---------|-----------|---------|--------------|
| 1384019 | BOEING727 | 1384457 | BOEING737 | 1380204 | BOEING817    |
| 1384025 | BOEING727 | 1384458 | BOEING737 | 1380206 | BOEING817    |
| 1384027 | BOEING727 | 1384459 | BOEING737 | 1380208 | BOEING817    |
| 1384028 | BOEING727 | 1384461 | BOEING737 | 1406006 | BOLKMS105    |
| 138402C | BOEING727 | 1384466 | BOEING737 | 5626005 | BOLKMS105    |
| 1384030 | BOEING727 | 1384469 | BOEING737 | 5626006 | BOLKMS105    |
| 1384032 | BOEING727 | 138446A | BOEING737 | 4230101 | BRAERODH125  |
| 1384035 | BOEING727 | 1384473 | BOEING737 | 4230106 | BRAERODH125  |
| 138403T | BOEING727 | 1384476 | BOEING737 | 4230110 | BRAERODH125  |
| 1384041 | BOEING727 | 1384477 | BOEING737 | 4230126 | BRAERODH125  |
| 1384043 | BOEING727 | 1384478 | BOEING737 | 4230138 | BRAERODH125  |
| 1384044 | BOEING727 | 1384479 | BOEING737 | 423013M | BRAERODH125  |
| 138404G | BOEING727 | 1384480 | BOEING737 | 423013P | BRAERODH125  |
| 138404V | BOEING727 | 1384484 | BOEING737 | 4230140 | BRAERODH125  |
| 138404Z | BOEING727 | 1384488 | BOEING737 | 4490102 | BRASOVIS20   |
| 1384056 | BOEING727 | 138448A | BOEING737 | 1461202 | BRWSTRFLEET2 |
| 1384057 | BOEING727 | 138448B | BOEING737 | 1461204 | BRWSTRFLEET2 |
| 1384058 | BOEING727 | 138448C | BOEING737 | 1461502 | BRWSTRFLEET7 |
| 1384059 | BOEING727 | 138448D | BOEING737 | 1461504 | BRWSTRFLEET7 |
| 1384063 | BOEING727 | 138448E | BOEING737 | 1461506 | BRWSTRFLEET7 |
| 1384067 | BOEING727 | 138448F | BOEING737 | 1461512 | BRWSTRFLEET7 |
| 138406G | BOEING727 | 138448J | BOEING737 | 1461514 | BRWSTRFLEET7 |
| 138406N | BOEING727 | 138448K | BOEING737 | 1461516 | BRWSTRFLEET7 |
| 1384073 | BOEING727 | 138448M | BOEING737 | 1880104 | CAMRONMODELO |
| 1384074 | BOEING727 | 138448N | BOEING737 | 1880106 | CAMRONMODELO |
| 1384075 | BOEING727 | 138448P | BOEING737 | 1880108 | CAMRONMODELO |
| 1384076 | BOEING727 | 138448R | BOEING737 | 1880110 | CAMRONMODELO |
| 1384077 | BOEING727 | 138448T | BOEING737 | 1880112 | CAMRONMODELO |
| 1384078 | BOEING727 | 138448W | BOEING737 | 1880120 | CAMRONMODELO |
| 1384079 | BOEING727 | 138448Y | BOEING737 | 1880201 | CAMRONMODELO |
| 138407E | BOEING727 | 1380102 | BOEING75  | 1880202 | CAMRONMODELO |
| 138407F | BOEING727 | 1380104 | BOEING75  | 1880204 | CAMRONMODELO |
| 138407K | BOEING727 | 1380106 | BOEING75  | 2071402 | CESSNA120    |
| 138407L | BOEING727 | 1380108 | BOEING75  | 2071602 | CESSNA140    |
| 138407M | BOEING727 | 1380110 | BOEING75  | 2071604 | CESSNA140    |
| 138407N | BOEING727 | 1380112 | BOEING75  | 2071802 | CESSNA150    |
| 138407P | BOEING727 | 1380114 | BOEING75  | 2071804 | CESSNA150    |
| 138407Q | BOEING727 | 1380116 | BOEING75  | 2071806 | CESSNA150    |
| 138407R | BOEING727 | 1380118 | BOEING75  | 2071808 | CESSNA150    |
| 138407S | BOEING727 | 1380120 | BOEING75  | 2071810 | CESSNA150    |
| 138407T | BOEING727 | 1380121 | BOEING75  | 2071812 | CESSNA150    |
| 1384080 | BOEING727 | 1380122 | BOEING75  | 2071814 | CESSNA150    |
| 1384082 | BOEING727 | 1380124 | BOEING75  | 2071816 | CESSNA150    |
| 138408B | BOEING727 | 1380128 | BOEING75  | 2071818 | CESSNA150    |
| 138408D | BOEING727 | 1380130 | BOEING75  | 2071820 | CESSNA150    |
| 138408F | BOEING727 | 1380131 | BOEING75  | 2071822 | CESSNA150    |
| 138408H | BOEING727 | 1380132 | BOEING75  | 2071824 | CESSNA150    |
| 138408L | BOEING727 | 1380134 | BOEING75  | 2071826 | CESSNA150    |
| 138408M | BOEING727 | 1380136 | BOEING75  | 2071828 | CESSNA150    |
| 138408N | BOEING727 | 1380137 | BOEING75  | 2071830 | CESSNA150    |
| 138408W | BOEING727 | 1380138 | BOEING75  | 2071831 | CESSNA150    |
| 138408X | BOEING727 | 1380140 | BOEING75  | 2071835 | CESSNA150    |
| 13840X2 | BOEING727 | 1380142 | BOEING75  | 2071836 | CESSNA150    |
| 13840XY | BOEING727 | 1380144 | BOEING75  | 2072302 | CESSNA170    |
| 1384402 | BOEING737 | 1380146 | BOEING75  | 2072304 | CESSNA170    |
| 1384404 | BOEING737 | 1380148 | BOEING75  | 2072306 | CESSNA170    |
| 1384435 | BOEING737 | 1380150 | BOEING75  | 2072202 | CESSNA172    |
| 1384438 | BOEING737 | 1380152 | BOEING75  | 2072402 | CESSNA172    |
| 1384453 | BOEING737 | 1380154 | BOEING75  | 2072404 | CESSNA172    |
| 1384454 | BOEING737 | 1380202 | BOEING817 | 2072406 | CESSNA172    |

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES  
(CONTINUED)

| FAA     | SDR       | FAA     | SDR       | FAA     | SDR       |
|---------|-----------|---------|-----------|---------|-----------|
| 2072408 | CESSNA172 | 2075816 | CESSNA182 | 2073402 | CESSNA210 |
| 2072410 | CESSNA172 | 2072802 | CESSNA185 | 2073403 | CESSNA210 |
| 2072412 | CESSNA172 | 2072804 | CESSNA185 | 2073404 | CESSNA210 |
| 2072413 | CESSNA172 | 2072806 | CESSNA185 | 2073406 | CESSNA210 |
| 2072414 | CESSNA172 | 2072808 | CESSNA185 | 2073408 | CESSNA210 |
| 2072416 | CESSNA172 | 2072812 | CESSNA185 | 2073410 | CESSNA210 |
| 2072417 | CESSNA172 | 2072816 | CESSNA185 | 2073412 | CESSNA210 |
| 2072418 | CESSNA172 | 2072818 | CESSNA185 | 2073414 | CESSNA210 |
| 2072420 | CESSNA172 | 2072820 | CESSNA185 | 2073416 | CESSNA210 |
| 2072421 | CESSNA172 | 2072821 | CESSNA185 | 2073418 | CESSNA210 |
| 2072424 | CESSNA172 | 2073002 | CESSNA188 | 2073422 | CESSNA210 |
| 2072425 | CESSNA172 | 2073004 | CESSNA188 | 2073430 | CESSNA210 |
| 2072426 | CESSNA172 | 2073005 | CESSNA188 | 2073432 | CESSNA210 |
| 2072428 | CESSNA172 | 2073006 | CESSNA188 | 2073436 | CESSNA210 |
| 2072429 | CESSNA172 | 2073007 | CESSNA188 | 2073438 | CESSNA210 |
| 2072430 | CESSNA172 | 2073008 | CESSNA188 | 2073439 | CESSNA210 |
| 2072431 | CESSNA172 | 2073010 | CESSNA188 | 2073440 | CESSNA210 |
| 2072432 | CESSNA172 | 2073012 | CESSNA188 | 2073446 | CESSNA210 |
| 2072434 | CESSNA172 | 2072902 | CESSNA190 | 2073447 | CESSNA210 |
| 2072438 | CESSNA172 | 2073102 | CESSNA195 | 2073448 | CESSNA210 |
| 2072443 | CESSNA172 | 2073104 | CESSNA195 | 2073449 | CESSNA210 |
| 2072502 | CESSNA175 | 2073106 | CESSNA195 | 2073450 | CESSNA210 |
| 2072504 | CESSNA175 | 2073108 | CESSNA195 | 2073451 | CESSNA210 |
| 2072506 | CESSNA175 | 2073110 | CESSNA195 | 2073453 | CESSNA210 |
| 2072508 | CESSNA175 | 2073112 | CESSNA195 | 2073454 | CESSNA210 |
| 2073704 | CESSNA177 | 2073302 | CESSNA206 | 2073456 | CESSNA210 |
| 2073706 | CESSNA177 | 2073304 | CESSNA206 | 2073902 | CESSNA305 |
| 2073708 | CESSNA177 | 2073306 | CESSNA206 | 2074001 | CESSNA305 |
| 2073709 | CESSNA177 | 2073308 | CESSNA206 | 2074002 | CESSNA305 |
| 2072602 | CESSNA180 | 2073309 | CESSNA206 | 2074003 | CESSNA305 |
| 2072604 | CESSNA180 | 2073310 | CESSNA206 | 2074004 | CESSNA305 |
| 2072606 | CESSNA180 | 2073311 | CESSNA206 | 2074005 | CESSNA305 |
| 2072608 | CESSNA180 | 2073312 | CESSNA206 | 2074006 | CESSNA305 |
| 2072610 | CESSNA180 | 2073313 | CESSNA206 | 2074008 | CESSNA305 |
| 2072612 | CESSNA180 | 2073316 | CESSNA206 | 2074010 | CESSNA305 |
| 2072614 | CESSNA180 | 2073317 | CESSNA206 | 2074012 | CESSNA305 |
| 2072616 | CESSNA180 | 2073318 | CESSNA206 | 2074014 | CESSNA305 |
| 2072618 | CESSNA180 | 2073319 | CESSNA206 | 2074016 | CESSNA305 |
| 2072622 | CESSNA180 | 2073322 | CESSNA206 | 2074018 | CESSNA305 |
| 2072624 | CESSNA180 | 2073324 | CESSNA206 | 2074028 | CESSNA305 |
| 2072702 | CESSNA182 | 2073332 | CESSNA206 | 2074030 | CESSNA305 |
| 2072704 | CESSNA182 | 2073333 | CESSNA206 | 2074032 | CESSNA305 |
| 2072706 | CESSNA182 | 2073334 | CESSNA206 | 2074080 | CESSNA305 |
| 2072708 | CESSNA182 | 2073338 | CESSNA206 | 207408E | CESSNA305 |
| 2072710 | CESSNA182 | 2073340 | CESSNA206 | 207408K | CESSNA305 |
| 2072712 | CESSNA182 | 2073342 | CESSNA206 | 2074202 | CESSNA310 |
| 2072714 | CESSNA182 | 2073344 | CESSNA206 | 2074204 | CESSNA310 |
| 2072716 | CESSNA182 | 2073346 | CESSNA206 | 2074206 | CESSNA310 |
| 2072718 | CESSNA182 | 2073348 | CESSNA206 | 2074208 | CESSNA310 |
| 2072722 | CESSNA182 | 2073350 | CESSNA206 | 2074210 | CESSNA310 |
| 2072724 | CESSNA182 | 2073352 | CESSNA206 | 2074212 | CESSNA310 |
| 2072726 | CESSNA182 | 2073353 | CESSNA206 | 2074214 | CESSNA310 |
| 2072728 | CESSNA182 | 2073356 | CESSNA206 | 2074216 | CESSNA310 |
| 2072730 | CESSNA182 | 2073357 | CESSNA206 | 2074218 | CESSNA310 |
| 2072732 | CESSNA182 | 2073602 | CESSNA207 | 2074220 | CESSNA310 |
| 2072734 | CESSNA182 | 2073604 | CESSNA207 | 2074222 | CESSNA310 |
| 2072735 | CESSNA182 | 2073612 | CESSNA207 | 2074224 | CESSNA310 |
| 2075802 | CESSNA182 | 2073614 | CESSNA207 | 2074226 | CESSNA310 |
| 2075806 | CESSNA182 | 2073202 | CESSNA210 | 2074228 | CESSNA310 |
| 2075814 | CESSNA182 | 2073204 | CESSNA210 | 2074230 | CESSNA310 |

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES  
(CONTINUED)

| FAA     | SDR       | FAA     | SDR          | FAA     | SDR          |
|---------|-----------|---------|--------------|---------|--------------|
| 2074234 | CESSNA310 | 2071305 | CESSNAT50    | 2621012 | CURTISTRVAIR |
| 2074235 | CESSNA310 | 2071306 | CESSNAT50    | 2621102 | CURTISTRVAIR |
| 2074240 | CESSNA310 | 2071307 | CESSNAT50    | 2621104 | CURTISTRVAIR |
| 2074242 | CESSNA310 | 2071308 | CESSNAT50    | 2621106 | CURTISTRVAIR |
| 2074244 | CESSNA310 | 2070402 | CESSNAUC77   | 2621108 | CURTISTRVAIR |
| 2074245 | CESSNA310 | 2070702 | CESSNAUC77   | 2621202 | CURTISTRVAIR |
| 2074246 | CESSNA310 | 2070704 | CESSNAUC77   | 2621204 | CURTISTRVAIR |
| 2074502 | CESSNA320 | 2070802 | CESSNAUC77   | 2621302 | CURTISTRVAIR |
| 2074504 | CESSNA320 | 2070804 | CESSNAUC77   | 2621304 | CURTISTRVAIR |
| 2074506 | CESSNA320 | 2070806 | CESSNAUC77   | 2621306 | CURTISTRVAIR |
| 2074508 | CESSNA320 | 2070902 | CESSNAUC94   | 2621308 | CURTISTRVAIR |
| 2074510 | CESSNA320 | 2071002 | CESSNAUC94   | 2621402 | CURTISTRVAIR |
| 2074512 | CESSNA320 | 2071102 | CESSNAUC94   | 2621404 | CURTISTRVAIR |
| 2074514 | CESSNA320 | 2071104 | CESSNAUC94   | 2621406 | CURTISTRVAIR |
| 2074516 | CESSNA320 | 0110201 | CHILD S2     | 2621408 | CURTISTRVAIR |
| 2075602 | CESSNA336 | 2370602 | COMWTH185    | 2621502 | CURTISTRVAIR |
| 2075702 | CESSNA337 | 2370604 | COMWTH185    | 2621504 | CURTISTRVAIR |
| 2075703 | CESSNA337 | 2370606 | COMWTH185    | 2621506 | CURTISTRVAIR |
| 2075704 | CESSNA337 | 2400102 | CONAERLA4    | 2621508 | CURTISTRVAIR |
| 2075706 | CESSNA337 | 2400108 | CONAERLA4    | 2621602 | CURTISTRVAIR |
| 2075707 | CESSNA337 | 2400110 | CONAERLA4    | 2621604 | CURTISTRVAIR |
| 2075708 | CESSNA337 | 5110102 | CONAERLA4    | 2621606 | CURTISTRVAIR |
| 2075712 | CESSNA337 | 5110104 | CONAERLA4    | 2621608 | CURTISTRVAIR |
| 2075714 | CESSNA337 | 5110202 | CONAERLA4    | 2621702 | CURTISTRVAIR |
| 2075717 | CESSNA337 | 5110204 | CONAERLA4    | 2621704 | CURTISTRVAIR |
| 2075719 | CESSNA337 | 5110302 | CONAERLA4    | 2621802 | CURTISTRVAIR |
| 2075721 | CESSNA337 | 5110304 | CONAERLA4    | 2621804 | CURTISTRVAIR |
| 2075723 | CESSNA337 | 5110306 | CONAERLA4    | 2621806 | CURTISTRVAIR |
| 2075724 | CESSNA337 | 5110308 | CONAERLA4    | 2621808 | CURTISTRVAIR |
| 2075725 | CESSNA337 | 5110310 | CONAERLA4    | 2621810 | CURTISTRVAIR |
| 2075726 | CESSNA337 | 5110312 | CONAERLA4    | 2621812 | CURTISTRVAIR |
| 2075727 | CESSNA337 | 5110314 | CONAERLA4    | 2621814 | CURTISTRVAIR |
| 2075730 | CESSNA337 | 5110316 | CONAERLA4    | 2621816 | CURTISTRVAIR |
| 2075731 | CESSNA337 | 2622601 | CURTISC46    | 2621818 | CURTISTRVAIR |
| 2075732 | CESSNA337 | 2622602 | CURTISC46    | 2621820 | CURTISTRVAIR |
| 2075733 | CESSNA337 | 2622604 | CURTISC46    | 2621822 | CURTISTRVAIR |
| 2076404 | CESSNA340 | 2622606 | CURTISC46    | 2621824 | CURTISTRVAIR |
| 2076405 | CESSNA340 | 2622608 | CURTISC46    | 2621826 | CURTISTRVAIR |
| 207590C | CESSNA401 | 2622610 | CURTISC46    | 2621828 | CURTISTRVAIR |
| 207590D | CESSNA401 | 2622624 | CURTISC46    | 2621830 | CURTISTRVAIR |
| 207590E | CESSNA401 | 2622701 | CURTISC46    | 2621832 | CURTISTRVAIR |
| 207590A | CESSNA402 | 2622702 | CURTISC46    | 2621902 | CURTISTRVAIR |
| 207590L | CESSNA402 | 2622704 | CURTISC46    | 2621904 | CURTISTRVAIR |
| 207590M | CESSNA402 | 2622706 | CURTISC46    | 2621906 | CURTISTRVAIR |
| 207590P | CESSNA402 | 2622708 | CURTISC46    | 2621908 | CURTISTRVAIR |
| 207590Q | CESSNA402 | 2622710 | CURTISC46    | 2423302 | CVAC 22      |
| 2075901 | CESSNA404 | 2622750 | CURTISC46    | 2423304 | CVAC 22      |
| 2075902 | CESSNA411 | 2620502 | CURTISJR     | 3790104 | CVAC 22      |
| 2075904 | CESSNA411 | 2620802 | CURTISROBIN  | 2422601 | CVAC 240     |
| 2075907 | CESSNA414 | 2620804 | CURTISROBIN  | 2422602 | CVAC 240     |
| 2075908 | CESSNA414 | 2620806 | CURTISROBIN  | 2422604 | CVAC 240     |
| 2076010 | CESSNA421 | 2620808 | CURTISROBIN  | 2422606 | CVAC 240     |
| 2076012 | CESSNA421 | 2620810 | CURTISROBIN  | 2422608 | CVAC 240     |
| 2076014 | CESSNA421 | 2620812 | CURTISROBIN  | 2422610 | CVAC 240     |
| 2076016 | CESSNA421 | 2620814 | CURTISROBIN  | 2422612 | CVAC 240     |
| 2076020 | CESSNA441 | 2621002 | CURTISTRVAIR | 2422614 | CVAC 240     |
| 2076602 | CESSNA500 | 2621004 | CURTISTRVAIR | 2422616 | CVAC 240     |
| 2076604 | CESSNA500 | 2621006 | CURTISTRVAIR | 2422618 | CVAC 240     |
| 2071302 | CESSNAT50 | 2621008 | CURTISTRVAIR | 2422620 | CVAC 240     |
| 2071304 | CESSNAT50 | 2621010 | CURTISTRVAIR | 2422622 | CVAC 240     |

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES  
(CONTINUED)

| FAA     | SDR         | FAA     | SDR        | FAA     | SDR      |
|---------|-------------|---------|------------|---------|----------|
| 2422624 | CVAC 240    | 2801736 | DHAV DHC1  | 3021443 | DOUG DC3 |
| 2422626 | CVAC 240    | 2901738 | DHAV DHC1  | 3021444 | DOUG DC3 |
| 2422628 | CVAC 240    | 2801739 | DHAV DHC1  | 3021445 | DOUG DC3 |
| 2422630 | CVAC 240    | *DHC2   | DHAV DHC2  | 3021446 | DOUG DC3 |
| 2422632 | CVAC 240    | 2900102 | DHAV DHC2  | 3021447 | DOUG DC3 |
| 2422633 | CVAC 240    | 2800103 | DHAV DHC2  | 3021448 | DOUG DC3 |
| 2422634 | CVAC 240    | 2800104 | DHAV DHC2  | 3021449 | DOUG DC3 |
| 2422636 | CVAC 240    | 2800105 | DHAV DHC2  | 3021450 | DOUG DC3 |
| 2422638 | CVAC 240    | 2800106 | DHAV DHC2  | 3021451 | DOUG DC3 |
| 2422640 | CVAC 240    | 2800107 | DHAV DHC2  | 3021452 | DOUG DC3 |
| 2422642 | CVAC 240    | 2800108 | DHAV DHC2  | 3021453 | DOUG DC3 |
| 2422644 | CVAC 240    | 2800109 | DHAV DHC2  | 3021454 | DOUG DC3 |
| 2422645 | CVAC 240    | 2800115 | DHAV DHC2  | 3021455 | DOUG DC3 |
| 2422646 | CVAC 240    | 2801830 | DHAV DHC2  | 3021456 | DOUG DC3 |
| 2422647 | CVAC 240    | 2801832 | DHAV DHC2  | 3021457 | DOUG DC3 |
| 2422648 | CVAC 240    | *DHC3   | DHAV DHC3  | 3021458 | DOUG DC3 |
| 2422702 | CVAC 340    | 2800202 | DHAV DHC3  | 3021459 | DOUG DC3 |
| 2422704 | CVAC 340    | 2801002 | DHAVXXDH82 | 3021460 | DOUG DC3 |
| 2422706 | CVAC 340    | 2801006 | DHAVXXDH82 | 3021461 | DOUG DC3 |
| 2422708 | CVAC 340    | 2801020 | DHAVXXDH92 | 3021462 | DOUG DC3 |
| 242270A | CVAC 340    | 3020502 | DOUG A26   | 3021463 | DOUG DC3 |
| 242270H | CVAC 340    | 3020504 | DOUG A26   | 3021464 | DOUG DC3 |
| 2422712 | CVAC 340    | 3020506 | DOUG A26   | 3021466 | DOUG DC3 |
| 2422714 | CVAC 340    | 3020510 | DOUG A26   | 3021467 | DOUG DC3 |
| 2422716 | CVAC 340    | 3020512 | DOUG A26   | 3021468 | DOUG DC3 |
| 2422718 | CVAC 340    | 3020514 | DOUG A26   | 3021469 | DOUG DC3 |
| 2422742 | CVAC 340    | 3020516 | DOUG A26   | 302146T | DOUG DC3 |
| 2422750 | CVAC 440    | 3020518 | DOUG A26   | 302146X | DOUG DC3 |
| 2422902 | CVAC 440    | 3020524 | DOUG A26   | 302146Y | DOUG DC3 |
| 2422904 | CVAC 440    | 3020525 | DOUG A26   | 302146Z | DOUG DC3 |
| 2423004 | CVAC 440    | 3020526 | DOUG A26   | 3021470 | DOUG DC3 |
| 2420202 | CVAC BT13   | 3020527 | DOUG A26   | 3021471 | DOUG DC3 |
| 2420204 | CVAC BT13   | 3021401 | DOUG DC3   | 3021472 | DOUG DC3 |
| 2420206 | CVAC BT13   | 3021402 | DOUG DC3   | 3021473 | DOUG DC3 |
| 2420208 | CVAC BT13   | 3021404 | DOUG DC3   | 3021474 | DOUG DC3 |
| 2420210 | CVAC BT13   | 3021406 | DOUG DC3   | 3021476 | DOUG DC3 |
| 2420222 | CVAC BT13   | 3021410 | DOUG DC3   | 3021478 | DOUG DC3 |
| 2420224 | CVAC BT13   | 3021412 | DOUG DC3   | 302147H | DOUG DC3 |
| 2420226 | CVAC BT13   | 3021414 | DOUG DC3   | 3021480 | DOUG DC3 |
| 2420228 | CVAC BT13   | 3021416 | DOUG DC3   | 3021502 | DOUG DC4 |
| 2420230 | CVAC BT13   | 3021418 | DOUG DC3   | 3021504 | DOUG DC4 |
| 2420702 | CVAC L13    | 3021420 | DOUG DC3   | 3021506 | DOUG DC4 |
| 2420704 | CVAC L13    | 3021422 | DOUG DC3   | 3021508 | DOUG DC4 |
| 2420706 | CVAC L13    | 3021424 | DOUG DC3   | 3021510 | DOUG DC4 |
| *STC580 | CVAC STC580 | 3021425 | DOUG DC3   | 3021512 | DOUG DC4 |
| 2422801 | CVAC STC580 | 3021426 | DOUG DC3   | 3021514 | DOUG DC4 |
| 2422802 | CVAC STC580 | 3021427 | DOUG DC3   | 3021516 | DOUG DC4 |
| 2422804 | CVAC STC580 | 3021428 | DOUG DC3   | 3021518 | DOUG DC4 |
| 2422806 | CVAC STC580 | 3021429 | DOUG DC3   | 3021520 | DOUG DC4 |
| 2423901 | CVAC STC580 | 3021430 | DOUG DC3   | 3021522 | DOUG DC4 |
| 2423002 | CVAC STC580 | 3021431 | DOUG DC3   | 3021524 | DOUG DC4 |
| 2700102 | DART G      | 3021432 | DOUG DC3   | 3021526 | DOUG DC4 |
| 2700104 | DART G      | 3021433 | DOUG DC3   | 3021528 | DOUG DC4 |
| 2700106 | DART G      | 3021434 | DOUG DC3   | 3021530 | DOUG DC4 |
| 2700108 | DART G      | 3021436 | DOUG DC3   | 3021532 | DOUG DC4 |
| 2801702 | DHAV DHC1   | 3021438 | DOUG DC3   | 3021534 | DOUG DC4 |
| 2801704 | DHAV DHC1   | 3021439 | DOUG DC3   | 3021536 | DOUG DC4 |
| 2801712 | DHAV DHC1   | 3021440 | DOUG DC3   | 3021537 | DOUG DC4 |
| 2801714 | DHAV DHC1   | 3021441 | DOUG DC3   | 3021538 | DOUG DC4 |
| 2801716 | DHAV DHC1   | 3021442 | DOUG DC3   | 3021702 | DOUG DC6 |

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES  
(CONTINUED)

| FAA     | SDR      | FAA     | SDR       | FAA     | SDR          |
|---------|----------|---------|-----------|---------|--------------|
| 3021706 | DOUG DC6 | 3022028 | DOUG DC9  | 3370410 | FRCHLD24     |
| 3021708 | DOUG DC6 | 3022030 | DOUG DC9  | 3370412 | FRCHLD24     |
| 3021710 | DOUG DC6 | 3022034 | DOUG DC9  | 3370414 | FRCHLD24     |
| 3021712 | DOUG DC6 | 3022036 | DOUG DC9  | 3370416 | FRCHLD24     |
| 3021714 | DOUG DC6 | 3022037 | DOUG DC9  | 3370418 | FRCHLD24     |
| 3021802 | DOUG DC7 | 3022038 | DOUG DC9  | 3370502 | FRCHLD24     |
| 3021804 | DOUG DC7 | 3022030 | DOUG DC9  | 3370504 | FRCHLD24     |
| 3021805 | DOUG DC7 | 302203F | DOUG DC9  | 3370506 | FRCHLD24     |
| 3021806 | DOUG DC7 | 302203H | DOUG DC9  | 3370508 | FRCHLD24     |
| 3021807 | DOUG DC7 | 302203K | DOUG DC9  | 3370510 | FRCHLD24     |
| 3021808 | DOUG DC7 | 3022051 | DOUG DC9  | 3370512 | FRCHLD24     |
| 3021901 | DOUG DC8 | 302205A | DOUG DC9  | 3370514 | FRCHLD24     |
| 3021902 | DOUG DC8 | 302205C | DOUG DC9  | 3370516 | FRCHLD24     |
| 3021904 | DOUG DC8 | 3022065 | DOUG DC9  | 3370518 | FRCHLD24     |
| 3021906 | DOUG DC8 | 3022066 | DOUG DC9  | 3370520 | FRCHLD24     |
| 3021908 | DOUG DC8 | 3022067 | DOUG DC9  | 3370602 | FRCHLD24     |
| 3021908 | DOUG DC8 | 302206A | DOUG DC9  | 3370604 | FRCHLD24     |
| 3021900 | DOUG DC8 | 302206C | DOUG DC9  | 3370606 | FRCHLD24     |
| 302190F | DOUG DC8 | 302206E | DOUG DC9  | 3370608 | FRCHLD24     |
| 302190H | DOUG DC8 | 302207A | DOUG DC9  | 3370610 | FRCHLD24     |
| 3021910 | DOUG DC8 | 302207C | DOUG DC9  | 3370612 | FRCHLD24     |
| 3021912 | DOUG DC8 | 3022070 | DOUG DC9  | 3370614 | FRCHLD24     |
| 3021914 | DOUG DC8 | 302207N | DOUG DC9  | 3370616 | FRCHLD24     |
| 3021916 | DOUG DC8 | 302207P | DOUG DC9  | 3370618 | FRCHLD24     |
| 3021918 | DOUG DC8 | 3022080 | DOUG DC9  | 3370620 | FRCHLD24     |
| 3021918 | DOUG DC8 | 5760102 | EIRVCN20  | 3370622 | FRCHLD24     |
| 3021910 | DOUG DC8 | 5760104 | EIRVON20  | 3370624 | FRCHLD24     |
| 302191F | DOUG DC8 | 5760202 | EIRVON20  | 3370626 | FRCHLD24     |
| 302191H | DOUG DC8 | 5760204 | EIRVON20  | 3370628 | FRCHLD24     |
| 302191K | DOUG DC8 | 5760206 | EIRVON20  | 3372102 | FRCHLDC119   |
| 3021920 | DOUG DC9 | 5760207 | EIRVON20  | 3372106 | FRCHLDC119   |
| 3021922 | DOUG DC8 | 3280103 | EMAIR MA1 | 3372108 | FRCHLDC119   |
| 3021924 | DOUG DC8 | 6070102 | EMAIR MA1 | 3373002 | FRCHLDF27    |
| 3021925 | DOUG DC8 | 3300404 | ENSTRMF28 | 3373004 | FRCHLDF27    |
| 3021926 | DOUG DC8 | 3300406 | ENSTRMF28 | 3373006 | FRCHLDF27    |
| 3021927 | DOUG DC8 | 3300407 | ENSTRMF28 | 3373008 | FRCHLDF27    |
| 3021928 | DOUG DC8 | 3300424 | ENSTRMF28 | 3373010 | FRCHLDF27    |
| 3021928 | DOUG DC8 | 3300502 | ENSTRMF28 | 3373016 | FRCHLDF27    |
| 302192D | DOUG DC8 | 3300505 | ENSTRMF28 | 3376502 | FRCHLDFH1100 |
| 302192F | DOUG DC8 | 3300507 | ENSTRMF28 | 3376504 | FRCHLDFH1100 |
| 302192H | DOUG DC8 | 3480502 | FLEET 168 | 4360302 | FRCHLDFH1100 |
| 302192K | DOUG DC9 | 3480504 | FLEET 168 | 4361405 | FRCHLDFH1100 |
| 302192M | DOUG DC8 | 3370202 | FRCHLD24  | 3371602 | FRCHLC 62    |
| 3021952 | DOUG DC8 | 3370204 | FRCHLD24  | 3371604 | FRCHLDM62    |
| 3021953 | DOUG DC8 | 3370206 | FRCHLD24  | 3371606 | FRCHLDM62    |
| 3021954 | DOUG DC8 | 3370208 | FRCHLD24  | 3371608 | FRCHLDM62    |
| 3021958 | DOUG DC8 | 3370210 | FRCHLD24  | 3371609 | FRCHLDM62    |
| 3021950 | DOUG DC8 | 3370212 | FRCHLD24  | 3371610 | FRCHLDM62    |
| 3021965 | DOUG DC8 | 3370214 | FRCHLD24  | 3371612 | FRCHLDM62    |
| 3021970 | DOUG DC8 | 3370216 | FRCHLD24  | 3371614 | FRCHLDM62    |
| 3021972 | DOUG DC8 | 3370218 | FRCHLD24  | 3371616 | FRCHLDM62    |
| 3021978 | DOUG DC8 | 3370220 | FRCHLD24  | 3371618 | FRCHLDM62    |
| 3021970 | DOUG DC8 | 3370222 | FRCHLD24  | 3371620 | FRCHLDM62    |
| 302198A | DOUG DC8 | 3370224 | FRCHLD24  | 3371622 | FRCHLDM62    |
| 3021988 | DOUG DC8 | 3370302 | FRCHLD24  | 3371624 | FRCHLDM62    |
| 302198F | DOUG DC8 | 3370304 | FRCHLD24  | 3371626 | FRCHLDM62    |
| 302198H | DOUG DC8 | 3370402 | FRCHLD24  | 3371628 | FRCHLDM62    |
| 3022002 | DOUG DC9 | 3370404 | FRCHLD24  | 3371630 | FRCHLDM62    |
| 3022026 | DOUG DC9 | 3370406 | FRCHLD24  | 3371632 | FRCHLDM62    |
| 3022028 | DOUG DC9 | 3370408 | FRCHLD24  | 3371634 | FRCHLDM62    |

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES  
(CONTINUED)

| FAA     | SDR          | FAA     | SDR        | FAA     | SDR         |
|---------|--------------|---------|------------|---------|-------------|
| 3371636 | FRCHLDM62    | 3979908 | GULSTMG164 | 4470404 | HUGHES269   |
| 3371638 | FRCHLDM62    | 3951202 | GULSTMG21  | 4470406 | HUGHES269   |
| 3371640 | FRCHLDM62    | 3951204 | GULSTMG21  | 4470502 | HUGHES269   |
| 3371642 | FRCHLDM62    | 3951206 | GULSTMG21  | 4470504 | HUGHES269   |
| 3374004 | FRCHLDM62    | 3951208 | GULSTMG21  | 4470702 | HUGHES369   |
| 3374006 | FRCHLDM62    | 3951210 | GULSTMG21  | 4470706 | HUGHES369   |
| 3760102 | GENBALAX6    | 3951212 | GULSTMG21  | 4470718 | HUGHES369   |
| 3760202 | GENBALAX6    | 3951214 | GULSTMG21  | 4470720 | HUGHES369   |
| 3800335 | GLASFLLIBELL | 3951216 | GULSTMG21  | 4470722 | HUGHES369   |
| 3800337 | GLASFLLIBELL | 3951218 | GULSTMG21  | 4470728 | HUGHES369   |
| 3800339 | GLASFLLIBELL | 3951502 | GULSTMG44  | 4470730 | HUGHES369   |
| 3800341 | GLASFLLIBELL | 3951504 | GULSTMG44  | 4470802 | HUGHES369   |
| 3800344 | GLASFLLIBELL | 3951506 | GULSTMG44  | 4470806 | HUGHES369   |
| 3800346 | GLASFLLIBELL | 3951508 | GULSTMG44  | 2800402 | HWKSLYDH104 |
| 1660104 | PROB ASTIR   | 3951802 | GULSTMG73  | 2800404 | HWKSLYDH104 |
| 3910101 | GRTLKS2T1    | 3960401 | GULSTMG7   | 2800406 | HWKSLYDH104 |
| 3910102 | GRTLKS2T1    | 4300302 | HELIO H250 | 2800408 | HWKSLYDH104 |
| 3910104 | GRTLKS2T1    | 4300802 | HELIO H295 | 2800410 | HWKSLYDH104 |
| 3910106 | GRTLKS2T1    | 4300803 | HELIO H295 | 2800412 | HWKSLYDH104 |
| 3910107 | GRTLKS2T1    | 4301101 | HELIO H295 | 2800414 | HWKSLYDH104 |
| 3910108 | GRTLKS2T1    | 4301102 | HELIO H295 | 2800416 | HWKSLYDH104 |
| 3950306 | GRUMANTBM    | 4301104 | HELIO H295 | 2800417 | HWKSLYDH104 |
| 3950308 | GRUMANTBM    | 4300102 | HELIO H391 | 2800418 | HWKSLYDH104 |
| 3950310 | GRUMANTBM    | 4300104 | HELIO H391 | 2800420 | HWKSLYDH104 |
| 0630820 | GRUMAVAA1    | 4300106 | HELIO H391 | *DH114  | HWKSLYDH114 |
| 0631202 | GRUMAVAA1    | 4300202 | HELIO H395 | 2800501 | HWKSLYDH114 |
| 0632001 | GRUMAVAA1    | 4300204 | HELIO H395 | 2800502 | HWKSLYDH114 |
| 3960100 | GRUMAVAA1    | 4300206 | HELIO H395 | 2800504 | HWKSLYDH114 |
| 3960101 | GRUMAVAA1    | 4360102 | HILLERUH12 | 2800506 | HWKSLYDH114 |
| 3960102 | GRUMAVAA1    | 4360103 | HILLERUH12 | 2800508 | HWKSLYDH114 |
| 3960103 | GRUMAVAA1    | 4360104 | HILLERUH12 | 2800510 | HWKSLYDH114 |
| 3960502 | GRUMAVAA1    | 4360105 | HILLERUH12 | *DH125  | HWKSLYDH125 |
| 0632005 | GRUMAVAA5    | 4360106 | HILLERUH12 | 4210112 | HWKSLYDH125 |
| 3960104 | GRUMAVAA5    | 4360107 | HILLERUH12 | 4230102 | HWKSLYDH125 |
| 3960105 | GRUMAVAA5    | 4360108 | HILLERUH12 | 4230112 | HWKSLYDH125 |
| 3960107 | GRUMAVAA5    | 4360109 | HILLERUH12 | 4230130 | HWKSLYDH125 |
| 3960124 | GRUMAVAA5    | 4360110 | HILLERUH12 | 4230134 | HWKSLYDH125 |
| 3952801 | GRUMAVG164   | 4360111 | HILLERUH12 | 4230158 | HWKSLYDH125 |
| 3960201 | GRUMAVG164   | 4360112 | HILLERUH12 | 4230160 | HWKSLYDH125 |
| 3960202 | GRUMAVG164   | 4360113 | HILLERUH12 | 4230170 | HWKSLYDH125 |
| 3960203 | GRUMAVG164   | 4360114 | HILLERUH12 | 1440502 | HYNES B2    |
| 8052214 | GRUMAVG164   | 4360115 | HILLERUH12 | 1440504 | HYNES B2    |
| 8052215 | GRUMAVG164   | 4360116 | HILLERUH12 | 1440506 | HYNES B2    |
| 0630610 | GULSTMAA1    | 4360117 | HILLERUH12 | 1440508 | HYNES B2    |
| 0630710 | GULSTMAA1    | 4360118 | HILLERUH12 | 0142002 | ISRAEL1121  |
| 0631206 | GULSTMAA1    | 4360119 | HILLERUH12 | 0142006 | ISRAEL1121  |
| 0631214 | GULSTMAA1    | 4360120 | HILLERUH12 | 0142010 | ISRAEL1121  |
| 0631410 | GULSTMAA5    | 4360121 | HILLERUH12 | 4500102 | ISRAEL1124  |
| 3960105 | GULSTMAA5    | 4360122 | HILLERUH12 | 4690502 | JBMSTRDGA15 |
| 3960106 | GULSTMAA5    | 4360124 | HILLERUH12 | 4690504 | JBMSTRDGA15 |
| 3970104 | GULSTMAA5    | 4360125 | HILLERUH12 | 4690506 | JBMSTRDGA15 |
| 3970106 | GULSTMAA5    | 4360126 | HILLERUH12 | 4690508 | JBMSTRDGA15 |
| 3953505 | GULSTMG1159  | 4360127 | HILLERUH12 | 4690510 | JBMSTRDGA15 |
| 3970108 | GULSTMG1159  | 4360128 | HILLERUH12 | 4690512 | JBMSTRDGA15 |
| 3952202 | GULSTMG159   | 4360129 | HILLERUH12 | 4690514 | JBMSTRDGA15 |
| 3952702 | GULSTMG164   | 4360130 | HILLERUH12 | 4690516 | JBMSTRDGA15 |
| 3952704 | GULSTMG164   | 4360135 | HILLERUH12 | 4690518 | JBMSTRDGA15 |
| 3952802 | GULSTMG164   | 4360809 | HILLERUH12 | 8850402 | KUHLOW      |
| 3952803 | GULSTMG164   | 4470402 | HUGHES269  | 8850406 | KUHLOW      |
| 3952804 | GULSTMG164   | 4470403 | HUGHES269  | 8850408 | KUHLOW      |

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES  
(CONTINUED)

| FAA     | SDR        | FAA     | SDR         | FAA     | SDR        |
|---------|------------|---------|-------------|---------|------------|
| 8850410 | KUHLWD     | 5261634 | LKHEED18    | 5810107 | MNC0UP90   |
| 8850412 | KUHLWD     | 5261636 | LKHEED18    | 5810108 | MNC0UP90   |
| 8850414 | KUHLWD     | 5261638 | LKHEED18    | 5810110 | MNC0UP90   |
| 8850416 | KUHLWD     | 5261640 | LKHEED18    | 5810130 | MNC0UP90   |
| 8850418 | KUHLWD     | 5261642 | LKHEED18    | 5870101 | MNMITEM18  |
| 8850420 | KUHLWD     | 5260102 | LKHEEDPV1   | 5870102 | MNMITEM18  |
| 8850422 | KUHLWD     | 5260104 | LKHEEDPV1   | 5870104 | MNMITEM18  |
| 5090204 | LAIKFN10   | 5260106 | LKHEEDPV1   | 5870106 | MNMITEM18  |
| 5090206 | LAIKFN10   | 5260401 | LKHEEDT33   | 5870108 | MNMITEM18  |
| 5090208 | LAIKFN10   | 5260402 | LKHEEDT33   | 5870202 | MOONEYM20  |
| 5170102 | LEAR 23    | 5260404 | LKHEEDT33   | 5870204 | MOONEYM20  |
| 5170302 | LEAR 24    | 5260406 | LKHEEDT33   | 5870206 | MOONEYM20  |
| 5170304 | LEAR 24    | 8190102 | LUSCOM8     | 5870208 | MOONEYM20  |
| 5170306 | LEAR 24    | 8190104 | LUSCOM8     | 5870210 | MOONEYM20  |
| 5170307 | LEAR 24    | 8190106 | LUSCOM8     | 5870212 | MOONEYM20  |
| 5170308 | LEAR 24    | 8190108 | LUSCOM8     | 5870214 | MOONEYM20  |
| 5170309 | LEAR 24    | 8190110 | LUSCOM8     | 5870216 | MOONEYM20  |
| 5170310 | LEAR 24    | 8190112 | LUSCOM8     | 5870219 | MOONEYM20  |
| 5170311 | LEAR 24    | 8190114 | LUSCOM8     | 5870220 | MOONEYM20  |
| 5170316 | LEAR 24    | 8190116 | LUSCOM8     | 5870302 | MOONEYM20  |
| 5170317 | LEAR 24    | 8190118 | LUSCOM8     | 5870304 | MOONEYM20  |
| 5170506 | LEAR 25    | 8190120 | LUSCOM8     | 5870306 | MOONEYM20  |
| 5170509 | LEAR 25    | 8190122 | LUSCOM8     | 5870308 | MOONEYM20  |
| 5170511 | LEAR 25    | 8190124 | LUSCOM8     | 5870310 | MOONEYM20  |
| 5170513 | LEAR 25    | 8190126 | LUSCOM8     | 5870312 | MOONEYM20  |
| 5170514 | LEAR 25    | 8190128 | LUSCOM8     | 5870314 | MOONEYM20  |
| 5170516 | LEAR 25    | 8190130 | LUSCOM8     | 5870316 | MOONEYM20  |
| 5170600 | LEAR 35    | 8190132 | LUSCOM8     | 5870601 | MOONEYM20  |
| 5170601 | LEAR 35    | 8190154 | LUSCOM8     | 5870605 | MOONEYM20  |
| 5170602 | LEAR 35    | 819019E | LUSCOM8     | 8120412 | MRCRTIS205 |
| 5170603 | LEAR 35    | 5450702 | MARTIN404   | 5780404 | MTSBSIMU2  |
| 1360336 | LET L13    | 5460102 | MAULE M4    | 5780405 | MTSBSIMU2  |
| 5261402 | LKHEED12A  | 5460104 | MAULE M4    | 5780406 | MTSBSIMU2  |
| 5261404 | LKHEED12A  | 5460105 | MAULE M4    | 5790407 | MTSBSIMU2  |
| 5261406 | LKHEED12A  | 5460106 | MAULE M4    | 5780408 | MTSBSIMU2  |
| 5261408 | LKHEED12A  | 5460108 | MAULE M4    | 5780409 | MTSBSIMU2  |
| 5261410 | LKHEED12A  | 5460112 | MAULE M4    | 5780410 | MTSBSIMU2  |
| *1329   | LKHEED1329 | 5460114 | MAULE M4    | 5780411 | MTSBSIMU2  |
| 5263102 | LKHEED1329 | 5460116 | MAULE M4    | 5780412 | MTSBSIMU2  |
| 5263104 | LKHEED1329 | 5460120 | MAULE M4    | 5780413 | MTSBSIMU2  |
| 5263106 | LKHEED1329 | 5460130 | MAULE M4    | 5780414 | MTSBSIMU2  |
| 5263108 | LKHEED1329 | 5460132 | MAULE M4    | 5780440 | MTSBSIMU2  |
| 5263110 | LKHEED1329 | 5460133 | MAULE M5    | 5780460 | MTSBSIMU2  |
| 5263116 | LKHEED1329 | 5460134 | MAULE M5    | 9230602 | MULTECD16  |
| 5263119 | LKHEED1329 | 5460135 | MAULE M5    | 9230604 | MULTECD16  |
| 5263125 | LKHEED1329 | 5500604 | MCCULHJ2    | 9230606 | MULTECD16  |
| 5261602 | LKHEED18   | 5480102 | MCLISHFUNK8 | 9230608 | MULTECD16  |
| 5261603 | LKHEED18   | 5480104 | MCLISHFUNK8 | 9230610 | MULTECD16  |
| 5261604 | LKHEED18   | 5480106 | MCLISHFUNK8 | 9230612 | MULTECD16  |
| 5261606 | LKHEED18   | 5480108 | MCLISHFUNK8 | 6400702 | NAMER 825  |
| 5261608 | LKHEED18   | 5480202 | MCLISHFUNK8 | 6400704 | NAMER 825  |
| 5261610 | LKHEED18   | 5480204 | MCLISHFUNK8 | 6400705 | NAMER 825  |
| 5261612 | LKHEED18   | 5480206 | MCLISHFUNK8 | 6400706 | NAMER 825  |
| 5261614 | LKHEED18   | 5480208 | MCLISHFUNK8 | 6400708 | NAMER 825  |
| 5261616 | LKHEED18   | 5650202 | MEYERSOTW   | 6400710 | NAMER 825  |
| 5261618 | LKHEED18   | 5650204 | MEYERSOTW   | 6400712 | NAMER 825  |
| 5261620 | LKHEED18   | 5650206 | MEYERSOTW   | 6400713 | NAMER 825  |
| 5261622 | LKHEED18   | 5650208 | MEYERSOTW   | 6400714 | NAMER 825  |
| 5261624 | LKHEED18   | 5810102 | MNC0UP90    | 6400718 | NAMER 825  |
| 5261632 | LKHEED18   | 5810104 | MNC0UP90    | 6400719 | NAMER 825  |

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES  
(CONTINUED)

| FAA     | SDR          | FAA     | SDR          | FAA     | SDR        |
|---------|--------------|---------|--------------|---------|------------|
| 6402301 | NAMER F51    | 6150142 | NAVIONNAVION | 7100520 | PIPER J3   |
| 6402302 | NAMER F51    | 6150144 | NAVIONNAVION | 7100525 | PIPER J3   |
| 6402303 | NAMER F51    | 6150146 | NAVIONNAVION | 7100527 | PIPER J3   |
| 6402304 | NAMER F51    | 6150148 | NAVIONNAVION | 7100530 | PIPER J3   |
| 6402305 | NAMER F51    | 6150160 | NAVIONNAVION | 7100532 | PIPER J3   |
| 6402306 | NAMER F51    | 6150162 | NAVIONNAVION | 7100534 | PIPER J3   |
| 6402307 | NAMER F51    | 6150164 | NAVIONNAVION | 7100536 | PIPER J3   |
| 6402308 | NAMER F51    | 6150166 | NAVIONNAVION | 7100538 | PIPER J3   |
| 6402309 | NAMER F51    | 6150168 | NAVIONNAVION | 7100540 | PIPER J3   |
| 6402310 | NAMER F51    | 6150170 | NAVIONNAVION | 7100541 | PIPER J3   |
| 6402314 | NAMER F51    | 6150172 | NAVIONNAVION | 7100542 | PIPER J3   |
| 6402502 | NAMER NA260  | 6150174 | NAVIONNAVION | 7100544 | PIPER J3   |
| 6402504 | NAMER NA260  | 6150176 | NAVIONNAVION | 7100546 | PIPER J3   |
| 6402505 | NAMER NA260  | 6150178 | NAVIONNAVION | 7100548 | PIPER J3   |
| 6402506 | NAMER NA260  | 6383006 | NORD SV4     | 7100550 | PIPER J3   |
| 6402512 | NAMER NA260  | 8141608 | ORLHELH19    | 7100552 | PIPER J3   |
| 1922828 | NAMER T6     | 8141601 | ELH19        | 7101102 | PIPER J3   |
| 6400402 | NAMER T6     | 8141610 | HELH19       | 7101104 | PIPER J3   |
| 6400404 | NAMER T6     | 8141612 | ORLHELH19    | 7100602 | PIPER J4   |
| 6400405 | NAMER T6     | 8141614 | JRLHELH19    | 7100604 | PIPER J4   |
| 6400406 | NAMER T6     | 3141616 | ORLHELH19    | 7100605 | PIPER J4   |
| 6400407 | NAMER T6     | 8141618 | ORLHELH19    | 7100606 | PIPER J4   |
| 6400408 | NAMER T6     | 056040H | PICARDA46    | 7100608 | PIPER J4   |
| 6400410 | NAMER T6     | 7001218 | PICARDA46    | 7100610 | PIPER J4   |
| 6400412 | NAMER T6     | 700122A | PICARDA46    | 7100612 | PIPER J4   |
| 6400414 | NAMER T6     | 7090103 | PILATS84     | 7100614 | PIPER J4   |
| 6400415 | NAMER T6     | 7090104 | PILATS84     | 7100202 | PIPER J5   |
| 6400416 | NAMER T6     | 7106001 | PIPER 600    | 7100204 | PIPER J5   |
| 6400417 | NAMER T6     | 7106002 | PIPER 600    | 7100702 | PIPER J5   |
| 6400418 | NAMER T6     | 7106010 | PIPER 600    | 7100704 | PIPER J5   |
| 6400419 | NAMER T6     | 7106011 | PIPER 600    | 7100706 | PIPER J5   |
| 6400420 | NAMER T6     | 8360604 | PIPER 600    | 7100708 | PIPER J5   |
| 6400422 | NAMER T6     | 8360605 | PIPER 600    | 7100710 | PIPER J5   |
| 6400423 | NAMER T6     | 8360607 | PIPER 600    | 7100712 | PIPER J5   |
| 6400424 | NAMER T6     | 8360608 | PIPER 600    | 7101202 | PIPER PA12 |
| 6400426 | NAMER T6     | 7100402 | PIPER J2     | 7101204 | PIPER PA12 |
| 6400430 | NAMER T6     | 7100412 | PIPER J2     | 7101402 | PIPER PA14 |
| 6400431 | NAMER T6     | 7100501 | PIPER J3     | 7101502 | PIPER PA15 |
| 6400432 | NAMER T6     | 7100502 | PIPER J3     | 7101602 | PIPER PA16 |
| 6400434 | NAMER T6     | 7100503 | PIPER J3     | 7101604 | PIPER PA16 |
| 6400436 | NAMER T6     | 7100504 | PIPER J3     | 7101702 | PIPER PA17 |
| 6400441 | NAMER T6     | 7100506 | PIPER J3     | 7101802 | PIPER PA18 |
| 6400442 | NAMER T6     | 7100508 | PIPER J3     | 7101804 | PIPER PA18 |
| 6120202 | NAVAL N3N    | 7100509 | PIPER J3     | 7101806 | PIPER PA18 |
| 6150104 | NAVIONNAVION | 7100510 | PIPER J3     | 7101808 | PIPER PA18 |
| 6150106 | NAVIONNAVION | 7100511 | PIPER J3     | 7101809 | PIPER PA18 |
| 6150108 | NAVIONNAVION | 7100512 | PIPER J3     | 7101810 | PIPER PA18 |
| 6150110 | NAVIONNAVION | 7100514 | PIPER J3     | 7101811 | PIPER PA18 |
| 6150112 | NAVIONNAVION | 7100516 | PIPER J3     | 7101812 | PIPER PA18 |
| 6150114 | NAVIONNAVION | 7100518 | PIPER J3     | 7101813 | PIPER PA18 |
| 6150116 | NAVIONNAVION | 7100519 | PIPER J3     | 7101814 | PIPER PA18 |
| 6150118 | NAVIONNAVION | 7100520 | PIPER J3     | 7101815 | PIPER PA18 |
| 6150120 | NAVIONNAVION | 7100521 | PIPER J3     | 7101816 | PIPER PA18 |
| 6150122 | NAVIONNAVION | 7100522 | PIPER J3     | 7101818 | PIPER PA18 |
| 6150130 | NAVIONNAVION | 7100524 | PIPER J3     | 7101820 | PIPER PA18 |
| 6150132 | NAVIONNAVION | 7100525 | PIPER J3     | 7101822 | PIPER PA18 |
| 6150134 | NAVIONNAVION | 7100526 | PIPER J3     | 7101824 | PIPER PA18 |
| 6150136 | NAVIONNAVION | 7100527 | PIPER J3     | 7101826 | PIPER PA18 |
| 6150138 | NAVIONNAVION | 7100528 | PIPER J3     | 7101828 | PIPER PA18 |
| 6150140 | NAVIONNAVION | 7100529 | PIPER J3     |         |            |

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES  
(CONTINUED)

| FAA     | SDR        | FAA     | SDR         | FAA     | SDR        |
|---------|------------|---------|-------------|---------|------------|
| 7101830 | PIPER PA18 | 7102815 | PIPER PA28  | 05604XW | RAVEN S50  |
| 7101832 | PIPER PA18 | 7102816 | PIPER PA28  | 7480202 | RAVEN S50  |
| 7101834 | PIPER PA18 | 7102817 | PIPER PA28  | 7480204 | RAVEN S50  |
| 7101836 | PIPER PA18 | 7102818 | PIPER PA28  | 7480402 | RAVEN S55  |
| 7101837 | PIPER PA18 | 7102819 | PIPER PA28  | 0560477 | RAVEN S60  |
| 7101838 | PIPER PA18 | 7102824 | PIPER PA28  | 7480604 | RAVEN S60  |
| 7101902 | PIPER PA18 | 7103002 | PIPER PA30  | 7480606 | RAVEN S60  |
| 7101903 | PIPER PA18 | 7103015 | PIPER PA30  | 7480610 | RAVEN S60  |
| 7101904 | PIPER PA18 | 7103902 | PIPER PA30  | 7530120 | REIMS 150  |
| 7101906 | PIPER PA18 | 7104002 | PIPER PA30  | 7530124 | REIMS 150  |
| 7102002 | PIPER PA20 | 7103102 | PIPER PA31  | 7530128 | REIMS 150  |
| 7102004 | PIPER PA20 | 7103104 | PIPER PA31  | 7530132 | REIMS 150  |
| 7102006 | PIPER PA20 | 7103105 | PIPER PA31  | 7530134 | REIMS 150  |
| 7102008 | PIPER PA20 | 7103110 | PIPER PA31  | 7530212 | REIMS 150  |
| 7102010 | PIPER PA20 | 7103120 | PIPER PA31  | 0144701 | RKWE1112   |
| 7102012 | PIPER PA20 | 7103124 | PIPER PA31T | 7630302 | RKWE1112   |
| 7102016 | PIPER PA20 | 7103126 | PIPER PA31T | 7630303 | RKWE1112   |
| 7102202 | PIPER PA22 | 7103206 | PIPER PA32  | 7630306 | RKWE1112   |
| 7102203 | PIPER PA22 | 7103208 | PIPER PA32  | 7630307 | RKWE1112   |
| 7102204 | PIPER PA22 | 7103210 | PIPER PA32  | 7630314 | RKWE1112   |
| 7102206 | PIPER PA22 | 7103211 | PIPER PA32  | 7630315 | RKWE1112   |
| 7102208 | PIPER PA22 | 7103212 | PIPER PA32  | 7630316 | RKWE1112   |
| 7102210 | PIPER PA22 | 7103213 | PIPER PA32  | 0141102 | RKWE1500   |
| 7102212 | PIPER PA22 | 7103214 | PIPER PA32  | 0141104 | RKWE1500   |
| 7102214 | PIPER PA22 | 7103215 | PIPER PA32  | 0141106 | RKWE1500   |
| 7102216 | PIPER PA22 | 7103216 | PIPER PA32  | 0141107 | RKWE1500   |
| *PA23   | PIPER PA23 | 7103217 | PIPER PA32  | 0141108 | RKWE1500   |
| 7102302 | PIPER PA23 | 7103218 | PIPER PA32  | 7630410 | RKWE1500   |
| 7102303 | PIPER PA23 | 7103222 | PIPER PA32  | 0141202 | RKWE1520   |
| 7102304 | PIPER PA23 | 7103404 | PIPER PA34  | 0141402 | RKWE1560   |
| 7102305 | PIPER PA23 | 7103405 | PIPER PA34  | 0141404 | RKWE1560   |
| 7102306 | PIPER PA23 | 7103406 | PIPER PA34  | 0141406 | RKWE1560   |
| 7102308 | PIPER PA23 | 7103407 | PIPER PA34  | 0141408 | RKWE1680   |
| 7102309 | PIPER PA23 | 7103408 | PIPER PA34  | 0141602 | RKWE1680   |
| 7102310 | PIPER PA23 | 7103602 | PIPER PA36  | 0141604 | RKWE1680   |
| 7102402 | PIPER PA24 | 7103610 | PIPER PA36  | 0141606 | RKWE1680   |
| 7102403 | PIPER PA24 | 7103612 | PIPER PA36  | 0141608 | RKWE1680   |
| 7102404 | PIPER PA24 | 7103614 | PIPER PA36  | 0141610 | RKWE1680   |
| 7102406 | PIPER PA24 | 7103812 | PIPER PA38  | 0141611 | RKWE1680   |
| 7102407 | PIPER PA24 | 7104402 | PIPER PA44  | 0141612 | RKWE1680   |
| 7102408 | PIPER PA24 | 7300102 | PRATT PRG1  | 0141802 | RKWE1680   |
| 7102409 | PIPER PA24 | 7300104 | PRATT PRG1  | 7630513 | RKWE1680   |
| 7102502 | PIPER PA25 | 7300106 | PRATT PRG1  | 0141712 | RKWE1680TP |
| 7102503 | PIPER PA25 | 0140302 | PROPJT200   | 0141714 | RKWE1680TP |
| 7102504 | PIPER PA25 | 0140304 | PROPJT200   | 0141716 | RKWE1680TP |
| 7102508 | PIPER PA25 | 0140306 | PROPJT200   | 0141718 | RKWE1680TP |
| 7102516 | PIPER PA28 | 0140308 | PROPJT200   | 0141720 | RKWE1690TP |
| 7102801 | PIPER PA28 | 0140312 | PROPJT200   | 0141722 | RKWE1690TP |
| 7102802 | PIPER PA28 | 0140314 | PROPJT200   | 7630515 | RKWE1690TP |
| 7102803 | PIPER PA28 | 5650302 | PROPJT200   | 7630516 | RKWE1690TP |
| 7102804 | PIPER PA28 | 5650304 | PROPJT200   | 7630520 | RKWE1700   |
| 7102805 | PIPER PA28 | 5650306 | PROPJT200   | *NA265  | RKWE1NA265 |
| 7102806 | PIPER PA28 | 5650308 | PROPJT200   | 6402602 | RKWE1NA265 |
| 7102807 | PIPER PA28 | 5650310 | PROPJT200   | 6402604 | RKWE1NA265 |
| 7102808 | PIPER PA28 | 6480116 | RANKIN65    | 6402606 | RKWE1NA265 |
| 7102809 | PIPER PA28 | 6480118 | RANKIN65    | 6402608 | RKWE1NA265 |
| 7102810 | PIPER PA28 | 6480120 | RANKIN65    | 6402610 | RKWE1NA265 |
| 7102811 | PIPER PA28 | 6480122 | RANKIN65    | 6402612 | RKWE1NA265 |
| 7102812 | PIPER PA28 | 6480124 | RANKIN65    | 6402614 | RKWE1NA265 |
| 7102813 | PIPER PA28 | 7480502 | RAVEN RX6   | 6402618 | RKWE1NA265 |
| 7102814 | PIPER PA28 | 05604XT | RAVEN S50   |         |            |

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES  
(CONTINUED)

| FAA     | SDR         | FAA     | SDR           | FAA     | SDR          |
|---------|-------------|---------|---------------|---------|--------------|
| 7630101 | RKWE/LNA265 | 3050515 | SCWZERSG1     | 8360806 | SMITH 600    |
| 7630104 | RKWE/LNA265 | 8053604 | SCWZERSG1     | 8680802 | SNIAS 350    |
| 7630106 | RKWE/LNA265 | 8050202 | SCWZERSG2     | 8680803 | SNIAS 350    |
| 7630107 | RKWE/LNA265 | 8050204 | SCWZERSG2     | 8680506 | SNIAS SA318  |
| 7630108 | RKWE/LNA265 | 8050206 | SCWZERSG2     | 8680508 | SNIAS SA318  |
| 3801206 | ROLSCHLS    | 8050207 | SCWZERSG2     | 8680511 | SNIAS SA318  |
| 3801208 | ROLSCHLS    | 8050210 | SCWZERSG2     | 8402842 | SOCATAMS894  |
| 3801211 | ROLSCHLS    | 8050602 | SCWZERSG2     | 8400125 | SOCATARALLYE |
| 3801213 | ROLSCHLS    | 8050604 | SCWZERSG2     | 8400131 | SOCATARALLYE |
| 3801214 | ROLSCHLS    | 8050606 | SCWZERSG2     | 8400135 | SOCATARALLYE |
| 7830502 | RYAN ST3    | 8050608 | SCWZERSG2     | 38015VC | SPHRTHCIRRUS |
| 7830504 | RYAN ST3    | 8050610 | SCWZERSG2     | 38019VE | SPHRTHCIRRUS |
| 7830506 | RYAN ST3    | 8050612 | SCWZERSG2     | 3801925 | SPHRTHNIMBUS |
| 7830402 | RYAN STA    | 8050614 | SCWZERSG2     | 38019VD | SPHRTHNIMBUS |
| 7830404 | RYAN STA    | 8051404 | SCWZERSG2     | 38019VF | SPHRTHNIMBUS |
| 38015H2 | SCHLERAS15  | 8051604 | SCWZERSG2     | 38019VG | SPHRTHNIMBUS |
| 38015H2 | SCHLERAS15  | 8051606 | SCWZERSG2     | 38019VJ | SPHRTHNIMBUS |
| 3801508 | SCHLERASM19 | 8050902 | SCWZERTG3A    | 8632002 | STNSON10     |
| 3801506 | SCHLERASW20 | 8070802 | SEMC0 CLNGER  | 8632004 | STNSON10     |
| 3801559 | SCHLERK8    | 8071701 | SEMC0 MODEL T | 8632102 | STNSON10     |
| 3801563 | SCHLERK8    | 8141602 | SKRSKY555     | 8632104 | STNSON10     |
| 3801567 | SCHLERK8    | 8141604 | SKRSKY555     | 8632106 | STNSON10     |
| 38019VK | SCHLERK8    | 8141606 | SKRSKY555     | 8630202 | STNSONL5     |
| 38019VL | SCHLERK8    | 8141615 | SKRSKY555     | 8630204 | STNSONL5     |
| 3801525 | SCHLERKA6   | 814161E | SKRSKY555     | 8630206 | STNSONL5     |
| 3801528 | SCHLERKA6   | 814161G | SKRSKY555     | 8630208 | STNSONL5     |
| 3801530 | SCHLERKA6   | 814161J | SKRSKY555     | 8630210 | STNSONL5     |
| 3801533 | SCHLERKA6   | 9141622 | SKRSKY555     | 8630212 | STNSONL5     |
| 3801535 | SCHLERKA6   | 8141630 | SKRSKY555     | 8630214 | STNSONL5     |
| 3801536 | SCHLERKA6   | 8141632 | SKRSKY555     | 8631502 | STNSONSR9    |
| 3801537 | SCHLERKA6   | 8141801 | SKRSKY558     | 8631504 | STNSONSR9    |
| 3801540 | SCHLERKA6   | 8141802 | SKRSKY558     | 8631506 | STNSONSR9    |
| 3801542 | SCHLERKA6   | 9141804 | SKRSKY558     | 8631508 | STNSONSR9    |
| 3801545 | SCHLERKA6   | 8141806 | SKRSKY558     | 8631510 | STNSONSR9    |
| 8050101 | SCWZERSG1   | 8141808 | SKRSKY558     | 8631512 | STNSONSR9    |
| 8050102 | SCWZERSG1   | 8141811 | SKRSKY558     | 8631514 | STNSONSR9    |
| 8050103 | SCWZERSG1   | 8141814 | SKRSKY558     | 8631516 | STNSONSR9    |
| 8050104 | SCWZERSG1   | 8141815 | SKRSKY558     | 8631518 | STNSONSR9    |
| 8050105 | SCWZERSG1   | 8141831 | SKRSKY558     | 8631520 | STNSONSR9    |
| 8050106 | SCWZERSG1   | 8141836 | SKRSKY558     | 8631522 | STNSONSR9    |
| 8050107 | SCWZERSG1   | 8141837 | SKRSKY558     | 8631524 | STNSONSR9    |
| 8050108 | SCWZERSG1   | 8141839 | SKRSKY558     | 8631526 | STNSONSR9    |
| 8050110 | SCWZERSG1   | 8141803 | SKRSKY558T    | 8631528 | STNSONSR9    |
| 8050111 | SCWZERSG1   | 8141805 | SKRSKY558T    | 3080202 | STOLANRC3    |
| 8050112 | SCWZERSG1   | 8141807 | SKRSKY558T    | 3080203 | STOLANRC3    |
| 8050113 | SCWZERSG1   | 8141840 | SKRSKY558T    | 3080204 | STOLANRC3    |
| 8050114 | SCWZERSG1   | 8141842 | SKRSKY558T    | 3080206 | STOLANRC3    |
| 8050116 | SCWZERSG1   | 0140202 | SLINDS100     | 5410102 | STOLANRC3    |
| 8050118 | SCWZERSG1   | 0140203 | SLINDS100     | 8730202 | SUPAC LA     |
| 8050120 | SCWZERSG1   | 0140204 | SLINDS100     | 8730204 | SUPAC LA     |
| 8050122 | SCWZERSG1   | 0140208 | SLINDS100     | 8730206 | SUPAC LA     |
| 8050124 | SCWZERSG1   | 0140210 | SLINDS100     | 8730208 | SUPAC LA     |
| 8050126 | SCWZERSG1   | 9550102 | SLINDS100     | 8730302 | SUPAC V      |
| 8050146 | SCWZERSG1   | 9550104 | SLINDS100     | 8730304 | SUPAC V      |
| 8050147 | SCWZERSG1   | 9550112 | SLINDS100     | 8730306 | SUPAC V      |
| 8050148 | SCWZERSG1   | 8360602 | SMITH 600     | 8730308 | SUPAC V      |
| 8050149 | SCWZERSG1   | 8360604 | SMITH 600     | *SA 226 | SWRNGNSA226  |
| 8050151 | SCWZERSG1   | 8360605 | SMITH 600     | 8780122 | SWRNGNSA226  |
| 8050501 | SCWZERSG1   | 8360606 | SMITH 600     | 8780404 | SWRNGNSA226  |
| 8050502 | SCWZERSG1   | 8360607 | SMITH 600     | 8780405 | SWRNGNSA226  |
| 8050504 | SCWZERSG1   | 8360802 | SMITH 600     | 8780802 | SWRNGNSA226  |

TABLE D-1. SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES  
(CONTINUED)

| FAA     | SDR        | FAA     | SDR        | FAA     | SDR       |
|---------|------------|---------|------------|---------|-----------|
| 8780112 | SWRNGNSA26 | 9230402 | UNIVAR108  | 9600834 | WACO YK   |
| 8850202 | TCRAFTA    | 9230404 | UNIVAR108  | 9600835 | WACO YK   |
| 8850302 | TCRAFTBC   | 9230406 | UNIVAR108  | 9600836 | WACO YK   |
| 8850304 | TCRAFTBC   | 9230408 | UNIVAR108  | 9600838 | WACO YK   |
| 8850306 | TCRAFTBC   | 9230412 | UNIVAR108  | 9600840 | WACO YK   |
| 8850308 | TCRAFTBC   | 9230414 | UNIVAR108  | 0190406 | WOODHM65  |
| 8850310 | TCRAFTBC   | 9230416 | UNIVAR108  | 0190712 | WOODHM65  |
| 8850312 | TCRAFTBC   | 9230418 | UNIVAR108  | 0190714 | WOODHM65  |
| 8850314 | TCRAFTBC   | 0420102 | JNIVAR415  | 0190716 | WOODHM65  |
| 8850316 | TCRAFTBC   | 0420104 | UNIVAR415  | 0190718 | WOODHM65  |
| 8850318 | TCRAFTBC   | 0420202 | UNIVAR415  | 0190920 | WOODHM65  |
| 8850320 | TCRAFTBC   | 0420204 | JNIVAR415  | 0190922 | WOODHM65  |
| 8850321 | TCRAFTBC   | 0420302 | UNIVAR415  | 0190924 | WOODHM65  |
| 8850322 | TCRAFTBC   | 0420304 | UNIVAR415  | 0190926 | WOODHM65  |
| 8850323 | TCRAFTBC   | 0420306 | UNIVAR415  | 0190928 | WOODHM65  |
| 8850324 | TCRAFTBC   | 0420308 | JNIVAR415  | 0190930 | WOODHM65  |
| 9230902 | TCRAFTBC   | 0420310 | UNIVAR415  | 0190932 | WOODHM65  |
| 9230904 | TCRAFTBC   | 0420312 | JNIVAR415  | 0190934 | WOODHM65  |
| 9230906 | TCRAFTBC   | 0420314 | UNIVAR415  | 9630404 | WTHRLY201 |
| 9230908 | TCRAFTBC   | 0420316 | UNIVAR415  | 9630406 | WTHRLY201 |
| 9230910 | TCRAFTBC   | 0420318 | JNIVAR415  | 9630408 | WTHRLY201 |
| 9230912 | TCRAFTBC   | 0420320 | UNIVAR415  | 9630410 | WTHRLY201 |
| 9230914 | TCRAFTBC   | 0420322 | UNIVAR415  |         |           |
| 9230916 | TCRAFTBC   | 0420324 | UNIVAR415  |         |           |
| 9230918 | TCRAFTBC   | 0420326 | JNIVAR415  |         |           |
| 9230920 | TCRAFTBC   | 0420328 | UNIVAR415  |         |           |
| 9230922 | TCRAFTBC   | 0420330 | JNIVAR415  |         |           |
| 9230924 | TCRAFTBC   | 0420332 | UNIVAR415  |         |           |
| 9230926 | TCRAFTBC   | 0420334 | JNIVAR415  |         |           |
| 9230928 | TCRAFTBC   | 0420336 | JNIVAR415  |         |           |
| 8850326 | TCRAFTBF   | 0420338 | UNIVAR415  |         |           |
| 8850328 | TCRAFTBF   | 0420340 | UNIVAR415  |         |           |
| 8850330 | TCRAFTBF   | 0420402 | UNIVAR415  |         |           |
| 8850332 | TCRAFTBF   | 0420404 | JNIVAR415  |         |           |
| 8850334 | TCRAFTBF   | 0420406 | UNIVAR415  |         |           |
| 8850336 | TCRAFTBF   | 0420408 | UNIVAR415  |         |           |
| 8850338 | TCRAFTBF   | 0420410 | UNIVAR415  |         |           |
| 8850340 | TCRAFTBF   | 0420502 | UNIVAR415  |         |           |
| 8850342 | TCRAFTBF   | 0420504 | UNIVAR415  |         |           |
| 8850344 | TCRAFTBF   | 0420702 | UNIVAR415  |         |           |
| 8850346 | TCRAFTBL   | 0420722 | UNIVAR415  |         |           |
| 8850348 | TCRAFTBL   | 0540102 | UNIVAR415  |         |           |
| 8850350 | TCRAFTBL   | 0540104 | JNIVAR415  |         |           |
| 8850352 | TCRAFTBL   | 5872014 | UNIVAR415  |         |           |
| 8850354 | TCRAFTBL   | 5872018 | UNIVAR415  |         |           |
| 8850356 | TCRAFTBL   | 5940202 | VARGA 2150 |         |           |
| 8850358 | TCRAFTBL   | 5940204 | VARGA 2150 |         |           |
| 8890402 | TEMCO 11A  | 9601202 | WACO ASD   |         |           |
| 8890404 | TEMCO 11A  | 9600702 | WACO GXE   |         |           |
| 8970105 | THUNDRA7   | 9600304 | WACO R     |         |           |
| 8970107 | THUNDRA7   | 9600422 | WACO R     |         |           |
| 8970108 | THUNDRA7   | 9600306 | WACO U     |         |           |
| 8970110 | THUNDRA7   | 9600404 | WACO U     |         |           |
| 0190402 | TRYTEKK    | 9600405 | WACO U     |         |           |
| 0190404 | TRYTEKK    | 9600508 | WACO U     |         |           |
| 9230102 | UNIVACGC1  | 9600510 | WACO U     |         |           |
| 9230104 | UNIVACGC1  | 9601302 | WACO UPF7  |         |           |
| 9230106 | UNIVACGC1  | 9601304 | WACO UPF7  |         |           |
| 9230108 | UNIVACGC1  | 9600816 | WACO YK    |         |           |
| 9230110 | UNIVACGC1  | 9600818 | WACO YK    |         |           |
| 9230112 | UNIVACGC1  | 9600832 | WACO YK    |         |           |

# APPENDIX E.

## SDR ENGINE GROUP NAME - FAA MANUFACTURER/MODEL CODE TABLE

This table shows the correspondence between the Service Difficulty Reporting (SDR) engine group names and the FAA engine manufacturer/model (MM) codes and appears in alphabetical order by SDR name. The SDR names combine MM codes for engines of similar design into groups for analytic purposes. The table contains entries for all the SDR names appearing in the engine statistics table in the body of this report.

TABLE E-1. SDR ENGINE GROUP NAME - FAA MANUFACTURER/MODEL CODES

| SDR           | FAA   | SDR           | FAA   | SDR      | FAA        |
|---------------|-------|---------------|-------|----------|------------|
| ALLSN 250C    | 03002 | DHAVXXGIPSY   | 20004 | LYC      | 0320 41509 |
| ALLSN 250C    | 03011 | FCD 6440      | 26303 | LYC      | 0340 41510 |
| ALLSN 250C    | 03013 | FRNKLY4AC150  | 27002 | LYC      | 0360 41504 |
| ALLSN 5010    | *5010 | FRNKLN4AC150  | 27003 | LYC      | 0360 41511 |
| ALLSN 5010    | 03004 | FRNKLN4AC150  | 27004 | LYC      | 0360 41513 |
| ALLSN 5010    | 03005 | FRNKLN4AC176  | 27006 | LYC      | 0360 41514 |
| ALLSN 5010    | 03006 | FRNKL 44AC176 | 27007 | LYC      | 0360 41515 |
| ANTRMCNCCULH  | 42501 | FRNKL 44AC199 | 27008 | LYC      | 0360 41522 |
| ARSCHTFE731   | *TFE7 | FRNKLN4AC199  | 27009 | LYC      | 0360 41524 |
| ARSPC-ITFE731 | 01518 | FRNKLY4AC199  | 27010 | LYC      | 0435 *0435 |
| ARSCHTPE331   | *TPE3 | FRNKLN644150  | 27024 | LYC      | 0435 41516 |
| ARSCHTPE331   | 01502 | FRNKLN64165   | 27025 | LYC      | 0435 41517 |
| ARSCHTPE331   | 01506 | FRNKL 4544200 | 27027 | LYC      | 0435 41518 |
| ARSPC-ITPE331 | 01510 | FRNKLN648215  | 27030 | LYC      | 0435 41519 |
| ARSCHTPE331   | 01512 | FRNKLN6AV335  | 27020 | LYC      | 0435 41520 |
| CJNT 5285     | 17038 | FRNKLY5AV350  | 27043 | LYC      | 0435 41521 |
| CJNT 975      | 17037 | FRNKLN6V4     | 27033 | LYC      | 0435 41523 |
| CJNT A40      | 17001 | FRNKLN6V6245  | 27036 | LYC      | 0435 41525 |
| CJNT A50      | 17002 | FRNKLY6VS335  | 27040 | LYC      | 0435 41526 |
| CJNT A55      | 17003 | GE CF700      | *CF70 | LYC      | 0480 41527 |
| CJNT A75      | 17005 | GE CF700      | 30010 | LYC      | 0480 41529 |
| CJNT A90      | 17006 | GE CJ610      | *CJ61 | LYC      | 0540 *0540 |
| CJNT C125     | 17011 | GE CJ610      | 30002 | LYC      | 0540 41535 |
| CJNT C145     | 17012 | GE CJ610      | 30006 | LYC      | 0540 41530 |
| CJNT C95      | 17008 | GE CJ805      | *CJ80 | LYC      | 0540 41531 |
| CJNT C90      | 17009 | GE CJ805      | 30004 | LYC      | 0540 41532 |
| CJNT E185     | 17014 | GE CJ805F     | 30005 | LYC      | 0540 41533 |
| CJNT E225     | 17015 | GE CT58       | *CT58 | LYC      | 0540 41534 |
| CJNT 0200     | 17020 | GE CT58       | 30001 | LYC      | 0540 41535 |
| CJNT 0300     | 17022 | GE CT58       | 30008 | LYC      | 0540 41538 |
| CJNT 0300     | 17024 | GLADENK5      | 37503 | LYC      | 0541 41536 |
| CJNT 0346     | 17033 | GLADENR5      | 37504 | LYC      | 0541 41539 |
| CJNT 0360     | 17023 | JACOBPR755    | 35006 | LYC      | 0720 41546 |
| CJNT 0360     | 17025 | JACOBPP755    | 35007 | LYC      | R680 41540 |
| CJNT 0470     | *0470 | JACOBPR755    | 35008 | LYC      | R680 41541 |
| CJNT 0470     | 17026 | JACOBSP755    | 35003 | LYC      | R680 41542 |
| CJNT 0470     | 17027 | JACOBSP915    | 35005 | LYC      | PS80 41543 |
| CJNT 0470     | 17028 | LYC LFS101    | 41560 | LYC      | R680 41544 |
| CJNT 0470     | 17029 | LYC 0145      | 41501 | LYC      | PS80 41545 |
| CJNT 0520     | *0520 | LYC 0145      | 41502 | LYC      | T53 41552  |
| CJNT 0520     | 17032 | LYC 0145      | 41503 | MANSCOC4 | 43504      |
| CJNT 0520     | 17035 | LYC 0235      | 41505 | OTHER    | *AVON      |
| CJNT 0520     | 17040 | LYC 0290      | 41506 | OTHER    | *BAST      |
| CJNT R670     | 17016 | LYC 0320      | 41500 | OTHER    | *CF6       |
| CJNT R670     | 17018 | LYC 0320      | 41508 | OTHER    | *R182      |

TABLE E-1. SDR ENGINE GROUP NAME - FAA MANUFACTURER/MODEL CODES  
(CONTINUED)

| SDR         | FAA   | SDR | FAA   | SDR   | FAA          |       |       |
|-------------|-------|-----|-------|-------|--------------|-------|-------|
| OTHER       | 00585 | PWA | JT12  | *JT12 | PWA          | R985  | 52008 |
| OTHER       | 01505 | PWA | JT12  | 52042 | RRoyCEDART   | *DART |       |
| OTHER       | 03003 | PWA | JT12  | 52052 | RRoyCEDART   | 54503 |       |
| OTHER       | 03019 | PWA | JT15  | 52060 | RRoyCEDART   | 54504 |       |
| OTHER       | 03312 | PWA | JT15  | 52112 | RRoyCEDART   | 54505 |       |
| OTHER       | 04501 | PWA | JT3C  | *JT3C | RRoyCEDART   | 54506 |       |
| OTHER       | 17013 | PWA | JT3C  | 52036 | RRoyCEDART   | 54507 |       |
| OTHER       | 17030 | PWA | JT3D  | *JT3D | RRoyCEDART   | 54508 |       |
| OTHER       | 20003 | PWA | JT3D  | 52039 | RRoyCEDART   | 54509 |       |
| OTHER       | 26002 | PWA | JT4   | *JT4  | RRoyCEDART   | 54522 |       |
| OTHER       | 27005 | PWA | JT4   | 52037 | RRoyCEDART   | 54553 |       |
| OTHER       | 27311 | PWA | JT8   | *JT8  | RRoyCEGIPSY  | 20005 |       |
| OTHER       | 27026 | PWA | JT8   | 52044 | RRoyCEGIPSY  | 20006 |       |
| OTHER       | 30020 | PWA | JT8   | 52046 | RRoyCEGIPSY  | 20007 |       |
| OTHER       | 31701 | PWA | JT8   | 52048 | RRoyCEGIPSY  | 20008 |       |
| OTHER       | 37002 | PWA | JT8   | 52049 | RRoyCER8211  | *R821 |       |
| OTHER       | 41549 | PWA | JT9   | *JT9  | RRoyCER3211  | 44554 |       |
| OTHER       | 41553 | PWA | JT9   | 52050 | RRoyCER8211  | 54554 |       |
| OTHER       | 49703 | PWA | PT6   | *PT6  | RRoyCESPEY   | *SPEY |       |
| OTHER       | 49706 | PWA | PT6   | 52043 | RRoyCESPEY   | 54519 |       |
| OTHER       | 51301 | PWA | PT6   | 61501 | RRoyCESPEY   | 54521 |       |
| OTHER       | 52001 | PWA | PT6   | 61503 | RRoyCESPEY   | 54523 |       |
| OTHER       | 52047 | PWA | PT6   | 61504 | RRoyCEVIPER  | *VIPE |       |
| OTHER       | 54501 | PWA | PT6   | 61506 | RRoyCEVIPER  | 10201 |       |
| OTHER       | 54510 | PWA | PT6T  | 52045 | RRoyCEVIPER  | 54550 |       |
| OTHER       | 54517 | PWA | PT6T  | 61502 | RRoyCEVIPER  | 54552 |       |
| OTHER       | 60002 | PWA | R1340 | *R134 | TMECA ARTST3 | 60003 |       |
| OTHER       | 60004 | PWA | R1340 | 52009 | TMECA AST14T | 60014 |       |
| OTHER       | 60005 | PWA | R1340 | 52010 | TMECA AST2T  | 60006 |       |
| OTHER       | 60008 | PWA | R1340 | 52011 | TMECA AST3   | 60007 |       |
| OTHER       | 60009 | PWA | R1340 | 52012 | WARNER165    | 64504 |       |
| OTHER       | 60012 | PWA | R1340 | 52016 | WARNER185    | 64505 |       |
| OTHER       | 60014 | PWA | R1340 | *R183 | WARNER50     | 64503 |       |
| OTHER       | 60020 | PWA | R1340 | 52017 | WRIGHTJ5     | 67007 |       |
| OTHER       | 67018 | PWA | R1830 | 52018 | WRIGHTR3350  | *R335 |       |
| OTHER       | 67019 | PWA | R1830 | 52019 | WRIGHTR3350  | 67032 |       |
| OTHER       | 67021 | PWA | R1830 | 52020 | WRIGHTR3350  | 67033 |       |
| OTHER       | 67024 | PWA | R2000 | *R200 | WRIGHTR3350  | 67034 |       |
| OTHER       | 67025 | PWA | R2000 | 52021 | WRIGHTR3350  | 67037 |       |
| OTHER       | 67026 | PWA | R2000 | 52023 | WRIGHTR3350  | 67038 |       |
| OTHER       | 67027 | PWA | R2800 | *R280 | WRIGHTR760   | 67009 |       |
| OTHER       | 67028 | PWA | R2800 | 52024 | WRIGHTR760   | 67010 |       |
| OTHER       | 67029 | PWA | R2800 | 52025 | WRIGHTR760   | 67011 |       |
| OTHER       | 67030 | PWA | R2800 | 52026 | WRIGHTR975   | 67012 |       |
| OTHER       | 67031 | PWA | R985  | *R985 | WRIGHTR975   | 67015 |       |
| OTHER       | 67050 | PWA | R985  | 52006 |              |       |       |
| PCKARDV1650 | 49001 | PWA | R985  | 52007 |              |       |       |

## REFERENCES

Census of U.S. Civil Aircraft, Calendar Year 1979, U.S. Department of Transportation, Federal Aviation Administration, Washington, DC: U.S. Government Printing Office, 1980.

Code of Federal Regulations, Aeronautics and Space, Title 14, Parts 60 to 199, U.S. General Services Administration, National Archives and Records Service, Washington, DC: U.S. Government Printing Office, 1978.

FAA Air Traffic Activity, Calendar Year 1979, U.S. Department of Transportation, Federal Aviation Administration, Washington, DC: U.S. Government Printing Office, 1980.

Standards for Discussion and Presentation of Errors in Data, U.S. Department of Commerce, Bureau of the Census, Washington, DC: U.S. Government Printing Office, 1974.

United States Code Annotated, Title 49, Section 1401, St. Paul, Minnesota: West Publishing Co., 1978.

U.S. GOVERNMENT PRINTING OFFICE 1981-700-757 339