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16. Abstract → This report presents the results and a description of the 1980 General Aviation Activity and Avionics Survey. The survey was conducted during 1981 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 14.0 percent of the general aviation fleet and obtained a response rate of 65 percent. Survey results are based upon responses but are expanded upward to represent the total population. Survey results revealed that during 1980 an estimated 41.0 million hours of flying time were logged by the 211,045 active general aviation aircraft in the U.S. fleet, yielding a mean annual flight time per aircraft of 190.5 hours. The active aircraft represented about 83 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.			
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LENGTH					
m	meters	0.01	centimeters	cm	
km	kilometers	0.6	miles	mi	
m	meters	3.3	yards	yd	
m	meters	1.1	feet	ft	
m	meters	0.6	inches	in	
AREA					
m ²	square meters	0.16	square yards	sq yd	
m ²	square meters	1.2	square feet	sq ft	
m ²	square meters	0.4	square miles	sq mi	
m ²	square meters	2.5	acres	ac	
MASS (weight)					
g	grams	0.001	kilograms	kg	
kg	kilograms	2.2	pounds	lb	
kg	kilograms	1.1	tons	ton	
VOLUME					
m ³	cubic meters	0.001	kiloliters	kl	
m ³	cubic meters	0.1	hectoliters	hl	
m ³	cubic meters	1.35	gallons	gal	
m ³	cubic meters	0.001	liters	l	
m ³	cubic meters	26	barrels	bbl	
m ³	cubic meters	1.3	cubic feet	cu ft	
TEMPERATURE (cent)					
°C	Celsius temperature	1.8	Fahrenheit temperature	°F	

PREFACE

This report presents the results of the 1980 General Aviation Activity and Avionics Survey. 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. Within the FAA, the Information and Statistics Division, sponsored and coordinated the activities associated with the survey, ran the system during survey production, and analyzed the survey results. Transportation Systems Center (TSC), under Project Plan Agreement with the FAA, developed the sample design and computer system for sample selection, data editing and estimation of results, and prepared previous survey reports. TSC also conducted the telephone follow-up survey and transferred the survey responses to machine readable forms for the 1980 survey, tasks that were performed by the Mike Monroney Aeronautical Center in the 1977, 1978 and 1979 surveys. The Transportation Computer Center was responsible for printing names, addresses, and aircraft information on the survey questionnaires.

The authors would like to acknowledge contributions to this report by : Nicholas Soldo, AMS-220, who guided the project and reviewed the report text; Patricia Carter, AMS-220, who coordinated activities for the sample selection and the survey mailout; Marilyn Marotta of Systems Development Corporation who updated the computer programs for the 1980 survey; and Jay David, also of SDC, who performed the production runs to produce the estimates in this report.

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EXECUTIVE SUMMARY

This report presents the results of the fourth General Aviation Activity and Avionics Survey, conducted in 1981 by the Federal Aviation Administration to obtain information on the activities and avionics of the 1980 general aviation aircraft fleet, the major component of civil aviation in the United States. The FAA selected a statistically designed sample of about 14.0 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 65 percent.

Some important survey findings appear below:

- o An estimated 41.0 million hours of flying time were logged by the 211,045 active general aviation aircraft in the U.S. fleet during 1980. These aircraft had a mean annual flight time per aircraft of 190.5 hours and represented about 83 percent of the registered general aviation fleet.
- o Turboprop aircraft flew over 533 hours per aircraft during 1980, 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 168 hours per aircraft during the year.
- o The most common primary use of a general aviation aircraft was personal for an estimated 46 percent of the active fleet, followed by business for 23 percent of the fleet, and executive and aerial application for 7 percent of the fleet each.
- o 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 17 percent. The most populous state was California, housing 14 percent of the registered aircraft.
- o Over 83 percent of the general aviation aircraft had two-way VHF communication equipment, 61 percent were equipped with 4096-code transponders, over 55 percent had at least one component of an instrument landing system, and almost 80 percent had some form of navigation equipment.

- o An estimated 22 percent of general aviation aircraft had avionics equipment enabling them to fly above 18,000 feet in positive controlled airspace. Approximately 72 percent of the GA fleet could not fly above 12,500 feet due to avionics limitations alone.
- o An estimated 42 percent of the active general aviation fleet flew by instrument flight rules (IFR) at some time during 1980.
- o The general aviation aircraft fleet consumed an estimated 1,286 million gallons of fuel during 1980, 520 million gallons of aviation gasoline and 766 million gallons of jet fuel.

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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 1980 general aviation composed almost 99 percent of the U.S. civil air fleet¹, accounted for 84 percent of civil operations at FAA towered airports², and logged over 83 percent of the total hours flown by the U.S. civil air fleet. 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

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

²"FAA Air Traffic Activity, Calendar Year 1980 Report," Federal Aviation Administration, (Washington, DC, 1980).

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

³Air Carrier: Census of U.S. Civil Aircraft, Calendar Year 1980, U.S. Department of Transportation, Federal Aviation Administration, (Washington, DC, 1981), p. 17. General Aviation: Table 2.4.

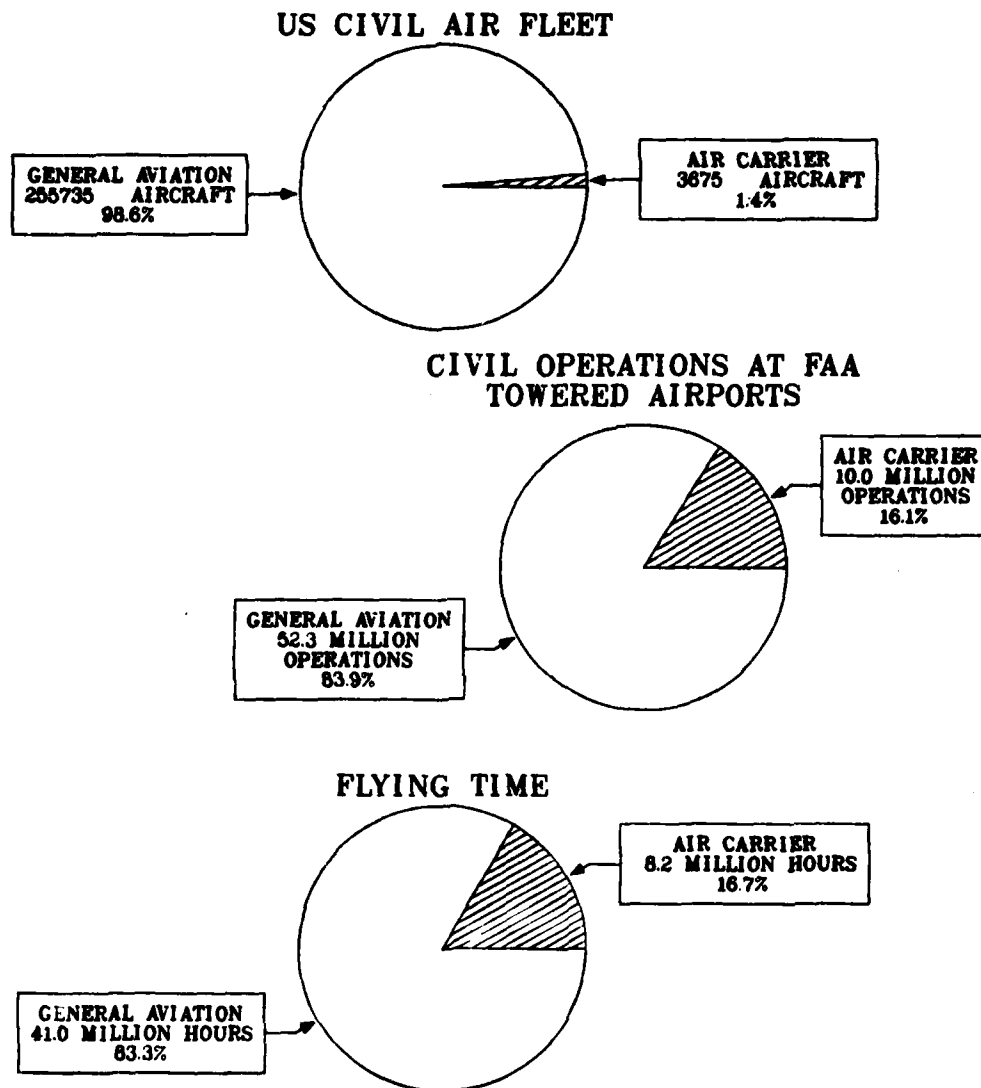


FIGURE 1.1. A CONTRAST OF GENERAL AVIATION AND AIR CARRIER ACTIVITY IN 1980

replaced AC Form 8050-73 with a new system: 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 fleet. The 1980 statistics in this report were derived from the fourth survey, which took place in 1981. 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 nonscheduled 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, 1980. Over 99 percent of these aircraft are registered to owners living in the 50 states and Washington, DC, with about 0.2 percent (587 aircraft) registered in Puerto Rico and other U.S. Territories, and 0.2 percent (446 aircraft) registered to owners living in foreign countries.¹

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 periods:

- 1) Hours by use, IFR hours, and fuel consumption for entire calendar year 1980,
- 2) Airframe hour reading and location of aircraft base as of December 31, 1980, 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 in March, 1981, covered all 35,834 aircraft in the sample and had a response rate of 55 percent as shown in Table 1-1 below. This was about 84 percent of the total responses to the survey. The second mailing conducted in April, 1981, included only those aircraft in the sample that had not yet responded. The second mailing had a response rate of 21 percent which accounted for 15 percent of the total responses to the survey. The combined response rate for the two mailings was 64 percent of the sample.

¹Source: FAA Aircraft Registration Master File as of December 31, 1980.

A telephone follow-up survey was conducted during August 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 5,558 aircraft, only 265, or 5 percent, responses could be obtained due to difficulty in obtaining telephone numbers, finding owners at home, and obtaining cooperation of owners over the telephone. The 265 telephone responses contributed one percent of the responses and increased the overall response rate of the survey to 65 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	35,834	19,639	55%	84%
SECOND MAILING	16,195	3,465	21%	15%
COMBINED MAILINGS	35,834	23,104	64%	99%
TELEPHONE SURVEY	5,558	265	5%	1%
TOTAL	35,834	23,369	65%	100%

1.4 SUMMARY OF SURVEY RESULTS¹

1.4.1 National Scene

Results of the General Aviation Activity and Avionics Survey at the national level revealed that during 1980 an estimated 41.0 million hours of flying time were logged by the 211,045 active general aviation aircraft in the U.S. fleet, yielding a mean annual flight time per aircraft of 190.5 hours. These active aircraft comprised 83 percent of the registered general aviation fleet. The statistics for 1980 showed a 5.4 percent decrease in flying hours, a 0.3 percent increase in the number of active aircraft in the general aviation fleet, and a 6.4 percent decrease in mean hours per aircraft over the comparable figures for 1979. Longer-term trends for these

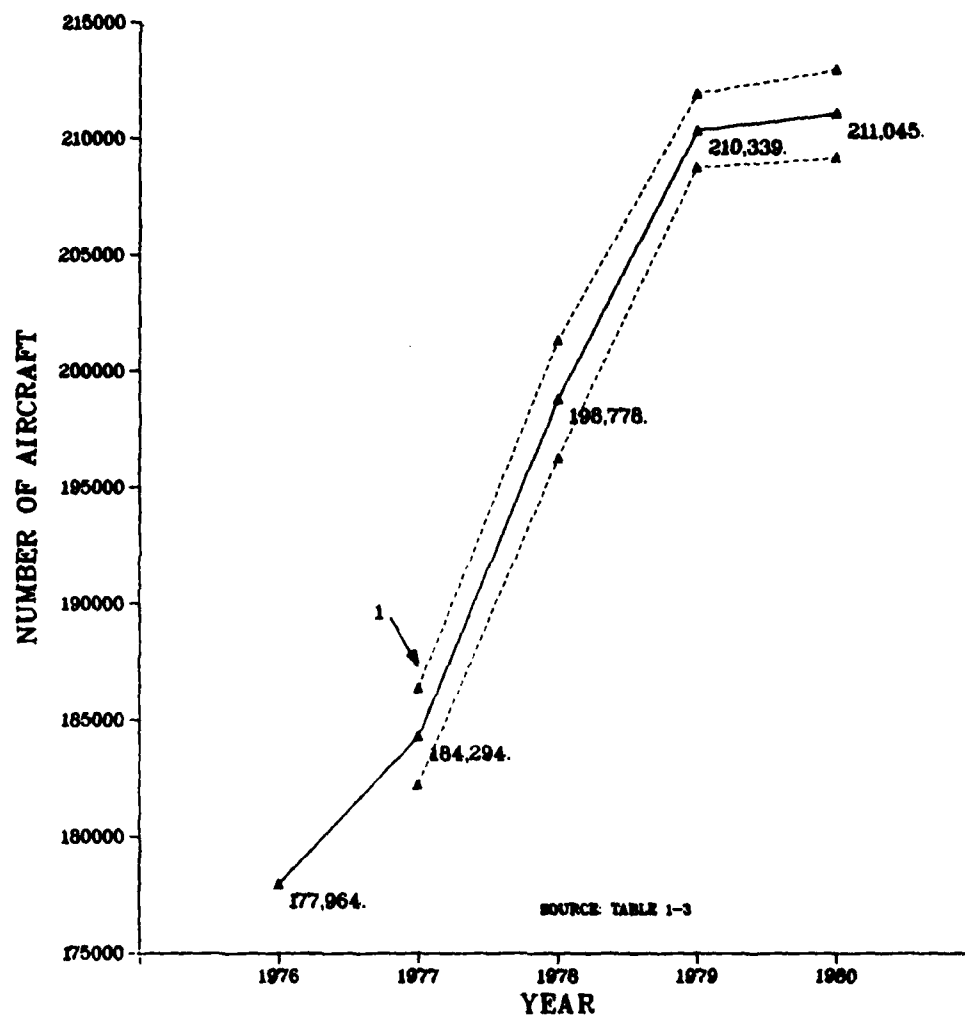
¹ See Appendix B.1 for a discussion of effects of changes in the sample frame on the survey results.

variables are found in Figures 1.2, 1.3, and 1.4. Activity estimates for 1980 indicate an overall slowing in the growth of general aviation activity. The decrease seen in mean hours flown per aircraft can most likely be attributed to the decline in the economy and rising fuel and aircraft operational costs. Other general aviation activity measures showed trends similar to those seen in the General Aviation Activity and Avionics Survey. For example, general aviation operations at FAA towered airports decreased by 6.9% from 1979 to 1980.

1.4.2 Results by Aircraft Type

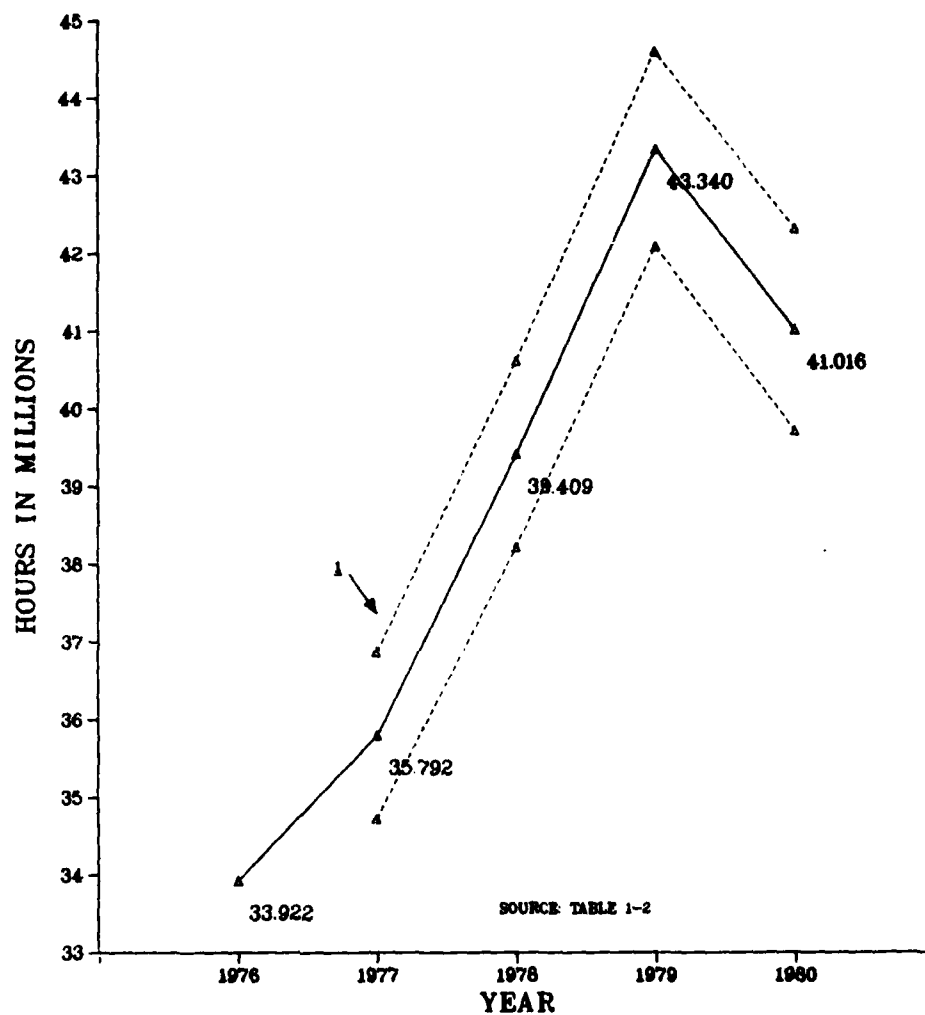
Although both the total flight time and the active aircraft count for the general aviation fleet grew at about the same annual rate (5.06 percent and 4.39 percent, respectively) from 1976 through 1980, significant deviations from these mean fleet rates occurred among the individual aircraft types. The following two tables illustrate this point. Tables 1-2 and 1-3 contain the four-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 1976 to 1980. In Table 1-2 the fastest growth of any type in terms of total hours flown occurred to the turboprop other category with an annual growth rate of 36.74 percent. They were followed by the turbojet other category at 32.15 percent, and twin engine turboprops with 13 or more seats at 19.99 percent. In contrast, single engine piston airplanes with 1-3 seats and piston-powered rotorcraft 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.



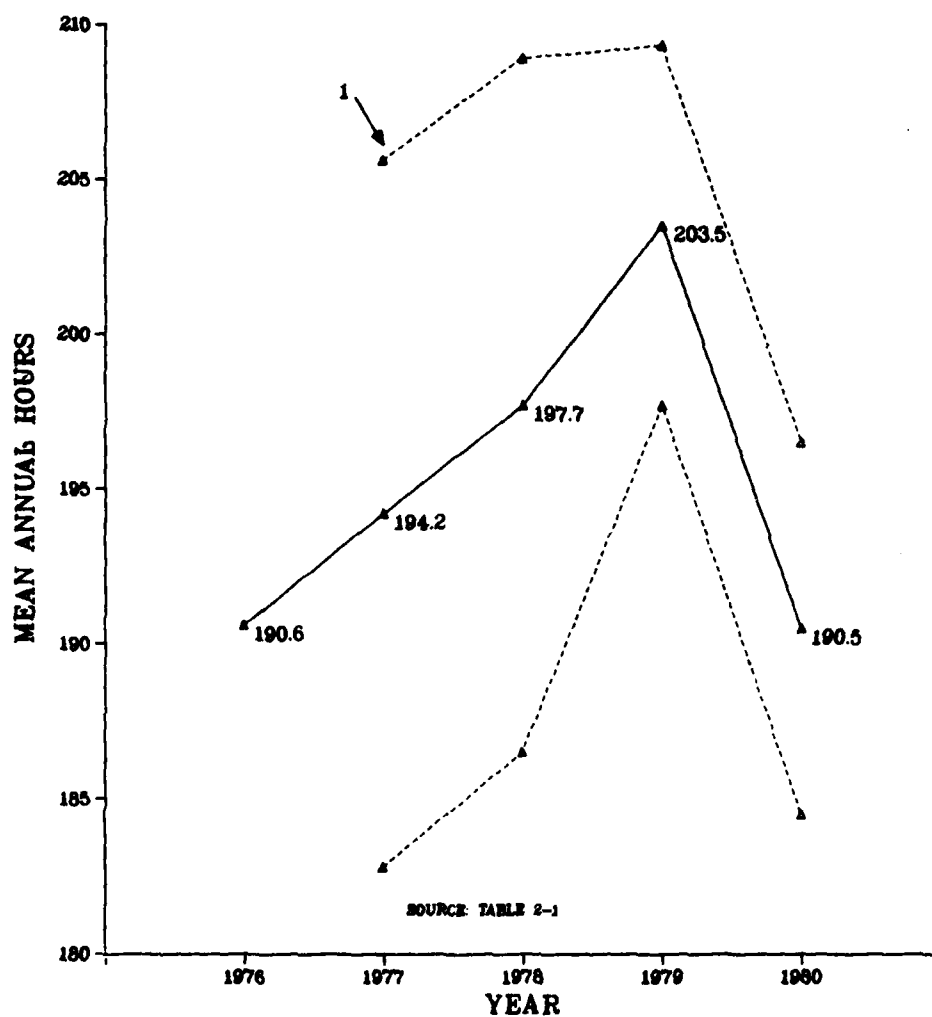
1. THE DASHED LINES REPRESENT A 95% CONFIDENCE INTERVAL FOR THE 1977 - 1980 TRUE VALUES. SEE APPENDIX B.

FIGURE 1.2. GENERAL AVIATION ACTIVE FLEET SIZE 1976 - 1980



1. THE DASHED LINES REPRESENT A 95% CONFIDENCE INTERVAL FOR THE 1977 - 1980 TRUE VALUES. SEE APPENDIX B.

FIGURE 1.3. GENERAL AVIATION TOTAL FLYING TIME 1976 - 1980



1. THE DASHED LINES REPRESENT A 95% CONFIDENCE INTERVAL FOR THE 1977 - 1980 TRUE VALUES. SEE APPENDIX B.

FIGURE 1.4. GENERAL AVIATION MEAN ANNUAL FLYING TIME FOR ACTIVE AIRCRAFT 1976 - 1980

TABLE 1-2 GROWTH OF GENERAL AVIATION TOTAL HOURS FLOWN BY AIRCRAFT TYPE, 1976 - 1980
(Thousands of Hours)

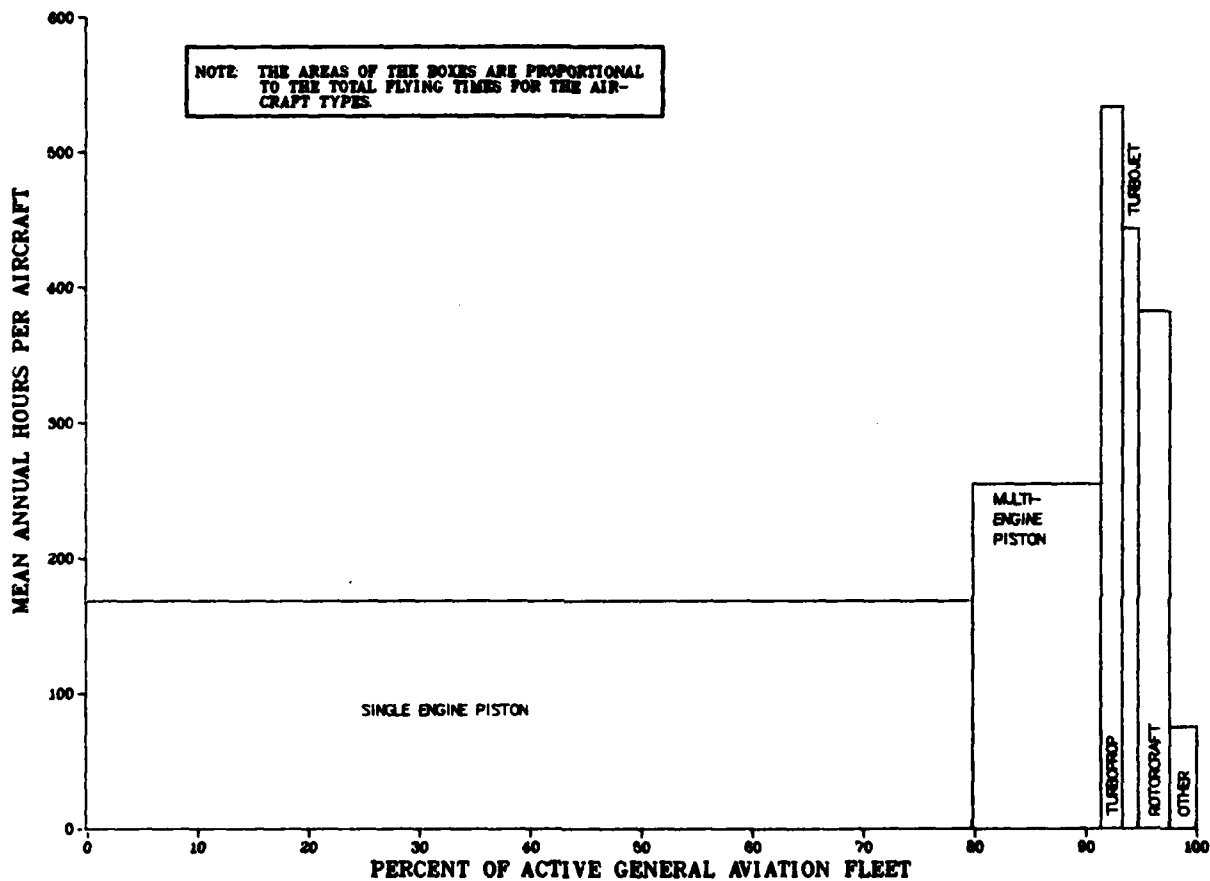
AIRCRAFT TYPE	1976 ¹	1977 (Standard Error)	1978 (Standard Error)	1979 (Standard Error)	1980 (Standard Error)	Compound Annual Growth Rate in %
FIXED WING						
1-engine piston 1-3 seats	9,640	8,973 (629)	10,111 (570)	11,180 (384)	10,044 (399)	1.54
1-engine piston 4+ seats	14,688	15,944 (824)	17,746 (992)	19,109 (420)	18,295 (428)	5.82
2-engine piston 1-6 seats	3,220	3,630 (202)	3,644 (241)	4,006 (148)	3,730 (172)	4.04
2-engine piston 7+ seats	2,081	2,322 (102)	2,439 (189)	2,855 (137)	2,547 (143)	5.72
Other piston	84	96 (5)	104 (7)	152 (15)	130 (18)	13.57
2-engine turboprop 1-12 seats	785	892 (37)	960 (49)	1,254 (57)	1,489 (55)	17.65
2-engine turboprop 13+ seats	521	625 (60)	622 (63)	572 (45)	964 (55)	19.99
Other turboprop	20	32 (5)	24 (3)	45 (2)	56 (10)	36.74
2-engine turbojet	844	1,043 (49)	1,019 (44)	1,125 (39)	1,163 (52)	8.76
Other turbojet	67	122 (11)	176 (30)	134 (9)	169 (27)	32.15
ROTORCRAFT						
Piston	753	609 (90)	806 (79)	892 (97)	736 (75)	1.60
Turbine	950	1,259 (93)	1,421 (135)	1,664 (108)	1,603 (115)	14.71
OTHER	270	245 (16)	338 (20)	353 (29)	359 (21)	8.71
TOTAL AIRCRAFT	33,922	35,792 (1,073)	39,409 (1,199)	43,340 (627)	41,016 (650)	5.06

¹FAA revised data as of December 1978.

TABLE 1-3 GROWTH OF ACTIVE GENERAL AVIATION FLEET BY AIRCRAFT TYPE, 1976 - 1980
(Number of Aircraft)

AIRCRAFT TYPE	1976 ¹	1977 (Standard Error)	1978 (Standard Error)	1979 (Standard Error)	1980 (Standard Error)	Compound Annual Growth Rate in %
FIXED WING						
1-engine piston 1-3 seats	56,547	57,340 (851)	59,185 (860)	62,362 (594)	60,505 (688)	1.75
1-engine piston 4+ seats	88,205	91,960 (529)	101,466 (857)	106,028 (450)	107,930 (538)	5.22
2-engine piston 1-6 seats	14,617	15,074 (141)	15,621 (259)	16,891 (157)	16,224 (246)	2.73
2-engine piston 7+ seats	6,494	6,226 (86)	7,328 (202)	7,958 (90)	8,141 (153)	6.12
Other piston	196	182 (11)	221 (10)	229 (11)	212 (17)	2.62
2-engine turboprop 1-12 seats	1,889	2,276 (15)	2,507 (68)	2,944 (13)	3,339 (41)	15.37
2-engine turboprop 13+ seats	507	549 (13)	566 (10)	538 (15)	627 (18)	5.74
Other turboprop	57	64 (4)	56 (3)	96 (3)	123 (10)	24.83
2-engine turbojet	1,692	1,959 (19)	2,115 (27)	2,309 (29)	2,551 (37)	10.85
Other turbojet	189	318 (10)	364 (34)	343 (6)	441 (13)	26.38
ROTORCRAFT						
Piston	2,701	2,658 (176)	2,822 (155)	3,123 (127)	2,794 (133)	1.18
Turbine	1,724	2,067 (27)	2,492 (30)	2,740 (50)	3,207 (49)	16.86
OTHER	3,146	3,616 (69)	4,028 (75)	4,770 (114)	4,945 (142)	12.11
TOTAL AIRCRAFT	177,964	184,294 (1,034)	198,778 (1,269)	210,339 (789)	211,045 (945)	4.39

¹ FAA revised data as of December 1978.



SOURCE: TABLE 2-1

FIGURE 1.5. 1980 GENERAL AVIATION ACTIVITY MEASURES BY AIRCRAFT TYPE

The general aviation aircraft fleet consumed an estimated 1,286 million gallons of fuel during 1980, 520 million gallons of aviation gasoline and 766 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 about 800 gallons of jet fuel an hour on the average. The high rates account for turbojets' burning 37 percent of all fuel consumed in 1980, as shown in Figure 1.7. Piston aircraft account for 40 percent of the fuel consumed in 1980 due to their high representation in the general aviation fleet. Table 2-18 shows more detailed fuel consumption estimates and their standard errors.

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 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 commuter air carriers, air taxis, and for instructional purposes showed high individual usage with mean hours per aircraft of 1,018.2, 464.3, and 386.8, respectively. General aviation aircraft were used most commonly for personal and business purposes, representing 46 and 23 percent of the active fleet. While total hours flown for the general aviation fleet decreased by 5.4% from 1979 to 1980, flying time for executive aircraft increased by 6.6%. This was the only use category for which flying time increased from 1979 to 1980. Due either to their high representation in the fleet or to their high individual usage, personal, business, executive, air taxi, commuter 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 the Western Region accounted for more total flight time than any of the other regions, although the Southern and Southwestern 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.

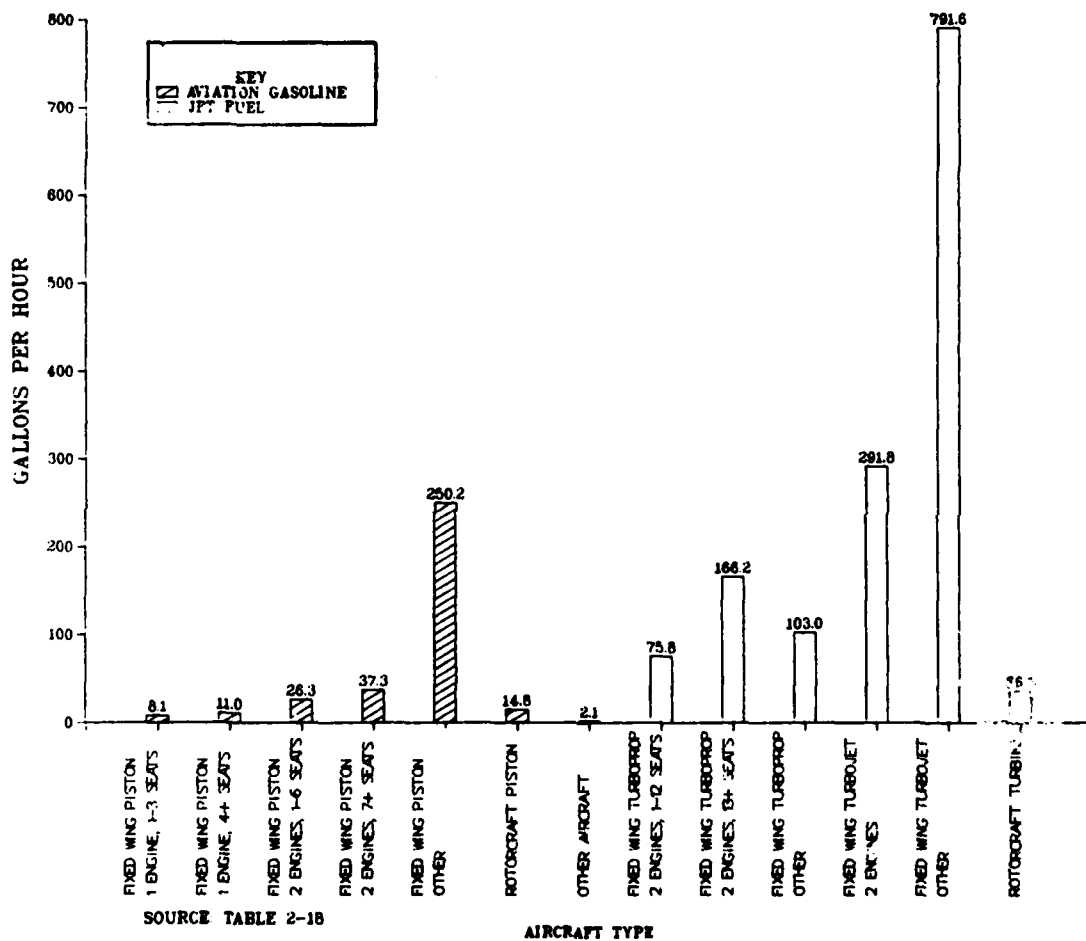


FIGURE 1.6. 1980 MEAN FUEL CONSUMPTION RATES BY AIRCRAFT TYPE

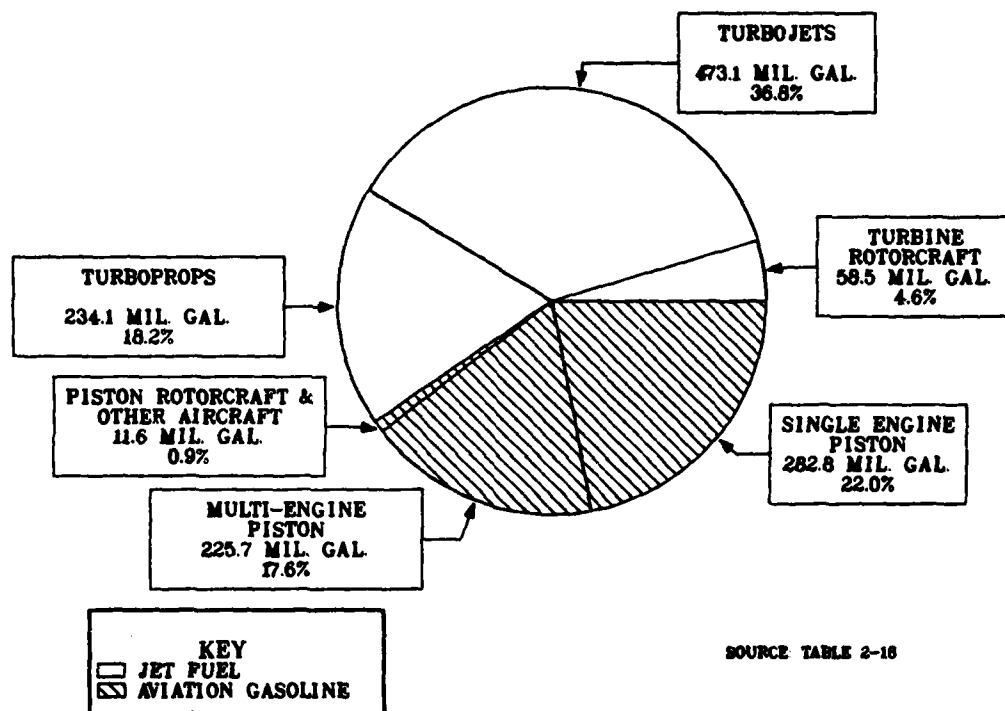
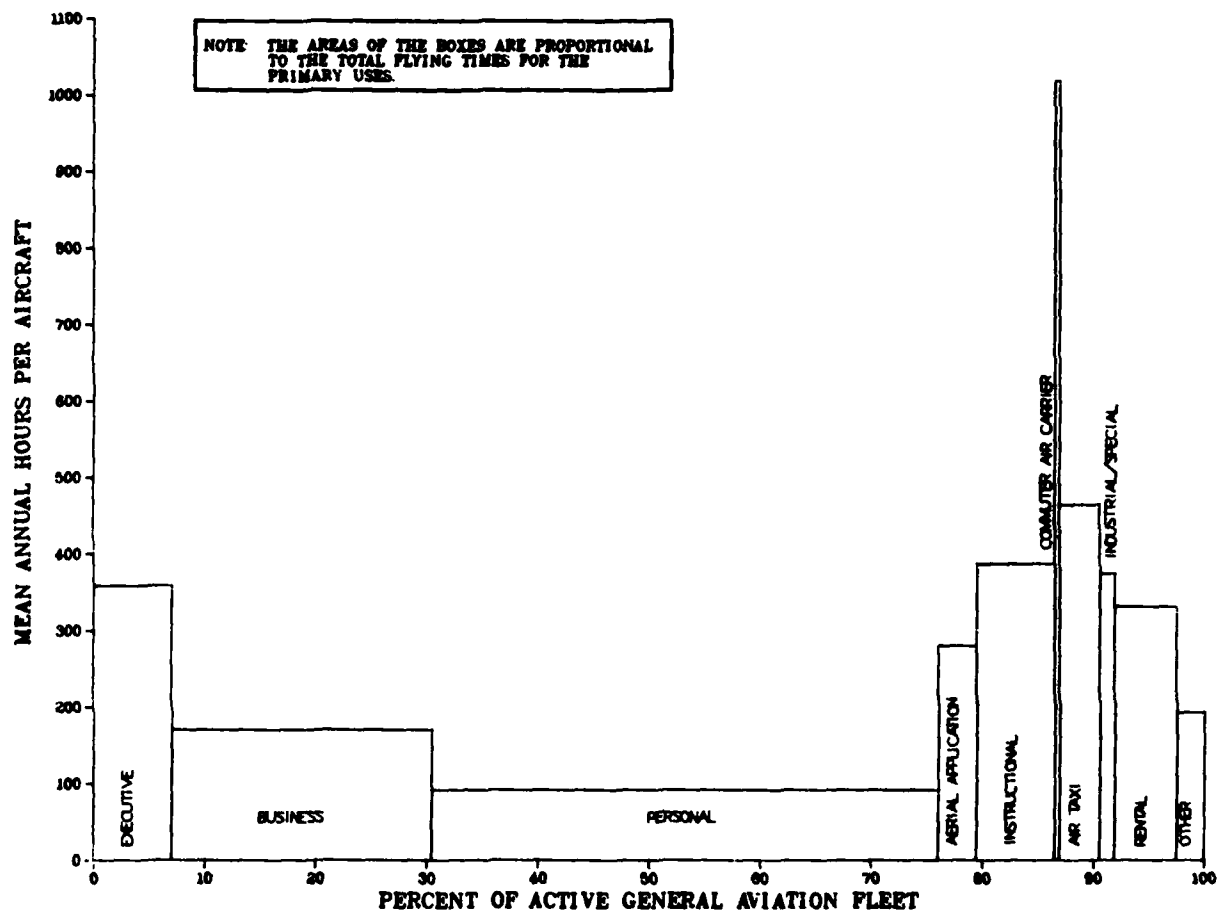
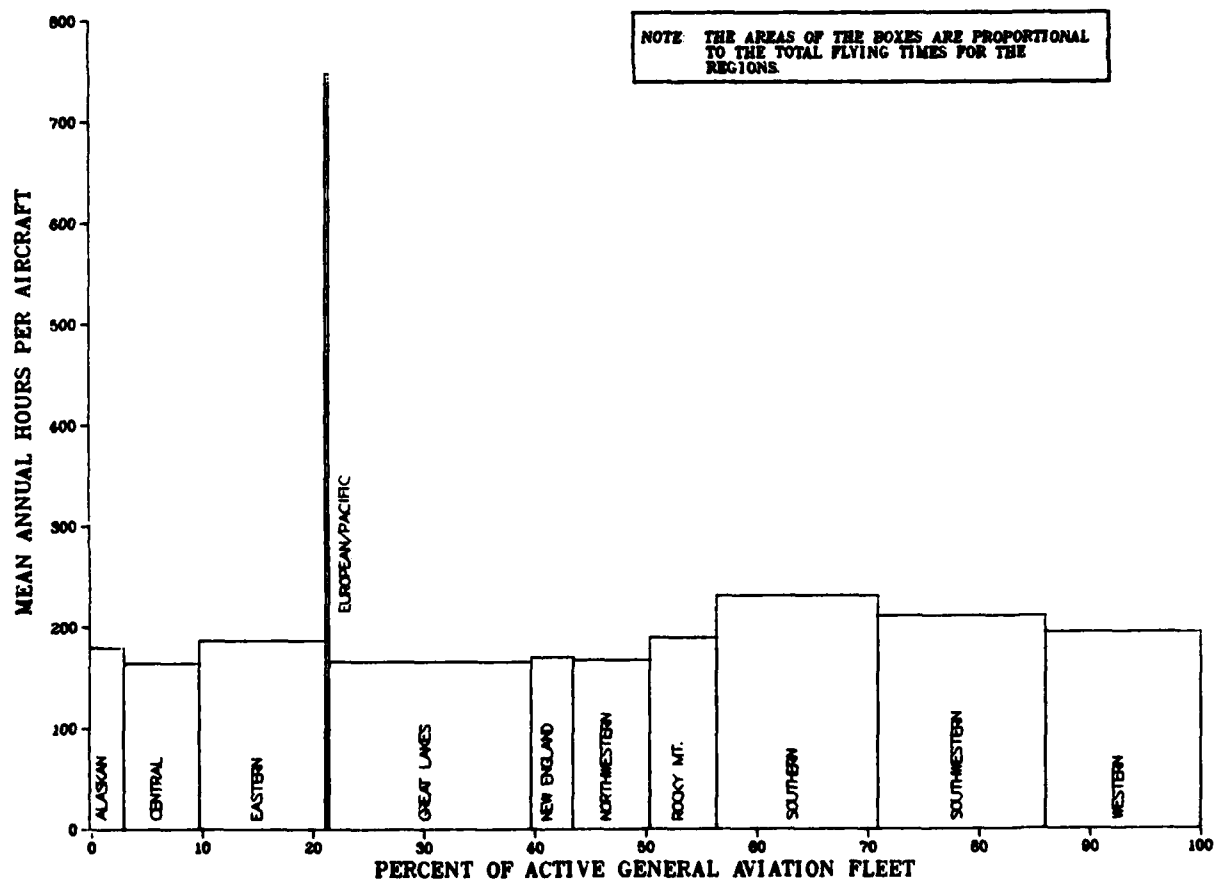


FIGURE 1.7. 1980 ESTIMATED FUEL CONSUMPTION BY AIRCRAFT TYPE



SOURCE: TABLES 2-4, 2-5

FIGURE 1.8. 1980 GENERAL AVIATION ACTIVITY MEASURES BY PRIMARY USE



SOURCE: TABLE 2-3

FIGURE 1.9. 1980 GENERAL AVIATION ACTIVITY MEASURES BY FAA REGION

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 Results by Avionics Capability

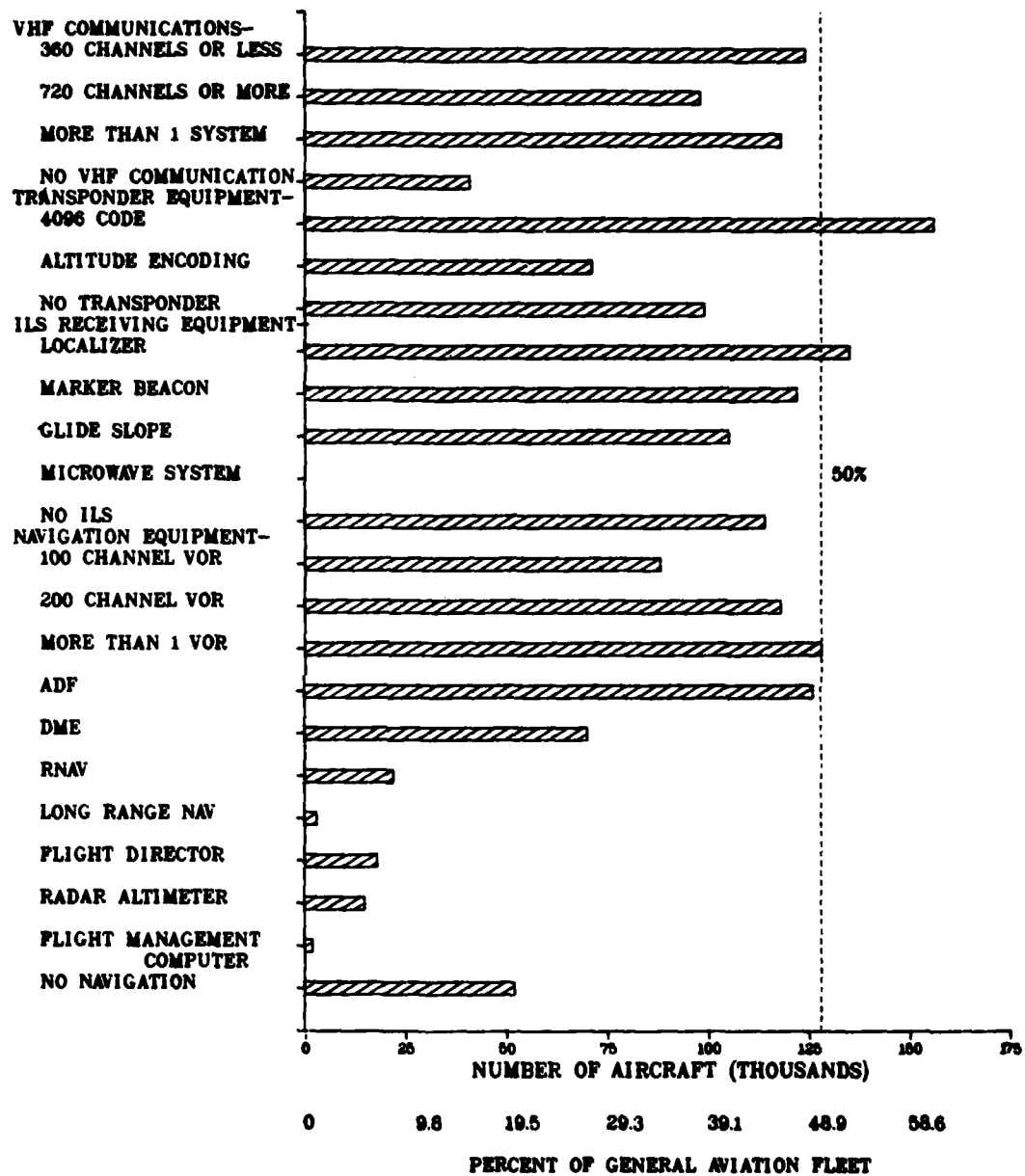
1.4.5.1 Individual Avionics Components

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, 61 percent are equipped with 4096-code transponders, 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 1980 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 with 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 in 1978 to 61.1 percent in 1980, and the proportion with at least one part of an ILS increased from 51.0 percent to 55.2 percent. The proportion of aircraft having two or more communications systems and the proportion with two or more VOR receivers increased by more than four percent from 1978 to 1980. 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 1980 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 1980 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.

1.4.5.2 Avionics Capability Groups

Estimates of the number of aircraft containing individual pieces of avionics equipment are somewhat limited because they do not provide the means to determine an aircraft's overall ability to use the National Airspace System (NAS). Often several pieces of equipment are required to obtain a certain capability in the NAS; it thus becomes necessary to study groups of avionics, rather than individual pieces. Therefore, avionics capability groups were developed to provide a framework for the GA fleet relating airborne avionics equipment to aircraft capability to perform in the NAS, and within this framework to analyze the activity and other characteristics of the GA fleet.



SOURCE: TABLE 2-13

FIGURE 1.10. AVIONICS EQUIPMENT IN THE 1980 GENERAL AVIATION AIRCRAFT FLEET

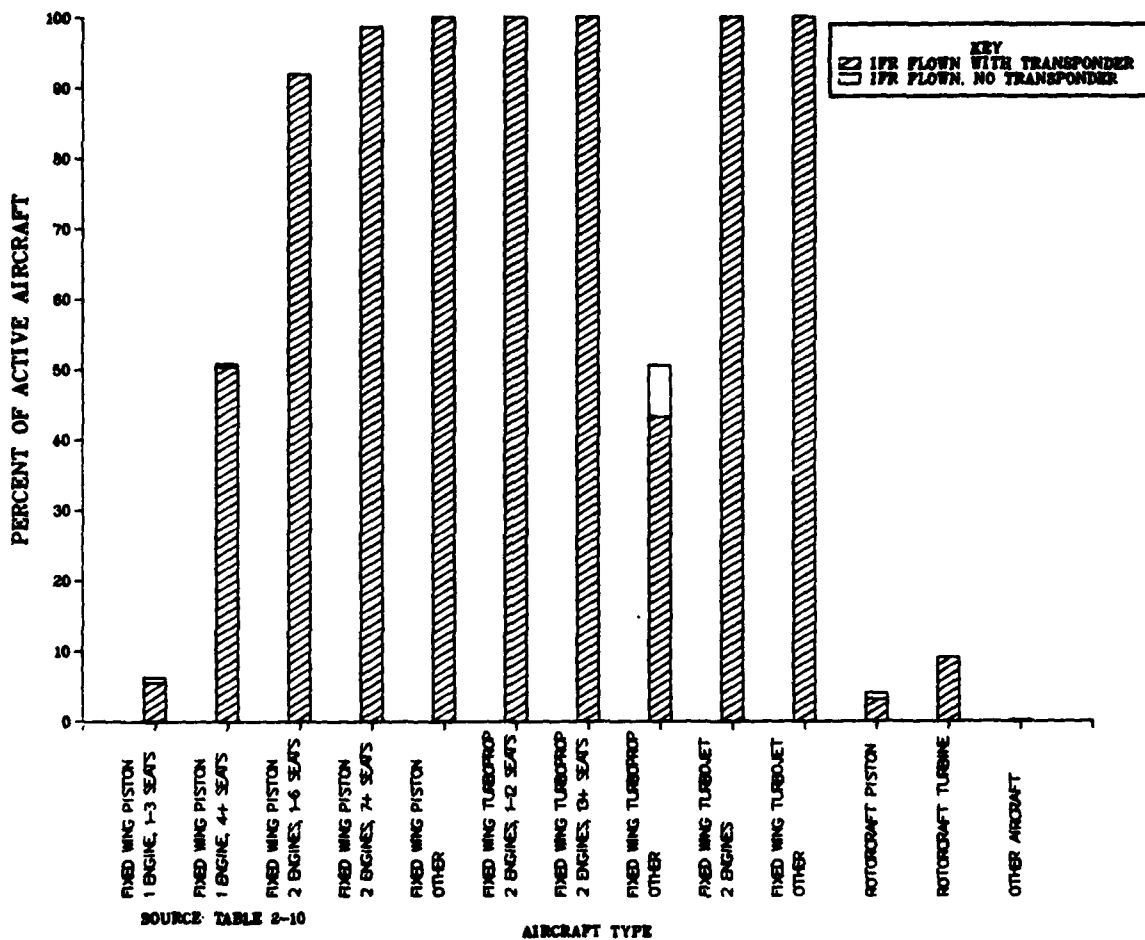


FIGURE 1.11. 1980 GENERAL AVIATION ACTIVE AIRCRAFT IFR FLOWN AND TRANSPONDER EQUIPPED

The methodology and assumptions for developing avionics capability groups are detailed in General Aviation Avionics Statistics.¹ This report also contains a glossary which explains numerous terms relating to avionics equipment and the National Airspace System.

Two classifications of capability groups (CG's) were developed. The first type consists of avionics equipment meeting FAA requirements for use of various aspects of the NAS. FAA regulations deal with three basic capabilities: (1) to fly in different segments of the airspace, (2) to fly under visual flight rules (VFR) and instrument flight rules (IFR) type of flight, and (3) to land at different classes of airports. In the formation of CG's of avionics equipment which relate to these three capabilities, the groups take on a hierarchical nature; that is, there is an order to the groups. Thus, the first type of CG became known as hierarchical. In general, the avionics equipment and the associated capabilities for one capability group are a subset of the avionics equipment and the associated capabilities for the next higher group.

The second type of capability group, non-hierarchical, consists of avionics which give an aircraft additional capability but which are not required equipment according to FAA regulations. The formation of the second type of CG involved grouping component pieces of avionics equipment which together would form a complete avionics system for enabling an aircraft to make full use of a landing, communications, or navigation system in the NAS.

Hierarchical CG's are described in Table 1-4 in terms of avionics equipment and associated capabilities. Non-hierarchical CG's are described in Table 1-5.

¹General Aviation Avionics Statistics (1979 Data), U.S. Department of Transportation, Federal Aviation Administration, (Washington, DC, 1981), pp. 5-10.

TABLE 1-4. HIERARCHICAL CAPABILITY GROUPS

AVIONICS	CAPABILITIES
<u>Group 1</u> No regulatory avionics	- Up to and including 12,500 feet mean sea level (MSL) Gliders...Up to and including 18,000 feet MSL ADF...Colored airways below 12,500 feet MSL VOR or RNAV...VOR airways below 12,500 feet MSL RNAV...Low altitude RNAV airways below 12,500 feet MSL - VFR flight, day and night - Uncontrolled airports
<u>Group 2</u> Two-way communications	- Up to and including 12,500 feet MSL Gliders...Up to and including 18,000 feet MSL - VFR flight, day and night - Non-TCA controlled airports Group III TCA's Helicopters with 4096 code transponders...Group III TCA's All helicopters...Group I and II TCA's below 1,000 feet above ground level (AGL) NOTE: Air taxis with navigation system and transponder: Group II TCA's Air taxis with navigation system, transponder and altitude reporting: Group I TCA's and non-positive controlled airspace Air taxis with navigation system, DME, transponder and altitude reporting: Group I TCA's and positive controlled airspace

TABLE 1-4. HIERARCHICAL CAPABILITY GROUPS (CONTINUED)

AVIONICS	CAPABILITIES
<u>Group 3</u> Two-way communications Two systems--air taxis VOR or Automatic Direction Finder (ADF) or RNAV	- Up to and including 12,500 feet MSL Gliders...Up to and including 18,000 feet MSL ADF...Colored airways below 12,500 feet MSL VOR or RNAV...VOR airways below 12,500 feet MSL RNAV...Low altitude RNAV airways below 12,500 feet MSL - IFR flight - Non-TCA controlled airways Group III TCA's Helicopters with 4096 code transponders...Group II TCA's All helicopters...Group I and II TCA's below 1,000 feet AGL
<u>Group 4</u> Two-way communications Two systems--air taxis 4096 code transponder VOR or RNAV	- Up to and including 12,500 feet MSL Gliders...Up to and including 18,000 feet MSL VOR airways below 12,500 feet MSL RNAV...Low altitude RNAV airways below 12,500 feet MSL - IFR flight - Non-TCA controlled airports Group II TCA's Helicopters...Group I TCA's below 1,000 feet AGL
<u>Group 5</u> 4096 code transponder Altitude encoding equipment	- Non-positive controlled airspace - VFR flight, day and night - Uncontrolled airports Group III TCA's

TABLE 1-4. HIERARCHICAL CAPABILITY GROUPS (CONTINUED)

AVIONICS	CAPABILITIES
<u>Group 6</u> Two-way communications 4096 code transponder Altitude encoding equipment	1. Non-positive controlled airspace 2. VFR flight, day and night 3. Non-TCA controlled airports Group III TCA's Helicopters...Group I TCA's
<u>Group 7</u> Two-way communications Two systems--air taxis 4096 code transponder Altitude encoding equipment VOR	1. Non-positive controlled airspace VOR airways 2. IFR flight 3. Group I TCA's
<u>Group 8</u> Two-way communications Two systems--air taxis 4096 code transponder Altitude encoding equipment VOR or RNAV DME	1. Positive controlled airspace Jet routes RNAV...RNAV routes 2. IFR flight 3. Group I TCA's

TABLE 1-5. NON-HIERARCHICAL CAPABILITY GROUPS

AVIONICS	CAPABILITIES
<u>Group 1</u> Localizer	Partial use of airport ILS
<u>Group 2</u> Localizer Marker Beacon	Partial use of airport ILS
<u>Group 3</u> Localizer Marker Beacon Glide Slope	Full use of airport ILS
<u>Group 4</u> ILS Radar Altimeter	Landing approach in Category III ¹ weather conditions at airports with Category III equipment
<u>Group 5</u> Long Range RNAV	Area navigation over long distances and large bodies of water
<u>Group 6</u> Radar Altimeter	Determination of altitude above level of terrain
<u>Group 7</u> Microwave Landing System (MLS)	More accurate and flexible landing approaches, especially at air- ports with mountains and large buildings nearby
<u>Group 8</u> ILS MLS	Backup landing systems
<u>Group 9</u> Long Range RNAV MLS	Sophisticated navigational and landing capabilities

¹ See Appendix D, "Weather Category Definitions," General Aviation Avionics Statistics (1979 Data), (Washington, DC, 1981).

Table 2-19 presents the estimates of the number of GA aircraft found in the hierarchical and non-hierarchical CG's. Examination of Table 2-19 reveals the following observations on the GA fleet.

- a. About 22 percent of GA aircraft have the avionics equipment enabling them to fly above 18,000 feet in positive controlled airspace. Approximately 72 percent of the GA fleet cannot fly above 12,500 feet due to avionics limitations alone.
- b. Over 77 percent of GA aircraft are equipped to fly IFR.
- c. More than 16 percent of the GA fleet are limited to landing at uncontrolled airports. Approximately 24 percent can land at either uncontrolled airports or Group II TCA's. Approximately 32 percent can land at any type of airport except a Group I TCA. About 28 percent can land at Group I TCA's. This proportion has increased constantly over the past 5 years.
- d. In general, Table 2-19 indicates that those aircraft in the least sophisticated non-hierarchical CG's also comprise the bulk of the least sophisticated hierarchical CG's. Of the aircraft possessing none of the non-hierarchical CG equipment (i.e., NO GROUP) 77.4 percent fall into hierarchical CG's 1, 2, and 3. Similarly, those aircraft in the most sophisticated non-hierarchical CG's are also in the most sophisticated hierarchical CG's. For example, 89.6 percent of the aircraft possessing a complete ILS and a radar altimeter fall into hierarchical CG 8.

Tables 2-20 through 2-29 show a distribution of hierarchical and non-hierarchical capability groups versus aircraft characteristics. These characteristics include: primary use of the aircraft, hours flown during 1980, age of the aircraft, and computed aircraft type. The 13 computed aircraft types listed in Table 1-6 combine the four aircraft characteristics of engine type, number of engines, aircraft type (simple), and number of seats into meaningful combinations for the GA fleet.

TABLE 1-6. COMPUTED AIRCRAFT TYPE

TYPE	DESCRIPTION
1.	Fixed wing single engine piston 1-3 seats
2.	Fixed wing single engine piston 4+ seats
3.	Fixed wing two engine piston 1-6 seats
4.	Fixed wing two engine piston 7+ seats
5.	Fixed wing piston other
6.	Fixed wing two engine turboprop 1-12 seats
7.	Fixed wing two engine turboprop 13+ seats
8.	Fixed wing turboprop other
9.	Fixed wing two engine turbojet
10.	Fixed wing turbojet other
11.	Rotorcraft piston
12.	Rotorcraft turbine
13.	Other aircraft

Generally, those aircraft in low order CG's have less sophisticated characteristics than those in high order capability groups as follows:

- a. As in prior years, as the hierarchical CG's increased in sophistication, the predominant uses also grew in sophistication from personal, to business and personal, to executive, business and personal (Table 2-20).
- b. As non-hierarchical CG's increase in sophistication, the predominant primary uses of aircraft change from personal and business, to personal, business and executive, to personal and executive. For example executive aircraft alone compose over 48 percent of the aircraft reporting both a microwave landing system and a long range RNAV and about 44 percent of the aircraft reporting a complete ILS and radar altimeter, yet executive aircraft compose only 6.1 percent of the fleet (Table 2-25).
- c. In the case of both hierarchical and non-hierarchical capability groups, aircraft containing more avionics equipment and capabilities are flown more hours on the average than those with smaller investments in Avionics equipment (Tables 2-21 and 2-26).
- d. Aircraft in the more sophisticated groups contain newer aircraft on the average than less sophisticated CG's (Tables 2-23 and 2-28).
- e. Computed aircraft type increases in sophistication as the level of avionics increases. This relationship also holds for the four characteristics which are combined to form computed aircraft type: simple aircraft type, engine type, number of engines, and number of seats (Tables 2-24 and 2-29).

1.4.6 Other Results

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.

2. TABLES OF RESULTS

TABLE 2-1 GENERAL AVIATION TOTAL HOURS FLOWN BY TYPE OF AIRCRAFT - CY 1980 (1 OF 2)

AIRCRAFT TYPE	POPULATION SIZE	ESTIMATE CP NUMBER ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
FIXED WING									
PISTON									
1 ENG 1-3 SEATS	25024	63505	688	10044132	399204	4.0	165.6	6.4	3.9
1 ENG 4+ SEATS	115065	107930	538	18295127	428141	2.3	169.7	3.9	2.3
TOTAL 1 ENG	204089	168435	874	28339259	595379	2.1	168.2	3.4	2.0
2 ENG 1-6 SEATS	16529	16224	246	3730315	172764	4.6	228.0	9.8	4.3
2 ENG 7+ SEATS	5701	8141	153	2546304	142905	5.6	311.4	15.6	5.1
TOTAL 2 ENG	28230	24366	290	6277220	224208	3.6	254.8	8.4	3.3
OTHER PISTON	383	212	17	130250	17811	13.7	625.4	38.8	6.2
TOTAL PISTON	232702	193014	921	34746730	627101	1.8	178.2	3.1	1.8
TURBOPROP									
2 ENG 1-12 SEATS	3440	3339	41	1489248	55449	3.7	445.4	15.3	3.4
2 ENG 13+ SEATS	663	627	18	694157	54960	7.9	1038.2	65.6	6.4
TOTAL 2 ENG	4123	3966	45	2183406	78071	3.6	534.8	16.4	3.1
OTHER TURBOPROP	159	123	10	56347	10325	18.3	487.4	73.1	15.0
TOTAL TURBOPROP	4282	4090	46	2239754	78751	3.5	533.4	16.1	3.0
TURBOJET									
2 ENG	2674	2551	37	1162554	52207	4.5	456.1	18.4	4.0
OTHER	726	441	13	169037	26816	15.9	349.9	29.1	8.3
TOTAL TURBOJET	3400	2992	40	1331591	58691	4.4	443.6	16.6	3.7
TOTAL FIXED WING	240384	200097	923	30318076	634745	1.7	187.7	3.1	1.6
ROTORCRAFT									
PISTON	5502	2794	133	735638	74886	10.2	262.9	20.9	8.0

TABLE 2-1 GENERAL AVIATION TOTAL HOURS FLOWN BY TYPE OF AIRCRAFT - CY 1980 (2 OF 2)

AIRCRAFT TYPE	POPULATION SIZE	ESTIMATE CP NUMBER ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
TURBINE	3506	3207	89	1602852	115692	7.2	497.7	35.4	7.1
TOTAL ROTACRAFT	9038	6001	142	2338490	137814	5.9	382.4	20.7	5.4
OTHER	6369	4945	142	358976	21282	5.9	75.0	3.9	5.2
TOTAL AIRCRAFT	252761	211045	945	41015542	649883	1.6	190.5	3.0	1.6

TABLE 2-2 GENERAL AVIATION TOTAL HOURS FLOWN BY STATE OF BASED AIRCRAFT - CY 1980 (1 OF 3)

STATE	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF TOTAL HOURS	STANDARD ERROR
ALABAMA	2083	295	426897	87565
ALASKA	6465	453	1170518	164271
ARIZONA	4881	461	1104326	204654
ARKANSAS	2612	332	436203	78889
CALIFORNIA	29855	1061	5865582	997653
COLORADO	4768	454	886592	119311
CONNECTICUT	1615	261	297114	65535
DELAWARE	548	151	105204	51983
DC	59	50	31083	29634
FLORIDA	11347	682	3026108	446855
GEORGIA	4412	437	801185	117848
HAWAII	385	123	156986	66387
IDAH0	2094	302	385266	105682
ILLINOIS	8990	618	1518296	173767
INDIANA	4248	426	672193	111452
IOWA	4194	427	631816	91111
KANSAS	4190	430	685222	104895
KENTUCKY	1810	284	395383	113111
LOUISIANA	3625	385	1041484	185821
MAINE	1341	240	199462	51726
MARYLAND	2755	350	494889	107803

TABLE 2-2 GENERAL AVIATION TOTAL HOURS FLOWN BY STATE OF BASED AIRCRAFT - CY 1980 (2 OF 3)

MASSACHUSETTS	3044	361	481C51	96992
MICHIGAN	7243	559	1092817	140608
MINNESOTA	5287	472	833033	111805
MISSISSIPPI	2199	305	479061	100537
MISSOURI	4069	432	695788	116581
MONTANA	2269	320	323351	67614
NEBRASKA	1809	283	315216	90457
NEVADA	2145	303	305060	57654
NEW HAMPSHIRE	1100	217	181102	52523
NEW JERSEY	4137	424	764552	105122
NEW MEXICO	2041	283	405680	93507
NEW YORK	6278	514	1102579	137916
NORTH CAROLINA	3542	392	753791	120438
NORTH DAKOTA	1684	279	312565	115048
OHIO	8283	557	1396582	143725
OKLAHOMA	4812	464	870811	132349
OREGON	5967	493	1079399	151046
PENNSYLVANIA	6167	496	1020537	115744
RHODE ISLAND	358	130	70216	31684
SOUTH CAROLINA	1907	296	429221	98352
SOUTH DAKOTA	1386	251	252156	82546
TENNESSEE	2824	354	562896	93177
TEXAS	18674	845	3842230	330130
UTAH	1466	250	366819	89049
VERMONT	471	137	103825	41155
VIRGINIA	3013	363	744370	172289

TABLE 2-2 GENERAL AVIATION TOTAL HOURS FLOWN BY STATE OF BASED AIRCRAFT - CY 1980 (3 OF 3)

WASHINGTON	6483	525	938437	133800
WEST VIRGINIA	1060	219	178430	45106
WISCONSIN	4389	434	789843	115544
WYOMING	1143	217	264571	69106
PUERTO RICO	201	88	89176	30497
OTHER U.S. TERRITORIES	73	53	20217	16553
FOREIGN	544	119	191375	62435
TOTAL	211045	945	4101542	649883

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

TABLE 2-3 GENERAL AVIATION TOTAL HOURS FLOWN BY REGION OF BASED AIRCRAFT - CY 1980

REGION	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF TOTAL HOURS	STANDARD ERROR
ALASKAN	6465	453	1170518	164271
CENTRAL	14264	778	2332006	190314
EASTERN	24021	563	4448555	274958
EUROPEAN	243	70	83368	31541
GREAT LAKES	38443	1190	6317133	306354
NEW ENGLAND	7931	575	1336920	139926
NORTHWESTERN	14576	768	2429448	223633
PACIFIC	411	125	167257	67337
ROCKY MOUNTAIN	12718	729	2395917	211752
SOUTHERN	30556	1075	7064876	459827
SOUTHWESTERN	31817	1074	6642877	390558
WESTERN	36883	1160	7244452	422672
TOTAL	211045	945	41015542	649883

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

TABLE 2-4 GENERAL AVIATION TOTAL HOURS FLOWN BY AIRCRAFT TYPE AND PRIMARY USE - CY 1980
(1 OF 3)

AIRCRAFT TYPE	TOTAL	EXECUTIVE	BUSINESS	PERSONAL	AERIAL APPL	INSTRUC- TICHEL	COMBUTER CARRIER	AIR TAXI	INDUS- TRIAL	RENTAL	OTHER
FIXED WING											
PISTON											
1 ENG 1-3 SEATS EST. TOT. HOURS % STL. BBCH	1004132 4.0	317965 35.2	805701 15.1	3000389 8.0	1560589 6.8	3362751 7.9	0.0	12006 84.5	106646 36.5	714118 15.4	163042 17.7
1 ENG 4+ SEATS EST. TOT. HOURS % STL. BBCH	18255127 2.3	760731 22.7	5376582 4.0	5252717 3.1	146349 34.6	1980795 12.2	66199 55.8	1280736 12.7	352080 22.0	2762990 8.9	346474 25.0
TOTAL 1 ENG EST. TOT. HOURS % STL. BBCH	28339259 2.1	1078070 19.0	6180257 4.0	8255889 3.5	1711644 6.6	5343555 6.7	66199 55.8	1292631 12.6	458351 18.6	3477405 7.7	514881 17.1
2 ENG 1-6 SEATS EST. TOT. HOURS % STL. BBCH	3730315 4.6	852130 11.6	1346047 8.3	320007 19.8	22924 51.6	175779 25.1	133211 52.5	659137 15.3	65218 39.3	85189 31.0	57228 25.1
2 ENG 7+ SEATS EST. TOT. HOURS % STL. BBCH	246904 5.6	781847 10.8	438944 12.4	103803 34.1	17166 25.7	5089 91.4	311121 32.7	745453 14.3	21025 52.0	58027 43.8	65062 26.9
TOTAL 2 ENG EST. TOT. HOURS % STL. BBCH	627720 3.6	1634563 7.5	1763661 7.0	421725 17.1	41505 25.2	180968 24.4	444680 27.7	1401900 10.5	86292 32.3	142649 25.3	124428 18.5
OTHER PISTON											
EST. TOT. HOURS % STL. BBCH	130250 13.7	494 151.7	9613 43.8	183 49.6	8031 16.1	0 0.0	47430 18.0	15249 28.8	0 0.0	36024 33.6	13105 29.5
TOTAL PISTON EST. TOT. HOURS % STL. BBCH	34746730 1.8	2731730 9.3	7938350 3.5	8661819 3.4	1769390 6.5	5530627 6.5	560677 23.5	2709666 8.1	546730 16.6	3654683 7.5	655988 14.1
TURBOJET											
2 ENG 1-12 SEATS EST. TOT. HOURS % STL. BBCH	1469288 3.7	1065559 5.8	145220 23.3	2226 146.0	0 0.0	0 0.0	34438 48.2	182569 22.5	3276 143.3	29124 51.3	28521 32.8

TABLE 2-4 GENERAL AVIATION TOTAL HOURS FLOWN BY AIRCRAFT TYPE AND PRIMARY USE - CY 1980
(2 OF 3)

AIRCRAFT TYPE	TOTAL	EXECUTIVE	BUSINESS	PERSONAL	AERIAL APPL	INSTRUC- TICBL	COMMUTER CARRIER	AIR TAXI	INDUS- TRIAL	RENTAL	OTHER
2 ENG 13+ SEATS											
EST. TOT. HOURS	654157	105058	41760	344	0	102	350846	132716	940	0	38336
% STL. EFFCH	7.9	14.0	44.2	56.4	0.0	59.9	16.0	28.4	150.6	0.0	39.5
TOTAL 2 ENG											
EST. TOT. HOURS	2183406	1171465	166648	2596	0	102	385183	312194	4209	29124	59251
% STL. EFFCH	3.6	5.5	21.2	119.2	0.0	59.9	15.3	18.1	111.2	51.3	25.6
OTHER TURBOPROP											
EST. TOT. HOURS	56347	1259	1204	0	32236	0	10244	5750	0	1075	5735
% STL. EFFCH	18.3	90.6	31.3	0.0	24.4	0.0	62.2	33.0	0.0	45.5	34.1
TOTAL TURBOJET											
EST. TOT. HOURS	2239754	1172836	189110	2596	32236	102	395428	319695	4209	30837	65146
% STL. EFFCH	3.5	5.5	20.7	119.2	24.4	59.9	14.9	17.7	111.2	46.8	22.6
TURBOJET 2 ENG											
EST. TOT. HOURS	1162554	551080	31514	0	0	26072	5292	76779	14697	587	57587
% STL. EFFCH	4.5	5.5	41.7	0.0	0.0	50.2	68.2	24.0	79.3	193.0	39.6
OTHER											
EST. TOT. HOURS	163037	115715	9577	82	0	12	0	5580	0	21699	7960
% STL. EFFCH	15.9	17.3	26.3	26.7	0.0	0.0	0.0	70.1	0.0	14.9	40.2
TOTAL TURBOJET											
EST. TOT. HOURS	1521591	1071380	41252	82	0	25585	5292	82109	14697	22007	66660
% STL. EFFCH	4.4	5.3	34.3	26.7	0.0	47.3	68.2	22.8	79.3	18.6	30.8
TOTAL FIXED WING											
EST. TOT. HOURS	30218076	4940554	8197068	864439	1801738	5555435	959664	3102111	563251	3702329	778024
% STL. EFFCH	1.7	5.7	3.4	3.4	6.4	6.5	16.6	7.4	16.3	7.4	12.6
ROTORCRAFT											
PISTON											
EST. TOT. HOURS	735638	10145	60178	33887	204962	61247	0	19387	212397	1945	126342
% STL. EFFCH	10.2	47.2	23.1	15.2	19.4	29.5	0.0	53.2	26.0	61.7	28.3
TURBINE											
EST. TOT. HOURS	1602852	371900	199656	3536	34948	4711	1552	423277	204825	193685	75299
% STL. EFFCH	7.2	20.2	39.0	44.3	34.6	135.3	132.6	19.6	24.0	49.6	31.0

TABLE 2-4 GENERAL AVIATION TOTAL HOURS FLOWN BY AIRCRAFT TYPE AND PRIMARY USE - CY 1980
(3 OF 3)

AIRCRAFT TYPE	TOTAL	RECREATIVE	BUSINESS	PERSONAL	AERIAL APPL	INSTRUC- TIONAL	COMPUTER CARRIER	AIR TAXI	INDUS- TRIAL	RENTAL	OTHER
TOTAL ROTORCRAFT	2338490	388064	257975	34382	239732	68949	1552	439618	496095	195352	203669
EST. TOT. HOURS % STD. DEVC	5.9	19.3	25.2	14.2	17.4	29.1	132.6	18.5	17.7	48.6	21.6
OTHER	358976	7217	28877	175208	183	107311	160	52	0	24916	23555
EST. TOT. HOURS % STD. DEVC	5.9	33.0	29.9	6.6	66.2	17.7	307.3	98.3	0.0	30.3	27.0
TOTAL AIRCRAFT	41015542	5331823	6433501	8893962	2043840	5748157	960901	3535466	1052818	3917085	1008073
EST. TOT. HOURS % STD. DEVC	1.6	4.6	2.8	3.1	5.8	4.3	10.3	3.7	8.3	4.7	10.2

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

TABLE 2-5 GENERAL AVIATION ACTIVE ANNUAL HOURS FLOWN BY SDR AIRCRAFT MANUFACTURER
MODEL GROUP CY 1980 (1 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
OTEB 01	9995	222500	32697	14.6	48.7	6.3	13.0
CTEB 02	996	61863	13846	22.4	104.4	22.2	21.3
OTEB 03	432	49549	11728	23.7	148.8	31.3	21.0
CTEB 04	140	19627	5908	30.1	474.8	90.2	19.0
CTEB 05	88	22519	6689	29.7	382.7	107.8	28.2
CTEB 06	116	29562	3528	11.9	280.3	31.2	11.1
CTEB 07	206	201256	37578	18.7	1063.2	186.9	17.6
OTEB 08	56	16477	6130	37.2	405.5	137.2	33.8
OTEB 09	368	130923	19826	15.1	429.6	46.4	10.8
OTEB 10	172	11320	2978	26.3	163.3	41.1	25.2
OTEB 11	1726	22843	5067	15.5	75.0	10.0	13.3
OTEB 12	203	101149	13936	13.8	666.4	77.7	11.7
CTEB 13	1811	55966	10469	18.7	49.9	7.0	15.7
AFBS 250S	42	2330	178	7.6	56.9	4.2	7.3
228025J2	41	331	127	38.5	19.1	3.1	16.1
228025J316	124	73562	10504	14.3	608.0	83.5	13.7
228025J341	68	14347	4413	30.8	351.9	42.2	12.0
248912205	70	21982	9841	44.8	321.0	141.9	44.2
218172A	292	18015	4476	24.8	105.8	18.9	17.9
21819C18	25	181	55	30.2	19.7	3.4	17.1
21819CA1300	244	108164	12244	11.3	443.3	50.2	11.3

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 engine, 1-6 seats.
- 04 Fixed wing piston, 2 engine, 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 ACTIVE ANNUAL HOURS FLOWN BY SDR AIRCRAFT MANUFACTURER
MODEL GROUP CY 1980 (2 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
AND FALC10	115	46758	8279	17.7	510.8	62.8	12.3
AND FALC20	178	66181	7667	8.9	484.2	43.1	8.9
ARCENH37	46	0	0	0.0	0.0	0.0	0.0
ARCTICS18	93	1471	173	11.7	42.6	3.4	8.0
ARCTICS191	27	365	106	29.0	39.9	9.0	22.5
BFCHC15	206	6960	430	6.2	53.7	2.8	5.1
BFCHC165	150	3374	310	9.2	44.7	3.3	7.5
BFCHC17	52	207	144	69.5	27.7	10.6	38.4
BFCHC18058	168	3219	963	30.1	46.5	5.1	10.9
AVIEN FALCCB	24	2301	986	42.8	104.2	44.4	42.6
AYRES S2	940	276988	43605	15.7	394.4	47.0	11.9
BAC 111	28	14001	2987	21.3	500.1	106.7	21.3
BAG E206	37	4164	1137	27.3	112.5	30.7	27.3
BAG DH125	42	28273	2216	10.6	457.0	52.8	10.6
BAG JETSTE	26	33061	8512	25.7	1339.8	328.9	24.5
BAIKSIBEEY	642	27678	4331	15.6	46.1	6.7	14.6
BEPCH 100	242	115508	9465	8.2	477.3	39.1	8.2
BEPCH 17	196	5594	669	12.0	54.6	5.2	9.5
BEPCH 18	1113	158831	56678	35.7	282.3	89.0	31.5
BEPCH 200	503	212144	25659	10.6	482.7	50.9	10.5
BEPCH 23	2863	450045	62409	13.9	173.4	23.1	13.4

TABLE 2-5 GENERAL AVIATION ACTIVE ANNUAL HOURS FLOWN BY SDR AIRCRAFT MANUFACTURER
MODEL GROUP CY 1980 (3 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
BEECH 33	1617	260855	50458	19.3	163.8	31.5	19.3
BEECH 35	7142	555029	75433	7.6	150.5	10.9	7.2
BEECH 36	1473	292268	27324	9.6	216.6	18.5	8.6
BEECH 45	324	22173	7659	23.8	140.0	25.2	18.0
BEECH 50	372	38735	4839	12.5	156.5	15.6	10.0
BEECH 55	2222	484327	71740	14.8	231.3	33.4	14.4
BEECH 56	68	11175	1622	14.5	175.7	23.5	13.4
BEECH 58	1164	457906	72180	15.8	409.9	63.4	15.5
BEECH 60	389	84012	10620	12.6	216.0	27.3	12.6
BEECH 65	166	27349	9687	35.4	165.8	58.7	34.5
BEECH 76	263	43132	10711	24.8	180.4	42.4	23.5
BEECH 77	149	40026	2281	5.7	271.8	15.3	5.6
BEECH 80	234	2290	11025	34.1	215.8	49.7	23.0
BEECH 90	873	375276	26221	7.0	431.5	29.8	6.9
BEECH 95	491	67688	10490	15.5	144.7	21.1	14.6
BEECH 99	90	141055	17216	12.2	1642.6	174.5	10.6
BELL 204	148	17169	1108	6.5	161.8	9.3	5.8
BELL 206	1733	913635	97916	10.7	528.0	56.5	10.7
BELL 212	141	87786	18466	21.0	622.6	131.0	21.0
BELL 47	1563	222153	51839	15.6	349.9	39.4	11.3
ELANCA11	995	19555	6746	34.5	46.7	13.8	29.5

TABLE 2-5 GENERAL AVIATION ACTIVE ANNUAL HOURS FLOWN BY SUB AIRCRAFT MANUFACTURER
MODEL GROUP CY 1980 (4 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTUAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PLAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
ELABCA1413	303	5231	437	8.4	46.8	2.7	5.9
ELABCA1419	307	16584	3717	22.4	74.9	14.2	18.9
ELABCA17	1101	142243	11439	8.0	136.9	10.7	7.8
ELABCA7	6177	554284	126216	21.2	137.2	24.4	20.6
ELABCA8	738	73166	16910	23.1	112.8	25.0	22.1
BRODA BH2	70	35281	7031	19.9	571.8	106.5	18.6
BOEING707	60	13256	2948	22.2	474.1	85.5	18.0
BOEING720	24	1267	384	30.3	208.6	37.4	17.9
CEILING727	159	74451	25306	34.0	468.2	159.2	34.0
CEILING737	39	11934	0	0.0	306.0	0.0	0.0
CEILING747	8	6288	1656	26.3	786.0	207.0	26.3
CEILING75	2053	75450	18485	24.5	93.0	17.5	18.8
CELENS105	66	19578	3609	18.4	355.0	55.3	15.6
EMBRODH125	96	33517	2813	8.4	352.8	23.6	6.4
ERASOVIS28	53	5131	587	11.4	112.4	11.8	10.5
EMBSTDPLEET12	29	327	65	20.1	37.5	4.9	13.1
EMBSTDPLEET17	22	379	119	31.3	42.6	6.8	15.9
BURKH 131	29	1132	567	50.1	82.1	32.2	39.2
CARFONHODELC	105	6626	1558	24.1	63.1	15.2	24.1
CCOPTB47BELL	41	7408	1421	19.3	257.0	34.9	13.6
CESSNA120	932	45919	12104	26.3	73.7	17.8	24.1

TABLE 2-5 GENERAL AVIATION ACTIVE ANNUAL HOURS FLOWN BY SDR AIRCRAFT MANUFACTURER
MODEL GROUP CY 1980 (5 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
CESSNA140	2523	162164	51040	31.5	85.0	26.2	30.9
CESSNA150	20131	4271715	306517	7.2	237.4	16.5	7.0
CESSNA170	2595	192266	26777	13.9	80.1	10.8	13.5
CESSNA172	24519	4359315	277296	6.3	189.5	11.8	6.2
CESSNA175	1437	78773	17558	22.3	64.4	13.7	21.2
CESSNA177	3055	449895	44325	9.9	153.0	14.7	9.6
CESSNA130	2822	364308	49378	13.6	144.6	18.9	13.1
CESSNA132	13620	1541069	131051	6.8	150.7	10.0	6.6
CESSNA165	1477	276137	48571	17.6	199.1	34.2	17.2
CESSNA199	1341	565844	99940	17.5	330.8	55.6	16.8
CESSNA190	88	2980	359	12.0	54.3	5.1	9.4
CESSNA195	517	25819	3881	15.0	75.8	10.9	14.4
CESSNA206	2950	686873	81076	11.8	247.8	28.3	11.4
CESSNA207	389	191335	36553	19.1	618.0	96.2	15.6
CESSNA210	6156	1122291	94810	8.4	158.7	15.9	8.0
CESSNA335	265	36696	10293	33.5	151.9	46.4	30.5
CESSNA310	3360	545706	55864	10.2	192.9	17.4	9.0
CESSNA320	364	63978	17232	26.9	209.1	51.6	24.7
CESSNA335	38	4021	950	23.6	129.3	26.7	20.7
CESSNA336	100	8199	796	9.7	103.2	9.0	8.7
CESSNA337	1362	242065	34636	14.3	180.9	25.5	14.1

TABLE 2-5 GENERAL AVIATION ACTIVE ANNUAL HOURS FLOWN BY SDR AIRCRAFT MANUFACTURER
MODEL GROUP CY 1980 (6 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
CESSENA340	826	201884	23459	11.6	271.6	27.3	10.0
CESSENA401	261	89297	13072	14.6	343.8	50.0	14.5
CESSENA402	670	303464	65559	21.6	487.4	101.0	20.7
CESSENA404	142	65666	22910	32.9	746.0	151.9	20.4
CESSENA411	178	23430	5964	25.0	154.1	34.9	22.6
CESSENA414	62	148996	34474	23.1	238.3	52.3	22.0
CESSENA421	1217	340641	41935	12.3	279.9	34.5	12.3
CESSENA441	127	51851	8003	15.4	408.3	63.0	15.4
CESSENA500	350	143874	15062	10.5	411.1	43.0	10.5
CESSENA550	93	208	124	59.3	9.3	2.6	28.3
CESSENAUC77	21	162	163	100.6	15.9	15.2	95.8
CESSENAUC94	37	494	38	24.4	31.7	6.2	19.4
CHILD S2	128	10879	1163	10.7	89.6	3.2	10.2
CCB1TR185	197	1864	335	18.0	51.5	6.4	12.4
CCB2B2L14	486	38159	2593	6.8	87.4	5.6	6.4
CUB1ISC46	43	3415	1067	31.3	186.8	44.5	23.8
CUB1ISCJF	21	74	36	48.3	18.7	5.4	28.8
CUB1ISROBIN	34	47	15	32.0	14.0	2.0	14.6
CUB1ISTRVAIR	183	2506	271	10.8	61.4	4.9	8.0
CVAC 22	41	2810	865	30.6	475.5	112.5	23.7
CVAC 240	62	1664	593	35.1	68.7	26.1	29.5

TABLE 2-5 GENERAL AVIATION ACTIVE ANNUAL HOURS FLOWN BY SDR AIRCRAFT MANUFACTURER
MODEL GROUP CY 1980 (7 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
CVAC 340	29	5459	2337	42.8	241.7	83.6	34.6
CVBC 440	27	4401	2995	68.0	326.0	0.0	0.0
CVBC BT13	98	1363	308	22.6	38.0	6.2	16.3
CVBC L13	21	378	255	78.1	90.0	0.0	0.0
CVBC STC580	44	23157	2183	9.4	591.5	51.0	8.6
EDBT G	26	236	59	25.1	29.9	4.7	15.8
EDBV DHC1	89	5157	1312	25.4	57.9	14.7	25.4
EDBV DHC2	351	86880	36575	42.1	395.8	142.7	36.1
EDBV DHC2	105	3474	1100	31.7	54.1	15.0	27.7
DCUG A26	69	1452	831	57.3	46.8	25.5	54.4
DCUG DC10	8	0	0	0.0	0.0	0.0	0.0
DCUG DC3	463	46814	16742	35.8	161.4	51.1	31.7
DCUG DC4	71	10472	4197	40.1	297.8	89.6	30.1
DCUG DC6	113	46313	13718	29.6	777.0	171.8	22.1
DCUG DC7	48	7172	2747	38.3	208.9	76.0	36.4
DCUG DC8	61	3925	2177	55.5	143.3	63.1	44.0
DCUG DC9	25	9730	1998	20.5	507.9	68.1	13.4
EDWON20	105	5381	1550	16.5	90.5	14.8	16.3
EDWON HA1	28	1203	746	62.0	250.0	80.2	32.1
EDW 110	31	43238	7556	17.5	1394.6	243.7	17.5
EDWHP28	437	63585	6644	10.4	176.8	17.3	9.8

TABLE 2-5 GENERAL AVIATION ACTIVE ANNUAL HOURS FLOWN BY SDR AIRCRAFT MANUFACTURER
MODEL GROUP CY 1980 (8 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
FLYET 16B	25	456	107	23.4	37.6	5.2	13.9
FRCHLE24	319	2547	787	30.9	32.3	7.7	24.0
FRCHLDC119	26	2262	256	11.3	145.0	10.4	7.2
FRCHLDF27	32	9974	1139	11.9	391.5	35.9	9.2
FRCHLDH62	244	2713	896	33.0	34.1	4.2	12.2
GENERALAX6	37	1178	354	30.0	31.8	9.6	30.0
GLASFILLIBELI	163	5181	782	10.7	63.0	6.1	9.7
GLCE ASTIR	51	2441	800	23.2	72.3	16.3	22.6
GBTIKS2T1	180	12747	1285	10.1	100.0	3.5	9.5
GRUPANTBM	35	1376	643	46.7	66.4	21.4	32.2
GRUPAVAA1	646	56129	11559	12.1	170.0	19.3	11.3
GRUPAVAA5	1064	191227	27812	14.5	188.0	26.2	13.9
GRUPAVG164	627	254855	61389	24.1	415.8	99.1	23.8
GRUPAVG21	63	684	511	74.8	83.0	15.4	18.6
GULSTHAA1	661	57128	11518	20.2	100.9	18.6	18.5
GULSTHAA5	999	173665	30352	17.5	181.5	31.0	17.1
GULSTHG1159	148	122208	29334	24.0	825.7	198.2	24.0
GULSTHG159	153	50466	13174	14.6	591.3	86.1	14.6
GULSTHG164	574	315165	33237	26.6	423.8	102.4	24.2
GULSTHJ44	31	10867	2163	20.0	159.1	28.8	18.1
GULSTHG73	26	12783	1606	11.6	667.5	51.6	7.7

TABLE 2-5 GENERAL AVIATION ACTIVE ANNUAL HOURS FLOWN BY SDR AIRCRAFT MANUFACTURER
MODEL GROUP CY 1980 (9 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
GULSTING 7	64	13812	2844	20.6	250.9	44.6	17.8
ERLLO H250	21	2816	561	19.9	157.6	27.9	17.7
ERLLO H295	108	13934	1730	12.4	171.0	18.3	10.7
ERLLO H391	27	802	240	29.9	49.9	12.4	24.9
ERLLO H395	24	3610	749	20.8	179.3	34.3	19.1
HILLERPH1100	74	14900	6047	40.6	344.8	65.1	18.9
HILLERPH12	688	139235	38759	27.8	291.6	73.8	25.3
FUGERES269	709	158387	36700	23.2	336.4	67.9	20.2
FUGERES369	478	192915	35914	18.6	490.7	76.9	15.5
HWSLYDH104	46	1728	891	51.6	142.8	64.4	45.1
HWSLYDH114	43	43776	7693	17.6	1747.6	102.5	5.9
HWSLYDH125	37	18162	3363	18.5	580.7	83.1	14.3
HYMES B2	136	6198	1508	18.4	109.1	19.0	17.4
ISBAEL1121	117	46257	6955	15.0	413.0	53.2	14.3
ISBAEL1123	21	7046	1330	14.6	335.5	49.0	14.6
ISBAEL1124	35	45229	7467	15.2	518.2	78.6	15.2
JBBSTNDGA15	80	792	152	19.2	32.3	4.3	12.5
KOBLOD	285	3916	1801	46.0	27.9	11.2	39.9
LAIKPH10	46	141	36	25.4	16.7	2.5	14.9
LEAF 23	68	26015	3857	14.8	400.9	54.3	13.5
LEAF 24	180	67304	13852	15.9	517.1	75.8	14.7

TABLE 2-5 GENERAL AVIATION ACTIVE ANNUAL HOURS FLOWN BY SDR AIRCRAFT MANUFACTURER
MODEL GROUP CY 1980 (10 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
LEAF 25	209	75257	20271	25.6	388.5	97.7	25.2
LEAF 35	245	92728	9999	10.3	357.1	40.8	10.3
LET L13	165	8764	2644	30.2	64.0	17.3	27.0
LKERED12A	24	118	34	79.2	24.3	3.0	12.5
LKERED132A	139	55690	7266	13.0	413.9	50.9	12.3
LKERED18	88	2812	1385	49.3	91.6	33.7	36.8
LKERED189	13	2807	1317	46.9	255.9	108.4	41.7
LKERED382	7	0	0	0.0	0.0	0.0	0.0
LKEREDPV1	61	3985	1314	32.9	94.2	19.6	20.8
LKEREDT33	54	12	10	86.1	4.0	0.0	0.0
IOSCCP	2312	153173	78658	40.7	143.3	57.0	39.8
MARTIN404	34	452	1020	225.7	180.0	0.0	0.0
MAULE M4	235	28475	7906	27.9	127.4	34.1	26.8
MAULE M5	415	39456	5958	25.2	118.0	25.6	21.7
MCI1SEFUNK	133	1759	192	10.3	34.7	2.6	7.4
MEYER507A	50	746	55	7.4	28.5	1.5	5.3
MWCCP00	73	592	132	22.2	41.3	6.2	15.1
MWITEM18	148	3416	286	8.4	59.0	3.8	6.5
MCCBEM20	5759	654787	54936	7.9	128.1	9.8	7.6
MRCPTIS205	51	3317	807	24.3	86.6	20.5	23.7
MTSESIND2	484	205958	32370	15.7	480.9	62.8	13.1

TABLE 2-5 GENERAL AVIATION ACTIVE ANNUAL HOURS FLOWN BY SDR AIRCRAFT MANUFACTURER
MODEL GROUP CY 1980 (11 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
HUIZERD16	43	1656	275	16.6	60.0	7.4	12.3
BAKER B25	56	1429	254	20.6	42.8	7.5	17.6
BAKER P51	150	4340	894	20.6	57.9	9.1	15.8
BAKER BA260	69	1876	721	38.4	56.7	18.5	32.6
BAKER T6	484	12176	3742	30.7	36.7	9.9	27.1
BAVIL B3W	160	4475	1709	38.2	83.1	26.2	31.5
BAVIONBASIC	617	31208	4569	14.6	70.4	8.9	12.6
NCSE SV4	52	1332	255	19.1	50.5	9.2	16.3
CELESTIN19	41	1792	312	17.4	247.8	12.5	5.1
PICARDIA6	173	5508	2247	40.8	49.9	17.1	34.3
PILATSB4	29	2297	183	8.0	90.4	6.4	7.1
PIPER 600	255	44353	6938	15.6	177.2	27.1	15.3
PIPER J2	66	317	68	21.6	18.2	3.1	17.3
PIPER J3	4382	132024	22339	16.9	58.0	9.2	14.2
PIPER J4	254	4475	318	7.1	43.7	2.1	4.9
PIPER J5	368	11639	1426	12.3	78.3	8.9	11.3
PIPER PA12	1391	79458	8960	11.3	88.4	9.5	10.8
PIPER PA14	111	6586	1282	18.4	80.3	12.2	15.2
PIPER PA15	231	4001	367	9.2	46.9	3.5	7.5
PIPER PA16	397	15374	4293	27.9	54.2	12.8	23.6
PIPER PA17	119	2584	520	20.1	40.8	6.7	16.3

TABLE 2-5 GENERAL AVIATION ACTIVE ANNUAL HOURS FLOWN BY SDR AIRCRAFT MANUFACTURER
MODEL GROUP CY 1980 (12 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
PIPER PA18	3534	322088	38824	12.1	101.7	12.0	11.1
PIPER PA20	495	15501	2186	14.1	60.7	6.1	10.1
PIPER PA22	5298	243511	21026	8.6	71.4	5.9	8.3
PIPER PA23	3730	670105	78369	11.8	227.9	23.5	10.3
PIPER PA24	3375	400620	36601	9.1	129.1	11.1	8.6
PIPER PA25	1676	213971	43873	20.5	171.9	31.4	18.3
PIPER PA28	22209	4063133	206573	5.1	192.1	9.6	5.0
PIPER PA30	1324	242719	31676	13.1	184.0	23.9	13.0
PIPER PA31	1790	769232	106167	13.8	446.1	60.7	13.6
PIPER PA31T	365	161363	13394	8.3	442.1	36.7	8.3
PIPER PA32	4083	821002	76696	9.3	210.6	19.1	9.1
PIPER PA34	1895	565481	51164	9.0	302.1	27.2	9.0
PIPER PA36	356	108130	24114	22.3	343.9	71.3	20.7
PIPER PA39	1422	564578	66360	11.8	397.0	46.7	11.8
PIPER PA44	244	62524	12258	14.9	344.3	50.1	14.5
PRATT P8G1	21	43	23	54.3	6.0	3.8	12.8
PROJET209	100	5652	204	3.4	114.9	9.9	8.7
BAKING65	58	3428	1045	30.5	115.0	34.3	25.8
DAVID BX6	227	6328	758	12.0	29.7	3.2	10.8
DAVID S50	116	3138	365	11.6	41.1	4.1	10.0
DAVID S55	493	28831	5701	19.8	62.9	12.2	19.3

TABLE 2-5 GENERAL AVIATION ACTIVE ANNUAL HOURS FLOWN BY SDR AIRCRAFT MANUFACTURER
MODEL GROUP CY 1980 (13 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PEAK HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
RAVEN S60	35	2998	551	18.4	103.7	17.5	16.9
BEHRL1112	764	115575	16527	14.3	160.0	21.8	13.6
BEHRL1500	385	115889	25667	22.1	313.2	67.8	21.7
BEHRL1520	63	1967	510	25.9	51.7	11.9	22.9
BEHRL1560	138	12974	1425	11.0	126.4	11.0	8.7
BEHRL1680	390	45542	14161	31.1	146.5	40.2	27.5
BEHRL1680TF	129	41772	6126	14.7	394.5	37.8	9.6
BEHRL1690TF	349	138245	11493	8.3	396.1	32.9	8.3
BEHRL1700	26	1652	583	7.6	320.3	22.5	7.0
BEHRL1A265	314	132008	16060	12.2	420.4	51.1	12.2
FOBSIR22	45	9968	1616	16.2	228.0	36.4	15.9
ECISCHLS	88	7137	1506	21.1	86.6	17.0	19.7
RYAN ST3	169	13961	6406	45.9	131.6	47.6	36.2
RYAN STA	35	87	41	47.6	14.6	3.5	24.2
SCHLEBAS15	39	2447	246	10.1	62.7	6.3	10.1
SCHLEBASW19	52	3722	521	14.0	74.9	10.1	13.5
SCHLEBASW20	66	4535	290	6.4	72.8	4.5	6.2
SCHLEB8	25	850	92	10.8	35.2	3.7	9.5
SCHLEBKA6	78	2346	338	14.4	33.0	4.4	13.2
SCVZBSG1	775	34216	6118	17.9	62.2	8.9	14.3
SCVZBSG2	623	107450	15032	14.0	198.8	25.2	12.7

TABLE 2-5 GENERAL AVIATION ACTIVE ANNUAL HOURS FLOWN BY SDR AIRCRAFT MANUFACTURER
MODEL GROUP CY 1980 (14 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PIAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
SCWZETG3A	21	162	50	30.7	41.0	6.2	15.2
SECO CINGE	32	848	439	51.7	46.4	21.4	46.2
SECO MODELT	35	1806	1665	92.2	296.4	228.6	77.1
SKSKYS55	86	4254	989	23.2	270.2	24.9	9.2
SKSKYS58	66	3454	741	21.4	208.4	32.4	15.5
SKSKYS58T	23	5634	1556	16.6	416.9	63.4	16.6
SKSKYS76	46	27562	8404	30.5	599.2	182.7	30.5
SLINDS100	361	21561	1839	8.5	75.5	5.6	7.5
SHIGH 600	197	52927	15880	30.0	304.0	85.4	28.1
SHIAS 350	147	70268	40120	57.1	483.5	274.6	56.8
SHIAS SA318	37	11416	2249	19.7	447.9	60.2	13.4
SCCATBS894	45	3880	608	15.7	100.7	14.8	14.7
SCCATBRALLYE	43	6295	548	8.7	146.4	12.8	8.7
SPRSTHCIBRUS	108	7433	1032	14.0	74.6	10.0	13.4
SPRSTHIBIBRUS	40	3087	770	24.9	77.2	19.2	24.9
STBIOSSD3	26	39451	8235	20.9	1517.3	316.7	20.9
STBSONB10	182	2285	296	13.0	42.7	4.4	10.3
STBSONB15	136	1685	470	27.9	33.1	5.0	15.0
STBSONB29	26	90	20	22.6	10.5	1.7	16.4
STCIABBC3	250	3407	471	13.8	40.5	4.4	10.8
SUPAC LA	108	1075	152	14.1	35.3	3.8	10.7

TABLE 2-5 GENERAL AVIATION ACTIVE ANNUAL HOURS FLOWN BY SDR AIRCRAFT MANUFACTURER
MODEL GROUP CY 1980 (15 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
SUPAC V	26	308	56	18.2	34.1	4.1	12.1
SWEGESB226	191	123448	32716	17.8	870.7	92.6	10.6
SWEGESB26	135	41966	5009	11.9	410.8	46.7	11.4
TCHAF1A	33	336	269	80.2	110.0	45.7	41.5
TCHAF1EC	1952	56578	14084	24.7	55.3	12.4	22.5
TCHAF1EF	44	439	119	27.1	34.5	7.8	22.5
TCHAF1EL	236	5462	2055	37.6	53.7	15.3	28.5
TERCO 11A	31	714	73	10.3	40.5	3.1	7.6
TRUDBAX7	39	1678	370	22.1	63.7	11.3	17.7
TEFSCBNAVICS	361	33444	7320	24.0	113.0	21.2	18.8
TEYTERK	34	187	49	26.0	20.7	3.8	18.1
UNIVACGC1	705	25622	7743	21.7	74.6	12.7	17.0
UNIVAB108	2268	25828	15915	17.6	62.0	8.9	14.3
UNIVAB415	2594	54822	17772	18.7	56.7	9.2	16.3
VARGA 2150	136	10389	1154	11.1	82.3	8.7	10.6
VICKRE5745	17	1812	758	44.0	137.8	48.0	34.8
WACC ASO	32	198	54	27.2	32.0	2.6	8.0
WACC GIE	36	344	121	35.3	31.8	9.4	29.7
WACC B	34	186	52	27.8	17.4	2.5	14.3
WACC U	29	113	24	21.0	24.4	2.0	8.1
WACC UPF7	162	3983	431	10.8	51.2	4.9	9.6

TABLE 2-5 GENERAL AVIATION ACTIVE ANNUAL HOURS FLOWN BY SDR AIRCRAFT MANUFACTURER
MODEL GROUP CY 1980 (16 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
WACO YK	56	497	120	24.1	41.3	8.2	19.9
WAGNER65	368	9457	9748	103.1	73.3	72.5	99.0
WHIRLY201	77	16125	4056	25.2	222.0	53.9	24.3
TOTAL	255761	41015542	645883	1.6	190.5	3.0	1.58

TABLE 2-6 GENERAL AVIATION ACTIVE AIRCRAFT BY TYPE OF AIRCRAFT - CY 1980 (1 OF 2)

AIRCRAFT TYPE	POPULATION SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
FIXED WING						
PISTON						
1 ENG 1-3 SEATS	85024	60505	688	1.1	71.2	0.8
1 ENG 4+ SEATS	115065	107930	538	0.5	90.6	0.5
TOTAL 1 ENG	204089	168435	874	0.5	82.5	0.4
2 ENG 1-6 SEATS	18529	16224	246	1.5	87.6	1.3
2 ENG 7+ SEATS	9701	8141	153	1.9	83.9	1.6
TOTAL 2 ENG	28230	24366	290	1.2	86.3	1.0
OTHER PISTON	383	212	17	8.0	55.6	4.4
TOTAL FIXED WING	232702	193014	921	0.5	82.9	0.4
TURBOPROP						
2 ENG 1-12 SEATS	3440	3339	41	1.2	97.1	1.2
2 ENG 13+ SEATS	683	627	18	3.0	91.9	2.7
TOTAL 2 ENG	4123	3966	45	1.1	96.2	1.1
OTHER TURBOPROP	159	123	10	8.4	77.5	6.5
TOTAL TURBOPROP	4282	4090	46	1.1	95.5	1.1
JET						
2 ENG	2614	2551	37	1.5	95.4	1.4
OTHER	726	441	13	3.0	60.8	1.8
TOTAL JET	3400	2992	40	1.3	88.0	1.2
TOTAL FIXED WING	240384	200037	923	0.5	83.2	0.4
ROTARY WING						
PISTON	5502	2794	133	4.8	50.8	2.4

TABLE 2-6 GENERAL AVIATION ACTIVE AIRCRAFT BY TYPE OF AIRCRAFT - CY 1980 (2 OF 2)

AIRCRAFT TYPE	POPULATION SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
TURBINE	3506	3207	49	1.5	31.5	1.4
TOTAL ROTORCRAFT	9008	6001	142	2.4	66.6	1.6
OTHER	6369	4945	142	2.9	77.6	2.2
TOTAL AIRCRAFT	255761	211045	945	0.4	82.5	0.4

TABLE 2-7 GENERAL AVIATION ACTIVE AIRCRAFT BY STATE OF BASED AIRCRAFT - CY 1980 (1 OF 3)

STATE	ESTIMATE OF POPULATION	STANDARD ERROR	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
ALABAMA	2772	336	2083	295	75.2	14.0
ALASKA	7423	476	6465	453	87.1	8.3
ARIZONA	6079	496	4881	461	80.3	10.0
ARKANSAS	3819	352	2612	332	68.5	14.9
CALIFORNIA	35056	1118	29855	1061	85.2	4.1
COLORADO	5454	480	4768	454	87.4	11.3
CONNECTICUT	1855	276	1615	261	87.1	19.2
DELAWARE	629	159	548	151	87.2	32.7
DC	73	52	59	50	81.3	90.3
FLORIDA	13396	726	11347	682	84.7	6.9
GEORGIA	5056	461	4412	437	87.3	11.8
HAWAII	468	130	385	123	82.4	35.8
ILLINOIS	2577	326	2094	302	81.3	15.6
INDIANA	10563	655	8990	618	85.1	7.9
INDIANA	4662	467	4248	426	87.4	11.9
IOWA	4601	439	4194	427	91.1	12.7
KANSAS	4792	456	4190	430	87.4	12.3
KENTUCKY	1978	293	1810	284	91.5	19.8
LOUISIANA	4045	402	3625	385	89.6	13.1
MAINE	1557	255	1341	240	86.1	28.9
MARYLAND	3180	370	2755	350	86.6	14.9

TABLE 2-7 GENERAL AVIATION ACTIVE AIRCRAFT BY STATE OF BASED AIRCRAFT - CY 1980 (2 OF 3)

STATE	ESTIMATE OF POPULATION	STANDARD ERROR	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
MASSACHUSETTS	3391	377	3084	361	89.7	14.6
MICHIGAN	8773	597	7243	559	82.6	8.5
MINNESOTA	6201	502	5287	472	85.3	10.3
MISSISSIPPI	2668	337	2199	309	82.4	15.6
MISSOURI	4843	459	4069	432	84.0	12.0
MONTANA	2688	343	2269	320	85.7	16.4
NEBRASKA	2177	304	1805	283	83.1	17.4
NEVADA	2444	320	2145	303	87.8	16.9
NEW HAMPSHIRE	1388	238	1100	217	79.3	20.8
NEW JERSEY	4724	449	4137	424	87.6	12.3
NEW MEXICO	2310	299	2041	283	88.4	16.8
NEW YORK	7686	557	6278	514	81.7	8.9
NORTH CAROLINA	4057	412	3542	392	87.3	13.1
NORTH DAKOTA	2001	300	1684	279	84.2	18.8
OHIO	5792	635	8283	597	84.6	8.2
OKLAHOMA	5475	487	4812	464	87.9	11.6
OREGON	6859	523	5967	493	87.0	9.8
PENNSYLVANIA	7551	542	6167	496	81.7	8.2
RHODE ISLAND	417	137	358	130	85.9	42.2
SOUTH CAROLINA	2220	311	1907	296	85.9	18.0
SOUTH DAKOTA	1517	257	1386	251	91.3	22.7
TENNESSEE	2237	371	2824	354	87.2	14.8
TEXAS	21240	886	18674	845	87.9	5.4
UTAH	1688	259	1466	250	91.2	21.4
VERMONT	535	145	471	137	88.0	35.1
VIRGINIA	3535	386	3013	363	85.2	13.9

TABLE 2-7 GENERAL AVIATION ACTIVE AIRCRAFT BY STATE OF BASED AIRCRAFT - CY 1980 (3 OF 3)

STATE	ESTIMATE OF POPULATION	STANDARD ERROR	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
WASHINGTON	8039	575	6483	529	80.6	8.8
WEST VIRGINIA	1222	242	1060	219	80.2	22.2
WISCONSIN	5292	469	4389	434	82.9	11.0
WYOMING	1309	228	1143	217	87.8	22.8
PUERTO RICO	251	94	201	88	80.1	46.2
OTHER U.S. TERRITORIES	104	60	73	53	70.4	65.7
FOREIGN	807	144	544	119	67.4	19.1
TOTAL	255761		211045	945	82.5	0.4

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

TABLE 2-8 GENERAL AVIATION ACTIVE AIRCRAFT BY REGION OF BASED AIRCRAFT - CY 1980

REGION	ESTIMATE OF POPULATION	STANDARD ERROR	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
ALASKAN	7423	476	6465	453	87.1	8.3
CENTRAL	16414	817	14264	778	86.9	6.4
EASTERN	28702	1031	24021	963	83.7	4.5
EUROPEAN	375	94	243	70	65.0	25.0
GREAT LAKES	45486	1252	38443	1190	84.5	3.5
NEW ENGLAND	9146	607	7931	575	86.7	8.5
NORTHWESTERN	17520	824	14576	768	83.2	5.9
PACIFIC	594	141	411	125	69.2	26.7
ROCKY MOUNTAIN	14533	768	12718	729	87.5	6.8
SOUTHERN	35545	1137	30596	1075	85.1	4.0
SOUTHWESTERN	36151	1122	31817	1074	88.0	4.0
WESTERN	43581	1222	36883	1160	84.6	3.6
TOTAL	255761		211045	945	82.5	0.4

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 1980
(1 OF 4)

TOTAL ACTIVE										ACTIVE USES					INACTIVE					
										EXEC- UTIVE	BUSI- NESS	PERSONL APPL	AERIAL	INSTR	COMMUTE CARRIER	AIR TAXI	INDUS- TRIAL	REP- TAL	OTHER	
FIXED WING																				
PISTON																				
1 ENG 1-3 SEATS																				
EST. NO.										755	4230	36928	5779	8378	0	46	450	2471	1463	24517
STD. ERROR										C	A	A	A	A	A	D	D	B	B	A
EST % ACT.										11.2										
1 ENG 4+ SEATS																				
EST. NO.										2446	34143	52321	392	4978	105	2898	1032	8246	1373	11134
STD. ERROR										B	A	A	D	A	D	B	B	A	B	A
EST % ACT.										10.6										
TOTAL 1 ENG																				
EST. NO.										3202	38374	89250	6160	13357	105	2945	1483	10718	2837	35652
STD. ERROR										B	A	A	A	A	D	B	B	A	B	A
EST % ACT.										42.5										
2 ENG 1-6 SEATS																				
EST. NO.										2870	7303	2464	123	533	147	1599	256	322	603	2304
STD. ERROR										A	A	B	D	C	D	B	D	C	C	B
EST % ACT.										87.6										

STANDARD ERROR		CODE
GREATER THAN	LESS THAN	---
OR	OR	---
EQUAL TO	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 1980
(2 OF 4)

(2 OF 4)											
TOTAL ACTIVE				ACTIVE USES					INACTIVE		
		REC- TYPE	BUSI- NESS	PERSONL	AERIAL APPL	INSTR	COMPUTER CARRIER	AIR TAXI	INDUS- TRIAL	REM- TAL	OTHER
2 ENG 7+ SEATS	EST. NO. ACT.	2770	2016	574	190	44	395	1580	85	156	327
	STD. ERROR	A	B	C	C	E	C	B	D	D	C
	EST % ACT.	83.9									1559
TOTAL 2 ENG	EST. NO. ACT.	5640	9320	3039	313	577	542	3179	341	479	931
	STD. ERROR	A	A	A	C	C	C	A	D	C	B
	EST % ACT.	86.3									3863
OTHER PISTON	EST. NO. ACT.	2	22	11	73	0	24	13	0	31	32
	STD. ERROR	D	D	D	B	A	E	C	A	D	C
	EST % ACT.	55.6									170
TOTAL PISTON	EST. NO. ACT.	8845	47717	92301	6548	13534	673	6139	1824	11229	3800
	STD. ERROR	A	A	A	A	A	E	A	B	A	A
	EST % ACT.	82.9									35686
TURBOPROP	EST. NO. ACT.	2410	361	8	0	0	27	371	6	63	89
	STD. ERROR	A	C	D	A	A	D	C	D	D	D
	EST % ACT.	97.1									104
2 ENG 13+ SEATS	EST. NO. ACT.	185	47	1	0	1	220	119	2	0	48
	STD. ERROR	A	D	D	A	E	B	C	D	A	D
	EST % ACT.	91.9									55

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 1980
(3 OF 4)

TOTAL ACTIVE					ACTIVE USES					INACTIVE							
					EXEC- UTIVE	BCSI- WESS	PERSONL APPL	AERIAL APPL	INSTR CARRIER	AIR TAXI	IMCNS- TRIAL	RPN- TAL	OTHER				
TOTAL 2 ENG					EST. NO. STD. ERROR EST % ACT.	2595 A 96.2	439 B	10 D	0 A	1 C	248 E	490 E	9 D	63 D	138 C	156 C	
OTHER TURBOPROP					EST. NO. STD. ERROR EST % ACT.	123 D 77.5	4 C	11 C	0 A	58 B	0 D	8 D	10 D	0 A	6 D	23 C	14 C
TOTAL TURBOPROP					EST. NO. STD. ERROR EST % ACT.	4038 A 95.5	2600 A	420 B	10 D	58 B	1 C	256 E	501 B	9 D	70 D	161 C	190 C
TURBOJET 2 ENG					EST. NO. STD. ERROR EST % ACT.	2551 A 95.4	2084 A	90 D	0 A	49 D	9 D	172 C	23 D	2 D	114 D	122 D	
OTHER					EST. NO. STD. ERROR EST % ACT.	441 A 60.9	266 B	19 B	8 C	0 A	3 A	0 A	14 D	0 A	42 A	36 D	244 A
TOTAL TURBOJET					EST. NO. STD. ERROR EST % ACT.	2992 A 88.0	2350 A	110 D	3 C	0 A	52 D	197 C	23 D	44 B	235 C	407 A	

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 1980
(4 OF 4)

		TOTAL ACTIVE		ACTIVE USES					INACTIVE		
		REC- UTIVE	BUSI- NESS	PERSONL APPL	AERIAL APPL	INSTR CARRIER	AIR TAXI	INDUS- TRIAL	REN- TAL	OTHER	
TOTAL FIXED WING											
EST. NO.	280097	13796	48248	92320	6607	13588	940	1856	11344	4167	40284
% STD. ERROR	923	A	A	A	A	A	B	B	A	A	A
EST % ACT.	83.2										
ROTORCRAFT											
PISTON											
EST. NO.	2794	71	419	560	587	254	0	426	6	398	2707
% STD. ERROR	133	D	B	B	B	C	A	C	D	B	A
EST % ACT.	50.8										
TURBINE											
EST. NO.	3207	875	329	31	97	19	1	716	253	350	298
% STD. ERROR	49	B	D	D	D	D	D	B	D	C	B
EST % ACT.	91.5										
TOTAL ROTORCRAFT											
EST. NO.	6001	947	749	592	684	274	1	956	260	749	3016
% STD. ERROR	142	B	B	B	B	C	D	B	D	E	A
EST % ACT.	66.6										
OTHER											
EST. NO.	4945	116	393	3308	1	538	1	0	224	299	1423
% STD. ERROR	142	D	B	A	D	E	D	A	C	C	A
EST % ACT.	77.6										
TOTAL AIRCRAFT											
EST. NO.	211045	14860	49391	96222	7294	14862	944	2813	11029	5216	44643
% STD. ERROR	945	3.6	2.3	1.3	3.7	4.8	14.0	6.1	5.8	7.3	2.1
EST % ACT.	82.5										

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

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

TABLE 2-10 GENERAL AVIATION ACTIVE AIRCRAFT IFR FLOWN AND TRANSPONDER EQUIPPED - CY 1980
(1 OF 2)

AIRCRAFT TYPE	ESTIMATED NUMBER OF A/C FLOWN IFR	PERCENT STANDARD ERROR	ESTIMATED PERCENT OF ACTIVE A/C FLOWN IFR	ESTIMATED NUMBER OF A/C FLOWN IFR WITH TRANSPONDER	PERCENT STANDARD ERROR	ESTIMATED PERCENT OF IFR WITH TRANSPONDER
FIXED WING						
PISTON						
1 ENG 1-3 SEATS	3744	B	6.2	3325	B	88.0
1 ENG 4+ SEATS	54822	A	50.8	54342	A	99.1
TOTAL 1 ENG	58566	A	34.8	57667	A	98.5
2 ENG 1-6 SEATS	14912	A	91.9	14912	A	100.0
2 ENG 7+ SEATS	8026	A	98.6	8026	A	100.0
TOTAL 2 ENG	22939	A	94.1	22939	A	100.0
OTHER PISTON	212	A	100.0	212	B	100.0
TOTAL PISTON	81718	A	42.3	80886	A	99.0
TURBOJET						
2 ENG 1-12 SEATS	3339	A	100.0	3339	A	100.0
2 ENG 13+ SEATS	627	A	100.0	627	A	100.0
TOTAL 2 ENG	3966	A	100.0	3966	A	100.0
OTHER TURBOJET	62	B	50.5	53	B	85.6

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

TABLE 2-10 GENERAL AVIATION ACTIVE AIRCRAFT IFR FLOWN AND TRANSPONDER EQUIPPED - CY 1980
(2 OF 2)

AIRCRAFT TYPE	ESTIMATED NUMBER OF A/C FLOWN IFR	PERCENT STANDARD ERROR	ESTIMATED PERCENT OF ACTIVE A/C FLOWN IFR	ESTIMATED NUMBER OF A/C FLOWN IFR WITH TRANSPONDER	PERCENT STANDARD ERROR	ESTIMATED PERCENT OF IFR WITH TRANSPONDER
TOTAL TRANSPONDER	4029	A	96.5	4029	A	100.0
TURBOJET 2 ENG	2551	A	100.0	2551	A	100.0
OTHER	441	A	100.0	441	A	100.0
TOTAL TURBOJET	2992	A	100.0	2992	A	100.0
TOTAL PISTON ENGINE	68740	A	44.3	68201	A	99.4
MOTORCRAFT PISTON	112	D	4.0	88	D	78.6
TURBINE	291	C	9.1	291	C	100.0
TOTAL MOTORCRAFT	404	B	6.7	380	B	94.2
OTHER	8	D	0.2	8	D	100.0
TOTAL AIRCRAFT	69154	A	42.2	68591	A	99.4

NOTE: COLUMN SUBTOTALS 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 1980 (1 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
OTHER 01	9995	4591	307	6.7	45.9	3.1
OTHER 02	996	592	41	7.0	59.5	4.1
OTHER 03	432	333	36	10.8	77.1	8.3
OTHER 04	140	41	10	23.4	29.5	6.9
OTHER 05	88	59	6	9.4	66.9	6.3
OTHER 06	116	105	5	4.3	90.9	3.9
OTHER 07	204	189	12	6.3	91.9	5.8
OTHER 08	56	41	6	15.5	72.6	11.2
OTHER 09	368	305	32	10.6	82.8	8.8
OTHER 10	172	69	5	7.6	40.3	3.0
OTHER 11	1726	435	35	8.0	25.2	2.0
OTHER 12	203	152	11	7.3	74.8	5.5
OTHER 13	1811	1121	114	10.2	61.9	6.3
ACANS A50S	42	41	1	2.0	97.5	2.0
ABCHSJ2	41	17	6	35.0	42.3	14.8
ABCSFSA316	124	121	5	3.9	97.6	3.8
ABOSPSA341	68	41	12	28.3	60.0	17.0
AGUSTA205	70	68	5	7.2	97.8	7.0
AIRPTSA	292	170	29	17.2	58.3	10.1
AIRSPC18	25	9	2	24.9	36.7	9.2
AIRTRCAT300	244	244	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 engine, 1-6 seats.
- 04 Fixed wing piston, 2 engine, 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 1980 (2 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
AND P11C10	115	92	12	12.7	79.6	10.1
AND P11C20	178	178	0	0.0	100.0	0.0
ABC333H37	46	0	0	0.0	0.0	0.0
ABC11C11A	93	35	3	8.6	37.1	3.2
ABC11C11B1	27	9	2	18.4	33.8	6.2
ABONC115	206	130	4	3.4	63.0	2.2
ABONC165	150	75	4	5.4	50.3	2.7
ABONC163	52	7	4	57.9	14.3	8.3
ABC11C1058	168	69	19	28.1	41.2	11.6
AVIAN P11C10B	24	22	1	4.9	92.0	4.5
AYBES S2	940	707	74	10.5	75.2	7.9
BAC 111	28	28	0	0.0	100.0	0.0
BAG B206	37	37	0	0.0	100.0	0.0
BAG DH125	42	42	0	0.0	100.0	0.0
BAG JETSTH	26	25	2	7.8	94.9	7.4
EDWARDSPIBEP1	642	601	33	5.6	93.6	5.2
BEECH 100	242	242	0	0.0	100.0	0.0
BEECH 17	196	103	7	7.3	52.3	3.8
BEECH 18	1113	553	108	19.5	49.7	9.7
BEECH 200	503	502	5	1.0	99.7	1.0
BEECH 23	2863	2596	97	3.7	90.7	3.4

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
CY 1980 (3 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
BEECH 33	1617	1593	29	1.8	98.5	1.8
BEECH 35	7102	6611	148	2.2	92.6	2.1
BEECH 36	1473	1349	57	4.3	91.6	3.9
BEECH 45	324	230	36	15.5	71.1	11.0
BEECH 50	372	248	19	7.5	66.6	5.0
BEECH 55	2222	2094	69	3.3	94.2	3.1
BEECH 56	68	64	4	5.7	93.5	5.3
BEECH 58	1164	1117	34	3.1	96.0	3.0
BEECH 60	389	389	0	0.0	100.0	0.0
BEECH 65	166	161	13	7.8	97.0	7.6
BEECH 76	263	239	19	8.1	90.9	7.4
BEECH 77	149	147	1	0.1	98.9	0.9
BEECH 80	234	150	38	25.2	63.9	16.1
BEECH 90	873	870	9	1.0	99.6	1.0
BEECH 95	491	468	24	5.2	95.3	5.0
BEECH 99	90	86	5	6.0	95.4	5.7
CEL 204	148	106	3	2.9	71.7	2.1
CEL 206	1733	1730	11	0.6	99.9	0.6
CEL 212	141	141	0	0.0	100.0	0.0
CEL 47	1563	952	102	10.7	60.9	6.5
ELABCELL	995	419	75	17.9	42.1	7.5

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
CY 1980 (4 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
ELANCA1413	303	112	7	6.0	36.9	2.2
ELANCA1419	307	221	27	12.0	72.1	8.7
ELANCA17	1101	1040	18	1.8	94.4	1.7
ELANCA7	6177	4314	221	5.1	69.8	3.6
ELANCA8	738	649	43	6.6	87.9	5.8
EMCFB BN2	70	62	4	7.1	88.1	6.3
FOJING70	60	28	4	13.0	46.6	6.1
PCJING720	24	6	1	24.4	25.3	6.2
BOJING727	153	159	0	0.0	100.0	0.0
POJING717	39	39	0	0.0	100.0	0.0
PCJING747	8	8	0	0.0	100.0	0.0
FCJING75	2053	811	127	15.7	39.5	6.2
PCJING105	66	55	5	9.9	83.6	8.2
ESAFPCDH125	36	95	0	0.0	99.0	0.0
ERASOVIS20	53	46	2	4.5	86.1	3.9
ESNSTPLEB12	29	9	1	15.2	30.0	4.6
ESNSTPLEB17	22	9	2	26.9	40.4	10.9
BOKER 131	29	14	4	31.1	47.5	14.8
CARIONCDELIC	105	105	0	0.0	100.0	0.0
CCGFT847BELL	41	29	4	13.7	70.3	9.6
CESNA120	932	623	66	10.6	66.9	7.1

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
CY 1980 (5 of 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
CESSNA140	2523	1907	124	6.5	75.6	4.9
CESSNA150	20131	17997	312	1.7	89.4	1.5
CESSNA170	2505	2399	93	3.4	92.4	3.2
CESSNA172	20519	22219	261	1.1	94.7	1.1
CESSNA175	1437	1224	83	6.7	85.2	5.7
CESSNA177	3055	2941	61	2.1	96.3	2.0
CESSNA180	2022	2520	92	3.7	89.3	3.3
CESSNA182	13620	12877	180	1.4	94.5	1.3
CESSNA195	1477	1387	53	3.8	93.9	3.6
CESSNA188	1941	1722	87	5.0	88.7	4.5
CESSNA190	88	55	4	7.6	62.3	4.7
CESSNA195	517	341	15	4.4	65.9	2.9
CESSNA206	2950	2772	81	2.9	94.0	2.7
CESSNA207	380	310	34	11.1	81.5	9.0
CESSNA210	6156	5648	150	2.7	91.7	2.4
CESSNA305	265	202	28	13.9	76.3	10.6
CESSNA310	3360	2850	134	4.7	84.8	4.0
CESSNA320	364	306	33	10.8	84.1	9.1
CESSNA335	38	31	4	11.5	81.9	9.4
CESSNA336	100	79	3	4.3	79.5	3.4
CESSNA337	1362	1338	31	2.3	98.2	2.3

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
CY 1980 (6 OF 16)

MANUFACTURER/MODEL GROUP	CSCUE SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
CESNA340	826	742	43	5.8	90.0	5.3
CESNA401	261	260	5	1.7	99.5	1.7
CESNA402	670	624	37	5.9	93.1	5.5
CESNA404	142	93	24	25.8	65.8	17.0
CESNA411	170	152	16	10.7	85.7	9.2
CESNA414	680	625	46	7.3	91.9	6.7
CESNA421	1217	1217	0	0.0	100.0	0.0
CESNA441	127	127	0	0.0	100.0	0.0
CESNA500	350	350	0	0.0	100.0	0.0
CESNA550	43	22	12	52.1	27.1	14.1
CESNA560C77	21	10	3	30.8	44.4	14.9
CESNA580C94	37	13	2	14.7	34.4	5.1
CHILD S2	128	121	4	3.1	94.9	2.9
COAST115	107	36	5	13.1	33.8	4.4
COAST115A	486	430	11	2.4	90.2	2.2
CUB115C06	48	10	4	20.2	38.1	7.7
CUB115J8	21	4	2	38.8	19.0	7.4
CUB115N018	34	3	1	28.6	9.8	2.8
CUB115T0115	143	41	3	7.3	22.3	1.6
CVDC 22	41	6	1	19.4	14.5	2.8
CVDC 240	62	19	4	19.0	30.3	5.8

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
CY 1980 (7 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
CVAC 340	29	23	6	25.2	77.9	19.6
CVAC 440	27	14	9	68.0	50.0	34.0
CVAC BT13	98	36	6	15.7	36.6	5.7
CVAC L13	21	4	3	78.1	20.0	15.6
CVAC STC560	44	39	1	3.8	89.0	3.4
CART G	26	8	2	19.5	30.4	5.9
CNAV DMC1	89	89	0	0.0	100.0	0.0
CNAV DMC2	351	222	45	20.1	63.1	12.7
CNAV DMC82	105	64	10	15.3	61.2	9.4
DCUG A26	69	31	6	17.9	44.9	8.0
DCUG DC10	8	0	0	0.0	0.0	0.0
DCUG DC3	469	290	48	16.7	61.8	10.3
ECUG DC4	91	35	9	26.5	38.6	10.2
DCUG DC6	113	60	12	19.7	52.7	10.4
DCUG DC7	48	34	4	12.0	71.5	8.6
DCUG DC8	61	27	9	33.7	44.9	15.2
DCUG DC9	25	19	3	15.5	76.6	11.9
ENB0020	105	104	3	2.6	98.7	2.6
ENB18 BA1	28	5	3	53.1	17.2	9.1
ENB 110	31	31	0	0.0	100.0	0.0
ENB18F28	437	361	13	3.6	82.6	3.0

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
CY 1980 (8 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
PIRETT 160	25	12	2	18.9	48.5	9.2
PRCHL824	319	79	14	18.4	24.6	4.5
PRCHL8C119	26	16	1	8.8	60.0	5.3
PRCHL8F27	32	25	2	7.6	79.6	6.1
PRCHL8M62	244	80	24	30.7	32.6	10.0
PRCHL8X6	37	37	0	0.0	100.0	0.0
PRCHL8Y118	163	146	7	4.5	89.4	4.1
PRCHL8Y118	51	48	3	5.5	93.3	5.2
PRCHL8Y271	180	127	4	3.4	70.8	2.4
PRCHL8Y271	35	21	7	33.8	59.2	20.0
PRCHL8Y271	646	565	23	4.1	87.5	3.6
PRCHL8Y271	1064	1017	43	4.2	95.6	4.0
PRCHL8Y271	627	613	22	3.6	97.8	3.5
PRCHL8Y271	63	8	6	72.4	13.1	9.5
PRCHL8Y271	661	566	46	8.1	85.7	6.9
PRCHL8Y271	999	957	35	3.7	95.8	3.5
PRCHL8Y271	140	148	0	0.0	100.0	0.0
PRCHL8Y271	153	153	0	0.0	100.0	0.0
PRCHL8Y271	974	739	82	11.1	75.9	8.4
PRCHL8Y271	91	68	6	8.4	75.1	6.3
PRCHL8Y271	26	21	2	8.7	79.5	6.9

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
CY 1980 (9 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
GULSTINGA7	64	55	6	10.4	86.0	8.9
FELJC W250	21	18	2	9.2	85.1	7.8
FELJO W235	108	81	5	6.3	75.4	4.7
FELJO W341	27	16	3	16.5	59.5	9.9
FELJO W395	24	20	2	8.1	83.9	6.8
HILLERPH1100	74	43	16	35.9	58.4	21.0
HILLERPH12	688	478	55	11.4	69.5	8.0
PUGIES269	709	471	54	11.4	66.4	7.6
PUGIES369	478	393	41	10.3	82.3	8.5
HUNSLYDN104	46	12	3	25.0	26.3	6.6
HUNSLYDN114	43	25	4	16.6	58.3	9.6
HUNSLYDN125	37	31	4	11.8	84.5	9.9
HYRES B2	136	75	5	6.0	55.3	3.3
ISBAEL1121	117	112	5	4.5	95.7	4.3
ISBAEL1123	21	21	0	0.0	100.0	0.0
ISBAEL1124	95	95	0	0.0	100.0	0.0
JBESTSDGA15	30	25	4	14.5	30.7	4.5
PUNICND	285	140	32	22.8	49.2	11.2
LAINFB14	46	8	2	20.5	18.4	3.8
LEAB 23	68	65	4	6.0	95.4	5.8
LEAB 24	180	169	10	6.1	93.8	5.7

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
CY 1980 (10 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
LEAD 25	209	204	9	4.6	97.6	4.5
LEAD 35	245	245	0	0.0	100.0	0.0
LET L13	185	137	18	13.5	74.0	10.0
LKREED12A	24	5	4	78.2	20.2	15.8
LKREED1329	139	135	6	4.4	56.8	4.2
LKREED18	88	31	10	32.7	34.9	11.4
LNREED188	13	11	2	21.5	83.1	17.9
LKREED382	7	0	0	0.0	0.0	0.0
LKREEDPV1	61	42	11	25.5	69.4	17.7
LKREEDT33	54	3	3	86.1	5.6	4.8
LOSCOR	2312	1308	116	8.6	58.3	5.0
MARTIN404	34	3	6	225.7	7.4	16.7
MAULE M4	285	224	16	7.4	78.4	5.8
MAULE M5	415	334	43	12.8	80.6	10.4
MCCLISPUNKE	133	51	4	7.2	36.5	2.6
MEYERISOTW	50	26	1	5.1	52.3	2.7
WCCUP20	73	14	2	16.3	19.7	3.2
MBRITEN18	148	58	3	5.4	35.1	2.1
MCCOBYN20	5759	5425	110	2.0	94.2	1.9
MBCHTIS205	51	38	2	5.5	75.0	4.2
MTSBSIM02	494	428	37	8.7	88.5	7.7

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
CY 1980 (11 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
BULTECD16	49	28	3	11.1	56.4	6.3
BAERB B25	56	33	4	10.6	59.7	6.3
BAERB F51	150	75	10	13.3	50.0	6.6
BAERB BA260	69	33	7	20.3	48.0	9.7
BAERB T6	484	332	48	14.5	68.5	9.9
NAVAL M3H	160	54	12	21.6	33.7	7.3
NAVIONAVICN	617	443	33	7.4	71.9	5.3
MCBL SV4	52	26	3	10.0	50.8	5.1
CPLLEZLN19	41	7	1	16.7	17.6	2.9
PICBBLX16	173	111	24	22.0	63.9	14.1
PILBTSD4	29	25	1	3.7	87.6	3.2
PIPER 600	255	250	8	3.4	98.2	3.3
PIPER J2	66	17	2	12.9	26.4	3.4
PIPER J3	4382	2278	209	9.2	52.0	4.8
PIPER J4	254	102	5	5.2	40.3	2.1
PIPER J5	368	149	7	4.7	40.4	1.9
PIPER PA12	1391	899	30	3.3	64.6	2.2
PIPER PA14	111	87	9	10.2	78.3	8.0
PIPER PA15	201	65	5	5.3	42.5	2.2
PIPER PA16	397	284	42	15.0	71.4	10.7
PIPER PA17	119	63	7	11.8	53.2	6.3

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
LY 1980 (12 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
PIPER PA18	3534	2991	138	4.6	84.6	3.9
PIPER PA20	495	255	25	9.8	51.6	5.1
PIPER PA22	5298	3436	105	3.0	64.8	2.0
PIPER PA23	3730	2941	169	5.7	77.6	4.5
PIPER PA24	3335	3103	39	3.2	91.4	2.9
PIPER PA25	1676	1245	116	9.3	74.3	6.9
PIPER PA28	22209	21166	203	1.0	95.3	0.9
PIPER PA30	1324	1319	12	0.9	99.6	0.9
PIPER PA31	1790	1724	44	2.6	56.3	2.5
PIPER PA31T	365	365	0	0.0	100.0	0.0
PIPER PA32	4083	3899	87	2.2	95.5	2.1
PIPER PA34	1885	1885	0	0.0	100.0	0.0
PIPER PA36	356	314	26	8.2	88.3	7.3
PIPER PA38	1422	1422	0	0.0	100.0	0.0
PIPER PA44	244	240	7	3.0	58.2	3.0
PRATT PRG1	21	7	4	52.8	33.7	17.8
PFCJET200	100	84	3	3.6	84.0	3.0
RAVENS	58	30	2	6.4	51.4	3.3
RAVEN SX6	227	213	11	5.2	93.7	4.8
RAVEN S50	116	76	5	6.0	65.8	3.9
RAVEN S55	483	458	19	4.1	94.9	3.9

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
CY 1980 (13 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
RAVEN S60	35	29	2	7.3	82.6	6.1
RAWELL1112	764	722	31	4.3	94.5	4.1
RAWELL1500	385	370	17	4.6	96.1	4.4
RAWELL1520	63	38	5	12.1	60.4	7.3
RAWELL1560	138	103	7	6.7	74.4	5.0
RAWELL16R0	390	312	44	14.1	80.0	11.3
RAWELL1680TP	129	106	12	11.1	82.1	9.1
RAWELL1690TP	349	349	0	0.0	100.0	0.0
RAWELL1700	26	24	1	3.0	91.9	2.7
RAWELL18265	314	314	0	0.0	100.0	0.0
SCPSIB22	45	44	1	2.9	97.2	2.8
SC1SCHLS	88	82	6	7.6	93.7	7.2
RYBB ST3	165	106	30	28.2	62.8	17.7
RYAN STA	35	6	2	41.0	16.9	6.9
SCB12BAS15	39	39	0	0.0	100.0	0.0
SCB12BASW19	52	50	2	3.5	95.6	3.4
SCB12BASW20	66	62	1	1.7	94.4	1.6
SCB12BK9	25	22	1	5.1	86.7	4.4
SCB12BK06	78	71	4	5.7	91.1	5.2
SCW22SG1	775	550	59	10.7	71.0	7.6
SCW22SG2	623	540	32	5.9	86.8	5.1

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
CY 1980 (14 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
SCW28TG3A	21	4	1	26.7	18.9	5.0
SEBCO CLINGER	32	18	4	23.2	57.1	13.3
SEBCO MODEL1	35	6	3	50.5	17.4	8.8
SKESKYS55	86	16	3	21.3	18.3	3.9
SKESKYS58	66	17	2	14.8	25.1	3.7
SKESKYS58T	23	23	0	0.0	100.0	0.0
SKESKYS76	46	46	0	0.0	100.0	0.0
SLYDS100	361	285	12	4.2	79.0	3.3
SMITH 600	197	174	18	10.5	89.4	9.3
SMIAS 350	147	145	9	5.9	98.9	5.8
SMIAS SA318	37	25	4	14.4	68.9	9.9
SCCATANS894	45	39	2	5.5	85.6	4.7
SCCATABALLYE	43	43	0	0.0	100.0	0.0
SPHETHCIRBUS	108	100	4	4.1	92.3	3.8
SPHETHMIBUS	40	40	0	0.0	100.0	0.0
STEFOSSD3	26	26	0	0.0	100.0	0.0
STINSON10	182	54	4	7.9	29.4	2.3
STINSONL5	136	51	12	23.5	37.4	8.8
STINSONSB9	26	9	1	15.6	33.1	5.1
STICIANBC3	250	84	7	8.6	33.7	2.9
SUEPC LA	102	31	3	9.1	28.3	2.6

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
CY 1980 (15 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
SUPAC V	26	9	1	13.5	34.7	4.7
SWENGENSA226	191	170	13	7.9	88.9	7.0
SWENGENSA26	105	102	4	3.6	97.3	3.5
TCRAPTA	33	3	2	68.6	9.2	6.3
TCRAPTEC	1952	1030	105	10.2	52.8	5.4
TCRAPTEF	44	13	2	15.1	28.9	4.4
TCRAPTEL	236	102	25	24.6	43.1	10.6
TERCO 11A	31	18	1	6.9	56.8	3.9
THUNDERBAX7	39	26	3	13.2	67.5	8.9
THUNDERBAXION	361	269	40	15.0	74.6	11.2
TEYTEKK	34	9	2	18.7	26.6	5.0
UNIVACGC1	705	478	65	13.5	67.8	9.2
UNIVAB108	2268	1449	148	10.2	63.9	6.5
UNIVAB415	2594	1673	156	9.3	64.5	6.0
VAFCA 2150	136	126	4	3.4	92.9	3.1
VICKRE745	17	13	4	26.9	77.3	20.8
WACC ASO	32	6	2	25.9	19.4	5.0
WACO GXE	36	11	2	19.1	30.1	5.7
WACO R	34	11	3	23.8	31.4	7.5
WACO O	28	5	1	17.9	16.3	2.9
WACC UPF7	162	78	4	5.0	48.0	2.4

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
CY 1980 (16 OF 16)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
WACC YK	56	12	2	13.6	21.5	2.9
WAGNER65	368	129	37	28.8	35.1	10.1
WTHFLY201	77	73	5	6.6	94.3	6.3
TOTAL	255761	211045	945	0.4	82.5	0.4

TABLE 2-12 GENERAL AVIATION AVIONICS EQUIPMENT BY AIRCRAFT TYPE - CY 1980 (1 OF 8)

TYPE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT				ILS RECEIVING EQUIPMENT			
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TBARS	LOC	MARK ENC	GLIDE SLOPE	MLS D	NO ILS
FIXED WING												
PISTON												
1 ENG 1-3 SEATS												
ESTIMATED POPULATION	42412	11102	6870	31419	19678	1643	65344	14065	7183	4131	154	69691
% STANDARD ERROR	A	A	A	A	A	B	A	A	A	A	D	A
ESTIMATED % OF TYPE	51.1	13.1	8.1	37.0	23.1	1.9	76.9	16.5	8.4	4.9	0.2	82.0
1 ENG 4+ SEATS												
ESTIMATED POPULATION	64104	58304	81251	3253	98859	40342	20205	85850	80715	67757	344	29443
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	D	A
ESTIMATED % OF TYPE	53.8	49.0	68.2	2.7	83.0	33.9	17.0	72.1	67.8	56.9	0.3	24.7
TOTAL 1 ENG												
ESTIMATED POPULATION	107516	6947	88121	34672	118537	41986	85550	99916	87898	71889	498	99135
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	C	A
ESTIMATED % OF TYPE	52.7	34.0	43.2	17.0	58.1	20.6	41.9	49.0	43.1	35.2	0.2	48.6
2 ENG 1-6 SEATS												
ESTIMATED POPULATION	7910	11346	15204	282	17783	14314	745	17703	17425	16915	110	745
% STANDARD ERROR	A	A	A	C	A	A	B	A	A	A	D	B
ESTIMATED % OF TYPE	42.7	61.2	82.1	1.5	96.0	77.3	4.0	95.5	94.0	91.3	0.6	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 1980 (2 OF 8)

TYPE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT				ILS RECEIVING EQUIPMENT			
	360 CF	720 CH	2+ SYS	MO COIN	4096 CODE	ALT ENC	NO TRANS	LOC	RRR REC	GLIDE SLOPE	MLS D	NO ILS
2 ENG 7+ SEATS												
ESTIMATED POPULATION	2724	6717	7618	513	9017	7432	683	9009	8816	8801	41	602
% STANDARD ERROR	A	A	A	C	A	A	B	A	A	A	D	C
ESTIMATED % OF TYPE	28.1	69.3	78.5	5.3	93.0	76.6	7.0	92.9	90.9	90.7	0.4	6.2
TOTAL 2 ENG												
ESTIMATED POPULATION	10634	18064	22823	795	26801	21746	1428	26713	26242	25717	152	1348
% STANDARD ERROR	A	A	A	B	A	A	B	A	A	A	D	B
ESTIMATED % OF TYPE	37.7	64.0	80.8	2.8	94.9	77.0	5.1	94.6	93.0	91.1	0.5	4.8
THREE PISTON												
ESTIMATED POPULATION	122	235	256	28	322	171	60	297	287	285	0	85
% STANDARD ERROR	B	A	A	D	A	A	E	A	A	A	A	B
ESTIMATED % OF TYPE	32.1	61.5	66.9	7.4	84.3	44.8	15.7	77.6	75.1	74.6	0.0	22.4
TOTAL PISTON												
ESTIMATED POPULATION	118274	87707	111201	35496	145662	63804	27038	126926	114428	97891	650	100569
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	C	A
ESTIMATED % OF TYPE	50.8	37.7	47.9	15.3	62.6	27.5	37.4	54.5	49.2	42.1	0.3	43.2
TURBOPROP												
2 ENG 1-12 SEATS												
ESTIMATED POPULATION	474	2989	2803	41	3395	3340	44	3393	3391	3348	23	46
% STANDARD ERROR	B	A	A	D	A	A	D	A	A	A	D	D
ESTIMATED % OF TYPE	13.8	86.9	81.5	1.2	98.7	97.1	1.3	98.6	98.6	97.3	0.7	1.4
2 ENG 13+ SEATS												
ESTIMATED POPULATION	111	579	592	5	652	588	30	674	674	674	12	8
% STANDARD ERROR	C	A	A	D	A	A	D	A	A	A	D	D
ESTIMATED % OF TYPE	16.4	84.8	86.7	0.8	95.6	86.2	4.4	98.8	98.8	98.8	1.8	1.2

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 1980 (3 OF 8)

TYPE	VHF COMMUNICATIONS					TRANSPONDER EQUIPMENT					ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO CONS	4096 CODE	AII ENC	LOC	MARK ENC	GLIDE SLOPE	MLS	NO ILS				
TOTAL 2 ENG															
ESTIMATE POPULATION	56	3568	3395	46	4047	3929	75	4067	4066	4023	36	55			
% STANDARD ERROR	B	A	A	D	A	A	C	A	A	A	D	D			
ESTIMATED % OF TYPE	14.2	86.6	82.4	1.1	98.2	95.3	1.8	98.7	98.6	97.6	0.9	1.3			
OTHER TRANSPONDER															
ESTIMATE POPULATION	18	70	67	62	68	51	82	67	65	61	0	81			
% STANDARD ERROR	D	B	B	B	B	B	E	B	B	B	A	B			
ESTIMATED % OF TYPE	11.5	44.1	42.8	39.3	43.1	32.4	51.9	42.7	41.5	38.9	0.0	50.5			
TOTAL TURBOPROP															
ESTIMATE POPULATION	604	3639	3463	109	4116	3580	157	4135	4132	4085	36	136			
% STANDARD ERROR	B	A	A	C	A	A	E	A	A	A	D	E			
ESTIMATED % OF TYPE	14.1	85.0	80.9	2.6	96.1	93.0	3.7	96.6	96.5	95.4	0.8	3.2			
TURBOJET															
2 ENG															
ESTIMATE POPULATION	171	2624	2423	3	2630	2596	43	2661	2656	2642	80	12			
% STANDARD ERROR	C	A	A	D	A	A	D	A	A	A	D	D			
ESTIMATED % OF TYPE	6.4	98.2	90.6	0.1	98.4	57.1	1.6	99.5	99.4	98.8	3.0	0.5			
OTHER															
ESTIMATE POPULATION	222	416	448	90	607	400	110	592	588	543	39	111			
% STANDARD ERROR	C	B	B	B	A	E	A	A	A	A	D	E			
ESTIMATED % OF TYPE	30.6	57.4	61.8	12.5	83.7	55.1	15.2	81.6	81.1	74.9	5.5	15.4			
TOTAL TURBOJET															
ESTIMATE POPULATION	393	3041	2972	93	3237	2557	154	3254	3245	3186	119	124			
% STANDARD ERROR	B	A	A	B	A	A	E	A	A	A	D	E			
ESTIMATED % OF TYPE	11.6	89.5	84.5	2.8	95.2	88.2	4.5	95.7	95.5	93.7	3.5	3.7			

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 1980 (4 OF 8)

TYPE	VHF COMMUNICATIONS				TRANSCODER EQUIPMENT				ILS RECEIVING EQUIPMENT			
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	MC TEAMS	LOC	HRFB REC	GLIDE SLOPE	HLS	NO ILS
TOTAL FIXED WING												
ESTIMATED POPULATION	115272	94388	117537	35699	153016	70882	87350	134316	121807	105163	807	100820
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	C	A
ESTIMATED % OF TYPE	49.6	39.3	49.9	14.9	63.7	29.5	36.3	55.9	50.7	43.7	0.3	41.9
ROTORCRAFT												
PISTON												
ESTIMATED POPULATION	1940	912	196	2618	756	148	4694	127	27	24	4	5326
% STANDARD ERROR	A	E	D	A	B	D	A	C	C	D	D	A
ESTIMATED % OF TYPE	35.3	16.6	3.6	47.6	13.8	2.7	85.4	2.3	0.5	0.4	0.1	46.8
TURBINE												
ESTIMATED POPULATION	948	2426	1157	191	2171	650	1327	1389	784	699	3	2102
% STANDARD ERROR	B	A	B	C	A	E	E	B	E	B	D	A
ESTIMATED % OF TYPE	27.1	69.2	33.0	4.0	61.9	18.6	37.9	39.6	22.4	19.9	0.1	60.0
TOTAL ROTORCRAFT												
ESTIMATED POPULATION	2869	3339	1354	2760	2927	758	6027	1517	812	723	8	7428
% STANDARD ERROR	A	A	B	A	A	B	A	E	E	B	D	A
ESTIMATED % OF TYPE	32.1	37.1	15.0	30.6	32.5	8.9	66.9	16.8	9.0	8.0	0.1	42.5
OTHER												
ESTIMATED POPULATION	2628	420	66	3360	235	83	6133	10	6	3	1	6358
% STANDARD ERROR	A	C	D	A	C	D	A	C	C	D	D	A
ESTIMATED % OF TYPE	41.3	6.6	1.0	52.8	3.7	1.3	96.3	0.2	0.1	0.1	0.0	99.8
TOTAL AIRCRAFT												
ESTIMATED POPULATION	124769	98149	118958	41820	156179	71165	95511	135844	122626	105889	816	114617
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	C	A
ESTIMATED % OF POP	48.8	38.4	46.5	16.4	61.1	28.1	38.9	53.1	47.9	41.4	0.3	44.8

NOTE: CIRCLE SUBSTITUTIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

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

TABLE 2-12 GENERAL AVIATION AVIONICS EQUIPMENT BY AIRCRAFT TYPE - CY 1980 (5 OF 8)

TYPE	NAVIGATION EQUIPMENT										FLTHGT COMPTS	NO NAVEQ
	VOB 100CH	VOB 200CH	2+ RCVR	ADF	DME	RNAV	LENAV	FLT DIR	RADAR ALT			
FIXED WING												
PISTON												
1 ENG 1-3 SEATS												
ESTIMATED POPULATION	33226	15754	7224	6972	1008	655	258	250	241	189	36317	
% STANDARD ERROR	A	A	A	A	B	C	D	D	E	E	A	
ESTIMATED % OF TYPE	39.1	18.5	8.5	8.2	1.2	0.8	0.3	0.3	0.3	0.2	42.7	
1 ENG 4+ SEATS												
ESTIMATED POPULATION	46144	73267	87831	82885	38118	8252	505	3702	2690	483	3883	
% STANDARD ERROR	A	A	A	A	A	A	C	A	E	C	A	
ESTIMATED % OF TYPE	38.8	61.5	73.8	69.6	32.0	6.9	0.4	3.1	2.3	0.4	3.3	
TOTAL 1 ENG												
ESTIMATED POPULATION	79371	89021	95056	89857	39127	8908	763	3953	2932	672	40201	
% STANDARD ERROR	A	A	A	A	A	A	C	A	E	C	A	
ESTIMATED % OF TYPE	38.9	43.6	46.6	44.0	19.2	4.4	0.4	1.9	1.4	0.3	19.7	
2 ENG 1-6 SEATS												
ESTIMATED POPULATION	5307	13310	16781	17506	15389	5829	448	4595	3359	433	287	
% STANDARD ERROR	A	A	A	A	A	A	C	A	A	C	C	
ESTIMATED % OF TYPE	28.6	71.8	90.6	94.5	93.1	31.5	2.4	24.9	18.1	2.3	1.6	
2 ENG 7+ SEATS												
ESTIMATED POPULATION	1957	7567	8426	8856	7874	3407	400	3616	2621	377	320	
% STANDARD ERROR	B	A	A	A	A	A	C	A	A	C	D	
ESTIMATED % OF TYPE	20.2	78.0	86.9	91.3	81.2	35.1	4.1	37.3	27.0	3.9	3.3	
TOTAL 2 ENG												
ESTIMATED POPULATION	7265	20878	25207	26363	23263	9236	849	8211	5981	810	617	
% STANDARD ERROR	A	A	A	A	A	A	E	A	A	E	B	
ESTIMATED % OF TYPE	25.7	74.0	89.3	93.4	82.4	32.7	3.0	29.1	21.2	2.9	2.2	

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

TABLE 2-12 GENERAL AVIATION AVIONICS EQUIPMENT BY AIRCRAFT TYPE - CY 1980 (6 OF 8)

TYPE	NAVIGATION EQUIPMENT										NO NAVEQ
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LORNAV	FLT DIR	RADAR ALT	FLIGHT COMPTS	
OTHER PISTON											
ESTIMATED POPULATION	99	247	271	293	216	26	5	17	21	3	37
% STANDARD ERROR	B	A	A	A	A	D	D	D	D	D	C
ESTIMATED % OF TYPE	26.0	64.5	70.9	76.6	56.4	6.8	1.3	4.6	5.5	0.8	9.8
TOTAL PISTON											
ESTIMATED POPULATION	66735	110146	120535	116514	62607	18171	1617	12182	8934	1485	40857
% STANDARD ERROR	A	A	A	A	A	A	B	A	A	B	A
ESTIMATED % OF TYPE	37.3	47.3	51.8	50.1	26.9	7.8	0.7	5.2	3.8	0.6	17.6
TURBOPROP											
2 ENG 1-12 SEATS											
ESTIMATED POPULATION	515	2890	3343	3364	3368	2513	315	2874	2848	239	44
% STANDARD ERROR	B	A	A	A	A	A	C	A	A	C	D
ESTIMATED % OF TYPE	15.0	84.0	97.2	97.8	97.9	73.1	9.2	83.6	82.8	7.0	1.3
2 ENG 13+ SEATS											
ESTIMATED POPULATION	93	590	672	664	617	139	54	279	277	26	6
% STANDARD ERROR	C	A	A	A	A	C	C	A	E	D	D
ESTIMATED % OF TYPE	13.7	86.5	98.4	97.3	90.4	20.4	8.1	40.9	40.6	3.8	1.0
TOTAL 2 ENG											
ESTIMATED POPULATION	609	3481	4015	4028	3986	2652	370	3154	3126	266	50
% STANDARD ERROR	E	A	A	A	A	A	B	A	A	C	D
ESTIMATED % OF TYPE	14.8	84.4	97.4	97.7	96.7	64.3	9.0	76.5	75.8	6.5	1.2
OTHER TURBOPROP											
ESTIMATED POPULATION	20	57	47	71	63	5	31	47	47	0	72
% STANDARD ERROR	D	E	B	B	B	B	C	C	C	A	B
ESTIMATED % OF TYPE	13.1	36.1	30.2	44.9	40.2	3.2	20.0	29.7	29.8	0.0	45.7

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 1980 (7 of 8)

TYPE	NAVIGATION EQUIPMENT										NO HAVEQ
	VOR 100CH	VOR 200CH	2+ BCVR	ADF	DME	RNAV	LORAN	FLT DIR	RADAR ALT	FLTBGT COMPT	
TOTAL TURBOPROP											
ESTIMATED POPULATION	630	3536	4063	4100	4049	2657	402	3201	3173	266	123
% STANDARD ERROR	B	A	A	A	A	A	E	A	A	C	C
ESTIMATED % CP TYPE	14.7	82.6	94.9	95.8	94.6	62.1	9.4	74.8	74.1	6.2	2.9
TURBOJET											
2 ENG											
ESTIMATED POPULATION	182	2541	2594	2602	2644	1063	1281	2619	2420	373	3
% STANDARD ERROR	C	A	A	A	A	A	A	A	A	E	D
ESTIMATED % CP TYPE	6.8	95.0	97.0	97.3	98.9	39.8	47.9	98.0	90.5	14.0	0.1
OTHER											
ESTIMATED POPULATION	186	428	546	541	579	105	348	516	436	85	A4
% STANDARD ERROR	C	E	A	A	A	C	B	A	A	D	B
ESTIMATED % CP TYPE	25.7	59.1	75.3	74.6	79.8	14.5	48.0	71.1	60.1	11.8	11.6
TOTAL TURBOJET											
ESTIMATED POPULATION	369	2970	3141	3144	3223	1168	1630	3135	2857	453	87
% STANDARD ERROR	B	A	A	A	A	A	A	A	A	E	B
ESTIMATED % CP TYPE	10.9	87.4	92.4	92.5	94.8	34.4	48.0	92.2	84.0	13.5	2.6
TOTAL PUMP WING											
ESTIMATED POPULATION	47735	116656	127740	123758	69880	21997	3650	18519	14966	2210	41067
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	E	A
ESTIMATED % CP TYPE	36.5	40.5	53.1	51.5	29.1	9.2	1.5	7.7	6.2	0.9	17.1
ICJCBRAFT											
PISTON											
ESTIMATED POPULATION	333	161	21	343	18	8	7	13	8	4	4755
% STANDARD ERROR	B	C	D	C	D	E	E	D	C	D	A
ESTIMATED % CP TYPE	6.1	2.9	0.4	6.3	0.3	0.2	0.1	0.2	0.2	0.1	86.4

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

TABLE 2-12 GENERAL AVIATION AVIONICS EQUIPMENT BY AIRCRAFT TYPE - CY 1980 (8 OF 8)

TYPE	NAVIGATION EQUIPMENT										FLTNGT CCNPT	NO WAVEQ
	100CH	VOR 200CH	2° RCVR	ADF	DME	RRAY	LRNAV	FLT DIR	BADSR ALT			
TURBINE	ESTIMATED POPULATION	588	1658	645	2145	895	545	176	250	430	64	744
	% STANDARD ERROR	C	A	B	A	B	C	C	C	E	D	B
	ESTIMATED % OF TYPE	16.8	47.3	16.4	61.2	25.5	15.6	5.0	7.1	12.3	1.8	21.2
TOTAL ROTORCRAFT	ESTIMATED POPULATION	921	1820	667	2489	913	554	183	263	439	69	5459
	% STANDARD ERROR	B	A	B	A	B	C	D	C	E	C	A
	ESTIMATED % OF TYPE	10.2	20.2	7.4	27.6	10.1	6.2	2.0	2.9	4.9	0.8	61.1
OTHER	ESTIMATED POPULATION	116	12	6	7	5	1	1	3	1	2	6243
	% STANDARD ERROR	D	C	D	D	D	E	E	D	E	D	A
	ESTIMATED % OF TYPE	1.8	0.2	0.1	0.1	0.1	0.0	0.0	0.1	0.0	0.0	58.0
TOTAL AIRCRAFT	ESTIMATED POPULATION	8873	11848	12844	126255	70800	22553	3836	18796	15406	2283	52810
	% STANDARD ERROR	A	A	A	A	A	A	A	A	A	E	A
	ESTIMATED % OF POP	34.7	46.3	50.2	49.4	27.7	8.8	1.5	7.3	6.0	0.9	20.6

NOTE: COLUMN SUBTOTALS 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 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1980
(1 OF 17)

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT				ILS RECEIVING EQUIPMENT			
	360 CH	720 CH	2+ SYS	NO COH	4096 CODE	ALT ENC	NO TRANS	LOC	MARK REC	GLIDE SLOPE	HLS A	NO ILS
ALABAMA	1219	927	1229	622	1481	718	1231	1319	1157	1061	0	1388
	E	C	E	C	B	C	B	B	B	B	A	B
	44.0	33.5	44.4	22.5	53.5	25.9	44.4	47.6	41.0	30.3	0.0	50.1
ALASKA	5173	1801	1438	624	1548	282	5997	1947	1235	917	2	5525
	A	E	E	C	B	D	A	B	B	B	D	A
	69.7	24.3	19.4	8.4	20.9	3.8	80.8	26.2	16.6	12.4	0.0	74.4
ARIZONA	2788	2566	2406	916	3960	1759	2180	2795	2638	2307	9	3267
	E	E	E	B	B	B	B	B	E	B	D	B
	45.9	42.5	39.6	15.1	65.1	28.9	35.9	46.0	43.4	37.9	0.2	53.7
ARKANSAS	1142	947	1269	979	1480	742	1575	1237	1219	1068	0	1771
	C	C	E	B	B	C	B	B	E	B	A	B
	37.8	31.4	42.0	32.5	49.1	24.6	52.2	41.0	40.4	35.4	0.0	58.7
CALIFORNIA	17197	14547	17670	4869	23665	11917	12035	20998	19021	16326	210	14054
	A	A	A	A	A	A	A	A	A	A	D	A
	49.1	41.6	50.4	13.9	67.5	34.0	34.3	59.9	54.3	46.6	0.6	40.1

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 1980
(2 OF 17)

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT				ILS RECEIVING EQUIPMENT			
	360 CF	720 CH	2+ SYS	NC COMM	4006 CODE	ALT RMC	NC TRANS	LOC	PKEF BPC	GLIDE SLCPR	MLS NO	ILS
CALIFORNIA												
ESTIMATED POPULATION	2519	2121	2474	881	3289	1367	2191	2570	2412	2032	J	2655
% STANDARD ERROR	B	B	B	C	B	B	E	B	E	B	A	E
ESTIMATED % CF STATE	46.2	38.5	45.4	16.2	60.3	25.1	40.2	47.1	44.6	37.3	0.0	42.7
CONNECTICUT												
ESTIMATED POPULATION	868	594	946	467	1021	570	865	905	605	724	P	452
% STANDARD ERROR	C	C	C	D	C	C	C	C	C	C	D	C
ESTIMATED % CF STATE	46.8	22.1	51.0	25.2	55.1	30.7	46.7	48.8	43.6	35.1	0.5	51.3
DELAWARE												
ESTIMATED POPULATION	250	270	270	137	435	103	212	431	415	407	0	211
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	A	D
ESTIMATED % CF STATE	37.8	43.1	42.7	21.8	69.2	30.7	33.8	68.6	66.0	64.7	0.0	33.7
FLORIDA												
ESTIMATED POPULATION	10	54	62	7	65	54	7	56	56	56	0	16
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	A	D
ESTIMATED % CF STATE	14.9	74.3	35.8	9.7	89.2	74.3	9.7	77.0	77.0	77.0	0.0	21.5
GEORGIA												
ESTIMATED POPULATION	5483	6385	7204	1916	8634	5369	4312	3020	7055	6605	116	4898
% STANDARD ERROR	A	B	A	B	A	A	A	A	A	A	D	A
ESTIMATED % CF STATE	40.5	47.7	53.8	13.6	64.5	40.1	32.2	55.9	52.7	45.3	0.0	35.0
HAWAII												
ESTIMATED POPULATION	284	170	236	23	376	45	73	272	173	171	J	180
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	A	I
ESTIMATED % CF STATE	60.6	36.5	50.5	5.0	80.4	5.8	16.5	58.1	36.9	16.7	0.0	38.5

STANDARD ERROR				CCODE	
GREATER THAN				LESS THAN OR EQUAL TO	
-----				-----	
1 %	2 %	3 %	4 %	1 %	2 %
5 %	10 %	15 %	20 %	5 %	10 %
25 %	30 %	35 %	40 %	25 %	30 %
45 %	50 %	55 %	60 %	45 %	50 %
65 %	70 %	75 %	80 %	65 %	70 %
85 %	90 %	95 %	100 %	85 %	90 %

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1980
(3 OF 17)

STATE	VHF COMMUNICATIONS				TRANSMITTER EQUIPMENT				ILS RECEIVING EQUIPMENT			
	363 CH	720 CH	2+ SYS	MC CCOM	4376 CODE	ALI ENC	MC TRANS	LOC	PRER REC	GLIDE SLOPP	NLS	NO ILS
ILLINOIS	ESTIMATED POPULATION	1383	614	765	519	1127	186	1316	1144	919	791	1252
	% STANDARD ERROR	B	C	C	C	B	D	E	C	C	C	E
ILLINOIS	ESTIMATED % OF STATE	53.7	23.8	25.7	20.2	43.7	15.1	51.9	44.4	36.5	30.7	50.1
ILLINOIS	ESTIMATED POPULATION	5440	4117	5459	1696	6514	2755	4152	6224	5482	4282	4416
	% STANDARD ERROR	A	B	A	B	A	B	A	A	A	A	A
ILLINOIS	ESTIMATED % OF STATE	51.6	39.0	51.7	16.1	61.7	26.1	34.7	58.0	51.9	43.5	41.7
INDIANA	ESTIMATED POPULATION	2626	1518	2245	349	3057	1487	1833	2532	2355	1560	2107
	% STANDARD ERROR	B	E	E	C	B	B	B	B	E	B	E
INDIANA	ESTIMATED % OF STATE	54.0	31.2	46.2	17.5	62.9	30.4	37.2	53.3	48.4	40.7	43.3
INDIANA	ESTIMATED POPULATION	2334	1572	2163	312	2871	1263	1830	2341	2157	1621	2242
	% STANDARD ERROR	E	E	E	C	B	B	B	B	E	B	E
INDIANA	ESTIMATED % OF STATE	59.7	34.2	44.8	19.8	62.4	27.6	35.8	50.9	46.9	35.2	48.7
KANSAS	ESTIMATED POPULATION	1918	2184	2152	323	2959	1147	1352	2305	2157	1644	2343
	% STANDARD ERROR	B	E	E	C	B	B	B	B	E	E	E
KANSAS	ESTIMATED % OF STATE	44.0	45.6	44.4	17.2	61.7	24.8	38.7	48.1	45.0	38.6	45.7
KENTUCKY	ESTIMATED POPULATION	973	724	727	321	1277	411	715	1073	1062	605	1552
	% STANDARD ERROR	C	C	C	D	B	D	C	C	C	C	C
KENTUCKY	ESTIMATED % OF STATE	64.2	36.6	46.9	16.3	64.6	20.8	36.1	54.2	51.7	45.9	43.1
LOUISIANA	ESTIMATED POPULATION	1478	1760	1859	1068	2217	941	1414	1451	1547	1305	2251
	% STANDARD ERROR	B	E	E	B	B	C	B	B	B	B	E
LOUISIANA	ESTIMATED % OF STATE	36.5	43.5	45.9	26.4	54.8	23.3	47.3	45.8	38.3	32.3	55.7

STANDARD ERROR				CODE			
GREATER				LESS THAN			
THAN				OR			
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 1980
(4 OF 17)

STATE	VHF COMMUNICATIONS					TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT			
	360 CF	720 CH	2+ SYS	MC COBH	4096 CODE	ALT ENC	MC TRANS	LCC	MARKER EPC	GLIDE SLOPE	MIS D	NO ILS
ALABAMA	ESTIMATED POPULATION	718	499	598	274	696	184	780	498	485	3	514
	% STANDARD ERROR	C	C	C	D	C	D	C	D	D	D	C
	ESTIMATED % OF STATE	46.1	32.1	38.5	17.6	44.8	11.9	50.1	32.0	28.6	0.2	58.7
ALASKA	ESTIMATED POPULATION	1658	1073	1467	371	2003	923	1044	1710	1342	0	1172
	% STANDARD ERROR	E	C	E	D	B	C	B	E	B	A	E
	ESTIMATED % OF STATE	53.4	33.8	46.1	11.7	63.0	29.1	33.0	53.8	42.2	0.0	37.0
ARIZONA	ESTIMATED POPULATION	2245	894	1622	365	2168	903	1270	1717	1465	0	1570
	% STANDARD ERROR	E	C	E	C	B	C	E	E	B	A	E
	ESTIMATED % OF STATE	66.2	26.4	47.8	10.8	63.9	26.6	37.5	50.6	43.2	0.3	46.3
ARKANSAS	ESTIMATED POPULATION	4635	3319	4016	1151	5156	2004	3451	4208	3757	3	3295
	% STANDARD ERROR	A	E	E	E	A	E	E	E	A	D	E
	ESTIMATED % OF STATE	52.8	37.8	45.8	13.1	59.2	22.9	39.3	48.0	42.8	0.0	37.6
CALIFORNIA	ESTIMATED POPULATION	3100	1624	2143	1389	3211	1043	2940	1544	1724	19	3830
	% STANDARD ERROR	B	E	E	E	B	E	E	E	B	D	E
	ESTIMATED % OF STATE	53.2	26.2	34.6	22.4	51.3	16.3	47.4	31.3	27.8	0.3	61.8
CONNECTICUT	ESTIMATED POPULATION	1130	666	1059	749	1399	565	1054	1192	1024	32	1114
	% STANDARD ERROR	C	C	C	C	B	C	E	E	C	D	E
	ESTIMATED % OF STATE	42.4	25.0	41.2	28.1	52.4	21.2	39.5	44.6	38.4	1.2	41.8
DELAWARE	ESTIMATED POPULATION	2518	1829	2300	779	2963	868	1839	2018	1737	1	2280
	% STANDARD ERROR	B	E	E	C	B	C	E	E	B	D	E
	ESTIMATED % OF STATE	52.0	37.8	47.5	16.1	61.3	17.9	38.0	41.7	35.5	0.0	47.1

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 1980
(5 OF 17)

STATE		VHF COMMUNICATIONS				TRANSMITTER EQUIPMENT				ILS RECEIVING EQUIPMENT			
360 CH	720 CH	2+ SYS	MC CONN	4096 CODE	ALT ENC	NO TRANS	LOC	HRER REC	GLIDE SLOPE	MLS	NO ILS		
MONTANA													
ESTIMATED POPULATION	1461	825	370	467	1499	416	1124	926	885	736	0	1601	
% STANDARD ERROR	B	C	C	D	B	D	E	C	C	C	A	B	
ESTIMATED % OF STATE	55.2	31.2	36.7	17.6	56.6	15.7	42.5	35.0	33.4	27.9	0.0	60.5	
NEBRASKA													
ESTIMATED POPULATION	569	656	257	585	1177	422	955	1009	825	798	0	1125	
% STANDARD ERROR	C	C	C	C	C	D	C	C	C	C	A	E	
ESTIMATED % OF STATE	44.5	30.2	39.4	26.9	54.1	19.4	44.0	46.4	37.9	36.7	0.0	51.7	
NEVADA													
ESTIMATED POPULATION	1300	1052	1185	277	1817	738	594	1311	1335	1211	0	1034	
% STANDARD ERROR	B	C	B	D	B	C	C	B	E	B	A	B	
ESTIMATED % OF STATE	53.2	43.1	48.5	11.3	74.4	30.2	24.3	53.6	54.8	49.5	0.0	42.3	
NEW HAMPSHIRE													
ESTIMATED POPULATION	575	601	716	248	355	299	528	629	569	486	0	750	
% STANDARD ERROR	C	C	C	D	C	D	C	C	C	C	A	C	
ESTIMATED % OF STATE	41.4	43.3	51.6	17.9	61.6	21.6	38.0	45.3	41.0	35.0	0.0	54.0	
NEW JERSEY													
ESTIMATED POPULATION	2529	1709	2539	700	3058	1971	1644	2956	2524	2284	46	1697	
% STANDARD ERROR	B	E	E	C	B	B	B	B	B	B	D	B	
ESTIMATED % OF STATE	53.5	36.2	53.8	14.8	64.7	41.7	34.8	62.6	54.7	48.4	1.0	35.5	
NEW MEXICO													
ESTIMATED POPULATION	1018	1203	1131	279	1487	760	811	1168	1137	867	0	510	
% STANDARD ERROR	B	E	E	C	B	C	B	B	E	C	A	E	
ESTIMATED % OF STATE	44.1	52.1	51.6	12.1	64.4	32.9	35.1	50.6	49.2	37.6	0.0	43.2	
NEW YORK													
ESTIMATED POPULATION	4156	2451	3220	1300	4092	2009	3594	4162	3699	3242	0	3475	
% STANDARD ERROR	B	E	E	B	B	B	B	B	E	B	A	E	
ESTIMATED % OF STATE	54.6	31.9	41.9	16.9	53.2	27.3	46.8	54.2	48.1	42.2	0.0	45.2	

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 1980
(6 OF 17)

STATE	VHF COMMUNICATIONS				TRANSMITTER EQUIPMENT				ILS RECEIVING EQUIPMENT			
	360 CF	720 CR	2+ SYS	NO CONN	4096 CODE	ALT ENC	NO TRANS	LOC	HEAR BEC	GLIDE SLOPE	NLS	NO ILS
NORTH CAROLINA												
ESTIMATED POPULATION	1760	1805	2316	735	2934	1369	1136	2506	2382	2010	9	1404
% STANDARD ERROR	B	B	E	C	B	E	E	E	E	B	D	E
ESTIMATED % OF STATE	43.4	44.5	57.1	18.1	72.3	33.7	28.0	61.8	58.7	49.6	0.2	34.6
NORTH DAKOTA												
ESTIMATED POPULATION	949	350	591	615	894	343	1019	725	693	458	0	1183
% STANDARD ERROR	C	D	C	C	C	D	C	C	C	D	A	B
ESTIMATED % OF STATE	47.4	17.5	29.5	30.7	44.7	17.2	50.9	36.2	34.7	22.9	0.0	59.1
OHIO												
ESTIMATED POPULATION	5119	3723	5162	1313	6693	2856	3034	5832	5450	4777	0	3380
% STANDARD ERROR	A	E	A	B	A	B	E	A	A	A	A	E
ESTIMATED % OF STATE	52.3	38.0	52.7	13.4	68.4	29.6	31.0	59.6	55.7	48.8	0.0	34.5
OKLAHOMA												
ESTIMATED POPULATION	3001	1721	2685	761	3323	1626	2059	2676	2488	2199	0	2636
% STANDARD ERROR	B	E	B	C	B	B	E	E	E	B	A	E
ESTIMATED % OF STATE	54.8	31.4	49.1	13.9	60.7	29.7	37.6	48.9	45.5	40.2	0.0	48.1
OREGON												
ESTIMATED POPULATION	3745	2667	3217	810	4481	2034	2474	4040	3408	2887	0	2798
% STANDARD ERROR	E	E	E	C	A	B	B	B	B	B	A	B
ESTIMATED % OF STATE	54.6	38.9	46.9	11.8	65.3	25.7	36.1	58.9	49.7	42.1	0.0	40.8
PENNSYLVANIA												
ESTIMATED POPULATION	3854	2871	3760	1304	4580	2449	2972	4212	3983	3117	0	3144
% STANDARD ERROR	B	E	E	B	A	B	E	A	B	B	A	E
ESTIMATED % OF STATE	51.0	39.0	49.8	17.3	60.7	32.4	39.4	55.8	52.7	41.3	0.0	41.6
RHODE ISLAND												
ESTIMATED POPULATION	174	158	188	49	275	161	143	247	223	193	2	149
% STANDARD ERROR	D	C	E	D	D	D	D	D	D	D	D	D
ESTIMATED % OF STATE	41.8	47.7	45.2	12.0	65.9	38.8	34.4	59.3	53.5	46.4	0.7	35.9

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 1980
(7 OF 17)

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CF	720 CH	2+ SYS	MC COMM	4096 CODE	ALT ENC	NO TRANS	LOC	EREB SEC	GLIDE SLOPE	MLS	NO ILS
SOUTH CAROLINA												
ESTIMATED POPULATION	989	1021	1220	283	1501	604	703	1393	1020	1040	17	811
% STANDARD ERROR	C	C	E	D	B	C	C	B	C	C	D	C
ESTIMATE % OF STATE	44.5	46.0	55.0	12.8	67.6	27.2	31.7	62.7	45.9	46.9	0.8	36.5
SOUTH DAKOTA												
ESTIMATED POPULATION	731	451	546	338	742	124	733	696	628	552	0	775
% STANDARD ERROR	C	E	C	D	C	D	C	C	C	D	A	C
ESTIMATE % OF STATE	48.2	23.8	33.6	22.3	48.9	8.2	48.3	45.9	41.4	36.4	0.0	51.4
TENNESSEE												
ESTIMATED POPULATION	1409	1555	1947	401	2399	1105	862	2080	1872	1710	0	1176
% STANDARD ERROR	B	E	E	C	B	B	C	B	E	B	A	E
ESTIMATE % OF STATE	43.5	48.2	54.3	12.4	74.1	34.1	26.6	64.3	57.8	52.8	0.0	36.3
TEXAS												
ESTIMATED POPULATION	6836	9572	9930	3697	13455	6853	7783	11604	10731	9841	114	9320
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	D	A
ESTIMATE % OF STATE	11.6	45.1	46.8	17.4	63.3	32.3	36.6	54.6	50.5	46.3	0.5	43.5
UTAH												
ESTIMATED POPULATION	906	676	871	115	1157	424	468	685	682	519	53	904
% STANDARD ERROR	C	C	C	D	B	C	C	C	C	C	D	C
ESTIMATE % OF STATE	56.4	42.0	54.2	7.2	71.9	26.4	29.1	42.6	42.5	32.3	3.3	56.3
VERMONT												
ESTIMATE POPULATION	314	162	215	93	280	151	263	261	227	208	0	276
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	A	D
ESTIMATE % OF STATE	58.6	30.3	40.2	17.4	52.4	24.3	49.2	40.7	42.4	38.9	0.0	51.5
VIRGINIA												
ESTIMATE POPULATION	1874	1374	2040	551	2472	559	1088	2213	1902	1643	0	1246
% STANDARD ERROR	B	E	E	C	B	C	E	B	E	B	A	B
ESTIMATE % OF STATE	53.0	38.9	57.7	15.6	69.9	27.1	30.8	62.6	53.8	46.5	0.0	35.3

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

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1980
(8 OF 17)

STATE	VHF COMMUNICATIONS				TRANSCODER EQUIPMENT				ILS RECEIVING EQUIPMENT			
	360 CH	720 CH	2+ SYS	MO COMM	4096 CODE	ALT ENC	MO TRANS	LOC	MARKER REC	GLIDE SLOPE	MIS A	MO ILS
WASHINGTON	4629	2408	3343	1329	4383	1314	3687	3814	3380	2744	0	4057
	A	B	B	B	B	B	E	B	E	B	A	A
	57.6	30.0	41.6	16.5	54.5	16.4	45.7	47.4	42.1	34.1	0.0	50.5
WEST VIRGINIA	670	500	736	102	837	338	420	887	790	592	3	366
	C	D	C	D	C	D	E	C	C	C	D	D
	50.7	37.8	55.7	7.7	63.4	25.6	31.8	67.1	59.8	44.8	0.3	27.7
WISCONSIN	2513	1911	2215	1118	3225	1245	2166	2862	2365	1858	77	2419
	B	B	B	B	B	E	E	E	E	B	D	E
	47.5	36.1	41.9	21.1	61.3	23.5	40.9	54.1	44.7	35.1	1.5	45.7
WYOMING	522	575	524	243	803	466	512	597	550	522	0	677
	C	C	C	D	C	E	C	C	C	C	A	C
	40.2	44.3	40.3	18.7	61.7	35.9	39.4	45.9	45.4	40.2	0.0	52.0
PUERTO RICO	150	91	113	9	150	31	58	147	115	118	2	101
	D	E	E	D	D	E	E	E	E	D	D	D
	59.7	36.2	44.9	3.6	57.6	12.6	39.2	58.5	45.9	47.0	0.9	40.3
OTHER U.S. TERRITORIES	41	42	43	5	60	13	28	45	36	36	0	43
	E	D	D	D	D	E	E	E	E	D	A	D
	39.2	40.7	41.6	5.2	57.3	13.4	27.2	43.1	34.4	34.4	0.0	42.0
FOREIGN	201	556	516	20	630	423	139	604	542	535	10	162
	D	C	C	D	C	C	D	C	C	C	D	D
	24.9	68.9	64.0	2.6	78.1	52.4	17.3	74.9	67.2	66.4	1.2	20.1

STANDARD ERROR		CODE	
GREATER THAN		LESS THAN OR EQUAL TO	
1 %	1 %	A	
10 %	2 %	E	
20 %	30 %	C	
30 %		D	

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1980
(9 OF 17)

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT				ILS RECEIVING EQUIPMENT			
	360 CE	720 CH	2+ SYS	MC COMM	4096 CODE	AIT ENC	NO TRANS	LOC	HRER ENC	GLIDE SLOPE	NLS C	NO ILS
TOTAL	124789	58189	118958	41820	156179	71765	99511	135844	122626	105889	816	114617
ESTIMATED FORBIDDING	A	A	A	A	A	A	A	A	A	A	A	A
% STANDARD ERROR	48.8	38.4	46.5	16.4	61.1	28.1	38.9	50.1	47.9	41.4	0.3	44.8
ESTIMATED % OF FGP												

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

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

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1980
(10 OF 17)

STATE	NAVIGATION EQUIPMENT										NO FLTHGT COMPTG NAVEQ
	VOB 100CH	VOB 200CH	2+ RCVR	ADF	DBE	RRAV	LRNAV	FLT DIR	RADAR ALT	FLTHGT COMPTG	
ALABAMA	ESTIMATED POPULATION	726	1216	1259	1201	682	281	22	161	109	5
	% STANDARD ERROR	C	E	B	B	C	D	D	D	C	E
	ESTIMATED % OF STATE	26.2	43.9	45.4	43.3	24.6	10.2	0.8	5.8	3.9	0.2
ALASKA	ESTIMATED POPULATION	3598	2249	1436	3564	583	52	21	33	102	8
	% STANDARD ERROR	A	E	B	A	C	E	E	D	E	D
	ESTIMATED % OF STATE	48.5	30.3	19.4	48.0	7.9	0.7	0.3	0.5	1.4	0.1
ARIZONA	ESTIMATED POPULATION	2145	2917	2882	3051	1473	403	29	360	316	3
	% STANDARD ERROR	B	E	B	B	B	E	E	E	E	E
	ESTIMATED % OF STATE	35.3	48.0	47.4	53.2	24.2	6.6	0.5	5.9	5.2	0.1
ARKANSAS	ESTIMATED POPULATION	841	1193	1398	1217	795	266	33	207	139	64
	% STANDARD ERROR	C	E	B	B	C	E	E	E	E	E
	ESTIMATED % OF STATE	27.9	39.5	46.3	40.3	26.4	8.8	1.1	6.9	4.6	2.1
CALIFORNIA	ESTIMATED POPULATION	12333	17378	18891	16679	9767	2662	345	2473	1682	248
	% STANDARD ERROR	A	A	A	A	A	E	C	E	E	E
	ESTIMATED % OF STATE	35.2	49.6	53.9	47.6	27.9	7.6	1.0	7.1	4.6	0.7
COLORADO	ESTIMATED POPULATION	2073	2482	2745	2496	1448	262	20	332	191	3
	% STANDARD ERROR	E	E	B	B	B	E	E	D	E	E
	ESTIMATED % OF STATE	36.0	45.5	50.3	45.8	26.5	4.8	0.4	6.1	3.5	0.1

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 1980
(II OF 17)

STATE	10F 100CH	VOF 200CH	2+ RCVR	ADP	NAVIGATION EQUIPMENT				RADAR ALT	FLTRGT COMPT	NO NAVEQ
					DME	KNAV	LNAV	FLT DIR			
CONNECTICUT	ESTIMATED POPULATION	655	707	925	77	503	134	13	79	71	3
	% STANDARD REPR	C	C	C	C	C	D	D	C	D	555
	ESTIMATED % OF STATE	37.5	38.1	47.3	41.5	27.4	7.2	0.7	4.2	3.8	32.0
DELAWARE	ESTIMATED POPULATION	157	300	408	336	263	125	12	77	51	17
	% STANDARD REPR	D	C	D	D	D	C	D	D	C	153
	ESTIMATED % OF STATE	31.4	47.6	64.1	53.5	41.4	23.0	2.1	12.2	8.2	24.3
DC	ESTIMATED POPULATION	8	47	54	56	21	20	3	15	15	1
	% STANDARD REPR	C	C	D	D	D	C	D	D	C	16
	ESTIMATED % OF STATE	12.0	65.0	74.3	77.0	30.0	27.4	4.5	25.7	20.5	21.5
FLORIDA	ESTIMATED POPULATION	4234	7184	7396	7643	4242	1112	316	1072	555	166
	% STANDARD REPR	B	A	A	A	A	B	D	B	B	20.2
	ESTIMATED % OF STATE	31.6	53.6	55.2	57.1	31.7	7.6	2.4	8.2	7.1	1.2
GEORGIA	ESTIMATED POPULATION	2191	2069	2553	2265	1143	317	21	201	250	2
	% STANDARD REPR	E	E	B	B	B	C	C	C	C	10.4
	ESTIMATED % OF STATE	41.8	41.3	50.6	44.8	22.6	6.3	0.4	5.8	4.5	3.0
HAWAII	ESTIMATED POPULATION	167	206	213	194	77	12	7	25	14	3
	% STANDARD REPR	D	C	D	D	D	C	C	C	C	81
	ESTIMATED % OF STATE	35.8	44.2	46.9	33.4	16.5	2.7	1.5	5.5	3.0	0.7
ILLINOIS	ESTIMATED POPULATION	1015	868	1037	1087	490	46	3	74	11	9
	% STANDARD REPR	C	C	C	C	C	C	C	C	C	580
	ESTIMATED % OF STATE	39.4	33.7	43.2	42.2	13.3	1.8	0.1	2.3	0.4	0.0

STANDARD ERROR				CODE	
GREATER THAN				-----	
LESS THAN				-----	
EQUAL TO				-----	
3 %	10 %	20 %	30 %	A	B
10 %	20 %	30 %		C	D
20 %	30 %			E	F
30 %				G	H

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1980
(12 OF 17)

STATE	NAVIGATION EQUIPMENT											
	VOR 100CH	VOR 200CH	2+ ACVA	ADF	DME	RNAV	LENAV	FLT DIR	SALAS ALT	FLTRGT COMPTS	NJ NAVEO	
ILLINOIS	ESTIMATED POPULATION	1815	4886	5960	5116	2888	1110	136	737	573	149	23.7
	% STANDARD ERROR	B	A	A	A	B	B	D	B	C	E	B
	ESTIMATED % CP STATE	36.2	46.3	56.4	43.4	27.3	10.5	1.3	7.0	5.6	1.6	22.6
INDIANA	ESTIMATED POPULATION	1734	2261	2375	2402	1535	535	24	336	276	75	13.3
	% STANDARD ERROR	E	E	B	B	B	C	D	C	D	D	B
	ESTIMATED % CP STATE	35.7	46.5	43.3	57.2	31.6	11.0	0.5	6.0	6.1	1.6	18.4
IOWA	ESTIMATED POPULATION	1509	2202	2234	2323	2133	304	22	251	215	7	13.0
	% STANDARD ERROR	E	E	B	B	B	C	D	D	C	D	B
	ESTIMATED % CP STATE	34.4	47.9	41.6	41.3	16.9	5.4	0.5	5.6	4.5	1.2	22.5
KANSAS	ESTIMATED POPULATION	1413	2213	2263	2264	1113	1113	31	440	245	35	11.07
	% STANDARD ERROR	E	E	B	B	B	C	D	C	C	E	B
	ESTIMATED % CP STATE	21.5	43.3	47.3	47.2	26.3	11.3	0.7	9.2	6.0	1.7	23.1
KENTUCKY	ESTIMATED POPULATION	656	1010	1039	1034	527	123	27	131	66	5	35.0
	% STANDARD ERROR	C	C	C	C	C	E	D	D	D	E	C
	ESTIMATED % CP STATE	22.2	51.5	55.1	55.9	26.7	6.3	1.5	5.1	3.4	1.3	18.2
LOUISIANA	ESTIMATED POPULATION	1219	1610	1691	2005	1379	408	61	143	133	7	12.15
	% STANDARD ERROR	C	E	B	B	B	C	D	D	E	E	B
	ESTIMATED % CP STATE	30.1	35.8	42.0	49.6	26.7	10.1	1.5	3.5	3.2	1.2	25.3
MAINE	ESTIMATED POPULATION	615	559	651	575	172	41	7	21	19	6	25.6
	% STANDARD ERROR	C	C	C	C	D	E	E	D	E	E	D
	ESTIMATED % CP STATE	35.5	36.0	41.9	37.2	11.1	2.7	1.5	1.4	1.2	1.4	19.3

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 1980
(13 OF 17)

STATE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RMAY	LRNAV	FLT DIR	RADAR ALT	FLYNGT CCMPTF	NO NAVEQ
MARYLAND	1241	1451	1645	1626	836	136	55	55	76	11	421
	B	B	B	B	C	C	C	C	C	C	C
	39.0	45.6	51.7	51.1	26.3	4.3	1.7	3.0	2.4	0.4	13.3
MASSACHUSETTS	1701	1337	1693	1702	719	228	32	160	255	7	426
	B	B	B	B	C	C	D	D	C	C	C
	50.1	35.4	47.9	53.2	21.2	6.7	1.2	4.7	7.5	0.2	14.3
MICHIGAN	3256	4144	4244	3377	2141	644	42	441	448	30	1556
	B	B	B	B	B	C	D	C	C	C	B
	37.1	47.2	49.4	45.3	24.4	7.3	1.0	5.5	5.7	0.3	18.2
MINNESOTA	2467	1515	2306	2292	1072	320	10	230	170	52	1746
	B	B	B	B	B	C	D	D	C	C	B
	35.8	31.5	37.2	37.0	17.3	5.2	1.6	3.7	2.7	0.8	28.2
MISSISSIPPI	846	973	1186	1070	600	314	49	100	166	45	766
	C	C	B	C	C	C	D	D	C	C	C
	31.7	32.9	44.5	40.1	22.9	11.8	1.5	3.7	6.2	1.8	28.7
MISSOURI	1855	2164	2329	2113	1045	436	27	246	132	11	961
	B	B	B	B	B	C	D	D	C	C	B
	36.0	44.7	48.1	43.8	22.6	5.0	0.6	5.1	2.7	0.2	19.8
MONTANA	1159	946	966	1330	653	160	4	54	67	5	574
	C	C	C	B	C	C	D	D	C	C	C
	43.8	35.7	36.5	52.8	24.7	6.1	0.2	2.1	2.5	0.2	21.7

STANDARD ERROR		CODE	
GREATER THAN	LESS THAN OR EQUAL TO	A	B
0 %	1 %	A	B
10 %	20 %	B	C
20 %	30 %	C	D
30 %		D	E

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1980
(14 OF 17)

STATE	VOE 100CH	VOE 200CH	2+ ACVR	ADF	NAVIGATION EQUIPMENT				RDR ALT	FLTRGT COMPT	NO WAVEQ
					DME	RNAV	LENAV	FLT DIR			
NEBRASKA	1041	605	932	907	558	126	1	63	58	3	524
	47.9	27.8	42.9	41.7	25.6	5.8	0.1	2.9	4.5	0.0	24.1
NEVADA	787	1335	1261	1527	576	210	65	100	233	44	302
	32.2	54.8	51.6	62.5	23.6	8.6	2.7	8.2	9.5	1.8	12.4
NEW HAMPSHIRE	534	595	754	679	416	105	13	73	65	0	250
	35.5	42.9	54.3	47.0	23.2	10.5	0.3	5.3	4.7	0.0	21.6
NEW JERSEY	1558	2444	2837	2628	1411	278	112	230	381	33	434
	33.0	51.8	60.1	55.6	23.9	5.4	2.4	4.9	8.1	0.7	17.7
NEW MEXICO	786	1272	1163	1183	699	192	6	157	114	11	344
	34.0	55.1	51.4	51.5	30.3	8.3	0.3	6.9	5.0	0.5	17.1
NEW YORK	2846	3537	3332	3538	1805	473	107	576	347	34	1620
	37.0	46.0	51.2	46.0	23.5	6.2	1.4	7.5	5.2	0.5	21.1
NORTH CAROLINA	1268	2124	2512	2417	1366	426	39	416	215	20	415
	31.3	52.4	61.3	59.6	33.7	12.2	1.0	10.3	5.3	0.5	20.1

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

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1980
(15 OF 17)

STATE	NAVIGATION EQUIPMENT										NO NAVEO
	VOE 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	FLT DIR	RADAR ALT	FLTING CCMPTE	
NORTH DAKOTA	ESTIMATED POPULATION	692	522	717	740	432	144	1	60	45	2
	% STABLED ERROR	C	C	C	C	D	E	D	E	E	C
	ESTIMATED % CF STATE	34.9	26.4	35.9	37.0	21.6	7.2	0.1	3.3	2.3	0.1
CHIC	ESTIMATED POPULATION	3061	4956	5533	5286	2732	915	107	648	540	53
	% STABLED ERROR	B	A	A	A	B	C	E	E	C	B
	ESTIMATED % CF STATE	31.3	50.6	56.5	54.0	27.9	1.4	1.1	6.6	5.5	1.0
CALIFORNIA	ESTIMATED POPULATION	2236	2244	2884	2664	1889	424	20	490	255	111
	% STABLED ERROR	B	E	B	B	B	C	D	C	C	C
	ESTIMATED % CF STATE	40.8	41.0	52.7	48.7	34.5	7.7	0.4	8.2	4.7	2.1
OREGON	ESTIMATED POPULATION	2417	3318	3466	3460	2349	583	48	451	311	17
	% STABLED ERROR	E	E	B	B	B	C	E	C	C	B
	ESTIMATED % CF STATE	35.2	48.4	51.5	50.4	34.3	9.5	0.7	6.6	4.5	0.3
PENNSYLVANIA	ESTIMATED POPULATION	2525	3572	3946	3824	2353	933	111	743	576	75
	% STABLED ERROR	E	E	B	B	B	B	D	B	C	E
	ESTIMATED % CF STATE	33.4	47.3	52.3	50.6	31.2	11.0	1.5	10.6	7.6	1.3
BROCK ISLAND	ESTIMATED POPULATION	122	241	211	217	137	23	15	18	20	5
	% STABLED ERROR	D	E	D	D	D	E	D	D	E	D
	ESTIMATED % CF STATE	29.3	57.8	50.4	52.0	33.0	5.6	3.6	4.4	4.9	2.2
SCOTLAND	ESTIMATED POPULATION	532	1265	1255	1123	578	162	7	217	123	5
	% STABLED ERROR	C	E	B	C	C	E	D	D	E	C
	ESTIMATED % CF STATE	24.0	57.0	56.6	50.6	26.1	7.3	0.4	9.8	5.6	0.3

STANDARD ERROR		CODE	
GREATER THAN		LESS THAN	
OR		EQUAL TO	
-----		-----	
0 %	1 %	1 %	A
10 %	20 %	20 %	E
20 %	30 %	30 %	C
30 %			D

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1980
(16 OF 17)

STATE	NAVIGATION EQUIPMENT										FLTHGT CMTPE	NO NAVEQ
	VOE 100CH	VOE 200CH	2+ ECVR	PDF	DME	RNAV	LRNAV	FLT DIR	PARAR ALT			
SOUTH DAKOTA	ESTIMATE POPULATION	549	553	636	574	137	57	2	12	5	1	169
	% STANDARD ERROR	C	C	C	C	D	C	C	C	C	C	D
	ESTIMATE % OF STATE	36.2	39.4	41.5	37.9	13.1	3.8	1.2	0.9	0.6	0.1	24.3
TENNESSEE	ESTIMATE POPULATION	952	1788	2137	2353	1227	483	11	221	224	7	467
	% STANDARD ERROR	C	E	B	D	B	C	C	C	C	C	C
	ESTIMATE % OF STATE	29.6	55.2	66.1	63.3	37.9	14.9	1.3	6.4	6.3	1.2	14.4
TEXAS	ESTIMATE POPULATION	7069	19228	10952	19665	7336	3240	832	2429	2355	384	4351
	% STANDARD ERROR	A	A	A	A	A	E	E	E	E	C	A
	ESTIMATE % OF STATE	33.3	48.2	51.6	51.2	33.1	15.3	3.9	11.4	11.1	1.6	71.5
UTAH	ESTIMATE POPULATION	703	690	874	975	380	100	11	102	76	5	249
	% STANDARD ERROR	C	C	C	C	D	C	C	C	C	C	D
	ESTIMATE % OF STATE	43.7	42.9	54.3	54.4	23.6	6.3	0.7	6.4	4.6	0.3	14.9
VERMONT	ESTIMATE POPULATION	203	225	228	241	133	19	2	24	22	6	124
	% STANDARD ERROR	C	C	D	D	D	C	C	C	C	C	D
	ESTIMATE % OF STATE	38.0	42.1	42.6	45.1	25.3	3.6	0.5	4.6	4.2	1.1	23.2
VIRGINIA	ESTIMATE POPULATION	1366	1778	2063	1902	809	190	43	289	158	65	649
	% STANDARD ERROR	B	E	B	E	C	C	C	C	C	C	C
	ESTIMATE % OF STATE	36.6	50.3	58.4	53.9	22.3	5.4	1.2	8.2	4.5	1.9	18.4
WASHINGTON	ESTIMATE POPULATION	2730	3390	3665	3390	1562	383	69	277	278	5	2005
	% STANDARD ERROR	E	E	B	B	B	C	D	D	C	C	B
	ESTIMATE % OF STATE	34.0	42.2	45.6	42.2	19.4	4.7	0.5	3.5	3.5	0.1	24.9

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

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1980
(17 OF 17)

STATE	NAVIGATION EQUIPMENT										NO WAYBO
	VOB 100CH	VOR 200CH	2+ RCVB	ADF	DME	SWAY	LNNAV	FLT DIR	RADAR ALT	FLTRGT COMPTS	
WEST VIRGINIA											
ESTIMATED POPULATION	358	795	823	731	419	185	7	64	58	20	180
% STANDARD ERROR	D	C	C	C	D	D	D	D	D	C	D
ESTIMATED % OF STATE	27.1	60.1	62.3	55.3	31.7	14.0	0.6	4.9	4.4	1.6	13.6
WISCONSIN											
ESTIMATED POPULATION	1714	2515	2652	2583	1326	624	18	304	358	94	1335
% STANDARD ERROR	B	B	B	B	B	C	C	D	C	D	B
ESTIMATED % OF STATE	32.4	47.5	50.1	48.8	25.1	11.8	0.4	5.8	6.8	1.8	25.2
WYOMING											
ESTIMATED POPULATION	457	595	595	621	421	118	11	115	79	7	304
% STANDARD ERROR	D	C	C	C	D	C	C	D	C	C	D
ESTIMATED % OF STATE	35.2	45.7	45.7	47.8	32.4	9.1	0.9	8.3	6.1	0.6	23.4
PUERTO RICO											
ESTIMATED POPULATION	124	100	117	142	36	6	2	12	1	0	16
% STANDARD ERROR	D	D	D	D	D	C	C	D	C	A	D
ESTIMATED % OF STATE	49.5	40.0	46.6	56.6	14.4	2.6	1.0	5.0	0.5	0.0	6.5
OTHER U.S. TERRITORIES											
ESTIMATED POPULATION	29	50	44	70	12	0	0	0	0	0	5
% STANDARD ERROR	D	C	D	D	D	A	A	A	A	A	D
ESTIMATED % OF STATE	28.4	48.5	42.1	67.0	11.6	0.0	0.0	0.0	0.0	0.0	5.2
FOREIGN											
ESTIMATED POPULATION	85	650	565	641	428	115	127	152	149	18	44
% STANDARD ERROR	D	C	C	C	C	C	C	C	C	D	D
ESTIMATED % OF STATE	10.5	80.5	70.0	73.4	53.0	14.3	15.8	18.9	18.5	2.2	5.5
TOTAL											
ESTIMATED POPULATION	18773	118488	128414	126255	70800	22553	3836	18786	15406	2283	52810
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	A
ESTIMATED % OF PCP	34.7	46.3	50.2	49.4	27.7	8.8	1.5	7.3	6.0	0.9	20.6

NOTE : COLUMN SUBSTITUTIONS 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 2-14 GENERAL AVIATION AVIONICS EQUIPMENT BY REGION OF BASED AIRCRAFT - CY 1980
(1 OF 6)

REGION	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT				ILS RECEIVING EQUIPMENT			
	360 CE	720 CH	2+ SYS	NO CON	4096 CODE	ALT ENC	NO TRANS	LOC	HRER REC	GLIDE SLOPE	MLS	NO ILS
ALASKAN												
ESTIMATED POPULATION	5173	1801	1438	624	1548	282	5997	1947	1235	917	2	5525
% STANDARD ERROR	A	E	E	C	B	D	A	B	E	B	D	A
ESTIMATED % OF REGION	69.7	24.3	19.4	8.4	20.9	3.8	80.9	26.2	16.6	12.4	0.0	74.4
CENTRAL												
ESTIMATED POPULATION	7740	6242	7374	3101	9975	3786	6482	8098	7158	6005	32	8031
% STANDARD ERROR	A	A	A	B	A	B	A	A	A	A	D	A
ESTIMATED % OF REGION	47.2	38.0	44.9	18.9	60.8	22.8	39.5	49.3	43.6	36.6	0.2	48.5
EASTERN												
ESTIMATED POPULATION	15084	10306	14098	4475	17547	8588	10988	16704	15142	12686	52	11334
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	D	A
ESTIMATED % OF REGION	52.6	35.9	49.1	15.6	61.1	31.3	38.3	58.2	52.8	44.2	0.2	39.5
EUROPEAN												
ESTIMATED POPULATION	68	287	256	6	267	238	93	310	310	295	7	49
% STANDARD ERROR	D	C	D	D	D	D	C	C	C	C	D	C
ESTIMATED % OF REGION	18.2	76.6	68.4	1.8	71.3	63.5	24.8	82.8	82.8	78.7	2.0	13.2
GREAT LAKES												
ESTIMATED POPULATION	23645	16214	21243	7518	27901	11425	17594	24788	21806	18382	103	19443
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	D	A
ESTIMATED % OF REGION	52.0	35.6	46.7	16.5	61.3	25.1	38.7	54.5	47.9	40.4	0.2	42.7

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 1980
(2 OF 6)

REGION	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT				ILS RECEIVING EQUIPMENT			
	360 CE	720 CH	2+ SIS	NO CORH	4096 CODE	ALT ENC	NO TRANS	LOC	PRER REC	GLIDE SLOPE	MLS	NO ILS
NEW ENGLAND												
	4895	2951	4282	1497	5299	2270	3852	4412	4046	3524	14	4612
	ESTIMATED POPULATION % STANDARD ERROR	A 32.3	B 46.9	B 16.4	A 57.9	B 24.8	B 42.1	A 48.2	E 44.2	B 38.5	D 0.2	A 50.4
NORTHWESTERN												
	5769	5715	7345	2659	10025	3764	7498	9021	7750	6445	2	8159
	ESTIMATED POPULATION % STANDARD ERROR	A 32.6	A 41.9	B 15.2	A 57.2	B 21.5	A 42.8	A 51.5	A 44.2	A 36.8	D 0.3	A 46.6
PACIFIC												
	350	206	307	29	460	52	103	328	215	218	0	233
	ESTIMATED POPULATION % STANDARD ERROR	D 34.7	D 51.7	D 5.0	C 77.4	C 8.9	C 17.4	D 55.2	E 36.2	D 36.7	A 0.0	C 30.2
ROCKY MOUNTAIN												
	7091	5001	6018	2661	8385	3143	6050	6202	5514	4823	53	7802
	ESTIMATED POPULATION % STANDARD ERROR	A 34.4	A 41.4	B 18.3	A 57.7	B 21.6	A 41.6	A 42.7	A 40.7	A 33.2	D 0.4	A 53.7
SOUTHERN												
	15906	15060	18506	5741	22967	11219	12371	20484	18326	16629	184	14217
	ESTIMATED POPULATION % STANDARD ERROR	A 44.3	A 51.5	A 16.0	A 63.9	A 31.2	A 34.4	A 57.0	A 51.0	A 46.3	L 1.5	A 30.6
SOUTHWESTERN												
	15460	15251	16939	6781	22016	10931	14145	18584	17129	15287	149	16986
	ESTIMATED POPULATION % STANDARD ERROR	A 42.8	A 46.9	A 18.8	A 60.9	A 30.2	A 32.1	A 51.4	A 47.4	A 42.3	D 0.4	A 47.0

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 1980
(3 OF 6)

REGION	VHF COMMUNICATIONS				TRANSMITTER EQUIPMENT				ILS RECEIVING EQUIPMENT			
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MARKER REC	GLIDE SLOPE	MLS D	NO ILS
WESTERN	ESTIMATED POPULATION											
	21286	18227	21262	6063	29444	14415	14810	25104	22999	19844	219	18357
	ESTIMATED % OF REGION	48.8	41.8	13.9	67.6	33.1	34.0	57.6	52.8	45.5	0.5	42.1
TOTAL	ESTIMATED POPULATION											
	124789	58149	118958	41820	156179	71765	99511	135844	122626	105889	816	114617
	ESTIMATED % OF PCP	48.8	38.4	16.4	61.1	28.1	38.9	53.1	47.9	41.4	0.3	44.8

NOTE: COLUMN SUBTOTALS 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 2-14 GENERAL AVIATION AVIONICS EQUIPMENT BY REGION OF BASED AIRCRAFT - CY 1980
(4 OF 6)

REGION	NAVIGATION EQUIPMENT										FLIGHT COMPTS	NO HAVEQ
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LENAV	FLT DIR	RADAR ALT			
ALASKAN	ESTIMATED POPULATION	3598	2249	1436	3564	583	52	21	33	102	8	1373
	% STANDARD ERROR	A	B	B	A	C	E	D	D	E	D	B
	ESTIMATED % OF REGION	48.5	30.3	19.4	48.0	7.9	0.7	0.3	0.5	1.4	0.1	16.5
CENTRAL	ESTIMATED POPULATION	5922	7286	7813	7610	4137	1386	82	1009	722	56	3628
	% STANDARD ERROR	A	A	A	A	A	E	D	E	E	D	B
	ESTIMATED % OF REGION	36.1	44.4	47.6	46.4	25.2	8.4	0.5	6.2	4.4	0.3	22.1
EASTERN	ESTIMATED POPULATION	10103	13928	15711	14684	7917	2244	454	2151	1715	260	5454
	% STANDARD ERROR	A	A	A	A	A	E	B	B	E	C	A
	ESTIMATED % OF REGION	35.2	48.5	54.7	51.0	27.6	7.8	1.6	7.5	6.0	0.9	19.0
EUROPEAN	ESTIMATED POPULATION	14	312	301	312	262	67	94	107	97	10	33
	% STANDARD ERROR	D	C	C	C	D	D	D	D	D	D	D
	ESTIMATED % OF REGION	3.9	83.2	80.4	83.4	69.9	18.0	25.1	28.6	26.1	2.8	9.1
GREAT LAKES	ESTIMATED POPULATION	16053	20739	23092	21699	11698	4154	479	2740	2458	537	9650
	% STANDARD ERROR	A	A	A	A	A	A	B	A	A	C	A
	ESTIMATED % OF REGION	35.3	45.6	50.4	47.7	25.7	9.1	1.1	6.0	5.4	1.2	21.2
NEW ENGLAND	ESTIMATED POPULATION	3872	3667	4462	4198	2077	592	91	377	454	33	1819
	% STANDARD ERROR	E	E	A	B	B	C	D	C	C	D	B
	ESTIMATED % OF REGION	42.3	40.1	48.8	45.9	22.7	6.5	1.0	4.1	5.0	0.4	19.9

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 1980
(5 OF 6)

REGION	NAVIGATION EQUIPMENT										FLTHGT COMPTS	NO NAVEQ
	VOE 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LENAV	FLT DIR	BACAR ALT			
NORTHWESTERN	6169	7607	3191	7971	4416	1014	123	817	615	25	3891	
	A	A	A	A	A	E	D	C	C	D	A	
	35.2	43.4	46.8	45.5	25.2	5.8	0.7	4.7	3.5	0.1	22.2	
PACIFIC	186	288	272	239	86	12	7	25	14	3	88	
	D	C	D	D	D	C	C	D	C	C	D	
	31.4	48.5	45.8	40.3	14.5	2.1	1.2	4.3	2.4	0.6	15.0	
ROCKY MOUNTAIN	5640	5841	6536	6706	3535	844	50	678	469	25	3343	
	A	A	A	A	B	C	C	C	C	C	B	
	38.8	40.2	45.0	46.1	24.3	5.8	0.4	4.7	3.2	0.2	23.0	
SOUTHERN	11527	17893	19742	19268	10565	3243	528	2645	2150	268	6808	
	A	A	A	A	A	E	C	A	E	C	A	
	32.1	49.8	54.9	53.6	29.4	9.0	1.5	7.4	6.0	0.7	18.9	
SOUTHWESTERN	12159	16594	18103	17787	11505	4532	954	3430	2997	541	7922	
	A	A	A	A	A	A	E	A	A	C	A	
	33.6	45.9	50.1	49.2	31.8	12.5	2.6	9.5	8.3	1.5	21.9	
WESTERN	15265	21635	23035	21257	11817	3275	440	3032	2231	296	7970	
	A	A	A	A	A	E	C	E	E	C	A	
	35.0	49.6	52.9	48.8	27.1	7.5	1.0	7.0	5.1	0.7	18.3	

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 1980
(6 OF 6)

REGION	NAVIGATION EQUIPMENT										NO HAVEQ
	VOB 109CH	VOR 200CH	2+ ECVR	ADF	DME	RNAV	LNNAV	FLT DIR	RADAR ALT	FLTNGT COMPT	
TOTAL	18773	118488	128414	126255	70800	22553	3836	18786	15806	2283	52810
ESTIMATED POPULATION	A	A	A	A	A	A	A	A	A	B	A
% STANDARD ERROR	34.7	46.3	50.2	49.4	27.7	8.8	1.5	7.3	6.0	0.9	20.6

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

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 1980 (1 OF 4)

PRIMARY USE	VHF COMMUNICATIONS				TRANSCODER EQUIPMENT				ILS RECEIVING EQUIPMENT			
	360 CE	720 CH	2+ SYS	NO COHH	4096 CODE	ALT ENC	NO TRANS	LOC	RRR FEC	GLIDE SLOPE	MLS	NO ILS
EXECUTIVE	4374 A 29.5	11791 A 79.4	11905 A 80.2	193 D 1.3	14472 A 97.5	12234 A 82.4	1060 E 7.1	14106 A 95.0	13591 A 91.5	13178 A 88.8	295 D 2.0	1344 B 9.1
BUSINESS	23649 A 47.9	29243 A 59.3	36710 A 74.4	1478 B 3.0	44930 A 91.1	25718 A 52.1	6166 A 12.5	40105 A 81.3	38647 A 78.3	35339 A 71.6	43 D 0.1	10152 A 20.6
PERSONAL	65523 A 68.6	26754 A 28.0	43586 A 45.6	12884 A 13.5	56428 A 59.1	16671 A 17.5	45113 A 47.2	45838 A 48.0	40935 A 42.9	31397 A 32.9	351 D 0.4	52361 A 54.8
AERIAL APPLICATION	1123 B 15.4	685 C 9.4	577 C 7.9	6087 A 23.5	962 B 13.2	343 D 4.7	6915 A 94.8	731 C 10.0	481 C 6.6	397 C 5.4	0 A 0.0	7066 A 96.9
INSTRUCTIONAL	7087 A 49.0	8148 A 56.3	4752 A 32.8	636 B 4.4	10615 A 73.4	2259 B 15.9	4890 A 33.8	8902 A 61.5	5663 A 39.1	4918 A 34.0	78 D 0.5	6546 A 45.2

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 1980 (2 OF 4)

PRIMARY USE	722 COMMUNICATIONS				TRANSPONDER EQUIPMENT				ILS RECEIVING EQUIPMENT			
	360 CB	720 CB	24 SYS	NO COMM	4096 CODE	ALT REC	NO TRANS	LOC	RRSR REC	GLIDE SLOPE	MLS NO	ILS
COMMUTER CARRIER ESTIMATED POPULATION % STANDARD ERROR ESTIMATED % OF USE	256 C	747 B	691 B	1 D	991 A	702 B	31 D	999 B	987 B	987 B	4 D	23 D
	31.5	79.3	98.6	0.2	105.3	74.6	3.3	106.1	104.9	104.9	0.4	2.5
AIR TAXI ESTIMATED POPULATION % STANDARD ERROR ESTIMATED % OF USE	2642 B	5782 A	5894 A	10 D	7111 A	5036 A	945 B	6931 A	6532 A	6365 A	35 D	1139 B
	30.7	76.0	77.4	0.1	93.4	66.2	12.7	91.0	85.0	83.6	0.5	15.0
INDUSTRIAL/SPECIAL ESTIMATED POPULATION % STANDARD ERROR ESTIMATED % OF USE	1423 B	1450 B	1415 B	24 D	1953 B	970 B	1067 B	1587 B	1351 B	1233 B	0 A	1382 B
	50.6	58.7	50.3	0.9	69.4	34.5	37.9	56.4	48.1	43.0	0.0	49.2
RENTAL ESTIMATED POPULATION % STANDARD ERROR ESTIMATED % OF USE	4073 B	8105 A	7373 A	421 D	10208 A	4719 A	2036 B	9131 A	8288 A	7714 A	1 D	3044 B
	34.9	69.4	63.1	3.6	87.4	40.4	17.6	70.2	70.6	66.0	0.0	26.5
CHARTER ESTIMATED POPULATION % STANDARD ERROR ESTIMATED % OF USE	1116 B	2525 A	2257 B	629 C	3558 A	1781 B	2030 B	2717 B	2336 B	2159 B	9 D	2866 B
	40.8	56.4	44.3	12.2	68.6	34.4	39.2	52.4	45.1	41.7	0.2	55.3
INACTIVE ESTIMATED POPULATION % STANDARD ERROR ESTIMATED % OF USE	12685 A	2293 A	3751 A	19357 A	5271 A	1465 B	2886 A	4957 A	3917 A	2459 A	9 D	28625 A
	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL ESTIMATED POPULATION % STANDARD ERROR ESTIMATED % OF POP	124749 A	58149 A	116958 A	41820 A	156179 A	71745 A	99511 A	135844 A	122626 A	105089 A	816 C	114617 A
	48.8	38.4	46.5	16.4	61.1	28.1	38.9	53.1	47.9	41.4	0.3	41.4

NOTE: COLUMN SUBTOTALS 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 1980 (3 OF 4)

PRIMARY USE	NAVIGATION EQUIPMENT										FLYING COMPTS	NO HAVEQ
	VOE 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	FLT DIR	RADAR ALT			
EXECUTIVE	ESTIMATED POPULATION	3356	12096	13292	14165	12565	6807	2070	8238	7292	1004	484
	% STANDARD ERROR	A	A	A	A	A	A	A	A	A	B	C
	ESTIMATED % OF USE	22.6	81.5	89.5	95.4	84.6	45.8	13.9	55.5	49.1	6.6	3.3
BUSINESS	ESTIMATED POPULATION	16657	33658	40062	40049	27452	8495	552	5748	4137	705	2088
	% STANDARD ERROR	A	A	A	A	A	A	C	A	A	C	B
	ESTIMATED % OF USE	33.9	68.2	81.2	81.2	55.6	18.0	1.1	11.7	8.4	1.4	4.2
PERSONAL	ESTIMATED POPULATION	47121	39052	46444	41295	16342	3235	447	1300	1261	292	17946
	% STANDARD ERROR	A	A	A	A	A	B	D	B	E	D	A
	ESTIMATED % OF USE	45.3	40.9	48.6	43.2	17.1	3.4	0.5	1.4	1.3	0.3	18.6
AERIAL APPLICATION	ESTIMATED POPULATION	520	675	523	648	337	37	4	50	0	13	6774
	% STANDARD ERROR	C	C	C	C	D	C	C	D	A	D	A
	ESTIMATED % OF USE	7.1	9.3	7.2	8.9	4.6	0.5	0.1	0.7	0.0	0.2	92.9
INSTRUCTIONAL	ESTIMATED POPULATION	5494	9024	5166	5282	1454	337	3	215	241	33	1219
	% STANDARD ERROR	A	A	A	A	B	C	D	D	C	D	B
	ESTIMATED % OF USE	38.0	62.4	35.7	36.5	10.0	2.3	0.0	1.5	1.7	0.2	8.4
COMMUTER CARRIER	ESTIMATED POPULATION	178	818	892	972	837	266	27	251	285	3	13
	% STANDARD ERROR	D	E	B	B	B	C	E	C	C	D	D
	ESTIMATED % OF USE	19.0	86.9	94.8	103.3	88.9	28.2	2.9	26.7	30.3	0.3	1.4

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 1980 (4 OF 4)

PRIMARY USE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ BCVB	ADP	DME	RNAV	LRNAV	FLT DIR	RADAR ALT	FLIGHT COMPTB	NO NAVSQ
AIR TAXI											
ESTIMATED POPULATION	1723	5934	6365	7338	5187	1650	275	1393	913	56	250
% STANDARD ERROR	E	A	A	A	A	B	D	B	B	D	C
ESTIMATED % OF USE	22.6	77.9	83.9	96.4	68.1	21.7	3.6	18.3	12.0	0.7	3.3
INDUSTRIAL/SPECIAL											
ESTIMATED POPULATION	771	1609	1325	1548	715	55	43	175	202	6	589
% STANDARD ERROR	C	E	B	B	C	D	D	D	D	D	B
ESTIMATED % CP USE	27.4	57.2	47.1	55.0	25.4	2.0	1.5	6.2	7.2	0.2	21.0
RENTAL											
ESTIMATED POPULATION	3124	8520	8030	8489	3226	504	55	251	254	13	606
% STANDARD ERROR	B	A	A	A	B	C	D	C	D	D	C
ESTIMATED % CP USE	26.8	72.9	69.3	72.7	27.6	4.3	0.5	2.2	2.2	0.1	5.2
CYBER											
ESTIMATED POPULATION	1399	2609	2314	2500	1498	519	198	698	594	37	1548
% STANDARD ERROR	E	E	B	B	B	C	C	B	E	D	B
ESTIMATED % OF USE	21.0	50.3	44.6	48.2	28.9	10.0	3.8	13.5	11.5	0.7	29.9
INACTIVE											
ESTIMATED POPULATION	8382	4478	4311	4122	1368	408	150	541	285	81	21254
% STANDARD ERROR	A	A	A	A	A	E	C	B	A	D	A
ESTIMATED % CP USE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL											
ESTIMATED POPULATION	68773	118488	129414	126255	70800	22553	3836	18786	15406	22	52810
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	A
ESTIMATED % CP FOR	34.7	46.3	50.2	49.4	27.7	8.8	1.5	7.3	6.0	0.9	20.6

NOTE: COLUMN SUBTOTALS 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 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER/MODEL
CY 1980 (1 OF 13)

MANUFACTURER / MODEL	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	PERCENT STANDARD ERROR
CTEB 01	4246.5	529.4	12.5
CTEB 02	2617.3	477.4	18.2
CTEB 03	673.4	236.2	35.1
CTEB 04	850.5	195.5	23.0
CTEB 05	812.0	151.3	18.6
CTEB 06	175.5	62.9	35.8
CTEB 07	3317.5	473.2	14.3
CTEB 08	75.6	18.8	24.9
CTEB 09	866.9	442.8	51.1
CTEB 10	728.6	91.1	12.5
CTEB 11	938.4	139.4	14.9
CTEB 12	875.1	147.7	16.9
CTEB 13	639.0	165.3	25.9
ALARS A505	6.4	1.0	16.1
BBORSJ2	5.8	1.0	17.7
ABCSPSA316	200.4	41.7	20.8
ABCSPSA341	103.5	21.2	20.5
AGUSTA205	460.9	127.9	27.8
BIBPTA	945.4	266.2	28.2
BINSPT8	23.3	13.8	59.3
BINTRCAT300	306.8	54.9	17.7
AND FALC10	231.4	36.3	15.7
AND FALC20	988.4	122.9	12.4
ARCTICS1A	274.2	10.2	3.7

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 engine, 1-6 seats.
- 04 Fixed wing piston, 2 engine, 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/MODEL
CY 1980 (2 OF 13)

MANUFACTURER / MODEL	CONTINUED			PERCENT STANDARD ERROR
	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)		
ANCTCS181	30.8	4.8		15.6
ANONCA15	569.0	47.7		8.4
ANONCB65	421.6	36.0		8.5
ANONCB63	77.1	9.8		12.7
ANONCB058	266.6	26.5		9.9
AVIAN PALCOB	2.0	0.3		14.9
AYBS S2	2115.3	248.6		11.8
BAC 111	419.6	21.5		5.1
BAG B206	80.3	17.2		21.5
BAG DN125	52.5	6.9		13.1
BAG JETSTE	70.4	11.5		16.3
BALURSPINBPT	74.0	8.2		11.1
BEECH 100	629.0	113.6		18.1
BEECH 17	386.9	15.9		4.1
BEECH 18	8580.4	1966.3		22.9
BEECH 200	652.6	102.4		15.7
BEECH 23	4799.4	340.1		7.1
BEECH 33	4381.2	922.1		21.0
BEECH 35	19506.2	943.3		4.8
BEECH 36	1569.7	247.6		15.8
BEECH 45	1327.2	134.3		10.1
BEECH 50	1957.7	107.1		5.5
BEECH 55	4819.5	691.7		14.4
BEECH 56	153.6	11.7		7.6
BEECH 58	1501.3	191.5		12.8

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER/MODEL
CY 1980 (3 OF 13)

CONTINUED

MANUFACTURER / MODEL	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	PERCENT STANDARD ERROR
BRICH 60	1029.9	399.2	38.8
BRICH 65	817.8	102.3	12.5
BRICH 76	88.3	22.4	25.4
BRICH 77	48.3	3.1	6.4
BRICH 80	902.0	209.8	23.3
BRICH 90	2804.2	356.2	12.7
BRICH 95	1935.0	500.7	25.9
BRICH 99	1532.5	68.0	4.4
BELL 204	643.0	37.3	5.8
BELL 206	4583.2	713.0	15.6
BELL 212	325.3	110.1	33.9
BELL 47	913.3	928.2	10.2
ELABCA11	1506.7	103.7	6.9
ELABCA1413	471.4	20.6	4.4
ELABCA1419	448.1	32.8	7.3
ELABCA17	1070.7	42.7	4.0
ELABCA27	12544.0	828.9	6.6
ELABCA38	348.5	88.5	25.4
ELABCA38	391.8	48.7	12.4
BOJING707	3040.4	103.5	3.4
BOJING720	913.4	19.6	2.1
BOJING727	3163.5	973.2	30.8
BOJING737	87.7	8.2	9.3
BOJING747	23.5	8.9	37.8
BOJING75	7239.9	684.1	9.4

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER/MODEL
CY 1980 (4 of 13)

MANUFACTURER / MODEL	CONTINUED		
	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	PERCENT STANDARD ERROR
BOEING 105	188.7	32.2	21.6
BRANDER 125	391.2	32.6	8.3
BRASOVIS 28	15.0	1.3	8.5
BRISTOL 12	87.8	6.0	6.8
BRISTOL 127	61.9	9.2	14.9
BURKE 131	44.8	6.9	15.3
CANADIAN MODEL C	16.6	8.7	52.2
COPTER 7 BELL	97.5	40.6	41.6
CESNA 120	2406.0	178.9	7.4
CESNA 140	7136.2	505.6	7.1
CESNA 150	52471.0	3471.2	6.6
CESNA 170	7506.9	962.5	12.8
CESNA 172	47198.4	1936.9	4.1
CESNA 175	2859.3	140.2	4.9
CESNA 177	4038.6	277.1	6.9
CESNA 180	9183.9	1494.3	16.3
CESNA 182	24199.9	1004.0	4.1
CESNA 185	2091.3	453.1	21.7
CESNA 188	3254.4	718.6	22.1
CESNA 190	199.1	8.4	4.2
CESNA 195	1915.0	156.3	8.2
CESNA 206	4059.5	411.3	10.1
CESNA 207	1364.1	257.9	18.9
CESNA 210	8573.0	847.5	9.9
CESNA 305	1729.1	319.1	18.5

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER/MODEL
CY 1980 (5 OF 13)

MANUFACTURER / MODEL	CONTINUED		
	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	PERCENT STANDARD ERROR
CESSNA310	10542.5	1209.9	11.5
CESSNA320	1237.5	143.0	11.6
CESSNA335	4.6	0.9	19.1
CESSNA336	198.9	7.6	3.8
CESSNA337	2178.4	265.6	12.2
CESSNA340	882.5	93.5	10.6
CESSNA401	867.7	70.6	8.1
CESSNA402	1595.1	531.0	33.3
CESSNA404	1113.9	34.5	30.3
CESSNA411	527.9	62.5	11.8
CESSNA414	569.3	187.9	33.0
CESSNA421	1854.6	212.9	11.5
CESSNA441	98.2	12.9	14.3
CESSNA500	816.0	159.6	19.6
CESSNA550	202.5	32.9	16.2
CESSNAUC77	51.4	22.8	44.4
CESSNAUC94	92.3	4.6	5.0
CB11D S2	45.8	6.0	13.0
CCFTT185	144.9	7.3	5.0
CCNABDL4	319.6	16.7	5.2
CBT1SC46	753.7	125.5	16.6
CBT1SJR	22.9	6.8	29.7
CBT1SMORIN	38.7	3.2	8.3
CBT1ST8V119	610.9	29.0	4.8
CVAC 22	1057.5	78.3	7.4

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER/MODEL
CY 1980 (6 OF 13)

MANUFACTURER / MODEL	CONTINUED			PERCENT STANDARD ERROR
	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)		
CVAC 240	1305.6	165.1		12.6
CVAC 340	558.4	173.9		31.1
CVAC 440	396.2	0.0		0.0
CVAC BT13	262.4	16.8		6.4
CVAC L13	16.4	4.4		26.8
CVAC STCS80	1188.2	84.8		7.4
DABT 6	28.0	1.6		5.7
DBBV DMC1	388.9	53.9		13.9
DBBV DMC2	2794.7	594.4		21.3
DBAVIND802	308.2	49.7		16.6
DOUG A26	261.2	30.4		11.6
DOUG DC3	10132.6	1764.4		17.4
DOUG DC4	3910.6	545.4		13.9
DOUG DC6	3821.9	322.5		8.4
DOUG DC7	1029.2	80.5		7.8
DOUG DC8	2694.2	158.4		5.9
DOUG DC9	418.3	70.4		16.8
E1870R20	30.6	4.3		14.2
EMAIR HA1	33.5	5.2		15.6
EMB 110	45.5	8.3		18.2
EMBEMB720	332.3	45.8		13.8
FLBET 16B	37.3	6.4		17.2
FBCBLD24	569.3	36.4		6.4
FBCBLDC119	173.0	3.9		2.3
FBCBLB27	447.8	54.0		12.1

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER/MODEL
CY 1980 (7 OF 13)

MANUFACTURER / MODEL	CONTINUED			PERCENT STANDARD ERROR
	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)		
PRCBL062	681.3	221.4		32.5
GENEALX6	2.6	0.6		21.8
GLASPLIDB11	121.9	8.4		6.9
GHOB ASTIB	9.2	1.3		14.5
GHTIK321	112.9	7.8		6.9
GHUBAWT08	81.4	7.0		8.6
GHUBAVAA1	682.0	105.1		11.9
GHUPAVAA5	1202.6	162.4		13.5
GHUBAVG164	1493.9	167.3		11.2
GHUBAVG21	909.6	148.8		16.4
GULSTHAA1	678.5	77.7		11.5
GULSTHAA5	888.0	73.7		8.7
GULSTH0159	696.0	83.1		11.9
GULSTH0159	1469.7	79.6		5.4
GULSTH0164	2132.4	424.7		19.9
GULSTH044	508.8	41.0		8.1
GULSTH073	398.7	25.5		6.4
GULSTH0A7	34.6	5.3		15.4
BELIO H250	52.3	5.6		10.7
BELIO H295	207.6	12.5		6.0
BELIO H391	31.2	8.2		26.2
BELIO H395	69.0	7.0		10.2
BILIBH01100	200.2	63.3		31.6
BILIBH0112	2555.1	352.1		13.8
B00000269	1754.4	271.2		15.5

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER/MODEL
CY 1980 (8 OF 13)

MANUFACTURER / MODEL	CONTINUED		
	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	PERCENT STANDARD ERROR
HUGHES 369	1007.4	219.9	20.2
HUGHES 104	253.7	50.4	19.9
HUGHES 114	1035.2	65.6	6.3
HUGHES 125	170.7	22.1	12.9
HYDRA 22	170.3	11.6	6.8
ISRAEL 1121	500.1	49.0	8.9
ISRAEL 1123	47.9	2.2	4.6
ISRAEL 1124	113.0	20.4	17.9
JOBSTADGA 15	136.7	7.6	5.6
KOBLOD	500.2	72.0	14.3
LAIET 710	46.2	9.0	19.4
LEAD 23	473.2	45.2	9.5
LEAD 24	849.2	80.0	9.4
LEAD 25	562.3	96.2	17.1
LEAD 35	202.0	42.4	15.0
LET 113	105.4	10.5	17.6
LESTER 120	231.0	40.2	17.3
LESTER 1329	403.6	70.6	14.6
LESTER 10	572.0	60.5	12.0
LESTER 100	400.5	10.3	2.5
LESTER 101	101.9	51.7	20.4
LESTER 133	296.5	17.4	5.9
LUSCOB	4595.0	230.4	5.0
MAST 1004	1042.0	214.9	20.6
MAST 24	424.0	64.9	15.3

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER/MODEL
CY 1980 (9 OF 13)

MANUFACTURER / MODEL	CONTINUED		
	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	PERCENT STANDARD ERROR
BAILE H5	172.3	21.0	12.2
BCLISPTURE	393.2	63.8	16.2
BEYERSON	103.9	3.6	3.5
BHCCUP90	320.1	66.6	20.8
BHBITEM18	183.7	8.5	4.7
BHCCBYR20	10750.0	1067.8	9.9
BHCHTIS205	42.9	2.0	4.8
BHSESIB02	1200.0	183.0	15.3
BHITPCD16	122.7	5.3	4.3
BHBYR B25	263.5	30.5	11.6
BHBYR P51	211.3	20.3	9.6
BHBYR B260	203.6	56.0	27.5
BHBYR T6	1633.6	304.2	18.6
BAVAL B3H	1076.0	245.9	22.9
NAVIONNAVICH	1905.5	272.2	14.3
BORG SV4	72.6	6.3	8.7
CBIEELR19	124.9	6.5	5.2
PICARDREK	28.1	8.6	30.7
PILOTSD4	10.9	0.9	7.9
PIPER 600	176.8	31.6	17.9
PIPER J2	71.5	4.1	5.8
PIPER J3	13831.6	1382.4	10.3
PIPER J4	484.3	18.9	3.9
PIPER J5	1109.3	51.0	4.6
PIPER PA12	3402.0	164.3	4.8

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER/MODEL
CY 1980 (10 OF 13)

MANUFACTURER / MODEL	CONTINUED		
	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	PERCENT STANDARD ERROR
PIPER PA14	292.6	22.6	7.7
PIPER PA15	321.2	18.9	5.9
PIPER PA16	748.5	176.1	23.5
PIPER PA17	301.9	74.7	24.8
PIPER PA18	8672.3	833.1	9.6
PIPER PA20	1033.8	54.6	5.3
PIPER PA22	13298.1	460.7	3.5
PIPER PA23	13117.5	2631.0	20.1
PIPER PA24	9384.4	459.8	4.9
PIPER PA25	5419.7	1135.8	21.0
PIPER PA28	46634.0	1902.4	4.1
PIPER PA30	4032.9	238.5	5.9
PIPER PA31	4303.1	395.4	9.2
PIPER PA31T	380.4	79.0	20.8
PIPER PA32	6012.7	1211.6	20.2
PIPER PA34	2469.0	207.5	8.4
PIPER PA36	482.4	62.7	13.0
PIPER PA38	1053.6	99.8	9.5
PIPER PA44	167.4	32.7	19.6
PA31T PA61	14.5	2.6	17.5
PROJET200	159.4	4.2	2.6
BAUHUS	158.9	6.3	4.0
BAVER BX6	25.0	7.9	31.5
BAVER S50	21.6	1.2	5.3
BAVER S55	85.3	25.3	29.6

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER/MODEL
CY 1980 (11 OF 13)

CONTINUED			
MANUFACTURERS / MODEL	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	PERCENT STANDARD ERROR
BAVIER S60	7.1	1.0	14.1
BRUEL1112	686.5	74.5	10.9
BRUEL1500	1518.1	180.8	11.9
BRUEL1520	231.6	16.0	6.9
BRUEL1560	830.7	134.4	16.2
BRUEL1680	1597.0	200.5	12.6
BRUEL1680P	491.4	44.9	9.1
BRUEL1690P	451.6	73.8	16.3
BRUEL1700	12.0	0.5	4.5
BRUEL1A265	863.4	188.3	21.8
BOSCHER22	10.3	2.7	26.6
BOLSCULS	35.3	13.9	39.4
BYB ST3	445.0	40.6	9.1
BYB STA	48.3	8.4	17.5
SCHLEBAS15	27.3	3.1	11.4
SCHLEBAS19	11.2	1.4	12.6
SCHLEBAS20	11.5	0.9	8.0
SCHLEBK8	25.9	1.9	7.4
SCHLEBA6	63.9	7.8	12.2
SCHLEB61	618.5	78.4	12.7
SCHLEB62	1069.9	132.8	12.4
SCHLEB703A	61.7	20.6	33.3
SESCO CLONB	5.2	1.2	23.0
SESCO MODEL7	5.8	0.8	13.9
SESBYS55	456.7	45.5	10.0

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER/MODEL
CY 1980 (12 OF 13)

MANUFACTURER / MODEL	CONTINUED			PERCENT STANDARD ERROR
	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)		
SESKYS58	350.9	20.3		5.8
SESKYS58T	119.4	9.4		7.9
SESKYS76	28.0	12.9		46.0
SLIBDS100	498.7	43.6		8.7
SHITH 600	631.5	165.6		26.2
SHIAS 350	83.3	48.2		57.8
SHIRS SA318	150.0	14.3		9.6
SOCATANS894	24.5	1.8		7.2
SOCATALLYE	11.0	0.8		7.6
SPBPTCIBRUS	67.7	6.9		10.2
SPBPTBIBRUS	14.9	2.3		15.3
STBOSSD3	42.3	9.7		22.8
STBSON10	323.0	12.0		3.7
STBSONL5	179.7	27.5		15.3
STBSONSB9	69.5	3.4		4.9
STCIABBC3	263.5	12.0		4.5
SUPAC LA	127.1	4.1		3.2
SUPAC V	20.2	0.7		3.7
SUBBGSB226	586.7	110.0		18.8
SUBBGSB26	540.6	72.4		13.4
TCBAPT2A	55.5	16.2		29.1
TCBAPT2C	5495.8	1021.4		18.6
TCBAPT2P	100.1	6.1		6.1
TCBAPT2L	465.7	67.4		14.5
TINCO 11A	46.4	1.7		3.6

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER/MODEL
CY 1980 (13 OF 13)

MANUFACTURER / MODEL	CONTINUED		
	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	PERCENT STANDARD ERROR
THUNDERBOLT	12.9	5.0	38.4
THUNDERBOLT	613.4	89.7	14.6
THUNDER	39.3	2.5	6.5
THUNDER	1099.7	82.8	7.5
THUNDER	4207.5	229.1	5.4
THUNDER	4061.8	283.8	6.0
THUNDER 2150	96.0	13.7	14.3
THUNDER 745	433.9	62.6	14.4
THUNDER 250	105.8	11.6	11.0
THUNDER 678	47.2	5.5	11.6
THUNDER	68.2	4.5	6.6
THUNDER	52.0	3.8	7.3
THUNDER 677	556.5	15.1	2.7
THUNDER	125.8	11.5	9.1
THUNDER 665	975.2	322.3	33.0
THUNDER 1201	94.2	12.1	12.8
TOTAL AIRCRAFT	587227.	7761.6	1.3

TABLE 2-17 GENERAL AVIATION MEAN HOURS AND ACTIVE ENGINES BY ENGINE MANUFACTURER/MODEL GROUP - CY 1980 (1 OF 3)

ENGINE MANUF/ MODEL GROUP	ESTIMATE OF ACTIVE ENGINE COUNT	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	ESTIMATE OF MEAN HOURS	PERCENT STANDARD ERROR
ALLSW 250C	1846	3.59	33.85	549	9.52
ALLSW 501D	231	10.80	67.50	548	6.57
ARTENCHCCULE	113	18.13	22.51	24	9.75
ABSFCHTPE31	262	3.61	95.50	488	9.24
ABSFCHTPE331	712	3.39	93.67	439	5.98
CCMT 6285	172	11.84	86.22	316	17.09
CCMT 375	26	17.88	92.47	261	26.03
CCMT A90	54	28.63	42.98	9	8.66
CCMT A50	2	291.67	6.05	20	0.01
CCMT A65	5495	4.91	53.14	70	21.41
CCMT A75	1314	9.80	57.81	46	15.60
CCMT A30	57	33.63	68.34	13	40.93
CCMT C125	268	17.59	62.81	69	19.66
CCMT C145	2136	4.12	88.98	79	13.66
CCMT C95	3112	5.52	51.65	63	9.42
CCMT C70	1942	7.35	71.42	70	12.72
CCMT E185	1855	5.58	82.90	92	11.17
CCMT E225	1497	4.61	93.01	109	13.23
CCMT O200	13908	2.22	86.01	161	9.66
CCMT O300	9714	2.33	90.15	50	7.93
CCMT O346	265	16.64	76.56	56	25.85
CCMT O360	3767	2.41	54.55	157	7.94
CCMT O470	25270	1.26	90.34	152	4.32
CCMT O520	26112	0.87	94.56	270	3.37
CCMT R670	511	12.56	46.93	82	18.45
EDAVXGIPSY	40	52.31	33.33	53	24.32
ICD 6440	163	16.08	42.00	54	14.52
FBNLWAC150	8	51.11	32.88	80	29.73
FBNLWAC176	120	28.63	57.78	94	39.22
FBNLWAC195	35	29.13	20.32	19	39.00
FBNLWAV350	133	8.93	71.41	110	31.39
FBNLW6V4	131	34.49	65.28	306	46.86
GE CF6	1	0.00	0.00	0	0.00
GE CF700	456	0.00	100.00	512	7.55
GE CJ610	937	2.36	94.80	425	5.50
GE CJ405	21	14.54	28.29	476	11.83
GE CJ805F	8	0.00	37.50	195	4.27
GE CT58	28	0.00	100.00	1244	19.87
GLA2BK5	6	51.76	13.55	26	9.15
GLA2BR5	122	20.93	61.90	113	33.96

TABLE 2-17 GENERAL AVIATION MEAN HOURS AND ACTIVE ENGINES BY ENGINE MANUFACTURER/MODEL GROUP - CY 1980 (2 OF 3)

ENGINE MANUF/ MODEL GROUP	ESTIMATE OF ACTIVE POPULATION	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	ESTIMATE OF MEAN HOURS	PERCENT STANDARD ERROR
JACCBP755	284	7.42	63.18	83	13.30
JACCBP755	140	14.61	34.14	60	34.81
JACCBP755	37	22.95	45.14	98	52.92
LYC LTS101	21	33.42	73.17	448	0.00
LYC 0145	458	10.58	52.76	43	15.49
LYC 0235	9479	2.37	83.99	324	6.60
LYC 0290	1901	6.44	57.52	51	10.77
LYC 0320	35848	1.07	89.93	189	4.69
LYC 0340	105	16.20	76.32	60	10.33
LYC 0360	25347	0.93	93.90	174	4.11
LYC 0435	1173	6.61	63.38	244	12.65
LYC 0480	1245	4.04	73.08	153	7.14
LYC 0540	20690	1.36	89.94	244	3.86
LYC 0541	1122	1.18	93.23	244	10.05
LYC 0720	207	9.06	94.43	289	21.26
LYC R680	198	24.55	28.34	43	23.14
LYC T53	70	6.56	95.77	313	32.17
MAASCC4	3	37.25	35.00	13	22.74
CHAM B48	16276	2.37	67.24	257	3.95
ECKARDY1650	53	17.76	47.00	69	18.43
PWA JT12	711	2.66	96.89	429	5.47
PWA JT15	423	0.00	100.00	463	7.06
PWA JT3C	26	15.11	36.36	359	5.92
PWA JT3D	210	14.65	36.80	492	11.41
PWA JT4	39	22.29	41.36	735	11.46
PWA JTA	1251	0.00	100.00	653	12.23
PWA JT9	112	0.00	100.00	448	0.00
PWA PT6	3382	0.83	98.86	611	3.60
PWA PT6T	128	0.00	100.00	830	13.38
PWA R1340	1912	5.55	77.18	353	12.31
PWA R1430	335	14.99	54.49	243	15.50
PWA R2000	30	12.99	43.58	261	20.97
PWA R2800	625	6.20	61.42	485	11.62
PWA R985	2594	6.90	57.28	279	13.92
FEYCEBART	515	4.16	92.21	533	9.05
FEYCEGIPSY	24	19.89	27.81	851	16.13
PRCYCSPFY	442	0.00	100.00	514	4.93
PRCYCVIPER	215	2.56	95.94	391	5.90
THECA ANTST3	70	12.79	76.48	662	13.43
THECA AST14T	30	0.00	100.00	270	10.99
THECA AST2T	40	0.00	100.00	434	13.94

TABLE 2-17 GENERAL AVIATION MEAN HOURS AND ACTIVE ENGINES BY ENGINE MANUFACTURER/MODEL GROUP - CY 1980 (3 OF 3)

ENGINE MANUF/MODEL GROUP	ESTIMATE OF ACTIVE POPULATION	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	ESTIMATE OF MEAN HOURS	PERCENT STANDARD ERROR
THECA AST3	46	0.00	100.00	366	12.52
THECA TURMC4	0	0.00	0.00	0	0.00
WABER165	31	27.46	21.67	29	7.65
WABER185	19	28.20	54.69	60	66.74
WABER250	53	14.34	27.99	29	19.09
WRIGHTJ5	4	53.23	11.40	35	16.94
WRIGHTR760	64	21.91	63.34	61	11.35
WRIGHTR975	10	66.40	13.64	32	11.44
ALL ENGINES	239175	0.02	81.95	298	1.36

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 1980

AIRCRAFT TYPE	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
FIXED WING			
PISTON			
1 ENG 1-3 SEATS	7.14	81.79	3.4
1 ENG 4+ SEATS	11.95	200.58	4.7
TOTAL 1 ENG	9.58	282.77	5.8
2 ENG 1-6 SEATS	26.30	98.11	4.6
2 ENG 7+ SEATS	37.22	14.38	5.4
TOTAL 2 ENG	30.76	113.09	7.1
OTHER PISTON	257.20	32.59	4.5
TOTAL PISTON	14.63	508.45	10.2
TURBOPROP			
2 ENG 1-12 SEATS	75.80	112.88	4.3
2 ENG 13+ SEATS	166.22	115.38	9.4
TOTAL 2 ENG	104.55	228.26	19.3
OTHER TURBOPROP	103.02	5.90	1.1
TOTAL TURBOPROP	104.51	234.07	10.4
TURBOJET			
2 ENG	211.91	337.25	15.8
OTHER	191.63	133.91	22.1
TOTAL TURBOJET	355.26	473.06	27.2
TOTAL FIXED WING	31.72	1215.58	30.9
ROTARY WING			
PISTON	14.75	10.85	1.1
TURBINE	36.51	58.52	4.6
TOTAL ROTARY WING	21.67	63.33	4.7
OTHER	2.00	0.75	0.1
TOTAL AIRCRAFT	31.35	1285.71	31.2
TOTAL JET FUEL	147.98	765.65	29.5
TOTAL AVIATION GASOLINE	14.51	520.06	10.3

TABLE 2-19 NON-HIERARCHICAL VS. HIERARCHICAL CAPABILITY GROUPS - CY 1980 (1 OF 2)

	1	2	3	4	5	6	7	8	TOTALS
L	ESTIMATE	98	364	5877	10861	2	7	280	18295
	% STD ERR	*	33.8	7.9	6.0	*	*	37.6	4.4
	RJM %	0.5	2.0	32.1	55.4	C.0	0.0	1.5	7.2
	CULJMN %	0.2	2.6	12.7	13.2	0.4	0.6	0.5	
L,MB	ESTIMATE	40	114	1173	10223	0	0	1163	13906
	% STD ERR	*	*	17.0	6.2	C.0	0.0	18.9	5.2
	RJM %	0.3	0.8	8.4	73.5	C.0	0.0	8.6	5.4
	CULJMN %	0.1	0.8	2.5	12.5	0.0	0.0	2.1	
L,MB,GS	ESTIMATE	35	355	1200	35211	406	445	39871	88802
	% STD ERR	*	32.3	18.1	3.0	33.9	27.1	2.4	1.3
	RJM %	0.7	0.4	1.4	39.7	C.5	0.5	44.9	34.7
	CULJMN %	0.1	2.5	2.6	42.9	83.4	37.9	72.3	
L,MB,GS,PA	ESTIMATE	3	2	120	799	17	181	13292	14842
	% STD ERR	*	*	48.8	20.0	*	38.0	31.0	3.4
	RJM %	0.0	0.0	0.8	5.4	0.1	1.2	2.9	5.8
	CULJMN %	0.0	0.0	0.3	1.0	3.5	15.4	24.1	
L,RN	ESTIMATE	30	45	54	465	0	2	3002	3836
	% STD ERR	*	*	34.7	27.4	C.0	*	7.4	7.2
	RJM %	0.8	1.2	2.5	12.1	0.0	0.1	5.2	1.5
	CULJMN %	0.1	0.3	0.2	C.6	C.0	0.2	1.3	
RA	ESTIMATE	31	25	188	929	17	183	13517	15407
	% STD ERR	*	34.1	40.0	19.1	*	37.6	27.5	3.3
	RJM %	0.2	0.2	1.2	6.0	0.1	1.2	3.4	6.0
	CULJMN %	0.1	0.2	C.4	1.1	3.5	15.6	24.5	
ML	ESTIMATE	25	0	47	263	0	2	476	817
	% STD ERR	*	0.0	*	43.4	0.0	47.3	25.9	21.6
	RJM %	3.1	0.0	5.8	32.2	0.0	0.2	0.5	0.3
	CULJMN %	0.1	0.0	0.1	C.3	C.0	0.2	0.0	
L,MB,GS,ML	ESTIMATE	0	0	11	217	0	0	474	702
	% STD ERR	0.0	0.0	*	47.0	C.0	0.0	26.0	23.0
	RJM %	0.0	0.0	1.6	30.9	0.0	0.0	67.5	0.3
	CULJMN %	0.0	0.0	0.0	0.3	0.0	0.0	0.9	

TABLE 2-19 NON-HIERARCHICAL VS. HIERARCHICAL CAPABILITY GROUPS - CY 1980 (2 of 2)

LPA, PL	1	2	3	4	5	6	7	8	TOTALS
ESTIMATE	25	0	0	102	0	0	0	226	353
% STD ERR	*	0.0	0.0	*	0.0	0.0	0.0	37.4	33.3
RJM %	7.1	0.0	0.0	28.9	0.0	0.0	0.0	64.0	0.1
CULJMA %	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.4	
NO GROUP									
ESTIMATE	41149	13211	37926	24756	63	538	1189	349	119181
% STD ERR	1.8	4.2	2.6	3.8	*	25.7	16.9	33.2	0.9
RJM %	34.5	11.1	31.8	20.8	0.1	0.5	1.0	0.3	
CULJMN %	99.6	93.7	81.6	30.2	12.9	45.8	7.9	0.6	46.6
ALL CRAFT									
ESTIMATE	41333	14096	46454	82042	487	1175	14976	55127	255761
% STD ERR	1.8	4.1	2.2	1.6	25.8	16.7	5.0	1.7	
RJM %	16.2	5.5	18.2	32.1	0.2	0.5	5.9	21.6	

NOTE : ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
* STANDARD ERROR GREATER THAN 50 PERCENT.

TABLE 2-20 HIERARCHICAL GROUPS - PRIMARY USE VS. CAPABILITY GROUP - CY 1980 (1 OF 2)

	1	2	3	4	5	6	7	8	TOTALS
EXECUTIVE	ESTIMATE # STD ERR RJM % CULJMN %	190 38.6 1.2 0.5	323 31.9 2.1 2.3	575 26.3 3.7 1.2	2209 12.7 14.2 2.7	3 * 0.0 0.6	6 * 0.0 0.5	559 25.2 3.6 3.7	15523 3.6 75.1 21.1
BUSINESS	ESTIMATE # STD ERR RJM % CULJMN %	1420 15.3 2.8 3.4	773 19.3 1.5 5.5	4170 9.4 8.2 9.0	19003 4.4 37.2 23.2	56 * 0.1 11.5	193 47.3 0.4 16.4	3519 10.8 6.9 23.5	51076 2.3 43.0 35.8
PERSONAL	ESTIMATE # STD ERR RJM % CULJMN %	12732 4.1 12.5 30.8	6027 6.4 5.9 42.8	26813 3.2 26.4 57.7	35237 2.8 38.7 47.8	131 * 0.1 26.9	175 47.2 0.2 14.9	5996 8.3 5.5 40.0	10365 5.9 10.2 18.8
AERIAL AP.	ESTIMATE # STD ERR RJM % CULJMN %	6077 4.0 77.2 14.7	659 20.3 8.4 4.7	189 39.0 2.4 0.4	602 22.0 7.6 0.7	5 * 0.1 1.0	34 * 0.4 2.9	98 * 1.2 0.7	206 39.4 2.6 0.4
INSTRUCT.	ESTIMATE # STD ERR RJM % CULJMN %	636 17.8 4.1 1.5	553 21.7 3.6 3.9	3751 10.8 24.2 8.1	8263 7.0 53.3 10.1	0 0.0 0.0 0.0	61 * 0.4 5.2	1112 21.3 7.2 7.4	15502 4.8 7.3 2.0
COMPUTER	ESTIMATE # STD ERR RJM % CULJMN %	2 * 0.2 0.0	11 * 1.1 0.1	18 * 1.8 0.0	288 25.9 28.2 0.4	0 0.0 0.0 0.0	25 * 2.5 2.1	82 * 8.0 0.5	593 18.7 58.1 1.1
AIR TAXI	ESTIMATE # STD ERR RJM % CULJMN %	10 * 0.1 0.0	1717 13.5 21.3 12.2	160 38.1 2.0 0.3	1149 18.2 14.2 1.4	0 0.0 0.0 0.0	520 23.7 6.4 44.3	559 27.1 7.4 4.0	8069 6.1 48.5 7.1
INDUSTR SD	ESTIMATE # STD ERR RJM % CULJMN %	24 * 0.4 0.1	537 19.3 17.8 3.8	555 24.9 19.7 1.3	892 20.8 29.6 1.1	0 0.0 0.0 0.0	45 * 1.5 3.8	332 34.6 11.0 2.2	3018 10.5 15.6 1.1

TABLE 2-20 HIERARCHICAL GROUPS - PRIMARY USE VS. CAPABILITY GROUP - CY 1980 (2 OF 2)

	1	2	3	4	5	6	7	8	TOTALS
RENTAL									
ESTIMATE	286	321	1521	5414	135	0	1837	2745	12260
% STD ERR	34.3	32.0	17.6	9.2	*	0.0	16.2	12.0	5.8
RJM %	2.3	2.6	12.4	44.2	1.1	0.0	15.0	22.4	4.8
COLUMN %	0.7	2.3	3.3	6.6	27.7	0.0	12.3	5.0	
OTHER									
ESTIMATE	620	885	812	1485	8	50	350	1369	5579
% STD ERR	22.4	17.3	19.3	16.2	31.9	*	32.0	13.0	7.3
RJM %	11.1	15.9	14.6	26.6	0.1	0.9	6.3	24.5	2.2
COLUMN %	1.5	6.3	1.7	1.8	1.6	4.3	2.3	2.5	
INACTIVE									
ESTIMATE	19441	2374	7658	3631	158	52	482	826	34622
% STD ERR	3.3	10.9	6.3	9.6	47.4	*	26.6	17.9	2.5
RJM %	56.2	6.9	22.1	10.5	0.5	0.2	1.4	2.4	
COLUMN %	47.0	16.8	16.5	4.4	32.4	4.4	3.2	1.5	13.5
TOTALS									
ESTIMATE	41331	14096	46454	82042	487	1175	14976	55127	259761
% STD ERR	1.3	4.1	2.2	1.6	25.8	16.7	5.0	1.7	
RJM %	16.2	5.5	18.2	32.1	0.2	0.5	5.9	21.6	

KEY

GROUP	GROUP
1. NO REGULATORY AVIONICS	7. TWO-WAY COMMUNICATIONS
2. TWO-WAY COMMUNICATIONS	TWO SYSTEMS - AIR TAXIS
3. TWO-WAY COMMUNICATIONS	4096 CODE TRANSPONDER
TWO SYSTEMS - AIR TAXIS	ALTITUDE ENCODING EQUIPMENT
VOR OR ADF OR RNAV	
4. TWO-WAY COMMUNICATIONS	8. TWO-WAY COMMUNICATIONS
5. TWO-WAY COMMUNICATIONS	TWO SYSTEMS - AIR TAXIS
6. TWO-WAY COMMUNICATIONS	ALTITUDE ENCODING EQUIPMENT
7. TWO-WAY COMMUNICATIONS	4096 CODE TRANSPONDER
8. TWO-WAY COMMUNICATIONS	VOR OR RNAV
9. TWO-WAY COMMUNICATIONS	CME

NOTE: ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
* STANDARD ERROR GREATER THAN 50 PERCENT.

TABLE 2-21 HIERARCHICAL GROUPS - HOURS FLOWN VS. CAPABILITY GROUP - CY 1980 (1 OF 2)

	1	2	3	4	5	6	7	8	TOTALS
1-49	9899	4334	15040	15213	11	79	1663	3386	49625
	ESTIMATE								2.4
	STD ERR								
	ROW %	5.2	4.7	5.0	43.6	43.3	15.2	10.3	
	COLUMN %	19.9	30.3	30.7	0.0	0.2	3.4	6.8	
		23.5	32.4	18.5	2.3	6.7	11.1	6.1	19.4
50-99	4296	2173	10515	18688	83	82	2764	6416	45017
	ESTIMATE								2.7
	STD ERR	8.8	5.9	4.5	*	*	12.2	7.4	
	ROW %	9.5	23.4	41.5	C.2	C.2	6.1	14.3	
	COLUMN %	10.4	22.6	22.8	17.0	7.0	18.5	11.6	17.6
100-149	1643	1168	5268	14597	62	127	2528	5389	35182
	ESTIMATE								3.1
	STD ERR	14.3	8.7	5.2	*	*	13.1	6.1	
	ROW %	4.7	15.0	42.6	C.2	C.4	7.2	26.7	
	COLUMN %	4.0	11.3	18.3	12.7	10.8	16.5	17.0	13.8
150-199	951	515	2043	6912	39	192	1397	7226	19275
	ESTIMATE								4.4
	STD ERR	18.5	14.1	7.8	*	45.7	17.2	7.0	
	ROW %	4.9	10.6	35.9	C.2	1.0	7.2	37.5	
	COLUMN %	2.3	4.4	8.4	8.0	16.3	9.3	13.1	7.5
200-249	1034	585	1453	5559	136	77	1431	6497	16772
	ESTIMATE								4.7
	STD ERR	19.5	16.7	8.9	*	*	17.5	7.3	
	ROW %	6.2	8.7	33.1	C.8	0.5	8.5	38.7	
	COLUMN %	2.5	3.1	6.8	27.9	6.6	9.6	11.8	6.6
250-299	912	163	487	3097	0	74	1155	4491	10379
	ESTIMATE								6.1
	STD ERR	20.3	29.2	11.9	C.0	*	20.2	9.0	
	ROW %	8.8	4.7	29.8	0.0	0.7	11.1	43.3	
	COLUMN %	2.2	1.0	3.8	C.0	6.3	7.7	8.1	4.1
300-349	767	446	633	3156	5	84	882	3656	9629
	ESTIMATE								6.2
	STD ERR	21.4	27.0	11.8	*	*	23.5	9.2	
	ROW %	8.0	6.6	32.8	0.1	0.9	5.2	38.0	
	COLUMN %	1.9	1.4	3.8	1.0	7.1	5.9	6.6	3.8
350-399	332	278	461	1895	0	1	378	2613	5959
	ESTIMATE								7.9
	STD ERR	33.3	31.8	15.2	C.0	*	33.9	11.0	
	ROW %	5.6	7.7	31.6	0.0	0.0	6.3	43.8	
	COLUMN %	0.8	2.0	2.3	C.0	0.1	2.5	4.7	2.3

TABLE 2-21 HIERARCHICAL GROUPS - HOURS FLOWN VS. CAPABILITY GROUP - CY 1980 (2 OF 2)

400-440	ESTIMATE # STD ERR ROW # COLUMN #	407 29.1 6.8 1.7	363 32.6 6.0 2.6	443 30.4 7.4 1.0	1644 17.0 27.4 2.0	0 C.0 C.0 0.0	23 * 0.4 2.0	603 28.4 10.0 4.0	2519 11.1 42.0 4.6	6003 8.0 2.3
450 UP	ESTIMATE # STD ERR ROW # COLUMN #	1646 13.8 7.1 4.0	1747 12.7 7.5 12.4	2172 14.1 9.4 4.7	7323 7.7 31.5 8.9	1 * 0.0 0.2	367 28.6 1.6 31.2	1675 16.3 7.2 11.2	8298 5.5 35.7 15.1	23228 3.7 9.1
INACTIVE	ESTIMATE # STD ERR ROW # COLUMN #	19441 3.3 56.2 47.0	2374 10.9 6.9 16.8	7658 6.3 22.1 16.5	3631 9.6 10.5 4.4	158 41.4 0.5 32.4	52 * 0.2 4.4	482 26.6 1.4 3.2	826 17.9 2.4 1.5	34622 2.5 13.5
TOTALS	ESTIMATE # STD EPR FOW #	41333 1.8 16.2	14096 4.1 5.5	46454 2.2 18.2	82042 1.6 32.1	487 25.8 C.2	1175 16.7 0.5	14976 5.0 5.9	55127 1.7 21.6	255761

KEY

GROUP	GROUP
1. NO REGULATORY AVIONICS	7. TWO-WAY COMMUNICATIONS
2. TWO-WAY COMMUNICATIONS	TWO SYSTEMS - AIR TAXIS
3. TWO-WAY COMMUNICATIONS	4096 CODE TRANSPONDER
TWO SYSTEMS - AIR TAXIS	ALTITUDE ENCODING EQUIPMENT
VCR OR ADF CP RNAV	
4. TWO-WAY COMMUNICATIONS	8. TWO-WAY COMMUNICATIONS
5. TWO SYSTEMS - AIR TAXIS	TWO SYSTEMS - AIR TAXIS
6. TWO-WAY COMMUNICATIONS	ALTITUDE ENCODING EQUIPMENT
4096 CODE TRANSPONDER	4096 CODE TRANSPONDER
ALTITUDE ENCODING EQUIPMENT	VOR OR RNAV
	DME

NOTE : ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
* STANDARD ERROR GREATER THAN 50 PERCENT.

TABLE 2-22 HIERARCHICAL GROUPS - AGE OF AIRCRAFT VS. CAPABILITY GROUP - CY 1980
(1 OF 2)

	1	2	3	4	5	6	7	8	TOTALS
0-4 YRS	ESTIMATE	5487	3438	4964	17183	267	6437	22932	61229
	# STD ERR	7.1	9.3	9.4	4.7	36.9	8.4	3.4	2.1
	ROW %	9.0	5.6	8.1	28.1	6.6	10.5	37.5	
	COLUMN %	13.3	24.4	10.7	20.9	75.4	43.0	41.6	23.5
5-9 YRS	ESTIMATE	6307	2519	6202	16129	10	2178	12482	46142
	# STD ERR	6.4	11.5	8.3	5.0	*	14.3	5.0	2.6
	ROW %	13.7	5.5	13.4	35.0	C.0	4.7	27.1	
	COLUMN %	15.3	17.9	13.4	19.7	2.1	14.5	22.6	18.0
10-14 YRS	ESTIMATE	3907	2076	8576	19361	47	1591	10112	46333
	# STD ERR	9.5	12.5	6.9	4.4	*	14.5	5.3	2.6
	ROW %	8.4	4.5	18.5	41.8	C.1	4.3	21.8	
	COLUMN %	9.5	14.7	18.5	23.6	5.7	13.3	18.3	18.1
15-19 YRS	ESTIMATE	2955	1580	5867	13243	33	1591	5370	21184
	# STD ERR	11.3	13.4	8.3	5.6	*	14.4	8.1	3.3
	ROW %	9.5	5.1	18.8	42.5	C.1	6.4	17.2	
	COLUMN %	7.1	11.2	12.6	16.1	6.8	13.3	9.7	12.2
20-24 YRS	ESTIMATE	2221	871	6262	8740	12	1276	2537	21942
	# STD ERR	12.8	20.4	7.4	6.4	42.1	18.0	11.5	3.7
	ROW %	10.1	4.0	28.5	39.8	C.1	5.8	11.6	
	COLUMN %	5.4	6.2	13.5	10.7	2.5	8.5	4.6	8.6
25-29 YRS	ESTIMATE	1305	915	4135	3247	9	365	492	10476
	# STD EPR	14.7	16.5	7.4	9.3	*	27.0	18.6	4.3
	ROW %	12.5	8.7	39.5	31.0	C.1	3.5	4.7	
	COLUMN %	3.2	6.5	8.9	4.0	1.8	2.5	C.5	4.1
30-34 YRS	ESTIMATE	11008	1962	9727	3256	2	405	359	26835
	# STD ERR	4.1	11.7	4.0	8.5	*	23.9	27.5	1.8
	ROW %	41.0	7.3	36.2	12.5	C.0	1.5	1.3	
	COLUMN %	26.6	13.9	20.9	4.1	C.4	2.7	C.7	10.5
35+ YRS	ESTIMATE	7405	1165	1290	1113	2	155	408	11544
	# STD ERR	4.5	14.1	13.1	13.3	*	47.9	16.5	3.1
	ROW %	64.1	10.1	11.2	6.6	C.0	1.3	3.5	
	COLUMN %	17.9	8.3	2.8	1.4	0.4	1.0	C.7	4.5

TABLE 2-22 HIERARCHICAL GROUPS - AGE OF AIRCRAFT VS. CAPABILITY GROUP - CY 1980
(2 OF 2)

	1	2	3	4	5	6	7	8	TOTALS
TOTALS	41333	14096	46454	82042	487	1175	14976.	55127	255761
ESTIMATE									
1 STD EPR	1.8	4.1	2.2	1.6	25.8	16.7	5.0	1.7	
POW %	16.2	5.5	18.2	32.1	6.2	0.5	5.9	21.6	

KEY

GROUP	GROUP
1. NC REGULATORY AVIONICS	7. TWO-WAY COMMUNICATIONS
2. TWO-WAY COMMUNICATIONS	TWO SYSTEMS - AIR TAXIS
3. TWO-WAY COMMUNICATIONS	4096 CODE TRANSPONDER
TWO SYSTEMS - AIR TAXIS	ALTITUDE ENCODING EQUIPMENT
VCR OR ADF OR RNAV	
4. TWO-WAY COMMUNICATIONS	8. TWO-WAY COMMUNICATIONS
4096 CODE TRANSPONDER	TWO SYSTEMS - AIR TAXIS
ALTITUDE ENCODING EQUIPMENT	ALTITUDE ENCODING EQUIPMENT
5. TWO-WAY COMMUNICATIONS	4096 CODE TRANSPONDER
4096 CODE TRANSPONDER	VOR OR RNAV
ALTITUDE ENCODING EQUIPMENT	CME

NCTF : POWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
* STANDARD ERROR GREATER THAN 50 PERCENT.

TABLE 2-23 HIERARCHICAL GROUPS - COMPUTED AIRCRAFT TYPE VS. CAPABILITY GROUP
CY 1980 (1 OF 2)

	1	2	3	4	5	6	7	8	TOTALS
TYPE 1	ESTIMATE	5701	28628	17711	80	173	1056	334	85023
	* STD ERR	2.0	2.8	3.8	*	48.5	15.0	28.7	0.0
	RJA %	36.9	33.7	20.8	C.1	C.2	1.2	0.4	
TYPE 2	CULJMA %	75.8	61.6	21.6	16.4	14.7	7.1	0.6	33.2
	ESTIMATE	2961	15582	57625	293	283	12244	27523	119065
	* STD ERR	9.1	3.9	1.9	41.7	35.3	5.7	3.0	0.0
TYPE 3	RJA %	2.5	13.4	48.4	C.2	C.2	10.3	23.1	
	CULJMA %	7.2	34.4	70.2	60.2	24.1	81.8	45.5	46.6
TYPE 4	ESTIMATE	282	430	3375	0	236	1003	13076	18529
	* STD ERR	22.8	27.7	9.1	0.0	37.9	17.6	2.7	0.0
	RJA %	1.5	2.4	18.2	C.0	1.3	5.4	70.6	
TYPE 5	CULJMA %	0.7	0.9	4.1	C.0	20.1	6.7	23.7	7.2
	ESTIMATE	419	213	1478	94	160	463	6716	9701
	* STD ERR	27.6	32.8	11.9	48.5	44.4	26.8	2.5	0.0
TYPE 6	RJA %	4.3	2.2	15.2	1.0	1.6	4.8	69.2	
	CULJMA %	1.0	0.5	1.8	15.3	13.6	3.1	12.2	3.8
TYPE 7	ESTIMATE	28	25	148	0	0	14	158	383
	* STD ERR	33.3	31.5	10.3	C.0	C.0	*	9.2	0.0
	RJA %	7.3	6.5	38.6	C.0	0.0	3.7	41.3	
TYPE 8	CULJMA %	0.1	0.1	0.2	C.0	0.0	0.1	0.3	0.1
	ESTIMATE	42	2	54	0	79	7	3255	3440
	* STD ERR	*	*	*	C.0	*	*	1.8	0.0
TYPE 9	RJA %	1.2	0.1	1.6	C.0	2.3	0.2	54.6	
	CULJMA %	0.1	0.0	0.1	C.0	6.7	0.0	5.9	1.3
TYPE 10	ESTIMATE	4	23	64	1	40	24	523	683
	* STD ERR	*	*	35.6	*	32.9	*	6.1	0.0
	RJA %	0.5	3.4	9.4	0.1	5.9	3.5	76.6	
TYPE 11	CULJMA %	0.0	0.0	0.1	C.2	3.4	0.2	C.5	0.3
	ESTIMATE	63	6	15	0	2	0	45	151
	* STD ERR	19.9	*	40.1	C.0	*	C.0	20.2	0.0
TYPE 12	RJA %	41.7	4.0	9.9	C.0	1.3	C.0	32.5	
	CULJMA %	0.2	0.0	C.0	C.0	0.2	0.0	0.1	0.1

TABLE 2-23 HIERARCHICAL GROUPS - COMPUTED AIRCRAFT TYPE VS. CAPABILITY GROUP
CY 1980 (2 OF 2)

	1	2	3	4	5	6	7	8	TOTALS
TYPE 0	ESTIMATE # STD FOR RJM % COLUMA %	3 0.0 0.0 0.0	41 40.0 1.5 0.1	33 49.6 1.2 0.0	0 0.0 0.0 0.0	2 * 0.1 0.2	17 * 0.6 0.1	2578 1.0 96.4 4.7	2674 C.C 1.0 1.0
TYPE 11	ESTIMATE # STD FOR RJM % COLUMA %	81 12.5 11.3 0.2	29 21.5 4.0 0.1	191 23.3 26.6 0.2	10 29.0 1.4 2.1	0 0.0 0.0 0.0	3 * 0.4 0.0	388 11.6 54.0 C.7	718 0.0 0.3 0.3
TYPE 12	ESTIMATE # STD FOR RJM % COLUMA %	2611 5.2 47.9 6.3	378 20.0 6.9 0.8	225 21.6 4.1 0.3	9 * C.1 1.6	114 45.6 2.1 5.7	13 * 0.2 C.1	13 * 0.2 C.C	5456 0.0 2.1 2.1
TYPE 13	ESTIMATE # STD FOR RJM % COLUMA %	140 29.8 4.0 0.3	588 20.5 16.8 1.3	1112 14.0 31.8 1.4	2 * C.1 C.4	5 * 0.1 0.4	133 48.6 3.8 0.9	511 20.7 14.6 0.9	3499 C.0 1.4 1.4
CRAFT	ESTIMATE # STD FOR RJM % COLUMA %	3360 5.1 52.8 9.1	109 * 1.7 0.2	10 * 0.2 C.0	0 C.0 C.0 C.0	81 43.8 1.3 6.9	0 0.0 C.0 0.0	3 * C.C 0.0	6365 0.0 0.0 2.5

KEY

GROUP	GROUP	GROUP
1. NO REGULATORY AVIONICS	4. TWO-WAY COMMUNICATIONS TWO SYSTEMS - AIR TAXIS 4096 CODE TRANSPONDER VCR OR RNAV	7. TWO-WAY COMMUNICATIONS TWO SYSTEMS - AIR TAXIS 4096 CODE TRANSPONDER ALTITUDE ENCODING EQUIPMENT
2. TWO-WAY COMMUNICATIONS	5. 4094 CODE TRANSPONDER ALTITUDE ENCODING EQUIPMENT	8. TWO-WAY COMMUNICATIONS TWO SYSTEMS - AIR TAXIS ALTITUDE ENCODING EQUIPMENT 4096 CODE TRANSPONDER VCR OR RNAV DME
3. TWO-WAY COMMUNICATIONS TAC SYSTEMS - AIR TAXIS VCR OR ADF OR RNAV	6. TWO-WAY COMMUNICATIONS 4096 CODE TRANSPONDER ALTITUDE ENCODING EQUIPMENT	

NOTE: ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
* STANDARD, ERROR GREATER THAN 50 PERCENT.

TABLE 2-24 HIERARCHICAL GROUPS - BASE AIRPORT REGION VS. CAPABILITY GROUP
CY 1980 (1 OF 2)

		1	2	3	4	5	6	7	8	TOTALS
NEW ENGLAND	ESTIMATE	4457	1127	5224	8257	4	203	2311	6717	26395
	± STD ERR	8.4	16.7	8.7	7.2	*	38.1	14.2	7.3	3.6
	RJM ±	15.7	4.0	18.7	29.1	C.0	0.7	8.1	23.7	
	CULJMN ±	10.8	8.0	11.5	10.1	C.8	17.3	15.4	12.2	11.1
EASTERN	ESTIMATE	6859	1687	6134	1416	128	95	1355	9891	36575
	± STD ERR	6.7	13.3	8.2	6.5	*	*	17.7	5.7	3.1
	RJM ±	18.8	4.6	16.4	28.5	C.3	C.3	3.7	27.0	
	CULJMN ±	16.6	12.0	13.2	12.7	26.3	8.1	9.1	17.9	14.3
SOUTHERN	ESTIMATE	3130	661	2717	5964	15	27	735	3057	16350
	± STD ERR	10.7	24.4	12.6	8.8	*	*	25.6	11.1	5.0
	RJM ±	19.1	4.0	16.6	36.5	C.1	0.2	4.5	18.9	
	CULJMN ±	7.6	4.7	5.8	7.3	3.1	2.3	4.5	5.6	6.4
GREAT LAKE	ESTIMATE	6057	2523	6636	14423	124	159	4440	9807	44209
	± STD ERR	7.3	10.1	7.6	5.4	*	40.0	10.0	6.0	2.8
	RJM ±	13.7	5.7	15.0	22.6	C.3	0.5	10.0	22.2	
	CULJMN ±	14.7	17.9	14.3	17.6	25.5	16.9	25.6	17.8	17.3
CENTRAL	ESTIMATE	608	1417	4158	1065	0	55	11	191	7545
	± STD ERR	23.0	15.1	8.9	18.0	0.0	*	*	37.4	6.4
	RJM ±	8.1	18.8	55.1	14.1	C.0	1.3	0.1	2.5	
	CULJMN ±	1.5	10.1	9.0	1.3	C.0	8.1	C.1	C.3	3.0
ROCKY MTS	ESTIMATE	32	79	34	398	0	2	13	57	614
	± STD ERR	*	*	*	31.9	C.0	*	*	*	24.7
	RJM ±	5.2	12.9	5.5	64.8	C.0	0.3	2.1	5.3	
	CULJMN ±	0.1	0.6	0.1	0.5	C.0	C.2	C.1	C.1	0.2
NORTHWEST	ESTIMATE	5627	1520	5365	11289	116	149	2569	8824	35476
	± STD ERR	7.4	14.6	8.8	6.2	*	41.8	13.7	6.1	3.2
	RJM ±	15.9	4.3	15.2	31.8	C.3	0.4	7.2	24.5	
	CULJMN ±	13.6	10.8	11.6	13.8	23.8	12.7	17.2	16.0	13.9
WESTERN	ESTIMATE	8	31	13	35	0	0	1	249	391
	± STD ERR	46.8	*	*	*	C.0	0.0	*	32.2	26.1
	RJM ±	2.0	7.8	18.4	8.8	C.0	C.0	0.3	62.7	
	CULJMN ±	0.0	0.2	0.2	0.0	C.0	C.0	0.0	C.5	0.2

TABLE 2-24 HIERARCHICAL GROUPS - BASE AIRPORT REGION VS. CAPABILITY GROUP
CY 1980 (2 OF 2)

	1	2	3	4	5	6	7	8	TOTALS
SOUTHWEST	ESTIMATE	7447	2524	15450	80	335	2450	8508	45221
	± STD ERR	6.4	11.7	5.2	*	35.5	13.5	6.1	2.7
	RJM %	16.5	5.6	34.2	C.2	0.7	5.4	19.7	
	CULJMA %	18.0	17.9	18.8	16.4	28.5	16.4	16.2	17.7
PACIFIC	ESTIMATE	2672	523	4534	2	70	447	2710	14318
	± STD ERR	12.1	19.2	5.7	*	*	32.6	11.8	5.3
	RJM %	18.7	6.4	34.5	C.0	0.5	3.1	18.9	
	CULJMA %	6.5	6.5	6.0	C.4	6.0	3.0	4.9	5.6
ALASKAN	ESTIMATE	1493	432	2896	2	11	506	1856	5101
	± STD ERR	15.3	24.4	12.4	*	*	30.0	14.6	6.6
	RJM %	16.3	4.7	31.8	C.0	0.1	5.6	20.2	
	CULJMA %	3.6	3.1	3.5	C.4	0.9	3.4	3.3	3.6
FOREIGN	ESTIMATE	2676	1384	6070	0	38	455	3340	17484
	± STD ERR	11.3	14.3	8.5	C.0	*	29.7	10.8	4.7
	RJM %	15.3	7.9	34.7	C.0	0.2	2.9	19.1	
	CULJMA %	6.5	5.8	7.4	C.0	3.2	3.3	6.1	6.8
TOTALS	ESTIMATE	41333	14096	82042	497	1175	14576	55127	255761
	± STD ERR	1.8	4.1	1.6	25.8	16.7	5.0	1.7	
	RJM %	16.2	5.5	32.1	C.2	0.5	5.5	21.6	

KEY

GROUP	GROUP
1. NO REGULATORY AVIONICS	7. TWO-WAY COMMUNICATIONS
2. TWO-WAY COMMUNICATIONS	TAC SYSTEMS - AIR TAXIS
3. TWO-WAY COMMUNICATIONS	4096 CODE TRANSPONDER
TWO SYSTEMS - AIR TAXIS	ALTITUDE ENCODING EQUIPMENT
VOR OR ADF OR RNAV	
4. TWO-WAY COMMUNICATIONS	8. TWO-WAY COMMUNICATIONS
4096 CODE TRANSPONDER	TWO SYSTEMS - AIR TAXIS
ALTITUDE ENCODING EQUIPMENT	4096 CODE TRANSPONDER
	VOR OR RNAV
	CME

NOTE : ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
* STANDARD ERROR GREATER THAN 50 PERCENT.

TABLE 2-25 NON-HIERARCHICAL GROUPS - PRIMARY USE VS. CAPABILITY GROUP - CY 1980
(1 OF 2)

		L	L,MB	L,MB, GS	L,MB, GS,RA	LRN	RA	PL	L,MB, GS,ML	LRN,ML	NO GROUP	ALL CRAFT
EXECUTIVE	ESTIMATE	558	465	5883	7151	2069	7288	295	248	154	1409	15523
	1 STD ERR	24.0	28.1	7.2	4.4	6.4	4.3	37.2	38.9	48.8	16.3	3.6
	ROW %	3.9	3.0	37.9	46.1	13.3	46.9	1.9	1.6	1.0	9.1	6.1
BUSINESS	ESTIMATE	2215	3067	30815	3935	551	4134	43	39	11	10793	51076
	1 STD ERR	13.8	11.4	3.1	8.9	24.0	8.7	*	*	*	5.9	2.3
	ROW %	4.2	6.0	60.4	7.7	1.1	8.1	0.1	0.1	0.0	21.1	20.0
PERSONAL	ESTIMATE	8175	7468	29046	1133	447	1261	351	291	147	55369	101475
	1 STD ERR	6.9	7.3	3.4	18.9	31.6	18.1	35.2	38.3	*	1.9	1.3
	ROW %	8.1	7.4	28.6	1.1	0.4	1.2	0.3	0.3	0.1	54.6	39.7
AERIAL AP.	ESTIMATE	44.7	53.7	32.7	7.6	11.7	8.2	43.0	41.5	41.6	46.5	39.7
	1 STD ERR	330	4	396	0	*	0	0	0	0	7139	7870
	ROW %	33.3	0.1	26.8	0.0	0.1	0.0	0.0	0.0	0.0	3.6	3.7
INSTRUCT.	ESTIMATE	3296	804	4559	242	4	242	78	78	2	6601	15502
	1 STD ERR	11.6	24.6	9.9	40.6	*	40.6	*	*	*	7.5	4.8
	ROW %	21.3	5.2	29.4	1.6	0.0	1.6	0.5	0.5	0.0	42.6	6.1
COMPUTER	ESTIMATE	18.0	5.8	5.1	1.6	0.1	1.6	9.5	11.1	0.6	5.5	6.1
	1 STD ERR	11	0	700	285	27	285	4	4	0	23	1020
	ROW %	20.0	0.0	16.8	29.4	*	29.4	*	*	0.0	44.0	14.0
AIR TAXI	ESTIMATE	405	212	5401	508	276	912	36	36	36	1110	8069
	1 STD ERR	31.5	39.6	7.9	14.4	30.0	14.3	*	*	*	15.5	6.1
	ROW %	5.0	2.6	66.9	11.3	3.4	11.3	0.4	0.4	0.4	13.8	3.2
INDUSTR SP	ESTIMATE	2.2	1.5	6.1	6.1	7.2	5.9	4.4	5.1	10.2	0.9	1.2
	1 STD ERR	286	76	1034	190	43	203	0	0	0	1424	3018
	ROW %	31.9	*	19.8	40.2	*	37.9	0.0	0.0	0.0	14.8	10.5
	ESTIMATE	9.5	2.5	34.3	6.3	1.4	6.7	0.0	0.0	0.0	47.2	1.2
	1 STD ERR	1.6	0.5	1.2	1.3	1.1	1.3	0.0	0.0	0.0	1.2	1.2
	ROW %	1.6	0.5	1.2	1.3	1.1	1.3	0.0	0.0	0.0	1.2	1.2

TABLE 2-25 NON-HIERARCHICAL GROUPS - PRIMARY USE VS. CAPABILITY GROUP - CY 1980
(2 OF 2)

	L	L,MB	L,MB, GS	L,MB, GS,RA	LRN	RA	ML	L,MB, GS,ML	LPA,ML	AC GROUP	ALL CRAFT
RENTAL	ESTIMATE	920	574	7381	253	253	1	1	0	3116	12260
	± STD ERR	22.7	28.3	7.7	34.7	34.1	*	*	0.0	11.9	5.8
	ROW ±	7.5	4.7	60.2	0.4	2.1	C-C	0.0	0.0	25.4	4.8
OTHER	COLUMN ±	5.0	4.1	8.3	1.4	1.6	0.1	0.1	0.0	2.6	
	ESTIMATE	386	189	1566	197	552	10	10	7	2865	5579
	± STD ERR	30.4	41.8	14.8	25.2	17.2	*	*	*	10.1	7.3
INACTIVE	ROW ±	6.9	3.4	28.1	3.5	10.6	0.2	0.2	0.1	51.4	2.2
	COLUMN ±	2.1	1.4	1.8	5.1	3.8	1.2	1.4	2.0	2.4	
TOTALS	ESTIMATE	1626	1052	2110	152	251	10	4	4	29488	34622
	± STD ERR	13.9	18.4	11.8	24.5	22.2	*	*	*	2.7	2.5
	ROW ±	4.7	3.0	6.1	C-C	0.8	C-C	0.0	0.0	85.2	13.5
	CCLJMA ±	8.9	7.6	2.4	4.0	1.9	1.2	0.6	1.1	24.7	
	ESTIMATE	18295	13906	88802	3836	15407	817	702	353	119181	255761
	± STD ERR	4.4	5.2	1.5	7.2	3.3	21.6	23.0	33.3	C.9	
	ROW ±	7.2	5.4	34.7	1.5	6.0	0.3	0.3	0.1	46.6	

KEY

GROUP GROUP
L: LOCALIZER RA: RACAR ALTIMETER
MB: MARKER BEACON LRA: LONG RANGE RNAV
GS: GLIDE SLOPE ML: MICROWAVE LANDING SYSTEM

NOTE: ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
* STANDARD ERROR GREATER THAN 50 PERCENT.

TABLE 2-26 NON-HIERARCHICAL GROUPS - HOURS FLOWN VS. CAPABILITY GROUP - CY 1980
(1 OF 2)

		L	L, MB	L, MB, GS	L, MB, GS, RA	LRN	RA	ML	L, MB, GS, ML	L, MB, ML	NO GROUP	ALL CRAFT
1-49	ESTIMATE	3837	2822	8855	619	280	726	93	92	22	33173	49625
	# STD ERR	10.0	11.9	6.5	22.8	36.8	21.6	*	*	*	2.9	2.4
	ROW %	7.7	5.7	17.9	1.2	6.6	1.5	0.2	0.2	0.0	66.8	19.4
	COLUMN %	21.0	20.3	10.0	4.2	7.3	4.7	11.4	13.1	6.2	27.8	
50-99	ESTIMATE	3449	3624	15163	1179	282	1247	19	13	5	21589	45017
	# STD ERR	10.6	10.6	4.9	16.9	30.8	16.5	*	*	*	4.0	2.7
	ROW %	7.7	8.1	33.7	2.6	0.6	2.8	0.0	0.0	0.0	48.0	17.6
	COLUMN %	18.9	26.1	17.1	7.9	7.4	8.1	2.3	1.9	1.4	18.1	
100-149	ESTIMATE	2851	2341	16788	1733	492	1801	216	183	181	11390	35182
	# STD ERR	12.4	13.4	4.7	14.1	28.3	13.9	46.6	*	*	5.7	3.1
	ROW %	8.1	6.7	47.7	4.9	1.4	5.1	0.6	0.5	0.5	32.4	13.8
	COLUMN %	15.6	16.8	18.9	11.7	12.8	11.7	26.4	26.1	51.3	5.6	
150-199	ESTIMATE	1098	1061	10824	1167	272	1168	88	88	8	5083	19275
	# STD ERR	19.7	20.1	5.9	16.0	31.0	16.0	*	*	*	8.8	4.4
	ROW %	5.7	5.5	56.2	6.1	1.4	6.1	0.5	0.5	0.0	26.4	7.5
	COLUMN %	6.0	7.6	12.2	7.9	7.1	7.6	10.8	12.5	2.3	4.3	
200-249	ESTIMATE	1158	814	9254	1477	435	1536	124	52	40	4005	16772
	# STD ERR	19.9	22.3	6.5	13.8	26.4	13.6	*	*	*	10.0	4.7
	ROW %	6.9	4.9	55.2	8.8	2.6	9.2	0.7	0.3	0.2	23.9	6.6
	COLUMN %	6.3	5.9	10.4	10.0	11.3	10.0	15.2	7.4	11.3	3.4	
250-299	ESTIMATE	705	472	5983	1260	136	1308	116	116	0	1960	10379
	# STD ERR	24.7	30.2	8.3	15.5	34.0	15.1	*	*	0.0	14.0	6.1
	ROW %	6.8	4.5	57.6	12.1	1.3	12.6	1.1	1.1	0.0	18.9	4.1
	COLUMN %	3.9	3.4	6.7	8.5	3.5	8.5	14.2	16.5	0.0	1.6	
300-349	ESTIMATE	668	321	4729	1520	223	1528	35	35	0	2391	9629
	# STD ERR	26.4	36.4	9.2	12.9	21.3	12.9	*	*	0.0	12.9	6.2
	ROW %	6.9	3.3	49.1	15.8	2.3	15.9	0.4	0.4	0.0	24.8	3.8
	COLUMN %	3.7	2.3	5.3	10.2	5.8	9.9	4.3	5.0	0.0	2.0	
350-399	ESTIMATE	586	154	2909	1027	186	1062	37	37	35	1283	5959
	# STD ERR	29.0	*	11.8	13.7	28.4	13.7	*	*	*	17.8	7.9
	ROW %	9.8	2.6	48.8	17.2	3.1	17.8	0.6	0.6	0.6	21.5	2.3
	COLUMN %	3.2	1.1	3.3	6.9	4.8	6.9	4.5	5.3	9.9	1.1	

TABLE 2-26 NON-HIERARCHICAL GROUPS - HOURS FLOWN VS. CAPABILITY GROUP - CY 1980
(2 OF 2)

	L	L,MB	L,MB, GS	L,MB, GS,RA	LRN	RA	ML	L,MB, GS,ML	LRN,ML	NO GROUP	ALL CRAFT
400-449	ESTIMATE	276	201	2887	589	240	989	3	0	1650	6003
	± STD ERR	40.7	48.8	11.9	14.4	26.9	14.4	49.2	49.2	16.0	8.0
	ROW ±	4.6	3.3	48.1	16.5	4.0	16.5	0.0	0.0	27.5	
	COLUMN ±	1.5	1.4	3.3	6.7	6.3	6.4	0.4	0.0	1.4	2.3
450 UP	ESTIMATE	1971	1039	9344	3698	1129	3805	87	68	7081	23228
	± STD ERR	15.0	20.7	6.3	6.5	11.0	6.5	*	*	7.2	3.7
	ROW ±	8.5	4.5	40.3	15.9	4.9	16.4	0.4	0.3	30.5	
	COLUMN ±	10.8	7.5	10.5	24.9	25.4	24.7	10.6	19.3	5.6	9.1
INACTIVE	ESTIMATE	1626	1052	2110	254	152	251	10	4	29488	34622
	± STD ERR	13.9	18.4	11.8	23.2	24.5	22.2	*	*	2.7	2.5
	ROW ±	4.7	3.0	6.1	0.7	0.4	0.8	0.0	0.0	85.2	
	COLUMN ±	8.9	7.6	2.4	1.7	4.0	1.9	1.2	1.1	24.7	13.5
TOTALS	ESTIMATE	18295	13906	88802	14862	3836	15467	817	353	119181	255761
	± STD ERR	4.4	5.2	1.3	3.4	7.2	3.3	21.6	33.3	C.9	
	ROW ±	7.2	5.4	34.7	5.8	1.5	6.0	C.3	0.1	46.6	

KEY

GROUP	GROUP
L: LOCALIZER	RA: RADAR ALTIMETER
MB: MARKER BEACON	LRN: LCNG RANGE RNDV
GS: GLIDE SLOPE	ML: MICRCHAVE LANDING SYSTEM

NOTE : ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
* STANDARD ERROR GREATER THAN 50 PERCENT.

TABLE 2-27 NON-HIERARCHICAL GROUPS - AGE OF AIRCRAFT VS. CAPABILITY GROUP - CY 1980
(1 OF 2)

		L	L, MB	L, MB, GS	L, MB, GS, RA	LRN	RA	ML	L, MB, GS, ML	LRN, ML	NO GROUP	ALL CRAFT
0-4 YRS	ESTIMATE	4483	1481	30595	4546	1477	6745	209	161	55	17981	61225
	± STD ERR	9.9	17.1	3.2	5.9	12.6	5.8	42.6	44.6	0	4.2	2.1
	POW %	7.3	2.4	50.0	10.7	2.4	11.0	0.3	0.3	0.1	25.4	23.9
	COLUMN %	24.5	10.7	34.5	44.1	38.5	43.8	25.6	22.9	15.6	15.1	
5-9 YRS	ESTIMATE	2840	1919	18345	3347	762	3402	146	146	7	19602	46142
	± STD ERR	12.7	15.1	4.5	8.6	19.3	8.5	0	0	0	4.1	2.6
	POW %	6.2	4.2	39.8	7.3	1.7	7.4	0.3	0.3	0.0	42.5	18.0
	COLUMN %	15.5	13.8	20.7	22.6	15.9	22.1	17.9	20.8	2.0	16.4	
10-14 YRS	ESTIMATE	3248	3591	17566	3316	639	3496	358	323	181	18353	46333
	± STD ERR	11.8	10.8	4.5	8.8	18.3	8.7	33.8	36.0	47.0	4.5	2.6
	POW %	7.0	7.8	37.9	7.2	1.4	7.5	0.8	0.7	0.4	39.6	18.1
	COLUMN %	17.8	25.8	19.8	22.3	16.7	22.7	43.8	46.0	51.3	15.4	
15-19 YRS	ESTIMATE	2309	3662	10565	831	405	857	30	27	24	13294	31184
	± STD ERR	13.8	10.9	5.8	18.2	23.2	17.8	0	0	0	5.3	3.3
	POW %	7.4	11.7	35.2	2.7	1.3	2.7	0.1	0.1	0.1	42.6	12.2
	COLUMN %	12.6	26.3	12.3	5.6	10.6	5.6	3.7	3.8	6.8	11.2	
20-24 YRS	ESTIMATE	2237	1729	6456	447	212	474	110	85	106	11028	21942
	± STD ERR	13.3	15.4	7.2	23.5	37.7	23.4	0	0	0	5.5	3.7
	POW %	10.2	7.9	29.6	2.0	1.0	2.2	0.5	0.4	0.5	50.3	8.6
	COLUMN %	12.2	12.4	7.3	3.0	5.5	3.1	13.5	12.1	30.0	9.3	
25-29 YRS	ESTIMATE	922	912	1863	67	22	69	3	3	3	6710	10476
	± STD ERR	17.1	19.0	11.7	25.1	0	25.0	0	0	0	5.7	4.3
	POW %	8.8	8.7	17.8	0.6	0.2	0.7	0.0	0.0	0.0	64.1	4.1
	COLUMN %	5.0	6.6	2.1	0.5	0.6	0.4	0.4	0.4	0.8	5.6	
30-34 YRS	ESTIMATE	1818	761	1408	46	18	91	24	19	11	22750	26835
	± STD ERR	12.4	19.4	12.4	44.1	0	48.5	46.9	31.1	39.1	2.2	1.8
	POW %	6.8	2.8	5.2	0.2	0.1	0.3	0.1	0.1	0.0	84.8	10.5
	COLUMN %	9.9	5.5	1.6	0.3	0.5	0.6	2.9	2.7	3.1	19.1	
35+ YRS	ESTIMATE	414	149	1064	150	54	152	17	14	5	9747	11544
	± STD ERR	18.2	32.6	13.1	34.6	0	34.1	0	0	33.0	3.6	3.1
	POW %	3.6	1.3	9.2	1.3	0.5	1.3	0.1	0.1	0.0	84.4	4.5
	COLUMN %	2.3	1.1	1.2	1.0	1.4	1.0	2.1	2.0	1.4	8.2	

TABLE 2-27 NON-HIERARCHICAL GROUPS - AGE OF AIRCRAFT VS. CAPABILITY GROUPS - CY 1980
(2 OF 2)

	L	L.MB	L.MB. GS	L.MB. GS.RA	LRN	RA	ML	L.MB. GS.ML	LRA.ML	MO GROUP	ALL CRAFT
ESTIMATE	18295	13906	88802	14842	3636	15407	817	702	353	119181	255761
STD ERR	4.4	5.2	1.3	3.4	7.2	3.3	21.6	23.0	33.3	C-9	
ROW %	7.2	5.4	34.7	5.8	1.5	6.0	0.3	0.3	0.1	46.6	

KEY

GROUP

L: LOCALIZER

MB: MARKER BEACON

GS: GLIDE SLOPE

GROUP

RA: RADAR ALTIMETER

LRN: LCNG RANGE RNAV

ML: MICROWAVE LANDING SYSTEM

NOTE : ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
* STANDARD ERROR GREATER THAN 50 PERCENT.

TABLE 2-28 NON-HIERARCHICAL GROUPS - COMPUTED AIRCRAFT TYPE VS. CAPABILITY GROUP
CY 1980 (1 OF 2)

		L	L.MB	L.MB, GS	L.MB, GS,RA	LRN	RA	ML	L.MB, GS,ML	LRN,ML	NO GROUP	ALL CRAFT
TYPE 1	ESTIMATE	8112	2054	3129	171	258	242	155	123	139	70798	85023
	1 STD ERR	6.7	13.8	9.9	49.7	39.0	41.3	*	*	*	0.9	0.0
	ROW %	9.5	2.4	4.4	0.2	C.3	0.3	0.2	0.1	0.2	83.3	33.2
TYPE 2	COLUMN %	44.3	14.8	4.2	1.2	6.7	1.6	19.0	17.5	39.4	59.4	33.2
	ESTIMATE	8795	10891	63676	2489	505	2651	344	265	78	32908	119065
	1 STD ERR	6.5	5.9	1.6	12.6	28.8	12.2	35.8	40.7	*	2.7	0.0
TYPE 3	ROW %	7.4	9.1	53.5	2.1	0.4	2.3	0.3	C.2	0.1	27.6	46.6
	COLUMN %	48.1	78.3	71.7	16.8	13.2	17.5	42.1	37.7	22.1	27.6	46.6
TYPE 4	ESTIMATE	357	568	13527	3251	449	3360	110	110	31	727	18529
	1 STD ERR	29.4	24.6	2.6	9.0	27.5	8.8	*	*	*	18.7	0.0
	ROW %	1.9	3.1	73.0	17.5	2.4	18.1	0.6	0.6	0.2	3.9	7.2
TYPE 5	COLUMN %	2.0	4.1	15.2	21.9	11.7	21.8	13.5	15.7	8.8	0.6	7.2
	ESTIMATE	277	93	6050	2590	401	2622	42	38	8	677	9701
	1 STD ERR	34.9	*	4.0	7.9	26.6	7.9	*	*	*	19.5	0.0
TYPE 6	ROW %	2.9	1.0	62.4	26.7	4.1	27.0	0.4	0.4	0.1	7.0	3.8
	COLUMN %	1.5	0.7	6.8	17.5	10.5	17.0	5.1	5.4	2.3	0.6	3.8
TYPE 7	ESTIMATE	10	2	289	17	5	21	C	0	0	86	383
	1 STD ERR	*	*	6.3	*	*	*	0.0	0.0	0.0	15.8	0.0
	ROW %	2.6	0.5	70.2	4.4	1.3	5.5	C.C	0.0	0.0	22.5	0.1
TYPE 8	COLUMN %	0.1	0.0	0.3	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1
	ESTIMATE	1	44	513	2834	315	2849	24	24	1	47	3440
	1 STD ERR	*	*	16.0	3.1	20.9	3.1	*	*	*	*	0.0
TYPE 9	ROW %	0.0	1.3	14.9	82.4	9.2	82.8	0.7	0.7	0.0	1.4	1.3
	COLUMN %	0.0	0.3	0.6	19.1	8.2	18.5	2.9	3.4	0.3	0.0	1.3
TYPE 10	ESTIMATE	0	0	397	278	55	278	12	12	3	8	483
	1 STD ERR	0.0	0.0	7.9	11.3	35.1	11.3	47.8	47.8	42.7	*	0.0
	ROW %	0.0	0.0	58.1	40.7	8.1	40.7	1.8	1.8	0.4	1.2	0.3
TYPE 11	COLUMN %	0.0	0.0	0.4	1.9	1.4	1.8	1.5	1.7	0.8	0.0	0.3
	ESTIMATE	4	2	20	41	32	47	0	0	0	81	151
	1 STD ERR	*	*	32.0	23.7	28.6	21.0	0.0	0.0	0.0	11.4	0.0
TYPE 12	ROW %	2.6	1.3	13.2	27.2	21.2	31.1	0.0	0.0	0.0	53.6	0.1
	COLUMN %	0.0	0.0	0.0	0.3	C.8	0.3	0.0	0.0	0.0	0.1	0.1

TABLE 2-28 NON-HIERARCHICAL GROUPS - COMPUTED AIRCRAFT TYPE VS. CAPABILITY GROUP
CY 1980 (2 OF 2)

TYPE 9	ESTIMATE 1 STD ERR ROW 3 COLUMN 3	L	L, MB	L, MB, GS	L, MB, GS, RA	LRN	RA	ML	L, MB, GS, ML	LPA, ML	AC GROUP	ALL CRAFT
		5	19	240	2398	1282	2421	80	80	44	3	2674
		*	*	20.9	2.2	6.3	2.1	42.2	42.2	*	*	0.0
		0.2	0.7	9.0	89.7	47.9	90.5	3.0	3.0	1.6	0.1	1.0
		0.0	0.1	0.3	16.2	33.4	15.7	9.8	11.4	12.5	0.0	
TYPE 10	ESTIMATE 1 STD ERR ROW 3 COLUMN 3	17	36	129	410	349	436	40	40	38	116	718
		37.1	30.6	17.8	6.0	13.7	5.3	*	*	*	8.9	0.0
		2.4	5.0	18.0	57.1	48.6	60.7	5.6	5.6	5.3	16.2	
		0.1	0.3	0.1	2.8	9.1	2.8	4.9	5.7	10.8	0.1	0.3
TYPE 11	ESTIMATE 1 STD ERR ROW 3 COLUMN 3	102	6	14	6	7	8	5	5	5	5326	5456
		41.7	*	*	*	*	*	*	*	*	0.8	0.0
		1.9	0.1	0.3	0.1	0.1	0.1	0.1	0.1	0.1	97.6	
		0.6	0.0	0.0	0.0	0.2	0.1	0.6	0.7	1.4	4.5	2.1
TYPE 12	ESTIMATE 1 STD ERR ROW 3 COLUMN 3	612	187	235	356	177	431	4	4	4	2046	3499
		20.5	44.0	37.9	19.9	35.2	18.5	*	*	*	7.7	0.0
		17.5	5.3	6.7	10.2	5.1	12.3	0.1	0.1	0.1	56.5	
		3.3	1.3	0.3	2.4	4.6	2.8	0.5	0.6	1.1	1.7	1.4
TYPE 13	ESTIMATE 1 STD ERR ROW 3 COLUMN 3	4	3	2	2	2	2	2	2	2	6359	6369
		*	*	*	*	*	*	*	*	*	0.3	0.0
		0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.8	
		0.0	0.0	0.0	0.0	0.1	0.0	0.2	0.3	0.6	5.3	2.5
ALL CRAFT	ESTIMATE 1 STD ERR ROW 3	18295	13906	88802	14842	3836	15407	817	702	353	115181	255761
		4.4	5.2	1.3	3.4	7.2	3.3	21.6	23.0	33.3	0.9	
		7.2	5.4	34.7	5.8	1.5	6.0	0.3	0.3	0.1	46.6	

KEY

GROUP	GROUP
L: LOCALIZER	RA: RADAR ALTIMETER
MB: MARKER BEACON	LRN: LCNG RANGE RNAV
GS: GLIDE SLOPE	ML: MICRONAVE LANDING SYSTEM

NOTE : ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
* STANDARD ERROR GREATER THAN 50 PERCENT.

TABLE 2-29 NON-HIERARCHICAL GROUPS - BASE AIRPORT REGION VS. CAPABILITY GROUP
CY 1980 (1 OF 2)

	L	L.MB	L.MB, GS	L.MB, GS,RA	LRN	RA	ML	L.MB, GS,ML	LRN,ML	NO GROUP	ALL CRAFT
NEW ENGLAND	ESTIMATE	2007	2140	10779	1854	1909	53	52	7	11615	28399
	STD ERR	14.5	14.5	6.2	12.3	12.0	*	*	*	5.5	3.6
	ROW & COLUMN &	7.1 11.0	7.5 15.4	38.0 12.1	6.5 12.5	6.7 12.4	0.2 6.5	0.2 7.4	0.0 2.0	48.9 9.7	11.1
EASTERN	ESTIMATE	2025	1573	12169	3221	3375	145	145	142	17261	36575
	STD ERR	14.0	16.2	5.6	8.9	8.7	*	*	*	4.6	3.1
	ROW & COLUMN &	5.5 11.1	4.3 11.3	33.3 13.7	8.8 21.7	9.2 21.9	0.4 17.7	0.4 20.7	0.4 40.2	47.2 14.5	14.3
SOUTHERN	ESTIMATE	1221	995	5053	804	804	34	34	3	8236	16350
	STD ERR	19.3	21.1	9.3	19.0	19.0	*	*	44.5	7.0	5.0
	ROW & COLUMN &	7.5 6.7	6.1 7.2	31.1 5.7	4.9 5.4	4.9 5.2	0.2 4.2	0.2 4.8	0.0 0.8	50.4 6.9	6.4
GREAT LAKE	ESTIMATE	2806	2589	17278	2462	2478	217	217	107	19067	44209
	STD ERR	12.6	13.0	4.7	11.2	11.2	43.7	43.7	*	4.2	2.8
	ROW & COLUMN &	6.3 15.3	5.9 18.6	39.1 19.5	5.6 16.6	5.6 16.1	0.5 26.6	0.5 30.9	0.2 30.3	43.1 16.0	17.3
CENTRAL	ESTIMATE	761	267	838	128	132	2	0	0	5548	7545
	STD ERR	23.4	36.5	19.7	32.0	31.0	*	0.0	0.0	7.4	6.4
	ROW & COLUMN &	10.1 4.2	3.5 1.9	11.1 0.9	1.7 0.9	1.7 0.9	0.0 0.2	0.0 0.0	0.0 0.0	73.5 4.7	3.0
ROCKY MTS	ESTIMATE	122	14	218	18	25	0	0	0	235	614
	STD ERR	*	*	41.8	*	*	0.0	0.0	0.0	39.0	24.7
	ROW & COLUMN &	19.9 6.7	2.3 0.1	35.5 0.2	2.9 C.1	4.1 0.2	0.0 C.0	0.0 0.0	0.0 0.0	38.3 0.2	0.2
NORTHWEST	ESTIMATE	2717	1605	14347	2115	2378	191	120	62	14466	35476
	STD ERR	12.9	16.3	5.2	11.0	10.8	44.1	*	*	5.0	3.2
	ROW & COLUMN &	7.7 14.9	4.5 11.5	40.4 16.2	6.0 14.3	6.7 15.4	0.5 23.4	0.3 17.1	0.2 17.6	40.8 12.1	13.9
WESTERN	ESTIMATE	0	16	230	96	110	9	9	0	54	397
	STD ERR	0.0	*	37.1	39.9	36.0	*	*	0.0	*	26.1
	ROW & COLUMN &	0.0 0.0	4.0 0.1	57.9 0.3	24.2 0.6	27.7 0.7	2.3 1.1	2.3 1.3	0.0 0.0	13.6 0.0	0.2

TABLE 2-29 NON-HIERARCHICAL GROUPS - BASE AIRPORT REGION VS. CAPABILITY GROUP.
CY 1980 (2 OF 2)

	ESTIMATE ± STD ERR	L	L, MB	L, MB, GS	L, MB, GS, RA	LMN	RA	ML	L, MB, GS, ML	LPA, ML	MG GROUP	ALL CRAFT
SOUTHWEST	± STD ERR	4048	2639	15389	2698	531	2710	110	110	13	20363	45221
	± STD ERR	10.5	13.1	5.1	5.7	19.3	9.7	0.2	0.2	0.0	4.1	2.7
	± STD ERR	9.0	5.8	34.0	6.0	1.2	6.0	0.2	0.2	0.0	45.0	17.7
PACIFIC	± STD ERR	22.1	19.0	17.3	18.2	13.8	17.6	13.5	15.7	3.7	17.1	17.7
	± STD ERR	709	695	4222	471	59	524	50	0	0	8102	14318
	± STD ERR	24.5	25.4	10.1	22.3	0	21.5	0	0.0	0.0	7.1	5.3
ALASKAN	± STD ERR	5.0	4.9	30.2	3.3	1.4	3.7	0.3	0.0	0.0	56.6	5.6
	± STD ERR	3.9	5.0	4.9	3.2	1.5	3.4	6.1	0.0	0.0	6.8	5.6
	± STD ERR	483	445	3002	521	127	526	41	41	38	4650	9101
FOREIGN	± STD ERR	28.2	32.4	12.0	24.5	0	24.3	0	0.5	0.4	9.1	6.6
	± STD ERR	5.3	4.9	33.0	5.7	1.4	5.8	0.5	0.5	0.4	51.1	3.4
	± STD ERR	2.6	3.2	3.4	3.5	3.3	3.4	5.0	5.8	10.8	3.9	3.4
TOTALS	± STD ERR	1614	1020	5719	686	135	653	2	2	2	8438	17484
	± STD ERR	16.6	21.2	8.5	20.6	43.6	20.4	0	0.0	0.0	6.6	4.7
	± STD ERR	9.2	5.8	32.7	3.9	6.8	4.0	0.0	0.0	0.0	48.3	6.8
TOTALS	± STD ERR	8.8	7.3	6.4	4.6	3.5	4.5	0.2	0.3	0.6	7.1	6.8
	± STD ERR	18295	13906	88802	14842	3836	15407	817	702	353	119181	255761
	± STD ERR	4.4	5.2	1.3	3.4	7.2	3.3	21.6	23.0	33.3	0.9	0.9
	± STD ERR	7.2	5.4	34.7	5.8	1.5	6.0	0.3	0.3	0.1	46.6	46.6

KEY

GROUP GROUP
L: LOCALIZER RA: RADAR ALTIMETER
MR: MARKER BEACON LRA: LONG RANGE RNAV
GS: GLIDE SLOPE ML: MICROWAVE LANDING SYSTEM

NOTE: ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
* STANDARD ERROR GREATER THAN 50 PERCENT.

APPENDIX A-1. FIRST MAILING COVER LETTER
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

WASHINGTON, D.C. 20591



March 1981

Dear Aircraft Owner:

Enclosed is the annual General Aviation Activity and Avionics Survey for calendar year 1980. 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 1980, 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 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



April 1981

Dear Aircraft Owner:

In March 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 GENERAL AVIATION ACTIVITY and AVIONICS SURVEY (As of December 31, 1980)	Form Approved OMB No. 2120-0060
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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.

2. ☐ "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.

3. AIRCRAFT CHARACTERISTICS

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

Federal Aviation Administration
 P.O. Box 28045
 Oklahoma City, Oklahoma 73128

4. What were the total lifetime airframe hours as of December 31, 1980 5. Was aircraft flown in Calendar Year 1980? (Check one) 1 ☐ Yes 2 ☐ No (Skip to question 10) 6. Did you own this aircraft for the entire year of 1980? 1 ☐ Yes 2 ☐ No If "No," include previous owner's hours for 1980 in your estimates below. 7. HOURS FLOWN DURING CALENDAR YEAR 1980 <table style="width: 100%;"> <tr> <th style="width: 80%;"></th> <th style="width: 20%; text-align: center;">HOURS</th> </tr> <tr> <td>EXECUTIVE—Corporate flying with professional crew</td> <td style="text-align: center;">a.</td> </tr> <tr> <td>BUSINESS—All non-executive flying for business reasons</td> <td style="text-align: center;">b.</td> </tr> <tr> <td>PERSONAL—Individual flying for personal reasons</td> <td style="text-align: center;">c.</td> </tr> <tr> <td>AERIAL APPLICATION—Agriculture, health, forestry</td> <td style="text-align: center;">d.</td> </tr> <tr> <td>INSTRUCTIONAL—Flying with or under supervision of a flight instructor</td> <td style="text-align: center;">e.</td> </tr> <tr> <td>COMMUTER AIR CARRIER—Performs at least five scheduled round trips per week between two or more points or carries mail</td> <td style="text-align: center;">f.</td> </tr> <tr> <td>AIR TAXI—All Part 135 passenger and cargo operations, including charter and excluding commuter air carrier</td> <td style="text-align: center;">g.</td> </tr> <tr> <td>INDUSTRIAL/SPECIAL—Patrol, survey, photo, hoist, etc.—Other than Part 135</td> <td style="text-align: center;">h.</td> </tr> <tr> <td>AIRCRAFT RENTAL BUSINESS—Commercial flying club, leased and rental aircraft activity</td> <td style="text-align: center;">i.</td> </tr> <tr> <td>OTHER—R&D government, air show, sales, parachuting, etc.</td> <td style="text-align: center;">j.</td> </tr> </table> 8. Was this aircraft flown on an Instrument Flight Plan in 1980? 1 ☐ Yes 2 ☐ No If "Yes," how many hours were flown on an Instrument Flight Plan? 9. Estimate of this aircraft's average rate of fuel consumption (gal./hr.) during 1980 (Report whole gals. only) 10. State (Abbreviation) or foreign country in which aircraft was based as of December 31, 1980		HOURS	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.	COMMUTER AIR CARRIER—Performs at least five scheduled round trips per week between two or more points or carries mail	f.	AIR TAXI—All Part 135 passenger and cargo operations, including charter and excluding commuter air carrier	g.	INDUSTRIAL/SPECIAL—Patrol, survey, photo, hoist, etc.—Other than Part 135	h.	AIRCRAFT RENTAL BUSINESS—Commercial flying club, leased and rental aircraft activity	i.	OTHER—R&D government, air show, sales, parachuting, etc.	j.	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 "X" VHF Communications System: 380 Channels or less a. ☐ 720 Channels or more b. ☐ More than one comm. system c. ☐ No VHF Communications Equipment d. ☐ TRANSPONDER EQUIPMENT 4096 Code e. ☐ Altitude Encoding Equipment f. ☐ No Transponder Equipment g. ☐ NAVIGATION EQUIPMENT VOR Receiver: 100 Channels h. ☐ 200 Channels i. ☐ More than one VOR Receiver j. ☐ Automatic Direction Finder (ADF) k. ☐ Distance Measuring Equipment (DME) l. ☐ Area Navigation Equipment (RNAV) m. ☐ Long Range Nav. (Doppler, INS, Other) n. ☐ Flight Director o. ☐ Radar Altimeter p. ☐ Flight Management Computer 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
	HOURS																						
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.																						
COMMUTER AIR CARRIER—Performs at least five scheduled round trips per week between two or more points or carries mail	f.																						
AIR TAXI—All Part 135 passenger and cargo operations, including charter and excluding commuter air carrier	g.																						
INDUSTRIAL/SPECIAL—Patrol, survey, photo, hoist, etc.—Other than Part 135	h.																						
AIRCRAFT RENTAL BUSINESS—Commercial flying club, leased and rental aircraft activity	i.																						
OTHER—R&D government, air show, sales, parachuting, etc.	j.																						

FAA Form 1800-54 (11-80) Supersedes previous edition

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' addresses deteriorated causing the number of questionnaires returned by the post office to double from 1977 to 1978 and again from 1978 to 1980. This partially accounted for the lower survey response rates in 1978, 1979, and 1980.
- 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 1980, the sample frame consisted of 255,761 general aviation aircraft records from which 35,834 records were sampled, yielding a 14.0 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	85,024	11,963	14.0
1 engine, 4+ seats	119,065	12,410	10.4
2 engines, 1-6 seats	18,529	2,267	12.2
2 engines, 7+ seats	9,701	1,850	19.1
Other Piston	383	319	83.3
Turboprop			
2 engines, 1-12 seats	3,440	639	18.6
2 engines, 13+ seats	683	256	37.5
Other Turboprop	159	68	42.8
Turbojet			
2 engines	2,674	628	23.5
Other Turbojet	726	426	58.7
Rotorcraft			
Piston	5,502	2,310	42.0
Turbine	3,506	886	25.3
Other	6,369	1,839	28.9
TOTAL	255,761	35,834	14.0

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

REGION	APPROXIMATE POPULATION	SAMPLE SIZE	SAMPLE AS % OF POPULATION
Alaskan	7,423	1,551	20.9
Central	16,414	2,356	14.4
Eastern	28,702	4,445	15.5
European (Foreign)	375	140	37.3
Great Lakes	45,486	4,295	9.4
New England	9,146	3,284	35.9
Northwestern	17,520	2,093	11.9
Pacific	594	369	62.1
Rocky Mountain	14,533	2,461	16.9
Southern	35,945	6,194	17.2
Southwestern	36,151	3,379	9.3
Western	43,581	5,265	12.1
TOTAL	255,761	35,834	14.0

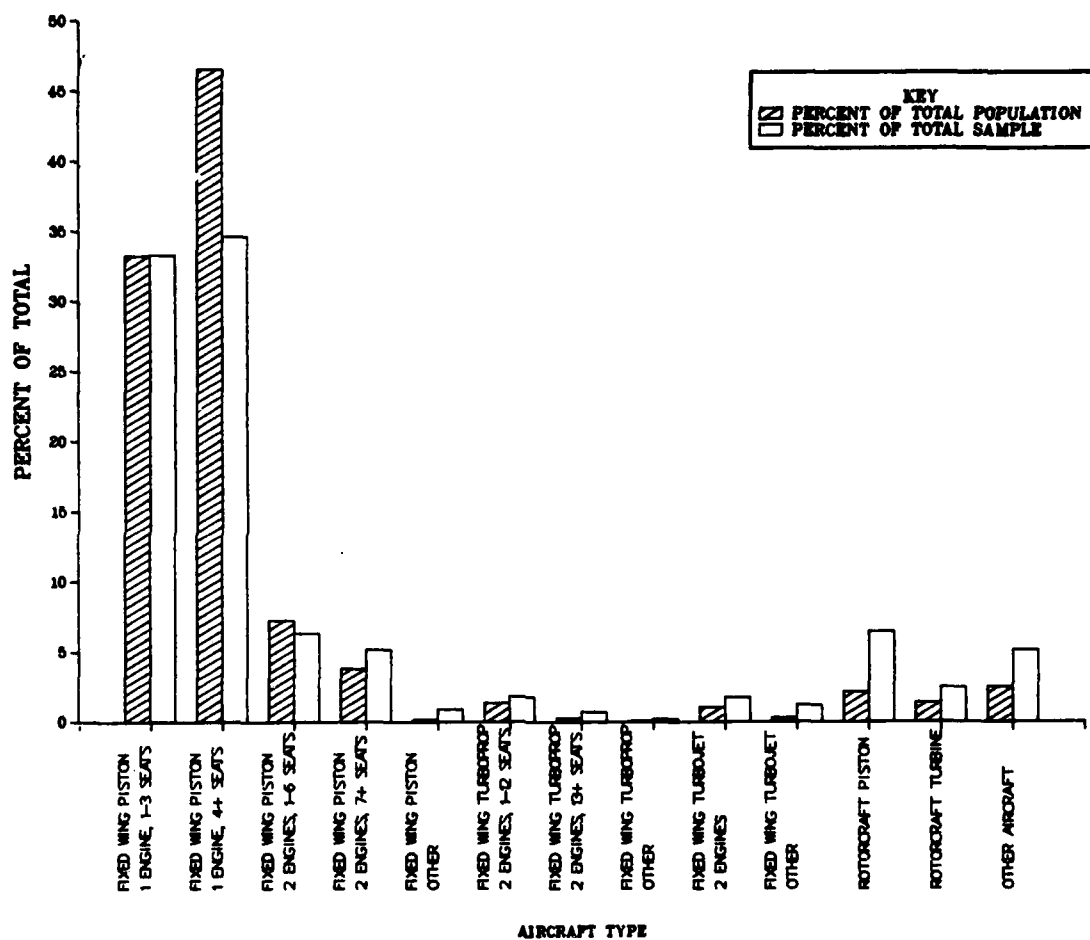


FIGURE B.1. COMPARISON OF POPULATION AND SAMPLE DISTRIBUTIONS BY AIRCRAFT TYPE

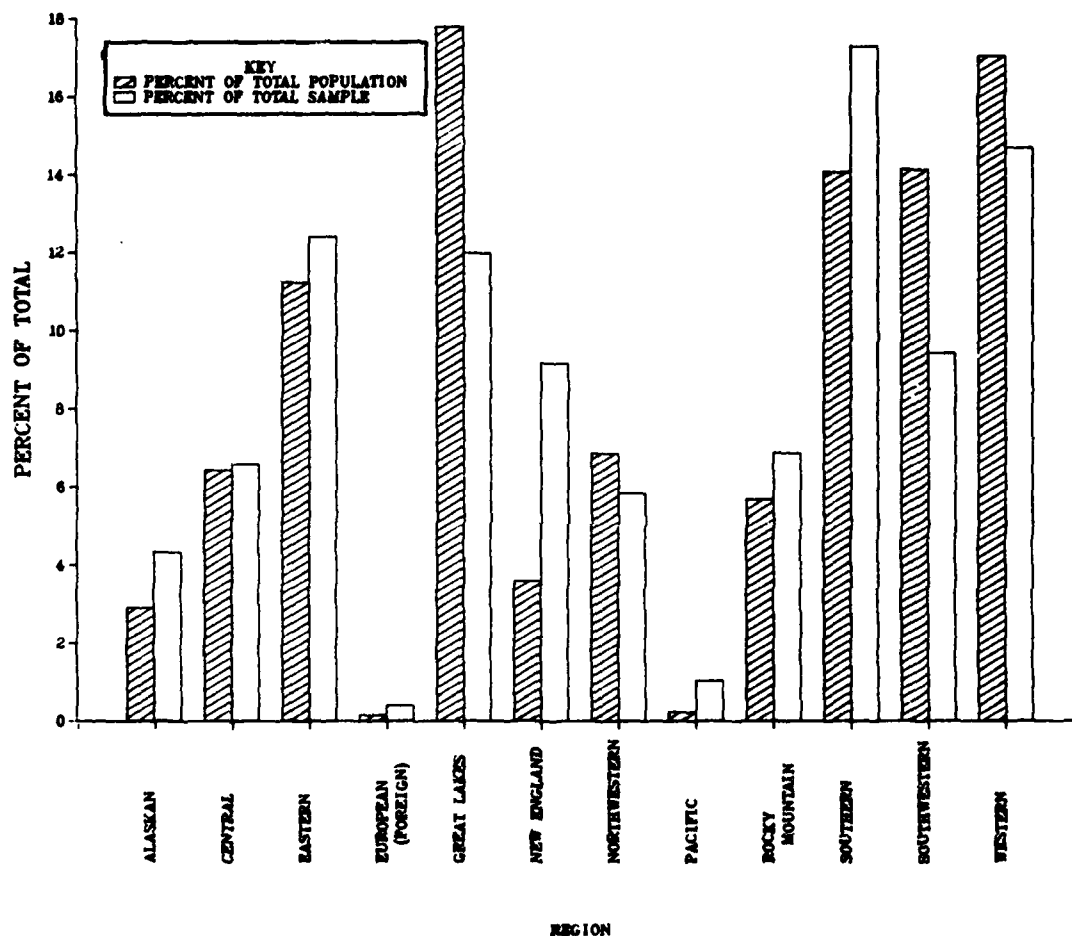


FIGURE B.2. COMPARISON OF POPULATION AND SAMPLE DISTRIBUTIONS BY REGION OF REGISTERED AIRCRAFT

- 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 344 levels of the make-model index yielded a matrix of 54 by 344 or 18,576 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.¹ 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

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

error, which is the standard error divided by the corresponding estimate. The paragraphs below explain the proper interpretation and use of the errors.

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 THAT INTERVAL INCLUDES 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 $2,794 \pm 2(133)$ or (2528, 3060). One would say that the number of active rotorcraft with piston engines lies somewhere between 2528 and 3060 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:

- o 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. 65 percent of those aircraft sampled responded to at least one question of the survey. This rate represents a decrease in response from 1977 when the survey achieved an 80 percent response rate and 1979 when the response rate was 71 percent. Possible causes of the decrease include:

- 1) The deterioration of the currency of aircraft owners' 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 2500 in 1980, hence decreasing the response rate.
- 2) Repeated sampling of aircraft in two and possibly three or four 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 1980 than in 1979, 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 26 percent for the European (Foreign) Region due to mail delivery and telephone contact difficulties. The Pacific and Alaskan Regions' rates were low at 52 and 51 percent respectively for similar reasons. These three regions together, however, represented only about 3 percent of the U.S. general aviation fleet. The fixed wing piston other (3 or more engines) category had the lowest response rate at 48 percent of any of the aircraft types, but these aircraft represented less than 1 percent of the fleet.

- o The telephone sample of mail non-respondents also helped to minimize bias in results caused by differences in attributes between respondents and non-respondents.
- o The survey questionnaire was designed and tested to minimize misinterpretation of questions by the aircraft owners.
- o 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."¹
- o Comprehensive editing procedures insured the accuracy of the data transcription to machine readable form and the internal consistency of responses.

¹ See Appendix A.1.

- o 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.

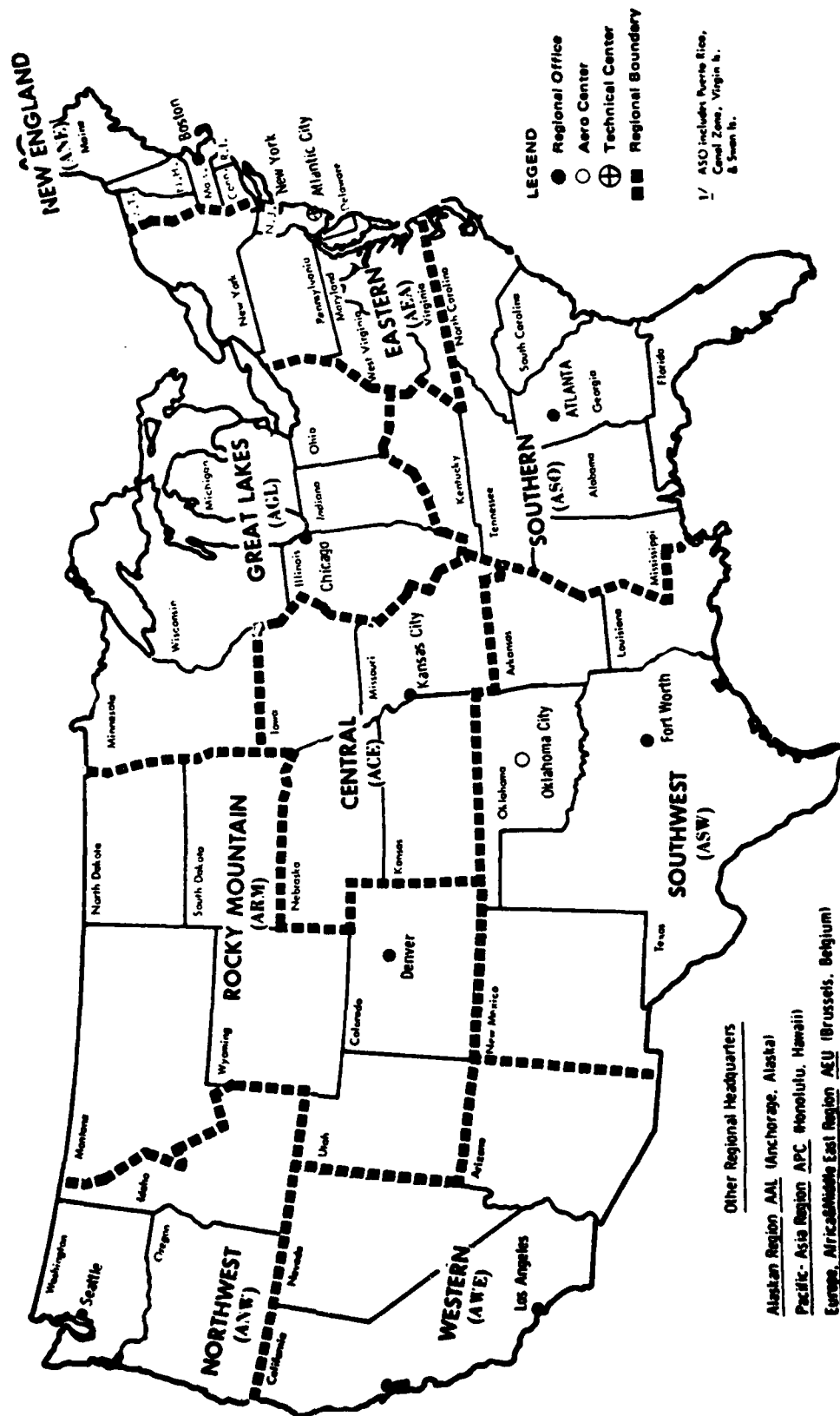
TABLE B-4. RESPONSE RATES BY REGION

REGION	RESPONSE RATE (%)	REGION	RESPONSE RATE (%)
Alaskan	51	Pacific	52
Central	70	Rocky Mountain	65
Eastern	70	Southern	62
European (Foreign)	26	Southwestern	64
Great Lakes	71	Western	63
New England	69		
Northwestern	62	TOTAL	65

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	68	2 engines	74
1 engine, 4+ seats	65	Other	61
2 engines, 1-6 seats	60		
2 engines, 7+ seats	52	Rotorcraft	
Other	48	Piston	65
		Turbine	65
Turboprop			
2 engines, 1-12 seats	71	Other	64
2 engines, 13+ seats	69		
Other	66	TOTAL	65

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	ACANS A50S	0390101	AIRTRCAT300	0190918	ARCNCAC65
0050103	ACANS A50S	0390103	AIRTRCAT300	0191014	ARCNCAC65
0050105	ACANS A50S	0390104	AIRTRCAT300	0191016	ARCNCAC65
5500604	AFFORSJ2	*FALC10	AND FALC10	0190302	AFCNCAC3
8680207	AFFCSPSA316	2730101	AND FALC10	0190304	ARCNCAC3
8680513	AFFCSPSA316	*FALC20	AND FAIC20	0191002	AFCNCAC58
8680515	AFFCSPSA316	2720302	AND FAIC20	0191004	AFCNCAC58
8680605	AFFCSPSA316	2720303	AND FAIC20	0191006	AFCNCAC58
8680615	AFFCSPSA316	2720304	AND FAIC20	0191008	ARCNCAC58
8680610	AFFCSPSA341	2720305	AND FAIC20	0191010	AFCNCAC58
1181414	AGUSTA205	2720306	AND FAIC20	0191012	ARCNCAC58
0144202	AIFPTSA	2730103	AND FAIC20	0900102	AVIAN FALCON
0144204	AIFPTSA	8141617	ARCFNEH37	0143002	AYRES S2
0144206	AIFPTSA	9142801	ARCFNEH37	0143004	AYRES S2
1850102	AIFPTSA	1850202	ARCTICS1A	0143006	AYRES S2
1850104	AIFPTSA	1850204	ARCTICS1A	0143008	AYRES S2
1850106	AIFPTSA	1850206	ARCTICS1A	0143010	AYRES S2
1850108	AIFPTSA	1850208	ARCTICS1A	0143012	AYRES S2
1850110	AIFPTSA	1850210	ARCTICS1A	0143022	AYRES S2
1850112	AIFPTSA	1850212	ARCTICS1A	0970101	AYRES S2
1850114	AIFPTSA	1850214	ARCTICS1A	0570102	AYRES S2
1850116	AIFPTSA	1850216	ARCTICS1A	0970104	AYRES S2
1850118	AIFPTSA	1850302	ARCTICS1E1	0970106	AYRES S2
1850120	AIFPTSA	1850304	ARCTICS1E1	7630202	AYRES S2
1850122	AIFPTSA	1850306	ARCTICS1E1	7630203	AYRES S2
4570424	AIFPTSA	1850308	ARCTICS1E1	7630204	AYRES S2
4570602	AIFPTSA	1850310	ARCTICS1E1	8380202	AYRES S2
4570604	AIFPTSA	1850312	ARCTICS1E1	8380204	AYRES S2
4570606	AIFPTSA	0191202	ARCNCAC15	8380206	AYRES S2
4570608	AIFPTSA	0191204	ARCNCAC15	8380302	AYRES S2
4570610	AIFPTSA	0190709	ARCNCAC65	9380306	AYRES S2
4570612	AIFPTSA	0190710	ARCNCAC65	1480202	BAC 111
4570614	AIFPTSA	0190802	ARCNCAC65	1480204	BAC 111
4570616	AIFPTSA	0190902	ARCNCAC65	1480208	BAC 111
4570618	AIFPTSA	0190904	ARCNCAC65	1480210	BAC 111
4570620	AIFPTSA	0190906	ARCNCAC65	1480218	BAC 111
4570622	AIFPTSA	0190908	ARCNCAC65	1490221	BAC 111
4570624	AIFPTSA	0190910	ARCNCAC65	1480264	BAC 111
0440102	AIESPC18	0190712	AFCNCAC65	1490268	BAC 111
0440104	AIESPC18	0190914	ARCNCAC65	1480270	BAC 111
9200202	AIESPC18	0190916	ARCNCAC65		

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

FAA	SDR	FAA	SDR	FAA	SDR
1480273	BAC 111	1150904	BEECH 18	1151216	BEECH 23
1480277	BAC 111	1150806	BEECH 18	1151226	BEECH 23
1480283	BAC 111	1150808	BEECH 18	1151230	BEECH 23
1121223	BAG E206	1150902	BEECH 18	1151240	BEECH 23
1121224	BAG E206	1150904	BEECH 18	1151242	BEECH 23
4230170	BAG CH125	1150906	BEECH 18	1151250	BEECH 23
*JETSTM	BAG JETSTM	1150907	BEECH 18	1151252	BEECH 23
4130402	BAG JETSTM	1150908	BEECH 18	1151253	BEECH 23
1050100	BALWKSFIREFY	1150909	BEECH 18	1151254	BEECH 23
1050101	BALWKSFIREFY	1150910	BEECH 18	1151402	BEECH 33
1050103	BALWKSFIREFY	1150911	BEECH 18	1151404	BEECH 33
1050104	BALWKSFIREFY	1150912	BEECH 18	1151406	BEECH 33
1050107	BALWKSFIREFY	1150913	BEECH 18	1151408	BEECH 33
10501A9	BALWKSFIREFY	1150914	BEECH 18	1151410	BEECH 33
1152915	BEECH 100	1150916	BEECH 18	1151414	BEECH 33
1152916	BEECH 100	1150918	BEECH 18	1151419	BEECH 33
1152917	BEECH 100	1150920	BEECH 18	1151422	BEECH 33
1152919	BEECH 100	1150922	BEECH 18	1151423	BEECH 33
1150502	BEECH 17	1150924	BEECH 18	1151424	BEECH 33
1150504	BEECH 17	1150926	BEECH 18	1151425	BEECH 33
1150506	BEECH 17	1150928	BEECH 18	1151432	BEECH 33
1150508	BEECH 17	1150930	BEECH 18	1151434	BEECH 33
1150510	BEECH 17	1150932	BEECH 18	1151435	BEECH 33
1150512	BEECH 17	1151001	BEECH 18	1151502	BEECH 35
1150514	BEECH 17	1151002	BEECH 18	1151504	BEECH 35
1150516	BEECH 17	1151004	BEECH 18	1151506	BEECH 35
1150518	BEECH 17	1151006	BEECH 18	1151508	BEECH 35
1150520	BEECH 17	1151007	BEECH 18	1151510	BEECH 35
1150522	BEECH 17	1151008	BEECH 18	1151512	BEECH 35
1150524	BEECH 17	1151009	BEECH 18	1151514	BEECH 35
1150526	BEECH 17	1151010	BEECH 18	1151516	BEECH 35
1150528	BEECH 17	1151011	BEECH 18	1151518	BEECH 35
1150530	BEECH 17	1151012	BEECH 18	1151520	BEECH 35
1150532	BEECH 17	1151014	BEECH 18	1151522	BEECH 35
1150534	BEECH 17	1151015	BEECH 18	1151524	BEECH 35
1150536	BEECH 17	1151016	BEECH 18	1151526	BEECH 35
1150538	BEECH 17	1151018	BEECH 18	1151528	BEECH 35
1150540	BEECH 17	1151019	BEECH 18	1151530	BEECH 35
1150542	BEECH 17	1151020	BEECH 18	1151532	BEECH 35
1150544	BEECH 17	1151021	BEECH 18	1151538	BEECH 35
1150546	BEECH 17	1151022	BEECH 18	1151540	BEECH 35
1150548	BEECH 17	1151023	BEECH 18	1151544	BEECH 35
1150550	BEECH 17	1151024	BEECH 18	1151546	BEECH 35
1150552	BEECH 17	1151026	BEECH 18	1151548	BEECH 35
1150554	BEECH 17	1151040	BEECH 18	1151550	BEECH 35
1150556	BEECH 17	1151042	BEECH 18	1151602	BEECH 36
1150558	BEECH 17	1151044	BEECH 18	1151603	BEECH 36
1150560	BEECH 17	1151046	BEECH 18	1151604	BEECH 36
1150562	BEECH 17	1151048	BEECH 18	1151605	BEECH 36
1150564	BEECH 17	1151050	BEECH 18	1151606	BEECH 36
1150202	BEECH 18	1151102	BEECH 18	1151607	BEECH 36
1150204	BEECH 18	1152920	BEECH 200	1152002	BEECH 45
1150602	BEECH 18	1152926	BEECH 200	1152004	BEECH 45
1150702	BEECH 18	1152928	BEECH 200	1152006	BEECH 45
1150704	BEECH 18	1151202	BEECH 23	1152008	BEECH 45
1150706	BEECH 18	1151204	BEECH 23	1152010	BEECH 45
1150708	BEECH 18	1151208	BEECH 23	1152012	BEECH 45
1150710	BEECH 18	1151212	BEECH 23	1152013	BEECH 45
1150712	BEECH 18	1151214	BEECH 23	1152014	BEECH 45
1150802	BEECH 18	1151215	BEECH 23	1152015	BEECH 45
				1152016	BEECH 45

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

FAA	SDR	FAA	SDR	FAA	SDR
1152502	BEECH 50	1154004	BEECH 99	1181006	BELL 47
1152504	BEECH 50	1154402	BELL 204	1181007	BELL 47
1152506	BEECH 50	1181404	BELL 204	1181008	BELL 47
1152503	BEECH 50	1154405	BELL 204	1181009	BELL 47
1152510	BEECH 50	1181408	BELL 204	118100V	BELL 47
1152512	BEECH 50	1181410	BELL 204	1191010	BELL 47
1152514	BEECH 50	1181411	BELL 204	1181011	BELL 47
1152516	BEECH 50	9690101	BELL 204	1181012	BELL 47
1152518	BEECH 50	9690102	BELL 204	1181013	BELL 47
1152520	BEECH 50	1181502	BELL 206	1181014	BELL 47
1152522	BEECH 50	1181503	BELL 206	1181016	BELL 47
1152524	BEECH 50	1181504	BELL 206	1181019	BELL 47
1152526	BEECH 50	1181506	BELL 206	1181020	BELL 47
1152529	BEECH 50	1181508	BELL 206	1181022	BELL 47
1152530	BEECH 50	1181510	BELL 206	1181023	BELL 47
1152532	BEECH 50	1181511	BELL 206	1181024	BELL 47
1152534	BEECH 50	1181512	BELL 206	1181025	BELL 47
1152536	BEECH 50	1181522	BELL 206	1181026	BELL 47
1152702	BEECH 55	1181579	BELL 206	1181027	BELL 47
1152714	BEECH 55	1182107	BELL 206	1181028	BELL 47
1152706	BEECH 55	1181420	BELL 212	1181029	BELL 47
1152708	BEECH 55	1180602	BELL 47	1181030	BELL 47
1152728	BEECH 55	1180603	BELL 47	1181031	BELL 47
1152729	BEECH 55	1180604	BELL 47	1181032	BELL 47
1152730	BEECH 55	1180606	BELL 47	1181033	BELL 47
1152732	BEECH 55	1180702	BELL 47	1181034	BELL 47
1152736	BEECH 56	1180704	BELL 47	1181038	BELL 47
1152738	BEECH 56	1180902	BELL 47	1181032	BELL 47
1152740	BEECH 58	1180804	BELL 47	1181060	BELL 47
1152744	BEECH 58	1180806	BELL 47	1181063	BELL 47
1152746	BEECH 58	1180808	BELL 47	1181064	BELL 47
1153602	BEECH 60	1180810	BELL 47	1181065	BELL 47
1153604	BEECH 60	1180811	BELL 47	1181066	BELL 47
1153605	BEECH 60	1180812	BELL 47	1181067	BELL 47
1152802	BEECH 65	1180813	BELL 47	1181068	BELL 47
1152803	BEECH 65	1180814	BELL 47	1181070	BELL 47
1152804	BEECH 65	1180816	BELL 47	1181071	BELL 47
1152805	BEECH 65	1180920	BELL 47	1181073	BELL 47
1153005	BEECH 76	1180822	BELL 47	1181102	BELL 47
1153007	BEECH 77	1180943	BELL 47	1181103	BELL 47
1152806	BEECH 80	1180844	BELL 47	1181104	BELL 47
1152807	BEECH 80	1180845	BELL 47	1181106	BELL 47
1152808	BEECH 80	1180846	BELL 47	1181202	BELL 47
1152809	BEECH 80	1180940	BELL 47	1181310	BELL 47
1152812	BEECH 80	1180840	BELL 47	1181403	BELL 47
1152914	BEECH 80	118084E	BELL 47	1181585	BELL 47
1153010	BEECH 80	118084F	BELL 47	2330202	BELL 47
1152902	BEECH 90	118034G	BELL 47	8530103	BELL 47
1152904	BEECH 90	118084H	BELL 47	0191102	BLANCA11
1152908	BEECH 90	118034K	BELL 47	0191104	BLANCA11
1152912	BEECH 90	118084H	BELL 47	0191106	BLANCA11
1152913	BEECH 90	118084P	BELL 47	0191108	BLANCA11
1152914	BEECH 90	118084R	BELL 47	0191110	BLANCA11
1153401	BEECH 90	118034V	BELL 47	0191112	BLANCA11
1153402	BEECH 95	1180902	BELL 47	9140404	BLANCA11
1153404	BEECH 95	1180904	BELL 47	9140408	BLANCA11
1153406	BEECH 95	1181001	BELL 47	1201002	BLANCA1413
1153403	BEECH 95	1181002	BELL 47	1201004	BLANCA1413
1153410	BEECH 95	1181003	BELL 47	1201006	BLANCA1413
1153802	BEECH 99	1181004	BELL 47	1201008	BLANCA1413
1154002	BEECH 99	1181005	BELL 47	1220402	BLANCA1419

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

FAA	SDR	FAA	SDR	FAA	SDR
1220404	BLANCA 1419	2110158	BLANCA7	138360N	BOEING707
1220406	BLANCA 1419	2110160	BLANCA7	138360P	BOEING707
1220407	BLANCA 1419	2110162	BLANCA7	138360R	BOEING707
3080102	BLANCA 1419	2110164	BLANCA7	138360T	BOEING707
3090104	BLANCA 1419	2110166	BLANCA7	138360V	BOEING707
3080106	BLANCA 1419	2110168	BLANCA7	138360X	BOEING707
3080108	BLANCA 1419	2110170	BLANCA7	1383610	BOEING707
3080112	BLANCA 1419	2110172	BLANCA7	1383612	BOEING707
3080114	BLANCA 1419	2110174	BLANCA7	1383614	BOEING707
3080116	BLANCA 1419	2110176	BLANCA7	1383616	BOEING707
3080118	BLANCA 1419	2110182	BLANCA7	1383618	BOEING707
3080122	BLANCA 1419	2110186	BLANCA7	138361G	BOEING707
3090124	BLANCA 1419	211018A	BLANCA7	138365B	BOEING707
3080126	BLANCA 1419	211018F	BLANCA7	138365D	BOEING707
3090128	BLANCA 1419	211018L	BLANCA7	138365P	BOEING707
4580802	BLANCA 1419	211018R	BLANCA7	138365H	BOEING707
4580804	BLANCA 1419	211018W	BLANCA7	138365K	BOEING707
4580806	BLANCA 1419	2110182	BLANCA7	1383660	BOEING707
4580808	BLANCA 1419	2110187	BLANCA7	1383663	BOEING707
1220432	BLANCA 17	2110188	BLANCA7	1383668	BOEING707
1220433	BLANCA 17	211018B	BLANCA7	138366B	BOEING707
1220434	BLANCA 17	211018G	BLANCA7	138366C	BOEING707
1220435	BLANCA 17	211018H	BLANCA7	138366D	BOEING707
1220436	BLANCA 17	211018N	BLANCA7	138366F	BOEING707
1220437	BLANCA 17	211018S	BLANCA7	138366H	BOEING707
1220940	BLANCA 17	211018X	BLANCA7	138366K	BOEING707
0190107	BLANCA7	21101P3	BLANCA7	138366M	BOEING707
1220438	BLANCA7	21101PC	BLANCA7	138366P	BOEING707
1220461	BLANCA7	21101PH	BLANCA7	1383677	BOEING707
1220501	BLANCA7	21101PK	BLANCA7	138367A	BOEING707
1220601	BLANCA7	21101PN	BLANCA7	138367B	BOEING707
1220701	BLANCA7	21101PT	BLANCA7	138367C	BOEING707
2110102	BLANCA7	21101PY	BLANCA7	138367D	BOEING707
2110104	BLANCA7	1220801	BLANCA8	138367E	BOEING707
2110106	BLANCA7	1220803	BLANCA8	138367F	BOEING707
2110108	BLANCA7	2110612	BLANCA8	138367G	BOEING707
2110110	BLANCA7	1520202	BNCEN EN2	138367H	BOEING707
2110112	BLANCA7	1520204	BNCEN EN2	138367J	BOEING707
2110114	BLANCA7	1520206	BNCEN EN2	138367K	BOEING707
2110116	BLANCA7	1520207	BNCEN EN2	138367L	BOEING707
2110118	BLANCA7	1520219	BNCEN EN2	138367M	BOEING707
2110120	BLANCA7	1520210	BNCEN EN2	138367N	BOEING707
2110122	BLANCA7	1520215	BNCEN EN2	138367P	BOEING707
2110124	BLANCA7	1520220	BNCEN EN2	138367Q	BOEING707
2110126	BLANCA7	1520221	BNCEN EN2	138367R	BOEING707
2110128	BLANCA7	1520226	BNCEN EN2	138367S	BOEING707
2110130	BLANCA7	1520227	BNCEN EN2	138367T	BOEING707
2110132	BLANCA7	1520302	BNCEN EN2	138367U	BOEING707
2110133	BLANCA7	7080221	BNCEN EN2	138367V	BOEING707
2110134	BLANCA7	7090227	BNCEN EN2	138367W	BOEING707
2110136	BLANCA7	1383601	BOEING707	138367X	BOEING707
2110138	BLANCA7	1383612	BOEING707	138367Y	BOEING707
2110140	BLANCA7	1383614	BOEING707	138368B	BOEING707
2110142	BLANCA7	1383615	BOEING707	138368D	BOEING707
2110144	BLANCA7	1383616	BOEING707	138368F	BOEING707
2110146	BLANCA7	1383618	BOEING707	138368H	BOEING707
2110148	BLANCA7	1383619	BOEING707	138368K	BOEING707
2110150	BLANCA7	138361C	BOEING707	138368M	BOEING707
2110152	BLANCA7	138361F	BOEING707	138368R	BOEING707
2110154	BLANCA7	138361H	BOEING707	1383701	BOEING707
2110156	BLANCA7	138361K	BOEING707	1383706	BOEING707

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

FAA	SDR	FAA	SDR	FAA	SDR
1393902	BOEING720	1394059	BOEING727	1394480	BOEING737
1393804	BOEING720	1394063	BOEING727	1394482	BOEING737
1393810	BOEING720	1394067	BOEING727	139448F	BOEING737
1393814	BOEING720	139406G	BOEING727	139448G	BOEING737
1393818	BOEING720	139406N	BOEING727	139448J	BOEING737
1393822	BOEING720	1394073	BOEING727	139448H	BOEING737
1393926	BOEING720	1394074	BOEING727	139448M	BOEING737
1393830	BOEING720	1394075	BOEING727	139448P	BOEING737
1393841	BOEING720	1394076	BOEING727	139448R	BOEING737
1393845	BOEING720	1394077	BOEING727	139448S	BOEING737
1393849	BOEING720	1394078	BOEING727	139448T	BOEING737
1393853	BOEING720	1394079	BOEING727	139448V	BOEING737
1393857	BOEING720	139407E	BOEING727	139448W	BOEING737
1393861	BOEING720	139407F	BOEING727	139448Y	BOEING737
1393865	BOEING720	139407K	BOEING727	1394492	BOEING737
1393869	BOEING720	139407L	BOEING727	1394801	BOEING747
1393873	BOEING720	139407N	BOEING727	1394802	BOEING747
1393877	BOEING720	139407M	BOEING727	1394803	BOEING747
1394001	BOEING727	139407P	BOEING727	1394804	BOEING747
1394002	BOEING727	139407O	BOEING727	1394811	BOEING747
1394003	BOEING727	139407R	BOEING727	1394812	BOEING747
1394004	BOEING727	139407S	BOEING727	1394813	BOEING747
1394005	BOEING727	139407T	BOEING727	1394814	BOEING747
1394006	BOEING727	139407W	BOEING727	1394815	BOEING747
1394008	BOEING727	1394080	BOEING727	1394820	BOEING747
139400C	BOEING727	1394082	BOEING727	139484J	BOEING747
139400E	BOEING727	139408B	BOEING727	1394856	BOEING747
139400F	BOEING727	139408D	BOEING727	1394866	BOEING747
139400G	BOEING727	139408F	BOEING727	1394868	BOEING747
139400H	BOEING727	139408H	BOEING727	1394869	BOEING747
139400J	BOEING727	139409L	BOEING727	1394871	BOEING747
139400K	BOEING727	139408M	BOEING727	1394872	BOEING747
139400H	BOEING727	139408N	BOEING727	1394873	BOEING747
1394011	BOEING727	139408W	BOEING727	1394874	BOEING747
1394012	BOEING727	139408X	BOEING727	1394880	BOEING747
1394013	BOEING727	139409X	BOEING727	1394881	BOEING747
1394014	BOEING727	13940X2	BOEING727	1394882	BOEING747
1394015	BOEING727	13940XY	BOEING727	1394885	BOEING747
1394016	BOEING727	1394402	BOEING737	1394886	BOEING747
1394017	BOEING727	1394404	BOEING737	1394888	BOEING747
1394019	BOEING727	1394435	BOEING737	1394889	BOEING747
1394025	BOEING727	139443d	BOEING737	1394890	BOEING747
1394027	BOEING727	1394453	BOEING737	1394891	BOEING747
1394028	BOEING727	1394454	BOEING737	1394892	BOEING747
139402C	BOEING727	1394457	BOEING737	1394893	BOEING747
1394030	BOEING727	1394458	BOEING737	1394894	BOEING747
1394032	BOEING727	1394459	BOEING737	1394895	BOEING747
1394035	BOEING727	1394461	BOEING737	1394896	BOEING747
1394037	BOEING727	1394466	BOEING737	1394897	BOEING747
1394041	BOEING727	1394469	BOEING737	1394898	BOEING747
1394043	BOEING727	139446R	BOEING737	1394899	BOEING747
1394044	BOEING727	1394473	BOEING737	1394902	BOEING757
139404G	BOEING727	1394476	BOEING737	1394904	BOEING757
139404V	BOEING727	1394477	BOEING737	1394906	BOEING757
139404Z	BOEING727	1394479	BOEING737	1394908	BOEING757
1394056	BOEING727	1394479	BOEING737	1394910	BOEING757
1394057	BOEING727	1394480	BOEING737	1394912	BOEING757
1394058	BOEING727	1394484	BOEING737	1394914	BOEING757
		1394489	BOEING737	1394916	BOEING757
		139448A	BOEING737	1394918	BOEING757
		139448B	BOEING737	1394920	BOEING757
		139448C	BOEING737		

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

FAA	SDR	FAA	SDR	FAA	SDR
1380121	BOEING75	2390301	CCOPTB47ERLL	2073708	CSSNA177
1380122	BOEING75	2390302	CCOPTB47ERLL	2073709	CSSNA177
1380124	BOEING75	2390303	CCOPTB47ERLL	2072602	CSSNA180
1380128	BOEING75	2390304	CCOPTB47ERLL	2072604	CSSNA180
1380130	BOEING75	2390305	CCOPTB47ERLL	2072606	CSSNA180
1380131	BOEING75	2071402	CSSNA120	2072608	CSSNA180
1380132	BOEING75	2071602	CSSNA140	2072610	CSSNA180
1380134	BOEING75	2071604	CSSNA140	2072612	CSSNA180
1380136	BOEING75	2071802	CSSNA150	2072614	CSSNA180
1380137	BOEING75	2071804	CSSNA150	2072616	CSSNA180
1380138	BOEING75	2071806	CSSNA150	2072618	CSSNA180
1390140	BOEING75	2071808	CSSNA150	2072622	CSSNA180
1380142	BOEING75	2071810	CSSNA150	2072624	CSSNA180
1390144	BOEING75	2071812	CSSNA150	2072702	CSSNA182
1380146	BOEING75	2071814	CSSNA150	2072704	CSSNA182
1390148	BOEING75	2071816	CSSNA150	2072706	CSSNA182
1380150	BOEING75	2071818	CSSNA150	2072708	CSSNA182
1380152	BOEING75	2071820	CSSNA150	2072710	CSSNA182
1380154	BOEING75	2071822	CSSNA150	2072712	CSSNA182
1406006	BOEING75	2071824	CSSNA150	2072714	CSSNA182
5626005	BOEING75	2071826	CSSNA150	2072716	CSSNA182
5626006	BOEING75	2071828	CSSNA150	2072718	CSSNA182
4230101	BRABRODH125	2071830	CSSNA150	2072722	CSSNA182
4230106	BRABRODH125	2071831	CSSNA150	2072724	CSSNA182
4230110	BRABRODH125	2071833	CSSNA150	2072726	CSSNA182
4230126	BRABRODH125	2071836	CSSNA150	2072728	CSSNA182
4230138	BRABRODH125	2072302	CSSNA170	2072730	CSSNA182
4230139	BRABRODH125	2072304	CSSNA170	2072731	CSSNA182
4230139	BRABRODH125	2072306	CSSNA170	2072732	CSSNA182
4230140	BRABRODH125	2072202	CSSNA172	2072734	CSSNA182
4490102	BRASOVIS28	2072402	CSSNA172	2072735	CSSNA182
1461202	BRISTOL125	2072404	CSSNA172	2072736	CSSNA182
1461204	BRISTOL125	2072406	CSSNA172	2075802	CSSNA182
1461502	BRISTOL125	2072408	CSSNA172	2075806	CSSNA182
1461504	BRISTOL125	2072410	CSSNA172	2075814	CSSNA182
1461506	BRISTOL125	2072412	CSSNA172	2075816	CSSNA182
1461512	BRISTOL125	2072413	CSSNA172	2072802	CSSNA185
1461514	BRISTOL125	2072414	CSSNA172	2072804	CSSNA185
1461516	BRISTOL125	2072416	CSSNA172	2072806	CSSNA185
1550104	BOKER 131	2072417	CSSNA172	2072808	CSSNA185
1550114	BOKER 131	2072418	CSSNA172	2072812	CSSNA185
1880104	CANBONHODELO	2072420	CSSNA172	2072816	CSSNA185
1880106	CANBONHODELO	2072421	CSSNA172	2072818	CSSNA185
1880108	CANBONHODELO	2072424	CSSNA172	2072820	CSSNA185
1880110	CANBONHODELO	2072425	CSSNA172	2072821	CSSNA185
1880112	CANBONHODELO	2072426	CSSNA172	2073002	CSSNA188
1880113	CANBONHODELO	2072428	CSSNA172	2073004	CSSNA188
1880120	CANBONHODELO	2072429	CSSNA172	2073005	CSSNA188
1880122	CANBONHODELO	2072430	CSSNA172	2073006	CSSNA188
1880201	CANBONHODELO	2072431	CSSNA172	2073007	CSSNA188
1880202	CANBONHODELO	2072432	CSSNA172	2073008	CSSNA188
1880203	CANBONHODELO	2072434	CSSNA172	2073010	CSSNA188
1880204	CANBONHODELO	2072436	CSSNA172	2073012	CSSNA188
1181061	CCOPTB47ERLL	2072438	CSSNA172	2072902	CSSNA190
1181062	CCOPTB47ERLL	2072443	CSSNA172	2073102	CSSNA195
1181069	CCOPTB47ERLL	2072502	CSSNA175	2073104	CSSNA195
2390100	CCOPTB47ERLL	2072504	CSSNA175	2073106	CSSNA195
2390101	CCOPTB47ERLL	2072506	CSSNA175	2073108	CSSNA195
2390102	CCOPTB47ERLL	2072508	CSSNA175	2073110	CSSNA195
2390202	CCOPTB47ERLL	2073704	CSSNA177	2073112	CSSNA195
2390204	CCOPTB47ERLL	2073706	CSSNA177	2073302	CSSNA206

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

FAA	SDR	FAA	SDR	FAA	SDR
2073304	CESSNA206	2074001	CESSNA305	2075721	CESSNA337
2073306	CESSNA206	2074002	CESSNA305	2075723	CESSNA337
2073308	CESSNA206	2074003	CESSNA305	2075724	CESSNA337
2073309	CESSNA206	2074004	CESSNA305	2075725	CESSNA337
2073310	CESSNA206	2074005	CESSNA305	2075726	CESSNA337
2073311	CESSNA206	2074006	CESSNA305	2075727	CESSNA337
2073312	CESSNA206	2074008	CESSNA305	2075730	CESSNA337
2073313	CESSNA206	2074010	CESSNA305	2075731	CESSNA337
2073316	CESSNA206	2074012	CESSNA305	2075732	CESSNA337
2073317	CESSNA206	2074014	CESSNA305	2075733	CESSNA337
2073318	CESSNA206	2074016	CESSNA305	2076404	CESSNA340
2073319	CESSNA206	2074018	CESSNA305	2076405	CESSNA340
2073322	CESSNA206	2074028	CESSNA305	207590C	CESSNA401
2073324	CESSNA206	2074030	CESSNA305	207590D	CESSNA401
2073332	CESSNA206	2074032	CESSNA305	207590E	CESSNA401
2073333	CESSNA206	207408D	CESSNA305	207590K	CESSNA402
2073334	CESSNA206	207408E	CESSNA305	207590L	CESSNA402
2073338	CESSNA206	207408K	CESSNA305	207590H	CESSNA402
2073340	CESSNA206	2074202	CESSNA310	207590P	CESSNA402
2073342	CESSNA206	2074204	CESSNA310	207590R	CESSNA402
2073344	CESSNA206	2074206	CESSNA310	2075901	CESSNA404
2073346	CESSNA206	2074208	CESSNA310	2075902	CESSNA411
2073348	CESSNA206	2074210	CESSNA310	2075904	CESSNA411
2073350	CESSNA206	2074212	CESSNA310	2075907	CESSNA414
2073352	CESSNA206	2074214	CESSNA310	2075909	CESSNA414
2073353	CESSNA206	2074216	CESSNA310	2076010	CESSNA421
2073356	CESSNA206	2074218	CESSNA310	2076012	CESSNA421
2073357	CESSNA206	2074220	CESSNA310	2076014	CESSNA421
2073602	CESSNA207	2074222	CESSNA310	2076016	CESSNA421
2073604	CESSNA207	2074224	CESSNA310	2076020	CESSNA441
2073612	CESSNA207	2074226	CESSNA310	2076602	CESSNA500
2073614	CESSNA207	2074228	CESSNA310	2076604	CESSNA500
2073202	CESSNA210	2074230	CESSNA310	2071302	CESSNA750
2073204	CESSNA210	2074234	CESSNA310	2071304	CESSNA750
2073402	CESSNA210	2074236	CESSNA310	2071305	CESSNA750
2073403	CESSNA210	2074238	CESSNA310	2071306	CESSNA750
2073404	CESSNA210	2074240	CESSNA310	2071307	CESSNA750
2073406	CESSNA210	2074242	CESSNA310	2071308	CESSNA750
2073408	CESSNA210	2074244	CESSNA310	2070402	CESSNAUC77
2073410	CESSNA210	2074245	CESSNA310	2070702	CESSNAUC77
2073412	CESSNA210	2074246	CESSNA310	2070704	CESSNAUC77
2073414	CESSNA210	2074502	CESSNA320	2070802	CESSNAUC77
2073416	CESSNA210	2074504	CESSNA320	2070904	CESSNAUC77
2073418	CESSNA210	2074506	CESSNA320	2070806	CESSNAUC77
2073422	CESSNA210	2074508	CESSNA320	2070902	CESSNAUC94
2073430	CESSNA210	2074510	CESSNA320	2071002	CESSNAUC94
2073432	CESSNA210	2074512	CESSNA320	2071102	CESSNAUC94
2073436	CESSNA210	2074514	CESSNA320	2071104	CESSNAUC94
2073438	CESSNA210	2074516	CESSNA320	0110201	CHILD S2
2073439	CESSNA210	2075501	CESSNA335	2370602	CONETH185
2073440	CESSNA210	2075502	CESSNA336	2370604	CONETH185
2073446	CESSNA210	2075503	CESSNA337	2370608	CONETH185
2073447	CESSNA210	2075703	CESSNA337	2400102	CCBAE81A4
2073448	CESSNA210	2075704	CESSNA337	2400108	CCBAE81A4
2073449	CESSNA210	2075706	CESSNA337	2400110	CCBAE81A4
2073450	CESSNA210	2075707	CESSNA337	5110102	CCBAE81A4
2073451	CESSNA210	2075708	CESSNA337	5110104	CCBAE81A4
2073453	CESSNA210	2075712	CESSNA337	5110202	CCBAE81A4
2073454	CESSNA210	2075714	CESSNA337	5110204	CCBAE81A4
2073456	CESSNA210	2075717	CESSNA337	5110302	CCBAE81A4
2073502	CESSNA305	2075719	CESSNA337	5110304	CCBAE81A4

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

FAA	SDR	FAA	SDR	FAA	SDR
5110306	CCNABDLA4	2621808	CUBTISTRVAIR	2422904	CVAC 440
5110308	CCNABDLA4	2621810	CUBTISTRVAIR	2423004	CVAC 440
5110310	CCNABDLA4	2621812	CUBTISTRVAIR	2420202	CVAC ET13
5110312	CCNABDLA4	2621814	CUBTISTRVAIR	2420204	CVAC ET13
5110314	CCNABDLA4	2621816	CUBTISTRVAIR	2420206	CVAC ET13
5110316	CCNABDLA4	2621819	CUBTISTRVAIR	2420208	CVAC ET13
2622601	CUBTISC46	2621820	CUBTISTRVAIR	2420210	CVAC ET13
2622602	CUBTISC46	2621822	CUBTISTRVAIR	2420222	CVAC ET13
2622604	CUBTISC46	2621824	CUBTISTRVAIR	2420224	CVAC ET13
2622606	CUBTISC46	2621826	CUBTISTRVAIR	2420226	CVAC ET13
2622608	CUBTISC46	2621828	CUBTISTRVAIR	2420228	CVAC ET13
2622610	CUBTISC46	2621830	CUBTISTRVAIR	2420230	CVAC ET13
2622624	CUBTISC46	2621832	CUBTISTRVAIR	2420702	CVAC L13
2622701	CUBTISC46	2621902	CUBTISTRVAIR	2420704	CVAC L13
2622702	CUBTISC46	2621904	CUBTISTRVAIR	2420706	CVAC L13
2622704	CUBTISC46	2621906	CUBTISTRVAIR	*STC580	CVAC STC580
2622706	CUBTISC46	2621908	CUBTISTRVAIR	2422801	CVAC STC580
2622709	CUBTISC46	2423302	CVAC 22	2422802	CVAC STC580
2622710	CUBTISC46	2423304	CVAC 22	2422804	CVAC STC580
2622750	CUBTISC46	3790104	CVAC 22	2422906	CVAC STC580
2620502	CUBTISJR	2422601	CVAC 240	2423001	CVAC STC580
2620802	CUBTISROEIN	2422602	CVAC 240	2423002	CVAC STC580
2620804	CUBTISROEIN	2422604	CVAC 240	2700102	DART G
2620806	CUBTISROEIN	2422606	CVAC 240	2700104	DART G
2620808	CUBTISROEIN	2422608	CVAC 240	2700106	DART G
2620810	CUBTISROEIN	2422610	CVAC 240	2700110	DART G
2620812	CUBTISROEIN	2422612	CVAC 240	2801702	DHAY EHC1
2620814	CUBTISROEIN	2422614	CVAC 240	2801704	DHAY EHC1
2621002	CUBTISTRVAIR	2422616	CVAC 240	2801712	DHAY EHC1
2621004	CUBTISTRVAIR	2422618	CVAC 240	2801714	DHAY EHC1
2621006	CUBTISTRVAIR	2422620	CVAC 240	2801716	DHAY EHC1
2621008	CUBTISTRVAIR	2422622	CVAC 240	2801736	DHAY EHC1
2621010	CUBTISTRVAIR	2422624	CVAC 240	2801738	DHAY EHC1
2621012	CUBTISTRVAIR	2422626	CVAC 240	2901739	DHAY EHC1
2621102	CUBTISTRVAIR	2422628	CVAC 240	*DHC2	DHAY EHC2
2621104	CUBTISTRVAIR	2422630	CVAC 240	2800102	DHAY EHC2
2621106	CUBTISTRVAIR	2422632	CVAC 240	2800103	DHAY EHC2
2621108	CUBTISTRVAIR	2422633	CVAC 240	2800104	DHAY EHC2
2621202	CUBTISTRVAIR	2422634	CVAC 240	2900105	DHAY EHC2
2621204	CUBTISTRVAIR	2422636	CVAC 240	2800106	DHAY EHC2
2621302	CUBTISTRVAIR	2422638	CVAC 240	2800117	DHAY EHC2
2621304	CUBTISTRVAIR	2422640	CVAC 240	2800108	DHAY EHC2
2621306	CUBTISTRVAIR	2422642	CVAC 240	2800109	DHAY EHC2
2621308	CUBTISTRVAIR	2422644	CVAC 240	2800115	DHAY EHC2
2621402	CUBTISTRVAIR	2422645	CVAC 240	2801830	DHAY EHC2
2621404	CUBTISTRVAIR	2422646	CVAC 240	2801832	DHAY EHC2
2621406	CUBTISTRVAIR	2422647	CVAC 240	2801000	DHAYXXCH2
2621408	CUBTISTRVAIR	2422648	CVAC 240	2801002	DHAYXXCH2
2621502	CUBTISTRVAIR	2422702	CVAC 340	2801006	DHAYXXCH2
2621504	CUBTISTRVAIR	2422704	CVAC 340	2801020	DHAYXXCH2
2621506	CUBTISTRVAIR	2422706	CVAC 340	3020502	DOUG B26
2621508	CUBTISTRVAIR	2422708	CVAC 340	3020504	DOUG B26
2621602	CUBTISTRVAIR	242270A	CVAC 340	3020506	DOUG B26
2621604	CUBTISTRVAIR	242270H	CVAC 340	3020510	DOUG B26
2621606	CUBTISTRVAIR	2422712	CVAC 340	3020512	DOUG B26
2621608	CUBTISTRVAIR	2422714	CVAC 340	3020514	DOUG B26
2621702	CUBTISTRVAIR	2422716	CVAC 340	3020516	DOUG B26
2621704	CUBTISTRVAIR	2422718	CVAC 340	3020518	DOUG B26
2621802	CUBTISTRVAIR	2422742	CVAC 340	3020524	DOUG B26
2621804	CUBTISTRVAIR	2422750	CVAC 440	3020525	DOUG B26
2621806	CUBTISTRVAIR	2422902	CVAC 440	3020526	DOUG B26

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

FAA	SDR		FAA	SDR		FAA	SDR	
3020527	DOUG	A26	3021468	DOUG	EC3	3021918	DOUG	EC8
*DC10	DOUG	DC10	3021469	DOUG	EC3	302191D	DOUG	EC8
3022110	DOUG	EC10	302146T	DOUG	DC3	302191T	DOUG	EC8
3022111	DOUG	EC10	302146X	DOUG	EC3	302191H	DOUG	EC8
3022114	DOUG	EC10	302146Y	DOUG	EC3	302191K	DOUG	EC8
3023001	DOUG	DC10	302146Z	DOUG	EC3	3021920	DOUG	EC8
3023501	DOUG	EC10	3021470	DOUG	DC3	3021922	DOUG	EC8
3023503	DOUG	DC10	3021471	DOUG	EC3	3021924	DOUG	EC8
3023508	DOUG	EC10	3021472	DOUG	EC3	3021925	DOUG	EC8
3021401	DOUG	EC3	3021473	DOUG	EC3	3021926	DOUG	EC8
3021402	DOUG	EC3	3021474	DOUG	EC3	3021927	DOUG	EC8
3021404	DOUG	EC3	3021476	DOUG	EC3	3021928	DOUG	EC8
3021406	DOUG	EC3	3021478	DOUG	DC3	3021929	DOUG	EC8
3021410	DOUG	DC3	302147H	DOUG	EC3	302192D	DOUG	EC8
3021412	DOUG	EC3	3021480	DOUG	DC3	302192T	DOUG	EC8
3021414	DOUG	EC3	3021502	DOUG	EC4	302192H	DOUG	EC8
3021416	DOUG	EC3	3021504	DOUG	EC4	302192K	DOUG	EC8
3021418	DOUG	EC3	3021506	DOUG	EC4	302192H	DOUG	EC8
3021420	DOUG	EC3	3021508	DOUG	EC4	3021952	DOUG	EC8
3021422	DOUG	EC3	3021510	DOUG	EC4	3021953	DOUG	EC8
3021424	DOUG	EC3	3021512	DOUG	EC4	3021954	DOUG	EC8
3021425	DOUG	DC3	3021514	DOUG	EC4	302195B	DOUG	EC8
3021426	DOUG	EC3	3021516	DOUG	EC4	302195D	DOUG	EC8
3021427	DOUG	EC3	3021517	DOUG	EC4	3021965	DOUG	EC8
3021428	DOUG	EC3	3021520	DOUG	EC4	3021971	DOUG	EC8
3021429	DOUG	DC3	3021522	DOUG	EC4	3021972	DOUG	EC8
3021430	DOUG	EC3	3021524	DOUG	EC4	302197B	DOUG	EC8
3021431	DOUG	EC3	3021526	DOUG	EC4	302197D	DOUG	EC8
3021432	DOUG	EC3	3021528	DOUG	EC4	302198A	DOUG	EC8
3021433	DOUG	DC3	3021530	DOUG	EC4	302198B	DOUG	EC8
3021434	DOUG	EC3	3021532	DOUG	EC4	302198F	DOUG	EC8
3021436	DOUG	DC3	3021534	DOUG	EC4	302198H	DOUG	EC8
3021438	DOUG	EC3	3021536	DOUG	EC4	3022002	DOUG	EC9
3021439	DOUG	DC3	3021537	DOUG	EC4	3022026	DOUG	EC9
3021440	DOUG	EC3	3021538	DOUG	DC4	3022028	DOUG	EC9
3021441	DOUG	EC3	3021702	DOUG	EC6	302202B	DOUG	EC9
3021442	DOUG	EC3	3021706	DOUG	EC6	3022030	DOUG	EC9
3021443	DOUG	EC3	3021708	DOUG	EC6	3022034	DOUG	EC9
3021444	DOUG	EC3	3021710	DOUG	EC6	3022036	DOUG	EC9
3021445	DOUG	EC3	3021712	DOUG	EC6	3022037	DOUG	EC9
3021446	DOUG	DC3	3021714	DOUG	DC6	302203E	DOUG	EC9
3021447	DOUG	EC3	3021802	DOUG	EC7	302203D	DOUG	EC9
3021448	DOUG	EC3	3021804	DOUG	DC7	302203F	DOUG	EC9
3021449	DOUG	EC3	3021805	DOUG	EC7	302203H	DOUG	EC9
3021450	DOUG	DC3	3021806	DOUG	EC7	302203K	DOUG	EC9
3021451	DOUG	EC3	3021807	DOUG	EC7	3022051	DOUG	EC9
3021452	DOUG	DC3	3021808	DOUG	DC7	302205A	DOUG	EC9
3021453	DOUG	EC3	3021901	DOUG	EC8	302205C	DOUG	EC9
3021454	DOUG	DC3	3021902	DOUG	DC8	3022065	DOUG	EC9
3021455	DOUG	EC3	3021904	DOUG	EC8	3022066	DOUG	EC9
3021456	DOUG	EC3	3021906	DOUG	DC8	3022067	DOUG	EC9
3021457	DOUG	EC3	3021908	DOUG	EC8	302206A	DOUG	EC9
3021458	DOUG	DC3	302190B	DOUG	EC8	302206C	DOUG	EC9
3021459	DOUG	EC3	302190D	DOUG	EC8	302206E	DOUG	EC9
3021460	DOUG	EC3	302190T	DOUG	DC8	302207A	DOUG	EC9
3021461	DOUG	EC3	302190H	DOUG	EC8	302207C	DOUG	EC9
3021462	DOUG	DC3	3021910	DOUG	DC8	302207D	DOUG	EC9
3021463	DOUG	EC3	3021912	DOUG	EC8	302207H	DOUG	EC9
3021464	DOUG	DC3	3021914	DOUG	DC8	302207P	DOUG	EC9
3021466	DOUG	EC3	3021916	DOUG	EC8	3022080	DOUG	EC9
3021467	DOUG	DC3	3021918	DOUG	DC8	5760102	ELSON20	

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

FAA	SDR	FAA	SDR	FAA	SDR
5760134	EIVCN20	3370622	FRCHLD24	3960103	GRUNAVAA1
5760202	EIVCN20	3370624	FRCHLD24	3960502	GRUNAVAA1
5760204	EIVCN20	3370626	FRCHLD24	0632005	GRUNAVAA5
5760206	EIVCN20	3370628	FRCHLD24	3960104	GRUNAVAA5
5760207	EIVCN20	3372102	FRCHLCC119	3960105	GRUNAVAA5
3280103	EMAIR HA1	3372106	FRCHLCC119	3952801	GRUNAVG164
6070102	EMAIR HA1	3372115	FRCHLCC119	3960201	GRUNAVG164
3260122	EME 110	3373002	FRCHLDF27	3960202	GRUNAVG164
3260124	EME 110	3373004	FRCHLDF27	3960203	GRUNAVG164
3300404	ENSTRNF28	3373016	FRCHLDF27	9052214	GRUNAVG164
3300416	ENSTRNF28	3373018	FRCHLDF27	9052215	GRUNAVG164
3300407	ENSTRNF28	3373010	FRCHLDF27	3951202	GRUNAVG21
3300424	ENSTRNF28	3373016	FRCHLDF27	3951204	GRUNAVG21
3300512	ENSTRNF28	3371602	FRCHLDF62	0630611	GULSTHAA1
3300505	ENSTRNF28	3371604	FRCHLDF62	0630711	GULSTHAA1
3300507	ENSTRNF28	3371606	FRCHLDF62	0631206	GULSTHAA1
3480502	FLIET 16E	3371608	FRCHLDF62	0631214	GULSTHAA1
3480504	FLIET 16E	3371609	FRCHLDF62	0631410	GULSTHAA5
3370202	FRCHLC24	3371610	FRCHLDF62	3960105	GULSTHAA5
3370204	FRCHLC24	3371612	FRCHLDF62	3960106	GULSTHAA5
3370206	FRCHLC24	3371614	FRCHLDF62	3960107	GULSTHAA5
3370208	FRCHLC24	3371616	FRCHLDF62	3960124	GULSTHAA5
3370211	FRCHLC24	3371618	FRCHLDF62	3970104	GULSTHAA5
3370212	FRCHLC24	3371620	FRCHLDF62	3370106	GULSTHAA5
3370214	FRCHLC24	3371622	FRCHLDF62	0631155	GULSTHAA1159
3370216	FRCHLC24	3371624	FRCHLDF62	3953505	GULSTHAA1159
3370218	FRCHLC24	3371626	FRCHLDF62	3970108	GULSTHAA1159
3370220	FRCHLC24	3371628	FRCHLDF62	3952202	GULSTHAA159
3370222	FRCHLC24	3371630	FRCHLDF62	3952702	GULSTHAA164
3370224	FRCHLC24	3371632	FRCHLDF62	3952704	GULSTHAA164
3370302	FRCHLC24	3371634	FRCHLDF62	3952802	GULSTHAA164
3370304	FRCHLC24	3371636	FRCHLDF62	3952803	GULSTHAA164
3370402	FRCHLC24	3371638	FRCHLDF62	3970908	GULSTHAA164
3370404	FRCHLC24	3371640	FRCHLDF62	3951502	GULSTHAA44
3370406	FRCHLC24	3371642	FRCHLDF62	3951504	GULSTHAA44
3370408	FRCHLC24	3374004	FRCHLDF62	3951506	GULSTHAA44
3370410	FRCHLC24	3374006	FRCHLDF62	3951508	GULSTHAA44
3370412	FRCHLC24	3760102	GENRALAX6	3951802	GULSTHAA73
3370414	FRCHLC24	3760202	GENRALAX6	3960401	GULSTHAA7
3370416	FRCHLC24	3800335	GLASFLITEELL	4300302	HELIC H251
3370418	FRCHLC24	3800337	GLASFLITEELL	4300802	HELIC H295
3370502	FRCHLD24	3800339	GLASFLITEELL	4300803	HELIC H295
3370504	FRCHLC24	3800341	GLASFLITEELL	4301101	HELIC H295
3370506	FRCHLD24	3800344	GLASFLITEELL	4301102	HELIC H295
3370508	FRCHLC24	3800346	GLASFLITEELL	4301104	HELIC H295
3370510	FRCHLC24	1660104	GECB ASTIR	4300102	HELIC H391
3370512	FRCHLC24	3910101	GRILKS2T1	4300104	HELIC H391
3370514	FRCHLC24	3910102	GRILKS2T1	4300106	HELIC H391
3370516	FRCHLC24	3910104	GRILKS2T1	4300202	HELIC H395
3370518	FRCHLC24	3910106	GRILKS2T1	4300204	HELIC H395
3370520	FRCHLC24	3910107	GRILKS2T1	4300206	HELIC H395
3370602	FRCHLC24	3910108	GRILKS2T1	3376502	HILLERPH1109
3370604	FRCHLC24	3950306	GRUNAV1B	4360102	HILLERPH12
3370606	FRCHLC24	3950308	GRUNAV1B	4360103	HILLERPH12
3370609	FRCHLC24	3950310	GRUNAV1B	4360104	HILLERPH12
3370610	FRCHLC24	0630920	GRUNAVAA1	4360105	HILLERPH12
3370612	FRCHLC24	0631202	GRUNAVAA1	4360106	HILLERPH12
3370614	FRCHLC24	0632001	GRUNAVAA1	4360107	HILLERPH12
3370616	FRCHLC24	3960100	GRUNAVAA1	4360108	HILLERPH12
3370618	FRCHLC24	3960101	GRUNAVAA1	4360109	HILLERPH12
3370620	FRCHLC24	3960102	GRUNAVAA1	4360110	HILLERPH12

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

FAA	SDR	FAA	SDR	FAA	SDR
4360111	HILLBOR12	4230130	HWSLYCH125	5265010	LKHEED1011
4360112	HILLBOR12	4230134	HWSLYCH125	5265015	LKHEED1011
4360113	HILLBOR12	4230159	HWSLYCH125	5265020	LKHEED1011
4360114	HILLBOR12	4230160	HWSLYCH125	5261402	LKHEED12A
4360115	HILLBOR12	4230170	HWSLYCH125	5261404	LKHEED12A
4360116	HILLBOR12	1440502	HYRES E2	5261406	LKHEED12A
4360117	HILLBOR12	1440504	HYRES E2	5261408	LKHEED12A
4360118	HILLBOR12	1440506	HYRES E2	5261410	LKHEED12A
4360119	HILLBOR12	1440503	HYRES E2	*1329	LKHEED1329
4360120	HILLBOR12	0142002	ISRAEL1121	5261102	LKHEED1329
4360121	HILLBOR12	0142006	ISRAEL1121	5261104	LKHEED1329
4360122	HILLBOR12	0142010	ISRAEL1121	5261106	LKHEED1329
4360124	HILLBOR12	*1123	ISRAEL1123	5261107	LKHEED1329
4360125	HILLBOR12	4501101	ISRAEL1123	5261110	LKHEED1329
4360126	HILLBOR12	*1124	ISRAEL1124	5261116	LKHEED1329
4360127	HILLBOR12	4500102	ISRAEL1124	5261119	LKHEED1329
4360128	HILLBOR12	4690502	JESTRECA15	5261125	LKHEED1329
4360129	HILLBOR12	4690504	JESTRECA15	5261602	LKHEED18
4360130	HILLBOR12	4690506	JESTRECA15	5261603	LKHEED18
4360135	HILLBOR12	4690508	JESTRECA15	5261604	LKHEED18
4360809	HILLBOR12	4690511	JESTRECA15	5261606	LKHEED18
4470412	HUGHES269	4690512	JESTRECA15	5261608	LKHEED18
4470403	HUGHES269	4690514	JESTRECA15	5261610	LKHEED18
4470404	HUGHES269	4690516	JESTRECA15	5261612	LKHEED18
4470406	HUGHES269	4690518	JESTRECA15	5261614	LKHEED18
4470512	HUGHES269	8850402	KUHLONC	5261616	LKHEED18
4470504	HUGHES269	8850406	KUHLONC	5261618	LKHEED18
4470702	HUGHES369	8850408	KUHLONC	5261620	LKHEED18
4470704	HUGHES369	8850410	KUHLONC	5261622	LKHEED18
4470706	HUGHES369	8850412	KUHLONC	5261624	LKHEED18
4470718	HUGHES369	8850414	KUHLONC	5261632	LKHEED18
4470720	HUGHES369	8850416	KUHLONC	5261634	LKHEED18
4470722	HUGHES369	8850418	KUHLONC	5261636	LKHEED18
4470728	HUGHES369	8850421	KUHLONC	5261638	LKHEED18
4470730	HUGHES369	8850422	KUHLONC	5261640	LKHEED18
4470802	HUGHES369	5090204	LAIKFN10	5261642	LKHEED18
4470806	HUGHES369	5090206	LAIKFN10	5262602	LKHEED18
4470905	HUGHES369	5090208	LAIKFN10	5262604	LKHEED18
*DR104	HWSLYCH104	5170102	LEAR 23	5264102	LKHEED382
2800402	HWSLYCH104	5170302	LEAR 24	5264104	LKHEED382
2800404	HWSLYCH104	5170304	LEAR 24	5264110	LKHEED382
2800406	HWSLYCH104	5170306	LEAR 24	5264115	LKHEED382
2800408	HWSLYCH104	5170307	LEAR 24	5264120	LKHEED382
2800410	HWSLYCH104	5170308	LEAR 24	5264130	LKHEED382
2800412	HWSLYCH104	5170309	LEAR 24	5264140	LKHEED382
2800414	HWSLYCH104	5170311	LEAR 24	526414X	LKHEED382
2800416	HWSLYCH104	5170316	LEAR 24	5260102	LKHEEDP41
2800417	HWSLYCH104	5170317	LEAR 24	5260104	LKHEEDP41
2800418	HWSLYCH104	5170506	LEAR 25	5260106	LKHEEDP41
2800420	HWSLYCH104	5170507	LEAR 25	5260401	LKHEEDT33
*DR114	HWSLYCH114	5170511	LEAR 25	5260402	LKHEEDT33
2800501	HWSLYCH114	5170513	LEAR 25	5260404	LKHEEDT33
2800502	HWSLYCH114	5170514	LEAR 25	5260406	LKHEEDT33
2800504	HWSLYCH114	5170516	LEAR 25	8190102	LUSCONB
2800506	HWSLYCH114	5170600	LEAR 35	8190104	LUSCONB
2800509	HWSLYCH114	5170601	LEAR 35	8190106	LUSCONB
2800510	HWSLYCH114	5170602	LEAR 35	8190108	LUSCONB
*DR125	HWSLYCH125	5170603	LEAR 35	8190110	LUSCONB
4230112	HWSLYCH125	1360306	LET 113	8190112	LUSCONB
4230102	HWSLYCH125	*1011	LKHEED1011	8190114	LUSCONB
4230112	HWSLYCH125				

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

FAA	SDR	FAA	SDR	FAA	SDR
8130116	LUSCON8	5870304	HCCNEYH20	6400407	WABER 16
8190118	LUSCON8	5870306	HCCNEYH20	6400408	WABER 16
8130120	LUSCON8	5870308	HCCNEYH20	6400410	WABER 16
8190122	LUSCON8	5870310	HCCNEYH20	6400412	WABER 16
8130124	LUSCON8	5870312	HCCNEYH20	6400414	WABER 16
8190126	LUSCON8	5870314	HCCNEYH20	6400415	WABER 16
8130128	LUSCON8	5870316	HCCNEYH20	6400416	WABER 16
8190130	LUSCON8	5870601	HCCNEYH20	6400417	WABER 16
8130132	LUSCON8	5870605	HCCNEYH20	6400418	WABER 16
8190134	LUSCON8	8120412	HPCRT1S205	6400419	WABER 16
8130142	LUSCON8	5780404	H1SBSIH02	6400420	WABER 16
5450702	MARTIN404	5780405	H1SBSIH02	6400422	WABER 16
5460102	HAULE H4	5780406	H1SBSIH02	6400423	WABER 16
5460104	HAULE H4	5780407	H1SBSIH02	6400424	WABER 16
5460105	HAULE H4	5780408	H1SBSIH02	6400426	WABER 16
5460106	HAULE H4	5780409	H1SBSIH02	6400430	WABER 16
5460108	HAULE H4	5780410	H1SBSIH02	6400431	WABER 16
5460112	HAULE H4	5780411	H1SBSIH02	6400432	WABER 16
5460114	HAULE H4	5780412	H1SBSIH02	6400434	WABER 16
5460116	HAULE H4	5780413	H1SBSIH02	6400436	WABER 16
5460128	HAULE H4	5780414	H1SBSIH02	6400441	WABER 16
5460130	HAULE H4	5780441	H1SBSIH02	6400442	WABER 16
5460132	HAULE H4	5780460	H1SBSIH02	6120202	NAVAL B3H
5460133	HAULE H5	9230602	HULTECC16	6150119	NAVICHNAVION
5460134	HAULE H5	9230604	HULTECC16	6150132	NAVICHNAVION
5460135	HAULE H5	9230606	HULTECC16	6150134	NAVICHNAVION
5460204	HAULE H5	9230608	HULTECC16	6150136	NAVICHNAVION
5480102	HCLISHFUNKB	9230610	HULTECC16	6150138	NAVICHNAVION
5480104	HCLISHFUNKB	9230612	HULTECC16	6150140	NAVICHNAVION
5480106	HCLISHFUNKB	6400702	WABER E25	6150142	NAVICHNAVION
5480108	HCLISHFUNKB	6400704	WABER E25	6150144	NAVICHNAVION
5480202	HCLISHFUNKB	6400705	WABER E25	6150148	NAVICHNAVION
5480204	HCLISHFUNKB	6400706	WABER E25	6150160	NAVICHNAVION
5480206	HCLISHFUNKB	6400708	WABER E25	6150162	NAVICHNAVION
5480208	HCLISHFUNKB	6400710	WABER E25	6150164	NAVICHNAVION
5650202	HEYBSOTN	6400712	WABER E25	6150166	NAVICHNAVION
5650204	HEYBSCTN	6400713	WABER E25	6150168	NAVICHNAVION
5650206	HEYBSOTN	6400714	WABER E25	6150170	NAVICHNAVION
5650208	HEYBSOTN	6400718	WABER E25	6150172	NAVICHNAVION
5810102	HNCOP90	6400719	WABER E25	6150174	NAVICHNAVION
5810104	HNCOP90	6402301	WABER F51	6150176	NAVICHNAVION
5810107	HNCOP90	6402302	WABER F51	6150178	NAVICHNAVION
5810108	HNCOP90	6402303	WABER F51	6383006	HCB0 SV4
5810110	HNCOP90	6402304	WABER F51	8141608	ORINBLH19
5810130	HNCOP90	6402305	WABER F51	8141609	ORINBLH19
5870101	HREITER18	6402306	WABER F51	8141610	ORINBLH19
5870102	HREITER18	6402307	WABER F51	8141612	ORINBLH19
5870104	HREITER18	6402308	WABER F51	8141614	ORINBLH19
5870106	HREITER18	6402309	WABER F51	8141616	ORINBLH19
5870108	HREITER18	6402310	WABER F51	8141618	ORINBLH19
5870202	HCCNEYH20	6402314	WABER F51	056040H	PICARCAH6
5870204	HCCNEYH20	6402502	WABER HA260	7001218	PICARCAH6
5870206	HCCNEYH20	6402504	WABER HA260	700122A	PICARCAH6
5870208	HCCNEYH20	6402505	WABER HA260	7090103	PILATSE4
5870210	HCCNEYH20	6402506	WABER HA260	7090104	PILATSE4
5870212	HCCNEYH20	6402512	WABER HA260	7106001	PIPER 600
5870214	HCCNEYH20	1922828	WABER 16	7106002	PIPER 600
5870216	HCCNEYH20	6400402	WABER 16	7106010	PIPER 600
5870218	HCCNEYH20	6400404	WABER 16	7106011	PIPER 600
5870220	HCCNEYH20	6400405	WABER 16	8360604	PIPER 600
5870302	HCCNEYH20	6400406	WABER 16	8360605	PIPER 600

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

FAA	SDR	FAA	SDR	FAA	SDR
3360607	PIPER 600	7101202	PIPER PA12	7102403	PIPER PA24
8360608	PIPER 600	7101204	PIPER PA12	7102404	PIPER PA24
7100402	PIPER J2	7101402	PIPER PA14	7102406	PIPER PA24
7100412	PIPER J2	7101502	PIPER PA15	7102407	PIPER PA24
7100501	PIPER J3	7101602	PIPER PA16	7102408	PIPER PA24
7100502	PIPER J3	7101604	PIPER PA16	7102409	PIPER PA24
7100503	PIPER J3	7101702	PIPER PA17	7102502	PIPER PA25
7100504	PIPER J3	7101802	PIPER PA18	7102503	PIPER PA25
7100506	PIPER J3	7101804	PIPER PA18	7102504	PIPER PA25
7100508	PIPER J3	7101806	PIPER PA18	7102508	PIPER PA25
7100509	PIPER J3	7101900	PIPER PA18	7102510	PIPER PA28
7100510	PIPER J3	7101809	PIPER PA18	7102801	PIPER PA28
7100511	PIPER J3	7101910	PIPER PA18	7102802	PIPER PA28
7100512	PIPER J3	7101811	PIPER PA18	7102803	PIPER PA28
7100514	PIPER J3	7101812	PIPER PA18	7102904	PIPER PA28
7100516	PIPER J3	7101813	PIPER PA18	7102805	PIPER PA28
7100513	PIPER J3	7101914	PIPER PA18	7102806	PIPER PA28
7100519	PIPER J3	7101915	PIPER PA18	7102807	PIPER PA28
7100520	PIPER J3	7101816	PIPER PA18	7102808	PIPER PA28
7100521	PIPER J3	7101816	PIPER PA18	7102809	PIPER PA28
7100522	PIPER J3	7101820	PIPER PA18	7102810	PIPER PA28
7100524	PIPER J3	7101822	PIPER PA18	7102811	PIPER PA28
7100525	PIPER J3	7101824	PIPER PA18	7102812	PIPER PA28
7100526	PIPER J3	7101826	PIPER PA18	7102813	PIPER PA28
7100527	PIPER J3	7101828	PIPER PA18	7102814	PIPER PA28
7100528	PIPER J3	7101330	PIPER PA18	7102815	PIPER PA28
7100529	PIPER J3	7101832	PIPER PA18	7102816	PIPER PA28
7100520	PIPER J3	7101934	PIPER PA18	7102817	PIPER PA28
7100525	PIPER J3	7101836	PIPER PA18	7102818	PIPER PA28
7100521	PIPER J3	7101937	PIPER PA18	7102819	PIPER PA28
7100531	PIPER J3	7101838	PIPER PA18	7102924	PIPER PA28
7100532	PIPER J3	7101902	PIPER PA18	*PA30	PIPER PA30
7100534	PIPER J3	7101903	PIPER PA18	7103002	PIPER PA30
7100536	PIPER J3	7101904	PIPER PA18	7103015	PIPER PA30
7100539	PIPER J3	7101906	PIPER PA18	7103902	PIPER PA30
7100540	PIPER J3	7102002	PIPER PA20	7104002	PIPER PA30
7100541	PIPER J3	7102004	PIPER PA20	*PA31	PIPER PA31
7100542	PIPER J3	7102006	PIPER PA20	7103102	PIPER PA31
7100544	PIPER J3	7102008	PIPER PA20	7103104	PIPER PA31
7100546	PIPER J3	7102010	PIPER PA20	7103105	PIPER PA31
7100548	PIPER J3	7102012	PIPER PA20	7103110	PIPER PA31
7100550	PIPER J3	7102016	PIPER PA20	7103120	PIPER PA31
7100552	PIPER J3	7102202	PIPER PA22	7103124	PIPER PA31T
7101102	PIPER J3	7102203	PIPER PA22	7103126	PIPER PA31T
7101104	PIPER J3	7102204	PIPER PA22	7103206	PIPER PA32
7100602	PIPER J4	7102206	PIPER PA22	7103207	PIPER PA32
7100604	PIPER J4	7102208	PIPER PA22	7103208	PIPER PA32
7100605	PIPER J4	7102210	PIPER PA22	7103219	PIPER PA32
7100606	PIPER J4	7102212	PIPER PA22	7103210	PIPER PA32
7100608	PIPER J4	7102214	PIPER PA22	7103211	PIPER PA32
7100610	PIPER J4	7102216	PIPER PA22	7103212	PIPER PA32
7100612	PIPER J4	*PA23	PIPER PA23	7103213	PIPER PA32
7100614	PIPER J4	7102302	PIPER PA23	7103214	PIPER PA32
7100202	PIPER J5	7102303	PIPER PA23	7103215	PIPER PA32
7100204	PIPER J5	7102304	PIPER PA23	7103216	PIPER PA32
7100702	PIPER J5	7102305	PIPER PA23	7103217	PIPER PA32
7100704	PIPER J5	7102306	PIPER PA23	7103218	PIPER PA32
7100706	PIPER J5	7102308	PIPER PA23	7103220	PIPER PA32
7100708	PIPER J5	7102310	PIPER PA23	7103222	PIPER PA32
7100710	PIPER J5	7102310	PIPER PA23	*PA34	PIPER PA34
7100712	PIPER J5	7102402	PIPER PA24	7103404	PIPER PA34

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

FAA	SDR	FAA	SDR	FAA	SDR
7103405	PIPER PA34	0141604	RKVELL680	3901536	SCLEBRKA6
7103406	PIPER PA34	0141606	RKVELL680	3801537	SCLEBRKA6
7103407	PIPER PA34	0141608	RKVELL680	3901540	SCLEBRKA6
7103408	PIPER PA34	0141610	RKVELL680	3801542	SCLEBRKA6
7103420	PIPER PA34	0141611	RKVELL680	3801545	SCLEBRKA6
7103602	PIPER PA36	0141612	RKVELL680	3801554	SCLEBRKA6
7103610	PIPER PA36	1141612	RKVELL680	8050101	SC5ZERSG1
7103612	PIPER PA36	7630513	RKVELL680	8050102	SC5ZERSG1
7103614	PIPER PA36	1141712	RKVELL680TP	8050103	SC5ZERSG1
7103812	PIPER PA38	1141714	RKVELL680TP	8050104	SC5ZERSG1
*PA44	PIPER PA44	1141716	RKVELL680TP	8050105	SC5ZERSG1
7104402	PIPER PA44	0141718	RKVELL680TP	8050106	SC5ZERSG1
7300102	PRATT PRG1	1141720	RKVELL680TP	8050107	SC5ZERSG1
7300104	PRATT PRG1	0141722	RKVELL690TP	8050108	SC5ZERSG1
7300106	PRATT PRG1	7630515	RKVELL690TP	8050110	SC5ZERSG1
0140302	PFCPJ200	7630516	RKVELL690TP	8050111	SC5ZERSG1
0140304	PFCPJ200	7630517	RKVELL690TP	8050112	SC5ZERSG1
0140306	PFCPJ200	7630518	RKVELL690TP	8050113	SC5ZERSG1
0140309	PFCPJ200	7630519	RKVELL690TP	8050114	SC5ZERSG1
0140312	PFCPJ200	7630520	RKVELL700	8050116	SC5ZERSG1
0140314	PFCPJ200	*NA265	RKVELLNA265	8050118	SC5ZERSG1
5650302	PFCPJ200	6402602	RKVELLNA265	8050120	SC5ZERSG1
5650304	PFCPJ200	6402604	RKVELLNA265	8050122	SC5ZERSG1
5650306	PFCPJ200	6402606	RKVELLNA265	8050124	SC5ZERSG1
5650308	PFCPJ200	6402608	RKVELLNA265	8050126	SC5ZERSG1
5650310	PFCPJ200	6402610	RKVELLNA265	8050146	SC5ZERSG1
6400116	RAKING65	6402612	RKVELLNA265	8050147	SC5ZERSG1
6400118	RAKING65	6402614	RKVELLNA265	8050148	SC5ZERSG1
6400120	RAKING65	6402618	RKVELLNA265	8050149	SC5ZERSG1
6400122	RAKING65	7630101	RKVELLNA265	8050151	SC5ZERSG1
6400124	RAKING65	7630104	RKVELLNA265	8050501	SC5ZERSG1
7400502	RAVEN BX6	7630106	RKVELLNA265	8050502	SC5ZERSG1
056040X	RAVEN S50	7630107	RKVELLNA265	8050504	SC5ZERSG1
056040W	RAVEN S50	7630109	RKVELLNA265	8050515	SC5ZERSG1
7400202	RAVEN S50	7640102	BOESING22	8053604	SC5ZERSG1
7400204	RAVEN S50	3801206	RCISCHLS	8050202	SC5ZERSG2
7400402	RAVEN S55	3801208	RCISCHLS	8050204	SC5ZERSG2
0560477	RAVEN S60	3801211	RCISCHLS	8050206	SC5ZERSG2
7400604	RAVEN S60	3801213	RCISCHLS	8050207	SC5ZERSG2
7400606	RAVEN S60	3801214	RCISCHLS	8050210	SC5ZERSG2
7400610	RAVEN S60	7630502	RYAN ST3	8050602	SC5ZERSG2
0144701	RKVELL112	7630504	RYAN ST3	8050604	SC5ZERSG2
7630302	RKVELL112	7630506	RYAN ST3	8050606	SC5ZERSG2
7630303	RKVELL112	7630402	RYAN ST3	8050608	SC5ZERSG2
7630306	RKVELL112	7630404	RYAN ST3	8050610	SC5ZERSG2
7630307	RKVELL112	39015H2	SCLEBRAS15	8050612	SC5ZERSG2
7630314	RKVELL112	38015H2	SCLEBRAS15	8050614	SC5ZERSG2
7630315	RKVELL112	3901505	SCLEBRASW19	8051404	SC5ZERSG2
7630316	RKVELL112	3801508	SCLEBRASW19	8051604	SC5ZERSG2
0141102	RKVELL500	3801503	SCLEBRASW20	8051606	SC5ZERSG2
0141104	RKVELL500	3801506	SCLEBRASW20	8050902	SC5ZERSG2
0141106	RKVELL500	3801553	SCLEBRKA	8070802	SEECO CLINGER
0141107	RKVELL500	3801563	SCLEBRKA	9071701	SEECO MODLT
0141108	RKVELL500	3901567	SCLEBRKA	8141602	SKBSRY555
7630410	RKVELL500	380197K	SCLEBRKA	8141604	SKBSRY555
0141202	RKVELL520	380197L	SCLEBRKA	8141606	SKBSRY555
0141402	RKVELL560	3901525	SCLEBRKA6	8141615	SKBSRY555
0141404	RKVELL560	3801528	SCLEBRKA6	8141618	SKBSRY555
0141406	RKVELL560	3801530	SCLEBRKA6	8141616	SKBSRY555
0141408	RKVELL680	3801533	SCLEBRKA6	8141619	SKBSRY555
0141602	RKVELL680	3801535	SCLEBRKA6	8141622	SKBSRY555

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

FAA	SDR	FAA	SDR	FAA	SDR
8141630	SKFSKY555	8630206	STNSONL5	9230914	TCRAFTEC
8141632	SKFSKY555	8630209	STNSONL5	9230916	TCRAFTEC
9141801	SKFSKY558	8630210	STNSONL5	9230918	TCRAFTEC
8141802	SKFSKY558	9630212	STNSONL5	9230920	TCRAFTEC
8141804	SKFSKY558	8630214	STNSONL5	9230922	TCRAFTEC
8141806	SKFSKY558	8631202	STNSONSF0	9230924	TCRAFTEC
8141809	SKFSKY558	8631504	STNSONSR9	9230926	TCRAFTEC
8141811	SKFSKY558	9631506	STNSONSR9	9230928	TCRAFTEC
8141814	SKFSKY558	8631508	STNSONSR9	8850326	TCRAFTTE
8141815	SKFSKY558	8631510	STNSONSF9	8950329	TCRAFTTE
9141831	SKFSKY558	8631512	STNSONSF9	8850330	TCRAFTTE
8141836	SKFSKY558	8631514	STNSONSF9	8950332	TCRAFTTE
8141837	SKFSKY558	8631516	STNSONSR9	8850334	TCRAFTTE
8141839	SKFSKY558	8631518	STNSONSF9	8950336	TCRAFTTE
9141803	SKFSKY580T	8631520	STNSONSR9	8950338	TCRAFTTE
8141805	SKFSKY580T	8631522	STNSONSF9	8950340	TCRAFTTE
8141807	SKFSKY580T	8631524	STNSONSR9	8850342	TCRAFTTE
8141840	SKFSKY580T	8631526	STNSONSR9	8950344	TCRAFTTE
8141942	SKFSKY580T	8631528	STNSONSR9	8850346	TCRAFTTE
8143006	SKFSKY576	3090202	STCLANFC3	8950348	TCRAFTTE
0140202	SLINDS100	3080203	STCLANFC3	8850350	TCRAFTTE
0140203	SLINDS100	3090204	STCLANFC3	8850352	TCRAFTTE
0140204	SLINDS100	3080206	STCLANFC3	8850354	TCRAFTTE
0140208	SLINDS100	5410102	STCLANFC3	8950356	TCRAFTTE
0140210	SLINDS100	8730202	SUFAC 1A	8850358	TCRAFTTE
9550102	SLINDS100	8730204	SUFAC 1A	8850402	TENCO 11A
9550104	SLINDS100	8730206	SUFAC 1A	8850404	TENCC 11A
9550112	SLINDS100	8730208	SUFAC 1A	8750105	THUNDRAX7
9360602	SMITH 600	8730302	SUFAC V	8970107	THUNDRAX7
8360604	SMITH 600	8730304	SUFAC V	8970109	THUNDRAX7
8360605	SMITH 600	8730306	SUFAC V	8970110	THUNDRAX7
8360606	SMITH 600	8730308	SUFAC V	6150104	THESONNAVICN
8360607	SMITH 600	*SA226	SWENGWSA226	6150106	THESONNAVICN
8360802	SMITH 600	8780122	SWENGWSA226	6150108	THESONNAVICN
8360906	SMITH 600	8780404	SWENGWSA226	6150110	THESONNAVICN
8680807	SNIAS 350	8780405	SWENGWSA226	6150112	THESONNAVICN
8680803	SNIAS 350	8780406	SWENGWSA226	6150114	THESONNAVICN
8680506	SNIAS SA318	*SA26	SWENGWSA26	6150116	THESONNAVICN
8680503	SNIAS SA318	8780102	SWENGWSA26	6150120	THESONNAVICN
8680511	SNIAS SA318	8780112	SWENGWSA26	6150122	THESONNAVICN
9402842	SOCATARS894	8850202	TCRAFTA	6150146	THESONNAVICN
8400125	SOCATARALLYE	8950302	TCRAFTEC	0190404	TRYTEKK
9400131	SOCATARALLYE	8850304	TCRAFTEC	0190404	TRYTEKK
8400135	SOCATARALLYE	8850306	TCRAFTEC	9230102	UNIVACGC1
38019VC	SPHRTNCIRBUS	8850308	TCRAFTEC	9230104	UNIVACGC1
38019VE	SPHRTNCIRBUS	9950310	TCRAFTEC	9230106	UNIVACGC1
3801923	SPHRTNCIRBUS	8850312	TCRAFTEC	9230108	UNIVACGC1
3801925	SPHRTNCIRBUS	9950314	TCRAFTEC	9230110	UNIVACGC1
38019VD	SPHRTNCIRBUS	8850316	TCRAFTEC	9230112	UNIVACGC1
38019VF	SPHRTNCIRBUS	8950318	TCRAFTEC	9230402	UNIVAR10P
38019VG	SPHRTNCIRBUS	8850320	TCRAFTEC	9230404	UNIVAR10P
38019VJ	SPHRTNCIRBUS	8850321	TCRAFTEC	9230406	UNIVAR10P
8100602	STEBOSD3	8850322	TCRAFTEC	9230408	UNIVAR10P
9110112	STEBOSD3	8850323	TCRAFTEC	9230412	UNIVAR10P
8632002	STNSON10	8850324	TCRAFTEC	9230414	UNIVAR10P
8632004	STNSON10	9230902	TCRAFTEC	9230416	UNIVAR10P
8632102	STNSON10	9230904	TCRAFTEC	9230418	UNIVAR10P
8632104	STNSON10	9230906	TCRAFTEC	0420102	UNIVAR415
8632106	STNSON10	9230908	TCRAFTEC	0420104	UNIVAR415
8630202	STNSONL5	9230910	TCRAFTEC	0420202	UNIVAR415
8630204	STNSONL5	9230912	TCRAFTEC	0420204	UNIVAR415

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

FAA	SDR	FAA	SDR	FAA	SDR
0420302	UNIVAR415	0190714	WAGNER65		
0420304	UNIVAR415	0190716	WAGNER65		
0420306	UNIVAR415	0190718	WAGNER65		
0420308	UNIVAR415	0190920	WAGNER65		
0420310	UNIVAR415	0190922	WAGNER65		
0420312	UNIVAR415	0190924	WAGNER65		
0420314	UNIVAR415	0190926	WAGNER65		
0420316	UNIVAR415	0190928	WAGNER65		
0420318	UNIVAR415	0190930	WAGNER65		
0420320	UNIVAR415	0190932	WAGNER65		
0420322	UNIVAR415	0190934	WAGNER65		
0420324	UNIVAR415	9630404	WTHRLY201		
0420326	UNIVAR415	9630406	WTHRLY201		
0420328	UNIVAR415	9630408	WTHRLY201		
0420330	UNIVAR415	9630410	WTHRLY201		
0420332	UNIVAR415				
0420334	UNIVAR415				
0420336	UNIVAR415				
0420338	UNIVAR415				
0420340	UNIVAR415				
0420402	UNIVAR415				
0420404	UNIVAR415				
0420406	UNIVAR415				
0420408	UNIVAR415				
0420410	UNIVAR415				
0420502	UNIVAR415				
0420504	UNIVAR415				
0420702	UNIVAR415				
0420722	UNIVAR415				
0540102	UNIVAR415				
0540104	UNIVAR415				
5872014	UNIVAR415				
5872018	UNIVAR415				
5943202	VABGA 2150				
5940204	VABGA 2150				
9350102	VABGA 2150				
9470204	VICKER745				
9470402	VICKER745				
9470404	VICKER745				
9470602	VICKER745				
9601202	WACO ASC				
9603702	WACO GXE				
9600304	WACO F				
9603422	WACO F				
9600306	WACO U				
9600404	WACO U				
9600405	WACO U				
9600504	WACO U				
9600510	WACO U				
9601302	WACO UPF7				
9601304	WACO UPF7				
9600416	WACO YK				
9600818	WACO YK				
9603832	WACO YK				
9600834	WACO YK				
9600835	WACO YK				
9600836	WACO YK				
9603434	WACO YK				
9600840	WACO YK				
0190406	WAGNER65				
0190712	WAGNER65				

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	U3002	CONT 0520	17032	JACOBPR755	35003
ALLSN 250C	U3011	CONT 0520	17035	JACOBPR915	35005
ALLSN 250C	U3013	CONT 0520	17040	LYC LTS101	4156C
ALLSN 501D	*501C	CONT R670	17016	LYC 0145	+1501
ALLSN 501D	U3004	CONT R670	17018	LYC 0145	+1502
ALLSN 501D	U3005	DHAVXXGIPSY	20004	LYC 0145	+1503
ALLSN 501D	U3006	FCO 6440	26003	LYC 0235	+1505
AMTRMCCULH +2501		FRNKLN4AC150	27002	LYC 0290	+1506
ARSRCHTFE731	*TFE7	FRNKLN4AC150	27003	LYC 0320	+1500
ARSRCHTFE731	J1518	FRNKLN4AC150	27004	LYC 0320	+1508
ARSRCHTFE731	*TFE2	FRNKLN4AC176	27006	LYC 0320	+1509
ARSRCHTFE731	J1502	FRNKLN4AC176	27007	LYC 0340	+1510
ARSRCHTFE731	J1506	FRNKLN4AC199	27008	LYC 0360	+1504
ARSRCHTFE731	J1508	FRNKLN4AC199	27009	LYC 0360	+1511
ARSRCHTFE731	J1510	FRNKLN4AC199	27010	LYC 0360	+1513
ARSRCHTFE731	J1512	FRNKLN6A4150	27024	LYC 0360	+1514
CONT 6285	17038	FRNKLN6A4165	27025	LYC 0360	+1515
CONT 975	17037	FRNKLN6A420C	27027	LYC 0360	+1522
CONT A40	17001	FRNKLN6A8215	27030	LYC 0360	+1524
CONT A50	17002	FRNKLN6AV335	2702C	LYC 0435	+0435
CONT A65	17003	FRNKLN6AV350	27043	LYC 0435	+1516
CONT A75	17005	FRNKLN6V4	27033	LYC 0435	+1517
CONT A80	17006	FRNKLN6VS335	27040	LYC 0435	+1518
CONT C125	17011	GE CF6	*CF6	LYC 0435	+1519
CONT C145	17012	GE CF6	30020	LYC 0435	+1520
CONT C85	17008	GE CF700	*CF70	LYC 0435	+1521
CONT C90	17009	GE CF700	3001C	LYC 0435	+1523
CONT E185	17014	GE CJ61C	*CJ61	LYC 0435	+1525
CONT F225	17015	GE CJ610	30002	LYC 0435	+1526
CONT 0200	17020	GE CJ610	30006	LYC 0480	+1527
CONT 0300	17022	GE CJ805	*CJ80	LYC 0480	+1529
CONT 0300	17024	GE CJ805	30004	LYC 0540	+0540
CONT 0346	17033	GE CJ805F	30005	LYC 0540	+1530
CONT 0360	17023	GE CT58	*CT58	LYC 0540	+1531
CONT 0360	17025	GE CT58	30001	LYC 0540	+1532
CONT 0470	*047C	GE CT58	30008	LYC 0540	+1533
CONT 0470	17026	GLADENK5	37503	LYC 0540	+1534
CONT 0470	17027	GLADENR5	37504	LYC 0540	+1535
CONT 0470	17028	JACOBPR755	35006	LYC 0540	+1538
CONT 0470	17029	JACOBPR755	35007	LYC 0541	+1536
CONT 0520	*0520	JACOBPR755	35008		

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

SDR	FAA	SDR	FAA	SDR	FAA
LYC 0541	41539	OTHER 67032		RRDYCEDART	54506
LYC 0720	41546	CTHER 67033		RRDYCEDART	54507
LYC R680	41540	OTHER 67034		RRDYCEDART	54508
LYC R680	41541	CTHER 67037		RRDYCEDART	54509
LYC R680	41542	OTHER 67039		RRDYCEDART	54522
LYC R680	41543	CTHER 67050		RRDYCEDART	54553
LYC R680	41544	CTHER 49499		RRDYCEGIPSY	20005
LYC R680	41545	PCKARDV1650	49001	RRDYCEGIPSY	20006
LYC T53	41552	PWA JT12	*JT12	RRDYCEGIPSY	20007
MNASCO4	43504	PWA JT12	52042	RRDYCEGIPSY	20008
ONAN 848	99999	PWA JT12	52052	RRDYCERR211	*R821
CTHER *AVON		PWA JT15	52060	RRDYCERR211	44554
OTHER *BAST		PWA JT15	52112	RRDYCERR211	54554
CTHER *R182		PWA JT30	*JT30	RRDYCESPEY	*SPEY
OTHER *R335		PWA JT30	52036	RRDYCESPEY	54519
CTHER J0585		PWA JT30	*JT30	RRDYCESPEY	54521
CTHER J1505		PWA JT30	52039	RRDYCESPEY	54523
CTHER U3003		PWA JT4	*JT4	RRDYCEVIPER	*VIPE
OTHER J3010		PWA JT4	52037	RRDYCEVIPER	10201
CTHER J3012		PWA JT8	*JT8	RRDYCEVIPER	54550
CTHER 04501		PWA JT8	52044	RRDYCEVIPER	54552
OTHER 17J13		PWA JT8	52046	TMFCA ARTST3	60003
CTHER 17J30		PWA JT8	52048	TMFCA AST14T	60014
OTHER 17J37		PWA JT8	52049	TMFCA AST2T	60006
CTHER 20003		PWA JT9	*JT9	TMFCA AST3	60007
CTHER 26002		PWA JT9	J2050	TMFCA TURMO4	60008
CTHER 27005		PWA JT9	52050	WARNER165	64504
CTHER 27011		PWA PT6	*PT6	WARNER185	54505
CTHER 27026		PWA PT6	52043	WARNER50	64503
CTHER 27036		PWA PT6	61501	WRIGHTJ5	67007
CTHER 31701		PWA PT6	61503	WRIGHTR760	57005
CTHER 37002		PWA PT6	61504	WRIGHTP760	67010
OTHER 41545		PWA PT6	61506	WRIGHTR760	67011
OTHER 41555		PWA PT6T	52045	WRIGHTR975	57012
OTHER 49707		PWA PT6T	51502	WRIGHTR975	57015
CTHER 49708		PWA R1340	*R134		
CTHER 51001		PWA R1340	52009		
CTHER 52001		PWA R1340	52010		
OTHER 52047		PWA R1340	52011		
CTHER 54501		PWA R1340	52012		
CTHER 54510		PWA R1340	52016		
OTHER 54517		PWA R1830	*R183		
OTHER 60002		PWA R1830	52017		
CTHER 60004		PWA R1830	52018		
CTHER 60005		PWA R1830	52019		
OTHER 60009		PWA R1830	52020		
CTHER 60012		PWA R2000	*R200		
CTHER 60014		PWA R2000	52021		
CTHER 60020		PWA R2000	52023		
CTHER 60030		PWA R2800	*R280		
OTHER 67018		PWA R2800	52024		
CTHER 67019		PWA R2800	52025		
CTHER 67021		PWA R2800	52026		
CTHER 67024		PWA R985	*R985		
CTHER 67025		PWA R985	52006		
CTHER 67026		PWA R985	52007		
CTHER 67027		PWA R985	52008		
CTHER 67028		RRDYCEDART	*DART		
CTHER 67029		RRDYCEDART	54503		
CTHER 67030		RRDYCEDART	54504		
OTHER 67031		RRDYCEDART	54505		

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