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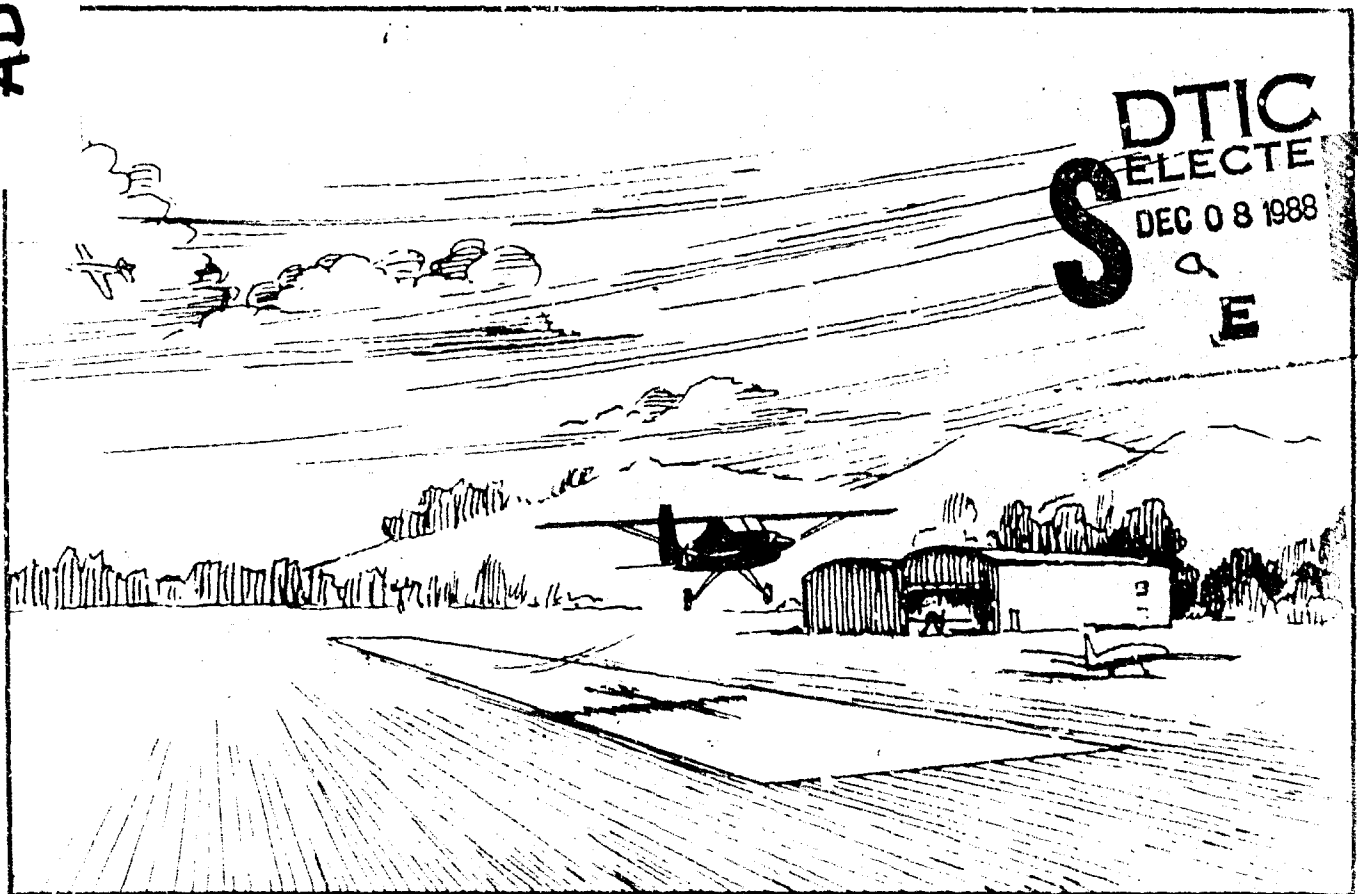


U.S. Department
of Transportation
Federal Aviation
Administration

General Aviation Activity and Avionics Survey

AD-A201 760

Annual Summary Report 1987 Data



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November 1988

Report No. FAA MS-88-5
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16. Abstract This report presents the results and a description of the 1987 General Aviation Activity and Avionics Survey. The survey was conducted during 1988 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 11.1 percent of the general aviation fleet. A response rate of 61.1 percent was obtained. Survey results are based upon responses but are expanded upward to represent the total population. Survey results revealed that during 1987 an estimated 33.4 million hours of flying time were logged and 93.7 million operations were performed by the 217,183 active general aviation aircraft in the U.S. fleet. The mean annual flight time per aircraft was 148.4 hours. The active aircraft represented about 81.2 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, engine hours, and miles flown estimates, tables for detailed analysis of the avionics capabilities of the general aviation fleet, estimates of the number of landings, IFR hours flown, and the cost and grade of fuel consumed by the GA fleet.			
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PREFACE

This report presents the results of the 1987 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 Management Standards and Statistics Division sponsored and coordinated the activities associated with the survey. The Transportation Systems Center (TSC), under Project Plan Agreement with the FAA, and with contract support from the Systems Development Corporation, developed the sample design and computer system for sample selection, data editing and estimation of results, ran the system during survey production, analyzed survey results, and prepared the survey report. DYNATREND, Incorporated produced the camera-ready copy of this report.

Individual contributions to this survey include: Hubert E. LaCroix, Nicholas Soldo and Shung-Chai Huang, AMS-420, who sponsored the project; Michael Rossetti, TSC, who managed the project; Randhir Chhatwal and Jiwan Seth of Unisys Corporation, who revised the computer programs for the 1987 survey and performed the production runs to produce the estimates contained in this report; and James Kelley of DYNATREND, Incorporated, who provided editorial support.

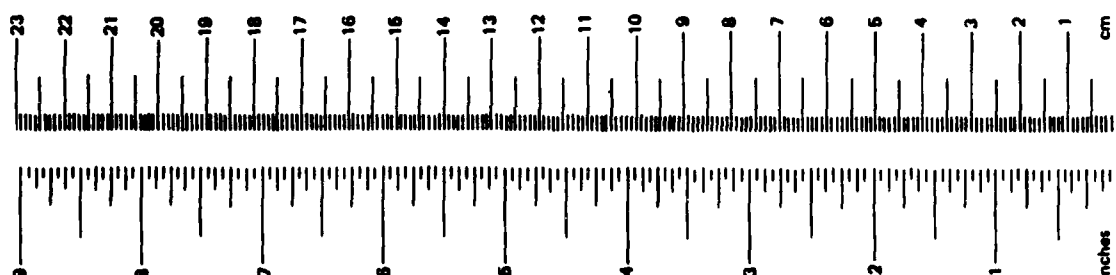
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METRIC CONVERSION FACTORS

Approximate Conversions to Metric Measures				Approximate Conversions from Metric Measures			
Symbol	When You Know	Multiply by	To Find	Symbol	When You Know	Multiply by	To Find
LENGTH				LENGTH			
in	inches	2.5	centimeters	mm	millimeters	0.04	inches
ft	feet	30	centimeters	cm	centimeters	0.4	inches
yd	yards	0.9	meters	m	meters	3.3	feet
mi	miles	1.6	kilometers	km	kilometers	1.1	yards
						0.6	miles
AREA				AREA			
in ²	square inches	6.5	square centimeters	cm ²	square centimeters	0.16	square inches
ft ²	square feet	0.09	square meters	m ²	square meters	1.2	square yards
yd ²	square yards	0.8	square meters	km ²	square kilometers	0.4	square miles
mi ²	square miles	2.6	square kilometers	ha	hectares (10,000 m ²)	2.5	acres
	acres	0.4	hectares				
MASS (weight)				MASS (weight)			
oz	ounces	28	grams	g	grams	0.035	ounces
lb	pounds	0.45	kilograms	kg	kilograms	2.2	pounds
	short tons (2000 lb)	0.9	tonnes	t	tonnes (1000 kg)	1.1	short tons
VOLUME				VOLUME			
ts	teaspoons	5	milliliters	ml	milliliters	0.03	fluid ounces
Tbsp	tablespoons	15	milliliters	l	liters	2.1	pints
fl oz	fluid ounces	30	milliliters	l	liters	1.06	quarts
c	cups	0.24	liters	l	liters	0.26	gallons
pt	pints	0.47	liters	m ³	cubic meters	36	cubic feet
qt	quarts	0.96	liters	m ³	cubic meters	1.3	cubic yards
gal	gallons	3.8	liters				
ft ³	cubic feet	0.03	cubic meters				
yd ³	cubic yards	0.76	cubic meters				
TEMPERATURE (exact)				TEMPERATURE (exact)			
of	Fahrenheit temperature	5/9 (after subtracting 32)	Celsius temperature	oC	Celsius temperature	9/5 (then add 32)	Fahrenheit temperature



* 1 in. = 2.54 cm (exactly). For other exact conversions and more detail tables see NBS Misc. Publ. 286, Units of Weight and Measures. Price \$2.25 SD Catalog No. C13 10 286.

EXECUTIVE SUMMARY

This report presents the results of the eleventh General Aviation Activity and Avionics Survey, conducted in 1988 by the Federal Aviation Administration to obtain information on the activities and avionics of the 1987 general aviation aircraft fleet, the major component of civil aviation in the United States. The FAA selected a statistically designed sample of about 11.1 percent of the registered general aviation fleet to be included 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, yielding in total a response rate of 61.1 percent.

Some important survey findings appear below:

- An estimated 33.4 million hours of flying time were logged by the 217,183 active general aviation aircraft in the U.S. fleet during 1987. The active aircraft had a mean flight time per aircraft of 148.4 hours and represented about 81.2 percent of the registered general aviation fleet. These statistics portray an overall decrease in general aviation activity from 1986 to 1987, with total hours decreasing 2.8 percent and number of active aircraft falling 1.3 percent.
- Turboprop and rotorcraft aircraft averaged a greater number of flight hours per aircraft than other aircraft types with 389 hours and 359 hours, respectively. Twin engine turboprops with 13 or more seats flew about 652 hours per aircraft. In contrast, single engine piston powered aircraft with fewer than four seats averaged approximately 126 hours.
- An estimated 93.7 million operations (takeoffs and landings) were performed by the active aircraft. About 63 percent were in local flight and 37 percent in cross-country flight.
- The most common primary use of general aviation aircraft was personal for an estimated 57 percent of the active fleet, followed by business for 18 percent of the fleet, instructional for 7 percent of the fleet, and executive for 6 percent of the fleet.
- The most populous region in terms of active aircraft was the Great Lakes Region, which housed an estimated 18 percent of all active general aviation aircraft, followed closely by the Western-Pacific Region with 17 percent. The most populous state was California, which housed 14 percent of the registered aircraft.
- About 85 percent of the general aviation aircraft had two-way VHF communication equipment, about 67 percent were equipped with 4096-code transponders, about 55 percent had at least one component of an instrument landing system, and about 80 percent had some form of navigation equipment. About 39 percent had automated guidance and control equipment, such as a flight director or autopilot.

- An estimated 28.8 percent of general aviation aircraft had avionics equipment enabling them to fly above 18,000 feet in positive controlled airspace. Approximately 59.1 percent of the general aviation fleet could not fly above 12,500 feet due to avionics limitations alone.
- An estimated 41 percent of the active general aviation fleet flew by instrument flight rules (IFR) at some time during 1987.
- About 77 percent of the total hours logged by the 1987 general aviation fleet were flown in visual meteorological (VM) conditions during the day. Aircraft flown in VM night, instrument meteorological (IM) day, and IM night conditions accounted for 9 percent, 8 percent, and 3 percent of the total hours flown, respectively.
- The general aviation aircraft fleet consumed an estimated 1,074 million gallons of fuel during 1987: 402 million gallons of aviation gasoline and 672 million gallons of jet fuel.
- The general aviation aircraft fleet flew an estimated 4,071 million air miles during 1987.

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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 1987, general aviation composed over 98 percent of the U.S. civil air fleet¹, accounted for nearly 88 percent of civil operations at U.S. airports², and logged almost 75 percent of the total hours flown by the U.S. civil air fleet³. 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

¹Air Carrier: Census of U.S. Civil Aircraft: Calendar Year 1987, U.S. Department of Transportation, Federal Aviation Administration, (Washington, DC, 1987), Tables 2.2 and 2.6.

Note: Air carrier and aircraft operations as used in this publication are calculated by subtracting Air Taxi, Commuter, and Air Travel Clubs aircraft and operations from the All Carriers figure in Tables 2.1 and 2.6 of the Census.

General Aviation: Table 2-6.

²Air Carrier: FAA Air Traffic Activity, Fiscal Year 1987, Federal Aviation Administration, (Washington, DC, 1987), Table 1B.

General Aviation: Table 2-36.

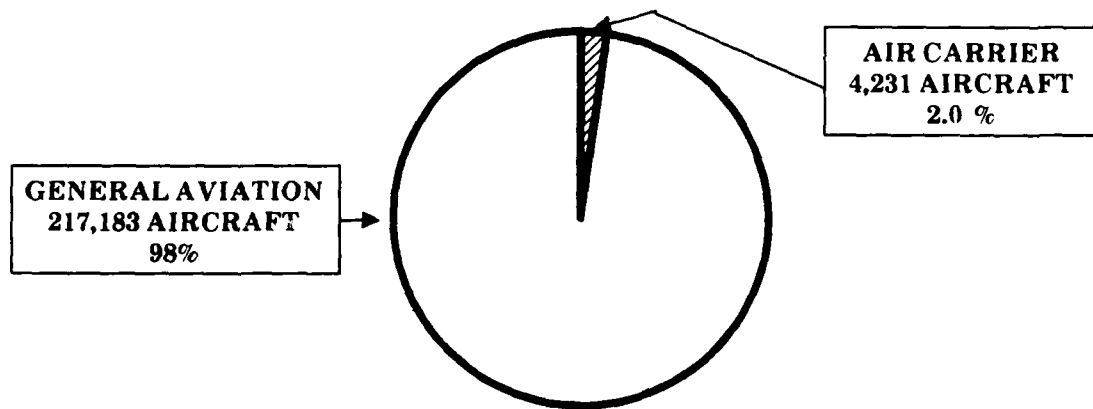
Note: General aviation as used in the survey combines both general aviation and air taxi from Table 1B of Air Traffic Activity.

³Air Carrier: Census of U.S. Civil Aircraft: Calendar Year 1987, U.S. Department of Transportation, Federal Aviation Administration, (Washington, DC, 1987), Table 2.6.

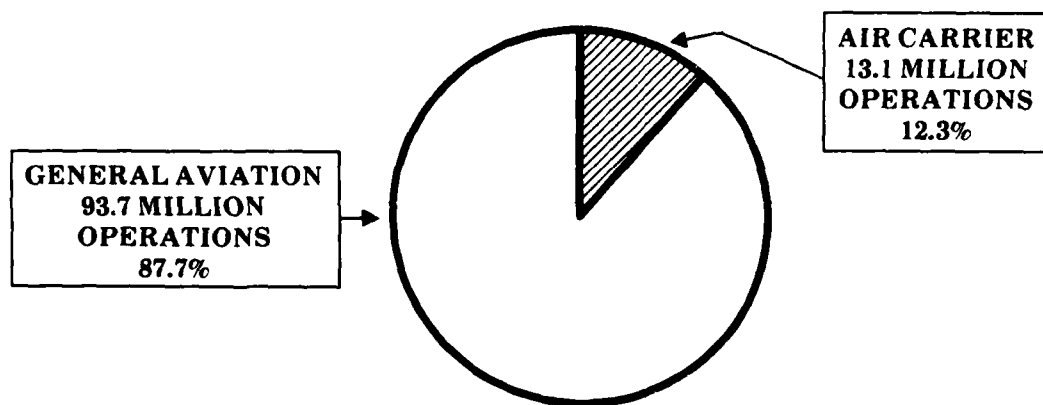
Note: Air carrier hours as used in this publication are calculated by subtracting hours for Air Taxi, Commuters, and Air Travel Clubs from Air Carrier hours in Table 2.6 of the Census.

General Aviation: Table 2-4.

ACTIVE U.S. CIVIL AIR FLEET



OPERATIONS AT U.S. AIRPORTS



FLYING TIME

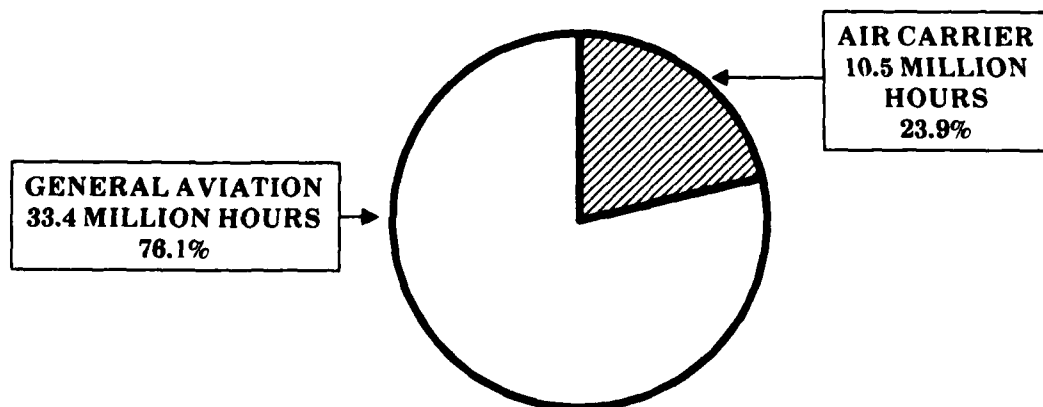


FIGURE 1.1. A COMPARISON OF GENERAL AVIATION AND AIR CARRIER ACTIVITY IN 1987

was the mandatory aircraft registration renewal form, (2) Part 2 was voluntary and applied to general aviation aircraft only, asking questions on the owner-discretionary characteristics of the aircraft such as flight hours, avionics equipment, base location, and use. In 1978, the FAA replaced AC Form 8050-73 with a new system: 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.4.) 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 1987 statistics in this report were derived from the eleventh survey, which took place in 1988. 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.

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 (FAR) Parts 121 and 127. FAR Part 121, as modified by Special Federal Aviation Regulation 38 (SFAR-38), governs air carriers carrying passengers and cargo for hire and conducting scheduled and charter operations with aircraft having a seating capacity of more than 30 seats and/or a payload capacity of more than 7,500 pounds. General aviation thus includes aircraft operated under:

Part 91: General operating and flight rules.

Part 125: Certification and operations: Airplanes having a seating capacity of 20 or more passengers or a maximum payload capacity of 6,000 pounds or more.

Part 133: Rotorcraft external-load operations.

Part 135: Air taxi operators and commercial operators.

Part 137: Agricultural aircraft operations.

The term "general aviation" is not always defined in the same way from aviation publication to aviation publication, and thus is often a source of confusion to users of general aviation statistics. The point on which the various definitions disagree is under what categorization - air carrier or general aviation - air taxis and commuter air carriers operating under FAR Part 135, and air travel clubs operating under FAR part 125 should be included. The General Aviation Activity and Avionics Survey has always used the above definition for general aviation, which includes the air taxis, commuter air carriers and air travel clubs. Thus, it is essential for the user to understand thoroughly the definition of general aviation as it applies to the sources he is using so that proper comparisons of data can be made.

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 conducted by the FAA covers general aviation aircraft registered with the United States Aircraft Registry as of December 31, 1987. Over 99 percent of these aircraft are registered to owners living in the 50 states; Washington, D.C.; Puerto Rico; and other U.S. territories.¹ About 0.1 percent of aircraft registered to owners living in foreign countries were excluded from the survey.

1.2.3 Content

Appendix A.4 contains a copy of the survey questionnaire, FAA Form 1800-54. The questionnaire requests the owner to provide the following information on the sampled aircraft's characteristics and uses for various periods:

- 1) Hours by use, IFR hours, percentage of hours flown in Instrument Meteorological (IM) and Visual Meteorological (VM) conditions during the day and evening, fuel consumption grade and cost, and number of local and cross-country landings for entire calendar year 1987,
- 2) Airframe hour reading and location of aircraft base as of December 31, 1987, and
- 3) Avionics equipment currently on board.

1.3 SURVEY METHOD

The method of collecting data used by the FAA for this survey was the mail questionnaire, sent to the owners of the sampled aircraft in three mailings. The first mailing in March 1988, covered all 29,719 aircraft in the sample and had a response rate of 42.1 percent as shown in Table 1-1. This was about 68.9 percent of the total responses to the survey. The second mailing conducted in April 1988, included only those aircraft in the sample that had not yet responded. The second mailing had a response rate of 25.3 percent which accounted for 23.1 percent of the total responses to the survey. The third mailing was conducted in May 1988, and included only those aircraft in the sample that had not responded to the first or second mailings. The third mailing had a response rate of 13.9 percent, or 7.9 percent of the total responses to the survey. The combined response rate for the three mailings was 61.1 percent.

¹Source: FAA Aircraft Registration Master File as of December 31, 1987.

**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	29,719	12,514	42.1%	68.9%
SECOND MAILING	16,582	4,202	25.3%	23.1%
THIRD MAILING	10,294	1,436	13.9%	7.9%
TOTAL	29,719	18,152	61.1%	100%

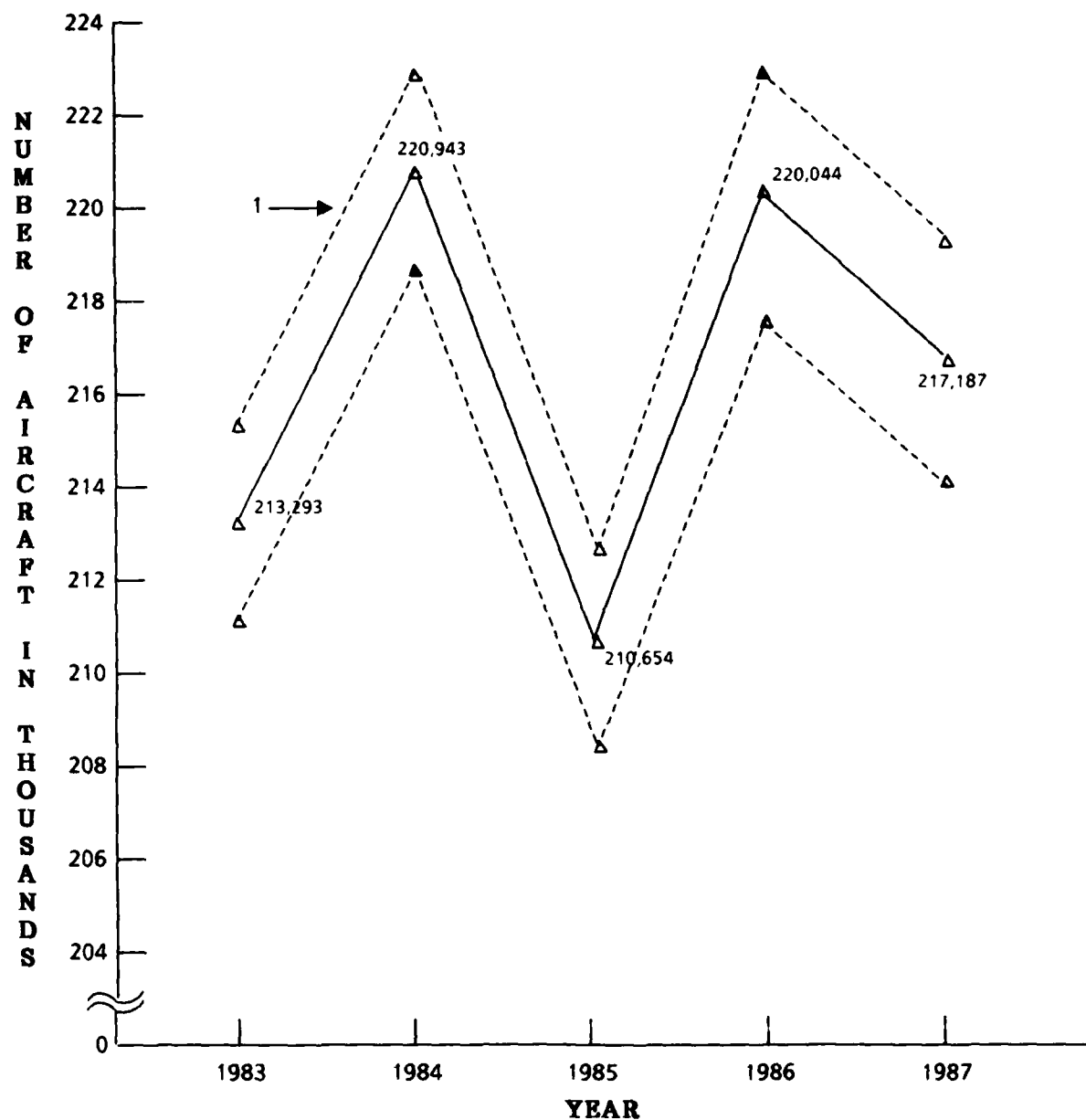
1.4 SUMMARY OF SURVEY RESULTS

1.4.1 National Scene

Results of the General Aviation Activity and Avionics Survey at the national level revealed that during 1987 an estimated 33.4 million hours of flying time were logged by the 217,183 active general aviation aircraft in the U.S. fleet. The mean annual flight time per aircraft was 148.4 hours. These aircraft comprised 81.2 percent of the registered general aviation fleet. The statistics for 1987 showed a 2.8 percent decrease in flying hours, a 1.3 percent decrease in the number of active aircraft in the general aviation fleet, and a 0.4 percent decrease in mean hours per aircraft over the comparable figures for 1986. Longer-term trends for these variables are found in Figures 1.2, 1.3, and 1.4. They reflect a slight downward trend in general aviation activity in recent years.

While results discussed above indicate certain trends in the number of active aircraft, the activity of the general aviation fleet (total hours flown) and the average hours flown per active aircraft, year to year changes may not be statistically significant. An examination of the standard errors and confidence intervals for the chosen level of confidence is needed to determine statistical significance (change not due to sampling variances). Figures 1.2, 1.3, and 1.4 show the confidence intervals of estimates over several years at the 95 percent level of confidence ($\pm$ two standard errors).

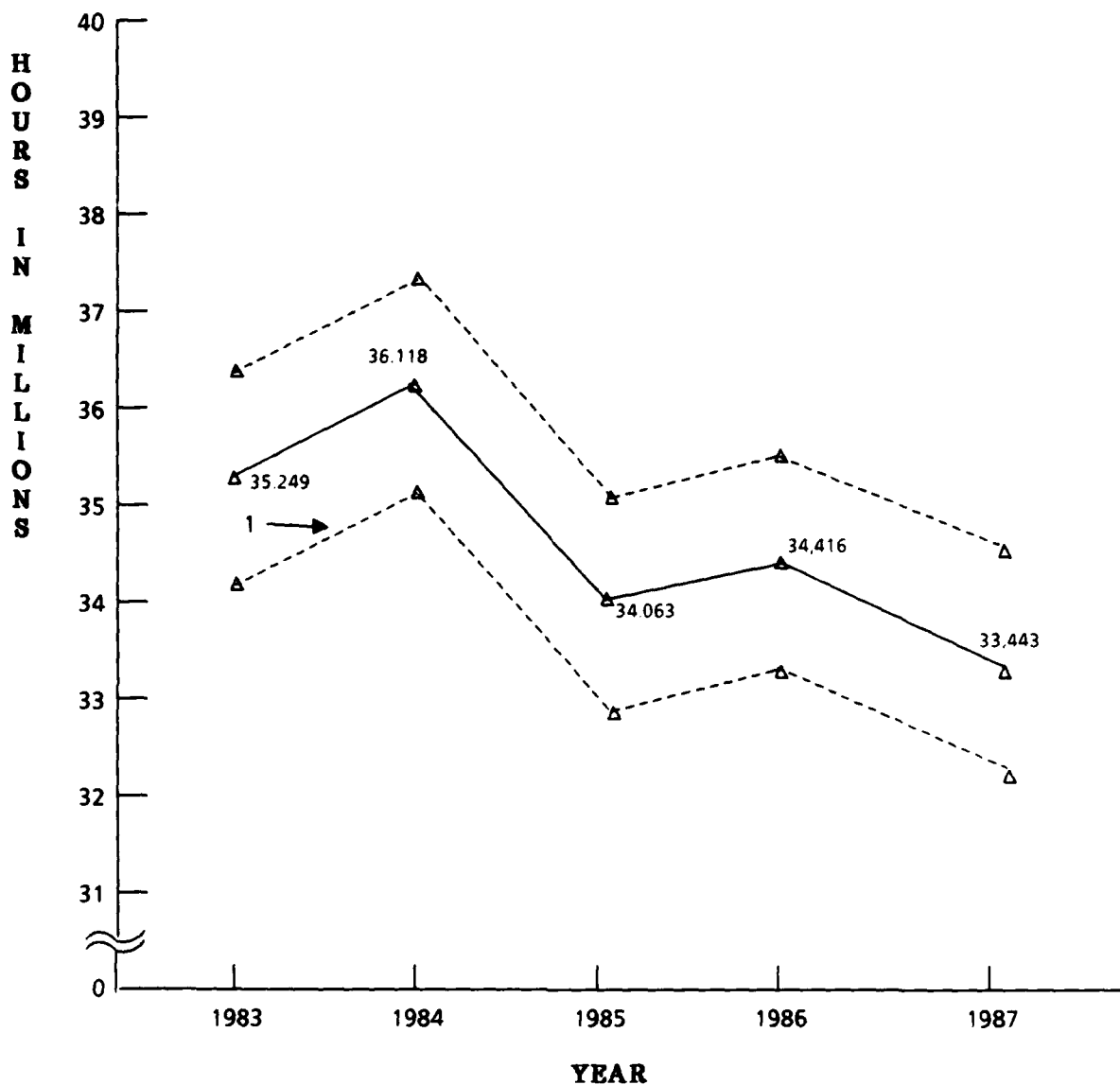
¹Note: The 61.1 percent response rate in Table 1-1 does not include the nearly 13 percent of post office returns received in 1988. If the post office returns had remained at their historical rates of around 6 percent, the total response rate could be expected to exceed 68 percent.



SOURCE: TABLE 1-3

1. THE DASHED LINES REPRESENT A 95% CONFIDENCE INTERVAL FOR THE 1983-1987 TRUE VALUES. SEE APPENDIX B.

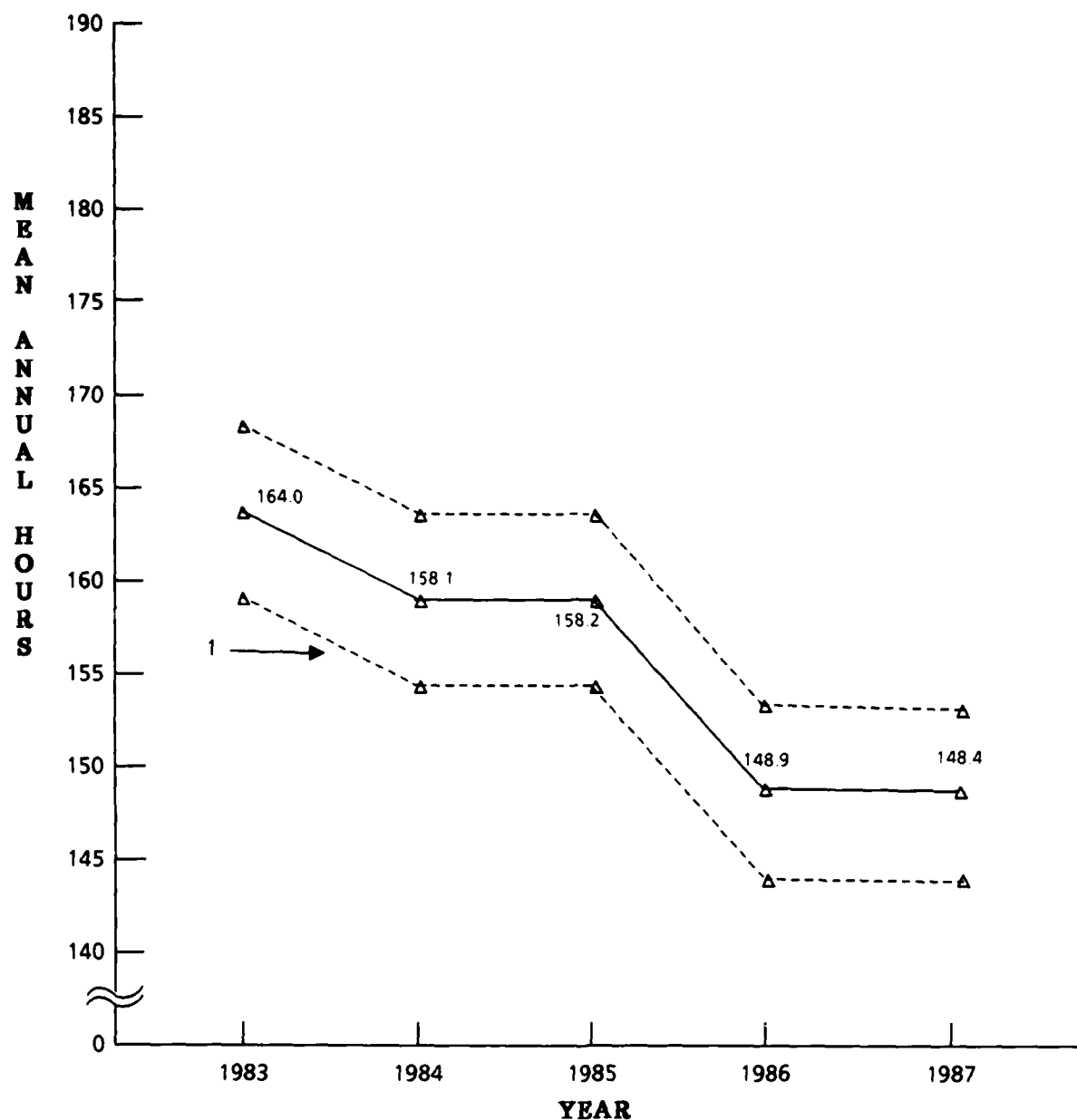
FIGURE 1.2. GENERAL AVIATION ACTIVE FLEET SIZE, 1983 - 1987



SOURCE: TABLE 2-1

1. THE DASHED LINES REPRESENT A 95% CONFIDENCE INTERVAL FOR THE 1983-1987 TRUE VALUES. SEE APPENDIX B.

FIGURE 1.3. GENERAL AVIATION TOTAL FLYING TIME, 1983 - 1987



SOURCE: TABLE 2-1

1. THE DASHED LINES REPRESENT A 95% CONFIDENCE INTERVAL FOR THE 1983 - 1987 TRUE VALUES. SEE APPENDIX B.

FIGURE 1.4. GENERAL AVIATION MEAN ANNUAL FLYING TIME FOR ACTIVE AIRCRAFT, 1983 - 1987

1.4.2 Results by Aircraft Type

The most heavily used aircraft types were fixed wing turboprops with 13 or more seats, averaging over 651 hours per aircraft, because of their heavy commercial usage as commuter air carriers and air taxis. There was a great deal of variation in activity among all types of general aviation aircraft 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.

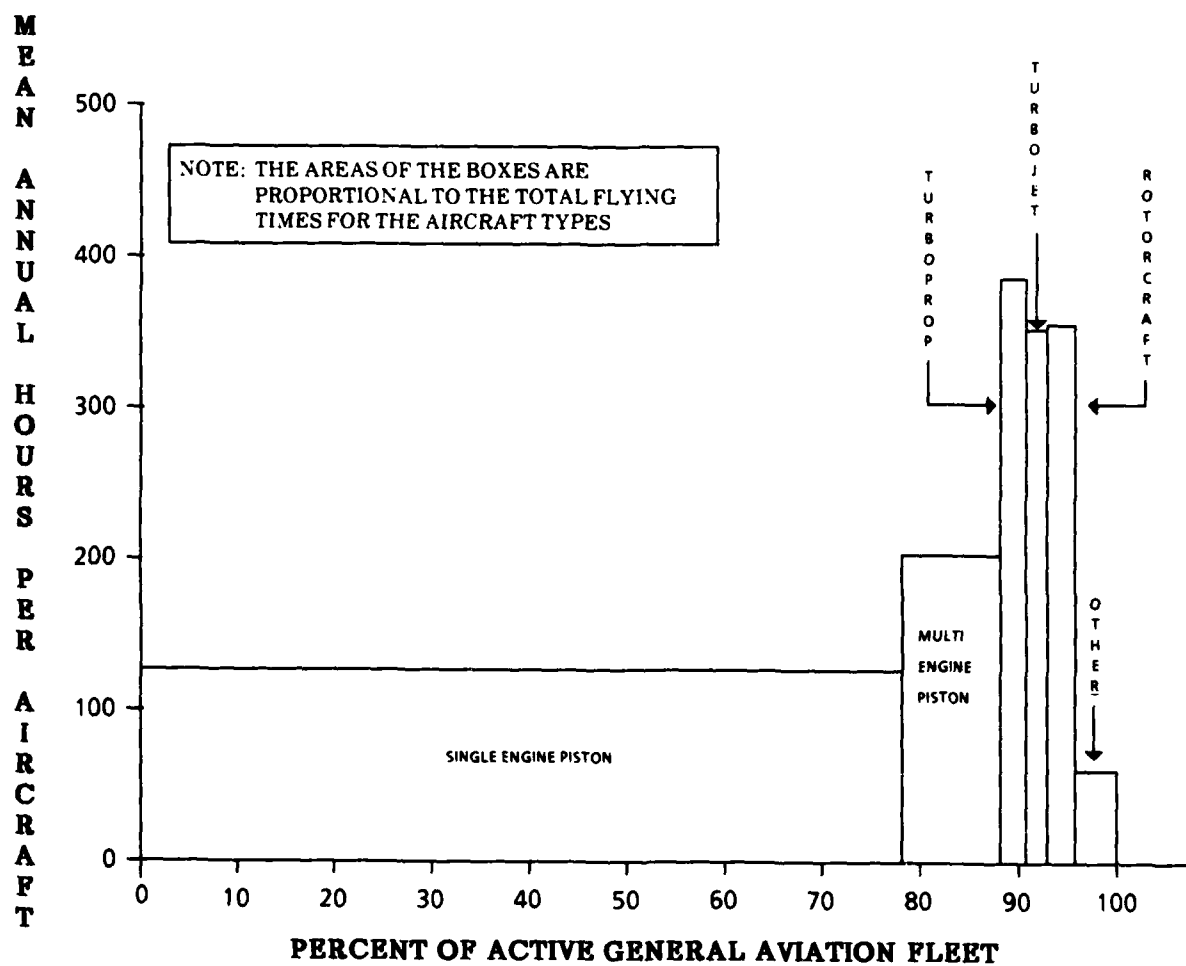
Five-year trends from 1982 to 1987 for total flight time and number of active aircraft are shown by aircraft type in Tables 1-2 and 1-3. Even though the number of active aircraft has exhibited little growth over the period, the trend for total flight time is downward at an annual rate of 1.71 percent. Closer examination of the tables reveals that lower usage of fixed-wing piston engine aircraft is largely responsible for the decline in hours. In contrast, twin engine turbojets have grown in both numbers and usage. In the rotorcraft area, piston-powered rotorcraft have risen in number and hours flown, while turbine-powered rotorcraft have declined in number from 1982 to 1987. These results are displayed in more detail in Tables 2-1 and 2-6.

The general aviation aircraft fleet flew an estimated 4.071 billion miles over the land during 1987. The estimate is based on a mathematical model, incorporating speed differentials by phase of flight, cruising speed by manufacturer/model group of aircraft, and the number of hours flown by manufacturer/model group. Detailed estimates by aircraft type and primary use can be found in Table 2-24.

It is estimated that general aviation aircraft made approximately 46.9 million landings during 1987. Figure 1.6 shows the landings by aircraft type and type of flight (local or cross-country). It can be seen that single engine piston aircraft perform the majority of landings, and that most of the landings are in local rather than cross-country flight. It appears that rotorcraft also engage primarily in local flights. However, turboprops and turbojets, as might be expected, are used primarily for longer, cross-country flying. These results, broken down additionally by FAA region, can be found in Tables 2-36 through 2-38.

1.4.3 Results by Primary Use

Like aircraft types, primary uses were differentiated by their activity characteristics, as shown in Figure 1.7. Distance along the vertical axis indicates mean hours per aircraft. Distance along the horizontal axis indicates the relative portion of the active fleet engaged in each primary use, and the area within each box is proportional to the total flying time for each primary use. Aircraft used as commuter air carriers showed the highest individual usage with a mean of 1,340 hours flown per aircraft. Aircraft used as air taxis and for instructional purposes also had fairly high levels of individual usage with mean hours flown per aircraft



SOURCE: TABLE 2-1

FIGURE 1.5. 1987 GENERAL AVIATION ACTIVITY BY AIRCRAFT TYPE

**TABLE 1-2. GROWTH OF GENERAL AVIATION TOTAL HOURS FLOWN
BY AIRCRAFT TYPE, 1982 - 1987 (Thousands of Hours)**

AIRCRAFT TYPE	1982 (Standard Error)	1983 (Standard Error)	19854 (Standard Error)	1985 (Standard Error)	1986 (Standard Error)	1987 (Standard Error)	Compound Annual Growth Rate in %
FIXED WING							
1-engine piston 1 - 3 seats	8,325 (374)	8,189 (399)	8,586 (327)	7,921 (290)	7,826 (291)	8,545 (323)	0.52
1-engine piston 4+ seats	15,934 (472)	14,959 (441)	14,919 (358)	14,931 (376)	14,112 (353)	13,596 (312)	-3.12
2-engine piston 1-6 seats	3,040 (177)	3,013 (192)	2,984 (114)	2,725 (143)	2,798 (161)	2,635 (150)	-2.82
2-engine piston 7+ seats	2,617 (197)	2,717 (235)	2,600 (165)	2,190 (141)	2,113 (156)	2,248 (202)	-2.99
Other piston	33 (10)	32 (10)	102 (30)	26 (9)	11 (5)	15 (5)	-14.59
2-engine turboprop 1 - 12 seats	1,576 (116)	1,431 (93)	1,715 (88)	1,465 (76)	1,648 (84)	1,483 (78)	-1.21
2-engine turboprop 13+ seats	520 (84)	659 (118)	736 (75)	551 (58)	1,149 (122)	511 (61)	-0.35
Other turboprop	71 (20)	83 (31)	54 (13)	64 (7)	85 (12)	183 (45)	20.85
2-engine turbojet	1,347 (98)	1,350 (92)	1,328 (66)	1,461 (70)	1,566 (76)	1,421 (59)	1.08
Other turbojet	264 (46)	124 (31)	237 (32)	161 (17)	88 (19)	107 (11)	-16.53
ROTORCRAFT							
Piston	579 (58)	572 (49)	591 (66)	564 (85)	804 (103)	652 (60)	2.40
Turbine	1,771 (145)	1,700 (151)	1,903 (120)	1,590 (142)	1,820 (141)	1,631 (157)	-1.63
OTHER							
	379 (40)	420 (49)	358 (23)	414 (34)	394 (30)	416 (25)	1.88
TOTAL AIRCRAFT	36,456 (701)	35,249 (712)	36,118 (561)	34,063 (556)	34,416 (565)	33,443 (556)	-1.71

NOTE: Column summations may differ from printed totals due to estimation procedures.

**TABLE 1-3. GROWTH OF ACTIVE GENERAL AVIATION FLEET
BY AIRCRAFT TYPE, 1982 - 1987 (Number of Aircraft)**

AIRCRAFT TYPE	1982 (Standard Error)	1983 (Standard Error)	1984 (Standard Error)	1985 (Standard Error)	1986 (Standard Error)	1987 (Standard Error)	Compound Annual Growth Rate in %
FIXED WING							
1-engine piston 1 - 3 seats	57,670 (910)	59,199 (976)	61,989 (724)	58,829 (809)	62,427 (807)	63,533 (754)	1.96
1-engine piston 4+ seats	106,503 (687)	107,228 (778)	109,933 (603)	105,555 (732)	109,351 (650)	107,502 (673)	0.19
2-engine piston 1-6 seats	16,381 (303)	16,249 (315)	16,539 (231)	15,627 (300)	16,166 (293)	15,741 (260)	-0.79
2-engine piston 7+ seats	8,501 (168)	8,660 (150)	8,719 (193)	8,032 (180)	7,555 (228)	7,566 (155)	-2.30
Other piston	140 (24)	143 (14)	262 (35)	148 (31)	148 (36)	112 (28)	-4.36
2-engine turboprop 1 - 12 seats	4,427 (45)	4,733 (72)	4,992 (47)	4,633 (103)	4,809 (97)	4,337 (92)	-0.41
2-engine turboprop 13+ seats	610 (28)	578 (48)	640 (29)	607 (39)	970 (56)	723 (31)	3.46
Other turboprop	149 (28)	142 (38)	176 (15)	167 (13)	185 (30)	214 (19)	7.51
2-engine turbojet	3,309 (84)	3,447 (92)	3,780 (50)	3,914 (67)	4,037 (64)	3,900 (63)	3.34
Other turbojet	687 (73)	451 (91)	540 (45)	460 (33)	444 (72)	458 (22)	-8.61
ROTORCRAFT							
Piston	2,419 (178)	2,541 (191)	2,936 (185)	2,877 (201)	2,921 (175)	2,813 (140)	3.06
Turbine	3,749 (140)	3,998 (153)	4,160 (115)	3,541 (159)	4,022 (126)	3,520 (147)	-1.25
OTHER	5,233 (211)	5,923 (207)	6,275 (172)	6,263 (207)	7,010 (211)	6,783 (228)	5.33
TOTAL AIRCRAFT	209,779 (1,238)	213,293 (1,345)	220,943 (1,032)	210,654 (1,200)	220,044 (1,152)	217,183 (1,105)	0.70

NOTE: Column summations may differ from printed totals due to estimation procedures.

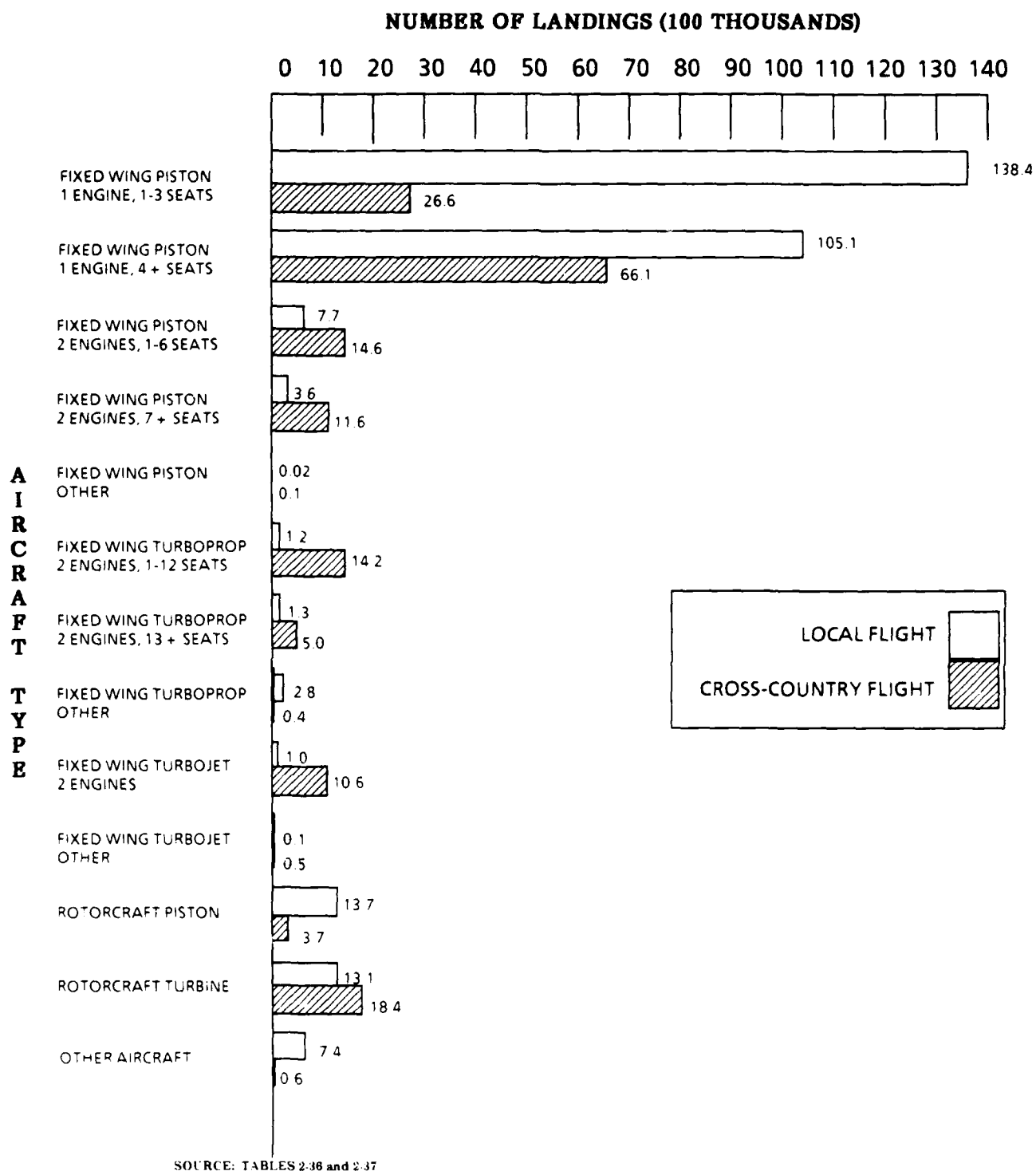
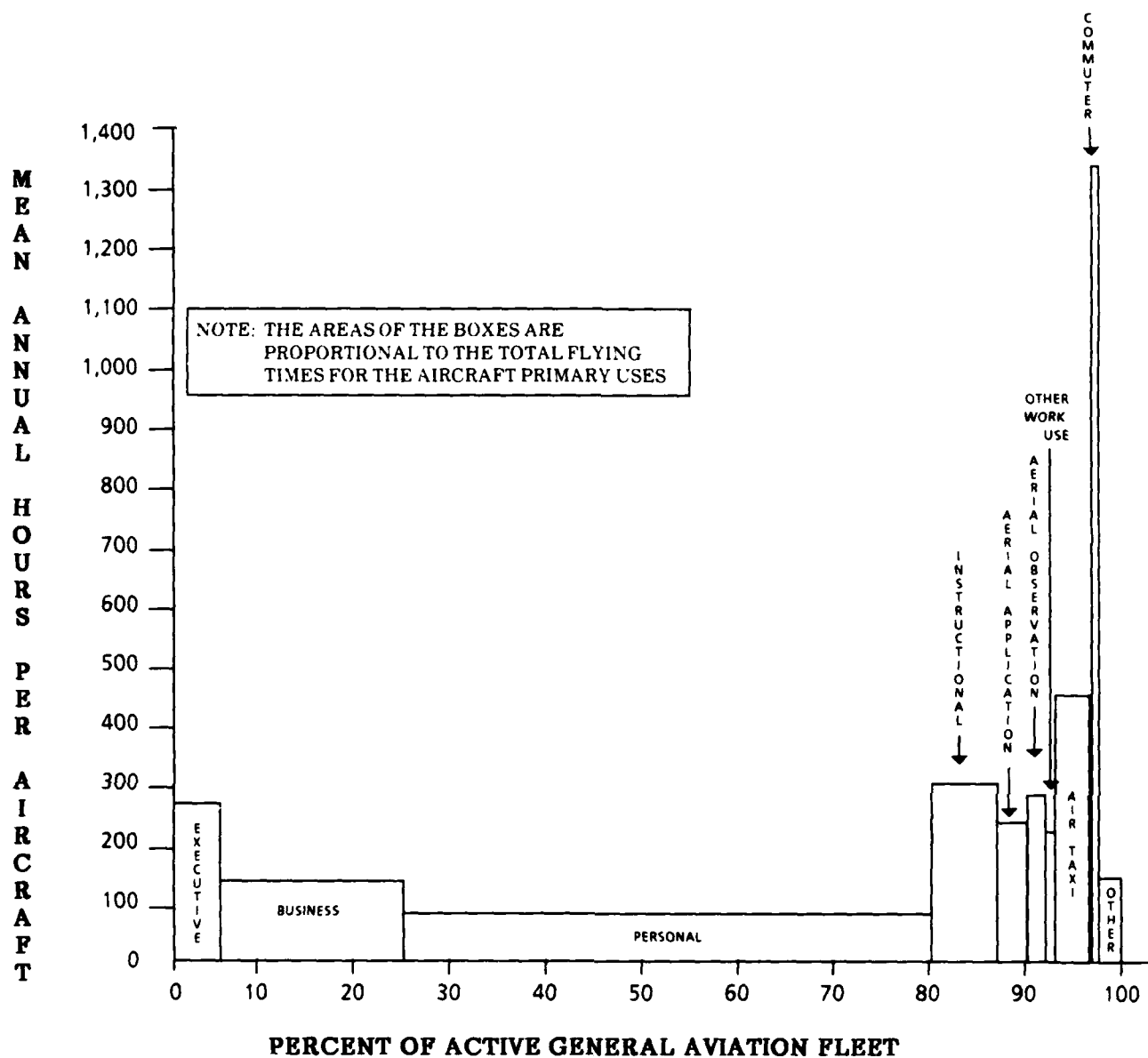


FIGURE 1.6. 1987 GENERAL AVIATION NUMBER OF LANDINGS BY AIRCRAFT TYPE



SOURCE: TABLES 2-4 AND 2-9

FIGURE 1.7. 1987 GENERAL AVIATION ACTIVITY BY PRIMARY USE

of 462 and 312, respectively. General aviation aircraft were used most commonly for personal and business purposes, representing 57 and 18 percent of the active fleet.

1.4.4 Results by Flying Conditions

Survey results indicate that about 77 percent of the total hours logged by the 1987 general aviation fleet were flown in Visual Meteorological (VM) conditions during the day. Aircraft flown in VM night, Instrument Meteorological (IM) day, and IM night conditions accounted for 9 percent, 8 percent, and 3 percent of the total hours flown, respectively. These results are illustrated in Figure 1.8.

Not surprisingly, fixed wing single engine piston aircraft and rotorcraft spend the bulk of their flying time in VM conditions. Single engine piston aircraft fly 94 percent of their flight hours in VM conditions. Fixed wing piston aircraft with two engines, turboprops, and turbojets spend a considerable amount of their flying time in IM conditions, approximately 24, 35, and 41 percent, respectively. Table 2-12 contains more data on general aviation annual hours flown by weather and light conditions by aircraft type. In addition, Tables 2-13 and 2-14 give detailed breakdowns of general aviation annual hours flown by weather and light conditions by region of based aircraft and by SDR manufacturer/model group, respectively.

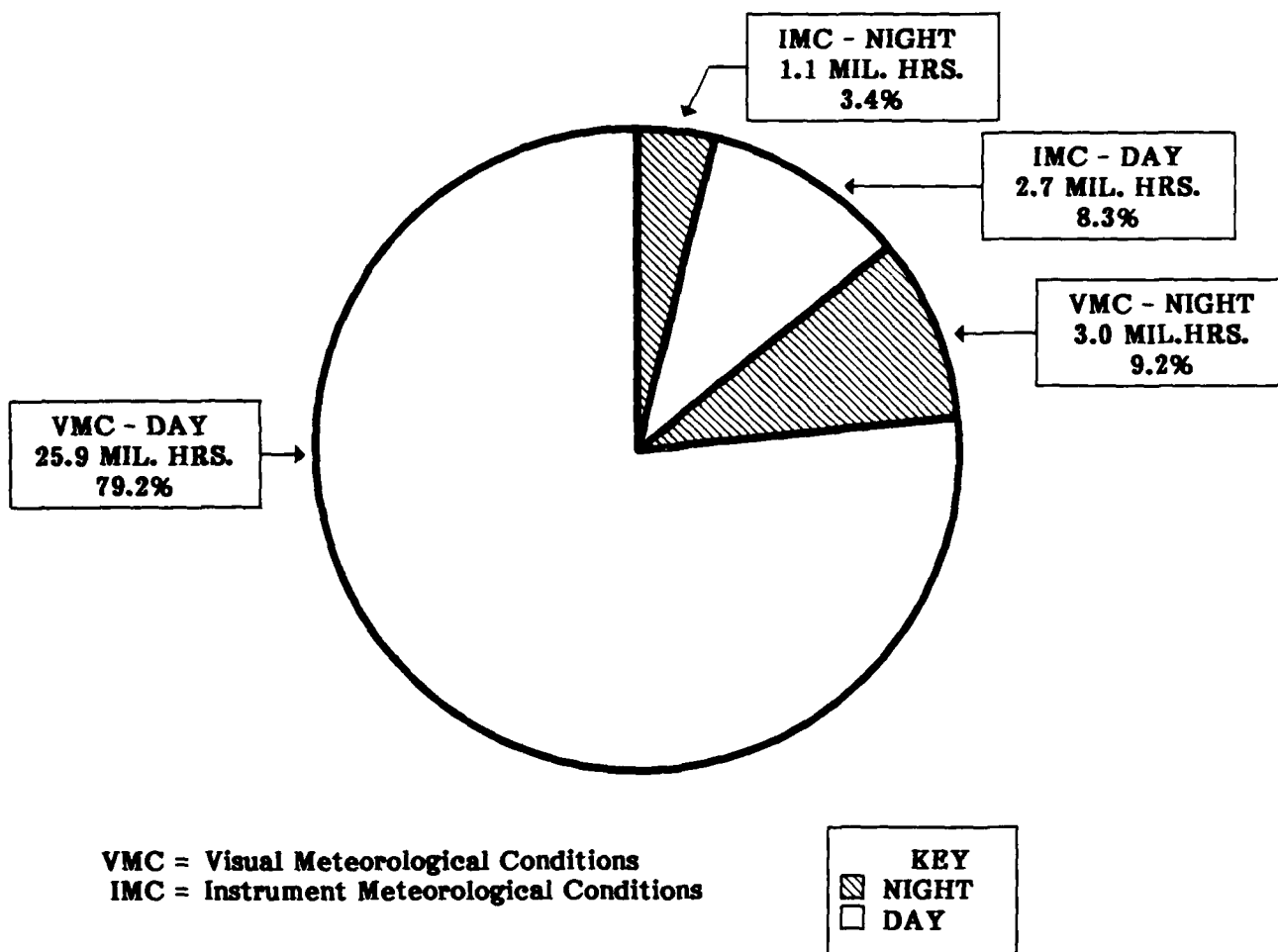
1.4.5 Results by FAA Region

Although the total active aircraft and flight time decreased slightly in 1987, the mean aircraft usage showed some increases for particular regions from 1986 to 1987. Compared to 1986, the Southern region increased 18 percent, and the Great Lakes rose by 3 percent. In contrast, the Eastern region dropped by 18 percent. In Figure 1.9, 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 accounted for more active aircraft than any other region. The Southern and Western-Pacific Regions accounted for the most total flight time. The smallest region in continental United States was New England, with only 4.2 percent of the active aircraft and 3.7 percent of the fleet's total flight time.

Tables 2-3 and 2-8 contain more estimates by region; Tables 2-2 and 2-7 show similar estimates by state of based aircraft.

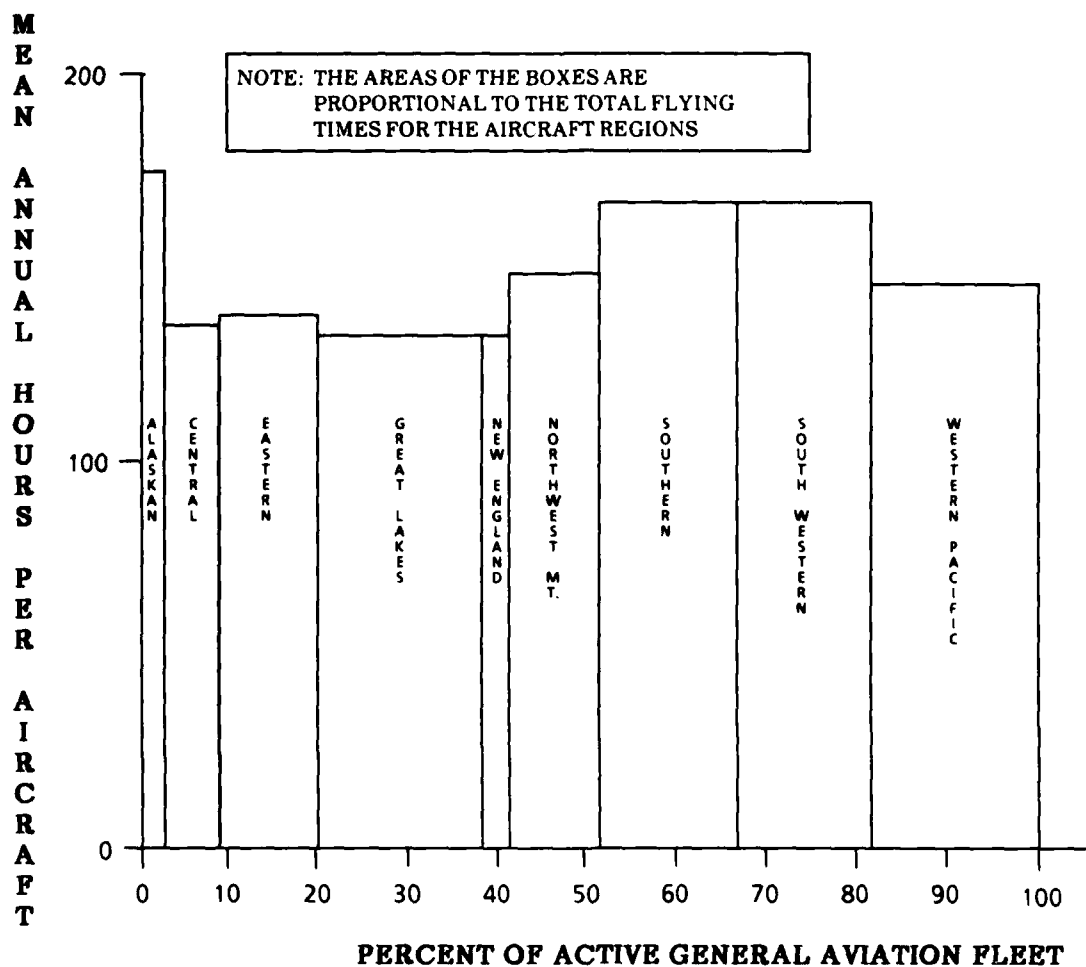
1.4.6 Results by Avionics Capability

1.4.6.1 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. Eighty-five percent of the aircraft have two-way VHF communications, 68 percent are equipped with 4096-code transponders, 55 percent have at least one component of an instrument landing system, and 80 percent have some form of navigation equipment. It is evident from comparing the 1987 and 1981 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. In terms of transponder equipment, there was a substantial increase in the percentage of the general aviation aircraft containing 4096 code transponders and altitude encoding equipment, while the



SOURCE: TABLE 2-12

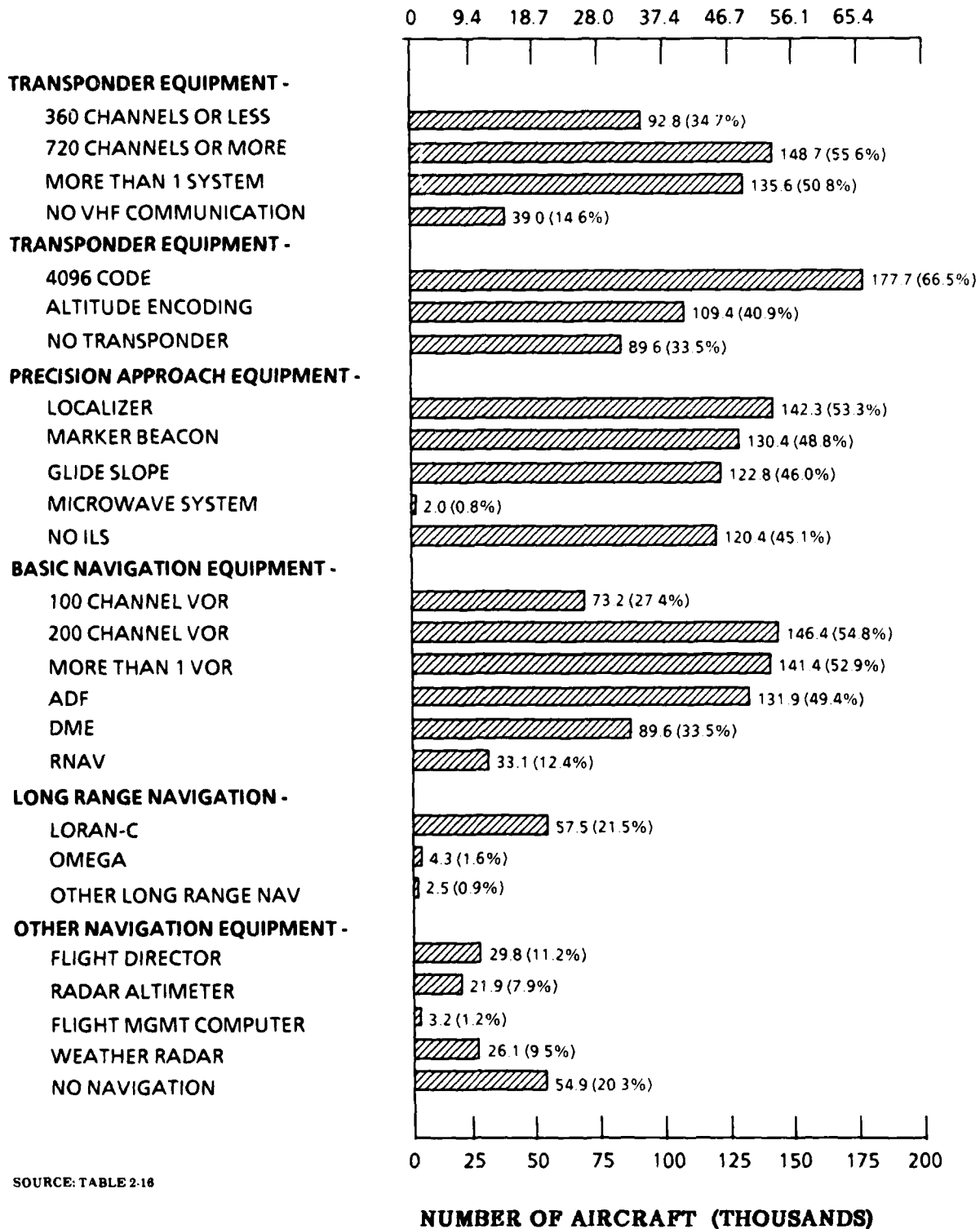
**FIGURE 1.8. 1987 GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS**



SOURCE: TABLE 2.3

FIGURE 1.9. 1987 GENERAL AVIATION ACTIVITY BY FAA REGION

PERCENT OF GENERAL AVIATION FLEET



SOURCE: TABLE 2-18

FIGURE 1.10. AVIONICS EQUIPMENT IN THE 1987 GENERAL AVIATION AIRCRAFT FLEET

percentage of aircraft containing no transponder equipment declined considerably over the 6 year period. The proportion of the general aviation fleet with transponders increased from 62 percent in 1981 to 67 percent in 1987. The proportion of aircraft having two or more communications systems increased by about 2 percent from 1981 to 1987. The proportion with two or more VOR receivers also increased by about 2 percent over the same 6 year period, while the proportion having long range navigation equipment rose by more than 20 percent, most of it from LORAN receivers.

Guidance and Control Equipment encompasses flight directors, horizontal situation indicators (HSI), electronic flight information systems (EFIS), flight management computers, and autopilots. These types of equipment represent the more sophisticated as well as more expensive avionics equipment available to the general aviation aircraft fleet. Thus, only around 39 percent of general aviation aircraft have installed one or more of these types of avionics. More detailed breakdowns of avionics equipment by aircraft type, state, region, and primary use are provided in Tables 2-15 through 2-18.

Figure 1.11 shows the portion of active aircraft of each type which engaged in IFR (Instrument Flight Rules) flight during 1987 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 1987 and were equipped with transponders. Although a much lower proportion of the active single engine piston aircraft and rotorcraft in the fleet flew IFR during the year, almost all that did were equipped with transponders. In fact, almost 100 percent of IFR flying was performed by aircraft equipped with transponders.

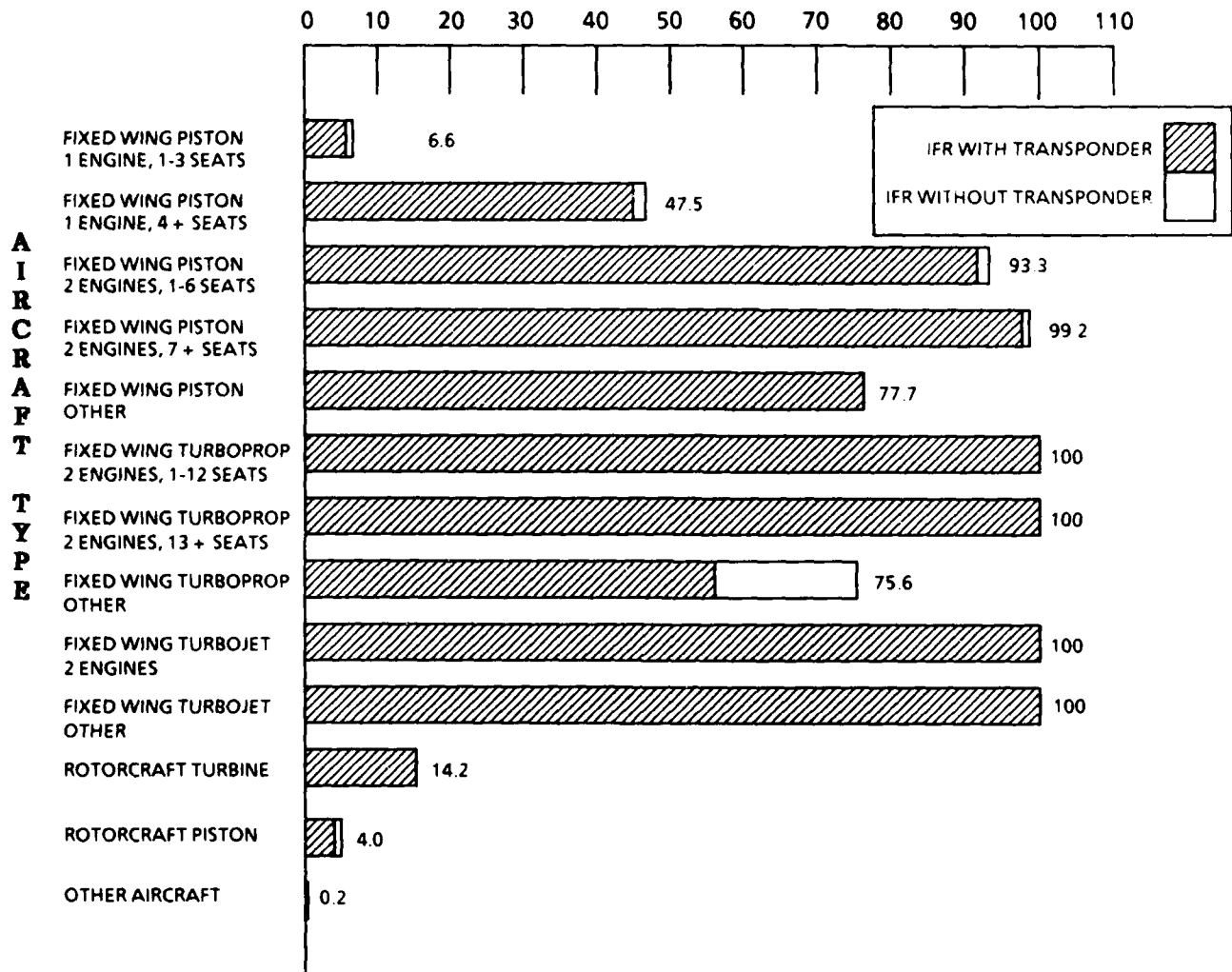
Table 2-10 shows IFR flight information in more detail and gives a breakdown of IFR hours flown by type of aircraft. It can be seen that general aviation aircraft flew approximately 8.2 million hours under IFR.

1.4.6.2 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.

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 NAS.

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

PERCENT OF ACTIVE AIRCRAFT



SOURCE: TABLE 2-10

FIGURE 1.11. 1987 GENERAL AVIATION ACTIVE AIRCRAFT FLOWN IFR AND TRANSPONDER EQUIPPED

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.

Table 2-25 presents the estimates of the number of GA aircraft found in the hierarchical and non-hierarchical CG's. Examination of Table 2-25 reveals the following on the GA fleet:

- a. About 29 percent of GA aircraft have avionics equipment enabling them to fly above 18,000 feet in positive controlled airspace. Approximately 59 percent of the GA fleet cannot fly above 12,500 feet due to avionics limitations alone.
- b. About 77 percent of GA aircraft are equipped to fly IFR.
- c. About 14 percent of the GA fleet are limited to landing at uncontrolled airports. Approximately 21 percent can land at either non-TCA controlled airports or Group III TCA's. Approximately 24 percent can land at any type of airport except a Group I TCA. About 40 percent can land at Group I TCA's.
- d. In general, Table 2-25 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 regulatory electronics), 74.5 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, 88.9 percent of the aircraft possessing a complete ILS and a radar altimeter fall into hierarchical CG 8.
- e. LORAN-C and Omega, two types of Long Range Navigation equipment, have been added to the avionics section since the 1984 survey. These additions have had a strong impact on the reported total number of aircraft with Long Range Navigation equipment. In 1983 only 9,393 aircraft (3.6% of the total population) reported any type of Long Range Navigation equipment. By 1986, the number was 47,210 (17.6% of the population). By 1987, this number rose to 61,981 (23% of the population).

TABLE 1-4. HIERARCHICAL CAPABILITY GROUPS

AVIONICS	CAPABILITIES
<u>Group 1</u> No regulatory avionics	1. 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 2. VFR flight, day and night 3. Uncontrolled airports
<u>Group 2</u> Two-way communications	1. Up to and including 12,500 feet MSL Gliders...Up to and including 18,000 feet MSL 2. VFR flight, day and night 3. 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	1. 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 2. IFR flight 3. 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	1. 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 2. IFR flight 3. 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	1. Non-positive controlled airspace 2. VFR flight, day and night 3. 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 (LORAN-C, Omega, or other)	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 airports with mountains and large buildings nearby
<u>Group 8</u> ILS MLS	Backup landing systems
<u>Group 9</u> Long Range RNAV (LORAN-C, Omega, or other) MLS	Sophisticated navigational and landing capabilities

¹See Appendix D, "Weather Category Definitions," General Aviation Avionics Statistics (1980 Data), (Washington, DC, 1981)

This increase probably reflects both the specific addition of LORAN-C and Omega to the survey form, as well as a rise in the number of aircraft containing LORAN-C receivers.

Tables 2-26 through 2-35 show distributions of hierarchical and non-hierarchical capability groups versus aircraft characteristics. These characteristics include: primary use of the aircraft, hours flown during 1987, 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 increase in sophistication, the predominant uses also change from personal, to business and personal, to executive and business (Table 2-26).
- b. As non-hierarchical CG's increase in sophistication, the predominant primary uses of aircraft change from personal, to business and personal, to business and executive. For example, executive aircraft alone composes about 42 percent of the aircraft reporting both a radar altimeter and a complete ILS yet executive aircraft compose only 4.7 percent of the fleet (Table 2-31).
- 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 2-27 and 2-32).
- d. Aircraft in the more sophisticated groups are newer aircraft on the average than those in less sophisticated CG's (Tables 2-28 and 2-33).

- e. The computed aircraft type increases in sophistication as the level of avionics increases. (Tables 2-29 and 2-34).

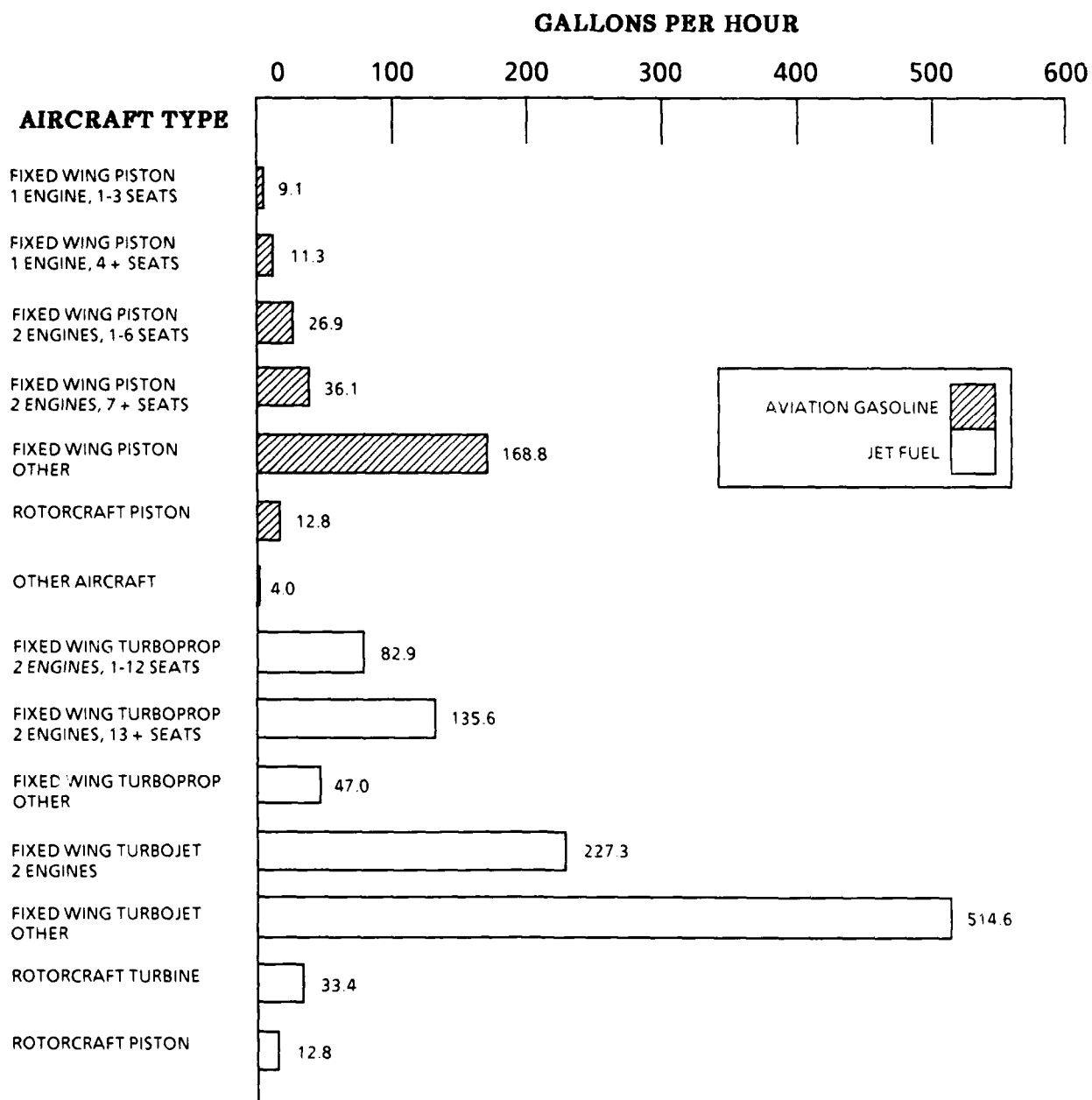
1.4.7 Fuel Consumption Results

The general aviation aircraft fleet consumed an estimated 1,074 million gallons of fuel during 1987: 402 million gallons of aviation gasoline and 672 million gallons of jet fuel. From Figure 1.12, it is evident that turbojet and turboprop engines consume fuel at much higher rates than piston engines. The high rates account for turbojet's burning 38 percent of all fuel consumed in 1987, as shown in Figure 1.13, even though they represent only 2 percent of active aircraft. In spite of their low fuel consumption rates, fixed wing piston aircraft accounted for 37 percent of the fuel consumed in 1987 due to their high representation in the general aviation fleet. Table 2-21 shows more detailed fuel consumption estimates and their standard errors by aircraft type. Table 2-22 shows fuel consumption by SDR group.

Piston-powered aircraft consumed 393 million gallons of gasoline, including 22 million gallons of 80 octane gasoline, 80 million gallons of 100 octane gasoline, 266 million gallons of 100 octane low lead gasoline, and 23 million gallons of automobile gasoline. Figure 1-14 shows the distribution of fuel consumed by fuel grade. Table 2-23 gives more detailed data broken down by fuel grade and aircraft type.

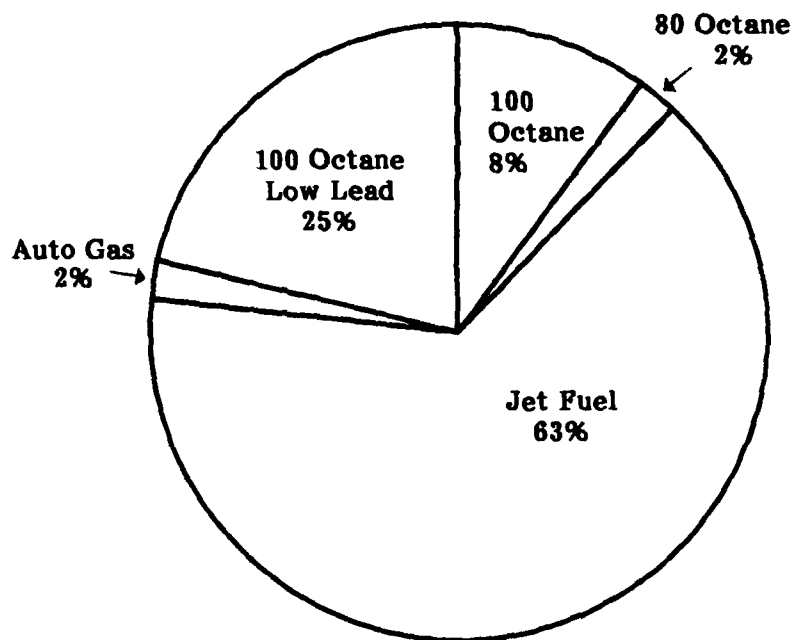
1.4.8 Other Results

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 360 SDR manufacturer/model groups of general aviation aircraft are found in Tables 2-5, 2-11, and 2-19. Appendix D contains definitions of these groups. The report also includes a table (Table 2-20) on mean hours and number of active engines for 76 different manufacturer/model groups of engines. Appendix E contains definitions of these groups.



SOURCE: TABLE 2-21

FIGURE 1.12. 1987 MEAN FUEL CONSUMPTION RATES BY AIRCRAFT TYPE



SOURCE: TABLE 2-23

**FIGURE 1.14. 1987 GENERAL AVIATION FUEL CONSUMPTION
BY FUEL GRADE**

2. TABLES OF RESULTS

TABLE 2 - 1
GENERAL AVIATION TOTAL HOURS FLOWN
BY
TYPE OF AIRCRAFT
1987

PAGE 1 OF 2

AIRCRAFT TYPE	POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
FIXED WING									
FIXED WING - PISTON									
1 ENG: 1-3 SEATS	87809	63533	754	8544660	323420	3.8	134.4	5.0	3.7
1 ENG: 4+ SEATS	121486	107502	673	13596268	311894	2.3	126.4	2.9	2.3
1 ENGINE: TOTAL	209295	171035	1011	22140926	449309	2.0	129.4	2.6	2.0
2 ENG: 1-6 SEATS	18196	15741	260	2634748	149777	5.7	165.3	9.7	5.8
2 ENG: 7+ SEATS	9161	7566	155	2248402	202275	9.0	289.2	25.5	8.8
2 ENGINE: TOTAL	27357	23307	303	4883150	251691	5.2	202.9	10.3	5.1
PISTON: OTHER	322	112	28	15271	4811	31.5	140.2	31.8	22.7
PISTON: TOTAL	236974	194455	1055	27039354	515024	1.9	136.9	2.5	1.9
FIXED WING - TURBOPROP									
2 ENG: 1-12 SEATS	4775	4337	92	1482966	78477	5.3	337.2	17.1	5.1
2 ENG: 13+ SEATS	846	723	31	510681	61198	12.0	651.5	78.7	12.1
2 ENGINE: TOTAL	5621	5060	97	1993647	99518	5.0	374.2	17.7	4.7
TURBOPROP: OTHER	250	214	19	183414	45222	24.7	839.9	205.6	24.5
TURBOPROP: TOTAL	5871	5274	99	2177061	109311	5.0	388.9	18.3	4.7

TABLE 2 - 1

GENERAL AVIATION TOTAL HOURS FLOWN
BY
TYPE OF AIRCRAFT
1987

PAGE 2 OF 2

AIRCRAFT TYPE	POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
FIXED WING - TURBOJET									
2 ENGINE TURBOJET	4126	3900	63	1420614	58735	4.1	371.5	14.3	3.8
TURBOJET: OTHER	663	438	22	107146	10703	10.0	229.2	22.1	9.7
TURBOJET: TOTAL	4789	4338	67	1527760	59702	3.9	356.2	13.0	3.6
FIXED WING: TOTAL	247634	204067	1062	30744174	529871	1.7	145.6	2.5	1.7
ROTORCRAFT									
PISTON	5555	2813	140	651687	59786	9.2	228.9	17.9	7.8
TURBINE	4479	3520	147	1631439	156588	9.6	485.4	46.0	9.5
ROTORCRAFT: TOTAL	10034	6333	203	2283126	167613	7.3	359.3	25.0	7.0
OTHER	9732	6783	228	415888	24731	5.9	62.0	3.4	5.5
TOTAL	267400	217183	1105	33443186	556299	1.7	148.4	2.4	1.6

TABLE 2 - 2

GENERAL AVIATION TOTAL HOURS FLOWN
BY
STATE OF BASED AIRCRAFT
1987

PAGE 1 OF 3

STATE	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF TOTAL HOURS	STANDARD ERROR
ALABAMA	2418	318	393849	67434
ALASKA	7496	485	1354044	118677
ARIZONA	5085	460	679885	90437
ARKANSAS	2724	332	507893	83845
CALIFORNIA	30982	1049	4605876	187386
COLORADO	4374	426	601468	76153
CONNECTICUT	2016	294	334117	58233
DELAWARE	827	185	147512	37784
DIST. OF COLUMBIA	37	35	3451	3310
FLORIDA	13614	727	2672939	212836
GEORGIA	4789	447	707186	80248
HAWAII	486	140	163159	74793
IDAHO	2062	294	289314	50866
ILLINOIS	7688	559	1161470	147565
INDIANA	4098	415	553115	67589
IOWA	2910	351	485292	70423
KANSAS	3827	397	504599	64849
KENTUCKY	1615	265	255482	48483
LOUISIANA	3327	372	1066906	173232
MAINE	1301	233	147939	39508
MARYLAND	2660	336	382860	61937

TABLE 2 - 2
GENERAL AVIATION TOTAL HOURS FLOWN
BY
STATE OF BASED AIRCRAFT
1987

PAGE 2 OF 3

STATE	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF TOTAL HOURS	STANDARD ERROR
MASSACHUSETTS	3413	379	435247	53884
MICHIGAN	7160	539	833246	73793
MINNESOTA	4959	447	838854	71238
MISSISSIPPI	2049	293	365304	81661
MISSOURI	4358	425	603553	71917
MONTANA	2154	307	353223	82784
NEBRASKA	2126	297	261068	47116
NEVADA	1817	272	262213	58052
NEW HAMPSHIRE	1338	237	176971	38948
NEW JERSEY	3898	400	584911	68519
NEW MEXICO	2121	296	278011	55718
NEW YORK	6431	503	962504	89307
NORTH CAROLINA	4944	453	710391	86709
NORTH DAKOTA	1353	243	198848	50472
OHIO	7850	568	1153683	108575
OKLAHOMA	3827	398	488003	65611
OREGON	4254	421	548070	58620
PENNSYLVANIA	5970	485	808540	75165
RHODE ISLAND	389	133	80184	37905
SOUTH CAROLINA	1782	277	341177	64620
SOUTH DAKOTA	1154	218	107322	25387

TABLE 2 - 2

GENERAL AVIATION TOTAL HOURS FLOWN
BY
STATE OF BASED AIRCRAFT
1987

PAGE 3 OF 3

STATE	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF TOTAL HOURS	STANDARD ERROR
TENNESSEE	3062	361	459755	81908
TEXAS	18358	836	2858746	179777
UTAH	1070	210	495898	147644
VERMONT	654	161	62582	19457
VIRGINIA	3205	362	466470	59715
WASHINGTON	6232	502	795448	88071
WEST VIRGINIA	1046	218	122672	33649
WISCONSIN	4361	423	574886	74146
WYOMING	1035	212	125435	30372
PUERTO RICO	338	121	66655	27718
OTHER U.S. TERRITORIES	136	75	31878	14128
TOTAL	217183	1105	33443186	556299

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
OPERATIONS OUTSIDE U.S.A TERRITORIES ARE NOT INCLUDED.

TABLE 2 - 3
GENERAL AVIATION TOTAL HOURS FLOWN
BY
REGION OF BASED AIRCRAFT
1987

REGION	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF TOTAL HOURS	STANDARD ERROR
ALASKAN	7496	485	1354044	118877
CENTRAL	13220	724	1834512	128874
EASTERN	24076	938	3478920	188206
GREAT LAKES	38622	1153	5220225	239917
NEW ENGLAND	9111	609	1237042	105782
NORTHWEST MT.	21181	952	3208856	200035
SOUTHERN	34747	1142	6004614	280598
SOUTHWESTERN	30357	1101	5198558	277071
WESTERN-PACIFIC	37884	1104	5547974	229033
TOTAL	217183	1105	33443186	556299

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
OPERATIONS OUTSIDE U.S.A TERRITORIES ARE NOT INCLUDED.

TABLE 2 - 4

GENERAL AVIATION TOTAL HOURS FLOWN
IN ALL REGIONS
BY AIRCRAFT TYPE AND PRIMARY USE
1987

PAGE 1 OF 3

AIRCRAFT TYPE	EXECUTIVE	BUSINESS	PERSONAL	INSTRUMENTAL	AERIAL APPL	AERIAL OBS	OTHER WORK	COMMUTER CARRIER	AIR TAXI	OTHER	TOTAL
FIXED WING - PISTON											
1 ENG: 1-3 SEATS											
EST. TOT. HOURS	3678	218333	3280048	3025632	1314274	335312	120532	365	0	246487	8544664
% STD. ERROR	60.9	14.7	4.7	8.8	6.3	25.6	38.9	181.5	0.0	18.9	3.8
1 ENG: 4+ SEATS											
EST. TOT. HOURS	274375	3485104	6584205	1491931	43998	605491	121737	287875	590922	110831	13596265
% STD. ERROR	19.1	4.5	2.8	12.1	70.3	22.3	29.7	28.6	20.6	26.9	2.3
1 ENGINE: TOTAL											
EST. TOT. HOURS	278053	3703437	9864253	4517563	1358270	940803	242269	288040	590922	357318	22140932
% STD. ERROR	18.7	4.4	2.4	7.2	6.2	17.0	24.3	28.5	20.6	15.5	2.0
2 ENG: 1-6 SEATS											
EST. TOT. HOURS	346197	1239195	504525	133485	3495	27040	270	2129	354016	24395	2634749
% STD. ERROR	17.6	10.9	8.7	21.4	82.9	70.0	91.6	90.2	21.1	79.5	5.7
2 ENG: 7+ SEATS											
EST. TOT. HOURS	397836	400118	115573	18406	3622	44874	37451	570272	581990	78259	2248402
% STD. ERROR	14.3	13.8	21.6	77.0	55.2	34.7	59.4	34.6	19.5	23.8	9.0
2 ENGINE: TOTAL											
EST. TOT. HOURS	744033	1639313	620098	151892	7117	71914	37721	572401	938006	102855	4883151
% STD. ERROR	11.3	8.9	8.1	21.0	47.6	30.8	57.2	33.6	14.4	27.2	5.2
PISTON: OTHER											
EST. TOT. HOURS	0	0	226	293	6797	0	0	0	7258	697	15271
% STD. ERROR	0.0	0.0	126.2	145.2	7.6	0.0	0.0	0.0	46.4	56.4	31.5
PISTON: TOTAL											
EST. TOT. HOURS	1022086	5342750	10484577	4669747	1372184	1012717	279980	860441	1534186	460670	27039354
% STD. ERROR	9.6	4.0	2.3	7.0	6.2	16.2	22.2	22.0	11.9	13.4	1.9
FIXED WING - TURBOPROP											
2 ENG: 1-12 SEATS											
EST. TOT. HOURS	903829	139976	17981	33758	583	0	0	169461	151263	68115	1482966
% STD. ERROR	6.7	24.4	41.7	82.2	235.0	0.0	0.0	32.3	24.3	35.1	5.3

TABLE 2 - 4

GENERAL AVIATION TOTAL HOURS FLOWN
IN ALL REGIONS
BY AIRCRAFT TYPE AND PRIMARY USE
1987

PAGE 2 OF 3

AIRCRAFT TYPE	EXECUTIVE	BUSINESS	PERSONAL	INSTRUMENTAL	AERIAL APPL	AERIAL OBS	OTHER WORK	COMMUTER CARRIER	AIR TAXI	OTHER	TOTAL
2 ENG: 13+ SEATS											
EST. TOT. HOURS	113750	4879	397	374	0	3759	10048	287451	68228	21794	510881
% STD. ERROR	15.3	48.2	279.6	144.2	0.0	44.5	79.8	19.9	35.4	45.7	12.0
2 ENGINE: TOTAL											
EST. TOT. HOURS	1017579	144855	18378	34132	583	3759	10048	456912	219491	87909	1993647
% STD. ERROR	6.2	23.5	41.5	78.1	235.0	44.5	79.8	17.3	20.3	27.1	5.0
TURBOPROP: OTHER											
EST. TOT. HOURS	960	0	307	0	63289	10927	0	31502	61928	14502	183414
% STD. ERROR	202.8	0.0	368.3	0.0	33.8	76.9	0.0	118.2	36.0	58.5	24.7
TURBOPROP: TOTAL											
EST. TOT. HOURS	1018539	144855	18685	34132	63872	14686	10048	488415	281419	102411	2177081
% STD. ERROR	6.2	23.5	41.2	78.1	33.6	47.2	79.8	17.4	17.9	24.7	5.0
FIXED WING - TURBOJET											
2 ENGINE TURBOJET											
EST. TOT. HOURS	1046442	118981	1202	623	0	1281	0	4625	171266	78193	1420614
% STD. ERROR	5.6	28.4	157.2	89.6	0.0	135.2	0.0	222.0	21.9	32.2	4.1
TURBOJET: OTHER											
EST. TOT. HOURS	73569	19079	1394	69	0	0	6	0	0	13027	107146
% STD. ERROR	12.1	37.9	40.9	72.3	0.0	0.0	181.0	0.0	0.0	24.2	10.0
TURBOJET: TOTAL											
EST. TOT. HOURS	1120012	138060	2597	693	0	1281	6	4625	171266	89220	1527760
% STD. ERROR	5.3	25.4	44.5	67.0	0.0	135.2	161.0	222.0	21.9	22.5	3.9
FIXED WING: TOTAL											
EST. TOT. HOURS	3160638	5625664	10505858	4704571	1436057	1028684	290044	1353481	1986871	652301	30744172
% STD. ERROR	4.6	3.9	2.3	6.9	6.0	16.0	21.7	16.1	9.9	10.8	1.7
ROTORCRAFT											
PISTON											
EST. TOT. HOURS	2050	34779	30545	123791	138599	186445	40799	0	5311	89368	651887
% STD. ERROR	83.4	30.1	16.3	25.2	18.3	24.0	36.9	0.0	82.0	22.5	9.2

TABLE 2 - 4

GENERAL AVIATION TOTAL HOURS FLOWN
IN ALL REGIONS
BY AIRCRAFT TYPE AND PRIMARY USE
1987

PAGE 3 OF 3

AIRCRAFT TYPE	EXECU- TIVE	BUSI- NESS	PER- SONAL	INSTRUC- TIONAL	AERIAL APPL	AERIAL OBS	OTHER WORK	COMMUTER CARRIER	AIR TAXI	OTHER	TOTAL
TURBINE											
EST. TOT. HOURS	228786	42855	16168	4694	91361	173903	29208	5198	884820	154445	1831439
% STD. ERROR	21.9	38.8	47.6	74.2	42.2	47.3	46.6	126.5	19.5	31.6	9.6
ROTORCRAFT: TOTAL											
EST. TOT. HOURS	230836	77634	46714	128485	229980	360348	70007	5198	890131	243813	2283126
% STD. ERROR	21.4	23.2	17.0	24.4	18.0	24.5	28.7	126.5	19.4	18.4	7.3
OTHER											
EST. TOT. HOURS	11786	9931	234032	71011	0	23016	19342	0	0	46772	415888
% STD. ERROR	64.1	53.2	7.3	22.5	0.0	32.2	32.8	0.0	0.0	26.0	5.9
TOTAL											
EST. TOT. HOURS	3403260	5713229	10786604	4904066	1686017	1412047	379393	1358679	2877002	942886	33443186
% STD. ERROR	4.5	3.8	2.3	6.7	5.6	13.2	17.3	16.1	8.8	8.8	1.7

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
ROW SUMMATIONS MAY DIFFER FROM PRINTED TOTALS BECAUSE SOME ACTIVE AIRCRAFT DID NOT REPORT USE.

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
1987

PAGE 1 OF 18

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
OTHER 1	16253	591850	55629	9.4	61.1	5.0	8.2
OTHER 2	1698	160029	31175	19.5	123.8	22.8	18.4
OTHER 3	318	9287	3799	40.9	57.0	21.1	37.0
OTHER 4	186	19892	17036	85.6	164.4	135.0	82.1
OTHER 5	162	8471	4590	54.2	129.6	47.4	36.6
OTHER 6	311	201825	43043	21.3	762.0	151.0	19.8
OTHER 7	234	130285	46060	35.4	648.6	221.0	34.1
OTHER 8	127	56931	34378	60.4	622.2	352.1	56.6
OTHER 9	572	171934	26425	15.4	333.9	44.4	13.3
OTHER 10	268	26728	5512	20.6	141.3	27.8	19.6
OTHER 11	1884	104260	24110	23.1	143.2	30.2	21.1
OTHER 12	317	46713	16419	35.1	291.4	61.8	21.2
OTHER 13	3205	104170	15819	15.2	48.2	6.3	13.1
ADAMS A50S	132	6129	1821	29.7	54.3	14.5	26.6
AERORSJ2	40	542	189	34.8	44.4	11.0	24.9
AEROSPAS355	138	56669	20142	35.5	479.1	141.8	29.6
AEROSPSA316	92	6455	11007	170.5	389.8	25.3	6.5
AGUSTA205	36	6752	5153	76.3	428.7	184.2	43.0
AGUSTAA109	42	14387	3114	21.6	380.9	73.9	19.4
AIRPTSA	225	8124	2156	26.5	92.8	15.6	16.8
AIRSPC18	23	1318	602	45.7	114.6	42.5	37.0

NOTE: OTHER XX REFERS TO ALL GENERAL AVIATION AIRCRAFT
BELONGING TO MANUFACTURER/MODEL GROUPS OF FEWER THAN
20 AIRCRAFT IN SIZE FOR AIRCRAFT TYPE 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 ANNUAL HOURS BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
1987

PAGE 2 OF 18

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
AIRTRCAT300	440	133425	15380	11.5	315.9	33.1	10.5
AIRTRCAT400	61	23374	3987	17.1	403.7	47.9	11.9
AMD FALC10	133	57340	13481	23.5	436.1	101.7	23.3
AMD FALC20	199	60963	13230	21.7	343.6	65.6	19.1
AMD FALC50	115	39104	6713	17.2	340.0	58.4	17.2
AMTR TMK	21	0	0	0.0	0.0	0.0	0.0
ARCRNEH37	45	0	0	0.0	0.0	0.0	0.0
ARCTICS1A	94	1818	560	30.8	48.1	12.7	26.3
ARCTICS1B1	24	444	120	27.0	35.9	5.9	16.5
ARONCA15	206	3774	1889	50.1	35.2	14.6	41.3
ARONCA58	147	2296	784	34.2	41.1	9.2	22.5
ARONCA65	151	6244	2301	36.9	69.2	20.9	30.2
ARONCAC3	60	235	51	21.8	14.5	2.1	14.7
AVIANWFALCON	27	279	99	35.5	13.3	3.4	25.6
AVIANWSKYHWK	43	1125	333	29.6	38.1	7.8	20.6
AYRES S2	823	301851	40813	13.5	399.2	45.8	11.5
BAC 111	20	2230	731	32.8	111.5	36.5	32.8
BAG B206	26	1085	698	64.4	58.4	34.1	58.5
BAG DH125	69	31616	3350	10.6	458.2	48.5	10.6
BALWKSFIREFY	1602	48847	7404	15.2	44.4	5.4	12.3
BBAVIA11	833	30034	5877	19.6	61.3	8.5	13.8

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
1987

PAGE 3 OF 18

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
BBAVIA7	3529	223799	27894	12.5	90.4	9.8	10.9
BBAVIA8	229	22262	4656	20.9	107.9	21.6	20.1
BEECH 100	247	79499	11069	13.9	321.9	44.8	13.9
BEECH 17	207	4500	1216	27.0	51.0	8.9	17.5
BEECH 18	819	99296	25236	25.4	231.4	57.3	24.8
BEECH 1900	28	41008	11563	28.2	1586.6	415.2	26.2
BEECH 200	840	267625	33757	12.6	373.5	37.7	10.1
BEECH 23	2782	303136	36803	12.1	118.8	13.9	11.7
BEECH 300	94	32577	3985	12.2	346.6	42.4	12.2
BEECH 33	1808	228086	19589	8.6	133.7	10.6	7.9
BEECH 35	6843	576831	40438	7.0	94.8	6.0	6.3
BEECH 36	2283	382866	28456	7.4	168.6	12.4	7.4
BEECH 45	287	19511	5045	25.9	101.9	19.9	19.5
BEECH 50	317	12797	3401	26.6	64.2	11.1	17.3
BEECH 55	2239	253180	23926	9.5	121.4	10.7	8.8
BEECH 56	61	8457	2287	27.0	196.0	47.6	24.3
BEECH 58	1516	283509	35446	12.5	194.7	23.4	12.0
BEECH 60	434	66201	9596	14.5	161.5	20.9	13.0
BEECH 65	122	8066	6513	80.7	88.3	66.9	75.8
BEECH 76	300	85363	16737	19.6	286.1	55.8	19.5
BEECH 77	243	45913	12017	26.2	190.2	49.6	26.1

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MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
BEECH 80	162	26601	9248	34.8	271.0	71.3	26.3
BEECH 90	1126	279816	34651	12.4	269.7	30.7	11.4
BEECH 95	464	44476	7900	17.8	110.0	16.1	14.6
BEECH 99	91	61169	24213	39.6	748.6	278.2	37.2
BELL 204	188	7014	3348	47.7	78.5	24.3	30.9
BELL 206	1936	1015919	145820	14.4	589.5	76.5	13.0
BELL 212	100	34453	12372	35.9	468.2	79.2	16.9
BELL 222	80	21386	6831	31.9	271.8	85.9	31.6
BELL 412	49	39430	13360	33.9	804.7	272.7	33.9
BELL 47	1299	187637	29566	15.8	241.1	24.0	9.9
BLANCA11	82	2050	419	20.4	44.4	6.9	15.6
BLANCA1413	264	9518	4551	47.8	70.4	14.7	20.9
BLANCA1419	271	11937	5383	45.1	74.9	29.9	39.9
BLANCA17	1041	67678	10349	15.3	70.7	10.0	14.1
BLANCA7	2356	221581	39482	17.8	111.8	19.2	17.1
BLANCA8	472	31834	4289	13.5	71.4	9.0	12.6
BNORM BN2	76	44095	11652	26.4	669.5	143.5	21.4
BOEING707	48	139	393	282.7	55.0	0.0	0.0
BOEING727	36	16390	3425	20.9	455.3	95.1	20.9
BOEING75	1910	61616	10704	17.4	65.7	8.8	13.4
BOLKWS105	112	23960	4309	18.0	213.9	38.5	18.0

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MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
BOLKMS117	53	32668	3311	10.1	616.4	62.5	10.1
BRAERODH125	70	18721	3630	19.4	314.0	50.9	16.2
BRASOVIS28	48	2146	565	26.3	71.1	11.5	16.1
BRWSTRFLEET2	28	1424	1339	94.0	121.7	110.6	90.9
BRWSTRFLEET7	23	565	150	26.5	46.7	8.7	18.6
BUKER 131	32	1513	390	25.8	88.3	11.8	13.4
CAMRONMODELO	237	7679	1783	23.2	41.9	8.3	19.7
CASA C212	37	6925	3100	44.8	526.4	73.9	14.0
CESSNA120	872	40088	5877	14.7	59.0	7.0	11.8
CESSNA140	2378	93531	9149	9.8	59.3	4.7	8.0
CESSNA150	19255	3707766	264491	7.1	213.1	14.8	6.9
CESSNA170	2462	172041	21814	12.7	82.4	9.6	11.6
CESSNA172	25158	3118436	209519	6.7	135.2	8.9	6.6
CESSNA175	1299	49688	6122	12.3	48.8	5.3	10.8
CESSNA177	2874	244483	24872	10.2	91.5	8.9	9.7
CESSNA180	2691	255935	39639	15.5	111.8	16.1	14.4
CESSNA182	13921	1554257	72262	4.6	117.2	5.2	4.5
CESSNA185	1573	232280	25805	11.1	161.5	17.2	10.6
CESSNA188	1653	313441	50199	16.0	227.1	32.3	14.2
CESSNA190	88	4206	758	18.0	64.3	9.9	15.4
CESSNA195	502	24865	4583	18.4	70.9	11.2	15.8

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MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
CESSNA205	242	22869	6132	26.8	99.4	25.2	25.3
CESSNA206	2796	424219	53582	12.6	168.3	20.2	12.0
CESSNA207	346	289390	56287	19.5	836.4	162.7	19.5
CESSNA208	47	63195	20144	31.9	1344.6	428.6	31.9
CESSNA210	6130	773374	66527	8.6	140.4	11.2	8.0
CESSNA303	183	47400	14150	29.9	262.5	78.1	29.7
CESSNA305	274	28524	5008	17.6	137.1	20.7	15.1
CESSNA310	3101	382529	53275	13.9	144.2	18.9	13.1
CESSNA320	313	29992	5136	17.1	124.3	18.5	14.9
CESSNA335	45	8072	1025	12.7	179.4	22.8	12.7
CESSNA336	77	2283	475	20.8	50.7	8.0	15.7
CESSNA337	1180	123538	27258	22.1	128.1	26.4	20.6
CESSNA340	922	165087	19790	12.0	180.7	21.4	11.8
CESSNA401	215	33240	6692	20.1	179.0	29.7	16.6
CESSNA402	565	444950	106941	24.0	926.5	184.0	19.9
CESSNA404	135	7096	22500	317.1	56.8	179.7	316.5
CESSNA411	141	7664	3161	41.2	102.5	36.5	35.6
CESSNA414	771	148912	21807	14.6	197.1	28.1	14.3
CESSNA421	1243	298994	40510	13.5	272.7	32.3	11.8
CESSNA425	185	58459	8215	14.1	316.0	44.4	14.1
CESSNA441	234	60956	8490	13.9	260.5	36.3	13.9

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CESSNA500	618	225371	24781	11.0	384.7	40.1	11.0
CESSNA501	42	13328	713	5.3	317.4	17.0	5.3
CESSNA850	117	68703	5800	8.4	587.2	49.6	8.4
CESSNA750	65	423	277	65.3	38.1	6.9	18.0
CESSNAUC94	35	771	310	40.2	81.5	23.4	28.7
CHILD S1	59	3710	890	24.0	66.2	14.7	22.2
CHILD S2	174	13455	2861	22.0	80.0	17.0	21.3
CNDAIRCL800	97	40219	5748	14.3	448.7	47.2	10.5
CNTRAR101	32	1914	350	18.3	68.4	10.1	14.8
COMWTH185	113	1394	503	36.1	48.1	11.7	24.3
CONAERLA4	481	34522	6059	17.6	75.7	12.6	16.6
CURTISC46	23	0	0	0.0	0.0	0.0	0.0
CURTISJR	26	26	19	74.9	7.5	0.9	11.4
CURTISROBIN	37	18	19	106.0	6.5	1.9	28.7
CURTISTRVAIR	191	2741	871	31.8	56.9	14.7	25.9
CVAC 240	38	1225	1257	102.6	91.3	76.7	84.0
CVAC BT13	114	1530	569	37.2	48.2	6.6	13.8
CVAC STC580	43	3449	1826	52.9	106.9	44.5	41.6
DART G	26	325	181	55.6	62.5	13.0	20.8
DHAV DHC1	100	6270	1322	21.1	80.8	13.3	16.4
DHAV DHC2	250	52807	23328	44.2	249.0	102.3	41.1

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DHAV DHC3	40	7928	682	8.6	198.2	17.1	8.6
DHAV DHC4	25	2700	0	0.0	108.0	0.0	0.0
DHAV DHC6	89	84042	22488	26.8	1170.9	258.3	22.1
DHAVXXDH82	85	2959	888	30.0	62.2	13.4	21.6
DOUG A26	31	282	170	60.2	33.3	7.6	22.7
DOUG DC3	347	32271	9747	30.2	180.3	43.3	27.0
DOUG DC4	70	3520	1170	33.2	185.7	19.2	10.3
DOUG DC8	58	0	0	0.0	0.0	0.0	0.0
DOUG DC7	32	3280	841	25.7	117.1	13.5	11.5
DOUG DC8	55	1610	3474	215.7	232.0	0.0	0.0
DOUG DC9	71	20915	11519	55.1	294.6	182.2	55.1
EAGLE DW	76	13115	3045	23.2	237.3	25.0	10.6
EAGLEBC7	66	2023	468	23.1	31.4	7.1	22.5
EIRVON20	114	8790	1101	12.5	80.7	9.7	12.0
EMAIR MA1	22	0	0	0.0	0.0	0.0	0.0
EMB 110	45	6990	7253	103.8	162.4	167.2	103.0
ENSTRMF28	442	69848	19302	27.6	227.0	63.4	27.9
FLEET 168	24	427	126	29.4	31.1	6.6	21.2
FRCHLD24	294	1655	968	58.5	38.5	11.8	30.5
FRCHLDC119	29	0	0	0.0	0.0	0.0	0.0
FRCHLDW62	240	4118	832	20.2	37.2	5.8	15.2

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GENBALAX6	65	1557	424	27.2	26.5	5.8	21.9
GLASFL201	35	1812	458	25.3	65.4	12.9	19.7
GLASFLH301	113	7640	1645	21.5	70.5	14.8	21.0
GROB 103CAT	55	12532	1859	14.8	237.1	34.1	14.4
GROB 109	69	4153	1337	32.2	70.8	22.0	31.2
GROB ASTIR	60	4918	701	14.2	86.1	11.5	13.4
GRTLKS271	181	11217	2029	18.1	77.0	11.3	14.7
GRUMANS A16	20	1125	614	54.6	300.0	0.0	0.0
GRUMAVAA1	563	49571	5402	10.9	99.2	10.0	10.1
GRUMAVAA5	1050	102926	15233	14.8	98.1	14.5	14.8
GRUMAVG1159	39	11823	1488	12.6	319.1	35.6	11.2
GRUMAVG164	1180	280954	50903	18.1	290.2	43.1	14.9
GRUMAVG21	46	4242	2543	60.0	191.0	0.0	0.0
GRUMAVTBM	39	425	169	39.7	32.0	7.3	22.7
GULSTM112	688	65349	12260	18.8	103.4	18.0	17.4
GULSTM500	280	63844	15228	23.9	266.2	58.5	22.0
GULSTM520	150	1700	1350	79.4	170.0	19.2	11.3
GULSTM560	113	7519	2487	33.1	99.8	21.9	22.0
GULSTM680	316	32414	13331	41.1	154.2	52.6	34.1
GULSTM680TP	89	7071	2026	28.7	126.6	23.4	18.5
GULSTM690TC	27	7155	949	13.3	265.0	35.1	13.3

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GULSTM890TP	438	155022	25880	16.7	360.7	58.7	16.3
GULSTMAA1	587	31897	6893	21.0	77.5	11.9	15.3
GULSTMAA5	649	98951	21543	22.2	166.2	36.2	21.8
GULSTMG1159	166	68708	10633	15.5	439.3	60.4	13.7
GULSTMG159	116	44140	9270	21.0	469.5	75.1	16.0
GULSTMG44	75	4431	1177	26.6	94.2	9.5	10.1
GULSTMG73	25	6988	1869	26.7	642.9	91.8	14.3
GULSTMG47	56	12065	3242	26.9	215.5	57.9	26.9
H23/HTE	39	4803	1566	32.6	185.1	35.1	19.0
H34/55	30	217	566	261.2	130.0	0.0	0.0
HELIO H295	105	11494	3704	32.2	128.2	37.3	29.1
HELIO H391	23	227	138	60.9	69.0	9.7	14.1
HILLERFH1100	66	2654	2008	75.7	64.3	44.6	69.4
HILLERUH12	564	47501	12193	25.7	212.0	31.6	14.9
HUGHES269	703	180581	33979	18.8	397.6	63.9	16.1
HUGHES369	634	139087	31260	22.5	315.8	53.2	16.9
HMKSLYDH104	33	825	923	111.9	200.0	0.0	0.0
HMKSLYDH125	192	54359	8318	15.3	297.0	40.1	13.5
HYNES B2	128	855	518	60.6	24.0	8.6	36.0
INTRCP200	33	2479	680	27.4	78.4	20.7	26.4
ISRAEL1121	101	17559	7042	40.1	202.8	77.5	38.2

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ISRAEL1123	25	4748	1372	28.9	189.9	54.9	28.9
ISRAEL1124	205	62771	8611	13.7	306.2	42.0	13.7
JBMSTRDGA15	84	1390	355	25.5	41.4	5.6	13.4
LAIFN10	37	0	0	0.0	0.0	0.0	0.0
LEAR 23	55	12009	3987	33.2	283.0	73.1	25.8
LEAR 24	180	36790	14472	39.3	314.4	85.1	27.1
LEAR 25	255	112191	24167	21.5	454.7	95.2	20.9
LEAR 35	420	169466	17504	10.3	403.5	41.7	10.3
LEAR 55	97	41977	4878	11.6	432.7	50.3	11.6
LET L13	156	11263	1291	11.5	90.7	9.1	10.0
LKHEED12A	20	356	189	53.0	45.1	14.5	32.1
LKHEED1329	94	22802	3884	17.0	281.5	40.1	14.2
LKHEED18	58	1643	1307	79.5	85.0	0.0	0.0
LKHEEDP2V	24	0	0	0.0	0.0	0.0	0.0
LKHEEDPV1	35	657	535	81.4	59.0	28.4	48.1
LKHEEDT33	47	372	272	72.9	52.8	12.8	24.3
LUSCOM8	2179	75154	13298	17.7	60.0	8.2	13.6
MARTIN404	23	27	39	148.0	15.0	0.0	0.0
MAULE M4	275	12758	2472	19.4	57.6	9.5	16.4
MAULE M5	456	35191	4494	12.8	86.3	10.3	12.0
MAULE M6	76	9622	1507	15.7	148.5	21.6	14.6

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MCLISHFUNKB	143	2959	630	21.3	41.2	6.4	15.5
MEYERSOTW	51	958	272	28.4	51.6	7.9	15.3
MNCOLUP90	68	612	144	23.6	30.2	3.1	10.4
MNMITEM18	148	4134	1199	29.0	57.7	13.6	23.6
MOONEYM20	6378	651918	49260	7.6	115.3	8.0	6.9
MRCHTIS205	45	1184	270	22.8	41.3	6.1	14.8
MTSBSIMJ2	322	47293	12557	26.6	232.9	38.9	17.1
MTSBSIMJ300	75	23396	3242	13.9	311.9	43.2	13.9
MULTECD16	38	969	323	33.4	45.3	10.2	22.6
NAMER B25	53	959	363	37.9	43.6	8.6	19.7
NAMER F51	145	5274	1023	19.4	47.6	8.0	16.8
NAMER NA280	163	4728	1671	35.3	73.7	13.8	18.8
NAMER T6	577	35349	11453	32.4	68.6	21.3	30.6
NATBAL752	32	915	248	27.1	28.8	7.9	26.4
NAVAL N3N	131	1088	555	51.0	30.2	12.1	40.2
NAVIONNAVION	576	18312	4523	24.7	54.2	10.1	18.6
NORD 3202	27	1440	588	40.9	80.0	12.6	15.8
NORD SV4	45	973	290	29.8	48.7	4.9	10.0
NORWST85	55	558	227	40.7	35.4	9.7	27.5
ORLHELH19	73	913	1002	109.8	100.0	0.0	0.0
ORLHEL58	35	8151	4263	52.3	419.2	153.7	36.7

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PARTENP68	40	15067	2385	15.8	376.7	59.6	15.8
PICARDAX6	150	817	426	52.1	31.6	12.1	38.3
PILATSB4	26	4075	1341	32.9	164.6	53.6	32.6
PIPER 600	393	67579	6287	9.3	172.0	16.0	9.3
PIPER E2	20	8	6	68.1	5.0	0.0	0.0
PIPER J2	63	418	134	32.2	18.6	4.0	21.3
PIPER J3	4258	197697	55787	28.2	91.6	24.3	26.6
PIPER J4	251	5742	1114	19.4	51.0	6.9	13.6
PIPER J5	352	17692	5925	33.5	100.2	31.0	30.9
PIPER PA12	1366	69478	12274	17.7	75.1	11.5	15.3
PIPER PA14	107	4701	713	15.2	73.5	8.5	11.6
PIPER PA15	190	9043	2059	22.8	78.9	12.5	15.8
PIPER PA16	368	13229	4620	34.9	68.5	16.0	23.3
PIPER PA17	113	2975	530	17.8	49.1	6.8	13.8
PIPER PA18	3598	392731	70756	18.0	145.4	24.1	16.6
PIPER PA20	454	25452	8624	33.9	87.5	27.3	31.1
PIPER PA22	4806	207135	24102	11.6	71.4	6.3	8.8
PIPER PA23	3332	516640	111246	21.5	187.5	39.0	20.8
PIPER PA24	3207	279920	33262	11.9	101.5	11.1	11.0
PIPER PA25	1208	182860	35341	19.3	171.7	31.2	18.2
PIPER PA28	22324	2607801	133690	5.1	127.0	6.3	5.0

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PIPER PA30	1241	159468	19842	12.4	142.2	15.9	11.2
PIPER PA31	1889	727107	155896	21.4	444.2	103.3	23.2
PIPER PA31T	543	138457	21605	15.6	258.2	39.8	15.4
PIPER PA32	4365	676678	82328	12.2	162.1	19.4	12.0
PIPER PA34	1970	340239	37331	11.0	177.4	18.9	10.7
PIPER PA36	363	65453	13569	20.7	216.4	38.5	17.8
PIPER PA38	1421	425019	95169	22.4	327.0	71.4	21.8
PIPER PA42	113	43082	4385	10.2	381.3	38.8	10.2
PIPER PA44	330	84752	14139	16.7	263.7	43.2	16.4
PIPER PA46	274	67517	6606	9.8	246.4	24.1	9.8
PROPT200	71	3619	823	22.8	56.1	11.8	21.0
RAVEN RX6	207	1412	526	37.2	15.1	2.9	19.4
RAVEN S50	86	761	252	33.1	36.0	6.5	18.0
RAVEN S55	811	24199	5627	23.3	45.4	7.5	16.6
RAVEN S60	223	10644	1702	16.0	48.7	7.5	15.4
RAVEN S66	49	4236	1081	25.5	107.3	21.7	20.2
RKWE1500	34	7438	1101	14.8	218.8	32.4	14.8
RKWE1700	25	6013	1214	20.2	284.3	46.1	16.2
RKWE1NA285	308	93476	9756	10.4	312.6	30.4	9.7
ROBS1NR22	243	51571	20698	40.1	232.9	91.5	39.3
ROLSCHLS	102	9166	1819	19.9	89.9	17.8	19.9

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
1987

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MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
RYAN ST3	168	3165	749	23.7	34.2	5.8	17.1
RYAN STA	34	472	127	26.8	26.9	3.2	11.8
SAAB SF340	12	9200	1636	17.8	766.7	136.3	17.8
SCHLERASK21	35	8718	1636	18.8	249.1	46.7	18.8
SCHLERASW15	35	1106	232	21.0	34.6	6.9	20.1
SCHLERASW19	59	1114	299	26.8	29.8	5.4	18.2
SCHLERASW20	94	5567	1338	24.0	70.8	15.0	21.2
SCHLERK8	23	552	162	29.3	48.0	10.0	20.7
SCHLERKAG	74	1887	540	28.6	39.0	8.9	22.9
SCWZERG164	219	32612	14121	43.3	215.8	81.9	37.9
SCWZERSG1	758	23091	4401	19.1	46.3	7.2	15.6
SCWZERSG2	572	73840	14746	20.0	184.2	32.8	17.8
SEMCO MODEL T	27	21	23	111.8	10.0	0.0	0.0
SKRSKYS55	28	997	523	52.5	63.3	22.4	35.3
SKRSKYS58	69	4651	2069	44.5	155.5	29.0	18.6
SKRSKYS58T	31	8007	2950	36.8	413.2	98.3	23.8
SKRSKYS61	29	6320	3013	47.7	472.2	126.9	26.9
SKRSKYS76	164	75847	19594	25.8	551.8	124.5	22.6
SLINDS100	301	19981	4645	23.2	85.8	17.3	20.2
SMITH 600	366	139476	48045	34.4	412.1	137.6	33.4
SNIAS 350	226	75749	24637	32.5	347.0	109.0	31.4

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
1987

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MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
SNIAS SA318	21	0	0	0.0	0.0	0.0	0.0
SNIAS SA341	36	4435	1174	26.5	139.6	33.7	24.2
SOCATAMS894	39	5542	2487	44.9	161.5	71.0	44.0
SOCATARALLYE	22	1148	256	22.3	78.3	7.6	9.7
SOCATATB10	45	5593	2354	42.1	217.5	45.4	20.9
SOCATATB20	82	20016	5136	25.7	244.1	62.6	25.7
SPHRTHCIRRRUS	97	4174	1439	34.5	67.1	19.6	29.3
SPHRTNINMBUS	51	4084	635	15.5	86.1	12.2	14.1
SPHRTHVENTUS	45	6302	1355	21.5	140.0	30.1	21.5
STBROSSD3	20	43905	363	0.8	2195.3	18.2	0.8
STNSON10	161	2130	778	36.5	47.7	11.6	24.2
STNSONL5	125	3148	899	28.6	49.8	11.9	23.9
STNSONSR9	26	143	52	36.6	30.3	4.9	16.1
STNSONV77	103	1180	262	22.2	30.7	4.0	13.1
STOLAMRC3	223	2243	550	24.5	29.3	5.2	17.8
SUPAC LA	99	1425	459	32.2	52.7	12.2	23.1
SUPAC V	31	91	60	66.1	11.8	3.1	26.5
SWRNGNSA226	142	76009	15525	20.4	535.9	97.6	18.2
SWRNGNSA227	74	70685	18013	25.5	955.2	243.4	25.5
SWRNGNSA26	94	17642	5729	32.5	217.3	64.3	29.6
TCRAFK21	21	1546	251	16.2	73.6	12.0	16.2

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
1987

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MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
TCRAFKD	295	10902	3124	28.7	63.2	13.8	21.9
TCRAFTA	33	259	194	75.0	94.0	0.0	0.0
TCRAFTBC	1856	81673	17030	20.9	80.0	13.7	17.1
TCRAFTBF	42	1324	380	27.2	67.2	12.6	18.8
TCRAFTBL	229	3302	1162	35.2	28.4	8.4	29.5
TEMCO 11A	29	285	176	61.8	46.8	8.4	17.9
TH55	39	1378	987	71.6	78.8	50.1	63.5
THUNDRAX7	80	2227	289	13.0	32.6	3.5	10.7
TMPSONNAVION	638	50038	23990	47.9	96.7	44.8	46.3
TRYTEK65	350	5764	1134	19.7	48.8	7.2	14.8
TRYTEKK	32	69	38	54.8	13.0	1.5	11.9
UNIVACGC1	680	34541	10431	30.2	76.1	20.2	26.6
UNIVAR108	2011	54444	7507	13.8	50.1	4.4	8.7
UNIVAR415	2395	62784	8639	13.8	40.1	4.3	10.7
VARGA 2150	131	10855	1589	14.6	88.1	12.4	14.1
WACO ASO	30	175	84	47.8	40.8	10.3	25.2
WACO GXE	37	285	123	43.0	37.4	11.7	31.3
WACO R	32	169	40	23.8	12.3	2.4	19.4
WACO UPF7	167	4313	1249	29.0	53.2	13.3	25.0
WACO YK	56	387	145	37.4	25.0	6.7	26.6
WSK M18	40	20235	8596	42.5	537.5	216.7	40.3

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
1987

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MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
WTHRLY201	65	12436	1502	12.1	201.9	21.3	10.6
TOTAL	267400	33443186	556299	1.7	148.4	2.4	1.6

TABLE 2 - 6

GENERAL AVIATION ACTIVE AIRCRAFT
BY
TYPE OF AIRCRAFT
1987

PAGE 1 OF 2

AIRCRAFT TYPE	POPULATION SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
FIXED WING						
FIXED WING - PISTON						
1 ENG: 1-3 SEATS	87809	63533	754	1.2	72.4	0.9
1 ENG: 4+ SEATS	121486	107502	673	0.6	88.5	0.6
1 ENGINE: TOTAL	209295	171035	1011	0.6	81.7	0.5
2 ENG: 1-6 SEATS	18196	15741	260	1.7	86.5	1.4
2 ENG: 7+ SEATS	9161	7566	155	2.0	82.6	1.7
2 ENGINE: TOTAL	27357	23307	303	1.3	85.2	1.1
PISTON: OTHER	322	112	28	24.6	34.9	8.6
PISTON: TOTAL	236974	194455	1055	0.5	82.1	0.4
FIXED WING - TURBOPROP						
2 ENG: 1-12 SEATS	4775	4337	92	2.1	90.8	1.9
2 ENG: 13+ SEATS	846	723	31	4.3	85.4	3.7
2 ENGINE: TOTAL	5621	5060	97	1.9	90.0	1.7
TURBOPROP: OTHER	250	214	19	9.0	85.8	7.7
TURBOPROP: TOTAL	5871	5274	99	1.9	89.8	1.7

TABLE 2 - 6

GENERAL AVIATION ACTIVE AIRCRAFT
BY
TYPE OF AIRCRAFT
1987

PAGE 2 OF 2

AIRCRAFT TYPE	POPULATION SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
FIXED WING - TURBOJET						
2 ENGINE TURBOJET	4126	3900	63	1.6	94.5	1.5
TURBOJET: OTHER	663	438	22	5.1	66.0	3.4
TURBOJET: TOTAL	4789	4338	67	1.5	90.6	1.4
FIXED WING: TOTAL	247634	204067	1062	0.5	82.4	0.4
ROTORCRAFT						
PISTON	5555	2813	140	5.0	50.6	2.5
TURBINE	4479	3520	147	4.2	78.6	3.3
ROTORCRAFT: TOTAL	10034	6333	203	3.2	63.1	2.0
OTHER	9732	6783	228	3.4	69.7	2.3
TOTAL	267400	217183	1105	0.5	81.2	0.4

TABLE 2 - 7

GENERAL AVIATION ACTIVE AIRCRAFT
BY
STATE OF BASED AIRCRAFT
1987

PAGE 1 OF 3

STATE	ESTIMATE OF POPULATION	STANDARD ERROR	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
ALABAMA	2971	355	2418	318	81.4	14.5
ALASKA	9225	552	7496	485	81.3	7.2
ARIZONA	6722	524	5085	460	75.6	9.0
ARKANSAS	3070	357	2724	332	88.7	14.9
CALIFORNIA	37803	1165	30982	1049	82.0	3.8
COLORADO	5196	466	4374	426	84.2	11.1
CONNECTICUT	2317	315	2016	294	87.0	17.4
DELAWARE	1103	218	827	185	75.0	22.4
DIST. OF COLUMBIA	57	42	37	35	65.0	77.4
FLORIDA	15797	790	13614	727	86.2	6.3
GEORGIA	5931	501	4789	447	80.8	10.2
HAWAII	725	169	486	140	67.0	24.9
IDAHO	2634	339	2062	294	78.3	15.0
ILLINOIS	9303	622	7688	559	82.6	8.2
INDIANA	4921	460	4098	415	83.3	11.5
IOWA	3417	379	2910	351	85.1	13.9
KANSAS	4912	455	3827	397	77.9	10.8
KENTUCKY	2021	289	1615	265	79.9	17.4
LOUISIANA	3982	412	3327	372	83.6	12.7
MAINE	1610	262	1301	233	80.8	19.6
MARYLAND	3416	384	2660	336	77.9	13.2

TABLE 2 - 7

GENERAL AVIATION ACTIVE AIRCRAFT
BY
STATE OF BASED AIRCRAFT
1987

PAGE 2 OF 3

STATE	ESTIMATE OF POPULATION	STANDARD ERROR	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
MASSACHUSETTS	4011	415	3413	379	85.1	12.9
MICHIGAN	8958	610	7160	539	79.9	8.1
MINNESOTA	6068	500	4959	447	81.7	10.0
MISSISSIPPI	2478	325	2049	293	82.7	16.0
MISSOURI	5484	480	4358	425	79.5	10.4
MONTANA	2521	339	2154	307	85.5	16.8
NEBRASKA	2685	342	2126	297	79.2	15.0
NEVADA	2295	305	1817	272	79.2	15.8
NEW HAMPSHIRE	1591	261	1338	237	84.1	20.3
NEW JERSEY	4759	445	3899	400	81.9	11.4
NEW MEXICO	2661	340	2121	296	79.7	15.1
NEW YORK	7887	564	6431	503	81.5	8.8
NORTH CAROLINA	5692	491	4944	453	86.9	10.9
NORTH DAKOTA	1888	292	1353	243	71.7	17.0
OHIO	9446	627	7850	568	83.1	8.2
OKLAHOMA	4922	459	3827	398	77.8	10.9
OREGON	5553	487	4254	421	76.6	10.1
PENNSYLVANIA	7511	543	5970	485	79.5	8.6
RHODE ISLAND	430	140	389	133	90.5	42.7
SOUTH CAROLINA	2252	314	1782	277	79.1	16.5
SOUTH DAKOTA	1503	256	1154	218	76.8	19.5

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GENERAL AVIATION ACTIVE AIRCRAFT
BY
STATE OF BASED AIRCRAFT
1987

PAGE 3 OF 3

STATE	ESTIMATE OF POPULATION	STANDARD ERROR	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
TENNESSEE	3814	409	3062	361	80.3	12.8
TEXAS	23190	945	18358	836	79.2	4.8
UTAH	1417	248	1070	210	75.5	19.9
VERMONT	731	171	654	161	89.5	30.3
VIRGINIA	3896	403	3205	362	82.3	12.6
WASHINGTON	7919	568	6232	502	78.7	8.5
WEST VIRGINIA	1219	237	1046	218	85.8	24.5
WISCONSIN	5569	481	4361	423	78.3	10.2
WYOMING	1135	225	1035	212	91.2	28.0
PUERTO RICO	503	140	338	121	67.2	30.4
OTHER U.S. TERRITORIES	176	80	136	75	77.3	55.0
TOTAL	267400		217183	1105	81.2	0.4

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
OPERATIONS OUTSIDE U.S.A TERRITORIES ARE NOT INCLUDED.

TABLE 2 - 8
GENERAL AVIATION ACTIVE AIRCRAFT
BY
REGION OF BASED AIRCRAFT
1987

REGION	ESTIMATE OF POPULATION	STANDARD ERROR	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
ALASKAN	9225	552	7496	485	81.3	7.2
CENTRAL	16499	815	13220	724	80.1	5.9
EASTERN	29847	1052	24076	938	80.7	4.2
GREAT LAKES	47656	1293	38622	1153	81.0	3.3
NEW ENGLAND	10690	664	9111	609	85.2	7.8
NORTHWEST MT	26375	992	21181	952	80.3	2.7
SOUTHERN	41635	1240	34747	1142	80.7	3.2
SOUTHWESTERN	37825	1170	30357	1101	84.1	4.1
WESTERN-PACIFIC	46820	1260	37884	1104	83.5	3.6
TOTAL	267400		217183	1105	81.2	0.4

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
OPERATIONS OUTSIDE U.S.A TERRITORIES ARE NOT INCLUDED.

TABLE 2 - 9

GENERAL AVIATION AIRCRAFT
IN ALL REGIONS
BY AIRCRAFT TYPE AND PRIMARY USE
1987

PAGE 1 OF 3

AIRCRAFT TYPE	ACTIVE USE										IN- ACTIVE
	EXECU- TIVE	BUSI- NESS	PER- SONAL	INSTRUC- TIONAL	AERIAL APPL	AERIAL OBS	OTHER WORK	COMMUTER CARRIER	AIR TAXI	OTHER	
FIXED WING											
FIXED WING - PISTON											
1 ENG: 1-3 SEATS											
EST. NO. ACTIVE	60	2150	44110	8279	5474	1206	468	2	0	1784	24276
% STD. ERROR	*	12.5	1.5	6.4	2.9	18.1	26.2	*	0.0	14.9	
EST. % ACTIVE											
72.4											
1 ENG: 4+ SEATS											
EST. NO. ACTIVE	1387	27002	67890	5754	84	2052	564	309	1537	922	13984
% STD. ERROR	17.2	3.3	1.5	8.8	*	14.6	28.4	29.2	16.3	21.4	
EST. % ACTIVE											
88.5											
1 ENGINE: TOTAL											
EST. NO. ACTIVE	1448	29152	112000	14032	5558	3259	1032	311	1537	2707	38260
% STD. ERROR	16.7	3.2	1.1	5.2	3.1	11.4	19.6	29.0	16.3	12.2	
EST. % ACTIVE											
81.7											
2 ENG: 1-6 SEATS											
EST. NO. ACTIVE	1677	7077	4776	612	34	66	3	11	1112	371	2455
% STD. ERROR	13.7	5.2	7.0	20.7	*	*	*	*	18.0	29.8	
EST. % ACTIVE											
86.5											
2 ENG: 7+ SEATS											
EST. NO. ACTIVE	1615	2226	931	101	44	269	74	377	1377	553	1595
% STD. ERROR	12.2	10.6	17.3	*	*	23.6	*	31.4	15.1	18.8	
EST. % ACTIVE											
82.6											
2 ENGINE: TOTAL											
EST. NO. ACTIVE	3292	9303	5706	713	78	336	77	387	2489	925	4050
% STD. ERROR	9.2	4.7	6.5	20.1	46.7	23.2	*	30.7	11.6	16.4	
EST. % ACTIVE											
85.2											
PISTON: OTHER											
EST. NO. ACTIVE	0	0	5	3	45	0	0	0	23	35	210
% STD. ERROR	0.0	0.0	*	*	2.9	0.0	0.0	0.0	45.7	31.9	
EST. % ACTIVE											
34.9											
PISTON: TOTAL											
EST. NO. ACTIVE	4740	38455	117712	14749	5682	3594	1109	698	4050	3666	42519
% STD. ERROR	8.2	2.7	1.1	5.0	3.1	10.5	18.8	21.4	9.4	9.9	
EST. % ACTIVE											
82.1											

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 9

GENERAL AVIATION AIRCRAFT
IN ALL REGIONS
BY AIRCRAFT TYPE AND PRIMARY USE
1987

PAGE 2 OF 3

AIRCRAFT TYPE	ACTIVE USE											IN- ACTIVE
	TOTAL ACTIVE	EXECU- TIVE	BUSI- NESS	PER- SONAL	INSTRUC- TIONAL	AERIAL APPL	AERIAL OBS	OTHER WORK	COMMUTER CARRIER	AIR TAXI	OTHER	
FIXED WING - TURBOPROP												
2 ENG: 1-12 SEATS												
EST. NO. ACTIVE	4337	2997	463	141	51	1	0	0	83	371	230	438
% STD. ERROR	2.1	4.7	20.1	41.4	*	*	0.0	0.0	30.0	22.5	30.9	
EST. % ACTIVE	90.8											
2 ENG: 13+ SEATS												
EST. NO. ACTIVE	723	250	41	1	7	0	27	14	204	75	105	123
% STD. ERROR	4.3	11.5	40.0	*	*	0.0	44.2	*	17.0	33.6	28.5	
EST. % ACTIVE	85.4											
2 ENGINE: TOTAL												
EST. NO. ACTIVE	5060	3247	504	142	57	1	27	14	287	446	335	561
% STD. ERROR	1.9	4.5	18.8	41.2	*	*	44.2	*	14.9	19.5	23.0	
EST. % ACTIVE	90.0											
TURBOPROP: OTHER												
EST. NO. ACTIVE	214	6	0	2	0	76	28	0	14	39	49	36
% STD. ERROR	9.0	*	0.0	*	0.0	0.0	*	0.0	*	36.0	46.7	
EST. % ACTIVE	85.8											
TURBOPROP: TOTAL												
EST. NO. ACTIVE	5274	3253	504	144	57	77	55	14	301	485	384	597
% STD. ERROR	1.9	4.5	18.8	40.9	*	4.4	44.3	*	15.2	18.2	21.0	
EST. % ACTIVE	89.8											
FIXED WING - TURBOJET												
2 ENGINE TURBOJET												
EST. NO. ACTIVE	3900	2918	324	9	18	0	5	0	6	375	246	226
% STD. ERROR	1.6	4.0	23.8	*	*	0.0	*	0.0	*	19.7	29.0	
EST. % ACTIVE	94.5											
TURBOJET: OTHER												
EST. NO. ACTIVE	438	205	42	30	8	0	0	1	0	0	152	225
% STD. ERROR	5.1	10.7	35.4	29.7	*	0.0	0.0	*	0.0	0.0	13.1	
EST. % ACTIVE	66.0											
TURBOJET: TOTAL												
EST. NO. ACTIVE	4338	3123	365	39	26	0	5	1	6	375	398	451
% STD. ERROR	1.5	3.8	21.5	43.1	*	0.0	*	*	*	19.7	18.6	
EST. % ACTIVE	90.6											

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 9

GENERAL AVIATION AIRCRAFT
IN ALL REGIONS
BY AIRCRAFT TYPE AND PRIMARY USE
1987

PAGE 3 OF 3

AIRCRAFT TYPE	ACTIVE USE										IN- ACTIVE
	EXECU- TIVE	BUSI- NESS	PER- SONAL	INSTRUC- TIONAL	AERIAL APPL	AERIAL OBS	OTHER WORK	COMPUTER CARRIER	AIR TAXI	OTHER	
FIXED WING: TOTAL											
EST. NO. ACTIVE	11116	39324	117895	14831	5760	3654	1125	1005	4909	4449	43567
% STD. ERROR	3.9	2.7	1.1	5.0	3.0	10.4	18.5	15.6	8.1	8.6	
EST. % ACTIVE											
ROTORCRAFT											
PISTON											
EST. NO. ACTIVE	17	273	631	296	523	489	137	0	23	424	2742
% STD. ERROR	*	16.9	10.7	22.3	15.9	17.5	31.5	0.0	*	19.0	
EST. % ACTIVE											
TURBINE											
EST. NO. ACTIVE	724	225	203	18	233	358	84	9	1296	369	959
% STD. ERROR	17.8	39.6	43.3	*	39.7	35.7	40.6	*	14.3	27.4	
EST. % ACTIVE											
ROTORCRAFT: TOTAL											
EST. NO. ACTIVE	740	498	835	314	756	847	221	9	1319	793	3701
% STD. ERROR	17.4	20.2	13.3	21.4	16.4	18.2	24.9	*	14.2	16.3	
EST. % ACTIVE											
OTHER											
EST. NO. ACTIVE	104	121	4758	582	0	357	232	0	0	630	2949
% STD. ERROR	*	*	4.0	16.3	0.0	25.0	30.5	0.0	0.0	21.7	
EST. % ACTIVE											
TOTAL											
EST. NO. ACTIVE	11960	39943	123487	15727	6516	4858	1577	1014	8228	5873	50217
% STD. ERROR	3.8	2.6	1.0	4.8	3.3	8.6	14.4	15.5	7.1	7.2	
EST. % ACTIVE											

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
ROW SUMMATIONS MAY DIFFER FROM PRINTED TOTALS BECAUSE SOME ACTIVE AIRCRAFT DID NOT REPORT USE.

TABLE 2 - 10

GENERAL AVIATION ACTIVE AIRCRAFT
IFR FLOWN AND TRANSPONDER EQUIPPED
1987

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AIRCRAFT TYPE	ESTIMATED NUMBER AIRCRAFT FLOWN IFR	PERCENT STANDARD ERROR	ESTIMATED PERCENT ACTIVE FLOWN IFR	TOTAL HOURS FLOWN IFR	PERCENT STANDARD ERROR	TOTAL HRS FLOWN IFR AS % OF ALL HOURS	EST. NUMBER FLOWN IFR WITH TRANSPONDER	PERCENT STANDARD ERROR	ESTIMATED PERCENT OF IFR WITH TRANSPONDER
FIXED WING									
FIXED WING - PISTON									
1 ENG: 1-3 SEATS	4219	11.2	6.6	106751	11.2	1.2	3926	11.9	93.1
1 ENG: 4+ SEATS	51034	2.2	47.5	2238220	2.2	16.5	50393	2.3	98.7
1 ENGINE: TOTAL	55253	2.2	32.3	2344971	2.2	10.6	54319	2.3	98.3
2 ENG: 1-6 SEATS	14689	2.2	93.3	1235378	2.2	46.9	14589	2.3	99.3
2 ENG: 7+ SEATS	7502	2.3	99.2	1189820	2.3	52.9	7480	2.4	99.7
2 ENGINE: TOTAL	22191	1.7	95.2	2425199	1.6	49.7	22069	1.7	99.4
PISTON: OTHER	87	38.4	77.7	6455	38.4	42.3	87	38.4	100.0
PISTON: TOTAL	77532	1.7	39.9	4776626	1.3	17.7	76475	1.7	98.6
FIXED WING - TURBOPROP									
2 ENG: 1-12 SEATS	4705	0.9	100.0	1372656	0.9	92.6	4671	1.1	99.3
2 ENG: 13+ SEATS	796	2.5	100.0	435429	2.5	85.3	796	2.5	100.0
2 ENGINE: TOTAL	5501	0.9	100.0	1808085	0.9	90.7	5467	1.0	99.4
TURBOPROP: OTHER	162	9.0	75.6	88560	9.0	48.3	140	15.8	86.4
TURBOPROP: TOTAL	5663	0.9	100.0	1896645	1.0	87.1	5607	1.1	99.0

TABLE 2 - 10

GENERAL AVIATION ACTIVE AIRCRAFT
IFR FLOWN AND TRANSPONDER EQUIPPED
1987

PAGE 2 OF 2

AIRCRAFT TYPE	ESTIMATED NUMBER AIRCRAFT FLOWN IFR	PERCENT STANDARD ERROR	ESTIMATED PERCENT ACTIVE FLOWN IFR	TOTAL HOURS FLOWN IFR	PERCENT STANDARD ERROR	TOTAL HRS FLOWN IFR AS % OF ALL HOURS	EST. NUMBER FLOWN IFR WITH TRANSPONDER	PERCENT STANDARD ERROR	ESTIMATED PERCENT OF IFR WITH TRANSPONDER
FIXED WING - TURBOJET									
2 ENGINE TURBOJET	4106	0.4	100.0	1312203	0.4	92.4	4105	0.4	100.0
TURBOJET: OTHER	542	3.5	100.0	138598	3.5	100.0	546	3.5	100.0
TURBOJET: TOTAL	4649	0.5	100.0	1450801	0.5	95.0	4652	0.5	100.0
FIXED WING: TOTAL	87844	1.5	43.0	8124072	0.8	26.4	86734	1.5	98.7
ROTORCRAFT									
PISTON	112	58.1	4.0	24611	58.1	3.8	110	63.3	98.6
TURBINE	501	12.0	14.2	29238	12.0	1.8	501	12.0	100.0
ROTORCRAFT: TOTAL	612	14.4	9.7	53849	27.3	2.4	611	15.0	99.8
OTHER	12	147.6	0.2	262	147.6	0.1	5	226.1	44.6
TOTAL	88468	1.5	40.7	8178183	0.8	24.5	87350	1.5	98.7

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

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
1987

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MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
OTHER 1	16253	9683	445	4.6	59.6	2.7
OTHER 2	1698	1293	81	6.3	76.1	4.8
OTHER 3	318	163	28	17.4	51.2	8.9
OTHER 4	186	121	30	24.4	65.0	15.9
OTHER 5	162	65	26	40.0	40.3	16.1
OTHER 6	311	255	21	7.9	85.2	6.7
OTHER 7	234	201	19	9.4	85.8	8.1
OTHER 8	127	81	19	21.1	72.0	15.2
OTHER 9	572	515	40	7.7	90.0	6.9
OTHER 10	268	189	12	6.3	70.6	4.4
OTHER 11	1884	728	68	9.4	38.7	3.6
OTHER 12	317	160	45	28.0	50.6	14.2
OTHER 13	3205	2160	167	7.7	67.4	5.2
ADAMS A505	132	113	15	13.2	85.6	11.3
AERORSJ2	40	12	3	24.4	30.6	7.5
AEROSPAS355	138	118	23	19.7	85.7	16.9
AEROSPAS316	92	17	28	170.4	18.0	30.7
AGUSTA205	36	16	10	63.1	43.8	27.6
AGUSTAA109	42	38	4	9.6	89.9	8.6
AIRPTSA	225	88	18	20.5	38.9	8.0
AIRSPC18	23	12	3	26.8	50.0	13.4

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GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
1987

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MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
AIRTRCAT300	440	422	20	4.8	95.0	4.6
AIRTRCAT400	61	58	7	12.3	94.9	11.6
AMD FALC10	133	131	4	3.0	98.9	2.9
AMD FALC20	199	177	18	10.3	89.1	9.2
AMD FALC50	115	115	0	0.0	100.0	0.0
AMTR TMK	21	0	0	0.0	0.0	0.0
ARCRNEH37	45	0	0	0.0	0.0	0.0
ARCTICS1A	94	38	6	16.0	40.2	6.4
ARCTICS1B1	24	12	3	21.4	51.6	11.0
ARONCA15	206	107	30	28.3	52.0	14.7
ARONCA58	147	56	14	25.7	38.0	9.8
ARONCA65	151	90	19	21.2	59.8	12.7
ARONCAC3	60	16	3	16.1	27.1	4.4
AVIANWFALCON	27	21	5	24.6	77.8	19.1
AVIANWSKYHWK	43	30	6	21.3	68.7	14.7
AYRES S2	823	737	52	7.1	89.6	6.4
BAC 111	20	20	0	0.0	100.0	0.0
BAG B206	26	19	5	26.9	71.4	19.2
BAG DH125	69	69	0	0.0	100.0	0.0
BALWKSFIREFY	1602	1101	98	8.9	68.7	6.1
BBAVIA11	833	490	68	13.8	58.8	8.1

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GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP

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MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
BBAVIA7	3529	2475	151	6.1	70.1	4.3
BBAVIA8	229	206	12	5.9	90.1	5.3
BEECH 100	247	247	0	0.0	100.0	0.0
BEECH 17	207	88	18	20.6	42.6	8.8
BEECH 18	819	387	60	15.4	47.3	7.3
BEECH 1900	28	26	3	10.5	92.3	9.7
BEECH 200	840	717	54	7.6	85.3	6.5
BEECH 23	2782	2551	84	3.3	91.7	3.0
BEECH 300	94	94	0	0.0	100.0	0.0
BEECH 33	1808	1705	56	3.3	94.3	3.1
BEECH 35	6843	6083	181	3.0	88.9	2.6
BEECH 36	2283	2271	21	0.9	99.5	0.9
BEECH 45	287	191	32	16.9	66.7	11.3
BEECH 50	317	199	40	20.2	62.8	12.7
BEECH 55	2239	2085	73	3.5	93.1	3.3
BEECH 56	61	43	5	11.8	70.7	8.4
BEECH 58	1516	1456	49	3.4	96.1	3.2
BEECH 60	434	410	27	6.5	94.5	6.1
BEECH 65	122	91	25	27.7	74.9	20.8
BEECH 76	300	298	8	1.9	99.4	1.9
BEECH 77	243	241	5	2.0	99.3	2.0

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GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
1987

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MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
BEECH 80	162	98	22	22.7	60.6	13.8
BEECH 90	1126	1038	51	4.9	92.2	4.5
BEECH 95	464	404	41	10.1	87.1	8.8
BEECH 99	91	82	11	13.6	89.8	12.2
BELL 204	188	89	32	36.4	47.6	17.3
BELL 206	1936	1723	106	6.1	89.0	5.5
BELL 212	100	74	23	31.7	73.6	23.3
BELL 222	80	79	4	4.7	98.4	4.7
BELL 412	49	49	0	0.0	100.0	0.0
BELL 47	1299	778	95	12.2	59.9	7.3
BLANCA11	32	46	6	13.2	56.3	7.4
BLANCA1413	264	135	58	43.0	51.2	22.0
BLANCA1419	271	159	33	20.9	58.8	12.3
BLANCA17	1041	957	57	6.0	92.0	5.5
BLANCA7	2356	1993	98	4.9	84.6	4.2
BLANCA8	472	446	21	4.7	94.4	4.4
BNORM BN2	76	66	10	15.4	86.7	13.4
BOEING707	48	3	7	282.7	5.3	14.9
BOEING727	36	36	0	0.0	100.0	0.0
BOEING75	1910	938	103	11.0	49.1	5.4
BOLKWS105	112	112	0	0.0	100.0	0.0

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GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP

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MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
BOLKMS117	53	53	0	0.0	100.0	0.0
BRAERODH125	70	60	6	10.6	85.2	9.1
BRASOVIS28	48	30	6	20.8	62.9	13.1
BRWSTRFLEET2	28	12	3	24.1	41.8	10.1
BRWSTRFLEET7	23	12	2	18.9	52.6	10.0
BUKER 131	32	17	4	22.0	53.6	11.8
CAMRONMODELO	237	183	22	12.2	77.3	9.4
CASA C212	37	13	6	42.5	35.6	15.1
CESSNA120	872	679	59	8.7	77.9	6.8
CESSNA140	2378	1576	90	5.7	66.3	3.8
CESSNA150	19255	17397	297	1.7	90.3	1.5
CESSNA170	2462	2088	107	5.1	84.8	4.3
CESSNA172	25158	23061	324	1.4	91.7	1.3
CESSNA175	1299	1018	60	5.9	78.3	4.6
CESSNA177	2874	2671	82	3.1	92.9	2.9
CESSNA180	2691	2290	128	5.6	85.1	4.8
CESSNA182	13921	13264	174	1.3	95.3	1.2
CESSNA185	1573	1438	46	3.2	91.4	2.9
CESSNA188	1653	1380	102	7.4	83.5	6.2
CESSNA190	88	65	6	9.3	74.3	6.9
CESSNA195	502	351	33	9.4	69.9	6.6

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GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT

MANUFACTURER/MODEL GROUP
1987

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MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
CESSNA205	242	230	20	8.8	95.0	8.3
CESSNA206	2796	2520	99	3.9	90.1	3.5
CESSNA207	346	346	0	0.0	100.0	0.0
CESSNA208	47	47	0	0.0	100.0	0.0
CESSNA210	6130	5509	173	3.1	89.9	2.8
CESSNA303	183	181	5	2.6	98.7	2.6
CESSNA305	274	208	19	8.9	75.9	6.8
CESSNA310	3101	2652	123	4.6	85.5	4.0
CESSNA320	313	241	20	8.5	77.1	6.5
CESSNA335	45	45	0	0.0	100.0	0.0
CESSNA336	77	45	6	13.7	58.4	8.0
CESSNA337	1180	965	76	7.9	81.7	6.4
CESSNA340	922	914	17	1.8	99.1	1.8
CESSNA401	215	186	21	11.4	86.4	9.9
CESSNA402	565	480	65	13.5	85.0	11.5
CESSNA404	135	125	24	19.5	92.6	18.0
CESSNA411	141	75	16	20.7	53.0	11.0
CESSNA414	771	756	25	3.3	98.0	3.2
CESSNA421	1243	1096	72	6.6	88.2	5.8
CESSNA425	185	185	0	0.0	100.0	0.0
CESSNA441	234	234	0	0.0	100.0	0.0

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GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
1987

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MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
CESSNA500	618	618	0	0.0	100.0	0.0
CESSNA501	42	42	0	0.0	100.0	0.0
CESSNA650	117	117	0	0.0	100.0	0.0
CESSNA750	65	11	7	62.8	17.1	10.7
CESSNAUC94	35	9	3	28.1	27.1	7.6
CHILD S1	59	56	5	9.0	95.0	8.5
CHILD S2	174	168	9	5.5	96.7	5.3
CNDALRCL600	97	90	9	9.7	92.4	8.9
CNTRAR101	32	28	3	10.7	87.5	9.4
COMWTH185	113	29	8	26.7	25.7	6.9
CONAERLA4	481	456	26	5.7	94.9	5.4
CURTISC46	23	0	0	0.0	0.0	0.0
CURTISJR	26	3	3	74.0	13.3	9.9
CURTISROBIN	37	3	3	102.0	7.4	7.6
CURTISTRVAIR	191	48	9	18.4	25.2	4.6
CVAC 240	38	13	8	58.9	35.3	20.8
CVAC BT13	114	32	11	34.5	27.9	9.6
CVAC STC580	43	32	11	32.8	75.0	24.6
DART G	26	5	3	51.5	20.0	10.3
DHAV DHC1	100	78	10	13.3	77.6	10.3
DHAV DHC2	250	212	35	16.3	84.8	13.8

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GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
1987

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MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
DHAV DHC3	40	40	0	0.0	100.0	0.0
DHAV DHC4	25	25	0	0.0	100.0	0.0
DHAV DHC6	89	72	11	15.1	80.6	12.2
DHAVXXDH82	85	48	10	20.8	56.0	11.7
DOUG A26	31	8	5	55.7	27.3	15.2
DOUG DC3	347	201	27	13.5	58.0	7.8
DOUG DC4	70	19	6	31.6	27.1	8.6
DOUG DC6	58	0	0	0.0	0.0	0.0
DOUG DC7	32	28	6	22.9	87.5	20.1
DOUG DC8	55	7	15	215.7	12.6	27.2
DOUG DC9	71	71	0	0.0	100.0	0.0
EAGLE DW	78	55	11	20.7	72.7	15.0
EAGLEBC7	66	64	3	5.2	97.7	5.1
EIRVON20	114	109	4	3.5	95.6	3.4
EMAIR MA1	22	0	0	0.0	0.0	0.0
EMB 110	45	43	5	12.8	95.7	12.2
ENSTRMF28	442	318	27	8.5	72.0	6.1
FLEET 16B	24	14	3	20.4	57.1	11.6
FRCHLD24	294	45	21	46.1	15.2	7.0
FRCHI DC119	29	0	0	0.0	0.0	0.0
FRCHLD82	240	111	15	13.3	46.1	6.1

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GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
1987

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MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
GENBALAX6	65	59	10	16.2	90.5	14.6
GLASFL201	35	28	4	15.9	79.2	12.6
GLASFLH301	113	108	5	4.8	95.9	4.6
GROB 103CAT	55	53	2	3.7	96.1	3.5
GROB 109	69	59	5	8.1	85.0	6.9
GROB ASTIR	60	57	3	4.9	95.2	4.7
GRTLKS2T1	181	146	15	10.6	80.5	8.5
GRUMANS A16	20	4	2	54.6	18.7	10.2
GRUMAVAA1	563	500	20	4.1	88.8	3.6
GRUMAVAA5	1050	1049	7	0.7	99.9	0.7
GRUMAVG1159	39	37	2	5.8	95.0	5.5
GRUMAVG164	1180	968	100	10.4	82.0	8.5
GRUMAVG21	46	22	13	60.0	48.3	28.9
GRUMAVTBM	39	13	4	32.6	34.1	11.1
GULSTM112	688	632	45	7.0	91.9	6.5
GULSTM500	290	240	22	9.2	82.7	7.6
GULSTM520	50	10	8	78.6	20.0	15.7
GULSTM560	113	75	19	24.7	66.7	16.5
GULSTM680	316	210	48	23.0	66.5	15.3
GULSTM680TP	89	56	12	21.9	62.7	13.7
GULSTM690TC	27	27	0	0.0	100.0	0.0

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GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP

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MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
GULSTM690TP	438	430	16	3.7	98.1	3.6
GULSTMAA1	587	412	59	14.4	70.1	10.1
GULSTMAA5	649	583	26	4.5	89.9	4.0
GULSTMG1159	166	156	11	7.1	94.2	6.7
GULSTMG159	116	94	13	13.6	81.1	11.0
GULSTMG44	75	47	12	24.6	62.7	15.4
GULSTMG73	25	11	2	22.6	43.5	9.8
GULSTMG7	56	56	0	0.0	100.0	0.0
H23/HTE	39	26	7	26.5	66.5	17.6
H34/55	30	2	4	261.2	5.6	14.5
HELIO H295	105	90	12	13.9	85.4	11.9
HELIO H391	23	3	2	59.3	14.3	8.5
HILLERFH1100	66	41	12	30.3	62.5	18.9
HILLERUH12	564	224	47	20.9	39.7	8.3
HUGHES269	703	454	44	9.8	64.6	6.3
HUGHES369	634	440	65	14.9	69.5	10.3
HMKSLYDH104	33	4	5	111.9	12.5	14.0
HMKSLYDH125	192	183	13	7.2	95.3	6.8
HYNES B2	128	36	17	48.7	27.8	13.5
INTRCP200	33	32	2	7.5	95.8	7.2
ISRAEL1121	101	87	11	12.2	85.7	10.5

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GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
1987

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MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
ISRAEL1123	25	25	0	0.0	100.0	0.0
ISRAEL1124	205	205	0	0.0	100.0	0.0
JBMSTRDGA15	84	34	7	21.7	40.0	8.7
LAIKFN10	37	0	0	0.0	0.0	0.0
LEAR 23	55	42	9	20.8	77.1	16.1
LEAR 24	180	117	33	28.6	65.0	18.6
LEAR 25	255	247	13	5.1	96.8	4.9
LEAR 35	420	420	0	0.0	100.0	0.0
LEAR 55	97	97	0	0.0	100.0	0.0
LET L13	156	124	7	5.6	79.6	4.5
LKHEED12A	20	8	3	42.2	39.5	16.7
LKHEED1329	94	81	8	9.3	86.2	8.1
LKHEED18	58	19	15	79.5	33.3	26.5
LKHEEDP2V	24	0	0	0.0	0.0	0.0
LKHEEDPV1	35	11	7	65.7	31.8	20.9
LKHEEDT33	47	7	5	68.7	15.0	10.3
LUSCOM8	2173	1254	141	11.3	57.5	6.5
MARTIN404	23	2	3	148.0	7.7	11.4
MAULE M4	275	222	23	10.3	80.6	8.3
MAULE M5	456	408	18	4.4	89.4	3.9
MAULE M6	76	65	4	5.8	85.3	4.9

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GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
1987

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MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
MCLISHFUNKB	143	72	10	14.6	50.3	7.3
MEYERSOTW	51	19	4	23.9	36.4	8.7
MNCOUP90	68	20	4	21.2	29.8	6.3
MNMITEM18	148	72	12	16.9	48.4	8.2
MOONEYM20	6378	5653	188	3.0	88.6	2.6
MRCHTIS205	45	29	5	17.4	63.7	11.1
MTSBSIMJ2	322	203	41	20.3	63.1	12.8
MTSBSIMJ300	75	75	0	0.0	100.0	0.0
MULTECD16	38	21	5	24.6	56.2	13.8
NAMER B25	53	22	7	32.3	41.6	13.4
NAMER F51	145	111	11	9.8	76.3	7.5
NAMER NA260	163	64	19	30.0	39.4	11.8
NAMER T6	577	508	54	10.6	88.0	9.3
NATBAL752	32	31	2	6.5	95.9	6.2
NAVAL N3N	131	36	11	31.4	27.5	8.6
NAVIONNAVION	576	338	55	16.2	58.6	9.5
NORD 3202	27	18	7	37.7	66.7	25.1
NORD SV4	45	20	6	28.1	44.4	12.5
NORWST65	55	16	5	30.0	28.6	8.6
ORLHELH19	73	9	10	109.8	12.5	13.7
ORLHELH58	35	19	7	37.3	55.6	20.7

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GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
1987

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MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
PARTENP68	40	40	0	0.0	100.0	0.0
PICARDAX6	150	26	9	35.3	17.2	6.1
PILATSB4	26	25	1	4.8	95.2	4.6
PIPER 600	393	393	0	0.0	100.0	0.0
PIPER E2	20	2	1	68.1	8.3	5.7
PIPER J2	63	22	5	24.1	35.6	8.6
PIPER J3	4258	2158	205	9.5	50.7	4.8
PIPER J4	251	112	16	13.9	44.8	6.2
PIPER J5	352	177	23	12.9	50.2	6.5
PIPER PA12	1366	925	81	8.8	67.7	5.9
PIPER PA14	107	64	6	9.8	59.8	5.8
PIPER PA15	190	115	19	16.4	60.3	9.9
PIPER PA16	366	193	50	26.0	52.8	13.7
PIPER PA17	113	61	7	11.2	53.6	6.0
PIPER PA18	3598	2701	189	7.0	75.1	5.2
PIPER PA20	454	291	39	13.4	64.0	8.6
PIPER PA22	4806	2909	214	7.4	60.5	4.5
PIPER PA23	3332	2755	155	5.6	82.7	4.7
PIPER PA24	3207	2757	127	4.6	86.0	4.0
PIPER PA25	1208	1065	69	6.5	88.2	5.7
PIPER PA28	22324	20575	281	1.4	92.2	1.3

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GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
1987

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MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
PIPER PA30	1241	1121	61	5.5	90.3	4.9
PIPER PA31	1889	1768	67	3.8	93.6	3.5
PIPER PA31T	543	536	13	2.5	98.8	2.5
PIPER PA32	4365	4174	89	2.1	95.6	2.0
PIPER PA34	1970	1918	50	2.6	97.4	2.5
PIPER PA36	363	302	32	10.7	83.3	8.9
PIPER PA38	1421	1300	64	4.9	91.5	4.5
PIPER PA42	113	113	0	0.0	100.0	0.0
PIPER PA44	330	321	10	3.1	97.4	3.0
PIPER PA46	274	274	0	0.0	100.0	0.0
PROPIJT200	71	65	6	8.8	90.9	8.0
RAVEN RX6	207	93	30	31.8	45.2	14.3
RAVEN S50	86	21	6	27.7	24.6	6.8
RAVEN S55	811	533	87	16.3	65.7	10.7
RAVEN S60	223	219	9	4.2	98.0	4.1
RAVEN S66	49	39	6	15.5	80.6	12.5
RKWELL500	34	34	0	0.0	100.0	0.0
RKWELL700	25	21	3	12.0	84.6	10.2
RKWELLNA265	308	299	11	3.8	97.1	3.7
ROBSINR22	243	221	18	8.2	91.1	7.5
ROLSCHLS	102	102	0	0.0	100.0	0.0

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
1987

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MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
RYAN ST3	168	93	15	16.4	55.1	9.0
RYAN STA	34	18	4	24.0	51.6	12.4
SAAB SF340	12	12	0	0.0	100.0	0.0
SCHLERASK21	35	35	0	0.0	100.0	0.0
SCHLERASW15	35	32	2	6.2	91.3	5.6
SCHLERASW19	59	37	7	19.8	63.4	12.6
SCHLERASW20	94	79	9	11.4	83.6	9.5
SCHLERK8	23	12	2	20.7	50.0	10.4
SCHLERKA6	74	48	8	17.2	65.4	11.3
SCWZERG164	219	151	32	20.9	69.0	14.4
SCWZERSG1	758	499	55	11.0	65.8	7.2
SCWZERSG2	572	401	38	9.1	70.1	6.4
SEMCO MODEL T	27	2	2	111.8	7.7	8.6
SKRSKY55	28	16	6	38.8	56.2	21.8
SKRSKY58	89	30	12	40.4	43.3	17.5
SKRSKY58T	31	19	5	28.1	62.5	17.6
SKRSKY581	29	13	5	39.4	46.2	18.2
SKRSKY576	164	137	17	12.6	83.8	10.5
SLINDS100	301	233	27	11.5	77.4	8.9
SMITH 600	366	338	28	8.4	92.5	7.8
SNIAS 350	226	218	18	8.5	96.6	8.2

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GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
1987

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MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
SNIAS SA318	21	0	0	0.0	0.0	0.0
SNIAS SA341	36	32	3	10.8	88.2	9.5
SOCATAMS894	39	34	3	9.0	88.0	7.9
SOCATARALLYE	22	15	3	20.1	66.7	13.4
SOCATATB10	45	26	9	36.6	57.1	20.9
SOCATATB20	82	82	0	0.0	100.0	0.0
SPHRTHCIRRUUS	97	62	11	18.2	64.1	11.7
SPHRTHNIMBUS	51	47	3	6.5	93.0	6.1
SPHRTHVENTUS	45	45	0	0.0	100.0	0.0
STBROSSD3	20	20	0	0.0	100.0	0.0
STNSON10	161	45	12	27.3	27.7	7.6
STNSONL5	125	63	10	15.7	50.6	7.9
STNSONSR9	26	5	2	32.8	18.2	6.0
STNSONV77	103	38	7	18.0	37.3	6.7
STOLAMRC3	223	77	13	16.9	34.3	5.8
SUPAC LA	99	27	6	22.5	27.3	6.1
SUPAC V	31	8	5	60.6	25.0	15.2
SWRNGNSA226	142	139	5	3.4	97.8	3.3
SWRNGNSA227	74	74	0	0.0	100.0	0.0
SWRNGNSA26	94	81	11	13.4	86.4	11.5
TCRAFK21	21	21	0	0.0	100.0	0.0

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GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
1987

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MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
TCRAFKD	295	173	32	18.5	58.5	10.8
TCRAFTA	33	3	2	75.0	8.3	6.3
TCRAFTBC	1856	1021	121	11.9	55.0	6.5
TCRAFTBF	42	20	4	19.7	48.9	9.2
TCRAFTBL	229	116	22	19.1	50.7	9.7
TEMCO 11A	29	6	4	59.1	21.1	12.4
TH55	39	17	6	33.1	44.8	14.8
THUNDRAX7	80	68	5	7.3	85.3	6.3
TMPSONNAVION	638	518	64	12.4	81.1	10.1
TRYTEK65	350	118	15	13.0	33.8	4.4
TRYTEKK	32	5	3	53.5	16.7	8.9
UNIVACGC1	680	454	65	14.4	66.7	9.6
UNIVAR108	2011	1087	116	10.7	54.1	5.8
UNIVAR415	2395	1567	136	8.7	65.4	5.7
VARGA 2150	131	123	5	4.0	94.0	3.7
WACO ASO	30	4	2	40.7	14.3	5.8
WACO GXE	37	8	2	29.5	20.6	6.1
WACO R	32	14	2	13.8	42.9	5.9
WACO UPF7	167	81	12	14.6	48.5	7.1
WACO YK	56	15	4	26.3	27.7	7.3
WSK M18	40	38	5	13.4	94.1	12.6

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GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
1987

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MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
WTHRLY201	65	62	4	5.9	94.7	5.5
TOTAL	267400	217183	1105	0.5	81.2	0.4

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY AIRCRAFT TYPE
1987

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AIRCRAFT TYPE	IMC DAY			IMC NIGHT			IMC TOTAL		
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN
FIXED WING									
FIXED WING - PISTON									
1 ENG: 1-3 SEATS	3354	377	39332	1314	237	25904	3570	388	65229
1 ENG: 4+ SEATS	45069	1057	1003410	24566	926	316945	45772	1058	1320314
1 ENGINE: TOTAL	48424	1122	1042742	25880	956	342849	49341	1127	1385543
2 ENG: 1-6 SEATS	12430	311	422126	9425	372	193065	12632	305	615069
2 ENG: 7+ SEATS	6285	177	320998	5184	248	156073	6316	175	475769
2 ENGINE: TOTAL	18715	358	743124	14609	447	349138	18947	352	1090838
PISTON: OTHER	23	12	319	23	12	151	23	12	470
PISTON: TOTAL	67162	1178	1786185	40513	1055	692137	68312	1181	2476851
FIXED WING - TURBOPROP									
2 ENG: 1-12 SEATS	4140	76	377059	3782	112	145073	4168	70	522086
2 ENG: 13+ SEATS	618	32	103038	618	32	77168	623	32	179898
2 ENGINE: TOTAL	4758	82	480096	4400	117	222241	4791	77	701984
TURBOPROP: OTHER	128	15	14117	111	20	6648	128	15	20910
TURBOPROP: TOTAL	4886	84	494213	4510	119	228889	4919	78	722894
TOTAL									54006

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY AIRCRAFT TYPE
1987

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AIRCRAFT TYPE	IMC DAY				IMC NIGHT				IMC TOTAL			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
FIXED WING - TURBOJET												
2 ENGINE TURBOJET	3845	31	392767	36001	3778	47	172188	17638	3855	26	564932	46688
TURBOJET: OTHER	352	15	38240	6399	274	22	12529	2062	352	15	50661	7868
TURBOJET: TOTAL	4197	34	431007	36565	4052	52	184718	17759	4207	30	615592	47347
FIXED WING: TOTAL	76245	1181	2711405	85143	49076	1063	1105744	48873	77438	1184	3815337	117041
ROTORCRAFT												
PISTON	5	8	34	69	0	0	0	0	5	8	34	69
TURBINE	362	39	11436	2961	197	40	3372	1329	364	39	14736	4358
ROTORCRAFT: TOTAL	367	40	11471	2962	197	40	3372	1329	369	40	14771	4359
OTHER AIRCRAFT	5	12	84	212	2	7	20	70	5	12	103	281
TOTAL	76618	1182	2722959	85195	49275	1064	1109136	48891	77812	1185	3830211	117123

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

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY AIRCRAFT TYPE
1987

PAGE 3 OF 8

AIRCRAFT TYPE	VMC DAY			VMC NIGHT			VMC TOTAL		
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN
FIXED WING									
FIXED WING - PISTON									
1 ENG: 1-3 SEATS	63498	33	7892816	23017	684	505490	63498	33	8201582
1 ENG: 4+ SEATS	107215	118	10978431	70988	1050	1203237	107260	107	12185085
1 ENGINE: TOTAL	170713	122	18672258	94002	1254	1708727	170758	112	20388632
2 ENG: 1-6 SEATS	15385	118	1589976	11668	343	307999	15450	107	1897838
2 ENG: 7+ SEATS	7419	75	1335570	5850	220	293600	7432	74	1622943
2 ENGINE: TOTAL	22804	140	2925546	17518	408	601600	22882	130	3520780
PISTON: OTHER	112	0	12157	52	17	720	112	0	12877
PISTON: TOTAL	193630	186	21609962	111572	1318	2311047	193752	171	23920288
FIXED WING - TURBOPROP									
2 ENG: 1-12 SEATS	4000	85	802034	3615	118	167181	4005	84	969082
2 ENG: 13+ SEATS	582	33	208745	456	45	77040	582	33	285110
2 ENGINE: TOTAL	4583	91	1010779	4071	126	244221	4587	91	1254182
TURBOPROP: OTHER	188	22	99778	90	29	11714	188	22	111751
TURBOPROP: TOTAL	4771	94	1110557	4161	129	255935	4775	93	1365942
									80984

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY AIRCRAFT TYPE
1987

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AIRCRAFT TYPE	VMC DAY				VMC NIGHT				VMC TOTAL			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
FIXED WING - TURBOJET												
2 ENGINE TURBOJET	3142	107	658711	45775	2915	121	172109	20215	3173	108	831480	55097
TURBOJET: OTHER	372	16	49395	6948	213	23	9327	1801	372	16	58837	8161
TURBOJET: TOTAL	3514	108	708106	46299	3128	124	181436	20295	3544	107	890116	55699
FIXED WING: TOTAL	201914	234	23428618	411619	118860	1330	2748417	98117	202072	222	26178356	455989
ROTORCRAFT												
PISTON	2803	5	586037	43837	1329	106	80280	18910	2813	0	667981	52354
TURBINE	3517	8	1451180	139900	2124	185	166437	34783	3520	0	1617856	140815
ROTORCRAFT: TOTAL	6320	9	2037198	146808	3454	213	246717	39591	6333	0	2285837	150010
OTHER AIRCRAFT	6783	0	413999	21535	27	10	91	146	6783	0	414090	21540
TOTAL	215017	234	25879816	437479	122341	1347	2995226	105804	215188	222	28876272	480513

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

TABLE 2 - 12

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY AIRCRAFT TYPE
1987

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AIRCRAFT TYPE	DAY TOTAL				NIGHT TOTAL			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
FIXED WING								
FIXED WING - PISTON								
1 ENG: 1-3 SEATS	63511	32	7732884	276483	23316	685	531541	45781
1 ENG: 4+ SEATS	107502	0	11983559	270775	73570	1026	1520271	75756
1 ENGINE: TOTAL	171013	32	19718454	386991	96885	1234	2051813	88515
2 ENG: 1-6 SEATS	15741	0	2012080	78799	13114	290	500290	41904
2 ENG: 7+ SEATS	7540	31	1664092	148526	6367	181	456204	56731
2 ENGINE: TOTAL	23280	31	3676173	168135	19481	342	956494	70530
PISTON: OTHER	112	0	12476	3442	52	17	871	394
PISTON: TOTAL	194406	45	23405100	421952	116418	1280	3009179	113179
FIXED WING - TURBOPROP								
2 ENG: 1-12 SEATS	4334	6	1179413	61811	4228	47	312600	20263
2 ENG: 13+ SEATS	723	0	310514	35533	624	32	153633	25262
2 ENGINE: TOTAL	5056	6	1489927	71296	4851	56	466232	32384
TURBOPROP: OTHER	214	0	113681	29674	116	22	18386	15730
TURBOPROP: TOTAL	5271	6	1803608	77225	4968	61	484619	36002

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY AIRCRAFT TYPE
1987

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AIRCRAFT TYPE	DAY TOTAL			NIGHT TOTAL		
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN
FIXED WING - TURBOJET						
2 ENGINE TURBOJET	3875	19	1051222	3833	38	344084
TURBOJET: OTHER	438	0	87630	281	21	21839
TURBOJET: TOTAL	4312	19	1138852	4114	43	365923
FIXED WING: TOTAL	20389	49	26147554	125500	1283	3859721
ROTORCRAFT						
PISTON	2803	5	586072	1329	106	80280
TURBINE	3517	8	1462698	2128	184	169794
ROTORCRAFT: TOTAL	6320	9	2048771	3458	213	250074
OTHER AIRCRAFT	6783	0	414083	27	10	111
TOTAL	217092	50	28610406	128985	1300	4109906

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

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY BASE REGION OF AIRCRAFT
1987

PAGE 1 OF 3

REGION	IMC DAY				IMC NIGHT				IMC TOTAL			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
ALASKAN	353	114	10995	6435	170	73	5209	4362	353	114	16204	9258
CENTRAL	4544	445	171654	28984	2967	352	73004	14568	4590	448	244638	40087
EASTERN	10521	656	431489	39246	6958	524	188030	19107	10716	663	619301	55968
GREAT LAKES	13923	743	528244	45735	8520	573	213951	29741	14039	746	742579	67633
NEW ENGLAND	3427	394	118381	20176	2161	311	41616	8748	3541	400	159997	26558
NORTHWEST MT.	6062	510	227032	34569	4404	332	160146	32893	6088	485	398523	79149
SOUTHERN	12873	722	257063	26087	7456	547	92385	12477	13079	727	349448	34565
SOUTHWESTERN	11840	730	506800	45370	7010	527	18114	21280	11312	680	302342	65793
WESTERN-PACIFIC	13349	767	456632	68904	9761	611	137543	18087	14261	773	895476	85628
TOTAL	76891	1751	2732191	115440	49398	1392	1092998	59866	77980	1764	3826164	157785

NOTE: ROW AND COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
OPERATIONS OUTSIDE U.S.A TERRITORIES ARE NOT INCLUDED.

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY BASE REGION OF AIRCRAFT
1987

PAGE 2 OF 3

REGION	VMC DAY			VMC NIGHT			VMC TOTAL		
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN
ALASKAN	7504	495	1272379	3265	343	87966	7509	495	1360202
CENTRAL	13151	744	1381060	7531	579	190333	13157	744	1571548
EASTERN	23942	970	2510935	14960	794	342938	23946	970	2853325
GREAT LAKES	38023	1180	3870383	20815	925	471151	38039	1180	4340942
NEW ENGLAND	8909	619	899459	5728	513	123076	8919	619	1023062
NORTHWEST MT.	21037	512	2608551	10652	419	330886	21070	1312	3345168
SOUTHERN	38205	1174	4786914	23147	964	337634	28207	1174	5321922
SOUTHWESTERN	30922	988	4102220	16214	550	400151	20302	582	4021114
WESTERN-PACIFIC	34230	1131	4513113	19889	889	644537	34296	1132	5056830
TOTAL	215002	2809	25943022	122199	2228	2928670	215142	2810	28883156
									734609

NOTE: ROW AND COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
OPERATIONS OUTSIDE U.S.A TERRITORIES ARE NOT INCLUDED.

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY BASE REGION OF AIRCRAFT

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REGION	DAY TOTAL			NIGHT TOTAL		
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN
ALASKAN	7509	495	1283390	3289	343	93174
CENTRAL	13226	745	1553039	7738	586	263382
EASTERN	24276	972	2942087	16050	816	530280
GREAT LAKES	38707	1185	4408970	22088	944	694390
NEW ENGLAND	8940	619	1018311	5895	518	184733
NORTHWEST MT	21310	913	3247061	12083	735	370439
SOUTHERN	36406	1176	5047208	23883	973	629819
SOUTHWESTERN	32022	1102	4215241	16014	812	402114
WESTERN-PACIFIC	34696	1135	5168635	21851	923	783620
TOTAL	217090	2816	28690260	128872	2270	4032948
						155578

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
OPERATIONS OUTSIDE U.S.A TERRITORIES ARE NOT INCLUDED.

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
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MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
OTHER 1	475	159	2835	1169	9683	0	599364	49559
OTHER 2	484	87	12116	7130	1289	9	152726	29058
OTHER 3	37	23	826	774	163	0	8303	3116
OTHER 4	45	30	5034	3540	115	14	14985	15507
OTHER 5	23	12	470	265	65	0	8257	3438
OTHER 6	264	4	93679	22134	240	15	108125	21931
OTHER 7	155	25	35485	23232	181	18	70808	31532
OTHER 8	81	15	20244	9288	65	22	39233	30882
OTHER 9	500	24	51904	15148	474	38	108957	20102
OTHER 10	106	14	15033	3933	164	10	12023	3199
OTHER 11	3	7	28	67	728	0	106453	26169
OTHER 12	77	25	2621	1378	160	0	44445	10303
OTHER 13	2	10	0	0	2160	0	98689	12611
ADAMS A50S	0	0	0	0	113	0	6142	1716
AERORSJ2	1	1	1	1	12	0	541	178
AEROSPAS355	5	13	76	201	118	0	56593	16920
AEROSPAS316	0	0	0	0	17	0	6455	424
AGUSTA205	0	0	0	0	16	0	6752	2993
AGUSTAA109	27	5	418	191	38	0	8268	1020
AIRPTSA	0	0	0	0	88	0	8124	1469
AIRSPC18	0	0	0	0	11	0	1318	569
AIRTRCAT300	0	0	0	0	422	0	133425	14004

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
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MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
AIRTRCAT400	0	0	0	0	58	0	23612	2718
AMD FALC10	131	0	26953	13176	90	17	30387	10091
AMD FALC20	177	0	26117	11488	140	24	33291	10503
AMD FALC50	115	0	14236	4490	112	5	24868	5558
ARCTICS1A	0	0	0	0	38	0	1946	686
ARCTICS1B1	0	0	0	0	12	0	444	87
ARONCA15	0	0	0	0	107	0	4261	1781
ARONCA58	0	0	0	0	56	0	2296	560
ARONCA65	0	0	0	0	90	0	6341	2078
ARONCAC3	0	0	0	0	16	0	235	55
AVIANW/FALCON	0	0	0	0	21	0	279	74
AVIANW/SKYHAWK	0	0	0	0	30	0	1125	243
AYRES S2	15	5	492	222	737	0	310207	37481
BAC 111	20	0	376	205	17	4	1854	613
BAG B206	11	4	128	93	19	0	957	545
BAG DH125	69	0	9935	2023	60	6	18449	4044
BALWKS/FIREFY	2	7	79	278	1101	0	50213	6119
BBAVIA11	0	0	0	0	490	0	30034	4229
BBAVIA7	0	0	0	0	2475	0	227464	25130
BBAVIA8	0	0	0	0	206	0	22599	4697
BEECH 100	247	0	27598	4701	247	0	55453	11102
BEECH 17	30	13	76	50	88	0	4437	958

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
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MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
BEECH 18	280	36	36144	14009	373	16	59019	16289
BEECH 1900	26	0	9097	3991	22	3	11162	3590
BEECH 200	672	36	89429	28178	610	53	178848	25631
BEECH 23	1264	153	22739	6492	2551	0	266128	30677
BEECH 300	94	0	10915	3499	81	8	18334	3617
BEECH 33	1269	110	35081	7641	1678	32	185681	16317
BEECH 35	3506	277	79901	11392	6083	0	496943	34051
BEECH 36	1849	110	57509	7810	2255	23	319437	26226
BEECH 45	130	28	2596	1058	191	0	16971	4087
BEECH 50	184	26	3005	1207	199	0	9793	2146
BEECH 55	1879	91	69744	13307	2029	49	198196	20382
BEECH 56	34	4	5382	2258	43	0	3075	496
BEECH 58	1309	82	71483	11652	1439	30	198268	22124
BEECH 60	293	60	18715	4876	410	0	48370	9142
BEECH 65	28	27	957	950	91	0	7110	5589
BEECH 76	238	33	10319	2931	298	0	76947	18175
BEECH 77	52	26	1428	1081	241	0	48996	12597
BEECH 80	91	11	5263	3335	97	5	21429	7323
BEECH 90	947	56	86217	16892	1011	31	223677	29151
BEECH 95	374	33	9608	2115	404	0	34547	6871
BEECH 99	82	0	21495	5512	44	22	37830	22779
BELL 204	1	4	12	38	89	0	7002	2253

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
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MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
BELL 206	3	14	122	549	1723	0	1015966	132353
BELL 212	0	0	0	0	74	0	34453	5861
BELL 222	73	7	1202	576	79	0	20142	6688
BELL 412	41	13	3439	1148	49	0	35990	12549
BELL 47	0	0	0	0	778	0	190237	18998
BLANCA11	0	0	0	0	46	0	2050	373
BLANCA1413	0	0	0	0	135	0	9518	2075
BLANCA1419	90	28	316	139	159	0	10125	4411
BLANCA17	379	103	7199	3012	957	0	54403	6510
BLANCA7	69	48	1095	838	1993	0	203390	35295
BLANCA8	34	24	40	29	446	0	31813	4084
BNORM BN2	20	14	988	673	66	0	43107	9511
BOEING707	3	0	7	0	3	0	132	0
BOEING727	36	0	13905	4413	10	7	2486	1776
BOEING75	0	0	0	0	938	0	61618	8577
BOLKMS105	0	0	0	0	112	0	23960	4330
BOLKMS117	0	0	0	0	53	0	32668	3347
BRAERODH125	58	2	7903	2797	53	5	10819	2617
BRASOVIS28	0	0	0	0	30	0	2191	388
BRWSTRFLEET2	0	0	0	0	12	0	1424	1722
BRWSTRFLEET7	0	0	0	0	12	0	565	133
BUKER 131	0	0	0	0	17	0	1513	234

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
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MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
CAMRON MODELO	0	0	0	0	183	0	7717	1622
CASA C212	13	0	1507	695	13	0	5418	373
CESSNA120	11	16	156	251	679	0	40027	4750
CESSNA140	7	11	40	64	1576	0	92773	7726
CESSNA150	1530	277	37523	11244	17397	0	3465501	246953
CESSNA170	94	58	312	209	2088	0	172492	20372
CESSNA172	7280	532	224233	30294	22998	60	2917124	194225
CESSNA175	50	28	535	324	1018	0	49427	5425
CESSNA177	1161	159	33314	13259	2608	48	208744	19812
CESSNA180	407	130	8062	2754	2290	0	237819	37003
CESSNA182	5976	413	109619	13691	13228	43	1382287	66688
CESSNA185	255	61	4567	1616	1438	0	229639	25698
CESSNA188	22	32	8699	9596	1358	32	308694	45422
CESSNA190	11	6	48	28	65	0	3717	764
CESSNA195	94	27	859	335	351	0	24098	4102
CESSNA205	168	41	2875	1259	230	0	19928	5979
CESSNA206	1167	180	37777	9729	2520	0	385236	51582
CESSNA207	39	43	8060	9361	346	0	290503	58055
CESSNA208	47	0	666	283	47	0	6698	280
CESSNA210	3801	262	140177	26454	5475	45	657103	53883
CESSNA303	150	17	15399	8110	174	8	30068	10606
CESSNA305	9	8	24	19	208	0	28607	4540

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BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
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MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
CESSNA310	2014	141	98922	20490	2568	58	289859	40664
CESSNA320	131	19	4090	1224	241	0	26120	4595
CESSNA335	45	0	2061	462	45	0	4739	969
CESSNA336	5	4	18	14	45	0	2439	455
CESSNA337	765	79	32389	8383	965	0	91375	24684
CESSNA340	843	50	42399	9074	914	0	124821	18150
CESSNA401	167	19	12576	3884	186	0	18568	4194
CESSNA402	434	57	98788	32036	470	28	346359	89206
CESSNA404	7	22	1942	5715	125	0	4607	14705
CESSNA411	82	9	1299	551	75	0	6365	2327
CESSNA414	756	0	47680	12317	756	0	94270	15369
CESSNA421	1096	0	80461	11668	1069	34	222328	28507
CESSNA425	185	0	16651	3558	171	12	42293	7565
CESSNA441	207	20	10953	3211	215	17	48431	8702
CESSNA500	618	0	80279	24876	547	42	140473	20754
CESSNA501	42	0	2262	583	40	4	11395	1170
CESSNA650	101	9	29855	7581	79	13	37997	7115
CESSNA750	0	0	0	0	11	0	423	86
CESSNAUC94	0	0	0	0	9	0	771	298
CHILD S1	0	0	0	0	56	0	3710	842
CHILD S2	0	0	0	0	168	0	14509	3051
CNDAIRCL600	90	0	26003	7757	56	17	14788	4848

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GENERAL AVIATION ANNUAL HOURS FLOWN
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MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
CNTRAR101	0	0	0	0	28	0	1914	296
COMWTH185	0	0	0	0	29	0	1394	396
CONAERLA4	123	53	709	348	456	0	33835	6219
CURTISJR	0	0	0	0	3	0	26	4
CURTISROBIN	0	0	0	0	3	0	18	7
CURTISTRVAIR	0	0	0	0	48	0	2741	953
CVAC 240	13	0	240	221	13	0	985	871
CVAC BT13	0	0	0	0	32	0	1577	266
CVAC STCS80	24	10	945	418	32	0	2503	1111
DART G	0	0	0	0	5	0	325	86
DHAV DHC1	0	0	0	0	78	0	6270	1074
DHAV DHC2	67	45	5341	3687	212	0	47466	21740
DHAV DHC3	0	0	0	0	40	0	7928	682
DHAV DHC4	25	0	540	0	25	0	2160	0
DHAV DHC6	60	10	13689	4571	72	0	70353	15335
DHAVXXDH82	0	0	0	0	48	0	2959	689
DOUG A26	0	0	0	0	8	0	282	72
DOUG DC3	69	26	6710	3526	197	8	23117	5015
DOUG DC4	0	0	0	0	19	0	1339	676
DOUG DC7	0	0	0	0	28	0	3280	383
DOUG DC8	7	0	403	0	7	0	1208	0
DOUG DC9	71	0	13420	1339	13	23	7495	12858

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BY WEATHER AND LIGHT CONDITIONS
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MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
EAGLE DW	0	0	0	0	55	0	13115	1416
EAGLEBC7	0	0	0	0	64	0	1591	389
EIRVON20	0	0	0	0	109	0	8759	1113
EMB 110	10	13	5172	7294	43	0	3676	3633
ENSTRMF28	0	0	0	0	318	0	69848	18926
FLEET 16B	0	0	0	0	14	0	427	107
FRCHLD24	0	0	0	0	45	0	1655	515
FRCHLDW62	0	0	0	0	111	0	4043	692
GENBALAX6	0	0	0	0	59	0	1557	344
GLASFL201	0	0	0	0	28	0	1886	392
GLASFLH301	0	0	0	0	108	0	7840	1621
GROB 103CAT	0	0	0	0	53	0	12775	1989
GROB 109	1	2	24	37	59	0	4129	1354
GROB ASTIR	0	0	0	0	57	0	5050	712
GRTLKS2T1	8	9	95	103	138	9	11122	1748
GRUMANSA16	4	0	112	0	4	0	1012	0
GRUMAVAA1	110	27	1326	477	500	0	46279	4287
GRUMAVAA5	519	109	5733	2226	1049	0	93211	14632
GRUMAVG1159	37	0	6509	2068	25	5	5585	1402
GRUMAVG164	0	0	0	0	968	0	280955	41897
GRUMAVG21	0	0	0	0	22	0	4242	0
GRUMAVTBM	0	0	0	0	13	0	398	131

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
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MANUFACTURER/ MODEL GROUP	AIRCRAFT			AIRCRAFT		
	NUMBER ACTIVE	STD ERROR	HOURS FLOWN	NUMBER ACTIVE	STD ERROR	HOURS FLOWN
GULSTM112	376	79	18029	632	0	47612
GULSTM500	224	14	13327	234	9	50517
GULSTM520	5	3	70	10	0	1630
GULSTM560	33	17	2789	75	0	4730
GULSTM680	192	30	4407	210	0	28246
GULSTM680TP	52	6	1473	52	6	6025
GULSTM690TC	27	0	2759	24	3	4585
GULSTM690TP	430	0	42462	420	19	94612
GULSTMAA1	24	25	190	412	0	31689
GULSTMAA5	244	44	5813	583	0	96509
GULSTMG1159	156	0	29792	108	23	38813
GULSTMG159	94	0	26989	48	15	17151
GULSTMG44	21	10	482	47	0	3277
GULSTMG73	9	1	466	11	0	6522
GULSTMGA7	48	5	1447	56	0	10573
H23/HTE	0	0	0	26	0	4803
H34/55	0	0	0	2	0	217
HELIO H295	20	14	394	90	0	11100
HELIO H391	2	1	22	3	0	205
HILLERFH1100	0	0	0	41	0	2654
HILLERUH12	0	0	0	224	0	47501
HUGHES289	1	4	6	454	0	181099

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MANUFACTURER/ MODEL GROUP	IMC			VMC		
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN
HUGHES369	0	0	0	440	0	139087
HWKSLYDH125	183	0	22064	165	18	32296
HYNES B2	0	0	0	36	0	855
INTRCP200	26	5	370	32	0	2221
ISRAEL1121	87	0	12829	54	17	4099
ISRAEL1123	16	5	1138	20	4	3396
ISRAEL1124	205	0	25515	166	20	41725
JBMSTRDGA15	4	4	2	34	0	1388
LEAR 23	42	0	8413	17	10	3596
LEAR 24	117	0	12832	117	0	23958
LEAR 25	247	0	37290	200	30	70937
LEAR 35	420	0	65674	318	52	95696
LEAR 55	95	4	13569	85	8	28630
LET L13	0	0	0	124	0	11263
LKHEED12A	3	2	5	8	0	351
LKHEED1329	81	0	7067	68	9	17558
LKHEED18	0	0	0	19	0	1643
LKHEEDPV1	0	0	0	11	0	657
LKHEEDT33	5	2	10	7	0	362
LUSCOM8	0	0	0	1254	0	77275
MARTIN404	0	0	0	2	0	27
MAULE M4	12	12	509	222	0	11311
						1580

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MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
MAULE M5	95	24	738	357	408	0	33240	4214
MAULE M6	12	4	281	111	65	0	9148	1505
MCLISHFUNK8	0	0	0	0	72	0	2959	539
MEYERSOTW	0	0	0	0	19	0	958	175
MNCOLUP90	0	0	0	0	20	0	612	85
MNMITEM18	2	3	5	9	72	0	4397	1193
MOONEYM20	3127	258	87788	13268	5653	0	551850	39793
MRCHTIS205	2	2	1	1	29	0	1183	180
MTSBSIMJ2	200	5	13784	2911	197	8	36206	6714
MTSBSIMJ300	74	2	5110	1145	67	5	18176	3156
MULTECD16	0	0	0	0	21	0	989	238
NAMER 825	2	3	21	26	22	0	939	183
NAMER F51	11	8	99	73	111	0	4851	776
NAMER NA260	14	7	189	106	64	0	4217	951
NAMER T6	107	68	1792	1148	508	0	33843	10576
NATBAL752	0	0	0	0	31	0	915	246
NAVAL N3N	0	0	0	0	36	0	1088	495
NAVIONNAVION	22	21	270	291	338	0	18041	3373
NORD 3202	0	0	0	0	18	0	1440	237
NORD SV4	0	0	0	0	20	0	973	112
NORWST65	0	0	0	0	16	0	558	188
ORLHELH19	0	0	0	0	9	0	913	0

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MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
ORLHEL58	0	0	0	0	19	0	8151	3188
PARTENP68	33	4	995	346	40	0	13058	2198
PICARDAX6	0	0	0	0	26	0	817	365
PILATS84	0	0	0	0	25	0	4075	1377
PIPER 600	383	14	29577	5376	340	30	37848	7660
PIPER E2	0	0	0	0	2	0	8	0
PIPER J2	0	0	0	0	22	0	418	107
PIPER J3	0	0	0	0	2158	0	151185	33463
PIPER J4	0	0	0	0	112	0	5742	906
PIPER J5	0	0	0	0	177	0	14547	4487
PIPER PA12	0	0	0	0	925	0	70918	11281
PIPER PA14	0	0	0	0	64	0	4669	654
PIPER PA15	0	0	0	0	115	0	9043	1510
PIPER PA16	0	0	0	0	193	0	13229	3144
PIPER PA17	0	0	0	0	61	0	3080	523
PIPER PA18	9	23	185	460	2701	0	394047	67205
PIPER PA20	44	26	2215	1517	291	0	23237	7132
PIPER PA22	189	90	1559	969	2909	0	204599	18960
PIPER PA23	1824	183	74939	17146	2685	61	300053	35236
PIPER PA24	1253	167	23300	5324	2757	0	257830	30165
PIPER PA25	0	0	0	0	1065	0	164627	27827
PIPER PA28	7448	485	255828	35343	20575	0	2295905	118827

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MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
PIPER PA30	984	69	35502	11308	1121	0	117431	13488
PIPER PA31	1733	42	132424	20181	1732	41	445858	95645
PIPER PA31T	536	0	43389	8998	469	43	77854	15131
PIPER PA32	3074	194	115621	22323	4174	0	572103	78820
PIPER PA34	1469	142	67791	12028	1895	36	283650	34919
PIPER PA36	0	0	0	0	302	0	58750	11018
PIPER PA38	74	51	707	517	1300	0	424312	92999
PIPER PA42	113	0	20685	4047	87	12	22709	4907
PIPER PA44	282	22	19230	4321	318	7	66519	13293
PIPER PA46	274	0	13866	2371	274	0	49243	5658
PROPTJ200	24	9	256	191	65	0	3363	689
RAVEN RX6	0	0	0	0	93	0	1412	281
RAVEN S50	0	0	0	0	21	0	761	166
RAVEN S55	0	0	0	0	533	0	24971	4067
RAVEN S60	0	0	0	0	219	0	10644	1646
RAVEN S66	0	0	0	0	39	0	4301	1096
RKWEEL500	28	3	1016	225	34	0	6421	968
RKWEEL700	19	3	2234	940	19	3	4475	1312
RKWEELNA265	299	0	49189	10597	262	24	48668	11690
ROBSINR22	0	0	0	0	221	0	61962	18336
ROLSCHLS	0	0	0	0	102	0	9166	1830
RYAN ST3	0	0	0	0	93	0	3165	587

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MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
RYAN STA	0	0	0	0	18	0	472	66
SAAB SF340	12	0	2640	1458	12	0	6560	178
SCHLERASK21	0	0	0	0	35	0	8718	1636
SCHLERASW15	0	0	0	0	32	0	1106	228
SCHLERASW19	0	0	0	0	37	0	1063	213
SCHLERASW20	0	0	0	0	79	0	5587	1194
SCHLERK8	0	0	0	0	12	0	552	153
SCHLERKAB	0	0	0	0	48	0	1887	458
SCHWZERG164	0	0	0	0	151	0	32612	12531
SCHWZERSG1	0	0	0	0	499	0	22747	3785
SCHWZERSG2	0	0	0	0	401	0	74722	14165
SEWCO MODEL T	0	0	0	0	2	0	21	0
SKRSKYS55	0	0	0	0	16	0	997	377
SKRSKYS58	0	0	0	0	30	0	5242	1173
SKRSKYS58T	0	0	0	0	19	0	8007	1986
SKRSKYS61	5	4	523	441	13	0	5374	1834
SKRSKYS76	126	14	6300	3856	137	0	76349	20744
SLINDS100	12	13	296	322	233	0	19775	4176
SMITH 600	294	41	33691	11578	338	0	123729	44086
SNIAS 350	0	0	0	0	218	0	75749	23848
SNIAS SA341	4	4	23	20	32	0	4408	1141
SOCATAMS894	8	4	140	84	34	0	5402	2593

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MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
SOCATARALLYE	1	1	6	7	15	0	1141	119
SOCATATB10	17	4	224	84	26	0	5389	1140
SOCATATB20	67	12	2953	1272	82	0	20211	7185
SPRTHCIRRUS	0	0	0	0	62	0	4174	1265
SPRTHNIMBUS	0	0	0	0	47	0	4084	593
SPRTHVENTUS	0	0	0	0	45	0	7222	1460
STBROSSD3	20	0	44000	0	0	0	0	0
STNSON10	0	0	0	0	45	0	2056	584
STNSONL5	0	0	0	0	63	0	3148	824
STNSONSR9	0	0	0	0	5	0	143	36
STNSONV77	1	2	1	1	38	0	1231	197
STOLAMRC3	2	3	9	14	77	0	2247	474
SUPAC LA	0	0	0	0	27	0	1425	404
SUPAC V	0	0	0	0	8	0	91	27
SWRNGNSA226	139	0	21177	5927	121	11	57125	18109
SWRNGNSA227	74	0	32665	10872	67	7	43249	9583
SWRNGNSA26	81	0	14396	6874	81	0	4618	2062
TCRAFK21	0	0	0	0	21	0	1565	287
TCRAFKD	0	0	0	0	173	0	10902	2499
TCRAFTA	0	0	0	0	3	0	258	0
TCRAFTBC	21	27	128	166	1021	0	84910	14387
TCRAFTBF	0	0	0	0	20	0	1324	306

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MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
TCRAFTBL	0	0	0	0	116	0	3302	1033
TEMCO 11A	0	0	0	0	6	0	285	84
TH55	0	0	0	0	17	0	1378	1016
THUNDRAX7	0	0	0	0	68	0	2244	262
TMPSONNAVION	100	61	1747	1160	518	0	51554	20918
TRYTEK65	0	0	0	0	118	0	5764	1059
TRYTEK	0	0	0	0	5	0	69	11
UNIVACGC1	19	24	195	256	454	0	32760	6709
UNIVAR108	26	25	190	206	1087	0	54186	4989
UNIVAR415	8	16	28	59	1567	0	64167	6850
VARGA 2150	11	6	72	40	123	0	10782	1565
WACO ASO	0	0	0	0	4	0	175	65
WACO GXE	2	2	2	2	6	2	385	159
WACO R	4	2	19	10	10	2	128	51
WACO UPF7	0	0	0	0	81	0	4313	1231
WACO YK	0	0	0	0	15	0	387	132
WSK M18	0	0	0	0	38	0	20235	8272
WTHRLY201	0	0	0	0	62	0	12436	1341
TOTALS	77812	1185	3830211	117123	215188	222	28876274	480513

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

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MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
OTHER 1	9683	0	583999	45499	1139	237	18141	10889
OTHER 2	1293	0	154315	30717	672	90	10643	3695
OTHER 3	163	0	8076	3079	40	24	1053	883
OTHER 4	121	0	16169	14198	32	28	3850	3447
OTHER 5	65	0	8091	3373	27	13	637	369
OTHER 6	265	0	151101	33542	251	11	50704	10381
OTHER 7	201	0	70373	24009	152	25	35920	18856
OTHER 8	91	0	41100	19863	81	15	17784	15725
OTHER 9	515	0	123646	15546	479	35	37215	8967
OTHER 10	189	0	21185	4943	73	14	6044	1708
OTHER 11	728	0	100473	23729	152	44	5913	6260
OTHER 12	160	0	39254	8341	136	18	8028	3633
OTHER 13	2160	0	98689	12611	0	0	0	0
ADAMS A50S	113	0	6142	1716	0	0	0	0
AERORSJ2	12	0	539	177	2	2	3	2
AEROSPAS355	118	0	45629	16356	104	22	11040	4329
AEROSPSA316	17	0	4094	299	17	0	2361	724
AGUSTA205	16	0	6706	3017	6	5	46	38
AGUSTAA109	38	0	7095	940	38	0	1591	487
AIRPTSA	88	0	8098	1467	4	4	26	26
AIRSPC18	11	0	1304	574	6	3	15	7
AIRTRCAT300	422	0	129396	14431	56	35	4029	3005

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MANUFACTURER/ MODEL GROUP	DAY			NIGHT		
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN
AIRTRCAT400	58	0	22341	3	8	1271
AMD FALC10	131	0	42319	118	11	15021
AMD FALC20	177	0	45759	177	0	13849
AMD FALC50	115	0	30610	92	14	8494
ARCTICS1A	38	0	1881	5	4	86
ARCTICS1B1	12	0	444	0	0	0
ARONCA15	107	0	4231	21	20	79
ARONCA58	56	0	2296	0	0	0
ARONCA65	90	0	6341	0	0	0
ARONCAC3	16	0	235	0	0	0
AVIANWFALCON	21	0	279	0	0	0
AVIANWSKYHWK	30	0	1125	0	0	0
AYRES S2	737	0	279776	179	73	30609
BAC 111	20	0	1714	17	4	516
BAG B206	19	0	1009	7	4	75
BAG DH125	69	0	22103	69	0	6281
BALWKSFIREFY	1101	0	50233	2	7	59
BBAVIA11	490	0	29878	39	31	156
BBAVIA7	2475	0	221863	499	113	5597
BBAVIA8	206	0	20251	39	16	2295
BEECH 100	247	0	65812	247	0	17240
BEECH 17	88	0	4434	26	13	84
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MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
BEECH 18	379	12	61255	16413	326	29	36692	12614
BEECH 1900	26	0	13279	3109	26	0	6980	3137
BEECH 200	717	0	214005	28132	717	0	54271	9459
BEECH 23	2551	0	255458	29648	1918	132	33365	5333
BEECH 300	94	0	23189	2546	94	0	6060	1354
BEECH 33	1705	0	196364	15762	1411	95	24397	4896
BEECH 35	6083	0	518249	33438	4291	256	58391	8249
BEECH 36	2271	0	335024	25775	1899	105	41881	5887
BEECH 45	191	0	18021	3817	155	24	1554	467
BEECH 50	199	0	11462	2072	183	18	1336	349
BEECH 55	2085	0	222971	19886	1733	114	44722	8509
BEECH 56	43	0	3588	395	43	0	4869	2160
BEECH 58	1456	0	214789	20773	1427	38	54962	10645
BEECH 60	410	0	55104	7586	264	63	11976	3566
BEECH 65	91	0	6953	5266	21	25	1113	1342
BEECH 76	298	0	76301	17932	282	19	10955	3504
BEECH 77	241	0	44163	10424	194	25	6862	3171
BEECH 80	98	0	21623	6144	91	11	5069	2479
BEECH 90	1038	0	257564	29950	1000	37	52329	7016
BEECH 95	404	0	38507	6047	361	39	5648	2305
BEECH 99	82	0	31925	12146	82	0	27400	13049
BELL 204	89	0	6873	2231	22	15	148	105

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MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
BELL 206	1723	0	938745	132310	878	164	74582	29579
BELL 212	74	0	33126	5296	55	20	1326	632
BELL 222	79	0	16756	5053	77	4	4633	2505
BELL 412	49	0	38763	14077	11	15	667	996
BELL 47	778	0	172431	18381	436	79	16939	8510
BLANCA11	46	0	2044	373	1	2	7	10
BLANCA1413	135	0	9495	2021	10	30	23	71
BLANCA1419	159	0	9891	4195	100	27	551	291
BLANCA17	957	0	56942	6755	538	105	4859	1771
BLANCA7	1993	0	197115	34658	637	123	7364	2735
BLANCA8	446	0	30983	3901	222	45	871	503
BNORM BN2	66	0	41180	8614	51	12	2915	1177
BOEING707	3	0	139	0	0	0	0	0
BOEING727	36	0	13514	2934	36	0	2876	654
BOEING75	938	0	61384	8535	42	33	229	190
BOLKMS105	112	0	20910	5572	56	25	3123	1621
BOLKMS117	53	0	20226	2621	53	0	12442	1349
BRAERODH125	60	0	14910	2455	60	0	3811	731
BRASOVIS28	30	0	2191	388	0	0	0	0
BRWSTRFLEET2	12	0	1424	1722	0	0	0	0
BRWSTRFLEET7	12	0	565	133	0	0	0	0
BUKER 131	17	0	1476	230	2	2	37	33

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MANUFACTURER/ MODEL GROUP	DAY			NIGHT		
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN
CAMRONMODELO	183	0	7717	0	0	0
CASA C212	13	0	5011	13	0	1914
CESSNA120	679	0	38143	218	56	1972
CESSNA140	1576	0	85961	579	79	6779
CESSNA150	17397	0	3217212	11310	467	283024
CESSNA170	2088	0	164774	1128	140	8157
CESSNA172	23061	0	2785533	15211	542	356295
CESSNA175	1018	0	46532	440	65	3442
CESSNA177	2671	0	211205	1806	150	31924
CESSNA180	2290	0	222566	1317	168	18546
CESSNA182	13264	0	1349638	9129	384	143110
CESSNA185	1438	0	221591	686	80	12555
CESSNA188	1358	32	305711	74	57	7655
CESSNA190	65	0	3527	22	7	238
CESSNA195	351	0	23553	194	30	1397
CESSNA205	230	0	17802	191	35	5091
CESSNA206	2520	0	381902	1497	157	40379
CESSNA207	346	0	250152	329	30	48151
CESSNA208	47	0	6870	31	12	494
CESSNA210	5509	0	683464	4100	247	110862
CESSNA303	181	0	33508	159	14	11900
CESSNA305	208	0	27822	96	19	809
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MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
CESSNA310	2652	0	298846	35450	2176	127	89813	22731
CESSNA320	241	0	28596	4628	186	16	3688	965
CESSNA335	45	0	5490	755	43	2	1310	260
CESSNA336	45	0	2311	472	18	6	146	108
CESSNA337	965	0	104676	18542	807	72	18846	11561
CESSNA340	914	0	132814	15466	816	57	34831	8625
CESSNA401	186	0	25572	4295	183	8	5572	1264
CESSNA402	470	28	388188	119283	286	95	69635	26615
CESSNA404	125	0	4787	16885	35	42	8403	10145
CESSNA411	75	0	5781	1983	57	10	1883	926
CESSNA414	756	0	114584	16800	635	68	27365	7548
CESSNA421	1096	0	233959	25834	1031	51	68829	12006
CESSNA425	185	0	48204	7236	172	12	10668	3629
CESSNA441	234	0	47341	6691	218	16	13005	3800
CESSNA500	618	0	177364	21936	618	0	43389	7846
CESSNA501	42	0	11334	843	42	0	2324	773
CESSNA650	101	9	42872	6276	117	0	24980	5114
CESSNA750	11	0	423	86	0	0	0	0
CESSNAUC94	9	0	711	265	3	2	61	34
CHILD S1	56	0	3710	842	0	0	0	0
CHILD S2	168	0	14509	3051	0	0	0	0
CNDATRCL600	90	0	30764	4189	90	0	10027	1370

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MANUFACTURER/ MODEL GROUP	DAY			NIGHT		
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN
CNTRAR101	28	0	1914	0	0	0
COMWTH185	29	0	1332	11	4	61
CONAERLA4	456	0	31832	285	58	2712
CURTISJR	3	0	26	0	0	0
CURTISROBIN	3	0	18	0	0	0
CURTISTRVAIR	48	0	2736	1	3	4
CVAC 240	13	0	1014	13	0	211
CVAC BT13	32	0	1565	6	3	11
CVAC STC580	32	0	2461	24	10	987
DART G	5	0	325	0	0	0
DHAV DHC1	78	0	6168	16	10	102
DHAV DHC2	212	0	44256	68	46	8552
DHAV DHC3	40	0	7542	38	7	386
DHAV DHC4	25	0	2700	0	0	0
DHAV DHC6	72	0	61573	66	7	22469
DHAVXXDH82	48	0	2959	0	0	0
DOUG A26	8	0	282	0	0	0
DOUG DC3	197	8	21605	75	27	8207
DOUG DC4	19	0	1273	13	7	66
DOUG DC7	28	0	3112	12	10	168
DOUG DC8	7	0	1208	7	0	403
DOUG DC9	71	0	16904	71	0	4011
			10729			790

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MANUFACTURER/ MODEL GROUP	DAY			NIGHT		
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN
EAGLE DW	55	0	13115	5	6	0
EAGLEBC7	64	0	1591	0	0	0
EIRVON20	109	0	8759	0	0	0
EMB 110	43	0	4784	10	13	3202
ENSTRNF28	318	0	58944	192	24	10929
FLEET 16B	14	0	427	0	0	0
FRCHLD24	45	0	1579	1	3	73
FRCHLDMS2	111	0	4038	4	5	6
GENBALAX6	59	0	1557	0	0	0
GLASFL201	28	0	1886	0	0	0
GLASFLH301	108	0	7540	0	0	0
GROB 103CAT	53	0	12775	0	0	0
GROB 109	59	0	4102	23	6	51
GROB ASTIR	57	0	5050	0	0	0
GRTLKS2T1	146	0	10832	52	18	385
GRUMANS16	4	0	731	4	0	394
GRUMAVAA1	500	0	42500	350	29	5012
GRUMAVAA5	1049	0	88819	815	91	9789
GRUMAVG1159	37	0	8715	37	0	3380
GRUMAVG164	968	0	280925	2	12	28
GRUMAVG21	22	0	4242	0	0	0
GRUMAVTBM	13	0	389	4	2	9
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MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
GULSTM112	632	0	53723	9074	543	56	11721	2945
GULSTM500	240	0	48958	9012	220	16	14886	6828
GULSTM520	10	0	1600	139	5	3	100	69
GULSTM560	75	0	6684	1225	61	13	835	511
GULSTM680	210	0	28367	10000	191	31	4287	2792
GULSTM680TP	56	0	6913	1378	48	8	585	263
GULSTM690TC	27	0	5968	858	27	0	1376	362
GULSTM690TP	430	0	104895	16802	428	8	32135	7276
GULSTMAA1	412	0	29708	4425	290	49	2281	757
GULSTMAA5	583	0	92275	20668	473	35	9980	3526
GULSTMG1159	156	0	47642	6702	156	0	20963	3878
GULSTMG159	94	0	31168	5067	92	5	12972	2934
GULSTMG44	47	0	3428	306	38	8	310	99
GULSTMG73	11	0	6871	1385	5	1	117	46
GULSTMGA7	56	0	10269	2998	55	2	1751	546
H23/HTE	26	0	4600	866	10	7	204	168
H34/55	2	0	195	0	2	0	22	0
HELIO H295	90	0	10278	3023	67	15	1216	634
HELIO H391	3	0	212	32	2	1	14	10
HILLERFH1100	41	0	2652	1922	3	6	2	4
HILLERUH12	224	0	41316	6629	111	20	6289	2284
HUGHES269	454	0	152754	24395	231	38	27522	12549

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1987

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MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
HUGHES369	438	8	106849	20424	321	48	34540	16486
HWKSLYDH125	183	0	40927	5708	183	0	13433	2927
HYNES B2	36	0	741	229	1	4	113	308
INTRCP200	32	0	2416	632	14	6	174	113
ISRAEL1121	87	0	13637	6146	87	0	3292	751
ISRAEL1123	25	0	2838	666	14	5	1193	661
ISRAEL1124	205	0	50930	5781	205	0	16310	2953
JBMSTRDGA15	34	0	1366	215	6	4	24	20
LEAR 23	42	0	6199	1218	42	0	5810	3132
LEAR 24	115	8	25654	6840	117	0	11135	9640
LEAR 25	239	14	67251	21638	247	0	40794	17030
LEAR 35	420	0	128432	13677	420	0	32938	10693
LEAR 55	97	0	30032	3419	95	4	11747	2149
LET L13	124	0	11263	1245	0	0	0	0
LKHEED12A	8	0	356	132	0	0	0	0
LKHEED1329	81	0	20604	3899	72	7	4021	865
LKHEED18	19	0	822	0	19	0	822	0
LKHEEDPV1	11	0	657	332	0	0	0	0
LKHEEDT33	7	0	371	104	1	1	2	2
LUSCOM8	1254	0	74093	9481	275	94	3131	1602
MARTIN404	2	0	27	0	0	0	0	0
MAULE M4	222	0	10948	1492	127	28	872	483

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1987

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MANUFACTURER/ MODEL GROUP	DAY			NIGHT		
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN
MAULE M5	408	0	32923	225	29	1054
MAULE M6	65	0	8724	45	5	705
MCLISHFUNK8	72	0	2936	13	7	23
MEYERSOTW	19	0	945	2	2	13
MNC0UP90	20	0	612	0	0	0
MNMITEM18	72	0	4333	13	8	69
MOONEYM20	5653	0	551153	3839	242	88484
MRCHTIS205	29	0	1119	16	4	65
MTSBSIMU2	200	6	39963	198	7	10007
MTSBSIMU300	75	0	19007	74	2	4279
MULTECD16	21	0	891	12	4	78
NAMER B25	22	0	898	11	4	61
NAMER F51	111	0	4904	15	9	53
NAMER NA260	64	0	4137	24	9	269
NAMER T6	508	0	33809	177	79	1825
NATBAL752	31	0	915	0	0	0
NAVAL N3N	36	0	1062	10	6	25
NAVIONNAVION	338	0	17607	145	41	702
NORD 3202	18	0	1429	5	6	11
NORD SV4	20	0	973	0	0	0
NORWST65	16	0	558	0	0	0
ORLHELH19	9	0	913	0	0	0

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1987

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MANUFACTURER/ MODEL GROUP	DAY			NIGHT		
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN
ORLHEL58	19	0	7619	12	7	532
PARTENP68	40	0	13137	36	3	916
PICARDAX6	26	0	817	2	2	1
PILATS84	25	0	4075	0	0	0
PIPER 600	393	0	51239	330	32	16185
PIPER E2	2	0	8	0	0	0
PIPER J2	22	0	418	0	0	0
PIPER J3	2158	0	150723	23	30	455
PIPER J4	112	0	5714	5	6	24
PIPER J5	177	0	14431	15	11	115
PIPER PA12	925	0	68569	195	54	2281
PIPER PA14	64	0	4495	33	6	175
PIPER PA15	115	0	9032	1	4	11
PIPER PA16	193	0	12231	95	41	997
PIPER PA17	61	0	3067	4	3	13
PIPER PA18	2701	0	380250	599	164	14388
PIPER PA20	291	0	23704	145	37	1749
PIPER PA22	2909	0	193702	1352	177	12248
PIPER PA23	2755	0	305643	2037	170	69348
PIPER PA24	2757	0	252946	1982	150	27959
PIPER PA25	1065	0	163903	76	54	724
PIPER PA28	20575	0	2248802	15212	450	305282
						26711

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
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MANUFACTURER/ MODEL GROUP	DAY			NIGHT		
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN
PIPER PA30	1121	0	124182	952	75	28753
PIPER PA31	1768	0	414972	1710	53	162809
PIPER PA31T	536	0	93307	536	0	27937
PIPER PA32	4174	0	586494	3520	160	101884
PIPER PA34	1918	0	290098	1755	94	61343
PIPER PA36	302	0	57283	30	26	1466
PIPER PA38	1300	0	354688	997	92	70331
PIPER PA42	113	0	34855	113	0	8519
PIPER PA44	321	0	72940	306	14	12809
PIPER PA46	274	0	55674	254	16	7435
PROPT200	65	0	3491	37	10	128
RAVEN RX6	93	0	1412	0	0	0
RAVEN S50	21	0	761	0	0	0
RAVEN S55	533	0	24971	0	0	0
RAVEN S60	219	0	10644	0	0	0
RAVEN S66	39	0	4301	0	0	0
RKWE1500	34	0	6465	28	3	972
RKWE1700	21	0	4298	19	3	2410
RKWE1NA265	299	0	80271	299	0	17586
ROBSINR22	221	0	51035	151	24	10928
ROLSCHLS	102	0	9166	0	0	0
RYAN ST3	93	0	3165	0	0	0

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1987

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MANUFACTURER/ MODEL GROUP	DAY			NIGHT		
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN
RYAN STA	18	0	472	0	0	0
SAAB SF340	12	0	7320	12	0	1880
SCHLERASK21	35	0	8718	0	0	0
SCHLERASW15	32	0	1106	0	0	0
SCHLERASW19	37	0	1063	0	0	0
SCHLERASW20	79	0	5567	0	0	0
SCHLERK8	12	0	552	0	0	0
SCHLERKA6	48	0	1887	0	0	0
SCWZERG164	151	0	32612	0	0	0
SCWZERSSG1	499	0	22747	0	0	0
SCWZERSSG2	401	0	74722	0	0	0
SEMCO MODEL T	2	0	21	0	0	0
SKRSKYSS5	5	5	420	10	5	577
SKRSKYSS8	30	0	4647	27	4	595
SKRSKYSS8T	19	0	6486	19	0	1521
SKRSKYSS61	13	0	5897	0	0	0
SKRSKYSS76	137	0	75516	126	14	7139
SLINDS 100	233	0	18370	151	28	1775
SMITH 600	338	0	107516	333	15	49739
SNIAS 350	218	0	69992	152	47	5756
SNIAS SA341	32	0	4064	28	4	380
SOCATAMS894	34	0	5359	15	5	182
						69

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1987

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MANUFACTURER/ MODEL GROUP	DAY			NIGHT		
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN
SOCATARALLYE	15	0	1026	13	1	122
SOCATATB10	26	0	4552	26	0	1041
SOCATATB20	82	0	20377	67	12	2784
SPHRTHCIRRUS	62	0	4174	0	0	0
SPHRTHINIMBUS	47	0	4084	0	0	0
SPHRTHVENTUS	45	0	7222	0	0	0
STBROSSD3	20	0	22000	20	0	22000
STNSON10	45	0	1992	12	6	62
STNSONL5	63	0	3048	11	6	100
STNSONSR9	5	0	138	2	1	5
STNSONV77	38	0	1191	11	4	41
STOLAMRC3	77	0	2220	10	6	37
SUPAC LA	27	0	1425	0	0	0
SUPAC V	8	0	91	0	0	0
SWRNGNSA226	139	0	60297	139	0	18006
SWRNGNSA227	74	0	60207	71	5	15707
SWRNGNSA26	81	0	15171	70	11	3843
TCRAFK21	21	0	1414	10	2	151
TCRAFKD	173	0	10902	0	0	0
TCRAFTA	3	0	258	0	0	0
TCRAFTBC	1021	0	82201	121	62	2655
TCRAFTBF	20	0	1324	0	0	0

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1987

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MANUFACTURER/ MODEL GROUP	DAY			NIGHT		
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN
TCRAFTBL	116	0	3299	1	4	2
TEMCO 11A	6	0	284	2	1	2
TH55	17	0	1209	14	5	169
THUNDRA7	68	0	2244	0	0	0
TMPSONNAVION	518	0	50521	275	78	2471
TRYTEK65	118	0	5725	3	3	39
TRYTEKK	5	0	69	0	0	0
UNIVACGC1	454	0	31083	195	59	2156
UNIVAR108	1087	0	51599	468	80	2772
UNIVAR415	1567	0	61584	435	102	2616
VARGA 2150	123	0	10168	62	10	714
WACO AS0	4	0	175	0	0	0
WACO GXE	8	0	387	0	0	0
WACO R	14	0	147	0	0	0
WACO UPF7	81	0	4271	5	4	41
WACO YK	15	0	387	0	0	0
WSK M18	38	0	20235	0	0	0
WTHRLY201	62	0	12436	0	0	0
TOTALS	217092	50	28610406	128985	1300	4109906
			456146			128389

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

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GENERAL AVIATION AVIONICS EQUIPMENT
BY
AIRCRAFT TYPE
1987

PAGE 1 OF 9

AIRCRAFT TYPE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			PRECISION APPROACH EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
FIXED WING												
FIXED WING - PISTON												
1 ENG: 1-3 SEATS												
ESTIMATED POPULATION	33849	27835	10031	28138	28134	7477	59654	13661	7699	6744	283	72821
% STANDARD ERROR	2.6	3.2	5.9	2.6	2.8	7.4	1.3	5.1	7.0	7.7	38.7	1.0
% WITH CAPABILITY	38.6	31.7	11.4	32.1	32.0	8.5	68.0	15.6	8.8	7.7	0.3	83.0
1 ENG: 4+ SEATS												
ESTIMATED POPULATION	46436	81367	88673	2798	107485	65540	14001	90599	85182	79469	723	28105
% STANDARD ERROR	2.4	1.3	1.1	11.1	0.6	1.7	4.5	1.0	1.1	1.3	25.5	3.1
% WITH CAPABILITY	38.2	67.0	73.0	2.3	88.5	53.9	11.5	74.6	70.1	65.4	0.6	23.1
1 ENGINE: TOTAL												
ESTIMATED POPULATION	80285	109203	98704	30936	135619	73017	73654	104261	92882	86213	1007	100926
% STANDARD ERROR	1.8	1.3	1.1	2.5	0.7	1.7	1.4	1.1	1.2	1.3	21.3	1.1
% WITH CAPABILITY	38.4	52.2	47.2	14.8	64.8	34.9	35.2	49.8	44.4	41.2	0.5	48.2
2 ENG: 1-6 SEATS												
ESTIMATED POPULATION	4426	14377	15952	451	17571	15451	625	17612	17533	16787	414	422
% STANDARD ERROR	8.0	2.3	1.6	23.4	0.7	1.8	20.3	0.6	0.7	1.2	31.7	14.7
% WITH CAPABILITY	24.3	79.0	87.7	2.5	96.6	84.9	3.4	96.8	96.4	92.3	2.3	2.3
2 ENG: 7+ SEATS												
ESTIMATED POPULATION	1791	7542	7591	274	8713	8169	425	8419	8395	8168	157	640
% STANDARD ERROR	12.0	2.7	2.6	27.3	1.0	1.8	20.6	1.5	1.4	1.8	*	17.4
% WITH CAPABILITY	19.6	82.5	83.1	3.0	95.3	89.4	4.7	92.1	91.9	89.4	1.7	7.0
2 ENGINE: TOTAL												
ESTIMATED POPULATION	6217	21918	23543	725	26284	23621	1050	26031	25928	24954	571	1062
% STANDARD ERROR	6.7	1.8	1.4	17.8	0.6	1.3	14.7	0.6	0.6	1.0	27.2	12.0
% WITH CAPABILITY	22.7	80.2	86.1	2.7	96.2	86.4	3.8	95.2	94.9	91.3	2.1	3.9
PISTON: OTHER												
ESTIMATED POPULATION	25	135	108	104	141	97	123	117	112	115	0	143
% STANDARD ERROR	*	25.9	29.9	34.2	24.3	33.4	27.7	28.6	28.8	28.9	0.0	23.7
% WITH CAPABILITY	9.6	51.1	41.0	39.2	53.3	36.9	46.7	44.3	42.6	43.5	0.0	54.2
PISTON: TOTAL												
ESTIMATED POPULATION	86527	131256	122355	31765	162043	96735	74828	130408	118922	111282	1578	102131
% STANDARD ERROR	1.7	1.1	1.0	2.5	0.6	1.3	1.3	0.9	0.9	1.1	16.8	1.1
% WITH CAPABILITY	36.5	55.4	51.7	13.4	68.4	40.8	31.6	55.1	50.2	47.0	0.7	43.1

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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GENERAL AVIATION AVIONICS EQUIPMENT
BY
AIRCRAFT TYPE
1987

PAGE 2 OF 9

AIRCRAFT TYPE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			PRECISION APPROACH EQUIPMENT					
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS	
FIXED WING - TURBOPROP													
2 ENG: 1-12 SEATS	368	4537	4406	10	4739	4686	36	4747	4744	4699	44	27	
	24.2	1.6	2.0	*	0.7	1.0	*	0.6	0.6	0.9	*	*	
	7.7	95.0	92.3	0.2	98.2	98.1	0.8	98.4	99.3	98.4	0.9	0.6	
2 ENG: 13+ SEATS	92	774	796	0	846	834	0	834	797	826	98	12	
	33.3	3.6	2.5	0.0	0.0	1.5	0.0	1.5	2.9	1.7	31.9	*	
	10.9	91.5	94.1	0.0	100.0	98.6	0.0	98.5	94.2	97.6	11.5	1.5	
2 ENGINE: TOTAL	460	5311	5202	10	5585	5520	36	5580	5540	5524	142	39	
	20.5	1.4	1.8	*	0.6	0.8	*	0.5	0.6	0.8	30.7	*	
	8.2	94.5	92.5	0.2	99.4	98.2	0.6	99.3	98.6	98.3	2.5	0.7	
TURBOPROP: OTHER													
ESTIMATED POPULATION	28	177	162	68	146	144	104	166	166	166	18	79	
	*	11.3	8.9	25.9	14.3	14.8	20.0	7.5	7.5	7.5	*	10.1	
	11.4	70.9	64.9	27.1	58.2	57.6	41.8	66.3	66.3	66.3	7.4	31.7	
TURBOPROP: TOTAL	489	5489	5364	78	5730	5664	141	5746	5706	5690	160	119	
	19.8	1.4	1.7	30.9	0.7	0.9	26.5	0.6	0.7	0.9	29.3	25.3	
	8.3	93.5	91.4	1.3	97.6	96.5	2.4	97.9	97.2	96.9	2.7	2.0	
FIXED WING - TURBOJET													
2 ENGINE TURBOJET	319	3934	3835	5	4119	3992	7	4120	4115	4086	86	6	
	24.8	1.6	2.0	*	0.3	1.2	*	0.2	0.2	0.5	40.3	*	
	7.7	95.3	93.0	0.1	99.8	96.8	0.2	99.8	99.7	98.0	2.1	0.2	
TURBOJET: OTHER	151	476	524	48	603	576	60	558	524	526	3	105	
	13.5	4.5	3.6	23.4	1.9	2.3	19.1	2.9	3.2	3.3	*	15.1	
	22.8	71.9	79.1	7.2	90.9	86.8	9.1	84.1	79.0	79.4	0.4	15.9	
TURBOJET: TOTAL	470	4411	4360	53	4721	4568	68	4678	4639	4612	88	112	
	17.4	1.5	1.8	23.9	0.3	1.1	23.2	0.4	0.4	0.6	39.1	15.7	
	9.8	92.1	91.0	1.1	98.6	95.4	1.4	97.7	96.9	96.3	1.8	2.3	

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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GENERAL AVIATION AVIONICS EQUIPMENT
BY
AIRCRAFT TYPE
1987

PAGE 3 OF 9

AIRCRAFT TYPE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			PRECISION APPROACH EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
FIXED WING: TOTAL												
ESTIMATED POPULATION	87486	141155	132079	31895	172495	106966	75036	140832	129267	121584	1826	102361
% STANDARD ERROR	1.7	1.0	0.9	2.5	0.6	1.2	1.3	0.8	0.9	1.0	14.9	1.1
% WITH CAPABILITY	35.3	57.0	53.4	12.9	69.7	43.2	30.3	56.9	52.2	49.1	0.7	41.4
ROTORCRAFT												
PISTON												
ESTIMATED POPULATION	1897	1467	567	2222	1498	471	4012	186	105	118	134	5182
% STANDARD ERROR	8.5	10.7	19.5	7.1	9.8	20.3	3.6	35.4	*	48.6	41.8	1.7
% WITH CAPABILITY	34.4	26.6	10.3	40.3	27.2	8.6	72.8	3.4	1.9	2.1	2.4	94.1
TURBINE												
ESTIMATED POPULATION	1085	3240	2332	138	3271	1696	1187	1255	1002	1071	40	3199
% STANDARD ERROR	16.0	5.5	8.9	34.1	5.8	11.4	16.0	12.7	13.5	13.6	*	5.0
% WITH CAPABILITY	24.3	72.7	52.3	3.1	73.4	38.1	26.6	28.1	22.5	24.0	0.9	71.8
ROTORCRAFT: TOTAL												
ESTIMATED POPULATION	2982	4707	2900	2361	4768	2168	5200	1440	1107	1188	174	8382
% STANDARD ERROR	7.9	5.0	8.1	7.0	5.0	9.9	4.6	12.0	13.2	13.1	35.8	2.2
% WITH CAPABILITY	29.9	47.2	29.1	23.7	47.8	21.7	52.2	14.4	11.1	11.9	1.7	84.1
OTHER												
ESTIMATED POPULATION	2299	2837	651	4703	391	227	9341	50	20	21	10	9681
% STANDARD ERROR	8.7	8.7	21.8	5.5	27.7	37.8	1.2	*	*	*	*	0.4
% WITH CAPABILITY	23.6	29.2	6.7	48.3	4.0	2.3	96.0	0.5	0.2	0.2	0.1	99.5
TOTAL												
ESTIMATED POPULATION	92767	148699	135630	38959	177655	109360	89576	142322	130394	122793	2010	120423
% STANDARD ERROR	1.7	1.0	0.9	2.2	0.6	1.2	1.2	0.8	0.9	1.0	13.8	1.0
% WITH CAPABILITY	34.7	55.6	50.8	14.6	66.5	40.9	33.5	53.3	48.8	46.0	0.8	45.1

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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

TABLE 2 - 15

GENERAL AVIATION AVIONICS EQUIPMENT
BY
AIRCRAFT TYPE
1987

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AIRCRAFT TYPE	VOR NAVIGATION EQUIPMENT				LONG RANGE NAV EQUIP				OTHER NAVIGATION EQUIP			
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTH LRNAV	ALTIM	WEATHER RADAR	NO NAV EQ
FIXED WING												
FIXED WING - PISTON												
1 ENG: 1-3 SEATS												
ESTIMATED POPULATION	26481	24849	9597	7708	2259	487	7881	89	80	279	276	36190
% STANDARD ERROR	3.1	3.4	5.9	7.0	14.0	27.3	7.4	*	*	38.2	42.0	2.1
% WITH CAPABILITY	30.2	28.3	10.9	8.8	2.6	0.6	9.0	0.1	0.1	0.3	0.3	41.2
1 ENG: 4+ SEATS												
ESTIMATED POPULATION	39057	86153	94948	86263	52641	14058	32844	426	319	3516	3774	3269
% STANDARD ERROR	2.8	1.2	0.9	1.1	1.9	5.0	3.2	32.4	36.0	11.1	10.3	10.1
% WITH CAPABILITY	32.1	70.9	78.2	71.0	43.3	11.6	27.0	0.4	0.3	2.9	3.1	2.7
1 ENGINE: TOTAL												
ESTIMATED POPULATION	65538	111002	104545	93971	54900	14545	40725	515	399	3795	4050	39459
% STANDARD ERROR	2.1	1.2	1.0	1.2	1.9	4.9	2.9	28.8	31.6	10.6	10.0	2.1
% WITH CAPABILITY	31.3	53.0	50.0	44.9	26.2	7.0	19.5	0.2	0.2	1.8	1.9	18.9
2 ENG: 1-6 SEATS												
ESTIMATED POPULATION	4115	14682	17229	16606	15469	7386	6864	104	197	3932	6777	214
% STANDARD ERROR	8.6	2.2	0.9	1.3	1.8	5.1	5.9	*	44.8	8.3	5.1	17.6
% WITH CAPABILITY	22.6	80.7	94.7	91.3	85.0	40.6	37.7	0.6	1.1	21.6	37.2	1.2
2 ENG: 7+ SEATS												
ESTIMATED POPULATION	1350	7704	8299	8246	8012	4491	3543	154	304	3262	4959	389
% STANDARD ERROR	14.4	2.3	1.3	1.6	1.5	5.7	7.8	45.9	31.1	7.5	5.3	20.4
% WITH CAPABILITY	14.8	84.3	90.8	90.2	87.7	49.1	38.8	1.7	3.3	35.7	54.3	4.3
2 ENGINE: TOTAL												
ESTIMATED POPULATION	5465	22386	25529	24853	23480	11877	10407	259	500	7195	11736	603
% STANDARD ERROR	7.4	1.7	0.8	1.0	1.3	3.9	4.7	37.2	25.8	5.7	3.7	14.6
% WITH CAPABILITY	20.0	81.9	93.4	90.9	85.9	43.5	38.1	0.9	1.8	26.3	42.9	2.2
PISTON: OTHER												
ESTIMATED POPULATION	13	126	108	104	44	0	41	0	0	0	0	126
% STANDARD ERROR	*	25.7	29.5	30.4	*	0.0	29.1	0.0	0.0	0.0	0.0	27.0
% WITH CAPABILITY	4.9	47.7	41.1	39.3	16.7	0.0	15.4	0.0	0.0	0.0	0.0	47.6
PISTON: TOTAL												
ESTIMATED POPULATION	71016	133514	130182	118928	78425	26422	51173	774	900	10989	15786	40187
% STANDARD ERROR	2.0	1.0	0.8	1.0	1.4	3.2	2.5	22.9	20.1	5.2	2.8	2.1
% WITH CAPABILITY	30.0	56.4	55.0	50.2	33.1	11.2	21.6	0.3	0.4	4.6	6.7	17.0

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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GENERAL AVIATION AVIONICS EQUIPMENT
BY
AIRCRAFT TYPE
1987

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AIRCRAFT TYPE	VOR NAVIGATION EQUIPMENT					LONG RANGE NAV EQUIP				OTHER NAVIGATION EQUIP		
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHER LRNAV	RADAR ALTIM	WEATHER RADAR	NO NAV EQ
FIXED WING - TURBOPROP												
2 ENG: 1-12 SEATS												
ESTIMATED POPULATION	345	4632	4748	4760	4714	3769	1843	491	149	4208	4312	2
% STANDARD ERROR	25.0	1.3	0.5	0.3	0.7	3.4	8.7	17.8	39.7	2.3	2.2	*
% WITH CAPABILITY	7.2	97.0	99.4	99.7	98.7	78.9	38.6	10.3	3.1	88.1	90.3	0.0
2 ENG: 13+ SEATS												
ESTIMATED POPULATION	64	795	836	846	787	291	122	138	54	523	749	0
% STANDARD ERROR	39.2	2.8	1.3	0.0	2.8	13.8	26.0	21.8	47.5	7.7	4.0	0.0
% WITH CAPABILITY	7.5	94.0	98.8	100.0	93.1	34.4	14.4	16.3	6.3	61.8	88.5	0.0
2 ENGINE: TOTAL												
ESTIMATED POPULATION	409	5427	5583	5806	5502	4060	1965	629	202	4731	5061	2
% STANDARD ERROR	22.0	1.1	0.4	0.2	0.7	3.3	8.3	14.7	31.8	2.2	2.0	*
% WITH CAPABILITY	7.3	96.5	99.3	99.7	97.9	72.2	35.0	11.2	3.6	84.2	90.0	0.0
TURBOPROP: OTHER												
ESTIMATED POPULATION	57	109	139	164	141	5	39	37	72	122	93	83
% STANDARD ERROR	43.9	23.0	16.1	8.2	15.7	*	*	*	34.6	21.0	29.3	13.5
% WITH CAPABILITY	22.7	43.5	55.6	65.6	56.2	2.2	15.7	14.9	28.7	48.7	37.4	33.1
TURBOPROP: TOTAL												
ESTIMATED POPULATION	465	5536	5722	5770	5642	4066	2004	666	274	4852	5154	85
% STANDARD ERROR	20.0	1.2	0.6	0.3	0.8	3.3	8.2	14.3	25.2	2.2	2.0	15.1
% WITH CAPABILITY	7.9	94.3	97.5	98.3	96.1	69.2	34.1	11.3	4.7	82.7	87.8	1.4
FIXED WING - TURBOJET												
2 ENGINE TURBOJET												
ESTIMATED POPULATION	251	4006	3923	3931	4008	1958	901	2432	826	3925	3627	5
% STANDARD ERROR	27.2	1.1	1.7	1.7	1.3	6.9	13.3	5.3	11.8	1.7	2.5	*
% WITH CAPABILITY	6.1	97.1	95.1	95.3	97.2	47.5	21.8	58.9	20.0	95.1	87.9	0.1
TURBOJET: OTHER												
ESTIMATED POPULATION	110	468	493	503	525	189	79	310	378	409	452	47
% STANDARD ERROR	18.9	4.9	3.4	3.4	3.0	12.7	20.7	5.7	5.7	5.3	3.4	24.6
% WITH CAPABILITY	16.7	70.6	74.4	75.9	79.3	28.5	11.8	46.7	57.0	61.7	68.2	7.0
TURBOJET: TOTAL												
ESTIMATED POPULATION	361	4474	4416	4434	4535	2147	980	2742	1204	4334	4079	52
% STANDARD ERROR	19.8	1.1	1.5	1.5	1.2	6.4	12.3	4.7	8.3	1.6	2.2	24.9
% WITH CAPABILITY	7.5	93.4	92.2	92.6	94.7	44.8	20.5	57.2	25.1	90.5	85.2	1.1

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 15

GENERAL AVIATION AVIONICS EQUIPMENT
BY
AIRCRAFT TYPE
1987

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AIRCRAFT TYPE	VOR NAVIGATION EQUIPMENT					LONG RANGE NAV EQUIP			OTHER NAVIGATION EQUIP				
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHR LRNAV	RADAR ALTIM	WEATHER RADAR	NO NAV EQ	
FIXED WING: TOTAL	71842	143523	140321	129132	88602	32634	54157	4182	2378	20176	25020	40324	
	2.0	1.0	0.7	0.9	1.3	2.7	2.4	5.7	9.2	2.9	2.4	2.1	
	29.0	58.0	56.7	52.2	35.8	13.2	21.9	1.7	1.0	8.2	10.1	16.3	
ROTORCRAFT													
	PISTON	484	517	60	205	57	13	613	0	0	16	14	4139
		% STANDARD ERROR	19.9	20.4	*	30.5	*	*	18.4	0.0	*	*	3.6
TURBINE	% WITH CAPABILITY	8.8	9.4	1.1	3.7	1.0	0.2	11.1	0.0	0.3	0.3	75.1	
	ESTIMATED POPULATION	594	2064	1015	2557	903	480	2630	114	67	944	460	837
		% STANDARD ERROR	24.6	9.9	12.3	8.0	12.1	23.7	7.7	47.0	12.5	14.3	17.6
ROTORCRAFT: TOTAL	% WITH CAPABILITY	13.3	46.3	22.8	57.4	20.3	10.8	59.0	2.6	21.2	10.3	18.8	
	ESTIMATED POPULATION	1079	2581	1075	2761	960	493	3243	114	67	959	474	4976
		% STANDARD ERROR	16.2	8.9	12.4	7.8	12.2	23.3	7.1	47.0	12.5	14.4	4.2
OTHER	% WITH CAPABILITY	10.8	25.9	10.8	27.7	9.6	4.9	32.5	1.1	9.6	4.8	49.9	
	ESTIMATED POPULATION	321	325	54	19	19	15	61	12	42	15	9060	
		% STANDARD ERROR	30.6	29.7	*	*	*	*	*	*	*	*	1.5
TOTAL	% WITH CAPABILITY	3.3	3.3	0.6	0.2	0.2	0.2	0.6	0.1	0.4	0.2	93.1	
	ESTIMATED POPULATION	73242	146429	141449	131912	89581	33142	57461	4309	2457	21177	25509	54359
		% STANDARD ERROR	2.0	1.0	0.7	0.9	1.2	2.6	2.3	5.8	2.8	2.4	1.6
% WITH CAPABILITY	27.4	54.8	52.9	49.4	33.5	12.4	21.5	1.6	0.9	7.9	9.5	20.3	

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

TABLE 2 - 15

GENERAL AVIATION AVIONICS EQUIPMENT

BY
AIRCRAFT TYPE
1987

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AIRCRAFT TYPE	GUIDANCE AND CONTROL EQUIPMENT								
	FLIGHT DIRECT	HSI	EFIS	FLTMGT COMPT	1 AXIS AUTPLT	2 AXIS AUTPLT	3 AXIS AUTPLT	AUTO LAND	NO EQUIP
1 ENG: 1-3 SEATS									
ESTIMATED POPULATION	1214	3749	258	43	405	354	134	111	82840
% STANDARD ERROR	19.7	10.9	41.2	*	31.6	37.5	*	*	0.6
% WITH CAPABILITY	1.4	4.3	0.3	0.0	0.5	0.4	0.2	0.1	94.4
1 ENG: 4+ SEATS									
ESTIMATED POPULATION	8191	21007	967	718	13734	25514	16094	800	59003
% STANDARD ERROR	6.5	4.0	21.9	24.0	5.3	3.6	4.2	24.0	1.7
% WITH CAPABILITY	6.7	17.3	0.8	0.6	11.3	21.0	13.2	0.7	48.6
1 ENGINE: TOTAL									
ESTIMATED POPULATION	9406	24756	1225	761	14139	25868	16228	911	141842
% STANDARD ERROR	6.2	3.8	19.3	23.3	5.3	3.6	4.2	22.6	0.8
% WITH CAPABILITY	4.5	11.8	0.6	0.4	6.8	12.4	7.8	0.4	67.8
2 ENG: 1-6 SEATS									
ESTIMATED POPULATION	5660	9214	788	604	448	2122	13046	261	2112
% STANDARD ERROR	5.7	4.0	20.6	23.9	30.8	12.7	2.7	39.9	11.3
% WITH CAPABILITY	31.1	50.6	4.3	3.3	2.5	11.7	71.7	1.4	11.6
2 ENG: 7+ SEATS									
ESTIMATED POPULATION	4469	6198	451	238	69	182	6976	93	1304
% STANDARD ERROR	5.8	3.5	28.1	41.2	*	44.9	2.7	*	8.7
% WITH CAPABILITY	48.9	67.8	4.9	2.6	0.8	2.0	76.3	1.0	14.3
2 ENGINE: TOTAL									
ESTIMATED POPULATION	10129	15412	1239	842	517	2304	20022	354	3416
% STANDARD ERROR	4.1	2.8	16.6	20.7	29.6	12.2	2.0	34.1	7.8
% WITH CAPABILITY	37.1	56.4	4.5	3.1	1.9	8.4	73.3	1.3	12.5
PISTON: OTHER									
ESTIMATED POPULATION	0	33	0	0	0	0	22	8	201
% STANDARD ERROR	0.0	*	0.0	0.0	0.0	0.0	49.8	*	15.4
% WITH CAPABILITY	0.0	12.3	0.0	0.0	0.0	0.0	8.5	2.9	76.3
PISTON: TOTAL									
ESTIMATED POPULATION	19535	40201	2464	1603	14656	28172	36273	1272	145460
% STANDARD ERROR	3.7	2.6	12.7	15.5	5.2	3.4	2.2	18.8	0.8
% WITH CAPABILITY	8.2	17.0	1.0	0.7	6.2	11.9	15.3	0.5	61.4

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

GENERAL AVIATION AVIONICS EQUIPMENT

BY
AIRCRAFT TYPE
1987

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AIRCRAFT TYPE	GUIDANCE AND CONTROL EQUIPMENT									
	FLIGHT DIRECT	HSI	EFIS	FLTMGT COMPT	1 AXIS AUTPLT	2 AXIS AUTPLT	3 AXIS AUTPLT	AUTO LAND	NO EQUIP	
2 ENG: 1-12 SEATS										
ESTIMATED POPULATION	4410	4648	341	402	0	77	4327	202	6	
% STANDARD ERROR	1.7	1.0	23.6	22.3	0.0	*	2.1	36.2	*	
% WITH CAPABILITY	92.4	97.3	7.1	8.4	0.0	1.6	90.6	4.2	0.1	
2 ENG: 13+ SEATS										
ESTIMATED POPULATION	501	764	174	117	0	6	384	45	66	
% STANDARD ERROR	7.2	3.7	18.8	24.1	0.0	*	10.2	49.0	37.7	
% WITH CAPABILITY	59.2	90.4	20.5	13.9	0.0	0.8	45.4	5.3	7.9	
2 ENGINE: TOTAL										
ESTIMATED POPULATION	4911	5412	515	520	0	84	4711	247	72	
% STANDARD ERROR	1.7	1.0	16.9	18.1	0.0	*	2.1	31.0	36.8	
% WITH CAPABILITY	87.4	96.3	9.2	9.2	0.0	1.5	83.8	4.4	1.3	
TURBOPROP: OTHER										
ESTIMATED POPULATION	91	157	0	2	0	0	137	0	86	
% STANDARD ERROR	29.1	11.4	0.0	*	0.0	0.0	16.6	0.0	15.7	
% WITH CAPABILITY	36.5	62.8	0.0	0.8	0.0	0.0	54.9	0.0	34.4	
TURBOPROP: TOTAL										
ESTIMATED POPULATION	5002	5569	515	522	0	84	4848	247	158	
% STANDARD ERROR	1.7	1.0	16.9	18.1	0.0	*	2.1	31.0	18.8	
% WITH CAPABILITY	85.2	94.9	8.8	8.9	0.0	1.4	82.6	4.2	2.7	
2 ENGINE TURBOJET										
ESTIMATED POPULATION	4084	4006	570	832	8	35	3817	41	11	
% STANDARD ERROR	0.6	1.0	14.0	11.5	*	*	2.0	*	*	
% WITH CAPABILITY	99.0	97.1	13.8	20.2	0.2	0.8	92.5	1.0	0.3	
TURBOJET: OTHER										
ESTIMATED POPULATION	472	492	91	122	4	6	439	8	158	
% STANDARD ERROR	3.2	3.5	23.2	17.8	*	*	3.7	*	10.4	
% WITH CAPABILITY	71.1	74.2	13.7	18.4	0.6	0.9	66.3	1.2	23.8	
TURBOJET: TOTAL										
ESTIMATED POPULATION	4556	4498	661	954	12	41	4256	49	169	
% STANDARD ERROR	0.6	1.0	12.5	10.3	*	*	1.8	*	12.1	
% WITH CAPABILITY	95.1	93.9	13.8	19.9	0.2	0.8	88.9	1.0	3.5	

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 15

GENERAL AVIATION AVIONICS EQUIPMENT
BY
AIRCRAFT TYPE
1987

PAGE 9 OF 9

AIRCRAFT TYPE	GUIDANCE AND CONTROL EQUIPMENT								
	FLIGHT DIRECT	HSI	EFIS	FLTMGT COMPTR	1 AXIS AUTPLT	2 AXIS AUTPLT	3 AXIS AUTPLT	AUTO LAND	NO EQUIP
FIXED WING: TOTAL	29093	50268	3640	3078	14668	28297	45377	1569	145786
	2.5	2.1	9.2	9.2	5.2	3.4	1.8	16.1	0.8
	11.8	20.3	1.5	1.2	5.9	11.4	18.3	0.6	58.9
PISTON	51	39	7	4	6	0	0	9	5403
	*	*	*	*	*	0.0	0.0	*	0.8
	0.9	0.7	0.1	0.1	0.1	0.0	0.0	0.2	98.1
TURBINE	563	1225	90	147	6	110	368	80	3174
	14.8	10.6	34.5	33.3	*	44.8	18.2	36.5	4.1
	12.6	27.5	2.0	3.3	0.1	2.5	8.3	1.8	71.2
ROTORCRAFT: TOTAL	614	1264	97	151	11	110	368	89	8577
	14.6	10.5	35.2	33.0	*	44.8	18.2	36.4	1.6
	6.2	12.7	1.0	1.5	0.1	1.1	3.7	0.9	86.0
OTHER	91	37	12	15	0	1	8	30	9596
	*	*	*	*	0.0	*	*	*	0.6
	0.9	0.4	0.1	0.2	0.0	0.0	0.1	0.3	98.6
TOTAL	29798	51569	3749	3244	14679	28408	45753	1688	163960
	2.4	2.0	9.0	8.9	5.2	3.4	1.7	15.2	0.7
	11.2	19.3	1.4	1.2	5.5	10.6	17.1	0.6	61.4

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GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
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STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			PRECISION APPROACH EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
ALABAMA												
	799	1708	1517	352	2047	1185	762	1778	1634	1512	35	946
	23.7	15.7	16.5	35.7	14.5	18.6	23.8	15.4	16.2	16.7	*	21.6
% WITH CAPABILITY	28.4	60.8	54.0	12.5	72.9	42.2	27.1	63.3	58.2	53.8	1.2	33.7
ALASKA												
	4725	3658	2150	580	3049	690	5653	2369	1989	1502	44	6152
	8.7	10.1	13.2	25.9	11.0	22.4	7.9	11.9	13.3	14.9	*	7.6
% WITH CAPABILITY	54.3	42.0	24.7	6.7	35.0	7.9	65.0	27.2	22.9	17.3	0.5	70.7
ARIZONA												
	1996	3653	3291	806	4416	2684	1869	3279	3075	2570	46	2922
	14.5	11.0	11.7	21.5	9.9	12.7	14.3	11.6	11.9	13.1	*	11.7
% WITH CAPABILITY	31.8	58.1	52.4	12.8	70.3	42.7	29.7	52.2	48.9	40.9	0.7	46.5
ARKANSAS												
	725	1562	1516	633	1846	879	980	1516	1266	1282	39	1306
	24.7	16.7	16.8	25.4	15.2	20.6	21.0	16.7	17.9	17.8	*	18.3
% WITH CAPABILITY	25.7	55.3	53.7	22.4	65.3	31.1	34.7	53.6	44.8	45.4	1.4	46.2
CALIFORNIA												
	11765	22673	19083	3622	26366	17976	9888	20981	18853	18149	173	14827
	5.7	4.2	4.5	9.9	3.8	4.6	6.0	4.3	4.5	4.6	42.2	5.0
% WITH CAPABILITY	32.5	62.5	52.6	10.0	72.7	49.6	27.3	57.9	52.0	50.1	0.5	40.9
COLORADO												
	2054	2923	2785	628	3544	2227	1583	2677	2494	2271	18	2351
	14.5	12.1	12.5	25.2	11.1	13.7	15.9	12.7	13.0	13.6	*	13.3
% WITH CAPABILITY	40.1	57.0	54.3	12.3	69.1	43.4	30.9	52.2	48.6	44.3	0.3	45.8
CONNECTICUT												
	627	1548	1486	123	1645	1282	551	1472	1370	1356	19	724
	25.4	17.1	17.4	*	16.5	18.5	26.7	17.5	18.3	18.2	*	23.5
% WITH CAPABILITY	28.5	70.5	67.7	5.6	74.9	58.4	25.1	67.0	62.4	61.7	0.8	33.0
DELAWARE												
	432	616	651	104	919	698	140	853	779	753	0	207
	32.3	26.5	25.3	*	21.9	25.2	*	22.8	23.7	24.4	0.0	45.6
% WITH CAPABILITY	40.8	58.1	61.4	9.8	86.7	65.9	13.3	80.5	73.5	71.0	0.0	19.5

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			PRECISION APPROACH EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
D.C.												
	ESTIMATED POPULATION	10	55	38	2	52	40	15	51	42	51	16
	% STANDARD ERROR	*	*	*	*	*	*	*	*	*	0.0	*
	% WITH CAPABILITY	15.1	82.5	57.1	2.4	78.2	59.8	21.8	76.0	63.1	0.0	24.0
FLORIDA												
	ESTIMATED POPULATION	4284	10919	8677	958	11847	7991	3158	9749	9186	8796	90
	% STANDARD ERROR	10.0	6.1	6.8	19.1	5.8	7.0	11.3	6.4	6.6	6.7	*
	% WITH CAPABILITY	28.6	72.8	57.8	6.4	79.0	53.3	21.0	65.0	61.2	58.6	0.6
GEORGIA												
	ESTIMATED POPULATION	1791	3505	3365	647	3997	2386	1688	3481	3197	3158	36
	% STANDARD ERROR	15.6	11.2	11.3	23.1	10.4	13.3	15.5	11.1	11.5	11.6	*
	% WITH CAPABILITY	31.5	61.7	59.2	11.4	70.3	42.0	29.7	61.2	56.2	55.6	0.6
HAWAII												
	ESTIMATED POPULATION	175	489	337	51	584	370	125	290	240	265	0
	% STANDARD ERROR	43.2	30.1	33.8	*	26.8	32.5	*	35.8	39.9	38.2	0.0
	% WITH CAPABILITY	24.7	68.9	47.5	7.2	82.3	52.1	17.7	40.9	33.8	37.4	0.0
IDAHO												
	ESTIMATED POPULATION	978	1103	1106	538	1591	828	955	1077	1059	1000	4
	% STANDARD ERROR	21.0	19.7	20.1	29.6	16.9	23.0	20.9	20.1	20.5	21.1	*
	% WITH CAPABILITY	38.4	43.3	43.4	21.1	62.5	32.5	37.5	42.3	41.6	39.2	0.1
ILLINOIS												
	ESTIMATED POPULATION	2701	5281	5030	1274	6047	3573	2763	5135	4681	4377	0
	% STANDARD ERROR	13.0	9.0	9.3	17.3	8.4	10.8	12.3	9.1	9.5	9.8	0.0
	% WITH CAPABILITY	30.7	59.9	57.1	14.5	68.6	40.6	31.4	58.3	53.1	49.7	0.0
INDIANA												
	ESTIMATED POPULATION	1877	2637	2686	570	3407	2168	1345	2602	2428	2157	17
	% STANDARD ERROR	15.8	12.9	12.7	25.0	11.4	14.1	17.4	12.9	13.3	14.1	*
	% WITH CAPABILITY	39.5	55.5	56.5	12.0	71.7	45.6	28.3	54.8	51.1	45.4	0.4
IOWA												
	ESTIMATED POPULATION	787	1967	1640	724	2128	1429	1200	1771	1745	1678	56
	% STANDARD ERROR	24.1	15.1	16.3	22.2	14.5	17.7	18.0	15.9	16.1	16.4	*
	% WITH CAPABILITY	23.6	59.1	49.3	21.8	63.9	43.0	36.1	53.2	52.4	50.4	1.7

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			PRECISION APPROACH EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
KANSAS												
ESTIMATED POPULATION	1709	2062	2213	1033	2692	1398	1939	2109	2154	1908	41	2348
% STANDARD ERROR	15.9	14.4	13.9	20.3	12.7	16.8	14.8	14.2	14.0	14.8	*	13.5
% WITH CAPABILITY	36.9	44.5	47.8	22.3	58.1	30.2	41.9	45.5	46.5	41.2	0.9	50.7
KENTUCKY												
ESTIMATED POPULATION	606	1158	1238	285	1294	695	590	1016	915	942	20	837
% STANDARD ERROR	27.4	19.2	18.7	37.0	18.2	24.7	26.1	21.0	22.0	21.7	*	21.7
% WITH CAPABILITY	32.2	61.4	65.7	15.1	68.7	36.9	31.3	53.9	48.6	50.0	1.1	44.4
LOUISIANA												
ESTIMATED POPULATION	1055	2380	2070	438	2439	1648	1293	1919	1667	1563	23	1758
% STANDARD ERROR	20.5	13.7	14.6	32.6	13.4	16.2	18.7	14.9	15.7	16.4	*	16.1
% WITH CAPABILITY	28.3	63.8	55.5	11.7	65.3	44.2	34.7	51.4	44.7	41.9	0.6	47.1
MAINE												
ESTIMATED POPULATION	507	749	618	324	781	504	760	616	555	558	3	920
% STANDARD ERROR	29.9	24.4	27.0	35.1	24.0	30.2	23.5	27.3	28.8	28.5	*	21.4
% WITH CAPABILITY	32.9	48.6	40.1	21.0	50.7	32.7	49.3	40.0	36.0	36.2	0.2	59.7
MARYLAND												
ESTIMATED POPULATION	1395	1673	1924	387	2425	1638	807	1848	1583	1628	4	1374
% STANDARD ERROR	18.2	15.9	15.0	31.7	13.5	16.3	21.9	15.5	16.5	16.4	*	17.3
% WITH CAPABILITY	43.2	51.8	59.6	12.0	75.0	50.7	25.0	57.2	49.0	50.4	0.1	42.5
MASSACHUSETTS												
ESTIMATED POPULATION	1480	2262	2055	347	2960	2049	975	2241	2071	1961	19	1648
% STANDARD ERROR	17.3	13.7	14.6	34.6	12.2	14.6	20.1	13.8	14.5	14.9	*	16.1
% WITH CAPABILITY	37.6	57.5	52.2	8.8	75.2	52.1	24.8	56.9	52.6	49.8	0.5	41.9
MICHIGAN												
ESTIMATED POPULATION	2950	4996	4621	1274	5710	2998	2783	4481	4248	3895	98	3864
% STANDARD ERROR	12.4	9.3	9.6	18.2	8.7	11.5	12.3	9.7	9.9	10.3	*	10.6
% WITH CAPABILITY	34.7	58.8	54.4	15.0	67.2	35.3	32.8	52.8	50.0	45.9	1.2	45.5
MINNESOTA												
ESTIMATED POPULATION	2462	2138	2082	1421	2917	1396	2810	1960	1889	1613	38	3642
% STANDARD ERROR	13.3	13.8	14.5	17.2	12.3	17.1	12.0	14.8	15.0	16.2	*	10.7
% WITH CAPABILITY	43.0	37.3	36.3	24.8	50.9	24.4	49.1	34.2	33.0	28.2	0.7	63.6

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			PRECISION APPROACH EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
MISSISSIPPI												
	ESTIMATED POPULATION	688	1311	792	429	1339	700	970	1063	990	1012	29
	% STANDARD ERROR	25.6	18.6	23.0	32.1	18.1	24.8	21.9	20.2	21.0	20.9	*
% WITH CAPABILITY	29.8	56.8	34.3	18.6	58.0	30.3	42.0	46.0	42.9	43.8	1.3	53.9
MISSOURI												
	ESTIMATED POPULATION	2000	2416	2604	1084	3091	1982	2124	2672	2258	2107	10
	% STANDARD ERROR	14.8	13.2	12.9	20.5	11.7	14.6	14.4	12.7	13.7	14.2	*
% WITH CAPABILITY	38.4	46.3	49.9	20.8	59.3	38.0	40.7	51.2	43.3	40.4	0.2	47.9
MONTANA												
	ESTIMATED POPULATION	929	956	800	748	1294	779	1263	825	741	780	0
	% STANDARD ERROR	22.6	22.3	24.2	24.8	19.0	24.4	19.2	23.7	25.0	24.4	0.0
% WITH CAPABILITY	36.3	37.4	31.3	29.3	50.6	30.5	49.4	32.3	29.0	30.5	0.0	65.8
NEBRASKA												
	ESTIMATED POPULATION	798	1054	1024	728	1359	775	1185	1072	923	848	12
	% STANDARD ERROR	23.7	20.5	21.0	25.0	18.3	23.7	19.1	20.6	21.9	22.9	*
% WITH CAPABILITY	31.4	41.4	40.2	28.6	53.4	30.5	46.6	42.1	36.3	33.3	0.5	55.7
NEVADA												
	ESTIMATED POPULATION	735	1445	1110	189	1627	1172	640	1188	1019	960	18
	% STANDARD ERROR	24.7	17.4	19.4	32.0	16.2	19.2	24.4	18.8	19.8	20.5	*
% WITH CAPABILITY	32.4	63.7	49.0	8.4	71.8	51.7	28.2	52.4	45.0	42.3	0.8	47.2
NEW HAMPSHIRE												
	ESTIMATED POPULATION	584	875	791	123	990	680	529	898	878	820	2
	% STANDARD ERROR	27.5	22.3	23.9	*	21.3	25.7	27.1	22.5	22.7	23.5	*
% WITH CAPABILITY	38.4	57.6	52.1	8.1	65.2	44.8	34.8	59.1	57.8	54.0	0.1	37.8
NEW JERSEY												
	ESTIMATED POPULATION	1562	2451	2789	542	3261	2511	1151	2783	2537	2393	124
	% STANDARD ERROR	16.9	13.2	12.3	25.6	11.4	12.9	18.8	12.3	12.8	13.2	*
% WITH CAPABILITY	35.4	55.6	63.2	12.3	73.9	56.9	26.1	63.1	57.5	54.2	2.8	36.2
NEW MEXICO												
	ESTIMATED POPULATION	857	1343	1341	396	1747	1084	795	1346	1250	1111	30
	% STANDARD ERROR	22.5	18.1	18.1	31.8	16.2	20.2	21.5	18.2	18.8	20.0	*
% WITH CAPABILITY	33.7	52.8	52.7	15.6	68.7	42.6	31.3	53.0	49.2	43.7	1.2	46.8

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			PRECISION APPROACH EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
NEW YORK												
	2371	4176	3758	1362	4981	3164	2474	4154	3780	3535	89	3082
	13.4	10.1	10.7	16.1	9.2	11.4	12.4	10.0	10.5	10.8	*	11.3
% WITH CAPABILITY	31.8	56.0	50.4	18.3	66.8	42.4	33.2	55.7	50.7	47.4	1.2	41.3
NORTH CAROLINA												
	1472	3547	3432	531	4257	2634	1144	3456	3192	3031	11	1936
	17.2	10.9	11.2	27.9	10.0	12.5	18.8	11.2	11.6	11.9	*	14.6
% WITH CAPABILITY	27.3	65.7	63.5	9.8	78.8	48.8	21.2	64.0	59.1	56.1	0.2	35.8
NORTH DAKOTA												
	804	448	632	520	815	478	928	589	565	413	9	1104
	24.0	31.8	27.7	30.7	24.1	31.5	22.3	28.4	29.0	34.0	*	20.5
% WITH CAPABILITY	46.1	25.7	36.3	29.8	46.7	27.4	53.3	33.8	32.4	23.7	0.5	63.3
OHIO												
	3038	5129	4972	1253	5970	3986	2967	5179	4924	4690	142	3646
	12.0	9.2	9.3	18.3	8.5	10.2	11.9	9.0	9.3	9.4	49.6	10.9
% WITH CAPABILITY	34.0	57.4	55.6	14.0	66.8	44.6	33.2	57.9	55.1	52.5	1.6	40.8
OKLAHOMA												
	1882	2355	2290	722	3231	1759	1496	2538	2286	2067	0	2101
	15.7	13.5	13.7	23.7	11.7	15.4	17.1	13.2	13.8	14.6	0.0	14.4
% WITH CAPABILITY	39.8	49.8	48.4	15.3	68.3	37.2	31.7	53.7	48.4	43.7	0.0	44.5
OREGON												
	1681	2947	2264	733	3286	1871	1815	2563	2368	2182	0	2428
	16.1	12.2	13.8	23.8	11.6	15.2	15.0	12.9	13.6	14.0	0.0	13.4
% WITH CAPABILITY	33.0	57.8	44.4	14.4	64.4	36.7	35.6	50.2	46.4	42.8	0.0	47.6
PENNSYLVANIA												
	2512	4368	3576	1060	4867	3349	2439	4006	3394	3387	4	3242
	12.9	9.9	10.7	18.1	9.3	10.9	12.3	10.2	10.9	10.9	*	10.9
% WITH CAPABILITY	34.4	59.8	49.0	14.5	66.6	45.8	33.4	54.8	46.5	46.4	0.1	44.4
RHODE ISLAND												
	129	271	288	19	346	236	71	303	286	248	0	113
	*	40.0	41.2	*	37.1	45.1	*	39.7	40.9	43.3	0.0	*
% WITH CAPABILITY	30.9	65.2	69.2	4.5	83.0	56.7	17.0	72.8	68.6	59.5	0.0	27.2

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			PRECISION APPROACH EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
SOUTH CAROLINA	663	1137	1132	399	1510	927	674	1312	1168	1127	2	832
	25.5	19.9	19.8	33.7	17.1	21.7	25.7	18.7	19.6	19.9	*	22.5
	30.3	52.1	51.8	18.3	69.1	42.4	30.9	60.1	53.5	51.6	0.1	38.1
SOUTH DAKOTA	415	436	475	570	543	179	874	557	456	454	0	857
	32.0	32.5	30.8	28.2	29.1	49.4	22.4	29.0	32.0	32.1	0.0	22.4
	29.3	30.8	33.5	40.3	38.3	12.6	61.7	39.3	32.2	32.1	0.0	60.5
TENNESSEE	1240	2263	2335	439	3080	1598	546	2435	2379	2248	5	1169
	19.1	13.9	13.7	30.6	12.0	16.3	26.6	13.2	13.4	13.7	*	20.1
	34.2	62.4	64.4	12.1	84.9	44.1	15.1	67.2	65.6	62.0	0.1	32.2
TEXAS	7226	12103	11870	3210	14789	9684	7030	11924	11111	10634	357	9417
	7.6	5.8	5.8	11.1	5.2	6.3	7.5	5.8	5.9	6.1	35.2	6.6
	33.1	55.5	54.4	14.7	67.8	44.4	32.2	54.7	50.9	48.7	1.6	43.2
UTAH	382	917	749	81	997	623	355	772	708	699	2	540
	35.8	21.0	22.6	*	20.3	24.5	36.1	22.6	23.0	23.7	*	29.6
	28.3	67.9	55.4	6.0	73.8	46.1	26.2	57.1	52.4	51.7	0.1	39.9
VERMONT	329	379	310	120	441	103	295	353	317	280	0	381
	34.9	33.4	37.4	*	31.1	*	35.4	35.3	37.3	38.9	0.0	31.2
	44.6	51.4	42.0	16.3	59.9	14.0	40.1	47.9	43.0	38.0	0.0	51.7
VIRGINIA	1571	1911	2092	403	2609	1688	1080	2181	2036	1943	51	1445
	17.2	14.5	14.0	30.2	12.7	15.2	19.8	13.8	14.2	14.6	*	17.2
	42.6	51.8	56.7	10.9	70.7	45.8	29.3	59.1	55.2	52.7	1.4	39.2
WASHINGTON	3194	3700	3288	1357	4259	2350	3346	3468	3022	2829	42	3832
	11.6	10.8	11.5	17.8	10.1	13.5	11.2	11.3	12.0	12.5	*	10.5
	42.0	48.7	43.2	17.8	56.0	30.9	44.0	45.6	39.7	37.2	0.6	50.4

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STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			PRECISION APPROACH EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
WEST VIRGINIA												
	560	589	549	138	733	435	467	631	606	538	2	527
	29.5	27.7	28.9	*	25.2	31.9	30.8	27.1	27.6	29.2	*	29.2
% WITH CAPABILITY	46.7	49.1	45.7	11.5	61.1	36.2	38.9	52.5	50.5	44.8	0.2	43.9
WISCONSIN												
	2052	2316	2414	1211	3151	1618	2307	2542	2452	2175	5	2770
	15.0	15.4	13.3	18.8	11.7	16.2	13.6	12.9	13.2	13.9	*	12.6
% WITH CAPABILITY	37.6	42.4	44.2	22.2	57.7	29.6	42.3	46.6	44.9	39.9	0.1	50.7
WYOMING												
	280	676	536	165	761	375	354	593	497	510	0	498
	39.0	25.5	28.4	*	24.3	33.5	36.0	27.3	29.5	29.3	0.0	30.6
% WITH CAPABILITY	25.1	60.6	48.1	14.8	68.3	33.7	31.7	53.2	44.5	45.7	0.0	44.7
PUERTO RICO												
	167	239	244	87	322	141	132	278	244	256	2	171
	*	43.0	41.0	*	36.5	*	49.3	38.5	40.7	39.6	*	46.4
% WITH CAPABILITY	36.7	52.6	53.6	19.1	70.9	31.1	29.1	61.1	53.7	56.4	0.5	37.6
OTHER U.S. TERRITORIES												
	34	141	137	3	145	107	30	134	119	127	3	41
	*	*	*	*	*	*	*	*	*	*	*	*
% WITH CAPABILITY	19.5	80.4	78.5	1.8	82.7	61.3	17.3	76.6	68.1	72.5	1.6	23.4
TOTAL												
ESTIMATED POPULATION	92767	148699	135630	38959	177655	109360	89576	142322	130394	122793	2010	120423
% STANDARD ERROR	1.7	1.0	0.9	2.2	0.6	1.2	1.2	0.8	0.9	1.0	13.8	1.0
% WITH CAPABILITY	34.7	55.6	50.8	14.6	66.5	40.9	33.5	53.3	48.8	46.0	0.8	45.1

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
OPERATIONS OUTSIDE U.S.A TERRITORIES ARE NOT INCLUDED.

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STATE	VOR NAVIGATION EQUIPMENT					LONG RANGE NAV EQUIP				OTHER NAVIGATION EQUIP			
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHR LRNAV	RADAR ALTIM	WEATHER RADAR	NO NAV EQ	
ALABAMA	842	1584	1659	1481	1112	511	700	72	3	360	385	406	
	23.7	16.4	16.1	17.1	19.0	26.4	24.6	*	*	30.6	29.4	30.2	
	30.0	56.4	59.1	52.7	39.6	18.2	24.9	2.6	0.1	12.8	13.7	14.5	
ALASKA	4112	2638	2093	4126	982	222	1667	60	102	209	163	1409	
	9.6	11.3	13.5	9.3	19.2	40.3	14.3	*	*	37.1	*	17.2	
	47.3	30.3	24.0	47.4	11.3	2.6	19.2	0.7	1.2	2.4	1.9	16.2	
ARIZONA	1675	3548	3252	2970	2246	689	822	92	26	486	358	1293	
	16.0	11.3	11.7	12.1	14.0	25.1	23.4	47.1	*	27.5	31.9	16.3	
	26.6	56.4	51.7	47.3	35.7	11.0	13.1	1.5	0.4	7.7	5.7	20.6	
ARKANSAS	599	1681	1571	1486	977	278	812	56	43	258	409	718	
	28.1	15.9	16.5	16.9	19.8	35.4	22.2	41.0	37.9	30.8	27.9	24.0	
	21.2	59.5	55.6	52.6	34.6	9.8	28.7	2.0	1.5	9.1	14.5	25.4	
CALIFORNIA	9501	21931	20230	16863	12360	4007	6391	288	369	1973	1901	6227	
	8.6	4.3	4.4	4.8	5.5	9.5	8.2	24.3	20.5	12.7	11.9	7.3	
	26.2	60.5	55.8	46.5	34.1	11.1	17.6	0.8	1.0	5.4	5.2	17.2	
COLORADO	1526	2792	2725	2421	1721	516	800	62	15	272	393	1134	
	17.4	12.4	12.6	13.2	15.4	27.1	23.4	*	*	32.5	26.7	17.9	
	29.8	54.4	53.1	47.2	33.6	10.1	15.6	1.2	0.3	5.3	7.7	22.1	
CONNECTICUT	548	1563	1573	1491	899	299	622	41	10	140	161	218	
	27.7	17.1	17.0	17.5	21.8	36.1	26.4	*	*	42.4	43.7	38.2	
	25.0	71.2	71.6	67.9	40.9	13.6	28.3	1.9	0.4	6.4	7.3	9.9	
DELAWARE	203	782	789	707	582	236	326	7	30	143	149	127	
	48.1	23.7	23.6	24.5	26.6	39.3	36.0	*	*	46.3	47.4	*	
	19.1	73.7	74.4	66.7	54.9	22.2	30.8	0.7	2.9	13.5	14.1	12.0	

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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STATE	VOR NAVIGATION EQUIPMENT					LONG RANGE NAV EQUIP				OTHER NAVIGATION EQUIP			
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHR LRNAV	RADAR ALTIM	WEATHER RADAR	NO NAV EQ	
D. C.													
ESTIMATED POPULATION	20	51	42	44	42	0	23	20	20	23	23	15	
% STANDARD ERROR	0.0	*	*	*	*	0.0	*	0.0	0.0	*	*	*	
% WITH CAPABILITY	29.9	76.0	63.1	65.3	63.1	0.0	34.1	29.9	29.9	35.0	35.0	21.8	
FLORIDA													
ESTIMATED POPULATION	3211	9804	8397	8934	6572	2269	4777	218	141	1796	2672	2382	
% STANDARD ERROR	11.5	6.5	6.6	6.6	7.6	12.8	9.1	28.4	38.2	13.3	10.7	12.9	
% WITH CAPABILITY	21.4	65.3	60.0	59.5	43.8	15.1	31.8	1.5	0.9	12.0	17.8	15.9	
GEORGIA													
ESTIMATED POPULATION	1334	3512	3522	2876	2006	699	1817	99	6	663	654	986	
% STANDARD ERROR	18.4	11.2	11.1	12.2	14.4	23.1	15.4	43.5	*	22.9	22.3	18.8	
% WITH CAPABILITY	23.5	61.8	62.0	50.6	35.3	12.3	32.0	1.7	0.1	11.7	11.5	17.3	
HAWAII													
ESTIMATED POPULATION	143	467	251	306	192	69	92	6	5	30	40	120	
% STANDARD ERROR	*	31.0	38.7	37.2	42.5	*	*	*	*	*	*	*	
% WITH CAPABILITY	20.2	65.9	35.4	43.1	27.1	9.7	13.0	0.9	0.7	4.3	5.6	16.9	
IDAHO													
ESTIMATED POPULATION	848	1215	1245	1089	546	353	468	41	45	84	115	588	
% STANDARD ERROR	23.1	19.0	19.1	20.3	27.8	34.6	31.0	*	*	*	*	27.3	
% WITH CAPABILITY	33.3	47.7	48.9	42.7	21.4	13.9	18.4	1.6	1.8	3.3	4.5	23.1	
ILLINOIS													
ESTIMATED POPULATION	1874	5523	5218	4538	3517	1206	2432	188	99	829	1180	1560	
% STANDARD ERROR	15.5	8.8	9.1	9.7	10.8	17.5	13.3	35.4	34.0	18.6	16.9	15.6	
% WITH CAPABILITY	21.3	62.7	59.2	51.5	39.9	13.7	27.6	2.1	1.1	9.4	13.4	17.7	
INDIANA													
ESTIMATED POPULATION	1211	2845	2749	2419	1711	691	1217	90	5	572	509	888	
% STANDARD ERROR	19.2	12.6	12.6	13.3	15.4	22.5	19.5	35.0	*	23.3	24.3	20.7	
% WITH CAPABILITY	25.5	59.9	57.8	50.9	36.0	14.5	25.6	1.9	0.1	12.0	10.7	18.7	
IOWA													
ESTIMATED POPULATION	793	1789	1764	1768	1280	425	704	40	3	300	466	743	
% STANDARD ERROR	24.2	15.7	15.9	16.0	18.5	31.1	25.6	*	*	34.2	29.2	21.4	
% WITH CAPABILITY	23.8	53.8	53.0	53.1	38.5	12.8	21.2	1.2	0.1	9.0	14.0	22.3	

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STATE	VOR NAVIGATION EQUIPMENT					LONG RANGE NAV EQUIP			OTHER NAVIGATION EQUIP			
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHER LRNAV	RADAR ALTIM	WEATHER RADAR	NO NAV EQ
KANSAS	1148	2405	2185	2226	1366	738	917	37	102	325	354	1233
	19.1	13.6	14.0	13.8	16.9	22.8	22.1	*	48.1	31.8	28.9	18.1
	24.8	51.9	47.2	48.1	29.5	15.9	19.8	0.8	2.2	7.0	7.7	26.6
KENTUCKY	496	1136	1137	1061	636	226	411	67	8	192	268	383
	31.5	19.3	20.0	19.7	25.9	40.0	29.4	*	*	41.8	36.2	31.3
	26.3	60.3	60.3	56.3	33.7	12.0	21.8	3.5	0.4	10.2	14.2	20.3
LOUISIANA	583	2008	1819	2164	1165	379	1272	19	2	330	398	748
	26.6	14.6	15.2	14.1	18.3	30.6	19.1	*	*	29.2	27.9	24.2
	15.6	53.8	48.7	58.0	31.2	10.2	34.1	0.5	0.1	8.8	10.7	20.0
MAINE	502	622	624	703	277	75	318	0	2	36	79	408
	30.1	26.7	26.9	25.6	39.1	*	35.8	0.0	*	*	*	31.3
	32.6	40.4	40.5	45.6	17.9	4.9	20.7	0.0	0.1	2.3	5.1	26.5
MARYLAND	1014	1837	2003	1756	986	395	661	25	12	168	252	519
	21.3	15.3	14.8	15.8	20.6	32.1	26.1	*	*	45.2	37.1	26.9
	31.4	56.9	62.0	54.3	30.5	12.2	20.5	0.8	0.4	5.2	7.8	16.1
MASSACHUSETTS	1136	2288	2279	2196	1362	473	1498	53	17	366	282	555
	20.2	13.7	14.1	14.2	17.6	28.7	17.2	*	*	31.8	34.3	25.1
	28.9	58.2	57.9	55.8	34.6	12.0	38.1	1.3	0.4	9.3	7.2	14.1
MICHIGAN	2052	5209	4999	4318	2787	1045	2168	232	129	859	1031	1590
	14.7	9.2	9.3	9.8	12.0	18.6	14.3	30.8	47.7	18.8	18.0	15.9
	24.2	61.3	58.9	50.8	32.8	12.3	25.5	2.7	1.5	10.1	12.1	18.7
MINNESOTA	2223	2354	2419	2050	1376	399	689	19	22	329	323	1524
	13.9	13.6	13.6	14.5	17.5	29.9	24.6	*	*	33.2	31.6	16.4
	38.8	41.1	42.2	35.8	24.0	7.0	12.0	0.3	0.4	5.8	5.6	26.6

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STATE	VOR NAVIGATION EQUIPMENT					LONG RANGE NAV EQUIP			OTHER NAVIGATION EQUIP			
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHR LRNAV	RADAR ALTIM	WEATHER RADAR	NO NAV EQ
MISSISSIPPI	426	1275	1029	989	747	231	535	17	36	225	279	536
	32.8	18.8	20.7	21.1	23.3	38.8	29.3	*	*	38.0	35.8	27.3
	18.5	55.2	44.6	42.9	32.4	10.0	23.2	0.7	1.6	9.7	12.1	23.2
MISSOURI	1656	2679	2649	2316	1712	814	801	213	11	398	538	1221
	16.3	12.7	12.8	13.6	15.5	22.0	23.3	30.4	*	26.8	24.0	18.9
	31.8	51.4	50.8	44.4	32.8	15.6	15.4	4.1	0.2	7.6	10.3	23.4
MONTANA	804	845	923	894	615	252	442	2	0	70	133	1001
	24.0	23.3	22.5	22.7	27.6	43.3	32.0	*	0.0	*	*	22.0
	31.5	33.0	36.1	35.0	24.0	9.9	17.3	0.1	0.0	2.7	5.2	39.2
NEBRASKA	648	903	1006	1014	745	232	326	34	6	132	231	829
	26.7	21.8	21.0	21.0	24.1	39.8	38.4	*	*	*	39.2	22.8
	25.5	35.5	39.5	39.8	29.3	9.1	12.8	1.3	0.2	5.2	9.1	32.6
NEVADA	508	1310	1170	1055	817	238	305	88	8	203	174	550
	28.4	18.3	18.5	19.6	22.1	39.3	35.8	*	*	36.8	35.9	26.5
	22.4	57.8	51.6	46.5	36.0	10.5	13.5	3.9	0.4	8.9	7.7	24.3
NEW HAMPSHIRE	419	901	869	852	475	202	596	32	36	72	122	159
	33.0	22.1	23.0	23.1	30.3	44.5	28.0	*	*	*	*	38.7
	27.6	59.3	57.2	56.1	31.2	13.3	39.2	2.1	2.3	4.7	8.0	10.5
NEW JERSEY	1164	2699	2928	2629	1847	833	1269	215	74	491	661	669
	19.2	12.5	12.0	12.6	14.7	20.3	18.1	27.6	*	21.9	19.9	24.8
	26.4	61.2	66.4	59.6	41.9	18.9	28.8	4.9	1.7	11.1	15.0	15.2
NEW MEXICO	738	1177	1382	1350	1029	472	81	19	0	224	227	680
	24.9	19.4	17.9	18.2	20.5	29.9	*	*	0.0	40.1	37.8	24.0
	29.0	46.3	54.4	53.1	40.5	18.6	3.2	0.8	0.0	8.8	8.9	26.7

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STATE	VOR NAVIGATION EQUIPMENT					LONG RANGE NAV EQUIP			OTHER NAVIGATION EQUIP			
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHR LRNAV	RADAR ALTIM	WEATHER RADAR	NO NAV EQ
NEW YORK												
	ESTIMATED POPULATION	2103	4188	3867	3622	2211	993	235	185	673	832	1538
	% STANDARD ERROR	14.6	10.0	10.4	10.8	13.4	19.6	26.3	29.7	21.0	19.7	15.2
% WITH CAPABILITY	28.2	55.9	51.9	48.6	29.7	13.3	25.9	3.2	2.5	9.0	11.2	20.6
NORTH CAROLINA												
	ESTIMATED POPULATION	1573	3181	3409	3199	2157	1119	107	22	599	943	685
	% STANDARD ERROR	17.1	11.5	11.3	11.5	13.6	18.3	39.3	*	21.0	18.8	23.3
% WITH CAPABILITY	29.1	58.9	63.1	59.2	39.9	20.7	27.8	2.0	0.4	11.1	17.5	12.7
NORTH DAKOTA												
	ESTIMATED POPULATION	739	473	609	595	407	104	3	3	94	56	564
	% STANDARD ERROR	25.4	30.9	28.0	27.9	33.7	*	*	*	*	*	28.9
% WITH CAPABILITY	42.4	27.1	35.0	34.1	23.4	5.9	5.3	0.2	0.1	5.4	3.2	32.3
OHIO												
	ESTIMATED POPULATION	2271	5103	5237	4911	3428	1226	225	81	881	1194	1809
	% STANDARD ERROR	13.9	9.1	9.0	9.3	11.0	17.7	29.3	*	19.3	17.0	15.2
% WITH CAPABILITY	25.4	57.1	58.6	54.9	38.4	13.7	20.2	2.5	0.9	9.9	13.4	20.2
OKLAHOMA												
	ESTIMATED POPULATION	1464	2511	2519	2170	1603	435	36	83	286	177	1000
	% STANDARD ERROR	18.0	13.2	13.1	14.0	16.0	29.9	*	*	32.0	32.4	20.1
% WITH CAPABILITY	31.0	53.1	53.3	45.9	33.9	9.2	15.5	0.8	1.8	6.0	3.7	21.2
OREGON												
	ESTIMATED POPULATION	1493	2645	2560	2336	1711	664	58	11	440	262	1017
	% STANDARD ERROR	17.7	12.7	13.1	13.5	15.9	24.2	*	*	29.2	35.0	19.8
% WITH CAPABILITY	29.3	51.9	50.2	45.8	33.5	13.0	30.0	1.1	0.2	8.6	5.1	19.9
PENNSYLVANIA												
	ESTIMATED POPULATION	2098	4017	3714	3328	2445	1095	131	39	707	995	1521
	% STANDARD ERROR	14.5	10.2	10.5	11.1	12.5	18.1	32.5	48.5	19.5	17.6	15.1
% WITH CAPABILITY	28.7	55.0	50.8	45.6	33.5	15.0	22.6	1.8	0.5	9.7	13.6	20.8
RHODE ISLAND												
	ESTIMATED POPULATION	138	247	297	283	160	57	1	0	24	54	39
	% STANDARD ERROR	*	41.6	40.3	41.2	*	*	*	0.0	*	*	*
% WITH CAPABILITY	33.0	59.4	71.3	67.9	38.5	13.8	25.7	0.3	0.0	5.8	12.9	9.5

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STATE	VOR NAVIGATION EQUIPMENT					LONG RANGE NAV EQUIP			OTHER NAVIGATION EQUIP			
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHR LRNAV	RADAR ALTIM	WEATHER RADAR	NO NAV EQ
SOUTH CAROLINA	558	1241	1226	1314	847	288	572	99	163	123	287	343
	28.1	19.3	19.1	18.6	22.5	35.6	27.7	*	*	49.7	35.7	33.7
	25.5	56.8	56.1	60.1	38.8	13.2	26.2	4.5	7.4	5.6	13.2	15.7
SOUTH DAKOTA	435	466	542	457	172	60	57	8	0	24	61	606
	31.8	31.7	29.2	31.5	*	*	*	*	0.0	*	*	27.0
	30.7	32.9	38.2	32.3	12.1	4.2	4.0	0.5	0.0	1.7	4.3	42.8
TENNESSEE	959	2379	2447	2405	1570	533	1451	60	15	416	488	523
	21.7	13.6	13.4	13.4	16.3	24.3	17.9	*	*	26.2	26.6	27.1
	26.4	65.6	67.5	66.3	43.3	14.7	40.0	1.6	0.4	11.5	13.5	15.7
TEXAS	5927	11899	11777	11377	8460	3328	3769	518	173	2267	2243	4439
	8.4	5.8	5.8	5.9	6.7	10.4	10.7	20.2	32.5	11.3	11.4	9.3
	27.2	54.5	54.0	52.1	38.8	15.3	17.3	2.4	0.8	10.4	10.3	20.3
UTAH	380	781	836	749	519	197	359	14	19	122	254	189
	35.7	22.5	21.7	23.0	26.3	42.6	34.8	*	*	*	32.5	49.0
	28.1	57.8	61.9	55.4	38.4	14.6	26.6	1.0	1.4	9.0	18.8	14.0
VERMONT	192	426	380	355	156	49	181	0	0	39	39	160
	47.3	31.8	34.5	34.8	*	*	45.9	0.0	0.0	*	*	46.6
	26.0	57.8	51.6	48.1	21.2	6.6	24.5	0.0	0.0	5.2	5.4	21.7
VIRGINIA	1272	2010	2213	2056	1394	600	850	96	52	415	547	638
	18.8	14.3	13.7	14.1	16.6	25.7	22.2	42.3	49.8	25.9	24.2	25.2
	34.5	54.5	60.0	55.7	37.8	16.3	23.0	2.6	1.4	11.2	14.8	17.3
WASHINGTON	2329	3590	3142	2940	1848	533	1111	56	38	201	244	1965
	13.9	11.1	11.9	12.2	15.3	27.3	19.3	*	*	35.7	32.9	14.1
	30.6	47.2	41.3	38.7	24.3	7.0	14.6	0.7	0.5	2.6	3.2	25.8

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STATE	VOR NAVIGATION EQUIPMENT				LONG RANGE NAV EQUIP				OTHER NAVIGATION EQUIP			
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	LRNAV	OTHER ALTIM	WEATHER RADAR	NO NAV EQ
WEST VIRGINIA												
ESTIMATED POPULATION	426	750	739	585	476	183	325	4	0	84	137	187
% STANDARD ERROR	34.2	25.0	25.3	28.2	30.9	47.1	38.3	*	0.0	*	49.5	46.3
% WITH CAPABILITY	35.5	62.5	61.6	48.8	39.6	15.3	27.0	0.4	0.0	7.0	11.4	15.5
WISCONSIN												
ESTIMATED POPULATION	1568	2549	2572	2257	1416	598	1003	30	39	356	585	1480
% STANDARD ERROR	16.8	12.9	12.9	13.6	16.7	25.1	20.0	*	*	29.6	24.5	17.4
% WITH CAPABILITY	28.7	46.7	47.1	41.3	26.0	11.0	18.4	0.5	0.7	6.5	10.7	27.1
WYOMING												
ESTIMATED POPULATION	219	741	580	539	369	123	290	10	4	102	169	173
% STANDARD ERROR	42.8	24.8	27.4	28.9	34.2	*	40.3	*	*	*	48.0	*
% WITH CAPABILITY	19.7	66.4	52.0	48.4	33.1	11.0	26.0	0.9	0.4	9.2	15.1	15.5
PUERTO RICO												
ESTIMATED POPULATION	152	251	257	256	154	46	1	5	7	36	47	99
% STANDARD ERROR	*	40.4	40.6	41.2	*	*	*	*	*	*	*	*
% WITH CAPABILITY	33.4	55.3	56.5	56.3	33.9	10.1	0.3	1.1	1.5	8.0	10.3	21.8
OTHER U.S. TERRITORIES												
ESTIMATED POPULATION	36	114	123	163	99	32	31	3	3	25	17	9
% STANDARD ERROR	*	*	*	47.3	*	*	*	*	*	*	*	*
% WITH CAPABILITY	20.8	65.3	70.4	93.1	56.3	18.5	17.9	1.6	1.6	14.1	9.9	5.1
TOTAL												
ESTIMATED POPULATION	73242	146429	141449	131912	89581	33142	57461	4309	2457	21177	25509	54359
% STANDARD ERROR	2.0	1.0	0.7	0.9	1.2	2.6	2.3	5.8	9.0	2.8	2.4	1.6
% WITH CAPABILITY	27.4	54.8	52.9	49.4	33.5	12.4	21.5	1.6	0.9	7.9	9.5	20.3

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
OPERATIONS OUTSIDE U.S.A TERRITORIES ARE NOT INCLUDED.

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STATE	GUIDANCE AND CONTROL EQUIPMENT											
	FLIGHT DIRECT	HSI	EFIS	FLTMGT COMPT	1 AXIS AUTPLT	2 AXIS AUTPLT	3 AXIS AUTPLT	AUTO LAND	NO EQUIP			
ALABAMA												
ESTIMATED POPULATION	427	668	83	35	177	234	670	36	1627			
% STANDARD ERROR	28.8	23.8	*	*	*	44.5	23.5	*	16.5			
% WITH CAPABILITY	15.2	23.8	2.9	1.2	6.3	8.3	23.8	1.3	57.9			
ALASKA												
ESTIMATED POPULATION	162	613	3	8	80	107	123	63	7847			
% STANDARD ERROR	46.3	24.8	*	*	*	*	*	*	6.6			
% WITH CAPABILITY	1.9	7.0	0.0	0.1	0.9	1.2	1.4	0.7	90.2			
ARIZONA												
ESTIMATED POPULATION	427	979	82	83	239	770	993	2	3996			
% STANDARD ERROR	28.6	20.6	*	*	43.1	25.0	20.1	*	10.2			
% WITH CAPABILITY	6.8	15.6	1.3	1.3	3.8	12.3	15.8	0.0	63.6			
ARKANSAS												
ESTIMATED POPULATION	387	675	90	100	83	297	599	0	1663			
% STANDARD ERROR	28.8	24.1	48.8	41.7	*	38.9	23.5	0.0	16.4			
% WITH CAPABILITY	13.7	23.9	3.2	3.5	2.9	10.5	21.2	0.0	58.8			
CALIFORNIA												
ESTIMATED POPULATION	3657	6275	460	421	2778	4202	5123	389	22425			
% STANDARD ERROR	9.6	7.5	24.5	25.4	12.5	10.1	8.1	31.8	4.2			
% WITH CAPABILITY	10.1	17.3	1.3	1.2	7.7	11.6	14.1	1.1	61.9			
COLORADO												
ESTIMATED POPULATION	400	587	18	44	269	302	937	3	3502			
% STANDARD ERROR	28.0	23.2	*	*	41.6	38.6	20.1	*	11.2			
% WITH CAPABILITY	7.8	11.5	0.4	0.9	5.2	5.9	18.3	0.1	68.3			
CONNECTICUT												
ESTIMATED POPULATION	258	431	28	17	96	270	495	8	1263			
% STANDARD ERROR	36.2	29.1	*	*	*	40.2	28.4	*	18.9			
% WITH CAPABILITY	11.7	19.6	1.3	0.8	4.4	12.3	22.5	0.4	57.5			
DELAWARE												
ESTIMATED POPULATION	190	274	26	45	67	143	389	0	447			
% STANDARD ERROR	34.4	36.1	*	48.8	*	*	32.3	0.0	32.8			
% WITH CAPABILITY	18.0	25.9	2.4	4.2	6.3	13.5	36.7	0.0	42.2			

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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STATE	GUIDANCE AND CONTROL EQUIPMENT									
	FLIGHT DIRECT	HSI	EFIS	FLTMGT COMPT	1 AXIS AUTPLT	2 AXIS AUTPLT	3 AXIS AUTPLT	AUTO LAND	NO EQUIP	
D.C.	ESTIMATED POPULATION	23	34	20	20	0	14	26	0	17
	% STANDARD ERROR	*	48.1	0.0	0.0	0.0	*	*	0.0	*
	% WITH CAPABILITY	35.0	50.1	29.9	29.9	0.0	21.2	38.6	0.0	25.1
FLORIDA	ESTIMATED POPULATION	2313	3921	297	127	674	1912	3887	2	7799
	% STANDARD ERROR	11.8	9.3	34.1	44.7	25.8	15.4	9.3	*	7.4
	% WITH CAPABILITY	15.4	26.1	2.0	0.8	4.5	12.7	25.9	0.0	52.0
GEORGIA	ESTIMATED POPULATION	624	866	113	67	127	709	1056	104	3442
	% STANDARD ERROR	22.0	21.1	*	*	*	25.3	18.7	*	11.2
	% WITH CAPABILITY	11.0	15.2	2.0	1.2	2.2	12.5	18.6	1.8	60.5
HAWAII	ESTIMATED POPULATION	78	74	5	0	0	14	71	0	584
	% STANDARD ERROR	*	*	*	0.0	0.0	*	*	0.0	27.0
	% WITH CAPABILITY	10.9	10.4	0.7	0.0	0.0	2.0	10.0	0.0	82.4
IDAHO	ESTIMATED POPULATION	193	327	22	41	119	222	228	18	1787
	% STANDARD ERROR	42.3	35.9	*	*	*	46.3	40.8	*	15.7
	% WITH CAPABILITY	7.6	12.9	0.8	1.6	4.7	8.7	8.9	0.7	70.2
ILLINOIS	ESTIMATED POPULATION	1169	1812	75	227	877	958	1923	14	4839
	% STANDARD ERROR	16.9	14.3	39.6	34.2	23.2	22.5	13.8	*	9.4
	% WITH CAPABILITY	13.3	20.6	0.9	2.6	10.0	10.9	21.8	0.2	54.9
INDIANA	ESTIMATED POPULATION	531	1220	27	70	197	718	995	10	2598
	% STANDARD ERROR	23.2	17.2	41.5	*	*	26.4	18.6	*	13.2
	% WITH CAPABILITY	11.2	25.7	0.6	1.5	4.1	15.1	20.9	0.2	54.7
IOWA	ESTIMATED POPULATION	375	746	18	31	172	482	711	18	1856
	% STANDARD ERROR	31.9	24.1	*	*	*	31.3	24.1	*	15.0
	% WITH CAPABILITY	11.3	22.4	0.6	0.9	5.2	14.5	21.4	0.6	55.8

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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STATE	FLIGHT DIRECT	HSI	EFIS	FLTMGT COMPT	GUIDANCE AND CONTROL EQUIPMENT			AUTO LAND	NO EQUIP
					1 AXIS AUTPLT	2 AXIS AUTPLT	3 AXIS AUTPLT		
KANSAS	489	918	68	34	112	528	863	13	2914
ESTIMATED POPULATION	26.1	20.6	*	*	*	29.9	20.4	*	12.3
% STANDARD ERROR	10.6	19.8	1.5	0.7	2.4	11.4	18.6	0.3	62.9
% WITH CAPABILITY									
KENTUCKY	230	344	46	36	30	258	401	3	1184
ESTIMATED POPULATION	37.2	33.2	*	*	*	42.9	30.8	*	19.0
% STANDARD ERROR	12.2	18.3	2.4	1.9	1.6	13.7	21.3	0.1	61.8
% WITH CAPABILITY									
LOUISIANA	353	699	3	12	128	433	537	109	2287
ESTIMATED POPULATION	28.0	21.9	*	*	*	33.2	25.5	*	14.2
% STANDARD ERROR	9.5	18.7	0.1	0.3	3.4	11.6	14.4	2.9	61.3
% WITH CAPABILITY									
MAINE	72	219	1	0	21	137	139	3	1168
ESTIMATED POPULATION	*	46.2	*	0.0	*	*	*	*	19.3
% STANDARD ERROR	4.7	14.2	0.1	0.0	1.4	8.9	9.0	0.2	75.8
% WITH CAPABILITY									
MARYLAND	385	597	76	16	215	441	397	1	1860
ESTIMATED POPULATION	32.0	26.4	*	*	43.6	32.7	30.3	*	15.3
% STANDARD ERROR	11.9	18.5	2.4	0.5	6.7	13.6	12.3	0.0	57.6
% WITH CAPABILITY									
MASSACHUSETTS	416	946	47	19	181	751	637	39	2094
ESTIMATED POPULATION	29.9	21.4	*	*	48.5	25.3	24.6	*	14.2
% STANDARD ERROR	10.6	24.0	1.2	0.5	4.6	19.1	16.2	1.0	53.2
% WITH CAPABILITY									
MICHIGAN	977	1489	237	112	528	852	1472	91	5337
ESTIMATED POPULATION	18.4	15.9	34.8	43.6	31.3	23.0	15.7	*	9.0
% STANDARD ERROR	11.5	17.5	2.8	1.3	6.2	10.0	17.3	1.1	62.8
% WITH CAPABILITY									
MINNESOTA	316	713	71	32	298	406	731	41	4081
ESTIMATED POPULATION	33.0	23.8	*	*	40.8	32.3	23.3	*	10.1
% STANDARD ERROR	5.5	12.4	1.2	0.6	5.2	7.1	12.8	0.7	71.3
% WITH CAPABILITY									

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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STATE	GUIDANCE AND CONTROL EQUIPMENT									
	FLIGHT DIRECT	HSI	EFIS	FLTMGT COMPTR	1 AXIS AUTPLT	2 AXIS AUTPLT	3 AXIS AUTPLT	AUTO LAND	NO EQUIP	
MISSISSIPPI	325	524	45	0	69	256	363	36	1545	
	35.9	28.3	*	0.0	*	43.5	31.0	*	17.3	
	14.1	22.7	1.9	0.0	3.0	11.1	15.7	1.5	66.9	
MISSOURI	449	1064	47	76	252	567	995	3	3150	
	25.2	19.2	*	*	40.7	29.1	19.5	*	11.8	
	8.6	20.4	0.9	1.5	4.8	10.9	19.1	0.1	60.4	
MONTANA	76	418	33	6	126	266	196	0	1876	
	*	33.1	*	*	*	42.8	46.7	0.0	15.8	
	3.0	16.4	1.3	0.2	4.9	10.4	7.7	0.0	73.4	
NEBRASKA	283	341	14	11	181	214	326	27	1752	
	36.8	33.6	*	*	*	48.6	33.1	*	16.0	
	11.1	13.4	0.5	0.4	7.1	8.4	12.8	1.1	68.9	
NEVADA	296	389	57	14	205	191	326	0	1439	
	33.8	30.2	*	*	47.3	49.1	29.7	0.0	17.2	
	13.1	17.1	2.5	0.6	9.1	8.4	14.4	0.0	63.5	
NEW HAMPSHIRE	86	155	8	49	61	283	102	2	1030	
	*	43.9	*	*	*	40.6	*	*	20.6	
	5.7	10.2	0.5	3.2	4.0	18.7	6.7	0.1	67.8	
NEW JERSEY	621	1180	49	81	211	508	1044	4	2332	
	20.8	17.3	44.8	46.5	48.3	29.6	18.4	*	13.7	
	14.1	26.8	1.1	1.8	4.8	11.5	23.7	0.1	52.8	
NEW MEXICO	406	587	58	90	129	199	603	0	1391	
	31.8	26.0	*	*	*	46.6	26.8	0.0	17.6	
	16.0	23.1	2.3	3.5	5.1	7.8	23.7	0.0	54.7	

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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STATE	GUIDANCE AND CONTROL EQUIPMENT											AUTO LAND	NO EQUIP
	FLIGHT DIRECT	HSI	EFIS	FLTMGT COMPTR	1 AXIS AUTPLT	2 AXIS AUTPLT	3 AXIS AUTPLT						
NEW YORK	ESTIMATED POPULATION	1054	1670	131	135	478	488	1542	28	4201			
	% STANDARD ERROR	17.5	15.3	42.1	31.9	30.3	30.3	15.9	*	9.9			
	% WITH CAPABILITY	14.1	22.4	1.8	1.8	6.4	6.5	20.7	0.3	56.3			
NORTH CAROLINA	ESTIMATED POPULATION	920	1522	396	185	267	748	1387	76	2621			
	% STANDARD ERROR	19.5	15.9	33.5	42.8	42.6	25.0	16.6	*	12.8			
	% WITH CAPABILITY	17.0	28.2	7.3	3.4	4.9	13.9	25.7	1.4	48.5			
NORTH DAKOTA	ESTIMATED POPULATION	116	212	0	4	65	7	165	0	1422			
	% STANDARD ERROR	*	44.6	0.0	*	*	*	*	0.0	18.3			
	% WITH CAPABILITY	6.7	12.2	0.0	0.2	3.7	0.4	9.5	0.0	81.6			
OHIO	ESTIMATED POPULATION	1186	2153	208	139	638	1285	1808	130	4662			
	% STANDARD ERROR	17.2	13.7	40.5	41.9	26.0	18.6	14.3	*	9.7			
	% WITH CAPABILITY	13.3	24.1	2.3	1.6	7.1	14.4	20.2	1.5	52.2			
OKLAHOMA	ESTIMATED POPULATION	365	696	7	50	305	786	770	3	2711			
	% STANDARD ERROR	28.4	23.7	*	*	36.8	24.8	22.6	*	12.8			
	% WITH CAPABILITY	7.7	14.7	0.2	1.1	6.5	16.6	16.3	0.1	57.3			
OREGON	ESTIMATED POPULATION	573	813	81	20	225	586	795	0	3317			
	% STANDARD ERROR	25.8	22.5	*	*	42.8	28.9	22.0	0.0	11.4			
	% WITH CAPABILITY	11.2	15.9	1.6	0.4	4.4	11.5	15.6	0.0	65.0			
PENNSYLVANIA	ESTIMATED POPULATION	965	1493	46	41	344	835	1100	68	4561			
	% STANDARD ERROR	17.7	15.3	*	*	36.4	23.5	16.8	*	9.6			
	% WITH CAPABILITY	13.2	20.4	0.6	0.6	4.7	11.4	15.1	0.9	62.4			
RHODE ISLAND	ESTIMATED POPULATION	24	99	2	6	20	7	95	0	233			
	% STANDARD ERROR	*	*	*	*	*	*	*	0.0	44.2			
	% WITH CAPABILITY	5.8	23.9	0.4	1.5	4.8	1.8	22.8	0.0	55.9			

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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STATE	GUIDANCE AND CONTROL EQUIPMENT										
	FLIGHT DIRECT	HSI	EFIS	FLTMGT COMPTR	1 AXIS AUTPLT	2 AXIS AUTPLT	3 AXIS AUTPLT	AUTO LAND	NO EQUIP		
SOUTH CAROLINA	344	452	112	54	120	401	447	0	1134		
	33.4	29.9	*	*	*	34.8	29.5	0.0	19.8		
	15.8	20.7	5.1	2.5	5.5	18.4	20.5	0.0	51.9		
SOUTH DAKOTA	32	92	5	3	48	100	81	2	1140		
	*	*	*	*	*	*	*	*	19.8		
	2.3	6.5	0.4	0.2	3.4	7.0	5.7	0.1	80.4		
TENNESSEE	475	1024	42	67	228	465	792	59	1775		
	26.1	19.9	*	*	47.8	31.8	21.6	*	15.8		
	13.1	28.2	1.1	1.9	6.3	12.8	21.8	1.6	48.9		
TEXAS	3427	5239	266	222	1586	1931	4772	83	12251		
	9.6	8.2	35.6	29.0	17.3	15.4	8.4	*	5.8		
	15.7	24.0	1.2	1.0	7.3	8.9	21.9	0.4	56.1		
UTAH	290	450	10	5	96	99	290	2	685		
	35.5	28.8	*	*	*	*	36.3	*	25.9		
	21.5	33.3	0.8	0.4	7.1	7.3	21.5	0.1	50.7		
VERMONT	84	99	2	0	80	87	81	3	479		
	*	*	*	0.0	*	*	*	*	28.4		
	11.4	13.5	0.3	0.0	10.8	11.8	10.9	0.4	65.0		
VIRGINIA	628	717	43	28	297	468	908	28	1813		
	23.3	21.6	48.8	*	37.4	32.0	19.9	*	15.5		
	17.0	19.4	1.2	0.8	8.0	12.7	24.6	0.8	49.1		
WASHINGTON	353	916	39	89	374	662	524	48	5623		
	31.7	21.3	*	*	34.2	25.9	27.5	*	8.7		
	4.6	12.0	0.5	1.2	4.9	8.7	6.9	0.6	73.9		

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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STATE	GUIDANCE AND CONTROL EQUIPMENT								
	FLIGHT DIRECT	HSI	EFIS	FLTMGT COMPTR	1 AXIS AUTPLT	2 AXIS AUTPLT	3 AXIS AUTPLT	AUTO LAND	NO EQUIP
WEST VIRGINIA	117	212	8	5	6	246	173	2	745
	*	43.1	*	*	*	45.1	45.8	*	25.0
	9.7	17.6	0.6	0.4	0.5	20.5	14.4	0.2	62.1
WISCONSIN	552	1107	2	54	197	681	621	30	3559
	25.0	19.4	*	*	47.8	26.4	22.9	*	11.1
	10.1	20.3	0.0	1.0	3.6	12.5	11.4	0.6	65.2
WYOMING	182	234	16	26	68	46	228	7	756
	46.5	40.1	*	*	*	*	41.1	*	25.0
	16.3	21.0	1.5	2.3	6.1	4.1	20.4	0.6	67.8
PUERTO RICO	35	89	8	1	17	32	82	0	299
	*	*	*	*	*	*	*	0.0	35.6
	7.8	19.5	1.7	0.3	3.7	6.9	18.1	0.0	65.9
OTHER U.S. TERRITORIES	22	36	3	3	12	12	49	3	91
	*	*	*	*	*	*	*	*	*
	12.4	20.7	1.6	1.6	7.1	7.1	28.1	1.6	52.1
TOTAL	29798	51569	3749	3244	14679	28408	45753	1688	163960
	2.4	2.0	9.0	8.9	5.2	3.4	1.7	15.2	0.7
	11.2	19.3	1.4	1.2	5.5	10.6	17.1	0.6	61.4

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
OPERATIONS OUTSIDE U.S.A TERRITORIES ARE NOT INCLUDED.

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REGION	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			PRECISION APPROACH EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
ALASKAN												
	4725	3658	2150	580	3049	690	5653	2369	1989	1502	44	6152
	8.7	10.1	13.2	25.9	11.0	22.4	7.9	11.9	13.3	14.9	*	7.6
	54.3	42.0	24.7	6.7	35.0	7.9	65.0	27.2	22.9	17.3	0.5	70.7
CENTRAL												
	5294	7499	7480	3570	9269	5585	6449	7624	7080	6541	118	7774
	9.0	7.5	7.5	10.7	6.7	8.6	8.0	7.4	7.7	8.0	*	7.3
	33.7	47.7	47.6	22.7	59.0	35.5	41.0	48.5	45.0	41.6	0.8	49.5
EASTERN												
	10414	15840	15377	3998	19848	13523	8573	16507	14757	14228	273	11489
	6.4	5.0	5.0	9.3	4.4	5.3	6.6	4.9	5.1	5.2	37.4	5.7
	36.6	55.7	54.1	14.1	69.8	47.6	30.2	58.1	51.9	50.1	1.0	40.4
GREAT LAKES												
	16300	23382	22911	8093	28560	16397	16778	23044	21843	19775	309	21565
	5.1	4.1	4.1	6.8	3.6	4.8	4.7	4.1	4.2	4.4	32.9	4.2
	36.0	51.6	50.5	17.9	63.0	36.2	37.0	50.8	47.7	43.6	0.7	47.6
NEW ENGLAND												
	3655	6085	5548	1056	7162	4854	3182	5883	5477	5223	42	4362
	10.9	8.4	8.9	19.2	7.8	9.4	11.1	8.6	8.9	9.1	*	9.6
	35.3	58.8	53.6	10.2	69.2	46.9	30.8	56.9	52.9	50.5	0.4	42.2
NORTHWEST MOUNTAIN												
	9498	13222	11528	4250	15732	9053	7874	11975	10887	10271	66	12685
	4.3	3.4	3.4	6.0	3.0	3.9	4.1	3.4	3.5	3.6	28.2	3.5
	34.8	54.0	50.1	15.8	65.2	39.5	34.8	51.1	46.6	44.1	0.8	46.6
SOUTHERN												
	11744	25928	22488	4140	29838	18364	9694	24702	23024	22209	357	14344
	5.1	3.7	4.0	8.6	3.3	4.1	5.3	3.8	4.0	4.1	35.7	4.3
	32.2	62.1	52.3	10.2	72.5	48.8	27.5	56.5	50.9	48.2	0.5	42.3

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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REGION	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			PRECISION APPROACH EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
SOUTHWESTERN	11745	19443	19087	5439	24052	15054	11594	19243	17580	16857	448	15772
	6.2	4.7	4.2	8.9	5.1	4.7	6.1	4.9	5.5	5.2	34.2	5.2
	29.3	57.2	16.1	12.6	70.9	38.7	29.0	60.2	51.2	50.5	0.5	40.1
WESTERN-PACIFIC	14996	27776	23484	4617	32409	21832	12397	25448	22947	21679	273	18820
	6.0	3.8	4.0	9.5	3.5	4.5	6.3	3.9	4.0	4.1	39.0	4.3
	29.7	65.6	57.8	10.5	75.5	46.5	24.5	62.5	58.3	56.2	0.6	36.3
TOTAL	92767	148699	135630	38959	177655	109360	89576	142322	130394	122793	2010	120423
	1.7	1.0	0.9	2.2	0.6	1.2	1.2	0.8	0.9	1.0	13.8	1.0
	34.7	55.6	50.8	14.6	66.5	40.9	33.5	53.3	48.8	46.0	0.8	45.1

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
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TABLE 2 - 17

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE REGION OF AIRCRAFT
1987

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REGION	VOR NAVIGATION EQUIPMENT					LONG RANGE NAV EQUIP			OTHER NAVIGATION EQUIP			
	VOR 100CH	VOR 200CH	VOR 2+	ADF	DME	RNAV	LORAN	OMEGA	OTHTR LRNAV	RADAR ALTIM	WEATHER RADAR	NAV EQ NO
ALASKAN												
ESTIMATED POPULATION	4112	2638	2093	4126	982	222	1667	60	102	209	163	1409
% STANDARD ERROR	9.6	11.3	13.5	9.3	19.2	40.3	14.3	*	*	37.1	*	17.2
% WITH CAPABILITY	47.3	30.3	24.0	47.4	11.3	2.6	19.2	0.7	1.2	2.4	1.9	16.2
CENTRAL												
ESTIMATED POPULATION	4245	7776	7604	7324	5102	2209	2748	324	122	1154	1590	4025
% STANDARD ERROR	10.1	7.4	7.4	7.6	8.9	13.2	12.7	23.8	42.1	16.5	14.4	9.9
% WITH CAPABILITY	27.0	49.5	48.4	46.6	32.5	14.1	17.5	2.1	0.8	7.3	10.1	25.6
EASTERN												
ESTIMATED POPULATION	8300	16313	16296	14727	9983	4335	7035	734	413	2704	3596	5214
% STANDARD ERROR	7.2	4.9	4.9	5.1	6.1	9.1	7.7	13.7	17.5	9.8	9.0	8.2
% WITH CAPABILITY	29.2	57.4	57.3	51.8	35.1	15.3	24.8	2.6	1.5	9.5	12.7	18.3
GREAT LAKES												
ESTIMATED POPULATION	12374	24523	24344	21544	14816	5328	9466	794	378	3945	4939	10021
% STANDARD ERROR	5.8	4.0	3.9	4.2	5.0	8.0	6.6	15.7	25.2	8.6	7.9	6.0
% WITH CAPABILITY	27.3	54.1	53.7	47.5	32.7	11.8	20.9	1.8	0.8	8.7	10.9	22.1
NEW ENGLAND												
ESTIMATED POPULATION	2934	6046	6021	5880	3329	1155	3322	127	64	677	738	1539
% STANDARD ERROR	12.3	8.4	8.6	8.6	11.2	18.3	11.4	45.3	*	22.0	21.6	15.0
% WITH CAPABILITY	28.4	58.5	58.2	56.8	32.2	11.2	32.1	1.2	0.6	6.5	7.1	14.9
NORTHWEST MOUNTAIN												
ESTIMATED POPULATION	7599	12609	12011	10968	7329	2638	4988	243	132	1291	1575	6067
% STANDARD ERROR	5.0	3.4	3.4	3.5	4.1	8.8	5.9	14.4	22.0	7.5	7.2	5.0
% WITH CAPABILITY	27.7	52.2	50.9	48.3	33.7	12.3	19.1	1.5	0.7	7.6	8.2	22.4
SOUTHERN												
ESTIMATED POPULATION	9587	24477	23806	22678	15900	5954	11799	747	401	4441	6040	6397
% STANDARD ERROR	5.8	3.8	3.9	4.2	4.8	8.5	7.5	19.6	19.4	10.8	10.5	6.3
% WITH CAPABILITY	26.0	59.9	54.7	46.6	34.3	11.0	16.8	1.0	0.9	5.9	5.4	18.0

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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GENERAL AVIATION AVIONICS EQUIPMENT
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REGION	VOR NAVIGATION EQUIPMENT					LONG RANGE NAV EQUIP			OTHER NAVIGATION EQUIP			
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHR LRNAV	RADAR ALTIM	WEATHER RADAR	NO NAV EQ
SOUTHWESTERN												
	9311	19276	19068	18547	13234	4892	7578	648	301	3365	3454	7585
	7.1	4.8	5.4	5.8	4.3	8.3	7.8	16.1	30.1	9.0	8.8	7.2
% STANDARD ERROR	27.3	58.2	58.8	57.1	42.2	19.6	13.1	1.9	1.1	12.9	15.0	17.1
% WITH CAPABILITY												
WESTERN-PACIFIC												
	11684	26789	24652	20888	15423	4934	7518	468	403	2663	2433	8070
	6.7	4.0	3.9	4.0	4.7	7.5	5.8	16.6	28.1	8.0	6.9	7.5
% STANDARD ERROR	24.3	62.0	60.3	57.3	40.2	15.1	29.8	1.9	1.0	11.2	15.3	16.2
% WITH CAPABILITY												
TOTAL												
	73242	146429	141449	131912	89581	33142	57461	4309	2457	21177	25509	54359
	2.0	1.0	0.7	0.9	1.2	2.6	2.3	5.8	9.0	2.8	2.4	1.6
% STANDARD ERROR	27.4	54.8	52.9	49.4	33.5	12.4	21.5	1.6	0.9	7.9	9.5	20.3
% WITH CAPABILITY												

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GENERAL AVIATION AVIONICS EQUIPMENT
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REGION	GUIDANCE AND CONTROL EQUIPMENT									
	FLIGHT DIRECT	HSI	EFIS	FLTMGT COMPT	1 AXIS AUTPLT	2 AXIS AUTPLT	3 AXIS AUTPLT	AUTO LAND	NO EQUIP	
ALASKAN	162	613	3	8	80	107	123	63	7847	
	46.3	24.8	*	*	*	*	*	*	6.6	
	1.9	7.0	0.0	0.1	0.9	1.2	1.4	0.7	90.2	
CENTRAL	1596	3069	148	152	717	1791	2896	61	9672	
	14.4	11.3	40.0	44.1	24.9	16.2	11.2	*	6.6	
	10.2	19.5	0.9	1.0	4.6	11.4	18.4	0.4	61.5	
EASTERN	3983	6177	400	370	1618	3143	5578	129	15974	
	8.6	7.5	22.3	18.6	16.4	11.9	7.8	*	5.0	
	14.0	21.7	1.4	1.3	5.7	11.1	19.6	0.5	56.2	
GREAT LAKES	4880	8789	625	641	2848	5007	7795	319	27638	
	8.0	6.4	21.1	19.8	12.8	9.4	6.5	35.2	3.7	
	10.8	19.4	1.4	1.4	6.3	11.0	17.2	0.7	61.0	
NEW ENGLAND	940	1950	89	91	459	1535	1548	55	6266	
	19.5	14.5	*	*	30.6	17.4	15.8	*	8.2	
	9.1	18.8	0.9	0.9	4.4	14.8	15.0	0.5	60.6	
NORTHWEST MOUNTAIN	2070	3745	219	231	1277	2183	3198	78	16546	
	6.5	5.4	21.6	18.9	11.3	8.7	5.5	35.3	3.1	
	11.5	19.1	1.1	1.2	5.7	9.5	17.2	0.4	62.0	
SOUTHERN	5715	9446	1145	575	1721	5027	9134	319	26496	
	8.6	6.7	22.8	22.7	11.6	9.1	7.2	31.7	3.6	
	9.8	17.0	1.3	1.1	7.1	11.4	14.3	0.9	62.5	

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 17

GENERAL AVIATION AVIONICS EQUIPMENT
BYBASE REGION OF AIRCRAFT
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PAGE 6 OF 6

REGION	GUIDANCE AND CONTROL EQUIPMENT										NO EQUIP
	FLIGHT DIRECT	HSI	EFIS	FLTMGT COMPT	1 AXIS AUTPLT	2 AXIS AUTPLT	3 AXIS AUTPLT	AUTO LAND			
SOUTHWESTERN	4938	7896	424	474	2231	3646	7281	195		20303	
	8.6	6.4	40.1	30.1	14.3	12.2	6.2	40.4		4.2	
	12.9	21.3	0.3	1.4	7.8	11.1	21.1	0.3		50.1	
WESTERN-PACIFIC	4380	7643	599	518	3222	5163	6442	391		27860	
	7.4	6.0	18.6	23.9	16.4	9.4	5.9	34.5		4.3	
	14.4	23.9	2.9	1.5	4.4	12.7	23.1	0.8		54.4	
TOTAL	29798	51569	3749	3244	14679	28408	45753	1688		163960	
	2.4	2.0	9.0	8.9	5.2	3.4	1.7	15.2		0.7	
	11.2	19.3	1.4	1.2	5.5	10.6	17.1	0.6		61.4	

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TABLE 2 - 18

GENERAL AVIATION AVIONICS EQUIPMENT
BY
PRIMARY USE
1987

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PRIMARY USE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			PRECISION APPROACH EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
EXECUTIVE												
ESTIMATED POPULATION	1171	10939	10486	113	11623	10763	272	11387	11153	11119	151	493
% STANDARD ERROR	16.2	3.9	4.1	*	3.8	3.9	36.0	3.8	3.8	3.9	38.3	26.8
% WITH CAPABILITY	9.8	92.0	88.2	0.9	97.7	90.5	2.3	95.7	93.8	93.5	1.3	4.1
BUSINESS												
ESTIMATED POPULATION	10746	30452	32546	864	37512	28892	2480	34499	34002	32207	619	4664
% STANDARD ERROR	6.0	3.2	3.0	20.6	2.7	3.1	11.9	2.9	2.9	3.0	26.2	8.9
% WITH CAPABILITY	26.9	76.1	81.4	2.2	93.8	72.2	6.2	86.3	85.0	80.5	1.5	11.7
PERSONAL												
ESTIMATED POPULATION	53059	67049	62069	11882	23682	44603	40085	63312	56086	52427	509	59160
% STANDARD ERROR	2.3	2.0	2.0	4.6	1.6	2.6	2.2	2.0	2.2	2.3	27.7	1.8
% WITH CAPABILITY	42.9	54.2	50.1	9.6	67.6	36.0	32.4	51.2	45.3	42.4	0.4	47.0
INSTRUCTIONAL												
ESTIMATED POPULATION	5112	10158	6410	782	11910	5179	3671	8353	6486	6008	29	7111
% STANDARD ERROR	9.1	6.4	8.3	19.7	5.8	9.3	10.4	7.2	8.2	8.6	*	7.3
% WITH CAPABILITY	32.8	65.2	41.1	5.0	76.4	33.2	23.6	53.6	41.6	38.6	0.2	45.6
AERIAL APPLICATION												
ESTIMATED POPULATION	765	787	341	4949	619	218	5849	221	193	205	4	6242
% STANDARD ERROR	21.3	19.6	29.2	3.8	23.8	37.2	3.1	33.6	35.8	34.5	*	3.4
% WITH CAPABILITY	11.8	12.2	5.3	76.5	9.6	3.4	90.4	3.4	3.0	3.2	0.1	96.5
AERIAL OBSERVATION												
ESTIMATED POPULATION	1351	3155	2235	556	3468	1941	1434	2347	1870	1675	102	2420
% STANDARD ERROR	17.2	11.1	13.4	22.5	10.7	14.2	15.0	13.2	14.9	15.5	*	11.9
% WITH CAPABILITY	27.6	64.4	45.6	11.4	70.7	39.6	29.3	47.9	38.1	34.2	2.1	49.4
OTHER WORK USE												
ESTIMATED POPULATION	555	876	514	214	815	393	801	313	227	214	0	1296
% STANDARD ERROR	24.6	20.0	29.3	39.5	20.9	28.9	20.1	37.7	42.2	43.5	0.0	15.6
% WITH CAPABILITY	34.4	54.2	31.8	13.2	50.4	24.3	49.6	19.4	14.1	13.2	0.0	80.2
COMPUTER A/R CARRIER												
ESTIMATED POPULATION	95	997	695	2	869	814	151	1009	935	911	27	12
% STANDARD ERROR	*	15.8	19.3	*	17.8	18.0	43.4	15.6	17.0	17.4	*	*
% WITH CAPABILITY	9.3	97.7	88.1	0.2	85.2	79.8	14.8	98.9	91.6	89.3	2.7	1.1

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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GENERAL AVIATION AVIONICS EQUIPMENT
BY
PRIMARY USE
1987

PAGE 2 OF 6

PRIMARY USE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			PRECISION APPROACH EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
AIR TAXI												
ESTIMATED POPULATION	1048	5216	4580	111	5382	4366	799	4782	4704	4594	155	1333
% STANDARD ERROR	19.1	7.8	8.5	*	7.8	8.7	22.0	8.3	8.4	8.5	*	15.2
% WITH CAPABILITY	17.0	84.4	74.1	1.8	87.1	70.6	12.9	77.4	76.1	74.3	2.5	21.6
OTHER												
ESTIMATED POPULATION	1276	3861	2619	769	3757	2604	2023	2651	2446	2514	92	3076
% STANDARD ERROR	15.7	9.3	10.4	21.8	9.2	10.6	13.3	10.7	11.0	10.9	48.0	10.7
% WITH CAPABILITY	22.1	66.8	45.3	13.3	65.0	45.1	35.0	45.9	42.3	43.5	1.6	53.2
INACTIVE												
ESTIMATED POPULATION	17839	11746	11805	21584	15587	7610	34052	11598	10843	9359	350	37067
% STANDARD ERROR	3.8	5.3	4.1	2.7	3.3	6.4	1.5	4.0	4.1	4.7	39.3	1.3
% WITH CAPABILITY	35.9	23.7	23.8	43.5	31.4	15.3	68.6	23.4	21.8	18.9	0.7	74.7
TOTAL												
ESTIMATED POPULATION	92767	148699	135630	38959	177655	109360	89576	142322	130394	122793	2010	120423
% STANDARD ERROR	1.7	1.0	0.9	2.2	0.6	1.2	1.2	0.8	0.9	1.0	13.8	1.0
% WITH CAPABILITY	34.7	55.6	50.8	14.6	66.5	40.9	33.5	53.3	48.8	46.0	0.8	45.1

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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GENERAL AVIATION AVIONICS EQUIPMENT
BY
PRIMARY USE
1987

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PRIMARY USE	VOR NAVIGATION EQUIPMENT				LONG RANGE NAV EQUIP			OTHER NAVIGATION EQUIP				
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHR LRNAV	RADAR ALTIM	WEATHER RADAR	NO NAV EQ
EXECUTIVE												
ESTIMATED POPULATION	1284	10714	11290	11381	10861	7098	4305	2791	980	8102	8506	170
% STANDARD ERROR	16.2	3.9	3.8	3.8	3.8	4.9	7.5	5.8	11.7	3.8	4.0	47.4
% WITH CAPABILITY	10.8	90.1	94.9	95.7	91.3	59.7	36.2	23.5	8.2	68.1	71.5	1.4
BUSINESS												
ESTIMATED POPULATION	10399	30222	34601	33750	27700	11473	14356	565	583	4965	8196	956
% STANDARD ERROR	6.2	3.2	2.9	2.9	3.2	5.3	5.0	24.2	25.6	8.1	5.9	19.9
% WITH CAPABILITY	26.0	75.6	86.5	84.4	69.3	28.7	35.9	1.4	1.5	12.4	20.5	2.4
PERSONAL												
ESTIMATED POPULATION	40906	68777	65531	56680	32533	8481	27308	135	77	2689	2762	19038
% STANDARD ERROR	2.8	1.9	1.9	2.1	3.1	6.8	3.7	40.0	*	12.2	11.7	3.3
% WITH CAPABILITY	33.1	55.6	52.9	45.8	26.3	6.9	22.1	0.1	0.1	2.2	2.2	15.4
INSTRUCTIONAL												
ESTIMATED POPULATION	4455	9924	6492	6478	3076	486	1050	25	9	115	136	1534
% STANDARD ERROR	9.9	6.6	8.3	8.2	12.0	27.2	20.8	*	*	48.6	44.5	14.6
% WITH CAPABILITY	28.6	63.7	41.7	41.6	19.7	3.1	6.7	0.2	0.1	0.7	0.9	9.8
AERIAL APPLICATION												
ESTIMATED POPULATION	117	517	235	290	122	36	324	48	0	10	1	5728
% STANDARD ERROR	*	27.0	35.6	32.6	*	*	35.3	*	0.0	*	*	2.8
% WITH CAPABILITY	1.8	8.0	3.6	4.5	1.9	0.6	5.0	0.7	0.0	0.1	0.0	88.6
AERIAL OBSERVATION												
ESTIMATED POPULATION	1468	2333	2032	2109	895	225	1500	174	59	243	191	1097
% STANDARD ERROR	17.2	13.2	14.3	13.9	20.3	42.2	16.1	42.9	39.6	33.4	30.9	15.5
% WITH CAPABILITY	29.9	47.6	41.5	43.0	18.3	4.6	30.6	3.5	1.2	5.0	3.9	22.4
OTHER WORK USE												
ESTIMATED POPULATION	169	609	549	309	80	38	110	0	1	33	49	847
% STANDARD ERROR	40.4	26.7	28.0	36.9	*	*	*	0.0	*	*	*	18.7
% WITH CAPABILITY	10.5	37.7	34.0	19.1	4.9	2.4	6.8	0.0	0.1	2.0	3.0	52.4
COMMUTER AIR CARRIER												
ESTIMATED POPULATION	135	968	940	1018	830	332	248	12	9	501	461	2
% STANDARD ERROR	*	15.8	16.9	15.6	17.4	34.2	27.5	*	*	24.6	21.9	*
% WITH CAPABILITY	13.3	94.9	92.2	99.8	81.4	32.6	24.3	1.2	0.8	49.1	45.2	0.2

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 18

GENERAL AVIATION AVIONICS EQUIPMENT

BY
PRIMARY USE
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PRIMARY USE	VOR NAVIGATION EQUIPMENT				LONG RANGE NAV EQUIP				OTHER NAVIGATION EQUIP			
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHR LRNAV	RADAR ALTIM	WEATHER RADAR	NO NAV EQ
AIR TAXI												
ESTIMATED POPULATION	804	4585	4695	5418	4302	1724	2091	208	107	1717	2198	199
% STANDARD ERROR	20.3	8.4	8.3	7.8	8.8	14.1	12.8	37.3	*	13.0	11.9	44.8
% WITH CAPABILITY	13.0	74.2	75.9	87.6	69.6	27.9	33.8	3.4	1.7	27.8	35.6	3.2
OTHER												
ESTIMATED POPULATION	814	2984	1978	2434	1883	737	1467	108	378	996	747	1789
% STANDARD ERROR	21.7	10.0	12.4	11.4	11.7	21.2	16.0	33.8	19.0	14.6	17.5	14.1
% WITH CAPABILITY	14.1	51.6	34.2	42.1	32.6	12.8	25.4	1.9	6.5	17.2	12.9	31.0
INACTIVE												
ESTIMATED POPULATION	12847	12367	11854	10693	5868	1819	2893	205	186	1252	1795	24893
% STANDARD ERROR	4.9	4.6	3.6	4.2	6.6	12.1	12.8	28.9	32.8	12.9	11.0	2.3
% WITH CAPABILITY	25.9	24.9	23.9	21.5	11.8	3.7	5.8	0.4	0.4	2.5	3.6	50.1
TOTAL												
ESTIMATED POPULATION	73242	146429	141449	131912	89581	33142	57461	4309	2457	21177	25508	54359
% STANDARD ERROR	2.0	1.0	0.7	0.9	1.2	2.6	2.3	5.8	9.0	2.8	2.4	1.6
% WITH CAPABILITY	27.4	54.8	52.9	49.4	33.5	12.4	21.5	1.6	0.9	7.9	9.5	20.3

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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GENERAL AVIATION AVIONICS EQUIPMENT

BY
PRIMARY USE
1987

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PRIMARY USE	GUIDANCE AND CONTROL EQUIPMENT									
	FLIGHT DIRECT	HSI	EFIS	FLTMGT COMPT	1 AXIS AUTPLT	2 AXIS AUTPLT	3 AXIS AUTPLT	AUTO LAND	NO EQUIP	
EXECUTIVE										
ESTIMATED POPULATION	8991	9890	1080	1256	70	552	9813	241	733	
% STANDARD ERROR	3.7	3.8	13.3	11.1	*	27.4	3.9	32.2	22.5	
% WITH CAPABILITY	75.6	83.1	9.1	10.6	0.6	4.6	82.5	2.0	6.2	
BUSINESS										
ESTIMATED POPULATION	8897	14701	1170	828	3215	8020	16149	430	11081	
% STANDARD ERROR	5.8	4.6	17.9	20.6	11.4	7.1	4.1	30.3	5.9	
% WITH CAPABILITY	22.2	36.8	2.9	2.1	8.0	20.1	40.4	1.1	27.7	
PERSONAL										
ESTIMATED POPULATION	4968	15414	829	433	9023	15716	9855	515	81163	
% STANDARD ERROR	9.0	5.1	22.5	30.1	6.7	4.9	6.0	28.3	1.5	
% WITH CAPABILITY	4.0	12.5	0.7	0.3	7.3	12.7	8.0	0.4	65.6	
INSTRUCTIONAL										
ESTIMATED POPULATION	461	1010	82	91	503	1196	677	29	12581	
% STANDARD ERROR	26.8	20.5	*	*	30.1	19.7	21.6	*	5.4	
% WITH CAPABILITY	3.0	6.5	0.5	0.6	3.2	7.7	4.3	0.2	80.7	
AERIAL APPLICATION										
ESTIMATED POPULATION	6	94	5	0	43	0	75	0	6257	
% STANDARD ERROR	*	*	*	0.0	*	0.0	*	0.0	3.3	
% WITH CAPABILITY	0.1	1.4	0.1	0.0	0.7	0.0	1.2	0.0	96.7	
AERIAL OBSERVATION										
ESTIMATED POPULATION	175	470	35	9	289	324	408	0	3727	
% STANDARD ERROR	45.2	26.1	*	*	39.4	39.5	26.1	0.0	9.9	
% WITH CAPABILITY	3.6	9.6	0.7	0.2	5.9	6.6	8.3	0.0	76.0	
OTHER WORK USE										
ESTIMATED POPULATION	32	94	3	0	11	51	70	19	1399	
% STANDARD ERROR	*	*	*	0.0	*	*	*	*	15.5	
% WITH CAPABILITY	2.0	5.8	0.2	0.0	0.7	3.1	4.3	1.2	86.6	
COMMUTER AIR CARRIER										
ESTIMATED POPULATION	460	693	2	0	0	0	424	0	310	
% STANDARD ERROR	27.1	19.6	*	0.0	0.0	0.0	29.1	0.0	26.9	
% WITH CAPABILITY	45.1	67.9	0.2	0.0	0.0	0.0	41.5	0.0	30.4	

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 18

GENERAL AVIATION AVIONICS EQUIPMENT

BY
PRIMARY USE
1987

PAGE 6 OF 6

PRIMARY USE	GUIDANCE AND CONTROL EQUIPMENT									
	FLIGHT DIRECT	HSI	EFIS	FLTMGT COMPTR	1 AXIS AUTPLT	2 AXIS AUTPLT	3 AXIS AUTPLT	AUTO LAND	NO EQUIP	
AIR TAXI										
ESTIMATED POPULATION	2243	3213	103	180	114	455	3586	7	1680	
% STANDARD ERROR	11.8	9.8	*	38.7	*	29.7	9.6	*	13.3	
% WITH CAPABILITY	36.3	52.0	1.7	2.9	1.8	7.4	58.0	0.1	27.2	
OTHER										
ESTIMATED POPULATION	1176	1419	165	216	53	282	982	124	3799	
% STANDARD ERROR	13.2	12.6	27.5	27.7	*	38.8	16.1	45.2	9.6	
% WITH CAPABILITY	20.3	24.6	2.9	3.7	0.9	4.9	17.0	2.1	65.7	
INACTIVE										
ESTIMATED POPULATION	1973	3633	270	150	1168	1480	3309	345	42066	
% STANDARD ERROR	10.9	9.1	42.3	47.1	22.1	16.3	7.7	42.8	1.0	
% WITH CAPABILITY	4.0	7.3	0.5	0.3	2.4	3.0	6.7	0.7	84.7	
TOTAL										
ESTIMATED POPULATION	29798	51569	3749	3244	14679	28408	45753	1688	163960	
% STANDARD ERROR	2.4	2.0	9.0	8.9	5.2	3.4	1.7	15.2	0.7	
% WITH CAPABILITY	11.2	19.3	1.4	1.2	5.5	10.6	17.1	0.6	61.4	

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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

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GENERAL AVIATION LIFETIME AIRFRAME HOURS
BYAIRCRAFT MANUFACTURER/MODEL GROUP
1987

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MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
OTHER 1	7385.8	1139.7	15.4
OTHER 2	3268.1	1005.0	30.8
OTHER 3	474.7	123.6	26.0
OTHER 4	1161.7	366.9	31.6
OTHER 5	1495.3	580.9	38.8
OTHER 6	680.5	68.1	10.3
OTHER 7	2164.3	803.0	27.9
OTHER 8	964.0	401.2	41.6
OTHER 9	2426.5	441.3	18.2
OTHER 10	1024.6	210.7	20.6
OTHER 11	655.3	166.1	25.4
OTHER 12	616.5	166.0	26.9
OTHER 13	1515.2	654.6	43.2
ADAMS A50S	35.5	5.9	16.7
AERORSJ2	7.0	1.0	14.5
AEROSPAS355	225.9	45.6	20.2
AEROSPSA316	723.8	121.4	16.8
AGUSTA205	207.2	34.1	16.4
AGUSTAA109	33.9	5.3	15.7
AIRPTSA	511.6	37.3	7.3
AIRSPC18	9.8	1.6	16.6

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS

BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1987

PAGE 2 OF 17

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
AIRTRCAT300	953.8	105.3	11.0
AIRTRCAT400	195.0	33.7	17.3
AMD FALC10	433.3	106.9	24.7
AMD FALC20	1194.7	258.7	21.6
AMD FALC50	198.7	40.8	20.5
AMTR TMK	13.0	0.0	0.0
ARCTICS1A	242.0	23.9	9.9
ARCTICS1B1	27.2	5.1	18.9
ARONCA15	464.9	42.9	9.2
ARONCA58	285.9	26.6	9.3
ARONCA65	464.9	107.8	23.2
ARONCAC3	80.9	7.0	8.6
AVIANWFALCON	3.9	0.6	14.7
AVIANWSKYHWK	9.9	2.2	22.1
AYRES S2	3509.3	349.3	10.0
BAC 111	342.7	25.8	7.5
BAG B206	59.3	12.4	21.0
BAG DH125	239.7	20.1	8.4
BALWKSFIREFY	372.3	32.0	8.6
BBAVIA11	1352.2	126.0	9.3
BBAVIA7	8451.0	421.8	5.0

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1987

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MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
BBAVIA8	368.1	101.0	27.4
BEECH 100	1054.1	116.4	11.0
BEECH 17	404.8	39.0	9.6
BEECH 18	7416.4	615.0	8.3
BEECH 1900	106.5	32.7	30.7
BEECH 200	2694.9	324.2	12.0
BEECH 23	6392.6	421.4	6.6
BEECH 300	70.6	8.2	11.6
BEECH 33	3774.4	304.0	8.1
BEECH 35	24023.8	1315.9	5.5
BEECH 36	4057.7	690.2	17.0
BEECH 45	977.4	182.9	18.7
BEECH 50	1683.1	155.3	9.2
BEECH 55	5699.5	416.7	7.3
BEECH 56	158.2	8.2	5.2
BEECH 58	2764.5	309.6	11.2
BEECH 60	966.0	85.5	8.8
BEECH 65	536.8	116.5	21.7
BEECH 76	459.0	49.2	10.7
BEECH 77	332.4	68.7	20.7
BEECH 80	718.5	128.3	17.9

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1987

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MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
BEECH 90	4939.8	495.3	10.0
BEECH 95	2281.5	554.6	24.3
BEECH 99	1334.0	427.9	32.1
BELL 204	867.2	127.5	14.7
BELL 206	8323.1	1076.5	12.9
BELL 212	957.7	131.6	13.7
BELL 222	77.8	24.3	31.2
BELL 412	41.6	12.4	29.8
BELL 47	7139.9	576.5	8.1
BLANCA11	167.2	12.1	7.2
BLANCA1413	620.3	285.5	46.0
BLANCA1419	506.3	48.3	9.5
BLANCA17	1285.7	86.0	6.7
BLANCA7	4060.6	417.5	10.3
BLANCA8	501.4	80.7	16.1
BNORM BN2	417.0	124.4	29.8
BOEING707	1923.8	126.9	6.6
BOEING727	1299.1	68.3	5.3
BOEING75	7136.1	484.6	6.8
BOLKMS105	365.7	122.9	33.6
BOLKMS117	67.7	9.9	14.6

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS

BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1987

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MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
BRAERODH125	71.1	20.4	28.7
BRASOVIS28	34.5	5.6	16.3
BRWSTRFLEET2	75.3	10.6	14.1
BRWSTRFLEET7	95.0	11.8	12.4
BUKER 131	63.7	7.9	12.5
CAMRONMODELO	43.8	5.6	12.7
CASA C212	68.2	3.3	4.9
CESSNA120	2756.9	287.7	10.4
CESSNA140	7457.9	714.1	9.6
CESSNA150	84201.1	2280.0	3.6
CESSNA170	6646.0	252.1	3.8
CESSNA172	60431.1	1675.0	2.8
CESSNA175	2555.4	147.9	5.8
CESSNA177	5171.6	217.8	4.2
CESSNA180	9116.7	746.2	8.2
CESSNA182	31416.6	1160.1	3.7
CESSNA185	3720.7	364.2	9.8
CESSNA188	4184.3	305.9	7.3
CESSNA190	260.4	18.4	7.1
CESSNA195	1624.8	74.7	4.6
CESSNA205	678.6	73.3	10.8

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1987

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MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
CESSNA206	6872.4	703.5	10.2
CESSNA207	1495.4	426.9	28.5
CESSNA208	68.6	19.2	28.0
CESSNA210	12100.7	894.6	7.4
CESSNA303	193.0	29.1	15.1
CESSNA305	1202.5	124.7	10.4
CESSNA310	9787.6	618.9	6.3
CESSNA320	1047.7	52.4	5.0
CESSNA335	60.8	6.5	10.7
CESSNA336	182.8	12.3	6.7
CESSNA337	2305.3	243.3	10.6
CESSNA340	1580.1	139.8	9.0
CESSNA401	853.7	65.0	7.6
CESSNA402	3320.9	623.1	18.8
CESSNA404	490.7	44.0	9.0
CESSNA411	676.6	100.8	14.9
CESSNA414	1844.0	177.8	9.6
CESSNA421	3353.7	218.3	6.5
CESSNA425	280.4	51.6	18.4
CESSNA441	432.6	71.2	16.5
CESSNA500	1497.8	232.3	15.5

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GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1987

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MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
CESSNA501	78.3	15.9	20.3
CESSNA650	183.9	14.1	7.7
CESSNA750	148.3	20.4	13.8
CESSNAUC94	90.7	8.0	8.8
CHILD S1	25.1	4.4	17.7
CHILD S2	96.2	15.2	15.8
CNDAIRCL600	146.9	26.0	17.7
CNTRAR101	6.5	1.1	17.3
COMWTH185	157.2	13.2	8.4
CONAERLA4	381.7	53.2	13.9
CURTISJR	27.0	7.3	26.9
CURTISROBIN	124.7	65.5	52.5
CURTISTRVAIR	702.2	77.8	11.1
CVAC 240	1449.5	0.0	0.0
CVAC BT13	235.7	55.5	23.5
CVAC STC580	1322.4	672.8	50.9
DART G	26.8	3.4	12.7
DHAV DHC1	444.3	55.6	12.5
DHAV DHC2	2753.8	577.0	21.0
DHAV DHC4	179.7	0.0	0.0
DHAV DHC6	1906.0	303.2	15.8

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS

BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1987

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MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
DHAVXXDH82	391.7	38.3	9.8
DOUG A26	72.6	9.6	13.2
DOUG DC3	6761.6	1779.5	26.3
DOUG DC4	1676.3	73.9	4.4
DOUG DC7	688.0	104.4	15.2
DOUG DC9	2552.0	6.8	0.3
EAGLE DW	60.2	8.2	13.6
EAGLEBC7	9.2	2.1	23.4
EIRVON20	86.2	8.0	9.3
EMAIR MA1	63.8	0.0	0.0
EMB 110	74.7	67.3	90.0
ENSTRMF28	610.8	100.4	16.4
FLEET 168	46.4	4.8	10.3
FRCHLD24	595.8	62.0	10.4
FRCHLDM62	360.1	26.7	7.4
GENBALAX6	15.1	2.1	13.7
GLASFL201	31.2	3.4	10.8
GLASFLH301	109.2	10.1	9.2
GROB 103CAT	147.9	47.4	32.0
GROB 109	26.9	6.3	23.6
GROB ASTIR	33.4	4.3	13.0

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BYAIRCRAFT MANUFACTURER/MODEL GROUP
1987

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MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
GRTLKS2T1	118.8	21.3	17.9
GRUMANS16	30.0	0.0	0.0
GRUMAVAA1	934.3	50.4	5.4
GRUMAVAA5	1575.5	142.5	9.0
GRUMAVG1159	143.2	11.6	8.1
GRUMAVG164	5541.5	663.7	12.0
GRUMAVTBM	106.2	10.7	10.1
GULSTM112	918.9	94.7	10.3
GULSTM500	1381.1	149.7	10.8
GULSTM520	184.6	48.9	26.5
GULSTM560	582.1	56.4	9.7
GULSTM580	1550.5	227.2	14.7
GULSTM680TP	448.1	57.4	12.8
GULSTM690TC	34.4	4.1	11.8
GULSTM690TP	996.5	92.2	9.3
GULSTMAA1	827.9	59.2	7.1
GULSTMAA5	1194.4	92.1	7.7
GULSTMG1159	1020.3	159.2	15.6
GULSTMG159	1243.4	124.5	10.0
GULSTMG44	430.7	92.5	21.5
GULSTMG73	353.3	13.2	3.7

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1987

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MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
GULSTMGA7	105.4	11.1	10.5
H23/HTE	127.6	30.8	24.1
H34/55	98.9	11.1	11.2
HELIO H295	227.7	46.1	20.3
HELIO H391	56.0	8.2	14.6
HILLERFH1100	147.3	48.8	33.1
HILLERUH12	1815.0	191.9	10.6
HUGHES269	2610.5	361.3	13.8
HUGHES369	2948.1	715.6	24.3
HMKSLYDH104	52.5	41.7	79.5
HMKSLYDH125	807.0	121.9	15.1
HYNES B2	242.0	60.9	25.2
INTRCP200	67.1	10.3	15.3
ISRAEL 1121	489.6	60.0	12.2
ISRAEL 1123	45.6	15.5	34.0
ISRAEL 1124	574.8	72.1	12.5
JBMSTRDGA15	157.0	15.9	10.1
LAIKFN10	20.9	3.4	16.1
LEAR 23	466.4	43.7	9.4
LEAR 24	808.5	86.2	10.7
LEAR 25	1173.8	243.4	20.7

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS

BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1987

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MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
LEAR 35	1441.9	123.7	8.6
LEAR 55	196.1	16.9	8.6
LET L13	176.4	12.8	7.2
LKHEED12A	153.6	47.7	31.1
LKHEED1329	576.3	67.9	11.8
LKHEED18	474.6	81.8	17.2
LKHEEDPV1	69.3	9.0	13.0
LKHEEDT33	475.2	85.9	18.1
LUSCOMB	5389.5	538.6	10.0
MARTIN404	697.4	46.7	6.7
MAULE M4	345.3	46.6	13.5
MAULE M5	374.2	37.6	10.1
MAULE M6	46.2	5.1	11.1
MCLISHFUNKB	224.6	15.6	6.9
MEYERSOTW	126.5	16.0	12.7
MNCOLUP90	118.3	11.1	9.4
MNMITEM18	148.7	16.0	10.8
MOONEYM20	12552.6	576.9	4.6
MRCHTIS205	49.2	3.2	6.4
MTSBSIMU2	1167.6	99.6	8.5
MTSBSIMU300	92.3	8.1	8.8

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1987

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MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
MULTECD16	97.4	15.7	16.1
NAMER B25	165.2	23.2	14.0
NAMER F51	302.4	32.2	10.7
NAMER NA260	692.7	211.1	30.5
NAMER T6	2465.5	1213.2	49.2
NATBAL752	5.5	1.0	18.8
NAVAL N3N	452.5	84.7	18.7
NAVIONNAVION	1554.5	161.6	10.4
NORD 3202	22.3	6.1	27.4
NORD SV4	166.7	30.1	18.1
NORWST65	131.5	12.7	9.7
ORLHELH19	235.7	21.9	9.3
ORLHELSS8	261.9	0.0	0.0
PARTENP68	54.7	11.5	21.0
PICARDAX6	57.9	9.9	17.1
PILATSB4	27.4	7.0	25.5
PIPER 600	500.3	45.9	9.2
PIPER E2	22.8	2.6	11.4
PIPER J2	75.2	8.6	11.4
PIPER J3	12412.8	886.1	7.1
PIPER J4	483.6	28.0	5.8

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1987

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MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
PIPER J5	998.8	56.9	5.7
PIPER PA12	3364.7	382.7	11.4
PIPER PA14	279.8	16.3	5.8
PIPER PA15	248.0	23.7	9.5
PIPER PA16	661.7	97.2	14.7
PIPER PA17	223.5	11.8	5.3
PIPER PA18	10622.9	774.8	7.3
PIPER PA20	934.0	60.5	6.5
PIPER PA22	11515.7	376.3	3.3
PIPER PA23	12186.8	641.9	5.3
PIPER PA24	9333.1	569.1	6.1
PIPER PA25	3763.6	294.0	7.8
PIPER PA28	58629.5	2528.8	4.3
PIPER PA30	4181.9	323.3	7.7
PIPER PA31	6162.3	603.9	9.8
PIPER PA31T	1106.4	90.1	8.1
PIPER PA32	9191.7	509.3	5.5
PIPER PA34	4120.1	314.3	7.6
PIPER PA36	671.2	67.8	10.1
PIPER PA38	2790.1	234.7	8.4
PIPER PA42	146.5	21.5	14.7

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS

BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1987

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MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
PIPER PA44	794.5	113.8	14.3
PIPER PA46	121.4	16.1	13.2
PROPT200	138.8	11.9	8.6
RAVEN RX6	48.6	8.5	17.5
RAVEN S50	16.1	1.6	10.2
RAVEN S55	212.7	27.8	13.1
RAVEN S60	39.5	5.9	15.0
RAVEN S66	22.3	2.1	9.5
RKWE1500	101.4	12.9	12.7
RKWE1700	26.7	3.3	12.4
RKWE1NA285	2586.0	529.4	20.5
ROBSINR22	295.3	55.5	18.8
ROLSCHLS	58.9	9.2	15.6
RYAN ST3	419.7	22.1	5.3
RYAN STA	67.6	14.1	20.8
SAAB SF340	14.1	1.3	9.3
SCHLERASK21	28.7	5.9	20.7
SCHLERASW15	36.0	3.2	8.9
SCHLERASW19	21.3	4.3	19.9
SCHLERASW20	43.1	4.6	10.7
SCHLERK8	29.1	2.6	8.8

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1987

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MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
SCHLERKA6	63.5	7.1	11.3
SCHZERG164	1011.0	122.1	12.1
SCHZERSG1	715.4	108.1	15.1
SCHZERSG2	1316.2	170.5	13.0
SEMCO MODEL T	3.3	0.4	13.4
SKRSKYS55	146.1	30.2	20.7
SKRSKYS58	357.6	37.6	10.5
SKRSKYS58T	232.9	4.6	2.0
SKRSKYS61	204.3	57.7	28.2
SKRSKYS76	319.7	52.4	16.4
SLINDS100	441.0	45.8	10.4
SMITH 600	839.2	96.8	11.5
SNIAS 350	664.7	211.5	31.8
SNIAS SA341	82.5	15.3	18.6
SOCATAMS894	35.9	2.4	6.6
SOCATARALLYE	11.7	2.3	19.9
SOCATATB10	14.3	1.9	13.3
SOCATATB20	43.0	7.7	17.9
SPHRTHCIRRU	89.2	9.2	10.3
SPHRTINIMBUS	77.9	33.7	43.3
SPHRTHVENTUS	18.5	1.9	10.3

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS

BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1987

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MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
STNSON10	283.8	29.4	10.4
STNSONL5	181.1	16.5	9.1
STNSONSR9	75.9	3.7	4.9
STNSONV77	131.4	14.4	10.9
STOLAMRC3	248.7	54.3	21.8
SUPAC LA	136.6	11.9	8.7
SUPAC V	24.6	3.9	15.9
SWRNGNSA226	1159.6	100.1	8.6
SWRNGNSA227	294.4	80.6	27.4
SWRNGNSA26	633.7	50.0	7.9
TCRAFK21	6.2	0.8	13.3
TCRAFKD	559.1	60.2	10.8
TCRAFTA	63.9	7.6	11.9
TCRAFTBC	3775.4	237.3	6.3
TCRAFTBF	93.8	9.4	10.0
TCRAFTBL	604.1	168.3	27.9
TEMCO 11A	46.1	6.5	14.1
TH55	209.4	30.8	14.7
THUNDRAX7	12.7	2.7	21.4
TMPSONNAVION	1662.4	158.9	9.6
TRYTEK65	733.8	47.2	6.4

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1987

PAGE 17 OF 17

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
TRYTEKK	37.8	4.5	11.9
UNIVACGC1	1219.7	150.0	12.3
UNIVAR108	4307.1	308.4	7.2
UNIVAR415	3954.2	256.6	6.5
VARGA 2150	120.7	15.8	13.1
WACO ASO	63.1	14.3	22.7
WACO GXE	37.4	4.8	12.7
WACO R	50.3	2.6	5.2
WACO UPF7	463.2	39.1	8.5
WACO YK	119.0	20.8	17.5
WSK M18	73.7	23.2	31.4
WTHRLY201	156.9	17.0	10.8
TOTAL AIRCRAFT	680870.1	6507.4	1.0

TABLE 2 - 20

GENERAL AVIATION MEAN HOURS AND ACTIVE ENGINES
BY ENGINE MANUFACTURER/MODEL GROUP
1987

PAGE 1 OF 2

ENGINE MANUFACTURER/ MODEL GROUP	ESTIMATE OF ACTIVE POPULATION	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	ESTIMATE OF MEAN HOURS	PERCENT STANDARD ERROR
ALLSN 250C	1934	6.33	89.38	563	14.80
ALLSN 501D	129	32.91	68.75	145	6.83
AMTRMCULH	107	30.91	23.71	35	19.37
ARSRCHTF731	470	0.00	100.00	428	5.47
ARSRCHTPE331	404	10.65	65.08	247	11.34
CONT 6285	120	17.16	81.24	153	32.22
CONT 975	27	0.00	100.00	350	0.00
CONT A40	54	37.61	40.33	14	22.85
CONT A50	8	68.48	23.29	30	0.00
CONT A65	5498	4.98	55.94	69	10.13
CONT A75	1374	9.33	64.96	47	11.15
CONT A80	2	351.75	2.73	66	27.32
CONT C125	255	20.15	65.31	67	26.76
CONT C145	1855	5.93	81.92	88	12.38
CONT C85	3696	5.30	59.62	56	6.09
CONT C90	1601	7.84	61.87	57	12.30
CONT E185	1537	8.80	74.33	96	17.10
CONT E225	1266	7.31	84.60	73	11.30
CONT 0200	13173	2.21	87.18	107	7.78
CONT 0300	8521	3.07	84.33	74	6.93
CONT 0346	280	10.82	88.76	96	24.40
CONT 0360	2974	5.09	81.38	113	10.82
CONT 0470	24370	1.42	89.43	113	4.05
CONT 0520	28430	0.99	93.31	192	3.32
CONT R670	563	14.28	52.45	70	11.15
DHAXXGIPSY	56	17.35	55.20	69	15.52
FCD 6440	113	22.54	32.53	31	13.81
FRKLN4AC176	111	32.39	60.85	33	36.74
FRKLN4AC199	31	41.98	19.52	60	18.40
FRKLN4A150	441	18.72	43.15	52	12.64
FRKLN4A165	722	12.39	63.36	51	11.35
FRKLN4A200	8	95.60	35.12	75	0.00
FRKLN4A215	60	20.70	29.14	29	20.15
FRKLN4AV335	88	13.07	77.39	86	18.80
FRKLN4AV350	149	15.15	65.24	80	26.15
FRKLN4V4	42	74.58	21.51	73	20.88
FRKLN4V5335	3	174.20	5.14	22	55.07
GE CF700	406	7.23	88.98	299	14.48
GE CJ610	675	7.42	76.30	354	9.77
GE CJ805F	22	17.09	91.53	40	0.00
GE CT58	1	278.66	4.87	11	4.38
GLADENK5	24	0.00	54.06	38	15.66

TABLE 2 - 20

GENERAL AVIATION MEAN HOURS AND ACTIVE ENGINES
BY ENGINE MANUFACTURER/MODEL GROUP
1987

PAGE 2 OF 2

ENGINE MANUFACTURER/ MODEL GROUP	ESTIMATE OF ACTIVE POPULATION	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	ESTIMATE OF MEAN HOURS	PERCENT STANDARD ERROR
GLADENR5	149	8.02	80.29	116	29.47
JAC08PR755	164	26.88	38.04	52	11.71
JAC08SR755	123	46.92	33.09	58	22.56
JAC08SR915	71	0.00	92.85	115	6.57
LYC 0540	8314	2.87	99.03	332	14.05
LYC LTS101	71	4.50	44.97	54	12.57
LYC 0145	709	0.64	85.67	310	7.11
LYC 0235	8548	8.23	69.04	65	12.93
LYC 0290	2904	0.98	87.75	133	4.70
LYC 0320	33255	25.54	81.65	75	14.79
LYC 0340	123	0.00	90.26	126	3.86
LYC 0360	19600	8.88	70.14	164	12.27
LYC 0435	946	8.97	61.86	104	11.91
LYC 0480	1270	1.24	89.99	238	9.05
LYC 0540	13604	5.50	90.42	195	11.19
LYC 0541	1054	10.93	90.45	212	26.44
LYC 0720	100	12.60	36.68	40	15.99
LYC R680	435	36.19	66.67	217	45.18
LYC T53	5	156.35	11.11	50	0.00
MNASCO4	15	0.00	71.77	239	3.26
ONAN B48	29148	15.44	78.02	40	21.03
PCKARDV1650	80	0.00	83.27	258	7.50
PWA JT12	446	0.00	100.00	325	8.07
PWA JT3C	14	31.42	26.69	434	13.99
PWA JT3D	9	239.77	3.70	55	0.00
PWA JT4	112	0.00	100.00	425	8.39
PWA PT6	1631	49.97	50.00	214	0.00
PWA PT6T	24	0.00	89.00	262	9.35
PWA R1340	941	14.81	39.31	234	15.38
PWA R1830	199	17.36	35.45	216	2.60
PWA R2000	26	32.83	14.74	38	28.58
PWA R2800	324	4.65	45.30	202	11.84
PWA R985	3171	8.52	85.67	464	9.35
RROYCEGPSY	54	15.21	81.13	256	17.82
ALL ENGINES	247056	0.56	81.12	163	1.47

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.

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GENERAL AVIATION FUEL CONSUMPTION
BY AIRCRAFT TYPE
1987

AIRCRAFT TYPE	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
FIXED WING			
PISTON			
1 ENG 1-3 SEATS	9.13	81.35	3.2
1 ENG 4+ SEATS	11.28	155.08	3.5
TOTAL 1 ENG	10.49	236.44	4.8
2 ENG 1-6 SEATS	26.88	72.21	4.1
2 ENG 7+ SEATS	36.17	83.00	7.9
TOTAL 2 ENG	30.83	155.21	8.9
OTHER PISTON	168.82	1.37	0.5
TOTAL PISTON	13.62	393.02	10.1
TURBOPROP			
2 ENG 1-12 SEATS	82.87	123.95	7.0
2 ENG 13+ SEATS	135.61	65.80	8.8
TOTAL 2 ENG	93.65	189.75	11.2
OTHER TURBOPROP	47.00	8.20	1.9
TOTAL TURBOPROP	91.37	197.95	11.4
TURBOJET			
2 ENG	227.27	345.10	17.8
OTHER	514.55	62.65	9.0
TOTAL TURBOJET	249.96	407.76	20.0
TOTAL FIXED WING	26.54	998.72	25.1
ROTORCRAFT			
PISTON	12.79	8.30	0.8
TURBINE	33.40	66.93	6.0
TOTAL ROTORCRAFT	26.65	75.22	6.0
OTHER	3.97	0.46	0.1
TOTAL AIRCRAFT	26.54	1074.41	25.8
TOTAL JET FUEL	118.53	672.63	23.8
TOTAL AVIATION GASOLINE	13.60	401.77	10.1

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GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1987

PAGE 1 OF 18

MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
OTHER 1	7.693	4.553	0.479
OTHER 2	12.537	2.006	0.415
OTHER 3	32.260	0.300	0.160
OTHER 4	39.934	0.794	0.715
OTHER 5	58.449	0.495	0.349
OTHER 6	93.386	18.848	4.119
OTHER 7	153.280	19.970	7.651
OTHER 8	39.355	2.241	1.365
OTHER 9	221.135	38.021	7.315
OTHER 10	615.483	16.451	3.908
OTHER 11	8.098	0.844	0.211
OTHER 12	61.135	2.856	1.524
OTHER 13	3.986	0.415	0.064
ADAMS A50S	0.000	0.000	0.000
AERORSJ2	10.049	0.005	0.002
AEROSPAS355	43.457	2.463	0.984
AEROSPSA316	60.000	0.387	0.660
AGUSTA205	89.999	0.608	0.464
AGUSTAA109	59.541	0.857	0.188
AIRPTSA	15.354	0.125	0.033
AIRSPC18	10.000	0.013	0.006

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1987

PAGE 2 OF 18

MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
AIRTRCAT300	31.561	4.211	0.512
AIRTRCAT400	0.000	0.000	0.000
AMD FALC10	186.492	10.693	4.852
AMD FALC20	348.469	21.244	4.646
AMD FALC50	322.729	12.620	2.216
AMTR TMK	0.000	0.000	0.000
ARCRNEH37	0.000	0.000	0.000
ARCTICS1A	5.327	0.010	0.003
ARCTICS1B1	7.291	0.003	0.001
ARONCA15	8.913	0.034	0.017
ARONCA58	4.651	0.011	0.004
ARONCA65	4.646	0.029	0.011
ARONCAC3	3.906	0.001	0.000
AVIANWFALCON	0.000	0.000	0.000
AVIANWSKYHWK	0.000	0.000	0.000
AYRES S2	41.180	12.430	1.842
BAC 111	800.000	1.784	0.585
BAG B206	40.877	0.044	0.029
BAG DH125	211.636	6.691	1.052
BALWKSFIREFY	0.000	0.000	0.000
BBAVIA11	4.445	0.134	0.027

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1987

PAGE 3 OF 18

MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
BBAVIA7	5.764	1.290	0.172
BBAVIA8	9.987	0.222	0.047
BEECH 100	84.153	6.690	0.939
BEECH 17	21.933	0.099	0.027
BEECH 18	47.220	4.689	1.201
BEECH 1900	105.798	4.339	1.259
BEECH 200	97.113	25.990	3.299
BEECH 23	9.540	2.892	0.355
BEECH 300	95.638	3.116	0.415
BEECH 33	14.082	3.212	0.280
BEECH 35	12.845	7.409	0.534
BEECH 36	15.572	5.962	0.460
BEECH 45	13.178	0.257	0.068
BEECH 50	30.826	0.394	0.112
BEECH 55	27.075	6.855	0.663
BEECH 56	46.764	0.395	0.110
BEECH 58	33.147	9.398	1.198
BEECH 60	44.517	2.947	0.444
BEECH 65	39.723	0.320	0.259
BEECH 76	18.846	1.609	0.321
BEECH 77	6.319	0.290	0.076

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1987

PAGE 4 OF 18

MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
BEECH 80	40.494	1.077	0.376
BEECH 90	69.789	19.528	2.551
BEECH 95	18.652	0.830	0.149
BEECH 99	85.225	5.213	2.086
BELL 204	81.667	0.573	0.274
BELL 206	28.679	29.135	4.292
BELL 212	90.000	3.101	1.113
BELL 222	83.489	1.785	0.577
BELL 412	100.000	3.943	1.336
BELL 47	17.162	3.220	0.532
BLANCA11	5.084	0.010	0.002
BLANCA1413	9.107	0.087	0.042
BLANCA1418	12.177	0.145	0.066
BLANCA17	14.465	0.979	0.150
BLANCA7	7.068	1.566	0.286
BLANCA8	9.022	0.287	0.040
BNORM BN2	29.176	1.287	0.343
BOEING707	2000.000	0.278	0.786
BOEING727	1203.935	19.733	4.132
BOEING75	16.571	1.021	0.205
BOLKMS105	58.136	1.393	0.268

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1987

PAGE 5 OF 18

MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
BOLKMS117	69.449	2.269	0.243
BRAERODH125	227.191	4.253	0.858
BRASOVIS28	0.000	0.000	0.000
BRWSTRFLEET2	7.934	0.011	0.011
BRWSTRFLEET7	9.991	0.008	0.002
BUKER 131	8.853	0.013	0.003
CAMRONMODELO	0.000	0.000	0.000
CASA C212	125.281	0.868	0.409
CESSNA120	5.010	0.201	0.030
CESSNA140	5.368	0.502	0.050
CESSNA150	5.930	21.987	1.598
CESSNA170	8.271	1.423	0.183
CESSNA172	8.447	26.343	1.799
CESSNA175	9.826	0.488	0.061
CESSNA177	9.556	2.336	0.239
CESSNA180	12.577	3.219	0.511
CESSNA182	12.720	19.771	0.931
CESSNA185	14.751	3.426	0.383
CESSNA188	18.376	5.760	0.940
CESSNA190	15.112	0.064	0.012
CESSNA195	15.043	0.374	0.070

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1987

PAGE 6 OF 18

MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
CESSNA205	12.852	0.294	0.079
CESSNA206	15.344	6.509	0.832
CESSNA207	15.293	4.426	0.870
CESSNA208	50.000	3.160	1.007
CESSNA210	15.608	12.071	1.058
CESSNA303	28.472	1.350	0.407
CESSNA305	10.297	0.294	0.052
CESSNA310	29.378	11.238	1.634
CESSNA320	29.521	0.885	0.153
CESSNA335	35.319	0.285	0.037
CESSNA336	19.116	0.044	0.009
CESSNA337	21.382	2.641	0.595
CESSNA340	33.112	5.466	0.671
CESSNA401	28.715	0.954	0.198
CESSNA402	37.862	16.847	4.162
CESSNA404	42.509	0.302	0.957
CESSNA411	33.091	0.254	0.106
CESSNA414	35.823	5.334	0.791
CESSNA421	42.334	12.658	1.776
CESSNA425	67.167	3.927	0.565
CESSNA441	75.576	4.607	0.646

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1987

PAGE 7 OF 18

MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
CESSNA500	162.180	36.551	4.123
CESSNA501	167.495	2.233	0.160
CESSNA650	191.370	13.148	1.686
CESSNA750	32.427	0.014	0.009
CESSNAUC94	9.000	0.007	0.003
CHILD S1	10.249	0.038	0.009
CHILD S2	14.944	0.201	0.047
CNDAIRCL600	329.539	13.254	1.959
CNTRAR101	0.000	0.000	0.000
COMWTH185	5.299	0.007	0.003
CONAERLA4	10.137	0.350	0.062
CURTISC46	0.000	0.000	0.000
CURTISJR	3.400	0.000	0.000
CURTISROBIN	10.000	0.000	0.000
CURTISTRVAIR	12.494	0.034	0.011
CVAC 240	200.000	0.245	0.251
CVAC BT13	24.760	0.038	0.014
CVAC STC580	302.649	1.044	0.579
DART G	10.000	0.003	0.002
DHAV DHC1	9.701	0.061	0.014
DHAV DHC2	21.433	1.132	0.503

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1987

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MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
DHAV DHC3	35.250	0.279	0.025
DHAV DHC4	125.000	0.338	0.000
DHAV DHC6	84.057	7.064	1.927
DHAVXXDH82	7.578	0.022	0.007
DOUG A26	150.000	0.042	0.025
DOUG DC3	98.273	3.171	0.959
DOUG DC4	248.637	0.875	0.291
DOUG DC6	0.000	0.000	0.000
DOUG DC7	0.000	0.000	0.000
DOUG DC8	1791.000	2.884	6.223
DOUG DC9	772.760	16.162	8.901
EAGLE DW	14.594	0.191	0.047
EAGLEBC7	0.000	0.000	0.000
EIRVON20	3.412	0.030	0.005
EMAIR MA1	0.000	0.000	0.000
EMB 110	85.965	0.601	0.625
ENSTRNF28	13.468	0.941	0.263
FLEET 16B	7.317	0.003	0.001
FRCHLD24	10.587	0.018	0.010
FRCHLDC119	0.000	0.000	0.000
FRCHLDM62	11.929	0.049	0.010

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1987

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MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
GENBALAX6	0.000	0.000	0.000
GLASFL201	0.000	0.000	0.000
GLASFLH301	0.000	0.000	0.000
GROB 103CAT	0.000	0.000	0.000
GROB 109	4.023	0.017	0.005
GROB ASTIR	0.000	0.000	0.000
GRTLKS2T1	10.548	0.118	0.022
GRUMANSA16	0.000	0.000	0.000
GRUMAVAA1	6.825	0.338	0.038
GRUMAVAA5	9.356	0.963	0.144
GRUMAVG1159	0.000	0.000	0.000
GRUMAVG164	28.159	7.912	1.479
GRUMAVG21	30.000	0.127	0.076
GRUMAVTBM	0.000	0.000	0.000
GULSTM112	11.374	0.743	0.142
GULSTM500	29.428	1.879	0.454
GULSTM520	28.000	0.048	0.038
GULSTM560	34.626	0.260	0.088
GULSTM680	44.123	1.430	0.593
GULSTM680TP	69.094	0.489	0.141
GULSTM690TC	77.467	0.554	0.074

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GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1987

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MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
GULSTM690TP	82.632	12.810	2.182
GULSTMAA1	6.415	0.205	0.044
GULSTMAA5	8.207	0.796	0.180
GULSTMG1159	400.000	27.483	4.253
GULSTMG159	258.643	11.417	2.424
GULSTMG44	26.410	0.117	0.031
GULSTMG73	95.240	0.666	0.180
GULSTMGA7	16.945	0.204	0.055
H23/HTE	13.830	0.066	0.022
H34/55	0.000	0.000	0.000
HELIO H295	13.186	0.152	0.058
HELIO H391	11.362	0.003	0.002
HILLERFH1100	22.672	0.060	0.046
HILLERUH12	19.197	0.912	0.236
HUGHES269	11.243	2.030	0.385
HUGHES369	25.020	3.480	0.793
HMKSLYDH104	0.000	0.000	0.000
HMKSLYDH125	274.882	14.942	2.512
HYNES B2	11.541	0.010	0.006
INTRCP200	14.346	0.036	0.010
ISRAEL1121	264.991	4.653	1.963

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GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1987

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MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
ISRAEL 1123	356.749	1.694	0.534
ISRAEL 1124	232.382	14.587	2.020
JBMSTRDGA15	21.195	0.029	0.008
LAIKFN10	0.000	0.000	0.000
LEAR 23	297.194	3.569	1.210
LEAR 24	196.274	7.221	3.090
LEAR 25	271.963	30.512	6.633
LEAR 35	203.076	34.414	3.731
LEAR 55	211.237	8.867	1.062
LET L13	0.000	0.000	0.000
LKHEED12A	45.920	0.016	0.009
LKHEED1329	463.974	10.579	1.863
LKHEED18	0.000	0.000	0.000
LKHEEDP2V	0.000	0.000	0.000
LKHEEDPV1	183.426	0.121	0.098
LKHEEDT33	288.801	0.108	0.079
LUSCOM8	5.028	0.378	0.068
MARTIN404	190.000	0.005	0.007
MAULE M4	9.776	0.125	0.025
MAULE M5	11.905	0.419	0.054
MAULE M6	10.764	0.104	0.017

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1987

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MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
WCLISHFUNK8	5.155	0.015	0.003
MEYERSOTW	10.207	0.010	0.003
MNCUP90	7.737	0.005	0.001
MNMITEM18	4.073	0.017	0.005
MOONEYM20	10.128	6.803	0.505
MRCHTIS205	10.920	0.013	0.003
MTSBSIMU2	89.338	4.225	1.127
MTSBSIMU300	187.258	4.381	0.614
MULTECD16	18.020	0.017	0.006
NAMER B25	0.000	0.000	0.000
NAMER F51	73.247	0.386	0.079
NAMER NA260	50.000	0.236	0.084
NAMER T6	26.993	0.954	0.327
NATBAL752	0.000	0.000	0.000
NAVAL N3N	13.238	0.014	0.007
NAVIONNAVION	11.393	0.209	0.053
NORD 3202	13.531	0.019	0.008
NORD SV4	8.524	0.008	0.003
NORWST65	4.573	0.003	0.001
ORLHELH19	0.000	0.000	0.000
ORLHEL58	0.000	0.000	0.000

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GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1987

PAGE 13 OF 18

MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
PARTENP68	22.955	0.346	0.056
PICARDAX6	0.000	0.000	0.000
PILATSB4	0.000	0.000	0.000
PIPER 600	34.426	2.326	0.225
PIPER E2	3.000	0.000	0.000
PIPER J2	3.359	0.001	0.000
PIPER J3	4.671	0.924	0.266
PIPER J4	4.718	0.027	0.005
PIPER J5	5.982	0.105	0.036
PIPER PA12	6.469	0.449	0.082
PIPER PA14	8.515	0.040	0.006
PIPER PA15	3.937	0.036	0.008
PIPER PA16	6.824	0.090	0.032
PIPER PA17	4.263	0.013	0.002
PIPER PA18	7.816	3.070	0.569
PIPER PA20	7.577	0.193	0.066
PIPER PA22	8.116	1.681	0.197
PIPER PA23	20.968	10.833	2.659
PIPER PA24	12.047	3.372	0.411
PIPER PA25	14.320	2.619	0.516
PIPER PA28	9.447	24.636	1.299

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GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1987

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MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
PIPER PA30	15.329	2.445	0.324
PIPER PA31	38.318	27.861	6.161
PIPER PA31T	74.128	10.263	1.639
PIPER PA32	15.389	10.413	1.278
PIPER PA34	22.578	7.682	0.906
PIPER PA36	19.830	1.298	0.277
PIPER PA38	6.199	2.635	0.602
PIPER PA42	95.472	4.113	0.458
PIPER PA44	19.001	1.610	0.273
PIPER PA46	17.056	1.152	0.114
PROPT200	14.759	0.053	0.012
RAVEN RX6	0.000	0.000	0.000
RAVEN S50	0.000	0.000	0.000
RAVEN S55	0.000	0.000	0.000
RAVEN S60	0.000	0.000	0.000
RAVEN S66	0.000	0.000	0.000
RKWE1500	32.958	0.245	0.038
RKWE1700	39.058	0.235	0.048
RKWE1NA265	307.538	28.747	3.115
ROBS1NR22	7.766	0.401	0.162
ROLSCHLS	0.000	0.000	0.000

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GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1987

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MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
RYAN ST3	9.573	0.030	0.007
RYAN STA	6.811	0.003	0.001
SAAB SF340	150.000	1.380	0.245
SCHLERASK21	0.000	0.000	0.000
SCHLERASW15	0.000	0.000	0.000
SCHLERASW19	0.000	0.000	0.000
SCHLERASW20	0.000	0.000	0.000
SCHLERK8	0.000	0.000	0.000
SCHLERKA6	0.000	0.000	0.000
SCWZERG164	30.414	0.992	0.443
SCWZERSG1	0.000	0.000	0.000
SCWZERSG2	0.000	0.000	0.000
SEMCO MODEL T	0.000	0.000	0.000
SKRSKY555	30.688	0.031	0.016
SKRSKY558	0.000	0.000	0.000
SKRSKY58T	110.000	0.881	0.324
SKRSKY561	160.235	1.013	0.483
SKRSKY576	117.371	8.902	2.703
SLINDS100	9.040	0.181	0.042
SMITH 600	31.039	4.329	1.513
SNIAS 350	37.664	2.853	0.937

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1987

PAGE 16 OF 18

MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
SNIAS SA318	0.000	0.000	0.000
SNIAS SA341	39.162	0.174	0.047
SOCATAMS894	11.518	0.064	0.029
SOCATARALLYE	8.641	0.010	0.002
SOCATATB10	8.941	0.050	0.021
SOCATATB20	13.946	0.279	0.072
SPHRTHCIRRU	0.000	0.000	0.000
SPHRTNINIBUS	0.000	0.000	0.000
SPHRTVENTUS	0.000	0.000	0.000
STBROSSD3	150.000	6.586	0.055
STNSON10	5.296	0.011	0.004
STNSONL5	11.111	0.035	0.010
STNSONSR9	15.207	0.002	0.001
STNSONV77	16.316	0.019	0.004
STOLAMRC3	13.762	0.031	0.008
SUPAC LA	5.377	0.008	0.002
SUPAC V	5.949	0.001	0.000
SWRNGNSA226	87.332	6.638	1.386
SWRNGNSA227	94.985	6.714	1.717
SWRNGNSA26	69.482	1.226	0.399
TCRAFK21	6.098	0.009	0.002

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1987

PAGE 17 OF 18

MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
TCRAFKD	4.759	0.052	0.015
TCRAFTA	0.000	0.000	0.000
TCRAFTBC	4.295	0.351	0.075
TCRAFTBF	3.849	0.005	0.001
TCRAFTBL	4.303	0.014	0.005
TEMCO 11A	11.738	0.003	0.002
TH55	10.912	0.015	0.011
THUNDRAX7	0.000	0.000	0.000
TMPSONNAVION	12.122	0.607	0.294
TRYTEK65	4.257	0.025	0.005
TRYTEKK	4.000	0.000	0.000
UNIVACGC1	9.033	0.312	0.095
UNIVAR108	10.001	0.544	0.076
UNIVAR415	5.065	0.318	0.044
VARGA 2150	8.280	0.090	0.013
WACO ASO	10.980	0.002	0.001
WACO GXE	6.954	0.002	0.001
WACO R	8.014	0.001	0.000
WACO UPF7	13.754	0.059	0.017
WACO YK	13.631	0.005	0.002
WSK M18	0.000	0.000	0.000

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1987

PAGE 18 OF 18

MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
WTHRLY201	22.873	0.284	0.035
TOTALS	26.540	1073.483	14.764

TABLE 2 - 23

GENERAL AVIATION FUEL CONSUMPTION
BY AIRCRAFT TYPE AND FUEL GRADE
1987

PAGE 1 OF 3

AIRCRAFT TYPE		FUEL GRADE					TOTAL
		80 OCTANE	100 OCTANE	100 LOWLEAD	AUTO GAS	JET FUEL	
FIXED WING							
PISTON							
1 ENG 1-3 SEATS	MEAN GPH						9.13
	FUEL USE (mil gal)						81.35
	STD ERROR (mil gal)						3.23
1 ENG 4+ SEATS	MEAN GPH						
	FUEL USE (mil gal)						11.28
	STD ERROR (mil gal)						155.08
TOTAL 1 ENG	MEAN GPH						3.49
	FUEL USE (mil gal)						
	STD ERROR (mil gal)						10.49
2 ENG 1-6 SEATS	MEAN GPH						236.44
	FUEL USE (mil gal)						4.76
	STD ERROR (mil gal)						
2 ENG 7+ SEATS	MEAN GPH						
	FUEL USE (mil gal)						26.88
	STD ERROR (mil gal)						72.21
TOTAL 2 ENG	MEAN GPH						4.10
	FUEL USE (mil gal)						
	STD ERROR (mil gal)						36.17
OTHER PISTON	MEAN GPH						83.00
	FUEL USE (mil gal)						7.89
	STD ERROR (mil gal)						
TOTAL PISTON	MEAN GPH						30.83
	FUEL USE (mil gal)						155.21
	STD ERROR (mil gal)						8.89
TOTAL PISTON	MEAN GPH						168.82
	FUEL USE (mil gal)						1.37
	STD ERROR (mil gal)						0.46
TOTAL PISTON	MEAN GPH						13.62
	FUEL USE (mil gal)						393.02
	STD ERROR (mil gal)						10.09

TABLE 2 - 23

GENERAL AVIATION FUEL CONSUMPTION
BY AIRCRAFT TYPE AND FUEL GRADE
1987

PAGE 2 OF 3

AIRCRAFT TYPE		FUEL GRADE					TOTAL
		80 OCTANE	100 OCTANE	100 LOWLEAD	AUTO GAS	JET FUEL	
TURBOPROP							
2 ENG 1-12 SEATS	MEAN GPH						
	FUEL USE (mil gal)						82.87
	STD ERROR (mil gal)						123.95
2 ENG 13+ SEATS	MEAN GPH						
	FUEL USE (mil gal)						135.61
	STD ERROR (mil gal)						65.80
TOTAL 2 ENG	MEAN GPH						
	FUEL USE (mil gal)						8.82
	STD ERROR (mil gal)						
OTHER TURBOPROP	MEAN GPH						
	FUEL USE (mil gal)						93.65
	STD ERROR (mil gal)						189.75
TOTAL TURBOPROP	MEAN GPH						
	FUEL USE (mil gal)						47.00
	STD ERROR (mil gal)						8.20
TURBOJET	MEAN GPH						
	FUEL USE (mil gal)						1.95
	STD ERROR (mil gal)						
2 ENG	MEAN GPH						
	FUEL USE (mil gal)						91.37
	STD ERROR (mil gal)						197.95
OTHER	MEAN GPH						
	FUEL USE (mil gal)						11.40
	STD ERROR (mil gal)						
TOTAL TURBOJET	MEAN GPH						
	FUEL USE (mil gal)						227.27
	STD ERROR (mil gal)						345.10
TOTAL	MEAN GPH						
	FUEL USE (mil gal)						17.83
	STD ERROR (mil gal)						

TABLE 2 - 23

GENERAL AVIATION FUEL CONSUMPTION
BY AIRCRAFT TYPE AND FUEL GRADE
1987

PAGE 3 OF 3

AIRCRAFT TYPE		FUEL GRADE				TOTAL
		80 OCTANE	100 OCTANE	100 LOWLEAD	AUTO GAS	JET FUEL
TOTAL FIXED WING	MEAN GPH	9.08	13.82	14.21	9.72	158.68
	FUEL USE (mil gal)	22.20	79.55	265.88	23.47	808.68
	STD ERROR (mil gal)	1.02	3.14	12.59	1.86	25.41
ROTORCRAFT	MEAN GPH	7.34	14.47	12.72	7.74	0.00
	FUEL USE (mil gal)	0.05	1.63	6.25	0.16	0.00
	STD ERROR (mil gal)	0.02	0.19	0.63	0.03	0.00
PISTON	MEAN GPH	0.00	0.00	0.00	0.00	33.40
	FUEL USE (mil gal)	0.00	0.00	0.00	0.00	66.93
	STD ERROR (mil gal)	0.00	0.00	0.00	0.00	5.98
TURBINE	MEAN GPH	7.34	14.47	12.72	7.74	0.00
	FUEL USE (mil gal)	0.05	1.63	6.25	0.16	0.00
	STD ERROR (mil gal)	0.02	0.19	0.63	0.03	0.00
TOTAL ROTORCRAFT	MEAN GPH	7.34	14.47	12.72	7.74	33.31
	FUEL USE (mil gal)	0.05	1.63	6.25	0.16	66.96
	STD ERROR (mil gal)	0.02	0.19	0.63	0.03	26.83
OTHER	MEAN GPH	0.00	3.57	4.00	3.98	0.00
	FUEL USE (mil gal)	0.00	0.01	0.02	0.43	0.00
	STD ERROR (mil gal)	0.00	0.02	0.03	0.58	0.00
TOTAL AIRCRAFT	MEAN GPH	9.07	13.83	14.17	9.70	118.03
	FUEL USE (mil gal)	22.25	81.19	272.16	24.06	673.64
	STD ERROR (mil gal)	1.02	3.15	12.61	1.95	36.95

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

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GENERAL AVIATION MILES FLOWN
BY AIRCRAFT TYPE
NAUTICAL MILES (IN THOUSANDS)
1987

PAGE 1 OF 2

AIRCRAFT TYPE	EXEC	BUS	PERS	INSTR	APPL	OBSER	WORK	COMM	TAXI	OTHER	TOTAL
FIXED WING											
FIXED WING - PISTON											
1 ENG: 1-3 SEATS	254	19811	289037	237961	116849	26418	9426	33	0	18683	718273
1 ENG: 4+ SEATS	23890	418832	703911	124305	4475	56826	13263	29792	80881	10720	1446696
1 ENGINE: TOTAL	24145	438443	992948	362266	121124	83244	22689	29826	80881	29404	2184970
2 ENG: 1-6 SEATS	48198	185639	76230	12277	554	3865	58	305	52882	3020	383029
2 ENG: 7+ SEATS	56611	60377	18097	1870	567	7326	6246	86979	86246	10467	334787
2 ENG: TOTAL	104809	246017	94327	14147	1121	11191	6304	87284	138129	13486	717816
PISTON	0	0	50	41	1547	0	0	0	1533	122	3294
PISTON TOTAL	128954	684460	1087328	376454	123792	94436	28994	117110	201543	43012	2886079
FIXED WING - TURBOPROP											
2 ENG: 1-12 SEATS	170495	30961	3514	6387	139	0	0	34298	30336	9370	285499
2 ENG: 13+ SEATS	23313	1143	86	68	0	965	1271	51054	12817	2684	93381
2 ENGINE: TOTAL	193807	32104	3599	6455	139	965	1271	85352	43153	12035	378880
TURBOPROP: OTHER	154	0	51	0	7295	2173	0	5712	10510	1849	27744
TURBOPROP: TOTAL	193961	32104	3650	6455	7434	3138	1271	91064	53662	13884	406624

TABLE 2 - 24

GENERAL AVIATION MILES FLOWN
BY AIRCRAFT TYPE
NAUTICAL MILES (IN THOUSANDS)
1987

PAGE 2 OF 2

AIRCRAFT TYPE	EXEC	BUS	PERS	INSTR	APPL	OBSR	WORK	COMM	TAXI	OTHER	TOTAL
FIXED WING - TURBOJET											
2 ENGINE TURBOJET	417315	45053	515	161	0	0	0	1946	71736	31277	568003
TURBOJET: OTHER	34135	9346	664	21	0	0	3	0	0	6476	50645
TURBOJET: TOTAL	451450	54399	1179	182	0	0	3	1946	71736	37754	618648
FIXED WING: TOTAL	774365	770962	1092155	383092	131226	97574	30268	210120	326941	94649	3911351
ROTORCRAFT:											
PISTON	122	2344	1680	6301	8919	10807	1822	0	433	4769	37197
TURBINE	25634	4047	1413	318	9809	18516	2692	250	38966	11704	113348
ROTORCRAFT: TOTAL	25757	6391	3093	6619	18728	29323	4514	250	39399	16473	150546
OTHER	121	115	6693	2024	0	0	0	0	0	551	9504
TOTAL	800242	777487	1101941	391735	149954	128896	34781	210370	366340	111674	4071400

TABLE 2 - 25
NON-HIERARCHICAL VS. HIERARCHICAL CAPABILITY GROUPS

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1987

	1	2	3	4	5	6	7	8	TOTALS
LOCALIZER	ESTIMATE	181	203	8782	7	4	2784	1235	15853
	% STD ERR	45.0	44.9	7.1	*	*	12.8	19.2	5.1
	ROW %	1.1	1.3	55.4	0.0	0.0	17.6	7.8	
	COLUMN %	0.5	1.0	13.6	0.8	0.2	9.3	1.6	5.9
LOCALIZER, MARKER MARKER BEACON	ESTIMATE	4	23	4362	3	100	1658	2484	9031
	% STD ERR	*	*	10.1	*	48.7	16.2	13.3	6.9
	ROW %	0.0	0.3	48.3	0.0	1.1	18.4	27.5	
	COLUMN %	0.0	0.1	6.8	0.4	5.9	5.5	3.2	3.4
LOCALIZER, MARKER BEACON, GLIDE SLOPE	ESTIMATE	291	90	23376	424	324	18441	53384	97619
	% STD ERR	37.7	*	4.1	30.9	35.8	4.7	2.1	1.3
	ROW %	0.3	0.1	23.9	0.4	0.3	18.9	54.7	
	COLUMN %	0.8	0.5	36.3	49.8	19.0	61.7	69.4	36.5
LOCALIZER, MARKER BEACON, GLIDE SLOPE, RADAR ALTIMETER	ESTIMATE	81	36	369	132	90	454	18601	19820
	% STD ERR	*	*	28.0	*	*	30.0	3.0	2.9
	ROW %	0.4	0.2	1.9	0.7	0.5	2.3	93.8	
	COLUMN %	0.2	0.2	0.6	15.5	5.3	1.5	24.2	7.4
LONG RANGE NAV (INCLUDES OMEGA, LORAN-C)	ESTIMATE	205	2298	13646	270	517	11831	30402	61981
	% STD ERR	47.8	13.7	5.6	39.8	28.0	6.0	3.0	2.1
	ROW %	0.3	3.7	22.0	0.4	0.8	19.1	49.1	
	COLUMN %	0.5	11.5	21.2	31.7	30.3	39.6	39.5	23.2
RADAR ALTIMETER	ESTIMATE	88	134	517	132	123	689	19343	21177
	% STD ERR	*	43.1	25.0	*	48.9	24.5	2.9	2.8
	ROW %	0.4	0.6	2.4	0.6	0.6	3.3	91.3	
	COLUMN %	0.2	0.7	0.8	15.5	7.2	2.3	25.1	7.9
MICROWAVE LANDING SYSTEM	ESTIMATE	60	51	251	61	99	162	1145	2010
	% STD ERR	*	*	41.3	*	*	44.5	18.2	13.8
	ROW %	3.0	2.5	12.5	3.0	4.9	8.1	57.0	
	COLUMN %	0.2	0.3	0.4	7.2	5.8	0.5	1.5	0.8
LOCALIZER, MARKER BEACON, GLIDE SLOPE, MICROWAVE LANDING SYSTEM	ESTIMATE	0	2	40	9	0	59	1102	1240
	% STD ERR	0.0	*	*	*	0.0	*	18.8	17.9
	ROW %	0.0	0.2	3.2	0.7	0.0	4.8	88.9	
	COLUMN %	0.0	0.0	0.1	1.1	0.0	0.2	1.4	0.5

TABLE 2 - 25
NON-HIERARCHICAL VS. HIERARCHICAL CAPABILITY GROUPS

		1987								PAGE 2 OF 2	
		1	2	3	4	5	6	7	8	TOTALS	
LONG RANGE NAV. MICROWAVE LANDING SYSTEM	ESTIMATE	0	10	3	18	0	84	121	610	846	
	% STD ERR	0.0	*	*	*	0.0	*	*	23.6	19.7	
	ROW %	0.0	1.2	0.4	2.1	0.0	9.9	14.3	72.1		
	COLUMN %	0.0	0.1	0.0	0.0	0.0	4.9	0.4	0.8	0.3	
NO REGULATORY AVIONICS	ESTIMATE	37343	17282	28813	22381	171	786	4369	889	111835	
	% STD ERR	2.2	4.2	3.4	4.1	45.8	21.1	10.3	22.0	1.1	
	ROW %	33.4	15.5	25.6	20.0	0.2	0.7	3.9	0.8		
	COLUMN %	98.0	86.5	80.9	34.7	20.1	46.0	14.6	1.2	41.8	
ALL AIRCRAFT	ESTIMATE	38107	19970	35368	64426	852	1709	29883	76915	267400	
	% STD ERR	2.2	3.9	3.0	2.1	22.3	14.6	3.6	1.4		
	ROW %	14.3	7.5	13.2	24.1	0.3	0.6	11.2	28.8		
	COLUMN %										

HIERARCHICAL CAPABILITY GROUPS KEY

- 1 - NO REGULATORY AVIONICS
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- 7 - TWO-WAY COMMUNICATIONS, TWO SYSTEMS: AIR TAXIS; 4096 CODE TRANSPONDER, ALTITUDE ENCODING EQUIPMENT, VOR
- 8 - TWO-WAY COMMUNICATIONS, TWO SYSTEMS: AIR TAXIS; 4096 CODE TRANSPONDER, ALTITUDE ENCODING EQUIPMENT; VOR AND DME OR RNAV

* - % STANDARD ERROR GREATER THAN 50%

NOTE: ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2 - 26
PRIMARY USE VS. HIERARCHICAL CAPABILITY GROUPS

PAGE 1 OF 2

1987

	1	2	3	4	5	6	7	8	TOTALS
EXECUTIVE									
ESTIMATE	116	99	118	865	5	4	458	10846	12512
% STD ERR	*	46.0	*	21.0	*	*	29.6	3.8	3.8
ROW %	0.9	0.8	0.9	6.9	0.0	0.0	3.7	86.7	
COLUMN %	0.3	0.5	0.3	1.3	0.6	0.2	1.5	14.1	4.7
BUSINESS									
ESTIMATE	699	633	1814	8592	240	203	4195	25456	41832
% STD ERR	23.2	25.8	14.3	7.0	41.3	40.3	10.3	3.4	2.6
ROW %	1.7	1.5	4.3	20.5	0.6	0.5	10.0	60.9	
COLUMN %	1.8	3.2	5.1	13.3	28.2	11.9	14.0	33.1	15.6
PERSONAL									
ESTIMATE	13618	10284	22764	40061	234	318	18194	28059	133533
% STD ERR	4.6	5.7	3.9	2.9	43.4	37.2	4.8	3.5	1.0
ROW %	10.2	7.7	17.0	30.0	0.2	0.2	13.6	21.0	
COLUMN %	35.7	51.5	64.4	62.2	27.5	18.7	60.9	36.5	49.8
INSTRUCTIONAL									
ESTIMATE	850	835	2625	6570	15	54	3101	2222	16273
% STD ERR	19.7	21.1	13.3	8.2	*	*	12.7	14.2	4.9
ROW %	5.2	5.1	16.1	40.4	0.1	0.3	19.1	13.7	
COLUMN %	2.2	4.2	7.4	10.2	1.8	3.2	10.4	2.9	6.1
AERIAL APPLICATIONS									
ESTIMATE	5533	942	199	347	0	57	64	117	7260
% STD ERR	3.8	17.7	48.5	35.5	0.0	*	25.8	*	3.5
ROW %	76.2	13.0	2.7	4.8	0.0	0.8	0.9	1.6	
COLUMN %	14.5	4.7	0.6	0.5	0.0	3.3	0.2	0.2	2.7
AERIAL OBSERVATION									
ESTIMATE	640	696	636	1327	0	27	1012	1027	5364
% STD ERR	22.2	20.4	26.7	19.0	0.0	*	20.6	19.7	8.5
ROW %	11.9	13.0	11.9	24.7	0.0	0.5	18.9	19.1	
COLUMN %	1.7	3.5	1.8	2.1	0.0	1.6	3.4	1.3	2.0
OTHER WORK USE									
ESTIMATE	241	649	165	330	0	111	237	80	1812
% STD ERR	38.3	22.3	*	36.2	0.0	47.9	37.8	*	14.1
ROW %	13.3	35.8	9.1	18.2	0.0	6.1	13.1	4.4	
COLUMN %	0.6	3.2	0.5	0.5	0.0	6.5	0.8	0.1	0.7
COMPUTER AIR CARRIER									
ESTIMATE	2	0	149	57	0	0	70	822	1100
% STD ERR	*	0.0	44.0	*	0.0	0.0	*	18.3	15.4
ROW %	0.2	0.0	13.5	5.2	0.0	0.0	6.4	74.7	
COLUMN %	0.0	0.0	0.4	0.1	0.0	0.0	0.2	1.1	0.4

TABLE 2 - 26
PRIMARY USE VS. HIERARCHICAL CAPABILITY GROUPS

1987

PAGE 2 OF 2

	1	2	3	4	5	6	7	8	TOTALS
AIR TAXI									
ESTIMATE	88	1172	272	472	28	520	279	3841	6673
% STD ERR	*	18.1	45.3	26.2	*	28.2	33.6	9.4	7.0
ROW %	1.3	17.6	4.1	7.1	0.4	7.8	4.2	57.6	
COLUMN %	0.2	5.9	0.8	0.7	3.3	30.4	0.9	5.0	2.5
OTHER USES									
ESTIMATE	829	1409	363	1078	92	177	704	1964	6617
% STD ERR	22.3	18.0	26.0	19.6	*	31.5	25.7	11.7	7.3
ROW %	12.5	21.3	5.5	16.3	1.4	2.7	10.6	29.7	
COLUMN %	2.2	7.1	1.0	1.7	10.8	10.4	2.4	2.6	2.5
INACTIVE									
ESTIMATE	15620	3270	6299	4943	206	254	1516	2709	34817
% STD ERR	4.4	10.6	7.8	9.2	47.3	43.8	16.6	11.7	3.0
ROW %	44.9	9.4	18.1	14.2	0.6	0.7	4.4	7.8	
COLUMN %	41.0	16.4	17.8	7.7	24.2	14.9	5.1	3.5	13.0
TOTALS									
ESTIMATE	38107	19970	35368	64426	852	1709	29883	76915	267400
% STD ERR	2.2	3.9	3.0	2.1	22.3	14.6	3.6	1.4	
ROW %	14.3	7.5	13.2	24.1	0.3	0.6	11.2	28.8	

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* - % STANDARD ERROR GREATER THAN 50%

NOTE: ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2 - 27
HOURS FLOWN VS. HIERARCHICAL CAPABILITY GROUPS

1987

PAGE 1 OF 2

	1	2	3	4	5	6	7	8	TOTALS
1 - 49 HOURS	10572 ESTIMATE % STD ERR ROW % COLUMN % 27.7	6434 7.6 10.7 32.2	11732 5.8 19.6 33.2	17617 4.8 29.4 27.3	52 * 0.1 6.1	281 29.5 0.5 16.4	5316 9.1 8.9 17.8	8003 7.1 13.3 10.4	60007 2.3 22.4
50 - 99 HOURS	4276 ESTIMATE % STD ERR ROW % COLUMN % 11.2	4004 9.6 6.7 20.1	8680 6.9 14.6 24.5	17287 5.0 29.1 26.8	275 37.9 0.5 32.3	148 * 0.2 8.7	7980 7.4 13.4 26.7	16753 4.8 28.2 21.8	59403 2.4 22.2
100 - 149 HOURS	2726 ESTIMATE % STD ERR ROW % COLUMN % 7.2	2112 13.4 5.0 10.6	4364 10.0 10.4 12.3	10549 6.5 25.1 16.4	128 * 0.3 15.0	228 45.0 0.5 13.3	6111 8.7 14.6 20.4	15756 4.8 37.5 20.5	41972 3.0 15.7
150 - 199 HOURS	907 ESTIMATE % STD ERR ROW % COLUMN % 2.4	755 22.1 4.3 3.8	1019 21.4 5.7 2.9	4003 10.7 22.6 6.2	0 0.0 0.0 0.0	102 * 0.6 6.0	2236 14.6 12.6 7.5	8708 6.6 48.1 11.3	17731 4.8 6.6
200 - 249 HOURS	901 ESTIMATE % STD ERR ROW % COLUMN % 2.4	466 26.4 3.2 2.3	846 22.9 5.7 2.4	3029 12.6 20.6 4.7	66 * 0.4 7.7	116 * 0.8 6.8	2116 15.2 14.4 7.1	7177 7.3 48.8 9.3	14718 5.2 5.5
250 - 299 HOURS	669 ESTIMATE % STD ERR ROW % COLUMN % 1.8	255 36.8 3.3 1.3	317 36.3 4.1 0.9	1248 19.1 16.1 1.9	46 * 0.6 5.4	77 * 1.0 4.5	1099 20.2 14.2 3.7	4041 9.6 52.1 5.3	7750 7.2 2.9
300 - 349 HOURS	601 ESTIMATE % STD ERR ROW % COLUMN % 1.6	521 28.7 6.9 2.6	614 28.9 8.1 1.7	1239 19.5 16.4 1.9	5 * 0.1 0.6	70 * 0.9 4.1	531 28.8 7.0 1.8	3975 9.5 52.6 5.2	7555 7.3 2.8
350 - 399 HOURS	337 ESTIMATE % STD ERR ROW % COLUMN % 0.9	283 32.7 7.7 1.4	152 * 4.1 0.4	528 31.1 14.3 0.8	0 0.0 0.0 0.0	53 * 1.4 3.1	577 29.5 15.6 1.9	1761 13.2 47.7 2.3	3690 10.3 1.4

TABLE 2 - 27
HOURS FLOWN VS. HIERARCHICAL CAPABILITY GROUPS

PAGE 2 OF 2

		1987							
		1	2	3	4	5	6	7	8
		TOTALS							
400 - 449 HOURS	ESTIMATE	528	254	45	1084	0	71	379	1910
	% STD ERR	31.0	34.6	*	21.3	0.0	*	36.3	13.0
	ROW %	12.4	5.9	1.1	25.4	0.0	1.7	8.9	44.7
450+ HOURS	COLUMN %	1.4	1.3	0.1	1.7	0.0	4.2	1.3	2.5
	ESTIMATE	971	1506	1263	3024	43	319	1922	6267
	% STD ERR	20.1	15.8	19.5	12.4	*	33.7	16.1	6.5
INACTIVE	ROW %	6.3	9.8	8.2	19.7	0.3	2.1	12.5	40.9
	COLUMN %	2.5	7.5	3.6	4.7	5.0	18.7	6.4	8.1
	ESTIMATE	15620	3270	6299	4943	206	254	1516	2709
TOTALS	% STD ERR	4.4	10.6	7.8	9.2	47.3	43.8	16.6	11.7
	ROW %	44.9	9.4	18.1	14.2	0.6	0.7	4.4	7.8
	COLUMN %	41.0	16.4	17.8	7.7	24.2	14.9	5.1	3.5
TOTALS	ESTIMATE	38107	19970	35368	64426	852	1709	29883	76915
	% STD ERR	2.2	3.9	3.0	2.1	22.3	14.6	3.6	1.4
	ROW %	14.3	7.5	13.2	24.1	0.3	0.6	11.2	28.8

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* - % STANDARD ERROR GREATER THAN 50%

NOTE: ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2 - 28
AGE OF AIRCRAFT VS. HIERARCHICAL CAPABILITY GROUPS

PAGE 1 OF 2

1987

	1	2	3	4	5	6	7	8	TOTALS
0 - 4 YEARS	ESTIMATE % STD ERR ROW % COLUMN %	5006 9.1 16.6 25.1	2825 13.2 9.4 8.0	2531 13.4 8.4 3.9	172 * 0.6 20.2	542 25.3 1.8 31.7	2513 13.6 8.3 8.4	11331 5.1 37.5 14.7	30196 3.1 11.3
5 - 9 YEARS	ESTIMATE % STD ERR ROW % COLUMN %	2899 11.8 6.3 14.5	3498 12.1 7.6 9.9	8416 7.0 18.2 13.1	191 43.3 0.4 22.4	221 40.6 0.5 12.9	5022 9.7 10.9 16.8	21969 3.7 47.6 28.6	46139 2.6 17.3
10 - 14 YEARS	ESTIMATE % STD ERR ROW % COLUMN %	2468 12.3 4.9 12.4	3683 10.9 7.3 10.4	14596 5.3 29.1 22.7	133 * 0.3 15.6	398 31.9 0.8 23.3	6435 8.4 12.8 21.5	17411 4.5 34.7 22.6	50241 2.6 18.8
15 - 19 YEARS	ESTIMATE % STD ERR ROW % COLUMN %	2107 13.1 6.6 10.6	3840 10.9 12.0 10.9	9923 6.5 31.0 15.4	83 * 0.3 9.7	53 * 0.2 3.1	3583 11.2 11.2 12.0	9846 6.2 30.8 12.8	31969 3.4 12.0
20 - 24 YEARS	ESTIMATE % STD ERR ROW % COLUMN %	1371 16.6 3.7 6.9	5536 9.1 14.9 15.7	12671 5.9 34.1 19.7	137 * 0.4 16.1	183 45.2 0.5 10.7	5295 9.3 14.2 17.7	9785 6.0 26.3 12.7	37168 3.1 13.9
25 - 29 YEARS	ESTIMATE % STD ERR ROW % COLUMN %	874 20.1 4.2 4.4	3659 11.7 17.5 10.3	7737 7.4 37.0 12.0	93 * 0.4 10.9	136 * 0.7 8.0	2933 12.2 14.0 9.8	4120 9.3 19.7 5.4	20889 4.0 7.8
30 - 34 YEARS	ESTIMATE % STD ERR ROW % COLUMN %	855 22.9 6.6 4.3	3308 11.7 25.5 9.4	4070 10.3 31.4 6.3	27 * 0.2 3.2	30 * 0.2 1.8	2064 14.7 15.9 6.9	1479 15.8 11.4 1.9	12954 4.9 4.8

TABLE 2 - 28
AGE OF AIRCRAFT VS. HIERARCHICAL CAPABILITY GROUPS

PAGE 2 OF 2

1987

	1	2	3	4	5	6	7	8	TOTALS
35+ YEARS									
ESTIMATE	16173	4666	9014	4667	28	139	2027	937	37651
% STD ERR	3.2	8.2	4.7	7.5	*	45.7	12.5	16.1	1.5
ROW %	43.0	12.4	23.9	12.4	0.1	0.4	5.4	2.5	
COLUMN %	42.4	23.4	25.5	7.2	3.3	8.1	6.8	1.2	14.1
TOTALS	38107	19970	35368	64426	852	1709	29883	76915	267400
ESTIMATE	2.2	3.9	3.0	2.1	22.3	14.6	3.6	1.4	
% STD ERR	14.3	7.5	13.2	24.1	0.3	0.6	11.2	28.8	

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* - % STANDARD ERROR GREATER THAN 50%

NOTE: ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2 - 29
COMPUTED AIRCRAFT TYPE VS. HIERARCHICAL CAPABILITY GROUPS

1987

PAGE 1 OF 2

	1	2	3	4	5	6	7	8	TOTALS
FIXED WING - PISTON: SINGLE ENGINE 1-3 SEATS	28007	10112	22472	19719	131	289	5798	1279	87787
	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE
	% STD ERR ROW % COLUMN %	6.2 31.9 73.5	3.7 25.6 83.5	3.7 22.5 30.8	* 0.1 15.4	40.9 0.3 15.7	8.6 6.6 19.4	18.4 1.5 1.7	0.0 0.0 32.8
SINGLE ENGINE 4+ SEATS	2385	1791	11053	40718	414	577	20880	43668	121486
	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE
	% STD ERR ROW % COLUMN %	11.7 2.0 6.3	14.0 1.5 9.0	5.5 9.1 31.3	32.8 0.3 48.6	28.5 0.5 33.8	4.3 17.2 69.9	2.3 35.9 56.8	0.0 0.0 45.4
TWO ENGINES 1-6 SEATS	287	55	412	1990	163	191	1551	13548	18196
	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE
	% STD ERR ROW % COLUMN %	24.9 1.6 0.8	43.7 0.3 0.3	29.7 2.3 1.2	12.9 10.9 3.1	42.9 1.0 11.2	15.2 8.5 5.2	2.5 74.4 17.6	0.0 6.8 6.8
TWO ENGINES 7+ SEATS	249	104	100	515	25	139	421	7585	9138
	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE
	% STD ERR ROW % COLUMN %	27.0 2.7 0.7	41.8 1.1 0.5	* 1.1 0.3	22.9 5.6 0.8	39.7 1.5 8.1	23.1 4.6 1.4	2.2 83.0 9.9	0.0 3.4 3.4
OTHER	102	22	0	43	2	2	49	44	264
	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE
	% STD ERR ROW % COLUMN %	33.1 38.6 0.3	* 8.3 0.1	0.0 0.0 0.0	* 16.3 0.1	* 0.8 0.1	35.1 18.6 0.2	* 16.7 0.1	0.0 0.1 0.1
FIXED WING - TURBOPROP: 2 ENGINES 1-12 SEATS	0	23	33	33	10	12	56	4608	4775
	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE
	% STD ERR ROW % COLUMN %	0.0 0.0 0.0	* 0.7 0.1	* 0.7 0.1	* 0.2 1.2	* 0.3 0.7	* 1.2 0.2	* 1.3 96.5 6.0	0.0 0.0 1.8
2 ENGINES 13+ SEATS	0	0	0	12	0	7	46	781	848
	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE
	% STD ERR ROW % COLUMN %	0.0 0.0 0.0	0.0 0.0 0.0	* 1.4 0.0	0.0 0.0 0.0	* 0.8 0.4	38.1 5.4 0.2	2.9 92.3 1.0	0.0 0.3 0.3
OTHER	68	15	22	2	0	2	2	141	250
	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE	ESTIMATE
	% STD ERR ROW % COLUMN %	25.6 27.2 0.2	* 6.0 0.1	* 8.8 0.1	0.0 0.8 0.0	* 0.8 0.1	* 0.8 0.0	15.4 56.4 0.2	0.0 0.1 0.1

TABLE 2 - 29
COMPUTED AIRCRAFT TYPE VS. HIERARCHICAL CAPABILITY GROUPS

PAGE 2 OF 2

1987

	1	2	3	4	5	6	7	8	TOTALS
FIXED WING - TURBOJET: 2 ENGINES	5	0	2	126	0	0	109	3883	4126
ESTIMATE	*	0.0	*	36.1	0.0	0.0	48.2	1.8	0.0
% STD ERR	0.1	0.0	0.0	3.1	0.0	0.0	2.6	94.1	
ROW %	0.0	0.0	0.0	0.2	0.0	0.0	0.4	5.0	1.5
COLUMN %									
OTHER	48	11	12	17	0	34	33	509	663
ESTIMATE	22.2	*	*	41.4	0.0	28.3	29.3	3.0	0.0
% STD ERR	7.2	1.7	1.8	2.6	0.0	5.1	5.0	76.8	
ROW %	0.1	0.1	0.0	0.0	0.0	2.0	0.1	0.7	0.2
COLUMN %									
ROTORCRAFT: PISTON	2200	2081	425	332	22	207	185	57	5510
ESTIMATE	6.9	7.7	20.2	24.1	*	28.7	30.3	*	0.0
% STD ERR	39.9	37.8	7.7	6.0	0.4	3.8	3.4	1.0	
ROW %	5.8	10.4	1.2	0.5	2.6	12.1	0.6	0.1	2.1
COLUMN %									
TURBINE	138	1342	401	880	0	226	671	799	4458
ESTIMATE	34.0	14.4	33.2	19.5	0.0	42.0	23.7	14.7	0.0
% STD ERR	3.1	30.1	9.0	19.7	0.0	5.1	15.1	17.9	
ROW %	0.4	6.7	1.1	1.4	0.0	13.2	2.2	1.0	1.7
COLUMN %									
OTHER AIRCRAFT	4618	4414	435	39	85	43	81	17	9732
ESTIMATE	5.7	5.8	26.7	*	*	*	*	*	0.0
% STD ERR	47.5	45.4	4.5	0.4	0.9	0.4	0.8	0.2	
ROW %	12.1	22.1	1.2	0.1	10.0	2.5	0.3	0.0	3.6
COLUMN %									
ALL AIRCRAFT	38107	19970	35368	64426	852	1709	29883	76915	267400
ESTIMATE	2.2	3.9	3.0	2.1	22.3	14.6	3.6	1.4	
% STD ERR	14.3	7.5	13.2	24.1	0.3	0.6	11.2	28.8	
ROW %									
COLUMN %									

HIERARCHICAL CAPABILITY GROUPS KEY

- 1 - NO REGULATORY AVIONICS
- 2 - TWO-WAY COMMUNICATIONS
- 3 - TWO-WAY COMMUNICATIONS, TWO SYSTEMS: AIR TAXIS; VOR OR ADF OR RNAV
- 4 - TWO-WAY COMMUNICATIONS, TWO SYSTEMS: AIR TAXIS; 4096 CODE TRANSPONDER; VOR OR RNAV
- 5 - 4096 CODE TRANSPONDER, ALTITUDE ENCODING EQUIPMENT
- 6 - TWO-WAY COMMUNICATIONS: 4096 CODE TRANSPONDER, ALTITUDE ENCODING EQUIPMENT
- 7 - TWO-WAY COMMUNICATIONS, TWO SYSTEMS: AIR TAXIS; 4096 CODE TRANSPONDER, ALTITUDE ENCODING EQUIPMENT; VOR
- 8 - TWO-WAY COMMUNICATIONS, TWO SYSTEMS: AIR TAXIS; 4096 CODE TRANSPONDER, ALTITUDE ENCODING EQUIPMENT; VOR AND DME OR RNAV

* - % STANDARD ERROR GREATER THAN 50%

NOTE: ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2 - 30
BASE AIRPORT REGION VS. HIERARCHICAL CAPABILITY GROUPS

PAGE 1 OF 2

1987

	1	2	3	4	5	6	7	8	TOTALS
ALASKAN	ESTIMATE	635	1463	4176	2246	0	42	228	481
	% STD ERR	25.2	17.6	9.5	13.2	0.0	*	38.4	28.1
	ROW %	6.8	15.8	45.0	24.2	0.0	0.5	2.5	5.2
	COLUMN %	1.7	7.3	11.8	3.5	0.0	2.5	0.8	0.6
CENTRAL	ESTIMATE	3766	925	2418	3566	34	52	1139	4576
	% STD ERR	10.7	20.4	13.7	11.6	*	*	21.1	9.5
	ROW %	22.9	5.6	14.7	21.6	0.2	0.3	6.9	27.8
	COLUMN %	9.9	4.6	6.8	5.5	4.0	3.0	3.8	5.9
EASTERN	ESTIMATE	4201	1618	3594	6290	64	132	4336	9567
	% STD ERR	9.3	15.5	11.0	8.7	*	*	10.3	6.3
	ROW %	14.1	5.4	12.1	21.1	0.2	0.4	14.5	32.1
	COLUMN %	11.0	8.1	10.2	9.8	7.5	7.7	14.5	12.4
GREAT LAKES	ESTIMATE	8473	2654	7101	12273	167	146	3344	13419
	% STD ERR	6.8	12.5	7.8	6.1	*	49.8	11.8	5.3
	ROW %	17.8	5.6	14.9	25.8	0.4	0.3	7.0	28.2
	COLUMN %	22.2	13.3	20.1	19.0	19.6	8.5	11.2	17.4
NEW ENGLAND	ESTIMATE	1039	792	1591	2363	82	111	1739	3124
	% STD ERR	19.4	21.9	16.4	14.2	*	*	16.8	11.7
	ROW %	9.6	7.3	14.7	21.8	0.8	1.0	16.0	28.8
	COLUMN %	2.7	4.0	4.5	3.7	9.6	6.5	5.8	4.1
NORTHWEST MOUNTAIN	ESTIMATE	4598	2505	4538	8334	48	127	3531	6918
	% STD ERR	9.9	14.2	12.3	8.3	*	*	8.4	9.5
	ROW %	15.9	8.3	10.7	13.9	0.2	0.8	10.2	28.0
	COLUMN %	16.8	14.6	13.9	13.8	27.4	3.8	12.9	13.3
SOUTHERN	ESTIMATE	4820	4430	4603	10818	182	299	7858	14792
	% STD ERR	8.5	9.0	9.6	6.5	46.0	29.1	7.7	5.0
	ROW %	10.1	9.3	9.6	22.6	0.4	0.6	16.4	30.9
	COLUMN %	12.6	22.2	13.0	16.8	21.4	17.5	26.3	19.2

TABLE 2 - 30
BASE AIRPORT REGION VS. HIERARCHICAL CAPABILITY GROUPS

PAGE 2 OF 2

		1987							
		1	2	3	4	5	6	7	8
		TOTALS							
SOUTHWESTERN	ESTIMATE	5809	2798	3602	7010	98	396	2992	11022
	% STD ERR	9.7	11.2	12.7	8.7	*	38.2	14.1	6.8
	ROW %	16.8	5.1	11.3	29.9	0.4	0.6	5.7	37.1
WESTERN-PACIFIC	ESTIMATE	4282	2921	3973	11094	139	373	5026	13554
	% STD ERR	9.5	11.7	10.9	6.4	*	31.0	9.8	5.1
	ROW %	10.4	7.1	9.6	26.8	0.3	0.9	12.2	32.8
TOTALS	ESTIMATE	38107	19970	35388	64426	852	1709	29883	76915
	% STD ERR	2.2	3.9	3.0	2.1	22.3	14.6	3.6	1.4
	ROW %	14.3	7.5	13.2	24.1	0.3	0.6	11.2	28.8

HIERARCHICAL CAPABILITY GROUPS KEY

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- 7 - TWO-WAY COMMUNICATIONS, TWO SYSTEMS: AIR TAXIS; 4096 CODE TRANSPONDER, ALTITUDE ENCODING EQUIPMENT, VOR
- 8 - TWO-WAY COMMUNICATIONS, TWO SYSTEMS: AIR TAXIS; 4096 CODE TRANSPONDER, ALTITUDE ENCODING EQUIPMENT; VOR AND DME OR RNAV

* - % STANDARD ERROR GREATER THAN 50%

NOTE: ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
OPERATIONS OUTSIDE U.S.A TERRITORIES ARE NOT INCLUDED.

TABLE 2 - 31
PRIMARY USE VS. NON-HIERARCHICAL CAPABILITY GROUPS

1987											PAGE 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
EXECUTIVE	ESTIMATE	252	155	3244	8322	7375	8546	158	96	315	12512
	% STD ERR	42.6	42.6	10.9	3.8	4.8	3.8	38.0	35.1	36.1	3.8
	ROW %	2.0	1.2	25.9	66.5	58.9	68.3	1.3	0.8	2.5	
	COLUMN %	1.6	1.7	3.3	42.0	11.9	40.4	7.9	11.3	0.3	4.7
BUSINESS	ESTIMATE	1277	1908	27835	4914	15655	5162	646	411	4686	41832
	% STD ERR	18.5	15.1	3.4	8.3	4.8	8.1	26.1	32.3	9.2	2.6
	ROW %	3.1	4.6	66.5	11.7	37.4	12.3	1.5	1.0	11.2	
	COLUMN %	8.1	21.1	28.5	24.8	25.3	24.4	32.1	48.6	4.2	15.6
PERSONAL	ESTIMATE	10053	5098	48881	2497	29124	2851	555	158	58674	133533
	% STD ERR	6.6	9.5	2.5	12.8	3.7	12.1	26.9	45.0	1.9	1.0
	ROW %	7.5	3.8	36.6	1.9	21.8	2.1	0.4	0.1	43.9	
	COLUMN %	63.4	56.5	50.1	12.6	47.0	13.5	27.6	18.7	52.5	49.9
INSTRUCTIONAL	ESTIMATE	2040	574	5919	123	1131	125	30	0	7455	16273
	% STD ERR	15.4	28.8	8.8	48.8	20.1	48.0	*	0.0	7.3	4.9
	ROW %	12.5	3.5	36.4	0.8	7.0	0.8	0.2	0.0	45.8	
	COLUMN %	12.9	6.4	6.1	0.6	1.8	0.6	1.5	0.0	6.7	6.1
AERIAL APPLICATIONS	ESTIMATE	38	0	204	6	417	12	6	0	6752	7260
	% STD ERR	*	0.0	35.7	*	32.0	*	*	0.0	3.2	3.5
	ROW %	0.5	0.0	2.8	0.1	5.7	0.2	0.1	0.0	93.0	
	COLUMN %	0.2	0.0	0.2	0.0	0.7	0.1	0.3	0.0	6.0	2.7
AERIAL OBSERVATION	ESTIMATE	622	178	1421	261	1763	272	113	31	2427	5364
	% STD ERR	25.9	*	17.6	32.9	15.0	32.1	*	*	12.4	8.5
	ROW %	11.6	3.3	26.5	4.9	32.9	5.1	2.1	0.6	45.2	
	COLUMN %	3.9	2.0	1.5	1.3	2.8	1.3	5.6	3.7	2.2	2.0
OTHER WORK USE	ESTIMATE	102	58	146	30	126	33	0	0	1442	1812
	% STD ERR	*	*	*	*	*	*	0.0	0.0	15.4	14.1
	ROW %	5.6	3.2	8.1	1.7	7.0	1.8	0.0	0.0	79.6	
	COLUMN %	0.6	0.6	0.1	0.2	0.2	0.2	0.0	0.0	1.3	0.7
COMPUTER AIR CARRIER	ESTIMATE	74	31	544	439	259	546	31	0	11	1100
	% STD ERR	*	*	24.1	29.2	27.1	24.6	*	0.0	*	15.4
	ROW %	6.7	2.8	49.5	39.9	23.5	49.6	2.8	0.0	1.0	
	COLUMN %	0.5	0.3	0.6	2.2	0.4	2.6	1.5	0.0	0.0	0.4

TABLE 2 - 31
PRIMARY USE VS. NON-HIERARCHICAL CAPABILITY GROUPS

PAGE 2 OF 2

1987

	L	L, MB	L, MB, GS	L, MB, GS, RA	LRN	RA	ML	L, MB, GS, ML	LRN, ML	NO GROUP	ALL CRAFT
AIR TAXI	157	124	3105	1713	2496	1852	170	170	45	521	6873
ESTIMATE	*	*	11.0	13.6	11.6	12.8	*	*	*	27.0	7.0
% STD ERR	2.4	1.9	46.5	25.7	37.4	27.8	2.5	2.5	0.7	7.8	2.5
ROW %	1.0	1.4	3.2	8.6	4.0	8.7	8.5	13.7	5.3	0.5	2.5
COLUMN %											
OTHER USES	281	56	1591	1050	2020	1143	102	49	79	3067	6617
ESTIMATE	39.7	*	15.4	13.7	13.4	13.7	48.0	*	*	11.1	7.3
% STD ERR	4.2	0.8	24.0	15.9	30.5	17.3	1.5	0.7	1.2	46.4	2.5
ROW %	1.8	0.6	1.6	5.3	3.3	5.4	5.1	4.0	9.3	2.7	2.5
COLUMN %											
INACTIVE	1003	802	4795	538	2013	667	233	86	37	26824	34817
ESTIMATE	20.7	21.5	9.1	25.8	14.4	23.2	41.2	*	*	3.3	3.0
% STD ERR	2.9	2.3	13.8	1.5	5.8	1.9	0.7	0.2	0.1	77.0	13.0
ROW %	6.3	8.9	4.9	2.7	3.2	3.1	11.6	6.9	4.4	24.0	13.0
COLUMN %											
TOTALS	15853	9031	97619	19820	61981	21177	2010	1240	846	111835	267400
ESTIMATE	5.1	6.9	1.3	2.9	2.1	2.8	13.8	17.9	19.7	1.1	1.1
% STD ERR	5.9	3.4	36.5	7.4	23.2	7.9	0.8	0.5	0.3	41.8	41.8
ROW %											

NON-HIERARCHICAL CAPABILITY GROUPS KEY

GS - GLIDE SLOPE
L - LOCALIZER
LRN - LONG RANGE NAVIGATION - INCLUDES LORAN-C, OMEGA
MB - MARKER BEACON
ML - MICROWAVE LANDING SYSTEM
RA - RADAR ALTIMETER
NO - NO REGULATORY AVIONICS

* - % STANDARD ERROR GREATER THAN 50%

NOTE: ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2 - 32
HOURS FLOWN VS. NON-HIERARCHICAL CAPABILITY GROUPS

PAGE 1 OF 2

1987

	L	L, MB	L, MB, GS	L, MB, GS, RA	LRN	RA	ML	L, MB, GS, ML	LRN, ML	NO GROUP	ALL CRAFT
1 - 49 HOURS	3627 10.8 6.0 22.9	2108 14.6 3.5 23.3	13932 5.5 23.2 14.3	1327 15.1 2.2 6.7	8290 7.3 13.8 13.4	1646 13.9 2.7 7.8	373 31.2 0.6 18.6	50 * 0.1 4.0	107 38.6 0.2 12.6	36032 3.0 60.0 32.2	60007 2.3 22.4
	ESTIMATE % STD ERR ROW % COLUMN %										
50 - 99 HOURS	4434 10.3 7.5 28.0	2707 13.1 4.6 30.0	25887 3.8 43.6 26.5	1641 15.0 2.8 8.3	15550 5.2 26.2 25.1	1823 14.5 3.1 8.6	359 35.4 0.6 17.9	295 39.1 0.5 23.8	157 * 0.3 18.6	20767 4.2 35.0 18.6	59403 2.4 22.2
	ESTIMATE % STD ERR ROW % COLUMN %										
100 - 149 HOURS	2716 13.1 6.5 17.1	1455 17.5 3.5 16.1	21706 4.2 51.7 22.2	2825 10.8 6.7 14.3	12702 5.6 30.3 20.5	2905 10.6 6.9 13.7	167 45.1 0.4 8.3	123 * 0.3 9.9	119 * 0.3 14.1	11248 6.1 26.8 10.1	41872 3.0 15.7
	ESTIMATE % STD ERR ROW % COLUMN %										
150 - 199 HOURS	942 22.6 5.3 5.9	437 34.5 2.5 4.8	9978 6.5 56.3 10.2	2078 12.6 11.7 10.5	6054 8.1 34.1 9.8	2145 12.3 12.1 10.1	250 41.2 1.4 12.4	158 * 0.9 12.7	37 * 0.2 4.4	3310 11.6 18.7 3.0	17731 4.8 6.6
	ESTIMATE % STD ERR ROW % COLUMN %										
200 - 249 HOURS	586 28.9 4.0 3.7	404 33.4 2.7 4.5	7750 7.5 52.7 7.9	2587 11.0 17.6 13.1	5485 8.4 37.3 8.8	2672 10.9 18.2 12.6	137 * 0.9 6.8	119 * 0.8 9.6	12 * 0.1 1.4	2891 11.9 19.6 2.6	14718 5.2 5.5
	ESTIMATE % STD ERR ROW % COLUMN %										
250 - 299 HOURS	393 36.5 5.1 2.5	183 49.2 2.4 2.0	3882 10.6 50.1 4.0	1467 14.2 18.9 7.4	2322 12.3 30.0 3.7	1494 13.9 19.3 7.1	44 * 0.6 2.2	44 * 0.6 3.5	10 * 0.1 1.2	1719 15.8 22.2 1.5	7750 7.2 2.9
	ESTIMATE % STD ERR ROW % COLUMN %										
300 - 349 HOURS	592 28.0 7.8 3.7	133 * 1.8 1.5	2750 12.8 36.4 2.8	1809 12.3 23.9 9.1	2526 11.8 33.4 4.1	1848 12.1 24.5 8.7	31 * 0.4 1.5	31 * 0.4 2.5	31 * 0.4 3.7	1988 14.9 26.4 1.8	7555 7.3 2.8
	ESTIMATE % STD ERR ROW % COLUMN %										
350 - 399 HOURS	95 * 2.6 0.6	47 * 1.3 0.5	1499 17.1 40.6 1.5	908 15.7 24.6 4.6	1184 16.4 32.1 1.9	913 15.7 24.7 4.3	109 * 3.0 5.4	109 * 3.0 8.8	93 * 2.5 11.0	1027 21.1 27.8 0.9	3680 10.3 1.4
	ESTIMATE % STD ERR ROW % COLUMN %										

TABLE 2 - 32
HOURS FLOWN VS. NON-HIERARCHICAL CAPABILITY GROUPS

1987											PAGE 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 HOURS	ESTIMATE	254	1278	1087	1372	1090	126	126	94	1308	4271	
	% STD ERR	47.9	* 18.9	15.2	14.5	15.2	*	*	*	18.9	9.7	
	ROW %	5.9	4.1 29.9	25.5	32.1	25.5	3.0	3.0	2.2	30.6		
	COLUMN %	1.6	1.9 1.3	5.5	2.2	5.1	6.3	6.3	11.1	1.2	1.6	
450+ HOURS	ESTIMATE	1229	4118	3603	4783	3981	212	123	158	4698	15316	
	% STD ERR	19.6	30.0 10.2	7.4	7.7	7.1	37.4	*	41.1	9.5	4.7	
	ROW %	8.0	3.4 26.9	23.5	31.2	26.0	1.4	0.8	1.0	30.7		
	COLUMN %	7.8	5.7 4.2	18.2	7.7	18.8	10.5	9.9	18.7	4.2	5.7	
INACTIVE	ESTIMATE	1003	4795	538	2013	667	233	86	37	26824	34817	
	% STD ERR	20.7	21.5 9.1	25.8	14.4	23.2	41.2	*	*	3.3	3.0	
	ROW %	2.9	2.3 13.8	1.5	5.8	1.9	0.7	0.2	0.1	77.0		
	COLUMN %	6.3	8.9 4.9	2.7	3.2	3.1	11.6	6.9	4.4	24.0	13.0	
TOTALS	ESTIMATE	15853	97819	19820	61981	21177	2010	1240	846	111835	267400	
	% STD ERR	5.1	6.9 1.3	2.9	2.1	2.8	13.8	17.9	19.7	1.1		
	ROW %	5.9	3.4 36.5	7.4	23.2	7.9	0.8	0.5	0.3	41.8		

NON-HIERARCHICAL CAPABILITY GROUPS KEY

GS	-	GLIDE SLOPE
L	-	LOCALIZER
LRN	-	LONG RANGE NAVIGATION - INCLUDES LORAN-C, OMEGA
MB	-	MARKER BEACON
ML	-	MICROWAVE LANDING SYSTEM
RA	-	RADAR ALTIMETER
NO	-	NO REGULATORY AVIONICS

* - % STANDARD ERROR GREATER THAN 50%

NOTE: ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2 - 33
AGE OF AIRCRAFT VS. NON-HIERARCHICAL CAPABILITY GROUPS

PAGE 1 OF 2

1987

		L	L, MB, GS	L, MB, GS, RA	LRN	RA	ML	L, MB, GS, ML	LRN, ML	NO GROUP	ALL CRAFT
0 - 4 YEARS	ESTIMATE	1522	743	8241	4871	5081	394	157	314	12998	30196
	% STD ERR	18.6	25.6	6.9	6.4	6.3	27.8	36.9	27.3	5.0	3.1
	ROW %	5.0	2.5	27.3	16.1	16.8	1.3	0.5	1.0	43.0	11.3
	COLUMN %	9.6	8.2	8.4	24.6	24.0	19.6	12.7	37.1	11.6	
5 - 9 YEARS	ESTIMATE	2835	981	21520	5971	6257	305	294	113	12761	46139
	% STD ERR	12.9	21.4	4.1	6.5	6.4	39.3	40.6	*	5.4	2.6
	ROW %	6.1	2.1	46.6	12.9	13.6	0.7	0.6	0.2	27.7	17.3
	COLUMN %	17.9	10.9	22.0	30.1	29.5	15.2	23.7	13.4	11.4	
10 - 14 YEARS	ESTIMATE	2084	1640	23368	4616	5070	461	293	130	16287	50241
	% STD ERR	15.2	16.0	4.0	7.9	7.6	30.4	36.0	48.9	4.8	2.6
	ROW %	4.1	3.3	46.5	9.2	10.1	0.9	0.6	0.3	32.4	18.8
	COLUMN %	13.1	18.2	23.9	23.3	23.9	22.9	23.6	15.4	14.5	
15 - 19 YEARS	ESTIMATE	1843	1572	13907	1955	2148	333	285	111	11176	31989
	% STD ERR	15.7	17.2	5.4	12.6	12.1	36.6	40.8	*	6.0	3.4
	ROW %	5.8	4.9	43.5	6.1	6.7	1.0	0.9	0.3	35.0	12.0
	COLUMN %	11.6	17.4	14.2	9.9	10.1	16.6	23.0	13.1	10.0	
20 - 24 YEARS	ESTIMATE	2646	1798	16176	1631	1767	287	130	119	12959	37168
	% STD ERR	13.6	16.2	4.8	12.8	12.6	35.6	*	*	5.7	3.1
	ROW %	7.1	4.8	43.5	4.4	4.8	0.8	0.3	0.3	34.9	13.9
	COLUMN %	16.7	19.9	16.6	8.2	8.3	14.3	10.5	14.1	11.6	
25 - 29 YEARS	ESTIMATE	1732	1315	8367	501	540	54	43	39	7972	20888
	% STD ERR	16.3	18.6	6.7	20.6	20.7	*	*	*	6.9	4.0
	ROW %	8.3	6.3	40.1	2.4	2.6	0.3	0.2	0.2	38.2	7.8
	COLUMN %	10.9	14.6	8.6	2.5	2.5	2.7	3.5	4.6	7.1	
30 - 34 YEARS	ESTIMATE	1244	349	3701	42	42	9	0	0	6850	12954
	% STD ERR	19.0	35.5	10.1	*	*	*	0.0	0.0	7.6	4.8
	ROW %	9.6	2.7	28.6	0.3	0.3	0.1	0.0	0.0	52.9	4.8
	COLUMN %	7.8	3.9	3.8	0.2	0.2	0.4	0.0	0.0	6.1	

TABLE 2 - 33
AGE OF AIRCRAFT VS. NON-HIERARCHICAL CAPABILITY GROUPS

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35+ YEARS	ESTIMATE	L	L, MB	L, MB, GS	L, MB, GS, RA	LRN	RA	ML	L, MB, GS, ML	LRN, ML	NO GROUP	ALL CRAFT
	1971	673	2242	264	3085	307	209	48	45	30740	37851	
% STD ERR	12.4	22.0	10.7	40.7	10.3	35.8	41.2	*	*	1.9	1.5	
ROW %	5.2	1.8	6.0	0.7	8.2	0.8	0.6	0.1	0.1	81.6		
COLUMN %	12.4	7.5	2.3	1.3	5.0	1.4	10.4	4.0	5.3	27.5	14.1	
TOTALS	15853	9031	97619	19820	61981	21177	2010	1240	848	111835	267400	
% STD ERR	5.1	6.9	1.3	2.9	2.1	2.8	13.8	17.9	19.7	1.1		
ROW %	5.9	3.4	36.5	7.4	23.2	7.9	0.8	0.5	0.3	41.8		

NON-HIERARCHICAL CAPABILITY GROUPS KEY

- GS - GLIDE SLOPE
- L - LOCALIZER
- LRN - LONG RANGE NAVIGATION - INCLUDES LORAN-C, OMEGA
- MB - MARKER BEACON
- ML - MICROWAVE LANDING SYSTEM
- RA - RADAR ALTIMETER
- NO - NO REGULATORY AVIONICS

* - % STANDARD ERROR GREATER THAN 50%

NOTE: ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2 - 34
COMPUTED AIRCRAFT TYPE VS. NON-HIERARCHICAL CAPABILITY GROUPS

1987

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	L	L, MB	L, MB, GS	L, MB, GS, RA	LRN	RA	ML	L, MB, GS, ML	LRN, ML	NO GROUP	ALL CRAFT
FIXED WING - PISTON: SINGLE ENGINE 1-3 SEATS	7024	1195	5181	261	7946	279	283	41	60	69184	87787
	7.7	19.5	8.9	40.3	7.4	37.9	38.5	*	*	1.1	0.0
	8.0	1.4	5.9	0.3	9.1	0.3	0.3	0.0	0.1	78.8	32.8
	44.3	13.2	5.3	1.3	12.8	1.3	14.1	3.3	7.1	61.9	
SINGLE ENGINE 4+ SEATS	8055	6697	72805	3043	33371	3516	723	503	234	25714	121486
	7.3	8.0	1.5	11.9	3.1	11.1	25.5	30.5	44.4	3.4	0.0
	6.6	5.5	59.9	2.5	27.5	2.9	0.6	0.4	0.2	21.2	45.4
	50.8	74.2	74.6	15.4	53.8	16.6	36.0	40.6	27.7	23.0	
TWO ENGINES 1-6 SEATS	223	763	12877	3750	6956	3932	414	311	161	432	18196
	43.9	21.9	2.8	8.5	5.8	8.3	31.7	38.6	47.9	16.3	0.0
	1.2	4.2	70.8	20.6	38.2	21.6	2.3	1.7	0.9	2.4	6.8
	1.4	8.4	13.2	18.9	11.2	18.6	20.6	25.1	19.0	0.4	
TWO ENGINES 7+ SEATS	91	198	5036	3094	3633	3262	157	139	82	581	9138
	*	42.8	5.1	8.0	7.6	7.5	*	*	*	18.9	0.0
	1.0	2.2	55.1	33.9	39.8	35.7	1.7	1.5	0.9	6.4	3.4
	0.6	2.2	5.2	15.6	5.9	15.4	7.8	11.2	9.7	0.5	
OTHER	9	0	108	0	41	0	0	0	0	147	264
	*	0.0	28.2	0.0	27.7	0.0	0.0	0.0	0.0	21.7	0.0
	3.4	0.0	40.9	0.0	15.5	0.0	0.0	0.0	0.0	55.7	0.1
	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.1	
FIXED WING - TURBOPROP: 2 ENGINES 1-12 SEATS	3	50	531	4163	2336	4208	44	44	41	19	4775
	*	*	17.5	2.4	6.8	2.3	*	*	*	*	0.0
	0.1	1.0	11.1	87.2	48.9	88.1	0.9	0.9	0.9	0.4	1.8
	0.0	0.6	0.5	21.0	3.8	19.9	2.2	3.5	4.8	0.0	
2 ENGINES 13+ SEATS	37	8	319	470	275	523	98	61	76	4	846
	*	*	12.6	8.4	14.5	7.7	31.5	39.0	34.2	*	0.0
	4.4	0.9	37.7	55.6	32.5	61.8	11.6	7.2	9.0	0.5	0.3
	0.2	0.1	0.3	2.4	0.4	2.5	4.9	4.9	9.0	0.0	
OTHER	0	0	44	122	88	122	18	13	0	78	250
	0.0	0.0	*	20.8	30.4	20.8	*	*	0.0	7.2	0.0
	0.0	0.0	17.6	48.8	35.2	48.8	7.2	5.2	0.0	31.2	0.1
	0.0	0.0	0.0	0.6	0.1	0.6	0.9	1.0	0.0	0.1	

TABLE 2 - 34
COMPUTED AIRCRAFT TYPE VS. NON-HIERARCHICAL CAPABILITY GROUPS

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1987

	L	L, MB	L, MB, GS	L, MB, GS, RA	LRN	RA	ML	L, MB, GS, ML	LRN, ML	NO GROUP	ALL CRAFT
FIXED WING - TURBOJET 2 ENGINES	ESTIMATE	4	29	3890	3419	3925	86	82	79	5	4126
	% STD ERR	*	*	1.8	3.1	1.7	40.0	41.4	40.8	*	0.0
	ROW %	0.1	0.7	94.3	82.9	95.1	2.1	2.0	1.9	0.1	0.0
	COLUMN %	0.0	0.3	19.6	5.5	18.5	4.3	6.6	9.3	0.0	1.5
OTHER	ESTIMATE	34	6	404	517	409	3	3	3	65	663
	% STD ERR	28.8	*	17.2	3.1	5.1	*	*	*	19.6	0.0
	ROW %	5.1	0.9	60.9	78.0	61.7	0.5	0.5	0.5	9.8	0.0
	COLUMN %	0.2	0.1	2.0	0.8	1.9	0.1	0.2	0.4	0.1	0.2
ROTORCRAFT: PISTON	ESTIMATE	88	0	92	613	16	134	0	67	4667	5510
	% STD ERR	40.9	0.0	*	17.9	*	39.5	0.0	*	2.7	0.0
	ROW %	1.6	0.0	1.7	11.1	0.3	2.4	0.0	1.2	84.7	0.0
	COLUMN %	0.6	0.0	0.1	1.0	0.1	6.7	0.0	7.9	4.2	2.1
TURBINE	ESTIMATE	253	85	610	2725	944	40	36	36	1335	4458
	% STD ERR	41.6	*	35.7	7.2	12.5	*	*	*	13.5	0.0
	ROW %	5.7	1.9	13.7	61.1	21.2	0.9	0.8	0.8	29.9	0.0
	COLUMN %	1.6	0.9	3.1	4.4	4.5	2.0	2.9	4.3	1.2	1.7
OTHER AIRCRAFT	ESTIMATE	32	0	11	61	42	10	7	7	9604	9732
	% STD ERR	*	0.0	*	*	*	*	*	*	0.6	0.0
	ROW %	0.3	0.0	0.1	0.6	0.4	0.1	0.1	0.1	98.7	0.0
	COLUMN %	0.2	0.0	0.0	0.1	0.2	0.5	0.6	0.8	8.6	3.6
ALL AIRCRAFT	ESTIMATE	15853	9031	97619	61981	21177	2010	1240	846	111835	267400
	% STD ERR	5.1	6.9	1.3	2.9	2.8	13.8	17.9	19.7	1.1	0.0
	ROW %	5.9	3.4	36.5	23.2	7.9	0.8	0.5	0.3	41.8	0.0
	COLUMN %										

NON-HIERARCHICAL CAPABILITY GROUPS KEY

GS	-	GLIDE SLOPE
L	-	LOCALIZER
LRN	-	LONG RANGE NAVIGATION - INCLUDES LORAN-C, OMEGA
MB	-	MARKER BEACON
ML	-	MICROWAVE LANDING SYSTEM
RA	-	RADAR ALTIMETER
NO	-	NO REGULATORY AVIONICS

* - % STANDARD ERROR GREATER THAN 50%

NOTE: ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 2 - 35
BASE AIRPORT REGION VS. NON-HIERARCHICAL CAPABILITY GROUPS

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1987

	L	L, MB, GS	L, MB, GS, RA	LRN	RA	ML	L, MB, GS, ML	LRN, ML	NO GROUP	ALL CRAFT
ALASKAN										
ESTIMATE	549	400	1412	162	251	46	3	3	5946	9271
% STD ERR	26.7	32.3	16.0	47.1	34.0	*	*	*	7.8	6.1
ROW %	5.9	4.3	15.2	1.7	2.7	0.5	0.0	0.0	64.1	
COLUMN %	3.5	4.4	1.4	0.8	1.2	2.3	0.2	0.4	5.3	3.5
CENTRAL										
ESTIMATE	852	541	5376	1152	1197	122	67	55	7794	16477
% STD ERR	24.2	29.9	9.2	16.6	16.5	*	*	*	7.4	5.1
ROW %	5.2	3.3	32.6	7.0	7.3	0.7	0.4	0.3	47.3	
COLUMN %	5.4	6.0	5.5	5.8	5.7	6.1	5.4	6.5	7.0	6.2
EASTERN										
ESTIMATE	2253	777	11447	2730	2823	311	292	164	11506	29802
% STD ERR	14.8	24.0	6.2	10.0	9.8	35.8	36.9	42.1	5.8	3.6
ROW %	7.6	2.6	38.4	9.2	9.5	1.0	1.0	0.6	38.6	
COLUMN %	14.2	8.6	11.7	13.8	13.3	15.5	23.5	19.4	10.3	11.1
GREAT LAKES										
ESTIMATE	2154	1968	16054	3829	4094	328	260	287	21355	47577
% STD ERR	15.0	15.4	5.1	8.8	8.6	32.0	38.2	33.6	4.3	2.8
ROW %	4.5	4.1	33.7	8.0	8.6	0.7	0.5	0.6	44.9	
COLUMN %	13.6	21.8	16.4	19.3	19.3	16.3	21.0	33.9	19.1	17.8
NEW ENGLAND										
ESTIMATE	527	393	4537	674	700	49	38	22	3806	10841
% STD ERR	28.1	34.9	10.2	22.5	22.1	*	*	*	10.3	6.3
ROW %	4.9	3.6	41.9	6.2	6.5	0.5	0.4	0.2	35.1	
COLUMN %	3.3	4.4	4.6	3.4	3.3	2.4	3.1	2.6	3.4	4.1
NORTHWEST MOUNTAIN										
ESTIMATE	1827	1256	9905	1916	1807	255	82	17	15201	27980
% STD ERR	14.0	24.6	8.2	17.6	16.5	37.1	*	*	3.6	4.3
ROW %	6.3	3.2	34.2	7.0	7.5	0.9	0.4	0.1	44.0	
COLUMN %	15.4	12.8	12.4	12.8	12.7	17.6	14.7	1.7	15.2	14.0
SOUTHERN										
ESTIMATE	3233	1836	19232	2508	2800	261	201	90	19439	47802
% STD ERR	12.3	16.0	4.6	11.3	10.9	34.8	43.0	49.1	4.4	2.7
ROW %	6.8	3.8	40.2	5.2	5.9	0.5	0.4	0.2	40.7	
COLUMN %	20.4	20.3	19.7	12.7	13.2	13.0	16.2	10.6	17.4	17.9

TABLE 2 - 35
BASE AIRPORT REGION VS. NON-HIERARCHICAL CAPABILITY GROUPS

PAGE 2 OF 2

1987

	L	L, MB	L, MB, GS	L, MB, GS, RA	LRN	RA	ML	L, MB, GS, ML	LRN, ML	NO GROUP	ALL CRAFT
SOUTHWESTERN	ESTIMATE	2192	798	12012	2810	7985	3002	284	40	13012	38120
	% STD ERR	16.1	19.5	6.5	12.1	7.5	9.8	36.5	*	6.7	3.7
	ROW %	5.5	5.3	39.8	14.3	11.3	13.5	0.8	0.3	39.1	
	COLUMN %	14.2	13.6	16.3	22.5	19.8	17.5	18.2	15.8	14.5	15.2
WESTERN-PACIFIC	ESTIMATE	2235	1059	18046	4355	12981	4582	247	104	13384	41362
	% STD ERR	14.0	21.4	4.8	8.2	5.6	8.0	38.4	*	5.5	3.0
	ROW %	5.4	2.6	43.6	10.5	31.4	11.1	0.6	0.3	32.4	
	COLUMN %	14.1	11.7	18.5	22.0	20.9	21.6	12.3	12.3	12.0	15.5
TOTALS	ESTIMATE	15853	9031	97619	19820	61981	21177	2010	846	111835	267400
	% STD ERR	5.1	6.9	1.3	2.9	2.1	2.8	13.8	19.7	1.1	
	ROW %	5.9	3.4	36.5	7.4	23.2	7.9	0.8	0.3	41.8	
	COLUMN %										

NON-HIERARCHICAL CAPABILITY GROUPS KEY

GS	-	GLIDE SLOPE
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ML	-	MICROWAVE LANDING SYSTEM
RA	-	RADAR ALTIMETER
NO	-	NO REGULATORY AVIONICS

* - % STANDARD ERROR GREATER THAN 50%

NOTE: ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
OPERATIONS OUTSIDE U.S.A TERRITORIES ARE NOT INCLUDED.

TABLE 2 - 36
GENERAL AVIATION
NUMBER OF LANDINGS IN LOCAL FLIGHT
BY
AIRCRAFT TYPE AND REGION
1987

AIRCRAFT TYPE	REGION									TOTAL
	ALASKAN	CENTRAL	EASTERN	GREAT LAKES	NEW ENGLAND	NORTHWEST MOUNTAIN	SOUTHERN	SOUTH-WESTERN	WESTERN-PACIFIC	
FIXED WING										
FIXED WING- PISTON										
1 ENG: 1-3 SEATS (% STANDARD ERROR)	265365 21.3	747633 21.2	1261454 19.5	2548269 13.5	278398 13.2	1348495 11.2	2063258 17.1	2580016 25.2	2723882 17.7	13836754 6.4
1 ENG: 4+ SEATS (% STANDARD ERROR)	744089 36.4	702849 25.5	1305203 20.6	1681015 11.1	650134 20.5	1089766 10.1	1268926 14.4	1395981 12.5	1663400 18.2	10505382 6.3
1 ENGINE: TOTAL (% STANDARD ERROR)	1009454 27.4	1450482 16.5	2566657 14.2	4229284 9.2	928532 14.9	2438261 8.0	3332184 11.7	3975997 17.5	4387282 13.0	24342136 4.5
2 ENG: 1-6 SEATS (% STANDARD ERROR)	5126 *	28747 *	93140 28.0	95378 34.0	24596 40.2	50994 29.2	138971 32.1	100188 48.2	228735 29.2	765687 13.6
2 ENG: 7+ SEATS (% STANDARD ERROR)	2123 *	13178 *	55304 44.5	45850 41.7	13345 *	24100 35.6	60264 *	59898 48.1	73735 *	357899 19.7
2 ENGINE: TOTAL (% STANDARD ERROR)	7249 *	41925 49.5	148444 24.1	141228 26.7	37941 32.9	75094 22.6	192235 27.9	160086 45.1	302470 25.6	1123586 11.2
PISTON: OTHER (% STANDARD ERROR)	0 0.0	0 0.0	347 *	19 *	7 *	7 *	971 *	0 0.0	520 *	1871 *
PISTON: TOTAL (% STANDARD ERROR)	1016703 27.2	1492407 16.1	2715448 13.5	4370531 9.0	966480 14.4	2513362 7.8	3532390 11.2	4136083 12.1	4690272 12.3	25467593 4.4
FIXED WING- TURBOPROP										
2 ENG: 1-12 SEATS (% STANDARD ERROR)	72 *	4171 *	15735 *	17896 *	762 *	6787 *	3084 *	39878 *	33550 *	122057 33.8
2 ENG: 13+ SEATS (% STANDARD ERROR)	107 *	2315 *	37078 *	1647 *	4796 *	8013 46.3	17383 *	20138 *	38701 *	130040 30.9
2 ENGINE: TOTAL (% STANDARD ERROR)	179 *	6486 *	52813 46.4	19543 *	5558 *	14800 41.8	20467 *	60016 *	72251 *	252097 22.8
TURBOPROP: OTHER (% STANDARD ERROR)	0 0.0	44 *	1236 *	702 *	102 *	201 *	4287 *	275179 17.3	19 *	281591 *
TURBOPROP: TOTAL (% STANDARD ERROR)	179 *	6530 *	54049 46.2	20245 *	5660 *	15001 37.6	124754 *	335195 17.6	72270 *	533688 35.6

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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

TABLE 2 - 36
GENERAL AVIATION
NUMBER OF LANDINGS IN LOCAL FLIGHT
BY
AIRCRAFT TYPE AND REGION
1987

PAGE 2 OF 2

AIRCRAFT TYPE	ALASKAN	CENTRAL	EASTERN	GREAT LAKES	REGION				SOUTH- WESTERN	WESTERN- PACIFIC	TOTAL
					NEW ENGLAND	NORTHWEST MOUNTAIN	SOUTHERN				
FIXED WING- TURBOJET											
2 ENGINE TURBOJET (% STANDARD ERROR)	1 *	9201 *	11260 *	11164 *	1707 *	7199 *	10104 *	29981 *	13644 *	104280 27.7	
TURBOJET: OTHER (% STANDARD ERROR)	0 0.0	675 *	2722 *	1026 *	157 *	2066 *	1981 *	1998 *	1461 *	12088 43.7	
TURBOJET: TOTAL (% STANDARD ERROR)	1 *	9876 *	13982 *	12190 *	1864 *	19265 *	12085 *	31879 *	15105 *	116368 25.2	
FIXED WING: TOTAL (% STANDARD ERROR)	1016883 27.2	1508813 15.9	2783479 13.2	4402966 8.9	974004 14.3	2537628 7.6	3569229 11.2	4503157 16.5	4777647 12.1	26117649 4.3	
ROTORCRAFT											
PISTON (% STANDARD ERROR)	2860 33.9	81600 37.8	140463 36.3	113603 49.5	40462 41.4	153784 21.6	260910 28.0	298971 16.1	271895 30.8	1365577 13.4	
TURBINE (% STANDARD ERROR)	84598 *	5954 *	234660 27.0	60510 44.0	23170 34.1	334105 *	219910 44.6	101089 *	243765 25.6	1306672 20.0	
ROTORCRAFT: TOTAL (% STANDARD ERROR)	87458 *	87554 35.6	375123 21.7	174113 35.7	63632 29.1	587889 33.8	380820 24.6	398986 47.5	515660 20.2	2672249 12.0	
OTHER (% STANDARD ERROR)	30 *	17417 28.4	69556 25.6	117645 24.1	20946 34.8	57919 28.3	78365 35.2	289516 310.7	83170 30.3	745048 15.6	
TOTAL (% STANDARD ERROR)	1104371 25.5	1613784 15.0	3228158 11.7	4694724 8.5	1058582 13.3	3671325 7.4	4508234 9.9	5591719 14.5	5376477 10.9	29534946 4.0	

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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

TABLE 2 - 37
GENERAL AVIATION
NUMBER OF LANDINGS IN CROSS COUNTRY FLIGHT
BY
AIRCRAFT TYPE AND REGION
1987

PAGE 1 OF 2

AIRCRAFT TYPE	REGION						TOTAL			
	ALASKAN	CENTRAL	EASTERN	GREAT LAKES	NEW ENGLAND	NORTHWEST MOUNTAIN		SOUTHWESTERN	WESTERN-PACIFIC	
FIXED WING										
FIXED WING- PISTON										
1 ENG: 1-3 SEATS (% STANDARD ERROR)	326060 *	106818 24.9	220267 22.4	517744 16.5	84424 20.6	274349 18.6	393963 19.3	301984 19.8	433020 16.1	2659845 9.2
1 ENG: 4+ SEATS (% STANDARD ERROR)	609450 27.9	364522 14.1	571258 10.0	951168 13.1	378761 14.8	936983 10.1	941878 9.4	897917 8.5	956061 11.5	6610081 4.9
1 ENGINE: TOTAL (% STANDARD ERROR)	935510 25.3	471340 12.3	791525 9.5	1468912 10.3	463185 12.6	1211332 8.9	1335841 8.7	1199901 8.7	1389081 9.4	9266726 4.4
2 ENG: 1-6 SEATS (% STANDARD ERROR)	5680 25.8	75371 31.1	156720 15.0	359578 17.6	62216 35.8	82793 15.5	202837 14.7	170912 24.5	342501 12.3	1457696 6.8
2 ENG: 7+ SEATS (% STANDARD ERROR)	9835 31.1	121967 32.5	101549 23.9	144197 22.7	39055 *	73051 26.8	197434 34.9	100918 28.2	274766 20.6	1161854 11.2
2 ENGINE: TOTAL (% STANDARD ERROR)	15515 21.9	197338 23.3	258269 13.1	503775 14.1	101271 30.6	155844 25.8	400271 18.8	271830 19.5	617267 11.4	2619550 6.3
PISTON: OTHER (% STANDARD ERROR)	0 0.0	0 0.0	347 24.9	3 *	57 *	0 0.0	4453 *	0 0.0	8866 *	13732 *
PISTON: TOTAL (% STANDARD ERROR)	951025 24.9	668678 11.1	1050141 7.9	1972696 8.5	564513 11.7	1367176 7.8	1740565 7.9	1471731 8.1	2015214 7.4	11900008 3.7
FIXED WING- TURBOPROP										
2 ENG: 1-12 SEATS (% STANDARD ERROR)	2795 *	119091 42.4	139813 27.9	270863 26.3	25903 *	215662 42.2	151261 32.9	198309 21.5	293994 18.8	1419382 11.4
2 ENG: 13+ SEATS (% STANDARD ERROR)	6461 *	7834 *	222170 37.9	22362 42.4	27278 *	119972 40.1	19627 *	60597 *	18161 36.8	503865 23.4
2 ENGINE: TOTAL (% STANDARD ERROR)	9256 *	126925 40.0	361983 25.6	293225 24.5	53181 *	335634 *	170888 38.4	258906 37.2	312155 17.9	1923247 10.4
TURBOPROP: OTHER (% STANDARD ERROR)	0 0.0	37 *	49 *	250 *	306 *	40415 *	490 *	0 0.0	247 *	41794 *
TURBOPROP: TOTAL (% STANDARD ERROR)	9256 *	126962 40.0	362032 25.6	293475 24.5	53487 *	676049 18.9	171378 43.2	258906 35.8	312402 17.8	1965041 10.3

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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

TABLE 2 - 37
GENERAL AVIATION
NUMBER OF LANDINGS IN CROSS COUNTRY FLIGHT
BY
AIRCRAFT TYPE AND REGION
1987

PAGE 2 OF 2

AIRCRAFT TYPE	REGION						SOUTH- WESTERN	WESTERN- PACIFIC	TOTAL
	ALASKAN	CENTRAL	EASTERN	GREAT LAKES	NEW ENGLAND	NORTHWEST MOUNTAIN			
FIXED WING- TURBOJET									
2 ENGINE TURBOJET (% STANDARD ERROR)	58 *	67633 32.9	226354 25.2	251284 17.9	53074 *	84395 28.9	73242 32.6	130192 34.1	178187 20.5
TURBOJET: OTHER (% STANDARD ERROR)	0 0.0	4585 *	15540 31.8	11855 45.4	50 *	5806 46.1	5240 32.3	4998 *	3498 *
TURBOJET: TOTAL (% STANDARD ERROR)	58 *	72218 30.9	241894 23.7	263139 17.2	53124 *	90201 28.2	78482 30.5	135190 19.7	181665 20.1
FIXED WING: TOTAL (% STANDARD ERROR)	960339 24.6	867858 10.7	1654067 8.3	2529310 7.4	671124 11.6	2133426 9.9	1990425 10.2	4195866 6.2	2509281 6.5
ROTORCRAFT									
PISTON (% STANDARD ERROR)	954 *	3287 33.6	59377 42.8	10174 *	6041 27.1	60176 *	29588 26.3	988735 *	97427 28.3
TURBINE (% STANDARD ERROR)	14785 *	4020 19.9	155494 27.6	23911 *	31319 *	673424 31.5	75908 *	699828 31.3	163944 27.1
ROTORCRAFT: TOTAL (% STANDARD ERROR)	15739 *	7307 18.7	214871 23.2	34085 *	37360 42.9	733600 37.8	105496 41.1	1688563 21.7	261371 20.0
OTHER (% STANDARD ERROR)	0 0.0	2011 *	9951 40.9	30345 46.1	1011 *	7120 *	7962 *	0 0.0	2087 *
TOTAL (% STANDARD ERROR)	976078 24.3	877176 10.5	1878889 7.8	2593740 7.3	709495 11.2	2874146 12.6	2103883 7.6	5884549 7.1	2772739 6.2

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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

TABLE 2 - 38
GENERAL AVIATION
TOTAL NUMBER OF LANDINGS
BY
AIRCRAFT TYPE AND REGION
1987

AIRCRAFT TYPE	REGION						TOTAL
	ALASKAN	CENTRAL	EASTERN	GREAT LAKES	NEW ENGLAND	NORTHWEST MOUNTAIN	
FIXED WING							
FIXED WING- PISTON							
1 ENG: 1-3 SEATS (% STANDARD ERROR)	592699 28.6	855922 20.4	1482362 19.0	3068235 13.4	363603 13.0	1622844 14.9	2882000 25.7
1 ENG: 4+ SEATS (% STANDARD ERROR)	1370949 26.6	1069034 20.5	1876667 15.8	2633942 10.5	1030039 17.0	2026749 10.8	2293898 11.5
1 ENGINE: TOTAL (% STANDARD ERROR)	1963648 20.5	1924956 14.6	3359029 12.2	5702177 8.7	1393642 13.0	3649593 9.7	5175998 11.5
2 ENG: 1-6 SEATS (% STANDARD ERROR)	10682 *	104206 27.7	250728 15.2	454826 15.0	86836 30.2	133787 25.6	271100 25.5
2 ENG: 7+ SEATS (% STANDARD ERROR)	11687 30.3	135457 28.8	156573 24.1	189463 20.8	53117 49.6	97151 35.5	160816 25.1
2 ENGINE: TOTAL (% STANDARD ERROR)	22369 *	239663 20.2	407301 13.2	644289 12.2	139953 26.6	230938 23.2	431916 22.3
PISTON: OTHER (% STANDARD ERROR)	0 0.0	0 0.0	695 *	28 *	65 *	7 *	5273 37.2
PISTON: TOTAL (% STANDARD ERROR)	1986017 20.3	2164619 13.1	3767025 10.9	6346494 7.9	1533660 12.1	3880538 8.4	5607814 12.1
FIXED WING- TURBOPROP							
2 ENG: 1-12 SEATS (% STANDARD ERROR)	2862 *	123116 37.6	155667 24.1	290829 23.6	26630 *	222449 41.7	238187 *
2 ENG: 13+ SEATS (% STANDARD ERROR)	6569 *	10130 *	257159 34.5	24030 39.5	31984 *	127985 31.3	80735 *
2 ENGINE: TOTAL (% STANDARD ERROR)	9431 *	133246 35.1	412826 23.3	314859 22.0	58614 *	350434 8.7	318922 41.2
TURBOPROP: OTHER (% STANDARD ERROR)	0 0.0	81 *	1285 *	953 *	408 *	40616 *	275179 *
TURBOPROP: TOTAL (% STANDARD ERROR)	9431 *	133327 35.1	414111 23.3	315812 21.9	59022 *	691050 *	594101 31.3

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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

TABLE 2 - 38
GENERAL AVIATION
TOTAL NUMBER OF LANDINGS
BY
AIRCRAFT TYPE AND REGION
1987

PAGE 2 OF 2

AIRCRAFT TYPE	REGION										TOTAL
	ALASKAN	CENTRAL	EASTERN	GREAT LAKES	NEW ENGLAND	NORTHWEST MOUNTAIN	SOUTHERN	SOUTH-WESTERN	WESTERN-PACIFIC		
FIXED WING- TURBOJET											
2 ENGINE TURBOJET (% STANDARD ERROR)	59 *	76565 30.0	243142 21.1	262425 15.8	54864 *	91594 27.4	83391 29.2	133280 24.2	190842 18.5	1171073 8.3	
TURBOJET: OTHER (% STANDARD ERROR)	0 0.0	5210 44.1	18153 26.0	12879 38.6	207 *	7696 39.8	7221 30.4	6746 *	5043 45.3	63490 16.2	
TURBOJET: TOTAL (% STANDARD ERROR)	59 *	81775 28.3	261295 19.8	275304 15.2	55071 *	99172 26.8	90567 27.2	167069 25.5	195885 18.1	1234563 7.9	
FIXED WING: TOTAL (% STANDARD ERROR)	1985507 20.2	2379721 12.2	4442431 9.6	6937610 7.3	1647753 11.5	4664820 9.3	5559821 6.7	6241294 10.2	7297666 8.9	41158314 3.3	
ROTORCRAFT											
PISTON (% STANDARD ERROR)	3731 37.6	84807 35.8	197837 31.2	123203 *	46809 38.1	214868 25.8	291302 30.2	1280021 *	365840 26.0	1732469 12.4	
TURBINE (% STANDARD ERROR)	99384 *	10550 39.6	391330 20.2	84556 43.2	54918 31.1	1007529 35.2	451239 36.7	800112 41.7	411371 19.6	3182811 20.2	
ROTORCRAFT: TOTAL (% STANDARD ERROR)	103115 49.9	95357 32.1	589167 17.0	207759 34.9	101527 24.3	1301128 28.8	486210 21.9	2081521 37.9	777211 16.0	4915280 13.8	
OTHER (% STANDARD ERROR)	30 *	19356 35.9	79015 30.4	148135 28.6	21963 48.6	64738 39.5	85118 44.4	289516 *	84982 38.0	804545 15.6	
TOTAL (% STANDARD ERROR)	2098652 19.4	2494434 11.7	5110613 8.6	7293504 7.1	1771243 10.8	3261119 9.2	6610021 7.9	8212562 9.8	8159859 8.1	46878139 3.2	

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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

APPENDIX A.1: FIRST MAILING COVER LETTER



U.S. Department
of Transportation
**Federal Aviation
Administration**

800 Independence Ave., S.W.
Washington, D.C. 20591

March 1988

Dear Aircraft Owner:

Since 1977, the Federal Aviation Administration (FAA) has asked the Transportation Systems Center (TSC), of the Department of Transportation, Cambridge, MA, to conduct the annual General Aviation Aircraft Activity and Avionics Survey. Data collected from the annual survey are used by the Federal, state and local governments, as well as by private industries and individuals, for safety analyses, planning, forecasting, research and development. Thank you for your past cooperation in responding to the survey request for information.

The enclosed 1987 General Aviation Aircraft Activity and Avionics Survey questionnaire (FAA Form 1800-54) requests data for calendar year 1987. Your aircraft is one of approximately 28,000 general aviation aircraft selected to be surveyed. Since the survey sample is randomly selected, it is possible that your aircraft may be selected in successive years or that more than one of your aircraft may be selected this year. It could happen more often if the number of aircraft of the type you own is small. When more than one of your aircraft is selected, you will find a separate questionnaire provided for each aircraft. Please answer all questions for the identified aircraft which was registered under your name in the FAA Aircraft Registration Files as of December 31, 1987. If you cannot provide a precise answer to any questions, make your best estimate.

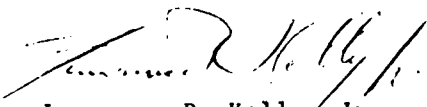
If your aircraft was sold prior to January 1987, please forward this mail to the new owner of the aircraft or return the mail to TSC with a note. If your aircraft was operated primarily by another (leased, etc.), please obtain the necessary information from the operator, or forward this mail to that person or firm for response. If your aircraft was operated under FAR Part 121 and 127, please so indicate in question 2 and return the form to TSC.

Whether your aircraft was in use or not in use at all during 1987 is equally important to the estimate of active aircraft and hours flown. If your aircraft, for whatever reason, was not in use during calendar 1987, check questions 5 and 12 and return the form to TSC.

A prompt response will eliminate additional follow-up contacts. Your complete and timely response is very important to the quality of the survey results. Mail your response in the enclosed self-addressed postpaid envelope today.

We appreciate your cooperation.

Sincerely,


Lawrence R. Kelly, Jr.
Manager, Management Standards
and Statistics Division

Enclosure

APPENDIX A.2: SECOND MAILING COVER LETTER



U.S. Department
of Transportation
**Federal Aviation
Administration**

800 Independence Ave. S.W.
Washington, D.C. 20591

April 1988

Dear Aircraft Owner:

In February, the Federal Aviation Administration (FAA) asked the Transportation Systems Center (TSC) to send 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 28,000 aircraft owners selected at random to receive a questionnaire. Since the survey is based on a random sample of general aviation aircraft, your response is very essential to making the survey results comprehensive, accurate, and timely. As of this date, we have not received your response. In the event the survey questionnaire has been lost or misplaced, another copy is enclosed for your convenience in responding. Please mail your response with the enclosed self-addressed postpaid envelope within 3 days.

If you have already responded, disregard this notice. We appreciate your cooperation.

Sincerely

Lawrence R. Kelly, Jr.
Manager, Management Standards
and Statistics Division

Enclosure

APPENDIX A.3: THIRD MAILING COVER LETTER



U.S. Department
of Transportation
Federal Aviation
Administration

800 Independence Ave., S.W.
Washington, D.C. 20591

May 1988

Dear Aircraft Owner:

In February 1988, the Transportation Systems Center (TSC), on behalf of the Federal Aviation Administration (FAA), sent aircraft owners a questionnaire as a part of its program to gather statistical information on the use and characteristics of the general aviation fleet.

You were one of the 28,000 aircraft owners selected at random to receive a questionnaire. As of this date, we have not yet received your response. In the event the survey questionnaire has been lost or misplaced, another copy is enclosed for your convenience in responding. As we explained to you in our previous correspondence, your timely response to the survey request is very important to the quality of the survey results. It will be of benefit not only to the FAA, but also to the aviation community as a whole. Please respond today.

If you have already responded, please disregard this notice. We appreciate your cooperation.

Sincerely

A handwritten signature in cursive script, reading "Lawrence R. Kelly, Jr.".

Lawrence R. Kelly, Jr.
Manager, Management Standards
and Statistics Division

Enclosure

APPENDIX A.4: SURVEY QUESTIONNAIRE

1. CONTROL NUMBER	GENERAL AVIATION ACTIVITY AND AVIONICS SURVEY (As of December 31, 1987)	Form Approved OMB NO. 2120-0060																								
This report is authorized by Section 211 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 by FAA to plan and manage air traffic facilities and services and not to disclose individual activity.																										
2. AIRCRAFT CHARACTERISTICS 																										
INSTRUCTIONS: Please answer questions for the aircraft at right. Mail the completed questionnaire in the enclosed postage paid envelope to:																										
Transportation Systems Center-GAF Kendall Square Cambridge, Massachusetts 02142																										
3. In 1987, did you operate this aircraft primarily as a scheduled air carrier under FAR Parts 121 or 122 (large aircraft) or lease this aircraft to such an air carrier? ☐ NO (Please answer remaining questions. This form should be completed for all general aviation aircraft and aircraft operated under Part 135, commuter and on-demand air taxi.) ☐ YES (Do not complete the rest of this form, but return to address shown above.)	10. In 1987, what percent of the hours did this aircraft fly under the following conditions? (a, b, c, and d should add to 100%.) <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">%</th> </tr> </thead> <tbody> <tr> <td>Day Flying</td> <td></td> </tr> <tr> <td>Visual (VMC)</td> <td style="text-align: center;">a</td> </tr> <tr> <td>Instrument (IMC)</td> <td style="text-align: center;">b</td> </tr> <tr> <td>Night Flying</td> <td></td> </tr> <tr> <td>Visual (VMC)</td> <td style="text-align: center;">c</td> </tr> <tr> <td>Instrument (IMC)</td> <td style="text-align: center;">d</td> </tr> <tr> <td>TOTAL</td> <td style="text-align: center;">100%</td> </tr> </tbody> </table>			%	Day Flying		Visual (VMC)	a	Instrument (IMC)	b	Night Flying		Visual (VMC)	c	Instrument (IMC)	d	TOTAL	100%								
	%																									
Day Flying																										
Visual (VMC)	a																									
Instrument (IMC)	b																									
Night Flying																										
Visual (VMC)	c																									
Instrument (IMC)	d																									
TOTAL	100%																									
4. In what state (abbreviation) or foreign country was this aircraft based as of December 31, 1987?	11. Was this aircraft flown on an Instrument Flight Plan in 1987? 1. ☐ Yes 2. ☐ No If "Yes," how many hours were flown on an Instrument Flight Plan?																									
5. Was the aircraft flown in Calendar Year 1987? 1. ☐ Yes 2. ☐ No (Skip to question 12.)	12. What were the total lifetime airframe hours as of December 31, 1987?																									
6. How many hours did this aircraft fly in each of the categories below during the Calendar Year 1987? Please estimate use for rental & leased hours. <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">HOURS IN 1987</th> </tr> </thead> <tbody> <tr> <td>EXECUTIVE/CORPORATE TRANSPORTATION-Company flying with a professional crew</td> <td style="text-align: center;">a</td> </tr> <tr> <td>BUSINESS TRANSPORTATION-Individual use of an aircraft for business transportation</td> <td style="text-align: center;">b</td> </tr> <tr> <td>PERSONAL-Flying for personal reasons (excludes business transportation)</td> <td style="text-align: center;">c</td> </tr> <tr> <td>INSTRUCTIONAL-Flying under the supervision of a flight instructor (excludes proficiency flying)</td> <td style="text-align: center;">d</td> </tr> <tr> <td>AERIAL APPLICATION-Agriculture, health, forestry, cloud seeding, firefighting, insect control, etc.</td> <td style="text-align: center;">e</td> </tr> <tr> <td>AERIAL OBSERVATION-Aerial mapping/photography, survey, patrol, fish spotting, search and rescue, hunting, highway traffic advisory, sightseeing (not FAR Part 135), etc.</td> <td style="text-align: center;">f</td> </tr> <tr> <td>OTHER WORK USE-Construction work (not FAR Part 135), helicopter hoist, parachuting, aerial advertising, towing gliders, etc.</td> <td style="text-align: center;">g</td> </tr> <tr> <td>COMMUTER AIR CARRIER-Performs, under FAR Part 135, at least five scheduled round trips per week or carries mail</td> <td style="text-align: center;">h</td> </tr> <tr> <td>AIR TAXI-FAR Part 135 passenger and cargo operations excluding commuter air carrier</td> <td style="text-align: center;">i</td> </tr> <tr> <td>What was the average revenue (dollars) per hour for this aircraft in air taxi operation?</td> <td style="text-align: center;">j</td> </tr> <tr> <td>OTHER-Experimentation, R&D, testing, demonstrations, government, air shows, air racing, etc.</td> <td style="text-align: center;">k</td> </tr> </tbody> </table>		HOURS IN 1987	EXECUTIVE/CORPORATE TRANSPORTATION -Company flying with a professional crew	a	BUSINESS TRANSPORTATION -Individual use of an aircraft for business transportation	b	PERSONAL -Flying for personal reasons (excludes business transportation)	c	INSTRUCTIONAL -Flying under the supervision of a flight instructor (excludes proficiency flying)	d	AERIAL APPLICATION -Agriculture, health, forestry, cloud seeding, firefighting, insect control, etc.	e	AERIAL OBSERVATION -Aerial mapping/photography, survey, patrol, fish spotting, search and rescue, hunting, highway traffic advisory, sightseeing (not FAR Part 135), etc.	f	OTHER WORK USE -Construction work (not FAR Part 135), helicopter hoist, parachuting, aerial advertising, towing gliders, etc.	g	COMMUTER AIR CARRIER -Performs, under FAR Part 135, at least five scheduled round trips per week or carries mail	h	AIR TAXI -FAR Part 135 passenger and cargo operations excluding commuter air carrier	i	What was the average revenue (dollars) per hour for this aircraft in air taxi operation?	j	OTHER -Experimentation, R&D, testing, demonstrations, government, air shows, air racing, etc.	k	13. AVIONICS EQUIPMENT CAPABILITY ("X" ALL boxes that reflect this aircraft's current capability (if none, check the last box in each group))	
	HOURS IN 1987																									
EXECUTIVE/CORPORATE TRANSPORTATION -Company flying with a professional crew	a																									
BUSINESS TRANSPORTATION -Individual use of an aircraft for business transportation	b																									
PERSONAL -Flying for personal reasons (excludes business transportation)	c																									
INSTRUCTIONAL -Flying under the supervision of a flight instructor (excludes proficiency flying)	d																									
AERIAL APPLICATION -Agriculture, health, forestry, cloud seeding, firefighting, insect control, etc.	e																									
AERIAL OBSERVATION -Aerial mapping/photography, survey, patrol, fish spotting, search and rescue, hunting, highway traffic advisory, sightseeing (not FAR Part 135), etc.	f																									
OTHER WORK USE -Construction work (not FAR Part 135), helicopter hoist, parachuting, aerial advertising, towing gliders, etc.	g																									
COMMUTER AIR CARRIER -Performs, under FAR Part 135, at least five scheduled round trips per week or carries mail	h																									
AIR TAXI -FAR Part 135 passenger and cargo operations excluding commuter air carrier	i																									
What was the average revenue (dollars) per hour for this aircraft in air taxi operation?	j																									
OTHER -Experimentation, R&D, testing, demonstrations, government, air shows, air racing, etc.	k																									
7. Was the aircraft rented or leased to others in 1987? 1. ☐ Yes 2. ☐ No If "Yes," how many rental or leased hours?	VHF COMMUNICATIONS EQUIPMENT 360 Channels or less 720 Channels or more More than One Communications System No VHF Communications Equipment																									
8. What was this aircraft's average rate of fuel consumption (gals/hour)? Estimate the percent of each fuel and grade used.	TRANSPONDER EQUIPMENT 4096 Code Altitude Encoding Equipment No Transponder Equipment																									
Jet fuel Aviation fuel 80 Octane 100 Octane 100 Octane-Low Lead Automotive Gasoline Total (b-f, should add to 100%)	NAVIGATION EQUIPMENT VOR Receiver 100 Channels 200 Channels More than One VOR Receiver Automatic Direction Finder (ADF) Distance Measuring Equipment (DME) Area Navigation Equipment (RNAV) Long Range Navigation Equipment LORAN C OMEGA-VLF Other (Doppler, INS, Other) Radar Altimeter Weather Radar No Navigation Equipment																									
What was the average cost per gal?	PRECISION APPROACH EQUIPMENT Localizer Marker Beacon Glide Slope Microwave Landing System No Precision Approach Equipment																									
9. How many landings, including touch and go landings, did this aircraft perform in each of the following categories during Calendar Year 1987? Number of landings in local flight Number of landings in cross-country flight	GUIDANCE AND CONTROL EQUIPMENT Flight Director Horizontal Situation Indicator (HSI) Electronic Flight Instrument System (EFIS) Flight Management Computer Autopilot 1 Axis (Wing Leveler) 2 Axis (Heading and Track) 3 Axis (Heading, Track, and Altitude) Autoland No Guidance and Control Equipment																									
14. What were the maintenance expenses for this aircraft in 1987?	15. What was the cost to insure this aircraft in 1987? (Include liability, medical and hull.)																									
16. Do you own one or more ultralights? 1. ☐ Yes 2. ☐ No If "Yes," how many? and how many hours in total was it (were they) flown?	17. Comments Your comments are invited to assist us in improving this survey. Please use reverse side of this form.																									

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 3 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 percentage of questionnaires returned by the post office to almost triple from 1977 to 1982. Post office returns have since increased to nearly 13 percent in 1987, of the original sample of aircraft selected. This partially accounted for the lower survey response rates experienced since 1977.
- 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 1987, the sample frame consisted of 267,400 general aviation aircraft records from which 29,719 records were sampled, yielding a 11.1 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:

- 1) State or territory of aircraft registration.
- 2) A variable called the make-model index constructed from a combination of the computed aircraft type and the Service Difficulty Reporting (SDR) aircraft manufacturer/model group.

The 58 levels of the state criterion and the 372 levels of the make-model index yielded a matrix of 58 by 372 or 21,576 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 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, yielding a final sample size of 29,719 general aviation aircraft.

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

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

TYPE	POPULATION	SAMPLE SIZE	SAMPLE AS % OF POPULATION
Fixed Wing			
<u>Piston</u>			
1 engine, 1 - 3 seats	87,809	9,726	11.1
1 engine, 4+ seats	121,486	8,007	6.6
2 engines, 1 - 6 seats	18,196	2,154	11.8
2 engines, 7+ seats	9,161	2,001	21.8
Other Piston	322	209	64.9
<u>Turboprop</u>			
2 engines, 1-12 seats	4,775	758	15.9
2 engines, 13+ seats	846	343	40.5
Other Turboprop	250	56	22.4
<u>Turbojet</u>			
2 engines	4,126	844	20.5
Other Turbojet	663	374	56.4
Rotorcraft			
Piston	5,555	2,360	42.5
Turbine	4,479	811	18.1
Other	9,732	2,076	21.3
TOTAL	267,400	29,719	11.1

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

REGION	APPROXIMATE POPULATION	SAMPLE SIZE	SAMPLE AS % OF POPULATION
Alaskan	9,225	1,267	13.7
Central	16,499	2,503	15.2
Eastern	29,847	3,803	12.7
Great Lakes	47,656	4,339	9.1
New England	10,690	2,230	20.9
Northwest Mountain	26,375	2,903	11.0
Southern	41,635	4,933	11.8
Southwestern	37,825	2,700	7.1
Western-Pacific	46,820	5,041	10.8
TOTAL	267,400*	29,719	11.1

*Note: Column summations may differ from printed totals due to estimation procedures.

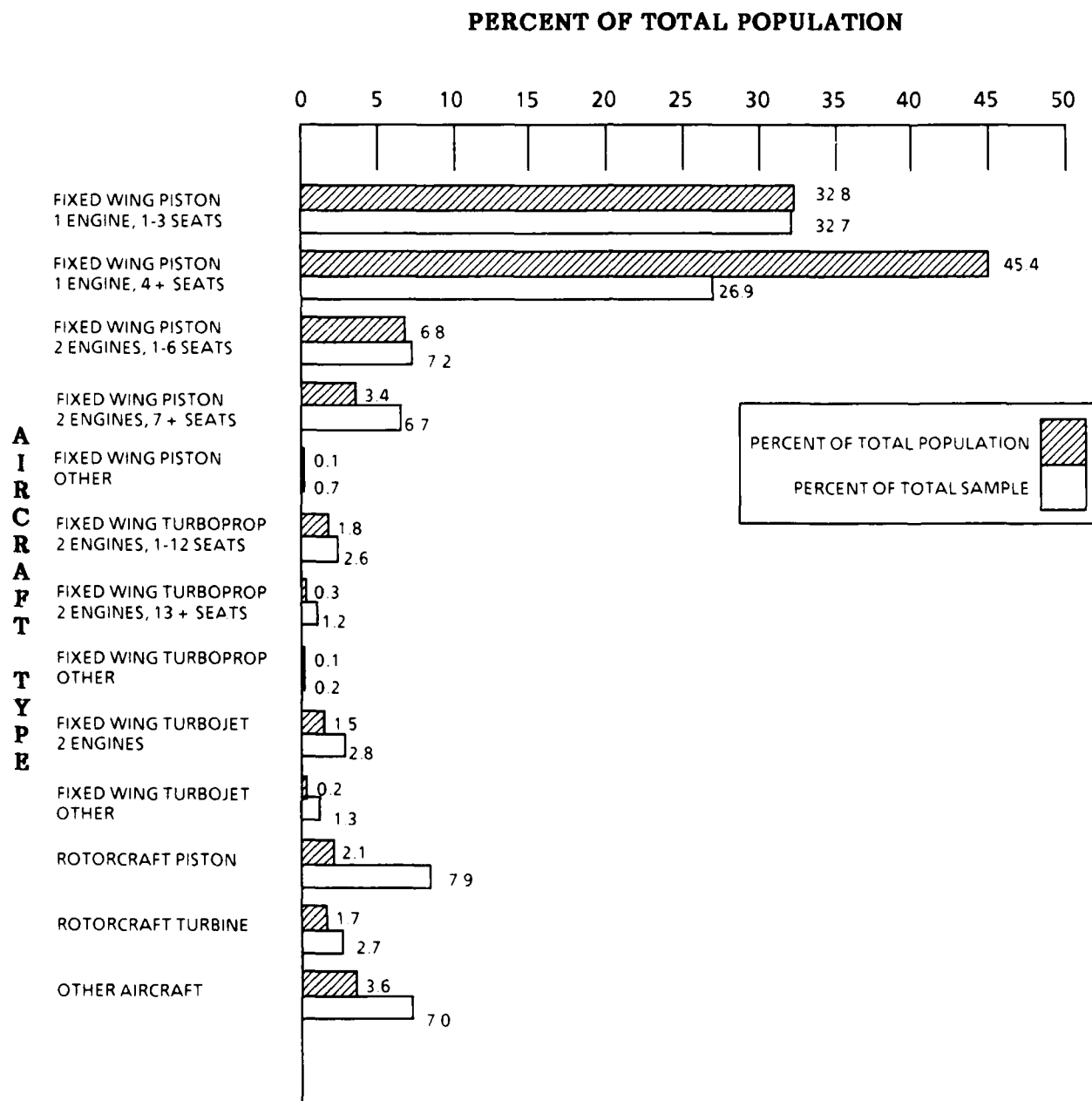


FIGURE B.1. COMPARISON OF POPULATION AND SAMPLE DISTRIBUTIONS BY AIRCRAFT TYPE

R
E
G
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O
N

PERCENT OF REGISTERED AIRCRAFT

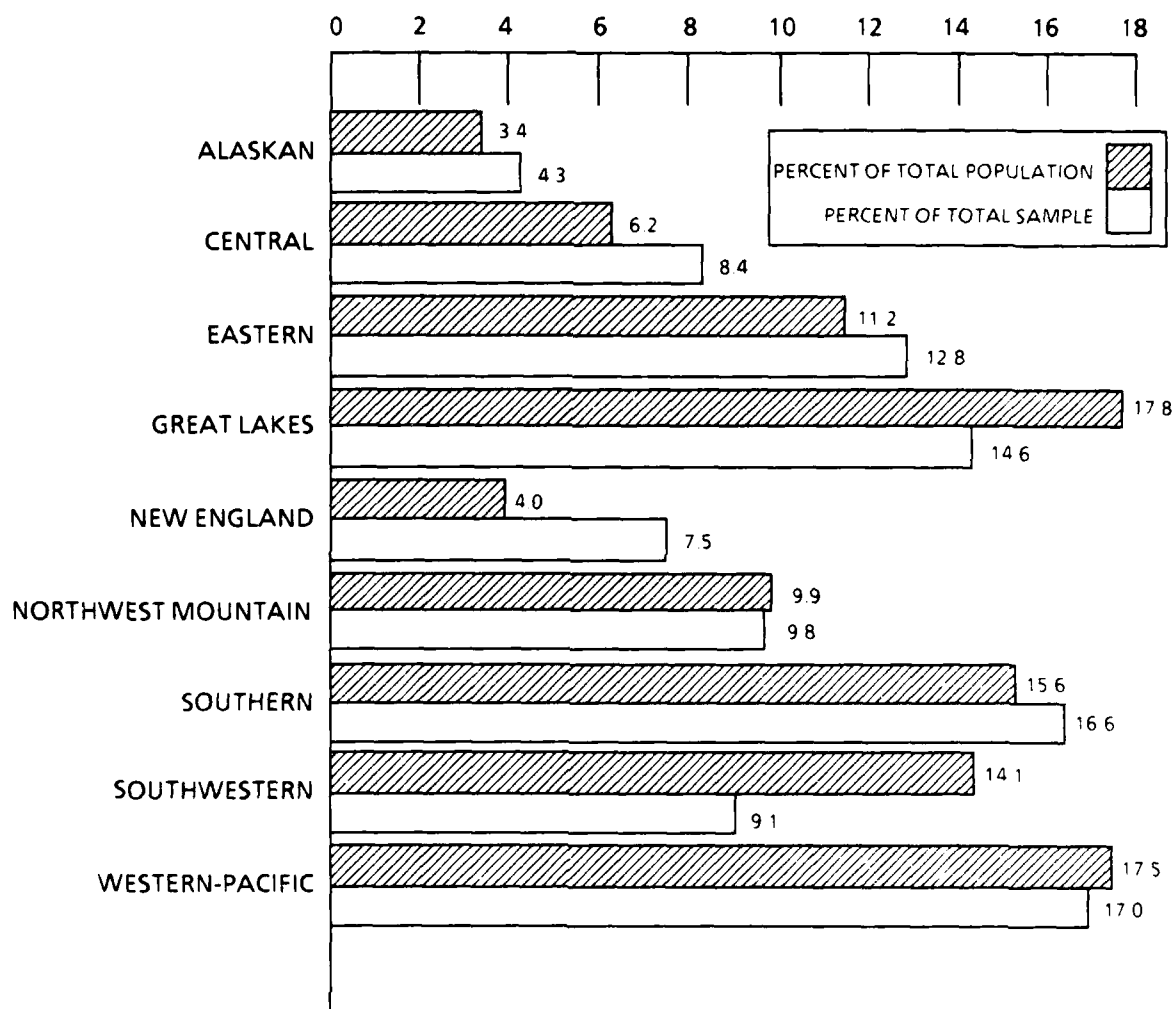


FIGURE B.2. COMPARISON OF POPULATION AND SAMPLE DISTRIBUTION BY REGION OF REGISTERED AIRCRAFT

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 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 were adjusted uniformly by dividing the initial weight by the response rate for the cell.

This method of weight adjustment has several attributes. It actually incorporates the response rates into the final weights and simplifies estimation procedures.

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 characteristics, 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

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

all estimated quantities. In some cases, the tables contain the percent standard error, which is the standard error multiplied by 100 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 $2813 \pm 2(140)$ or (2533, 3093). One would say that the number of active rotorcraft with piston engines lies somewhere between 2533 and 3093 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:

- To improve the response rate, second and third mailings to non-respondents were conducted in addition to the original mailing, since a low response rate is a major cause of non-sampling error. A total of 61.1 percent of those aircraft sampled responded to a least one question of the survey. The 1987 rate marks a decline over the 80 percent response achieved in 1977, the first year of the survey, and over the 63.7 percent response from the previous survey in which a third mailout was performed. Other 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 caused a gradual increase in the percentage of questionnaires returned undelivered by the postmaster.

- 2) Repeated sampling of aircraft in 2 and possibly 3 or 4 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 1987 than in previous years.

Tables B-4 and B-5 show the response rates broken down by FAA region and aircraft type, respectively. Only one region, Alaskan, had a response rate lower than 50 percent, but this region represents only 4.3 percent of the fleet. Two aircraft types had response rates of less than 40 percent, fixed wing twin engine piston aircraft with seven or more seats, and the other piston group. These two groups, however, represent only 7.4 percent of the fleet.

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

¹See Appendix A.1.

TABLE B-4. RESPONSE RATES BY REGION

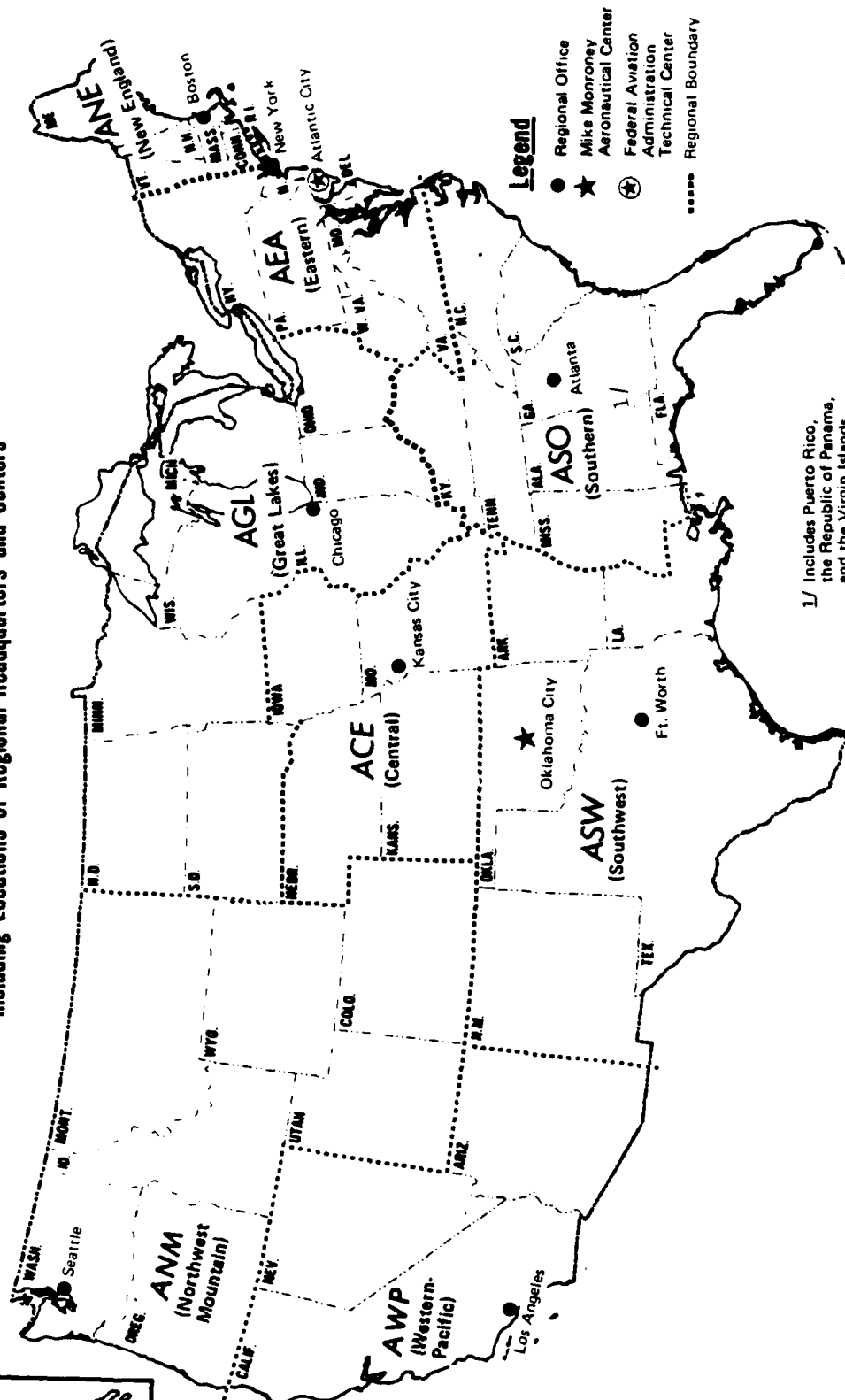
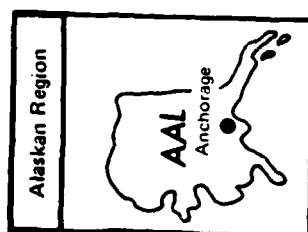
REGION	RESPONSE RATE (%)	REGION	RESPONSE RATE (%)
Alaskan	46.8	Northwest Mountain	57.3
Central	63.2	Southern	55.1
Eastern	61.2	Southwestern	57.1
Great Lakes	63.8	Western-Pacific	55.4
New England	60.4		

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	63.8	2 engines	62.0
1 engine, 4+ seats	62.1	Other	51.3
2 engines, 1-6 seats	55.6		
2 engines, 7+ seats	39.3	Rotorcraft	
Other	29.7	Piston	50.2
Turboprop		Turbine	45.6
2 engines, 1-12 seats	57.7	Other	59.2
2 engines, 13+ seats	42.6		
Other	48.2		

APPENDIX C: FAA REGIONAL BOUNDARIES

U.S. DEPARTMENT OF TRANSPORTATION Federal Aviation Administration **FAA REGIONAL BOUNDARIES** Including Locations of Regional Headquarters and Centers



APPENDIX D
SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODES

THE FOLLOWING 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

<u>SDR</u>	<u>FAA</u>	<u>SDR</u>	<u>FAA</u>	<u>SDR</u>	<u>FAA</u>
ADAMS A50S	0050101	AMEGLEEAGLET	0650106	AMTRLASPEC	05601SU
ADAMS A50S	0050103	AMEGLEEAGLET	0650108	AMTRMFF2	0562581
ADAMS A50S	0050105	AMERANS56	0580104	AMTRMSF85	05613KQ
ADAMS AB	0050100	AMERAPPILGRM	0620104	AMTRNANORD	6380102
ADAMSTT11	8950104	AMTR 3A	05601BP	AMTRPAPUSHER	05613KS
AERORSJ2	5500604	AMTR 850	0566042	AMTRPEFLTSTR	05644KB
AEROSP262	6380524	AMTR A4C	7710110	AMTRPIAX3	05604T4
AEROSP262	6380526	AMTR AA4	05637P8	AMTRPIAX3	05604T8
AEROSP360	8680662	AMTR AN1	70401RZ	AMTRPIAX3	05604UQ
AEROSP601	8680661	AMTR AOP	0881210	AMTRPIAX3	05637C2
AEROSPAS355	8680805	AMTR B10	0566605	AMTRPIAX3	05637C9
AEROSPAS355	8680806	AMTR BIPE	05601ZE	AMTRPIAX3	7001213
AEROSPAS355	8680810	AMTR BZR	056134H	AMTRREPANTHR	05676K6
AEROSPATR42	8680920	AMTR C2	0563781	AMTRRUDEFINT	0569021
AEROSPSA316	8680207	AMTR DK1	0564406	AMTRSAPLAYBY	86502M1
AEROSPSA316	8680515	AMTR DRFTR	05675WR	AMTRSGF12	4700881
AEROSPSA316	8680605	AMTR DS1	056136N	AMTRSGF9	4700216
AEROSPSA316	8680615	AMTR EASY2	0563804	AMTRTCATAC	05613GZ
AEROSPSA319	8680607	AMTR GEM260	05613FX	AMTRTJMR1	05601F8
AEROSPSA365	8680669	AMTR HP11	0564752	AMTRVDOWL	0562154
AERPEGM100S	0200506	AMTR HUMMER	0564475	AMTRWAWAG	05655TP
AERSPC377	0160208	AMTR JM101	05601UN	AMTRWTDFA	9790161
AETNA 25A	0220102	AMTR KNGCOB	05613EB	AMTRXPCUBEAA	05611B6
AGUSTA205	1181414	AMTR KV3	0560887	ANDGRN14	0740102
AGUSTA206AGS	0260301	AMTR LGTHZR	0564573	ARACFTSPORT	0840102
AGUSTAA109	0260109	AMTR P51X	1690462	ARACFTSPORT	0840110
AGUSTAA109	0260120	AMTR REPDA	0566171	ARCRNEH37	8141617
AIRBLDPRNCX	0320102	AMTR RICE	05601YQ	ARCRNEH37	8142801
AIRBUS300	3930104	AMTR RS15	05647AL	ARCTICS1A	1850202
AIRBUS300	3930306	AMTR S14	0566157	ARCTICS1A	1850204
AIRMECA1	0400102	AMTR SCPTR1	05613PE	ARCTICS1A	1850206
AIRMECA1	0400106	AMTR SILUET	05613FD	ARCTICS1A	1850208
AIRMECA1	0400108	AMTR SKYSCT	05613HH	ARCTICS1A	1850210
AIRMECA1	0400113	AMTR SNDPIP	05613FM	ARCTICS1A	1850212
AIRMECA1	0400302	AMTR SNOOP2	05613DZ	ARCTICS1A	1850216
AIRPTSA	0144202	AMTR SPAD7	05608A7	ARCTICS1B1	1850302
AIRPTSA	0144204	AMTR SPT8PL	05655D1	ARCTICS1B1	1850308
AIRPTSA	0144206	AMTR TC2	056139R	ARCTICS1B2	1850303
AIRPTSA	1850102	AMTR TMK	4220120	ARMWHT650101	0820122
AIRPTSA	1850104	AMTR VAN	0561383	AROCARAROCAR	0100102
AIRPTSA	1850106	AMTR W11	05653C6	AROCARAROCAR	0100104
AIRPTSA	1850108	AMTR WD6	056013R	ARONCA15	0191202
AIRPTSA	1850110	AMTR WODSTK	05647Y3	ARONCA15	0191204
AIRPTSA	1850112	AMTR XTC	9570728	ARONCA58	0191002
AIRPTSA	1850114	AMTR ZIA	0130240	ARONCA58	0191006
AIRPTSA	1850118	AMTR ZPYSPT	056468N	ARONCA58	0191008
AIRPTSA	1850120	AMTR ZUNI	0130202	ARONCA58	0191010
AIRPTSA	1850122	AMTR ZUNI	0130230	ARONCA65	0190802
AIRPTSA	4570620	AMTRAABBYACE	00301CD	ARONCA65	0190902
AIRPTSA	4570624	AMTRAARACE	0030537	ARONCA65	0190906
AIRSPC18	0440104	AMTRAIPXIE	0564215	ARONCA65	0190908
AIRTRCAT300	0390101	AMTRASSTRIT	05613UQ	ARONCA65	0190910
AIRTRCAT300	0390103	AMTRATFALCXP	05658MR	ARONCA65	0190914
AIRTRCAT300	0390104	AMTRAV400	05613EU	ARONCA65	0190918
AIRTRCAT400	0390202	AMTRBA1918	05611CH	ARONCA65	0191016
AIRTRCAT400	0390203	AMTRBIWT11	05613LA	ARONCAC2	0190102
ALCAIRARGO	0530102	AMTRBSCONCPT	1240104	ARONCAC2	0190104
AMD FALC10	2730101	AMTRBTBARNET	05602VE	ARONCAC3	0190302
AMD FALC20	2720302	AMTRCZCOZY	05613R8	ARONCAC3	0190304
AMD FALC20	2720304	AMTRDFKITFOX	05613LZ	ARONCAF	0190702
AMD FALC20	2720306	AMTRDNBD2	05601GX	ARONCALB	0190604
AMD FALC20	2730103	AMTREWEA230	05613LX	ARONCALC	0190606
AMD FALC20	2730150	AMTRGTTS1	05663CK	ARONCAM	0190504
AMD FALC50	2730106	AMTRJBBRIANS	05613BR	AUGSBUK630	05604MR
AMEGLEEAGLET	0650102	AMTRJCCURLES	05675SP	AVIANWCLIPPR	0900108
AMEGLEEAGLET	0650104	AMTRKCKRIST	05613LK	AVIANWFALCON	0900102

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

SDR	FAA	SDR	FAA	SDR	FAA
AVIANWMAGNUM	0900110	BBAVIA7	21101PT	BEECH 23	1151215
AVIANWSKYHWK	0900104	BBAVIA7	21101PY	BEECH 23	1151216
AYRES S2	0143006	BBAVIA8	1220803	BEECH 23	1151226
AYRES S2	0143010	BBAVIA8	2110612	BEECH 23	1151240
AYRES S2	0143012	BCRAFTHB	1110102	BEECH 23	1151242
AYRES S2	0143022	BEAGLE121	1120424	BEECH 23	1151250
AYRES S2	0970100	BEAGLE121	1120425	BEECH 23	1151252
AYRES S2	0970101	BEECH 100	1152915	BEECH 23	1151253
AYRES S2	0970105	BEECH 100	1152916	BEECH 23	1151254
AYRES S2	0970106	BEECH 100	1152919	BEECH 300	1152930
AYRES S2	0970107	BEECH 17	1150504	BEECH 33	1151402
AYRES S2	0970202	BEECH 17	1150508	BEECH 33	1151404
AYRES S2	0970210	BEECH 17	1150512	BEECH 33	1151406
AYRES S2	0970215	BEECH 17	1150518	BEECH 33	1151408
AYRES S2	7630202	BEECH 17	1150524	BEECH 33	1151410
AYRES S2	7630203	BEECH 17	1150530	BEECH 33	1151422
AYRES S2	7630303	BEECH 17	1150534	BEECH 33	1151423
AYRES S2	8380202	BEECH 17	1150538	BEECH 33	1151424
AYRES S2	8380204	BEECH 17	1150550	BEECH 33	1151425
AYRES S2	8380206	BEECH 17	1150554	BEECH 33	1151432
AYRES S2	8380302	BEECH 17	1150556	BEECH 33	1151434
AYRES S2	8380306	BEECH 17	1150558	BEECH 33	1151435
BAC 111	1480204	BEECH 17	1150564	BEECH 35	1151502
BAC 111	1480208	BEECH 18	1150202	BEECH 35	1151504
BAC 111	1480210	BEECH 18	1150204	BEECH 35	1151506
BAC 111	1480268	BEECH 18	1150702	BEECH 35	1151508
BAC 111	1480280	BEECH 18	1150902	BEECH 35	1151510
BAC 111	1480283	BEECH 18	1150904	BEECH 35	1151512
BAC 146	1500266	BEECH 18	1150909	BEECH 35	1151514
BAG B206	1121223	BEECH 18	1150911	BEECH 35	1151516
BAG B206	1121224	BEECH 18	1150912	BEECH 35	1151518
BAG DH125	4230170	BEECH 18	1150913	BEECH 35	1151520
BALWKSFIREFY	1050100	BEECH 18	1151001	BEECH 35	1151522
BALWKSFIREFY	1050101	BEECH 18	1151004	BEECH 35	1151524
BALWKSFIREFY	1050103	BEECH 18	1151006	BEECH 35	1151526
BALWKSFIREFY	1050104	BEECH 18	1151007	BEECH 35	1151528
BALWKSFIREFY	1050107	BEECH 18	1151008	BEECH 35	1151530
BALWKSFIREFY	1050109	BEECH 18	1151010	BEECH 35	1151532
BALWKSFIREFY	1050110	BEECH 18	1151011	BEECH 35	1151538
BALWKSFIREFY	10501A9	BEECH 18	1151012	BEECH 35	1151544
BARNADD31	1030104	BEECH 18	1151013	BEECH 35	1151546
BARTLTLC13	1050102	BEECH 18	1151014	BEECH 35	1151548
BBAVIA11	0191102	BEECH 18	1151016	BEECH 36	1151602
BBAVIA11	0191104	BEECH 18	1151018	BEECH 36	1151603
BBAVIA11	0191106	BEECH 18	1151019	BEECH 36	1151604
BBAVIA11	0191108	BEECH 18	1151020	BEECH 36	1151605
BBAVIA11	0191112	BEECH 18	1151021	BEECH 36	1151606
BBAVIA11	9140404	BEECH 18	1151022	BEECH 36	1151607
BBAVIA402	2110204	BEECH 18	1151023	BEECH 36	1151609
BBAVIA7	2110102	BEECH 18	1151024	BEECH 45	1152002
BBAVIA7	2110106	BEECH 18	1151026	BEECH 45	1152006
BBAVIA7	2110108	BEECH 18	1151040	BEECH 45	1152008
BBAVIA7	2110116	BEECH 18	1151042	BEECH 45	1152010
BBAVIA7	2110120	BEECH 18	1151044	BEECH 45	1152012
BBAVIA7	2110124	BEECH 1900	1154160	BEECH 45	1152013
BBAVIA7	2110126	BEECH 1900	1154161	BEECH 45	1152014
BBAVIA7	2110130	BEECH 200	1152920	BEECH 50	1152502
BBAVIA7	21101MW	BEECH 200	1152922	BEECH 50	1152506
BBAVIA7	21101NB	BEECH 200	1152924	BEECH 50	1152510
BBAVIA7	21101NG	BEECH 200	1152926	BEECH 50	1152512
BBAVIA7	21101NN	BEECH 200	1152928	BEECH 50	1152516
BBAVIA7	21101NS	BEECH 23	1151202	BEECH 50	1152518
BBAVIA7	21101P3	BEECH 23	1151204	BEECH 50	1152520
BBAVIA7	21101PH	BEECH 23	1151208	BEECH 50	1152522
BBAVIA7	21101PK	BEECH 23	1151212	BEECH 50	1152524
BBAVIA7	21101PN	BEECH 23	1151214	BEECH 50	1152526

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

SDR	FAA	SDR	FAA	SDR	FAA
BEECH 50	1152530	BELL 214	1182106	BELL 47	8930102
BEECH 50	1152532	BELL 222	1182122	BELL 47	8930103
BEECH 50	1152534	BELL 222	1182124	BELL 47	8930105
BEECH 50	1152536	BELL 222	1182140	BELL OH13H	2390204
BEECH 55	1152702	BELL 412	1182202	BELL P63	1180202
BEECH 55	1152704	BELL 47	1180604	BELL P63	1180204
BEECH 55	1152706	BELL 47	1180606	BELL 204	1181402
BEECH 55	1152708	BELL 47	1180702	BIMONDCB1	2370152
BEECH 55	1152729	BELL 47	1180802	BLANCA11	0191110
BEECH 55	1152730	BELL 47	1180808	BLANCA1412	1200902
BEECH 55	1152732	BELL 47	1180809	BLANCA1413	1201002
BEECH 56	1152736	BELL 47	1180810	BLANCA1413	1201004
BEECH 56	1152738	BELL 47	1180813	BLANCA1413	1201006
BEECH 58	1152740	BELL 47	1180816	BLANCA1419	1220402
BEECH 58	1152744	BELL 47	1180820	BLANCA1419	1220404
BEECH 58	1152746	BELL 47	1180822	BLANCA1419	1220406
BEECH 60	1153602	BELL 47	1180843	BLANCA1419	1220408
BEECH 60	1153604	BELL 47	1180844	BLANCA1419	3080102
BEECH 60	1153605	BELL 47	1180845	BLANCA1419	3080104
BEECH 65	1152802	BELL 47	118084C	BLANCA1419	3080106
BEECH 65	1152803	BELL 47	118084G	BLANCA1419	3080108
BEECH 65	1152805	BELL 47	118084R	BLANCA1419	3080112
BEECH 76	1153005	BELL 47	118084V	BLANCA1419	3080114
BEECH 77	1153007	BELL 47	1180904	BLANCA1419	3080116
BEECH 80	1152806	BELL 47	1181001	BLANCA1419	3080118
BEECH 80	1152807	BELL 47	1181002	BLANCA1419	3080122
BEECH 80	1152808	BELL 47	1181003	BLANCA1419	3080124
BEECH 80	1152809	BELL 47	1181005	BLANCA1419	3080126
BEECH 80	1152812	BELL 47	1181006	BLANCA1419	3080128
BEECH 90	1152904	BELL 47	1181008	BLANCA1419	4580806
BEECH 90	1152907	BELL 47	118100V	BLANCA1419	4580808
BEECH 90	1152908	BELL 47	1181010	BLANCA149	1200802
BEECH 90	1152909	BELL 47	1181011	BLANCA149	1200804
BEECH 90	1152912	BELL 47	1181012	BLANCA17	1220432
BEECH 90	1152913	BELL 47	1181013	BLANCA17	1220433
BEECH 90	1152914	BELL 47	1181014	BLANCA17	1220434
BEECH 95	1153402	BELL 47	1181023	BLANCA17	1220435
BEECH 95	1153404	BELL 47	1181024	BLANCA17	1220436
BEECH 95	1153406	BELL 47	1181025	BLANCA17	1220437
BEECH 95	1153408	BELL 47	1181026	BLANCA51	1225051
BEECH 95	1153410	BELL 47	1181027	BLANCA7	1220438
BEECH 99	1154002	BELL 47	1181028	BLANCA7	1220460
BEECH 99	1154003	BELL 47	1181029	BLANCA7	1220501
BEECH 99	1154004	BELL 47	1181030	BLANCA7	1220601
BEECH 99	1154006	BELL 47	1181031	BLANCA7	1220701
BELL 204	1181401	BELL 47	1181032	BLANCA7	2110104
BELL 204	1181404	BELL 47	1181033	BLANCA7	2110110
BELL 204	1181405	BELL 47	1181034	BLANCA7	2110112
BELL 204	1181407	BELL 47	118103Z	BLANCA7	2110114
BELL 204	1181408	BELL 47	1181060	BLANCA7	2110136
BELL 204	1181410	BELL 47	1181061	BLANCA7	2110140
BELL 204	1181411	BELL 47	1181062	BLANCA7	2110144
BELL 204	118141M	BELL 47	1181063	BLANCA7	2110148
BELL 206	1181502	BELL 47	1181065	BLANCA7	2110150
BELL 206	1181503	BELL 47	1181066	BLANCA7	2110154
BELL 206	1181504	BELL 47	1181068	BLANCA7	2110158
BELL 206	1181506	BELL 47	1181069	BLANCA7	2110160
BELL 206	1181508	BELL 47	1181071	BLANCA7	2110162
BELL 206	1181511	BELL 47	1181102	BLANCA7	2110164
BELL 206	1181522	BELL 47	1181104	BLANCA7	2110166
BELL 206	1181579	BELL 47	1181106	BLANCA7	2110168
BELL 206	1182107	BELL 47	1181202	BLANCA7	2110170
BELL 206	1182108	BELL 47	1181310	BLANCA7	2110172
BELL 212	1181420	BELL 47	2390101	BLANCA7	21101MA
BELL 214	1182100	BELL 47	2390202	BLANCA7	21101ML
BELL 214	1182105	BELL 47	2390301	BLANCA7	21101N2

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

SDR	FAA	SDR	FAA	SDR	FAA
BLANCA7	21101N7	BOEING727	1384002	BOEING747	1384813
BLANCA7	21101NB	BOEING727	1384003	BOEING747	1384828
BLANCA7	21101NM	BOEING727	1384004	BOEING747	1384866
BLANCA7	21101NX	BOEING727	1384005	BOEING747	1384871
BLANCA7	21101PC	BOEING727	1384006	BOEING747	1384872
BLANCA8	1220801	BOEING727	1384008	BOEING747	1384873
BLANCAPACMKR	1200202	BOEING727	1384009	BOEING747	1384881
BLANCAPACMKR	1200702	BOEING727	138400C	BOEING747	1384892
BLANCASKYRKT	1200602	BOEING727	138400E	BOEING747	1384895
BNORM BN2	1520202	BOEING727	138400F	BOEING747	1384903
BNORM BN2	1520204	BOEING727	138400H	BOEING747	1384920
BNORM BN2	1520205	BOEING727	138400K	BOEING747	1384932
BNORM BN2	1520207	BOEING727	1384010	BOEING75	1380102
BNORM BN2	1520209	BOEING727	1384012	BOEING75	1380104
BNORM BN2	1520210	BOEING727	1384014	BOEING75	1380106
BNORM BN2	1520215	BOEING727	1384016	BOEING75	1380108
BNORM BN2	1520220	BOEING727	1384017	BOEING75	1380112
BNORM BN2	1520221	BOEING727	1384018	BOEING75	1380116
BNORM BN2	1520226	BOEING727	1384025	BOEING75	1380118
BNORM BN2	1520227	BOEING727	1384029	BOEING75	1380120
BNORM BN2	1520302	BOEING727	1384032	BOEING75	1380122
BNORM BN2	1520350	BOEING727	1384058	BOEING75	1380124
BNORM BN2	7080221	BOEING727	1384059	BOEING75	1380131
BNORM BN2	7080227	BOEING727	1384063	BOEING75	1380132
BNORM BN2MK3	1520203	BOEING727	138406N	BOEING75	1380134
BNORM BN2MK3	1520208	BOEING727	1384073	BOEING75	1380136
BOARD XJL1	2320104	BOEING727	1384076	BOEING75	1380137
BOEING100	1381902	BOEING727	1384077	BOEING75	1380138
BOEING107	9420602	BOEING727	1384078	BOEING75	1380140
BOEING107	9420604	BOEING727	1384079	BOEING75	1380142
BOEING234	1385049	BOEING727	138407E	BOEING75	1380144
BOEING307	1381102	BOEING727	138407G	BOEING75	1380146
BOEING42	1385006	BOEING727	138407W	BOEING75	1380148
BOEING42	9420102	BOEING727	1384082	BOEING75	1380150
BOEING42	9420106	BOEING727	1384084	BOEING75	1380152
BOEING707	138360H	BOEING727	138408D	BOEING75	1380154
BOEING707	138360T	BOEING727	138408F	BOEING757	1384959
BOEING707	1383640	BOEING727	138408J	BOEING757	1384962
BOEING707	138365B	BOEING727	138408W	BOEING757	1384965
BOEING707	138365K	BOEING727	138408X	BOEING757	1384970
BOEING707	1383668	BOEING727	1384101	BOEING767	1385122
BOEING707	138366B	BOEING737	1384412	BOEING767	1385123
BOEING707	138366C	BOEING737	1384435	BOEINGB17	1380202
BOEING707	138366F	BOEING737	1384453	BOEINGB17	1380204
BOEING707	138366H	BOEING737	1384459	BOEINGC97	1381604
BOEING707	138366M	BOEING737	138446R	BOEINGC97	1381605
BOEING707	138367A	BOEING737	1384473	BOEINGYL15	1380810
BOEING707	138367B	BOEING737	1384479	BOEINXH47	4090202
BOEING707	138367D	BOEING737	1384480	BOLKMS105	5626005
BOEING707	138367E	BOEING737	1384485	BOLKMS105	5626006
BOEING707	138367F	BOEING737	1384488	BOLKMS117	5626010
BOEING707	138367J	BOEING737	138448G	BOLKMS117	5626015
BOEING707	138367N	BOEING737	138448U	BOLKMS209	5626007
BOEING707	138367S	BOEING737	138448V	BOLKOWJR	1400202
BOEING707	138367Y	BOEING737	138448W	BRAERO748	1500248
BOEING707	138368D	BOEING737	1384552	BRAERODH125	1500205
BOEING707	138368H	BOEING737	1384570	BRAERODH125	1500285
BOEING720	1383810	BOEING737	1384582	BRASOVIS28	4490102
BOEING720	1383818	BOEING737	1384585	BRASOVIS29	4490106
BOEING720	1383822	BOEING737	1384610	BRWSTRFLEE10	1462004
BOEING720	1383826	BOEING737	1384611	BRWSTRFLEET1	1461104
BOEING720	1383857	BOEING737	1384670	BRWSTRFLEET2	1461202
BOEING720	1383861	BOEING737	1384671	BRWSTRFLEET2	1461204
BOEING720	1383873	BOEING747	1384802	BRWSTRFLEET7	1461502
BOEING720	1383877	BOEING747	1384807	BRWSTRFLEET7	1461504
BOEING727	1380420	BOEING747	1384810	BRWSTRFLEET7	1461512

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

SDR	FAA	SDR	FAA	SDR	FAA
BRWSTRFLEET8	1461802	CESSNA172	2072408	CESSNA185	2072818
BRWSTRFLEET8	1461804	CESSNA172	2072410	CESSNA185	2072820
BRWSTRFLEET9	1461902	CESSNA172	2072412	CESSNA185	2072821
BUHL CA3	1650302	CESSNA172	2072413	CESSNA188	2073002
BUHL LA1	1651002	CESSNA172	2072414	CESSNA188	2073004
BUKER 131	1590104	CESSNA172	2072418	CESSNA188	2073005
BUKER 131	1590114	CESSNA172	2072420	CESSNA188	2073006
BUKER 133	1590326	CESSNA172	2072421	CESSNA188	2073007
BURNS BA42	0560103	CESSNA172	2072424	CESSNA188	2073008
BUSHMS2000	0350406	CESSNA172	2072426	CESSNA188	2073010
BUTLERBHAWK	1720102	CESSNA172	2072429	CESSNA188	2073011
CAMAIR480	1890102	CESSNA172	2072430	CESSNA188	2073012
CAMROND50	1880114	CESSNA172	2072431	CESSNA190	2072902
CAMRONMODELN	1880245	CESSNA172	2072432	CESSNA195	2073102
CAMRONMODELO	1880104	CESSNA172	2072434	CESSNA195	2073106
CAMRONMODELO	1880106	CESSNA172	2072436	CESSNA195	2073108
CAMRONMODELO	1880108	CESSNA172	2072437	CESSNA195	2073110
CAMRONMODELO	1880110	CESSNA172	2072438	CESSNA195	2073112
CAMRONMODELO	1880112	CESSNA175	2072502	CESSNA205	2073202
CAMRONMODELO	1880113	CESSNA175	2072504	CESSNA205	2073204
CAMRONMODELO	1880120	CESSNA175	2072506	CESSNA206	2073302
CAMRONMODELO	1880122	CESSNA175	2072508	CESSNA206	2073304
CAMRONMODELO	1880201	CESSNA177	2073704	CESSNA206	2073306
CAMRONMODELO	1880202	CESSNA177	2073706	CESSNA206	2073308
CAMRONMODELO	1880203	CESSNA177	2073708	CESSNA206	2073309
CAMRONMODELO	1880204	CESSNA177	2073709	CESSNA206	2073310
CAMRONMODELO	1880205	CESSNA180	2072602	CESSNA206	2073311
CAMRONMODELO	1880225	CESSNA180	2072604	CESSNA206	2073312
CARMAMM200	1981008	CESSNA180	2072606	CESSNA206	2073313
CASA C212	2410200	CESSNA180	2072608	CESSNA206	2073316
CASA C212	2410202	CESSNA180	2072610	CESSNA206	2073318
CASA C212	2410204	CESSNA180	2072612	CESSNA206	2073322
CASA C212	2410302	CESSNA180	2072614	CESSNA206	2073324
CASA C212	2410304	CESSNA180	2072616	CESSNA206	2073332
CCOPTR47BELL	2390303	CESSNA180	2072618	CESSNA206	2073333
CCOPTR47BELL	2390304	CESSNA180	2072622	CESSNA206	2073334
CCOPTR47BELL	2390305	CESSNA180	2072624	CESSNA206	2073338
CENTRL26	0180604	CESSNA182	2072702	CESSNA206	2073340
CESSNA120	2071402	CESSNA182	2072704	CESSNA206	2073342
CESSNA140	2071602	CESSNA182	2072706	CESSNA206	2073344
CESSNA140	2071604	CESSNA182	2072708	CESSNA206	2073346
CESSNA150	2071802	CESSNA182	2072710	CESSNA206	2073348
CESSNA150	2071804	CESSNA182	2072712	CESSNA206	2073350
CESSNA150	2071806	CESSNA182	2072714	CESSNA206	2073352
CESSNA150	2071808	CESSNA182	2072716	CESSNA206	2073353
CESSNA150	2071810	CESSNA182	2072718	CESSNA206	2073356
CESSNA150	2071812	CESSNA182	2072722	CESSNA206	2073357
CESSNA150	2071814	CESSNA182	2072724	CESSNA207	2073602
CESSNA150	2071816	CESSNA182	2072726	CESSNA207	2073604
CESSNA150	2071818	CESSNA182	2072728	CESSNA207	2073612
CESSNA150	2071820	CESSNA182	2072730	CESSNA207	2073614
CESSNA150	2071822	CESSNA182	2072731	CESSNA208	2073702
CESSNA150	2071824	CESSNA182	2072732	CESSNA208	2073703
CESSNA150	2071826	CESSNA182	2072734	CESSNA210	2073402
CESSNA150	2071828	CESSNA182	2072735	CESSNA210	2073404
CESSNA150	2071830	CESSNA182	2072736	CESSNA210	2073406
CESSNA150	2071831	CESSNA182	2075802	CESSNA210	2073408
CESSNA150	2071835	CESSNA182	2075806	CESSNA210	2073410
CESSNA150	2071836	CESSNA182	2075814	CESSNA210	2073412
CESSNA170	2072302	CESSNA182	2075816	CESSNA210	2073414
CESSNA170	2072304	CESSNA185	2072802	CESSNA210	2073416
CESSNA170	2072306	CESSNA185	2072804	CESSNA210	2073418
CESSNA172	2072202	CESSNA185	2072806	CESSNA210	2073422
CESSNA172	2072402	CESSNA185	2072808	CESSNA210	2073430
CESSNA172	2072404	CESSNA185	2072812	CESSNA210	2073432
CESSNA172	2072406	CESSNA185	2072816	CESSNA210	2073436

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

SDR	FAA	SDR	FAA	SDR	FAA
CESSNA210	2073438	CESSNA337	2075717	COLT 240A	2300180
CESSNA210	2073439	CESSNA337	2075719	COLT 77A	2300102
CESSNA210	2073440	CESSNA337	2075721	COMWTH175	2370402
CESSNA210	2073446	CESSNA337	2075723	COMWTH180	2370502
CESSNA210	2073447	CESSNA337	2075724	COMWTH180	2370504
CESSNA210	2073448	CESSNA337	2075725	COMWTH185	2370602
CESSNA210	2073449	CESSNA337	2075726	COMWTH185	2370604
CESSNA210	2073450	CESSNA337	2075727	COMWTH185	2370608
CESSNA210	2073451	CESSNA337	2075730	COMWTH190	2370704
CESSNA210	2073453	CESSNA337	2075731	COMWTH7000	2371206
CESSNA210	2073454	CESSNA337	2075732	COMWTH9000	2371422
CESSNA210	2073455	CESSNA337	2075733	CONAERC1	5110102
CESSNA210	2073456	CESSNA340	2076404	CONAERC2	5110202
CESSNA210	2073459	CESSNA340	2076405	CONAERLA4	2400102
CESSNA303	2073820	CESSNA401	207590C	CONAERLA4	2400108
CESSNA305	2073902	CESSNA401	207590D	CONAERLA4	5110302
CESSNA305	2074002	CESSNA401	207590E	CONAERLA4	5110304
CESSNA305	2074003	CESSNA402	207590K	CONAERLA4	5110306
CESSNA305	2074004	CESSNA402	207590M	CONAERLA4	5110310
CESSNA305	2074005	CESSNA402	207590P	CONAERLA4	5110312
CESSNA305	2074006	CESSNA402	207590R	CONAERLA4	5110320
CESSNA305	2074008	CESSNA404	2075901	CORCRNGLIDER	2480122
CESSNA305	2074014	CESSNA411	2075902	CORCRNGLIDER	2480126
CESSNA305	2074016	CESSNA411	2075904	CUNHAMPT6	2580104
CESSNA305	2074018	CESSNA414	2075907	CURTIS22	2620202
CESSNA305	2074028	CESSNA414	2075908	CURTISC46	2622601
CESSNA305	2074030	CESSNA421	2076010	CURTISC46	2622602
CESSNA310	2074202	CESSNA421	2076012	CURTISC46	2622604
CESSNA310	2074204	CESSNA421	2076014	CURTISC46	2622608
CESSNA310	2074206	CESSNA421	2076016	CURTISC46	2622610
CESSNA310	2074208	CESSNA425	2076018	CURTISC46	2622701
CESSNA310	2074210	CESSNA441	2076020	CURTISC46	2622702
CESSNA310	2074212	CESSNA500	2076602	CURTISC46	2622708
CESSNA310	2074214	CESSNA500	2076604	CURTISFLGLNG	2620302
CESSNA310	2074216	CESSNA500	2076606	CURTISJN4D	2620604
CESSNA310	2074218	CESSNA500	2076607	CURTISJR	2620502
CESSNA310	2074220	CESSNA501	2076605	CURTISO52	2622002
CESSNA310	2074222	CESSNA650	2076802	CURTISP40	2622202
CESSNA310	2074224	CESSNA650	2076802	CURTISP40	2622203
CESSNA310	2074226	CESSNA650	2076802	CURTISP40	2622206
CESSNA310	2074228	CESSNAT303	2073803	CURTISROBIN	2620802
CESSNA310	2074230	CESSNAT37	2074321	CURTISROBIN	2620806
CESSNA310	2074234	CESSNAT50	2071302	CURTISROBIN	2620808
CESSNA310	2074238	CESSNAT50	2071306	CURTISROBIN	2620812
CESSNA310	2074240	CESSNAT50	2071308	CURTISSEDAN	2620904
CESSNA310	2074242	CESSNAUC77	2070702	CURTISTRVAIR	2621004
CESSNA310	2074244	CESSNAUC77	2070802	CURTISTRVAIR	2621006
CESSNA310	2074245	CESSNAUC94	2070902	CURTISTRVAIR	2621010
CESSNA310	2074246	CESSNAUC94	2071002	CURTISTRVAIR	2621012
CESSNA320	2074502	CESSNAUC94	2071102	CURTISTRVAIR	2621104
CESSNA320	2074504	CHILD S1	0110100	CURTISTRVAIR	2621108
CESSNA320	2074506	CHILD S1	0110301	CURTISTRVAIR	2621204
CESSNA320	2074508	CHILD S1	0110303	CURTISTRVAIR	2621302
CESSNA320	2074510	CHILD S2	0110201	CURTISTRVAIR	2621304
CESSNA320	2074512	CHILD S2	0110202	CURTISTRVAIR	2621308
CESSNA320	2074514	CHILD S2	0110304	CURTISTRVAIR	2621402
CESSNA320	2074516	CLARK 1000	2230102	CURTISTRVAIR	2621404
CESSNA325	2074802	CLARK 12	2230302	CURTISTRVAIR	2621502
CESSNA335	2075601	CNDAIRCL44	1900102	CURTISTRVAIR	2621506
CESSNA336	2075602	CNDAIRCL600	1900302	CURTISTRVAIR	2621508
CESSNA337	2075702	CNDAIRCL600	1900304	CURTISTRVAIR	2621602
CESSNA337	2075704	CNTRAR101	1990102	CURTISTRVAIR	2621604
CESSNA337	2075706	CNTRAR101	1990104	CURTISTRVAIR	2621606
CESSNA337	2075707	COAIRE3C	2350102	CURTISTRVAIR	2621702
CESSNA337	2075712	COAIRE3C	2350104	CURTISTRVAIR	2621704
CESSNA337	2075714	COAIRE3C	2350106	CURTISTRVAIR	2621802
		COAIRE5C	2350202		

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

<u>SDR</u>	<u>FAA</u>	<u>SDR</u>	<u>FAA</u>	<u>SDR</u>	<u>FAA</u>
CURTISTRVAIR	2621804	DART G	2700106	DOUG DC3	3021467
CURTISTRVAIR	2621806	DART G	2700108	DOUG DC3	3021468
CURTISTRVAIR	2621808	DAVIS D1	2740504	DOUG DC3	3021472
CURTISTRVAIR	2621810	DAVIS D1	2740506	DOUG DC3	3021474
CURTISTRVAIR	2621814	DAVIS D1	2740508	DOUG DC3	3021478
CURTISTRVAIR	2621818	DAVIS V3	2743002	DOUG DC3	3021481
CURTISTRVAIR	2621820	DHAV DH112	2800421	DOUG DC4	3021502
CURTISTRVAIR	2621822	DHAV DH82	2801000	DOUG DC4	3021506
CURTISTRVAIR	2621824	DHAV DHC1	2801702	DOUG DC4	3021510
CURTISTRVAIR	2621826	DHAV DHC1	2801704	DOUG DC4	3021516
CURTISTRVAIR	2621830	DHAV DHC1	2801712	DOUG DC4	3021518
CURTISTRVAIR	2621902	DHAV DHC1	2801714	DOUG DC4	3021522
CURTISTRVAIR	2621904	DHAV DHC1	2801716	DOUG DC4	3021524
CURTISTRVAIR	2621908	DHAV DHC1	2801736	DOUG DC4	3021528
CVAC 22	2423302	DHAV DHC1	2801738	DOUG DC4	3021530
CVAC 22	2423304	DHAV DHC1	2801739	DOUG DC4	3021534
CVAC 240	2422601	DHAV DHC2	2800102	DOUG DC4	3021536
CVAC 240	2422602	DHAV DHC2	2800104	DOUG DC6	3021702
CVAC 240	2422604	DHAV DHC2	2800105	DOUG DC6	3021706
CVAC 240	2422608	DHAV DHC2	2800107	DOUG DC6	3021710
CVAC 240	2422610	DHAV DHC2	2800108	DOUG DC6	3021712
CVAC 240	2422612	DHAV DHC2	2800109	DOUG DC7	3021802
CVAC 240	2422628	DHAV DHC2	2801830	DOUG DC7	3021804
CVAC 240	2422633	DHAV DHC3	2800202	DOUG DC7	3021806
CVAC 240	2422642	DHAV DHC4	2800302	DOUG DC8	3021908
CVAC 240	2422844	DHAV DHC4	2800304	DOUG DC8	3021908
CVAC 240	2422647	DHAV DHC6	2802606	DOUG DC8	3021912
CVAC 240	242264A	DHAV DHC7	2802708	DOUG DC8	302191D
CVAC 30	2423202	DHAV DHC7	2802710	DOUG DC8	3021920
CVAC 30	2423204	DHAV DHC8	2809002	DOUG DC8	3021922
CVAC 340	2422704	DHAVXXDH82	2801002	DOUG DC8	3021924
CVAC 340	242270A	DHAVXXDH89	2801015	DOUG DC8	3021926
CVAC 340	2422742	DOMION800	2970102	DOUG DC8	3021927
CVAC 440	2422902	DORNER133	2999006	DOUG DC8	3021928
CVAC 440	2422904	DORNERD0228	2992020	DOUG DC8	302192F
CVAC B24	2422502	DORNERD0228	2995000	DOUG DC8	302192H
CVAC BT13	2420202	DORNERD027	2990704	DOUG DC8	302192M
CVAC BT13	2420204	DORNERD027	2990721	DOUG DC8	3021952
CVAC BT13	2420206	DORNERD028	2990102	DOUG DC8	302195B
CVAC BT13	2420208	DORNERD028	2990202	DOUG DC8	3021970
CVAC BT13	2420222	DORNERD028	2991404	DOUG DC8	302197B
CVAC BT13	2420224	DOUG A20	3020302	DOUG DC8	302198A
CVAC BT13	2420228	DOUG A20	3020306	DOUG DC8	302198B
CVAC BT13	2420230	DOUG A24	3020406	DOUG DC8	302198F
CVAC BT15	2420302	DOUG A26	3020504	DOUG DC8	302199A
CVAC BT15	2420312	DOUG A26	3020506	DOUG DC8	302199B
CVAC L13	2420702	DOUG B23	3020702	DOUG DC8	302199F
CVAC L13	2420704	DOUG B26	3020514	DOUG DC9	3022002
CVAC L13	2420706	DOUG DC10	3022110	DOUG DC9	3022034
CVAC LB30	2420804	DOUG DC10	3022111	DOUG DC9	3022036
CVAC P4Y	2421102	DOUG DC10	3022118	DOUG DC9	3022037
CVAC PBY5	2421208	DOUG DC10	3023501	DOUG DC9	302203H
CVAC PBY5	2421218	DOUG DC10	3023503	DOUG DC9	302203K
CVAC PBY5	2421230	DOUG DC2	3021302	DOUG DC9	3022051
CVAC PBY6	2421302	DOUG DC3	3021401	DOUG DC9	3022065
CVAC STC580	2422801	DOUG DC3	3021404	DOUG DC9	3022066
CVAC STC580	2422802	DOUG DC3	3021424	DOUG DC9	302206A
CVAC STC580	2422804	DOUG DC3	3021433	DOUG DC9	302206C
CVAC STC580	2422806	DOUG DC3	3021440	DOUG DC9	302207A
CVAC STC580	2423001	DOUG DC3	3021454	DOUG DC9	302207N
CVAC STC580	2423002	DOUG DC3	3021457	DOUG DC9	3022081
CVAC STC600	2422660	DOUG DC3	3021458	DOUG DC9	3022082
CVAC STC640	2422814	DOUG DC3	3021460	DOUG DOLPHN	3020104
CVAC V1A	2421702	DOUG DC3	3021461	DRIGGSSSKYLK3	3160502
DART G	2700102	DOUG DC3	3021462	DURMOLF48	3200502
DART G	2700104	DOUG DC3	3021466	EAA SA9	8650747

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

SDR	FAA	SDR	FAA	SDR	FAA
EAGLE DW	3230203	FRCHLD24	3370602	GRTLKS2T1	3910102
EAGLEBAX7	3240107	FRCHLD24	3370608	GRTLKS2T1	3910104
EAGLEBC7	3240207	FRCHLD24	3370614	GRTLKS2T1	3910106
EIRVON20	5760102	FRCHLD24	3370620	GRTLKS2T1	3910107
EIRVON20	5760104	FRCHLD24	3370626	GRTLKS2T1	3910108
EIRVON20	5760202	FRCHLD24	3370628	GRUMANAF2S	3950104
EIRVON20	5760204	FRCHLD71	3370802	GRUMANF6F	3950602
EIRVON20	5760206	FRCHLDC119	3372102	GRUMANF6F	3950614
EIRVON20	5760207	FRCHLDC119	3372106	GRUMANF6F	395069G
EMAIR MA1	3280103	FRCHLDC119	3372108	GRUMANF7F	3950704
EMAIR MA1	6070102	FRCHLDC123	3372202	GRUMANF8F	3950801
EMB 110	3260122	FRCHLDC82	3372002	GRUMANF8F	3950802
EMB 110	3260124	FRCHLDC82	3372004	GRUMANF9	3950905
EMB 120	3260201	FRCHLDF27	3373002	GRUMANFM	3950102
ENSTRM280	3300510	FRCHLDF27	3373006	GRUMANG134	3951000
ENSTRMF28	3300404	FRCHLDF27	3373008	GRUMANG44	3951602
ENSTRMF28	3300406	FRCHLDF27	3373016	GRUMANG73	3951902
ENSTRMF28	3300407	FRCHLDF45	3371202	GRUMANSA16	3950404
ENSTRMF28	3300412	FRCHLDFC2	3371102	GRUMANSA16	3950405
ENSTRMF28	3300430	FRCHLDFH1100	4361415	GRUMANSA16	3950406
ENSTRMF28	3300502	FRCHLDFH227	3373042	GRUMANSA16	3950410
ENSTRMF28	3300505	FRCHLDKR31	3371402	GRUMANSA16	3950412
ENSTRMF28	3300506	FRCHLDKR34	3371504	GRUMANSA16	3950413
ENSTRMF28	3300550	FRCHLDKR34	3371506	GRUMANSA16	3950414
ENTWICPHEBUS	1403014	FRCHLDM62	3371604	GRUMANSA16T	3950407
ENTWICPHEBUS	3321206	FRCHLDM62	3371606	GRUMANSA16T	3950408
ENTWICPHEBUS	3321210	FRCHLDM62	3371608	GRUMANTS2	3951102
EVNAIR4500	3340104	FRCHLDM62	3371618	GRUMAVAA1	0630820
EVNAIR4500	3340106	FRCHLDM62	3371620	GRUMAVAA1	3960100
FARZWKDIAMAT	3550802	FRCHLDM62	3371622	GRUMAVAA1	3960103
FARZWKDIAMAT	3550806	FRCHLDM62	3371624	GRUMAVAA5	3960104
FCKWLF44J	3540102	FRCHLDM62	3371626	GRUMAVAA5	3960105
FLEET 16B	3480502	FRCHLDM62	3371628	GRUMAVG1159	3960302
FLTCHR24	3530204	FRCHLDM62	3371630	GRUMAVG164	3952702
FLTCHRFD25	3530102	FRCHLDM62	3371632	GRUMAVG164	3952801
FLYGSTWEIHE	3802219	FRCHLDM62	3371640	GRUMAVG164	3952802
FOKKERF27	4990614	FRCHLDM62	3374004	GRUMAVG164	3952803
FOKKERF27	4990629	FRCHLDM62	3374006	GRUMAVG164	3952804
FOKKERF28	4990808	FUJI LM1	3730110	GRUMAVG164	3960201
FOMOCO4AT	3590102	FUNK FUNKC	3720202	GRUMAVG164	3960202
FOMOCO4AT	3590104	GARCIATROJAN	3270102	GRUMAVG164	3960203
FOMOCO5AT	3590202	GEM 205	0380102	GRUMAVG164	3960204
FOMOCO5AT	3590204	GENBALAX6	3760102	GRUMAVG164	3979904
FRANK 90	3680102	GENBALAX6	3760202	GRUMAVG21	3951202
FRCHLD21	3371302	GENBALSPRINT	3760402	GRUMAVG21	3951204
FRCHLD22	3370104	GLASFL201	3800344	GRUMAVG21	3951214
FRCHLD22	3370108	GLASFL304	3800347	GRUMAVG21	3951216
FRCHLD22	3370110	GLASFLBS1	38003F8	GRUMAVG89	3951006
FRCHLD22	3370112	GLASFLH301	3800335	GRUMAVJ2F	3950208
FRCHLD22	3370114	GLASFLH301	3800337	GRUMAVTBM	3950306
FRCHLD22	3370116	GLASFLH301	3800339	GRUMAVTBM	3950308
FRCHLD24	3370202	GLASFLH301	3800341	GRUMAVTBM	3950310
FRCHLD24	3370204	GLASFLKESTRL	3800343	GULSTM112	0144701
FRCHLD24	3370206	GLASFLLIBELL	3800346	GULSTM112	7630302
FRCHLD24	3370208	GOLDENCHIEF	3840102	GULSTM112	7630306
FRCHLD24	3370216	GOODYR813	3870148	GULSTM112	7630307
FRCHLD24	3370220	GOODYRFG1D	3870512	GULSTM112	7630314
FRCHLD24	3370302	GOODYRGZ20	3870220	GULSTM112	7630315
FRCHLD24	3370402	GOODYRS30	3870139	GULSTM112	7630316
FRCHLD24	3370408	GOODYRTZ	3870218	GULSTM500	0141102
FRCHLD24	3370414	GOVT N22	3880102	GULSTM500	0141104
FRCHLD24	3370502	GROB 103CAT	1660202	GULSTM500	0141106
FRCHLD24	3370508	GROB 109	1660204	GULSTM500	0141107
FRCHLD24	3370514	GROB 109	1660205	GULSTM500	0141108
FRCHLD24	3370516	GROB ASTIR	1660104	GULSTM520	0141202
FRCHLD24	3370520	GRTLKS2T1	3910101	GULSTM560	0141402

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

SDR	FAA	SDR	FAA	SDR	FAA
GULSTM560	0141404	HELIO H295	4301104	HWKSLYDH106	2800308
GULSTM560	0141406	HELIO H391	4300102	HWKSLYDH114	2800506
GULSTM680	0141408	HELIO H391	4300106	HWKSLYDH125	1500204
GULSTM680	0141602	HELIO H395	4300202	HWKSLYDH125	4210101
GULSTM680	0141604	HELIO H395	4300206	HWKSLYDH125	4210112
GULSTM680	0141606	HELIO H700	4300400	HWKSLYDH125	4230106
GULSTM680	0141608	HELIO H800	4300500	HWKSLYDH125	4230110
GULSTM680	0141610	HELIO HST550	4301002	HWKSLYDH125	4230126
GULSTM680	0141611	HELIO HST550	4301006	HWKSLYDH125	4230138
GULSTM680	0141612	HILLERFH1100	3376502	HWKSLYDH125	423013M
GULSTM680	0141802	HILLERUH12	4360102	HWKSLYDH125	423013P
GULSTM680	7630513	HILLERUH12	4360103	HWKSLYDH125	4230140
GULSTM680TP	0141712	HILLERUH12	4360104	HWKSLYDH125	4230158
GULSTM680TP	0141714	HILLERUH12	4360105	HWKSLYDH125	4230160
GULSTM680TP	0141716	HILLERUH12	4360110	HYNES 305	1440602
GULSTM680TP	0141718	HILLERUH12	4360113	HYNES 82	1440502
GULSTM690TC	3970404	HILLERUH12	4360114	HYNES 82	1440504
GULSTM690TP	0141720	HILLERUH12	4360115	HYNES 82	1440506
GULSTM690TP	0141722	HILLERUH12	4360116	INDAERP166	6960202
GULSTM690TP	3970405	HILLERUH12	4360117	INLANDR400	4550502
GULSTM690TP	3970410	HILLERUH12	4360118	INLANDS300	4551002
GULSTM690TP	3970411	HILLERUH12	4360119	INLANDW500	4552002
GULSTM690TP	3970610	HILLERUH12	4360120	INTRCP200	5650304
GULSTM690TP	7630515	HILLERUH12	4360121	INTRCP200	5650306
GULSTM690TP	7630516	HILLERUH12	4360122	INTRCP200	5650308
GULSTM690TP	7630517	HILLERUH12	4360124	INTRCP200	5650310
GULSTM690TP	7630518	HILLERUH12	4360125	ISRAEL101	4500204
GULSTM690TP	7630519	HILLERUH12	4360126	ISRAEL1121	0142002
GULSTMAA1	0630610	HILLERUH12	4360128	ISRAEL1121	0142006
GULSTMAA1	0630710	HILLERUH12	4360130	ISRAEL1121	0142010
GULSTMAA5	0631410	HILLERUH12	4360131	ISRAEL1123	4500101
GULSTMAA5	3960106	HILLERUH12	4360132	ISRAEL1124	4500102
GULSTMG1159	3953505	HILLERUH12	4360135	ISRAEL1124	4500103
GULSTMG1159	3953535	HILLERUH12	4360809	JAMISNJ1	4650502
GULSTMG1159	3970109	HILLERYOE1	4362402	JAMISNJ2	4651004
GULSTMG159	3952202	HNLYPGHP137	4130402	JBMSRDGA11	4690302
GULSTMG44	3951502	HOFFLUDIMONA	4670101	JBMSRDGA15	4690502
GULSTMG44	3951508	HOWARD500	4390102	JBMSRDGA15	4690506
GULSTMG73	3951802	HSPAVNHA1112	4380102	JBMSRDGA15	4690516
GULSTMGA7	3960401	HUGHES269	4470402	JBMSRDGA18	4690604
H-1	1181409	HUGHES269	4470403	JBMSRDGA8	4690102
H13/HTL	1180806	HUGHES269	4470404	KAISERF5	4762002
H13/HTL	1181007	HUGHES269	4470502	KAMAN K600	4800702
H13/HTL	1181585	HUGHES269	4470504	KAMAN K600	4800704
H19/45	8141615	HUGHES269	4471004	KAMAN K600	4800802
H19/45	814161E	HUGHES369	4470702	KAMAN K600	4800803
H23/HTE	4360109	HUGHES369	4470704	KAMAN K600	4800805
H23/HTE	4360111	HUGHES369	4470706	KAWSKIKV107	4820101
H23/HTE	4360123	HUGHES369	4470707	KELLETKD1	4850106
H23/HTE	4362303	HUGHES369	4470708	KINNERB	4940202
H23/HTE	4362305	HUGHES369	4470718	KINNERB	4940204
H34/55	8141810	HUGHES369	4470720	KINNERR	4940102
H34/55	8141813	HUGHES369	4470722	LAIKFN10	5090204
H34/55	8141819	HUGHES369	4470728	LAIKFNBA100	50901FB
H34/55	8141823	HUGHES369	4470730	LAIRD LC	5070102
H37	8142302	HUGHES369	4470731	LAIRD LC	5070104
HAMFLUHFB320	4071204	HUGHES369	4470806	LAIRD LCB	5070110
HARTMNOWSM	4200102	HUGHES500	4470805	LAISTRPL15	5100108
HEAD AX888	05637T7	HWKSLY80A	2800902	LAISTRPL15	5100202
HEATH CNA40	4250102	HWKSLYDH104	2800402	LAISTRPL15	5100203
HEATH LNB4	4250202	HWKSLYDH104	2800404	LAISTRPL46	5100101
HELIO H250	4300302	HWKSLYDH104	2800406	LAISTRPL49	5100102
HELIO H295	4300802	HWKSLYDH104	2800410	LEAR 23	5170102
HELIO H295	4300803	HWKSLYDH104	2800412	LEAR 24	5170302
HELIO H295	4301101	HWKSLYDH104	2800414	LEAR 24	5170304
HELIO H295	4301102	HWKSLYDH104	2800418	LEAR 24	5170306

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

SDR	FAA	SDR	FAA	SDR	FAA
LEAR 24	5170307	LKHEEDY03A	5269501	MNC0UP90	5810107
LEAR 24	5170310	LKINTL402	5263406	MNC0UP90	5810110
LEAR 24	5170311	LUSCM81	5350102	MNMITEM18	5870102
LEAR 24	5170316	LUSCM84	5350202	MNMITEM18	5870104
LEAR 24	5170317	LUSCOM8	8190102	MNMITEM18	5870106
LEAR 25	5170506	LUSCOM8	8190104	MNMITEM18	5870108
LEAR 25	5170509	LUSCOM8	8190106	MNSLNRMS760	5910102
LEAR 25	5170511	LUSCOM8	8190108	MNSLNRMS760	5910106
LEAR 25	5170513	LUSCOM8	8190110	MODFD47	1180847
LEAR 25	5170514	LUSCOM8	8190112	MODFD47	118084F
LEAR 28	5170528	LUSCOM8	8190114	MODFD47	118103H
LEAR 28	5170529	LUSCOM8	8190116	MODFD47	1181067
LEAR 35	5170600	LUSCOM8	8190118	MODFD47	1181074
LEAR 35	5170601	LUSCOM8	8190120	MODFD47	1181306
LEAR 35	5170602	LUSCOM8	8190122	MODFDUH12	4360601
LEAR 35	5170603	LUSCOM8	8190124	MODFDUH12	4360701
LEAR 55	5170702	LUSCOM8	8190126	MODFDUH12	4360702
LET L13	1360306	LUSCOM8	8190128	MODFDUH12	4360704
LKHEED10	5261302	LUSCOM8	8190130	MODFDUH12	4360801
LKHEED10	5261314	LUSCOM8	8190132	MODFDUH12	4360810
LKHEED1011	5265010	LUSCOM8	8190154	MODFDUH12	4361101
LKHEED1011	5265020	MACCHIAL60	5400106	MODFDUH12	4361301
LKHEED1049	5262116	MACCHIAL60	5400108	MODFDUH12	4361501
LKHEED1049	5262118	MAEL BA42	5430102	MOONEYM20	5870202
LKHEED1049	5262121	MARTIN202	5450602	MOONEYM20	5870204
LKHEED1049	5262131	MARTIN404	5450702	MOONEYM20	5870206
LKHEED1049	5262140	MAULE M4	5460102	MOONEYM20	5870208
LKHEED12A	5261402	MAULE M4	5460104	MOONEYM20	5870210
LKHEED1329	5263102	MAULE M4	5460105	MOONEYM20	5870212
LKHEED1329	5263106	MAULE M4	5460106	MOONEYM20	5870214
LKHEED1329	5263108	MAULE M4	5460108	MOONEYM20	5870219
LKHEED1329	5263125	MAULE M4	5460112	MOONEYM20	5870220
LKHEED1649	5262204	MAULE M4	5460114	MOONEYM20	5870308
LKHEED18	5261602	MAULE M4	5460128	MOONEYM20	5870312
LKHEED18	5261624	MAULE M4	5460132	MOONEYM20	5870314
LKHEED18	5261634	MAULE M5	5460133	MOONEYM20	5870601
LKHEED18	5261640	MAULE M5	5460134	MOONEYM20	5870605
LKHEED18	5261642	MAULE M5	5460135	MOONEYM22	5870402
LKHEED188	5262602	MAULE M5	5460204	MOONEYM30	5872030
LKHEED188	5262604	MAULE M6	5460139	MORISY2000	5940102
LKHEED286	5263802	MAULE M6	5460160	MOTH 60	6000102
LKHEED300	5264504	MAULE M7	5460170	MOTH 60	6000104
LKHEED382	5264104	MAULE MX7	5460180	MRCHTIF260	8121206
LKHEED382	526410U	MAULE MX7	5460185	MRCHTIS205	8120412
LKHEED382	526414U	MCBEMSLARK95	4331020	MTSBSIMU2	5780404
LKHEED49	5261702	MCBEMSLARK95	5160202	MTSBSIMU2	5780405
LKHEED49	5262002	MCKINNG21	5550202	MTSBSIMU2	5780406
LKHEED49	5262004	MCKINNG21T	5550105	MTSBSIMU2	5780407
LKHEED49	5262008	MCKINNG21T	5550120	MTSBSIMU2	5780408
LKHEEDP2V	5260110	MCLISHFUNKB	5480102	MTSBSIMU2	5780409
LKHEEDP2V	5260112	MCLISHFUNKB	5480104	MTSBSIMU2	5780410
LKHEEDP2V	5269601	MCLISHFUNKB	5480108	MTSBSIMU2	5780411
LKHEEDP38	5260201	MCLISHFUNKB	5480202	MTSBSIMU2	5780412
LKHEEDP38	5260203	MCLISHFUNKB	5480204	MTSBSIMU2	5780413
LKHEEDP38	5260204	MCLISHFUNKB	5480208	MTSBSIMU2	5780414
LKHEEDP38	5260205	MEYERSMAC145	5650104	MTSBSIMU300	5780602
LKHEEDP38	5260206	MEYERSOTW	5650202	MTSBSIMU300	5781300
LKHEEDP38	5260207	MEYERSOTW	5650206	MULTECD16	9230602
LKHEEDP38	5260214	MEYERSOTW	5650208	MULTECD16	9230604
LKHEEDPV1	5260102	MILLERUT1	5720102	MULTECD16	9230606
LKHEEDPV1	5260106	MITCHL101	2000102	MULTECD16	9230608
LKHEEDT33	5260401	MITCHL101	2000104	MULTECD16	9230610
LKHEEDT33	5260402	MNC0UP110	5810202	MULTECD16	9230612
LKHEEDT33	5260406	MNC0UP110	5810204	NAMER A36	6400102
LKHEEDVEGA1	5261002	MNC0UP90	5810102	NAMER B25	6400702
LKHEEDVEGAS	5261202	MNC0UP90	5810104	NAMER B25	6400704

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

<u>SDR</u>	<u>FAA</u>	<u>SDR</u>	<u>FAA</u>	<u>SDR</u>	<u>FAA</u>
NAMER B25	6400705	NAVIONNAVION	6150162	PIGMANREARWN	7070308
NAMER B25	6400708	NAVIONNAVION	6150166	PILATS84	7090103
NAMER B25	6400710	NAVIONNAVION	6150170	PILATS84	7090104
NAMER B25	6400712	NAVIONNAVION	6150172	PILATSPC6	3375014
NAMER B25	6400714	NAVIONNAVION	6150174	PILATSPC6	7090102
NAMER B25	6400718	NAVIONNAVION	6150178	PILATSPC6	7090114
NAMER F51	6402301	NELSONBB1	6200102	PILATSPC6	7090122
NAMER F51	6402302	NICBEZ8G	6290202	PILATSPC6T	3375011
NAMER F51	6402303	NIHON YS11	6310406	PILATSPC6T	7090202
NAMER F51	6402304	NIHON YS11	6310416	PILATSPC6T	7090210
NAMER F51	6402306	NIHON YS11	6310420	PILATSPC7	7090401
NAMER F51	6402307	NOORDNUC64	6330204	PINAIRSUPERV	1100102
NAMER F51	6402308	NORD 3202	6383202	PIPER 600	7106001
NAMER F51	6402309	NORD SV4	6383006	PIPER 600	7106010
NAMER F82	6401522	NORD SV4	8470102	PIPER 600	7106012
NAMER F86	6401714	NORTRPT38	6458005	PIPER 600	7106014
NAMER NA260	6400452	NORWST35	6480102	PIPER 600	7106015
NAMER NA260	6402502	NORWST35	6480104	PIPER 600	7106023
NAMER NA260	6402504	NORWST35	6480108	PIPER 600	8360607
NAMER NA260	6402505	NORWST35	6480126	PIPER E2	7100302
NAMER NA260	6402506	NORWST40	6480110	PIPER F2	7100304
NAMER O47	6402202	NORWST50	6480114	PIPER J2	7100402
NAMER P64	6402408	NORWST65	6480116	PIPER J3	7100501
NAMER T6	1922828	NORWST65	6480118	PIPER J3	7100502
NAMER T6	6400402	NORWST65	6480122	PIPER J3	7100506
NAMER T6	6400404	NORWST65	6480124	PIPER J3	7100508
NAMER T6	6400405	NORWSTEAGLE	7680120	PIPER J3	7100510
NAMER T6	6400406	OBERNRMG23SL	3801049	PIPER J3	7100511
NAMER T6	6400407	ORLHELH19	8141608	PIPER J3	7100512
NAMER T6	6400410	ORLHELH19	8141609	PIPER J3	7100514
NAMER T6	6400412	ORLHELH19	8141610	PIPER J3	7100516
NAMER T6	6400414	ORLHELH19	8141612	PIPER J3	7100518
NAMER T6	6400415	ORLHELH19	8141614	PIPER J3	7100519
NAMER T6	6400416	ORLHELH19	8141616	PIPER J3	7100520
NAMER T6	6400417	ORLHELH19	8141618	PIPER J3	7100522
NAMER T6	6400418	ORLHELH19	814161G	PIPER J3	7100526
NAMER T6	6400419	ORLHELH19	814161J	PIPER J3	7100528
NAMER T6	6400420	ORLHEL58	8141812	PIPER J3	710052T
NAMER T6	6400422	ORLHEL58	8141818	PIPER J3	7100532
NAMER T6	6400423	OTHEXMILPIST	8140102	PIPER J3	7100536
NAMER T6	6400424	OTHEXMILPIST	8140304	PIPER J3	7100542
NAMER T6	6400426	OTHEXMILPIST	8141106	PIPER J3	7100546
NAMER T6	6400430	OTHEXMILTURB	1385064	PIPER J3	7100550
NAMER T6	6400431	OTHEXMILTURB	4470904	PIPER J3	7100552
NAMER T6	6400432	OTHEXMILTURB	4470905	PIPER J3	7101102
NAMER T6	6400434	OTHEXMILTURB	4800708	PIPER J3	7101104
NAMER T6	6400436	PARKS P1T	6770102	PIPER J4	7100602
NAMER T6	6400441	PARMNTCABAIR	6750102	PIPER J4	7100604
NAMER T6	6400442	PARTENP66	6780101	PIPER J4	7100605
NARDI FN333	6080102	PARTENP68	6780105	PIPER J4	7100606
NATBAL752	6113310	PARTENP68	6780106	PIPER J4	7100608
NATBAL752	6113312	PASPEDW1	6790102	PIPER J4	7100610
NATBAL752	6113317	PDMILRY1S	5740102	PIPER J4	7100614
NATBAL752	6113320	PECOCKPJC	4160204	PIPER J5	7100202
NAVAL N3N	6120202	PERTH BIRD	6840122	PIPER J5	7100702
NAVIONNAVION	6150106	PERTH BIRD	6840126	PIPER J5	7100706
NAVIONNAVION	6150108	PERTH BIRD	6840132	PIPER J5	7100708
NAVIONNAVION	6150110	PHESNTH10	6880102	PIPER J5	7100712
NAVIONNAVION	6150118	PIAGIOP136	6960102	PIPER L14	7100902
NAVIONNAVION	6150132	PIAGIOP136	6960104	PIPER PA12	7101202
NAVIONNAVION	6150134	PIAGIOP136	6960106	PIPER PA12	7101204
NAVIONNAVION	6150136	PIASEXHUP2	6980320	PIPER PA14	7101402
NAVIONNAVION	6150140	PICARDA5	7001216	PIPER PA15	7101502
NAVIONNAVION	6150142	PICARDAX6	7001218	PIPER PA16	7101602
NAVIONNAVION	6150148	PIGMANREARWN	7070104	PIPER PA17	7101702
NAVIONNAVION	6150160	PIGMANREARWN	7070302	PIPER PA18	7101802

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

<u>SDR</u>	<u>FAA</u>	<u>SDR</u>	<u>FAA</u>	<u>SDR</u>	<u>FAA</u>
PIPER PA18	7101804	PIPER PA28	7102816	RAVEN S77	7480650
PIPER PA18	7101806	PIPER PA28	7102817	RAWDONT1	7500102
PIPER PA18	7101808	PIPER PA28	7102818	REIMS 150	7530110
PIPER PA18	7101809	PIPER PA28	7102819	REIMS 150	7530128
PIPER PA18	7101812	PIPER PA28	7102830	REIMS 150	7530132
PIPER PA18	7101813	PIPER PA30	7103002	REIMS 150	7530134
PIPER PA18	7101814	PIPER PA30	7103902	REIMS 172	7530136
PIPER PA18	7101815	PIPER PA31	7103102	REIMS 172	7530139
PIPER PA18	7101816	PIPER PA31	7103104	REIMS 172	7530203
PIPER PA18	7101818	PIPER PA31	7103105	REIMS 172	7530204
PIPER PA18	7101820	PIPER PA31	7103110	REIMS 172	7530206
PIPER PA18	7101822	PIPER PA31	7103111	REIMS 172	7530207
PIPER PA18	7101824	PIPER PA31	7103120	REIMS 172	7530209
PIPER PA18	7101826	PIPER PA31T	7103124	REIMS 172	7530210
PIPER PA18	7101828	PIPER PA31T	7103126	REIMS 337	7535716
PIPER PA18	7101830	PIPER PA31T	7103127	REIMS 337	7535719
PIPER PA18	7101832	PIPER PA31T	7103128	REIMS 337	7535726
PIPER PA18	7101834	PIPER PA32	7103206	REPBLCP47	7570405
PIPER PA18	7101836	PIPER PA32	7103207	RHNFLURW3	7600504
PIPER PA18	7101837	PIPER PA32	7103209	RKWELL500	7630410
PIPER PA18	7101838	PIPER PA32	7103211	RKWELL700	7630520
PIPER PA18	7101902	PIPER PA32	7103212	RKWELLNA265	6402608
PIPER PA18	7101904	PIPER PA32	7103213	RKWELLNA265	6402612
PIPER PA20	7102002	PIPER PA32	7103214	RKWELLNA265	6402614
PIPER PA20	7102004	PIPER PA32	7103215	RKWELLNA265	6402618
PIPER PA20	7102006	PIPER PA32	7103216	RKWELLNA265	7630101
PIPER PA20	7102010	PIPER PA32	7103218	RKWELLNA265	7630104
PIPER PA20	7102012	PIPER PA32	7103220	RKWELLNA265	7630106
PIPER PA22	7102202	PIPER PA34	7103405	RKWELLNA265	7630107
PIPER PA22	7102204	PIPER PA34	7103406	RKWELLNA265	7630108
PIPER PA22	7102206	PIPER PA34	7103420	ROBSINR22	7640102
PIPER PA22	7102208	PIPER PA36	7103610	ROBSINR22	7640104
PIPER PA22	7102210	PIPER PA36	7103612	ROLSCHLS	3801206
PIPER PA22	7102212	PIPER PA36	7103620	ROLSCHLS	3801208
PIPER PA22	7102214	PIPER PA38	7103812	ROLSCHLS	3801211
PIPER PA22	7102216	PIPER PA42	7104202	ROLSCHLS	3801214
PIPER PA23	7102302	PIPER PA42	7104212	ROLSCHLS	3801250
PIPER PA23	7102303	PIPER PA42	7104225	ROOS 129	7680106
PIPER PA23	7102304	PIPER PA44	7104402	ROOS 1928	7680204
PIPER PA23	7102305	PIPER PA44	7104404	ROOS A1	7680102
PIPER PA23	7102306	PIPER PA46	7104605	ROOS A1	7680104
PIPER PA23	7102308	PIPER T1040	7105101	ROOS PT	7680312
PIPER PA23	7102309	PIPER TG8	7100102	ROSE A1	7710102
PIPER PA23	7102311	PIRTLEROC185	7140107	RYAN SCW	7830302
PIPER PA24	7102402	PIRTLEROC185	7140189	RYAN ST3	7830502
PIPER PA24	7102403	PITCANPA4	7180102	RYAN ST3	7830504
PIPER PA24	7102404	PITCANPA5	7180202	RYAN STA	7830402
PIPER PA24	7102406	PITCANPA6	7180302	RYAN STA	7830404
PIPER PA24	7102408	PITCANPA7	7180402	RYANARB	7840102
PIPER PA24	7102409	PITCANPA7	7180406	RYANARB	7840202
PIPER PA25	7102502	POST A	7280102	SAAB SF340	7850100
PIPER PA25	7102504	PRATT PRG1	7300102	SCBFLG111	3801381
PIPER PA25	7102508	PRATT PRG1	7300106	SCBFLGBERGFK	3801315
PIPER PA28	7102802	PROPUT200	0140302	SCBFLGSF25	3801325
PIPER PA28	7102803	PROPUT200	0140312	SCBFLGSF27	380135V
PIPER PA28	7102804	PROPUT200	0140314	SCBFLGSF28	380135X
PIPER PA28	7102805	PROPUT400	4560404	SCHLER13	38015GS
PIPER PA28	7102806	RAVEN MG1000	7483202	SCHLERASK14	38015GW
PIPER PA28	7102807	RAVEN RX6	7480502	SCHLERASK21	38015GY
PIPER PA28	7102808	RAVEN S40	7480104	SCHLERASW12	38015HR
PIPER PA28	7102809	RAVEN S50	05604XW	SCHLERASW15	38015H2
PIPER PA28	7102810	RAVEN S50	7480204	SCHLERASW15	38015HZ
PIPER PA28	7102811	RAVEN S55	7480402	SCHLERASW17	3801507
PIPER PA28	7102813	RAVEN S60	7480606	SCHLERASW19	3801505
PIPER PA28	7102814	RAVEN S60	7480610	SCHLERASW19	3801508
PIPER PA28	7102815	RAVEN S66	7480612	SCHLERASW20	3801503

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

<u>SDR</u>	<u>FAA</u>	<u>SDR</u>	<u>FAA</u>	<u>SDR</u>	<u>FAA</u>
SCHLERASW20	3801506	SKRSKYS55	8141602	SNIAS SA341	8680610
SCHLERI I	3801581	SKRSKYS55	8141603	SNIAS SE313	8680502
SCHLERK	3801551	SKRSKYS55	8141604	SOCATAMS880	5910304
SCHLERK2K7	3801554	SKRSKYS55	8141606	SOCATAMS893	8402838
SCHLERK8	3801559	SKRSKYS55	8141800	SOCATAMS894	8402842
SCHLERK8	3801563	SKRSKYS58	8141801	SOCATARALLYE	8400125
SCHLERK8	3801567	SKRSKYS58	8141804	SOCATARALLYE	8400131
SCHLERK8	38019VL	SKRSKYS58	8141806	SOCATATB10	8680696
SCHLERKA6	3801525	SKRSKYS58	8141808	SOCATATB20	8680695
SCHLERKA6	3801528	SKRSKYS58	8141809	SPARTN7W	8430302
SCHLERKA6	3801530	SKRSKYS58	8141811	SPARTNC2	8430102
SCHLERKA6	3801535	SKRSKYS58	8141814	SPARTNC3	8430206
SCHLERKA6	3801537	SKRSKYS58	8141815	SPARTNC3	8430208
SCHLERKA6	3801540	SKRSKYS58	8141821	SPARTNC3	8430210
SCHLERKA6	3801542	SKRSKYS58	8141839	SPHRTHCIRRUS	38019VC
SCHLERKA6	3801545	SKRSKYS58T	8141803	SPHRTHCIRRUS	38019VE
SCHZOWMODEL B	0560221	SKRSKYS58T	8141805	SPHRTHJANUS	3802002
SCUZERSG2	8050207	SKRSKYS58T	8141807	SPHRTHNIMBUS	3801923
SCWZERG184	3952704	SKRSKYS58T	8141840	SPHRTHNIMBUS	3801925
SCWZERSG1	8050102	SKRSKYS58T	8141842	SPHRTHNIMBUS	3801950
SCWZERSG1	8050104	SKRSKYS58T	8141844	SPHRTHNIMBUS	38019VD
SCWZERSG1	8050106	SKRSKYS61	8141826	SPHRTHNIMBUS	38019VF
SCWZERSG1	8050108	SKRSKYS61	8142101	SPHRTHNIMBUS	38019VG
SCWZERSG1	8050110	SKRSKYS61	8142102	SPHRTHNIMBUS	38019VJ
SCWZERSG1	8050112	SKRSKYS61	8142103	SPHRTHS	3801933
SCWZERSG1	8050114	SKRSKYS61	8142104	SPHRTHS	3801939
SCWZERSG1	8050116	SKRSKYS61	8142107	SPHRTHSH1	3801945
SCWZERSG1	8050118	SKRSKYS61	814210C	SPHRTHSHK	3801920
SCWZERSG1	8050120	SKRSKYS62	8142202	SPHRTHVENTUS	3802050
SCWZERSG1	8050122	SKRSKYS64	8142604	SPHRTHVENTUS	3802051
SCWZERSG1	8050124	SKRSKYS70	8143000	SPORT GEOPEN	3802433
SCWZERSG1	8050146	SKRSKYS76	8143006	SPTPUZRF40	8451012
SCWZERSG1	8050147	SKRSKYS76	8143007	SPTPUZRF5	8451014
SCWZERSG1	8050148	SKRSKYS76	8143010	SPTPUZRF5	8451016
SCWZERSG1	8050149	SLINDS100	0140202	STAR CAVALR	8480102
SCWZERSG1	8050151	SLINDS100	0140208	STAR CAVALR	8480104
SCWZERSG1	8050153	SLINDS100	9550102	STAR CAVALR	8480106
SCWZERSG1	8050502	SLINDS100	9550104	STATE F	8521004
SCWZERSG2	8050202	SLINDSB	0144306	STBROSS25	8100525
SCWZERSG2	8050206	SLINDSB	0144308	STBROSSC7	8100512
SCWZERSG2	8050210	SLINDSB	4571008	STBROSSD3	8100602
SCWZERSG2	8050602	SLNSBYKITE	8320102	STBROSSD3	8100606
SCWZERSG2	8050604	SLNSBYT45	8320304	STLOUSC2	7920304
SCWZERSG2	8050608	SLNSBYT49	8321008	STLOUSYPT15	7920302
SCWZERSG2	8050610	SLNSBYT50	8320402	STNSON10	8632002
SCWZERSG2	8050612	SLNSBYT51	8320602	STNSON10	8632004
SCWZERSG2	8050614	SLNSBYT53	8321508	STNSON10	8632102
SCWZERSG2	8051404	SLNSBYT59	8321510	STNSON10	8632104
SCWZERSG2	8051604	SMITH 600	1710602	STNSON6000	8630904
SCWZERSG2	8051606	SMITH 600	1710606	STNSONA	8630901
SCWZERSGM2	8050301	SMITH 600	8360602	STNSONJR	8630402
SCWZERTG3A	8050902	SMITH 600	8360604	STNSONJR	8630404
SEMCO 30	8070504	SMITH 600	8360605	STNSONJR	8630406
SEMCO CLNGER	8070802	SMITH 600	8360606	STNSONL1	8630102
SEMCO MARKV	8071802	SMITH 600	8360608	STNSONL1	8630114
SEMCO MODEL T	8071701	SNIAS 350	8680801	STNSONL5	8630202
SEMCO TC4	8071408	SNIAS 350	8680802	STNSONL5	8630204
SEMCO TC4	8071409	SNIAS 350	8680803	STNSONL5	8630206
SIUUX 60	8250102	SNIAS 350	8680804	STNSONL5	8630210
SIUUX 90	8250106	SNIAS AS332	8680808	STNSONL5	8630212
SIREN C30	8270302	SNIAS AS332	8680809	STNSONL5	8630214
SKRSKYS39	8140502	SNIAS CONCRD	8690102	STNSONSM2	8630602
SKRSKYS39	8140504	SNIAS SA318	8680506	STNSONSM2	8630604
SKRSKYS51	8141102	SNIAS SA318	8680508	STNSONSM7	8630702
SKRSKYS52	8141306	SNIAS SA318	8680511	STNSONSM7	8630704
SKRSKYS52	8141308	SNIAS SA330	8680612	STNSONSM8	8630802

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

SDR	FAA	SDR	FAA	SDR	FAA
STNSNSR10	8631602	TCRAFKD	8850410	TOMCAT	2390302
STNSNSR10	8631604	TCRAFKD	8850412	TRYTEK65	0190406
STNSNSR10	8631608	TCRAFKD	8850414	TRYTEK65	0190712
STNSNSR10	8631614	TCRAFKD	8850415	TRYTEK65	0190716
STNSNSR10	8631616	TCRAFKD	8850416	TRYTEK65	0190920
STNSNSR10	8631620	TCRAFKD	8850420	TRYTEK65	0190922
STNSNSR5	8631102	TCRAFT15A	8850702	TRYTEK65	0190926
STNSNSR5	8631104	TCRAFT20	8851002	TRYTEK65	0190928
STNSNSR5	8631108	TCRAFTA	8850202	TRYTEK65	0190930
STNSNSR5	8631110	TCRAFTBC	8850302	TRYTEK65	0190932
STNSNSR5	8631112	TCRAFTBC	8850304	TRYTEKCF	0190202
STNSNSR6	8631202	TCRAFTBC	8850306	TRYTEKK	0190402
STNSNSR6	8631204	TCRAFTBC	8850308	TRYTEKK	0190404
STNSNSR7	8631304	TCRAFTBC	8850310	TRYTEKKC	0190204
STNSNSR7	8631306	TCRAFTBC	8850314	UNIPRO113	9250302
STNSNSR8	8631404	TCRAFTBC	8850316	UNIPRO70	9250202
STNSNSR8	8631408	TCRAFTBC	8850318	UNIPROD145	9250502
STNSNSR8	8631412	TCRAFTBC	8850320	UNIVACGC1	9230102
STNSNSR8	8631416	TCRAFTBC	8850322	UNIVACGC1	9230104
STNSNSR9	8631502	TCRAFTBC	8850323	UNIVACGC1	9230106
STNSNSR9	8631504	TCRAFTBC	8850324	UNIVACGC1	9230108
STNSNSR9	8631508	TCRAFTBC	9230916	UNIVACGC1	9230110
STNSNSR9	8631518	TCRAFTBC	9230920	UNIVACGC1	9230112
STNSNSR9	8631526	TCRAFTBC	9230928	UNIVAR108	9230402
STNSONV77	8631802	TCRAFTBF	8850326	UNIVAR108	9230404
STNSONV77	8631804	TCRAFTBF	8850332	UNIVAR108	9230406
STNSONW	8631902	TCRAFTBF	8850336	UNIVAR108	9230408
STOLACUC1	8640202	TCRAFTBF	8850340	UNIVAR108	9230412
STOLACUC1	9220102	TCRAFTBL	8850346	UNIVAR108	9230414
STOLAMRC3	3080202	TCRAFTBL	8850350	UNIVAR108	9230416
STOLAMRC3	3080204	TCRAFTBL	8850354	UNIVAR108	9230418
STOLAMRC3	3080206	TCRAFTBL	8850356	UNIVAR415	0420104
STRMAN3	8560202	TCRAFTTC6	8850102	UNIVAR415	0420202
STRMAN3	8560208	TEAL TSC1A	8880102	UNIVAR415	0420204
STRMAN4	8560302	TEAL TSC1A	8960404	UNIVAR415	0420302
STRMAN4	8560306	TEMCO 11A	8890402	UNIVAR415	0420304
STRMAN6	8560402	TEMCO 11A	8890404	UNIVAR415	0420306
SUD GY80	8681006	TEMCO T35	8890601	UNIVAR415	0420308
SUD SE210	8680206	TEMCO T35	8890602	UNIVAR415	0420310
SUPAC 14	8730402	TEMCO TT1	8890502	UNIVAR415	0420312
SUPAC 14	8730404	TH55	4471002	UNIVAR415	0420314
SUPAC LA	8730202	THUNDRA5	05604UK	UNIVAR415	0420316
SUPAC LA	8730204	THUNDRA5	05604UM	UNIVAR415	0420318
SUPAC LA	8730206	THUNDRA5	05604UN	UNIVAR415	0420320
SUPAC LA	8730208	THUNDRA5	05604UP	UNIVAR415	0420322
SUPAC V	8730302	THUNDRA5	8970100	UNIVAR415	0420324
SUPAC V	8730306	THUNDRA6	8970102	UNIVAR415	0420326
SUPAC V	8730308	THUNDRA6	8970104	UNIVAR415	0420328
SWALOWSWALOW	8760102	THUNDRA7	8970105	UNIVAR415	0420330
SWALOWTP	8760202	THUNDRA7	8970106	UNIVAR415	0420332
SWRNGNSA226	8780122	THUNDRA7	8970107	UNIVAR415	0420334
SWRNGNSA226	8780404	THUNDRA7	8970108	UNIVAR415	0420336
SWRNGNSA226	8780405	THUNDRA7	8970110	UNIVAR415	0420338
SWRNGNSA226	8780406	THUNDRA7	8970120	UNIVAR415	0420402
SWRNGNSA227	8780603	THUNDRA8	8970111	UNIVAR415	0420406
SWRNGNSA227	8780610	THUNDRA8	8970112	UNIVAR415	0420502
SWRNGNSA227	8780620	THUNDRA9	8970115	UNIVAR415	0420504
SWRNGNSA26	8780102	TIMM COLEGT	8980102	UNIVAR415	0420702
SWRNGNSA26	8780112	TIMM N2T	8980202	UNIVAR415	0420722
SZD 41	8821641	TMPSONNAVION	6150104	UNIVAR415	0540102
SZD 45	8822002	TMPSONNAVION	6150112	UNIVAR415	0540104
SZD 48	8821648	TMPSONNAVION	6150114	UNIVAR415	5872014
TCRAFK21	8850906	TMPSONNAVION	6150116	UNIVAR415	5872018
TCRAFKD	8850402	TMPSONNAVION	6150120	VARGA 2150	5940202
TCRAFKD	8850404	TMPSONNAVION	6150122	VARGA 2150	5940204
TCRAFKD	8850408	TMPSONNAVION	6150130	VARGA 2150	9350102

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

SDR	FAA	SDR	FAA	SDR	FAA
VARGA 2180	9350104	WACO YK	9600832		
VARGA 2180	9350105	WACO YK	9600834		
VICKER745	9470204	WACO YK	9600835		
VICKER745	9470402	WACO YK	9600838		
VICKER745	9470404	WACO YMF	9600412		
VICKER745	9470605	WACO YOC	9600622		
VIKINGB	9520102	WACO YOC	9600624		
VIKINGB	9520104	WACO YPF	9601602		
VIZOLAA21	1870101	WACO YPF	9601604		
VLGTBWSAGITA	0550201	WACO YPF	9601606		
VOUGHTF4U	2152608	WACO YPF	9601608		
VOUGHTF4U	2152616	WACO YPF	9601610		
WACO 9	9600102	WACO ZGC	9600609		
WACO AGC8	9600602	WACO ZGC8	9600604		
WACO ASO	9601202	WESTLD30	9650160		
WACO ATO	9601212	WHITE D25	9670102		
WACO AVN8	9601402	WING D1	9690302		
WACO BSO	9601204	WNDKR AC7	9720209		
WACO CRG	9601001	WSK M18	9810102		
WACO CSO	9601206	WTHRLY201	9630404		
WACO CTO	9601214	WTHRLY201	9630406		
WACO DSO	9601208	WTHRLY201	9630408		
WACO EGC	9600610	WTHRLY201	9630410		
WACO GC7	9600608	WTHRLY620	9630602		
WACO GXE	9600702	WTHRLY620	9630604		
WACO INF	9600416	ZENITHZ6	9950102		
WACO JC	9600802	ZLIN 526	9970206		
WACO JC	9600806	ZLIN 526	9970212		
WACO JYM	9601504	ZLIN 526	9970222		
WACO KNF	9600418				
WACO P	9600302				
WACO P	9600402				
WACO Q	9600408				
WACO Q	9600504				
WACO Q	9601210				
WACO QC6	9600640				
WACO QC6	9600642				
WACO QC6	9600644				
WACO QC6	9600646				
WACO QC6	9600648				
WACO R	9600304				
WACO R	9600422				
WACO RE	9600902				
WACO RE	9600906				
WACO RE	9600910				
WACO RPT	9600340				
WACO S3HD	9601102				
WACO U	9600306				
WACO U	9600404				
WACO U	9600405				
WACO U	9600508				
WACO U	9600510				
WACO UC	9600662				
WACO UC	9600664				
WACO UKC	9600808				
WACO UKC	9600810				
WACO UKC	9600820				
WACO UKC	9600822				
WACO UKS	9600824				
WACO UKS	9600826				
WACO UKS	9600830				
WACO UMF	9600410				
WACO UPF7	9601302				
WACO UPF7	9601304				
WACO YK	9600816				
WACO YK	9600818				

APPENDIX E
SDR ENGINE GROUP NAME - FAA MANUFACTURER/MODEL CODES

THE FOLLOWING TABLE SHOWS THE CORRESPONDENCE BETWEEN THE SERVICE DIFFICULTY REPORTING (SDR) ENGINE GROUP NAMES AND THE FAA ENGINE 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 THE ENGINE STATISTICS TABLE IN THE BODY OF THIS REPORT.

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

<u>SDR</u>	<u>FAA</u>	<u>SDR</u>	<u>FAA</u>	<u>SDR</u>	<u>FAA</u>
ALLSN 250B	03003	FRNKLN6AG4	27026	LYC R680	41545
ALLSN 250B	03012	FRNKLN6AV335	27020	LYC T53	41552
ALLSN 250C	03002	FRNKLN6AV350	27043	LYC T55	41555
ALLSN 250C	03011	FRNKLN6V4	27033	MNASCO4	43504
ALLSN 250C	03013	FRNKLN6V6245	27036	ONAN B48	99999
ALLSN 501D	03004	FRNKLN6VS335	27040	PCKARDV1650	49001
ALLSN 501D	03005	GE CF6	30020	PIGMAN5	37002
ALLSN 501D	03006	GE CF700	30010	PORSCH6784	51001
AMES TRS	04501	GE CJ610	30002	PWA JFTD12	52047
AMTRMCMCCULH	42501	GE CJ610	30006	PWA JT12	52042
ARSRCHTFE731	01518	GE CJ805	30004	PWA JT15	52060
ARSRCHTPE331	01502	GE CJ805F	30005	PWA JT15	52112
ARSRCHTPE331	01506	GE CT58	30001	PWA JT3C	52036
ARSRCHTPE331	01508	GE CT58	30008	PWA JT3D	52039
ARSRCHTPE331	01510	GE CT7	30030	PWA JT4	52037
ARSRCHTPE331	01512	GLADENK5	37503	PWA JT8	52044
ARSRCHTSE331	01505	GLADENR5	37504	PWA JT8	52046
BRSDLYGIPSY	20003	GULF R670	31701	PWA JT8	52048
CFMINTCFM56	13802	JACOBPR755	35006	PWA JT8	52049
CONT 6285	17038	JACOBPR755	35007	PWA JT8	52051
CONT 975	17037	JACOBPR755	35008	PWA JT9	52050
CONT A40	17001	JACOBPR755	35003	PWA PT6	52043
CONT A50	17002	JACOBPR755	35005	PWA PT6	52053
CONT A65	17003	LYC 0540	41532	PWA PT6T	52045
CONT A75	17005	LYC AL5512	41581	PWA R1340	52009
CONT A80	17006	LYC LTS101	41560	PWA R1340	52010
CONT C125	17011	LYC 0145	41501	PWA R1340	52012
CONT C145	17012	LYC 0145	41502	PWA R1340	52016
CONT C85	17008	LYC 0145	41503	PWA R1690	52001
CONT C90	17009	LYC 0235	41505	PWA R1830	52017
CONT E165	17013	LYC 0290	41506	PWA R1830	52018
CONT E185	17014	LYC 0320	41500	PWA R1830	52019
CONT E225	17015	LYC 0320	41508	PWA R1830	52020
CONT 0200	17020	LYC 0320	41509	PWA R2000	52021
CONT 0300	17022	LYC 0340	41510	PWA R2000	52023
CONT 0300	17024	LYC 0360	41511	PWA R2800	52024
CONT 0346	17033	LYC 0360	41513	PWA R2800	52025
CONT 0360	17023	LYC 0360	41514	PWA R2800	52026
CONT 0360	17025	LYC 0360	41515	PWA R4360	52027
CONT 0470	17026	LYC 0360	41522	PWA R985	52006
CONT 0470	17027	LYC 0360	41524	PWA R985	52007
CONT 0470	17028	LYC 0435	41516	PWA R985	52008
CONT 0470	17029	LYC 0435	41517	PWA T34	52055
CONT 0520	17032	LYC 0435	41518	RROYCEDART	54503
CONT 0520	17035	LYC 0435	41519	RROYCEDART	54504
CONT 0520	17040	LYC 0435	41520	RROYCEDART	54507
CONT 0526	17030	LYC 0435	41521	RROYCEDART	54508
CONT R670	17016	LYC 0435	41523	RROYCEDART	54509
CONT R670	17018	LYC 0435	41525	RROYCEGIPSY	20005
DHAVXXGIPSY	20004	LYC 0435	41526	RROYCEGIPSY	20006
FCD 6410	26002	LYC 0480	41527	RROYCEGIPSY	20007
FCD 6440	26003	LYC 0480	41529	RROYCEGRIFF	54501
FRNKLN4A235	27011	LYC 0540	41530	RROYCETYN	54510
FRNKLN4AC150	27002	LYC 0540	41531	RROYCEVIPER	10201
FRNKLN4AC150	27003	LYC 0540	41533		
FRNKLN4AC150	27004	LYC 0540	41534		
FRNKLN4AC171	27005	LYC 0540	41535		
FRNKLN4AC176	27006	LYC 0540	41538		
FRNKLN4AC176	27007	LYC 0541	41536		
FRNKLN4AC199	27008	LYC 0541	41539		
FRNKLN4AC199	27009	LYC 0720	41546		
FRNKLN4AC199	27010	LYC R680	41540		
FRNKLN6A4150	27024	LYC R680	41541		
FRNKLN6A4165	27025	LYC R680	41542		
FRNKLN6A4200	27027	LYC R680	41543		
FRNKLN6A8215	27030	LYC R680	41544		

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