



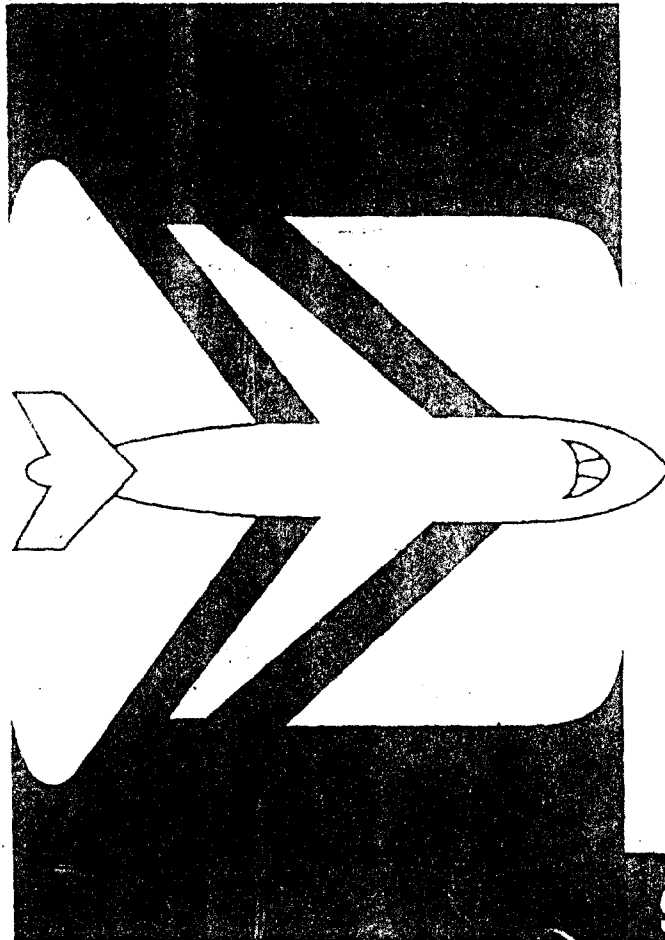
U.S. Department
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General Aviation Activity Survey

AD-A273 284



Calendar Year 1992



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U.S. Department
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General Aviation Activity Survey

Calendar Year 1992

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Airport Activity Statistics of Certificated Route Air Carriers is a joint publication of the Federal Aviation Administration (FAA) and the Research and Special Programs Administration (RSPA). RSPA furnishes airport activity data on certificated route air carriers; FAA organizes/publishes it. Included in the data are passenger enplanements, tons of enplaned freight and mail. Scheduled/nonscheduled service shown by airport and carrier are also included. Breakdown of data includes departures/enplanements/cargo/mail by airport, carrier and type of operation, and type of aircraft.

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Person to contact:	Patricia Beardsley

Census of U.S. Civil Aircraft is an annual publication that includes statistical data on the registered civil fleet, air carrier aircraft, and general aviation aircraft--both registered and active, detailed reports for general aviation aircraft by owner's state and county, and registered aircraft by make and model.

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FAA Air Traffic Activity furnishes terminal and en route air traffic activity information (e.g., takeoffs and landings, flight plans filed) of the National Airspace System. The data are collected/compiled from the FAA-operated Airport Traffic Control Towers, Air Route Traffic Control Centers, Flight Service Stations, Approach Control Facilities, and FAA contract-towered airports.

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Person to contact:	Nancy Trembley

FAA Statistical Handbook of Aviation is a convenient source for historical data. It presents statistical information pertaining to the Federal Aviation Administration, the National Airspace System, Airports, Airport Activity, U.S. Civil Air Carrier Fleet, U.S. Civil Air Carrier Operating Data, Airmen, General Aviation Aircraft, Aircraft Accidents, Aeronautical Production and Import/Export.

Latest edition:	Calendar Year 1991
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Person to contact:	Patricia Beardsley

General Aviation Activity and Avionics Survey is an annual report that presents the results of the general aviation activity survey conducted to obtain information on the activity and avionics of the U.S. registered general aviation aircraft fleet. The report contains estimated flying time, landings, fuel consumption, lifetime airframe hours, avionics, and engine hours of the active general aviation aircraft by manufacturer/model group, aircraft type, state and region of based aircraft, and primary use. The 1992 Survey did not collect data on general aviation avionics. The 1993 Survey will collect data on avionics.

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General Aviation Pilot and Aircraft Activity Survey includes data on the type and source of aircraft flight plan and weather information services, trip length in time and distance, pilot age and certification, estimates of total 1989 general aviation operations, fuel consumption and aircraft miles flown. The survey was conducted from June through September 1990 by the Federal Aviation Administration with the assistance of the Civil Air Patrol.

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Rotorcraft Activity Survey presents the results of a special one-time survey. The report contains breakdowns of active rotorcraft, annual flight hours, average flight hours, and other statistics by rotorcraft type, manufacturer/model group, region and state of based aircraft, and primary use. Also included are law enforcement and public use rotorcraft, lifetime airframe hours, engine hours, estimated miles flown, and estimated number of landings.

Edition: Calendar Year 1989

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Person to contact: Patricia Beardsley

U.S. Civil Airmen Statistics is an annual compilation of detailed airmen statistics. It contains statistics on active pilot and nonpilot certificates held; the number of pilots and flight instructors; and the estimated instrument ratings held. Additional information includes the number of airmen certificates issued and the number of active pilots and nonpilots by state, county, and region.

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Person to contact: Patricia Beardsley

PREFACE

This report presents the results of the 1992 General Aviation Activity (GAA) Survey and is prepared by the Statistics and Forecast Branch (APO-110), Planning Analysis Division, Office of Aviation Policy, Plans, and Management Analysis. In prior years, the annual GAA Survey collected aircraft activity and avionics information. Since general aviation avionics information does not change substantially from year to year, this information was not collected in the 1992 survey. In the future, avionics information will be collected in alternate years. General aviation activity data needed by the FAA, other government entities, and others for required safety, economic, and regulatory analyses will continue to be collected annually.

Since the conduct of the first General Aviation Activity and Avionics (GAAA) Survey in 1977, the GAA Survey data have not been adjusted to account for nonrespondents (aircraft owners selected as part of the survey sample but who chose not to complete and return the form) because telephone surveys of nonrespondents conducted in 1977, 1978, and 1979 did not show any significant differences or inconsistencies between respondents' and nonrespondents' replies. In 1980, the telephone survey was discontinued as a cost-saving measure.

The GAA Survey response rate has fallen from over 70 percent prior to 1980 to 65 percent in most years since 1983, and the number of postmaster returns has greatly increased. Therefore, the FAA decided to conduct a telephone survey of nonrespondents to the 1990 GAAA mail Survey. This telephone survey found that there is a significant difference in the ratio of active aircraft and inactive aircraft between mail respondents and telephone respondents. Therefore, the results of the telephone survey were integrated into the 1991 GAAA Survey and the 1992 GAA Survey in order to more accurately estimate general aviation active aircraft and hours flown. Section 5.0 (page A-13) of Appendix A, Methodology for the 1992 General Aviation Activity Survey, provides a brief discussion of the 1990 telephone survey of nonrespondents results and the methodology used to integrate these results into the 1992 GAA Survey.

The report is divided into six, easy-to-read chapters. Each chapter contains text and corresponding figures and tables, which follow each chapter's text.

The outline of this report is as follows:

Chapter I, **Introduction**, briefly discusses the purpose, background, and scope of the General Aviation Activity Survey Report. It also highlights the important findings of the 1992 GAA Survey.

Chapter II, **Common General Aviation Activity Measures**, presents information on the general aviation population size, the number of active aircraft, total hours flown and average hours flown. Statistics on another measurement of general aviation activity, number of landings, also are given by total, local flight and cross country flight.

Chapter III, **Primary Use**, looks at the growth of active aircraft and of total hours flown by the general aviation fleet. The major uses of the general aviation aircraft and the number of nautical miles flown by primary use also are looked at in detail.

Chapter IV, **Flying Conditions**, presents statistics on the conditions under which the general aviation population flies. Detailed statistics on the number of hours flown under Visual Meteorological Conditions (VMC) and Instrument Meteorological Conditions (IMC) under Instrument Flight Rules (IFR) during the day and night are given.

Chapter V, **Fuel Consumption**, gives information on the types of fuel consumed, the amount used, and average fuel consumption rates of the general aviation fleet.

Chapter VI, **Airframe Hours and Engine Activity**, provides data on the age of the general aviation fleet--average airframe hours per active aircraft and the number of engines and average hours per engine.

Appendix A, Methodology for the 1992 General Aviation Activity Survey, provides a detailed description of the GAA Survey, its history, the survey sample design, and a definition and explanation of "standard error," a statistical measure reported in each table. Also included is a brief discussion of the 1990 telephone survey of nonrespondents results and the methodology used to integrate these results into the 1992 GAA Survey (see Section 5.0 on page A-13).

Appendix B and Appendix C list SDR aircraft group name and FAA Manufacturer/Model Codes, and Service Difficulty Reporting (SDR) Engine Group Name and FAA Manufacturer/Model Codes, respectively. Appendix D contains a list of common acronyms, as well as a glossary of aviation terms found in this report.

Suggestions and comments about this report are welcome and will be given careful consideration in planning future editions.

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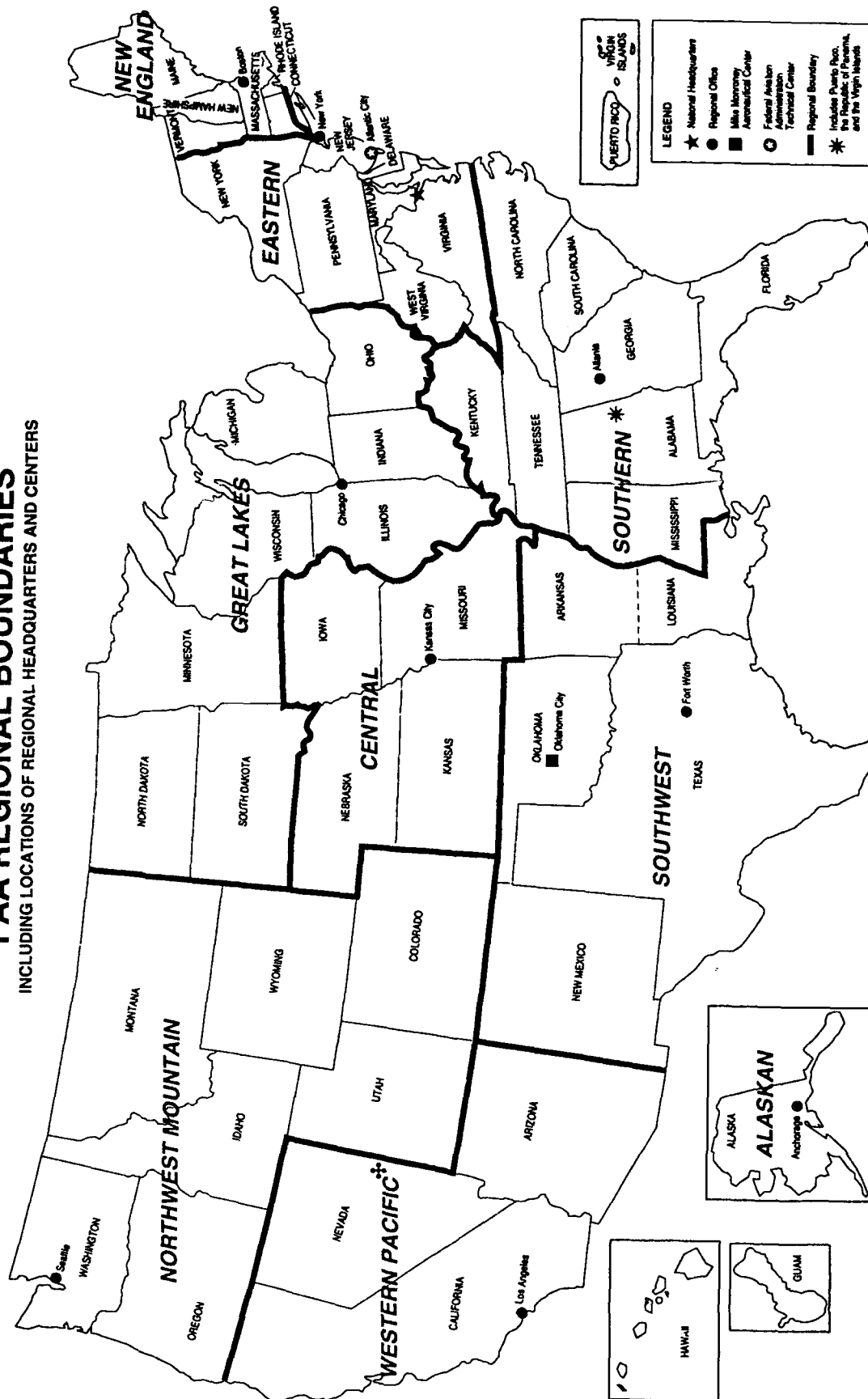
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CHAPTER I

INTRODUCTION

This report presents the results of the 1992 General Aviation Activity (GAA) Survey and provides information about the activities of the general aviation aircraft fleet. The information obtained from the general aviation surveys enables the Federal Aviation Administration (FAA) to monitor the general aviation fleet so that the FAA can, among other activities, anticipate and meet demand for National Airspace System (NAS) facilities and services, assess the impact of regulatory changes on the general aviation fleet, and implement measures to ensure the safe operation of all aircraft in the airspace.

In this report, the term "general aviation" is defined to include all facets of civil aviation except air carriers (FAR Parts 121 and 127 operators). For the purposes of the general aviation survey, the term "general aviation" excludes what is commonly known as the "airlines." The general aviation aircraft represented in this report, then, range in complexity from simple gliders and balloons to the more sophisticated four engine turbojets. These aircraft are used for a variety of purposes such as air taxi, agricultural, corporate/executive, business, personal, research, instructional, recreational, and even sport fishing--to name a few.

Each year, the information for the general aviation survey is collected using a statistically designed sample. For Calendar year 1992, the sample frame consisted of 245,994 general aviation aircraft records from which 29,997 records were sampled. The sampled aircraft represent every state, FAA region, and all of the major manufacturer/model groups of aircraft. In past years' surveys, the survey data were not adjusted to account for nonrespondents (aircraft owners selected as part of the survey sample but who chose not to complete and return the form), since telephone surveys of nonrespondents conducted in 1977, 1978, and 1979 did not show any significant differences or inconsistencies between respondents' and nonrespondents' replies. In 1980, the telephone survey was discontinued as a cost-saving measure.

However, the general aviation survey response rate has fallen from over 70 percent prior to 1980, to the neighborhood of 65 percent in most years since 1983. To address this issue, the FAA decided to conduct a telephone survey of nonrespondents to the 1990 GAAA Survey. This telephone survey found that there was a significant difference in the ratio of active aircraft and inactive aircraft between mail respondents and telephone respondents. Therefore, results of the telephone survey were integrated into the 1991 GAAA and the 1992 GAA Surveys in order to more accurately estimate general aviation active aircraft and hours flown.

Over the years, the number of postmaster returns has increased and reached a high of 12.0 percent for the 1991 GAAA Survey. However, postal returns for the 1992 GAA Survey substantially decreased from 12.0 percent in the 1991 GAA Survey to 4.3 percent in this year's survey. This decrease is attributed, in part, to the U.S Postal Service's requirement that all first class mail have the recipients' address bar coded on the envelope, and also to more up-to-date mailing addresses in the Aircraft Registration Master File.

Appendix A of this report provides a detailed description of the GAA Survey, its history, and the survey sample design, as well as a brief discussion of the 1990 telephone survey of nonrespondent results and the methodology used to integrate these results into the 1991 and 1992 General Aviation Survey.

Following are some of the significant 1992 GAA Survey findings:

GENERAL:

- o The estimated 184,433 active general aviation aircraft in the fleet flew nearly 26.5 million hours in 1992, with an average annual flight time per aircraft of 140 hours. These active aircraft represent 75 percent of the registered general aviation fleet.
- o The general aviation active aircraft undertook over 79 million operations (takeoffs and landings). About 63 percent were in local flight versus 37 percent in cross country flight.
- o The general aviation aircraft fleet flew more than 3.1 billion nautical miles during 1992.
- o Approximately 87 percent of general aviation flying took place during the day.
- o Almost 22 percent of the 1992 general aviation hours flown were under instrument flight rules (IFR).
- o The results of the 1992 GAA Survey show that over 43 percent of the hours flown by the general aviation fleet were flown with no flight plan, and an additional 10 percent of hours flown were under some other/unknown flight plan. Only 25 percent of the aircraft hours were flown VFR/DVFR, and 22 percent were flown IFR.
- o An estimated 808 million gallons of fuel were consumed by the active general aviation fleet during 1992. Approximately 39 percent of the total fuel consumed during 1992 was aviation gasoline, and 61 percent was jet fuel.
- o The estimated average airframe hours per active aircraft were 2,977 hours, which is 105 hours higher than the 1991 GAAA Survey estimate.

GEOGRAPHIC:

- o The three regions with the greatest number of active aircraft were: the Great Lakes region with 17.9 percent, the Western-Pacific region with 17.0 percent, and the Southern region with 16.7 percent. The region with the smallest number of active aircraft was the Alaskan Region, which constituted 3.3 percent of the active general aviation fleet.

- o States represented by the largest number of active general aviation aircraft include California with 13.5 percent, Texas with 8.0 percent, and Florida with 6.4 percent.

AIRCRAFT TYPE AND PRIMARY USE:

- o Rotorcraft, turboprop, and turbojet aircraft types averaged 382, 314, and 271 flight hours per aircraft, respectively. In contrast, active fixed wing piston aircraft, which make up 88 percent of the active fleet and represent 80 percent of the total flight time, averaged only 130 flight hours per aircraft.
- o Turbine rotorcraft had the most average hours flown per aircraft, 491. The aircraft types with the least number of average hours flown were the "other" piston, averaging 50 hours, and aircraft types in the "other" category (e.g., gliders and balloons), which averaged 51 hours flown per aircraft.
- o By far, the most popular primary use category of the active general aviation aircraft in 1992 was personal use, with nearly 59 percent of the active fleet falling into this category. The next closest primary use category was business with 16 percent, followed by instructional use with 8.7 percent.

CHAPTER II

COMMON GENERAL AVIATION ACTIVITY MEASURES

Several aviation activity measures are used to indicate growth trends and activity levels in the general aviation fleet. Some common aviation activity measures of interest are the size of the general aviation population, the number of active aircraft, the total flight hours, average flight hours per aircraft, and number of landings.

This chapter presents seven tables and three figures on these common aviation activity measures. The first four tables, Tables 2.1-2.4, give estimates of the general aviation population size, number of active aircraft, total flight hours and average flight hours in four different ways, by: 1) Aircraft Type, 2) Service Difficulty Reporting (SDR) Aircraft Manufacturer/Model Group, 3) Region of Based Aircraft, and 4) State of Based Aircraft.

Table 2.2 breaks down the number of estimated active aircraft and their respective average hours flown figures by Service Difficulty Reporting (SDR) aircraft manufacturer/model group. Appendix B lists these SDR aircraft group names and FAA manufacturer/model codes. The "13 Other" categories listed in the beginning of Table 2.2 refer to all the general aviation aircraft which belong to a manufacturer/model group which has fewer than 20 aircraft. The different "other" categories stand for:

- 1 Fixed Wing Piston, 1 Engine, 1-3 Seats.
- 2 Fixed Wing Piston, 1 Engine, 4+ Seats.
- 3 Fixed Wing Piston, 2 Engine, 1-6 Seats.
- 4 Fixed Wing Piston, 2 Engine, 7+ Seats.
- 5 Fixed Wing Piston, Other.
- 6 Fixed Wing Turboprop, 2 Engines, 1-12 Seats.
- 7 Fixed Wing Turboprop, 2 Engines, 13+ Seats.
- 8 Fixed Wing Turboprop, Other.
- 9 Fixed Wing Turbojet, 2 Engines.
- 10 Fixed Wing Turbojet, Other.
- 11 Rotorcraft, Piston.
- 12 Rotorcraft, Turbine.
- 13 Other Aircraft.

Tables 2.5-2.7 contain data on the number of aircraft landings by the general aviation population. Estimates of the total number of landings, the number of landings in local flight and the number of landings in cross country flight, by aircraft type and by region of based aircraft, are provided.

To visualize the data presented in Tables 2.1-2.7, three figures are included. Figures 2.1, 2.2, and 2.3 show, by aircraft type, the number of general aviation active aircraft, total flight hours, and number of landings, respectively.

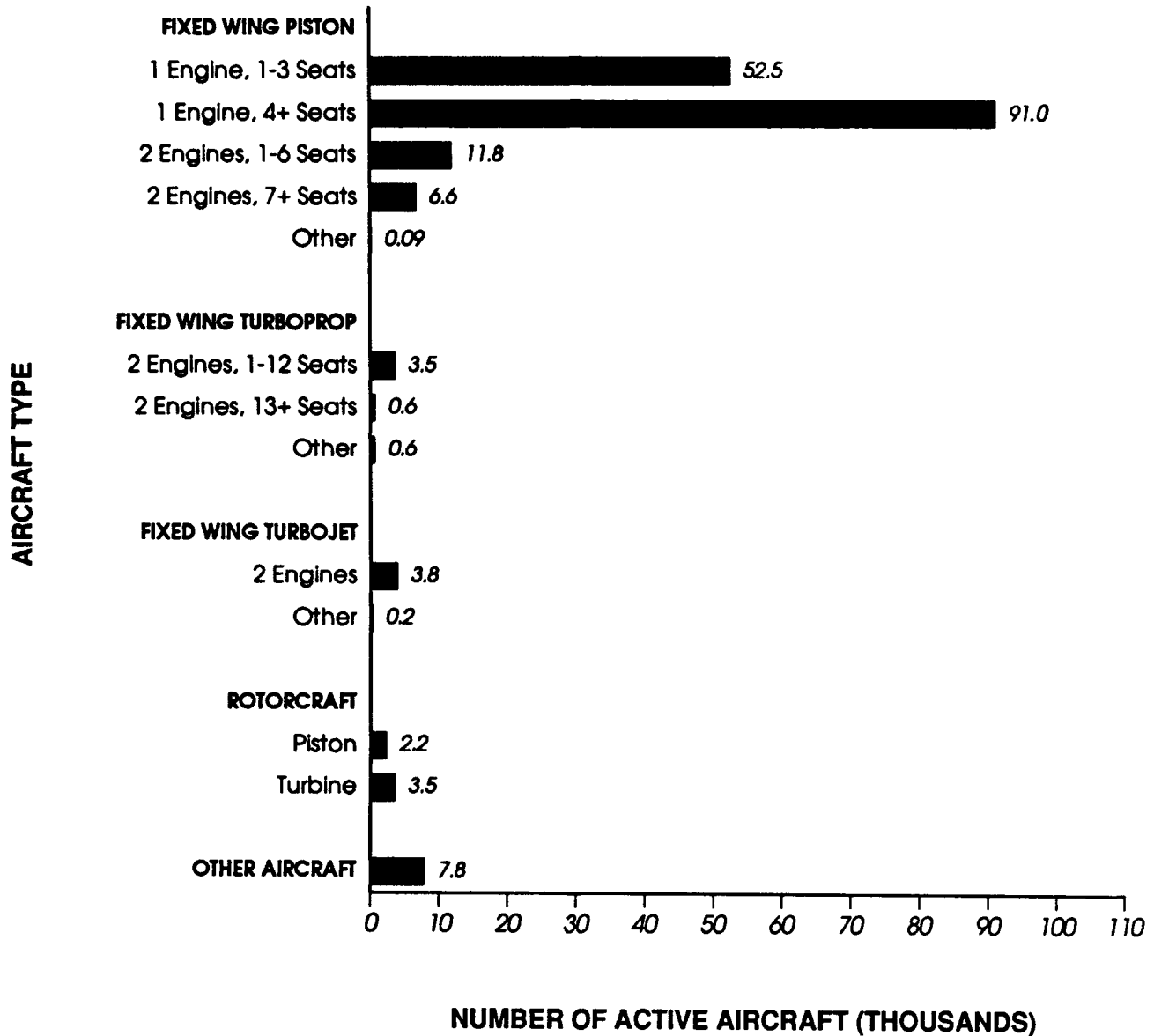
Some observations derived from these tables are:

- o A great deal of variation in the number of active aircraft, total hours, and average hours exists among all types of general aviation aircraft.
- o On a national level, the results of the 1992 GAA Survey reveal that nearly 26.5 million hours were flown by the estimated 184,433 active aircraft, or 75 percent of the 1992 general aviation fleet.
- o The average flight time per active aircraft in the 1992 general aviation fleet was 140 hours. Hawaii averaged the highest average hours flown with 167 hours. Massachusetts averaged the lowest number of flight hours with 94.
- o Active single engine piston aircraft with a population of 143,580, or 78 percent of the active general aviation fleet, dominated the general aviation fleet, although the average hours flown (126) were lower than most aircraft types. This aircraft type accounted for approximately 78 percent of the active aircraft but only 68 percent of the total flight time.
- o Turbine rotorcraft averaged the most hours per aircraft of any aircraft type, 491 average hours. Fixed wing turboprops with 13 or more seats were a close second with 483 average hours. This aircraft type's high average hours are most likely attributable to its heavy commercial use as commuter air carriers.
- o The two SDR manufacturer/model groups with the largest representation in the 1992 general aviation fleet were the Cessna 172, with 22,438 registered aircraft (9 percent of the registered general aviation fleet), of which 87 percent were active, and the Piper PA28, with 20,011 registered aircraft (8 percent of the registered general aviation fleet), of which 87 percent were active. The Cessna 172 accounted for 12 percent of the total 1992 hours flown, and the Piper PA28 accounted for 9 percent of the total 1992 hours flown.
- o The percentages of registered aircraft that were active in each region are relatively close together, ranging from a low of 64.7 percent in the New England Region to a high of 80.5 percent in the Southwestern Region.
- o The three regions with the greatest number of active aircraft were: the Great Lakes with 32,944 active aircraft; the Western-Pacific with 31,394; and the Southern with 30,793.

- o The Southern region accounted for the most flight time of any region, 4.97 million hours, with the Western-Pacific, Great Lakes and Southwestern regions close behind.
- o By far, the state with the largest estimated number of active aircraft was California with 24,909 active aircraft. The next two states were Texas with 14,787 and Florida with 11,753 active aircraft.
- o During 1992, the general aviation fleet made over 79 million operations (take-offs and landings). About 63 percent were in local flight versus 37 percent in cross country flight.
- o Single engine piston aircraft made the most landings, over 29 million, with 73 percent of the landings in local flight and 27 percent in cross country flight.
- o Turbojets and turboprops, which are used primarily for long, cross country flying, made 94 percent and 68 percent, respectively, of their landings in cross country versus local flight.
- o Rotorcraft had 4.2 million landings in 1992, with 42 percent in local flight.

Figure 2.1

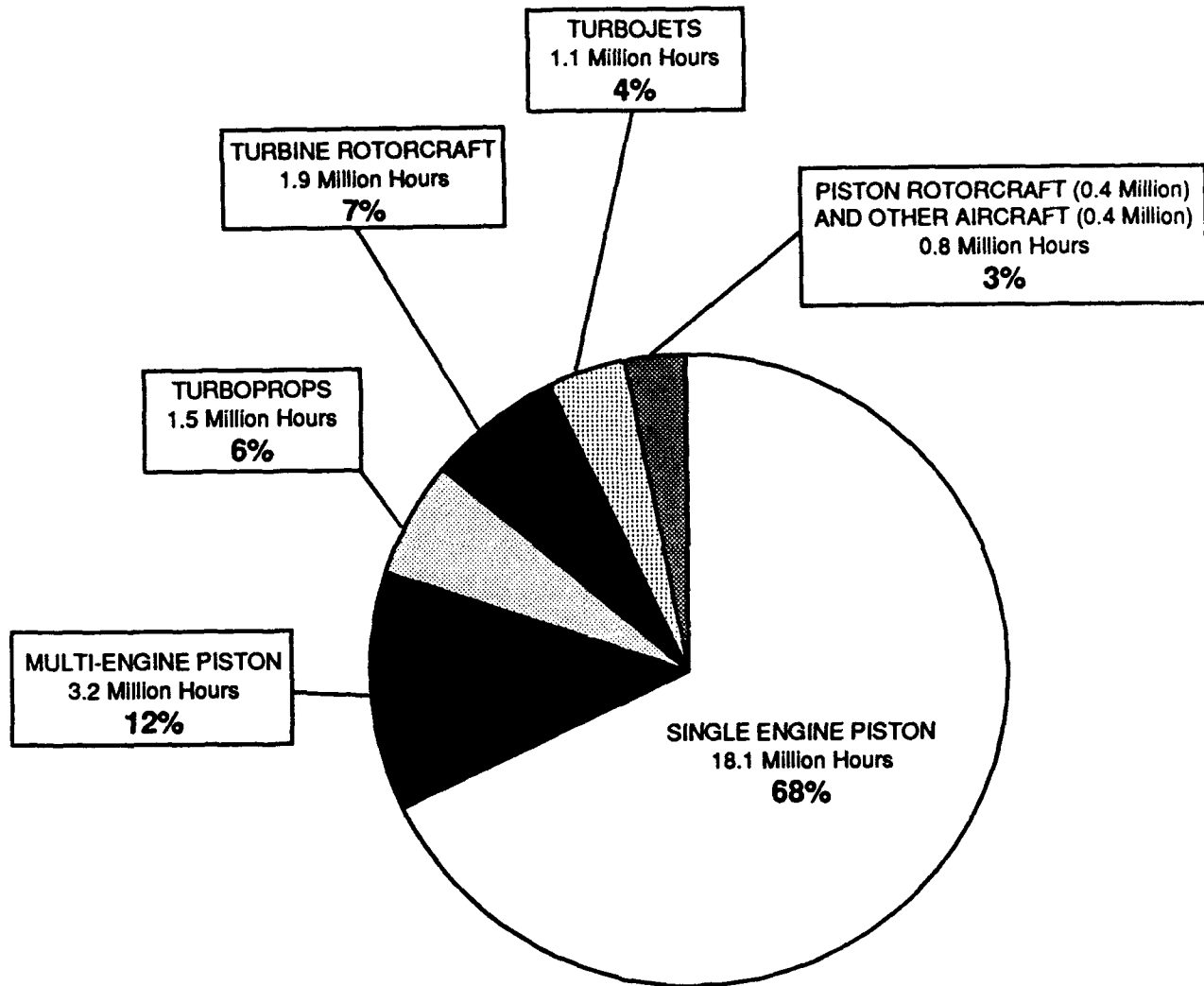
**1992 General Aviation Active Aircraft
by Aircraft Type**



Source: Table 2.1

Figure 2.2

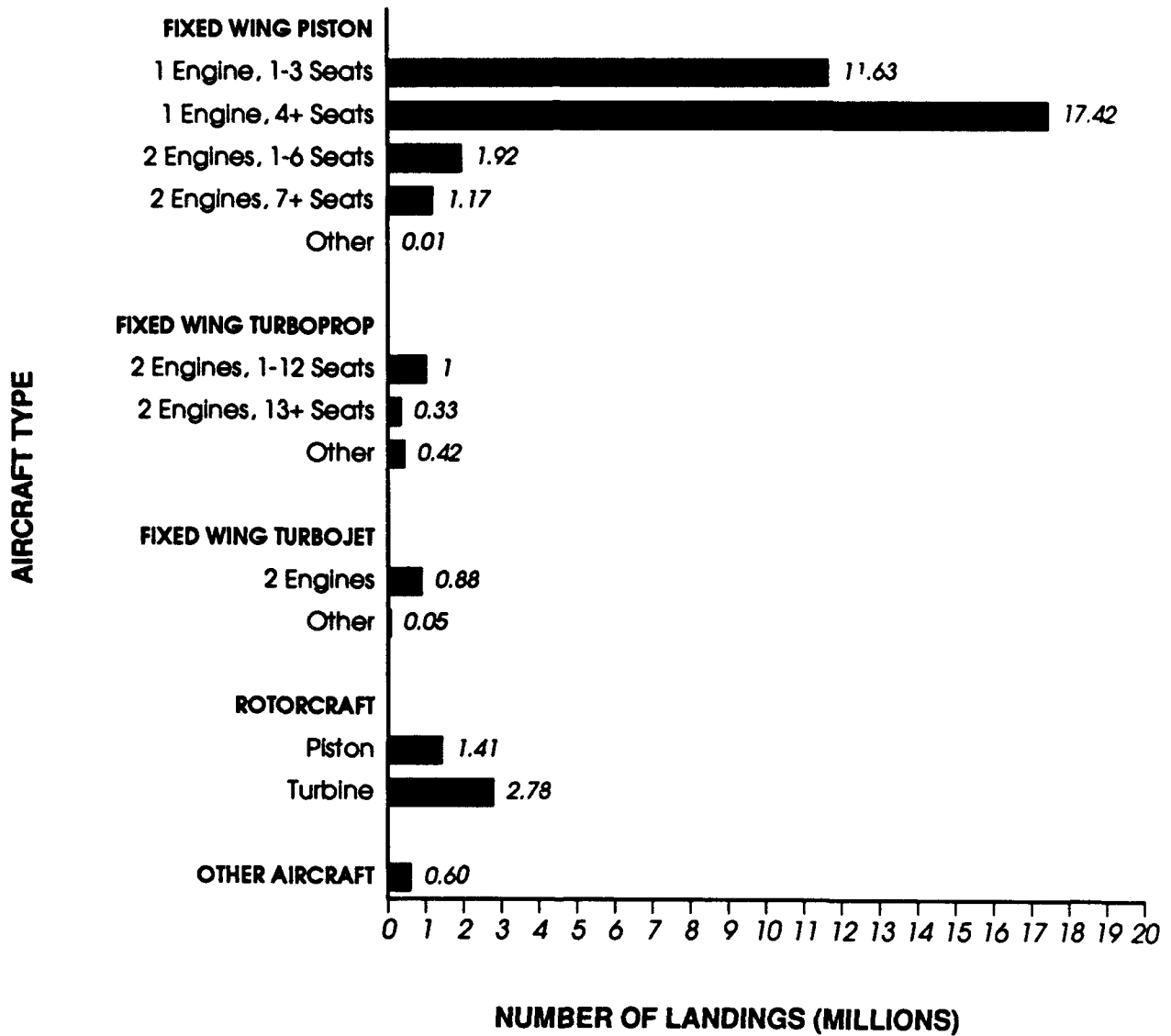
**1992 General Aviation Total Flight Hours
by Aircraft Type**



Source: Table 2.1

Figure 2.3

**1992 General Aviation Landings
by Aircraft Type**



Source: Table 2.5

2.1 1992 GENERAL AVIATION POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS
BY AIRCRAFT TYPE

PAGE 1 OF 2

AIRCRAFT TYPE	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL HOURS FLOWN	PERCENT STANDARD ERROR	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
FIXED WING									
FIXED WING - PISTON									
1 ENG: 1-3 SEATS	82,023	52,534	1.6	64.0	1.0	5,680,920	4.1	107.1	3.8
1 ENG: 4+ SEATS	110,397	91,046	0.9	82.5	0.7	12,393,505	2.7	136.8	2.6
1 ENGINE: TOTAL	192,420	143,580	0.8	74.6	0.6	18,074,428	2.3	126.1	2.2
2 ENG: 1-6 SEATS	15,808	11,807	2.5	74.7	1.9	1,859,294	4.7	156.5	4.3
2 ENG: 7+ SEATS	7,293	6,644	0.0	91.1	0.0	1,312,751	7.4	198.5	7.6
2 ENGINE: TOTAL	23,101	18,451	1.6	79.9	1.3	3,172,045	4.1	170.3	3.9
PISTON: OTHER	197	85	17.6	43.1	7.6	4,431	33.4	49.6	26.5
PISTON: TOTAL	215,718	162,117	0.7	75.2	0.5	21,250,912	2.0	130.4	2.0
FIXED WING - TURBOPROP									
2 ENG: 1-12 SEATS	4,218	3,511	3.1	83.2	2.6	930,212	5.9	274.2	5.3
2 ENG: 13+ SEATS	1,203	582	16.3	48.4	7.9	307,363	21.6	483.1	16.9
2 ENGINE: TOTAL	5,421	4,094	3.5	75.5	2.7	1,237,576	6.9	301.2	5.5
TURBOPROP: OTHER	651	610	1.6	93.7	1.5	240,133	11.2	381.6	10.1
TURBOPROP: TOTAL	6,072	4,704	3.1	77.5	2.4	1,477,709	6.1	314.1	4.8

2.1 1992 GENERAL AVIATION POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS
BY AIRCRAFT TYPE

PAGE 2 OF 2

AIRCRAFT TYPE	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL HOURS FLOWN	PERCENT STANDARD ERROR	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
FIXED WING - TURBOJET									
2 ENGINE: TOTAL	4,318	3,790	2.3	87.8	2.0	1,030,381	4.5	276.9	3.7
TURBOJET: OTHER	548	231	15.2	42.2	6.4	41,911	18.9	180.8	13.4
TURBOJET: TOTAL	4,866	4,022	2.3	82.7	1.9	1,072,292	4.4	270.7	3.6
FIXED WING: TOTAL	226,656	170,843	0.7	75.4	0.5	23,800,914	1.9	136.7	1.8
ROTORCRAFT									
PISTON	5,209	2,211	7.6	42.4	3.2	416,375	15.0	184.6	11.8
TURBINE	4,390	3,541	3.8	80.7	3.1	1,866,326	8.2	491.3	9.1
ROTORCRAFT: TOTAL	9,599	5,753	3.8	59.9	2.3	2,282,703	7.3	381.7	7.8
OTHER AIRCRAFT	9,739	7,836	1.9	80.5	1.5	409,872	7.6	50.9	8.2
TOTAL	245,994	184,433	0.7	75.0	0.5	26,493,478	1.8	140.4	1.8

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

2.2 1992 GENERAL AVIATION POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS
BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL HOURS FLOWN	PERCENT STANDARD ERROR	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
OTHER 1	17,958	10,061	4.7	56.0	2.6	514,207	9.5	51.1	8.2
OTHER 2	2,028	1,328	10.2	65.5	6.7	239,957	21.6	180.8	19.0
OTHER 3	332	135	23.4	40.5	9.5	18,698	31.4	138.9	21.0
OTHER 4	260	128	13.2	49.3	6.5	23,917	22.0	186.6	17.7
OTHER 5	109	55	17.1	50.1	8.5	1,776	52.2	32.5	49.3
OTHER 6	470	353	8.6	75.2	6.5	174,949	19.3	494.9	17.2
OTHER 7	348	173	46.6	49.8	23.2	59,148	74.6	341.2	58.3
OTHER 8	269	235	5.2	87.3	4.5	48,666	16.6	207.2	15.8
OTHER 9	508	433	9.4	85.3	8.0	102,492	18.3	236.6	15.7
OTHER 10	310	107	28.9	34.4	9.9	13,530	45.6	126.8	35.3
OTHER 11	1,673	423	10.0	25.3	2.5	48,704	17.0	115.1	13.8
OTHER 12	294	256	22.6	87.2	19.7	31,304	138.8	122.1	136.9
OTHER 13	3,684	3,077	3.3	83.5	2.8	138,302	19.3	45.0	19.0
ADAMS A50S	116	106	7.6	91.3	6.9	3,876	16.6	36.6	14.7
AERORSJ2	29	1	147.2	4.6	6.8	23	147.2	17.0	0.0
AEROSPAS355	99	93	13.8	94.2	12.9	40,596	33.3	435.5	30.3
AEROSPAS316	82	5	321.9	6.6	21.1	1,146	321.9	213.0	0.0

2.2 1992 GENERAL AVIATION POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS
BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL HOURS FLOWN	PERCENT STANDARD ERROR	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
AEROSPA365	38	37	7.3	96.2	7.0	18,093	16.4	494.9	14.7
AGUSTA205	24	13	30.9	52.9	16.3	3,128	32.9	246.3	11.2
AGUSTAA109	67	41	28.2	60.6	17.1	8,074	39.4	198.8	27.4
AIRPTSA	189	78	14.3	41.3	5.9	5,356	23.8	68.7	19.1
AIRSPC18	26	10	18.5	36.8	6.8	529	28.7	55.3	22.0
AIRTRCAT300	410	328	11.9	80.0	9.5	121,107	17.2	369.4	12.4
AIRTRCAT400	166	151	10.4	90.7	9.4	41,592	22.2	276.2	19.6
AIRTRCAT500	121	130	0.0	107.7	0.0	49,690	4.0	381.3	10.7
AMD FALC10	104	85	10.7	82.1	8.8	23,928	13.0	280.3	7.3
AMD FALC20	169	147	7.6	86.8	6.6	41,593	15.3	283.5	13.3
AMD FALC50	126	77	19.3	60.8	11.8	21,073	21.5	274.9	9.5
AMGENAG58	103	96	7.7	92.8	7.1	39,180	17.2	409.8	15.4
AMTR CJ6	25	9	22.7	34.7	7.9	493	24.5	56.9	9.2
AMTR SUKHOI	330	299	8.1	90.5	7.4	65,919	16.9	220.7	14.9
AMTR TMK	20	11	36.6	56.2	20.5	189	47.6	16.8	30.6
ARCRNH37	43	0	0.0	0.0	0.0	0	0.0	0.0	0.0
ARCTICS1A	86	19	34.7	21.6	7.5	876	42.6	47.2	24.6

2.2 1992 GENERAL AVIATION POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS
BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL HOURS FLOWN	PERCENT STANDARD ERROR	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
ARCTICS1B1	29	16	18.7	56.3	10.5	269	30.3	16.5	23.8
ARONCA15	190	133	8.8	70.2	6.2	9,454	14.8	70.9	11.9
ARONCA58	141	41	24.4	29.0	7.1	2,265	28.7	55.4	15.0
ARONCA65	145	79	17.9	54.1	9.7	4,074	36.4	51.9	31.7
ARONCA63	56	7	37.8	12.0	4.5	77	41.3	11.5	16.6
AROSTRX8	125	115	8.0	91.7	7.3	4,694	19.4	40.9	17.6
AVIANW/FALCON	22	16	19.1	72.8	13.9	282	29.4	17.6	22.4
AVIANWSKYHUK	40	26	27.4	64.1	17.6	740	31.1	28.9	14.6
AYRES S2	768	407	22.3	53.0	11.8	179,682	22.7	422.3	14.5
BAG	28	15	62.2	54.6	33.9	18,069	62.2	1,182.5	2.4
BAG B206	22	20	16.6	91.9	15.3	1,266	57.6	62.6	55.1
BAG DH125	69	66	5.5	95.0	5.3	21,598	10.5	329.6	8.9
BALUKSFIREFY	1,470	1,243	6.7	84.6	5.7	34,209	19.0	27.5	17.7
BBAVIA11	774	405	14.1	52.3	7.4	21,531	22.9	53.2	18.0
BBAVIA7	3,323	1,870	9.5	56.3	5.4	132,391	19.2	70.8	16.7
BBAVIA8	210	160	8.8	76.4	6.7	29,801	29.0	185.9	27.7
BEECH 100	214	196	8.1	91.8	7.5	43,541	13.4	221.6	10.6

2.2 1992 GENERAL AVIATION POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS
BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL HOURS FLOW	PERCENT STANDARD ERROR	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
BEECH 17	188	98	14.7	52.0	7.6	6,211	20.4	63.6	14.2
BEECH 18	583	189	25.9	32.4	8.4	27,495	31.1	145.5	16.7
BEECH 1900	146	80	37.4	54.6	20.4	112,847	38.5	1,416.3	9.3
BEECH 1900D	25	14	66.0	54.6	36.0	1,146	78.9	84.0	43.3
BEECH 200	771	657	8.7	85.3	7.5	215,008	13.9	327.1	10.8
BEECH 2000	25	23	8.9	91.8	8.2	4,178	23.2	182.0	21.5
BEECH 23	2,456	1,826	7.7	74.3	5.8	193,725	13.7	106.1	11.3
BEECH 300	157	86	23.1	54.6	12.6	25,051	29.0	292.4	17.6
BEECH 33	2,052	1,897	3.5	92.5	3.2	294,576	21.5	155.3	21.2
BEECH 35	6,221	4,905	4.3	78.8	3.4	467,695	7.5	95.4	6.2
BEECH 36	2,380	2,234	3.4	93.8	3.1	376,607	8.1	168.6	7.4
BEECH 45	311	180	16.1	57.8	9.3	20,637	24.5	114.8	18.5
BEECH 50	252	159	14.0	63.2	8.8	14,057	23.0	88.2	18.3
BEECH 55	1,992	1,629	6.6	81.8	5.4	182,157	12.1	111.8	10.1
BEECH 56	55	36	20.1	66.2	13.3	3,988	35.2	109.5	28.9
BEECH 58	1,455	1,249	5.7	85.8	4.9	283,068	13.2	226.7	12.0
BEECH 60	372	315	11.4	84.6	9.6	51,720	19.1	164.3	15.3

2.2 1992 GENERAL AVIATION POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS
BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL HOURS FLOWN	PERCENT STANDARD ERROR	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
BEECH 65	86	73	19.8	84.9	16.8	4,754	30.0	65.1	22.5
BEECH 76	263	227	9.4	86.4	8.2	84,483	20.2	371.8	17.9
BEECH 77	210	180	8.3	85.7	7.1	67,157	18.7	373.2	16.7
BEECH 80	103	88	9.8	85.1	8.3	15,504	27.5	176.9	25.7
BEECH 90	624	478	12.3	76.7	9.4	98,551	17.9	206.0	13.0
BEECH 95	408	318	8.8	78.0	6.9	68,357	22.3	214.9	20.5
BEECH 99	117	51	35.5	43.7	15.5	21,704	40.9	424.4	20.3
BELL 204	247	122	36.8	49.2	18.1	23,725	47.2	195.2	29.6
BELL 206	1,785	1,587	5.6	88.9	5.0	960,672	13.8	605.5	12.6
BELL 212	96	45	51.8	46.5	24.1	34,517	60.8	773.3	31.8
BELL 222	70	55	7.4	79.0	5.9	17,486	16.1	316.1	14.3
BELL 412	75	37	29.2	48.7	14.2	20,378	33.8	557.5	17.0
BELL 47	1,104	588	19.2	53.3	10.2	118,073	31.0	200.7	24.4
BLANCA11	79	52	12.5	66.0	8.3	2,561	26.6	49.1	23.5
BLANCA1413	228	43	44.4	18.7	8.3	1,596	47.4	37.5	16.5
BLANCA1419	239	167	18.2	69.7	12.7	10,091	27.5	60.5	20.6
BLANCA17	903	763	8.2	84.5	6.9	67,941	14.4	89.0	11.9

2.2 1992 GENERAL AVIATION POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS
BY SOR AIRCRAFT MANUFACTURER/MODEL GROUP

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL HOURS FLOWN	PERCENT STANDARD ERROR	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
BLANCA7	2,152	1,380	9.3	64.1	6.0	124,022	37.4	89.9	36.2
BLANCA8	418	336	10.0	80.5	8.1	25,137	15.8	74.7	12.2
BNORM BN2	74	80	0.0	107.5	0.0	33,380	14.2	419.6	15.4
BOEING75	1,788	706	7.6	39.5	3.0	35,212	14.7	49.9	12.5
BOLKMS105	146	94	32.6	64.4	21.0	50,049	36.6	531.9	16.6
BOLKMS117	120	115	10.2	96.2	9.8	83,391	20.1	722.4	17.3
BRAEROOH125	136	125	6.9	92.3	6.3	43,229	13.3	344.6	11.4
BRASOVIS28	43	35	8.8	81.4	7.2	1,757	16.5	50.2	14.0
BRUSTRFLEET2	30	13	27.2	43.5	11.8	302	29.7	23.1	11.8
BRUSTRFLEET7	21	9	28.3	43.3	12.2	442	33.7	48.6	18.3
BUKER 131	27	13	28.8	48.0	13.8	597	50.6	46.1	41.6
CAMRONMODELO	64	67	0.0	105.0	0.0	4,469	11.1	66.5	12.1
CAMRONMODELO	199	114	8.3	57.2	4.7	3,627	16.9	31.8	14.8
CASA C212	23	13	65.0	54.6	35.5	3,201	84.3	255.0	53.7
CESSNA120	785	501	15.0	63.9	9.6	26,195	27.3	52.3	22.8
CESSNA140	2,151	1,245	11.8	57.9	6.8	55,135	16.7	44.3	11.9
CESSNA150	16,653	13,352	2.9	80.2	2.3	2,400,005	7.9	179.8	7.3

2.2 1992 GENERAL AVIATION POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS
BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL HOURS FLOWN	PERCENT STANDARD ERROR	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
CESSNA170	2,268	1,593	7.7	70.2	5.4	116,813	13.2	73.3	10.8
CESSNA172	22,438	19,549	1.9	87.1	1.6	3,252,451	6.9	166.4	6.6
CESSNA175	1,191	976	5.3	81.9	4.4	54,192	11.1	55.5	9.7
CESSNA177	2,559	2,218	4.7	86.7	4.1	249,582	11.2	112.5	10.2
CESSNA180	2,563	2,145	5.7	83.7	4.7	203,582	19.9	94.9	19.1
CESSNA182	12,799	11,034	2.4	86.2	2.1	1,422,138	6.3	128.9	5.9
CESSNA185	1,488	1,234	9.3	82.9	7.7	200,950	28.3	162.9	26.8
CESSNA188	1,380	938	13.8	68.0	9.4	148,746	28.5	158.5	25.0
CESSNA190	76	54	17.3	71.3	12.3	2,482	23.1	45.8	15.3
CESSNA195	473	328	8.8	69.3	6.1	19,353	15.8	59.1	13.1
CESSNA205	220	192	9.0	87.2	7.8	15,693	27.5	81.8	26.0
CESSNA206	2,293	1,879	6.7	81.9	5.5	342,338	13.0	182.2	11.1
CESSNA207	264	248	8.4	93.8	7.8	125,789	18.9	507.7	17.0
CESSNA208	119	122	0.0	102.9	0.0	59,295	18.2	484.4	19.3
CESSNA210	5,204	4,752	3.1	91.3	2.8	688,024	9.0	144.8	8.4
CESSNA303	96	84	9.5	87.1	8.2	18,581	17.6	222.1	14.8
CESSNA305	265	166	11.5	62.5	7.2	12,434	21.5	75.0	18.1

2.2 1992 GENERAL AVIATION POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS
BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL HOURS FLOWN	PERCENT STANDARD ERROR	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
CESSNA310	2,649	1,817	8.5	68.6	5.8	215,601	17.8	118.7	15.7
CESSNA320	267	152	17.0	57.0	9.7	18,105	27.3	119.0	21.4
CESSNA335	39	32	14.3	81.3	11.6	7,536	29.5	237.6	25.8
CESSNA336	62	23	35.7	37.7	13.5	1,688	49.9	72.3	34.8
CESSNA337	1,003	718	9.2	71.6	6.6	66,428	16.0	92.5	13.0
CESSNA340	819	699	8.4	85.3	7.2	118,479	16.8	169.6	14.5
CESSNA401	176	186	0.0	105.9	0.0	23,451	25.3	125.9	26.1
CESSNA402	482	460	7.2	95.5	6.8	272,280	23.2	591.7	22.1
CESSNA404	68	73	0.0	107.5	0.0	36,129	11.3	494.2	16.8
CESSNA411	79	43	25.1	54.4	13.6	3,082	37.5	71.7	27.9
CESSNA414	696	730	0.0	104.9	0.0	98,267	15.7	134.6	16.5
CESSNA421	1,025	1,044	0.0	101.9	0.0	159,871	12.9	153.1	13.1
CESSNA425	154	141	8.2	91.8	7.5	30,999	14.0	219.3	11.3
CESSNA441	199	178	7.9	89.6	7.1	46,367	13.5	260.0	11.0
CESSNA500	715	599	9.0	83.8	7.6	200,048	13.0	333.9	9.3
CESSNA501	232	220	5.5	95.0	5.2	40,764	10.6	185.0	9.0
CESSNA650	174	165	5.5	95.0	5.3	68,076	10.3	412.0	8.7

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CESSNA50	64	17	26.8	26.5	7.1	479	36.1	28.3	24.2
CESSNAUC94	31	6	58.2	18.0	10.5	151	66.5	27.0	32.2
CHILD S1	53	32	25.2	59.7	15.1	1,292	34.1	40.8	23.0
CHILD S2	136	116	12.3	85.1	10.4	5,322	28.9	46.0	26.2
CHRIS HUSKY	96	85	6.5	88.2	5.7	8,546	21.5	100.9	20.5
CNDATIRCL600	167	159	6.7	95.0	6.3	53,254	14.6	335.8	13.0
CNTRAR101	34	32	6.7	94.9	6.4	1,682	42.3	52.1	41.7
COMJTH185	90	29	20.4	32.6	6.7	1,047	26.4	35.7	16.8
COMAERLA4	391	342	7.1	87.4	6.2	25,152	17.7	73.6	16.2
CURTISC46	25	13	38.8	53.7	20.9	554	47.0	41.3	26.4
CURTISJR	26	6	41.2	24.5	10.1	27	41.4	4.2	4.6
CURTISROBIN	33	7	25.0	20.9	5.2	75	35.7	10.9	25.4
CURTISTRVAIR	186	54	16.2	28.9	4.7	4,683	28.1	87.0	23.0
CVAC 440	9	0	0.0	0.0	0.0	0	0.0	0.0	0.0
CVAC BT13	107	49	16.2	46.0	7.5	1,421	34.6	28.9	30.5
CVAC STC580	38	17	59.2	44.9	26.5	4,708	63.5	276.2	23.0
DART G	24	0	0.0	0.0	0.0	0	0.0	0.0	0.0

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DHAV DHC1	96	54	14.3	55.8	8.0	2,814	23.0	52.5	18.0
DHAV DHC2	210	79	55.3	37.6	20.8	79,503	68.4	1,006.8	40.3
DHAV DHC3	35	23	49.4	66.0	32.6	7,535	49.4	326.0	0.0
DHAV DHC4	35	32	24.8	91.0	22.6	1,640	25.1	51.5	4.1
DHAV DHC6	54	21	39.8	38.2	15.2	15,661	46.6	759.2	24.4
DHAVXXDH82	71	48	14.1	68.2	9.6	1,453	18.0	30.0	11.1
DOUG A26	21	8	41.1	38.7	15.9	77	67.7	9.5	53.7
DOUG DC3	268	121	12.6	45.1	5.7	12,314	19.6	101.8	15.0
DOUG DC4	38	22	19.4	57.8	11.2	2,063	42.9	94.0	38.2
DOUG DC6	50	9	124.8	18.0	22.4	592	124.8	66.0	0.0
EAGLE DW	66	35	31.5	52.9	16.7	7,633	35.2	218.8	15.7
EAGLEBC7	70	56	16.5	80.1	13.3	1,483	35.4	26.4	31.3
EIRVON20	91	87	6.5	95.1	6.2	3,580	21.6	41.4	20.6
EMB 110	44	2	143.5	4.2	6.0	110	149.4	59.5	41.7
EMB 120	29	14	58.3	49.6	28.9	24,092	58.4	1,674.5	2.0
ENSTRMF28	353	219	9.5	61.9	5.9	34,588	20.6	158.3	18.2
FLEET 168	24	5	45.5	21.6	9.8	200	49.9	38.5	20.5

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FRCHLD22	21	7	27.2	32.4	8.8	61	36.8	9.0	24.8
FRCHLD24	284	70	19.9	24.6	4.9	2,423	27.1	34.1	17.0
FRCHLDM62	215	85	18.8	39.5	7.4	3,165	26.7	37.3	19.0
GALAXYGX7	50	47	6.7	93.4	6.2	1,927	18.8	41.2	17.6
GENBALAX6	35	10	56.7	29.9	16.9	262	61.1	25.0	22.9
GLASER300	20	19	6.6	93.0	6.1	1,241	15.2	66.7	13.7
GLASER400	30	28	6.6	94.5	6.2	1,714	15.7	60.5	14.2
GLASFL201	31	33	0.0	106.8	0.0	1,369	8.5	41.3	9.7
GLASFLH301	100	90	5.8	90.3	5.2	3,902	23.5	43.2	22.8
GROB 103	25	23	6.4	92.7	6.0	4,083	17.5	176.2	16.3
GROB 103CAT	56	47	14.3	83.6	11.9	3,873	29.4	82.7	25.7
GROB 103TWN	23	25	0.0	106.8	0.0	7,441	28.5	302.9	30.0
GROB 109	59	62	0.0	104.6	0.0	5,045	15.7	81.7	16.1
GROB ASTIR	50	50	0.0	100.3	0.0	3,315	15.2	66.1	15.3
GRTLKS2T1	178	116	10.8	65.1	7.1	6,348	21.7	54.8	18.8
GRUMANS16	51	20	48.2	39.2	18.9	2,810	54.9	136.8	33.3
GRUMAVAA1	470	380	7.2	80.9	5.8	39,915	16.1	105.0	14.4

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GRUMAVAA5	959	802	8.3	83.6	6.9	84,999	18.0	106.0	16.0
GRUMAVG1159	34	32	7.3	95.0	7.0	8,025	12.9	248.6	10.6
GRUMAVG164	999	791	11.3	79.1	8.9	252,285	19.0	319.1	15.3
GRUMAVG21	53	27	21.5	50.7	10.9	3,018	28.1	112.4	18.0
GRUMAVTBM	34	16	18.1	46.4	8.4	496	23.4	31.4	14.8
GULSTM112	589	548	5.8	93.1	5.4	48,622	18.3	88.7	17.3
GULSTM500	270	198	19.0	73.2	13.9	15,007	36.2	75.9	30.8
GULSTM520	37	5	120.7	14.5	17.5	167	120.7	31.0	0.0
GULSTM560	79	76	9.1	96.4	8.8	8,516	29.1	111.8	27.6
GULSTM680	215	225	0.0	104.5	0.0	22,419	48.6	99.8	49.7
GULSTM680TP	59	43	16.3	72.6	11.9	5,117	29.1	119.5	24.1
GULSTM690TC	23	21	11.0	91.8	10.1	5,472	21.2	259.1	18.2
GULSTM690TP	320	281	11.8	87.9	10.4	48,144	28.1	171.2	25.5
GULSTMAA1	508	323	17.4	63.5	11.0	17,646	30.7	54.7	25.3
GULSTMAA5	577	511	7.6	88.5	6.7	40,112	15.0	78.5	12.9
GULSTMG1159	283	250	9.0	88.4	7.9	60,048	19.2	240.1	16.9
GULSTMG159	69	36	27.0	52.1	14.1	8,453	31.7	235.2	16.6

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GULSTMG44	72	42	14.9	58.8	8.7	4,677	26.2	110.5	21.5
GULSTMG73	24	5	82.3	19.7	16.2	686	88.1	145.3	31.4
GULSTMGA7	50	44	11.5	87.1	10.0	5,386	32.1	123.6	29.9
H23/HTE	30	6	58.3	19.0	11.1	1,509	59.5	264.2	11.4
H34/55	26	0	0.0	0.0	0.0	0	0.0	0.0	0.0
HELIO H295	87	54	19.9	62.0	12.3	9,219	34.6	170.9	28.3
HELIO H391	21	11	33.2	51.2	17.0	579	43.4	53.8	27.9
HILLERFH100	48	25	41.8	52.5	21.9	2,468	47.1	98.0	21.8
HILLERUH12	501	199	28.3	39.8	11.3	50,542	36.8	256.0	24.2
HSPAVNHA200	39	11	72.5	27.1	19.7	270	75.8	25.5	22.0
HUGHES269	556	325	11.2	58.4	6.6	62,469	19.0	192.3	15.4
HUGHES369	497	423	11.8	85.2	10.0	192,778	23.0	455.5	19.8
HMKSLYDH125	167	144	10.5	86.0	9.0	37,945	17.4	264.3	13.8
HYNES B2	109	42	21.3	38.4	8.2	2,406	33.7	57.5	26.2
INTRCP200	30	16	20.8	52.7	11.0	1,345	25.3	85.1	14.4
ISRAEL1121	76	43	34.2	56.3	19.2	4,905	44.0	114.6	27.7
ISRAEL1124	195	184	5.0	94.4	4.8	50,638	8.0	275.1	6.2

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JBNSTROGA15	80	25	17.1	31.2	5.3	2,171	25.9	87.0	19.4
LAIKFN10	29	6	44.9	21.4	9.6	29	46.3	4.7	11.5
LEAR 23	37	35	9.0	95.0	8.5	3,969	24.9	113.0	23.2
LEAR 24	148	104	11.9	70.1	8.3	19,624	20.2	189.0	16.3
LEAR 25	216	205	7.1	95.0	6.8	46,144	21.6	225.0	20.4
LEAR 35	397	377	6.0	95.0	5.7	110,867	19.0	294.1	18.0
LEAR 55	93	87	8.3	93.5	7.8	32,812	15.1	377.3	12.6
LET L13	143	111	16.8	77.6	13.1	9,158	38.1	82.5	34.2
LKHEED1329	64	41	22.0	64.8	14.3	7,109	28.7	171.4	18.4
LKHEED18	29	12	39.3	41.8	16.4	410	41.7	33.9	14.1
LKHEED282	32	17	57.1	53.9	30.8	1,010	68.9	58.6	38.6
LKHEEDP2V	19	8	50.6	43.6	22.0	368	79.5	44.5	61.4
LKHEEDPV1	29	14	23.3	47.8	11.1	436	37.2	31.5	29.0
LKHEEDT33	48	7	50.3	14.8	7.4	201	56.9	28.3	26.7
LUSCOMB	1,908	762	16.7	39.9	6.7	35,816	20.8	47.0	12.4
MACDOUG369	98	94	4.4	96.2	4.2	86,977	13.8	922.6	13.0
MAULE M4	247	142	11.7	57.5	6.7	7,963	17.0	56.0	12.4

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MAULE M5	401	360	9.9	89.9	8.9	22,847	17.9	63.4	14.9
MAULE M6	62	58	4.5	93.8	4.2	8,072	12.4	138.7	11.6
MAULE MX7	27	25	5.9	93.8	5.5	2,791	15.4	110.2	14.2
MCLISHFUNKB	137	44	23.4	31.8	7.4	2,844	30.3	65.3	19.2
MEYERSOTW	50	21	15.9	43.0	6.8	303	22.2	14.1	15.5
MNCOUNP90	64	25	23.6	38.3	9.0	656	31.4	26.8	20.7
MNMITEM18	118	47	23.5	39.4	9.3	1,784	28.7	38.3	16.5
MOONEYM20	6,066	5,045	3.7	83.2	3.1	619,685	9.7	122.8	8.9
MRCHTIS205	40	30	16.0	75.1	12.0	2,230	33.6	74.2	29.8
MTSBSIMU2	277	180	17.0	65.2	11.1	50,814	23.1	281.6	15.6
MTSBSIMU300	74	66	7.7	89.1	6.9	15,876	15.5	240.7	13.4
MULTCD16	37	20	19.6	53.6	10.5	1,490	29.9	75.1	22.6
NAHER B25	45	5	95.1	10.6	10.0	127	98.8	26.8	26.6
NAHER F51	135	76	15.8	55.9	8.8	4,204	21.7	55.7	14.9
NAHER NA260	200	69	32.5	34.6	11.3	3,325	38.5	48.1	20.6
NAHER T6	573	391	15.7	68.2	10.7	19,080	22.7	48.8	16.4
NATBAL752	29	24	23.5	84.3	19.8	295	46.3	12.1	39.9

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NAVAL N3N	130	25	57.4	19.2	11.0	1,112	59.7	44.5	16.6
NAVIONNAVION	530	423	9.6	79.9	7.7	23,355	21.3	55.2	19.1
NORD SV4	35	24	16.2	68.1	11.0	864	23.2	36.2	16.6
NORWST65	50	33	12.7	66.1	8.4	1,346	15.2	40.7	8.3
ORLLHELH19	62	12	82.9	19.8	16.4	1,113	97.9	90.5	52.0
ORLLHELH58	30	0	0.0	0.0	0.0	0	0.0	0.0	0.0
PARTENP68	30	32	0.0	107.5	0.0	7,703	26.5	238.9	28.0
PICARDAX6	89	25	38.2	27.9	10.7	414	45.2	16.7	24.3
PILATSB4	26	18	19.2	68.0	13.1	1,212	26.3	68.6	17.9
PIPER 600	329	265	14.0	80.7	11.3	31,985	21.6	120.5	16.4
PIPER J2	50	10	39.8	20.3	8.1	104	43.8	10.3	18.3
PIPER J3	4,028	2,161	7.7	53.7	4.1	99,653	15.7	46.1	13.7
PIPER J4	218	71	14.2	32.4	4.6	3,588	26.9	50.8	22.9
PIPER J5	328	103	11.9	31.5	3.7	4,359	16.8	42.1	11.9
PIPER PA 24	441	378	9.2	85.7	7.9	41,730	20.4	110.4	18.2
PIPER PA12	1,243	767	10.2	61.7	6.3	57,444	18.3	74.9	15.2
PIPER PA14	96	48	23.9	49.8	11.9	2,933	28.9	61.3	16.1

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PIPER PA15	168	100	16.3	59.4	9.7	3,556	24.5	35.6	18.3
PIPER PA16	322	184	16.6	57.0	9.5	13,974	22.6	76.1	15.3
PIPER PA17	96	47	10.4	48.7	5.1	1,832	16.4	39.2	12.6
PIPER PA18	3,392	2,720	6.7	80.2	5.4	227,196	15.6	83.5	14.1
PIPER PA20	412	219	16.0	53.2	8.5	16,102	22.6	73.5	15.9
PIPER PA22	4,198	2,470	8.7	58.8	5.1	123,631	15.5	50.5	13.0
PIPER PA23	2,796	2,026	7.8	72.5	5.6	310,243	14.4	153.1	12.1
PIPER PA24	2,447	1,935	6.6	79.1	5.3	196,996	12.8	101.8	10.9
PIPER PA25	958	702	12.9	73.2	9.4	85,741	22.5	122.2	18.4
PIPER PA28	20,011	17,406	1.8	87.0	1.6	2,419,604	6.7	139.2	6.4
PIPER PA30	1,146	871	10.1	76.0	7.7	93,857	16.9	107.8	13.5
PIPER PA31	1,480	1,448	0.0	97.8	0.0	378,543	16.3	262.1	17.3
PIPER PA31T	454	417	5.3	91.8	4.9	92,522	10.4	222.0	8.9
PIPER PA32	3,825	3,262	4.6	85.3	3.9	488,059	12.3	149.6	11.4
PIPER PA34	1,589	1,706	0.0	107.4	0.0	257,348	12.0	150.8	12.7
PIPER PA36	266	193	19.4	72.6	14.1	27,258	24.8	141.2	15.5
PIPER PA38	996	847	7.9	85.0	6.7	200,991	19.5	237.3	17.9

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PIPER PA42	79	73	8.1	91.8	7.4	18,139	14.9	250.1	12.5
PIPER PA44	283	234	10.3	82.8	8.5	101,398	17.8	433.0	14.5
PIPER PA46	273	256	6.3	93.8	5.9	44,270	18.5	172.8	17.4
PROPTJ200	60	41	21.8	68.6	15.0	2,707	25.3	65.8	12.8
RAVEN RX6	129	39	24.8	30.4	7.5	746	28.0	19.0	13.1
RAVEN S50	61	7	48.4	11.3	5.5	129	57.8	18.6	31.5
RAVEN S55	531	287	9.4	54.0	5.1	7,455	13.5	26.0	9.7
RAVEN S57	108	111	0.0	102.9	0.0	4,570	16.4	41.1	16.9
RAVEN S60	190	171	11.9	90.2	10.8	3,268	26.5	19.1	23.7
RAVEN S66	41	29	29.2	69.7	20.3	1,407	42.6	49.3	31.0
RKJELL500	26	26	0.0	100.3	0.0	4,310	17.9	165.2	17.9
RKJELLNA265	263	238	8.9	90.4	8.0	43,785	24.1	184.2	22.4
ROBSINR22	657	447	21.3	68.1	14.5	109,639	40.7	245.2	34.7
ROLSCHLS	113	111	2.3	98.0	2.2	7,199	12.7	65.0	12.5
RYAN ST3	148	62	17.3	42.0	7.3	1,814	27.5	29.2	21.3
RYAN STA	28	10	50.8	36.8	18.7	401	58.8	39.0	29.5
SAAB SF340	22	9	68.4	40.9	28.0	2,575	119.2	286.0	97.6

2.2 1992 GENERAL AVIATION POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS
BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL HOURS FLOWN	PERCENT STANDARD ERROR	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
SCHENPD1SCUS	40	41	0.0	103.0	0.0	3,327	10.1	80.7	10.6
SCHLERASK21	30	32	0.0	106.8	0.0	5,302	22.9	165.5	24.3
SCHLERASW15	31	25	11.2	80.1	8.9	1,075	25.4	43.3	22.8
SCHLERASW19	53	54	0.0	101.3	0.0	2,382	10.0	44.3	10.1
SCHLERASW20	77	63	14.1	82.3	11.6	3,329	29.6	52.5	26.1
SCHLERK8	22	7	32.8	29.7	9.7	144	37.1	22.0	17.3
SCHLERKA6	63	40	19.3	64.1	12.4	1,140	36.4	28.2	30.9
SCWZERG164	182	116	22.8	63.6	14.5	37,060	29.2	320.3	18.3
SCWZERSG1	674	530	6.0	78.7	4.7	27,689	15.2	52.2	14.0
SCWZERSG2	518	414	9.8	79.8	7.8	71,932	17.4	174.0	14.3
SKRSKYS55	31	0	0.0	0.0	0.0	0	0.0	0.0	0.0
SKRSKYS58	56	23	46.5	41.4	19.3	2,567	48.4	110.7	13.1
SKRSKYS58T	41	30	31.0	72.2	22.4	11,997	31.4	405.6	5.0
SKRSKYS61	22	9	67.2	41.2	27.7	19,518	75.3	2,151.8	33.9
SKRSKYS76	156	145	6.5	92.8	6.0	87,629	13.7	605.5	12.1
SLINDS100	273	248	8.4	90.8	7.6	12,420	26.3	50.1	24.9
SMITH 600	296	249	10.5	84.0	8.8	54,391	31.1	218.8	29.3

2.2 1992 GENERAL AVIATION POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS
BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL HOURS FLOWN	PERCENT STANDARD ERROR	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
SNALS350	92	84	9.2	91.8	8.5	69,429	19.6	821.7	17.3
SNIAS 350	143	123	6.7	86.0	5.7	79,229	15.6	644.5	14.1
SNIAS SA341	20	10	36.7	51.1	18.7	5,152	64.3	503.8	52.8
SOCATAMS894	36	31	9.8	84.9	8.3	2,188	25.6	71.6	23.6
SOCATATB10	55	52	6.8	93.8	6.4	6,721	13.3	130.2	11.4
SOCATATB20	145	108	13.3	74.1	9.9	17,108	19.6	159.1	14.4
SOCATATB9	38	28	7.1	73.1	5.2	13,702	8.6	493.4	4.8
SPHRTHCIRRUS	93	89	4.2	95.7	4.0	2,939	14.4	33.0	13.8
SPHRTHNIMBUS	44	46	0.0	103.8	0.0	1,735	25.5	38.0	26.3
SPHRTHVENTUS	36	37	0.0	102.3	0.0	3,746	15.3	101.7	15.8
STBROSSD3	42	23	90.1	54.6	49.2	138	90.1	6.0	0.0
STNSON10	144	21	23.1	14.5	3.4	712	29.2	34.0	17.9
STNSONL5	120	38	22.5	31.9	7.2	1,903	29.5	49.7	19.1
STNSONSR9	24	4	52.7	17.6	9.3	130	61.2	30.7	31.2
STNSONV77	101	25	35.5	24.3	8.6	959	41.2	39.1	21.0
STOLAMRC3	204	68	27.6	33.1	9.1	1,564	41.1	23.2	30.5
SUD CM170	22	16	27.9	71.2	19.9	486	31.7	31.0	15.0

2.2 1992 GENERAL AVIATION POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS
BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL HOURS FLOWN	PERCENT STANDARD ERROR	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
SUPAC LA	91	13	83.5	14.7	12.3	573	83.9	42.8	8.4
SUPAC V	25	0	0.0	0.0	0.0	0	0.0	0.0	0.0
SHRNGNSA226	148	106	9.4	71.5	6.7	26,589	17.9	248.7	14.2
SHRNGNSA227	42	39	8.6	91.8	7.9	9,179	26.9	238.1	25.5
SHRNGNSA26	66	50	22.2	75.6	16.8	4,493	33.8	90.0	25.4
TCRAFTD	279	96	21.1	34.3	7.2	4,371	33.4	45.7	25.9
TCRAFTA	30	10	30.7	32.8	10.1	211	49.6	21.5	39.0
TCRAFTBC	1,666	939	12.9	56.4	7.3	50,194	25.4	53.5	21.8
TCRAFTBF	40	18	20.2	44.3	8.9	670	24.0	37.8	13.0
TCRAFTBL	206	91	23.4	44.4	10.4	4,153	49.1	45.4	43.1
TEMCO 11A	27	8	60.9	31.3	19.1	432	63.4	51.2	17.5
TH55	53	15	31.1	28.0	8.7	2,851	38.5	192.2	22.6
THUNDRAX7	72	62	11.9	86.7	10.3	1,917	17.4	30.7	12.7
TMPSONNAVION	571	317	11.1	55.6	6.2	19,345	17.1	61.0	13.0
TRYTEK65	328	114	22.8	34.9	7.9	4,870	34.8	42.6	26.4
TRYTEKK	27	5	34.6	19.1	6.6	103	41.7	20.0	23.3
UNIVACGC1	598	350	11.5	58.5	6.7	15,888	19.1	45.4	15.2

2.2 1992 GENERAL AVIATION POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS
BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL HOURS FLOWN	PERCENT STANDARD ERROR	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
UNIVAR108	1,783	946	11.8	53.0	6.3	51,539	25.0	54.5	22.0
UNIVAR415	2,174	1,081	13.9	49.7	6.9	35,139	19.3	32.5	13.3
VALENT17	22	24	0.0	106.8	0.0	756	26.0	32.2	27.6
VARGA 2150	124	99	12.7	79.8	10.1	7,467	19.2	75.4	14.5
WACO ASO	27	8	18.7	29.4	5.5	247	20.8	31.1	9.2
WACO GXE	36	4	67.6	10.2	6.9	58	77.1	15.7	36.9
WACO R	34	11	20.5	31.7	6.5	188	28.7	17.4	20.1
WACO UPF7	154	76	10.3	49.3	5.1	5,846	40.9	77.0	39.6
WACO YK	45	17	14.9	36.8	5.5	1,579	25.5	95.4	20.7
WSK M18	32	29	26.4	91.9	24.3	15,120	33.5	514.1	20.7
WTHRLY201	51	30	29.8	58.8	17.5	5,734	30.9	191.1	8.1
TOTAL	245,994	184,434	0.7	75.0	0.5	26,493,438	1.8	140.4	1.8

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

2.3 1992 GENERAL AVIATION POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS
BY REGION OF BASED AIRCRAFT

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REGION	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL HOURS FLOWN	PERCENT STANDARD ERROR	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
ALASKAN	7,864	6,082	7.8	77.3	7.9	1,040,874	10.7	167.2	11.8
CENTRAL	14,704	10,251	6.2	69.7	5.5	1,364,031	8.2	128.9	6.2
EASTERN	28,522	21,681	4.1	76.0	4.1	2,857,714	5.7	128.5	4.6
GREAT LAKES	43,976	32,944	3.2	74.9	3.1	4,217,113	4.1	124.9	4.1
NEW ENGLAND	11,198	7,248	7.5	64.7	6.1	810,894	9.2	108.7	6.8
NORTHWEST MT	27,149	19,152	4.5	70.5	4.0	2,392,043	5.8	122.4	4.9
SOUTHERN	41,539	30,793	3.4	74.1	3.2	4,972,680	4.4	158.0	4.8
SOUTHWESTERN	30,905	24,884	3.8	80.5	4.0	3,926,339	5.1	153.3	6.0
WESTERN-PACIFIC	40,131	31,394	3.3	78.2	3.4	4,912,996	4.3	155.1	4.9
TOTAL	245,994	184,433	0.7	75.0	0.5	26,493,482	1.8	140.4	1.8

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

2.4 1992 GENERAL AVIATION POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS
BY STATE OF BASED AIRCRAFT

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STATE	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL HOURS FLOWN	PERCENT STANDARD ERROR	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
ALABAMA	3,899	2,873	12.4	73.7	11.6	495,433	14.1	171.5	19.5
ALASKA	7,867	6,083	7.8	77.3	7.9	1,040,874	10.7	167.2	11.8
ARIZONA	5,877	4,355	9.7	74.1	9.2	815,927	12.6	187.8	12.7
ARKANSAS	3,129	2,469	12.6	78.9	13.0	488,455	13.7	181.2	12.3
CALIFORNIA	31,251	24,909	3.8	79.7	4.0	3,616,504	4.3	143.2	5.6
COLORADO	4,695	3,676	10.3	78.3	10.6	525,898	13.1	141.9	10.2
CONNECTICUT	2,622	1,589	16.2	60.6	12.1	211,117	18.9	127.6	14.0
DELAWARE	1,460	1,047	19.6	71.7	18.0	189,870	30.6	177.1	19.1
DIST. OF COLUMBIA	12	12	150.0	96.2	203.4	6,144	157.2	501.7	20.2
FLORIDA	14,445	11,753	5.8	81.4	6.2	2,159,583	7.1	182.0	9.3
GEORGIA	5,584	4,326	9.8	77.5	9.9	654,166	10.9	151.0	9.6
HAWAII	529	372	31.2	70.4	28.4	175,537	34.5	449.1	17.1
IDAHO	2,420	1,804	15.5	74.6	15.0	232,243	18.0	126.7	12.0
ILLINOIS	8,244	6,373	8.0	77.3	8.1	878,770	8.9	136.5	9.1
INDIANA	4,438	3,411	10.9	76.9	11.0	438,302	13.2	125.6	11.0
IOWA	3,314	2,489	13.1	75.1	12.8	313,951	16.0	120.2	11.2
KANSAS	4,104	2,973	11.7	72.4	10.9	389,982	12.7	129.0	10.0

2.4 1992 GENERAL AVIATION POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS
BY STATE OF BASED AIRCRAFT

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STATE	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL HOURS FLOWN	PERCENT STANDARD ERROR	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
KENTUCKY	2,668	1,472	16.8	55.2	11.3	194,504	21.1	131.0	18.3
LOUISIANA	3,647	2,823	11.8	77.4	11.8	831,983	15.4	289.4	15.8
MAINE	1,601	982	21.6	61.3	16.4	101,793	26.2	102.9	12.2
MARYLAND	3,737	2,489	12.9	66.6	10.8	299,343	14.8	119.7	9.7
MASSACHUSETTS	3,078	2,483	13.2	80.7	14.0	239,304	13.1	94.3	8.4
MICHIGAN	8,068	6,248	8.0	77.5	8.1	717,662	9.0	111.4	9.2
MINNESOTA	6,420	4,517	9.6	70.4	8.6	587,474	11.4	129.7	11.0
MISSISSIPPI	2,831	1,776	15.3	62.7	12.0	317,326	19.7	168.3	15.1
MISSOURI	3,743	3,068	11.6	82.0	12.5	465,583	17.1	147.7	14.0
MONTANA	2,858	1,923	15.4	67.3	13.1	186,919	18.3	96.0	10.4
NEBRASKA	3,552	1,721	15.8	48.4	9.1	194,514	17.3	108.1	9.2
NEVADA	2,248	1,684	15.3	74.9	14.8	305,029	24.7	171.9	15.8
NEW HAMPSHIRE	2,143	1,385	17.2	64.6	13.9	159,847	23.7	111.7	17.1
NEW JERSEY	4,388	3,547	10.8	80.8	11.5	547,149	13.7	156.3	10.1
NEW MEXICO	3,063	2,043	13.6	66.7	11.4	262,081	18.3	126.0	13.3
NEW YORK	7,521	5,615	8.5	74.7	8.2	680,577	11.0	115.4	10.1
NORTH CAROLINA	4,891	3,729	10.6	76.2	10.5	446,801	11.3	117.5	9.0

2.4 1992 GENERAL AVIATION POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS
BY STATE OF BASED AIRCRAFT

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STATE	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL HOURS FLOWN	PERCENT STANDARD ERROR	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
NORTH DAKOTA	1,787	1,323	18.1	74.0	17.3	220,827	26.6	174.4	24.4
OHIO	7,642	6,101	8.1	79.8	8.5	800,725	9.0	124.2	9.1
OKLAHOMA	3,307	2,762	12.3	83.5	13.6	392,186	15.9	144.5	14.6
OREGON	5,352	3,935	10.4	73.5	9.9	459,011	12.4	114.1	11.6
PENNSYLVANIA	6,755	5,398	8.7	79.9	9.2	626,271	9.9	109.1	9.0
RHODE ISLAND	896	322	36.3	35.9	14.9	47,357	46.5	141.5	34.3
SOUTH CAROLINA	2,597	1,669	15.9	64.3	12.8	233,364	19.1	139.9	16.4
SOUTH DAKOTA	2,142	1,005	20.5	46.9	11.4	123,869	25.4	118.9	14.1
TENNESSEE	3,403	2,763	12.2	81.2	13.0	344,838	14.0	119.1	10.5
TEXAS	17,757	14,787	5.1	83.3	5.7	1,951,633	5.9	129.4	8.7
UTAH	3,432	1,264	18.8	36.8	8.0	206,334	20.5	151.2	14.1
VERMONT	858	487	28.7	56.8	20.1	51,474	36.0	103.3	14.5
VIRGINIA	3,429	2,609	12.6	76.1	12.5	412,333	17.4	159.3	15.6
WASHINGTON	7,179	5,874	8.4	81.8	9.1	707,724	10.8	118.8	9.7
WEST VIRGINIA	1,212	966	21.6	79.7	22.4	96,025	23.9	96.7	21.5
WISCONSIN	5,235	3,965	10.2	75.7	10.0	449,484	11.6	107.6	9.7
WYOMING	1,213	677	25.3	55.8	17.3	73,912	27.8	106.3	15.7

2.4 1992 GENERAL AVIATION POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS
BY STATE OF BASED AIRCRAFT

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STATE	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL HOURS FLOWN	PERCENT STANDARD ERROR	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
PUERTO RICO	1,114	370	33.0	33.2	12.8	81,944	28.4	208.8	6.6
OTHER U.S. TERRITORIES	333	136	52.9	40.7	25.4	44,719	56.7	328.0	9.8
TOTAL	245,994	184,434	0.7	75.0	0.5	26,494,675	11.9	140.4	1.8

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

2.5 1992 GENERAL AVIATION TOTAL NUMBER OF LANDINGS BY REGION OF BASED AIRCRAFT,
BY AIRCRAFT TYPE

PAGE 1 OF 2

AIRCRAFT TYPE	ALASKAN	CENTRAL	EASTERN	GREAT LAKES	NEW ENGLAND	NORTHWEST MOUNTAIN	SOUTHERN	SOUTH WESTERN	WESTERN- PACIFIC	TOTAL
FIXED WING										
FIXED WING - PISTON										
1 ENG: 1-3 SEATS	446,142	661,948	1,141,280	1,693,667	233,426	1,436,040	2,402,963	2,112,382	1,500,879	11,628,727
% STD. ERROR	24.7	20.5	13.7	13.6	18.2	20.4	13.9	23.7	21.3	7.0
1 ENG: 4+ SEATS	1,384,093	675,595	1,988,599	2,690,161	583,705	1,540,265	3,075,839	2,445,741	3,039,723	17,423,721
% STD. ERROR	41.1	16.9	11.8	11.6	14.3	12.3	16.1	19.5	15.9	6.4
1 ENGINE: TOTAL	1,830,235	1,337,543	3,129,879	4,383,828	817,131	2,976,305	5,478,802	4,558,123	4,540,602	29,052,448
% STD. ERROR	31.7	13.3	9.0	8.9	11.5	11.7	10.9	15.2	12.8	4.7
2 ENG: 1-6 SEATS	16,577	81,426	161,511	399,233	59,659	97,409	316,262	255,160	529,611	1,916,848
% STD. ERROR	86.2	30.7	21.2	25.0	40.0	26.1	17.0	24.1	31.8	11.5
2 ENG: 7+ SEATS	15,934	83,795	81,097	175,623	41,907	84,564	367,841	110,294	207,682	1,168,737
% STD. ERROR	25.3	43.3	29.2	20.8	47.6	31.4	19.5	42.0	25.1	10.3
2 ENGINE: TOTAL	32,511	165,221	242,608	574,856	101,566	181,973	684,103	365,454	737,293	3,085,585
% STD. ERROR	45.7	26.7	17.2	18.5	30.6	20.2	13.1	21.0	23.9	8.1
PISTON: OTHER	1,100	0	56	443	0	641	44	53	2,889	5,226
% STD. ERROR	170.8	0.0	1084.0	323.6	0.0	100.5	4154.3	1334.6	60.4	69.7
PISTON: TOTAL	1,863,846	1,502,764	3,372,543	4,959,127	918,697	3,158,919	6,162,949	4,923,630	5,280,784	32,143,259
% STD. ERROR	31.1	12.2	8.5	8.1	10.8	11.1	9.8	14.1	11.5	4.4
FIXED WING - TURBOPROP										
2 ENG: 1-12 SEATS	3,660	36,088	158,523	239,680	37,623	88,953	155,295	170,659	105,979	996,460
% STD. ERROR	115.7	32.8	37.9	20.5	57.0	31.4	18.5	23.0	34.2	10.6
2 ENG: 13+ SEATS	2,021	68,178	90,251	29,614	7,909	12,335	35,369	20,080	64,546	330,303
% STD. ERROR	242.9	65.7	42.0	51.1	59.3	40.6	82.3	42.7	63.7	24.1
2 ENGINE: TOTAL	5,681	104,266	248,774	269,294	45,532	101,288	190,664	190,739	170,525	1,326,763
% STD. ERROR	114.1	44.5	28.6	19.1	48.2	28.0	21.5	21.1	32.1	10.0
TURBOPROP: OTHER	17,059	6,693	2,089	5,043	583	14,623	12,742	293,595	64,175	416,602
% STD. ERROR	119.8	112.7	87.0	77.6	128.4	67.6	58.1	32.9	59.6	25.7
TURBOPROP: TOTAL	22,740	110,959	250,863	274,337	46,115	115,911	203,406	484,334	234,700	1,743,365
% STD. ERROR	94.3	42.3	28.4	18.8	47.6	25.9	20.5	21.6	28.5	9.8

2.5 1992 GENERAL AVIATION TOTAL NUMBER OF LANDINGS BY REGION OF BASED AIRCRAFT
BY AIRCRAFT TYPE

PAGE 2 OF 2

AIRCRAFT TYPE	ALASKAN	CENTRAL	EASTERN	GREAT LAKES	NEW ENGLAND	NORTHWEST MOUNTAIN	SOUTHERN	SOUTH WESTERN	WESTERN-PACIFIC	TOTAL
FIXED WING - TURBOJET										
2 ENGINE: TOTAL	1,176	47,576	116,374	223,469	36,299	99,432	142,505	130,078	86,824	883,733
% STD. ERROR	215.6	30.2	18.5	17.2	43.2	36.2	16.2	21.7	22.6	8.3
TURBOJET: OTHER	139	2,539	6,608	23,739	172	525	4,319	6,356	1,381	45,778
% STD. ERROR	233.3	57.3	43.7	57.2	273.0	118.4	54.3	90.4	110.3	33.6
TURBOJET: TOTAL	1,315	50,115	122,982	247,208	36,471	99,957	146,824	136,434	88,205	929,511
% STD. ERROR	194.4	28.8	17.7	16.5	43.1	36.0	15.8	21.1	22.3	8.1
FIXED WING: TOTAL	1,887,901	1,663,838	3,746,388	5,480,672	1,001,283	3,374,787	6,513,179	5,544,398	5,603,689	34,816,135
% STD. ERROR	30.7	11.4	7.9	7.4	10.2	10.5	9.3	12.7	10.9	4.1
ROTORCRAFT										
PISTON	9,770	35,433	80,887	80,457	12,388	141,412	476,453	140,975	432,356	1,410,131
% STD. ERROR	59.5	28.3	38.3	28.6	40.7	44.7	48.2	64.1	33.5	21.0
TURBINE	61,218	26,692	174,289	111,735	29,634	157,249	173,507	1,524,288	524,639	2,783,251
% STD. ERROR	99.4	130.6	77.8	48.1	67.6	57.3	40.6	39.4	41.3	24.0
ROTORCRAFT: TOTAL	70,988	62,125	255,176	192,192	42,022	298,661	649,960	1,665,263	956,995	4,193,382
% STD. ERROR	86.1	58.4	54.5	30.4	49.2	36.8	37.0	36.5	27.3	17.4
OTHER AIRCRAFT	201	25,437	53,757	112,639	18,762	81,711	77,932	71,544	155,770	597,753
% STD. ERROR	616.0	52.9	52.0	28.5	40.3	28.1	42.9	49.6	30.0	14.1
TOTAL	1,959,090	1,751,400	4,055,321	5,785,503	1,062,067	3,755,159	7,241,071	7,281,205	6,716,454	39,607,270
% STD. ERROR	29.8	11.0	8.1	7.1	9.9	9.9	9.0	12.8	9.9	4.0

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

2.6 1992 GENERAL AVIATION NUMBER OF LANDINGS IN LOCAL FLIGHT BY REGION OF BASED AIRCRAFT
BY AIRCRAFT TYPE

PAGE 1 OF 2

AIRCRAFT TYPE	ALASKAN	CENTRAL	EASTERN	GREAT LAKES	NEW ENGLAND	NORTHWEST MOUNTAIN	SOUTHERN	SOUTH WESTERN	WESTERN-PACIFIC	TOTAL
FIXED WING										
FIXED WING - PISTON										
1 ENG: 1-3 SEATS	275,098	573,305	949,615	1,399,725	185,512	1,231,225	2,116,137	1,892,675	1,265,745	9,889,037
% STD. ERROR	28.3	20.4	14.5	14.2	19.6	21.5	15.1	23.5	23.4	7.4
1 ENG: 4+ SEATS	702,023	410,703	1,365,588	1,789,189	364,834	1,034,545	2,101,409	1,527,812	1,983,089	11,279,192
% STD. ERROR	59.1	22.1	13.4	13.9	16.6	15.2	18.7	23.8	21.8	7.8
1 ENGINE: TOTAL	977,121	984,008	2,315,203	3,188,914	550,346	2,265,770	4,217,546	3,420,487	3,248,834	21,168,229
% STD. ERROR	43.2	15.0	9.9	10.0	12.8	13.6	12.0	16.8	16.1	5.4
2 ENG: 1-6 SEATS	2,921	30,928	56,705	139,423	14,177	42,481	115,697	83,547	256,610	742,489
% STD. ERROR	232.4	48.3	34.2	27.6	66.3	43.0	33.4	46.1	51.7	20.5
2 ENG: 7+ SEATS	2,905	23,981	16,621	18,320	8,888	24,500	82,094	29,091	60,050	266,450
% STD. ERROR	148.7	65.2	92.3	92.9	63.0	66.6	50.5	113.2	47.1	25.7
2 ENGINE: TOTAL	5,826	54,909	73,326	157,743	23,065	66,981	197,791	112,638	316,660	1,008,939
% STD. ERROR	138.1	39.4	33.7	26.6	47.4	36.6	28.7	45.0	42.9	16.5
PISTON: OTHER	6	0	32	266	0	26	8	53	1,268	1,659
% STD. ERROR	8170.9	0.0	1348.8	370.8	0.0	2552.7	17117.4	784.3	110.2	145.7
PISTON: TOTAL	982,953	1,038,917	2,388,561	3,346,923	573,411	2,332,777	4,415,345	3,533,178	3,566,762	22,178,827
% STD. ERROR	43.0	14.4	9.6	9.6	12.5	13.2	11.6	16.3	15.2	5.2
FIXED WING - TURBOPROP										
2 ENG: 1-12 SEATS	1,779	3,242	6,421	55,370	15,645	13,478	8,934	7,799	32,395	145,063
% STD. ERROR	245.5	139.2	87.4	40.4	96.5	69.3	115.7	297.0	41.7	28.5
2 ENG: 13+ SEATS	226	7,960	34,944	13,708	148	2,466	8,886	497	15,570	84,405
% STD. ERROR	497.6	95.0	48.5	85.1	363.6	71.1	343.1	301.5	88.3	47.5
2 ENGINE: TOTAL	2,005	11,202	41,365	69,078	15,793	15,944	17,820	8,296	47,965	229,468
% STD. ERROR	224.9	78.6	43.2	36.5	95.7	59.6	180.6	279.8	40.2	25.1
TURBOPROP: OTHER	3,646	6,693	399	2,916	61	8,471	10,830	238,141	57,439	328,596
% STD. ERROR	120.6	113.8	162.9	84.2	345.5	83.0	55.0	46.1	66.8	35.6
TURBOPROP: TOTAL	5,651	17,895	41,764	71,994	15,854	24,415	28,650	246,437	105,404	558,064
% STD. ERROR	111.5	65.0	42.8	35.2	95.3	48.4	114.3	45.5	40.7	23.4

2.6 1992 GENERAL AVIATION NUMBER OF LANDINGS IN LOCAL FLIGHT BY REGION OF BASED AIRCRAFT
BY AIRCRAFT TYPE

PAGE 2 OF 2

AIRCRAFT TYPE	ALASKAN	CENTRAL	EASTERN	GREAT LAKES	NEW ENGLAND	NORTHWEST MOUNTAIN	SOUTHERN	SOUTH WESTERN	WESTERN- PACIFIC	TOTAL
FIXED WING - TURBOJET										
2 ENGINE: TOTAL	59	2,591	6,538	13,519	3,299	1,835	5,604	12,349	7,197	52,991
% STD. ERROR	862.7	118.4	122.9	66.7	78.0	251.3	149.3	123.4	206.2	50.1
TURBOJET: OTHER	6	67	514	952	129	437	738	951	201	3,995
% STD. ERROR	2993.9	390.4	394.2	89.1	230.0	148.4	124.2	350.2	370.2	106.0
TURBOJET: TOTAL	65	2,658	7,052	14,471	3,428	2,272	6,342	13,300	7,398	56,986
% STD. ERROR	830.4	115.8	117.5	62.6	75.5	205.0	132.7	117.3	200.8	47.2
FIXED WING: TOTAL	988,669	1,059,470	2,437,377	3,433,388	592,693	2,359,464	4,450,337	3,792,915	3,679,564	22,793,877
% STD. ERROR	42.7	14.2	9.5	9.4	12.3	13.1	11.5	15.5	14.8	5.1
ROTORCRAFT										
PISTON	928	32,336	63,518	75,608	11,522	135,734	412,766	128,505	402,410	1,263,327
% STD. ERROR	188.4	33.5	40.4	29.8	40.6	48.4	47.1	64.4	36.4	21.2
TURBINE	20,383	8,566	86,681	14,377	3,396	30,672	49,052	148,571	160,077	521,775
% STD. ERROR	241.7	324.3	150.4	136.1	172.1	151.4	116.1	182.3	127.9	72.0
ROTORCRAFT: TOTAL	21,311	40,902	150,199	89,985	14,918	166,406	461,818	277,076	562,487	1,785,102
% STD. ERROR	231.3	72.9	88.5	33.2	50.2	48.3	43.8	102.2	44.8	25.8
OTHER AIRCRAFT	157	24,795	48,303	103,690	16,836	76,026	67,369	66,494	141,161	544,831
% STD. ERROR	456.6	42.6	41.1	27.0	32.8	26.8	37.8	30.8	29.6	12.4
TOTAL	1,010,137	1,125,167	2,635,879	3,627,063	624,447	2,601,896	4,979,524	4,136,485	4,383,212	25,123,810
% STD. ERROR	42.1	13.6	10.1	9.0	11.8	12.3	11.1	15.8	13.7	5.0

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

2.7 1992 GENERAL AVIATION NUMBER OF LANDINGS IN CROSS COUNTRY FLIGHT BY REGION OF BASED AIRCRAFT
BY AIRCRAFT TYPE

PAGE 1 OF 2

AIRCRAFT TYPE	ALASKAN	CENTRAL	EASTERN	GREAT LAKES	NEW ENGLAND	NORTHWEST MOUNTAIN	SOUTHERN	SOUTH WESTERN	WESTERN-PACIFIC	TOTAL
FIXED WING										
FIXED WING - PISTON										
1 ENG: 1-3 SEATS	173,221	87,075	193,687	292,903	48,370	202,806	288,226	213,576	236,777	1,736,641
% STD. ERROR	28.2	26.6	19.5	16.3	23.4	20.4	15.5	36.5	20.8	7.9
1 ENG: 4+ SEATS	682,698	264,810	621,128	899,935	218,720	506,312	974,044	917,893	1,057,385	6,142,925
% STD. ERROR	31.0	14.6	11.1	11.6	15.8	11.7	14.2	17.4	10.3	5.7
1 ENGINE: TOTAL	855,919	351,885	814,815	1,192,838	267,090	709,118	1,262,270	1,131,469	1,294,162	7,879,566
% STD. ERROR	25.4	12.8	9.7	9.6	13.6	10.2	11.5	15.7	9.2	4.8
2 ENG: 1-6 SEATS	13,584	50,614	105,473	259,075	46,163	54,402	200,634	170,954	272,610	1,173,509
% STD. ERROR	73.8	28.7	23.7	25.8	45.0	24.9	15.8	23.0	32.7	10.9
2 ENG: 7+ SEATS	13,098	58,769	63,175	155,240	33,315	60,214	289,744	79,886	136,035	889,476
% STD. ERROR	30.0	43.7	30.4	22.8	54.3	35.7	26.1	24.6	27.1	11.5
2 ENGINE: TOTAL	26,682	109,383	168,648	414,315	79,478	114,616	490,378	250,840	408,645	2,062,985
% STD. ERROR	40.4	27.0	18.7	18.2	34.7	22.2	16.7	17.5	23.6	8.0
PISTON: OTHER	1,094	0	24	177	0	624	35	0	1,638	3,592
% STD. ERROR	116.0	0.0	1017.7	236.6	0.0	52.3	1792.9	0.0	49.9	48.3
PISTON: TOTAL	883,695	461,268	983,487	1,607,330	346,568	824,358	1,752,683	1,382,309	1,704,445	9,946,143
% STD. ERROR	24.6	11.7	8.6	8.6	13.1	9.3	9.5	13.3	9.0	4.1
FIXED WING - TURBOPROP										
2 ENG: 1-12 SEATS	1,608	32,755	151,907	180,716	21,113	75,972	146,180	162,659	73,093	846,003
% STD. ERROR	125.5	34.9	40.6	23.2	55.5	31.7	20.9	26.6	43.3	11.9
2 ENG: 13+ SEATS	1,795	62,788	59,215	17,067	7,752	9,349	25,966	19,668	48,925	252,525
% STD. ERROR	322.6	72.7	70.4	61.6	64.9	45.1	36.7	44.0	76.0	29.5
2 ENGINE: TOTAL	3,403	95,543	211,122	197,783	28,865	85,321	172,146	182,327	122,018	1,098,528
% STD. ERROR	180.2	49.2	35.3	21.8	44.2	28.6	18.6	24.2	40.0	11.4
TURBOPROP: OTHER	13,413	0	1,686	1,908	521	6,196	1,632	77,146	5,976	108,478
% STD. ERROR	119.7	0.0	93.1	96.7	130.2	76.6	106.6	46.8	72.1	37.0
TURBOPROP: TOTAL	16,816	95,543	212,808	199,691	29,386	91,517	173,778	259,473	127,994	1,207,006
% STD. ERROR	102.2	49.2	35.0	21.6	43.5	27.2	18.4	22.0	36.3	10.9

2.7 1992 GENERAL AVIATION NUMBER OF LANDINGS IN CROSS COUNTRY FLIGHT BY REGION OF BASED AIRCRAFT
BY AIRCRAFT TYPE

PAGE 2 OF 2

AIRCRAFT TYPE	ALASKAN	CENTRAL	EASTERN	GREAT LAKES	NEW ENGLAND	NORTHWEST MOUNTAIN	SOUTHERN	SOUTH WESTERN	WESTERN-PACIFIC	TOTAL
FIXED WING - TURBOJET										
2 ENGINE: TOTAL	1,116	44,945	109,954	210,014	33,058	97,695	137,309	118,348	79,962	832,401
% STD. ERROR	217.5	33.1	20.2	19.4	45.8	40.0	19.1	20.0	26.8	9.2
TURBOJET: OTHER	132	2,460	6,000	22,789	42	84	3,616	5,428	1,283	41,923
% STD. ERROR	189.9	61.1	6.6	61.3	509.9	174.7	58.8	74.0	52.4	35.8
TURBOJET: TOTAL	1,248	47,405	116,043	232,803	33,100	97,779	140,925	123,776	81,245	874,324
% STD. ERROR	195.5	31.5	19.2	18.5	45.8	39.9	18.7	19.4	26.4	8.9
FIXED WING: TOTAL	901,759	604,216	1,312,338	2,039,824	409,054	1,013,654	2,067,386	1,765,558	1,913,684	12,027,473
% STD. ERROR	24.2	12.1	8.8	7.4	12.1	8.8	8.3	11.0	8.5	3.6
ROTORCRAFT										
PISTON	8,841	3,154	17,722	4,897	924	4,794	67,046	13,106	28,510	148,994
% STD. ERROR	78.3	59.1	38.8	25.3	131.9	22.3	58.3	60.1	41.2	28.7
TURBINE	40,638	18,126	87,094	97,540	26,008	127,176	122,242	1,409,672	381,030	2,309,526
% STD. ERROR	68.7	87.0	36.2	50.4	69.6	67.1	32.7	43.0	37.6	27.5
ROTORCRAFT: TOTAL	49,479	21,280	104,816	102,437	26,932	131,970	189,288	1,422,778	409,540	2,458,520
% STD. ERROR	58.1	74.6	30.8	48.0	67.3	64.6	29.5	42.6	35.1	25.8
OTHER AIRCRAFT	50	698	5,230	8,964	2,055	5,789	10,319	4,896	11,735	49,736
% STD. ERROR	562.1	129.7	71.1	53.4	80.5	61.3	47.9	230.6	63.6	32.5
TOTAL	951,288	626,194	1,422,384	2,151,225	438,041	1,151,413	2,266,993	3,193,232	2,334,959	14,535,729
% STD. ERROR	23.2	11.9	8.4	7.4	12.1	10.7	8.0	19.9	9.3	5.3

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

CHAPTER III

PRIMARY USE

The general aviation fleet is used to provide a wide array of services, such as air taxi, industrial, agricultural, business, personal/recreation, instructional, research, patrol and sport fishing. This chapter considers the major uses of the general aviation fleet. Eleven primary use categories for general aviation aircraft are defined in the glossary section of Appendix D.

This chapter consists of three tables and one figure. Table 3.1 presents the estimated number of general aviation aircraft, broken down by primary use category (as well as inactive status) and aircraft type. Table 3.2 presents the estimated total hours by aircraft type in each primary use category. The final table in this chapter, Table 3.3, provides data on the estimated number of nautical miles flown by primary use and aircraft type. Figure 3.1 displays data on the general aviation population's total hours flown by primary use.

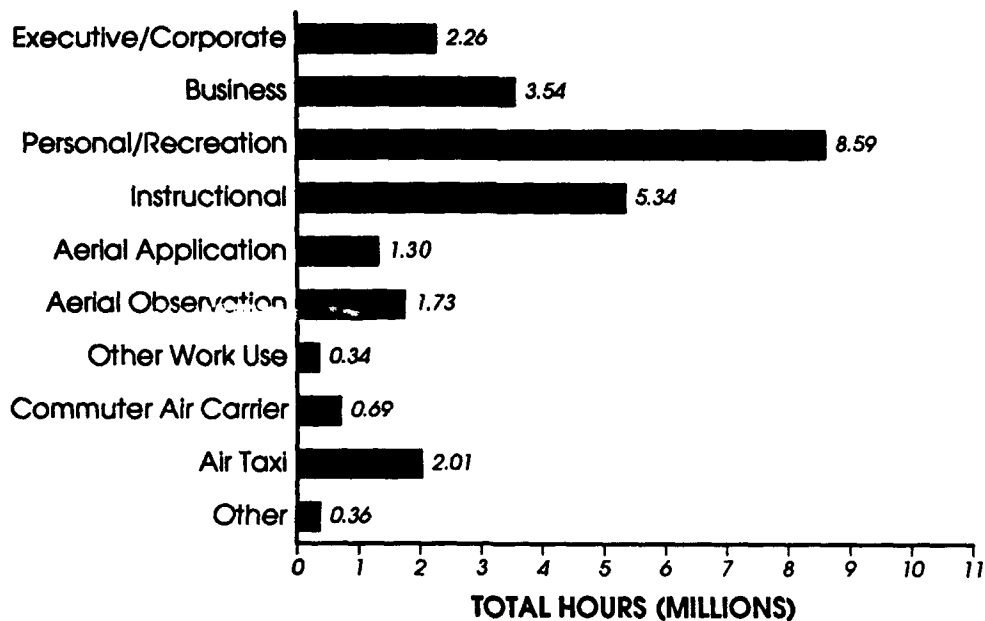
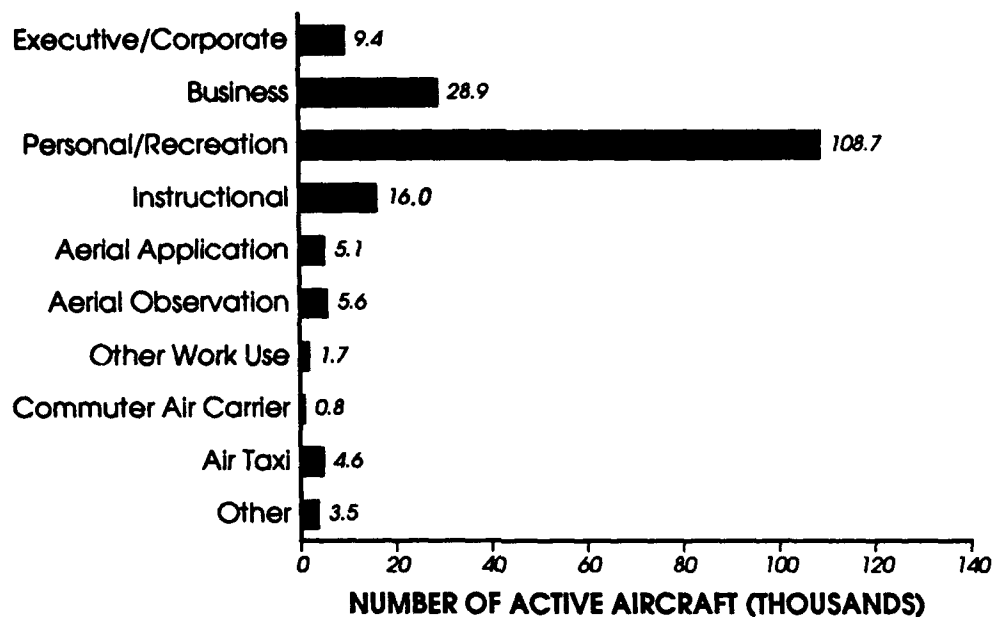
Some key observations to be drawn from the figures and tables in this chapter are:

- o Of the 245,994 aircraft in the general aviation fleet, 184,433, nearly 75.0 percent, were active.
- o The most frequent primary use category of the general aviation fleet was personal. Nearly 59 percent of the active aircraft in the general aviation fleet fell into this category. The second and third most frequent use categories were business, with 16 percent of active aircraft, and instructional, with 8.7 percent.
- o About 63 percent of the active fixed wing piston aircraft, and approximately 76 percent of the active aircraft in the "other" aircraft type category, were used primarily for personal use.
- o The general aviation fleet flew nearly 12.1 million hours for personal/recreation and business uses in 1992, accounting for more than 46 percent of the total flight hours. The next highest use category, instructional, totaled more than 5.3 million hours, or 20 percent of the total hours flown.
- o More than 75 percent, or 137,691 of the total aircraft flown, primarily were used for personal/recreation and business purposes, but only 15,990 aircraft, or less than 9 percent of the total active aircraft, were used for instructional purposes.
- o About 80 percent of all fixed wing piston-engine aircraft primarily were used for personal/recreation and business purposes. More than 22 percent of fixed wing turbine engine aircraft primarily were used for corporate/executive transportation, and approximately 39 percent of rotorcraft primarily used for aerial application and aerial activities (aerial observation and other work activities).

- o The highest average hours flown per aircraft in 1992 by aircraft use category were 852 hours for aircraft used in commuter air carrier operation, followed closely by 432 hours in air taxi operation, and 334 hours in instructional flying. The lowest average hours flown were 79 hours for aircraft used for personal recreation flying.
- o The general aviation fleet flew more than 3.1 billion nautical miles in 1992. Over 1.3 billion, or 44 percent of the total nautical miles flown, were for personal/recreation and business purposes. About 553 million miles, or 18 percent of the total, were flown for corporate/executive transportation; 15 percent for instructional; 12 percent for commuter carrier and air taxi; and 11 percent for aerial application and aerial activities.

Figure 3.1

**1992 General Aviation Number of Active Aircraft
and Total Hours by Primary Use**



Source: Tables 3.1 and 3.2

3.1 1992 GENERAL AVIATION NUMBER OF AIRCRAFT BY PRIMARY USE
BY AIRCRAFT TYPE

PAGE 1 OF 3

AIRCRAFT TYPE	ACTIVE USE										IN- ACTIVE
	TOTAL ACTIVE	CORP- ORATE	BUSI- NESS	PER- SONAL	INSTRUC- TIONAL	AERIAL APPL	AERIAL OBS	OTHER WORK	COMMUTER CARRIER	AIR TAXI	
FIXED WING											
FIXED WING - PISTON											
1 ENG: 1-3 SEATS											
EST. NO. ACTIVE	52,534	90	2,106	37,059	6,828	3,671	1,182	331	47	35	1,185
% STD. ERROR	1.6	43.2	11.9	1.4	6.1	3.1	15.0	26.3	77.3	90.9	13.8
EST. % ACTIVE	64.0										29,489
1 ENG: 4+ SEATS											
EST. NO. ACTIVE	91,046	990	19,408	58,740	6,810	93	2,637	495	147	1,050	676
% STD. ERROR	0.9	19.2	3.7	1.5	7.2	60.1	12.0	28.4	40.6	18.4	23.5
EST. % ACTIVE	82.5										19,351
1 ENGINE: TOTAL											
EST. NO. ACTIVE	143,580	1,080	21,513	95,799	13,638	3,764	3,819	826	194	1,085	1,861
% STD. ERROR	0.8	17.9	3.6	1.0	4.7	5.3	9.5	20.0	36.0	18.1	12.2
EST. % ACTIVE	74.6										48,840
2 ENG: 1-6 SEATS											
EST. NO. ACTIVE	11,807	1,025	4,300	4,380	763	129	166	62	19	728	237
% STD. ERROR	2.5	14.6	5.8	5.7	14.4	36.6	35.8	49.8	102.7	16.0	30.1
EST. % ACTIVE	74.7										4,001
2 ENG: 7+ SEATS											
EST. NO. ACTIVE	6,644	1,188	1,695	1,485	379	76	91	98	311	1,091	230
% STD. ERROR	1.2	15.2	12.2	12.9	30.3	24.7	44.6	19.7	32.6	16.4	27.3
EST. % ACTIVE	91.1										649
2 ENGINE: TOTAL											
EST. NO. ACTIVE	18,451	2,213	5,994	5,864	1,142	205	257	160	330	1,819	467
% STD. ERROR	1.7	10.6	5.4	5.4	13.9	24.8	28.0	22.7	31.3	11.7	20.4
EST. % ACTIVE	79.9										4,650
PISTON: OTHER											
EST. NO. ACTIVE	86	0	4	17	7	18	2	0	0	0	37
% STD. ERROR	17.7	0.0	58.7	25.1	32.9	18.1	87.9	0.0	0.0	0.0	13.2
EST. % ACTIVE	43.4										111
PISTON: TOTAL											
EST. NO. ACTIVE	162,117	3,293	27,512	101,680	14,787	3,987	4,078	986	524	2,904	2,365
% STD. ERROR	0.7	9.2	3.0	1.0	4.5	3.4	9.1	17.2	23.8	10.0	10.4
EST. % ACTIVE	75.2										53,601

3.1 1992 GENERAL AVIATION NUMBER OF AIRCRAFT BY PRIMARY USE
BY AIRCRAFT TYPE

PAGE 2 OF 3

AIRCRAFT TYPE	TOTAL ACTIVE	CORP- ORATE	BUSI- NESS	PER- SONAL	INSTRUC- TIONAL	AERIAL APPL	AERIAL OBS	OTHER WORK	COMPUTER CARRIER	AIR TAXI	OTHER	IN- ACTIVE
FIXED WING - TURBOPROP												
2 ENG: 1-12 SEATS												
EST. NO. ACTIVE	3,512	2,201	558	150	71	0	9	34	56	361	72	706
% STD. ERROR	3.1	5.1	15.4	30.9	52.7	0.0	179.5	47.8	34.8	19.3	39.8	
EST. % ACTIVE	83.3											
2 ENG: 13+ SEATS												
EST. NO. ACTIVE	582	247	12	7	2	0	13	19	153	74	53	621
% STD. ERROR	16.5	16.2	96.6	184.2	390.2	0.0	117.8	19.5	21.4	26.8	29.9	
EST. % ACTIVE	48.4											
2 ENGINE: TOTAL												
EST. NO. ACTIVE	4,094	2,448	570	157	73	0	22	53	209	436	126	1,327
% STD. ERROR	3.5	4.8	15.2	30.6	52.4	0.0	100.3	31.6	18.2	16.7	26.2	
EST. % ACTIVE	75.5											
TURBOPROP: OTHER												
EST. NO. ACTIVE	610	22	37	58	32	269	32	1	19	90	51	41
% STD. ERROR	3.0	67.9	47.0	28.9	34.7	5.2	34.6	173.7	69.8	24.0	32.2	
EST. % ACTIVE	93.8											
TURBOPROP: TOTAL												
EST. NO. ACTIVE	4,704	2,470	607	215	105	269	54	55	228	525	176	1,368
% STD. ERROR	3.1	4.8	14.6	23.7	38.0	5.2	45.7	31.1	17.7	14.4	20.8	
EST. % ACTIVE	77.5											
FIXED WING - TURBOJET												
2 ENGINE: TOTAL												
EST. NO. ACTIVE	3,790	2,781	396	54	19	12	3	0	43	332	151	528
% STD. ERROR	2.3	3.5	19.6	55.7	43.7	123.9	129.0	0.0	69.1	18.4	28.6	
EST. % ACTIVE	87.8											
TURBOJET: OTHER												
EST. NO. ACTIVE	232	126	4	29	0	0	10	0	0	0	63	316
% STD. ERROR	15.3	7.5	98.4	33.6	0.0	0.0	69.9	0.0	0.0	0.0	19.3	
EST. % ACTIVE	42.3											
TURBOJET: TOTAL												
EST. NO. ACTIVE	4,022	2,907	400	83	19	12	13	0	43	332	213	844
% STD. ERROR	2.4	3.4	19.4	38.0	43.7	123.9	61.4	0.0	69.1	18.4	21.0	
EST. % ACTIVE	82.7											

3.1 1992 GENERAL AVIATION NUMBER OF AIRCRAFT BY PRIMARY USE
BY AIRCRAFT TYPE

PAGE 3 OF 3

AIRCRAFT TYPE	ACTIVE USE										IN- ACTIVE
	TOTAL ACTIVE	CORP- ORATE	BUSI- NESS	PER- SONAL	INSTRUC- TIONAL	AERIAL APPL	AERIAL OBS	OTHER WORK	COMPUTER CARRIER	AIR TAXI	OTHER
FIXED WING: TOTAL											
EST. NO. ACTIVE	170,844	8,670	28,519	101,978	14,911	4,269	4,145	1,041	795	3,761	2,755
% STD. ERROR	0.7	3.9	2.9	1.0	4.4	3.2	8.9	16.4	16.9	8.1	9.2
EST. % ACTIVE	75.4										
ROTORCRAFT											
PISTON											
EST. NO. ACTIVE	2,211	16	150	677	444	305	440	66	0	44	69
% STD. ERROR	7.7	128.0	38.3	11.2	18.0	18.6	15.8	48.2	0.0	70.4	16.5
EST. % ACTIVE	42.5										
TURBINE											
EST. NO. ACTIVE	3,542	515	198	142	92	481	780	193	17	819	306
% STD. ERROR	3.9	20.5	32.5	37.0	58.4	22.5	17.1	39.3	149.2	15.1	27.0
EST. % ACTIVE	80.7										
ROTORCRAFT: TOTAL											
EST. NO. ACTIVE	5,753	532	347	819	535	786	1,220	259	17	863	376
% STD. ERROR	3.8	20.3	24.8	11.3	18.0	15.5	12.3	31.7	149.2	14.8	22.2
EST. % ACTIVE	59.9										
OTHER AIRCRAFT											
EST. NO. ACTIVE	7,837	199	76	5,952	543	13	228	388	2	24	412
% STD. ERROR	1.9	29.6	42.5	2.4	13.8	117.2	29.3	20.1	319.4	42.0	19.8
EST. % ACTIVE	80.5										
TOTAL											
EST. NO. ACTIVE	184,434	9,400	28,942	108,749	15,990	5,067	5,593	1,689	813	4,648	3,542
% STD. ERROR	0.7	3.9	2.9	1.0	4.2	3.6	7.2	12.1	16.8	7.1	7.9
EST. % ACTIVE	75.0										

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.

3.2 1992 GENERAL AVIATION TOTAL HOURS FLOWN BY PRIMARY USE
BY AIRCRAFT TYPE

PAGE 1 OF 3

PRIMARY USE

AIRCRAFT TYPE	CORP- ORATE	BUSI- NESS	PER- SONAL	INSTRUC- TIONAL	AERIAL APPL	AERIAL OBS	OTHER WORK	COMMUTER CARRIER	AIR TAXI	OTHER	TOTAL
FIXED WING											
FIXED WING - PISTON											
1 ENG: 1-3 SEATS											
EST. TOT. HOURS	2,838	158,333	2,103,766	2,190,085	836,252	264,034	63,253	186	2,328	59,163	5,680,920
% STD. ERROR	121.8	14.4	3.0	7.7	6.2	18.4	30.4	11637.3	144.1	17.0	3.5
1 ENG: 4+ SEATS											
EST. TOT. HOURS	137,682	2,359,807	5,602,274	2,541,735	1,929	750,871	111,892	113,377	462,119	121,674	12,393,507
% STD. ERROR	22.6	4.8	2.6	9.4	69.7	16.8	32.3	46.0	21.2	32.7	2.5
1 ENGINE: TOTAL											
EST. TOT. HOURS	140,520	2,518,141	7,706,038	4,731,819	838,181	1,014,904	175,145	113,563	464,447	180,836	18,074,428
% STD. ERROR	22.1	4.5	1.9	6.1	6.3	12.9	22.8	53.6	21.0	17.4	2.1
2 ENG: 1-6 SEATS											
EST. TOT. HOURS	239,027	535,957	414,864	268,279	24,423	40,713	8,095	8,885	274,579	13,713	1,859,294
% STD. ERROR	18.0	7.6	7.2	15.9	39.5	38.9	46.9	82.8	17.8	35.5	4.3
2 ENG: 7+ SEATS											
EST. TOT. HOURS	212,451	221,797	145,008	79,180	5,570	29,033	10,945	284,138	301,893	15,252	1,312,752
% STD. ERROR	18.2	14.2	16.1	44.9	25.6	44.2	21.3	34.1	17.1	28.4	7.1
2 ENGINE: TOTAL											
EST. TOT. HOURS	451,478	757,753	559,872	347,459	29,994	69,746	19,040	293,027	576,472	28,966	3,172,046
% STD. ERROR	13.1	6.8	6.7	16.6	27.4	28.7	22.9	32.6	12.6	22.2	3.9
PISTON: OTHER											
EST. TOT. HOURS	0	912	139	0	1,031	0	0	0	0	1,195	4,432
% STD. ERROR	0.0	84.5	25.1	0.0	19.8	0.0	0.0	0.0	0.0	30.5	22.6
PISTON: TOTAL											
EST. TOT. HOURS	591,999	3,276,806	8,266,048	5,079,278	869,206	1,084,651	194,186	406,590	1,040,919	210,997	21,250,908
% STD. ERROR	11.1	3.8	1.9	5.8	6.1	12.3	19.9	27.5	11.7	15.1	1.9

3.2 1992 GENERAL AVIATION TOTAL HOURS FLOWN BY PRIMARY USE
BY AIRCRAFT TYPE

PAGE 2 OF 3

AIRCRAFT TYPE	PRIMARY USE										TOTAL
	CORP-ORATE	BUSINESS	PERSONAL	INSTRUCTIONAL	AERIAL APPL	AERIAL OBS	OTHER WORK	COMMUTER CARRIER	AIR TAXI	OTHER	
FIXED WING - TURBOPROP											
2 ENG: 1-12 SEATS											
EST. TOT. HOURS	543,872	106,262	19,308	16,251	0	1,640	8,772	60,783	123,599	16,243	930,213
% STD. ERROR	7.2	18.0	32.4	145.3	0.0	179.5	47.1	42.7	24.9	56.4	5.4
2 ENG: 13+ SEATS											
EST. TOT. HOURS	56,314	1,918	34	0	0	2,311	9,051	189,322	26,251	12,877	307,363
% STD. ERROR	20.5	99.8	703.7	0.0	0.0	128.7	22.5	20.5	27.1	53.9	20.4
2 ENGINE: TOTAL											
EST. TOT. HOURS	600,186	108,181	19,343	16,251	0	3,951	17,823	250,105	149,850	29,120	1,237,576
% STD. ERROR	6.8	17.7	32.9	148.8	0.0	106.4	30.1	19.4	20.9	42.4	6.5
TURBOPROP: OTHER											
EST. TOT. HOURS	4,451	5,416	3,780	5,132	140,669	12,506	502	10,214	50,104	3,097	240,133
% STD. ERROR	66.1	48.2	30.6	62.2	13.0	38.1	173.7	70.9	29.2	52.9	10.2
TURBOPROP: TOTAL											
EST. TOT. HOURS	604,637	113,597	23,123	21,383	140,669	16,458	18,325	260,319	199,954	32,217	1,477,709
% STD. ERROR	6.8	16.8	25.7	59.3	13.0	55.4	29.8	18.4	18.1	24.5	5.7
FIXED WING - TURBOJET											
2 ENGINE: TOTAL											
EST. TOT. HOURS	838,314	71,025	7,259	248	0	441	0	9,511	74,787	21,325	1,030,381
% STD. ERROR	4.9	22.9	63.3	48.0	0.0	129.4	0.0	61.5	23.0	37.5	4.3
TURBOJET: OTHER											
EST. TOT. HOURS	31,963	1,109	955	0	0	0	0	0	0	1,102	41,912
% STD. ERROR	11.1	119.7	37.3	0.0	0.0	0.0	0.0	0.0	0.0	27.4	16.4
TURBOJET: TOTAL											
EST. TOT. HOURS	870,277	72,135	8,214	248	0	441	0	9,511	74,787	22,427	1,072,293
% STD. ERROR	4.7	22.7	48.4	48.0	0.0	272.0	0.0	61.5	23.0	22.1	4.2
FIXED WING: TOTAL											
EST. TOT. HOURS	2,066,913	3,462,537	8,297,385	5,100,909	1,009,874	1,101,549	212,510	676,420	1,315,660	265,641	23,800,912
% STD. ERROR	4.7	3.7	1.9	5.8	5.6	12.2	18.5	18.3	9.8	12.9	1.7

3.2 1992 GENERAL AVIATION TOTAL HOURS FLOWN BY PRIMARY USE
BY AIRCRAFT TYPE

PAGE 3 OF 3

AIRCRAFT TYPE	PRIMARY USE										TOTAL
	CORP-ORATE	BUSI-NESS	PER-SONAL	INSTRUC-TIONAL	AERIAL APPL	AERIAL OBS	OTHER WORK	COMMUTER CARRIER	AIR TAXI	OTHER	
ROTORCRAFT											
PISTON											
EST. TOT. HOURS	1,013	13,980	26,404	145,450	73,102	92,982	6,133	0	27,426	4,690	416,376
% STD. ERROR	175.7	37.1	12.6	21.1	21.7	21.9	41.9	0.0	69.7	17.7	12.4
TURBINE											
EST. TOT. HOURS	157,690	57,213	18,458	19,764	212,671	517,319	101,932	16,135	664,835	72,167	1,866,327
% STD. ERROR	25.7	33.4	42.3	60.1	21.8	20.6	47.4	148.2	18.8	20.4	7.6
ROTORCRAFT: TOTAL											
EST. TOT. HOURS	158,704	71,193	44,862	165,213	285,772	610,301	108,065	16,135	692,261	76,856	2,282,703
% STD. ERROR	25.5	24.1	12.1	20.5	15.6	16.0	37.7	148.2	18.2	17.8	6.6
OTHER AIRCRAFT											
EST. TOT. HOURS	36,518	2,939	249,528	74,172	0	17,830	22,785	34	881	15,748	409,872
% STD. ERROR	57.0	51.0	5.6	15.4	0.0	24.1	24.4	319.4	56.9	26.3	6.0
TOTAL											
EST. TOT. HOURS	2,262,134	3,536,669	8,591,779	5,340,294	1,295,646	1,729,679	343,360	692,589	2,008,801	358,245	26,493,480
% STD. ERROR	4.8	3.6	1.8	5.5	5.2	9.5	14.2	18.1	8.7	10.4	1.6

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.

3.3 1992 GENERAL AVIATION NAUTICAL MILES FLOWN BY PRIMARY USE
BY AIRCRAFT TYPE

PAGE 1 OF 2

NAUTICAL MILES (IN THOUSANDS)

AIRCRAFT TYPE	CORPORATE	BUSINESS	PERSONAL	INSTRUCTIONAL	AERIAL APPL	AERIAL OBS	OTHER WORK	COMMUTER CARRIER	AIR TAXI	OTHER	TOTAL
FIXED WING											
FIXED WING - PISTON											
1 ENG: 1-3 SEATS	175	15,377	186,178	176,255	75,700	14,467	5,356	55	219	5,178	478,960
1 ENG: 4+ SEATS	12,755	283,368	605,002	231,161	240	81,375	13,062	15,463	51,382	11,945	1,305,754
1 ENGINE: TOTAL	12,931	298,745	791,180	407,416	75,940	95,843	18,418	15,518	51,601	17,122	1,784,714
2 ENG: 1-6 SEATS	34,364	82,340	60,399	27,231	4,256	8,287	1,058	1,262	43,341	1,579	264,117
2 ENG: 7+ SEATS	29,889	33,280	23,476	8,033	991	4,907	1,460	42,583	47,780	1,881	194,279
2 ENGINE: TOTAL	64,253	115,620	83,875	35,264	5,247	13,193	2,518	43,845	91,121	3,461	458,397
PISTON OTHER	0	169	10	0	342	0	0	0	0	303	823
PISTON TOTAL	77,184	414,534	875,065	442,680	81,529	109,036	20,936	59,363	142,722	20,886	2,243,934
FIXED WING - TURBOPROP											
2 ENG: 1-12 SEATS	103,198	24,380	3,571	3,214	0	368	1,897	14,562	30,265	1,495	182,949
2 ENG: 13+ SEATS	12,151	464	3	0	0	117	1,017	40,933	4,683	2,225	61,594
2 ENGINE: TOTAL	115,350	24,844	3,574	3,214	0	485	2,914	55,495	34,947	3,720	244,543
TURBOPROP: OTHER	563	1,200	418	964	18,392	2,882	118	1,994	8,875	430	35,838
TURBOPROP: TOTAL	115,913	26,044	3,992	4,178	18,392	3,367	3,032	57,489	43,823	4,151	280,381

3.3 1992 GENERAL AVIATION NAUTICAL MILES FLOWN BY PRIMARY USE
BY AIRCRAFT TYPE

PAGE 2 OF 2

NAUTICAL MILES (IN THOUSANDS)											
AIRCRAFT TYPE	CORP ORATE	BUSI-NESS	PER-SONAL	INSTRUC-TIONAL	AERIAL APPL	AERIAL OBS	OTHER WORK	COMPUTER CARRIER	AIR TAXI	OTHER	TOTAL
FIXED WING - TURBOJET											
2 ENGINE: TOTAL	324,039	29,138	3,225	32	0	0	0	4,181	31,863	9,569	402,047
TURBOJET: OTHER	17,941	552	240	0	0	0	0	0	0	601	19,335
TURBOJET: TOTAL	341,980	29,691	3,465	32	0	0	0	4,181	31,863	10,170	421,382
FIXED WING: TOTAL	535,077	470,269	882,522	446,890	99,921	112,403	23,968	121,032	218,408	35,207	2,945,697
ROTORCRAFT											
PISTON	69	1,101	1,535	7,743	6,206	5,243	288	0	1,723	126	24,033
TURBINE	16,734	6,212	1,946	1,419	20,462	54,014	10,039	774	30,949	6,426	148,975
ROTORCRAFT: TOTAL	16,804	7,313	3,480	9,162	26,668	59,256	10,327	774	32,671	6,552	173,008
OTHER AIRCRAFT	838	151	10,542	1,718	0	0	0	0	0	196	13,444
TOTAL	552,719	477,733	896,544	457,770	126,589	171,659	34,295	121,807	251,079	41,954	3,132,149

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

CHAPTER IV

FLYING CONDITIONS

This chapter presents statistics on the meteorological conditions under which the general aviation fleet flies. In order to capture more precise flying conditions data, Questions 11 and 12 of the 1992 General Aviation Activity (GAA) Survey form were modified from 1990's GAAA Survey form to include the number of hours flown by visual flight rules/day visual flight rules (VFR/DVFR) flight plan, no flight plan, and other/unknown flight plan, in addition to hours flown under Instrument Flight Rules (IFR). Therefore, comparisons of 1992 and 1991 survey data to prior GA surveys cannot be readily made for the tables in Chapter IV.

Tables 4.1, 4.2, and 4.3 contain the number of active general aviation aircraft and total hours flown by aircraft type during the day and night, by aircraft type under Visual Meteorological Conditions (VMC), and by aircraft type under IFR flight plan in Instrument Meteorological Conditions (IMC), respectively. Table 4.4 presents total day and night hours by region of based aircraft, while Tables 4.5 and 4.6 look at active aircraft and total hours flown by region under VMC and under IFR flight plan in IMC, respectively. The next two tables in this chapter provide breakdowns by SDR Manufacturer/Model (M/M) Group; Table 4.7 gives the number of active general aviation aircraft and total hours flown during the day and night by SDR M/M Group, and Table 4.8 looks at the number of active general aviation aircraft and total hours flown under IMC (based on IFR flight plan hours) and VMC (based on total hours flown) by SDR M/M Group. Table 4.9 presents total hours flown by flight plan for each aircraft type.

Figure 4.1, 1992 General Aviation Total Hours Flown by Weather and Light Conditions, graphically depicts the findings of the above listed tables, proportionally showing the number of hours flown under VMC and under IFR flight plan in IMC conditions by day and by night. Figure 4.2, 1992 General Aviation Total Hours Flown by Flight Plan, shows the number of hours flown by IFR flight plan, VFR/DVFR flight plan, no flight plan, or other/unknown flight plan.

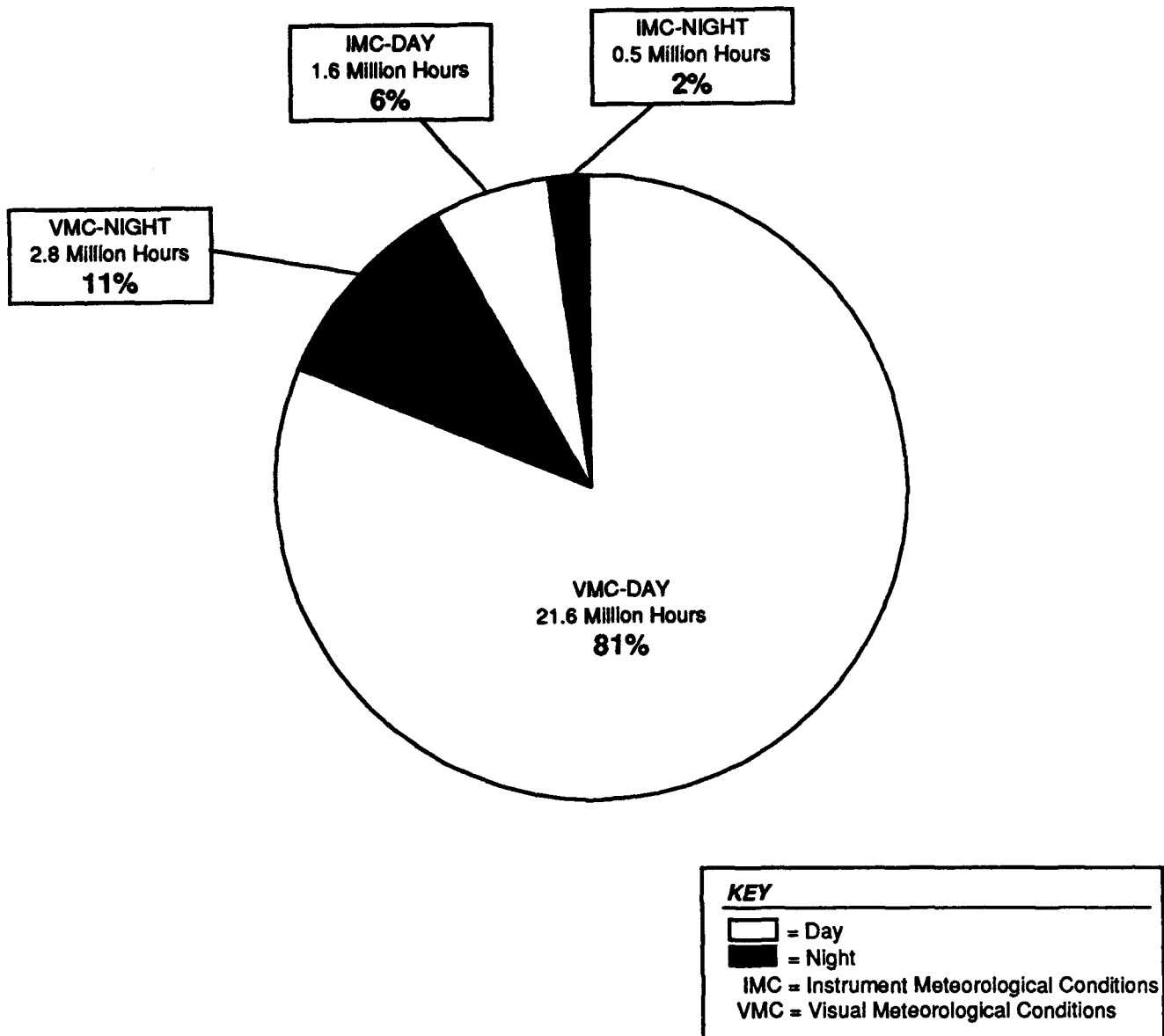
Some highlights of this chapter include:

- o Approximately 87 percent of general aviation flying took place during the day.
- o Nearly 92 percent of VMC flying took place during the day.
- o IMC flying under IFR flight plan took place 76.5 percent of the time during the day.

- o Overall, these tables indicate that in 1992 about 81 percent of the general aviation fleet's total hours were flown in VMC conditions during the day. The remainder of the total hours flown by the general aviation fleet were divided as follows: 11 percent VMC night, 6 percent under IFR flight plan in IMC day, and 2 percent under IFR flight plan in IMC night.
- o The results of the 1992 GAA Survey show that over 43 percent of the hours flown by the general aviation fleet were flown with no flight plan, and an additional 10 percent of the hours flown were under some other/unknown flight plan. Only 25 percent of the hours were flown VFR/DVFR, and 22 percent were flown IFR.

Figure 4.1

**1992 General Aviation Hours Total Flown
by Weather and Light Conditions**

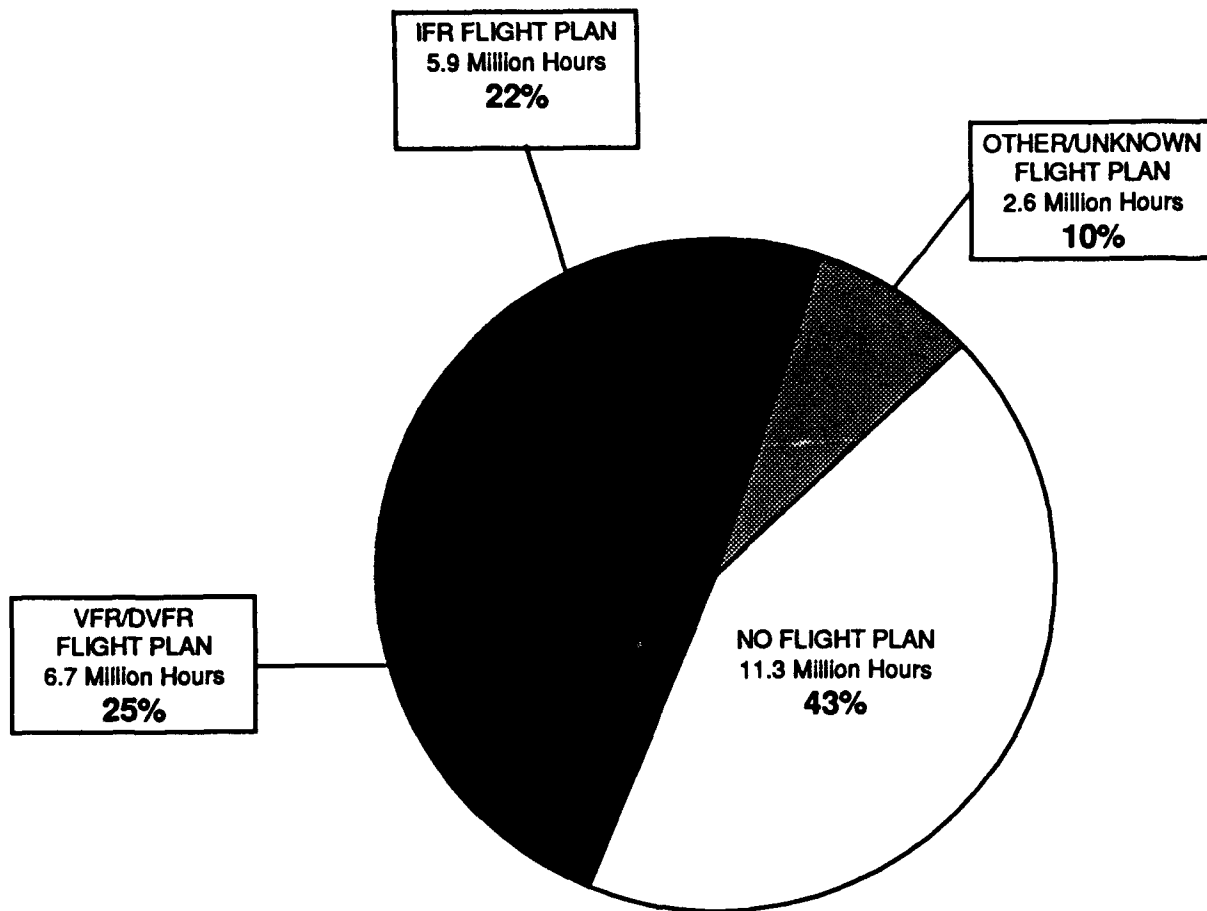


NOTE: These estimates are based on 26.5 million hours since data was not provided by all survey respondents. Also, IMC hours listed represent IMC hours flown under an IFR flight plan.

Source: Tables 4.2 and 4.3

Figure 4.2

**1992 General Aviation Total Hours Flown
by Flight Plan**



NOTE: These estimates are based on 26.5 million hours since data was not provided by all survey respondents.

Source: Table 4.9

4.1 1992 GENERAL AVIATION ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN
BY DAY/NIGHT BY AIRCRAFT TYPE

PAGE 1 OF 2

AIRCRAFT TYPE	DAY TOTAL				NIGHT TOTAL			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
FIXED WING								
FIXED WING - PISTON								
1 ENG: 1-3 SEATS	53,916	1.5	5,242,737	4.1	21,661	3.5	438,183	7.5
1 ENG: 4+ SEATS	94,872	0.7	10,908,294	2.7	65,822	1.5	1,485,211	4.7
1 ENGINE: TOTAL	148,788	0.7	16,144,922	2.2	87,483	1.4	1,929,506	4.0
2 ENG: 1-6 SEATS	10,873	2.9	1,505,531	5.1	9,298	3.6	353,763	7.6
2 ENG: 7+ SEATS	5,292	3.0	1,038,683	9.5	4,600	4.3	274,068	12.2
2 ENGINE: TOTAL	16,166	2.2	2,546,029	4.8	13,898	2.8	626,016	6.7
PISTON: OTHER	61	24.6	4,112	41.3	20	60.0	319	78.9
PISTON: TOTAL	164,955	0.7	18,735,931	2.1	101,402	1.3	2,514,979	3.5
FIXED WING - TURBOPROP								
2 ENG: 1-12 SEATS	2,560	5.5	733,975	8.0	2,496	5.6	196,237	10.0
2 ENG: 13+ SEATS	380	23.9	229,565	33.0	373	24.4	77,798	33.8
2 ENGINE: TOTAL	2,941	5.7	965,705	9.2	2,869	5.9	271,871	11.1
TURBOPROP: OTHER	563	4.4	200,720	15.5	349	9.7	39,413	24.8
TURBOPROP: TOTAL	3,504	4.9	1,169,086	7.9	3,219	5.3	308,623	10.1

4.1 1992 GENERAL AVIATION ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN
BY DAY/NIGHT BY AIRCRAFT TYPE

PAGE 2 OF 2

AIRCRAFT TYPE	DAY TOTAL				NIGHT TOTAL			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
FIXED WING - TURBOJET								
2 ENGINE: TOTAL	2,911	4.3	806,446	5.8	2,830	4.5	223,935	7.8
TURBOJET: OTHER	200	18.0	32,525	23.4	147	21.1	9,386	24.5
TURBOJET: TOTAL	3,111	4.2	838,941	5.7	2,977	4.4	233,351	7.5
FIXED WING: TOTAL	171,571	0.6	20,798,579	1.9	107,599	1.2	3,002,335	3.1
ROTORCRAFT								
PISTON	1,950	8.9	360,264	16.4	987	15.4	56,111	22.5
TURBINE	3,466	0.0	1,609,221	10.4	2,048	9.4	257,105	18.9
ROTORCRAFT: TOTAL	5,416	0.0	1,969,421	9.1	3,035	8.1	313,282	16.2
OTHER AIRCRAFT	7,383	2.1	396,242	8.2	905	14.1	13,630	28.2
TOTAL	184,433	0.6	23,164,157	1.9	111,541	1.2	3,329,317	3.2

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

4.2 1992 GENERAL AVIATION ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN UNDER VMC CONDITIONS
BY DAY/NIGHT BY AIRCRAFT TYPE

PAGE 1 OF 2

AIRCRAFT TYPE	VMC DAY				VMC NIGHT				VMC TOTAL			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
FIXED WING												
FIXED WING - PISTON												
1 ENG: 1-3 SEATS	53,916	1.5	5,204,641	4.1	21,614	3.5	431,772	7.5	53,969	1.5	5,636,413	4.2
1 ENG: 4+ SEATS	94,982	.7	10,249,262	2.8	65,413	1.6	1,342,797	4.7	95,090	.7	11,592,059	2.8
1 ENGINE: TOTAL	148,898	.7	15,441,143	2.3	87,027	1.5	1,779,197	4.0	149,059	.7	17,220,340	2.3
2 ENG: 1-6 SEATS	10,859	2.9	1,233,815	5.4	9,056	3.8	258,230	7.7	10,865	2.9	1,492,045	5.3
2 ENG: 7+ SEATS	5,276	3.1	848,632	10.5	4,570	4.3	201,308	12.5	5,308	3.0	1,049,940	9.8
2 ENGINE: TOTAL	16,135	2.2	2,084,128	5.2	13,627	2.9	458,119	6.8	16,174	2.2	2,542,247	5.0
PISTON: OTHER	61	24.6	3,981	40.7	20	60.0	283	75.5	61	24.6	4,264	41.8
PISTON: TOTAL	165,095	.7	17,618,283	2.1	100,675	1.3	2,216,884	3.5	165,234	.7	19,835,167	2.1
FIXED WING - TURBOPROP												
2 ENG: 1-12 SEATS	2,511	5.7	536,917	8.7	2,395	6.0	123,763	12.3	2,517	5.6	660,680	8.2
2 ENG: 13+ SEATS	362	25.1	166,605	35.3	354	25.7	42,964	34.4	362	25.1	209,569	34.4
2 ENGINE: TOTAL	2,874	5.9	705,326	9.9	2,749	6.2	166,381	12.2	2,879	5.9	871,707	9.5
TURBOPROP: OTHER	491	7.3	178,550	17.8	250	17.2	19,739	45.1	491	7.3	198,289	16.7
TURBOPROP: TOTAL	3,365	5.1	892,193	8.6	3,000	5.9	183,617	12.1	3,371	5.1	1,075,810	8.3

4.2 1992 GENERAL AVIATION ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN UNDER VMC CONDITIONS
BY DAY/NIGHT BY AIRCRAFT TYPE

PAGE 2 OF 2

AIRCRAFT TYPE	VMC DAY				VMC NIGHT				VMC TOTAL			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
FIXED WING - TURBOJET												
2 ENGINE: TOTAL	2,723	4.8	549,617	6.6	2,551	5.2	125,437	9.6	2,730	4.8	675,054	6.5
TURBOJET: OTHER	198	18.2	26,131	25.1	134	23.1	5,576	27.8	198	18.2	31,707	23.2
TURBOJET: TOTAL	2,922	4.6	576,120	6.4	2,685	5.1	131,061	9.3	2,929	4.6	707,181	6.3
FIXED WING: TOTAL	171,383	.7	19,232,373	2.0	106,361	1.3	2,520,400	3.2	171,534	.6	21,752,773	2.0
ROTORCRAFT												
PISTON	1,950	8.9	360,200	16.4	987	15.4	56,079	22.6	1,950	8.9	416,279	15.9
TURBINE	3,466	.0	1,601,491	10.4	2,047	9.4	255,424	19.0	3,466	.0	1,856,915	10.2
ROTORCRAFT: TOTAL	5,416	.0	1,961,544	9.1	3,034	8.1	311,551	16.2	5,416	.0	2,273,095	8.9
OTHER AIRCRAFT	7,383	2.1	395,788	8.2	905	14.1	13,531	28.4	7,420	2.1	409,319	8.7
TOTAL	184,183	.6	21,576,811	2.0	110,302	1.2	2,841,553	3.3	184,433	.6	24,418,364	2.0

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

4.3 1992 GENERAL AVIATION ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN UNDER IFR FLIGHT PLAN IN IMC CONDITIONS
BY DAY/NIGHT BY AIRCRAFT TYPE

PAGE 1 OF 2

AIRCRAFT TYPE	IMC DAY				IMC NIGHT				IMC TOTAL			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
FIXED WING												
FIXED WING - PISTON												
1 ENG: 1-3 SEATS	2,662	12.8	38,096	22.8	1,207	19.0	6,411	28.0	2,819	12.5	44,507	21.7
1 ENG: 4+ SEATS	38,316	2.6	659,032	5.0	18,960	4.3	142,414	9.9	38,522	2.6	801,446	5.3
1 ENGINE: TOTAL	40,978	2.6	703,779	4.9	20,167	4.2	150,309	9.5	41,341	2.5	854,088	5.1
2 ENG: 1-6 SEATS	8,535	4.0	271,716	9.3	6,034	5.6	95,533	11.9	8,590	4.0	367,249	8.9
2 ENG: 7+ SEATS	4,055	5.2	190,051	18.2	3,318	6.8	72,760	19.8	4,081	5.1	262,811	16.5
2 ENGINE: TOTAL	12,591	3.2	461,901	9.0	9,353	4.3	167,897	10.7	12,671	3.2	629,798	8.4
PISTON: OTHER	10	110.0	131	94.6	3	100.0	36	117.9	10	110.0	167	91.1
PISTON: TOTAL	53,581	2.1	1,117,648	4.5	29,524	3.2	298,095	7.1	54,023	2.1	1,415,743	4.5
FIXED WING - TURBOPROP												
2 ENG: 1-12 SEATS	2,393	5.9	197,058	12.8	2,238	6.5	72,474	11.9	2,398	5.9	269,532	11.2
2 ENG: 13+ SEATS	324	27.8	62,960	57.9	313	28.8	34,834	44.0	329	27.4	97,794	48.5
2 ENGINE: TOTAL	2,718	6.1	260,379	15.5	2,551	6.7	105,490	14.9	2,728	6.1	365,869	13.9
TURBOPROP: OTHER	217	10.1	22,170	29.0	199	9.5	19,674	33.6	221	9.0	41,844	30.6
TURBOPROP: TOTAL	2,935	5.8	276,893	14.3	2,750	6.3	125,006	13.6	2,949	5.7	401,899	12.7

4.3 1992 GENERAL AVIATION ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN UNDER IFR FLIGHT PLAN IN IMC CONDITIONS
BY DAY/NIGHT BY AIRCRAFT TYPE

PAGE 2 OF 2

AIRCRAFT TYPE	IMC DAY				IMC NIGHT				IMC TOTAL			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
FIXED WING - TURBOJET												
2 ENGINE: TOTAL	2,839	4.5	256,829	10.9	2,720	4.7	98,498	9.6	2,857	4.5	355,327	9.8
TURBOJET: OTHER	138	21.0	6,394	27.8	125	21.6	3,810	26.2	138	21.0	10,204	25.5
TURBOJET: TOTAL	2,977	4.4	262,821	10.6	2,845	4.6	102,290	9.3	2,996	4.4	365,111	9.5
FIXED WING: TOTAL	59,494	1.9	1,566,206	4.1	35,120	2.8	481,935	5.5	59,969	1.9	2,048,141	4.0
ROTORCRAFT												
PISTON	6	133.3	64	138.4	9	100.0	32	110.8	9	100.0	96	112.2
TURBINE	203	28.1	7,730	29.6	126	44.4	1,681	71.6	203	28.1	9,411	35.5
ROTORCRAFT: TOTAL	209	27.8	7,877	29.4	135	42.2	1,731	70.4	212	27.4	9,608	35.1
OTHER AIRCRAFT	37	51.4	454	42.9	17	41.2	99	39.1	37	51.4	553	39.3
TOTAL	59,741	1.9	1,587,346	4.0	35,273	2.8	487,764	5.5	60,218	1.9	2,075,110	3.9

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

4.4 1992 GENERAL AVIATION ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN
BY DAY/NIGHT BY REGION OF BASED AIRCRAFT

PAGE 1 OF 1

REGION	DAY TOTAL				NIGHT TOTAL			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
ALASKAN	5,923	8.4	953,168	10.3	2,649	13.8	37,001	19.7
CENTRAL	10,582	6.5	1,179,697	8.7	6,931	8.4	227,188	11.7
EASTERN	22,161	4.4	2,420,207	5.9	13,669	5.8	439,449	9.7
GREAT LAKES	32,434	3.5	3,437,281	4.3	20,250	4.6	587,736	6.6
NEW ENGLAND	7,691	7.8	682,892	9.0	4,866	10.2	110,054	22.7
NORTHWEST MT.	19,473	4.7	2,165,779	6.3	10,844	6.6	211,291	10.3
SOUTHERN	30,378	3.6	4,233,729	4.8	19,673	4.7	678,339	6.6
SOUTHWESTERN	25,103	4.0	3,702,191	5.6	13,474	5.7	436,358	8.2
WESTERN-PACIFIC	30,679	3.5	4,389,213	4.7	18,885	4.7	601,900	5.5
TOTAL	184,429	.6	23,164,157	2.0	111,542	1.2	3,329,317	2.9

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

4.5 1992 GENERAL AVIATION ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN UNDER VMC CONDITIONS
BY DAY/NIGHT BY REGION OF BASED AIRCRAFT

PAGE 1 OF 1

REGION	VMC DAY			VMC NIGHT			VMC TOTAL		
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN
ALASKAN	5,944	8.4	947,088	2,643	13.8	34,000	5,944	8.4	982,045
CENTRAL	10,600	6.6	1,086,641	6,803	8.5	197,722	10,648	6.6	1,284,363
EASTERN	22,130	4.4	2,195,364	13,436	5.9	351,975	22,129	4.4	2,547,339
GREAT LAKES	32,342	3.5	3,082,347	19,940	4.7	490,788	32,473	3.5	3,573,135
NEW ENGLAND	7,674	7.8	624,906	4,855	10.3	90,324	7,685	7.8	715,230
NORTHWEST MT.	19,470	4.7	2,054,283	10,803	6.6	174,326	19,474	4.7	2,228,609
SOUTHERN	30,256	3.6	3,854,111	19,314	4.7	569,814	30,284	3.6	4,423,925
SOUTHWESTERN	25,078	4.0	3,498,644	13,397	5.8	368,131	25,115	4.0	3,866,775
WESTERN-PACIFIC	30,668	3.6	4,233,427	8,816	4.7	563,515	30,663	3.6	4,796,942
TOTAL	184,175	.6	21,576,811	110,307	1.2	2,841,553	184,427	.6	24,418,364
									2.0

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

4.6 1992 GENERAL AVIATION ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN UNDER JFR FLIGHT PLAN IN IMC CONDITIONS
BY DAY/NIGHT BY REGION OF BASED AIRCRAFT

PAGE 1 OF 1

REGION	IMC DAY				IMC NIGHT				IMC TOTAL			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
ALASKAN	253	37.2	6,080	46.9	162	48.8	2,044	60.5	259	36.3	8,124	49.1
CENTRAL	3,467	10.9	93,056	14.7	2,401	12.5	29,466	18.1	3,553	10.8	122,522	14.7
EASTERN	8,211	6.7	224,843	9.2	4,894	8.4	87,474	17.1	8,223	6.7	312,317	10.1
GREAT LAKES	11,224	5.6	354,934	8.2	6,959	6.8	96,948	10.8	11,338	5.6	451,882	8.0
NEW ENGLAND	2,739	12.2	57,986	17.5	1,497	16.0	19,730	35.1	2,758	12.1	77,716	19.5
NORTHWEST MT.	4,491	9.4	111,496	20.1	2,504	11.7	36,965	20.9	4,493	9.3	148,461	19.6
SOUTHERN	12,371	5.3	379,618	10.5	7,607	6.4	108,525	10.7	12,449	5.2	488,143	9.8
SOUTHWESTERN	7,444	6.9	203,547	8.5	4,697	8.2	68,227	12.6	7,467	6.9	271,774	9.0
WESTERN-PACIFIC	9,517	6.1	155,786	7.6	4,517	8.7	38,385	9.7	9,657	6.0	194,171	7.4
TOTAL	59,743	1.9	1,587,346	4.0	35,272	2.8	487,764	5.3	60,221	1.9	2,075,110	4.0

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

4.7 1992 GENERAL AVIATION ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN
BY DAY/NIGHT BY SDR MANUFACTURER/MODEL GROUP

PAGE 1 OF 19

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
OTHER 1	10,612	4.4	561,115	9.4	1,990	15.1	23,023	41.9
OTHER 2	1,347	10.0	240,835	21.8	740	18.6	23,794	26.2
OTHER 3	155	20.7	25,536	28.5	107	28.1	1,843	64.4
OTHER 4	111	15.0	22,135	22.6	94	17.2	4,520	36.3
OTHER 5	43	21.2	6,482	52.8	10	52.8	201	70.5
OTHER 6	341	9.2	116,891	21.9	333	9.6	58,296	21.1
OTHER 7	164	49.2	47,826	80.0	171	47.0	10,831	62.7
OTHER 8	274	0.0	56,358	15.6	204	7.7	6,839	30.4
OTHER 9	380	13.1	81,051	20.8	393	12.3	18,448	26.1
OTHER 10	122	26.0	18,897	41.9	61	42.5	2,462	61.6
OTHER 11	487	9.1	52,174	15.9	101	22.9	14,164	30.3
OTHER 12	576	0.0	70,964	124.9	89	89.6	14,295	100.1
OTHER 13	3,360	2.3	153,748	18.5	74	52.2	3,214	119.7
ADAMS A50S	99	10.3	3,871	17.8	7	96.3	14	96.3
AERORSJ2	1	143.8	24	143.8	1	140.2	1	140.2
AEROSPAS355	56	48.8	20,312	52.9	31	82.7	4,807	87.4
AEROSPAS316	32	15.2	9,414	19.0	35	11.6	7,059	25.8
AEROSPAS365	11	35.2	1,983	37.2	6	59.9	152	65.1
AGUSTA205	48	22.1	7,816	32.9	41	28.3	2,145	44.6

4.7 1992 GENERAL AVIATION ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN
BY DAY/NIGHT BY SDR MANUFACTURER/MODEL GROUP

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MANUFACTURER/ MODEL GROUP	DAY			NIGHT		
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR
AGUSTAA109	78	14.3	5,743	22.4	0	0.0
AIRPTSA	12	14.7	634	28.0	5	29.9
AIRSPC18	277	16.4	106,892	21.2	21	101.6
AIRTRCAT300	105	24.8	34,707	27.6	36	61.6
AIRTRCAT400	113	9.6	46,230	15.3	16	93.9
AIRTRCAT500	79	12.8	17,612	14.8	85	11.0
AMD FALC10	153	6.2	33,611	13.2	161	4.3
AMD FALC20	84	17.2	17,413	20.2	89	15.6
AMD FALC50	84	13.1	24,306	20.8	82	13.8
AMRGENAC5B	11	18.4	675	19.9	7	26.8
AMTR C16	119	33.6	17,810	36.1	127	31.8
AMTR SUKHOI	7	54.7	137	62.4	0	0.0
ARCRNEH37	19	33.9	933	40.5	5	75.2
ARCTICS1A	19	15.5	333	27.3	3	65.6
ARCTICS1B1	144	7.7	10,363	13.4	52	22.1
ARONCA15	46	22.4	2,740	26.5	10	57.6
ARONCA58	79	17.7	4,319	37.5	0	0.0
ARONCA65	7	37.7	98	38.7	0	0.0
ARONCAC3	93	15.7	4,169	22.8	0	0.0

4.7 1992 GENERAL AVIATION ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN
BY DAY/NIGHT BY SDR MANUFACTURER/MODEL GROUP

PAGE 3 OF 19

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
AROSTRX8	7	43.4	178	46.9	0	0.0	0	0.0
AVIANUFALCON	16	44.5	476	47.5	0	0.0	0	0.0
AVIANUSKYHWK	337	27.1	139,920	29.6	88	66.7	8,785	87.4
AYRES S2	14	67.7	9,528	67.7	15	63.1	7,873	63.1
AYRES S2	17	32.4	875	43.5	5	97.6	293	104.2
BAG	57	11.2	14,862	14.9	60	9.2	4,555	15.7
BAG B206	1,042	10.1	30,220	22.8	45	88.3	231	103.8
BAG DH125	440	12.9	24,544	21.8	14	110.1	147	110.1
BALWKSFIREFY	1,980	8.9	145,796	19.1	282	35.4	3,940	64.0
BBAVIA11	188	5.4	34,100	27.3	44	30.4	669	57.1
BBAVIA7	153	17.2	29,268	20.2	164	15.1	7,313	23.2
BBAVIA8	113	12.5	7,439	18.3	20	44.0	213	53.2
BEECH 100	160	29.0	17,749	33.1	113	36.4	4,697	47.1
BEECH 17	30	81.3	27,125	81.9	31	78.1	15,163	80.8
BEECH 18	6	122.1	509	135.0	5	153.8	116	153.8
BEECH 18	576	12.2	171,113	17.1	618	10.5	27,053	17.5
BEECH 1900	29	0.0	4,296	15.6	31	0.0	1,348	39.3
BEECH 1900D	1,861	7.4	175,252	14.4	1,570	9.9	30,956	21.8
BEECH 200	82	24.0	21,619	30.1	88	22.5	3,226	29.7

4.7 1992 GENERAL AVIATION ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN
BY DAY/NIGHT BY SDR MANUFACTURER/MODEL GROUP

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MANUFACTURER/ MODEL GROUP	DAY			NIGHT		
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	HOURS FLOWN
BEECH 2000	2,033	1.2	288,216	21.5	1,677	49,307
BEECH 23	5,415	3.2	481,326	6.9	3,612	56,366
BEECH 300	2,219	3.5	335,565	8.0	1,982	46,687
BEECH 33	140	20.8	15,312	28.1	78	1,243
BEECH 35	152	14.9	10,543	26.2	94	2,237
BEECH 36	1,518	7.8	127,473	12.7	1,362	40,547
BEECH 45	23	33.3	1,890	43.6	18	768
BEECH 50	1,329	4.3	250,464	13.0	1,369	64,316
BEECH 55	180	27.6	25,682	31.6	179	5,628
BEECH 56	29	66.2	1,453	77.7	36	2,502
BEECH 58	244	6.7	74,911	18.4	226	21,788
BEECH 60	125	16.8	41,336	24.2	116	4,720
BEECH 65	92	8.3	11,815	20.8	58	4,903
BEECH 76	387	17.5	67,947	22.0	410	15,631
BEECH 77	334	7.8	48,877	18.9	288	14,292
BEECH 80	33	50.0	11,542	53.6	35	5,416
BEECH 90	102	43.1	20,661	52.2	46	400
BEECH 95	1,671	4.2	932,399	13.5	1,160	123,883
BEECH 99	35	64.0	26,837	72.0	5	113

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MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
BELL 204	67	2.8	17,815	12.6	66	3.6	6,081	18.2
BELL 206	46	22.4	11,398	28.2	36	29.3	6,014	33.1
BELL 212	436	25.3	82,347	36.1	164	49.1	3,514	111.6
BELL 222	54	11.9	2,953	25.4	0	0.0	0	0.0
BELL 412	41	45.7	1,863	47.1	16	78.0	68	84.0
BELL 47	179	16.0	10,889	25.5	62	46.5	469	51.6
BLANCA11	560	15.0	49,854	18.6	517	16.5	8,830	27.5
BLANCA1413	1,397	9.1	119,569	34.3	364	27.9	15,207	67.7
BLANCA1419	274	14.7	20,153	18.7	131	30.1	1,344	41.7
BLANCA17	61	10.3	18,455	15.9	43	19.1	10,057	26.5
BLANCA7	844	6.5	44,984	14.2	45	38.3	150	41.0
BLANCA7	81	39.1	42,987	43.0	39	72.8	1,804	128.5
BLANCA8	58	52.5	26,928	55.1	62	49.1	16,604	53.3
BNORM BN2	124	7.5	36,358	13.9	132	4.1	8,399	16.0
BOEING75	42	2.4	2,288	13.6	0	0.0	0	0.0
BOLKMS105	13	26.5	324	28.9	0	0.0	0	0.0
BOLKMS117	11	23.8	548	29.7	0	0.0	0	0.0
BRAEROOH125	16	23.7	781	43.6	0	0.0	0	0.0
BRASOVIS28	69	0.0	4,987	10.9	0	0.0	0	0.0

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MANUFACTURER/ MODEL GROUP	DAY			NIGHT		
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
BRWSTRFLEET2	126	7.3	4,258	15.3	10	41.6 172 109.5
BRWSTRFLEET7	3	188.6	465	192.6	3	183.5 363 193.7
BUKER 131	472	16.2	25,827	27.9	170	37.9 989 46.8
CAMRONMODELO	1,208	12.2	55,164	17.3	386	29.5 3,364 43.6
CAMRONMODELO	13,588	2.7	2,300,680	8.1	8,627	5.5 248,914 11.2
CASA C212	1,762	6.3	127,177	12.2	960	13.8 8,024 23.9
CESSNA120	20,401	1.6	3,025,544	7.4	15,053	3.4 425,848 10.4
CESSNA140	1,060	4.0	57,874	10.2	495	13.4 3,965 24.1
CESSNA150	2,281	4.2	236,798	10.7	1,817	7.6 35,139 17.7
CESSNA170	2,286	4.5	220,189	20.8	825	18.6 8,014 48.6
CESSNA172	12,118	1.4	1,455,463	6.4	8,882	4.0 155,745 12.8
CESSNA175	1,193	10.2	192,872	28.5	629	23.9 13,366 46.1
CESSNA177	659	21.1	82,878	29.0	85	78.8 3,204 94.5
CESSNA180	50	19.6	2,273	24.0	22	42.3 124 53.8
CESSNA182	359	7.4	20,951	14.3	159	18.6 1,210 28.3
CESSNA185	182	10.7	14,432	28.5	116	22.2 1,347 45.8
CESSNA188	1,845	7.1	322,085	13.0	1,114	14.8 24,858 31.9
CESSNA190	258	4.9	128,435	18.1	198	18.8 7,852 40.3
CESSNA195	139	0.0	28,263	18.5	148	0.0 21,749 20.2

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MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
CESSNA205	5,080	1.6	645,355	7.5	4,372	4.3	107,685	27.0
CESSNA206	68	15.9	12,437	23.2	71	14.8	2,484	25.3
CESSNA207	189	9.4	14,480	19.2	61	27.3	351	31.7
CESSNA208	1,804	8.6	173,469	13.6	1,406	11.8	29,048	23.4
CESSNA210	161	15.8	15,986	27.6	116	22.3	3,184	32.2
CESSNA303	18	31.5	3,700	40.2	15	37.2	772	46.7
CESSNA305	19	41.1	1,484	51.1	6	86.6	93	98.6
CESSNA310	782	7.8	54,898	18.3	528	13.9	8,147	34.2
CESSNA320	639	10.8	89,028	19.2	633	11.0	19,307	18.9
CESSNA335	92	25.2	11,383	28.1	85	27.1	3,638	45.4
CESSNA336	385	16.6	184,000	30.0	386	16.4	48,619	37.2
CESSNA337	30	53.0	7,598	56.8	34	47.3	9,792	57.3
CESSNA340	33	32.2	1,995	47.1	29	36.0	583	40.0
CESSNA401	455	16.4	53,504	25.2	445	16.9	9,553	38.1
CESSNA402	956	5.2	114,417	14.8	963	4.9	39,439	18.1
CESSNA404	123	13.8	22,878	17.6	129	11.9	5,779	25.1
CESSNA411	125	17.9	27,147	22.1	134	16.3	6,581	23.2
CESSNA414	526	12.3	150,729	15.7	539	11.8	31,308	19.6
CESSNA421	190	11.1	29,144	15.2	204	8.8	7,714	23.5

4.7 1992 GENERAL AVIATION ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN
BY DAY/NIGHT BY SOR MANUFACTURER/MODEL GROUP

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MANUFACTURER/ MODEL GROUP	DAY			NIGHT		
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR
CESSNA425	128	14.5	41,197	17.4	133	13.3
CESSNA441	19	24.5	531	33.6	7	46.6
CESSNA500	7	51.2	194	59.7	2	115.1
CESSNA501	28	29.5	1,103	39.6	0	0.0
CESSNA650	96	18.9	4,712	32.8	0	0.0
CESSNA750	65	12.2	6,893	22.8	28	27.9
CESSNAUC94	116	19.0	29,022	23.2	125	16.9
CHILD S1	32	7.3	1,346	23.8	0	0.0
CHILD S2	33	18.7	1,245	25.2	4	68.8
CHRIS HUSKY	396	0.0	28,726	15.5	255	13.7
CNDATRCCL600	6	71.2	248	75.6	2	149.3
CNTRAR101	6	44.3	29	44.4	0	0.0
COMETH185	7	24.2	58	34.1	0	0.0
CONAERLA4	58	15.3	5,422	29.1	3	75.2
CURTISJR	67	11.7	2,183	28.0	7	55.6
CURTISROBIN	13	73.0	2,961	77.1	14	69.6
CVAC 440	51	15.0	2,930	23.2	0	0.0
CVAC BT13	80	54.6	81,025	68.4	3	339.3
CVAC STC580	21	56.7	7,129	56.7	0	0.0

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MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
DART G	28	39.2	1,458	39.5	30	31.9	70	34.6
DHAV DHC1	10	63.7	4,892	72.6	4	115.6	683	119.8
DHAV DHC2	52	12.5	1,649	16.9	0	0.0	0	0.0
DHAV DHC3	3	80.2	59	84.2	0	0.0	0	0.0
DHAV DHC4	105	14.2	6,585	25.0	81	17.4	4,877	27.5
DHAV DHC6	18	23.7	1,430	41.6	3	84.7	160	84.7
DHAVXXDH82	8	132.9	57	132.9	0	0.0	0	0.0
DOUG A26	23	47.4	646	58.0	0	0.0	0	0.0
DOUG DC3	82	9.6	3,702	22.6	0	0.0	0	0.0
DOUG DC4	2	129.5	111	134.3	1	181.7	30	181.7
DOUG DC6	2	193.9	3,604	193.9	3	187.9	527	187.9
EAGLE DW	198	10.7	26,565	18.0	112	17.8	10,572	38.5
EAGLEBC7	6	42.8	229	47.6	0	0.0	0	0.0
ETRVON20	9	21.2	94	31.3	0	0.0	0	0.0
EMB 110	75	18.6	2,507	23.0	4	102.4	15	112.6
EMB 120	101	16.2	4,043	25.0	7	85.9	33	89.2
ENSTRMF28	43	10.0	1,856	21.3	10	49.9	26	54.6
ENSTRMF28	7	73.3	203	78.4	0	0.0	0	0.0
FLEET 168	22	0.0	1,563	11.9	0	0.0	0	0.0

4.7 1992 GENERAL AVIATION ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN
BY DAY/NIGHT BY SDR MANUFACTURER/MODEL GROUP

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MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
FRCHLD22	31	0.0	2,117	12.2	0	0.0	0	0.0
FRCHLD24	32	0.0	1,428	10.2	0	0.0	0	0.0
FRCHLD24	92	5.1	4,171	24.5	0	0.0	0	0.0
FRCHLD62	21	10.0	3,975	18.4	0	0.0	0	0.0
GALAXYG7	26	34.7	2,275	43.2	0	0.0	0	0.0
GENBALAX6	12	36.7	3,598	47.6	0	0.0	0	0.0
GLASER300	68	0.0	5,922	14.9	12	30.8	33	38.0
GLASER400	38	10.3	2,347	20.8	0	0.0	0	0.0
GLASFL201	129	9.1	7,521	19.8	25	36.4	219	48.4
GLASFLH301	6	117.6	645	120.7	3	168.1	277	199.0
GROB 103	351	8.6	30,694	16.4	266	12.9	7,107	32.6
GROB 103CAT	644	13.1	54,932	22.2	519	17.3	7,725	32.1
GROB 103TWN	35	0.0	6,642	10.2	35	0.0	2,306	21.0
GROB 109	688	.8	228,310	21.5	8	239.3	40	246.0
GROB ASTIR	18	30.0	2,209	36.1	10	45.8	27	47.8
GRTLKS2T1	17	16.6	515	23.0	2	74.9	4	74.9
GRUMANS16	514	8.1	40,349	16.4	288	21.6	4,552	37.7
GRUMANS16	135	31.3	9,357	43.2	46	69.5	1,540	73.1
GRUMAVAA1	1	242.5	38	242.5	2	236.4	11	236.4

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MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOW	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOW	PERCENT STANDARD ERROR
LEAR 25	8	48.3	207	54.6	5	64.4	12	64.4
LEAR 35	863	15.0	40,505	19.9	86	62.7	319	79.3
LEAR 55	85	8.5	50,165	14.6	81	10.1	36,166	23.0
LET L13	135	12.4	7,708	17.1	50	26.8	476	40.0
LKHEED1329	197	30.0	11,537	33.2	28	106.9	144	127.8
LKHEED18	62	0.9	8,590	12.3	47	10.0	325	16.1
LKHEED282	27	1.5	2,581	12.9	22	11.3	388	29.4
LKHEEDP2V	48	21.7	3,197	28.8	11	53.6	51	100.9
LKHEEDPV1	26	13.1	418	20.9	0	0.0	0	0.0
LKHEEDT33	27	22.0	773	30.9	0	0.0	0	0.0
LUSCOM8	42	25.6	1,714	32.2	4	105.9	19	105.9
MACDOUG369	5,479	2.7	560,202	8.3	4,427	5.1	94,322	18.6
MAULE M4	34	12.1	2,445	27.6	19	29.3	259	86.6
MAULE M5	80	36.5	13,958	39.1	85	35.1	4,623	39.4
MAULE M6	69	5.8	14,878	14.8	69	5.7	3,032	18.8
MAULE MX7	24	15.4	1,550	27.3	15	26.3	288	37.8
MCLISHFUNKB	6	83.5	164	87.0	2	171.9	8	171.9
MEYERSOTW	68	17.7	3,750	23.1	14	52.5	260	78.7
MNCOU90	70	32.4	3,489	37.8	15	82.9	81	129.8

4.7 1992 GENERAL AVIATION ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN
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MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
MMITEM18	360	17.7	18,332	23.4	97	50.9	847	64.4
MOONEYM20	20	35.6	262	53.1	0	0.0	0	0.0
MRCHTIS205	27	54.5	1,263	57.1	0	0.0	0	0.0
MTSBSIMU2	439	8.7	25,064	20.1	181	26.5	1,359	39.8
MTSBSIMU300	22	18.1	867	23.9	0	0.0	0	0.0
MULTCD16	33	12.6	1,453	15.4	0	0.0	0	0.0
NAMER B25	6	130.5	538	140.4	0	0.0	0	0.0
NAMER NA260	33	0.0	7,715	24.4	25	14.9	745	53.8
NAMER T6	24	39.4	414	46.2	0	0.0	0	0.0
NATBAL752	7	44.0	426	47.9	0	0.0	0	0.0
NAVAL N3N	170	27.6	17,245	30.0	144	32.4	4,288	50.6
NAVIONNAVION	8	44.9	80	47.2	0	0.0	0	0.0
NORD SV4	2,164	7.7	103,548	15.8	2	366.4	6	366.4
NORWST65	80	13.0	3,909	27.9	3	86.8	111	86.8
ORLLHELH19	128	10.1	5,376	14.6	8	51.4	55	61.1
ORLLHELH58	334	12.7	28,891	21.2	257	19.1	8,400	37.0
PARTENP68	43	26.4	2,373	31.7	24	41.3	59	46.3
PICARDAX6	94	17.5	3,480	25.0	0	0.0	0	0.0
PILATSB4	131	23.1	8,479	27.1	75	34.8	1,652	58.9

4.7 1992 GENERAL AVIATION ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN
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MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
PIPER 600	57	8.3	2,064	11.9	5	44.9	17	46.2
PIPER J2	2,761	6.5	230,400	16.4	617	28.8	6,803	50.4
PIPER J3	189	18.6	13,389	24.2	82	34.2	1,453	57.6
PIPER J4	2,329	9.3	113,774	15.8	639	24.8	7,149	38.4
PIPER J5	2,134	7.0	266,292	13.9	1,995	8.0	57,112	20.7
PIPER PA 24	1,853	7.3	177,488	13.3	1,209	13.1	19,706	21.3
PIPER PA12	449	22.7	59,815	27.7	26	128.8	547	143.9
PIPER PA14	18,127	1.5	2,099,313	6.6	13,389	3.2	372,837	12.2
PIPER PA15	789	12.1	70,158	18.6	758	12.9	19,713	22.5
PIPER PA16	957	11.5	139,601	15.7	921	12.2	54,793	30.2
PIPER PA17	381	7.8	64,272	11.8	366	8.7	17,159	17.4
PIPER PA18	3,357	4.1	441,033	11.9	2,696	7.2	66,283	19.8
PIPER PA20	1,644	0.0	213,214	12.8	1,491	4.0	37,961	19.8
PIPER PA22	146	28.6	22,751	32.7	17	119.6	50	120.7
PIPER PA22	657	13.4	158,251	22.6	583	15.7	12,741	32.7
PIPER PA23	67	11.5	1,033	16.3	70	10.0	4,446	23.1
PIPER PA24	201	14.4	67,464	21.5	185	16.4	11,819	29.0
PIPER PA25	195	15.6	31,547	23.8	164	20.1	3,731	39.3
PIPER PA28	24	39.0	1,556	41.0	21	43.2	154	53.5

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MANUFACTURER/ MODEL GROUP	DAY			NIGHT		
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	HOURS FLOWN
PIPER PA28	40	24.4	828	27.6	0	0.0
PIPER PA30	7	49.4	133	58.2	0	0.0
PIPER PA31	327	8.0	8,867	12.5	2	156.0
PIPER PA31	71	19.2	3,126	25.0	0	0.0
PIPER PA31T	87	39.3	1,937	45.8	0	0.0
PIPER PA32	19	48.6	1,006	57.0	0	0.0
PIPER PA34	23	8.9	2,769	16.5	22	1,133
PIPER PA36	117	30.4	18,875	36.1	106	4,028
PIPER PA38	385	26.1	91,851	42.6	270	10,151
PIPER PA42	110	2.7	7,914	12.9	0	0.0
PIPER PA44	64	17.0	2,046	26.5	0	0.0
PIPER PA46	7	65.2	289	72.7	0	0.0
PROPJT200	3	146.9	707	168.9	3	142.9
RAVEN RX6	33	8.9	2,791	14.9	0	0.0
RAVEN S50	17	27.3	3,023	36.7	0	0.0
RAVEN S55	26	10.1	1,242	23.7	0	0.0
RAVEN S57	45	6.9	2,159	13.0	0	0.0
RAVEN S60	66	12.5	3,764	26.3	0	0.0
RAVEN S66	9	26.6	201	31.7	0	0.0
					294	165.6

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MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
RKWL500	32	25.3	1,016	41.2	0	0.0	0	0.0
RKWLNA265	105	25.7	34,638	31.2	0	0.0	0	0.0
ROBSINR22	504	6.7	26,413	16.9	42	45.0	2,059	45.0
ROLSCHLS	337	14.3	61,536	21.3	0	0.0	0	0.0
RYAN STA	14	66.3	1,653	67.7	3	165.9	7	169.4
SAAB SF340	13	72.8	5,271	73.0	0	0.0	0	0.0
SCHEMPDISCUS	2	201.1	52	201.1	0	0.0	0	0.0
SCHLERASK21	165	0.0	88,222	13.1	139	8.1	11,453	20.9
SCHLERASW15	137	26.2	7,783	34.6	81	40.3	739	47.9
SCHLERASW19	227	13.2	28,076	26.2	225	13.5	22,185	52.5
SCHLERASW20	53	26.7	38,939	33.9	42	34.0	4,875	51.9
SCHLERK8	132	4.7	77,224	15.4	84	13.8	12,127	34.2
SCHLERKA6	11	34.6	4,056	62.7	7	51.6	1,283	63.5
SCWZERG164	25	15.6	1,800	28.7	0	0.0	0	0.0
SCWZERSG1	66	0.0	8,282	0.0	33	21.4	613	27.4
SCWZERSG2	113	12.0	16,408	17.9	102	14.7	2,337	30.9
SKRSKYSS5	40	0.0	17,255	5.2	42	0.0	3,532	4.4
SKRSKYSS8	86	5.4	2,627	14.4	0	0.0	0	0.0
SKRSKYSS8T	48	0.0	1,930	22.3	0	0.0	0	0.0

4.7 1992 GENERAL AVIATION ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN
BY DAY/NIGHT BY SDR MANUFACTURER/MODEL GROUP

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MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
SKRSKYS61	41	0.0	4,193	13.9	0	0.0	0	0.0
SKRSKYS76	1	595.9	7	595.9	0	0.0	0	0.0
SLINDS100	22	22.1	886	27.7	7	41.4	20	47.5
SMITH 600	44	20.1	2,342	27.6	26	29.3	78	51.8
SNALS350	4	52.7	131	61.8	0	0.0	0	0.0
SNIAS 350	27	33.1	913	38.1	8	70.9	167	83.5
SNIAS SA341	58	30.7	1,613	42.4	0	0.0	0	0.0
SOCATAHS894	8	58.1	265	59.7	0	0.0	0	0.0
SOCATATB10	16	76.2	706	76.6	0	0.0	0	0.0
SOCATATB9	83	14.3	16,189	21.7	86	13.6	4,582	19.9
SPHRTHCIRRUUS	18	33.0	2,924	37.6	18	34.0	827	48.1
SPHRTHNIMBUS	32	39.9	2,424	46.8	32	40.7	611	59.0
SPHRTHVENTUS	99	20.6	4,812	32.3	5	117.2	54	128.6
STBROSSD3	10	30.6	249	46.5	0	0.0	0	0.0
STNSON10	886	13.8	51,229	26.6	114	54.2	438	76.0
STNSON15	18	20.2	728	24.3	2	87.1	3	87.1
STNSONSR9	70	29.2	3,546	52.4	7	114.7	84	140.9
STNSONV77	8	64.1	413	66.4	3	110.0	13	117.5
STOLAMRC3	16	29.5	1,911	35.1	15	30.3	500	46.4

4.7 1992 GENERAL AVIATION ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN
BY DAY/NIGHT BY SDR MANUFACTURER/MODEL GROUP

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MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
SUD CH170	56	16.5	1,867	19.8	0	0.0	0	0.0
SUPAC LA	310	11.4	19,170	16.6	140	21.8	1,848	32.0
SUPAC V	62	34.4	2,698	42.8	0	0.0	0	0.0
SWRNGNSA226	7	27.8	163	35.0	0	0.0	0	0.0
SWRNGNSA226	391	9.9	17,887	17.3	199	19.3	1,090	38.4
SWRNGNSA227	990	11.2	57,193	25.2	287	28.7	1,848	51.0
SWRNGNSA26	1,022	14.7	32,975	20.4	210	42.4	566	57.2
TCRAFTD	23	0.0	791	25.2	0	0.0	0	0.0
TCRAFTA	77	19.7	6,265	24.3	46	32.7	318	52.9
TCRAFTBC	10	15.3	295	17.3	0	0.0	0	0.0
TCRAFTBF	5	59.2	78	69.4	0	0.0	0	0.0
TCRAFTBL	15	15.7	284	24.8	2	62.3	2	62.3
TEMCO 11A	84	9.3	7,195	41.0	2	81.2	7	81.2
TH55	21	12.0	2,006	24.7	0	0.0	0	0.0
THUNDRAX7	14	103.6	7,003	106.2	13	108.3	138	108.3
TMPSONNAVION	19	46.8	3,648	47.5	0	0.0	0	0.0
TOTALS	184,154	0.6	23,164,157	1.9	111,186	1.2	3,329,317	3.3

NOTE: ROW AND COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
FOR ADDITIONAL INFORMATION, SEE APPENDIX B FOR SDR AIRCRAFT GROUP NAMES AND FAA MANUFACTURER/MODEL CODES.

4.8 1992 GENERAL AVIATION ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN UNDER IMC CONDITIONS (BASED ON IFR FLIGHT PLAN HOURS)
AND VMC CONDITIONS (BASED ON TOTAL HOURS FLOWN) BY SDR MANUFACTURER/MODEL GROUP

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MANUFACTURER/ MODEL GROUP	IMC (BASED ON IFR FLIGHT PLAN HOURS)				VMC (BASED ON TOTAL HOURS FLOWN)			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
OTHER 1	562	29.6	13,832	48.5	10,694	4.4	572,599	9.5
OTHER 2	552	23.0	11,961	30.4	1,358	9.9	253,332	22.5
OTHER 3	46	48.3	1,701	53.3	159	20.2	25,723	28.3
OTHER 4	77	19.9	3,308	30.6	98	16.6	23,309	23.4
OTHER 5	2	115.8	10	115.8	43	21.0	6,709	53.9
OTHER 6	275	12.6	58,706	28.5	337	9.4	113,434	18.0
OTHER 7	158	50.9	13,032	151.5	152	52.5	45,074	79.0
OTHER 8	108	16.6	3,448	26.1	274	0.0	59,879	16.0
OTHER 9	354	14.9	30,958	34.5	360	14.6	66,731	23.2
OTHER 10	50	47.9	3,220	55.1	123	25.9	18,055	43.3
OTHER 11	0	0.0	2	0.0	490	9.0	66,849	16.6
OTHER 12	14	262.2	633	265.5	581	0.0	85,280	124.5
OTHER 13	15	115.3	128	115.3	3,385	2.2	157,712	20.1
ADAMS A50S	0	0.0	0	0.0	99	10.0	3,906	17.6
AERORSJ2	0	0.0	0	0.0	1	143.4	25	143.4
AEROSPAS355	0	0.0	0	0.0	56	48.4	25,295	56.1
AEROPSA316	18	38.2	298	41.6	33	14.8	16,308	20.9
AEROPSA365	0	0.0	0	0.0	11	35.0	2,146	36.8
AGUSTA205	14	67.9	296	71.1	48	21.9	9,719	33.1

4.8 1992 GENERAL AVIATION ACTIVE AIRCRAFT AND TOTAL HOURS FLOW UNDER IMC CONDITIONS (BASED ON IFR FLIGHT PLAN HOURS)
AND VMC CONDITIONS (BASED ON TOTAL HOURS FLOW) BY SDR MANUFACTURER/MODEL GROUP

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MANUFACTURER/ MODEL GROUP	IMC (BASED ON IFR FLIGHT PLAN HOURS)				VMC (BASED ON TOTAL HOURS FLOW)			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOW	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOW	PERCENT STANDARD ERROR
AGUSTAA109	0	0.0	0	0.0	79	14.2	5,767	22.4
AIRPTSA	0	0.0	0	0.0	12	14.6	693	28.6
AIRSPC18	0	0.0	0	0.0	286	15.6	108,215	20.6
AIRTRCAT300	0	0.0	0	0.0	106	24.6	38,654	27.8
AIRTRCAT400	0	0.0	0	0.0	114	9.0	47,370	14.4
AIRTRCAT500	77	13.7	5,870	23.2	80	12.6	17,211	15.4
AND FALC10	148	7.3	11,015	27.5	140	8.8	29,804	17.4
AND FALC20	81	18.0	5,818	24.3	82	17.6	17,537	20.0
AND FALC50	64	21.7	2,223	56.2	83	13.5	28,755	22.5
AMRGENAG58	2	65.3	4	65.3	11	18.3	722	20.1
AMTR CJ6	114	34.6	4,424	38.2	120	33.4	17,400	36.8
AMTR SUKHOI	0	0.0	0	0.0	7	54.5	138	62.1
ARCNEH37	0	0.0	0	0.0	19	33.7	1,011	41.9
ARCTICS1A	0	0.0	0	0.0	19	15.4	336	27.2
ARCTICS1B1	0	0.0	0	0.0	145	7.6	10,978	13.9
ARONCA15	0	0.0	0	0.0	46	22.3	2,797	26.6
ARONCA58	0	0.0	0	0.0	80	17.6	4,340	37.5
ARONCA65	0	0.0	0	0.0	7	37.6	99	38.5
ARONCAC3	0	0.0	0	0.0	93	15.5	4,189	22.7

4.8 1992 GENERAL AVIATION ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN UNDER IMC CONDITIONS (BASED ON IFR FLIGHT PLAN HOURS)
AND VMC CONDITIONS (BASED ON TOTAL HOURS FLOWN) BY SDR MANUFACTURER/MODEL GROUP

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MANUFACTURER/ MODEL GROUP	IMC (BASED ON IFR FLIGHT PLAN HOURS)				VMC (BASED ON TOTAL HOURS FLOWN)			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
AROSTRX8	0	0.0	0	0.0	8	43.2	179	46.7
AVIANW/FALCON	0	0.0	0	0.0	16	44.3	478	47.3
AVIANW/SKYHAWK	0	0.0	0	0.0	340	27.0	149,585	27.7
AYRES S2	1	70.2	13,189	70.2	14	67.2	3,320	67.2
AYRES S2	3	132.1	156	143.9	17	32.0	1,013	61.9
BAG	55	12.2	4,286	23.6	55	11.9	14,981	15.9
BAG B206	0	0.0	0	0.0	1,049	10.0	30,625	22.6
BAG DH125	0	0.0	0	0.0	443	12.8	24,824	21.9
BALWKS/FIREFY	2	446.2	7	446.2	1,995	8.8	150,600	19.2
BBAVIA11	0	0.0	0	0.0	189	5.3	34,962	26.9
BBAVIA7	143	18.2	12,892	24.3	154	16.9	22,928	22.9
BBAVIA8	25	39.4	249	55.0	114	12.3	7,425	18.1
BEECH 100	93	41.2	4,213	54.0	161	28.9	18,058	33.1
BEECH 17	29	83.1	20,916	90.0	22	98.0	20,083	100.0
BEECH 18	6	124.6	147	129.1	7	121.6	471	135.9
BEECH 18	552	13.2	41,149	23.8	557	13.0	154,945	18.2
BEECH 1900	28	0.0	1,210	19.8	29	0.0	4,398	17.8
BEECH 1900D	591	23.4	14,055	35.2	1,876	7.3	192,306	13.8
BEECH 200	61	31.6	3,059	38.2	83	23.9	21,728	30.9

4.8 1992 GENERAL AVIATION ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN UNDER IMC CONDITIONS (BASED ON IFR FLIGHT PLAN HOURS)
AND VMC CONDITIONS (BASED ON TOTAL HOURS FLOWN) BY SDR MANUFACTURER/MODEL GROUP

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MANUFACTURER/ MODEL GROUP	IMC (BASED ON IFR FLIGHT PLAN HOURS)				VMC (BASED ON TOTAL HOURS FLOWN)			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
BEECH 2000	1,423	8.1	26,962	22.7	2,037	1.0	310,502	23.1
BEECH 23	2,557	10.0	53,897	24.9	5,451	3.1	482,688	7.3
BEECH 300	1,685	8.4	54,781	19.7	2,194	3.8	325,368	8.2
BEECH 33	34	53.5	207	59.3	141	20.6	16,424	28.1
BEECH 35	97	23.2	1,954	36.7	153	14.8	10,758	27.0
BEECH 36	1,114	12.4	45,628	27.7	1,525	7.7	119,769	12.4
BEECH 45	16	43.2	582	57.4	23	33.1	2,062	45.8
BEECH 50	1,249	5.7	75,063	15.4	1,337	4.2	235,686	13.7
BEECH 55	169	29.4	9,456	40.3	182	27.4	21,323	31.1
BEECH 56	22	81.2	232	95.7	59	31.6	3,738	40.5
BEECH 58	211	11.7	7,297	32.6	246	6.3	89,590	19.4
BEECH 60	21	61.7	547	68.9	125	16.7	45,749	23.5
BEECH 65	31	35.6	1,148	39.6	92	8.0	15,605	25.8
BEECH 76	345	20.0	27,912	35.1	371	18.4	53,978	23.9
BEECH 77	270	11.9	9,497	36.8	333	7.9	53,365	20.8
BEECH 80	32	51.0	3,192	52.6	33	49.8	13,749	53.6
BEECH 90	0	0.0	0	0.0	103	42.9	21,181	51.7
BEECH 95	18	159.6	118	160.0	1,682	4.0	1,062,727	13.1
BEECH 99	0	0.0	0	0.0	35	63.6	27,102	71.5

4.8 1992 GENERAL AVIATION ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN UNDER IMC CONDITIONS (BASED ON IFR FLIGHT PLAN HOURS)
AND VMC CONDITIONS (BASED ON TOTAL HOURS FLOWN) BY SOK MANUFACTURER/MODEL GROUP

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MANUFACTURER/ MODEL GROUP	IMC (BASED ON IFR FLIGHT PLAN HOURS)				VMC (BASED ON TOTAL HOURS FLOWN)			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
BELL 204	35	14.5	1,185	24.5	68	2.5	22,833	13.2
BELL 206	25	39.8	975	61.8	39	27.4	16,537	31.7
BELL 212	0	0.0	0	0.0	440	25.2	86,336	35.0
BELL 222	0	0.0	0	0.0	54	11.8	2,967	25.4
BELL 412	0	0.0	0	0.0	41	45.6	1,941	47.0
BELL 47	11	127.4	76	132.7	180	15.8	11,341	25.5
BLANCA11	306	26.7	4,915	33.7	564	14.8	53,742	19.4
BLANCA1413	6	248.0	25	248.0	1,408	9.0	135,575	37.8
BLANCA1419	0	0.0	0	0.0	276	14.6	21,621	18.9
BLANCA17	11	54.3	1,582	62.3	62	10.1	27,090	19.3
BLANCA7	0	0.0	0	0.0	850	6.4	45,347	14.2
BLANCA7	0	0.0	0	0.0	82	38.8	45,058	42.3
BLANCA8	5	239.7	77	244.9	59	52.2	43,806	55.0
BNORM BN2	117	9.6	15,675	32.7	117	9.7	28,196	17.2
BOEING75	0	0.0	0	0.0	43	1.9	2,298	13.5
BOLKMS105	0	0.0	0	0.0	14	26.4	326	28.7
BOLKMS117	0	0.0	0	0.0	11	23.6	551	29.6
BRAERODH125	0	0.0	0	0.0	16	23.5	783	43.6
BRASOV1S28	0	0.0	0	0.0	70	0.0	5,013	10.8

4.8 1992 GENERAL AVIATION ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN UNDER IMC CONDITIONS (BASED ON IFR FLIGHT PLAN HOURS)
AND VMC CONDITIONS (BASED ON TOTAL HOURS FLOWN) BY SDR MANUFACTURER/MODEL GROUP

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MANUFACTURER/ MODEL GROUP	IMC (BASED ON IFR FLIGHT PLAN HOURS)				VMC (BASED ON TOTAL HOURS FLOWN)			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
BRWSTRFLEET2	2	104.1	69	104.1	127	7.3	4,380	16.2
BRWSTRFLEET7	3	191.4	438	195.3	3	188.0	376	197.9
BUKER 131	0	0.0	0	0.0	475	16.1	26,970	27.6
CAMRONMODELO	0	0.0	0	0.0	1,217	12.1	58,869	17.1
CAMRONMODELO	861	24.6	13,946	39.5	13,740	2.6	2,550,104	8.2
CASA C212	83	60.4	869	73.5	1,775	6.2	135,065	12.5
CESSNA120	6,286	7.9	158,084	15.1	20,460	1.5	3,301,783	7.3
CESSNA140	69	45.7	601	48.1	1,065	3.9	61,551	10.4
CESSNA150	950	15.5	17,234	23.5	2,298	4.0	254,987	10.9
CESSNA170	370	31.2	2,517	41.6	2,294	4.4	226,827	20.6
CESSNA172	5,103	7.3	94,319	12.9	12,122	1.4	1,519,009	6.3
CESSNA175	152	60.5	1,820	69.3	1,202	10.0	205,504	29.1
CESSNA177	0	0.0	0	0.0	664	20.9	86,592	29.1
CESSNA180	3	132.7	32	135.8	50	19.4	2,376	24.3
CESSNA182	56	36.0	1,142	48.8	362	7.3	21,054	13.6
CESSNA185	40	49.6	758	52.9	183	10.5	15,058	27.1
CESSNA188	775	20.1	18,335	35.5	1,859	6.9	329,203	13.2
CESSNA190	27	97.4	1,009	99.9	260	4.1	136,004	17.5
CESSNA195	131	0.0	35,836	31.4	62	37.8	11,622	53.6

4.8 1992 GENERAL AVIATION ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN UNDER IMC CONDITIONS (BASED ON IFR FLIGHT PLAN HOURS)
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MANUFACTURER/ MODEL GROUP	IMC (BASED ON IFR FLIGHT PLAN HOURS)				VMC (BASED ON TOTAL HOURS FLOWN)			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
CESSNA205	3,630	6.6	95,372	19.5	4,955	2.2	654,565	8.5
CESSNA206	66	16.7	3,246	33.9	68	15.7	11,546	25.4
CESSNA207	6	94.0	113	101.6	190	9.3	14,785	19.1
CESSNA208	1,271	13.1	35,150	30.8	1,768	8.9	165,763	13.8
CESSNA210	100	25.3	2,772	34.6	152	17.0	16,331	29.2
CESSNA303	15	36.8	1,046	48.8	17	33.9	3,387	42.6
CESSNA305	8	73.5	173	105.6	20	40.9	1,402	50.1
CESSNA310	490	15.0	5,592	42.0	782	7.8	57,431	18.8
CESSNA320	614	11.7	25,527	23.8	636	10.9	81,434	22.2
CESSNA335	66	33.8	3,583	43.6	89	25.9	11,297	30.1
CESSNA336	316	23.9	36,126	41.3	388	16.2	195,157	28.6
CESSNA337	31	52.0	3,736	60.0	32	50.0	13,542	52.8
CESSNA340	9	76.5	169	79.7	33	32.0	2,414	40.8
CESSNA401	407	19.0	12,618	33.3	451	16.6	49,828	26.0
CESSNA402	519	6.5	36,973	15.6	963	4.9	114,908	16.9
CESSNA404	118	15.0	7,407	27.5	124	13.6	20,885	19.7
CESSNA411	121	18.7	9,740	29.7	126	17.7	23,465	24.4
CESSNA414	497	13.6	69,824	29.4	489	14.0	107,694	17.5
CESSNA421	184	12.2	10,130	24.6	190	11.1	26,182	16.9

4.8 1992 GENERAL AVIATION ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN UNDER IFR CONDITIONS (BASED ON IFR FLIGHT PLAN HOURS)
AND VMC CONDITIONS (BASED ON TOTAL HOURS FLOWN) BY SDR MANUFACTURER/MODEL GROUP

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MANUFACTURER/ MODEL GROUP	IMC (BASED ON IFR FLIGHT PLAN HOURS)				VMC (BASED ON TOTAL HOURS FLOWN)			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
CESSNA425	120	16.0	20,871	27.8	115	17.3	30,146	20.2
CESSNA441	1	105.4	54	105.4	19	24.4	559	33.7
CESSNA500	0	0.0	0	0.0	7	51.0	202	59.5
CESSNA501	0	0.0	0	0.0	28	29.3	1,107	39.5
CESSNA650	0	0.0	0	0.0	97	18.7	4,735	32.7
CESSNA750	8	60.7	137	68.2	66	12.1	7,007	22.7
CESSNAUC94	112	20.2	12,810	30.8	106	22.0	26,911	26.2
CHILD S1	0	0.0	0	0.0	32	6.9	1,353	23.7
CHILD S2	0	0.0	0	0.0	33	18.6	1,261	25.0
CHRIS HUSKY	117	28.6	1,216	50.3	398	0.0	30,027	16.2
CNDALCL600	2	155.8	28	155.8	6	70.9	249	75.3
CNTRAR101	0	0.0	0	0.0	6	44.1	29	44.3
COMWTH185	0	0.0	0	0.0	7	24.1	57	34.0
CONAERLA4	0	0.0	0	0.0	59	15.2	5,466	29.0
CURTISJR	3	87.8	11	94.7	67	11.6	2,200	28.0
CURTISROBIN	13	74.9	955	79.7	13	72.6	2,617	76.7
CVAC 440	0	0.0	0	0.0	51	14.9	2,944	23.1
CVAC BT13	7	237.2	50	238.7	81	54.2	81,473	68.2
CVAC STC580	0	0.0	0	0.0	21	56.1	7,170	56.1

4.8 1992 GENERAL AVIATION ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN UNDER IMC CONDITIONS (BASED ON IFR FLIGHT PLAN HOURS)
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MANUFACTURER/ MODEL GROUP	IMC (BASED ON IFR FLIGHT PLAN HOURS)				VMC (BASED ON TOTAL HOURS FLOWN)			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
DART G	27	42.9	39	116.6	28	38.5	1,499	39.3
DHAV DHC1	4	103.7	252	108.5	11	63.5	5,338	71.9
DHAV DHC2	0	0.0	0	0.0	52	12.4	1,658	16.8
DHAV DHC3	0	0.0	0	0.0	3	80.0	58	84.0
DHAV DHC4	54	22.7	1,428	51.9	106	14.2	10,040	21.7
DHAV DHC6	2	88.8	78	88.8	18	23.5	1,517	43.6
DHAVXXDH82	8	135.8	53	135.8	0	0.0	0	0.0
DOUG A26	0	0.0	0	0.0	23	47.2	649	57.8
DOUG DC3	0	0.0	0	0.0	82	9.3	3,721	22.5
DOUG DC4	1	187.6	14	187.6	2	129.2	126	134.8
DOUG DC6	2	197.2	890	197.2	2	193.3	3,204	193.3
EAGLE DW	2	130.1	31	130.1	200	10.6	37,450	19.6
EAGLEBC7	0	0.0	0	0.0	6	42.7	230	47.5
EIRVON20	0	0.0	0	0.0	9	21.1	94	31.2
EMB 110	0	0.0	0	0.0	76	18.5	2,533	23.1
EMB 120	0	0.0	0	0.0	101	16.1	4,096	24.9
ENSTRMF28	0	0.0	0	0.0	44	9.7	1,892	20.8
ENSTRMF28	0	0.0	0	0.0	7	73.0	204	78.1
FLEET 168	0	0.0	0	0.0	22	0.0	1,569	11.7

4.8 1992 GENERAL AVIATION ACTIVE AIRCRAFT AND TOTAL HOURS FLOW UNDER IFR CONDITIONS (BASED ON IFR FLIGHT PLAN HOURS)
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MANUFACTURER/ MODEL GROUP	IFR (BASED ON IFR FLIGHT PLAN HOURS)				VMC (BASED ON TOTAL HOURS FLOW)			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOW	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOW	PERCENT STANDARD ERROR
FRCHLD22	0	0.0	0	0.0	31	0.0	2,127	12.0
FRCHLD24	0	0.0	0	0.0	32	0.0	1,434	10.1
FRCHLD24	0	0.0	0	0.0	93	4.9	4,191	24.4
FRCHLD62	0	0.0	0	0.0	21	9.8	3,990	18.3
GALAXYGX7	0	0.0	0	0.0	26	34.5	2,286	43.1
GENBALAX6	0	0.0	0	0.0	12	36.5	3,612	47.4
GLASER300	0	0.0	0	0.0	68	0.0	5,982	14.7
GLASER400	0	0.0	0	0.0	38	10.2	2,358	20.7
GLASFL201	0	0.0	0	0.0	130	9.0	7,780	20.0
GLASFLH301	3	175.3	120	191.2	6	117.2	802	120.2
GROB 103	39	48.7	796	65.7	354	8.4	37,192	16.6
GROB 103CAT	260	30.8	3,230	43.5	617	14.0	59,553	23.3
GROB 103TWN	34	3.2	3,195	26.3	33	4.1	5,582	18.3
GROB 109	0	0.0	0	0.0	693	14.6	229,664	21.4
GROB ASTIR	7	54.6	55	55.3	18	29.8	2,187	36.3
GRTLKS2T1	2	72.9	13	72.9	17	16.5	508	22.3
GRUMANS16	245	25.1	3,558	44.3	518	7.8	41,330	16.3
GRUMANS16	87	45.5	1,358	53.9	136	31.1	9,506	47.4
GRUMAVAA1	0	0.0	0	0.0	2	241.8	49	241.8

4.8 1992 GENERAL AVIATION ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN UNDER IMC CONDITIONS (BASED ON IFR FLIGHT PLAN HOURS)
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MANUFACTURER/ MODEL GROUP	IMC (BASED ON IFR FLIGHT PLAN HOURS)				VMC (BASED ON TOTAL HOURS FLOWN)			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
GRUMAAAS	11	117.0	280	127.9	36	51.7	3,834	56.8
GRUMAVG1159	33	115.9	970	117.1	92	57.4	8,540	76.2
GRUMAVG164	24	32.5	587	50.0	31	25.6	3,496	36.8
GRUMAVG21	6	61.8	950	68.1	6	60.4	766	64.0
GRUMAVTBM	168	30.3	7,436	47.5	176	28.9	23,771	37.3
GULSTM112	0	0.0	0	0.0	314	18.0	18,753	30.2
GULSTM500	204	28.5	3,339	38.0	489	9.0	37,415	15.0
GULSTM520	226	12.4	15,698	31.7	243	10.0	45,995	21.3
GULSTM560	27	35.4	1,780	41.0	27	35.6	5,153	38.9
GULSTM680	15	34.9	481	39.9	47	13.1	5,256	24.3
GULSTM680TP	3	107.4	239	123.2	5	82.8	456	87.9
GULSTM690TC	35	19.5	499	30.8	42	13.0	4,734	31.7
GULSTM690TP	0	0.0	0	0.0	6	56.2	1,844	56.6
GULSTMAAS	21	45.6	243	75.0	46	23.8	8,740	37.4
GULSTMG1159	3	91.3	25	91.3	6	51.3	339	60.6
GULSTMG159	0	0.0	0	0.0	15	64.2	1,520	67.9
GULSTMG44	0	0.0	0	0.0	139	36.6	36,891	42.4
GULSTMG73	2	217.9	5	217.9	3	148.3	80	150.9
GULSTMGA7	3	174.2	8	174.2	352	10.1	73,183	18.5

4.8 1992 GENERAL AVIATION ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN UNDER IMC CONDITIONS (BASED ON IFR FLIGHT PLAN HOURS)
AND VMC CONDITIONS (BASED ON TOTAL HOURS FLOWN) BY SDR MANUFACTURER/MODEL GROUP

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MANUFACTURER/ MODEL GROUP	IMC (BASED ON IFR FLIGHT PLAN HOURS)				VMC (BASED ON TOTAL HOURS FLOWN)			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
H23/HTE	0	0.0	0	0.0	419	12.2	205,396	22.7
H34/55	122	15.8	8,135	30.9	126	14.9	26,504	21.7
HELIO H295	0	0.0	0	0.0	40	22.2	2,326	33.1
HELIO H391	10	31.2	291	61.5	16	20.4	1,290	25.8
HILLERFH1100	21	61.9	840	79.1	22	60.2	1,918	68.0
HILLERUH12	178	6.3	21,150	19.8	171	7.8	30,810	14.2
HILLERUH12	5	46.9	250	48.8	30	14.8	2,487	25.8
HSPAVHHA200	0	0.0	0	0.0	2	92.9	11	92.9
HUGHES269	19	37.5	1,406	49.5	9	67.8	1,635	68.5
HUGHES369	64	20.8	3,561	35.0	64	20.8	8,307	27.9
HWKSLYDH125	158	18.9	9,626	31.8	165	17.3	28,223	28.3
HYNES B2	203	25.3	17,561	41.0	187	27.4	49,972	33.8
INTRCP200	54	26.6	5,644	40.8	74	15.9	16,545	25.9
ISRAEL1121	0	0.0	0	0.0	53	41.1	4,690	53.1
ISRAEL1124	26	35.6	1,294	46.0	27	34.5	3,698	41.2
JBMSTRDGA15	2	134.1	18	134.1	11	43.6	362	45.9
LATKFN10	5	139.5	46	139.5	7	114.5	371	121.7
LEAR 23	0	0.0	0	0.0	3	102.4	140	119.4
LEAR 24	0	0.0	0	0.0	12	25.8	408	38.5

4.8 1992 GENERAL AVIATION ACTIVE AIRCRAFT AND TOTAL HOURS FLOW UNDER IVC CONDITIONS (BASED ON IFR FLIGHT PLAN HOURS)
AND VMC CONDITIONS (BASED ON TOTAL HOURS FLOW) BY SDR MANUFACTURER/MODEL GROUP

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MANUFACTURER/ MODEL GROUP	IVC (BASED ON IFR FLIGHT PLAN HOURS)				VMC (BASED ON TOTAL HOURS FLOW)			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOW	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOW	PERCENT STANDARD ERROR
LEAR 25	4	68.0	33	68.0	8	48.2	184	53.4
LEAR 35	0	0.0	0	0.0	869	14.9	41,051	19.9
LEAR 55	0	0.0	0	0.0	86	8.3	87,140	15.0
LET L13	14	55.7	73	59.4	135	12.3	8,150	17.6
LKNEED1329	29	105.0	96	138.6	199	29.8	11,643	33.0
LKNEED18	14	32.0	296	39.3	62	0.0	8,641	12.1
LKNEED282	2	94.0	15	94.0	27	0.0	2,972	13.8
LKNEEDP2V	0	0.0	0	0.0	48	21.6	3,265	28.4
LKNEEDPV1	0	0.0	0	0.0	26	13.0	420	20.9
LKNEEDT33	2	110.6	3	110.6	27	21.9	774	30.5
LUSCOM8	0	0.0	0	0.0	42	25.4	1,741	32.1
MACDOUG369	3,404	7.4	65,331	14.0	5,418	2.9	587,952	9.8
MAULE M4	4	88.4	407	88.4	34	11.9	2,281	24.2
MAULE M5	79	36.9	5,112	41.4	81	36.4	13,219	38.7
MAULE M6	65	8.0	4,202	20.6	70	5.5	13,508	17.2
MAULE MK7	11	32.9	116	67.4	24	15.3	1,726	27.4
MCLISHFUNKB	1	178.7	6	178.7	6	83.2	166	87.7
MEYERSOTW	5	95.4	55	101.6	68	17.6	3,977	22.8
MNCOLUP90	16	79.8	334	81.4	70	32.2	3,229	39.7

4.8 1992 GENERAL AVIATION ACTIVE AIRCRAFT AND TOTAL HOURS FLOW UNDER INC CONDITIONS (BASED ON IFR FLIGHT PLAN HOURS)
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MANUFACTURER/ MODEL GROUP	INC (BASED ON IFR FLIGHT PLAN HOURS)				VMC (BASED ON TOTAL HOURS FLOW)			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOW	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOW	PERCENT STANDARD ERROR
MNMITM18	13	150.6	104	152.1	363	17.5	19,179	23.6
MOONEYM20	0	0.0	0	0.0	20	35.2	263	52.8
MRCHT1S205	0	0.0	0	0.0	27	54.3	1,269	56.9
MTSBSIMU2	107	37.9	1,882	42.8	443	8.5	24,541	20.4
MTSBSIMU300	0	0.0	0	0.0	22	18.0	871	23.8
MULTECD16	0	0.0	0	0.0	33	12.5	1,459	15.3
NAMER B25	0	0.0	0	0.0	6	130.2	539	140.0
NAMER NA260	30	2.8	524	46.7	33	0.0	7,955	23.7
NAMER T6	0	0.0	0	0.0	24	39.2	416	46.1
NATBAL752	0	0.0	0	0.0	8	43.8	427	47.7
NAVAL N3N	164	28.7	4,421	45.9	172	27.4	16,910	30.8
NAVIONNAVION	0	0.0	0	0.0	8	44.7	79	47.0
NORD SV4	0	0.0	0	0.0	2,180	7.6	104,136	15.8
NORWST65	0	0.0	0	0.0	83	12.6	4,041	27.0
ORLLHELH19	0	0.0	0	0.0	129	10.0	5,456	14.5
ORLLHELSS8	117	37.4	3,638	56.3	331	13.0	33,617	22.1
PARTENP68	0	0.0	0	0.0	43	26.2	2,444	31.2
PICARDAY6	0	0.0	0	0.0	95	17.4	3,496	24.9
PILATS84	0	0.0	0	0.0	132	22.9	10,192	28.0

4.8 1992 GENERAL AVIATION ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN UNDER IMC CONDITIONS (BASED ON IFR FLIGHT PLAN HOURS)
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MANUFACTURER/ MODEL GROUP	IMC (BASED ON IFR FLIGHT PLAN HOURS)				VMC (BASED ON TOTAL HOURS FLOWN)			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
PIPER 600	0	0.0	0	0.0	58	8.3	2,090	12.0
PIPER J2	74	91.0	607	108.9	2,782	6.3	237,939	17.0
PIPER J3	29	61.7	65	61.7	190	18.4	14,860	25.2
PIPER J4	93	70.9	1,423	89.6	2,347	9.3	120,108	15.7
PIPER J5	1,659	10.4	66,857	28.5	2,022	7.8	253,135	15.2
PIPER PA 24	681	20.8	17,078	35.6	1,868	7.2	179,929	13.3
PIPER PA12	7	254.0	18	254.0	452	22.5	60,685	27.5
PIPER PA14	6,342	6.7	124,615	12.8	18,089	1.5	2,352,888	7.1
PIPER PA15	556	18.5	16,025	27.5	795	12.0	73,135	18.1
PIPER PA16	874	13.0	53,267	20.9	963	11.4	138,326	18.9
PIPER PA17	350	9.7	29,385	20.0	362	8.9	50,270	15.0
PIPER PA18	2,318	8.9	58,283	19.6	3,293	4.4	447,424	12.4
PIPER PA20	1,160	9.6	70,870	42.5	1,583	1.0	176,067	9.9
PIPER PA22	0	0.0	0	0.0	147	28.4	22,926	32.5
PIPER PA22	31	103.9	470	106.5	662	13.3	171,511	22.6
PIPER PA23	64	12.8	4,267	20.8	67	11.3	13,028	17.2
PIPER PA24	170	18.4	8,991	26.2	199	14.6	70,129	21.6
PIPER PA25	182	17.5	5,834	24.2	197	15.4	29,203	25.8
PIPER PA28	4	119.1	155	127.9	25	38.7	1,555	41.2

4.8 1992 GENERAL AVIATION ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN UNDER IMC CONDITIONS (BASED ON IFR FLIGHT PLAN HOURS)
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MANUFACTURER/ MODEL GROUP	IMC (BASED ON IFR FLIGHT PLAN HOURS)				VMC (BASED ON TOTAL HOURS FLOWN)			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
PIPER PA28	0	0.0	0	0.0	40	24.3	832	27.5
PIPER PA30	0	0.0	0	0.0	7	49.2	133	58.0
PIPER PA31	0	0.0	0	0.0	329	8.0	8,914	12.5
PIPER PA31	0	0.0	0	0.0	71	19.0	3,142	24.9
PIPER PA31T	0	0.0	0	0.0	88	39.1	1,948	45.6
PIPER PA32	0	0.0	0	0.0	19	48.3	1,011	56.7
PIPER PA34	20	12.4	1,577	40.6	21	11.3	2,254	21.7
PIPER PA36	113	31.4	10,654	41.9	88	38.2	11,583	51.2
PIPER PA38	0	0.0	0	0.0	388	25.9	102,631	42.9
PIPER PA42	0	0.0	0	0.0	110	2.4	7,951	12.8
PIPER PA44	0	0.0	0	0.0	64	16.9	2,056	26.4
PIPER PA46	0	0.0	0	0.0	7	64.9	290	72.5
PROPJT200	3	149.1	242	169.9	1	244.7	757	244.7
RAVEN RX6	0	0.0	0	0.0	33	8.7	2,804	14.8
RAVEN S50	0	0.0	0	0.0	18	27.1	3,035	36.6
RAVEN S55	0	0.0	0	0.0	26	9.9	1,248	23.6
RAVEN S57	0	0.0	0	0.0	45	6.7	2,169	12.9
RAVEN S60	0	0.0	0	0.0	66	12.2	3,781	26.2
RAVEN S66	0	0.0	0	0.0	9	26.5	202	31.6

4.8 1992 GENERAL AVIATION ACTIVE AIRCRAFT AND TOTAL HOURS FLOW UNDER IFR CONDITIONS (BASED ON IFR FLIGHT PLAN HOURS)
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MANUFACTURER/ MODEL GROUP	IMC (BASED ON IFR FLIGHT PLAN HOURS)				VMC (BASED ON TOTAL HOURS FLOW)			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOW	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOW	PERCENT STANDARD ERROR
RKMEL500	0	0.0	0	0.0	32	25.2	1,021	41.1
RKMELMA265	0	0.0	0	0.0	106	25.5	34,825	31.1
ROBSTNR22	0	0.0	0	0.0	547	5.6	28,630	16.3
ROLSCHLS	0	0.0	0	0.0	340	14.2	61,874	21.2
RYAN STA	0	0.0	0	0.0	15	66.0	1,664	67.5
SAAB SF340	0	0.0	0	0.0	13	72.5	5,298	72.6
SCHEMPDISCUS	0	0.0	0	0.0	2	200.6	53	200.6
SCHLERASK21	99	17.6	5,973	23.0	164	0.0	93,878	11.8
SCHLERASW15	0	0.0	0	0.0	138	26.0	8,573	34.4
SCHLERASW19	179	19.5	9,820	49.5	225	13.5	40,064	29.8
SCHLERASW20	0	0.0	0	0.0	53	26.5	44,097	31.6
SCHLERK8	2	142.8	61	142.8	133	4.5	89,909	14.2
SCHLERKA6	0	0.0	0	0.0	11	34.4	5,379	63.4
SCHZERGI64	0	0.0	0	0.0	25	15.5	1,807	28.7
SCHZERSG1	46	11.6	1,074	20.1	67	0.0	7,792	0.0
SCHZERSG2	68	23.8	1,315	31.6	114	11.8	17,447	18.6
SKRSKY55	16	14.2	190	18.1	40	0.0	20,741	4.2
SKRSKY58	0	0.0	0	0.0	87	5.2	2,640	14.3
SKRSKY58T	0	0.0	0	0.0	48	0.0	1,940	22.1

4.8 1992 GENERAL AVIATION ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN UNDER IMC CONDITIONS (BASED ON IFR FLIGHT PLAN HOURS)
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MANUFACTURER/ MODEL GROUP	IMC (BASED ON IFR FLIGHT PLAN HOURS)				VMC (BASED ON TOTAL HOURS FLOWN)			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
SKRSKYS61	0	0.0	0	0.0	41	0.0	4,213	13.8
SKRSKYS76	0	0.0	0	0.0	1	594.6	7	594.6
SLINDS100	0	0.0	0	0.0	23	22.1	911	27.4
SMITH 600	0	0.0	0	0.0	45	20.0	2,430	27.6
SNAIS350	0	0.0	0	0.0	4	52.5	132	61.7
SNIAS 350	0	0.0	0	0.0	27	33.0	1,008	40.0
SNIAS SA341	0	0.0	0	0.0	59	30.5	1,620	42.3
SOCATAMS894	6	70.0	17	75.7	8	57.8	247	59.1
SOCATATB10	0	0.0	0	0.0	16	75.9	709	76.3
SOCATATB9	80	14.9	5,373	19.7	83	14.2	15,187	22.2
SPHRTHCIRRUS	18	33.8	1,017	43.9	18	32.8	2,698	38.5
SPHRTHNIMBUS	29	44.5	500	58.9	33	39.6	2,521	47.2
SPHRTHVENTUS	2	169.6	20	169.6	99	20.5	4,867	32.3
STBROSSD3	0	0.0	0	0.0	10	30.4	251	46.4
STNSON10	0	0.0	0	0.0	893	13.7	51,964	26.3
STNSONL5	0	0.0	0	0.0	18	20.1	734	24.1
STNSONSR9	0	0.0	0	0.0	70	29.1	3,649	52.0
STNSONV77	0	0.0	0	0.0	8	63.9	427	66.1
STOLAMRC3	0	0.0	0	0.0	16	29.4	2,430	34.9

4.8 1992 GENERAL AVIATION ACTIVE AIRCRAFT AND TOTAL HOURS FLOW UNDER IMC CONDITIONS (BASED ON IFR FLIGHT PLAN HOURS)
AND VMC CONDITIONS (BASED ON TOTAL HOURS FLOW) BY SDR MANUFACTURER/MODEL GROUP

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MANUFACTURER/ MODEL GROUP	IMC (BASED ON IFR FLIGHT PLAN HOURS)				VMC (BASED ON TOTAL HOURS FLOW)			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOW	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOW	PERCENT STANDARD ERROR
SUD CM170	0	0.0	0	0.0	56	16.2	1,876	19.5
SUPAC LA	59	36.6	2,697	56.5	312	11.3	18,226	16.9
SUPAC V	0	0.0	0	0.0	63	34.2	2,712	42.7
SWRNGNSA226	0	0.0	0	0.0	7	27.6	164	34.9
SWRNGNSA226	12	96.8	143	98.6	394	9.8	18,926	17.6
SWRNGNSA227	24	107.2	190	109.1	997	11.1	59,179	25.0
SWRNGNSA26	0	0.0	0	0.0	1,030	14.6	33,730	20.5
TCRAFTD	0	0.0	0	0.0	23	0.0	795	25.0
TCRAFTA	17	63.0	74	82.3	78	19.6	6,539	24.4
TCRAFTBC	0	0.0	0	0.0	10	15.2	296	17.2
TCRAFTBF	0	0.0	0	0.0	5	59.0	79	69.3
TCRAFTBL	0	0.0	0	0.0	15	15.6	286	24.7
TENCO 11A	0	0.0	0	0.0	85	9.2	7,234	41.0
TH55	0	0.0	0	0.0	21	11.9	2,016	24.7
THUNDRAX7	0	0.0	0	0.0	14	103.0	7,182	105.6
THPSONNAVION	0	0.0	0	0.0	19	46.5	3,663	47.3
TOTALS	60,207	1.9	2,075,110	3.9	184,109	0.6	24,418,364	2.0

NOTE: ROW AND COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
FOR ADDITIONAL INFORMATION, SEE APPENDIX B FOR SDR AIRCRAFT GROUP NAMES AND FAA MANUFACTURER/MODEL CODES.

4.9 1992 GENERAL AVIATION ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN BY FLIGHT PLAN
BY AIRCRAFT TYPE

PAGE 1 OF 4

AIRCRAFT TYPE	IFR FLIGHT PLANS				VFR/DVFR FLIGHT PLANS			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
FIXED WING								
FIXED WING - PISTON								
1 ENG: 1-3 SEATS	3,133	11.7	118,737	20.1	18,434	4.0	1,379,739	9.7
1 ENG: 4+ SEATS	39,872	2.5	2,174,376	4.6	50,678	2.1	3,619,744	5.5
1 ENGINE: TOTAL	43,006	2.5	2,293,113	4.5	69,112	1.9	4,999,484	4.8
2 ENG: 1-6 SEATS	9,823	3.3	887,729	7.0	5,737	5.9	310,449	10.4
2 ENG: 7+ SEATS	5,128	3.2	597,338	9.8	3,464	6.6	334,632	16.7
2 ENGINE: TOTAL	14,951	2.4	1,485,067	5.7	9,201	4.4	645,082	10.0
PISTON: OTHER	16	68.8	212	55.2	33	24.2	590	40.2
PISTON: TOTAL	57,974	1.9	3,778,393	3.5	78,347	1.7	5,645,155	4.4
FIXED WING - TURBOPROP								
2 ENG: 1-12 SEATS	3,350	3.4	768,058	6.4	1,260	10.1	41,950	21.6
2 ENG: 13+ SEATS	496	18.8	228,882	24.4	144	40.3	28,900	105.4
2 ENGINE: TOTAL	3,827	3.8	996,941	7.5	1,404	10.0	70,850	44.9
TURBOPROP: OTHER	238	8.8	46,463	21.0	129	21.7	11,512	41.1
TURBOPROP: TOTAL	4,065	3.6	1,043,405	7.2	1,533	9.3	82,363	39.0

4.9 1992 GENERAL AVIATION ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN BY FLIGHT PLAN
BY AIRCRAFT TYPE

PAGE 2 OF 4

AIRCRAFT TYPE	IFR FLIGHT PLANS				VFR/DVFR FLIGHT PLANS			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
FIXED WING - TURBOJET								
2 ENGINE: TOTAL	3,726	2.4	999,208	4.6	812	13.2	13,093	28.6
TURBOJET: OTHER	170	17.1	40,495	20.5	62	40.3	612	49.9
TURBOJET: TOTAL	3,896	2.5	1,039,703	4.5	874	12.6	13,705	27.4
FIXED WING: TOTAL	65,937	1.7	5,861,501	2.7	80,756	1.7	5,741,223	4.4
ROTORCRAFT								
PISTON	16	81.3	930	273.8	753	17.9	78,300	48.7
TURBINE	233	21.0	12,361	28.3	1,911	9.7	823,733	17.8
ROTORCRAFT: TOTAL	249	20.5	13,291	32.6	2,664	8.6	902,034	16.8
OTHER AIRCRAFT	93	46.2	4,585	42.4	1,122	11.9	43,715	14.7
TOTAL	66,281	1.7	5,879,377	2.7	84,543	1.7	6,686,973	4.4

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

4.9 1992 GENERAL AVIATION ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN BY FLIGHT PLAN
BY AIRCRAFT TYPE

PAGE 3 OF 4

AIRCRAFT TYPE	NO FLIGHT PLANS				OTHER/UNKNOWN FLIGHT PLANS				TOTAL FLIGHT PLANS			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
FIXED WING												
FIXED WING - PISTON												
1 ENG: 1-3 SEATS	44,379	2.0	3,581,057	4.3	4,329	9.5	571,621	16.9	52,524	1.6	5,659,846	4.1
1 ENG: 4+ SEATS	74,222	1.4	5,348,398	3.6	10,791	6.1	1,204,083	10.9	91,046	.9	12,393,505	2.7
1 ENGINE: TOTAL	118,601	1.1	8,929,453	2.8	15,121	5.1	1,775,705	9.2	143,570	.8	18,053,354	2.3
2 ENG: 1-6 SEATS	8,906	3.9	508,802	7.6	1,261	14.7	145,372	26.7	11,807	2.5	1,859,294	4.7
2 ENG: 7+ SEATS	3,379	6.5	176,062	13.8	934	16.8	201,118	38.8	6,644	1.2	1,312,341	7.4
2 ENGINE: TOTAL	12,286	3.3	684,865	6.6	2,195	11.1	346,490	25.1	18,451	1.7	3,171,634	4.1
PISTON: OTHER	55	25.5	2,473	47.9	7	57.1	881	73.0	85	17.6	4,173	34.2
PISTON: TOTAL	130,943	1.1	9,616,794	2.6	17,324	4.7	2,123,077	8.7	162,107	.7	21,229,172	2.0
FIXED WING - TURBOPROP												
2 ENG: 1-12 SEATS	1,521	9.1	38,848	15.4	406	19.7	79,889	31.6	3,511	3.1	930,212	5.9
2 ENG: 13+ SEATS	117	35.0	7,127	70.0	72	51.4	42,116	47.2	582	16.3	307,162	21.6
2 ENGINE: TOTAL	1,638	8.9	45,976	17.0	478	18.6	122,005	26.3	4,094	3.5	1,237,374	6.9
TURBOPROP: OTHER	355	9.9	143,680	18.3	96	32.3	38,342	41.0	610	3.0	240,133	11.2
TURBOPROP: TOTAL	1,994	7.5	189,656	14.5	575	16.3	160,348	22.3	4,704	3.1	1,477,508	6.1

4.9 1992 GENERAL AVIATION ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN BY FLIGHT PLAN
BY AIRCRAFT TYPE

PAGE 4 OF 4

AIRCRAFT TYPE	NO FLIGHT PLANS				OTHER/UNKNOWN FLIGHT PLANS				TOTAL FLIGHT PLANS			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
FIXED WING - TURBOJET												
2 ENGINE: TOTAL	670	14.6	8,226	26.9	158	31.0	8,977	54.4	3,790	2.3	1,030,381	4.5
TURBOJET: OTHER	58	39.7	593	46.1	22	72.7	146	69.0	231	15.2	41,911	18.9
TURBOJET: TOTAL	728	13.9	8,819	25.3	181	28.2	9,123	53.5	4,022	2.3	1,072,292	4.4
FIXED WING: TOTAL	133,666	1.1	9,815,268	2.6	18,082	4.5	2,292,550	8.2	170,834	.7	23,778,974	1.9
ROTORCRAFT												
PISTON	1,980	8.5	312,580	15.5	104	36.5	21,838	52.8	2,211	7.6	414,119	15.1
TURBINE	1,830	9.7	828,051	14.5	442	24.4	201,806	29.8	3,541	3.8	1,866,326	8.2
ROTORCRAFT: TOTAL	3,811	6.5	1,140,632	11.4	546	21.1	223,644	27.4	5,753	3.8	2,280,446	7.3
OTHER AIRCRAFT	6,056	3.2	330,210	9.3	774	15.2	31,323	21.1	7,836	1.9	409,872	7.6
TOTAL	143,534	1.0	11,286,115	2.5	19,403	4.3	2,547,518	7.8	184,424	.7	26,469,280	1.8

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

CHAPTER V

FUEL CONSUMPTION

The 1992 general aviation aircraft fleet consumed 808 million gallons of fuel, consisting of 494 million gallons of jet fuel and 314 million gallons of aviation gasoline. Although data on propane fuel use were collected, they are not included because the data collected were not sufficient to provide reasonable estimates.

This chapter presents three tables and three figures. Table 5.1 presents consumption statistics. Table 5.2 shows, by aircraft type, fuel consumption by fuel grade, average gallons consumed per hour and fuel use in millions of gallons. The final table in this chapter, Table 5.3, presents data on the average rate of fuel consumption and total fuel consumed in millions of gallons by SDR Manufacturer/Model group.

Figures 5.1 and 5.2 show the 1992 general aviation fleet's fuel consumption rates and estimated fuel consumption by aircraft type, respectively. Figure 5.3 depicts the percentage fuel consumption of the general aviation fleet by fuel grade.

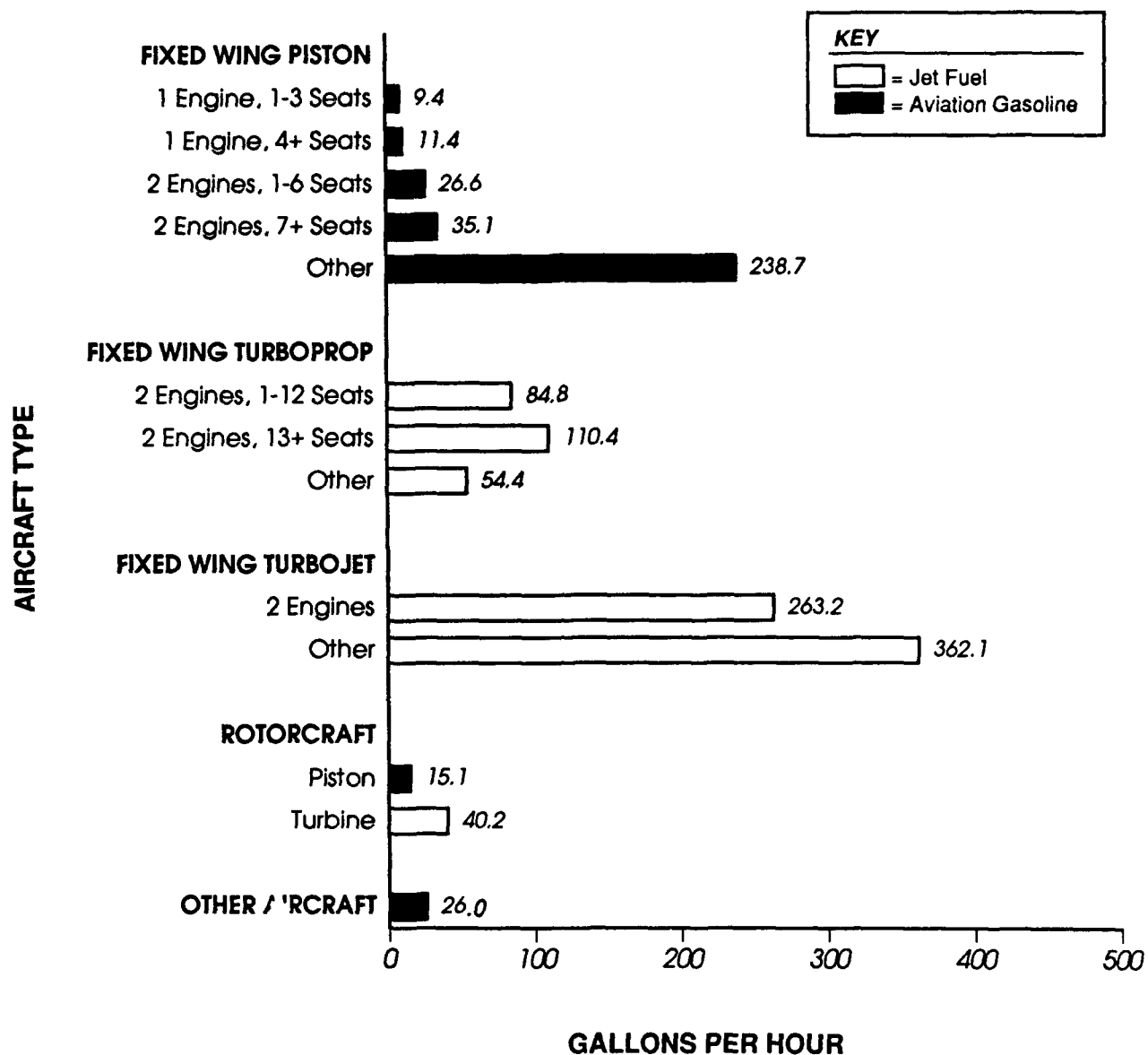
Some interesting points concerning fuel consumption are:

- o Of the 808 million gallons of fuel consumed by the 1992 general aviation fleet, 39 percent was aviation gasoline, and 61 percent was jet fuel.
- o Fixed wing piston aircraft, with a low average fuel consumption rate of 13.2 gallons per hour, nevertheless accounted for approximately 37 percent (301 million gallons) of the total fuel consumed by the general aviation fleet in 1992 due to their large numbers. This aircraft type also accounted for 96 percent of the aviation gasoline consumed.
- o Turbojet aircraft had the highest rates of fuel consumption: 362.1 gallons per hour for "other" turbojets, and 263.2 gallons per hour for two engine turbojets. In contrast, total fuel consumption for one engine piston aircraft averaged 10.8 gallons per hour.
- o Turbojets, which accounted for 32.8 percent of active turbine-engine aircraft in the 1992 general aviation fleet, consumed 58.5 percent of all jet fuel used by the general aviation fleet.
- o Averaging 83.3 gallons per hour, turboprops consumed 124 million gallons of jet fuel (25 percent of the total jet fuel consumed). Overall, turboprops accounted for approximately 15 percent of the aviation fuel consumed in 1992.

- o Of the 314 million gallons of aviation gasoline consumed by the fixed wing piston aircraft, approximately 3 percent was 80 octane gasoline, 16 percent was 90 octane gasoline, 77 percent was 100 octane low lead gasoline, and 4 percent was automobile gasoline.

Figure 5.1

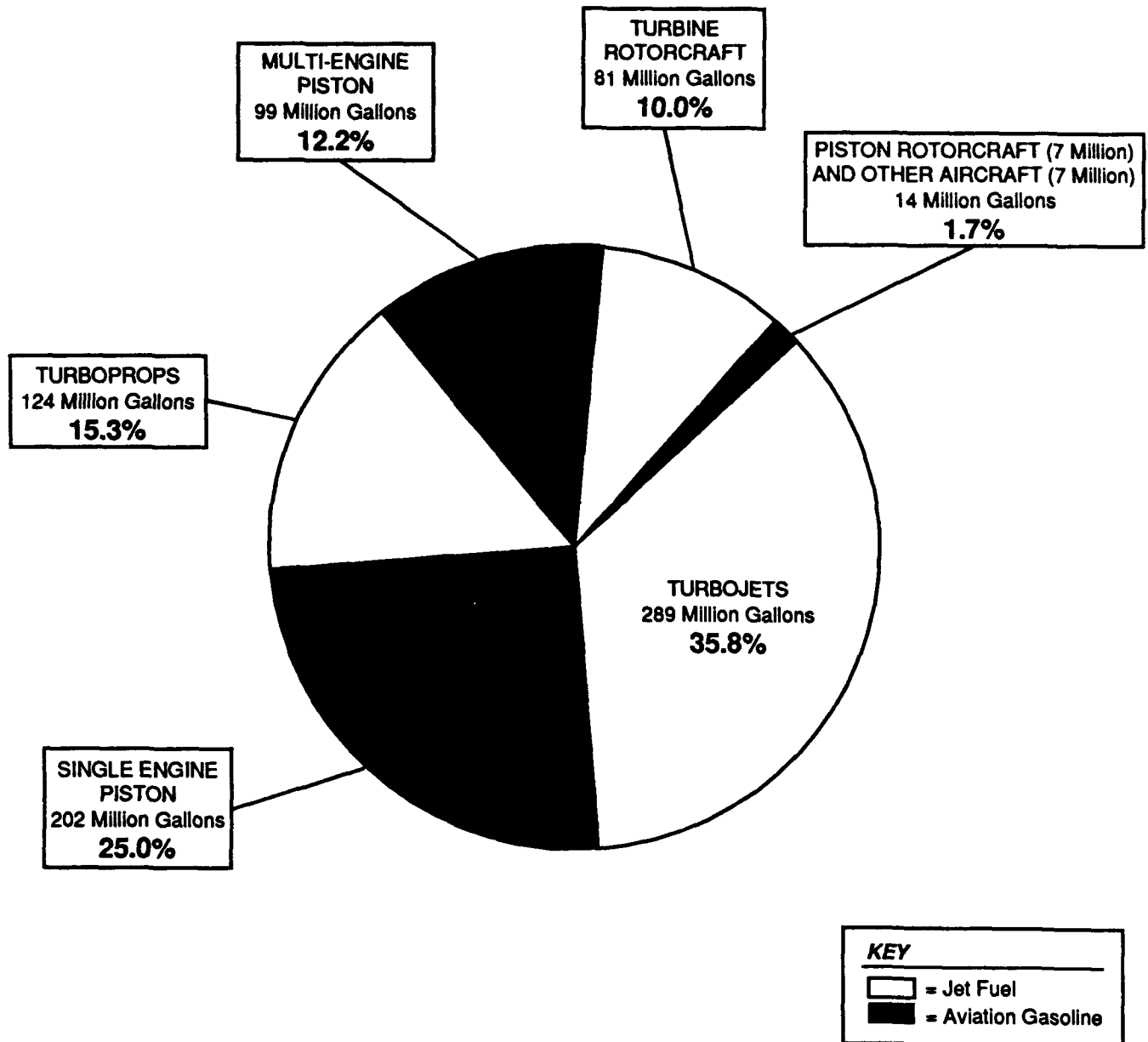
**1992 General Aviation Average Fuel Consumption Rates
(Gallons Per Hour) by Aircraft Type**



Source: Table 5.1

Figure 5.2

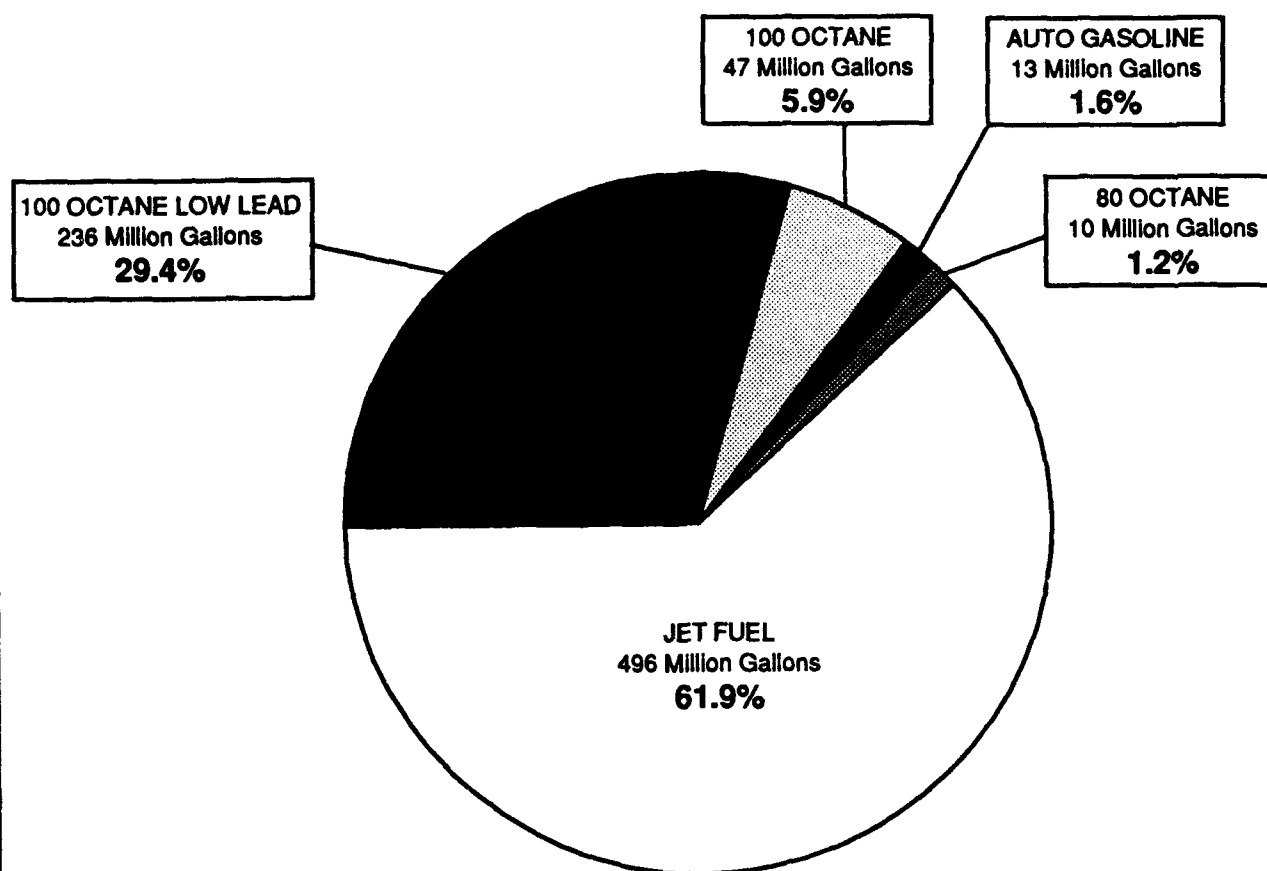
**1992 General Aviation Estimated Fuel Consumption
by Aircraft Type**



Source: Table 5.1

Figure 5.3

**1992 General Aviation Fuel Consumption
by Fuel Grade**



NOTE: Propane fuel data were collected but are not included because the data collected were not sufficient to provide reasonable estimates.

Source: Table 5.2

5.1 1992 GENERAL AVIATION AVERAGE FUEL CONSUMPTION RATE AND TOTAL FUEL CONSUMED
BY AIRCRAFT TYPE

PAGE 1 OF 2

AIRCRAFT TYPE	AVERAGE RATE GPH	ESTIMATED FUEL USE (mil gal)	PERCENT STANDARD ERROR
FIXED WING			
FIXED WING - PISTON			
1 ENG: 1-3 SEATS	9.4	59.6	5.0
1 ENG: 4+ SEATS	11.4	142.6	2.8
1 ENGINE: TOTAL	10.8	202.2	2.5
2 ENG: 1-6 SEATS	26.6	50.7	4.9
2 ENG: 7+ SEATS	35.1	47.1	7.6
2 ENGINE: TOTAL	29.6	97.8	4.5
PISTON: OTHER	238.7	1.1	41.0
PISTON: TOTAL	13.2	301.0	2.2
FIXED WING - TURBOPROP			
2 ENG: 1-12 SEATS	84.8	79.0	6.4
2 ENG: 13+ SEATS	110.4	32.0	21.8
2 ENGINE: TOTAL	90.3	111.1	7.8
TURBOPROP: OTHER	54.4	13.3	16.2
TURBOPROP: TOTAL	83.3	124.3	7.2

5.1 1992 GENERAL AVIATION AVERAGE FUEL CONSUMPTION RATE AND TOTAL FUEL CONSUMED
BY AIRCRAFT TYPE

PAGE 2 OF 2

AIRCRAFT TYPE	AVERAGE RATE GPH	ESTIMATED FUEL USE (mil gal)	PERCENT STANDARD ERROR
FIXED WING - TURBOJET			
2 ENGINE: TOTAL	263.2	273.6	5.5
TURBOJET: OTHER	362.1	15.4	18.6
TURBOJET: TOTAL	267.5	289.0	5.3
FIXED WING: TOTAL	25.4	714.3	2.6
ROTORCRAFT			
PISTON	15.1	6.5	14.6
TURBINE	40.2	80.6	11.3
ROTORCRAFT: TOTAL	35.7	87.0	10.5
OTHER AIRCRAFT (*)	26.0 (*)	6.5 (*)	27.6 (*)
TOTAL	26.2	807.9	2.6
TOTAL: JET FUEL	107.1	493.8	4.0
TOTAL: AVIATION GASOLINE	13.3	314.0	2.2

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

(*) PROPANE FUEL DATA WERE COLLECTED BUT ARE NOT INCLUDED BECAUSE THE DATA COLLECTED WERE NOT SUFFICIENT TO PROVIDE REASONABLE ESTIMATES.

5.2 1992 GENERAL AVIATION FUEL CONSUMPTION RATE AND TOTAL FUEL CONSUMED
BY FUEL GRADE BY AIRCRAFT TYPE

PAGE 1 OF 3

AIRCRAFT TYPE	FUEL GRADE						TOTAL
	80 OCTANE	100 OCTANE	100 LOWLEAD	AUTO GAS	JET FUEL	PROPANE	
FIXED WING							
FIXED WING - PISTON							
1 ENG: 1-3 SEATS							
AVERAGE GPH	6.9	10.8	8.8	8.0	N/A	N/A	9.4
FUEL USE (mil gal)	4.2	12.2	35.0	6.9	N/A	N/A	59.6
% STD. ERROR	8.2	14.3	8.4	11.0	N/A	N/A	5.0
1 ENG: 4+ SEATS							
AVERAGE GPH	10.0	11.2	11.6	10.4	N/A	N/A	11.4
FUEL USE (mil gal)	5.2	21.9	109.4	5.9	N/A	N/A	142.6
% STD. ERROR	4.1	4.0	3.4	4.2	N/A	N/A	2.8
1 ENGINE: TOTAL							
AVERAGE GPH	8.5	11.1	10.8	9.1	N/A	N/A	10.8
FUEL USE (mil gal)	9.4	34.1	144.4	12.8	N/A	N/A	202.2
% STD. ERROR	4.3	5.7	3.3	6.3	N/A	N/A	2.5
2 ENG: 1-6 SEATS							
AVERAGE GPH	19.1	27.1	26.8	16.2	N/A	N/A	26.6
FUEL USE (mil gal)	0.3	7.6	42.6	0.2	N/A	N/A	50.7
% STD. ERROR	27.9	9.7	6.1	33.1	N/A	N/A	4.9
2 ENG: 7+ SEATS							
AVERAGE GPH	0.0	33.9	35.0	51.0	N/A	N/A	35.1
FUEL USE (mil gal)	0.0	4.2	42.6	0.2	N/A	N/A	47.1
% STD. ERROR	0.0	16.1	11.1	54.2	N/A	N/A	7.6
2 ENGINE: TOTAL							
AVERAGE GPH	19.1	28.7	29.9	23.3	N/A	N/A	29.6
FUEL USE (mil gal)	0.3	11.8	85.2	0.5	N/A	N/A	97.8
% STD. ERROR	27.9	8.5	6.3	30.9	N/A	N/A	4.5
PISTON: OTHER							
AVERAGE GPH	75.0	270.7	235.4	0.0	N/A	(*)	238.7
FUEL USE (mil gal)	0.0	0.1	1.0	0.0	N/A	(*)	1.1
% STD. ERROR	99.2	89.6	45.1	0.0	N/A	(*)	41.0
PISTON: TOTAL							
AVERAGE GPH	8.6	12.8	13.5	9.2	N/A	N/A	13.2
FUEL USE (mil gal)	9.7	46.0	230.6	13.3	N/A	N/A	301.0
% STD. ERROR	4.2	4.7	3.1	6.1	N/A	N/A	2.2

5.2 1992 GENERAL AVIATION AVERAGE FUEL CONSUMPTION RATE AND TOTAL FUEL CONSUMED
BY FUEL GRADE BY AIRCRAFT TYPE

PAGE 2 OF 3

AIRCRAFT TYPE	FUEL GRADE					TOTAL
	80 OCTANE	100 OCTANE	100 LOWLEAD	AUTO GAS	JET FUEL PROPANE	
FIXED WING - TURBOPROP						
2 ENG: 1-12 SEATS						
	AVERAGE GPH	N/A	N/A	N/A	85.4	N/A
	FUEL USE (mil gal)	N/A	N/A	N/A	79.8	N/A
% STD. ERROR	N/A	N/A	N/A	N/A	6.6	N/A
2 ENG: 13+ SEATS						
	AVERAGE GPH	N/A	N/A	N/A	111.5	N/A
	FUEL USE (mil gal)	N/A	N/A	N/A	33.2	N/A
% STD. ERROR	N/A	N/A	N/A	N/A	22.5	N/A
2 ENGINE: TOTAL						
	AVERAGE GPH	N/A	N/A	N/A	90.7	N/A
	FUEL USE (mil gal)	N/A	N/A	N/A	113.0	N/A
% STD. ERROR	N/A	N/A	N/A	N/A	8.1	N/A
TURBOPROP: OTHER						
AVERAGE GPH	N/A	N/A	N/A	N/A	56.5	N/A
	FUEL USE (mil gal)	N/A	N/A	N/A	13.9	N/A
	% STD. ERROR	N/A	N/A	N/A	21.3	N/A
TURBOPROP: TOTAL						
	AVERAGE GPH	N/A	N/A	N/A	84.1	N/A
	FUEL USE (mil gal)	N/A	N/A	N/A	126.9	N/A
% STD. ERROR	N/A	N/A	N/A	N/A	7.6	N/A
FIXED WING - TURBOJET						
2 ENGINE: TOTAL						
	AVERAGE GPH	N/A	N/A	N/A	263.2	N/A
	FUEL USE (mil gal)	N/A	N/A	N/A	273.6	N/A
% STD. ERROR	N/A	N/A	N/A	N/A	5.5	N/A
TURBOJET: OTHER						
AVERAGE GPH	N/A	N/A	N/A	N/A	363.0	N/A
	FUEL USE (mil gal)	N/A	N/A	N/A	15.4	N/A
	% STD. ERROR	N/A	N/A	N/A	22.7	N/A
TURBOJET: TOTAL						
	AVERAGE GPH	N/A	N/A	N/A	267.5	N/A
	FUEL USE (mil gal)	N/A	N/A	N/A	289.0	N/A
% STD. ERROR	N/A	N/A	N/A	N/A	5.3	N/A

5.2 1992 GENERAL AVIATION AVERAGE FUEL CONSUMPTION RATE AND TOTAL FUEL CONSUMED
BY FUEL GRADE BY AIRCRAFT TYPE

PAGE 3 OF 3

AIRCRAFT TYPE	FUEL GRADE					TOTAL
	80 OCTANE	100 OCTANE	100 LOWLEAD	AUTO GAS	JET FUEL	PROPANE
FIXED WING: TOTAL						
AVERAGE GPH	8.6	12.8	13.5	9.2	169.6	N/A
FUEL USE (mil gal)	9.7	46.0	230.6	13.3	415.9	N/A
% STD. ERROR	4.2	4.7	3.1	6.1	4.4	N/A
25.4						
714.3						
2.6						
ROTORCRAFT						
PISTON						
AVERAGE GPH	12.4	15.8	12.5	7.0	N/A	N/A
FUEL USE (mil gal)	0.0	1.2	4.4	0.1	N/A	N/A
% STD. ERROR	59.3	23.3	16.5	22.0	N/A	N/A
15.1						
6.5						
14.6						
TURBINE						
AVERAGE GPH	N/A	N/A	N/A	N/A	40.4	N/A
FUEL USE (mil gal)	N/A	N/A	N/A	N/A	80.5	N/A
% STD. ERROR	N/A	N/A	N/A	N/A	13.5	N/A
40.2						
80.6						
11.3						
ROTORCRAFT: TOTAL						
AVERAGE GPH	12.4	15.8	12.5	7.0	40.4	N/A
FUEL USE (mil gal)	0.0	1.2	4.4	0.1	80.5	N/A
% STD. ERROR	59.3	23.3	16.5	22.0	13.5	N/A
35.7						
87.0						
10.5						
OTHER AIRCRAFT						
AVERAGE GPH	5.0	7.5	8.1	2.6	0.0	(*)
FUEL USE (mil gal)	0.1	0.1	0.9	0.1	0.0	(*)
% STD. ERROR	29.8	37.1	46.7	337.8	0.0	(*)
26.0						
6.5						
27.6						
TOTAL						
AVERAGE GPH	8.6	12.8	13.5	9.2	108.1	(*)
FUEL USE (mil gal)	9.8	47.3	236.0	13.4	496.3	(*)
% STD. ERROR	4.2	4.7	3.1	6.5	4.3	(*)
26.2						
807.9						
2.6						

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

WHERE THE NOTATION "N/A" APPEARS, THE FUEL GRADE IS NOT APPLICABLE FOR THE SPECIFIED AIRCRAFT TYPE.

(*) PROPANE FUEL DATA WERE COLLECTED BUT ARE NOT INCLUDED BECAUSE THE DATA COLLECTED WERE NOT SUFFICIENT TO PROVIDE REASONABLE ESTIMATES.

5.3 1992 GENERAL AVIATION AVERAGE FUEL CONSUMPTION RATE AND TOTAL FUEL CONSUMED
BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP

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MANUFACTURER/MODEL GROUP	AVERAGE RATE GPH	ESTIMATED FUEL USE (mil gal)	PERCENT STANDARD ERROR
OTHER 1	8.7	4.5	14.0
OTHER 2	18.0	4.3	30.1
OTHER 3	27.0	0.5	37.0
OTHER 4	33.6	0.8	26.0
OTHER 5	158.8	0.3	68.1
OTHER 6	92.6	16.2	20.2
OTHER 7	84.1	5.0	75.2
OTHER 8	64.1	3.1	49.2
OTHER 9	379.3	38.9	22.8
OTHER 10	343.5	4.6	46.1
OTHER 11	19.2	0.9	24.4
OTHER 12	157.5	4.9	142.7
OTHER 13	27.3	3.8	30.3
ADAMS A50S	0.0	0.0	0.0
AERORSJ2	10.0	0.0	147.2
AEROSPAS355	53.7	2.2	33.8
AEROSPAS365	60.0	0.1	321.9
AGUSTAA109	82.4	0.3	32.9

5.3 1992 GENERAL AVIATION AVERAGE FUEL CONSUMPTION RATE AND TOTAL FUEL CONSUMED
BY SDC: AIRCRAFT MANUFACTURER/MODEL GROUP

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MANUFACTURER/MODEL GROUP	AVERAGE RATE GPH	ESTIMATED FUEL USE (mil gal)	PERCENT STANDARD ERROR
AIRSPC18	15.8	0.1	23.9
AIRTRCAT400	34.5	4.2	17.8
AMD FALC10	50.7	2.5	6.0
AMD FALC50	335.4	13.9	16.3
AMTR CJ6	9.3	0.4	17.3
AMTR TMK	68.8	4.5	17.1
ARCTICS1A	0.0	0.0	0.0
ARONCA15	8.6	0.0	31.0
ARONCA65	5.2	0.0	29.2
AROSTRRX8	3.0	0.0	41.3
AVIANNSKYHWK	0.0	0.0	0.0
BAG	47.7	3.9	29.1
BAG DH125	34.7	0.0	58.2
BBAVIA11	0.0	0.0	0.0
BBAVIA8	5.6	0.7	19.9
BEECH 17	83.5	3.6	13.6
BEECH 1900	46.8	1.2	32.2
BEECH 200	124.7	0.1	79.4

5.3 1992 GENERAL AVIATION AVERAGE FUEL CONSUMPTION RATE AND TOTAL FUEL CONSUMED
BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP

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MANUFACTURER/MODEL GROUP	AVERAGE RATE GPH	ESTIMATED FUEL USE (mil gal)	PERCENT STANDARD ERROR
BEECH 23	117.1	0.5	23.6
BEECH 33	103.2	2.6	29.6
BEECH 36	12.8	6.0	7.8
BEECH 50	13.0	0.3	24.9
BEECH 56	26.8	4.9	12.3
BEECH 60	30.6	8.7	13.7
BEECH 76	25.0	0.1	43.6
BEECH 80	6.1	0.4	18.8
BEECH 95	75.5	7.4	18.2
BELL 204	86.4	1.9	41.0
BELL 212	29.1	27.9	14.3
BELL 412	79.6	1.4	16.4
BLANCA11	18.6	2.2	31.4
BLANCA1419	9.1	0.0	47.4
BLANCA7	9.8	1.9	25.3
BNORM BN2	9.4	0.2	16.0
BOLKMS105	14.9	0.5	15.0
BRAEROOH125	74.2	6.2	20.3

5.3 1992 GENERAL AVIATION AVERAGE FUEL CONSUMPTION RATE AND TOTAL FUEL CONSUMED
BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP

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MANUFACTURER/MODEL GROUP	AVERAGE RATE GPH	ESTIMATED FUEL USE (mil gal)	PERCENT STANDARD ERROR
BRVSTRFLEET2	3.0	0.0	16.5
BUKER 131	8.4	0.0	33.9
CAMRONMODELO	0.0	0.0	0.0
CESSNA120	100.0	0.3	84.3
CESSNA150	5.3	0.3	16.9
CESSNA172	8.2	1.0	13.4
CESSNA177	9.8	0.5	11.2
CESSNA182	12.5	2.5	20.1
CESSNA188	13.9	2.8	28.7
CESSNA195	15.5	0.0	24.1
CESSNA206	13.1	0.2	27.6
CESSNA208	16.4	2.1	19.2
CESSNA303	16.0	11.0	9.1
CESSNA310	10.0	0.1	22.0
CESSNA335	30.3	0.5	27.7
CESSNA337	21.6	0.0	50.0
CESSNA401	35.5	4.2	16.8
CESSNA404	35.1	9.6	23.3

5.3 1992 GENERAL AVIATION AVERAGE FUEL CONSUMPTION RATE AND TOTAL FUEL CONSUMED
BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP

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MANUFACTURER/MODEL GROUP	AVERAGE RATE GPH	ESTIMATED FUEL USE (mil gal)	PERCENT STANDARD ERROR
CESSNA414	35.2	0.1	38.0
CESSNA425	43.4	6.9	13.0
CESSNA500	73.3	3.4	14.2
CESSNA650	158.7	6.5	10.8
CESSNAUC94	29.8	0.0	36.3
CHILD S2	9.7	0.0	34.2
CINDA1RCL600	9.1	0.1	22.0
COMINT185	12.0	0.0	42.3
CURTISC46	10.2	0.3	17.8
CURTISR081N	3.3	0.0	41.7
CVAC 440	12.8	0.1	28.5
CVAC STC580	24.7	0.0	34.9
DHAV DHC1	0.0	0.0	0.0
DHAV DHC3	25.0	2.0	68.4
DHAV DHC6	110.9	0.2	25.4
DOUG A26	7.6	0.0	18.1
DOUG DC4	125.3	0.0	67.8
EAGLEBC7	420.0	0.2	124.8

5.3 1992 GENERAL AVIATION AVERAGE FUEL CONSUMPTION RATE AND TOTAL FUEL CONSUMED
BY SOR AIRCRAFT MANUFACTURER/MODEL GROUP

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MANUFACTURER/MODEL GROUP	AVERAGE RATE GPH	ESTIMATED FUEL USE (mit gal)	PERCENT STANDARD ERROR
EMB 120	3.9	0.0	37.1
FRCHLD22	14.0	0.2	33.4
GALAXYGX7	10.1	0.0	27.2
GLASER400	0.0	0.0	0.0
GROB 103	0.0	0.0	0.0
GROB 109	0.0	0.0	0.0
GRUMANS16	9.4	0.1	15.6
GRUMAVG1159	6.8	0.3	16.3
GRUMAVTBM	34.3	8.6	19.4
GULSTN520	12.7	0.6	18.6
GULSTN680TP	30.4	0.3	29.3
GULSTNAA1	77.3	0.4	21.6
GULSTNG159	8.8	0.4	15.1
GULSTNGA7	27.7	0.1	26.2
HELJO H295	22.2	0.0	59.6
HILLERUH12	16.7	0.1	39.2
HUGHES369	0.0	0.0	0.0
INTRCP200	268.1	10.2	19.0

5.3 1992 GENERAL AVIATION AVERAGE FUEL CONSUMPTION RATE AND TOTAL FUEL CONSUMED
BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP

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MANUFACTURER/MODEL GROUP	AVERAGE RATE GPH	ESTIMATED FUEL USE (mil gal)	PERCENT STANDARD ERROR
JBMSTRDGA15	320.1	1.6	44.3
LEAR 24	0.0	0.0	0.0
LEAR 55	266.0	12.3	21.7
LKHEED18	0.0	0.0	0.0
LKHEEDPV1	770.0	0.8	68.9
MACDOUG369	386.3	0.1	57.3
MAULE M6	10.0	0.1	17.2
MEYERSOTW	11.4	0.0	15.7
MOONEYM20	8.0	0.0	31.7
MTSBSIMJ300	12.0	0.0	34.0
NAMER F51	17.9	0.0	30.0
NATBAL752	56.1	0.2	38.6
NORD SV4	13.3	0.0	60.0
ORLLHEL558	4.3	0.0	15.5
PILATSB4	0.0	0.0	0.0
PIPER J3	0.0	0.0	0.0
PIPER PA 24	4.9	0.5	16.0
PIPER PA16	7.7	0.4	18.6

5.3 1992 GENERAL AVIATION AVERAGE FUEL CONSUMPTION RATE AND TOTAL FUEL CONSUMED
BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP

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MANUFACTURER/MODEL GROUP	AVERAGE RATE GPH	ESTIMATED FUEL USE (mil gal)	PERCENT STANDARD ERROR
PIPER PA22	7.7	1.8	15.7
PIPER PA28	19.8	10.1	10.7
PIPER PA32	38.2	3.8	15.7
PIPER PA42	24.4	6.3	12.4
RAVEN RX6	18.1	1.8	18.8
RAVEN S60	0.0	0.0	0.0
ROBINSON R22	0.0	0.0	0.0
SAAB SF340	0.0	0.0	0.0
SCHLERASW19	0.0	0.0	0.0
SCHEERER G164	0.0	0.0	0.0
SKRYSYS8	10.0	0.3	15.2
SLINDS100	109.1	1.3	31.4
SNIA SA341	36.0	2.0	31.2
SOCATAT89	13.2	0.0	26.0
STBROSSD3	0.0	0.0	0.0
STINSONV77	5.6	0.0	29.6
SUPAC V	13.8	0.0	41.4
TCRAFKD	93.4	1.0	30.0

5.3 1992 GENERAL AVIATION AVERAGE FUEL CONSUMPTION RATE AND TOTAL FUEL CONSUMED
BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP

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MANUFACTURER/MODEL GROUP	AVERAGE RATE GPH	ESTIMATED FUEL USE (mil gal)	PERCENT STANDARD ERROR
TCRAFTBL	3.4	0.0	50.1
TMPSONNAVION	11.3	0.0	63.5
UNIVAR108	4.7	0.0	35.3
WACO ASO	5.3	0.2	19.4
WACO YK	7.1	0.0	77.1
TOTAL	26.2	806.9	0.0

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

FOR ADDITIONAL INFORMATION, SEE APPENDIX B FOR SDR AIRCRAFT GROUP NAMES AND FAA MANUFACTURER/MODEL CODES.

CHAPTER VI

AIRFRAME HOURS AND ENGINE ACTIVITY

The subject of aircraft aging has become increasingly important because of questions raised about the safety of commercial air carriers relative to the age of their aircraft. Similar questions might be asked of the general aviation fleet. Data in this chapter can serve as input to studies correlating age and safety.

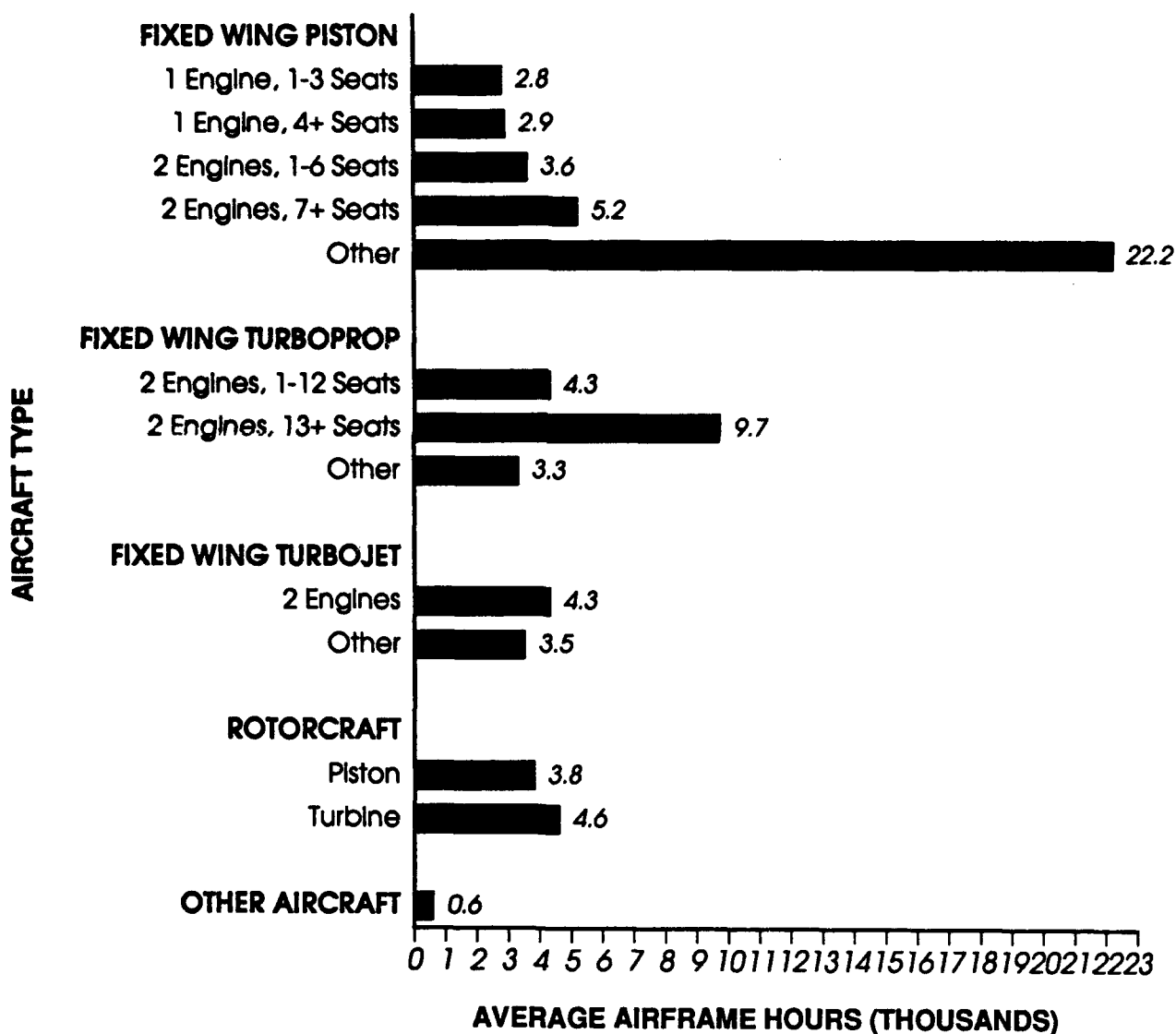
This chapter presents three tables and one figure. Tables 6.1 and 6.2 give data on the total and average airframe hours per active aircraft by aircraft type and by SDR Manufacturer/Model Group, respectively. Table 6.3 shows the number of engines on active aircraft and the average hours per engine for each aircraft by engine SDR Manufacturer/Model Group. Figure 6.1 graphically displays the data provided in Table 6.1.

Major findings of this chapter include:

- o The average lifetime airframe hours for the 1992 active general aviation population was 2,977 hours. In contrast, the average lifetime airframe hours for the two engine turboprop with 13 or more seats (9,671 hours) and the "other" piston aircraft (22,183 hours), were more than triple the average lifetime airframe hours of the 1992 active general aviation fleet.
- o The estimated total airframe hours of the 1992 general aviation fleet was more than 560 million hours.
- o The average hours per engine data presented in Table 6.3 vary considerably among the different SDR aircraft engine manufacturers.

Figure 6.1

**1992 General Aviation Average Airframe Hours
Per Active Aircraft by Aircraft Type**



Source: Table 6.1

6.1 1992 GENERAL AVIATION TOTAL AND AVERAGE AIRFRAME HOURS PER ACTIVE AIRCRAFT
BY AIRCRAFT TYPE

PAGE 1 OF 2

AIRCRAFT TYPE	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL AIRFRAME HOURS	PERCENT STANDARD ERROR	ESTIMATE AVERAGE AIRFRAME HOURS	PERCENT STANDARD ERROR
FIXED WING									
FIXED WING - PISTON									
1 ENG: 1-3 SEATS	82,023	52,534	1.6	64.0	1.0	151,105,504	2.5	2,843.4	2.0
1 ENG: 4+ SEATS	110,397	91,046	0.9	82.5	0.7	258,686,736	1.7	2,853.2	1.5
1 ENGINE: TOTAL	192,420	143,580	0.8	74.6	0.6	409,792,288	1.4	2,849.7	1.2
2 ENG: 1-6 SEATS	15,808	11,807	2.5	74.7	1.9	41,734,984	4.7	3,552.2	4.0
2 ENG: 7+ SEATS	7,293	6,644	1.2	91.1	1.1	34,820,280	5.2	5,187.4	5.2
2 ENGINE: TOTAL	23,101	18,451	1.7	79.9	1.3	76,555,264	3.5	4,095.9	3.2
PISTON: OTHER	197	85	17.6	43.1	7.6	1,488,525	39.2	22,183.3	3.8
PISTON: TOTAL	215,718	162,117	0.7	75.2	0.5	487,836,032	1.3	2,976.4	1.1
FIXED WING - TURBOPROP									
2 ENG: 1-12 SEATS	4,218	3,511	3.1	83.2	2.6	15,172,171	4.8	4,287.3	3.8
2 ENG: 13+ SEATS	1,203	582	16.3	48.4	7.9	5,975,793	24.6	9,671.0	25.4
2 ENGINE: TOTAL	5,421	4,094	3.5	75.5	2.7	21,147,962	7.8	5,002.5	7.1
TURBOPROP: OTHER	651	610	3.0	93.7	2.8	2,124,717	14.9	3,270.3	14.4
TURBOPROP: TOTAL	6,072	4,704	3.1	77.5	2.4	23,272,682	7.2	4,714.4	6.5

6.1 1992 GENERAL AVIATION TOTAL AND AVERAGE AIRFRAME HOURS PER ACTIVE AIRCRAFT
BY AIRCRAFT TYPE

PAGE 2 OF 2

AIRCRAFT TYPE	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL AIRFRAME HOURS	PERCENT STANDARD ERROR	ESTIMATE AVERAGE AIRFRAME HOURS	PERCENT STANDARD ERROR
FIXED WING - TURBOJET									
2 ENGINE: TOTAL	4,318	3,790	2.3	87.8	2.0	16,731,860	4.7	4,343.6	4.3
TURBOJET: OTHER	548	231	15.2	42.2	6.4	848,847	16.9	3,510.9	8.8
TURBOJET: TOTAL	4,866	4,022	2.3	82.7	1.9	17,580,706	4.6	4,289.8	4.1
FIXED WING: TOTAL	226,656	170,843	0.7	75.4	0.5	528,689,408	1.3	3,036.9	1.1
ROTORCRAFT									
PISTON	5,209	2,211	7.6	42.4	3.2	8,880,011	13.7	3,756.9	8.6
TURBINE	4,390	3,541	3.8	80.7	3.1	17,586,862	9.9	4,643.6	9.6
ROTORCRAFT: TOTAL	9,599	5,753	3.8	59.9	2.3	26,466,872	8.0	4,333.3	7.2
OTHER AIRCRAFT	9,739	7,836	1.9	80.5	1.5	5,210,646	8.2	612.5	8.0
TOTAL	245,994	184,433	0.7	75.0	0.5	560,366,784	1.3	2,977.1	1.1

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

6.2 1992 GENERAL AVIATION TOTAL AND AVERAGE AIRFRAME HOURS PER ACTIVE AIRCRAFT
BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP

PAGE 1 OF 21

MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL AIRFRAME HOURS	PERCENT STANDARD ERROR	ESTIMATE AVERAGE AIRFRAME HOURS	PERCENT STANDARD ERROR
OTHER 1	17,958	10,061	4.7	56.0	2.6	3,972,634	11.4	394.8	10.4
OTHER 2	2,028	1,327	10.2	65.5	6.7	3,137,911	26.1	2,363.7	24.0
OTHER 3	332	134	23.4	40.5	9.5	577,006	28.4	4,286.4	16.1
OTHER 4	260	128	13.2	49.3	6.5	813,685	27.6	6,346.4	24.2
OTHER 5	109	54	17.1	50.1	8.5	432,491	28.0	7,918.0	22.2
OTHER 6	470	353	8.6	75.2	6.5	1,803,650	17.6	5,102.5	15.3
OTHER 7	348	173	46.5	49.8	23.2	1,584,664	80.8	9,142.8	66.1
OTHER 8	269	234	5.2	87.3	4.5	999,249	26.2	4,253.6	25.7
OTHER 9	508	433	9.4	85.3	8.0	1,909,340	22.5	4,407.1	20.4
OTHER 10	310	106	28.9	34.4	9.9	361,864	32.5	3,390.8	14.9
OTHER 11	1,673	423	10.0	25.3	2.5	320,249	18.7	756.8	15.8
OTHER 12	294	256	22.6	87.2	19.7	288,794	71.3	1,126.6	67.6
OTHER 13	3,684	3,076	3.3	83.5	2.8	1,017,307	21.0	330.7	20.7
ADAMS A50s	116	105	7.5	91.3	6.9	24,958	14.4	235.5	12.2
AERORSJ2	29	1	147.2	4.6	6.8	619	147.2	460.0	0.0
AEROSPAS355	99	93	13.8	94.2	12.9	656,919	23.8	7,047.5	19.4
AEROSPAS316	82	5	321.4	6.6	21.1	33,602	321.4	6,231.0	0.0
AEROSPAS365	38	36	7.3	96.2	7.0	73,459	24.2	2,009.5	23.1

6.2 1992 GENERAL AVIATION TOTAL AND AVERAGE AIRFRAME HOURS PER ACTIVE AIRCRAFT
BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP

PAGE 2 OF 21

MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL AIRFRAME HOURS	PERCENT STANDARD EP%OR	ESTIMATE AVERAGE AIRFRAME HOURS	PERCENT STANDARD ERROR
AGUSTA205	24	12	30.9	52.9	16.3	105,771	32.2	8,326.3	9.2
AGUSTAA109	67	40	28.2	60.6	17.1	48,101	32.3	1,184.0	15.7
AIRPTSA	189	77	14.3	41.2	5.9	227,905	17.8	2,923.9	10.6
AIRSPC18	26	9	18.5	36.8	6.6	6,623	21.9	692.3	11.8
AIRTRCAT300	410	327	11.9	80.0	9.5	1,347,831	15.8	4,110.7	10.3
AIRTRCAT400	166	150	10.4	90.7	9.4	217,794	32.4	1,446.1	30.7
AIRTRCAT500	121	130	0.0	107.7	0.0	175,031	17.1	1,343.0	17.1
AMD FALC10	104	85	10.7	82.1	8.8	413,500	15.0	4,844.7	10.5
AMD FALC20	169	146	7.6	86.8	6.6	1,074,504	13.0	7,325.0	10.5
AMD FALC50	126	76	19.3	60.8	11.8	206,530	26.2	2,693.9	17.7
AMRGAC5B	103	95	7.7	92.8	7.1	48,572	17.9	508.1	16.2
AMTR CJ6	25	8	22.7	34.7	7.9	33,151	23.4	3,624.5	5.7
AMTR SUKHOI	330	298	8.1	90.5	7.4	1,354,515	11.0	4,531.0	7.4
AMTR TNK	20	11	36.6	56.2	20.5	31,449	36.6	2,800.0	0.0
ARCRNH37	43	0	0.0	0.0	0.0	0	0.0	0.0	0.0
ARCTICS1A	86	18	34.7	21.6	7.5	61,239	37.8	3,299.8	15.0
ARCTICS1B1	29	16	18.7	56.3	10.5	12,152	36.0	744.8	30.8
ARONCA15	190	133	8.8	70.2	6.2	330,560	12.0	2,479.1	8.2

6.2 1992 GENERAL AVIATION TOTAL AND AVERAGE AIRFRAME HOURS PER ACTIVE AIRCRAFT
BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL AIRFRAME HOURS	PERCENT STANDARD ERROR	ESTIMATE AVERAGE AIRFRAME HOURS	PERCENT STANDARD ERROR
ARONCA58	141	40	24.4	29.0	7.1	109,667	42.7	2,683.6	35.0
ARONCA65	145	78	17.9	54.1	9.7	315,531	20.9	4,019.3	10.8
ARONCAC3	56	6	37.8	12.0	4.5	9,154	41.9	1,363.5	18.1
AROSTRX8	125	114	8.0	91.7	7.3	10,328	22.1	90.1	20.6
AVIANUFALCON	22	16	19.1	72.8	13.9	3,339	21.3	208.4	9.5
AVIANUSKYHWK	40	25	27.4	64.1	17.6	5,443	32.5	212.2	17.4
AYRES S2	768	407	22.3	53.0	11.8	2,232,806	26.6	5,589.6	9.2
BAG	28	15	62.2	54.6	33.9	74,476	62.2	4,874.0	0.5
BAG B206	22	20	16.6	91.9	15.3	64,502	24.8	3,189.8	18.4
BAG DH125	69	65	5.5	95.0	5.3	394,343	8.6	6,018.1	6.6
BALWKSFIREFY	1,470	1,243	6.7	84.6	5.7	492,920	30.3	396.5	29.6
BBAVIA11	774	404	14.1	52.3	7.4	816,911	15.5	2,018.1	6.4
BBAVIA7	3,323	1,869	9.5	56.3	5.4	5,477,237	13.9	2,929.4	10.2
BBAVIA8	210	160	8.8	76.3	6.7	368,693	18.9	2,299.6	16.7
BEECH 100	214	196	8.1	91.8	7.5	1,201,099	12.7	6,113.7	9.8
BEECH 17	188	97	14.7	52.0	7.6	231,482	20.7	2,370.0	14.6
BEECH 18	583	189	25.9	32.4	8.4	1,532,506	28.4	8,117.3	11.0
BEECH 1900	146	79	37.4	54.6	20.4	680,990	43.2	8,547.0	21.6

6.2 1992 GENERAL AVIATION TOTAL AND AVERAGE AIRFRAME HOURS PER ACTIVE AIRCRAFT
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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL AIRFRAME HOURS	PERCENT STANDARD ERROR	ESTIMATE AVERAGE AIRFRAME HOURS	PERCENT STANDARD ERROR
BEECH 19000	25	13	65.9	54.6	36.0	4,314	68.6	316.2	18.7
BEECH 200	771	657	8.7	85.3	7.5	2,791,051	13.8	4,245.9	10.7
BEECH 2000	25	22	8.9	91.8	8.2	12,698	12.9	553.3	9.3
BEECH 23	2,456	1,826	7.7	74.3	5.8	5,237,317	12.0	2,868.1	9.2
BEECH 300	157	85	23.1	54.6	12.6	219,754	25.9	2,564.9	11.8
BEECH 33	2,052	1,897	3.5	92.5	3.2	6,257,038	27.4	3,297.7	27.2
BEECH 35	6,221	4,904	4.3	78.8	3.4	18,115,604	6.0	3,693.5	4.2
BEECH 36	2,380	2,233	3.4	93.8	3.1	5,455,899	10.1	2,442.6	9.5
BEECH 45	311	179	16.1	57.8	9.3	1,110,421	19.8	6,175.8	11.6
BEECH 50	252	159	14.0	63.2	8.8	834,886	19.1	5,241.5	13.0
BEECH 55	1,992	1,629	6.6	81.8	5.4	5,351,210	12.5	3,264.7	10.6
BEECH 56	55	36	20.1	66.2	13.3	109,136	23.6	2,995.9	12.3
BEECH 58	1,455	1,248	5.7	85.8	4.9	3,461,373	9.3	2,771.8	7.4
BEECH 60	372	314	11.4	84.6	9.6	731,599	15.5	2,323.5	10.5
BEECH 65	86	72	19.8	84.9	16.8	344,768	22.6	4,723.8	10.8
BEECH 76	263	227	9.4	86.4	8.2	678,678	13.5	2,987.1	9.7
BEECH 77	210	179	8.3	85.7	7.1	550,231	13.7	3,057.5	11.0
BEECH 80	103	87	9.8	85.1	8.3	534,252	12.6	6,096.1	8.0

6.2 1992 GENERAL AVIATION TOTAL AND AVERAGE AIRFRAME HOURS PER ACTIVE AIRCRAFT
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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL AIRFRAME HOURS	PERCENT STANDARD ERROR	ESTIMATE AVERAGE AIRFRAME HOURS	PERCENT STANDARD ERROR
BEECH 90	624	478	12.3	76.7	9.4	2,131,682	15.9	4,455.9	10.0
BEECH 95	408	318	8.8	78.0	6.9	1,269,070	10.5	3,988.9	5.7
BEECH 99	117	51	35.5	43.7	15.5	960,281	39.5	18,776.4	17.2
BELL 204	247	121	36.8	49.2	18.1	609,344	46.7	5,013.5	28.8
BELL 206	1,785	1,586	5.6	88.9	5.0	9,029,851	15.7	5,691.6	14.7
BELL 212	96	44	51.8	46.5	24.1	450,441	53.8	10,091.1	14.4
BELL 222	70	55	7.4	79.0	5.9	146,958	11.6	2,656.3	8.9
BELL 412	75	36	29.2	48.7	14.2	140,928	35.5	3,856.0	20.2
BELL 47	1,104	588	19.2	53.3	10.2	4,473,116	24.9	7,602.8	15.9
BLANCA11	79	52	12.5	66.0	8.3	93,930	15.5	1,801.8	9.2
BLANCA1413	228	42	44.4	18.7	8.3	70,827	45.9	1,661.4	11.5
BLANCA1419	239	166	18.2	69.7	12.7	329,162	21.7	1,974.9	11.8
BLANCA17	903	763	8.2	84.5	6.9	1,230,830	10.7	1,612.1	6.9
BLANCA7	2,152	1,379	9.3	64.1	6.0	3,102,065	14.7	2,249.6	11.3
BLANCA8	418	336	10.0	80.5	8.1	582,450	35.0	1,730.9	33.5
BNORM BN2	74	79	0.0	107.5	0.0	738,445	16.4	9,282.9	16.4
BOEING75	1,788	705	7.6	39.5	3.0	3,145,864	12.5	4,458.1	9.9
BOLKMS105	146	94	32.6	64.4	21.0	480,439	37.5	5,106.1	18.6

6.2 1992 GENERAL AVIATION TOTAL AND AVERAGE AIRFRAME HOURS PER ACTIVE AIRCRAFT
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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL AIRFRAME HOURS	PERCENT STANDARD ERROR	ESTIMATE AVERAGE AIRFRAME HOURS	PERCENT STANDARD ERROR
BOLKHS117	120	115	10.2	96.2	9.8	417,538	20.1	3,616.9	17.3
BRAERQDH125	136	125	6.9	92.3	6.3	264,557	15.6	2,108.6	14.0
BRASOVIS28	43	35	8.8	81.4	7.2	27,468	13.2	784.6	9.9
BRWSTRFLEET2	30	13	27.2	43.4	11.8	24,176	33.4	1,854.8	19.3
BRWSTRFLEET7	21	9	28.3	43.3	12.2	30,724	30.4	3,382.5	11.1
BUKER 131	27	12	28.8	48.0	13.8	9,164	64.3	707.8	57.4
CAMRONMODELO	64	67	0.0	105.0	0.0	13,881	14.4	206.6	14.4
CAMRONMODELO	199	113	8.3	57.2	4.7	39,679	24.5	348.4	23.1
CASA C212	23	12	65.0	54.6	35.5	27,400	65.0	2,183.0	0.0
CESSNA120	785	501	15.0	63.9	9.6	1,468,808	17.3	2,930.0	8.7
CESSNA140	2,151	1,245	11.8	57.9	6.8	4,120,818	15.9	3,309.0	10.7
CESSNA150	16,653	13,351	2.9	80.2	2.3	53,942,332	3.9	4,040.1	2.7
CESSNA170	2,268	1,593	7.7	70.2	5.4	5,075,177	9.3	3,185.8	5.3
CESSNA172	22,438	19,548	1.9	87.1	1.6	60,155,852	3.4	3,077.2	2.8
CESSNA175	1,191	975	5.3	81.9	4.4	2,563,717	11.0	2,626.9	9.6
CESSNA177	2,559	2,217	4.7	86.7	4.1	4,784,629	6.9	2,157.5	5.1
CESSNA180	2,563	2,144	5.7	83.7	4.7	7,038,572	10.2	3,281.7	8.5
CESSNA182	12,799	11,033	2.4	86.2	2.1	29,167,000	4.2	2,643.4	3.5

6.2 1992 GENERAL AVIATION TOTAL AND AVERAGE AIRFRAME HOURS PER ACTIVE AIRCRAFT
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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL AIRFRAME HOURS	PERCENT STANDARD ERROR	ESTIMATE AVERAGE AIRFRAME HOURS	PERCENT STANDARD ERROR
CESSNA185	1,488	1,233	9.3	82.9	7.7	3,796,435	15.0	3,077.6	11.8
CESSNA188	1,380	938	13.8	68.0	9.4	2,620,758	19.3	2,793.0	13.5
CESSNA190	76	54	17.3	71.3	12.3	191,192	19.6	3,530.5	9.2
CESSNA195	473	327	8.8	69.3	6.1	1,379,164	27.7	4,209.8	26.3
CESSNA205	220	191	9.0	87.2	7.8	618,533	13.9	3,223.0	10.7
CESSNA206	2,293	1,878	6.7	81.9	5.5	6,099,651	12.1	3,246.6	10.0
CESSNA207	264	247	8.4	93.8	7.9	1,605,398	19.1	6,479.6	17.2
CESSNA208	119	122	0.0	102.9	0.0	325,397	15.6	2,658.4	15.6
CESSNA210	5,204	4,751	3.1	91.3	2.8	12,560,959	6.1	2,643.4	5.2
CESSNA303	96	83	9.5	87.1	8.2	167,180	13.3	1,998.3	9.4
CESSNA305	265	165	11.5	62.6	7.2	990,472	15.7	5,975.3	10.7
CESSNA310	2,649	1,816	8.5	68.6	5.8	7,810,654	18.3	4,298.8	16.2
CESSNA320	267	152	17.0	57.0	9.7	566,799	19.0	3,725.8	8.6
CESSNA335	39	31	14.3	81.3	11.6	69,441	18.4	2,189.1	11.5
CESSNA336	62	23	35.7	37.7	13.5	63,549	37.6	2,720.5	11.8
CESSNA337	1,003	718	9.2	71.6	6.6	1,480,858	12.3	2,062.4	8.1
CESSNA340	819	698	8.4	85.3	7.2	2,017,581	11.1	2,888.2	7.3
CESSNA401	176	186	0.0	105.9	0.0	767,415	14.2	4,118.9	14.2

6.2 1992 GENERAL AVIATION TOTAL AND AVERAGE AIRFRAME HOURS PER ACTIVE AIRCRAFT
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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL AIRFRAME HOURS	PERCENT STANDARD ERROR	ESTIMATE AVERAGE AIRFRAME HOURS	PERCENT STANDARD ERROR
CESSNA402	482	460	7.2	95.5	6.8	4,203,827	17.5	9,135.6	16.0
CESSNA404	68	73	0.0	107.5	0.0	587,517	12.6	8,037.3	12.6
CESSNA411	79	42	25.1	54.4	13.6	142,353	26.7	3,311.6	9.2
CESSNA414	696	730	0.0	104.9	0.0	2,439,128	9.1	3,340.2	9.1
CESSNA421	1,025	1,044	0.0	101.9	0.0	3,713,433	6.7	3,555.3	6.7
CESSNA425	154	141	8.2	91.8	7.5	308,364	13.6	2,181.1	10.9
CESSNA441	199	178	7.9	89.6	7.1	659,594	11.1	3,699.3	7.8
CESSNA500	715	599	9.0	83.8	7.6	1,887,671	19.4	3,150.4	17.1
CESSNA501	232	220	5.5	95.0	5.2	794,330	13.3	3,605.4	12.1
CESSNA650	174	165	5.5	95.0	5.3	501,337	15.3	3,034.0	14.3
CESSNA750	64	16	26.8	26.5	7.1	47,227	30.0	2,788.0	13.4
CESSNAUC94	31	5	58.2	18.0	10.5	9,166	58.4	1,638.4	4.9
CHILD S1	53	31	25.2	59.7	15.1	16,949	28.7	535.3	13.7
CHILD S2	136	115	12.3	85.1	10.4	100,346	18.1	867.2	13.3
CHRIS HUSKY	96	84	6.5	88.2	5.7	44,955	20.5	530.7	19.5
CNDATRC1600	167	158	6.7	95.0	6.3	408,450	20.7	2,575.5	19.6
CNTRAR101	34	32	6.7	94.9	6.4	17,438	42.7	540.4	42.2
COMWTH185	90	29	20.4	32.6	6.7	52,603	22.5	1,793.8	9.5

6.2 1992 GENERAL AVIATION TOTAL AND AVERAGE AIRFRAME HOURS PER ACTIVE AIRCRAFT
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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL AIRFRAME HOURS	PERCENT STANDARD ERROR	ESTIMATE AVERAGE AIRFRAME HOURS	PERCENT STANDARD ERROR
CONAERLA4	391	341	7.1	87.4	6.2	437,962	12.6	1,281.5	10.4
CURTISC46	25	13	38.8	53.7	20.9	323,113	39.1	24,046.0	4.7
CURTISJR	26	6	41.2	24.5	10.1	6,330	41.2	993.3	0.5
CURTISR08IN	33	6	25.0	20.9	5.2	5,447	25.4	789.7	4.3
CURTISTRVAIR	186	53	16.2	28.9	4.7	170,133	20.4	3,161.9	12.5
CVAC 440	9	0	0.0	0.0	0.0	0	0.0	0.0	0.0
CVAC BT13	107	49	16.2	46.0	7.5	132,283	18.9	2,689.4	9.6
CVAC STC580	38	17	59.2	44.9	26.5	381,833	63.8	22,401.1	23.9
DART G	24	0	0.0	0.0	0.0	0	0.0	0.0	0.0
DHAV DHC1	96	53	14.3	55.8	8.0	308,307	17.3	5,751.6	9.8
DHAV DHC2	210	78	55.3	37.6	20.8	1,032,411	56.7	13,073.7	12.5
DHAV DHC3	35	23	49.4	66.0	32.6	0	0.0	0.0	0.0
DHAV DHC4	35	31	24.8	91.0	22.6	285,395	24.9	8,964.5	2.6
DHAV DHC6	54	20	39.8	38.2	15.2	477,688	42.0	23,156.8	13.4
DHAVYXDH82	71	48	14.1	68.2	9.6	134,044	19.7	2,768.2	13.7
DOUG A26	21	8	41.1	38.7	15.9	35,849	46.0	4,407.5	20.7
DOUG DC3	268	120	12.6	45.1	5.7	2,536,289	16.7	20,973.7	10.9
DOUG DC4	38	21	19.4	57.8	11.2	609,010	19.4	27,750.6	1.2

6.2 1992 GENERAL AVIATION TOTAL AND AVERAGE AIRFRAME HOURS PER ACTIVE AIRCRAFT
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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL AIRFRAME HOURS	PERCENT STANDARD ERROR	ESTIMATE AVERAGE AIRFRAME HOURS	PERCENT STANDARD ERROR
DOUG DC6	50	8	124.8	17.9	22.4	447,023	124.8	49,820.0	0.0
EAGLE DW	66	34	31.5	52.9	16.7	66,923	33.1	1,918.6	10.2
EAGLEBC7	70	56	16.5	80.1	13.3	17,259	22.2	307.8	14.9
EIRVON20	91	86	6.5	95.1	6.1	82,083	11.8	948.3	9.9
EMB 110	44	1	143.5	4.2	6.0	19,507	155.0	10,557.5	58.6
EMB 120	29	14	58.3	49.6	28.9	186,357	60.6	12,952.9	16.4
ENSTRMF28	353	218	9.5	61.9	5.9	362,112	17.5	1,671.0	14.1
FLEET 168	24	5	45.5	21.6	9.8	8,082	45.5	1,558.0	1.4
FRCHLD22	21	6	27.2	32.4	8.8	10,834	28.6	1,590.4	8.8
FRCHLD24	284	69	19.9	24.6	4.9	90,340	26.3	1,293.0	17.3
FRCHLD462	215	84	18.8	39.5	7.4	156,368	23.1	1,842.4	13.4
GALAXYGX7	50	46	6.7	93.4	6.2	8,405	13.8	179.9	12.1
GENBALAX6	35	10	56.7	29.9	16.9	1,576	64.5	150.6	30.9
GLASER300	20	18	6.6	93.0	6.1	12,484	14.1	671.3	12.5
GLASER400	30	28	6.6	94.5	6.2	15,060	13.6	531.3	11.9
GLASFL201	31	33	0.0	106.8	0.0	29,666	6.0	895.9	6.0
GLASFLH301	100	90	5.8	90.3	5.2	102,875	8.4	1,139.8	6.1
GROB 103	25	23	6.4	92.7	6.0	35,990	16.0	1,553.4	14.6

6.2 1992 GENERAL AVIATION TOTAL AND AVERAGE AIRFRAME HOURS PER ACTIVE AIRCRAFT
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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL AIRFRAME HOURS	PERCENT STANDARD ERROR	ESTIMATE AVERAGE AIRFRAME HOURS	PERCENT STANDARD ERROR
GROB 103CAT	56	46	14.3	83.6	11.9	48,198	21.4	1,029.5	15.9
GROB 103TWN	23	24	0.0	106.8	0.0	42,290	23.7	1,721.3	23.7
GROB 109	59	61	0.0	104.6	0.0	68,750	24.5	1,113.7	24.5
GROB ASTIR	50	50	0.0	100.3	0.0	38,749	11.2	772.3	11.2
GRTLKS2T1	178	115	10.8	65.1	7.1	107,361	22.8	927.0	20.1
GRUMANS A16	51	20	48.2	39.2	18.9	90,093	60.3	5,433.1	2.7
GRUMAVAA1	470	380	7.2	80.9	5.8	876,996	10.1	2,306.0	7.1
GRUMAVAA5	959	802	8.3	83.6	6.9	1,720,175	11.6	2,144.6	8.2
GRUMAVG1159	34	32	7.3	95.0	7.0	176,747	12.4	5,474.0	10.1
GRUMAVG164	999	790	11.3	79.1	8.9	4,219,190	13.8	5,336.8	8.0
GRUMAVG21	53	26	21.5	50.6	10.9	332,196	27.1	12,378.9	16.4
GRUMAVTBM	34	15	18.1	46.3	8.4	44,311	22.8	2,812.3	13.9
GULSTM112	589	548	5.8	93.1	5.4	817,211	9.4	1,490.7	7.5
GULSTM500	270	197	19.0	73.2	13.9	1,310,980	23.5	6,634.0	13.9
GULSTM520	37	5	120.7	14.5	17.5	18,540	120.7	3,450.0	0.0
GULSTM560	79	76	9.1	96.4	8.8	418,231	21.1	5,493.0	19.0
GULSTM680	215	224	0.0	104.5	0.0	882,023	31.6	3,925.3	31.6
GULSTM680TP	59	42	16.3	72.6	11.9	169,047	19.4	3,948.0	10.4

6.2 1992 GENERAL AVIATION TOTAL AND AVERAGE AIRFRAME HOURS PER ACTIVE AIRCRAFT
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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL AIRFRAME HOURS	PERCENT STANDARD ERROR	ESTIMATE AVERAGE AIRFRAME HOURS	PERCENT STANDARD ERROR
GULSTM690TC	23	21	11.0	91.8	10.1	70,116	14.8	3,320.7	9.8
GULSTM690TP	320	281	11.8	87.9	10.4	1,224,653	17.3	4,354.6	12.7
GULSTMAA1	508	322	17.4	63.5	11.0	569,168	19.3	1,764.6	8.5
GULSTMAA5	577	510	7.6	88.5	6.7	1,062,837	11.3	2,081.3	8.3
GULSTMG1159	283	250	9.0	88.4	7.9	1,133,983	21.5	4,533.4	19.6
GULSTMG159	69	35	27.0	52.1	14.1	459,501	28.4	12,784.0	8.7
GULSTMG44	72	42	14.8	58.8	8.7	236,231	20.4	5,580.0	14.0
GULSTMG73	24	4	82.3	19.7	16.2	61,247	83.3	12,981.0	12.5
GULSTMG7	50	43	11.5	87.1	10.0	98,880	15.9	2,269.3	10.9
H23/HTE	30	5	58.3	19.0	11.1	68,281	58.4	11,956.0	2.9
H34/55	26	0	0.0	0.0	0.0	0	0.0	0.0	0.0
HELIO H295	87	53	19.9	62.0	12.3	144,686	22.0	2,681.5	9.5
HELIO H391	21	10	33.2	51.2	17.0	44,483	41.9	4,138.0	25.6
HILLERFH1100	48	25	41.8	52.5	21.9	75,379	43.8	2,992.7	13.2
HILLERUH12	501	199	28.3	39.8	11.3	890,965	32.6	4,453.9	15.5
HSPAVNHA200	39	10	72.5	27.1	19.7	11,428	79.2	1,080.0	31.8
HUGHES269	556	324	11.2	58.4	6.6	1,865,676	17.1	5,742.8	12.9
HUGHES369	497	423	11.8	85.2	10.0	2,838,843	29.2	6,707.5	26.7

6.2 1992 GENERAL AVIATION TOTAL AND AVERAGE AIRFRAME HOURS PER ACTIVE AIRCRAFT
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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL AIRFRAME HOURS	PERCENT STANDARD ERROR	ESTIMATE AVERAGE AIRFRAME HOURS	PERCENT STANDARD ERROR
HWKSLYDH125	167	143	10.5	86.0	9.0	902,460	13.3	6,286.6	8.1
HYNES 82	109	41	21.3	38.4	8.2	71,140	23.5	1,699.4	9.9
INTRCP200	30	15	20.8	52.7	11.0	46,030	22.2	2,911.1	7.7
ISRAEL1121	76	42	34.2	56.3	19.2	233,700	34.6	5,462.5	5.6
ISRAEL1124	195	184	5.0	94.4	4.8	662,230	9.9	3,598.3	8.6
JBMSTRDGA15	80	24	17.1	31.2	5.3	49,939	19.3	2,001.6	8.9
LAIKFN10	29	6	44.9	21.4	9.6	5,462	45.0	881.7	3.8
LEAR 23	37	35	9.0	95.0	8.5	330,112	13.2	9,395.0	9.7
LEAR 24	148	103	11.9	70.1	8.3	800,780	13.1	7,713.7	5.4
LEAR 25	216	205	7.1	95.0	6.8	870,445	20.2	4,243.5	18.9
LEAR 35	397	377	6.0	95.0	5.7	1,842,588	12.9	4,887.3	11.5
LEAR 55	93	86	8.3	93.5	7.8	363,478	15.4	4,179.9	12.9
LET L13	143	110	16.8	77.6	13.1	200,109	22.1	1,803.5	14.3
LKHEED1329	64	41	22.0	64.8	14.3	260,271	23.6	6,274.0	8.4
LKHEED18	29	12	39.3	41.8	16.4	92,850	39.8	7,658.8	6.5
LKHEED282	32	17	57.1	53.9	30.8	252,528	57.2	14,652.8	2.6
LKHEEDP2V	19	8	50.6	43.6	22.0	47,397	51.7	5,725.0	10.7
LKHEEDPV1	29	13	23.3	47.8	11.1	21,303	24.8	1,536.8	8.5

6.2 1992 GENERAL AVIATION TOTAL AND AVERAGE AIRFRAME HOURS PER ACTIVE AIRCRAFT
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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL AIRFRAME HOURS	PERCENT STANDARD ERROR	ESTIMATE AVERAGE AIRFRAME HOURS	PERCENT STANDARD ERROR
LKHEED133	48	7	50.3	14.8	7.4	20,179	51.7	2,841.7	12.2
LLJCOM8	1,908	762	16.7	39.9	6.7	2,029,255	20.8	2,663.1	12.4
MACDOUG369	98	94	4.4	96.2	4.2	253,320	16.1	2,687.0	15.5
MAULE M4	247	142	11.7	57.5	6.7	212,832	15.0	1,497.9	9.4
MAULE M5	401	360	9.9	89.9	8.9	342,291	27.2	950.0	25.3
MAULE M6	62	58	4.5	93.8	4.2	67,315	9.4	1,156.9	8.3
MAULE MX7	27	25	5.9	93.8	5.5	9,551	16.3	376.9	15.2
MCLISHFUNKB	137	43	23.4	31.8	7.4	100,009	24.7	2,298.0	7.9
MEYERSOTW	50	21	15.9	42.9	6.8	52,316	18.5	2,436.9	9.5
MNCOU90	64	24	23.6	38.3	9.0	59,391	32.8	2,423.2	22.8
MNMITEH18	118	46	23.5	39.4	9.3	47,420	26.7	1,018.9	12.7
MOONEYM20	6,066	5,045	3.7	83.2	3.1	13,586,315	11.2	2,693.0	10.5
MRCNT1S205	40	30	16.0	75.1	12.0	35,908	19.7	1,194.8	11.5
MTSBS1MU2	277	180	17.0	65.2	11.1	936,543	20.9	5,189.4	12.1
MTSBS1MU300	74	65	7.7	89.1	6.9	186,737	11.7	2,831.5	8.7
MULTED16	37	19	19.6	53.6	10.5	46,595	21.3	2,347.7	8.3
NAMER B25	45	4	95.1	10.6	10.0	23,433	100.1	4,929.7	31.1
NAMER F51	135	75	15.8	56.0	8.8	108,173	19.0	1,432.1	10.6

6.2 1992 GENERAL AVIATION TOTAL AND AVERAGE AIRFRAME HOURS PER ACTIVE AIRCRAFT
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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL AIRFRAME HOURS	PERCENT STANDARD ERROR	ESTIMATE AVERAGE AIRFRAME HOURS	PERCENT STANDARD ERROR
NAMER NA260	200	69	32.5	34.6	11.3	754,979	35.7	10,916.0	14.7
NAMER T6	573	390	15.7	68.2	10.7	2,428,420	17.8	6,212.3	8.4
NATBAL752	29	24	23.5	84.3	19.8	9,208	31.7	376.5	21.3
NAVAL N3W	130	24	57.4	19.2	11.0	153,476	60.2	6,143.1	18.2
NAVIONNAVION	530	423	9.6	79.9	7.7	1,236,330	12.4	2,921.3	7.8
NORD SV4	35	23	16.2	68.1	11.0	56,647	21.3	2,375.4	13.9
NORVST65	50	33	12.7	66.1	8.4	90,769	16.0	2,748.0	9.6
ORLLHELH19	62	12	82.9	19.8	16.4	60,182	83.4	4,895.0	8.6
ORLLHELH58	30	0	0.0	0.0	0.0	0	0.0	0.0	0.0
PARTENP68	30	32	0.0	107.5	0.0	100,061	39.9	3,102.7	39.9
PICARDAX6	89	24	38.2	27.9	10.7	11,253	46.3	452.7	26.2
PILATSB4	26	17	19.2	68.0	13.1	19,354	21.2	1,094.6	9.0
PIPER 600	329	265	14.0	80.7	11.3	535,898	18.6	2,019.1	12.3
PIPER J2	50	10	39.8	20.3	8.1	13,888	43.8	1,369.5	28.2
PIPER J3	4,028	2,161	7.7	53.7	4.1	6,899,485	10.3	3,192.1	6.9
PIPER J4	218	70	14.2	32.4	4.6	149,430	16.1	2,117.3	7.5
PIPER J5	328	103	11.9	31.5	3.7	297,384	13.1	2,875.4	5.6
PIPER PA 24	441	377	9.2	85.7	7.9	1,306,649	12.7	3,457.2	8.8

6.2 1992 GENERAL AVIATION TOTAL AND AVERAGE AIRFRAME HOURS P.L.R ACTIVE AIRCRAFT
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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL AIRFRAME HOURS	PERCENT STANDARD ERROR	ESTIMATE AVERAGE AIRFRAME HOURS	PERCENT STANDARD ERROR
PIPER PA12	1,243	766	10.2	61.7	6.3	3,070,064	24.9	4,004.6	22.8
PIPER PA14	96	47	23.9	49.8	11.9	270,550	43.6	5,656.3	36.5
PIPER PA15	168	99	16.3	59.4	9.7	193,001	18.7	1,933.3	9.1
PIPER PA16	322	183	16.6	57.0	9.5	463,198	18.6	2,523.6	8.4
PIPER PA17	96	46	10.4	48.7	5.1	87,509	12.3	1,870.8	6.6
PIPER PA18	3,392	2,720	6.7	80.2	5.4	9,148,759	18.3	3,362.9	17.0
PIPER PA20	412	219	16.0	53.2	8.5	518,660	17.3	2,367.3	6.6
PIPER PA22	4,198	2,469	8.7	58.8	5.1	6,486,961	10.5	2,613.4	6.1
PIPER PA23	2,796	2,025	7.8	72.5	5.6	8,623,662	10.5	4,256.7	7.1
PIPER PA24	2,447	1,935	6.6	79.1	5.3	6,369,659	8.5	3,291.4	5.4
PIPER PA25	958	701	12.9	73.2	9.4	2,313,699	15.0	3,297.4	7.7
PIPER PA28	20,011	17,406	1.8	87.0	1.6	53,751,728	3.5	3,089.9	3.0
PIPER PA30	1,146	870	10.1	75.0	7.7	3,336,914	11.7	3,833.2	5.8
PIPER PA31	1,480	1,447	2.1	97.8	2.1	8,554,960	12.9	5,947.8	13.1
PIPER PA31T	454	416	5.3	91.8	4.9	1,490,770	7.2	3,576.8	4.8
PIPER PA32	3,825	3,262	4.6	85.3	3.9	8,138,938	8.8	2,495.0	7.5
PIPER PA34	1,589	1,706	0.0	107.4	0.0	5,942,745	15.3	3,483.2	15.3
PIPER PA36	266	193	19.4	72.6	14.1	468,711	21.5	2,427.5	9.3

6.2 1992 GENERAL AVIATION TOTAL AND AVERAGE AIRFRAME HOURS PER ACTIVE AIRCRAFT
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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL AIRFRAME HOURS	PERCENT STANDARD ERROR	ESTIMATE AVERAGE AIRFRAME HOURS	PERCENT STANDARD ERROR
PIPER PA38	996	846	7.9	85.0	6.7	2,901,447	14.4	3,426.1	12.0
PIPER PA42	79	72	8.1	91.8	7.4	215,962	9.9	2,977.8	5.7
PIPER PA44	283	234	10.3	82.8	8.5	876,073	14.9	3,740.9	10.8
PIPER PA46	273	256	6.3	93.8	5.9	401,625	10.4	1,567.6	8.3
PROPTJ200	60	41	21.8	68.6	15.0	96,330	31.1	2,341.0	22.1
RAVEN RX6	129	39	24.8	30.4	7.5	10,714	26.6	273.1	9.8
RAVEN S50	61	6	48.4	11.4	5.5	2,653	50.2	383.0	13.1
RAVEN S55	531	286	9.4	54.0	5.1	86,524	15.3	301.6	12.0
RAVEN S57	108	111	0.0	102.9	0.0	13,540	18.1	121.9	18.1
RAVEN S60	190	171	11.9	90.2	10.8	56,407	21.0	329.1	17.3
RAVEN S66	41	28	29.2	69.7	20.3	11,705	33.1	409.8	15.5
RKWE1500	26	26	0.0	100.3	0.0	92,796	16.6	3,557.3	16.6
RKWE1NA265	263	237	8.9	90.4	8.0	1,505,408	17.8	6,331.9	15.4
ROBSINR22	657	447	21.3	68.1	14.5	629,887	33.8	1,408.6	26.2
ROLSCHLS	113	110	2.3	98.0	2.2	89,377	10.1	807.5	9.8
RYAN ST3	148	62	17.3	42.0	7.3	156,448	19.1	2,516.6	8.0
RYAN STA	28	10	50.8	36.8	18.7	18,607	64.6	1,807.5	39.9
SAAB SF340	22	9	68.4	40.9	28.0	16,130	117.8	1,791.3	95.9

6.2 1992 GENERAL AVIATION TOTAL AND AVERAGE AIRFRAME HOURS PER ACTIVE AIRCRAFT
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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL AIRFRAME HOURS	PERCENT STANDARD ERROR	ESTIMATE AVERAGE AIRFRAME HOURS	PERCENT STANDARD ERROR
SCHEMPDISCUS	40	41	0.0	103.0	0.0	30,651	18.0	743.9	18.0
SCHLERASK21	30	32	0.0	106.8	0.0	27,640	33.1	862.5	33.1
SCHLERASH15	31	24	11.2	80.1	8.9	29,040	15.3	1,169.3	10.5
SCHLERASH19	53	53	0.0	101.3	0.0	29,439	7.6	548.2	7.6
SCHLERASH20	77	63	14.1	82.3	11.6	61,054	18.7	963.4	12.3
SCHLERK8	22	6	32.8	29.7	9.7	9,331	34.6	1,429.4	11.0
SCHLERKA6	63	40	19.3	64.1	12.4	36,137	23.4	895.0	13.2
SCWZERG164	182	115	22.8	63.6	14.5	512,900	28.9	4,432.5	17.9
SCWZERSG1	674	530	6.0	78.7	4.7	616,796	13.3	1,163.0	11.8
SCWZERSG2	518	413	9.8	79.8	7.8	1,491,450	21.7	3,606.8	19.3
SKRSKYS55	31	0	0.0	0.0	0.0	0	0.0	0.0	0.0
SKRSKYS58	56	23	46.5	41.4	19.3	140,624	47.3	6,067.8	8.5
SKRSKYS58T	41	29	31.0	72.2	22.4	360,781	31.0	12,196.0	1.3
SKRSKYS61	22	9	67.2	41.2	27.7	184,829	73.0	20,377.2	28.3
SKRSKYS76	156	144	6.5	92.8	6.0	539,990	20.5	3,731.3	19.4
SLINDS100	273	247	8.4	90.8	7.6	415,941	16.9	1,678.3	14.6
SMITH 600	296	248	10.5	84.0	8.8	574,652	17.5	2,311.8	14.0
SNAIS350	92	84	9.2	91.8	8.5	320,294	33.9	3,790.8	32.7

6.2 1992 GENERAL AVIATION TOTAL AND AVERAGE AIRFRAME HOURS PER ACTIVE AIRCRAFT
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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL AIRFRAME HOURS	PERCENT STANDARD ERROR	ESTIMATE AVERAGE AIRFRAME HOURS	PERCENT STANDARD ERROR
SNIAS 350	143	122	6.7	86.0	5.7	339,819	12.1	2,764.6	10.1
SNIAS SA341	20	10	36.7	51.1	18.7	23,782	49.6	2,325.9	33.3
SOCATAMS894	36	30	9.8	84.9	8.3	49,975	36.9	1,634.9	35.5
SOCATATB10	55	51	6.8	93.8	6.4	32,730	23.4	634.1	22.4
SOCATATB20	145	107	13.3	74.1	9.9	75,766	20.1	704.8	15.1
SOCATATB9	38	27	7.2	73.0	5.2	18,974	10.0	683.6	7.0
SPHRTHCIRRU	93	89	4.2	95.7	4.0	87,200	10.9	979.5	10.1
SPHRTHIMBUS	44	45	0.0	103.8	0.0	36,027	14.4	789.1	14.4
SPHRTHVENTUS	36	36	0.0	102.3	0.0	37,648	12.5	1,022.6	12.5
STBROSSD3	42	22	90.1	54.6	49.2	419,445	90.1	18,300.0	0.0
STNSON10	144	20	23.1	14.5	3.4	44,444	25.1	2,122.4	9.8
STNSONL5	120	38	22.5	31.9	7.2	74,491	23.9	1,945.0	8.2
STNSONSR9	24	4	52.7	17.6	9.3	5,815	52.7	1,377.0	0.0
STNSONV77	101	24	35.5	24.3	8.6	42,043	37.8	1,712.6	13.1
STOLAMRC3	204	67	27.6	33.1	9.1	55,386	31.4	820.3	15.0
SUD CM170	22	15	27.9	71.2	19.9	63,721	32.0	4,066.7	15.6
SUPAC LA	91	13	83.5	14.7	12.3	14,510	84.5	1,084.3	13.2
SUPAC V	25	0	0.0	0.0	0.0	0	0.0	0.0	0.0

6.2 1992 GENERAL AVIATION TOTAL AND AVERAGE AIRFRAME HOURS PER ACTIVE AIRCRAFT
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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL AIRFRAME HOURS	PERCENT STANDARD ERROR	ESTIMATE AVERAGE AIRFRAME HOURS	PERCENT STANDARD ERROR
SWRNGNSA226	148	105	9.4	71.5	6.7	772,276	17.3	7,089.2	7.7
SWRNGNSA227	42	38	8.6	91.8	7.9	168,846	27.1	4,379.1	25.7
SWRNGNSA26	66	49	22.2	75.6	16.8	263,500	25.9	5,280.8	13.2
TCRAFKD	279	95	21.1	34.3	7.2	201,465	23.5	2,107.5	10.4
TCRAFTA	30	9	30.7	32.8	10.1	10,764	35.8	1,092.9	18.6
TCRAFTBC	1,666	938	12.9	56.4	7.3	1,832,123	13.9	1,951.3	5.1
TCRAFTBF	40	17	20.2	44.3	8.9	116,496	58.0	6,581.0	54.4
TCRAFTBL	206	91	23.4	44.4	10.4	199,274	26.9	2,180.1	13.2
TEMCO 11A	27	8	60.9	31.3	19.1	15,648	60.9	1,852.7	1.0
TH55	53	14	31.1	28.0	8.7	158,202	32.5	10,664.5	9.4
THUNDRAX7	72	62	11.9	86.7	10.3	15,703	18.4	251.7	14.1
TMPSONNAVION	571	317	11.1	55.6	6.2	918,308	12.5	2,894.8	5.7
TRYTEK65	328	114	22.8	34.9	7.9	202,356	24.7	1,768.6	9.5
TRYTEKK	27	5	34.6	19.1	6.6	6,206	41.2	1,200.4	22.5
UN1VACGC1	598	350	11.5	58.5	6.7	636,831	13.4	1,819.5	6.9
UN1VAR108	1,783	945	11.8	53.0	6.3	1,995,984	13.6	2,110.4	6.8
UN1VAR415	2,174	1,080	13.9	49.7	6.9	2,146,916	16.4	1,986.5	8.6
VALENT17	22	23	0.0	106.8	0.0	11,080	23.3	471.5	23.3

6.2 1992 GENERAL AVIATION TOTAL AND AVERAGE AIRFRAME HOURS PER ACTIVE AIRCRAFT
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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL AIRFRAME HOURS	PERCENT STANDARD ERROR	ESTIMATE AVERAGE AIRFRAME HOURS	PERCENT STANDARD ERROR
VARGA 2150	124	98	12.7	79.8	10.1	107,860	19.6	1,089.7	14.9
WACO ASO	27	7	18.7	29.4	5.5	17,015	24.4	2,142.6	15.8
WACO GXE	36	3	67.6	10.2	6.9	6,307	71.5	1,715.5	23.3
WACO R	34	10	20.5	31.7	6.5	21,728	21.0	2,017.0	4.4
WACO UPF7	154	75	10.3	49.3	5.1	291,830	11.7	3,841.8	5.4
WACO YK	45	16	14.9	36.8	5.5	46,279	20.3	2,794.4	13.8
WSK M18	32	29	26.4	91.9	24.3	66,949	36.0	2,276.3	24.5
WTHRLY201	51	30	29.8	58.8	17.5	112,526	31.0	3,750.8	8.7
TOTAL	245,994	184,433	0.7	75.0	0.5	560,367,232	1.3	2,977.1	1.1

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

6.3 1992 NUMBER OF ENGINES ON ACTIVE GENERAL AVIATION AIRCRAFT AND AVERAGE HOURS PER ENGINE
BY ENGINE SDR MANUFACTURER/MODEL GROUP

PAGE 1 OF 6

ENGINE MANUFACTURER/ MODEL GROUP	ESTIMATE OF ACTIVE ENGINES	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
OTHER	30,423	1.7	77.6	160	4.3
ALLSN 250B	5	16.6	83.8	1,335	0.0
ALLSN 250C	1,091	7.1	88.3	477	14.1
ALLSN 501D	88	13.0	86.8	88	17.6
ANTR 430	15	159.3	12.4	3	0.0
ANTR ANTR	19,053	2.6	63.7	209	4.5
ANTRMCMCULH	71	24.3	23.3	26	29.9
ARSCHTPE331	223	12.4	65.7	147	14.5
CONT 6285	55	50.3	52.6	129	21.7
CONT 975	0	0.0	0.0	0	0.0
CONT A40	38	33.2	30.6	9	16.6
CONT A50	6	100.8	18.0	43	27.7
CONT A65	4,434	5.9	49.4	49	8.8
CONT A75	826	14.9	43.6	44	13.1
CONT A80	23	73.7	30.1	45	0.0
CONT C125	162	20.7	48.7	46	20.4
CONT C145	1,457	7.5	71.0	74	11.1
CONT C85	2,998	7.0	53.7	45	9.3

6.3 1992 NUMBER OF ENGINES ON ACTIVE GENERAL AVIATION AIRCRAFT AND AVERAGE HOURS PER ENGINE
BY ENGINE SDR MANUFACTURER/MODEL GROUP

PAGE 2 OF 6

ENGINE MANUFACTURER/ MODEL GROUP	ESTIMATE OF ACTIVE ENGINES	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
CONT C90	1,495	9.3	62.5	41	9.6
CONT E185	1,261	9.4	70.0	75	16.3
CONT E225	798	14.0	58.4	73	15.8
CONT O200	10,385	3.2	79.6	118	9.8
CONT O300	6,613	3.7	81.7	80	11.0
CONT O346	151	40.6	57.2	65	32.4
CONT O360	2,280	5.9	76.1	118	20.1
CONT O470	12,498	2.5	82.9	111	5.5
CONT O520	21,071	1.6	88.0	179	4.1
CONT R670	71	21.9	42.3	47	25.6
DHAVXXGIPSY	68	10.5	71.5	28	9.9
FCD 6440	137	16.7	41.3	36	11.8
FRKLN4AC150	11	59.5	45.2	102	34.8
FRKLN4AC176	69	42.0	41.1	22	15.1
FRKLN4AC199	30	38.1	20.8	22	10.0
FRKLN6A4150	397	19.4	43.9	64	39.9
FRKLN6A4165	536	15.5	54.9	52	19.9
FRKLN6A8215	42	42.3	23.8	33	29.9

6.3 1992 NUMBER OF ENGINES ON ACTIVE GENERAL AVIATION AIRCRAFT AND AVERAGE HOURS PER ENGINE
BY ENGINE SDR MANUFACTURER/MODEL GROUP

PAGE 3 OF 6

ENGINE MANUFACTURER/ MODEL GROUP	ESTIMATE OF ACTIVE ENGINES	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
FRKLN6AV335	95	24.2	63.0	33	26.5
FRKLN6AV350	113	15.6	54.2	63	15.9
FRKLN6V4	78	68.5	50.9	24	0.0
GARRTTATF3	30	7.4	95.0	379	7.0
GARRTTTF731	503	4.8	92.0	257	12.4
GARRTTTPE331	1,162	10.3	76.2	328	14.1
GE CF34	151	6.8	95.0	257	9.7
GE CF700	245	8.1	86.1	204	21.4
GE CJ610	541	5.4	86.0	222	9.4
GE CT58	9	187.7	16.0	31	0.0
GE CT7TP	23	13.5	96.2	1,110	0.0
GE TC7TS	0	0.0	0.0	0	0.0
GLADENB5	16	86.0	21.6	38	12.5
GLADENK5	1	369.5	3.5	11	2.2
GLADENR5	0	0.0	0.0	0	0.0
JAC08PR755	452	9.0	59.9	59	15.0
JAC08SR915	37	32.7	50.1	39	17.6
LYC ALF502	64	9.4	95.0	301	9.5

6.3 1992 NUMBER OF ENGINES ON ACTIVE GENERAL AVIATION AIRCRAFT AND AVERAGE HOURS PER ENGINE
BY ENGINE SDR MANUFACTURER/MODEL GROUP

PAGE 4 OF 6

ENGINE MANUFACTURER/ MODEL GROUP	ESTIMATE OF ACTIVE ENGINES	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
LYC LTP101	238	5.4	88.3	417	9.9
LYC 0145	213	28.9	28.5	44	18.1
LYC 0235	7,816	3.6	76.4	222	7.5
LYC 0290	1,739	9.4	59.1	45	12.4
LYC 0320	29,778	1.8	81.0	154	5.2
LYC 0340	88	18.4	75.8	96	13.7
LYC 0360	19,115	1.8	84.4	135	4.9
LYC 0435	79	33.8	56.9	22	30.8
LYC 0480	740	7.2	73.6	106	11.1
LYC 0540	13,579	2.2	83.0	148	4.9
LYC 0541	821	6.9	82.3	192	8.4
LYC 0720	145	26.0	72.0	98	31.0
LYC R680	103	14.0	55.7	61	22.6
MN\SCOC4	7	39.0	38.0	3	18.2
ONAN 18HP	25	74.0	42.8	21	14.7
PCKARDV1650	43	23.7	49.5	64	18.6
PWA JT12	190	10.0	76.9	182	12.3
PWA JT15	1,089	3.5	94.7	275	6.3

6.3 1992 NUMBER OF ENGINES ON ACTIVE GENERAL AVIATION AIRCRAFT AND AVERAGE HOURS PER ENGINE
BY ENGINE SDR MANUFACTURER/MODEL GROUP

PAGE 5 OF 6

ENGINE MANUFACTURER/ MODEL GROUP	ESTIMATE OF ACTIVE ENGINES	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
PWA JT8	0	0.0	0.0	0	0.0
PWA PT6	3,317	4.1	78.5	337	5.4
PWA PT6T	62	16.3	79.0	435	17.7
PWA R1340	1,564	8.8	70.6	299	8.2
PWA R1830	167	12.1	42.5	102	13.4
PWA R2000	72	15.9	73.1	77	19.3
PWA R2800	176	16.5	39.6	42	6.7
PWA R985	1,146	9.7	38.5	115	10.7
ROTAX 277	24	15.6	92.5	151	26.3
RROYCEDART	90	19.3	42.1	200	13.6
RROYCEGPSY	0	0.0	0.0	0	0.0
RROYCESPEY	436	4.6	93.7	256	9.9
RROYCEVIPER	116	8.6	87.8	215	10.5
TMECA ARRIEL	198	3.5	94.3	550	14.1
TMECA ARTST3	6	238.2	10.5	1	0.0
TMECA MARBOR	65	10.1	91.0	19	13.0
WARNER165	72	38.5	58.2	14	7.7
WARNER185	16	40.4	65.6	26	13.0

6.3 1992 NUMBER OF ENGINES ON ACTIVE GENERAL AVIATION AIRCRAFT AND AVERAGE HOURS PER ENGINE
BY ENGINE SDR MANUFACTURER/MODEL GROUP

PAGE 6 OF 6

ENGINE MANUFACTURER/ MODEL GROUP	ESTIMATE OF ACTIVE ENGINES	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
WRIGHTJ5	0	0.0	0.0	0	0.0
WRIGHTOX5	7	93.0	10.4	12	34.7
WRIGHTR1300	7	51.1	16.5	80	49.8
WRIGHTR1820	86	53.6	34.6	53	18.0
WRIGHTR2600	39	15.1	69.9	24	18.7
WRIGHTR3350	0	0.0	0.0	0	0.0
WRIGHTR760	46	41.4	48.4	18	11.3
WRIGHTR975	7	122.5	11.1	11	9.9
WSK PZL	0	0.0	0.0	0	0.0
XENOAHG72	0	0.0	0.0	0	0.0
ALL ENGINES	208,616	0.7	76.1	151	1.6

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

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.

FOR ADDITIONAL INFORMATION, SEE APPENDIX C FOR SDR ENGINE GROUP NAMES AND FAA MANUFACTURER/MODEL CODES.

APPENDIX A

METHODOLOGY FOR THE 1992 GENERAL AVIATION ACTIVITY (GAA) SURVEY

1. OVERVIEW

The methods used for the 1992 GAA Survey are almost identical to those used in previous surveys, except for: 1) the initial development of the "General Aviation" aircraft universe; and 2) the use of data obtained in the 1990 telephone survey to make necessary adjustments to active aircraft and hours flown estimates (see section 5.2, Adjustment of the 1992 GAA Survey Data, on page A-14).

1.1 Purpose of Survey

The purpose of the 1992 GAA Survey is to provide the Federal Aviation Administration (FAA) with information on the activity and avionics of the general aviation fleet. The information obtained from the survey enables the FAA to monitor the general aviation fleet so that it can, among other activities, anticipate and meet demand for National Airspace System (NAS) 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.

1.2 Background

Prior to the current survey method, the FAA used the Aircraft Registration Eligibility, Identification, and Activity Report, AC Form 8050-73, to collect data on general aviation activity and avionics. The form was sent annually to all owners of civil aircraft in the United States and served two purposes: (1) Part 1 was the mandatory aircraft registration revalidation form, and (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. This information was used by the FAA to estimate aircraft activity.

In 1978, the FAA replaced AC Form 8050-73 with a new system: Part 1 of the form was replaced by a triennial registration program; and Part 2 of the form was replaced by the annual General Aviation Activity and Avionics Survey, FAA Form 1800-54, shown in Figure A.1. The General Aviation Survey, which is conducted annually, is based on a statistically selected sample of general aviation aircraft and requests the same type of information as Part 2 of AC Form 8050-73. The first survey took place in 1978, collecting data on the 1977 general aviation fleet. The 1992 statistics in this report were derived from the sixteenth survey, which took place in 1993. Benefits resulting from the new method of data collection include quicker processing of the results, improved data quality, and a considerable savings in time and money to both the public and the Federal Government.

FIGURE A.1 SURVEY QUESTIONNAIRE

Form Approved OMB NO. 2120-0060



U.S. Department of Transportation
Federal Aviation Administration

GENERAL AVIATION ACTIVITY SURVEY (As of December 31, 1992)

Submission of this form is voluntary. The information you provide will be used only for statistical purposes and will not be published or released in any form that would reveal specific information reported by an individually identifiable respondent.

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

Federal Aviation Administration
800 Independence Ave., SW
APO-110 (Survey)
Washington, DC 20591

2. Did you operate this aircraft in 1992 primarily as an air carrier, or lease this aircraft to an air carrier (FAR Parts 121 or 127 operator)? ☐ YES (Do not complete the rest of this form. Please return form to address shown above in the enclosed, postage-paid envelope.) ☐ NO This form should be completed for all general aviation aircraft and aircraft operated under FAR Part 135, commuter and air taxi.)		1. AIRCRAFT CHARACTERISTICS:	
3. What were the total lifetime airframe hours as of December 31, 1992? LIFETIME HRS		9. What was this aircraft's average rate of fuel consumption in gallons per hour? (If none, enter "NONE" and go to Question 10.) a. _____ GPH	
4. In what State was this aircraft based as of December 31, 1992?		Estimate the percent of each fuel and grade used:	
5. Was the aircraft flown in Calendar Year 1992? ☐ YES (Continue with the survey.) ☐ NO (Survey is complete. Please return.) HRS FLOWN		Jet Fuel _____ b. _____ %	
6. How many hours did this aircraft fly in Calendar Year 1992? (Include estimated rental and leased hours.)		Aviation Fuel: 80 Octane _____ c. _____ %	
7. What percent of the hours entered in Question 6 did this aircraft fly in each of the following use categories?	PERCENT OF HRS FLOWN	100 Octane _____ d. _____ %	
CORPORATE/EXECUTIVE TRANSPORTATION Company flying with a professional crew _____ a. _____ %		100 Octane-Low Lead _____ e. _____ %	
BUSINESS TRANSPORTATION Individual use of an aircraft for business transportation _____ b. _____ %		Automotive Gasoline _____ f. _____ %	
PERSONAL/RECREATION Flying for personal reasons (Excludes business transportation.) _____ c. _____ %		Propane _____ g. _____ %	
INSTRUCTIONAL Flying under the supervision of a flight instructor (Excludes proficiency flying.) _____ d. _____ %		TOTAL (b+c+d+e+f+g) = 100%	
AERIAL APPLICATION Agriculture, health, forestry, cloud seeding, firefighting, insect control, etc. _____ e. _____ %		What was the average fuel cost per gallon? _____ h. \$.00	
AERIAL OBSERVATION Aerial mapping/photography, survey, patrol, fish spotting, search and rescue, hunting, highway traffic advisory, sightseeing (not FAR Part 135), etc. _____ f. _____ %		10. In 1992, how many hours were flown under:	HRS FLOWN
OTHER WORK USE Construction work (not FAR Part 135), helicopter hoist, parachuting, aerial advertising, towing gliders, etc. _____ g. _____ %		a. IFR Flight Plan _____ a. _____	
COMMUTER AIR CARRIER Performs, under FAR Part 135, at least five scheduled round trips per week or carries mail _____ h. _____ %		b. VFR/DVFR Flight Plan _____ b. _____	
AIR TAXI FAR Part 135 passenger and cargo operations (Excludes commuter air carrier.) _____ i. _____ %		c. No Flight Plan _____ c. _____	
What was the average revenue in dollars per hour for this aircraft in air taxi operation? _____ j. \$ _____		d. Other/Unknown _____ d. _____	
OTHER Experimentation, R&D, testing, government demonstrations, air shows, air racing, etc. _____ k. _____ %		Total Hours (equal to # of hours reported in Question 6)	
TOTAL (a+b+c+d+e+f+g+h+i+k) = 100%		11. Of the IFR flight plan hours reported in Question 10(a), what percent of the hours did this aircraft fly under:	
8. Was the aircraft rented or leased to others in 1992? ☐ YES ☐ NO If "YES," for how many rental or leased hours? _____ a. _____ RENTAL HRS		a. Day Instrument Meteorological Conditions(IMC) _____ a. _____ %	
		b. Day Visual Meteorological Conditions (VMC) _____ b. _____ %	
		c. Night Instrument Meteorological Condition:(IMC) _____ c. _____ %	
		d. Night Visual Meteorological Conditions(VMC) _____ d. _____ %	
		TOTAL (a+b+c+d) = 100%	
		12. Of the total hours reported in Question 10(b)(c)(d), what percent of the hours did the aircraft fly under:	
		a. Day Visual Meteorological Conditions(VMC) _____ a. _____ %	
		b. Night Visual Meteorological Conditions(VMC) _____ b. _____ %	
		TOTAL (a+b) = 100%	
		13. How many landings (including water, and touch and go landings) did this aircraft perform in each of the following categories in Calendar Year 1992?	NUMBER OF LANDINGS
		LOCAL FLIGHT _____ a. _____	
		CROSS COUNTRY FLIGHT _____ b. _____	

-Agency Display of Estimated Burden of the General Aviation Activity Survey-

The public reporting burden for this collection of information is estimated to average 7 minutes per response. If you wish to comment on the accuracy of the estimate or to make suggestions for reducing this burden, please direct your comments to FAA and the OMB at the following addresses:

U.S. DOT Federal Aviation Administration
800 Independence Avenue, S.W.
Washington, DC 20591
APO-110 (Survey)
Washington, DC 20591

Office of Management and Budget
Paperwork Reduction Project
(2120-0090)
Washington, DC 20503

2. SURVEY COVERAGE

2.1 Aircraft

The 1992 GAA Survey covers, through a stratified probability sample, all general aviation aircraft registered in the United States. The term, "general aviation," as used in 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. Thus, general aviation 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 (but not for hire).
- Part 133: Rotorcraft external load operations.
- Part 135: Air taxi operators and commercial operators.
- Part 137: Agricultural aircraft operations.

Since the term "general aviation" is not always defined in the same way from aviation publication to aviation publication, it is often a source of confusion to users of general aviation statistics. The point on which the various definitions disagree is the category (air carrier or general aviation) in which to place air taxis and commuter air carriers operating under FAR Part 135. The General Aviation 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 the definition of general aviation as it applies to the sources he or she is using, so that proper comparisons of data can be made.

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.

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

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, 1992. Over 99 percent of these aircraft are registered to owners living in the 50 states; the District of Columbia; Puerto Rico; and other U.S. territories, which include American Samoa, Guam, and the Virgin Islands.¹ The GAA Survey does not cover registered aircraft which were based outside the United States as of December 31, 1992.

2.3 Content

The 1992 GAA Survey questionnaire, FAA Form 1800-54 shown previously in Figure A.1, requests the aircraft owner to provide the following information on the sampled aircraft's characteristics and uses for various periods:

- 1) hours by use, Instrument Flight Rules (IFR) hours, percentage of hours flown in Instrument Meteorological Conditions (IMC) and Visual Meteorological Conditions (VMC) during the day and night, fuel consumption grade and cost, and number of local and cross country landings for the entire calendar year 1992; and
- 2) airframe hour reading and the aircraft's base location as of December 31, 1992.

3. SURVEY METHOD

The survey data were collected by mailing the questionnaire to the owners of the sampled aircraft in three mailings. The first mailing in March 1993 covered 29,830 aircraft of the 29,997 total aircraft in the sample. The difference of 167 aircraft were "museum exhibits"; therefore they were recorded for the 1992 GAA Survey as aircraft not flown during the survey year. The first mailing had a response rate of 44.0 percent, as shown in Table A.1, on the following page. This accounted for approximately 67.8 percent of the total responses to the survey. The second mailing in April 1993 included only those aircraft in the sample that had not yet responded. The second mailing had a response rate of 24.8 percent, which accounted for approximately 24.8 percent of the total responses to the survey. The third mailing in May 1993 was sent to the owners of the sampled aircraft who had not responded to the first or second mailings as of a specified date. The third mailing produced a response rate of 11.8 percent, or approximately 7.4 percent of the total responses to the survey. As compared to a valid survey response rate of 56.9 percent in the 1991 GAAA Survey, the 1992 GAA Survey resulted in an overall response rate of 65.0 percent.

¹Source: FAA Aircraft Registration Master File as of December 31, 1992.

TABLE A.1 SUMMARY OF RESPONSE INFORMATION

PHASE	VALID SAMPLE SIZE	# RESPONSES	RESPONSE RATE	% TOTAL RESPONSE
1st Mailing	29,830	13,133	44.0	67.8
2nd Mailing	19,380	4,802	24.8	24.8
3rd Mailing	12,320	1,448	11.8	7.4
TOTAL	29,830	19,383	65.0	100.0

Each of the three mailings was accompanied by a cover letter, shown respectively in Figures A.2, A.3, and A.4 at the back of this Appendix.

4. SAMPLE DESIGN

4.1 Sample Frame and Size

The FAA Mike Monroney Aeronautical Center in Oklahoma City maintains the Aircraft Registration Master File, which is the official record of registered civil aircraft in the United States. The sample frame, the list of aircraft from which the sample was selected, was provided by this organization based upon criteria specified by APO-110.

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

- 1) The accuracy of owners' addresses has deteriorated. The percentage of questionnaires returned by the post office has ranged from 8 to 13 percent since 1987. Prior to the implementation of the 1978 FAA procedures, the postal return rate averaged 2 percent. From 1977 to 1982, following the implementation of the 1978 FAA procedures, the post office returns more than tripled from 2 percent to 6.8 percent. The higher post office return rates partially explains the lower survey response rates experienced between 1977 and 1991. However, postal returns for 1992 were 4.3 percent, down from 12.0 percent in 1991 and 10.8 percent in 1990. The reduction in the number of postal returns is due mainly to bar coding the address of the aircraft owners on the envelopes mailed out. The reduction in postal returns may have contributed to the substantial increase in the response rate from 56.9 percent in 1991 to 65 percent in 1992.

- 2) The master file contained a residue of aircraft which, under the old revalidation system, would have been deregistered and purged from the file but now remain 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.

Finally, new legislation required two formerly ineligible categories of aircraft to be registered with the U.S. Registry. From 1977 to 1978, the definition of a registered general aviation aircraft changed to include these two new groups:

- 1) aircraft owned by individual citizens of foreign countries who are permanent residents of the United States; 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 United States).

It is estimated that these aircraft constitute less than one half of one percent of the general aviation fleet.

These changes thus affected the contents of the Aircraft Registration Master File and, consequently, the General Aviation Survey results. While it is difficult to quantify the effects of these changes, the FAA estimates that they caused the survey results to overestimate aircraft population and hours flown by seven percent or less.

The sample frame is made up of all aircraft identified as general aviation in the master file (according to the definition in Section 2.1), 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; and
- 4) aircraft with a missing state of registration, aircraft make-model/series code, or aircraft type information.

Every year in preparation for conducting the General Aviation Survey, APO 110 obtains a data file containing approximately 275,000 to 280,000 aircraft records identified as general aviation aircraft from the Mike Monroney Aeronautical Center in Oklahoma. This file is then updated by removing the following categories of aircraft:

- o Aircraft that were destroyed during the survey year per the National Traffic Safety Board (NTSB);
- o Aircraft that were deemed by the FAA to be "air carriers";
- o Aircraft whose primary ownership was a financial institution; and
- o Aircraft that prior year's respondents noted as either destroyed, stripped, or salvaged for parts; disassembled, or not airworthy; or the representative of the surveyed aircraft stated that the aircraft owner was deceased.

For the 1992 GAA Survey, the FAA used additional aircraft status data and changed the way the sample frame was derived. In 1993, APO-110 received a data file containing 277,096 aircraft records from the Mike Monroney Aeronautical Center in Oklahoma. Prior to removing any of the four categories of aircraft enumerated above, aircraft with certain status code information were removed. From this update processing, 21,643 aircraft were removed from the sample frame. The aircraft removed included aircraft whose certificate was pending revocation, aircraft reported as sold, or aircraft whose owners were known to have an incorrect address (as reported by the U.S. Postal Service), and classified by the FAA as a Post Master Return (PMR). This processing created an updated sample frame of 255,453 aircraft records. The four categories of aircraft records enumerated above were then removed from the sample frame. From these four categories of aircraft, and from processing the survey program modules, an additional 9,459 aircraft records were removed. This final processing created a sample frame of 245,994 aircraft records which comprised the 1992 GAA universe.

For calendar year 1992, the sample frame consisted of 245,994 general aviation aircraft records from which 29,997 records were sampled, yielding a 12.2 percent sample. However, there were a total of 211 aircraft identified as air carries by aircraft owners during the 1992 GAA Survey. Consequently, the 1992 GAA survey sample of 29,997 was revised to 29,786 (a 12.1 percent sample size) for the purposes of analyzing and reporting on the 1992 GAA data. Table A.2, on the following page, shows, by aircraft type, the distribution of the sample compared to that of the population. This table clearly demonstrates the disproportionality of the sample to the population, an intended result of the sample design to gain efficiency and to control errors.

4.2 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; and
- 2) a variable called the make-model index, constructed from a combination of the aircraft type and the Service Difficulty Reporting (SDR) aircraft manufacturer/model group.

TABLE A.2 SAMPLE AND POPULATION DISTRIBUTION BY AIRCRAFT TYPE

<u>TYPE</u>	<u>APPROXIMATE POPULATION</u>	<u>SAMPLE SIZE</u>	<u>SAMPLE AS % OF POPULATION</u>
Fixed Wing - Piston			
1 Engine: 1-3 Seats	82,023	9,527	11.6
1 Engine: 4+ Seats	110,397	7,509	6.8
2 Engine: 1-6 Seats	15,808	2,309	14.6
2 Engine: 7+ Seats	7,293	1,516	20.8
Piston: Other	197	144	73.1
Fixed Wing - Turboprop			
2 Engine: 1-12 Seats	4,218	933	22.1
2 Engine: 13+ Seats	1,203	494	41.1
Turboprop: Other	651	285	43.8
Fixed Wing - Turbojet			
2 Engine	4,318	869	20.1
Turbojet: Other	548	213	38.9
Rotorcraft			
Piston	5,209	1,918	36.8
Turbine	4,390	1,183	26.9
Other Aircraft			
	9,739	2,886	29.6
TOTAL	245,994	29,786	12.1

The 54 levels of the state criterion and the 382 levels of the make-model index yielded a matrix of 54 by 382 or 20,668 cells (strata) among which the frame was divided for sampling. Some of these cells have no population.

The FAA's primary requirement was for estimates of average 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 29,786 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 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 as follows:

- 1) non-respondents' weights were changed to zero; and
- 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.

4.3 Error

Errors associated with estimates derived from sample survey results fall into two categories: sampling and non-sampling errors.² Sampling errors occur because the estimates are based on a sample rather than 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.

²Standards for Discussion and Presentation of Errors in Data, U.S. Department of Commerce, Bureau of the Census, (Washington, DC, 1974), pp. 11-14.

4.4 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 potential 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 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 in the survey on a few key variables, known as design variables. The design variables in the General Aviation Survey are the average annual hours flown per aircraft by aircraft type, by aircraft manufacturer/model characteristics and by state of aircraft registration. The sample is designed to produce standard errors on these variables at levels specified by the FAA. No controls are placed on the standard errors of the non-design variables.

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

TABLE A.3 CONFIDENCE OF INTERVAL ESTIMATES

APPROXIMATE CONFIDENCE THAT INTERVAL INCLUDES	
<u>WIDTH OF INTERVAL</u>	<u>AVERAGE VALUE</u>
1 Standard error	68%
2 Standard error	95%
3 Standard error	99%

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 sampling 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 this publication display standard errors for all estimated quantities. For the most part, the measure of precision presented in this report is the percent standard error (% s.e.), which is merely the ratio of the standard error to the estimate times 100 (to convert the fraction to a percent). In addition to immediately communicating the relative precision of the estimate, it allows ready comparison of the survey's performance across variables. The following is an example of how to use the % s.e.: from Table 2.1, a 95 percent confidence interval for the number of active rotorcraft with piston

engines would be 2,211 plus or minus 2 (7.6/100)(2,211) or the interval between 1,875 and 2,547. One would say with 95 percent confidence that the number of active rotorcraft with piston engines lies somewhere between 1,875 and 2,547. Another way of expressing this is that we are highly confident (95 percent) that the number of active rotorcraft with piston engines is within plus or minus 2(7.6) percent, or 15.2 percent of 2,211.

4.5 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. There are, however, various techniques which can limit non-sampling error.

Several of these techniques were incorporated into the design of the General Aviation Survey and are itemized below:

- 1) A second mailing and a prompting (reminder) letter were sent to nonrespondents in addition to the original mailing in order to improve the response rate, since a low response rate is a major cause of non-sampling error.

Although the 1992 response rate of 65 percent marks a decrease from the 80 percent response rate achieved in 1977 (the first year of the survey), it does represent an increase from 1988's response rate of 55.5 percent. Possible causes for the less than 100 percent sample rate response include:

- o The deterioration of the currency of aircraft owners' addresses in the Aircraft Registration Master File, the sample frame. This deterioration caused a gradual increase in the percentage of questionnaires returned undelivered by the postmaster.
- o Repeated sampling of aircraft in two, and possibly three or four, successive years. Due to the design of the sample to achieve specified precision in estimates for states and manufacturer/model groups of aircraft, it is impossible to avoid sampling some of the same aircraft in consecutive years. Owners of such aircraft may have been less willing to respond in 1992 than in previous years.

Table A.4, on the following page, reveals the responses by aircraft type. Last year, there was one aircraft type with a response rate less than 40 percent, the "Piston: Other" group, with 30.8 percent. This year, the "Piston: Other" group, with 38.2 percent, as well as the "Turboprop: 2 Engine 13+ Seats," with 35.4 percent had a response rate less than 40 percent.

- 2) To assure the owners of the confidentiality of their responses, the back side of the questionnaire cover letter informed them that:

The FAA has determined that the information you provide in this survey is exempt from public disclosure under the Freedom of Information Act.³

- 3) Comprehensive editing procedures insured the accuracy of the data transcription to machine readable form and the internal consistency of responses.
- 4) 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.
- 5) Results were adjusted using data from a survey of nonrespondents. This adjustment is described in Section 5, Adjustments Based on a Survey of Nonrespondents, on page A-13.

TABLE A.4 RESPONSE RATE BY AIRCRAFT TYPE

Fixed Wing - Piston

1 Engine: 1-3 Seats	63.5%
1 Engine: 4+ Seats	63.7
2 Engine: 1-6 Seats	57.0
2 Engine: 7+ Seats	46.2
Piston: Other	38.2

Fixed Wing - Turboprop

2 Engine: 1-12 Seats	52.9
2 Engine: 13+ Seats	35.4
Turboprop: Other	53.3

Fixed Wing - Turbojet

2 Engine	62.0
Turbojet: Other	56.0

Rotorcraft

Piston	51.1
Turbine	45.8

Other Aircraft 57.9

Overall 65.0%

³See Figure A.2 on page a-16.

5. ADJUSTMENTS BASED ON A SURVEY OF NONRESPONDENTS

5.1 The Nonrespondent Survey

The substantial nonresponse rate for the General Aviation Survey and developments in the sampling frame outlined above have led to a concern that there may be a response bias in the survey, especially with respect to the percent and number of aircraft that are active. The hypothesis is that aircraft of owners that do not respond to the General Aviation Survey are less likely to be active than aircraft of owners that do. If this hypothesis is correct, the results of the survey overstate the percent and number of active aircraft.

In order to test this hypothesis, and to provide data for adjusting the General Aviation Survey findings, a survey of 1990 GAAA Survey nonrespondents was conducted in 1991. This survey focused on two substantive questions:

Was this aircraft flown during calendar year 1990?

If so:

How many hours did this aircraft fly in calendar year 1990?

The survey of 1990 GAAA nonrespondents also included screening questions to determine whether the respondent still owned the aircraft, whether the aircraft was flown as an air carrier, and (if so) under which FAR Part Number.

The survey of nonrespondents was conducted by telephone. The sample for the survey was selected at random from the nonrespondents in the 1990 GAAA Survey sample. The sampling objective was to obtain a sample large enough to achieve 95 percent confidence that the telephone survey estimate of the proportion of nonrespondents with active aircraft would be within 10 percent of the true proportion. A total of 1,203 aircraft owners were included in the telephone survey. Of the aircraft owners in the sample, telephone numbers could not be obtained for 435 (36.2 percent), 300 (24.9 percent) could not be reached or refused to respond, 89 (7.4 percent) no longer owned the aircraft and were asked no further questions, and 379 (31.5 percent) provided the survey information sought. This number of respondents providing information was adequate to meet the statistical objectives of the sample design.

The principal results of the telephone survey were estimates of the percent of aircraft among 1990 GAAA Survey nonrespondents that were active and the average hours flown by these aircraft. Among the telephone survey respondents, 61.7 percent reported active general aviation use of their aircraft. This is substantially less than the GAAA Survey estimates for 1990 (79.7 percent) and for 1991 (80.3 percent), and the difference between the 1990 GAAA Survey respondents and the nonrespondents is statistically highly significant. The active telephone survey respondents reported an average of 158.6 annual hours flown, which is much the same as the average of annual hours flown reported in the 1990 or 1991 GAAA Survey.

5.2 Adjustment of the 1992 GAA Survey Data

The 1990 Nonresponse Survey data were used to adjust the 1992 GAA Survey results. Adjustments were made for the percent and number of active aircraft and for average hours flown. Total hours flown were adjusted indirectly, since they are derived from the number of active aircraft and average hours flown. In essence, the adjustment has been made by replacing the 1992 GAA Survey results for percent active and average hours with weighted averages of the results of the 1991 GAAA Survey and the 1990 Nonresponse Survey. The exact procedure is described below. The adjustments were made for each aircraft type, but they carry over to results for SDR groups, regions and States. Adjustments were made in all tables in Chapters 2, 3, 4, 5, and 6 in which number or percent of aircraft active, average hours flown, or total hours flown appear. Data for years prior to 1991 in Figures 3.2 and 3.3 in Chapter 3 were adjusted proportionally to the corresponding 1991 data, so that trends would not be distorted by the introduction of adjustments in 1992.

Weighted averages of the percent of aircraft active and average hours flown were computed as part of the adjustment procedure. The values of percent of aircraft active and average hours flown were taken from the 1992 GAA Survey results and the 1990 Telephone Survey results. The weights used were the initial weights for the aircraft that responded to the 1991 GAAA Survey and for 1991 GAAA Survey nonrespondents. Weights of the 1991 GAAA Survey forms that were returned by the postmaster were not used in the calculations. This "non-treatment" of postmaster returns (PMRs) in the sample had the effect of assuming that PMRs are similar to the average adjusted results. Separate weighted averages were calculated for each of the thirteen aircraft types in the 1991 GAAA survey. The weighted averages for percent of aircraft active were calculated as follows:

$$\frac{\{(\text{Percent Active})_{Ri} \times (\text{Total Weight})_{Ri}\} + \{(\text{Percent Active})_{TRi} \times (\text{Total Weight})_{NRi}\}}{(\text{Total Weight})_{Ri} + (\text{Total Weight})_{NRi}}$$

Where: R = GAAA Respondents
 TR = Telephone Survey Respondents
 NR = GAAA Nonrespondents
 i = Aircraft Type (i = 1 to 13)

The weighted averages for average hours flown were calculated as follows:

$$\frac{\{(\text{Average Hours})_{Ri} \times (\text{Total Weight})_{Ri}\} + \{(\text{Average Hours})_{TRi} \times (\text{Total Weight})_{NRi}\}}{(\text{Total Weight})_{Ri} + (\text{Total Weight})_{NRi}}$$

Where: R = GAAA Respondents
 TR = Telephone Survey Respondents
 NR = GAAA Nonrespondents
 i = Aircraft Type (i = 1 to 13)

The actual adjustment to the 1992 GAA results was made by modifying the final weight of each aircraft that responded to the 1992 GAA Survey. First, the weighted averages were converted into adjustment factors for each aircraft type, and then the weight of each responding aircraft was multiplied by the adjustment factor for the aircraft type of that aircraft. The adjustment factors were computed by dividing the weighted averages of the percent active and average hours flown by the unadjusted 1992 GAA Survey results for these values, i.e.:

$$\frac{(\text{Percent Active})_{WAi}}{(\text{Percent Active})_{Ri}} \quad \text{and} \quad \frac{(\text{Average Hours})_{WAi}}{(\text{Average Hours})_{Ri}}$$

Where: WA = Weighted Average (calculated above)
R = GAA Survey Respondents
i = Aircraft Type (i = 1 to 13)

Weights of all aircraft in an aircraft type were adjusted by the same proportional amount. This procedure provided a limited amount of disaggregation of the adjustment. Among other implications of this procedure, all SDR groups within each aircraft type were also adjusted by the same proportional amount. Adjusting the weights of each individual respondent aircraft allowed results for regions and States to be adjusted, even though the adjustment factors were computed at the aircraft type level. Adjustment at the individual record level also produced adjustments in the standard errors.

The adjustment lowered the estimate of the total number of active aircraft by 6.7 percent. The numbers of active aircraft in nine individual aircraft types fell, although there were small upward adjustments for four aircraft types. The adjustment lowered the overall estimate of average hours flown by 0.1 percent. Average hours flown was adjusted downward for nine aircraft types and upward for four aircraft types, the largest upward adjustment being for turbine rotorcraft. The adjustment lowered estimate of total hours flown by 7.7 percent, with hours flown adjusted downward for ten aircraft types and upward for three.

FIGURE A.2 FIRST 1992 GAA SURVEY COVER LETTER



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

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

March 1993

Dear Aircraft Owner:

You are one of the general aviation aircraft owners selected at random to participate in the 1992 General Aviation Aircraft Activity Survey. In such a survey, your input is vital because your responses will have a significant impact on the overall estimates of active aircraft and aircraft hours flown for the entire general aviation fleet.

The information you provide is used in a variety of ways. It helps the Federal Aviation Administration (FAA) to pinpoint potential safety problems. The information also assists the FAA in forecasting our future work force and new facility requirements. These are just a few examples of the uses the FAA makes of your survey responses.

The enclosed questionnaire requests information for calendar year 1992. Please read the instructions and the information on the back of this letter, and answer all questions for the aircraft identified on the form.

I urge you to complete the questionnaire and use the enclosed envelope to mail it in today. Your prompt response will eliminate the need for additional followup contacts.

If you have any questions or need further assistance, please call Mr. Shung-Chai Huang at (202) 267-9943 or Ms. Patricia Beardsley at (202) 267-8032 and leave a message. If your call is not returned promptly, please contact me at (202)267-3355.

We thank you for your participation.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Robert Bowles', written over a horizontal line.

Robert Bowles
Manager, Statistics and Forecast Branch APO-110

Enclosure

The 1992 General Aviation Activity Survey

Why does the FAA collect this information?

For the past 15 years, the FAA has conducted an annual sample survey to collect statistical information on the use of the general aviation fleet. The information collected helps the FAA understand more about general aviation activities, assess the impact of general aviation on the National Airspace System, and determine its need for traffic facilities and services. These data are used by the Federal, state, and local governments, as well as by private industry and individuals, for safety analysis, planning, forecasting, research and development. We have made a concerted effort to minimize the number of questions we ask you, while still meeting the needs of the government and the public for aviation information.

How does the FAA handle the survey information?

The information you have provided in the past has never been published or released in any form that would reveal specific information reported by any individually identifiable respondent.

Why was I selected for this survey?

This survey covers general aviation aircraft and aircraft operated by air taxis and commuter air carriers. The survey sample is randomly selected, based upon the FAA Aircraft Registry as of December 31, 1992. The Registry shows you as the registrant of this aircraft on that date. Your aircraft is one of approximately 5,000 general aviation aircraft selected to be surveyed this year. When more than one of your aircraft is selected, you will receive, under separate cover, a questionnaire provided for each aircraft. Please answer all questions for the identified aircraft. If you cannot provide a precise answer to any questions, make your best estimate.

What should I do if . . .

- **IF** you are no longer in possession of this aircraft but were the registered owner on December 31, 1992, try to answer all the questions. If your aircraft was sold prior to December 31, 1992, please forward this mail to the new owner for response.
- **IF** your aircraft, for whatever reasons, was not in use during calendar year 1992, *answer questions 3 and return the questionnaire to FAA*. The fact that your aircraft was not flown during the year is just as important as the fact that it was flown.
- **IF** your aircraft was operated by an airline (FAR Part 121 or 127 operator), *indicate this in question 2 and return the questionnaire to FAA*.
- **IF** your aircraft was operated primarily by another person or company (e.g. leased), obtain the necessary information from the operator, or forward this mail to the person or firm for response.
- **IF** your aircraft was stolen, destroyed, lost, donated to an organization, or otherwise not in your possession, and you have not yet notified the FAA Aircraft Registry, do so immediately by writing to:

Aircraft Registration Branch, AVN-450
7500 South MacArthur Blvd.
Oklahoma City, OK 73125.

The signature of the aircraft owner of record is required to make any changes to the aircraft registration record. If you have any questions regarding the registration of your aircraft, please call (405) 954-3116.

FIGURE A.3 SECOND 1992 GAA SURVEY COVER LETTER



U.S. Department
of Transportation
Federal Aviation
Administration

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

April 1993

Dear Aircraft Owner:

We need your input!

In March, we sent you a General Aviation Activity Survey questionnaire to compile 1992 aircraft activity information. As of this date, we have not received your response.

In case our first mailing never reached you or was misplaced, we have enclosed another identical questionnaire with a return postage-paid envelope for your convenience. *I urge you to read the instructions on the back page of this letter, complete the questionnaire, and use the enclosed envelope to return it to us today.*

If you have any questions or need further assistance, please call Mr. Shung-Chai Huang at (202) 267-9943 or Ms. Patricia Beardsley at (202) 267-8032 and leave a message. If your call is not returned promptly, please contact me at (202) 267-3355. If your response is already in the mail, we thank you for your cooperation.

We look forward to receiving your response so that the FAA can learn more about general aviation flying and serve you better. We thank you for your participation.

Sincerely,

A handwritten signature in dark ink, appearing to read "Robert Bowles".

Robert Bowles
Manager, Statistics and Forecast Branch, APO-110

Enclosure

The 1992 General Aviation Activity Survey

Why does the FAA collect this information?

For the past 15 years, the FAA has conducted an annual sample survey to collect statistical information on the use of the general aviation fleet. The information collected helps the FAA understand more about general aviation activities, assess the impact of general aviation on the National Airspace System, and determine its need for traffic facilities and services. These data are used by the Federal, state, and local governments, as well as by private industry and individuals, for safety analysis, planning, forecasting, research and development. We have made a concerted effort to minimize the number of questions we ask you, while still meeting the needs of the government and the public for aviation information.

How does the FAA handle the survey information?

The information you have provided in the past has never been published or released in any form that would reveal specific information reported by any individually identifiable respondent.

Why was I selected for this survey?

This survey covers general aviation aircraft and aircraft operated by air taxis and commuter air carriers. The survey sample is randomly selected, based upon the FAA Aircraft Registry as of December 31, 1992. The Registry shows you as the registrant of this aircraft on that date. Your aircraft is one of approximately 5,000 general aviation aircraft selected to be surveyed this year. When more than one of your aircraft is selected, you will receive, under separate cover, a questionnaire provided for each aircraft. Please answer all questions for the identified aircraft. If you cannot provide a precise answer to any questions, make your best estimate.

What should I do if . . .

- **IF** you are no longer in possession of this aircraft but were the registered owner on December 31, 1992, try to answer all the questions. If your aircraft was sold prior to December 31, 1992, please forward this mail to the new owner for response.
- **IF** your aircraft, for whatever reasons, was not in use during calendar year 1992, *answer questions 3 and return the questionnaire to FAA*. The fact that your aircraft was not flown during the year is just as important as the fact that it was flown.
- **IF** your aircraft was operated by an airline (FAR Part 121 or 127 operator), *indicate this in question 2 and return the questionnaire to FAA*.
- **IF** your aircraft was operated primarily by another person or company (e.g. leased), obtain the necessary information from the operator, or forward this mail to the person or firm for response.
- **IF** your aircraft was stolen, destroyed, lost, donated to an organization, or otherwise not in your possession, and you have not yet notified the FAA Aircraft Registry, do so immediately by writing to:

Aircraft Registration Branch, AVN-450
7500 South MacArthur Blvd.
Oklahoma City, OK 73125.

The signature of the aircraft owner of record is required to make any changes to the aircraft registration record. If you have any questions regarding the registration of your aircraft, please call (405) 954-3116.

FIGURE A.4 THIRD 1992 GAA SURVEY COVER LETTER



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

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

May 1993

Dear Aircraft Owner:

This is your last opportunity to participate in the 1992 General Aviation Activity Survey. We need your help.

In March and April, we sent you a general aviation activity survey questionnaire to compile the 1992 aircraft activity information. As of this date, we have not received your response.

In case the previous mailings never reached you or were misplaced, we have enclosed another identical questionnaire with a return postage-paid envelope for your convenience. *I urge you to read the instructions on the back page of this letter, complete the questionnaire, and use the enclosed envelope to return it to us today.*

If you have any questions or need further assistance, please call Mr. Shung-Chai Huang at (202) 267-9943 or Ms. Patricia Beardsley at (202) 267-8032 and leave a message. If your call is not returned promptly, please contact me at (202) 267-3355. If your response is already in the mail, we thank you for your cooperation.

We look forward to receiving your response so that the FAA can learn more about general aviation flying and, thereby, serve you better.

Sincerely,

A handwritten signature in cursive script, reading "Robert Bowles", is positioned above the printed name.

Robert Bowles
Manager, Statistics and Forecast Branch, APO-110

Enclosure

The 1992 General Aviation Activity Survey

Why does the FAA collect this information?

For the past 15 years, the FAA has conducted an annual sample survey to collect statistical information on the use of the general aviation fleet. The information collected helps the FAA understand more about general aviation activities, assess the impact of general aviation on the National Airspace System, and determine its need for traffic facilities and services. These data are used by the Federal, state, and local governments, as well as by private industry and individuals, for safety analysis, planning, forecasting, research and development. We have made a concerted effort to minimize the number of questions we ask you, while still meeting the needs of the government and the public for aviation information.

How does the FAA handle the survey information?

The information you have provided in the past has never been published or released in any form that would reveal specific information reported by any individually identifiable respondent.

Why was I selected for this survey?

This survey covers general aviation aircraft and aircraft operated by air taxis and commuter air carriers. The survey sample is randomly selected, based upon the FAA Aircraft Registry as of December 31, 1992. The Registry shows you as the registrant of this aircraft on that date. Your aircraft is one of approximately 5,000 general aviation aircraft selected to be surveyed this year. When more than one of your aircraft is selected, you will receive, under separate cover, a questionnaire provided for each aircraft. Please answer all questions for the identified aircraft. If you cannot provide a precise answer to any questions, make your best estimate.

What should I do if . . .

- ➔ **IF** you are no longer in possession of this aircraft but were the registered owner on December 31, 1992, try to answer all the questions. If your aircraft was sold prior to December 31, 1992, please forward this mail to the new owner for response.
- ➔ **IF** your aircraft, for whatever reasons, was not in use during calendar year 1992, *answer questions 3 and return the questionnaire to FAA*. The fact that your aircraft was not flown during the year is just as important as the fact that it was flown.
- ➔ **IF** your aircraft was operated by an airline (FAR Part 121 or 127 operator), *indicate this in question 2 and return the questionnaire to FAA*.
- ➔ **IF** your aircraft was operated primarily by another person or company (e.g. leased), obtain the necessary information from the operator, or forward this mail to the person or firm for response.
- ➔ **IF** your aircraft was stolen, destroyed, lost, donated to an organization, or otherwise not in your possession, and you have not yet notified the FAA Aircraft Registry, do so immediately by writing to:

Aircraft Registration Branch, AVN-450
7500 South MacArthur Blvd.
Oklahoma City, OK 73125.

The signature of the aircraft owner of record is required to make any changes to the aircraft registration record. If you have any questions regarding the registration of your aircraft, please call (405) 954-3116.

APPENDIX B

SDR AIRCRAFT GROUP NAME
FAA MANUFACTURER/MODEL CODES

PAGE 1 OF 13

SDR NAME	FAA CODE	SDR NAME	FAA CODE	SDR NAME	FAA CODE	SDR NAME	FAA CODE	SDR NAME	FAA CODE	SDR NAME	FAA CODE
SEVEN		AIRPTSA	1850112	AMTR	CJ6	056183N	AMTR	T66	0941012	AMTRLWLAC	05613VU
ACQCORF22	8850908	AIRPTSA	1850114	AMTR	DS1	056136N	AMTR	TAUBE	0564460	AMTRLZDUTCH	0562898
ADAMS A50S	0050101	AIRPTSA	1850118	AMTR	EARLY	056165J	AMTR	TC2	056139R	AMTRMEVM1	056011D
ADAMS A50S	0050103	AIRPTSA	1850120	AMTR	F1156	5910310	AMTR	TMK	4220120	AMTRMFF2	0562581
ADAMS A50S	0050105	AIRPTSA	1850122	AMTR	FIRBLT	05616XL	AMTR	TORO	05655E9	AMTRMHR2	05611DD
ADAMS AB	0050100	AIRPTSA	4570620	AMTR	FISHER	05616NA	AMTR	TSUN	0561253	AMTRMIG15	056129C
ADAMSTT11	8950104	AIRPTSA	4570624	AMTR	GRLAKE	391228B	AMTR	ULMAT	05612RF	AMTRMVSAC	0560817
AERORSJ2	5500604	AIRSHPSKY600	3850101	AMTR	GULL	05616WV	AMTR	ULTRAP	05616U3	AMTRMSF85	05613KQ
AEROSP262	6380502	AIRSPC18	0440104	AMTR	HMI1	0565443	AMTR	VAN	0561383	AMTRNANORD	6380102
AEROSP262	6380526	AIRTRCAT300	0390101	AMTR	HP11	0564752	AMTR	VICKER	05613CE	AMTRNCLNCAIR	056129G
AEROSP601	8680661	AIRTRCAT300	0390103	AMTR	JP3501	0561697	AMTR	VIGNIT	0560960	AMTRNCLNCAIR	05612NL
AEROSPAS355	8680807	AIRTRCAT300	0390104	AMTR	KR2	056481K	AMTR	VK30	05616PF	AMTRNCLNCAIR	0561385
AEROSPAS355	8680805	AIRTRCAT400	0390202	AMTR	KV3	0560887	AMTR	VOLMER	9570416	AMTRPAPUSHER	05613KS
AEROSPAS355	8680806	AIRTRCAT400	0390203	AMTR	LGTHZR	0564573	AMTR	W11	05653C6	AMTRPIAX3	0560474
AEROSPAS355	8680810	AIRTRCAT400	0390204	AMTR	LITBUG	056160C	AMTR	WHEELR	056162C	AMTRPIAX3	0560478
AEROSPAS355	8680812	AIRTRCAT500	0390303	AMTR	LANGST	056185T	AMTR	XPA	0566125	AMTRPIAX3	05637C2
AEROSPATR42	8680900	ALCATARGO	0530102	AMTR	MARCO	056162B	AMTR	YAK	05612KL	AMTRPIAX3	7001213
AEROSPATR42	8680920	AMD FALC10	2730101	AMTR	MAULE	5470210	AMTR	YAK	05616FC	AMTRPJL4	056125C
AEROSPATR72	8680940	AMD FALC20	2720302	AMTR	MENZIE	13027HJ	AMTR	Z1A	0130240	AMTRPTFALCON	05658UG
AEROSPAS316	8680207	AMD FALC20	2720303	AMTR	MK3	056183B	AMTR	ZUNI	0130202	AMTRQCCHLNGR	056137V
AEROSPAS316	8680615	AMD FALC20	2720304	AMTR	N3	0561235	AMTR	ZUNI	0130230	AMTRRH3	056033X
AEROSPAS316	8680605	AMD FALC20	2720306	AMTR	OSPRES	05612RY	AMTR	ZUNI	00301C0	AMTRRUDEFINT	0569021
AEROSPAS319	8680615	AMD FALC20	2730103	AMTR	P51X	1690462	AMTR	ABBYACE	00301C0	AMTRRUAREZE	0569084
AEROSPAS319	8680607	AMD FALC20	2730107	AMTR	PHENIX	05616XD	AMTR	RAJACE	00301C0	AMTRSAFLAYBY	86502M1
AEROSPAS365	8680669	AMD FALC50	2730106	AMTR	PL1	05613E7	AMTR	RASTRIT	05613UQ	AMTRSASTOLP	8660104
AEROSPAS365	8680815	AMEGLEEAGLET	0650102	AMTR	PROGRS	05612UY	AMTR	RAV400	05658MR	AMTRTJMR1	05601F8
AERPEGM100S	0200506	AMEGLEEAGLET	0650104	AMTR	PT2	05618E6	AMTR	RAV400	05613EU	AMTRTSSEHAWK	05613QQ
AETNA 25A	0220102	AMEGLEEAGLET	0650106	AMTR	PULSAR	05616HH	AMTR	RAV400	05613VU	AMTRTTA1	0565383
AGUSTA205	1181414	AMEGLEEAGLET	0650108	AMTR	PURSUT	056125L	AMTR	RAV400	05611CH	AMTRVDM1	0562154
AGUSTA206AGS	0260301	AMERANS56	0580104	AMTR	RAIDER	05613A3	AMTR	RAV400	05613LA	AMTRVPMPIR	056470T
AGUSTA206AGS	0260302	AMERAPPILGRM	0620104	AMTR	RANS	0561654	AMTR	RAV400	0566041	AMTRVRSUNBRD	056128B
AGUSTAA109	0260109	AMRGENAG5B	3990100	AMTR	R85	05616Q9	AMTR	RAV400	0566041	AMTRVSVS1	056015T
AGUSTAA109	0260112	AMTR 10300S	7220529	AMTR	REPDA	0566171	AMTR	RAV400	056125D	AMTRVSWAG	05655YX
AGUSTAA109	0260118	AMTR 3A	05601BP	AMTR	RICE	13017M	AMTR	RAV400	05613R8	AMTRWIGULL	05613VG
AGUSTAA109	0260120	AMTR A4C	7710110	AMTR	RS15	05601YQ	AMTR	RAV400	05612TF	AMTRWISKYTGR	05613YX
AIRBLDPNXC	0320102	AMTR A4C	05637P8	AMTR	RS15	05647AL	AMTR	RAV400	05601GX	AMTRWRF4U	0566446
AIRMECA1	0400102	AMTR ACROJT	0564309	AMTR	S11	05616XW	AMTR	RAV400	05613GU	AMTRWTDFA	9790161
AIRMECA1	0400106	AMTR AEROCA	0190931	AMTR	S12	05618JF	AMTR	RAV400	0560105	AMTRYLWDR	0561275
AIRMECA1	0400108	AMTR AEROC	05616HK	AMTR	SCM1D	0562542	AMTR	RAV400	05613LX	ANDGRN14	0740102
AIRMECA1	0400113	AMTR AEROC	70401R2	AMTR	SD1A	0566182	AMTR	RAV400	05663CA	ARACFTSPORT	0840102
AIRMECA1	0400302	AMTR AOP	0881210	AMTR	SHAMAA	056134V	AMTR	RAV400	05621012	ARACFTSPORT	0840110
AIRPTSA	0144202	AMTR ATWOOD	05613TN	AMTR	SILUET	05613FD	AMTR	RAV400	05612HN	ARCRNEN37	8141617

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AMTRPIAX3	05637C2	ARONCA65	0190906	BALWKSFFIREFY	1050104	BEECH 17	1150556	BEECH 23	1151214
AMTRPIAX3	7001213	ARONCA65	0190908	BALWKSFFIREFY	1050107	BEECH 17	1150558	BEECH 23	1151215
AMTRPJL4	056125C	ARONCA65	0190910	BALWKSFFIREFY	1050109	BEECH 17	1150564	BEECH 23	1151216
AMTRPTFALCON	05658UG	ARONCA65	0190914	BALWKSFFIREFY	1050110	BEECH 18	1150202	BEECH 23	1151226
AMTRQCCHLNGR	05676V6	ARONCA65	0190918	BALWKSFFIREFY	10501A9	BEECH 18	1150204	BEECH 23	1151240
AMTRRRB81	056137V	ARONCA65	0191014	BARNADD31	1030104	BEECH 18	1150602	BEECH 23	1151242
AMTRRRH3	056033X	ARONCA65	0191016	BARTLTL13	1050102	BEECH 18	1150702	BEECH 23	1151250
AMTRRUDEFINT	0569021	ARONCAC2	0190104	BBAVIA11	0191102	BEECH 18	1150806	BEECH 23	1151252
AMTRRUAREZE	0569084	ARONCAC3	0190302	BBAVIA11	0191104	BEECH 18	1150902	BEECH 23	1151253
AMTRSLPLAYBY	86502H1	ARONCAC3	0190304	BBAVIA11	0191106	BEECH 18	1150904	BEECH 23	1151254
AMTRSTASTOLP	8660104	ARONCAF	0190702	BBAVIA11	0191108	BEECH 18	1150909	BEECH 300	1152930
AMTRTJMR1	05601F8	ARONCALB	0190604	BBAVIA11	0191112	BEECH 18	1150911	BEECH 33	1151402
AMTRTSSERAWK	056130Q	ARONCALC	0190606	BBAVIA402	2110204	BEECH 18	1150912	BEECH 33	1151404
AMTRTTTA1	0565383	ARONCAM	0190504	BBAVIA7	2110102	BEECH 18	1150913	BEECH 33	1151406
AMTRVDOWL	0562154	AROSTRRX8	7487008	BBAVIA7	2110106	BEECH 18	1151001	BEECH 33	1151408
AMTRVVPVAMP1R	056470T	AUGSBUK630	05604WR	BBAVIA7	2110108	BEECH 18	1151004	BEECH 33	1151410
AMTRVRSUNBRD	056128B	AVIANWCLIPPR	0900108	BBAVIA7	2110116	BEECH 18	1151006	BEECH 33	1151422
AMTRVSVS1	056015T	AVIANWCLIPPR	0900110	BBAVIA7	2110120	BEECH 18	1151008	BEECH 33	1151424
AMTRVWAG	05655YX	AVIANWCLIPPR	0900110	BBAVIA7	2110124	BEECH 18	1151010	BEECH 33	1151425
AMTRVWJGULL	05613VG	AVIANWCLIPPR	0900104	BBAVIA7	2110126	BEECH 18	1151011	BEECH 33	1151432
AMTRVWJGULL	05613YX	AVIANWCLIPPR	0900104	BBAVIA7	2110130	BEECH 18	1151012	BEECH 33	1151434
AMTRVWJGULL	0566446	AVIANWCLIPPR	0900101	BBAVIA7	2110134	BEECH 18	1151013	BEECH 33	1151435
AMTRVWJGULL	9790161	AYRES S2	0143006	BBAVIA7	2110138	BEECH 18	1151014	BEECH 35	1151502
AMTRVWJGULL	0561275	AYRES S2	0143010	BBAVIA7	2110138	BEECH 18	1151016	BEECH 35	1151504
AMTRVWJGULL	0740102	AYRES S2	0143012	BBAVIA7	2110138	BEECH 18	1151018	BEECH 35	1151506
AMTRVWJGULL	0840102	AYRES S2	0143022	BBAVIA7	2110138	BEECH 18	1151019	BEECH 35	1151508
AMTRVWJGULL	0840110	AYRES S2	0970100	BBAVIA7	2110138	BEECH 18	1151020	BEECH 35	1151510
AMTRVWJGULL	8141617	AYRES S2	0970101	BBAVIA7	2110138	BEECH 18	1151021	BEECH 35	1151512
AMTRVWJGULL	8142801	AYRES S2	0970106	BBAVIA7	2110138	BEECH 18	1151022	BEECH 35	1151514
AMTRVWJGULL	1850202	AYRES S2	0970107	BBAVIA7	2110138	BEECH 18	1151023	BEECH 35	1151516
AMTRVWJGULL	1850204	AYRES S2	0970202	BBAVIA7	2110138	BEECH 18	1151024	BEECH 35	1151518
AMTRVWJGULL	1850206	AYRES S2	0970210	BBAVIA7	2110138	BEECH 18	1151026	BEECH 35	1151520
AMTRVWJGULL	1850208	AYRES S2	0970215	BBAVIA7	2110138	BEECH 18	1151042	BEECH 35	1151522
AMTRVWJGULL	1850210	AYRES S2	7630202	BBAVIA7	2110138	BEECH 18	1151044	BEECH 35	1151524
AMTRVWJGULL	1850212	AYRES S2	7630203	BBAVIA7	2110138	BEECH 18	1151044	BEECH 35	1151526
AMTRVWJGULL	1850216	AYRES S2	7630303	BBAVIA7	2110138	BEECH 18	1151044	BEECH 35	1151528
AMTRVWJGULL	1850302	AYRES S2	8380202	BBAVIA7	2110138	BEECH 18	1151044	BEECH 35	1151530
AMTRVWJGULL	1850304	AYRES S2	8380204	BBAVIA7	2110138	BEECH 18	1151044	BEECH 35	1151532
AMTRVWJGULL	1850308	AYRES S2	8380206	BBAVIA7	2110138	BEECH 18	1151044	BEECH 35	1151538
AMTRVWJGULL	1850303	AYRES S2	8380302	BBAVIA7	2110138	BEECH 18	1151044	BEECH 35	1151544
AMTRVWJGULL	1850303	AYRES S2	8380306	BBAVIA7	2110138	BEECH 18	1151044	BEECH 35	1151546
AMTRVWJGULL	0820122	AYRES S2	8380306	BBAVIA7	2110138	BEECH 18	1151044	BEECH 35	1151548
AMTRVWJGULL	0100102	BAC 111	1480208	BBAVIA7	2110138	BEECH 18	1151044	BEECH 35	1151548
AMTRVWJGULL	0191202	BAC 111	1480268	BBAVIA7	2110138	BEECH 18	1151044	BEECH 35	1151548

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BEECH 33	1151410	BEECH 50	1152522	BELL 204	1181404	BELL 47	118100V	BLANCA1419	1220406
BEECH 33	1151422	BEECH 50	1152524	BELL 204	1181405	BELL 47	1181010	BLANCA1419	1220408
BEECH 33	1151423	BEECH 50	1152530	BELL 204	1181407	BELL 47	1181011	BLANCA1419	3080102
BEECH 33	1151424	BEECH 50	1152532	BELL 204	1181410	BELL 47	1181012	BLANCA1419	3080104
BEECH 33	1151425	BEECH 50	1152534	BELL 204	1181411	BELL 47	1181013	BLANCA1419	3080106
BEECH 33	1151432	BEECH 50	1152536	BELL 204	1181416	BELL 47	1181014	BLANCA1419	3080108
BEECH 33	1151434	BEECH 55	1152702	BELL 204	118141M	BELL 47	1181023	BLANCA1419	3080112
BEECH 33	1151435	BEECH 55	1152704	BELL 206	1181502	BELL 47	1181024	BLANCA1419	3080114
BEECH 35	1151502	BEECH 55	1152706	BELL 206	1181506	BELL 47	1181025	BLANCA1419	3080116
BEECH 35	1151504	BEECH 55	1152708	BELL 206	1181508	BELL 47	1181026	BLANCA1419	3080118
BEECH 35	1151506	BEECH 55	1152729	BELL 206	1181511	BELL 47	1181027	BLANCA1419	3080122
BEECH 35	1151508	BEECH 55	1152730	BELL 206	1181522	BELL 47	1181028	BLANCA1419	3080124
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BEECH 35	1151514	BEECH 56	1152738	BELL 206	1182108	BELL 47	1181031	BLANCA1419	4580806
BEECH 35	1151516	BEECH 58	1152740	BELL 209	1181902	BELL 47	1181032	BLANCA1419	4580808
BEECH 35	1151518	BEECH 58	1152744	BELL 212	1181420	BELL 47	1181033	BLANCA1419	1200802
BEECH 35	1151520	BEECH 58	1152746	BELL 214	1182100	BELL 47	1181034	BLANCA1419	1200804
BEECH 35	1151522	BEECH 60	1153602	BELL 214	1182105	BELL 47	1181060	BLANCA17	1220432
BEECH 35	1151524	BEECH 60	1153604	BELL 214	1182106	BELL 47	1181061	BLANCA17	1220433
BEECH 35	1151526	BEECH 60	1153605	BELL 222	1182122	BELL 47	1181062	BLANCA17	1220434
BEECH 35	1151528	BEECH 65	1152802	BELL 222	1182123	BELL 47	1181063	BLANCA17	1220435
BEECH 35	1151530	BEECH 65	1152803	BELL 222	1182124	BELL 47	1181065	BLANCA17	1220436
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BEECH 35	1151544	BEECH 77	1153007	BELL 301	1182109	BELL 47	1181069	BLANCA7	1220438
BEECH 35	1151546	BEECH 80	1152806	BELL 412	1182202	BELL 47	1181071	BLANCA7	1220460
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BEECH 45	1152012	BEECH 95	1153404	BELL 47	1180843	BELL P63	1180202	BLANCA7	2110154
BEECH 45	1152013	BEECH 95	1153406	BELL 47	1180844	BELL P63	1180204	BLANCA7	2110158
BEECH 45	1152014	BEECH 95	1153408	BELL 47	1180845	BELL 204	1181402	BLANCA7	2110160
BEECH 50	1152502	BEECH 95	1153410	BELL 47	118084C	BIMONDC81	2370152	BLANCA7	2110162

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BLANCA1419	4580808	BNORM BN2	1520207	BOEINGC97	1381604	CAMRONMODELO	1880203	CESSNA172	2072429		
BLANCA149	1200802	BNORM BN2	1520209	BOEINGC97	1381605	CAMRONMODELO	1880204	CESSNA172	2072430		
BLANCA149	1200804	BNORM BN2	1520210	BOEINGYL15	1380810	CAMRONMODELO	1880205	CESSNA172	2072431		
BLANCA17	1220432	BNORM BN2	1520215	BOEINGX47	4090202	CAMRONMODELO	1880225	CESSNA172	2072432		
BLANCA17	1220433	BNORM BN2	1520220	BOLKWS105	5626005	CAMRONH120	1880228	CESSNA172	2072434		
BLANCA17	1220434	BNORM BN2	1520221	BOLKWS105	5626006	CARMAM200	1981008	CESSNA172	2072436		
BLANCA17	1220435	BNORM BN2	1520226	BOLKWS105	5626008	CASA C212	2410200	CESSNA172	2072437		
BLANCA17	1220436	BNORM BN2	1520302	BOLKWS105	5626020	CASA C212	2410202	CESSNA172	2072438		
BLANCA17	1220437	BNORM BN2	1520350	BOLKWS117	5626010	CASA C212	2410204	CESSNA175	2072502		
BLANCA51	1225051	BNORM BN2	7080221	BOLKWS117	5626012	CASA C212	2410304	CESSNA175	2072504		
BLANCA7	1220438	BNORM BN2	7080227	BOLKWS117	5626015	CCOPTR47BELL	2390304	CESSNA175	2072506		
BLANCA7	1220460	BNORM BN2MK3	1520203	BOLKWS117	5626017	CENTRL26	0180604	CESSNA175	2072508		
BLANCA7	1220501	BNORM BN2MK3	1520208	BOLKWS209	5626007	CESSNA120	2071402	CESSNA177	2073704		
BLANCA7	1220601	BOARD XL1	2320104	BRAERODH125	1500205	CESSNA140	2071602	CESSNA177	2073706		
BLANCA7	1220701	BOEING100	1381902	BRAERODH125	1500285	CESSNA140	2071604	CESSNA177	2073708		
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BLANCA7	2110114	BOEING234	1385049	BROSODMH152	0911010	CESSNA150	2071808	CESSNA180	2072606		
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BLANCA7	2110316	BOEING75									
BLANCA7	2110318	BOEING75									
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BLANCA7	2110322	BOEING75									
BLANCA7	2110324	BOEING75									
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BLANCA7	2110364	BOEING75									
BLANCA7	2110366	BOEING75									
BLANCA7	2110368	BOEING75									
BLANCA7	2110370	BOEING75									
BLANCA7	2110372	BOEING75									
BLANCA7	2110374	BOEING75									
BLANCA7	2110376	BOEING75									
BLANCA7	2110378	BOEING75									

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SDR NAME	FAA CODE	SDR NAME	FAA CODE	SDR NAME	FAA CODE	SDR NAME	FAA CODE	SDR NAME	FAA CODE
CESSNAW	2070502	COWAERLA4	5110320	CURTISTRVAIR	2621814	CVAC	STC600	DOUG	A20
CESSNAT303	2073803	CORCRNGLIDER	2480122	CURTISTRVAIR	2621818	CVAC	STC640	DOUG	A24
CESSNAT50	2071302	CORCRNGLIDER	2480124	CURTISTRVAIR	2621820	CVAC	VTA	DOUG	A26
CESSNAT50	2071306	CORCRNGLIDER	2480126	CURTISTRVAIR	2621822	DART	G	DOUG	A26
CESSNAT50	2071308	CURTIS22	2620202	CURTISTRVAIR	2621824	DART	G	DOUG	B23
CESSNAUC77	2070702	CURTISC46	2622601	CURTISTRVAIR	2621826	DART	G	DOUG	B26
CESSNAUC77	2070802	CURTISC46	2622602	CURTISTRVAIR	2621830	DART	G	DOUG	DC2
CESSNAUC94	2070902	CURTISC46	2622604	CURTISTRVAIR	2621902	DAVIS	D1	DOUG	DC3
CESSNAUC94	2071002	CURTISC46	2622608	CURTISTRVAIR	2621904	DAVIS	D1	DOUG	DC3
CESSNAUC94	2071102	CURTISC46	2622610	CURTISTRVAIR	2621908	DAVIS	D1	DOUG	DC3
CHLD S1	0110100	CURTISC46	2622701	CVAC	240	DAVIS	V3	DOUG	DC3
CHLD S1	0110301	CURTISC46	2622702	CVAC	240	DHAV	DH112	DOUG	DC3
CHLD S1	0110303	CURTISC46	2622708	CVAC	240	DHAV	DH82	DOUG	DC3
CHLD S2	0110201	CURTISFLGLG	2620302	CVAC	240	DHAV	DH87	DOUG	DC3
CHLD S2	0110202	CURTISJN4D	2620604	CVAC	240	DHAV	DHC1	DOUG	DC3
CHLD S2	0110304	CURTISJR	2620502	CVAC	240	DHAV	DHC1	DOUG	DC3
CHLD S2	0110304	CURTISJR	2620502	CVAC	240	DHAV	DHC1	DOUG	DC3
CHRIS HUSKY	221020X	CURTISO52	2622002	CVAC	240	DHAV	DHC1	DOUG	DC3
CLARK 1000	2230102	CURTISP40	05618Y8	CVAC	340	DHAV	DHC1	DOUG	DC3
CLARK 12	2230302	CURTISP40	2622202	CVAC	340	DHAV	DHC1	DOUG	DC3
CLARK 12	1900302	CURTISP40	2622203	CVAC	340	DHAV	DHC1	DOUG	DC3
CNDAIR6012A	1900303	CURTISP40	2622206	CVAC	440	DHAV	DHC1	DOUG	DC3
CNDAIRCL600	1900304	CURTISP40	2622208	CVAC	440	DHAV	DHC1	DOUG	DC3
CNDAIRCL600	1900305	CURTISROBIN	2620802	CVAC	440	DHAV	DHC1	DOUG	DC3
CNDAIRCL600	1900305	CURTISROBIN	2620808	CVAC	440	DHAV	DHC1	DOUG	DC3
CNDAIRCL6013	8070802	CURTISROBIN	2620904	CVAC	B24	DHAV	DHC2	DOUG	DC3
CNDAIRF86E	1900812	CURTISSEDAN	2620812	CVAC	BT13	DHAV	DHC2	DOUG	DC3
CNTRAR101	1990102	CURTISTRVAIR	2621004	CVAC	BT13	DHAV	DHC2	DOUG	DC4
CNTRAR101	1990104	CURTISTRVAIR	2621006	CVAC	BT13	DHAV	DHC2	DOUG	DC4
COATRE3C	2350102	CURTISTRVAIR	2621012	CVAC	BT13	DHAV	DHC2	DOUG	DC4
COATRE3C	2350104	CURTISTRVAIR	2621018	CVAC	BT13	DHAV	DHC2	DOUG	DC4
COATRE5C	2350202	CURTISTRVAIR	2621108	CVAC	BT13	DHAV	DHC2	DOUG	DC4
COLT 240A	2300180	CURTISTRVAIR	2621204	CVAC	BT13	DHAV	DHC3	DOUG	DC4
COLT 77A	2300102	CURTISTRVAIR	2621206	CVAC	BT13	DHAV	DHC3	DOUG	DC4
COMWTH175	2370402	CURTISTRVAIR	2621302	CVAC	BT13	DHAV	DHC4	DOUG	DC4
COMWTH180	2370502	CURTISTRVAIR	2621304	CVAC	BT13	DHAV	DHC4	DOUG	DC4
COMWTH180	2370504	CURTISTRVAIR	2621308	CVAC	BT15	DHAV	DHC6	DOUG	DC4
COMWTH185	2370602	CURTISTRVAIR	2621402	CVAC	BT15	DHAV	DHC60	DOUG	DC6
COMWTH185	2370604	CURTISTRVAIR	2621404	CVAC	L13	DHAV	DHC7	DOUG	DC6
COMWTH185	2370608	CURTISTRVAIR	2621502	CVAC	L13	DHAV	DHC7	DOUG	DC6
COMWTH190	2370704	CURTISTRVAIR	2621506	CVAC	L13	DHAV	DHC8	DOUG	DC6
COMWTH7000	2371206	CURTISTRVAIR	2621508	CVAC	LB30	DHAV	DHC8	DOUG	DC9
COMWTH9000	2371422	CURTISTRVAIR	2621602	CVAC	P4Y	DHAVXXDH82		DOUG	DC9
CONAERC1	5110102	CURTISTRVAIR	2621604	CVAC	PBY5	DHAVXXDH89		DOUG	DC9
CONAERC2	5110202	CURTISTRVAIR	2621606	CVAC	PBY5	DORNER133		DOUG	DOLPHN
									3020104
									3020306
									3020406
									3020504
									3020506
									3020702
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									3022036
									3022065
									3022066

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SDR NAME	FAA CODE	SDR NAME	FAA CODE	SDR NAME	FAA CODE	SDR NAME	FAA CODE	SDR NAME	FAA CODE	SDR NAME	FAA CODE
DOUG DC3	3021458	ENSTRMF28	3300505	FRCHLD24	3370620	GLASFLH301	3800335	GRUMAVAA1	3960103		
DOUG DC3	3021460	ENSTRMF28	3300506	FRCHLD24	3370626	GLASFLH301	3800337	GRUMAVAA5	3960104		
DOUG DC3	3021461	ENSTRMF28	3300510	FRCHLD24	3370628	GLASFLH301	3800339	GRUMAVAA5	3960105		
DOUG DC3	3021462	ENSTRMF28	3300550	FRCHLD71	3370802	GLASFLH301	3800341	GRUMAVG1159	3960302		
DOUG DC3	3021466	ENTWICPHEBUS	1403014	FRCHLD119	3372102	GLASFLKESTR	3800343	GRUMAVG164	3952702		
DOUG DC3	3021467	ENTWICPHEBUS	3321206	FRCHLD119	3372106	GLASFLIBELL	3800346	GRUMAVG164	3952801		
DOUG DC3	3021471	ENTWICPHEBUS	3321210	FRCHLD119	3372108	GLASFLIBELL	3800346	GRUMAVG164	3952802		
DOUG DC3	3021474	EWNAIR4500	3340106	FRCHLD123	3372202	GOODYR813	3840102	GRUMAVG164	3952803		
DOUG DC3	3021478	FARZUKO1AMAT	3550802	FRCHLD123	3372202	GOODYR813	3840102	GRUMAVG164	3952803		
DOUG DC3	3021481	FARZUKO1AMAT	3550806	FRCHLD123	3372202	GOODYR813	3840102	GRUMAVG164	3952803		
DOUG DC4	3021506	FKWLF44J	3540102	FRCHLD123	3372202	GOODYR813	3840102	GRUMAVG164	3952803		
DOUG DC4	3021510	FDA/C C3605	3420100	FRCHLD123	3372202	GOODYR813	3840102	GRUMAVG164	3952803		
DOUG DC4	3021512	FISHERSKOALA	0561640	FRCHLD123	3372202	GOODYR813	3840102	GRUMAVG164	3952803		
DOUG DC4	3021516	FLEET 168	3460502	FRCHLD123	3372202	GOODYR813	3840102	GRUMAVG164	3952803		
DOUG DC4	3021522	FLYGSTMEIHE	3802219	FRCHLD123	3372202	GOODYR813	3840102	GRUMAVG164	3952803		
DOUG DC4	3021524	FOKKERF27	4990617	FRCHLD123	3372202	GOODYR813	3840102	GRUMAVG164	3952803		
DOUG DC4	3021528	FOKKERF27	4990629	FRCHLD123	3372202	GOODYR813	3840102	GRUMAVG164	3952803		
DOUG DC4	3021530	FOKKERF28	4990810	FRCHLD123	3372202	GOODYR813	3840102	GRUMAVG164	3952803		
DOUG DC4	3021534	FOMOCO4AT	3590102	FRCHLD123	3372202	GOODYR813	3840102	GRUMAVG164	3952803		
DOUG DC4	3021536	FOMOCO4AT	3590104	FRCHLD123	3372202	GOODYR813	3840102	GRUMAVG164	3952803		
DOUG DC6	3021702	FOMOCO5AT	3590202	FRCHLD123	3372202	GOODYR813	3840102	GRUMAVG164	3952803		
DOUG DC6	3021706	FOMOCO5AT	3590204	FRCHLD123	3372202	GOODYR813	3840102	GRUMAVG164	3952803		
DOUG DC6	3021710	FRANK 90	3680102	FRCHLD123	3372202	GOODYR813	3840102	GRUMAVG164	3952803		
DOUG DC6	3021712	FRCHLD21	3371302	FRCHLD123	3372202	GOODYR813	3840102	GRUMAVG164	3952803		
DOUG DC9	3022036	FRCHLD22	3370104	FRCHLD123	3372202	GOODYR813	3840102	GRUMAVG164	3952803		
DOUG DC9	3022065	FRCHLD22	3370108	FRCHLD123	3372202	GOODYR813	3840102	GRUMAVG164	3952803		
DOUG DC9	3022066	FRCHLD22	3370112	FRCHLD123	3372202	GOODYR813	3840102	GRUMAVG164	3952803		
DOUG DOLPHN	3020104	FRCHLD22	3370114	FRCHLD123	3372202	GOODYR813	3840102	GRUMAVG164	3952803		
DRIGSSKYLK3	3160502	FRCHLD22	3370116	FRCHLD123	3372202	GOODYR813	3840102	GRUMAVG164	3952803		
DURMOL F46	3200502	FRCHLD24	3370202	FRCHLD123	3372202	GOODYR813	3840102	GRUMAVG164	3952803		
EAGLE DW	3230203	FRCHLD24	3370204	FRCHLD123	3372202	GOODYR813	3840102	GRUMAVG164	3952803		
EAGLEBAX7	3240107	FRCHLD24	3370206	FRCHLD123	3372202	GOODYR813	3840102	GRUMAVG164	3952803		
EAGLEBAX7	3240207	FRCHLD24	3370206	FRCHLD123	3372202	GOODYR813	3840102	GRUMAVG164	3952803		
EIRVON20	5760102	FRCHLD24	3370208	FRCHLD123	3372202	GOODYR813	3840102	GRUMAVG164	3952803		
EIRVON20	5760104	FRCHLD24	3370212	FRCHLD123	3372202	GOODYR813	3840102	GRUMAVG164	3952803		
EIRVON20	5760202	FRCHLD24	3370216	FRCHLD123	3372202	GOODYR813	3840102	GRUMAVG164	3952803		
EIRVON20	5760204	FRCHLD24	3370220	FRCHLD123	3372202	GOODYR813	3840102	GRUMAVG164	3952803		
EIRVON20	5760206	FRCHLD24	3370302	FRCHLD123	3372202	GOODYR813	3840102	GRUMAVG164	3952803		
EIRVON20	5760207	FRCHLD24	3370402	FRCHLD123	3372202	GOODYR813	3840102	GRUMAVG164	3952803		
ENATR MA1	3280103	FRCHLD24	3370408	FRCHLD123	3372202	GOODYR813	3840102	GRUMAVG164	3952803		
ENATR MA1	6070102	FRCHLD24	3370414	FRCHLD123	3372202	GOODYR813	3840102	GRUMAVG164	3952803		
ENB 110	3260122	FRCHLD24	3370418	FRCHLD123	3372202	GOODYR813	3840102	GRUMAVG164	3952803		
ENB 110	3260124	FRCHLD24	3370502	FRCHLD123	3372202	GOODYR813	3840102	GRUMAVG164	3952803		

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SDR NAME	FAA CODE	SDR NAME	FAA CODE	SDR NAME	FAA CODE	SDR NAME	FAA CODE	SDR NAME	FAA CODE
GRUMAVG21	3951204	GULSTMA5	0631410	HILLERUH12	4360118	HUKSLYDH125	4230110	LAISTRLP15	5100108
GRUMAVG21	3951214	GULSTMA5	3960106	HILLERUH12	4360119	HUKSLYDH125	4230126	LAISTRLP15	5100202
GRUMAVG89	3951006	GULSTMG1159	3953505	HILLERUH12	4360120	HUKSLYDH125	4230138	LAISTRLP15	5100203
GRUMAVJ2F	3950204	GULSTMG1159	3970109	HILLERUH12	4360121	HUKSLYDH125	4230134	LAISTRLP46	5100101
GRUMAVJ2F	3950208	GULSTMG1159	3980115	HILLERUH12	4360122	HUKSLYDH125	4230139	LAISTRLP49	5100102
GRUMAVTBM	3950306	GULSTMG159	3952202	HILLERUH12	4360124	HUKSLYDH125	4230140	LEAR 23	5170102
GRUMAVTBM	3950308	GULSTMG44	3951502	HILLERUH12	4360125	HUKSLYDH125	4230158	LEAR 24	5170302
GRUMAVTBM	3950310	GULSTMG44	3951508	HILLERUH12	4360126	HUKSLYDH125	4230160	LEAR 24	5170304
GULSTM112	0144701	GULSTMG73	3951802	HILLERUH12	4360127	HYNES 305	1440602	LEAR 24	5170306
GULSTM112	7630302	GULSTMG73	3960401	HILLERUH12	4360128	HYNES B2	1440502	LEAR 24	5170307
GULSTM112	7630306	H19/45	8141615	HILLERUH12	4360130	HYNES B2	1440504	LEAR 24	5170310
GULSTM112	7630307	H19/45	814161E	HILLERUH12	4360131	HYNES B2	1440506	LEAR 24	5170311
GULSTM112	7630314	H23/HTE	4360109	HILLERUH12	4360132	INDAERP166	6960202	LEAR 24	5170316
GULSTM112	7630315	H23/HTE	4360111	HILLERUH12	4360809	INLANDR400	4550502	LEAR 24	5170317
GULSTM500	0141102	H23/HTE	4360123	HILLERYOE1	4362402	INLANDS300	4551002	LEAR 25	5170506
GULSTM500	0141104	H23/HTE	4362305	HNLPGHP137	4130402	INLANDW500	4552002	LEAR 25	5170509
GULSTM500	0141106	H34/55	8141810	HOFFLUDTMONA	4670101	INTRCP200	5650304	LEAR 25	5170511
GULSTM500	0141107	H34/55	8141813	HOWARD500	4390102	INTRCP200	5650306	LEAR 25	5170513
GULSTM500	0141108	H34/55	8141819	HSPAVNHA1112	4380102	INTRCP200	5650308	LEAR 25	5170514
GULSTM520	0141202	H34/55	8141823	HSPAVNHA200	4380115	INTRCP200	5650310	LEAR 28	5170528
GULSTM560	0141402	H37	8142302	HUGHES269	4470403	ISRAEL1121	0142002	LEAR 35	5170530
GULSTM560	0141404	HAMFLUHF8320	4071204	HUGHES269	4470404	ISRAEL1121	0142010	LEAR 35	5170600
GULSTM560	0141406	HARTMOW5H	4200102	HUGHES269	4470502	ISRAEL1121	4500101	LEAR 35	5170601
GULSTM680	0141408	HEAD AX888	0563717	HUGHES269	4470502	ISRAEL1123	4500102	LEAR 35	5170602
GULSTM680	0141602	HEATH CNA40	4250102	HUGHES269	4470504	ISRAEL1124	4500103	LEAR 55	5170702
GULSTM680	0141604	HEATH LNB4	4250202	HUGHES269	4471004	ISRAEL1124	4500103	LEAR 55	5170706
GULSTM680	0141606	HELIO H250	4300302	HUGHES369	4470702	JAMISNJ1	4650502	LEAR 55	1360306
GULSTM680	0141608	HELIO H295	4300802	HUGHES369	4470706	JAMISNJ2	4651004	LET L13	5261302
GULSTM680	0141610	HELIO H295	4300803	HUGHES369	4470707	JBMSTRDGA11	4690302	LKNEED10	5261314
GULSTM680	0141611	HELIO H295	4301102	HUGHES369	4470708	JBMSTRDGA15	4690502	LKNEED10	5261402
GULSTM680	0141612	HELIO H295	4301104	HUGHES369	4470718	JBMSTRDGA15	4690506	LKNEED12A	5263102
GULSTM680	0141802	HELIO H391	4300102	HUGHES369	4470720	JBMSTRDGA15	4690516	LKNEED1329	5263106
GULSTM680TP	0141712	HELIO H391	4300106	HUGHES369	4470722	JBMSTRDGA18	4690602	LKNEED1329	5263108
GULSTM680TP	0141714	HELIO H395	4300202	HUGHES369	4470728	JBMSTRDGA18	4690604	LKNEED1329	5263125
GULSTM680TP	0141716	HELIO H395	4300206	HUGHES369	4470730	JBMSTRDGA8	4690102	LKNEED1329	5263108
GULSTM680TP	0141718	HELIO H700	4300400	HUGHES369	4470731	KALISERF5	4762002	LKNEED14	5261502
GULSTM690TC	3970404	HELIO H800	4300500	HUGHES369	4470806	KAMAN HH43	4800702	LKNEED18	5261602
GULSTM690TP	0141720	HELIO HST550	4301002	HUGHES500N	3027374	KAMAN HH43	4800705	LKNEED18	5261624
GULSTM690TP	0141722	HELIO HST550	4301006	HUGHES369	4470805	KAMAN HH43	4800708	LKNEED18	5261634
GULSTM690TP	3970405	HILLERFH1100	3376502	HUKSLY80A	2800902	KAMAN HH43	4800708	LKNEED18	5261640
GULSTM690TP	3970410	HILLERUH12	4360102	HUKSLYDH104	2800404	KAMAN K600	4800802	LKNEED18	5261642
GULSTM690TP	3970411	HILLERUH12	4360103	HUKSLYDH104	2800406	KAMAN K600	4800805	LKNEED18	5262502
GULSTM690TP	3970610	HILLERUH12	4360104	HUKSLYDH104	2800410	KAMANK600	8940101	LKNEED382	5264140

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SDR NAME	FAA CODE	SDR NAME	FAA CODE	SDR NAME	FAA CODE	SDR NAME	FAA CODE	SDR NAME	FAA CODE	SDR NAME	FAA CODE
LEAR 25	5170509	LUSCOM8	8190102	MCLISHFUNKB	5480204	MOONEYH20	5870219	NAHER F51	6402309		
LEAR 25	5170511	LUSCOM8	8190104	MCLISHFUNKB	5480208	MOONEYH20	5870220	NAHER F82	6401522		
LEAR 25	5170513	LUSCOM8	8190106	MEYERSMAC145	5650104	MOONEYH20	5870221	NAHER F86	6401714		
LEAR 25	5170514	LUSCOM8	8190108	MEYERSOTW	5650202	MOONEYH20	5870222	NAHER NA260	6400452		
LEAR 28	5170528	LUSCOM8	8190110	MEYERSOTW	5650206	MOONEYH20	5870308	NAHER NA260	6402502		
LEAR 35	5170530	LUSCOM8	8190112	MEYERSOTW	5650208	MOONEYH20	5870312	NAHER NA260	6402504		
LEAR 35	5170600	LUSCOM8	8190114	MILITARY204	1181409	MOONEYH20	5870314	NAHER NA260	6402505		
LEAR 35	5170601	LUSCOM8	8190116	MILITARY204	1181418	MOONEYH20	5870601	NAHER NA260	6402506		
LEAR 35	5170602	LUSCOM8	8190118	MILITARY47	1180804	MOONEYH20	5870605	NAHER O47	6402202		
LEAR 35	5170603	LUSCOM8	8190120	MILITARY47	1180806	MOONEYH22	5870402	NAHER P64	6402408		
LEAR 55	5170702	LUSCOM8	8190122	MILITARY47	1181007	MORISY2000	5940102	NAHER T6	1922828		
LEAR 55	5170706	LUSCOM8	8190124	MILITARY47	1181585	MOTH 60	6000102	NAHER T6	6400402		
LET L13	1360306	LUSCOM8	8190126	MILITARY47	8930107	MOTH 60	6000104	NAHER T6	6400404		
LKHEED10	5261302	LUSCOM8	8190128	MILITARY47	8930110	MRCHTIF260	8121206	NAHER T6	6400405		
LKHEED10	5261314	LUSCOM8	8190130	MILLERUT1	5720102	MRCHTIF260	8121207	NAHER T6	6400406		
LKHEED12A	5261402	LUSCOM8	8190132	MITCHL101	2000102	MRCHTIS205	8120412	NAHER T6	6400407		
LKHEED1329	5263102	LUSCOM8	8190154	MNCUP110	5810202	MTSBSIMJ2	5780404	NAHER T6	6400410		
LKHEED1329	5263106	MACCHIAL60	5400104	MNCUP110	5810204	MTSBSIMJ2	5780405	NAHER T6	6400412		
LKHEED1329	5263108	MACCHIAL60	5400108	MNCUP90	5810102	MTSBSIMJ2	5780406	NAHER T6	6400414		
LKHEED1329	5263125	MACDOUG369	3027369	MNCUP90	5810104	MTSBSIMJ2	5780407	NAHER T6	6400415		
LKHEED14	5261502	MAEL BA42	5430102	MNCUP90	5810107	MTSBSIMJ2	5780408	NAHER T6	6400416		
LKHEED18	5261602	MARTIN404	5450702	MNCUP90	5810110	MTSBSIMJ2	5780409	NAHER T6	6400417		
LKHEED18	5261624	MARTIN826	5450106	MNMITEN18	5870102	MTSBSIMJ2	5780411	NAHER T6	6400418		
LKHEED18	5261634	MAULE M4	5460102	MNMITEN18	5870104	MTSBSIMJ2	5780412	NAHER T6	6400419		
LKHEED18	5261640	MAULE M4	5460104	MNMITEN18	5870106	MTSBSIMJ2	5780413	NAHER T6	6400420		
LKHEED18	5261642	MAULE M4	5460105	MNMITEN18	5870108	MTSBSIMJ2	5780414	NAHER T6	6400422		
LKHEED282	5262502	MAULE M4	5460106	MNSLRNRS760	5910102	MTSBSIMJ2	5780415	NAHER T6	6400423		
LKHEED382	5264140	MAULE M4	5460108	MNSLRNRS760	5910106	MTSBSIMJ300	5780602	NAHER T6	6400424		
LKHEED49	5262004	MAULE M4	5460112	MNSLRNRS760	5910108	MTSBSIMJ300	5781300	NAHER T6	6400426		
LKHEED49	5262008	MAULE M4	5460114	MODFD47	1180846	MULTTECD16	9230602	NAHER T6	6400430		
LKHEEDP2V	5260110	MAULE M4	5460128	MODFD47	1180847	MULTTECD16	9230604	NAHER T6	6400431		
LKHEEDP2V	5260112	MAULE M4	5460132	MODFD47	118084F	MULTTECD16	9230606	NAHER T6	6400432		
LKHEEDP2V	5269601	MAULE M5	5460133	MODFD47	1181019	MULTTECD16	9230608	NAHER T6	6400434		
LKHEEDP38	5260201	MAULE M5	5460134	MODFD47	118103H	MULTTECD16	9230610	NAHER T6	6400436		
LKHEEDP38	5260204	MAULE M5	5460135	MODFD47	1181067	MULTTECD16	9230612	NAHER T6	6400441		
LKHEEDP38	5260205	MAULE M5	5460204	MODFD47	1181306	NAHER A36	6400102	NAHER T6	6400441		
LKHEEDP38	5260206	MAULE M6	5460139	MODFDUH12	4360702	NAHER B25	6400702	NARD1 FN333	6080101		
LKHEEDP38	5260207	MAULE M6	5460160	MODFDUH12	4360704	NAHER B25	6400704	NATBAL752	6113310		
LKHEEDP38	5260214	MAULE M7	5460170	MODFDUH12	4360801	NAHER B25	6400705	NATBAL752	6113312		
LKHEEDP38	5260216	MAULE M7	5460180	MODFDUH12	4360810	NAHER B25	6400708	NATBAL752	6113317		
LKHEEDP38	5260216	MAULE M7	5460180	MODFDUH12	4361101	NAHER B25	6400710	NATBAL752	6113320		
LKHEEDT33	5260401	MAULE M7	5460185	MODFDUH12	4361101	NAHER B25	6400710	NATBAL752	6113320		
LKHEEDT33	5260402	MAULE M7	5470206	MODFDUH12	4361301	NAHER B25	6400712	NAVAL N3N	6120202		
LKHEEDT33	5260406	MCBENSLARK95	4331020	MODFDUH12	4361501	NAHER B25	6400714	NAVIONNAVION	6150106		

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SDR NAME	FAA CODE	SDR NAME	FAA CODE	SDR NAME	FAA CODE	SDR NAME	FAA CODE	SDR NAME	FAA CODE	SDR NAME	FAA CODE	SDR NAME	FAA CODE
NAHER T6	6400407	NORD 3202	6383202	PIGMANREARWN	7070302	PIPER J4	7100206	PIPER PA22	7102212				
NAHER T6	6400410	NORD SV4	6383006	PIGMANREARWN	7070308	PIPER J4	7100608	PIPER PA22	7102214				
NAHER T6	6400412	NORD SV4	8470102	PILATSB4	7090103	PIPER J4	7100610	PIPER PA23	7102302				
NAHER T6	6400414	NORTRPT38	6458005	PILATSB4	7090104	PIPER J4	7100614	PIPER PA23	7102303				
NAHER T6	6400415	NORWST35	6480102	PILATSPC6	3375014	PIPER J5	7100202	PIPER PA23	7102304				
NAHER T6	6400416	NORWST35	6480104	PILATSPC6	7090102	PIPER J5	7100702	PIPER PA23	7102305				
NAHER T6	6400417	NORWST35	6480108	PILATSPC6	7090114	PIPER J5	7100706	PIPER PA23	7102306				
NAHER T6	6400418	NORWST40	6480110	PILATSPC6	7090122	PIPER J5	7100708	PIPER PA23	7102308				
NAHER T6	6400419	NORWST50	6480114	PILATSPC6T	3375011	PIPER J5	7100712	PIPER PA23	7102309				
NAHER T6	6400420	NORWST65	6480116	PILATSPC6T	7090202	PIPER L14	7100902	PIPER PA23	7102310				
NAHER T6	6400422	NORWST65	6480118	PILATSPC6T	7090210	PIPER PA 24	7102402	PIPER PA24	7102403				
NAHER T6	6400423	NORWST65	6480122	PILATSPC6T	7090214	PIPER PA12	7101202	PIPER PA24	7102404				
NAHER T6	6400424	NORWST65	6480124	PILATSPC7	7090401	PIPER PA12	7101204	PIPER PA24	7102406				
NAHER T6	6400426	NORWSTEAGLE	7680120	PIAIRSUPERV	1100102	PIPER PA14	7101402	PIPER PA24	7102408				
NAHER T6	6400430	OBERNRMG23SL	3801049	PIPER 600	7106001	PIPER PA15	7101502	PIPER PA24	7102409				
NAHER T6	6400431	ORLHELH19	8141608	PIPER 600	7106010	PIPER PA16	7101602	PIPER PA25	7102502				
NAHER T6	6400432	ORLHELH19	8141609	PIPER 600	7106012	PIPER PA17	7101702	PIPER PA25	7102503				
NAHER T6	6400434	ORLHELH19	8141610	PIPER 600	7106014	PIPER PA18	7101802	PIPER PA25	7102504				
NAHER T6	6400436	ORLHELH19	8141612	PIPER 600	7106015	PIPER PA18	7101804	PIPER PA25	7102508				
NAHER T6	6400441	ORLHELH19	8141614	PIPER 600	7106023	PIPER PA18	7101806	PIPER PA28	7102802				
NAHER T6	6400442	ORLHELH19	8141616	PIPER E2	7100302	PIPER PA18	7101808	PIPER PA28	7102803				
NAHER T6	6400442	ORLHELH19	8141616	PIPER F2	7100304	PIPER PA18	7101809	PIPER PA28	7102804				
NARDI FN333	6080102	ORLHELH19	814161G	PIPER J2	7100402	PIPER PA18	7101812	PIPER PA28	7102805				
NATBAL752	6113310	ORLHELH19	814161J	PIPER J3	7100501	PIPER PA18	7101813	PIPER PA28	7102806				
NATBAL752	6113312	ORLHELH19	814161J	PIPER J3	7100502	PIPER PA18	7101814	PIPER PA28	7102807				
NATBAL752	6113317	ORLHELH58	8141818	PIPER J3	7100506	PIPER PA18	7101815	PIPER PA28	7102808				
NATBAL752	6113320	OTHEXWILPIST	8140102	PIPER J3	7100508	PIPER PA18	7101816	PIPER PA28	7102809				
NAVAL N3N	6120202	OTHEXWILPIST	8140304	PIPER J3	7100510	PIPER PA18	7101818	PIPER PA28	7102810				
NAVIONNAVION	6150106	OTHEXWILPIST	4470904	PIPER J3	7100512	PIPER PA18	7101820	PIPER PA28	7102811				
NAVIONNAVION	6150108	OTHEXWILPIST	4470905	PIPER J3	7100514	PIPER PA18	7101822	PIPER PA28	7102813				
NAVIONNAVION	6150110	PALMERCLIPPR	9570785	PIPER J3	7100516	PIPER PA18	7101824	PIPER PA28	7102814				
NAVIONNAVION	6150118	PARKS P1T	6770102	PIPER J3	7100518	PIPER PA18	7101826	PIPER PA28	7102815				
NAVIONNAVION	6150132	PARMNTCABAIR	6750102	PIPER J3	7100519	PIPER PA18	7101828	PIPER PA28	7102816				
NAVIONNAVION	6150134	PARTENP66	6780101	PIPER J3	7100522	PIPER PA18	7101832	PIPER PA28	7102817				
NAVIONNAVION	6150136	PARTENP68	6780105	PIPER J3	7100526	PIPER PA18	7101834	PIPER PA28	7102818				
NAVIONNAVION	6150140	PARTENP68	6780106	PIPER J3	7100528	PIPER PA18	7101836	PIPER PA28	7102819				
NAVIONNAVION	6150142	PASPEDW1	6790102	PIPER J3	7100532	PIPER PA18	7101837	PIPER PA30	7103002				
NAVIONNAVION	6150148	PDMILRY1S	5740102	PIPER J3	7100536	PIPER PA18	7101838	PIPER PA30	7103002				
NAVIONNAVION	6150160	PECOCKPJC	4160204	PIPER J3	7100532	PIPER PA18	7101902	PIPER PA31	7103102				
NAVIONNAVION	6150162	PERTH BIRD	6840126	PIPER J3	7100532	PIPER PA18	7101904	PIPER PA31	7103104				
NAVIONNAVION	6150166	PERTH BIRD	6840132	PIPER J3	7100536	PIPER PA20	7102002	PIPER PA31	7103105				
NAVIONNAVION	6150170	PHESNTH10	6880102	PIPER J3	7100542	PIPER PA20	7102004	PIPER PA31	7103110				
NAVIONNAVION	6150174	PIAGIOFWP149	3540106	PIPER J3	7100546	PIPER PA20	7102006	PIPER PA31	7103111				
NAVIONNAVION	6150178	PIAGIOFWP136	6960104	PIPER J3									

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PIPER PA25	7102502	PIPER PA36	7103620	RHNFURJ5	7600504	SCHLERASW12	38015HR	SCVZERSG2	8050604
PIPER PA25	7102503	PIPER PA38	7103812	RKWL500	7630410	SCHLERASW15	38015H2	SCVZERSG2	8050608
PIPER PA25	7102504	PIPER PA42	7104202	RKWL700	7630520	SCHLERASW15	38015H2	SCVZERSG2	8050610
PIPER PA28	7102508	PIPER PA42	7104212	RKWLNA265	6402608	SCHLERASW17	3801507	SCVZERSG2	8050612
PIPER PA28	7102802	PIPER PA42	7104225	RKWLNA265	6402612	SCHLERASW19	3801505	SCVZERSG2	8050614
PIPER PA28	7102803	PIPER PA44	7104402	RKWLNA265	6402614	SCHLERASW19	3801508	SCVZERSG2	8051404
PIPER PA28	7102804	PIPER PA44	7104404	RKWLNA265	6402618	SCHLERASW20	3801503	SCVZERSG2	8051604
PIPER PA28	7102805	PIPER PA46	7104605	RKWLNA265	7630101	SCHLERASW20	3801506	SCVZERSG2	8051606
PIPER PA28	7102806	PIPER T8	7100102	RKWLNA265	7630104	SCHLERASW20	3801581	SCVZERSG2	8050301
PIPER PA28	7102807	PIRTLEROC185	7140107	RKWLNA265	7630106	SCHLERASW20	3801581	SCVZERTG3A	8050902
PIPER PA28	7102808	PIRTLEROC185	7140189	RKWLNA265	7630107	SCHLERASW20	3801551	SCVZERTG3A	8070504
PIPER PA28	7102809	PITCANPA4	7180102	RKWLNA265	7630108	SCHLERASW20	3801554	SCVZERTG3A	8071802
PIPER PA28	7102810	PITCANPA5	7180202	ROBSINR22	7640102	SCHLERASW20	3801559	SCVZERTG3A	8071701
PIPER PA28	7102811	PITCANPA6	7180302	ROBSINR22	7640104	SCHLERASW20	3801563	SCVZERTG3A	8071408
PIPER PA28	7102813	PITCANPA7	7180402	ROBSINR22	7640110	SCHLERASW20	3801567	SCVZERTG3A	8071409
PIPER PA28	7102814	PITCANPA7	7180406	ROBSINR22	7640115	SCHLERASW20	38019VL	SCVZERTG3A	8250102
PIPER PA28	7102815	POST A	7280102	ROLSCHLS	3801206	SCHLERASW20	3801525	SCVZERTG3A	8250104
PIPER PA28	7102816	PRATT PRG1	7300102	ROLSCHLS	3801208	SCHLERASW20	3801528	SCVZERTG3A	8250106
PIPER PA28	7102817	PRATT PRG1	7300106	ROLSCHLS	3801211	SCHLERASW20	3801530	SCVZERTG3A	8270302
PIPER PA28	7102818	PROPJT200	0140302	ROLSCHLS	3801214	SCHLERASW20	3801535	SKRSKY539	8140502
PIPER PA28	7102819	PROPJT200	0140312	ROLSCHLS	3801250	SCHLERASW20	3801537	SKRSKY539	8140504
PIPER PA30	7103002	PROPJT200	0140314	ROLSCHLS	3801260	SCHLERASW20	3801540	SKRSKY551	8141102
PIPER PA30	7103902	PROPJT400	4560404	ROLSCHLS	7680106	SCHLERASW20	3801542	SKRSKY552	8141306
PIPER PA31	7103102	RAVEN MG1000	7483202	ROOS 129	7680204	SCHLERASW20	3801545	SKRSKY552	8141308
PIPER PA31	7103104	RAVEN RX6	7480502	ROOS A1	7680102	SCHLERASW20	8059500	SKRSKY555	8141602
PIPER PA31	7103105	RAVEN S40	7480104	ROOS A1	7680104	SCHLERASW20	0560221	SKRSKY555	8141603
PIPER PA31	7103110	RAVEN S50	05604XV	ROOS PT	7680312	SCHLERASW20	3952704	SKRSKY555	8141604
PIPER PA31	7103111	RAVEN S50	7480204	ROSE A1	7710102	SCHLERASW20	8050102	SKRSKY555	8141605
PIPER PA31	7103120	RAVEN S55	7480402	RYAN SCV	7830302	SCHLERASW20	8050104	SKRSKY555	8141606
PIPER PA31T	7103124	RAVEN S57	7480507	RYAN ST3	7830502	SCHLERASW20	8050106	SKRSKY558	8141804
PIPER PA31T	7103126	RAVEN S60	7480606	RYAN ST3	7830504	SCHLERASW20	8050108	SKRSKY558	8141806
PIPER PA31T	7103127	RAVEN S66	7480612	RYAN STA	7830402	SCHLERASW20	8050110	SKRSKY558	8141806
PIPER PA31T	7103128	RAVEN S77	7480650	RYAN STA	7830404	SCHLERASW20	8050112	SKRSKY558	8141808
PIPER PA32	7103206	RAWDONT1	7500102	RYANARB	7840102	SCHLERASW20	8050114	SKRSKY558	8141809
PIPER PA32	7103207	REIMS 150	7530110	RYANARB	7840204	SCHLERASW20	8050116	SKRSKY558	8141811
PIPER PA32	7103209	REIMS 150	7530132	RYANARB	7840204	SCHLERASW20	8050118	SKRSKY558	8141814
PIPER PA32	7103211	REIMS 150	7530134	SAAB SF340	7850100	SCHLERASW20	8050120	SKRSKY558	8141815
PIPER PA32	7103212	REIMS 172	7530136	SAAB SF340	7860101	SCHLERASW20	8050122	SKRSKY558	8141821
PIPER PA32	7103213	REIMS 172	7530139	SCBFLG55	3801359	SCHLERASW20	8050124	SKRSKY558	8141839
PIPER PA32	7103214	REIMS 172	7530203	SCBFLGBERGFK	3801315	SCHLERASW20	8050146	SKRSKY558T	8141800
PIPER PA32	7103215	REIMS 172	7530204	SCBFLG5F25	3801322	SCHLERASW20	8050147	SKRSKY558T	8141803
PIPER PA32	7103216	REIMS 172	7530206	SCBFLG5F25	3801325	SCHLERASW20	8050148	SKRSKY558T	8141807
PIPER PA32	7103218	REIMS 172	7530207	SCBFLG5F28	380135X	SCHLERASW20	8050149	SKRSKY558T	8141840

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SIQJX 60	8250102	SLNSBYT49	8321008	SPHRTHIMBUS	38019VJ	STNSNSR6	8631204	SZD 45	8822002		
SIQJX 90	8250104	SLNSBYT50	8320402	SPHRTHS	3801933	STNSNSR7	8631304	SZD 48	8821648		
SIQJX 90	8250106	SLNSBYT51	8320602	SPHRTHS	3801939	STNSNSR7	8631306	TCRAFK21	8850906		
SIREN C30	8270302	SLNSBYT53	8321508	SPHRTHSH1	3801945	STNSNSR8	8631404	TCRAFKD	8850402		
SKRSKY39	8140502	SLNSBYT59	8321510	SPHRTHSHK	3801920	STNSNSR8	8631408	TCRAFKD	8850404		
SKRSKY39	8140504	SMITH 600	1710602	SPHRTHVENTUS	3802050	STNSNSR8	8631412	TCRAFKD	8850408		
SKRSKY51	8141102	SMITH 600	1710606	SPHRTHVENTUS	3802051	STNSNSR8	8631416	TCRAFKD	8850410		
SKRSKY52	8141306	SMITH 600	8360602	SPORT GEOPEN	3802433	STNSNSR9	8631502	TCRAFKD	8850412		
SKRSKY52	8141308	SMITH 600	8360604	SPTPUZRF40	8451012	STNSNSR9	8631504	TCRAFKD	8850414		
SKRSKY55	8141602	SMITH 600	8360605	SPTPUZRF5	8451014	STNSNSR9	8631508	TCRAFKD	8850416		
SKRSKY55	8141603	SMITH 600	8360606	SPTPUZRF5	8451016	STNSNSR9	8631518	TCRAFKD	8850420		
SKRSKY55	8141604	SMITH 600	8360608	STAR - CAVALR	8480102	STNSNSR9	8631526	TCRAFKD	8850702		
SKRSKY55	8141605	SNALS350	8680800	STAR CAVALR	8480104	STNSNSR7	8631802	TCRAFT15A	8851002		
SKRSKY55	8141606	SNGYNGHIG17	0561683	STAR CAVALR	8480106	STNSNSR7	8631804	TCRAFT20	8850202		
SKRSKY58	8141801	SNIAS 350	8680801	STATE F	8521004	STNSNSR7	8631902	TCRAFTA	8850302		
SKRSKY58	8141804	SNIAS 350	8680802	STBROSSC7	8100512	STOLACUC1	8640202	TCRAFTBC	8850304		
SKRSKY58	8141806	SNIAS 350	8680803	STBROSSD3	8100602	STOLACUC1	9220102	TCRAFTBC	8850306		
SKRSKY58	8141808	SNIAS 350	8680804	STBROSSD3	8100606	STOLAMRC3	3080202	TCRAFTBC	8850308		
SKRSKY58	8141809	SNIAS 350	8680811	STLOUSYPT15	7920302	STOLAMRC3	3080204	TCRAFTBC	8850310		
SKRSKY58	8141811	SNIAS 350	8680813	STNSON10	8632002	STOLAMRC3	3080206	TCRAFTBC	8850314		
SKRSKY58	8141814	SNIAS AS332	8680808	STNSON10	8632004	STRMAN3	8560202	TCRAFTBC	8850316		
SKRSKY58	8141815	SNIAS AS332	8680809	STNSON10	8632102	STRMAN3	8560208	TCRAFTBC	8850318		
SKRSKY58	8141821	SNIAS SA318	8680511	STNSON10	8632104	STRMAN4	8560302	TCRAFTBC	8850320		
SKRSKY58	8141839	SNIAS SA318	8680516	STNSON6000	8630904	STRMAN4	8560304	TCRAFTBC	8850322		
SKRSKY58T	8141800	SNIAS SA341	8680610	STNSONA	8630901	STRMAN4	8560306	TCRAFTBC	8850323		
SKRSKY58T	8141803	SNIAS SE313	8680502	STNSONJR	8630402	STRMAN6	8560402	TCRAFTBC	8850324		
SKRSKY58T	8141807	SOCATAMS880	5910304	STNSONJR	8630404	SUD CM170	0561295	TCRAFTBC	9230916		
SKRSKY58T	8141840	SOCATAMS893	5910313	STNSONJR	8630406	SUD CM170	3650101	TCRAFTBC	9230920		
SKRSKY58T	8141842	SOCATAMS893	8402838	STNSONL1	8630102	SUD GY80	8681006	TCRAFTBC	9230924		
SKRSKY58T	8141844	SOCATAMS894	8402842	STNSONL1	8630114	SUD SE210	8680206	TCRAFTBC	9230928		
SKRSKY61	8142101	SOCATARALLYE	8400125	STNSONL5	8630202	SUPAC 14	8730402	TCRAFTBC	8850326		
SKRSKY61	8142102	SOCATARALLYE	8400131	STNSONL5	8630204	SUPAC 14	8730404	TCRAFTBF	8850332		
SKRSKY61	8142104	SOCATATB10	8680696	STNSONL5	8630206	SUPAC 14	8730202	TCRAFTBF	8850336		
SKRSKY61	8142106	SOCATATB20	8680695	STNSONL5	8630210	SUPAC LA	8730204	TCRAFTBF	8850340		
SKRSKY61	8142107	SOCATATB20	8680697	STNSONL5	8630212	SUPAC LA	8730206	TCRAFTBL	8850346		
SKRSKY61	814210C	SOCATATB9	8680694	STNSONL5	8630214	SUPAC LA	8730208	TCRAFTBL	8850350		
SKRSKY62	8142202	SPARTN74	8430303	STNSONSH2	8630602	SUPAC V	8730302	TCRAFTBL	8850354		
SKRSKY64	8142604	SPARTNC2	8430102	STNSONSH2	8630604	SUPAC V	8730306	TCRAFTBL	8850356		
SKRSKY64	8142620	SPARTNC3	8430206	STNSONSH7	8630704	SWALOWSWALOW	8760102	TCRAFTTC6	8850102		
SKRSKY76	8143006	SPARTNC3	8430208	STNSONSH8	8630802	SWALOWTP	8760202	TEAL TSC1A	8880102		
SKRSKY76	8143007	SPARTNC3	8430210	STNSONSR10	8631604	SWRNGHSA226	8780122	TEAL TSC1A	8960404		
SKRSKY76	8143010	SPHRTHCIRRIUS	38019VC	STNSONSR10	8631608	SWRNGHSA226	8780404	TEMCO 11A	8890402		
SLINDS100	0140202	SPHRTHCIRRIUS	38019VE	STNSONSR10	8631614	SWRNGHSA226	8780405	TEMCO 11A	8890404		

APPENDIX B

SDR AIRCRAFT GROUP NAME
FAA MANUFACTURER/MODEL CODES

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SDR NAME	FAA CODE	SDR NAME	FAA CODE	SDR NAME	FAA CODE	SDR NAME	FAA CODE	SDR NAME	FAA CODE
TCRAFTBC	8850304	TMPSONNAVION	6150120	UNIVAR415	0420328	WACO PLA	9600308	LANDKR AC7	9720209
TCRAFTBC	8850306	TMPSONNAVION	6150122	UNIVAR415	0420330	WACO Q	9600408	WSK M18	9810102
TCRAFTBC	8850308	TMPSONNAVION	6150130	UNIVAR415	0420332	WACO Q	9600504	WSK WILGA	9810280
TCRAFTBC	8850310	TOMCAT	2390302	UNIVAR415	0420334	WACO Q	9601210	WTHRLY201	9630406
TCRAFTBC	8850314	TRYTEK65	0190406	UNIVAR415	0420336	WACO QC6	9600640	WTHRLY201	9630408
TCRAFTBC	8850316	TRYTEK65	0190712	UNIVAR415	0420402	WACO QC6	9600642	WTHRLY201	9630410
TCRAFTBC	8850318	TRYTEK65	0190716	UNIVAR415	0420502	WACO QC6	9600644	WTHRLY620	9630602
TCRAFTBC	8850320	TRYTEK65	0190920	UNIVAR415	0420504	WACO QC6	9600646	WTHRLY620	9630604
TCRAFTBC	8850322	TRYTEK65	0190922	UNIVAR415	0420702	WACO QC6	9600648	ZENITHZ6	9950102
TCRAFTBC	8850323	TRYTEK65	0190926	UNIVAR415	0420722	WACO R	9600422	ZLIN 526	9970206
TCRAFTBC	8850324	TRYTEK65	0190928	UNIVAR415	0540102	WACO RE	9600902	ZLIN 526	9970212
TCRAFTBC	9230916	TRYTEK65	0190930	UNIVAR415	0540104	WACO RE	9600910	ZLIN 526	9970222
TCRAFTBC	9230920	TRYTEK65	0190932	UNIVAR415	5872014	WACO RPT	9600340		
TCRAFTBC	9230924	TRYTEKCF	0190202	UNIVAR415	5872018	WACO S3HD	9601102		
TCRAFTBC	9230928	TRYTEKK	0190402	VALENT17	9370100	WACO U	9600306		
TCRAFTBF	8850326	TRYTEKK	0190404	VARGA 2150	5940202	WACO U	9600404		
TCRAFTBF	8850332	TRYTEKK	0190204	VARGA 2150	5940204	WACO U	9600508		
TCRAFTBF	8850336	UNIPRO113	9250302	VARGA 2150	9350102	WACO U	9600510		
TCRAFTBF	8850340	UNIPRO70	9250202	VARGA 2180	9350104	WACO UC	9600662		
TCRAFTBL	8850346	UNIPRO0145	9250502	VARGA 2180	9350105	WACO UC	9600664		
TCRAFTBL	8850350	UNIVACGC1	9230102	VICKER745	9470402	WACO UKC	9600808		
TCRAFTBL	8850354	UNIVACGC1	9230104	VICKER745	9470404	WACO UKC	9600810		
TCRAFTBL	8850356	UNIVACGC1	9230106	VICKER745	9470605	WACO UKC	9600820		
TCRAFTTC6	8850102	UNIVACGC1	9230108	VICKING	9520102	WACO UKC	9600822		
TEAL TSC1A	8880102	UNIVACGC1	9230110	VICKING	9520104	WACO UKS	9600824		
TEMCO 11A	8890404	UNIVACGC1	9230112	VIZOLAA21	1870101	WACO UKS	9600826		
TEMCO 11A	8890402	UNIVAR108	9230402	VLGTBWSAGITA	0550201	WACO UKS	9600830		
TEMCO T35	8890601	UNIVAR108	9230404	VOUGHTF4U	2152608	WACO UMF	9600410		
TEMCO T35	8890602	UNIVAR108	9230406	VOUGHTF4U	2152610	WACO UPF7	9601302		
TEMCO T11	8890502	UNIVAR108	9230408	VOUGHTF4U	2152616	WACO UPF7	9601304		
TH55	4471002	UNIVAR108	9230412	WACO 9	9600102	WACO YK	9600816		
THUNDRAX5	05604UK	UNIVAR108	9230414	WACO AGC8	9600602	WACO YK	9600818		
THUNDRAX5	05604UP	UNIVAR108	9230416	WACO ASO	9601202	WACO YK	9600832		
THUNDRAX5	8970100	UNIVAR415	9230418	WACO ATO	9601212	WACO YK	9600834		
THUNDRAX6	8970102	UNIVAR415	0420104	WACO AVN8	9601402	WACO YK	9600835		
THUNDRAX7	8970105	UNIVAR415	0420202	WACO BSO	9601204	WACO YK	9600838		
THUNDRAX7	8970107	UNIVAR415	0420204	WACO CRG	9601001	WACO YMF	9600412		
THUNDRAX7	8970108	UNIVAR415	0420302	WACO CSO	9601206	WACO YOC	9600622		
THUNDRAX7	8970110	UNIVAR415	0420304	WACO CTO	9601214	WACO YOC	9600624		
THUNDRAX7	8970112	UNIVAR415	0420306	WACO DSO	9601208	WACO YPF	9601602		
THUNDRAX8	8970120	UNIVAR415	0420308	WACO EGC	9600610	WACO YPF	9601604		
THUNDRAX8	8970111	UNIVAR415	0420310	WACO ENF	9600414	WACO YPF	9601606		
THUNDRAX8	8970112	UNIVAR415	0420312	WACO GC7	9600608	WACO YPF	9601608		

SDR ENGINE GROUP NAME
FAA MANUFACTURER/MODEL CODES

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APPENDIX D

COMMON ACRONYMS AND GLOSSARY

COMMON ACRONYMS

ADF	-	Automatic Direction Finder
CG	-	Capability Groups
DME	-	Distance Measuring Equipment
DVFR	-	Day Visual Flight Rules
EFIS	-	Electronic Flight Information Systems
FAA	-	Federal Aviation Administration
FAR	-	Federal Aviation Regulations
GA	-	General Aviation
GAA	-	General Aviation Activity
GAAA	-	General Aviation Activity and Avionics
GPS	-	Global Positioning System
GPWS	-	Ground Proximity Warning System
GS	-	Glide Slope
HSI	-	Horizontal Situation Indicators
IFR	-	Instrument Flight Rules
ILS	-	Instrument Landing System
IMC	-	Instrument Meteorological Conditions
LRNAV	-	Long Range Navigation Equipment
MLS	-	Microwave Landing System
MSL	-	Mean Sea Level

NAS	-	National Airspace System
RNAV	-	Area Navigation Equipment
PAR	-	Precision Approach Equipment
SDR	-	Service Difficulty Reporting
SFAR-38	-	Special Federal Aviation Regulation 38
TCA	-	Traffic Control Airport or Tower Controlled Airport
TCAS	-	Traffic Alert and Collision Avoidance System
VFR	-	Visual Flight Rules
VHF	-	Very High Frequency
VMC	-	Visual Meteorological Conditions
VOR	-	Very High Frequency Omni-directional Radio Range

GLOSSARY

Active Aircraft--All legally registered civil aircraft which flew one or more hours.

Aerial Application--See Primary Use.

Aerial Observation--See Primary Use.

Air Carriers--The commercial system of air transportation consisting of the certificated air carriers, air taxis (including commuters), supplemental air carriers, commercial operators of large aircraft, and air travel clubs.

Aircraft Type--A term used in this publication in grouping aircraft by basic configuration: fixed wing, rotorcraft, glider, dirigible, and balloon.

Air Taxi--See Primary Use.

Altitude Encoding--(Automatic Altitude Reporting)--An aircraft altitude transmitted via the Mode C transponder feature that is visually displayed in 100 foot increments on the ground radar scope having readout capability.

Area Navigation (RNAV)--A method of using navigation instruments that allows pilots flexibility to fly direct routes between waypoints or offset from published or established routes/airways at specified distance and direction.

Automatic Direction Finder (ADF)--An aircraft radio navigation system which senses and indicates the direction to a nondirectional radio beacon ground transmitter. Direction is indicated to the pilot as a magnetic bearing or as a relative bearing to the longitudinal axis of the aircraft.

Automatic Pilots--The roll, pitch, and yaw axis of an aircraft can be controlled by use of an automatic pilot. Information from VOR, ILS, MLS, and other navigation aids can be coupled to the automatic pilot for en route and approach flights.

Business Transportation--See Primary Use.

Commuter Air Carrier--See Primary Use.

Distance Measuring Equipment (DME)--Airborne and ground equipment used to measure, in nautical miles, the slant range distance of an aircraft from the DME navigational aid.

Executive/Corporate Transportation--See Primary Use.

General Aviation--That portion of civil aviation which encompasses all facets of aviation except air carriers.

Glide Slope--See Instrument Landing System.

Instructional Flying--See Primary Use.

Instrument Flight Rules (IFR)--Rules governing the procedures for conducting instrument flight. Also a term used by pilots and controllers to indicate type of flight plan.

Instrument Landing System (ILS) A precision instrument approach system which normally consists of the following electronic and visual aids:

- o **Localizer**--Provides course guidance to the runway.
- o **Glide Slope**--Provides vertical guidance during approach.
- o **Marker Beacon**--Provides aural and/or visual identification of a specific position along an instrument approach landing.

Localizer--See Instrument Landing System.

Long Range Navigation (LRNAV)--A method of navigation that permits navigation over long distances. This is in contrast to the relatively short range navigation provided by the VOR system.

Marker Beacon--See Instrument Landing System.

Microwave Landing System (MLS)--An instrument landing system operating in the microwave spectrum which provides lateral and vertical guidance to aircraft having compatible avionics equipment.

Other--See Primary Use.

Other Work Use--See Primary Use.

Personal/Recreation Flying--See Primary Use.

Primary Use--The use category in which an aircraft flew the most hours. The eleven use categories are defined below:

- o **Aerial Application**--Agriculture, health, forestry, cloud seeding, firefighting, insect control.
- o **Aerial Observation**--Aerial mapping/photography, survey, patrol, fish spotting, search and rescue, hunting, highway traffic advisory, sightseeing (not FAR Part 135).
- o **Air Taxi**--FAR Part 135 passenger and cargo operations, excluding commuter air carrier.
- o **Business Transportation**--Individual use of an aircraft for business transportation.
- o **Commuter Air Carrier**--Performs, under FAR Part 135, at least five scheduled round trips per week or carries mail.
- o **Executive/Corporate Transportation**--Company flying with a professional crew.

- o **Instructional**--Flying under the supervision of a flight instructor (excludes proficiency flying).
- o **Other**--Experimentation, R&D, testing, government demonstrations, air shows, air racing.
- o **Other Work Use**--Construction work (not FAR Part 135), helicopter hoist, parachuting, aerial advertising, towing gliders.
- o **Personal/Recreation**--Flying for personal reasons (excludes business transportation).

Radar Altimeter--Aircraft instrument that makes use of the reflection of radio waves from the ground to determine the height of the aircraft above the surface.

Registered Aircraft--Aircraft registered with the Federal Aviation Administration.

RNAV--See Area Navigation.

Transponder--The airborne radar beacon receiver/transmitter portion of the Air Traffic Control Beacon System that automatically receives radio signals from interrogators on the ground and selectively replaces with specific reply pulse-on-pulse group only those interrogations being received on the mode to which it is set to respond. Each aircraft transponder is capable of replying to 4,096 codes as selected by the pilot. Provides the air traffic controller positive location and, in some cases, altitude information.

VFR Flight--Flight conducted in accordance with Visual Flight Rules.

VHF Communications--Provides radio voice communications between aircraft and ground stations, also between aircraft. Very High Frequency (VHF) is limited in angle (line of sight) and usually used for air traffic communications.

VOR--Very high frequency omnidirectional radio range. Used as the basis for navigation in the National Airspace System.

Weather Radar--Provides the flight crew with visual display of weather that could contain turbulence. The system's primary function is to assist in turbulence avoidance, although most airborne radar systems are also capable of terrain mapping.