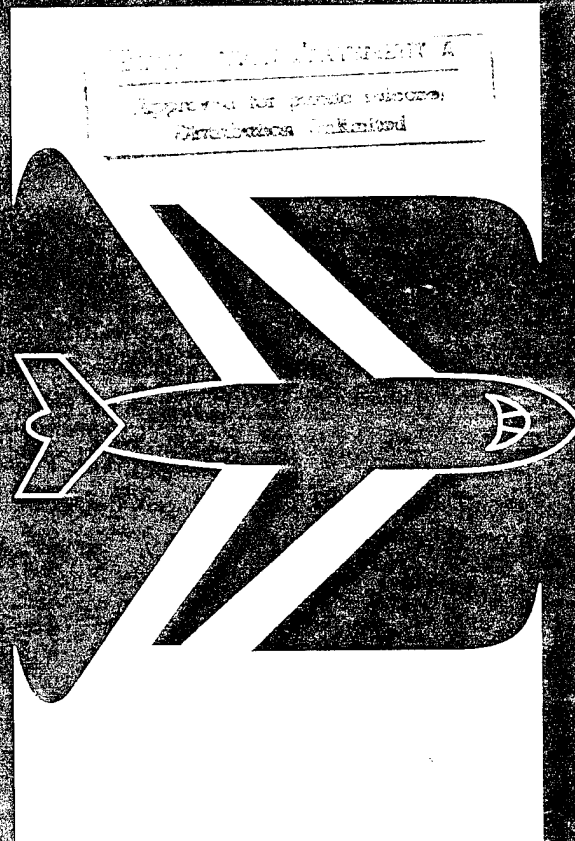




U.S. Department
of Transportation
Federal Aviation
Administration

General Aviation and Air Taxi Activity Survey

Calendar Year 1994



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US Department
of Transportation
**Federal Aviation
Administration**

General Aviation and Air Taxi Activity Survey

Calendar Year 1994

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Airport Activity Statistics of Certificated Route Air Carriers is a joint publication of the Federal Aviation Administration (FAA) and the Bureau of Transportation Statistics (BTS). BTS furnishes airport activity data on certificated route air carriers; FAA organizes/publishes it. Included in the data are passenger enplanements and 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 & type of operation, and type of aircraft.

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Census of US 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 & landings, flight plans filed) of the National Airspace System. The data is collected/compiled from the FAA-operated Airport Traffic Control Towers, Air Route Traffic Control Centers, Flight Service Stations, Approach Control Facilities, and FAA-contracted towered airports.

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1994 information will be available: March 1995
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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 FAA, the National Airspace System, Airports, Airport Activity, US Civil Air Carrier Fleet, US Civil Air Carrier Operating Data, Airmen, General Aviation Aircraft, Aircraft Accidents, and Aeronautical Production & Import/Export.

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Person to contact: Patricia Beardsley

General Aviation/Air Taxi Activity Survey is an annual report that presents the results of the general aviation/air taxi activity survey conducted to obtain information on the activity of the US registered general aviation aircraft fleet. The report contains estimated flying time, landings, fuel consumption, lifetime airframe hours, and engine hours of the active general aviation aircraft by manufacturer/model group, aircraft type, state and region of based aircraft, and primary use.

Latest edition: Calendar Year 1994
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1995 information will be available: August 1996
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Person to contact: Patricia Beardsley

US Civil Airmen Statistics is an annual study of detailed airmen statistics. It contains statistics on pilots and nonpilots and the number of certificates issued.

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PREFACE

This report presents the results of the 1994 General Aviation and Air Taxi Activity and Avionics Survey and is prepared by the Statistics and Forecast Branch, Planning Analysis Division, Office of Aviation Policy, Plans, and Management Analysis (APO-110).

This survey provides information about the activity and avionics equipment of the general aviation and air taxi aircraft fleet. It excludes commuters. The information obtained from the survey enables the FAA to monitor the general aviation and air taxi fleet so that 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 and air taxi fleet, and implement measures to ensure the safe operation of all aircraft in the airspace.

Each year the information for the survey is collected using a statistically designed sample survey. The sample is selected from all general aviation and air taxi aircraft registered with the Federal Aviation Administration. Appendix A of this report provides a detailed description of the survey, its history, and the survey sample design.

As a result of an extensive review of the General Aviation Activity Survey in 1993, the following major changes were incorporated into the 1993 and 1994 surveys in order to make it more responsive to the general aviation community:

- Commuter aircraft are now excluded;
- Two new use categories - sight seeing and external load - were added;
- The number of aircraft type categories was expanded from 13 to 19;
- A question requesting the year the aircraft was manufactured was added so that some estimates of activity by aircraft age could be developed.

Prior to 1993,

- Single engine turboprops were included in "Other" Turboprops;
- Single and multi-engine rotorcraft were not shown separately;
- Gliders and lighter-than-air aircraft were combined into the "Other" type;
- Experimental aircraft were included in the appropriate aircraft type. For example, prior to 1993 the single engine piston aircraft type included both experimental and non-experimental aircraft. Starting in 1993 that aircraft type includes only the non-experimental.

The report is divided into ten chapters as follows:

Chapter I, Historical General Aviation and Air Taxi Activity Measures, 1985-1994, presents summary information from the 1985 through 1994 surveys. Statistics include general aviation and air taxi population sizes, the number of active aircraft, total hours flown and average hours flown. Other historical measures include active aircraft by aircraft type and by primary use. In addition, Chapter I provides three tables which highlight the 1994 findings. These tables include active general aviation and air taxi aircraft by aircraft type and primary use, active general aviation and air taxi aircraft total hours by aircraft type and primary use, and active general aviation and air taxi aircraft and hours flown by FAA region and state of based aircraft.

Chapter II, Common General Aviation and Air Taxi Activity Measures, presents information on the general aviation and air taxi population size, the number of active aircraft, total hours flown and average hours flown. Statistics on another measurement of activity, number of landings, are also given by total, local flight and cross country flight. For the second year, Chapter II presents three tables providing data on the number of active general aviation aircraft and total hours flown in flight hour ranges by age of aircraft. This year, Chapter II presents a new table providing data on the number of general aviation rotorcraft, the total flight hours and average flight hours for single and multi-turbine engine rotorcraft by aircraft manufacturer/model group.

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

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

Chapter V, **Fuel Consumption**, gives information on the average and total fuel consumption rates of the general aviation and air taxi fleet.

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

Chapter VII, **Global Positioning Systems**, presents data on number of aircraft with the Global Positioning Systems by aircraft type, by Primary Use, by region of based aircraft and by state of based aircraft.

Chapter VIII, **Landing Gear Systems**, presents data on the number and annual hours flown by general aviation aircraft with a fixed or retractable landing gear system by aircraft type, and the number of general aviation aircraft with a fixed or retractable landing gear system by aircraft manufacturer/model group and age of aircraft.

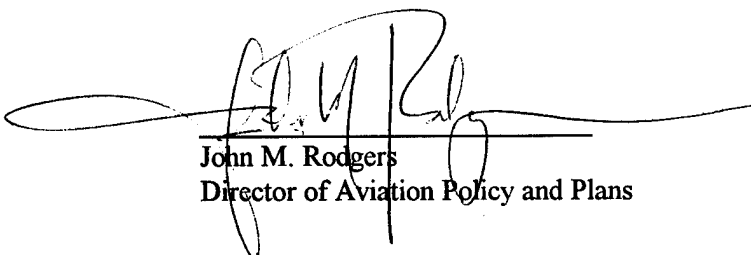
Chapter IX, **Pilots**, provides data on the total and ranges of the number of general aviation and air taxi pilots who flew in 1994 by aircraft type and by aircraft manufacturer/model group.

Chapter X, **Experimental Aircraft**, presents data on number of aircraft, the total flight hours and average flight hours flown with an experimental airworthiness certificate "in" and "out of" the test period.

Appendix A, **Methodology for the 1994 General Aviation and Air Taxi Activity Survey**, provides a detailed description of the survey, its history, the survey sample design, and a definition and explanation of "standard error," a statistical measure reported in each table.

Appendix B 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.



John M. Rodgers
Director of Aviation Policy and Plans

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FAA REGIONAL BOUNDARIES

INCLUDING LOCATIONS OF REGIONAL HEADQUARTERS AND CENTERS



CHAPTER I

HISTORICAL GENERAL AVIATION ACTIVITY MEASURES

1.1 1994 GENERAL AVIATION AND AIR TAXI NUMBER OF AIRCRAFT BY PRIMARY USE
BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

PAGE 1 OF 3

AIRCRAFT TYPE	PRIMARY USE												TOTAL INACTIVE
	TOTAL ACTIVE	CORP- ORATE	BUSI- NESS	PER- SONAL	INSTRUC- TIONAL	AERIAL APPL	AERIAL OBS	SIGHT SEE**	EXTERNAL LOAD	OTHER WORK	AIR TAXI	OTHER	
FIXED WING: TOTAL	147,189	9,109	24,324	85,559	13,426	3,658	3,918	514	0	1,089	3,251	2,341	56,504
% STD. ERROR	0.7	3.9	3.2	1.2	4.9	3.1	9.2	25.6	0.0	16.4	8.2	11.0	
PISTON: TOTAL	138,909	3,747	23,608	85,093	13,216	3,418	3,906	498	0	1,049	2,414	1,959	54,294
% STD. ERROR	0.8	8.4	3.2	1.2	4.9	3.2	9.3	26.3	0.0	16.9	10.1	12.6	
ONE ENGINE: TOTAL	123,332	1,587	18,727	80,018	12,248	3,316	3,596	472	0	997	740	1,631	48,092
% STD. ERROR	0.8	14.5	3.7	1.2	5.2	3.1	9.8	27.1	0.0	17.5	20.5	14.2	
TWO ENGINE: TOTAL	15,509	2,160	4,881	5,075	965	41	310	26	0	53	1,675	323	6,102
% STD. ERROR	2.3	10.0	6.0	5.7	14.5	77.4	26.6	*	0.0	60.9	11.4	26.3	
PISTON: OTHER	68	0	0	0	2	62	0	0	0	0	0	4	100
% STD. ERROR	48.8	0.0	0.0	0.0	*	20.8	0.0	0.0	0.0	0.0	0.0	*	
TURBOPROP: TOTAL	4,207	2,132	579	341	179	237	12	16	0	39	563	111	1,355
% STD. ERROR	3.2	6.2	15.7	23.1	36.0	11.1	95.4	60.7	0.0	56.7	15.3	33.6	
ONE ENGINE: TOTAL	563	50	65	83	76	235	6	0	0	0	33	16	66
% STD. ERROR	5.0	40.1	32.5	30.7	34.9	11.0	*	0.0	0.0	0.0	44.5	77.2	
TWO ENGINE: TOTAL	3,637	2,082	514	258	103	2	6	16	0	39	530	88	1,229
% STD. ERROR	3.7	6.3	17.2	28.9	57.0	*	*	60.7	0.0	56.7	16.1	39.7	
TURBOPROP: OTHER	7	0	0	0	0	0	0	0	0	0	0	7	60
% STD. ERROR	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

1.1 1994 GENERAL AVIATION AND AIR TAXI NUMBER OF AIRCRAFT BY PRIMARY USE
BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

PAGE 2 OF 3

AIRCRAFT TYPE	PRIMARY USE													TOTAL INACTIVE
	TOTAL ACTIVE	CORP- ORATE	BUSI- NESS	PER- SONAL	INSTRUC- TIONAL	AERIAL APPL	AERIAL OBS	SIGHT SEE**	EXTERNAL LOAD	OTHER WORK	AIR TAXI	OTHER		
TURBOJET: TOTAL	4,073	3,231	136	125	31	4	0	0	0	1	274	271	855	
% STD. ERROR	2.2	3.2	34.9	36.4	77.5	*	*	0.0	0.0	*	23.5	22.5		
TWO ENGINE: TOTAL	3,876	3,050	135	123	31	4	0	0	0	0	272	262	525	
% STD. ERROR	2.1	3.4	35.3	37.0	77.5	*	*	0.0	0.0	0.0	23.6	23.3		
TURBOJET: OTHER	197	181	2	2	0	0	0	0	0	1	2	9	330	
% STD. ERROR	15.1	3.5	*	*	0.0	0.0	0.0	0.0	0.0	*	*	47.8		
ROTORCRAFT: TOTAL	4,390	427	386	356	472	516	971	163	126	21	676	275	3,476	
% STD. ERROR	5.1	21.6	22.8	22.1	17.0	19.3	14.4	40.7	39.1	92.0	17.0	29.6		
PISTON: TOTAL	1,381	2	173	265	378	178	247	79	26	11	1	21	2,104	
% STD. ERROR	10.3	*	26.5	23.9	16.1	31.0	24.7	53.3	62.4	91.2	*	83.3		
TURBINE: TOTAL	3,009	425	213	91	94	338	724	84	100	10	675	254	1,372	
% STD. ERROR	5.8	21.7	35.2	51.2	55.1	24.5	17.4	61.1	46.5	*	17.0	31.3		
ONE ENGINE TURBINE	2,299	225	181	62	89	322	688	80	38	0	402	212	1,229	
% STD. ERROR	7.3	38.5	40.1	70.9	57.4	25.1	17.9	63.7	91.7	*	26.3	35.7		
MULTI-ENGINE TURBINE	710	200	31	29	6	16	36	4	62	10	274	42	143	
% STD. ERROR	6.9	16.0	56.1	54.7	*	*	72.4	*	49.8	*	16.6	56.9		
OTHER AIRCRAFT TOTAL	6,169	49	138	4,544	438	0	5	623	0	101	0	271	3,766	
% STD. ERROR	4.9	78.0	53.0	4.6	27.8	0.0	*	24.4	0.0	62.4	0.0	36.8		
GLIDERS:	2,679	0	11	2,142	278	0	2	119	0	10	0	117	1,434	
% STD. ERROR	6.4	0.0	97.4	4.7	30.8	0.0	*	43.6	0.0	*	0.0	47.4		
LIGHTER-THAN-AIR:	3,491	49	127	2,402	160	0	3	505	0	92	0	154	2,331	
% STD. ERROR	7.2	78.0	56.9	7.7	54.3	0.0	*	28.3	0.0	68.0	0.0	53.9		

1.1 1994 GENERAL AVIATION AND AIR TAXI NUMBER OF AIRCRAFT BY PRIMARY USE
BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

PAGE 3 OF 3

AIRCRAFT TYPE	PRIMARY USE												TOTAL INACTIVE
	TOTAL ACTIVE	CORP- ORATE	BUSI- NESS	PER- SONAL	INSTRUC- TIONAL	AERIAL APPL	AERIAL OBS	SIGHT SEE**	EXTERNAL LOAD	OTHER WORK	AIR TAXI	OTHER	
EXPERIMENTAL TOTAL	12,852	67	707	10,380	232	41	41	37	7	2	0	1,339	11,091
% STD. ERROR	3.9	54.7	20.1	2.5	40.5	95.5	93.6	*	*	*	0.0	15.8	
AMATEUR:	9,523	0	206	8,396	91	30	25	35	0	0	0	739	8,703
% STD. ERROR	4.9	0.0	47.2	2.6	71.3	*	*	*	0.0	0.0	0.0	24.2	
EXHIBITION:	562	0	44	299	15	2	0	0	0	2	0	200	927
% STD. ERROR	16.8	0.0	64.1	17.2	*	*	0.0	0.0	0.0	*	0.0	25.8	
OTHER:	2,767	67	457	1,685	126	9	16	1	7	1	0	399	1,461
% STD. ERROR	5.4	54.7	21.8	7.5	51.3	*	*	*	*	*	0.0	25.0	
ALL AIRCRAFT	170,600	9,652	25,554	100,839	14,568	4,215	4,936	1,336	133	1,214	3,927	4,226	74,837
% STD. ERROR	0.7	3.9	3.1	1.0	4.6	3.7	7.9	16.1	39.4	15.7	7.4	8.4	

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

* PERCENT STANDARD ERROR OF 100% OR GREATER.

** INCLUDES SIGHT SEEING DONE UNDER BOTH 14CFR 91: GENERAL OPERATING AND FLIGHT RULES AND 14CFR 135: AIR TAXI OPERATORS AND COMMERCIAL OPERATORS.

1.2 GENERAL AVIATION AND AIR TAXI NUMBER OF ACTIVE AIRCRAFT
BY AIRCRAFT TYPE
1985 - 1994

PAGE 1 OF 3

AIRCRAFT TYPE	1994	1993	1992	1991	1990 1/ (000)	1989 1/ (000)	1988 1/ (000)	1987 1/ (000)	1986 1/ (000)	1985 1/ (000)
FIXED WING: TOTAL	147,189	155,312	170,844	184,620	184.5	190.8	183.8	190.5	192.3	184.7
% STD. ERROR	0.7	0.7	0.7	0.7	0.5	0.5	0.6	0.5	0.5	0.6
PISTON: TOTAL	138,909	147,094	162,117	175,347	175.2	180.8	175.0	181.5	182.5	175.6
% STD. ERROR	0.8	0.8	7.0	0.7	0.6	0.5	0.6	0.5	0.6	0.6
ONE ENGINE: TOTAL	123,332	130,687	143,580	154,102	154.0	158.9	153.7	159.7	160.3	153.4
% STD. ERROR	0.8	0.8	0.8	0.8	0.6	0.6	0.6	0.6	0.6	0.7
TWO ENGINE: TOTAL	15,509	16,388	18,451	21,119	21.1	21.8	21.2	21.7	22.1	22.1
% STD. ERROR	2.3	2.1	1.7	1.7	1.3	1.2	1.4	1.3	1.6	1.5
PISTON: OTHER	68	18	86	127	0.1	0.1	0.1	0.1	0.1	0.1
% STD. ERROR	48.8	40.7	17.7	22.2	30.0	33.8	21.7	25.0	24.3	20.9
TURBOPROP: TOTAL	4,207	4,359	4,704	4,920	5.3	5.9	4.9	4.9	5.6	5.0
% STD. ERROR	3.2	3.3	3.1	2.7	1.8	1.5	1.7	1.9	43.3	2.1
ONE ENGINE: TOTAL	563	703	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
% STD. ERROR	5.0	6.8								
TWO ENGINE: TOTAL	3,637	3,632	4,094	4,398	4.9	5.7	4.7	4.7	5.4	4.9
% STD. ERROR	3.7	3.8	3.5	3.0	1.8	1.5	1.8	1.9	1.9	2.1
TURBOPROP: OTHER	7	24	610	522	0.4	0.2	0.2	0.2	0.2	0.1
% STD. ERROR	*	41.0	3.0	2.4	7.0	14.2	7.1	8.9	16.2	7.8

1.2 GENERAL AVIATION AND AIR TAXI NUMBER OF ACTIVE AIRCRAFT
BY AIRCRAFT TYPE
1985 - 1994

PAGE 2 OF 3

AIRCRAFT TYPE	1994	1993	1992	1991	1990 1/ (000)	1989 1/ (000)	1988 1/ (000)	1987 1/ (000)	1986 1/ (000)	1985 1/ (000)
TURBOJET: TOTAL	4,073	3,859	4,022	4,353	4.1	4.1	3.9	4.0	4.2	4.1
% STD. ERROR	2.2	2.8	2.4	2.0	2.0	1.5	2.0	1.5	2.2	1.7
TWO ENGINE: TOTAL	3,876	3,673	3,790	4,066	3.7	3.7	3.6	3.6	3.8	3.6
% STD. ERROR	2.1	2.9	2.3	1.9	2.0	1.4	2.1	1.6	1.6	1.7
TURBOJET: OTHER	197	186	232	286	0.4	0.4	0.3	0.4	0.4	0.5
% STD. ERROR	15.1	11.8	15.3	14.4	8.2	8.2	5.5	5.0	16.2	7.2
ROTORCRAFT: TOTAL	4,390	4,510	5,753	6,292	6.9	7.0	6.0	5.9	6.5	6.0
% STD. ERROR	5.1	3.4	3.8	3.5	3.0	0.6	3.6	3.2	3.1	4.0
PISTON: TOTAL	1,381	1,646	2,211	2,470	3.2	3.0	2.4	2.6	2.7	2.7
% STD. ERROR	10.3	6.3	7.7	7.6	5.3	1.2	7.9	5.0	6.0	7.0
TURBINE: TOTAL	3,009	2,864	3,542	3,822	3.7	4.0	3.6	3.3	3.8	3.3
% STD. ERROR	5.8	4.0	3.9	2.9	3.1	0.4	2.7	4.2	3.1	4.5
ONE ENGINE TURBINE	2,299	2,144	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
% STD. ERROR	7.3	5.0								
MULTI-ENGL TURBINE	710	720	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
% STD. ERROR	6.9	5.3								
OTHER AIRCRAFT TOTAL	6,169	N/A	7,837	7,563	6.6	7.2	6.4	6.3	6.5	5.8
% STD. ERROR	4.9	1.9	2.9	3.0	2.4	4.1	3.4	3.0	3.3	2.7
GLIDERS	2,679	1,645	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
% STD. ERROR	6.4	6.9								
LIGHTER-THAN-AIR	3,491	3,602	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
% STD. ERROR	7.2	5.7								

1.2 GENERAL AVIATION AND AIR TAXI NUMBER OF ACTIVE AIRCRAFT
BY AIRCRAFT TYPE
1985 - 1994

PAGE 3 OF 3

AIRCRAFT TYPE	1994	1993	1992	1991	1990 1/ (000)	1989 1/ (000)	1988 1/ (000)	1987 1/ (000)	1986 1/ (000)	1985 1/ (000)
EXPERIMENTAL TOTAL % STD. ERROR	12,852 3.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
EXP. AMATEUR % STD. ERROR	9,523 4.9	6,854 5.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
EXP. EXHIBITION % STD. ERROR	562 16.8	1,622 7.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
EXP. OTHER % STD. ERROR	2,767 5.4	2,462 5.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
ALL AIRCRAFT % STD. ERROR	170,600 0.7	176,006 0.7	184,434 0.7	198,475 0.7	198.0 0.5	205.0 0.5	196.2 0.5	202.7 0.5	205.3 0.5	196.5 0.6

BEGINNING IN 1993, EXCLUDED COMMUTERS.

1/ REVISED TO CORRECT FOR NONRESPONSE BIAS

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

1.3 ACTIVE GENERAL AVIATION AND AIR TAXI AIRCRAFT BY PRIMARY USE
1985 - 1994
(AIRCRAFT IN THOUSANDS)

PAGE 1 OF 1

USE CATEGORY	1994	1993	1992	1991	1990 1/	1989 1/	1988 1/	1987 1/	1986 1/	1985 1/
CORPORATE	9.6	9.9	9.4	10.0	10.1	11.5	10.2	11.1	11.3	12.7
BUSINESS	25.6	27.8	28.9	31.6	33.1	35.0	32.6	37.3	40.8	42.5
PERSONAL	100.8	102.1	108.7	115.1	112.6	116.4	114.4	115.3	112.2	96.2
INSTRUCTIONAL	14.6	15.6	16.0	17.9	18.6	16.6	15.6	14.7	14.8	13.4
AERIAL APPLICATION	4.2	5.0	5.1	7.0	6.2	6.6	6.6	6.1	6.6	6.8
AERIAL OBSERVATION	4.9	4.8	5.6	5.1	4.9	5.4	4.4	4.5	4.4	4.2
SIGHT SEEING**	1.3	1.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
EXTERNAL LOAD	0.1	0.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
OTHER WORK	1.2	1.0	1.7	1.7	1.4	2.0	1.7	1.5	1.2	1.5
AIR TAXI	3.9	3.8	4.7	5.5	5.8	6.6	6.0	5.8	7.1	6.0
OTHER	4.2	4.2	3.5	3.9	4.1	3.6	3.8	5.5	5.3	5.0
RENTAL	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	7.4
SUBTOTAL	170.6	N/A	183.6	197.8	196.8	203.7	195.3	201.8	203.7	195.7
COMMUTER AIR TAXI	N/A	N/A	0.8	0.7	1.2	1.3	0.9	0.9	1.6	0.8
TOTAL	170.6	176.0	184.4	198.5	198.0	205.0	196.2	202.7	205.3	196.5

1/ REVISED TO CORRECT FOR NONRESPONSE BIAS

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

** INCLUDES SIGHT SEEING DONE UNDER BOTH 14CFR 91: GENERAL OPERATING AND FLIGHT RULES AND 14CFR 135: AIR TAXI OPERATORS AND COMMERCIAL OPERATORS.

1.4 1994 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN BY ACTUAL USE
BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

PAGE 1 OF 3

ACTUAL USE

AIRCRAFT TYPE	CORP- ORATE	BUSI- NESS	PER- SONAL	INSTRUC- TIONAL	AERIAL APPL	AERIAL OBS	SIGHT SEE**	EXTERNAL LOAD	OTHER WORK	AIR TAXI	OTHER	TOTAL
FIXED WING: TOTAL	2,287,737	2,922,414	7,373,295	3,856,302	1,056,523	1,284,896	148,488	0	216,598	1,240,148	330,708	20,717,098
% STD. ERROR	4.8	4.1	2.0	6.4	5.8	16.0	38.2	0.0	21.9	9.6	14.1	1.9
PISTON: TOTAL	727,303	2,811,128	7,299,301	3,771,765	936,027	1,283,927	142,252	0	207,151	947,894	243,037	18,369,776
% STD. ERROR	10.2	4.2	2.0	6.5	6.3	16.0	39.3	0.0	22.6	11.8	17.3	2.1
ONE ENGINE: TOTAL	299,517	2,233,009	6,811,269	3,460,208	920,027	1,197,135	139,103	0	197,927	303,304	203,137	15,764,632
% STD. ERROR	17.5	4.8	2.1	6.8	6.4	17.0	40.0	0.0	23.3	23.6	19.6	2.4
TWO ENGINE: TOTAL	427,785	578,119	488,030	311,535	8,453	86,792	3,149	0	9,224	644,590	39,796	2,597,473
% STD. ERROR	12.1	7.5	7.3	18.0	78.6	28.7	*	0.0	65.8	13.2	33.1	4.6
PISTON: OTHER	0	0	0	23	7,547	0	0	0	0	0	103	7,673
% STD. ERROR	0.0	0.0	0.0	*	22.6	0.0	0.0	0.0	0.0	0.0	*	52.4
TURBOPROP: TOTAL	560,596	81,490	51,097	73,645	118,980	945	6,236	0	9,438	194,596	9,234	1,106,257
% STD. ERROR	8.4	17.3	27.0	47.5	12.4	*	61.1	0.0	55.2	17.6	44.1	5.4
ONE ENGINE: TOTAL	10,458	9,580	17,109	31,652	118,519	410	0	0	0	17,077	1,827	206,633
% STD. ERROR	46.0	36.3	34.2	46.7	12.3	*	0.0	0.0	0.0	47.2	82.0	8.9
TWO ENGINE: TOTAL	550,138	71,909	33,988	41,993	461	535	6,236	0	9,438	177,519	7,269	899,487
% STD. ERROR	8.5	18.9	34.9	73.8	*	*	61.1	0.0	55.2	18.6	50.9	6.3
TURBOPROP: OTHER	0	0	0	0	0	0	0	0	0	0	138	138
% STD. ERROR	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	151.2

1.4 1994 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN BY ACTUAL USE
BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

PAGE 2 OF 3

ACTUAL USE

AIRCRAFT TYPE	CORP- ORATE	BUSI- NESS	PER- SONAL	INSTRUC- TIONAL	AERIAL APPL	AERIAL OBS	SIGHT SEE**	EXTERNAL LOAD	OTHER WORK	AIR TAXI	OTHER	TOTAL
TURBOJET: TOTAL	999,838	29,796	22,897	10,891	1,516	24	0	0	9	97,659	78,438	1,241,067
% STD. ERROR	4.8	47.1	45.6	*	*	*	0.0	0.0	*	26.8	23.8	3.8
TWO ENGINE: TOTAL	958,483	29,206	22,774	10,891	1,516	24	0	0	0	97,291	76,970	1,197,155
% STD. ERROR	5.0	47.4	46.2	*	*	*	0.0	0.0	0.0	26.9	24.6	3.9
TURBOJET: OTHER	41,355	590	123	0	0	0	0	0	9	368	1,468	43,912
% STD. ERROR	12.3	*	*	0.0	0.0	0.0	0.0	0.0	*	*	47.0	18.6
ROTORCRAFT: TOTAL	242,484	56,552	30,463	196,281	150,362	459,209	86,213	171,723	5,859	429,634	177,691	2,006,470
% STD. ERROR	29.9	25.3	32.5	20.6	21.5	18.4	42.5	41.2	*	28.3	46.4	9.3
PISTON: TOTAL	316	19,796	17,367	166,412	38,482	72,195	14,440	5,103	4,849	242	987	340,189
% STD. ERROR	*	29.7	30.2	19.1	33.7	29.1	61.3	*	*	*	*	12.4
TURBINE: TOTAL	242,168	36,755	13,096	29,869	111,879	387,014	71,773	166,620	1,010	429,393	176,704	1,666,282
% STD. ERROR	30.0	39.7	81.4	77.1	27.6	22.4	66.6	47.3	*	28.4	47.9	11.0
OTHER AIRCRAFT: TOTAL	4,053	7,424	221,010	74,984	0	306	87,012	0	3,517	0	25,652	423,958
% STD. ERROR	82.3	95.6	8.8	43.3	0.0	*	28.5	0.0	54.9	0.0	38.4	13.4
GLIDERS:	0	1,681	148,673	70,423	0	109	56,971	0	1,251	0	18,469	297,577
% STD. ERROR	0.0	*	11.4	50.0	0.0	*	55.7	0.0	*	0.0	50.2	18.3
LIGHTER-THAN-AIR:	4,053	5,744	72,338	4,561	0	196	30,041	0	2,266	0	7,183	126,382
% STD. ERROR	82.3	62.8	12.6	62.2	0.0	*	35.2	0.0	66.3	0.0	58.5	12.3

1.4 1994 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN BY ACTUAL USE
BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

PAGE 3 OF 3

AIRCRAFT TYPE	ACTUAL USE											TOTAL
	CORP- ORATE	BUSI- NESS	PER- SONAL	INSTRUC- TIONAL	AERIAL APPL	AERIAL OBS	SIGHT SEE**	EXTERNAL LOAD	OTHER WORK	AIR TAXI	OTHER	
EXPERIMENTAL: TOTAL	13,791	68,955	491,705	28,022	3,002	5,489	1,488	332	132	0	105,533	718,449
% STD. ERROR	56.8	23.0	5.8	43.8	90.7	83.7	*	*	*	0.0	22.1	6.3
AMATEUR:	0	13,508	364,506	8,298	1,368	936	1,293	0	0	0	23,349	413,258
% STD. ERROR	0.0	54.6	6.9	79.9	*	*	*	0.0	0.0	0.0	33.0	7.9
EXHIBITION:	0	2,893	12,587	183	66	0	0	0	32	0	8,608	24,369
% STD. ERROR	0.0	92.0	26.3	*	*	0.0	0.0	0.0	*	0.0	53.0	26.5
OTHER:	13,791	52,553	114,612	19,540	1,569	4,554	195	332	100	0	73,577	280,822
% STD. ERROR	56.8	25.6	10.8	56.9	*	*	*	*	*	0.0	36.5	11.1
TOTAL	2,548,065	3,055,345	8,116,473	4,155,589	1,209,887	1,749,900	323,201	172,055	226,105	1,669,783	639,584	23,865,984
% STD. ERROR	4.9	4.0	1.9	6.1	5.8	13.0	21.8	41.0	21.1	9.5	12.8	1.9

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

* PERCENT STANDARD ERROR OF 100% OR GREATER.

** INCLUDES SIGHT SEEING DONE UNDER BOTH 14CFR 91: GENERAL OPERATING AND FLIGHT RULES AND 14CFR 135: AIR TAXI OPERATORS AND COMMERCIAL OPERATORS.

1.5 GENERAL AVIATION AND AIR TAXI AIRCRAFT TOTAL HOURS FLOWN BY AIRCRAFT TYPE
1985 - 1994
(HOURS IN THOUSANDS)

PAGE 1 OF 3

AIRCRAFT TYPE	1994	1993	1992	1991	1990 1/	1989 1/	1988 1/	1987 1/	1986 1/	1985 1/
FIXED WING: TOTAL	20,717	21,421	23,801	26,851	29,546	29,327	28,040	28,391	28,994	29,085
% STD. ERROR	1.9	1.9	1.7	1.9	1.8	1.7	1.8	1.7	1.7	1.7
PISTON: TOTAL	18,370	19,029	21,251	24,102	25,832	24,907	24,291	24,969	24,805	25,666
% STD. ERROR	2.1	2.1	1.9	2.1	2.0	1.9	2.0	1.9	1.9	1.9
ONE ENGINE: TOTAL	15,765	16,514	18,074	20,540	21,883	20,600	20,326	20,446	20,260	21,102
% STD. ERROR	2.4	2.4	2.1	2.3	2.2	2.2	2.2	2.0	2.1	2.1
TWO ENGINE: TOTAL	2,597	2,514	3,172	3,555	3,897	4,292	3,943	4,509	4,535	4,539
% STD. ERROR	4.6	3.9	3.9	4.1	3.8	3.3	4.1	5.2	4.6	4.1
PISTON: OTHER	8	1	4	7	53	16	20	14	10	24
% STD. ERROR	52.4	42.8	22.6	33.5	48.7	67.3	44.5	33.3	45.5	34.6
TURBOPROP: TOTAL	1,106	1,227	1,478	1,513	2,319	2,892	2,195	2,010	2,661	1,921
% STD. ERROR	5.4	5.6	5.7	5.3	6.4	5.0	5.0	5.0	5.1	4.6
ONE ENGINE: TOTAL	207	244	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
% STD. ERROR	8.9	11.3								
TWO ENGINE: TOTAL	899	979	1,238	1,359	2,162	2,776	2,117	1,841	2,583	1,862
% STD. ERROR	6.3	6.4	6.5	5.8	6.8	5.2	5.1	5.0	5.3	4.8
TURBOPROP: OTHER	.1	3	240	154	157	116	78	169	78	59
% STD. ERROR	*	42.6	10.2	12.8	10.9	16.6	14.9	24.6	14.1	10.9

1.5 GENERAL AVIATION AND AIR TAXI AIRCRAFT TOTAL HOURS FLOWN BY AIRCRAFT TYPE
1985 - 1994
(HOURS IN THOUSANDS)

PAGE 2 OF 3

AIRCRAFT TYPE	1994	1993	1992	1991	1990 1/	1989 1/	1988 1/	1987 1/	1986 1/	1985 1/
TURBOJET: TOTAL	1,241	1,165	1,072	1,236	1,396	1,527	1,554	1,411	1,527	1,498
% STD. ERROR	3.8	4.7	4.2	4.5	4.1	3.7	4.4	3.9	4.7	4.4
TWO ENGINE: TOTAL	1,197	1,126	1,030	1,183	1,279	1,424	1,434	1,312	1,446	1,349
% STD. ERROR	3.9	4.8	4.3	4.7	4.3	3.9	4.7	4.2	4.9	4.8
TURBOJET: OTHER	44	39	42	54	117	103	120	99	90	149
% STD. ERROR	18.6	15.5	16.4	15.1	12.2	12.2	10.9	10.3	19.4	10.6
ROTORCRAFT: TOTAL	2,006	1,832	2,283	2,757	2,209	2,610	2,507	2,108	2,424	1,990
% STD. ERROR	9.3	6.3	6.6	7.5	5.9	0.9	6.5	7.4	6.7	7.7
PISTON: TOTAL	340	70	416	585	716	692	533	602	742	521
% STD. ERROR	12.4	8.7	12.4	12.0	10.2	2.1	11.6	9.2	12.8	15.1
TURBINE: TOTAL	1,666	1,462	1,866	2,172	1,493	1,918	1,974	1,506	1,682	1,468
% STD. ERROR	11.0	7.6	7.6	9.0	7.2	0.9	7.6	9.6	7.7	8.9
ONE ENGINE TURBINE	1,197	1,073	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
% STD. ERROR	13.7	9.5								
MULTI-ENGL TURBINE	469	390	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
% STD. ERROR	17.3	10.8								
GLIDERS	298	159	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
% STD. ERROR	18.4	17.1								
LIGHTER-THAN-AIR	126	217	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
% STD. ERROR	12.3	30.2								

1.5 GENERAL AVIATION AND AIR TAXI AIRCRAFT TOTAL HOURS FLOWN BY AIRCRAFT TYPE
1985 - 1994
(HOURS IN THOUSANDS)

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AIRCRAFT TYPE	1994	1993	1992	1991	1990 1/	1989 1/	1988 1/	1987 1/	1986 1/	1985 1/
OTHER AIRCRAFT: TOTAL	424	N/A	410	459	341	396	568	384	364	382
% STD. ERROR	13.4		6.0	8.9	7.0	7.4	24.2	6.0	7.6	8.2
EXP. AMATEUR:	413	298	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
% STD. ERROR	7.9	9.0								
EXP. EXHIBITION	24	88	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
% STD. ERROR	26.5	18.2								
EXP. OTHER	280	325	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
% STD. ERROR	11.1	15.0								
EXPERIMENTAL: TOTAL	718	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
% STD. ERROR	6.3									
ALL AIRCRAFT	23,866	24,340	26,493	30,067	32,096	32,332	31,114	30,883	31,782	31,456
% STD. ERROR	1.9	1.8	1.6	1.8	1.7	1.6	1.7	1.7	1.6	1.6

BEGINNING IN 1993, EXCLUDES COMMUTERS.

1/ REVISED TO CORRECT FOR NONRESPONSE BIAS

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

1.6 ACTIVE GENERAL AVIATION AND AIR TAXI AIRCRAFT TOTAL HOURS FLOWN
BY PRIMARY USE
1985 - 1994
(HOURS IN THOUSANDS)

PAGE 1 OF 1

USE CATEGORY	1994	1993	1992	1991	1990 1/	1989 1/	1988 1/	1987 1/	1986 1/	1985 1/
CORPORATE	2,548	2,659	2,262	2,617	2,913	3,453	3,472	3,143	3,491	3,857
BUSINESS	3,055	3,345	3,537	4,154	4,417	4,330	4,594	5,276	5,444	6,034
PERSONAL	8,116	7,938	8,592	9,685	9,276	9,537	10,015	9,961	9,324	7,750
INSTRUCTIONAL	4,156	4,680	5,340	6,141	7,244	5,993	4,917	4,529	4,319	3,938
AERIAL APPLICATION	1,210	1,167	1,296	1,911	1,872	1,868	1,842	1,538	1,833	2,002
AERIAL OBSERVATION	1,750	1,750	1,730	1,797	1,745	1,719	1,308	1,304	1,496	1,214
SIGHT SEEING**	323	412	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
EXTERNAL LOAD	172	105	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
OTHER WORK	226	175	343	471	572	517	525	350	298	317
AIR TAXI	1,670	1,452	2,009	2,241	2,249	3,020	2,632	2,657	2,690	2,570
OTHER	640	656	358	473	475	507	774	871	868	767
RENTAL	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2,385
SUBTOTAL	23,866	24,340	25,800	29,497	30,763	30,940	30,078	29,628	29,764	30,833
COMMUTER AIR TAXI	N/A	N/A	693	570	1,333	1,392	1,036	1,255	2,018	623
TOTAL	23,866	24,340	26,493	30,067	32,096	32,332	31,114	30,883	31,782	31,456

1/ REVISED TO CORRECT FOR NONRESPONSE BIAS

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

** INCLUDES SIGHT SEEING DONE UNDER BOTH 14CFR 91: GENERAL OPERATING AND FLIGHT RULES AND 14CFR 135: AIR TAXI OPERATORS AND COMMERCIAL OPERATORS.

1.7 GENERAL AVIATION AND AIR TAXI AIRCRAFT AVERAGE HOURS FLOWN
BY AIRCRAFT TYPE
1985 - 1994

PAGE 1 OF 3

AIRCRAFT TYPE	1994	1993	1992	1991	1990 1/	1989 1/	1988 1/	1987 1/	1986 1/	1985 1/
FIXED WING: TOTAL	138.6	135.3	136.7	143.8	160.1	153.7	152.6	149.0	150.8	157.5
% STD. ERROR	1.9	1.9	1.8	1.9	1.8	1.7	1.8	1.7	1.7	1.7
PISTON: TOTAL	132.1	129.3	130.4	137.5	147.4	137.8	138.8	137.6	135.9	146.2
% STD. ERROR	2.0	3.1	2.0	2.0	1.9	1.9	1.9	1.8	1.8	1.8
ONE ENGINE: TOTAL	128.5	126.9	126.1	134.2	142.1	129.6	132.2	128.0	126.4	137.6
% STD. ERROR	2.2	2.3	2.2	2.2	2.2	2.2	2.2	2.0	2.0	2.0
TWO ENGINE: TOTAL	165.0	150.8	170.3	167.0	184.7	196.9	186.0	207.8	205.2	205.4
% STD. ERROR	4.0	3.4	3.9	3.8	3.8	3.1	3.5	5.1	4.4	3.8
PISTON: OTHER	112.5	49.6	49.6	41.3	526.4	157.0	203.8	138.5	101.6	240.1
% STD. ERROR	19.2	13.1	26.5	26.1	30.6	24.9	42.2	22.7	45.4	27.0
TURBOPROP: TOTAL	263.6	227.5	314.1	307.7	437.5	490.2	448.0	410.3	475.3	384.2
% STD. ERROR	4.5	4.7	4.8	4.3	4.4	4.3	4.5	4.7	4.5	4.2
ONE ENGINE: TOTAL	383.7	342.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
% STD. ERROR	6.9	8.4								
TWO ENGINE: TOTAL	246.5	265.4	301.2	311.9	441.2	487.0	450.5	391.8	478.3	379.9
% STD. ERROR	5.3	5.5	5.5	4.5	4.7	4.4	4.6	4.7	4.6	4.4
TURBOPROP: OTHER	21.0	135.3	381.6	279.2	392.5	581.8	389.0	845.0	392.5	591.0
% STD. ERROR	0.0	11.6	1.1	14.0	8.3	13.7	16.7	24.5	13.8	6.0

1.7 GENERAL AVIATION AND AIR TAXI AIRCRAFT AVERAGE HOURS FLOWN
BY AIRCRAFT TYPE
1985 - 1994

PAGE 2 OF 3

AIRCRAFT TYPE	1994	1993	1992	1991	1990 1/	1989 1/	1988 1/	1987 1/	1986 1/	1985 1/
TURBOJET: TOTAL	309.4	298.4	270.7	289.7	340.6	372.5	398.5	352.8	363.7	365.3
% STD. ERROR	3.3	3.5	3.6	4.0	3.7	3.4	3.8	3.6	4.8	4.0
TWO ENGINE: TOTAL	313.5	302.2	276.9	296.7	345.7	384.9	398.3	364.5	380.6	374.8
% STD. ERROR	3.4	3.6	3.7	4.2	4.0	3.6	4.1	3.8	4.8	4.4
TURBOJET: OTHER	225.6	213.5	180.8	192.0	293.2	258.6	401.4	247.0	226.2	297.4
% STD. ERROR	11.5	7.8	13.4	7.5	10.8	11.5	10.4	9.6	28.0	5.8
ROTORCRAFT: TOTAL	458.6	398.6	381.7	451.6	320.1	372.8	417.9	357.3	372.9	331.7
% STD. ERROR	7.7	5.6	7.8	7.8	5.5	0.8	6.2	7.0	6.3	6.8
PISTON: TOTAL	252.7	218.8	184.6	233.7	223.7	230.6	222.3	231.6	275.0	192.9
% STD. ERROR	8.5	6.6	11.8	9.0	8.9	1.9	9.0	7.8	11.1	12.8
TURBINE: TOTAL	571.4	506.0	491.3	592.2	403.6	479.5	548.3	456.4	442.5	444.9
% STD. ERROR	9.4	6.8	9.1	9.6	6.9	8.0	7.6	9.5	7.6	8.0
ONE ENGINE TURBINE	525.5	501.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
% STD. ERROR	11.5	8.0								
MULTI-ENGL TURBINE	762.0	525.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
% STD. ERROR	15.1	9.7								
GLIDERS	105.8	96.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
% STD. ERROR	17.8	15.7								
LIGHTER-THAN-AIR	36.3	60.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
% STD. ERROR	10.0	29.6								

1.7 GENERAL AVIATION AND AIR TAXI AIRCRAFT AVERAGE HOURS FLOWN
BY AIRCRAFT TYPE
1985 - 1994

PAGE 3 OF 3

AIRCRAFT TYPE	1994	1993	1992	1991	1990 1/	1989 1/	1988 1/	1987 1/	1986 1/	1985 1/
OTHER AIRCRAFT: TOTAL	64.9	N/A	50.9	61.4	51.6	55.0	88.7	61.0	56.0	65.9
% STD. ERROR	12.4		8.2	9.7	6.8	7.5	25.1	5.5	7.5	7.6
EXP. AMATEUR	43.4	43.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
% STD. ERROR	6.1	6.8								
EXP. EXHIBITION	43.3	54.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
% STD. ERROR	22.0	16.6								
EXP. OTHER	98.9	131.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
% STD. ERROR	9.2	14.2								
EXPERIMENTAL: TOTAL	53.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
% STD. ERROR	5.0									
ALL AIRCRAFT	135.8	134.4	140.4	149.1	162.1	157.7	158.6	152.4	154.8	160.1
% STD. ERROR	1.7	1.8	1.8	1.8	1.7	1.6	1.7	1.6	1.6	1.6

BEGINNING IN 1993, EXCLUDES COMMUTERS.

1/ REVISED TO CORRECT FOR NONRESPONSE BIAS

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

1.8 1994 GENERAL AVIATION AND AIR TAXI NUMBER OF AIRCRAFT AND TOTAL HOURS FLOWN
 BY FAA REGION AND STATE OF BASED AIRCRAFT
 INCLUDES AIR TAXI AIRCRAFT
 EXCLUDES COMMUTER AIRCRAFT

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FAA REGION AND STATE	ACTIVE AIRCRAFT		HOURS FLOWN	
	AIRCRAFT	PERCENT STANDARD ERROR	HOURS (000)	PERCENT STANDARD ERROR
ALASKAN - TOTAL	5,479	7.3	651	8.4
CENTRAL - TOTAL	9,374	6.1	1,124	7.0
IOWA	2,028	12.4	237	15.3
KANSAS	2,738	10.8	317	12.6
MISSOURI	2,822	11.0	351	14.0
NEBRASKA	1,787	12.8	219	13.6
EASTERN - TOTAL	20,419	4.0	2,835	5.3
DELAWARE	1,324	14.7	206	15.7
DISTRICT OF COLUMBIA	37	64.9	14	66.6
MARYLAND	2,210	12.4	286	17.2
NEW JERSEY	2,929	10.4	527	15.7
NEW YORK	5,237	7.8	669	9.4
PENNSYLVANIA	5,067	8.1	580	9.9
VIRGINIA	2,795	10.9	449	13.9
WEST VIRGINIA	824	20.3	105	24.1
GREAT LAKES - TOTAL	30,884	3.2	3,924	4.1
ILLINOIS	6,002	7.3	853	8.8
INDIANA	3,560	9.4	489	11.0
MICHIGAN	5,737	7.6	681	9.6
MINNESOTA	3,904	9.1	482	11.6
NORTH DAKOTA	1,143	16.6	220	22.5
OHIO	5,583	7.5	627	9.2
SOUTH DAKOTA	919	17.4	113	28.5
WISCONSIN	4,037	9.1	460	12.0

1.8 1994 GENERAL AVIATION AND AIR TAXI NUMBER OF AIRCRAFT AND TOTAL HOURS FLOWN
 BY FAA REGION AND STATE OF BASED AIRCRAFT
 INCLUDES AIR TAXI AIRCRAFT
 EXCLUDES COMMUTER AIRCRAFT

PAGE 2 OF 3

FAA REGION AND STATE	ACTIVE AIRCRAFT		HOURS FLOWN	
	AIRCRAFT	PERCENT STANDARD ERROR	HOURS (000)	PERCENT STANDARD ERROR
NEW ENGLAND - TOTAL	6,581	7.5	780	9.4
CONNECTICUT	1,339	15.3	159	20.8
MAINE	835	20.4	106	31.2
MASSACHUSETTS	2,605	11.5	302	12.8
NEW HAMPSHIRE	1,026	17.8	128	27.8
RHODE ISLAND	324	31.2	40	35.8
VERMONT	452	27.7	45	36.4
NORTHWEST MOUNTAIN - TOTAL	17,415	4.5	2,250	6.1
COLORADO	3,604	9.9	471	12.1
IDAHO	1,580	14.4	184	18.7
MONTANA	1,770	13.6	223	16.2
OREGON	4,057	9.0	564	14.9
UTAH	959	18.2	147	26.8
WASHINGTON	4,729	8.4	568	11.2
WYOMING	717	21.5	94	25.9
SOUTHERN - TOTAL	28,731	3.3	4,330	4.3
ALABAMA	2,362	11.7	339	14.5
FLORIDA	10,574	5.4	1,541	6.4
GEORGIA	3,983	9.0	548	11.5
KENTUCKY	1,411	15.7	196	21.5
MISSISSIPPI	1,661	13.7	393	18.7
NORTH CAROLINA	4,014	9.1	684	11.7
PUERTO RICO	217	34.1	33	42.0
SOUTH CAROLINA	1,566	14.6	239	17.7
TENNESSEE	2,862	11.0	359	15.2
SOUTHWEST - TOTAL	23,529	3.7	4,010	5.2
ARKANSAS	2,078	12.1	319	13.1
LOUISIANA	2,437	11.5	807	16.3
NEW MEXICO	2,180	12.5	205	14.4
OKLAHOMA	2,858	10.6	357	13.5
TEXAS	13,976	4.7	2,323	6.3

1.8 1994 GENERAL AVIATION AND AIR TAXI NUMBER OF AIRCRAFT AND TOTAL HOURS FLOWN
 BY FAA REGION AND STATE OF BASED AIRCRAFT
 INCLUDES AIR TAXI AIRCRAFT
 EXCLUDES COMMUTER AIRCRAFT

PAGE 3 OF 3

FAA REGION AND STATE	ACTIVE AIRCRAFT		HOURS FLOWN	
	AIRCRAFT	PERCENT STANDARD ERROR	HOURS (000) STANDARD ERROR	PERCENT STANDARD ERROR
WESTERN-PACIFIC - TOTAL	28,185	3.3	3,593	4.4
ARIZONA	4,332	8.7	727	13.3
CALIFORNIA	21,728	3.6	2,851	4.2
HAWAII	391	28.1	158	42.2
NEVADA	1,729	13.2	209	17.0
TOTAL	170,600	0.7	23,866	1.8

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

CHAPTER II

COMMON GENERAL AVIATION ACTIVITY MEASURES

2.1 1994 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS
BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

PAGE 1 OF 2

AIRCRAFT TYPE	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL HOURS FLOWN	PERCENT STANDARD ERROR	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
FIXED WING - PISTON									
1 ENG: 1-3 SEATS	63,122	38,987	1.6	61.8	1.0	4,533,554	4.7	115.7	4.5
1 ENG: 4+ SEATS	108,302	84,344	0.9	77.9	0.7	11,231,080	2.7	134.2	2.6
1 ENGINE: TOTAL	171,424	123,332	0.8	71.9	0.6	15,764,630	2.4	128.5	2.2
2 ENG: 1-6 SEATS	14,937	10,137	3.1	67.9	2.1	1,667,412	6.2	164.0	5.4
2 ENG: 7+ SEATS	6,674	5,371	2.8	80.5	2.2	930,060	6.5	166.9	5.5
2 ENGINE: TOTAL	21,611	15,508	2.3	71.8	1.6	2,597,472	4.6	165.0	4.0
PISTON: OTHER	168	68	48.5	40.5	19.6	7,673	52.4	112.5	19.2
PISTON: TOTAL	193,203	138,909	0.8	71.9	0.6	18,369,776	2.1	132.1	2.0
FIXED WING - TURBOPROP									
1 ENGINE: TOTAL	629	563	5.0	89.5	4.5	206,632	8.9	383.7	6.9
2 ENG: 1-12 SEATS	4,001	3,274	3.4	81.8	2.7	809,663	6.6	246.4	5.7
2 ENG: 13+ SEATS	865	362	20.2	41.8	8.4	89,823	19.5	247.2	8.0
2 ENGINE: TOTAL	4,866	3,636	3.7	74.7	2.7	899,486	6.3	246.5	5.3
TURBOPROP: OTHER	67	6	*	9.0	13.4	137	*	21.0	0.0
TURBOPROP: TOTAL	5,562	4,206	3.2	75.6	2.4	1,106,257	5.4	263.6	4.5
FIXED WING - TURBOJET									
2 ENGINE: TOTAL	4,401	3,876	2.1	88.1	1.9	1,197,154	3.9	313.5	3.4
TURBOJET: OTHER	527	196	14.8	37.2	5.5	43,911	18.6	225.6	11.5
TURBOJET: TOTAL	4,928	4,072	2.2	82.6	1.8	1,241,066	3.8	309.4	3.3
FIXED WING: TOTAL	203,693	147,188	0.7	72.3	0.5	20,717,104	1.9	138.6	1.9

2.1 1994 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS
BY AIRCRAFT TYPE

INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

PAGE 2 OF 2

AIRCRAFT TYPE	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL HOURS FLOWN	PERCENT STANDARD ERROR	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
ROTORCRAFT PISTON: TOTAL	3,485	1,380	10.2	39.6	4.0	340,188	12.4	252.7	8.5
1 ENG: TURBINE	3,528	2,298	7.3	65.1	4.8	1,197,045	13.7	525.5	11.5
MULTI-ENG: TURBINE	853	710	6.8	83.2	5.6	469,235	17.3	762.0	15.1
TURBINE: TOTAL	4,381	3,009	5.8	68.7	4.0	1,666,281	11.0	571.4	9.4
ROTORCRAFT: TOTAL	7,866	4,389	5.1	55.8	2.9	2,006,470	9.3	458.6	7.7
OTHER AIRCRAFT GLIDERS:	4,113	2,678	6.4	65.1	4.2	297,576	18.4	105.8	17.8
LIGHTER-THAN-AIR:	5,822	3,490	7.1	59.9	4.3	126,381	12.3	36.3	10.0
OTHER AIRCRAFT: TOTAL	9,935	6,169	4.9	62.1	3.0	423,958	13.4	64.9	12.4
EXPERIMENTAL AMATEUR:	18,226	9,523	4.9	52.2	2.6	413,258	7.9	43.4	6.1
EXHIBITION:	1,489	562	16.7	37.7	6.3	24,368	26.5	43.3	22.0
OTHER:	4,228	2,766	5.4	65.4	3.5	280,821	11.1	98.9	9.2
EXPERIMENTAL: TOTAL	23,943	12,852	3.9	53.7	2.1	718,448	6.3	53.4	5.0
TOTAL	245,437	170,600	0.7	69.5	0.5	23,865,986	1.9	135.8	1.7

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

* PERCENT STANDARD ERROR OF 100% OR GREATER.

2.2 1994 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS
BY AIRCRAFT MANUFACTURER/MODEL GROUP
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL HOURS FLOWN	PERCENT STANDARD ERROR	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
1 ENGINE PISTON (1)	3,481	1,507	8.7	43.3	3.8	111,727	17.6	74.1	15.4
1 ENGINE PISTON (2)	2,687	1,455	7.9	54.1	4.3	233,782	21.1	160.7	19.6
2 ENGINE PISTON (3)	506	196	31.0	38.8	12.0	22,367	64.3	113.9	56.3
2 ENGINE PISTON (4)	1,391	1,027	7.3	73.8	5.4	165,510	13.1	161.2	10.9
PISTON OTHER (5)	168	68	48.8	40.6	19.8	7,673	52.4	112.5	19.2
1 ENGINE TURBOPROP (6)	149	135	9.1	90.3	8.2	21,309	18.6	158.4	16.3
2 ENGINE TURBOJET (10)	365	249	14.7	68.3	10.1	74,499	19.0	299.0	12.0
2 ENGINE TURBOJET (10)	365	249	14.7	68.3	10.1	74,499	19.0	299.0	12.0
2 ENGINE TURBOPROP (7)	194	132	19.9	67.9	13.5	19,135	29.3	145.4	21.6
2 ENGINE TURBOPROP (8)	333	102	45.4	30.6	13.9	21,848	50.6	214.1	22.5
TURBOPROP OTHER (9)	67	7	*	9.8	97.9	138	*	21.0	0.0
2 ENGINE TURBOJET (10)	365	249	14.7	68.3	10.1	74,499	19.0	299.0	12.0
TURBOJET OTHER (11)	210	10	*	4.8	48.1	642	*	63.5	84.8
PISTON HELICOPTER (12)	404	91	39.1	22.4	8.8	11,662	53.3	128.7	36.2
1 ENG TURBO HELICOPTR (13)	432	236	24.5	54.5	13.4	63,731	61.0	270.5	55.8
M-ENG TURBO HELICOPTR (14)	165	120	24.2	73.0	17.7	180,006	40.9	1,494.3	32.9

2.2 1994 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS
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EXCLUDES COMMUTER AIRCRAFT

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL HOURS FLOWN	PERCENT STANDARD ERROR	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
GLIDERS (15)	2,262	1,492	9.6	66.0	6.3	160,343	27.1	107.5	25.4
LIGHTER-THAN-AIR (16)	2,295	1,549	11.3	67.5	7.6	63,766	19.9	41.2	16.4
EXP-AMATEUR BLT(17)	18,226	9,523	4.9	52.3	2.6	413,258	7.9	43.4	6.1
EXP-EXHIBITION (18)	1,023	357	25.1	34.9	8.7	16,332	38.2	45.7	28.9
EXP-OTHER (19)	946	752	10.3	79.5	8.2	83,583	25.7	111.1	23.6
ADAMSA50S	117	48	45.7	41.1	18.8	1,553	51.1	32.3	22.7
AEROSPAS355	99	68	28.7	68.3	19.6	12,179	66.6	180.0	60.1
AEROSPAS316	83	30	75.8	35.7	27.1	13,489	75.8	455.0	0.0
AGUSTAA109	65	63	8.1	96.2	7.8	12,522	29.7	200.3	28.6
AIRPTSA	175	67	39.1	38.3	15.0	9,267	57.2	138.4	41.7
AIRTRCAT300	402	306	13.9	76.2	10.6	90,942	19.7	296.7	13.9
AIRTRCAT400	283	258	7.9	91.2	7.2	98,182	15.0	380.4	12.7
AIRTRCAT500	155	142	9.7	91.8	8.9	68,670	12.9	482.6	8.6
AMDFALC10	111	82	12.9	73.9	9.5	28,562	15.3	348.4	8.3

2.2 1994 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS
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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL HOURS FLOWN	PERCENT STANDARD ERROR	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
AMDFALC20	155	143	10.2	92.0	9.4	35,872	24.4	251.4	22.2
AMDFALC50	195	130	17.5	66.6	11.7	33,036	22.6	254.3	14.3
ARCTICS1A	80	45	25.2	55.9	14.1	1,640	34.0	36.7	22.7
ARONCA15	188	107	28.1	57.0	16.0	5,317	35.2	49.6	21.1
ARONCA65	572	149	31.7	26.0	8.2	3,135	39.9	21.1	24.3
ARONCAE3	90	1	*	1.3	13.5	15	*	15.0	0.0
AVAINBAL	94	27	89.6	28.6	25.6	1,675	95.8	62.3	33.8
AYRESS2 (1)	654	399	19.2	61.0	11.7	167,879	24.3	420.8	14.9
AYRESS2 (6)	138	123	13.6	89.4	12.2	65,014	18.2	527.2	12.0
BALWKSFIREF	181	74	33.0	40.7	13.4	1,492	43.0	20.3	27.6
BBAVIA11	759	215	31.5	28.3	8.9	7,032	39.6	32.8	24.1
BBAVIA8	215	125	26.0	58.2	15.1	29,493	39.8	235.5	30.1
BEECH100	200	175	10.1	87.5	8.8	35,773	17.9	204.4	14.8
BEECH17	182	79	27.6	43.6	12.0	4,312	34.3	54.3	20.3

2.2 1994 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS
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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL HOURS FLOWN	PERCENT STANDARD ERROR	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
BEECH18 (4)	430	148	47.3	34.3	16.2	11,799	72.5	79.9	55.0
BEECH18 (19)	91	23	68.6	24.9	17.1	1,222	73.5	53.9	26.3
BEECH1900	101	55	85.8	54.6	46.8	8,176	99.7	148.3	50.7
BEECH200	765	595	10.3	77.8	8.0	179,002	14.0	300.7	9.5
BEECH23	2,391	1,501	11.5	62.8	7.2	206,759	29.2	137.7	26.9
BEECH300	224	108	20.2	48.1	9.7	25,445	21.7	235.9	7.8
BEECH33	2,067	1,819	3.0	88.0	2.7	260,306	7.5	143.1	6.9
BEECH35 (2)	6,186	4,744	4.7	76.7	3.6	438,345	8.8	92.4	7.4
BEECH35 (6)	105	89	10.3	85.1	8.8	27,075	27.8	303.0	25.8
BEECH36	2,428	2,113	4.5	87.0	4.0	303,281	11.2	143.5	10.3
BEECH45	363	102	48.7	28.2	13.7	9,636	55.1	94.3	25.8
BEECH50	221	133	24.4	60.2	14.7	16,885	34.2	127.0	24.0
BEECH55	2,017	1,503	7.9	74.5	5.9	195,003	15.8	129.7	13.7
BEECH56	54	38	16.6	69.7	11.6	2,321	21.6	61.7	13.8

2.2 1994 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS
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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL HOURS FLOWN	PERCENT STANDARD ERROR	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
BEECH58	1,489	1,208	7.8	81.1	6.3	353,079	17.4	292.2	15.6
BEECH60	364	264	14.2	72.5	10.3	30,277	22.0	114.7	16.9
BEECH65	96	62	37.2	64.5	24.0	3,393	*	54.8	98.4
BEECH76	258	204	13.1	79.2	10.4	91,797	32.7	449.0	29.9
BEECH77	198	163	13.7	82.5	11.3	17,818	27.5	109.1	23.9
BEECH80	60	15	68.5	24.4	16.7	4,002	75.7	273.0	32.3
BEECH90	1,025	924	6.7	90.1	6.0	196,139	16.3	212.3	14.9
BEECH95	400	282	18.0	70.6	12.7	36,195	38.9	128.2	34.5
BEECH99	59	32	40.7	54.6	22.2	15,442	42.0	479.6	10.2
BELL204	288	182	27.1	63.3	17.2	37,101	41.8	203.6	31.9
BELL206	1,749	1,134	11.4	64.8	7.4	702,238	20.4	619.3	16.9
BELL212	84	63	38.0	75.6	28.7	9,518	90.6	149.9	82.2
BELL222	68	55	16.4	80.7	13.2	26,066	24.9	475.1	18.7
BELL412	68	65	9.8	96.2	9.4	31,489	21.6	481.4	19.2

2.2 1994 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS
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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL HOURS FLOWN	PERCENT STANDARD ERROR	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
BELL47	994	250	35.7	25.1	9.0	50,703	43.8	202.9	25.4
BLANCA11	76	27	32.2	35.5	11.4	1,203	46.4	44.6	33.4
BLANCA1413	209	85	31.5	40.7	12.8	2,187	41.4	25.7	26.8
BLANCA1419	200	123	24.4	61.6	15.0	4,985	57.4	40.4	51.9
BLANCA17	896	745	9.1	83.1	7.5	50,561	17.0	67.9	14.4
BLANCA7 (1)	1,245	986	8.9	79.2	7.0	107,228	25.5	108.7	23.9
BLANCA7 (2)	52	29	27.3	55.2	15.1	2,295	41.9	80.0	31.8
BLANCA8	413	292	12.9	70.8	9.2	22,955	23.9	78.5	20.1
BLANKA/BBAV	3,518	2,048	9.2	58.2	5.3	159,430	22.3	77.9	20.4
BNORBN2	55	34	35.4	61.4	21.8	10,064	45.3	297.9	28.2
BOEING75(1)	1,691	567	22.6	33.5	7.6	22,571	36.7	39.8	28.9
BOEING75(19)	98	21	38.6	21.7	8.4	759	47.0	35.7	26.9
BOEINGB727	50	16	61.6	32.3	19.9	3,342	68.7	207.1	30.5
BOLKMS105	122	109	13.0	88.9	11.6	69,353	21.4	639.1	16.9

2.2 1994 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS
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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL HOURS FLOWN	PERCENT STANDARD ERROR	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
BOLKMS117	57	49	15.4	86.6	13.3	32,618	16.5	660.8	6.1
BRAEROOH125	135	128	6.1	95.0	5.8	50,996	14.9	397.8	13.6
BRWSTRFLEET	61	21	35.9	33.8	12.1	693	86.5	33.7	78.7
CAMRONMODEL	856	624	12.4	72.8	9.1	22,123	25.4	35.5	22.1
CESSNA120	789	422	18.0	53.4	9.6	19,879	26.2	47.1	19.0
CESSNA140	2,135	1,316	10.2	61.6	6.3	80,464	19.5	61.1	16.6
CESSNA150(1)	15,832	12,554	3.2	79.3	2.5	1,949,154	9.3	155.3	8.8
CESSNA150(19)	418	351	9.5	83.9	8.0	30,351	27.3	86.5	25.6
CESSNA170	2,303	1,368	10.6	59.4	6.3	76,124	15.8	55.6	11.8
CESSNA172	22,197	18,532	2.1	83.5	1.8	3,206,304	6.8	173.0	6.4
CESSNA175	1,164	565	18.8	48.5	9.1	31,946	28.0	56.6	20.8
CESSNA177	2,529	1,958	6.3	77.4	4.9	232,021	15.2	118.5	13.8
CESSNA180	2,606	2,004	7.8	76.9	6.0	182,347	14.3	91.0	12.0
CESSNA182	12,632	10,497	2.7	83.1	2.2	1,365,497	8.6	130.1	8.2

2.2 1994 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS
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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL HOURS FLOWN	PERCENT STANDARD ERROR	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
CESSNA185	1,517	1,089	11.1	71.8	7.9	171,438	22.1	157.4	19.2
CESSNA188	1,306	862	13.3	66.0	8.8	200,413	22.0	232.4	17.5
CESSNA190	78	35	30.2	44.5	13.4	2,788	44.1	80.3	32.2
CESSNA195	464	178	27.4	38.4	10.5	8,171	38.7	45.8	27.3
CESSNA205	216	135	19.9	62.5	12.4	13,865	24.2	102.7	13.8
CESSNA206	2,270	1,719	7.0	75.7	5.3	276,343	15.0	160.7	13.2
CESSNA207	271	114	39.1	42.0	16.4	51,116	52.8	449.2	35.5
CESSNA208	82	74	12.9	90.2	11.7	24,564	27.9	332.2	24.7
CESSNA210	5,108	4,321	3.9	84.6	3.3	526,186	8.4	121.8	7.4
CESSNA303	95	73	15.9	77.1	12.3	23,062	29.2	315.0	24.4
CESSNA305	280	138	24.6	49.5	12.2	19,292	37.9	139.3	28.8
CESSNA310	2,648	1,664	9.9	62.9	6.3	261,974	18.3	157.4	15.4
CESSNA320	224	155	23.6	69.1	16.3	9,321	48.8	60.2	42.7
CESSNA336	58	22	33.9	38.1	12.9	1,482	38.1	67.0	17.4

2.2 1994 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS
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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL HOURS FLOWN	PERCENT STANDARD ERROR	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
CESSNA337(3)	882	586	13.2	66.4	8.8	49,384	18.1	84.3	12.3
CESSNA337(19)	95	71	19.8	75.1	14.9	3,204	39.8	44.9	34.5
CESSNA340	807	589	11.3	73.0	8.3	93,710	15.3	159.1	10.3
CESSNA401	158	158	0.0	100.0	0.0	27,264	27.8	168.5	28.5
CESSNA402	362	279	16.7	77.0	12.8	66,427	37.4	238.3	33.4
CESSNA421	975	865	7.3	88.7	6.4	149,651	16.4	173.0	14.7
CESSNA425	158	142	9.4	89.6	8.4	37,361	13.8	263.8	10.2
CESSNA441	191	161	9.7	84.4	8.2	83,239	31.0	516.4	29.4
CESSNA500	850	807	4.3	95.0	4.1	283,480	9.6	351.2	8.6
CESSNA501	264	244	7.6	92.6	7.1	48,852	20.4	199.9	18.9
CESSNA650	191	181	5.2	95.0	4.9	63,186	11.3	348.4	10.0
CESSNA150	60	9	66.8	14.9	9.9	171	81.8	19.1	47.2
CHILDS1	281	229	12.4	81.6	10.1	12,559	20.8	54.8	16.7
CHILDS2	119	97	12.4	81.2	10.0	3,907	22.8	40.4	19.1

2.2 1994 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS
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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL HOURS FLOWN	PERCENT STANDARD ERROR	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
CHRISHUSKY	93	81	8.2	87.3	7.2	7,207	24.6	88.8	23.2
CNDALRCL600	178	167	7.4	93.7	6.9	54,973	16.9	329.7	15.2
COMUTH185	76	37	26.7	49.0	13.1	1,955	32.1	52.5	17.8
CONAERLA4	389	280	16.4	71.9	11.8	18,950	22.5	67.7	15.5
CURTISTRVAI	179	42	57.8	23.7	13.7	4,515	73.1	106.6	44.7
CVACBT/L13	134	29	55.9	21.7	12.2	1,100	61.9	37.8	26.5
DHAVDH82	62	33	30.7	53.4	16.4	1,027	36.7	31.0	20.2
DHAVDHC1	93	28	42.5	29.6	12.6	643	49.8	23.3	26.1
DHAVDHC2	335	180	34.8	53.7	18.7	19,135	46.3	106.3	30.5
DHAVDHC6	88	41	46.4	46.4	21.5	12,820	49.6	314.1	17.6
DOUGDC3	193	41	70.5	21.4	15.1	34,047	73.2	823.0	19.6
EAGLEBAL (1)	70	55	18.3	78.1	14.3	7,056	23.3	129.0	14.5
EAGLEBAL (16)	78	17	69.5	21.4	14.8	514	69.5	30.8	0.9
EIRVON20	94	78	11.4	83.5	9.5	2,462	17.4	31.4	13.1

2.2 1994 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS
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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL HOURS FLOWN	PERCENT STANDARD ERROR	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
ENSTMF28(12)	221	96	33.6	43.6	14.7	17,993	50.1	186.6	37.2
ENSTMF28(13)	106	59	22.2	55.4	12.3	30,369	38.8	517.2	31.8
FRCHLD24	219	42	47.5	19.3	9.2	1,274	64.1	30.1	43.1
FRCHLD62(1)	120	34	41.9	28.0	11.7	1,893	43.9	56.4	13.0
FRCHLD62(19)	102	16	62.1	15.8	9.8	1,179	66.5	73.0	24.0
GROB103	96	68	19.0	70.9	13.4	13,440	33.5	197.5	27.6
GROB109	53	42	13.1	78.9	10.3	4,344	23.5	103.8	19.5
GROBASTIR	93	75	13.5	81.0	10.9	4,629	19.3	61.4	13.9
GRUMAVAA1	428	302	11.3	70.6	8.0	20,537	19.9	68.0	16.4
GRUMAVAA5	954	846	4.9	88.7	4.4	84,873	10.6	100.3	9.4
GRUMAVG164	490	252	18.3	51.4	9.4	91,897	23.4	365.0	14.7
GULSTM112	613	505	6.6	82.4	5.5	51,866	11.2	102.7	9.1
GULSTM500	253	201	13.9	79.5	11.1	35,853	19.7	178.3	14.0
GULSTM560	76	58	17.9	76.1	13.6	6,839	38.2	118.2	33.7

2.2 1994 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS
 BY AIRCRAFT MANUFACTURER/MODEL GROUP
 INCLUDES AIR TAXI AIRCRAFT
 EXCLUDES COMMUTER AIRCRAFT

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL HOURS FLOWN	PERCENT STANDARD ERROR	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
GULSTM680	152	91	37.5	59.8	22.5	11,058	47.7	121.6	29.4
GULSTM680TP	56	32	38.2	57.4	21.9	3,024	48.6	94.1	29.9
GULSTM690TP	306	257	8.1	84.0	6.8	54,526	15.5	212.2	13.2
GULSTMAA1	492	324	12.4	65.8	8.1	21,639	20.9	66.8	16.8
GULSTMAA5	911	776	5.4	85.2	4.6	74,547	15.3	96.0	14.3
GULSTMG1159	448	418	5.3	93.4	4.9	116,135	11.7	277.7	10.4
GULSTMG159	60	24	33.0	40.6	13.4	6,092	39.5	249.8	21.7
GULSTMG44	78	40	38.2	51.0	19.5	3,058	43.6	76.9	21.0
GULSTMGA7	50	41	15.4	81.3	12.5	7,424	34.1	182.5	30.4
HEL10H295	82	36	34.8	43.8	15.2	3,332	41.6	92.8	22.8
HLRHU12(12)	369	116	50.7	31.4	15.9	24,976	55.4	215.4	22.3
HLRHU12(19)	64	24	59.7	37.2	22.2	2,096	78.0	88.1	50.3
HUGHES269	544	246	24.7	45.2	11.2	34,340	42.1	139.5	34.0
HUGHES369(12)	104	59	20.9	57.1	11.9	20,719	32.6	349.1	25.0

2.2 1994 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS
BY AIRCRAFT MANUFACTURER/MODEL GROUP
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL HOURS FLOWN	PERCENT STANDARD ERROR	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
HUGHS369(13)	517	418	13.0	80.8	10.5	221,738	22.0	530.8	17.7
HWKSLYDH125	351	301	9.4	85.8	8.1	82,551	14.8	274.0	11.4
HYNESB2	66	31	31.8	46.3	14.7	1,232	43.2	40.3	29.3
INTRCP200	78	55	22.4	70.9	15.9	7,263	30.2	131.4	20.2
ISRAEL1121	58	39	33.3	67.4	22.4	7,736	48.0	198.0	34.6
ISRAEL1124	244	206	8.9	84.3	7.5	66,510	12.4	323.2	8.7
JBWSTRDGA15	86	11	72.0	13.0	9.4	1,727	87.1	154.3	49.0
LEAR24	144	123	13.3	85.3	11.4	35,015	24.2	285.0	20.2
LEAR25 (10)	129	115	12.3	89.4	11.0	37,833	20.4	328.1	16.3
LEAR25 (19)	67	24	43.5	35.6	15.5	9,588	47.7	401.9	19.4
LEAR35	369	317	8.0	86.0	6.8	104,861	13.6	330.5	11.1
LEAR55	91	77	10.5	84.4	8.9	26,883	14.1	349.9	9.4
LKNEED1329	72	40	30.6	56.1	17.2	6,892	31.9	170.6	9.1
LUSCOMB	1,875	830	11.2	44.3	4.9	39,236	17.0	47.2	12.8

2.2 1994 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS
BY AIRCRAFT MANUFACTURER/MODEL GROUP
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL HOURS FLOWN	PERCENT STANDARD ERROR	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
MAULEM4	185	149	13.5	80.3	10.9	10,037	29.5	67.5	26.2
MAULEM5	384	296	10.1	77.2	7.8	19,384	19.4	65.4	16.5
MAULEM6	81	66	17.1	81.2	13.9	5,591	32.7	85.0	27.8
MAULEM7	119	79	19.6	66.7	13.1	6,582	27.8	82.9	19.7
MCLISHFUNKB	134	47	36.6	35.0	12.8	1,419	39.3	30.2	14.4
MNCUP90	55	9	39.4	16.9	6.7	221	42.3	23.8	15.4
MNWITEM18	118	34	57.0	28.9	16.5	669	65.4	19.6	32.1
MOONYM20 (2)	5,976	5,169	3.4	86.5	2.9	596,528	9.9	115.4	9.3
MOONYM20 (E)	248	237	5.7	95.4	5.4	25,123	17.2	106.2	16.3
MTSBSIMU2	346	255	14.0	73.8	10.3	65,033	22.4	254.8	17.5
MTSBSIMU300	71	67	4.9	95.0	4.7	12,906	12.4	191.4	11.4
NAMERT28 (1)	185	119	21.1	64.1	13.5	4,089	32.0	34.5	24.1
NAMERT28 (E)	75	32	24.4	43.0	10.5	1,798	31.3	55.7	19.7
NAMERT6 (1)	238	125	21.0	52.4	11.0	7,097	25.3	57.0	14.0

2.2 1994 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS
BY AIRCRAFT MANUFACTURER/MODEL GROUP
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL HOURS FLOWN	PERCENT STANDARD ERROR	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
NAMERT6 (E)	66	33	31.4	50.4	15.8	1,332	38.5	40.0	22.4
NAVALN3N	113	17	71.6	15.5	11.1	1,050	79.2	60.0	33.8
NAVIONNAVIO	1,070	817	9.9	76.3	7.5	41,521	18.5	50.8	15.6
NORWST65	60	26	43.4	42.8	18.6	653	53.9	25.4	32.1
OTHEXHMILTUR	64	48	19.2	74.3	14.3	5,964	34.1	125.4	28.2
PICARDAX6	77	4	*	4.8	48.1	19	*	5.0	0.0
PIPER600	277	179	18.1	64.5	11.7	29,709	23.3	166.3	14.6
PIPER602	251	197	12.2	78.6	9.6	25,556	17.8	129.5	12.9
PIPERJ3	3,993	1,797	7.9	45.0	3.5	99,693	14.3	55.5	11.9
PIPERJ4	209	38	48.5	18.3	8.9	1,295	61.5	33.8	37.8
PIPERJ5	305	103	24.0	33.8	8.1	6,479	32.6	62.9	22.0
PIPERPA12	1,248	718	13.5	57.5	7.8	44,858	22.6	62.5	18.1
PIPERPA14	95	56	29.1	58.9	17.2	4,613	54.3	82.4	45.8
PIPERPA15	157	92	24.5	58.4	14.3	2,506	34.9	27.3	24.8

2.2 1994 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS
BY AIRCRAFT MANUFACTURER/MODEL GROUP
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL HOURS FLOWN	PERCENT STANDARD ERROR	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
PIPERPA16	323	158	21.1	48.9	10.3	7,515	27.7	47.6	18.0
PIPERPA17	93	51	19.6	54.9	10.7	2,380	32.1	46.6	25.5
PIPERPA18	3,447	2,306	4.9	66.9	3.3	188,938	10.7	81.9	9.5
PIPERPA20	418	207	17.2	49.5	8.5	12,496	22.9	60.4	15.2
PIPERPA22(1)	859	558	10.6	64.9	6.9	23,957	16.5	42.9	12.7
PIPERPA22(2)	1,622	695	12.9	42.9	5.5	40,125	18.1	57.7	12.7
PIPERPA23	2,671	1,599	9.4	59.9	5.6	203,242	14.2	127.1	10.7
PIPERPA24(2)	2,418	1,776	7.3	73.4	5.4	143,504	12.6	80.8	10.3
PIPERPA24(19)	426	347	10.9	81.6	8.9	32,381	23.7	93.2	21.1
PIPERPA25	929	448	17.5	48.2	8.4	69,395	27.8	155.0	21.5
PIPERPA28(1)	5,546	4,459	3.0	80.4	2.4	380,197	8.9	85.3	8.3
PIPERPA28(2)	14,292	12,153	1.7	85.0	1.4	1,779,830	5.2	146.4	4.9
PIPERPA30	1,135	848	7.9	74.7	5.9	88,469	13.4	104.3	10.8
PIPERPA31(3)	113	74	18.1	65.8	11.9	10,416	28.1	140.1	21.5

2.2 1994 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS
BY AIRCRAFT MANUFACTURER/MODEL GROUP
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL HOURS FLOWN	PERCENT STANDARD ERROR	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
PIPERPA31(4)	965	965	0.0	100.0	0.0	228,445	12.3	234.1	12.4
PIPERPA31(19)	345	203	27.9	58.9	16.5	47,604	32.0	234.1	15.7
PIPERPA31T	442	386	6.7	87.4	5.8	79,659	11.0	206.3	8.8
PIPERPA32	3,827	3,180	3.4	83.1	2.9	501,312	8.1	157.7	7.3
PIPERPA34	1,508	1,415	3.3	93.8	3.1	175,710	10.4	124.2	9.9
PIPERPA36	249	194	15.4	77.9	12.0	37,744	21.4	194.6	14.8
PIPERPA38	932	646	10.9	69.3	7.5	135,831	21.9	210.3	18.9
PIPERPA42	89	68	12.3	77.0	9.5	16,273	15.0	237.6	8.5
PIPERPA44	279	232	15.8	83.1	13.2	112,508	26.3	485.3	20.9
PIPERPA46	382	331	6.9	86.6	6.0	59,388	11.5	179.5	9.2
RAVENS40	1,929	1,013	15.2	52.5	8.0	31,874	20.6	31.5	13.9
RAVENS57	124	98	13.7	78.7	10.8	3,109	24.0	31.9	19.8
RKVELLNA265	247	210	9.7	85.2	8.3	66,305	14.8	315.2	11.1
ROBS1NR22	673	446	10.5	66.3	7.0	165,967	15.8	372.1	11.8

2.2 1994 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS
 BY AIRCRAFT MANUFACTURER/MODEL GROUP
 INCLUDES AIR TAXI AIRCRAFT
 EXCLUDES COMMUTER AIRCRAFT

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL HOURS FLOWN	PERCENT STANDARD ERROR	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
ROLSCHLS	184	175	6.0	95.3	5.7	21,068	41.5	120.1	41.0
RYANST3	137	41	48.1	29.7	14.3	1,060	54.1	26.0	24.7
SCHZER6164	762	471	14.2	61.8	8.7	118,170	19.5	251.1	13.4
SCHZERSG1	656	372	17.8	56.8	10.1	16,624	32.2	44.6	26.9
SCHZERSG2	510	298	20.3	58.4	11.9	71,472	43.2	239.8	38.2
SKRSKYS58	52	16	70.1	30.8	21.6	2,356	72.3	146.9	18.0
SKRSKYS76	125	118	10.8	94.2	10.2	95,485	27.3	810.9	25.1
SLINDS100	270	195	12.2	72.0	8.8	12,089	21.1	62.1	17.2
SNIAS350	289	194	23.2	67.0	15.5	122,416	35.2	632.4	26.5
SOCATATB10	57	46	12.1	81.3	9.9	5,333	28.4	115.0	25.7
SOCATATB20	175	120	18.3	68.8	12.6	27,614	25.1	229.2	17.1
SPRTHCIRRU	91	48	33.0	52.2	17.2	1,823	43.9	38.4	28.9
SPRTHVENTU	74	29	48.5	39.5	19.1	1,372	55.0	46.9	26.1
STNSON10	125	5	*	3.9	39.3	59	*	12.0	0.0

2.2 1994 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS
BY AIRCRAFT MANUFACTURER/MODEL GROUP
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL HOURS FLOWN	PERCENT STANDARD ERROR	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
STNSONL5	117	72	25.7	61.3	15.8	3,100	50.7	43.2	43.7
STNSONV77	106	47	29.7	44.2	13.1	1,221	32.6	26.1	13.4
STOLAMRC3	193	38	59.5	19.7	11.7	732	63.2	19.2	21.3
SWRNGNSA226	94	63	19.7	66.8	13.2	14,585	25.1	232.2	15.5
SWRNGNSA227	84	55	41.4	65.6	27.1	21,185	44.8	384.6	17.2
SWRNGNSA26	51	29	29.4	56.8	16.7	4,729	33.1	163.2	15.1
TCRAFTD	274	121	21.7	44.3	9.6	4,030	32.3	33.2	23.9
TCRAFT19	108	74	26.0	68.5	17.8	2,683	42.0	36.3	33.0
TCRAFTBC	1,658	643	13.6	38.8	5.3	29,103	18.8	45.2	13.0
TCRAFTBL	185	49	37.2	26.7	9.9	2,054	44.5	41.6	24.5
TH55	58	30	36.6	51.3	18.7	10,242	49.9	344.5	34.0
THUNDRA7	71	39	24.8	54.3	13.4	257	47.9	6.7	41.0
UNIVACGC1	593	269	17.7	45.4	8.0	11,991	26.1	44.6	19.2
UNIVAR108	1,767	728	14.1	41.2	5.8	36,045	17.8	49.5	10.8

2.2 1994 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS
BY AIRCRAFT MANUFACTURER/MODEL GROUP
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL HOURS FLOWN	PERCENT STANDARD ERROR	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
UNIVAR415	2,120	1,062	10.8	50.1	5.4	41,401	15.8	39.0	11.5
VARGA2150	123	72	18.7	58.2	10.9	3,270	23.7	45.7	14.5
WACO (1)	416	137	24.1	32.9	7.9	5,837	42.0	42.7	34.4
WACO (2)	140	39	37.6	27.9	10.5	1,597	43.5	40.9	21.9
WTHRLY201	51	32	21.9	62.1	13.6	4,523	33.4	142.8	25.1
TOTAL	245,437	170,600	0.7	69.5	0.5	23,865,984	1.9	135.8	1.7

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

* PERCENT STANDARD ERROR OF 100% OR GREATER.

NUMBER IN PARENTHESES FOLLOWING GROUP NAME INDICATES THE AIRCRAFT TYPE TO WHICH THESE AIRCRAFT BELONG. SEE THE FOLLOWING PAGE FOR A DESCRIPTION OF THESE AIRCRAFT TYPES.

AIRCRAFT DEFINITIONS AND TYPES USED FOR THE GENERAL AVIATION SURVEY

AIRCRAFT TYPE DEFINITION	AIRCRAFT TYPE
FIXED-WING PISTON: 1 ENGINE - 1-3 SEATS	(1)
FIXED-WING PISTON: 1 ENGINE - 4 + SEATS	(2)
FIXED-WING PISTON: 2 ENGINE - 1-6 SEATS	(3)
FIXED-WING PISTON: 2 ENGINE - 7 + SEATS	(4)
FIXED-WING PISTON: OTHER	(5)
FIXED WING-TURBOPROP: 1 ENGINE	(6)
FIXED WING-TURBOPROP: 2 ENGINE - 1-12 SEATS	(7)
FIXED WING-TURBOPROP: 2 ENGINE - 13 + SEATS	(8)
FIXED WING-TURBOPROP: OTHER	(9)
FIXED WING-TURBOJET: 2 ENGINE	(10)
FIXED WING-TURBOJET: OTHER	(11)
ROTORCRAFT: PISTON	(12)
ROTORCRAFT: 1 ENGINE - TURBINE	(13)
ROTORCRAFT: MULTI-ENGINE - TURBINE	(14)
OTHER AIRCRAFT: GLIDERS	(15)
OTHER AIRCRAFT: LIGHTER-THAN-AIR	(16)
OTHER AIRCRAFT: EXPERIMENTAL - AMATEUR	(17)
OTHER AIRCRAFT: EXPERIMENTAL - EXHIBITION	(18)
OTHER AIRCRAFT: EXPERIMENTAL - OTHER	(19)

2.3 1994 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS
BY REGION OF BASED AIRCRAFT
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

PAGE 1 OF 1

REGION	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL HOURS FLOWN	PERCENT STANDARD ERROR	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
ALASKAN	8,941	5,479	7.3	61.3	5.5	650,775	8.4	116.1	8.6
CENTRAL	13,464	9,374	6.1	69.6	5.5	1,123,877	7.0	116.7	5.7
EASTERN	28,433	20,419	4.0	71.8	3.7	2,835,476	5.3	136.3	4.8
GREAT LAKES	43,398	30,884	3.2	71.2	2.9	3,924,139	4.1	125.7	4.0
NEW ENGLAND	9,959	6,581	7.5	66.1	6.2	779,581	9.4	116.1	7.5
NORTHWEST MT	26,518	17,415	4.5	65.7	3.7	2,249,594	6.1	124.1	6.0
SOUTHERN	40,837	28,731	3.3	70.4	3.0	4,329,748	4.3	150.0	4.7
SOUTHWESTERN	32,796	23,529	3.7	71.7	3.4	4,009,915	5.2	161.7	6.6
WESTERN-PACIFIC	41,086	28,185	3.3	68.6	2.9	3,952,755	4.4	132.7	4.6
TOTAL	245,437	170,600	0.7	69.5	0.5	23,865,970	1.8	135.7	1.7

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

2.4 1994 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS
BY STATE OF BASED AIRCRAFT
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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STATE	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL HOURS FLOWN	PERCENT STANDARD ERROR	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
ALABAMA	4,029	2,362	11.7	58.6	8.7	338,796	14.5	138.9	13.0
ALASKA	8,941	5,479	6.9	61.3	5.3	651,051	8.4	116.6	8.4
ARIZONA	7,122	4,332	8.7	60.8	6.7	727,376	13.3	158.2	10.6
ARKANSAS	3,663	2,078	12.1	56.7	8.6	319,352	13.1	142.1	9.6
CALIFORNIA	30,057	21,728	3.6	72.3	3.5	2,851,059	4.2	124.8	5.1
COLORADO	4,931	3,604	9.9	73.1	9.6	470,554	12.1	127.5	10.6
CONNECTICUT	2,094	1,339	15.3	64.0	12.6	158,585	20.8	118.8	10.6
DELAWARE	1,891	1,324	14.7	70.0	13.5	206,178	15.7	154.0	16.3
DIST. OF COLUMBIA	64	37	64.9	56.8	47.2	14,041	66.6	381.1	16.2
FLORIDA	12,983	10,574	5.4	81.4	6.0	1,541,424	6.4	144.1	8.8
GEORGIA	5,728	3,983	9.0	69.5	8.3	548,110	11.5	134.4	11.9
HAWAII	864	391	28.1	45.2	15.7	158,148	42.2	398.0	16.0
IDAHO	2,792	1,580	14.4	56.6	10.2	184,220	18.7	108.9	10.7
ILLINOIS	8,028	6,002	7.3	74.8	7.3	853,490	8.8	141.4	9.9
INDIANA	5,014	3,560	9.4	71.0	8.9	489,331	11.0	136.6	10.2
IOWA	2,845	2,028	12.4	71.3	11.8	236,831	15.3	113.1	11.3

2.4 1994 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS
 BY STATE OF BASED AIRCRAFT
 INCLUDES AIR TAXI AIRCRAFT
 EXCLUDES COMMUTER AIRCRAFT

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STATE	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL HOURS FLOWN	PERCENT STANDARD ERROR	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
KANSAS	3,717	2,738	10.8	73.7	10.6	317,465	12.6	113.4	10.7
KENTUCKY	2,328	1,411	15.7	60.6	12.1	195,965	21.5	137.8	14.4
LOUISIANA	3,864	2,437	11.5	63.1	9.3	807,054	16.3	310.7	14.8
MAINE	1,475	835	20.4	56.6	14.2	106,444	31.2	130.5	31.7
MARYLAND	3,283	2,210	12.4	67.3	10.8	286,295	17.2	123.3	14.3
MASSACHUSETTS	3,453	2,605	11.5	75.4	11.7	302,224	12.8	112.1	9.1
MICHIGAN	7,061	5,737	7.6	81.2	8.4	681,345	9.6	116.8	9.5
MINNESOTA	5,685	3,904	9.1	68.7	8.2	482,007	11.6	122.9	9.2
MISSISSIPPI	3,045	1,661	13.7	54.5	9.4	392,684	18.7	230.8	15.4
MISSOURI	4,321	2,822	11.0	65.3	9.3	351,483	14.0	121.2	12.1
MONTANA	2,828	1,770	13.6	62.6	11.1	223,033	16.2	124.0	10.4
NEBRASKA	2,582	1,787	12.8	69.2	11.6	218,572	13.6	113.7	8.9
NEVADA	3,030	1,729	13.2	57.1	9.5	209,444	17.0	119.0	14.6
NEW HAMPSHIRE	1,387	1,026	17.8	73.9	17.5	127,699	27.8	122.7	20.1
NEW JERSEY	3,775	2,925	10.4	77.5	10.9	527,411	15.7	182.2	11.8
NEW MEXICO	3,264	2,180	12.5	66.8	10.8	205,196	14.4	93.4	10.7

2.4 1994 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS
 BY STATE OF BASED AIRCRAFT
 INCLUDES AIR TAXI AIRCRAFT
 EXCLUDES COMMUTER AIRCRAFT

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STATE	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL HOURS FLOWN	PERCENT STANDARD ERROR	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
NEW YORK	6,936	5,237	7.8	75.5	8.0	668,672	9.6	123.3	9.2
NORTH CAROLINA	5,496	4,014	9.1	73.0	8.8	684,096	11.7	168.8	13.3
NORTH DAKOTA	1,905	1,143	16.6	60.0	12.8	219,717	22.5	192.6	12.8
OHIO	8,548	5,583	7.5	65.3	6.4	626,808	9.2	108.4	7.5
OKLAHOMA	4,359	2,858	10.6	65.6	9.1	356,893	13.5	123.2	15.2
OREGON	6,009	4,057	9.0	67.5	7.9	564,168	14.9	128.3	18.8
PENNSYLVANIA	7,401	5,067	8.1	68.5	7.3	580,206	9.9	112.4	11.2
RHODE ISLAND	607	324	31.2	53.4	20.8	39,526	35.8	118.2	14.3
SOUTH CAROLINA	2,567	1,566	14.6	61.0	11.3	238,771	17.7	150.8	14.2
SOUTH DAKOTA	1,454	919	17.4	63.2	14.2	113,131	28.5	121.3	18.0
TENNESSEE	3,951	2,862	11.0	72.4	10.6	358,800	15.2	124.7	16.8
TEXAS	17,646	13,976	4.7	79.2	5.0	2,323,120	6.3	159.8	9.8
UTAH	2,230	959	18.2	43.0	9.5	146,728	26.8	150.5	19.3
VERMONT	942	452	27.7	48.0	16.0	45,433	36.4	100.4	16.3
VIRGINIA	3,764	2,795	10.9	74.3	10.9	448,689	13.9	159.6	13.7
WASHINGTON	6,822	4,729	8.4	69.3	7.7	568,161	11.2	117.0	10.2

2.4 1994 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS
 BY STATE OF BASED AIRCRAFT
 INCLUDES AIR TAXI AIRCRAFT
 EXCLUDES COMMUTER AIRCRAFT

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STATE	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL HOURS FLOWN	PERCENT STANDARD ERROR	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
WEST VIRGINIA	1,320	824	20.3	62.5	16.4	105,185	24.1	121.7	15.1
WISCONSIN	5,704	4,037	9.1	70.8	8.5	459,972	12.0	113.6	11.7
WYOMING	907	717	21.5	79.1	22.8	93,680	25.9	130.6	15.2
PUERTO RICO	608	217	34.1	35.6	15.2	32,935	42.0	155.5	15.1
OTHER U.S. TERRITORIES	115	85	63.5	74.1	62.2	8,404	88.7	111.0	16.5
TOTAL	245,437	170,600	0.7	69.5	0.5	23,865,962	11.7	135.8	1.7

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

2.5 1994 GENERAL AVIATION AND AIR TAXI TOTAL NUMBER OF LANDINGS BY REGION OF BASED AIRCRAFT
BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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AIRCRAFT TYPE	ALASKAN	CENTRAL	EASTERN	GREAT LAKES	NEW ENGLAND	NORTHWEST MOUNTAIN	SOUTHERN	SOUTH WESTERN	WESTERN-PACIFIC	TOTAL
FIXED WING - PISTON										
1 ENG: 1-3 SEATS	205,970	629,270	1,166,894	1,567,928	429,389	673,089	1,542,565	1,576,041	1,376,873	9,168,019
% STD. ERROR	12.1	50.3	44.5	18.0	39.3	15.8	33.2	16.8	25.2	10.6
1 ENG: 4+ SEATS	232,433	499,466	1,582,618	2,536,780	468,106	1,517,599	2,114,597	3,023,475	2,477,403	14,452,477
% STD. ERROR	28.2	20.1	20.5	23.6	23.8	14.4	18.1	36.1	17.9	10.0
1 ENGINE: TOTAL	438,403	1,128,736	2,749,512	4,104,708	897,495	2,190,688	3,657,162	4,599,516	3,854,276	23,620,496
% STD. ERROR	16.0	29.4	22.3	16.1	22.5	11.1	17.5	24.4	14.6	7.4
2 ENG: 1-6 SEATS	3,568	98,072	145,403	530,499	28,248	124,144	257,647	309,130	265,607	1,762,318
% STD. ERROR	*	45.7	40.1	48.1	68.4	37.7	24.0	30.4	24.4	17.0
2 ENG: 7+ SEATS	15,215	47,492	64,962	237,491	22,973	39,937	132,926	129,054	158,783	848,833
% STD. ERROR	56.9	40.2	73.0	33.6	67.5	36.5	30.0	28.7	28.8	14.2
2 ENGINE: TOTAL	18,783	145,564	210,365	767,990	51,221	164,081	390,573	438,184	424,390	2,611,151
% STD. ERROR	54.3	33.5	35.7	34.8	48.4	29.9	18.8	23.1	18.7	12.4
PISTON: OTHER	0	0	681	0	0	0	0	0	0	681
% STD. ERROR	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PISTON: TOTAL	457,186	1,274,300	2,960,558	4,872,698	948,716	2,354,769	4,047,735	5,037,700	4,278,666	26,232,328
% STD. ERROR	15.5	26.3	20.8	14.6	21.5	10.5	15.9	22.4	13.3	6.7
FIXED WING- TURBOPROP										
1 ENGINE: TOTAL	0	15,836	6,100	18,124	268	28,002	262,108	191,495	0	521,933
% STD. ERROR	0.0	*	92.0	76.8	*	80.2	47.2	70.9	0.0	35.7
2 ENG: 1-12 SEATS	1,545	28,485	193,184	159,645	19,996	58,137	141,805	108,333	24,587	735,717
% STD. ERROR	*	68.4	49.0	32.2	84.2	44.0	42.0	37.2	52.6	18.4
2 ENG: 13+ SEATS	0	4,176	9,560	8,398	5,504	3,606	61,542	2,809	38,663	134,258
% STD. ERROR	0.0	50.9	47.7	61.0	*	*	41.2	89.7	39.2	24.0
2 ENGINE: TOTAL	1,545	32,661	202,744	168,043	25,500	61,743	203,347	111,142	63,250	869,975
% STD. ERROR	*	60.0	46.8	30.8	76.1	41.9	31.8	36.3	31.5	16.0

2.5 1994 GENERAL AVIATION AND AIR TAXI TOTAL NUMBER OF LANDINGS BY REGION OF BASED AIRCRAFT
BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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AIRCRAFT TYPE	ALASKAN	CENTRAL	EASTERN	GREAT LAKES	NEW ENGLAND	NORTHWEST MOUNTAIN	SOUTHERN	SOUTH WESTERN	WESTERN-PACIFIC	TOTAL
TURBOPROP: OTHER % STD. ERROR	0 0.0	0 0.0	0 0.0	26 0.0	0 0.0	0 0.0	0 0.0	0 0.0	0 0.0	26 0.0
TURBOPROP: TOTAL % STD. ERROR	1,545 *	48,497 53.2	208,844 45.5	186,193 28.8	25,768 75.4	89,745 38.1	465,455 30.0	302,637 46.8	63,250 31.5	1,391,934 16.7
FIXED WING - TURBOJET 2 ENGINE: TOTAL % STD. ERROR	421 *	97,508 32.2	249,331 21.3	220,627 27.5	6,261 *	32,820 38.8	208,783 29.1	94,851 30.4	89,643 33.3	1,000,245 11.5
TURBOJET: OTHER % STD. ERROR	0 0.0	1,362 *	6,255 70.9	7,471 63.2	5,663 *	553 *	3,965 83.0	5,227 0.0	550 *	31,046 31.0
TURBOJET: TOTAL % STD. ERROR	421 *	98,870 31.8	255,586 20.9	228,098 26.7	11,924 74.4	33,373 38.4	212,748 28.6	100,078 28.8	90,193 33.1	1,031,291 11.1
FIXED WING: TOTAL % STD. ERROR	459,152 15.5	1,421,667 23.8	3,424,988 18.3	5,286,989 13.6	986,408 20.7	2,477,887 10.1	4,725,938 14.0	5,440,415 20.9	4,432,109 12.8	28,655,553 6.2
ROTORCRAFT PISTON: TOTAL % STD. ERROR	4,070 66.8	9,079 66.6	181,594 63.1	39,789 53.1	22,490 51.0	25,323 33.3	137,240 72.7	98,795 47.3	597,853 46.2	1,116,233 28.7
1 ENG: TURBINE % STD. ERROR	50,895 *	6,713 *	146,544 74.7	68,969 69.2	61,117 *	409,775 56.0	222,433 50.8	1,347,612 43.8	716,802 48.2	3,030,860 24.7
MULTI-ENG: TURBINE % STD. ERROR	0 0.0	953 54.6	156,242 44.6	38,768 67.3	14,286 66.5	60,528 51.8	82,100 42.0	152,127 23.3	63,722 47.9	568,726 17.6
TURBINE: TOTAL % STD. ERROR	50,895 *	7,666 *	302,786 42.9	107,737 50.5	75,403 *	470,303 49.2	304,533 38.8	1,499,739 39.4	780,524 44.5	3,599,586 21.0
ROTORCRAFT: TOTAL % STD. ERROR	514,117 20.2	1,438,412 23.5	3,909,368 16.6	5,434,515 13.3	1,084,301 20.8	2,973,513 11.5	5,167,711 13.1	7,038,949 18.2	5,810,486 12.4	33,371,372 5.9

2.5 1994 GENERAL AVIATION AND AIR TAXI TOTAL NUMBER OF LANDINGS BY REGION OF BASED AIRCRAFT
BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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AIRCRAFT TYPE	ALASKAN	CENTRAL	EASTERN	GREAT LAKES	NEW ENGLAND	NORTHWEST MOUNTAIN	SOUTHERN	SOUTH WESTERN	WESTERN-PACIFIC	TOTAL
OTHER AIRCRAFT										
GLIDERS:	1,173	117	28,017	55,125	3,425	4,738	24,524	27,585	30,471	175,175
% STD. ERROR	*	*	*	47.4	92.3	*	*	*	91.3	43.6
LIGHTER-THAN-AIR:	0	8,229	14,515	57,280	8,628	17,609	15,739	24,905	49,649	196,554
% STD. ERROR	0.0	*	*	50.8	*	*	*	*	65.3	52.8
OTHER AIRCRAFT: TOTAL	1,173	8,346	42,532	112,405	12,053	22,347	40,263	52,490	80,120	371,729
% STD. ERROR	*	*	*	34.8	87.7	*	83.6	*	53.3	34.7
EXPERIMENTAL										
AMATEUR:	0	32,615	84,070	166,479	37,427	82,051	167,902	118,659	95,724	784,927
% STD. ERROR	0.0	73.8	52.4	49.3	76.3	58.3	45.7	66.9	63.9	21.4
EXHIBITION:	0	649	1,932	9,087	0	39,549	8,654	255	1,223	61,349
% STD. ERROR	0.0	*	98.6	*	0.0	55.1	*	*	*	43.6
OTHER:	35,381	12,212	15,388	93,223	9,993	20,116	54,676	38,623	65,568	345,180
% STD. ERROR	46.9	99.0	73.5	72.2	97.4	33.0	50.8	*	55.3	27.9
EXPERIMENTAL TOTAL	35,381	45,476	101,390	268,789	47,420	141,716	231,232	157,537	162,515	1,191,456
% STD. ERROR	46.9	59.3	44.9	39.7	63.6	37.4	35.6	57.9	43.8	16.4
TOTAL ALL AIRCRAFT	550,671	1,492,234	4,053,290	5,815,709	1,143,774	3,137,576	5,439,206	7,248,976	6,053,121	34,934,557
% STD. ERROR	19.1	22.8	16.1	12.5	19.9	11.0	12.6	17.8	12.0	5.7

NOTE: ROW AND COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
* PERCENT STANDARD ERROR OF 100% OR GREATER.

2.6 1994 GENERAL AVIATION AND AIR TAXI NUMBER OF LANDINGS IN LOCAL FLIGHT BY REGION OF BASED AIRCRAFT
BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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AIRCRAFT TYPE	ALASKAN	CENTRAL	EASTERN	GREAT LAKES	NEW ENGLAND	NORTHWEST MOUNTAIN	SOUTHERN	SOUTH WESTERN	WESTERN-PACIFIC	TOTAL
FIXED WING - PISTON										
1 ENG: 1-3 SEATS	122,880	572,098	861,282	1,329,731	349,113	580,336	1,157,894	1,454,230	1,229,276	7,656,840
% STD. ERROR	14.5	52.7	41.3	19.1	40.7	17.4	39.0	17.5	27.6	10.9
1 ENG: 4+ SEATS	85,028	302,626	1,085,307	1,671,208	258,817	1,027,218	1,382,862	2,061,665	1,528,556	9,403,287
% STD. ERROR	30.7	24.7	26.1	28.5	30.6	17.3	21.9	50.6	24.6	13.8
1 ENGINE: TOTAL	207,908	874,724	1,946,589	3,000,939	607,930	1,607,554	2,540,756	3,515,895	2,757,832	17,060,127
% STD. ERROR	15.2	35.5	23.4	18.0	26.8	12.7	21.4	30.5	18.4	9.0
2 ENG: 1-6 SEATS	2,566	40,680	30,682	401,920	10,307	50,493	72,589	55,234	153,792	818,263
% STD. ERROR	*	53.8	67.4	61.1	75.7	59.6	64.4	99.1	35.8	32.4
2 ENG: 7+ SEATS	3,095	5,384	21,673	30,862	4,013	2,663	29,299	28,258	36,386	161,633
% STD. ERROR	76.6	*	*	93.6	*	*	81.2	*	72.6	50.2
2 ENGINE: TOTAL	5,661	46,064	52,355	432,782	14,320	53,156	101,888	83,492	190,178	979,896
% STD. ERROR	73.9	51.3	70.2	57.2	90.0	62.0	51.5	94.2	32.1	28.3
PISTON: OTHER	0	0	613	0	0	0	0	0	0	613
% STD. ERROR	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PISTON: TOTAL	213,569	920,788	1,999,557	3,433,721	622,250	1,660,710	2,642,644	3,599,387	2,948,010	18,040,636
% STD. ERROR	14.9	33.8	22.8	17.3	26.2	12.5	20.7	29.9	17.3	8.7
FIXED WING- TURBOPROP										
1 ENGINE: TOTAL	0	11,939	268	16,368	151	27,393	178,555	188,542	0	423,216
% STD. ERROR	0.0	*	*	81.5	*	81.5	64.8	72.9	0.0	43.0
2 ENG: 1-12 SEATS	0	3,091	37,171	14,119	5,803	3,677	8,407	6,180	1,727	80,175
% STD. ERROR	0.0	*	67.4	*	*	*	*	*	*	65.0
2 ENG: 13+ SEATS	0	0	171	367	5,977	1,539	22,721	1,526	11,228	43,529
% STD. ERROR	0.0	0.0	*	*	*	*	62.0	*	74.3	50.2
2 ENGINE: TOTAL	0	3,091	37,342	14,486	11,780	5,216	31,128	7,706	12,955	123,704
% STD. ERROR	0.0	*	67.2	*	*	*	69.5	*	91.1	45.7

2.6 1994 GENERAL AVIATION AND AIR TAXI NUMBER OF LANDINGS IN LOCAL FLIGHT BY REGION OF BASED AIRCRAFT
BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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AIRCRAFT TYPE	ALASKAN	CENTRAL	EASTERN	GREAT LAKES	NEW ENGLAND	NORTHWEST MOUNTAIN	SOUTHERN	SOUTH WESTERN	WESTERN-PACIFIC	TOTAL
TURBOPROP: OTHER	0	0	0	0	0	0	0	0	0	0
% STD. ERROR	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TURBOPROP: TOTAL	0	15,030	37,610	30,854	11,931	32,609	209,683	196,248	12,955	546,920
% STD. ERROR	0.0	93.5	66.9	78.9	*	72.9	56.2	72.2	91.1	34.9
FIXED WING - TURBOJET										
2 ENGINE: TOTAL	2	27,998	15,643	5,333	264	6,458	28,314	6,132	5,556	95,700
% STD. ERROR	*	67.4	*	*	*	92.2	61.2	*	*	42.5
TURBOJET: OTHER	0	5	22	578	3,785	12	123	0	31	4,556
% STD. ERROR	0.0	*	*	*	*	*	*	0.0	*	*
TURBOJET: TOTAL	2	28,003	15,665	5,911	4,049	6,470	28,437	6,132	5,587	100,256
% STD. ERROR	*	67.4	*	*	*	92.1	61.7	*	*	41.2
FIXED WING: TOTAL	213,571	963,821	2,052,832	3,470,486	638,230	1,699,789	2,880,764	3,801,767	2,966,552	18,687,812
% STD. ERROR	14.9	32.4	22.3	17.1	25.7	12.3	19.4	28.6	17.2	8.4
ROTORCRAFT										
PISTON: TOTAL	3,328	8,683	171,790	38,027	21,682	23,412	129,485	95,305	502,533	994,245
% STD. ERROR	67.6	65.8	65.4	57.5	56.0	29.9	75.0	51.2	46.5	28.4
1 ENG: TURBINE	31,102	4,193	98,784	25,778	61,117	391,614	173,535	1,346,731	682,658	2,815,512
% STD. ERROR	*	*	88.6	65.7	*	55.8	55.7	44.3	50.0	26.3
MULTI-ENG-TURBINE	0	953	134,391	24,447	242	30,274	53,295	113,805	16,549	373,956
% STD. ERROR	0.0	62.1	48.5	84.7	85.1	55.7	53.2	36.8	43.1	23.3
TURBINE: TOTAL	31,102	5,146	233,175	50,225	61,359	421,888	226,830	1,460,536	699,207	3,189,468
% STD. ERROR	*	*	46.8	53.3	*	51.9	44.4	41.0	48.8	23.4
ROTORCRAFT: TOTAL	34,430	13,829	404,965	88,252	83,041	445,300	356,315	1,555,841	1,201,740	4,183,713
% STD. ERROR	*	*	38.7	39.2	*	49.2	39.3	38.6	34.4	19.1

2.6 1994 GENERAL AVIATION AND AIR TAXI NUMBER OF LANDINGS IN LOCAL FLIGHT BY REGION OF BASED AIRCRAFT
BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

PAGE 3 OF 3

AIRCRAFT TYPE	ALASKAN	CENTRAL	EASTERN	GREAT LAKES	NEW ENGLAND	NORTHWEST MOUNTAIN	SOUTHERN	SOUTH WESTERN	WESTERN-PACIFIC	TOTAL
OTHER AIRCRAFT										
GLIDERS:	1,173	81	22,346	53,239	3,175	3,688	23,112	26,672	21,966	155,452
% STD. ERROR	*	*	99.1	44.7	87.4	*	70.9	*	98.5	36.4
LIGHTER-THAN-AIR:	0	8,229	14,515	55,660	8,628	17,609	14,944	24,847	49,649	194,081
% STD. ERROR	0.0	*	*	47.1	61.9	91.7	86.5	*	49.5	40.0
OTHER AIRCRAFT: TOTAL	1,173	8,310	36,861	108,899	11,803	21,297	38,056	51,519	71,615	349,533
% STD. ERROR	*	3.4	60.1	21.9	23.5	34.3	43.1	71.0	30.2	16.2
EXPERIMENTAL:										
AMATEUR:	0	26,300	58,252	150,624	31,529	49,891	143,113	81,056	75,831	616,596
% STD. ERROR	0.0	75.2	51.9	48.0	71.1	64.0	42.5	79.3	60.4	21.8
EXHIBITION:	0	487	1,805	6,479	0	38,589	6,917	127	675	55,079
% STD. ERROR	0.0	*	69.7	*	0.0	61.2	*	*	*	47.6
OTHER:	12,313	10,468	11,293	84,148	9,382	17,278	38,373	28,574	38,237	250,066
% STD. ERROR	80.5	99.2	74.2	81.4	84.1	23.2	48.7	*	56.6	33.6
EXPERIMENTAL TOTAL	12,313	37,255	71,350	241,251	40,911	105,758	188,403	109,757	114,743	921,741
% STD. ERROR	80.5	60.1	44.0	41.4	58.1	37.7	34.1	66.5	44.2	17.4
TOTAL ALL AIRCRAFT	261,487	1,023,215	2,566,008	3,908,888	773,985	2,272,144	3,463,538	5,518,884	4,354,650	24,142,799
% STD. ERROR	22.2	30.7	18.9	15.5	24.7	13.4	16.7	22.6	15.2	7.4

NOTE: ROW AND COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
* PERCENT STANDARD ERROR OF 100.0% OR GREATER.

2.7 1994 GENERAL AVIATION AND AIR TAXI NUMBER OF LANDINGS IN CROSS COUNTRY FLIGHT BY REGION OF BASED AIRCRAFT
BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

PAGE 1 OF 3

AIRCRAFT TYPE	ALASKAN	CENTRAL	EASTERN	GREAT LAKES	NEW ENGLAND	NORTHWEST MOUNTAIN	SOUTHERN	SOUTH WESTERN	WESTERN-PACIFIC	TOTAL
FIXED WING - PISTON										
1 ENG: 1-3 SEATS	81,609	56,419	307,113	232,321	79,055	93,453	381,699	117,447	145,593	1,494,709
% STD. ERROR	18.2	30.3	58.0	21.6	34.2	18.6	64.2	38.4	25.8	21.1
1 ENG: 4+ SEATS	145,057	196,673	497,937	869,392	207,780	485,331	735,841	968,479	941,686	5,048,176
% STD. ERROR	35.6	20.7	19.5	16.8	22.8	13.9	14.3	21.2	15.0	6.7
1 ENGINE: TOTAL	226,666	253,092	805,050	1,101,713	286,835	578,784	1,117,540	1,085,926	1,087,279	6,542,885
% STD. ERROR	23.7	17.4	25.2	14.0	19.0	12.0	23.9	19.4	13.5	7.1
2 ENG: 1-6 SEATS	1,002	57,854	116,809	112,828	17,485	73,943	184,733	253,467	111,758	929,879
% STD. ERROR	*	63.4	51.2	33.4	84.0	46.9	23.8	33.3	20.0	14.2
2 ENG: 7+ SEATS	12,119	42,228	42,274	203,003	18,717	36,911	105,194	101,250	124,378	686,074
% STD. ERROR	57.8	45.6	65.1	38.6	52.9	45.4	31.2	44.5	41.6	16.9
2 ENGINE: TOTAL	13,121	100,082	159,083	315,831	36,202	110,854	289,927	354,717	236,136	1,615,953
% STD. ERROR	57.0	41.4	41.4	27.6	48.9	34.7	18.9	27.0	23.9	10.9
PISTON: OTHER	0	0	68	0	0	0	0	0	0	68
% STD. ERROR	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PISTON: TOTAL	239,787	353,174	964,201	1,417,544	323,037	689,638	1,407,467	1,440,643	1,323,415	8,158,906
% STD. ERROR	22.6	17.1	22.1	12.5	17.8	11.5	19.4	16.0	11.9	6.1
FIXED WING- TURBOPROP										
1 ENGINE: TOTAL	0	3,896	5,832	1,710	116	631	81,309	3,629	0	97,123
% STD. ERROR	0.0	*	95.1	*	*	*	60.3	96.6	0.0	51.2
2 ENG: 1-12 SEATS	1,545	24,779	157,842	146,021	14,426	54,121	133,007	101,925	22,793	656,459
% STD. ERROR	*	57.0	56.7	36.7	87.5	48.1	48.3	36.5	48.2	20.2
2 ENG: 13+ SEATS	0	4,176	9,376	8,006	754	2,166	38,971	1,283	30,763	95,495
% STD. ERROR	0.0	65.3	52.0	56.7	79.2	*	64.0	71.0	50.4	31.8
2 ENGINE: TOTAL	1,545	28,955	167,218	154,027	15,180	56,287	171,978	103,208	53,556	751,954
% STD. ERROR	*	49.7	53.6	34.9	83.2	46.5	40.1	36.1	35.5	18.1

2.7 1994 GENERAL AVIATION AND AIR TAXI NUMBER OF LANDINGS IN CROSS COUNTRY FLIGHT BY REGION OF BASED AIRCRAFT
BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

PAGE 2 OF 3

AIRCRAFT TYPE	ALASKAN	CENTRAL	EASTERN	GREAT LAKES	NEW ENGLAND	NORTHWEST MOUNTAIN	SOUTHERN	SOUTH WESTERN	WESTERN-PACIFIC	TOTAL
TURBOPROP: OTHER % STD. ERROR	0 0.0	0 0.0	0 0.0	26 0.0	0 0.0	0 0.0	0 0.0	0 0.0	0 0.0	26 0.0
TURBOPROP: TOTAL % STD. ERROR	1,545 *	32,851 45.8	173,050 51.9	155,763 34.5	15,296 82.6	56,918 46.0	253,287 33.4	106,837 35.0	53,556 35.5	849,103 17.0
FIXED WING - TURBOJET 2 ENGINE: TOTAL % STD. ERROR	419 *	65,327 37.7	232,378 24.4	214,837 32.0	6,024 89.3	27,535 44.9	177,026 36.2	89,058 37.6	84,769 41.9	897,373 13.7
TURBOJET: OTHER % STD. ERROR	0 0.0	1,356 *	6,232 77.0	6,980 57.0	1,877 90.6	521 *	3,848 57.7	5,227 0.0	504 *	26,545 26.9
TURBOJET: TOTAL % STD. ERROR	419 *	66,683 37.0	238,610 23.8	221,817 31.1	7,901 71.4	28,056 44.1	180,874 35.4	94,285 35.5	85,273 41.7	923,918 13.4
FIXED WING: TOTAL % STD. ERROR	241,751 22.5	452,708 14.8	1,375,861 17.3	1,795,124 11.0	346,234 17.0	774,612 10.9	1,841,628 15.9	1,641,765 14.4	1,462,244 11.1	9,931,927 5.3
ROTORCRAFT PISTON: TOTAL % STD. ERROR	742 *	562 *	9,570 43.1	1,951 *	779 *	1,945 *	7,991 46.2	3,364 *	106,609 49.0	133,513 39.9
1 ENG: TURBINE % STD. ERROR	19,792 *	2,520 *	43,820 84.4	46,446 82.6	0 0.0	23,788 69.8	50,822 *	751 *	44,878 71.7	232,817 39.7
MULTI-ENG: TURBINE % STD. ERROR	0 0.0	0 0.0	24,869 59.9	20,143 70.2	14,092 71.8	30,253 51.5	33,341 49.0	43,117 63.6	48,155 54.4	213,970 23.2
TURBINE: TOTAL % STD. ERROR	19,792 *	2,520 *	68,689 58.0	66,589 61.4	14,092 71.8	54,041 42.1	84,163 70.9	43,868 62.7	93,033 44.6	446,787 23.5
ROTORCRAFT: TOTAL % STD. ERROR	20,534 *	3,082 *	78,259 51.2	68,540 59.8	14,871 69.4	55,986 41.2	92,154 64.9	47,232 59.9	199,642 33.4	580,300 20.3

2.7 1994 GENERAL AVIATION AND AIR TAXI NUMBER OF LANDINGS IN CROSS COUNTRY FLIGHT BY REGION OF BASED AIRCRAFT
BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

PAGE 3 OF 3

AIRCRAFT TYPE	ALASKAN	CENTRAL	EASTERN	GREAT LAKES	NEW ENGLAND	NORTHWEST MOUNTAIN	SOUTHERN	SOUTH WESTERN	WESTERN-PACIFIC	TOTAL
OTHER AIRCRAFT										
GLIDERS:	0	19	5,843	1,374	251	1,418	1,609	768	8,136	19,418
% STD. ERROR	0.0	*	*	*	*	85.8	*	*	91.8	*
LIGHTER-THAN-AIR:	0	0	0	2,467	0	0	1,141	138	0	3,746
% STD. ERROR	0.0	0.0	0.0	*	0.0	0.0	89.9	*	0.0	*
OTHER AIRCRAFT: TOTAL	0	19	5,843	3,841	251	1,418	2,750	906	8,136	23,164
% STD. ERROR	0.0	*	*	*	*	85.8	*	*	91.8	93.1
EXPERIMENTAL										
AMATEUR:	0	6,315	25,817	15,855	5,898	32,159	24,789	37,603	19,892	168,328
% STD. ERROR	0.0	93.5	73.9	*	*	71.3	89.1	63.9	93.4	31.1
EXHIBITION:	0	242	126	2,775	0	1,020	1,772	127	504	6,566
% STD. ERROR	0.0	*	*	*	0.0	*	*	*	*	*
OTHER:	22,969	1,743	3,996	10,922	1,076	2,803	15,914	11,487	29,782	100,692
% STD. ERROR	60.2	*	*	46.8	*	*	78.2	47.7	47.7	25.6
EXPERIMENTAL: TOTAL	22,969	8,300	29,939	29,552	6,974	35,982	42,475	49,217	50,178	275,586
% STD. ERROR	60.2	77.1	65.6	63.9	*	69.9	60.9	50.1	46.7	21.6
TOTAL ALL AIRCRAFT	285,254	464,109	1,489,902	1,897,057	368,330	867,998	1,979,007	1,739,120	1,720,200	10,810,977
% STD. ERROR	22.7	14.6	16.3	10.7	16.5	10.5	15.1	13.8	10.3	5.1

NOTE: ROW AND COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
* PERCENT STANDARD ERROR OF 100.0% OR GREATER.

2.8 1994 GENERAL AVIATION AND AIR TAXI TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS

BY AGE OF AIRCRAFT
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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AGE OF AIRCRAFT		ESTIMATE OF TOTAL HOURS FLOWN	PERCENT STANDARD ERROR	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
YEARS OLD	YEAR BUILT				
1 TO 5	1990 - 1994	1,690,968	3.9	162.3	3.5
6 TO 10	1985 - 1989	1,249,723	4.4	176.9	4.2
11 TO 15	1980 - 1984	4,466,058	3.8	232.4	3.5
16 TO 20	1975 - 1979	7,303,351	3.3	174.5	3.2
21 TO 25	1970 - 1974	2,775,248	4.3	129.6	4.1
26 TO 30	1965 - 1969	2,931,818	3.7	99.2	3.5
31 TO 35	1960 - 1964	1,388,551	4.2	89.4	3.5
36 TO 40	1955 - 1959	903,336	6.2	81.3	5.7
41 TO 45	1950 - 1954	313,885	7.0	68.5	5.7
46 TO 50	1945 - 1949	545,849	5.4	50.4	4.4
51 TO 55	1940 - 1944	130,379	9.9	53.4	6.3
56 TO 60	1935 - 1939	17,731	13.1	37.3	12.1
OVER 60	- 1934	79,518	24.7	105.5	24.4
YEAR OF MANUFACTURE UNKNOWN		69,565	31.9	140.2	1.6
TOTAL ALL AIRCRAFT		23,865,986	1.5	135.8	1.4

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

2.9 1994 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN IN RANGES OF HOURS FLOWN
BY AGE OF AIRCRAFT
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

PAGE 1 OF 2

TYPE OF AIRCRAFT	ESTIMATE OF TOTAL HOURS FLOWN	TOTAL HOURS FLOWN IN EACH FLIGHT HOUR RANGE									
		1 - 50 HOURS	51 - 100 HOURS	101 - 150 HOURS	151 - 200 HOURS	201 - 300 HOURS	301 - 400 HOURS	401 - 500 HOURS			
YEARS OLD	YEAR BUILT										
1 TO 5	1990 - 1994	1,690,966	126,487	101,181	156,186	105,997	168,911	127,579	151,814		
6 TO 10	1985 - 1989	1,249,721	69,021	101,892	74,821	88,853	128,342	104,708	139,840		
11 TO 15	1980 - 1984	4,466,065	80,430	276,437	318,051	357,500	601,296	537,321	443,355		
16 TO 20	1975 - 1979	7,303,364	250,563	730,611	900,532	698,625	1,019,957	882,786	874,111		
21 TO 25	1970 - 1974	2,775,250	167,375	397,136	446,981	315,835	433,879	216,386	344,988		
26 TO 30	1965 - 1969	2,931,820	288,323	650,363	524,854	334,876	374,611	322,191	166,615		
31 TO 35	1960 - 1964	1,388,550	143,693	365,641	324,875	137,615	156,091	86,503	17,747		
36 TO 40	1955 - 1959	903,334	121,171	233,242	200,136	160,317	89,943	8,768	33,268		
41 TO 45	1950 - 1954	313,883	49,440	119,651	71,734	37,497	24,517	8,821	2,220		
46 TO 50	1945 - 1949	545,847	177,120	189,196	97,168	37,458	35,160	8,006	741		
51 TO 55	1940 - 1944	130,374	40,592	31,884	9,676	16,141	3,451	17,062	0		
56 TO 60	1935 - 1939	17,729	6,682	4,279	5,971	795	0	0	0		
OVER 60	- 1934	79,515	9,676	5,651	9,389	12,034	833	12,921	29,006		
YEAR OF MANUFACTURE UNKNOWN		69,560	5,607	437	15,320	4,690	8,362	25,116	5,056		
TOTAL ALL AIRCRAFT		23,865,986	1,536,187	3,207,609	3,155,701	2,308,239	3,045,359	2,358,175	2,208,766		

2.9 1994 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN IN RANGES OF HOURS FLOWN
BY AGE OF AIRCRAFT
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

PAGE 2 OF 2

TYPE OF AIRCRAFT	ESTIMATE OF TOTAL HOURS FLOWN	TOTAL HOURS FLOWN IN EACH FLIGHT HOUR RANGE						
		501 - 700 HOURS	701-1000 HOURS	1001-1300 HOURS	1301-1600 HOURS	1600 OVER	1600 HOURS	
YEARS OLD	YEAR BUILT							
1 TO 5	1990 - 1994	1,690,963	267,894	189,211	211,337	55,641	28,723	
6 TO 10	1985 - 1989	1,249,716	224,060	191,976	101,036	22,265	2,901	
11 TO 15	1980 - 1984	4,466,053	889,675	507,421	195,524	132,306	126,739	
16 TO 20	1975 - 1979	7,303,343	999,309	390,953	214,386	307,141	34,382	
21 TO 25	1970 - 1974	2,775,241	138,156	156,979	45,394	47,356	64,780	
26 TO 30	1965 - 1969	2,931,813	203,835	60,642	5,508	0	0	
31 TO 35	1960 - 1964	1,388,546	45,807	0	0	0	110,574	
36 TO 40	1955 - 1959	903,332	25,445	31,040	0	0	0	
41 TO 45	1950 - 1954	313,882	0	0	0	0	0	
46 TO 50	1945 - 1949	545,845	994	0	0	0	0	
51 TO 55	1940 - 1944	130,374	0	6,047	5,519	0	0	
56 TO 60	1935 - 1939	17,729	0	0	0	0	0	
OVER 60	- 1934	79,515	0	0	0	0	0	
YEAR OF MANUFACTURE UNKNOWN		69,559	2,502	2,467	0	0	0	
TOTAL ALL AIRCRAFT		23,865,911	2,797,677	1,536,736	778,704	564,709	368,099	

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

2.10 1994 GENERAL AVIATION AND AIR TAXI, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS BY NUMBER OF AIRCRAFT
AND TOTAL HOURS FLOWN IN EACH FLIGHT HOUR RANGE
BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

PAGE 1 OF 6

TYPE OF AIRCRAFT	ESTIMATE NUMBER ACTIVE & HOURS FLOWN	NUMBER OF AIRCRAFT AND TOTAL HOURS FLOWN IN EACH FLIGHT HOUR RANGE									
		1 - 50 HOURS	51 - 100 HOURS	101 - 150 HOURS	151 - 200 HOURS	201 - 300 HOURS	301 - 400 HOURS	401 - 500 HOURS			
FIXED WING - PISTON											
1 ENG: 1-3 SEATS	AIRCRAFT HOURS	18,422 2,142,156	9,122 1,060,729	3,212 373,499	2,136 248,379	1,754 203,959	1,501 174,540	1,289 149,888			
1 ENG: 4+ SEATS	AIRCRAFT HOURS	21,999 2,929,319	25,779 3,432,652	14,962 1,992,294	7,185 956,733	6,441 857,664	2,642 351,801	1,994 265,515			
1 ENGINE: TOTAL	AIRCRAFT HOURS	40,421 5,071,475	34,901 4,493,381	18,174 2,365,793	9,321 1,205,112	8,195 1,061,623	4,143 526,341	3,283 415,403			
2 ENG: 1-6 SEATS	AIRCRAFT HOURS	1,432 235,538	2,503 411,698	2,697 443,608	1,170 192,444	1,025 168,594	545 89,643	269 44,246			
2 ENG: 7+ SEATS	AIRCRAFT HOURS	867 150,115	1,057 183,012	1,184 205,001	877 151,846	659 114,101	317 54,886	227 39,303			
2 ENGINE: TOTAL	AIRCRAFT HOURS	2,299 385,653	3,560 594,710	3,881 648,609	2,047 344,290	1,684 282,695	862 144,529	496 83,549			
PISTON: OTHER	AIRCRAFT HOURS	5 7,651	0 0	63 7,089	0 0	0 0	0 0	0 0			
PISTON: TOTAL	AIRCRAFT HOURS	42,725 5,457,691	38,461 5,088,091	22,118 3,021,491	11,368 1,549,402	9,879 1,344,318	5,005 670,870	3,779 498,952			
FIXED WING - TURBOPROP											
1 ENGINE: TOTAL	AIRCRAFT HOURS	27 9,901	8 2,934	64 23,470	58 21,270	52 19,069	92 33,738	107 39,239			
2 ENG: 1-12 SEATS	AIRCRAFT HOURS	182 45,004	320 79,128	655 161,965	428 105,834	681 168,394	601 148,612	204 50,444			
2 ENG: 13+ SEATS	AIRCRAFT HOURS	16 3,965	5 1,239	87 21,562	57 14,127	97 24,040	61 15,118	4 991			
2 ENGINE: TOTAL	AIRCRAFT HOURS	198 48,969	325 80,367	742 183,527	485 119,961	778 192,435	662 163,731	208 51,435			

2.10 1994 GENERAL AVIATION AND AIR TAXI, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS BY NUMBER OF AIRCRAFT
AND TOTAL HOURS FLOWN IN EACH FLIGHT HOUR RANGE

BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

PAGE 2 OF 6

TYPE OF AIRCRAFT	ESTIMATE NUMBER ACTIVE & HOURS FLOWN	NUMBER OF AIRCRAFT AND TOTAL HOURS FLOWN IN EACH FLIGHT HOURS RANGE					
		501 - 700 HOURS	701-1000 HOURS	1001-1300 HOURS	1301-1600 HOURS	OVER 1600 HOURS	
FIXED WING - PISTON							
1 ENG: 1-3 SEATS	AIRCRAFT HOURS	1,079 125,469	371 43,141	5 581	96 11,163	0 0	
1 ENG: 4+ SEATS	AIRCRAFT HOURS	1,934 257,525	784 104,395	418 55,660	205 27,297	1 133	
1 ENGINE: TOTAL	AIRCRAFT HOURS	3,013 382,994	1,155 147,536	423 56,241	301 38,460	1 133	
2 ENG: 1-6 SEATS	AIRCRAFT HOURS	280 46,055	173 28,455	13 2,138	15 2,467	15 2,467	
2 ENG: 7+ SEATS	AIRCRAFT HOURS	158 27,357	19 3,290	6 1,039	0 0	0 0	
2 ENGINE: TOTAL	AIRCRAFT HOURS	438 73,412	192 31,745	19 3,177	15 2,467	15 2,467	
PISTON: OTHER	AIRCRAFT HOURS	0 7,651	0 0	0 0	0 0	0 0	
PISTON: TOTAL	AIRCRAFT HOURS	3,451 456,406	1,347 179,281	442 59,418	316 40,928	16 2,600	
FIXED WING - TURBOPROP							
1 ENGINE: TOTAL	AIRCRAFT HOURS	140 51,341	11 4,034	0 0	4 1,467	0 0	
2 ENG: 1-12 SEATS	AIRCRAFT HOURS	146 36,102	43 10,633	0 0	0 0	14 3,462	
2 ENG: 13+ SEATS	AIRCRAFT HOURS	34 8,427	1 248	0 0	0 0	0 0	
2 ENGINE: TOTAL	AIRCRAFT HOURS	180 44,529	44 10,881	0 0	0 0	14 3,462	

2.10 1994 GENERAL AVIATION AND AIR TAXI, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS BY NUMBER OF AIRCRAFT
AND TOTAL HOURS FLOWN IN EACH FLIGHT HOUR RANGE
BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

PAGE 3 OF 6

TYPE OF AIRCRAFT	ESTIMATE NUMBER ACTIVE & HOURS FLOWN	NUMBER OF AIRCRAFT AND TOTAL HOURS FLOWN IN EACH FLIGHT HOUR RANGE										
		1 - 50 HOURS	51 - 100 HOURS	101 - 150 HOURS	151 - 200 HOURS	201 - 300 HOURS	301 - 400 HOURS	401 - 500 HOURS				
TURBOPROP: OTHER	AIRCRAFT HOURS	6 126	1 21	0 0	0 0	0 0	5 105	0 0				
TURBOPROP: TOTAL	AIRCRAFT HOURS	4,206 1,105,886	226 58,892	333 83,301	806 206,997	543 141,230	835 211,609	754 197,469	315 90,675			
FIXED WING - TURBOJET 2 ENGINE: TOTAL	AIRCRAFT HOURS	3,876 1,197,090	121 37,370	129 39,841	192 59,299	462 142,687	1,027 317,186	891 275,182	614 189,632			
TURBOJET: OTHER	AIRCRAFT HOURS	196 43,793	21 4,692	11 2,458	31 6,926	35 7,820	48 10,725	40 8,937	8 1,787			
TURBOJET: TOTAL	AIRCRAFT HOURS	4,072 1,240,883	142 42,063	140 42,299	223 66,225	497 150,507	1,075 327,910	931 284,120	622 191,419			
FIXED WING: TOTAL	AIRCRAFT HOURS	147,188 20,716,214	43,093 5,558,645	38,934 5,213,691	23,147 3,294,713	12,408 1,841,140	11,789 1,883,838	6,690 1,152,458	4,716 781,046			
ROTORCRAFT PISTON: TOTAL	AIRCRAFT HOURS	1,380 340,025	292 71,947	185 45,583	216 53,221	46 11,334	162 39,916	144 35,481	112 27,596			
1 ENG: TURBINE	AIRCRAFT HOURS	2,298 1,196,539	152 79,144	167 86,955	270 140,585	197 102,575	282 146,834	107 55,713	130 67,689			
MULTI-ENG: TURBINE	AIRCRAFT HOURS	710 469,206	23 15,200	59 38,990	22 14,539	5 3,304	45 29,738	70 46,260	47 31,060			
TURBINE: TOTAL	AIRCRAFT HOURS	3,009 1,665,745	175 94,344	226 125,945	292 155,124	202 105,880	327 176,572	177 101,973	177 98,749			
ROTORCRAFT: TOTAL	AIRCRAFT HOURS	4,389 2,005,770	467 166,291	411 171,528	508 208,346	248 117,214	489 216,488	321 137,454	289 126,346			

2.10 1994 GENERAL AVIATION AND AIR TAXI, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS BY NUMBER OF AIRCRAFT
AND TOTAL HOURS FLOWN IN EACH FLIGHT HOUR RANGE

BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

PAGE 4 OF 6

TYPE OF AIRCRAFT	ESTIMATE NUMBER ACTIVE & HOURS FLOWN	NUMBER OF AIRCRAFT AND TOTAL HOURS FLOWN IN EACH FLIGHT HOURS RANGE						
		501 - 700 HOURS	701-1000 HOURS	1001-1300 HOURS	1301-1600 HOURS	OVER 1600 HOURS		
TURBOPROP: OTHER	6 126	0	0	0	0	0	0	0
TURBOPROP: TOTAL	4,206	320	55	0	4	14		
FIXED WING - TURBOJET 2 ENGINE: TOTAL	1,105,886	95,870	14,915	0	1,467	3,462		
	3,876	374	66	0	0	0		
	1,197,090	115,509	20,384	0	0	0		
TURBOJET: OTHER	196	0	2	0	0	0		
	43,793	0	447	0	0	0		
TURBOJET: TOTAL	4,072	374	68	0	0	0		
	1,240,883	115,509	20,831	0	0	0		
FIXED WING: TOTAL	147,188	4,145	1,470	442	320	30		
	20,716,214	667,784	215,026	59,418	42,394	6,062		
ROTORCRAFT PISTON: TOTAL	1,380	146	61	16	0	0		
	340,025	35,974	15,030	3,942	0	0		
1 ENG: TURBINE	2,298	414	164	233	48	134		
	1,196,539	215,564	85,393	121,320	24,993	69,772		
MULTI-ENG: TURBINE	710	165	120	11	68	75		
	469,206	109,041	79,302	7,269	44,938	49,564		
TURBINE: TOTAL	3,009	579	284	244	116	209		
	1,665,745	324,605	164,695	128,589	69,931	119,336		
ROTORCRAFT: TOTAL	4,389	725	345	260	116	209		
	2,005,770	360,579	179,725	132,532	69,931	119,336		

2.10 1994 GENERAL AVIATION AND AIR TAXI, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS BY NUMBER OF AIRCRAFT
AND TOTAL HOURS FLOWN IN EACH FLIGHT HOUR RANGE
BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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TYPE OF AIRCRAFT	ESTIMATE NUMBER ACTIVE & HOURS FLOWN	NUMBER OF AIRCRAFT AND TOTAL HOURS FLOWN IN EACH FLIGHT HOUR RANGE										
		1 - 50 HOURS	51 - 100 HOURS	101 - 150 HOURS	151 - 200 HOURS	201 - 300 HOURS	301 - 400 HOURS	401 - 500 HOURS				
OTHER AIRCRAFT GLIDERS:	AIRCRAFT HOURS	1,458 161,972	308 34,216	522 57,990	136 15,108	92 10,220	0 0	11 1,222				
LIGHTER-THAN-AIR:	AIRCRAFT HOURS	2,818 102,023	508 18,392	117 4,236	47 1,702	0 0	0 0	0 0				
OTHER AIRCRAFT: TOTAL	AIRCRAFT HOURS	4,276 263,994	816 52,608	639 62,226	183 16,810	92 10,220	0 0	11 1,222				
EXPERIMENTAL AMATEUR:	AIRCRAFT HOURS	6,734 292,217	1,713 74,334	829 35,974	200 8,679	47 2,040	0 0	0 0				
EXHIBITION:	AIRCRAFT HOURS	421 18,245	40 1,733	87 3,770	2 87	12 520	0 0	0 0				
OTHER:	AIRCRAFT HOURS	1,092 110,835	654 66,379	477 48,414	149 15,123	268 27,201	57 5,785	41 4,161				
EXPERIMENTAL: TOTAL	AIRCRAFT HOURS	8,247 421,296	2,407 142,447	1,393 88,158	351 23,889	327 29,761	57 5,785	41 4,161				
TOTAL	AIRCRAFT HOURS	170,600 23,865,914	43,529 6,089,445	25,681 3,592,617	13,051 1,825,756	12,240 1,712,302	6,623 926,518	4,812 673,170				

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

2.10 1994 GENERAL AVIATION AND AIR TAXI, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS BY NUMBER OF AIRCRAFT
AND TOTAL HOURS FLOWN IN EACH FLIGHT HOUR RANGE

BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

PAGE 6 OF 6

TYPE OF AIRCRAFT	ESTIMATE NUMBER ACTIVE & HOURS FLOWN	NUMBER OF AIRCRAFT AND TOTAL HOURS FLOWN IN EACH FLIGHT HOURS RANGE					
		501 - 700 HOURS	701-1000 HOURS	1001-1300 HOURS	1301-1600 HOURS	OVER 1600 HOURS	
OTHER AIRCRAFT GLIDERS:	AIRCRAFT HOURS	61	86	4	0	0	
		2,678	297,504	6,777	9,554	444	0
LIGHTER-THAN-AIR:	AIRCRAFT HOURS	0	0	0	0	0	0
		3,490	126,352	0	0	0	0
OTHER AIRCRAFT: TOTAL	AIRCRAFT HOURS	61	86	4	0	0	0
		423,855	6,777	9,554	444	0	0
EXPERIMENTAL AMATEUR:	AIRCRAFT HOURS	0	0	0	0	0	0
		9,523	413,243	0	0	0	0
EXHIBITION:	AIRCRAFT HOURS	0	0	0	0	0	0
		562	24,355	0	0	0	0
OTHER:	AIRCRAFT HOURS	28	0	0	0	0	0
		2,766	280,740	2,842	0	0	0
EXPERIMENTAL: TOTAL	AIRCRAFT HOURS	28	0	0	0	0	0
		12,852	718,339	2,842	0	0	0
TOTAL	AIRCRAFT HOURS	170,600	23,865,914	4,626	1,789	665	170
				647,150	250,270	93,030	56,937
							23,782

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

2.11 1994 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS
FOR SINGLE AND MULTI-TURBINE ENGINE ROTORCRAFT
BY AIRCRAFT MANUFACTURER/MODEL GROUP
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

PAGE 1 OF 2

MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL HOURS FLOWN	PERCENT STANDARD ERROR	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR	NUMBER OF ENGINES PER AIRCRAFT
1ENG TURBO HEL (13)	432	236	24.5	54.5	13.4	63,731	61.0	270.5	55.8	1
M-ENG TURB HEL (14)	165	120	24.2	73.0	17.7	180,006	40.9	1,494.3	32.9	2
AEROSPAS355	99	68	28.7	68.3	19.6	12,179	66.6	180.0	60.1	2
AEROSPSA316	83	30	75.8	35.7	27.1	13,489	75.8	455.0	0.0	1
AGUSTAA109	65	63	8.1	96.2	7.8	12,522	29.7	200.3	28.6	2
BELL204	288	182	27.1	63.3	17.2	37,101	41.8	203.6	31.9	1
BELL206	1,749	1,134	11.4	64.8	7.4	702,238	20.4	619.3	16.9	1
BELL212	84	63	38.0	75.6	28.7	9,518	90.6	149.9	82.2	2
BELL222	68	55	16.4	80.7	13.2	26,066	24.9	475.1	18.7	2
BELL412	68	65	9.8	96.2	9.4	31,489	21.6	481.4	19.2	2
BOLKMS105	122	109	13.0	88.9	11.6	69,353	21.4	639.1	16.9	2
BOLKMS117	57	49	15.4	86.6	13.3	32,618	16.5	660.8	6.1	2
ENSTMF28(13)	106	59	22.2	55.4	12.3	30,369	38.8	517.2	31.8	1
HUGHS369(13)	517	418	13.0	80.8	10.5	221,738	22.0	530.8	17.7	1

2.11 1994 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS
FOR SINGLE AND MULTI-TURBINE ENGINE ROTORCRAFT
BY AIRCRAFT MANUFACTURER/MODEL GROUP
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

PAGE 2 OF 2

MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL HOURS FLOWN	PERCENT STANDARD ERROR	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR	NUMBER OF ENGINES PER AIRCRAFT
OTHEXMILTUR	64	48	19.2	74.3	14.3	5,964	34.1	125.4	28.2	1
SKRSKYS76	125	118	10.8	94.2	10.2	95,485	27.3	810.9	25.1	2
SNIAS350	289	194	23.2	67.0	15.5	122,416	35.2	632.4	26.5	1
TOTAL	245,437	3,009	5.8	1.2	0.1	1,666,282	11.0	571.4	9.4	N/A

NOTE: ROW AND COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
NUMBER IN PARENTHESIS FOLLOWING GROUP NAME INDICATES THE AIRCRAFT TYPE TO WHICH THESE AIRCRAFT BELONG. SEE THE FOLLOWING PAGE FOR A
DESCRIPTION OF THESE AIRCRAFT TYPES.

AIRCRAFT DEFINITIONS AND TYPES USED FOR THE GENERAL AVIATION SURVEY

AIRCRAFT TYPE DEFINITION	AIRCRAFT TYPE
FIXED-WING PISTON: 1 ENGINE - 1-3 SEATS	(1)
FIXED-WING PISTON: 1 ENGINE - 4 + SEATS	(2)
FIXED-WING PISTON: 2 ENGINE - 1-6 SEATS	(3)
FIXED-WING PISTON: 2 ENGINE - 7 + SEATS	(4)
FIXED-WING PISTON: OTHER	(5)
FIXED WING-TURBOPROP: 1 ENGINE	(6)
FIXED WING-TURBOPROP: 2 ENGINE - 1-12 SEATS	(7)
FIXED WING-TURBOPROP: 2 ENGINE - 13 + SEATS	(8)
FIXED WING-TURBOPROP: OTHER	(9)
FIXED WING-TURBOJET: 2 ENGINE	(10)
FIXED WING-TURBOJET: OTHER	(11)
ROTORCRAFT: PISTON	(12)
ROTORCRAFT: 1 ENGINE - TURBINE	(13)
ROTORCRAFT: MULTI-ENGINE - TURBINE	(14)
OTHER AIRCRAFT: GLIDERS	(15)
OTHER AIRCRAFT: LIGHTER-THAN-AIR	(16)
OTHER AIRCRAFT: EXPERIMENTAL - AMATEUR	(17)
OTHER AIRCRAFT: EXPERIMENTAL - EXHIBITION	(18)
OTHER AIRCRAFT: EXPERIMENTAL - OTHER	(19)

CHAPTER III

PRIMARY AND ACTUAL USE

3.1 1994 GENERAL AVIATION AND AIR TAXI NUMBER OF AIRCRAFT BY PRIMARY USE
BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

PAGE 1 OF 4

PRIMARY USE													
AIRCRAFT TYPE	TOTAL ACTIVE	CORP- ORATE	BUSI- NESS	PER- SONAL	INSTRUC- TIONAL	AERIAL APPL	AERIAL OBS	SIGHT SEE**	EXTERNAL LOAD	OTHER WORK	AIR TAXI	OTHER	TOTAL INACTIVE
FIXED WING - PISTON													
1 ENG: 1-3 SEATS													
EST. NO. ACTIVE	38,987	73	1,972	25,673	5,479	3,218	1,481	100	0	455	36	500	24,135
% STD. ERROR	1.6	45.1	11.5	1.9	7.8	2.8	14.1	49.4	0.0	22.9	65.7	21.2	
EST. % ACTIVE	61.8												
1 ENG: 4+ SEATS													
EST. NO. ACTIVE	84,345	1,515	16,755	54,345	6,769	98	2,115	372	0	542	703	1,132	23,957
% STD. ERROR	0.9	15.0	4.0	1.5	6.9	53.7	13.4	31.7	0.0	25.8	21.3	18.2	
EST. % ACTIVE	77.9												
1 ENGINE: TOTAL													
EST. NO. ACTIVE	123,332	1,587	18,727	80,018	12,248	3,316	3,596	472	0	997	740	1,631	48,092
% STD. ERROR	0.8	14.5	3.7	1.2	5.2	3.1	9.8	27.1	0.0	17.5	20.5	14.2	
EST. % ACTIVE	71.9												
2 ENG: 1-6 SEATS													
EST. NO. ACTIVE	10,137	933	3,439	3,914	760	32	128	17	0	29	683	203	4,800
% STD. ERROR	3.2	15.9	7.1	6.3	16.1	92.3	47.7	*	0.0	87.8	20.0	34.1	
EST. % ACTIVE	67.9												
2 ENG: 7+ SEATS													
EST. NO. ACTIVE	5,372	1,227	1,443	1,161	206	8	182	9	0	24	992	121	1,302
% STD. ERROR	2.8	12.8	11.2	12.4	33.3	*	30.5	*	0.0	82.5	13.5	41.4	
EST. % ACTIVE	80.5												
2 ENGINE: TOTAL													
EST. NO. ACTIVE	15,509	2,160	4,881	5,075	965	41	310	26	0	53	1,675	323	6,102
% STD. ERROR	2.3	10.0	6.0	5.7	14.5	77.4	26.6	*	0.0	60.9	11.4	26.3	
EST. % ACTIVE	71.8												
PISTON: OTHER													
EST. NO. ACTIVE	68	0	0	0	2	62	0	0	0	0	0	4	100
% STD. ERROR	48.8	0.0	0.0	0.0	*	20.8	0.0	0.0	0.0	0.0	0.0	*	
EST. % ACTIVE	40.6												
PISTON: TOTAL													
EST. NO. ACTIVE	138,909	3,747	23,608	85,093	13,216	3,418	3,906	498	0	1,049	2,414	1,959	54,294
% STD. ERROR	0.8	8.4	3.2	1.2	4.9	3.2	9.3	26.3	0.0	16.9	10.1	12.6	
EST. % ACTIVE	71.9												

3.1 1994 GENERAL AVIATION AND AIR TAXI NUMBER OF AIRCRAFT BY PRIMARY USE
BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

PAGE 2 OF 4

PRIMARY USE

AIRCRAFT TYPE	TOTAL ACTIVE	CORP- ORATE	BUSI- NESS	PER- SONAL	INSTRUC- TIONAL	AERIAL APPL	AERIAL OBS	SIGHT SEE**	EXTERNAL LOAD	OTHER WORK	AIR TAXI	OTHER	TOTAL INACTIVE
FIXED WING - TURBOPROP													
1 ENGINE: TOTAL	563	50	65	83	76	235	6	0	0	0	33	16	66
EST. NO. ACTIVE	5.0	40.1	32.5	30.7	34.9	11.0	*	0.0	0.0	0.0	44.5	77.2	
% STD. ERROR	89.6												
EST. % ACTIVE													
2 ENG: 1-12 SEATS													
EST. NO. ACTIVE	3,274	1,935	511	251	100	0	6	0	0	0	417	54	727
% STD. ERROR	3.4	6.6	17.2	29.6	57.6	0.0	*	0.0	0.0	0.0	19.2	51.3	
EST. % ACTIVE	81.8												
2 ENG: 13+ SEATS													
EST. NO. ACTIVE	362	147	2	7	3	2	0	16	0	39	114	34	503
% STD. ERROR	20.4	19.7	*	71.9	*	*	0.0	60.7	0.0	56.7	25.3	62.7	
EST. % ACTIVE	41.9												
2 ENGINE: TOTAL													
EST. NO. ACTIVE	3,637	2,082	514	258	103	2	6	16	0	39	530	88	1,229
% STD. ERROR	3.7	6.3	17.2	28.9	57.0	*	*	60.7	0.0	56.7	16.1	39.7	
EST. % ACTIVE	74.7												
TURBOPROP: OTHER													
EST. NO. ACTIVE	7	0	0	0	0	0	0	0	0	0	0	7	60
% STD. ERROR	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
EST. % ACTIVE	9.8												
TURBOPROP: TOTAL													
EST. NO. ACTIVE	4,207	2,132	579	341	179	237	12	16	0	39	563	111	1,355
% STD. ERROR	3.2	6.2	15.7	23.1	36.0	11.1	95.4	60.7	0.0	56.7	15.3	33.6	
EST. % ACTIVE	75.6												
FIXED WING - TURBOJET													
2 ENGINE: TOTAL	3,876	3,050	135	123	31	4	0	0	0	0	272	262	525
EST. NO. ACTIVE	2.1	3.4	35.3	37.0	77.5	*	*	0.0	0.0	0.0	23.6	23.3	
% STD. ERROR	88.1												
EST. % ACTIVE													
TURBOJET: OTHER													
EST. NO. ACTIVE	197	181	2	2	0	0	0	0	0	1	2	9	330
% STD. ERROR	15.1	3.5	*	*	0.0	0.0	0.0	0.0	0.0	*	*	47.8	
EST. % ACTIVE	37.3												

3.1 1994 GENERAL AVIATION AND AIR TAXI NUMBER OF AIRCRAFT BY PRIMARY USE
BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

PAGE 3 OF 4

AIRCRAFT TYPE	PRIMARY USE											TOTAL INACTIVE
	TOTAL ACTIVE	CORP- ORATE	BUSI- NESS	PER- SONAL	INSTRUC- TIONAL	AERIAL APPL	AERIAL OBS	SIGHT SEE**	EXTERNAL LOAD	OTHER WORK	AIR TAXI	
TURBOJET: TOTAL												
EST. NO. ACTIVE	4,073	3,231	136	125	31	4	0	0	0	1	274	271
% STD. ERROR	2.2	3.2	34.9	36.4	77.5	*	*	0.0	0.0	*	23.5	22.5
EST. % ACTIVE	82.6											
FIXED WING: TOTAL												
EST. NO. ACTIVE	147,189	9,109	24,324	85,559	13,426	3,658	3,918	514	0	1,089	3,251	2,341
% STD. ERROR	0.7	3.9	3.2	1.2	4.9	3.1	9.2	25.6	0.0	16.4	8.2	11.0
EST. % ACTIVE	72.3											
ROTORCRAFT												
PISTON: TOTAL												
EST. NO. ACTIVE	1,381	2	173	265	378	178	247	79	26	11	1	21
% STD. ERROR	10.3	*	26.5	23.9	16.1	31.0	24.7	53.3	62.4	91.2	*	83.3
EST. % ACTIVE	39.6											
1 ENG: TURBINE												
EST. NO. ACTIVE	2,299	225	181	62	89	322	688	80	38	0	402	212
% STD. ERROR	7.3	38.5	40.1	70.9	57.4	25.1	17.9	63.7	91.7	*	26.3	35.7
EST. % ACTIVE	65.2											
MULTI-ENGL TURBINE												
EST. NO. ACTIVE	710	200	31	29	6	16	36	4	62	10	274	42
% STD. ERROR	6.9	16.0	56.1	54.7	*	*	72.4	*	49.8	*	16.6	56.9
EST. % ACTIVE	83.2											
TURBINE: TOTAL												
EST. NO. ACTIVE	3,009	425	213	91	94	338	724	84	100	10	675	254
% STD. ERROR	5.8	21.7	35.2	51.2	55.1	24.5	17.4	61.1	46.5	*	17.0	31.3
EST. % ACTIVE	68.7											
ROTORCRAFT: TOTAL												
EST. NO. ACTIVE	4,390	427	386	356	472	516	971	163	126	21	676	275
% STD. ERROR	5.1	21.6	22.8	22.1	17.0	19.3	14.4	40.7	39.1	92.0	17.0	29.6
EST. % ACTIVE	55.8											
OTHER AIRCRAFT												
GLIDERS:												
EST. NO. ACTIVE	2,679	0	11	2,142	278	0	2	119	0	10	0	117
% STD. ERROR	6.4	0.0	97.4	4.7	30.8	0.0	*	43.6	0.0	*	0.0	47.4
EST. % ACTIVE	65.1											
1,434												

3.1 1994 GENERAL AVIATION AND AIR TAXI NUMBER OF AIRCRAFT BY PRIMARY USE
BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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PRIMARY USE

AIRCRAFT TYPE	TOTAL ACTIVE	CORP- ORATE	BUSI- NESS	PER- SONAL	INSTRUC- TIONAL	AERIAL APPL	AERIAL OBS	SIGHT SEE**	EXTERNAL LOAD	OTHER WORK	AIR TAXI	OTHER	TOTAL INACTIVE
LIGHTER-THAN-AIR:													
EST. NO. ACTIVE	3,491	49	127	2,402	160	0	3	505	0	92	0	154	2,331
% STD. ERROR	7.2	78.0	56.9	7.7	54.3	0.0	*	28.3	0.0	68.0	0.0	53.9	
EST. % ACTIVE	60.0												
OTHER AIRCRAFT: TOTAL													
EST. NO. ACTIVE	6,169	49	138	4,544	438	0	5	623	0	101	0	271	3,766
% STD. ERROR	4.9	78.0	53.0	4.6	27.8	0.0	*	24.4	0.0	62.4	0.0	36.8	
EST. % ACTIVE	62.1												
EXPERIMENTAL													
AMATEUR:													
EST. NO. ACTIVE	9,523	0	206	8,396	91	30	25	35	0	0	0	739	8,703
% STD. ERROR	4.9	0.0	47.2	2.6	71.3	*	*	*	0.0	0.0	0.0	24.2	
EST. % ACTIVE	52.3												
EXHIBITION:													
EST. NO. ACTIVE	562	0	44	299	15	2	0	0	0	2	0	200	927
% STD. ERROR	16.8	0.0	64.1	17.2	*	*	0.0	0.0	0.0	*	0.0	25.8	
EST. % ACTIVE	37.8												
OTHER:													
EST. NO. ACTIVE	2,767	67	457	1,685	126	9	16	1	7	1	0	399	1,461
% STD. ERROR	5.4	54.7	21.8	7.5	51.3	*	*	*	*	*	0.0	25.0	
EST. % ACTIVE	65.4												
EXPERIMENTAL: TOTAL													
EST. NO. ACTIVE	12,852	67	707	10,380	232	41	41	37	7	2	0	1,339	11,091
% STD. ERROR	3.9	54.7	20.1	2.5	40.5	95.5	93.6	*	*	*	0.0	15.8	
EST. % ACTIVE	53.7												
TOTAL													
EST. NO. ACTIVE	170,600	9,652	25,554	100,839	14,568	4,215	4,936	1,336	133	1,214	3,927	4,226	74,837
% STD. ERROR	0.7	3.9	3.1	1.0	4.6	3.7	7.9	16.1	39.4	15.7	7.4	8.4	
EST. % ACTIVE	69.5												

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

* PERCENT STANDARD ERROR OF 100% OR GREATER.

** INCLUDES SIGHT SEEING DONE UNDER BOTH 14CFR 91: GENERAL OPERATING AND FLIGHT RULES AND 14CFR 135: AIR TAXI OPERATORS AND COMMERCIAL OPERATORS.

3.2 1994 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN BY ACTUAL USE
BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

PAGE 1 OF 4

AIRCRAFT TYPE	ACTUAL USE											TOTAL
	CORP-ORATE	BUSI-NESS	PER-SONAL	INSTRUC-TIONAL	AERIAL APPL	AERIAL OBS	SIGHT SEE**	EXTERNAL LOAD	OTHER WORK	AIR TAXI	OTHER	
FIXED WING - PISTON												
1 ENG: 1-3 SEATS												
EST. TOT. HOURS	3,772	162,857	1,516,214	1,447,251	892,675	335,801	25,834	0	100,881	7,271	41,000	4,533,555
% STD. ERROR	49.0	15.6	3.5	10.3	6.3	33.4	99.0	0.0	27.9	64.1	25.5	4.7
1 ENG: 4+ SEATS												
EST. TOT. HOURS	295,745	2,070,152	5,295,054	2,012,957	27,352	861,334	113,269	0	97,047	296,033	162,137	11,231,080
% STD. ERROR	17.9	5.1	2.6	9.1	56.5	20.2	44.0	0.0	36.7	24.4	23.8	2.7
1 ENGINE: TOTAL												
EST. TOT. HOURS	299,517	2,233,009	6,811,269	3,460,208	920,027	1,197,135	139,103	0	197,927	303,304	203,137	15,764,632
% STD. ERROR	17.5	4.8	2.1	6.8	6.4	17.0	40.0	0.0	23.3	23.6	19.6	2.4
2 ENG: 1-6 SEATS												
EST. TOT. HOURS	173,470	412,508	382,545	282,784	6,746	40,906	1,756	0	6,447	325,416	34,835	1,667,412
% STD. ERROR	19.8	8.8	8.1	19.9	92.2	47.4	*	0.0	86.8	22.3	40.5	6.2
2 ENG: 7+ SEATS												
EST. TOT. HOURS	254,316	165,610	105,486	28,751	1,707	45,887	1,394	0	2,777	319,173	4,961	930,061
% STD. ERROR	15.2	14.4	16.4	43.6	*	35.8	*	0.0	99.0	15.3	86.5	6.5
2 ENGINE: TOTAL												
EST. TOT. HOURS	427,785	578,119	488,030	311,535	8,453	86,792	3,149	0	9,224	644,590	39,796	2,597,473
% STD. ERROR	12.1	7.5	7.3	18.0	78.6	28.7	*	0.0	65.8	13.2	33.1	4.6
PISTON: OTHER												
EST. TOT. HOURS	0	0	0	23	7,547	0	0	0	0	0	103	7,673
% STD. ERROR	0.0	0.0	0.0	*	22.6	0.0	0.0	0.0	0.0	0.0	*	52.4
PISTON: TOTAL												
EST. TOT. HOURS	727,303	2,811,128	7,299,301	3,771,765	936,027	1,283,927	142,252	0	207,151	947,894	243,037	18,369,776
% STD. ERROR	10.2	4.2	2.0	6.5	6.3	16.0	39.3	0.0	22.6	11.8	17.3	2.1

3.2 1994 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN BY ACTUAL USE
BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

PAGE 2 OF 4

ACTUAL USE												
AIRCRAFT TYPE	CORP-ORATE	BUSI-NESS	PER-SONAL	INSTRUC-TIONAL	AERIAL APPL	AERIAL OBS	SIGHT SEE**	EXTERNAL LOAD	OTHER WORK	AIR TAXI	OTHER	TOTAL
FIXED WING - TURBOPROP												
1 ENGINE: TOTAL												
EST. TOT. HOURS	10,458	9,580	17,109	31,652	118,519	410	0	0	0	17,077	1,827	206,633
% STD. ERROR	46.0	36.3	34.2	46.7	12.3	*	0.0	0.0	0.0	47.2	82.0	8.9
2 ENG: 1-12 SEATS												
EST. TOT. HOURS	513,618	71,477	32,842	41,664	0	535	0	0	0	145,098	4,431	809,663
% STD. ERROR	8.9	19.0	35.8	74.4	0.0	*	0.0	0.0	0.0	22.2	59.6	6.6
2 ENG: 13+ SEATS												
EST. TOT. HOURS	36,520	433	1,146	329	461	0	6,236	0	9,438	32,421	2,838	89,823
% STD. ERROR	23.1	*	86.0	*	*	0.0	61.1	0.0	55.2	27.5	97.4	19.5
2 ENGINE: TOTAL												
EST. TOT. HOURS	550,138	71,909	33,988	41,993	461	535	6,236	0	9,438	177,519	7,269	899,487
% STD. ERROR	8.5	18.9	34.9	73.8	*	*	61.1	0.0	55.2	18.6	50.9	6.3
TURBOPROP: OTHER												
EST. TOT. HOURS	0	0	0	0	0	0	0	0	0	0	138	138
% STD. ERROR	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	151.2
TURBOPROP: TOTAL												
EST. TOT. HOURS	560,596	81,490	51,097	73,645	118,980	945	6,236	0	9,438	194,596	9,234	1,106,257
% STD. ERROR	8.4	17.3	27.0	47.5	12.4	*	61.1	0.0	55.2	17.6	44.1	5.4
FIXED WING - TURBOJET												
2 ENGINE: TOTAL												
EST. TOT. HOURS	958,483	29,206	22,774	10,891	1,516	24	0	0	0	97,291	76,970	1,197,155
% STD. ERROR	5.0	47.4	46.2	*	*	*	0.0	0.0	0.0	26.9	24.6	3.9
TURBOJET: OTHER												
EST. TOT. HOURS	41,355	590	123	0	0	0	0	0	9	368	1,468	43,912
% STD. ERROR	12.3	*	*	0.0	0.0	0.0	0.0	0.0	*	*	47.0	18.6

3.2 1994 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN BY ACTUAL USE
BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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AIRCRAFT TYPE	ACTUAL USE											
	CORP-ORATE	BUSI-NESS	PER-SONAL	INSTRUC-TIONAL	AERIAL APPL	AERIAL OBS	SIGHT SEE**	EXTERNAL LOAD	OTHER WORK	AIR TAXI	OTHER	TOTAL
TURBOJET: TOTAL												
EST. TOT. HOURS	999,838	29,796	22,897	10,891	1,516	24	0	0	9	97,659	78,438	1,241,067
% STD. ERROR	4.8	47.1	45.6	*	*	*	0.0	0.0	*	26.8	23.8	3.8
FIXED WING: TOTAL												
EST. TOT. HOURS	2,287,737	2,922,414	7,373,295	3,856,302	1,056,523	1,284,896	148,488	0	216,598	1,240,148	330,708	20,717,098
% STD. ERROR	4.8	4.1	2.0	6.4	5.8	16.0	38.2	0.0	21.9	9.6	14.1	1.9
ROTORCRAFT												
PISTON: TOTAL												
EST. TOT. HOURS	316	19,796	17,367	166,412	38,482	72,195	14,440	5,103	4,849	242	987	340,189
% STD. ERROR	*	29.7	30.2	19.1	33.7	29.1	61.3	*	*	*	*	12.4
1 ENG: TURBINE												
EST. TOT. HOURS	114,528	34,476	10,830	27,544	102,584	373,249	71,445	18,365	44	292,731	151,252	1,197,046
% STD. ERROR	51.1	42.9	97.2	80.6	28.9	23.0	67.6	*	*	37.8	54.6	13.7
MULTI-ENGL TURBINE												
EST. TOT. HOURS	127,641	2,280	2,266	2,325	9,295	13,765	328	148,255	966	136,662	25,452	469,236
% STD. ERROR	28.2	65.4	56.8	*	*	81.0	*	50.1	*	21.3	58.6	17.3
TURBINE: TOTAL												
EST. TOT. HOURS	242,168	36,755	13,096	29,869	111,879	387,014	71,773	166,620	1,010	429,393	176,704	1,666,282
% STD. ERROR	30.0	39.7	81.4	77.1	27.6	22.4	66.6	47.3	*	28.4	47.9	11.0
ROTORCRAFT: TOTAL												
EST. TOT. HOURS	242,484	56,552	30,463	196,281	150,362	459,209	86,213	171,723	5,859	429,634	177,691	2,006,470
% STD. ERROR	29.9	25.3	32.5	20.6	21.5	18.4	42.5	41.2	*	28.3	46.4	9.3
OTHER AIRCRAFT												
GLIDERS:												
EST. TOT. HOURS	0	1,681	148,673	70,423	0	109	56,971	0	1,251	0	18,469	297,577
% STD. ERROR	0.0	*	11.4	50.0	0.0	*	55.7	0.0	*	0.0	50.2	18.3

3.2 1994 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN BY ACTUAL USE
BY AIRCRAFT TYPE

INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

PAGE 4 OF 4

ACTUAL USE

AIRCRAFT TYPE	CORP-ORATE	BUSINESS	PERSONAL	INSTRUC-TIONAL	AERIAL APPL	AERIAL OBS	SIGHT SEE**	EXTERNAL LOAD	OTHER WORK	AIR TAXI	OTHER	TOTAL
LIGHTER-THAN-AIR:												
EST. TOT. HOURS	4,053	5,744	72,338	4,561	0	196	30,041	0	2,266	0	7,183	126,382
% STD. ERROR	82.3	62.8	12.6	62.2	0.0	*	35.2	0.0	66.3	0.0	58.5	12.3
OTHER AIRCRAFT: TOTAL												
EST. TOT. HOURS	4,053	7,424	221,010	74,984	0	306	87,012	0	3,517	0	25,652	423,958
% STD. ERROR	82.3	95.6	8.8	43.3	0.0	*	28.5	0.0	54.9	0.0	38.4	13.4
EXPERIMENTAL												
AMATEUR:												
EST. TOT. HOURS	0	13,508	364,506	8,298	1,368	936	1,293	0	0	0	23,349	413,258
% STD. ERROR	0.0	54.6	6.9	79.9	*	*	*	0.0	0.0	0.0	33.0	7.9
EXHIBITION:												
EST. TOT. HOURS	0	2,893	12,587	183	66	0	0	0	32	0	8,608	24,369
% STD. ERROR	0.0	92.0	26.3	*	*	0.0	0.0	0.0	*	0.0	53.0	26.5
OTHER:												
EST. TOT. HOURS	13,791	52,553	114,612	19,540	1,569	4,554	195	332	100	0	73,577	280,822
% STD. ERROR	56.8	25.6	10.8	56.9	*	*	*	*	*	0.0	36.5	11.1
EXPERIMENTAL: TOTAL												
EST. TOT. HOURS	13,791	68,955	491,705	28,022	3,002	5,489	1,488	332	132	0	105,533	718,449
% STD. ERROR	56.8	23.0	5.8	43.8	90.7	83.7	*	*	*	0.0	22.1	6.3
TOTAL												
EST. TOT. HOURS	2,548,065	3,055,345	8,116,473	4,155,589	1,209,887	1,749,900	323,201	172,055	226,105	1,669,783	639,584	23,865,984
% STD. ERROR	4.9	4.0	1.9	6.1	5.8	13.0	21.8	41.0	21.1	9.5	12.8	1.9

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

* A PERCENT STANDARD ERROR OF 100% OR GREATER.

** INCLUDES SIGHT SEEING DONE UNDER BOTH 14CFR 91: GENERAL OPERATING AND FLIGHT RULES AND 14CFR 135: AIR TAXI OPERATORS AND COMMERCIAL OPERATORS.

3.3 1994 GENERAL AVIATION AND AIR TAXI NAUTICAL MILES FLOWN BY ACTUAL USE BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

PAGE 1 OF 2

AIRCRAFT TYPE	NAUTICAL MILES (IN THOUSANDS)										OTHER	TOTAL
	CORP- ORATE	BUSI- NESS	PER- SONAL	INSTRUC- TIONAL	AERIAL APPL	AERIAL OBS	SIGHT SEE**	EXTERNAL LOAD	OTHER WORK	AIR TAXI		
FIXED WING - PISTON												
1 ENG: 1-3 SEATS	249	14,342	132,328	114,481	83,012	27,055	2,329	0	8,063	535	3,190	385,584
1 ENG: 4+ SEATS	24,501	246,770	594,308	190,322	2,814	85,312	11,892	0	10,374	26,847	14,898	1,208,039
1 ENGINE: TOTAL	24,750	261,112	726,636	304,803	85,826	112,367	14,221	0	18,437	27,382	18,088	1,593,623
2 ENG: 1-6 SEATS	23,885	61,823	58,687	27,206	1,049	6,513	295	0	968	39,918	4,254	224,597
2 ENG: 7+ SEATS	36,160	25,982	16,968	3,132	266	8,037	239	0	408	42,607	668	134,469
2 ENGINE: TOTAL	60,045	87,805	75,655	30,338	1,315	14,549	535	0	1,376	82,525	4,922	359,066
PISTON: OTHER	0	20	10	97	1,760	0	0	0	0	0	254	2,142
PISTON: TOTAL	84,795	348,938	802,301	335,239	88,902	126,917	14,756	0	19,813	109,907	23,264	1,954,831
FIXED WING - TURBOPROP												
1 ENGINE: TOTAL	3,361	1,479	2,403	3,681	14,792	60	0	0	0	2,098	51	27,925
2 ENG: 1-12 SEATS	97,268	16,432	6,651	7,963	0	120	0	0	0	21,822	617	150,874
2 ENG: 13+ SEATS	7,445	82	263	83	61	0	797	0	1,568	4,675	386	15,361
2 ENGINE: TOTAL	104,713	16,515	6,915	8,047	61	120	797	0	1,568	26,497	1,002	166,235
TURBOPROP: OTHER	2,658	0	0	0	0	0	0	0	0	0	65	2,723
TURBOPROP: TOTAL	110,732	17,994	9,318	11,727	14,853	180	797	0	1,568	28,595	1,118	196,882
FIXED WING - TURBOJET												
2 ENGINE: TOTAL	372,921	11,891	8,842	3,321	0	0	0	0	0	39,660	31,276	467,910
TURBOJET: OTHER	17,951	276	45	4	0	0	0	0	1	172	113	18,560
TURBOJET: TOTAL	390,872	12,167	8,886	3,324	0	0	0	0	1	39,832	31,389	486,470
FIXED WING: TOTAL	586,399	379,098	820,505	350,290	103,755	127,096	15,553	0	21,381	178,334	55,771	2,638,184

3.3 1994 GENERAL AVIATION AND AIR TAXI NAUTICAL MILES FLOWN BY ACTUAL USE BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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AIRCRAFT TYPE	NAUTICAL MILES (IN THOUSANDS)										TOTAL
	CORP-ORATE	BUSI-NESS	PER-SONAL	INSTRUC-TIONAL	AERIAL APPL	AERIAL OBS	SIGHT SEE**	EXTERNAL LOAD	OTHER WORK	AIR TAXI	
ROTORCRAFT PISTON: TOTAL	20	1,317	1,143	9,147	3,026	5,289	679	341	403	19	21,616
1 ENG: TURBINE	13,803	4,698	1,464	2,817	12,281	50,505	9,999	1,010	2	28,127	138,620
MULTI-ENG: TURBINE	16,502	976	18,014	6,101	1,023	1,011	1,464	5,623	183	11,158	65,699
TURBINE: TOTAL	30,306	5,673	19,478	8,918	13,304	51,515	11,462	6,633	185	39,285	204,320
ROTORCRAFT: TOTAL	30,326	6,990	20,621	18,065	16,330	56,804	12,142	6,974	588	39,305	225,936
OTHER AIRCRAFT GLIDERS:	0	21	2,595	377	0	0	0	0	0	0	3,129
LIGHTER-THAN-AIR:	0	142	1,327	40	0	0	0	0	0	0	1,521
OTHER AIRCRAFT: TOTAL	0	163	3,922	417	0	0	0	0	0	0	4,650
EXPERIMENTAL											
AMATEUR:	0	645	25,108	587	98	67	102	0	0	0	28,119
EXHIBITION:	0	350	1,583	21	8	0	0	0	4	0	2,872
OTHER:	675	3,511	7,619	1,176	98	280	13	20	6	0	17,608
EXPERIMENTAL: TOTAL	675	4,506	34,310	1,784	204	347	115	20	10	0	48,599
TOTAL	617,400	390,757	879,359	370,556	120,288	184,248	27,809	6,994	21,979	217,639	2,917,368

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

** INCLUDES SIGHT SEEING DONE UNDER BOTH 14CFR 91: GENERAL OPERATING AND FLIGHT RULES AND 14CFR 135: AIR TAXI OPERATORS AND COMMERCIAL OPERATORS.

CHAPTER IV

FLYING CONDITIONS

4.1 1994 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN
 BY DAY/NIGHT BY AIRCRAFT TYPE
 INCLUDES AIR TAXI AIRCRAFT
 EXCLUDES COMMUTER AIRCRAFT

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 - PISTON								
1 ENG: 1-3 SEATS	32,781	1.2	3,645,133	4.5	1,605	12.4	279,995	15.4
1 ENG: 4+ SEATS	101,202	0.8	9,517,868	2.7	10,945	4.0	1,255,717	5.0
1 ENGINE: TOTAL	133,982	0.6	13,163,001	2.3	12,551	3.9	1,535,712	5.0
2 ENG: 1-6 SEATS	12,564	2.1	1,221,015	4.5	2,000	8.9	322,532	11.0
2 ENG: 7+ SEATS	5,164	3.1	601,668	4.9	1,024	9.8	178,329	10.5
2 ENGINE: TOTAL	17,728	1.7	3,810,225	1.7	3,024	6.8	1,059,533	4.2
PISTON: OTHER	46	6.0	4,551	15.0	2	77.9	83	98.1
PISTON: TOTAL	151,756	0.6	16,977,778	1.9	15,576	3.4	2,595,329	3.5
FIXED WING - TURBOPROP								
1 ENGINE: TOTAL	379	6.1	119,476	8.6	55	26.0	19,769	33.0
2 ENG: 1-12 SEATS	2,841	3.5	515,007	5.3	576	12.0	153,603	12.9
2 ENG: 13+ SEATS	224	11.4	40,790	11.8	54	37.8	14,204	25.0
2 ENGINE: TOTAL	3,065	3.3	555,797	5.4	630	11.4	167,808	13.5
TURBOPROP: OTHER	2	33.3	27	36.1	0	0.0	0	0.0
TURBOPROP: TOTAL	3,446	3.0	675,300	5.2	685	10.7	187,577	14.2
FIXED WING - TURBOJET								
2 ENGINE: TOTAL	2,386	3.4	813,658	4.8	547	10.9	236,098	11.8
TURBOJET: OTHER	86	9.6	24,108	16.4	25	24.0	9,601	24.8
TURBOJET: TOTAL	2,472	3.3	837,766	5.2	572	10.5	245,699	13.0

4.1 1994 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN
BY DAY/NIGHT BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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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: TOTAL	157,674	0.6	18,490,842	1.7	16,832	3.2	3,028,604	3.5
ROTORCRAFT								
PISTON: TOTAL	891	4.8	222,273	9.2	83	30.0	36,253	27.2
1 ENG: TURBINE	1,238	6.8	676,270	12.9	247	26.7	206,090	29.1
MULTI-ENG: TURBINE	454	6.6	166,148	14.0	99	26.3	36,399	29.1
TURBINE: TOTAL	1,691	5.3	842,418	10.7	347	20.5	242,489	25.1
ROTORCRAFT: TOTAL	2,582	3.8	1,064,691	8.7	430	17.5	278,742	22.1
OTHER AIRCRAFT								
GLIDERS:	1,854	4.1	194,111	27.2	13	*	7,299	*
LIGHTER-THAN-AIR:	2,661	4.2	102,441	11.3	34	*	1,603	96.9
OTHER AIRCRAFT: TOTAL	4,515	3.0	296,552	18.2	47	83.0	8,902	*
EXPERIMENTAL								
AMATEUR:	9,659	2.3	433,147	5.8	84	69.4	7,259	66.6
EXHIBITION:	446	6.1	19,870	17.8	7	97.3	496	*
OTHER:	2,470	3.9	212,373	8.6	166	27.1	24,487	25.2
EXPERIMENTAL: TOTAL	12,575	1.9	665,391	4.7	258	28.8	32,242	25.6
TOTAL	177,346	0.5	20,517,476	1.7	17,566	3.1	3,348,489	3.9

NOTE: ROW AND COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
* PERCENT STANDARD ERROR OF 100% OR GREATER.

4.2 1994 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN UNDER VMC CONDITIONS
BY DAY/NIGHT BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

PAGE 1 OF 2

AIRCRAFT TYPE	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
FIXED WING - PISTON									
1 ENG: 1-3 SEATS	32,176	1.3	3,624,590	1,530	13.0	273,057	33,706	1.1	3,897,646
1 ENG: 4+ SEATS	87,425	0.9	8,766,169	9,121	4.7	1,106,710	96,545	0.7	9,872,879
1 ENGINE: TOTAL	119,600	0.7	12,390,759	10,650	4.4	1,379,767	130,251	0.6	13,770,526
2 ENG: 1-6 SEATS	10,328	2.5	1,002,510	1,496	10.7	244,716	11,824	2.1	1,247,225
2 ENG: 7+ SEATS	4,375	3.6	454,233	760	11.8	113,414	5,135	3.0	567,647
2 ENGINE: TOTAL	14,703	2.1	3,021,326	2,255	8.1	751,832	16,959	1.7	3,773,157
PISTON: OTHER	43	5.4	4,415	2	77.9	83	45	5.8	4,498
PISTON: TOTAL	134,347	0.7	15,416,500	12,907	3.9	2,131,682	147,254	0.6	17,548,182
FIXED WING - TURBOPROP									
1 ENGINE: TOTAL	347	6.5	115,115	44	30.8	16,324	392	5.2	131,439
2 ENG: 1-12 SEATS	2,361	4.2	382,602	401	14.5	103,381	2,762	3.6	485,984
2 ENG: 13+ SEATS	196	12.9	31,238	40	48.5	8,374	236	8.5	39,612
2 ENGINE: TOTAL	2,557	4.0	413,840	441	13.9	111,756	2,997	3.3	525,596
TURBOPROP: OTHER	2	44.5	15	0	0.0	0	2	44.5	15
TURBOPROP: TOTAL	2,906	3.6	528,971	485	12.9	128,080	3,391	3.0	657,051
FIXED WING - TURBOJET									
2 ENGINE: TOTAL	1,903	4.4	601,367	329	14.1	133,997	2,232	3.7	735,365
TURBOJET: OTHER	62	11.5	14,099	10	38.0	3,836	72	10.5	17,936
TURBOJET: TOTAL	1,965	4.3	615,467	339	13.7	137,834	2,304	3.6	753,300

4.2 1994 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN UNDER VMC CONDITIONS
 BY DAY/NIGHT BY AIRCRAFT TYPE
 INCLUDES AIR TAXI AIRCRAFT
 EXCLUDES COMMUTER AIRCRAFT

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: TOTAL	139,217	0.7	16,560,937	1.9	13,732	3.7	2,397,595	4.2	152,948	0.6	18,958,532	2.0
ROTORCRAFT												
PISTON: TOTAL	891	4.8	222,273	9.2	83	30.0	36,253	27.2	974	3.9	258,525	9.0
1 ENG: TURBINE	1,229	6.9	675,810	12.9	246	26.9	206,045	29.1	1,475	4.3	881,855	11.1
MULTI-ENG: TURBINE	329	10.5	160,534	14.2	78	28.2	34,750	30.2	407	7.6	195,284	10.0
TURBINE: TOTAL	1,558	5.8	836,344	10.8	324	21.5	240,795	25.3	1,881	3.8	1,077,139	9.2
ROTORCRAFT: TOTAL	2,448	4.1	1,058,616	8.7	407	18.1	277,048	22.3	2,855	2.8	1,335,664	7.6
OTHER AIRCRAFT												
GLIDERS:	1,846	4.1	193,659	27.2	13	*	7,249	*	1,859	4.0	200,908	29.6
LIGHTER-THAN-AIR:	2,661	4.2	102,441	11.3	34	*	1,603	96.9	2,694	4.0	104,044	10.9
OTHER AIRCRAFT: TOTAL	4,507	3.0	296,100	18.2	46	83.4	8,852	*	4,553	2.9	304,952	19.8
EXPERIMENTAL												
AMATEUR:	9,572	2.3	430,472	5.9	84	69.4	7,259	66.6	9,656	2.2	437,731	5.9
EXHIBITION:	441	6.1	19,585	18.0	6	*	412	*	446	5.9	19,998	17.8
OTHER:	2,271	4.2	186,318	8.3	139	31.0	17,477	29.2	2,409	3.8	203,795	8.1
EXPERIMENTAL: TOTAL	12,283	2.0	636,375	4.7	229	31.9	25,148	28.9	12,512	1.9	661,523	4.7
TOTAL	158,455	0.6	18,552,030	1.8	14,413	3.6	2,708,642	4.6	172,868	0.5	21,260,672	1.9

NOTE: ROW AND COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
 *PERCENT STANDARD ERROR OF 100% OR GREATER.

4.3 1994 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN UNDER IMC CONDITIONS
BY DAY/NIGHT BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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 - PISTON												
1 ENG: 1-3 SEATS	605	2.3	20,544	8.4	76	7.9	6,939	17.2	680	2.2	27,482	8.7
1 ENG: 4+ SEATS	13,777	2.3	751,701	3.2	1,825	7.0	149,007	7.9	15,602	2.1	900,708	3.2
1 ENGINE: TOTAL	14,382	2.2	772,245	3.4	1,900	6.8	155,946	8.6	16,282	2.0	928,190	3.3
2 ENG: 1-6 SEATS	2,235	7.3	218,505	8.6	504	17.7	77,816	19.0	2,739	6.3	296,321	7.6
2 ENG: 7+ SEATS	789	10.6	147,435	11.8	265	18.8	64,915	18.8	1,054	8.7	212,350	9.7
2 ENGINE: TOTAL	3,025	6.0	788,899	3.7	769	13.3	307,702	7.1	3,793	5.2	1,096,601	3.1
PISTON: OTHER	3	61.3	136	86.7	0	0.0	0	0.0	3	61.3	136	86.7
PISTON: TOTAL	17,409	2.1	1,561,280	2.8	2,669	6.1	463,647	6.3	20,078	1.9	2,024,927	2.5
FIXED WING - TURBOPROP												
1 ENGINE: TOTAL	32	24.6	4,360	25.0	11	47.4	3,445	50.1	42	20.7	7,805	23.0
2 ENG: 1-12 SEATS	481	12.9	132,404	13.0	175	23.7	50,222	22.3	656	10.6	182,626	10.8
2 ENG: 13+ SEATS	28	37.8	9,552	30.4	14	48.8	5,830	38.1	42	28.7	15,382	23.4
2 ENGINE: TOTAL	509	12.3	141,957	14.0	189	22.2	56,052	23.3	697	10.1	198,009	11.5
TURBOPROP: OTHER	1	98.7	12	*	0	0.0	0	0.0	1	98.7	12	*
TURBOPROP: TOTAL	541	11.7	146,329	15.5	199	21.2	59,497	25.5	740	9.6	205,826	12.6
FIXED WING - TURBOJET												
2 ENGINE: TOTAL	484	12.2	212,291	13.3	218	19.2	102,101	19.7	702	9.6	314,391	10.7
TURBOJET: OTHER	24	25.1	10,009	25.9	15	33.6	5,764	31.8	38	18.3	15,773	19.9
TURBOJET: TOTAL	508	11.6	222,300	14.4	233	18.1	107,865	21.4	740	9.1	330,164	11.6

4.3 1994 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN UNDER IMC CONDITIONS
BY DAY/NIGHT BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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: TOTAL	18,458	2.0	1,929,908	3.5	3,101	5.6	631,009	7.3	21,559	1.8	2,560,918	3.0
ROTORCRAFT												
PISTON: TOTAL	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1 ENG: TURBINE	8	11.7	460	39.6	2	35.2	45	48.6	10	10.4	506	37.6
MULTI-ENG: TURBINE	125	20.7	5,614	57.2	21	68.4	1,649	95.5	146	16.8	7,263	60.4
TURBINE: TOTAL	133	19.4	6,074	54.2	23	64.0	1,694	*	156	15.8	7,769	57.3
ROTORCRAFT: TOTAL	133	19.4	6,074	55.8	23	64.0	1,694	*	156	15.8	7,769	58.4
OTHER AIRCRAFT												
GLIDERS:	8	17.2	452	62.4	0	87.5	50	98.2	8	16.9	502	61.4
LIGHTER-THAN-AIR:	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
OTHER AIRCRAFT: TOTAL	8	17.2	452	62.7	0	87.5	50	*	8	16.9	502	61.7
EXPERIMENTAL												
AMATEUR:	88	2.6	2,676	28.8	0	0.0	0	0.0	88	2.6	2,676	28.8
EXHIBITION:	6	33.7	285	44.1	1	80.3	84	76.5	7	30.8	369	37.9
OTHER:	199	15.9	26,055	19.7	28	52.7	7,010	50.9	227	14.5	33,065	18.0
EXPERIMENTAL: TOTAL	292	10.9	29,016	19.6	29	50.3	7,093	57.2	321	10.3	36,109	18.1
TOTAL	18,891	2.0	1,965,450	3.9	3,153	5.6	639,847	8.3	22,044	1.8	2,605,297	3.4

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

* PERCENT STANDARD ERROR OF 100% OR GREATER.

4.4 1994 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN
BY DAY/NIGHT BY REGION OF BASED AIRCRAFT
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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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	4,646	1.4	640,840	10.1	158	10.7	31,809	22.5
CENTRAL	10,143	1.7	973,094	6.7	977	7.1	148,991	12.2
EASTERN	21,742	1.1	2,404,146	5.7	2,703	4.0	479,788	8.5
GREAT LAKES	32,301	0.9	3,435,631	4.9	3,403	3.6	635,728	7.3
NEW ENGLAND	6,758	1.9	710,044	7.2	890	6.4	130,085	11.5
NORTHWEST MT.	17,533	1.2	1,974,113	5.4	1,014	6.2	187,621	10.6
SOUTHERN	30,818	1.0	3,646,336	5.1	3,409	4.1	667,504	7.6
SOUTHWESTERN	23,933	1.1	3,514,499	7.3	2,092	4.8	456,397	13.3
WESTERN-PACIFIC	29,489	1.0	3,218,781	5.1	2,921	3.6	610,555	11.2
TOTAL	177,363	0.4	20,517,476	2.2	17,566	1.6	3,348,489	3.7

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

4.5 1994 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN UNDER VMC CONDITIONS
BY DAY/NIGHT BY REGION OF BASED AIRCRAFT
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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REGION	VMC DAY			VMC NIGHT			VMC TOTAL		
	NUMBER AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	NUMBER AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	NUMBER AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN
ALASKAN	4,443	1.2	615,185	148	9.7	27,805	4,591	1.2	642,990
CENTRAL	9,290	1.7	875,179	804	6.7	118,392	10,094	1.6	993,571
EASTERN	19,187	1.0	2,103,429	2,094	3.8	355,457	21,281	1.0	2,458,886
GREAT LAKES	28,650	0.9	3,059,468	2,848	3.4	507,800	31,498	0.8	3,567,268
NEW ENGLAND	5,889	1.7	638,337	754	5.9	107,927	6,643	1.6	746,264
NORTHWEST MT.	16,174	1.1	1,837,810	820	5.6	150,018	16,994	1.0	1,987,828
SOUTHERN	26,892	0.9	3,190,757	2,681	4.0	527,227	29,572	0.9	3,717,984
SOUTHWESTERN	21,474	1.0	3,227,475	1,759	4.6	368,692	23,233	1.0	3,596,167
WESTERN-PACIFIC	26,474	0.9	3,004,378	2,506	3.4	545,315	28,980	0.9	3,549,693
TOTAL	158,472	0.4	18,552,011	14,413	1.5	2,708,642	172,885	0.4	21,260,653

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

4.6 1994 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN UNDER IMC CONDITIONS
 BY DAY/NIGHT BY REGION OF BASED AIRCRAFT
 INCLUDES AIR TAXI AIRCRAFT
 EXCLUDES COMMUTER AIRCRAFT

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REGION	IMC DAY			IMC NIGHT			IMC 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	203	15.8	14,361	10	88.9	3,428	213	15.6	17,789
CENTRAL	853	10.2	99,397	174	24.9	31,189	1,027	9.5	130,586
EASTERN	2,555	5.8	322,962	608	12.3	133,393	3,164	5.2	456,355
GREAT LAKES	3,651	4.8	391,026	555	13.4	129,716	4,206	4.5	520,742
NEW ENGLAND	869	10.2	72,869	136	26.1	21,409	1,005	9.5	94,278
NORTHWEST MT.	1,359	8.3	119,613	194	22.1	38,087	1,553	7.7	157,700
SOUTHERN	3,926	4.9	489,158	728	12.6	143,810	4,654	4.6	632,968
SOUTHWESTERN	2,459	6.5	271,333	333	18.3	87,842	2,792	6.1	359,175
WESTERN-PACIFIC	3,015	5.5	184,718	415	15.1	50,964	3,429	5.1	235,682
TOTAL	18,891	2.2	1,965,449	3,153	5.7	639,848	22,044	2.0	2,605,297
									4.3

NOTE: ROW AND COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
 * PERCENT STANDARD ERROR OF 100% OR GREATER.

4.7 1994 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN
 BY DAY/NIGHT BY MANUFACTURER/MODEL GROUP
 INCLUDES AIR TAXI AIRCRAFT
 EXCLUDES COMMUTER AIRCRAFT

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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
1ENG PIST (1)	1,467	9.0	129,079	17.6	13	94.9	2,171	*
1ENG PIST (2)	1,582	10.7	178,571	15.8	87	42.8	17,012	63.2
2ENG PIST (3)	299	34.9	23,076	51.2	12	*	2,108	*
2ENG PIST (4)	818	20.4	104,237	23.8	205	24.9	50,003	24.3
PIST OTHR (5)	23	72.1	5,648	77.3	2	72.0	179	*
1ENG TURB (6)	50	43.7	4,154	58.0	12	46.7	3,349	44.2
2ENG TURB (7)	83	51.9	5,211	88.9	26	41.2	7,588	41.6
2ENG TURB (8)	41	66.6	9,900	87.2	11	72.1	4,361	81.3
TURB OTHR (9)	1	*	18	*	1	0.0	6	*
2ENG TURBOJET (10)	59	51.2	13,732	81.7	29	39.9	20,392	43.7
TURBOJET OTHR (11)	2	62.5	475	83.3	1	88.5	25	*
PIST HEL (12)	64	34.2	11,498	44.6	1	*	1,291	*
1ENG TURBO HEL (13)	178	35.6	47,096	97.9	6	*	5,096	*
M-ENG TURB HEL (14)	65	75.2	18,718	74.5	14	99.3	6,125	*

4.7 1994 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN
 BY DAY/NIGHT BY MANUFACTURER/MODEL GROUP
 INCLUDES AIR TAXI AIRCRAFT
 EXCLUDES COMMUTER AIRCRAFT

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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
GLIDERS (15)	1,369	11.5	175,197	43.2	29	49.8	9,765	*
LITE-THAN-AIR (16)	1,364	14.4	67,043	24.8	12	*	1,054	*
AMATEUR (17)	11,054	4.7	555,655	7.7	111	44.0	9,945	85.2
EXHIBITION (18)	359	16.4	20,157	28.2	6	86.2	405	*
EXP OTHER (19)	571	29.7	61,373	37.7	75	53.7	17,167	60.3
ADAMS50S	20	36.4	1,021	41.9	0	0.0	0	0.0
AEROSPAS355	39	11.2	5,050	39.2	3	*	1,066	*
AEROSPAS316	40	1.4	17,532	25.5	0	0.0	0	0.0
AGUSTAA109	27	64.1	3,465	68.4	5	*	514	*
AIRPTSA	31	32.1	5,836	47.2	0	0.0	0	0.0
AIRTRCAT300	197	22.7	73,205	25.3	1	0.0	4	*
AIRTRCAT400	256	18.7	123,419	20.9	1	*	256	*
AIRTRCAT500	108	28.6	70,424	29.8	1	*	1,214	*
AMDFALC10	17	62.1	5,722	86.1	16	27.7	11,965	28.6

4.7 1994 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN
BY DAY/NIGHT BY MANUFACTURER/MODEL GROUP
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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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
AMDFALC20	44	55.4	9,217	67.7	9	77.5 6,722 80.1
AMDFALC50	51	33.6	15,106	47.3	9	50.9 7,864 51.0
ARCTIC1A	22	47.8	1,080	50.7	1	0.0 6 *
ARONCA15	107	#	5,926	15.7	1	* 68 *
ARONCA65	128	29.9	3,916	37.2	0	0.0 0 0.0
ARONCAC3	1	80.7	16	72.2	0	0.0 0 0.0
AVAINBAL	4	62.6	177	58.4	0	0.0 0 0.0
AYRESS2 (1)	230	31.7	119,258	36.6	14	* 14,003 *
AYRESS2 (6)	53	40.2	38,657	41.9	0	0.0 0 0.0
BALWKSFIREF	53	13.0	1,295	26.9	0	0.0 0 0.0
BBAVIA11	83	31.6	3,277	36.1	0	0.0 0 0.0
BBAVIA8	97	26.6	29,078	32.0	6	48.5 310 *
BEECH100	100	47.0	18,353	61.2	28	50.3 10,564 50.1
BEECH17	92	5.5	5,006	21.9	9	80.2 282 *

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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
BEECH18 (4)	99	62.2	8,756	69.5	6	*	1,634	*
BEECH18 (E)	8	46.1	431	51.6	1	0.0	11	*
BEECH1900	27	*	3,416	*	10	*	2,169	*
BEECH200	271	42.2	53,149	64.0	129	28.9	74,141	30.8
BEECH23	1,637	14.4	195,590	26.3	220	42.9	38,940	74.7
BEECH300	39	31.7	8,219	52.5	16	28.1	9,060	26.8
BEECH33	2,576	9.9	244,166	15.6	339	22.3	46,331	25.9
BEECH35 (2)	6,130	10.0	450,038	13.2	703	25.1	71,742	35.5
BEECH35 (6)	86	31.6	22,309	34.4	10	66.2	5,004	*
BEECH36	2,743	17.6	245,522	26.9	540	27.4	77,654	30.0
BEECH45	73	29.1	7,260	36.8	1	*	488	*
BEECH50	115	49.0	11,494	51.5	12	*	1,787	*
BEECH55	1,622	21.7	122,070	28.9	343	31.6	55,152	38.5
BEECH56	23	36.4	1,126	39.0	2	*	118	*

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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
BEECH58	1,502	24.5	216,327	31.9	252	41.3	113,594	41.0
BEECH60	243	36.3	16,619	44.0	45	55.6	6,972	51.9
BEECH65	24	62.8	817	85.1	1	*	501	99.7
BEECH76	185	39.1	53,134	39.7	40	59.1	18,759	71.4
BEECH77	62	46.2	7,303	53.7	10	75.5	2,113	93.0
BEECH80	4	78.2	654	96.6	1	83.5	837	87.5
BEECH90	658	31.8	78,024	45.0	149	39.9	47,177	36.9
BEECH95	249	34.3	18,964	38.3	38	70.4	2,378	90.5
BEECH99	4	44.5	1,998	46.8	1	59.0	481	73.0
BELL204	180	#	35,949	20.1	2	*	423	*
BELL206	921	14.7	560,960	24.0	60	87.6	80,736	90.2
BELL212	17	3.3	2,435	91.9	0	0.0	0	0.0
BELL222	46	38.1	12,838	37.7	6	*	2,834	*
BELL412	71	24.7	20,272	15.2	6	*	2,110	*

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	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
BELL47	170	29.6	51,860	36.6	1	*	406	*
BLANCA11	15	39.2	1,045	44.8	0	0.0	0	*
BLANCA1413	65	36.9	2,245	55.3	1	0.0	8	*
BLANCA1419	123	22.4	4,883	55.3	2	*	242	*
BLANCA17	805	20.3	41,353	23.9	99	52.6	7,885	71.2
BLANCA7 (1)	788	16.7	100,986	22.4	15	*	3,487	*
BLANCA7 (2)	24	2.3	2,210	58.7	0	0.0	0	0.0
BLANCA8	265	15.5	26,849	22.2	3	*	825	*
BLANKA/BBAV	2,029	11.0	183,318	17.8	6	*	787	*
BNORMBN2	6	55.6	2,062	66.9	1	81.5	14	95.4
BOEING75(1)	386	25.0	20,939	36.7	0	0.0	0	0.0
BOEING75(E)	10	38.7	505	54.9	0	0.0	0	0.0
BOEINGB727	3	*	678	*	1	91.2	826	93.9
BOLKMS105	61	33.7	38,689	37.5	1	*	2,162	*

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	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
BOLKMS117	26	71.3	13,878	80.2	6	93.1	5,287	97.4
BRAERODH125	45	52.5	11,465	79.6	21	38.3	17,918	38.3
BRWSTRFLEET	16	48.0	774	38.5	1	0.0	10	*
CAMRONMODEL	544	16.3	24,771	25.1	1	*	37	*
CESSNA120	235	24.3	14,027	31.7	9	46.6	298	*
CESSNA140	1,310	13.2	107,290	22.0	18	*	3,152	*
CESSNA150(1)	11,225	6.7	2,056,252	11.1	472	26.4	131,155	41.8
CESSNA150(E)	211	24.0	13,888	29.2	12	56.8	524	*
CESSNA170	1,600	7.4	98,894	16.2	49	58.0	2,354	*
CESSNA172	22,416	5.3	3,219,108	9.7	2,628	12.7	381,955	22.3
CESSNA175	540	9.7	33,500	26.7	16	*	2,118	*
CESSNA177	2,515	12.6	210,256	17.2	227	37.2	25,994	49.0
CESSNA180	2,042	14.4	189,226	23.8	82	63.2	8,684	88.8
CESSNA182	13,257	6.2	1,455,570	16.0	1,311	16.7	133,826	23.9

4.7 1994 GENERAL AVIATION AND AIR TAXI 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
CESSNA185	1,382	18.7	211,837	29.5	75	71.9	7,815	*
CESSNA188	752	18.8	249,212	23.6	1	*	638	*
CESSNA190	29	55.3	2,413	54.0	5	83.9	346	*
CESSNA195	188	17.5	7,702	27.9	6	*	896	*
CESSNA205	122	32.4	10,519	33.8	17	64.5	1,884	84.1
CESSNA206	1,856	11.9	305,093	21.0	116	43.0	12,502	77.0
CESSNA207	125	1.6	59,108	24.3	1	*	1,066	*
CESSNA208	50	68.9	9,755	72.3	13	83.2	7,265	80.2
CESSNA210	5,745	11.3	502,036	14.3	869	22.5	99,478	33.0
CESSNA303	59	56.3	11,011	57.6	17	62.2	6,077	63.0
CESSNA305	90	23.2	16,533	27.9	1	*	116	*
CESSNA310	2,050	18.3	198,663	25.2	401	32.1	83,190	40.3
CESSNA320	135	39.5	6,884	73.8	9	*	780	*
CESSNA336	11	34.9	626	47.4	1	62.1	93	96.0

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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
CESSNA337(3)	570	25.5	39,483	29.2	7,679	57.2
CESSNA337(E)	41	46.4	1,579	53.2	324	*
CESSNA340	748	33.0	66,145	42.0	33,545	37.7
CESSNA401	66	65.3	5,939	72.1	3,614	89.5
CESSNA402	117	50.8	20,882	67.6	9,869	83.9
CESSNA421	657	36.0	76,366	48.9	49,692	41.0
CESSNA425	68	46.9	7,898	81.5	9,698	39.0
CESSNA441	131	39.1	37,380	46.8	27,924	53.4
CESSNA500	451	33.5	133,052	49.9	101,313	31.2
CESSNA501	106	44.9	17,078	56.2	8,040	55.4
CESSNA650	74	51.0	21,797	77.0	32,510	29.4
CESSNA750	8	6.9	178	52.5	0	0.0
CHILDS1	136	24.4	10,443	27.4	39	*
CHILDS2	64	23.4	3,443	32.7	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
ENSTMF28(12)	57	46.7	13,838	53.5	2	*	1,945	*
ENSTMF28(13)	26	42.8	6,635	64.3	1	*	519	*
FRCHLD24	38	33.8	1,599	46.5	0	0.0	0	0.0
FRCHLDN62(1)	31	32.0	2,336	36.1	1	0.0	14	*
FRCHLDN62(E)	12	45.2	1,120	56.8	1	*	104	*
GROB103	31	21.0	7,879	34.3	0	0.0	0	0.0
GROB109	34	19.3	4,669	25.4	1	0.0	22	*
GROBASTIR	54	16.9	3,963	23.6	0	0.0	0	0.0
GRUMAVAA1	216	21.6	15,320	25.9	15	50.9	1,271	84.3
GRUMAVAA5	1,142	13.6	89,660	14.8	103	45.8	10,292	48.9
GRUMAVG164	157	25.6	82,541	28.3	2	*	1,729	*
GULSTM112	535	15.0	41,476	15.2	65	43.1	6,332	49.9
GULSTM500	134	32.2	22,004	35.6	17	62.2	2,795	72.1
GULSTM560	15	59.8	1,172	80.2	2	75.2	302	80.2

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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
GULSTM680	25	94.0	2,996	84.4	5	*	505	*
GULSTM680TP	9	*	216	*	3	92.6	573	74.3
GULSTM690TP	149	34.0	22,862	47.7	43	36.4	16,845	37.6
GULSTMAA1	222	19.8	14,255	24.1	11	84.3	3,113	91.0
GULSTMAA5	777	14.8	57,427	17.9	101	35.0	8,286	50.7
GULSTMG1159	100	58.5	36,043	65.0	96	26.7	60,620	27.2
GULSTMG159	11	44.7	3,147	56.3	2	66.8	1,562	66.7
GULSTMG44	46	33.9	2,503	26.8	3	*	170	*
GULSTMG47	26	44.7	2,189	45.9	3	82.6	232	*
HEL10H295	15	51.2	1,246	55.3	1	*	158	*
HILRUH12(12)	39	43.3	7,060	49.9	1	*	57	*
HILRUH12 (E)	9	47.0	990	76.4	0	0.0	0	0.0
HUGHES269	198	32.3	33,406	35.2	2	*	636	*
HUGHS369(12)	12	39.1	7,842	43.2	2	48.7	3,717	64.1

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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
HUGHS369(13)	253	42.2	109,212	43.8	48	87.9	49,116	90.7
HWKSLYDH125	62	63.8	20,757	81.6	48	34.7	28,565	35.4
HYNESB2	10	56.8	718	68.0	1	*	86	*
INTRCP200	48	56.7	5,979	47.2	12	64.9	741	90.6
ISRAEL1121	6	*	1,310	*	3	94.2	1,891	99.6
ISRAEL1124	100	40.0	20,700	67.8	42	30.4	29,168	31.0
JBMSTRDGA15	11	31.5	2,015	74.5	1	0.0	51	*
LEAR24	36	62.1	14,982	64.4	9	75.0	4,505	77.1
LEAR25 (10)	22	92.6	6,545	*	16	49.7	10,542	51.6
LEAR25 (E)	11	84.5	5,524	90.6	1	*	905	*
LEAR35	95	39.7	26,235	51.8	39	33.6	29,341	34.6
LEAR55	25	66.6	10,886	72.7	17	39.3	13,535	40.5
LKHEED1329	11	67.3	1,909	99.3	3	62.9	1,817	64.0
LUSCOMB	840	12.5	52,680	15.9	4	*	550	*

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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
MAULEM4	123	15.7	7,902	31.3	2	*	282	*
MAULEM5	218	18.7	12,742	23.7	4	*	423	*
MAULEM6	60	19.0	4,908	33.4	1	*	127	*
MAULEM7	50	26.2	4,562	34.3	4	73.5	301	*
MCLISHFUNKB	19	42.9	802	45.9	0	0.0	0	0.0
MNCOUP90	9	35.1	301	40.6	0	0.0	0	0.0
MNWHITEM18	19	35.5	583	40.6	0	0.0	0	0.0
MOONYM20 (2)	7,132	9.8	575,214	13.7	974	22.4	134,216	28.3
MOONYM20 (E)	232	35.7	12,796	45.8	44	52.0	5,979	50.1
MTSBSIMU2	143	39.7	26,989	48.8	38	44.8	16,314	45.6
MTSBSIMU300	17	44.2	3,683	57.0	9	33.0	3,704	34.3
NAMERT28 (1)	76	38.3	3,071	46.8	4	73.2	282	*
NAMERT28 (E)	20	21.1	1,197	25.8	2	73.5	103	*
NAMERT6 (1)	86	26.2	6,277	28.4	4	*	269	*

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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
NAMERT6 (E)	22	29.1	785	40.4	1	0.0	3	*
NAVALN3N	12	4.5	886	30.5	0	0.0	0	0.0
NAVIONNAVIO	656	18.9	34,132	29.5	25	82.8	1,383	*
NORUST65	19	44.7	621	45.1	0	0.0	0	0.0
OTHEXMILTUR	17	34.4	1,937	54.5	1	*	164	*
PICARDAX6	1	32.1	6	8.6	0	0.0	0	0.0
PIPER600	134	41.5	7,865	58.3	34	48.3	6,870	45.9
PIPER602	185	41.5	12,566	46.0	39	58.1	6,602	58.1
PIPERJ3	1,684	9.7	132,230	11.9	1	*	94	*
PIPERJ4	25	39.1	1,137	51.3	0	0.0	0	0.0
PIPERJ5	67	28.2	6,621	33.2	0	0.0	0	0.0
PIPERPA12	761	15.9	57,497	27.0	3	*	531	*
PIPERPA14	48	38.8	5,316	85.8	0	0.0	0	0.0
PIPERPA15	33	35.5	1,240	40.9	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	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
PIPERPA16	118	16.9	6,111	26.4	2	*	244	*
PIPERPA17	29	30.3	1,828	36.6	0	0.0	0	0.0
PIPERPA18	1,910	7.7	227,610	10.0	12	93.1	3,660	*
PIPERPA20	150	24.0	11,029	27.8	1	*	185	*
PIPERPA22(1)	435	16.3	25,420	19.8	6	*	679	*
PIPERPA22(2)	733	10.9	45,956	15.5	12	*	2,546	*
PIPERPA23	1,922	17.7	161,554	21.3	285	33.3	38,424	35.0
PIPERPA24(2)	1,947	16.2	114,463	20.5	228	36.0	26,045	49.4
PIPERPA24(E)	356	21.3	27,302	29.5	43	53.4	5,352	66.8
PIPERPA25	414	17.5	80,637	24.7	1	*	161	*
PIPERPA28(1)	4,034	7.0	364,920	8.1	260	19.9	28,399	33.0
PIPERPA28(2)	14,707	4.7	1,541,687	5.6	1,947	10.6	240,958	14.6
PIPERPA30	937	19.9	69,583	21.0	158	34.5	13,621	36.8
PIPERPA31(3)	40	44.7	2,681	59.2	8	61.7	1,693	61.9

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	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
PIPERPA31(4)	698	25.1	110,958	32.0	137	35.0	57,628	32.9
PIPERPA31(E)	208	43.8	28,272	47.2	42	66.6	12,780	66.3
PIPERPA31T	279	30.4	33,183	42.5	72	33.6	26,563	32.1
PIPERPA32	4,250	11.1	391,076	15.2	765	19.9	129,051	20.9
PIPERPA34	1,198	20.5	119,787	23.8	281	25.1	48,814	26.2
PIPERPA36	128	32.7	36,440	33.9	1	0.0	110	*
PIPERPA38	433	21.7	127,371	24.7	22	74.2	6,269	95.5
PIPERPA42	37	43.9	6,259	62.4	12	41.0	5,297	41.6
PIPERPA44	157	49.8	44,633	47.8	28	73.5	8,300	89.9
PIPERPA46	393	25.5	30,732	35.4	78	39.7	17,230	37.2
RAVENS40	1,035	13.6	37,457	18.4	0	0.0	0	0.0
RAVENS57	54	28.0	1,875	34.2	0	0.0	0	0.0
RKWEELNA265	61	47.3	18,273	57.9	24	41.8	17,043	46.3
ROBSINR22	298	17.9	154,765	20.6	18	58.1	16,661	65.3

4.7 1994 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN
BY DAY/NIGHT BY MANUFACTURER/MODEL GROUP
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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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
ROLSCHLS	76	27.9	13,283	35.6	1	23.3
RYANST3	25	35.7	618	0.0	0	0.0
SCWZERG164	331	22.2	113,274	*	994	*
SCWZERSG1	314	22.1	17,558	0.0	0	0.0
SCWZERSG2	110	32.1	16,062	0.0	0	0.0
SKRSKYS58	5	55.2	1,251	0.0	0	0.0
SKRSKYS76	201	24.2	100,098	*	4,858	*
SLINDS100	150	21.4	8,623	84.4	428	*
SNIAS350	183	#	105,583	*	4,578	*
SOCATATB10	30	39.2	2,707	70.7	525	79.1
SOCATATB20	116	37.3	12,362	51.5	3,978	52.6
SPHRTHCIRRU	36	15.0	1,732	0.0	0	0.0
SPHRTHVENTU	9	47.0	678	48.0	155	44.1
STNSON10	3	74.6	50	0.0	0	0.0

4.7 1994 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN
BY DAY/NIGHT BY MANUFACTURER/MODEL GROUP
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EXCLUDES COMMUTER AIRCRAFT

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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
STNSONL5	41	35.3	2,421	58.4	1	0.0	36	*
STNSONV77	32	37.6	1,204	40.9	1	*	11	*
STOLANRC3	34	35.5	777	43.0	0	0.0	0	0.0
SWRNGNSA226	46	48.1	8,249	68.0	12	53.3	4,426	50.1
SWRNGNSA227	11	*	3,518	*	2	*	990	*
SWRNGNSA26	4	73.8	642	*	1	67.7	663	68.5
TCRAFKD	65	33.6	3,151	44.1	1	0.0	2	*
TCRAFT19	71	31.0	3,415	34.3	1	0.0	13	*
TCRAFTBC	555	15.3	36,425	17.8	1	*	133	*
TCRAFTBL	19	46.0	1,120	52.5	0	0.0	0	0.0
TH55	16	55.0	7,614	61.3	1	*	427	*
THUNDRAX7	17	37.9	187	47.2	0	0.0	0	0.0
UNIVACGC1	204	23.1	11,937	26.8	4	*	373	*
UNIVAR108	751	12.8	40,678	16.7	10	*	890	*

4.7 1994 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN
BY DAY/NIGHT BY MANUFACTURER/MODEL GROUP
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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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
UNIVAR415	900	15.2	46,078	17.0	9	1,415 *
VARGA2150	48	24.4	2,852	27.8	1	129 *
WACO (1)	106	27.1	5,755	45.8	2	430 *
WACO (2)	37	1.5	1,723	20.0	1	1 *
WTHRLY201	18	37.4	2,192	52.9	0	0.0
TOTALS	177,345	1.2	20,517,496	2.6	17,566	3.1 3,348,491 5.0

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

* PERCENT STANDARD ERROR OF 100% OR GREATER.

PERCENT STANDARD ERROR OF LESS THAN 0.1%.

NUMBER IN PARENTHESES FOLLOWING GROUP NAME INDICATES THE AIRCRAFT TYPE TO WHICH THESE AIRCRAFT BELONG. SEE THE FOLLOWING PAGE FOR A DESCRIPTION OF THESE AIRCRAFT TYPES.

AIRCRAFT DEFINITIONS AND TYPES USED FOR THE GENERAL AVIATION SURVEY

AIRCRAFT TYPE DEFINITION	AIRCRAFT TYPE
FIXED-WING PISTON:	
1 ENGINE - 1-3 SEATS	(1)
FIXED-WING POSTON:	
1 ENGINE - 4 + SEATS	(2)
FIXED-WING PISTON:	
2 ENGINE - 1-6 SEATS	(3)
FIXED-WING PISTON:	
2 ENGINE - 7 + SEATS	(4)
FIXED-WING PISTON:	
OTHER	(5)
FIXED WING-TURBOPROP:	
1 ENGINE	(6)
FIXED WING-TURBOPROP:	
2 ENGINE - 1-12 SEATS	(7)
FIXED WING-TURBOPROP:	
2 ENGINE - 13 + SEATS	(8)
FIXED WING-TURBOPROP:	
OTHER	(9)
FIXED WING-TURBOJET:	
2 ENGINE	(10)
FIXED WING-TURBOJET:	
OTHER	(11)
ROTORCRAFT:	
PISTON	(12)
ROTORCRAFT:	
1 ENGINE - TURBINE	(13)
ROTORCRAFT:	
MULTI-ENGINE - TURBINE	(14)
OTHER AIRCRAFT:	
GLIDERS	(15)
OTHER AIRCRAFT:	
LIGHTER-THAN-AIR	(16)
OTHER AIRCRAFT:	
EXPERIMENTAL - AMATEUR	(17)
OTHER AIRCRAFT:	
EXPERIMENTAL - EXHIBITION	(18)
OTHER AIRCRAFT:	
EXPERIMENTAL - OTHER	(19)

4.8 1994 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN
UNDER IMC CONDITIONS AND VMC CONDITIONS BY MANUFACTURER/MODEL GROUP
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MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
1ENG PIST (1)	11	4.6	532	25.5	1,481	8.7	129,864	17.4
1ENG PIST (2)	87	8.5	4,875	24.5	1,620	8.7	197,512	14.9
2ENG PIST (3)	51	45.9	2,154	*	206	27.5	22,360	48.0
2ENG PIST (4)	217	16.6	44,611	18.3	866	17.5	107,563	23.3
PIST OTHR (5)	3	65.5	200	91.8	22	72.9	5,491	77.2
1ENG TURB (6)	16	31.2	3,594	35.0	43	41.1	3,234	64.2
2ENG TURB (7)	29	38.7	6,668	41.6	85	51.4	6,096	91.0
2ENG TURB (8)	11	61.7	3,639	64.6	44	63.1	10,672	86.2
TURB OTHR (9)	1	86.5	13	82.3	1	98.4	5	*
2ENG TURBOJET (10)	35	37.2	20,685	41.3	53	52.9	10,681	91.5
TURBOJET OTHR (11)	1	64.3	122	80.5	2	64.8	275	*
PIST HEL (12)	0	0.0	0	0.0	70	30.2	13,698	45.8
1ENG TURBO HEL (13)	3	22.7	368	49.6	190	29.3	55,024	86.9
M-ENG TURB HEL (14)	15	59.0	812	61.7	68	61.5	28,165	54.5

4.8 1994 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN
UNDER IMC CONDITIONS AND VMC CONDITIONS BY MANUFACTURER/MODEL GROUP
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MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
GLIDERS (15)	32	8.4	4,860	41.8	1,378	11.2	180,780	46.1
LITE-THAN-AIR (16)	0	0.0	0	0.0	1,406	13.1	67,860	23.2
AMATEUR (17)	128	2.4	6,247	22.0	11,079	4.5	552,371	7.5
EXHIBITION (18)	6	14.8	300	11.9	361	15.9	19,976	27.8
EXP OTHER (19)	93	24.8	18,246	45.4	553	25.7	56,321	37.6
ADAMSA50S	0	0.0	0	0.0	21	36.4	1,004	41.9
AEROSPAS355	1	57.4	23	44.0	47	1.6	6,896	54.0
AEROSPAS316	0	0.0	0	0.0	40	1.4	17,234	25.5
AGUSTAA109	5	60.6	135	62.1	30	25.2	4,095	53.8
AIRPTSA	0	0.0	0	0.0	31	32.1	5,737	47.2
AIRTRCAT300	0	0.0	0	0.0	197	22.7	71,968	25.3
AIRTRCAT400	0	0.0	0	0.0	258	18.3	121,794	20.5
AIRTRCAT500	0	0.0	0	0.0	111	27.6	71,478	29.1
ANDFALC10	19	25.8	11,786	26.5	16	65.3	4,661	95.9

4.8 1994 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN
UNDER IMC CONDITIONS AND VMC CONDITIONS BY MANUFACTURER/MODEL GROUP
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MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
AMDFALC20	20	40.4	9,121	44.5	19	86.4	3,605	*
AMDFALC50	16	34.6	11,010	36.0	33	41.3	7,804	72.2
ARCTICS1A	0	0.0	0	0.0	22	47.5	1,074	51.7
ARONCA15	0	0.0	0	0.0	108	#	5,951	16.2
ARONCA65	0	0.0	0	0.0	128	29.9	3,849	37.2
ARONCAC3	0	0.0	0	0.0	1	80.7	16	72.2
AVAINBAL	0	0.0	0	0.0	4	62.6	174	58.4
AYRESS2 (1)	0	0.0	0	0.0	273	21.2	143,204	27.5
AYRESS2 (6)	0	0.0	0	0.0	53	40.2	37,999	41.9
BALWKSFIREF	0	0.0	0	0.0	53	13.0	1,273	26.9
BBAVIA11	0	0.0	0	0.0	84	31.6	3,221	36.1
BBAVIA8	9	30.5	358	31.1	92	24.0	28,456	31.5
BEECH100	41	34.0	13,978	35.1	77	52.4	10,171	86.7
BEECH17	10	32.1	194	68.3	92	2.3	5,063	22.3

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4.8 1994 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN
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MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
BEECH58	334	23.2	84,042	25.6	1,390	23.6	258,230	39.4
BEECH60	62	28.8	7,927	34.6	216	32.7	13,694	49.0
BEECH65	1	65.6	537	69.8	24	63.1	676	89.7
BEECH76	45	32.5	14,753	48.2	188	28.8	58,041	34.7
BEECH77	2	22.1	69	32.2	88	31.5	10,961	40.7
BEECH80	1	74.8	515	81.6	4	78.4	1,183	*
BEECH90	182	26.1	51,887	28.3	631	30.0	62,258	50.8
BEECH95	51	32.3	2,480	43.3	231	23.4	18,180	32.4
BEECH99	1	70.5	371	70.7	5	39.7	2,127	46.0
BELL204	0	0.0	0	0.0	187	#	36,121	19.0
BELL206	0	0.0	0	0.0	1,101	#	701,177	19.1
BELL212	0	0.0	0	0.0	17	3.3	2,393	91.9
BELL222	7	50.0	530	64.7	46	17.6	16,836	29.8
BELL412	12	47.7	270	79.0	56	18.2	23,308	21.7

4.8 1994 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN
UNDER IMC CONDITIONS AND VMC CONDITIONS BY MANUFACTURER/MODEL GROUP
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MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
BELL47	0	0.0	0	0.0	176	27.7	51,732	35.1
BLANCA11	0	0.0	0	0.0	15	39.1	1,028	44.7
BLANCA1413	0	0.0	0	0.0	65	36.6	2,223	55.7
BLANCA1419	2	27.7	67	21.1	126	15.7	5,117	53.0
BLANCA17	131	23.4	6,879	39.9	764	13.7	41,758	20.6
BLANCA7 (1)	0	0.0	0	0.0	834	14.6	105,737	21.4
BLANCA7 (2)	0	0.0	0	0.0	24	2.3	2,173	58.7
BLANCA8	1	20.1	3	53.0	272	14.1	27,917	22.7
BLANKA/BBAV	0	0.0	0	0.0	2,052	10.8	181,661	17.7
BNORMBN2	1	53.2	32	45.7	5	55.7	1,989	66.7
BOEING75(1)	0	0.0	0	0.0	387	25.0	20,582	36.7
BOEING75(E)	0	0.0	0	0.0	10	38.7	496	54.9
BOEINGB727	1	*	550	*	3	*	1,118	*
BOLKMS105	0	0.0	0	0.0	65	28.1	42,042	36.1

4.8 1994 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN
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MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
BOLKMS117	1	51.8	125	54.4	42	32.1	23,203	34.2
BRAERODH125	25	33.5	16,716	34.7	42	53.3	11,661	91.8
BRWSTFLEET	1	57.4	138	40.3	16	47.0	507	53.9
CANRONMODEL	0	0.0	0	0.0	548	16.1	24,418	24.9
CESSNA120	9	13.2	146	15.1	239	24.0	14,053	31.4
CESSNA140	0	0.0	0	0.0	1,368	11.8	111,313	21.3
CESSNA150(1)	328	3.3	17,411	25.1	11,794	6.0	2,230,336	11.6
CESSNA150(E)	11	15.4	351	50.8	216	22.4	13,933	27.9
CESSNA170	49	8.6	728	70.5	1,625	5.6	100,147	16.5
CESSNA172	3,231	5.5	230,740	11.4	21,909	4.2	3,419,470	10.1
CESSNA175	0	0.0	0	0.0	589	#	36,859	25.1
CESSNA177	347	14.2	22,582	34.9	2,298	10.0	210,524	16.0
CESSNA180	140	11.9	4,664	32.8	1,929	12.9	192,950	23.1
CESSNA182	1,847	6.7	120,779	11.1	12,411	4.9	1,441,729	16.3

4.8 1994 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOW
UNDER IMC CONDITIONS AND VMC CONDITIONS BY MANUFACTURER/MODEL GROUP
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MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOW	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOW	PERCENT STANDARD ERROR
CESSNA185	157	20.0	4,870	40.1	1,204	16.2	213,158	28.8
CESSNA188	0	0.0	0	0.0	756	18.6	246,156	23.5
CESSNA190	6	54.0	325	60.2	28	47.2	2,374	49.9
CESSNA195	10	27.3	877	66.3	183	2.7	7,509	23.1
CESSNA205	20	30.1	810	36.5	123	24.8	12,242	26.4
CESSNA206	187	13.4	7,152	35.0	1,722	9.9	309,040	20.5
CESSNA207	2	29.1	34	48.0	122	#	60,013	24.4
CESSNA208	6	78.7	1,771	81.0	73	41.8	19,586	57.1
CESSNA210	1,194	10.5	85,725	20.8	5,251	8.7	509,585	14.3
CESSNA303	19	34.1	5,424	36.4	58	45.0	11,440	49.6
CESSNA305	1	30.5	20	36.1	91	21.1	16,425	25.7
CESSNA310	475	16.7	70,672	32.0	2,013	12.7	210,737	27.8
CESSNA320	12	48.8	696	51.9	129	27.7	6,845	76.2
CESSNA336	1	38.2	111	78.6	11	33.1	570	44.1

4.8 1994 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN
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MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
CESSNA337(3)	120	23.9	6,676	31.4	541	21.4	39,939	28.5
CESSNA337(E)	4	49.1	327	57.9	42	39.7	1,511	48.9
CESSNA340	230	17.6	36,998	20.7	693	27.7	54,550	46.9
CESSNA401	16	59.2	3,614	63.5	65	60.9	5,442	70.1
CESSNA402	27	46.0	8,008	50.6	118	46.0	23,098	75.5
CESSNA421	220	27.2	57,279	31.1	589	34.9	54,701	56.0
CESSNA425	25	31.9	9,884	33.0	67	43.5	6,332	88.6
CESSNA441	40	26.6	24,279	29.5	120	36.3	40,837	50.0
CESSNA500	206	22.3	119,671	24.1	381	34.8	83,586	64.9
CESSNA501	36	32.7	11,638	34.9	85	47.3	8,835	72.9
CESSNA650	54	26.5	33,195	27.5	72	49.8	16,511	84.1
CESSNA750	0	0.0	0	0.0	8	6.9	175	52.5
CHILDS1	1	25.0	2	53.8	136	24.1	10,331	27.2
CHILDS2	0	0.0	0	0.0	64	23.4	3,384	32.7

4.8 1994 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN
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MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
CHRISHUSKY	0	0.0	0	0.0	57	17.0	6,878	26.0
CNDAIRCL600	44	33.3	26,720	36.1	43	70.1	14,626	*
COMWTH185	0	0.0	0	0.0	21	41.8	1,662	47.4
CONAERLA4	21	25.6	942	44.6	284	15.3	20,762	23.2
CURTISTRVAI	0	0.0	0	0.0	29	38.1	4,007	46.6
CVACBT/L13	1	32.6	38	23.1	23	31.3	1,145	38.3
DHAVDH82	0	0.0	0	0.0	18	31.2	718	33.3
DHAVDHC1	0	0.0	0	0.0	22	24.8	477	27.9
DHAVDHC2	0	0.0	0	0.0	113	51.2	14,123	65.6
DHAVDHC6	1	58.1	159	61.2	7	63.5	3,778	53.2
DOUGDC3	1	93.0	1,654	*	16	61.7	12,754	77.6
EAGLEBAL (1)	0	0.0	0	0.0	19	42.5	3,417	47.6
EAGLEBAL (16)	0	0.0	0	0.0	7	7.3	268	1.2
EIRVON20	0	0.0	0	0.0	51	17.6	2,056	20.6

4.8 1994 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN
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MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
ENSTMF28(12)	0	0.0	0	0.0	65	34.4	17,212	45.1
ENSTMF28(13)	0	0.0	0	0.0	29	40.0	7,483	67.0
FRCHLD24	0	0.0	0	0.0	38	33.8	1,572	46.5
FRCHLDM62(1)	0	0.0	0	0.0	32	30.6	2,324	34.8
FRCHLDM62(E)	0	0.0	0	0.0	15	3.7	1,295	32.2
GROB103	0	0.0	0	0.0	31	21.0	7,745	34.3
GROB109	0	0.0	0	0.0	36	18.3	4,631	24.8
GROBASTIR	0	0.0	0	0.0	54	16.9	3,896	23.6
GRUMAVAA1	21	18.8	1,375	34.4	209	20.2	14,715	23.0
GRUMAVAA5	169	16.6	11,462	19.2	1,017	8.4	84,704	12.1
GRUMAVG164	0	0.0	0	0.0	166	24.0	84,342	26.8
GULSTM112	87	17.4	4,901	25.0	506	3.8	42,887	10.8
GULSTM500	28	32.8	3,391	38.3	111	34.4	20,150	40.1
GULSTM560	4	49.5	553	56.4	11	61.3	624	98.6

4.8 1994 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN
UNDER IMC CONDITIONS AND VMC CONDITIONS BY MANUFACTURER/MODEL GROUP
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
GULSTM680	6	78.9	496	82.4	23	82.0	2,907	74.4
GULSTM680TP	3	76.1	518	83.4	10	92.9	256	*
GULSTM690TP	57	24.2	19,237	28.4	128	34.1	15,923	62.1
GULSTMAA1	4	11.7	207	38.5	246	15.5	19,379	20.1
GULSTMAA5	99	15.1	4,073	20.3	820	10.2	63,817	16.3
GULSTMGT159	111	26.3	56,835	26.7	98	59.0	36,206	66.9
GULSTMGT159	3	48.6	1,774	50.1	9	50.6	2,505	75.3
GULSTMGT44	9	42.7	195	*	31	6.3	2,393	26.7
GULSTMGT7	5	40.1	169	42.7	24	39.0	2,251	44.5
HELIOH295	2	48.9	94	66.5	12	43.9	1,330	49.2
HILRUH12(12)	0	0.0	0	0.0	40	42.7	7,047	49.3
HILRUH12 (E)	0	0.0	0	0.0	9	47.0	974	76.4
HUGHES269	1	25.7	97	19.6	201	31.3	33,824	35.0
HUGHES369(12)	1	37.2	20	32.5	19	29.3	14,564	36.2

4.8 1994 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOW
 UNDER IMC CONDITIONS AND VMC CONDITIONS BY MANUFACTURER/MODEL GROUP
 INCLUDES AIR TAXI AIRCRAFT
 EXCLUDES COMMUTER AIRCRAFT

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MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOW	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOW	PERCENT STANDARD ERROR
HUGHS369(13)	0	0.0	0	0.0	392	#	198,464	14.1
HWKSLYDH125	57	31.9	29,231	32.8	56	67.1	15,956	92.8
HYNESB2	0	0.0	0	0.0	12	44.0	867	56.0
INTRCP200	16	35.5	742	38.7	44	44.3	5,794	41.6
ISRAEL1121	4	*	1,580	*	8	*	1,691	*
ISRAEL1124	46	30.7	26,699	32.0	105	39.2	21,994	64.1
JBMSTRDGA15	0	0.0	0	0.0	11	26.8	2,077	75.4
LEAR24	17	50.3	7,758	53.5	19	93.7	7,841	91.5
LEAR25 (10)	18	51.1	9,468	52.7	23	90.6	7,386	*
LEAR25 (E)	4	93.0	2,244	95.8	7	*	2,699	*
LEAR35	51	29.2	30,043	30.4	80	43.5	21,187	61.7
LEAR55	22	34.8	14,038	35.7	19	76.7	8,226	87.1
LKHEED1329	4	60.9	1,795	61.7	10	68.5	1,719	*
LUSCOM8	0	0.0	0	0.0	854	12.0	52,805	15.9

4.8 1994 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN
UNDER IMC CONDITIONS AND VMC CONDITIONS BY MANUFACTURER/MODEL GROUP
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
MAULEM4	4	23.4	161	31.8	120	9.2	7,973	30.9
MAULEM5	7	14.4	136	41.9	212	17.2	13,044	22.6
MAULEM6	1	46.1	15	49.9	57	13.7	5,033	36.0
MAULEM7	5	29.1	181	35.0	49	23.0	4,686	31.7
MCLISHFUNKB	0	0.0	0	0.0	19	42.9	788	45.9
MNCOUP90	0	0.0	0	0.0	9	35.1	296	40.6
MNMITEM18	0	0.0	0	0.0	19	35.5	573	40.6
MOONYM20 (2)	1,318	10.1	126,031	18.8	6,633	7.0	566,761	13.9
MOONYM20 (E)	60	29.9	6,724	34.5	210	30.2	10,458	43.9
MTSBSIMU2	40	35.7	13,345	36.8	152	36.7	30,571	50.5
MTSBSIMU300	12	28.4	4,052	29.2	12	51.0	2,529	72.5
NAMERT28 (1)	6	30.8	268	49.5	73	36.0	3,016	45.9
NAMERT28 (E)	2	36.8	63	42.8	21	2.7	1,244	20.3
NAMERT6 (1)	3	21.8	48	43.9	88	21.7	6,576	24.5

4.8 1994 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN
UNDER IMC CONDITIONS AND VMC CONDITIONS BY MANUFACTURER/MODEL GROUP
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
NAMERT6 (E)	1	42.2	2	23.8	21	29.3	773	40.1
NAVALN3N	0	0.0	0	0.0	12	4.5	871	30.5
NAVIONNAVIO	38	14.4	979	59.3	633	17.3	34,192	29.4
NORWST65	0	0.0	0	0.0	19	44.7	610	45.1
OTHEXMHILTUR	0	0.0	0	0.0	21	2.6	2,210	51.8
PICARDAX6	0	0.0	0	0.0	1	32.1	6	8.6
PIPER600	41	29.3	6,823	32.3	128	36.5	7,068	63.4
PIPER602	53	30.4	6,652	35.8	163	39.8	11,529	55.7
PIPERJ3	1	27.4	13	15.0	1,689	9.7	130,127	11.9
PIPERJ4	0	0.0	0	0.0	25	39.1	1,118	51.3
PIPERJ5	0	0.0	0	0.0	67	28.2	6,508	33.2
PIPERPA12	0	0.0	0	0.0	774	14.9	57,503	26.4
PIPERPA14	0	0.0	0	0.0	49	38.8	5,225	85.8
PIPERPA15	0	0.0	0	0.0	33	35.5	1,219	40.9

4.8 1994 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN
UNDER IMC CONDITIONS AND VMC CONDITIONS BY MANUFACTURER/MODEL GROUP
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
PIPERPA16	1	26.8	56	9.5	123	12.6	6,349	24.6
PIPERPA17	0	0.0	0	0.0	29	30.3	1,797	36.6
PIPERPA18	2	9.2	196	49.0	1,945	7.5	230,139	10.0
PIPERPA20	1	0.0	4	96.3	155	22.9	11,178	27.3
PIPERPA22(1)	1	18.9	19	39.6	452	15.2	26,210	19.0
PIPERPA22(2)	0	0.0	0	0.0	771	8.6	49,898	15.7
PIPERPA23	401	16.0	50,328	18.6	1,736	15.2	131,195	21.5
PIPERPA24(2)	306	14.9	19,121	30.5	1,834	13.2	123,258	20.6
PIPERPA24(E)	58	24.3	6,085	55.3	336	15.3	24,808	29.0
PIPERPA25	0	0.0	0	0.0	418	17.2	79,565	24.5
PIPERPA28(1)	287	5.3	12,609	11.6	4,073	6.4	386,614	7.6
PIPERPA28(2)	2,399	4.7	165,763	5.9	14,311	3.4	1,636,718	5.3
PIPERPA30	217	16.6	14,302	19.1	847	16.4	65,566	19.9
PIPERPA31(3)	11	31.2	1,904	44.3	35	42.2	2,034	70.2

4.8 1994 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN
UNDER IMC CONDITIONS AND VMC CONDITIONS BY MANUFACTURER/MODEL GROUP
INCLUDES AIR TAXI AIRCRAFT
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MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
PIPERPA31(4)	175	23.4	64,318	24.7	653	24.6	89,595	38.9
PIPERPA31(E)	56	29.2	11,355	34.5	189	36.3	29,184	44.7
PIPERPA31T	94	21.8	28,733	23.2	251	29.7	25,435	52.2
PIPERPA32	958	9.6	120,218	11.6	4,052	8.1	387,598	15.7
PIPERPA34	343	16.4	48,179	17.7	1,147	18.9	113,634	24.9
PIPERPA36	0	0.0	0	0.0	129	32.5	36,025	33.9
PIPERPA38	12	10.2	458	25.3	467	19.3	135,933	22.8
PIPERPA42	16	30.8	6,046	32.4	29	48.2	4,099	84.0
PIPERPA44	32	43.5	5,760	45.5	159	44.6	47,951	43.9
PIPERPA46	107	16.3	19,112	19.1	348	20.8	24,619	39.5
RAVENS40	0	0.0	0	0.0	1,038	13.6	36,819	18.4
RAVENS57	0	0.0	0	0.0	54	28.0	1,843	34.2
RKHELLNA265	31	32.1	16,692	33.5	53	47.1	16,778	64.2
ROBSINR22	2	11.7	372	14.6	348	14.5	182,308	18.1

4.8 1994 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN
UNDER IMC CONDITIONS AND VMC CONDITIONS BY MANUFACTURER/MODEL GROUP
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
ROLSCHLS	1	35.6	1	23.3	77	27.9	13,057	50.4
RYANST3	0	0.0	0	0.0	25	35.7	607	44.0
SCUZERG164	1	22.2	423	8.5	335	21.9	112,358	24.2
SCUZERSG1	0	0.0	0	0.0	315	22.1	17,260	40.1
SCUZERSG2	0	0.0	0	0.0	111	32.1	15,789	38.8
SKRSKYS58	0	0.0	0	0.0	5	55.2	1,230	56.2
SKRSKYS76	43	22.3	2,542	*	148	22.3	102,410	21.0
SLINDS100	7	18.4	130	50.6	152	19.2	9,014	25.3
SNIAS350	1	24.8	67	17.4	192	#	112,144	32.2
SOCATATB10	7	31.5	571	43.0	25	31.5	2,513	36.3
SOCATATB20	31	29.4	4,041	37.6	113	32.0	11,592	41.9
SPHRTHCIRRU	0	0.0	0	0.0	36	15.0	1,702	29.4
SPHRTHVENTU	2	48.0	146	44.1	9	47.0	666	50.4
STNSON10	0	0.0	0	0.0	3	74.6	49	71.5

4.8 1994 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOW
UNDER IMC CONDITIONS AND VMC CONDITIONS BY MANUFACTURER/MODEL GROUP
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
STNSONL5	0	0.0	0	0.0	43	34.4	2,446	61.4
STNSONV77	0	0.0	0	0.0	33	36.2	1,205	39.6
STOLAMRC3	0	0.0	0	0.0	35	35.5	764	43.0
SHRNGNSA226	16	33.3	6,244	34.9	39	49.6	4,051	89.5
SHRNGNSA227	2	93.9	1,166	96.8	10	99.0	3,003	*
SHRNGNSA26	2	56.4	777	55.1	3	77.9	333	*
TCRAFKD	0	0.0	0	0.0	65	33.6	3,103	44.1
TCRAFT19	0	0.0	0	0.0	72	30.4	3,381	34.1
TCRAFTBC	0	0.0	0	0.0	558	15.2	36,055	17.7
TCRAFTBL	0	0.0	0	0.0	19	46.0	1,101	52.5
TH55	0	0.0	0	0.0	17	44.6	8,278	52.1
THUNDRAX7	0	0.0	0	0.0	17	37.9	183	47.2
UNIVACGC1	4	14.2	69	38.1	206	22.1	12,289	25.7
UNIVAR108	5	8.4	122	32.7	767	11.5	41,396	15.8

4.8 1994 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN
UNDER IMC CONDITIONS AND VMC CONDITIONS BY MANUFACTURER/MODEL GROUP
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR	NUMBER ACTIVE AIRCRAFT	PERCENT STANDARD ERROR	HOURS FLOWN	PERCENT STANDARD ERROR
UNIVAR415	5	7.1	169	32.7	916	14.7	47,586	16.3
VARGA2150	1	32.1	40	37.8	51	20.9	2,966	24.3
WACO (1)	0	51.8	0	65.6	113	22.5	6,453	41.2
WACO (2)	0	0.0	0	0.0	37	1.5	1,697	19.7
WTHRLY201	0	0.0	0	0.0	18	37.4	2,155	52.9
TOTALS	22,043	1.9	2,605,296	3.3	172,868	1.0	21,260,672	2.7

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

* PERCENT STANDARD ERROR OF 100% OR GREATER.

PERCENT STANDARD ERROR OF LESS THAN 0.1%.

NUMBER IN PARENTHESIS FOLLOWING GROUP NAME INDICATES THE AIRCRAFT TYPE TO WHICH THESE AIRCRAFT BELONG. SEE THE FOLLOWING PAGE FOR A DESCRIPTION OF THESE AIRCRAFT TYPES.

AIRCRAFT DEFINITIONS AND TYPES USED FOR THE GENERAL AVIATION SURVEY

AIRCRAFT TYPE DEFINITION		AIRCRAFT TYPE
FIXED-WING PISTON:	1 ENGINE - 1-3 SEATS	(1)
FIXED-WING PISTON:	1 ENGINE - 4 + SEATS	(2)
FIXED-WING PISTON:	2 ENGINE - 1-6 SEATS	(3)
FIXED-WING PISTON:	2 ENGINE - 7 + SEATS	(4)
FIXED-WING PISTON:	OTHER	(5)
FIXED WING-TURBOPROP:	1 ENGINE	(6)
FIXED WING-TURBOPROP:	2 ENGINE - 1-12 SEATS	(7)
FIXED WING-TURBOPROP:	2 ENGINE - 13 + SEATS	(8)
FIXED WING-TURBOPROP:	OTHER	(9)
FIXED WING-TURBOJET:	2 ENGINE	(10)
FIXED WING-TURBOJET:	OTHER	(11)
ROTORCRAFT:	PISTON	(12)
ROTORCRAFT:	1 ENGINE - TURBINE	(13)
ROTORCRAFT:	MULTI-ENGINE - TURBINE	(14)
OTHER AIRCRAFT:	GLIDERS	(15)
OTHER AIRCRAFT:	LIGHTER-THAN-AIR	(16)
OTHER AIRCRAFT:	EXPERIMENTAL - AMATEUR	(17)
OTHER AIRCRAFT:	EXPERIMENTAL - EXHIBITION	(18)
OTHER AIRCRAFT:	EXPERIMENTAL - OTHER	(19)

4.9 1994 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN BY FLIGHT PLAN
BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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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 - PISTON								
1 ENG: 1-3 SEATS	485	24.6	67,680	7.5	11,140	4.6	1,363,829	5.3
1 ENG: 4+ SEATS	12,863	4.6	2,220,825	2.0	27,164	3.0	3,519,547	2.6
1 ENGINE: TOTAL	13,348	4.6	2,288,507	1.9	38,304	2.5	4,883,375	2.4
2 ENG: 1-6 SEATS	4,193	6.1	799,894	6.5	2,472	9.3	327,610	7.2
2 ENG: 7+ SEATS	2,976	6.2	506,770	8.3	996	14.7	101,183	9.6
2 ENGINE: TOTAL	7,169	4.4	1,306,665	5.1	3,468	7.9	428,794	6.0
PISTON: OTHER	5	*	387	52.9	1	*	10	*
PISTON: TOTAL	20,522	3.3	3,595,560	2.2	41,774	2.4	5,312,178	2.2
FIXED WING - TURBOPROP								
1 ENG: TOTAL	143	18.4	23,196	25.9	152	23.9	42,518	42.3
2 ENG: 1-12 SEATS	2,755	3.7	513,216	7.5	200	32.0	46,075	14.1
2 ENG: 13+ SEATS	235	15.4	41,687	18.4	55	58.6	8,259	34.7
2 ENGINE: TOTAL	2,990	3.6	554,903	7.0	255	28.1	54,335	13.1
TURBOPROP: OTHER	5	52.6	21	*	1	*	5	*
TURBOPROP: TOTAL	3,140	3.5	578,121	6.8	409	19.7	96,860	20.0
FIXED WING - TURBOJET								
2 ENGINE: TOTAL	3,641	1.8	900,690	4.9	49	64.3	7,400	13.7
TURBOJET: OTHER	181	4.0	31,551	16.1	2	*	109	16.3
TURBOJET: TOTAL	3,823	1.8	932,241	4.8	50	62.4	7,509	13.5
FIXED WING: TOTAL	27,486	2.5	5,105,922	2.0	42,234	2.4	5,416,547	2.2

4.9 1994 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN BY FLIGHT PLAN
BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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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
ROTORCRAFT								
PISTON: TOTAL	6	*	950	47.2	285	22.7	53,170	22.9
1ENG: TURBINE	2	*	782	82.8	675	18.9	194,151	25.3
MULTI ENG: TURBINE	29	74.9	8,581	12.6	307	16.9	175,853	44.3
TURBINE TOTAL:	31	74.6	9,363	13.5	983	14.0	370,005	24.9
ROTORCRAFT: TOTAL	37	65.9	10,313	13.0	1,268	12.0	423,175	22.0
OTHER AIRCRAFT								
GLIDERS	55	74.7	8,811	43.3	367	28.6	33,567	40.7
LIGHTER-THAN-AIR	5	*	87	*	1,368	14.5	54,533	22.0
OTHER AIRCRAFT: TOTAL	60	72.3	8,899	43.0	1,736	12.9	88,101	20.6
EXPERIMENTAL								
AMATEUR	83	75.2	9,377	23.7	2,484	11.9	127,201	12.3
EXHIBITION	24	85.0	1,223	61.7	184	28.7	8,399	44.8
OTHER	486	20.5	78,753	24.6	637	19.1	48,228	15.4
EXPERIMENTAL: TOTAL	594	20.1	89,355	21.8	3,305	9.8	183,830	9.6
TOTAL ALL AIRCRAFT	28,178	2.5	5,214,490	2.0	48,544	2.2	6,111,655	2.5

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

* PERCENT STANDARD ERROR OF 100% OR GREATER.

4.9 1994 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN BY FLIGHT PLAN
BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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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 - PISTON												
1 ENG: 1-3 SEATS	25,343	2.1	2,821,235	5.1	2,194	12.7	426,850	15.6	38,811	2.1	4,679,100	4.2
1 ENG: 4+ SEATS	38,003	2.3	4,722,153	3.2	6,761	7.0	1,809,297	6.4	84,502	1.7	12,269,467	2.4
1 ENGINE: TOTAL	63,347	1.6	7,543,390	2.8	8,956	6.1	2,236,149	5.9	123,313	1.3	16,948,569	2.1
2 ENG: 1-6 SEATS	2,973	8.1	333,447	6.2	552	20.7	129,394	26.1	10,140	4.3	1,589,892	5.7
2 ENG: 7+ SEATS	987	14.3	123,766	9.6	440	23.2	78,106	26.4	5,398	5.4	809,568	6.6
2 ENGINE: TOTAL	3,960	7.1	457,213	5.2	993	15.4	207,501	19.1	15,539	3.4	2,399,461	4.4
PISTON: OTHER	2	*	11	*	60	25.0	4,033	44.7	68	31.4	4,440	34.6
PISTON: TOTAL	67,309	1.6	8,000,617	2.6	10,010	5.7	2,447,683	5.7	138,922	1.2	19,352,475	1.9
FIXED WING - TURBOPROP												
1 ENG: TOTAL	233	16.3	74,061	22.6	36	50.5	14,230	58.3	565	10.9	153,980	9.4
2 ENG: 1-12 SEATS	206	31.8	36,832	11.1	129	44.5	32,138	41.2	3,291	4.5	628,130	7.4
2 ENG: 13+ SEATS	18	90.3	1,733	*	56	35.5	12,072	56.3	363	15.1	63,732	12.1
2 ENGINE: TOTAL	224	30.2	38,566	11.9	185	32.8	44,210	33.7	3,656	4.3	691,862	6.9
TURBOPROP: OTHER	0	0.0	0	0.0	0	0.0	0	0.0	7	58.3	25	1.9
TURBOPROP: TOTAL	457	16.9	112,627	15.4	222	28.7	58,441	29.2	4,229	4.0	845,869	5.9
FIXED WING - TURBOJET												
2 ENGINE: TOTAL	49	67.3	7,193	16.5	156	33.3	38,651	43.3	3,874	2.5	953,872	4.3
TURBOJET: OTHER	2	*	75	92.5	12	59.0	1,401	124.1	198	5.5	33,134	15.2
TURBOJET: TOTAL	52	64.7	7,268	16.4	168	31.2	40,052	42.0	4,072	2.4	987,006	4.2
FIXED WING: TOTAL	67,819	1.6	8,120,515	2.6	10,400	5.5	2,546,177	5.5	147,223	1.2	21,185,353	1.8

4.9 1994 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN BY FLIGHT PLAN
BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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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
ROTORCRAFT												
PISTON: TOTAL	1,026	6.5	234,185	12.0	70	40.9	20,372	39.8	1,381	7.1	308,651	9.7
1ENG: TURBINE	1,158	11.7	448,760	27.1	476	23.8	301,438	39.1	2,311	9.4	945,119	14.8
MULTI ENG: TURBINE	149	31.1	48,919	47.8	227	21.1	96,337	42.2	709	12.4	329,661	21.0
TURBINE TOTAL:	1,307	11.0	497,679	24.8	703	17.5	397,776	31.3	3,021	7.8	1,274,781	12.2
ROTORCRAFT: TOTAL	2,334	6.8	731,863	17.3	773	16.3	418,149	29.9	4,402	5.8	1,583,432	10.0
OTHER AIRCRAFT												
GLIDERS	2,148	5.6	164,941	22.0	121	50.5	28,762	48.3	2,600	7.0	236,072	21.2
LIGHTER-THAN-AIR	1,986	10.1	57,326	20.9	149	54.5	3,667	70.0	3,509	8.4	115,612	11.1
OTHER AIRCRAFT: TOTAL	4,134	5.7	222,266	17.2	270	37.6	32,430	43.6	6,110	5.7	351,685	14.7
EXPERIMENTAL												
AMATEUR	6,738	4.6	321,970	7.1	268	41.6	16,994	27.4	9,517	4.7	475,527	5.5
EXHIBITION	319	17.5	11,034	41.4	36	80.7	422	84.9	564	15.0	21,066	24.2
OTHER	1,417	10.3	103,166	14.4	240	35.9	18,828	41.9	2,781	8.3	248,917	10.6
EXPERIMENTAL: TOTAL	8,475	4.1	436,169	6.3	544	26.4	36,245	25.3	12,864	4.0	745,512	5.0
TOTAL ALL AIRCRAFT	82,764	1.4	9,510,812	2.6	11,989	5.1	3,033,002	6.2	170,600	1.1	23,865,984	1.7

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

* PERCENT STANDARD ERROR OF 100% OR GREATER.

CHAPTER V
FUEL CONSUMPTION

5.1 1994 GENERAL AVIATION AND AIR TAXI AVERAGE FUEL CONSUMPTION RATE AND TOTAL FUEL CONSUMED
BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

PAGE 1 OF 2

AIRCRAFT TYPE	AVERAGE RATE GPH	ESTIMATED FUEL USE (mil gal)	PERCENT STANDARD ERROR
FIXED WING - PISTON			
1 ENG: 1-3 SEATS	9.4	42.6	4.7
1 ENG: 4+ SEATS	11.4	128.0	2.7
1 ENGINE: TOTAL	10.8	170.6	2.3
2 ENG: 1-6 SEATS	26.6	44.4	6.2
2 ENG: 7+ SEATS	35.1	32.6	6.5
2 ENGINE: TOTAL	29.5	77.0	4.5
PISTON: OTHER	238.7	1.8	52.4
PISTON: TOTAL	13.2	249.5	2.2
FIXED WING - TURBOPROP			
1 ENGINE: TOTAL	54.4	11.2	8.9
2 ENG: 1-12 SEATS	84.8	68.7	6.6
2 ENG: 13+ SEATS	110.4	9.9	19.5
2 ENGINE: TOTAL	87.2	78.6	6.3
TURBOPROP: OTHER	54.4	0.0	8
TURBOPROP: TOTAL	81.2	89.8	5.6
FIXED WING - TURBOJET			
2 ENGINE: TOTAL	263.2	315.1	3.9
TURBOJET: OTHER	362.1	15.9	18.6
TURBOJET: TOTAL	266.5	331.0	3.8
FIXED WING: TOTAL	27.7	670.3	2.2

5.1 1994 GENERAL AVIATION AND AIR TAXI AVERAGE FUEL CONSUMPTION RATE AND TOTAL FUEL CONSUMED
BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

PAGE 2 OF 2

AIRCRAFT TYPE	AVERAGE RATE GPH	ESTIMATED FUEL USE (mil gal)	PERCENT STANDARD ERROR
ROTORCRAFT			
PISTON: TOTAL	15.1	5.1	12.4
1 ENG: TURBINE	26.0	31.1	13.7
MULTI-ENGL TURBINE	40.2	18.9	17.3
TURBINE: TOTAL	29.7	50.0	10.7
ROTORCRAFT: TOTAL	26.8	55.1	9.8
OTHER AIRCRAFT			
GLIDERS:	0.0	0.0	0.0
LIGHTER-THAN-AIR:	0.0	0.0	0.0
OTHER AIRCRAFT: TOTAL	0.0	0.0	0.0
EXPERIMENTAL			
AMATEUR:	13.2	5.5	7.9
EXHIBITION:	13.2	0.3	26.5
OTHER:	13.2	3.7	11.1
EXPERIMENTAL: TOTAL	13.2	9.5	6.3
TOTAL ALL AIRCRAFT	26.8	734.9	2.1
TOTAL: JET FUEL	118.9	470.8	2.8
TOTAL: AVIATION GASOLINE	13.0	264.1	3.1

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

CHAPTER VI
AIRFRAME HOURS AND ENGINE ACTIVITY

6.1 1994 GENERAL AVIATION AND AIR TAXI TOTAL AND AVERAGE AIRFRAME HOURS PER ACTIVE AIRCRAFT
BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

PAGE 1 OF 2

AIRCRAFT TYPE	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL AIRFRAME HOURS	PERCENT STANDARD ERROR	ESTIMATE AVERAGE AIRFRAME HOURS	PERCENT STANDARD ERROR
FIXED WING - PISTON									
1 ENG: 1-3 SEATS	63,122	38,987	1.6	61.8	1.0	131,551,288	2.6	3,389	1.9
1 ENG: 4+ SEATS	108,302	84,344	0.9	77.9	0.7	282,445,728	1.7	3,359	1.4
1 ENGINE: TOTAL	171,424	123,332	0.8	71.9	0.6	413,996,928	1.4	3,368	1.1
2 ENG: 1-6 SEATS	14,937	10,137	3.1	67.9	2.1	41,546,348	6.7	4,095	5.7
2 ENG: 7+ SEATS	6,674	5,371	2.8	80.5	2.2	19,510,962	6.5	3,349	3.8
2 ENGINE: TOTAL	21,611	15,508	2.3	71.8	1.6	61,057,316	5.0	3,845	4.2
PISTON: OTHER	168	68	48.5	40.5	19.6	744,743	51.3	10,921	16.0
PISTON: TOTAL	193,203	138,909	0.8	71.9	0.6	475,798,944	1.4	3,418	1.1
FIXED WING - TURBOPROP									
1 ENGINE: TOTAL	629	563	5.0	89.5	4.5	1,020,461	14.1	1,796	11.9
2 ENG: 1-12 SEATS	4,001	3,274	3.4	81.8	2.7	13,600,873	6.9	4,096	5.7
2 ENG: 13+ SEATS	865	362	20.2	41.8	8.4	2,106,498	24.7	5,551	7.2
2 ENGINE: TOTAL	4,866	3,636	3.7	74.7	2.7	15,707,372	6.9	4,227	5.1
TURBOPROP: OTHER	67	6	*	9.0	13.4	86,345	*	13,161	0.0
TURBOPROP: TOTAL	5,562	4,206	3.2	75.6	2.4	16,814,178	6.5	3,921	4.8
FIXED WING - TURBOJET									
2 ENGINE: TOTAL	4,401	3,876	2.1	88.1	1.9	18,633,252	7.6	4,644	6.9
TURBOJET: OTHER	527	196	14.8	37.2	5.5	1,037,056	32.1	5,215	9.7
TURBOJET: TOTAL	4,928	4,072	2.2	82.6	1.8	19,670,310	7.4	4,670	6.6
FIXED WING: TOTAL	203,693	147,188	0.7	72.3	0.5	512,283,520	1.3	3,454	1.1

6.1 1994 GENERAL AVIATION AND AIR TAXI TOTAL AND AVERAGE AIRFRAME HOURS PER ACTIVE AIRCRAFT

BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

PAGE 2 OF 2

AIRCRAFT TYPE	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL AIRFRAME HOURS	PERCENT STANDARD ERROR	ESTIMATE AVERAGE AIRFRAME HOURS	PERCENT STANDARD ERROR
ROTORCRAFT PISTON: TOTAL	3,485	1,380	10.2	39.6	4.0	4,453,102	14.8	3,049	6.5
1 ENG: TURBINE	3,528	2,298	7.3	65.1	4.8	16,384,123	13.0	7,078	10.6
MULTI-ENG: TURBINE	853	710	6.8	83.2	5.6	5,792,821	19.5	7,899	18.6
TURBINE: TOTAL	4,381	3,009	5.8	68.7	4.0	22,176,946	10.9	7,242	9.2
ROTORCRAFT: TOTAL	7,866	4,389	5.1	55.8	2.9	26,630,048	9.4	5,805	7.7
OTHER AIRCRAFT GLIDERS:	4,113	2,678	6.4	65.1	4.2	3,661,987	11.7	1,256	8.1
LIGHTER-THAN-AIR:	5,822	3,490	7.1	59.9	4.3	802,782	10.6	225	7.4
OTHER AIRCRAFT: TOTAL	9,935	6,169	4.9	62.1	3.0	4,464,769	9.8	635	6.5
EXPERIMENTAL AMATEUR:	18,226	9,523	4.9	52.2	2.6	3,366,990	8.3	354	6.6
EXHIBITION:	1,489	562	16.7	37.7	6.3	1,439,397	18.1	2,312	15.1
OTHER:	4,228	2,766	5.4	65.4	3.5	8,967,579	8.9	3,102	6.9
EXPERIMENTAL: TOTAL	23,943	12,852	3.9	53.7	2.1	13,773,967	6.4	921	4.8
TOTAL	245,437	170,600	0.7	69.5	0.5	557,152,192	1.3	3,211.8	1.0

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

* PERCENT STANDARD ERROR OF 100% OR GREATER.

6.2 1994 GENERAL AVIATION AND AIR TAXI TOTAL AND AVERAGE AIRFRAME HOURS PER ACTIVE AIRCRAFT
BY AIRCRAFT MANUFACTURER/MODEL GROUP
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

PAGE 1 OF 17

MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL AIRFRAME HOURS	PERCENT STANDARD ERROR	ESTIMATE AVERAGE AIRFRAME HOURS	PERCENT STANDARD ERROR
1 ENGINE PISTON (1)	3,481	1,507	8.7	43.3	3.8	2,692,030	14.5	1,786	11.6
1 ENGINE PISTON (2)	2,687	1,454	7.9	54.1	4.3	3,811,406	10.8	2,620	7.4
2 ENGINE PISTON (3)	506	196	31.0	38.8	12.0	694,353	43.3	3,535	30.3
2 ENGINE PISTON (4)	1,391	1,026	7.3	73.8	5.4	3,429,491	9.8	3,340	6.6
PISTON OTHER (5)	168	68	48.8	40.6	19.8	744,743	51.3	10,921	16.0
1 ENGINE TURBOPROP (6)	149	134	9.1	90.3	8.2	211,245	39.3	1,570	38.2
2 ENGINE TURBOPROP (7)	194	131	19.9	67.9	13.5	259,757	47.5	1,973	43.2
2 ENGINE TURBOPROP (8)	333	102	45.4	30.6	13.9	883,542	47.9	8,658	15.4
TURBOPROP OTHER (9)	67	6	*	9.8	14.8	86,345	*	13,161	0.0
2 ENGINE TURBOJET (10)	365	249	14.7	68.3	10.1	3,119,236	39.1	12,517	36.3
TURBOJET OTHER (11)	210	10	*	4.8	5.0	194,015	*	19,200	49.0
PISTON HELICOPTER (12)	404	90	39.1	22.4	8.8	283,374	45.8	3,128	23.9
1 ENG TURBO HELICOPTR(13)	432	235	24.5	54.5	13.4	609,347	41.1	2,586	33.0
M-ENG TURBO HELICOPTR(14)	165	120	24.2	73.0	17.7	1,981,586	46.5	16,450	39.7
GLIDERS (15)	2,262	1,492	9.6	66.0	6.3	1,546,547	14.5	1,036	10.9
LIGHTER-THAN-AIR (16)	2,295	1,549	11.3	67.5	7.6	480,464	15.1	310	10.0

6.2 1994 GENERAL AVIATION AND AIR TAXI TOTAL AND AVERAGE AIRFRAME HOURS PER ACTIVE AIRCRAFT
 BY AIRCRAFT MANUFACTURER/MODEL GROUP
 INCLUDES AIR TAXI AIRCRAFT
 EXCLUDES COMMUTER AIRCRAFT

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL AIRFRAME HOURS	PERCENT STANDARD ERROR	ESTIMATE AVERAGE AIRFRAME HOURS	PERCENT STANDARD ERROR
EXP-AMATEUR BLT (17)	18,226	9,523	4.9	52.3	2.6	3,366,990	8.3	354	6.6
EXP-EXHIBITION (18)	1,023	357	25.1	34.9	8.7	587,056	38.0	1,644	28.6
EXP-OTHER (19)	946	752	10.3	79.5	8.2	2,052,915	25.6	2,728	23.5
ADAMSA50S	117	48	45.7	41.1	18.8	16,814	52.1	350	25.0
AEROSPAS355	99	67	28.7	68.3	19.6	316,458	49.8	4,678	40.7
AEROPSA316	83	29	75.8	35.7	27.1	125,490	75.8	4,233	0.0
AGUSTAA109	65	62	8.1	96.2	7.8	195,331	29.2	3,124	28.0
AIRPTSA	175	66	39.1	38.3	15.0	118,160	42.5	1,764	16.5
AIRTRCAT300	402	306	13.9	76.2	10.6	1,464,266	16.2	4,778	8.3
AIRTRCAT400	283	258	7.9	91.2	7.2	551,060	20.7	2,135	19.1
AIRTRCAT500	155	142	9.7	91.8	8.9	265,142	21.9	1,863	19.7
AMDFALC10	111	81	12.9	73.9	9.5	452,226	16.4	5,516	10.1
AMDFALC20	155	142	10.2	92.0	9.4	954,724	17.6	6,692	14.4
AMDFALC50	195	129	17.5	66.6	11.7	284,112	23.6	2,188	15.8
ARCTICS1A	80	44	25.2	55.9	14.1	113,910	36.9	2,546	26.9
ARONCA15	188	107	28.1	57.0	16.0	257,318	34.9	2,401	20.7

6.2 1994 GENERAL AVIATION AND AIR TAXI TOTAL AND AVERAGE AIRFRAME HOURS PER ACTIVE AIRCRAFT
 BY AIRCRAFT MANUFACTURER/MODEL GROUP
 INCLUDES AIR TAXI AIRCRAFT
 EXCLUDES COMMUTER AIRCRAFT

PAGE 3 OF 17

MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL AIRFRAME HOURS	PERCENT STANDARD ERROR	ESTIMATE AVERAGE AIRFRAME HOURS	PERCENT STANDARD ERROR
ARONCA65	572	148	31.7	26.0	8.2	394,073	33.7	2,649	11.6
ARONCAC3	90	1	*	1.3	3.0	1,072	*	883	0.0
AVAINBAL	94	26	89.6	28.6	25.6	14,498	93.8	539	27.8
AYRESS2 (1)	654	398	19.2	61.0	11.7	2,989,625	21.7	7,494	10.0
AYRESS2 (6)	138	123	13.6	89.4	12.2	284,514	30.0	2,307	26.7
BALWKSFIREF	181	73	33.0	40.7	13.4	13,682	39.7	186	22.1
BBAVIA11	759	214	31.5	28.3	8.9	382,308	32.4	1,781	7.9
BBAVIA8	215	125	26.0	58.2	15.1	256,717	37.9	2,050	27.6
BEECH100	200	175	10.1	87.5	8.8	862,251	13.2	4,927	8.6
BEECH17	182	79	27.6	43.6	12.0	221,258	29.9	2,789	11.4
BEECH18 (4)	430	147	47.3	34.3	16.2	1,031,745	52.5	6,990	22.8
BEECH18 (19)	91	22	68.6	24.9	17.1	139,652	72.5	6,157	23.5
BEECH1900	101	55	85.8	54.6	46.8	213,882	86.2	3,880	8.8
BEECH200	765	595	10.3	77.8	8.0	2,363,089	12.4	3,970	6.9
BEECH23	2,391	1,501	11.5	62.8	7.2	4,409,835	14.1	2,938	8.2
BEECH300	224	107	20.2	48.1	9.7	157,752	22.1	1,463	9.0

6.2 1994 GENERAL AVIATION AND AIR TAXI TOTAL AND AVERAGE AIRFRAME HOURS PER ACTIVE AIRCRAFT
 BY AIRCRAFT MANUFACTURER/MODEL GROUP
 INCLUDES AIR TAXI AIRCRAFT
 EXCLUDES COMMUTER AIRCRAFT

PAGE 4 OF 17

MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL AIRFRAME HOURS	PERCENT STANDARD ERROR	ESTIMATE AVERAGE AIRFRAME HOURS	PERCENT STANDARD ERROR
BEECH33	2,067	1,819	3.0	88.0	2.7	5,752,876	6.2	3,162	5.5
BEECH35 (2)	6,186	4,743	4.7	76.7	3.6	20,051,954	6.0	4,227	3.8
BEECH35 (6)	105	89	10.3	85.1	8.8	76,365	25.5	855	23.3
BEECH36	2,428	2,112	4.5	87.0	4.0	4,924,771	7.7	2,331	6.2
BEECH45	363	102	48.7	28.2	13.7	650,696	50.6	6,368	13.8
BEECH50	221	133	24.4	60.2	14.7	693,121	32.2	5,211	20.9
BEECH55	2,017	1,503	7.9	74.5	5.9	7,249,627	31.2	4,822	30.2
BEECH56	54	37	16.6	69.7	11.6	99,115	21.0	2,633	12.8
BEECH58	1,489	1,208	7.8	81.1	6.3	4,667,962	12.5	3,864	9.7
BEECH60	364	263	14.2	72.5	10.3	637,164	20.3	2,415	14.5
BEECH65	96	61	37.2	64.5	24.0	371,859	42.4	6,010	20.4
BEECH76	258	204	13.1	79.2	10.4	682,535	20.7	3,338	16.0
BEECH77	198	163	13.7	82.5	11.3	263,453	20.4	1,614	15.2
BEECH80	60	14	68.5	24.4	16.7	80,521	70.9	5,493	18.4
BEECH90	1,025	923	6.7	90.1	6.0	4,399,419	16.3	4,762	14.9
BEECH95	400	282	18.0	70.6	12.7	1,477,152	21.4	5,233	11.6

6.2 1994 GENERAL AVIATION AND AIR TAXI 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	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL AIRFRAME HOURS	PERCENT STANDARD ERROR	ESTIMATE AVERAGE AIRFRAME HOURS	PERCENT STANDARD ERROR
BEECH99	59	32	40.7	54.6	22.2	339,398	42.7	10,541	12.9
BELL204	288	182	27.1	63.3	17.2	1,664,156	29.9	9,132	12.6
BELL206	1,749	1,133	11.4	64.8	7.4	8,967,106	20.4	7,909	16.9
BELL212	84	63	38.0	75.6	28.7	1,134,948	47.9	17,875	29.2
BELL222	68	54	16.4	80.7	13.2	245,619	22.9	4,477	15.9
BELL412	68	65	9.8	96.2	9.4	356,150	28.4	5,444	26.7
BELL47	994	249	35.7	25.1	9.0	1,255,183	37.0	5,022	9.8
BLANCA11	76	26	32.2	35.5	11.4	58,412	35.6	2,164	15.3
BLANCA1413	209	85	31.5	40.7	12.8	173,187	33.9	2,035	12.5
BLANCA1419	200	123	24.4	61.6	15.0	358,335	26.6	2,907	10.7
BLANCA17	896	744	9.1	83.1	7.5	1,354,322	12.1	1,817	8.0
BLANCA7 (1)	1,245	986	8.9	79.2	7.0	1,787,277	16.9	1,813	14.4
BLANCA7 (2)	52	28	27.3	55.2	15.1	39,500	36.0	1,376	23.4
BLANCA8	413	292	12.9	70.8	9.2	382,105	16.8	1,307	10.7
BLANKA/BBAV	3,518	2,047	9.2	58.2	5.3	5,163,660	11.4	2,522	6.9
BNORBN2	55	33	35.4	61.4	21.8	149,402	59.5	4,422	47.9

6.2 1994 GENERAL AVIATION AND AIR TAXI 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	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL AIRFRAME HOURS	PERCENT STANDARD ERROR	ESTIMATE AVERAGE AIRFRAME HOURS	PERCENT STANDARD ERROR
BOEING75(1)	1,691	567	22.6	33.5	7.6	2,333,003	36.3	4,113	28.5
BOEING75(19)	98	21	38.6	21.7	8.4	90,427	41.5	4,247	15.3
BOEINGB727	50	16	61.6	32.3	19.9	368,051	62.1	22,811	7.7
BOLKMS105	122	108	13.0	88.9	11.6	742,001	24.0	6,838	20.1
BOLKMS117	57	49	15.4	86.6	13.3	174,615	23.3	3,537	17.5
BRAERODH125	135	128	6.1	95.0	5.8	420,241	18.0	3,278	16.9
BRWSTRFLEET	61	20	35.9	33.8	12.1	55,374	40.5	2,689	18.6
CAMRONMODEL	856	623	12.4	72.8	9.1	106,439	21.8	171	17.9
CESSNA120	789	421	18.0	53.4	9.6	1,004,454	20.5	2,382	9.7
CESSNA140	2,135	1,316	10.2	61.6	6.3	4,664,612	13.0	3,544	8.0
CESSNA150(1)	15,832	12,554	3.2	79.3	2.5	51,518,504	4.5	4,104	3.1
CESSNA150(19)	418	350	9.5	83.9	8.0	1,503,885	14.4	4,288	10.8
CESSNA170	2,303	1,368	10.6	59.4	6.3	4,951,992	13.3	3,619	8.1
CESSNA172	22,197	18,532	2.1	83.5	1.8	70,647,400	3.7	3,812	3.0
CESSNA175	1,164	564	18.8	48.5	9.1	1,599,329	20.9	2,832	9.1
CESSNA177	2,529	1,957	6.3	77.4	4.9	5,599,895	8.8	2,861	6.1

6.2 1994 GENERAL AVIATION AND AIR TAXI 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	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL AIRFRAME HOURS	PERCENT STANDARD ERROR	ESTIMATE AVERAGE AIRFRAME HOURS	PERCENT STANDARD ERROR
CESSNA180	2,606	2,004	7.8	76.9	6.0	8,382,723	11.8	4,183	8.9
CESSNA182	12,632	10,496	2.7	83.1	2.2	35,690,484	5.9	3,400	5.3
CESSNA185	1,517	1,089	11.1	71.8	7.9	3,549,640	15.6	3,259	11.0
CESSNA188	1,306	862	13.3	66.0	8.8	3,352,919	16.1	3,889	9.2
CESSNA190	78	34	30.2	44.5	13.4	123,803	32.3	3,564	11.4
CESSNA195	464	178	27.4	38.4	10.5	821,327	29.4	4,605	10.7
CESSNA205	216	135	19.9	62.5	12.4	547,793	21.9	4,056	9.3
CESSNA206	2,270	1,719	7.0	75.7	5.3	5,881,797	10.4	3,421	7.7
CESSNA207	271	113	39.1	42.0	16.4	1,215,230	50.5	10,679	32.0
CESSNA208	82	73	12.9	90.2	11.7	183,193	28.9	2,478	25.9
CESSNA210	5,108	4,320	3.9	84.6	3.3	12,531,789	5.5	2,900	3.9
CESSNA303	95	73	15.9	77.1	12.3	242,094	20.3	3,307	12.6
CESSNA305	280	138	24.6	49.5	12.2	1,044,240	35.2	7,540	25.2
CESSNA310	2,648	1,664	9.9	62.9	6.3	7,563,662	12.6	4,544	7.8
CESSNA320	224	154	23.6	69.1	16.3	614,048	26.3	3,966	11.5
CESSNA336	58	22	33.9	38.1	12.9	64,302	34.8	2,908	8.0

6.2 1994 GENERAL AVIATION AND AIR TAXI 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	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL AIRFRAME HOURS	PERCENT STANDARD ERROR	ESTIMATE AVERAGE AIRFRAME HOURS	PERCENT STANDARD ERROR
CESSNA337(3)	882	585	13.2	66.4	8.8	1,598,869	21.2	2,730	16.6
CESSNA337(19)	95	71	19.8	75.1	14.9	167,261	24.1	2,345	13.8
CESSNA340	807	589	11.3	73.0	8.3	1,932,893	14.2	3,281	8.6
CESSNA401	158	158	0.0	100.0	0.0	555,519	17.6	3,434	17.6
CESSNA402	362	278	16.7	77.0	12.8	1,204,139	26.9	4,320	21.1
CESSNA421	975	864	7.3	88.7	6.4	2,505,824	10.9	2,898	8.1
CESSNA425	158	141	9.4	89.6	8.4	400,349	10.5	2,827	4.8
CESSNA441	191	161	9.7	84.4	8.2	536,856	12.5	3,331	7.9
CESSNA500	850	807	4.3	95.0	4.1	2,227,863	13.5	2,760	12.8
CESSNA501	264	244	7.6	92.6	7.1	775,031	13.9	3,172	11.6
CESSNA650	191	181	5.2	95.0	4.9	375,161	15.2	2,069	14.3
CESSNA750	60	8	66.8	14.9	9.9	20,915	68.4	2,343	14.7
CHILDS1	281	229	12.4	81.6	10.1	40,031	19.9	175	15.6
CHILDS2	119	96	12.4	81.2	10.0	96,376	25.5	998	22.3
CHRISHUSKY	93	81	8.2	87.3	7.2	43,408	19.0	535	17.1
CNDATRC1600	178	166	7.4	93.7	6.9	297,809	20.6	1,786	19.2

6.2 1994 GENERAL AVIATION AND AIR TAXI 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	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL AIRFRAME HOURS	PERCENT STANDARD ERROR	ESTIMATE AVERAGE AIRFRAME HOURS	PERCENT STANDARD ERROR
COMWTH185	76	37	26.7	49.0	13.1	64,270	30.1	1,727	13.8
CONAERLA4	389	279	16.4	71.9	11.8	420,247	19.2	1,502	9.9
CURTISTRVAI	179	42	57.8	23.7	13.7	128,781	59.0	3,042	12.1
CVACBT/L13	134	29	55.9	21.7	12.2	71,141	57.6	2,443	13.8
DHAVDH82	62	33	30.7	53.4	16.4	76,818	39.4	2,320	24.7
DHAVDHC1	93	27	42.5	29.6	12.6	154,594	45.9	5,610	17.3
DHAVDHC2	335	180	34.8	53.7	18.7	1,017,785	44.7	5,653	28.0
DHAVDHC6	88	40	46.4	46.4	21.5	305,364	56.5	7,481	32.2
DOUGDC3	193	41	70.5	21.4	15.1	1,087,356	72.6	26,284	17.3
EAGLEBAL (1)	70	54	18.3	78.1	14.3	79,504	27.7	1,454	20.8
EAGLEBAL (16)	78	16	69.5	21.4	14.8	7,562	69.6	454	4.8
ETRVON20	94	78	11.4	83.5	9.5	85,416	15.7	1,088	10.9
ENSTMF28(12)	221	96	33.6	43.6	14.7	101,921	42.1	1,057	25.4
ENSTMF28(13)	106	58	22.2	55.4	12.3	240,696	40.4	4,099	33.8
FRCHLD24	219	42	47.5	19.3	9.2	83,414	48.0	1,972	7.4
FRCHLDM62(1)	120	33	41.9	28.0	11.7	61,400	43.1	1,830	10.1

6.2 1994 GENERAL AVIATION AND AIR TAXI 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	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL AIRFRAME HOURS	PERCENT STANDARD ERROR	ESTIMATE AVERAGE AIRFRAME HOURS	PERCENT STANDARD ERROR
FRCHLDM62(19)	102	16	62.1	15.8	9.8	20,732	64.9	1,283	19.1
GROB103	96	68	19.0	70.9	13.4	168,499	28.2	2,476	20.8
GROB109	53	41	13.1	78.9	10.3	38,017	25.6	909	22.0
GROBASTIR	93	75	13.5	81.0	10.9	67,485	21.4	896	16.6
GRUMAVAA1	428	302	11.3	70.6	8.0	597,942	14.4	1,979	8.9
GRUMAVAA5	954	845	4.9	88.7	4.4	1,966,670	8.5	2,325	6.9
GRUMAVG164	490	251	18.3	51.4	9.4	1,500,794	19.1	5,961	5.4
GULSTM112	613	504	6.6	82.4	5.5	908,872	8.6	1,800	5.5
GULSTM500	253	201	13.9	79.5	11.1	1,046,474	17.9	5,204	11.2
GULSTM560	76	57	17.9	76.1	13.6	280,042	23.5	4,839	15.2
GULSTM680	152	90	37.5	59.8	22.5	412,754	45.8	4,538	26.2
GULSTM680TP	56	32	38.2	57.4	21.9	457,400	88.8	14,235	80.1
GULSTM690TP	306	256	8.1	84.0	6.8	975,148	11.3	3,795	7.8
GULSTMAA1	492	323	12.4	65.8	8.1	676,126	14.2	2,088	6.9
GULSTMAA5	911	776	5.4	85.2	4.6	1,886,512	9.0	2,430	7.2
GULSTMG1159	448	418	5.3	93.4	4.9	2,515,900	13.4	6,015	12.3

6.2 1994 GENERAL AVIATION AND AIR TAXI 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	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL AIRFRAME HOURS	PERCENT STANDARD ERROR	ESTIMATE AVERAGE AIRFRAME HOURS	PERCENT STANDARD ERROR
GULSTMG159	60	24	33.0	40.6	13.4	206,558	34.2	8,471	9.1
GULSTMG44	78	39	38.2	51.0	19.5	444,893	41.6	11,189	16.3
GULSTMGA7	50	40	15.4	81.3	12.5	121,506	20.3	2,988	13.2
HELIOH295	82	35	34.8	43.8	15.2	95,605	35.0	2,662	3.8
HILRUH12(12)	369	115	50.7	31.4	15.9	444,636	51.5	3,834	9.3
HILRUH12 (19)	64	23	59.7	37.2	22.2	189,906	62.1	7,986	17.3
HUGHES269	544	246	24.7	45.2	11.2	1,103,146	30.4	4,483	17.7
HUGHS369(12)	104	59	20.9	57.1	11.9	74,434	33.8	1,254	26.5
HUGHS369(13)	517	417	13.0	80.8	10.5	3,854,066	23.0	9,226	19.0
HWKSLYDH125	351	301	9.4	85.8	8.1	1,460,739	18.9	4,848	16.4
HYNESB2	66	30	31.8	46.3	14.7	52,493	34.8	1,719	14.2
INTRCP200	78	55	22.4	70.9	15.9	136,793	24.7	2,475	10.3
ISRAEL1121	58	39	33.3	67.4	22.4	228,442	35.1	5,846	11.3
ISRAEL1124	244	205	8.9	84.3	7.5	696,553	12.5	3,385	8.8
JBWSTRDGA15	86	11	72.0	13.0	9.4	22,138	76.9	1,977	27.0
LEAR24	144	122	13.3	85.3	11.4	870,237	15.6	7,084	8.0

6.2 1994 GENERAL AVIATION AND AIR TAXI 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	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL AIRFRAME HOURS	PERCENT STANDARD ERROR	ESTIMATE AVERAGE AIRFRAME HOURS	PERCENT STANDARD ERROR
LEAR25 (10)	129	115	12.3	89.4	11.0	867,555	19.5	7,524	15.1
LEAR25 (19)	67	23	43.5	35.6	15.5	223,005	44.6	9,348	9.7
LEAR35	369	317	8.0	86.0	6.8	1,263,470	15.7	3,982	13.5
LEAR55	91	76	10.5	84.4	8.9	298,362	13.1	3,884	7.8
LKHEED1329	72	40	30.6	56.1	17.2	190,877	33.5	4,724	13.7
LUSCOM8	1,875	830	11.2	44.3	4.9	2,043,489	15.2	2,461	10.2
MAULEM4	185	148	13.5	80.3	10.9	307,325	17.7	2,068	11.4
MAULEM5	384	296	10.1	77.2	7.8	444,857	21.2	1,501	18.6
MAULEM6	81	65	17.1	81.2	13.9	120,134	25.9	1,826	19.5
MAULEM7	119	79	19.6	66.7	13.1	63,560	29.8	800	22.5
MCLISHFUNKB	134	46	36.6	35.0	12.8	45,934	54.4	979	40.3
MNCUP90	55	9	39.4	16.9	6.7	12,388	39.5	1,334	1.4
MNMITEM18	118	34	57.0	28.9	16.5	50,787	57.7	1,490	9.1
MOONYM20 (2)	5,976	5,168	3.4	86.5	2.9	15,055,854	8.7	2,913	8.0
MOONYM20 (19)	248	236	5.7	95.4	5.4	341,895	27.6	1,445	27.0
MTSBSIMU2	346	255	14.0	73.8	10.3	1,070,586	16.3	4,195	8.4

6.2 1994 GENERAL AVIATION AND AIR TAXI 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	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL AIRFRAME HOURS	PERCENT STANDARD ERROR	ESTIMATE AVERAGE AIRFRAME HOURS	PERCENT STANDARD ERROR
MTSBSIMU300	71	67	4.9	95.0	4.7	156,634	7.8	2,323	6.1
NAMERT28 (1)	185	118	21.1	64.1	13.5	1,346,036	23.0	11,347	9.0
NAMERT28 (19)	75	32	24.4	43.0	10.5	249,377	25.6	7,726	8.0
NAMERT6 (1)	238	124	21.0	52.4	11.0	761,951	23.3	6,114	10.1
NAMERT6 (19)	66	33	31.4	50.4	15.8	187,776	37.0	5,646	19.5
NAVALN3N	113	17	71.6	15.5	11.1	125,943	77.5	7,198	29.6
NAVIONNAVIO	1,070	816	9.9	76.3	7.5	3,828,516	30.1	4,687	28.5
NORWST65	60	25	43.4	42.8	18.6	64,918	44.8	2,528	11.1
OTHEXMILTUR	64	47	19.2	74.3	14.3	174,245	20.6	3,663	7.4
PICARDAX6	77	3	*	4.8	9.5	785	*	212	0.0
PIPER600	277	178	18.1	64.5	11.7	469,936	19.7	2,630	7.7
PIPER602	251	197	12.2	78.6	9.6	416,106	14.6	2,108	8.1
PIPERJ3	3,993	1,796	7.9	45.0	3.5	5,769,574	14.0	3,211	11.5
PIPERJ4	209	38	48.5	18.3	8.9	103,326	59.1	2,700	33.8
PIPERJ5	305	103	24.0	33.8	8.1	247,083	28.4	2,398	15.1
PIPERPA12	1,248	717	13.5	57.5	7.8	2,022,275	16.7	2,817	9.8

6.2 1994 GENERAL AVIATION AND AIR TAXI TOTAL AND AVERAGE AIRFRAME HOURS PER ACTIVE AIRCRAFT
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PIPERPA14	95	55	29.1	58.9	17.2	227,321	31.8	4,060	12.8
PIPERPA15	157	91	24.5	58.4	14.3	175,581	29.9	1,915	17.1
PIPERPA16	323	157	21.1	48.9	10.3	432,030	23.4	2,738	10.1
PIPERPA17	93	51	19.6	54.9	10.7	108,368	22.2	2,124	10.4
PIPERPA18	3,447	2,306	4.9	66.9	3.3	7,038,284	10.6	3,052	9.3
PIPERPA20	418	206	17.2	49.5	8.5	534,405	21.2	2,582	12.4
PIPERPA22(1)	859	557	10.6	64.9	6.9	1,481,756	12.4	2,656	6.4
PIPERPA22(2)	1,622	695	12.9	42.9	5.5	1,850,314	17.2	2,662	11.4
PIPERPA23	2,671	1,598	9.4	59.9	5.6	6,848,127	11.2	4,283	6.1
PIPERPA24(2)	2,418	1,775	7.3	73.4	5.4	6,513,612	9.5	3,669	6.0
PIPERPA24(19)	426	347	10.9	81.6	8.9	1,109,819	12.8	3,194	6.7
PIPERPA25	929	447	17.5	48.2	8.4	1,865,049	18.9	4,167	7.2
PIPERPA28(1)	5,546	4,458	3.0	80.4	2.4	15,713,600	6.6	3,524	5.9
PIPERPA28(2)	14,292	12,153	1.7	85.0	1.4	40,372,616	2.9	3,322	2.4
PIPERPA30	1,135	848	7.9	74.7	5.9	3,388,049	9.4	3,994	5.0
PIPERPA31(3)	113	74	18.1	65.8	11.9	458,764	37.2	6,170	32.6

6.2 1994 GENERAL AVIATION AND AIR TAXI TOTAL AND AVERAGE AIRFRAME HOURS PER ACTIVE AIRCRAFT
 BY AIRCRAFT MANUFACTURER/MODEL GROUP
 INCLUDES AIR TAXI AIRCRAFT
 EXCLUDES COMMUTER AIRCRAFT

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL AIRFRAME HOURS	PERCENT STANDARD ERROR	ESTIMATE AVERAGE AIRFRAME HOURS	PERCENT STANDARD ERROR
PIPERPA31(4)	965	965	0.0	100.0	0.0	4,001,127	11.5	4,100	11.5
PIPERPA31(19)	345	203	27.9	58.9	16.5	1,070,302	32.2	5,263	16.1
PIPERPA31T	442	386	6.7	87.4	5.8	1,296,847	8.9	3,358	5.9
PIPERPA32	3,827	3,179	3.4	83.1	2.9	10,175,412	5.8	3,200	4.7
PIPERPA34	1,508	1,414	3.3	93.8	3.1	3,354,702	7.0	2,372	6.1
PIPERPA36	249	193	15.4	77.9	12.0	520,725	20.5	2,685	13.5
PIPERPA38	932	645	10.9	69.3	7.5	2,276,590	14.1	3,525	8.9
PIPERPA42	89	68	12.3	77.0	9.5	296,976	41.9	4,336	40.0
PIPERPA44	279	231	15.8	83.1	13.2	1,161,147	21.9	5,008	15.1
PIPERPA46	382	330	6.9	86.6	6.0	449,146	12.6	1,358	10.5
RAVENS40	1,929	1,012	15.2	52.5	8.0	137,947	23.5	136	17.9
RAVENS57	124	97	13.7	78.7	10.8	15,514	25.4	159	21.4
RKVELLNA265	247	210	9.7	85.2	8.3	1,653,063	14.6	7,860	10.9
ROBSINR22	673	446	10.5	66.3	7.0	741,110	16.6	1,662	12.8
ROLSCHLS	184	175	6.0	95.3	5.7	172,331	24.3	982	23.5
RYANST3	137	40	48.1	29.7	14.3	93,331	51.3	2,293	17.7

6.2 1994 GENERAL AVIATION AND AIR TAXI TOTAL AND AVERAGE AIRFRAME HOURS PER ACTIVE AIRCRAFT
 BY AIRCRAFT MANUFACTURER/MODEL GROUP
 INCLUDES AIR TAXI AIRCRAFT
 EXCLUDES COMMUTER AIRCRAFT

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL AIRFRAME HOURS	PERCENT STANDARD ERROR	ESTIMATE AVERAGE AIRFRAME HOURS	PERCENT STANDARD ERROR
SCHZERG164	762	470	14.2	61.8	8.7	2,525,091	17.6	5,365	10.4
SCHZERSG1	656	372	17.8	56.8	10.1	394,903	20.4	1,060	9.9
SCHZERSG2	510	297	20.3	58.4	11.9	1,104,872	31.6	3,708	24.2
SKRSKYS58	52	16	70.1	30.8	21.6	103,033	73.0	6,423	20.6
SKRSKYS76	125	117	10.8	94.2	10.2	646,109	35.6	5,487	33.9
SLINDS100	270	194	12.2	72.0	8.8	430,749	14.1	2,214	7.2
SNIAS350	289	193	23.2	67.0	15.5	749,016	32.8	3,870	23.2
SOCATATB10	57	46	12.1	81.3	9.9	49,228	17.9	1,062	13.1
SOCATATB20	175	120	18.3	68.8	12.6	138,426	21.0	1,149	10.3
SPRTHCIRRU	91	47	33.0	52.2	17.2	57,302	34.4	1,206	9.5
SPRTHVENTU	74	29	48.5	39.5	19.1	26,612	51.1	910	16.1
STNSON10	125	4	*	3.9	4.3	9,136	*	1,858	0.0
STNSONL5	117	71	25.7	61.3	15.8	162,300	34.2	2,262	22.6
STNSONV77	106	46	29.7	44.2	13.1	55,521	30.4	1,186	6.4
STOLAMRC3	193	38	59.5	19.7	11.7	35,924	61.4	945	15.0
SWRNGNSA226	94	62	19.7	66.8	13.2	240,979	23.5	3,836	12.9

6.2 1994 GENERAL AVIATION AND AIR TAXI TOTAL AND AVERAGE AIRFRAME HOURS PER ACTIVE AIRCRAFT
BY AIRCRAFT MANUFACTURER/MODEL GROUP
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL AIRFRAME HOURS	PERCENT STANDARD ERROR	ESTIMATE AVERAGE AIRFRAME HOURS	PERCENT STANDARD ERROR
SWRNGSA227	84	55	41.4	65.6	27.1	247,076	43.9	4,486	14.5
SWRNGSA26	51	28	29.4	56.8	16.7	194,134	32.0	6,698	12.5
TCRAFKD	274	121	21.7	44.3	9.6	233,022	23.3	1,918	8.4
TCRAFT19	108	73	26.0	68.5	17.8	36,674	44.5	496	36.1
TCRAFTBC	1,658	643	13.6	38.8	5.3	1,404,781	15.2	2,184	6.7
TCRAFTBL	185	49	37.2	26.7	9.9	109,943	38.2	2,226	8.9
TH55	58	29	36.6	51.3	18.7	293,768	39.4	9,882	14.7
THUNDRAX7	71	38	24.8	54.3	13.4	9,073	38.8	236	29.8
UNIVACGC1	593	268	17.7	45.4	8.0	502,705	20.6	1,869	10.6
UNIVAR108	1,767	727	14.1	41.2	5.8	1,876,168	15.3	2,578	6.0
UNIVAR415	2,120	1,062	10.8	50.1	5.4	1,825,435	12.6	1,719	6.3
VARGA2150	123	71	18.7	58.2	10.9	107,738	23.2	1,506	13.6
WACO (1)	416	136	24.1	32.9	7.9	263,482	33.5	1,925	23.3
WACO (2)	140	39	37.6	27.9	10.5	104,048	41.8	2,663	18.3
WTHRLY201	51	31	21.9	62.1	13.6	88,280	26.1	2,787	14.1
TOTAL	245,437	170,600	0.7	69.5	0.5	557,152,256	1.3	3,212	1.0

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

* PERCENT STANDARD ERROR OF 100% OR GREATER.

NUMBER IN PARENTHESIS FOLLOWING GROUP NAME INDICATES THE AIRCRAFT TYPE TO WHICH THESE AIRCRAFT BELONG. SEE THE FOLLOWING PAGE FOR A DESCRIPTION OF THESE AIRCRAFT TYPES.

AIRCRAFT DEFINITIONS AND TYPES USED FOR THE GENERAL AVIATION SURVEY

AIRCRAFT TYPE DEFINITION		AIRCRAFT TYPE
FIXED-WING PISTON:	1 ENGINE - 1-3 SEATS	(1)
FIXED-WING POSTON:	1 ENGINE - 4 + SEATS	(2)
FIXED-WING PISTON:	2 ENGINE - 1-6 SEATS	(3)
FIXED-WING PISTON:	2 ENGINE - 7 + SEATS	(4)
FIXED-WING PISTON:	OTHER	(5)
FIXED WING-TURBOPROP:	1 ENGINE	(6)
FIXED WING-TURBOPROP:	2 ENGINE - 1-12 SEATS	(7)
FIXED WING-TURBOPROP:	2 ENGINE - 13 + SEATS	(8)
FIXED WING-TURBOPROP:	OTHER	(9)
FIXED WING-TURBOJET:	2 ENGINE	(10)
FIXED WING-TURBOJET:	OTHER	(11)
ROTORCRAFT:	PISTON	(12)
ROTORCRAFT:	1 ENGINE - TURBINE	(13)
ROTORCRAFT:	MULTI-ENGINE - TURBINE	(14)
OTHER AIRCRAFT:	GLIDERS	(15)
OTHER AIRCRAFT:	LIGHTER-THAN-AIR	(16)
OTHER AIRCRAFT:	EXPERIMENTAL - AMATEUR	(17)
OTHER AIRCRAFT:	EXPERIMENTAL - EXHIBITION	(18)
OTHER AIRCRAFT:	EXPERIMENTAL - OTHER	(19)

6.3 1994 NUMBER OF ENGINES ON ACTIVE GENERAL AVIATION AND AIR TAXI AIRCRAFT AND AVERAGE HOURS PER ENGINE
 BY ENGINE MANUFACTURER/MODEL GROUP
 INCLUDES AIR TAXI AIRCRAFT
 EXCLUDES COMMUTER AIRCRAFT

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	30,362	1.8	73.5	158	3.5
ALLSN 250C	806	12.2	72.3	593	25.6
ALLSN 501D	42	41.8	54.6	110	38.9
AMTR 430	41	67.0	43.0	36	0.0
AMTR AMTR	17,668	3.0	57.8	170	4.0
AMTRMCMCULH	72	72.2	26.8	14	4.5
ARSRCHTPE331	152	28.3	53.5	135	11.9
CONT 6285	48	42.3	50.4	140	57.5
CONT A40	32	56.8	26.7	12	90.2
CONT A50	29	37.5	80.7	46	3.1
CONT A65	3,725	6.4	42.1	44	7.4
CONT A75	746	15.2	40.2	33	20.6
CONT A80	22	88.7	32.7	55	0.0
CONT C125	131	31.9	39.3	38	21.1
CONT C145	1,253	10.2	61.5	54	14.0
CONT C85	3,071	6.4	56.1	54	10.2
CONT C90	1,433	8.5	60.6	43	9.4
CONT E185	1,081	11.2	61.4	70	15.9

6.3 1994 NUMBER OF ENGINES ON ACTIVE GENERAL AVIATION AND AIR TAXI AIRCRAFT AND AVERAGE HOURS PER ENGINE
 BY ENGINE MANUFACTURER/MODEL GROUP
 INCLUDES AIR TAXI AIRCRAFT
 EXCLUDES COMMUTER AIRCRAFT

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 E225	974	11.0	73.7	82	13.7
CONT 0200	9,844	3.5	77.1	112	11.2
CONT 0300	6,339	4.2	79.1	81	8.9
CONT 0346	179	26.4	69.2	119	82.3
CONT 0360	2,161	6.8	74.0	110	13.5
CONT 0470	11,861	2.8	79.1	120	7.9
CONT 0520	19,012	2.0	80.9	168	3.9
CONT R670	14	*	8.7	22	19.7
DHAVXXGIPSY	70	17.5	80.3	58	32.1
FCD 6440	102	34.8	31.7	37	14.9
FRNKLN4AC150	0	0.0	0.0	0	0.0
FRNKLN4AC176	55	48.8	34.1	26	37.9
FRNKLN4AC199	31	43.7	24.9	28	22.9
FRNKLN6A4150	379	17.5	43.4	38	15.8
FRNKLN6A4165	421	15.9	43.1	57	11.5
FRNKLN6A8215	39	59.5	23.7	19	22.4
FRNKLN6AV335	83	36.9	54.7	213	25.1
FRNKLN6AV350	113	25.8	57.5	67	16.2

6.3 1994 NUMBER OF ENGINES ON ACTIVE GENERAL AVIATION AND AIR TAXI AIRCRAFT AND AVERAGE HOURS PER ENGINE
 BY ENGINE MANUFACTURER/MODEL GROUP
 INCLUDES AIR TAXI AIRCRAFT
 EXCLUDES COMMUTER AIRCRAFT

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ENGINE MANUFACTURER/ MODEL GROUP	ESTIMATE OF ACTIVE ENGINES	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
FRNKLN6V4	1	*	0.8	38	0.0
GARRTTATF3	24	11.2	95.0	156	22.9
GARRTTTFE731	573	6.3	83.7	339	6.2
GARRTTTPE331	960	6.8	69.8	346	13.1
GE CF34	169	6.0	95.0	385	10.7
GE CF700	247	8.0	86.9	339	10.1
GE CJ610	513	7.6	89.0	191	17.2
GE CT58	53	12.9	96.2	2,452	0.0
GLADENB5	10	95.3	13.8	21	13.2
GLADENK5	33	24.6	85.2	53	18.3
GLADENR5	59	39.2	36.3	18	26.2
JACOBPR755	243	18.5	57.7	54	18.4
JACOB8SR755	33	54.2	10.9	30	21.2
JACOB8SR915	38	48.5	59.7	76	12.9
LIMBAH1700	17	37.6	83.0	101	0.0
LYC ALF502	72	9.3	95.0	274	10.3
LYC LTS101	196	4.9	96.2	622	3.7
LYC O145	274	22.4	37.9	38	14.4

6.3 1994 NUMBER OF ENGINES ON ACTIVE GENERAL AVIATION AND AIR TAXI AIRCRAFT AND AVERAGE HOURS PER ENGINE
 BY ENGINE MANUFACTURER/MODEL GROUP
 INCLUDES AIR TAXI AIRCRAFT
 EXCLUDES COMMUTER AIRCRAFT

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ENGINE MANUFACTURER/ MODEL GROUP	ESTIMATE OF ACTIVE ENGINES	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
LYC 0235	6,997	4.2	70.2	190	8.3
LYC 0290	1,304	10.6	44.6	67	25.5
LYC 0320	28,272	1.7	77.2	151	5.1
LYC 0340	69	36.1	62.7	51	16.9
LYC 0360	17,879	1.9	79.4	142	4.5
LYC 0435	62	50.9	45.0	128	12.8
LYC 0480	452	17.8	47.4	122	13.8
LYC 0540	12,216	2.4	76.8	144	3.9
LYC 0541	702	8.3	73.2	111	9.4
LYC 0720	163	18.8	80.7	152	29.4
LYC R680	113	27.7	65.4	31	36.2
LYC T53	27	12.3	96.2	453	26.5
MNASCO64	0	0.0	0.0	0	0.0
ONAN 18HP	0	0.0	0.0	0	0.0
PCKARDV1650	6	*	8.0	17	65.8
PWA JFTD12	0	0.0	0.0	0	0.0
PWA JT12	159	11.8	71.3	290	9.2
PWA JT15	1,121	3.4	94.4	329	7.3

6.3 1994 NUMBER OF ENGINES ON ACTIVE GENERAL AVIATION AND AIR TAXI AIRCRAFT AND AVERAGE HOURS PER ENGINE
 BY ENGINE MANUFACTURER/MODEL GROUP
 INCLUDES AIR TAXI AIRCRAFT
 EXCLUDES COMMUTER AIRCRAFT

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ENGINE MANUFACTURER/ MODEL GROUP	ESTIMATE OF ACTIVE ENGINES	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	ESTIMATE OF AVERAGE HOURS	PERCENT STANDARD ERROR
PWA JT8	173	21.5	65.4	256	10.8
PWA PT6	3,014	4.7	78.9	257	6.3
PWA PT6T	55	13.8	96.2	108	0.0
PWA R1340	1,375	8.5	63.1	258	9.7
PWA R1830	171	27.7	44.8	516	26.2
PWA R2000	2	*	2.8	11	0.0
PWA R2800	61	66.7	16.5	16	4.2
PWA R985	1,064	13.3	36.3	127	12.2
ROTAX 277	0	0.0	0.0	0	0.0
RROYCEDART	78	23.6	47.2	265	15.3
RROYCEGIPSY	0	0.0	0.0	0	0.0
RROYCESPEY	450	5.1	93.5	295	10.2
RROYCEVIPER	83	24.2	67.8	185	38.1
TMECA ARRIEL	240	9.7	83.8	708	18.9
TMECA ARTST3	24	75.3	35.7	455	0.0
TMECA MARBOR	54	37.3	55.2	20	12.8
WARNER165	18	90.1	16.3	2	0.0
WARNER185	20	30.4	81.8	97	10.2

6.3 1994 NUMBER OF ENGINES ON ACTIVE GENERAL AVIATION AND AIR TAXI AIRCRAFT AND AVERAGE HOURS PER ENGINE
BY ENGINE MANUFACTURER/MODEL GROUP
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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	2	*	10.9	1	0.0
WRIGHTOX5	0	0.0	0.0	0	0.0
WRIGHTR1300	11	91.5	36.8	45	0.0
WRIGHTR1820	142	26.2	56.0	41	12.8
WRIGHTR2600	35	27.9	73.9	10	45.1
WRIGHTR3350	76	0.0	141.8	111	6.5
WRIGHTR760	30	43.0	38.7	51	17.9
WRIGHTR975	41	34.6	63.2	22	23.0
WSK PZL	51	13.4	91.9	434	16.8
XENOAHG72	23	19.5	96.2	14	0.0
ALL ENGINES	191,113	0.7	69.9	146	1.54

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

* PERCENT STANDARD ERROR OF 100% OR GREATER.

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.

CHAPTER VII

GLOBAL POSITIONING SYSTEMS

7.1 1994 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, AND TOTAL NUMBER OF AIRCRAFT
WITH A GLOBAL POSITIONING SYSTEM
BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

PAGE 1 OF 2

AIRCRAFT TYPE	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF ACTIVE AIRCRAFT W/ GPS	PERCENT STANDARD ERROR	ESTIMATE PERCENT OF PERCENT STANDARD AIRCRAFT W/ GPS	PERCENT STANDARD ERROR
FIXED WING - PISTON									
1 ENG: 1-3 SEATS	63,122	38,987	1.6	61.8	1.0	5,308	54.1	8.4	1.1
1 ENG: 4+ SEATS	108,302	84,344	0.9	77.9	0.7	23,720	15.8	21.9	6.2
1 ENGINE: TOTAL	171,424	123,332	0.8	71.9	0.6	29,028	16.3	16.9	4.0
2 ENG: 1-6 SEATS	14,937	10,137	3.1	67.9	2.1	4,410	19.1	29.5	12.8
2 ENG: 7+ SEATS	6,674	5,371	2.8	80.5	2.2	1,848	28.3	27.7	9.5
2 ENGINE: TOTAL	21,611	15,508	2.3	71.8	1.6	6,259	15.8	29.0	11.7
PISTON: OTHER	168	68	48.5	40.5	19.6	0	0.0	0.0	0.0
PISTON: TOTAL	193,203	138,909	0.8	71.9	0.6	35,287	13.7	18.3	4.6
FIXED WING - TURBOPROP									
1 ENGINE: TOTAL	629	563	5.0	89.5	4.5	397	16.8	63.2	44.6
2 ENG: 1-12 SEATS	4,001	3,274	3.4	81.8	2.7	1,607	20.5	40.2	19.7
2 ENG: 13+ SEATS	865	362	20.2	41.8	8.4	97	57.8	11.3	3.1
2 ENGINE: TOTAL	4,866	3,636	3.7	74.7	2.7	1,705	19.6	35.0	16.4
TURBOPROP: OTHER	67	6	*	9.0	13.4	6	*	9.8	9.8
TURBOPROP: TOTAL	5,562	4,206	3.2	75.6	2.4	2,109	16.2	37.9	19.0
FIXED WING - TURBOJET									
2 ENGINE: TOTAL	4,401	3,876	2.1	88.1	1.9	2,103	11.5	47.8	25.9
TURBOJET: OTHER	527	196	14.8	37.2	5.5	126	14.9	24.1	15.5
TURBOJET: TOTAL	4,928	4,072	2.2	82.6	1.8	2,230	10.9	45.3	24.8
FIXED WING: TOTAL	203,693	147,188	0.7	72.3	0.5	39,627	12.2	19.5	5.2

7.1 1994 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, AND TOTAL NUMBER OF AIRCRAFT
WITH A GLOBAL POSITIONING SYSTEM
BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

PAGE 2 OF 2

AIRCRAFT TYPE	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF ACTIVE AIRCRAFT W/ GPS	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT AIRCRAFT W/ GPS	PERCENT STANDARD ERROR
ROTORCRAFT									
PISTON: TOTAL	3,485	1,380	10.2	39.6	4.0	215	*	6.2	1.0
1 ENG: TURBINE	3,528	2,298	7.3	65.1	4.8	837	78.0	23.7	8.6
MULTI-ENG: TURBINE	853	710	6.8	83.2	5.6	299	66.2	35.1	14.8
TURBINE: TOTAL	4,381	3,009	5.8	68.7	4.0	1,136	60.1	25.9	9.8
ROTORCRAFT: TOTAL	7,866	4,389	5.1	55.8	2.9	1,351	54.5	17.2	5.3
OTHER AIRCRAFT									
GLIDERS:	4,113	2,678	6.4	65.1	4.2	540	86.6	13.1	2.7
LIGHTER-THAN-AIR:	5,822	3,490	7.1	59.9	4.3	233	*	4.0	0.3
OTHER AIRCRAFT: TOTAL	9,935	6,169	4.9	62.1	3.0	773	*	7.8	1.0
EXPERIMENTAL									
AMATEUR:	18,226	9,523	4.9	52.2	2.6	1,999	71.4	11.0	2.3
EXHIBITION:	1,489	562	16.7	37.7	6.3	174	*	11.7	3.6
OTHER:	4,228	2,766	5.4	65.4	3.5	597	*	14.1	3.0
EXPERIMENTAL: TOTAL	23,943	12,852	3.9	53.7	2.1	2,770	57.3	11.6	2.5
TOTAL	245,437	170,600	0.7	69.5	0.5	44,523	12.1	18.1	4.7

NOTE: ROW AND COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
* PERCENT STANDARD ERROR OF 100% OR GREATER.

7.2 1994 GENERAL AVIATION AND AIR TAXI NUMBER OF AIRCRAFT BY PRIMARY USE
WITH A GLOBAL POSITIONING SYSTEM
BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

PAGE 1 OF 5

		PRIMARY USE													
AIRCRAFT TYPE		TOTAL ACTIVE W/ GPS	CORP- ORATE	BUSI- NESS	PER- SONAL	INSTRUC- TIONAL	AERIAL APPL	AERIAL OBS	SIGHT SEE**	EXTERNAL LOAD	OTHER WORK	AIR TAXI	OTHER	TOTAL ACTIVE W/NO GPS	
FIXED WING - PISTON															
1 ENG: 1-3 SEATS															
EST. NO. ACTIVE	5,308	15	438	3,725	265	437	327	4	0	36	10	51		33,679	
% STD. ERROR	7.3	60.9	22.0	3.9	30.8	6.5	27.4	*	0.0	58.3	80.6	46.1			
EST. % ACTIVE	8.4														
1 ENG: 4+ SEATS															
EST. NO. ACTIVE	23,720	596	5,844	14,794	1,193	3	850	80	0	93	105	163		60,624	
% STD. ERROR	3.6	24.0	6.7	3.0	16.6	*	20.3	68.4	0.0	62.2	56.9	49.7			
EST. % ACTIVE	21.9														
1 ENGINE: TOTAL															
EST. NO. ACTIVE	29,028	599	6,193	18,561	1,458	485	1,191	82	0	130	114	215		94,304	
% STD. ERROR	3.2	23.4	6.4	2.5	14.6	6.9	16.4	65.6	0.0	46.9	52.0	38.6			
EST. % ACTIVE	16.9														
2 ENG: 1-6 SEATS															
EST. NO. ACTIVE	4,410	500	1,594	1,762	177	3	89	5	0	12	213	57		5,727	
% STD. ERROR	7.2	22.4	10.9	9.9	38.8	*	56.4	*	0.0	*	40.3	59.3			
EST. % ACTIVE	29.5														
2 ENG: 7+ SEATS															
EST. NO. ACTIVE	1,848	289	633	556	71	3	88	0	0	2	201	4		3,523	
% STD. ERROR	9.3	28.0	16.0	17.3	55.3	*	38.6	*	0.0	*	30.0	*			
EST. % ACTIVE	27.7														
2 ENGINE: TOTAL															
EST. NO. ACTIVE	6,259	796	2,224	2,300	248	6	182	5	0	14	425	58		9,249	
% STD. ERROR	5.7	17.5	9.0	8.6	31.8	*	33.4	*	0.0	*	24.8	58.4			
EST. % ACTIVE	29.0														

7.2 1994 GENERAL AVIATION AND AIR TAXI NUMBER OF AIRCRAFT BY PRIMARY USE
WITH A GLOBAL POSITIONING SYSTEM
BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

PAGE 2 OF 5

		PRIMARY USE											
AIRCRAFT TYPE	TOTAL ACTIVE W/ GPS	CORP- ORATE	BUSI- NESS	PER- SONAL	INSTRUC- TIONAL	AERIAL APPL	AERIAL BS	SIGHT SEE**	EXTERNAL LOAD	OTHER WORK	AIR TAXI	OTHER	TOTAL ACTIVE W/NO GPS
PISTON:													
OTHER	0	0	0	0	0	0	0	0	0	0	0	0	68
EST. NO. ACTIVE	0	0	0	0	0	0	0	0	0	0	0	0	
% STD. ERROR	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
EST. % ACTIVE	0.0												
PISTON: TOTAL													
EST. NO. ACTIVE	35,287	1,430	8,462	20,774	1,702	486	1,370	87	0	143	560	274	103,622
% STD. ERROR	2.9	14.1	5.2	2.4	13.3	7.3	14.8	63.5	0.0	44.4	22.4	32.7	
EST. % ACTIVE	18.3												
FIXED WING - TURBOPROP													
1 ENGINE: TOTAL													
EST. NO. ACTIVE	397	37	59	70	37	175	5	0	0	0	3	11	166
% STD. ERROR	11.1	45.4	33.0	29.1	61.8	13.7	*	0.0	0.0	0.0	*	96.1	
EST. % ACTIVE	63.1												
2 ENG: 1-12 SEATS													
EST. NO. ACTIVE	1,607	891	281	170	9	0	0	0	0	0	213	43	1,667
% STD. ERROR	8.8	9.7	20.9	35.8	*	0.0	*	0.0	0.0	0.0	25.8	57.6	
EST. % ACTIVE	40.2												
2 ENG: 13+ SEATS													
EST. NO. ACTIVE	97	58	0	1	0	0	0	12	0	0	9	17	265
% STD. ERROR	34.2	18.1	0.0	*	*	0.0	0.0	40.1	0.0	0.0	41.9	61.6	
EST. % ACTIVE	11.2												
2 ENGINE: TOTAL													
EST. NO. ACTIVE	1,705	950	277	170	9	0	0	15	0	0	221	63	1,931
% STD. ERROR	8.5	9.1	20.9	35.5	*	0.0	*	40.1	0.0	0.0	24.7	43.8	
EST. % ACTIVE	35.0												

7.2 1994 GENERAL AVIATION AND AIR TAXI NUMBER OF AIRCRAFT BY PRIMARY USE
WITH A GLOBAL POSITIONING SYSTEM
BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

PAGE 3 OF 5

		PRIMARY USE											TOTAL ACTIVE W/NO GPS
AIRCRAFT TYPE	TOTAL ACTIVE W/ GPS	CORP- ORATE	BUSI- NESS	PER- SONAL	INSTRUC- TIONAL	AERIAL APPL	AERIAL OBS	SIGHT SEE**	EXTERNAL LOAD	OTHER WORK	AIR TAXI	OTHER	
TURBOPROP: OTHER													
EST. NO. ACTIVE	6	0	0	0	0	0	0	0	0	0	0	6	0
% STD. ERROR	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
EST. % ACTIVE	9.0												
TURBOPROP: TOTAL													
EST. NO. ACTIVE	2,109	997	337	238	44	167	5	15	0	0	227	80	2,097
% STD. ERROR	7.2	8.9	18.3	26.9	60.8	13.7	*	40.1	0.0	0.0	24.5	36.8	
EST. % ACTIVE	37.9												
FIXED WING - TURBOJET													
2 ENGINE: TOTAL													
EST. NO. ACTIVE	2,103	1,730	65	73	2	3	0	0	0	0	109	120	1,773
% STD. ERROR	6.0	4.1	47.8	45.9	*	*	*	0.0	0.0	0.0	40.2	34.7	
EST. % ACTIVE	47.8												
TURBOJET: OTHER													
EST. NO. ACTIVE	126	123	2	1	0	0	0	0	0	0	0	1	70
% STD. ERROR	20.1	3.0	*	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.0	
EST. % ACTIVE	23.9												
TURBOJET: TOTAL													
EST. NO. ACTIVE	2,230	1,855	66	74	2	3	0	0	0	0	108	121	1,842
% STD. ERROR	5.8	3.8	46.9	45.3	*	*	*	0.0	0.0	0.0	40.2	34.5	
EST. % ACTIVE	45.3												
FIXED WING: TOTAL													
EST. NO. ACTIVE	39,627	4,517	8,808	20,894	1,734	664	1,361	102	0	142	916	490	107,561
% STD. ERROR	2.6	5.2	5.0	2.4	13.1	6.5	14.8	53.8	0.0	44.4	15.9	21.4	
EST. % ACTIVE	19.5												

7.2 1994 GENERAL AVIATION AND AIR TAXI NUMBER OF AIRCRAFT BY PRIMARY USE
WITH A GLOBAL POSITIONING SYSTEM
BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

PAGE 4 OF 5

AIRCRAFT TYPE	PRIMARY USE											TOTAL ACTIVE W/NO GPS
	TOTAL ACTIVE W/ GPS	CORP- ORATE	BUSI- NESS	PER- SONAL	INSTRUC- TIONAL	AERIAL APPL	AERIAL OBS	SIGHT SEE**	EXTERNAL LOAD	OTHER WORK	AIR TAXI	
ROTORCRAFT												
PISTON: TOTAL												
EST. NO. ACTIVE	215	0	41	29	26	54	49	1	6	9	0	1
% STD. ERROR	31.6	*	23.8	35.0	39.1	42.9	47.9	*	*	48.8	0.0	*
EST. % ACTIVE	6.2											
1 ENG: TURBINE												
EST. NO. ACTIVE	837	29	102	19	56	95	404	21	11	0	61	40
% STD. ERROR	19.0	*	56.7	*	76.8	40.4	19.8	*	*	0.0	79.9	23.1
EST. % ACTIVE	23.7											
MULTI-ENGL TURBINE												
EST. NO. ACTIVE	299	72	29	31	1	6	21	0	69	10	38	21
% STD. ERROR	21.2	33.6	58.9	52.9	*	69.0	87.6	0.0	37.4	87.3	46.5	84.3
EST. % ACTIVE	35.1											
TURBINE: TOTAL												
EST. NO. ACTIVE	1,136	102	131	50	57	101	424	21	81	10	99	60
% STD. ERROR	15.0	39.1	45.9	73.2	75.4	38.0	19.4	*	43.4	87.3	51.9	32.9
EST. % ACTIVE	25.9											
ROTORCRAFT: TOTAL												
EST. NO. ACTIVE	1,351	98	175	83	87	163	465	21	85	20	95	59
% STD. ERROR	13.6	39.0	33.4	44.8	49.5	28.5	18.0	*	43.6	48.2	51.9	32.6
EST. % ACTIVE	17.2											
OTHER AIRCRAFT												
GLIDERS:												
EST. NO. ACTIVE	540	0	0	403	61	0	0	10	0	0	0	66
% STD. ERROR	23.6	0.0	0.0	15.5	77.1	0.0	0.0	*	0.0	0.0	0.0	70.9
EST. % ACTIVE	13.1											

7.2 1994 GENERAL AVIATION AND AIR TAXI NUMBER OF AIRCRAFT BY PRIMARY USE
WITH A GLOBAL POSITIONING SYSTEM
BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

PAGE 5 OF 5

PRIMARY USE													TOTAL ACTIVE W/NO GPS
AIRCRAFT TYPE	TOTAL ACTIVE W/ GPS	CORP- ORATE	BUSI- NESS	PER- SONAL	INSTRUC- TIONAL	AERIAL APPL	AERIAL OBS	SIGHT SEE**	EXTERNAL LOAD	OTHER WORK	AIR TAXI	THIR	
LIGHTER-THAN-AIR:													
EST. NO. ACTIVE	233	0	0	127	0	0	0	55	0	28	0	23	3,257
% STD. ERROR	45.6	0.0	0.0	43.3	0.0	0.0	0.0	90.4	0.0	80.3	0.0	92.1	
EST. % ACTIVE	4.0												
OTHER AIRCRAFT: TOTAL													
EST. NO. ACTIVE	733	0	0	501	57	0	0	63	0	28	0	84	5,435
% STD. ERROR	21.6	0.0	0.0	15.9	77.1	0.0	0.0	82.6	0.0	80.3	0.0	57.5	
EST. % ACTIVE	7.4												
EXPERIMENTAL													
AMATEUR:													
EST. NO. ACTIVE	1,999	0	103	1,697	1	31	0	0	0	0	0	167	7,524
% STD. ERROR	14.7	0.0	64.7	6.4	*	*	0.0	0.0	0.0	0.0	0.0	50.0	
EST. % ACTIVE	11.0												
EXHIBITION:													
EST. NO. ACTIVE	174	0	31	72	0	0	0	0	0	0	0	71	388
% STD. ERROR	39.0	0.0	79.6	39.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	43.2	
EST. % ACTIVE	11.7												
OTHER:													
EST. NO. ACTIVE	597	36	111	267	11	6	11	0	0	0	0	154	2,169
% STD. ERROR	20.4	92.3	45.6	9.2	*	0.0	93.6	*	0.0	*	0.0	32.5	
EST. % ACTIVE	14.1												
EXPERIMENTAL: TOTAL													
EST. NO. ACTIVE	2,770	35	242	2,047	12	37	11	0	0	0	0	386	10,081
% STD. ERROR	11.8	92.3	35.9	5.6	*	*	93.6	*	0.0	*	0.0	26.4	
EST. % ACTIVE	11.6												
TOTAL													
EST. NO. ACTIVE	44,523	4,654	9,235	23,591	1,891	856	1,812	187	80	189	1,007	1,021	126,077
% STD. ERROR	2.5	5.2	5.0	2.2	12.4	8.4	12.0	42.7	43.6	35.8	15.2	15.3	
EST. % ACTIVE	18.1												

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

* PERCENT STANDARD ERROR OF 100% OR GREATER.

** INCLUDES SIGHT SEEING DONE UNDER BOTH 14CFR 91: GENERAL OPERATING AND FLIGHT RULES AND 14CFR 135: AIR TAXI OPERATORS AND COMMERCIAL OPERATORS.

7.3 1994 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, AND TOTAL NUMBER OF AIRCRAFT
WITH A GLOBAL POSITIONING SYSTEM
BY REGION OF BASED AIRCRAFT
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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REGION	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF ACTIVE AIRCRAFT W/GPS	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT AIRCRAFT W/GPS	PERCENT STANDARD ERROR
ALASKAN	8,941	5,479	7.3	2,402	9.9	26.9	3.0
CENTRAL	13,464	9,374	6.1	2,255	11.8	16.8	2.2
EASTERN	28,433	20,419	4.0	5,422	7.5	19.1	1.6
GREAT LAKES	43,398	30,884	3.2	6,915	6.4	15.9	1.1
NEW ENGLAND	9,959	6,581	7.5	1,424	15.8	14.3	2.4
NORTHWEST MT	26,518	17,415	4.5	4,544	8.4	17.1	1.6
SOUTHERN	40,837	28,731	3.3	8,615	5.8	21.1	1.3
SOUTHWESTERN	32,796	23,529	3.7	7,634	6.2	23.3	1.6
WESTERN-PACIFIC	41,086	28,185	3.3	6,614	6.6	16.1	1.1
TOTAL	245,437	170,600	0.7	44,523	2.4	18.1	0.4

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

7.4 1994 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, AND TOTAL NUMBER OF AIRCRAFT
WITH A GLOBAL POSITIONING SYSTEM
BY STATE OF BASED AIRCRAFT
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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STATE	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF ACTIVE AIRCRAFT W/GPS	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT AIRCRAFT W/GPS	PERCENT STANDARD ERROR
ALABAMA	4,029	2,362	11.7	803	19.4	19.4	4.2
ALASKA	8,941	5,479	6.9	2,334	9.3	25.4	2.8
ARIZONA	7,122	4,332	8.7	1,151	15.4	15.7	2.7
ARKANSAS	3,663	2,078	12.1	881	16.3	23.4	4.5
CALIFORNIA	30,057	21,728	3.6	4,671	7.3	15.1	1.2
COLORADO	4,931	3,604	9.9	889	18.2	17.5	3.6
CONNECTICUT	2,094	1,339	15.3	306	32.7	14.2	5.1
DELAWARE	1,891	1,324	14.7	616	20.9	31.7	7.9
DIST. OF COLUMBIA	64	37	64.9	14	121.4	20.9	29.1
FLORIDA	12,983	10,574	5.4	3,607	8.8	27.0	2.8
GEORGIA	5,728	3,983	9.0	1,010	16.9	17.1	3.3
HAWAII	864	391	28.1	166	42.8	18.7	9.1
IDAH0	2,792	1,580	14.4	520	23.7	18.1	4.9
ILLINOIS	8,028	6,002	7.3	1,106	16.1	13.4	2.4
INDIANA	5,014	3,560	9.4	926	16.1	18.0	3.3
IOWA	2,845	2,028	12.4	381	25.2	13.0	3.7

7.4 1994 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, AND TOTAL NUMBER OF AIRCRAFT
WITH A GLOBAL POSITIONING SYSTEM
BY STATE OF BASED AIRCRAFT
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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STATE	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF ACTIVE AIRCRAFT W/GPS	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT AIRCRAFT W/GPS	PERCENT STANDARD ERROR
KANSAS	3,717	2,738	10.8	697	20.1	18.2	4.2
KENTUCKY	2,328	1,411	15.7	362	28.5	15.1	4.8
LOUISIANA	3,864	2,437	11.5	460	24.3	11.6	3.1
MAINE	1,475	835	20.4	208	40.4	13.7	6.0
MARYLAND	3,283	2,210	12.4	665	21.4	19.7	4.8
MASSACHUSETTS	3,453	2,605	11.5	354	30.8	10.0	3.3
MICHIGAN	7,061	5,737	7.6	1,642	13.5	22.6	3.5
MINNESOTA	5,685	3,904	9.1	842	19.4	14.4	3.1
MISSISSIPPI	3,045	1,661	13.7	321	24.6	10.2	2.8
MISSOURI	4,321	2,822	11.0	757	19.3	17.0	3.7
MONTANA	2,828	1,770	13.6	384	30.5	13.2	4.4
NEBRASKA	2,582	1,787	12.8	356	27.5	13.4	4.1
NEVADA	3,030	1,729	13.2	432	25.7	13.9	3.9
NEW HAMPSHIRE	1,387	1,026	17.8	344	27.0	24.1	7.7
NEW JERSEY	3,775	2,925	10.4	650	19.2	16.7	3.7
NEW MEXICO	3,264	2,180	12.5	475	24.8	14.1	3.9

7.4 1994 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, AND TOTAL NUMBER OF AIRCRAFT
WITH A GLOBAL POSITIONING SYSTEM
BY STATE OF BASED AIRCRAFT
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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STATE	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF ACTIVE AIRCRAFT W/GPS	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT AIRCRAFT W/GPS	PERCENT STANDARD ERROR
NEW YORK	6,936	5,237	7.8	1,235	15.4	17.3	3.0
NORTH CAROLINA	5,496	4,014	9.1	1,124	16.6	19.9	3.8
NORTH DAKOTA	1,905	1,143	16.6	221	34.8	11.3	4.3
OHIO	8,548	5,583	7.5	1,108	14.4	12.6	2.0
OKLAHOMA	4,359	2,858	10.6	881	17.6	19.6	4.0
OREGON	6,009	4,057	9.0	1,112	15.6	18.0	3.2
PENNSYLVANIA	7,401	5,067	8.1	1,307	14.5	17.2	2.8
RHODE ISLAND	607	324	31.2	122	41.0	19.5	9.5
SOUTH CAROLINA	2,567	1,566	14.6	488	24.6	18.5	5.2
SOUTH DAKOTA	1,454	919	17.4	118	47.5	7.9	4.0
TENNESSEE	3,951	2,862	11.0	530	25.3	13.0	3.6
TEXAS	17,646	13,976	4.7	4,721	7.6	26.0	2.3
UTAH	2,230	959	18.2	237	33.8	10.3	3.8
VERMONT	942	452	27.7	51	78.4	5.2	4.4
VIRGINIA	3,764	2,795	10.9	549	23.3	14.2	3.7
WASHINGTON	6,822	4,729	8.4	1,067	16.5	15.2	2.8

7.4 1994 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, AND TOTAL NUMBER OF AIRCRAFT
WITH A GLOBAL POSITIONING SYSTEM
BY STATE OF BASED AIRCRAFT
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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STATE	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF ACTIVE AIRCRAFT W/GPS	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT AIRCRAFT W/GPS	PERCENT STANDARD ERROR
WEST VIRGINIA	1,320	824	20.3	231	36.4	17.0	7.0
WISCONSIN	5,704	4,037	9.1	755	18.4	12.9	2.6
WYOMING	907	717	21.5	206	38.3	22.0	9.8
PUERTO RICO	608	217	34.1	72	56.9	11.5	7.5
OTHER U.S. TERRITORIES	115	85	63.5	58	79.3	48.8	48.5
TOTAL	245,437	170,600	0.7	44,523	2.4	18.1	4.7

NOTE: ROW AND COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
* PERCENT STANDARD ERROR OF 100% OR GREATER.

7.5 1994 GENERAL AVIATION AND AIR TAXI TOTAL AND PERCENT ACTIVE AIRCRAFT
WITH A GLOBAL POSITIONING SYSTEM
BY AGE OF AIRCRAFT
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

PAGE 1 OF 1

AGE OF AIRCRAFT	AIRCRAFT POPULATION SIZE	ESTIMATE OF ACTIVE AIRCRAFT W/GPS	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR
YEARS OLD YEAR BUILT				
1 TO 5 1990 - 1994	13,219	3,443	26.0	29.2
6 TO 10 1985 - 1989	8,393	1,630	19.4	57.0
11 TO 15 1980 - 1984	22,595	5,433	24.0	41.3
16 TO 20 1975 - 1979	49,029	11,928	24.3	20.3
21 TO 25 1970 - 1974	26,546	4,927	18.6	37.2
26 TO 30 1965 - 1969	37,603	7,133	19.0	37.9
31 TO 35 1960 - 1964	20,821	3,993	19.2	36.7
36 TO 40 1955 - 1959	16,207	2,724	16.8	49.5
41 TO 45 1950 - 1954	7,549	1,140	15.1	68.2
46 TO 50 1945 - 1949	21,615	1,615	7.5	99.1
51 TO 55 1940 - 1944	6,012	290	4.8	96.0
56 TO 60 1935 - 1939	1,760	0	0.0	0.0
OVER 60 - 1934	1,494	194	13.0	53.0
YEAR OF MANUFACTURE UNKNOWN	12,592	66	0.5	0.0
TOTAL ALL AIRCRAFT	245,437	44,523	18.1	12.4

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

CHAPTER VIII

LANDING GEAR SYSTEMS

8.1 1994 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, AND TOTAL NUMBER OF AIRCRAFT
WITH A FIXED OR RETRACTABLE LANDING GEAR SYSTEM
BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

PAGE 1 OF 2

AIRCRAFT TYPE	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	ESTIMATE OF PERCENT OF ACTIVE			ESTIMATE OF ACTIVE AIRCRAFT W/RETRAC LANDING GEAR			ESTIMATE OF PERCENT OF ACTIVE AIRCRAFT W/RETRAC LANDING GEAR		
			PERCENT STANDARD ERROR	ESTIMATE OF ACTIVE AIRCRAFT W/ FIXED LANDING GEAR	PERCENT STANDARD ERROR	PERCENT STANDARD ERROR	PERCENT STANDARD ERROR	PERCENT STANDARD ERROR	PERCENT STANDARD ERROR	PERCENT STANDARD ERROR	PERCENT STANDARD ERROR
FIXED WING - PISTON											
1 ENG: 1-3 SEATS	63,122	38,987	1.8	38,017	1.3	97.5	58.7	970	0.0	1.5	0.0
1 ENG: 4+ SEATS	108,302	84,345	1.0	53,325	8.1	63.2	31.1	31,018	0.0	28.6	10.5
1 ENGINE: TOTAL	171,424	123,332	0.9	91,342	4.7	74.1	39.5	31,988	0.0	18.7	4.8
2 ENG: 1-6 SEATS	14,937	10,137	3.3	64	*	0.6	0.0	10,073	1.2	67.4	67.0
2 ENG: 7+ SEATS	6,674	5,372	3.3	109	*	2.0	0.0	5,262	0.7	78.8	77.2
2 ENGINE: TOTAL	21,611	15,509	2.4	174	*	1.1	0.0	15,335	0.8	71.0	70.2
PISTON: OTHER	168	68	48.5	0	0.0	0.0	0.0	68	0.0	40.5	40.5
PISTON: TOTAL	193,203	138,909	0.8	91,516	5.4	65.9	31.2	47,392	0.0	24.5	8.4
FIXED WING - TURBOPROP											
1 ENGINE: TOTAL	629	563	5.2	348	30.0	61.8	34.3	214	0.0	34.2	13.1
2 ENG: 1-12 SEATS	4,001	3,274	3.6	0	0.0	0.0	0.0	3,274	11.2	81.8	81.8
2 ENG: 13+ SEATS	865	362	20.2	69	83.5	19.1	1.5	293	22.5	33.9	27.4
2 ENGINE: TOTAL	4,866	3,636	3.8	69	83.5	1.9	0.0	3,567	10.4	73.3	71.9
TURBOPROP: OTHER	67	7	*	0	0.0	0.0	0.0	7	*	10.4	10.4
TURBOPROP: TOTAL	5,562	4,206	3.4	417	28.6	9.9	0.7	3,789	9.8	68.1	61.4
FIXED WING - TURBOJET											
2 ENGINE: TOTAL	4,401	3,876	2.4	2	*	0.1	0.0	3,874	4.9	88.0	88.0
TURBOJET: OTHER	527	197	18.8	4	*	2.0	0.0	192	19.7	36.4	35.5
TURBOJET: TOTAL	4,928	4,073	2.4	6	*	0.1	0.0	4,066	4.8	82.5	82.4
FIXED WING: TOTAL	203,693	147,188	0.8	91,941	5.4	62.5	28.2	55,247	0.0	27.1	10.2

8.1 1994 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, AND TOTAL NUMBER OF AIRCRAFT
WITH A FIXED OR RETRACTABLE LANDING GEAR SYSTEM
BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

PAGE 2 OF 2

AIRCRAFT TYPE	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	ESTIMATE OF ACTIVE AIRCRAFT			ESTIMATE OF PERCENT ACTIVE AIRCRAFT		
			PERCENT STANDARD ERROR	W/ FIXED LANDING GEAR	PERCENT STANDARD ERROR	W/ FIXED LANDING GEAR	PERCENT STANDARD ERROR	W/RETRAC LANDING GEAR
ROTORCRAFT PISTON: TOTAL	3,485	1,381	10.8	1,380	8.4	99.9	39.6	0
1 ENG: TURBINE	3,528	2,299	7.5	2,298	12.2	99.9	65.2	0
MULTI-ENG: TURBINE	853	710	7.2	490	28.2	69.0	39.7	220
TURBINE: TOTAL	4,381	3,009	5.9	2,789	11.2	92.7	59.0	220
ROTORCRAFT: TOTAL	7,866	4,390	5.3	4,170	8.0	95.0	50.4	220
OTHER AIRCRAFT GLIDERS:	4,113	2,679	6.6	1,115	48.2	41.6	11.3	1,563
LIGHTER-THAN-AIR:	5,822	3,491	7.6	3,256	12.1	93.3	52.2	234
OTHER AIRCRAFT: TOTAL	9,935	6,160		4,371				1,797
EXPERIMENTAL AMATEUR:	18,226	9,523	4.9	8,428	6.4	88.5	40.9	1,095
EXHIBITION:	1,489	562	17.8	254	51.0	45.2	7.7	308
OTHER:	4,228	2,767	6.0	1,553	16.8	56.1	20.6	1,213
EXPERIMENTAL: TOTAL	23,943	12,852		10,235				2,616
TOTAL	245,437	170,600	0.8	110,719	4.6	45.1	29.3	59,880

8.6

NOTE: ROW AND COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
* PERCENT STANDARD ERROR COLUMN OF 100% OR GREATER.

8.2 1994 GENERAL AVIATION AND AIR TAXI TOTAL ANNUAL HOURS AND PERCENT HOURS FLOWN
WITH A FIXED OR RETRACTABLE LANDING GEAR SYSTEM
BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

PAGE 1 OF 2

AIRCRAFT TYPE	ESTIMATE ANNUAL HOURS FLOWN	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT OF HOURS FLOWN BY			ESTIMATE OF PERCENT OF HOURS FLOWN BY		
			ESTIMATE OF HOURS FLOWN BY AIRCRAFT W/ FIXED LANDING GEAR	PERCENT STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF HOURS FLOWN BY AIRCRAFT W/RETRAC LANDING GEAR	PERCENT STANDARD ERROR	PERCENT STANDARD ERROR
FIXED WING - PISTON								
1 ENG: 1-3 SEATS	4,533,554	1.6	4,420,759	4.8	97.5	2.9	112,796	36.3
1 ENG: 4+ SEATS	11,231,080	0.9	7,100,736	3.9	63.2	1.9	4,130,345	4.0
1 ENGINE: TOTAL	15,764,630	0.8	11,675,770	3.0	74.1	1.6	4,088,860	4.0
2 ENG: 1-6 SEATS	1,667,412	3.1	10,527	80.9	0.6	0.3	1,656,885	6.3
2 ENG: 7+ SEATS	930,060	2.8	18,875	40.6	2.0	0.7	911,185	6.7
2 ENGINE: TOTAL	2,597,472	2.3	28,976	36.4	1.1	0.3	2,568,496	4.7
PISTON: OTHER	7,673	48.5	0	0.0	0.0	0.0	7,673	52.4
PISTON: TOTAL	18,369,776	0.8	12,102,500	3.0	65.9	1.4	6,267,275	3.1
FIXED WING - TURBOPROP								
1 ENGINE: TOTAL	206,632	5.0	127,950	10.4	61.9	5.8	78,682	19.0
2 ENG: 1-12 SEATS	809,663	3.4	0	0.0	0.0	0.0	809,663	6.6
2 ENG: 13+ SEATS	89,823	20.2	17,121	46.1	19.1	3.7	72,702	21.9
2 ENGINE: TOTAL	899,486	3.7	17,069	46.1	1.9	0.7	882,417	6.4
TURBOPROP: OTHER	137	*	0	0.0	0.0	0.0	137	*
TURBOPROP: TOTAL	1,106,257	3.2	1,002,214	10.7	9.9	0.8	9,104,043	6.1
FIXED WING - TURBOJET								
2 ENGINE: TOTAL	1,197,154	2.1	618	*	0.1	0.1	1,196,536	3.9
TURBOJET: OTHER	43,911	14.8	896	*	2.0	1.1	43,015	18.6
TURBOJET: TOTAL	1,241,066	2.2	1,828	*	0.1	0.2	1,239,238	3.9
FIXED WING: TOTAL	20,717,104	0.7	12,940,960	3.0	62.5	1.3	7,776,146	2.5

8.2 1994 GENERAL AVIATION AND AIR TAXI TOTAL ANNUAL HOURS AND PERCENT HOURS FLOWN
WITH A FIXED OR RETRACTABLE LANDING GEAR SYSTEM
BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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AIRCRAFT TYPE	ESTIMATE ANNUAL HOURS FLOWN	ESTIMATE OF PERCENT OF HOURS FLOWN BY			ESTIMATE OF PERCENT OF HOURS FLOWN BY			ESTIMATE OF PERCENT OF HOURS FLOWN BY		
		PERCENT STANDARD ERROR	ESTIMATE OF HOURS FLOWN BY AIRCRAFT W/ FIXED LANDING GEAR	PERCENT STANDARD ERROR	ESTIMATE OF HOURS FLOWN BY AIRCRAFT W/ RETRAC LANDING GEAR	PERCENT STANDARD ERROR	ESTIMATE OF HOURS FLOWN BY AIRCRAFT W/ RETRAC LANDING GEAR	PERCENT STANDARD ERROR	ESTIMATE OF HOURS FLOWN BY AIRCRAFT W/ RETRAC LANDING GEAR	PERCENT STANDARD ERROR
ROTORCRAFT										
PISTON: TOTAL	340,188	12.4	340,188	12.4	100.0	5.0	0	0.0	0.0	0.0
1 ENG: TURBINE	1,197,045	13.7	1,197,045	13.7	100.0	9.1	0	0.0	0.0	0.0
MULTI-ENG: TURBINE	469,235	17.3	323,838	24.3	69.0	14.0	145,397	23.4	31.0	6.0
TURBINE: TOTAL	1,666,281	11.0	1,544,412	12.2	92.7	7.8	121,869	23.4	7.3	1.2
ROTORCRAFT: TOTAL	2,006,470	9.3	1,906,040	10.3	95.0	5.4	100,607	23.4	5.0	0.7
OTHER AIRCRAFT										
GLIDERS:										
LIGHTER-THAN-AIR:	297,579	18.4	123,898	29.6	41.6	8.0	173,678	16.3	58.4	6.2
	126,381	12.3	117,907	31.4	93.3	17.6	8,474	91.6	6.7	3.7
OTHER AIRCRAFT: TOTAL	423,958	13.4	300,441	25.2	70.9	11.1	123,517	16.0	29.1	2.9
EXPERIMENTAL										
AMATEUR BUILT:	413,258	7.9	365,739	8.7	88.5	4.0	47,519	25.1	11.5	1.5
EXHIBITION:	24,368	26.5	11,013	46.8	45.2	8.0	13,355	25.0	54.8	5.2
OTHER:	280,821	11.1	157,670	15.5	56.1	5.7	123,151	17.4	43.9	5.0
EXPERIMENTAL: TOTAL	718,448	6.3	572,198	7.5	79.6	3.2	146,250	13.9	20.4	1.5
TOTAL	23,865,986	1.9	15,488,900	2.8	64.9	1.3	8,377,088	2.4	35.1	0.6

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

* PERCENT STANDARD ERROR OF 100% OR GREATER.

8.3 1994 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, AND TOTAL ANNUAL HOURS FLOWN
WITH A FIXED OR RETRACTABLE LANDING GEAR SYSTEM
BY AIRCRAFT MANUFACTURER/MODEL GROUP
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF PERCENT ACTIVE				ESTIMATE OF PERCENT ACTIVE				ESTIMATE OF PERCENT ACTIVE			
		ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF ACTIVE AIRCRAFT W/ FIXED LANDING GEAR	PERCENT STANDARD ERROR	ESTIMATE OF ACTIVE AIRCRAFT W/ FIXED LANDING GEAR	PERCENT STANDARD ERROR	ESTIMATE OF ACTIVE AIRCRAFT W/RETRAC LANDING GEAR	PERCENT STANDARD ERROR	ESTIMATE OF ACTIVE AIRCRAFT W/RETRAC LANDING GEAR	PERCENT STANDARD ERROR	PERCENT STANDARD ERROR	
1 ENGINE PISTON (1)	3,481	1,507	8.7	1,283	8.6	36.9	16.0	224	11.8	6.4	2.8		
1 ENGINE PISTON (2)	2,687	1,455	7.9	1,370	9.6	51.0	27.6	85	11.0	3.2	1.7		
2 ENGINE PISTON (3)	506	196	31.0	1	31.7	0.2	0.1	195	33.3	38.5	15.0		
2 ENGINE PISTON (4)	1,391	1,027	7.3	76	13.4	5.5	4.0	951	4.5	68.4	50.5		
PISTON OTHER (5)	168	68	48.8	0	0.0	0.0	0.0	68	0.0	40.5	16.4		
1 ENGINE TURBOPROP (6)	149	135	9.1	13	21.4	8.5	7.7	122	0.0	81.9	73.9		
2 ENGINE TURBOPROP (7)	194	132	19.9	0	0.0	0.0	0.0	132	13.7	68.0	46.2		
2 ENGINE TURBOPROP (8)	333	102	45.4	28	56.9	8.5	2.6	74	45.2	22.2	6.8		
TURBPROP OTHER (9)	67	7	*	0	0.0	0.0	0.0	7	*	10.4	1.0		
2 ENGINE TURBOJET (10)	365	249	14.7	0	0.0	0.0	0.0	249	2.9	68.2	46.6		
TURBOJET OTHER (11)	210	10	*	4	*	2.1	0.1	6	*	2.9	0.1		
PISTON HELICOPTER (12)	404	91	39.1	91	35.7	22.4	5.0	0	0.0	0.0	0.0		
1 ENG TURBO HELICOPTR (13)	432	236	24.5	236	38.0	54.5	29.7	0	0.0	0.0	0.0		
M-ENG TURBO HELICOPTR (14)	165	120	24.2	90	51.8	54.4	39.7	31	37.3	18.8	13.7		

8.3 1994 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, AND TOTAL ANNUAL HOURS FLOWN
WITH A FIXED OR RETRACTABLE LANDING GEAR SYSTEM
BY AIRCRAFT MANUFACTURER/MODEL GROUP
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	ESTIMATE OF ACTIVE AIRCRAFT			ESTIMATE OF PERCENT ACTIVE			ESTIMATE OF ACTIVE AIRCRAFT W/RETRAC LANDING GEAR			ESTIMATE OF PERCENT ACTIVE AIRCRAFT W/RETRAC LANDING GEAR		
			PERCENT STANDARD ERROR	W/ FIXED LANDING GEAR	PERCENT STANDARD ERROR	AIRCRAFT W/ FIXED LANDING GEAR	PERCENT STANDARD ERROR	AIRCRAFT W/ RE- TRAC LANDING GEAR	PERCENT STANDARD ERROR	AIRCRAFT W/RETRAC LANDING GEAR	PERCENT STANDARD ERROR	PERCENT STANDARD ERROR	AIRCRAFT W/RETRAC LANDING GEAR	PERCENT STANDARD ERROR
GLIDERS (15)	2,262	1,492	9.6	325	16.8	14.4	9.5	1,168	12.0	51.6	34.1			
LIGHTER-THAN-AIR (16)	2,295	1,549	11.3	1,356	7.9	59.1	39.9	193	12.5	8.4	5.7			
EXP-AMATEUR BLT(17)	18,226	9,523	4.9	8,429	5.5	46.2	24.2	1,095	8.6	6.0	3.1			
EXP-EXHIBITION (18)	1,023	357	25.1	186	31.7	18.2	6.3	171	33.5	16.7	5.8			
EXP-OTHER (19)	946	752	10.3	373	18.2	39.4	31.4	379	19.6	40.1	31.9			
ADAMSA50S	117	48	45.7	48	42.7	41.1	16.9	0	0.0	0.0	0.0			
AEROSPAS355	99	68	28.7	68	46.1	68.3	46.7	0	0.0	0.0	0.0			
AEROSPSA316	83	30	75.8	30	*	35.7	12.8	0	0.0	0.0	0.0			
AGUSTAA109	65	63	8.1	8	30.0	11.8	11.3	55	35.3	84.6	81.4			
AIRPTSA	175	67	39.1	67	34.7	38.3	14.6	0	0.0	0.0	0.0			
AIRTRCAT300	402	306	13.9	306	9.3	76.2	58.1	0	0.0	0.0	0.0			
AIRTRCAT400	283	258	7.9	258	0.0	91.2	83.2	0	0.0	0.0	0.0			
AIRTRCAT500	155	142	9.7	142	0.0	91.8	84.3	0	0.0	0.0	0.0			
AMDFALC10	111	82	12.9	0	0.0	0.0	0.0	82	4.6	73.9	54.6			

8.3 1994 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, AND TOTAL ANNUAL HOURS FLOW
WITH A FIXED OR RETRACTABLE LANDING GEAR SYSTEM
BY AIRCRAFT MANUFACTURER/MODEL GROUP
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	ESTIMATE OF PERCENT OF ACTIVE			ESTIMATE OF ACTIVE AIRCRAFT W/RETRAC LANDING GEAR	ESTIMATE OF PERCENT OF ACTIVE AIRCRAFT W/RETRAC LANDING GEAR		
			PERCENT STANDARD ERROR	PERCENT STANDARD ERROR	PERCENT STANDARD ERROR		PERCENT STANDARD ERROR	PERCENT STANDARD ERROR	PERCENT STANDARD ERROR
AMDFALC20	155	143	10.2	0	0.0	143	0.0	92.3	84.9
AMDFALC50	195	130	17.5	0	0.0	130	0.0	66.7	44.4
ARCTIC1A	80	45	25.2	45	18.6	0	0.0	0.0	0.0
ARONCA15	188	107	28.1	107	34.9	0	0.0	0.0	0.0
ARONCA65	572	149	31.7	149	28.4	0	0.0	0.0	0.0
ARONCAC3	90	1	*	1	*	0	0.0	0.0	0.0
AVAINBAL	94	27	89.6	27	86.6	0	0.0	0.0	0.0
AYRESS2 (1)	654	399	19.2	399	15.1	0	0.0	0.0	0.0
AYRESS2 (6)	138	123	13.6	123	0.0	0	0.0	0.0	0.0
BALWKSFIREF	181	74	33.0	63	32.2	10	33.0	5.5	0.0
BBAVIA11	759	215	31.5	215	28.9	0	0.0	0.0	0.0
BBAVIA8	215	125	26.0	125	22.2	0	0.0	0.0	0.0
BEECH100	200	175	10.1	0	0.0	175	0.0	87.5	51.0
BEECH17	182	79	27.6	0	0.0	79	30.6	43.4	38.0

8.3 1994 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, AND TOTAL ANNUAL HOURS FLOWN
WITH A FIXED OR RETRACTABLE LANDING GEAR SYSTEM
BY AIRCRAFT MANUFACTURER/MODEL GROUP
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	ESTIMATE OF PERCENT OF ACTIVE			ESTIMATE OF PERCENT OF ACTIVE			ESTIMATE OF PERCENT OF ACTIVE		
			PERCENT STANDARD ERROR	ESTIMATE OF ACTIVE AIRCRAFT W/ FIXED LANDING GEAR	PERCENT STANDARD ERROR	PERCENT STANDARD ERROR	PERCENT STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF ACTIVE AIRCRAFT W/RETRAC LANDING GEAR	PERCENT STANDARD ERROR	PERCENT STANDARD ERROR
BEECH18 (4)	430	148	47.3	0	0.0	0.0	0.0	0.0	148	34.0	34.4
BEECH18 (19)	91	23	68.6	0	0.0	0.0	0.0	0.0	23	69.0	25.3
BEECH1900	101	55	85.8	0	0.0	0.0	0.0	0.0	55	48.4	54.5
BEECH200	765	595	10.3	0	0.0	0.0	0.0	0.0	595	3.3	77.8
BEECH23	2,391	1,501	11.5	1,048	16.2	43.8	0.0	0.0	453	22.0	18.9
BEECH300	224	108	20.2	0	0.0	0.0	0.0	0.0	108	14.3	48.2
BEECH33	2,067	1,819	3.0	24	6.4	1.2	0.7	0.7	1,795	4.6	86.8
BEECH35 (2)	6,186	4,744	4.7	0	0.0	0.0	0.0	0.0	4,744	6.2	76.7
BEECH35 (6)	105	89	10.3	1	14.3	1.0	0.9	0.9	88	0.0	83.8
BEECH36	2,428	2,113	4.5	0	0.0	0.0	0.0	0.0	2,113	6.9	87.0
BEECH45	363	102	48.7	0	0.0	0.0	0.0	0.0	102	47.1	28.1
BEECH50	221	133	24.4	0	0.0	0.0	0.0	0.0	133	26.9	60.2
BEECH55	2,017	1,503	7.9	20	13.5	1.0	0.3	0.3	1,484	9.0	73.6
BEECH56	54	38	16.6	0	0.0	0.0	0.0	0.0	38	18.3	70.4

8.3 1994 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, AND TOTAL ANNUAL HOURS FLOWN
WITH A FIXED OR RETRACTABLE LANDING GEAR SYSTEM
BY AIRCRAFT MANUFACTURER/MODEL GROUP
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	ESTIMATE OF PERCENT ACTIVE			ESTIMATE OF PERCENT ACTIVE		
			PERCENT STANDARD ERROR	ESTIMATE OF ACTIVE AIRCRAFT W/ FIXED LANDING GEAR	PERCENT STANDARD ERROR	PERCENT STANDARD ERROR	PERCENT STANDARD ERROR	PERCENT STANDARD ERROR
BEECH58	1,489	1,208	7.8	0	0.0	0.0	0.0	81.1
BEECH60	364	264	14.2	0	0.0	0.0	14.8	72.5
BEECH65	96	62	37.2	0	0.0	0.0	8.1	64.6
BEECH76	258	204	13.1	0	0.0	0.0	14.1	79.1
BEECH77	198	163	13.7	163	4.6	82.5	0.0	0.0
BEECH80	60	15	68.5	0	0.0	0.0	63.0	25.0
BEECH90	1,025	924	6.7	0	0.0	0.0	0.0	90.1
BEECH95	400	282	18.0	0	0.0	0.0	18.0	70.5
BEECH99	59	32	40.7	0	0.0	0.0	22.7	54.2
BELL204	288	182	27.1	182	39.9	63.3	0.0	0.0
BELL206	1,749	1,134	11.4	1,134	17.0	64.8	0.0	0.0
BELL212	84	63	38.0	63	72.4	75.6	0.0	0.0
BELL222	68	55	16.4	39	38.7	56.8	38.2	23.5
BELL412	68	65	9.8	65	38.9	96.2	0.0	0.0

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	ESTIMATE OF PERCENT ACTIVE			ESTIMATE OF PERCENT ACTIVE			ESTIMATE OF PERCENT ACTIVE		
			PERCENT STANDARD ERROR	ESTIMATE OF ACTIVE AIRCRAFT W/ FIXED LANDING GEAR	PERCENT STANDARD ERROR	AIRCRAFT W/ FIXED LANDING GEAR	PERCENT STANDARD ERROR	AIRCRAFT W/ RETRAC LANDING GEAR	PERCENT STANDARD ERROR	AIRCRAFT W/ RETRAC LANDING GEAR	PERCENT STANDARD ERROR
BELL47	994	250	35.7	250	31.4	25.1	20.3	0	0.0	0.0	0.0
BLANCA11	76	27	32.2	27	28.4	35.5	34.2	0	0.0	0.0	0.0
BLANCA1413	209	85	31.5	0	0.0	0.0	0.0	85	36.3	40.7	10.2
BLANCA1419	200	123	24.4	0	0.0	0.0	0.0	123	30.4	61.5	21.8
BLANCA17	896	745	9.1	0	0.0	0.0	0.0	745	12.6	83.1	33.9
BLANCA7 (1)	1,245	986	8.9	986	4.4	79.2	48.8	0	0.0	0.0	0.0
BLANCA7 (2)	52	29	27.3	29	31.4	55.2	45.9	0	0.0	0.0	0.0
BLANCA8	413	292	12.9	292	9.6	70.8	56.1	0	0.0	0.0	0.0
BLANKA/BBAV	3,518	2,048	9.2	2,048	7.4	58.2	32.1	0	0.0	0.0	0.0
BNORBN2	55	34	35.4	34	21.3	61.4	43.5	0	0.0	0.0	0.0
BOEING75(1)	1,691	567	22.6	567	20.1	33.5	19.5	0	0.0	0.0	0.0
BOEING75(19)	98	21	38.6	21	39.0	21.7	13.3	0	0.0	0.0	0.0
BOEINGB727	50	16	61.6	0	0.0	0.0	0.0	16	44.6	32.0	10.7
BOLKHS105	122	109	13.0	109	32.9	88.9	19.3	0	0.0	0.0	0.0

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	ESTIMATE OF PERCENT ACTIVE			ESTIMATE OF ACTIVE AIRCRAFT W/RETRAC LANDING GEAR			ESTIMATE OF PERCENT ACTIVE AIRCRAFT W/RETRAC LANDING GEAR		
			PERCENT STANDARD ERROR	ESTIMATE OF ACTIVE AIRCRAFT W/ FIXED LANDING GEAR	PERCENT STANDARD ERROR	ESTIMATE OF ACTIVE AIRCRAFT W/ FIXED LANDING GEAR	PERCENT STANDARD ERROR	ESTIMATE OF ACTIVE AIRCRAFT W/RETRAC LANDING GEAR	PERCENT STANDARD ERROR	ESTIMATE OF ACTIVE AIRCRAFT W/RETRAC LANDING GEAR	PERCENT STANDARD ERROR
BOLKMS117	57	49	15.4	49	36.1	86.6	27.9	0	0.0	0.0	0.0
BRAERODH125	135	128	6.1	3	15.1	1.9	1.7	126	0.0	93.3	83.0
BRWTRFLEET	61	21	35.9	19	30.3	31.5	27.3	1	40.9	1.6	1.4
CAMRONMODEL	856	624	12.4	609	0.0	71.2	67.6	14	12.6	1.6	1.6
CESSNA120	789	422	18.0	422	14.6	53.4	18.0	0	0.0	0.0	0.0
CESSNA140	2,135	1,316	10.2	1,316	8.1	61.6	44.9	0	0.0	0.0	0.0
CESSNA150(1)	15,832	12,554	3.2	12,478	1.7	78.8	42.1	76	5.4	0.5	0.3
CESSNA150(19)	418	351	9.5	351	10.3	83.9	51.7	0	0.0	0.0	0.0
CESSNA170	2,303	1,368	10.6	1,368	12.5	59.4	47.1	0	0.0	0.0	0.0
CESSNA172	22,197	18,532	2.1	16,969	3.3	76.4	64.1	1,564	6.2	7.0	5.9
CESSNA175	1,164	565	18.8	565	21.7	48.5	28.8	0	0.0	0.0	0.0
CESSNA177	2,529	1,958	6.3	1,343	10.4	53.1	44.3	615	13.4	24.3	20.3
CESSNA180	2,606	2,004	7.8	2,004	9.7	76.9	37.3	0	0.0	0.0	0.0
CESSNA182	12,632	10,497	2.7	9,514	4.2	75.3	58.3	983	7.3	7.8	6.0

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			PERCENT STANDARD ERROR	ESTIMATE OF ACTIVE AIRCRAFT W/ FIXED LANDING GEAR	PERCENT STANDARD ERROR	ESTIMATE OF ACTIVE AIRCRAFT W/ FIXED LANDING GEAR	PERCENT STANDARD ERROR	ESTIMATE OF ACTIVE AIRCRAFT W/ RETRAC LANDING GEAR	PERCENT STANDARD ERROR	ESTIMATE OF ACTIVE AIRCRAFT W/ RETRAC LANDING GEAR	PERCENT STANDARD ERROR
CESSNA185	1,517	1,089	11.1	880	16.0	58.0	44.6	209	23.1	13.8	10.6
CESSNA188	1,306	862	13.3	862	9.8	66.0	54.9	0	0.0	0.0	0.0
CESSNA190	78	35	30.2	35	27.8	44.5	32.0	0	0.0	0.0	0.0
CESSNA195	464	178	27.4	178	27.7	38.4	25.4	0	0.0	0.0	0.0
CESSNA205	216	135	19.9	135	22.4	62.5	27.8	0	0.0	0.0	0.0
CESSNA206	2,270	1,719	7.0	1,592	9.7	70.1	27.0	127	17.6	5.6	2.2
CESSNA207	271	114	39.1	114	44.3	42.0	26.3	0	0.0	0.0	0.0
CESSNA208	82	74	12.9	69	0.0	84.7	64.1	5	17.0	6.1	4.6
CESSNA210	5,108	4,321	3.9	115	8.4	2.2	0.9	4,206	5.6	82.3	34.6
CESSNA303	95	73	15.9	0	0.0	0.0	0.0	73	18.2	76.8	69.3
CESSNA305	280	138	24.6	138	20.3	49.5	41.8	0	0.0	0.0	0.0
CESSNA310	2,648	1,664	9.9	14	13.3	0.5	0.4	1,651	10.8	62.3	48.0
CESSNA320	224	155	23.6	0	0.0	0.0	0.0	155	26.2	69.2	34.2
CESSNA336	58	22	33.9	22	34.8	38.1	24.0	0	0.0	0.0	0.0

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CESSNA337(3)	882	586	13.2	0	0.0	0.0	0.0	586	14.0	66.4	45.9
CESSNA337(19)	95	71	19.8	0	0.0	0.0	0.0	71	21.0	74.7	28.5
CESSNA340	807	589	11.3	8	15.8	1.0	0.7	581	12.9	72.0	47.8
CESSNA401	158	158	0.0	0	0.0	0.0	0.0	162	0.0	102.5	77.0
CESSNA402	362	279	16.7	0	0.0	0.0	0.0	279	0.0	77.1	56.3
CESSNA421	975	865	7.3	0	0.0	0.0	0.0	865	0.0	88.7	90.8
CESSNA425	158	142	9.4	0	0.0	0.0	0.0	142	0.0	89.9	69.2
CESSNA441	191	161	9.7	0	0.0	0.0	0.0	161	0.0	84.3	74.8
CESSNA500	850	807	4.3	0	0.0	0.0	0.0	807	0.0	94.9	85.1
CESSNA501	264	244	7.6	0	0.0	0.0	0.0	244	0.0	92.4	78.0
CESSNA650	191	181	5.2	0	0.0	0.0	0.0	181	0.0	94.8	90.0
CESSNA750	60	9	66.8	0	0.0	0.0	0.0	9	67.9	15.0	13.9
CHILDS1	281	229	12.4	229	5.3	81.6	77.5	0	0.0	0.0	0.0
CHILDS2	119	97	12.4	94	7.3	78.6	11.7	3	18.0	2.5	0.4

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			PERCENT STANDARD ERROR	ESTIMATE OF ACTIVE AIRCRAFT W/ FIXED LANDING GEAR	PERCENT STANDARD ERROR	ESTIMATE OF ACTIVE AIRCRAFT W/ FIXED LANDING GEAR	PERCENT STANDARD ERROR	ESTIMATE OF ACTIVE AIRCRAFT W/ RETRAC LANDING GEAR	PERCENT STANDARD ERROR	ESTIMATE OF ACTIVE AIRCRAFT W/ RETRAC LANDING GEAR	PERCENT STANDARD ERROR
CHRISHUSKY	93	81	8.2	81	0.0	87.3	71.3	0	0.0	0.0	0.0
CNDATRCCL600	178	167	7.4	0	0.0	0.0	0.0	167	0.0	93.8	76.2
COMJTH185	76	37	26.7	37	21.1	49.0	42.8	0	0.0	0.0	0.0
CONAERLA4	389	280	16.4	0	0.0	0.0	0.0	280	21.3	72.0	67.4
CURTISTRVAI	179	42	57.8	42	45.9	23.7	11.6	0	0.0	0.0	0.0
CVACBT/L13	134	29	55.9	29	54.5	21.7	15.6	0	0.0	0.0	0.0
DHAVDH82	62	33	30.7	33	31.4	53.4	12.6	0	0.0	0.0	0.0
DHAVDHC1	93	28	42.5	28	42.8	29.6	6.4	0	0.0	0.0	0.0
DHAVDHC2	335	180	34.8	87	54.8	26.1	13.9	93	54.2	27.8	14.8
DHAVDHC6	88	41	46.4	41	29.2	46.4	13.7	0	0.0	0.0	0.0
DOUGDC3	193	41	70.5	0	0.0	0.0	0.0	41	59.9	21.2	11.4
EAGLEBAL (1)	70	55	18.3	55	9.3	78.1	36.2	0	0.0	0.0	0.0
EAGLEBAL(16)	78	17	69.5	0	0.0	0.0	0.0	17	69.5	21.8	4.7
EIRVON20	94	78	11.4	0	0.0	0.0	0.0	78	12.3	83.0	64.8

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF ACTIVE AIRCRAFT W/ FIXED LANDING GEAR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE AIRCRAFT W/ FIXED LANDING GEAR	PERCENT STANDARD ERROR	ESTIMATE OF ACTIVE AIRCRAFT W/RETRAC LANDING GEAR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE AIRCRAFT W/RETRAC LANDING GEAR	PERCENT STANDARD ERROR
ENSTMF28(12)	221	96	33.6	96	28.2	43.6	9.3	0	0.0	0.0	0.0
ENSTMF28(13)	106	59	22.2	59	33.2	55.4	46.3	0	0.0	0.0	0.0
FRCHLD24	219	42	47.5	42	51.4	19.3	0.0	0	0.0	0.0	0.0
FRCHLDM62(1)	120	34	41.9	34	38.6	28.0	12.2	0	0.0	0.0	0.0
FRCHLDM62(19)	102	16	62.1	16	62.4	15.8	8.8	0	0.0	0.0	0.0
GROB103	96	68	19.0	66	20.6	68.4	13.2	2	28.4	2.1	0.4
GROB109	53	42	13.1	42	13.9	78.9	22.1	0	0.0	0.0	0.0
GROBASTIR	93	75	13.5	13	25.3	13.6	2.2	63	18.9	67.7	10.7
GRUNAVAA1	428	302	11.3	302	7.0	70.6	50.0	0	0.0	0.0	0.0
GRUNAVAA5	954	846	4.9	846	7.8	88.7	70.0	0	0.0	0.0	0.0
GRUNAVG164	490	252	18.3	252	15.4	51.4	41.6	0	0.0	0.0	0.0
GULSTM112	613	505	6.6	24	19.7	3.9	2.8	481	9.4	78.5	55.4
GULSTM500	253	201	13.9	0	0.0	0.0	0.0	201	4.4	79.4	70.4
GULSTM560	76	58	17.9	0	0.0	0.0	0.0	58	0.0	76.3	39.2

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			PERCENT STANDARD ERROR	ESTIMATE OF ACTIVE AIRCRAFT W/ FIXED LANDING GEAR	PERCENT STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF ACTIVE AIRCRAFT W/RETRAC LANDING GEAR	PERCENT STANDARD ERROR
HUGHS369(13)	517	418	13.0	418	26.9	80.8	30.0	0.0
HKSLYDH125	351	301	9.4	0	0.0	0.0	0.0	38.8
HYNESB2	66	31	31.8	31	24.1	46.3	26.4	0.0
INTRCP200	78	55	22.4	0	0.0	0.0	0.0	57.0
ISRAEL1121	58	39	33.3	0	0.0	0.0	0.0	57.7
ISRAEL1124	244	206	8.9	0	0.0	0.0	0.0	39.1
JBMSTRDGA15	86	11	72.0	11	74.8	13.0	9.2	0.0
LEAR24	144	123	13.3	0	0.0	0.0	0.0	57.5
LEAR25 (10)	129	115	12.3	0	0.0	0.0	0.0	75.2
LEAR25 (19)	67	24	43.5	0	0.0	0.0	0.0	4.7
LEAR35	369	317	8.0	0	0.0	0.0	0.0	73.3
LEAR55	91	77	10.5	0	0.0	0.0	0.0	75.6
LKHEED1329	72	40	30.6	0	0.0	0.0	0.0	19.8
LUSCOM8	1,875	830	11.2	830	9.5	44.3	38.1	0.0

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			PERCENT STANDARD ERROR	ESTIMATE OF ACTIVE AIRCRAFT W/ FIXED LANDING GEAR	PERCENT STANDARD ERROR	W/ FIXED LANDING GEAR	PERCENT STANDARD ERROR	W/ RE-TRAC LANDING GEAR	PERCENT STANDARD ERROR	W/ RE-TRAC LANDING GEAR	PERCENT STANDARD ERROR
MAULEN4	185	149	13.5	149	18.9	80.3	67.8	0	0.0	0.0	0.0
MAULEN5	384	296	10.1	296	13.4	77.2	43.3	0	0.0	0.0	0.0
MAULEN6	81	66	17.1	66	24.3	81.2	36.0	0	0.0	0.0	0.0
MAULEN7	119	79	19.6	78	22.7	65.4	52.6	2	22.9	1.7	1.4
MCLISHFUNKB	134	47	36.6	47	32.3	35.0	27.0	0	0.0	0.0	0.0
MNCUP90	55	9	39.4	9	35.6	16.9	13.7	0	0.0	0.0	0.0
MNMITEM18	118	34	57.0	0	0.0	0.0	0.0	34	55.0	28.8	19.2
MOONYM20 (2)	5,976	5,169	3.4	102	8.3	1.7	0.6	5,067	5.2	84.8	29.7
MOONYM20 (19)	248	237	5.7	0	0.0	0.0	0.0	237	6.7	95.6	16.1
MTSBSIMU2	346	255	14.0	0	0.0	0.0	0.0	255	8.6	73.7	21.3
MTSBSIMU300	71	67	4.9	0	0.0	0.0	0.0	67	0.0	94.4	81.6
NAMERT28 (1)	185	119	21.1	0	0.0	0.0	0.0	119	14.8	64.3	61.4
NAMERT28 (19)	75	32	24.4	0	0.0	0.0	0.0	32	24.9	42.7	31.5
NAMERT6 (1)	238	125	21.0	0	0.0	0.0	0.0	125	17.7	52.5	49.9

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			PERCENT STANDARD ERROR	ESTIMATE OF ACTIVE AIRCRAFT W/ FIXED LANDING GEAR	PERCENT STANDARD ERROR	PERCENT STANDARD ERROR	PERCENT STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF ACTIVE AIRCRAFT W/RETRAC LANDING GEAR	PERCENT STANDARD ERROR	PERCENT STANDARD ERROR
NAWERT6 (19)	66	33	31.4	0	0.0	0.0	0.0	0.0	33	31.9	32.1
NAVALN3N	113	17	71.6	17	72.2	15.5	6.7	0.0	0	0.0	0.0
NAVIONNAVIO	1,070	817	9.9	0	0.0	0.0	0.0	0.0	817	12.7	40.0
NORWST65	60	26	43.4	26	38.4	42.8	21.6	0.0	0	0.0	0.0
OTHEXWILTUR	64	48	19.2	48	34.4	74.3	11.5	0.0	0	0.0	0.0
PICARDAX6	77	4	*	4	*	4.8	3.7	0.0	0	0.0	0.0
PIPER600	277	179	18.1	0	0.0	0.0	0.0	0.0	179	19.5	27.7
PIPER602	251	197	12.2	0	0.0	0.0	0.0	0.0	197	14.0	58.3
PIPERJ3	3,993	1,797	7.9	1,795	6.7	45.0	2.2	0.0	2	8.0	0.0
PIPERJ4	209	38	48.5	38	42.5	18.3	11.8	0.0	0	0.0	0.0
PIPERJ5	305	103	24.0	103	20.0	33.8	26.6	0.0	0	0.0	0.0
PIPERPA12	1,248	718	13.5	718	12.7	57.5	25.9	0.0	0	0.0	0.0
PIPERPA14	95	56	29.1	56	34.5	58.9	10.8	0.0	0	0.0	0.0
PIPERPA15	157	92	24.5	92	19.5	58.4	19.7	0.0	0	0.0	0.0

8.3 1994 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, AND TOTAL ANNUAL HOURS FLOWN
WITH A FIXED OR RETRACTABLE LANDING GEAR SYSTEM
BY AIRCRAFT MANUFACTURER/MODEL GROUP
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	ESTIMATE OF PERCENT OF ACTIVE			ESTIMATE OF PERCENT OF ACTIVE			ESTIMATE OF PERCENT OF ACTIVE		
			PERCENT STANDARD ERROR	AIRCRAFT W/ FIXED LANDING GEAR	PERCENT STANDARD ERROR	AIRCRAFT W/ FIXED LANDING GEAR	PERCENT STANDARD ERROR	AIRCRAFT W/ RETRAC LANDING GEAR	PERCENT STANDARD ERROR	AIRCRAFT W/ RETRAC LANDING GEAR	PERCENT STANDARD ERROR
PIPERPA16	323	158	21.1	158	23.9	48.9	28.1	0	0.0	0.0	0.0
PIPERPA17	93	51	19.6	51	15.7	54.9	32.3	0	0.0	0.0	0.0
PIPERPA18	3,447	2,306	4.9	2,295	3.8	66.6	38.9	11	6.2	0.3	0.2
PIPERPA20	418	207	17.2	207	20.3	49.5	24.2	0	0.0	0.0	0.0
PIPERPA22(1)	859	558	10.6	558	8.0	64.9	35.6	0	0.0	0.0	0.0
PIPERPA22(2)	1,622	695	12.9	695	14.2	42.9	28.7	0	0.0	0.0	0.0
PIPERPA23	2,671	1,599	9.4	0	0.0	0.0	0.0	1,599	10.1	59.9	29.6
PIPERPA24(2)	2,418	1,776	7.3	0	0.0	0.0	0.0	1,776	9.2	73.4	47.7
PIPERPA24(19)	426	347	10.9	0	0.0	0.0	0.0	347	11.5	81.5	34.9
PIPERPA25	929	448	17.5	448	15.4	48.2	28.8	0	0.0	0.0	0.0
PIPERPA28(1)	5,546	4,459	3.0	4,451	1.4	80.3	58.9	7	3.4	0.1	0.1
PIPERPA28(2)	14,292	12,153	1.7	9,597	3.0	67.1	54.8	2,557	4.5	17.9	14.6
PIPERPA30	1,135	848	7.9	0	0.0	0.0	0.0	848	8.8	74.7	36.0
PIPERPA31(3)	113	74	18.1	0	0.0	0.0	0.0	74	19.6	65.5	52.6

8.3 1994 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, AND TOTAL ANNUAL HOURS FLOWN
WITH A FIXED OR RETRACTABLE LANDING GEAR SYSTEM
BY AIRCRAFT MANUFACTURER/MODEL GROUP
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF ACTIVE AIRCRAFT W/ FIXED LANDING GEAR	PERCENT STANDARD ERROR W/ FIXED LANDING GEAR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF ACTIVE AIRCRAFT W/RETRAC LANDING GEAR	PERCENT STANDARD ERROR W/RETRAC LANDING GEAR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR
PIPERPA31(4)	965	965	0.0	0	0.0	0.0	0.0	976	0.0	101.1	86.0
PIPERPA31(19)	345	203	27.9	0	0.0	0.0	0.0	203	27.8	58.8	44.0
PIPERPA31T	442	386	6.7	0	0.0	0.0	0.0	386	0.0	87.3	57.5
PIPERPA32	3,827	3,180	3.4	1,701	6.7	44.4	44.9	1,479	8.3	38.6	39.1
PIPERPA34	1,508	1,415	3.3	0	0.0	0.0	0.0	1,415	0.0	93.8	55.3
PIPERPA36	249	194	15.4	194	7.9	77.9	68.0	0	0.0	0.0	0.0
PIPERPA38	932	646	10.9	646	7.6	69.3	57.6	0	0.0	0.0	0.0
PIPERPA42	89	68	12.3	0	0.0	0.0	0.0	68	5.1	76.4	71.7
PIPERPA44	279	232	15.8	0	0.0	0.0	0.0	232	18.7	83.2	64.8
PIPERPA46	382	331	6.9	0	0.0	0.0	0.0	331	10.4	86.6	60.1
RAVENS40	1,929	1,013	15.2	1,013	13.3	52.5	40.4	0	0.0	0.0	0.0
RAVENS57	124	98	13.7	98	12.9	78.7	65.4	0	0.0	0.0	0.0
RKVELLNA265	247	210	9.7	0	0.0	0.0	0.0	210	0.0	85.0	73.6
ROBS1NR22	673	446	10.5	446	7.0	66.3	34.8	0	0.0	0.0	0.0

8.3 1994 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, AND TOTAL ANNUAL HOURS FLOWN
WITH A FIXED OR RETRACTABLE LANDING GEAR SYSTEM
BY AIRCRAFT MANUFACTURER/MODEL GROUP
INCLUDES AIR TAXI AIRCRAFT
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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	ESTIMATE OF PERCENT OF ACTIVE AIRCRAFT			ESTIMATE OF PERCENT OF ACTIVE AIRCRAFT			ESTIMATE OF PERCENT OF ACTIVE AIRCRAFT		
			PERCENT STANDARD ERROR	ESTIMATE OF ACTIVE AIRCRAFT W/ FIXED LANDING GEAR	PERCENT STANDARD ERROR	PERCENT STANDARD ERROR	PERCENT STANDARD ERROR	PERCENT STANDARD ERROR	PERCENT STANDARD ERROR	PERCENT STANDARD ERROR	PERCENT STANDARD ERROR
ROLSCHLS	184	175	6.0	0	0.0	0.0	0.0	0.0	175	0.0	95.1
RYANST3	137	41	48.1	41	48.5	29.7	25.3	0.0	0	0.0	0.0
SCHZERG164	762	471	14.2	471	10.6	61.8	40.9	0.0	0	0.0	0.0
SCHZERSG1	656	372	17.8	372	17.3	56.8	54.1	0.0	0	0.0	0.0
SCHZERSG2	510	298	20.3	298	17.4	58.4	17.4	0.0	0	0.0	0.0
SKRSKYS58	52	16	70.1	16	60.5	30.8	19.1	0.0	0	0.0	0.0
SKRSKYS76	125	118	10.8	0	0.0	0.0	0.0	118	35.6	94.4	53.6
SLINDS100	270	195	12.2	195	15.0	72.0	42.1	0.0	0	0.0	0.0
SNIAS350	289	194	23.2	194	36.0	67.0	20.7	0.0	0	0.0	0.0
SOCATATB10	57	46	12.1	46	16.8	81.3	76.6	0.0	0	0.0	0.0
SOCATATB20	175	120	18.3	0	0.0	0.0	0.0	120	21.1	68.6	49.4
SPHRTHCIRRU	91	48	33.0	0	0.0	0.0	0.0	48	33.3	52.7	35.3
SPHRTHVENTU	74	29	48.5	0	0.0	0.0	0.0	29	49.0	39.2	31.9
STNSON10	125	5	*	5	*	3.9	2.7	0	0.0	0.0	0.0

8.3 1994 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, AND TOTAL ANNUAL HOURS FLOWN
WITH A FIXED OR RETRACTABLE LANDING GEAR SYSTEM
BY AIRCRAFT MANUFACTURER/MODEL GROUP
INCLUDES AIR TAXI AIRCRAFT
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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	ESTIMATE OF PERCENT ACTIVE			ESTIMATE OF PERCENT ACTIVE		
			PERCENT STANDARD ERROR	ESTIMATE OF ACTIVE AIRCRAFT W/ FIXED LANDING GEAR	PERCENT STANDARD ERROR	ESTIMATE OF ACTIVE AIRCRAFT W/ RETRAC LANDING GEAR	PERCENT STANDARD ERROR	PERCENT STANDARD ERROR
STNSONL5	117	72	25.7	72	18.1	61.3	32.0	0.0
STNSONV77	106	47	29.7	47	25.5	44.2	17.5	0.0
STOLAMRC3	193	38	59.5	0	0.0	0.0	0.0	0.8
SWRNGNSA226	94	63	19.7	0	0.0	0.0	0.0	41.1
SWRNGNSA227	84	55	41.4	0	0.0	0.0	0.0	28.9
SWRNGNSA26	51	29	29.4	0	0.0	0.0	0.0	11.2
TCRAFKD	274	121	21.7	121	17.9	44.3	29.6	0.0
TCRAFT19	108	74	26.0	74	17.0	68.5	44.9	0.0
TCRAFTBC	1,658	643	13.6	643	11.7	38.8	22.0	0.0
TCRAFTBL	185	49	37.2	49	33.2	26.7	11.8	0.0
TH55	58	30	36.6	30	23.3	51.3	35.1	0.0
THUNDRAX7	71	39	24.8	39	12.4	54.3	21.1	0.0
UNIVACGC1	593	269	17.7	3	20.7	0.6	0.2	12.0
UNIVAR108	1,767	728	14.1	728	15.7	41.2	21.1	0.0

8.3 1994 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, AND TOTAL ANNUAL HOURS FLOWN
WITH A FIXED OR RETRACTABLE LANDING GEAR SYSTEM
BY AIRCRAFT MANUFACTURER/MODEL GROUP
INCLUDES AIR TAXI AIRCRAFT
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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF ACTIVE AIRCRAFT W/ FIXED LANDING GEAR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE AIRCRAFT W/RETRAC LANDING GEAR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE AIRCRAFT W/RETRAC LANDING GEAR	PERCENT STANDARD ERROR
UNIVAR415	2,120	1,062	10.8	1,062	9.0	50.1	27.2	0	0.0
VARGA2150	123	72	18.7	72	15.2	58.2	26.4	0	0.0
WACO (1)	416	137	24.1	137	21.1	32.9	13.6	0	0.0
WACO (2)	140	39	37.6	39	44.2	27.9	14.0	0	0.0
WTHRLY201	51	32	21.9	32	17.1	62.1	36.1	0	0.0
TOTAL	245,437	170,600	0.7	110,719	1.1	45.1	29.3	59,881	8.6

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

* PERCENT STANDARD ERROR OF 100% OR GREATER.

NUMBER IN PARENTHESIS FOLLOWING GROUP NAME INDICATES THE AIRCRAFT TYPE TO WHICH THESE AIRCRAFT BELONG. SEE THE FOLLOWING PAGE FOR A DESCRIPTION OF THESE AIRCRAFT TYPES.

AIRCRAFT DEFINITIONS AND TYPES USED FOR THE GENERAL AVIATION SURVEY

AIRCRAFT TYPE DEFINITION	AIRCRAFT TYPE
FIXED-WING PISTON: 1 ENGINE - 1-3 SEATS	(1)
FIXED-WING PISTON: 1 ENGINE - 4 + SEATS	(2)
FIXED-WING PISTON: 2 ENGINE - 1-6 SEATS	(3)
FIXED-WING PISTON: 2 ENGINE - 7 + SEATS	(4)
FIXED-WING PISTON: OTHER	(5)
FIXED WING-TURBOPROP: 1 ENGINE	(6)
FIXED WING-TURBOPROP: 2 ENGINE - 1-12 SEATS	(7)
FIXED WING-TURBOPROP: 2 ENGINE - 13 + SEATS	(8)
FIXED WING-TURBOPROP: OTHER	(9)
FIXED WING-TURBOJET: 2 ENGINE	(10)
FIXED WING-TURBOJET: OTHER	(11)
ROTORCRAFT: PISTON	(12)
ROTORCRAFT: 1 ENGINE - TURBINE	(13)
ROTORCRAFT: MULTI-ENGINE - TURBINE	(14)
OTHER AIRCRAFT: GLIDERS	(15)
OTHER AIRCRAFT: LIGHTER-THAN-AIR	(16)
OTHER AIRCRAFT: EXPERIMENTAL - AMATEUR	(17)
OTHER AIRCRAFT: EXPERIMENTAL - EXHIBITION	(18)
OTHER AIRCRAFT: EXPERIMENTAL - OTHER	(19)

8.4 1994 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL NUMBER OF AIRCRAFT
WITH A FIXED OR RETRACTABLE LANDING GEAR SYSTEM
BY AGE OF AIRCRAFT
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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AGE OF AIRCRAFT		ESTIMATE OF TOTAL ACTIVE AIRCRAFT W/ FIXED GEAR	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL ACTIVE AIRCRAFT W/ RETRACT GEAR	PERCENT STANDARD ERROR
YEARS OLD	YEAR BUILT				
1 TO 5	1990 - 1994	6,057	8.6	3,475	53.5
6 TO 10	1985 - 1989	3,439	10.0	2,968	28.7
11 TO 15	1980 - 1984	8,129	10.7	10,571	12.0
16 TO 20	1975 - 1979	24,594	3.8	17,244	16.0
21 TO 25	1970 - 1974	14,961	3.9	5,602	12.8
26 TO 30	1965 - 1969	21,508	2.7	8,008	10.4
31 TO 35	1960 - 1964	9,430	6.4	5,366	13.2
36 TO 40	1955 - 1959	7,418	5.5	3,389	9.2
41 TO 45	1950 - 1954	3,106	7.5	1,313	16.2
46 TO 50	1945 - 1949	9,003	3.9	1,060	24.9
51 TO 55	1940 - 1944	1,950	9.1	314	34.6
56 TO 60	1935 - 1939	490	12.1	5	*
OVER 60	- 1934	391	32.0	332	45.3
YEAR OF MANUFACTURE UNKN		237	56.0	228	77.0
TOTAL ALL AIRCRAFT		110,719	1.7	59,880	6.6

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

* PERCENT STANDARD ERROR OF 100% OR GREATER.

CHAPTER IX

PILOTS

9.1 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL AND RANGE OF THE NUMBER OF PILOTS WHO FLEW IN 1994
BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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AIRCRAFT TYPE	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL GA PILOTS WHO FLEW	PERCENT STANDARD ERROR	RANGES OF THE NUMBER OF PILOTS				
								1	2	3	4	5+
FIXED WING - PISTON												
1 ENG: 1-3 SEATS	63,122	38,987	1.6	61.8	1.0	78,646	3.9	22,370	15,583	9,226	15,723	15,742
1 ENG: 4+ SEATS	108,302	84,344	0.9	77.9	0.7	158,704	1.8	45,944	44,490	22,222	13,630	32,416
1 ENGINE: TOTAL	171,424	123,332	0.8	71.9	0.6	237,350	1.8	68,314	60,073	31,448	29,353	48,158
2 ENG: 1-6 SEATS	14,937	10,137	3.1	67.9	2.1	19,602	5.0	5,011	5,512	3,247	1,095	4,736
2 ENG: 7+ SEATS	6,674	5,371	2.8	80.5	2.2	11,155	6.7	2,323	1,806	1,822	3,555	1,647
2 ENGINE: TOTAL	21,611	15,508	2.3	71.8	1.6	30,758	4.0	7,334	7,318	5,069	4,650	6,383
PISTON: OTHER	168	68	48.5	40.5	19.6	136	48.8	0	136	0	0	0
PISTON: TOTAL	193,203	138,909	0.8	71.9	0.6	268,245	1.6	75,650	67,529	36,517	34,003	54,542
FIXED WING - TURBOPROP												
1 ENGINE: TOTAL	629	563	5.0	89.5	4.5	961	11.7	469	284	26	0	181
2 ENG: 1-12 SEATS	4,001	3,274	3.4	81.8	2.7	8,122	7.4	1,218	907	1,102	1,374	3,519
2 ENG: 13+ SEATS	865	362	20.2	41.8	8.4	745	24.3	177	127	66	47	327
2 ENGINE: TOTAL	4,866	3,636	3.7	74.7	2.7	8,868	7.1	1,395	1,034	1,168	1,421	3,846
TURBOPROP: OTHER	67	6	*	9.0	13.4	13	*	0	13	0	0	0
TURBOPROP: TOTAL	5,562	4,206	3.2	75.6	2.4	9,843	6.5	1,864	1,331	1,194	1,422	4,027
FIXED WING - TURBOJET												
2 ENGINE: TOTAL	4,401	3,876	2.1	88.1	1.9	12,387	4.7	1,117	1,188	1,847	1,491	6,743
TURBOJET: OTHER	527	196	14.8	37.2	5.5	389	18.1	96	61	178	13	39
TURBOJET: TOTAL	4,928	4,072	2.2	82.6	1.8	12,776	4.6	1,214	1,249	2,026	1,505	6,782

9.1 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL AND RANGE OF THE NUMBER OF PILOTS WHO FLEW IN 1994
BY AIRCRAFT TYPE
INCLUDES AIR TAXI AIRCRAFT
EXCLUDES COMMUTER AIRCRAFT

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AIRCRAFT TYPE	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE TOTAL GA PILOTS WHO FLEW	PERCENT STANDARD ERROR	RANGES OF THE NUMBER OF PILOTS				
								1	2	3	4	5+
FIXED WING: TOTAL	203,693	147,188	0.7	72.3	0.5	290,865	1.5	78,785	69,928	39,661	37,241	65,247
ROTORCRAFT PISTON: TOTAL	3,485	1,380	10.2	39.6	4.0	3,117	11.6	634	376	490	998	617
1 ENG: TURBINE	3,528	2,298	7.3	65.1	4.8	9,544	10.4	365	813	499	0	7,866
MULTI-ENG: TURBINE	853	710	6.8	83.2	5.6	3,212	9.5	35	196	278	0	2,702
TURBINE: TOTAL	4,381	3,009	5.8	68.7	4.0	12,757	8.1	401	1,009	776	0	10,568
ROTORCRAFT: TOTAL	7,866	4,389	5.1	55.8	2.9	15,874	6.9	1,035	1,386	1,267	998	11,184
OTHER AIRCRAFT GLIDERS:	4,113	2,678	6.4	65.1	4.2	7,432	11.9	1,358	1,148	478	407	4,040
LIGHTER-THAN-AIR:	5,822	3,490	7.1	59.9	4.3	6,475	10.4	1,743	1,978	1,139	791	822
OTHER AIRCRAFT: TOTAL	9,935	6,169	4.9	62.1	3.0	13,908	8.0	3,102	3,126	1,618	1,199	4,862
EXPERIMENTAL AMATEUR BUILT:	18,226	9,523	4.9	52.2	2.6	13,857	6.4	6,559	4,337	1,330	847	782
EXHIBITION:	1,489	562	16.7	37.7	6.3	1,148	21.1	214	252	288	383	9
OTHER:	4,228	2,766	5.4	65.4	3.5	6,155	9.9	1,252	1,077	765	1,209	1,850
EXPERIMENTAL: TOTAL	23,943	12,852	3.9	53.7	2.1	21,162	5.2	8,026	5,668	2,385	2,440	2,642
TOTAL	245,437	170,600	0.7	69.5	0.5	341,810	1.4	90,969	80,134	44,954	41,903	83,848

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

* PERCENT STANDARD ERROR OF 100% OR GREATER.

9.2 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL AND RANGES OF THE NUMBER OF PILOTS WHO FLEW IN 1994
 BY AIRCRAFT MANUFACTURER/MODEL GROUP
 INCLUDES AIR TAXI AIRCRAFT
 EXCLUDES COMMUTER AIRCRAFT

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE GA PILOTS WHO FLEW	PERCENT STANDARD ERROR	RANGES OF THE NUMBER OF PILOTS				
								1	2	3	4	5+
1ENG PIST (1)	3,481	1,507	8.7	43.3	3.8	2,843	16.6	996	446	207	519	675
1ENG PIST (2)	2,687	1,455	7.9	54.1	4.3	2,468	10.2	801	918	218	326	205
2ENG PIST (3)	506	196	31.0	38.8	12.0	369	41.4	107	89	85	43	45
2ENG PIST (4)	1,391	1,027	7.3	73.8	5.4	2,232	12.5	438	496	324	763	211
PIST OTHR (5)	168	68	48.8	40.6	19.8	136	48.8	0	136	0	0	0
1ENG TURB (6)	149	135	9.1	90.3	8.2	159	17.9	111	48	0	0	0
2ENG TURB (7)	194	132	19.9	67.9	13.5	494	30.9	40	4	46	152	252
2ENG TURB (8)	333	102	45.4	30.6	13.9	260	54.4	44	38	23	0	155
TURB OTHR (9)	67	7	*	9.8	97.9	13	*	0	13	0	0	0
2ENG TURBOJET (10)	365	249	14.7	68.3	10.1	974	23.5	85	31	63	18	777
TURBOJET OTHR	210	10	*	4.8	48.1	12	*	10	0	2	0	0
PIST HEL (12)	404	91	39.1	22.4	8.8	256	44.3	30	26	39	84	77
1ENG TURBO HEL (13)	432	236	24.5	54.5	13.4	879	35.6	42	163	52	0	622
M-ENG TURB HEL (14)	165	120	24.2	73.0	17.7	603	30.4	1	25	19	0	558

9.2 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL AND RANGES OF THE NUMBER OF PILOTS WHO FLEW IN 1994
 BY AIRCRAFT MANUFACTURER/MODEL GROUP
 INCLUDES AIR TAXI AIRCRAFT
 EXCLUDES COMMUTER AIRCRAFT

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL GA PILOTS WHO FLEW	PERCENT STANDARD ERROR	RANGES OF THE NUMBER OF PILOTS				
								1	2	3	4	5+
								PILOT PILOTS PILOTS PILOTS PILOTS				
GLIDERS (15)	2,262	1,492	9.6	66.0	6.3	3,465	20.3	976	303	150	316	1,720
LITE-THAN-AIR (16)	2,295	1,549	11.3	67.5	7.6	2,845	16.4	779	921	570	285	290
EXP-AMATEUR BLT(17)	18,226	9,523	4.9	52.3	2.6	13,858	6.4	6,562	4,337	1,330	847	782
EXP-EXHIBITION (18)	1,023	357	25.1	34.9	8.7	799	29.1	130	163	219	287	0
EXP-OTHER (19)	946	752	10.3	79.5	8.2	2,247	20.5	286	270	0	369	1,322
ADAMSA50S	117	48	45.7	41.1	18.8	82	49.7	27	16	39	0	0
AEROSPAS355	99	68	28.7	68.3	19.6	165	50.9	29	46	0	0	90
AEROPSA316	83	30	75.8	35.7	27.1	59	75.8	0	59	0	0	0
AGUSTAA109	65	63	8.1	96.2	7.8	212	21.5	0	34	95	0	83
AIRPTSA	175	67	39.1	38.3	15.0	79	47.7	62	0	17	0	0
AIRTRCAT300	402	306	13.9	76.2	10.6	410	19.0	203	207	0	0	0
AIRTRCAT400	283	258	7.9	91.2	7.2	321	16.1	195	126	0	0	0
AIRTRCAT500	155	142	9.7	91.8	8.9	227	20.8	57	170	0	0	0
ANDFALC10	111	82	12.9	73.9	9.5	260	18.2	23	9	60	55	113

9.2 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL AND RANGES OF THE NUMBER OF PILOTS WHO FLEW IN 1994
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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL GA PILOTS WHO FLEW	PERCENT STANDARD ERROR	RANGES OF THE NUMBER OF PILOTS					
								1	2	3	4	5+	
								PILOT PILOTS PILOTS PILOTS PILOTS					
ANDFALC20	155	143	10.2	92.0	9.4	410	27.3	68	18	20	81	223	
ANDFALC50	195	130	17.5	66.6	11.7	281	21.8	51	44	142	11	33	
ARCTICS1A	80	45	25.2	55.9	14.1	45	25.2	45	0	0	0	0	
ARONCA15	188	107	28.1	57.0	16.0	217	31.1	15	149	53	0	0	
ARONCA65	572	149	31.7	26.0	8.2	161	34.0	136	25	0	0	0	
ARONCAC3	90	1	*	1.3	13.5	0	0.0	0	0	0	0	0	
AVAINBAL	94	27	89.6	28.6	25.6	81	91.7	3	0	48	30	0	
AYRESS2 (1)	654	399	19.2	61.0	11.7	776	41.5	304	0	0	0	472	
AYRESS2 (6)	138	123	13.6	89.4	12.2	123	13.6	123	0	0	0	0	
BALUKSFIREF	181	74	33.0	40.7	13.4	85	35.2	62	23	0	0	0	
BBAVIA11	759	215	31.5	28.3	8.9	1,025	32.2	0	0	0	194	831	
BBAVIA8	215	125	26.0	58.2	15.1	313	45.6	60	8	117	35	93	
BEECH100	200	175	10.1	87.5	8.8	643	16.8	21	10	166	121	325	
BEECH17	182	79	27.6	43.6	12.0	89	29.1	69	20	0	0	0	

9.2 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL AND RANGES OF THE NUMBER OF PILOTS WHO FLEW IN 1994
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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL GA PILOTS WHO FLEW	PERCENT STANDARD ERROR	RANGES OF THE NUMBER OF PILOTS				
								1	2	3	4	5+
BEECH18 (4)	430	148	47.3	34.3	16.2	304	55.9	71	71	0	162	0
BEECH18 (E)	91	23	68.6	24.9	17.1	32	72.3	17	6	9	0	0
BEECH1900	101	55	85.8	54.6	46.8	92	95.3	36	0	56	0	0
BEECH200	765	595	10.3	77.8	8.0	2,226	18.2	188	40	180	264	1,554
BEECH23	2,391	1,501	11.5	62.8	7.2	3,201	18.2	805	678	135	404	1,179
BEECH300	224	108	20.2	48.1	9.7	170	24.8	76	39	0	38	17
BEECH33	2,067	1,819	3.0	88.0	2.7	3,300	6.8	1,037	825	572	479	387
BEECH35 (2)	6,186	4,744	4.7	76.7	3.6	7,214	6.9	2,872	2,973	700	359	310
BEECH35 (6)	105	89	10.3	85.1	8.8	267	29.3	50	8	0	0	209
BEECH36	2,428	2,113	4.5	87.0	4.0	3,810	9.7	1,178	961	836	608	227
BEECH45	363	102	48.7	28.2	13.7	264	53.5	41	29	10	130	54
BEECH50	221	133	24.4	60.2	14.7	190	35.2	103	38	8	41	0
BEECH55	2,017	1,503	7.9	74.5	5.9	2,826	15.3	899	771	190	0	966
BEECH56	54	38	16.6	69.7	11.6	54	22.9	26	20	0	8	0

9.2 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL AND RANGES OF THE NUMBER OF PILOTS WHO FLEW IN 1994
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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL GA PILOTS WHO FLEW	PERCENT STANDARD ERROR	RANGES OF THE NUMBER OF PILOTS				
								1	2	3	4	5+
								PILOT	PILOTS	PILOTS	PILOTS	PILOTS
BEECH58	1,489	1,208	7.8	81.1	6.3	2,797	16.3	532	618	591	244	812
BEECH60	364	264	14.2	72.5	10.3	473	18.9	118	180	149	26	0
BEECH65	96	62	37.2	64.5	24.0	106	39.4	17	89	0	0	0
BEECH76	258	204	13.1	79.2	10.4	705	21.4	52	48	36	56	513
BEECH77	198	163	13.7	82.5	11.3	368	23.9	40	81	247	0	0
BEECH80	60	15	68.5	24.4	16.7	51	69.8	0	7	0	44	0
BEECH90	1,025	924	6.7	90.1	6.0	2,317	14.9	292	407	672	432	514
BEECH95	400	282	18.0	70.6	12.7	384	24.6	211	103	55	0	15
BEECH99	59	32	40.7	54.6	22.2	93	41.1	0	6	87	0	0
BELL204	288	182	27.1	63.3	17.2	981	32.0	19	27	5	0	930
BELL206	1,749	1,134	11.4	64.8	7.4	4,947	15.2	157	345	403	0	4042
BELL212	84	63	38.0	75.6	28.7	294	43.0	5	0	0	0	289
BELL222	68	55	16.4	80.7	13.2	321	22.7	6	0	25	0	290
BELL412	68	65	9.8	96.2	9.4	356	20.1	5	0	0	0	351

9.2 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL AND RANGES OF THE NUMBER OF PILOTS WHO FLEW IN 1994
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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL GA PILOTS WHO FLEW	PERCENT STANDARD ERROR	RANGES OF THE NUMBER OF PILOTS					
								1	2	3	4	5+	PILOTS
BELL47	994	250	35.7	25.1	9.0	250	35.7	250	0	0	0	0	0
BLANCA11	76	27	32.2	35.5	11.4	0	0.0	0	0	0	0	0	0
BLANCA1413	209	85	31.5	40.7	12.8	174	36.2	29	44	101	0	0	0
BLANCA1419	200	123	24.4	61.6	15.0	141	27.9	106	35	0	0	0	0
BLANCA17	896	745	9.1	83.1	7.5	866	11.4	624	242	0	0	0	0
BLANCA7 (1)	1,245	986	8.9	79.2	7.0	1,716	19.6	599	380	322	262	153	153
BLANCA7 (2)	52	29	27.3	55.2	15.1	55	33.8	14	11	19	11	0	0
BLANCA8	413	292	12.9	70.8	9.2	627	23.0	148	157	0	59	263	263
BLANKA/BBAV	3,518	2,048	9.2	58.2	5.3	3,774	14.9	880	1469	919	506	0	0
BNORMB2	55	34	35.4	61.4	21.8	122	38.6	0	8	50	0	64	64
BOEING75(1)	1,691	567	22.6	33.5	7.6	866	37.5	468	0	0	398	0	0
BOEING75(E)	98	21	38.6	21.7	8.4	25	40.3	18	7	0	0	0	0
BOEINGB727	50	16	61.6	32.3	19.9	41	62.6	0	15	26	0	0	0
BOLKMS105	122	109	13.0	88.9	11.6	421	22.7	1	96	0	0	324	324

9.2 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL AND RANGES OF THE NUMBER OF PILOTS WHO FLEW IN 1994
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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE TOTAL GA PILOTS WHO FLEW	PERCENT STANDARD ERROR	RANGES OF THE NUMBER OF PILOTS				
								1	2	3	4	5+
BOLKMS117	57	49	15.4	86.6	13.3	328	19.7	0	0	0	0	328
BRAERODH125	135	128	6.1	95.0	5.8	489	14.1	7	60	109	12	301
BRWSTRFLEET	61	21	35.9	33.8	12.1	0	0.0	0	0	0	0	0
CAMRONMODEL	856	624	12.4	72.8	9.1	1,100	17.7	280	519	101	200	0
CESSNA120	789	422	18.0	53.4	9.6	578	25.0	310	142	126	0	0
CESSNA140	2,135	1,316	10.2	61.6	6.3	2,527	19.0	568	570	1389	0	0
CESSNA150(1)	15,832	12,554	3.2	79.3	2.5	29,561	8.5	6,147	4,496	1,896	8,409	8,613
CESSNA150(E)	418	351	9.5	83.9	8.0	444	16.1	294	60	80	0	10
CESSNA170	2,303	1,368	10.6	59.4	6.3	1,796	13.1	1,073	328	395	0	0
CESSNA172	22,197	18,532	2.1	83.5	1.8	41,672	4.6	7,744	11,976	4,612	3,855	13,485
CESSNA175	1,164	565	18.8	48.5	9.1	842	23.7	401	152	209	68	12
CESSNA177	2,529	1,958	6.3	77.4	4.9	3,481	11.5	1,222	766	450	307	736
CESSNA180	2,606	2,004	7.8	76.9	6.0	2,943	11.3	1,319	971	436	217	0
CESSNA182	12,632	10,497	2.7	83.1	2.2	21,578	5.3	5,193	4,833	4,726	1,929	4,897

9.2 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL AND RANGES OF THE NUMBER OF PILOTS WHO FLEW IN 1994
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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL GA PILOTS WHO FLEW	PERCENT STANDARD ERROR	RANGES OF THE NUMBER OF PILOTS				
								1 PILOT	2 PILOTS	3 PILOTS	4 PILOTS	5+ PILOTS
CESSNA185	1,517	1,089	11.1	71.8	7.9	1,468	14.5	782	502	134	50	0
CESSNA188	1,306	862	13.3	66.0	8.8	1,677	28.7	536	0	488	653	0
CESSNA190	78	35	30.2	44.5	13.4	36	32.1	33	3	0	0	0
CESSNA195	464	178	27.4	38.4	10.5	194	28.8	164	30	0	0	0
CESSNA205	216	135	19.9	62.5	12.4	280	23.9	58	63	70	84	5
CESSNA206	2,270	1,719	7.0	75.7	5.3	3,303	11.0	801	1,008	922	87	485
CESSNA207	271	114	39.1	42.0	16.4	591	46.7	25	9	10	19	528
CESSNA208	82	74	12.9	90.2	11.7	186	30.4	32	5	80	0	69
CESSNA210	5,108	4,321	3.9	84.6	3.3	8,182	7.2	2,074	2,635	1,723	507	1,243
CESSNA303	95	73	15.9	77.1	12.3	195	19.7	11	56	52	38	38
CESSNA305	280	138	24.6	49.5	12.2	288	33.4	57	94	0	137	0
CESSNA310	2,648	1,664	9.9	62.9	6.3	2,951	14.1	901	886	739	0	425
CESSNA320	224	155	23.6	69.1	16.3	214	32.4	112	75	0	21	6
CESSNA336	58	22	33.9	38.1	12.9	28	35.3	16	12	0	0	0

9.2 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL AND RANGES OF THE NUMBER OF PILOTS WHO FLEW IN 1994
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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL GA PILOTS WHO FLEW	PERCENT STANDARD ERROR	RANGES OF THE NUMBER OF PILOTS				
								1 PILOT	2 PILOTS	3 PILOTS	4 PILOTS	5+ PILOTS
CESSNA337(3)	882	586	13.2	66.4	8.8	1,096	18.3	308	287	172	248	81
CESSNA337(E)	95	71	19.8	75.1	14.9	126	41.0	56	3	21	14	32
CESSNA340	807	589	11.3	73.0	8.3	1,182	19.1	214	605	109	27	227
CESSNA401	158	158	0.0	100.0	0.0	354	39.2	111	0	60	0	183
CESSNA402	362	279	16.7	77.0	12.8	673	30.3	123	135	71	15	329
CESSNA421	975	865	7.3	88.7	6.4	1,553	26.6	556	384	66	0	547
CESSNA425	158	142	9.4	89.6	8.4	255	13.3	30	218	7	0	0
CESSNA441	191	161	9.7	84.4	8.2	248	17.8	110	51	76	0	11
CESSNA500	850	807	4.3	95.0	4.1	2,609	11.9	226	159	358	463	1403
CESSNA501	264	244	7.6	92.6	7.1	750	19.3	61	72	217	66	334
CESSNA650	191	181	5.2	95.0	4.9	644	13.1	27	108	33	44	432
CESSNAT50	60	9	66.8	14.9	9.9	17	72.0	7	2	3	5	0
CHILDS1	281	229	12.4	81.6	10.1	310	20.1	165	99	46	0	0
CHILDS2	119	97	12.4	81.2	10.0	169	20.8	37	95	37	0	0

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL GA PILOTS WHO FLEW	PERCENT STANDARD ERROR	RANGES OF THE NUMBER OF PILOTS				
								1	2	3	4	5+
								PILOT	PILOTS	PILOTS	PILOTS	PILOTS
CHRISHUSKY	93	81	8.2	87.3	7.2	112	18.9	57	37	18	0	0
CNDATRCCL600	178	167	7.4	93.7	6.9	581	20.3	58	25	86	0	412
COMJTH185	76	37	26.7	49.0	13.1	82	34.7	7	46	0	29	0
CONAERLA4	389	280	16.4	71.9	11.8	501	26.9	150	188	23	0	140
CURTISTRVAI	179	42	57.8	23.7	13.7	42	57.8	42	0	0	0	0
CVACBT/L13	134	29	55.9	21.7	12.2	53	59.0	9	30	14	0	0
DHAVDH82	62	33	30.7	53.4	16.4	72	35.6	12	4	56	0	0
DHAVDHC1	93	28	42.5	29.6	12.6	37	45.0	23	7	7	0	0
DHAVDHC2	335	180	34.8	53.7	18.7	289	43.9	87	173	4	5	20
DHAVDHC6	88	41	46.4	46.4	21.5	65	52.8	25	16	24	0	0
DOUGDC3	193	41	70.5	21.4	15.1	155	72.0	3	0	0	152	0
EAGLEBAL (1)	70	55	18.3	78.1	14.3	109	18.3	0	109	0	0	0
EAGLEBAL(16)	78	17	69.5	21.4	14.8	22	82.1	14	0	8	0	0
ETRVON20	94	78	11.4	83.5	9.5	114	15.3	42	72	0	0	0

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE GA PILOTS WHO FLEW	PERCENT STANDARD ERROR	RANGES OF THE NUMBER OF PILOTS				
								1	2	3	4	5+
								PILOT	PILOTS	PILOTS	PILOTS	PILOTS
ENSTMF28(12)	221	96	33.6	43.6	14.7	391	43.4	11	28	0	0	352
ENSTMF28(13)	106	59	22.2	55.4	12.3	120	31.2	16	74	0	0	30
FRCHLD24	219	42	47.5	19.3	9.2	58	50.2	26	32	0	0	0
FRCHLDM62(1)	120	34	41.9	28.0	11.7	58	53.3	21	19	0	0	18
FRCHLDM62(E)	102	16	62.1	15.8	9.8	46	67.0	4	11	0	0	31
GROB103	96	68	19.0	70.9	13.4	165	30.4	24	48	0	19	74
GROB109	53	42	13.1	78.9	10.3	107	29.6	15	39	0	0	53
GROBASTIR	93	75	13.5	81.0	10.9	355	23.9	5	22	82	0	246
GRUMAVAA1	428	302	11.3	70.6	8.0	389	22.3	263	0	93	33	0
GRUMAVAA5	954	846	4.9	88.7	4.4	1,576	11.5	495	329	281	110	361
GRUMAVG164	490	252	18.3	51.4	9.4	378	23.1	176	103	0	99	0
GULSTM112	613	505	6.6	82.4	5.5	690	12.3	406	115	88	10	71
GULSTM500	253	201	13.9	79.5	11.1	601	19.2	48	30	139	282	102
GULSTM560	76	58	17.9	76.1	13.6	69	23.9	46	23	0	0	0

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								1 PILOT	2 PILOTS	3 PILOTS	4 PILOTS	5+ PILOTS
GULSTM680	152	91	37.5	59.8	22.5	182	50.8	45	0	137	0	0
GULSTM680TP	56	32	38.2	57.4	21.9	32	38.2	32	0	0	0	0
GULSTM690TP	306	257	8.1	84.0	6.8	402	17.4	155	163	31	16	37
GULSTMAA1	492	324	12.4	65.8	8.1	494	20.9	240	29	169	56	0
GULSTMAA5	911	776	5.4	85.2	4.6	1,266	12.7	517	379	72	30	268
GULSTMG1159	448	418	5.3	93.4	4.9	1,342	11.9	38	288	343	78	595
GULSTMG159	60	24	33.0	40.6	13.4	65	38.7	6	16	3	9	31
GULSTMG44	78	40	38.2	51.0	19.5	46	41.8	34	12	0	0	0
GULSTMGA7	50	41	15.4	81.3	12.5	72	24.1	17	41	5	0	9
HELION295	82	36	34.8	43.8	15.2	46	37.8	26	20	0	0	0
HILRUH12(12)	369	116	50.7	31.4	15.9	228	56.5	56	12	160	0	0
HILRUH12 (E)	64	24	59.7	37.2	22.2	24	59.7	24	0	0	0	0
HUGHES269	544	246	24.7	45.2	11.2	478	33.4	84	238	74	38	44
HUGHES369(12)	104	59	20.9	57.1	11.9	182	27.9	23	8	0	87	64

9.2 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL AND RANGES OF THE NUMBER OF PILOTS WHO FLEW IN 1994
 BY AIRCRAFT MANUFACTURER/MODEL GROUP
 INCLUDES AIR TAXI AIRCRAFT
 EXCLUDES COMMUTER AIRCRAFT

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL GA PILOTS WHO FLEW	PERCENT STANDARD ERROR	RANGES OF THE NUMBER OF PILOTS				
								1	2	3	4	5+
								PILOT	PILOTS	PILOTS	PILOTS	PILOTS
HUGHS369(13)	517	418	13.0	80.8	10.5	1,675	23.1	121	106	59	0	1,389
HWKSLYDH125	351	301	9.4	85.8	8.1	964	20.8	111	105	84	33	631
HYNESB2	66	31	31.8	46.3	14.7	61	31.8	0	61	0	0	0
INTRCP200	78	55	22.4	70.9	15.9	80	27.1	30	50	0	0	0
ISRAEL1121	58	39	33.3	67.4	22.4	73	38.1	7	59	7	0	0
ISRAEL1124	244	206	8.9	84.3	7.5	457	16.6	88	99	83	82	105
JBMSTRDGA15	86	11	72.0	13.0	9.4	12	73.1	10	2	0	0	0
LEAR24	144	123	13.3	85.3	11.4	430	18.8	12	0	175	124	119
LEAR25 (10)	129	115	12.3	89.4	11.0	387	28.5	35	23	14	0	315
LEAR25 (E)	67	24	43.5	35.6	15.5	111	45.4	0	4	0	17	90
LEAR35	369	317	8.0	86.0	6.8	838	16.5	129	76	180	119	334
LEAR55	91	77	10.5	84.4	8.9	258	19.6	22	22	16	0	198
LKHEED1329	72	40	30.6	56.1	17.2	56	35.8	30	15	11	0	0
LUSCOM8	1,875	830	11.2	44.3	4.9	999	14.0	684	252	63	0	0

9.2 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL AND RANGES OF THE NUMBER OF PILOTS WHO FLEW IN 1994
 BY AIRCRAFT MANUFACTURER/MODEL GROUP
 INCLUDES AIR TAXI AIRCRAFT
 EXCLUDES COMMUTER AIRCRAFT

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL GA PILOTS WHO FLEW	PERCENT STANDARD ERROR	RANGES OF THE NUMBER OF PILOTS				
								1	2	3	4	5+
MAULEM4	185	149	13.5	80.3	10.9	200	19.9	112	49	39	0	0
MAULEM5	384	296	10.1	77.2	7.8	407	15.9	231	53	116	0	7
MAULEM6	81	66	17.1	81.2	13.9	95	31.7	54	5	13	23	0
MAULEM7	119	79	19.6	66.7	13.1	147	26.6	54	10	20	47	16
MCLISHFUNKB	134	47	36.6	35.0	12.8	0	0.0	0	0	0	0	0
MNCQUP90	55	9	39.4	16.9	6.7	0	0.0	0	0	0	0	0
MNMITEM18	118	34	57.0	28.9	16.5	85	62.3	8	0	77	0	0
MOONYM20 (2)	5,976	5,169	3.4	86.5	2.9	7,840	6.6	3,457	2,453	705	367	858
MOONYM20 (E)	248	237	5.7	95.4	5.4	344	18.1	180	44	74	46	0
MTSBSIMU2	346	255	14.0	73.8	10.3	483	27.9	124	181	36	83	59
MTSBSIMU300	71	67	4.9	95.0	4.7	144	17.0	39	5	43	0	57
NAMERT28 (1)	185	119	21.1	64.1	13.5	204	25.0	33	171	0	0	0
NAMERT28 (E)	75	32	24.4	43.0	10.5	51	27.7	17	23	11	0	0
NAMERT6 (1)	238	125	21.0	52.4	11.0	161	23.8	88	73	0	0	0

9.2 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL AND RANGES OF THE NUMBER OF PILOTS WHO FLEW IN 1994
 BY AIRCRAFT MANUFACTURER/MODEL GROUP
 INCLUDES AIR TAXI AIRCRAFT
 EXCLUDES COMMUTER AIRCRAFT

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL GA PILOTS WHO FLEW	PERCENT STANDARD ERROR	RANGES OF THE NUMBER OF PILOTS				
								1	2	3	4	5+
								PILOT	PILOTS	PILOTS	PILOTS	PILOTS
NAMERT6 (E)	66	33	31.4	50.4	15.8	76	36.1	9	26	0	41	0
NAVALN3N	113	17	71.6	15.5	11.1	31	76.6	9	3	19	0	0
NAVIONNAVIO	1,070	817	9.9	76.3	7.5	1,036	12.4	603	418	15	0	0
NORWST65	60	26	43.4	42.8	18.6	45	46.8	6	39	0	0	0
OTHEXHMILTUR	64	48	19.2	74.3	14.3	151	34.2	16	27	0	0	108
PICARDAX6	77	4	*	4.8	48.1	4	*	4	0	0	0	0
PIPER600	277	179	18.1	64.5	11.7	352	20.0	35	232	79	6	0
PIPER602	251	197	12.2	78.6	9.6	264	16.0	137	116	7	4	0
PIPERJ3	3,993	1,797	7.9	45.0	3.5	4,230	13.4	841	656	536	798	1,399
PIPERJ4	209	38	48.5	18.3	8.9	70	51.2	6	64	0	0	0
PIPERJ5	305	103	24.0	33.8	8.1	199	37.7	61	28	0	110	0
PIPERPA12	1,248	718	13.5	57.5	7.8	1,700	18.4	230	374	402	548	146
PIPERPA14	95	56	29.1	58.9	17.2	73	39.6	48	0	25	0	0
PIPERPA15	157	92	24.5	58.4	14.3	130	32.6	53	77	0	0	0

9.2 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL AND RANGES OF THE NUMBER OF PILOTS WHO FLEW IN 1994
 BY AIRCRAFT MANUFACTURER/MODEL GROUP
 INCLUDES AIR TAXI AIRCRAFT
 EXCLUDES COMMUTER AIRCRAFT

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL GA PILOTS WHO FLEW	PERCENT STANDARD ERROR	RANGES OF THE NUMBER OF PILOTS				
								1	2	3	4	5+
PIPERPA16	323	158	21.1	48.9	10.3	244	26.3	99	94	0	51	0
PIPERPA17	93	51	19.6	54.9	10.7	106	25.5	12	60	0	34	0
PIPERPA18	3,447	2,306	4.9	66.9	3.3	3,336	8.8	1,637	958	311	142	288
PIPERPA20	418	207	17.2	49.5	8.5	250	19.3	167	80	3	0	0
PIPERPA22(1)	859	558	10.6	64.9	6.9	723	16.6	423	213	87	0	0
PIPERPA22(2)	1,622	695	12.9	42.9	5.5	933	15.1	530	207	159	37	0
PIPERPA23	2,671	1,599	9.4	59.9	5.6	3,149	13.2	769	955	509	130	786
PIPERPA24(2)	2,418	1,776	7.3	73.4	5.4	2,529	10.4	1,224	830	269	144	62
PIPERPA24(E)	426	347	10.9	81.6	8.9	525	14.7	194	266	57	0	8
PIPERPA25	929	448	17.5	48.2	8.4	1,176	27.8	155	344	0	152	525
PIPERPA28(1)	5,546	4,459	3.0	80.4	2.4	9,824	9.5	2,340	1,931	704	2,207	2,642
PIPERPA28(2)	14,292	12,153	1.7	85.0	1.4	24,111	3.6	6,090	6,830	3,200	2,708	5,283
PIPERPA30	1,135	848	7.9	74.7	5.9	1,292	12.0	578	323	213	81	97
PIPERPA31(3)	113	74	18.1	65.8	11.9	98	21.1	52	40	6	0	0

9.2 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL AND RANGES OF THE NUMBER OF PILOTS WHO FLEW IN 1994
 BY AIRCRAFT MANUFACTURER/MODEL GROUP
 INCLUDES AIR TAXI AIRCRAFT
 EXCLUDES COMMUTER AIRCRAFT

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL GA PILOTS WHO FLEW	PERCENT STANDARD ERROR	RANGES OF THE NUMBER OF PILOTS				
								1 PILOT	2 PILOTS	3 PILOTS	4 PILOTS	5+ PILOTS
PIPERPA31(4)	965	965	0.0	100.0	0.0	2,232	13.1	437	240	396	1119	40
PIPERPA31(E)	345	203	27.9	58.9	16.5	556	35.9	67	137	51	37	264
PIPERPA31T	442	386	6.7	87.4	5.8	620	17.0	252	156	71	123	18
PIPERPA32	3,827	3,180	3.4	83.1	2.9	6,319	6.4	1,335	2,391	802	1,109	682
PIPERPA34	1,508	1,415	3.3	93.8	3.1	2,521	12.4	821	531	467	663	39
PIPERPA36	249	194	15.4	77.9	12.0	204	18.2	184	20	0	0	0
PIPERPA38	932	646	10.9	69.3	7.5	2,095	16.8	157	32	243	1,393	270
PIPERPA42	89	68	12.3	77.0	9.5	114	21.3	43	24	37	0	10
PIPERPA44	279	232	15.8	83.1	13.2	849	21.2	64	59	69	0	657
PIPERPA46	382	331	6.9	86.6	6.0	509	11.3	207	140	162	0	0
RAVENS40	1,929	1,013	15.2	52.5	8.0	2,018	21.4	527	436	351	243	461
RAVENS57	124	98	13.7	78.7	10.8	194	20.1	40	55	62	37	0
RKVELLNA265	247	210	9.7	85.2	8.3	781	16.9	35	57	32	304	353
ROBS1NR22	673	446	10.5	66.3	7.0	1,136	16.3	187	35	185	669	60

9.2 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL AND RANGES OF THE NUMBER OF PILOTS WHO FLEW IN 1994
 BY AIRCRAFT MANUFACTURER/MODEL GROUP
 INCLUDES AIR TAXI AIRCRAFT
 EXCLUDES COMMUTER AIRCRAFT

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL GA PILOTS WHO FLEW	PERCENT STANDARD ERROR	RANGES OF THE NUMBER OF PILOTS				
								1 PILOT	2 PILOTS	3 PILOTS	4 PILOTS	5+ PILOTS
ROLSCHLS	184	175	6.0	95.3	5.7	359	15.2	71	103	116	0	69
RYANST3	137	41	48.1	29.7	14.3	59	54.0	31	15	0	0	13
SCHZER64	762	471	14.2	61.8	8.7	868	22.2	192	318	358	0	0
SCHZER61	656	372	17.8	56.8	10.1	1,000	26.8	86	372	4	0	538
SCHZER62	510	298	20.3	58.4	11.9	1,743	25.6	0	67	70	83	1523
SKRSKYS58	52	16	70.1	30.8	21.6	45	70.8	0	5	40	0	0
SKRSKYS76	125	118	10.8	94.2	10.2	514	19.7	0	2	184	0	328
SLINDS100	270	195	12.2	72.0	8.8	272	15.3	124	134	0	14	0
SNIAS350	289	194	23.2	67.0	15.5	731	34.4	16	167	25	0	523
SOCATATB10	57	46	12.1	81.3	9.9	78	26.5	35	14	0	0	29
SOCATATB20	175	120	18.3	68.8	12.6	182	25.6	85	48	26	0	23
SPHRTHCIRRU	91	48	33.0	52.2	17.2	78	39.2	36	6	13	0	23
SPHRTHVENTU	74	29	48.5	39.5	19.1	46	51.4	14	26	6	0	0
STNSON10	125	5	*	3.9	39.3	0	0.0	0	0	0	0	0

9.2 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL AND RANGES OF THE NUMBER OF PILOTS WHO FLEW IN 1994
 BY AIRCRAFT MANUFACTURER/MODEL GROUP
 INCLUDES AIR TAXI AIRCRAFT
 EXCLUDES COMMUTER AIRCRAFT

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF TOTAL GA PILOTS WHO FLEW	PERCENT STANDARD ERROR	RANGES OF THE NUMBER OF PILOTS					
								1	2	3	4	5+	
								PILOT	PILOTS	PILOTS	PILOTS	PILOTS	
STNSONL5	117	72	25.7	61.3	15.8	160	28.9	0	111	49	0	0	0
STNSONV77	106	47	29.7	44.2	13.1	47	29.7	47	0	0	0	0	0
STOLAMRC3	193	38	59.5	19.7	11.7	38	59.5	38	0	0	0	0	0
SHRNGNSA226	94	63	19.7	66.8	13.2	88	27.8	50	13	19	6	0	0
SHRNGNSA227	84	55	41.4	65.6	27.1	138	58.4	27	0	0	111	0	0
SHRNGNSA26	51	29	29.4	56.8	16.7	64	38.1	11	0	53	0	0	0
TCRAFKD	274	121	21.7	44.3	9.6	146	26.5	98	48	0	0	0	0
TCRAFT19	108	74	26.0	68.5	17.8	176	36.8	27	55	0	0	0	94
TCRAFTBC	1,658	643	13.6	38.8	5.3	1,276	21.1	321	238	280	437	0	0
TCRAFTBL	185	49	37.2	26.7	9.9	49	37.2	49	0	0	0	0	0
TH55	58	30	36.6	51.3	18.7	89	36.6	0	0	89	0	0	0
THUNDRAX7	71	39	24.8	54.3	13.4	46	28.8	34	7	5	0	0	0
UNTVACGC1	593	269	17.7	45.4	8.0	364	32.9	246	0	0	0	0	118
UNTVAR108	1,767	728	14.1	41.2	5.8	962	16.1	556	236	150	20	0	0

9.2 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL AND RANGES OF THE NUMBER OF PILOTS WHO FLEW IN 1994
 BY AIRCRAFT MANUFACTURER/MODEL GROUP
 INCLUDES AIR TAXI AIRCRAFT
 EXCLUDES COMMUTER AIRCRAFT

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MANUFACTURER/ MODEL GROUP	AIRCRAFT POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	PERCENT STANDARD ERROR	ESTIMATE GA PILOTS WHO FLEW	PERCENT STANDARD ERROR	RANGES OF THE NUMBER OF PILOTS				
								1	2	3	4	5+
								PILOT	PILOTS	PILOTS	PILOTS	PILOTS
UNIVAR415	2,120	1,062	10.8	50.1	5.4	1,295	15.8	862	365	14	54	0
VARGA2150	123	72	18.7	58.2	10.9	72	18.7	72	0	0	0	0
WACO (1)	416	137	24.1	32.9	7.9	156	37.6	127	15	0	0	14
WACO (2)	140	39	37.6	27.9	10.5	61	41.3	16	45	0	0	0
WTHRLY201	51	32	21.9	62.1	13.6	36	29.4	27	9	0	0	0
TOTAL	245,437	170,600	0.7	69.5	0.5	341,811	1.4	90,969	80,134	44,954	41,903	83,848

NOTE: ROW AND COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
 * PERCENT STANDARD ERROR OF 100% OR GREATER.

AIRCRAFT DEFINITIONS AND TYPES USED FOR THE GENERAL AVIATION SURVEY

AIRCRAFT TYPE DEFINITION	AIRCRAFT TYPE
FIXED-WING PISTON: 1 ENGINE - 1-3 SEATS	(1)
FIXED-WING PISTON: 1 ENGINE - 4 + SEATS	(2)
FIXED-WING PISTON: 2 ENGINE - 1-6 SEATS	(3)
FIXED-WING PISTON: 2 ENGINE - 7 + SEATS	(4)
FIXED-WING PISTON: OTHER	(5)
FIXED WING-TURBOPROP: 1 ENGINE	(6)
FIXED WING-TURBOPROP: 2 ENGINE - 1-12 SEATS	(7)
FIXED WING-TURBOPROP: 2 ENGINE - 13 + SEATS	(8)
FIXED WING-TURBOPROP: OTHER	(9)
FIXED WING-TURBOJET: 2 ENGINE	(10)
FIXED WING-TURBOJET: OTHER	(11)
ROTORCRAFT: PISTON	(12)
ROTORCRAFT: 1 ENGINE - TURBINE	(13)
ROTORCRAFT: MULTI-ENGINE - TURBINE	(14)
OTHER AIRCRAFT: GLIDERS	(15)
OTHER AIRCRAFT: LIGHTER-THAN-AIR	(16)
OTHER AIRCRAFT: EXPERIMENTAL - AMATEUR	(17)
OTHER AIRCRAFT: EXPERIMENTAL - EXHIBITION	(18)
OTHER AIRCRAFT: EXPERIMENTAL - OTHER	(19)

CHAPTER X

EXPERIMENTAL AIRCRAFT

10.1 1994 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS
FOR AIRCRAFT WITH AN EXPERIMENTAL AIRWORTHINESS CERTIFICATE
"IN" AND "OUT OF" THE TEST PERIOD
EXCLUDES COMMUTER AIRCRAFT

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	EXPERIMENTAL AIRCRAFT TYPES		
	AMATEUR BUILT	EXHIBITION	OTHER
AIRCRAFT POPULATION SIZE	18,226	1,489	4,228
ESTIMATE OF NUMBER ACTIVE	9,523	562	2,766
% STD ERROR	4.9	16.7	5.4
ESTIMATE OF HOURS FLOWN	413,258	24,368	280,821
% STD ERROR	7.9	26.5	11.1
ESTIMATE OF NUMBER ACTIVE	1,310	90	815
"IN" TEST PERIOD	19.9	61.1	13.5
% STD ERROR			
ESTIMATE OF NUMBER ACTIVE	8,237	466	1,934
"OUT OF" TEST PERIOD	5.7	16.5	0.0
% STD ERROR			
ESTIMATE OF HOURS FLOWN	36,098	2,693	74,004
"IN" TEST PERIOD	23.6	57.1	0.0
% STD ERROR			
ESTIMATE OF HOURS FLOWN	468,374	29,631	107,645
"OUT OF" TEST PERIOD	6.5	0.0	0.0
% STD ERROR			
ESTIMATE OF AVERAGE HOURS	23.1	25.1	60.2
"IN" TEST PERIOD	15.1	0.0	0.0
% STD ERROR			
ESTIMATE OF AVERAGE HOURS	47.8	37.6	46.7
"OUT OF" TEST PERIOD	3.9	34.2	0.0
% STD ERROR			

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

* PERCENT STANDARD ERROR OF 100% OR GREATER.

APPENDIX A

METHODOLOGY FOR THE 1994 GENERAL AVIATION AND AIR TAXI ACTIVITY (GAATA) SURVEY

APPENDIX A

METHODOLOGY FOR THE 1994 GENERAL AVIATION AND AIR TAXI ACTIVITY (GAATA) SURVEY

1. OVERVIEW

In 1993, the name of the General Aviation Activity and Avionics (GAAA) Survey was changed to the General Aviation and Air Taxi Activity and Avionics (GAATAA) Survey to reflect that the survey does include air taxi aircraft. Any aircraft identified as a commuter were excluded from the survey results. The number of computed aircraft types was expanded from 13 to 19 and the minimum manufacturer/model group cell was changed from 20 aircraft to 50 aircraft. Two new use categories were added. The survey methods used for the 1993 survey are almost identical to those used in previous surveys, except that data obtained in the 1990 telephone survey (see section 5.2, Adjustment of the 1991 GAAA Survey Data, on page A-14), have been used to make necessary adjustments to active aircraft and hours flown estimates.

1.1 Purpose of Survey

The purpose of the 1994 General Aviation and Air Taxi Activity (GAATA) Survey is to provide the Federal Aviation Administration (FAA) with information on the activity of the general aviation and air taxi 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 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 was replaced by a triennial registration program. 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, 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:

- 1) the accuracy of current owners and their addresses has deteriorated;

- 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.

Part 2 was replaced by the annual General Aviation Activity and Avionics Survey, FAA Form 1800-54. The 1994 version of Form 1800-54 is shown in Figure A.1. The survey is conducted annually, based on a statistically selected sample of aircraft, and it 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 1994 statistics in this report were derived from the eighteenth survey, which took place in 1995. Beginning with the 1992 survey, a set of questions on avionics was omitted in even-number years. In the 1994 survey, several questions were added dealing with aircraft characteristics (Questions 15-19) and engine maintenance (Question 20 and 21). Benefits resulting from the new system 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.

2. SURVEY COVERAGE

2.1 Aircraft

The 1994 General Aviation and Air Taxi Activity (GAATA) Survey covers, through a stratified probability sample, all civil aircraft registered with the FAA except those operated under Federal Aviation Regulations (FAR) Part 121. 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, the survey includes aircraft operating 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 (aircraft identified as commuters during the survey are excluded from the survey results).

Part 137: Agricultural aircraft operations.

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

FIGURE A.1 SURVEY QUESTIONNAIRE (FRONT SIDE)

Form Approved OMB NO. 2120-0060

1994 GENERAL AVIATION AND AIR TAXI ACTIVITY SURVEY
 (As of December 31, 1994)

U.S. Department of Transportation
 Federal Aviation Administration

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

1. AIRCRAFT CHARACTERISTICS:

Federal Aviation Administration
 800 Independence Ave., SW
 APO-110 (Survey)
 Washington, DC 20591
 Fax No. (202) 267-9636

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

2. Did you operate this aircraft in 1994 primarily as an air carrier (FAR Parts 121 or 127 operator), or as a commuter (FAR Part 135 operator performing scheduled passenger service only), or lease this aircraft to an air carrier or commuter air carrier?

☐ **YES** Do not complete the rest of this form. Please return the form to address shown above in the enclosed, postage-paid envelope.
☐ **NO** This form should be completed for general aviation aircraft and air taxi aircraft (FAR Part 135 operators except

3. In what year was this aircraft manufactured? _____

4. Was the aircraft flown in Calendar Year 1994?

☐ **YES** Continue.
☐ **NO** Survey is complete. Please return the form to the address shown above in the enclosed, postage-paid envelope.

5. What were the total lifetime airframe hours as of December 31, 1994?	LIFETIME HRS
6. In what state was this aircraft based as of December 31, 1994?	
7. How many hours did this aircraft fly in Calendar Year 1994? (Include estimated rental and leased hours.)	HRS FLOWN
8. What percent of the hours entered in Question 7 did this aircraft fly in each of the following use categories?	PERCENT OF HRS FLOWN
CORPORATE/EXECUTIVE TRANSPORTATION --Company flying with a paid, professional crew.....a.	%
BUSINESS TRANSPORTATION --Individual use of an aircraft for business transportation without a paid, professional crew.....b.	%
PERSONAL/RECREATIONAL --Flying for personal reasons (excludes business transportation.).....c.	%
INSTRUCTIONAL --Flying under the supervision of a flight instructor (excludes proficiency flight.).....d.	%
AERIAL APPLICATION --Agriculture, health, forestry, cloud seeding, firefighting, insect control, etc.....e.	%
AERIAL OBSERVATION --Aerial mapping/photography, patrol, search and rescue, hunting, highway traffic advisory, ranching, surveillance, oil and mineral exploration, criminal pursuit, fish spotting, etc.....f.	%
SIGHT SEEING --All commercial sight seeing.....g.	%
EXTERNAL LOAD --Operation under FAR Part 133, rotorcraft external load operations, examples include helicopter hoist, hauling logs, etc.....h.	%
OTHER WORK USE --Construction work (not FAR Part 135 operation), parachuting, aerial advertising, towing gliders, etc.....i.	%
AIR TAXI --FAR Part 135 unscheduled passenger and all cargo operations (except commuter air carrier).....j.	%
What was the average revenue in dollars per hour for this aircraft in air taxi operations?.....k. \$	
OTHER --Experimentation, R&D, testing, Government demonstration, air show, air racing, etc.....l.	%
TOTAL (a+b+c+d+e+f+g+h+i+j+l) =	100%

9. Was the aircraft rented or leased to others in 1994? ☐ **YES** ☐ **NO**

If "YES," for how many rental or leased hours.....a.

FIGURE A.1 SURVEY QUESTIONNAIRE (BACK SIDE)

Form Approved OMB NO. 2120-0060

10. What kind/grade of fuel was primarily used in this aircraft in 1994? Please check one. ☐ Jet Fuel a. ☐ Aviation Fuel: 80 Octane.....b. ☐ Aviation Fuel: 100 Octane c. ☐ Aviation Fuel: 100 Octane-Low Lead.....d. ☐ Automotive Gasoline e. ☐ Propane f.	12. Of the IFR flight plan hours reported in Question 11(a), what percent of the hours did this aircraft fly under: <table style="width:100%;"> <tr> <td>Day Instrument Meteorological Conditions (IMC).....a.</td> <td align="right">%</td> </tr> <tr> <td>Day Visual Meteorological Conditions (VMC).....b.</td> <td align="right">%</td> </tr> <tr> <td>Night Instrument Meteorological Conditions (IMC).....c.</td> <td align="right">%</td> </tr> <tr> <td>Night Visual Meteorological Conditions (VMC).....d.</td> <td align="right">%</td> </tr> <tr> <td align="right" colspan="2">TOTAL (a+b+c+d) =</td> </tr> <tr> <td align="right" colspan="2">100%</td> </tr> </table>	Day Instrument Meteorological Conditions (IMC).....a.	%	Day Visual Meteorological Conditions (VMC).....b.	%	Night Instrument Meteorological Conditions (IMC).....c.	%	Night Visual Meteorological Conditions (VMC).....d.	%	TOTAL (a+b+c+d) =		100%				
Day Instrument Meteorological Conditions (IMC).....a.	%															
Day Visual Meteorological Conditions (VMC).....b.	%															
Night Instrument Meteorological Conditions (IMC).....c.	%															
Night Visual Meteorological Conditions (VMC).....d.	%															
TOTAL (a+b+c+d) =																
100%																
11. In 1994, how many hours were flown under?: ☐ IFR Flight Plans.....a. ☐ VFR Flight Plans.....b. ☐ No Flight Plans.....c. ☐ Other/Unknown.....d. Total Hours (equal to number of hours reported in Question 8).	13. Of the total hours reported in Question 11(b)(c)(d), what percent of the hours did the aircraft fly under?: <table style="width:100%;"> <tr> <td>Day Visual Meteorological Conditions (VMC).....a.</td> <td align="right">%</td> </tr> <tr> <td>Night Visual Meteorological Conditions (VMC).....b.</td> <td align="right">%</td> </tr> <tr> <td align="right" colspan="2">TOTAL (a+b) =</td> </tr> <tr> <td align="right" colspan="2">100%</td> </tr> </table>	Day Visual Meteorological Conditions (VMC).....a.	%	Night Visual Meteorological Conditions (VMC).....b.	%	TOTAL (a+b) =		100%								
Day Visual Meteorological Conditions (VMC).....a.	%															
Night Visual Meteorological Conditions (VMC).....b.	%															
TOTAL (a+b) =																
100%																
14. How many landings (including water, and touch and go landings) did this aircraft perform in each of the following categories in Calendar Year 1994? <table style="width:100%;"> <tr> <td>LOCAL FLIGHT.....a.</td> <td align="right">NUMBER OF LANDINGS</td> <td align="right">%</td> </tr> <tr> <td>CROSS COUNTRY FLIGHT.....b.</td> <td align="right"></td> <td align="right">%</td> </tr> </table>		LOCAL FLIGHT a.	NUMBER OF LANDINGS	%	CROSS COUNTRY FLIGHT b.		%									
LOCAL FLIGHT a.	NUMBER OF LANDINGS	%														
CROSS COUNTRY FLIGHT b.		%														
15. Does this aircraft have a global positioning system? ☐ YES ☐ NO																
16. Does this aircraft have fixed or retractable landing gear? ☐ Fixed ☐ Retractable																
17. How many pilot(s) operated this aircraft during 1994? _____ Number of pilots																
18. Does this aircraft have an experimental airworthiness certificate? ☐ YES ☐ NO If YES, please indicate if the aircraft as of December 31, 1994 is ☐ in the test period ☐ out of the test period.																
19. Is this aircraft a turbine-engine rotorcraft? ☐ YES ☐ NO If YES, please indicate the number of engines(s). _____ Number of engines																
20. Enter in the appropriate box below the number of engines on this aircraft, that had major maintenance in 1994: <table style="width:100%;"> <tr> <td>☐ Piston: Major overhaul</td> <td>☐ Piston: Top overhaul</td> <td>☐ None</td> </tr> <tr> <td>☐ Turbine: Major overhaul</td> <td>☐ Turbine: Hot section</td> <td></td> </tr> </table>		☐ Piston: Major overhaul	☐ Piston: Top overhaul	☐ None	☐ Turbine: Major overhaul	☐ Turbine: Hot section										
☐ Piston: Major overhaul	☐ Piston: Top overhaul	☐ None														
☐ Turbine: Major overhaul	☐ Turbine: Hot section															
21. Enter in the appropriate box below the number of hours on the engines of this aircraft: <table style="width:100%;"> <tr> <td></td> <td align="center">Engine 1</td> <td align="center">Engine 2</td> <td align="center">Engine 3</td> <td align="center">Engine 4</td> </tr> <tr> <td>Since New.....</td> <td align="center"> </td> <td align="center"> </td> <td align="center"> </td> <td align="center"> </td> </tr> <tr> <td>Since major overhaul.....</td> <td align="center"> </td> <td align="center"> </td> <td align="center"> </td> <td align="center"> </td> </tr> </table>			Engine 1	Engine 2	Engine 3	Engine 4	Since New.....					Since major overhaul.....				
	Engine 1	Engine 2	Engine 3	Engine 4												
Since New.....																
Since major overhaul.....																
-Agency Display of Estimated Burden of the General Aviation and Air Taxi Activity and Avionics Survey- The public reporting burden for this collection of information is estimated to average 15 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: <table style="width:100%;"> <tr> <td style="width:50%; vertical-align: top;"> U. S. DOT Federal Aviation Administration 800 Independence Avenue, S.W. APO-110 (Survey) Washington, DC 20591 </td> <td style="width:50%; vertical-align: top;"> Office of Management and Budget Paperwork Reduction Project (2120-0060) Washington, DC 20503 </td> </tr> </table>		U. S. DOT Federal Aviation Administration 800 Independence Avenue, S.W. APO-110 (Survey) Washington, DC 20591	Office of Management and Budget Paperwork Reduction Project (2120-0060) Washington, DC 20503													
U. S. DOT Federal Aviation Administration 800 Independence Avenue, S.W. APO-110 (Survey) Washington, DC 20591	Office of Management and Budget Paperwork Reduction Project (2120-0060) Washington, DC 20503															

FAA Form 1800-54 (1-95)

2.2 Geographic

The sample survey covers general aviation and air taxi aircraft registered with the United States Aircraft Registry as of December 31, 1994. 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

2.3 Content

The 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) year aircraft was manufactured, hours by use, IFR hours, percentage of hours flown in Instrument Meteorological Conditions (IMC) and Visual Meteorological Conditions (VMC) during the day and evening, fuel type, and number of local and cross country landings for the entire calendar year 1994;
- 2) airframe hour reading and the aircraft's base location as of December 31, 1994; and
- 3) global positioning systems, landing gear systems, numbers of pilots, experimental aircraft, and engine maintenance.

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 February, 1995 covered all 29,750 aircraft in the sample and had a response rate of 46.5 percent, as shown in Table A.1. This accounted for approximately 76 percent of the total responses to the survey. The second mailing in March, 1995 included only those aircraft in the sample that had not yet been received or had not yet responded. The second mailing had a response rate of 19.3 percent, which accounted for approximately 18 percent of the total responses to the survey. The third mailing in May, 1995 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 9.3 percent, or approximately 6 percent of the total responses to the survey. The overall survey responses resulted in a response rate of 68.2 percent.

TABLE A.1 SUMMARY OF RESPONSE INFORMATION

<u>PHASE</u>	<u>VALID SAMPLE²</u>	<u>RESPONSES</u>	<u>RESPONSE RATE</u>	<u>% TOTAL RESPONSE</u>
1st Mailing	29,750	13,828	46.5	75.8
2nd Mailing	17,420	3,363	19.3	18.4
3rd Mailing	11,400	1,063	9.3	5.8
TOTAL:	29,887³	18,254⁴	68.2	100.0

¹Source: FAA Aircraft Registration Master File as of December 31, 1994.

²The Initial Valid Sample Size includes a total of 111 museum aircraft which were removed from the 1st mailing and considered as inactive aircraft which were not flown in 1994. All 111 museum aircraft are included in the total responses and were made a part of the final survey results.

³The Total Valid Sample Size used to compute the overall survey response rate excludes all Postmaster returns (PMRs) and the 111 museum aircraft which were removed from all three mailings. The formula used to compute response rate was Total Number of Responses divided by the Sample Size minus the PMRs.

⁴The total responses include air carriers, commuter, and museum aircraft.

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 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 missing state of registration, aircraft make-model- series code, or aircraft type information.

For calendar year 1994, the sample frame consisted of 245,437 general aviation aircraft records from which 29,887 records were sampled, yielding a 12.2 percent sample. Table A.2 shows, by aircraft type, the distribution of the sample compared to that of the population. This 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 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	63,122	9,451	14.97
1 Engine: 4+ Seats	108,302	10,957	10.12
2 Engine: 1-6 Seats	14,937	2,104	14.09
2 Engine: 7+ Seats	6,674	1,338	20.05
Piston: Other	168	44	26.19
Fixed Wing - Turboprop			
1 Engine: Total	629	139	22.10
2 Engine: 1-12 Seats	4,001	698	17.45
2 Engine: 13+ Seats	865	196	22.66
Turboprop: Other	67	16	23.88
Fixed Wing - Turbojet			
2 Engine	4,401	913	20.75
Turbojet: Other	527	132	25.05
Rotorcraft			
Piston	3,485	643	18.45
1 Engine: Turbine	3,528	493	13.97
Multi-Engine: Turbine	853	171	20.05
Other Aircraft			
Gliders	4,113	445	10.82
Lighter-than-Air	5,822	468	8.04
Experimental			
Amateur	18,226	622	3.41
Exhibition	1,489	223	14.98
Other	4,228	546	12.91
TOTAL:	245,437	29,599⁵	12.06

The 54 levels of the state criterion and the 274 levels of the make-model index yielded a matrix of 54 by 274 or 14,796 cells (strata) among which the frame was divided for sampling.

The FAA's primary requirement is 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

⁵ Excludes air carrier and commuter aircraft.

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 29,887 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. 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.

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 on a few key variables, known as design variables, in the survey. The design variables in the GAAA 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 shows selected interval widths and their corresponding confidence.

TABLE A.3 CONFIDENCE OF INTERVAL ESTIMATES

<u>WIDTH OF INTERVAL</u>	<u>APPROXIMATE CONFIDENCE THAT INTERVAL INCLUDES 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 1,380 plus or minus 2 (10.2/100)(1,380) or the interval between 1,098 and 1,662. One would say with 95 percent confidence that the number of active rotorcraft with piston engines lies somewhere between 1,098 and 1,662. 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(10.2) percent, or 20.4 percent of 1,380.

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 GAAA Survey and are itemized below:

- 1) A second and third 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.
- 2) To assure the owners of the confidentiality of their responses, the back side of the questionnaire cover letter informed them that:

"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."⁶

- 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 and air taxi fleet, the FAA Aircraft Registration Master File, was used as the sampling frame.
- 5) Results were adjusted using data from a telephone survey of nonrespondents. This adjustment is described in Section 5.1, Adjustments Based on a Telephone Survey of Nonrespondents, on page A-12.

5. RESPONSE RATE

The response rate for 1994 was of 68.2%. Possible causes for the less than 100% sample rate response include:

- The deterioration of the currency of aircraft owners' addresses in the Aircraft Registration Master File, the sample frame. This has caused a gradual increase in the percentage of questionnaires returned undelivered by the postmaster.
- 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. Increasing the minimum cell size may have somehow mitigated the problem in 1995.

Table A.4, on the following page, reveals the responses by aircraft type.

⁶See Figure A.2.

TABLE A.4 RESPONSE RATE BY AIRCRAFT TYPE

<u>TYPE</u>	<u>SAMPLE</u>	<u>PMR's</u>	<u>RESPONSES</u>	<u>RESPONSE RATE</u>
Fixed Wing - Piston				
1 Engine: 1-3 Seats	9,451	1,106	5,683	68.10
1 Engine: 4+ Seats	10,957	1,023	7,039	70.86
2 Engine: 1-6 Seats	2,104	244	1,220	65.59
2 Engine: 7+ Seats	1,338	213	668	59.38
Piston: Other	44	18	12	46.15
Fixed Wing - Turboprop				
1 Engine: Total	139	7	86	65.15
2 Engine: 1-12 Seats	698	60	406	63.64
2 Engine: 13+ Seats	196	20	95	53.98
Turboprop: Other	16	3	6	46.15
Fixed Wing - Turbojet				
2 Engine	913	65	576	67.92
Turbojet: Other	132	11	82	67.77
Rotorcraft				
Piston	643	85	345	61.83
1 Engine: Turbine	493	48	242	54.38
Multi-Engine: Turbine	171	15	96	61.54
Other Aircraft				
Gliders	445	55	260	66.67
Lighter-than-Air	468	90	239	63.23
Experimental				
Amateur	622	37	457	78.12
Exhibition	223	29	138	71.13
Other	546	77	339	72.28
TOTAL:	29,599	3,206	17,989⁷	68.16

5.1 Adjustments Based on a Telephone Survey of Nonrespondents

Since the conduct of the first General Aviation Activity and Avionics (GAAA) Survey in 1977, the 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

⁷ Excludes aircarrier and commuter aircraft and survey questionnaires where the respondent inadvertently provided data for an aircraft not selected for sampling.

differences or inconsistencies between respondents' and nonrespondents' replies. In 1980, the telephone survey was discontinued as a cost-saving measure.

The GAAA Survey response rate has fallen from over 70 percent prior to 1980 to 60 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 have been integrated into the 1991 through 1994 surveys to estimate more accurately active aircraft and hours flown.

5.2 The Nonrespondent Survey

The substantial nonresponse rate for the GAAA 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 survey are less likely to have been 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 survey findings, a telephone survey of nonrespondents to the 1990 survey was conducted. 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 nonrespondents also included screening questions to determine whether the respondent still owned the aircraft, and whether the aircraft was flown as an air carrier.

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 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 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.

5.3 Adjustment of the 1994 GAATA Survey Data

The 1990 Telephone Nonresponse Survey data were used to adjust the 1994 GAATA Survey results. Adjustments were made for the percent and number of active aircraft and for average hours flows. Total hours flown were adjusted indirectly, since they are derived from the number of active aircraft and average hours flown. In essence, the adjustment was made by replacing the GAATA Survey results for percent active and average hours with weighted averages of the results of the 1994 GAATA Survey and the 1990 Telephone Nonresponse Survey. The exact procedure is described below. The adjustments were made for each aircraft type, but they carry over to results for aircraft groups, regions and states. Adjustments were made in all tables in Chapters 1, 2, 3, 4, 5, 6, 7, 8, 9, and 10 in which the 1994 number or percent of aircraft active, average hours flown, or total hours flown appear.

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 1994 GAATA Survey results and the 1990 Telephone Nonresponse Survey results. The weights used were the initial weights for the aircraft that responded to the 1994 GAATA Survey and for 1990 GAAA Survey nonrespondents. Weights of the GAATA Survey forms that were returned by the postmaster were not used in the calculations. This "non-treatment" of postmaster returns (PMRs) in the sample has the effect of assuming that PMRs are similar to the average adjusted results. Separate weighted averages were calculated for each of the nineteen aircraft types in the 1994 GAATA 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 = 1994 GAATA Respondents

TR = 1990 Telephone Survey Respondents

NR = 1994 GAATA Nonrespondents

i = Aircraft Type (i = 1 to 19)

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

$$\frac{\{(Average\ Hours)_{Ri} \times (Total\ Weight)_{Ri}\} + \{(Average\ Hours)_{TRI} \times (Total\ Weight)_{NRI}\}}{(Total\ Weight)_{Ri} + (Total\ Weight)_{NRI}}$$

Where: R = 1994 GAATA Respondents
 TR = 1990 Telephone Survey Respondents
 NR = GAATA Nonrespondents
 i = Aircraft Type (i = 1 to 19)

The actual adjustment to the 1994 GAATA results was made by modifying the final weight of each aircraft that responded to the 1994 GAATA 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 1994 GAATA Survey results for these values, i.e.:

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

Where: WA = Weighted Average (calculated above)
 R = 1994 GAATA Survey Respondents
 i = Aircraft Type (i = 1 to 19)

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 aircraft 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.

In 1994, the adjustment lowered the estimate of the total number of active aircraft by 6.5 percent. The number of active aircraft in sixteen individual aircraft types also fell, although there were small upward adjustments for three aircraft types. The adjustment increased the overall estimate of average hours flown by 0.9 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 6.2 percent, with hours flown adjusted downward for fifteen aircraft types and upward for four.

APPENDIX B

COMMON ACRONYMS AND 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.

Experimental Aircraft--An aircraft which does not have a type design or does not meet other certification standards. The "experimental" designation is one of several "Special Airworthiness Certificates" which allows the aircraft to operate in U.S. airspace. None may be used for commercial purposes. For this survey experimental aircraft are divided into three groups:

- **Amateur Built**--An aircraft, built by one or more persons who undertake the effort for the purpose of recreation and education.

- **Exhibition**--A unique (one-of-a-kind) aircraft, a replica, a foreign or U.S. military surplus aircraft which may be used for exhibition purposes--movie and television productions, or sanctioned, organized events where the unique or unusual characteristics of the aircraft can be displayed.
- **Other**--Includes experimental aircraft that are not amateur or exhibition. This includes aircraft involved in research and development, crew training, market surveys, air racing, those used to show compliance with regulations, and the like.

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:

- **Localizer**--Provides course guidance to the runway.
- **Glide Slope**--Provides vertical guidance during approach.
- **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:

- **Aerial Application**--Agriculture, health, forestry, cloud seeding, firefighting, insect control.
- **Aerial Observation**--Aerial mapping/photography, survey, patrol, fish spotting, search and rescue, hunting, highway traffic advisory, sightseeing (not FAR Part 135).
- **Air Taxi**--FAR Part 135 passenger and cargo operations, excluding commuter air carrier.
- **Business Transportation**--Individual use of an aircraft for business transportation.
- **Commuter Air Carrier**--Performs, under FAR Part 135, at least five scheduled round trips per week or carries mail.
- **Executive/Corporate Transportation**--Company flying with a professional crew.
- **Instructional**--Flying under the supervision of a flight instructor (excludes proficiency flying).
- **Other**--Experimentation, R&D, testing, government demonstrations, air shows, air racing.
- **Other Work Use**--Construction work (not FAR Part 135), helicopter hoist, parachuting, aerial advertising, towing gliders.
- **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.