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16. Abstract

This report presents the results and a description of the 1985 General Aviation Activity and Avionics Survey. The survey was conducted during 1986 by the FAA to obtain information on the activity and avionics of the United States registered general aviation aircraft fleet, the dominant component of civil aviation in the U.S. The survey was based on a statistically selected sample of about 10.3 percent of the general aviation fleet. A response rate of 63.7 percent was obtained. Survey results are based upon responses but are expanded upward to represent the total population.

Survey results revealed that during 1985 an estimated 34.1 million hours of flying time were logged and 88.7 million operations were performed by the 210,654 active general aviation aircraft in the U.S. fleet. The mean annual flight time per aircraft was 158.2 hours. The active aircraft represented about 77.9 percent of the registered general aviation fleet. The report contains breakdowns of these and other statistics by manufacturer/model group, aircraft type, state and region of based aircraft, and primary use. Also included are fuel consumption, lifetime airframe hours, avionics, engine hours, and miles flown estimates, as well as tables for detailed analysis of the avionics capabilities of the general aviation fleet. New to the report this year are estimates of the number of landings, IFR hours flown, and the cost and grade of fuel consumed by the GA fleet.

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PREFACE

This report presents the results of the 1985 General Aviation Activity and Avionics Survey. The survey is the continuation of an FAA data collection program to gain information on the activities and avionics equipment of the general aviation aircraft fleet. The results represent the cumulative effort of several agencies within the Department of Transportation. Within the FAA, the Management Standards and Statistics Division sponsored and coordinated the activities associated with the survey. The Transportation Systems Center (TSC), under Project Plan Agreement with the FAA, and with contract support from the Systems Development Corporation, developed the sample design and computer system for sample selection, data editing and estimation of results, ran the system during survey production, analyzed survey results, and prepared the survey report. DYNATREND, Incorporated produced the camera-ready copy of this report.

Individual contributions to this survey include: Lawrence Kelly, Nicholas Soldo and Shung-Chai Huang, AMS-400, who sponsored the project; Donald Wright, TSC, who managed the project; Judith Schwenk, TSC, who developed the computer specifications, managed the survey operations, and reviewed and updated the text; Marilyn Marotta of Systems Development Corporation, who revised the computer programs for the 1985 survey and performed the production runs to produce the estimates contained in this report; and James Kelley of DYNATREND, Incorporated, who provided editorial support.

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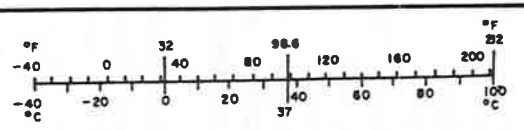
METRIC CONVERSION FACTORS

Approximate Conversions to Metric Measures

Symbol	When You Know	Multiply by	To Find	Symbol
		LENGTH		
in	inches	2.5	centimeters	cm
ft	feet	30	centimeters	cm
yd	yards	0.9	meters	m
mi	miles	1.6	kilometers	km
		AREA		
in^2	square inches	6.5	square centimeters	cm^2
ft^2	square feet	0.09	square meters	m^2
yd^2	square yards	0.8	square meters	m^2
mi^2	square miles	2.6	square kilometers	km^2
	acres	0.4	hectares	ha
		MASS (weight)		
oz	ounces	28	grams	g
lb	pounds	0.45	kilograms	kg
	short tons (2000 lb)	0.9	tonnes	t
		VOLUME		
tsp	teaspoons	5	milliliters	ml
Tbsp	tablespoons	15	milliliters	ml
fl oz	fluid ounces	30	milliliters	ml
c	cups	0.24	liters	l
pt	pints	0.47	liters	l
qt	quarts	0.95	liters	l
gal	gallons	3.8	liters	l
ft^3	cubic feet	0.03	cubic meters	m^3
yd^3	cubic yards	0.76	cubic meters	m^3
		TEMPERATURE (exact)		
°F	Fahrenheit temperature	5/9 (after subtracting 32)	Celsius temperature	°C

Approximate Conversions from Metric Measures

Symbol	When You Know	Multiply by	To Find	Symbol
		LENGTH		
mm	millimeters	0.04	inches	in
cm	centimeters	0.4	inches	in
m	meters	3.3	feet	ft
m	meters	1.1	yards	yd
km	kilometers	0.6	miles	mi
		AREA		
cm^2	square centimeters	0.16	square inches	in^2
m^2	square meters	1.2	square yards	yd^2
km^2	square kilometers	0.4	square miles	mi^2
ha	hectares (10,000 m^2)	2.5	acres	
		MASS (weight)		
g	grams	0.035	ounces	oz
kg	kilograms	2.2	pounds	lb
t	tonnes (1000 kg)	1.1	short tons	
		VOLUME		
ml	milliliters	0.03	fluid ounces	fl oz
l	liters	2.1	pints	pt
l	liters	1.06	quarts	qt
l	liters	0.26	gallons	gal
m^3	cubic meters	35	cubic feet	ft^3
m^3	cubic meters	1.3	cubic yards	yd^3
		TEMPERATURE (exact)		
°C	Celsius temperature	9/5 (then add 32)	Fahrenheit temperature	°F



EXECUTIVE SUMMARY

This report presents the results of the ninth General Aviation Activity and Avionics Survey, conducted in 1986 by the Federal Aviation Administration to obtain information on the activities and avionics of the 1985 general aviation aircraft fleet, the major component of civil aviation in the United States. The FAA selected a statistically designed sample of about 10.3 percent of the registered general aviation fleet to be included in the survey. The sampled aircraft represented all states and FAA regions, and all of the major manufacturer/model groups of aircraft. The survey was conducted through a mailed questionnaire, yielding in total a response rate of 63.7 percent.

Some important survey findings appear below:

- An estimated 34.1 million hours of flying time were logged by the 210,654 active general aviation aircraft in the U.S. fleet during 1985. The active aircraft had a mean flight time per aircraft of 158.2 hours and represented about 77.9 percent of the registered general aviation fleet. These statistics portray an overall decline in general aviation activity from 1984 to 1985, with total hours decreasing 6 percent and number of active aircraft decreasing 5 percent.

- Turboprop and turbojet aircraft averaged a greater number of flight hours per aircraft than other aircraft types with 362 hours and 369 hours, respectively. Twin engine turboprops with 13 or more seats flew about 831 hours per aircraft. In contrast, single engine piston powered aircraft with fewer than four seats averaged approximately 135 hours.

- An estimated 88.7 million operations (takeoffs and landings) were performed by the active aircraft. About 65 percent were in local flight and 35 percent in cross-country flight.

- The most common primary use of general aviation aircraft was personal for an estimated 49 percent of the active fleet, followed by business for 22 percent of the fleet, instructional for 7 percent of the fleet, and executive for 6 percent of the fleet.

- The most populous region in terms of active aircraft was the Great Lakes Region, which housed an estimated 18 percent of all active general aviation aircraft, followed closely by the Western-Pacific Region with 17 percent. The most populous state was California, which housed 14 percent of the registered aircraft.

- About 83 percent of the general aviation aircraft had two-way VHF communication equipment, about 66 percent were equipped with 4096-code transponders, about 54 percent had at least one component of an instrument landing system, and about 79 percent had some form of navigation equipment. Almost 39 percent had automated guidance and control equipment, such as a flight director or autopilot.

- An estimated 26.5 percent of general aviation aircraft had avionics equipment enabling them to fly above 18,000 feet in positive controlled airspace. Approximately 66.6 percent of the general aviation fleet could not fly above 12,500 feet due to avionics limitations alone.

- An estimated 42 percent of the active general aviation fleet flew by instrument flight rules (IFR) at some time during 1985.

- About 77 percent of the total hours logged by the 1985 general aviation fleet were flown in visual meteorological (VM) conditions during the day. Aircraft flown in VM night, instrument meteorological (IM) day, and IM night conditions accounted for 11 percent, 8 percent, and 3 percent of the total hours flown, respectively.

- The general aviation aircraft fleet consumed an estimated 1,112 million gallons of fuel during 1985: 421 million gallons of aviation gasoline and 691 million gallons of jet fuel.

- The general aviation aircraft fleet flew an estimated 4,183 million air miles during 1985.

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1. INTRODUCTION

1.1 GENERAL

1.1.1 Purpose of Survey

The purpose of the General Aviation Activity and Avionics Survey is to provide the Federal Aviation Administration (FAA) with information on the activity and avionics of the general aviation fleet. Figure 1.1 underscores the importance of general aviation to the United States civil air fleet. During calendar year 1985, general aviation composed over 98 percent of the U.S. civil air fleet[1], accounted for over 88 percent of civil operations at U.S. airports[2], and logged almost 80 percent of the total hours flown by the U.S. civil air fleet[3]. The information obtained from the survey enables the FAA to monitor the general aviation fleet so that it can, among other activities, anticipate and meet demand for National Airspace System facilities and services, assess the impact of regulatory changes on the general aviation fleet, and implement measures to assure the safe operation in the airspace of all aircraft.

1.1.2 Background

Prior to the current survey method, the FAA used the Aircraft Registration Eligibility, Identification, and Activity Report, AC Form 8050-73, in its data collection program on general aviation activity and avionics. The form, sent annually to all owners of civil aircraft in the U.S., served two purposes: (1) Part 1

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[1]Air Carrier: Census of U.S. Civil Aircraft, Calendar Year 1985, U.S. Department of Transportation, Federal Aviation Administration, (Washington, DC, 1986), Table 2.2.
Note: Air carrier operations as used in this publication are calculated by subtracting Air Taxi Operators, Commuter Operators, and Air Travel Clubs operations from the All Carriers figure in Table 2.2 of the Census.

General Aviation: Table 2-6.

[2]Air Carrier: FAA Air Traffic Activity, Fiscal Year 1985, Federal Aviation Administration, (Washington, DC, 1986), Table 1B.

General Aviation: Table 2-36.

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

[3]Air Carrier: Census of U.S. Civil Aircraft, Calendar Year 1985, U.S. Department of Transportation, Federal Aviation Administration, (Washington, DC, 1986), Table 2.4.

Note: Air carrier hours as used in this publication are calculated by subtracting hours for Air Taxi, Commuters, and Air Travel Clubs from Air Carrier hours in Table 2.4 of the Census.

General Aviation: Table 2-4.

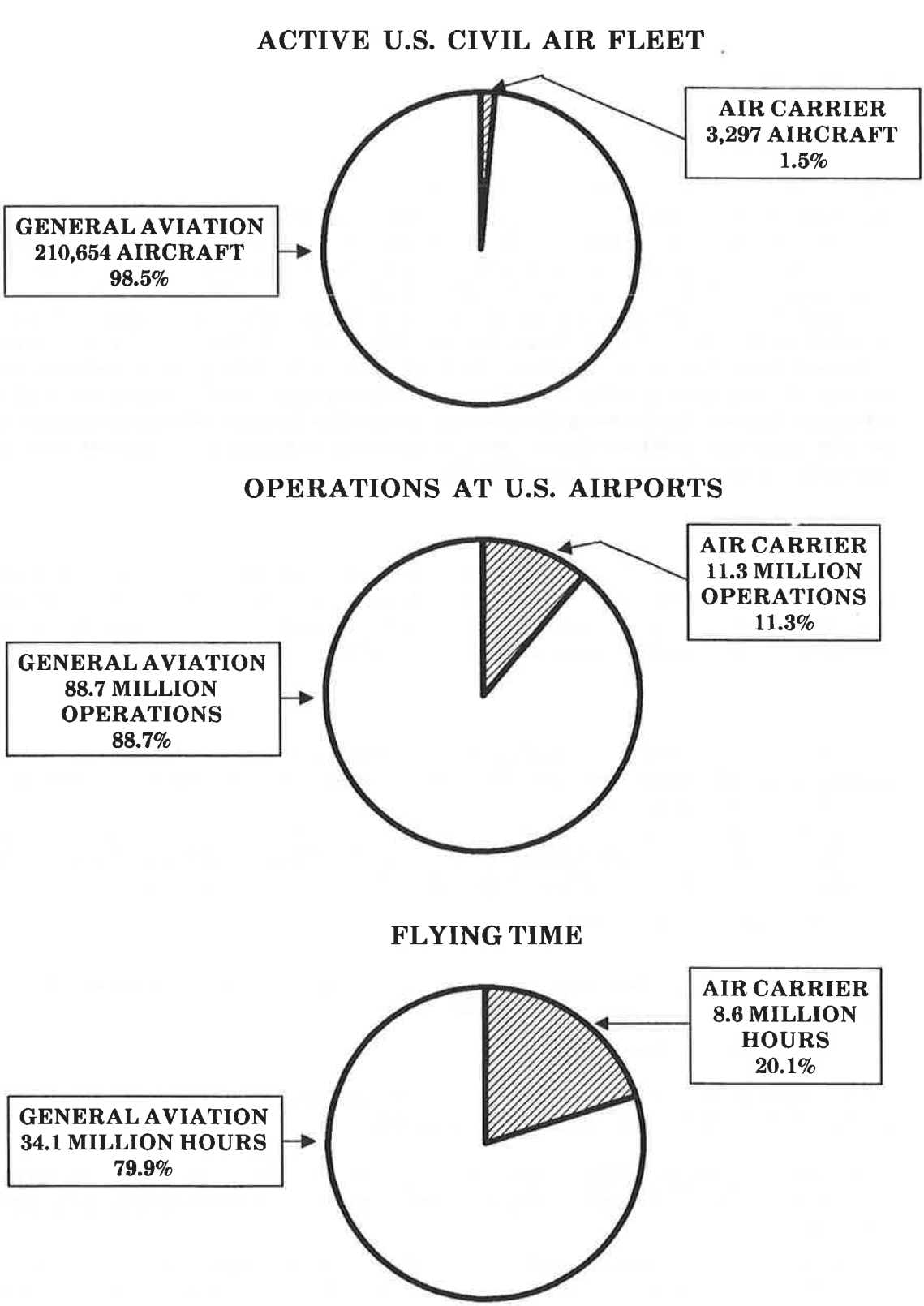


FIGURE 1.1. A COMPARISON OF GENERAL AVIATION AND AIR CARRIER ACTIVITY IN 1985

was the mandatory aircraft registration renewal form, (2) Part 2 was voluntary and applied to general aviation aircraft only, asking questions on the owner-discretionary characteristics of the aircraft such as flight hours, avionics equipment, base location, and use. In 1978, the FAA replaced AC Form 8050-73 with a new system: Part 1 was replaced by a triennial registration program; Part 2 was replaced by the General Aviation Activity and Avionics Survey, FAA Form 1800-54. (See Appendix A.4.) The survey was to be conducted annually based on a statistically selected sample of general aviation aircraft, requesting the same type of information as Part 2 of AC Form 8050-73. The first General Aviation Activity and Avionics Survey took place in 1978, collecting data on the 1977 general aviation fleet. The 1985 statistics in this report were derived from the ninth survey, which took place in 1986. Benefits resulting from the new method of data collection included quicker processing of the results, improved data quality, and a considerable savings in time and money to both the public and the Federal Government.

1.2 SURVEY COVERAGE

1.2.1 Aircraft

The General Aviation Activity and Avionics Survey covers, through a stratified probability sample, all general aviation aircraft registered in the United States. The term "general aviation," as used for this survey, is defined as all aircraft in the U.S. civil air fleet except those operated under Federal Aviation Regulations (FAR) Parts 121 and 127. FAR Part 121, as modified by Special Federal Aviation Regulation 38 (SFAR-38), governs air carriers carrying passengers and cargo for hire and conducting scheduled and charter operations with aircraft having a seating capacity of more than 30 seats and/or a payload capacity of more than 7,500 pounds. General aviation thus includes aircraft operated under:

Part 91: General operating and flight rules.

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

Part 133: Rotorcraft external-load operations.

Part 135: Air taxi operators and commercial operators.

Part 137: Agricultural aircraft operations.

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

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

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

1.2.2 Geographic

The sample survey conducted by the FAA covers general aviation aircraft registered with the United States Aircraft Registry as of December 31, 1985. Over 99 percent of these aircraft are registered to owners living in the 50 states and Washington, D.C., with about 0.30 percent (637 aircraft) registered in Puerto Rico and other U.S. territories, and 0.19 percent (391 aircraft) registered to owners living in foreign countries.[1]

1.2.3 Content

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

1) Hours by use, IFR hours, percentage of hours flown in Instrument Meteorological (IM) and Visual Meteorological (VM) conditions during the day and evening, fuel consumption grade and cost, and number of local and cross-country landings for entire calendar year 1985,

2) Airframe hour reading and location of aircraft base as of December 31, 1985, and

3) Avionics equipment currently on board.

1.3 SURVEY METHOD

The method of collecting data used by the FAA for this survey was the mail questionnaire, sent to the owners of the sampled aircraft in three mailings, instead of two mailings as in previous years. The first mailing in April 1986, covered all 27,806 aircraft in the sample and had a response rate of 47.6 percent as shown in Table 1-1. This was about 74.7 percent of the total responses to the survey. The second mailing conducted in May 1986, included only those aircraft in the sample that had not yet responded. The second mailing had a response rate of 25.2 percent which accounted for 20.7 percent of the total responses to the survey. The third mailing was conducted in June 1986, and had a response rate of 7.5 percent, acounting for 4.6 percent of all survey responses. The combined response rate for the three mailings was 63.7 percent.

[1]Source: FAA Aircraft Registration Master File as of December 31, 1985.

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

SURVEY PHASE	SAMPLE SIZE (S)	NUMBER OF RESPONSES (R)	RESPONSE RATE (R/S X 100%)	PORTION OF TOTAL RESPONSE (R/(TOTAL R) X 100%)
FIRST MAILING	27,806	13,231	47.6%	74.7%
SECOND MAILING	14,575	3,669	25.2%	20.7%
THIRD MAILING	10,906	815	7.5%	4.6%
TOTAL	27,806	17,715	63.7%	100%

1.4 SUMMARY OF SURVEY RESULTS

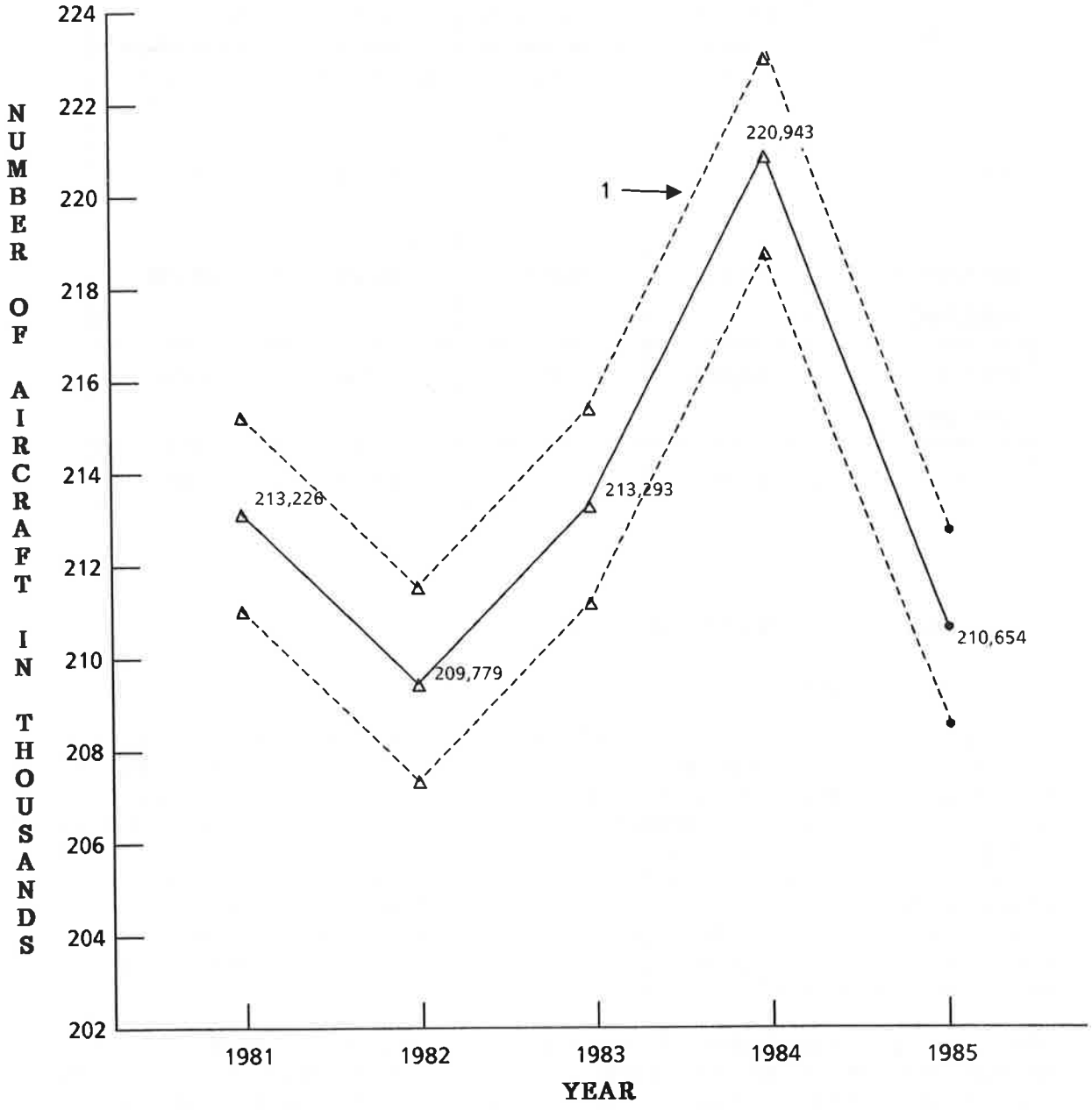
1.4.1 National Scene

Results of the General Aviation Activity and Avionics Survey at the national level revealed that during 1985 an estimated 34.1 million hours of flying time were logged by the 210,654 active general aviation aircraft in the U.S. fleet. The mean annual flight time per aircraft was 158.2 hours. These aircraft comprised 77.9 percent of the registered general aviation fleet. The statistics for 1985 showed a 6 percent decrease in flying hours, a 5 percent decrease in the number of active aircraft in the general aviation fleet, and no change in mean hours per aircraft over the comparable figures for 1984. Longer-term trends for these variables are found in Figures 1.2, 1.3, and 1.4. They reflect an overall decline in general aviation activity in recent years.

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

1.4.2 Results by Aircraft Type

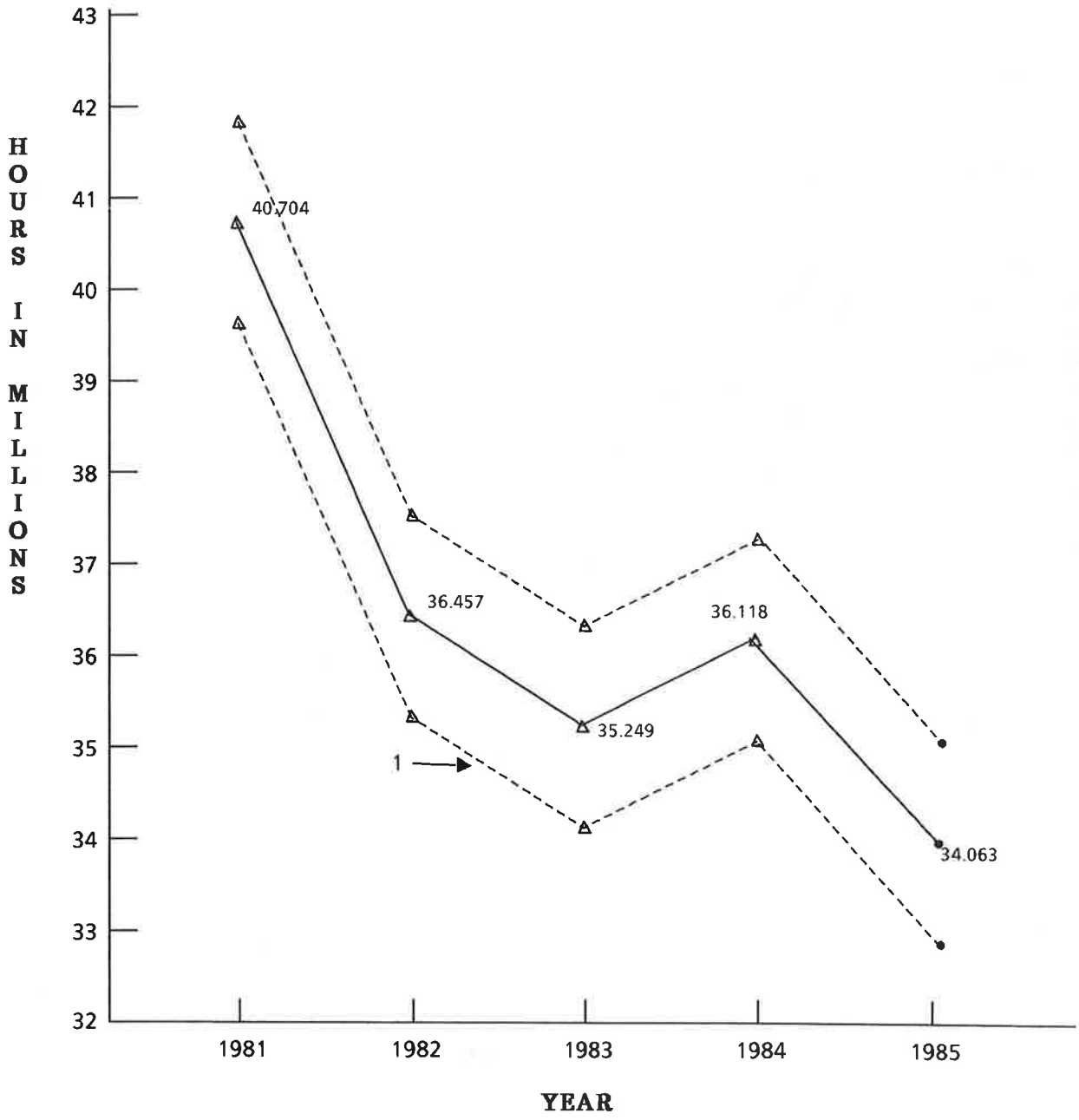
The most heavily used aircraft types were fixed wing turboprops with 13 or more seats, averaging over 830 hours per aircraft, because of their heavy commercial



SOURCE: TABLE 1-3

1. THE DASHED LINES REPRESENT A 95% CONFIDENCE INTERVAL FOR THE 1981-1985 TRUE VALUES. SEE APPENDIX B.

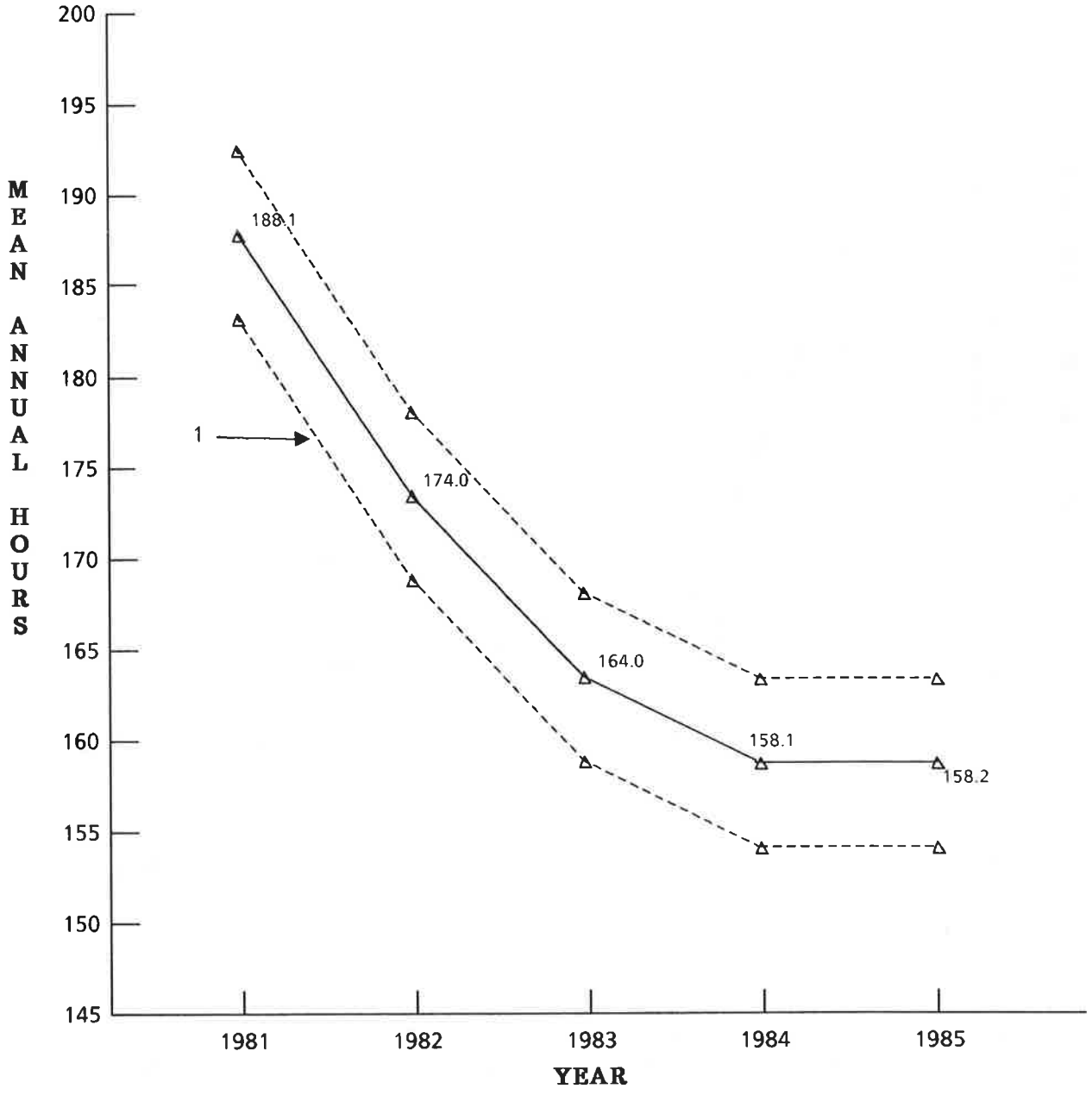
FIGURE 1.2. GENERAL AVIATION ACTIVE FLEET SIZE, 1981 - 1985



SOURCE: TABLE 2-1

1. THE DASHED LINES REPRESENT A 95% CONFIDENCE INTERVAL FOR THE 1981-1985 TRUE VALUES. SEE APPENDIX B.

FIGURE 1.3. GENERAL AVIATION TOTAL FLYING TIME, 1981 - 1985



SOURCE: TABLE 2-1

1. THE DASHED LINES REPRESENT A 95% CONFIDENCE INTERVAL FOR THE 1981 - 1985 TRUE VALUES. SEE APPENDIX B.

FIGURE 1.4. GENERAL AVIATION MEAN ANNUAL FLYING TIME FOR ACTIVE AIRCRAFT, 1981 - 1985

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

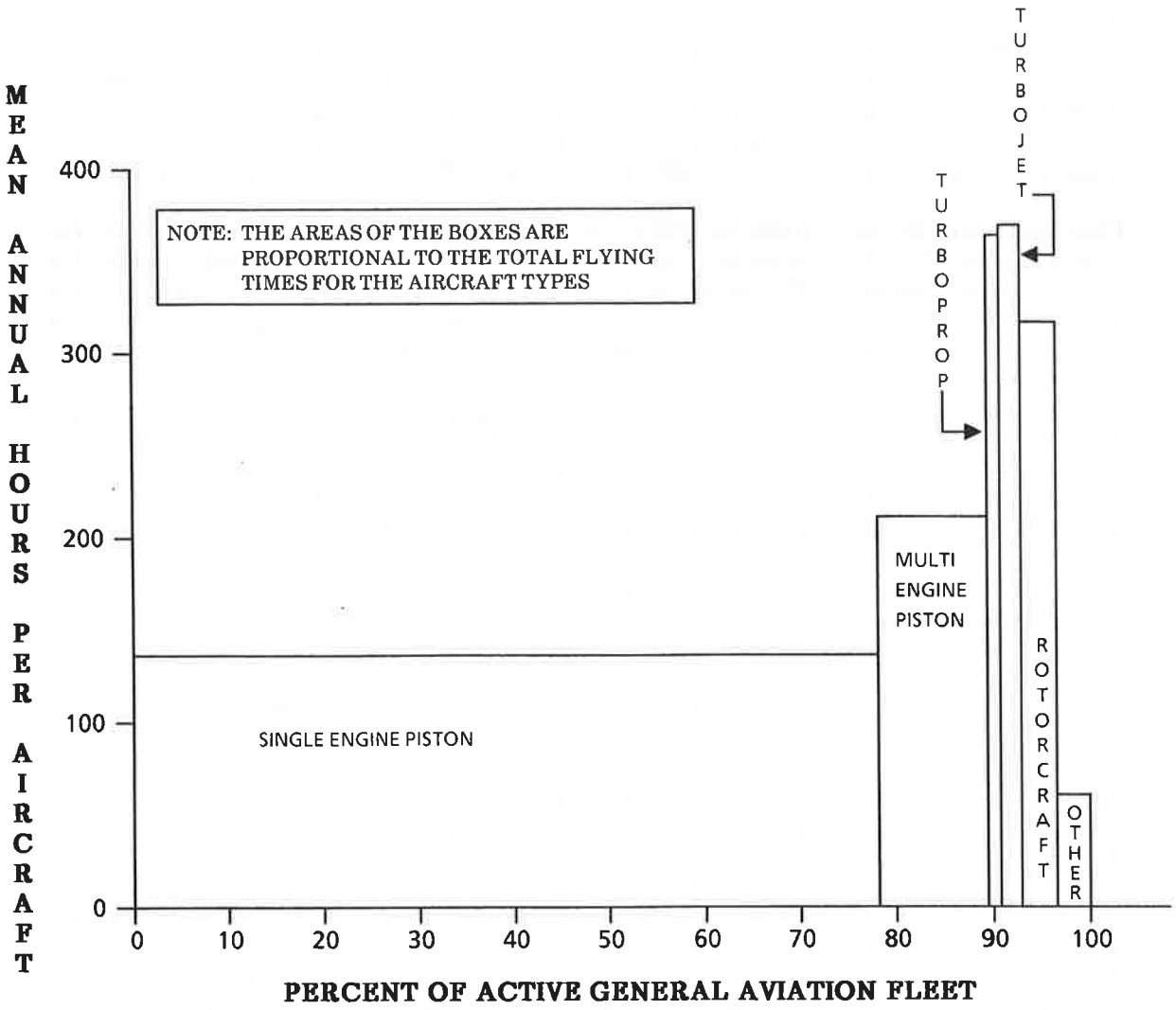
Five-year trends from 1980 to 1985 for total flight time and number of active aircraft are shown by aircraft type in Tables 1-2 and 1-3. Even though the number of active aircraft has exhibited no growth over the period, the trend for total flight time is downward at an annual rate of -3.65 percent. Closer examination of the tables reveals that lower usage of fixed-wing piston engine aircraft is largely responsible for the decline in hours. In contrast, twin engine turbojets have grown in both numbers and usage, while twin engine turboprops with 1-12 seats have grown significantly in numbers. In the rotorcraft area, piston-powered rotorcraft have been declining in number and hours flown, while turbine-powered rotorcraft have grown in number from 1980 to 1985. These results are displayed in more detail in Tables 2-1 and 2-6.

The general aviation aircraft fleet flew an estimated 4.183 billion miles over the land during 1985. The estimate is based on a mathematical model, incorporating speed differentials by phase of flight, cruising speed by manufacturer/model group of aircraft, and the number of hours flown by manufacturer/model group. Detailed estimates by aircraft type and primary use can be found in Table 2-24.

The number of landings, including touch-and-go landings, performed by the general aviation aircraft fleet was estimated this year for the first time using the results of a new question on the questionnaire. (See Appendix A.4, Question 9.) It is estimated that general aviation aircraft made approximately 44.3 million landings during 1985. Figure 1.6 shows the landings by aircraft type and type of flight (local or cross-country). It can be seen that single engine piston aircraft perform the majority of landings, and that most of the landings are in local rather than cross-country flight. It apears that rotorcraft also engage primarily in local flights. However, turboprops and turbojets, as might be expected, are used primarily for longer, cross-country flying. These results, broken down additionally by FAA region, can be found in Tables 2-36 through 2-38.

1.4.3 Results by Primary Use

Like aircraft types, primary uses were differentiated by their activity characteristics, as shown in Figure 1.7. Distance along the vertical axis indicates mean hours per aircraft. Distance along the horizontal axis indicates the relative portion of the active fleet engaged in each primary use, and the area within each box is proportional to the total flying time for each primary use. Aircraft used as commuter air carriers showed the highest individual usage with a mean of 866 hours flown per aircraft. Aircraft used as air taxis and for rental purposes also had fairly high levels of individual usage with mean hours flown per aircraft of



SOURCE: TABLE 2-1

FIGURE 1.5. 1985 GENERAL AVIATION ACTIVITY BY AIRCRAFT TYPE

TABLE 1-2. GROWTH OF GENERAL AVIATION TOTAL HOURS FLOWN BY AIRCRAFT TYPE, 1980 - 1985 (Thousands of Hours)

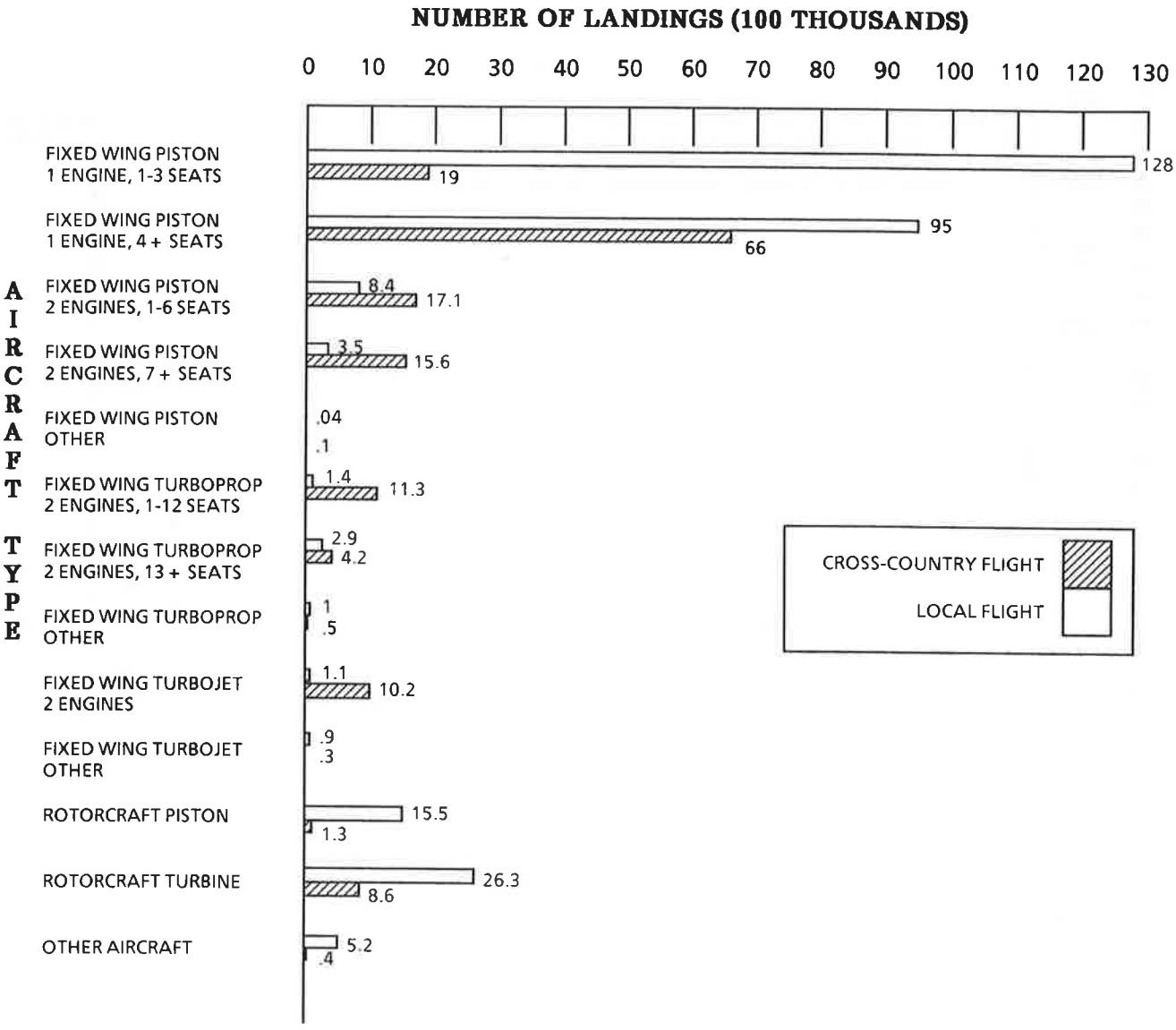
AIRCRAFT TYPE	1980 (Standard Error)	1981 (Standard Error)	1982 (Standard Error)	1983 (Standard Error)	1984 (Standard Error)	1985 (Standard Error)	Compound Annual Growth Rate in %
FIXED WING							
1-engine piston 1 - 3 seats	10,044 (399)	10,185 (399)	8,325 (374)	8,189 (399)	8,586 (327)	7,921 (290)	-4.64
1-engine piston 4+ seats	18,295 (428)	17,506 (432)	15,934 (472)	14,959 (441)	14,919 (358)	14,931 (376)	-3.98
2-engine piston 1-6 seats	3,730 (172)	3,606 (144)	3,040 (177)	3,013 (192)	2,984 (114)	2,725 (143)	-6.09
2-engine piston 7+ seats	2,547 (143)	2,762 (153)	2,617 (197)	2,717 (235)	2,600 (165)	2,190 (141)	-2.98
Other piston	130 (18)	24 (63)	33 (10)	32 (10)	102 (30)	26 (9)	-27.52
2-engine turboprop 1 - 12 seats	1,489 (55)	1,549 (68)	1,576 (116)	1,431 (93)	1,715 (88)	1,465 (76)	-0.32
2-engine turboprop 13+ seats	964 (55)	542 (45)	520 (84)	659 (118)	736 (75)	551 (58)	-10.58
Other turboprop	56 (10)	62 (11)	71 (20)	83 (31)	54 (13)	64 (7)	2.71
2-engine turbojet	1,163 (52)	1,238 (48)	1,347 (98)	1,350 (92)	1,328 (66)	1,461 (70)	4.67
Other turbojet	169 (27)	149 (16)	264 (46)	124 (31)	237 (32)	161 (17)	-0.97
ROTORCRAFT							
Piston	736 (75)	930 (108)	579 (58)	572 (49)	591 (66)	564 (85)	-5.18
Turbine	1,603 (115)	1,754 (150)	1,771 (145)	1,700 (151)	1,903 (120)	1,590 (142)	-0.16
OTHER	359 (21)	391 (34)	379 (40)	420 (49)	358 (23)	414 (34)	2.89
TOTAL AIRCRAFT	41,016 (650)	40,704 (659)	36,456 (701)	35,249 (712)	36,118 (561)	34,063 (556)	-3.65

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

TABLE 1-3. GROWTH OF ACTIVE GENERAL AVIATION FLEET BY AIRCRAFT TYPE, 1980 - 1985 (Number of Aircraft)

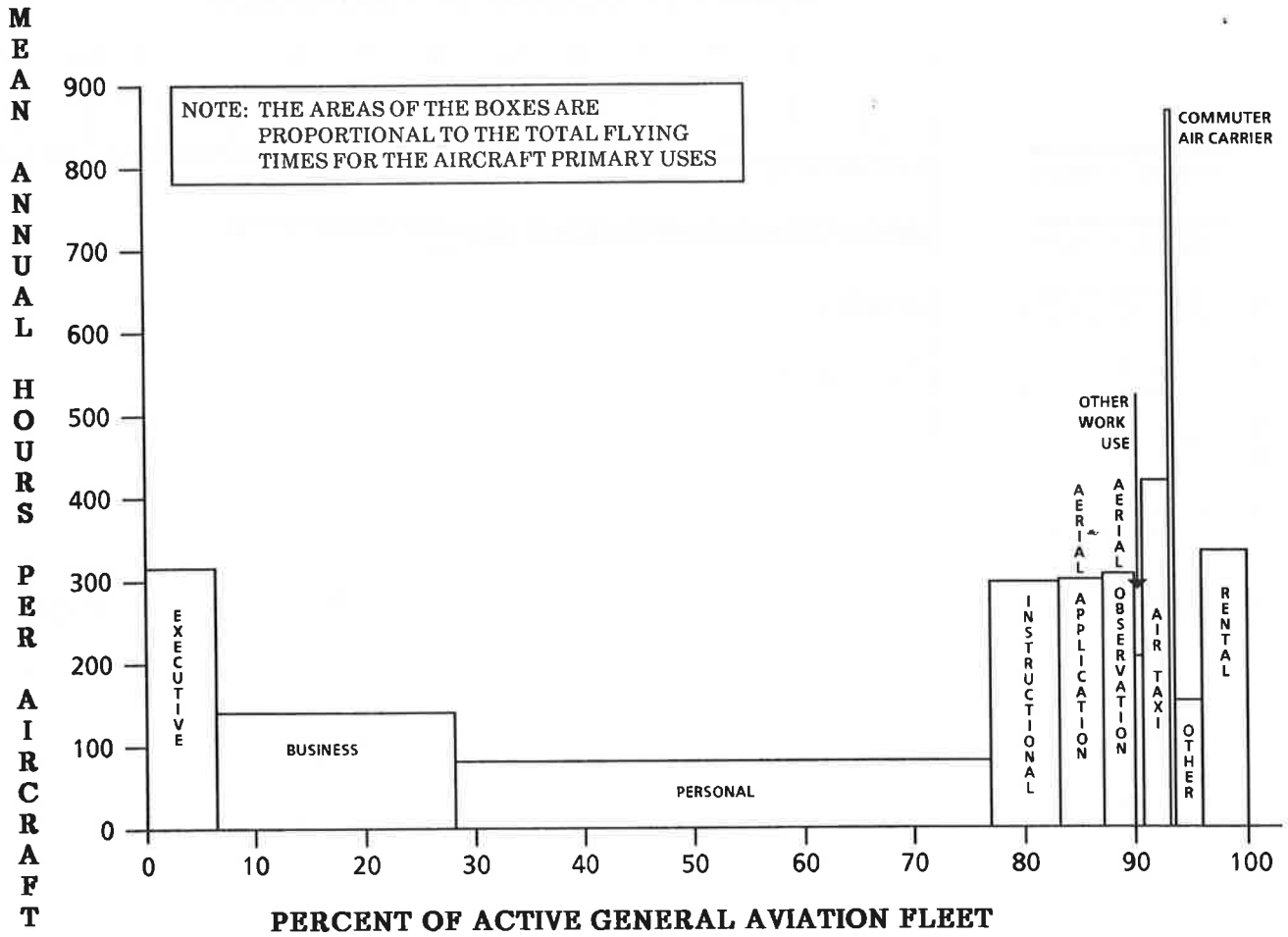
AIRCRAFT TYPE	1980 (Standard Error)	1981 (Standard Error)	1982 (Standard Error)	1983 (Standard Error)	1984 (Standard Error)	1985 (Standard Error)	Compound Annual Growth Rate in %
FIXED WING							
1-engine piston 1 - 3 seats	60,505 (688)	59,914 (748)	57,670 (910)	59,199 (976)	61,989 (724)	58,829 (809)	-0.56
1-engine piston 4+ seats	107,930 (538)	107,983 (656)	106,503 (687)	107,228 (778)	109,933 (603)	105,555 (732)	-0.44
2-engine piston 1-6 seats	16,224 (246)	16,749 (246)	16,381 (303)	16,249 (315)	16,539 (231)	15,627 (300)	-0.75
2-engine piston 7+ seats	8,141 (153)	8,607 (181)	8,501 (168)	8,660 (150)	8,719 (193)	8,032 (180)	-0.27
Other piston	212 (17)	114 (29)	140 (24)	143 (14)	262 (35)	148 (31)	-6.94
2-engine turboprop 1 - 12 seats	3,339 (41)	3,968 (46)	4,427 (45)	4,733 (72)	4,992 (47)	4,633 (103)	6.77
2-engine turboprop 13+ seats	627 (18)	557 (17)	610 (28)	578 (48)	640 (29)	607 (39)	-0.65
Other turboprop	123 (10)	134 (5)	149 (28)	142 (38)	176 (15)	167 (13)	6.31
2-engine turbojet	2,551 (37)	2,808 (68)	3,309 (84)	3,447 (92)	3,780 (50)	3,914 (67)	8.94
Other turbojet	441 (13)	362 (23)	687 (73)	451 (91)	540 (45)	460 (33)	0.85
ROTORCRAFT							
Piston	2,794 (133)	3,250 (173)	2,419 (178)	2,541 (191)	2,936 (185)	2,877 (201)	0.59
Turbine	3,207 (49)	3,724 (73)	3,749 (140)	3,998 (153)	4,160 (115)	3,541 (159)	2.00
OTHER	4,945 (142)	5,049 (179)	5,233 (211)	5,923 (207)	6,275 (172)	6,263 (207)	4.84
TOTAL AIRCRAFT	211,045 (945)	213,226 (1,078)	209,779 (1,238)	213,293 (1,345)	220,943 (1,032)	210,654 (1,200)	-0.04

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



SOURCE: TABLES 2-36 and 2-37

FIGURE 1.6. 1985 GENERAL AVIATION NUMBER OF LANDINGS BY AIRCRAFT TYPE



SOURCE: TABLES 2-4 AND 2-9

FIGURE 1.7. 1985 GENERAL AVIATION ACTIVITY BY PRIMARY USE

420 and 337, respectively. General aviation aircraft were used most commonly for personal and business purposes, representing 49 and 22 percent of the active fleet.

1.4.4 Results by Flying Conditions

Survey results indicate that about 77 percent of the total hours logged by the 1984 general aviation fleet were flown in Visual Meteorological (VM) conditions during the day. Aircraft flown in VM night, Instrument Meteorological (IM) day, and IM night conditions accounted for 11 percent, 8 percent, and 3 percent of the total hours flown, respectively. These results are illustrated in Figure 1.8.

Not surprisingly, fixed wing single engine piston aircraft and rotorcraft spend the bulk of their flying time in VM conditions. Single engine piston aircraft fly 90 percent of their flight hours in VM conditions. Fixed wing piston aircraft with two engines, turboprops, and turbojets spend a considerable amount of their flying time in IM conditions, approximately 27, 27, and 28 percent, respectively. Table 2-12 contains more data on general aviation annual hours flown by weather and light conditions by aircraft type. In addition, Tables 2-13 and 2-14 give detailed breakdowns of general aviation annual hours flown by weather and light conditions by region of based aircraft and by SDR manufacturer/model group, respectively.

1.4.5 Results by FAA Region

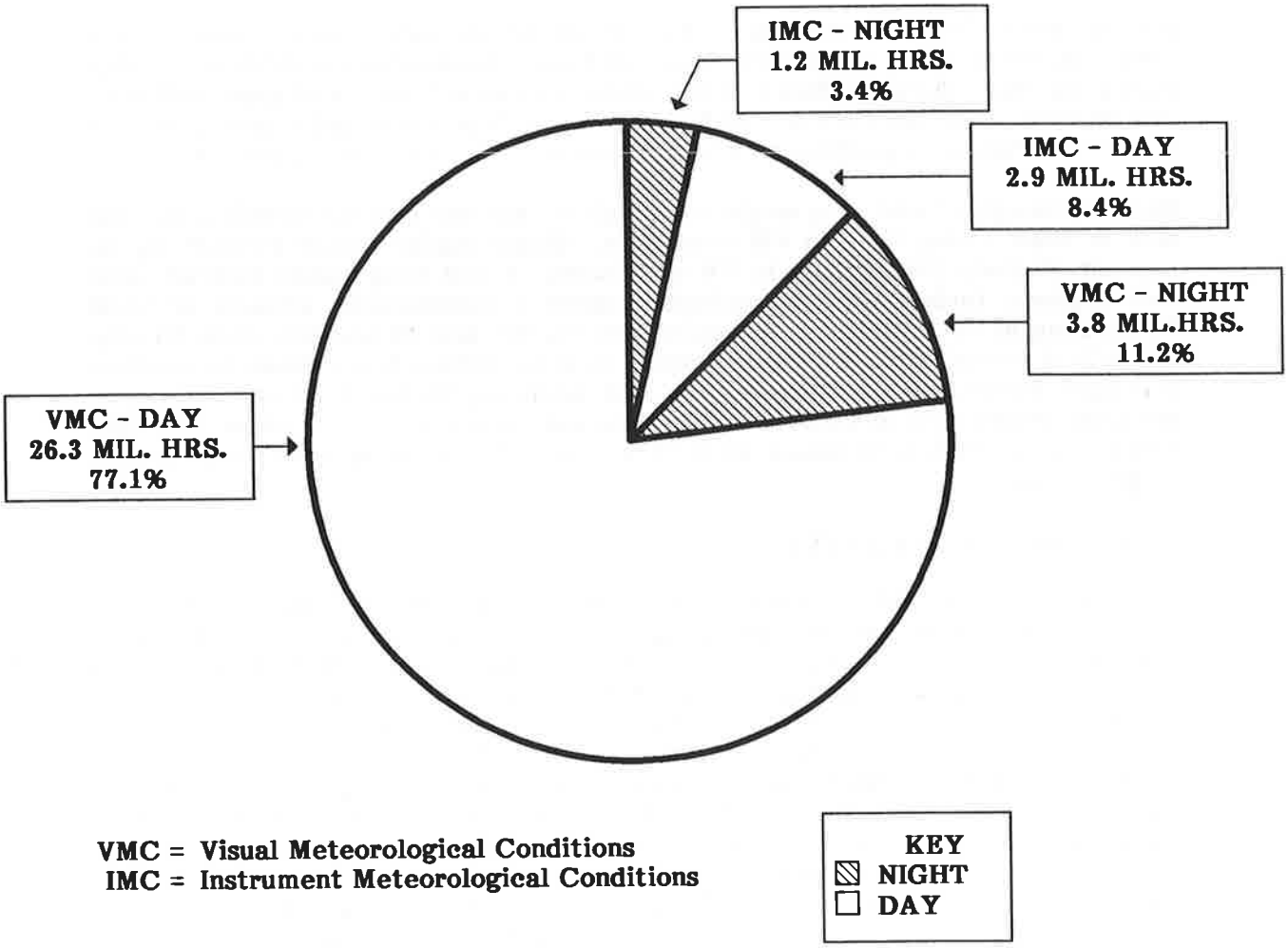
Although the total active aircraft and flight time decreased slightly in 1985, the mean aircraft usage did not change significantly for any particular region from 1984 to 1985 with the exception of the New England Region which decreased its mean hours of flying time per aircraft by about 15 percent. In Figure 1.9, distance along the vertical axis indicates mean annual hours per aircraft, distance along the horizontal axis indicates the relative portion of the active fleet based in each region, and the area within each box is proportional to the total flying time occurring in each region. It can be seen that the Great Lakes Region accounted for more active aircraft than any other region. However, the Western-Pacific and Southwestern Regions accounted for more total flight time. The smallest region in continental United States was New England, with only 3.8 percent of the active aircraft and about 3.3 percent of the fleet's total flight time.

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

aircraft have two-way VHF communications, 66 percent are equipped with 4096-code transponders, 54 percent have at least one component of an instrument landing system, and 79 percent have some form of navigation equipment. It is evident from comparing the 1985 and 1979 avionics estimates that the general

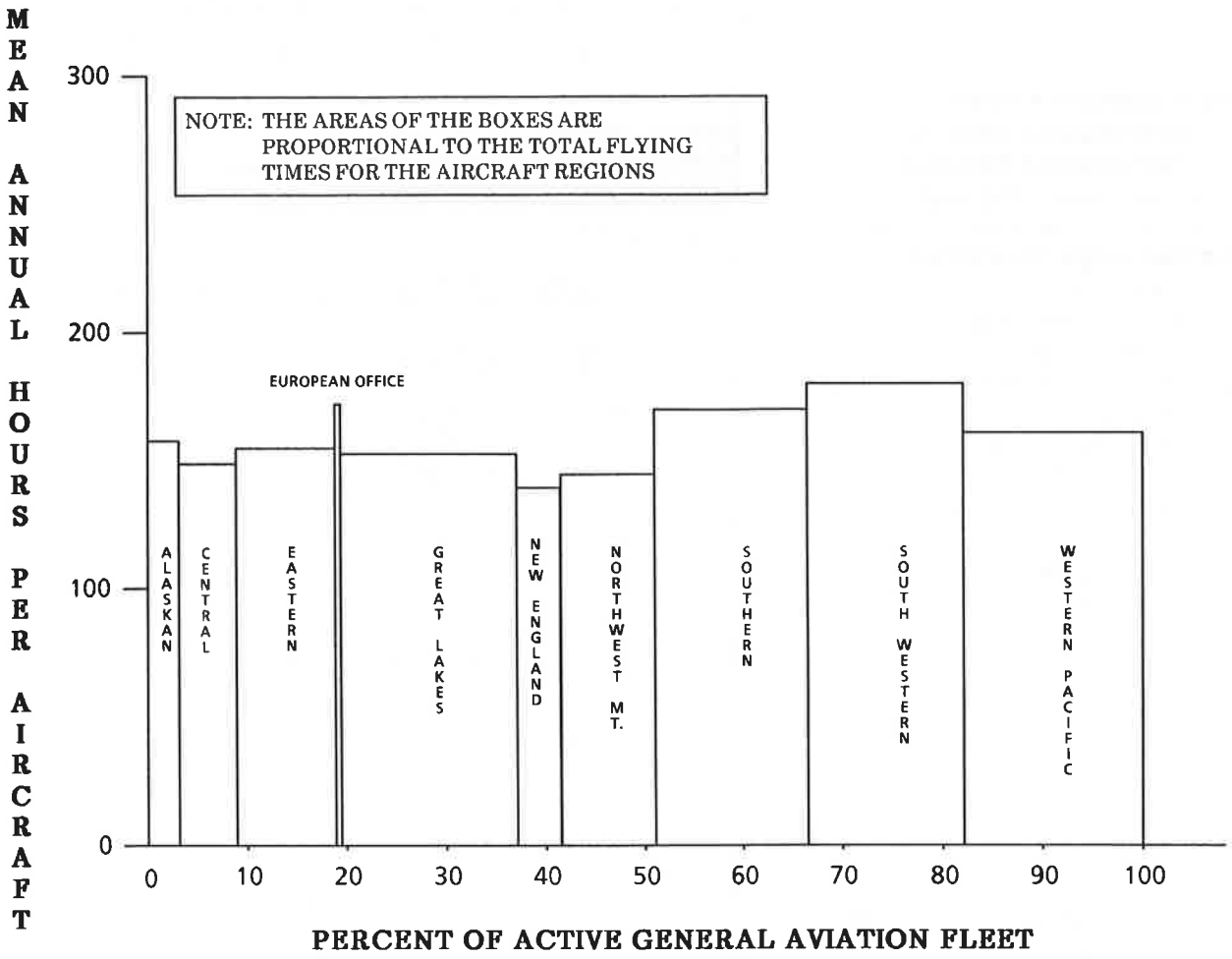
1.4.6 Results by Avionics Capability

1.4.6.1 Individual Avionics Components - The extent to which general aviation aircraft are furnished with on-board avionics equipment was a principal finding of the survey. A summary appears in Figure 1.10. Eighty-three percent of the aviation fleet is becoming more sophisticated in terms of its avionics equipment. Within two-way communications, for example, there was a significant shift from 360 channel to 720 channel equipment. In terms of transponder equipment, there



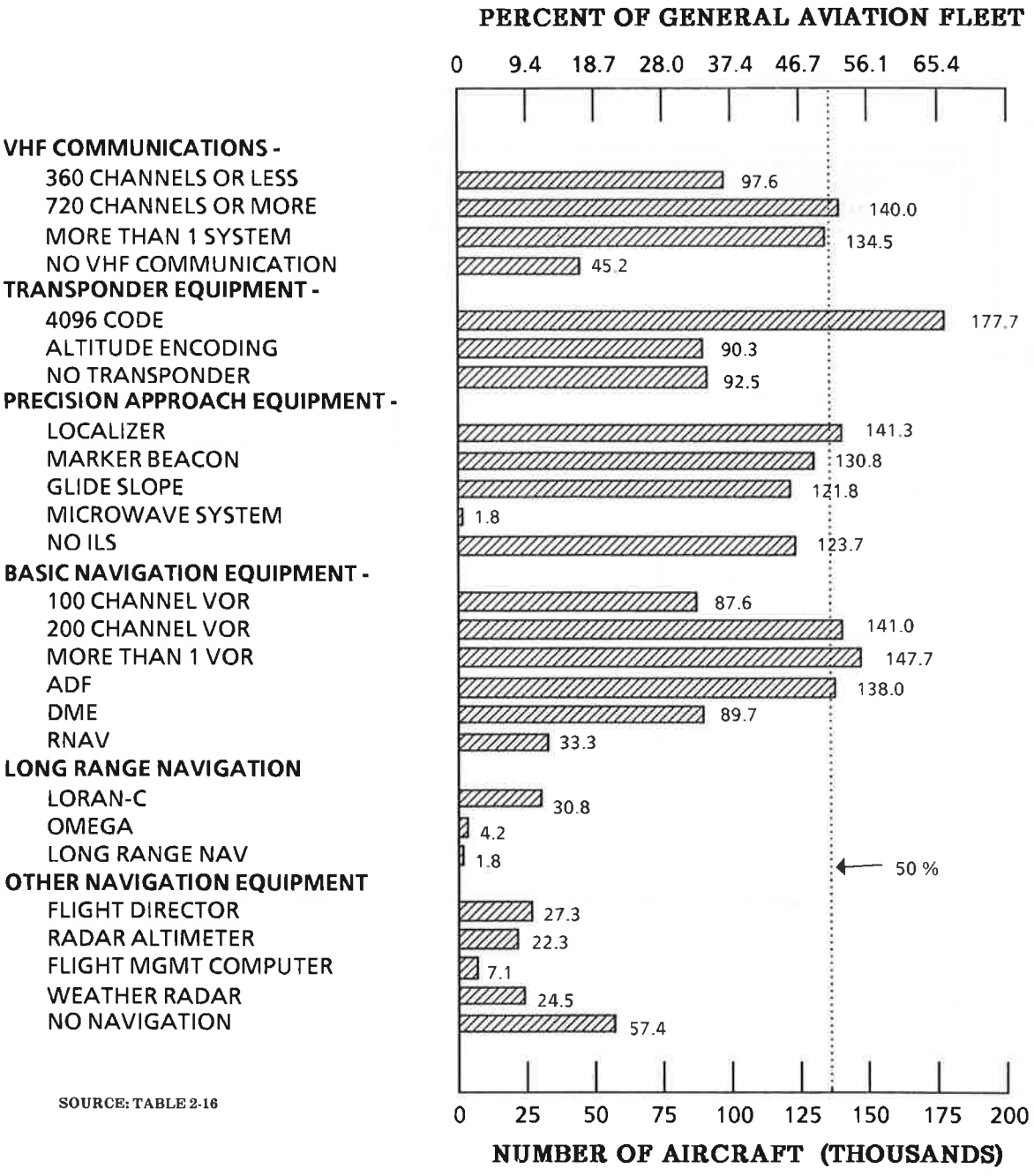
SOURCE: TABLE 2-12

FIGURE 1.8. 1985 GENERAL AVIATION ANNUAL HOURS FLOWN BY WEATHER AND LIGHT CONDITIONS



SOURCE: TABLE 2-3

FIGURE 1.9. 1985 GENERAL AVIATION ACTIVITY BY FAA REGION



SOURCE: TABLE 2-16

FIGURE 1.10. AVIONICS EQUIPMENT IN THE 1985 GENERAL AVIATION AIRCRAFT FLEET

was a substantial increase in the percentage of the general aviation aircraft containing 4096 code transponders and altitude encoding equipment, while the percentage of aircraft containing no transponder equipment declined considerably over the 5 year period. The proportion of the general aviation fleet with transponders increased from 59 percent in 1979 to 66 percent in 1985. The proportion of aircraft having two or more communications systems increased by about 4 percent from 1979 to 1985. The proportion with two or more VOR receivers increased by more than 5 percent over the same 6 year period.

A new category of avionics equipment was added to the 1985 survey, Guidance and Control Equipment, which encompasses flight directors, horizontal situation indicators (HSI), electronic flight information systems (EFIS), flight management computers, and autopilots. These types of equipment represent the more sophisticated as well as more expensive avionics equipment available to the general aviation aircraft fleet. Thus, only around 39 percent of general aviation aircraft have installed one or more of these types of avionics. More detailed breakdowns of avionics equipment by aircraft type, state, region, and primary use are provided in Tables 2-15 through 2-18.

Figure 1.11 shows the portion of active aircraft of each type which engaged in IFR (Instrument Flight Rules) flight during 1985 and further, the portions that flew IFR with and without transponder equipment. It can be seen that almost all active twin engine piston aircraft, turboprops, and turbojets flew IFR at some time during 1985 and were equipped with transponders. Although a much lower proportion of the active single engine piston aircraft and rotorcraft in the fleet flew IFR during the year, almost all that did were equipped with transponders. In fact, almost 100 percent of IFR flying was performed by aircraft equipped with transponders.

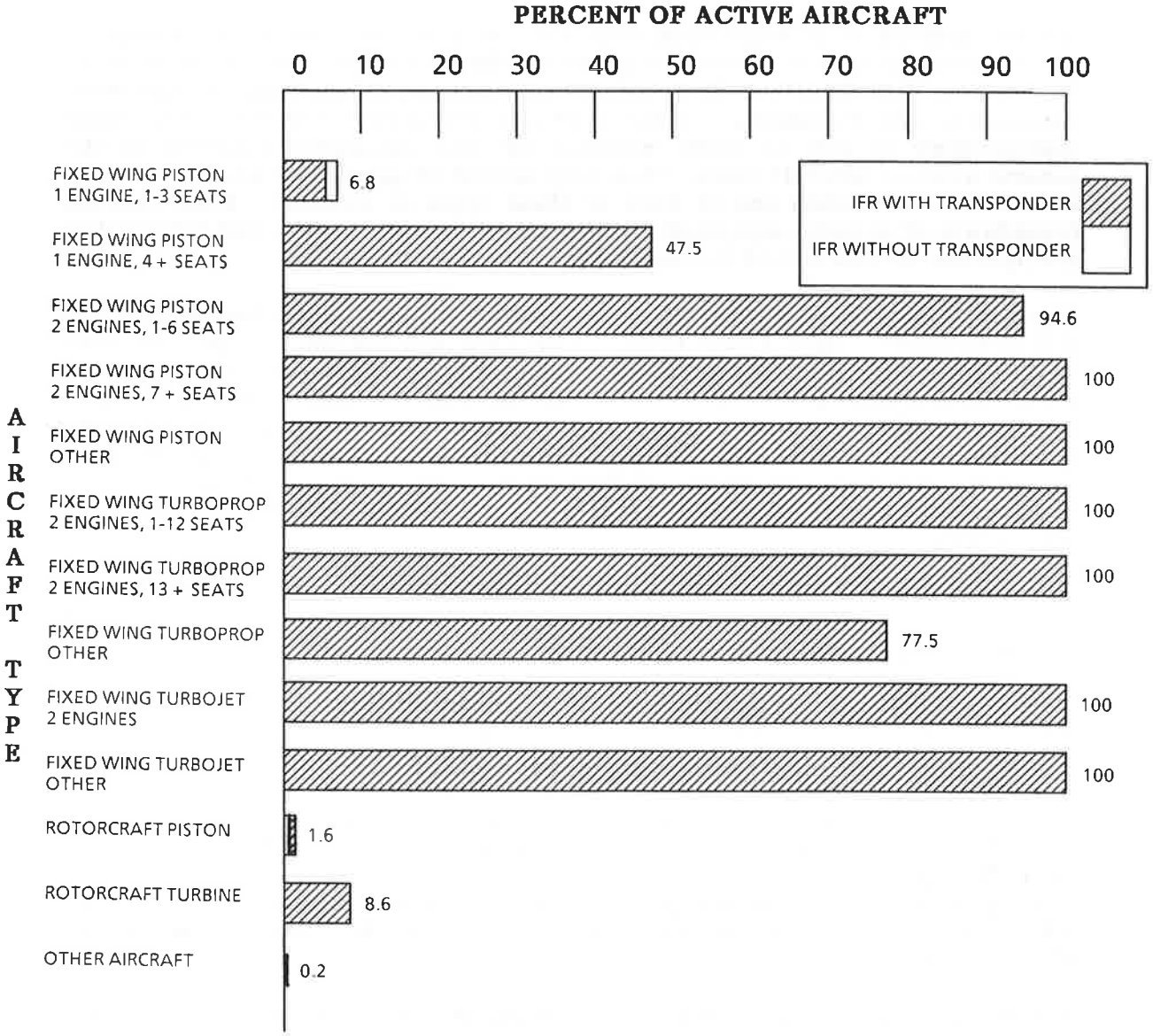
Table 2-10 shows IFR flight information in more detail and gives a breakdown of IFR hours flown by type of aircraft. It can be seen that general aviation aircraft flew approximately 8.1 million hours under IFR.

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

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

Two classifications of capability groups (CG's) were developed. The first type consists of avionics equipment meeting FAA requirements for use of various

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



SOURCE: TABLE 2-10

FIGURE 1.11. 1985 GENERAL AVIATION ACTIVE AIRCRAFT FLOWN IFR AND TRANSPONDER EQUIPPED

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

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

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

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

a. About 26.5 percent of GA aircraft have avionics equipment enabling them to fly above 18,000 feet in positive controlled airspace. Approximately 67 percent of the GA fleet cannot fly above 12,500 feet due to avionics limitations alone.

b. About 77 percent of GA aircraft are equipped to fly IFR.

c. About 17 percent of the GA fleet are limited to landing at uncontrolled airports. Approximately 19 percent can land at either non-TCA controlled airports or Group III TCA's. Approximately 31 percent can land at any type of airport except a Group I TCA. About 33 percent can land at Group I TCA's.

d. In general, Table 2-25 indicates that those aircraft in the least sophisticated non-hierarchical CG's also comprise the bulk of the least sohisticated hierarchical CG's. Of the aircraft possessing none of the non-hierarchical CG equipment (i.e. NO REGULATORY ELECTRONICS), 72.1 percent fall into hierarchical CG's 1, 2, and 3. Similarly, those aircraft in the most sophisticated non-hierarchical CG's are also in the most sophisticated hierarchical CG's. For example, 93 percent of the aircraft possessing a complete ILS and a radar altimeter fall into hierarchical CG 8.

e. LORAN-C and Omega, two types of Long Range Navigation equipment, were added to the avionics section of the 1984 questionnaire. These additions have had a strong impact on the reported total number of aircraft with Long Range Navigation equipment. In 1983 only 9,393 aircraft (3.6% of the total population) reported any type of Long Range Navigation equipment. In 1984, however, the reported number increased to 23,337 (8.7% of the total population) and in 1985, the reported number increased to 35,143 (13% of the total population). It is believed this increase reflects the specific addition of LORAN-C and Omega to the survey form, rather than a dramatic rise in the number of aircraft containing Long Range Navigation equipment.

TABLE 1-4. HIERARCHICAL CAPABILITY GROUPS

AVIONICS	CAPABILITIES
Group 1 No regulatory avionics	1. Up to and including 12,500 feet mean sea level (MSL) Gliders...Up to and including 18,000 feet MSL ADF...Colored airways below 12,500 feet MSL VOR or RNAV ...VOR airways below 12,500 feet MSL RNAV...Low altitude RNAV airways below 12,500 feet MSL 2. VFR flight, day and night 3. Uncontrolled airports
Group 2 Two-way communications	1. Up to and including 12,500 feet MSL Gliders...Up to and including 18,000 feet MSL 2. VFR flight, day and night 3. Non-TCA controlled airports Group III TCA's Helicopters with 4096 code transponders Group III TCA's All helicopters...Group I and II TCA's below 1,000 feet above ground level (AGL) NOTE: Air taxis with navigation system and transponder: Group II TCA's Air taxis with navigation system, transponder and altitude reporting: Group I TCA's and non-positive controlled airspace Air taxis with navigation system, DME, transponder and altitude reporting: Group I TCA's and positive controlled airspace

TABLE 1-4. HIERARCHICAL CAPABILITY GROUPS (CONTINUED)

AVIONICS	CAPABILITIES
Group 3 Two-way communications Two systems--air taxis VOR or Automatic Direction Finder (ADF) or RNAV	1. Up to and including 12,500 feet MSL Gliders...Up to and including 18,000 feet MSL ADF...Colored airways below 12,500 feet MSL VOR or RNAV...VOR airways below 12,500 feet MSL RNAV...Low altitude RNAV airways below 12,500 feet MSL 2. IFR flight 3. Non-TCA controlled airways Group III TCA's Helicopters with 4096 code transponders...Group II TCA's All helicopters...Group I and II TCA's below 1,000 feet AGL
Group 4 Two-way communications Two systems--air taxis 4096 code transponder VOR or RNAV	1. Up to and including 12,500 feet MSL Gliders...Up to and including 18,000 feet MSL VOR airways below 12,500 feet MSL RNAV...Low altitude RNAV airways below 12,500 feet MSL 2. IFR flight 3. Non-TCA controlled airports Group II TCA's Helicopters...Group I TCA's below 1,000 feet AGL
Group 5 4096 code transponder Altitude encoding equipment	1. Non-positive controlled airspace 2. VFR flight, day and night 3. Uncontrolled airports Group III TCA's

TABLE 1-4. HIERARCHICAL CAPABILITY GROUPS (CONTINUED)

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

TABLE 1-5. NON-HIERARCHICAL CAPABILITY GROUPS

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

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

Tables 2-26 through 2-35 show distributions of hierarchical and non-hierarchical capability groups versus aircraft characteristics. These characteristics include: primary use of the aircraft, hours flown during 1985, age of the aircraft, and computed aircraft type. The 13 computed aircraft types listed in Table 1-6 combine the four aircraft characteristics of engine type, number of engines, aircraft type (simple), and number of seats into meaningful combinations for the GA fleet.

TABLE 1-6. COMPUTED AIRCRAFT TYPE

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

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

a. As in prior years, as the hierarchical CG's increase in sophistication, the predominant uses also change from personal, to business and personal, to executive and business (Table 2-26).

b. As non-hierarchical CG's increase in sophistication, the predominant primary uses of aircraft change from personal, to business and personal, to business and executive. For example, executive aircraft alone composes about 41 percent of the aircraft reporting both a radar altimeter and a complete ILS yet executive aircraft compose only 5.5 percent of the fleet (Table 2-31).

c. In the case of both hierarchical and non-hierarchical capability groups, aircraft containing more avionics equipment and capabilities are flown more hours on the average than those with smaller investments in avionics equipment (Tables 2-27 and 2-32).

d. Aircraft in the more sophisticated groups are newer aircraft on the average than those in less sophisticated CG's (Tables 2-28 and 2-33).

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

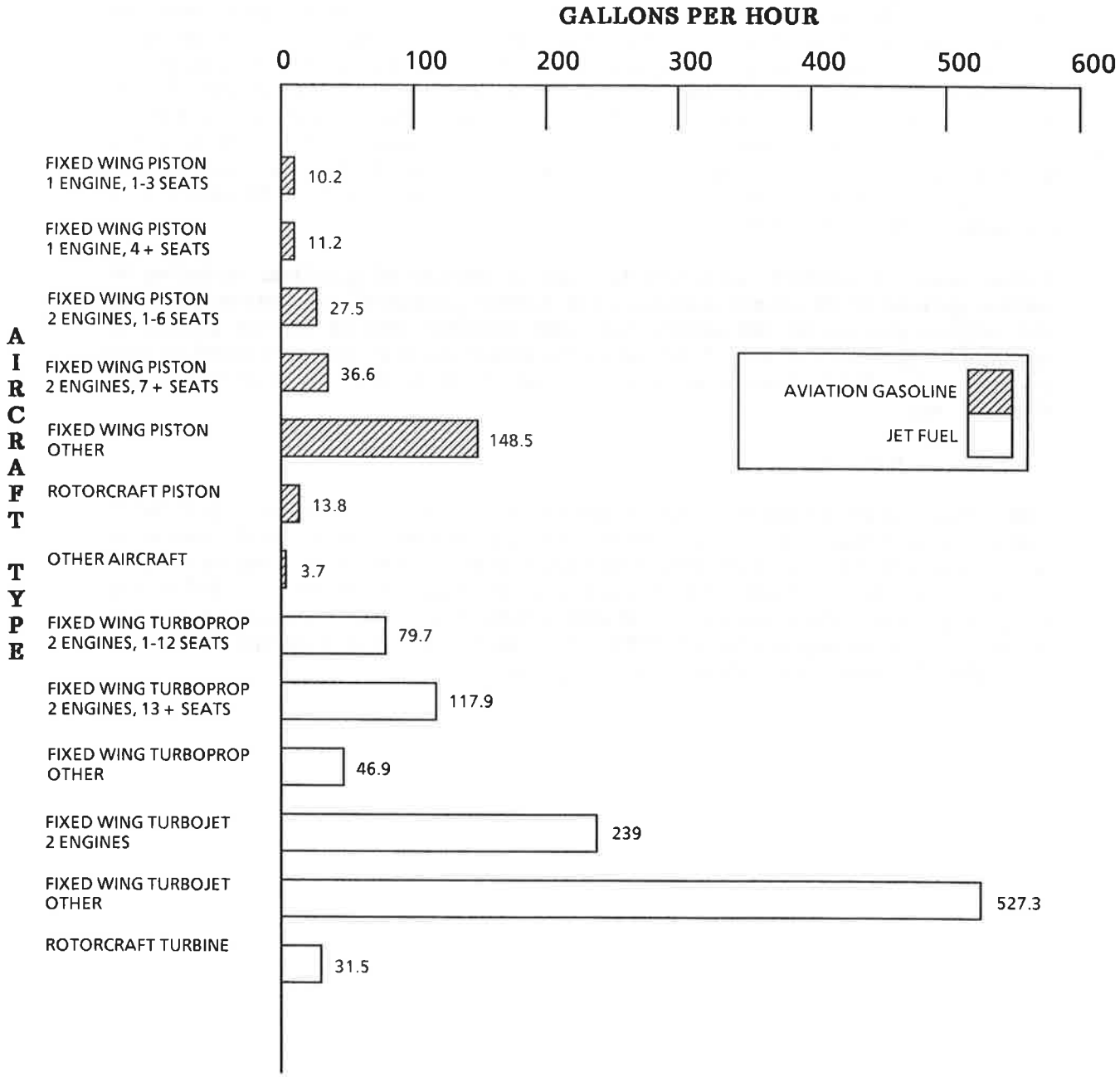
1.4.7 Fuel Consumption Results

The general aviation aircraft fleet consumed an estimated 1,112 million gallons of fuel during 1985: 421 million gallons of aviation gasoline and 691 million gallons of jet fuel. From Figure 1.12, it is evident that turbojet and turboprop engines consume fuel at much higher rates than piston engines. The high rates account for turbojet's burning 40 percent of all fuel consumed in 1985, as shown in Figure 1.13, even though they represent only 2 percent of active aircraft. In spite of their low fuel consumption rates, fixed wing piston aircraft accounted for 37 percent of the fuel consumed in 1985 due to their high representation in the general aviation fleet. Table 2-21 shows more detailed fuel consumption estimates and their standard errors by aircraft type. Table 2-22 shows fuel consumption by SDR group.

Piston-powered aircraft consumed 421 million gallons of gasoline, including 36 million gallons of 80 octane gasoline, 142 million gallons of 100 octane gasoline, 217 million gallons of 100 octane low lead gasoline, and 26 million gallons of automobile gasoline. Figure 1-14 shows the distribution of fuel consumed by fuel grade. Table 2-23 gives more detailed data broken down by fuel grade and aircraft type.

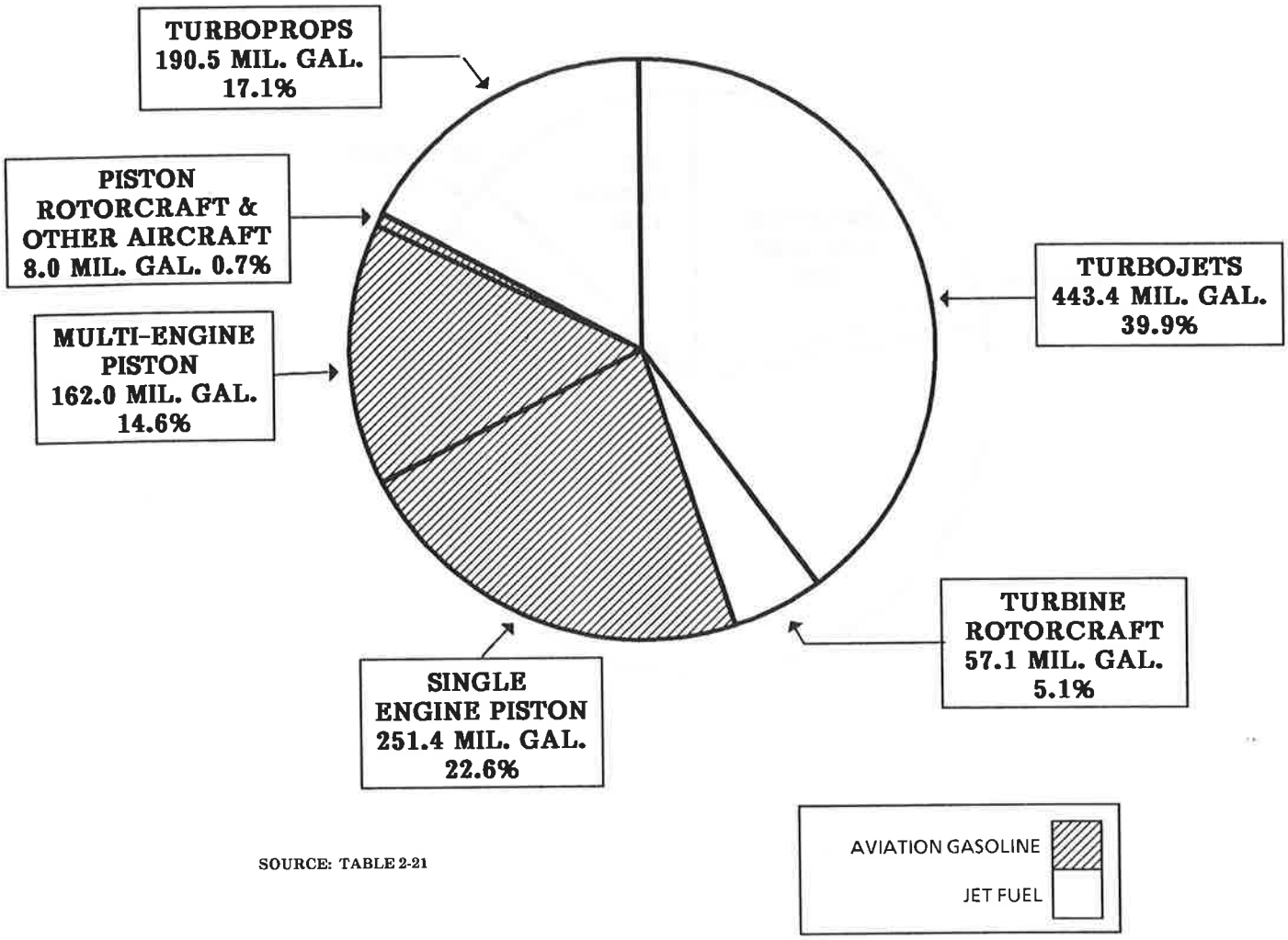
1.4.8 Other Results

Additional results to those discussed above are found in the tables in Section 2. Estimates of total hours, mean hours, lifetime airframe hours, and number of active aircraft for over 360 SDR manufacturer/model groups of general aviation aircraft are found in Tables 2-5, 2-11, and 2-19. Appendix D contains definitions of these groups. The report also includes a table (Table 2-20) on mean hours and number of active engines for 76 different manufacturer/model groups of engines. Appendix E contains definitions of these groups.



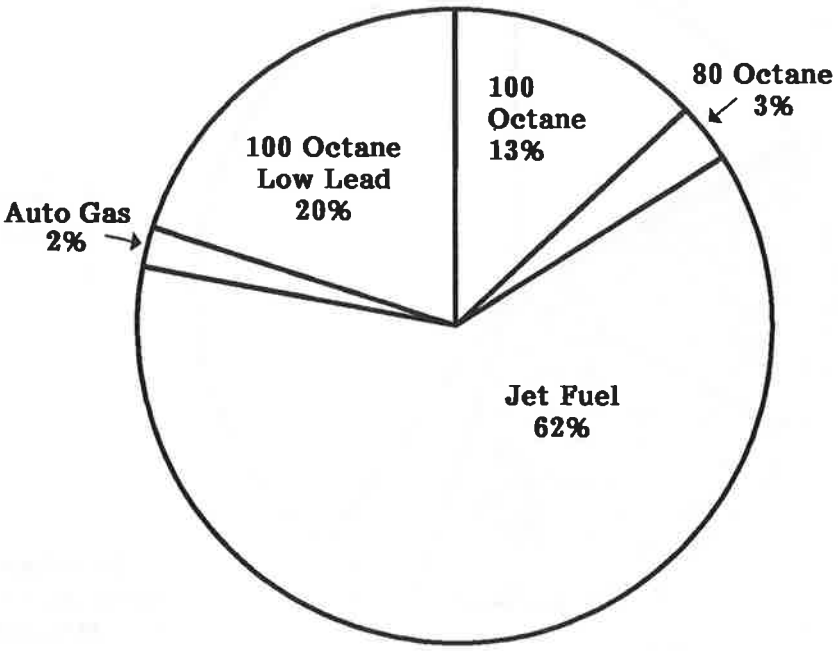
SOURCE: TABLE 2-21

FIGURE 1.12. 1985 MEAN FUEL CONSUMPTION RATES BY AIRCRAFT TYPE



SOURCE: TABLE 2-21

FIGURE 1.13. 1985 ESTIMATED FUEL CONSUMPTION BY AIRCRAFT TYPE



SOURCE: TABLE 2-23

FIGURE 1.14. 1985 GENERAL AVIATION FUEL CONSUMPTION BY FUEL GRADE

2. TABLES OF RESULTS

TABLE 2 - 1

GENERAL AVIATION TOTAL HOURS FLOWN
BY
TYPE OF AIRCRAFT
1985

AIRCRAFT TYPE	POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
FIXED WING									
FIXED WING - PISTON									
1 ENG: 1-3 SEATS	87513	58829	809	7920534	289874	3.7	134.9	4.7	3.5
1 ENG: 4+ SEATS	122872	105555	732	14930541	376289	2.5	142.0	3.5	2.4
1 ENGINE: TOTAL	210385	164385	1091	22851080	474995	2.1	139.5	2.8	2.0
2 ENG: 1-6 SEATS	18929	15627	300	2725412	142589	5.2	173.9	8.7	5.0
2 ENG: 7+ SEATS	10194	8032	180	2189888	140873	6.4	273.8	16.0	5.8
2 ENGINE: TOTAL	29123	23659	349	4915300	200441	4.1	207.6	7.9	3.8
PISTON: OTHER	347	148	31	26197	8573	32.7	184.2	49.8	27.0
PISTON: TOTAL	239855	188191	1146	27792574	515626	1.9	147.1	2.6	1.8
FIXED WING - TURBOPROP									
2 ENG: 1-12 SEATS	5201	4633	103	1465134	75970	5.2	318.7	16.0	5.0
2 ENG: 13+ SEATS	876	607	39	550748	58286	10.6	831.4	69.8	8.4
2 ENGINE: TOTAL	6077	5240	110	2015882	95754	4.7	360.7	15.8	4.4
TURBOPROP: OTHER	284	167	13	64257	7127	11.1	396.5	23.8	6.0
TURBOPROP: TOTAL	6361	5407	111	2080139	96018	4.6	362.0	15.3	4.2

TABLE 2 - 1

GENERAL AVIATION TOTAL HOURS FLOWN
BY
TYPE OF AIRCRAFT
1985

AIRCRAFT TYPE	POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
FIXED WING - TURBOJET									
2 ENGINE TURBOJET	4151	3914	67	1461284	70147	4.8	374.6	16.5	4.4
TURBOJET: OTHER	683	460	33	160509	17239	10.7	325.1	19.0	5.8
TURBOJET: TOTAL	4834	4375	74	1621793	72234	4.5	368.7	14.8	4.0
FIXED WING: TOTAL	251050	197974	1154	31494506	529441	1.7	155.5	2.6	1.6
ROTORCRAFT									
PISTON	5588	2877	201	564363	84742	15.0	191.6	24.5	12.8
TURBINE	4792	3541	159	1590254	142189	8.9	460.3	36.7	8.0
ROTORCRAFT: TOTAL	10380	6418	256	2154617	165526	7.7	336.1	22.7	6.8
OTHER	8854	6263	207	413843	33753	8.2	67.1	5.1	7.7
TOTAL	270284	210654	1200	34062956	555739	1.6	158.2	2.5	1.6

TABLE 2 - 2

GENERAL AVIATION TOTAL HOURS FLOWN
BY
STATE OF BASED AIRCRAFT
1985

STATE	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF TOTAL HOURS	STANDARD ERROR
ALABAMA	2608	326	493379	80986
ALASKA	6421	460	1024622	134971
ARIZONA	4796	440	916960	123187
ARKANSAS	2687	324	428492	58031
CALIFORNIA	29392	1012	4327490	176832
COLORADO	4606	435	647557	77956
CONNECTICUT	1724	263	256171	43217
DELAWARE	530	144	69484	21392
DIST. OF COLUMBIA	50	39	21563	20039
FLORIDA	12340	681	2295560	147720
GEORGIA	4588	430	718179	82408
HAWAII	348	109	137107	56146
IDAHO	1839	273	292379	65434
ILLINOIS	7155	533	1210245	130807
INDIANA	4139	408	632991	78543
IOWA	2800	333	417417	60953
KANSAS	3855	394	574150	71226
KENTUCKY	1635	263	242633	47956
LOUISIANA	3674	378	1164980	132325
MAINE	1039	207	120855	33302
MARYLAND	2654	326	370757	67370

TABLE 2 - 2

GENERAL AVIATION TOTAL HOURS FLOWN
BY
STATE OF BASED AIRCRAFT
1985

STATE	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF TOTAL HOURS	STANDARD ERROR
MASSACHUSETTS	2994	345	363869	50755
MICHIGAN	7511	543	1147573	107191
MINNESOTA	4350	416	608431	76922
MISSISSIPPI	2139	295	349627	60907
MISSOURI	3934	399	603623	86575
MONTANA	1890	289	213579	47557
NEBRASKA	1788	270	305127	85101
NEVADA	1945	277	252875	44418
NEW HAMPSHIRE	1363	231	186173	38393
NEW JERSEY	3741	374	621340	71760
NEW MEXICO	1942	280	303052	51343
NEW YORK	6164	489	908085	84823
NORTH CAROLINA	4544	430	666454	78687
NORTH DAKOTA	1655	261	296903	51743
OHIO	7686	540	1246611	127732
OKLAHOMA	4234	418	557248	71509
OREGON	4622	436	671439	81244
PENNSYLVANIA	5705	471	965050	94241
RHODE ISLAND	220	92	29436	21761
SOUTH CAROLINA	1700	261	218674	38979
SOUTH DAKOTA	1227	225	1642446	38026

TABLE 2 - 2

GENERAL AVIATION TOTAL HOURS FLOWN
BY
STATE OF BASED AIRCRAFT
1985

STATE	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF TOTAL HOURS	STANDARD ERROR
TENNESSEE	2643	322	507159	79937
TEXAS	19887	843	3269779	157211
UTAH	1106	219	139437	40287
VERMONT	676	168	147082	46886
VIRGINIA	2741	326	496446	72766
WASHINGTON	5740	484	823305	88574
WEST VIRGINIA	1000	204	149602	41005
WISCONSIN	3694	386	432654	55199
WYOMING	1098	221	192561	50229
PUERTO RICO	233	92	70577	20233
OTHER U.S. TERRITORIES	174	79	100401	54552
FOREIGN	1421	234	473189	106413
TOTAL	210654	1200	34062936	555739

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

TABLE 2 - 3

GENERAL AVIATION TOTAL HOURS FLOWN
BY
REGION OF BASED AIRCRAFT
1985

REGION	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF TOTAL HOURS	STANDARD ERROR
ALASKAN	6421	460	1024622	134971
CENTRAL	12377	689	1958911	208859
EASTERN	22584	892	3609536	231934
EUROPEAN OFFICE	519	133	89275	34520
GREAT LAKES	37417	1115	5747441	306852
NEW ENGLAND	8016	558	1110768	107961
NORTHWEST MT.	21143	889	3096134	221676
SOUTHERN	32721	1051	5654551	292972
SOUTHWESTERN	32599	1046	5883097	324272
WESTERN-PACIFIC	36846	1107	5860680	394529
TOTAL	210654	1200	34062956	555739

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

TABLE 2 - 4

GENERAL AVIATION TOTAL HOURS FLOWN
IN ALL REGIONS
BY AIRCRAFT TYPE AND PRIMARY USE
1985

AIRCRAFT TYPE	EXECU-TIVE	BUSI-NESS	PER-SONAL	INSTRUC-TIONAL	AERIAL APPL	AERIAL OBS	OTHER WORK	COMMUTER CARRIER	AIR TAXI	OTHER	RENTAL	TOTAL
FIXED WING												
FIXED WING - PISTON												
1 ENG: 1-3 SEATS												
EST.TOT.HOURS	33167	219666	2469494	2458625	1727397	164920	154285	0	18714	104306	568470	7920536
% STD. ERROR	48.7	16.8	4.1	8.8	5.3	34.4	30.9	0.0	73.7	18.3	25.5	3.7
1 ENG: 4+ SEATS												
EST.TOT.HOURS	482066	4129027	5140505	1432858	93486	591344	60631	0	831432	247957	1921241	14930543
% STD. ERROR	18.4	4.4	3.4	11.3	53.4	23.5	34.7	0.0	15.6	24.2	10.6	2.5
1 ENGINE: TOTAL												
EST.TOT.HOURS	515233	4348693	7609999	3891482	1820882	756264	214916	0	850146	352264	2489712	22851074
% STD. ERROR	17.5	4.3	2.6	7.0	5.3	19.3	24.1	0.0	15.4	15.6	10.0	2.1
2 ENG: 1-6 SEATS												
EST.TOT.HOURS	527775	1069312	336070	173026	25132	19726	2503	4391	473457	36127	42020	2725413
% STD. ERROR	14.6	8.7	10.2	31.2	37.5	42.4	125.8	283.9	18.9	49.8	44.1	5.2
2 ENG: 7+ SEATS												
EST.TOT.HOURS	629853	476101	114179	8570	71828	35934	3359	181591	630003	26651	7950	2189888
% STD. ERROR	13.9	12.6	28.4	75.8	39.7	26.6	122.6	36.9	15.1	34.3	80.2	6.4
2 ENGINE: TOTAL												
EST.TOT.HOURS	1157628	1545413	450249	181596	96960	55660	5861	185982	1103460	62778	49969	4915300
% STD. ERROR	10.1	7.2	10.1	29.3	28.2	25.7	89.1	41.9	11.9	32.7	38.8	4.1
PISTON: OTHER												
EST.TOT.HOURS	300	138	1418	0	10262	0	194	10653	1134	1730	367	26197
% STD. ERROR	66.0	173.1	62.1	0.0	29.2	0.0	227.3	56.3	303.8	48.6	194.7	32.7
PISTON: TOTAL												
EST.TOT.HOURS	1673161	5894243	8061667	4073078	1928104	811925	220972	196635	1954741	416771	2540048	27792572
% STD. ERROR	8.9	3.7	2.5	6.8	5.2	18.2	23.6	38.8	9.5	14.0	9.9	1.9
FIXED WING - TURBOPROP												
2 ENG: 1-12 SEATS												
EST.TOT.HOURS	912202	299101	16067	8542	0	436	71	68381	131796	40762	14969	1465134
% STD. ERROR	7.3	21.6	42.6	67.7	0.0	182.8	308.0	31.2	22.6	39.9	96.6	5.1

TABLE 2 - 4

GENERAL AVIATION TOTAL HOURS FLOWN
IN ALL REGIONS
BY AIRCRAFT TYPE AND PRIMARY USE
1985

AIRCRAFT TYPE	EXECU-TIVE	BUSI-NESS	PER-SONAL	INSTRUC-TIONAL	AERIAL APPL	AERIAL OBS	OTHER WORK	COMMUTER CARRIER	AIR TAXI	OTHER	RENTAL	TOTAL
2 ENG: 13+ SEATS												
EST.TOT.HOURS	86607	8389	0	5415	0	533	0	386713	58517	18659	0	550748
% STD. ERROR	13.6	50.1	0.0	169.6	0.0	119.3	0.0	11.5	35.8	52.2	0.0	10.1
2 ENGINE: TOTAL												
EST.TOT.HOURS	998809	307490	16067	13957	0	969	71	455094	190313	59421	14969	2015882
% STD. ERROR	6.8	21.2	42.6	61.5	0.0	126.0	308.0	11.1	20.0	33.3	96.6	4.6
TURBOPROP: OTHER												
EST.TOT.HOURS	2325	2175	711	1975	36130	0	0	8098	8173	4671	0	64257
% STD. ERROR	47.5	47.2	41.1	44.9	8.5	0.0	0.0	27.9	20.3	28.7	0.0	11.1
TURBOPROP: TOTAL												
EST.TOT.HOURS	1001133	309665	16777	15932	36130	969	71	463192	198486	64092	14969	2080139
% STD. ERROR	6.8	21.0	39.0	56.8	8.5	126.0	308.0	10.4	18.9	30.6	96.6	4.5
FIXED WING - TURBOJET												
2 ENGINE TURBOJET												
EST.TOT.HOURS	1090266	121252	11414	10	191	6353	0	3840	127576	83532	0	1461284
% STD. ERROR	6.4	26.8	48.3	134.5	233.3	97.7	0.0	331.1	23.1	33.1	0.0	4.6
TURBOJET: OTHER												
EST.TOT.HOURS	103340	11010	1537	0	0	0	0	0	1287	7877	35458	160509
% STD. ERROR	8.9	50.5	20.1	0.0	0.0	0.0	0.0	0.0	74.8	20.7	6.1	10.7
TURBOJET: TOTAL												
EST.TOT.HOURS	1193605	132262	12951	10	191	6353	0	3840	128863	91408	35458	1621793
% STD. ERROR	5.9	25.1	40.0	134.5	233.3	97.7	0.0	331.1	22.8	23.9	6.1	4.3
FIXED WING: TOTAL												
EST.TOT.HOURS	3867899	6336170	8091396	4089021	1964425	819246	221043	663667	2282090	572272	2590475	31494502
% STD. ERROR	4.9	3.5	2.5	6.8	5.2	18.1	23.6	17.5	8.4	11.5	9.7	1.7
ROTORCRAFT												
PISTON												
EST.TOT.HOURS	1058	41248	49878	100735	144542	153440	8718	0	7339	51855	757	564363
% STD. ERROR	61.6	33.6	23.2	27.2	22.2	40.2	59.4	0.0	74.6	29.8	209.2	14.9

TABLE 2 - 4

GENERAL AVIATION TOTAL HOURS FLOWN
IN ALL REGIONS
BY AIRCRAFT TYPE AND PRIMARY USE
1985

AIRCRAFT TYPE	EXECU-TIVE	BUSI-NESS	PER-SONAL	INSTRUC-TIONAL	AERIAL APPL	AERIAL OBS	OTHER WORK	COMMUTER CARRIER	AIR TAXI	OTHER	RENTAL	TOTAL
TURBINE												
EST.TOT.HOURS	305086	148279	3982	12755	58698	336113	102275	10812	429760	164340	18161	1590254
% STD. ERROR	20.6	46.7	56.2	72.0	42.8	25.2	33.7	77.5	23.4	49.9	106.7	8.9
ROTORCRAFT: TOTAL												
EST.TOT.HOURS	306144	189527	53859	113490	203240	489554	110993	10812	437100	216195	18918	2154617
% STD. ERROR	20.2	35.0	22.1	26.1	19.4	20.5	29.1	107.4	22.9	36.5	95.8	7.7
OTHER												
EST.TOT.HOURS	1930	8174	246576	61446	0	5717	11075	0	0	42228	36695	413843
% STD. ERROR	71.4	36.1	12.0	24.7	0.0	37.2	33.8	0.0	0.0	26.6	27.0	8.2
TOTAL												
EST.TOT.HOURS	4175973	6533872	8391831	4263957	2167665	1314517	343112	674478	2719190	830695	2646088	34062948
% STD. ERROR	4.8	3.6	2.4	6.5	5.0	13.5	17.6	17.2	7.9	12.1	9.5	1.6

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

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
* OTHER 1	15012	439466	49463	11.3	58.8	5.8	9.8
OTHER 2	1628	162218	35120	21.6	163.6	32.6	19.9
OTHER 3	324	18535	3668	19.8	145.5	18.2	12.5
OTHER 4	267	29405	10602	36.1	236.7	68.8	29.1
OTHER 5	152	12989	7529	58.0	231.8	104.4	45.0
OTHER 6	408	56506	18327	32.4	179.0	51.8	29.0
OTHER 7	174	60234	25261	41.9	756.9	247.2	32.7
OTHER 8	179	26774	3281	12.3	285.6	24.3	8.5
OTHER 9	653	151888	38655	25.4	262.4	63.0	24.0
OTHER 10	249	24962	3299	13.2	175.9	18.4	10.5
OTHER 11	1694	47680	16138	33.8	59.6	17.4	29.2
OTHER 12	340	79204	27950	35.3	493.2	145.4	29.5
OTHER 13	2605	125862	25028	19.9	79.4	14.0	17.6
ADAMS A50S	111	2501	342	13.7	30.1	3.4	11.3
AERORSJ2	38	277	86	31.1	22.2	3.6	16.2
AEROSPAS355	152	8877	14131	159.2	276.1	158.4	57.4
AEROSPSA316	120	36658	24948	68.1	593.0	0.0	0.0
AGUSTA205	28	2872	1635	56.9	258.9	18.9	7.3
AGUSTAA109	54	10463	2499	23.9	334.6	73.4	21.9
AIRPTSA	225	10186	2329	22.9	98.9	18.4	18.6
AIRSPC18	24	104	60	57.5	18.5	5.3	28.5

*See Note on page 2-12

* NOTE: OTHER XX REFERS TO ALL GENERAL AVIATION AIRCRAFT BELONGING TO MANUFACTURER/MODEL GROUPS OF FEWER THAN 20 AIRCRAFT IN SIZE FOR AIRCRAFT TYPE XX WHERE XX STANDS FOR:

01 FIXED WING PISTON, 1 ENGINE, 1-3, SEATS.
02 FIXED WING PISTON, 1 ENGINE, 4+ SEATS.
03 FIXED WING PISTON, 2 ENGINE, 1-6 SEATS.
04 FIXED WING PISTON, 2 ENGINE, 7+ SEATS.
05 FIXED WING PISTON, OTHER.
06 FIXED WING TURBOPROP, 2 ENGINES, 1-12 SEATS.
07 FIXED WING TURBOPROP, 2 ENGINES, 13+ SEATS.
08 FIXED WING TURBOPROP, OTHER.
09 FIXED WING TURBOJET, 2 ENGINES.
10 FIXED WING TURBOJET, OTHER.
11 ROTORCRAFT, PISTON.
12 ROTORCRAFT, TURBINE.
13 OTHER AIRCRAFT.

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
AIRTRCAT300	421	134356	18538	13.8	367.1	37.4	10.2
AIRTRCAT400	58	19462	5799	29.8	474.7	79.2	16.7
AMD FALC10	141	56200	5526	9.8	398.6	39.2	9.8
AMD FALC20	224	87413	10262	11.7	409.7	43.3	10.6
AMD FALC50	106	59186	7110	12.0	558.4	67.1	12.0
AMTR TMK	22	1100	412	37.5	70.0	18.6	26.6
ARCRNEH37	46	0	0	0.0	0.0	0.0	0.0
ARCTICS1A	92	2223	990	44.5	70.2	28.2	40.1
ARCTICS1B1	25	347	138	39.9	37.0	4.9	13.2
ARONCA15	202	5807	2388	41.1	37.5	13.3	35.6
ARONCA58	149	6463	2262	35.0	93.3	26.2	28.1
ARONCA65	150	2891	2067	71.5	62.3	35.6	57.2
ARONCAC3	61	190	173	91.3	12.8	10.4	81.2
AVIANWFALCON	27	518	69	13.3	23.5	2.3	9.6
AVIANWSKYHWK	40	1544	146	9.5	39.9	3.6	9.1
AYRES S2	884	230428	39426	17.1	339.5	44.9	13.2
BAC 111	27	10079	1659	16.5	373.3	61.4	16.5
BAG B206	30	1660	381	23.0	57.9	10.4	18.0
BAG DH125	73	30344	2429	8.0	429.8	30.0	7.0
BALWKSFIREFY	1338	43732	10134	23.2	42.4	9.1	21.6
BBAVIA11	833	28043	6089	21.7	52.0	10.1	19.4

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
BBAVIA7	3501	138313	17387	12.6	56.4	6.1	10.9
BBAVIA8	233	30849	5426	17.6	168.5	26.8	15.9
BEECH 100	278	76307	14571	19.1	338.1	52.8	15.6
BEECH 17	199	4786	753	15.7	53.7	5.6	10.4
BEECH 18	856	236669	39924	16.9	458.8	68.1	14.8
BEECH 1900	42	11541	4755	41.2	828.4	133.8	16.2
BEECH 200	869	335500	26375	7.9	392.2	29.6	7.5
BEECH 23	2836	294268	46028	15.6	112.9	17.3	15.3
BEECH 300	54	15117	1234	8.2	287.3	22.8	7.9
BEECH 33	1736	249548	38569	15.5	148.8	22.7	15.2
BEECH 35	6919	649511	51629	7.9	112.3	7.9	7.1
BEECH 36	2210	340652	29853	8.8	161.8	13.2	8.2
BEECH 45	293	30780	5810	18.9	137.1	21.5	15.7
BEECH 50	332	23128	5744	24.8	111.7	19.7	17.7
BEECH 55	2273	250705	31652	12.6	127.5	14.6	11.5
BEECH 56	60	2428	878	36.1	52.0	17.0	32.7
BEECH 58	1561	373959	49950	13.4	258.8	32.9	12.7
BEECH 60	427	59909	11690	19.5	145.1	27.5	18.9
BEECH 65	134	20928	3375	16.1	213.4	29.0	13.6
BEECH 76	335	68243	8300	12.2	211.3	23.8	11.3
BEECH 77	244	59745	19659	32.9	265.4	84.9	32.0

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
BEECH 80	175	23309	2940	12.6	193.2	19.0	9.8
BEECH 90	1138	333823	48010	14.4	307.6	42.9	13.9
BEECH 95	475	48120	7808	16.2	122.6	17.6	14.4
BEECH 99	113	129301	30186	23.3	1406.9	257.7	18.3
BELL 204	178	19983	3166	15.8	203.9	23.2	11.4
BELL 206	2254	958558	119395	12.5	515.0	55.5	10.8
BELL 212	85	35049	17482	49.9	721.6	227.7	31.5
BELL 222	78	30279	5097	16.8	419.7	65.4	15.6
BELL 412	24	17464	2358	13.5	727.7	98.3	13.5
BELL 47	1398	166342	44337	26.7	225.3	47.9	21.3
BLANCA11	79	2136	691	32.3	58.6	13.7	23.4
BLANCA1413	264	5167	1434	27.8	39.3	6.0	15.2
BLANCA1419	274	12596	1774	14.1	66.3	7.6	11.5
BLANCA17	1051	72282	9124	12.6	79.5	8.6	10.8
BLANCA7	2365	195518	39720	20.3	115.4	22.1	19.1
BLANCA8	474	44235	8306	18.8	99.8	18.0	18.0
BNORM BN2	119	44507	15029	33.8	980.8	127.0	13.0
BOEING707	40	1027	1902	185.2	154.0	0.0	0.0
BOEING727	61	17555	5024	28.6	311.9	82.4	26.4
BOEING75	1931	73266	21025	28.7	87.8	21.5	24.5
BOLKMS105	120	46885	17873	38.1	408.5	151.5	37.1

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
BOLKMS117	22	1760	1688	95.9	217.1	136.4	62.8
BRASOVIS28	51	3388	503	14.8	74.5	9.3	12.4
BRWSTRFLEET2	28	306	122	40.1	35.9	5.1	14.1
BRWSTRFLEET7	23	333	74	22.3	29.0	4.6	15.9
BUKER 131	32	683	244	35.8	42.7	9.2	21.6
CAMRONMODELO	198	5707	2376	41.6	34.5	13.8	39.9
CASA C212	21	19127	13198	69.0	1138.5	719.1	63.2
CESSNA120	880	31005	5309	17.1	53.5	5.7	10.7
CESSNA140	2373	69488	11085	16.0	46.0	5.7	12.5
CESSNA150	19821	3300609	235455	7.1	201.6	13.6	6.7
CESSNA170	2466	168556	33655	20.0	83.3	15.8	19.0
CESSNA172	25492	3818931	227479	6.0	168.2	9.7	5.8
CESSNA175	1324	46154	9129	19.8	60.2	8.3	13.7
CESSNA177	2910	331901	45987	13.9	129.1	17.1	13.3
CESSNA180	2741	380050	76010	20.0	157.8	30.7	19.4
CESSNA182	14068	1547825	102011	6.6	122.7	7.7	6.3
CESSNA185	1628	304381	83734	27.5	203.0	54.9	27.0
CESSNA188	1793	427392	51124	12.0	292.0	29.7	10.2
CESSNA190	85	3590	701	19.5	60.9	9.5	15.6
CESSNA195	494	15681	6441	41.1	66.5	16.4	24.6
CESSNA205	248	22256	5207	23.4	99.8	22.1	22.1

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
CESSNA206	3041	521261	74290	14.3	212.3	27.6	13.0
CESSNA207	406	139838	40049	28.6	481.5	86.9	18.1
CESSNA210	6295	936974	96234	10.3	160.8	16.0	9.9
CESSNA303	202	44963	7368	16.4	233.6	36.6	15.7
CESSNA305	275	32480	2634	8.1	159.8	12.0	7.5
CESSNA310	3234	489038	68872	14.1	175.2	23.4	13.3
CESSNA320	331	37460	8707	23.2	133.3	28.0	21.0
CESSNA335	48	15112	2898	19.2	333.4	60.4	18.1
CESSNA336	87	4547	851	18.7	61.2	10.3	16.9
CESSNA337	1227	115438	19268	16.7	113.4	16.7	14.7
CESSNA340	974	194380	33580	17.3	206.3	34.9	16.9
CESSNA401	236	36001	9062	25.2	215.2	42.6	19.8
CESSNA402	734	226143	58609	25.9	406.0	94.9	23.4
CESSNA404	164	50460	13391	26.5	655.0	133.0	20.3
CESSNA411	161	7684	1838	23.9	90.4	14.1	15.6
CESSNA414	799	214674	61985	28.9	291.7	81.9	28.1
CESSNA421	1304	248936	30052	12.1	218.2	22.2	10.2
CESSNA425	185	38755	13907	35.9	289.0	86.1	29.8
CESSNA441	257	93301	26079	28.0	410.7	109.0	26.5
CESSNA500	548	158340	19163	12.1	303.8	33.9	11.2
CESSNA501	54	15639	4622	29.6	289.6	85.6	29.6

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
CESSNA650	80	33762	4482	13.3	430.1	55.0	12.8
CESSNAT50	69	799	187	23.4	27.0	3.6	13.5
CESSNAUC94	36	682	248	36.3	51.6	9.2	17.8
CHILD S1	62	3692	968	26.2	60.8	15.8	26.0
CHILD S2	176	15795	3296	20.9	104.1	18.4	17.7
CNDAIRCL600	68	26650	3519	13.2	391.9	51.8	13.2
COMWTH185	108	965	466	48.3	38.1	6.9	18.2
CONAERLA4	502	30424	8001	26.3	72.3	17.2	23.8
CURTISC46	42	1345	861	64.0	105.1	28.7	27.3
CURTISJR	25	64	22	34.0	14.0	0.6	4.5
CURTISROBIN	38	95	54	56.4	16.7	2.7	16.4
CURTISTRVAIR	187	1372	345	25.1	50.0	8.3	16.6
CVAC 240	43	376	722	191.8	210.0	0.0	0.0
CVAC 340	10	1560	987	63.2	312.0	0.0	0.0
CVAC 440	15	900	1068	118.7	300.0	0.0	0.0
CVAC BT13	104	2399	920	38.4	61.1	15.5	25.3
CVAC L13	21	95	125	130.8	50.0	0.0	0.0
CVAC STC580	45	28076	9256	33.0	662.9	195.3	29.5
DART G	24	185	90	48.8	22.0	5.0	22.9
DHAV DHC1	89	2452	754	30.7	40.1	10.5	26.2
DHAV DHC2	278	22162	16251	73.3	254.5	81.4	32.0

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
DHAV DHC3	31	10277	2846	27.7	390.0	64.2	16.5
DHAV DHC6	88	84233	20977	24.9	1244.3	244.4	19.6
DHAVXXDH82	79	1500	455	30.3	45.2	5.2	11.6
DOUG A26	29	373	248	66.5	45.0	12.6	28.0
DOUG DC3	394	67723	49429	73.0	278.4	189.5	68.1
DOUG DC4	82	7851	2735	34.8	141.5	39.4	27.9
DOUG DC6	78	4532	2827	62.4	163.0	20.0	12.3
DOUG DC7	35	824	1153	140.1	100.0	0.0	0.0
DOUG DC8	84	34486	14125	41.0	536.0	0.0	0.0
DOUG DC9	30	5670	1666	29.4	189.0	55.5	29.4
EAGLE DW	80	18956	6069	32.0	377.8	111.1	29.4
EAGLEBAX7	20	761	98	12.9	40.2	4.5	11.2
EAGLEBC7	40	1611	303	18.8	40.3	7.6	18.8
EIRVON20	116	4920	713	14.5	51.2	5.5	10.7
EMAIR MA1	21	1313	1091	83.1	312.5	22.4	7.2
EMB 110	60	41119	15028	36.5	1121.4	72.6	6.5
ENSTRMF28	448	65179	10483	16.1	187.6	28.5	15.2
FLEET 16B	22	342	102	29.9	40.0	6.0	14.9
FOKKERF27	11	6336	0	0.0	576.0	0.0	0.0
FOKKERF28	8	1160	0	0.0	145.0	0.0	0.0
FRCHLD24	292	5025	898	17.9	42.0	5.7	13.5

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
FRCHLDC119	33	0	0	0.0	0.0	0.0	0.0
FRCHLDF27	30	9292	2532	27.2	371.7	88.7	23.9
FRCHLDM62	228	6604	2101	31.8	65.1	15.4	23.6
GENBALAX6	68	557	357	64.1	21.5	1.4	6.7
GLASFL201	36	1640	279	17.0	50.9	8.1	16.0
GLASFLH301	117	5409	529	9.8	57.7	5.0	8.7
GROB 103CAT	57	11565	2681	23.2	226.8	46.2	20.4
GROB 109	74	6622	1312	19.8	102.7	17.4	16.9
GROB ASTIR	63	2959	614	20.7	53.6	10.5	19.7
GRTLKS2T1	187	10340	1791	17.3	76.0	12.6	16.6
GRUMAVAA1	584	46687	8862	19.0	92.2	16.6	18.0
GRUMAVAA5	1057	131254	19367	14.8	129.3	18.5	14.3
GRUMAVG1159	38	17911	1638	9.1	471.4	43.1	9.1
GRUMAVG164	1251	405735	35838	8.8	364.8	25.8	7.1
GRUMAVG21	53	4517	1182	26.2	205.9	28.6	13.9
GRUMAVTBM	38	650	294	45.3	20.5	8.9	43.2
GULSTM112	697	70521	10764	15.3	105.3	15.2	14.5
GULSTM500	327	64165	11844	18.5	222.6	37.8	17.0
GULSTM520	56	1845	478	25.9	69.5	12.8	18.4
GULSTM560	120	10249	3872	37.8	137.3	45.7	33.3
GULSTM680	319	21700	4337	20.0	100.4	15.8	15.7

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
GULSTM680TP	115	15035	4658	31.0	180.4	35.0	19.4
GULSTM690TC	30	6042	997	16.5	258.9	26.3	10.2
GULSTM690TP	513	124434	18120	14.6	296.0	30.8	10.4
GULSTMAA1	602	39635	4175	10.5	75.1	7.1	9.5
GULSTMAA5	649	70914	13816	19.5	126.8	22.7	17.9
GULSTMG1159	172	84622	12805	15.1	502.4	73.4	14.6
GULSTMG159	120	30089	9396	31.2	336.7	87.5	26.0
GULSTMG44	82	14709	7869	53.5	390.8	144.0	36.9
GULSTMG73	24	1809	645	35.7	288.9	45.9	15.9
GULSTMGA7	57	6640	1949	29.4	131.5	35.5	27.0
H23/HTE	45	3032	883	29.1	173.4	40.9	23.6
H34/55	30	0	0	0.0	0.0	0.0	0.0
HELIO H295	103	11865	2714	22.9	132.3	28.7	21.7
HELIO H391	21	768	528	68.7	54.8	34.6	63.1
HILLERFH1100	81	7078	2163	30.6	111.2	26.1	23.5
HILLERUH12	596	66837	11182	16.7	226.0	26.3	11.7
HUGHES269	734	167135	67105	40.2	377.0	138.9	36.8
HUGHES369	673	166414	58252	35.0	314.9	102.0	32.4
HWKSLYDH104	35	1383	1033	74.7	105.3	63.2	60.0
HWKSLYDH125	198	44889	7293	16.2	245.2	35.8	14.6
HYNES B2	127	1180	819	69.4	37.8	8.5	22.4

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
INTRCP200	30	1368	284	20.8	72.9	9.9	13.6
ISRAEL1121	112	16859	9233	54.8	200.7	103.0	51.3
ISRAEL1123	24	2601	1173	45.1	144.5	57.2	39.6
ISRAEL1124	210	98836	18209	18.4	470.6	86.7	18.4
JBMSTRDGA15	81	1050	257	24.4	38.2	5.9	15.4
LAIKFN10	37	18	12	70.4	5.0	0.0	0.0
LEAR 23	61	11335	4633	40.9	200.1	80.1	40.0
LEAR 24	171	77208	22281	28.9	550.2	143.0	26.0
LEAR 25	270	95633	19759	20.7	396.1	74.0	18.7
LEAR 35	469	200074	32479	16.2	426.6	69.3	16.2
LEAR 55	94	45533	5520	12.1	484.4	58.7	12.1
LET L13	168	6883	2113	30.7	79.6	15.9	20.0
LKHEED12A	20	162	44	26.8	27.6	4.8	17.4
LKHEED1329	94	23152	2706	11.7	280.9	26.6	9.5
LKHEED18	59	0	0	0.0	0.0	0.0	0.0
LKHEED188	8	1352	73	5.4	169.0	9.1	5.4
LKHEED382	22	0	0	0.0	0.0	0.0	0.0
LKHEEDPV1	29	674	342	50.7	28.2	11.5	40.6
LKHEEDT33	49	140	184	131.5	50.0	0.0	0.0
LUSCOM8	2173	48442	9702	20.0	40.4	6.7	16.5
MARTIN404	25	202	206	102.2	35.0	0.0	0.0

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
MAULE M4	273	12047	2526	21.0	55.6	10.5	19.0
MAULE M5	456	38826	8573	22.1	102.7	18.9	18.4
MAULE M6	73	7446	1498	20.1	112.4	20.2	17.9
MCLISHFUNKB	142	2129	977	45.9	55.6	15.9	28.5
MEYERSOTW	51	323	221	68.5	31.7	10.9	34.4
MNCOUP90	68	774	426	55.0	117.7	42.2	35.9
MNMITEM18	152	1611	456	28.3	30.2	3.8	12.5
MOONEYM20	6243	721198	66852	9.3	122.6	11.1	9.0
MRCHTIS205	44	1347	352	26.1	33.4	8.1	24.3
MTSBSIMU2	354	73911	15653	21.2	220.1	43.6	19.8
MTSBSIMU300	79	26154	4388	16.8	353.5	38.7	10.9
MULTECD16	45	936	316	33.8	49.2	4.5	9.1
NAMER B25	54	166	158	95.0	25.2	5.1	20.4
NAMER F51	143	4662	1216	26.1	44.8	9.6	21.3
NAMER NA260	65	1561	719	46.0	52.0	16.2	31.1
NAMER T6	549	28339	4722	16.7	59.4	8.5	14.2
NATBAL752	27	390	63	16.2	18.7	2.4	12.7
NAVAL N3N	137	3616	2266	62.7	79.8	23.6	29.6
NAVIONNAVION	576	31011	6958	22.4	80.6	13.6	16.9
NORD SV4	42	1981	435	22.0	70.8	14.1	20.0
NORWST65	56	960	303	31.6	44.3	12.2	27.4

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
ORLHELH19	75	736	731	99.3	101.0	3.9	3.8
ORLHELS58	34	752	779	103.6	472.0	0.0	0.0
PARTENP68	42	12760	1520	11.9	312.7	35.8	11.5
PICARDAX6	154	1488	946	63.6	12.2	7.4	60.5
PILATSB4	24	1328	421	31.7	59.0	18.2	30.9
PIPER 600	417	69823	14290	20.5	170.4	34.3	20.1
PIPER E2	20	92	29	31.3	18.3	3.2	17.7
PIPER J2	58	793	378	47.7	27.9	12.2	43.9
PIPER J3	4176	131050	31718	24.2	60.4	13.6	22.5
PIPER J4	245	7136	3909	54.8	93.6	41.6	44.5
PIPER J5	355	8956	777	8.7	52.6	3.8	7.2
PIPER PA12	1357	77612	16694	21.5	84.8	16.7	19.7
PIPER PA14	108	3372	688	20.4	53.8	7.6	14.2
PIPER PA15	187	6763	2772	41.0	75.1	24.1	32.1
PIPER PA16	366	14539	3539	24.3	68.4	12.8	18.7
PIPER PA17	113	2017	673	33.4	45.9	7.7	16.8
PIPER PA18	3573	241199	58144	24.1	100.5	21.5	21.4
PIPER PA20	453	30121	9898	32.9	92.1	26.8	29.1
PIPER PA22	4847	153290	15133	9.9	55.2	4.2	7.6
PIPER PA23	3497	494247	86799	17.6	191.5	30.6	16.0
PIPER PA24	3215	241061	25396	10.5	82.0	8.2	10.0

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
PIPER PA25	1320	205531	33534	16.3	185.0	27.2	14.7
PIPER PA28	22892	2964021	160677	5.4	143.4	7.5	5.2
PIPER PA30	1280	125909	14690	11.7	110.0	11.2	10.2
PIPER PA31	2079	513321	68028	13.3	296.0	38.4	13.0
PIPER PA31T	620	156532	19812	12.7	293.7	28.6	9.7
PIPER PA32	4531	670176	63124	9.4	164.0	14.5	8.8
PIPER PA34	2232	462973	53352	11.5	226.5	24.4	10.8
PIPER PA36	403	78272	16110	20.6	226.8	41.0	18.1
PIPER PA38	1526	377970	71592	18.9	272.4	50.0	18.4
PIPER PA42	89	26086	3548	13.6	298.2	39.6	13.3
PIPER PA44	352	115086	37735	32.8	361.0	114.7	31.8
PIPER PA46	171	27804	5007	18.0	177.6	29.1	16.4
PRATT PRG1	20	140	52	37.0	14.0	2.6	18.8
PROPJT200	69	6923	1352	19.5	129.4	23.7	18.3
RAVEN RX6	205	1753	676	38.6	15.5	4.6	30.0
RAVEN S50	89	504	126	25.1	10.1	1.8	18.2
RAVEN S55	817	17996	4669	25.9	30.7	6.7	21.8
RAVEN S60	215	10865	1665	15.3	58.0	8.6	14.9
RAVEN S66	45	1800	794	44.1	40.0	17.6	44.1
RKWELL500	41	12098	1387	11.5	327.0	33.2	10.2
RKWELL700	25	3199	713	22.3	191.9	32.1	16.7

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
RKWELLNA265	347	162484	14388	8.9	468.3	41.5	8.9
ROBSINR22	294	56838	15355	27.0	240.8	60.5	25.1
ROLSCHLS	113	8603	1122	13.0	78.2	9.7	12.4
RYAN ST3	161	3763	1519	40.4	39.4	13.4	34.0
RYAN STA	34	271	68	25.1	22.9	3.6	15.8
SCHLERASK21	26	6237	947	15.2	250.1	36.4	14.6
SCHLERASW15	37	1853	395	21.3	62.0	10.8	17.5
SCHLERASW19	57	2019	469	23.2	40.1	8.7	21.8
SCHLERASW20	97	8104	1430	17.6	93.3	14.1	15.1
SCHLERK8	25	1240	274	22.1	69.9	13.3	19.0
SCHLERKA6	74	1828	398	21.8	32.3	5.9	18.3
SCWZERG164	236	60299	17167	28.5	333.7	73.4	22.0
SCWZERSG1	763	26627	5050	19.0	52.4	8.9	17.0
SCWZERSG2	585	78301	18128	23.2	172.6	35.8	20.8
SEMCO CLNGER	23	134	68	50.7	35.0	2.6	7.3
SEMCO MODELT	29	0	0	0.0	0.0	0.0	0.0
SKRSKYS55	31	333	346	103.9	145.0	19.4	13.4
SKRSKYS58	63	3311	805	24.3	134.0	22.6	16.9
SKRSKYS58T	31	1364	2034	149.1	286.0	89.7	31.4
SKRSKYS76	111	58912	7777	13.2	671.0	75.9	11.3
SLINDS100	314	21757	4151	19.1	87.2	14.9	17.1

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
SMITH 600	374	36137	7725	21.4	128.4	19.1	14.8
SNIAS 350	244	87565	13897	15.9	416.5	38.6	9.3
SNIAS SA318	23	0	0	0.0	0.0	0.0	0.0
SNIAS SA341	43	1322	366	27.7	57.3	8.5	14.9
SOCATAMS894	40	2147	570	26.6	65.9	13.6	20.6
SOCATARALLYE	21	1824	502	27.5	86.9	23.9	27.5
SPHRTHCIRRUS	103	5390	1521	28.2	61.5	16.5	26.8
SPHRTHNIMBUS	52	3633	657	18.1	83.8	8.6	10.3
SPHRTHVENTUS	50	5527	832	15.0	110.5	16.6	15.0
STBROSSD3	32	36658	18509	50.5	2062.0	0.0	0.0
STNSON10	156	806	467	57.9	23.7	8.9	37.4
STNSONL5	126	2353	791	33.6	40.8	9.4	23.0
STNSONSR9	27	222	46	20.7	41.2	6.3	15.4
STNSONV77	105	1407	216	15.4	48.2	4.8	9.9
STOLAMRC3	221	4293	1849	43.1	58.5	12.4	21.2
SUPAC LA	99	1439	880	61.1	60.4	33.5	55.5
SUPAC V	29	327	169	51.7	67.7	20.5	30.3
SWRNGNSA226	208	115987	22319	19.2	394.1	47.4	12.0
SWRNGNSA227	93	50652	16499	32.6	730.7	215.0	29.4
SWRNGNSA26	105	23062	4386	19.0	226.5	41.7	18.4
TCRAFK21	20	2121	409	19.3	106.1	20.5	19.3

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
TCRAFKD	290	4136	1724	41.7	41.2	5.9	14.4
TCRAFTA	33	124	122	98.4	90.0	0.0	0.0
TCRAFTBC	1854	48575	11112	22.9	46.3	8.9	19.3
TCRAFTBF	39	1011	310	30.7	64.8	8.9	13.7
TCRAFTBL	230	4275	597	14.0	40.5	4.9	12.1
TEMCO 11A	30	257	98	38.1	12.0	3.9	32.7
TH55	42	4173	1608	38.5	361.3	87.5	24.2
THUNDRAX7	58	1889	414	21.9	45.8	7.2	15.6
TMPSONNAVION	634	29779	2616	8.8	64.9	4.8	7.4
TRYTEK65	350	7221	2681	37.1	53.6	15.9	29.7
TRYTEKK	33	17	6	38.0	5.0	0.6	11.6
UNIVACGC1	672	20038	4784	23.9	55.5	9.2	16.5
UNIVAR108	2018	166628	84585	50.8	196.6	92.9	47.3
UNIVAR415	2405	51257	8397	16.4	41.7	4.9	11.7
VARGA 2150	133	7220	2028	28.1	65.1	15.9	24.4
WACO ASO	31	227	78	34.3	35.2	8.1	23.1
WACO GXE	38	328	147	44.9	50.0	14.6	29.2
WACO R	29	148	49	33.4	12.8	3.0	23.2
WACO UPF7	167	4402	846	19.2	51.8	6.8	13.2
WACO YK	55	353	88	25.0	23.2	4.3	18.4
WSK M18	42	7918	3436	43.4	207.6	86.0	41.4

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
WTHRLY201	63	13581	5460	40.2	343.6	122.5	35.7
TOTAL	270284	34062956	555739	1.6	158.2	2.5	1.6

TABLE 2 - 6

GENERAL AVIATION ACTIVE AIRCRAFT
BY
TYPE OF AIRCRAFT
1985

AIRCRAFT TYPE	POPULATION SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
FIXED WING						
FIXED WING - PISTON						
1 ENG: 1-3 SEATS	87513	58829	809	1.4	67.2	0.9
1 ENG: 4+ SEATS	122872	105555	732	0.7	85.9	0.6
1 ENGINE: TOTAL	210385	164385	1091	0.7	78.1	0.5
2 ENG: 1-6 SEATS	18929	15627	300	1.9	82.6	1.6
2 ENG: 7+ SEATS	10194	8032	180	2.2	78.8	1.8
2 ENGINE: TOTAL	29123	23659	349	1.5	81.2	1.2
PISTON: OTHER	347	148	31	21.2	42.5	9.0
PISTON: TOTAL	239855	188191	1146	0.6	78.5	0.5
FIXED WING - TURBOPROP						
2 ENG: 1-12 SEATS	5201	4633	103	2.2	89.1	2.0
2 ENG: 13+ SEATS	876	607	39	6.4	69.3	4.4
2 ENGINE: TOTAL	6077	5240	110	2.1	86.2	1.8
TURBOPROP: OTHER	284	167	13	7.8	58.8	4.6
TURBOPROP: TOTAL	6361	5407	111	2.0	85.0	1.7

TABLE 2 - 6

GENERAL AVIATION ACTIVE AIRCRAFT
BY
TYPE OF AIRCRAFT
1985

AIRCRAFT TYPE	POPULATION SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
FIXED WING - TURBOJET						
2 ENGINE TURBOJET	4151	3914	67	1.7	94.3	1.6
TURBOJET: OTHER	683	460	33	7.1	67.4	4.8
TURBOJET: TOTAL	4834	4375	74	1.7	90.5	1.5
FIXED WING: TOTAL	251050	197974	1154	0.6	78.9	0.5
ROTORCRAFT						
PISTON	5588	2877	201	7.0	51.5	3.6
TURBINE	4792	3541	159	4.5	73.9	3.3
ROTORCRAFT: TOTAL	10380	6418	256	4.0	61.8	2.5
OTHER	8854	6263	207	3.3	70.7	2.3
TOTAL	270284	210654	1200	0.6	77.9	0.4

TABLE 2 - 7

GENERAL AVIATION ACTIVE AIRCRAFT
BY
STATE OF BASED AIRCRAFT
1985

STATE	ESTIMATE OF POPULATION	STANDARD ERROR	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
ALABAMA	3307	379	2608	326	78.9	13.4
ALASKA	8883	583	6421	460	72.3	7.0
ARIZONA	6807	535	4796	440	70.5	8.5
ARKANSAS	3297	375	2687	324	81.5	13.5
CALIFORNIA	37157	1174	29392	1012	79.1	3.7
COLORADO	5566	498	4606	435	82.8	10.8
CONNECTICUT	2146	298	1724	263	80.4	16.6
DELAWARE	665	160	530	144	79.7	28.9
DIST. OF COLUMBIA	65	47	50	39	76.5	81.2
FLORIDA	15765	789	12340	681	78.3	5.8
GEORGIA	5626	489	4588	430	81.5	10.4
HAWAII	551	151	348	109	63.0	26.2
IDAHO	2619	339	1839	273	70.2	13.8
ILLINOIS	8750	609	7155	533	81.8	8.3
INDIANA	5278	477	4139	408	78.4	10.5
IOWA	3531	388	2800	333	79.3	12.8
KANSAS	4758	451	3855	394	81.0	11.3
KENTUCKY	2114	309	1635	263	77.3	16.8
LOUISIANA	4407	430	3674	378	83.4	11.8
MAINE	1369	248	1039	207	75.9	20.5
MARYLAND	3341	376	2654	326	79.4	13.2

TABLE 2 - 7

GENERAL AVIATION ACTIVE AIRCRAFT
BY
STATE OF BASED AIRCRAFT
1985

STATE	ESTIMATE OF POPULATION	STANDARD ERROR	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
MASSACHUSETTS	3746	403	2994	345	79.9	12.6
MICHIGAN	9604	639	7511	543	78.2	7.7
MINNESOTA	6138	511	4350	416	70.9	9.0
MISSISSIPPI	2649	338	2139	295	80.7	15.2
MISSOURI	4980	464	3934	399	79.0	10.9
MONTANA	2365	331	1890	289	79.9	16.5
NEBRASKA	2528	334	1788	270	70.7	14.2
NEVADA	2555	327	1945	277	76.1	14.6
NEW HAMPSHIRE	1736	270	1363	231	78.5	18.1
NEW JERSEY	4858	445	3741	374	77.0	10.4
NEW MEXICO	2532	329	1942	280	76.7	14.9
NEW YORK	7992	577	6164	489	77.1	8.3
NORTH CAROLINA	5533	488	4544	430	82.1	10.6
NORTH DAKOTA	2089	307	1655	261	79.2	17.1
OHIO	9684	636	7686	540	79.4	7.6
OKLAHOMA	5375	486	4234	418	78.8	10.5
OREGON	6142	523	4622	436	75.3	9.6
PENNSYLVANIA	7732	564	5705	471	73.8	8.1
RHODE ISLAND	293	111	220	92	74.9	42.2
SOUTH CAROLINA	2066	295	1700	261	82.3	17.2
SOUTH DAKOTA	1549	267	1227	225	79.2	19.9

TABLE 2 - 7

GENERAL AVIATION ACTIVE AIRCRAFT
BY
STATE OF BASED AIRCRAFT
1985

STATE	ESTIMATE OF POPULATION	STANDARD ERROR	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
TENNESSEE	3301	377	2643	322	80.1	13.4
TEXAS	25188	987	19887	843	79.0	4.6
UTAH	1534	269	1106	219	72.1	19.1
VERMONT	812	188	676	168	83.2	28.2
VIRGINIA	3615	389	2741	326	75.8	12.2
WASHINGTON	7676	575	5740	484	74.8	8.4
WEST VIRGINIA	1244	237	1000	204	80.4	22.5
WISCONSIN	4834	459	3694	386	76.4	10.8
WYOMING	1359	254	1098	221	80.8	22.2
PUERTO RICO	368	125	233	92	63.2	33.0
OTHER U.S. TERRITORIES	236	99	174	79	73.7	45.6
FOREIGN	1867	277	1421	234	76.1	16.9
TOTAL	270284		210654	1200	77.9	0.4

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

TABLE 2 - 8

GENERAL AVIATION ACTIVE AIRCRAFT
BY
REGION OF BASED AIRCRAFT
1985

REGION	ESTIMATE OF POPULATION	STANDARD ERROR	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
ALASKAN	9078	583	6421	460	72.3	7.0
CENTRAL	15964	806	12377	689	78.4	5.9
EASTERN	29832	1053	22584	892	76.5	4.1
EUROPEAN OFFICE	735	166	519	133	72.0	24.8
GREAT LAKES	47598	1311	37417	1115	78.1	3.2
NEW ENGLAND	9980	648	8016	558	79.3	7.5
NORTHWEST MT.	27385	1052	21143	889	76.8	4.4
SOUTHERN	40813	1216	32721	1051	79.5	3.5
SOUTHWESTERN	41050	1219	32599	1046	79.4	3.5
WESTERN-PACIFIC	47747	1294	36846	1107	77.5	3.1
TOTAL	270284		210654	1200	77.9	0.4

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

TABLE 2 - 9

GENERAL AVIATION AIRCRAFT
IN ALL REGIONS
BY AIRCRAFT TYPE AND PRIMARY USE
1985

AIRCRAFT TYPE	TOTAL ACTIVE	ACTIVE USE											IN-ACTIVE
		EXECU-TIVE	BUSI-NESS	PER-SONAL	INSTRUC-TIONAL	AERIAL APPL	AERIAL OBS	OTHER WORK	COMMUTER CARRIER	AIR TAXI	OTHER	RENTAL	
FIXED WING													
FIXED WING - PISTON													
1 ENG: 1-3 SEATS													
EST.NO.ACTIVE	58829	143	2491	37511	7561	5923	1201	681	5	94	1608	1611	28684
% STD. ERROR	1.4	48.7	12.7	1.7	6.5	3.0	18.6	23.0	*	*	14.4	16.1	
EST. % ACTIVE	67.2												
1 ENG: 4+ SEATS													
EST.NO.ACTIVE	105555	2072	31468	55703	5250	141	1874	459	0	1938	1070	5580	17317
% STD. ERROR	0.7	14.4	3.0	1.9	9.0	*	15.2	30.8	0.0	13.8	20.0	8.7	
EST. % ACTIVE	85.9												
1 ENGINE: TOTAL													
EST.NO.ACTIVE	164385	2215	33959	93214	12810	6064	3075	1140	5	2032	2679	7191	46000
% STD. ERROR	0.7	13.9	2.9	1.3	5.3	3.2	11.8	18.5	*	13.6	11.7	7.7	
EST. % ACTIVE	78.1												
2 ENG: 1-6 SEATS													
EST.NO.ACTIVE	15627	2034	6752	3922	581	145	126	18	107	1341	429	173	3302
% STD. ERROR	1.9	12.0	5.4	8.1	23.8	36.7	43.9	*	*	15.3	27.0	43.2	
EST. % ACTIVE	82.6												
2 ENG: 7+ SEATS													
EST.NO.ACTIVE	8032	2236	2705	629	83	220	135	16	317	1438	210	43	2162
% STD. ERROR	2.2	9.5	8.9	21.0	*	38.0	25.5	*	29.4	13.5	30.6	*	
EST. % ACTIVE	78.8												
2 ENGINE: TOTAL													
EST.NO.ACTIVE	23659	4270	9457	4551	664	365	261	34	424	2779	639	216	5464
% STD. ERROR	1.5	7.6	4.6	7.6	22.3	27.2	25.0	*	27.2	10.2	20.7	38.0	
EST. % ACTIVE	81.2												
PISTON: OTHER													
EST.NO.ACTIVE	148	10	3	14	0	56	0	2	26	1	32	2	199
% STD. ERROR	21.2	*	*	*	0.0	25.9	0.0	*	46.8	*	47.3	*	
EST. % ACTIVE	42.5												
PISTON: TOTAL													
EST.NO.ACTIVE	188191	6495	43419	97779	13474	6485	3336	1176	455	4812	3351	7409	51664
% STD. ERROR	0.6	6.9	2.5	1.3	5.2	3.4	11.0	18.1	25.7	8.2	10.2	7.5	
EST. % ACTIVE	78.5												

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 9

GENERAL AVIATION AIRCRAFT
IN ALL REGIONS
BY AIRCRAFT TYPE AND PRIMARY USE
1985

AIRCRAFT TYPE	TOTAL ACTIVE	ACTIVE USE: EXECUTIVE	BUSINESS	PERSONAL	INSTRUCTIONAL	AERIAL APPL	AERIAL OBS	OTHER WORK	COMMUTER CARRIER	AIR TAXI	OTHER	RENTAL	INACTIVE
FIXED WING - TURBOPROP													
2 ENG: 1-12 SEATS													
EST.NO.ACTIVE	4633	2771	947	115	56	0	7	3	41	415	248	29	568
% STD. ERROR	2.2	5.8	14.4	42.7	*	0.0	*	*	41.7	22.7	30.7	*	
EST. % ACTIVE	89.1												
2 ENG: 13+ SEATS													
EST.NO.ACTIVE	607	204	14	0	3	0	4	0	272	62	48	0	269
% STD. ERROR	6.4	8.8	48.4	0.0	*	0.0	*	0.0	9.8	34.2	37.5	0.0	
EST. % ACTIVE	69.3												
2 ENGINE: TOTAL													
EST.NO.ACTIVE	5240	2975	962	115	59	0	10	3	313	477	296	29	837
% STD. ERROR	2.1	5.4	14.2	42.7	*	0.0	*	*	10.1	20.2	26.5	*	
EST. % ACTIVE	86.2												
TURBOPROP: OTHER													
EST.NO.ACTIVE	167	8	12	10	6	62	0	0	16	26	27	0	117
% STD. ERROR	7.8	37.4	30.2	33.0	44.8	0.0	0.0	0.0	22.8	18.1	15.8	0.0	
EST. % ACTIVE	58.8												
TURBOPROP: TOTAL													
EST.NO.ACTIVE	5407	2983	973	124	65	62	10	3	329	504	323	29	954
% STD. ERROR	2.0	5.4	14.0	39.4	*	0.0	*	*	9.7	19.2	24.3	*	
EST. % ACTIVE	85.0												
FIXED WING - TURBOJET													
2 ENGINE TURBOJET													
EST.NO.ACTIVE	3914	2896	295	101	2	7	20	0	58	318	216	0	237
% STD. ERROR	1.7	4.1	23.7	39.5	*	*	*	0.0	*	21.3	30.1	0.0	
EST. % ACTIVE	94.3												
TURBOJET: OTHER													
EST.NO.ACTIVE	460	272	21	23	0	0	0	0	0	5	73	66	223
% STD. ERROR	7.1	5.7	49.1	22.6	0.0	0.0	0.0	0.0	0.0	*	16.0	6.1	
EST. % ACTIVE	67.4												
TURBOJET: TOTAL													
EST.NO.ACTIVE	4375	3169	315	125	2	7	20	0	58	323	290	66	459
% STD. ERROR	1.7	3.7	22.3	32.5	*	*	*	0.0	*	21.1	22.9	6.1	
EST. % ACTIVE	90.5												

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 9

GENERAL AVIATION AIRCRAFT
IN ALL REGIONS
BY AIRCRAFT TYPE AND PRIMARY USE
1985

AIRCRAFT TYPE	TOTAL ACTIVE	ACTIVE USE: EXECUTIVE	BUSINESS	PERSONAL	INSTRUCTIONAL	AERIAL APPL	AERIAL OBS	OTHER WORK	COMMUTER CARRIER	AIR TAXI	OTHER	RENTAL	INACTIVE
FIXED WING: TOTAL													
EST.NO.ACTIVE	197974	12647	44708	98028	13541	6555	3367	1179	842	5639	3964	7504	53077
% STD. ERROR	0.6	3.9	2.4	1.3	5.2	3.4	10.9	18.1	15.2	7.3	9.0	7.4	
EST. % ACTIVE	78.9												
ROTORCRAFT													
PISTON													
EST.NO.ACTIVE	2877	26	281	713	379	575	446	49	19	30	350	6	2711
% STD. ERROR	7.0	*	23.8	14.7	24.6	18.3	22.1	*	*	*	30.4	*	
EST. % ACTIVE	51.5												
TURBINE													
EST.NO.ACTIVE	3541	875	403	54	84	156	555	226	14	789	355	30	1251
% STD. ERROR	4.5	17.3	27.7	*	*	40.1	22.6	31.4	*	17.9	26.7	*	
EST. % ACTIVE	73.9												
ROTORCRAFT: TOTAL													
EST.NO.ACTIVE	6418	901	685	768	463	732	1001	274	32	820	705	36	3962
% STD. ERROR	4.0	16.9	19.0	14.1	23.4	16.8	15.9	27.8	45.1	17.5	20.2	*	
EST. % ACTIVE	61.8												
OTHER													
EST.NO.ACTIVE	6263	62	152	4257	406	0	165	167	0	0	675	379	2591
% STD. ERROR	3.3	*	36.4	4.0	18.5	0.0	36.3	33.2	0.0	0.0	19.1	21.4	
EST. % ACTIVE	70.7												
TOTAL													
EST.NO.ACTIVE	210654	13610	45544	103053	14410	7286	4533	1620	875	6459	5344	7919	59630
% STD. ERROR	0.6	3.8	2.4	1.3	4.9	3.5	8.9	14.4	14.8	6.8	7.6	7.1	
EST. % ACTIVE	77.9												

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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

TABLE 2 - 10

GENERAL AVIATION ACTIVE AIRCRAFT
IFR FLOWN AND TRANSPONDER EQUIPPED
1985

AIRCRAFT TYPE	ESTIMATED NUMBER AIRCRAFT FLOWN IFR	PERCENT STANDARD ERROR	ESTIMATED PERCENT ACTIVE FLOWN IFR	TOTAL HOURS FLOWN IFR	PERCENT STANDARD ERROR	TOTAL HRS FLOWN IFR AS % OF ALL HOURS	EST. NUMBER FLOWN IFR WITH TRANSPONDER	PERCENT STANDARD ERROR	ESTIMATED PERCENT OF IFR WITH TRANSPONDER
FIXED WING									
FIXED WING - PISTON									
1 ENG: 1-3 SEATS	4003	11.4	6.8	122459	11.4	1.5	3647	12.0	91.1
1 ENG: 4+ SEATS	50181	2.3	47.5	2159402	2.3	14.5	49898	2.3	99.4
1 ENGINE: TOTAL	54184	2.3	33.0	2281862	2.3	10.0	53545	2.3	98.8
2 ENG: 1-6 SEATS	14787	2.4	94.6	1422777	2.4	52.2	14696	2.4	99.4
2 ENG: 7+ SEATS	8413	2.3	100.0	1146607	2.3	52.4	8360	2.4	99.4
2 ENGINE: TOTAL	23200	1.7	98.1	2569385	1.7	52.3	23056	1.8	99.4
PISTON: OTHER	213	19.9	100.0	9683	19.9	37.0	213	19.9	100.0
PISTON: TOTAL	77596	1.7	41.2	4860929	1.4	17.5	76814	1.7	99.0
FIXED WING - TURBOPROP									
2 ENG: 1-12 SEATS	5165	0.7	100.0	1303903	0.7	89.0	5158	0.7	99.9
2 ENG: 13+ SEATS	867	1.7	100.0	443999	1.7	80.6	867	1.7	100.0
2 ENGINE: TOTAL	6033	0.6	100.0	1747902	0.7	86.7	6026	0.7	99.9
TURBOPROP: OTHER	129	6.9	77.5	18610	6.9	29.0	132	6.8	100.0
TURBOPROP: TOTAL	6162	0.6	100.0	1766511	0.7	84.9	6158	0.7	99.9

TABLE 2 - 10

GENERAL AVIATION ACTIVE AIRCRAFT
IFR FLOWN AND TRANSPONDER EQUIPPED
1985

AIRCRAFT TYPE	ESTIMATED NUMBER AIRCRAFT FLOWN IFR	PERCENT STANDARD ERROR	ESTIMATED PERCENT ACTIVE FLOWN IFR	TOTAL HOURS FLOWN IFR	PERCENT STANDARD ERROR	TOTAL HRS FLOWN IFR AS % OF ALL HOURS	EST. NUMBER FLOWN IFR WITH TRANSPONDER	PERCENT STANDARD ERROR	ESTIMATED PERCENT OF IFR WITH TRANSPONDER
FIXED WING - TURBOJET									
2 ENGINE TURBOJET	4092	0.7	100.0	1308890	0.7	89.6	4083	0.9	99.8
TURBOJET: OTHER	561	4.7	100.0	178145	4.7	100.0	574	2.2	100.0
TURBOJET: TOTAL	4654	0.8	100.0	1487035	0.8	91.7	4657	0.8	100.0
FIXED WING: TOTAL	88412	1.5	44.7	8114476	0.9	25.8	87629	1.5	99.1
ROTORCRAFT									
PISTON	45	128.3	1.6	593	128.3	0.1	9	97.1	19.1
TURBINE	303	17.2	8.6	21684	17.2	1.4	304	17.2	100.0
ROTORCRAFT: TOTAL	348	22.3	5.4	22277	17.1	1.0	312	17.0	89.9
OTHER	16	82.1	0.2	468	82.1	0.1	9	114.4	60.3
TOTAL	88775	1.5	42.1	8137221	0.9	23.9	87951	1.5	99.1

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

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
* OTHER 1	15012	7474	409	5.5	49.8	2.7
OTHER 2	1628	991	84	8.5	60.9	5.2
OTHER 3	324	127	20	15.3	39.3	6.0
OTHER 4	267	124	27	21.4	46.5	9.9
OTHER 5	152	56	20	36.5	36.9	13.5
OTHER 6	408	316	46	14.6	77.4	11.3
OTHER 7	174	80	21	26.3	45.7	12.0
OTHER 8	179	94	8	8.8	52.4	4.6
OTHER 9	653	579	49	8.4	88.6	7.4
OTHER 10	249	142	11	8.0	57.0	4.6
OTHER 11	1694	799	137	17.1	47.2	8.1
OTHER 12	340	161	31	19.4	47.2	9.2
OTHER 13	2605	1586	146	9.2	60.9	5.6
ADAMS A50S	111	83	6	7.7	74.9	5.8
AERORSJ2	38	12	3	26.6	32.8	8.7
AEROSPAS355	152	32	48	148.5	21.2	31.4
AEROSPSA316	120	62	42	68.1	51.5	35.1
AGUSTA205	28	11	6	56.4	39.6	22.4
AGUSTAA109	54	31	3	9.4	57.9	5.5
AIRPTSA	225	103	14	13.3	45.8	6.1
AIRSPC18	24	6	3	50.0	23.5	11.8

*See Note on page 2-12

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
AIRTRCAT300	421	366	34	9.3	86.9	8.1
AIRTRCAT400	58	41	10	24.7	70.7	17.5
AMD FALC10	141	141	0	0.0	100.0	0.0
AMD FALC20	224	213	11	5.1	95.2	4.9
AMD FALC50	106	106	0	0.0	100.0	0.0
AMTR TMK	22	16	4	26.3	71.4	18.8
ARCRNEH37	46	0	0	0.0	0.0	0.0
ARCTICS1A	92	32	6	19.3	34.4	6.7
ARCTICS1B1	25	9	4	37.6	37.5	14.1
ARONCA15	202	155	32	20.6	76.7	15.8
ARONCA58	149	69	14	20.8	46.5	9.7
ARONCA65	150	46	20	42.9	30.9	13.3
ARONCAC3	61	15	6	41.6	24.4	10.1
AVIANWFALCON	27	22	2	9.1	81.6	7.5
AVIANWSKYHWK	40	39	1	2.7	96.8	2.6
AYRES S2	884	679	76	11.2	76.8	8.6
BAC 111	27	27	0	0.0	100.0	0.0
BAG B206	30	29	4	14.3	95.7	13.7
BAG DH125	73	71	3	3.9	96.7	3.8
BALWKSFIREFY	1338	1032	88	8.5	77.2	6.6
BBAVIA11	833	540	52	9.7	64.8	6.3

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
BBAVIA7	3501	2451	155	6.3	70.0	4.4
BBAVIA8	233	183	14	7.6	78.6	5.9
BEECH 100	278	226	25	11.0	81.2	8.9
BEECH 17	199	89	10	11.8	44.8	5.3
BEECH 18	856	509	46	9.1	59.4	5.4
BEECH 1900	42	14	5	37.9	33.2	12.6
BEECH 200	869	855	19	2.2	98.4	2.2
BEECH 23	2836	2606	88	3.4	91.9	3.1
BEECH 300	54	53	1	1.9	97.4	1.8
BEECH 33	1736	1677	45	2.7	96.6	2.6
BEECH 35	6919	5783	211	3.7	83.6	3.1
BEECH 36	2210	2105	68	3.2	95.2	3.1
BEECH 45	293	224	24	10.5	76.6	8.1
BEECH 50	332	207	36	17.5	62.4	10.9
BEECH 55	2273	1966	103	5.2	86.5	4.5
BEECH 56	60	47	7	15.5	77.8	12.1
BEECH 58	1561	1445	59	4.1	92.6	3.8
BEECH 60	427	413	19	4.7	96.7	4.6
BEECH 65	134	98	8	8.6	73.2	6.3
BEECH 76	335	323	15	4.6	96.4	4.4
BEECH 77	244	225	17	7.7	92.3	7.1

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
BEECH 80	175	121	10	7.9	68.9	5.5
BEECH 90	1138	1085	38	3.5	95.4	3.4
BEECH 95	475	393	29	7.5	82.6	6.2
BEECH 99	113	92	13	14.5	81.3	11.8
BELL 204	178	98	11	11.0	55.1	6.1
BELL 206	2254	1861	116	6.3	82.6	5.2
BELL 212	85	49	19	38.6	57.1	22.1
BELL 222	78	72	5	6.3	92.5	5.9
BELL 412	24	24	0	0.0	100.0	0.0
BELL 47	1398	738	119	16.1	52.8	8.5
BLANCA11	79	36	8	22.3	46.2	10.3
BLANCA1413	264	131	31	23.2	49.8	11.6
BLANCA1419	274	190	15	8.1	69.3	5.6
BLANCA17	1051	909	60	6.6	86.5	5.7
BLANCA7	2365	1699	118	6.9	71.9	5.0
BLANCA8	474	443	23	5.2	93.5	4.9
BNORM BN2	119	45	14	31.2	38.1	11.9
BOEING707	40	7	12	185.2	16.7	30.9
BOEING727	61	56	6	11.0	92.3	10.1
BOEING75	1931	834	125	15.0	43.2	6.5
BOLKMS105	120	115	10	8.8	95.7	8.4

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
BOLKMS117	22	8	6	72.4	36.8	26.7
BRASOVIS28	51	45	4	8.1	89.2	7.2
BRWSTRFLEET2	28	9	3	37.5	30.4	11.4
BRWSTRFLEET7	23	11	2	15.6	50.0	7.8
BUKER 131	32	16	5	28.5	50.0	14.2
CAMRONMODELO	198	166	20	11.9	83.6	9.9
CASA C212	21	17	5	27.8	80.0	22.2
CESSNA120	880	580	77	13.3	65.9	8.8
CESSNA140	2373	1510	150	9.9	63.6	6.3
CESSNA150	19821	16373	386	2.4	82.6	1.9
CESSNA170	2466	2023	125	6.2	82.0	5.1
CESSNA172	25492	22709	352	1.5	89.1	1.4
CESSNA175	1324	766	109	14.2	57.9	8.2
CESSNA177	2910	2572	104	4.1	88.4	3.6
CESSNA180	2741	2408	115	4.8	87.8	4.2
CESSNA182	14068	12614	246	2.0	89.7	1.8
CESSNA185	1628	1500	77	5.1	92.1	4.7
CESSNA188	1793	1464	92	6.3	81.6	5.2
CESSNA190	85	59	7	11.8	69.4	8.2
CESSNA195	494	236	78	32.9	47.8	15.7
CESSNA205	248	223	17	7.7	89.9	6.9

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GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
CESSNA206	3041	2456	144	5.8	80.8	4.7
CESSNA207	406	290	65	22.2	71.5	15.9
CESSNA210	6295	5826	150	2.6	92.6	2.4
CESSNA303	202	192	9	4.8	95.3	4.5
CESSNA305	275	203	6	3.1	73.9	2.3
CESSNA310	3234	2791	126	4.5	86.3	3.9
CESSNA320	331	281	28	9.9	84.9	8.4
CESSNA335	48	45	3	6.3	94.4	6.0
CESSNA336	87	74	6	8.1	85.4	6.9
CESSNA337	1227	1018	80	7.9	83.0	6.6
CESSNA340	974	942	33	3.5	96.7	3.4
CESSNA401	236	167	26	15.5	70.9	11.0
CESSNA402	734	557	62	11.2	75.9	8.5
CESSNA404	164	77	13	17.1	47.0	8.0
CESSNA411	161	85	15	18.2	52.8	9.6
CESSNA414	799	736	49	6.7	92.1	6.2
CESSNA421	1304	1141	74	6.5	87.5	5.7
CESSNA425	185	134	27	20.0	72.5	14.5
CESSNA441	257	227	20	8.8	88.4	7.8
CESSNA500	548	521	24	4.7	95.1	4.4
CESSNA501	54	54	0	0.0	100.0	0.0

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
CESSNA650	80	78	3	3.6	98.1	3.5
CESSNAT50	69	30	6	19.1	42.8	8.2
CESSNAUC94	36	13	4	31.7	36.7	11.6
CHILD S1	62	61	2	3.3	98.0	3.2
CHILD S2	176	152	17	11.1	86.2	9.6
CNDAIRCL600	68	68	0	0.0	100.0	0.0
COMWTH185	108	25	11	44.7	23.4	10.5
CONAERLA4	502	421	47	11.3	83.8	9.4
CURTISC46	42	13	7	57.9	30.5	17.6
CURTISJR	25	5	2	33.7	18.2	6.1
CURTISROBIN	38	6	3	54.0	15.0	8.1
CURTISTRVAIR	187	27	5	18.9	14.7	2.8
CVAC 240	43	2	3	191.8	4.2	8.0
CVAC 340	10	5	3	63.2	50.0	31.6
CVAC 440	15	3	4	118.7	20.0	23.7
CVAC BT13	104	39	11	28.8	37.8	10.9
CVAC L13	21	2	2	130.8	9.1	11.9
CVAC STC580	45	42	6	14.8	94.1	13.9
DART G	24	8	4	43.1	35.0	15.1
DHAV DHC1	89	61	10	16.0	68.6	11.0
DHAV DHC2	278	87	57	66.0	31.3	20.7

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
DHAV DHC3	31	26	6	22.3	85.0	18.9
DHAV DHC6	88	68	10	15.3	76.9	11.8
DHAVXXDH82	79	33	9	28.0	42.0	11.8
DOUG A26	29	8	5	60.3	28.6	17.2
DOUG DC3	394	243	64	26.3	61.7	16.2
DOUG DC4	82	55	12	20.9	67.7	14.2
DOUG DC6	78	28	17	61.2	35.7	21.8
DOUG DC7	35	8	12	140.1	23.5	33.0
DOUG DC8	84	64	26	41.0	76.6	31.4
DOUG DC9	30	30	0	0.0	100.0	0.0
EAGLE DW	80	50	6	12.7	62.7	7.9
EAGLEBAX7	20	19	1	6.4	94.7	6.0
EAGLEBC7	40	40	0	0.0	100.0	0.0
EIRVON20	116	96	9	9.8	82.9	8.1
EMAIR MA1	21	4	3	82.8	20.0	16.6
EMB 110	60	37	13	36.0	61.1	22.0
ENSTRMF28	448	347	19	5.5	77.5	4.3
FLEET 16B	22	9	2	26.0	38.9	10.1
FOKKERF27	11	11	0	0.0	100.0	0.0
FOKKERF28	8	8	0	0.0	100.0	0.0
FRCHLD24	292	119	13	11.3	40.7	4.6

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GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
FRCHLDC119	33	0	0	0.0	0.0	0.0
FRCHLDF27	30	25	3	13.1	83.3	11.0
FRCHLDM62	228	101	22	21.3	44.5	9.5
GENBALAX6	68	26	17	63.8	38.1	24.3
GLASFL201	36	32	2	5.9	89.5	5.3
GLASFLH301	117	94	4	4.4	80.1	3.5
GROB 103CAT	57	51	6	11.1	89.5	9.9
GROB 109	74	64	7	10.3	87.1	9.0
GROB ASTIR	63	55	4	6.6	87.6	5.8
GRTLKS2T1	187	136	7	5.0	72.7	3.6
GRUMAVAA1	584	506	30	6.0	86.7	5.2
GRUMAVAA5	1057	1015	36	3.5	96.0	3.4
GRUMAVG1159	38	38	0	0.0	100.0	0.0
GRUMAVG164	1251	1112	59	5.3	88.9	4.7
GRUMAVG21	53	22	5	22.2	41.4	9.2
GRUMAVTBM	38	32	4	13.7	83.3	11.4
GULSTM112	697	670	33	4.9	96.1	4.7
GULSTM500	327	288	21	7.2	88.2	6.4
GULSTM520	56	27	5	18.3	47.4	8.7
GULSTM560	120	75	13	17.8	62.2	11.1
GULSTM680	319	216	27	12.4	67.8	8.4

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GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
GULSTM680TP	115	83	20	24.2	72.5	17.5
GULSTM690TC	30	23	3	13.0	77.8	10.1
GULSTM690TP	513	420	43	10.2	81.9	8.3
GULSTMAA1	602	528	24	4.5	87.6	4.0
GULSTMAA5	649	559	43	7.8	86.2	6.7
GULSTMG1159	172	168	7	3.9	97.9	3.8
GULSTMG159	120	89	15	17.3	74.5	12.9
GULSTMG44	82	38	15	38.8	45.9	17.8
GULSTMG73	24	6	2	31.9	26.1	8.3
GULSTMGA7	57	50	6	11.6	88.6	10.3
H23/HTE	45	17	3	17.1	38.8	6.6
H34/55	30	2	4	248.7	5.3	13.1
HELIO H295	103	90	7	7.3	87.1	6.3
HELIO H391	21	14	4	27.4	66.7	18.3
HILLERFH1100	81	64	12	19.5	78.6	15.4
HILLERUH12	596	296	35	12.0	49.6	6.0
HUGHES269	734	443	71	16.0	60.4	9.6
HUGHES369	673	528	70	13.3	78.5	10.4
HWKSLYDH104	35	13	6	44.6	37.5	16.7
HWKSLYDH125	198	183	13	7.1	92.5	6.6
HYNES B2	127	31	21	65.7	24.6	16.1

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GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
INTRCP200	30	19	3	15.8	62.5	9.9
ISRAEL1121	112	84	16	19.2	75.0	14.4
ISRAEL1123	24	18	4	21.7	75.0	16.2
ISRAEL1124	210	210	0	0.0	100.0	0.0
JBMSTRDGA15	81	27	5	18.9	33.9	6.4
LAIKFN10	37	4	2	70.4	9.5	6.7
LEAR 23	61	57	5	8.3	92.9	7.7
LEAR 24	171	140	18	12.5	82.1	10.3
LEAR 25	270	241	21	8.8	89.4	7.9
LEAR 35	469	469	0	0.0	100.0	0.0
LEAR 55	94	94	0	0.0	100.0	0.0
LET L13	168	86	20	23.3	51.4	12.0
LKHEED12A	20	6	1	20.4	29.4	6.0
LKHEED1329	94	82	6	6.9	87.7	6.0
LKHEED18	59	0	0	0.0	0.0	0.0
LKHEED188	8	8	0	0.0	100.0	0.0
LKHEED382	22	3	3	102.4	13.6	14.0
LKHEEDPV1	29	24	7	30.4	82.4	25.1
LKHEEDT33	49	3	4	131.5	5.7	7.5
LUSCOM8	2173	1199	136	11.3	55.2	6.3
MARTIN404	25	6	6	102.2	23.1	23.6

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GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
MAULE M4	273	217	19	8.9	79.3	7.1
MAULE M5	456	378	46	12.2	82.9	10.1
MAULE M6	73	66	6	9.1	90.8	8.3
MCLISHFUNKB	142	38	14	36.0	27.0	9.7
MEYERSOTW	51	10	6	59.3	20.0	11.9
MNCOUP90	68	7	3	41.6	9.7	4.0
MNMITEM18	152	53	14	25.4	35.1	8.9
MOONEYM20	6243	5884	120	2.0	94.3	1.9
MRCHTIS205	44	40	4	9.7	91.7	8.9
MTSBSIMU2	354	336	25	7.4	94.9	7.0
MTSBSIMU300	79	74	9	12.7	93.7	11.9
MULTECD16	45	19	6	32.5	42.3	13.7
NAMER B25	54	7	6	92.7	12.2	11.4
NAMER F51	143	104	16	15.0	72.7	10.9
NAMER NA260	65	30	10	34.0	46.2	15.7
NAMER T6	549	477	41	8.7	86.9	7.5
NATBAL752	27	21	2	10.1	77.4	7.8
NAVAL N3N	137	45	25	55.2	33.1	18.3
NAVIONNAVION	576	385	57	14.7	66.8	9.9
NORD SV4	42	28	3	9.1	66.7	6.1
NORWST65	56	22	3	15.7	38.7	6.1

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
ORLHELH19	75	7	7	99.2	9.7	9.6
ORLHELS58	34	2	2	103.6	4.7	4.9
PARTENP68	42	41	1	3.3	97.1	3.2
PICARDAX6	154	122	24	19.8	79.1	15.6
PILATSB4	24	23	2	7.1	93.8	6.7
PIPER 600	417	410	15	3.8	98.2	3.7
PIPER E2	20	5	1	25.8	25.0	6.5
PIPER J2	58	28	5	18.7	49.1	9.2
PIPER J3	4176	2169	191	8.8	51.9	4.6
PIPER J4	245	76	24	32.0	31.1	10.0
PIPER J5	355	170	8	4.8	48.0	2.3
PIPER PA12	1357	915	80	8.7	67.4	5.9
PIPER PA14	108	63	9	14.6	58.1	8.5
PIPER PA15	187	90	23	25.5	48.2	12.3
PIPER PA16	366	213	33	15.5	58.1	9.0
PIPER PA17	113	44	13	28.8	38.9	11.2
PIPER PA18	3573	2401	267	11.1	67.2	7.5
PIPER PA20	453	327	50	15.2	72.2	11.0
PIPER PA22	4847	2779	173	6.2	57.3	3.6
PIPER PA23	3497	2581	187	7.2	73.8	5.3
PIPER PA24	3215	2939	99	3.4	91.4	3.1

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GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
PIPER PA25	1320	1111	78	7.0	84.2	5.9
PIPER PA28	22892	20694	295	1.4	90.4	1.3
PIPER PA30	1280	1144	64	5.6	89.4	5.0
PIPER PA31	2079	1756	97	5.5	84.5	4.7
PIPER PA31T	620	533	43	8.1	85.9	7.0
PIPER PA32	4531	4087	132	3.2	90.2	2.9
PIPER PA34	2232	2044	84	4.1	91.6	3.7
PIPER PA36	403	345	34	9.8	85.6	8.4
PIPER PA38	1526	1388	65	4.7	90.9	4.3
PIPER PA42	89	87	3	3.0	98.3	2.9
PIPER PA44	352	319	26	8.2	90.6	7.4
PIPER PA46	171	157	12	7.5	91.5	6.8
PRATT PRG1	20	10	3	31.9	50.0	15.9
PROPJT200	69	54	4	6.8	77.6	5.3
RAVEN RX6	205	113	28	24.3	55.2	13.4
RAVEN S50	89	50	9	17.3	56.0	9.7
RAVEN S55	817	587	83	14.1	71.8	10.1
RAVEN S60	215	187	7	3.7	87.2	3.2
RAVEN S66	45	45	0	0.0	100.0	0.0
RKWELL500	41	37	2	5.3	90.3	4.8
RKWELL700	25	17	2	14.7	66.7	9.8

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GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
RKWELLNA265	347	347	0	0.0	100.0	0.0
ROBSINR22	294	236	23	9.9	80.3	8.0
ROLSCHLS	113	110	4	4.0	97.3	3.9
RYAN ST3	161	95	21	21.7	59.3	12.9
RYAN STA	34	12	2	19.6	34.8	6.8
SCHLERASK21	26	25	1	4.4	95.9	4.2
SCHLERASW15	37	30	4	12.2	80.8	9.9
SCHLERASW19	57	50	4	8.2	88.4	7.2
SCHLERASW20	97	87	8	9.1	89.6	8.2
SCHLERK8	25	18	2	11.3	70.9	8.0
SCHLERKA6	74	57	7	11.7	76.6	9.0
SCWZERG164	236	181	33	18.1	76.6	13.8
SCWZERSG1	763	508	43	8.4	66.6	5.6
SCWZERSG2	585	454	47	10.2	77.6	8.0
SEMCO CLNGER	23	4	2	50.1	16.7	8.4
SEMCO MODELT	29	0	0	0.0	0.0	0.0
SKRSKYS55	31	2	2	103.0	7.4	7.6
SKRSKYS58	63	25	4	17.5	39.2	6.9
SKRSKYS58T	31	5	7	145.8	15.4	22.4
SKRSKYS76	111	88	6	6.8	79.1	5.4
SLINDS100	314	250	21	8.5	79.5	6.7

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GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
SMITH 600	374	281	43	15.4	75.3	11.6
SNIAS 350	244	210	27	12.9	86.2	11.1
SNIAS SA318	23	0	0	0.0	0.0	0.0
SNIAS SA341	43	23	5	23.3	53.6	12.5
SOCATAMS894	40	33	5	16.7	81.5	13.6
SOCATARALLYE	21	21	0	0.0	100.0	0.0
SPHRTHCIRRUS	103	88	8	8.8	85.1	7.5
SPHRTHNIMBUS	52	43	6	14.9	83.3	12.4
SPHRTHVENTUS	50	50	0	0.0	100.0	0.0
STBROSSD3	32	18	9	50.5	55.6	28.1
STNSON10	156	34	15	44.2	21.8	9.6
STNSONL5	126	58	14	24.5	45.7	11.2
STNSONSR9	27	5	1	13.9	20.0	2.8
STNSONV77	105	29	3	11.8	27.8	3.3
STOLAMRC3	221	73	28	37.5	33.2	12.5
SUPAC LA	99	24	6	25.7	24.1	6.2
SUPAC V	29	5	2	41.9	16.7	7.0
SWRNGNSA226	208	173	16	9.5	83.1	7.9
SWRNGNSA227	93	69	10	14.0	74.5	10.4
SWRNGNSA26	105	102	5	4.7	97.0	4.6
TCRAFK21	20	20	0	0.0	100.0	0.0

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
TCRAFKD	290	100	39	39.1	34.6	13.5
TCRAFTA	33	1	1	98.4	4.2	4.1
TCRAFTBC	1854	1049	129	12.3	56.6	6.9
TCRAFTBF	39	16	4	27.4	40.0	11.0
TCRAFTBL	230	106	7	7.1	45.9	3.2
TEMCO 11A	30	21	4	19.5	71.4	14.0
TH55	42	12	3	30.0	27.5	8.2
THUNDRAX7	58	41	6	15.4	71.1	10.9
TMPSONNAVION	634	459	22	4.8	72.3	3.4
TRYTEK65	350	135	30	22.3	38.5	8.6
TRYTEKK	33	3	1	36.2	10.0	3.6
UNIVACGC1	672	361	62	17.2	53.7	9.3
UNIVAR108	2018	848	157	18.5	42.0	7.8
UNIVAR415	2405	1229	141	11.5	51.1	5.9
VARGA 2150	133	111	15	13.8	83.3	11.5
WACO ASO	31	6	2	25.3	20.8	5.3
WACO GXE	38	7	2	34.1	17.2	5.9
WACO R	29	12	3	24.1	40.0	9.6
WACO UPF7	167	85	12	14.0	50.8	7.1
WACO YK	55	15	3	16.9	27.7	4.7
WSK M18	42	38	5	12.9	90.8	11.7

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
WTHRLY201	63	40	7	18.6	62.7	11.7
TOTAL	270284	210654	1200	0.6	77.9	0.4

TABLE 2 - 12

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY AIRCRAFT TYPE
1985

AIRCRAFT TYPE	IMC DAY				IMC NIGHT				IMC TOTAL			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
FIXED WING												
FIXED WING - PISTON												
1 ENG: 1-3 SEATS	3386	376	82267	24862	1306	238	29716	19384	3502	381	112209	41713
1 ENG: 4+ SEATS	42611	1056	1111725	68041	22978	910	344067	50222	43196	1059	1455961	94713
1 ENGINE: TOTAL	45997	1121	1193993	72441	24284	940	373783	53833	46698	1126	1568170	103492
2 ENG: 1-6 SEATS	12737	294	498736	41965	10049	373	212885	22772	12843	291	711468	57811
2 ENG: 7+ SEATS	6798	172	390071	38159	5853	232	212010	24760	6842	169	601963	57114
2 ENGINE: TOTAL	19535	341	888807	56719	15902	439	424895	33639	19685	337	1313431	81266
PISTON: OTHER	68	15	1228	476	39	16	947	510	69	15	2175	821
PISTON: TOTAL	65600	1172	2084027	92006	40225	1038	799625	63481	66452	1175	2883775	131588
FIXED WING - TURBOPROP												
2 ENG: 1-12 SEATS	4569	43	261419	19770	4385	81	111896	9439	4591	37	373082	26323
2 ENG: 13+ SEATS	535	24	114271	30999	507	28	60298	11221	598	9	175008	36846
2 ENGINE: TOTAL	5105	49	375691	36766	4892	86	172194	14663	5189	38	548090	45283
TURBOPROP: OTHER	51	6	1332	270	55	6	3948	1028	70	6	5229	1052
TURBOPROP: TOTAL	5156	50	377023	36767	4946	86	176142	14699	5259	38	553319	45295

TABLE 2 - 12

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY AIRCRAFT TYPE
1985

AIRCRAFT TYPE	IMC DAY				IMC NIGHT				IMC TOTAL			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
FIXED WING - TURBOJET												
2 ENGINE TURBOJET	3872	22	280432	26188	3745	55	124132	9421	3876	20	404557	32568
TURBOJET: OTHER	421	10	32536	4232	379	15	19358	2547	421	10	51881	6218
TURBOJET: TOTAL	4293	25	312969	26528	4124	57	143490	9760	4297	23	456438	33157
FIXED WING: TOTAL	75048	1173	2774018	102570	49295	1043	1119256	65888	76008	1176	3893532	143061
ROTORCRAFT												
PISTON	14	11	120	108	31	32	5635	9144	32	33	5754	9145
TURBINE	344	77	18161	5020	272	66	6518	1702	344	77	24760	6290
ROTORCRAFT: TOTAL	358	78	18280	5021	302	73	12153	9301	377	84	30515	11100
OTHER AIRCRAFT	97	62	9062	5037	1	6	5	29	97	62	9067	5037
TOTAL	75503	1177	2852450	102816	49598	1046	1152048	66541	76481	1180	4004498	143579

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

TABLE 2 - 12

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY AIRCRAFT TYPE
1985

AIRCRAFT TYPE	VMC DAY				VMC NIGHT				VMC TOTAL			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
FIXED WING												
FIXED WING - PISTON												
1 ENG: 1-3 SEATS	58459	116	7175632	252789	22958	680	571817	57757	58696	69	7747571	277173
1 ENG: 4+ SEATS	104358	243	11406814	290174	73084	1012	1505119	73673	104858	187	12911360	322108
1 ENGINE: TOTAL	162817	269	18582446	384842	96041	1219	2076936	93614	163554	200	20658924	424945
2 ENG: 1-6 SEATS	15463	74	1658091	75903	12368	321	413161	49278	15524	57	2071037	103188
2 ENG: 7+ SEATS	7658	120	1279655	101801	6650	189	356495	33600	7694	116	1636542	115266
2 ENGINE: TOTAL	23121	141	2937745	126983	19018	373	769657	59643	23218	129	3707579	154706
PISTON: OTHER	144	5	21308	5595	83	12	1262	506	146	4	22574	5761
PISTON: TOTAL	186082	304	21541498	405289	115142	1275	2847855	111001	186917	237	24389086	452267
FIXED WING - TURBOPROP												
2 ENG: 1-12 SEATS	4412	76	862480	56209	4139	110	217186	18723	4429	72	1079572	63800
2 ENG: 13+ SEATS	598	9	215189	28670	498	29	99480	14276	598	9	315108	34017
2 ENGINE: TOTAL	5010	76	1077669	63099	4637	114	316666	23544	5027	73	1394680	72302
TURBOPROP: OTHER	154	4	48668	4353	116	14	9802	1954	164	0	58527	4530
TURBOPROP: TOTAL	5164	76	1126337	63249	4752	114	326468	23625	5191	73	1453208	72444

TABLE 2 - 12

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY AIRCRAFT TYPE
1985

AIRCRAFT TYPE	VMC DAY				VMC NIGHT				VMC TOTAL			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
FIXED WING - TURBOJET												
2 ENGINE TURBOJET	3534	94	807298	47579	3282	112	219279	21165	3543	93	1026498	57797
TURBOJET: OTHER	381	16	87941	8497	302	20	24425	2432	381	16	112368	9899
TURBOJET: TOTAL	3915	95	895239	48332	3584	113	243704	21304	3924	95	1138866	58639
FIXED WING: TOTAL	195160	327	23563064	413032	123478	1285	3418027	115469	196032	266	26981160	461771
ROTORCRAFT												
PISTON	2855	31	474289	54988	911	108	85037	40200	2858	30	561921	80151
TURBINE	3529	13	1345134	106931	2489	154	232890	78783	3533	13	1575464	124741
ROTORCRAFT: TOTAL	6385	33	1819423	120241	3400	188	317927	88447	6391	33	2137386	148272
OTHER AIRCRAFT	6155	63	403039	31326	47	19	1042	527	6175	61	404101	31293
TOTAL	207700	335	26253623	431318	126926	1299	3804835	145452	208598	275	30058458	486000

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

TABLE 2 - 12

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY AIRCRAFT TYPE
1985

AIRCRAFT TYPE	DAY TOTAL				NIGHT TOTAL			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
FIXED WING								
FIXED WING - PISTON								
1 ENG: 1-3 SEATS	58550	101	7256271	256324	23008	680	601387	61562
1 ENG: 4+ SEATS	105217	127	12527820	312766	74145	1001	1852583	95698
1 ENGINE: TOTAL	163767	163	19784084	404382	97153	1210	2453970	113790
2 ENG: 1-6 SEATS	15612	25	2156777	96776	13022	296	625898	66677
2 ENG: 7+ SEATS	7997	32	1668874	111107	7123	147	568610	52980
2 ENGINE: TOTAL	23609	41	3825651	147344	20145	330	1194508	85163
PISTON: OTHER	146	4	22542	5785	84	12	2209	928
PISTON: TOTAL	187522	168	23632274	430428	117383	1255	3650686	142133
FIXED WING - TURBOPROP								
2 ENG: 1-12 SEATS	4619	22	1127632	60466	4481	65	329847	24903
2 ENG: 13+ SEATS	607	0	329460	42444	528	25	159779	21169
2 ENGINE: TOTAL	5226	22	1457092	73876	5008	70	489626	32685
TURBOPROP: OTHER	157	3	49980	4405	117	14	13710	2648
TURBOPROP: TOTAL	5383	22	1507072	74007	5125	71	503335	32792

TABLE 2 - 12

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY AIRCRAFT TYPE
1985

AIRCRAFT TYPE	DAY TOTAL				NIGHT TOTAL			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
FIXED WING - TURBOJET								
2 ENGINE TURBOJET	3910	9	1087467	50099	3825	40	343304	25369
TURBOJET: OTHER	460	0	120487	8689	383	15	43773	3425
TURBOJET: TOTAL	4371	9	1207954	50847	4209	43	387076	25599
FIXED WING: TOTAL	197276	169	26347294	439694	126717	1257	4541097	148096
ROTORCRAFT								
PISTON	2855	31	474384	54989	930	110	90655	40847
TURBINE	3537	3	1365075	107247	2500	154	239464	78803
ROTORCRAFT: TOTAL	6393	31	1839459	120523	3430	189	330119	88760
OTHER AIRCRAFT	6242	13	412093	31447	47	19	1048	530
TOTAL	209911	173	29104539	456996	130194	1272	4958417	172659

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

TABLE 2 - 13

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY BASE REGION OF AIRCRAFT
1985

REGION	IMC DAY				IMC NIGHT				IMC TOTAL			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
ALASKAN	804	193	11800	6537	483	147	6913	4161	817	193	18713	9808
CENTRAL	4164	423	169265	29524	3099	355	83657	15454	4253	428	252922	42231
EASTERN	9488	615	405881	59137	5832	475	153297	23897	9586	618	559183	71899
EUROPEAN OFFICE	344	111	9399	4672	192	82	2195	1298	344	111	11594	5608
GREAT LAKES	13211	730	550206	51474	9497	613	238014	33341	13380	734	788232	78257
NEW ENGLAND	2982	368	101340	20204	1887	290	31736	6884	3131	378	133074	25479
NORTHWEST MT	5255	488	251306	72044	3119	369	82488	24518	5385	494	333918	79398
SOUTHERN	14918	765	541928	53510	9832	613	236584	45609	15001	767	778548	80126
SOUTHWESTERN	11630	662	425837	43555	8541	559	156923	17368	11810	668	582601	56808
WESTERN-PACIFIC	12810	731	294518	39863	7224	547	127264	31647	12912	734	421005	67883
TOTAL	75503	1177	2852450	102816	49598	1046	1152048	66541	76481	1180	4004498	143579

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

TABLE 2 - 13

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY BASE REGION OF AIRCRAFT
1985

REGION	VMC DAY				VMC NIGHT				VMC TOTAL			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
ALASKAN	6290	477	906842	126980	2883	347	67861	18193	6319	478	973479	136204
CENTRAL	12283	722	1441378	142678	7685	582	257448	53638	12305	723	1736422	199037
EASTERN	22799	942	2649583	185264	13819	757	422790	41429	22850	944	3073256	210692
EUROPEAN OFFICE	511	142	71537	34189	61	45	2809	2500	511	142	74345	34700
GREAT LAKES	36609	1162	4092655	233730	22383	953	694688	67791	36748	1164	4787623	271664
NEW ENGLAND	8108	593	894809	90584	5528	503	119230	21772	8176	595	1014055	102177
NORTHWEST MT.	20667	927	2344359	176692	11251	714	272944	35787	20850	931	2616998	195812
SOUTHERN	32095	1098	4088440	232269	21281	923	598630	48644	32192	1099	4686683	258015
SOUTHWESTERN	32128	1095	4679964	288527	18226	850	580635	67200	32260	1096	5259500	318730
WESTERN-PACIFIC	36189	1153	4587821	271011	23960	979	662454	109578	36324	1155	5250598	315388
TOTAL	207700	335	26253623	431318	126926	1299	3804835	145452	208598	275	30058458	486000

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

TABLE 2 - 13

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY BASE REGION OF AIRCRAFT
1985

REGION	DAY TOTAL				NIGHT TOTAL			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
ALASKAN	6292	477	918741	128019	2912	348	75015	19250
CENTRAL	12454	726	1610722	158305	7857	587	341138	59649
EASTERN	23034	945	3056287	204790	14246	765	576228	56535
EUROPEAN OFFICE	524	142	80936	35410	201	85	5004	3508
GREAT LAKES	36862	1165	4643377	258699	23038	965	933297	90211
NEW ENGLAND	8128	593	996131	98324	5607	506	150928	25814
NORTHWEST MT.	20942	931	2596504	193328	11430	718	355548	55234
SOUTHERN	32569	1104	4633422	255663	21940	932	836079	73055
SOUTHWESTERN	32465	1098	5109327	303789	18676	857	738060	77433
WESTERN-PACIFIC	36630	1159	4883142	281458	24500	989	789363	116295
TOTAL	209911	173	29104539	456996	130194	1272	4958417	172659

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

TABLE 2 - 14

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
* OTHER 1	337	128	2935	1444	7474	0	452647	45720
OTHER 2	558	72	17030	7578	991	0	150585	31033
OTHER 3	25	7	1468	867	127	0	17188	2165
OTHER 4	114	13	15246	8091	109	15	14141	6996
OTHER 5	8	9	257	421	56	0	11108	5018
OTHER 6	302	22	12813	5859	312	11	42038	13612
OTHER 7	75	7	6415	3498	80	0	37297	20098
OTHER 8	62	6	4672	1042	94	0	21471	2453
OTHER 9	579	0	49968	17249	433	75	90299	21435
OTHER 10	107	9	7184	1924	132	6	18211	2838
OTHER 11	0	0	0	0	799	0	43592	12006
OTHER 12	20	14	1740	1644	161	0	81581	27201
OTHER 13	2	9	203	876	1584	9	130177	23531
ADAMS A50S	0	0	0	0	83	0	2585	351
AERORSJ2	0	0	0	0	12	0	277	57
AEROSPAS355	3	4	181	221	32	0	8696	5111
AEROSPSA316	0	0	0	0	62	0	36658	0
AGUSTA205	1	1	49	59	11	0	2823	218
AGUSTAA109	18	4	599	161	31	0	10057	4295
AIRPTSA	0	0	0	0	103	0	9962	2812
AIRSPC18	0	0	0	0	6	0	120	49
AIRTRCAT300	0	0	0	0	366	0	131828	17989

*See Note on page 2-12

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
AIRTRCAT400	0	0	0	0	41	0	21322	4005
AMD FALC10	141	0	13137	4044	132	8	42945	5049
AMD FALC20	213	0	23055	5487	197	14	64871	10282
AMD FALC50	104	4	8271	2704	102	6	48921	8094
AMTR TMK	6	4	13	9	16	0	1084	307
ARCTICS1A	0	0	0	0	32	0	2399	1201
ARCTICS1B1	0	0	0	0	9	0	347	52
ARONCA15	0	0	0	0	155	0	6070	2232
ARONCA58	0	0	0	0	69	0	6488	2043
ARONCA65	0	0	0	0	46	0	2891	1750
ARONCAC3	0	0	0	0	15	0	461	300
AVIANWFALCON	1	1	0	0	22	0	520	66
AVIANWSKYHWK	1	1	0	1	39	0	1524	176
AYRES S2	45	37	31914	37432	648	37	196330	27735
BAC 111	27	0	7598	2201	13	5	2488	1073
BAG B206	3	6	8	19	29	0	1652	296
BAG DH125	71	0	14059	2995	54	7	16730	2983
BALWKSFIREFY	1	6	26	146	1032	0	43396	9972
BBAVIA11	0	0	0	0	540	0	28331	5824
BBAVIA7	79	52	5293	4375	2373	52	134974	15594
BBAVIA8	16	10	41	25	183	0	32028	5559
BEECH 100	226	0	20456	4498	221	8	55851	11302

TABLE 2 - 14

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
BEECH 17	27	7	424	256	86	3	4599	564
BEECH 18	388	41	75764	20993	496	15	169020	34275
BEECH 1900	14	0	5287	1717	14	0	8606	1774
BEECH 200	855	0	76764	11411	840	21	253125	23762
BEECH 23	894	151	32259	10873	2606	0	256756	38822
BEECH 300	50	2	4869	774	51	1	11269	1139
BEECH 33	1018	123	31050	7381	1677	0	215632	36816
BEECH 35	3045	277	84056	15341	5783	0	551319	40543
BEECH 36	1740	120	54387	14373	2105	0	281732	18972
BEECH 45	119	27	2263	753	223	4	29549	5005
BEECH 50	144	30	2730	909	207	0	20002	4353
BEECH 55	1726	97	38506	6482	1966	0	196598	22612
BEECH 56	32	8	561	360	47	0	1785	705
BEECH 58	1439	15	124190	21623	1445	0	242824	27265
BEECH 60	391	26	17810	4635	413	0	44997	11209
BEECH 65	79	7	4056	754	92	5	17108	3050
BEECH 76	275	30	19237	5509	323	0	47300	6348
BEECH 77	69	30	872	591	225	0	59943	19742
BEECH 80	107	6	5434	1006	121	0	18739	2453
BEECH 90	1085	0	81521	14171	1042	38	270187	46562
BEECH 95	326	28	10634	3626	393	0	37576	4819
BEECH 99	92	0	59127	31187	92	0	72118	18636

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
BELL 204	0	0	0	0	98	0	19983	2628
BELL 206	122	72	8512	5732	1861	0	956791	105657
BELL 212	6	10	154	242	46	7	32782	11737
BELL 222	43	9	2350	700	72	0	27443	5011
BELL 412	24	0	3180	559	24	0	14283	1934
BELL 47	19	30	5588	9144	720	30	161527	41186
BLANCA11	0	0	0	0	36	0	2123	632
BLANCA1413	0	0	0	0	131	0	5167	828
BLANCA1419	72	16	874	340	190	0	11848	1527
BLANCA17	358	81	9837	3559	909	0	62512	7253
BLANCA7	20	25	250	316	1699	0	196267	39991
BLANCA8	38	26	811	570	441	7	43635	8113
BNORM BN2	6	4	459	387	45	0	46352	6942
BOEING707	7	0	1027	0	0	0	0	0
BOEING727	56	0	15659	4778	25	11	7205	4489
BOEING75	55	42	2230	1717	834	0	65541	18274
BOLKMS105	5	10	616	1225	110	10	46270	18124
BOLKMS117	0	0	0	0	8	0	1760	1169
BRASOVIS28	0	0	0	0	45	0	3467	542
BRWSTRFLEET2	0	0	0	0	9	0	315	95
BRWSTRFLEET7	0	0	0	0	11	0	418	84
BUKER 131	0	0	0	0	16	0	683	161

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
CAMRONMODELO	0	0	0	0	166	0	5655	2422
CASA C212	17	0	27	0	17	0	645	0
CESSNA120	0	0	0	0	580	0	31005	3352
CESSNA140	0	0	0	0	1510	0	67498	8658
CESSNA150	1355	270	35215	15501	16371	10	3173888	226387
CESSNA170	198	96	1377	1334	2023	0	182048	35866
CESSNA172	6739	517	248293	36518	22621	70	3335820	205014
CESSNA175	118	62	2481	1481	730	36	41792	6426
CESSNA177	949	153	23945	7694	2572	0	312975	43421
CESSNA180	630	153	11776	3671	2381	37	303473	52990
CESSNA182	5504	402	162185	47371	12473	85	1402852	90576
CESSNA185	361	128	9883	4934	1452	53	284733	93808
CESSNA188	48	45	267	251	1464	0	394026	32163
CESSNA190	19	7	109	59	59	0	3511	626
CESSNA195	6	11	324	613	236	0	15513	3746
CESSNA205	96	28	1566	662	223	0	20408	4472
CESSNA206	1006	160	25596	7412	2456	0	500970	68306
CESSNA207	59	48	1745	1490	290	0	139275	25657
CESSNA210	3688	279	133244	22722	5723	76	774823	79044
CESSNA303	192	0	13414	4186	187	7	32656	6591
CESSNA305	4	2	33	21	203	0	32216	3234
CESSNA310	2091	153	130377	25705	2791	0	362417	50657

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
CESSNA320	167	37	5176	2636	281	0	32653	6844
CESSNA335	45	0	5846	1767	45	0	9266	2167
CESSNA336	16	7	287	147	74	0	4382	826
CESSNA337	634	98	22214	5810	1018	0	94430	13379
CESSNA340	942	0	45320	10138	942	0	153152	32893
CESSNA401	159	10	8925	1757	167	0	26571	7285
CESSNA402	508	39	54494	15221	557	0	194739	50916
CESSNA404	60	12	14160	4475	72	7	41188	12624
CESSNA411	61	10	1020	362	85	0	6896	1282
CESSNA414	736	0	56723	16539	718	27	169926	54360
CESSNA421	1141	0	85458	19659	1034	65	158390	23066
CESSNA425	134	0	12621	3001	134	0	26452	9368
CESSNA441	227	0	14601	2309	225	6	45963	7419
CESSNA500	521	0	32660	6740	503	21	129786	17316
CESSNA501	54	0	4166	1536	52	3	8211	1405
CESSNA650	78	0	6347	915	78	0	28101	4435
CESSNAT50	0	0	0	0	30	0	819	149
CESSNAUC94	0	0	0	0	13	0	682	146
CHILD S1	0	0	0	0	61	0	3731	1012
CHILD S2	0	0	0	0	152	0	16539	2961
CNDAIRCL600	68	0	8512	4314	62	7	19852	4632
COMWTH185	0	0	0	0	25	0	1020	218

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
CONAERLA4	124	57	692	473	421	0	29535	7713
CURTISC46	6	3	560	305	13	0	785	282
CURTISJR	0	0	0	0	5	0	64	5
CURTISROBIN	0	0	0	0	6	0	95	19
CURTISTRVAIR	0	0	0	0	27	0	1436	375
CVAC 240	2	0	94	0	2	0	282	0
CVAC 340	5	0	156	0	5	0	1404	0
CVAC 440	3	0	765	0	3	0	135	0
CVAC BT13	0	0	0	0	39	0	2549	744
CVAC L13	0	0	0	0	2	0	95	0
CVAC STC580	42	0	3071	0	42	0	3071	0
DART G	0	0	0	0	8	0	160	0
DHAV DHC1	0	0	0	0	61	0	2452	675
DHAV DHC2	1	4	221	820	87	0	22240	7331
DHAV DHC3	0	0	0	0	26	0	10277	1756
DHAV DHC6	65	5	30498	10289	63	7	63756	16245
DHAVXXDH82	0	0	0	0	33	0	1500	190
DOUG A26	0	0	0	0	8	0	373	113
DOUG DC3	92	63	6165	4634	239	18	43129	27942
DOUG DC4	48	10	1051	412	55	0	6976	2675
DOUG DC6	14	7	867	573	26	4	3666	924
DOUG DC7	0	0	0	0	8	0	824	0

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
DOUG DC8	64	0	6897	0	64	0	27589	0
DOUG DC9	30	0	4366	1298	14	8	840	694
EAGLE DW	0	0	0	0	50	0	19530	6602
EAGLEBAX7	0	0	0	0	19	0	761	90
EAGLEBC7	0	0	0	0	40	0	1706	334
EIRVON20	0	0	0	0	96	0	5017	551
EMAIR MA1	0	0	0	0	4	0	1313	106
EMB 110	37	0	15654	1715	37	0	25465	4527
ENSTRMF28	13	8	169	143	347	0	68841	11552
FLEET 16B	0	0	0	0	9	0	342	68
FOKKERF27	11	0	634	0	11	0	5702	0
FOKKERF28	8	0	348	0	8	0	812	0
FRCHLD24	0	0	0	0	119	0	4912	716
FRCHLDF27	25	0	1572	404	25	0	7959	2448
FRCHLDM62	0	0	0	0	101	0	6777	1867
GENBALAX6	0	0	0	0	26	0	563	45
GLASFL201	0	0	0	0	32	0	1719	315
GLASFLH301	0	0	0	0	94	0	5518	631
GROB 103CAT	0	0	0	0	51	0	11773	2567
GROB 109	0	0	0	0	64	0	6622	1171
GROB ASTIR	0	0	0	0	55	0	3283	644
GRTLKS2T1	0	0	0	0	136	0	10864	2596

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
GRUMAVAA1	44	25	316	199	506	0	47330	9023
GRUMAVAA5	584	95	10124	3937	1015	0	119221	19141
GRUMAVG1159	38	0	3976	852	38	0	13936	997
GRUMAVG164	0	0	0	0	1112	0	421215	30399
GRUMAVG21	6	3	22	12	22	0	4017	470
GRUMAVTBM	2	3	17	24	32	0	783	340
GULSTM112	335	85	7057	2433	670	0	62789	9577
GULSTM500	165	32	24250	8590	255	21	41890	8988
GULSTM520	10	4	287	141	27	0	1558	349
GULSTM560	39	12	1556	772	75	0	5132	959
GULSTM680	149	20	3638	1250	214	4	17817	3734
GULSTM680TP	83	0	4568	1066	83	0	9360	2718
GULSTM690TC	23	0	1559	399	22	2	4482	718
GULSTM690TP	415	11	38842	11037	411	15	87930	12114
GULSTMAA1	46	21	411	302	528	0	39200	3816
GULSTMAA5	155	53	1701	907	559	0	76419	12733
GULSTMG1159	168	0	23810	5016	149	16	60316	12618
GULSTMG159	89	0	5599	1276	87	6	21557	4962
GULSTMG44	8	9	68	79	38	0	15023	6067
GULSTMG73	6	0	271	98	6	0	1538	332
GULSTMGA7	49	4	1133	483	50	0	4721	1480
H23/HTE	2	2	4	5	17	0	3028	1313

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
H34/55	0	0	0	0	2	0	0	0
HELIO H295	42	10	599	254	88	3	11266	2611
HELIO H391	5	5	133	133	14	0	1332	466
HILLERFH1100	0	0	0	0	64	0	6575	1204
HILLERUH12	0	0	0	0	296	0	67444	10338
HUGHES269	0	0	0	0	443	0	171738	64288
HUGHES369	0	0	0	0	528	0	166257	54452
HWKSLYDH104	4	4	68	85	13	0	1315	866
HWKSLYDH125	183	0	11701	4670	175	10	32313	6391
HYNES B2	0	0	0	0	31	0	1180	276
INTRCP200	8	2	58	20	19	0	1309	197
ISRAEL1121	45	20	3039	1579	77	11	7506	6401
ISRAEL1123	18	0	2112	1244	12	4	489	224
ISRAEL1124	210	0	33438	10346	195	13	52500	8793
JBMSTRDGA15	0	0	0	0	27	0	993	217
LAIKFN10	0	0	0	0	4	0	18	0
LEAR 23	57	0	2579	1564	57	0	8795	5997
LEAR 24	140	0	17501	6389	138	7	64468	19056
LEAR 25	241	0	14447	4422	237	10	81619	18200
LEAR 35	469	0	59736	16153	442	31	126834	32254
LEAR 55	94	0	22724	6399	75	9	23038	4011
LET L13	0	0	0	0	86	0	4889	948

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
LKHEED12A	0	0	0	0	6	0	162	49
LKHEED1329	82	0	12843	2196	54	9	10301	2068
LKHEED188	8	0	557	145	8	0	795	72
LKHEEDPV1	2	5	3	8	24	0	671	287
LKHEEDT33	0	0	0	0	3	0	140	0
LUSCOM8	0	0	0	0	1199	0	48442	8065
MARTIN404	0	0	0	0	6	0	202	0
MAULE M4	0	0	0	0	217	0	12490	2529
MAULE M5	66	46	1530	1765	378	0	37671	6641
MAULE M6	5	7	58	75	66	0	7269	1652
MCLISHFUNKB	0	0	0	0	38	0	1748	300
MEYERSOTW	0	0	0	0	10	0	323	126
MNCOUP90	0	0	0	0	7	0	927	473
MNMITEM18	0	0	0	0	53	0	1611	223
MOONEYM20	3065	262	91137	15695	5884	0	596347	57506
MRCHTIS205	3	4	129	192	40	0	1191	386
MTSBSIMU2	316	27	29228	8028	232	53	44683	12364
MTSBSIMU300	74	0	4949	3481	70	9	20493	3668
MULTECD16	10	5	41	33	19	0	895	71
NAMER B25	0	0	0	0	7	0	134	22
NAMER F51	26	17	372	341	104	0	4256	1154
NAMER NA260	5	4	209	218	30	0	1227	302

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
NAMER T6	24	28	50	59	477	0	31363	4188
NATBAL752	0	0	0	0	21	0	425	66
NAVAL N3N	0	0	0	0	45	0	3616	1101
NAVIONNAVION	83	46	955	1014	385	0	33091	5790
NORD SV4	0	0	0	0	28	0	2044	551
NORWST65	0	0	0	0	22	0	1010	392
ORLHELH19	0	0	0	0	7	0	702	28
ORLHELS58	0	0	0	0	2	0	752	0
PARTENP68	33	4	1288	252	41	0	11618	1432
PICARDAX6	0	0	0	0	122	0	1488	922
PILATSB4	0	0	0	0	23	0	1328	425
PIPER 600	410	0	34665	11399	328	51	47272	11932
PIPER E2	0	0	0	0	5	0	92	27
PIPER J2	0	0	0	0	28	0	855	497
PIPER J3	0	0	0	0	2169	0	133082	30677
PIPER J4	0	0	0	0	76	0	7768	3771
PIPER J5	4	3	60	47	168	2	9279	947
PIPER PA12	22	24	87	101	911	10	81147	17465
PIPER PA14	1	2	1	2	63	0	3494	574
PIPER PA15	0	0	0	0	90	0	6763	2236
PIPER PA16	0	0	0	0	213	0	14819	2903
PIPER PA17	0	0	0	0	44	0	2017	365

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
PIPER PA18	52	63	658	831	2401	0	249356	55695
PIPER PA20	39	35	251	232	327	0	29972	9244
PIPER PA22	107	51	909	587	2779	0	146720	11459
PIPER PA23	2028	169	150836	39433	2581	0	389473	62799
PIPER PA24	1223	170	30393	9014	2939	0	203776	21497
PIPER PA25	0	0	0	0	1111	0	200247	33440
PIPER PA28	7653	469	264008	39250	20561	82	2566431	140081
PIPER PA30	939	77	24157	4752	1144	0	105568	9825
PIPER PA31	1665	69	135432	33574	1728	42	390814	59706
PIPER PA31T	533	0	42271	8828	533	0	113348	14234
PIPER PA32	2808	201	135971	29063	4087	0	535485	49159
PIPER PA34	1700	122	135642	25997	1936	73	343501	38685
PIPER PA36	0	0	0	0	345	0	79454	15902
PIPER PA38	191	78	5891	4510	1376	21	374322	73963
PIPER PA42	87	0	7412	2105	82	6	19996	4142
PIPER PA44	265	34	27204	12895	312	13	90804	27600
PIPER PA46	145	11	5093	1323	157	0	22228	4027
PRATT PRG1	0	0	0	0	10	0	140	30
PROPJT200	27	5	1817	900	54	0	5071	810
RAVEN RX6	0	0	0	0	113	0	1823	667
RAVEN S50	0	0	0	0	50	0	484	75
RAVEN S55	80	61	6390	4849	507	61	13293	3251

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
RAVEN S60	0	0	0	0	187	0	11001	1988
RAVEN S66	0	0	0	0	45	0	1800	814
RKWELL500	37	0	4142	813	37	0	8217	1143
RKWELL700	17	0	958	190	17	0	2241	460
RKWELLNA265	347	0	40328	9919	331	18	129258	16637
ROBSINR22	5	9	24	43	236	0	55689	15415
ROLSCHLS	6	6	10	10	110	0	8593	1072
RYAN ST3	0	0	0	0	95	0	4716	1251
RYAN STA	0	0	0	0	12	0	271	63
SCHLERASK21	6	2	2438	1033	19	2	3799	860
SCHLERASW15	0	0	0	0	30	0	1853	337
SCHLERASW19	0	0	0	0	50	0	2052	471
SCHLERASW20	0	0	0	0	87	0	8104	1238
SCHLERK8	0	0	0	0	18	0	1240	288
SCHLERKA6	0	0	0	0	57	0	1828	351
SCWZERG164	52	32	6568	4066	181	0	53930	11429
SCWZERSG1	0	0	0	0	508	0	28284	5569
SCWZERSG2	0	0	0	0	454	0	70906	15961
SEMCO CLNGER	0	0	0	0	4	0	134	13
SKRSKYS55	0	0	0	0	2	0	413	0
SKRSKYS58	0	0	0	0	25	0	3258	786
SKRSKYS58T	0	0	0	0	5	0	1364	444

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
SKRSKYS76	87	2	6909	998	88	0	52941	6509
SLINDS100	53	19	876	498	250	0	19520	3785
SMITH 600	254	31	5699	2699	271	19	27763	6748
SNIAS 350	9	16	440	755	210	0	87063	8279
SNIAS SA341	0	0	0	0	23	0	1322	227
SOCATAMS894	7	6	35	29	33	0	2112	461
SOCATARALLYE	10	4	50	31	21	0	1483	427
SPHRTHCIRRUS	0	0	0	0	88	0	5390	1483
SPHRTHNIMBUS	0	0	0	0	43	0	3478	369
SPHRTHVENTUS	0	0	0	0	50	0	5527	832
STBROSSD3	18	0	5499	0	18	0	31159	0
STNSON10	0	0	0	0	34	0	806	322
STNSONL5	0	0	0	0	58	0	2353	577
STNSONSR9	0	0	0	0	5	0	275	105
STNSONV77	0	0	0	0	29	0	1407	219
STOLAMRC3	10	7	6	5	73	0	4287	950
SUPAC LA	0	0	0	0	24	0	1440	1274
SUPAC V	0	0	0	0	5	0	327	135
SWRNGNSA226	173	0	47076	16461	159	10	52970	10885
SWRNGNSA227	66	5	8405	2174	69	0	48622	17112
SWRNGNSA26	102	0	6517	1863	102	0	17428	4533
TCRAFK21	2	1	1	1	20	0	1329	273

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
TCRAFKD	0	0	0	0	100	0	4120	673
TCRAFTA	0	0	0	0	1	0	124	0
TCRAFTBC	93	63	266	180	1049	0	50558	10260
TCRAFTBF	0	0	0	0	16	0	1011	160
TCRAFTBL	0	0	0	0	106	0	5125	759
TEMCO 11A	0	0	0	0	21	0	413	56
TH55	0	0	0	0	12	0	4173	1409
THUNDRAX7	0	0	0	0	41	0	1939	368
TMPSONNAVION	86	21	2061	863	459	0	28487	2276
TRYTEK65	3	7	46	132	135	0	8601	2619
TRYTEKK	0	0	0	0	3	0	17	3
UNIVACGC1	67	37	1058	841	361	0	18980	3026
UNIVAR108	117	70	61180	36371	731	70	39754	8921
UNIVAR415	9	18	120	227	1229	0	52437	6356
VARGA 2150	20	18	412	400	111	0	7519	1569
WACO ASO	0	0	0	0	6	0	260	103
WACO GXE	0	0	0	0	7	0	328	141
WACO R	0	0	0	0	12	0	148	45
WACO UPF7	0	0	0	0	85	0	4417	698

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
WACO YK	0	0	0	0	15	0	353	103
WSK M18	0	0	0	0	38	0	6634	4718
WTHRLY201	0	0	0	0	40	0	14064	5840
TOTALS	76481	1180	4004498	143579	208598	275	30058458	486000

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

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
* OTHER 1	7444	39	448662	45548	764	186	6835	2514
OTHER 2	991	0	148340	31098	702	66	19392	6205
OTHER 3	127	0	15908	2039	91	9	2748	683
OTHER 4	124	0	20988	7908	115	12	8400	2687
OTHER 5	56	0	11194	5107	2	5	174	417
OTHER 6	302	22	41396	13993	286	31	13455	4623
OTHER 7	80	0	33063	17069	75	7	10649	6982
OTHER 8	87	3	16011	2629	61	6	10064	2193
OTHER 9	579	0	114552	25681	566	25	25715	6972
OTHER 10	142	0	19966	2681	80	11	5440	1096
OTHER 11	799	0	43375	11917	6	19	216	721
OTHER 12	161	0	73195	27100	118	19	10060	7508
OTHER 13	1586	0	130382	23504	0	0	0	0
ADAMS A50S	83	0	2585	351	0	0	0	0
AERORSJ2	12	0	261	49	6	3	16	9
AEROSPAS355	32	0	8337	4947	15	6	540	254
AEROSPSA316	62	0	36658	0	0	0	0	0
AGUSTA205	11	0	2699	170	5	2	174	88
AGUSTAA109	31	0	7226	2206	24	3	3258	2118
AIRPTSA	103	0	9855	2791	9	8	106	90
AIRSPC18	6	0	120	49	0	0	0	0
AIRTRCAT300	366	0	130650	17791	65	45	1178	882

*See Note on page 2-12

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
AIRTRCAT400	41	0	18905	3136	6	7	2417	3046
AMD FALC10	141	0	45023	4914	141	0	11059	1526
AMD FALC20	213	0	66312	6951	213	0	21614	4041
AMD FALC50	106	0	48194	7337	104	4	8998	1745
AMTR TMK	16	0	1092	313	6	4	6	4
ARCTICS1A	32	0	2392	1202	2	2	7	8
ARCTICS1B1	9	0	347	52	0	0	0	0
ARONCA15	155	0	5663	2167	13	22	407	723
ARONCA58	69	0	6482	2044	1	3	5	12
ARONCA65	45	3	2778	1618	11	7	113	158
ARONCAC3	15	0	461	300	0	0	0	0
AVIANWFALCON	22	0	520	66	0	0	0	0
AVIANWSKYHWK	39	0	1525	176	0	0	0	0
AYRES S2	679	0	195601	27164	228	76	32638	21366
BAC 111	27	0	6909	1423	27	0	3176	707
BAG B206	29	0	1338	304	27	4	323	97
BAG DH125	71	0	23097	2450	71	0	7692	1224
BALWKSFIREFY	1032	0	43412	9972	1	6	10	58
BBAVIA11	540	0	27856	5401	35	25	473	443
BBAVIA7	2381	49	132159	15474	496	118	8054	4614
BBAVIA8	183	0	30737	5235	43	15	1320	590
BEECH 100	226	0	62497	9647	226	0	13810	4106

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
BEECH 17	88	2	4606	618	35	8	490	246
BEECH 18	507	6	140688	30553	421	36	104023	20376
BEECH 1900	14	0	7586	1014	14	0	6308	2514
BEECH 200	855	0	260179	24812	829	27	74448	13193
BEECH 23	2580	31	250285	35861	1917	140	38707	11320
BEECH 300	53	0	12201	1137	53	0	3937	486
BEECH 33	1677	0	222883	36278	1207	113	23799	5502
BEECH 35	5783	0	539473	39948	4291	242	95901	15695
BEECH 36	2105	0	295143	25123	1858	102	44060	7566
BEECH 45	224	0	29270	5016	102	27	2588	874
BEECH 50	207	0	16698	4349	204	8	6034	2694
BEECH 55	1952	25	195068	21092	1639	110	40252	10192
BEECH 56	47	0	2034	788	29	9	312	180
BEECH 58	1445	0	308306	29950	1350	56	58708	10594
BEECH 60	413	0	51096	11634	368	37	11713	3974
BEECH 65	98	0	17969	2938	76	8	3195	637
BEECH 76	323	0	46954	6546	301	22	19582	6056
BEECH 77	225	0	57257	19283	106	33	3557	1364
BEECH 80	121	0	16575	2009	116	4	7598	1611
BEECH 90	1085	0	290315	45413	1049	35	61393	10039
BEECH 95	393	0	38023	5118	345	24	10145	2709
BEECH 99	92	0	83448	33728	72	16	47797	13218

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
BELL 204	94	3	17495	2679	69	8	2579	1233
BELL 206	1861	0	808036	87739	1356	129	160226	76751
BELL 212	49	0	27329	7675	36	12	7238	3631
BELL 222	72	0	23405	4272	66	5	6388	1900
BELL 412	24	0	14624	1929	19	3	2662	689
BELL 47	720	30	148232	40488	172	82	18883	14048
BLANCA11	36	0	2123	632	0	0	0	0
BLANCA1413	131	0	5095	853	18	17	71	71
BLANCA1419	190	0	11437	1373	108	16	1266	477
BLANCA17	909	0	60778	7030	694	70	11431	3113
BLANCA7	1699	0	185656	38568	557	108	10859	5455
BLANCA8	443	0	42328	7719	272	45	2118	647
BNORM BN2	45	0	30449	3703	44	2	16444	3362
BOEING707	7	0	154	0	7	0	873	0
BOEING727	56	0	12996	3332	47	8	9868	2557
BOEING75	807	30	65053	19894	27	30	2793	3151
BOLKMS105	115	0	45084	17031	111	9	1801	1203
BOLKMS117	8	0	1584	1052	8	0	176	117
BRASOVIS28	45	0	3467	542	0	0	0	0
BRWSTRFLEET2	9	0	315	95	0	0	0	0
BRWSTRFLEET7	11	0	418	84	0	0	0	0
BUKER 131	16	0	683	161	0	0	0	0

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
CAMRONMODELO	166	0	5639	2388	2	7	15	41
CASA C212	17	0	551	0	17	0	121	0
CESSNA120	580	0	29981	3270	209	52	1024	359
CESSNA140	1510	0	64990	8538	575	124	2439	1113
CESSNA150	16322	55	2850425	205587	10837	464	356822	52533
CESSNA170	2023	0	172122	35268	1417	148	11447	2289
CESSNA172	22528	101	3144321	201384	15559	526	443519	48165
CESSNA175	766	0	34152	5474	497	82	10044	3689
CESSNA177	2572	0	290827	42262	1974	134	46093	8804
CESSNA180	2408	0	298704	50474	1066	173	17472	4624
CESSNA182	12564	51	1366045	85544	8570	378	198992	49944
CESSNA185	1500	0	267238	75703	631	148	27378	16901
CESSNA188	1464	0	392423	32268	159	78	1871	1138
CESSNA190	59	0	3428	618	27	7	192	93
CESSNA195	236	0	15238	3829	55	30	599	544
CESSNA205	223	0	17049	3037	119	28	4925	2799
CESSNA206	2454	10	464774	66283	1748	147	62641	17757
CESSNA207	290	0	135270	23435	190	57	5750	2104
CESSNA210	5826	0	763674	65624	4289	255	145422	33241
CESSNA303	192	0	37117	6427	189	6	8944	2229
CESSNA305	188	4	29463	3073	65	7	2784	781
CESSNA310	2791	0	325826	36811	2455	115	166969	43583

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
CESSNA320	281	0	33272	6872	139	38	4557	1787
CESSNA335	45	0	12726	2452	44	2	2386	499
CESSNA336	74	0	4244	748	47	9	425	186
CESSNA337	1018	0	90701	12351	744	89	25943	7678
CESSNA340	942	0	161204	33939	791	74	37268	7279
CESSNA401	167	0	28076	6728	158	11	7420	2285
CESSNA402	527	31	178657	47320	540	24	70576	26791
CESSNA404	77	0	30227	7079	77	0	25122	8776
CESSNA411	85	0	6485	1073	61	10	1430	508
CESSNA414	736	0	183397	58169	736	0	43251	9460
CESSNA421	1141	0	180745	21646	1139	10	62192	7727
CESSNA425	134	0	21012	3611	125	12	18061	9966
CESSNA441	227	0	46371	6592	227	0	14193	3097
CESSNA500	521	0	133297	16401	521	0	29150	4231
CESSNA501	54	0	10642	1283	52	3	1735	437
CESSNA650	78	0	27790	3949	78	0	6658	1328
CESSNAT50	30	0	819	149	3	3	0	0
CESSNAUC94	12	1	619	148	5	2	62	40
CHILD S1	61	0	3731	1012	0	0	0	0
CHILD S2	152	0	16539	2961	0	0	0	0
CNDAIRCL600	68	0	21999	3020	68	0	6290	1589
COMWTH185	25	0	991	208	8	5	29	19

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
CONAERLA4	421	0	29030	7759	185	62	1197	498
CURTISC46	9	3	493	163	6	3	852	417
CURTISJR	5	0	64	5	0	0	0	0
CURTISROBIN	6	0	95	19	0	0	0	0
CURTISTRVAIR	27	0	1421	375	2	1	15	14
CVAC 240	2	0	339	0	2	0	38	0
CVAC 340	5	0	1170	0	5	0	390	0
CVAC 440	3	0	810	0	3	0	90	0
CVAC BT13	39	0	2540	743	3	6	9	21
CVAC L13	2	0	95	0	0	0	0	0
CVAC STC580	42	0	4913	0	12	14	351	417
DART G	8	0	160	0	0	0	0	0
DHAV DHC1	61	0	2400	667	9	7	52	52
DHAV DHC2	76	12	20630	8058	16	14	1648	1510
DHAV DHC3	26	0	10277	1756	0	0	0	0
DHAV DHC6	68	0	62663	15134	54	11	31591	10802
DHAVXXDH82	33	0	1500	190	0	0	0	0
DOUG A26	8	0	370	111	4	3	3	2
DOUG DC3	243	0	40027	24515	66	58	9266	8742
DOUG DC4	55	0	7209	2563	46	10	818	275
DOUG DC6	26	4	3356	900	28	0	1176	782
DOUG DC7	8	0	782	0	8	0	41	0

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
DOUG DC8	64	0	20692	0	64	0	13795	0
DOUG DC9	30	0	4390	831	24	7	817	476
EAGLE DW	50	0	18912	6632	16	5	618	280
EAGLEBAX7	19	0	761	90	0	0	0	0
EAGLEBC7	40	0	1706	334	0	0	0	0
EIRVON20	83	8	4388	669	13	8	630	396
EMAIR MA1	4	0	1313	106	0	0	0	0
EMB 110	37	0	25862	5947	37	0	15257	3134
ENSTRMF28	345	4	60936	9386	252	21	8041	3748
FLEET 16B	9	0	342	68	0	0	0	0
FOKKERF27	11	0	6336	0	0	0	0	0
FOKKERF28	8	0	754	0	8	0	406	0
FRCHLD24	119	0	4858	715	17	10	58	38
FRCHLDF27	25	0	7470	2357	25	0	2061	407
FRCHLDM62	101	0	6777	1867	0	0	0	0
GENBALAX6	26	0	563	45	0	0	0	0
GLASFL201	32	0	1719	315	0	0	0	0
GLASFLH301	94	0	5518	631	0	0	0	0
GROB 103CAT	51	0	11773	2567	0	0	0	0
GROB 109	64	0	6464	1102	10	7	117	92
GROB ASTIR	55	0	3283	644	0	0	0	0
GRTLKS2T1	136	0	10823	2593	6	4	41	32

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
GRUMAVAA1	506	0	42739	8698	347	42	4915	1093
GRUMAVAA5	1015	0	113572	19098	871	67	15773	5323
GRUMAVG1159	38	0	12684	1481	38	0	5227	612
GRUMAVG164	1112	0	415702	31039	116	58	5502	3925
GRUMAVG21	22	0	3782	413	12	4	257	127
GRUMAVTBM	32	0	776	327	4	4	23	23
GULSTM112	670	0	59251	7972	493	75	11106	3866
GULSTM500	288	0	51737	8590	183	31	14284	4346
GULSTM520	27	0	1702	366	13	4	143	77
GULSTM560	75	0	5588	1209	40	12	1100	418
GULSTM680	216	0	18175	2976	139	20	3280	1136
GULSTM680TP	83	0	9540	2207	81	7	4387	988
GULSTM690TC	23	0	4193	691	23	0	1848	375
GULSTM690TP	420	0	103833	10927	411	15	22939	6160
GULSTMAA1	525	6	35127	3302	416	30	4485	1100
GULSTMAA5	557	8	67988	10451	549	16	10133	2812
GULSTMG1159	168	0	52244	7019	168	0	31882	7296
GULSTMG159	89	0	19885	4622	89	0	7271	1438
GULSTMG44	38	0	15003	6076	8	9	88	104
GULSTMG73	6	0	1236	429	5	1	573	330
GULSTMGA7	50	0	5058	1537	32	10	797	350
H23/HTE	17	0	2887	1293	9	3	146	73

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
H34/55	2	0	0	0	2	0	0	0
HELIO H295	90	0	10594	2445	75	7	1271	482
HELIO H391	14	0	1421	554	5	5	44	44
HILLERFH1100	64	0	6326	1171	30	14	249	132
HILLERUH12	296	0	65045	10028	150	25	2398	2209
HUGHES269	443	0	113175	29647	274	55	56033	38056
HUGHES369	528	0	150661	50184	264	76	15596	14386
HWKSLYDH104	13	0	1348	900	4	4	35	46
HWKSLYDH125	183	0	34301	5086	183	0	9703	2997
HYNES B2	31	0	1175	278	2	5	6	15
INTRCP200	19	0	1265	202	10	2	102	26
ISRAEL1121	84	0	8490	5759	45	20	2056	1012
ISRAEL1123	18	0	1995	892	18	0	606	203
ISRAEL1124	210	0	68721	8871	203	9	17217	2761
JBMSTRDGA15	27	0	979	220	7	4	14	8
LAIKFN10	4	0	18	0	0	0	0	0
LEAR 23	57	0	4246	1720	57	0	7128	5102
LEAR 24	136	9	46050	12135	140	0	35919	12513
LEAR 25	241	0	65876	13224	219	21	30220	14608
LEAR 35	469	0	153122	27352	469	0	33447	7313
LEAR 55	94	0	33744	3818	94	0	11789	2097
LET L13	83	4	4852	967	3	4	37	45

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
LKHEED12A	6	0	162	49	0	0	0	0
LKHEED1329	82	0	18393	1837	78	4	4750	973
LKHEED188	8	0	1006	3	8	0	346	76
LKHEEDPV1	24	0	672	281	2	5	1	4
LKHEEDT33	3	0	91	0	3	0	49	0
LUSCOM8	1199	0	48043	7819	55	42	395	432
MARTIN404	6	0	202	0	0	0	0	0
MAULE M4	203	10	10976	2393	97	22	1514	547
MAULE M5	378	0	37287	7043	129	58	1914	1158
MAULE M6	66	0	6916	1548	51	10	411	182
MCLISHFUNKB	38	0	1742	301	1	3	5	12
MEYERSOTW	10	0	323	126	0	0	0	0
MNCOUP90	7	0	920	475	4	1	7	3
MNMITEM18	53	0	1611	223	0	0	0	0
MOONEYM20	5884	0	583308	63584	4500	222	106778	15862
MRCHTIS205	40	0	1126	369	22	8	181	77
MTSBSIMU2	336	0	56592	11492	316	27	17319	7024
MTSBSIMU300	74	0	20502	2432	74	0	4939	1276
MULTECD16	19	0	705	196	19	0	231	131
NAMER B25	7	0	134	22	0	0	0	0
NAMER F51	104	0	4524	1248	22	17	104	85
NAMER NA260	30	0	1331	405	16	5	118	157

TABLE 2 - 14

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
NAMER T6	477	0	31214	4194	89	50	198	133
NATBAL752	21	0	388	63	2	2	37	28
NAVAL N3N	45	0	3616	1101	0	0	0	0
NAVIONNAVION	385	0	30203	5329	237	54	3780	1085
NORD SV4	28	0	2044	551	0	0	0	0
NORWST65	22	0	1007	389	1	2	3	4
ORLHELH19	7	0	702	28	0	0	0	0
ORLHELS58	2	0	715	0	2	0	38	0
PARTENP68	41	0	11406	1363	35	3	1501	343
PICARDAX6	122	0	1488	922	0	0	0	0
PILATSB4	21	2	1275	443	1	2	52	59
PIPER 600	410	0	62536	10757	391	27	19402	5987
PIPER E2	4	1	47	22	1	1	38	29
PIPER J2	26	3	483	261	4	4	371	433
PIPER J3	2169	0	132817	30678	110	64	264	157
PIPER J4	76	0	7768	3771	0	0	0	0
PIPER J5	170	0	9113	899	21	5	224	113
PIPER PA12	914	6	79610	17327	228	68	1548	569
PIPER PA14	63	0	3414	550	23	8	88	42
PIPER PA15	90	0	6754	2238	16	11	10	7
PIPER PA16	213	0	14043	2476	60	24	776	488
PIPER PA17	44	0	2013	365	2	3	4	7

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
PIPER PA18	2401	0	238164	53016	783	202	11449	12887
PIPER PA20	327	0	29034	8458	74	45	1292	913
PIPER PA22	2777	6	136012	10835	1406	122	11509	2255
PIPER PA23	2581	0	409824	60087	1931	179	130484	43810
PIPER PA24	2939	0	207074	20972	2026	159	27096	4697
PIPER PA25	1111	0	198840	33322	169	77	1407	1021
PIPER PA28	20644	46	2454261	138659	15363	438	376731	35615
PIPER PA30	1144	0	106446	9035	998	67	23283	5941
PIPER PA31	1756	0	420032	56667	1536	99	106214	28133
PIPER PA31T	533	0	115196	12001	531	7	40429	7727
PIPER PA32	4041	46	545142	50734	3592	142	126313	23051
PIPER PA34	2044	0	357434	37515	1920	78	121709	24900
PIPER PA36	345	0	77126	15403	99	45	2327	1191
PIPER PA38	1388	0	330851	67316	1105	91	49657	12097
PIPER PA42	87	0	21961	3538	80	7	5447	1248
PIPER PA44	319	0	97528	31334	308	17	20480	8520
PIPER PA46	157	0	23841	4188	139	14	3479	904
PRATT PRG1	10	0	140	30	0	0	0	0
PROPJT200	50	2	5944	1419	43	4	943	285
RAVEN RX6	113	0	1823	667	0	0	0	0
RAVEN S50	50	0	484	75	0	0	0	0
RAVEN S55	587	0	19683	4394	0	0	0	0

TABLE 2 - 14

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
RAVEN S60	187	0	10953	1988	6	4	41	33
RAVEN S66	45	0	1800	814	0	0	0	0
RKWELL500	37	0	9438	1145	35	2	2920	597
RKWELL700	17	0	2191	322	17	0	1008	308
RKWELLNA265	347	0	130727	13792	347	0	38858	4995
ROBSINR22	236	0	51264	14243	110	30	4445	1767
ROLSCHLS	110	0	8593	1072	6	6	10	10
RYAN ST3	95	0	4716	1251	0	0	0	0
RYAN STA	12	0	271	63	0	0	0	0
SCHLERASK21	25	0	6237	942	0	0	0	0
SCHLERASW15	30	0	1853	337	0	0	0	0
SCHLERASW19	50	0	2052	471	0	0	0	0
SCHLERASW20	87	0	8104	1238	0	0	0	0
SCHLERK8	18	0	1240	288	0	0	0	0
SCHLERKA6	57	0	1828	351	0	0	0	0
SCWZERG164	181	0	60498	14916	0	0	0	0
SCWZERSG1	508	0	28284	5569	0	0	0	0
SCWZERSG2	451	8	70825	16030	3	8	99	321
SEMCO CLNGER	4	0	134	13	0	0	0	0
SKRSKYS55	2	0	372	0	2	0	41	0
SKRSKYS58	25	0	2806	691	11	4	452	216
SKRSKYS58T	5	0	1364	444	0	0	0	0

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
SKRSKYS76	88	0	51623	7446	78	5	8228	1388
SLINDS100	250	0	18731	4052	171	22	1665	403
SMITH 600	281	0	30430	6292	211	45	3031	1593
SNIAS 350	210	0	68196	7374	209	7	19389	5402
SNIAS SA341	23	0	1273	215	20	3	49	18
SOCATAMS894	33	0	2054	438	12	7	93	62
SOCATARALLYE	21	0	1452	421	16	3	81	31
SPHRTHCIRRUS	88	0	5390	1483	0	0	0	0
SPHRTHNIMBUS	43	0	3478	369	0	0	0	0
SPHRTHVENTUS	50	0	5527	832	0	0	0	0
STBROSSD3	18	0	25660	0	18	0	10997	0
STNSON10	34	0	802	320	4	5	4	5
STNSONL5	58	0	2281	571	14	9	72	43
STNSONSR9	5	0	271	104	1	1	5	4
STNSONV77	29	0	1323	191	12	3	84	42
STOLAMRC3	73	0	4244	941	27	10	49	27
SUPAC LA	24	0	1440	1274	0	0	0	0
SUPAC V	5	0	295	121	3	1	32	14
SWRNGNSA226	173	0	68488	9995	173	0	31559	10087
SWRNGNSA227	69	0	42165	13173	66	5	14862	4784
SWRNGNSA26	102	0	17801	4858	95	8	6223	1083
TCRAFK21	20	0	1201	221	10	3	129	62

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
TCRAFKD	100	0	4036	666	8	10	84	99
TCRAFTA	1	0	124	0	0	0	0	0
TCRAFTBC	1049	0	49760	10113	93	63	1065	718
TCRAFTBF	16	0	1011	160	0	0	0	0
TCRAFTBL	106	0	5120	759	2	2	5	6
TEMCO 11A	21	0	410	52	2	3	3	5
TH55	12	0	3278	928	5	2	793	458
THUNDRAX7	41	0	1939	368	0	0	0	0
TMPSONNAVION	459	0	27786	2288	289	26	2752	645
TRYTEK65	132	7	8489	2679	5	10	158	332
TRYTEKK	3	0	17	3	0	0	0	0
UNIVACGC1	361	0	18452	2603	178	48	1586	997
UNIVAR108	848	0	98357	33803	312	97	2578	1568
UNIVAR415	1227	7	47497	5749	683	101	5068	1856
VARGA 2150	111	0	7410	1645	94	17	521	424
WACO ASO	5	1	131	84	2	1	129	104
WACO GXE	4	2	236	165	3	2	105	64
WACO R	12	0	148	45	0	0	0	0
WACO UPF7	69	8	2786	513	21	9	1631	905
WACO YK	15	0	351	103	1	1	2	2

TABLE 2 - 14

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
WSK M18	36	6	5426	4616	29	10	1208	2902
WTHRLY201	40	0	13944	5852	5	4	120	98
TOTALS	209911	173	29104539	456996	130194	1272	4958417	172659

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

TABLE 2 - 15

GENERAL AVIATION AVIONICS EQUIPMENT
BY
AIRCRAFT TYPE
1985

AIRCRAFT TYPE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			PRECISION APPROACH EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
FIXED WING												
FIXED WING - PISTON												
1 ENG: 1-3 SEATS												
ESTIMATED POPULATION	35036	22523	10600	31835	26615	3423	60898	12305	7114	5766	390	74347
% STANDARD ERROR	2.5	3.7	5.6	2.3	2.8	10.9	1.2	5.3	7.1	8.0	37.6	0.9
% WITH CAPABILITY	40.0	25.7	12.1	36.4	30.4	3.9	69.6	14.1	8.1	6.6	0.4	85.0
1 ENG: 4+ SEATS												
ESTIMATED POPULATION	49712	77599	87102	4172	106927	50646	15945	88547	84517	77776	985	30130
% STANDARD ERROR	2.3	1.4	1.1	9.0	0.6	2.1	4.1	1.1	1.1	1.3	21.8	2.9
% WITH CAPABILITY	40.5	63.2	70.9	3.4	87.0	41.2	13.0	72.1	68.8	63.3	0.8	24.5
1 ENGINE: TOTAL												
ESTIMATED POPULATION	84748	100122	97701	36007	133542	54068	76843	100852	91631	83542	1375	104477
% STANDARD ERROR	1.7	1.4	1.2	2.3	0.7	2.1	1.3	1.1	1.2	1.3	18.9	1.1
% WITH CAPABILITY	40.3	47.6	46.4	17.1	63.5	25.7	36.5	47.9	43.6	39.7	0.7	49.7
2 ENG: 1-6 SEATS												
ESTIMATED POPULATION	5001	14405	15454	562	18050	15157	879	17684	17504	16966	128	1127
% STANDARD ERROR	7.3	2.4	2.1	23.3	0.8	2.2	16.5	1.0	1.1	1.4	45.5	15.1
% WITH CAPABILITY	26.4	76.1	81.6	3.0	95.4	80.1	4.6	93.4	92.5	89.6	0.7	6.0
2 ENG: 7+ SEATS												
ESTIMATED POPULATION	1954	8312	8495	458	9609	8596	585	9464	9393	9112	101	707
% STANDARD ERROR	10.8	2.3	2.4	20.9	1.0	2.0	16.8	1.3	1.4	1.7	*	17.2
% WITH CAPABILITY	19.2	81.5	83.3	4.5	94.3	84.3	5.7	92.8	92.1	89.4	1.0	6.9
2 ENGINE: TOTAL												
ESTIMATED POPULATION	6955	22718	23949	1020	27659	23753	1464	27148	26897	26078	229	1834
% STANDARD ERROR	6.1	1.7	1.6	15.9	0.6	1.6	11.9	0.8	0.9	1.1	37.5	11.4
% WITH CAPABILITY	23.9	78.0	82.2	3.5	95.0	81.6	5.0	93.2	92.4	89.5	0.8	6.3
PISTON: OTHER												
ESTIMATED POPULATION	23	193	154	131	202	139	145	166	168	163	3	176
% STANDARD ERROR	*	18.0	21.8	25.9	17.1	26.0	23.9	21.4	21.2	21.9	*	20.2
% WITH CAPABILITY	6.6	55.6	44.5	37.8	58.3	39.9	41.7	47.9	48.4	46.9	0.8	50.8
PISTON: TOTAL												
ESTIMATED POPULATION	91727	123032	121805	37157	161404	77960	78451	128167	118696	109783	1607	106487
% STANDARD ERROR	1.6	1.2	1.0	2.2	0.6	1.5	1.3	0.9	0.9	1.0	17.0	1.1
% WITH CAPABILITY	38.2	51.3	50.8	15.5	67.3	32.5	32.7	53.4	49.5	45.8	0.7	44.4

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 15

GENERAL AVIATION AVIONICS EQUIPMENT
BY
AIRCRAFT TYPE
1985

AIRCRAFT TYPE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			PRECISION APPROACH EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
FIXED WING - TURBOPROP												
2 ENG: 1-12 SEATS												
ESTIMATED POPULATION	544	4772	4488	8	5190	5028	11	5187	5122	5074	39	14
% STANDARD ERROR	20.7	2.1	2.8	*	0.4	1.2	*	0.4	0.9	1.1	*	*
% WITH CAPABILITY	10.5	91.8	86.3	0.1	99.8	96.7	0.2	99.7	98.5	97.6	0.7	0.3
2 ENG: 13+ SEATS												
ESTIMATED POPULATION	133	763	769	6	870	815	6	866	870	829	6	6
% STANDARD ERROR	19.4	2.9	4.3	*	1.0	3.5	*	1.2	1.0	2.6	*	*
% WITH CAPABILITY	15.2	87.1	87.7	0.7	99.3	93.0	0.7	98.9	99.3	94.6	0.7	0.7
2 ENGINE: TOTAL												
ESTIMATED POPULATION	677	5535	5257	14	6060	5843	17	6054	5991	5903	44	20
% STANDARD ERROR	17.0	1.9	2.5	*	0.4	1.2	*	0.4	0.8	1.0	*	*
% WITH CAPABILITY	11.1	91.1	86.5	0.2	99.7	96.1	0.3	99.6	98.6	97.1	0.7	0.3
TURBOPROP: OTHER												
ESTIMATED POPULATION	44	169	146	49	171	132	91	162	165	147	0	93
% STANDARD ERROR	32.4	7.7	5.8	29.9	6.9	7.0	12.9	4.3	4.0	5.7	0.0	6.5
% WITH CAPABILITY	16.8	64.6	55.6	18.6	65.2	50.6	34.8	61.8	63.0	56.2	0.0	35.4
TURBOPROP: TOTAL												
ESTIMATED POPULATION	721	5705	5403	62	6230	5975	109	6216	6157	6050	44	112
% STANDARD ERROR	16.1	1.8	2.4	35.1	0.4	1.2	23.0	0.4	0.8	1.0	*	22.1
% WITH CAPABILITY	11.4	90.0	85.2	1.0	98.3	94.3	1.7	98.1	97.1	95.4	0.7	1.8
FIXED WING - TURBOJET												
2 ENGINE TURBOJET												
ESTIMATED POPULATION	344	3956	3679	15	4131	4007	20	4115	4110	4013	94	36
% STANDARD ERROR	23.3	1.6	2.5	*	0.7	1.5	*	0.8	0.8	1.3	41.9	*
% WITH CAPABILITY	8.3	95.3	88.6	0.4	99.5	96.5	0.5	99.1	99.0	96.7	2.3	0.9
TURBOJET: OTHER												
ESTIMATED POPULATION	52	547	492	88	617	564	66	571	535	541	14	109
% STANDARD ERROR	25.3	4.2	4.9	23.7	3.2	3.5	30.3	3.8	4.1	4.1	*	19.8
% WITH CAPABILITY	7.7	80.1	72.1	13.0	90.4	82.6	9.6	83.6	78.4	79.2	2.0	16.0
TURBOJET: TOTAL												
ESTIMATED POPULATION	397	4503	4171	103	4748	4571	86	4686	4646	4554	107	145
% STANDARD ERROR	20.5	1.5	2.3	31.8	0.7	1.4	41.1	0.8	0.9	1.3	37.5	27.1
% WITH CAPABILITY	8.2	93.2	86.3	2.1	98.2	94.6	1.8	96.9	96.1	94.2	2.2	3.0

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 15

GENERAL AVIATION AVIONICS EQUIPMENT
BY
AIRCRAFT TYPE
1985

AIRCRAFT TYPE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			PRECISION APPROACH EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
FIXED WING: TOTAL												
ESTIMATED POPULATION	92845	133240	131379	37323	172383	88506	78645	139069	129498	120386	1759	106744
% STANDARD ERROR	1.6	1.1	0.9	2.2	0.6	1.3	1.3	0.8	0.9	1.0	15.8	1.1
% WITH CAPABILITY	37.0	53.1	52.3	14.9	68.7	35.3	31.3	55.4	51.6	48.0	0.7	42.5
ROTORCRAFT												
PISTON												
ESTIMATED POPULATION	1476	1226	485	2941	1156	70	4386	215	23	155	2	5324
% STANDARD ERROR	12.6	13.1	27.2	6.5	12.9	37.4	3.4	44.8	*	*	*	1.8
% WITH CAPABILITY	26.6	22.1	8.8	53.1	20.9	1.3	79.1	3.9	0.4	2.8	0.0	96.1
TURBINE												
ESTIMATED POPULATION	1058	3627	2326	176	3872	1634	920	1919	1237	1300	18	2798
% STANDARD ERROR	16.7	4.9	8.3	21.6	3.9	11.1	16.3	9.9	12.9	12.5	*	6.8
% WITH CAPABILITY	22.1	75.7	48.5	3.7	80.8	34.1	19.2	40.1	25.8	27.1	0.4	58.4
ROTORCRAFT: TOTAL												
ESTIMATED POPULATION	2534	4853	2811	3117	5028	1703	5306	2134	1261	1455	20	8122
% STANDARD ERROR	10.1	4.9	8.4	6.3	4.2	10.8	4.0	10.0	12.8	12.5	*	2.6
% WITH CAPABILITY	24.5	47.0	27.2	30.2	48.7	16.5	51.3	20.7	12.2	14.1	0.2	78.6
OTHER												
ESTIMATED POPULATION	2251	1964	353	4777	256	114	8598	58	7	7	0	8796
% STANDARD ERROR	8.4	10.2	32.0	4.8	28.6	*	0.9	*	*	*	0.0	0.5
% WITH CAPABILITY	25.4	22.2	4.0	54.0	2.9	1.3	97.1	0.7	0.1	0.1	0.0	99.3
TOTAL												
ESTIMATED POPULATION	97629	140057	134543	45217	177667	90323	92549	141261	130766	121849	1779	123662
% STANDARD ERROR	1.6	1.0	0.9	2.0	0.6	1.3	1.1	0.8	0.9	1.0	15.7	0.9
% WITH CAPABILITY	36.1	51.8	49.8	16.7	65.7	33.4	34.3	52.3	48.4	45.1	0.7	45.8

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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

TABLE 2 - 15

GENERAL AVIATION AVIONICS EQUIPMENT
BY
AIRCRAFT TYPE
1985

AIRCRAFT TYPE	BASIC NAVIGATION EQUIPMENT						LONG RANGE NAV EQUIP			OTHER NAVIGATION EQUIP		
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHR LRNAV	RADAR ALTIM	WEATHER RADAR	NO NAV EQ
FIXED WING												
FIXED WING - PISTON												
1 ENG: 1-3 SEATS												
ESTIMATED POPULATION	29648	22547	11972	7724	1411	570	3751	184	141	312	307	38433
% STANDARD ERROR	2.8	3.6	5.2	6.8	16.7	28.6	10.7	49.7	*	35.8	40.4	1.8
% WITH CAPABILITY	33.9	25.8	13.7	8.8	1.6	0.7	4.3	0.2	0.2	0.4	0.4	43.9
1 ENG: 4+ SEATS												
ESTIMATED POPULATION	47213	82418	96368	88747	50912	13235	16723	448	361	4562	3109	4040
% STANDARD ERROR	2.4	1.3	0.9	1.1	2.0	5.1	4.8	31.6	34.8	9.8	11.8	8.5
% WITH CAPABILITY	38.4	67.1	78.4	72.2	41.4	10.8	13.6	0.4	0.3	3.7	2.5	3.3
1 ENGINE: TOTAL												
ESTIMATED POPULATION	76861	104965	108340	96471	52322	13805	20474	632	501	4874	3416	42473
% STANDARD ERROR	1.8	1.3	1.0	1.1	2.0	5.1	4.4	26.6	29.8	9.4	11.3	1.8
% WITH CAPABILITY	36.5	49.9	51.5	45.9	24.9	6.6	9.7	0.3	0.2	2.3	1.6	20.2
2 ENG: 1-6 SEATS												
ESTIMATED POPULATION	4882	14738	17708	17729	16410	7046	3937	97	74	3480	5492	486
% STANDARD ERROR	7.5	2.3	1.0	1.0	1.6	5.1	8.6	*	*	8.7	5.9	23.0
% WITH CAPABILITY	25.8	77.9	93.5	93.7	86.7	37.2	20.8	0.5	0.4	18.4	29.0	2.6
2 ENG: 7+ SEATS												
ESTIMATED POPULATION	2852	8084	9481	9261	8696	5154	2051	137	147	3284	5317	357
% STANDARD ERROR	9.1	2.6	1.1	1.4	1.7	4.7	11.8	*	42.5	7.7	4.4	18.8
% WITH CAPABILITY	28.0	79.3	93.0	90.8	85.3	50.6	20.1	1.3	1.4	32.2	52.2	3.5
2 ENGINE: TOTAL												
ESTIMATED POPULATION	7734	22822	27188	26990	25106	12200	5988	234	221	6764	10808	843
% STANDARD ERROR	5.8	1.8	0.8	0.8	1.2	3.6	6.9	39.4	37.3	5.8	3.7	15.5
% WITH CAPABILITY	26.6	78.4	93.4	92.7	86.2	41.9	20.6	0.8	0.8	23.2	37.1	2.9
PISTON: OTHER												
ESTIMATED POPULATION	35	192	185	173	110	5	93	9	3	51	16	131
% STANDARD ERROR	*	17.0	19.0	20.6	30.4	*	25.2	*	*	50.0	*	25.9
% WITH CAPABILITY	10.1	55.3	53.3	49.9	31.8	1.5	26.9	2.6	0.8	14.8	4.6	37.8
PISTON: TOTAL												
ESTIMATED POPULATION	84630	127978	135713	123635	77539	26010	26555	874	726	11689	14240	43448
% STANDARD ERROR	1.7	1.1	0.8	0.9	1.4	3.2	3.7	22.0	23.5	5.2	3.9	1.8
% WITH CAPABILITY	35.3	53.4	56.6	51.5	32.3	10.8	11.1	0.4	0.3	4.9	5.9	18.1

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 15

GENERAL AVIATION AVIONICS EQUIPMENT
BY
AIRCRAFT TYPE
1985

AIRCRAFT TYPE	BASIC NAVIGATION EQUIPMENT						LONG RANGE NAV EQUIP			OTHER NAVIGATION EQUIP		
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHR LRNAV	RADAR ALTIM	WEATHER RADAR	NO NAV EQ
FIXED WING - TURBOPROP												
2 ENG: 1-12 SEATS												
ESTIMATED POPULATION	823	4627	5140	5190	5180	4255	1207	559	134	4709	4786	0
% STANDARD ERROR	16.3	2.4	0.6	0.3	0.5	3.1	12.7	17.3	48.6	2.1	2.0	0.0
% WITH CAPABILITY	15.8	89.0	98.8	99.8	99.6	81.8	23.2	10.8	2.6	90.5	92.0	0.0
2 ENG: 13+ SEATS												
ESTIMATED POPULATION	93	803	854	868	870	198	55	89	17	523	735	6
% STANDARD ERROR	28.7	3.0	1.7	1.0	1.0	20.2	28.7	27.0	*	8.4	4.5	*
% WITH CAPABILITY	10.6	91.7	97.4	99.1	99.3	22.6	6.3	10.2	2.0	59.7	84.0	0.7
2 ENGINE: TOTAL												
ESTIMATED POPULATION	917	5430	5994	6059	6050	4453	1262	648	152	5232	5521	6
% STANDARD ERROR	14.9	2.1	0.6	0.3	0.4	3.1	12.2	15.4	44.0	2.1	1.9	*
% WITH CAPABILITY	15.1	89.3	98.6	99.7	99.6	73.3	20.8	10.7	2.5	86.1	90.9	0.1
TURBOPROP: OTHER												
ESTIMATED POPULATION	21	170	131	174	154	40	48	32	21	79	107	76
% STANDARD ERROR	38.0	7.0	7.1	3.0	5.1	21.2	17.3	23.6	24.6	12.4	9.3	15.2
% WITH CAPABILITY	7.8	64.8	50.2	66.3	58.8	15.4	18.4	12.2	8.2	30.1	40.7	28.9
TURBOPROP: TOTAL												
ESTIMATED POPULATION	937	5599	6125	6232	6204	4493	1310	680	173	5311	5628	82
% STANDARD ERROR	14.6	2.0	0.6	0.3	0.4	3.1	11.8	14.7	38.7	2.1	1.8	17.6
% WITH CAPABILITY	14.8	88.3	96.6	98.3	97.9	70.9	20.7	10.7	2.7	83.8	88.8	1.3
FIXED WING - TURBOJET												
2 ENGINE TURBOJET												
ESTIMATED POPULATION	511	3776	4062	4095	4133	1924	526	2232	528	3903	3823	6
% STANDARD ERROR	18.1	2.2	1.3	1.1	0.4	7.4	20.3	5.7	12.5	1.5	2.2	*
% WITH CAPABILITY	12.3	91.0	97.9	98.6	99.6	46.3	12.7	53.8	12.7	94.0	92.1	0.1
TURBOJET: OTHER												
ESTIMATED POPULATION	124	449	509	497	556	151	23	295	267	462	471	87
% STANDARD ERROR	22.3	5.9	4.7	3.1	3.9	18.0	*	7.2	7.5	4.4	2.7	16.3
% WITH CAPABILITY	18.1	65.8	74.5	72.7	81.4	22.1	3.4	43.2	39.1	67.7	68.9	12.7
TURBOJET: TOTAL												
ESTIMATED POPULATION	635	4225	4571	4591	4689	2075	549	2527	795	4365	4294	93
% STANDARD ERROR	15.2	2.0	1.3	1.0	0.6	7.0	19.7	5.1	8.7	1.4	2.0	20.9
% WITH CAPABILITY	13.1	87.4	94.6	95.0	97.0	42.9	11.4	52.3	16.5	90.3	88.8	1.9

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 15

GENERAL AVIATION AVIONICS EQUIPMENT
BY
AIRCRAFT TYPE
1985

AIRCRAFT TYPE	BASIC NAVIGATION EQUIPMENT						LONG RANGE NAV EQUIP			OTHER NAVIGATION EQUIP		
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHR LRNAV	RADAR ALTIM	WEATHER RADAR	NO NAV EQ
FIXED WING: TOTAL												
ESTIMATED POPULATION	86203	137803	146410	134459	88432	32579	28414	4082	1694	21365	24162	43623
% STANDARD ERROR	1.7	1.0	0.7	0.8	1.2	2.6	3.5	6.2	11.6	2.9	2.4	1.8
% WITH CAPABILITY	34.3	54.9	58.3	53.6	35.2	13.0	11.3	1.6	0.7	8.5	9.6	17.4
ROTORCRAFT												
PISTON												
ESTIMATED POPULATION	324	281	56	209	22	8	224	0	0	7	9	4695
% STANDARD ERROR	29.9	32.0	*	31.4	*	*	27.7	0.0	0.0	*	*	2.9
% WITH CAPABILITY	5.8	5.1	1.0	3.8	0.4	0.1	4.0	0.0	0.0	0.1	0.2	84.7
TURBINE												
ESTIMATED POPULATION	993	2734	1144	3310	1250	721	2162	65	113	903	297	452
% STANDARD ERROR	17.2	7.4	13.2	5.2	13.3	19.7	9.4	*	*	13.1	16.9	20.7
% WITH CAPABILITY	20.7	57.1	23.9	69.1	26.1	15.1	45.1	1.4	2.4	18.8	6.2	9.4
ROTORCRAFT: TOTAL												
ESTIMATED POPULATION	1317	3015	1200	3519	1272	729	2386	65	113	910	306	5147
% STANDARD ERROR	14.9	7.3	13.0	5.2	13.1	19.5	8.9	*	*	13.0	16.6	3.2
% WITH CAPABILITY	12.7	29.2	11.6	34.1	12.3	7.1	23.1	0.6	1.1	8.8	3.0	49.8
OTHER												
ESTIMATED POPULATION	78	147	61	19	14	3	20	3	3	12	11	8609
% STANDARD ERROR	*	32.1	*	*	*	*	*	*	*	*	*	0.7
% WITH CAPABILITY	0.9	1.7	0.7	0.2	0.2	0.0	0.2	0.0	0.0	0.1	0.1	97.2
TOTAL												
ESTIMATED POPULATION	87598	140965	147671	137997	89718	33311	30821	4150	1811	22286	24479	57380
% STANDARD ERROR	1.7	1.0	0.7	0.8	1.2	2.6	3.3	6.2	11.4	2.8	2.3	1.4
% WITH CAPABILITY	32.4	52.2	54.6	51.1	33.2	12.3	11.4	1.5	0.7	8.2	9.1	21.2

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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

TABLE 2 - 15

GENERAL AVIATION AVIONICS EQUIPMENT
BY
AIRCRAFT TYPE
1985

AIRCRAFT TYPE	GUIDANCE AND CONTROL EQUIPMENT								
	FLIGHT DIRECT	HSI	EFIS	FLTMGT COMPTR	1 AXIS AUTPLT	2 AXIS AUTPLT	3 AXIS AUTPLT	AUTO LAND	NO EQUIP
1 ENG: 1-3 SEATS									
ESTIMATED POPULATION	540	2885	185	228	646	567	189	423	83174
% STANDARD ERROR	28.0	12.2	*	45.9	23.8	27.6	45.4	34.6	0.5
% WITH CAPABILITY	0.6	3.3	0.2	0.3	0.7	0.6	0.2	0.5	95.0
1 ENG: 4+ SEATS									
ESTIMATED POPULATION	7023	20959	545	1257	12518	26539	15260	907	60564
% STANDARD ERROR	7.1	4.0	29.6	19.1	5.5	3.4	4.3	22.6	1.6
% WITH CAPABILITY	5.7	17.1	0.4	1.0	10.2	21.6	12.4	0.7	49.3
1 ENGINE: TOTAL									
ESTIMATED POPULATION	7563	23843	730	1485	13165	27105	15449	1330	143739
% STANDARD ERROR	6.9	3.8	25.9	17.7	5.4	3.4	4.3	18.9	0.7
% WITH CAPABILITY	3.6	11.3	0.3	0.7	6.3	12.9	7.3	0.6	68.3
2 ENG: 1-6 SEATS									
ESTIMATED POPULATION	4862	9008	366	1707	617	1848	12774	752	2486
% STANDARD ERROR	6.6	4.1	30.6	13.6	24.4	13.8	2.9	23.4	10.7
% WITH CAPABILITY	25.7	47.6	1.9	9.0	3.3	9.8	67.5	4.0	13.1
2 ENG: 7+ SEATS									
ESTIMATED POPULATION	4667	6472	257	1111	64	519	7161	348	1524
% STANDARD ERROR	5.1	3.6	37.5	17.2	41.9	25.3	2.9	34.7	8.6
% WITH CAPABILITY	45.8	63.5	2.5	10.9	0.6	5.1	70.2	3.4	15.0
2 ENGINE: TOTAL									
ESTIMATED POPULATION	9528	15480	623	2818	681	2366	19935	1100	4010
% STANDARD ERROR	4.2	2.8	23.7	10.7	22.5	12.1	2.1	19.4	7.4
% WITH CAPABILITY	32.7	53.2	2.1	9.7	2.3	8.1	68.5	3.8	13.8
PISTON: OTHER									
ESTIMATED POPULATION	27	70	4	5	0	0	18	5	258
% STANDARD ERROR	*	29.6	*	*	0.0	0.0	*	*	10.6
% WITH CAPABILITY	7.8	20.2	1.3	1.5	0.0	0.0	5.2	1.5	74.5
PISTON: TOTAL									
ESTIMATED POPULATION	17119	39393	1358	4309	13845	29472	35402	2435	148007
% STANDARD ERROR	3.8	2.6	17.7	9.3	5.2	3.3	2.2	13.6	0.7
% WITH CAPABILITY	7.1	16.4	0.6	1.8	5.8	12.3	14.8	1.0	61.7

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 15

GENERAL AVIATION AVIONICS EQUIPMENT
BY
AIRCRAFT TYPE
1985

AIRCRAFT TYPE	GUIDANCE AND CONTROL EQUIPMENT								
	FLIGHT DIRECT	HSI	EFIS	FLTMGT COMPTR	1 AXIS AUTPLT	2 AXIS AUTPLT	3 AXIS AUTPLT	AUTO LAND	NO EQUIP
FIXED WING - TURBOPROP									
2 ENG: 1-12 SEATS									
ESTIMATED POPULATION	4779	5048	276	1089	7	153	4877	72	23
% STANDARD ERROR	2.1	1.0	31.2	13.9	*	43.8	1.8	*	*
% WITH CAPABILITY	91.9	97.1	5.3	20.9	0.1	2.9	93.8	1.4	0.4
2 ENG: 13+ SEATS									
ESTIMATED POPULATION	487	735	44	134	3	4	292	24	103
% STANDARD ERROR	6.7	3.9	26.4	22.1	*	*	11.7	50.0	21.7
% WITH CAPABILITY	55.6	84.0	5.0	15.3	0.3	0.4	33.4	2.8	11.7
2 ENGINE: TOTAL									
ESTIMATED POPULATION	5266	5784	319	1222	10	157	5169	97	125
% STANDARD ERROR	2.0	1.0	27.1	12.6	*	42.8	1.8	44.3	24.1
% WITH CAPABILITY	86.7	95.2	5.3	20.1	0.2	2.6	85.1	1.6	2.1
TURBOPROP: OTHER									
ESTIMATED POPULATION	105	124	3	37	0	22	92	13	118
% STANDARD ERROR	9.6	7.8	*	21.8	0.0	28.6	11.2	39.5	7.3
% WITH CAPABILITY	39.9	47.2	1.0	14.3	0.0	8.4	35.1	5.1	45.1
TURBOPROP: TOTAL									
ESTIMATED POPULATION	5371	5907	322	1260	10	179	5261	110	243
% STANDARD ERROR	1.9	1.0	26.9	12.3	*	37.6	1.8	39.2	12.9
% WITH CAPABILITY	84.7	93.2	5.1	19.9	0.2	2.8	83.0	1.7	3.8
FIXED WING - TURBOJET									
2 ENGINE TURBOJET									
ESTIMATED POPULATION	4054	3966	462	1289	60	60	3838	123	14
% STANDARD ERROR	1.0	1.6	21.2	10.3	*	*	2.3	37.1	*
% WITH CAPABILITY	97.7	95.5	11.1	31.0	1.4	1.4	92.5	3.0	0.3
TURBOJET: OTHER									
ESTIMATED POPULATION	404	504	28	83	3	0	473	1	162
% STANDARD ERROR	6.7	3.2	42.9	21.4	*	0.0	2.9	*	8.4
% WITH CAPABILITY	59.1	73.8	4.0	12.1	0.4	0.0	69.2	0.2	23.7
TURBOJET: TOTAL									
ESTIMATED POPULATION	4458	4470	490	1371	63	60	4311	124	176
% STANDARD ERROR	1.1	1.5	20.1	9.7	*	*	2.0	36.8	15.1
% WITH CAPABILITY	92.2	92.5	10.1	28.4	1.3	1.2	89.2	2.6	3.6

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 15

GENERAL AVIATION AVIONICS EQUIPMENT
BY
AIRCRAFT TYPE
1985

AIRCRAFT TYPE	GUIDANCE AND CONTROL EQUIPMENT								
	FLIGHT DIRECT	HSI	EFIS	FLTMGT COMPTR	1 AXIS AUTPLT	2 AXIS AUTPLT	3 AXIS AUTPLT	AUTO LAND	NO EQUIP
FIXED WING: TOTAL									
ESTIMATED POPULATION	26948	49770	2169	6940	13918	29710	44973	2669	148426
% STANDARD ERROR	2.5	2.0	12.6	6.5	5.2	3.3	1.8	12.6	0.7
% WITH CAPABILITY	10.7	19.8	0.9	2.8	5.5	11.8	17.9	1.1	59.1
ROTORCRAFT									
PISTON									
ESTIMATED POPULATION	10	59	0	7	0	0	9	2	5477
% STANDARD ERROR	*	38.4	0.0	*	0.0	0.0	*	*	0.4
% WITH CAPABILITY	0.2	1.1	0.0	0.1	0.0	0.0	0.2	0.0	98.8
TURBINE									
ESTIMATED POPULATION	301	1324	92	141	28	7	400	18	3384
% STANDARD ERROR	14.9	12.2	*	36.6	*	*	22.2	42.1	4.9
% WITH CAPABILITY	6.3	27.6	1.9	2.9	0.6	0.1	8.4	0.4	70.6
ROTORCRAFT: TOTAL									
ESTIMATED POPULATION	311	1383	92	148	28	7	409	21	8860
% STANDARD ERROR	14.8	11.8	*	35.2	*	*	21.8	38.7	1.9
% WITH CAPABILITY	3.0	13.4	0.9	1.4	0.3	0.1	4.0	0.2	85.7
OTHER									
ESTIMATED POPULATION	56	30	3	14	1	0	6	0	8752
% STANDARD ERROR	*	47.0	*	*	*	0.0	*	0.0	0.5
% WITH CAPABILITY	0.6	0.3	0.0	0.2	0.0	0.0	0.1	0.0	98.9
TOTAL									
ESTIMATED POPULATION	27315	51183	2265	7102	13947	29717	45389	2690	166039
% STANDARD ERROR	2.4	2.0	12.3	6.4	5.2	3.3	1.8	12.5	0.7
% WITH CAPABILITY	10.1	18.9	0.8	2.6	5.2	11.0	16.8	1.0	61.4

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1985

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			PRECISION APPROACH EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
ALABAMA												
ESTIMATED POPULATION	1056	1710	1880	513	2246	1242	840	1881	1910	1711	19	1139
% STANDARD ERROR	20.3	15.7	15.0	26.6	13.8	18.2	21.1	14.9	14.9	15.7	*	18.6
% WITH CAPABILITY	34.2	55.4	60.9	16.6	72.8	40.3	27.2	60.9	61.9	55.4	0.6	36.9
ALASKA												
ESTIMATED POPULATION	4283	3374	2379	890	2970	837	5234	2170	2015	1873	6	5767
% STANDARD ERROR	9.8	10.9	12.6	22.3	11.3	22.4	8.6	13.4	13.8	14.5	*	8.3
% WITH CAPABILITY	52.2	41.1	29.0	10.8	36.2	10.2	63.8	26.4	24.6	22.8	0.1	70.3
ARIZONA												
ESTIMATED POPULATION	1844	3907	3065	981	4543	2186	1855	3192	2858	2564	2	3049
% STANDARD ERROR	14.9	10.4	11.7	18.9	9.7	13.9	13.8	11.6	12.2	12.8	*	11.3
% WITH CAPABILITY	28.8	61.1	47.9	15.3	71.0	34.2	29.0	49.9	44.7	40.1	0.0	47.7
ARKANSAS												
ESTIMATED POPULATION	1144	1221	1330	699	1658	797	1267	1290	1205	1138	27	1587
% STANDARD ERROR	19.8	18.2	17.8	23.2	16.1	21.8	17.7	17.8	18.3	18.9	*	16.2
% WITH CAPABILITY	39.1	41.7	45.5	23.9	56.7	27.2	43.3	44.1	41.2	38.9	0.9	54.3
CALIFORNIA												
ESTIMATED POPULATION	11557	20360	18439	4030	24796	13690	9845	19569	18565	17252	133	14273
% STANDARD ERROR	5.8	4.4	4.6	9.1	3.9	5.3	5.9	4.4	4.5	4.7	*	5.0
% WITH CAPABILITY	33.4	58.8	53.2	11.6	71.6	39.5	28.4	56.5	53.6	49.8	0.4	41.2
COLORADO												
ESTIMATED POPULATION	1985	2700	2860	771	3458	1854	1652	2732	2566	2144	63	2245
% STANDARD ERROR	15.2	12.7	12.4	21.9	11.3	15.4	15.8	12.7	13.0	14.2	*	13.7
% WITH CAPABILITY	38.8	52.8	56.0	15.1	67.7	36.3	32.3	53.5	50.2	42.0	1.2	43.9
CONNECTICUT												
ESTIMATED POPULATION	671	1188	1099	300	1518	672	475	1145	1077	1027	0	848
% STANDARD ERROR	25.8	18.6	19.7	32.5	16.8	24.0	26.4	19.2	19.8	20.3	0.0	21.1
% WITH CAPABILITY	33.6	59.6	55.1	15.1	76.2	33.7	23.8	57.4	54.0	51.5	0.0	42.6
DELAWARE												
ESTIMATED POPULATION	262	348	409	76	462	348	152	403	353	323	0	185
% STANDARD ERROR	40.4	32.2	30.8	*	28.7	32.7	*	30.7	32.2	33.2	0.0	44.4
% WITH CAPABILITY	42.7	56.6	66.6	12.3	75.2	56.6	24.8	65.6	57.4	52.6	0.0	30.2

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1985

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			PRECISION APPROACH EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
D.C.												
ESTIMATED POPULATION	24	33	31	4	57	20	4	21	26	20	0	34
% STANDARD ERROR	*	*	*	*	*	*	*	*	*	*	0.0	*
% WITH CAPABILITY	39.0	53.9	50.9	7.1	92.9	33.2	7.1	35.1	42.4	33.2	0.0	55.7
FLORIDA												
ESTIMATED POPULATION	4459	9311	8793	1678	11055	6665	3576	9234	8352	8379	17	5292
% STANDARD ERROR	9.4	6.5	6.6	14.9	5.9	7.5	10.3	6.5	6.8	6.8	*	8.6
% WITH CAPABILITY	30.5	63.6	60.1	11.5	75.6	45.6	24.4	63.1	57.1	57.3	0.1	36.2
GEORGIA												
ESTIMATED POPULATION	1539	2878	2768	974	3533	1737	1733	3091	2952	2696	130	2141
% STANDARD ERROR	17.0	12.0	12.3	19.4	11.0	15.2	14.9	11.7	11.9	12.5	*	13.8
% WITH CAPABILITY	29.2	54.7	52.6	18.5	67.1	33.0	32.9	58.7	56.1	51.2	2.5	40.7
HAWAII												
ESTIMATED POPULATION	247	214	215	45	414	90	92	271	269	261	0	230
% STANDARD ERROR	39.0	44.5	43.5	*	30.8	*	*	38.3	38.6	39.3	0.0	40.8
% WITH CAPABILITY	48.8	42.2	42.4	9.0	81.7	17.7	18.3	53.4	53.1	51.5	0.0	45.4
IDAHO												
ESTIMATED POPULATION	897	1103	1055	389	1441	622	877	920	801	732	0	1338
% STANDARD ERROR	22.1	19.9	20.3	31.3	17.4	25.5	21.5	21.6	23.1	24.0	0.0	17.7
% WITH CAPABILITY	38.7	47.6	45.5	16.8	62.2	26.9	37.8	39.7	34.6	31.6	0.0	57.7
ILLINOIS												
ESTIMATED POPULATION	2509	4969	4543	1102	5492	2591	2670	5013	4713	4143	151	2962
% STANDARD ERROR	12.7	9.3	9.7	17.6	8.8	12.6	11.8	9.3	9.5	10.1	45.4	11.1
% WITH CAPABILITY	30.7	60.9	55.7	13.5	67.3	31.7	32.7	61.4	57.7	50.8	1.9	36.3
INDIANA												
ESTIMATED POPULATION	1933	2346	2688	855	3084	1689	1829	2603	2474	2230	1	2146
% STANDARD ERROR	15.2	13.2	12.5	21.2	11.7	15.4	15.0	12.7	12.9	13.6	*	13.9
% WITH CAPABILITY	39.3	47.7	54.7	17.4	62.8	34.4	37.2	53.0	50.4	45.4	0.0	43.7
IOWA												
ESTIMATED POPULATION	1310	1473	1286	666	1997	906	1289	1635	1401	1246	42	1591
% STANDARD ERROR	18.4	16.8	18.3	22.6	14.7	21.1	16.9	16.4	17.5	18.3	*	15.4
% WITH CAPABILITY	39.9	44.8	39.1	20.3	60.8	27.6	39.2	49.7	42.6	37.9	1.3	48.4

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1985

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			PRECISION APPROACH EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
KANSAS												
ESTIMATED POPULATION	1019	2640	2308	723	2933	1494	1395	2378	2291	2168	85	1879
% STANDARD ERROR	20.3	12.7	13.5	22.5	12.1	16.4	16.4	13.5	13.7	14.1	*	14.5
% WITH CAPABILITY	23.5	61.0	53.3	16.7	67.8	34.5	32.2	55.0	52.9	50.1	2.0	43.4
KENTUCKY												
ESTIMATED POPULATION	829	1073	1055	250	1303	778	718	1099	943	937	19	872
% STANDARD ERROR	23.6	20.1	20.4	39.9	18.5	23.8	24.6	20.1	21.4	21.5	*	22.3
% WITH CAPABILITY	41.0	53.1	52.2	12.4	64.5	38.5	35.5	54.4	46.6	46.4	1.0	43.1
LOUISIANA												
ESTIMATED POPULATION	1136	2374	2043	688	3006	1328	1155	2148	1785	1761	80	1967
% STANDARD ERROR	20.8	13.0	14.2	21.8	11.8	17.2	18.5	14.0	15.3	15.4	*	14.4
% WITH CAPABILITY	27.3	57.0	49.1	16.5	72.3	31.9	27.7	51.6	42.9	42.3	1.9	47.3
MAINE												
ESTIMATED POPULATION	528	438	452	321	646	307	630	512	406	447	29	745
% STANDARD ERROR	30.0	30.6	31.5	35.3	25.8	38.3	26.3	29.4	32.6	31.5	*	24.0
% WITH CAPABILITY	41.4	34.3	35.4	25.2	50.7	24.1	49.3	40.1	31.8	35.1	2.3	58.4
MARYLAND												
ESTIMATED POPULATION	1258	1519	1649	461	2204	1010	920	1584	1450	1337	38	1535
% STANDARD ERROR	18.0	17.0	16.1	27.1	14.1	20.5	19.1	16.4	17.2	17.9	*	15.9
% WITH CAPABILITY	40.3	48.6	52.8	14.8	70.5	32.3	29.5	50.7	46.4	42.8	1.2	49.1
MASSACHUSETTS												
ESTIMATED POPULATION	1256	2087	2105	349	2505	1261	1015	2041	1949	1711	1	1446
% STANDARD ERROR	18.0	14.3	14.4	32.8	13.0	18.3	19.5	14.8	15.1	16.0	*	16.0
% WITH CAPABILITY	35.7	59.3	59.8	9.9	71.2	35.8	28.8	58.0	55.4	48.6	0.0	41.1
MICHIGAN												
ESTIMATED POPULATION	3603	4384	4511	1351	5367	2679	3514	4877	4575	4227	92	3825
% STANDARD ERROR	11.0	9.7	9.7	16.2	8.9	12.3	10.6	9.3	9.5	10.0	*	10.2
% WITH CAPABILITY	40.6	49.4	50.8	15.2	60.4	30.2	39.6	54.9	51.5	47.6	1.0	43.1
MINNESOTA												
ESTIMATED POPULATION	2561	2222	2396	1275	3171	1207	2528	2148	2044	1964	74	3480
% STANDARD ERROR	13.1	13.8	13.5	16.7	11.7	18.5	12.4	14.2	14.6	14.9	*	10.8
% WITH CAPABILITY	44.9	39.0	42.1	22.4	55.6	21.2	44.4	37.7	35.9	34.5	1.3	61.1

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1985

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			PRECISION APPROACH EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
MISSISSIPPI												
ESTIMATED POPULATION	994	961	913	623	1436	498	1003	1096	1053	900	0	1264
% STANDARD ERROR	21.1	21.1	21.7	23.7	17.4	28.2	19.4	19.7	20.1	21.8	0.0	17.8
% WITH CAPABILITY	40.8	39.4	37.4	25.6	58.9	20.4	41.1	45.0	43.2	36.9	0.0	51.8
MISSOURI												
ESTIMATED POPULATION	2196	2207	2392	608	3287	1207	1440	2009	1918	1707	36	2477
% STANDARD ERROR	14.3	13.9	13.5	23.9	11.6	18.2	16.2	14.7	14.8	15.7	*	12.8
% WITH CAPABILITY	46.5	46.7	50.6	12.9	69.5	25.5	30.5	42.5	40.6	36.1	0.8	52.4
MONTANA												
ESTIMATED POPULATION	1117	927	998	343	1220	408	961	952	852	783	0	1188
% STANDARD ERROR	20.9	21.8	21.5	32.7	19.3	32.5	21.4	21.7	22.8	23.7	0.0	19.4
% WITH CAPABILITY	51.2	42.5	45.8	15.7	55.9	18.7	44.1	43.7	39.1	35.9	0.0	54.5
NEBRASKA												
ESTIMATED POPULATION	913	835	724	652	1140	437	1214	725	714	652	2	1606
% STANDARD ERROR	22.2	22.5	24.4	24.8	19.3	29.7	18.6	24.0	24.1	25.3	*	16.3
% WITH CAPABILITY	38.8	35.5	30.8	27.7	48.4	18.6	51.6	30.8	30.3	27.7	0.1	68.2
NEVADA												
ESTIMATED POPULATION	874	1347	1368	237	1788	968	594	1332	1148	1080	3	1044
% STANDARD ERROR	21.4	17.6	17.1	36.3	15.2	19.9	24.8	17.2	18.3	18.8	*	19.9
% WITH CAPABILITY	36.7	56.5	57.5	9.9	75.1	40.6	24.9	55.9	48.2	45.4	0.1	43.8
NEW HAMPSHIRE												
ESTIMATED POPULATION	736	748	844	256	1136	589	504	928	896	726	1	655
% STANDARD ERROR	24.0	23.4	22.4	36.2	19.1	26.0	27.0	21.4	21.9	24.2	*	23.5
% WITH CAPABILITY	44.9	45.6	51.5	15.6	69.3	35.9	30.7	56.6	54.6	44.3	0.1	40.0
NEW JERSEY												
ESTIMATED POPULATION	1584	2397	2628	707	3129	1957	1397	2706	2614	2423	6	1735
% STANDARD ERROR	16.1	12.7	12.1	23.2	11.2	13.7	16.6	11.9	12.1	12.5	*	15.3
% WITH CAPABILITY	35.0	53.0	58.1	15.6	69.1	43.2	30.9	59.8	57.8	53.5	0.1	38.3
NEW MEXICO												
ESTIMATED POPULATION	1084	948	1277	284	1537	888	693	1379	1307	1310	2	820
% STANDARD ERROR	20.5	20.6	18.5	34.7	16.8	22.0	23.4	17.8	18.3	18.3	*	21.5
% WITH CAPABILITY	48.6	42.5	57.3	12.7	68.9	39.8	31.1	61.8	58.6	58.8	0.1	36.8

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1985

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			PRECISION APPROACH EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
NEW YORK												
ESTIMATED POPULATION	2763	3834	3796	1433	4654	2588	2732	4262	3659	3608	1	3044
% STANDARD ERROR	12.5	10.2	10.4	16.3	9.4	12.2	11.8	9.8	10.5	10.6	*	11.3
% WITH CAPABILITY	37.4	51.9	51.4	19.4	63.0	35.0	37.0	57.7	49.5	48.9	0.0	41.2
NORTH CAROLINA												
ESTIMATED POPULATION	1662	3096	3186	709	4124	2331	1092	3413	3175	3087	51	1686
% STANDARD ERROR	16.2	11.7	11.6	22.2	10.2	13.2	18.2	11.2	11.5	11.7	*	15.2
% WITH CAPABILITY	31.9	59.3	61.1	13.6	79.1	44.7	20.9	65.4	60.9	59.2	1.0	32.3
NORTH DAKOTA												
ESTIMATED POPULATION	604	727	562	711	954	254	1045	592	506	483	0	1386
% STANDARD ERROR	29.1	25.1	27.9	21.9	21.9	43.8	19.9	28.5	30.3	31.3	0.0	17.4
% WITH CAPABILITY	30.2	36.4	28.1	35.5	47.7	12.7	52.3	29.6	25.3	24.2	0.0	69.3
OHIO												
ESTIMATED POPULATION	4101	4446	5056	1232	6300	2830	2754	5280	4844	4541	16	3552
% STANDARD ERROR	10.2	9.6	9.0	16.4	8.1	11.7	11.7	8.8	9.1	9.4	*	10.5
% WITH CAPABILITY	45.3	49.1	55.8	13.6	69.6	31.3	30.4	58.3	53.5	50.2	0.2	39.2
OKLAHOMA												
ESTIMATED POPULATION	1586	2634	2125	824	3337	1947	1660	2451	2189	2059	61	2342
% STANDARD ERROR	16.8	12.8	14.3	20.9	11.5	14.8	15.2	13.3	13.9	14.4	*	13.2
% WITH CAPABILITY	31.7	52.7	42.5	16.5	66.8	39.0	33.2	49.1	43.8	41.2	1.2	46.9
OREGON												
ESTIMATED POPULATION	2199	3098	2729	736	3664	1778	2048	3110	2771	2506	131	2520
% STANDARD ERROR	14.3	11.8	12.6	22.3	10.9	15.6	14.1	11.8	12.6	13.2	*	12.9
% WITH CAPABILITY	38.5	54.2	47.8	12.9	64.1	31.1	35.9	54.4	48.5	43.9	2.3	44.1
PENNSYLVANIA												
ESTIMATED POPULATION	2934	3529	3608	1152	4751	2488	2411	3861	3532	3130	2	3166
% STANDARD ERROR	12.0	10.7	10.7	17.4	9.3	12.7	12.2	10.4	10.8	11.5	*	10.8
% WITH CAPABILITY	41.0	49.3	50.4	16.1	66.3	34.7	33.7	53.9	49.3	43.7	0.0	44.2
RHODE ISLAND												
ESTIMATED POPULATION	104	164	130	24	154	71	114	133	123	123	0	135
% STANDARD ERROR	*	49.6	*	*	*	*	*	*	*	*	0.0	*
% WITH CAPABILITY	38.7	61.4	48.4	9.0	57.6	26.6	42.4	49.6	45.7	45.7	0.0	50.4

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GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1985

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			PRECISION APPROACH EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
SOUTH CAROLINA												
ESTIMATED POPULATION	813	926	1117	252	1355	718	556	1089	1000	888	0	815
% STANDARD ERROR	22.6	21.1	19.7	38.3	17.6	23.6	25.9	19.4	20.5	21.6	0.0	22.2
% WITH CAPABILITY	42.6	48.5	58.5	13.2	70.9	37.6	29.1	57.0	52.3	46.4	0.0	42.7
SOUTH DAKOTA												
ESTIMATED POPULATION	532	412	536	464	596	177	793	522	487	459	5	868
% STANDARD ERROR	29.2	32.2	29.2	31.0	26.8	48.5	23.9	28.6	29.8	30.5	*	22.8
% WITH CAPABILITY	38.3	29.7	38.6	33.4	42.9	12.8	57.1	37.6	35.0	33.0	0.4	62.4
TENNESSEE												
ESTIMATED POPULATION	1229	1649	1690	296	2362	1204	707	2077	1829	1609	0	908
% STANDARD ERROR	18.6	15.8	15.6	35.2	13.3	18.0	23.7	14.2	14.8	15.9	0.0	21.3
% WITH CAPABILITY	40.0	53.7	55.1	9.6	77.0	39.2	23.0	67.7	59.6	52.4	0.0	29.6
TEXAS												
ESTIMATED POPULATION	8229	12914	13212	3492	17565	9665	6054	13526	13003	12079	286	9489
% STANDARD ERROR	7.0	5.4	5.4	10.4	4.7	6.1	7.7	5.3	5.4	5.5	40.1	6.3
% WITH CAPABILITY	34.8	54.7	55.9	14.8	74.4	40.9	25.6	57.3	55.1	51.1	1.2	40.2
UTAH												
ESTIMATED POPULATION	457	897	807	235	1001	503	444	666	607	585	0	740
% STANDARD ERROR	32.5	22.1	23.6	43.0	21.4	30.1	31.2	25.7	27.0	27.4	0.0	25.0
% WITH CAPABILITY	31.6	62.1	55.9	16.2	69.3	34.8	30.7	46.1	42.0	40.5	0.0	51.2
VERMONT												
ESTIMATED POPULATION	195	501	341	97	552	255	223	403	320	300	0	372
% STANDARD ERROR	41.0	30.4	36.6	*	29.0	42.3	37.7	34.4	37.7	39.3	0.0	31.2
% WITH CAPABILITY	25.1	64.6	44.1	12.5	71.2	32.9	28.8	52.0	41.3	38.7	0.0	48.0
VIRGINIA												
ESTIMATED POPULATION	1266	1680	1591	532	2399	1225	947	1951	1767	1593	49	1382
% STANDARD ERROR	18.8	15.0	15.5	26.9	13.1	17.2	19.9	14.3	14.9	15.7	*	17.2
% WITH CAPABILITY	37.8	50.2	47.5	15.9	71.7	36.6	28.3	58.3	52.8	47.6	1.5	41.3
WASHINGTON												
ESTIMATED POPULATION	2779	3542	3096	1187	4437	1499	2646	3230	2939	2850	30	3633
% STANDARD ERROR	12.3	11.0	11.9	18.0	9.9	16.6	12.1	11.5	12.1	12.3	*	10.6
% WITH CAPABILITY	39.2	50.0	43.7	16.8	62.6	21.2	37.4	45.6	41.5	40.2	0.4	51.3

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1985

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			PRECISION APPROACH EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
WEST VIRGINIA												
ESTIMATED POPULATION	556	587	593	140	878	378	302	633	618	563	0	541
% STANDARD ERROR	28.6	27.0	27.3	*	22.6	32.7	36.2	26.1	26.3	27.6	0.0	28.5
% WITH CAPABILITY	47.1	49.8	50.2	11.8	74.4	32.0	25.6	53.7	52.4	47.7	0.0	45.8
WISCONSIN												
ESTIMATED POPULATION	1834	1990	1978	919	2368	1038	2185	1982	1787	1807	0	2539
% STANDARD ERROR	15.7	14.5	14.7	20.4	13.4	19.2	13.8	14.5	15.2	15.1	0.0	12.9
% WITH CAPABILITY	40.3	43.7	43.4	20.2	52.0	22.8	48.0	43.5	39.3	39.7	0.0	55.8
WYOMING												
ESTIMATED POPULATION	513	584	574	285	863	470	419	553	550	498	65	645
% STANDARD ERROR	29.7	27.9	27.9	40.3	23.1	31.0	32.4	28.4	28.6	29.8	*	26.4
% WITH CAPABILITY	40.0	45.5	44.7	22.2	67.3	36.6	32.7	43.1	42.9	38.9	5.1	50.3
PUERTO RICO												
ESTIMATED POPULATION	127	219	158	19	255	134	91	257	205	190	0	86
% STANDARD ERROR	*	40.9	44.5	*	38.2	*	*	37.8	40.9	40.8	0.0	*
% WITH CAPABILITY	36.6	63.4	45.6	5.5	73.8	38.9	26.2	74.3	59.3	55.0	0.0	24.8
OTHER U.S. TERRITORIES												
ESTIMATED POPULATION	36	174	100	10	178	60	36	91	88	82	0	121
% STANDARD ERROR	*	45.9	*	*	46.7	*	*	*	*	*	0.0	*
% WITH CAPABILITY	16.7	81.1	46.5	4.5	83.2	27.9	16.8	42.6	41.0	38.4	0.0	56.4
FOREIGN												
ESTIMATED POPULATION	233	1335	978	173	1372	813	344	1245	1003	970	10	461
% STANDARD ERROR	37.0	17.6	19.7	47.2	17.3	21.4	31.4	18.1	19.2	19.6	*	28.7
% WITH CAPABILITY	13.6	77.8	57.0	10.1	80.0	47.4	20.0	72.6	58.4	56.5	0.6	26.9
TOTAL												
ESTIMATED POPULATION	97629	140057	134543	45217	177667	90323	92549	141261	130766	121849	1779	123662
% STANDARD ERROR	1.6	1.0	0.9	2.0	0.6	1.3	1.1	0.8	0.9	1.0	15.7	0.9
% WITH CAPABILITY	36.1	51.8	49.8	16.7	65.7	33.4	34.3	52.3	48.4	45.1	0.7	45.8

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

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GENERAL AVIATION AVIONICS EQUIPMENT
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BASE STATE OF AIRCRAFT
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STATE	BASIC NAVIGATION EQUIPMENT						LONG RANGE NAV EQUIP			OTHER NAVIGATION EQUIP		
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHR LRNAV	RADAR ALTIM	WEATHER RADAR	NO NAV EQ
ALABAMA												
ESTIMATED POPULATION	703	1908	1995	1866	1161	663	570	66	2	354	535	633
% STANDARD ERROR	25.4	15.0	14.7	15.1	18.8	24.9	27.5	*	*	31.7	27.1	23.9
% WITH CAPABILITY	22.8	61.8	64.6	60.5	37.6	21.5	18.5	2.1	0.0	11.5	17.3	20.5
ALASKA												
ESTIMATED POPULATION	4287	3165	2653	3864	1173	165	921	29	5	396	90	1550
% STANDARD ERROR	9.8	11.8	12.6	9.9	18.0	47.0	20.2	*	*	30.1	41.0	16.4
% WITH CAPABILITY	52.3	38.6	32.3	47.1	14.3	2.0	11.2	0.4	0.1	4.8	1.1	18.9
ARIZONA												
ESTIMATED POPULATION	1848	3356	3244	2850	2147	731	283	66	33	463	340	1431
% STANDARD ERROR	15.1	11.4	11.4	12.1	13.8	23.9	33.0	50.0	*	27.4	31.3	15.3
% WITH CAPABILITY	28.9	52.5	50.7	44.5	33.6	11.4	4.4	1.0	0.5	7.2	5.3	22.4
ARKANSAS												
ESTIMATED POPULATION	1070	1212	1372	1355	813	357	339	23	3	188	228	795
% STANDARD ERROR	20.6	18.4	17.5	17.6	21.7	31.7	33.3	*	*	38.3	35.1	21.6
% WITH CAPABILITY	36.6	41.4	46.9	46.3	27.8	12.2	11.6	0.8	0.1	6.4	7.8	27.2
CALIFORNIA												
ESTIMATED POPULATION	11221	20111	21219	17408	12089	3730	3412	389	228	2586	2008	5741
% STANDARD ERROR	6.1	4.4	4.2	4.7	5.6	10.2	10.9	26.5	37.8	12.0	12.3	7.3
% WITH CAPABILITY	32.4	58.1	61.3	50.3	34.9	10.8	9.8	1.1	0.7	7.5	5.8	16.6
COLORADO												
ESTIMATED POPULATION	1601	2653	2961	2880	1688	679	426	19	24	293	253	1199
% STANDARD ERROR	17.0	13.0	12.2	12.5	16.0	23.9	32.7	*	*	31.1	35.2	17.6
% WITH CAPABILITY	31.3	51.9	57.9	56.4	33.0	13.3	8.3	0.4	0.5	5.7	4.9	23.5
CONNECTICUT												
ESTIMATED POPULATION	604	1040	1277	1160	584	198	247	82	5	240	201	380
% STANDARD ERROR	27.3	20.2	18.4	18.9	25.7	38.6	43.9	*	*	36.3	37.8	27.9
% WITH CAPABILITY	30.3	52.1	64.1	58.2	29.3	10.0	12.4	4.1	0.2	12.0	10.1	19.1
DELAWARE												
ESTIMATED POPULATION	219	373	456	428	281	124	40	16	4	66	81	80
% STANDARD ERROR	44.0	31.1	29.2	30.1	34.4	47.5	*	*	*	*	*	*
% WITH CAPABILITY	35.7	60.8	74.2	69.6	45.7	20.2	6.5	2.6	0.7	10.7	13.3	13.0

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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GENERAL AVIATION AVIONICS EQUIPMENT
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BASE STATE OF AIRCRAFT
1985

STATE	BASIC NAVIGATION EQUIPMENT						LONG RANGE NAV EQUIP			OTHER NAVIGATION EQUIP		
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHR LRNAV	RADAR ALTIM	WEATHER RADAR	NO NAV EQ
D.C.												
ESTIMATED POPULATION	24	27	20	27	27	17	28	17	9	24	18	10
% STANDARD ERROR	*	*	*	*	*	*	*	*	*	*	*	*
% WITH CAPABILITY	39.0	44.3	32.2	44.3	44.3	27.2	45.6	27.7	14.1	38.8	29.5	16.6
FLORIDA												
ESTIMATED POPULATION	4249	8622	9470	9021	6422	1793	2688	202	101	1468	1966	2527
% STANDARD ERROR	9.8	6.8	6.4	6.6	7.6	13.7	11.8	38.6	48.9	14.5	12.1	12.0
% WITH CAPABILITY	29.0	58.9	64.7	61.7	43.9	12.3	18.4	1.4	0.7	10.0	13.4	17.3
GEORGIA												
ESTIMATED POPULATION	1752	2619	3089	3060	1972	601	1109	65	34	486	682	1026
% STANDARD ERROR	16.0	12.6	11.8	11.8	14.4	23.9	19.7	43.7	*	24.8	21.6	18.4
% WITH CAPABILITY	33.3	49.7	58.7	58.1	37.5	11.4	21.1	1.2	0.7	9.2	13.0	19.5
HAWAII												
ESTIMATED POPULATION	257	251	269	206	178	20	44	4	0	6	10	71
% STANDARD ERROR	39.0	41.7	38.0	46.8	44.7	*	*	*	0.0	*	*	*
% WITH CAPABILITY	50.7	49.5	53.1	40.8	35.1	4.0	8.6	0.8	0.0	1.2	1.9	14.0
IDAHO												
ESTIMATED POPULATION	891	954	1067	853	442	161	368	10	2	176	132	499
% STANDARD ERROR	22.6	21.4	20.3	22.2	30.8	47.7	34.8	*	*	44.4	49.1	26.6
% WITH CAPABILITY	38.5	41.2	46.0	36.8	19.1	7.0	15.9	0.4	0.1	7.6	5.7	21.5
ILLINOIS												
ESTIMATED POPULATION	2572	4935	4952	4613	2810	1245	913	101	74	622	795	1522
% STANDARD ERROR	13.0	9.2	9.3	9.6	12.2	18.2	21.5	31.2	*	22.9	21.3	15.0
% WITH CAPABILITY	31.5	60.5	60.7	56.5	34.4	15.3	11.2	1.2	0.9	7.6	9.7	18.6
INDIANA												
ESTIMATED POPULATION	1621	2506	2864	2852	1755	704	537	104	34	384	761	947
% STANDARD ERROR	16.8	12.8	12.1	12.2	15.0	22.7	28.0	37.1	*	26.5	21.0	19.9
% WITH CAPABILITY	33.0	51.0	58.3	58.0	35.7	14.3	10.9	2.1	0.7	7.8	15.5	19.3
IOWA												
ESTIMATED POPULATION	1035	1608	1441	1429	830	466	264	31	25	283	251	744
% STANDARD ERROR	20.6	16.3	17.2	17.2	21.7	29.0	38.9	*	*	33.3	35.0	21.3
% WITH CAPABILITY	31.5	48.9	43.8	43.5	25.2	14.2	8.0	0.9	0.8	8.6	7.6	22.7

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STATE	BASIC NAVIGATION EQUIPMENT						LONG RANGE NAV EQUIP			OTHER NAVIGATION EQUIP		
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHR LRNAV	RADAR ALTIM	WEATHER RADAR	NO NAV EQ
KANSAS												
ESTIMATED POPULATION	917	2546	2540	2317	1814	765	334	44	4	312	496	968
% STANDARD ERROR	22.2	13.0	13.0	13.6	15.1	22.5	36.1	*	*	32.7	26.8	19.0
% WITH CAPABILITY	21.2	58.8	58.7	53.5	41.9	17.7	7.7	1.0	0.1	7.2	11.5	22.4
KENTUCKY												
ESTIMATED POPULATION	692	1088	1183	1023	765	438	268	29	54	143	293	299
% STANDARD ERROR	26.1	19.9	19.2	20.7	23.8	31.8	42.1	*	*	*	36.9	35.6
% WITH CAPABILITY	34.3	53.8	58.5	50.6	37.9	21.7	13.3	1.4	2.7	7.1	14.5	14.8
LOUISIANA												
ESTIMATED POPULATION	1324	2107	1904	2407	1242	560	852	81	10	429	562	769
% STANDARD ERROR	19.2	14.2	14.9	13.0	17.4	26.4	21.1	*	*	26.3	23.8	20.6
% WITH CAPABILITY	31.8	50.6	45.8	57.9	29.8	13.5	20.5	2.0	0.2	10.3	13.5	18.5
MAINE												
ESTIMATED POPULATION	461	508	505	563	256	86	225	3	1	120	70	353
% STANDARD ERROR	32.9	28.4	29.7	28.0	40.7	*	43.7	*	*	*	*	33.7
% WITH CAPABILITY	36.1	39.8	39.6	44.1	20.1	6.7	17.6	0.2	0.1	9.4	5.5	27.7
MARYLAND												
ESTIMATED POPULATION	1035	1789	1683	1556	927	423	332	58	4	177	164	526
% STANDARD ERROR	20.1	15.4	15.9	16.6	21.2	32.1	35.5	*	*	40.2	40.6	25.2
% WITH CAPABILITY	33.1	57.3	53.9	49.8	29.7	13.5	10.6	1.9	0.1	5.7	5.2	16.8
MASSACHUSETTS												
ESTIMATED POPULATION	890	2270	2044	2012	1166	360	429	51	5	164	171	491
% STANDARD ERROR	21.7	13.8	14.5	14.7	19.1	33.6	32.5	*	*	41.4	43.6	25.9
% WITH CAPABILITY	25.3	64.5	58.1	57.1	33.1	10.2	12.2	1.5	0.1	4.6	4.9	13.9
MICHIGAN												
ESTIMATED POPULATION	3087	4505	5165	4531	3148	1336	935	115	30	720	732	1730
% STANDARD ERROR	11.8	9.7	9.0	9.6	11.4	17.2	21.0	34.2	*	21.6	21.9	14.7
% WITH CAPABILITY	34.8	50.7	58.2	51.0	35.4	15.0	10.5	1.3	0.3	8.1	8.2	19.5
MINNESOTA												
ESTIMATED POPULATION	2388	2145	2511	2550	1336	493	550	61	16	331	355	1524
% STANDARD ERROR	13.7	14.0	13.0	13.0	17.7	27.6	27.7	*	*	31.7	30.6	15.3
% WITH CAPABILITY	41.9	37.6	44.1	44.7	23.5	8.6	9.7	1.1	0.3	5.8	6.2	26.7

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STATE	BASIC NAVIGATION EQUIPMENT						LONG RANGE NAV EQUIP			OTHER NAVIGATION EQUIP		
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHR LRNAV	RADAR ALTIM	WEATHER RADAR	NO NAV EQ
MISSISSIPPI												
ESTIMATED POPULATION	725	1119	1107	944	501	220	268	10	0	190	237	766
% STANDARD ERROR	24.7	19.9	19.8	21.3	27.8	42.6	41.4	*	0.0	43.1	38.8	21.6
% WITH CAPABILITY	29.7	45.9	45.4	38.7	20.5	9.0	11.0	0.4	0.0	7.8	9.7	31.4
MISSOURI												
ESTIMATED POPULATION	1916	2420	2447	2049	1163	387	479	98	76	329	367	803
% STANDARD ERROR	15.2	13.4	13.4	14.3	18.5	31.2	29.5	49.8	48.3	29.3	29.2	21.0
% WITH CAPABILITY	40.5	51.2	51.8	43.3	24.6	8.2	10.1	2.1	1.6	7.0	7.8	17.0
MONTANA												
ESTIMATED POPULATION	838	966	1013	1164	615	193	216	18	17	184	153	522
% STANDARD ERROR	23.3	21.2	21.3	19.6	26.8	46.3	44.3	*	*	47.2	48.4	29.8
% WITH CAPABILITY	38.4	44.3	46.5	53.4	28.2	8.8	9.9	0.8	0.8	8.4	7.0	23.9
NEBRASKA												
ESTIMATED POPULATION	765	870	888	843	425	194	78	10	1	142	150	816
% STANDARD ERROR	24.3	22.5	22.1	22.6	30.2	44.7	*	*	*	*	44.9	21.8
% WITH CAPABILITY	32.5	37.0	37.7	35.8	18.1	8.3	3.3	0.4	0.1	6.1	6.4	34.7
NEVADA												
ESTIMATED POPULATION	888	1272	1408	1042	821	197	427	54	19	223	206	402
% STANDARD ERROR	22.1	17.7	16.8	19.0	21.4	41.2	30.3	*	*	32.7	33.9	29.5
% WITH CAPABILITY	37.3	53.4	59.1	43.7	34.5	8.3	17.9	2.3	0.8	9.4	8.6	16.9
NEW HAMPSHIRE												
ESTIMATED POPULATION	736	794	923	785	549	270	430	23	7	117	162	288
% STANDARD ERROR	24.5	22.5	21.6	22.8	27.1	35.4	31.6	*	*	*	46.3	34.0
% WITH CAPABILITY	44.9	48.4	56.3	47.9	33.5	16.5	26.2	1.4	0.4	7.1	9.9	17.6
NEW JERSEY												
ESTIMATED POPULATION	1363	2604	2865	2627	1830	499	434	110	165	607	481	876
% STANDARD ERROR	17.2	12.3	11.6	12.2	14.4	26.1	29.1	32.2	28.2	20.3	21.4	20.7
% WITH CAPABILITY	30.1	57.5	63.3	58.0	40.4	11.0	9.6	2.4	3.6	13.4	10.6	19.4
NEW MEXICO												
ESTIMATED POPULATION	813	1152	1378	1208	949	284	46	10	2	163	217	395
% STANDARD ERROR	23.6	19.3	17.7	19.1	21.2	39.5	*	*	*	46.3	40.7	28.4
% WITH CAPABILITY	36.4	51.7	61.8	54.2	42.6	12.7	2.1	0.5	0.1	7.3	9.7	17.7

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STATE	BASIC NAVIGATION EQUIPMENT						LONG RANGE NAV EQUIP			OTHER NAVIGATION EQUIP		
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHR LRNAV	RADAR ALTIM	WEATHER RADAR	NO NAV EQ
NEW YORK												
ESTIMATED POPULATION	2432	3870	4091	3303	2469	860	623	224	42	566	561	1756
% STANDARD ERROR	13.6	10.3	10.0	10.9	12.5	19.8	24.8	31.6	45.2	21.6	20.5	14.0
% WITH CAPABILITY	32.9	52.4	55.4	44.7	33.4	11.6	8.4	3.0	0.6	7.7	7.6	23.8
NORTH CAROLINA												
ESTIMATED POPULATION	1785	2877	3391	3287	2146	1169	814	94	115	491	978	866
% STANDARD ERROR	15.7	12.1	11.2	11.4	13.8	18.2	23.7	*	*	25.5	19.2	20.4
% WITH CAPABILITY	34.2	55.1	65.0	63.0	41.1	22.4	15.6	1.8	2.2	9.4	18.7	16.6
NORTH DAKOTA												
ESTIMATED POPULATION	635	588	567	710	300	89	20	3	1	18	39	768
% STANDARD ERROR	28.1	27.9	28.3	25.3	39.0	*	*	*	*	*	*	22.0
% WITH CAPABILITY	31.8	29.4	28.4	35.5	15.0	4.5	1.0	0.2	0.1	0.9	1.9	38.4
OHIO												
ESTIMATED POPULATION	3271	5033	5162	4840	2840	1071	814	201	35	782	973	1556
% STANDARD ERROR	11.4	9.1	8.8	9.1	11.4	18.1	21.8	31.2	*	18.1	17.1	14.9
% WITH CAPABILITY	36.1	55.6	57.0	53.5	31.4	11.8	9.0	2.2	0.4	8.6	10.8	17.2
OKLAHOMA												
ESTIMATED POPULATION	1591	2459	2669	2474	1751	688	417	42	51	502	554	1038
% STANDARD ERROR	16.9	13.3	12.8	13.2	15.4	24.3	32.0	*	*	27.8	25.0	18.6
% WITH CAPABILITY	31.8	49.2	53.4	49.5	35.0	13.8	8.4	0.8	1.0	10.1	11.1	20.8
OREGON												
ESTIMATED POPULATION	1898	3011	2860	2810	1709	552	1212	28	61	346	325	1171
% STANDARD ERROR	15.5	12.0	12.3	12.5	15.5	27.3	18.1	*	*	32.7	30.1	18.2
% WITH CAPABILITY	33.2	52.7	50.1	49.2	29.9	9.7	21.2	0.5	1.1	6.1	5.7	20.5
PENNSYLVANIA												
ESTIMATED POPULATION	2296	3779	3911	3429	2475	855	836	142	66	555	590	1399
% STANDARD ERROR	13.6	10.4	10.2	10.8	12.7	20.8	23.2	38.1	*	22.5	22.0	15.3
% WITH CAPABILITY	32.1	52.8	54.6	47.9	34.6	11.9	11.7	2.0	0.9	7.7	8.2	19.5
RHODE ISLAND												
ESTIMATED POPULATION	97	134	155	135	82	30	41	0	0	14	22	36
% STANDARD ERROR	*	*	*	*	*	*	*	0.0	0.0	*	*	*
% WITH CAPABILITY	36.3	49.8	57.9	50.2	30.7	11.3	15.3	0.0	0.0	5.3	8.2	13.5

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	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHR LRNAV	RADAR ALTIM	WEATHER RADAR	NO NAV EQ
SOUTH CAROLINA												
ESTIMATED POPULATION	608	997	1142	920	667	338	350	33	8	177	334	359
% STANDARD ERROR	26.4	20.4	19.1	21.0	24.2	33.4	33.8	*	*	40.4	34.1	31.6
% WITH CAPABILITY	31.8	52.2	59.8	48.1	34.9	17.7	18.3	1.7	0.4	9.3	17.5	18.8
SOUTH DAKOTA												
ESTIMATED POPULATION	487	425	583	520	312	102	49	5	5	37	96	522
% STANDARD ERROR	30.1	31.4	27.2	28.9	37.4	*	*	*	*	*	*	29.6
% WITH CAPABILITY	35.1	30.5	41.9	37.4	22.5	7.3	3.5	0.4	0.4	2.7	6.9	37.6
TENNESSEE												
ESTIMATED POPULATION	830	1878	1939	1964	1272	549	409	61	2	358	658	457
% STANDARD ERROR	22.5	15.0	14.6	14.6	17.6	25.4	30.5	46.7	*	27.5	23.1	29.0
% WITH CAPABILITY	27.0	61.2	63.2	64.0	41.4	17.9	13.3	2.0	0.1	11.7	21.4	14.9
TEXAS												
ESTIMATED POPULATION	6763	14275	14522	14419	10517	4800	2608	585	164	3366	3152	4060
% STANDARD ERROR	7.9	5.2	5.1	5.1	5.9	8.5	12.6	19.3	48.8	9.2	9.5	9.1
% WITH CAPABILITY	28.6	60.4	61.5	61.1	44.5	20.3	11.0	2.5	0.7	14.3	13.3	17.2
UTAH												
ESTIMATED POPULATION	505	742	790	658	487	108	100	12	7	127	102	432
% STANDARD ERROR	30.0	24.3	23.9	26.2	30.1	*	*	*	*	*	*	33.0
% WITH CAPABILITY	34.9	51.3	54.7	45.6	33.7	7.5	6.9	0.8	0.5	8.8	7.1	29.9
VERMONT												
ESTIMATED POPULATION	108	499	365	332	169	64	157	0	2	33	38	180
% STANDARD ERROR	*	30.7	35.5	36.3	49.9	*	*	0.0	*	*	*	42.0
% WITH CAPABILITY	14.0	64.4	47.2	42.9	21.8	8.2	20.2	0.0	0.2	4.2	4.9	23.2
VIRGINIA												
ESTIMATED POPULATION	1208	1568	1848	1742	1059	359	161	135	39	258	363	623
% STANDARD ERROR	19.2	15.4	14.6	15.2	18.5	33.8	46.2	37.5	*	28.1	24.3	24.0
% WITH CAPABILITY	36.1	46.8	55.2	52.1	31.7	10.7	4.8	4.0	1.2	7.7	10.9	18.6
WASHINGTON												
ESTIMATED POPULATION	2714	3152	3259	3268	1565	423	1011	67	63	377	125	1636
% STANDARD ERROR	12.6	11.7	11.5	11.5	16.6	30.4	20.5	43.5	39.4	29.8	42.5	14.9
% WITH CAPABILITY	38.3	44.5	46.0	46.1	22.1	6.0	14.3	0.9	0.9	5.3	1.8	23.1

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WEST VIRGINIA												
ESTIMATED POPULATION	416	676	645	664	474	276	251	3	0	104	147	175
% STANDARD ERROR	33.8	25.2	25.8	25.3	29.8	39.7	42.9	*	0.0	*	47.2	47.2
% WITH CAPABILITY	35.3	57.3	54.7	56.3	40.2	23.4	21.2	0.3	0.0	8.8	12.4	14.8
WISCONSIN												
ESTIMATED POPULATION	1642	2132	2301	2072	1328	403	362	100	4	308	253	1023
% STANDARD ERROR	16.4	14.1	13.5	14.2	17.2	29.1	34.1	*	*	29.3	33.1	19.3
% WITH CAPABILITY	36.1	46.8	50.5	45.5	29.2	8.9	8.0	2.2	0.1	6.8	5.6	22.5
WYOMING												
ESTIMATED POPULATION	497	527	581	606	393	118	55	5	3	47	121	325
% STANDARD ERROR	30.5	28.9	27.6	27.2	33.4	*	*	*	*	*	*	37.6
% WITH CAPABILITY	38.7	41.1	45.3	47.3	30.7	9.2	4.3	0.4	0.2	3.6	9.5	25.3
PUERTO RICO												
ESTIMATED POPULATION	124	215	254	275	100	53	1	0	0	24	23	22
% STANDARD ERROR	*	41.3	38.1	37.2	*	*	*	0.0	0.0	*	*	*
% WITH CAPABILITY	35.7	62.2	73.4	79.6	28.8	15.4	0.4	0.0	0.0	7.0	6.8	6.2
OTHER U.S. TERRITORIES												
ESTIMATED POPULATION	34	100	90	191	42	22	28	0	0	8	20	13
% STANDARD ERROR	*	*	*	44.4	*	*	*	0.0	0.0	*	*	*
% WITH CAPABILITY	16.1	46.7	41.9	89.1	19.4	10.1	12.9	0.0	0.0	3.9	9.5	6.0
FOREIGN												
ESTIMATED POPULATION	282	1299	1125	1073	881	282	100	222	69	199	291	202
% STANDARD ERROR	39.7	17.6	18.5	18.8	20.5	37.4	*	43.4	48.9	36.3	33.0	41.1
% WITH CAPABILITY	16.4	75.7	65.5	62.5	51.4	16.4	5.8	12.9	4.0	11.6	17.0	11.8
TOTAL												
ESTIMATED POPULATION	87598	140965	147671	137997	89718	33311	30821	4150	1811	22286	24479	57380
% STANDARD ERROR	1.7	1.0	0.7	0.8	1.2	2.6	3.3	6.2	11.4	2.8	2.3	1.4
% WITH CAPABILITY	32.4	52.2	54.6	51.1	33.2	12.3	11.4	1.5	0.7	8.2	9.1	21.2

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1985

STATE	GUIDANCE AND CONTROL EQUIPMENT								
	FLIGHT DIRECT	HSI	EFIS	FLTMGT COMPTR	1 AXIS AUTPLT	2 AXIS AUTPLT	3 AXIS AUTPLT	AUTO LAND	NO EQUIP
ALABAMA									
ESTIMATED POPULATION	556	848	3	118	117	430	678	133	1659
% STANDARD ERROR	26.3	21.9	*	*	*	32.8	23.6	*	15.6
% WITH CAPABILITY	18.0	27.5	0.1	3.8	3.8	13.9	22.0	4.3	53.8
ALASKA									
ESTIMATED POPULATION	93	606	3	39	187	179	277	3	7204
% STANDARD ERROR	42.6	24.2	*	*	49.7	47.9	36.5	*	7.3
% WITH CAPABILITY	1.1	7.4	0.0	0.5	2.3	2.2	3.4	0.0	87.8
ARIZONA									
ESTIMATED POPULATION	544	1003	43	131	208	949	959	20	3998
% STANDARD ERROR	26.3	20.2	*	*	45.9	21.2	20.9	48.8	10.0
% WITH CAPABILITY	8.5	15.7	0.7	2.0	3.3	14.8	15.0	0.3	62.5
ARKANSAS									
ESTIMATED POPULATION	271	485	18	57	251	241	449	33	1906
% STANDARD ERROR	34.2	26.9	*	*	42.3	43.7	27.3	*	14.9
% WITH CAPABILITY	9.3	16.6	0.6	1.9	8.6	8.2	15.4	1.1	65.2
CALIFORNIA									
ESTIMATED POPULATION	3316	6462	380	792	2357	3959	5143	285	21511
% STANDARD ERROR	10.4	7.7	31.2	20.3	13.4	10.4	8.4	40.7	4.1
% WITH CAPABILITY	9.6	18.7	1.1	2.3	6.8	11.4	14.8	0.8	62.1
COLORADO									
ESTIMATED POPULATION	632	1104	75	168	235	388	1037	92	2968
% STANDARD ERROR	25.3	19.6	*	40.8	41.5	33.9	20.2	*	12.0
% WITH CAPABILITY	12.4	21.6	1.5	3.3	4.6	7.6	20.3	1.8	58.1
CONNECTICUT									
ESTIMATED POPULATION	273	442	4	37	146	278	402	2	1121
% STANDARD ERROR	35.1	28.5	*	*	*	40.9	30.5	*	19.0
% WITH CAPABILITY	13.7	22.2	0.2	1.9	7.3	14.0	20.2	0.1	56.2
DELAWARE									
ESTIMATED POPULATION	90	140	8	79	6	180	125	10	287
% STANDARD ERROR	45.3	40.2	*	*	*	*	43.6	*	37.9
% WITH CAPABILITY	14.6	22.8	1.3	12.9	1.0	29.2	20.3	1.6	46.7

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1985

STATE	GUIDANCE AND CONTROL EQUIPMENT								
	FLIGHT DIRECT	HSI	EFIS	FLTMGT COMPTR	1 AXIS AUTPLT	2 AXIS AUTPLT	3 AXIS AUTPLT	AUTO LAND	NO EQUIP
D.C.									
ESTIMATED POPULATION	20	24	3	6	0	1	18	0	34
% STANDARD ERROR	*	*	*	*	0.0	*	*	0.0	*
% WITH CAPABILITY	33.2	38.8	4.7	9.9	0.0	2.0	29.5	0.0	55.7
FLORIDA									
ESTIMATED POPULATION	1557	3443	127	436	1030	2129	3016	88	7359
% STANDARD ERROR	14.5	10.2	50.0	26.8	20.8	14.2	10.5	*	7.4
% WITH CAPABILITY	10.6	23.5	0.9	3.0	7.0	14.5	20.6	0.6	50.3
GEORGIA									
ESTIMATED POPULATION	572	847	10	125	436	425	976	58	3265
% STANDARD ERROR	23.8	19.9	*	*	31.7	33.2	19.2	*	11.4
% WITH CAPABILITY	10.9	16.1	0.2	2.4	8.3	8.1	18.5	1.1	62.0
HAWAII									
ESTIMATED POPULATION	8	54	0	3	12	9	52	0	431
% STANDARD ERROR	*	*	0.0	*	*	*	*	0.0	29.7
% WITH CAPABILITY	1.5	10.8	0.0	0.5	2.3	1.7	10.2	0.0	85.2
IDAHO									
ESTIMATED POPULATION	111	311	18	35	106	120	255	13	1676
% STANDARD ERROR	*	34.5	*	*	*	*	39.7	*	16.0
% WITH CAPABILITY	4.8	13.4	0.8	1.5	4.6	5.2	11.0	0.5	72.3
ILLINOIS									
ESTIMATED POPULATION	777	1518	134	280	474	935	1272	72	5096
% STANDARD ERROR	21.5	16.0	42.7	37.4	31.3	22.3	17.5	*	8.9
% WITH CAPABILITY	9.5	18.6	1.6	3.4	5.8	11.5	15.6	0.9	62.4
INDIANA									
ESTIMATED POPULATION	474	1176	36	143	247	643	1049	76	2629
% STANDARD ERROR	25.2	17.6	*	*	43.5	27.1	18.4	*	12.7
% WITH CAPABILITY	9.7	23.9	0.7	2.9	5.0	13.1	21.3	1.5	53.5
IOWA									
ESTIMATED POPULATION	289	678	39	109	50	328	578	10	2115
% STANDARD ERROR	34.7	24.2	*	*	*	36.1	25.8	*	13.9
% WITH CAPABILITY	8.8	20.6	1.2	3.3	1.5	10.0	17.6	0.3	64.4

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1985

STATE	GUIDANCE AND CONTROL EQUIPMENT								
	FLIGHT DIRECT	HSI	EFIS	FLTMGT COMPTR	1 AXIS AUTPLT	2 AXIS AUTPLT	3 AXIS AUTPLT	AUTO LAND	NO EQUIP
KANSAS									
ESTIMATED POPULATION	507	937	93	68	248	495	1166	15	2244
% STANDARD ERROR	27.0	20.1	*	*	42.9	30.5	18.4	*	13.6
% WITH CAPABILITY	11.7	21.7	2.2	1.6	5.7	11.4	26.9	0.3	51.9
KENTUCKY									
ESTIMATED POPULATION	227	440	18	71	153	183	478	21	1063
% STANDARD ERROR	40.8	31.1	*	*	*	*	30.1	*	20.3
% WITH CAPABILITY	11.2	21.8	0.9	3.5	7.6	9.1	23.7	1.0	52.6
LOUISIANA									
ESTIMATED POPULATION	464	949	45	99	111	231	687	41	2746
% STANDARD ERROR	26.3	19.9	*	47.1	*	43.6	22.6	*	12.5
% WITH CAPABILITY	11.2	22.8	1.1	2.4	2.7	5.6	16.5	1.0	66.0
MAINE									
ESTIMATED POPULATION	68	128	1	19	29	145	82	1	1000
% STANDARD ERROR	*	*	*	*	*	*	*	*	20.8
% WITH CAPABILITY	5.3	10.1	0.1	1.5	2.3	11.4	6.5	0.1	78.4
MARYLAND									
ESTIMATED POPULATION	356	458	18	75	209	440	481	42	1772
% STANDARD ERROR	33.5	28.8	*	*	45.7	31.8	28.6	*	15.0
% WITH CAPABILITY	11.4	14.6	0.6	2.4	6.7	14.1	15.4	1.3	56.7
MASSACHUSETTS									
ESTIMATED POPULATION	278	547	26	65	112	508	432	0	2299
% STANDARD ERROR	37.7	27.3	*	*	*	29.8	30.6	0.0	13.3
% WITH CAPABILITY	7.9	15.5	0.7	1.8	3.2	14.4	12.3	0.0	65.3
MICHIGAN									
ESTIMATED POPULATION	769	1703	125	230	473	1098	1461	255	5359
% STANDARD ERROR	22.1	15.1	*	41.5	30.3	19.6	16.4	42.9	8.8
% WITH CAPABILITY	8.7	19.2	1.4	2.6	5.3	12.4	16.5	2.9	60.3
MINNESOTA									
ESTIMATED POPULATION	498	642	1	80	256	648	833	0	3839
% STANDARD ERROR	27.4	24.1	*	*	42.0	26.8	21.9	0.0	10.3
% WITH CAPABILITY	8.7	11.3	0.0	1.4	4.5	11.4	14.6	0.0	67.4

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1985

STATE	GUIDANCE AND CONTROL EQUIPMENT								
	FLIGHT DIRECT	HSI	EFIS	FLTMGT COMPTR	1 AXIS AUTPLT	2 AXIS AUTPLT	3 AXIS AUTPLT	AUTO LAND	NO EQUIP
MISSISSIPPI									
ESTIMATED POPULATION	228	414	0	43	116	140	348	25	1728
% STANDARD ERROR	40.4	30.5	0.0	*	*	*	33.1	*	15.4
% WITH CAPABILITY	9.3	17.0	0.0	1.8	4.8	5.7	14.3	1.0	70.9
MISSOURI									
ESTIMATED POPULATION	320	633	37	133	205	394	647	81	3246
% STANDARD ERROR	30.5	24.1	*	45.6	47.7	34.9	22.9	*	11.4
% WITH CAPABILITY	6.8	13.4	0.8	2.8	4.3	8.3	13.7	1.7	68.7
MONTANA									
ESTIMATED POPULATION	120	413	18	23	66	177	216	43	1516
% STANDARD ERROR	*	32.7	*	*	*	50.0	43.1	*	17.3
% WITH CAPABILITY	5.5	18.9	0.8	1.1	3.0	8.1	9.9	2.0	69.5
NEBRASKA									
ESTIMATED POPULATION	224	448	21	31	32	124	286	10	1722
% STANDARD ERROR	39.4	30.2	*	*	*	*	35.3	*	15.9
% WITH CAPABILITY	9.5	19.0	0.9	1.3	1.4	5.3	12.1	0.4	73.1
NEVADA									
ESTIMATED POPULATION	302	477	11	32	220	327	324	6	1361
% STANDARD ERROR	29.9	26.8	*	*	45.2	37.6	32.6	*	17.3
% WITH CAPABILITY	12.7	20.0	0.4	1.4	9.2	13.7	13.6	0.2	57.2
NEW HAMPSHIRE									
ESTIMATED POPULATION	136	387	2	28	20	264	245	4	991
% STANDARD ERROR	48.8	32.0	*	*	*	40.7	39.6	*	19.9
% WITH CAPABILITY	8.3	23.6	0.1	1.7	1.2	16.1	14.9	0.2	60.4
NEW JERSEY									
ESTIMATED POPULATION	488	858	54	184	424	607	934	20	2399
% STANDARD ERROR	20.6	18.2	*	37.0	31.7	26.8	18.8	*	13.1
% WITH CAPABILITY	10.8	19.0	1.2	4.1	9.4	13.4	20.6	0.4	53.0
NEW MEXICO									
ESTIMATED POPULATION	232	326	5	37	77	265	560	11	1308
% STANDARD ERROR	39.8	34.4	*	*	*	41.6	27.6	*	17.6
% WITH CAPABILITY	10.4	14.6	0.2	1.6	3.5	11.9	25.1	0.5	58.7

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1985

STATE	GUIDANCE AND CONTROL EQUIPMENT								
	FLIGHT DIRECT	HSI	EFIS	FLTMGT COMPTR	1 AXIS AUTPLT	2 AXIS AUTPLT	3 AXIS AUTPLT	AUTO LAND	NO EQUIP
NEW YORK									
ESTIMATED POPULATION	720	1163	33	152	418	1052	1086	51	4610
% STANDARD ERROR	19.6	17.0	43.4	26.9	31.1	20.9	18.1	*	9.4
% WITH CAPABILITY	9.7	15.8	0.4	2.1	5.7	14.2	14.7	0.7	62.4
NORTH CAROLINA									
ESTIMATED POPULATION	763	1392	5	169	275	839	1092	68	2663
% STANDARD ERROR	21.2	16.2	37.6	47.7	40.4	22.9	18.8	*	12.6
% WITH CAPABILITY	14.6	26.7	0.1	3.2	5.3	16.1	20.9	1.3	51.0
NORTH DAKOTA									
ESTIMATED POPULATION	46	149	0	3	33	50	153	5	1654
% STANDARD ERROR	*	*	0.0	*	*	*	*	*	16.1
% WITH CAPABILITY	2.3	7.5	0.0	0.2	1.7	2.5	7.7	0.2	82.8
OHIO									
ESTIMATED POPULATION	1153	1750	23	349	479	1174	1530	0	5403
% STANDARD ERROR	16.5	14.3	*	32.4	28.1	19.3	14.9	0.0	8.7
% WITH CAPABILITY	12.7	19.3	0.3	3.9	5.3	13.0	16.9	0.0	59.7
OKLAHOMA									
ESTIMATED POPULATION	670	1135	38	188	233	544	960	180	2766
% STANDARD ERROR	24.1	18.9	*	*	44.5	28.9	20.5	*	12.3
% WITH CAPABILITY	13.4	22.7	0.8	3.8	4.7	10.9	19.2	3.6	55.3
OREGON									
ESTIMATED POPULATION	334	1175	1	111	168	862	668	109	3496
% STANDARD ERROR	33.5	18.6	*	*	49.7	22.5	24.2	*	11.1
% WITH CAPABILITY	5.9	20.6	0.0	1.9	2.9	15.1	11.7	1.9	61.2
PENNSYLVANIA									
ESTIMATED POPULATION	782	1204	58	138	349	842	1262	31	4249
% STANDARD ERROR	20.0	16.4	*	46.1	33.7	23.1	17.1	*	9.7
% WITH CAPABILITY	10.9	16.8	0.8	1.9	4.9	11.8	17.6	0.4	59.3
RHODE ISLAND									
ESTIMATED POPULATION	26	31	0	6	9	52	33	0	167
% STANDARD ERROR	*	*	0.0	*	*	*	*	0.0	48.3
% WITH CAPABILITY	9.5	11.7	0.0	2.4	3.5	19.5	12.4	0.0	62.3

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1985

STATE	GUIDANCE AND CONTROL EQUIPMENT								
	FLIGHT DIRECT	HSI	EFIS	FLTMGT COMPTR	1 AXIS AUTPLT	2 AXIS AUTPLT	3 AXIS AUTPLT	AUTO LAND	NO EQUIP
SOUTH CAROLINA									
ESTIMATED POPULATION	298	373	9	44	110	234	507	0	1009
% STANDARD ERROR	34.3	31.7	*	*	*	44.2	27.5	0.0	20.0
% WITH CAPABILITY	15.6	19.5	0.5	2.3	5.7	12.2	26.5	0.0	52.8
SOUTH DAKOTA									
ESTIMATED POPULATION	108	204	5	9	120	45	209	5	962
% STANDARD ERROR	*	45.3	*	*	*	*	45.1	*	21.7
% WITH CAPABILITY	7.8	14.7	0.4	0.7	8.7	3.2	15.0	0.4	69.2
TENNESSEE									
ESTIMATED POPULATION	418	984	41	110	139	277	874	37	1601
% STANDARD ERROR	28.3	19.4	*	49.3	*	38.9	20.3	*	16.5
% WITH CAPABILITY	13.6	32.0	1.3	3.6	4.5	9.0	28.5	1.2	52.1
TEXAS									
ESTIMATED POPULATION	3871	6323	357	1023	1054	3038	5900	305	11785
% STANDARD ERROR	8.9	7.4	34.8	18.1	20.6	11.9	7.5	37.8	5.7
% WITH CAPABILITY	16.4	26.8	1.5	4.3	4.5	12.9	25.0	1.3	49.9
UTAH									
ESTIMATED POPULATION	98	121	20	41	101	114	262	0	956
% STANDARD ERROR	*	*	*	*	*	*	41.1	0.0	21.9
% WITH CAPABILITY	6.8	8.4	1.4	2.8	7.0	7.9	18.1	0.0	66.2
VERMONT									
ESTIMATED POPULATION	46	126	0	8	48	33	81	1	558
% STANDARD ERROR	*	*	0.0	*	*	*	*	*	27.3
% WITH CAPABILITY	5.9	16.3	0.0	1.1	6.2	4.3	10.4	0.2	72.0
VIRGINIA									
ESTIMATED POPULATION	323	472	85	90	145	438	390	135	2155
% STANDARD ERROR	26.8	23.4	*	*	*	31.5	27.3	*	13.9
% WITH CAPABILITY	9.6	14.1	2.6	2.7	4.3	13.1	11.6	4.0	64.4
WASHINGTON									
ESTIMATED POPULATION	393	1081	73	73	587	330	666	58	5078
% STANDARD ERROR	27.9	19.4	*	47.2	27.1	38.3	25.0	*	9.0
% WITH CAPABILITY	5.6	15.3	1.0	1.0	8.3	4.7	9.4	0.8	71.7

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1985

STATE	GUIDANCE AND CONTROL EQUIPMENT								
	FLIGHT DIRECT	HSI	EFIS	FLTMGT COMPTR	1 AXIS AUTPLT	2 AXIS AUTPLT	3 AXIS AUTPLT	AUTO LAND	NO EQUIP
WEST VIRGINIA									
ESTIMATED POPULATION	122	224	13	18	22	252	189	15	644
% STANDARD ERROR	*	41.8	*	*	*	43.3	43.2	*	26.3
% WITH CAPABILITY	10.3	19.0	1.1	1.5	1.9	21.4	16.0	1.3	54.6
WISCONSIN									
ESTIMATED POPULATION	328	675	5	120	145	506	668	9	3072
% STANDARD ERROR	27.9	22.9	*	40.7	*	29.8	23.3	*	11.8
% WITH CAPABILITY	7.2	14.8	0.1	2.6	3.2	11.1	14.7	0.2	67.5
WYOMING									
ESTIMATED POPULATION	86	176	0	9	16	250	225	4	779
% STANDARD ERROR	*	45.4	0.0	*	*	43.4	42.4	*	24.5
% WITH CAPABILITY	6.7	13.7	0.0	0.7	1.3	19.5	17.6	0.3	60.7
PUERTO RICO									
ESTIMATED POPULATION	46	84	0	29	13	13	115	0	200
% STANDARD ERROR	*	*	0.0	*	*	*	*	0.0	42.7
% WITH CAPABILITY	13.3	24.2	0.0	8.5	3.7	3.8	33.3	0.0	57.9
OTHER U.S. TERRITORIES									
ESTIMATED POPULATION	20	31	0	11	14	0	26	0	169
% STANDARD ERROR	*	*	0.0	*	*	0.0	*	0.0	48.6
% WITH CAPABILITY	9.5	14.6	0.0	5.3	6.4	0.0	12.4	0.0	79.0
FOREIGN									
ESTIMATED POPULATION	325	509	2	85	69	131	538	14	902
% STANDARD ERROR	33.6	26.0	*	*	*	*	25.1	34.4	21.9
% WITH CAPABILITY	18.9	29.7	0.1	4.9	4.0	7.6	31.3	0.8	52.6
TOTAL									
ESTIMATED POPULATION	27315	51183	2265	7102	13947	29717	45389	2690	166039
% STANDARD ERROR	2.4	2.0	12.3	6.4	5.2	3.3	1.8	12.5	0.7
% WITH CAPABILITY	10.1	18.9	0.8	2.6	5.2	11.0	16.8	1.0	61.4

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DUE TO ESTIMATION PROCEDURES.

TABLE 2 - 17

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE REGION OF AIRCRAFT
1985

REGION	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			PRECISION APPROACH EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
ALASKAN												
ESTIMATED POPULATION	4283	3374	2379	890	2970	837	5234	2170	2015	1873	6	5767
% STANDARD ERROR	9.8	10.9	12.6	22.3	11.3	22.4	8.6	13.4	13.8	14.5	*	8.3
% WITH CAPABILITY	52.2	41.1	29.0	10.8	36.2	10.2	63.8	26.4	24.6	22.8	0.1	70.3
CENTRAL												
ESTIMATED POPULATION	5438	7154	6710	2648	9356	4045	5338	6747	6324	5772	165	7553
% STANDARD ERROR	8.9	7.6	7.9	11.5	6.7	9.8	8.3	7.9	8.1	8.4	*	7.2
% WITH CAPABILITY	37.0	48.7	45.7	18.0	63.7	27.5	36.3	45.9	43.0	39.3	1.1	51.4
EASTERN												
ESTIMATED POPULATION	10647	13927	14305	4505	18534	10014	8866	15421	14019	12997	96	11622
% STANDARD ERROR	6.2	5.2	5.1	8.8	4.5	6.1	6.3	4.9	5.2	5.4	*	5.6
% WITH CAPABILITY	38.9	50.8	52.2	16.4	67.6	36.5	32.4	56.3	51.2	47.4	0.3	42.4
EUROPEAN OFFICE												
ESTIMATED POPULATION	90	533	434	21	486	414	154	454	451	428	10	186
% STANDARD ERROR	*	25.8	28.5	*	26.4	28.1	*	27.9	27.9	28.8	*	45.6
% WITH CAPABILITY	14.1	83.2	67.7	3.3	75.9	64.7	24.1	70.9	70.4	66.8	1.6	29.1
GREAT LAKES												
ESTIMATED POPULATION	17676	21496	22269	7908	27332	12467	17319	23018	21431	19853	339	20758
% STANDARD ERROR	4.8	4.2	4.1	6.4	3.7	5.5	4.5	4.0	4.2	4.3	32.6	4.1
% WITH CAPABILITY	39.6	48.1	49.9	17.7	61.2	27.9	38.8	51.6	48.0	44.5	0.8	46.5
NEW ENGLAND												
ESTIMATED POPULATION	3489	5127	4971	1348	6512	3155	2961	5162	4769	4334	31	4202
% STANDARD ERROR	11.0	9.0	9.2	16.3	8.0	11.4	11.2	9.1	9.4	9.9	*	9.4
% WITH CAPABILITY	36.8	54.1	52.5	14.2	68.7	33.3	31.3	54.5	50.3	45.7	0.3	44.4
NORTHWEST MOUNTAIN												
ESTIMATED POPULATION	9965	13092	12165	3944	16325	7145	9060	12411	11128	10138	290	12313
% STANDARD ERROR	6.6	5.6	5.8	9.7	5.0	7.6	6.5	5.7	6.0	6.3	40.1	5.7
% WITH CAPABILITY	39.3	51.6	47.9	15.5	64.3	28.1	35.7	48.9	43.8	39.9	1.1	48.5
SOUTHERN												
ESTIMATED POPULATION	12817	22092	21810	5346	27980	15483	10397	23514	21701	20671	237	14309
% STANDARD ERROR	5.6	4.1	4.1	8.0	3.6	4.8	5.8	3.9	4.1	4.2	44.6	5.1
% WITH CAPABILITY	33.4	57.6	56.8	13.9	72.9	40.3	27.1	61.3	56.5	53.9	0.6	37.3

* = STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 17

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE REGION OF AIRCRAFT
1985

REGION	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			PRECISION APPROACH EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
SOUTHWESTERN												
ESTIMATED POPULATION	13181	20270	20165	6031	27282	14805	10873	20973	19668	18528	456	16250
% STANDARD ERROR	5.6	4.2	4.3	7.5	3.7	4.9	5.6	4.2	4.3	4.4	32.4	4.7
% WITH CAPABILITY	34.5	53.1	52.9	15.8	71.5	38.8	28.5	55.0	51.5	48.6	1.2	42.6
WESTERN-PACIFIC												
ESTIMATED POPULATION	14571	26114	23259	5380	31873	17027	12473	24540	22975	21289	137	18837
% STANDARD ERROR	5.1	3.8	4.0	7.8	3.4	4.7	5.1	3.9	4.0	4.2	*	4.3
% WITH CAPABILITY	32.9	58.9	52.4	12.1	71.9	38.4	28.1	55.3	51.8	48.0	0.3	42.5
TOTAL												
ESTIMATED POPULATION	97629	140057	134543	45217	177667	90323	92549	141261	130766	121849	1779	123662
% STANDARD ERROR	1.6	1.0	0.9	2.0	0.6	1.3	1.1	0.8	0.9	1.0	15.7	0.9
% WITH CAPABILITY	36.1	51.8	49.8	16.7	65.7	33.4	34.3	52.3	48.4	45.1	0.7	45.8

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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

TABLE 2 - 17

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE REGION OF AIRCRAFT
1985

REGION	BASIC NAVIGATION EQUIPMENT						LONG RANGE NAV EQUIP			OTHER NAVIGATION EQUIP		
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHR LRNAV	RADAR ALTIM	WEATHER RADAR	NO NAV EQ
ALASKAN												
ESTIMATED POPULATION	4287	3165	2653	3864	1173	165	921	29	5	396	90	1550
% STANDARD ERROR	9.8	11.8	12.6	9.9	18.0	47.0	20.2	*	*	30.1	41.0	16.4
% WITH CAPABILITY	52.3	38.6	32.3	47.1	14.3	2.0	11.2	0.4	0.1	4.8	1.1	18.9
CENTRAL												
ESTIMATED POPULATION	4633	7444	7317	6638	4232	1812	1156	183	106	1067	1263	3332
% STANDARD ERROR	9.7	7.5	7.5	7.9	9.6	14.5	19.0	34.6	45.7	17.1	15.9	10.2
% WITH CAPABILITY	31.5	50.7	49.8	45.2	28.8	12.3	7.9	1.2	0.7	7.3	8.6	22.7
EASTERN												
ESTIMATED POPULATION	8993	14686	15519	13775	9541	3414	2704	704	329	2357	2406	5445
% STANDARD ERROR	6.8	5.1	4.9	5.2	6.2	10.3	12.3	16.1	21.3	10.3	9.9	7.7
% WITH CAPABILITY	32.8	53.6	56.6	50.3	34.8	12.5	9.9	2.6	1.2	8.6	8.8	19.9
EUROPEAN OFFICE												
ESTIMATED POPULATION	84	418	435	523	454	145	25	44	39	112	124	65
% STANDARD ERROR	*	28.0	28.7	26.5	27.5	47.6	*	*	*	43.0	40.8	*
% WITH CAPABILITY	13.1	65.2	67.9	81.6	70.9	22.6	3.8	6.8	6.0	17.5	19.4	10.2
GREAT LAKES												
ESTIMATED POPULATION	15703	22268	24105	22688	13830	5442	4181	691	199	3202	4006	9591
% STANDARD ERROR	5.1	4.1	3.9	4.1	5.2	8.2	9.8	15.1	32.7	9.4	8.7	5.8
% WITH CAPABILITY	35.2	49.9	54.0	50.8	31.0	12.2	9.4	1.5	0.4	7.2	9.0	21.5
NEW ENGLAND												
ESTIMATED POPULATION	2897	5245	5270	4987	2807	1008	1528	159	21	687	664	1728
% STANDARD ERROR	12.3	8.9	9.0	9.1	12.0	18.9	17.1	35.4	*	21.7	21.9	13.8
% WITH CAPABILITY	30.6	55.4	55.6	52.6	29.6	10.6	16.1	1.7	0.2	7.3	7.0	18.2
NORTHWEST MOUNTAIN												
ESTIMATED POPULATION	9081	12251	12686	12276	6923	2238	3415	158	180	1550	1212	5785
% STANDARD ERROR	6.9	5.8	5.7	5.8	7.6	13.2	11.0	34.1	37.3	14.8	15.9	8.0
% WITH CAPABILITY	35.8	48.3	50.0	48.4	27.3	8.8	13.5	0.6	0.7	6.1	4.8	22.8
SOUTHERN												
ESTIMATED POPULATION	11552	21613	23893	22664	15214	5888	6535	564	317	3780	5785	6985
% STANDARD ERROR	6.0	4.2	3.9	4.0	4.8	7.6	7.8	21.1	31.2	8.8	7.2	6.9
% WITH CAPABILITY	30.1	56.3	62.3	59.1	39.6	15.3	17.0	1.5	0.8	9.8	15.1	18.2

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 17

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE REGION OF AIRCRAFT
1985

REGION	BASIC NAVIGATION EQUIPMENT						LONG RANGE NAV EQUIP			OTHER NAVIGATION EQUIP		
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHR LRNAV	RADAR ALTIM	WEATHER RADAR	NO NAV EQ
SOUTHWESTERN												
ESTIMATED POPULATION	11564	21385	22023	22044	15451	6761	4263	914	230	4653	4790	7101
% STANDARD ERROR	6.0	4.2	4.1	4.0	4.8	7.1	9.6	17.5	38.2	7.8	7.6	6.6
% WITH CAPABILITY	30.3	56.0	57.7	57.8	40.5	17.7	11.2	2.4	0.6	12.2	12.6	18.6
WESTERN-PACIFIC												
ESTIMATED POPULATION	14222	25256	26261	21725	15291	4696	4182	514	309	3282	2596	7718
% STANDARD ERROR	5.3	3.9	3.7	4.1	4.9	9.0	9.7	22.1	31.3	10.4	10.5	6.2
% WITH CAPABILITY	32.1	57.0	59.2	49.0	34.5	10.6	9.4	1.2	0.7	7.4	5.9	17.4
TOTAL												
ESTIMATED POPULATION	87598	140965	147671	137997	89718	33311	30821	4150	1811	22286	24479	57380
% STANDARD ERROR	1.7	1.0	0.7	0.8	1.2	2.6	3.3	6.2	11.4	2.8	2.3	1.4
% WITH CAPABILITY	32.4	52.2	54.6	51.1	33.2	12.3	11.4	1.5	0.7	8.2	9.1	21.2

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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

TABLE 2 - 17

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE REGION OF AIRCRAFT
1985

REGION	GUIDANCE AND CONTROL EQUIPMENT								
	FLIGHT DIRECT	HSI	EFIS	FLTMGT COMPTR	1 AXIS AUTPLT	2 AXIS AUTPLT	3 AXIS AUTPLT	AUTO LAND	NO EQUIP
ALASKAN									
ESTIMATED POPULATION	93	606	3	39	187	179	277	3	7204
% STANDARD ERROR	42.6	24.2	*	*	49.7	47.9	36.5	*	7.3
% WITH CAPABILITY	1.1	7.4	0.0	0.5	2.3	2.2	3.4	0.0	87.8
CENTRAL									
ESTIMATED POPULATION	1340	2695	190	341	536	1341	2677	116	9327
% STANDARD ERROR	15.9	11.9	45.6	29.9	29.1	18.4	11.7	*	6.6
% WITH CAPABILITY	9.1	18.3	1.3	2.3	3.6	9.1	18.2	0.8	63.5
EASTERN									
ESTIMATED POPULATION	2900	4542	272	742	1572	3811	4484	305	16150
% STANDARD ERROR	9.7	8.2	31.8	18.0	16.0	10.7	8.6	35.0	4.8
% WITH CAPABILITY	10.6	16.6	1.0	2.7	5.7	13.9	16.4	1.1	58.9
EUROPEAN OFFICE									
ESTIMATED POPULATION	154	241	2	72	2	72	280	11	256
% STANDARD ERROR	44.3	33.4	*	*	*	*	33.3	0.0	40.7
% WITH CAPABILITY	24.1	37.5	0.4	11.2	0.2	11.3	43.7	1.7	40.0
GREAT LAKES									
ESTIMATED POPULATION	4153	7816	330	1215	2228	5099	7175	423	28013
% STANDARD ERROR	8.7	6.7	31.0	17.0	13.9	9.2	6.9	33.1	3.6
% WITH CAPABILITY	9.3	17.5	0.7	2.7	5.0	11.4	16.1	0.9	62.7
NEW ENGLAND									
ESTIMATED POPULATION	827	1663	33	164	364	1281	1275	8	6136
% STANDARD ERROR	20.7	15.3	*	48.7	33.1	18.7	17.3	*	8.1
% WITH CAPABILITY	8.7	17.6	0.3	1.7	3.8	13.5	13.5	0.1	64.8
NORTHWEST MOUNTAIN									
ESTIMATED POPULATION	1776	4403	205	460	1281	2248	3350	322	16694
% STANDARD ERROR	14.1	9.5	42.7	25.9	18.3	14.0	10.8	36.0	4.9
% WITH CAPABILITY	7.0	17.3	0.8	1.8	5.0	8.9	13.2	1.3	65.8
SOUTHERN									
ESTIMATED POPULATION	4749	8937	214	1170	2425	4719	8222	431	20711
% STANDARD ERROR	8.1	6.1	38.8	16.9	13.4	9.5	6.3	32.4	4.3
% WITH CAPABILITY	12.4	23.3	0.6	3.0	6.3	12.3	21.4	1.1	54.0

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 17

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE REGION OF AIRCRAFT
1985

REGION	GUIDANCE AND CONTROL EQUIPMENT								
	FLIGHT DIRECT	HSI	EFIS	FLTMGT COMPTR	1 AXIS AUTPLT	2 AXIS AUTPLT	3 AXIS AUTPLT	AUTO LAND	NO EQUIP
SOUTHWESTERN									
ESTIMATED POPULATION	5580	9292	461	1404	1729	4321	8631	570	20656
% STANDARD ERROR	7.4	6.0	30.2	15.5	16.0	9.9	6.1	27.9	4.2
% WITH CAPABILITY	14.6	24.4	1.2	3.7	4.5	11.3	22.6	1.5	54.1
WESTERN-PACIFIC									
ESTIMATED POPULATION	4202	8087	434	958	2839	5248	6528	311	27582
% STANDARD ERROR	9.1	6.8	28.8	18.5	12.2	8.9	7.4	37.6	3.6
% WITH CAPABILITY	9.5	18.2	1.0	2.2	6.4	11.8	14.7	0.7	62.2
TOTAL									
ESTIMATED POPULATION	27315	51183	2265	7102	13947	29717	45389	2690	166039
% STANDARD ERROR	2.4	2.0	12.3	6.4	5.2	3.3	1.8	12.5	0.7
% WITH CAPABILITY	10.1	18.9	0.8	2.6	5.2	11.0	16.8	1.0	61.4

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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

TABLE 2 - 18

GENERAL AVIATION AVIONICS EQUIPMENT
BY
PRIMARY USE
1985

PRIMARY USE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			PRECISION APPROACH EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
EXECUTIVE												
ESTIMATED POPULATION	1810	12243	11168	136	13359	12044	375	12938	12600	12331	174	778
% STANDARD ERROR	13.7	3.9	4.2	*	3.8	3.9	30.4	3.8	3.8	3.9	39.5	21.6
% WITH CAPABILITY	13.2	89.2	81.3	1.0	97.3	87.7	2.7	94.2	91.7	89.8	1.3	5.7
BUSINESS												
ESTIMATED POPULATION	14159	33415	35942	750	42572	29464	3001	38102	37702	35756	601	6399
% STANDARD ERROR	5.2	3.0	2.8	24.1	2.5	3.1	11.7	2.6	2.7	2.8	27.4	7.9
% WITH CAPABILITY	31.1	73.3	78.9	1.6	93.4	64.7	6.6	83.6	82.7	78.5	1.3	14.0
PERSONAL												
ESTIMATED POPULATION	47693	49708	50789	12038	67711	24005	35601	49404	45073	40629	460	51265
% STANDARD ERROR	2.4	2.4	2.3	4.4	1.9	3.8	2.2	2.4	2.5	2.7	28.9	1.9
% WITH CAPABILITY	46.2	48.1	49.2	11.7	65.5	23.2	34.5	47.8	43.6	39.3	0.4	49.6
INSTRUCTIONAL												
ESTIMATED POPULATION	5540	8553	5217	708	11100	3480	3284	7929	5471	5249	190	6247
% STANDARD ERROR	8.6	6.9	9.1	21.4	5.9	11.2	10.7	7.3	8.8	9.1	*	7.7
% WITH CAPABILITY	38.5	59.5	36.3	4.9	77.2	24.2	22.8	55.1	38.0	36.5	1.3	43.4
AERIAL APPLICATION												
ESTIMATED POPULATION	842	979	681	5463	784	371	6500	608	544	530	0	6674
% STANDARD ERROR	19.6	17.1	21.9	4.2	20.0	30.1	3.3	22.4	25.0	25.0	0.0	3.3
% WITH CAPABILITY	11.6	13.4	9.3	75.0	10.8	5.1	89.2	8.3	7.5	7.3	0.0	91.6
AERIAL OBSERVATION												
ESTIMATED POPULATION	2183	2338	2057	209	3090	1349	1483	2030	1539	1652	6	2471
% STANDARD ERROR	13.6	12.4	13.3	38.6	11.1	16.3	15.4	13.8	15.9	15.3	*	12.1
% WITH CAPABILITY	47.7	51.1	45.0	4.6	67.6	29.5	32.4	44.4	33.6	36.1	0.1	54.0
OTHER WORK USE												
ESTIMATED POPULATION	668	677	439	351	759	231	882	356	291	322	15	1270
% STANDARD ERROR	23.1	22.4	29.2	32.1	21.5	42.0	19.6	34.5	38.2	36.9	*	15.8
% WITH CAPABILITY	40.7	41.2	26.8	21.4	46.3	14.1	53.7	21.7	17.7	19.6	0.9	77.4
COMMUTER AIR CARRIER												
ESTIMATED POPULATION	215	551	608	0	694	564	5	545	545	519	3	154
% STANDARD ERROR	41.7	17.0	18.8	0.0	17.2	20.2	*	16.4	16.4	16.9	*	*
% WITH CAPABILITY	30.8	78.8	87.0	0.0	99.3	80.7	0.7	78.0	78.0	74.3	0.4	22.0

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 18

GENERAL AVIATION AVIONICS EQUIPMENT
BY
PRIMARY USE
1985

PRIMARY USE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			PRECISION APPROACH EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
AIR TAXI												
ESTIMATED POPULATION	980	5808	5037	6	5797	4479	653	5315	5174	4969	26	1049
% STANDARD ERROR	18.9	7.2	7.8	*	7.3	8.3	23.1	7.6	7.7	7.9	*	18.4
% WITH CAPABILITY	15.2	90.0	78.1	0.1	89.9	69.4	10.1	82.4	80.2	77.0	0.4	16.3
OTHER												
ESTIMATED POPULATION	1261	3067	2333	983	3181	1857	2065	2595	2449	2408	40	2609
% STANDARD ERROR	15.5	10.2	11.8	19.4	9.9	12.2	12.7	10.9	11.2	11.3	*	11.2
% WITH CAPABILITY	24.0	58.5	44.5	18.7	60.6	35.4	39.4	49.5	46.7	45.9	0.8	49.7
RENTAL												
ESTIMATED POPULATION	2234	5514	4683	414	6724	3240	1053	5354	4946	4746	0	2278
% STANDARD ERROR	13.8	8.8	9.6	27.6	8.0	11.5	17.3	9.0	9.3	9.5	0.0	13.0
% WITH CAPABILITY	28.7	70.9	60.2	5.3	86.5	41.7	13.5	68.8	63.6	61.0	0.0	29.3
INACTIVE												
ESTIMATED POPULATION	19934	13887	12473	26920	18376	6607	40357	13118	11744	10144	329	44615
% STANDARD ERROR	3.6	4.5	4.5	2.5	3.4	6.7	1.5	4.4	4.6	5.0	36.7	1.3
% WITH CAPABILITY	33.9	23.6	21.2	45.8	31.3	11.2	68.7	22.3	20.0	17.3	0.6	76.0
TOTAL												
ESTIMATED POPULATION	97629	140057	134543	45217	177667	90323	92549	141261	130766	121849	1779	123662
% STANDARD ERROR	1.6	1.0	0.9	2.0	0.6	1.3	1.1	0.8	0.9	1.0	15.7	0.9
% WITH CAPABILITY	36.1	51.8	49.8	16.7	65.7	33.4	34.3	52.3	48.4	45.1	0.7	45.8

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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

TABLE 2 - 18

GENERAL AVIATION AVIONICS EQUIPMENT
BY
PRIMARY USE
1985

PRIMARY USE	BASIC NAVIGATION EQUIPMENT						LONG RANGE NAV EQUIP			OTHER NAVIGATION EQUIP		
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHR LRNAV	RADAR ALTIM	WEATHER RADAR	NO NAV EQ
EXECUTIVE												
ESTIMATED POPULATION	2615	11412	12646	12959	11958	7664	3267	2601	742	8208	9287	192
% STANDARD ERROR	11.1	4.1	3.8	3.8	3.8	5.1	9.5	6.6	13.4	3.8	3.8	41.6
% WITH CAPABILITY	19.0	83.1	92.1	94.4	87.1	55.8	23.8	18.9	5.4	59.8	67.6	1.4
BUSINESS												
ESTIMATED POPULATION	14162	34334	39908	37930	29957	11748	9082	431	294	6095	6527	1042
% STANDARD ERROR	5.2	2.9	2.6	2.7	3.0	5.2	6.5	26.0	34.3	7.3	6.8	19.1
% WITH CAPABILITY	31.1	75.3	87.6	83.2	65.7	25.8	19.9	0.9	0.6	13.4	14.3	2.3
PERSONAL												
ESTIMATED POPULATION	40746	52493	55014	48212	25642	5595	10844	278	302	2294	2089	17407
% STANDARD ERROR	2.7	2.3	2.2	2.4	3.6	8.3	6.0	36.3	35.2	12.8	13.1	3.1
% WITH CAPABILITY	39.4	50.8	53.3	46.7	24.8	5.4	10.5	0.3	0.3	2.2	2.0	16.8
INSTRUCTIONAL												
ESTIMATED POPULATION	6032	8159	6278	5875	2264	674	542	7	19	263	290	1028
% STANDARD ERROR	8.3	7.1	8.2	8.5	13.5	24.6	26.8	*	*	40.0	35.0	16.5
% WITH CAPABILITY	41.9	56.7	43.6	40.8	15.7	4.7	3.8	0.0	0.1	1.8	2.0	7.1
AERIAL APPLICATION												
ESTIMATED POPULATION	292	682	463	562	275	96	335	161	15	31	72	6295
% STANDARD ERROR	33.4	20.7	25.9	23.1	38.1	*	23.4	*	*	*	*	3.4
% WITH CAPABILITY	4.0	9.4	6.4	7.7	3.8	1.3	4.6	2.2	0.2	0.4	1.0	86.4
AERIAL OBSERVATION												
ESTIMATED POPULATION	1354	2226	1658	2001	909	329	533	45	58	222	62	988
% STANDARD ERROR	17.9	13.2	15.2	13.8	18.5	27.1	24.9	*	47.2	27.8	47.1	17.0
% WITH CAPABILITY	29.6	48.7	36.3	43.8	19.9	7.2	11.7	1.0	1.3	4.8	1.3	21.6
OTHER WORK USE												
ESTIMATED POPULATION	546	533	375	448	110	53	102	5	0	54	35	602
% STANDARD ERROR	26.5	27.8	34.0	28.5	*	*	*	*	0.0	*	*	22.8
% WITH CAPABILITY	33.3	32.5	22.9	27.3	6.7	3.3	6.2	0.3	0.0	3.3	2.1	36.7
COMMUTER AIR CARRIER												
ESTIMATED POPULATION	207	559	683	636	648	225	63	13	0	244	361	2
% STANDARD ERROR	43.0	16.8	17.4	17.9	18.3	36.2	*	*	0.0	31.4	22.6	*
% WITH CAPABILITY	29.6	80.0	97.7	91.0	92.7	32.2	9.1	1.8	0.0	34.9	51.6	0.3

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 18

GENERAL AVIATION AVIONICS EQUIPMENT
BY
PRIMARY USE
1985

PRIMARY USE	BASIC NAVIGATION EQUIPMENT						LONG RANGE NAV EQUIP			OTHER NAVIGATION EQUIP		
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHR LRNAV	RADAR ALTIM	WEATHER RADAR	NO NAV EQ
AIR TAXI												
ESTIMATED POPULATION	1602	4917	5234	6011	4213	1763	1352	197	28	1297	2091	85
% STANDARD ERROR	14.7	8.0	7.5	7.1	8.4	13.6	15.4	33.6	*	14.1	11.5	*
% WITH CAPABILITY	24.8	76.2	81.1	93.2	65.3	27.3	21.0	3.1	0.4	20.1	32.4	1.3
OTHER												
ESTIMATED POPULATION	1035	2538	2384	2493	1793	736	598	91	111	784	794	1738
% STANDARD ERROR	18.3	11.0	11.4	11.4	12.2	18.8	22.1	47.1	33.7	17.4	16.3	13.9
% WITH CAPABILITY	19.7	48.4	45.4	47.5	34.2	14.0	11.4	1.7	2.1	14.9	15.1	33.1
RENTAL												
ESTIMATED POPULATION	2341	5439	5115	5303	3009	816	360	21	21	228	164	550
% STANDARD ERROR	13.6	8.9	9.1	8.9	12.0	22.7	34.0	*	*	36.4	37.2	21.9
% WITH CAPABILITY	30.1	69.9	65.8	68.2	38.7	10.5	4.6	0.3	0.3	2.9	2.1	7.1
INACTIVE												
ESTIMATED POPULATION	16766	14722	15372	12593	6350	3001	2289	189	246	1877	1672	29918
% STANDARD ERROR	4.2	4.5	3.8	4.3	5.6	9.2	12.7	17.8	45.9	7.3	6.7	2.2
% WITH CAPABILITY	28.5	25.1	26.2	21.4	10.8	5.1	3.9	0.3	0.4	3.2	2.8	50.9
TOTAL												
ESTIMATED POPULATION	87598	140965	147671	137997	89718	33311	30821	4150	1811	22286	24479	57380
% STANDARD ERROR	1.7	1.0	0.7	0.8	1.2	2.6	3.3	6.2	11.4	2.8	2.3	1.4
% WITH CAPABILITY	32.4	52.2	54.6	51.1	33.2	12.3	11.4	1.5	0.7	8.2	9.1	21.2

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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

TABLE 2 - 18

GENERAL AVIATION AVIONICS EQUIPMENT
BY
PRIMARY USE
1985

PRIMARY USE	GUIDANCE AND CONTROL EQUIPMENT								
	FLIGHT DIRECT	HSI	EFIS	FLTMGT COMPTR	1 AXIS AUTPLT	2 AXIS AUTPLT	3 AXIS AUTPLT	AUTO LAND	NO EQUIP
EXECUTIVE									
ESTIMATED POPULATION	8890	10275	845	2462	142	861	10379	360	1479
% STANDARD ERROR	3.8	3.9	17.0	9.4	*	21.1	3.9	28.0	16.2
% WITH CAPABILITY	64.7	74.8	6.1	17.9	1.0	6.3	75.6	2.6	10.8
BUSINESS									
ESTIMATED POPULATION	8025	15736	486	2262	3868	9985	16943	1072	11736
% STANDARD ERROR	6.2	4.4	28.6	12.4	10.2	6.2	4.0	19.5	5.8
% WITH CAPABILITY	17.6	34.5	1.1	5.0	8.5	21.9	37.2	2.4	25.8
PERSONAL									
ESTIMATED POPULATION	3703	11709	350	884	6862	12140	7198	607	71206
% STANDARD ERROR	10.1	5.6	32.4	21.0	7.5	5.5	7.1	25.9	1.6
% WITH CAPABILITY	3.6	11.3	0.3	0.9	6.6	11.8	7.0	0.6	68.9
INSTRUCTIONAL									
ESTIMATED POPULATION	175	1571	61	64	378	847	579	124	11470
% STANDARD ERROR	*	16.7	*	*	32.6	22.8	25.5	*	5.6
% WITH CAPABILITY	1.2	10.9	0.4	0.4	2.6	5.9	4.0	0.9	79.7
AERIAL APPLICATION									
ESTIMATED POPULATION	99	241	0	1	0	53	104	0	6986
% STANDARD ERROR	*	37.3	0.0	*	0.0	*	*	0.0	3.4
% WITH CAPABILITY	1.4	3.3	0.0	0.0	0.0	0.7	1.4	0.0	95.9
AERIAL OBSERVATION									
ESTIMATED POPULATION	133	439	7	34	286	219	433	5	3413
% STANDARD ERROR	46.1	27.4	*	*	37.3	44.3	27.2	*	10.4
% WITH CAPABILITY	2.9	9.6	0.2	0.7	6.2	4.8	9.5	0.1	74.6
OTHER WORK USE									
ESTIMATED POPULATION	29	99	0	2	0	108	24	15	1446
% STANDARD ERROR	*	*	0.0	*	0.0	*	*	*	15.1
% WITH CAPABILITY	1.8	6.0	0.0	0.1	0.0	6.6	1.4	0.9	88.1
COMMUTER AIR CARRIER									
ESTIMATED POPULATION	236	348	9	57	0	7	231	1	244
% STANDARD ERROR	31.8	22.7	*	38.2	0.0	45.2	36.9	*	33.0
% WITH CAPABILITY	33.8	49.8	1.3	8.2	0.0	0.9	33.0	0.2	34.9

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 18

GENERAL AVIATION AVIONICS EQUIPMENT
BY
PRIMARY USE
1985

PRIMARY USE	GUIDANCE AND CONTROL EQUIPMENT								
	FLIGHT DIRECT	HSI	EFIS	FLTMGT COMPTR	1 AXIS AUTPLT	2 AXIS AUTPLT	3 AXIS AUTPLT	AUTO LAND	NO EQUIP
AIR TAXI									
ESTIMATED POPULATION	1858	2929	109	405	165	1110	2725	114	1972
% STANDARD ERROR	12.4	10.1	*	24.4	48.9	19.2	10.3	*	12.3
% WITH CAPABILITY	28.8	45.4	1.7	6.3	2.6	17.2	42.3	1.8	30.6
OTHER									
ESTIMATED POPULATION	871	1148	95	141	97	368	1092	8	3366
% STANDARD ERROR	16.4	14.3	*	39.8	*	31.5	16.1	*	9.9
% WITH CAPABILITY	16.6	21.9	1.8	2.7	1.8	7.0	20.8	0.1	64.2
RENTAL									
ESTIMATED POPULATION	373	1186	0	85	521	1531	918	60	4426
% STANDARD ERROR	33.4	18.7	0.0	*	28.9	16.8	20.5	*	9.7
% WITH CAPABILITY	4.8	15.2	0.0	1.1	6.7	19.7	11.8	0.8	56.9
INACTIVE									
ESTIMATED POPULATION	1773	3705	220	499	1728	1892	3377	193	49734
% STANDARD ERROR	12.3	9.7	46.2	28.3	15.0	16.5	8.2	*	1.0
% WITH CAPABILITY	3.0	6.3	0.4	0.9	2.9	3.2	5.7	0.3	84.7
TOTAL									
ESTIMATED POPULATION	27315	51183	2265	7102	13947	29717	45389	2690	166039
% STANDARD ERROR	2.4	2.0	12.3	6.4	5.2	3.3	1.8	12.5	0.7
% WITH CAPABILITY	10.1	18.9	0.8	2.6	5.2	11.0	16.8	1.0	61.4

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
*			
OTHER 1	7004.4	749.4	10.7
OTHER 2	2437.3	294.4	12.1
OTHER 3	845.6	170.3	20.1
OTHER 4	496.9	225.2	45.3
OTHER 5	636.7	395.8	62.2
OTHER 6	886.2	197.2	22.3
OTHER 7	1434.8	462.8	32.3
OTHER 8	873.4	163.6	18.7
OTHER 9	926.2	294.5	31.8
OTHER 10	1325.7	190.3	14.4
OTHER 11	477.2	226.0	47.3
OTHER 12	1015.0	273.8	27.0
OTHER 13	1052.3	229.1	21.8
ADAMS A50S	15.8	1.9	12.3
AERORSJ2	6.5	1.1	17.5
AEROSPAS355	29.8	86.0	288.1
AEROSPSA316	543.5	41.3	7.6
AGUSTA205	147.4	24.9	16.9
AGUSTAA109	56.3	6.5	11.5
AIRPTSA	616.5	63.1	10.2
AIRSPC18	8.0	1.7	21.6

*See Note on page 2-12

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
AIRTRCAT300	821.6	144.5	17.6
AIRTRCAT400	109.6	19.6	17.9
AMD FALC10	565.8	115.9	20.5
AMD FALC20	1423.8	204.4	14.4
AMD FALC50	203.7	36.8	18.1
AMTR TMK	85.4	24.8	29.1
ARCTICS1A	269.2	26.5	9.8
ARCTICS1B1	15.3	2.9	19.1
ARONCA15	247.8	91.6	37.0
ARONCA58	382.8	113.3	29.6
ARONCA65	487.7	241.4	49.5
ARONCAC3	73.9	10.3	14.0
AVIANWFALCON	3.0	0.5	18.3
AVIANWSKYHWK	9.0	1.4	15.5
AYRES S2	3039.6	355.6	11.7
BAC 111	355.6	28.1	7.9
BAG B206	58.3	11.2	19.3
BAG DH125	197.0	19.4	9.8
BALWKSFIREFY	273.5	57.8	21.1
BBAVIA11	1479.0	117.1	7.9
BBAVIA7	9470.1	633.5	6.7

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
BBAVIA8	280.5	52.1	18.6
BEECH 100	1180.7	164.4	13.9
BEECH 17	499.0	128.2	25.7
BEECH 18	7913.2	519.6	6.6
BEECH 1900	78.7	22.6	28.7
BEECH 200	1939.9	239.4	12.3
BEECH 23	5369.5	380.2	7.1
BEECH 300	18.0	1.8	10.2
BEECH 33	4035.5	319.3	7.9
BEECH 35	24171.0	820.7	3.4
BEECH 36	2051.2	265.6	12.9
BEECH 45	1527.5	246.7	16.2
BEECH 50	1901.3	291.1	15.3
BEECH 55	4848.9	405.5	8.4
BEECH 56	137.1	15.0	11.0
BEECH 58	2622.9	286.9	10.9
BEECH 60	851.1	104.7	12.3
BEECH 65	657.8	46.3	7.0
BEECH 76	317.2	33.6	10.6
BEECH 77	239.7	46.6	19.4
BEECH 80	890.2	59.4	6.7

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
BEECH 90	4228.7	543.1	12.8
BEECH 95	1657.8	115.6	7.0
BEECH 99	1740.3	415.5	23.9
BELL 204	887.8	155.5	17.5
BELL 206	8128.0	1444.6	17.8
BELL 212	749.3	226.8	30.3
BELL 222	106.7	15.7	14.7
BELL 412	69.5	8.4	12.0
BELL 47	8633.9	1073.4	12.4
BLANCA11	104.5	7.3	7.0
BLANCA1413	414.4	35.3	8.5
BLANCA1419	520.9	23.4	4.5
BLANCA17	1469.1	79.7	5.4
BLANCA7	4147.6	380.6	9.2
BLANCA8	369.5	40.6	11.0
BNORM BN2	1043.5	182.9	17.5
BOEING707	1449.2	0.0	0.0
BOEING727	2030.4	135.5	6.7
BOEING75	8087.8	1311.0	16.2
BOLKMS105	252.1	78.8	31.3
BOLKMS117	6.2	4.3	68.8

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
BRASOVIS28	19.7	3.5	17.8
BRWSTRFLEET2	89.1	9.6	10.8
BRWSTRFLEET7	69.3	7.9	11.4
BUKER 131	29.3	3.3	11.3
CAMRONMODEL0	42.3	7.3	17.3
CASA C212	37.7	32.9	87.3
CESSNA120	3001.8	795.9	26.5
CESSNA140	6471.1	439.1	6.8
CESSNA150	57799.8	2106.4	3.6
CESSNA170	8691.6	1464.5	16.8
CESSNA172	55385.9	1663.0	3.0
CESSNA175	3185.2	265.2	8.3
CESSNA177	5510.2	347.4	6.3
CESSNA180	8330.5	573.2	6.9
CESSNA182	32516.1	2244.3	6.9
CESSNA185	4116.4	544.3	13.2
CESSNA188	3745.6	230.5	6.2
CESSNA190	209.0	12.7	6.1
CESSNA195	1469.0	121.4	8.3
CESSNA205	760.7	90.4	11.9
CESSNA206	6487.7	728.6	11.2

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
CESSNA207	1197.0	112.5	9.4
CESSNA210	11102.7	1062.1	9.6
CESSNA303	152.9	25.5	16.7
CESSNA305	1568.4	64.4	4.1
CESSNA310	10398.7	602.4	5.8
CESSNA320	902.8	116.2	12.9
CESSNA335	59.9	6.8	11.4
CESSNA336	183.7	9.2	5.0
CESSNA337	1999.7	206.6	10.3
CESSNA340	1896.7	204.4	10.8
CESSNA401	985.4	53.2	5.4
CESSNA402	3941.4	989.8	25.1
CESSNA404	661.2	121.7	18.4
CESSNA411	587.9	38.7	6.6
CESSNA414	1884.3	305.6	16.2
CESSNA421	3556.1	635.0	17.9
CESSNA425	156.9	26.0	16.6
CESSNA441	368.3	46.7	12.7
CESSNA500	1477.3	231.8	15.7
CESSNA501	93.5	23.3	24.9
CESSNA650	54.5	8.5	15.5

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
CESSNAT50	235.0	33.6	14.3
CESSNAUC94	105.2	13.5	12.8
CHILD S1	24.7	4.1	16.5
CHILD S2	122.3	66.7	54.5
CNDAIRCL600	84.1	9.7	11.5
COMWTH185	144.1	16.9	11.7
CONAERLA4	344.9	69.3	20.1
CURTISC46	996.8	174.4	17.5
CURTISJR	14.5	2.2	15.2
CURTISROBIN	34.5	8.7	25.3
CURTISTRVAIR	684.4	106.9	15.6
CVAC 240	495.0	275.0	55.6
CVAC 340	298.9	0.0	0.0
CVAC BT13	288.7	68.1	23.6
CVAC L13	18.9	7.5	39.8
CVAC STC580	705.5	118.9	16.8
DART G	27.3	3.0	11.1
DHAV DHC1	408.3	66.0	16.2
DHAV DHC2	1830.4	768.6	42.0
DHAV DHC3	189.6	28.9	15.2
DHAV DHC6	1397.7	196.4	14.1

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
DHAVXXDH82	253.5	30.5	12.0
DOUG A26	144.9	25.6	17.6
DOUG DC3	8179.0	2586.3	31.6
DOUG DC4	1657.9	248.3	15.0
DOUG DC6	1954.5	142.0	7.3
DOUG DC7	247.1	0.0	0.0
DOUG DC8	3639.4	0.0	0.0
DOUG DC9	576.7	156.1	27.1
EAGLE DW	41.7	5.4	13.0
EAGLEBAX7	0.9	0.1	9.1
EAGLEBC7	7.3	1.4	19.7
EIRVON2O	61.3	6.7	10.9
EMAIR MA1	30.5	4.0	13.0
EMB 110	353.4	23.8	6.7
ENSTRMF28	626.4	81.2	13.0
FLEET 16B	34.7	5.1	14.8
FOKKERF27	194.4	0.0	0.0
FOKKERF28	36.2	0.0	0.0
FRCHLD24	599.0	46.9	7.8
FRCHLDC119	125.4	0.0	0.0
FRCHLDF27	498.6	105.7	21.2

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
FRCHLDM62	366.1	54.8	15.0
GENBALAX6	4.7	1.9	40.4
GLASFL201	20.9	1.2	5.9
GLASFLH301	113.1	4.2	3.8
GROB 103CAT	30.8	6.3	20.4
GROB 109	14.5	2.8	19.5
GROB ASTIR	22.7	2.5	11.0
GRTLKS2T1	142.9	26.0	18.2
GRUMAVAA1	1007.5	73.4	7.3
GRUMAVAA5	1503.1	121.3	8.1
GRUMAVG1159	141.2	14.3	10.1
GRUMAVG164	4386.6	350.5	8.0
GRUMAVG21	456.5	56.8	12.4
GRUMAVTBM	114.2	15.1	13.2
GULSTM112	668.2	97.7	14.6
GULSTM500	1917.3	174.7	9.1
GULSTM520	223.8	16.3	7.3
GULSTM560	750.3	78.1	10.4
GULSTM680	1289.0	107.4	8.3
GULSTM680TP	413.4	60.9	14.7
GULSTM690TC	24.7	3.2	13.0

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
GULSTM690TP	1495.3	165.5	11.1
GULSTMAA1	926.7	51.3	5.5
GULSTMAA5	1131.5	94.2	8.3
GULSTMG1159	761.0	156.7	20.6
GULSTMG159	1383.7	156.9	11.3
GULSTMG44	553.1	120.1	21.7
GULSTMG73	251.8	20.4	8.1
GULSTMGA7	79.4	13.7	17.3
H23/HTE	249.4	37.7	15.1
H34/55	99.1	8.6	8.7
HELIO H295	237.0	47.4	20.0
HELIO H391	58.9	11.9	20.2
HILLERFH1100	135.2	50.0	37.0
HILLERUH12	3062.2	239.6	7.8
HUGHES269	2880.2	850.2	29.5
HUGHES369	1366.6	318.7	23.3
HWKSLYDH104	123.8	22.6	18.3
HWKSLYDH125	918.4	180.6	19.7
HYNES B2	137.1	15.4	11.2
INTRCP200	58.8	2.2	3.8
ISRAEL1121	630.5	51.1	8.1

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
ISRAEL1123	74.2	6.7	9.0
ISRAEL1124	398.6	40.0	10.0
JBMSTRDGA15	166.2	12.6	7.6
LAIKFN10	16.3	2.4	14.7
LEAR 23	388.8	37.2	9.6
LEAR 24	916.7	90.3	9.9
LEAR 25	1472.9	211.8	14.4
LEAR 35	1090.7	201.9	18.5
LEAR 55	103.7	12.5	12.0
LET L13	187.6	59.7	31.8
LKHEED12A	140.4	26.0	18.5
LKHEED1329	456.6	48.0	10.5
LKHEED18	680.5	27.2	4.0
LKHEED188	167.6	0.0	0.0
LKHEEDPV1	85.5	19.9	23.3
LKHEEDT33	138.2	32.3	23.3
LUSCOM8	5440.9	446.3	8.2
MARTIN404	1470.5	39.9	2.7
MAULE M4	393.7	74.8	19.0
MAULE M5	558.4	143.9	25.8
MAULE M6	31.7	11.1	35.0

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
MCLISHFUNKB	603.9	249.7	41.3
MEYERSOTW	105.3	12.8	12.1
MNCOUP90	100.5	15.3	15.2
MNMITEM18	159.0	17.7	11.1
MOONEYM20	11200.4	670.5	6.0
MRCHTIS205	41.4	7.0	16.8
MTSBSIMU2	1178.2	181.7	15.4
MTSBSIMU300	53.8	11.7	21.8
MULTECD16	83.4	14.3	17.2
NAMER B25	204.7	18.2	8.9
NAMER F51	231.6	38.4	16.6
NAMER NA260	135.2	27.9	20.6
NAMER T6	3487.9	671.3	19.2
NATBAL752	2.7	0.4	14.5
NAVAL N3N	598.4	158.3	26.5
NAVIONNAVION	1540.2	119.9	7.8
NORD SV4	73.9	6.2	8.3
NORWST65	151.1	10.5	7.0
ORLHELH19	386.8	54.1	14.0
ORLHELS58	496.4	0.0	0.0
PARTENP68	23.0	2.9	12.8

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
PICARDAX6	34.4	7.6	22.2
PILATSB4	10.1	1.6	16.2
PIPER 600	396.5	85.0	21.4
PIPER E2	19.8	1.1	5.5
PIPER J2	97.9	10.9	11.1
PIPER J3	12939.9	1145.8	8.9
PIPER J4	402.8	46.3	11.5
PIPER J5	978.3	55.9	5.7
PIPER PA12	2872.8	206.8	7.2
PIPER PA14	276.6	37.6	13.6
PIPER PA15	321.8	23.5	7.3
PIPER PA16	713.9	58.7	8.2
PIPER PA17	207.0	23.7	11.5
PIPER PA18	9112.9	994.7	10.9
PIPER PA20	1063.7	96.2	9.0
PIPER PA22	12922.6	983.3	7.6
PIPER PA23	13180.4	843.3	6.4
PIPER PA24	9573.0	481.3	5.0
PIPER PA25	3557.3	300.8	8.5
PIPER PA28	54886.0	2282.2	4.2
PIPER PA30	3749.0	257.6	6.9

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
PIPER PA31	5024.3	596.8	11.9
PIPER PA31T	1290.6	141.7	11.0
PIPER PA32	8257.8	650.1	7.9
PIPER PA34	3836.8	336.9	8.8
PIPER PA36	773.3	110.2	14.3
PIPER PA38	2630.2	280.6	10.7
PIPER PA42	96.7	11.7	12.1
PIPER PA44	675.4	159.0	23.5
PIPER PA46	45.3	6.7	14.9
PRATT PRG1	8.1	2.1	26.5
PROPJT200	119.9	5.3	4.5
RAVEN RX6	34.7	6.0	17.4
RAVEN S50	183.6	80.8	44.0
RAVEN S55	115.8	14.3	12.3
RAVEN S60	32.8	4.1	12.5
RAVEN S66	9.2	1.8	19.5
RKWELL500	103.9	10.1	9.7
RKWELL700	29.0	3.1	10.6
RKWELLNA265	1739.9	205.9	11.8
ROBSINR22	222.2	46.7	21.0
ROLSCHLS	38.8	9.5	24.5

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
RYAN ST3	486.6	59.7	12.3
RYAN STA	68.4	7.0	10.3
SCHLERASK21	10.6	1.5	14.4
SCHLERASW15	32.3	3.8	11.8
SCHLERASW19	30.4	3.7	12.2
SCHLERASW20	44.1	6.3	14.2
SCHLERK8	23.5	2.1	9.0
SCHLERKA6	67.7	9.5	14.0
SCWZERG164	1351.5	169.4	12.5
SCWZERSG1	747.7	131.9	17.6
SCWZERSG2	1127.0	157.4	14.0
SEMCO CLNGER	5.8	1.0	17.3
SEMCO MODELT	8.9	1.6	18.1
SKRSKYS55	182.5	32.1	17.6
SKRSKYS58	346.5	36.8	10.6
SKRSKYS58T	174.2	4.7	2.7
SKRSKYS76	245.1	25.5	10.4
SLINDS100	478.9	40.0	8.4
SMITH 600	692.0	85.0	12.3
SNIAS 350	415.3	67.2	16.2
SNIAS SA341	125.0	9.9	7.9

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
SOCATAMS894	31.5	5.1	16.2
SOCATARALLYE	10.6	1.3	12.5
SPHRTHCIRRUS	106.1	19.6	18.5
SPHRTHNIMBUS	27.4	5.7	20.8
SPHRTHVENTUS	19.4	3.0	15.6
STBROSSD3	417.2	0.0	0.0
STNSON10	288.3	35.3	12.2
STNSONL5	259.5	34.2	13.2
STNSONSR9	88.4	4.4	5.0
STNSONV77	173.8	11.7	6.7
STOLAMRC3	244.0	27.3	11.2
SUPAC LA	127.2	17.7	13.9
SUPAC V	22.8	1.9	8.4
SWRNGNSA226	1037.5	120.5	11.6
SWRNGNSA227	181.9	35.6	19.6
SWRNGNSA26	602.9	83.8	13.9
TCRAFK21	6.3	0.8	13.3
TCRAFKD	484.8	90.5	18.7
TCRAFTA	36.9	4.3	11.5
TCRAFTBC	5863.7	1652.3	28.2
TCRAFTBF	80.5	5.8	7.1

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
TCRAFTBL	648.6	76.0	11.7
TEMCO 11A	42.4	6.2	14.7
TH55	143.3	2.4	1.7
THUNDRAX7	12.4	2.6	20.6
TMPSONNAVION	1761.6	119.9	6.8
TRYTEK65	604.0	73.1	12.1
TRYTEKK	35.9	3.7	10.3
UNIVACGC1	1645.7	603.9	36.7
UNIVAR108	4314.8	290.3	6.7
UNIVAR415	4102.5	229.3	5.6
VARGA 2150	137.9	39.2	28.4
WACO ASO	96.9	11.5	11.9
WACO GXE	58.5	8.8	15.1
WACO R	48.4	6.0	12.5
WACO UPF7	559.7	38.4	6.9
WACO YK	149.2	11.6	7.8
WSK M18	20.5	7.8	38.2
WTHRLY201	111.9	13.2	11.8
TOTAL AIRCRAFT	666188.9	7335.7	1.1

TABLE 2 - 20

GENERAL AVIATION MEAN HOURS AND ACTIVE ENGINES
BY ENGINE MANUFACTURER/MODEL GROUP
1985

ENGINE MANUFACTURER/ MODEL GROUP	ESTIMATE OF ACTIVE POPULATION	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	ESTIMATE OF MEAN HOURS	PERCENT STANDARD ERROR
ALLSN 250C	1762	7.48	81.42	469	12.70
ALLSN 501D	75	17.70	39.85	584	20.45
AMTRMCMCCULH	163	36.41	35.99	44	30.14
ARSRCHTFE731	466	1.71	99.17	364	10.80
ARSRCHTPE331	579	4.78	93.31	342	11.06
CONT 6285	100	25.49	67.33	59	62.31
CONT A40	19	111.53	13.82	13	9.68
CONT A65	5418	5.00	55.12	47	6.94
CONT A75	1216	10.76	57.49	42	12.17
CONT A80	16	74.69	20.02	40	14.59
CONT C125	219	21.04	56.23	52	23.83
CONT C145	1898	6.00	83.84	78	22.57
CONT C85	3592	6.30	57.94	47	7.72
CONT C90	1621	9.43	62.63	62	21.45
CONT E185	1462	8.13	70.68	66	12.30
CONT E225	1219	8.95	81.47	78	13.50
CONT O200	11962	2.96	79.17	113	7.31
CONT O300	8426	3.11	83.38	95	9.99
CONT O346	811	6.16	98.29	70	28.82
CONT O360	3143	4.14	85.99	115	9.11
CONT O470	24226	1.42	88.90	126	4.75
CONT O520	26816	1.34	88.01	208	3.73
CONT R670	603	11.92	56.18	68	15.18
DHAVXXGIPSY	52	23.21	51.00	35	21.48
FCD 6440	173	15.88	49.71	36	21.28
FRNKLN4AC150	22	10.56	97.33	12	45.83
FRNKLN4AC176	62	44.32	33.72	57	14.49
FRNKLN4AC199	59	38.43	37.00	39	9.54
FRNKLN6A4150	376	27.41	36.78	63	20.21
FRNKLN6A4165	518	22.51	45.50	39	25.15
FRNKLN6A8215	66	37.70	32.11	59	21.18
FRNKLN6AV335	101	13.45	88.26	51	22.06
FRNKLN6AV350	214	7.11	93.91	74	22.38
FRNKLN6V4	138	27.77	71.33	315	50.14
FRNKLN6V6245	6	70.75	32.04	33	17.04
FRNKLN6VS335	51	23.53	82.21	142	56.50
GE CF700	434	4.18	95.19	420	6.99
GE CJ610	746	5.71	84.43	336	11.91
GE CT58	19	25.78	83.01	75	0.00
GLADENK5	1	431.93	2.31	15	0.00
GLADENR5	99	22.49	53.36	43	32.08
JACOBPR755	141	56.65	32.74	88	29.35

TABLE 2 - 20

GENERAL AVIATION MEAN HOURS AND ACTIVE ENGINES
BY ENGINE MANUFACTURER/MODEL GROUP
1985

ENGINE MANUFACTURER/ MODEL GROUP	ESTIMATE OF ACTIVE POPULATION	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	ESTIMATE OF MEAN HOURS	PERCENT STANDARD ERROR
JACOBSR755	125	22.97	33.38	48	23.68
JACOBSR915	54	29.85	69.93	44	9.76
LYC 0540	6952	3.32	82.82	148	7.23
LYC LTS101	141	8.72	89.48	413	11.51
LYC 0145	366	14.37	44.26	36	17.41
LYC 0235	10273	2.59	82.97	261	7.48
LYC 0290	1887	8.05	57.04	58	10.29
LYC 0320	33767	1.52	82.91	151	4.56
LYC 0340	32	98.37	23.18	33	24.94
LYC 0360	25203	1.22	90.19	135	4.39
LYC 0435	976	8.87	63.85	277	30.36
LYC 0480	884	6.24	62.64	142	6.29
LYC 0540	12628	2.39	83.93	205	6.02
LYC 0541	1036	5.00	88.91	127	11.83
LYC 0720	265	5.34	97.22	173	26.96
LYC R680	359	14.54	55.08	109	37.89
LYC T53	22	27.81	46.36	252	9.26
MNASCOC4	7	34.86	31.62	32	17.81
ONAN B48	24668	2.14	66.03	261	3.23
PCKARDV1650	75	17.69	78.61	39	29.41
PWA JT12	393	4.23	88.01	317	6.74
PWA JT15	1122	1.47	99.03	304	6.10
PWA JT3D	23	81.40	9.23	154	0.00
PWA JT8	192	5.78	92.59	282	16.71
PWA PT6	2838	3.07	87.01	396	5.05
PWA PT6T	21	23.32	76.04	172	4.55
PWA R1340	1965	5.21	82.12	287	6.82
PWA R1830	355	21.63	63.34	174	49.53
PWA R2000	111	13.43	64.01	200	9.99
PWA R2800	230	25.32	32.15	112	7.65
PWA R985	1902	6.59	51.38	340	8.29
RROYCEDART	261	8.60	71.70	432	13.36
RROYCEGIPSY	6	61.03	8.70	100	0.00
RROYCEVIPER	87	10.81	92.31	347	22.65
ALL ENGINES	239661	0.52	78.69	173	1.38

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

TABLE 2 - 21

GENERAL AVIATION FUEL CONSUMPTION
BY AIRCRAFT TYPE
1985

AIRCRAFT TYPE	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
FIXED WING			
PISTON			
1 ENG 1-3 SEATS	10.16	82.47	3.0
1 ENG 4+ SEATS	11.23	168.91	4.3
TOTAL 1 ENG	10.87	251.38	5.3
2 ENG 1-6 SEATS	27.53	75.39	4.0
2 ENG 7+ SEATS	36.64	82.27	6.9
TOTAL 2 ENG	31.54	157.67	8.0
OTHER PISTON	148.50	4.37	1.5
TOTAL PISTON	14.26	413.42	9.6
TURBOPROP			
2 ENG 1-12 SEATS	79.73	117.77	6.1
2 ENG 13+ SEATS	117.85	68.99	8.6
TOTAL 2 ENG	86.76	186.76	10.5
OTHER TURBOPROP	46.88	3.77	0.3
TOTAL TURBOPROP	85.18	190.53	10.5
TURBOJET			
2 ENG	238.96	376.26	17.4
OTHER	527.26	67.11	8.2
TOTAL TURBOJET	265.52	443.37	19.2
TOTAL FIXED WING	26.70	1047.32	23.9
ROTORCRAFT			
PISTON	13.84	7.65	1.1
TURBINE	31.53	57.13	4.8
TOTAL ROTORCRAFT	26.52	64.77	4.9
OTHER	3.65	0.39	0.2
TOTAL AIRCRAFT	26.69	1112.48	24.4
TOTAL JET FUEL	117.00	691.02	22.4
TOTAL AVIATION GASOLINE	14.25	421.46	9.7

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
*			
OTHER 1	8.175	3.593	0.523
OTHER 2	9.665	1.568	0.366
OTHER 3	25.673	0.476	0.128
OTHER 4	54.737	1.610	0.717
OTHER 5	51.800	0.673	0.489
OTHER 6	82.301	4.651	1.517
OTHER 7	191.065	11.509	5.719
OTHER 8	46.757	1.252	0.163
OTHER 9	193.222	29.348	7.902
OTHER 10	556.613	13.894	2.100
OTHER 11	6.597	0.315	0.130
OTHER 12	45.086	3.571	1.484
OTHER 13	2.783	0.350	0.151
ADAMS A50S	0.000	0.000	0.000
AERORSJ2	9.021	0.002	0.001
AEROSPAS355	52.237	0.464	0.739
AEROSPSA316	55.000	2.016	1.372
AGUSTA205	84.161	0.242	0.138
AGUSTAA109	56.386	0.590	0.142
AIRPTSA	16.181	0.165	0.038
AIRSPC18	10.027	0.001	0.001

*See Note on page 2-12

MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
AIRTRCAT300	32.946	4.427	0.635
AIRTRCAT400	0.000	0.000	0.000
AMD FALC10	227.928	12.810	1.309
AMD FALC20	370.928	32.424	3.902
AMD FALC50	318.721	18.864	2.641
AMTR TMK	0.000	0.000	0.000
ARCRNEH37	0.000	0.000	0.000
ARCTICS1A	4.487	0.010	0.004
ARCTICS1B1	6.874	0.002	0.001
ARONCA15	8.327	0.048	0.020
ARONCA58	4.218	0.027	0.010
ARONCA65	5.477	0.016	0.011
ARONCAC3	4.196	0.001	0.001
AVIANWFALCON	0.000	0.000	0.000
AVIANWSKYHWK	0.000	0.000	0.000
AYRES S2	35.732	8.234	1.462
BAC 111	603.125	6.079	1.584
BAG B206	38.952	0.065	0.015
BAG DH125	226.502	6.873	0.742
BALWKSFIREFY	0.000	0.000	0.000
BBAVIA11	4.557	0.128	0.028

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
BBAVIA7	6.125	0.847	0.115
BBAVIA8	8.330	0.257	0.047
BEECH 100	81.416	6.213	1.223
BEECH 17	22.441	0.107	0.017
BEECH 18	50.575	11.970	2.114
BEECH 1900	104.207	1.203	0.499
BEECH 200	94.983	31.867	2.642
BEECH 23	10.397	3.060	0.485
BEECH 300	104.360	1.578	0.131
BEECH 33	13.219	3.299	0.515
BEECH 35	13.094	8.505	0.692
BEECH 36	15.278	5.204	0.466
BEECH 45	12.536	0.386	0.076
BEECH 50	31.672	0.733	0.185
BEECH 55	26.786	6.715	0.855
BEECH 56	36.289	0.088	0.032
BEECH 58	31.937	11.943	1.625
BEECH 60	41.470	2.484	0.488
BEECH 65	39.392	0.824	0.134
BEECH 76	18.995	1.296	0.160
BEECH 77	6.158	0.368	0.122

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
BEECH 80	42.730	0.996	0.128
BEECH 90	72.666	24.258	3.568
BEECH 95	19.342	0.931	0.152
BEECH 99	83.556	10.804	2.538
BELL 204	65.820	1.315	0.219
BELL 206	26.164	25.080	3.209
BELL 212	100.000	3.505	1.748
BELL 222	78.278	2.370	0.407
BELL 412	111.408	1.946	0.263
BELL 47	16.624	2.765	0.750
BLANCA11	4.870	0.010	0.003
BLANCA1413	8.204	0.042	0.012
BLANCA1419	12.026	0.151	0.022
BLANCA17	14.382	1.040	0.132
BLANCA7	7.132	1.395	0.295
BLANCA8	9.717	0.430	0.082
BNORM BN2	24.896	1.108	0.375
BOEING707	1985.000	2.038	3.775
BOEING727	1244.340	21.844	6.262
BOEING75	17.475	1.280	0.392
BOLKMS105	60.146	2.820	1.086

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
BOLKMS117	70.099	0.123	0.119
BRASOVIS28	0.000	0.000	0.000
BRWSTRFLEET2	8.147	0.002	0.001
BRWSTRFLEET7	8.826	0.003	0.001
BUKER 131	9.383	0.006	0.002
CAMRONMODELO	0.000	0.000	0.000
CASA C212	114.736	2.195	1.515
CESSNA120	5.304	0.164	0.028
CESSNA140	5.401	0.375	0.061
CESSNA150	6.078	20.062	1.456
CESSNA170	8.216	1.385	0.280
CESSNA172	8.352	31.895	1.924
CESSNA175	9.931	0.458	0.091
CESSNA177	9.703	3.220	0.450
CESSNA180	12.380	4.705	0.946
CESSNA182	12.555	19.432	1.292
CESSNA185	15.377	4.680	1.292
CESSNA188	18.281	7.813	0.949
CESSNA190	14.101	0.051	0.010
CESSNA195	14.873	0.233	0.096
CESSNA205	12.341	0.275	0.065

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
CESSNA206	15.515	8.088	1.175
CESSNA207	15.136	2.117	0.615
CESSNA210	15.894	14.892	1.553
CESSNA303	28.374	1.276	0.212
CESSNA305	11.382	0.370	0.031
CESSNA310	26.788	13.100	1.873
CESSNA320	27.999	1.049	0.247
CESSNA335	33.130	0.501	0.097
CESSNA336	18.039	0.082	0.015
CESSNA337	22.039	2.544	0.440
CESSNA340	34.247	6.657	1.157
CESSNA401	34.030	1.225	0.310
CESSNA402	32.067	7.252	1.941
CESSNA404	43.403	2.190	0.640
CESSNA411	36.393	0.280	0.067
CESSNA414	35.994	7.727	2.247
CESSNA421	42.033	10.464	1.345
CESSNA425	63.810	2.473	0.893
CESSNA441	71.413	6.663	1.885
CESSNA500	166.270	26.327	3.272
CESSNA501	160.407	2.509	0.745

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
CESSNA650	221.963	7.494	1.017
CESSNAT50	31.456	0.025	0.006
CESSNAUC94	9.100	0.006	0.002
CHILD S1	11.001	0.041	0.011
CHILD S2	13.664	0.216	0.046
CNDAIRCL600	360.961	9.620	1.303
COMWTH185	4.963	0.005	0.002
CONAERLA4	10.796	0.328	0.087
CURTISC46	229.638	0.309	0.207
CURTISJR	4.714	0.000	0.000
CURTISROBIN	11.600	0.001	0.001
CURTISTRVAIR	14.005	0.019	0.005
CVAC 240	0.000	0.000	0.000
CVAC 340	350.000	0.546	0.345
CVAC 440	0.000	0.000	0.000
CVAC BT13	28.058	0.067	0.026
CVAC L13	4.000	0.000	0.000
CVAC STC580	330.000	9.265	3.054
DART G	8.519	0.002	0.001
DHAV DHC1	10.209	0.025	0.008
DHAV DHC2	21.624	0.479	0.352

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
DHAV DHC3	35.272	0.362	0.101
DHAV DHC6	87.501	7.370	1.879
DHAVXXDH82	7.313	0.011	0.003
DOUG A26	161.944	0.060	0.041
DOUG DC3	97.150	6.579	4.804
DOUG DC4	223.394	1.754	0.612
DOUG DC6	429.772	1.948	1.217
DOUG DC7	0.000	0.000	0.000
DOUG DC8	0.000	0.000	0.000
DOUG DC9	1086.235	6.159	1.929
EAGLE DW	17.945	0.340	0.110
EAGLEBAX7	0.000	0.000	0.000
EAGLEBC7	0.000	0.000	0.000
EIRVON20	3.000	0.015	0.002
EMAIR MA1	52.000	0.068	0.057
EMB 110	49.745	2.045	0.938
ENSTRMF28	14.511	0.946	0.153
FLEET 16B	7.857	0.003	0.001
FOKKERF27	225.000	1.426	0.000
FOKKERF28	0.000	0.000	0.000
FRCHLD24	10.736	0.054	0.010

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
FRCHLDC119	0.000	0.000	0.000
FRCHLDF27	225.971	2.100	0.579
FRCHLDM62	11.521	0.076	0.025
GENBALAX6	0.000	0.000	0.000
GLASFL201	0.000	0.000	0.000
GLASFLH301	0.000	0.000	0.000
GROB 103CAT	0.000	0.000	0.000
GROB 109	3.710	0.025	0.005
GROB ASTIR	0.000	0.000	0.000
GRTLKS2T1	10.625	0.110	0.019
GRUMAVAA1	6.572	0.307	0.059
GRUMAVAA5	9.666	1.269	0.190
GRUMAVG1159	422.677	7.571	0.813
GRUMAVG164	29.564	11.995	1.164
GRUMAVG21	39.759	0.180	0.049
GRUMAVTBM	0.000	0.000	0.000
GULSTM112	12.345	0.871	0.140
GULSTM500	29.711	1.906	0.357
GULSTM520	25.933	0.048	0.012
GULSTM560	32.142	0.329	0.126
GULSTM680	43.457	0.943	0.191

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
GULSTM680TP	65.313	0.982	0.308
GULSTM690TC	79.956	0.483	0.080
GULSTM690TP	77.396	9.631	1.430
GULSTMAA1	6.377	0.253	0.027
GULSTMAA5	8.588	0.609	0.120
GULSTMG1159	447.276	37.849	5.736
GULSTMG159	256.177	7.708	2.423
GULSTMG44	25.236	0.371	0.199
GULSTMG73	95.343	0.172	0.062
GULSTMGA7	17.141	0.114	0.035
H23/HTE	20.672	0.063	0.019
H34/55	0.000	0.000	0.000
HELIO H295	14.369	0.170	0.039
HELIO H391	12.960	0.010	0.007
HILLERFH1100	21.770	0.154	0.047
HILLERUH12	22.306	1.491	0.258
HUGHES269	11.077	1.851	0.746
HUGHES369	24.803	4.127	1.451
HWKSLYDH104	44.177	0.061	0.046
HWKSLYDH125	287.933	12.925	2.378
HYNES B2	9.720	0.011	0.008

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
INTRCP200	13.773	0.019	0.004
ISRAEL1121	307.454	5.183	2.840
ISRAEL1123	326.071	0.848	0.385
ISRAEL1124	232.946	23.023	4.263
JBMSTRDGA15	24.529	0.026	0.007
LAIKFN10	0.000	0.000	0.000
LEAR 23	268.422	3.043	1.247
LEAR 24	245.819	18.979	5.631
LEAR 25	278.669	26.650	5.613
LEAR 35	201.191	40.253	6.622
LEAR 55	201.510	9.175	1.136
LET L13	0.000	0.000	0.000
LKHEED12A	43.783	0.007	0.002
LKHEED1329	452.397	10.474	1.273
LKHEED18	0.000	0.000	0.000
LKHEED188	700.000	0.946	0.051
LKHEED382	0.000	0.000	0.000
LKHEEDPV1	147.595	0.099	0.052
LKHEEDT33	5.000	0.001	0.001
LUSCOM8	5.191	0.251	0.051
MARTIN404	200.000	0.040	0.041

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
MAULE M4	10.531	0.127	0.027
MAULE M5	13.236	0.514	0.119
MAULE M6	10.988	0.082	0.017
MCLISHFUNKB	5.032	0.011	0.005
MEYERSOTW	10.344	0.003	0.002
MNCOUP90	7.504	0.006	0.003
MNMITEM18	4.207	0.007	0.002
MOONEYM20	10.430	7.522	0.707
MRCHTIS205	12.593	0.017	0.004
MTSBSIMU2	77.596	5.735	1.230
MTSBSIMU300	168.238	4.400	0.961
MULTECD16	18.869	0.018	0.006
NAMER B25	0.000	0.000	0.000
NAMER F51	60.603	0.283	0.074
NAMER NA260	30.000	0.047	0.022
NAMER T6	29.387	0.833	0.140
NATBAL752	0.000	0.000	0.000
NAVAL N3N	14.157	0.051	0.033
NAVIONNAVION	11.953	0.371	0.084
NORD SV4	7.388	0.015	0.003
NORWST65	4.336	0.004	0.001

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
ORLHELH19	0.000	0.000	0.000
ORLHELS58	0.000	0.000	0.000
PARTENP68	20.168	0.257	0.031
PICARDAX6	0.000	0.000	0.000
PILATSB4	0.000	0.000	0.000
PIPER 600	34.959	2.441	0.503
PIPER E2	3.545	0.000	0.000
PIPER J2	3.808	0.003	0.001
PIPER J3	6.116	0.801	0.211
PIPER J4	4.090	0.029	0.016
PIPER J5	5.702	0.051	0.005
PIPER PA12	7.023	0.545	0.120
PIPER PA14	8.745	0.029	0.006
PIPER PA15	3.891	0.026	0.011
PIPER PA16	6.862	0.100	0.025
PIPER PA17	5.079	0.010	0.003
PIPER PA18	7.909	1.908	0.467
PIPER PA20	8.317	0.251	0.085
PIPER PA22	8.148	1.249	0.124
PIPER PA23	25.481	12.594	2.268
PIPER PA24	12.439	2.999	0.323

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
PIPER PA25	15.233	3.131	0.520
PIPER PA28	9.567	28.358	1.570
PIPER PA30	17.064	2.148	0.263
PIPER PA31	36.982	18.984	2.650
PIPER PA31T	75.605	11.835	1.524
PIPER PA32	15.723	10.537	1.006
PIPER PA34	23.471	10.867	1.285
PIPER PA36	22.145	1.733	0.372
PIPER PA38	5.619	2.124	0.419
PIPER PA42	88.925	2.320	0.319
PIPER PA44	18.574	2.138	0.707
PIPER PA46	17.906	0.498	0.090
PRATT PRG1	0.000	0.000	0.000
PROPJT200	14.484	0.100	0.020
RAVEN RX6	0.000	0.000	0.000
RAVEN S50	0.000	0.000	0.000
RAVEN S55	0.000	0.000	0.000
RAVEN S60	0.000	0.000	0.000
RAVEN S66	0.000	0.000	0.000
RKWELL500	31.468	0.381	0.044
RKWELL700	39.474	0.126	0.029

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
RKWELLNA265	287.513	46.716	4.827
ROBSINR22	7.917	0.450	0.122
ROLSCHLS	0.000	0.000	0.000
RYAN ST3	10.471	0.039	0.016
RYAN STA	8.884	0.002	0.001
SCHLERASK21	0.000	0.000	0.000
SCHLERASW15	0.000	0.000	0.000
SCHLERASW19	0.000	0.000	0.000
SCHLERASW20	0.000	0.000	0.000
SCHLERK8	0.000	0.000	0.000
SCHLERKA6	0.000	0.000	0.000
SCWZERG164	32.625	1.967	0.592
SCWZERSG1	0.000	0.000	0.000
SCWZERSG2	0.000	0.000	0.000
SEMCO CLNGER	0.000	0.000	0.000
SEMCO MODELT	0.000	0.000	0.000
SKRSKYS55	0.000	0.000	0.000
SKRSKYS58	0.000	0.000	0.000
SKRSKYS58T	110.000	0.150	0.224
SKRSKYS76	87.870	5.177	0.761
SLINDS100	9.160	0.199	0.039

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
SMITH 600	33.687	1.217	0.265
SNIAS 350	35.659	3.122	0.531
SNIAS SA318	0.000	0.000	0.000
SNIAS SA341	43.409	0.057	0.016
SOCATAMS894	10.030	0.022	0.006
SOCATARALLYE	9.471	0.017	0.005
SPHRTHCIRRUS	0.000	0.000	0.000
SPHRTHNIMBUS	0.000	0.000	0.000
SPHRTHVENTUS	0.000	0.000	0.000
STBROSSD3	142.000	5.205	2.628
STNSON10	6.463	0.005	0.003
STNSONL5	12.050	0.028	0.010
STNSONSR9	15.218	0.003	0.001
STNSONV77	16.345	0.023	0.004
STOLAMRC3	14.137	0.061	0.026
SUPAC LA	5.588	0.008	0.005
SUPAC V	5.228	0.002	0.001
SWRNGNSA226	86.043	9.980	1.930
SWRNGNSA227	96.948	4.911	1.609
SWRNGNSA26	72.052	1.662	0.321
TCRAFK21	6.017	0.013	0.002

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
TCRAFKD	4.312	0.018	0.007
TCRAFTA	5.000	0.001	0.001
TCRAFTBC	4.188	0.203	0.047
TCRAFTBF	4.242	0.004	0.001
TCRAFTBL	3.784	0.016	0.002
TEMCO 11A	10.368	0.003	0.001
TH55	11.595	0.048	0.019
THUNDRAX7	0.000	0.000	0.000
TMPSONNAVION	12.842	0.382	0.035
TRYTEK65	4.656	0.034	0.013
TRYTEKK	4.000	0.000	0.000
UNIVACGC1	8.720	0.175	0.042
UNIVAR108	10.717	1.786	0.931
UNIVAR415	5.014	0.257	0.042
VARGA 2150	8.741	0.063	0.018
WACO ASO	11.948	0.003	0.001
WACO GXE	7.400	0.002	0.001
WACO R	7.882	0.001	0.000
WACO UPF7	13.623	0.060	0.012
WACO YK	14.026	0.005	0.001
WSK M18	0.000	0.000	0.000

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1985

MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
WTHRLY201	22.549	0.306	0.124
TOTALS	26.690	1112.480	24.40

TABLE 2 - 23

GENERAL AVIATION FUEL CONSUMPTION
BY AIRCRAFT TYPE AND FUEL GRADE
1985

AIRCRAFT TYPE	FUEL GRADE					TOTAL
	80 OCTANE	100 OCTANE	100 LOWLEAD	AUTO GAS	JET FUEL	
FIXED WING						
PISTON						
1 ENG 1-3 SEATS						
MEAN GPH	8.65	12.50	8.58	12.36	0.00	10.16
FUEL USE (mil gal)	15.69	19.35	29.16	18.38	0.00	82.47
STD ERROR (mil gal)	1.32	1.71	2.54	1.93	0.00	3.00
1 ENG 4+ SEATS						
MEAN GPH	10.18	11.77	11.21	9.54	0.00	11.23
FUEL USE (mil gal)	18.47	53.47	90.17	7.08	0.00	168.91
STD ERROR (mil gal)	1.03	1.99	2.80	0.32	0.00	4.32
TOTAL 1 ENG						
MEAN GPH	9.45	11.95	10.45	11.21	0.00	10.87
FUEL USE (mil gal)	34.15	72.82	119.33	25.46	0.00	251.38
STD ERROR (mil gal)	1.67	2.62	3.78	1.96	0.00	5.25
2 ENG 1-6 SEATS						
MEAN GPH	21.77	27.09	27.83	15.93	0.00	27.53
FUEL USE (mil gal)	0.63	29.69	45.08	0.04	0.00	75.39
STD ERROR (mil gal)	0.28	2.08	3.27	0.01	0.00	3.99
2 ENG 7+ SEATS						
MEAN GPH	42.14	35.84	35.65	42.99	0.00	36.64
FUEL USE (mil gal)	0.23	33.88	46.79	0.22	0.00	82.27
STD ERROR (mil gal)	0.05	3.81	5.06	0.08	0.00	6.88
TOTAL 2 ENG						
MEAN GPH	25.36	30.94	31.19	29.88	0.00	31.54
FUEL USE (mil gal)	0.86	63.57	91.87	0.26	0.00	157.67
STD ERROR (mil gal)	0.29	4.34	6.02	0.08	0.00	7.96
OTHER PISTON						
MEAN GPH	72.51	275.46	103.18	0.00	0.00	148.50
FUEL USE (mil gal)	0.02	3.06	1.38	0.00	0.00	4.37
STD ERROR (mil gal)	0.02	1.70	0.98	0.00	0.00	1.45
TOTAL PISTON						
MEAN GPH	9.57	16.57	14.32	11.27	0.00	14.26
FUEL USE (mil gal)	35.03	139.45	212.59	25.72	0.00	413.42
STD ERROR (mil gal)	1.70	5.35	7.18	1.96	0.00	9.65

TABLE 2 - 23

GENERAL AVIATION FUEL CONSUMPTION
BY AIRCRAFT TYPE AND FUEL GRADE
1985

AIRCRAFT TYPE	FUEL GRADE					TOTAL
	80 OCTANE	100 OCTANE	100 LOWLEAD	AUTO GAS	JET FUEL	
TURBOPROP						
2 ENG 1-12 SEATS						
MEAN GPH	0.00	0.00	0.00	0.00	79.73	79.73
FUEL USE (mil gal)	0.00	0.00	0.00	0.00	117.77	117.77
STD ERROR (mil gal)	0.00	0.00	0.00	0.00	6.09	6.09
2 ENG 13+ SEATS						
MEAN GPH	0.00	0.00	0.00	0.00	117.85	117.85
FUEL USE (mil gal)	0.00	0.00	0.00	0.00	68.99	68.99
STD ERROR (mil gal)	0.00	0.00	0.00	0.00	8.59	8.59
TOTAL 2 ENG						
MEAN GPH	0.00	0.00	0.00	0.00	86.76	86.76
FUEL USE (mil gal)	0.00	0.00	0.00	0.00	186.76	186.76
STD ERROR (mil gal)	0.00	0.00	0.00	0.00	10.52	10.52
OTHER TURBOPROP						
MEAN GPH	0.00	0.00	0.00	0.00	46.88	46.88
FUEL USE (mil gal)	0.00	0.00	0.00	0.00	3.77	3.77
STD ERROR (mil gal)	0.00	0.00	0.00	0.00	0.34	0.34
TOTAL TURBOPROP						
MEAN GPH	0.00	0.00	0.00	0.00	85.18	85.18
FUEL USE (mil gal)	0.00	0.00	0.00	0.00	190.53	190.53
STD ERROR (mil gal)	0.00	0.00	0.00	0.00	10.53	10.53
TURBOJET						
2 ENG						
MEAN GPH	0.00	0.00	0.00	0.00	238.96	238.96
FUEL USE (mil gal)	0.00	0.00	0.00	0.00	376.26	376.26
STD ERROR (mil gal)	0.00	0.00	0.00	0.00	17.35	17.35
OTHER						
MEAN GPH	0.00	0.00	0.00	0.00	527.26	527.26
FUEL USE (mil gal)	0.00	0.00	0.00	0.00	67.11	67.11
STD ERROR (mil gal)	0.00	0.00	0.00	0.00	8.19	8.19
TOTAL TURBOJET						
MEAN GPH	0.00	0.00	0.00	0.00	265.52	265.52
FUEL USE (mil gal)	0.00	0.00	0.00	0.00	443.37	443.37
STD ERROR (mil gal)	0.00	0.00	0.00	0.00	19.19	19.19

TABLE 2 - 23

GENERAL AVIATION FUEL CONSUMPTION
BY AIRCRAFT TYPE AND FUEL GRADE
1985

AIRCRAFT TYPE		FUEL GRADE					TOTAL
		80 OCTANE	100 OCTANE	100 LOWLEAD	AUTO GAS	JET FUEL	
TOTAL FIXED WING							
	MEAN GPH	9.57	16.57	14.32	11.27	161.75	26.70
	FUEL USE (mil gal)	35.03	139.45	212.59	25.72	633.90	1047.32
	STD ERROR (mil gal)	1.70	5.35	7.18	1.96	21.89	23.92
ROTORCRAFT							
PISTON							
	MEAN GPH	12.08	13.64	13.68	5.94	0.00	13.84
	FUEL USE (mil gal)	0.48	2.71	4.03	0.17	0.00	7.65
	STD ERROR (mil gal)	0.16	0.45	0.66	0.12	0.00	1.11
TURBINE							
	MEAN GPH	0.00	0.00	0.00	0.00	31.53	31.53
	FUEL USE (mil gal)	0.00	0.00	0.00	0.00	57.13	57.13
	STD ERROR (mil gal)	0.00	0.00	0.00	0.00	4.77	4.77
TOTAL ROTORCRAFT							
	MEAN GPH	12.08	13.64	13.68	5.94	31.53	26.52
	FUEL USE (mil gal)	0.48	2.71	4.03	0.17	57.13	64.77
	STD ERROR (mil gal)	0.16	0.45	0.66	0.12	4.77	4.90
OTHER							
	MEAN GPH	4.62	3.85	3.67	3.45	0.00	3.65
	FUEL USE (mil gal)	0.10	0.15	0.02	0.11	0.00	0.39
	STD ERROR (mil gal)	0.09	1.04	0.02	0.18	0.00	0.16
TOTAL AIRCRAFT							
	MEAN GPH	9.59	16.51	14.31	11.21	117.00	26.69
	FUEL USE (mil gal)	35.61	142.31	216.64	26.00	691.02	1112.48
	STD ERROR (mil gal)	1.71	5.47	7.21	1.97	22.40	24.42

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

TABLE 2-24
GENERAL AVIATION MILES FLOWN
BY AIRCRAFT TYPE
NAUTICAL MILES (IN THOUSANDS)
1986

AIRCRAFT TYPE	EXEC	BUS	PERS	INSTR	APPL	OBSER	WORK	COMM	TAXI	OTHER	RENTAL	TOTAL
FIXED WING												
FIXED WING - PISTON												
1 ENG: 1-3 SEATS	2123	19443	219076	193446	151533	13253	12611	79	1471	8992	45730	667757
1 ENG: 4+ SEATS	38305	491361	551570	123339	9443	57294	6964	0	83188	23665	171669	1556798
1 ENGINE: TOTAL	40428	510804	770646	316785	160976	70547	19574	79	84659	32656	217399	2224555
2 ENG: 1-6 SEATS	70112	159217	50620	16858	3936	3385	454	5052	68897	4757	5706	388995
2 ENG: 7+ SEATS	87192	71090	17775	865	11998	5435	501	27719	92592	3771	1139	320075
2 ENG: TOTAL	157303	230307	68395	17723	15934	8820	955	32771	161489	8528	6846	709070
PISTON OTHER	57	29	323	0	2144	0	37	2251	240	268	77	5426
PISTON TOTAL	197788	741140	839364	334508	179054	79367	20567	35101	246388	41451	224321	2939051
FIXED WING - TURBOPROP												
2 ENG: 1-12 SEATS	173502	65963	3167	1614	0	94	15	14262	26753	5740	3001	294111
2 ENG: 13+ SEATS	18158	1920	0	618	0	119	0	69279	10154	2634	0	102883
2 ENGINE: TOTAL	191660	67883	3167	2232	0	213	15	83542	36907	8374	3001	396994
TURBOPROP: OTHER	397	424	126	335	4165	0	0	1607	1482	718	0	9253
TURBOPROP: TOTAL	192057	68307	3293	2567	4165	213	15	85148	38389	9092	3001	406247

TABLE 2-24

GENERAL AVIATION MILES FLOWN
BY AIRCRAFT TYPE
NAUTICAL MILES (IN THOUSANDS)
1986

AIRCRAFT TYPE	EXEC	BUS	PERS	INSTR	APPL	OBSER	WORK	COMM	TAXI	OTHER	RENTAL	TOTAL
FIXED WING - TURBOJET												
2 ENGINE TURBOJET	440614	49930	4549	2	0	0	0	2151	52637	34596	0	584479
TURBOJET: OTHER	48446	5011	779	0	0	0	0	0	597	3758	17745	76337
TURBOJET: TOTAL	489060	54941	5328	2	0	0	0	2151	53234	38354	17745	660816
FIXED WING: TOTAL	878906	864388	847985	337077	183219	79581	20582	122400	338012	88897	245067	4006113
ROTORCRAFT:												
PISTON	68	2544	2840	5146	9290	8346	427	128	444	2966	43	32241
TURBINE	33051	15848	345	1053	6292	32444	10706	454	19160	13651	1710	134715
ROTORCRAFT: TOTAL	33119	18392	3185	6199	15582	40789	11133	581	19604	16617	1753	166955
OTHER	20	272	5889	1693	0	0	0	0	0	458	1439	9772
TOTAL	912045	883052	857059	344970	198801	120370	31715	122981	357616	105973	248259	4182837

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

1985

		1	2	3	4	5	6	7	8	TOTALS
LOCALIZER	ESTIMATE	198	87	2343	10016	0	80	1153	1305	15182
	% STD ERR	*	*	13.4	6.5	0.0	*	19.3	17.0	5.2
	ROW %	1.3	0.6	15.4	66.0	0.0	0.5	7.6	8.6	
	COLUMN %	0.4	0.6	6.6	11.9	0.0	5.5	6.8	1.8	5.6
LOCALIZER, MARKER BEACON	ESTIMATE	70	3	306	6067	8	50	926	1830	9260
	% STD ERR	*	*	37.5	8.4	*	*	22.3	14.6	6.7
	ROW %	0.8	0.0	3.3	65.5	0.1	0.5	10.0	19.8	
	COLUMN %	0.2	0.0	0.9	7.2	2.3	3.4	5.4	2.6	3.4
LOCALIZER, MARKER BEACON, GLIDE SLOPE	ESTIMATE	288	23	1637	34334	192	502	11354	47693	96022
	% STD ERR	41.4	*	16.1	3.2	49.3	26.7	6.0	2.3	1.3
	ROW %	0.3	0.0	1.7	35.8	0.2	0.5	11.8	49.7	
	COLUMN %	0.6	0.1	4.6	40.9	55.8	34.4	66.8	66.7	35.5
LOCALIZER, MARKER BEACON, GLIDE SLOPE, RADAR ALTIMETER	ESTIMATE	8	8	161	697	68	118	432	19305	20797
	% STD ERR	*	*	*	20.2	*	*	29.3	3.0	2.9
	ROW %	0.0	0.0	0.8	3.4	0.3	0.6	2.1	92.8	
	COLUMN %	0.0	0.1	0.5	0.8	19.8	8.1	2.5	27.0	7.7
LONG RANGE NAV (INCLUDES OMEGA, LORAN-C)	ESTIMATE	330	1046	1413	9849	15	320	3588	18582	35143
	% STD ERR	36.8	19.1	16.8	6.4	*	35.4	10.8	3.9	3.0
	ROW %	0.9	3.0	4.0	28.0	0.0	0.9	10.2	52.9	
	COLUMN %	0.7	6.7	4.0	11.7	4.4	21.9	21.1	26.0	13.0
RADAR ALTIMETER	ESTIMATE	31	38	233	1024	103	143	539	20174	22286
	% STD ERR	*	*	39.8	16.9	*	47.1	26.6	2.9	2.8
	ROW %	0.1	0.2	1.0	4.6	0.5	0.6	2.4	90.5	
	COLUMN %	0.1	0.2	0.7	1.2	29.9	9.8	3.2	28.2	8.2
MICROWAVE LANDING SYSTEM	ESTIMATE	6	2	134	482	0	130	172	854	1779
	% STD ERR	*	*	*	31.4	0.0	*	*	21.9	15.7
	ROW %	0.3	0.1	7.5	27.1	0.0	7.3	9.7	48.0	
	COLUMN %	0.0	0.0	0.4	0.6	0.0	8.9	1.0	1.2	0.7
LOCALIZER, MARKER BEACON, GLIDE SLOPE, MICROWAVE LANDING SYSTEM	ESTIMATE	0	0	92	223	0	3	47	699	1065
	% STD ERR	0.0	0.0	*	43.9	0.0	*	*	24.0	19.8
	ROW %	0.0	0.0	8.6	20.9	0.0	0.3	4.4	65.6	
	COLUMN %	0.0	0.0	0.3	0.3	0.0	0.2	0.3	1.0	0.4

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

1985

		1	2	3	4	5	6	7	8	TOTALS
LONG RANGE NAV, MICROWAVE LANDING SYSTEM	ESTIMATE	0	0	2	99	0	4	45	493	643
	% STD ERR	0.0	0.0	*	*	0.0	*	*	29.0	25.6
	ROW %	0.0	0.0	0.3	15.4	0.0	0.6	7.0	76.7	
	COLUMN %	0.0	0.0	0.0	0.1	0.0	0.3	0.3	0.7	0.2
NO REGULATORY AVIONICS	ESTIMATE	44072	14487	29827	30111	41	438	2488	1059	122523
	% STD ERR	2.0	4.4	3.2	3.4	*	29.8	12.9	19.9	1.0
	ROW %	36.0	11.8	24.3	24.6	0.0	0.4	2.0	0.9	
	COLUMN %	98.2	93.1	84.2	35.8	11.9	30.0	14.6	1.5	45.3
ALL AIRCRAFT	ESTIMATE	44873	15566	35427	84027	344	1461	17006	71512	270284
	% STD ERR	2.0	4.3	2.9	1.7	35.4	16.2	4.8	1.5	
	ROW %	16.6	5.8	13.1	31.1	0.1	0.5	6.3	26.5	

HIERARCHICAL CAPABILITY GROUPS KEY

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

* - % STANDARD ERROR GREATER THAN 50%

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

TABLE 2-26
PRIMARY USE VS. HIERARCHICAL CAPABILITY GROUPS

1985

		1	2	3	4	5	6	7	8	TOTALS
EXECUTIVE	ESTIMATE	143	67	216	1445	0	80	617	12396	14963
	% STD ERR	*	*	42.1	16.9	0.0	*	26.0	3.9	3.7
	ROW %	1.0	0.4	1.4	9.7	0.0	0.5	4.1	82.8	
	COLUMN %	0.3	0.4	0.6	1.7	0.0	5.5	3.6	17.3	5.5
BUSINESS	ESTIMATE	690	751	2276	13400	124	7	3893	27348	48489
	% STD ERR	26.3	22.9	14.1	5.5	*	*	10.7	3.3	2.4
	ROW %	1.4	1.5	4.7	27.6	0.3	0.0	8.0	56.4	
	COLUMN %	1.5	4.8	6.4	15.9	36.0	0.5	22.9	38.2	17.9
PERSONAL	ESTIMATE	13134	7055	19440	45261	106	305	6726	18347	110373
	% STD ERR	4.3	6.3	4.1	2.6	*	34.6	7.9	4.5	1.2
	ROW %	11.9	6.4	17.6	41.0	0.1	0.3	6.1	16.6	
	COLUMN %	29.3	45.3	54.9	53.9	30.8	20.9	39.6	25.7	40.8
INSTRUCTIONAL	ESTIMATE	675	650	2517	7855	81	4	1821	1779	15383
	% STD ERR	22.3	22.6	13.4	7.4	*	*	16.4	15.6	5.0
	ROW %	4.4	4.2	16.4	51.1	0.5	0.0	11.8	11.6	
	COLUMN %	1.5	4.2	7.1	9.3	23.5	0.3	10.7	2.5	5.7
AERIAL APPLICATIONS	ESTIMATE	5741	987	222	427	0	4	183	233	7798
	% STD ERR	4.3	18.1	32.7	28.4	0.0	*	37.2	43.4	3.7
	ROW %	73.6	12.7	2.8	5.5	0.0	0.1	2.3	3.0	
	COLUMN %	12.8	6.3	0.6	0.5	0.0	0.3	1.1	0.3	2.9
AERIAL OBSERVATION	ESTIMATE	226	896	791	1639	2	38	608	832	5033
	% STD ERR	38.6	18.3	24.1	16.8	*	*	27.7	19.4	8.8
	ROW %	4.5	17.8	15.7	32.6	0.0	0.8	12.1	16.5	
	COLUMN %	0.5	5.8	2.2	2.0	0.6	2.6	3.6	1.2	1.9
OTHER WORK USE	ESTIMATE	386	290	415	467	0	10	131	114	1813
	% STD ERR	32.2	30.9	27.5	30.4	0.0	*	*	*	14.3
	ROW %	21.3	16.0	22.9	25.8	0.0	0.6	7.2	6.3	
	COLUMN %	0.9	1.9	1.2	0.6	0.0	0.7	0.8	0.2	0.7
COMMUTER AIR CARRIER	ESTIMATE	0	3	5	174	0	0	14	687	882
	% STD ERR	0.0	*	*	31.2	0.0	0.0	*	18.6	15.4
	ROW %	0.0	0.3	0.6	19.7	0.0	0.0	1.6	77.9	
	COLUMN %	0.0	0.0	0.0	0.2	0.0	0.0	0.1	1.0	0.3

TABLE 2-26
PRIMARY USE VS. HIERARCHICAL CAPABILITY GROUPS

1985

		1	2	3	4	5	6	7	8	TOTALS
AIR TAXI	ESTIMATE	8	834	383	1097	0	788	684	3461	7255
	% STD ERR	*	22.2	31.7	19.2	0.0	21.9	24.1	9.7	6.6
	ROW %	0.1	11.5	5.3	15.1	0.0	10.9	9.4	47.7	
	COLUMN %	0.0	5.4	1.1	1.3	0.0	53.9	4.0	4.8	2.7
OTHER USES	ESTIMATE	1063	933	441	1264	3	19	351	1722	5796
	% STD ERR	19.4	19.5	27.9	17.8	*	*	32.8	12.9	7.6
	ROW %	18.3	16.1	7.6	21.8	0.1	0.3	6.1	29.7	
	COLUMN %	2.4	6.0	1.2	1.5	0.9	1.3	2.1	2.4	2.1
RENTAL	ESTIMATE	429	245	594	3531	0	0	823	2580	8202
	% STD ERR	27.9	34.7	26.3	11.6	0.0	0.0	23.4	13.2	7.2
	ROW %	5.2	3.0	7.2	43.1	0.0	0.0	10.0	31.5	
	COLUMN %	1.0	1.6	1.7	4.2	0.0	0.0	4.8	3.6	3.0
INACTIVE	ESTIMATE	22591	2963	8078	7293	31	218	1243	2209	44627
	% STD ERR	3.5	10.6	6.8	7.5	*	46.0	17.4	12.4	2.5
	ROW %	50.6	6.6	18.1	16.3	0.1	0.5	2.8	4.9	
	COLUMN %	50.3	19.0	22.8	8.7	9.0	14.9	7.3	3.1	16.5
TOTALS	ESTIMATE	44873	15566	35427	84027	344	1461	17006	71512	270284
	% STD ERR	2.0	4.3	2.9	1.7	35.4	16.2	4.8	1.5	
	ROW %	16.6	5.8	13.1	31.1	0.1	0.5	6.3	26.5	

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

* - % STANDARD ERROR GREATER THAN 50%

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

TABLE 2-27
HOURS FLOWN VS. HIERARCHICAL CAPABILITY GROUPS

1985

		1	2	3	4	5	6	7	8	TOTALS
1 - 49 HOURS	ESTIMATE	10947	4984	12000	19947	116	272	2942	7213	58420
	% STD ERR	5.3	8.1	5.7	4.5	*	38.4	12.1	7.3	2.3
	ROW %	18.7	8.5	20.5	34.1	0.2	0.5	5.0	12.3	
	COLUMN %	24.4	32.0	33.9	23.7	33.7	18.6	17.3	10.1	21.6
50 - 99 HOURS	ESTIMATE	4075	2964	6974	21666	106	125	3900	14119	53928
	% STD ERR	9.6	10.9	7.7	4.2	*	*	10.6	5.2	2.5
	ROW %	7.6	5.5	12.9	40.2	0.2	0.2	7.2	26.2	
	COLUMN %	9.1	19.0	19.7	25.8	30.8	8.6	22.9	19.7	20.0
100 - 149 HOURS	ESTIMATE	2024	1601	3876	13024	5	123	3137	12921	36709
	% STD ERR	13.9	14.7	10.6	5.7	*	*	11.7	5.3	3.1
	ROW %	5.5	4.4	10.6	35.5	0.0	0.3	8.5	35.2	
	COLUMN %	4.5	10.3	10.9	15.5	1.5	8.4	18.4	18.1	13.6
150 - 199 HOURS	ESTIMATE	751	439	1073	4867	65	93	704	8332	16324
	% STD ERR	21.9	26.6	19.9	9.7	*	*	25.7	6.8	4.9
	ROW %	4.6	2.7	6.6	29.8	0.4	0.6	4.3	51.0	
	COLUMN %	1.7	2.8	3.0	5.8	18.9	6.4	4.1	11.7	6.0
200 - 249 HOURS	ESTIMATE	917	648	1059	4337	3	61	1472	7258	15756
	% STD ERR	19.7	23.8	22.4	10.3	*	*	17.5	7.2	5.0
	ROW %	5.8	4.1	6.7	27.5	0.0	0.4	9.3	46.1	
	COLUMN %	2.0	4.2	3.0	5.2	0.9	4.2	8.7	10.1	5.8
250 - 299 HOURS	ESTIMATE	571	305	218	1968	0	25	424	3916	7428
	% STD ERR	23.1	33.5	43.4	15.6	0.0	*	31.5	9.8	7.3
	ROW %	7.7	4.1	2.9	26.5	0.0	0.3	5.7	52.7	
	COLUMN %	1.3	2.0	0.6	2.3	0.0	1.7	2.5	5.5	2.7
300 - 349 HOURS	ESTIMATE	792	199	530	2079	0	199	667	4246	8710
	% STD ERR	22.4	38.4	30.0	15.5	0.0	45.1	26.8	9.2	6.8
	ROW %	9.1	2.3	6.1	23.9	0.0	2.3	7.7	48.7	
	COLUMN %	1.8	1.3	1.5	2.5	0.0	13.6	3.9	5.9	3.2
350 - 399 HOURS	ESTIMATE	365	255	166	1168	0	77	234	2089	4354
	% STD ERR	28.0	37.6	*	20.3	0.0	*	43.9	12.0	9.1
	ROW %	8.4	5.9	3.8	26.8	0.0	1.8	5.4	48.0	
	COLUMN %	0.8	1.6	0.5	1.4	0.0	5.3	1.4	2.9	1.6

TABLE 2-27
HOURS FLOWN VS. HIERARCHICAL CAPABILITY GROUPS

1985

		1	2	3	4	5	6	7	8	TOTALS
400 - 449 HOURS	ESTIMATE	746	246	219	1731	0	60	384	2555	5942
	% STD ERR	21.5	43.5	48.1	17.0	0.0	*	32.5	11.7	8.2
	ROW %	12.6	4.1	3.7	29.1	0.0	1.0	6.5	43.0	
	COLUMN %	1.7	1.6	0.6	2.1	0.0	4.1	2.3	3.6	2.2
450+ HOURS	ESTIMATE	1241	1019	1098	5691	24	221	1973	6752	18018
	% STD ERR	15.9	18.7	20.4	8.8	*	38.2	15.5	6.7	4.4
	ROW %	6.9	5.7	6.1	31.6	0.1	1.2	11.0	37.5	
	COLUMN %	2.8	6.5	3.1	6.8	7.0	15.1	11.6	9.4	6.7
INACTIVE	ESTIMATE	22591	2963	8078	7293	31	218	1243	2209	44627
	% STD ERR	3.5	10.6	6.8	7.5	*	46.0	17.4	12.4	2.5
	ROW %	50.6	6.6	18.1	16.3	0.1	0.5	2.8	4.9	
	COLUMN %	50.3	19.0	22.8	8.7	9.0	14.9	7.3	3.1	16.5
TOTALS	ESTIMATE	44873	15566	35427	84027	344	1461	17006	71512	270284
	% STD ERR	2.0	4.3	2.9	1.7	35.4	16.2	4.8	1.5	
	ROW %	16.6	5.8	13.1	31.1	0.1	0.5	6.3	26.5	

HIERARCHICAL CAPABILITY GROUPS KEY

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

* - % STANDARD ERROR GREATER THAN 50%

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

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

1985

		1	2	3	4	5	6	7	8	TOTALS
0 - 4 YEARS	ESTIMATE	6259	3187	2635	5458	18	319	2828	15963	36667
	% STD ERR	7.5	10.7	13.2	8.8	*	38.0	12.7	4.2	2.8
	ROW %	17.1	8.7	7.2	14.9	0.0	0.9	7.7	43.5	
	COLUMN %	13.9	20.5	7.4	6.5	5.2	21.8	16.6	22.3	13.6
5 - 9 YEARS	ESTIMATE	5511	2917	3732	17188	201	302	5456	24373	59680
	% STD ERR	7.9	11.1	11.3	4.8	47.8	39.1	8.9	3.6	2.3
	ROW %	9.2	4.9	6.3	28.8	0.3	0.5	9.1	40.8	
	COLUMN %	12.3	18.7	10.5	20.5	58.4	20.7	32.1	34.1	22.1
10 - 14 YEARS	ESTIMATE	5561	1539	4311	15923	17	186	2179	11813	41529
	% STD ERR	7.9	13.5	9.8	5.0	*	43.5	14.5	5.4	2.8
	ROW %	13.4	3.7	10.4	38.3	0.0	0.4	5.2	28.4	
	COLUMN %	12.4	9.9	12.2	18.9	4.9	12.7	12.8	16.5	15.4
15 - 19 YEARS	ESTIMATE	3316	1991	5958	17828	62	199	1993	9250	40598
	% STD ERR	11.3	14.0	8.5	4.7	*	46.2	14.8	6.0	2.9
	ROW %	8.2	4.9	14.7	43.9	0.2	0.5	4.9	22.8	
	COLUMN %	7.4	12.8	16.8	21.2	18.0	13.6	11.7	12.9	15.0
20 - 24 YEARS	ESTIMATE	3128	1347	3565	11250	7	135	1644	5740	26817
	% STD ERR	11.9	17.2	10.8	6.1	*	*	16.7	7.7	3.7
	ROW %	11.7	5.0	13.3	42.0	0.0	0.5	6.1	21.4	
	COLUMN %	7.0	8.7	10.1	13.4	2.0	9.2	9.7	8.0	9.9
25 - 29 YEARS	ESTIMATE	1939	536	4523	8317	5	8	1423	3052	19803
	% STD ERR	15.1	22.7	9.7	6.8	*	*	16.7	10.6	4.1
	ROW %	9.8	2.7	22.8	42.0	0.0	0.0	7.2	15.4	
	COLUMN %	4.3	3.4	12.8	9.9	1.5	0.5	8.4	4.3	7.3
30 - 34 YEARS	ESTIMATE	1323	450	2487	3413	0	91	898	558	9220
	% STD ERR	17.9	29.6	12.3	10.1	0.0	48.5	19.4	22.7	5.4
	ROW %	14.3	4.9	27.0	37.0	0.0	1.0	9.7	6.1	
	COLUMN %	2.9	2.9	7.0	4.1	0.0	6.2	5.3	0.8	3.4

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

1985

		1	2	3	4	5	6	7	8	TOTALS
35+ YEARS	ESTIMATE	17217	3769	8436	4819	35	142	569	893	35880
	% STD ERR	3.0	9.1	5.0	7.6	*	41.8	18.8	19.2	1.5
	ROW %	48.0	10.5	23.5	13.4	0.1	0.4	1.6	2.5	
	COLUMN %	38.4	24.2	23.8	5.7	10.2	9.7	3.3	1.2	13.3
TOTALS	ESTIMATE	44873	15566	35427	84027	344	1461	17006	71512	270284
	% STD ERR	2.0	4.3	2.9	1.7	35.4	16.2	4.8	1.5	
	ROW %	16.6	5.8	13.1	31.1	0.1	0.5	6.3	26.5	

HIERARCHICAL CAPABILITY GROUPS KEY

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* - % STANDARD ERROR GREATER THAN 50%

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

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

1985

		1	2	3	4	5	6	7	8	TOTALS
FIXED WING - PISTON:	ESTIMATE	31800	7910	22010	22371	35	307	2158	923	87513
SINGLE ENGINE	% STD ERR	2.3	6.9	3.7	3.2	*	39.1	13.8	20.7	0.0
1-3 SEATS	ROW %	36.3	9.0	25.2	25.6	0.0	0.4	2.5	1.1	
	COLUMN %	70.9	50.8	62.1	26.6	10.2	21.0	12.7	1.3	32.4
	ESTIMATE	4012	1255	11589	55369	160	247	13019	37221	122872
SINGLE ENGINE	% STD ERR	9.1	16.6	5.3	2.0	*	45.2	5.6	2.6	0.0
4+ SEATS	ROW %	3.3	1.0	9.4	45.1	0.1	0.2	10.6	30.3	
	COLUMN %	8.9	8.1	32.7	65.9	46.5	16.9	76.6	52.0	45.5
	ESTIMATE	489	37	376	2869	73	251	814	14020	18929
TWO ENGINES	% STD ERR	23.5	*	25.1	10.7	*	42.0	20.6	2.5	0.0
1-6 SEATS	ROW %	2.6	0.2	2.0	15.2	0.4	1.3	4.3	74.1	
	COLUMN %	1.1	0.2	1.1	3.4	21.2	17.2	4.8	19.6	7.0
	ESTIMATE	393	56	169	979	65	162	412	7957	10194
TWO ENGINES	% STD ERR	20.5	*	33.0	15.2	*	40.1	19.9	2.3	0.0
7+ SEATS	ROW %	3.9	0.5	1.7	9.6	0.6	1.6	4.0	78.1	
	COLUMN %	0.9	0.4	0.5	1.2	18.9	11.1	2.4	11.1	3.8
	ESTIMATE	131	0	13	64	0	0	31	107	347
OTHER	% STD ERR	25.4	0.0	*	34.1	0.0	0.0	*	30.5	0.0
	ROW %	37.8	0.0	3.7	18.4	0.0	0.0	8.9	30.8	
	COLUMN %	0.3	0.0	0.0	0.1	0.0	0.0	0.2	0.1	0.1
FIXED WING -	ESTIMATE	0	8	11	153	8	129	9	4883	5201
TURBOPROP:	% STD ERR	0.0	*	*	37.3	*	44.1	*	1.7	0.0
2 ENGINES	ROW %	0.0	0.2	0.2	2.9	0.2	2.5	0.2	93.9	
1-12 SEATS	COLUMN %	0.0	0.1	0.0	0.2	2.3	8.8	0.1	6.8	1.9
	ESTIMATE	6	0	0	55	0	14	0	800	876
	% STD ERR	*	0.0	0.0	47.9	0.0	*	0.0	3.6	0.0
2 ENGINES	ROW %	0.7	0.0	0.0	6.3	0.0	1.6	0.0	91.3	
13+ SEATS	COLUMN %	0.0	0.0	0.0	0.1	0.0	1.0	0.0	1.1	0.3
	ESTIMATE	49	31	11	38	0	0	4	129	262
	% STD ERR	29.1	42.7	*	29.9	0.0	0.0	*	6.5	0.0
OTHER	ROW %	18.7	11.8	4.2	14.5	0.0	0.0	1.5	49.2	
	COLUMN %	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.2	0.1

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

1985

		1	2	3	4	5	6	7	8	TOTALS
FIXED WING - TURBOJET: 2 ENGINES	ESTIMATE	15	0	5	124	0	12	3	3991	4151
	% STD ERR	*	0.0	*	43.3	0.0	*	*	1.5	0.0
	ROW %	0.4	0.0	0.1	3.0	0.0	0.3	0.1	96.1	
	COLUMN %	0.0	0.0	0.0	0.1	0.0	0.8	0.0	5.6	1.5
OTHER	ESTIMATE	85	6	3	25	3	20	27	514	683
	% STD ERR	23.7	*	*	36.0	*	34.3	29.1	3.9	0.0
	ROW %	12.4	0.9	0.4	3.7	0.4	2.9	4.0	75.3	
	COLUMN %	0.2	0.0	0.0	0.0	0.9	1.4	0.2	0.7	0.3
ROTORCRAFT: PISTON	ESTIMATE	2941	1982	254	296	0	17	32	20	5542
	% STD ERR	6.5	9.3	30.1	31.1	0.0	*	*	*	0.0
	ROW %	53.1	35.8	4.6	5.3	0.0	0.3	0.6	0.4	
	COLUMN %	6.6	12.7	0.7	0.4	0.0	1.2	0.2	0.0	2.1
TURBINE	ESTIMATE	175	512	842	1630	1	202	494	937	4792
	% STD ERR	20.9	24.4	18.7	11.8	*	40.6	25.3	15.1	0.0
	ROW %	3.7	10.7	17.6	34.0	0.0	4.2	10.3	19.6	
	COLUMN %	0.4	3.3	2.4	1.9	0.3	13.8	2.9	1.3	1.8
OTHER AIRCRAFT	ESTIMATE	4777	3768	143	52	0	101	3	9	8854
	% STD ERR	4.8	5.9	42.0	18.4	0.0	*	*	*	0.0
	ROW %	54.0	42.6	1.6	0.6	0.0	1.1	0.0	0.1	
	COLUMN %	10.6	24.2	0.4	0.1	0.0	6.9	0.0	0.0	3.3
ALL AIRCRAFT	ESTIMATE	44873	15566	35427	84027	344	1461	17006	71512	270284
	% STD ERR	2.0	4.3	2.9	1.7	35.4	16.2	4.8	1.5	
	ROW %	16.6	5.8	13.1	31.1	0.1	0.5	6.3	26.5	

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

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

1985

		1	2	3	4	5	6	7	8	TOTALS
ALASKAN	ESTIMATE	952	1126	3758	2101	12	0	429	453	8832
	% STD ERR	22.4	19.4	10.7	14.0	*	0.0	33.6	30.6	6.6
	ROW %	10.8	12.7	42.5	23.8	0.1	0.0	4.9	5.1	
	COLUMN %	2.1	7.2	10.6	2.5	3.5	0.0	2.5	0.6	3.3
CENTRAL	ESTIMATE	2982	832	2189	5519	0	76	736	3462	15796
	% STD ERR	11.4	20.6	14.5	9.3	0.0	*	25.3	10.7	5.2
	ROW %	18.9	5.3	13.9	34.9	0.0	0.5	4.7	21.9	
	COLUMN %	6.6	5.3	6.2	6.6	0.0	5.2	4.3	4.8	5.8
EASTERN	ESTIMATE	5012	1362	3646	8834	78	167	2091	8293	29484
	% STD ERR	8.7	15.4	10.9	7.1	*	46.8	14.5	6.7	3.6
	ROW %	17.0	4.6	12.4	30.0	0.3	0.6	7.1	28.1	
	COLUMN %	11.2	8.7	10.3	10.5	22.7	11.4	12.3	11.6	10.9
EUROPEAN OFFICE	ESTIMATE	22	53	101	74	0	11	21	415	696
	% STD ERR	*	*	*	*	0.0	49.5	*	28.9	23.6
	ROW %	3.2	7.6	14.5	10.6	0.0	1.6	3.0	59.6	
	COLUMN %	0.0	0.3	0.3	0.1	0.0	0.8	0.1	0.6	0.3
GREAT LAKES	ESTIMATE	8848	2356	8268	15362	13	125	2249	10821	48042
	% STD ERR	6.3	13.6	7.2	5.3	*	39.4	14.6	5.9	2.8
	ROW %	18.4	4.9	17.2	32.0	0.0	0.3	4.7	22.5	
	COLUMN %	19.7	15.1	23.3	18.3	3.8	8.6	13.2	15.1	17.8
NEW ENGLAND	ESTIMATE	1520	588	1324	3386	0	23	793	2538	10172
	% STD ERR	16.0	22.6	18.4	11.7	0.0	*	24.5	12.8	6.4
	ROW %	14.9	5.8	13.0	33.3	0.0	0.2	7.8	25.0	
	COLUMN %	3.4	3.8	3.7	4.0	0.0	1.6	4.7	3.5	3.8
NORTHWEST MOUNTAIN	ESTIMATE	4444	2430	3468	9385	0	200	1771	5668	27365
	% STD ERR	9.6	13.3	11.6	7.0	0.0	*	16.2	8.6	3.9
	ROW %	16.2	8.9	12.7	34.3	0.0	0.7	6.5	20.7	
	COLUMN %	9.9	15.6	9.8	11.2	0.0	13.7	10.4	7.9	10.1
SOUTHERN	ESTIMATE	5859	2475	3783	12578	118	252	2774	13354	41193
	% STD ERR	8.0	12.6	10.9	5.9	*	43.4	13.0	5.2	3.0
	ROW %	14.2	6.0	9.2	30.5	0.3	0.6	6.7	32.4	
	COLUMN %	13.1	15.9	10.7	15.0	34.3	17.2	16.3	18.7	15.2

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

1985

		1	2	3	4	5	6	7	8	TOTALS
SOUTHWESTERN	ESTIMATE	6745	1733	4231	12580	4	234	2209	13237	40974
	% STD ERR	7.3	13.9	10.1	6.0	*	40.5	14.1	5.2	3.0
	ROW %	16.5	4.2	10.3	30.7	0.0	0.6	5.4	32.3	
	COLUMN %	15.0	11.1	11.9	15.0	1.2	16.0	13.0	18.5	15.2
WESTERN-PACIFIC	ESTIMATE	5900	2976	5597	15060	71	342	3760	13919	47627
	% STD ERR	7.7	10.6	8.7	5.3	*	36.3	10.7	5.3	2.7
	ROW %	12.4	6.2	11.8	31.6	0.1	0.7	7.9	29.2	
	COLUMN %	13.1	19.1	15.8	17.9	20.6	23.4	22.1	19.5	17.6
TOTALS	ESTIMATE	44873	15566	35427	84027	344	1461	17006	71512	270284
	% STD ERR	2.0	4.3	2.9	1.7	35.4	16.2	4.8	1.5	
	ROW %	16.6	5.8	13.1	31.1	0.1	0.5	6.3	26.5	

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* - % STANDARD ERROR GREATER THAN 50%

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

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

1985

		L	L,MB	L,MB, GS	L,MB, GS,RA	LRN	RA	ML	L,MB, GS,ML	LRN,ML	NO GROUP	ALL CRAFT
EXECUTIVE	ESTIMATE	404	396	4740	8548	6479	8896	190	190	113	625	14963
	% STD ERR	33.3	28.4	8.8	3.9	5.7	3.8	39.5	39.5	49.2	25.7	3.7
	ROW %	2.7	2.6	31.7	57.1	43.3	59.5	1.3	1.3	0.8	4.2	
	COLUMN %	2.7	4.3	4.9	41.1	18.4	39.9	10.7	17.8	17.6	0.5	5.5
BUSINESS	ESTIMATE	1484	1692	31037	6252	10020	6549	632	435	323	6953	48489
	% STD ERR	17.1	16.0	3.2	7.5	6.3	7.3	27.4	32.8	38.5	7.8	2.4
	ROW %	3.1	3.5	64.0	12.9	20.7	13.5	1.3	0.9	0.7	14.3	
	COLUMN %	9.8	18.3	32.3	30.1	28.5	29.4	35.5	40.8	50.2	5.7	17.9
PERSONAL	ESTIMATE	7111	4726	38195	2238	11863	2514	486	211	165	54963	110373
	% STD ERR	7.6	9.6	2.9	13.2	5.9	12.5	28.9	42.9	*	2.0	1.2
	ROW %	6.4	4.3	34.6	2.0	10.7	2.3	0.4	0.2	0.1	49.8	
	COLUMN %	46.8	51.0	39.8	10.8	33.8	11.3	27.3	19.8	25.7	44.9	40.8
INSTRUCTIONAL	ESTIMATE	2805	483	4904	240	608	278	203	141	20	6715	15383
	% STD ERR	13.1	31.5	9.6	43.3	25.9	39.6	*	*	*	7.8	5.0
	ROW %	18.2	3.1	31.9	1.6	4.0	1.8	1.3	0.9	0.1	43.7	
	COLUMN %	18.5	5.2	5.1	1.2	1.7	1.2	11.4	13.2	3.1	5.5	5.7
AERIAL APPLICATIONS	ESTIMATE	80	15	600	10	597	34	0	0	0	6974	7798
	% STD ERR	15.2	*	24.9	*	22.9	*	0.0	0.0	0.0	3.6	3.7
	ROW %	1.0	0.2	7.7	0.1	7.7	0.4	0.0	0.0	0.0	89.4	
	COLUMN %	0.5	0.2	0.6	0.0	1.7	0.2	0.0	0.0	0.0	5.7	2.9
AERIAL OBSERVATION	ESTIMATE	576	180	1338	126	686	261	7	5	7	2685	5033
	% STD ERR	27.3	48.6	17.9	36.9	22.2	26.8	*	*	*	12.1	8.8
	ROW %	11.4	3.6	26.6	2.5	13.6	5.2	0.1	0.1	0.1	53.3	
	COLUMN %	3.8	1.9	1.4	0.6	2.0	1.2	0.4	0.5	1.1	2.2	1.9
OTHER WORK USE	ESTIMATE	73	32	267	15	122	62	17	0	0	1366	1813
	% STD ERR	*	*	43.0	*	*	*	*	0.0	0.0	16.0	14.3
	ROW %	4.0	1.8	14.7	0.8	6.7	3.4	0.9	0.0	0.0	75.3	
	COLUMN %	0.5	0.3	0.3	0.1	0.3	0.3	1.0	0.0	0.0	1.1	0.7
COMMUTER AIR CARRIER	ESTIMATE	0	29	449	231	83	302	3	3	0	110	882
	% STD ERR	0.0	*	17.5	30.5	*	28.5	*	*	0.0	*	15.4
	ROW %	0.0	3.3	50.9	26.2	9.4	34.2	0.3	0.3	0.0	12.5	
	COLUMN %	0.0	0.3	0.5	1.1	0.2	1.4	0.2	0.3	0.0	0.1	0.3

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

1985

		L	L,MB	L,MB, GS	L,MB, GS,RA	LRN	RA	ML	L,MB, GS,ML	LRN,ML	NO GROUP	ALL CRAFT
AIR TAXI	ESTIMATE	249	316	4048	1300	1795	1459	28	28	5	856	7255
	% STD ERR	39.5	34.2	9.5	14.6	13.9	14.1	*	*	*	22.1	6.6
	ROW %	3.4	4.4	55.8	17.9	24.7	20.1	0.4	0.4	0.1	11.8	
	COLUMN %	1.6	3.4	4.2	6.3	5.1	6.5	1.6	2.6	0.8	0.7	2.7
OTHER USES	ESTIMATE	206	80	1752	857	837	905	42	8	0	2721	5796
	% STD ERR	41.9	*	14.4	17.7	18.9	17.0	*	*	0.0	11.4	7.6
	ROW %	3.6	1.4	30.2	14.8	14.4	15.6	0.7	0.1	0.0	46.9	
	COLUMN %	1.4	0.9	1.8	4.1	2.4	4.1	2.4	0.8	0.0	2.2	2.1
RENTAL	ESTIMATE	587	186	4599	249	383	249	0	0	0	2487	8202
	% STD ERR	29.4	*	10.0	35.4	33.8	35.4	0.0	0.0	0.0	12.8	7.2
	ROW %	7.2	2.3	56.1	3.0	4.7	3.0	0.0	0.0	0.0	30.3	
	COLUMN %	3.9	2.0	4.8	1.2	1.1	1.1	0.0	0.0	0.0	2.0	3.0
INACTIVE	ESTIMATE	1603	1069	4109	898	1731	954	187	52	16	36284	44627
	% STD ERR	16.0	20.7	9.8	17.0	14.6	16.2	49.3	*	*	2.7	2.5
	ROW %	3.6	2.4	9.2	2.0	3.9	2.1	0.4	0.1	0.0	81.3	
	COLUMN %	10.6	11.5	4.3	4.3	4.9	4.3	10.5	4.9	2.5	29.6	16.5
TOTALS	ESTIMATE	15182	9260	96022	20797	35143	22286	1779	1065	643	122523	270284
	% STD ERR	5.2	6.7	1.3	2.9	3.0	2.8	15.7	19.8	25.6	1.0	
	ROW %	5.6	3.4	35.5	7.7	13.0	8.2	0.7	0.4	0.2	45.3	

NON-HIERARCHICAL CAPABILITY GROUPS KEY

GS - GLIDE SLOPE
L - LOCALIZER
LRN - LONG RANGE NAVIGATION - INCLUDES LORAN-C, OMEGA
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RA - RADAR ALTIMETER
NO - NO REGULATORY AVIONICS

* - % STANDARD ERROR GREATER THAN 50%

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

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

1985

		L	L,MB	L,MB, GS	L,MB, GS,RA	LRN	RA	ML	L,MB, GS,ML	LRN,ML	NO GROUP	ALL CRAFT
1 - 49 HOURS	ESTIMATE	3428	1811	15034	872	3017	969	141	71	50	36409	58420
	% STD ERR	11.3	15.2	5.1	20.1	11.8	19.1	47.7	*	*	3.0	2.3
	ROW %	5.9	3.1	25.7	1.5	5.2	1.7	0.2	0.1	0.1	62.3	
	COLUMN %	22.6	19.6	15.7	4.2	8.6	4.3	7.9	6.7	7.8	29.7	21.6
50 - 99 HOURS	ESTIMATE	3145	2379	23399	2863	7290	2977	476	366	221	20369	53928
	% STD ERR	11.7	13.5	4.0	11.7	7.6	11.4	32.0	37.4	*	4.3	2.5
	ROW %	5.8	4.4	43.4	5.3	13.5	5.5	0.9	0.7	0.4	37.8	
	COLUMN %	20.7	25.7	24.4	13.8	20.7	13.4	26.8	34.4	34.4	16.6	20.0
100 - 149 HOURS	ESTIMATE	1892	1559	18667	3020	6976	3104	283	130	142	10544	36709
	% STD ERR	15.1	17.1	4.5	10.7	7.6	10.5	40.0	*	*	6.2	3.1
	ROW %	5.2	4.2	50.9	8.2	19.0	8.5	0.8	0.4	0.4	28.7	
	COLUMN %	12.5	16.8	19.4	14.5	19.9	13.9	15.9	12.2	22.1	8.6	13.6
150 - 199 HOURS	ESTIMATE	756	514	8615	2295	3070	2511	179	106	97	3530	16324
	% STD ERR	25.9	29.0	7.0	11.7	10.9	11.3	47.8	*	*	10.9	4.9
	ROW %	4.6	3.1	52.8	14.1	18.8	15.4	1.1	0.6	0.6	21.6	
	COLUMN %	5.0	5.6	9.0	11.0	8.7	11.3	10.1	10.0	15.1	2.9	6.0
200 - 249 HOURS	ESTIMATE	812	577	8325	2258	3609	2374	133	72	2	3460	15756
	% STD ERR	23.4	28.0	7.2	11.5	10.4	11.2	*	*	*	11.0	5.0
	ROW %	5.2	3.7	52.8	14.3	22.9	15.1	0.8	0.5	0.0	22.0	
	COLUMN %	5.3	6.2	8.7	10.9	10.3	10.7	7.5	6.8	0.3	2.8	5.8
250 - 299 HOURS	ESTIMATE	556	141	3907	1223	1489	1397	83	83	22	1505	7428
	% STD ERR	29.2	*	10.6	15.2	15.3	14.2	*	*	*	16.0	7.3
	ROW %	7.5	1.9	52.6	16.5	20.0	18.8	1.1	1.1	0.3	20.3	
	COLUMN %	3.7	1.5	4.1	5.9	4.2	6.3	4.7	7.8	3.4	1.2	2.7
300 - 349 HOURS	ESTIMATE	295	286	3821	1788	1879	1927	101	38	38	2264	8710
	% STD ERR	41.2	40.8	10.8	12.3	13.1	12.1	*	*	*	13.9	6.8
	ROW %	3.4	3.3	43.9	20.5	21.6	22.1	1.2	0.4	0.4	26.0	
	COLUMN %	1.9	3.1	4.0	8.6	5.3	8.6	5.7	3.6	5.9	1.8	3.2
350 - 399 HOURS	ESTIMATE	345	177	1343	1231	1100	1364	36	29	19	1083	4354
	% STD ERR	40.0	47.5	17.1	14.8	16.9	13.9	*	*	*	18.7	9.1
	ROW %	7.9	4.1	30.8	28.3	25.3	31.3	0.8	0.7	0.4	24.9	
	COLUMN %	2.3	1.9	1.4	5.9	3.1	6.1	2.0	2.7	3.0	0.9	1.6

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

1985

		L	L,MB	L,MB, GS	L,MB, GS,RA	LRN	RA	ML	L,MB, GS,ML	LRN,ML	NO GROUP	ALL CRAFT
400 - 449 HOURS	ESTIMATE	333	178	2109	1173	1148	1254	87	87	31	2119	5942
	% STD ERR	39.4	44.7	14.5	14.7	16.7	14.0	*	*	*	14.5	8.2
	ROW %	5.6	3.0	35.5	19.7	19.3	21.1	1.5	1.5	0.5	35.7	
	COLUMN %	2.2	1.9	2.2	5.6	3.3	5.6	4.9	8.2	4.8	1.7	2.2
450+ HOURS	ESTIMATE	1992	505	6722	3313	3874	3598	88	37	9	4836	18018
	% STD ERR	15.4	27.2	7.8	8.2	8.9	8.1	*	*	*	9.1	4.4
	ROW %	11.1	2.8	37.3	18.4	21.5	20.0	0.5	0.2	0.0	26.8	
	COLUMN %	13.1	5.5	7.0	15.9	11.0	16.1	4.9	3.5	1.4	3.9	6.7
INACTIVE	ESTIMATE	1603	1069	4109	898	1731	954	187	52	16	36284	44627
	% STD ERR	16.0	20.7	9.8	17.0	14.6	16.2	49.3	*	*	2.7	2.5
	ROW %	3.6	2.4	9.2	2.0	3.9	2.1	0.4	0.1	0.0	81.3	
	COLUMN %	10.6	11.5	4.3	4.3	4.9	4.3	10.5	4.9	2.5	29.6	16.5
TOTALS	ESTIMATE	15182	9260	96022	20797	35143	22286	1779	1065	643	122523	270284
	% STD ERR	5.2	6.7	1.3	2.9	3.0	2.8	15.7	19.8	25.6	1.0	
	ROW %	5.6	3.4	35.5	7.7	13.0	8.2	0.7	0.4	0.2	45.3	

NON-HIERARCHICAL CAPABILITY GROUPS KEY

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

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

1985

		L	L,MB	L,MB, GS	L,MB, GS,RA	LRN	RA	ML	L,MB, GS,ML	LRN,ML	NO GROUP	ALL CRAFT
0 - 4 YEARS	ESTIMATE	2414	775	12432	6738	8257	7289	396	222	165	13077	36667
	% STD ERR	14.0	23.9	5.5	5.2	6.0	5.1	31.1	33.9	36.3	5.1	2.8
	ROW %	6.6	2.1	33.9	18.4	22.5	19.9	1.1	0.6	0.4	35.7	
	COLUMN %	15.9	8.4	12.9	32.4	23.5	32.7	22.3	20.8	25.7	10.7	13.6
5 - 9 YEARS	ESTIMATE	3039	1147	28807	6673	8208	7076	482	366	182	18530	59680
	% STD ERR	12.3	20.0	3.5	7.0	6.9	6.8	31.5	36.5	*	4.4	2.3
	ROW %	5.1	1.9	48.3	11.2	13.8	11.9	0.8	0.6	0.3	31.0	
	COLUMN %	20.0	12.4	30.0	32.1	23.4	31.8	27.1	34.4	28.3	15.1	22.1
10 - 14 YEARS	ESTIMATE	2353	1625	16486	3334	5547	3524	127	49	5	16986	41529
	% STD ERR	14.0	16.4	4.8	9.3	8.5	9.0	*	*	*	4.6	2.8
	ROW %	5.7	3.9	39.7	8.0	13.4	8.5	0.3	0.1	0.0	40.9	
	COLUMN %	15.5	17.5	17.2	16.0	15.8	15.8	7.1	4.6	0.8	13.9	15.4
15 - 19 YEARS	ESTIMATE	2208	2298	16354	2469	5156	2605	354	194	139	16238	40598
	% STD ERR	14.4	14.0	4.8	10.4	8.9	10.0	37.6	49.0	*	4.9	2.9
	ROW %	5.4	5.7	40.3	6.1	12.7	6.4	0.9	0.5	0.3	40.0	
	COLUMN %	14.5	24.8	17.0	11.9	14.7	11.7	19.9	18.2	21.6	13.3	15.0
20 - 24 YEARS	ESTIMATE	1837	1313	11011	875	3071	930	161	81	99	11199	26817
	% STD ERR	15.8	17.8	5.8	18.3	11.2	17.8	*	*	*	6.1	3.7
	ROW %	6.9	4.9	41.1	3.3	11.5	3.5	0.6	0.3	0.4	41.8	
	COLUMN %	12.1	14.2	11.5	4.2	8.7	4.2	9.1	7.6	15.4	9.1	9.9
25 - 29 YEARS	ESTIMATE	1504	1234	6328	413	2303	471	190	107	16	9747	19803
	% STD ERR	17.0	18.8	7.5	23.7	12.6	21.4	44.2	*	*	6.3	4.1
	ROW %	7.6	6.2	32.0	2.1	11.6	2.4	1.0	0.5	0.1	49.2	
	COLUMN %	9.9	13.3	6.6	2.0	6.6	2.1	10.7	10.0	2.5	8.0	7.3
30 - 34 YEARS	ESTIMATE	604	504	2279	114	976	164	0	0	0	5533	9220
	% STD ERR	24.9	30.2	12.4	48.9	20.2	44.4	0.0	0.0	0.0	7.6	5.4
	ROW %	6.6	5.5	24.7	1.2	10.6	1.8	0.0	0.0	0.0	60.0	
	COLUMN %	4.0	5.4	2.4	0.5	2.8	0.7	0.0	0.0	0.0	4.5	3.4

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

1985

		L	L,MB	L,MB, GS	L,MB, GS,RA	LRN	RA	ML	L,MB, GS,ML	LRN,ML	NO GROUP	ALL CRAFT
35+ YEARS	ESTIMATE	1386	406	2399	183	1630	205	101	52	40	30885	35880
	% STD ERR	15.3	24.0	10.1	46.7	13.8	44.6	*	*	*	1.7	1.5
	ROW %	3.9	1.1	6.7	0.5	4.5	0.6	0.3	0.1	0.1	86.1	
	COLUMN %	9.1	4.4	2.5	0.9	4.6	0.9	5.7	4.9	6.2	25.2	13.3
TOTALS	ESTIMATE	15182	9260	96022	20797	35143	22286	1779	1065	643	122523	270284
	% STD ERR	5.2	6.7	1.3	2.9	3.0	2.8	15.7	19.8	25.6	1.0	
	ROW %	5.6	3.4	35.5	7.7	13.0	8.2	0.7	0.4	0.2	45.3	

NON-HIERARCHICAL CAPABILITY GROUPS KEY

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

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

1985

		L	L,MB	L,MB, GS	L,MB, GS,RA	LRN	RA	ML	L,MB, GS,ML	LRN,ML	NO GROUP	ALL CRAFT
FIXED WING - PISTON:	ESTIMATE	5768	1682	4633	222	3771	312	390	152	90	72815	87513
SINGLE ENGINE	% STD ERR	8.5	16.2	8.9	44.3	10.6	35.8	37.6	*	*	1.0	0.0
1-3 SEATS	ROW %	6.6	1.9	5.3	0.3	4.3	0.4	0.4	0.2	0.1	83.2	
	COLUMN %	38.0	18.2	4.8	1.1	10.7	1.4	21.9	14.3	14.0	59.4	32.4
	ESTIMATE	7915	6215	70214	4203	17175	4562	985	567	354	31908	122872
SINGLE ENGINE	% STD ERR	7.3	8.3	1.5	10.2	4.7	9.8	21.8	28.9	37.6	2.9	0.0
4+ SEATS	ROW %	6.4	5.1	57.1	3.4	14.0	3.7	0.8	0.5	0.3	26.0	
	COLUMN %	52.1	67.1	73.1	20.2	48.9	20.5	55.4	53.2	55.1	26.0	45.5
	ESTIMATE	296	657	13347	3384	4012	3480	128	85	77	1080	18929
TWO ENGINES	% STD ERR	35.0	24.1	2.8	8.9	8.5	8.7	45.4	*	*	15.6	0.0
1-6 SEATS	ROW %	1.6	3.5	70.5	17.9	21.2	18.4	0.7	0.4	0.4	5.7	
	COLUMN %	1.9	7.1	13.9	16.3	11.4	15.6	7.2	8.0	12.0	0.9	7.0
	ESTIMATE	95	348	5978	3043	2284	3284	101	99	15	626	10194
TWO ENGINES	% STD ERR	*	28.8	4.5	8.1	11.0	7.6	*	*	*	17.6	0.0
7+ SEATS	ROW %	0.9	3.4	58.6	29.9	22.4	32.2	1.0	1.0	0.1	6.1	
	COLUMN %	0.6	3.8	6.2	14.6	6.5	14.7	5.7	9.3	2.3	0.5	3.8
	ESTIMATE	0	4	111	51	98	51	3	0	3	163	347
OTHER	% STD ERR	0.0	*	28.2	49.3	24.1	49.3	*	0.0	*	20.5	0.0
	ROW %	0.0	1.2	32.0	14.7	28.2	14.7	0.9	0.0	0.9	47.0	
	COLUMN %	0.0	0.0	0.1	0.2	0.3	0.2	0.2	0.0	0.5	0.1	0.1
FIXED WING - TURBOPROP:	ESTIMATE	66	113	466	4543	1764	4709	39	39	22	7	5201
	% STD ERR	*	42.7	21.0	2.5	9.3	2.1	*	*	*	*	0.0
2 ENGINES	ROW %	1.3	2.2	9.0	87.3	33.9	90.5	0.7	0.7	0.4	0.1	
1-12 SEATS	COLUMN %	0.4	1.2	0.5	21.8	5.0	21.1	2.2	3.7	3.4	0.0	1.9
	ESTIMATE	0	38	327	502	156	523	6	6	0	10	876
	% STD ERR	0.0	*	12.4	8.7	18.4	8.0	*	*	0.0	*	0.0
2 ENGINES	ROW %	0.0	4.3	37.3	57.3	17.8	59.7	0.7	0.7	0.0	1.1	
13+ SEATS	COLUMN %	0.0	0.4	0.3	2.4	0.4	2.3	0.3	0.6	0.0	0.0	0.3
	ESTIMATE	4	10	90	57	66	79	0	0	0	88	262
	% STD ERR	*	42.0	10.0	14.1	12.8	11.2	0.0	0.0	0.0	5.4	0.0
OTHER	ROW %	1.5	3.8	34.4	21.8	25.2	30.2	0.0	0.0	0.0	33.6	
	COLUMN %	0.0	0.1	0.1	0.3	0.2	0.4	0.0	0.0	0.0	0.1	0.1

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

1985

		L	L,MB	L,MB, GS	L,MB, GS,RA	LRN	RA	ML	L,MB, GS,ML	LRN,ML	NO GROUP	ALL CRAFT
FIXED WING - TURBOJET: 2 ENGINES	ESTIMATE	5	103	235	3773	2959	3903	94	87	59	6	4151
	% STD ERR	*	43.1	23.5	2.0	4.1	1.4	41.6	42.6	47.1	*	0.0
	ROW %	0.1	2.5	5.7	90.9	71.3	94.0	2.3	2.1	1.4	0.1	
	COLUMN %	0.0	1.1	0.2	18.1	8.4	17.5	5.3	8.2	9.2	0.0	1.5
OTHER	ESTIMATE	35	9	68	459	383	462	14	14	12	106	683
	% STD ERR	25.1	*	19.5	4.3	6.1	4.3	*	*	*	19.6	0.0
	ROW %	5.1	1.3	10.0	67.2	56.1	67.6	2.0	2.0	1.8	15.5	
	COLUMN %	0.2	0.1	0.1	2.2	1.1	2.1	0.8	1.3	1.9	0.1	0.3
ROTORCRAFT: PISTON	ESTIMATE	193	2	14	7	224	7	2	0	0	5111	5542
	% STD ERR	48.7	*	*	*	27.3	*	*	0.0	0.0	2.2	0.0
	ROW %	3.5	0.0	0.3	0.1	4.0	0.1	0.0	0.0	0.0	92.2	
	COLUMN %	1.3	0.0	0.0	0.0	0.6	0.0	0.1	0.0	0.0	4.2	2.1
TURBINE	ESTIMATE	755	80	531	554	2229	903	18	17	11	1835	4792
	% STD ERR	20.4	*	25.7	11.9	9.0	13.0	*	*	*	10.3	0.0
	ROW %	15.8	1.7	11.1	11.6	46.5	18.8	0.4	0.4	0.2	38.3	
	COLUMN %	5.0	0.9	0.6	2.7	6.3	4.1	1.0	1.6	1.7	1.5	1.8
OTHER AIRCRAFT	ESTIMATE	51	0	7	0	20	12	0	0	0	8768	8854
	% STD ERR	*	0.0	*	0.0	*	*	0.0	0.0	0.0	0.5	0.0
	ROW %	0.6	0.0	0.1	0.0	0.2	0.1	0.0	0.0	0.0	99.0	
	COLUMN %	0.3	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	7.2	3.3
ALL AIRCRAFT	ESTIMATE	15182	9260	96022	20797	35143	22286	1779	1065	643	122523	270284
	% STD ERR	5.2	6.7	1.3	2.9	3.0	2.8	15.7	19.8	25.6	1.0	
	ROW %	5.6	3.4	35.5	7.7	13.0	8.2	0.7	0.4	0.2	45.3	

NON-HIERARCHICAL CAPABILITY GROUPS KEY

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

* - % STANDARD ERROR GREATER THAN 50%

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

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

1985

		L	L,MB	L,MB, GS	L,MB, GS,RA	LRN	RA	ML	L,MB, GS,ML	LRN,ML	NO GROUP	ALL CRAFT
ALASKAN	ESTIMATE	394	200	1359	344	997	418	7	0	3	6256	8832
	% STD ERR	32.7	44.7	17.4	33.2	19.7	29.7	*	0.0	*	8.2	6.6
	ROW %	4.5	2.3	15.4	3.9	11.3	4.7	0.1	0.0	0.0	70.8	
	COLUMN %	2.6	2.2	1.4	1.7	2.8	1.9	0.4	0.0	0.5	5.1	3.3
CENTRAL	ESTIMATE	810	463	4816	1052	1433	1127	173	118	80	8382	15796
	% STD ERR	25.3	32.6	9.7	17.3	16.8	16.9	*	*	*	7.1	5.2
	ROW %	5.1	2.9	30.5	6.7	9.1	7.1	1.1	0.7	0.5	53.1	
	COLUMN %	5.3	5.0	5.0	5.1	4.1	5.1	9.7	11.1	12.4	6.8	5.8
EASTERN	ESTIMATE	1861	1314	10804	2370	3646	2508	101	92	47	12655	29484
	% STD ERR	15.7	18.1	6.3	10.5	10.1	10.2	*	*	*	5.6	3.6
	ROW %	6.3	4.5	36.6	8.0	12.4	8.5	0.3	0.3	0.2	42.9	
	COLUMN %	12.3	14.2	11.3	11.4	10.4	11.3	5.7	8.6	7.3	10.3	10.9
EUROPEAN OFFICE	ESTIMATE	3	25	347	114	102	124	10	10	0	191	696
	% STD ERR	*	*	34.7	46.1	43.5	44.7	*	*	0.0	48.2	23.6
	ROW %	0.4	3.6	49.9	16.4	14.7	17.8	1.4	1.4	0.0	27.4	
	COLUMN %	0.0	0.3	0.4	0.5	0.3	0.6	0.6	0.9	0.0	0.2	0.3
GREAT LAKES	ESTIMATE	2632	1593	16897	3250	5228	3399	360	317	87	22970	48042
	% STD ERR	13.5	16.9	5.0	9.6	8.6	9.4	32.5	35.1	*	4.0	2.8
	ROW %	5.5	3.3	35.2	6.8	10.9	7.1	0.7	0.7	0.2	47.8	
	COLUMN %	17.3	17.2	17.6	15.6	14.9	15.3	20.2	29.8	13.5	18.7	17.8
NEW ENGLAND	ESTIMATE	544	449	3830	650	1783	735	33	32	4	4367	10172
	% STD ERR	29.9	31.9	11.0	22.7	15.7	21.3	*	*	*	9.6	6.4
	ROW %	5.3	4.4	37.7	6.4	17.5	7.2	0.3	0.3	0.0	42.9	
	COLUMN %	3.6	4.8	4.0	3.1	5.1	3.3	1.9	3.0	0.6	3.6	3.8
NORTHWEST MOUNTAIN	ESTIMATE	1920	1027	8721	1544	3846	1657	309	158	89	13518	27365
	% STD ERR	15.7	21.5	7.2	15.4	10.5	14.7	39.9	*	*	5.6	3.9
	ROW %	7.0	3.8	31.9	5.6	14.1	6.1	1.1	0.6	0.3	49.4	
	COLUMN %	12.6	11.1	9.1	7.4	10.9	7.4	17.4	14.8	13.8	11.0	10.1
SOUTHERN	ESTIMATE	2455	1406	17330	3747	7532	4017	251	168	74	14982	41193
	% STD ERR	13.9	18.0	4.8	9.0	7.3	8.7	44.4	*	*	5.1	3.0
	ROW %	6.0	3.4	42.1	9.1	18.3	9.8	0.6	0.4	0.2	36.4	
	COLUMN %	16.2	15.2	18.0	18.0	21.4	18.0	14.1	15.8	11.5	12.2	15.2

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

1985

		L	L,MB	L,MB, GS	L,MB, GS,RA	LRN	RA	ML	L,MB, GS,ML	LRN,ML	NO GROUP	ALL CRAFT
SOUTHWESTERN	ESTIMATE	2213	1095	14482	4453	5504	4901	485	168	230	17193	40974
	% STD ERR	14.6	20.3	5.4	8.0	8.3	7.7	32.1	*	47.6	4.8	3.0
	ROW %	5.4	2.7	35.3	10.9	13.4	12.0	1.2	0.4	0.6	42.0	
	COLUMN %	14.6	11.8	15.1	21.4	15.7	22.0	27.3	15.8	35.8	14.0	15.2
WESTERN-PACIFIC	ESTIMATE	2607	1754	18364	3362	5140	3492	160	58	54	20706	47627
	% STD ERR	13.2	16.3	4.7	10.6	8.8	10.3	*	*	*	4.2	2.7
	ROW %	5.5	3.7	38.6	7.1	10.8	7.3	0.3	0.1	0.1	43.5	
	COLUMN %	17.2	18.9	19.1	16.2	14.6	15.7	9.0	5.4	8.4	16.9	17.6
TOTALS	ESTIMATE	15182	9260	96022	20797	35143	22286	1779	1065	643	122523	270284
	% STD ERR	5.2	6.7	1.3	2.9	3.0	2.8	15.7	19.8	25.6	1.0	
	ROW %	5.6	3.4	35.5	7.7	13.0	8.2	0.7	0.4	0.2	45.3	

NON-HIERARCHICAL CAPABILITY GROUPS KEY

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

* - % STANDARD ERROR GREATER THAN 50%

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

GENERAL AVIATION
NUMBER OF LANDINGS IN LOCAL FLIGHT
BY
AIRCRAFT TYPE AND REGION
1985

AIRCRAFT TYPE	REGION										
	ALASKAN	CENTRAL	EASTERN	EUROPEAN OFFICE	GREAT LAKES	NEW ENGLAND	NORTHWEST MOUNTAIN	SOUTHERN	SOUTH-WESTERN	WESTERN-PACIFIC	TOTAL
FIXED WING											
FIXED WING- PISTON											
1 ENG: 1-3 SEATS	173614	823444	1386391	15937	2399479	447307	968824	2092937	2622339	1889236	12819508
(% STANDARD ERROR)	24.7	22.1	19.0	*	14.5	35.1	19.1	16.8	15.9	16.2	6.4
1 ENG: 4+ SEATS	497512	530242	1122360	4266	1754600	404151	966336	1317544	1249957	1638359	9485327
(% STANDARD ERROR)	35.5	24.7	14.6	*	17.0	21.5	12.8	11.3	14.4	12.7	5.6
1 ENGINE: TOTAL	671126	1353686	2508751	20203	4154079	851458	1935160	3410481	3872296	3527595	22304835
(% STANDARD ERROR)	27.1	16.6	12.4	*	11.0	21.1	11.5	11.2	11.7	10.5	4.4
2 ENG: 1-6 SEATS	5730	58020	103958	2558	149069	16073	32425	317617	45958	108171	839579
(% STANDARD ERROR)	*	43.9	*	*	31.8	*	*	33.5	*	42.5	18.1
2 ENG: 7+ SEATS	2125	22399	42809	743	28461	7086	19012	85046	124445	22629	354755
(% STANDARD ERROR)	*	*	37.8	*	*	*	*	35.9	48.1	*	22.6
2 ENGINE: TOTAL	7855	80419	146767	3301	177530	23159	51437	402663	170403	130800	1194334
(% STANDARD ERROR)	*	34.9	46.9	*	28.9	*	41.1	27.5	43.0	42.5	14.4
PISTON: OTHER	223	0	0	0	24	20	401	0	0	3342	4010
(% STANDARD ERROR)	*	0.0	0.0	0.0	*	*	*	0.0	0.0	*	*
PISTON: TOTAL	679204	1434105	2655518	23504	4331633	874637	1986998	3813144	4042699	3661737	23503179
(% STANDARD ERROR)	26.8	15.8	12.0	*	10.7	20.6	11.3	10.4	11.4	10.2	4.2
FIXED WING- TURBOPROP											
2 ENG: 1-12 SEATS	74	7809	8323	54	17186	2562	2907	19702	49783	30941	139341
(% STANDARD ERROR)	*	*	*	*	*	*	*	*	*	*	34.5
2 ENG: 13+ SEATS	0	1040	271545	14	1715	154	7878	7219	796	1847	292208
(% STANDARD ERROR)	0.0	*	*	*	*	*	*	*	*	*	*
2 ENGINE: TOTAL	74	8849	279868	68	18901	2716	10785	26921	50579	32788	431549
(% STANDARD ERROR)	*	*	*	*	*	*	*	*	*	48.7	37.3
TURBOPROP: OTHER	194	314	2812	724	124	0	15428	18337	12571	56501	107005
(% STANDARD ERROR)	*	*	36.9	*	*	0.0	*	46.2	*	*	33.5
TURBOPROP: TOTAL	268	9163	282680	792	19025	2716	26213	45258	63150	89289	538554
(% STANDARD ERROR)	*	*	*	*	*	*	*	42.1	*	39.9	30.6

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2-36
GENERAL AVIATION
NUMBER OF LANDINGS IN LOCAL FLIGHT
BY
AIRCRAFT TYPE AND REGION
1985

AIRCRAFT TYPE	ALASKAN	CENTRAL	EASTERN	EUROPEAN OFFICE	GREAT LAKES	NEW ENGLAND	NORTHWEST MOUNTAIN	SOUTHERN	SOUTH-WESTERN	WESTERN-PACIFIC	TOTAL
	REGION										
FIXED WING- TURBOJET											
2 ENGINE TURBOJET	0	881	11537	52	21226	1965	1454	24213	33887	16858	112073
(% STANDARD ERROR)	0.0	*	*	*	*	*	*	48.0	*	*	27.4
TURBOJET: OTHER	0	15	1841	26	1290	423	86	592	3880	2989	11142
(% STANDARD ERROR)	0.0	*	*	*	*	*	*	*	*	*	39.8
TURBOJET: TOTAL	0	896	13378	78	22516	2388	1540	24805	37767	19847	123215
(% STANDARD ERROR)	0.0	*	*	*	*	*	*	47.0	*	48.7	25.2
FIXED WING: TOTAL	679472	1444164	2951576	24374	4373174	879741	2014751	3883207	4143616	3770873	24164948
(% STANDARD ERROR)	26.8	15.7	11.9	*	10.6	20.5	11.2	10.3	11.1	10.0	4.2
ROTORCRAFT											
PISTON	12510	38416	80548	35	351765	57152	178022	146773	15432	667000	1547653
(% STANDARD ERROR)	48.5	*	41.5	*	42.7	*	*	39.0	*	38.3	20.8
TURBINE	192290	93550	225030	17786	235803	24472	52044	136441	1155826	501422	2634664
(% STANDARD ERROR)	*	*	26.4	*	14.4	20.5	39.7	28.6	*	37.6	25.9
ROTORCRAFT: TOTAL	204800	131966	305578	17821	587568	81624	230066	283214	1171258	1168422	4182317
(% STANDARD ERROR)	47.8	*	22.3	*	26.2	43.6	43.2	24.5	*	27.2	18.0
OTHER	292	14348	65030	0	72748	7352	29757	43873	82843	205277	521520
(% STANDARD ERROR)	*	*	31.8	0.0	30.4	*	23.2	40.5	33.4	28.7	14.4
TOTAL	884564	1590478	3322184	42195	5033490	968717	2274574	4210294	5397717	5144572	28868785
(% STANDARD ERROR)	23.4	15.2	10.8	45.2	9.7	19.0	10.8	9.6	14.6	9.6	4.4

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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

GENERAL AVIATION
NUMBER OF LANDINGS IN CROSS COUNTRY FLIGHT
BY
AIRCRAFT TYPE AND REGION
1985

AIRCRAFT TYPE	REGION										
	ALASKAN	CENTRAL	EASTERN	EUROPEAN OFFICE	GREAT LAKES	NEW ENGLAND	NORTHWEST MOUNTAIN	SOUTHERN	SOUTH-WESTERN	WESTERN-PACIFIC	TOTAL
FIXED WING											
FIXED WING- PISTON											
1 ENG: 1-3 SEATS	103670	87619	221702	1310	436045	87242	112779	280700	272673	293190	1896930
(% STANDARD ERROR)	30.8	22.5	15.5	*	16.3	26.5	20.8	20.7	25.0	15.8	7.2
1 ENG: 4+ SEATS	424267	353467	619721	12891	911139	235894	638967	861958	1153378	1341809	6553491
(% STANDARD ERROR)	25.3	17.5	13.3	*	10.1	17.7	11.0	9.8	11.6	11.2	4.5
1 ENGINE: TOTAL	527937	441086	841423	14201	1347184	323136	751746	1142658	1426051	1634999	8450421
(% STANDARD ERROR)	21.2	14.7	10.6	*	8.6	14.8	9.9	8.9	10.6	9.6	3.8
2 ENG: 1-6 SEATS	24138	67500	222182	12719	391485	68783	142131	387554	258720	138310	1713522
(% STANDARD ERROR)	*	31.7	50.0	*	23.2	43.9	47.2	16.9	26.2	19.5	11.2
2 ENG: 7+ SEATS	9846	110694	107332	11122	191838	34921	114998	376749	341753	264824	1564077
(% STANDARD ERROR)	*	42.3	29.2	45.5	21.2	47.1	*	19.6	19.9	37.4	10.9
2 ENGINE: TOTAL	33984	178194	329514	23841	583323	103704	257129	764303	600473	403134	3277599
(% STANDARD ERROR)	*	28.9	35.0	43.5	17.1	33.1	36.0	12.9	16.0	25.5	7.8
PISTON: OTHER	645	0	0	0	20	3848	735	0	121	6555	11924
(% STANDARD ERROR)	*	0.0	0.0	0.0	*	*	*	0.0	38.1	25.5	31.9
PISTON: TOTAL	562566	619280	1170937	38042	1930527	430688	1009610	1906961	2026645	2044688	11739944
(% STANDARD ERROR)	20.3	13.4	12.5	40.3	7.9	13.7	11.8	7.4	8.8	9.2	3.5
FIXED WING- TURBOPROP											
2 ENG: 1-12 SEATS	598	101412	137208	2401	219665	22414	84007	237630	212222	114562	1132119
(% STANDARD ERROR)	*	37.9	29.6	*	25.6	*	47.2	19.9	25.7	33.1	10.7
2 ENG: 13+ SEATS	45037	10987	141470	19973	35381	5817	6055	122890	10083	22443	420136
(% STANDARD ERROR)	*	*	46.0	*	47.0	46.7	*	44.6	45.4	*	23.9
2 ENGINE: TOTAL	45635	112399	278678	22374	255046	28231	90062	360520	222305	137005	1552255
(% STANDARD ERROR)	*	35.3	27.5	*	23.0	46.1	44.5	20.1	24.6	30.1	10.1
TURBOPROP: OTHER	13217	190	1439	399	3043	0	361	2876	5784	92	27401
(% STANDARD ERROR)	47.9	*	46.0	20.8	29.8	0.0	*	46.9	31.4	*	25.0
TURBOPROP: TOTAL	58852	112589	280117	22773	258089	28231	90423	363396	228089	137097	1579656
(% STANDARD ERROR)	*	35.3	27.4	*	22.7	46.1	44.3	19.9	24.0	30.0	10.0

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2-37

GENERAL AVIATION
NUMBER OF LANDINGS IN CROSS COUNTRY FLIGHT
BY
AIRCRAFT TYPE AND REGION
1985

AIRCRAFT TYPE	REGION										
	ALASKAN	CENTRAL	EASTERN	EUROPEAN OFFICE	GREAT LAKES	NEW ENGLAND	NORTHWEST MOUNTAIN	SOUTHERN	SOUTH-WESTERN	WESTERN-PACIFIC	TOTAL
FIXED WING- TURBOJET											
2 ENGINE TURBOJET	267	54134	172221	3515	274242	55760	40881	121608	230817	63107	1016552
(% STANDARD ERROR)	*	37.1	20.2	*	19.4	*	41.5	24.5	24.7	33.2	10.1
TURBOJET: OTHER	0	6580	11426	784	25237	2804	5539	21743	6597	8559	89269
(% STANDARD ERROR)	0.0	*	30.5	*	41.6	*	*	22.9	30.3	39.6	15.7
TURBOJET: TOTAL	267	60714	183647	4299	299479	58564	46420	143351	237414	71666	1105821
(% STANDARD ERROR)	*	33.9	19.0	*	18.1	*	37.1	21.0	24.0	29.6	9.4
FIXED WING: TOTAL	621685	792583	1634701	65114	2488095	517483	1146453	2413708	2492148	2253451	14425421
(% STANDARD ERROR)	19.7	11.9	10.3	30.8	6.9	13.5	11.0	6.7	7.8	8.6	3.1
ROTORCRAFT											
PISTON	11557	1347	21754	0	33705	7518	6942	21906	3339	24888	132956
(% STANDARD ERROR)	*	*	*	0.0	*	43.6	*	42.9	*	38.2	26.2
TURBINE	55052	5849	141375	293	54618	48630	20744	85032	304923	146089	862605
(% STANDARD ERROR)	35.8	36.3	21.4	*	38.6	31.1	*	35.6	40.0	33.9	16.7
ROTORCRAFT: TOTAL	66609	7196	163129	293	88323	56148	27686	106938	308262	170977	995561
(% STANDARD ERROR)	33.0	35.1	20.8	*	34.1	27.6	*	29.6	39.8	29.5	14.9
OTHER	0	2198	4874	0	3988	6584	2801	2086	1300	14585	38416
(% STANDARD ERROR)	0.0	*	*	0.0	*	42.3	*	*	*	49.5	33.8
TOTAL	688294	801977	1802704	65407	2580406	580215	1176940	2522732	2801710	2439013	15459398
(% STANDARD ERROR)	18.1	11.8	9.5	33.3	6.8	12.3	10.9	6.6	8.2	8.2	3.1

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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

TABLE 2-38
GENERAL AVIATION
TOTAL NUMBER OF LANDINGS
BY
AIRCRAFT TYPE AND REGION
1985

AIRCRAFT TYPE	ALASKAN	CENTRAL	EASTERN	EUROPEAN OFFICE	GREAT LAKES	NEW ENGLAND	NORTHWEST MOUNTAIN	SOUTHERN	SOUTH-WESTERN	WESTERN-PACIFIC	TOTAL
	REGION										
FIXED WING											
FIXED WING- PISTON											
1 ENG: 1-3 SEATS	277525	912621	1607371	17192	2835315	535079	1083289	2376206	2900607	2187225	14732430
(% STANDARD ERROR)	24.1	20.6	17.4	*	14.2	31.8	18.0	16.1	14.9	15.1	6.0
1 ENG: 4+ SEATS	926376	883493	1743684	17319	2666445	640383	1606296	2181173	2403529	2976545	16045243
(% STANDARD ERROR)	22.6	19.0	12.6	*	13.4	17.1	10.6	9.1	10.9	10.3	4.4
1 ENGINE: TOTAL	1203901	1796114	3351055	34511	5501760	1175462	2689585	4557379	5304136	5163770	30777673
(% STANDARD ERROR)	18.2	14.0	10.6	*	9.8	17.2	9.6	9.5	9.5	8.7	3.7
2 ENG: 1-6 SEATS	29868	126364	327190	15254	540218	85050	175015	706194	305219	246640	2557012
(% STANDARD ERROR)	*	28.0	*	*	20.0	38.2	38.4	18.7	26.9	24.6	10.8
2 ENG: 7+ SEATS	11908	133930	149466	11833	220728	42125	133933	462755	465861	287054	1919593
(% STANDARD ERROR)	*	34.2	26.5	42.0	18.5	43.3	48.5	16.1	18.0	31.9	9.2
2 ENGINE: TOTAL	41776	260294	476656	27087	760946	127175	308948	1168949	771080	533694	4476605
(% STANDARD ERROR)	*	22.2	36.3	49.7	15.2	29.3	30.3	13.0	15.2	20.6	7.3
PISTON: OTHER	869	0	0	0	44	3957	1137	0	121	9838	15966
(% STANDARD ERROR)	*	0.0	0.0	0.0	*	*	*	0.0	*	29.2	31.0
PISTON: TOTAL	1246546	2056408	3827711	61598	6262750	1306594	2999670	5726328	6075337	5707302	35270244
(% STANDARD ERROR)	17.7	12.6	10.3	39.1	8.8	15.8	9.2	8.0	8.5	8.1	3.3
FIXED WING- TURBOPROP											
2 ENG: 1-12 SEATS	672	109482	145803	2626	236375	24734	87271	257355	263713	147313	1275344
(% STANDARD ERROR)	*	32.8	26.2	*	22.5	*	43.5	18.1	27.4	26.1	9.9
2 ENG: 13+ SEATS	45037	12101	385498	19989	36165	5947	16497	130981	11047	24175	687437
(% STANDARD ERROR)	*	*	38.3	*	43.7	44.8	*	40.7	49.0	*	24.1
2 ENGINE: TOTAL	45709	121583	531301	22615	272540	30681	103768	388336	274760	171488	1962781
(% STANDARD ERROR)	*	30.7	28.7	*	20.4	44.0	40.2	18.2	26.4	24.3	10.6
TURBOPROP: OTHER	13411	505	4252	1124	3168	0	15789	21282	18411	56939	134881
(% STANDARD ERROR)	43.6	*	27.0	49.4	21.5	0.0	*	38.6	35.3	*	26.3
TURBOPROP: TOTAL	59120	122088	535553	23739	275708	30681	119557	409618	293171	228427	2097662
(% STANDARD ERROR)	*	30.6	28.5	49.7	20.2	44.0	36.4	17.4	24.9	22.8	10.1

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2-38

GENERAL AVIATION
TOTAL NUMBER OF LANDINGS
BY
AIRCRAFT TYPE AND REGION
1985

AIRCRAFT TYPE	REGION										
	ALASKAN	CENTRAL	EASTERN	EUROPEAN OFFICE	GREAT LAKES	NEW ENGLAND	NORTHWEST MOUNTAIN	SOUTHERN	SOUTH-WESTERN	WESTERN-PACIFIC	TOTAL
FIXED WING- TURBOJET											
2 ENGINE TURBOJET	267	54980	183797	3561	294462	57710	42304	145502	264513	82345	1129441
(% STANDARD ERROR)	*	33.7	18.4	*	16.9	*	38.3	21.9	21.3	36.0	9.0
TURBOJET: OTHER	0	6594	13243	812	26534	3228	5588	22256	10510	11505	100270
(% STANDARD ERROR)	0.0	*	28.0	*	36.1	*	42.8	22.1	34.8	29.3	13.5
TURBOJET: TOTAL	267	61574	197040	4373	320996	60938	47892	167758	275023	93850	1229711
(% STANDARD ERROR)	*	30.9	17.3	*	15.8	*	34.2	19.2	20.5	31.8	8.3
FIXED WING: TOTAL	1305933	2240070	4560304	89710	6859454	1398213	3167119	6303704	6643531	6029579	38597617
(% STANDARD ERROR)	17.2	11.7	9.3	30.4	8.1	14.9	8.8	7.4	7.9	7.8	3.1
ROTORCRAFT											
PISTON	23911	39684	100980	35	384109	64289	184805	168845	18521	689185	1674364
(% STANDARD ERROR)	*	*	40.0	*	42.1	*	*	34.2	*	36.9	19.6
TURBINE	254119	98815	367618	18080	284606	73705	71920	221943	1476443	643284	3510533
(% STANDARD ERROR)	36.7	*	18.4	23.5	13.0	24.0	35.5	24.2	45.8	31.8	20.6
ROTORCRAFT: TOTAL	278030	138499	468598	18115	668715	137994	256725	390788	1494964	1332469	5184897
(% STANDARD ERROR)	34.0	*	16.8	23.5	24.8	30.1	38.9	20.2	45.2	24.5	15.3
OTHER	292	16802	70143	0	77587	13735	32918	46290	84749	222110	564626
(% STANDARD ERROR)	*	*	39.8	0.0	35.7	*	30.2	*	35.4	27.3	15.1
TOTAL	1584255	2395371	5099045	107825	7605756	1549942	3456762	6740782	8223244	7584158	44347140
(% STANDARD ERROR)	15.4	11.5	8.5	25.6	7.6	13.8	8.6	7.0	10.4	7.6	3.3

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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

APPENDIX A.1: FIRST MAILING COVER LETTER

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

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

April 1986

Dear Aircraft Owner:

The Federal Aviation Administration (FAA) is asking the Transportation Systems Center (TSC), of the Department of Transportation, at Kendall Square, Cambridge, Massachusetts 02142, to conduct the annual General Aviation Activity and Avionics Survey. Data collected in the survey will be used only to produce summary statistics for performing safety analyses, determining the need for air traffic facilities and services, and evaluating the effect of proposed regulatory changes on the general aviation fleet.

Enclosed is the General Aviation Activity and Avionics Survey questionnaire for calendar year 1985. Around 10 percent of all general aviation aircraft are selected to be surveyed. Since the sample is random, it is possible that your aircraft may be selected in successive years or that more than one of your aircraft may be selected this year. It could happen more often if the number of aircraft of the type that you own is very small. When more than one of your aircraft is selected, you will find a separate questionnaire provided for each aircraft. Please answer all questions for the aircraft so identified in the questionnaire. If you can not provide a precise answer to any questions, please make your best estimate.

If your aircraft, for whatever reasons, was not in use during calendar year 1985, please check question six indicating the aircraft was not flown; if the aircraft was sold prior to January 1985, please so indicate on the space showing the N-number of the aircraft and return the form to TSC; if your aircraft is operated principally by another (leased, etc.), please obtain the necessary information from the operator, or forward this mail to that person or firm for completion.

Please answer all questions and return this questionnaire in the enclosed, self-addressed, postpaid envelope. A prompt response will eliminate the need for additional followup contacts. Your timely response is very important to the quality of the results. Please mail your response today!

We appreciate your cooperation.

Sincerely,

Lawrence R. Kelly, Jr.
Manager, Management Standards
and Statistics Division, AMS-400

Enclosures

APPENDIX A.2: SECOND MAILING COVER LETTER

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

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

May 1986

Dear Aircraft Owner:

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

You were one of the aircraft owners selected at random to receive a questionnaire. As of this date, we have not received a response from you. In the event the survey questionnaire has been lost or misplaced, another copy is enclosed for your convenience in responding. Your response is very important to the success of the survey program, please mail your response today!

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

Sincerely,

Lawrence R. Kelly, Jr.
Manager, Management Standards
and Statistics Division, AMS-400

Enclosures

APPENDIX A.3: THIRD MAILING COVER LETTER

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

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

June 1986

Dear Aircraft Owner:

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

You were one of the aircraft owners selected at random to be included in this survey. Since the survey is based on a random sample of general aviation aircraft, your response is very essential to making the survey results comprehensive, accurate and timely. As of this date, we have not received a response from you. In the event the survey questionnaire has been lost or misplaced, another copy is enclosed for your convenience in responding. Please take a few minutes to complete the questionnaire and mail your response no later than July 21. Your cooperation will be very valuable, not only to the FAA, but also the aviation community as a whole.

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

Sincerely,

Lawrence R. Kelly, Jr.
Manager, Management Standards
and Statistics Division, AMS-400

Enclosures

1. CONTROL NUMBER

U.S. Department of Transportation
Federal Aviation Administration

GENERAL AVIATION ACTIVITY AND AVIONICS SURVEY
(As of December 31, 1985)

Form Approved
OMB NO. 2120-0060

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

2. AIRCRAFT CHARACTERISTICS
N-

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

Transportation Systems Center—GAF
Kendall Square
Cambridge, Massachusetts 02142

3. Did you operate your aircraft principally as an air carrier, or lease your aircraft to an air carrier operator (Under FAR 121 or 127)?
1. ☐ YES (Do not complete the form but return to address shown above)
2. ☐ NO (Please complete rest of form)

4. What were the total lifetime airframe hours as of December 31, 1985? ..... LIFETIME HOURS

5. In what state (abbreviation) or foreign country was this aircraft based as of December 31, 1985? .....

6. Was this aircraft flown in Calendar Year 1985? *(Check one)*
1. ☐ Yes 2. ☐ No *(Skip to question 12)*

7. How many hours did this aircraft fly in each of the categories below during Calendar Year 1985?

	HOURS IN 1985
EXECUTIVE/CORPORATE TRANSPORTATION- Company flying with a professional crew transporting company personnel, guests, and cargo ..... a.	
BUSINESS TRANSPORTATION-Private use of an aircraft for business transportation ..... b.	
PERSONAL-Flying for personal reasons (excludes personal business transportation) ..... c.	
INSTRUCTIONAL-Flying with or under the supervision of a flight instructor *(excludes proficiency flying)* ..... d.	
AERIAL APPLICATION-Agriculture, health, forestry, cloud seeding, firefighting, insect control, etc. ..... e.	
AERIAL OBSERVATION-Aerial mapping/photography, survey, patrol, fish spotting, search and rescue, hunting, highway traffic advisory, sightseeing *(not Part 135)*, etc. ..... f.	
OTHER WORK USE-Construction work *(not part 135)*, helicopter hoist, aerial advertising, towing gliders, parachuting, etc. ..... g.	
COMMUTER AIR CARRIER-Performs, under FAR 135, at least five scheduled round trips per week between two or more points or carries mail ..... h.	
AIR TAXI-Part 135 passenger and cargo operations excluding commuter air carrier ..... i.	
What was the average revenue (dollars) per hour for this aircraft in air taxi operation? ..... j. $	
OTHER-Experimentation, R&D, testing, demonstrations, government, air shows, air racing, etc. ..... k.	
AIRCRAFT RENTAL BUSINESS-Commercial flying club, lease and rental of aircraft (excluding air carrier). *(If you know the purpose of flight, assign hours to categories above. If not, enter hours here.)* ..... l.	

8. a. What was the aircraft average rate of fuel consumption (whole gallons/hour) during 1985? GAL/HR

b. What was the average cost of fuel per gallon in operating this aircraft in 1985? $ c

c. What is the fuel grade of the gasoline used for this aircraft? (Check all that apply)
☐ 80 Octane ☐ 100 Octane
☐ Jet Fuel ☐ 100 Low Lead ☐ Auto Gas

9. How many landings, including touch and go landings, did this aircraft perform in each of the following categories during Calendar year 1985? NO. OF LANDINGS
Number of landings in local flight .....
Number of landings in cross-country flight .....

10. In Calendar Year 1985, what percentage of the flying time for this aircraft was flown in each of the following conditions? *(a, b, c, and d should add to100%.)*

	%
Instrument Meteorological Condition (IMC) Day ..... a.	
Instrument Meteorological Condition (IMC) Night ..... b.	
Visual Meteorological Condition (VMC) Day ..... c.	
Visual Meteorological Condition (VMC) Night ..... d.	
TOTAL	100

11. Was this aircraft flown on an Instrument Flight Plan in 1985? IFR HOURS
1. ☐ Yes 2. ☐ No
If "Yes," how many hours were flown on an Instrument Flight Plan? .....

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

VHF COMMUNICATIONS EQUIPMENT
360 Channels or less ..... a.
720 Channels or more ..... b.
More than One Communications System ..... c.
No VHF Communications Equipment ..... d. ☐

TRANSPONDER EQUIPMENT
4096 Code ..... e.
Altitude Encoding Equipment ..... f.
No Transponder Equipment ..... g. ☐

NAVIGATION EQUIPMENT
VOR Receiver:
100 Channels ..... h.
200 Channels ..... i.
More than One VOR Receiver ..... j.
Automatic Direction Finder (ADF) ..... k.
Distance Measuring Equipment (DME) ..... l.
Area Navigation Equipment (RNAV) ..... m.
Long Range Navigation Equipment
LORAN C ..... n.
OMEGA-VLF ..... o.
Other (Doppler, INS, Other) ..... p.
Radar Altimeter ..... q.
Flight Director ..... r.
Flight Management Computer ..... s.
Weather Radar ..... t.
No Navigation Equipment ..... u. ☐

PRECISION APPROACH EQUIPMENT
25 kHz Separation ..... v.
50 kHz Separation ..... w.
Localizer ..... x.
Marker Beacon ..... y.
Glide Slope ..... z.
Microwave Landing System ..... aa.
No Precision Approach Equipment ..... bb. ☐

GUIDANCE AND CONTROL EQUIPMENT
Flight Director ..... cc.
Horizontal Situation Indicator (HSI) ..... dd.
Electronic Flight Information System (EFIS) ..... ee.
Flight Management Computer ..... ff.
Autopilot
1 Axis (Wing Leveler) ..... gg.
2 Axis (Heading and Track) ..... hh.
3 Axis (Heading, Track, and Altitude) ..... ii.
Autoland ..... jj.
No Guidance and Control Equipment ..... kk. ☐

APPENDIX B
SAMPLE DESIGN

B.1 SAMPLE FRAME AND SIZE

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

Between the 1977 and 1978 survey cycles several changes occurred to this file which had an impact on the sample population and frame, and ultimately on the survey results. In January 1978, FAA implemented a new procedure for maintaining the file, known as triennial revalidation. Instead of requiring all owners to revalidate and update their aircraft registration annually, FAA required revalidation for only those owners who had not contacted the registry for 3 years. The less frequent updating affected the accuracy of the file and its representativeness. Two major consequences for the survey results are discussed below:

1) The accuracy of owners' addresses deteriorated, causing the percentage of questionnaires returned by the post office to almost triple from 1977 to 1982. Post office returns have since stabilized at about 6 or 7 percent of the original sample of aircraft selected. This partially accounted for the lower survey response rates experienced since 1977.

2) The file contained a residue of aircraft which under the old revalidation system would have been deregistered and purged from the file, but remained under the new system. Consequently, the population counts were inflated resulting in artificially large increases in the estimates of the number of active general aviation aircraft from 1977 to 1978, and from 1978 to 1979.

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

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

1) aircraft owned by individual citizens of foreign countries who are permanent residents of the U.S., and

2) aircraft owned by non-U.S corporations which are organized and doing business under U.S. law as long as the aircraft are based and used primarily in the U.S.

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

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

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

1) Aircraft registered to dealers.

2) Aircraft with "Sale Reported" or "Registration Pending" appearing in the record instead of the owner's name.

3) Aircraft with a known inaccurate owner's address.

4) Aircraft with missing state of registration, aircraft make-model-series code, or aircraft type information.

For calendar year 1985, the sample frame consisted of 270,284 general aviation aircraft records from which 27,806 records were sampled, yielding a 10.3 percent sample. Table B-1 and Figure B.1 show the distribution of the sample compared to that of the population by aircraft type. Table B-2 and Figure B.2 show similar distributions by FAA region. (See Appendix C for the FAA regional map.) These displays clearly demonstrate the disproportionality of the sample to the population, an intended result of the sample design to gain efficiency and to control errors.

B.2 DESCRIPTION OF SAMPLE DESIGN

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

1) State or territory of aircraft registration.

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

The 54 levels of the state criterion and the 369 levels of the make-model index yielded a matrix of 54 by 369 or 19,926 cells (strata) among which the frame was divided for sampling.

The FAA's primary requirement was for estimates of mean annual flight hours per aircraft, necessitating optimal determination of sample sizes based on flight hour variation by state and by make-model index, and not on population. Hence, the sample was not proportional to size, and a sampling fraction was determined for each cell with a non-zero population. Sampling was then performed systematically from a random start within individual cells, yielding a final sample size of 27,806 general aviation aircraft.

Initially, each aircraft in the sample was given a weight which was the inverse of its cell's sampling fraction, and which corresponded to the number of aircraft in

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

TYPE	POPULATION	SAMPLE SIZE	SAMPLE AS % OF POPULATION
Fixed Wing			
Piston			
1 engine, 1 - 3 seats	87,513	8,457	9.7
1 engine, 4+ seats	122,872	8,070	6.6
2 engines, 1 - 6 seats	18,929	1,852	9.8
2 engines, 7+ seats	10,194	2,440	23.9
Other Piston	347	194	55.9
Turboprop			
2 engines, 1-12 seats	5,201	695	13.4
2 engines, 13+ seats	876	292	33.3
Other Turboprop	284	201	70.8
Turbojet			
2 engines	4,151	798	19.2
Other Turbojet	683	368	53.9
Rotorcraft			
Piston	5,588	1,330	23.8
Turbine	4,792	951	19.8
Other	8,854	2,281	25.8
TOTAL	270,284	27,806	10.3

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

REGION	APPROXIMATE POPULATION	SAMPLE SIZE	SAMPLE AS % OF POPULATION
Alaskan	8,938	1,227	13.7
Central	16,683	1,561	9.4
Eastern	30,660	3,342	10.9
European (Foreign)	391	157	40.2
Great Lakes	46,622	4,271	9.2
New England	10,572	1,863	17.6
Northwest Mountain	29,056	2,655	9.1
Southern	42,001	4,576	10.9
Southwestern	40,649	2,669	6.6
Western-Pacific	44,712	5,485	12.3
TOTAL	270,284	27,806	10.3

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

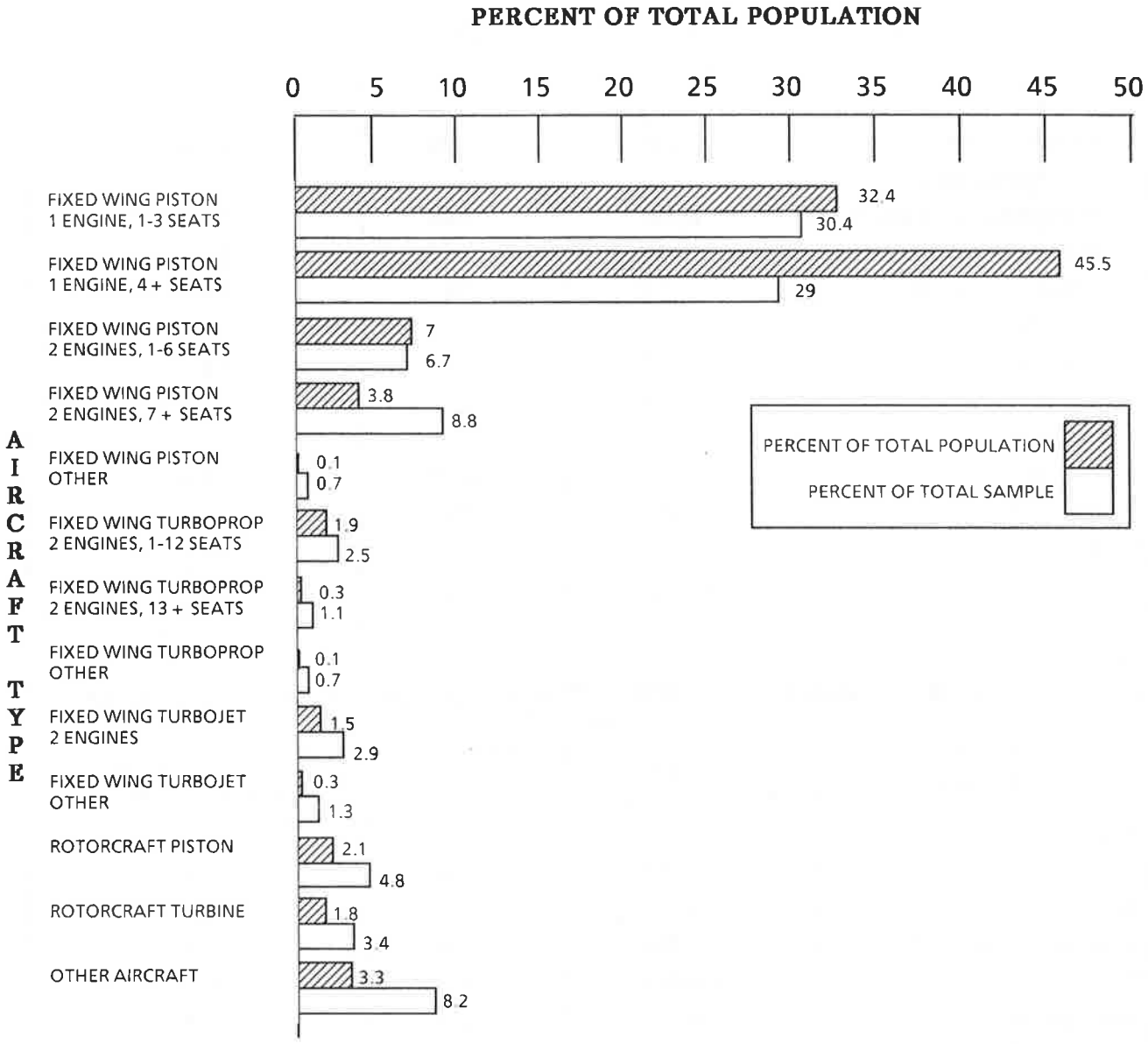

FIGURE B.1. COMPARISON OF POPULATION AND SAMPLE DISTRIBUTIONS BY AIRCRAFT TYPE

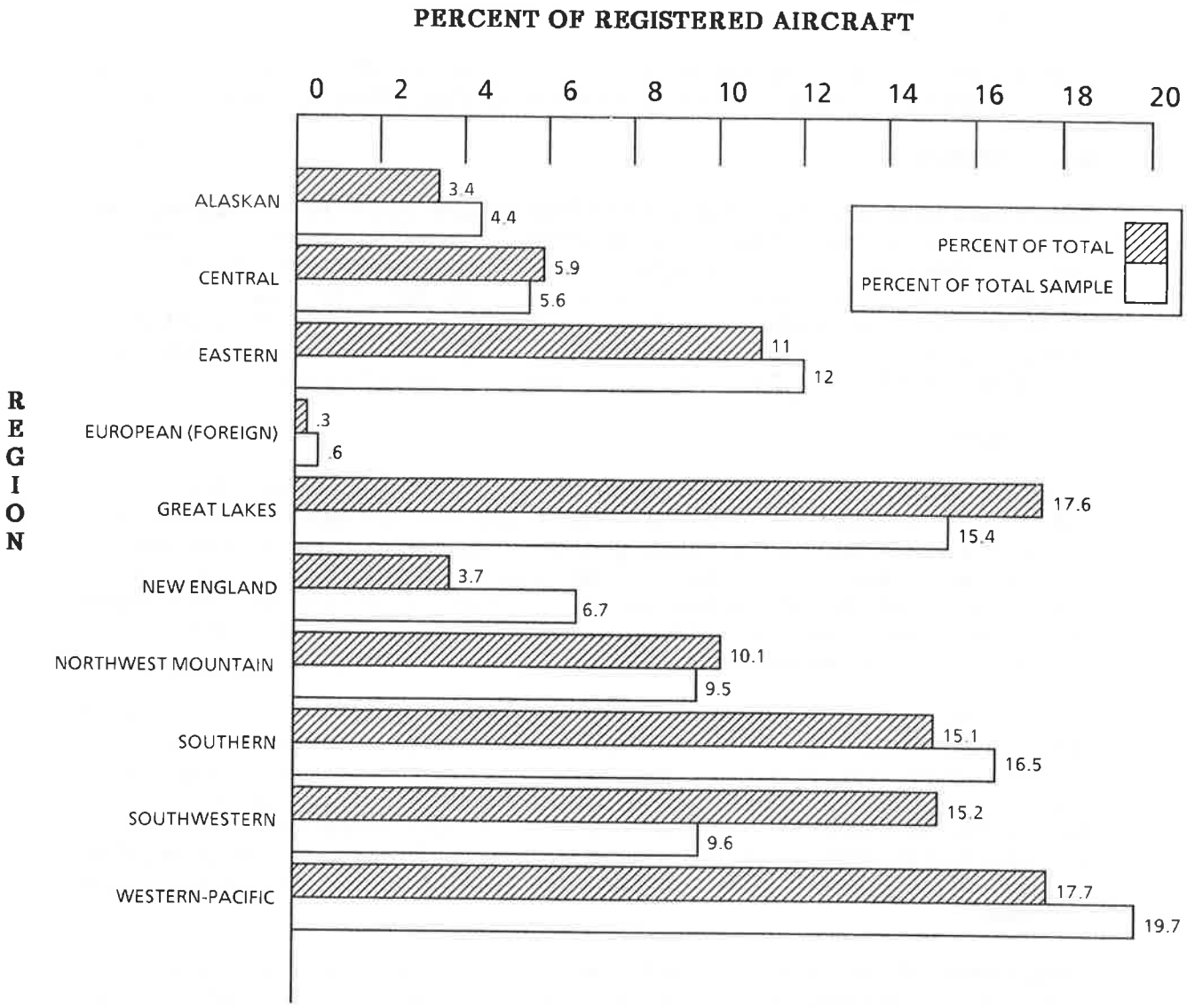

FIGURE B.2. COMPARISON OF POPULATION AND SAMPLE DISTRIBUTION BY REGION OF REGISTERED AIRCRAFT

the sample frame represented by that aircraft. When all responses to the survey were tallied, each weight was adjusted according to the response rate for the cell, counting an aircraft for which no survey questions were answered as a non-respondent and an aircraft for which at least one question was answered as a respondent. The weight adjustment is described below:

1) Non-respondents' weights were changed to zero.

2) The weights of all responding aircraft were adjusted uniformly by dividing the initial weight by the response rate for the cell.

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

B.3 ERROR

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

B.3.1 Sampling Error

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

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

Thus, every estimate resulting from a sample survey, whether it be for a design or non-design variable, has sampling error associated with it. The user of survey results must consider this error along with the point estimate itself when making inferences or drawing conclusions about the sample population. A large standard error relative to an estimate indicates lack of precision and, inversely, a small standard error indicates precision. To facilitate the comparison of estimates and their errors, the tables in Section 2 of this publication display standard errors for

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

all estimated quantities. In some cases, the tables contain the percent standard error, which is the standard error multiplied by 100 divided by the corresponding estimate. The paragraphs below explain the proper interpretation and use of the errors.

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

TABLE B-3. CONFIDENCE OF INTERVAL ESTIMATES

WIDTH OF INTERVAL	APPROXIMATE CONFIDENCE THAT INTERVAL INCLUDES AVERAGE VALUE
1 Standard error	68%
2 Standard errors	95%
3 Standard errors	99%

As an example, from Table 2-6 a 95 percent confidence interval for the number of active rotorcraft with piston engines would be 2877 $\pm$ 2(201) or (2475, 3279). One would say that the number of active rotorcraft with piston engines lies somewhere between 2475 and 3279 with 95 percent confidence.

B.3.2 Non-Sampling Error

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

- Second and third mailings to non-respondents were conducted in addition to the original mailing to improve the response rate, since a low response rate is a major cause of non-sampling error. A total of 63.7 percent of those aircraft sampled responded to a least one question of the survey. The 1985 rate marks a decline over the 80 percent response achieved in 1977, the first year of the survey, but shows an improvement over the previous survey which achieved only a 59.5 percent response rate. The addition of a third mailing (2nd follow up) probably explains this improvement. Possible causes of the decrease include:

  1) The deterioration of the currency of aircraft owners' addresses in the Aircraft Registration Master File, the sample frame. This caused a gradual increase in the percentage of questionnaires returned undelivered by the postmaster from around 1.6 percent in 1977 to 6.8 percent in 1981, hence decreasing the response rate. The percentage

of postmaster returns for 1985 (6.6%) showed a slight decline from previous years, but is still significantly higher than in 1977.

2) Repeated sampling of aircraft in 2 and possibly 3 or 4 successive years. Due to the design of the sample to achieve specified precision in estimates for states and manufacturer/model groups of aircraft, it is impossible to avoid sampling some of the same aircraft in consecutive years. Owners of such aircraft may have been less willing to respond in 1985 than in previous years.

Tables B-4 and B-5 show the response rates broken down by FAA region and aircraft type, respectively. Only one region, Alaskan, had a response rate lower than 50 percent, but this region represents only 3.3 percent of the fleet. Two aircraft types had response rates of less than 50 percent, fixed wing twin engine piston aircraft with seven or more seats, and the other piston group. These two groups, however, represent only 3.9 percent of the fleet.

- The survey questionnaire was designed and pre-tested to minimize misinterpretation of questions by the aircraft owners.

- To assure the owners of the confidentiality of their responses, the questionnaire cover letter informed them that the intended use of the responses was "only to produce summary statistics and not to disclose individual operations nor to make changes to your aircraft records."[1]

- Comprehensive editing procedures insured the accuracy of the data transcription to machine readable form and the internal consistency of responses.

- The official and most accurate source of information available on the general aviation fleet, the FAA Aircraft Registration Master File, was used as the sampling frame.

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[1]See Appendix A.1.

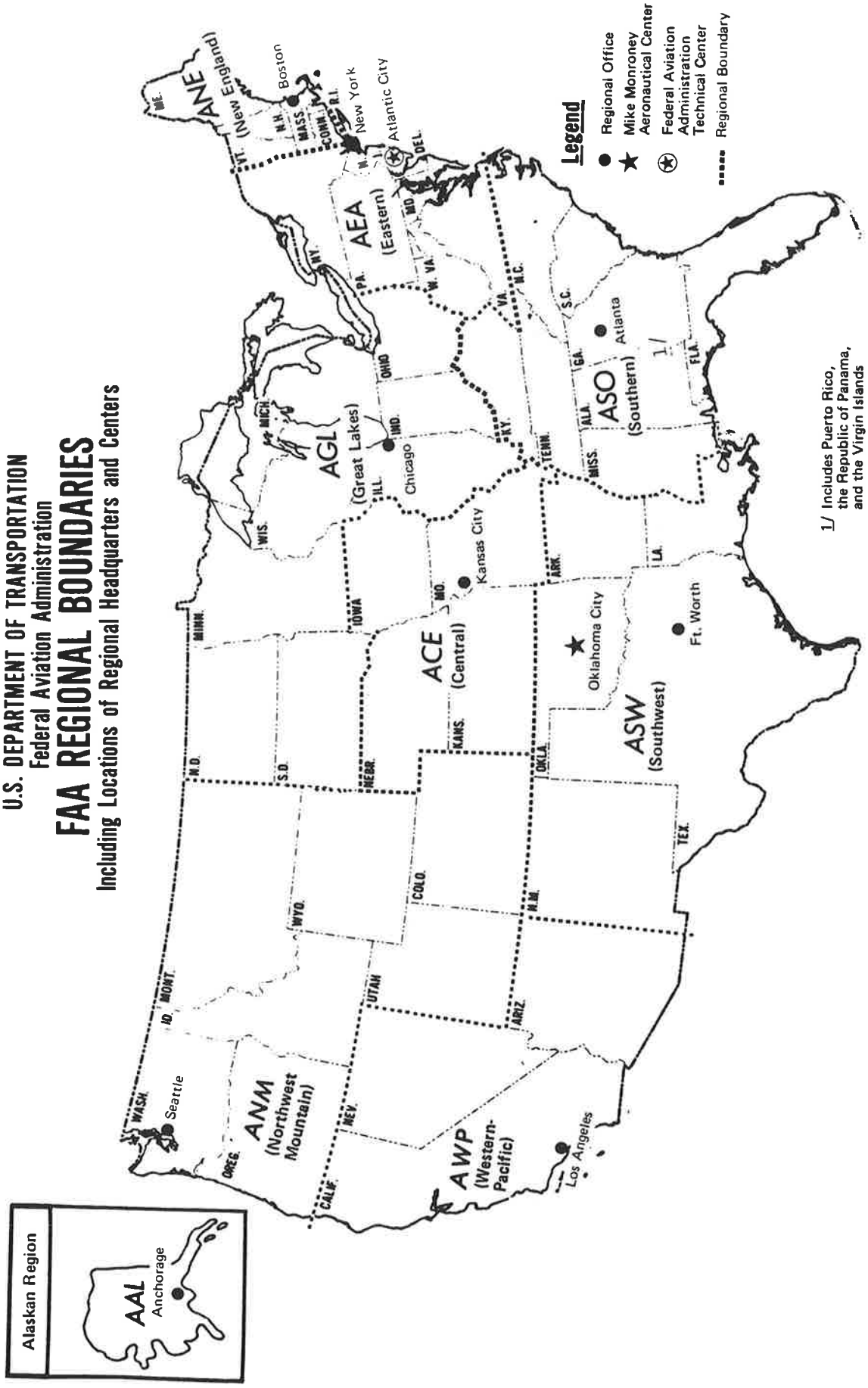
TABLE B-4. RESPONSE RATES BY REGION

REGION	RESPONSE RATE (%)	REGION	RESPONSE RATE (%)
Alaskan	47.8	New England	68.8
Central	72.3	Northwest Mountain	62.6
Eastern	66.6	Southern	61.5
European (Foreign)	51.0	Southwestern	62.5
Great Lakes	70.7	Western-Pacific	59.3
		TOTAL	63.7

TABLE B-5. RESPONSE RATES BY AIRCRAFT TYPE

AIRCRAFT TYPE	RESPONSE RATE (%)	AIRCRAFT TYPE	RESPONSE RATE (%)
Fixed Wing			
Piston		Turbojet	
1 engine, 1-3 seats	68.8	2 engines	66.9
1 engine, 4+ seats	66.3	Other	64.1
2 engines, 1-6 seats	60.7		
2 engines, 7+ seats	48.0	Rotorcraft	
Other	35.1	Piston	58.0
		Turbine	56.9
Turboprop			
2 engines, 1-12 seats	64.3	Other	63.1
2 engines, 13+ seats	63.4		
Other	52.7	TOTAL	63.7

APPENDIX C: FAA REGIONAL BOUNDARIES



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

THE FOLLOWING TABLE SHOWS THE CORRESPONDENCE BETWEEN THE SERVICE DIFFICULTY REPORTING (SDR) AIRCRAFT GROUP NAMES AND THE FAA AIRCRAFT MANUFACTURER/MODEL/SERIES (MMS) CODES AND APPEARS IN ALPHABETICAL ORDER BY SDR NAME. THE SDR NAMES COMBINE MMS CODES FOR AIRCRAFT OF SIMILAR DESIGN INTO GROUPS FOR ANALYTIC PURPOSES. THE TABLE CONTAINS ENTRIES FOR ALL THE SDR NAMES APPEARING IN SEVERAL OF THE TABLES IN THE BODY OF THIS REPORT.

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

SDR	FAA
ADAMS A50S	0050101
ADAMS A50S	0050103
ADAMS A50S	0050105
ADAMS AB	0050100
ADAMSTT11	8950104
AERORSJ2	5500604
AEROSP262	6380502
AEROSP262	6380524
AEROSP262	6380526
AEROSP360	8680662
AEROSP601	8680661
AEROSPAS355	8680805
AEROSPAS355	8680806
AEROSPAS355	8680810
AEROSPSA316	8680207
AEROSPSA316	8680515
AEROSPSA316	8680605
AEROSPSA316	8680615
AEROSPSA319	8680607
AEROSPSA365	8680669
AERPEGM100S	0200506
AERSPC377	0160208
AETNA 2SA	0220102
AGUSTA205	1181414
AGUSTA206AGS	0260301
AGUSTAA109	0260109
AIRBLDPRNCX	0320102
AIRBUS300	3930103
AIRBUS300	3930104
AIRBUS300	3930106
AIRBUS300	3930306
AIRMECA1	0400102
AIRMECA1	0400106
AIRMECA1	0400108
AIRMECA1	0400113
AIRMECA1	0400302
AIRPTSA	0144202
AIRPTSA	0144204
AIRPTSA	0144206
AIRPTSA	1850102
AIRPTSA	1850104
AIRPTSA	1850106
AIRPTSA	1850108
AIRPTSA	1850110
AIRPTSA	1850112
AIRPTSA	1850114
AIRPTSA	1850118
AIRPTSA	1850120
AIRPTSA	1850122
AIRPTSA	4570620
AIRPTSA	4570624
AIRSPC18	0440104
AIRTRCAT300	0390101
AIRTRCAT300	0390103
AIRTRCAT300	0390104
AIRTRCAT400	0390202
AIRTRCAT400	0390203
ALCAIRARGO	0530102
AMD FALC10	2730101
AMD FALC20	2720302
AMD FALC20	2720304
AMD FALC20	2720306
AMD FALC20	2730103
AMD FALC50	2730106
AMEGLEEAGLET	0650102
AMEGLEEAGLET	0650104
AMEGLEEAGLET	0650106
AMEGLEEAGLET	0650108
AMERANS56	0580104
AMERAPPILGRM	0620104
AMTR 3A	05601BP
AMTR 850	0566042
AMTR A4C	7710110
AMTR AA4	05637P8
AMTR AN1	70401RZ
AMTR AOP	0881210
AMTR B	0564405
AMTR B10	0566605
AMTR BIPE	05601ZE
AMTR C2	0563781
AMTR DK1	0564406
AMTR EASY2	0563804
AMTR H2	1301806
AMTR HP11	0564752
AMTR HUMMER	0564475
AMTR JM101	05601UN
AMTR KV3	0560887
AMTR LGTHZR	0564573
AMTR P51X	1690462
AMTR QCKSLV	05655P4
AMTR REPDGA	0566171
AMTR RICE	05601YQ
AMTR RS15	05647AL
AMTR S14	0566157
AMTR SCMFRT	056134R
AMTR SNOOP2	05613DZ
AMTR SPAD7	05608A7
AMTR SPTBPL	05655D1
AMTR TMK	4220120
AMTR TRPBRD	0561338
AMTR VAN	0561383
AMTR WD6	056013R
AMTR ZIA	0130240
AMTR ZUNI	0130202
AMTR ZUNI	0130230
AMTRBSCONCPT	1240104
AMTRDNBD2	05601GX
AMTRPIAX3	05604T4
AMTRPIAX3	05604T8
AMTRPIAX3	05604UQ
AMTRPIAX3	05637C2
AMTRPIAX3	05637C9
AMTRPIAX3	7001213
AMTRSAPLAYBY	86502M1
AMTRWTDFA	9790161
AMTRXPCUBEAA	05611B6
ANDGRN14	0740102
ARACFTSPORT	0840102
ARACFTSPORT	0840110
ARCRNEH37	8141617
ARCRNEH37	8142801
ARCTICS1A	1850202
ARCTICS1A	1850204
ARCTICS1A	1850206
ARCTICS1A	1850208
ARCTICS1A	1850210
ARCTICS1A	1850212
ARCTICS1A	1850216
ARCTICS1B1	1850302
ARCTICS1B1	1850308
ARCTICS1B2	1850303
ARMWHT650101	0820122
AROCARAROCAR	0100102
AROCARAROCAR	0100104
ARONCA15	0191202
ARONCA15	0191204
ARONCA58	0191002
ARONCA58	0191006
ARONCA58	0191008
ARONCA58	0191010
ARONCA65	0190802
ARONCA65	0190902
ARONCA65	0190906
ARONCA65	0190908
ARONCA65	0190910
ARONCA65	0190914
ARONCA65	0190918
ARONCA65	0191016
ARONCAC2	0190102
ARONCAC2	0190104
ARONCAC3	0190302
ARONCAC3	0190304
ARONCAF	0190702
ARONCALB	0190604
ARONCALC	0190606
ARONCAM	0190504
AUGSBGK1680	1020101
AUGSBUK630	05604MR
AVIANWCLIPPR	0900108
AVIANWFALCON	0900102
AVIANWSKYHWK	0900104
AYRES S2	0143006
AYRES S2	0143010
AYRES S2	0143012
AYRES S2	0143022
AYRES S2	0970100
AYRES S2	0970101
AYRES S2	0970105
AYRES S2	0970106
AYRES S2	0970107
AYRES S2	0970202
AYRES S2	0970210
AYRES S2	0970215
AYRES S2	7630202
AYRES S2	7630203
AYRES S2	7630303
AYRES S2	8380202
AYRES S2	8380204
AYRES S2	8380206
AYRES S2	8380302
AYRES S2	8380306
BAC 111	1480202
BAC 111	1480204
BAC 111	1480208
BAC 111	1480210
BAC 111	1480218
BAC 111	1480221
BAC 111	1480268
BAC 111	1480273
BAC 111	1480277
BAC 111	1480283
BAG B206	1121223
BAG B206	1121224
BAG DH125	4230170
BALWKSFIREFY	1050100
BALWKSFIREFY	1050101
BALWKSFIREFY	1050103
BALWKSFIREFY	1050104
BALWKSFIREFY	1050107
BALWKSFIREFY	1050109
BALWKSFIREFY	10501A9
BARNADD31	1030104
BARTLTLC13	1050102
BBAVIA11	0191102

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

SDR	FAA
BBAVIA11	0191104
BBAVIA11	0191106
BBAVIA11	0191108
BBAVIA11	0191112
BBAVIA11	9140404
BBAVIA402	2110204
BBAVIA7	2110102
BBAVIA7	2110106
BBAVIA7	2110108
BBAVIA7	2110116
BBAVIA7	2110120
BBAVIA7	2110124
BBAVIA7	2110126
BBAVIA7	2110130
BBAVIA7	21101MW
BBAVIA7	21101N8
BBAVIA7	21101NG
BBAVIA7	21101NN
BBAVIA7	21101NS
BBAVIA7	21101P3
BBAVIA7	21101PH
BBAVIA7	21101PK
BBAVIA7	21101PN
BBAVIA7	21101PT
BBAVIA7	21101PY
BBAVIA8	1220803
BBAVIA8	2110612
BCRAFTHB	1110102
BEAGLE121	1120424
BEAGLE121	1120425
BEECH 100	1152915
BEECH 100	1152916
BEECH 100	1152919
BEECH 17	1150504
BEECH 17	1150508
BEECH 17	1150512
BEECH 17	1150518
BEECH 17	1150524
BEECH 17	1150534
BEECH 17	1150538
BEECH 17	1150550
BEECH 17	1150554
BEECH 17	1150556
BEECH 17	1150558
BEECH 17	1150564
BEECH 18	1150202
BEECH 18	1150204
BEECH 18	1150702
BEECH 18	1150902
BEECH 18	1150904
BEECH 18	1150909
BEECH 18	1150911
BEECH 18	1150913
BEECH 18	1151001
BEECH 18	1151004
BEECH 18	1151006
BEECH 18	1151007
BEECH 18	1151008
BEECH 18	1151010
BEECH 18	1151011
BEECH 18	1151012
BEECH 18	1151013
BEECH 18	1151014
BEECH 18	1151016
BEECH 18	1151018
BEECH 18	1151019
BEECH 18	1151020
BEECH 18	1151021
BEECH 18	1151022
BEECH 18	1151023
BEECH 18	1151024
BEECH 18	1151026
BEECH 18	1151040
BEECH 18	1151042
BEECH 18	1151044
BEECH 1900	1154160
BEECH 1900	1154161
BEECH 200	1152920
BEECH 200	1152921
BEECH 200	1152922
BEECH 200	1152924
BEECH 200	1152926
BEECH 200	1152928
BEECH 23	1151202
BEECH 23	1151204
BEECH 23	1151208
BEECH 23	1151212
BEECH 23	1151214
BEECH 23	1151215
BEECH 23	1151216
BEECH 23	1151226
BEECH 23	1151240
BEECH 23	1151242
BEECH 23	1151250
BEECH 23	1151252
BEECH 23	1151253
BEECH 23	1151254
BEECH 300	1152930
BEECH 33	1151402
BEECH 33	1151404
BEECH 33	1151406
BEECH 33	1151408
BEECH 33	1151410
BEECH 33	1151422
BEECH 33	1151423
BEECH 33	1151424
BEECH 33	1151425
BEECH 33	1151432
BEECH 33	1151434
BEECH 33	1151435
BEECH 35	1151502
BEECH 35	1151504
BEECH 35	1151506
BEECH 35	1151508
BEECH 35	1151510
BEECH 35	1151512
BEECH 35	1151514
BEECH 35	1151516
BEECH 35	1151518
BEECH 35	1151520
BEECH 35	1151522
BEECH 35	1151524
BEECH 35	1151526
BEECH 35	1151528
BEECH 35	1151530
BEECH 35	1151532
BEECH 35	1151538
BEECH 35	1151540
BEECH 35	1151544
BEECH 35	1151546
BEECH 35	1151548
BEECH 36	1151602
BEECH 36	1151603
BEECH 36	1151604
BEECH 36	1151605
BEECH 36	1151606
BEECH 36	1151607
BEECH 36	1151609
BEECH 45	1152002
BEECH 45	1152006
BEECH 45	1152008
BEECH 45	1152010
BEECH 45	1152012
BEECH 45	1152013
BEECH 45	1152014
BEECH 50	1152502
BEECH 50	1152506
BEECH 50	1152510
BEECH 50	1152512
BEECH 50	1152516
BEECH 50	1152518
BEECH 50	1152520
BEECH 50	1152522
BEECH 50	1152524
BEECH 50	1152526
BEECH 50	1152530
BEECH 50	1152532
BEECH 50	1152534
BEECH 50	1152536
BEECH 55	1152702
BEECH 55	1152704
BEECH 55	1152706
BEECH 55	1152708
BEECH 55	1152729
BEECH 55	1152730
BEECH 55	1152732
BEECH 56	1152736
BEECH 56	1152738
BEECH 58	1152740
BEECH 58	1152744
BEECH 58	1152746
BEECH 60	1153602
BEECH 60	1153604
BEECH 60	1153605
BEECH 65	1152802
BEECH 65	1152803
BEECH 65	1152805
BEECH 76	1153005
BEECH 77	1153007
BEECH 80	1152806
BEECH 80	1152807
BEECH 80	1152808
BEECH 80	1152809
BEECH 80	1152812
BEECH 90	1152907
BEECH 90	1152908
BEECH 90	1152909
BEECH 90	1152912
BEECH 90	1152913
BEECH 90	1152914
BEECH 95	1153402
BEECH 95	1153404
BEECH 95	1153406
BEECH 95	1153408
BEECH 95	1153410
BEECH 99	1154002
BEECH 99	1154003
BEECH 99	1154004
BEECH 99	1154006
BELL 204	1181401
BELL 204	1181404
BELL 204	1181405
BELL 204	1181407
BELL 204	1181408

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

SDR	FAA
BELL 204	1181410
BELL 204	1181411
BELL 206	1181502
BELL 206	1181503
BELL 206	1181504
BELL 206	1181506
BELL 206	1181508
BELL 206	1181511
BELL 206	1181522
BELL 206	1181579
BELL 206	1182107
BELL 206	1182108
BELL 212	1181420
BELL 214	1182100
BELL 214	1182105
BELL 214	1182106
BELL 222	1182122
BELL 222	1182124
BELL 222	1182140
BELL 412	1182202
BELL 47	1180602
BELL 47	1180604
BELL 47	1180606
BELL 47	1180702
BELL 47	1180802
BELL 47	1180808
BELL 47	1180809
BELL 47	1180810
BELL 47	1180813
BELL 47	1180816
BELL 47	1180820
BELL 47	1180822
BELL 47	1180843
BELL 47	1180844
BELL 47	1180845
BELL 47	118084C
BELL 47	118084G
BELL 47	118084P
BELL 47	118084R
BELL 47	118084V
BELL 47	1180904
BELL 47	1181001
BELL 47	1181002
BELL 47	1181003
BELL 47	1181005
BELL 47	1181006
BELL 47	1181008
BELL 47	118100V
BELL 47	1181010
BELL 47	1181011
BELL 47	1181012
BELL 47	1181013
BELL 47	1181014
BELL 47	1181023
BELL 47	1181024
BELL 47	1181025
BELL 47	1181026
BELL 47	1181027
BELL 47	1181028
BELL 47	1181029
BELL 47	1181030
BELL 47	1181031
BELL 47	1181032
BELL 47	1181033
BELL 47	1181034
BELL 47	118103Z
BELL 47	1181060
BELL 47	1181061

SDR	FAA
BELL 47	1181062
BELL 47	1181063
BELL 47	1181065
BELL 47	1181066
BELL 47	1181068
BELL 47	1181069
BELL 47	1181071
BELL 47	1181102
BELL 47	1181104
BELL 47	1181106
BELL 47	1181202
BELL 47	1181310
BELL 47	2390101
BELL 47	2390202
BELL 47	2390301
BELL 47	8930102
BELL 47	8930103
BELL 47	8930105
BELL OH13H	2390204
BELL P63	1180202
BELL P63	1180204
BELL 204	1181402
BIMONDCB1	2370152
BLANCA11	0191110
BLANCA1412	1200902
BLANCA1413	1201002
BLANCA1413	1201004
BLANCA1413	1201006
BLANCA1419	1220402
BLANCA1419	1220404
BLANCA1419	1220406
BLANCA1419	1220408
BLANCA1419	3080102
BLANCA1419	3080104
BLANCA1419	3080106
BLANCA1419	3080108
BLANCA1419	3080112
BLANCA1419	3080114
BLANCA1419	3080116
BLANCA1419	3080118
BLANCA1419	3080122
BLANCA1419	3080124
BLANCA1419	3080126
BLANCA1419	3080128
BLANCA1419	4580806
BLANCA1419	4580808
BLANCA149	1200802
BLANCA149	1200804
BLANCA17	1220432
BLANCA17	1220433
BLANCA17	1220434
BLANCA17	1220435
BLANCA17	1220436
BLANCA17	1220437
BLANCA51	0740151
BLANCA51	1225051
BLANCA7	1220438
BLANCA7,	1220460
BLANCA7	1220501
BLANCA7	1220601
BLANCA7	1220701
BLANCA7	2110104
BLANCA7	2110110
BLANCA7	2110112
BLANCA7	2110114
BLANCA7	2110122
BLANCA7	2110136
BLANCA7	2110140

SDR	FAA
BLANCA7	2110144
BLANCA7	2110148
BLANCA7	2110150
BLANCA7	2110154
BLANCA7	2110158
BLANCA7	2110162
BLANCA7	2110164
BLANCA7	2110166
BLANCA7	2110168
BLANCA7	2110170
BLANCA7	2110172
BLANCA7	21101MA
BLANCA7	21101ML
BLANCA7	21101N2
BLANCA7	21101N7
BLANCA7	21101NB
BLANCA7	21101NM
BLANCA7	21101NX
BLANCA7	21101PC
BLANCA8	1220801
BLANCAPACMKR	1200202
BLANCAPACMKR	1200702
BLANCASKYRKT	1200402
BLANCASKYRKT	1200602
BNORM BN2	1520202
BNORM BN2	1520204
BNORM BN2	1520205
BNORM BN2	1520207
BNORM BN2	1520209
BNORM BN2	1520210
BNORM BN2	1520215
BNORM BN2	1520220
BNORM BN2	1520221
BNORM BN2	1520226
BNORM BN2	1520227
BNORM BN2	1520302
BNORM BN2	1520350
BNORM BN2	7080221
BNORM BN2	7080227
BNORM BN2MK3	1520203
BNORM BN2MK3	1520208
BOARD XJL1	2320104
BOEING100	1381902
BOEING107	9420602
BOEING107	9420604
BOEING234	1385049
BOEING307	1381102
BOEING42	1385006
BOEING42	9420102
BOEING42	9420106
BOEING707	138360H
BOEING707	138360P
BOEING707	138360T
BOEING707	138361G
BOEING707	138365B
BOEING707	138365D
BOEING707	138365H
BOEING707	138365K
BOEING707	1383668
BOEING707	138366B
BOEING707	138366C
BOEING707	138366F
BOEING707	138366H
BOEING707	1383677
BOEING707	138367A
BOEING707	138367B
BOEING707	138367D
BOEING707	138367E

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

SDR	FAA
BOEING707	138367F
BOEING707	138367K
BOEING707	138367M
BOEING707	138367N
BOEING707	138367S
BOEING707	138368D
BOEING707	138368H
BOEING720	1383810
BOEING720	1383818
BOEING720	1383822
BOEING720	1383826
BOEING720	1383830
BOEING720	1383857
BOEING720	1383869
BOEING720	1383877
BOEING727	1384002
BOEING727	1384003
BOEING727	1384004
BOEING727	1384005
BOEING727	1384006
BOEING727	1384008
BOEING727	138400C
BOEING727	138400E
BOEING727	138400F
BOEING727	138400H
BOEING727	138400J
BOEING727	138400K
BOEING727	138400M
BOEING727	1384010
BOEING727	1384012
BOEING727	1384014
BOEING727	1384015
BOEING727	1384016
BOEING727	1384017
BOEING727	1384018
BOEING727	1384030
BOEING727	1384032
BOEING727	1384035
BOEING727	1384036
BOEING727	1384041
BOEING727	1384043
BOEING727	138404G
BOEING727	138404Z
BOEING727	1384058
BOEING727	1384063
BOEING727	1384075
BOEING727	1384076
BOEING727	1384077
BOEING727	1384078
BOEING727	1384079
BOEING727	138407E
BOEING727	138407G
BOEING727	138407L
BOEING727	138407R
BOEING727	138407W
BOEING727	1384084
BOEING727	138408D
BOEING727	138408F
BOEING727	138408H
BOEING727	138408J
BOEING727	138408M
BOEING727	138408S
BOEING727	138408W
BOEING727	138408X
BOEING727	13840X2
BOEING727	13840XY
BOEING727	1384481
BOEING737	1384453
BOEING737	1384459
BOEING737	1384461
BOEING737	138446R
BOEING737	1384473
BOEING737	1384480
BOEING737	1384483
BOEING737	138448B
BOEING737	138448C
BOEING737	138448D
BOEING737	138448G
BOEING737	138448P
BOEING737	138448R
BOEING737	138448W
BOEING737	138448X
BOEING737	138448Z
BOEING737	1384492
BOEING737	1384493
BOEING737	1384494
BOEING747	1384802
BOEING747	1384807
BOEING747	1384810
BOEING747	1384813
BOEING747	1384815
BOEING747	1384856
BOEING747	1384866
BOEING747	1384871
BOEING747	1384873
BOEING747	1384886
BOEING747	1384890
BOEING747	1384895
BOEING747	1384896
BOEING747	1384903
BOEING747	1384920
BOEING75	1380102
BOEING75	1380104
BOEING75	1380106
BOEING75	1380108
BOEING75	1380112
BOEING75	1380116
BOEING75	1380118
BOEING75	1380120
BOEING75	1380122
BOEING75	1380124
BOEING75	1380131
BOEING75	1380132
BOEING75	1380134
BOEING75	1380136
BOEING75	1380137
BOEING75	1380140
BOEING75	1380142
BOEING75	1380144
BOEING75	1380146
BOEING75	1380148
BOEING75	1380150
BOEING75	1380152
BOEING75	1380154
BOEING757	1384950
BOEING757	1384959
BOEING767	1385123
BOEING767	1385132
BOEINGB17	1380202
BOEINGB17	1380204
BOEINGC97	1381604
BOEINGC97	1381605
BOEINGC97	1381611
BOEINGYL15	1380810
BOEINXH47	4090202
BOLKMS105	5626005
BOLKMS105	5626006
BOLKMS117	5626010
BOLKMS209	5626007
BOLKOWJR	1400202
BRAERO748	1500248
BRAERO748	4231001
BRAERODH125	1500205
BRASOVIS28	4490102
BRASOVIS29	4490106
BRWSTRFLEE10	1462004
BRWSTRFLEET1	1461104
BRWSTRFLEET2	1461202
BRWSTRFLEET2	1461204
BRWSTRFLEET7	1461502
BRWSTRFLEET7	1461504
BRWSTRFLEET7	1461512
BRWSTRFLEET8	1461802
BRWSTRFLEET8	1461804
BRWSTRFLEET9	1461902
BUHL CA3	1650302
BUHL LA1	1651002
BUKER 131	1590104
BUKER 131	1590114
BUKER 133	1590326
BURNS BA42	05601D3
BUSHMS2000	0350406
BUTLERBHAWK	1720102
CAMAIR480	1890102
CAMROND50	1880114
CAMRONMODEL0	1880104
CAMRONMODEL0	1880106
CAMRONMODEL0	1880108
CAMRONMODEL0	1880110
CAMRONMODEL0	1880112
CAMRONMODEL0	1880113
CAMRONMODEL0	1880120
CAMRONMODEL0	1880122
CAMRONMODEL0	1880201
CAMRONMODEL0	1880202
CAMRONMODEL0	1880203
CAMRONMODEL0	1880204
CAMRONMODEL0	1880225
CARMAMM200	1981008
CASA C212	2410200
CASA C212	2410202
CASA C212	2410204
CASA C212	2410304
CCOPTR47BELL	2390303
CCOPTR47BELL	2390304
CCOPTR47BELL	2390305
CENTRL26	0180604
CESSNA120	2071402
CESSNA140	2071602
CESSNA140	2071604
CESSNA150	2071802
CESSNA150	2071804
CESSNA150	2071806
CESSNA150	2071808
CESSNA150	2071810
CESSNA150	2071812
CESSNA150	2071814
CESSNA150	2071816
CESSNA150	2071818
CESSNA150	2071820
CESSNA150	2071822
CESSNA150	2071824
CESSNA150	2071826
CESSNA150	2071828

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

SDR	FAA
CESSNA150	2071830
CESSNA150	2071831
CESSNA150	2071835
CESSNA150	2071836
CESSNA170	2072302
CESSNA170	2072304
CESSNA170	2072306
CESSNA172	2072202
CESSNA172	2072402
CESSNA172	2072404
CESSNA172	2072406
CESSNA172	2072408
CESSNA172	2072410
CESSNA172	2072412
CESSNA172	2072413
CESSNA172	2072414
CESSNA172	2072416
CESSNA172	2072418
CESSNA172	2072420
CESSNA172	2072421
CESSNA172	2072424
CESSNA172	2072426
CESSNA172	2072429
CESSNA172	2072430
CESSNA172	2072431
CESSNA172	2072432
CESSNA172	2072434
CESSNA172	2072436
CESSNA172	2072437
CESSNA172	2072438
CESSNA175	2072502
CESSNA175	2072504
CESSNA175	2072506
CESSNA175	2072508
CESSNA177	2073704
CESSNA177	2073706
CESSNA177	2073708
CESSNA177	2073709
CESSNA180	2072602
CESSNA180	2072604
CESSNA180	2072606
CESSNA180	2072608
CESSNA180	2072610
CESSNA180	2072612
CESSNA180	2072614
CESSNA180	2072616
CESSNA180	2072618
CESSNA180	2072622
CESSNA180	2072624
CESSNA182	2072702
CESSNA182	2072704
CESSNA182	2072706
CESSNA182	2072708
CESSNA182	2072710
CESSNA182	2072712
CESSNA182	2072714
CESSNA182	2072716
CESSNA182	2072718
CESSNA182	2072722
CESSNA182	2072724
CESSNA182	2072726
CESSNA182	2072728
CESSNA182	2072730
CESSNA182	2072731
CESSNA182	2072732
CESSNA182	2072734
CESSNA182	2072735
CESSNA182	2072736
CESSNA182	2075802
CESSNA182	2075806
CESSNA182	2075814
CESSNA182	2075816
CESSNA185	2072802
CESSNA185	2072804
CESSNA185	2072806
CESSNA185	2072808
CESSNA185	2072812
CESSNA185	2072816
CESSNA185	2072818
CESSNA185	2072821
CESSNA188	2073002
CESSNA188	2073004
CESSNA188	2073005
CESSNA188	2073006
CESSNA188	2073007
CESSNA188	2073008
CESSNA188	2073010
CESSNA188	2073011
CESSNA188	2073012
CESSNA190	2072902
CESSNA195	2073102
CESSNA195	2073106
CESSNA195	2073108
CESSNA195	2073110
CESSNA195	2073112
CESSNA205	2073202
CESSNA205	2073204
CESSNA206	2073302
CESSNA206	2073304
CESSNA206	2073306
CESSNA206	2073308
CESSNA206	2073309
CESSNA206	2073310
CESSNA206	2073311
CESSNA206	2073312
CESSNA206	2073313
CESSNA206	2073316
CESSNA206	2073318
CESSNA206	2073322
CESSNA206	2073324
CESSNA206	2073332
CESSNA206	2073333
CESSNA206	2073334
CESSNA206	2073338
CESSNA206	2073340
CESSNA206	2073342
CESSNA206	2073344
CESSNA206	2073346
CESSNA206	2073348
CESSNA206	2073350
CESSNA206	2073352
CESSNA206	2073353
CESSNA206	2073356
CESSNA206	2073357
CESSNA207	2073602
CESSNA207	2073604
CESSNA207	2073612
CESSNA207	2073614
CESSNA210	2073402
CESSNA210	2073404
CESSNA210	2073406
CESSNA210	2073408
CESSNA210	2073410
CESSNA210	2073412
CESSNA210	2073414
CESSNA210	2073416
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CESSNA210	2073422
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CESSNA210	2073432
CESSNA210	2073436
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CESSNA210	2073447
CESSNA210	2073448
CESSNA210	2073449
CESSNA210	2073450
CESSNA210	2073451
CESSNA210	2073453
CESSNA210	2073454
CESSNA210	2073456
CESSNA303	2073820
CESSNA305	2073902
CESSNA305	2074002
CESSNA305	2074003
CESSNA305	2074004
CESSNA305	2074005
CESSNA305	2074006
CESSNA305	2074008
CESSNA305	2074012
CESSNA305	2074014
CESSNA305	2074016
CESSNA305	2074018
CESSNA305	2074028
CESSNA305	2074030
CESSNA310	2074202
CESSNA310	2074204
CESSNA310	2074206
CESSNA310	2074208
CESSNA310	2074210
CESSNA310	2074212
CESSNA310	2074214
CESSNA310	2074216
CESSNA310	2074218
CESSNA310	2074220
CESSNA310	2074222
CESSNA310	2074224
CESSNA310	2074226
CESSNA310	2074228
CESSNA310	2074230
CESSNA310	2074234
CESSNA310	2074238
CESSNA310	2074240
CESSNA310	2074242
CESSNA310	2074244
CESSNA310	2074245
CESSNA310	2074246
CESSNA320	2074502
CESSNA320	2074504
CESSNA320	2074506
CESSNA320	2074508
CESSNA320	2074510
CESSNA320	2074512
CESSNA320	2074514
CESSNA320	2074516
CESSNA325	2074802
CESSNA335	2075601
CESSNA336	2075602
CESSNA337	2075702
CESSNA337	2075704
CESSNA337	2075706
CESSNA337	2075707

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

SDR	FAA
CESSNA337	2075712
CESSNA337	2075714
CESSNA337	2075717
CESSNA337	2075719
CESSNA337	2075721
CESSNA337	2075723
CESSNA337	2075724
CESSNA337	2075725
CESSNA337	2075726
CESSNA337	2075727
CESSNA337	2075730
CESSNA337	2075731
CESSNA337	2075732
CESSNA337	2075733
CESSNA340	2076404
CESSNA340	2076405
CESSNA401	207590C
CESSNA401	207590D
CESSNA401	207590E
CESSNA402	207590K
CESSNA402	207590L
CESSNA402	207590M
CESSNA402	207590P
CESSNA402	207590R
CESSNA404	2075901
CESSNA411	2075902
CESSNA411	2075904
CESSNA414	2075907
CESSNA414	2075908
CESSNA421	2076010
CESSNA421	2076012
CESSNA421	2076014
CESSNA421	2076016
CESSNA425	2076018
CESSNA441	2076020
CESSNA500	2076602
CESSNA500	2076604
CESSNA501	2076605
CESSNA650	2076802
CESSNAAW	2070502
CESSNAT303	2073803
CESSNAT37	2074321
CESSNAT50	2071302
CESSNAT50	2071306
CESSNAT50	2071308
CESSNAUC77	2070702
CESSNAUC77	2070802
CESSNAUC94	2070902
CESSNAUC94	2071002
CESSNAUC94	2071102
CHILD S1	0110100
CHILD S1	0110301
CHILD S1	0110303
CHILD S2	0110201
CHILD S2	0110202
CHILD S2	0110304
CLARK 1000	2230102
CLARK 12	2230302
CNDAIRCL44	1900102
CNDAIRCL600	1900302
COAIRE3C	2350102
COAIRE3C	2350104
COAIRE3C	2350106
COAIRE5C	2350202
COLT 77A	2300102
COMWTH175	2370402
COMWTH180	2370502
COMWTH180	2370504
COMWTH185	2370602
COMWTH185	2370604
COMWTH185	2370608
COMWTH190	2370704
COMWTH7000	2371206
COMWTH9000	2371422
CONAERC1	5110102
CONAERC2	5110202
CONAERLA4	2400102
CONAERLA4	2400108
CONAERLA4	5110302
CONAERLA4	5110304
CONAERLA4	5110306
CONAERLA4	5110310
CONAERLA4	5110312
CONAERLA4	5110320
CORCRNGLIDER	2480122
CORCRNGLIDER	2480126
CUNHAMPT6	2580104
CURTIS22	2620202
CURTISC46	2622601
CURTISC46	2622602
CURTISC46	2622604
CURTISC46	2622608
CURTISC46	2622610
CURTISC46	2622701
CURTISC46	2622702
CURTISC46	2622708
CURTISC46	2622710
CURTISFLGLNG	2620302
CURTISJN4D	2620604
CURTISJR	2620502
CURTISO52	2622002
CURTISP40	2622202
CURTISP40	2622203
CURTISP40	2622206
CURTISROBIN	2620802
CURTISROBIN	2620806
CURTISROBIN	2620808
CURTISROBIN	2620812
CURTISSEDAN	2620904
CURTISTRVAIR	2621004
CURTISTRVAIR	2621006
CURTISTRVAIR	2621010
CURTISTRVAIR	2621012
CURTISTRVAIR	2621104
CURTISTRVAIR	2621108
CURTISTRVAIR	2621204
CURTISTRVAIR	2621302
CURTISTRVAIR	2621304
CURTISTRVAIR	2621308
CURTISTRVAIR	2621402
CURTISTRVAIR	2621404
CURTISTRVAIR	2621502
CURTISTRVAIR	2621506
CURTISTRVAIR	2621508
CURTISTRVAIR	2621602
CURTISTRVAIR	2621604
CURTISTRVAIR	2621606
CURTISTRVAIR	2621702
CURTISTRVAIR	2621704
CURTISTRVAIR	2621802
CURTISTRVAIR	2621804
CURTISTRVAIR	2621806
CURTISTRVAIR	2621808
CURTISTRVAIR	2621810
CURTISTRVAIR	2621814
CURTISTRVAIR	2621818
CURTISTRVAIR	2621820
CURTISTRVAIR	2621822
CURTISTRVAIR	2621824
CURTISTRVAIR	2621826
CURTISTRVAIR	2621830
CURTISTRVAIR	2621902
CURTISTRVAIR	2621904
CURTISTRVAIR	2621908
CVAC 22	2423302
CVAC 22	2423304
CVAC 240	2422601
CVAC 240	2422602
CVAC 240	2422604
CVAC 240	2422608
CVAC 240	2422610
CVAC 240	2422612
CVAC 240	2422628
CVAC 240	2422633
CVAC 240	2422642
CVAC 240	2422644
CVAC 240	2422647
CVAC 30	2423202
CVAC 30	2423204
CVAC 340	2422704
CVAC 340	2422706
CVAC 340	242270A
CVAC 340	2422716
CVAC 340	2422742
CVAC 440	2422902
CVAC 440	2422904
CVAC 440	2423004
CVAC B24	2422502
CVAC BT13	2420202
CVAC BT13	2420204
CVAC BT13	2420206
CVAC BT13	2420208
CVAC BT13	2420222
CVAC BT13	2420224
CVAC BT13	2420228
CVAC BT13	2420230
CVAC BT15	2420302
CVAC BT15	2420312
CVAC L13	2420702
CVAC L13	2420704
CVAC L13	2420706
CVAC LB30	2420804
CVAC P4Y	2421102
CVAC PBY5	2421208
CVAC PBY5	2421218
CVAC PBY5	2421230
CVAC PBY6	2421302
CVAC STC580	2422801
CVAC STC580	2422804
CVAC STC580	2422806
CVAC STC580	2423001
CVAC STC600	2422660
CVAC STC640	2422814
CVAC V1A	2421702
DART G	2700102
DART G	2700104
DART G	2700106
DART G	2700108
DAVIS D1	2740504
DAVIS D1	2740506
DAVIS D1	2740508
DAVIS V3	2743002
DHAV DH82	2801000
DHAV DHC1	2801702

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

SDR	FAA
DHAV DHC1	2801704
DHAV DHC1	2801712
DHAV DHC1	2801714
DHAV DHC1	2801716
DHAV DHC1	2801736
DHAV DHC1	2801738
DHAV DHC1	2801739
DHAV DHC2	2800102
DHAV DHC2	2800104
DHAV DHC2	2800105
DHAV DHC2	2800106
DHAV DHC2	2800107
DHAV DHC2	2800108
DHAV DHC2	2800109
DHAV DHC2	2801830
DHAV DHC3	2800202
DHAV DHC4	2800302
DHAV DHC4	2800304
DHAV DHC6	2802606
DHAV DHC7	2802706
DHAV DHC7	2802708
DHAV DHC7	2802710
DHAVXXDH82	2801002
DHAVXXDH89	2801015
DOMION800	2970102
DORNER133	2999006
DORNERD028	2990102
DORNERD028	2990202
DORNERD028	2991404
DOUG A20	3020302
DOUG A20	3020306
DOUG A24	3020406
DOUG A26	3020504
DOUG A26	3020506
DOUG B23	3020702
DOUG B26	3020514
DOUG DC10	3022110
DOUG DC10	3022118
DOUG DC10	3023501
DOUG DC10	3023503
DOUG DC10	3023508
DOUG DC2	3021302
DOUG DC3	3021401
DOUG DC3	3021404
DOUG DC3	3021424
DOUG DC3	3021433
DOUG DC3	3021436
DOUG DC3	3021440
DOUG DC3	3021454
DOUG DC3	3021457
DOUG DC3	3021458
DOUG DC3	3021460
DOUG DC3	3021461
DOUG DC3	3021462
DOUG DC3	3021466
DOUG DC3	3021467
DOUG DC3	3021468
DOUG DC3	3021470
DOUG DC3	3021471
DOUG DC3	3021472
DOUG DC3	3021474
DOUG DC3	3021478
DOUG DC3	3021481
DOUG DC4	3021502
DOUG DC4	3021506
DOUG DC4	3021510
DOUG DC4	3021512
DOUG DC4	3021516
DOUG DC4	3021518
DOUG DC4	3021522
DOUG DC4	3021524
DOUG DC4	3021528
DOUG DC4	3021530
DOUG DC4	3021534
DOUG DC4	3021536
DOUG DC6	3021702
DOUG DC6	3021706
DOUG DC6	3021710
DOUG DC6	3021712
DOUG DC7	3021802
DOUG DC7	3021804
DOUG DC7	3021806
DOUG DC8	3021906
DOUG DC8	3021908
DOUG DC8	3021912
DOUG DC8	3021918
DOUG DC8	3021920
DOUG DC8	3021922
DOUG DC8	3021926
DOUG DC8	3021927
DOUG DC8	3021928
DOUG DC8	302192H
DOUG DC8	3021952
DOUG DC8	3021953
DOUG DC8	302195D
DOUG DC8	3021970
DOUG DC8	3021972
DOUG DC8	302197B
DOUG DC8	302198A
DOUG DC8	302198B
DOUG DC8	302198H
DOUG DC8	302199A
DOUG DC9	3022034
DOUG DC9	3022036
DOUG DC9	3022037
DOUG DC9	302203H
DOUG DC9	302203K
DOUG DC9	3022065
DOUG DC9	3022066
DOUG DC9	3022067
DOUG DC9	302206A
DOUG DC9	302206C
DOUG DC9	302207A
DOUG DC9	3022081
DOUG DC9	3022082
DOUG DOLPHN	3020104
DRIGGSSKYLK3	3160502
DURMOLF46	3200502
EAA SA9	8650747
EAGLE DW	3230203
EAGLEBAX7	3240107
EAGLEBC7	3240207
EIRVON20	5760102
EIRVON20	5760104
EIRVON20	5760202
EIRVON20	5760204
EIRVON20	5760206
EIRVON20	5760207
EMAIR MA1	3280103
EMAIR MA1	6070102
EMB 110	3260122
EMB 110	3260124
ENSTRM280	3300510
ENSTRMF28	3300404
ENSTRMF28	3300406
ENSTRMF28	3300407
ENSTRMF28	3300412
ENSTRMF28	3300430
ENSTRMF28	3300502
ENSTRMF28	3300505
ENSTRMF28	3300550
ENTWICPHEBUS	1403014
ENTWICPHEBUS	3321206
ENTWICPHEBUS	3321210
EVNAIR4500	3340104
EVNAIR4500	3340106
FARZWKDIAMAT	3550802
FARZWKDIAMAT	3550806
FLEET 16B	3480502
FLTCHR24	3530204
FLTCHRFD25	3530102
FLYGSTWEIHE	3802219
FOKKERF27	4990614
FOKKERF27	4990617
FOKKERF27	4990620
FOKKERF27	4990626
FOKKERF27	4990629
FOKKERF28	4990808
FOKKERF28	4990810
FOMOCO4AT	3590102
FOMOCO4AT	3590104
FOMOCO5AT	3590202
FOMOCO5AT	3590204
FRANK 90	3680102
FRCHLD21	3371302
FRCHLD22	3370104
FRCHLD22	3370108
FRCHLD22	3370110
FRCHLD22	3370112
FRCHLD22	3370114
FRCHLD22	3370116
FRCHLD24	3370202
FRCHLD24	3370204
FRCHLD24	3370206
FRCHLD24	3370208
FRCHLD24	3370216
FRCHLD24	3370220
FRCHLD24	3370302
FRCHLD24	3370402
FRCHLD24	3370408
FRCHLD24	3370414
FRCHLD24	3370502
FRCHLD24	3370508
FRCHLD24	3370514
FRCHLD24	3370516
FRCHLD24	3370520
FRCHLD24	3370602
FRCHLD24	3370608
FRCHLD24	3370614
FRCHLD24	3370620
FRCHLD24	3370626
FRCHLD24	3370628
FRCHLD71	3370802
FRCHLDC119	3372102
FRCHLDC119	3372106
FRCHLDC119	3372108
FRCHLDC123	3372202
FRCHLDC82	3372002
FRCHLDC82	3372004
FRCHLDF27	3373002
FRCHLDF27	3373004
FRCHLDF27	3373008
FRCHLDF27	3373016
FRCHLDF45	3371202

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

SDR	FAA
FRCHLDFC2	3371102
FRCHLDFH1100	4361415
FRCHLDFH227	3373042
FRCHLDFH227	3373050
FRCHLDKR31	3371402
FRCHLDKR34	3371504
FRCHLDKR34	3371506
FRCHLDM62	3371604
FRCHLDM62	3371606
FRCHLDM62	3371608
FRCHLDM62	3371618
FRCHLDM62	3371620
FRCHLDM62	3371622
FRCHLDM62	3371624
FRCHLDM62	3371626
FRCHLDM62	3371628
FRCHLDM62	3371630
FRCHLDM62	3371632
FRCHLDM62	3371640
FRCHLDM62	3374004
FRCHLDM62	3374006
FUNK FUNKC	3720202
GARCIATROJAN	3270102
GEM 205	0380102
GENBALAX6	3760102
GENBALAX6	3760202
GENBALSPRINT	3760402
GLASFL201	3800344
GLASFL304	3800347
GLASFLBS1	38003FB
GLASFLH301	3800335
GLASFLH301	3800337
GLASFLH301	3800339
GLASFLH301	3800341
GLASFLKESTRL	3800343
GLASFLLIBELL	3800346
GOLDENCHIEF	3840102
GOODYR813	3870148
GOODYRFG1D	3870512
GOODYRGZ20	3870220
GOODYRS30	3870139
GOODYRTZ	3870218
GOVT N22	3880102
GROB 103CAT	1660202
GROB 109	1660204
GROB 109	1660205
GROB ASTIR	1660104
GRTLKS2T1	3910101
GRTLKS2T1	3910102
GRTLKS2T1	3910104
GRTLKS2T1	3910106
GRTLKS2T1	3910107
GRTLKS2T1	3910108
GRUMANAF2S	3950104
GRUMANF6F	3950602
GRUMANF6F	3950614
GRUMANF6F	395069G
GRUMANF7F	3950704
GRUMANF8F	3950801
GRUMANF8F	3950802
GRUMANF9	3950905
GRUMANFM	3950102
GRUMANG134	3951000
GRUMANG21	3951205
GRUMANG44	3951602
GRUMANG73	3951902
GRUMANSA16	3950404
GRUMANSA16	3950405
GRUMANSA16	3950406
GRUMANSA16	3950410
GRUMANSA16	3950412
GRUMANSA16	3950413
GRUMANSA16	3950414
GRUMANSA16T	3950407
GRUMANSA16T	3950408
GRUMANTS2	3951102
GRUMAVAA1	0630820
GRUMAVAA1	3960100
GRUMAVAA1	3960103
GRUMAVAA5	3960104
GRUMAVAA5	3960105
GRUMAVG1159	3960302
GRUMAVG164	3952702
GRUMAVG164	3952801
GRUMAVG164	3952802
GRUMAVG164	3952803
GRUMAVG164	3952804
GRUMAVG164	3960201
GRUMAVG164	3960202
GRUMAVG164	3960203
GRUMAVG164	3960204
GRUMAVG164	3979904
GRUMAVG21	3951202
GRUMAVG21	3951204
GRUMAVG21	3951214
GRUMAVG21	3951216
GRUMAVG89	3951006
GRUMAVJ2F	3950208
GRUMAVTBM	3950306
GRUMAVTBM	3950308
GRUMAVTBM	3950310
GULSTM112	0144701
GULSTM112	7630302
GULSTM112	7630306
GULSTM112	7630307
GULSTM112	7630314
GULSTM112	7630315
GULSTM112	7630316
GULSTM500	0141102
GULSTM500	0141104
GULSTM500	0141106
GULSTM500	0141107
GULSTM500	0141108
GULSTM520	0141202
GULSTM560	0141402
GULSTM560	0141404
GULSTM560	0141406
GULSTM680	0141408
GULSTM680	0141602
GULSTM680	0141604
GULSTM680	0141606
GULSTM680	0141608
GULSTM680	0141610
GULSTM680	0141611
GULSTM680	0141612
GULSTM680	0141802
GULSTM680	7630513
GULSTM680TP	0141712
GULSTM680TP	0141714
GULSTM680TP	0141716
GULSTM680TP	0141718
GULSTM690TC	3970404
GULSTM690TP	0141720
GULSTM690TP	0141722
GULSTM690TP	3970405
GULSTM690TP	3970410
GULSTM690TP	3970411
GULSTM690TP	7630515
GULSTM690TP	7630516
GULSTM690TP	7630517
GULSTM690TP	7630518
GULSTM690TP	7630519
GULSTMAA1	0630610
GULSTMAA1	0630710
GULSTMAA5	0631410
GULSTMAA5	3960106
GULSTMG1159	3953505
GULSTMG1159	3970109
GULSTMG159	3952202
GULSTMG44	3951502
GULSTMG44	3951508
GULSTMG73	3951802
GULSTMGA7	3960401
H-1	1181409
H13/HTL	1180806
H13/HTL	1181007
H13/HTL	1181585
H19/45	8141615
H19/45	814161E
H23/HTE	4360109
H23/HTE	4360111
H23/HTE	4360123
H23/HTE	4362303
H23/HTE	4362305
H34/55	8141810
H34/55	8141813
H34/55	8141819
H34/55	8141823
H37	8142302
HAMFLUHFB320	4071204
HARTMNOW5M	4200102
HEATH CNA40	4250102
HEATH LNB4	4250202
HELIO H250	4300302
HELIO H295	4300802
HELIO H295	4300803
HELIO H295	4301101
HELIO H295	4301102
HELIO H295	4301104
HELIO H391	4300102
HELIO H391	4300106
HELIO H395	4300202
HELIO H395	4300206
HELIO H800	4300500
HELIO HST550	4301002
HELIO HST550	4301006
HILLERFH1100	3376502
HILLERFH1100	4361405
HILLERUH12	4360102
HILLERUH12	4360103
HILLERUH12	4360104
HILLERUH12	4360105
HILLERUH12	4360108
HILLERUH12	4360110
HILLERUH12	4360113
HILLERUH12	4360115
HILLERUH12	4360116
HILLERUH12	4360117
HILLERUH12	4360118
HILLERUH12	4360119
HILLERUH12	4360120
HILLERUH12	4360121
HILLERUH12	4360122
HILLERUH12	4360124

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

SDR	FAA
HILLERUH12	4360125
HILLERUH12	4360126
HILLERUH12	4360128
HILLERUH12	4360130
HILLERUH12	4360131
HILLERUH12	4360132
HILLERUH12	4360135
HILLERUH12	4360809
HILLERYROE1	4362402
HNLYPGHP137	4130402
HOWARD500	4390102
HUGHES269	4470402
HUGHES269	4470403
HUGHES269	4470404
HUGHES269	4470502
HUGHES269	4470504
HUGHES269	4471004
HUGHES369	4470702
HUGHES369	4470704
HUGHES369	4470706
HUGHES369	4470707
HUGHES369	4470708
HUGHES369	4470718
HUGHES369	4470720
HUGHES369	4470722
HUGHES369	4470728
HUGHES369	4470730
HUGHES369	4470731
HUGHES369	4470806
HUGHES500	4470805
HWKSLY80A	2800902
HWKSLYDH104	2800402
HWKSLYDH104	2800404
HWKSLYDH104	2800406
HWKSLYDH104	2800410
HWKSLYDH104	2800412
HWKSLYDH104	2800414
HWKSLYDH106	2800308
HWKSLYDH114	2800506
HWKSLYDH125	1500204
HWKSLYDH125	4210101
HWKSLYDH125	4230106
HWKSLYDH125	4230110
HWKSLYDH125	4230126
HWKSLYDH125	4230138
HWKSLYDH125	423013M
HWKSLYDH125	423013P
HWKSLYDH125	4230140
HWKSLYDH125	4230158
HWKSLYDH125	4230160
HYNES 305	1440602
HYNES B2	1440502
HYNES B2	1440504
HYNES B2	1440506
INDAERP166	6960202
INLANDR400	4550502
INLANDS300	4551002
INLANDW500	4552002
INTRCP200	5650304
INTRCP200	5650306
INTRCP200	5650308
INTRCP200	5650310
ISRAEL101	4500204
ISRAEL1121	0142002
ISRAEL1121	0142006
ISRAEL1121	0142010
ISRAEL1123	4500101
ISRAEL1124	4500102
ISRAEL1124	4500103
JAMISNJ1	4650502
JAMISNJ2	4651004
JBMSTRDGA11	4690302
JBMSTRDGA15	4690502
JBMSTRDGA15	4690506
JBMSTRDGA15	4690516
JBMSTRDGA18	4690604
JBMSTRDGA8	4690102
KAISERF5	4762002
KAMAN K600	4800702
KAMAN K600	4800704
KAMAN K600	4800802
KAMAN K600	4800803
KAMAN K600	4800804
KAMAN K600	4800805
KAWSKIKV107	4820101
KELLETKD1	4850106
KINNERB	4940202
KINNERB	4940204
KINNERR	4940102
LAIKFN10	5090204
LAIKFNBA100	50901FB
LAIRD LC	5070102
LAIRD LC	5070104
LAIRD LCB	5070110
LAISTRLP15	5100108
LAISTRLP15	5100202
LAISTRLP15	5100203
LAISTRLP46	5100101
LAISTRLP49	5100102
LEAR 23	5170102
LEAR 24	5170302
LEAR 24	5170304
LEAR 24	5170306
LEAR 24	5170307
LEAR 24	5170310
LEAR 24	5170311
LEAR 25	5170506
LEAR 25	5170509
LEAR 25	5170511
LEAR 25	5170513
LEAR 25	5170514
LEAR 28	5170528
LEAR 28	5170529
LEAR 35	5170600
LEAR 35	5170601
LEAR 35	5170602
LEAR 55	5170702
LET L13	1360306
LKHEED10	5261302
LKHEED10	5261314
LKHEED1011	5265010
LKHEED1011	5265015
LKHEED1011	5265020
LKHEED1049	5262116
LKHEED1049	5262118
LKHEED1049	5262121
LKHEED1049	5262131
LKHEED1049	5262140
LKHEED12A	5261402
LKHEED1329	5263102
LKHEED1329	5263108
LKHEED1329	5263125
LKHEED1649	5262204
LKHEED18	5261602
LKHEED18	5261624
LKHEED18	5261634
LKHEED18	5261640
LKHEED18	5261642
LKHEED188	5262602
LKHEED188	5262604
LKHEED282	5262504
LKHEED300	5264504
LKHEED382	5264102
LKHEED382	5264104
LKHEED382	526413U
LKHEED382	526414U
LKHEED49	5261702
LKHEED49	5262004
LKHEED49	5262008
LKHEEDP2V	5260110
LKHEEDP2V	5260112
LKHEEDP2V	5269601
LKHEEDP38	5260201
LKHEEDP38	5260203
LKHEEDP38	5260204
LKHEEDP38	5260205
LKHEEDP38	5260206
LKHEEDP38	5260207
LKHEEDP38	5260214
LKHEEDPV1	5260102
LKHEEDPV1	5260106
LKHEEDT33	5260401
LKHEEDT33	5260402
LKHEEDT33	5260406
LKHEEDVEGA1	5261002
LKHEEDVEGA5	5261202
LKHEEDY03A	5269501
LKINTL402	5263406
LUSCMB1	5350102
LUSCMB4	5350202
LUSCOM8	8190102
LUSCOM8	8190104
LUSCOM8	8190106
LUSCOM8	8190108
LUSCOM8	8190110
LUSCOM8	8190112
LUSCOM8	8190114
LUSCOM8	8190116
LUSCOM8	8190118
LUSCOM8	8190120
LUSCOM8	8190122
LUSCOM8	8190124
LUSCOM8	8190126
LUSCOM8	8190128
LUSCOM8	8190130
LUSCOM8	8190132
LUSCOM8	8190154
MACCHIAL60	5400106
MACCHIAL60	5400108
MAEL BA42	5430102
MARTIN202	5450602
MARTIN202	5450604
MARTIN404	5450702
MAULE M4	5460102
MAULE M4	5460104
MAULE M4	5460105
MAULE M4	5460106
MAULE M4	5460108
MAULE M4	5460112
MAULE M4	5460114
MAULE M4	5460128
MAULE M4	5460132
MAULE M5	5460133
MAULE M5	5460134

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

SDR	FAA
MAULE M5	5460135
MAULE M5	5460204
MAULE M6	5460160
MCBEMSLARK95	4331020
MCBEMSLARK95	5160202
MCKINNG21	5550202
MCKINNG21T	5550105
MCKINNG21T	5550120
MCLISHFUNKB	5480102
MCLISHFUNKB	5480104
MCLISHFUNKB	5480108
MCLISHFUNKB	5480202
MCLISHFUNKB	5480204
MCLISHFUNKB	5480208
MEYERSMAC145	5650104
MEYERSOTW	5650202
MEYERSOTW	5650206
MEYERSOTW	5650208
MILLERUT1	5720102
MITCHL101	2000102
MITCHL101	2000104
MNCOUP110	5810202
MNCOUP110	5810204
MNCOUP90	5810102
MNCOUP90	5810104
MNCOUP90	5810107
MNCOUP90	5810110
MNMITEM18	5870102
MNMITEM18	5870104
MNMITEM18	5870106
MNMITEM18	5870108
MNSLNRMS760	5910102
MNSLNRMS760	5910106
MODFD47	1180847
MODFD47	118084F
MODFD47	118103H
MODFD47	1181067
MODFD47	1181074
MODFD47	1181306
MODFDUH12	4360601
MODFDUH12	4360701
MODFDUH12	4360702
MODFDUH12	4360704
MODFDUH12	4360801
MODFDUH12	4360810
MODFDUH12	4361101
MODFDUH12	4361301
MODFDUH12	4361501
MOONEYM20	5870202
MOONEYM20	5870204
MOONEYM20	5870206
MOONEYM20	5870208
MOONEYM20	5870210
MOONEYM20	5870212
MOONEYM20	5870214
MOONEYM20	5870219
MOONEYM20	5870220
MOONEYM20	5870308
MOONEYM20	5870312
MOONEYM20	5870314
MOONEYM20	5870601
MOONEYM20	5870605
MOONEYM22	5870402
MOONEYM30	5872030
MORISY2000	5940102
MOTH 60	6000102
MOTH 60	6000104
MRCHTIF260	8121206
MRCHTIS205	8120412
MTSBSIMU2	5780404
MTSBSIMU2	5780405
MTSBSIMU2	5780406
MTSBSIMU2	5780407
MTSBSIMU2	5780408
MTSBSIMU2	5780409
MTSBSIMU2	5780410
MTSBSIMU2	5780411
MTSBSIMU2	5780412
MTSBSIMU2	5780413
MTSBSIMU2	5780414
MTSBSIMU300	5780602
MULTECD16	9230602
MULTECD16	9230604
MULTECD16	9230606
MULTECD16	9230608
MULTECD16	9230610
MULTECD16	9230612
NAMER A36	6400102
NAMER B25	6400702
NAMER B25	6400704
NAMER B25	6400705
NAMER B25	6400708
NAMER B25	6400710
NAMER B25	6400712
NAMER B25	6400714
NAMER B25	6400718
NAMER F51	6402301
NAMER F51	6402302
NAMER F51	6402303
NAMER F51	6402304
NAMER F51	6402306
NAMER F51	6402307
NAMER F51	6402308
NAMER F51	6402309
NAMER F82	6401522
NAMER NA260	6402502
NAMER NA260	6402504
NAMER NA260	6402505
NAMER 047	6402202
NAMER P64	6402408
NAMER T6	1922828
NAMER T6	6400402
NAMER T6	6400404
NAMER T6	6400405
NAMER T6	6400406
NAMER T6	6400407
NAMER T6	6400410
NAMER T6	6400412
NAMER T6	6400414
NAMER T6	6400415
NAMER T6	6400416
NAMER T6	6400417
NAMER T6	6400418
NAMER T6	6400419
NAMER T6	6400420
NAMER T6	6400422
NAMER T6	6400423
NAMER T6	6400424
NAMER T6	6400426
NAMER T6	6400430
NAMER T6	6400431
NAMER T6	6400432
NAMER T6	6400434
NAMER T6	6400436
NAMER T6	6400441
NAMER T6	6400442
NARDI FN333	6080102
NARDI FN333	8120704
NATBAL752	6113310
NATBAL752	6113312
NATBAL752	6113317
NATBAL752	6113320
NAVAL N3N	6120202
NAVIONNAVION	6150106
NAVIONNAVION	6150108
NAVIONNAVION	6150110
NAVIONNAVION	6150118
NAVIONNAVION	6150132
NAVIONNAVION	6150134
NAVIONNAVION	6150136
NAVIONNAVION	6150140
NAVIONNAVION	6150142
NAVIONNAVION	6150148
NAVIONNAVION	6150160
NAVIONNAVION	6150162
NAVIONNAVION	6150166
NAVIONNAVION	6150170
NAVIONNAVION	6150172
NAVIONNAVION	6150174
NAVIONNAVION	6150178
NELSONBB1	6200102
NICBEZ8G	6290202
NIHON YS11	6310406
NIHON YS11	6310416
NIHON YS11	6310420
NOORDNUC64	6330204
NORD SV4	6383006
NORD SV4	8470102
NORWST35	6480102
NORWST35	6480104
NORWST35	6480108
NORWST35	6480126
NORWST40	6480110
NORWST50	6480114
NORWST65	6480116
NORWST65	6480118
NORWST65	6480122
NORWST65	6480124
NORWSTEAGLE	7680120
OBERNRMG23SL	3801049
ORLHELH19	8141608
ORLHELH19	8141609
ORLHELH19	8141610
ORLHELH19	8141612
ORLHELH19	8141614
ORLHELH19	8141616
ORLHELH19	8141618
ORLHELH19	814161G
ORLHELH19	814161J
ORLHELS58	8141812
ORLHELS58	8141818
OTHEXMILPIST	8140102
OTHEXMILPIST	8140304
OTHEXMILPIST	8141106
OTHEXMILTURB	1385060
OTHEXMILTURB	1385064
OTHEXMILTURB	4470904
OTHEXMILTURB	4470905
OTHEXMILTURB	4800708
PARKS P1T	6770102
PARMNTCABAIR	6750102
PARTENP66	6780101
PARTENP68	6780105
PARTENP68	6780106

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

SDR	FAA
PASPEDW1	6790102
PDMILRY1S	5740102
PECOCKPJC	4160204
PERTH BIRD	6840122
PERTH BIRD	6840126
PERTH BIRD	6840132
PHESNTH10	6880102
PIAGIOP136	6960102
PIAGIOP136	6960104
PIAGIOP136	6960106
PIASEXHUP2	6980320
PICARDA5	7001216
PICARDAX6	7001218
PIGMANREARWN	7070104
PIGMANREARWN	7070302
PIGMANREARWN	7070308
PILATSB4	7090103
PILATSB4	7090104
PILATSPC6	3375014
PILATSPC6	7090102
PILATSPC6	7090110
PILATSPC6	7090114
PILATSPC6T	3375011
PILATSPC6T	7090202
PILATSPC6T	7090210
PINAIRSUPERV	1100102
PIPER 600	7106001
PIPER 600	7106010
PIPER 600	7106012
PIPER 600	7106014
PIPER 600	7106015
PIPER 600	7106023
PIPER 600	8360607
PIPER E2	7100302
PIPER F2	7100304
PIPER J2	7100402
PIPER J3	7100501
PIPER J3	7100502
PIPER J3	7100506
PIPER J3	7100508
PIPER J3	7100510
PIPER J3	7100511
PIPER J3	7100512
PIPER J3	7100514
PIPER J3	7100516
PIPER J3	7100518
PIPER J3	7100519
PIPER J3	7100520
PIPER J3	7100522
PIPER J3	7100526
PIPER J3	7100528
PIPER J3	710052T
PIPER J3	7100532
PIPER J3	7100536
PIPER J3	7100542
PIPER J3	7100546
PIPER J3	7100550
PIPER J3	7100552
PIPER J3	7101102
PIPER J3	7101104
PIPER J4	7100602
PIPER J4	7100604
PIPER J4	7100605
PIPER J4	7100606
PIPER J4	7100608
PIPER J4	7100610
PIPER J4	7100614
PIPER J5	7100202
PIPER J5	7100702
PIPER J5	7100706
PIPER J5	7100708
PIPER J5	7100712
PIPER L14	7100902
PIPER PA12	7101202
PIPER PA12	7101204
PIPER PA14	7101402
PIPER PA15	7101502
PIPER PA16	7101602
PIPER PA17	7101702
PIPER PA18	7101802
PIPER PA18	7101804
PIPER PA18	7101806
PIPER PA18	7101808
PIPER PA18	7101809
PIPER PA18	7101812
PIPER PA18	7101813
PIPER PA18	7101814
PIPER PA18	7101815
PIPER PA18	7101816
PIPER PA18	7101818
PIPER PA18	7101820
PIPER PA18	7101822
PIPER PA18	7101824
PIPER PA18	7101826
PIPER PA18	7101828
PIPER PA18	7101832
PIPER PA18	7101834
PIPER PA18	7101836
PIPER PA18	7101837
PIPER PA18	7101838
PIPER PA18	7101880
PIPER PA18	7101902
PIPER PA18	7101904
PIPER PA20	7102002
PIPER PA20	7102004
PIPER PA20	7102006
PIPER PA20	7102010
PIPER PA20	7102012
PIPER PA22	7102202
PIPER PA22	7102204
PIPER PA22	7102206
PIPER PA22	7102208
PIPER PA22	7102210
PIPER PA22	7102212
PIPER PA22	7102214
PIPER PA22	7102216
PIPER PA23	7102302
PIPER PA23	7102303
PIPER PA23	7102304
PIPER PA23	7102305
PIPER PA23	7102306
PIPER PA23	7102308
PIPER PA23	7102309
PIPER PA23	7102310
PIPER PA24	7102402
PIPER PA24	7102403
PIPER PA24	7102404
PIPER PA24	7102406
PIPER PA24	7102408
PIPER PA24	7102409
PIPER PA25	7102502
PIPER PA25	7102504
PIPER PA25	7102508
PIPER PA28	7102802
PIPER PA28	7102803
PIPER PA28	7102804
PIPER PA28	7102805
PIPER PA28	7102806
PIPER PA28	7102807
PIPER PA28	7102808
PIPER PA28	7102809
PIPER PA28	7102810
PIPER PA28	7102811
PIPER PA28	7102813
PIPER PA28	7102814
PIPER PA28	7102815
PIPER PA28	7102816
PIPER PA28	7102817
PIPER PA28	7102818
PIPER PA28	7102819
PIPER PA28	7102830
PIPER PA30	7103002
PIPER PA30	7103902
PIPER PA31	7103102
PIPER PA31	7103104
PIPER PA31	7103105
PIPER PA31	7103110
PIPER PA31	7103120
PIPER PA31T	7103124
PIPER PA31T	7103126
PIPER PA31T	7103127
PIPER PA31T	7103128
PIPER PA32	7103206
PIPER PA32	7103207
PIPER PA32	7103209
PIPER PA32	7103211
PIPER PA32	7103212
PIPER PA32	7103213
PIPER PA32	7103214
PIPER PA32	7103215
PIPER PA32	7103216
PIPER PA32	7103218
PIPER PA32	7103220
PIPER PA34	7103405
PIPER PA34	7103406
PIPER PA34	7103420
PIPER PA36	7103610
PIPER PA36	7103612
PIPER PA36	7103620
PIPER PA38	7103812
PIPER PA42	7104202
PIPER PA42	7104212
PIPER PA44	7104402
PIPER PA44	7104404
PIPER PA46	7104605
PIPER TG8	7100102
PIRTLEROC185	7140107
PIRTLEROC185	7140189
PITCANPA4	7180102
PITCANPA5	7180202
PITCANPA6	7180302
PITCANPA7	7180402
PITCANPA7	7180406
POST A	7280102
PRATT PRG1	7300102
PRATT PRG1	7300106
PROPJT200	0140302
PROPJT200	0140312
PROPJT200	0140314
PROPJT400	4560404
RAVEN MG1000	7483202
RAVEN RX6	7480502
RAVEN S40	7480104

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

SDR	FAA
RAVEN S50	05604XW
RAVEN S50	7480204
RAVEN S55	7480402
RAVEN S60	7480606
RAVEN S60	7480610
RAVEN S66	7480612
RAWDONT1	7500102
REIMS 150	7530128
REIMS 150	7530132
REIMS 150	7530134
REIMS 172	7530136
REIMS 172	7530139
REIMS 172	7530203
REIMS 172	7530204
REIMS 172	7530206
REIMS 172	7530207
REIMS 172	7530209
REIMS 172	7530210
REIMS 177	7530211
REIMS 337	7535719
REIMS 337	7535726
REPBLCP47	7570405
RHNFLURW3	7600504
RKWELL500	7630410
RKWELL700	7630520
RKWELLNA265	6402608
RKWELLNA265	6402612
RKWELLNA265	6402614
RKWELLNA265	6402618
RKWELLNA265	7630101
RKWELLNA265	7630104
RKWELLNA265	7630106
RKWELLNA265	7630107
RKWELLNA265	7630108
ROBSINR22	7640102
ROBSINR22	7640104
ROLSCHLS	3801206
ROLSCHLS	3801208
ROLSCHLS	3801211
ROLSCHLS	3801214
ROLSCHLS	3801250
ROOS 129	7680106
ROOS 1928	7680204
ROOS A1	7680102
ROOS A1	7680104
ROOS PT	7680312
ROSE A1	7710102
RYAN SCW	7830302
RYAN ST3	7830502
RYAN ST3	7830504
RYAN STA	7830402
RYAN STA	7830404
RYANARB	7840102
SAAB SF340	7850100
SCBFLG111	3801381
SCBFLGBERGFK	3801315
SCBFLGSF25	3801322
SCBFLGSF25	3801325
SCBFLGSF27	380135F
SCBFLGSF27	380135V
SCBFLGSF28	380135X
SCHLER13	38015GS
SCHLERASK14	38015GW
SCHLERASK21	38015GY
SCHLERASW12	38015HR
SCHLERASW15	38015H2
SCHLERASW15	38015HZ
SCHLERASW17	3801507
SCHLERASW19	3801505
SCHLERASW19	3801508
SCHLERASW20	3801503
SCHLERASW20	3801506
SCHLERII	3801581
SCHLERK	3801551
SCHLERK2K7	3801554
SCHLERK8	3801559
SCHLERK8	3801563
SCHLERK8	3801567
SCHLERK8	38019VK
SCHLERK8	38019VL
SCHLERKA6	3801525
SCHLERKA6	3801528
SCHLERKA6	3801530
SCHLERKA6	3801535
SCHLERKA6	3801537
SCHLERKA6	3801540
SCHLERKA6	3801542
SCHLERKA6	3801545
SCHZOWMODELB	0560221
SCUZERSG2	8050207
SCWZERG164	3952704
SCWZERSG1	8050102
SCWZERSG1	8050104
SCWZERSG1	8050106
SCWZERSG1	8050108
SCWZERSG1	8050110
SCWZERSG1	8050112
SCWZERSG1	8050114
SCWZERSG1	8050116
SCWZERSG1	8050118
SCWZERSG1	8050120
SCWZERSG1	8050122
SCWZERSG1	8050124
SCWZERSG1	8050146
SCWZERSG1	8050147
SCWZERSG1	8050148
SCWZERSG1	8050149
SCWZERSG1	8050151
SCWZERSG1	8050153
SCWZERSG1	8050502
SCWZERSG2	8050202
SCWZERSG2	8050206
SCWZERSG2	8050210
SCWZERSG2	8050602
SCWZERSG2	8050604
SCWZERSG2	8050608
SCWZERSG2	8050610
SCWZERSG2	8050612
SCWZERSG2	8050614
SCWZERSG2	8051404
SCWZERSG2	8051604
SCWZERSG2	8051606
SCWZERTG3A	8050902
SEMCO 30	8070504
SEMCO CLNGER	8070802
SEMCO MARKV	8071802
SEMCO MODELT	8071701
SEMCO TC4	8071408
SEMCO TC4	8071409
SIOUX 60	8250102
SIOUX 90	8250106
SIREN C30	8270302
SKRSKYS39	8140502
SKRSKYS39	8140504
SKRSKYS51	8141102
SKRSKYS52	8141306
SKRSKYS52	8141308
SKRSKYS55	8141602
SKRSKYS55	8141603
SKRSKYS55	8141604
SKRSKYS55	8141606
SKRSKYS55	8141800
SKRSKYS58	8141801
SKRSKYS58	8141804
SKRSKYS58	8141806
SKRSKYS58	8141808
SKRSKYS58	8141809
SKRSKYS58	8141811
SKRSKYS58	8141814
SKRSKYS58	8141815
SKRSKYS58	8141837
SKRSKYS58	8141839
SKRSKYS58T	8141803
SKRSKYS58T	8141805
SKRSKYS58T	8141807
SKRSKYS58T	8141840
SKRSKYS58T	8141842
SKRSKYS58T	8141844
SKRSKYS61	8141826
SKRSKYS61	8142101
SKRSKYS61	8142102
SKRSKYS61	8142103
SKRSKYS61	8142104
SKRSKYS61	8142107
SKRSKYS61	814210C
SKRSKYS62	8142202
SKRSKYS64	8142604
SKRSKYS70	8143000
SKRSKYS70	8143001
SKRSKYS76	8143006
SKRSKYS76	8143010
SLINDS100	0140202
SLINDS100	0140208
SLINDS100	9550102
SLINDS100	9550104
SLINDSB	0144306
SLINDSB	0144308
SLINDSB	4571008
SLNSBY43	8320206
SLNSBYKITE	8320102
SLNSBYT45	8320304
SLNSBYT49	8321008
SLNSBYT50	8320402
SLNSBYT51	8320602
SLNSBYT53	8321508
SLNSBYT59	8321510
SMITH 600	1710602
SMITH 600	1710606
SMITH 600	8360602
SMITH 600	8360604
SMITH 600	8360605
SMITH 600	8360606
SMITH 600	8360608
SNIAS 350	8680801
SNIAS 350	8680802
SNIAS 350	8680803
SNIAS 350	8680804
SNIAS AS332	8680808
SNIAS AS332	8680809
SNIAS CONCRD	8690102
SNIAS SA318	8680506
SNIAS SA318	8680508
SNIAS SA318	8680511
SNIAS SA330	8680612

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

SDR	FAA
SNIAS SA341	8680610
SNIAS SE313	8680502
SOCATAMS880	5910304
SOCATAMS893	8402838
SOCATAMS894	8402842
SOCATARALLYE	8400125
SOCATARALLYE	8400131
SPARTN7W	8430302
SPARTNC2	8430102
SPARTNC3	8430206
SPARTNC3	8430208
SPARTNC3	8430210
SPHRTHCIRRUS	38019VC
SPHRTHCIRRUS	38019VE
SPHRTHJANUS	3802002
SPHRTHNIMBUS	3801923
SPHRTHNIMBUS	3801925
SPHRTHNIMBUS	3801950
SPHRTHNIMBUS	38019VD
SPHRTHNIMBUS	38019VF
SPHRTHNIMBUS	38019VG
SPHRTHNIMBUS	38019VJ
SPHRTHS	3801933
SPHRTHS	3801939
SPHRTHSH1	3801945
SPHRTHSHK	3801920
SPHRTHVENTUS	3802050
SPHRTHVENTUS	3802051
SPORT GEOPEN	3802433
SPTPUZRF4D	8451012
SPTPUZRF5	8451014
SPTPUZRF5	8451016
STAR CAVALR	8480102
STAR CAVALR	8480104
STAR CAVALR	8480106
STATE F	8521004
STBROSS25	8100525
STBROSSC7	8100512
STBROSSD3	8100602
STLOUSC2	7920304
STLOUSYPT15	7920302
STNSON10	8632002
STNSON10	8632004
STNSON10	8632102
STNSON10	8632104
STNSON6000	8630904
STNSONA	8630901
STNSONJR	8630402
STNSONJR	8630404
STNSONJR	8630406
STNSONL1	8630102
STNSONL1	8630114
STNSONL5	8630202
STNSONL5	8630204
STNSONL5	8630206
STNSONL5	8630210
STNSONL5	8630212
STNSONL5	8630214
STNSONSM2	8630604
STNSONSM7	8630702
STNSONSM7	8630704
STNSONSM8	8630802
STNSONSR10	8631602
STNSONSR10	8631604
STNSONSR10	8631608
STNSONSR10	8631614
STNSONSR10	8631616
STNSONSR10	8631620
STNSONSR5	8631102
STNSONSR5	8631104
STNSONSR5	8631108
STNSONSR5	8631110
STNSONSR5	8631112
STNSONSR6	8631202
STNSONSR6	8631204
STNSONSR7	8631304
STNSONSR7	8631306
STNSONSR8	8631404
STNSONSR8	8631408
STNSONSR8	8631412
STNSONSR8	8631416
STNSONSR9	8631502
STNSONSR9	8631504
STNSONSR9	8631508
STNSONSR9	8631518
STNSONSR9	8631526
STNSONV77	8631802
STNSONV77	8631804
STNSONW	8631902
STOLACUC1	8640202
STOLACUC1	9220102
STOLAMRC3	3080202
STOLAMRC3	3080204
STOLAMRC3	3080206
STRMAN3	8560202
STRMAN3	8560208
STRMAN4	8560302
STRMAN4	8560306
STRMAN6	8560402
SUD GY80	8681006
SUD SE210	8680206
SUPAC 14	8730402
SUPAC 14	8730404
SUPAC LA	8730202
SUPAC LA	8730204
SUPAC LA	8730206
SUPAC LA	8730208
SUPAC V	8730302
SUPAC V	8730306
SWALOWSWALOW	8760102
SWALOWTP	8760202
SWRNGNSA226	8780122
SWRNGNSA226	8780404
SWRNGNSA226	8780405
SWRNGNSA226	8780406
SWRNGNSA227	8780603
SWRNGNSA227	8780610
SWRNGNSA227	8780615
SWRNGNSA227	8780620
SWRNGNSA26	8780102
SWRNGNSA26	8780112
SZD 41	8821641
SZD 45	8822002
SZD 48	8821648
TCRAFK21	8850906
TCRAFKD	8850402
TCRAFKD	8850404
TCRAFKD	8850408
TCRAFKD	8850410
TCRAFKD	8850412
TCRAFKD	8850414
TCRAFKD	8850415
TCRAFKD	8850416
TCRAFKD	8850420
TCRAFT15A	8850702
TCRAFT20	8851002
TCRAFTA	8850202
TCRAFTBC	8850302
TCRAFTBC	8850304
TCRAFTBC	8850306
TCRAFTBC	8850308
TCRAFTBC	8850310
TCRAFTBC	8850314
TCRAFTBC	8850316
TCRAFTBC	8850318
TCRAFTBC	8850320
TCRAFTBC	8850322
TCRAFTBC	8850323
TCRAFTBC	8850324
TCRAFTBC	9230916
TCRAFTBC	9230920
TCRAFTBC	9230928
TCRAFTBF	8850326
TCRAFTBF	8850332
TCRAFTBF	8850336
TCRAFTBF	8850340
TCRAFTBL	8850346
TCRAFTBL	8850350
TCRAFTBL	8850354
TCRAFTBL	8850356
TCRAFTTC6	8850102
TEAL TSC1A	8880102
TEAL TSC1A	8960404
TEMCO 11A	8890402
TEMCO 11A	8890404
TEMCO T35	8890601
TEMCO T35	8890602
TEMCO TT1	8890502
TH55	4471002
THUNDRAX5	05604UK
THUNDRAX5	05604UM
THUNDRAX5	05604UN
THUNDRAX5	05604UP
THUNDRAX5	8970100
THUNDRAX6	8970102
THUNDRAX6	8970104
THUNDRAX7	8970105
THUNDRAX7	8970106
THUNDRAX7	8970107
THUNDRAX7	8970108
THUNDRAX7	8970110
THUNDRAX7	8970120
THUNDRAX8	8970111
THUNDRAX8	8970112
THUNDRAX9	8970115
TIMM COLEGT	8980102
TIMM N2T	8980202
TMPSONNAVION	6150104
TMPSONNAVION	6150112
TMPSONNAVION	6150114
TMPSONNAVION	6150120
TMPSONNAVION	6150122
TMPSONNAVION	6150130
TOMCAT	2390302
TRYTEK65	0190406
TRYTEK65	0190712
TRYTEK65	0190716
TRYTEK65	0190920
TRYTEK65	0190922
TRYTEK65	0190926
TRYTEK65	0190928
TRYTEK65	0190930
TRYTEK65	0190932
TRYTEKCF	0190202

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

SDR	FAA
TRYTEKK	0190402
TRYTEKK	0190404
TRYTEKKC	0190204
UNIPRO113	9250302
UNIPRO70	9250202
UNIPROD145	9250502
UNIVACGC1	9230102
UNIVACGC1	9230104
UNIVACGC1	9230106
UNIVACGC1	9230108
UNIVACGC1	9230110
UNIVACGC1	9230112
UNIVAR108	9230402
UNIVAR108	9230404
UNIVAR108	9230406
UNIVAR108	9230408
UNIVAR108	9230412
UNIVAR108	9230414
UNIVAR108	9230416
UNIVAR108	9230418
UNIVAR415	0420104
UNIVAR415	0420202
UNIVAR415	0420204
UNIVAR415	0420302
UNIVAR415	0420304
UNIVAR415	0420306
UNIVAR415	0420308
UNIVAR415	0420310
UNIVAR415	0420312
UNIVAR415	0420314
UNIVAR415	0420316
UNIVAR415	0420318
UNIVAR415	0420320
UNIVAR415	0420322
UNIVAR415	0420324
UNIVAR415	0420326
UNIVAR415	0420328
UNIVAR415	0420330
UNIVAR415	0420332
UNIVAR415	0420334
UNIVAR415	0420336
UNIVAR415	0420338
UNIVAR415	0420402
UNIVAR415	0420406
UNIVAR415	0420502
UNIVAR415	0420504
UNIVAR415	0420702
UNIVAR415	0420722
UNIVAR415	0540102
UNIVAR415	0540104
UNIVAR415	5872014
UNIVAR415	5872018
VARGA 2150	5940202
VARGA 2150	5940204
VARGA 2150	9350102
VARGA 2180	9350104
VARGA 2180	9350105
VICKER745	9470204
VICKER745	9470402
VICKER745	9470404
VICKER745	9470602
VIKINGB	9520102
VIKINGB	9520104
VIZOLAA21	1870101
VLGTBWSAGITA	0550201
VOUGHTF4U	2152608
WACO 125	9600202
WACO 9	9600102
WACO AGC8	9600602
WACO ASO	9601202
WACO ATO	9601212
WACO AVN8	9601402
WACO BSO	9601204
WACO CRG	9601001
WACO CSO	9601206
WACO CTO	9601214
WACO DSO	9601208
WACO EGC	9600610
WACO GC7	9600608
WACO GXE	9600702
WACO INF	9600416
WACO JC	9600802
WACO JC	9600806
WACO JYM	9601504
WACO KNF	9600418
WACO P	9600302
WACO P	9600402
WACO Q	9600408
WACO Q	9600504
WACO Q	9601210
WACO QC6	9600640
WACO QC6	9600642
WACO QC6	9600644
WACO QC6	9600646
WACO QC6	9600648
WACO R	9600304
WACO R	9600422
WACO RE	9600902
WACO RE	9600906
WACO RE	9600910
WACO RPT	9600340
WACO S3HD	9601102
WACO U	9600306
WACO U	9600404
WACO U	9600405
WACO U	9600508
WACO U	9600510
WACO UC	9600662
WACO UC	9600664
WACO UKC	9600808
WACO UKC	9600810
WACO UKC	9600820
WACO UKC	9600822
WACO UKS	9600824
WACO UKS	9600826
WACO UKS	9600830
WACO UMF	9600410
WACO UPF7	9601302
WACO UPF7	9601304
WACO YK	9600816
WACO YK	9600818
WACO YK	9600832
WACO YK	9600834
WACO YK	9600835
WACO YK	9600838
WACO YMF	9600412
WACO YOC	9600622
WACO YOC	9600624
WACO YPF	9601602
WACO YPF	9601606
WACO YPF	9601608
WACO YPF	9601610
WACO ZGC	9600609
WACO ZGC8	9600604
WESTLD30	9650160
WHITE D25	9670102
WING D1	9690302
WNDKR AC7	9720209
WSK M18	9810102
WTHRLY201	9630404
WTHRLY201	9630406
WTHRLY201	9630408
WTHRLY201	9630410
WTHRLY620	9630602
WTHRLY620	9630604
ZENITHZ6	9950102
ZLIN 526	9970212
ZLIN 526	9970222

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

THE FOLLOWING TABLE SHOWS THE CORRESPONDENCE BETWEEN THE SERVICE DIFFICULTY REPORTING (SDR) ENGINE GROUP NAMES AND THE FAA ENGINE MANUFACTURER/MODEL/SERIES (MMS) CODES AND APPEARS IN ALPHABETICAL ORDER BY SDR NAME. THE SDR NAMES COMBINE MMS CODES FOR AIRCRAFT OF SIMILAR DESIGN INTO GROUPS FOR ANALYTIC PURPOSES. THE TABLE CONTAINS ENTRIES FOR ALL THE SDR NAMES APPEARING IN THE ENGINE STATISTICS TABLE IN THE BODY OF THIS REPORT.

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

SDR	FAA
ALLSN 250B	03003
ALLSN 250B	03012
ALLSN 250C	03002
ALLSN 250C	03011
ALLSN 250C	03013
ALLSN 501D	03004
ALLSN 501D	03005
ALLSN 501D	03006
AMES TRS	04501
AMTRMCMCCULH	42501
ARSRCHTFE731	01518
ARSRCHTPE331	01502
ARSRCHTPE331	01506
ARSRCHTPE331	01508
ARSRCHTPE331	01510
ARSRCHTPE331	01512
ARSRCHTSE331	01505
BRSDLYGIPSY	20003
CFMINTCFM56	13802
CONT 6285	17038
CONT 975	17037
CONT A40	17001
CONT A50	17002
CONT A65	17003
CONT A75	17005
CONT A80	17006
CONT C125	17011
CONT C145	17012
CONT C85	17008
CONT C90	17009
CONT E165	17013
CONT E185	17014
CONT E225	17015
CONT O200	17020
CONT O300	17022
CONT O300	17024
CONT O346	17033
CONT O360	17023
CONT O360	17025
CONT O470	17026
CONT O470	17027
CONT O470	17028
CONT O470	17029
CONT O520	17032
CONT O520	17035
CONT O520	17040
CONT O526	17030
CONT R670	17016
CONT R670	17018
DHAVXXGIPSY	20004
FCD 6410	26002
FCD 6440	26003
FRNKLN4A235	27011
FRNKLN4AC150	27002
FRNKLN4AC150	27003
FRNKLN4AC150	27004
FRNKLN4AC171	27005
FRNKLN4AC176	27006
FRNKLN4AC176	27007
FRNKLN4AC199	27008
FRNKLN4AC199	27009
FRNKLN4AC199	27010
FRNKLN6A4150	27024
FRNKLN6A4165	27025
FRNKLN6A4200	27027
FRNKLN6A8215	27030
FRNKLN6AG4	27026
FRNKLN6AV335	27020
FRNKLN6AV350	27043
FRNKLN6V4	27033
FRNKLN6V6245	27036
FRNKLN6VS335	27040
GE CF6	30020
GE CF700	30010
GE CJ610	30002
GE CJ610	30006
GE CJ805	30004
GE CJ805F	30005
GE CT58	30001
GE CT58	30008
GE CT7	30030
GLADENK5	37503
GLADENR5	37504
GULF R670	31701
JACOBPR755	35006
JACOBPR755	35007
JACOBPR755	35008
JACOBSR755	35003
JACOBSR915	35005
LYC O540	41532
LYC AL5512	41581
LYC LTS101	41560
LYC O145	41501
LYC O145	41502
LYC O145	41503
LYC O235	41505
LYC O290	41506
LYC O320	41500
LYC O320	41508
LYC O320	41509
LYC O340	41510
LYC O360	41511
LYC O360	41513
LYC O360	41514
LYC O360	41515
LYC O360	41522
LYC O360	41524
LYC O435	41516
LYC O435	41517
LYC O435	41518
LYC O435	41519
LYC O435	41520
LYC O435	41521
LYC O435	41523
LYC O435	41525
LYC O435	41526
LYC O480	41527
LYC O480	41529
LYC O540	41530
LYC O540	41531
LYC O540	41533
LYC O540	41534
LYC O540	41535
LYC O540	41538
LYC O541	41536
LYC O541	41539
LYC O720	41546
LYC R680	41540
LYC R680	41541
LYC R680	41542
LYC R680	41543
LYC R680	41544
LYC R680	41545
LYC T53	41552
LYC T55	41555
MNASCOC4	43504
ONAN B48	99999
PCKARDV1650	49001
PIGMAN5	37002
PORSCH6784	51001
PWA JFTD12	52047
PWA JT12	52042
PWA JT15	52060
PWA JT15	52112
PWA JT3C	52036
PWA JT3D	52039
PWA JT4	52037
PWA JT8	52044
PWA JT8	52046
PWA JT8	52048
PWA JT8	52049
PWA JT8	52051
PWA JT9	52050
PWA PT6	52043
PWA PT6	52053
PWA PT6T	52045
PWA R1340	52009
PWA R1340	52010
PWA R1340	52012
PWA R1340	52016
PWA R1690	52001
PWA R1830	52017
PWA R1830	52018
PWA R1830	52019
PWA R1830	52020
PWA R2000	52021
PWA R2000	52023
PWA R2800	52024
PWA R2800	52025
PWA R2800	52026
PWA R4360	52027
PWA R985	52006
PWA R985	52007
PWA R985	52008
PWA T34	52055
RROYCEDART	54503
RROYCEDART	54504
RROYCEDART	54505
RROYCEDART	54506
RROYCEDART	54507
RROYCEDART	54508
RROYCEDART	54509
RROYCEGIPSY	20005
RROYCEGIPSY	20006
RROYCEGIPSY	20007
RROYCEGRIFF	54501
RROYCETYNE	54510
RROYCEVIPER	10201

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