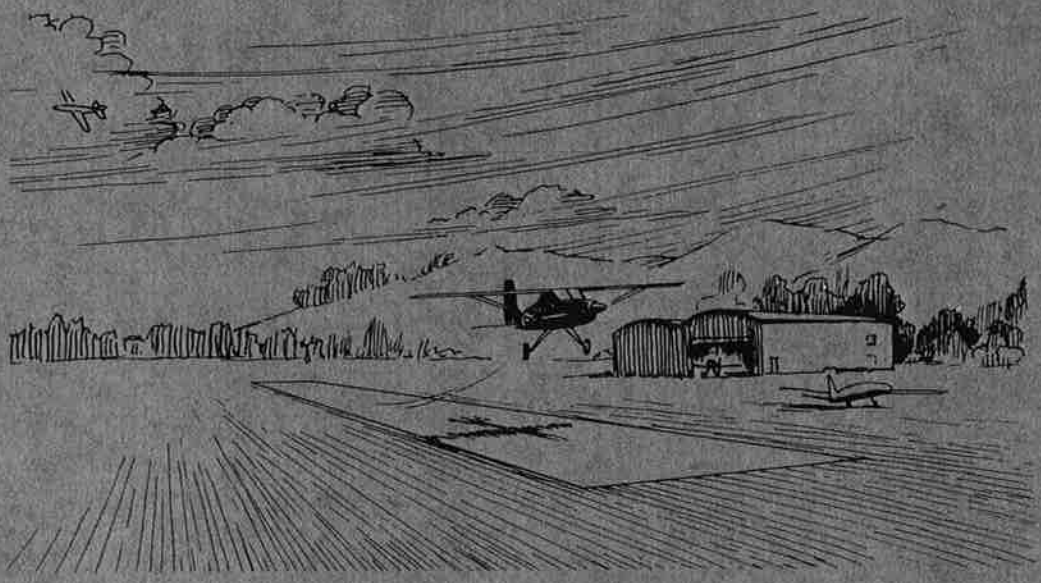
FAA/81-1

REPORT NO. FAA-MS-81-1

GENERAL AVIATION ACTIVITY AND AVIONICS SURVEY



JANUARY 1981

ANNUAL SUMMARY REPORT

1979 DATA

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Office of Management Systems
Information and Statistics Division

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16. Abstract

This report presents the results and a description of the 1979 General Aviation Activity and Avionics Survey. The survey was conducted during 1980 by the FAA to obtain information on the activity and avionics of the United States registered general aviation aircraft fleet, the dominant component of civil aviation in the U.S. The survey was based on a statistically selected sample of about 14.2 percent of the general aviation fleet and obtained a response rate of 71 percent. Survey results are based upon responses but are expanded upward to represent the total population.

Survey results revealed that during 1979 an estimated 43.3 million hours of flying time were logged by the 210,339 active general aviation aircraft in the U.S. fleet, yielding a mean annual flight time per aircraft of 203.5 hours. The active aircraft represented about 85 percent of the registered general aviation fleet. The report contains breakdowns of these and other statistics by manufacturer/model group, aircraft type, state and region of based aircraft, and primary use. Also included are fuel consumption, lifetime airframe hours, avionics, and engine hours estimates.

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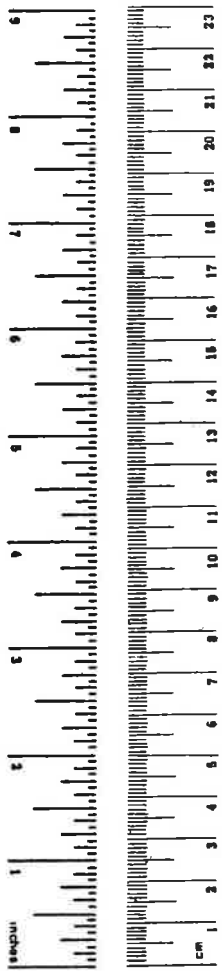
METRIC CONVERSION FACTORS

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

PREFACE

This report presents the General Aviation Activity and Avionics Survey results compiled at the Transportation Systems Center (TSC) by the Statistical Design and Analysis Branch under Project Plan Agreement FA-143 sponsored by the Federal Aviation Administration (FAA), Office of Management Systems, Information and Statistics Division. 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. TSC developed the survey method, sample design, and computer system for sample selection, data editing, and estimation of results. They also ran the system during survey production. Within the FAA, the Information and Statistics Division sponsored and coordinated the activities associated with the survey, the Data Systems Management Division was responsible for printing names, addresses and aircraft information on the questionnaries, and the Mike Monroney Aeronautical Center provided data tapes, conducted the telephone follow-up survey, and transferred the survey responses to machine readable forms.

The author would like to acknowledge contributions to this report by: Carolyn Edwards and Nicholas Soldo, AMS-220, who guided the project as sponsors and reviewed the report text; Thomas Cramer of Systems Development Corporation, who designed and programmed the original computer system for the survey; and Marilyn Marotta, also of SDC, who updated the system and performed the production runs to produce the estimates in this report.

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EXECUTIVE SUMMARY

This report presents the results of the third General Aviation Activity and Avionics Survey, conducted in 1980 by the Federal Aviation Administration to obtain information on the activities and avionics of the 1979 general aviation aircraft fleet, the major component of civil aviation in the United States. The FAA selected a statistically designed sample of about 14.2 percent of the registered general aviation fleet to participate in the survey. The sampled aircraft represented all states and FAA regions, and all of the major manufacturer/model groups of aircraft. The survey was conducted through a mailed questionnaire, with a telephone follow-up survey of a sample of non-respondents, yielding in total a response rate of 71 percent.

Some important survey findings appear below:

- An estimated 43.3 million hours of flying time were logged by the 210,339 active general aviation aircraft in the U.S. fleet during 1979. These aircraft had a mean annual flight time per aircraft of 203.5 hours and represented about 85 percent of the registered general aviation fleet.

- Turboprop aircraft flew over 510 hours per aircraft during 1979, more than any other aircraft type. Moreover, twin engine turboprops with thirteen or more seats flew more than 1000 hours per aircraft. In contrast, single engine piston powered aircraft averaged about 180 hours per aircraft during the year.

- The most common primary use of a general aviation aircraft was personal for an estimated 45 percent of the active fleet, followed by business for 24 percent of the fleet, and instructional for 7 percent of the fleet.

- The most populous region in terms of based aircraft was the Great Lakes Region, housing an estimated 18 percent of all registered general aviation aircraft, followed closely by the Western Region with 16 percent. The most populous state was California, housing 13 percent of the registered aircraft.

- Over 83 percent of the general aviation aircraft had two-way VHF communication equipment, almost 59 percent were equipped with 4096-code transponders, almost 55 percent had at least one component of an instrument landing system, and almost 80 percent had some form of navigation equipment.

- An estimated 41 percent of the active general aviation fleet flew by instrument flight rules (IFR) at some time during 1979. This represents a 4 percent increase over 1978.

- The general aviation aircraft fleet consumed an estimated 1,306 million gallons of fuel during 1979, 570 million gallons of aviation gasoline and 736 million gallons of jet fuel.

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1. INTRODUCTION

1.1 GENERAL

1.1.1 Purpose of Survey

The purpose of the General Aviation Activity and Avionics Survey is to provide the Federal Aviation Administration (FAA) with information on the activity and avionics of the general aviation fleet. Figure 1.1 underscores the importance of general aviation to the United States civil air fleet. During calendar year 1979 general aviation composed almost 99 percent of the U.S. civil air fleet[1], accounted for over 84 percent of civil operations at FAA towered airports[2], and logged over 85 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 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:

---

[1] Census of U.S. Civil Aircraft, Calendar Year 1979, U.S. Department of Transportation, Federal Aviation Administration, (Washington DC, 1980), p. 4.

[2] FAA Air Traffic Activity, Calendar Year 1979, U.S. Department of Transportation, Federal Aviation Administration, (Washington DC, 1979), p. 2.
Note: General aviation as used in this report combines both general aviation and air taxi from the source above.

[3] Air Carrier: Census of U.S. Civil Aircraft, Calendar Year 1979, U.S. Department of Transportation, Federal Aviation Administration, (Washington DC, 1980), p. 21. General Aviation: Table 2-1.

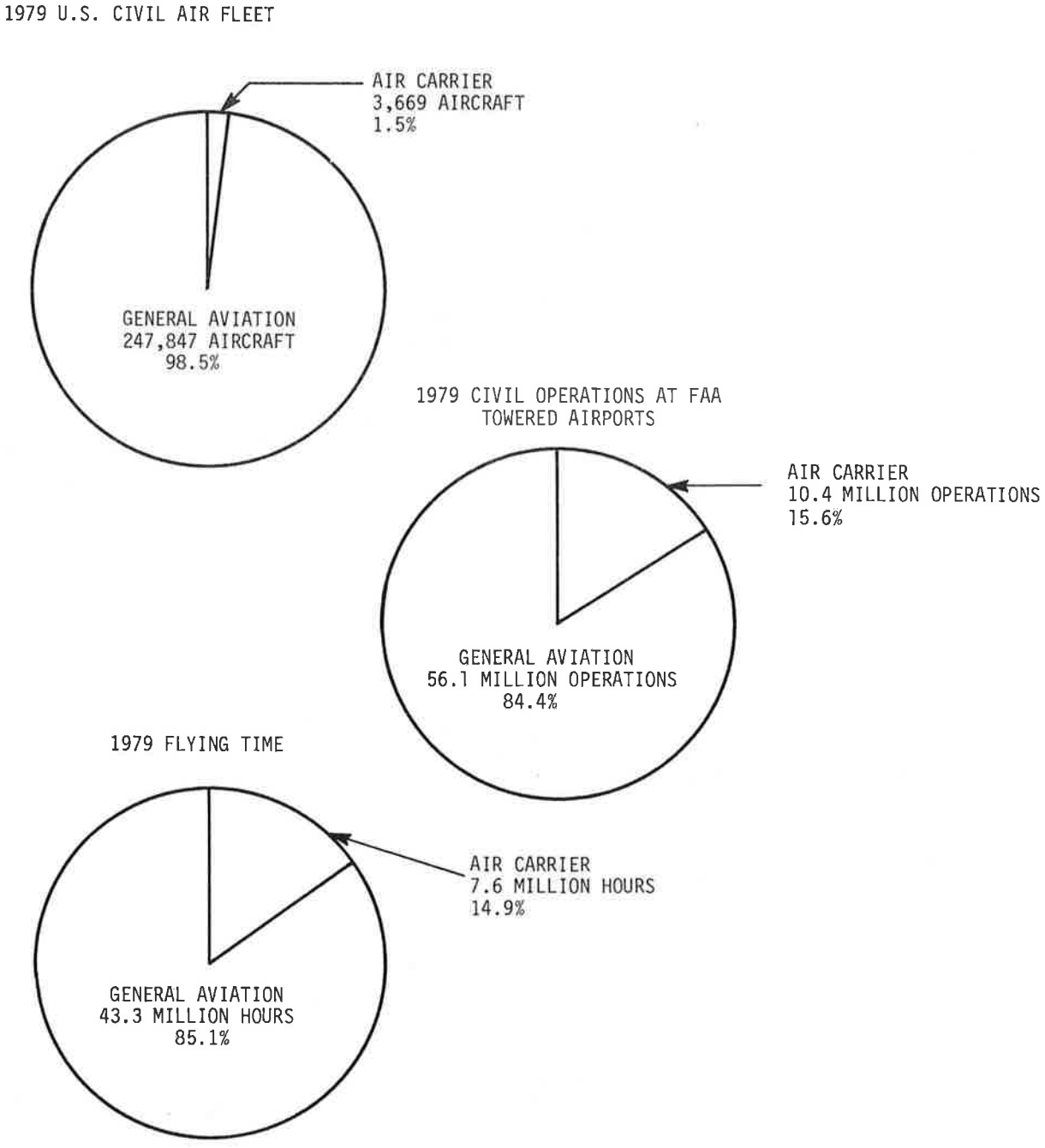


FIGURE 1.1. A CONTRAST OF GENERAL AVIATION AND AIR CARRIER ACTIVITY IN 1979

Part 1 was replaced by a triennial registration program; Part 2 was replaced by the General Aviation Activity and Avionics Survey, FAA Form 1800-54. (See Appendix A.3.) The survey was to be conducted annually based on a statistically selected sample of general aviation aircraft, requesting the same type of information as Part 2 of AC Form 8050-73. The first General Aviation Activity and Avionics Survey took place in 1978, collecting data on the 1977 general aviation aircraft fleet. The 1979 statistics in this report were derived from the third survey which took place in 1980. Benefits resulting from the new method of data collection included quicker processing of the results, improved data quality, and a considerable savings in time and money to both the public and the Federal Government. Specifically, the public reporting burden was reduced by an estimated 13,000 hours annually, and the cost savings to the public and Government were estimated to be one million dollars annually.

1.2 SURVEY COVERAGE

1.2.1 Aircraft

The General Aviation Activity and Avionics Survey covers, through a stratified probability sample, all general aviation aircraft registered in the United States. The term "general aviation", as used for this survey, is defined as all aircraft in the U.S. civil air fleet except those operated under Federal Aviation Regulations Parts 121 and 127. These two parts cover the operations of fixed wing aircraft and rotorcraft, respectively, that 1) have been issued a certificate of public convenience and necessity by the Civil Aeronautics Board authorizing the performance of scheduled air transportation over specified routes and a limited amount of non-scheduled operations, and 2) are used by large aircraft commercial operators. General aviation thus includes aircraft operated under:

Part 91: General operating and flight rules.

Part 123: Certification and operations: air travel clubs using large airplanes.

Part 133: Rotorcraft external load operations.

Part 135: Air taxi operators and commercial operators of small aircraft.

Part 137: Agricultural aircraft operations.

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

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

1.2.2 Geographic

The sample survey covers general aviation aircraft registered with the United States Aircraft Registry as of December 31, 1979. Over 99 percent of these aircraft are registered to owners living in the 50 states and Washington DC, with about 0.3 percent (675 aircraft) registered in Puerto Rico and other U.S. Territories, and 0.5 percent (954 aircraft) registered to owners living in foreign countries.[1]

1.2.3 Content

Appendix A.3 contains a copy of the survey questionnaire, FAA Form 1800-54. The questionnaire requests the owner to provide information on the sampled aircraft's characteristics and uses for various time periods:

1) Hours by use, IFR hours, and fuel consumption for entire calendar year 1979,

2) Airframe hour reading and location of aircraft base as of December 31, 1979, and

3) Avionics equipment currently on board.

1.3 SURVEY METHOD

The main method of collecting data for this survey was the mail questionnaire, sent to the owners of the sampled aircraft in two mailings. The first mailing on February 29, 1980, covered all 35,145 aircraft in the sample and had a response rate of 55 percent as shown in Table 1-1 below. This was about 78 percent of the total responses to the survey. The second mailing conducted on March 31, 1980, included only those aircraft in the sample that had not yet responded. The second mailing had a response rate of 30 percent which accounted for 19 percent of the total responses to the survey. The combined response rate for the two mailings was 69 percent of the sample.

[1] Source: FAA Aircraft Registration Master File as of December 31, 1979.

A telephone follow-up survey was conducted during June and early July using the same questions appearing in the mail survey. A sample of the mail non-respondents was selected for the telephone survey weighing most heavily those states and make-model groups in the sampling strata that had the lowest mail response rates. Of a total telephone sample of 3611 aircraft, only 850, or 24 percent, responses could be obtained due to difficulty in obtaining telephone numbers, finding owners at home, and obtaining cooperation of owners over the telephone. Nevertheless, the 850 telephone responses contributed the remaining three percent of the responses and increased the overall response rate of the survey to 71 percent.

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

SURVEY PHASE	SAMPLE SIZE (S)	NUMBER OF RESPONSES (R)	RESPONSE RATE (R/S X 100%)	PORTION OF TOTAL RESPONSE [(R/TOTAL R) X 100%]
FIRST MAILING	35,145	19,361	55%	78%
SECOND MAILING	15,784	4,757	30%	19%
COMBINED MAILINGS	35,145	24,118	69%	97%
TELEPHONE SURVEY	3,611	850	24%	3%
TOTAL	35,145	24,968	71%	100%

1.4 SUMMARY OF SURVEY RESULTS[1]

1.4.1 National Scene

Results of the General Aviation Activity and Avionics Survey at the national level revealed that during 1979 an estimated 43.3 million hours of flying time were logged by the 210,339 active general aviation aircraft in the U.S. fleet, yielding a mean annual flight time per aircraft of 203.5 hours. These active aircraft comprised 85 percent of the registered general aviation fleet. The statistics for 1979 showed a 9.9 percent increase in flying hours, a 5.8 percent increase in the number of active aircraft

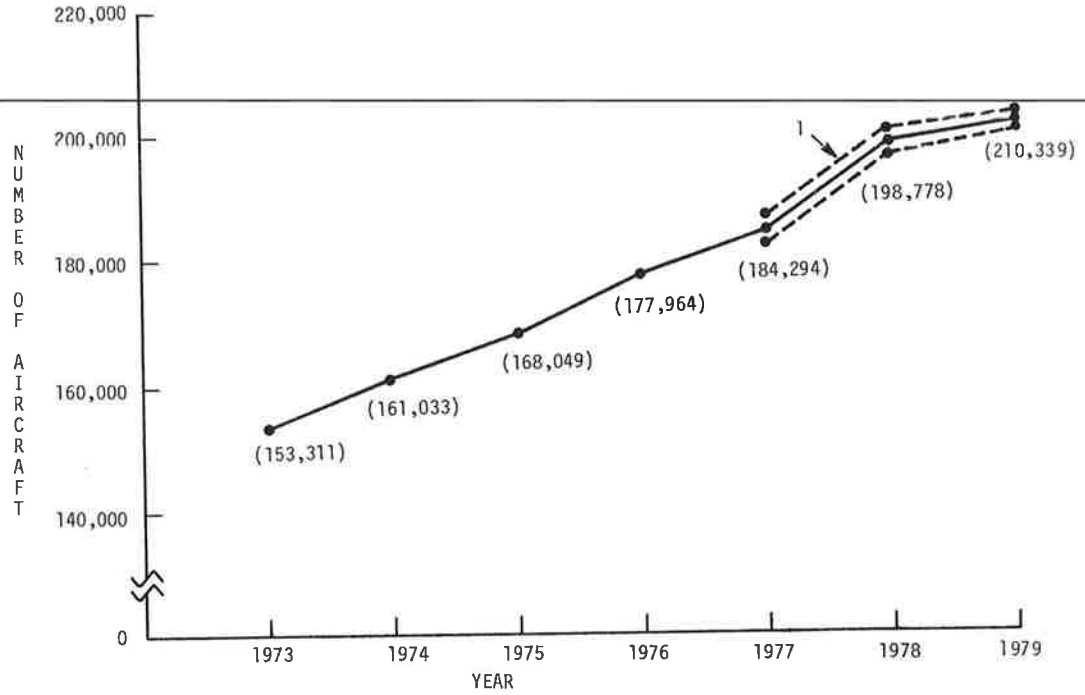
[1] See Appendix B.1 for a discussion of effects of changes in the sample frame on the survey results.

in the general aviation fleet, and a 2.9 percent increase in mean hours per aircraft over the comparable figures for 1978. Longer term trends for these variables are found in Figures 1.2, 1.3, and 1.4. From 1973 to 1979 both the active fleet and the total hours flown exhibited growth trends which increased at approximately the same rates, but mean hours per aircraft showed more year-to-year variation. As the quotient of total hours divided by active fleet size, mean hours are sensitive to small differences between the growth rates of total hours and fleet size. Consequently, mean hours dip from about 195 hours per aircraft in 1973 and 1974 to about 191 hours per aircraft in 1975 and 1976, then climb steadily to their 1979 level of 203.5 hours per aircraft.

1.4.2 Results by Aircraft Type

Although both the total flight time and the active aircraft count for the general aviation fleet grew at about the same annual rate (6.34 percent and 5.41 percent, respectively) from 1973 through 1979, significant deviations from these mean fleet rates occurred among the individual aircraft types. The following two tables illustrate this point. Tables 1-2 and 1-3 contain the six-year trends in growth for total hours flown and active aircraft, respectively. The last column in both tables is the compound annual growth rate for the aircraft type from 1973 to 1979. In Table 1-2 the fastest growth of any type in terms of total hours flown occurred to the turbine-powered rotorcraft with an average annual growth rate of 21.59 percent. They were followed by twin engine turboprops with 1-12 seats at 13.98 percent, and twin engine turbojets at 11.20 percent. In contrast, single engine piston airplanes with 1-3 seats and large twin engine turboprops experienced very little growth during the period. In general, it was the activity of the more sophisticated aircraft in the general aviation fleet that grew faster than the other components of the fleet. Similar results are shown in Table 1-3 for the active aircraft counts.

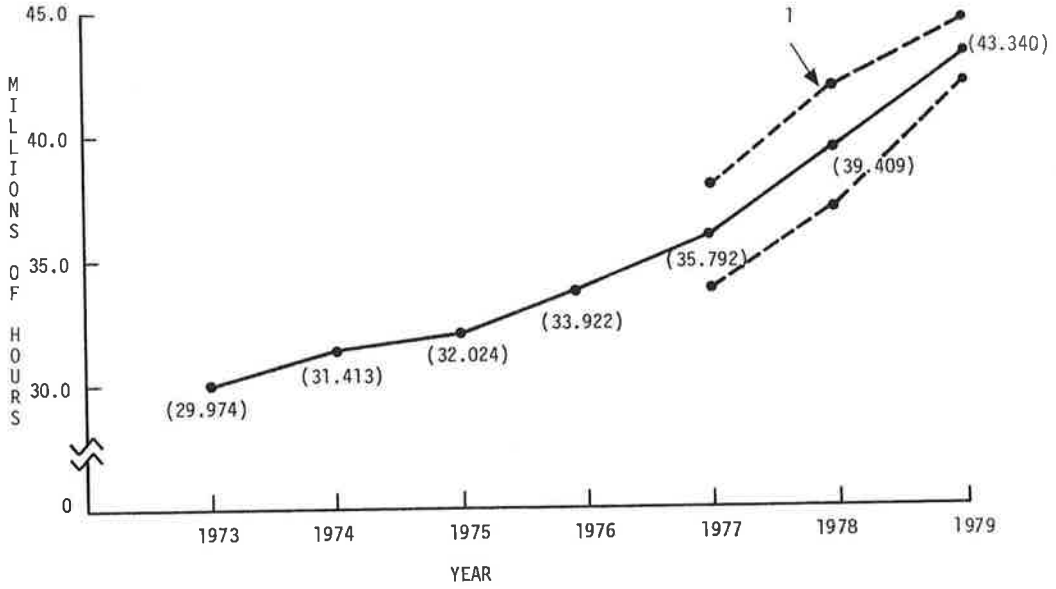
There was a great deal of variation in activity among the general aviation aircraft types in terms of three measures resulting from the survey: total hours flown, number of active aircraft, and mean hours flown. Figure 1.5 highlights the variation, as well as the relationship of these three measures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



1. The dotted lines represent a 95% confidence interval for the 1977 -- 1979 true values. See Appendix B.

Source: Table 1-3

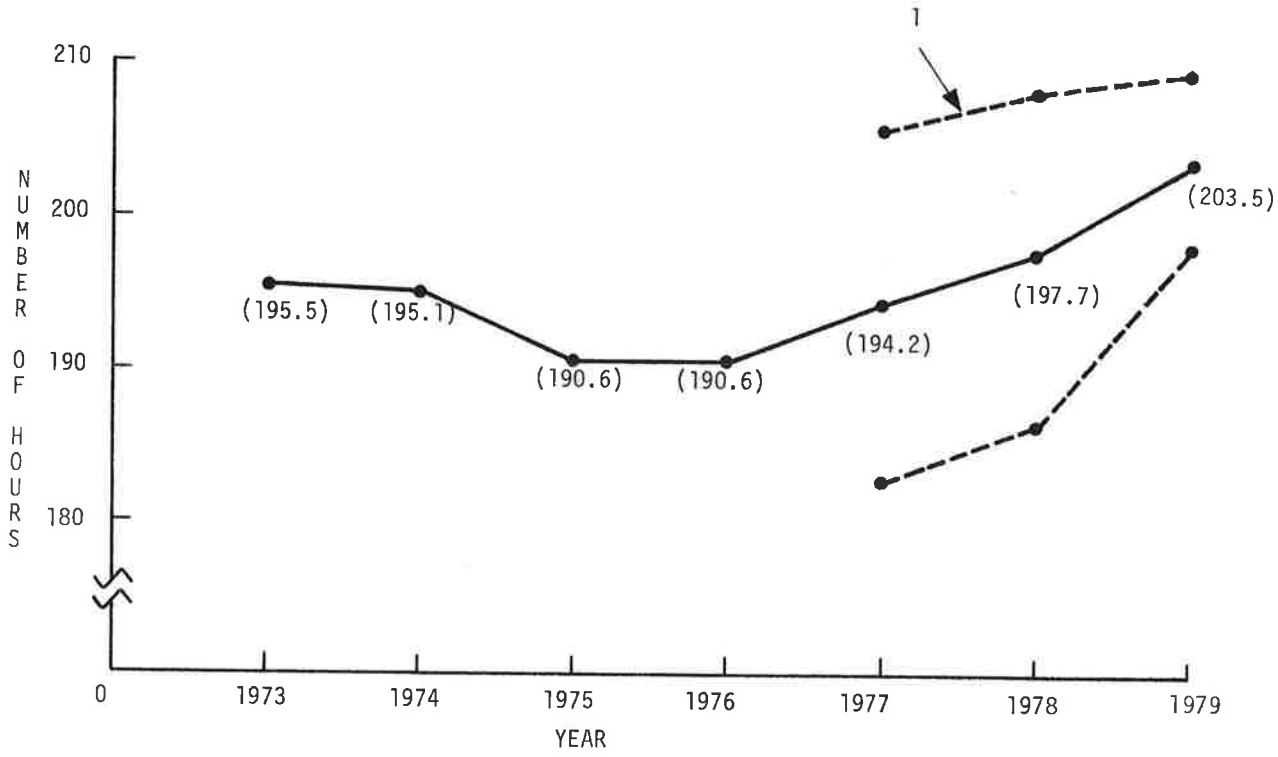
FIGURE 1.2. GENERAL AVIATION ACTIVE FLEET SIZE 1973 - 1979



1. The dotted lines represent a 95% confidence interval for the 1977 -- 1979 true values. See Appendix B.

Source: Table 1-2

FIGURE 1.3. GENERAL AVIATION TOTAL FLYING TIME 1973 - 1979



1. The dotted lines represent a 95% confidence interval for the 1977 -- 1979 true values. See Appendix B.

FIGURE 1.4. MEAN ANNUAL FLYING TIME PER ACTIVE GENERAL AVIATION AIRCRAFT 1973 - 1979

TABLE 1-2. GROWTH OF GENERAL AVIATION TOTAL HOURS FLOWN BY AIRCRAFT TYPE, 1973 - 1979

(THOUSANDS OF HOURS)

AIRCRAFT TYPE	1973[1]	1976[1]	1979[2] (Standard Error)	COMPOUND ANNUAL GROWTH RATE IN %
FIXED WING				
1-engine piston 1-3 seats	9,722	9,640	11,180 (384)	2.36
1-engine piston 4+ seats	12,025	14,688	19,109 (420)	8.03
2-engine piston 1-6 seats	3,243	3,220	4,006 (148)	3.58
2-engine piston 7+ seats	1,724	2,081	2,855 (137)	8.77
Other piston	84	84	152 (15)	10.39
2-engine turboprop 1-12 seats	572	785	1,254 (57)	13.98
2-engine turboprop 13+ seats	508	521	572 (45)	2.00
Other turboprop	37	20	45 (2)	3.32
2-engine turbojet	595	844	1,125 (39)	11.20
Other turbojet	89	67	134 (9)	7.06
ROTORCRAFT				
Piston	654	753	892 (97)	5.31
Turbine	515	950	1,664 (108)	21.59
OTHER	207	270	353 (29)	9.30
TOTAL AIRCRAFT HOURS	29,974	33,922	43,340 (627)	6.34

[1] FAA revised data as of December 1978.

[2] See Appendix B.1 for description of changes in the sample frame from prior years.

TABLE 1-3. GROWTH OF ACTIVE GENERAL AVIATION FLEET BY AIRCRAFT TYPE, 1973 - 1979

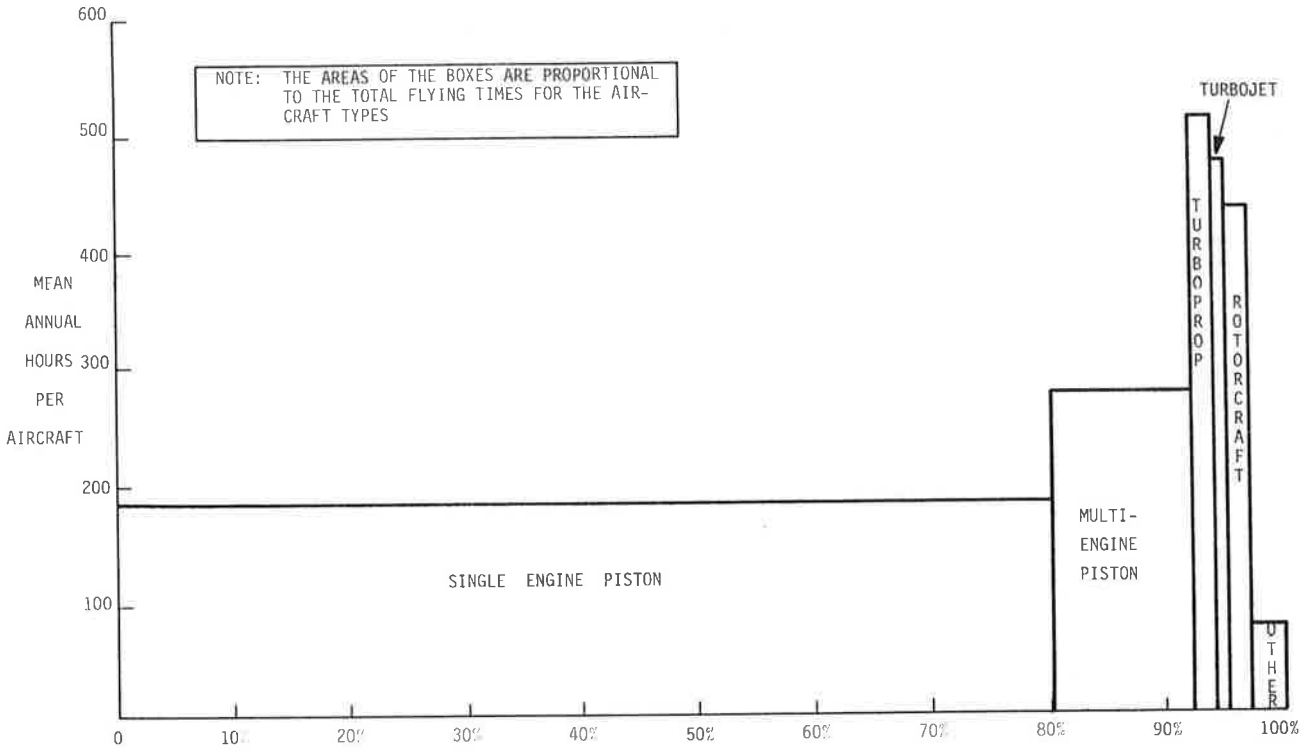
(NUMBER OF AIRCRAFT)

AIRCRAFT TYPE	1973[1]	1976[1]	1979[2] (Standard Error)	COMPOUND ANNUAL GROWTH RATE IN %
FIXED WING				
1-engine piston 1-3 seats	51,218	56,547	62,362 (594)	3.34
1-engine piston 4+ seats	74,856	88,205	106,028 (450)	5.97
2-engine piston 1-6 seats	13,454	14,617	16,891 (157)	3.86
2-engine piston 7+ seats	5,048	6,494	7,958 (90)	7.88
Other piston	190	196	229 (11)	3.16
2-engine turboprop 1-12 seats	1,268	1,889	2,944 (13)	15.07
2-engine turboprop 13+ seats	509	507	538 (15)	0.93
Other turboprop	72	57	96 (3)	4.91
2-engine turbojet	1,196	1,692	2,309 (29)	11.59
Other turbojet	184	189	343 (6)	10.94
ROTORCRAFT				
Piston	2,122	2,701	3,123 (127)	6.65
Turbine	993	1,724	2,740 (50)	18.43
OTHER	2,201	3,146	4,770 (114)	13.76
TOTAL AIRCRAFT	153,311	177,964	210,339 (789)	5.41

[1] FAA revised data as of December 1978.

[2] See Appendix B.1 for description of changes in sample frame from prior years.

The general aviation aircraft fleet consumed an estimated 1,306 million gallons of fuel during 1979, 570 million gallons of aviation gasoline and 736 million gallons of jet fuel. From Figure 1.6 it is evident that turbojet and turboprop engines consume fuel at much higher rates than piston engines. In fact, turbojets with more than 2 engines consume over 1000 gallons of jet fuel an hour on the average. The high rates account for turbojets' burning 37 percent of all fuel consumed in 1979, as shown in Figure 1.7. Single and twin engine piston aircraft together account for 39 percent of the fuel consumed in 1979 due to their high representation in the general aviation fleet. Table 2-18 shows more detailed fuel consumption estimates and their standard errors.



Source: Table 2-1

FIGURE 1.5. 1979 GENERAL AVIATION ACTIVITY MEASURES BY AIRCRAFT TYPE

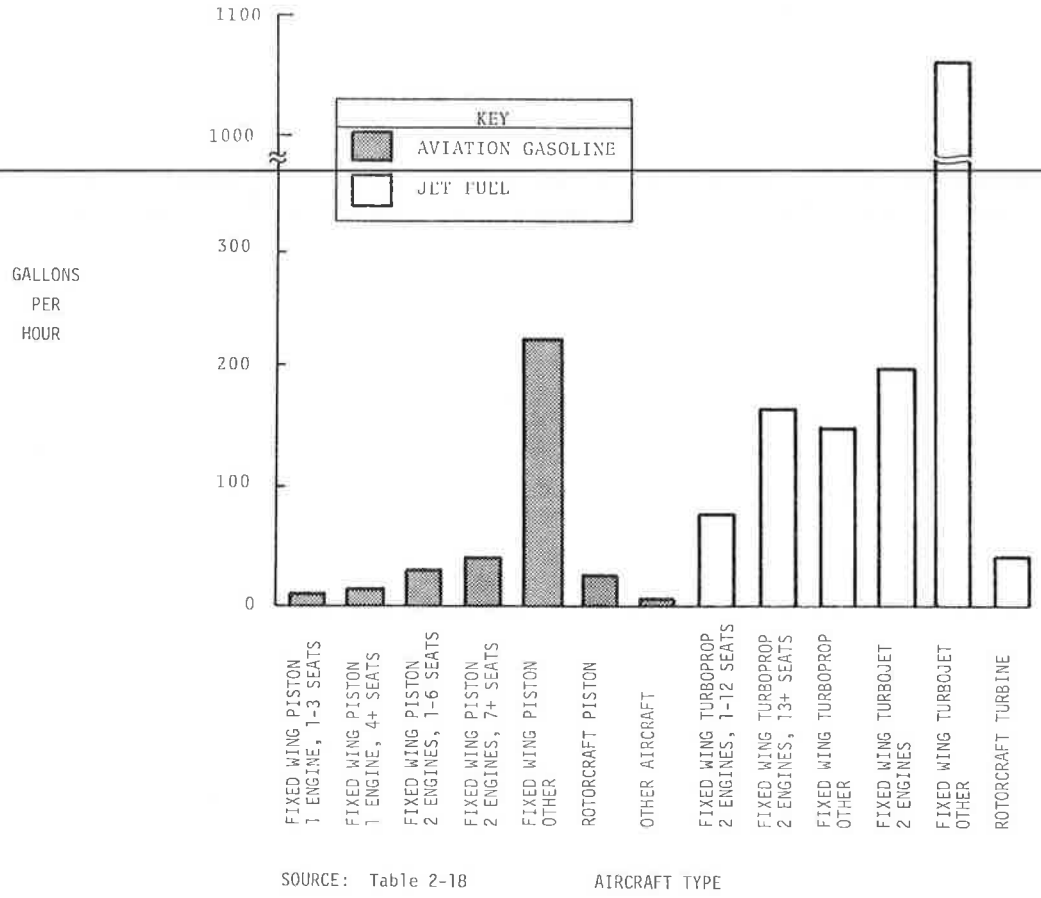


FIGURE 1.6. 1979 MEAN FUEL CONSUMPTION RATES BY AIRCRAFT TYPE

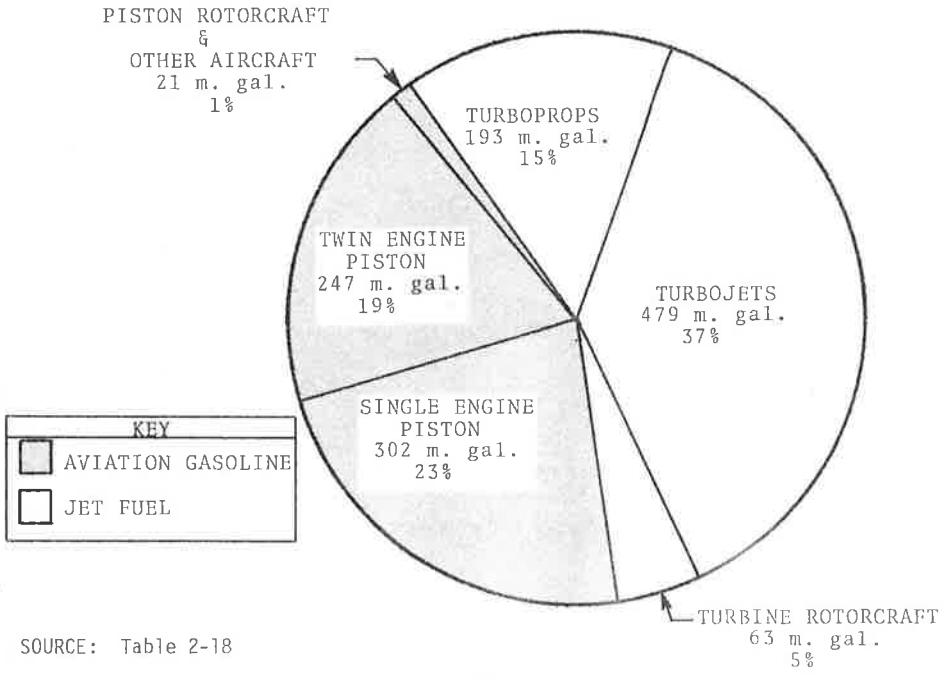


FIGURE 1.7. 1979 ESTIMATED FUEL CONSUMPTION BY AIRCRAFT TYPE

1.4.3 Results by Primary Use

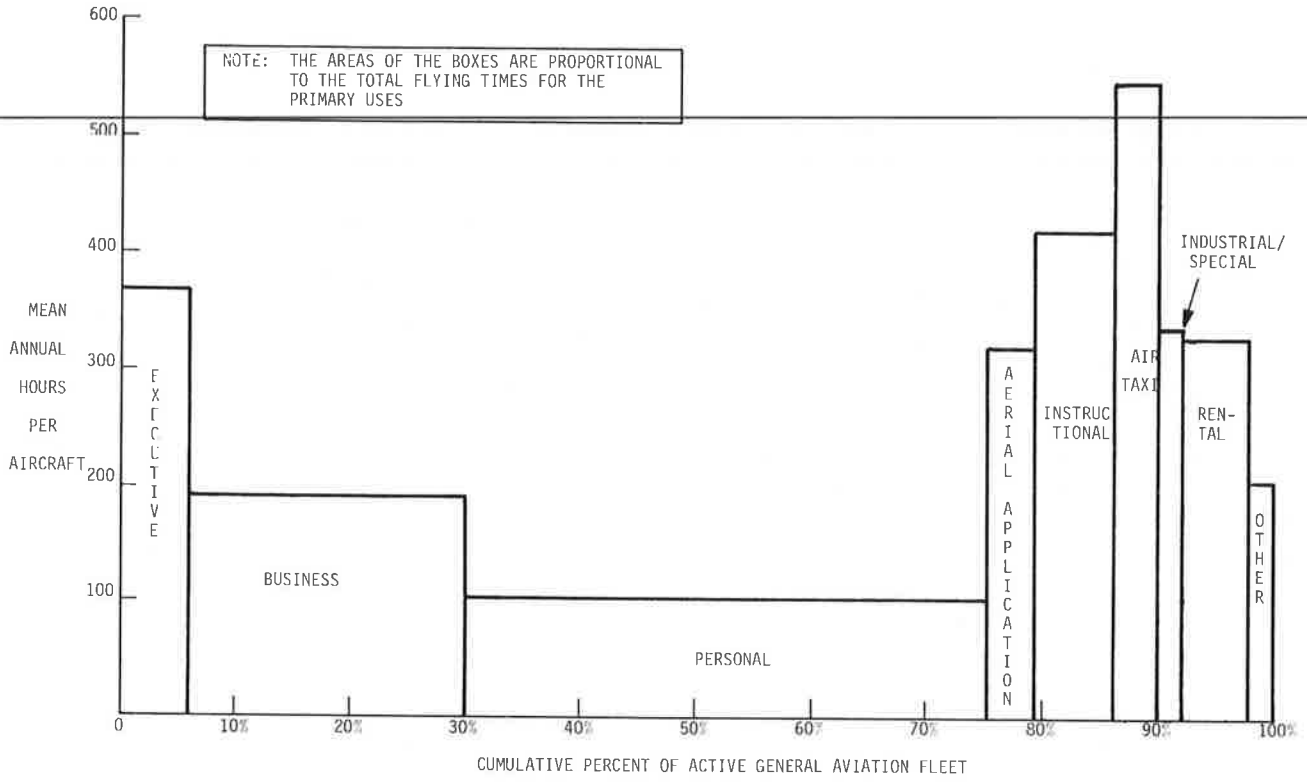
Like aircraft types, primary uses were differentiated by their activity characteristics, as shown in Figure 1.8. Distance along the vertical axis indicates mean hours per aircraft, distance along the horizontal axis indicates the relative portion of the active fleet engaged in each primary use, and the area within each box is proportional to the total flying time for each primary use. Aircraft used as air taxis and for instructional and executive purposes showed high individual usage with mean hours per aircraft of 544.4, 418.1, and 366.7, respectively. General aviation aircraft were used most commonly for personal and business purposes, representing 45 and 24 percent of the active fleet. Due either to their high representation in the fleet or to their high individual usage, personal, business, executive, air taxi and instructional use aircraft together accounted for 80 percent of the total hours flown by the general aviation fleet.

1.4.4 Results by FAA Region

Mean aircraft usage did not differ significantly from region to region with the exception of the Pacific and European (Foreign) Regions, according to Figure 1.9. In the figure, distance along the vertical axis indicates mean annual hours per aircraft, distance along the horizontal axis indicates the relative portion of the active fleet based in each region, and the area within each box is proportional to the total flying time occurring in each region. It can be seen that the Great Lakes Region accounted for more active aircraft and more total flight time than any of the other regions, although the Southern, Southwestern, and Western Regions are close behind. The smallest region in continental United States was New England, with only four percent of the active aircraft and about three percent of the fleet's total flight time. Tables 2-3 and 2-8 contain more estimates by region; Tables 2-2 and 2-7 show similar estimates by state of aircraft base.

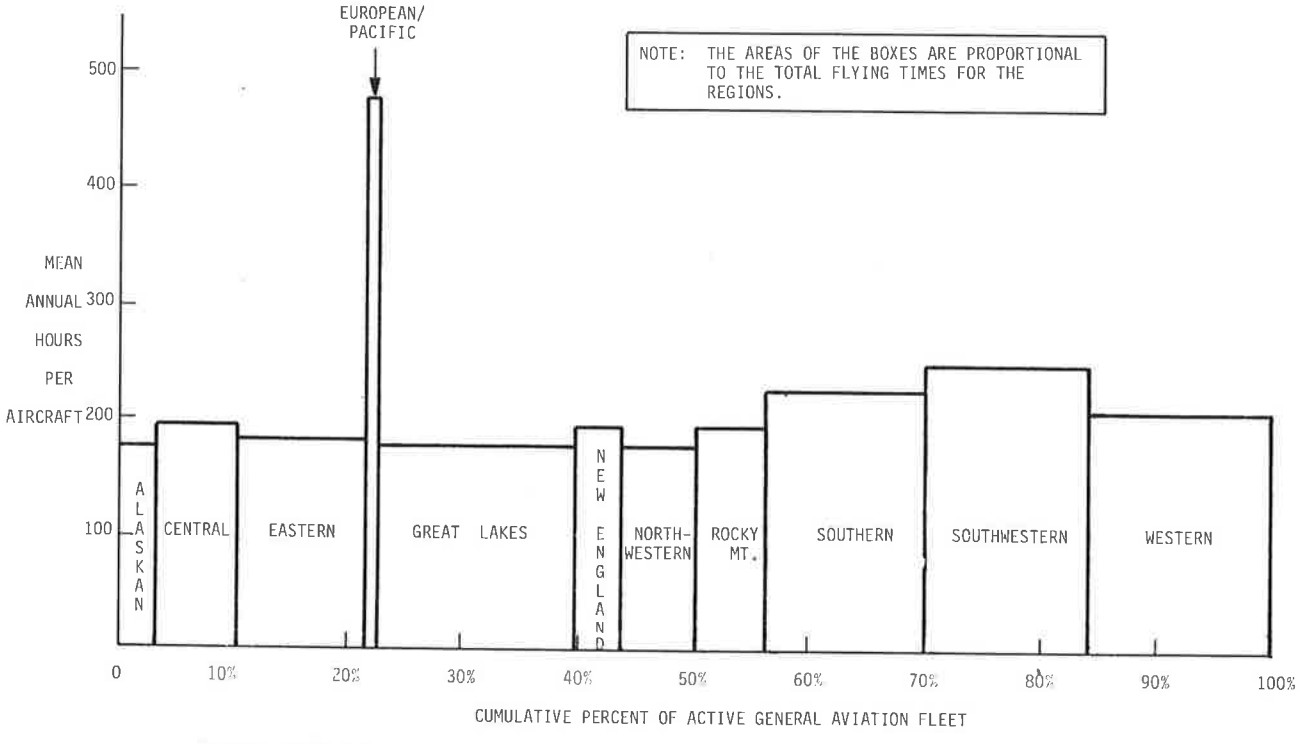
1.4.5 Other Results

The extent to which general aviation aircraft are furnished with on-board avionics equipment was a principal finding of the survey. A summary appears in Figure 1.10. Over 83 percent of the aircraft have two-way VHF communications, almost 59 percent are equipped with 4096-code transponders, almost 55 percent have at least one component of an instrument landing system, and almost 80 percent have some form of navigation equipment. It is evident from comparing the 1979 and 1978 avionics estimates that the general aviation fleet is becoming more sophisticated in terms of its avionics equipment. Within two-way communications, for example, there was a significant shift from 360 channel to 720 channel equipment. Likewise within VOR receivers there was a shift from 100 channel to 200 channel equipment. The proportion of the general aviation fleet with transponders increased from 53.3 percent



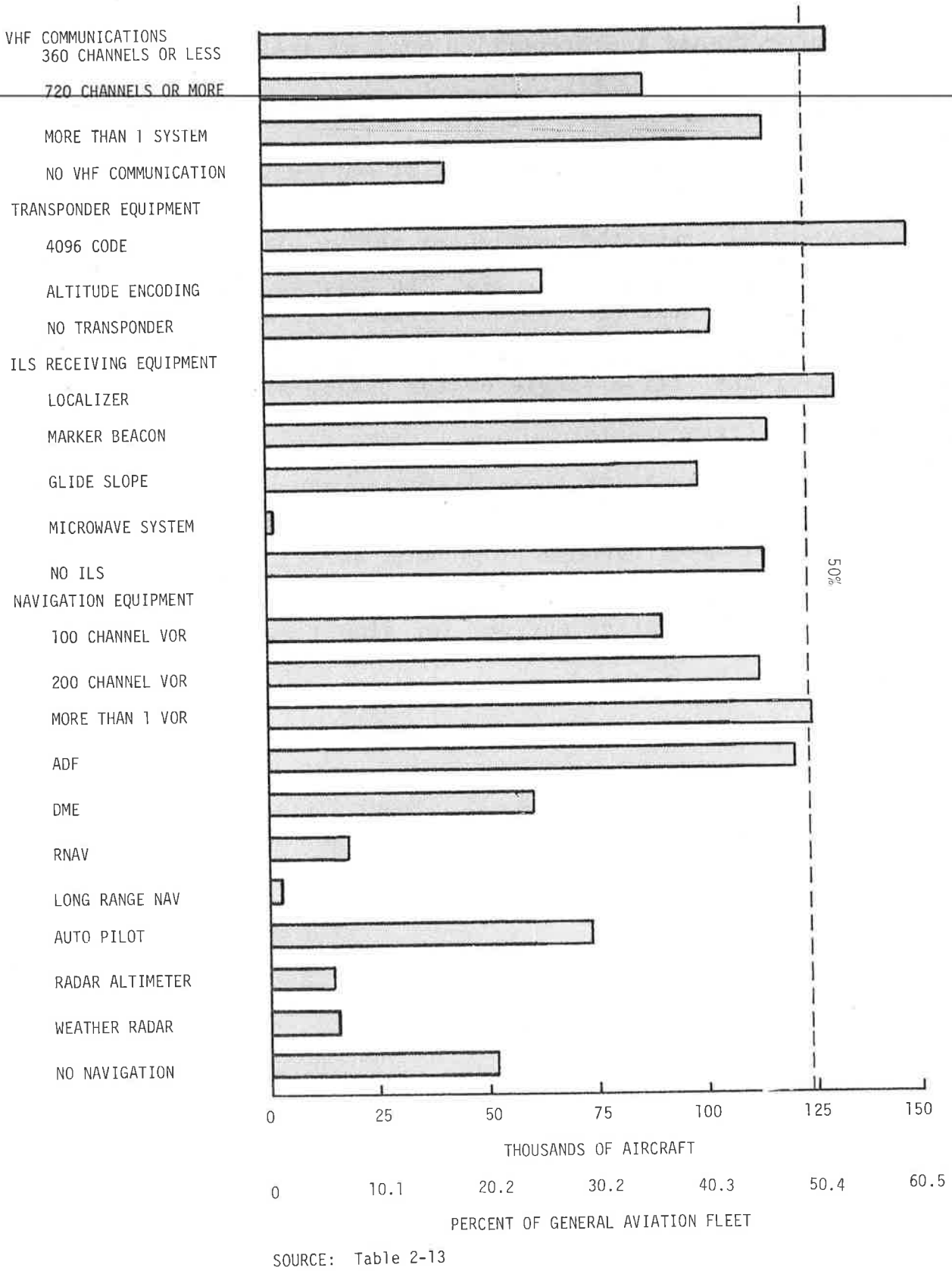
Source: Tables 2-4 and 2-9

FIGURE 1.8. 1979 GENERAL AVIATION ACTIVITY MEASURES BY PRIMARY USE



Source: Table 2-3

FIGURE 1.9. 1979 GENERAL AVIATION ACTIVITY MEASURES BY FAA REGION



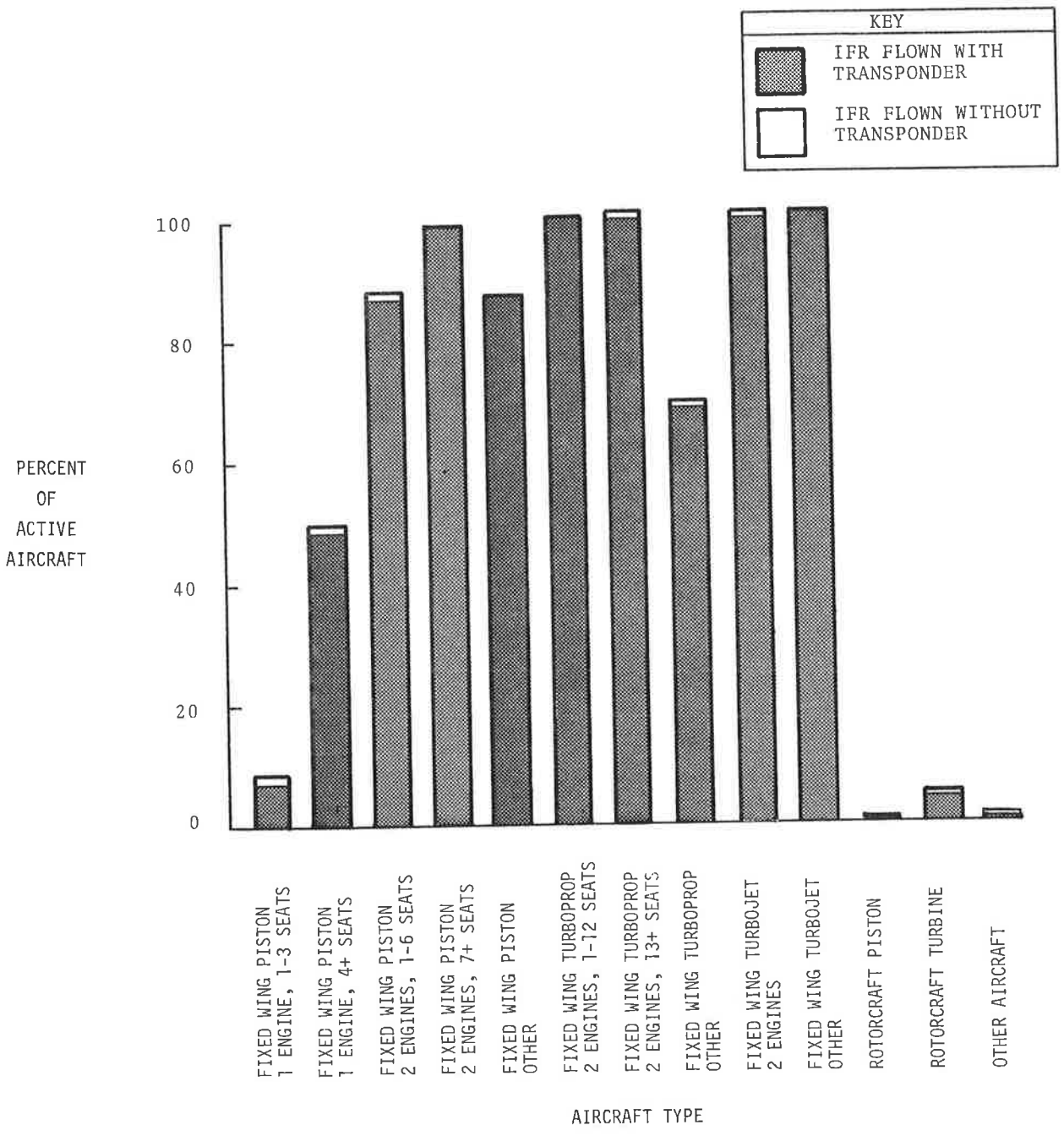
SOURCE: Table 2-13

FIGURE 1.10. AVIONICS EQUIPMENT IN THE 1979 GENERAL AVIATION AIRCRAFT FLEET

to 58.9 percent, and the proportion with at least one part of an ILS increased from 51.0 percent to 54.2 percent. The proportion of aircraft having two or more communications systems and the proportion with two or more VOR receivers increased by four percent from 1978 to 1979. More detailed breakdowns of avionics by aircraft type, state, region, and primary use are provided in Tables 2-12 through 2-15.

Figure 1.11 shows the portion of active aircraft of each type which engaged in IFR (Instrument Flight Rules) flight during 1979 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 1979 and were equipped with transponders. A much lower proportion of the active single engine piston aircraft and rotorcraft in the fleet flew IFR during the year, and not all were equipped with transponders.

Additional results to those discussed above are found in the tables in Section 2. Estimates of total hours, mean hours, lifetime airframe hours, and number of active aircraft for over 300 SDR manufacturer/model groups of general aviation aircraft are found in Tables 2-5, 2-11, and 2-16. Appendix D contains definitions of these groups. The report also includes a table on mean hours and number of active engines for almost 90 different manufacturer/model groups of engines. Appendix E contains definitions of these groups.



SOURCE: Table 2-10

FIGURE 1.11. GENERAL AVIATION ACTIVE AIRCRAFT IFR FLOWN AND TRANSPONDER EQUIPPED IN 1979

2. TABLES OF RESULTS

TABLE 2-1 GENERAL AVIATION TOTAL HOURS FLOWN BY TYPE OF AIRCRAFT - CY 1979 (1 of 2)

AIRCRAFT TYPE	POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
FIXED WING									
PISTON									
1 ENG 1-3 SEATS	83970	62362	594	11179991	384041	3.4	180.2	6.0	3.3
1 ENG 4+ SEATS	115507	106028	450	19109020	419714	2.2	180.2	3.9	2.2
TOTAL 1 ENG	199477	168390	745	30289011	568901	1.9	180.2	3.3	1.8
2 ENG 1-6 SEATS	18071	16891	157	4006461	148185	3.7	236.7	8.5	3.6
2 ENG 7+ SEATS	9271	7958	90	2854750	137107	4.8	356.5	16.0	4.5
TOTAL 2 ENG	27342	24850	181	6861212	201884	2.9	273.2	7.6	2.8
OTHER PISTON	389	229	11	151811	14595	9.6	650.4	27.9	4.3
TOTAL PISTON	227208	193470	767	37302035	603836	1.6	191.8	3.0	1.6
TURBOPROP									
2 ENG 1-12 SEATS	2986	2944	13	1254224	57357	4.6	428.4	19.1	4.5
2 ENG 13+ SEATS	584	538	15	572426	45388	7.9	1047.1	68.4	6.5
TOTAL 2 ENG	3570	3482	20	1826650	73143	4.0	513.1	19.0	3.7
OTHER TURBOPROP	132	96	3	44665	2255	5.0	465.0	2.9	0.6
TOTAL TURBOPROP	3702	3579	21	1871315	73178	3.9	511.7	18.4	3.6
TURBOJET									
2 ENG	2383	2309	29	1124694	38645	3.4	487.5	15.8	3.2
OTHER	551	343	6	134200	9388	7.0	382.2	21.3	5.6
TOTAL TURBOJET	2934	2653	30	1258895	39769	3.2	473.2	14.0	3.0
TOTAL FIXED WING	233844	199703	768	40432246	609553	1.5	200.2	3.0	1.5
ROTORCRAFT									
PISTON	5346	3123	127	891537	97468	10.9	284.3	27.2	9.6

TABLE 2-1 GENERAL AVIATION TOTAL HOURS FLOWN BY TYPE OF AIRCRAFT - CY 1979 (2 of 2)

AIRCRAFT TYPE	POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
TURBINE	3024	2740	50	1663650	108368	6.5	609.3	38.1	6.2
TOTAL ROTORCRAFT	8370	5864	136	2555187	145752	5.7	433.5	22.8	5.3
OTHER	5856	4770	114	352644	29069	8.2	72.7	5.2	7.2
TOTAL AIRCRAFT	248070	210339	789	43340081	627411	1.4	203.5	2.9	1.4

TABLE 2-2 GENERAL AVIATION TOTAL HOURS FLOWN BY STATE OF BASED AIRCRAFT - CY 1979 (1 of 3)

STATE	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF TOTAL HOURS	STANDARD ERROR
ALABAMA	2561	290	476617	78006
ALASKA	5842	392	1032044	129335
ARIZONA	4525	391	988814	135292
ARKANSAS	2664	290	533248	81716
CALIFORNIA	27980	908	5725564	369659
COLORADO	4560	389	920392	112132
CONNECTICUT	1670	237	267344	72359
DELAWARE	710	148	129850	38412
DC	62	35	23661	14007
FLORIDA	10662	590	2574376	278846
GEORGIA	4121	371	846749	141378
HAWAII	530	130	255197	75791
IDAHO	2112	265	329348	59247
ILLINOIS	8153	520	1404886	147683
INDIANA	4569	397	912868	172565
IOWA	3545	349	635283	121247
KANSAS	3848	364	779073	113311
KENTUCKY	1534	226	390322	115866
LOUISIANA	3526	325	1314487	177060
MAINE	1077	191	179671	46467
MARYLAND	2492	294	407905	68675

TABLE 2-2 GENERAL AVIATION TOTAL HOURS FLOWN BY STATE OF BASED AIRCRAFT - CY 1979 (2 of 3)

STATE	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF TOTAL HOURS	STANDARD ERROR
MASSACHUSETTS	2787	315	600618	106140
MICHIGAN	7279	499	1270219	128428
MINNESOTA	4772	398	986314	138925
MISSISSIPPI	2337	281	636025	123792
MISSOURI	4142	375	787259	109126
MONTANA	2447	298	362953	67773
NEBRASKA	2569	299	475100	93205
NEVADA	1827	241	370724	81187
NEW HAMPSHIRE	1016	178	184461	53722
NEW JERSEY	3962	369	708639	97639
NEW MEXICO	2217	270	429915	58030
NEW YORK	6168	454	991246	117610
NORTH CAROLINA	4017	371	742003	104857
NORTH DAKOTA	1482	228	342260	82640
OHIO	7687	508	1052862	109984
OKLAHOMA	4558	394	1153127	178106
OREGON	5729	436	1104771	145799
PENNSYLVANIA	5907	438	1133857	138241
RHODE ISLAND	413	120	84536	27489
SOUTH CAROLINA	1667	238	374755	86224
SOUTH DAKOTA	1495	225	274562	63532
TENNESSEE	2498	287	492215	80804
TEXAS	17519	735	4033590	303315
UTAH	1623	238	356147	75718
VERMONT	442	121	88075	36464
VIRGINIA	2756	309	597680	119315

TABLE 2-2 GENERAL AVIATION TOTAL HOURS FLOWN BY STATE OF BASED AIRCRAFT - CY 1979 (3 of 3)

STATE	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF TOTAL HOURS	STANDARD ERROR
WASHINGTON	6578	468	1096245	139116
WEST VIRGINIA	1156	204	198463	46200
WISCONSIN	4100	368	829744	116762
WYOMING	1197	203	194702	43678
PUERTO RICO	438	117	143577	42753
OTHER U.S. TERRITORIES	237	99	113510	51668
FOREIGN	954	165	414182	118823
TOTAL	210339	789	43340081	627411

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

TABLE 2-3 GENERAL AVIATION TOTAL HOURS FLOWN BY REGION OF BASED AIRCRAFT - CY 1979

REGION	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF TOTAL HOURS	STANDARD ERROR
ALASKAN	5842	392	1032044	129335
CENTRAL	14106	679	2676301	204941
EASTERN	23217	843	4212253	236903
EUROPEAN	305	84	131188	40618
GREAT LAKES	36563	1029	6526425	305556
NEW ENGLAND	7407	496	1420373	142964
NORTHWESTERN	14472	679	2580189	210542
PACIFIC	692	153	338072	89598
ROCKY MOUNTAIN	12805	646	2469602	175695
SOUTHERN	30193	943	6850032	369131
SOUTHWESTERN	30806	938	7701442	402678
WESTERN	34333	989	7144392	395686
TOTAL	210339	789	43340081	627411

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

TABLE 2-4 GENERAL AVIATION TOTAL HOURS FLOWN BY AIRCRAFT TYPE AND PRIMARY USE - CY 1979
(1 of 3)

AIRCRAFT TYPE	TOTAL	EXECUTIVE	BUSINESS	PERSONAL	AERIAL APPL	INSTRUC-TIONAL	AIR TAXI	INDUS-TRIAL	RENTAL	OTHER
FIXED WING										
PISTON										
1 ENG 1-3 SEATS										
EST.TOT.HOURS	11179991	203376	733291	2819995	1923355	3870920	34528	231732	1121824	278859
% STD. ERROR	3.4	22.9	12.3	5.3	4.9	8.7	70.4	27.7	14.4	19.2
1 ENG 4+ SEATS										
EST.TOT.HOURS	19109020	902121	5507354	5892460	65592	2206220	1008536	433020	2828981	281078
% STD. ERROR	2.2	16.5	4.2	3.6	39.9	11.2	13.1	22.1	7.5	20.0
TOTAL 1 ENG										
EST.TOT.HOURS	30289011	1107488	6241103	8742696	1988580	6076645	1042369	665588	3951154	561004
% STD. ERROR	1.9	14.0	4.0	3.0	5.0	6.9	12.9	17.3	7.0	13.7
2 ENG 1-6 SEATS										
EST.TOT.HOURS	4006461	829278	1560388	355343	4629	224109	773350	110205	92387	53517
% STD. ERROR	3.7	11.4	6.8	11.9	79.8	20.0	14.8	36.8	28.5	30.5
2 ENG 7+ SEATS										
EST.TOT.HOURS	2854750	774390	718564	119014	14650	7071	1094951	39602	34600	31562
% STD. ERROR	4.8	8.9	12.0	25.9	26.5	53.8	11.5	31.7	47.0	29.9
TOTAL 2 ENG										
EST.TOT.HOURS	6861212	1604385	2268871	471747	19301	231587	1854355	150880	126606	84916
% STD. ERROR	2.9	7.3	5.9	10.9	26.6	19.1	9.3	27.5	24.7	22.4
OTHER PISTON										
EST.TOT.HOURS	151811	0	18479	1897	21864	763	72949	0	32774	2925
% STD. ERROR	9.6	0.0	26.4	50.4	35.4	54.9	5.0	0.0	23.2	37.9
TOTAL PISTON										
EST.TOT.HOURS	37302035	2715649	8485301	9209295	2037354	6314745	2952640	807209	4109671	651332
% STD. ERROR	1.5	7.2	3.4	2.9	4.9	6.6	7.6	15.3	6.8	12.1
TURBOPROP										
2 ENG 1-12 SEATS										
EST.TOT.HOURS	1254224	950171	148301	36380	754	0	101012	2584	3505	18840
% STD. ERROR	4.6	6.0	24.1	81.8	219.7	0.0	27.0	121.7	88.6	46.2

TABLE 2-4 GENERAL AVIATION TOTAL HOURS FLOWN BY AIRCRAFT TYPE AND PRIMARY USE - CY 1979
(2 of 3)

AIRCRAFT TYPE	TOTAL	EXECUTIVE	BUSINESS	PERSONAL	AERIAL APPL	INSTRUC-TIONAL	AIR TAXI	INDUS-TRIAL	RENTAL	OTHER
2 ENG 13+ SEATS										
EST.TOT.HOURS	572426	115387	17611	0	0	5061	412895	4662	264	18273
% STD. ERROR	7.9	14.1	40.4	0.0	0.0	119.3	12.6	109.3	217.7	74.8
TOTAL 2 ENG										
EST.TOT.HOURS	1826650	1062925	166054	36380	754	5061	491473	7123	3765	37466
% STD. ERROR	4.0	5.6	22.4	81.8	219.7	119.3	14.2	81.6	84.5	40.9
OTHER TURBOPROP										
EST.TOT.HOURS	44665	2407	3898	260	19701	0	6146	0	3328	8710
% STD. ERROR	5.0	26.4	26.8	37.1	3.8	0.0	7.3	0.0	40.4	16.3
TOTAL TURBOPROP										
EST.TOT.HOURS	1871315	1065346	169946	36720	20540	5061	496259	7123	6864	46324
% STD. ERROR	3.9	5.6	21.9	78.1	16.4	119.3	13.9	81.6	68.2	33.4
TURBOJET										
2 ENG										
EST.TOT.HOURS	1124694	869421	42087	0	0	23770	135278	341	0	57350
% STD. ERROR	3.4	4.4	37.9	0.0	0.0	53.2	19.9	261.3	0.0	28.1
OTHER										
EST.TOT.HOURS	134200	68753	19454	247	0	6646	2621	0	24051	10034
% STD. ERROR	7.0	11.2	21.3	55.5	0.0	43.7	33.6	0.0	12.9	13.3
TOTAL TURBOJET										
EST.TOT.HOURS	1258895	937487	61710	247	0	30518	137719	341	24051	67359
% STD. ERROR	3.2	4.1	27.4	55.5	0.0	48.6	19.4	261.3	12.9	18.1
TOTAL FIXED WING										
EST.TOT.HOURS	40432246	4695425	8698740	9243465	2057799	6349277	3548388	814386	4139252	760245
% STD. ERROR	1.5	4.8	3.3	2.9	4.8	6.6	6.8	15.2	6.7	10.9
ROTORCRAFT										
PISTON										
EST.TOT.HOURS	891537	94100	90026	30226	280626	52991	34062	176750	2288	128831
% STD. ERROR	10.9	42.0	37.6	24.1	21.0	32.3	40.1	23.9	68.5	30.0
TURBINE										
EST.TOT.HOURS	1663650	206342	145551	11778	33380	5723	1000955	132901	4833	132611
% STD. ERROR	6.5	23.4	30.3	77.6	49.5	76.8	12.0	25.0	95.2	29.8

TABLE 2-4 GENERAL AVIATION TOTAL HOURS FLOWN BY AIRCRAFT TYPE AND PRIMARY USE - CY 1979
(3 of 3)

AIRCRAFT TYPE	TOTAL	EXECUTIVE	BUSINESS	PERSONAL	AERIAL APPL	INSTRUC-TIONAL	AIR TAXI	INDUS-TRIAL	RENTAL	OTHER
TOTAL ROTORCRAFT										
EST.TOT.HOURS	2555187	301686	234111	41794	313948	58740	1032993	309859	7121	260541
% STD. ERROR	5.7	20.0	23.2	20.0	19.5	29.5	11.7	17.5	67.7	21.1
OTHER										
EST.TOT.HOURS	352644	2407	52553	173420	2898	40559	133	81	45513	32328
% STD. ERROR	8.2	36.9	27.0	6.8	93.4	23.2	109.4	196.9	22.0	20.8
TOTAL AIRCRAFT										
EST.TOT.HOURS	43340081	5000539	8979461	9470924	2372188	6461851	4572625	1119585	4206267	1051744
% STD. ERROR	1.4	1.3	1.4	12.5	6.3	5.1	5.8	4.1	5.9	0.4

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

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP - CY 1979 (1 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
OTHER 01	9540	256060	34795	13.6	54.2	6.7	12.3
OTHER 02	617	30363	5210	17.2	120.2	17.3	14.4
OTHER 03	360	57817	16282	28.2	236.4	53.7	22.7
OTHER 04	141	15886	3269	20.6	282.4	44.2	15.6
OTHER 05	68	3349	562	16.8	111.7	14.8	13.2
OTHER 06	37	4512	877	19.4	135.5	24.8	18.3
OTHER 07	206	179749	41083	22.9	939.8	205.8	21.5
OTHER 08	77	17618	2054	11.7	371.3	35.4	9.5
OTHER 09	312	155775	24725	15.9	535.0	78.3	14.6
OTHER 10	173	16463	2923	17.8	185.7	31.6	17.0
OTHER 11	1657	40515	10925	27.0	81.6	20.5	25.2
OTHER 12	198	95440	20891	21.9	567.2	116.4	20.5
OTHER 13	1662	55660	7920	14.2	47.3	5.9	12.6
ADAMS A50S	32	1921	355	18.5	60.0	11.1	18.5
AEROSPSA316	105	44555	10735	24.1	527.4	100.3	19.0
AEROSPSA341	69	24906	2139	8.6	361.0	31.0	8.6
AGUSTA205	65	48329	11475	23.7	986.4	78.1	7.9
AIRPTSA	296	34271	7847	22.9	177.5	30.5	17.2
AIRSPC18	24	159	61	38.2	12.4	3.7	29.5
AIRTRCAT300	195	97774	16094	16.5	501.4	82.5	16.5
AMD FALC10	101	42064	6991	16.6	416.5	69.2	16.6

Note: See following page for coding.

NOTE: Other XX refers to all general aviation aircraft belonging to manufacturer/model groups of fewer than 20 aircraft in size for aircraft XX where XX stands for

01 Fixed wing piston, 1 engine, 1-3 seats.
02 Fixed wing piston, 1 engine, 4+ seats.
03 Fixed wing piston, 2 engines, 1-6 seats.
04 Fixed wing piston, 2 engines, 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 - CY 1979 (2 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
AMD FALC20	196	95966	9770	10.2	492.2	49.4	10.0
ARCRNEH37	46	138	0	0.0	3.0	0.0	0.0
ARCTICS1A	94	1654	670	40.5	59.9	20.6	34.4
ARCTICS1B1	26	543	113	20.9	48.0	7.9	16.6
ARONCA15	211	11484	2067	18.0	93.5	16.4	17.6
ARONCA65	158	3860	919	23.8	51.0	9.1	17.8
ARONC4C3	53	26	15	57.4	3.5	0.5	15.6
ARONCA058	166	7314	1994	27.3	62.8	14.1	22.5
AYRES S2	947	404088	28612	7.1	476.8	30.2	6.3
BAC 111	28	20476	2799	13.7	731.3	100.0	13.7
BAG B206	35	6500	1505	23.1	192.8	35.6	18.5
BAG DH125	34	19106	1955	10.2	562.0	57.5	10.2
BAG HP137	26	23763	6872	28.9	1709.8	112.8	6.6
BALWKSFIREFY	506	25798	2973	11.5	51.2	5.9	11.5
BEECH 100	222	78274	9499	12.1	352.6	42.8	12.1
BEECH 17	197	5513	2137	38.8	69.0	19.9	28.9
BEECH 18	1149	307905	35335	11.5	411.7	38.2	9.3
BEECH 200	392	199779	15877	7.9	513.7	39.7	7.7
BEECH 23	2841	459087	54669	11.9	179.8	20.5	11.4
BEECH 33	1592	285612	25652	9.0	182.7	16.1	8.8
BEECH 35	7157	1021080	83909	8.2	148.8	12.0	8.1

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP - CY 1979 (3 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
BEECH 36	1265	271387	28597	10.5	221.2	22.7	10.3
BEECH 45	329	41329	4218	10.2	140.8	13.2	9.4
BEECH 50	376	67130	15194	22.6	197.5	43.5	22.0
BEECH 55	2181	453024	47377	10.5	212.2	21.9	10.3
BEECH 56	68	9004	1496	16.6	134.7	22.0	16.4
BEECH 58	1003	275697	42107	15.3	274.9	42.0	15.3
BEECH 60	364	76243	9129	12.0	214.8	24.7	11.5
BEECH 65	172	30710	3878	12.6	188.9	22.8	12.1
BEECH 76	191	37481	5895	15.7	196.2	30.9	15.7
BEECH 77	47	6000	1181	19.7	127.7	25.1	19.7
BEECH 80	227	65847	12572	19.1	311.0	56.4	18.1
BEECH 90	865	377842	43758	11.6	437.4	50.6	11.6
BEECH 95	505	78841	14216	18.0	176.9	29.8	16.8
BEECH 99	90	184708	13823	7.5	2078.4	141.4	6.8
BELL 204	145	17420	6585	37.8	177.1	63.7	36.0
BELL 206	1483	1052647	98669	9.4	732.6	66.4	9.1
BELL 212	108	99683	17948	18.0	946.0	158.6	16.8
BELL 47	1609	522653	88189	16.9	420.6	64.0	15.2
BLANCA11	995	34994	8839	25.3	47.0	10.9	23.1
BLANCA1413	310	9291	5039	54.2	60.2	29.4	48.8
BLANCA1419	313	21015	5624	26.8	81.7	19.5	23.9

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP - CY 1979 (4 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
BLANCA17	1082	189211	60476	32.0	183.5	58.1	31.6
BLANCA7	6165	417499	26985	6.5	93.5	5.7	6.1
BLANCA8	679	83080	16216	19.5	129.2	24.3	18.8
BNORM BN2	92	57746	15164	26.3	1035.1	151.8	14.7
BOEING707	51	8208	3664	44.6	217.5	94.7	43.5
BOEING727	27	27337	4415	16.2	1082.3	160.6	14.8
BOEING75	2080	134090	23018	17.2	128.3	18.8	14.7
BOEING817	22	1558	354	22.7	91.6	17.5	19.1
BOLKMS105	65	18951	6555	34.6	455.0	82.9	18.2
BRAERODH125	96	35646	2736	7.7	375.2	28.8	7.7
BRASOVIS28	50	4334	559	12.9	99.3	11.7	11.8
BRWSTRFLEET2	30	411	76	18.4	34.7	4.5	13.0
BRWSTRFLEET7	22	207	15	7.2	26.0	0.9	3.5
CAMRONMODEL0	80	6227	1129	18.1	80.3	14.0	17.5
CESSNA120	940	36559	6812	18.6	46.1	8.0	17.3
CESSNA140	2567	135460	24530	18.1	69.4	11.7	16.9
CESSNA150	19631	4624009	314804	6.8	255.5	17.0	6.6
CESSNA170	2644	157206	20024	12.7	75.0	9.0	12.0
CESSNA172	23306	4216057	242146	5.7	188.2	10.7	5.7
CESSNA175	1458	81890	6923	8.5	62.0	5.0	8.1
CESSNA177	3084	636634	87321	13.7	211.8	28.9	13.6

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP - CY 1979 (5 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
CESSNA180	2795	420002	70058	16.7	158.4	26.1	16.5
CESSNA182	13120	2173800	126793	5.8	170.8	9.8	5.7
CESSNA185	1416	234604	36381	15.5	173.9	26.2	15.0
CESSNA188	1902	457553	45535	10.0	268.9	23.5	8.7
CESSNA190	89	5055	1245	24.6	83.8	20.0	23.8
CESSNA195	537	27996	6466	23.1	79.0	17.3	21.8
CESSNA206	2787	776999	94152	12.1	297.5	34.9	11.7
CESSNA207	323	125165	27592	22.0	417.3	86.6	20.8
CESSNA210	5758	1067697	74353	7.0	191.6	13.0	6.8
CESSNA305	248	22709	4962	21.9	135.5	21.8	16.0
CESSNA310	3341	657354	60487	9.2	209.0	18.4	8.8
CESSNA320	369	70491	8825	12.5	191.9	23.9	12.5
CESSNA336	102	9070	2512	27.7	112.1	30.4	27.1
CESSNA337	1350	299388	42502	14.2	230.2	31.8	13.8
CESSNA340	762	252769	25383	10.0	331.7	33.3	10.0
CESSNA401	258	60274	10616	17.6	250.0	40.5	16.2
CESSNA402	610	261064	41774	16.0	503.9	73.1	14.5
CESSNA404	96	63125	9605	15.2	705.5	93.8	13.3
CESSNA411	201	35299	3362	9.5	192.8	16.3	8.5
CESSNA414	602	148282	17648	11.9	246.7	29.3	11.9
CESSNA421	1143	351498	38304	10.9	315.2	33.7	10.7

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP - CY 1979 (6 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
CESSNA441	74	14849	1966	13.2	231.6	25.0	10.8
CESSNA500	294	138628	8202	5.9	471.5	27.9	5.9
CESSNAT50	85	685	118	17.2	33.7	3.3	9.7
CESSNAUC77	22	506	104	20.4	63.5	6.5	10.2
CESSNAUC94	36	703	109	15.5	51.1	6.2	12.2
CHILD S2	122	15282	4233	27.7	141.0	37.1	26.3
COMWTH185	106	1229	566	46.1	44.1	10.2	23.1
CONAERLA4	463	34666	9698	28.0	105.3	25.6	24.3
CURTISC46	55	2400	3114	129.8	273.4	112.2	41.0
CURTISJR	21	91	36	40.0	37.0	4.5	12.1
CURTISROBIN	35	186	45	23.9	28.0	5.2	18.6
CURTISTRVAIR	183	4317	1290	29.9	128.2	30.4	23.7
CVAC 22	43	7649	971	12.7	666.2	57.4	8.6
CVAC 240	60	2272	599	26.4	98.4	19.3	19.7
CVAC 340	26	6382	1838	28.8	352.6	70.4	20.0
CVAC 440	24	449	1095	243.7	350.0	0.0	0.0
CVAC BT13	101	1661	445	26.8	44.7	8.8	19.6
CVAC L13	23	97	76	78.8	87.0	0.0	0.0
CVAC STC580	37	20214	5310	26.3	580.7	143.4	24.7
DART G	26	523	102	19.4	47.0	8.1	17.3
DHAV DHC1	93	3825	798	20.9	54.3	8.6	15.9

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP - CY 1979 (7 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
DHAV DHC2	365	105149	17459	16.6	485.4	61.5	12.7
DHAV DHC3	22	6043	1374	22.7	446.9	46.6	10.4
DHAVXXDH82	102	1861	521	28.0	40.0	7.8	19.4
DOUG A26	68	2316	1236	53.4	113.8	49.1	43.1
DOUG DC3	482	72647	17984	24.8	249.4	54.7	21.9
DOUG DC4	84	11497	3185	27.7	294.1	71.9	24.4
DOUG DC6	121	41339	7883	19.1	595.0	97.2	16.3
DOUG DC7	48	21126	11128	52.7	648.5	321.8	49.6
DOUG DC8	53	14714	1941	13.2	426.5	47.9	11.2
DOUG DC9	9	5115	1171	22.9	568.4	130.1	22.9
EIRVON20	97	6726	1166	17.3	72.6	12.0	16.5
EMAIR MA1	28	6320	1746	27.6	506.6	74.0	14.6
ENSTRMF28	412	80881	12796	15.8	260.3	38.6	14.8
FLEET 168	27	437	51	11.7	30.0	2.2	7.4
FRCHLD24	318	1679	715	42.6	23.8	5.1	21.5
FRCHLDC119	27	2222	824	37.1	128.2	30.4	23.7
FRCHLDF27	35	11236	2652	23.6	426.0	78.0	18.3
FRCHLDFH1100	80	18824	1946	10.3	262.2	24.6	9.4
FRCHLDM62	243	8328	1932	23.2	60.2	9.9	16.5
GENBALAX6	28	1917	294	15.3	68.5	10.5	15.3
GLASFLLIBELL	165	7911	1820	23.0	50.7	11.2	22.1

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP - CY 1979 (8 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
GROB ASTIR	50	3544	520	14.7	70.9	10.4	14.7
GRTLKS2TI	175	15433	2915	18.9	109.9	20.0	18.2
GRJMANTBM	37	446	295	66.1	51.4	5.1	10.0
GRUMAVAA1	652	229690	51598	22.5	359.2	80.2	22.3
GRUMAVAA5	1065	235025	31632	13.5	225.8	29.9	13.3
GRUMAVG164	626	275173	38301	13.9	477.7	59.2	12.4
GULSTMAA1	656	55693	8567	15.4	86.3	12.9	15.0
GULSTMAA5	956	222295	32589	14.7	243.6	34.7	14.2
GULSTMG1159	142	83796	7984	9.5	590.1	56.2	9.5
GULSTMG159	144	79129	9653	12.2	563.9	64.3	11.4
GULSTMG164	964	378572	42888	11.3	444.8	43.7	9.8
GULSTMG21	44	6549	2366	36.1	563.2	101.3	18.0
GULSTMG44	90	15744	4469	28.4	187.0	50.0	26.7
GULSTMG73	28	5690	2659	46.7	486.3	71.6	14.7
GULSTMGA7	66	18654	2411	12.9	282.6	36.5	12.9
HELIO H250	22	2277	387	17.0	115.2	18.4	16.0
HELIO H295	113	20165	3152	15.6	235.8	33.5	14.2
HELIO H391	27	1143	351	30.7	133.0	26.2	19.7
HELIO H395	24	4462	882	19.8	229.7	38.5	16.8
HILLERUH12	691	99294	23172	23.3	246.5	46.0	18.7
HUGHES269	665	138580	30153	21.8	284.0	55.6	19.6

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP - CY 1979 (9 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
HUGHES369	454	191566	29162	15.2	429.2	64.3	15.0
HWKSLYDH104	44	3190	1324	41.5	336.5	63.8	19.0
HWKSLYDH114	46	72943	4059	5.6	1772.6	77.0	4.3
HWKSLYDH125	37	14555	1605	11.0	393.4	43.4	11.0
HYNES B2	140	7267	918	12.6	92.0	10.8	11.7
ISRAEL1121	120	24404	6202	25.4	250.3	54.3	21.7
ISRAEL1124	68	31797	2593	8.2	467.6	38.1	8.2
JBMSTRDGA15	83	4721	3036	64.3	94.6	54.1	57.2
KUHLOWD	288	9546	2918	30.6	57.4	13.0	22.6
LAIKFN10	46	221	50	22.5	22.2	3.4	15.4
LEAR 23	70	31741	4405	13.9	453.4	62.9	13.9
LEAR 24	198	97473	12910	13.2	500.4	65.0	13.0
LEAR 25	202	100394	14710	14.7	550.5	64.5	11.7
LEAR 35	188	95755	6152	6.4	509.3	32.7	6.4
LET L13	184	13777	2527	18.3	90.4	15.1	16.7
LKHEED12A	24	1776	1757	99.0	116.9	113.7	97.3
LKHEED1329	146	59829	6479	10.8	409.8	44.4	10.8
LKHEED18	89	7424	1843	24.8	162.1	34.6	21.3
LKHEEDPV1	62	7656	4615	60.3	204.3	116.4	57.0
LKHEEDT33	58	0	0	0.0	0.0	0.0	0.0
LUSCOM8	2365	120740	28042	23.2	83.4	18.1	21.7

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP - CY 1979 (10 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
MARTIN404	25	4295	1281	29.8	248.7	38.8	15.6
MAULE M4	284	17863	3975	22.3	70.7	15.0	21.2
MAULE M5	387	50282	5724	11.4	131.2	14.8	11.3
MCCULHJ2	40	293	92	31.5	24.3	4.9	20.2
MCLISHFUNKB	140	2263	1203	53.1	36.5	16.8	46.1
MEYERSOTW	52	968	239	24.7	30.9	6.5	21.1
MNCOUP90	75	828	298	36.0	38.9	11.7	30.0
MNMITEM18	157	2291	1182	51.6	33.0	14.2	43.0
MOONEYM20	5532	877447	68460	7.8	162.5	12.5	7.7
MRCHTIS205	51	3458	543	15.7	78.5	11.6	14.8
MTSBSIMU2	434	172598	15836	9.2	397.7	36.5	9.2
MULTECD16	51	2799	1523	54.4	118.8	59.8	50.3
NAMER B25	55	646	320	49.5	33.1	14.2	43.0
NAMER F51	149	2943	1170	39.7	51.7	10.7	20.8
NAMER NA260	65	1858	511	27.5	77.3	11.7	15.1
NAMER T6	476	29745	6417	21.6	75.3	14.3	19.0
NAVAL N3N	163	7655	824	10.8	151.4	13.0	8.6
NAVIONNAVION	1325	82286	16678	20.3	84.9	15.9	18.7
NORD SV4	52	838	452	53.9	35.2	14.1	40.1
ORLHELH19	41	2406	3397	141.2	429.1	107.3	25.0
PICARDAX6	171	5560	821	14.8	36.7	5.0	13.5

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP - CY 1979 (11 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
PILATS84	28	2361	330	14.0	103.7	12.3	11.9
PIPER 600	232	69011	11431	16.6	297.5	49.3	16.6
PIPER J2	68	592	290	49.0	41.8	10.0	23.9
PIPER J3	4424	185357	28998	15.6	73.0	9.9	13.6
PIPER J4	252	17800	11275	63.3	284.8	143.8	50.5
PIPER J5	372	11642	2437	20.9	69.8	13.9	19.9
PIPER PA12	1409	87417	18582	21.3	99.1	19.9	20.1
PIPER PA14	109	6667	1327	19.9	93.4	14.5	15.6
PIPER PA15	207	4659	1819	39.0	44.7	14.2	31.7
PIPER PA16	407	16163	2880	17.8	52.9	7.4	13.9
PIPER PA17	121	3741	1207	32.3	53.4	13.8	25.9
PIPER PA18	3510	433157	83817	19.4	169.6	30.3	17.9
PIPER PA20	498	36880	11417	31.0	91.9	26.8	29.2
PIPER PA22	5384	296827	71109	24.0	85.2	20.0	23.5
PIPER PA23	3821	861851	83543	9.7	248.2	22.9	9.2
PIPER PA24	3413	367580	35001	9.5	114.5	10.5	9.2
PIPER PA25	1753	344663	49438	14.3	252.9	32.2	12.8
PIPER PA28	21691	4620812	239077	5.2	220.9	11.3	5.1
PIPER PA30	1336	227267	24313	10.7	173.7	18.3	10.5
PIPER PA31	1687	958589	113680	11.9	571.9	67.0	11.7
PIPER PA31T	296	119918	17481	14.6	405.1	59.1	14.6

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP - CY 1979 (12 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
PIPER PA32	3854	863655	74670	8.6	226.5	19.4	8.6
PIPER PA34	1742	485059	44066	9.1	278.3	25.4	9.1
PIPER PA36	359	84598	13237	15.6	308.0	37.8	12.3
PIPER PA38	1244	487637	45775	9.4	406.5	36.7	9.0
PIPER PA44	217	53974	8272	15.3	271.4	38.1	14.0
PRATT PRG1	22	76	47	61.3	15.0	1.7	11.1
PROPJT200	103	9293	10435	112.3	109.5	122.1	111.5
RANKIN65	58	1101	296	26.9	54.6	9.2	16.9
RAVEN RX6	220	8428	1360	16.1	40.7	6.4	15.6
RAVEN S50	116	2761	1315	47.6	28.9	13.4	46.3
RAVEN S55	385	31164	6743	21.6	89.6	18.5	20.6
RAVEN S60	27	1469	260	17.7	56.9	9.8	17.1
REIMS 150	22	7970	0	0.0	260.8	0.0	0.0
RKWELL112	768	183443	33896	18.5	247.0	45.0	18.2
RKWELL500	385	171742	33511	19.5	447.5	87.1	19.5
RKWELL520	66	3836	702	18.3	91.8	14.6	15.9
RKWELL560	147	17146	5175	30.2	137.7	38.5	28.0
RKWELL680	413	53026	9924	18.7	183.2	26.6	14.5
RKWELL680TP	129	42780	3695	8.6	347.7	28.9	8.3
RKWELL690TP	304	142303	17824	12.5	468.1	58.6	12.5
RKWELL700	23	5207	866	16.6	226.4	37.6	16.6

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP - CY 1979 (13 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
RKWELLNA265	289	132004	9911	7.5	466.6	31.9	6.8
ROLSCHLS	79	5346	208	3.9	70.0	2.6	3.7
RYAN ST3	170	2566	874	34.1	32.0	6.3	19.8
RYAN STA	35	181	42	22.9	25.9	3.0	11.4
SCHLERAS15	39	2777	679	24.4	75.5	18.2	24.1
SCHLERASW19	47	3257	445	13.7	70.8	9.5	13.4
SCHLERASW20	37	2540	420	16.5	70.8	11.5	16.3
SCHLERK8	26	927	317	34.2	63.5	16.4	25.8
SCHLERKA6	81	2790	174	6.2	42.2	2.4	5.7
SCWZERSG1	776	31391	6676	21.3	49.7	9.6	19.2
SCWZERSG2	629	103711	25732	24.8	223.5	50.1	22.4
SCWZERTG3A	23	689	283	41.1	143.8	40.8	28.4
SEMCO CLNGER	32	729	90	12.3	29.1	2.5	8.6
SEMCO MODELT	38	2493	1120	44.9	103.8	44.8	43.1
SKRSKYS55	90	9322	2336	25.1	164.0	33.4	20.4
SKRSKYS58	66	9173	2897	31.6	174.8	49.9	28.6
SKRSKYS58T	23	5260	987	18.8	338.3	43.3	12.8
SLINDS100	370	39327	9835	25.0	110.3	27.3	24.8
SMITH 600	197	51434	6008	11.7	267.1	30.4	11.4
SNIAS 350	56	26016	4822	18.5	481.3	78.2	16.2
SNIAS SA318	38	910	806	88.6	52.8	33.3	63.0

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP - CY 1979 (14 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
SOCATAMS894	42	2717	661	24.3	84.3	12.9	15.2
SOCATARALLYE	44	4530	1061	23.4	111.0	24.7	22.2
SPHRTHCIRRUS	110	9570	1153	12.0	96.5	11.2	11.6
SPHRTHNIMBUS	38	4732	284	6.0	128.4	7.3	5.7
STNSONL0	186	1791	885	49.4	26.4	11.8	44.6
STNSONL5	140	2790	458	16.4	57.6	6.6	11.5
STNSONSR9	28	187	55	29.3	33.0	6.0	18.2
STOLAMRC3	257	2903	974	33.6	46.7	10.4	22.3
SUPAC LA	107	743	219	29.5	41.7	8.1	19.4
SUPAC V	27	506	126	25.0	42.5	8.4	19.8
SWRNGNSA226	145	120543	5525	4.6	900.0	34.5	3.8
SWRNGNSA26	107	45281	10310	22.8	443.2	98.1	22.1
TCRAFTA	33	165	55	33.1	21.5	2.2	10.3
TCRAFTBC	1947	39353	7495	19.0	44.6	7.4	16.5
TCRAFTBF	45	779	150	19.3	44.2	5.7	12.9
TCRAFTBL	242	6406	1614	25.2	48.0	8.0	16.7
TEMCO 11A	34	1087	149	13.7	47.8	5.4	11.4
THUNDRAX7	32	1838	112	6.1	59.3	3.5	5.9
TRYTEKK	33	135	64	47.2	29.3	5.6	19.1
UNIVACGC1	716	27356	3593	13.1	65.2	6.3	9.7
UNIVAR108	2286	78180	4596	5.9	56.4	3.0	5.4

TABLE 2-5 GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP - CY 1979 (15 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
UNIVAR415	2608	111181	15594	14.0	60.1	7.2	12.0
VARGA 2150	35	996	182	18.2	29.3	5.3	17.9
WACO ASO	30	336	90	26.7	37.3	7.1	19.0
WACO GXE	34	1343	504	37.5	141.7	47.9	33.8
WACO R	35	368	126	34.3	29.2	5.6	19.3
WACO U	32	300	81	27.0	32.6	5.8	17.9
WACO UPF7	163	5567	681	12.2	71.7	8.3	11.6
WACO YK	58	898	270	30.1	89.5	20.8	23.2
WOODHM65	373	7985	823	10.3	56.7	5.2	9.2
WTHRLY201	76	28083	4923	17.5	422.5	64.6	15.3
TOTAL	248070	43340081	627411	1.4	203.5	2.9	1.44

TABLE 2-6 GENERAL AVIATION ACTIVE AIRCRAFT BY TYPE OF AIRCRAFT - CY 1979 (1 of 2)

AIRCRAFT TYPE	POPULATION SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
FIXED WING						
PISTON						
1 ENG 1-3 SEATS	83970	62362	594	1.0	74.3	0.7
1 ENG 4+ SEATS	115507	106028	450	0.4	91.8	0.4
TOTAL 1 ENG	199477	168390	745	0.4	84.4	0.4
2 ENG 1-6 SEATS	18071	16891	157	0.9	93.5	0.9
2 ENG 7+ SEATS	9271	7958	90	1.1	85.8	1.0
TOTAL 2 ENG	27342	24850	181	0.7	90.9	0.7
OTHER PISTON	389	229	11	4.8	58.9	2.8
TOTAL PISTON	227208	193470	767	0.4	85.2	0.3
TURBOPROP						
2 ENG 1-12 SEATS	2986	2944	13	0.5	98.6	0.5
2 ENG 13+ SEATS	584	538	15	2.9	92.2	2.7
TOTAL 2 ENG	3570	3482	20	0.6	97.6	0.6
OTHER TURBOPROP	132	96	3	3.4	73.4	2.5
TOTAL TURBOPROP	3702	3579	21	0.6	96.7	0.6
TURBOJET						
2 ENG	2383	2309	29	1.3	96.9	1.2
OTHER	551	343	6	1.9	62.4	1.2
TOTAL TURBOJET	2934	2653	30	1.1	90.4	1.0
TOTAL FIXED WING	233844	199703	768	0.4	85.4	0.3
ROTORCRAFT						
PISTON	5346	3123	127	4.1	58.4	2.4

TABLE 2-6 GENERAL AVIATION ACTIVE AIRCRAFT BY TYPE OF AIRCRAFT - CY 1979 (2 of 2)

AIRCRAFT TYPE	POPULATION SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANCARD ERROR
TURBINE	3024	2740	50	1.8	90.6	1.7
TOTAL ROTORCRAFT	8370	5864	136	2.3	70.1	1.6
OTHER	5856	4770	114	2.4	81.5	1.9
TOTAL AIRCRAFT	248070	210339	789	0.4	84.8	0.3

TABLE 2-7 GENERAL AVIATION ACTIVE AIRCRAFT BY STATE OF BASED AIRCRAFT - CY 1979 (1 of 3)

STATE	ESTIMATE OF POPULATION	STANDARD ERROR	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
ALABAMA	2904	299	2561	290	88.2	13.5
ALASKA	6898	413	5842	392	84.7	7.6
ARIZONA	5388	410	4525	391	84.0	9.7
ARKANSAS	3101	307	2664	290	85.9	12.7
CALIFORNIA	33177	957	27980	908	84.3	3.7
COLORADO	5163	409	4560	389	88.3	10.3
CONNECTICUT	1910	248	1670	237	87.4	16.8
DELAWARE	862	161	710	148	82.4	23.1
DC	97	48	62	35	64.0	48.1
FLORIDA	12859	629	10662	590	82.9	6.1
GEORGIA	4790	389	4121	371	86.0	10.4
HAWAII	640	138	530	130	82.7	27.1
IDAHO	2721	292	2112	265	77.6	12.8
ILLINOIS	9707	553	8153	520	84.0	7.2
INDIANA	5274	417	4569	397	86.6	10.2
IOWA	4035	365	3545	349	87.8	11.8
KANSAS	4695	394	3848	364	82.0	10.4
KENTUCKY	1675	231	1534	226	91.6	18.5
LOUISIANA	4143	349	3526	325	85.1	10.6
MAINE	1259	199	1077	191	85.6	20.4
MARYLAND	2876	311	2492	294	86.7	13.9

TABLE 2-7 GENERAL AVIATION ACTIVE AIRCRAFT BY STATE OF BASED AIRCRAFT - CY 1979 (2 of 3)

STATE	ESTIMATE OF POPULATION	STANDARD ERROR	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
MASSACHUSETTS	3180	329	2787	315	87.6	13.5
MICHIGAN	8515	528	7279	499	85.5	7.9
MINNESOTA	6050	435	4772	398	78.9	8.7
MISSISSIPPI	2587	291	2337	281	90.3	14.9
MISSOURI	5024	404	4142	375	82.5	10.0
MONTANA	2615	303	2447	298	93.6	15.7
NEBRASKA	2914	312	2569	299	88.2	14.0
NEVADA	2017	248	1827	241	90.6	16.4
NEW HAMPSHIRE	1293	198	1016	178	78.6	18.3
NEW JERSEY	4365	378	3962	369	90.8	11.6
NEW MEXICO	2477	279	2217	270	89.5	14.9
NEW YORK	7478	485	6168	454	82.5	8.1
NORTH CAROLINA	4849	400	4017	371	82.8	10.3
NORTH DAKOTA	1739	240	1482	228	85.2	17.6
OHIO	8965	534	7687	508	85.7	7.6
OKLAHOMA	5124	410	4558	394	89.0	10.5
OREGON	6901	468	5729	436	83.0	8.5
PENNSYLVANIA	7143	468	5907	438	82.7	8.2
RHODE ISLAND	473	125	413	120	87.4	34.4
SOUTH CAROLINA	1973	252	1667	238	84.5	16.2
SOUTH DAKOTA	1692	235	1495	225	88.3	18.2
TENNESSEE	2943	305	2498	287	84.9	13.2
TEXAS	20046	769	17519	735	87.4	5.0
UTAH	1802	245	1623	238	90.1	18.0
VERMONT	497	126	442	121	88.9	33.1
VIRGINIA	3193	328	2756	309	86.3	13.2

TABLE 2-7 GENERAL AVIATION ACTIVE AIRCRAFT BY STATE OF BASED AIRCRAFT - CY 1979 (3 of 3)

STATE	ESTIMATE OF POPULATION	STANDARD ERROR	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
WASHINGTON	7829	495	6578	468	84.0	8.0
WEST VIRGINIA	1338	216	1156	204	86.4	20.7
WISCONSIN	5111	401	4100	368	80.2	9.6
WYOMING	1338	212	1197	203	89.4	20.8
PUERTO RICO	528	125	438	117	83.1	29.7
OTHER U.S. TERRITORIES	287	103	237	99	82.5	45.4
FOREIGN	1447	206	954	165	65.9	14.8
TOTAL	248070		210339	789	84.8	0.3

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

TABLE 2-8 GENERAL AVIATION ACTIVE AIRCRAFT BY REGION OF BASED AIRCRAFT - CY 1979

REGION	ESTIMATE OF POPULATION	STANDARD ERROR	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
ALASKAN	6898	413	5842	392	84.7	7.6
CENTRAL	16670	722	14106	679	84.6	5.5
EASTERN	27355	890	23217	843	84.9	4.1
EUROPEAN	388	90	305	84	78.5	28.5
GREAT LAKES	43624	1084	36563	1029	83.8	3.1
NEW ENGLAND	8614	522	7407	496	86.0	7.8
NORTHWESTERN	17648	728	14472	679	82.0	5.1
PACIFIC	825	161	692	153	83.9	24.8
ROCKY MOUNTAIN	14352	671	12805	646	89.2	6.1
SOUTHERN	35662	993	30193	943	84.7	3.5
SOUTHWESTERN	35311	980	30806	938	87.2	3.6
WESTERN	40584	1038	34333	989	84.6	3.3
TOTAL	248070		210339	789	84.8	0.3

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

TABLE 2-9 GENERAL AVIATION AIRCRAFT BY TYPE OF AIRCRAFT AND PRIMARY USE - CY 1979
(1 of 4)

		TOTAL ACTIVE		ACTIVE USES							INACTIVE
				EXEC-UTIVE	BUSI-NESS	PERSNL	AERIAL APPL	INSTR	AIR TAXI	INDUS-TRIAL	REN-TAL	OTHER	
FIXED WING PISTON													
1 ENG	1-3 SEATS												
	EST.NO.ACT.	62362	EST.NO.	761	4575	35953	6132	8846	129	928	3360	1674	21607
	STD.ERROR	594	% STD.ERROR	B	A	A	A	A	D	C	B	B	A
	EST % ACT.	74.3											
1 ENG	4+ SEATS												
	EST.NO.ACT.	106028	EST.NO.	2665	33463	50994	268	5092	2418	1363	8367	1396	9478
	STD.ERROR	450	% STD.ERROR	B	A	A	D	A	B	B	A	B	A
	EST % ACT.	91.8											
TOTAL	1 ENG												
	EST.NO.ACT.	168390	EST.NO.	3426	38038	86947	6401	13938	2547	2291	11727	3071	31086
	STD.ERROR	745	% STD.ERROR	A	A	A	A	A	B	B	A	B	A
	EST % ACT.	84.4											
2 ENG	1-6 SEATS												
	EST.NO.ACT.	16891	EST.NO.	2672	7740	2813	31	798	1833	198	345	456	1179
	STD.ERROR	157	% STD.ERROR	A	A	A	D	B	B	D	C	C	B
	EST % ACT.	93.5											

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

TABLE 2-9 GENERAL AVIATION AIRCRAFT BY TYPE OF AIRCRAFT AND PRIMARY USE - CY 1979
(2 of 4)

	TOTAL ACTIVE		ACTIVE USES								INACTIVE
			EXEC-UTIVE	BUSI-NESS	PERSNL	AERIAL APPL	INSTR	AIR TAXI	INDUS-TRIAL	REN-TAL	OTHER	
2 ENG 7+ SEATS												
EST.NO.ACT.	7958	EST.NO.	2571	2255	627	121	67	1874	86	110	244	1312
STD.ERROR	90	% STD.ERROR	A	A	B	C	D	A	D	D	C	A
EST % ACT.	85.8											
TOTAL 2 ENG												
EST.NO.ACT.	24850	EST.NO.	5243	9996	3441	152	865	3708	285	455	702	2491
STD.ERROR	181	% STD.ERROR	A	A	A	C	B	A	C	C	B	A
EST % ACT.	90.9											
OTHER PISTON												
EST.NO.ACT.	229	EST.NO.	0	36	6	76	4	43	0	38	21	159
STD.ERROR	11	% STD.ERROR	A	B	D	B	D	A	A	C	C	A
EST % ACT.	58.9											
TOTAL PISTON												
EST.NO.ACT.	193470	EST.NO.	8670	48071	90395	6630	14808	6299	2577	12222	3755	33737
STD.ERROR	767	% STD.ERROR	A	A	A	A	A	A	B	A	A	A
EST % ACT.	85.2											
TURBOPROP												
2 ENG 1-12 SEATS												
EST.NO.ACT.	2944	EST.NO.	2158	404	56	2	0	237	6	15	57	41
STD.ERROR	13	% STD.ERROR	A	B	D	D	A	C	D	D	D	D
EST % ACT.	98.6											
2 ENG 13+ SEATS												
EST.NO.ACT.	538	EST.NO.	190	27	0	0	3	242	7	1	66	42
STD.ERROR	15	% STD.ERROR	B	D	A	A	D	B	D	D	D	D
EST % ACT.	92.2											

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

TABLE 2-9 GENERAL AVIATION AIRCRAFT BY TYPE OF AIRCRAFT AND PRIMARY USE - CY 1979
(3 of 4)

	TOTAL ACTIVE		ACTIVE USES								INACTIVE
			EXEC-UTIVE	BUSI-NESS	PERSNL	AERIAL APPL	INSTR	AIR TAXI	INDUS-TRIAL	REN-TAL	OTHER	
TOTAL 2 ENG												
EST.NO.ACT.	3482	EST.NO.	2349	431	56	2	3	480	14	20	124	84
STD.ERROR	20	% STD.ERROR	A	B	D	D	D	B	D	D	C	C
EST % ACT.	97.6											
OTHER TURBOPROP												
EST.NO.ACT.	96	EST.NO.	8	10	5	32	0	10	0	5	24	34
STD.ERROR	3	% STD.ERROR	C	C	D	A	A	A	A	D	B	A
EST % ACT.	73.4											
TOTAL TURBOPROP												
EST.NO.ACT.	3579	EST.NO.	2357	442	62	34	3	490	14	25	148	118
STD.ERROR	21	% STD.ERROR	A	B	D	B	D	B	D	D	C	B
EST % ACT.	96.7											
TURBOJET 2 ENG												
EST.NO.ACT.	2309	EST.NO.	1817	67	0	0	41	238	1	0	143	73
STD.ERROR	29	% STD.ERROR	A	D	A	A	D	B	D	A	C	D
EST % ACT.	96.9											
OTHER												
EST.NO.ACT.	343	EST.NO.	162	27	5	0	4	7	0	46	90	207
STD.ERROR	6	% STD.ERROR	A	B	C	A	D	D	A	A	B	A
EST % ACT.	62.4											
TOTAL TURBOJET												
EST.NO.ACT.	2653	EST.NO.	1980	94	5	0	45	245	1	46	233	280
STD.ERROR	30	% STD.ERROR	A	C	C	A	D	B	D	A	B	B
EST % ACT.	90.4											

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

TABLE 2-9 GENERAL AVIATION AIRCRAFT BY TYPE OF AIRCRAFT AND PRIMARY USE - CY 1979 (4 of 4)

	TOTAL ACTIVE		ACTIVE USES								INACTIVE
			EXEC-UTIVE	BUSI-NESS	PERSNL	AERIAL APPL	INSTR	AIR TAXI	INDUS-TRIAL	REN-TAL	OTHER	
TOTAL FIXED WING												
EST.NO.ACT.	199703	EST.NO.	13008	48608	90463	6665	14857	7036	2592	12254	4177	34136
STD.ERROR	768	% STD.ERROR	A	A	A	A	A	A	B	A	A	A
EST % ACT.	85.4											
ROTORCRAFT												
PISTON												
EST.NO.ACT.	3123	EST.NO.	125	324	662	729	238	129	458	10	445	2222
STD.ERROR	127	% STD.ERROR	D	C	B	B	C	D	B	D	B	A
EST % ACT.	58.4											
TURBINE												
EST.NO.ACT.	2740	EST.NO.	472	327	27	78	49	1228	205	20	331	283
STD.ERROR	50	% STD.ERROR	B	C	D	D	D	A	C	D	C	B
EST % ACT.	90.6											
TOTAL ROTORCRAFT												
EST.NO.ACT.	5864	EST.NO.	597	651	689	808	288	1358	663	30	776	2505
STD.ERROR	136	% STD.ERROR	B	B	B	B	C	A	B	D	B	A
EST % ACT.	70.1											
OTHER												
EST.NO.ACT.	4770	EST.NO.	31	397	3274	20	309	4	2	446	282	1085
STD.ERROR	114	% STD.ERROR	D	B	A	D	C	D	D	B	C	B
EST % ACT.	81.5											
TOTAL AIRCRAFT												
EST.NO.ACT.	210339	EST.NO.	13638	49658	94427	7494	15456	8399	3259	12771	5236	37661
STD.ERROR	789	STD.ERROR	474	1060	1200	247	698	424	326	670	368	789
EST % ACT.	84.8											

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

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

TABLE 2-10 GENERAL AVIATION ACTIVE AIRCRAFT IFR FLOWN AND TRANSPONDER EQUIPPED - CY 1979 (1 of 2)

AIRCRAFT TYPE	ESTIMATED NUMBER OF A/C FLOWN IFR	PERCENT STANDARD ERROR	ESTIMATED PERCENT OF ACTIVE A/C FLOWN IFR	ESTIMATED NUMBER OF A/C FLOWN IFR WITH TRANSPONDER	PERCENT STANDARD ERROR	ESTIMATED PERCENT OF IFR WITH TRANSPONDER
FIXED WING						
PISTON						
1 ENG 1-3 SEATS	5233	A	8.4	4441	A	84.9
1 ENG 4+ SEATS	51774	A	48.8	51254	A	99.0
TOTAL 1 ENG	57008	A	33.9	55696	A	97.7
2 ENG 1-6 SEATS	14697	A	87.0	14619	A	99.5
2 ENG 7+ SEATS	7803	A	98.0	7803	A	100.0
TOTAL 2 ENG	22500	A	90.5	22487	A	99.9
OTHER PISTON	199	A	87.0	199	A	100.0
TOTAL PISTON	79708	A	41.2	78392	A	98.3
TURBOPROP						
2 ENG 1-12 SEATS	2925	A	99.4	2925	A	100.0
2 ENG 13+ SEATS	567	A	100.0	565	A	99.7
TOTAL 2 ENG	3492	A	100.0	3492	A	100.0
OTHER TURBOPROP	66	A	68.7	65	A	97.8

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

TABLE 2-10 GENERAL AVIATION ACTIVE AIRCRAFT IFR FLOWN AND TRANSPONDER EQUIPPED - CY 1979 (2 of 2)

AIRCRAFT TYPE	ESTIMATED NUMBER OF A/C FLOWN IFR	PERCENT STANDARD ERROR	ESTIMATED PERCENT OF ACTIVE A/C FLOWN IFR	ESTIMATED NUMBER OF A/C FLOWN IFR WITH TRANSPONDER	PERCENT STANDARD ERROR	ESTIMATED PERCENT OF IFR WITH TRANSPONDER
TOTAL TURBOPROP	3559	A	99.4	3559	A	100.0
TURBOJET 2 ENG	2371	A	100.0	2363	A	99.6
OTHER	402	A	100.0	402	A	100.0
TOTAL TURBOJET	2774	A	100.0	2767	A	99.8
TOTAL FIXED WING	86042	A	43.1	84752	A	98.5
ROTORCRAFT PISTON	3	D	0.1	3	D	100.0
TURBINE	139	D	5.1	124	D	89.3
TOTAL ROTORCRAFT	142	D	2.4	127	C	89.5
OTHER	63	D	1.3	7	D	11.8
TOTAL AIRCRAFT	86248	A	41.0	84888	A	98.4

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

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

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP CY 1979 (1 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
OTHER 01	9540	4721	274	5.8	49.5	2.9
OTHER 02	617	253	24	9.4	40.9	3.8
OTHER 03	360	245	41	16.7	67.9	11.3
OTHER 04	141	56	8	13.4	39.9	5.3
OTHER 05	68	30	3	10.3	44.1	4.5
OTHER 06	37	33	2	6.5	90.0	5.9
OTHER 07	206	191	13	6.5	92.8	6.1
OTHER 08	77	47	3	6.7	61.6	4.1
OTHER 09	312	291	18	6.1	93.3	5.7
OTHER 10	173	89	5	5.1	51.3	2.6
OTHER 11	1657	496	48	9.7	30.0	2.9
OTHER 12	198	168	13	7.6	85.0	6.5
OTHER 13	1662	1177	78	6.7	70.8	4.7
ADAMS A50S	32	32	0	0.0	100.0	0.0
AEROSPSA316	105	84	13	14.8	80.5	11.9
AEROSPSA341	69	69	0	0.0	100.0	0.0
AGUSTA205	65	49	11	22.4	75.4	16.9
AIRPTSA	296	193	29	15.2	65.2	9.9
AIRSPC18	24	13	3	24.2	53.4	12.9
AIRTRCAT300	195	195	0	0.0	100.0	0.0
AMD FALC10	101	101	0	0.0	100.0	0.0

Note: See following page for coding.

NOTE: Other XX refers to all general aviation aircraft belonging to manufacturer/model groups of fewer than 20 aircraft in size for aircraft XX where XX stands for

01 Fixed wing piston, 1 engine, 1-3 seats.
02 Fixed wing piston, 1 engine, 4+ seats.
03 Fixed wing piston, 2 engines, 1-6 seats.
04 Fixed wing piston, 2 engines, 7+ seats.
05 Fixed wing piston, other.
06 Fixed wing turboprop, 2 engines, 1-12 seats.
07 Fixed wing turboprop, 2 engines, 13+ seats.
08 Fixed wing turboprop, other.
09 Fixed wing turbojet, 2 engines.
10 Fixed wing turbojet, other.
11 Rotorcraft, piston.
12 Rotorcraft, turbine.
13 Other aircraft.

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP CY 1979 (2 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
AMD FALC20	196	195	3	1.7	99.5	1.7
ARCRNEH37	46	46	0	0.0	100.0	0.0
ARCTICS1A	94	28	6	21.5	29.3	6.3
ARCTICS1B1	26	11	1	12.7	43.5	5.5
ARONCA15	211	123	5	3.8	58.2	2.2
ARONCA65	158	76	12	15.8	47.9	7.6
ARONCAC3	53	8	4	55.3	14.2	7.8
ARONCAO58	166	116	18	15.4	70.1	10.8
AYRES S2	947	847	27	3.2	89.5	2.9
BAC 111	28	28	0	0.0	100.0	0.0
BAG B206	35	34	5	14.0	96.3	13.4
BAG DH125	34	34	0	0.0	100.0	0.0
BAG HP137	26	14	4	28.2	53.5	15.1
BALWKSFIREFY	506	504	6	1.1	99.6	1.1
BEECH 100	222	222	0	0.0	100.0	0.0
BEECH 17	197	80	21	25.9	40.5	10.5
BEECH 18	1149	747	51	6.9	65.1	4.5
BEECH 200	392	389	7	1.9	99.2	1.9
BEECH 23	2841	2553	86	3.4	89.9	3.0
BEECH 33	1592	1564	27	1.7	98.2	1.7
BEECH 35	7157	6863	107	1.6	95.9	1.5

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP CY 1979 (3 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
BEECH 36	1265	1227	30	2.4	97.0	2.4
BEECH 45	329	293	12	3.9	89.2	3.5
BEECH 50	376	340	18	5.3	90.4	4.8
BEECH 55	2181	2134	38	1.8	97.9	1.7
BEECH 56	68	67	2	2.8	98.3	2.8
BEECH 58	1003	1003	0	0.0	100.0	0.0
BEECH 60	364	355	12	3.4	97.5	3.3
BEECH 65	172	163	6	3.7	94.5	3.5
BEECH 76	191	191	0	0.0	100.0	0.0
BEECH 77	47	47	0	0.0	100.0	0.0
BEECH 80	227	212	13	6.0	93.3	5.6
BEECH 90	865	864	5	0.6	99.9	0.6
BEECH 95	505	446	29	6.5	88.2	5.7
BEECH 99	90	89	3	3.1	98.7	3.1
BELL 204	145	98	11	11.6	67.8	7.9
BELL 206	1483	1437	34	2.4	96.9	2.3
BELL 212	108	105	7	6.6	97.6	6.4
BELL 47	1609	1243	90	7.3	77.2	5.6
BLANCA11	995	745	75	10.1	74.9	7.6
BLANCA1413	310	154	36	23.6	49.8	11.7
BLANCA1419	313	257	31	12.1	82.1	10.0

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
CY 1979 (4 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
BLANCA17	1082	1029	50	4.9	95.1	4.6
BLANCA7	6165	4467	97	2.2	72.5	1.6
BLANCA8	679	643	34	5.2	94.7	5.0
BNORM BN2	92	56	12	21.8	60.6	13.2
BOEING707	51	38	4	9.9	74.0	7.3
BOEING727	27	25	2	6.4	93.5	6.0
BOEING75	2080	1045	93	8.9	50.2	4.5
BOEINGB17	22	17	2	12.3	77.3	9.5
BOLKMS105	65	42	12	29.4	64.1	18.8
BRAERODH125	96	95	0	0.0	99.0	0.0
BRASDVIS28	50	44	2	5.1	87.3	4.5
BRWSTRFLEET2	30	12	2	13.1	39.5	5.2
BRWSTRFLEET7	22	8	1	6.3	36.2	2.3
CAMRONMODELO	80	78	4	4.8	97.0	4.6
CESSNA120	940	793	54	6.8	84.4	5.8
CESSNA140	2567	1953	126	6.4	76.1	4.9
CESSNA150	19631	18101	274	1.5	92.2	1.4
CESSNA170	2644	2096	91	4.4	79.3	3.5
CESSNA172	23306	22407	201	0.9	96.1	0.9
CESSNA175	1458	1321	31	2.4	90.6	2.1
CESSNA177	3084	3006	47	1.6	97.5	1.5

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP CY 1979 (5 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
CESSNA180	2795	2651	67	2.5	94.9	2.4
CESSNA182	13120	12723	127	1.0	97.0	1.0
CESSNA185	1416	1349	51	3.8	95.3	3.6
CESSNA188	1902	1701	81	4.7	89.5	4.2
CESSNA190	89	60	4	6.2	67.7	4.2
CESSNA195	537	354	27	7.6	66.0	5.0
CESSNA206	2787	2611	79	3.0	93.7	2.8
CESSNA207	323	300	22	7.4	92.9	6.9
CESSNA210	5758	5571	86	1.5	96.8	1.5
CESSNA305	248	168	25	14.8	67.6	10.0
CESSNA310	3341	3146	84	2.7	94.2	2.5
CESSNA320	369	367	4	1.2	99.6	1.2
CESSNA336	102	81	4	5.5	79.3	4.4
CESSNA337	1350	1301	41	3.2	96.4	3.1
CESSNA340	762	762	0	0.0	100.0	0.0
CESSNA401	258	241	17	6.9	93.5	6.4
CESSNA402	610	518	35	6.7	84.9	5.7
CESSNA404	96	89	7	7.4	93.2	6.9
CESSNA411	201	183	8	4.4	91.1	4.0
CESSNA414	602	601	4	0.7	99.8	0.7
CESSNA421	1143	1115	24	2.1	97.6	2.1

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP CY 1979 (6 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
CESSNA441	74	64	5	7.6	86.7	6.6
CESSNA500	294	294	0	0.0	100.0	0.0
CESSNAT50	85	20	3	14.2	23.9	3.4
CESSNAUC77	22	8	1	17.7	36.2	6.4
CESSNAUC94	36	14	1	9.6	38.2	3.7
CHILD S2	122	108	9	8.6	88.8	7.7
COMWTH185	106	28	11	39.9	26.3	10.5
CONAERLA4	463	330	45	13.7	71.3	9.8
CURTISC46	55	9	11	123.1	16.0	19.6
CURTISJR	21	2	1	38.1	11.7	4.5
CURTISROBIN	35	7	1	15.1	19.0	2.9
CURTISTRVAIR	183	34	6	17.8	18.4	3.3
CVAC 22	43	11	1	9.3	26.7	2.5
CVAC 240	60	23	4	17.6	38.5	6.8
CVAC 340	26	18	4	20.8	69.6	14.4
CVAC 440	24	1	3	243.8	5.3	13.0
CVAC BT13	101	37	7	18.3	36.8	6.7
CVAC L13	23	1	1	78.8	4.8	3.8
CVAC ST3580	37	35	3	8.9	94.1	8.4
DART G	26	11	1	8.9	42.7	3.8
DHAV DHC1	93	70	10	13.5	75.7	10.3

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP CY 1979 (7 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
DHAV DHC2	365	218	23	10.5	59.7	6.3
DHAV DHC3	22	14	3	20.2	61.5	12.4
DHAVXXDH82	102	47	9	20.1	45.6	9.2
DOUG A26	68	20	6	31.5	29.9	9.4
DOUG DC3	482	291	33	11.5	60.4	6.9
DOUG DC4	84	39	5	13.0	46.5	6.1
DOUG DC6	121	69	7	9.8	57.4	5.6
DOUG DC7	48	33	6	17.7	67.9	12.0
DOUG DC8	53	34	2	6.9	65.1	4.5
DOUG DC9	9	9	0	0.0	100.0	0.0
EIRVON20	97	93	5	5.4	95.5	5.2
EMAIR MA1	28	12	3	23.4	44.6	10.4
ENSTRMF28	412	312	20	6.5	75.8	4.9
FLEET 16B	27	15	1	9.0	53.9	4.9
FRCHLD24	318	70	25	35.5	22.1	7.8
FRCHLDC119	27	17	5	28.5	64.2	18.3
FRCHLDF27	35	26	4	14.9	75.4	11.2
FRCHLDFH1100	80	72	3	4.3	89.7	3.9
FRCHLDM62	243	138	23	16.3	57.0	9.3
GENBALAX6	28	28	0	0.0	100.0	0.0
GLASFLLIBELL	165	156	10	6.4	94.6	6.0

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP CY 1979 (8 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
GROB ASTIR	50	50	0	0.0	100.0	0.0
GRTLKS2T1	175	140	7	4.9	80.2	4.0
GRUMANTBM	37	9	6	65.3	23.4	15.3
GRUMAVAA1	652	639	16	2.5	98.1	2.4
GRUMAVAA5	1065	1041	24	2.3	97.8	2.3
GRUMAVG164	626	576	36	6.3	92.0	5.8
GULSTMAA1	666	645	23	3.6	96.9	3.5
GULSTMAA5	956	912	32	3.5	95.4	3.3
GULSTMG1159	142	142	0	0.0	100.0	0.0
GULSTMG159	144	140	6	4.3	97.5	4.2
GULSTMG164	964	851	48	5.6	88.3	5.0
GULSTMG21	44	12	4	31.3	26.4	8.3
GULSTMG44	90	84	8	9.5	93.6	8.9
GULSTMG73	28	12	5	44.4	41.8	18.5
GULSTMGA7	66	66	0	0.0	100.0	0.0
HELIO H250	22	20	1	5.6	89.9	5.1
HELIO H295	113	86	6	6.6	75.7	5.0
HELIO H391	27	9	2	23.5	31.8	7.5
HELIO H395	24	19	2	10.5	80.9	8.5
HILLERUH12	691	403	57	14.0	58.3	8.2
HUGHES269	665	488	46	9.5	73.4	7.0

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP CY 1979 (9 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
HUGHES369	454	446	12	2.7	98.3	2.7
HWKSLYDH104	44	9	4	36.9	21.5	8.0
HWKSLYDH114	46	41	1	3.5	89.5	3.1
HWKSLYDH125	37	37	0	0.0	100.0	0.0
HYNES 82	140	79	4	4.7	56.4	2.7
ISRAEL1121	120	97	13	13.2	81.2	10.8
ISRAEL1124	68	68	0	0.0	100.0	0.0
JBMSTRDGA15	83	50	15	29.4	60.1	17.7
KUHLOWD	288	166	34	20.6	57.7	11.9
LAIKFN10	46	10	2	16.4	21.6	3.5
LEAR 23	70	70	0	0.0	100.0	0.0
LEAR 24	198	195	5	2.6	98.4	2.6
LEAR 25	202	182	16	8.8	90.3	7.9
LEAR 35	188	188	0	0.0	100.0	0.0
LET L13	184	152	11	7.5	82.9	6.2
LKHEED12A	24	15	3	18.3	63.3	11.6
LKHEED1329	146	146	0	0.0	100.0	0.0
LKHEED18	89	46	6	12.7	51.4	6.5
LKHEEDPV1	62	37	7	19.8	60.4	11.9
LKHEEDT33	58	0	0	0.0	0.0	0.0
LUSCOM8	2365	1448	121	8.4	61.2	5.1

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP CY 1979 (10 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
MARTIN404	25	17	4	25.4	69.1	17.6
MAULE M4	284	253	17	6.8	88.9	6.0
MAULE M5	387	383	5	1.2	99.0	1.2
MCCULHJ2	40	12	3	24.2	30.1	7.3
MCLISHFUNK8	140	62	16	26.5	44.3	11.7
MEYERSOTW	52	31	4	12.8	60.3	7.7
MNCOUP90	75	21	4	20.0	28.4	5.7
MNMITEM18	157	69	20	28.5	44.2	12.6
MOONEYM20	5532	5401	68	1.3	97.6	1.2
MRCHTIS205	51	44	2	5.3	86.3	4.6
MTSBSIMU2	434	434	0	0.0	100.0	0.0
MULTECD16	51	24	5	20.8	46.2	9.6
NAMER B25	55	19	5	24.6	35.4	8.7
NAMER F51	149	57	19	33.9	38.2	12.9
NAMER NA260	65	24	6	23.0	37.0	8.5
NAMER T6	476	395	40	10.2	83.0	8.5
NAVAL N3N	163	51	3	6.5	31.0	2.0
NAVIONNAVION	1325	969	75	7.7	73.1	5.6
NORD SV4	52	24	9	36.0	45.7	16.5
ORLHELH19	41	6	8	139.0	13.7	19.0
PICARDAX6	171	151	9	5.9	88.6	5.2

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
CY 1979 (11 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
PILATS84	28	23	2	7.3	81.3	6.0
PIPER 600	232	232	0	0.0	100.0	0.0
PIPER J2	68	14	6	42.8	20.8	8.9
PIPER J3	4424	2540	195	7.7	57.4	4.4
PIPER J4	252	62	24	38.2	24.8	9.5
PIPER J5	372	167	11	6.6	44.8	2.9
PIPER PA12	1409	882	61	6.9	62.6	4.3
PIPER PA14	109	71	9	12.4	65.5	8.1
PIPER PA15	207	104	24	22.9	50.3	11.5
PIPER PA16	407	306	34	11.1	75.1	8.3
PIPER PA17	121	70	13	19.2	57.9	11.1
PIPER PA18	3510	2555	189	7.4	72.8	5.4
PIPER PA20	498	401	41	10.3	80.5	8.3
PIPER PA22	5384	3498	191	5.5	65.0	3.5
PIPER PA23	3821	3473	101	2.9	90.9	2.6
PIPER PA24	3413	3211	83	2.6	94.1	2.4
PIPER PA25	1753	1363	90	6.6	77.8	5.1
PIPER PA28	21691	20930	171	0.8	96.5	0.8
PIPER PA30	1336	1308	25	1.9	97.9	1.9
PIPER PA31	1687	1668	22	1.3	98.9	1.3
PIPER PA31T	296	296	0	0.0	100.0	0.0

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
CY 1979 (12 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
PIPER PA32	3854	3813	40	1.0	98.9	1.0
PIPER PA34	1742	1742	0	0.0	100.0	0.0
PIPER PA36	359	275	27	9.7	76.5	7.4
PIPER PA38	1244	1200	31	2.5	96.4	2.5
PIPER PA44	217	199	12	6.2	91.7	5.7
PRATT PRG1	22	5	3	60.3	23.0	13.9
PROPJT200	103	85	11	13.4	82.4	11.0
RANKIN65	58	20	4	20.9	34.8	7.3
RAVEN RX6	220	207	8	4.0	94.2	3.8
RAVEN S50	116	96	11	11.1	82.4	9.1
RAVEN S55	385	348	23	6.5	90.3	5.9
RAVEN S60	27	26	1	4.4	95.6	4.2
REIMS 150	22	22	0	0.0	100.0	0.0
RKWELL112	768	743	23	3.1	96.7	3.0
RKWELL500	385	384	5	1.2	99.7	1.2
RKWELL520	66	42	4	9.1	63.3	5.8
RKWELL560	147	124	14	11.3	84.7	9.6
RKWELL680	413	290	35	11.9	70.2	8.4
RKWELL680TP	129	123	3	2.4	95.4	2.2
RKWELL690TP	304	304	0	0.0	100.0	0.0
RKWELL700	23	23	0	0.0	100.0	0.0

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP CY 1979 (13 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
RKWELLNA265	289	283	9	3.1	97.9	3.1
ROLSCHLS	79	76	1	1.1	96.6	1.0
RYAN ST3	170	80	22	27.7	47.2	13.1
RYAN STA	35	7	1	19.9	20.0	4.0
SCHLERAS15	39	37	2	4.2	94.4	3.9
SCHLERASW19	47	46	1	2.8	97.9	2.8
SCHLERASW20	37	36	1	2.8	96.9	2.7
SCHLERK8	26	15	3	22.4	56.1	12.6
SCHLERKA6	81	66	2	2.5	81.6	2.0
SCHZERSG1	776	631	57	9.1	81.4	7.4
SCHZERSG2	629	464	49	10.6	73.8	7.8
SCHZERTG3A	23	5	1	29.6	20.8	6.2
SEMCO CLNGER	32	25	2	8.9	78.3	6.9
SEMCO MODELT	38	24	3	12.5	63.2	7.9
SKRSKYS55	90	57	8	14.6	63.2	9.2
SKRSKYS58	66	52	7	13.4	79.5	10.7
SKRSKYS58T	23	16	2	13.7	67.6	9.3
SLINDS100	370	356	11	3.1	96.3	3.0
SMITH 600	197	193	5	2.6	97.7	2.6
SNIAS 350	56	54	5	8.9	96.5	8.6
SNIAS SA318	38	17	11	62.3	45.3	28.3

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP CY 1979 (14 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
SOCATAMS894	42	32	6	18.9	76.7	14.5
SOCATARALLYE	44	41	3	7.3	92.8	6.8
SPHRTHCIRRUS	110	99	3	3.3	90.2	3.0
SPHRTHNIMBUS	38	37	1	1.9	97.0	1.8
STNSON10	186	68	14	21.3	36.5	7.8
STNSONL5	140	48	6	11.8	34.6	4.1
STNSONSR9	28	6	1	23.0	20.2	4.7
STOLAMRC3	257	62	16	25.1	24.2	6.1
SUPAC LA	107	18	4	22.2	16.6	3.7
SUPAC V	27	12	2	15.3	44.1	6.7
SWRNGNSA226	145	134	6	4.4	92.3	4.0
SWRNGNSA26	107	102	5	5.3	95.5	5.1
TCRAFTA	33	8	2	31.5	23.2	7.3
TCRAFTBC	1947	883	84	9.5	45.4	4.3
TCRAFTBF	45	18	3	14.3	39.2	5.6
TCRAFTBL	242	134	25	18.9	55.2	10.4
TEMCO 11A	34	23	2	7.7	66.9	5.1
THUNDRAX7	32	31	0	1.4	96.8	1.4
TRYTEKK	33	5	2	43.2	14.0	6.1
UNIVACGC1	716	420	37	8.9	58.6	5.2
UNIVAR108	2286	1387	32	2.3	60.7	1.4

TABLE 2-11 GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
CY 1979 (15 of 15)

MANUFACTURER/MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
UNIVAR415	2608	1850	135	7.3	71.0	5.2
VARGA 2150	35	34	1	3.5	97.0	3.4
WACO ASO	30	9	2	18.7	30.0	5.6
WACO GXE	34	9	2	16.3	27.9	4.5
WACO R	35	13	4	28.3	36.0	10.2
WACO U	32	9	2	18.6	29.1	5.4
WACO UPF7	163	78	3	3.8	47.7	1.8
WACO YK	58	10	2	19.2	17.3	3.3
WOODHM65	373	141	6	4.6	37.7	1.7
WTHRLY201	76	66	6	8.6	87.4	7.5
TOTAL	248070	210339	789	0.4	84.8	0.3

TABLE 2-12 GENERAL AVIATION AVIONICS EQUIPMENT BY AIRCRAFT TYPE - CY 1979 (1 of 8)

TYPE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NO ILS
FIXED WING												
PISTON												
1 ENG 1-3 SEATS												
ESTIMATED POPULATION	42495	10243	8003	31996	17886	1648	66082	14310	6587	4071	54	68526
% STANDARD ERROR	A	A	A	A	A	B	A	A	A	A	D	A
ESTIMATED % OF TYPE	50.6	12.2	9.5	38.1	21.3	2.0	78.7	17.0	7.8	4.8	0.1	82.1
1 ENG 4+ SEATS												
ESTIMATED POPULATION	67371	50969	76230	2876	92757	34075	22749	80891	74885	59867	354	30097
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	D	A
ESTIMATED % OF TYPE	58.3	44.1	66.0	2.5	80.3	29.5	19.7	70.0	64.8	51.8	0.3	26.1
TOTAL 1 ENG												
ESTIMATED POPULATION	109866	61212	84234	34872	110643	35723	88832	95201	81473	63939	408	99023
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	D	A
ESTIMATED % OF TYPE	55.1	30.7	42.2	17.5	55.5	17.9	44.5	47.7	40.8	32.1	0.2	49.6
2 ENG 1-6 SEATS												
ESTIMATED POPULATION	7505	11175	15276	252	17571	13414	499	17450	17086	16366	71	561
% STANDARD ERROR	A	A	A	C	A	A	B	A	A	A	D	B
ESTIMATED % OF TYPE	41.5	61.8	84.5	1.4	97.2	74.2	2.8	96.6	94.6	90.6	0.4	3.1

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

TABLE 2-12 GENERAL AVIATION AVIONICS EQUIPMENT BY AIRCRAFT TYPE - CY 1979 (2 of 8)

TYPE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NO ILS
2 ENG 7+ SEATS												
ESTIMATED POPULATION	3015	6369	7699	254	8716	7375	554	8651	8542	8481	110	604
% STANDARD ERROR	A	A	A	B	A	A	B	A	A	A	C	B
ESTIMATED % OF TYPE	32.5	68.7	83.0	2.7	94.0	79.6	6.0	93.3	92.1	91.5	1.2	6.5
TOTAL 2 ENG												
ESTIMATED POPULATION	10521	17544	22976	506	26288	20790	1053	26102	25629	24848	181	1165
% STANDARD ERROR	A	A	A	B	A	A	A	A	A	A	C	B
ESTIMATED % OF TYPE	38.5	64.2	84.0	1.9	96.1	76.0	3.9	95.5	93.7	90.9	0.7	4.3
OTHER PISTON												
ESTIMATED POPULATION	200	173	229	39	311	172	77	288	279	273	3	100
% STANDARD ERROR	A	A	A	C	A	A	B	A	A	A	D	A
ESTIMATED % OF TYPE	51.6	44.5	59.0	10.2	80.1	44.4	19.9	74.1	71.8	70.4	0.8	25.9
TOTAL PISTON												
ESTIMATED POPULATION	120588	78930	107439	35418	137243	56686	89963	121591	107382	85060	593	100290
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	C	A
ESTIMATED % OF TYPE	53.1	34.7	47.3	15.6	60.4	24.9	39.6	53.5	47.3	39.2	0.3	44.1
TURBOPROP												
2 ENG 1-12 SEATS												
ESTIMATED POPULATION	614	2425	2605	7	2568	2860	17	2975	2924	2908	45	9
% STANDARD ERROR	B	A	A	D	A	A	D	A	A	A	D	D
ESTIMATED % OF TYPE	20.6	81.2	87.3	0.3	99.4	95.8	0.6	99.6	97.9	97.4	1.5	0.3
2 ENG 13+ SEATS												
ESTIMATED POPULATION	155	440	512	1	542	502	38	572	569	531	68	8
% STANDARD ERROR	C	A	A	D	A	A	D	A	A	A	D	D
ESTIMATED % OF TYPE	26.6	75.4	87.7	0.3	92.9	86.0	6.6	98.1	97.6	91.0	11.8	1.4

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

TABLE 2-12 GENERAL AVIATION AVIONICS EQUIPMENT BY AIRCRAFT TYPE - CY 1979 (3 of 8)

TYPE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NO ILS
TOTAL 2 ENG												
ESTIMATED POPULATION	770	2865	3118	9	3511	3362	55	3548	3494	3439	114	17
% STANDARD ERROR	B	A	A	D	A	A	D	A	A	A	D	D
ESTIMATED % OF TYPE	21.6	80.3	87.3	0.3	98.4	94.2	1.6	99.4	97.9	96.4	3.2	0.5
OTHER TURBOPROP												
ESTIMATED POPULATION	36	51	55	44	72	45	58	73	62	65	0	57
% STANDARD ERROR	B	A	A	A	A	A	A	A	A	A	A	A
ESTIMATED % OF TYPE	27.9	38.9	42.1	33.8	55.2	37.3	44.1	55.9	47.3	49.3	0.0	43.4
TOTAL TURBOPROP												
ESTIMATED POPULATION	806	2917	3173	54	3583	3411	114	3622	3556	3505	114	74
% STANDARD ERROR	B	A	A	B	A	A	B	A	A	A	D	B
ESTIMATED % OF TYPE	21.8	78.8	85.7	1.5	96.8	92.2	3.1	97.8	96.1	94.7	3.1	2.0
TURBOJET												
2 ENG												
ESTIMATED POPULATION	236	2274	2148	5	2368	2239	14	2370	2347	2339	37	11
% STANDARD ERROR	B	A	A	D	A	A	D	A	A	A	D	D
ESTIMATED % OF TYPE	9.9	95.4	90.2	0.2	99.4	94.0	0.6	99.5	98.5	98.2	1.6	0.5
OTHER												
ESTIMATED POPULATION	146	313	384	107	442	335	108	444	409	412	9	106
% STANDARD ERROR	B	A	A	A	A	A	A	A	A	A	D	A
ESTIMATED % OF TYPE	26.5	56.9	69.7	19.4	80.3	60.9	19.7	80.7	74.3	74.9	1.8	19.3
TOTAL TURBOJET												
ESTIMATED POPULATION	383	2587	2533	112	2810	2574	123	2815	2756	2751	47	117
% STANDARD ERROR	B	A	A	B	A	A	B	A	A	A	D	B
ESTIMATED % OF TYPE	13.1	88.2	86.3	3.8	95.8	87.7	4.2	96.0	94.0	93.8	1.6	4.0

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

TABLE 2-12 GENERAL AVIATION AVIONICS EQUIPMENT BY AIRCRAFT TYPE - CY 1979 (4 of 8)

TYPE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NO ILS
TOTAL FIXED WING												
ESTIMATED POPULATION	121777	84435	113146	35585	143638	62673	90201	128028	113695	95317	755	100482
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	B	A
ESTIMATED % OF TYPE	52.1	36.1	48.4	15.2	61.4	26.8	38.6	54.7	48.6	40.8	0.3	43.0
ROTORCRAFT												
PISTON												
ESTIMATED POPULATION	2016	720	157	2646	757	41	4588	118	43	40	32	5224
% STANDARD ERROR	A	B	D	A	B	D	A	D	D	D	D	A
ESTIMATED % OF TYPE	37.7	13.5	2.9	49.5	14.2	0.8	85.8	2.2	0.8	0.7	0.6	97.7
TURBINE												
ESTIMATED POPULATION	1033	1871	748	119	1643	343	1380	911	567	485	1	2073
% STANDARD ERROR	B	A	B	C	A	C	A	B	B	B	D	A
ESTIMATED % OF TYPE	34.2	61.9	24.8	4.0	54.4	11.4	45.6	30.1	18.8	16.0	0.1	68.6
TOTAL ROTORCRAFT												
ESTIMATED POPULATION	3049	2592	905	2766	2401	384	5968	1030	610	525	34	7297
% STANDARD ERROR	A	A	B	A	A	B	A	B	B	B	D	A
ESTIMATED % OF TYPE	36.4	31.0	10.8	33.1	28.7	4.6	71.3	12.3	7.3	6.3	0.4	87.2
OTHER												
ESTIMATED POPULATION	2290	250	43	3317	61	5	5794	33	6	2	2	5822
% STANDARD ERROR	A	C	D	A	D	D	A	D	D	D	D	A
ESTIMATED % OF TYPE	39.1	4.3	0.7	56.7	1.1	0.2	98.9	0.6	0.1	0.0	0.0	99.4
TOTAL AIRCRAFT												
ESTIMATED POPULATION	127117	87278	114095	41670	146101	63067	101963	129092	114312	95845	792	113603
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	C	A
ESTIMATED % OF POP	51.2	35.2	46.0	16.8	58.9	25.4	41.1	52.0	46.1	38.6	0.3	45.8

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

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

TABLE 2-12 GENERAL AVIATION AVIONICS EQUIPMENT BY AIRCRAFT TYPE - CY 1979 (5 of 8)

TYPE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	AUTOPLT	RADAR ALT	WTHR RADAR	NO NAVEQ
FIXED WING											
PISTON											
1 ENG 1-3 SEATS											
ESTIMATED POPULATION	32157	15797	8018	5964	1016	274	97	612	160	70	36462
% STANDARD ERROR	A	A	A	A	B	D	D	C	D	D	A
ESTIMATED % OF TYPE	38.3	18.8	9.5	7.1	1.2	0.3	0.1	0.7	0.2	0.1	43.4
1 ENG 4+ SEATS											
ESTIMATED POPULATION	47321	68876	83348	78822	35022	6855	496	44005	2833	780	3407
% STANDARD ERROR	A	A	A	A	A	A	C	A	B	C	A
ESTIMATED % OF TYPE	41.0	59.6	72.2	68.2	30.3	5.9	0.4	38.1	2.5	0.7	3.0
TOTAL 1 ENG											
ESTIMATED POPULATION	79478	84673	91366	84787	36035	7130	593	44617	2994	850	39870
% STANDARD ERROR	A	A	A	A	A	A	C	A	B	C	A
ESTIMATED % OF TYPE	39.8	42.4	45.8	42.5	18.1	3.6	0.3	22.4	1.5	0.4	20.0
2 ENG 1-6 SEATS											
ESTIMATED POPULATION	5520	12759	16610	17077	15170	4967	305	15148	3266	466E	352
% STANDARD ERROR	A	A	A	A	A	A	D	A	A	A	C
ESTIMATED % OF TYPE	30.5	70.6	91.9	94.5	84.0	27.5	1.7	83.8	18.1	25.8	1.9
2 ENG 7+ SEATS											
ESTIMATED POPULATION	2219	6956	8208	8614	7551	2984	266	7032	2792	4495	309
% STANDARD ERROR	A	A	A	A	A	A	C	A	A	A	B
ESTIMATED % OF TYPE	23.9	75.0	88.5	92.9	81.4	32.2	2.9	75.9	30.1	48.5	3.3
TOTAL 2 ENG											
ESTIMATED POPULATION	7739	19715	24818	25692	22721	7951	571	22180	6058	9162	661
% STANDARD ERROR	A	A	A	A	A	A	C	A	A	A	B
ESTIMATED % OF TYPE	28.3	72.1	90.8	94.0	83.1	29.1	2.1	81.1	22.2	33.5	2.4

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

TABLE 2-12 GENERAL AVIATION AVIONICS EQUIPMENT BY AIRCRAFT TYPE - CY 1979 (6 of 8)

TYPE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	AUTOPLT	RADAR ALT	WTHR RADAR	NO NAVEQ
OTHER PISTON											
ESTIMATED POPULATION	149	221	274	275	177	26	21	133	60	115	44
% STANDARD ERROR	A	A	A	A	A	C	D	A	B	B	B
ESTIMATED % OF TYPE	38.4	57.0	70.6	70.7	45.7	6.8	5.6	34.2	15.4	30.8	11.4
TOTAL PISTON											
ESTIMATED POPULATION	87368	104611	116460	110754	58938	15108	1187	66931	9112	10133	40575
% STANDARD ERROR	A	A	A	A	A	A	B	A	A	A	A
ESTIMATED % OF TYPE	38.5	46.0	51.3	48.7	25.9	6.6	0.5	29.5	4.0	4.5	17.9
TURBOPROP											
2 ENG 1-12 SEATS											
ESTIMATED POPULATION	486	2482	2827	2905	2888	1971	231	2897	2339	2821	5
% STANDARD ERROR	B	A	A	A	A	A	C	A	A	A	D
ESTIMATED % OF TYPE	16.3	83.1	94.7	97.3	96.7	66.0	7.7	97.0	78.3	94.5	0.2
2 ENG 13+ SEATS											
ESTIMATED POPULATION	81	526	567	533	561	122	68	299	228	493	6
% STANDARD ERROR	D	A	A	A	A	C	D	A	B	A	D
ESTIMATED % OF TYPE	13.9	90.2	97.2	91.4	96.1	21.0	11.6	51.3	39.1	84.5	1.2
TOTAL 2 ENG											
ESTIMATED POPULATION	567	3009	3395	3439	3449	2094	299	3197	2567	3314	12
% STANDARD ERROR	B	A	A	A	A	A	B	A	A	A	D
ESTIMATED % OF TYPE	15.9	84.3	95.1	96.3	96.6	58.7	8.4	89.6	71.9	92.9	0.3
OTHER TURBOPROP											
ESTIMATED POPULATION	13	69	61	72	64	8	15	48	40	48	48
% STANDARD ERROR	B	A	A	A	A	C	B	A	A	A	A
ESTIMATED % OF TYPE	10.3	53.0	46.7	55.2	49.0	6.1	11.4	36.8	30.8	36.8	36.9

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

TABLE 2-12 GENERAL AVIATION AVIONICS EQUIPMENT BY AIRCRAFT TYPE - CY 1979 (7 of 8)

TYPE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	AUTOPLT	RADAR ALT	WTHR RADAR	NO NAVEQ
TOTAL TURBOPROP											
ESTIMATED POPULATION	581	3079	3456	3512	3514	2102	314	3245	2608	3363	61
% STANDARD ERROR	B	A	A	A	A	A	B	A	A	A	B
ESTIMATED % OF TYPE	15.7	83.2	93.4	94.9	94.9	56.8	8.5	87.7	70.5	90.9	1.7
TURBOJET											
2 ENG											
ESTIMATED POPULATION	115	2274	2288	2301	2348	878	786	2321	2134	2266	13
% STANDARD ERROR	C	A	A	A	A	A	A	A	A	A	C
ESTIMATED % OF TYPE	4.8	95.4	96.0	96.6	98.6	36.9	33.0	97.4	89.6	95.1	0.6
OTHER											
ESTIMATED POPULATION	70	377	393	406	419	131	244	368	286	349	95
% STANDARD ERROR	B	A	A	A	A	B	A	A	A	A	B
ESTIMATED % OF TYPE	12.7	68.4	71.5	73.8	76.1	23.9	44.3	66.8	51.9	63.4	17.3
TOTAL TURBOJET											
ESTIMATED POPULATION	185	2651	2682	2708	2767	1010	1030	2689	2420	2616	108
% STANDARD ERROR	B	A	A	A	A	A	A	A	A	A	B
ESTIMATED % OF TYPE	6.3	90.4	91.4	92.3	94.3	34.4	35.1	91.7	82.5	89.2	3.7
TOTAL FIXED WING											
ESTIMATED POPULATION	88134	110341	122599	116974	65220	18221	2532	72867	14141	16112	40745
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	A
ESTIMATED % OF TYPE	37.7	47.2	52.4	50.0	27.9	7.8	1.1	31.2	6.0	6.9	17.4
ROTORCRAFT											
PISTON											
ESTIMATED POPULATION	494	155	41	323	39	37	38	35	44	41	4491
% STANDARD ERROR	B	C	D	C	D	D	D	D	D	D	A
ESTIMATED % OF TYPE	9.3	2.9	0.8	6.1	0.7	0.7	0.7	0.7	0.8	0.8	84.0

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

TABLE 2-12 GENERAL AVIATION AVIONICS EQUIPMENT BY AIRCRAFT TYPE - CY 1979 (8 of 8)

TYPE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	AUTOPLT	RADAR ALT	WTHR RADAR	NO NAVEQ
TURBINE											
ESTIMATED POPULATION	522	1240	455	1950	604	385	271	110	295	57	446
% STANDARD ERROR	B	A	B	A	B	C	C	D	C	D	B
ESTIMATED % OF TYPE	17.3	41.0	15.1	64.5	20.0	12.7	9.0	3.7	9.8	1.9	14.8
TOTAL ROTORCRAFT											
ESTIMATED POPULATION	1017	1396	496	2274	643	422	309	146	340	98	4937
% STANDARD ERROR	B	A	B	A	B	B	C	C	C	D	A
ESTIMATED % OF TYPE	12.2	16.7	5.9	27.2	7.7	5.1	3.7	1.7	4.1	1.2	59.0
OTHER											
ESTIMATED POPULATION	67	47	2	12	9	3	9	5	23	8	5713
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	A
ESTIMATED % OF TYPE	1.2	0.8	0.0	0.2	0.2	0.1	0.2	0.1	0.4	0.2	97.6
TOTAL AIRCRAFT											
ESTIMATED POPULATION	89219	111785	123098	119260	65873	18647	2852	73019	14505	16219	51397
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	A
ESTIMATED % OF POP	36.0	45.1	49.6	48.1	26.6	7.5	1.1	29.4	5.8	6.5	20.7

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

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

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1979
(1 of 17)

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NO ILS
ALABAMA												
ESTIMATED POPULATION	1151	1170	1434	571	1707	811	1110	1570	1381	1243	0	1204
% STANDARD ERROR	B	B	B	C	B	B	B	B	B	B	A	B
ESTIMATED % OF STATE	39.7	40.3	49.4	19.7	58.8	27.9	38.2	54.1	47.6	42.8	0.0	41.5
ALASKA												
ESTIMATED POPULATION	4708	1635	1584	1038	1624	292	5548	1789	1383	1244	1	5202
% STANDARD ERROR	A	B	B	B	B	C	A	B	B	B	D	A
ESTIMATED % OF STATE	68.3	23.7	23.0	15.1	23.5	4.2	80.4	25.9	20.1	18.0	0.0	75.4
ARIZONA												
ESTIMATED POPULATION	2572	2044	2493	918	3455	1316	1949	2666	2304	1820	0	2645
% STANDARD ERROR	B	B	B	B	B	B	B	B	B	B	A	B
ESTIMATED % OF STATE	47.7	37.9	46.3	17.1	64.1	24.4	36.2	49.5	42.8	33.8	0.0	49.1
ARKANSAS												
ESTIMATED POPULATION	1246	958	1256	1035	1466	613	1678	1443	1252	1117	27	1679
% STANDARD ERROR	B	B	B	B	B	C	B	B	B	B	D	B
ESTIMATED % OF STATE	40.2	30.9	40.5	33.4	47.3	19.8	54.1	46.5	40.4	36.0	0.9	54.2
CALIFORNIA												
ESTIMATED POPULATION	17921	12450	16845	3991	21787	10427	11368	18978	17258	14714	149	13193
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	D	A
ESTIMATED % OF STATE	54.0	37.5	50.8	12.0	65.7	31.4	34.3	57.2	52.0	44.4	0.4	39.8

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

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1979 (2 of 17)

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER REC	GLIDE SLOPE	MLS	NC ILS
COLORADO												
ESTIMATED POPULATION	2575	2310	2422	689	3146	1447	2208	2777	2280	2051	1	2487
% STANDARD ERROR	B	B	B	B	B	B	B	B	B	B	D	B
ESTIMATED % OF STATE	49.9	44.7	46.9	13.3	60.9	28.0	42.8	53.8	44.2	39.7	0.0	48.2
CONNECTICUT												
ESTIMATED POPULATION	849	673	942	400	1119	603	790	1159	936	681	9	677
% STANDARD ERROR	C	C	B	C	B	C	C	B	B	C	D	C
ESTIMATED % OF STATE	44.5	35.2	49.3	20.9	58.6	31.6	41.4	60.7	49.0	35.7	0.5	35.5
DELAWARE												
ESTIMATED POPULATION	533	242	492	140	577	255	293	539	505	369	0	315
% STANDARD ERROR	C	D	C	D	C	D	C	C	C	C	A	C
ESTIMATED % OF STATE	61.8	28.1	57.1	16.3	66.9	29.7	34.0	62.6	58.6	42.8	0.0	36.6
DC												
ESTIMATED POPULATION	40	41	54	13	81	65	13	80	77	61	0	14
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	A	D
ESTIMATED % OF STATE	41.3	42.5	55.2	14.1	83.8	67.0	14.1	82.6	79.2	63.2	0.0	15.3
FLORIDA												
ESTIMATED POPULATION	7012	4371	6196	1780	8141	3502	4585	6859	6443	5389	6	5733
% STANDARD ERROR	A	A	A	B	A	A	A	A	A	A	D	A
ESTIMATED % OF STATE	54.5	34.0	48.2	13.8	63.3	27.2	35.7	53.3	50.1	41.9	0.0	44.6
GEORGIA												
ESTIMATED POPULATION	2554	1473	1944	890	2812	1055	1918	2368	2066	1731	0	2252
% STANDARD ERROR	B	B	B	B	B	B	B	B	B	B	A	B
ESTIMATED % OF STATE	53.3	30.8	40.6	18.6	58.7	22.0	40.1	49.4	43.1	36.2	0.0	47.0
HAWAII												
ESTIMATED POPULATION	302	247	227	69	366	51	237	269	243	222	0	313
% STANDARD ERROR	C	D	D	D	C	D	D	D	D	D	A	D
ESTIMATED % OF STATE	47.1	38.6	35.5	10.8	57.2	8.0	37.0	42.0	38.0	34.7	0.0	49.0

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

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1979
(3 of 17)

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NC ILS
IDAHO												
ESTIMATED POPULATION	1477	769	1053	466	1411	441	1238	1067	913	712	11	1545
% STANDARD ERROR	B	C	B	C	B	C	B	B	C	C	D	B
ESTIMATED % OF STATE	54.3	28.3	38.7	17.1	51.9	16.2	45.5	39.2	33.6	26.2	0.4	56.5
ILLINOIS												
ESTIMATED POPULATION	5028	3747	4754	1389	5732	2627	3946	5603	4840	3948	27	3856
% STANDARD ERROR	A	A	A	B	A	B	A	A	A	A	D	A
ESTIMATED % OF STATE	51.8	38.6	49.0	14.3	59.1	27.1	40.7	57.7	49.9	40.7	0.3	39.7
INDIANA												
ESTIMATED POPULATION	2991	1606	2878	860	3452	1306	1803	2887	2657	2216	1	2215
% STANDARD ERROR	B	B	B	B	B	B	B	B	B	B	D	B
ESTIMATED % OF STATE	56.7	30.5	54.6	16.3	65.5	24.8	34.2	54.7	50.4	42.0	0.0	42.0
IOWA												
ESTIMATED POPULATION	2150	1328	1912	754	2557	827	1543	2111	1907	1554	0	1971
% STANDARD ERROR	B	B	B	B	B	C	B	B	B	B	A	B
ESTIMATED % OF STATE	53.3	32.9	47.4	18.7	63.4	20.5	38.3	52.3	47.3	38.5	0.0	48.8
KANSAS												
ESTIMATED POPULATION	2012	1516	2112	1019	2832	1060	1657	2439	2082	1792	0	1955
% STANDARD ERROR	B	B	B	B	B	B	B	B	B	B	A	B
ESTIMATED % OF STATE	42.9	32.3	45.0	21.7	60.3	22.6	35.3	52.0	44.3	38.2	0.0	41.7
KENTUCKY												
ESTIMATED POPULATION	955	682	852	194	1073	413	625	935	738	643	4	740
% STANDARD ERROR	B	C	C	C	B	C	C	B	C	C	D	C
ESTIMATED % OF STATE	57.0	40.7	50.8	11.6	64.1	24.7	37.3	55.8	44.1	38.4	0.2	44.2
LOUISIANA												
ESTIMATED POPULATION	1292	2067	1749	663	2318	1100	1620	2125	1630	1286	1	1778
% STANDARD ERROR	B	B	B	B	B	B	B	B	B	B	D	B
ESTIMATED % OF STATE	31.2	49.9	42.2	16.0	56.0	26.6	39.1	51.3	39.3	31.1	0.0	42.9

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

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1979
(4 of 17)

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NO ILS
MAINE												
ESTIMATED POPULATION	733	219	349	321	386	117	867	322	348	246	0	856
% STANDARD ERROR	C	D	D	C	D	C	B	D	D	D	A	B
ESTIMATED % OF STATE	58.2	17.4	27.7	25.6	30.7	9.4	68.9	25.6	27.7	19.6	0.0	68.1
MARYLAND												
ESTIMATED POPULATION	1692	876	1291	336	1821	791	1044	1549	1391	1161	8	1231
% STANDARD ERROR	B	B	B	C	B	C	B	B	B	B	D	B
ESTIMATED % OF STATE	58.8	30.5	44.9	11.7	63.3	27.5	36.3	53.9	48.4	40.4	0.3	42.8
MASSACHUSETTS												
ESTIMATED POPULATION	2215	785	1516	338	1887	980	1326	1565	1562	1321	2	1520
% STANDARD ERROR	B	C	B	C	B	B	B	B	B	B	D	B
ESTIMATED % OF STATE	69.7	24.7	47.7	10.6	59.3	30.8	41.7	49.2	49.1	41.5	0.1	47.8
MICHIGAN												
ESTIMATED POPULATION	4022	3450	4190	1201	5130	2033	3284	4494	4113	3139	0	3496
% STANDARD ERROR	A	B	A	B	A	B	A	A	A	B	A	A
ESTIMATED % OF STATE	47.2	40.5	49.2	14.1	60.2	23.9	38.6	52.8	48.3	36.9	0.0	41.1
MINNESOTA												
ESTIMATED POPULATION	3299	1463	2105	1439	2853	1071	3289	2419	2035	1678	93	3662
% STANDARD ERROR	B	B	B	B	B	B	A	B	B	B	D	A
ESTIMATED % OF STATE	54.5	24.2	34.8	23.8	47.2	17.7	54.4	40.0	33.6	27.7	1.6	60.5
MISSISSIPPI												
ESTIMATED POPULATION	844	849	795	811	1272	458	1209	1165	1055	817	0	1207
% STANDARD ERROR	B	C	C	B	B	C	B	B	B	C	A	B
ESTIMATED % OF STATE	32.6	32.8	30.7	31.4	49.2	17.7	46.8	45.1	40.8	31.6	0.0	46.7
MISSOURI												
ESTIMATED POPULATION	2680	1710	2224	954	2879	1042	2265	2557	1976	1849	35	2517
% STANDARD ERROR	B	B	B	B	B	B	B	B	B	B	D	B
ESTIMATED % OF STATE	53.4	34.0	44.3	19.0	57.3	20.8	45.1	50.9	39.3	36.8	0.7	50.1

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

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1979
(5 of 17)

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NO ILS
MONTANA												
ESTIMATED POPULATION	1596	689	994	585	1209	372	1564	849	916	678	4	1780
% STANDARD ERROR	B	C	B	C	B	D	B	C	C	C	D	B
ESTIMATED % OF STATE	61.1	26.4	38.0	22.4	46.3	14.2	59.8	32.5	35.0	26.0	0.2	68.1
NEBRASKA												
ESTIMATED POPULATION	1058	1061	962	749	1362	366	1422	1138	1072	833	1	1591
% STANDARD ERROR	B	B	B	C	B	C	B	B	B	C	D	B
ESTIMATED % OF STATE	36.3	36.4	33.0	25.7	46.8	12.6	48.8	39.1	36.8	28.6	0.0	54.6
NEVADA												
ESTIMATED POPULATION	1119	847	1218	188	1625	852	412	1230	1132	914	46	705
% STANDARD ERROR	B	B	B	D	B	B	C	B	B	B	D	C
ESTIMATED % OF STATE	55.5	42.0	60.4	9.4	80.6	42.2	20.4	61.0	56.2	45.3	2.3	35.0
NEW HAMPSHIRE												
ESTIMATED POPULATION	759	350	687	318	770	457	598	673	556	505	1	650
% STANDARD ERROR	C	D	C	C	C	C	C	C	C	C	D	C
ESTIMATED % OF STATE	58.7	27.1	53.2	24.7	59.6	35.4	46.3	52.1	43.0	39.1	0.1	50.3
NEW JERSEY												
ESTIMATED POPULATION	2226	1943	2373	544	2766	1523	1678	2633	2287	1920	6	1760
% STANDARD ERROR	B	B	B	B	B	B	B	B	B	B	D	B
ESTIMATED % OF STATE	51.0	44.5	54.4	12.5	63.4	34.9	38.4	60.3	52.4	44.0	0.2	40.3
NEW MEXICO												
ESTIMATED POPULATION	1264	991	1178	360	1629	800	816	1319	1099	1059	1	1099
% STANDARD ERROR	B	B	B	C	B	C	B	B	B	B	D	B
ESTIMATED % OF STATE	51.0	40.0	47.5	14.6	65.7	32.3	33.0	53.3	44.4	42.7	0.0	44.4
NEW YORK												
ESTIMATED POPULATION	4384	2159	3674	1402	4486	1996	3113	4250	3918	3200	75	3160
% STANDARD ERROR	A	B	A	B	A	B	A	A	A	B	D	A
ESTIMATED % OF STATE	58.6	28.9	49.1	18.8	60.0	26.7	41.6	56.8	52.4	42.8	1.0	42.3

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

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1979
(6 of 17)

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NO ILS
NORTH CAROLINA												
ESTIMATED POPULATION	2483	1673	1834	845	3018	1304	1827	2528	2069	1857	0	2318
% STANDARD ERROR	B	B	B	B	B	B	B	B	B	B	A	B
ESTIMATED % OF STATE	51.2	34.5	37.8	17.4	62.2	26.9	37.7	52.1	42.7	38.3	0.0	47.8
NORTH DAKOTA												
ESTIMATED POPULATION	892	361	479	502	719	117	1034	573	512	368	0	1155
% STANDARD ERROR	C	D	C	C	C	D	B	C	C	D	A	B
ESTIMATED % OF STATE	51.3	20.8	27.6	28.9	41.3	6.8	59.5	33.0	29.5	21.2	0.0	66.4
OHIO												
ESTIMATED POPULATION	5216	2823	4541	1430	5437	1777	3648	5195	4374	3363	27	3767
% STANDARD ERROR	A	B	A	B	A	B	A	A	A	B	C	A
ESTIMATED % OF STATE	58.2	31.5	50.7	16.0	60.6	19.8	40.7	58.0	48.8	37.5	0.3	42.0
OKLAHOMA												
ESTIMATED POPULATION	2455	1875	2234	896	2975	1217	2071	2593	2249	1788	51	2415
% STANDARD ERROR	B	B	B	B	B	B	B	B	B	B	C	B
ESTIMATED % OF STATE	47.9	36.6	43.6	17.5	58.1	23.8	40.4	50.6	43.9	34.9	1.0	47.1
OREGON												
ESTIMATED POPULATION	3358	2767	3311	895	4629	2007	2286	4023	3468	2799	15	2800
% STANDARD ERROR	B	B	B	B	A	B	B	A	B	B	C	B
ESTIMATED % OF STATE	48.7	40.1	48.0	13.0	67.1	29.1	33.1	58.3	50.3	40.6	0.2	40.6
PENNSYLVANIA												
ESTIMATED POPULATION	3477	2546	3529	1257	4186	2118	2847	3889	3449	2937	60	3006
% STANDARD ERROR	A	B	A	B	A	B	A	A	A	B	D	A
ESTIMATED % OF STATE	48.7	35.6	49.4	17.6	58.6	29.7	39.9	54.4	48.3	41.1	0.8	42.1
RHODE ISLAND												
ESTIMATED POPULATION	280	143	187	62	254	109	223	226	187	157	1	244
% STANDARD ERROR	D	D	D	D	D	C	D	D	D	D	C	D
ESTIMATED % OF STATE	59.3	30.3	39.7	13.2	53.8	23.1	47.2	47.8	39.5	33.3	0.3	51.8

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

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1979
(7 of 17)

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NO ILS
SOUTH CAROLINA												
ESTIMATED POPULATION	976	641	902	366	1115	603	827	1129	1058	944	0	800
% STANDARD ERROR	B	C	B	C	B	C	C	B	B	B	A	C
ESTIMATED % OF STATE	49.5	32.5	45.8	18.6	56.5	30.6	41.9	57.3	53.7	47.9	0.0	40.6
SOUTH DAKOTA												
ESTIMATED POPULATION	800	405	574	471	645	197	1009	620	576	465	0	591
% STANDARD ERROR	C	D	C	C	C	D	B	C	C	C	A	B
ESTIMATED % OF STATE	47.3	24.0	34.0	27.9	38.1	11.7	59.6	36.6	34.0	27.5	0.0	58.6
TENNESSEE												
ESTIMATED POPULATION	1361	1175	1398	433	1885	762	1009	1729	1537	1306	11	1029
% STANDARD ERROR	B	B	B	C	B	B	B	B	B	B	D	B
ESTIMATED % OF STATE	46.2	39.9	47.5	14.7	64.0	25.9	34.3	58.7	52.2	44.4	0.4	35.0
TEXAS												
ESTIMATED POPULATION	9370	8151	10195	3572	11934	6164	8469	10899	9913	8648	44	9117
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	D	A
ESTIMATED % OF STATE	46.7	40.7	50.9	17.8	59.5	30.8	42.2	54.4	49.5	43.1	0.2	45.5
UTAH												
ESTIMATED POPULATION	972	653	896	115	1309	359	420	943	799	646	0	719
% STANDARD ERROR	B	C	B	D	B	C	C	B	C	C	A	C
ESTIMATED % OF STATE	53.9	36.3	49.7	6.4	72.7	19.9	23.3	52.3	44.4	35.8	0.0	39.9
VERMONT												
ESTIMATED POPULATION	271	175	246	85	304	145	207	292	260	222	0	212
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	A	D
ESTIMATED % OF STATE	54.5	35.2	49.6	17.3	61.2	29.2	41.7	58.7	52.4	44.6	0.0	42.6
VIRGINIA												
ESTIMATED POPULATION	1812	1011	1631	512	2045	954	1144	1927	1708	1489	0	1221
% STANDARD ERROR	B	B	B	C	B	B	B	B	B	B	A	B
ESTIMATED % OF STATE	56.8	31.7	51.1	16.1	64.1	29.9	35.9	60.4	53.5	46.7	0.0	38.3

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

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1979
(8 of 17)

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NO ILS
WASHINGTON												
ESTIMATED POPULATION	4077	2443	3246	1659	4319	985	3742	3511	3058	2304	1	4388
% STANDARD ERROR	A	B	B	B	A	B	A	A	B	B	D	A
ESTIMATED % OF STATE	52.1	31.2	41.5	21.2	55.2	12.6	47.8	44.9	39.1	29.4	0.0	56.1
WEST VIRGINIA												
ESTIMATED POPULATION	659	549	684	146	876	492	469	839	740	625	8	484
% STANDARD ERROR	C	C	C	D	C	C	C	C	C	C	D	C
ESTIMATED % OF STATE	49.3	41.1	51.2	11.0	65.5	36.8	35.1	62.7	55.4	46.8	0.6	36.2
WISCONSIN												
ESTIMATED POPULATION	2601	1427	2007	1171	2662	1006	2446	2290	2077	1666	14	2575
% STANDARD ERROR	B	B	B	B	B	B	B	B	B	B	D	B
ESTIMATED % OF STATE	50.9	27.9	39.3	22.9	52.1	19.7	47.9	44.8	40.6	32.6	0.3	50.4
WYOMING												
ESTIMATED POPULATION	660	413	502	166	756	306	476	548	438	486	0	678
% STANDARD ERROR	C	C	C	D	C	D	C	C	C	C	A	C
ESTIMATED % OF STATE	49.3	30.9	37.6	12.4	56.5	22.9	35.6	41.0	32.8	36.3	0.0	50.7
PUERTO RICO												
ESTIMATED POPULATION	397	148	222	22	241	29	270	244	187	198	2	267
% STANDARD ERROR	C	D	C	D	C	D	D	C	D	C	D	D
ESTIMATED % OF STATE	75.3	28.1	42.2	4.3	45.7	5.5	51.2	46.3	35.4	37.5	0.4	50.7
OTHER U.S. TERRITORIES												
ESTIMATED POPULATION	162	62	79	72	161	38	133	103	91	86	4	188
% STANDARD ERROR	D	D	D	D	D	C	D	D	D	D	D	D
ESTIMATED % OF STATE	56.5	21.6	27.5	25.0	56.1	13.3	46.4	36.1	31.7	30.1	1.5	65.6
FOREIGN												
ESTIMATED POPULATION	562	525	630	46	885	411	223	872	843	713	0	234
% STANDARD ERROR	C	C	C	D	B	C	D	B	B	B	A	C
ESTIMATED % OF STATE	38.9	36.3	43.6	3.2	61.2	28.4	15.4	60.3	58.3	49.3	0.0	16.2

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

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1979
(9 of 17)

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NO ILS
TOTAL												
ESTIMATED POPULATION	127117	87278	114095	41670	146101	63067	101963	129092	114312	55845	792	113603
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	C	A
ESTIMATED % OF POP	51.2	35.2	46.0	16.8	58.9	25.4	41.1	52.0	46.1	38.6	0.3	45.8

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

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

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1979
(10 of 17)

STATE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	AUTOPLT	RADAR ALT	WTHR RADAR	NO NAVEQ
ALABAMA											
ESTIMATED POPULATION	811	1339	1548	1505	853	406	14	1086	259	413	639
% STANDARD ERROR	C	B	B	B	B	C	D	B	D	C	C
ESTIMATED % OF STATE	27.9	46.1	53.3	51.8	29.4	14.0	0.5	37.4	8.9	14.2	22.0
ALASKA											
ESTIMATED POPULATION	3099	2110	1470	3097	525	43	12	325	53	26	1687
% STANDARD ERROR	A	B	B	A	C	D	D	C	D	D	B
ESTIMATED % OF STATE	44.9	30.6	21.3	44.9	7.6	0.6	0.2	4.7	0.8	0.4	24.5
ARIZONA											
ESTIMATED POPULATION	1680	2649	2598	2170	1283	259	52	1336	297	144	1116
% STANDARD ERROR	B	B	B	B	B	D	D	B	D	D	B
ESTIMATED % OF STATE	31.2	49.2	48.2	40.3	23.8	4.8	1.0	24.8	5.5	2.7	20.7
ARKANSAS											
ESTIMATED POPULATION	777	1241	1387	1480	934	204	36	947	108	156	1153
% STANDARD ERROR	C	B	B	B	B	D	D	B	D	C	B
ESTIMATED % OF STATE	25.1	40.0	44.7	47.7	30.1	6.6	1.2	30.5	3.5	6.3	37.2
CALIFORNIA											
ESTIMATED POPULATION	11916	16155	18233	15223	8722	1637	289	9740	1340	1015	5905
% STANDARD ERROR	A	A	A	A	A	B	D	A	B	E	A
ESTIMATED % OF STATE	35.9	48.7	55.0	45.9	26.3	4.9	0.9	29.4	4.0	3.1	17.8
COLORADO											
ESTIMATED POPULATION	1905	2392	2479	2540	1448	428	41	1637	260	258	1213
% STANDARD ERROR	B	B	B	B	B	C	D	B	C	C	B
ESTIMATED % OF STATE	36.9	46.3	48.0	49.2	28.1	8.3	0.8	31.7	5.0	5.0	23.5

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

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1979
(11 of 17)

STATE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	AUTOPLT	RADAR ALT	WTHR RADAR	NO NAVEQ
CONNECTICUT											
ESTIMATED POPULATION	755	765	971	961	470	107	14	485	85	66	424
% STANDARD ERROR	C	C	B	B	C	D	D	C	D	D	C
ESTIMATED % OF STATE	39.5	40.1	50.8	50.3	24.6	5.6	0.8	25.4	4.5	4.5	22.2
DELAWARE											
ESTIMATED POPULATION	361	308	482	482	254	80	16	345	102	83	200
% STANDARD ERROR	D	D	C	C	D	D	D	D	D	D	D
ESTIMATED % OF STATE	41.9	35.7	55.9	55.9	29.5	9.3	2.0	40.0	11.9	9.7	23.3
DC											
ESTIMATED POPULATION	18	62	60	78	48	41	5	60	35	33	14
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D
ESTIMATED % OF STATE	19.2	63.5	62.0	80.4	49.8	42.8	6.0	62.0	36.2	34.0	15.3
FLORIDA											
ESTIMATED POPULATION	5173	5625	6731	6456	3916	747	32	3811	609	996	2412
% STANDARD ERROR	A	A	A	A	A	B	D	A	B	B	A
ESTIMATED % OF STATE	40.2	43.7	52.3	50.2	30.5	5.8	0.3	29.6	4.7	7.7	18.8
GEORGIA											
ESTIMATED POPULATION	1752	2060	2264	2013	1394	360	103	1355	229	406	1016
% STANDARD ERROR	B	B	B	B	B	C	D	B	C	C	B
ESTIMATED % OF STATE	36.6	43.0	47.3	42.0	29.1	7.5	2.2	28.3	4.8	8.5	21.2
HAWAII											
ESTIMATED POPULATION	248	229	243	246	161	3	3	52	3	7	134
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D
ESTIMATED % OF STATE	38.8	35.8	38.1	38.4	25.2	0.5	0.6	8.2	0.5	1.2	21.0
IDAHO											
ESTIMATED POPULATION	980	1001	1070	1152	503	124	16	631	64	53	687
% STANDARD ERROR	B	B	B	B	C	D	D	C	D	D	B
ESTIMATED % OF STATE	36.0	36.8	39.3	42.4	18.5	4.6	0.6	23.2	2.4	2.0	25.3

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

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1979 (12 of 17)

STATE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	AUTOPLT	RADAR ALT	WTHR RADAR	NG NAVEQ
ILLINOIS											
ESTIMATED POPULATION	3366	4814	5164	4797	3280	999	95	3317	855	829	1659
% STANDARD ERROR	B	A	A	A	A	B	D	A	B	B	B
ESTIMATED % OF STATE	34.7	49.6	53.2	49.4	33.8	10.3	1.0	34.2	8.8	8.5	17.1
INDIANA											
ESTIMATED POPULATION	2146	2432	2989	2846	1409	366	30	1787	369	391	929
% STANDARD ERROR	B	B	B	B	B	C	D	B	C	C	B
ESTIMATED % OF STATE	40.7	46.1	56.7	54.0	26.7	7.0	0.6	33.9	7.0	7.4	17.6
IOWA											
ESTIMATED POPULATION	1631	1819	2009	2021	1116	218	16	1392	201	221	796
% STANDARD ERROR	B	B	B	B	B	D	D	B	D	D	B
ESTIMATED % OF STATE	40.4	45.1	49.8	50.1	27.7	5.4	0.4	34.5	5.0	5.5	19.7
KANSAS											
ESTIMATED POPULATION	1261	2194	2261	2160	1299	313	6	1646	152	136	1067
% STANDARD ERROR	B	B	B	B	B	D	D	B	D	D	B
ESTIMATED % OF STATE	26.9	46.7	48.2	46.0	27.7	6.7	0.1	35.1	3.2	2.9	22.7
KENTUCKY											
ESTIMATED POPULATION	805	600	884	912	544	255	45	504	199	252	301
% STANDARD ERROR	C	C	B	B	C	D	D	C	D	D	C
ESTIMATED % OF STATE	48.1	35.8	52.8	54.4	32.5	15.2	2.7	30.1	11.9	15.0	18.0
LOUISIANA											
ESTIMATED POPULATION	756	1982	1830	2286	1059	375	233	874	232	312	787
% STANDARD ERROR	C	B	B	B	B	C	C	B	C	C	B
ESTIMATED % OF STATE	18.2	47.8	44.2	55.2	25.6	9.1	5.6	21.1	5.6	7.5	19.0
MAINE											
ESTIMATED POPULATION	637	332	424	433	157	14	1	143	16	25	357
% STANDARD ERROR	C	D	D	C	D	D	D	D	D	D	C
ESTIMATED % OF STATE	50.7	26.4	33.7	34.5	12.5	1.1	0.1	11.4	1.3	2.0	28.4

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

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1979
(13 of 17)

STATE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	AUTOPLT	RADAR ALT	WTHR RADAR	NO NAVEQ
MARYLAND											
ESTIMATED POPULATION	1195	1310	1546	1399	713	191	23	856	173	135	416
% STANDARD ERROR	B	B	B	B	C	D	D	C	D	C	C
ESTIMATED % OF STATE	41.6	45.6	53.8	48.6	24.8	6.7	0.8	29.8	6.0	4.7	14.5
MASSACHUSETTS											
ESTIMATED POPULATION	1580	1361	1625	1439	576	219	22	784	136	122	392
% STANDARD ERROR	B	B	B	B	C	D	D	C	D	D	C
ESTIMATED % OF STATE	49.7	42.8	51.1	45.3	18.1	6.9	0.7	24.7	4.3	3.8	12.3
MICHIGAN											
ESTIMATED POPULATION	3172	4080	4477	4277	2027	777	36	2491	468	528	1396
% STANDARD ERROR	B	A	A	A	B	C	D	B	C	C	B
ESTIMATED % OF STATE	37.2	47.9	52.6	50.2	23.8	9.1	0.4	29.3	5.5	6.2	16.4
MINNESOTA											
ESTIMATED POPULATION	2453	1993	2266	2504	1495	253	110	1474	338	334	1599
% STANDARD ERROR	B	B	B	B	B	D	D	B	C	C	B
ESTIMATED % OF STATE	40.6	32.9	37.5	41.4	24.7	4.2	1.8	24.4	5.6	5.5	26.4
MISSISSIPPI											
ESTIMATED POPULATION	720	1019	1050	1032	645	157	38	639	109	160	774
% STANDARD ERROR	C	B	B	B	C	D	D	C	D	C	B
ESTIMATED % OF STATE	27.8	39.4	40.6	39.9	25.1	6.1	1.5	24.7	4.2	6.2	29.9
MISSOURI											
ESTIMATED POPULATION	1815	2413	2658	2518	1362	350	18	1385	217	325	1180
% STANDARD ERROR	B	B	B	B	B	C	D	B	D	C	B
ESTIMATED % OF STATE	36.1	48.0	52.9	50.1	27.1	7.0	0.4	27.6	4.3	6.5	23.5
MONTANA											
ESTIMATED POPULATION	1344	807	1025	1147	478	125	4	589	132	84	700
% STANDARD ERROR	B	C	B	B	C	D	D	C	D	C	C
ESTIMATED % OF STATE	51.4	30.9	39.2	43.9	18.3	4.8	0.2	22.5	5.1	3.2	26.8

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

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1979
(14 of 17)

STATE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	AUTOPLT	RADAR ALT	WTHR RADAR	NO NAVEQ
NEBRASKA											
ESTIMATED POPULATION	906	1124	1062	1093	572	131	55	712	100	132	787
% STANDARD ERROR	C	B	B	B	C	D	D	C	D	D	B
ESTIMATED % OF STATE	31.1	38.6	36.5	37.5	19.6	4.5	1.9	24.4	3.5	4.5	27.0
NEVADA											
ESTIMATED POPULATION	838	879	1335	1119	749	268	27	709	190	132	296
% STANDARD ERROR	C	B	B	B	B	D	D	C	D	D	C
ESTIMATED % OF STATE	41.6	43.6	66.2	55.5	37.1	13.3	1.4	35.1	9.4	6.5	14.7
NEW HAMPSHIRE											
ESTIMATED POPULATION	488	550	706	619	363	157	5	371	135	58	365
% STANDARD ERROR	C	C	C	C	D	D	D	D	D	D	C
ESTIMATED % OF STATE	37.7	42.6	54.7	47.9	28.1	12.2	0.4	28.7	10.5	4.5	28.2
NEW JERSEY											
ESTIMATED POPULATION	1443	2434	2472	2111	1321	295	106	1380	271	230	711
% STANDARD ERROR	B	B	B	B	B	D	D	B	C	C	B
ESTIMATED % OF STATE	33.1	55.8	56.6	48.4	30.3	6.8	2.4	31.6	6.2	5.3	16.3
NEW MEXICO											
ESTIMATED POPULATION	873	1144	1325	1473	779	322	18	891	120	177	399
% STANDARD ERROR	C	B	B	B	C	D	D	C	D	D	B
ESTIMATED % OF STATE	35.3	46.2	53.5	59.5	31.5	13.0	0.8	36.0	4.9	7.2	16.1
NEW YORK											
ESTIMATED POPULATION	3015	3210	3968	3417	1956	617	213	2071	551	487	1759
% STANDARD ERROR	B	B	A	B	B	C	C	B	C	B	B
ESTIMATED % OF STATE	40.3	42.9	53.1	45.7	26.2	8.3	2.9	27.7	7.4	6.5	23.5
NORTH CAROLINA											
ESTIMATED POPULATION	1952	2038	2400	2561	1363	562	46	1659	379	471	939
% STANDARD ERROR	B	B	B	B	B	C	D	B	C	C	B
ESTIMATED % OF STATE	40.3	42.0	49.5	52.8	28.1	11.6	1.0	34.2	7.8	9.7	19.4

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

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1979
(15 of 17)

STATE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	AUTOPLT	RADAR ALT	WTHR RADAR	NO NAVEQ
NORTH DAKOTA											
ESTIMATED POPULATION	697	482	518	524	302	116	2	322	74	43	629
% STANDARD ERROR	C	C	C	C	D	D	D	D	D	D	C
ESTIMATED % OF STATE	40.1	27.7	29.8	30.2	17.4	6.7	0.1	18.6	4.3	2.5	36.2
OHIO											
ESTIMATED POPULATION	3499	4199	4868	4435	1864	603	57	2550	417	558	1651
% STANDARD ERROR	B	A	A	A	B	C	D	B	C	B	B
ESTIMATED % OF STATE	39.0	46.8	54.3	49.5	20.8	6.7	0.6	28.4	4.7	6.2	18.4
OKLAHOMA											
ESTIMATED POPULATION	1864	2292	2298	2420	1200	398	145	1707	473	402	1025
% STANDARD ERROR	B	B	B	B	B	C	D	B	C	C	B
ESTIMATED % OF STATE	36.4	44.7	44.8	47.2	23.4	7.8	2.8	33.3	9.2	7.9	20.0
OREGON											
ESTIMATED POPULATION	2519	3479	3576	3548	2114	528	56	2212	383	235	1123
% STANDARD ERROR	B	B	A	A	B	C	D	B	C	C	B
ESTIMATED % OF STATE	36.5	50.4	51.8	51.4	30.6	7.7	0.8	32.1	5.6	3.5	16.3
PENNSYLVANIA											
ESTIMATED POPULATION	2404	3273	3853	3224	2053	569	46	2221	428	625	1544
% STANDARD ERROR	B	B	A	B	B	B	D	B	C	B	B
ESTIMATED % OF STATE	33.7	45.8	53.9	45.1	28.7	8.0	0.7	31.1	6.0	8.8	21.6
RHODE ISLAND											
ESTIMATED POPULATION	238	176	201	176	84	22	8	107	16	25	72
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D
ESTIMATED % OF STATE	50.3	37.3	42.6	37.4	17.9	4.8	1.9	22.7	3.5	5.5	15.4
SOUTH CAROLINA											
ESTIMATED POPULATION	520	997	1003	1012	548	266	10	678	105	225	448
% STANDARD ERROR	C	B	B	B	C	D	D	C	D	D	C
ESTIMATED % OF STATE	26.4	50.5	50.9	51.3	27.8	13.5	0.5	34.4	5.4	11.4	22.7

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

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1979
(16 of 17)

STATE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	AUTOPLT	RADAR ALT	WTHR RADAR	NO NAVEQ
SOUTH DAKOTA											
ESTIMATED POPULATION	622	589	605	584	343	57	2	404	44	32	480
% STANDARD ERROR	C	C	C	C	D	D	D	D	D	D	C
ESTIMATED % OF STATE	36.8	34.8	35.8	34.5	20.3	3.4	0.1	23.9	2.6	1.9	28.4
TENNESSEE											
ESTIMATED POPULATION	932	1552	1555	1496	861	302	14	771	217	357	484
% STANDARD ERROR	C	B	B	B	B	C	D	B	C	C	C
ESTIMATED % OF STATE	31.7	52.7	52.8	50.8	29.3	10.3	0.5	26.2	7.4	12.2	16.5
TEXAS											
ESTIMATED POPULATION	6599	9924	10628	10992	6610	2574	407	7797	1692	2074	4128
% STANDARD ERROR	A	A	A	A	A	B	C	A	A	A	A
ESTIMATED % OF STATE	32.9	49.5	53.0	54.8	33.0	12.8	2.0	38.9	8.4	10.3	20.6
UTAH											
ESTIMATED POPULATION	764	729	977	755	401	118	11	507	62	58	239
% STANDARD ERROR	C	C	B	C	C	D	D	C	D	D	C
ESTIMATED % OF STATE	42.4	40.5	54.2	41.9	22.3	6.6	0.6	28.2	3.5	3.2	13.3
VERMONT											
ESTIMATED POPULATION	184	216	269	237	137	23	3	162	23	31	118
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D
ESTIMATED % OF STATE	37.1	43.6	54.1	47.7	27.6	4.7	0.7	32.6	4.7	6.3	23.8
VIRGINIA											
ESTIMATED POPULATION	1013	1630	1720	1686	883	145	1	963	114	161	632
% STANDARD ERROR	B	B	B	B	B	D	D	B	D	D	C
ESTIMATED % OF STATE	31.8	51.1	53.9	52.8	27.7	4.6	0.0	30.2	3.6	5.1	19.8
WASHINGTON											
ESTIMATED POPULATION	2695	3487	3608	3395	959	147	27	1392	197	101	2004
% STANDARD ERROR	B	B	B	B	B	D	D	B	D	D	B
ESTIMATED % OF STATE	34.4	44.5	46.1	43.4	12.3	1.9	0.3	17.8	2.5	1.3	25.6

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

TABLE 2-13 GENERAL AVIATION AVIONICS EQUIPMENT BY STATE OF BASED AIRCRAFT - CY 1979 (17 of 17)

STATE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	AUTOPLT	RADAR ALT	WTHR RADAR	NO NAVEQ
WEST VIRGINIA											
ESTIMATED POPULATION	412	734	724	727	566	256	4	537	116	143	199
% STANDARD ERROR	D	C	C	C	C	D	D	C	D	D	D
ESTIMATED % OF STATE	30.8	54.9	54.2	54.3	42.4	19.2	0.3	40.2	8.7	10.8	14.9
WISCONSIN											
ESTIMATED POPULATION	1936	1936	2114	2101	1130	274	11	1255	253	283	1348
% STANDARD ERROR	B	B	B	B	B	D	D	B	D	C	B
ESTIMATED % OF STATE	37.9	37.9	41.4	41.1	22.1	5.4	0.2	24.6	5.0	5.6	26.4
WYOMING											
ESTIMATED POPULATION	461	589	632	588	403	120	6	315	71	79	180
% STANDARD ERROR	C	C	C	C	C	D	D	D	D	C	D
ESTIMATED % OF STATE	34.5	44.1	47.3	44.0	30.1	9.0	0.5	23.6	5.4	5.9	13.5
PUERTO RICO											
ESTIMATED POPULATION	171	236	265	269	87	2	0	99	0	63	101
% STANDARD ERROR	D	D	D	C	D	D	A	D	A	D	C
ESTIMATED % OF STATE	32.6	44.8	50.2	51.1	16.5	0.5	0.0	18.9	0.0	12.1	19.2
OTHER U.S. TERRITORIES											
ESTIMATED POPULATION	145	82	81	232	34	10	1	52	5	10	18
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D
ESTIMATED % OF STATE	50.4	28.7	28.2	80.8	12.0	3.5	0.5	18.3	2.0	3.7	6.3
FOREIGN											
ESTIMATED POPULATION	417	621	671	890	374	115	78	627	163	211	56
% STANDARD ERROR	C	C	B	B	C	D	D	C	D	C	D
ESTIMATED % OF STATE	28.9	42.9	46.4	61.6	25.9	8.0	5.4	43.4	11.3	14.6	3.9
TOTAL											
ESTIMATED POPULATION	89219	111785	123098	119260	65873	18647	2852	73019	14505	16219	51397
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	A
ESTIMATED % OF POP	36.0	45.1	49.6	48.1	26.6	7.5	1.1	29.4	5.8	6.5	20.7

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

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

TABLE 2-14 GENERAL AVIATION AVIONICS EQUIPMENT BY REGION OF BASED AIRCRAFT - CY 1979
(1 of 6)

REGION	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NO ILS
ALASKAN												
ESTIMATED POPULATION	4708	1635	1584	1038	1624	292	5548	1789	1383	1244	1	5202
% STANDARD ERROR	A	B	B	B	B	C	A	B	B	B	D	A
ESTIMATED % OF REGION	68.3	23.7	23.0	15.1	23.5	4.2	80.4	25.9	20.1	18.0	0.0	75.4
CENTRAL												
ESTIMATED POPULATION	7901	5617	7212	3478	9631	3297	6889	8247	7039	6030	36	8036
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	D	A
ESTIMATED % OF REGION	47.4	33.7	43.3	20.9	57.8	19.8	41.3	49.5	42.2	36.2	0.2	48.2
EASTERN												
ESTIMATED POPULATION	14826	9370	13731	4355	16841	8198	10606	15711	14080	11767	159	11195
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	D	A
ESTIMATED % OF REGION	54.2	34.3	50.2	15.9	61.6	30.0	38.8	57.4	51.5	43.0	0.6	40.9
EUROPEAN												
ESTIMATED POPULATION	234	146	213	21	264	179	127	291	282	219	D	100
% STANDARD ERROR	D	D	C	D	C	C	D	C	C	C	A	D
ESTIMATED % OF REGION	60.3	37.7	55.0	5.6	68.1	46.1	32.7	75.0	72.6	56.3	0.0	25.8
GREAT LAKES												
ESTIMATED POPULATION	23160	14517	20476	7493	25269	9823	18419	22891	20099	16012	165	19574
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	C	A
ESTIMATED % OF REGION	53.1	33.3	46.9	17.2	57.9	22.5	42.2	52.5	46.1	36.7	0.4	44.9

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

TABLE 2-14 GENERAL AVIATION AVIONICS EQUIPMENT BY REGION OF BASED AIRCRAFT - CY 1979
(2 of 6)

REGION	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NO ILS
NEW ENGLAND												
ESTIMATED POPULATION	5109	2347	3930	1527	4723	2413	4014	4239	3851	3134	14	4163
% STANDARD ERROR	A	B	A	B	A	B	A	A	A	B	D	A
ESTIMATED % OF REGION	59.3	27.3	45.6	17.7	54.8	28.0	46.6	49.2	44.7	36.4	0.2	48.3
NORTHWESTERN												
ESTIMATED POPULATION	8961	5986	7637	3025	10391	3442	7293	8628	7466	5843	28	8768
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	D	A
ESTIMATED % OF REGION	50.8	33.9	43.3	17.1	58.9	19.5	41.3	48.9	42.3	33.1	0.2	49.7
PACIFIC												
ESTIMATED POPULATION	387	293	272	132	484	58	313	337	308	279	0	439
% STANDARD ERROR	C	D	D	D	C	C	D	C	D	D	A	C
ESTIMATED % OF REGION	46.9	35.5	33.0	16.1	58.7	7.1	38.0	40.9	37.4	33.8	0.0	53.2
ROCKY MOUNTAIN												
ESTIMATED POPULATION	7498	4834	5871	2531	7786	2801	6714	6312	5524	4696	5	7812
% STANDARD ERROR	A	A	A	B	A	B	A	A	A	A	D	A
ESTIMATED % OF REGION	52.2	33.7	40.9	17.6	54.3	19.5	46.8	44.0	38.5	32.7	0.0	54.4
SOUTHERN												
ESTIMATED POPULATION	17966	12379	15812	5936	21573	9060	13505	18799	16777	14312	28	15710
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	D	A
ESTIMATED % OF REGION	50.4	34.7	44.3	16.6	60.5	25.4	37.9	52.7	47.0	40.1	0.1	44.1
SOUTHWESTERN												
ESTIMATED POPULATION	15759	14242	16808	6539	20652	10032	14663	18704	16468	14219	126	16103
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	D	A
ESTIMATED % OF REGION	44.6	40.3	47.6	18.5	58.5	28.4	41.5	53.0	46.6	40.3	0.4	45.6

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

TABLE 2-14 GENERAL AVIATION AVIONICS EQUIPMENT BY REGION OF BASED AIRCRAFT - CY 1979
(3 of 6)

REGION	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NO ILS
WESTERN												
ESTIMATED POPULATION	21613	15343	20557	5099	26867	12596	13729	22874	20695	17449	195	16545
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	D	A
ESTIMATED % OF REGION	53.3	37.8	50.7	12.6	66.2	31.0	33.8	56.4	51.0	43.0	0.5	40.8
TOTAL												
ESTIMATED POPULATION	127117	87278	114095	41670	146101	63067	101963	129092	114312	95845	792	113603
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	C	A
ESTIMATED % OF POP	51.2	35.2	46.0	16.8	58.9	25.4	41.1	52.0	46.1	38.6	0.3	45.8

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

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

TABLE 2-14 GENERAL AVIATION AVIONICS EQUIPMENT BY REGION OF BASED AIRCRAFT - CY 1979
(4 of 6)

REGION	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	AUTOPLT	RADAR ALT	WTHR RADAR	NO NAVEQ
ALASKAN											
ESTIMATED POPULATION	3099	2110	1470	3097	525	43	12	325	53	26	1687
% STANDARD ERROR	A	B	B	A	C	D	D	C	D	D	B
ESTIMATED % OF REGION	44.9	30.6	21.3	44.9	7.6	0.6	0.2	4.7	0.8	0.4	24.5
CENTRAL											
ESTIMATED POPULATION	5613	7551	7992	7794	4350	1013	96	5137	671	816	3832
% STANDARD ERROR	A	A	A	A	A	B	D	A	B	B	A
ESTIMATED % OF REGION	33.7	45.3	47.9	46.8	26.1	6.1	0.6	30.8	4.0	4.9	23.0
EASTERN											
ESTIMATED POPULATION	9866	12964	14829	13127	7797	2198	418	8436	1793	1901	5481
% STANDARD ERROR	A	A	A	A	A	B	B	A	B	A	A
ESTIMATED % OF REGION	36.1	47.4	54.2	48.0	28.5	8.0	1.5	30.8	6.6	7.0	20.0
EUROPEAN											
ESTIMATED POPULATION	161	194	206	303	172	51	52	227	82	121	36
% STANDARD ERROR	D	C	C	C	C	D	D	D	D	C	D
ESTIMATED % OF REGION	41.5	50.0	53.2	78.0	44.5	13.3	13.4	58.6	21.2	31.1	9.3
GREAT LAKES											
ESTIMATED POPULATION	16573	19456	21880	20962	11207	3275	342	12876	2704	2926	8584
% STANDARD ERROR	A	A	A	A	A	A	C	A	A	A	A
ESTIMATED % OF REGION	38.0	44.6	50.2	48.1	25.7	7.5	0.8	29.5	6.2	6.7	19.7
NEW ENGLAND											
ESTIMATED POPULATION	3884	3403	4199	3868	1790	544	56	2054	414	350	1731
% STANDARD ERROR	A	B	A	A	B	C	D	B	C	C	B
ESTIMATED % OF REGION	45.1	39.5	48.7	44.9	20.8	6.3	0.7	23.9	4.8	4.1	20.1

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

TABLE 2-14 GENERAL AVIATION AVIONICS EQUIPMENT BY REGION OF BASED AIRCRAFT - CY 1979
(5 of 6)

REGION	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	AUTOPLT	RADAR ALT	WTHR RADAR	NO NAVEQ
NORTHWESTERN											
ESTIMATED POPULATION	6219	7991	8281	8142	3598	799	102	4258	666	417	3823
% STANDARD ERROR	A	A	A	A	A	B	D	A	B	B	A
ESTIMATED % OF REGION	35.2	45.3	46.9	46.1	20.4	4.5	0.6	24.1	3.8	2.4	21.7
PACIFIC											
ESTIMATED POPULATION	342	264	293	433	215	7	29	87	13	3E	138
% STANDARD ERROR	C	D	D	C	D	D	D	D	D	D	D
ESTIMATED % OF REGION	41.5	32.1	35.5	52.6	26.1	0.9	3.6	10.6	1.6	4.4	16.8
ROCKY MOUNTAIN											
ESTIMATED POPULATION	5796	5591	6240	6141	3376	965	69	3777	645	55E	3443
% STANDARD ERROR	A	A	A	A	A	B	D	A	B	B	A
ESTIMATED % OF REGION	40.4	39.0	43.5	42.8	23.5	6.7	0.5	26.3	4.5	3.E	24.0
SOUTHERN											
ESTIMATED POPULATION	13001	15706	17974	17597	10318	3096	305	10756	2125	3384	7138
% STANDARD ERROR	A	A	A	A	A	A	C	A	A	A	A
ESTIMATED % OF REGION	36.5	44.0	50.4	49.3	28.9	8.7	0.9	30.2	6.0	9.5	20.0
SOUTHWESTERN											
ESTIMATED POPULATION	10995	16800	17669	18903	10648	3911	842	12462	2666	317E	7501
% STANDARD ERROR	A	A	A	A	A	A	B	A	A	A	A
ESTIMATED % OF REGION	31.1	47.6	50.0	53.5	30.2	11.1	2.4	35.3	7.6	9.C	21.2
WESTERN											
ESTIMATED POPULATION	14435	19684	22166	18513	10755	2165	369	11785	1828	125E	7321
% STANDARD ERROR	A	A	A	A	A	B	C	A	B	B	A
ESTIMATED % OF REGION	35.6	48.5	54.6	45.6	26.5	5.3	0.9	29.0	4.5	3.2	18.0

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

TABLE 2-14 GENERAL AVIATION AVIONICS EQUIPMENT BY REGION OF BASED AIRCRAFT - CY 1979
(6 of 6)

REGION	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	AUTOPLT	RADAR ALT	WTHR RADAR	NO NAVEQ
TOTAL											
ESTIMATED POPULATION	89219	111785	123098	119260	65873	18647	2852	73019	14505	16219	51397
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	B	A
ESTIMATED % OF POP	36.0	45.1	49.6	48.1	26.6	7.5	1.1	29.4	5.8	6.5	20.7

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

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

TABLE 2-15 GENERAL AVIATION AVIONICS EQUIPMENT BY PRIMARY USE - CY 1979 (1 of 4)

PRIMARY USE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NO ILS
EXECUTIVE												
ESTIMATED POPULATION	3838	9978	10883	666	12758	10755	1262	12276	11985	11815	234	1704
% STANDARD ERROR	A	A	A	B	A	A	B	A	A	A	C	B
ESTIMATED % OF USE	28.1	73.2	79.8	4.9	93.6	78.9	9.3	90.0	87.9	86.6	1.7	12.5
BUSINESS												
ESTIMATED POPULATION	25799	25612	36454	1548	44050	24210	6479	40191	37928	33398	203	9151
% STANDARD ERROR	A	A	A	B	A	A	A	A	A	A	C	A
ESTIMATED % OF USE	52.0	51.6	73.4	3.1	88.7	48.8	13.0	80.9	76.4	67.3	0.4	18.4
PERSONAL												
ESTIMATED POPULATION	63155	24941	41489	13747	51781	13543	46071	43022	37565	26657	91	51540
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	D	A
ESTIMATED % OF USE	66.9	26.4	43.9	14.6	54.8	14.3	48.8	45.6	39.8	28.2	0.1	54.6
AERIAL APPLICATION												
ESTIMATED POPULATION	1265	371	315	6413	529	124	7477	381	314	237	0	7584
% STANDARD ERROR	B	C	C	A	C	D	A	C	C	C	A	A
ESTIMATED % OF USE	16.9	5.0	4.2	85.6	7.1	1.7	99.8	5.1	4.2	3.2	0.0	101.2
INSTRUCTIONAL												
ESTIMATED POPULATION	8304	7184	4980	688	10013	2465	5838	8290	5012	4713	1	7470
% STANDARD ERROR	A	A	A	B	A	B	A	A	A	A	C	A
ESTIMATED % OF USE	53.7	46.5	32.2	4.5	64.8	15.9	37.8	53.6	32.4	30.5	0.0	48.3

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

TABLE 2-15 GENERAL AVIATION AVIONICS EQUIPMENT BY PRIMARY USE - CY 1979 (2 of 4)

PRIMARY USE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NO ILS
AIR TAXI												
ESTIMATED POPULATION	2928	6151	5930	20	7144	5029	1630	6767	6430	6150	53	2005
% STANDARD ERROR	A	A	A	D	A	A	B	A	A	A	C	A
ESTIMATED % OF USE	34.9	73.2	70.6	0.2	85.1	59.9	19.4	80.6	76.6	73.2	0.6	23.9
INDUSTRIAL/SPECIAL												
ESTIMATED POPULATION	1832	1227	1182	100	1752	648	1309	1523	1203	1018	0	1485
% STANDARD ERROR	B	B	B	D	B	C	B	B	B	B	A	B
ESTIMATED % OF USE	56.2	37.7	36.3	3.1	53.8	19.9	40.2	46.7	36.9	31.2	0.0	45.6
RENTAL												
ESTIMATED POPULATION	5223	7402	7368	507	10568	3964	2455	9094	7764	7276	102	3695
% STANDARD ERROR	A	A	A	C	A	A	B	A	A	A	D	B
ESTIMATED % OF USE	40.9	58.0	57.7	4.0	82.8	31.0	19.2	71.2	60.8	57.0	0.8	28.9
OTHER												
ESTIMATED POPULATION	2132	2696	2455	762	3300	1600	2251	3025	2478	2134	42	2514
% STANDARD ERROR	B	B	B	B	A	B	B	A	B	B	C	B
ESTIMATED % OF USE	40.7	51.5	46.9	14.6	63.0	30.6	43.0	57.8	47.3	40.8	0.8	48.0
INACTIVE												
ESTIMATED POPULATION	12658	2096	3506	16918	4568	1058	26817	4637	3931	2609	76	26334
% STANDARD ERROR	A	A	A	A	A	B	A	A	A	A	C	A
ESTIMATED % OF USE	33.6	5.6	9.3	44.9	12.1	2.8	71.2	12.3	10.4	6.9	0.2	69.9
TOTAL												
ESTIMATED POPULATION	127117	87278	114095	41670	146101	63067	101963	129092	114312	95845	792	113603
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	C	A
ESTIMATED % OF POP	51.2	35.2	46.0	16.8	58.9	25.4	41.1	52.0	46.1	38.6	0.3	45.8

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

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

TABLE 2-15 GENERAL AVIATION AVIONICS EQUIPMENT BY PRIMARY USE - CY 1979 (3 of 4)

PRIMARY USE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	AUTOPLT	RADAR ALT	WTHR RADAR	NO NAVEQ
EXECUTIVE											
ESTIMATED POPULATION	3083	10349	11448	12361	11322	5601	1304	11350	6327	7545	780
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	E	B
ESTIMATED % OF USE	22.6	75.9	83.9	90.6	83.0	41.1	9.6	83.2	46.4	56.3	5.7
BUSINESS											
ESTIMATED POPULATION	18728	31384	39961	39180	26366	7079	472	28629	4035	4492	1562
% STANDARD ERROR	A	A	A	A	A	A	C	A	A	E	B
ESTIMATED % OF USE	37.7	63.2	80.5	78.9	53.1	14.3	1.0	57.7	8.1	9.0	4.0
PERSONAL											
ESTIMATED POPULATION	43465	39358	45000	39358	14409	2265	169	17759	1422	518	18370
% STANDARD ERROR	A	A	A	A	A	B	D	A	B	C	A
ESTIMATED % OF USE	46.0	41.7	47.7	41.7	15.3	2.4	0.2	18.8	1.5	0.5	19.5
AERIAL APPLICATION											
ESTIMATED POPULATION	408	448	351	357	85	12	12	107	5	14	7171
% STANDARD ERROR	C	C	C	C	D	D	D	D	D	D	A
ESTIMATED % OF USE	5.4	6.0	4.7	4.8	1.1	0.2	0.2	1.4	0.1	0.2	95.7
INSTRUCTIONAL											
ESTIMATED POPULATION	6691	8035	5327	5192	1804	307	3	1999	228	131	1346
% STANDARD ERROR	A	A	A	A	B	D	D	B	D	C	B
ESTIMATED % OF USE	43.3	52.0	34.5	33.6	11.7	2.0	0.0	12.9	1.5	0.5	8.7
AIR TAXI											
ESTIMATED POPULATION	1877	5880	6328	7731	5138	1402	222	4986	1231	1985	337
% STANDARD ERROR	B	A	A	A	A	B	C	A	B	A	C
ESTIMATED % OF USE	22.4	70.0	75.3	92.0	61.2	16.7	2.6	59.4	14.7	23.6	4.0

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

TABLE 2-15 GENERAL AVIATION AVIONICS EQUIPMENT BY PRIMARY USE - CY 1979 (4 of 4)

PRIMARY USE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	AUTOPLT	RADAR ALT	WTHR RADAR	NO NAVEQ
INDUSTRIAL/SPECIAL											
ESTIMATED POPULATION	1127	1134	877	1467	613	106	129	556	161	126	592
% STANDARD ERROR	B	B	B	B	C	D	D	C	D	C	B
ESTIMATED % OF USE	34.6	34.8	26.9	45.0	18.8	3.3	4.0	17.1	4.9	3.9	18.2
RENTAL											
ESTIMATED POPULATION	3993	8514	8039	7582	3460	1104	27	4872	288	360	661
% STANDARD ERROR	A	A	A	A	B	B	B	A	D	C	B
ESTIMATED % OF USE	31.3	66.7	63.0	59.4	27.1	8.6	0.2	38.1	2.3	2.8	5.2
OTHER											
ESTIMATED POPULATION	960	3070	2321	2563	1574	392	229	1178	466	372	1443
% STANDARD ERROR	B	A	B	B	B	C	C	B	B	B	B
ESTIMATED % OF USE	18.3	58.6	44.3	49.0	30.1	7.5	4.4	22.5	8.9	7.1	27.6
INACTIVE											
ESTIMATED POPULATION	8671	4107	3988	3833	1384	387	119	1838	284	413	18539
% STANDARD ERROR	A	A	A	A	A	C	D	A	B	B	A
ESTIMATED % OF USE	23.0	10.9	10.6	10.2	3.7	1.0	0.3	4.9	0.8	1.1	49.2
TOTAL											
ESTIMATED POPULATION	89219	111785	123098	119260	65873	18647	2852	73019	14505	16219	51397
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	A
ESTIMATED % OF POP	36.0	45.1	49.6	48.1	26.6	7.5	1.1	29.4	5.8	6.5	20.7

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

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

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER AND MODEL - CY 1979 (1 of 13)

MANUFACTURER / MODEL	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	PERCENT STANDARD ERROR
OTHER 01	3935.4	583.8	14.8
OTHER 02	1234.1	102.6	8.3
OTHER 03	1021.6	458.4	44.9
OTHER 04	1244.7	167.8	13.5
OTHER 05	1045.1	94.8	9.1
OTHER 06	69.3	19.3	27.8
OTHER 07	2177.0	732.5	33.6
OTHER 08	1023.2	105.6	10.3
OTHER 09	624.7	231.2	37.0
OTHER 10	1575.4	149.4	9.5
OTHER 11	1009.9	216.0	21.4
OTHER 12	866.5	230.3	26.6
OTHER 13	532.6	71.3	13.4
ADAMS A50S	3.5	1.1	31.8
AEROSPSA316	95.6	32.5	34.0
AEROSPSA341	114.4	21.6	18.9
AGUSTA205	249.4	34.9	14.0
AIRPTSA	643.8	49.6	7.7
AIRSPC18	8.9	2.5	27.4
AIRTRCAT300	186.9	34.7	18.5
AMD FALC10	102.4	21.0	20.5
AMD FALC20	913.2	81.1	8.9
ARCRNEH37	168.8	0.0	0.0
ARCTICS1A	277.1	31.5	11.4

Note: See following page for coding.

NOTE: Other XX refers to all general aviation aircraft belonging to manufacturer/model groups of fewer than 20 aircraft in size for aircraft XX where XX stands for

01 Fixed wing piston, 1 engine, 1-3 seats.
02 Fixed wing piston, 1 engine, 4+ seats.
03 Fixed wing piston, 2 engines, 1-6 seats.
04 Fixed wing piston, 2 engines, 7+ seats.
05 Fixed wing piston, other.
06 Fixed wing turboprop, 2 engines, 1-12 seats.
07 Fixed wing turboprop, 2 engines, 13+ seats.
08 Fixed wing turboprop, other.
09 Fixed wing turbojet, 2 engines.
10 Fixed wing turbojet, other.
11 Rotorcraft, piston.
12 Rotorcraft, turbine.
13 Other aircraft.

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER AND MODEL - CY 1979 (2 of 13)

CONTINUED

MANUFACTURER / MODEL	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	PERCENT STANDARD ERROR
ARCTICS181	25.6	2.8	11.0
ARONCA15	422.3	10.7	2.5
ARONCA65	522.5	129.2	24.7
ARONCAC3	48.1	5.4	11.2
ARONCAO58	259.9	39.7	15.3
AYRES S2	1997.0	164.4	8.2
BAC 111	369.7	31.2	8.4
BAG B206	113.3	15.3	13.5
BAG DH125	27.1	2.9	10.8
BAG HP137	93.3	24.1	25.8
BALWKSFIREFY	95.3	34.4	36.1
BEECH 100	433.9	87.4	20.1
BEECH 17	422.2	54.8	13.0
BEECH 18	8670.1	480.9	5.5
BEECH 200	637.6	81.8	12.8
BEECH 23	4454.8	248.4	5.6
BEECH 33	3171.7	218.3	6.9
BEECH 35	20188.3	802.5	4.0
BEECH 36	1215.6	172.7	14.2
BEECH 45	1464.1	94.4	6.4
BEECH 50	1730.6	158.1	9.1
BEECH 55	4527.3	413.4	9.1
BEECH 56	126.5	14.6	11.6
BEECH 58	1015.8	137.1	13.5
BEECH 60	517.3	75.2	14.5

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER AND MODEL - CY 1979 (3 of 13)

CONTINUED

MANUFACTURER / MODEL	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	PERCENT STANDARD ERROR
BEECH 65	631.9	51.8	8.2
BEECH 76	45.9	7.2	15.6
BEECH 77	9.0	5.0	55.6
BEECH 80	730.0	83.4	11.4
BEECH 90	2685.2	315.8	11.8
BEECH 95	1594.6	168.9	10.6
BEECH 99	1332.7	96.0	7.2
BELL 204	574.9	130.8	22.7
BELL 206	4168.4	493.7	11.8
BELL 212	480.9	160.3	33.3
BELL 47	6474.1	523.6	8.1
BLANCA11	1676.1	161.4	9.6
BLANCA1413	575.7	62.3	10.8
BLANCA1419	405.0	48.5	12.0
BLANCA17	1045.6	124.4	11.9
BLANCA7	12445.8	453.9	3.6
BLANCA8	301.8	48.2	16.0
BNORM BN2	419.5	114.5	27.3
BOEING707	2225.0	142.8	6.4
BOEING727	753.7	64.8	8.6
BOEING75	7564.3	589.0	7.8
BOEINGB17	116.4	12.2	10.5
BOLKMS105	153.9	27.4	17.8
BRAERODH125	391.7	40.3	10.3
BRASOVIS28	9.6	1.2	12.8

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER AND MODEL - CY 1979 (4 of 13)

MANUFACTURER / MODEL	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	PERCENT STANDARD ERROR
BRWSTRFLEET2	71.5	4.4	6.2
BRWSTRFLEET7	81.7	2.7	3.3
CAMRONMODELO	10.1	1.7	16.9
CESSNA120	2656.7	242.0	9.1
CESSNA140	7027.1	628.7	8.9
CESSNA150	47636.2	2275.1	4.8
CESSNA170	6230.2	276.6	4.4
CESSNA172	44572.8	1787.9	4.0
CESSNA175	2732.6	79.8	2.9
CESSNA177	4259.2	429.5	10.1
CESSNA180	6312.1	397.8	6.3
CESSNA182	22212.8	1221.6	5.5
CESSNA185	1448.9	250.5	17.3
CESSNA188	2105.0	188.4	8.9
CESSNA190	203.8	7.7	3.8
CESSNA195	1518.6	58.6	3.9
CESSNA206	4006.7	436.8	10.9
CESSNA207	629.2	233.1	37.0
CESSNA210	7244.5	481.6	6.6
CESSNA305	1414.8	243.7	17.2
CESSNA310	8603.0	936.9	10.9
CESSNA320	943.5	81.4	8.6
CESSNA336	180.3	7.3	4.0
CESSNA337	2117.5	173.8	8.2
CESSNA340	903.1	130.1	14.4

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER AND MODEL - CY 1979 (5 of 13)

MANUFACTURER / MODEL	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	PERCENT STANDARD ERROR
CESSNA401	794.2	68.3	8.6
CESSNA402	1817.2	429.7	23.6
CESSNA404	97.3	11.2	11.5
CESSNA411	659.2	36.8	5.6
CESSNA414	692.2	94.7	13.7
CESSNA421	1811.1	182.1	10.1
CESSNA441	24.0	3.0	12.5
CESSNA500	664.8	75.6	11.4
CESSNAT50	210.7	16.1	7.7
CESSNAUC77	37.7	2.9	7.7
CESSNAUC94	93.7	3.5	3.7
CHILD S2	59.2	17.0	28.6
COMWTH185	123.7	15.8	12.8
CONAERLA4	319.1	91.1	28.5
CURTISC46	664.1	64.2	9.7
CURTISJR	13.9	3.8	27.5
CURTISROBIN	75.1	16.1	21.5
CURTISTRVAIR	778.7	65.9	8.5
CVAC 22	1306.3	40.9	3.1
CVAC 240	1057.2	138.1	13.1
CVAC 340	578.0	123.9	21.4
CVAC BT13	203.6	24.6	12.1
CVAC L13	15.5	3.1	20.3
CVAC STC580	460.4	44.4	9.6
DART G	31.4	1.2	3.8

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER AND MODEL - CY 1979 (6 of 13)

MANUFACTURER / MODEL	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	PERCENT STANDARD ERROR
DHAV DHC1	318.5	44.6	14.0
DHAV DHC2	2465.6	197.4	8.0
DHAV DHC3	92.8	8.5	9.1
DHAVXXDH82	334.2	49.3	14.7
DOUG A26	231.6	38.0	16.4
DOUG DC3	10874.4	1813.3	16.7
DOUG DC4	1488.0	173.3	11.6
DOUG DC6	3272.3	227.7	7.0
DOUG DC7	872.1	141.2	16.2
DOUG DC8	2622.7	36.0	1.4
DOUG DC9	188.0	16.3	8.6
EIRVON20	19.7	2.6	13.3
EMAIR MA1	65.2	17.2	26.4
ENSTRMF28	336.6	35.7	10.6
FLEET 168	41.1	4.0	9.7
FRCHLD24	510.0	72.5	14.2
FRCHLDC119	203.5	18.0	8.8
FRCHLDF27	446.7	54.4	12.2
FRCHLDFH1100	241.8	19.7	8.1
FRCHLDM62	421.7	44.1	10.4
GENBALAX6	2.4	0.3	11.5
GLASFLLI3ELL	121.0	19.0	15.7
GROB AST IR	7.8	1.3	16.5
GRTLKS2T1	98.1	10.2	10.4
GRUMANTBM	60.8	5.5	9.1

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER AND MODEL - CY 1979 (7 of 13)

MANUFACTURER / MODEL	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	PERCENT STANDARD ERROR
GRJMAVAA1	937.7	68.0	7.2
GRUMAVAA5	997.8	71.8	7.2
GRJMAVG164	1549.5	176.1	11.4
GULSTMAA1	802.9	75.0	9.3
GULSTMAA5	677.1	81.0	12.0
GULSTMG1159	579.9	52.1	9.0
GULSTMG159	1239.8	90.0	7.3
GULSTMG164	2299.3	384.6	16.7
GULSTMG21	628.0	68.0	10.8
GULSTMG44	294.0	136.5	46.4
GULSTMG73	303.5	23.5	7.7
GULSTMGA7	20.9	3.3	15.8
HELIO H250	56.8	5.9	10.4
HELIO H295	215.1	19.9	9.3
HELIO H391	62.4	8.8	14.0
HELIO H395	79.9	6.5	8.1
HILLERUH12	2084.7	364.4	17.5
HUGHES269	2623.4	480.3	18.3
HUGHES369	561.9	84.9	15.1
HWKSLYDH104	167.2	37.9	22.7
HWKSLYDH114	993.0	36.5	3.7
HWKSLYDH125	168.0	19.3	11.5
HYNES B2	145.9	4.4	3.0
ISRAEL1121	315.0	75.4	23.9
ISRAEL1124	70.5	9.3	13.2

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER AND MODEL - CY 1979 (8 of 13)

MANUFACTURER / MODEL	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	PERCENT STANDARD ERROR
JBMSTRDGA15	94.0	27.6	29.4
KUHLOWD	470.5	43.2	9.2
LAIKFN10	24.6	1.6	6.5
LEAR 23	421.3	35.5	8.4
LEAR 24	852.1	93.2	10.9
LEAR 25	844.0	106.2	12.6
LEAR 35	264.8	24.7	9.3
LET L13	96.4	12.8	13.2
LKHEED12A	200.2	34.7	17.3
LKHEED1329	619.9	105.4	17.0
LKHEED18	870.5	70.6	8.1
LKHEEDPV1	117.4	15.6	13.3
LKHEEDT33	343.5	64.9	18.9
LUSCOM8	5431.8	677.8	12.5
MARTIN404	825.6	112.4	13.6
MAULE M4	265.6	26.0	9.8
MAULE M5	155.3	14.6	9.4
MCCULHJ2	7.1	1.0	13.7
MCLISHFUNKB	195.7	23.1	11.8
MEYERSOTW	115.2	11.3	9.8
MNCOUP90	133.5	18.4	13.8
MNMITEM18	149.7	27.3	18.2
MOONEYM20	9537.9	466.7	4.9
MRCHTIS205	43.5	2.7	6.2
MTSBSIMU2	1063.4	165.8	15.6

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER AND MODEL - CY 1979 (9 of 13)

MANUFACTURER / MODEL	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	PERCENT STANDARD ERROR
MULTECD16	114.6	9.7	8.4
NAMER B25	276.5	22.7	8.2
NAMER F51	192.2	48.9	25.4
NAMER NA260	148.4	11.5	7.8
NAMER T6	1955.1	228.6	11.7
NAVAL N3N	805.6	25.9	3.2
NAVIONNAVION	3255.6	176.6	5.4
NORD SV4	97.3	19.1	19.6
ORLHELH19	184.2	36.0	19.6
PICARDAX6	33.5	3.7	10.9
PILATSB4	11.1	1.6	14.5
PIPER 600	149.3	19.3	12.9
PIPER J2	75.6	5.7	7.6
PIPER J3	10984.0	576.6	5.2
PIPER J4	518.2	58.3	11.3
PIPER J5	925.4	39.0	4.2
PIPER PA12	3685.6	305.8	8.3
PIPER PA14	329.8	29.5	8.9
PIPER PA15	272.1	34.4	12.6
PIPER PA16	747.7	60.2	8.0
PIPER PA17	273.1	47.6	17.4
PIPER PA18	8586.7	1016.8	11.8
PIPER PA20	1080.9	110.9	10.3
PIPER PA22	11789.2	345.5	2.9
PIPER PA23	11886.6	591.1	5.0

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER AND MODEL - CY 1979 (10 of 13)

MANUFACTURER / MODEL	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	PERCENT STANDARD ERROR
PIPER PA24	8735.2	377.8	4.3
PIPER PA25	3791.8	221.0	5.8
PIPER PA28	42638.3	1537.1	3.6
PIPER PA30	3993.2	223.1	5.6
PIPER PA31	4212.7	444.1	10.5
PIPER PA31T	245.6	43.9	17.9
PIPER PA32	5284.6	398.0	7.5
PIPER PA34	2296.3	528.6	23.0
PIPER PA36	332.2	36.3	10.9
PIPER PA38	550.2	53.7	9.8
PIPER PA44	75.6	9.1	12.0
PRATT PRG1	22.0	4.3	19.5
PROPJT200	154.1	12.3	8.0
RANKIN65	214.7	56.8	26.5
RAVEN RX6	20.0	3.3	16.3
RAVEN S50	51.5	66.7	129.7
RAVEN S55	90.7	13.7	15.1
RAVEN S60	4.0	0.8	20.4
REIMS 150	20.3	0.0	0.0
RKWELL112	559.7	53.0	9.5
RKWELL500	1600.6	179.2	11.2
RKWELL520	235.6	14.4	6.1
RKWELL560	670.3	73.9	11.0
RKWELL680	2374.7	304.8	12.8
RKWELL680TP	454.8	50.1	11.0

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER AND MODEL - CY 1979 (11 of 13)

MANUFACTURER / MODEL	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	PERCENT STANDARD ERROR
RKWELL690TP	472.6	60.1	12.7
RKWELL700	4.6	0.9	19.9
RKWELLNA265	1320.4	157.7	11.9
POLSCHLS	19.1	1.1	5.8
RYAN ST3	399.8	47.9	12.0
RYAN STA	67.0	6.0	9.0
SCHLERAS15	21.8	1.9	8.8
SCHLERASW19	8.1	1.1	13.5
SCHLERASW20	7.2	1.3	17.6
SCHLERK8	33.9	5.5	16.3
SCHLERKA6	68.2	2.1	3.1
SCHZERSG1	354.0	47.0	13.3
SCHZERSG2	1040.8	150.2	14.4
SCHZERTG3A	24.6	4.1	16.7
SEMCO CLNGER	3.8	0.5	12.9
SEMCO MODELT	6.9	1.1	16.5
SKRSKYS55	446.0	92.2	20.7
SKRSKYS58	270.1	33.9	12.6
SKRSKYS58T	108.5	8.1	7.5
SLINDS100	634.9	142.7	22.5
SMITH 600	417.3	72.5	17.4
SNIAS 350	27.9	5.0	18.1
SNIAS SA318	45.6	31.8	69.7
SOCATAMS894	31.7	3.4	10.8
SOCATARALLYE	8.2	1.5	18.9

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER AND MODEL - CY 1979 (12 of 13)

MANUFACTURER / MODEL	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	PERCENT STANDARD ERROR
SPHRTHCIRRUS	61.7	3.7	6.1
SPHRTHNIMBUS	15.5	1.5	9.6
STNSON10	327.9	31.8	9.7
STNSONL5	266.9	13.6	5.1
STNSONSR9	68.6	5.9	8.7
STOLAMRC3	239.9	24.7	10.3
SUPAC LA	120.2	8.6	7.1
SUPAC V	23.3	1.8	7.6
SWRNGNSA226	447.2	29.5	6.6
SWRNGNSA26	496.2	37.0	7.5
TCRAFTA	37.5	9.5	25.4
TCRAFTBC	4056.9	263.3	6.5
TCRAFTBF	115.4	10.2	8.9
TCRAFTBL	346.6	61.8	17.8
TFMCO 11A	50.4	2.4	4.7
THUNDRAX7	4.7	0.3	5.8
TRYTEKK	37.2	4.6	12.3
UNIVACGC1	1295.4	101.4	7.8
UNIVAR108	4466.2	98.9	2.2
UNIVAR415	4183.0	301.0	7.2
VARGA 2150	53.7	5.0	9.2
WACO ASO	92.1	13.8	15.0
WACO GXE	38.7	3.8	9.9
WACO R	53.9	4.5	8.3
WACO U	58.9	3.9	6.7

TABLE 2-16 GENERAL AVIATION LIFETIME AIRFRAME HOURS BY AIRCRAFT MANUFACTURER AND MODEL - CY 1979 (13 of 13)

MANUFACTURER / MODEL	HOURS ESTIMATE (IN THOUSANDS)	STANDARD ERROR (IN THOUSANDS)	PERCENT STANDARD ERROR
WACO UPF7	526.6	10.9	2.1
WACO YK	131.5	8.6	6.5
WOODHM65	857.8	35.7	4.2
WTHRLY201	103.4	13.1	12.6
TOTAL AIRCRAFT	533977.	5211.3	1.0

TABLE 2-17 GENERAL AVIATION MEAN HOURS AND ACTIVE ENGINES BY ENGINE MANUFACTURER/ MODEL GROUP - CY 1979 (1 of 3)

ENGINE MANUF/ MODEL GROUP	ESTIMATE OF ACTIVE POPULATION	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	ESTIMATE OF MEAN HOURS	PERCENT STANDARD ERROR
ALLSN 250C	1777	2.61	94.50	647	8.25
ALLSN 501D	117	8.45	85.82	625	14.84
AMTRMCMCCULH	150	19.76	28.41	25	12.48
ARSRCHTFE731	90	0.00	100.00	467	8.88
ARSRCHTPE331	755	1.63	98.17	406	7.01
CONT 6285	163	11.38	80.52	340	14.32
CONT 975	28	0.00	100.00	150	46.19
CONT A40	28	43.16	21.65	33	25.66
CONT A50	29	24.38	84.47	68	10.19
CONT A65	5835	3.89	55.90	60	8.93
CONT A75	1201	9.93	52.56	57	16.99
CONT A80	49	42.37	60.00	72	9.42
CONT C125	236	12.78	53.67	65	12.61
CONT C145	1980	3.96	80.63	77	9.92
CONT C85	4819	3.92	72.29	61	9.44
CONT C90	1999	6.03	72.46	76	11.49
CONT E185	1873	5.64	82.71	106	11.09
CONT E225	1493	4.76	91.16	88	11.94
CONT O200	14745	1.88	89.85	205	8.18
CONT O300	10032	1.81	91.96	88	5.68
CONT O346	314	9.76	89.85	62	16.35
CONT O360	3722	2.00	96.07	219	8.79
CONT O470	26543	0.78	95.72	167	3.63
CONT O520	24880	0.69	96.30	259	3.00
CONT R670	619	8.29	56.51	90	11.64
DHAVXXGIPSY	92	10.82	74.11	42	12.78
FCD 6440	187	17.05	48.85	56	14.55
FRNKLN4AC150	16	42.76	62.79	82	26.82
FRNKLN4AC176	87	40.98	42.08	11	45.94
FRNKLN4AC199	58	18.13	33.26	21	50.60
FRNKLN6AV350	213	8.95	82.92	90	17.36
FRNKLN6VS335	72	7.68	98.10	221	52.45
GE CF700	424	0.00	100.00	491	5.71
GE CJ610	924	3.23	90.97	458	6.43
GE CJ805	40	6.44	47.67	802	3.78
GE CJ805F	16	5.69	79.59	192	15.67
GE CT58	33	0.00	100.00	616	31.73
GLADENK5	6	90.25	12.50	24	5.34
GLADENR5	93	23.40	46.68	32	17.03
JACOBPR755	338	7.78	72.10	93	22.36

TABLE 2-17 GENERAL AVIATION MEAN HOURS AND ACTIVE ENGINES BY ENGINE MANUFACTURER/ MODEL GROUP - CY 1979 (2 of 3)

ENGINE MANUF/ MODEL GROUP	ESTIMATE OF ACTIVE POPULATION	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	ESTIMATE OF MEAN HOURS	PERCENT STANDARD ERRCR
JACOBSR755	165	11.13	38.63	106	34.49
JACOBSR915	40	25.02	47.28	47	9.78
LYC LTS101	22	0.00	100.00	278	14.82
LYC O145	399	16.18	44.65	63	25.46
LYC O235	8648	2.12	85.66	299	6.84
LYC O290	2244	7.37	63.77	64	24.92
LYC O320	35406	0.97	90.92	205	4.24
LYC O340	113	19.45	81.86	63	33.01
LYC O360	24270	0.92	93.59	199	3.67
LYC O435	1226	6.26	71.45	294	17.77
LYC O480	1352	4.48	76.79	171	10.35
LYC O540	20904	0.85	95.34	288	3.50
LYC O541	1043	3.13	93.69	242	7.33
LYC O720	187	10.33	90.00	135	21.07
LYC R680	287	16.36	41.00	65	16.72
LYC T53	71	0.00	100.00	862	9.28
MNASCOC4	11	28.46	42.35	20	17.57
PCKARDV1650	58	32.17	50.48	55	21.74
PWA JT12	760	1.70	98.38	470	4.33
PWA JT15	373	1.37	99.35	451	5.61
PWA JT3C	39	9.41	60.96	236	5.47
PWA JT3D	147	4.81	91.94	163	18.33
PWA JT4	104	5.97	53.26	458	6.08
PWA JT8	208	3.53	94.90	939	8.27
PWA JT9	32	0.00	100.00	846	0.00
PWA PT6	2936	0.77	99.01	546	4.94
PWA PT6T	128	7.68	93.90	787	16.47
PWA R1340	1904	3.71	82.67	427	5.64
PWA R1830	439	9.24	62.25	341	12.45
PWA R2000	132	6.23	65.17	227	14.23
PWA R2800	542	9.15	56.14	357	14.44
PWA R985	2930	4.23	62.55	372	5.28
RROYCEDART	422	4.63	85.82	560	6.73
RROYCEGIPSY	36	14.67	40.63	928	18.55
RROYCERB211	11	34.50	50.00	346	0.00
RROYCESPEY	366	0.00	100.00	627	5.69
RROYCEVIPER	230	0.00	100.00	367	4.76
TMECA ARTST3	53	21.97	61.96	623	10.67
TMECA AST14T	26	8.03	86.57	1710	4.67
TMECA AST2T	27	36.84	63.89	446	10.98
TMECA AST3	49	0.00	100.00	291	7.55

TABLE 2-17 GENERAL AVIATION MEAN HOURS AND ACTIVE ENGINES BY ENGINE MANUFACTURER/ MODEL GROUP - CY 1979 (3 of 3)

ENGINE MANUF/ MODEL GROUP	ESTIMATE OF ACTIVE POPULATION	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	ESTIMATE OF MEAN HOURS	PERCENT STANCARD ERROR
WARNER165	39	29.75	27.04	31	12.96
WARNER185	4	152.79	13.85	13	37.20
WARNER50	75	13.06	38.43	35	11.24
WRIGHTJ5	5	51.35	14.60	33	37.56
WRIGHTR760	30	14.99	28.73	63	16.81
WRIGHTR975	17	63.69	22.42	250	33.19
ALL ENGINES	238814	0.01	85.48	222	1.23

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

TABLE 2-18 GENERAL AVIATION FUEL CONSUMED BY TYPE OF AIRCRAFT - CY 1979

AIRCRAFT TYPE	MEAN RATE GPH	ESTIMATED FUEL USE(MIL GAL)	STANDARD ERROR(MIL GAL)
FIXED WING			
PISTON			
1 ENG 1-3 SEATS	8.34	93.20	3.3
1 ENG 4+ SEATS	10.92	208.66	4.6
TOTAL 1 ENG	9.97	301.85	5.7
2 ENG 1-6 SEATS	26.10	104.55	4.0
2 ENG 7+ SEATS	37.94	108.32	5.3
TOTAL 2 ENG	31.03	212.87	6.6
OTHER PISTON	225.95	34.30	3.5
TOTAL PISTON	14.72	549.03	9.4
TURBOPROP			
2 ENG 1-12 SEATS	75.29	94.43	4.6
2 ENG 13+ SEATS	161.30	92.33	7.7
TOTAL 2 ENG	102.24	186.76	8.9
OTHER TURBOPROP	149.29	6.67	0.8
TOTAL TURBOPROP	103.36	193.43	9.0
TURBOJET			
2 ENG	299.53	336.88	15.3
OTHER	1058.40	142.04	11.3
TOTAL TURBOJET	380.43	478.92	19.0
TOTAL FIXED WING	30.21	1221.37	23.0
ROTORCRAFT			
PISTON	22.84	20.36	2.2
TURBINE	37.98	63.19	4.4
TOTAL ROTORCRAFT	32.70	83.55	5.0
OTHER	2.67	0.94	0.1
TOTAL AIRCRAFT	30.13	1305.86	23.6
TOTAL JET FUEL	153.43	735.53	21.5
TOTAL AVIATION GASOLINE	14.80	570.33	9.6

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

WASHINGTON, D.C. 20591

February 29, 1980

Dear Aircraft Owner:

Enclosed is the annual General Aviation Activity and Avionics Survey for calendar year 1979. Data collected in the survey will be used for performing safety analysis, for determining the demand for air traffic facilities and services, and for assessing the impact of proposed regulatory changes on the general aviation fleet.

The survey is being mailed to owners of a random sample of less than 15 percent of all general aviation aircraft. Because the sample is random, it is possible that more than one of your aircraft may be selected or that your aircraft may be selected in two successive years. This may happen in particular when there are a small number of aircraft of the type that you own. When more than one of your aircraft are selected, you will find a separate questionnaire provided for each aircraft. Please answer all questions for the aircraft identified. If you cannot determine precisely an answer to a question, please make your best estimate.

If your aircraft was not in use during the year (e.g., in storage, dismantled, destroyed, exported, etc.) please check item 5, indicating the aircraft was not flown. If the aircraft was sold prior to January 1979, it would be quite helpful if you would write a note indicating this on the survey questionnaire. If your aircraft is operated principally by another (leased, etc.), please obtain the necessary information from the operator or forward these materials to that person or firm for completion.

Please return this questionnaire in the enclosed self-addressed postpaid envelope <u>within 10 days</u>. Because the survey is based on a sample of general aviation aircraft, your response is especially important to the accuracy of the results. A prompt response will eliminate the need for additional follow-up contacts. A high response rate will ensure the continued use of sampling methods to collect activity and avionics data.

The data gathered from this survey will be used only to produce summary statistics and not to disclose individual operations nor to make changes to your aircraft records. We appreciate your cooperation.

Sincerely,

F. C. OSGOOD
Chief, Information and Statistics Division, AMS-200

Enclosure

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

WASHINGTON, D.C. 20591

March 31, 1980

Dear Aircraft Owner:

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

You were one of the aircraft owners selected at random to receive a questionnaire. As of this date, we have not received a response from you. In the event the survey questionnaire has been lost or misplaced, another copy is enclosed for your convenience in responding. A prompt response will eliminate the need for additional follow-up contacts. If you have already responded, please disregard this notice. We appreciate your cooperation.

Sincerely,

F. C. OSGOOD
Chief, Information and Statistics Division, AMS-200

Enclosure

APPENDIX A.3. SURVEY QUESTIONNAIRE

1. CONTROL NUMBER

DEPARTMENT OF TRANSPORTATION – FEDERAL AVIATION ADMINISTRATION

GENERAL AVIATION ACTIVITY and AVIONICS SURVEY
(As of December 31, 1979)

Form Approved
OMB No. 04–R0185

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

2. ☐ "X" here if you operate your aircraft principally as an air carrier (under FAR 121 or 127). If so, DO NOT complete remainder of form. However please return to address shown below.

3. AIRCRAFT CHARACTERISTICS

N –

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

Federal Aviation Administration
P.O. Box 26045
Oklahoma City, Oklahoma 73126

	HOURS
4. What were the total lifetime airframe hours as of December 31, 1979?	

5. Was aircraft flown in Calendar Year 1979? *(Check one)*
1 ☐ Yes 2 ☐ No *(Skip to question 10)*

6. Did you own this aircraft for the entire year of 1979?

1 ☐ Yes 2 ☐ No

If "No," include previous owner's hours for 1979 in your estimates below.

7. HOURS FLOWN DURING CALENDAR YEAR 1979	HOURS
EXECUTIVE—Corporate flying with professional crew ..... a.	
BUSINESS—All non-executive flying for business reasons ..... b.	
PERSONAL—Individual flying for personal reasons ..... c.	
AERIAL APPLICATION—Agriculture, health, forestry ..... d.	
INSTRUCTIONAL— Flying with or under supervision of a flight instructor ..... e.	
AIR TAXI—All Part 135 passenger, cargo, and mail operations, including charter ..... f.	
INDUSTRIAL/SPECIAL—Patrol, survey, photo, hoist, etc.—Other than Part 135 ..... g.	
AIRCRAFT RENTAL BUSINESS—Commercial flying club, leased and rental aircraft activity ..... h.	
OTHER—R&D, government, air show, sales, parachuting, etc ..... i.	

8. Was this aircraft flown on an Instrument Flight Plan in 1979? 1 ☐ Yes 2 ☐ No If "Yes," how many hours were flown on an Instrument Flight Plan?	IFR HOURS
9. Estimate of this aircraft's average rate of fuel consumption *(gal./hr.)* during 1979 *(Report whole gals. only)*	GAL./HR.
10. State *(Abbreviation)* or foreign country in which aircraft was based as of December 31, 1979	STATE

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

	"X"
VHF COMMUNICATIONS EQUIPMENT	
VHF Communications System:	
360 Channels or less ..... a.	☐
720 Channels or more ..... b.	☐
More than one comm. system ..... c.	☐
No VHF Communications Equipment ..... d.	☐
TRANSPONDER EQUIPMENT	
4096 Code ..... e.	☐
Altitude Encoding Equipment ..... f.	☐
No Transponder Equipment ..... g.	☐
NAVIGATION EQUIPMENT	
VOR Receiver:	
100 Channels ..... h.	☐
200 Channels ..... i.	☐
More than one VOR Receiver ..... j.	☐
Automatic Direction Finder (ADF) ..... k.	☐
Distance Measuring Equipment (DME) ..... l.	☐
Area Navigation Equipment (RNAV) ..... m.	☐
Long Range Nav. (Doppler, INS, Other) ..... n.	☐
Automatic Pilot ..... o.	☐
Radar Altimeter ..... p.	☐
Weather Radar ..... q.	☐
No Navigation Equipment ..... r.	☐
ILS RECEIVING EQUIPMENT	
Localizer ..... s.	☐
Marker Beacon ..... t.	☐
Glide Slope ..... u.	☐
Microwave Landing System ..... v.	☐
No ILS Receiving Equipment ..... w.	☐

THANK YOU
FOR YOUR COOPERATION

FAA Form 1800–54 (10-79) Supersedes previous edition

APPENDIX B

SAMPLE DESIGN

B.1 SAMPLE FRAME AND SIZE

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

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

1) The accuracy of owners' names and addresses deteriorated causing the number of questionnaires returned by the post office to double from 1977 to 1978 and again from 1978 to 1979. This partially accounted for the lower survey response rates in 1978 and in 1979.

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 artifically 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 1979, the sample frame consisted of 248,070 general aviation aircraft records from which 35,145 records were sampled, yielding a 14.2 percent sample. Table B-1 and Figure B.1 show the distribution of the sample compared to that of the population by aircraft type. Table B-2 and Figure B.2 show similar distributions by FAA region. (See Appendix C for the FAA regional map.) These displays clearly demonstrate the disproportionality of the sample to the population, an intended result of the sample design to gain efficiency and to control errors.

B.2 DESCRIPTION OF SAMPLE DESIGN

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

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

TYPE	POPULATION	SAMPLE SIZE	SAMPLE AS % OF POPULATION
Fixed Wing			
Piston			
1 engine, 1-3 seats	83,970	13,321	15.9
1 engine, 4+ seats	115,507	10,892	9.4
2 engines, 1-6 seats	18,071	2,454	13.6
2 engines, 7+ seats	9,271	2,502	27.0
Other Piston	389	338	86.9
Turboprop			
2 engines, 1-12 seats	2,986	584	19.6
2 engines, 13+ seats	584	191	32.7
Other Turboprop	132	131	99.2
Turbojet			
2 engines	2,383	541	22.7
Other Turbojet	551	376	68.2
Rotorcraft			
Piston	5,346	1,558	29.1
Turbine	3,024	625	20.7
Other	5,856	1,632	27.9
TOTAL	248,070	35,145	14.2

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

REGION	APPROXIMATE POPULATION	SAMPLE SIZE	SAMPLE AS % OF POPULATION
Alaskan	6,898	1,704	24.7
Central	16,670	2,132	12.8
Eastern	27,355	5,193	19.0
European (Foreign)	388	226	58.2
Great Lakes	43,624	4,316	9.9
New England	8,614	2,961	34.4
Northwestern	17,648	1,997	11.3
Pacific	825	480	58.2
Rocky Mountain	14,352	3,003	20.9
Southern	35,662	5,191	14.6
Southwestern	35,311	3,113	8.8
Western	40,584	4,827	11.9
TOTAL	248,070	35,145	14.2

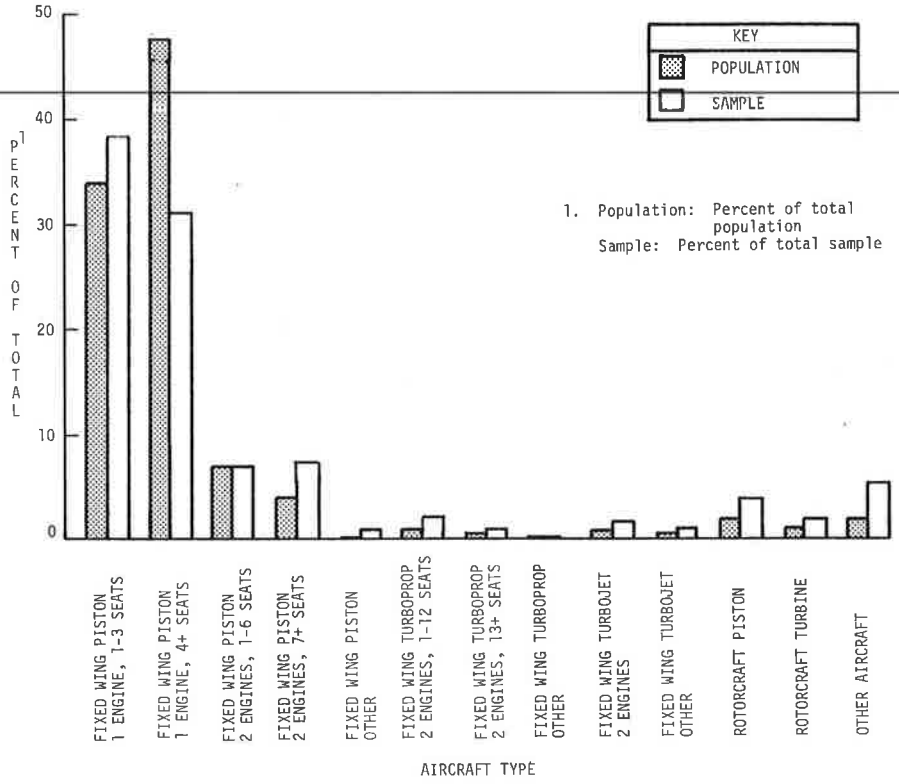


FIGURE B.1. COMPARISON OF POPULATION AND SAMPLE DISTRIBUTIONS BY AIRCRAFT TYPE

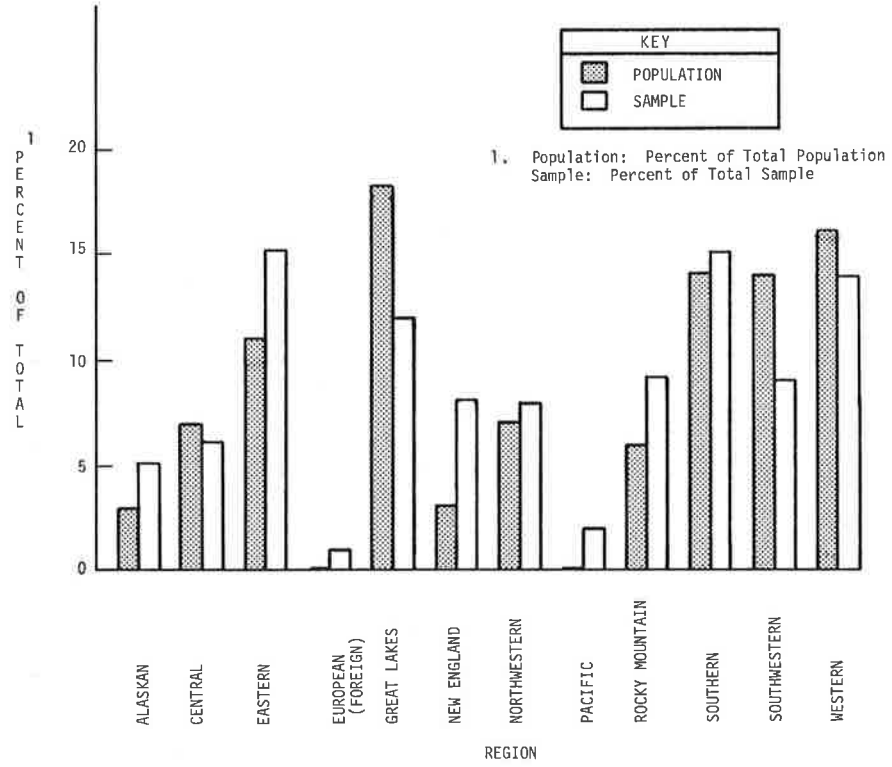


FIGURE B.2. COMPARISON OF POPULATION AND SAMPLE DISTRIBUTIONS BY REGION OF REGISTERED AIRCRAFT

1) State or territory of aircraft registration.

2) A variable called make-model index constructed from the thirteen aircraft types and the 300+ aircraft manufacturer/model groups of 20 or more general aviation aircraft as defined by the FAA's Service Difficulty Reporting (SDR) Program. (See Appendix D for the names and definitions of these groups.)

The 54 levels of the state criterion and the 330 levels of the make-model index yielded a matrix of 54 by 330 or 17,820 cells (strata) among which the frame was divided for sampling.

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

Initially, each aircraft in the sample was given a weight which was the inverse of its cell's sampling fraction, and which corresponded to the number of aircraft in the sample frame represented by that aircraft. When all responses to the survey were tallied, each weight was adjusted according to the response rate for the aircraft's cell, counting an aircraft for which no survey questions were answered as a non-respondent and an aircraft for which at least one question was answered as a respondent. The weight adjustment is described below:

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

2) The weights of all responding aircraft in cells where there were fewer than four telephone follow-up contacts were adjusted uniformly by dividing the initial weights by the response rate.

3) In cells where there were four or more telephone follow-up contacts, the weights of the mail respondents remained unchanged, and the weights of the telephone respondents were increased by dividing their initial weights by the proportion of non-respondents contacted by telephone.

This method of weight adjustment has several attributes. It actually incorporates the response rates into the final weights and simplifies estimation procedures. In addition, 3) above removes non-response bias from the affected make-model indices and states of registration by weighting the telephone sample of mail non-respondents to adjust for the remaining non-respondents.

B.3 ERROR

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

B.3.1 Sampling Error

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

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

Thus, every estimate resulting from a sample survey, whether it be for a design or non-design variable, has sampling error associated with it. The user of survey results must consider this error along with the point estimate itself when making inferences or drawing conclusions about the sample population. A large standard error relative to an estimate indicates lack of precision and, inversely, a small standard error indicates precision. To facilitate the comparison of estimates and their errors, the tables in Section 2 of this publication display standard errors for all estimated quantities. In some cases, the tables contain the percent standard error, which is the standard error divided by the corresponding estimate. The paragraphs below explain the proper interpretation and use of the errors.

---

[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.

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 3123 ± 2(127) or (2869, 3377). One would say that the number of active rotorcraft with piston engines lies somewhere between 2869 and 3377 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:

- The second mailing and telephone survey of a sample of non-respondents were conducted in addition to the original mailing to improve the response rate, since a low response rate is a major cause of non-sampling error. 71 percent of those aircraft sampled responded to at least one question of the survey. While acceptable, this rate nevertheless represents a decrease in response from 1977 when the survey achieved an 80 percent response rate and 1978 when the response rate was 74 percent. Possible causes of the decrease include:

1) The deterioration of aircraft owners' names and addresses in the Aircraft Registration Master File, the sample frame. This increased the number of questionnaires returned undelivered by the postmaster from around 500 in 1977 to over 1000 in 1978 to almost 2000 in 1979, hence decreasing the response rate.

2) Repeated sampling of aircraft in two and possibly three 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 1979 than in 1978 and 1977.

Tables B-4 and B-5 show the response rates broken down by FAA region and aircraft type, respectively. The lowest response rate for any region was 21 percent for the European (Foreign) Region due to mail delivery and telephone contact difficulties. The Pacific and Alaskan Regions' rates were low at 57 and 58 percent respectively for similar reasons. These three regions together, however, represented only about 3 percent of the U.S. general aviation fleet. Twin engine fixed wing piston aircraft with 7 or more seats had the lowest response rate at 59 percent of any of the aircraft types, but these aircraft represented less than 4 percent of the fleet.

- The telephone sample of mail non-respondents also helped to minimize bias in results caused by differences in attributes between respondents and non-respondents.

- The survey questionnaire was designed and 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.

[1] See Appendix A.1.

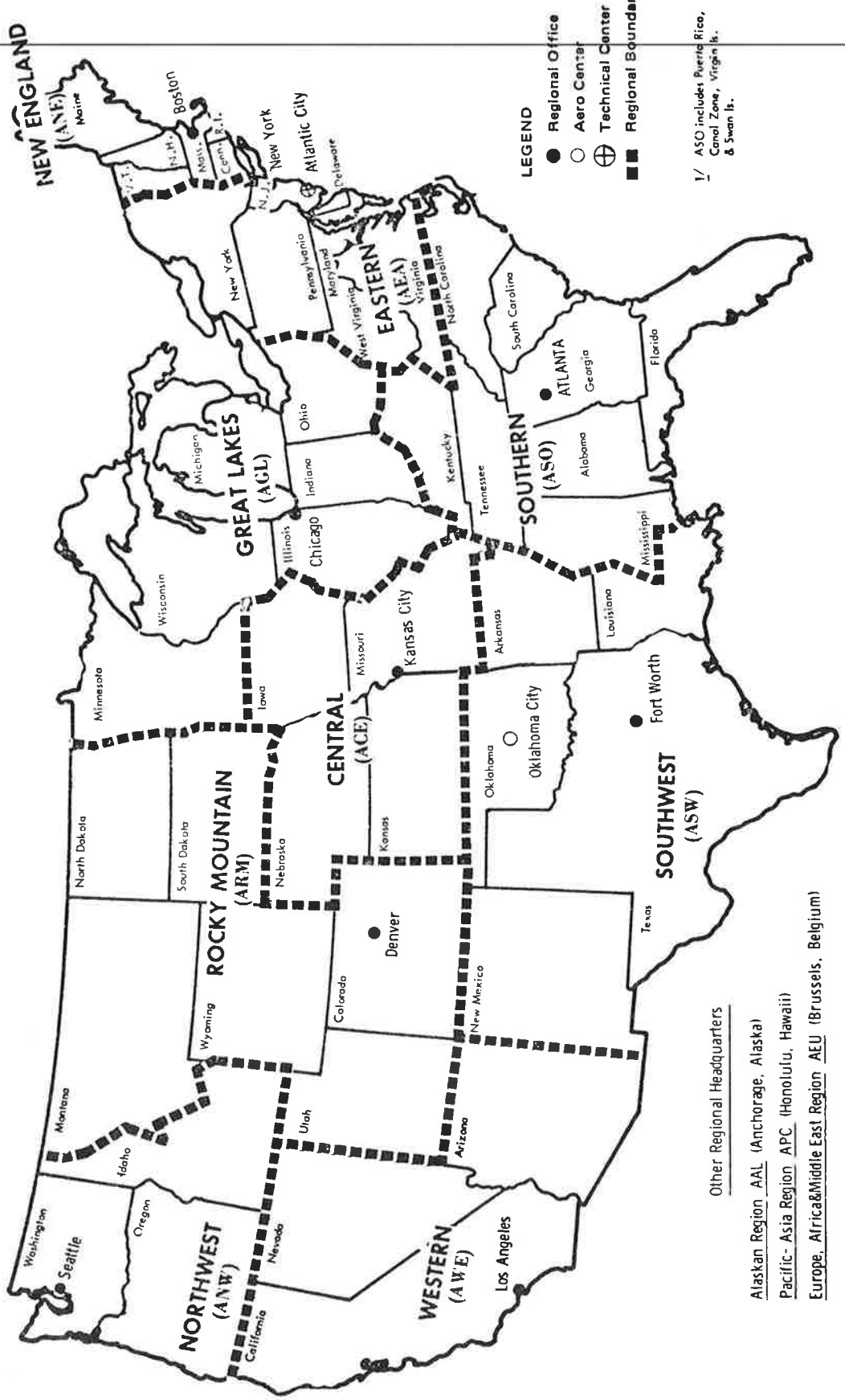
TABLE B-4. RESPONSE RATES BY REGION

REGION	RESPONSE RATE (%)	REGION	RESPONSE RATE (%)
Alaskan	58	Pacific	57
Central	75	Rocky Mountain	72
Eastern	73	Southern	69
European (Foreign)	21	Southwestern	72
Great Lakes	76	Western	72
New England	73		
Northwestern	69	TOTAL	71

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	72	2 engines	85
1 engine, 4+ seats	71	Other	75
2 engines, 1-6 seats	70		
2 engines, 7+ seats	59		
Other	60	Rotorcraft	
		Piston	69
Turboprop		Turbine	78
2 engines, 1-12 seats	80	Other	75
2 engines, 13+ seats	84		
Other	75	TOTAL	71

APPENDIX C. FAA REGIONAL BOUNDARIES



APPENDIX D.

SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODE TABLE

This table shows the correspondence between the Service Difficulty Reporting (SDR) aircraft group names and the FAA aircraft manufacturer/model/series (MMS) codes and appears in alphabetical order by SDR name. The SDR names combine MMS codes for aircraft of similar design into groups for analytic purposes. The table contains entries for all the SDR names appearing in several of the tables in the body of this report.

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

FAA	SDR
0050101	ADAMS A50S
0050103	ADAMS A50S
0050105	ADAMS A50S
8680207	AEROSPSA316
8680209	AEROSPSA316
8680513	AEROSPSA316
8680515	AEROSPSA316
8680605	AEROSPSA316
8680615	AEROSPSA316
8680610	AEROSPSA341
1181414	AGUSTA205
0144202	AIRPTSA
0144204	AIRPTSA
0144206	AIRPTSA
1850102	AIRPTSA
1850104	AIRPTSA
1850106	AIRPTSA
1850108	AIRPTSA
1850110	AIRPTSA
1850112	AIRPTSA
1850114	AIRPTSA
1850116	AIRPTSA
1850118	AIRPTSA
1850120	AIRPTSA
1850122	AIRPTSA
4570424	AIRPTSA
4570602	AIRPTSA
4570604	AIRPTSA
4570606	AIRPTSA
4570608	AIRPTSA
4570610	AIRPTSA
4570612	AIRPTSA
4570614	AIRPTSA
4570616	AIRPTSA
4570618	AIRPTSA
4570620	AIRPTSA
4570622	AIRPTSA
4570624	AIRPTSA
0440102	AIRSPC18
0440104	AIRSPC18
9200202	AIRSPC18
0390101	AIRTRCAT300
0390103	AIRTRCAT300
0390104	AIRTRCAT300
*FALC10	AMD FALC10
2730101	AMD FALC10
*FALC20	AMD FALC20
2720302	AMD FALC20
2720303	AMD FALC20
2720304	AMD FALC20
2720305	AMD FALC20
2720306	AMD FALC20
2730103	AMD FALC20
8141617	ARCRNEH37
8142801	ARCRNEH37
1850202	ARCTICS1A
1850204	ARCTICS1A
1850206	ARCTICS1A
1850208	ARCTICS1A
1850210	ARCTICS1A
1850212	ARCTICS1A
1850214	ARCTICS1A
1850216	ARCTICS1A
1850302	ARCTICS1B1
1850304	ARCTICS1B1
1850306	ARCTICS1B1
1850308	ARCTICS1B1
1850310	ARCTICS1B1
1850312	ARCTICS1B1
0191202	ARONCA15
0191204	ARONCA15
0190708	ARONCA65
0190710	ARONCA65
0190802	ARONCA65
0190902	ARONCA65
0190904	ARONCA65
0190906	ARONCA65
0190908	ARONCA65
0190910	ARONCA65
0190912	ARONCA65
0190914	ARONCA65
0190916	ARONCA65
0190918	ARONCA65
0191014	ARONCA65
0191016	ARONCA65
0190302	ARONCAC3
0190304	ARONCAC3
0191002	ARONCAO58
0191004	ARONCAO58
0191006	ARONCAO58
0191008	ARONCAO58
0191010	ARONCAO58
0191012	ARONCAO58
0143002	AYRES S2
0143004	AYRES S2
0143006	AYRES S2
0143008	AYRES S2
0143010	AYRES S2
0143012	AYRES S2
0143022	AYRES S2
0970101	AYRES S2
0970102	AYRES S2
0970104	AYRES S2
0970106	AYRES S2
7630202	AYRES S2
7630203	AYRES S2
7630204	AYRES S2
8380202	AYRES S2
8380204	AYRES S2
8380206	AYRES S2
8380302	AYRES S2
8380306	AYRES S2
1480202	BAC 111
1480204	BAC 111
1480208	BAC 111
1480210	BAC 111
1480218	BAC 111
1480221	BAC 111
1480264	BAC 111
1480268	BAC 111
1480270	BAC 111
1480273	BAC 111
1480277	BAC 111
1480283	BAC 111
1121223	BAG B206
1121224	BAG B206
4230170	BAG DH125
4130402	BAG HP137
1050100	BALWKSFIREFY
1050101	BALWKSFIREFY
1050103	BALWKSFIREFY
1050104	BALWKSFIREFY
1050107	BALWKSFIREFY
1152915	BEECH 100
1152916	BEECH 100
1152917	BEECH 100
1152919	BEECH 100
1150502	BEECH 17
1150504	BEECH 17
1150506	BEECH 17
1150508	BEECH 17
1150510	BEECH 17
1150512	BEECH 17
1150514	BEECH 17
1150516	BEECH 17
1150518	BEECH 17
1150520	BEECH 17
1150522	BEECH 17
1150524	BEECH 17
1150526	BEECH 17

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

FAA	SDR
1150528	BEECH 17
1150530	BEECH 17
1150532	BEECH 17
1150534	BEECH 17
1150536	BEECH 17
1150538	BEECH 17
1150540	BEECH 17
1150542	BEECH 17
1150544	BEECH 17
1150546	BEECH 17
1150548	BEECH 17
1150550	BEECH 17
1150552	BEECH 17
1150554	BEECH 17
1150556	BEECH 17
1150558	BEECH 17
1150560	BEECH 17
1150562	BEECH 17
1150564	BEECH 17
1150202	BEECH 18
1150204	BEECH 18
1150602	BEECH 18
1150604	BEECH 18
1150702	BEECH 18
1150704	BEECH 18
1150706	BEECH 18
1150708	BEECH 18
1150710	BEECH 18
1150712	BEECH 18
1150802	BEECH 18
1150804	BEECH 18
1150806	BEECH 18
1150808	BEECH 18
1150902	BEECH 18
1150904	BEECH 18
1150906	BEECH 18
1150907	BEECH 18
1150908	BEECH 18
1150909	BEECH 18
1150910	BEECH 18
1150911	BEECH 18
1150912	BEECH 18
1150913	BEECH 18
1150914	BEECH 18
1150916	BEECH 18
1150918	BEECH 18
1150920	BEECH 18
1150922	BEECH 18
1150924	BEECH 18
1150926	BEECH 18
1150928	BEECH 18
1150930	BEECH 18
1150932	BEECH 18
1151001	BEECH 18
1151002	BEECH 18
1151004	BEECH 18
1151006	BEECH 18
1151007	BEECH 18
1151008	BEECH 18
1151009	BEECH 18
1151010	BEECH 18
1151011	BEECH 18
1151012	BEECH 18
1151013	BEECH 18
1151014	BEECH 18
1151015	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 18
1151046	BEECH 18
1151048	BEECH 18
1151050	BEECH 18
1151102	BEECH 18
1152920	BEECH 200
1152926	BEECH 200
1152928	BEECH 200
1151202	BEECH 23
1151204	BEECH 23
1151208	BEECH 23
1151212	BEECH 23
1151214	BEECH 23
1151215	BEECH 23
1151216	BEECH 23
1151226	BEECH 23
1151230	BEECH 23
1151240	BEECH 23
1151242	BEECH 23
1151250	BEECH 23
1151252	BEECH 23
1151253	BEECH 23
1151254	BEECH 23
1151402	BEECH 33
1151404	BEECH 33
1151406	BEECH 33
1151408	BEECH 33
1151410	BEECH 33
1151414	BEECH 33
1151418	BEECH 33
1151422	BEECH 33
1151423	BEECH 33
1151424	BEECH 33
1151425	BEECH 33
1151432	BEECH 33
1151434	BEECH 33
1151435	BEECH 33
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 35
1151550	BEECH 35
1151602	BEECH 36
1151603	BEECH 36
1151604	BEECH 36
1151605	BEECH 36
1151606	BEECH 36
1151607	BEECH 36
1152002	BEECH 45
1152004	BEECH 45
1152006	BEECH 45
1152008	BEECH 45
1152010	BEECH 45
1152012	BEECH 45
1152013	BEECH 45
1152014	BEECH 45
1152015	BEECH 45
1152016	BEECH 45
1152502	BEECH 50
1152504	BEECH 50
1152506	BEECH 50
1152508	BEECH 50
1152510	BEECH 50
1152512	BEECH 50
1152514	BEECH 50
1152516	BEECH 50
1152518	BEECH 50
1152520	BEECH 50
1152522	BEECH 50
1152524	BEECH 50
1152526	BEECH 50
1152528	BEECH 50
1152530	BEECH 50
1152532	BEECH 50
1152534	BEECH 50
1152536	BEECH 50
1152702	BEECH 55
1152704	BEECH 55
1152706	BEECH 55
1152708	BEECH 55
1152728	BEECH 55
1152729	BEECH 55
1152730	BEECH 55
1152732	BEECH 55
1152736	BEECH 56
1152738	BEECH 56

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

FAA	SDR
1152740	BEECH 58
1152744	BEECH 58
1152746	BEECH 58
1153602	BEECH 60
1153604	BEECH 60
1153605	BEECH 60
1152802	BEECH 65
1152803	BEECH 65
1152804	BEECH 65
1152805	BEECH 65
1153005	BEECH 76
1153007	BEECH 77
1152806	BEECH 80
1152807	BEECH 80
1152808	BEECH 80
1152809	BEECH 80
1152812	BEECH 80
1152814	BEECH 80
1153010	BEECH 80
1152902	BEECH 90
1152904	BEECH 90
1152908	BEECH 90
1152912	BEECH 90
1152913	BEECH 90
1152914	BEECH 90
1153409	BEECH 90
1153402	BEECH 95
1153404	BEECH 95
1153406	BEECH 95
1153408	BEECH 95
1153410	BEECH 95
1153802	BEECH 99
1154002	BEECH 99
1154004	BEECH 99
1181402	BELL 204
1181404	BELL 204
1181405	BELL 204
1181408	BELL 204
1181410	BELL 204
1181411	BELL 204
9680101	BELL 204
9680102	BELL 204
1181502	BELL 206
1181503	BELL 206
1181504	BELL 206
1181508	BELL 206
1181510	BELL 206
1181511	BELL 206
1181512	BELL 206
1181522	BELL 206
1181579	BELL 206
1182107	BELL 206
1181420	BELL 212
1180602	BELL 47
1180603	BELL 47
1180604	BELL 47
1180606	BELL 47
1180702	BELL 47
1180704	BELL 47
1180802	BELL 47
1180804	BELL 47
1180806	BELL 47
1180808	BELL 47
1180810	BELL 47
1180811	BELL 47
1180812	BELL 47
1180813	BELL 47
1180814	BELL 47
1180816	BELL 47
1180820	BELL 47
1180822	BELL 47
1180843	BELL 47
1180844	BELL 47
1180845	BELL 47
1180846	BELL 47
118084C	BELL 47
118084D	BELL 47
118084E	BELL 47
118084F	BELL 47
118084G	BELL 47
118084H	BELL 47
118084K	BELL 47
118084M	BELL 47
118084P	BELL 47
118084R	BELL 47
118084V	BELL 47
1180902	BELL 47
1180904	BELL 47
1181001	BELL 47
1181002	BELL 47
1181003	BELL 47
1181004	BELL 47
1181005	BELL 47
1181006	BELL 47
1181007	BELL 47
1181008	BELL 47
1181009	BELL 47
118100V	BELL 47
1181010	BELL 47
1181011	BELL 47
1181012	BELL 47
1181013	BELL 47
1181014	BELL 47
1181016	BELL 47
1181018	BELL 47
1181020	BELL 47
1181022	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
118103M	BELL 47
118103Z	BELL 47
1181060	BELL 47
1181063	BELL 47
1181064	BELL 47
1181065	BELL 47
1181066	BELL 47
1181067	BELL 47
1181068	BELL 47
1181070	BELL 47
1181071	BELL 47
1181073	BELL 47
1181102	BELL 47
1181103	BELL 47
1181104	BELL 47
1181106	BELL 47
1181202	BELL 47
1181310	BELL 47
1181403	BELL 47
1181585	BELL 47
2390101	BELL 47
2390202	BELL 47
8930103	BELL 47
0191102	BLANCA11
0191104	BLANCA11
0191106	BLANCA11
0191108	BLANCA11
0191110	BLANCA11
0191112	BLANCA11
9140404	BLANCA11
9140408	BLANCA11
1201002	BLANCA1413
1201004	BLANCA1413
1201006	BLANCA1413
1201008	BLANCA1413
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
4580802	BLANCA1419
4580804	BLANCA1419
4580806	BLANCA1419
4580808	BLANCA1419
1220432	BLANCA17
1220433	BLANCA17
1220434	BLANCA17
1220435	BLANCA17
1220436	BLANCA17
1220437	BLANCA17

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

FAA	SDR
1220940	BLANCA17
0190107	BLANCA7
1220438	BLANCA7
1220460	BLANCA7
1220501	BLANCA7
1220601	BLANCA7
1220701	BLANCA7
2110102	BLANCA7
2110104	BLANCA7
2110106	BLANCA7
2110108	BLANCA7
2110110	BLANCA7
2110112	BLANCA7
2110114	BLANCA7
2110116	BLANCA7
2110118	BLANCA7
2110120	BLANCA7
2110122	BLANCA7
2110124	BLANCA7
2110126	BLANCA7
2110128	BLANCA7
2110130	BLANCA7
2110132	BLANCA7
2110133	BLANCA7
2110134	BLANCA7
2110136	BLANCA7
2110138	BLANCA7
2110140	BLANCA7
2110142	BLANCA7
2110144	BLANCA7
2110146	BLANCA7
2110148	BLANCA7
2110150	BLANCA7
2110152	BLANCA7
2110154	BLANCA7
2110156	BLANCA7
2110158	BLANCA7
2110160	BLANCA7
2110162	BLANCA7
2110164	BLANCA7
2110166	BLANCA7
2110168	BLANCA7
2110170	BLANCA7
2110172	BLANCA7
2110174	BLANCA7
2110176	BLANCA7
21101M2	BLANCA7
21101M6	BLANCA7
21101MA	BLANCA7
21101MF	BLANCA7
21101ML	BLANCA7
21101MR	BLANCA7
21101MW	BLANCA7
21101N2	BLANCA7
21101N7	BLANCA7
21101N8	BLANCA7
21101NB	BLANCA7
21101NG	BLANCA7
21101NM	BLANCA7
21101NN	BLANCA7
21101NS	BLANCA7
21101NX	BLANCA7
21101P3	BLANCA7
21101PC	BLANCA7
21101PH	BLANCA7
21101PK	BLANCA7
21101PN	BLANCA7
21101PT	BLANCA7
21101PY	BLANCA7
1220801	BLANCA8
1220803	BLANCA8
2110612	BLANCA8
1520202	BNORM BN2
1520204	BNORM BN2
1520206	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
1383601	BOEING707
1383602	BOEING707
1383604	BOEING707
1383605	BOEING707
1383606	BOEING707
1383608	BOEING707
1383609	BOEING707
138360C	BOEING707
138360F	BOEING707
138360H	BOEING707
138360K	BOEING707
138360N	BOEING707
138360P	BOEING707
138360R	BOEING707
138360T	BOEING707
138360V	BOEING707
138360X	BOEING707
1383610	BOEING707
1383612	BOEING707
1383614	BOEING707
1383616	BOEING707
1383618	BOEING707
138361G	BOEING707
138365B	BOEING707
138365D	BOEING707
138365F	BOEING707
138365H	BOEING707
138365K	BOEING707
1383660	BOEING707
1383663	BOEING707
1383668	BOEING707
138366B	BOEING707
138366C	BOEING707
138366D	BOEING707
138366F	BOEING707
138366H	BOEING707
138366K	BOEING707
138366M	BOEING707
138366P	BOEING707
1383677	BOEING707
138367A	BOEING707
138367B	BOEING707
138367C	BOEING707
138367D	BOEING707
138367E	BOEING707
138367F	BOEING707
138367G	BOEING707
138367H	BOEING707
138367J	BOEING707
138367K	BOEING707
138367L	BOEING707
138367M	BOEING707
138367N	BOEING707
138367P	BOEING707
138367Q	BOEING707
138367R	BOEING707
138367S	BOEING707
138367T	BOEING707
138367U	BOEING707
138367V	BOEING707
138367W	BOEING707
138367X	BOEING707
138367Y	BOEING707
138368B	BOEING707
138368D	BOEING707
138368F	BOEING707
138368H	BOEING707
138368K	BOEING707
138368M	BOEING707
138369R	BOEING707
1383701	BOEING707
1383706	BOEING707
1384001	BOEING727
1384002	BOEING727
1384003	BOEING727
1384004	BOEING727
1384005	BOEING727
1384006	BOEING727
1384008	BOEING727
138400B	BOEING727
138400C	BOEING727
138400E	BOEING727
138400F	BOEING727
138400G	BOEING727
138400H	BOEING727
138400J	BOEING727
138400K	BOEING727
138400M	BOEING727
1384010	BOEING727
1384011	BOEING727
1384012	BOEING727
1384013	BOEING727
1384014	BOEING727
1384015	BOEING727
1384016	BOEING727
1384017	BOEING727
1384018	BOEING727

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

FAA	SDR
1384019	BOEING727
1384025	BOEING727
1384027	BOEING727
1384028	BOEING727
138402C	BOEING727
1384030	BOEING727
1384032	BOEING727
1384035	BOEING727
1384037	BOEING727
1384041	BOEING727
1384043	BOEING727
1384044	BOEING727
138404G	BOEING727
138404V	BOEING727
138404Z	BOEING727
1384056	BOEING727
1384057	BOEING727
1384058	BOEING727
1384059	BOEING727
1384063	BOEING727
1384067	BOEING727
138406G	BOEING727
138406N	BOEING727
1384073	BOEING727
1384074	BOEING727
1384075	BOEING727
1384076	BOEING727
1384077	BOEING727
1384078	BOEING727
1384079	BOEING727
138407E	BOEING727
138407F	BOEING727
138407K	BOEING727
138407L	BOEING727
138407M	BOEING727
138407N	BOEING727
138407P	BOEING727
138407Q	BOEING727
138407R	BOEING727
138407S	BOEING727
138407T	BOEING727
1384080	BOEING727
1384082	BOEING727
1384088	BOEING727
138408D	BOEING727
138408F	BOEING727
138408H	BOEING727
138408L	BOEING727
138408M	BOEING727
138408N	BOEING727
138408W	BOEING727
138408X	BOEING727
13840X2	BOEING727
13840XY	BOEING727
1384402	BOEING737
1384404	BOEING737
1384435	BOEING737
1384438	BOEING737
1384453	BOEING737
1384454	BOEING737
1384457	BOEING737
1384458	BOEING737
1384459	BOEING737
1384461	BOEING737
1384466	BOEING737
1384469	BOEING737
138446R	BOEING737
1384473	BOEING737
1384476	BOEING737
1384477	BOEING737
1384478	BOEING737
1384479	BOEING737
1384480	BOEING737
1384484	BOEING737
1384488	BOEING737
138448A	BOEING737
138448B	BOEING737
138448C	BOEING737
138448D	BOEING737
138448E	BOEING737
138448F	BOEING737
138448G	BOEING737
138448J	BOEING737
138448M	BOEING737
138448N	BOEING737
138448P	BOEING737
138448R	BOEING737
138448T	BOEING737
138448W	BOEING737
138448Y	BOEING737
1380102	BOEING75
1380104	BOEING75
1380106	BOEING75
1380108	BOEING75
1380110	BOEING75
1380112	BOEING75
1380114	BOEING75
1380116	BOEING75
1380118	BOEING75
1380120	BOEING75
1380121	BOEING75
1380122	BOEING75
1380124	BOEING75
1380128	BOEING75
1380130	BOEING75
1380131	BOEING75
1380132	BOEING75
1380134	BOEING75
1380136	BOEING75
1380137	BOEING75
1380138	BOEING75
1380140	BOEING75
1380142	BOEING75
1380144	BOEING75
1380146	BOEING75
1380148	BOEING75
1380150	BOEING75
1380152	BOEING75
1380154	BOEING75
1380202	BOEINGB17
1380204	BOEINGB17
1380206	BOEINGB17
1380208	BOEINGB17
1406006	BOLKMS105
5626005	BOLKMS105
5626006	BOLKMS105
4230101	BRAERODH125
4230106	BRAERODH125
4230110	BRAERODH125
4230126	BRAERODH125
4230138	BRAERODH125
423013M	BRAERODH125
423013P	BRAERODH125
4230140	BRAERODH125
4490102	BRASOVIS28
1461202	BRWSTRFLEET2
1461204	BRWSTRFLEET2
1461502	BRWSTRFLEET7
1461504	BRWSTRFLEET7
1461506	BRWSTRFLEET7
1461512	BRWSTRFLEET7
1461514	BRWSTRFLEET7
1461516	BRWSTRFLEET7
1880104	CAMRONMODELO
1880106	CAMRONMODELO
1880108	CAMRONMODELO
1880110	CAMRONMODELO
1880112	CAMRONMODELO
1880120	CAMRONMODELO
1880201	CAMRONMODELO
1880202	CAMRONMODELO
1880204	CAMRONMODELO
2071402	CESSNA120
2071602	CESSNA140
2071604	CESSNA140
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	CESSNA150
2071830	CESSNA150
2071831	CESSNA150
2071835	CESSNA150
2071836	CESSNA150
2072302	CESSNA170
2072304	CESSNA170
2072306	CESSNA170
2072202	CESSNA172
2072402	CESSNA172
2072404	CESSNA172
2072406	CESSNA172

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

FAA	SDR
2072408	CESSNA172
2072410	CESSNA172
2072412	CESSNA172
2072413	CESSNA172
2072414	CESSNA172
2072416	CESSNA172
2072417	CESSNA172
2072418	CESSNA172
2072420	CESSNA172
2072421	CESSNA172
2072424	CESSNA172
2072425	CESSNA172
2072426	CESSNA172
2072428	CESSNA172
2072429	CESSNA172
2072430	CESSNA172
2072431	CESSNA172
2072432	CESSNA172
2072434	CESSNA172
2072438	CESSNA172
2072443	CESSNA172
2072502	CESSNA175
2072504	CESSNA175
2072506	CESSNA175
2072508	CESSNA175
2073704	CESSNA177
2073706	CESSNA177
2073708	CESSNA177
2073709	CESSNA177
2072602	CESSNA180
2072604	CESSNA180
2072606	CESSNA180
2072608	CESSNA180
2072610	CESSNA180
2072612	CESSNA180
2072614	CESSNA180
2072616	CESSNA180
2072618	CESSNA180
2072622	CESSNA180
2072624	CESSNA180
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
2072732	CESSNA182
2072734	CESSNA182
2072735	CESSNA182
2075802	CESSNA182
2075806	CESSNA182
2075814	CESSNA182
2075816	CESSNA182
2072802	CESSNA185
2072804	CESSNA185
2072806	CESSNA185
2072808	CESSNA185
2072812	CESSNA185
2072816	CESSNA185
2072818	CESSNA185
2072820	CESSNA185
2072821	CESSNA185
2073002	CESSNA188
2073004	CESSNA188
2073005	CESSNA188
2073006	CESSNA188
2073007	CESSNA188
2073008	CESSNA188
2073010	CESSNA188
2073012	CESSNA188
2072902	CESSNA190
2073102	CESSNA195
2073104	CESSNA195
2073106	CESSNA195
2073108	CESSNA195
2073110	CESSNA195
2073112	CESSNA195
2073302	CESSNA206
2073304	CESSNA206
2073306	CESSNA206
2073308	CESSNA206
2073309	CESSNA206
2073310	CESSNA206
2073311	CESSNA206
2073312	CESSNA206
2073313	CESSNA206
2073316	CESSNA206
2073317	CESSNA206
2073318	CESSNA206
2073319	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	CESSNA206
2073602	CESSNA207
2073604	CESSNA207
2073612	CESSNA207
2073614	CESSNA207
2073202	CESSNA210
2073204	CESSNA210
2073402	CESSNA210
2073403	CESSNA210
2073404	CESSNA210
2073406	CESSNA210
2073408	CESSNA210
2073410	CESSNA210
2073412	CESSNA210
2073414	CESSNA210
2073416	CESSNA210
2073418	CESSNA210
2073422	CESSNA210
2073430	CESSNA210
2073432	CESSNA210
2073436	CESSNA210
2073438	CESSNA210
2073439	CESSNA210
2073440	CESSNA210
2073446	CESSNA210
2073447	CESSNA210
2073448	CESSNA210
2073449	CESSNA210
2073450	CESSNA210
2073451	CESSNA210
2073453	CESSNA210
2073454	CESSNA210
2073456	CESSNA210
2073902	CESSNA305
2074001	CESSNA305
2074002	CESSNA305
2074003	CESSNA305
2074004	CESSNA305
2074005	CESSNA305
2074006	CESSNA305
2074008	CESSNA305
2074010	CESSNA305
2074012	CESSNA305
2074014	CESSNA305
2074016	CESSNA305
2074018	CESSNA305
2074028	CESSNA305
2074030	CESSNA305
2074032	CESSNA305
207408D	CESSNA305
207408E	CESSNA305
207408K	CESSNA305
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

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

FAA	SDR
2074234	CESSNA310
2074238	CESSNA310
2074240	CESSNA310
2074242	CESSNA310
2074244	CESSNA310
2074245	CESSNA310
2074246	CESSNA310
2074502	CESSNA320
2074504	CESSNA320
2074506	CESSNA320
2074508	CESSNA320
2074510	CESSNA320
2074512	CESSNA320
2074514	CESSNA320
2074516	CESSNA320
2075602	CESSNA336
2075702	CESSNA337
2075703	CESSNA337
2075704	CESSNA337
2075706	CESSNA337
2075707	CESSNA337
2075708	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	CESSNA337
2076404	CESSNA340
2076405	CESSNA340
207590C	CESSNA401
207590D	CESSNA401
207590E	CESSNA401
207590K	CESSNA402
207590L	CESSNA402
207590M	CESSNA402
207590P	CESSNA402
207590R	CESSNA402
2075901	CESSNA404
2075902	CESSNA411
2075904	CESSNA411
2075907	CESSNA414
2075908	CESSNA414
2076010	CESSNA421
2076012	CESSNA421
2076014	CESSNA421
2076016	CESSNA421
2076020	CESSNA441
2076602	CESSNA500
2076604	CESSNA500
2071302	CESSNAT50
2071304	CESSNAT50
2071305	CESSNAT50
2071306	CESSNAT50
2071307	CESSNAT50
2071308	CESSNAT50
2070402	CESSNAUC77
2070702	CESSNAUC77
2070704	CESSNAUC77
2070802	CESSNAUC77
2070804	CESSNAUC77
2070806	CESSNAUC77
2070902	CESSNAUC94
2071002	CESSNAUC94
2071102	CESSNAUC94
2071104	CESSNAUC94
0110201	CHILD S2
2370602	COMWTH185
2370604	COMWTH185
2370608	COMWTH185
2400102	CONAERLA4
2400108	CONAERLA4
2400110	CONAERLA4
5110102	CONAERLA4
5110104	CONAERLA4
5110202	CONAERLA4
5110204	CONAERLA4
5110302	CONAERLA4
5110304	CONAERLA4
5110306	CONAERLA4
5110308	CONAERLA4
5110310	CONAERLA4
5110312	CONAERLA4
5110314	CONAERLA4
5110316	CONAERLA4
2622601	CURTISC46
2622602	CURTISC46
2622604	CURTISC46
2622606	CURTISC46
2622608	CURTISC46
2622610	CURTISC46
2622624	CURTISC46
2622701	CURTISC46
2622702	CURTISC46
2622704	CURTISC46
2622706	CURTISC46
2622708	CURTISC46
2622710	CURTISC46
2622750	CURTISC46
2620502	CURTISJR
2620802	CURTISROBIN
2620804	CURTISROBIN
2620806	CURTISROBIN
2620808	CURTISROBIN
2620810	CURTISROBIN
2620812	CURTISROBIN
2620814	CURTISROBIN
2621002	CURTISTRVAIR
2621004	CURTISTRVAIR
2621006	CURTISTRVAIR
2621008	CURTISTRVAIR
2621010	CURTISTRVAIR
2621012	CURTISTRVAIR
2621102	CURTISTRVAIR
2621104	CURTISTRVAIR
2621106	CURTISTRVAIR
2621108	CURTISTRVAIR
2621202	CURTISTRVAIR
2621204	CURTISTRVAIR
2621302	CURTISTRVAIR
2621304	CURTISTRVAIR
2621306	CURTISTRVAIR
2621308	CURTISTRVAIR
2621402	CURTISTRVAIR
2621404	CURTISTRVAIR
2621406	CURTISTRVAIR
2621408	CURTISTRVAIR
2621502	CURTISTRVAIR
2621504	CURTISTRVAIR
2621506	CURTISTRVAIR
2621508	CURTISTRVAIR
2621602	CURTISTRVAIR
2621604	CURTISTRVAIR
2621606	CURTISTRVAIR
2621608	CURTISTRVAIR
2621702	CURTISTRVAIR
2621704	CURTISTRVAIR
2621802	CURTISTRVAIR
2621804	CURTISTRVAIR
2621806	CURTISTRVAIR
2621808	CURTISTRVAIR
2621810	CURTISTRVAIR
2621812	CURTISTRVAIR
2621814	CURTISTRVAIR
2621816	CURTISTRVAIR
2621818	CURTISTRVAIR
2621820	CURTISTRVAIR
2621822	CURTISTRVAIR
2621824	CURTISTRVAIR
2621826	CURTISTRVAIR
2621828	CURTISTRVAIR
2621830	CURTISTRVAIR
2621832	CURTISTRVAIR
2621902	CURTISTRVAIR
2621904	CURTISTRVAIR
2621906	CURTISTRVAIR
2621908	CURTISTRVAIR
2423302	CVAC 22
2423304	CVAC 22
3790104	CVAC 22
2422601	CVAC 240
2422602	CVAC 240
2422604	CVAC 240
2422606	CVAC 240
2422608	CVAC 240
2422610	CVAC 240
2422612	CVAC 240
2422614	CVAC 240
2422616	CVAC 240
2422618	CVAC 240
2422620	CVAC 240
2422622	CVAC 240

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

FAA	SDR	
2422624	CVAC	240
2422626	CVAC	240
2422628	CVAC	240
2422630	CVAC	240
2422632	CVAC	240
2422633	CVAC	240
2422634	CVAC	240
2422636	CVAC	240
2422638	CVAC	240
2422640	CVAC	240
2422642	CVAC	240
2422644	CVAC	240
2422645	CVAC	240
2422646	CVAC	240
2422647	CVAC	240
2422648	CVAC	240
2422702	CVAC	340
2422704	CVAC	340
2422706	CVAC	340
2422708	CVAC	340
242270A	CVAC	340
242270H	CVAC	340
2422712	CVAC	340
2422714	CVAC	340
2422716	CVAC	340
2422718	CVAC	340
2422742	CVAC	340
2422750	CVAC	440
2422902	CVAC	440
2422904	CVAC	440
2423004	CVAC	440
2420202	CVAC	BT13
2420204	CVAC	BT13
2420206	CVAC	BT13
2420208	CVAC	BT13
2420210	CVAC	BT13
2420222	CVAC	BT13
2420224	CVAC	BT13
2420226	CVAC	BT13
2420228	CVAC	BT13
2420230	CVAC	BT13
2420702	CVAC	L13
2420704	CVAC	L13
2420706	CVAC	L13
*STC580	CVAC	STC580
2422801	CVAC	STC580
2422802	CVAC	STC580
2422804	CVAC	STC580
2422806	CVAC	STC580
2423001	CVAC	STC580
2423002	CVAC	STC580
2700102	DART	G
2700104	DART	G
2700106	DART	G
2700108	DART	G
2801702	DHAV	DHC1
2801704	DHAV	DHC1
2801712	DHAV	DHC1
2801714	DHAV	DHC1
2801716	DHAV	DHC1

FAA	SDR	
2801736	DHAV	DHC1
2801738	DHAV	DHC1
2801739	DHAV	DHC1
*DHC2	DHAV	DHC2
2800102	DHAV	DHC2
2800103	DHAV	DHC2
2800104	DHAV	DHC2
2800105	DHAV	DHC2
2800106	DHAV	DHC2
2800107	DHAV	DHC2
2800108	DHAV	DHC2
2800109	DHAV	DHC2
2800115	DHAV	DHC2
2801830	DHAV	DHC2
2801832	DHAV	DHC2
*DHC3	DHAV	DHC3
2800202	DHAV	DHC3
2801002	DHAV	XXDH82
2801006	DHAV	XXDH82
2801020	DHAV	XXDH82
3020502	DOUG	A26
3020504	DOUG	A26
3020506	DOUG	A26
3020510	DOUG	A26
3020512	DOUG	A26
3020514	DOUG	A26
3020516	DOUG	A26
3020518	DOUG	A26
3020524	DOUG	A26
3020525	DOUG	A26
3020526	DOUG	A26
3020527	DOUG	A26
3021401	DOUG	DC3
3021402	DOUG	DC3
3021404	DOUG	DC3
3021406	DOUG	DC3
3021410	DOUG	DC3
3021412	DOUG	DC3
3021414	DOUG	DC3
3021416	DOUG	DC3
3021418	DOUG	DC3
3021420	DOUG	DC3
3021422	DOUG	DC3
3021424	DOUG	DC3
3021425	DOUG	DC3
3021426	DOUG	DC3
3021427	DOUG	DC3
3021428	DOUG	DC3
3021429	DOUG	DC3
3021430	DOUG	DC3
3021431	DOUG	DC3
3021432	DOUG	DC3
3021433	DOUG	DC3
3021434	DOUG	DC3
3021436	DOUG	DC3
3021438	DOUG	DC3
3021439	DOUG	DC3
3021440	DOUG	DC3
3021441	DOUG	DC3
3021442	DOUG	DC3

FAA	SDR	
3021443	DOUG	DC3
3021444	DOUG	DC3
3021445	DOUG	DC3
3021446	DOUG	DC3
3021447	DOUG	DC3
3021448	DOUG	DC3
3021449	DOUG	DC3
3021450	DOUG	DC3
3021451	DOUG	DC3
3021452	DOUG	DC3
3021453	DOUG	DC3
3021454	DOUG	DC3
3021455	DOUG	DC3
3021456	DOUG	DC3
3021457	DOUG	DC3
3021458	DOUG	DC3
3021459	DOUG	DC3
3021460	DOUG	DC3
3021461	DOUG	DC3
3021462	DOUG	DC3
3021463	DOUG	DC3
3021464	DOUG	DC3
3021466	DOUG	DC3
3021467	DOUG	DC3
3021468	DOUG	DC3
3021469	DOUG	DC3
302146T	DOUG	DC3
302146X	DOUG	DC3
302146Y	DOUG	DC3
302146Z	DOUG	DC3
3021470	DOUG	DC3
3021471	DOUG	DC3
3021472	DOUG	DC3
3021473	DOUG	DC3
3021474	DOUG	DC3
3021476	DOUG	DC3
3021478	DOUG	DC3
302147M	DOUG	DC3
3021480	DOUG	DC3
3021502	DOUG	DC4
3021504	DOUG	DC4
3021506	DOUG	DC4
3021508	DOUG	DC4
3021510	DOUG	DC4
3021512	DOUG	DC4
3021514	DOUG	DC4
3021516	DOUG	DC4
3021518	DOUG	DC4
3021520	DOUG	DC4
3021522	DOUG	DC4
3021524	DOUG	DC4
3021526	DOUG	DC4
3021528	DOUG	DC4
3021530	DOUG	DC4
3021532	DOUG	DC4
3021534	DOUG	DC4
3021536	DOUG	DC4
3021537	DOUG	DC4
3021538	DOUG	DC4
3021702	DOUG	DC6

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

FAA	SDR
3021706	DOUG DC6
3021708	DOUG DC6
3021710	DOUG DC6
3021712	DOUG DC6
3021714	DOUG DC6
3021802	DOUG DC7
3021804	DOUG DC7
3021805	DOUG DC7
3021806	DOUG DC7
3021807	DOUG DC7
3021808	DOUG DC7
3021901	DOUG DC8
3021902	DOUG DC8
3021904	DOUG DC8
3021906	DOUG DC8
3021908	DOUG DC8
302190B	DOUG DC8
302190D	DOUG DC8
302190F	DOUG DC8
302190H	DOUG DC8
3021910	DOUG DC8
3021912	DOUG DC8
3021914	DOUG DC8
3021916	DOUG DC8
3021918	DOUG DC8
302191B	DOUG DC8
302191D	DOUG DC8
302191F	DOUG DC8
302191H	DOUG DC8
302191K	DOUG DC8
3021920	DOUG DC8
3021922	DOUG DC8
3021924	DOUG DC8
3021925	DOUG DC8
3021926	DOUG DC8
3021927	DOUG DC8
3021928	DOUG DC8
302192B	DOUG DC8
302192D	DOUG DC8
302192F	DOUG DC8
302192H	DOUG DC8
302192K	DOUG DC8
302192M	DOUG DC8
3021952	DOUG DC8
3021953	DOUG DC8
3021954	DOUG DC8
302195B	DOUG DC8
302195D	DOUG DC8
3021965	DOUG DC8
3021970	DOUG DC8
3021972	DOUG DC8
302197B	DOUG DC8
302197D	DOUG DC8
302198A	DOUG DC8
302198B	DOUG DC8
302198F	DOUG DC8
302198H	DOUG DC8
3022002	DOUG DC9
3022026	DOUG DC9
3022028	DOUG DC9
3022028	DOUG DC9
3022030	DOUG DC9
3022034	DOUG DC9
3022036	DOUG DC9
3022037	DOUG DC9
302203B	DOUG DC9
302203D	DOUG DC9
302203F	DOUG DC9
302203H	DOUG DC9
302203K	DOUG DC9
3022051	DOUG DC9
302205A	DOUG DC9
302205C	DOUG DC9
3022065	DOUG DC9
3022066	DOUG DC9
3022067	DOUG DC9
302206A	DOUG DC9
302206C	DOUG DC9
302206E	DOUG DC9
302207A	DOUG DC9
302207C	DOUG DC9
302207D	DOUG DC9
302207N	DOUG DC9
302207P	DOUG DC9
3022080	DOUG DC9
5760102	EIRVON20
5760104	EIRVON20
5760202	EIRVON20
5760204	EIRVON20
5760206	EIRVON20
5760207	EIRVON20
3280103	EMAIR MA1
6070102	EMAIR MA1
3300404	ENSTRMF28
3300406	ENSTRMF28
3300407	ENSTRMF28
3300424	ENSTRMF28
3300502	ENSTRMF28
3300505	ENSTRMF28
3300507	ENSTRMF28
3480502	FLEET 16B
3480504	FLEET 16B
3370202	FRCHLD24
3370204	FRCHLD24
3370206	FRCHLD24
3370208	FRCHLD24
3370210	FRCHLD24
3370212	FRCHLD24
3370214	FRCHLD24
3370216	FRCHLD24
3370218	FRCHLD24
3370220	FRCHLD24
3370222	FRCHLD24
3370224	FRCHLD24
3370302	FRCHLD24
3370304	FRCHLD24
3370402	FRCHLD24
3370404	FRCHLD24
3370406	FRCHLD24
3370408	FRCHLD24
3370410	FRCHLD24
3370412	FRCHLD24
3370414	FRCHLD24
3370416	FRCHLD24
3370418	FRCHLD24
3370502	FRCHLD24
3370504	FRCHLD24
3370506	FRCHLD24
3370508	FRCHLD24
3370510	FRCHLD24
3370512	FRCHLD24
3370514	FRCHLD24
3370516	FRCHLD24
3370518	FRCHLD24
3370520	FRCHLD24
3370602	FRCHLD24
3370604	FRCHLD24
3370606	FRCHLD24
3370608	FRCHLD24
3370610	FRCHLD24
3370612	FRCHLD24
3370614	FRCHLD24
3370616	FRCHLD24
3370618	FRCHLD24
3370620	FRCHLD24
3370622	FRCHLD24
3370624	FRCHLD24
3370626	FRCHLD24
3370628	FRCHLD24
3372102	FRCHLDC119
3372106	FRCHLDC119
3372108	FRCHLDC119
3373002	FRCHLDF27
3373004	FRCHLDF27
3373006	FRCHLDF27
3373008	FRCHLDF27
3373010	FRCHLDF27
3373016	FRCHLDF27
3376502	FRCHLDFH1100
3376504	FRCHLDFH1100
4360302	FRCHLDFH1100
4361405	FRCHLDFH1100
3371602	FRCHLDM62
3371604	FRCHLDM62
3371606	FRCHLDM62
3371608	FRCHLDM62
3371609	FRCHLDM62
3371610	FRCHLDM62
3371612	FRCHLDM62
3371614	FRCHLDM62
3371616	FRCHLDM62
3371618	FRCHLDM62
3371620	FRCHLDM62
3371622	FRCHLDM62
3371624	FRCHLDM62
3371626	FRCHLDM62
3371628	FRCHLDM62
3371630	FRCHLDM62
3371632	FRCHLDM62
3371634	FRCHLDM62

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

FAA	SDR
3371636	FRCHLDM62
3371638	FRCHLDM62
3371640	FRCHLDM62
3371642	FRCHLDM62
3374004	FRCHLDM62
3374006	FRCHLDM62
3760102	GENBALAX6
3760202	GENBALAX6
3800335	GLASFLLIBELL
3800337	GLASFLLIBELL
3800339	GLASFLLIBELL
3800341	GLASFLLIBELL
3800344	GLASFLLIBELL
3800346	GLASFLLIBELL
1660104	GROB ASTIR
3910101	GRTLKS2T1
3910102	GRTLKS2T1
3910104	GRTLKS2T1
3910106	GRTLKS2T1
3910107	GRTLKS2T1
3910108	GRTLKS2T1
3950306	GRUMANTBM
3950308	GRUMANTBM
3950310	GRUMANTBM
0630820	GRUMAVAA1
0631202	GRUMAVAA1
0632001	GRUMAVAA1
3960100	GRUMAVAA1
3960101	GRUMAVAA1
3960102	GRUMAVAA1
3960103	GRUMAVAA1
3960502	GRUMAVAA1
0632005	GRUMAVAA5
3960104	GRUMAVAA5
3960105	GRUMAVAA5
3960107	GRUMAVAA5
3960124	GRUMAVAA5
3952801	GRUMAVG164
3960201	GRUMAVG164
3960202	GRUMAVG164
3960203	GRUMAVG164
8052214	GRUMAVG164
8052215	GRUMAVG164
0630610	GULSTMAA1
0630710	GULSTMAA1
0631206	GULSTMAA1
0631214	GULSTMAA1
0631410	GULSTMAA5
3960105	GULSTMAA5
3960106	GULSTMAA5
3970104	GULSTMAA5
3970106	GULSTMAA5
3953505	GULSTMG1159
3970108	GULSTMG1159
3952202	GULSTMG159
3952702	GULSTMG164
3952704	GULSTMG164
3952802	GULSTMG164
3952803	GULSTMG164
3952804	GULSTMG164
3979908	GULSTMG164
3951202	GULSTMG21
3951204	GULSTMG21
3951206	GULSTMG21
3951208	GULSTMG21
3951210	GULSTMG21
3951212	GULSTMG21
3951214	GULSTMG21
3951216	GULSTMG21
3951218	GULSTMG21
3951502	GULSTMG44
3951504	GULSTMG44
3951506	GULSTMG44
3951508	GULSTMG44
3951802	GULSTMG73
3960401	GULSTMGA7
4300302	HELIO H250
4300802	HELIO H295
4300803	HELIO H295
4301101	HELIO H295
4301102	HELIO H295
4301104	HELIO H295
4300102	HELIO H391
4300104	HELIO H391
4300106	HELIO H391
4300202	HELIO H395
4300204	HELIO H395
4300206	HELIO H395
4360102	HILLERUH12
4360103	HILLERUH12
4360104	HILLERUH12
4360105	HILLERUH12
4360106	HILLERUH12
4360107	HILLERUH12
4360108	HILLERUH12
4360109	HILLERUH12
4360110	HILLERUH12
4360111	HILLERUH12
4360112	HILLERUH12
4360113	HILLERUH12
4360114	HILLERUH12
4360115	HILLERUH12
4360116	HILLERUH12
4360117	HILLERUH12
4360118	HILLERUH12
4360119	HILLERUH12
4360120	HILLERUH12
4360121	HILLERUH12
4360122	HILLERUH12
4360124	HILLERUH12
4360125	HILLERUH12
4360126	HILLERUH12
4360127	HILLERUH12
4360128	HILLERUH12
4360129	HILLERUH12
4360130	HILLERUH12
4360135	HILLERUH12
4360809	HILLERUH12
4470402	HUGHES269
4470403	HUGHES269
4470404	HUGHES269
4470406	HUGHES269
4470502	HUGHES269
4470504	HUGHES269
4470702	HUGHES369
4470706	HUGHES369
4470718	HUGHES369
4470720	HUGHES369
4470722	HUGHES369
4470728	HUGHES369
4470730	HUGHES369
4470802	HUGHES369
4470806	HUGHES369
2800402	HWKSLYDH104
2800404	HWKSLYDH104
2800406	HWKSLYDH104
2800408	HWKSLYDH104
2800410	HWKSLYDH104
2800412	HWKSLYDH104
2800414	HWKSLYDH104
2800416	HWKSLYDH104
2800417	HWKSLYDH104
2800418	HWKSLYDH104
2800420	HWKSLYDH104
*DH114	HWKSLYDH114
2800501	HWKSLYDH114
2800502	HWKSLYDH114
2800504	HWKSLYDH114
2800506	HWKSLYDH114
2800508	HWKSLYDH114
2800510	HWKSLYDH114
*DH125	HWKSLYDH125
4210112	HWKSLYDH125
4230102	HWKSLYDH125
4230112	HWKSLYDH125
4230130	HWKSLYDH125
4230134	HWKSLYDH125
4230158	HWKSLYDH125
4230160	HWKSLYDH125
4230170	HWKSLYDH125
1440502	HYNES B2
1440504	HYNES B2
1440506	HYNES B2
1440508	HYNES B2
0142002	ISRAEL1121
0142006	ISRAEL1121
0142010	ISRAEL1121
4500102	ISRAEL1124
4690502	JBMSTRDGA15
4690504	JBMSTRDGA15
4690506	JBMSTRDGA15
4690508	JBMSTRDGA15
4690510	JBMSTRDGA15
4690512	JBMSTRDGA15
4690514	JBMSTRDGA15
4690516	JBMSTRDGA15
4690518	JBMSTRDGA15
8850402	KUHLOWD
8850406	KUHLOWD
8850408	KUHLOWD

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

FAA	SDR
8850410	KUHLOWD
8850412	KUHLOWD
8850414	KUHLOWD
8850416	KUHLOWD
8850418	KUHLOWD
8850420	KUHLOWD
8850422	KUHLOWD
5090204	LAIKFN10
5090206	LAIKFN10
5090208	LAIKFN10
5170102	LEAR 23
5170302	LEAR 24
5170304	LEAR 24
5170306	LEAR 24
5170307	LEAR 24
5170308	LEAR 24
5170309	LEAR 24
5170310	LEAR 24
5170311	LEAR 24
5170316	LEAR 24
5170317	LEAR 24
5170506	LEAR 25
5170509	LEAR 25
5170511	LEAR 25
5170513	LEAR 25
5170514	LEAR 25
5170516	LEAR 25
5170600	LEAR 35
5170601	LEAR 35
5170602	LEAR 35
5170603	LEAR 35
1360306	LET L13
5261402	LKHEED12A
5261404	LKHEED12A
5261406	LKHEED12A
5261408	LKHEED12A
5261410	LKHEED12A
*1329	LKHEED1329
5263102	LKHEED1329
5263104	LKHEED1329
5263106	LKHEED1329
5263108	LKHEED1329
5263110	LKHEED1329
5263116	LKHEED1329
5263119	LKHEED1329
5263125	LKHEED1329
5261602	LKHEED18
5261603	LKHEED18
5261604	LKHEED18
5261606	LKHEED18
5261608	LKHEED18
5261610	LKHEED18
5261612	LKHEED18
5261614	LKHEED18
5261616	LKHEED18
5261618	LKHEED18
5261620	LKHEED18
5261622	LKHEED18
5261624	LKHEED18
5261632	LKHEED18
5261634	LKHEED18
5261636	LKHEED18
5261638	LKHEED18
5261640	LKHEED18
5261642	LKHEED18
5260102	LKHEEDPV1
5260104	LKHEEDPV1
5260106	LKHEEDPV1
5260401	LKHEEDT33
5260402	LKHEEDT33
5260404	LKHEEDT33
5260406	LKHEEDT33
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	LUSCOM8
819019E	LUSCOM8
5450702	MARTIN404
5460102	MAULE M4
5460104	MAULE M4
5460105	MAULE M4
5460106	MAULE M4
5460108	MAULE M4
5460112	MAULE M4
5460114	MAULE M4
5460116	MAULE M4
5460128	MAULE M4
5460130	MAULE M4
5460132	MAULE M4
5460133	MAULE M5
5460134	MAULE M5
5460135	MAULE M5
5500604	MCCULHJ2
5480102	MCLISHFUNKB
5480104	MCLISHFUNKB
5480106	MCLISHFUNKB
5480108	MCLISHFUNKB
5480202	MCLISHFUNKB
5480204	MCLISHFUNKB
5480206	MCLISHFUNKB
5480208	MCLISHFUNKB
5650202	MEYERSOTW
5650204	MEYERSOTW
5650206	MEYERSOTW
5650208	MEYERSOTW
5810102	MNCOUP90
5810104	MNCOUP90
5810107	MNCOUP90
5810108	MNCOUP90
5810110	MNCOUP90
5810130	MNCOUP90
5870101	MNMITEM18
5870102	MNMITEM18
5870104	MNMITEM18
5870106	MNMITEM18
5870108	MNMITEM18
5870202	MOONEYM20
5870204	MOONEYM20
5870206	MOONEYM20
5870208	MOONEYM20
5870210	MOONEYM20
5870212	MOONEYM20
5870214	MOONEYM20
5870216	MOONEYM20
5870219	MOONEYM20
5870220	MOONEYM20
5870302	MOONEYM20
5870304	MOONEYM20
5870306	MOONEYM20
5870308	MOONEYM20
5870310	MOONEYM20
5870312	MOONEYM20
5870314	MOONEYM20
5870316	MOONEYM20
5870601	MOONEYM20
5870605	MOONEYM20
8120412	MRCHTIS205
5780404	MTSBSIMU2
5780405	MTSBSIMU2
5780406	MTSBSIMU2
5780407	MTSBSIMU2
5780408	MTSBSIMU2
5780409	MTSBSIMU2
5780410	MTSBSIMU2
5780411	MTSBSIMU2
5780412	MTSBSIMU2
5780413	MTSBSIMU2
5780414	MTSBSIMU2
5780440	MTSBSIMU2
5780460	MTSBSIMU2
9230602	MULTECD16
9230604	MULTECD16
9230606	MULTECD16
9230608	MULTECD16
9230610	MULTECD16
9230612	MULTECD16
6400702	NAMER B25
6400704	NAMER B25
6400705	NAMER B25
6400706	NAMER B25
6400708	NAMER B25
6400710	NAMER B25
6400712	NAMER B25
6400713	NAMER B25
6400714	NAMER B25
6400718	NAMER B25
6400719	NAMER B25

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

FAA	SDR
6402301	NAMER F51
6402302	NAMER F51
6402303	NAMER F51
6402304	NAMER F51
6402305	NAMER F51
6402306	NAMER F51
6402307	NAMER F51
6402308	NAMER F51
6402309	NAMER F51
6402310	NAMER F51
6402314	NAMER F51
6402502	NAMER NA260
6402504	NAMER NA260
6402505	NAMER NA260
6402506	NAMER NA260
6402512	NAMER NA260
1922828	NAMER T6
6400402	NAMER T6
6400404	NAMER T6
6400405	NAMER T6
6400406	NAMER T6
6400407	NAMER T6
6400408	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	NAMER T6
6120202	NAVAL N3N
6150104	NAVIONNAVION
6150106	NAVIONNAVION
6150108	NAVIONNAVION
6150110	NAVIONNAVION
6150112	NAVIONNAVION
6150114	NAVIONNAVION
6150116	NAVIONNAVION
6150118	NAVIONNAVION
6150120	NAVIONNAVION
6150122	NAVIONNAVION
6150130	NAVIONNAVION
6150132	NAVIONNAVION
6150134	NAVIONNAVION
6150136	NAVIONNAVION
6150138	NAVIONNAVION
6150140	NAVIONNAVION
6150142	NAVIONNAVION
6150144	NAVIONNAVION
6150146	NAVIONNAVION
6150148	NAVIONNAVION
6150160	NAVIONNAVION
6150162	NAVIONNAVION
6150164	NAVIONNAVION
6150166	NAVIONNAVION
6150168	NAVIONNAVION
6150170	NAVIONNAVION
6150172	NAVIONNAVION
6150174	NAVIONNAVION
6150176	NAVIONNAVION
6150178	NAVIONNAVION
6383006	NORD SV4
8141608	ORLHELH19
8141609	ORLHELH19
8141610	ORLHELH19
8141612	ORLHELH19
8141614	ORLHELH19
8141616	ORLHELH19
8141618	ORLHELH19
05604UH	PICARDAX6
7001218	PICARDAX6
700122A	PICARDAX6
7090103	PILATSB4
7090104	PILATSB4
7106001	PIPER 600
7106002	PIPER 600
7106010	PIPER 600
7106011	PIPER 600
8360604	PIPER 600
8360605	PIPER 600
8360607	PIPER 600
8360608	PIPER 600
7100402	PIPER J2
7100412	PIPER J2
7100501	PIPER J3
7100502	PIPER J3
7100503	PIPER J3
7100504	PIPER J3
7100506	PIPER J3
7100508	PIPER J3
7100509	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
7100521	PIPER J3
7100522	PIPER J3
7100524	PIPER J3
7100525	PIPER J3
7100526	PIPER J3
7100527	PIPER J3
7100528	PIPER J3
710052P	PIPER J3
710052Q	PIPER J3
710052S	PIPER J3
710052T	PIPER J3
7100530	PIPER J3
7100532	PIPER J3
7100534	PIPER J3
7100536	PIPER J3
7100538	PIPER J3
7100540	PIPER J3
7100541	PIPER J3
7100542	PIPER J3
7100544	PIPER J3
7100546	PIPER J3
7100548	PIPER J3
7100550	PIPER J3
7100552	PIPER J3
7101102	PIPER J3
7101104	PIPER J3
7100602	PIPER J4
7100604	PIPER J4
7100605	PIPER J4
7100606	PIPER J4
7100608	PIPER J4
7100610	PIPER J4
7100612	PIPER J4
7100614	PIPER J4
7100202	PIPER J5
7100204	PIPER J5
7100702	PIPER J5
7100704	PIPER J5
7100706	PIPER J5
7100708	PIPER J5
7100710	PIPER J5
7100712	PIPER J5
7101202	PIPER PA12
7101204	PIPER PA12
7101402	PIPER PA14
7101502	PIPER PA15
7101602	PIPER PA16
7101604	PIPER PA16
7101702	PIPER PA17
7101802	PIPER PA18
7101804	PIPER PA18
7101806	PIPER PA18
7101808	PIPER PA18
7101809	PIPER PA18
7101810	PIPER PA18
7101811	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

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

FAA	SDR
7101830	PIPER PA18
7101832	PIPER PA18
7101834	PIPER PA18
7101836	PIPER PA18
7101837	PIPER PA18
7101838	PIPER PA18
7101902	PIPER PA18
7101903	PIPER PA18
7101904	PIPER PA18
7101906	PIPER PA18
7102002	PIPER PA20
7102004	PIPER PA20
7102006	PIPER PA20
7102008	PIPER PA20
7102010	PIPER PA20
7102012	PIPER PA20
7102016	PIPER PA20
7102202	PIPER PA22
7102203	PIPER PA22
7102204	PIPER PA22
7102206	PIPER PA22
7102208	PIPER PA22
7102210	PIPER PA22
7102212	PIPER PA22
7102214	PIPER PA22
7102216	PIPER PA22
*PA23	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 PA23
7102402	PIPER PA24
7102403	PIPER PA24
7102404	PIPER PA24
7102406	PIPER PA24
7102407	PIPER PA24
7102408	PIPER PA24
7102409	PIPER PA24
7102502	PIPER PA25
7102503	PIPER PA25
7102504	PIPER PA25
7102508	PIPER PA25
7102510	PIPER PA28
7102801	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
7102812	PIPER PA28
7102813	PIPER PA28
7102814	PIPER PA28
7102815	PIPER PA28
7102816	PIPER PA28
7102817	PIPER PA28
7102818	PIPER PA28
7102819	PIPER PA28
7102824	PIPER PA28
7103002	PIPER PA30
7103015	PIPER PA30
7103902	PIPER PA30
7104002	PIPER PA30
7103102	PIPER PA31
7103104	PIPER PA31
7103105	PIPER PA31
7103110	PIPER PA31
7103120	PIPER PA31
7103124	PIPER PA31T
7103126	PIPER PA31T
7103206	PIPER PA32
7103208	PIPER PA32
7103210	PIPER PA32
7103211	PIPER PA32
7103212	PIPER PA32
7103213	PIPER PA32
7103214	PIPER PA32
7103215	PIPER PA32
7103216	PIPER PA32
7103217	PIPER PA32
7103218	PIPER PA32
7103222	PIPER PA32
7103404	PIPER PA34
7103405	PIPER PA34
7103406	PIPER PA34
7103407	PIPER PA34
7103408	PIPER PA34
7103602	PIPER PA36
7103610	PIPER PA36
7103612	PIPER PA36
7103614	PIPER PA36
7103812	PIPER PA38
7104402	PIPER PA44
7300102	PRATT PRG1
7300104	PRATT PRG1
7300106	PRATT PRG1
0140302	PROPJT200
0140304	PROPJT200
0140306	PROPJT200
0140308	PROPJT200
0140312	PROPJT200
0140314	PROPJT200
5650302	PROPJT200
5650304	PROPJT200
5650306	PROPJT200
5650308	PROPJT200
5650310	PROPJT200
6480116	RANKIN65
6480118	RANKIN65
6480120	RANKIN65
6480122	RANKIN65
6480124	RANKIN65
7480502	RAVEN RX6
05604XT	RAVEN S50
05604XW	RAVEN S50
7480202	RAVEN S50
7480204	RAVEN S50
7480402	RAVEN S55
0560477	RAVEN S60
7480604	RAVEN S60
7480606	RAVEN S60
7480610	RAVEN S60
7530120	REIMS 150
7530124	REIMS 150
7530128	REIMS 150
7530132	REIMS 150
7530134	REIMS 150
7530212	REIMS 150
0144701	RKWELL112
7630302	RKWELL112
7630303	RKWELL112
7630306	RKWELL112
7630307	RKWELL112
7630314	RKWELL112
7630315	RKWELL112
7630316	RKWELL112
0141102	RKWELL500
0141104	RKWELL500
0141106	RKWELL500
0141107	RKWELL500
0141108	RKWELL500
7630410	RKWELL500
0141202	RKWELL520
0141402	RKWELL560
0141404	RKWELL560
0141406	RKWELL560
0141408	RKWELL680
0141602	RKWELL680
0141604	RKWELL680
0141606	RKWELL680
0141608	RKWELL680
0141610	RKWELL680
0141611	RKWELL680
0141612	RKWELL680
0141802	RKWELL680
7630513	RKWELL680
0141712	RKWELL680TP
0141714	RKWELL680TP
0141716	RKWELL680TP
0141718	RKWELL680TP
0141720	RKWELL690TP
0141722	RKWELL690TP
7630515	RKWELL690TP
7630516	RKWELL690TP
7630520	RKWELL700
*NA265	RKWELLNA265
6402602	RKWELLNA265
6402604	RKWELLNA265
6402606	RKWELLNA265
6402608	RKWELLNA265
6402610	RKWELLNA265
6402612	RKWELLNA265
6402614	RKWELLNA265
6402618	RKWELLNA265

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

FAA	SDR
7630101	RKWELLNA265
7630104	RKWELLNA265
7630106	RKWELLNA265
7630107	RKWELLNA265
7630108	RKWELLNA265
3801206	ROLSCHLS
3801208	ROLSCHLS
3801211	ROLSCHLS
3801213	ROLSCHLS
3801214	ROLSCHLS
7830502	RYAN ST3
7830504	RYAN ST3
7830506	RYAN ST3
7830402	RYAN STA
7830404	RYAN STA
38015H2	SCHLERAS15
38015HZ	SCHLERAS15
3801508	SCHLERASW19
3801506	SCHLERASW20
3801559	SCHLERK8
3801563	SCHLERK8
3801567	SCHLERK8
38019VK	SCHLERK8
38019VL	SCHLERK8
3801525	SCHLERKA6
3801528	SCHLERKA6
3801530	SCHLERKA6
3801533	SCHLERKA6
3801535	SCHLERKA6
3801536	SCHLERKA6
3801537	SCHLERKA6
3801540	SCHLERKA6
3801542	SCHLERKA6
3801545	SCHLERKA6
8050101	SCWZERSG1
8050102	SCWZERSG1
8050103	SCWZERSG1
8050104	SCWZERSG1
8050105	SCWZERSG1
8050106	SCWZERSG1
8050107	SCWZERSG1
8050108	SCWZERSG1
8050110	SCWZERSG1
8050111	SCWZERSG1
8050112	SCWZERSG1
8050113	SCWZERSG1
8050114	SCWZERSG1
8050116	SCWZERSG1
8050118	SCWZERSG1
8050120	SCWZERSG1
8050122	SCWZERSG1
8050124	SCWZERSG1
8050126	SCWZERSG1
8050146	SCWZERSG1
8050147	SCWZERSG1
8050148	SCWZERSG1
8050149	SCWZERSG1
8050151	SCWZERSG1
8050501	SCWZERSG1
8050502	SCWZERSG1
8050504	SCWZERSG1
8050515	SCWZERSG1
8053604	SCWZERSG1
8050202	SCWZERSG2
8050204	SCWZERSG2
8050206	SCWZERSG2
8050207	SCWZERSG2
8050210	SCWZERSG2
8050602	SCWZERSG2
8050604	SCWZERSG2
8050606	SCWZERSG2
8050608	SCWZERSG2
8050610	SCWZERSG2
8050612	SCWZERSG2
8050614	SCWZERSG2
8051404	SCWZERSG2
8051604	SCWZERSG2
8051606	SCWZERSG2
8050902	SCWZERTG3A
8070802	SEMCO CLNGER
8071701	SEMCO MODELT
8141602	SKRSKYS55
8141604	SKRSKYS55
8141606	SKRSKYS55
8141615	SKRSKYS55
814161E	SKRSKYS55
814161G	SKRSKYS55
814161J	SKRSKYS55
8141622	SKRSKYS55
8141630	SKRSKYS55
8141632	SKRSKYS55
8141801	SKRSKYS58
8141802	SKRSKYS58
8141804	SKRSKYS58
8141806	SKRSKYS58
8141808	SKRSKYS58
8141811	SKRSKYS58
8141814	SKRSKYS58
8141815	SKRSKYS58
8141831	SKRSKYS58
8141836	SKRSKYS58
8141837	SKRSKYS58
8141839	SKRSKYS58
8141803	SKRSKYS58T
8141805	SKRSKYS58T
8141807	SKRSKYS58T
8141840	SKRSKYS58T
8141842	SKRSKYS58T
0140202	SLINDS100
0140203	SLINDS100
0140204	SLINDS100
0140208	SLINDS100
0140210	SLINDS100
9550102	SLINDS100
9550104	SLINDS100
9550112	SLINDS100
8360602	SMITH 600
8360604	SMITH 600
8360605	SMITH 600
8360606	SMITH 600
8360607	SMITH 600
8360802	SMITH 600
8360806	SMITH 600
8680802	SNIAS 350
8680803	SNIAS 350
8680506	SNIAS SA318
8680508	SNIAS SA318
8680511	SNIAS SA318
8402842	SOCATAMS894
8400125	SOCATARALLYE
8400131	SOCATARALLYE
8400135	SOCATARALLYE
38019VC	SPHRTHCIRRUS
38019VE	SPHRTHCIRRUS
3801925	SPHRTHNIMBUS
38019VD	SPHRTHNIMBUS
38019VF	SPHRTHNIMBUS
38019VG	SPHRTHNIMBUS
38019VJ	SPHRTHNIMBUS
8632002	STNSON10
8632004	STNSON10
8632102	STNSON10
8632104	STNSON10
8632106	STNSON10
8630202	STNSONL5
8630204	STNSONL5
8630206	STNSONL5
8630208	STNSONL5
8630210	STNSONL5
8630212	STNSONL5
8630214	STNSONL5
8631502	STNSONSR9
8631504	STNSONSR9
8631506	STNSONSR9
8631508	STNSONSR9
8631510	STNSONSR9
8631512	STNSONSR9
8631514	STNSONSR9
8631516	STNSONSR9
8631518	STNSONSR9
8631520	STNSONSR9
8631522	STNSONSR9
8631524	STNSONSR9
8631526	STNSONSR9
8631528	STNSONSR9
3080202	STOLAMRC3
3080203	STOLAMRC3
3080204	STOLAMRC3
3080206	STOLAMRC3
5410102	STOLAMRC3
8730202	SUPAC LA
8730204	SUPAC LA
8730206	SUPAC LA
8730208	SUPAC LA
8730302	SUPAC V
8730304	SUPAC V
8730306	SUPAC V
8730308	SUPAC V
*SA226	SWRNGNSA226
8780122	SWRNGNSA226
8780404	SWRNGNSA226
8780405	SWRNGNSA226
8780102	SWRNGNSA26

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

FAA	SDR
8780112	SWRNGNSA26
8850202	TCRAFTA
8850302	TCRAFTBC
8850304	TCRAFTBC
8850306	TCRAFTBC
8850308	TCRAFTBC
8850310	TCRAFTBC
8850312	TCRAFTBC
8850314	TCRAFTBC
8850316	TCRAFTBC
8850318	TCRAFTBC
8850320	TCRAFTBC
8850321	TCRAFTBC
8850322	TCRAFTBC
8850323	TCRAFTBC
8850324	TCRAFTBC
9230902	TCRAFTBC
9230904	TCRAFTBC
9230906	TCRAFTBC
9230908	TCRAFTBC
9230910	TCRAFTBC
9230912	TCRAFTBC
9230914	TCRAFTBC
9230916	TCRAFTBC
9230918	TCRAFTBC
9230920	TCRAFTBC
9230922	TCRAFTBC
9230924	TCRAFTBC
9230926	TCRAFTBC
9230928	TCRAFTBC
8850326	TCRAFTBF
8850328	TCRAFTBF
8850330	TCRAFTBF
8850332	TCRAFTBF
8850334	TCRAFTBF
8850336	TCRAFTBF
8850338	TCRAFTBF
8850340	TCRAFTBF
8850342	TCRAFTBF
8850344	TCRAFTBF
8850346	TCRAFTBL
8850348	TCRAFTBL
8850350	TCRAFTBL
8850352	TCRAFTBL
8850354	TCRAFTBL
8850356	TCRAFTBL
8850358	TCRAFTBL
8890402	TEMCO 11A
8890404	TEMCO 11A
8970105	THUNDRAX7
8970107	THUNDRAX7
8970108	THUNDRAX7
8970110	THUNDRAX7
0190402	TRYTEKK
0190404	TRYTEKK
9230102	UNIVACGC1
9230104	UNIVACGC1
9230106	UNIVACGC1
9230108	UNIVACGC1
9230110	UNIVACGC1
9230112	UNIVACGC1
9230402	UNIVAR108
9230404	UNIVAR108
9230406	UNIVAR108
9230408	UNIVAR108
9230412	UNIVAR108
9230414	UNIVAR108
9230416	UNIVAR108
9230418	UNIVAR108
0420102	JNIVAR415
0420104	UNIVAR415
0420202	UNIVAR415
0420204	UNIVAR415
0420302	UNIVAR415
0420304	UNIVAR415
0420306	UNIVAR415
0420308	JNIVAR415
0420310	UNIVAR415
0420312	JNIVAR415
0420314	UNIVAR415
0420316	UNIVAR415
0420318	UNIVAR415
0420320	UNIVAR415
0420322	UNIVAR415
0420324	UNIVAR415
0420326	JNIVAR415
0420328	UNIVAR415
0420330	JNIVAR415
0420332	UNIVAR415
0420334	JNIVAR415
0420336	UNIVAR415
0420338	UNIVAR415
0420340	UNIVAR415
0420402	UNIVAR415
0420404	JNIVAR415
0420406	UNIVAR415
0420408	UNIVAR415
0420410	UNIVAR415
0420502	UNIVAR415
0420504	UNIVAR415
0420702	UNIVAR415
0420722	UNIVAR415
0540102	UNIVAR415
0540104	JNIVAR415
5872014	UNIVAR415
5872018	UNIVAR415
5940202	VARGA 2150
5940204	VARGA 2150
9601202	WACO ASO
9600702	WACO GXE
9600304	WACO R
9600422	WACO R
9600306	WACO U
9600404	WACO U
9600405	WACO U
9600508	WACO U
9600510	WACO U
9601302	WACO UPF7
9601304	WACO UPF7
9600816	WACO YK
9600818	WACO YK
9600832	WACO YK
9600834	WACO YK
9600835	WACO YK
9600836	WACO YK
9600838	WACO YK
9600840	WACO YK
0190406	WOODHM65
0190712	WOODHM65
0190714	WOODHM65
0190716	WOODHM65
0190718	WOODHM65
0190920	WOODHM65
0190922	WOODHM65
0190924	WOODHM65
0190926	WOODHM65
0190928	WOODHM65
0190930	WOODHM65
0190932	WOODHM65
0190934	WOODHM65
9630404	WTHRLY201
9630406	WTHRLY201
9630408	WTHRLY201
9630410	WTHRLY201

APPENDIX E.

SDR ENGINE GROUP NAME - FAA MANUFACTURER/MODEL CODE TABLE

This table shows the correspondence between the Service Difficulty Reporting (SDR) engine group names and the FAA engine manufacturer/model (MM) codes and appears in alphabetical order by SDR name. The SDR names combine MM codes for engines of similar design into groups for analytic purposes. The table contains entries for all the SDR names appearing in the engine statistics table in the body of this report.

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

SDR	FAA
ALLSN 250C	03002
ALLSN 250C	03011
ALLSN 250C	03013
ALLSN 501D	*501D
ALLSN 501D	03004
ALLSN 501D	03005
ALLSN 501D	03006
AMTRMCMCCULH	42501
ARSRCHTFE731	*TFE7
ARSRCHTFE731	01518
ARSRCHTPE331	*TPE3
ARSRCHTPE331	01502
ARSRCHTPE331	01506
ARSRCHTPE331	01510
ARSRCHTPE331	01512
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 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	*O470
CONT O470	17026
CONT O470	17027
CONT O470	17028
CONT O470	17029
CONT O520	*O520
CONT O520	17032
CONT O520	17035
CONT O520	17040
CONT R670	17016
CONT R670	17018
DHAVXXGIPSY	20004
FCD 6440	26003
FRNKLN4AC150	27002
FRNKLN4AC150	27003
FRNKLN4AC150	27004
FRNKLN4AC176	27006
FRNKLN4AC176	27007
FRNKLN4AC199	27008
FRNKLN4AC199	27009
FRNKLN4AC199	27010
FRNKLN6A4150	27024
FRNKLN6A4165	27025
FRNKLN6A4200	27027
FRNKLN6AB215	27030
FRNKLN6AV335	27020
FRNKLN6AV350	27043
FRNKLN6V4	27033
FRNKLN6V6245	27036
FRNKLN6VS335	27040
GE CF700	*CF70
GE CF700	30010
GE CJ610	*CJ61
GE CJ610	30002
GE CJ610	30006
GE CJ805	*CJ80
GE CJ805	30004
GE CJ805F	30005
GE CT58	*CT58
GE CT58	30001
GE CT58	30008
GLADENK5	37503
GLADENR5	37504
JACOBPR755	35006
JACOBPR755	35007
JACOBPR755	35008
JACOBSR755	35003
JACOBSR915	35005
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	41504
LYC O360	41511
LYC O360	41513
LYC O360	41514
LYC O360	41515
LYC O360	41522
LYC O360	41524
LYC O435	*O435
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	*O540
LYC O540	41355
LYC O540	41530
LYC O540	41531
LYC O540	41532
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
MNASCOC4	43504
OTHER	*AVON
OTHER	*BAST
OTHER	*CF6
OTHER	*R182

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

SDR	FAA
OTHER	00585
OTHER	01505
OTHER	03003
OTHER	03010
OTHER	03012
OTHER	04501
OTHER	17013
OTHER	17030
OTHER	20003
OTHER	26002
OTHER	27005
OTHER	27011
OTHER	27026
OTHER	30020
OTHER	31701
OTHER	37002
OTHER	41549
OTHER	41555
OTHER	49707
OTHER	49708
OTHER	51001
OTHER	52001
OTHER	52047
OTHER	54501
OTHER	54510
OTHER	54517
OTHER	60002
OTHER	60004
OTHER	60005
OTHER	60008
OTHER	60009
OTHER	60012
OTHER	60014
OTHER	60020
OTHER	67018
OTHER	67019
OTHER	67021
OTHER	67024
OTHER	67025
OTHER	67026
OTHER	67027
OTHER	67028
OTHER	67029
OTHER	67030
OTHER	67031
OTHER	67050
PCKARDV1650	49001

SDR		FAA
PWA	JT12	*JT12
PWA	JT12	52042
PWA	JT12	52052
PWA	JT15	52060
PWA	JT15	52112
PWA	JT3C	*JT3C
PWA	JT3C	52036
PWA	JT3D	*JT3D
PWA	JT3D	52039
PWA	JT4	*JT4
PWA	JT4	52037
PWA	JT8	*JT8
PWA	JT8	52044
PWA	JT8	52046
PWA	JT8	52048
PWA	JT8	52049
PWA	JT9	*JT9
PWA	JT9	52050
PWA	PT6	*PT6
PWA	PT6	52043
PWA	PT6	61501
PWA	PT6	61503
PWA	PT6	61504
PWA	PT6	61506
PWA	PT6T	52045
PWA	PT6T	61502
PWA	R1340	*R134
PWA	R1340	52009
PWA	R1340	52010
PWA	R1340	52011
PWA	R1340	52012
PWA	R1340	52016
PWA	R1830	*R183
PWA	R1830	52017
PWA	R1830	52018
PWA	R1830	52019
PWA	R1830	52020
PWA	R2000	*R200
PWA	R2000	52021
PWA	R2000	52023
PWA	R2800	*R280
PWA	R2800	52024
PWA	R2800	52025
PWA	R2800	52026
PWA	R985	*R985
PWA	R985	52006
PWA	R985	52007

SDR		FAA
PWA	R985	52008
RROYCEDART		*DART
RROYCEDART		54503
RROYCEDART		54504
RROYCEDART		54505
RROYCEDART		54506
RROYCEDART		54507
RROYCEDART		54508
RROYCEDART		54509
RROYCEDART		54522
RROYCEDART		54553
RROYCEGIPSY		20005
RROYCEGIPSY		20006
RROYCEGIPSY		20007
RROYCEGIPSY		20008
RROYCERB211		*RB21
RROYCER3211		44554
RROYCERB211		54554
RROYCESPEY		*SPEY
RROYCESPEY		54519
RROYCESPEY		54521
RROYCESPEY		54523
RROYCEVIPER		*VIPE
RROYCEVIPER		10201
RROYCEVIPER		54550
RROYCEVIPER		54552
TMECA ARTST3		60003
TMECA AST14T		60014
TMECA AST2T		60006
TMECA AST3		60007
WARNER165		64504
WARNER185		64505
WARNER50		64503
WRIGHTJ5		67007
WRIGHTR3350		*R335
WRIGHTR3350		67032
WRIGHTR3350		67033
WRIGHTR3350		67034
WRIGHTR3350		67037
WRIGHTR3350		67038
WRIGHTR760		67009
WRIGHTR760		67010
WRIGHTR760		67011
WRIGHTR975		67012
WRIGHTR975		67015

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