2009 GENERAL AVIATION

Statistical Databook & Industry Outlook

GENERAL AVIATION MANUFACTURERS ASSOCIATION

GENERAL AVIATION HAS BECOME one of the world's most important and dynamic industries. As an integral and vital part of the world's transportation system, general aviation provides services and fulfills needs that are more essential to the world economy than ever before. General aviation is millions of people working to bring the advantages of the airplane to communities around the globe. It touches every aspect of our lives and our economy. General aviation represents over one million jobs, billions of dollars of economic activity, and growth for thousands of cities and businesses across the globe.

General aviation is defined as all aviation other than military and scheduled commercial airlines.

CONSIDER THE SCOPE OF GENERAL AVIATION:

+ Over 320,000 general aviation airplanes worldwide, ranging from two-seat training aircraft to intercontinental business jets, are flying today; over 228,000 of those airplanes are based in the United States.
+ General aviation contributes more than $150 billion to the U.S. economy annually and employs more than 1,265,000 people.
+ In the U.S., general aviation aircraft fly over 26 million hours and carry 166 million passengers annually.
+ There are nearly 4,000 paved general aviation airports open to the public in the U.S. By contrast, scheduled airlines serve less than 500 airports.
+ Over two-thirds of all hours flown by general aviation aircraft are for business purposes.
+ General aviation is the primary training ground for most commercial airline pilots.

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ED STIMPSON | 1934-2009

2009 marked the passing of industry pioneer, founding staff member and long-time president of GAMA, Ed Stimpson. Often described as tall, quiet, and effective, Ed was one of the general aviation industry's most respected advocates.

Ed got his start in Washington at the FAA, serving under then Administrator Najeeb Halaby. He worked for the agency through much of the 1960s as its congressional liaison. Ed was hired to handle public affairs and congressional relations when GAMA was formed in 1970. Within one year, he was appointed head of GAMA and remained its leader for a total of nearly 25 years, a period during which he built GAMA into one of the most effective and respected trade associations in Washington.

Whether he was working on the establishment of the aviation trust fund, the 1973 oil crisis, the air traffic controllers strike under President Reagan, or product liability reform that reinvigorated the general aviation industry, Ed's energy, passion and enthusiasm were unmatched and his ability to form coalitions was legendary.

After leaving GAMA in 1996, Ed was appointed by President Clinton as the United States permanent representative to the International Civil Aviation Organization (ICAO) with the rank of ambassador. He ended his tenure at the U.N. agency as vice president of the Assembly in 2004. He was later honored with aviation's most coveted award, the Wright Brothers Memorial Trophy and finally served as chairman of the Flight Safety Foundation.

He was a leader, a mentor, and most importantly, a friend, to countless people within the industry. He remained to the end a champion for general aviation and a true enthusiast whose impact has been felt in the U.S. and around the world.

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2009 MARKET REVIEW

The global economic downturn has dealt a painful blow to the world's general aviation manufacturers. Over the past year, the financial crisis, while centered in North America and Europe, spread to a global level. As new airplane orders dwindled, manufacturers became more focused on managing backlogs to maximize stability. Exacerbating the severe economic challenges, 2009 also saw some politicians and media attack general aviation. Consequently, GAMA and its member companies accelerated their outreach and emphasized the benefits and value that general aviation brings to national and local economies on behalf of thousands of business operators both large and small, and the over one million people whose jobs are sustained by general aviation.

2009 was one of the toughest years the general aviation industry has ever experienced. The global economic crisis which included major constraints on credit, coupled with the mischaracterization of business aviation led some operators to divest from their airplanes, shut down flight departments, and cancel orders for new airplanes. Manufacturers had no choice but to cut production and announce painful layoffs and furloughs. The 2009 shipment and billings figures reflect the reversal of a five year period of double-digit revenue growth.

SHIPMENTS AND BILLINGS

Worldwide general aviation billings declined by 21.4 percent in 2009 to $19.5 billion from the record of $24.8 billion in the previous year. Despite this decline, it is important to note that general aviation manufacturing now accounts for one-fifth of the $100 billion worldwide civil and military aircraft market. General aviation is a significant sector of the worldwide aircraft manufacturing industry and will continue to have a growing share once recovery takes hold.

Worldwide shipments of general aviation airplanes fell for the second year in a row. In 2009, 2,276 units were delivered as compared to 3,967 in 2008, for a 42.6 percent decline.

After five straight years of growth, the business jet sector declined 33.7 percent in 2009. Manufacturers shipped 870 units this year, as compared to 1,313 airplanes in 2008. Despite this challenging economic climate, manufacturers continue to invest in research and development of aviation technologies and business jet programs that will take our industry into a new period of growth and prosperity once recovery takes hold.

The turboprop sector has weathered the economic storm better than the others, showing the smallest decline in 2009. This has

much to do with the turboprop's versatility in delivering cargo and passengers under varied circumstances. In 2009, the industry shipped 441 turboprops, a 17.6 percent decline from the previous year's figure of 535 units.

The piston engine airplane sector experienced the greatest decline at 54.5 percent. Shipments totaled 965 airplanes in 2009, as compared to 2,119 units in 2008. GAMA member companies recognize that new aircraft and technologies that make flying easier and safer stimulate new pilot starts and our member companies are committed to continued product innovation. This is increasingly important given the decline in the pilot population of 28 percent since its peak in 1980. Additionally, the number of active student pilots was down 10.8 percent in 2009 compared to 2008. We are encouraged by the growing light-sport aircraft (LSA) sector which continues to provide an attractive and cost-effective means of entry into the exciting world of aviation for thousands of people.

GLOBAL DELIVERIES

For all manufacturers the fastest-growing markets in 2009 were again outside North America, illustrating the worldwide recognition and acceptance of general aviation as an important business productivity tool supporting economic growth. The share of business jet deliveries going to the North American market was below fifty percent for the first time ever. In 2009, 49.4 percent of business jets were delivered to North American customers, as compared to 53.8 percent in 2008. Europe – home to the world's second-largest business jet fleet– accounted for 26.3 percent of shipments in 2009. Latin America followed Europe at 9.2 percent, Asia Pacific at 8.6 percent and the Middle East and Africa with 6.4 percent.

Like the business jet segment, turboprops and piston powered airplanes are increasingly flowing to markets outside North America. Turboprops saw an especially strong boost in Europe, Latin America and the Middle East and Africa in 2009, as these markets accounted for 17.7 percent, 8.2 percent and 7.9 percent of total shipments, respectively.

In 2009, GAMA's U.S. members generated $4.6 billion in new airplane export revenue. These exports accounted for 50.8 percent of the total value of U.S. manufactured general aviation airplanes – the first time that U.S. manufacturer export billings were more than half of their sales.

CORPORATE AND FRACTIONAL OWNERSHIPS

According to JETNET, LCC, the number of worldwide fractional share owners fell for the first time from 5,179 to 4,881. In response, the total number of airplanes in the fractional fleet decreased 5.2 percent. The number of worldwide corporate operators of general aviation airplanes grew slightly by 3.4 percent and the worldwide fleet grew to 29,617 airplanes.

SAFETY

The worldwide general aviation industry continues to improve upon safety. The United States once again experienced the least number of fatal accidents in a single year since World War II at 273. This represents a reduction in fatal accidents of over 56 percent over the past three decades. This outstanding performance is a testament to the collective and individual efforts of manufacturers, pilots and regulatory authorities. It is a powerful demonstration of our shared commitment to making safety the top priority.

The Federal Aviation Administration is building on this progress to establish a new rate-based target for enhancing general aviation safety as part of the Administrator's Flight Plan. GAMA will continue to work with the agency to meet the FAA's 2020 goal of no more than one fatal accident per 100,000 hours of flight time in general aviation. GAMA and its member companies are similarly engaged with authorities in Europe in our mutual commitment to reduce general aviation accident rates with efforts focused on predictive data analysis. Likewise, the European Aviation Safety Agency (EASA) continues to create a uniform regulatory framework that, if developed through a robust government-industry safety partnership, will enhance general aviation safety in Europe.

At the end of 2009, there were some hopeful signs that the worst of the economic crisis and its impact upon general aviation may be over: the availability of used aircraft was declining, customer utilization of the existing fleet seemed to be stabilizing, the availability of financing was improving and inquiries for new orders were beginning to grow. These are grounds for optimism, but we also know that recovery in the business aviation industry will take time. Our manufacturers continue to plan and invest for the future and our industry will remain a powerful economic engine for growth and prosperity around the world.

INDUSTRY **OUTLOOK**

As general aviation manufacturers look to recover from the economic downturn, they are encouraged by near-term indicators such as decreasing inventory in the used aircraft market and increasing flight activity. The most recent global GDP growth forecast from the International Monetary Fund (IMF) notes that the world economy is "recovering faster than previously anticipated" and the IMF now foresees 3.9 percent global growth in 2010, up three quarters of a percentage point from its prediction made last fall.

In addition, there are signs that corporate profits are beginning to recover, a good indicator for all manufacturers since these profits are historically related to new airplane demand.

While these are reasons for optimism, a full and robust recovery will require pro-growth, pro-manufacturing policies and credit markets that facilitate investment in aircraft.

FAA REAUTHORIZATION

It is essential that the U.S. Congress complete work on a Federal Aviation Administration (FAA) reauthorization bill this year. In the last Congress, the debate over financing of the agency was settled, but the legislation was derailed by issues not related to the reauthorization. We are encouraged by President Obama's fiscal year 2011 budget which does not impose new user fees on general aviation. We hope that future budget submissions continue to rely on a healthy mix of excise taxes and general tax revenue to fund the air transportation system.

Despite the recession, the general aviation community stands by its support for the congressional compromise that increases fuel taxes to fund NextGen, the air traffic control (ATC) modernization effort in the United States. As a proven revenue source, a fuel tax is simple to collect and promotes environmentally friendly practices by encouraging operators to fly as efficiently as possible, thus producing fewer emissions. Passing a reauthorization bill will allow the FAA to obtain the resources needed to move ahead on ATC modernization, safety improvements, and other important programs.

ATC MODERNIZATION

In 2009, important progress was made as we shifted from the planning to the implementation phase of NextGen. Deployment

of ground infrastructure and the publication of the industry-wide technical standard orders (TSOs) for Automatic Dependent Surveillance - Broadcast (ADS-B) avionics equipment were two significant milestones achieved by the FAA.

GAMA will continue to work with the FAA in 2010 as the agency publishes ADS-B requirements as well as guidance for the certification of avionics equipment and installation into aircraft. We also see a public-private partnership to incentivize aircraft equipage as a crucial factor for the acceleration of NextGen. During 2009, a broad aviation coalition worked to promote the benefits of NextGen which include the sustainment or creation of 153,600 jobs by 2012 if sufficient federal funding for equipage is made available in the near-term for ADS-B and performance based navigation.

We also strongly support the parallel and coordinated development of NextGen and Europe's Single European Sky ATM Research (SESAR) initiative. Modernization will not only increase aviation safety, but bring about significant capacity, environmental and efficiency benefits.

ENVIRONMENT

GA manufacturers are continuing their commitment to reduce aircraft emissions. Along with the International Business Aviation Council (IBAC) and its member associations, GAMA announced an aggressive strategy in 2009 to further reduce the industry's greenhouse gas (GHG) emissions.

General aviation's worldwide carbon emissions are approximately 2 percent of all aviation and 0.04 percent of global man-made carbon emissions. Turbine-powered business aviation has established an excellent record of consistently improving fuel efficiency, delivering 40 percent improvement over the past 40 years. Despite this excellent record, the business aviation community has pledged to do even more by committing to the following specific targets:

- Carbon-neutral growth by 2020;
- An improvement in fuel efficiency of an average of 2 percent per year from today until 2020; and,
- A reduction in total carbon emissions of 50 percent by 2050 relative to 2005.

These aggressive targets are largely based on expected developments and advancements in four areas: aircraft technology, infrastructure and operational improvements, alternative fuels, and market based measures. GAMA also firmly believes that any revenues from market-based measures covering aviation must be re-invested in aviation infrastructure, research and development, or incentives for operators to equip with technologies that reduce emissions.

In addition, GAMA is working closely with other industry stakeholders and regulatory authorities toward the development of a clean, effective and safe alternative to leaded aviation gasoline for piston engine airplanes. This includes a transition timeline which balances environmental benefit with aviation safety and economic impact upon the GA industry.

SECURITY

GAMA is committed to working with the Transportation Security Administration (TSA) to harden general aviation against illicit use while ensuring the benefits and utility of using general aviation aircraft are retained. Last year, industry worked with the TSA to refine the proposed Large Aircraft Security Program. GAMA calls on the TSA to move quickly to publish a supplemental rulemaking proposal that incorporates the needed improvements.

We also call on the TSA to complete the rulemaking on aircraft repair station security. It has been pending for nearly six years and delay in finalizing the rule is having a negative impact in aviation growth in key markets.

As we see continued focus on aviation security in 2010, it is essential that we build on the work that has already been done. Since September 11, 2001 many security protocols have been put in place for general aviation charter operators. Background checks and threat assessments are required for non-U.S. citizens seeking flight training, all of general aviation is subject to customs requirement for passenger manifests when entering the United States, anti-money laundering guidelines have been established for aircraft transactions, and the TSA airport watch program is in its ninth successful year of operation. Going forward, our focus must be to assess remaining risk and establish appropriate mitigations.

EXTENDING BONUS DEPRECIATION

In order to help ensure that the recovery of the general aviation manufacturing industry quickly follows improvements in the overall economy, GAMA is calling for the renewal of bonus depreciation for aircraft purchases. In 2009, our members were able to generate sales by promoting the use of bonus depreciation for general aviation airplane products. For example, one GAMA member reported that bonus depreciation accounted for 55 percent of all piston aircraft orders that the company had received in 2009. While helpful this past year, GAMA believes that extending bonus depreciation in 2010 will be even more successful as the economic situation improves and credit becomes more available.

GLOBAL MARKETS

As the global economy emerges from a downturn, key emerging markets like China and India will play an important role in ensuring the long-term health of general and business aviation. These countries have recognized the value of aviation to their economic development and are undertaking the necessary infrastructure improvements. It is equally important that trade, fiscal and regulatory policies in these markets serve as catalysts, not disincentives for the development of a dynamic general aviation industry.

The world's general aviation manufacturers took difficult steps during 2009 to meet the challenges caused by the worldwide economic slowdown. It is now imperative that policies and regulations strengthen general aviation manufacturing. This will fuel economic prosperity and create jobs in a technologically-driven, globally-oriented industry.

As lawmakers around the globe enact legislation and governments write new regulations, we will work hard to ensure that they understand the vital role general aviation plays in economic development, in linking markets, and in creating prosperity and employment.

2010 GAMA AGENDA

INCREASE THE MARGIN OF SAFETY OF GA OPERATIONS

GAMA supports policy and funding initiatives to further aviation safety based on data driven analysis of accidents and incidents. We promote risk-based, targeted interventions including dissemination of safety information and improved pilot training. We work with accident investigation bodies to ensure they have the resources, regulations and legal structure to conduct timely, thorough and objective on-scene accident investigations.

SAFEGUARD GA GROWTH AND VITALITY

GAMA believes that it is absolutely essential that Congress pass a Federal Aviation Administration (FAA) reauthorization bill enabling significant progress on the safety, capacity and environmental benefits offered by the NextGen air traffic control (ATC) system. The final reauthorization bill must also protect the U.S.-European Union (EU) aviation safety bilateral and ensure that the aviation system continues to be funded through the current system of excise taxes and a general treasury contribution. Additionally, GAMA will work with Congress on measures to promote the economic vitality of our industry such as bonus depreciation and incentives for aircraft equipage of NextGen technology. We will protect the General Aviation Revitalization Act and also educate the public, policy makers and media about the vital role general aviation plays in the worldwide economy and air transportation. GAMA will promote sensible economic policies such as aeronautics, alternative fuels and environmental research and oppose fiscal measures that hinder market access and development.

CONTINUOUS IMPROVEMENT IN AIRCRAFT CERTIFICATION PROCESSES

GAMA strives to continuously improve aircraft certification processes and airworthiness safety standards that will be recognized globally. In coordination with FAA and the European Aviation Safety Agency (EASA), we will enhance the safety and efficiency of certification through implementation of robust delegation systems, international cooperation, and development of safety management systems. GAMA advocates that authorities have sufficient resources to ensure safety oversight and timely certification activities.

MAINTAIN GA SECURITY

GAMA will collaborate with the U.S. Transportation Security Administration to ensure implementation of the Large Aircraft Security Program and an improved security regime for domestic and non-U.S. repair stations. Such rulemakings must be based on risk analysis, be cost effective and not place unwarranted burdens on the community.

TRANSFORM THE AIR TRANSPORTATION SYSTEM

GAMA works in the U.S., Europe, and with regional authorities to transform ATC systems to address airline congestion, ensure continued general aviation airspace access, and to achieve tangible environmental benefits. GAMA strives for harmonization of avionics equipage to ensure upgrades are achieved in a cost effective manner. We also advocate for aeronautics research programs at NASA and the European Commission.

PRESERVE AND EXPAND GA ACCESS TO AIRPORTS AND AIRSPACE

GAMA fights efforts to deny GA access to airports and airspace and promotes adherence to existing federal, state, and other legal processes to deal with such issues.

AVIATION AND THE ENVIRONMENT

GAMA partners with industry groups to mitigate general aviation's carbon footprint while ensuring the industry's continued growth and vitality. We strive to ensure the debate over aviation's role in climate change is based on science and recognizes the industry's strong record of efficiency improvements. GAMA is also focused on ensuring a safe, timely and predictable transition to an unleaded aviation gasoline.

FOSTER OPEN MARKETS AND INTERNATIONAL STANDARDS

GAMA advocates toward free trade and open markets for aviation products globally. We strongly support the International Civil Aviation Organization as the appropriate forum for the development and adoption of compatible standards and practices regarding safety, the environment, and security. We cooperate with EASA, the European Commission, and other stakeholders to ensure a smooth transition as EASA implements its expanded authority over operations, flight crew licensing and third country aircraft.

2009 GENERAL AVIATION STATISTICAL DATABOOK

01

General Aviation Shipments and Billings

In the first section of this databook, we publish an overview of general aviation shipment and billings data. GAMA tracks general aviation airplane shipments in three different industry segments: business jets, turboprops, and piston engine airplanes. The data includes a twelve year review of worldwide airplane shipments by manufacturer and model, and a review of general aviation airplane manufacturing in the United States since 1946.

GAMA STATISTICS SUMMARY

AIRPLANE SHIPMENTS BY TYPE: MANUFACTURED WORLDWIDE

	2008	2009	CHANGE
Pistons	2,119	965	-54.5%
Turboprops	535	441	-17.6%
Business Jets	1,313	870	-33.7%
Total Shipments	**3,967**	**2,276**	**-42.6%**
Total Billings	**$24.8B**	**$19.5B**	**-21.4%**

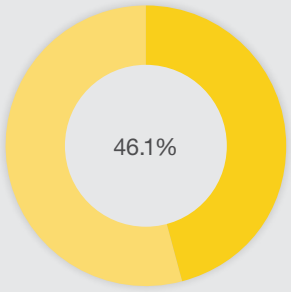
AIRPLANE SHIPMENTS BY TYPE: MANUFACTURED IN U.S.

	2008	2009	CHANGE
Pistons	1,791	804	-55.1%
Turboprops	333	269	-19.2%
Business Jets	955	514	-46.2%
Total Shipments	**3,079**	**1,587**	**-48.5%**
Total Billings	**$13.4B**	**$9.1B**	**-32.0%**

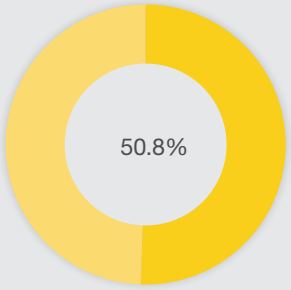
U.S. EXPORTS

	2008	2009	CHANGE
Shipments	1,161	732	-37.0%
Billings	$5.9B	$4.6B	-21.4%

U.S. EXPORTS 2009



Percentage of Total Shipments



Percentage of Total Billings

NOTE: Airplanes are considered to be manufactured in the U.S. if they are produced under a FAA production certificate

NOTE: Exports reflect U.S. manufactured airplanes shipped outside the U.S.

1.1 General Aviation Airplane Shipments by Type of Airplane Manufactured Worldwide (1994-2009)

Year	Grand Total	Single-Engine	Multi-Engine	Total Piston	Turboprop	Turbojet/ Turbofan	Total Turbine
1994	**1,132**	544	77	**621**	233	278	**511**
1995	**1,251**	605	61	**666**	285	300	**585**
1996	**1,437**	731	70	**801**	320	316	**636**
1997	**1,840**	1,043	80	**1,123**	279	438	**717**
1998	**2,457**	1,508	98	**1,606**	336	515	**851**
1999	**2,808**	1,689	112	**1,801**	340	667	**1,007**
2000	**3,147**	1,877	103	**1,980**	415	752	**1,167**
2001R	**2,998**	1,645	147	**1,792**	422	784	**1,206**
2002	**2,677**	1,591	130	**1,721**	280	676	**956**
2003	**2,686**	1,825	71	**1,896**	272	518	**790**
2004R	**2,961**	1,999	52	**2,051**	319	591	**910**
2005R	**3,590**	2,326	139	**2,465**	375	750	**1,125**
2006R	**4,053**	2,513	242	**2,755**	412	886	**1,298**
2007	**4,270**	2,417	258	**2,675**	459	1,136	**1,595**
2008R	**3,967**	1,943	176	**2,119**	535	1,313	**1,848**
2009	**2,276**	895	70	**965**	441	870	**1,311**

R = Revised

Source: GAMA

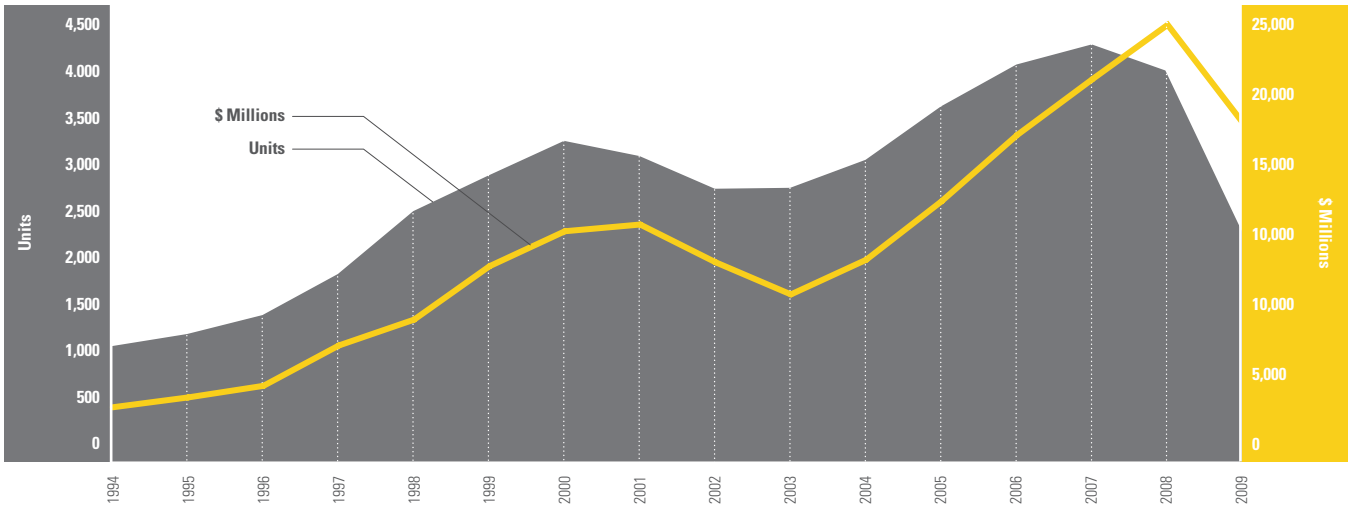
1.2 Estimated Billings (in Millions) for General Aviation Airplane Shipments by Type of Airplane Manufactured Worldwide (1994-2009)

Year	Grand Total	Single Engine	Multi-Engine	Total Piston	Turboprop	Turbojet/ Turbofan	Total Turbine
1994	**3,749**	*	*	**111**	714	2,924	**3,638**
1995	**4,294**	*	*	**169**	774	3,351	**4,125**
1996	**4,936**	*	*	**191**	864	3,881	**4,745**
1997	**7,170**	*	*	**238**	913	6,019	**6,932**
1998	**8,604**	*	*	**377**	1,011	7,216	**8,227**
1999	**11,560**	*	*	**440**	930	10,190	**11,120**
2000	**13,496**	*	*	**512**	1,323	11,661	**12,984**
2001	**13,868**	*	*	**541**	1,210	12,117	**13,327**
2002	**11,778**	*	*	**483**	868	10,427	**11,295**
2003	**9,998**	*	*	**545**	837	8,616	**9,453**
2004	**11,918**	*	*	**692**	997	10,229	**11,226**
2005	**15,156**	*	*	**805**	1,189	13,161	**14,350**
2006	**18,815**	*	*	**857**	1,389	16,569	**17,958**
2007	**21,826**	*	*	**897**	1,582	19,347	**20,929**
2008	**24,766**	*	*	**945**	1,947	21,874	**23,821**
2009	**19,466**	*	*	**444**	1,580	17,443	**19,023**

Some totals do not add up due to rounding.

Source: GAMA

Figure 1.1 General Aviation Airplane Shipments and Billings Worldwide (1994-2009)



1.3 Delivery By Region (in Percent of Total) for General Aviation Airplane Shipments by Type of Airplane Manufactured Worldwide (2007-2009)

Year	Piston					Turboprop					Turbojet / Turbofan				
	North America	Europe	Asia Pacific	Latin America	Middle East and Africa	North America	Europe	Asia Pacific	Latin America	Middle East and Africa	North America	Europe	Asia Pacific	Latin America	Middle East and Africa
2007	66.5	16.3	9.2	5.4	2.7	57.7	15.9	8.3	14.6	3.5	58.3	24.9	4.2	7.5	5.2
2008	68.1	15.2	7.5	7.3	2.0	57.7	22.1	5.8	6.9	7.5	53.8	25.9	4.7	9.4	6.3
2009	59.4	21.2	9.7	6.8	2.8	58.5	17.7	7.7	8.2	7.9	49.4	26.3	8.6	9.2	6.4

The data for Latin America includes the Caribbean.

Source: GAMA

1.4 Worldwide Business Jet Shipments by Manufacturer (1998-2009) (CONTINUED ON NEXT PAGE)

	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Airbus	**0**	**0**	**0**	**5**	**2**	**0**	**0**	**9**	**10**	**12**	**9**	**11**
Airbus Corporate Jet	-	-	-	5	2	0	0	9	10	12	9	11
Avcraft (form. Fairchild)	**0**	**0**	**0**	**4**	**4**	**9**	**9**	**1**	**0**	**0**	**0**	**0**
Envoy 3	-	-	-	4	4	9	9	1	-	-	-	-
Boeing Busines Jet	**7**	**29**	**14**	**16**	**11**	**7**	**3**	**4**	**13**	**7**	**6**	**4**
Boeing Business Jet	7	29	14	11	9	4	2	3	12	7	3	3
Boeing Business Jet 2	-	-	-	5	2	3	1	1	1	0	1	0
Boeing Business Jet 3	-	-	-	-	-	-	-	-	-	-	2	1
Bombardier Business Aircraft	**100**	**173**	**207**	**179**	**101**	**70**	**129**	**188**	**213**	**224**	**245**	**173**
Learjet 31A	22	24	27	17	9	2	-	-	-	-	-	-
Learjet 40/XR	-	-	-	-	-	-	17	21	26	57	48	33
Learjet 45/XR	7	43	71	63	27	17	22	28	30			
Learjet 60	32	32	35	29	17	12	9	18	15	23	26	13
Challenger 300	-	-	-	-	-	1	28	50	55	51	59	33
Challenger 604 / 605	36	42	39	41	31	24	29	36	29	35	44	36
Global 5000	-	-	-	-	-	-	4	17	18	46	51	51
Global Express	3	32	35	29	17	14	20	13	22			
CL 850/870/890	-	-	-	-	-	-	-	5	18	12	17	7
Cessna Aircraft Company	**195**	**216**	**252**	**306**	**305**	**196**	**181**	**247**	**307**	**388**	**466**	**289**
C510 Citation Mustang	-	-	-	-	-	-	-	-	1	45	101	125
C525 Citation CJ1	64	59	56	61	30	22	20	14	-	-	-	-
C525 Citation CJ1+	-	-	-	-	-	-	-	4	25	34	20	14
C525A Citation CJ2	-	-	8	41	86	56	27	23	1	-	-	-
C525A Citation CJ2+	-	-	-	-	-	-	-	-	36	44	56	21
C525B Citation CJ3	-	-	-	-	-	-	6	48	72	78	88	40
C550 Citation Bravo	34	36	54	48	41	31	25	21	18	-	-	-
C560 Citation Ultra	41	32	-	-	-	-	-	-	-	-	-	-
C560 Citation Encore	-	-	6	37	36	21	24	13	12	-	-	-
C560 Citation Encore+	-	-	-	-	-	-	-	-	-	23	28	5
C560 Citation Excel	15	39	79	85	81	48	23	-	-	-	-	-
C560 Citation XLS	-	-	-	-	-	-	32	64	73	82	72	7
C560 Citation XLS+	-	-	-	-	-	-	-	-	-	-	8	37
C650 Citation VII	11	14	12	-	-	-	-	-	-	-	-	-
C680 Citation Sovereign	-	-	-	-	-	-	9	46	57	65	77	33
C750 Citation X	30	36	37	34	31	18	15	14	12	17	16	7
Dassault Falcon Jet	**47**	**69**	**73**	**75**	**66**	**49**	**63**	**51**	**61**	**70**	**72**	**77**
Falcon 50EX	13	11	18	13	10	8	5	5	5	2	1	-
Falcon 900B	5	8	-	-	-	-	-	-	-	-	-	-
Falcon 900C	-	-	6	6	4	3	3	1	-	-	-	-
Falcon 900EX	15	16	23	21	17	6	1	-	-	-	-	-
Falcon 900DX	-	-	-	-	-	-	-	2	4	10	4	1
Falcon 900EX EASy	-	-	-	-	-	4	14	16	16	18	19	17
Falcon 2000	14	34	26	35	35	12	11	6	6	1	-	-
Falcon 2000DX	-	-	-	-	-	-	-	-	-	-	3	1
Falcon 2000EX	-	-	-	-	-	16	10	-	-	-	-	-
Falcon 2000EX EASy	-	-	-	-	-	-	19	21	30	33	24	3
Falcon 2000LX	-	-	-	-	-	-	-	-	-	-	-	23
Falcon 7X	-	-	-	-	-	-	-	-	-	6	21	32
Eclipse Aviation Corporation	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**98**	**161**	**0**
Eclipse 500	-	-	-	-	-	-	-	-	1	98	161	-

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1.4 Worldwide Business Jet Shipments by Manufacturer (1998-2009) CONTINUED FROM PREVIOUS PAGE

	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Embraer	**0**	**0**	**0**	**0**	**8**	**13**	**13**	**20**	**27**	**36**	**38**	**122**
Phenom 100	-	-	-	-	-	-	-	-	-	-	2	97
Phenom 300	-	-	-	-	-	-	-	-	-	-	-	1
Legacy 600	-	-	-	-	8	13	13	20	27	36	36	18
Lineage 1000 / E190 Head of State	-	-	-	-	-	-	-	-	-	-	-	5
Shuttles (ERJs and E-Jets)	-	-	-	-	-	-	-	-	-	-	-	1
Emivest (prev. Sino Swearingen)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**2**
SJ30-2	-	-	-	-	-	-	-	-	1	1	0	2
Gulfstream Aerospace	**75**	**80**	**88**	**101**	**85**	**74**	**78**	**89**	**113**	**138**	**156**	**94**
G100/150 (prev. IAI Astra)	14	9	11	5	9	24	22	26	42	59	68	19
G200 (prev. IAI Galaxy)	-	1	6	25	15							
G300/350/400/450 (p. GIV / GIVSP)	32	39	37	36	29	50	56	63	71	79	88	75
G500/G550 (p. GV / GVSP)	29	31	34	35	32							
Hawker Beechcraft Corporation	**91**	**100**	**118**	**98**	**94**	**100**	**115**	**141**	**140**	**162**	**160**	**98**
Premier I/A	-	-	-	18	29	29	37	30	23	54	31	16
Hawker 400XP	43	45	51	25	19	24	28	53	53	41	35	11
Hawker 750XP	-	-	-	-	-	-	-	-	-	-	23	13
Hawker 800XP	48	55	67	55	46	47	50	58	8	-	-	-
Hawker 850XP	-	-	-	-	-	-	-	-	56	35	15	3
Hawker 900XP	-	-	-	-	-	-	-	-	-	32	50	35
Hawker 4000	-	-	-	-	-	-	-	-	-	-	6	20
Total Number of Airplanes	**515**	**667**	**752**	**784**	**676**	**518**	**591**	**750**	**886**	**1,136**	**1,313**	**870**
% Change	18%	30%	13%	4%	-14%	-23%	14%	27%	18%	28%	16%	-34%
Total Billings for Airplanes ($M)	**7,216**	**10,190**	**11,661**	**12,117**	**10,427**	**8,616**	**10,229**	**13,161**	**16,555**	**19,431**	**21,946**	**17,443**
% Change	20%	41%	14%	4%	-14%	-17%	19%	29%	26%	17%	13%	-21%

1.5 Worldwide Turboprop Airplane Shipments by Manufacturer (1998-2009)

	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Britten-Norman	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
BN-2T Islander	3	0	-	-	-	-	-	-	-	-	-	-
Cessna Aircraft Company	**102**	**87**	**92**	**75**	**80**	**57**	**64**	**86**	**67**	**79**	**101**	**97**
C208 Caravan 675	22	20	16	19	14	8	13	11	8	11	12	12
C208B Grand Caravan	80	67	76	56	66	49	51	75	59	68	89	85
Hawker Beechcraft Corporation	**169**	**177**	**205**	**130**	**82**	**81**	**102**	**114**	**140**	**157**	**172**	**119**
Beechcraft King Air 90	37	41	46	41	21	18	27	35	52	46	66	44
Beechcraft King Air 200	45	55	59	46	26	38	39	37	42	58	54	37
Beechcraft King Air 350	42	45	46	32	24	24	36	42	46	53	52	38
Beechcraft 1900D	45	36	54	11	11	1	-	-	-	-	-	-
Maule Air Incorporated	**0**	**1**	**0**	**3**	**0**	**1**	**2**	**0**	**0**	**0**	**1**	**0**
M-7-420AC	0	0	0	0	0	0	0	0	0	0	1	0
MT-7-420	0	1	0	3	0	1	2	0	0	0	0	0
Pacific Aerospace Corporation	**0**	**0**	**0**	**1**	**0**	**2**	**10**	**10**	**5**	**10**	**15**	**12**
PAC 750XL	-	-	-	1	0	2	10	10	5	10	15	12
Piaggio	**0**	**0**	**6**	**12**	**14**	**12**	**16**	**14**	**19**	**21**	**30**	**24**
P.180 Avanti	n/a	n/a	6	12	14	12	16	13	-	-	-	-
P.180 Avanti II	-	-	-	-	-	-	-	1	19	21	30	24
Pilatus	**51**	**55**	**69**	**70**	**45**	**61**	**70**	**80**	**90**	**92**	**97**	**100**
PC-12	51	55	69	70	45	61	70	80	90	92	97	100
Piper Aircraft, Inc.	**0**	**0**	**18**	**98**	**25**	**24**	**26**	**40**	**49**	**53**	**52**	**29**
PA-46-500 TP Meridian	-	-	18	98	25	24	26	40	49	53	52	29
Quest Aircraft Company	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**7**	**24**
Kodiak 100	-	-	-	-	-	-	-	-	-	1	7	24
SOCATA	**11**	**20**	**25**	**33**	**34**	**34**	**31**	**31**	**42**	**46**	**60**	**36**
TBM 700	11	20	25	33	34	34	31	31	-	-	-	-
TBM 850	-	-	-	-	-	-	-	-	42	46	60	36
Total Number of Airplanes	**336**	**340**	**415**	**422**	**280**	**272**	**321**	**375**	**412**	**459**	**535**	**441**
% Change	20%	1%	22%	2%	-34%	-3%	18%	17%	10%	11%	17%	-18%
Total Billings for Airplanes ($M)	**1,011**	**930**	**1,323**	**1,210**	**868**	**837**	**997**	**1,189**	**1,389**	**1,582**	**1,947**	**1,580**
% Change	11%	-8%	42%	-9%	-28%	-4%	19%	19%	17%	14%	23%	-19%

n/a – Manufacturer did not report

1.6 Worldwide Piston Engine Airplane Shipments by Manufacturer (1998-2009)

	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Adam Aircraft	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**4**	**3**	**0**	**0**
A500	-	-	-	-	-	-	-	2	4	3	-	-
Alpha Aviation	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**13**	**1**	**0**
120T	-	-	-	-	-	-	-	-	-	2	-	-
160A	-	-	-	-	-	-	-	-	5	9	1	-
160Ai	-	-	-	-	-	-	-	-	-	2	0	-
American Champion	**74**	**91**	**96**	**56**	**53**	**63**	**94**	**89**	**60**	**70**	**54**	**26**
7EC Champ	-	-	-	-	-	-	-	-	1	21	7	1
7ECA Aurora	6	9	3	2	3	2	2	3	2	4	3	2
7GCAA Adventurer	11	19	23	8	12	9	12	12	6	6	2	1
7GCBC Citabria Explorer	18	31	22	21	13	12	24	26	16	8	8	4
8GCBC Scout	14	5	23	6	11	8	18	9	14	8	10	8
8KCAB Super Decathlon	25	27	25	19	14	32	38	39	21	23	24	10
Aviat Aircraft	**85**	**83**	**91**	**57**	**38**	**47**	**42**	**47**	**0**	**0**	**0**	**0**
A-1A Husky	58	23	4	-	-	-	-	-	-	-	-	-
A-1B Husky	6	44	76	50	34	37	30	41	n/a	n/a	n/a	n/a
Husky Pup	-	-	-	-	-	3	3	1	n/a	n/a	n/a	n/a
S-2C Pitts	17	16	11	7	4	7	9	5	n/a	n/a	n/a	n/a
Bellanca	**1**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Super Viking 17-30A	1	1	1	1	-	-	-	-	-	-	-	-
Britten-Norman	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
BN-2B Islander	1	1	2	-	-	-	-	-	-	-	-	-
Cessna Aircraft Company	**775**	**899**	**912**	**821**	**559**	**588**	**654**	**822**	**865**	**807**	**733**	**354**
Cessna 172R Skyhawk	358	180	150	107	57	58	32	37	87	133	55	16
Cessna 172S Skyhawk	64	272	340	341	258	291	204	314	322	240	228	110
Cessna 182T Skylane	338	248	267	142	109	118	196	241	140	161	109	58
Cessna T182T Turbo Skylane	-	-	-	96	79	47	133	118	187	140	105	75
Cessna 206H Stationair	12	79	53	41	18	16	22	29	25	20	17	3
Cessna T206H Turbo Stationair	3	120	102	94	38	58	67	83	104	111	95	46
Cessna 350 Corvalis	-	-	-	-	-	-	-	-	-	1	14	5
Cessna 400 Corvalis TT	-	-	-	-	-	-	-	-	-	1	110	41
Columbia Aircraft (prev. Lancair)	**0**	**0**	**5**	**27**	**24**	**51**	**78**	**114**	**185**	**152**	**0**	**0**
Columbia 300	-	-	5	27	24	19	-	-	-	-	-	-
Columbia 350	-	-	-	-	-	32	28	25	39	34	-	-
Columbia 400	-	-	-	-	-	-	50	89	146	118	-	-
Cirrus Design Corporation	**0**	**9**	**95**	**183**	**397**	**469**	**553**	**600**	**721**	**710**	**549**	**268**
Cirrus SR-20	-	9	95	59	105	112	91	116	150	112	115	28
Cirrus SR-22	-	-	-	124	292	355	459	475	565	588	427	240
Cirrus SR-V	-	-	-	-	-	2	3	9	6	10	7	-
Commander Aircraft	**13**	**13**	**20**	**11**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Commander 114AT	-	-	-	-	-	-	-	-	-	-	-	-
Commander 114B	8	8	-	-	-	-	-	-	-	-	-	-
Commander 114TC	5	5	1	-	-	-	-	-	-	-	-	-
Commander 115	-	-	11	5	1	-	-	-	-	-	-	-
Commander 115TC	-	-	8	6	6	-	-	-	-	-	-	-
Diamond Aircraft	**0**	**0**	**0**	**0**	**155**	**228**	**261**	**329**	**438**	**471**	**308**	**150**
DA-20	n/a	n/a	n/a	n/a	70	75	58	54	55	58	69	14
DA-40	-	-	-	n/a	85	153	203	207	220	232	154	98
DA-42	-	-	-	-	-	-	-	68	163	181	85	38
Embraer	**30**	**17**	**17**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
EMB-201A Ipanema	22	-	-	-	-	-	-	-	-	-	-	-
EMB-202 Ipanema	-	12	15	1	-	-	-	-	-	-	-	-
EMB-720 Minuano	1	2	-	-	-	-	-	-	-	-	-	-
EMB-810 Seneca II	7	3	2	-	-	-	-	-	-	-	-	-
Gippsland Aeronautics	**0**	**0**	**0**	**0**	**0**	**19**	**20**	**22**	**20**	**17**	**19**	**11**
GA-8 Airvan	-	-	-	-	-	19	20	22	20	17	19	11

n/a – Manufacturer did not report

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1.6 Worldwide Piston Engine Airplane Shipments by Manufacturer (1998-2009) CONTINUED FROM PREVIOUS PAGE

	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Hawker Beechcraft Corporation	**137**	**144**	**153**	**136**	**83**	**82**	**93**	**99**	**118**	**111**	**103**	**56**
Beechcraft Bonanza A/G36	73	77	85	63	51	55	62	71	80	73	63	36
Beechcraft Bonanza B36TC	22	20	18	26	5	-	-	-	-	-	-	-
Beechcraft Baron B/G58	42	47	50	47	27	27	31	28	38	38	40	20
Liberty Aerospace	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**29**	**38**	**33**	**13**
XL2	-	-	-	-	-	-	-	2	29	38	33	13
Maule Air Incorporated	**63**	**68**	**57**	**54**	**46**	**31**	**25**	**27**	**38**	**36**	**27**	**7**
M-4-180A	-	-	-	-	-	-	-	1	-	-	-	-
M-4-180V	-	-	-	-	-	-	-	-	7	5	-	-
M-6-235	-	-	1	-	-	-	-	-	-	-	-	-
M-7-235, A, B, C	11	24	24	19	21	12	8	11	8	6	7	1
M-7-260, C	2	16	10	11	3	4	3	4	2	4	4	4
MT-7-235	6	4	5	16	12	7	1	2	9	2	6	2
MT-7-260	-	2	1	4	1	-	-	2	4	-	-	-
MX-7-160, C	-	1	-	-	-	-	-	-	-	-	-	-
MX-7-180, A, B, C, AC	11	3	3	1	4	6	5	3	4	6	4	-
MXT-7-160	5	-	-	-	-	-	-	-	-	-	-	-
MXT-7-180, A, AC	28	18	13	3	5	2	8	4	4	12	6	-
M-8-235	-	-	-	-	-	-	-	-	-	1	-	-
Micco	**0**	**0**	**6**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
SP-20	-	-	5	-	-	-	-	-	-	-	-	-
SP-26	-	-	1	10	-	-	-	-	-	-	-	-
Mooney	**93**	**97**	**100**	**29**	**10**	**36**	**37**	**85**	**75**	**79**	**65**	**19**
M20J Allegro	17	-	-	-	-	-	-	-	-	-	-	-
M20K Encore	18	-	-	-	-	-	-	-	-	-	-	-
M20M Bravo	17	25	26	8	-	5	9	20	5	1	-	-
M20R Ovation	41	24	-	-	-	-	-	-	-	-	-	-
M20R Ovation 2	-	10	55	16	8	30	28	65	63	20	21	4
M20S Eagle	-	38	-	-	-	-	-	-	-	-	-	-
M20S Eagle 2	-	-	19	5	2	1	-	-	-	-	-	-
M20TN Acclaim	-	-	-	-	-	-	-	-	7	58	44	15
Piper Aircraft, Inc.	**295**	**341**	**377**	**343**	**265**	**205**	**163**	**193**	**189**	**168**	**216**	**61**
PA-28-161 Warrior III	20	20	43	32	29	31	18	37	19	27	23	8
PA-28-181 Archer III	90	107	102	88	38	49	19	16	29	16	7	1
PA-28R-201 Arrow IV	2	6	18	23	26	16	12	9	5	8	1	0
PA-32-301FT Piper 6X	-	-	-	-	-	10	24	18	10	12	0	-
PA-32-301XTC Piper 6XT	-	-	-	-	-	11	14	16	11	-	-	-
PA-32R-301 Saratoga II HP	27	28	28	22	5	9	9	8	10	-	-	-
PA-32-301T Saratoga II TC	45	52	70	68	45	28	31	37	37	39	12	0
PA-34-220T Seneca V	54	57	42	38	43	28	10	12	26	22	27	7
PA-44-180 Seminole	2	8	11	62	60	16	11	29	11	14	24	5
PA-46-350P Malibu Mirage	55	63	63	10	19	7	15	11	31	30	21	7
PA-46R-350T Matrix	-	-	-	-	-	-	-	-	-	-	101	33
Quartz Mountain Aerospace	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**
QMA 11E	-	-	-	-	-	-	-	-	-	-	11	-
Symphony Aircraft (prev. OMF)	**0**	**0**	**0**	**0**	**0**	**19**	**1**	**10**	**5**	**0**	**0**	**0**
Symphony 160	-	-	-	-	-	19	1	10	5	-	-	-
Pacific Aerospace Corporation	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**
CT/4E Airtrainer	-	-	-	-	-	-	6	-	-	-	-	-
SOCATA	**39**	**37**	**48**	**63**	**70**	**40**	**5**	**9**	**0**	**0**	**0**	**0**
TB-9 Tampico	14	0	2	2	3	2	0	1	-	-	-	-
TB-10	0	2	5	8	7	7	3	4	-	-	-	-
TB-20	20	31	26	33	44	19	2	1	-	-	-	-
TB-21	2	4	8	12	14	9	0	3	-	-	-	-
TB-200	3	0	7	8	2	3	0	0	-	-	-	-
Tiger Aircraft	**0**	**0**	**0**	**0**	**14**	**18**	**19**	**15**	**3**	**0**	**0**	**0**
AG-5B Tiger	-	-	-	-	14	18	19	15	3	-	-	-
Total Number of Airplanes	**1,606**	**1,801**	**1,980**	**1,792**	**1,721**	**1,896**	**2,051**	**2,465**	**2,755**	**2,675**	**2,119**	**965**
% Change	43%	12%	10%	-9%	-4%	10%	8%	20%	12%	-3%	-21%	-54%
Total Billings for Airplanes ($M)	**377**	**440**	**512**	**541**	**483**	**545**	**692**	**805**	**857**	**897**	**945**	**444**
% Change	58%	17%	16%	6%	-11%	13%	27%	16%	6%	5%	5%	-53%

1.7 U.S. Manufactured General Aviation Airplanes by Units Shipped, Number of Companies Reporting and Factory Net Billings (1946-2009)

Year	Units Shipped	Companies Reporting	Factory Net Billings ($Millions)
1946	35,000	-	111.0
1947	15,594	15	57.9
1948	7,037	12	32.4
1949	3,405	11	17.7
1950	3,386	13	19.1
1951	2,302	12	16.8
1952	3,058	8	26.8
1953	3,788	7	34.4
1954	3,071	7	43.4
1955	4,434	7	68.2
1956	6,738	8	103.7
1957	6,118	9	99.6
1958	6,414	10	101.9
1959	7,689	9	129.8
1960	7,588	8	151.2
1961	6,778	8	124.3
1962	6,697	7	136.8
1963	7,569	7	153.4
1964	9,336	8	198.8
1965	11,852	8	318.2
1966	15,768	10	444.9
1967	13,577	14	359.6
1968	13,698	14	425.7
1969	12,457	14	584.5
1970	7,292	13	337.0
1971	7,466	11	321.5
1972	9,774	12	557.6
1973	13,646	12	828.1
1974	14,166	12	909.4
1975	14,056	12	1,032.9
1976	15,451	12	1,225.5
1977	16,904	12	1,488.1
1978	17,811	12	1,781.2
1979	17,048	12	2,165.0
1980	11,877	12	2,486.2
1981	9,457	12	2,919.9
1982	4,266	11	1,999.5
1983	2,691	10	1,469.5
1984	2,431	9	1,680.7
1985	2,029	9	1,430.6
1986	1,495	9	1,261.9
1987	1,085	9	1,363.5
1988R	1,212	11	1,922.9
1989	1,535	11	1,803.9
1990	1,144	14	2,007.5
1991	1,021	14	1,968.3
1992	941	16	1,839.6
1993	964	16	2,143.8
1994	928	13	2,357.1
1995	1,077	13	2,841.9
1996R	1,115	13	3,047.5
1997R	1,549	12	4,592.9
1998	2,200	12	5,761.2
1999	2,504	13	7,843.0
2000	2,816	15	8,558.4
2001R	2,634	14	8,641.1
2002R	2,207	12	7,719.2
2003	2,137	13	6,433.9
2004	2,355	13	6,815.7
2005	2,857	13	8,666.8
2006R	3,147	16	10,367.3
2007	3,279	16	11,940.8
2008	3,079	15	13,348.1
2009	1,587	13	9,081.9

R = Revised

Source: GAMA

1.8 General Aviation Airplane Shipments by Type Manufactured in the U.S. (1960-2009)

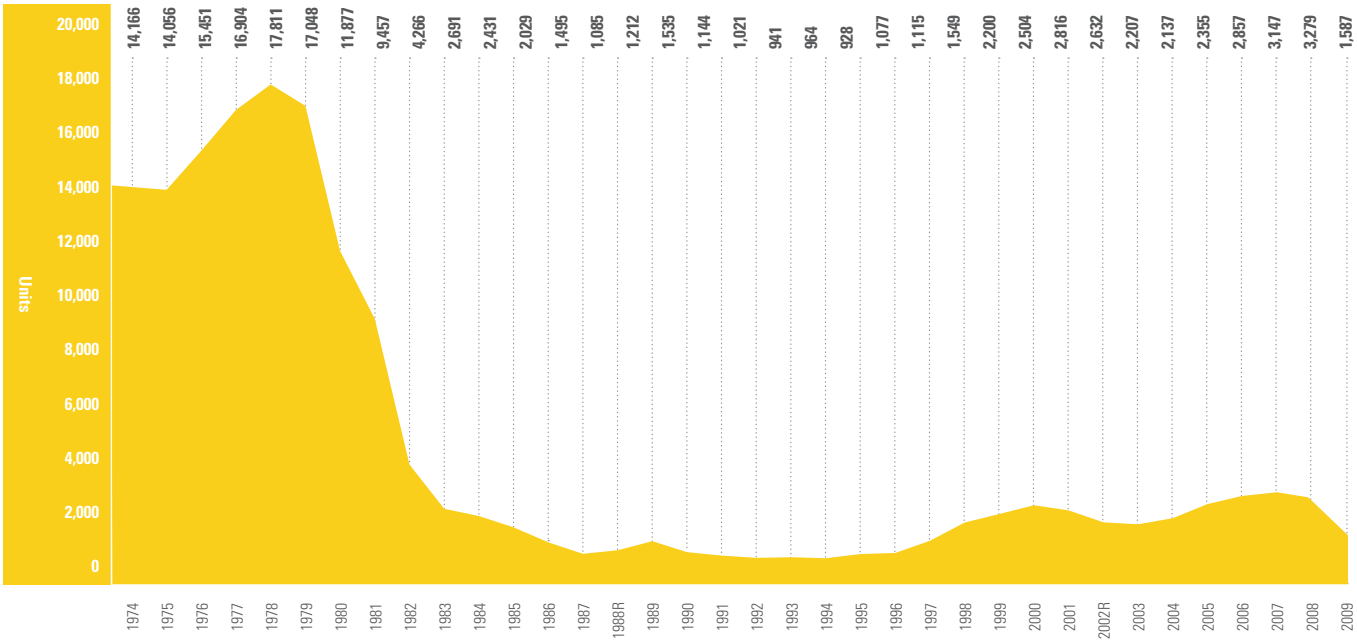
Year	Grand Total	Single-Engine	Multi-Engine	Total Piston	Turboprop	Turbojet/ Turbofan	Total Turbine
1960	**7,588**	6,569	1,019	**7,588**	0	0	**0**
1961	**6,756**	5,995	761	**6,756**	0	0	**0**
1962	**6,697**	5,690	1,007	**6,697**	0	0	**0**
1963	**7,569**	6,248	1,321	**7,569**	0	0	**0**
1964	**9,336**	7,718	1,606	**9,324**	9	3	**12**
1965	**11,852**	9,873	1,780	**11,653**	87	112	**199**
1966	**15,768**	13,250	2,192	**15,442**	165	161	**326**
1967	**13,577**	11,557	1,773	**13,330**	149	98	**247**
1968	**13,698**	11,398	1,959	**13,357**	248	93	**341**
1969	**12,457**	10,054	2,078	**12,132**	214	111	**325**
1970	**7,292**	5,942	1,159	**7,101**	135	56	**191**
1971	**7,466**	6,287	1,043	**7,330**	89	47	**136**
1972	**9,774**	7,898	1,548	**9,446**	179	149	**328**
1973	**13,646**	10,780	2,413	**13,193**	247	206	**453**
1974	**14,166**	11,562	2,135	**13,697**	250	219	**469**
1975	**14,056**	11,439	2,116	**13,555**	305	196	**501**
1976	**15,449**	12,783	2,120	**14,903**	359	187	**546**
1977	**16,907**	14,057	2,195	**16,252**	428	227	**655**
1978	**17,811**	14,398	2,634	**17,032**	548	231	**779**
1979	**17,050**	13,286	2,843	**16,129**	639	282	**921**
1980	**11,860**	8,640	2,116	**10,756**	778	326	**1,104**
1981	**9,457**	6,608	1,542	**8,150**	918	389	**1,307**
1982	**4,266**	2,871	678	**3,549**	458	259	**717**
1983	**2,691**	1,811	417	**2,228**	321	142	**463**
1984	**2,431**	1,620	371	**1,991**	271	169	**440**
1985	**2,029**	1,370	193	**1,563**	321	145	**466**
1986	**1,495**	985	138	**1,123**	250	122	**372**
1987	**1,085**	613	87	**700**	263	122	**385**
1988	**1,143**	628	67	**695**	291	157	**448**
1989	**1,535**	1,023	87	**1,110**	268	157	**425**
1990	**1,144**	608	87	**695**	281	168	**449**
1991	**1,021**	564	49	**613**	222	186	**408**
1992	**941**	552	41	**593**	177	171	**348**
1993	**964**	516	39	**555**	211	198	**409**
1994R	**929**	444	55	**499**	208	222	**430**
1995	**1,077**	515	61	**576**	255	246	**501**
1996R	**1,171**	607	42	**649**	289	233	**522**
1997R	**1,562**	898	86	**984**	236	342	**578**
1998R	**2,212**	1,434	94	**1,528**	271	413	**684**
1999R	**2,530**	1,634	114	**1,748**	265	517	**782**
2000R	**2,816**	1,810	103	**1,913**	315	588	**903**
2001R	**2,631**	1,581	147	**1,728**	303	600	**903**
2002R	**2,207**	1,366	130	**1,496**	187	524	**711**
2003	**2,137**	1,519	71	**1,590**	163	384	**547**
2004	**2,355**	1,706	52	**1,758**	194	403	**597**
2005	**2,857**	2,024	71	**2,095**	240	522	**762**
2006R	**3,147**	2,208	79	**2,287**	256	604	**860**
2007	**3,279**	2,097	77	**2,174**	290	815	**1,105**
2008	**3,079**	1,700	91	**1,791**	333	955	**1,288**
2009	**1,587**	772	32	**804**	269	514	**783**

R = Revised

Source: GAMA

This table was updated for turboprops in the 2008 data book for the years 1994 and 1996 through 2002 due to an entry error in earlier data books.

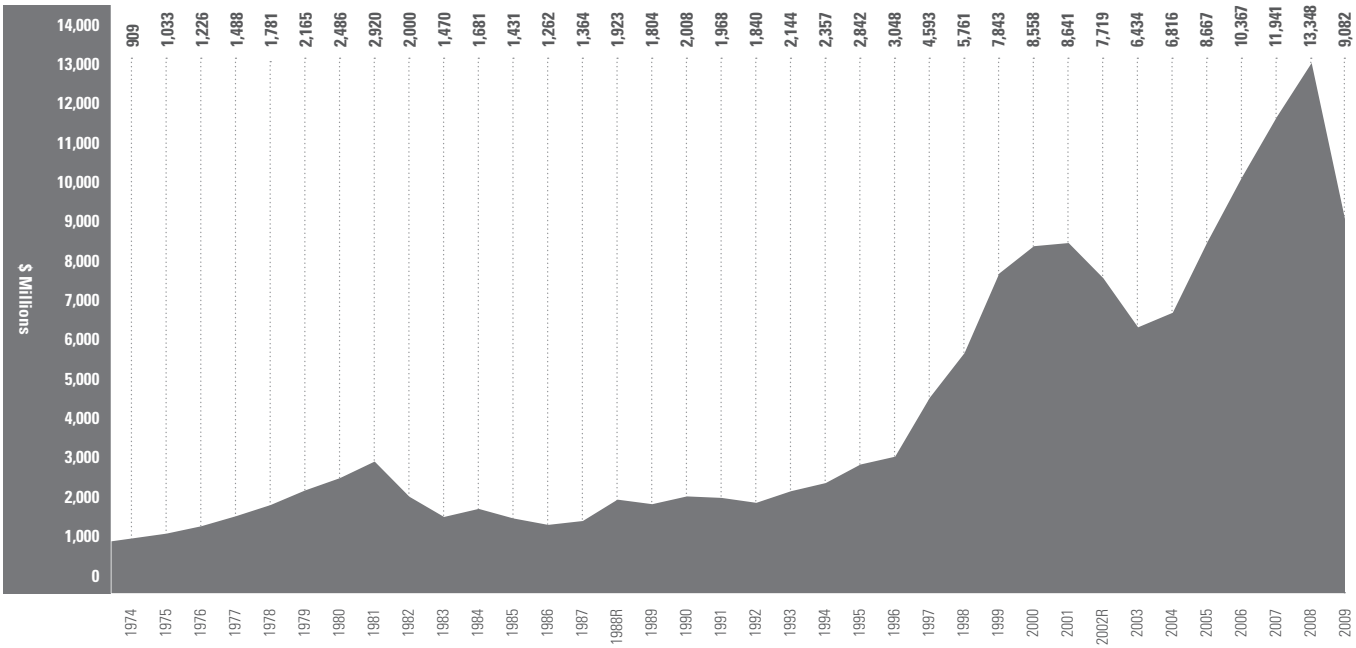
FIGURE 1.2 General Aviation Shipments of Airplanes Manufactured in the U.S. (1974-2009)



R = Revised

Source: GAMA

FIGURE 1.3 General Aviation Billings of Airplanes Manufactured in the U.S. (1974-2009)



R = Revised

Source: GAMA

1.9 Estimated Billings (in Millions) for U.S. Manufactured General Aviation Airplane Shipments by Type (1978-2009)

Year	Grand Total	Single-Engine	Multi-Engine	Total Piston	Turboprop	Turbojet/ Turbofan	Total Turbine
1978	**$1,781**	$516	$493	**$1,009**	$394	$378	**$772**
1979	**2,165**	523	555	**1,078**	548	540	**1,088**
1980	**2,486**	391	403	**794**	875	816	**1,691**
1981	**2,920**	327	348	**675**	1,120	1,125	**2,245**
1982	**2,000**	200	220	**420**	590	990	**1,580**
1983	**1,470**	145	115	**260**	460	750	**1,210**
1984	**1,681**	147	133	**280**	436	966	**1,402**
1985	**1,431**	126	68	**194**	524	713	**1,237**
1986	**1,262**	80	43	**123**	430	709	**1,139**
1987	**1,364**	80	18	**98**	477	789	**1,266**
1988	**1,918**	66	12	**78**	596	1,242	**1,838**
1989	**1,804**	104	24	**128**	524	1,149	**1,673**
1990	**2,008**	68	24	**92**	644	1,272	**1,916**
1991	**1,968**	*	*	**93**	527	1,348	**1,875**
1992	**1,840**	*	*	**96**	460	1,284	**1,744**
1993	**2,144**	*	*	**76**	595	1,473	**2,068**
1994	**2,357**	*	*	**81**	595	1,681	**2,276**
1995	**2,842**	*	*	**123**	653	2,066	**2,719**
1996	**3,048**	*	*	**142**	715	2,191	**2,906**
1997	**4,580**	*	*	**200**	727	3,653	**4,380**
1998	**5,761**	*	*	**330**	763	4,668	**5,431**
1999	**7,843**	*	*	**385**	658	6,800	**7,458**
2000	**8,558**	*	*	**446**	934	7,178	**8,112**
2001	**8,641**	*	*	**471**	742	7,428	**8,170**
2002R	**7,719**	*	*	**389**	487	6,843	**7,330**
2003	**6,434**	*	*	**440**	411	5,583	**5,994**
2004	**6,816**	*	*	**568**	555	5,693	**6,248**
2005	**8,667**	*	*	**712**	749	7,205	**7,954**
2006R	**10,367**	*	*	**722**	853	8,792	**9,645**
2007	**11,941**	*	*	**712**	1,001	10,227	**11,228**
2008	**13,348**	*	*	**836**	1,172	11,340	**12,513**
2009	**9,082**	*	*	**389**	872	7,821	**8,693**

R = Revised
Some totals do not add up due to rounding.

Source: GAMA

1.10 U.S. Manufactured General Aviation Airplane Shipments by Year and Quarter (1978-2009)

Year	Quarter I	Quarter II	Quarter III	Quarter IV	Year End
1978	4,176	4,621	4,672	4,342	17,811
1979	4,259	4,602	4,426	3,761	17,048
1980	3,512	2,756	2,796	2,813	11,877
1981	2,389	2,631	2,529	1,908	9,457
1982	1,390	1,126	890	860	4,266
1983	659	709	717	606	2,691
1984	523	563	681	664	2,431
1985	455	519	581	474	2,029
1986	285	364	393	453	1,495
1987	227	330	239	289	1,085
1988	260	291	252	340	1,143
1989	304	361	425	445	1,535
1990	269	294	274	297	1,144
1991	250	262	237	272	1,021
1992	193	200	238	225	941
1993	170	194	246	260	964
1994	181	225	209	266	928
1995	208	248	257	315	1,077
1996	229	284	230	310	1,115
1997	253	337	367	525	1,549
1998	481	486	546	602	2,200
1999	502	611	606	702	2,504
2000	613	704	685	712	2,816
2001	568	711	586	673	2,632
2002	442	576	510	641	2,207
2003	393	526	492	679	2,137
2004	416	466	641	790	2,355
2005	496	726	700	888	2,857
2006R	676	785	786	900	3,147
2007	628	790	787	1,074	3,279
2008	558	878	860	783	3,079
2009	310	408	390	479	1,587

R = Revised

Source: GAMA

Quarterly figures do not add up to annual because some manufacturers reported annual shipments only.

1.11 U.S. Civil Airplane Imports and Dollar Value (in Millions) (2004-2008)

	2004		2005		2006		2007		2008	
	Units	Dollars	Units	Dollars	Units	Dollars	Units	Dollars	Units	Dollars
Single-Engine	293	$228.8	313	$255.5	394	$334.4	388	$304.7	376	$456.0
Multi-Engine Under 4,400 lbs	1	$0.1	0	$0.0	37	$17.5	81	$37.7	37	$17.2
Multi-Engine 4,400-10,000 lbs	9	$33.8	13	$57.2	19	$87.8	20	$105.4	20	$104.1
Multi-Engine–Turbojet/Turbofan 10,000-33,000 lbs.	237	$4,275.0	184	$3,367.0	189	$3,496.0	219	$3,998.3	188	$3,489.2
Multi-Engine–Other (Including Turboshaft) 10,000-33,000 lbs.	4	$63.8	2	$6.2	6	$50.7	4	$69.5	-	-
Total	**544**	**$4,601.5**	**512**	**$3,679.8**	**645**	**$3,986.3**	**712**	**$4,515.7**	**621**	**$4,066.4**

Note: DoC data includes regional jets and regional turboprop airplanes in the 10,000–33,000 lbs category.

Source: Aerospace Industries Association from Department of Commerce Data

1.12 U.S. Manufactured General Aviation Airplane Exports (1978-2009)

Year	Units Exported	% of Total Production	Export Billings $ (in Millions)	% of Total Billings
1978	3,612	20.3%	$486.7	27.3%
1979	3,995	23.4%	600.9	27.8%
1980	3,555	29.9%	756.4	30.4%
1981	2,270	24.0%	749.0	25.7%
1982	1,162	27.2%	650.2	32.5%
1983	513	19.1%	316.5	21.5%
1984	334	13.7%	260.7	15.5%
1985	354	17.4%	230.0	16.1%
1986	441	29.5%	343.6	27.2%
1987	439	40.5%	469.3	34.4%
1988	425	37.2%	626.8	32.7%
1989	566	36.9%	587.0	32.5%
1990	458	40.0%	872.2	43.4%
1991	382	37.4%	807.0	41.0%
1992	353	39.0%	608.7	33.0%
1993	349	36.2%	856.8	40.0%
1994	277	29.8%	684.2	29.0%
1995	315	29.3%	815.9	28.7%
1996	345	30.5%	903.0	28.9%
1997	449	28.6%	1,504.6	32.2%
1998R	535	24.1%	1,640.1	27.9%
1999	562	22.3%	2,503.8	31.6%
2000	569	20.2%	1,957.5	22.9%
2001	505	19.2%	2,380.6	27.5%
2002R	372	16.8%	1,980.9	25.4%
2003	336	15.7%	1,218.2	18.9%
2004	333	14.1%	1,419.6	20.8%
2005	557	19.5%	2,585.9	29.8%
2006	891	28.3%	4,395.5	42.4%
2007	1,142	34.8%	4,587.0	38.4%
2008	1,161	37.7%	5,863.8	43.9%
2009	732	46.1%	4,612.7	50.8%

R = Revised

Source: GAMA

1.13 U.S. Manufactured General Aviation Airplane Exports by Type (1978-2009)

Year	Single-Engine Piston	Multi-Engine Piston	Turboprop	Turbojet/ Turbofan
1978	2,712	652	166	82
1979	2,942	774	181	98
1980	2,565	635	245	110
1981	1,546	363	259	102
1982	718	227	135	82
1983	298	119	66	30
1984	199	79	25	31
1985	208	69	49	28
1986	272	69	68	32
1987	252	60	78	49
1988	220	52	91	62
1989	385	46	78	57
1990	224	57	86	91
1991	204	25	74	79
1992	196	16	90	51
1993	149	23	109	68
1994	84	42	84	67
1995	130	30	85	70
1996	126	24	135	60
1997	199	25	126	99
1998	268	30	131	106
1999	237	23	42	158
2000	285	24	112	148
2001	175	42	118	170
2002	135	23	79	136
2003	168	22	52	94
2004	181	9	55	88
2005	301	18	66	172
2006	535	30	74	252
2007	665	33	131	313
2008	556	40	175	410
2009	341	15	121	255

Source: GAMA

02

General Aviation Fleet and Flight Activity

In the United States there are over 228,000 active aircraft which are used in corporate and business aviation, in emergency medical service and for personal recreation. These aircraft fly over 26 million hours each year, two-thirds of which are for business purposes. Around the world, an estimated 320,000 general aviation aircraft are in operation, flying in excess of 35 million hours per year.

This section provides a detailed overview of the Federal Aviation Administration (FAA) General Aviation and FAR Part 135 Activity Survey data, including an overview of the active general aviation fleet and the hours flown based on primary operating category.

The FAA's GA survey categorizes the uses of general aviation aircraft as follows: personal and recreational flying; corporate and executive flying (flying with a paid, professional crew); and business transportation (individual use of an airplane without a paid, professional crew). In addition, the following forms of business operations are included in general aviation operations: instructional flying (operations under the supervision of a flight instructor); sight-seeing (commercial sight-seeing operations under FAR Part 91); and on-demand FAR Part 135 operations including air taxi, charter, and aero-medical operations.

2.1 Active General Aviation and On-Demand FAR Part 135 Number of Aircraft by Primary Use by Aircraft Type (2008)

		General Aviation FAR Part 91 Use												On-Demand FAR Part 135 Use		
Aircraft Type	Total Active	Personal	Business	Corporate	Instruc-tional	Aerial Apps	Aerial Obs	Aerial Other	External Load	Other Work	Sight See	Air Med [1]	Other	Air Taxi [2]	Air Tours	Air Med
Total All Aircraft	**228,663**	**154,417**	**22,432**	**11,715**	**14,975**	**3,106**	**5,304**	**1,036**	**374**	**934**	**673**	**411**	**4,786**	**6,873**	**389**	**1,237**
% Std. Error	1.6	2.3	1.9	0.9	1.8	1.3	1.3	1.2	0.7	1.7	1.2	1.4	1.7	0.7	0.7	0.6
Piston Total	**163,013**	**118,929**	**18,854**	**1,874**	**12,055**	**1,389**	**2,943**	**499**	**0**	**642**	**70**	**222**	**3,131**	**2,261**	**64**	**80**
% Std. Error	2.4	3.2	2.2	1.9	2.1	4.8	2.1	2.4		3.2	1.1	2.7	2.5	0.7	0.8	0.7
One Engine	145,497	110,559	14,285	623	11,023	1,341	2,738	364	0	595	67	168	2,703	974	50	9
Two Engine	17,515	8,370	4,568	1,251	1,032	49	205	135	0	47	3	55	428	1,287	14	71
Turboprop Total	**8,906**	**1,354**	**1,562**	**2,158**	**125**	**1,163**	**538**	**166**	**0**	**45**	**3**	**47**	**117**	**1,393**	**40**	**196**
% Std. Error	0.3	0.4	0.4	0.4	0.4	0.4	0.5	0.4		0.4		0.4	0.4	0.3	0.3	0.3
One Engine Total	3,450	547	597	391	49	1,138	26	60	0	24	0	14	31	509	40	25
Two Engine Total	5,456	807	966	1,767	76	25	512	106	0	21	3	33	86	884	0	172
Turbojet Total	**11,042**	**1,030**	**835**	**7,070**	**43**	**8**	**11**	**12**	**0**	**22**	**3**	**10**	**165**	**1,724**	**0**	**106**
% Std. Error	0.3	0.4	0.4	0.4	0.4	0.6	0.5	0.5		0.5		0.3	0.4	0.3		0.3
Rotorcraft Total	**9,876**	**1,614**	**420**	**342**	**1,405**	**465**	**1,652**	**327**	**368**	**81**	**108**	**127**	**458**	**1,427**	**252**	**832**
% Std. Error	0.6	1.1	1.1	1.0	1.0	1.0	0.9	0.8	0.8	0.7	1.1	1.2	1.1	0.7	0.7	0.6
Piston Total	3,498	1,322	245	27	1,037	180	288	33	0	11	76	3	216	50	10	0
Turbine Total	6,378	291	175	315	368	285	1,364	294	368	70	32	124	242	1,377	241	832
- One Engine Turbine	5,007	259	147	183	365	282	1,299	250	283	37	32	50	172	985	231	431
- Two Engine Turbine	1,371	32	28	132	3	3	65	44	84	33	0	74	70	392	10	401
Gliders Total	**1,914**	**1,594**	**1**	**8**	**269**	**0**	**0**	**0**	**0**	**8**	**14**	**0**	**20**	**0**	**0**	**0**
Lighter-Than-Air Total	**3,738**	**2,935**	**12**	**32**	**178**	**0**	**4**	**0**	**0**	**50**	**461**	**3**	**29**	**0**	**34**	**0**
Experimental Total	**23,364**	**20,814**	**698**	**222**	**435**	**77**	**138**	**33**	**4**	**83**	**9**	**2**	**759**	**68**	**0**	**22**
Amateur Built	19,767	18,290	476	75	346	5	75	0	2	22	2	2	472	0	0	0
Exhibition	2,096	1,824	38	8	49	4	0	4	0	26	0	0	142	0	0	0
Other	1,501	700	183	139	40	67	63	29	3	35	7	0	145	68	0	22
Light-Sport Total [3]	**6,811**	**6,147**	**50**	**8**	**465**	**4**	**18**	**0**	**2**	**4**	**6**	**0**	**107**	**0**	**0**	**0**

1. Excludes Air Medical Services conducted under FAR Part 135.

Source: FAA

2. Excludes Air Tour and Air Medical FAR Part 135.

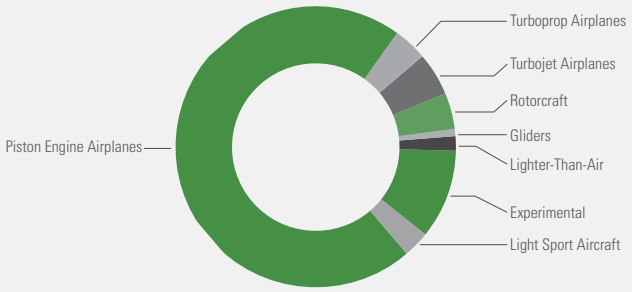
3. Estimated number of light-sport aircraft has increased significantly in 2007 due to mandatory regulatory process changes.

The Use Categories are defined as part of the FAA General Aviation and Part 135 Activity survey. Starting in 2004, FAR Part 135 Air Taxi, Air Tours, Air Medical, and Commuter use categories were added and tabulated separately from other general use categories. Beginning in 2004, commuter activity is excluded from all estimates. 2003 and prior, commuter activity was included in the Air Taxi use category. Table cells that are populated by a small number of aircraft may display relatively high standard errors for the corresponding estimates. Estimates in these types of categories also may vary noticeably from year to year and should be interpreted with caution. Columns may not add to totals due to rounding procedures.

In 2004, the FAA expanded the General Aviation Air Taxi Activity & Avionics Survey to include 100 percent of turbine and non-scheduled Part 135 airplanes. Similarly, 100 percent of aircraft in Alaska were also surveyed. Furthermore, the FAA Registry sample was also adjusted. This change in survey methodology resulted in improved accuracy in the GAATAA information.

FIGURE 2.1 Active General Aviation and On-Demand FAR Part 135 Aircraft by Type (2008)

Piston Engine Airplanes	163,013
Turboprop Airplanes	8,906
Turbojet Airplanes	11,042
Rotorcraft	9,876
Gliders	1,914
Lighter-Than-Air	3,738
Experimental	23,364
Light Sport Aircraft	6,811



2.2 Active General Aviation and On-Demand FAR Part 135 Total Hours Flown (in Thousands) by Actual Use by Aircraft Type (2008)

		General Aviation FAR Part 91 Use												On-Demand FAR Part 135 Use		
Aircraft Type	Total Hours	Personal	Business	Corporate	Instruc-tional	Aerial Apps	Aerial Obs	Aerial Other	External Load	Other Work	Sight See	Air Med [1]	Other	Air Taxi [2]	Air Tours	Air Med
Total All Aircraft	**26,009**	**8,279**	**2,505**	**3,092**	**4,427**	**922**	**1,427**	**266**	**153**	**317**	**152**	**108**	**1,154**	**2,371**	**271**	**563**
% Std. Error	1.1	1.1	2.3	3.5	3.7	7.0	6.0	9.3	17.6	12.3	15.1	13.2	3.6	4.3	17.0	8.6
Piston Total	**15,074**	**6,481**	**1,943**	**354**	**3,695**	**308**	**620**	**92**	**1**	**212**	**58**	**42**	**572**	**632**	**32**	**32**
% Std. Error	2.1	1.9	3.4	18.4	6.6	16.5	14.5	29.1	88.9	23.8	14.6	17.6	7.3	12.4	41.9	45.3
One Engine	12,746	5,913	1,486	74	3,266	300	563	71	1	208	55	34	484	262	25	5
Two Engine	2,328	568	458	280	429	8	57	21	0	5	3	7	88	370	7	27
Turboprop Total	**2,457**	**199**	**238**	**520**	**33**	**475**	**231**	**79**	**-**	**12**	**1**	**19**	**87**	**457**	**18**	**87**
% Std. Error	1.2	3.2	4.6	3.0	8.3	4.0	5.7	5.3		18.7	40.1	17.3	4.8	4.0	19.8	8.9
One Engine Total	1,070	79	84	119	14	470	11	12	-	7	1	6	44	194	18	11
Two Engine Total	1,386	121	154	401	19	4	220	67	-	5	1	12	43	263	0	75
Turbojet Total	**3,600**	**251**	**194**	**2,095**	**9**	**3**	**8**	**1**	**-**	**8**	**7**	**4**	**301**	**662**	**-**	**56**
% Std. Error	0.8	2.7	4.5	1.1	9.8	39.3	40.5	32.8		23.7	65.5	21.4	3.0	2.2	-	9.3
Rotorcraft Total	**3,222**	**119**	**44**	**63**	**584**	**118**	**536**	**89**	**151**	**71**	**53**	**43**	**144**	**603**	**220**	**385**
% Std. Error	1.2	5.0	5.8	7.8	3.6	7.9	3.8	6.3	7.1	11.8	13.5	9.7	3.7	3.9	8.1	4.1
Piston Total	751	94	25	5	369	35	101	5	3	4	41	0	44	13	12	0
Turbine Total	2,470	25	18	59	216	83	435	83	147	67	11	43	100	590	208	385
- One Engine Turbine	1,921	22	15	33	211	81	413	62	126	41	11	24	68	414	200	199
- Two Engine Turbine	549	3	4	26	5	2	21	21	21	26	0	19	32	176	8	186
Gliders Total	**96**	**66**	**0**	**0**	**24**	**0**	**-**	**-**	**-**	**0**	**4**	**-**	**1**	**-**	**-**	**-**
Lighter-Than-Air Total	**113**	**54**	**2**	**21**	**5**	**0**	**0**	**-**	**-**	**2**	**26**	**0**	**1**	**1**	**1**	**-**
Experimental Total	**1,155**	**873**	**79**	**38**	**34**	**19**	**30**	**5**	**1**	**11**	**3**	**0**	**42**	**16**	**0**	**3**
Amateur Built	872	759	49	2	25	0	7	-	1	5	1	0	23	-	-	-
Exhibition	92	74	2	1	3	1	0	1	-	2	0	-	7	-	-	-
Other	192	41	28	35	5	17	23	4	0	4	2	0	12	16	0	3
Light-Sport Total [3]	**293**	**236**	**5**	**1**	**43**	**0**	**2**	**-**	**0**	**0**	**0**	**0**	**6**	**-**	**-**	**-**

1. Excludes Air Medical Services conducted under FAR Part 135.

Source: FAA

2. Excludes Air Tour and Air Medical FAR Part 135.

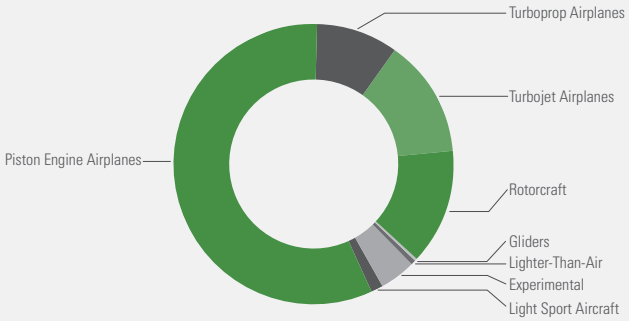
3. Estimated number of light-sport aircraft has increased significantly in 2007 due to mandatory regulation process changes.

The Use Categories are defined as part of the FAA General Aviation and Part 135 Activity survey. Starting in 2004, FAR Part 135 Air Taxi, Air Tours, Air Medical, and Commuter use categories were added and tabulated separately from other general use categories. Beginning in 2004, commuter activity is excluded from all estimates. 2003 and prior, commuter activity was included in the Air Taxi use category. Table cells that are populated by a small number of hours may display relatively high standard errors for the corresponding estimates. Estimates in these types of categories also may vary noticeably from year to year and should be interpreted with caution. Columns may not add to totals due to rounding procedures.

In 2004, the FAA expanded the General Aviation Air Taxi Activity & Avionics Survey to include 100 percent of turbine and non-scheduled Part 135 airplanes. Similarly, 100 percent of aircraft in Alaska were also surveyed. Furthermore, the FAA Registry sample was also adjusted. This change in survey methodology resulted in improved accuracy in the GAATAA information.

FIGURE 2.2 Active General Aviation and On-Demand FAR Part 135 Total Hours Flown (in Thousands) by Aircraft Type (2008)

Piston Engine Airplanes	15,074
Turboprop Airplanes	2,457
Turbojet Airplanes	3,600
Rotorcraft	3,222
Gliders	96
Lighter-Than-Air	113
Experimental	1,155
Light Sport Aircraft	293



2.3 Active General Aviation and On-Demand FAR Part 135 Aircraft by Type (1980-2008)

Calendar Year	Total Aircraft	Airplane			Rotorcraft		Balloons, Dirigibles, Gliders	Experimental	Light Sport Aircraft
		Piston	Turboprop	Turbojet	Piston	Turbine			
1980	**211,039**	193,012	4,089	2,992	2,794	3,207	4,945	*	*
1981	**213,219**	193,367	4,659	3,170	3,250	3,724	5,049	*	*
1982	**209,778**	189,195	5,186	3,996	2,419	3,749	5,233	*	*
1983	**213,292**	191,479	5,453	3,898	2,541	3,998	5,923	*	*
1984	**220,941**	197,442	5,808	4,320	2,936	4,160	6,275	*	*
1985	**210,853**	188,191	5,607	4,374	2,877	3,541	6,263	*	*
1986	**219,325**	195,647	5,244	4,481	2,921	4,022	7,010	*	*
1987	**217,202**	194,454	5,274	4,358	2,813	3,520	6,783	*	*
1988	**210,246**	187,536	5,259	4,188	2,584	3,822	6,857	*	*
1989	**219,738**	193,815	6,324	4,402	3,244	4,232	7,721	*	*
1990	**212,230**	187,774	5,652	4,375	3,459	3,938	7,032	*	*
1991	**196,874**	173,518	4,941	4,126	2,390	3,848	8,051	*	*
1992	**185,650**	162,881	4,786	4,004	2,348	3,631	8,000	*	*
1993	**177,120**	149,156	4,116	3,663	1,846	2,875	5,037	10,426	*
1994	**172,935**	142,152	4,092	3,914	1,627	3,101	5,906	12,144	*
1995	**188,089**	152,788	4,995	4,559	1,863	3,967	4,741	15,176	*
1996	**191,129**	153,551	5,716	4,424	2,507	4,063	4,244	16,625	*
1997	**192,414**	156,056	5,619	5,178	2,259	4,527	4,092	14,680	*
1998	**204,710**	162,963	6,174	6,066	2,545	4,881	5,580	16,502	*
1999	**219,464**	171,923	5,679	7,120	2,564	4,884	6,765	20,528	*
2000	**217,534**	170,513	5,762	7,001	2,680	4,470	6,701	20,407	*
2001	**211,446**	163,314	6,596	7,787	2,292	4,491	6,545	20,421	*
2002R	**211,244**	161,087	6,841	8,355	2,351	4,297	6,377	21,936	*
2003	**209,708**	160,938	7,689	7,997	2,123	4,403	6,008	20,550	*
2004	**219,426**	165,189	8,379	9,298	2,315	5,506	5,939	22,800	*
2005	**224,352**	167,608	7,942	9,823	3,039	5,689	6,454	23,627	170
2006	**221,942**	163,743	8,063	10,379	3,264	5,895	6,278	23,047	1,273
2007	**231,607**	166,907	9,514	10,385	2,769	6,798	5,940	23,228	6,066
2008	**228,663**	163,013	8,906	11,042	3,498	6,378	5,652	23,364	6,811

R = Revised

Source: FAA

In 2004, the survey coverage was expanded for turbine airplanes and rotorcraft, accounting for part of the increase in hours.
Estimated number of light-sport aircraft has increased significantly in 2007 due to mandatory regulation process changes.

2.4 Active General Aviation and On-Demand FAR Part 135 Estimated Hours Flown (in Thousands) by Type (1980-2008)

Calendar Year	Total Hours	Airplane			Rotorcraft		Balloons, Dirigibles, Gliders	Experimental	Light Sport Aircraft
		Piston	Turboprop	Turbojet	Piston	Turbine			
1980	**41,016**	34,747	2,240	1,332	736	1,603	359	*	*
1981	**40,704**	34,086	2,155	1,387	930	1,754	391	*	*
1982	**36,457**	29,950	2,168	1,611	579	1,771	379	*	*
1983	**35,249**	28,911	2,173	1,473	572	1,700	420	*	*
1984	**36,119**	29,194	2,506	1,566	592	1,903	358	*	*
1985	**31,456**	25,666	1,921	1,498	521	1,468	382	*	*
1986	**31,782**	24,805	2,661	1,527	742	1,682	364	*	*
1987	**30,883**	24,969	2,010	1,411	602	1,506	384	*	*
1988	**31,114**	24,291	2,195	1,554	533	1,974	568	*	*
1989	**32,332**	24,907	2,892	1,527	692	1,918	396	*	*
1990	**32,096**	25,832	2,319	1,396	716	1,493	341	*	*
1991	**29,862**	23,919	1,628	1,071	549	2,214	483	*	*
1992	**26,747**	21,417	1,582	1,076	423	1,842	407	*	*
1993	**24,455**	19,321	1,192	1,212	391	1,308	338	785	*
1994	**24,092**	18,823	1,142	1,238	369	1,408	388	724	*
1995	**26,612**	20,251	1,490	1,455	337	1,624	261	1,194	*
1996	**26,909**	20,091	1,768	1,543	591	1,531	227	1,158	*
1997	**27,713**	20,744	1,655	1,713	344	1,740	192	1,327	*
1998	**28,100**	20,402	1,765	2,226	430	1,912	295	1,071	*
1999	**31,231**	22,529	1,797	2,721	552	2,077	309	1,246	*
2000	**29,960**	21,493	1,986	2,648	530	1,661	362	1,280	*
2001	**27,017**	19,194	1,773	2,654	474	1,479	287	1,157	*
2002R	**27,040**	18,891	1,850	2,745	454	1,422	333	1,345	*
2003	**27,329**	19,013	1,922	2,704	448	1,687	263	1,292	*
2004	**28,126**	18,142	2,161	3,718	514	2,020	249	1,322	*
2005	**26,982**	16,434	2,106	3,771	617	2,439	267	1,339	9
2006	**27,705**	16,525	2,162	4,077	918	2,528	211	1,218	66
2007	**27,852**	16,257	2,661	3,938	704	2,541	215	1,275	260
2008	**26,009**	15,074	2,457	3,600	751	2,470	209	1,155	293

R = Revised

Source: FAA

Starting in 1993 commuters were excluded.
In 2004, the survey coverage was expanded for turbine airplanes and rotorcraft, accounting for part of the increase in hours.
Estimated number of light-sport aircraft has increased significantly in 2007 due to mandatory regulation process changes.

2.5 Active General Aviation and On-Demand FAR Part 135 Aircraft and Average Hours Flown (in Thousands) per Aircraft by Type (2004-2008)

	Estimated Active Aircraft					Estimated Average Hours / Aircraft / Year				
Aircraft Type	**2004**	**2005**	**2006**	**2007**	**2008**	**2004**	**2005**	**2006**	**2007**	**2008**
All Aircraft Total	**219,426**	**224,352**	**221,943**	**231,607**	**228,663**	**128**	**120**	**125**	**120**	**114**
Piston Total	**165,189**	**167,608**	**163,743**	**166,907**	**163,013**	**110**	**98**	**101**	**97**	**93**
One Engine	146,613	148,101	145,036	147,569	145,497	105	93	96	92	88
1-3 seats	39,283	39,671	37,733	36,366	37,717	94	79	79	76	72
4 + seats	107,330	108,430	107,303	111,203	107,781	109	98	103	97	93
Two Engine	18,469	19,412	18,708	19,337	17,515	150	138	136	139	133
1-6 seats	13,024	13,192	12,919	14,342	12,353	131	117	118	122	120
7 + seats	5,445	6,220	5,788	4,996	5,163	194	182	178	188	164
Other Piston	107	92	n/a	n/a	n/a	146	191	n/a	n/a	n/a
Turboprop Total	**8,379**	**7,942**	**8,063**	**9,514**	**8,906**	**258**	**265**	**268**	**280**	**276**
One Engine	2,468	2,595	2,576	4,059	3,450	308	326	331	275	310
Two Engine	5,858	5,307	5,487	5,456	5,456	238	236	239	283	254
1-12 seats	5,027	4,427	4,744	4,567	4,603	225	223	229	266	251
13 + seats	831	880	744	889	853	315	300	302	370	272
Other Turboprop	54	40	n/a	n/a	n/a	139	208	n/a	n/a	n/a
Turbojet/fan Total	**9,298**	**9,823**	**10,379**	**10,385**	**11,042**	**400**	**384**	**393**	**379**	**326**
Two Engine	8,649	9,097	n/a	n/a	n/a	401	384	n/a	n/a	n/a
Other Turbojet/fan	650	727	n/a	n/a	n/a	391	389	n/a	n/a	n/a
Rotorcraft Total	**7,821**	**8,728**	**9,159**	**9,567**	**9,876**	**324**	**350**	**376**	**339**	**326**
Piston	2,315	3,039	3,264	2,769	3,498	222	203	281	254	215
Turbine	5,506	5,689	5,895	6,798	6,378	367	429	429	374	387
One Engine	4,376	4,537	4,627	5,431	5,007	352	411	423	367	384
Two Engine	1,130	1,151	1,268	1,367	1,371	426	501	450	402	400
Gliders Total	**2,116**	**2,074**	**1,975**	**1,947**	**1,914**	**56**	**58**	**54**	**55**	**50**
Lighter-than-air Total	**3,823**	**4,380**	**4,303**	**3,993**	**3,738**	**34**	**33**	**24**	**27**	**30**
Experimental Total	**22,800**	**23,627**	**23,047**	**23,228**	**23,364**	**58**	**57**	**53**	**55**	**50**
Amateur	19,165	19,817	19,316	19,538	19,767	52	50	47	46	44
Exhibition	2,070	2,120	2,103	2,101	2,096	56	53	49	48	44
Other	1,565	1,691	1,629	1,589	1,501	138	142	132	174	128
Light Sport Aircraft	**0**	**170**	**1,273**	**6,066**	**6,811**	**0**	**55**	**52**	**43**	**43**

Columns may not add due to rounding and estimation procedures

Source: FAA

Estimated number of light-sport aircraft has increased significantly in 2007 due to mandatory regulation process changes.

2.6 Active General Aviation and On-Demand FAR Part 135 Aircraft by U.S. Region and State (2000-2008)

	2000	2001	2002	2003	2004	2005	2006	2007	2008
Alaskan – Total	**5,925**	**5,714**	**5,718**	**5,489**	**6,207**	**6,217**	**6,201**	**6,111**	**6,076**
Central – Total	**12,173**	**11,939**	**11,486**	**11,694**	**12,622**	**12,156**	**12,560**	**12,769**	**12,845**
Iowa	2,772	3,156	2,742	2,899	3,035	2,943	2,798	2,982	3,361
Kansas	3,611	3,361	3,122	3,141	3,750	3,330	3,393	3,044	3,814
Missouri	3,777	3,503	3,893	3,919	3,902	3,774	4,312	4,616	3,596
Nebraska	2,013	1,919	1,729	1,734	1,936	2,109	2,057	2,127	2,074
Eastern – Total	**25,606**	**25,595**	**25,688**	**25,969**	**25,999**	**26,986**	**25,903**	**25,888**	**28,942**
Delaware	2,068	1,938	1,957	2,256	2,365	2,596	2,409	2,494	1,830
District of Columbia	152	39	11	30	37	48	34	41	29
Maryland	3,436	2,784	2,367	3,214	2,550	3,123	2,317	2,699	2,671
New Jersey	3,791	3,917	3,647	3,341	3,466	3,944	3,683	3,369	4,076
New York	6,082	5,570	6,180	6,205	5,959	5,437	5,829	5,661	6,074
Pennsylvania	5,648	5,825	5,806	5,590	6,281	6,041	5,865	5,881	7,410
Virginia	3,354	4,451	4,524	4,472	4,455	4,590	4,809	4,642	5,605
West Virginia	1,075	1,071	1,196	862	888	1,208	957	1,101	1,247
Great Lakes – Total	**37,915**	**36,743**	**36,067**	**34,997**	**35,602**	**36,777**	**36,616**	**37,703**	**35,693**
Illinois	7,478	6,041	5,976	5,895	6,942	6,283	5,841	6,872	5,480
Indiana	3,964	4,143	3,574	4,550	4,173	3,987	3,909	4,862	3,764
Michigan	7,236	6,234	7,375	5,694	6,975	6,274	6,229	6,443	8,668
Minnesota	5,141	5,928	5,229	4,241	4,861	5,728	5,414	5,086	4,840
North Dakota	1,585	1,434	1,224	1,322	812	1,350	1,533	1,236	1,276
Ohio	6,486	7,325	6,719	7,391	6,458	6,630	7,108	6,189	6,200
South Dakota	1,376	971	1,331	960	1,156	1,281	1,293	1,143	1,554
Wisconsin	6,449	4,667	4,639	4,944	4,226	5,244	5,290	5,872	3,911
New England – Total	**8,074**	**7,910**	**7,799**	**8,000**	**8,679**	**8,444**	**7,968**	**8,596**	**8,480**
Connecticut	1,793	1,573	1,597	1,790	1,780	2,120	2,090	2,296	2,228
Maine	1,086	1,207	913	1,210	1,238	1,370	948	1,463	1,284
Massachusetts	2,717	2,600	2,843	2,580	2,985	2,636	2,655	2,738	2,417
New Hampshire	1,485	1,753	1,455	1,472	1,566	1,282	1,320	1,425	1,624
Rhode Island	393	232	294	384	383	523	320	243	299
Vermont	600	546	698	565	726	514	636	431	628
N.W. Mountain – Total	**24,252**	**24,092**	**24,471**	**23,402**	**24,710**	**26,071**	**26,260**	**28,393**	**27,124**
Colorado	5,246	5,104	5,625	5,343	5,222	5,755	5,623	5,441	6,268
Idaho	2,328	2,504	2,548	2,156	2,193	2,664	2,786	2,747	2,816
Montana	2,374	2,180	2,324	2,274	2,200	2,408	2,911	3,110	2,152
Oregon	4,687	4,955	5,219	4,669	5,384	5,029	4,800	6,029	4,614
Utah	1,673	1,653	1,805	1,316	1,923	1,936	1,856	2,057	2,583
Washington	7,166	6,666	6,043	6,143	6,623	7,154	7,042	7,722	7,198
Wyoming	778	1,030	906	1,501	1,166	1,125	1,241	1,287	1,493
Southern – Total	**39,271**	**38,623**	**39,076**	**39,503**	**41,146**	**42,092**	**40,821**	**42,595**	**42,669**
Alabama	3,480	3,012	3,423	3,249	3,712	3,495	4,477	3,719	3,549
Florida	14,096	14,773	13,188	14,236	15,385	15,776	14,226	16,341	16,143
Georgia	4,809	5,324	6,098	4,981	5,490	5,381	5,762	4,758	6,674
Kentucky	2,033	2,191	2,109	2,165	1,870	1,778	1,497	2,073	1,726
Mississippi	2,038	1,893	1,811	2,198	2,563	2,068	2,159	1,939	1,298
North Carolina	5,620	5,272	5,727	5,830	5,602	6,298	6,106	5,917	5,376
Puerto Rico	278	373	368	367	319	372	182	348	620
South Carolina	2,689	2,152	2,422	2,505	2,271	2,690	2,236	3,214	2,845
Tennessee	4,228	3,610	3,912	3,909	3,906	4,148	4,156	4,286	4,438
Southwest – Total	**31,611**	**28,557**	**28,174**	**29,615**	**30,776**	**30,820**	**31,299**	**33,909**	**31,974**
Arkansas	2,660	2,730	2,807	3,286	2,621	2,467	2,382	2,575	2,291
Louisiana	3,012	2,355	2,488	2,886	2,721	3,030	2,393	2,857	3,136
New Mexico	2,990	2,486	2,272	2,784	3,088	3,076	3,375	4,221	3,519
Oklahoma	4,080	3,421	3,693	3,770	4,347	3,910	4,734	4,021	4,911
Texas	18,869	17,564	16,915	16,889	17,999	18,338	18,415	20,235	18,117
Western-Pacific – Total	**32,666**	**32,274**	**32,764**	**31,038**	**33,683**	**34,788**	**34,314**	**35,492**	**34,682**
Arizona	6,062	6,707	5,506	5,072	6,607	5,867	6,438	7,636	5,767
California	23,454	22,708	24,448	23,501	23,700	25,337	23,854	23,813	25,292
Hawaii	435	282	356	414	331	481	619	531	530
Nevada	2,715	2,563	2,427	2,034	3,033	2,990	3,374	3,512	3,093
Other U.S. Territories	*	**42**	*	*	*	*	*	**154**	**182**
Grand Total	**217,533**	**211,446**	**211,244**	**209,708**	**219,426**	**224,352**	**221,943**	**231,607**	**228,663**

Columns may not add up due to rounding procedures

Source: FAA

2.7 General Aviation and On-Demand FAR Part 135 Estimated Hours Flown (in Thousands) by Region and State (2000-2008)

	2000	2001	2002	2003	2004	2005	2006	2007	2008
Alaskan – Total	**692**	**717**	**656**	**605**	**753**	**815**	**734**	**783**	**701**
Central – Total	**1,645**	**1,742**	**1,365**	**1,214**	**1,681**	**1,342**	**1,480**	**1,371**	**1,164**
Iowa	331	433	309	271	373	327	262	298	294
Kansas	494	466	413	308	580	396	421	442	397
Missouri	545	474	444	447	508	381	489	376	272
Nebraska	275	369	199	188	220	238	308	255	201
Eastern – Total	**3,476**	**3,532**	**3,060**	**3,265**	**3,321**	**2,545**	**2,942**	**3,058**	**3,577**
Delaware	303	359	265	288	367	418	413	410	313
District of Columbia	13	9	1	14	10	18	14	15	88
Maryland	487	396	291	326	330	319	288	309	248
New Jersey	583	543	405	452	393	420	476	315	742
New York	816	700	816	650	747	561	528	600	549
Pennsylvania	724	887	681	973	754	654	620	624	851
Virginia	414	532	499	498	605	48	538	703	691
West Virginia	136	106	102	64	115	107	65	82	95
Great Lakes – Total	**5,149**	**4,254**	**4,144**	**4,437**	**3,895**	**3,927**	**3,795**	**3,695**	**3,199**
Illinois	998	740	637	673	844	634	698	723	423
Indiana	503	484	369	544	438	346	363	358	294
Michigan	935	667	756	845	705	561	611	512	572
Minnesota	707	649	585	479	445	512	535	552	453
North Dakota	419	230	258	198	83	118	183	171	348
Ohio	840	869	780	1,084	824	999	788	741	700
South Dakota	157	114	176	124	136	151	135	151	112
Wisconsin	590	501	583	490	420	606	482	487	297
New England – Total	**989**	**975**	**1,011**	**960**	**1,211**	**1,042**	**1,018**	**1,014**	**1,072**
Connecticut	241	203	211	250	506	380	401	380	445
Maine	114	143	116	108	106	153	101	128	112
Massachusetts	329	366	341	273	315	261	275	317	310
New Hampshire	203	196	230	222	183	136	139	107	150
Rhode Island	45	27	40	42	34	64	31	43	20
Vermont	57	40	73	65	67	48	71	39	35
N.W. Mountain – Total	**3,066**	**3,437**	**3,181**	**2,863**	**2,897**	**2,983**	**3,005**	**3,558**	**2,808**
Colorado	651	632	754	644	608	702	596	663	626
Idaho	336	265	314	401	207	227	324	319	234
Montana	271	459	259	240	254	258	260	349	239
Oregon	564	620	753	551	716	611	558	725	431
Utah	234	273	279	225	287	363	340	386	443
Washington	912	1,037	729	623	712	719	769	949	691
Wyoming	98	151	93	179	113	103	158	167	144
Southern – Total	**5,816**	**5,960**	**5,453**	**5,431**	**5,440**	**4,593**	**4,871**	**5,471**	**5,582**
Alabama	462	465	466	389	529	350	437	372	546
Florida	2,299	2,256	1,880	2,183	2,043	2,137	1,662	2,198	2,382
Georgia	702	959	804	551	661	646	679	568	709
Kentucky	244	274	250	308	186	192	131	186	131
Mississippi	256	313	408	315	477	325	334	381	233
North Carolina	769	645	826	696	724	118	744	928	644
Puerto Rico	59	104	39	54	86	36	57	54	78
South Carolina	387	345	298	272	213	324	311	260	300
Tennessee	638	599	482	663	521	465	516	524	559
Southwest – Total	**5,177**	**4,083**	**3,817**	**4,268**	**4,563**	**4,417**	**4,577**	**4,846**	**43,682**
Arkansas	442	471	457	479	408	330	298	338	354
Louisiana	677	463	510	472	482	658	651	756	777
New Mexico	430	291	317	446	352	384	334	461	276
Oklahoma	648	481	478	453	961	788	1,018	841	40,204
Texas	2,980	2,377	2,055	2,418	2,360	2,257	2,276	2,450	2,071
Western-Pacific – Total	**4,965**	**4,411**	**4,344**	**4,331**	**4,354**	**4,071**	**5,216**	**4,026**	**3,700**
Arizona	824	1,075	665	746	833	666	1,141	807	579
California	3,183	2,934	3,243	3,160	3,031	2,871	3,201	2,540	2,651
Hawaii	184	68	138	166	118	121	249	106	93
Nevada	774	334	298	259	372	413	625	573	377
Other U.S. Territories	**3**	**23**	**9**	**13**	**11**	**37**	**10**	**32**	**15**
Grand Total	**30,975**	**29,134**	**27,040**	**27,329**	**28,126**	**26,982**	**27,705**	**27,854**	**26,009**

Columns may not add up due to rounding procedures

Source: FAA

2.8 Total Fuel Consumed and Average Fuel Consumption Rate by Aircraft Type Based on FAA's Survey (2008)

Fuel Type	Fixed Wing			Rotorcraft		Other Aircraft	Experimental	Light Sport	Total All Aircraft
	Piston	Turboprop	Turbojet	Piston	Turbine				
Jet Fuel									
Avg. Rate (GPH)	56.4	99.3	366.2	30.4	65.2	63.6	205	55	**193**
Estimated Fuel Use (Thousand Gal.)	14,625	230,264	1,257,888	568	144,460	320	40,374	144	**1,688,643**
% Standard Error	13.9	3.3	2.2	15.2	2.9	46.5	12.2	70.7	**1.9**
100 Low-Lead									
Avg. Rate (GPH)	14.0	35.3	333.5	13.9	87.5	9.1	12.3	5.8	**14.7**
Estimated Fuel Use (Thousand Gal.)	198,917	4,672	67,147	8,842	2,227	338	9,148	465	**291,757**
% Standard Error	2.7	10.4	4.2	3.4	14.6	21.4	5.6	7.6	**6**
100 Octane									
Avg. Rate (GPH)	13.0	24.0	273.0	12.5	*	7.5	9.7	5.0	**13.3**
Estimated Fuel Use (Thousand Gal.)	10730	169	2732	431	*	0	352	42	**14454**
% Standard Error	11.4	19.8	10.9	12.8	*	36.0	10.8	50.4	**19.0**
Automotive Gasoline									
Avg. Rate (GPH)	8.1	*	*	10.8	*	3.7	5.5	4.2	**6.3**
Estimated Fuel Use (Thousand Gal.)	4241	*	*	16	*	8	1217	913	**6396**
% Standard Error	11.5	*	*	30.7	*	16.9	17	6.1	**5.4**
Other Fuel									
Avg. Rate (GPH)	12.5	*	*	10.0	*	17.7	12.4	5.7	**16.2**
Estimated Fuel Use (Thousand Gal.)	1191	*	*	6.9	*	1654.5	86.9	14.5	**2953.8**
% Standard Error	21.6	*	*	13.0	*	5.7	15.5	18.3	**5.7**
Total Fuel Use									
Avg. Rate (GPH)	14.1	93.8	364.8	14.3	65.6	17.3	20.2	5	**36.3**
Estimated Fuel Use (Thousand Gal.)	229,940.2	235,105.4	1,327,767.2	9,863.3	146,686.7	2,321.7	51,205.2	1,579.4	**2,000,469.2**
% Standard Error	2.7	3.2	2.1	3.2	2.9	11.9	12.7	6.6	**3.9**

A new methodoloy was used for fuel information in the 2005 General Aviation and Air Taxi Actvity survey compared to previous years.
Columns may not add to totals due to rounding procedures. An asterisk indicates no active aircraft of that type reporting use of the fuel.

Source: FAA Survey

2.9 Average Age of Registered General Aviation Fleet (2005-2009)

Aircraft Type	Engine Type	Seats	Average Age in 2005 in Years	Average Age in 2006 in Years	Average Age in 2007 in Years	Average Age in 2008 in Years	Average Age in 2009 in Years
Single-Engine	Piston	1-3	37	38	38	48	*
		4	35	36	36	38	*
		5-7	30	31	32	34	*
		8+	44	44	43	49	*
		All	*	*	*	*	42
	Turboprop	All	13	10	14	14	16
	Jet	All	34	34	35	44	44
Multi-Engine	Piston	1-3	32	32	33	49	*
		4	35	35	35	36	*
		5-7	36	36	39	39	*
		8+	38	39	40	42	*
		All	*	*	*	*	41
	Turboprop	All	25	26	27	29	28
	Jet	All	16	16	16	16	17
All Airplanes			**34**	**35**	**35**	**39**	**39**

Source: GAMA

2.10 Summary of U.S. General Aviation Operations and Contacts (in Thousands) (1995-2008)

	1995	1996	1997	1998	1999R	2000R	2001R	2002R	2003R	2004R	2005R	2006	2007	2008E
GA IFR Aircraft Handled at FAA Air Route Traffic Control Centers	7,824	7,857	8,239	8,745	8,808	8,744	8,024	8,181	8,000	8,350	8,368	8,197	8,294	7,663
GA Instrument Operations at FAA & Contract Facilities	18,092	17,889	19,093	20,087	20,898	21,222	19,706	19,656	18,630	18,620	17,986	*	*	*
GA Total TRACON Operations	*	*	*	*	*	20,799	19,275	19,213	18,094	18,007	17,394	17,011	16,752	15,697
Total Aircraft Contacts at FSS	3,206	2,971	2,804	2,600	2,524	2,438	2,196	2,170	2,050	1,976	*	*	*	*

R = Revised, E = Estimated

Source: FAA Air Traffic Activity

Facilities include Control Towers, TRACONs, CERAPs and RAPCONs

Traffic Count for GA Operation Data provided by ATADS

FAA suspended tracking of IFR operations at Contract Facilities in 2005

GA Total TRACON Operations were titled "GA Instrument Operations at Airports with FAA Traffic Control Facilities" in previous publications

FAA suspended tracking of Flight Service Station (FSS) contacts in 2004

2.11 Summary of U.S. General Aviation Operations (in Thousands) at FAA and Contract Control Towers (1995-2008)

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Total GA Operations at Airports with FAA Control Towers	**32,265**	**29,250**	**28,232**	**28,522**	**29,110**	**27,002**	**24,784**	**24,092**	**22,598**	**21,762**	**20,705**	**19,728**	**19,367**	**18,336**
– Itinerant Operations at FAA Control Towers	1,886	17,575	17,097	17,157	17,422	16,286	14,949	14,553	13,577	13,190	12,430	11,897	11,616	10,828
– Local Operations at FAA Control Towers	13,379	11,675	11,135	11,365	11,688	10,717	9,835	9,539	9,021	8,572	8,275	7,830	7,751	7,509
Total GA Operations at Airports with Contract Towers	**3,661**	**6,049**	**8,601**	**10,118**	**10,890**	**12,876**	**12,843**	**13,562**	**12,926**	**13,205**	**13,456**	**13,392**	**13,768**	**12,953**
– Itinerant Operations at Contract Towers	1,974	3,249	4,572	5,240	5,597	6,558	6,484	6,898	6,654	6,817	6,885	6,844	6,961	6,540
– Local Operations at Contract Towers	1,687	2,801	4,029	4,877	5,292	6,318	6,359	6,634	6,272	6,388	6,571	6,549	6,807	6,413
GA Total Airport Operations at FAA & Contract Control Towers	**35,927**	**35,298**	**36,833**	**38,046**	**40,000**	**39,879**	**37,627**	**37,653**	**35,524**	**34,968**	**34,161**	**33,120**	**33,135**	**31,289**

R = Revised, E = Estimated

Source: FAA Air Traffic Activity

Location operations at FAA Control Towers captures all civil local operations

Facilities includes Control Towers, TRACONs, CERAPs and RAPCONs

Traffic Count for GA Operation Data are provided by ATADS

2.12 Estimated Active Experimental Aircraft Fleet (1995-2008)

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Amateur Built	9,328	11,566	10,261	13,189	16,858	16,739	16,736	18,168	17,028	19,165	19,817	19,316	19,538	19,767
Exhibition	2,245	2,094	1,798	1,630	1,999	1,973	2,052	2,190	2,031	2,070	2,120	2,103	2,101	2,096
Other	3,603	2,965	2,620	1,684	1,671	1,694	1,633	1,578	1,491	1,565	1,691	1,629	1,589	1,501
Total Experimental	**15,176**	**16,625**	**14,679**	**16,503**	**20,528**	**20,406**	**20,421**	**21,936**	**20,550**	**22,800**	**23,628**	**23,048**	**23,228**	**23,364**
% of G.A. Fleet	**8.1%**	**8.7%**	**7.6%**	**8.1%**	**9.4%**	**9.4%**	**9.7%**	**10.4%**	**9.8%**	**10.4%**	**10.5%**	**10.4%**	**10.0%**	**10.2%**

Source: FAA

2.13 Estimated Hours Flown (in Thousands) of Experimental Aircraft Fleet (1995-2008)

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Amateur Built	482	524	698	729	883	887	794	976	963	990	987	899	896	872
Exhibition	260	192	246	73	122	113	102	127	103	116	113	103	102	92
Other	452	442	382	269	242	279	261	242	226	216	239	216	277	192
Total Experimental	**1,194**	**1,158**	**1,326**	**1,071**	**1,247**	**1,279**	**1,157**	**1,345**	**1,292**	**1,322**	**1,339**	**1,218**	**1,274**	**1,155**
% of G.A. Fleet Hours	**4.5%**	**4.3%**	**4.8%**	**3.8%**	**4.0%**	**4.3%**	**4.3%**	**5.0%**	**4.7%**	**4.7%**	**5.0%**	**4.4%**	**4.6%**	**4.4%**

Note: Prior to 1994, experimental aircraft included those built without a production certificate. Beginning in 1994, experimental includes aircraft with an experimental airworthiness certificate. These include research and development, amateur built, exhibition, racing, crew training, and market survey aircraft and aircraft used to show compliance with the Federal Aviation Regulations.

Source: FAA

FIGURE 2.3 Worldwide Turbine Airplane Fleet (2000-2009)

Source: JETNET LLC

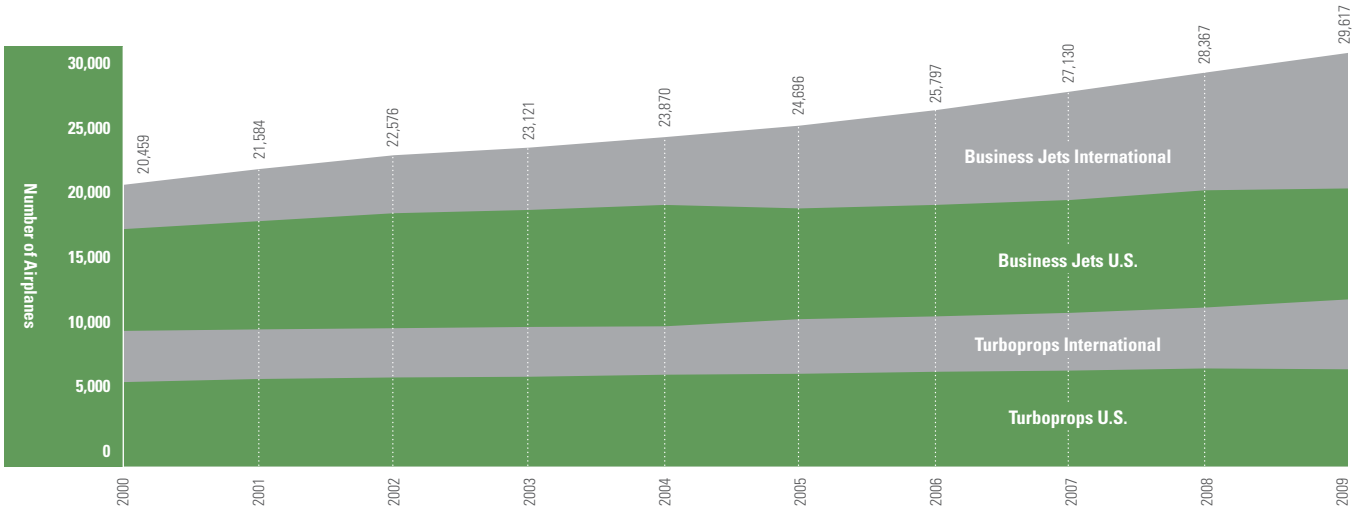


FIGURE 2.4 Worldwide Turbine Business Airplane Operators (2000-2009)

Source: JETNET LLC

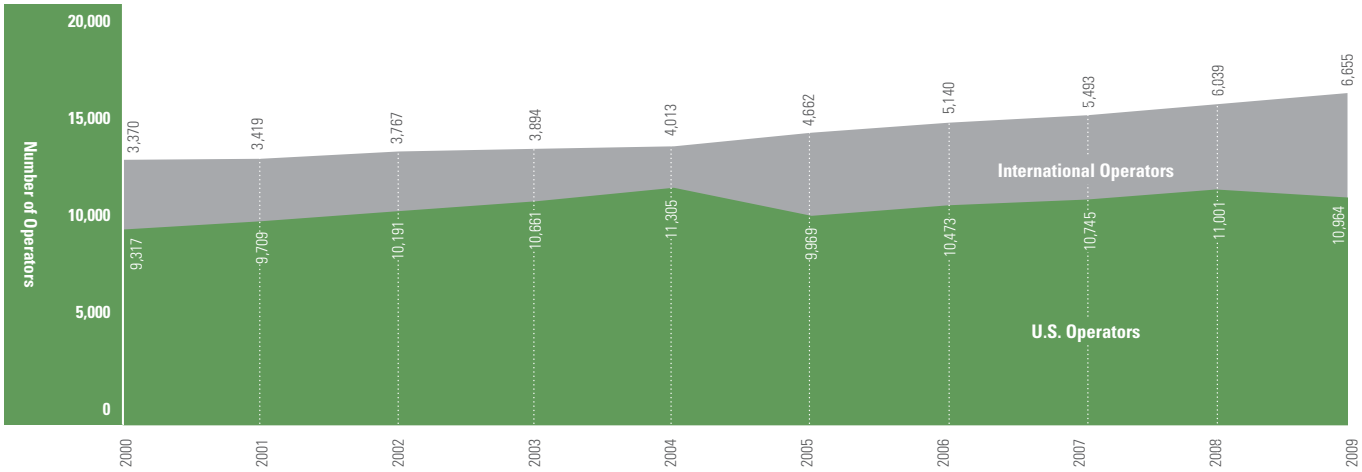
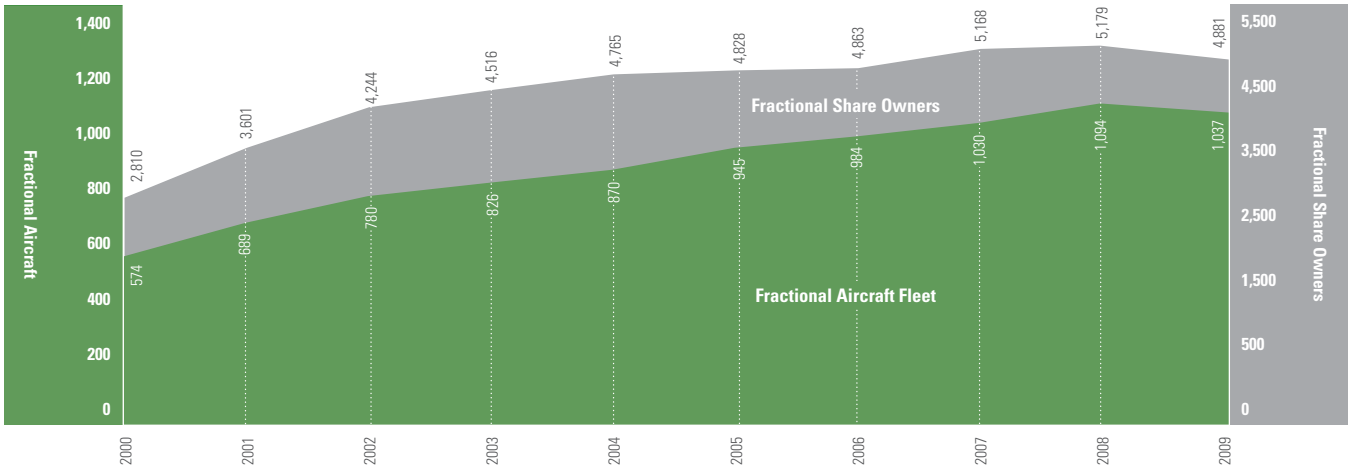


FIGURE 2.5 Fractional Aircraft and Share Owners (2000-2009)

Source: JETNET LLC



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03
U.S. Pilot Population

The active pilot population in the United States numbers over 590,000 pilots, including over 211,000 private pilots, 155,000 commercial pilots and 144,000 air transport pilots. This section provides a summary of the FAA's civil airmen statistics, including a distribution of pilots by state as well as an overview of pilot demographics such as age and gender. GAMA retains historical information on the number of pilot certificates held as far back as the late 1960's complete with the different types of airmen certificates. Contact GAMA if interested in this data.

3.1 Active U.S. Pilots and Non-Pilot Certificates Held (1998-2009)

Category	2009	2008	2007	2006	2005	2004	2003	2002	2001	2000	1999
Pilot–Total	**594,285**	**613,746**	**590,349**	**597,109**	**609,737**	**618,633**	**625,011**	**631,762**	**612,274**	**625,581**	**635,472**
Student	72,280	80,989	84,339	84,866	87,213	87,910	87,296	85,991	86,731	93,064	97,359
Recreational Airplane (only)	234	252	239	239	276	291	310	317	316	340	343
Sport (only)	3,248	2,623	2,031	939	134	*	*	*	*	*	*
Airplane [1]											
- Private	211,619	222,596	211,096	219,233	228,619	235,994	241,045	245,230	243,823	251,561	258,749
- Commercial	125,738	124,746	115,127	117,610	120,614	122,592	123,990	125,920	120,502	121,858	124,261
- Airline Transport	144,600	146,838	143,953	141,935	141,992	142,160	143,504	144,708	144,702	141,596	137,642
Rotorcraft (only) [2]	15,298	14,647	12,290	10,690	9,518	8,586	7,916	7,770	7,727	7,775	7,728
Glider (only) [2]	21,268	21,055	21,274	21,597	21,369	21,100	20,950	21,826	8,473	9,387	9,390
Flight Instructor Certificates [4]	**94,863**	**93,202**	**92,175**	**91,343**	**90,555**	**89,596**	**87,816**	**86,089**	**82,875**	**80,931**	**79,694**
Instrument Ratings [4, 5]	**323,495**	**325,247**	**309,865**	**309,333**	**311,828**	**313,545**	**315,413**	**317,389**	**315,276**	**311,944**	**308,951**
Nonpilot–Total [7]	**682,315**	**678,181**	**666,559**	**656,227**	**644,016**	**515,293**	**509,835**	**515,570**	**513,100**	**547,453**	**538,264**
Mechanic [7]	329,027	326,276	322,852	323,097	320,293	317,111	313,032	315,928	310,850	344,434	340,402
Repairmen [7]	41,389	41,056	40,277	40,329	40,030	39,231	37,248	37,114	40,085	38,208	35,989
Parachute Rigger [7]	8,362	8,248	8,186	8,252	8,150	8,011	7,883	8,063	7,927	10,477	10,447
Ground Instructor [7]	75,461	74,983	74,544	74,849	74,378	73,735	72,692	73,658	72,261	72,326	71,238
Dispatcher [7]	20,132	19,590	19,043	18,610	18,079	17,493	16,955	16,695	16,070	16,340	15,655
Flight Navigator	181	222	250	264	298	336	382	431	509	570	642
Flight Engineer	51,022	53,135	54,394	55,952	57,756	59,376	61,643	63,681	65,398	65,098	63,891
Flight Attendant [10]	156,741	154,671	147,013	134,874	125,032	*	*	*	*	*	*

Category	1998	1997	1996	1995 [8]	1994 [9]	1993	1992	1991	1990	1989	1988
Pilot–Total	**618,298**	**616,342**	**622,261**	**639,184**	**654,088**	**665,069**	**682,959**	**692,095**	**702,659**	**700,010**	**694,016**
Student	97,736	96,101	94,947	101,279	96,254	103,583	114,597	120,203	128,663	142,544	136,913
Recreational [11]	305	284	265	232	241	206	187	161	87	*	*
Airplane [1]	*										
- Private		247,604	254,002	261,399	284,236	283,700	288,078	293,306	299,111	293,179	299,786
- Commercial	247,226	125,300	129,187	133,980	138,728	143,014	146,385	148,385	149,666	144,540	143,030
- Airline Transport	122,053	130,858	127,486	123,877	117,434	117,070	115,855	112,167	107,732	102,087	96,968
Rotorcraft (only) [2]	134,612	6,801	6,961	7,183	8,719	9,168	9,652	9,860	9,567	8,863	8,608
Glider (only) [2]	6,964	9,394	9,413	11,234	8,476	8,328	8,205	8,033	7,833	7,708	7,600
Lighter-than-air [2, 3]	[9,402]	N/A3	N/A3	N/A3	N/A3	N/A3	N/A3	N/A3	N/A3	1,089	1,111
Flight Instructor Certificates [4]	**79,171**	**78,102**	**78,551**	**77,613**	**76,171**	**75,021**	**72,148**	**69,209**	**63,775**	**61,472**	**61,798**
Instrument Ratings [4, 5]	**300,183**	**297,409**	**297,895**	**298,798**	**302,300**	**305,517**	**306,169**	**303,193**	**297,073**	**282,804**	**273,804**
Nonpilot–Total [7]	**549,588**	**540,892**	**534,427**	**651,341**	**571,358**	**559,726**	**540,548**	**517,462**	**492,237**	**468,405**	**448,710**
Mechanic [7]	336,670	332,254	329,239	405,294	411,071	401,060	384,669	366,392	344,282	326,243	312,419
Repairmen [7]	52,909	51,643	50,768	61,233	*	*	*	*	*	*	*
Parachute Rigger [7]	10,459	10,336	10,269	11,824	8,631	8,417	8,163	7,616	10,094	9,879	9,770
Ground Instructor [7]	70,334	69,366	68,573	96,165	77,789	76,050	73,276	70,086	66,882	64,503	62,582
Dispatcher [7]	14,804	13,967	13,272	15,642	13,410	12,883	12,264	11,607	11,002	10,455	10,020
Flight Navigator	712	782	847	916	990	1,039	1,154	1,225	1,290	1,357	1,400
Flight Engineer	63,700	62,544	61,459	60,267	59,467	60,277	61,022	60,236	58,687	55,968	52,519

Note: The term airmen includes men and women certified as pilots, mechanics or other aviation technicians.

Source: FAA

1. Includes pilots with an airplane only certificate. Also includes those with an airplane and a helicopter and/or glider certificate. Prior to 1995, these pilots were categorized as private, commercial, or airline transport, based on their airplane certificate. In 1995 and after, they are categorized based on their highest certificate. For example, if a pilot holds a private airplane certificate and a commercial helicopter certificate prior to 1995, the pilot would be categorized as private; 1995 and after as commercial.
2. Glider and lighter-than-air pilots are not required to have a medical examination; however, the totals above represent pilots who received a medical examination within the last 25 months.
3. Lighter-than-air type ratings are no longer being issued.
4. Not included in total.
5. Special ratings shown on pilot certificates, do not indicate additional certificates.
6. Data for 1996 and 1997 are not comparable to earlier years.
7. Numbers represent all certificates on record. No medical examination required. Data for 1996 and 1997 are limited to certificates held by those under 70 years of age.
8. Beginning in 1995, includes non-pilots who were excluded in prior years because of incomplete addresses and/or a request to be excluded from any mailing list.
9. 1994 counts based on medical certificates issued 27 or less months ago. All other years based on medical certificates issued 25 or less months ago.
10. Flight attendant information first available from FAA Registry in 2005.
11. Recreational certificate first issued in 1990.
12. Sport pilot certificate first issued in 2005.
13. Prior to 1995 repairmen were included in the mechanic category.
14. The student pilot data does not properly capture the August 2009 amendment to 61.19 changing the validity of the certificate to five years for some pilots.

3.2 Estimated Active Pilots and Flight Instructors by FAA Region and State (December 31, 2009)

FAA Region and State	Total Pilots	Students	Airplane[1]			Recreational	Sport	Flight Instr.[2]
			Private	Commercial	Airline Transport			
Total [3]	**594,285**	**72,280**	**229,767**	**141,027**	**147,725**	**238**	**3,248**	**94,863**
United States - Total	**556,274**	**67,079**	**220,274**	**125,609**	**139,834**	**238**	**3,240**	**92,591**
Alaskan Region - Total	**8,165**	**679**	**3,269**	**2,004**	**2,176**	**1**	**36**	**1,236**
Central Region - Total	**43,403**	**4,527**	**17,690**	**9,497**	**11,364**	**15**	**310**	**7,480**
Iowa	5,485	635	2,854	1,230	704	2	60	862
Kansas	7,272	746	3,426	1,726	1,328	2	44	1,406
Kentucky	6,234	595	1,960	1,202	2,434	5	38	1,161
Missouri	9,415	1,041	3,978	2,127	2,188	2	79	1,599
Nebraska	3,440	419	1,598	828	568	0	27	492
Tennessee	11,557	1,091	3,874	2,384	4,142	4	62	1,960
Eastern Region -Total	**104,246**	**13,678**	**42,614**	**22,130**	**25,180**	**85**	**559**	**16,722**
Connecticut	5,494	604	2,384	1,058	1,432	3	13	871
Delaware	1,302	177	471	297	349	0	8	232
District of Columbia	510	84	244	111	70	0	1	52
AE (Europe and Canada)	317	26	123	116	51	0	1	36
Maine	2,555	252	1,168	575	524	3	33	370
Maryland	7,882	1,371	3,045	1,661	1,758	4	43	1,211
Massachusetts	8,022	1,030	3,755	1,670	1,532	5	30	1,254
New Hampshire	3,806	347	1,357	740	1,336	4	22	700
New Jersey	9,431	1,234	3,901	1,984	2,282	2	28	1,625
New York	16,299	2,608	7,104	3,576	2,904	24	83	2,619
North Carolina	14,125	1,586	5,599	2,911	3,940	6	83	2,129
Pennsylvania	16,264	2,104	6,584	3,312	4,135	18	111	2,703
Rhode Island	967	100	416	236	208	2	5	143
Vermont	1,320	130	622	284	269	5	10	186
Virginia	14,167	1,765	5,015	3,227	4,089	9	62	2,322
West Virginia	1,785	260	826	372	301	0	26	269
Great Lakes Region -Total	**86,607**	**9,468**	**37,313**	**19,086**	**19,823**	**72**	**845**	**15,493**
Illinois	17,977	2,100	7,154	3,968	4,593	8	154	3,378
Indiana	10,150	1,191	4,501	2,205	2,097	9	147	1,751
Michigan	14,747	1,684	6,621	3,298	2,986	13	145	2,480
Minnesota	12,878	1,172	5,262	2,850	3,523	0	71	2,463
North Dakota	2,582	316	1,147	878	234	0	7	440
Ohio	16,287	1,674	6,982	3,444	4,019	32	136	3,013
South Dakota	2,147	223	970	595	322	1	36	369
Wisconsin	9,839	1,108	4,676	1,848	2,049	9	149	1,599
Northwest Mountain Region - Total	**64,620**	**7,266**	**25,705**	**15,414**	**15,901**	**16**	**318**	**11,260**
Colorado	17,261	1,529	6,150	3,984	5,538	2	58	3,373
Idaho	4,777	517	2,213	1,161	840	1	45	747
Montana	3,885	482	1,750	1,033	601	4	15	627
Oregon	9,224	1,211	4,321	2,334	1,303	5	50	1,488
Utah	7,941	1,027	2,948	2,125	1,803	0	38	1,461
Washington	19,671	2,240	7,454	4,356	5,519	3	99	3,297
Wyoming	1,861	260	869	421	297	1	13	267
Southern Region - Total	**82,431**	**10,431**	**27,644**	**18,809**	**25,074**	**23**	**450**	**13,920**
Alabama	7,337	881	2,907	2,227	1,288	3	31	1,068
Florida	48,163	6,543	15,462	11,000	14,884	12	262	8,638
Georgia	18,694	1,889	6,130	3,663	6,902	6	104	3,023
Puerto Rico	1,629	376	511	389	332	2	19	229
South Carolina	6,403	715	2,557	1,492	1,605	0	34	932
Virgin Islands	179	26	70	29	54	0	0	24
Southwest Region - Total	**75,386**	**9,874**	**27,521**	**17,462**	**20,110**	**19**	**400**	**11,750**
Arkansas	4,933	604	2,057	1,342	874	1	55	716
Louisiana	5,418	709	2,020	1,545	1,105	4	35	805
Mississippi	4,240	662	1,517	1,108	926	2	25	606
New Mexico	4,826	624	2,099	1,335	725	2	41	603
Oklahoma	8,020	1,312	3,303	1,996	1,368	4	37	1,226
Texas	47,949	5,963	16,525	10,136	15,112	6	207	7,794
Western-Pacific Region -Total	**91,416**	**11,156**	**38,518**	**21,207**	**20,206**	**7**	**322**	**14,730**
American Samoa	9	0	0	4	5	0	0	0
AP (Pacific)	480	93	131	205	49	0	2	24
Arizona	19,425	2,618	6,797	4,657	5,277	2	74	3,611
California	61,709	7,504	28,463	13,875	11,643	5	219	9,316
Fed St Micronesia	4	1	1	2	0	0	0	1
Guam	167	10	19	30	108	0	0	34
Hawaii	2,935	310	752	863	1,001	0	9	575
Marshall Islands	4	0	0	2	2	0	0	0
Nevada	6,677	619	2,355	1,566	2,119	0	18	1,166
North Mariana Islands	6	1	0	3	2	0	0	3
Palau	0	0	0	0	0	0	0	0
U.S. Affilates [4]	**14**	**2**	**1**	**7**	**4**	**0**	**0**	**4**
Armed Forces Personnel [5]	**797**	**119**	**254**	**321**	**100**	**0**	**3**	**60**
Non U.S. Total	**38,011**	**5,201**	**9,493**	**15,418**	**7,891**	**0**	**8**	**2,272**

1. Includes pilots with an airplane only certificate and those with an airplane and a helicopter and/or glider certificate.
2. Not included in total.
3. Includes pilots outside the United States
4. Includes Federated States of Micronesia, Marshall Islands, North Mariana Islands and Palau
5. Military personnel holding civilian certificates and stationed in foreign country

Source: FAA

3.3 Estimated Active FAA Pilot Certificates Held by Category and Age Group of Holder (December 31, 2009)

Age Group	Type of Pilot Certificate							
	Total Pilots	Student	Recreational	Sport Pilots	Private	Commercial	Airline Transport	CFI
Total	**594,285**	**72,280**	**238**	**3,248**	**229,767**	**141,027**	**147,725**	**94,866**
14-15	202	202	0	0	0	0	0	0
16-19	14,492	10,159	3	13	3,788	529	0	65
20-24	47,785	16,251	31	49	18,184	13,098	172	5,000
25-29	54,318	10,719	7	65	17,217	22,423	3,887	10,632
30-34	46,612	6,512	11	96	15,291	14,673	10,029	9,947
35-39	53,636	5,563	10	124	18,539	12,767	16,633	10,177
40-44	61,254	5,415	21	241	21,960	11,407	22,210	10,308
45-49	66,118	5,447	15	432	23,753	10,931	25,540	9,837
50-54	71,157	4,719	30	608	29,706	11,882	24,212	9,458
55-59	63,976	3,333	37	632	29,309	12,199	18,466	8,897
60-64	53,419	2,059	25	480	23,221	12,843	14,791	8,752
65-69	33,477	1,085	16	305	15,398	9,564	7,109	5,754
70-74	15,248	507	9	143	7,183	4,536	2,870	3,303
75-79	8,136	208	13	50	3,992	2,657	1,216	1,745
80 and over	4,455	101	10	10	2,226	1,518	590	991

Source: FAA

3.4 Average Age of Active U.S. Pilots by Category (1993-2009)

Year	Average All Pilots	Type of Pilot Certificate					
		Student	Recreational	Sport Pilot	Private	Commercial	Airline Transport
1993	41.3	33.7	45.5	*	42.7	41.9	44.1
1994	41.9	34.3	46.5	*	43.2	42.4	44.4
1995	42.9	34.5	48.3	*	44.6	43.7	44.9
1996	43.2	34.6	49.3	*	45.1	44.1	45.1
1997	43.6	34.6	49.5	*	45.6	44.6	45.6
1998	43.8	34.7	49.8	*	45.9	45.0	45.4
1999	43.6	34.6	49.5	*	45.6	44.6	45.3
2000	43.7	34.1	49.8	*	45.6	44.9	45.8
2001	44.0	33.3	50.8	*	46.0	45.0	46.0
2002	44.4	33.7	51.0	*	46.2	45.5	46.6
2003	44.7	34.0	51.5	*	46.5	45.6	47.0
2004	45.1	34.2	51.3	*	47.0	45.9	47.5
2005	45.5	34.6	50.9	53.2	47.4	46.0	47.8
2006	45.6	34.4	51.5	52.9	47.7	46.1	48.1
2007	45.7	34.0	52.4	52.9	48.0	46.1	48.3
2008	45.1	33.6	50.1	53.2	46.9	44.8	48.5
2009	45.3	33.5	50.4	53.5	47.1	44.2	48.9

Source: FAA

3.5 Active U.S. Women Pilots and Non-Pilot Certificates Held (1999-2009)

Category	2009	2008	2007	2006	2005	2004	2003	2002	2001	2000	1999
Pilot–Total	**36,808**	**37,981**	**35,784**	**36,101**	**36,584**	**37,243**	**37,694**	**38,257**	**34,706**	**35,607**	**36,233**
Student	8,450	9,127	9,559	9,640	9,717	9,857	9,897	10,082	10,230	10,809	11,191
Recreational	13	20	17	17	20	21	24	23	20	26	25
Sport	98	79	64	26	7	*	*	*	*	*	*
Airplane [1]											
- Private	14,322	15,015	13,694	14,111	14,517	15,036	15,487	15,906	13,894	14,554	15,171
- Commercial	8,289	8,083	7,101	7,236	7,315	7,421	7,436	7,454	5,932	5,807	5,720
- Airline Transport	5,636	5,657	5,349	5,071	5,008	4,908	4,850	4,792	4,630	4,411	4,126
Flight Instructor Certificates [2]	**6,362**	**6,293**	**6,232**	**6,158**	**6,067**	**5,970**	**5,811**	**5,667**	**5,386**	**5,193**	**5,028**
Nonpilot–Total	**147,052**	**144,968**	**138,452**	**19,633**	**19,220**	**18,666**	**18,030**	**17,612**	**17,114**	**16,552**	**15,662**
Mechanic [3]	6,980	6,740	6,524	6,345	6,152	5,932	5,734	5,995	5,295	5,047	4,722
Repairmen [3]	2,335	2,284	2,193	2,180	2,108	2,039	1,800	1,722	1,789	1,704	1,582
Parachute Rigger [3]	633	615	594	584	556	540	521	500	475	509	494
Ground Instructor [3]	5,860	5,785	5,726	5,669	5,612	5,500	5,385	5,321	5,169	5,154	5,016
Dispatcher [3]	3,381	3,230	3,087	2,934	2,805	2,647	2,520	2,410	2,262	2,062	1,895
Flight Navigator	1	1	1	1	1	1	0	0	0	0	0
Flight Engineer	1,828	1,894	1,901	1,920	1,986	2,007	2,070	2,100	2,124	2,076	1,953
Flight Attendant [4]	126,034	124,419	118,426	108,559	100,630	*	*	*	*	*	*

1. Includes pilots with an airplane only certificate. Also includes those with an airplane and a helicopter and/or glider certificate. Prior to 1995, these pilots were categorized as private, commercial, or airline transport, based on their airplane certificate. In 1995 and after, they are categorized based on their highest certificate. For example, if a pilot holds a private certificate and a commercial helicopter certificate, prior 1995, the pilot would be categorized as private; 1995 and after as commercial.
2. Not included in total.
3. Numbers represent all certificates on record. No medical examination required.
4. First available from Registry in 2005.

Source: FAA

3.6 Estimated Total Active and Instrument-Rated Pilots (1982-2009)

Calendar Year	Total Active Pilots	Instrument Rated	Percent of Total Pilots w/ Instrument Reading
1982	576,894	255,073	44.2%
1983	570,807	254,271	44.5%
1984	572,295	256,584	44.8%
1985	562,888	258,559	45.9%
1986	558,845	262,388	47.0%
1987	553,637	266,122	48.1%
1988	557,103	273,804	49.1%
1989	557,466	282,804	50.7%
1990	573,909	297,073	51.8%
1991	571,731	306,193	53.6%
1992	568,175	306,169	53.9%
1993	561,280	305,517	54.4%
1994	557,593	302,300	54.2%
1995	537,673	298,798	55.6%
1996	527,049	297,895	56.5%
1997	520,241	297,409	57.2%
1998	520,257	300,183	57.7%
1999	537,770	308,951	57.5%
2000	532,177	311,944	58.6%
2001	525,227	315,276	60.0%
2002	545,454	317,389	58.2%
2003	537,405	315,413	58.7%
2004	530,432	313,545	59.1%
2005	522,112	311,828	59.7%
2006	511,062	309,333	60.5%
2007	503,740	309,865	61.5%
2008	529,882	325,247	61.4%
2009	518,519	323,495	62.4%

Total pilots excludes student, sport and recreational pilots.

Source: FAA

3.7 Pilot Certificates Issued by Category (1978-2009)

	Student		Private		Commercial		Airline Tranport		Helicopter (only)		Glider (only)	
Year	Original	Additional [1]	Original	Additional [1]	Original	Additional [1]	Original	Additional [1]	Original	Additional [1]	Original	Additional [1]
1978	137,032	*	58,064	16,048	11,789	17,501	6,912	5,921	1,122	287	759	188
1979	135,956	*	54,466	16,466	12,627	17,793	8,981	6,603	1,300	283	642	157
1980	102,301	*	50,458	16,035	12,452	16,015	7,116	6,289	1,721	272	583	151
1981	111,531	*	45,713	14,897	10,657	12,146	4,763	5,991	1,985	302	629	164
1982	90,816	*	52,144	16,276	11,048	11,910	5,037	7,956	2,256	330	793	184
1983	92,239	*	41,210	12,721	8,789	9,513	5,643	8,187	1,932	315	606	162
1984	90,167	*	36,545	11,784	7,702	8,895	5,099	9,335	1,808	319	524	139
1985	86,060	*	35,402	11,636	8,404	7,197	6,081	9,192	2,105	207	537	138
1986	88,699	*	34,816	12,672	8,889	9,241	6,498	10,372	2,209	234	514	109
1987	85,611	*	42,287	16,302	11,314	11,635	7,678	11,956	2,217	293	542	74
1988	86,193	*	39,900	15,800	12,042	10,597	7,461	11,209	1,947	287	475	28
1989	87,698	*	35,360	22,240	13,759	11,778	7,829	12,698	2,240	252	336	22
1990	88,586	*	41,749	19,299	15,500	12,584	8,013	13,540	2,700	266	378	41
1991	82,205	*	49,580	23,630	16,869	13,506	8,437	13,979	3,344	291	487	29
1992	78,377	*	39,968	19,419	14,354	11,630	7,699	13,391	2,684	291	376	32
1993	69,178	*	39,060	18,801	12,645	10,466	6,129	12,995	2,310	30	341	28
1994	66,501	*	32,787	14,568	9,237	8,630	5,360	10,963	1,801	267	320	25
1995	60,497	*	28,333	15,331	9,133	9,042	5,965	13,641	1,724	290	373	83
1996	56,653	*	24,714	18,199	10,245	10,494	7,444	17,229	1,638	349	633	195
1997	60,941	*	21,552	13,522	8,988	9,587	7,045	16,266	1,385	296	501	161
1998	63,037	756	26,297	15,966	10,042	10,269	7,547	19,085	1,530	211	472	105
1999	58,278	1,030	24,630	15,222	9,737	9,963	6,721	19,380	1,514	222	423	98
2000	58,042	1,070	27,223	17,223	11,813	11,652	7,715	20,558	1,776	234	455	62
2001	61,897	1,161	25,372	16,807	11,499	11,115	7,070	21,357	1,698	218	403	77
2002	65,421	1,317	28,659	18,607	12,299	11,628	4,718	18,502	2,073	275	336	38
2003	58,842	1,230	23,866	14,899	9,670	8,872	3,892	13,196	2,013	269	312	47
2004	59,202	1,302	23,031	14,234	9,836	9,635	4,255	15,328	2,736	366	309	43
2005	53,576	1,418	20,889	12,952	8,834	8,874	4,750	15,534	2,917	521	290	27
2006	61,448	1,551	20,217	13,079	8,687	9,603	4,748	15,942	3,569	816	298	42
2007	66,953	1,450	20,299	13,970	9,318	9,574	5,918	15,973	4,073	1,041	263	14
2008R	61,194	1,507	19,052	14,409	10,595	10,202	5,204	15,658	3,639	930	204	11
2009E	*	*	24,286	16,215	13,387	9,853	3,331	11,657	*	*	*	*

E = Estimated, R = Revised

Source: FAA

1. An Additional rating is added to an existing pilot certificate (e.g., instrument rating added to a private certificate.)

DEFINITIONS

Active Pilot — A pilot who holds a pilot certificate and a valid medical certificate (one that was issued within the last 25 months.)

Air Carrier — An aircraft with a seating capacity of more than 30 seats or a maximum payload capacity of more than 7,500 pounds carrying passengers or cargo for hire or compensation.

Airmen — A pilot, mechanic, or other licensed aviation technician. The term refers to men and women.

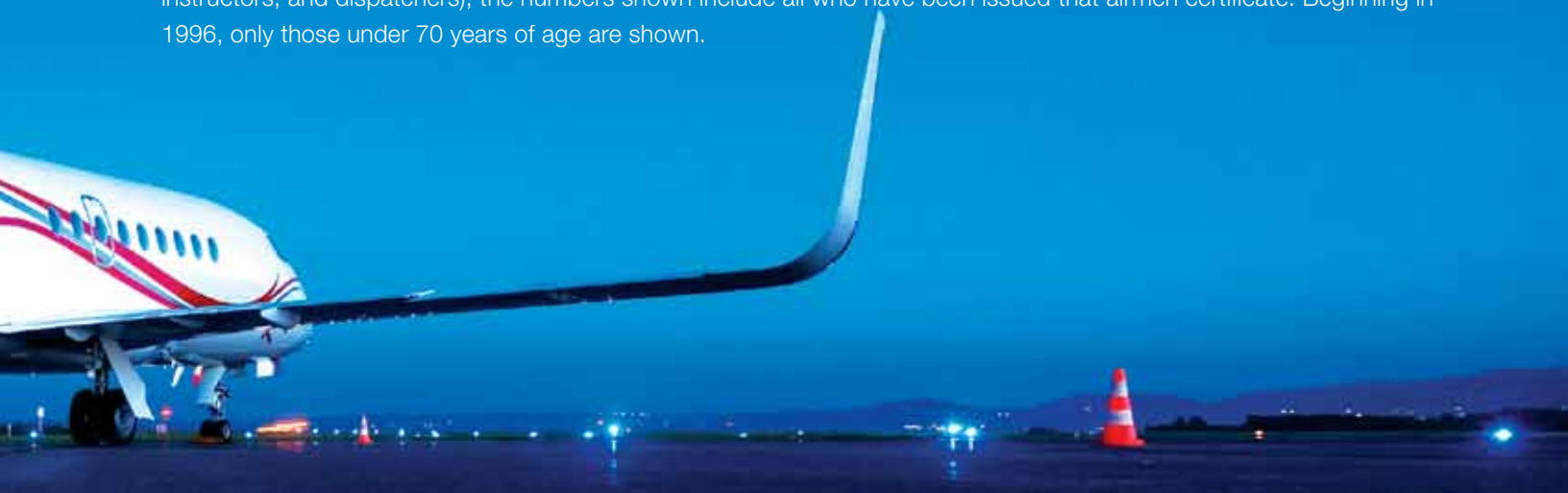
Airmen Certificate — A document issued by the Administrator of the Federal Aviation Administration certifying that the holder complies with the regulations governing the capacity in which the certificate authorizes the holder to act as an airman in connection with aircraft.

U.S. CIVIL AIRMEN

Statistics pertaining to airmen, both pilots and non-pilots, were obtained from the official certification records maintained by the Airmen Certification and Medical Certification Branches of the Mike Monroney Aeronautical Center at Oklahoma City, Oklahoma.

Active pilots are those pilots who hold a pilot certificate and a valid medical certificate (one that was issued within the last 25 months.) Glider pilots may have, but are not required to have, a medical examination. The inventory data for this category includes only those with a valid medical certificate.

For those nonpilot certificates for which a medical certificate is not required (mechanics, parachute riggers, ground instructors, and dispatchers), the numbers shown include all who have been issued that airmen certificate. Beginning in 1996, only those under 70 years of age are shown.



PILOT CATEGORIES

Student Pilot — A student pilot must be 16 years old, medically certificated by an FAA medical examiner and may only fly solo or with an instructor. Each solo flight must be approved as to destination and duration. A student pilot may not operate an aircraft that is carrying passengers or that is carrying property for compensation or hire.

Recreational Pilot — A recreational pilot may fly no more than one passenger in a light, single engine aircraft with no more than four seats, during good weather and daylight hours, and unless otherwise authorized, no more than 50 miles from the home airport. A recreational pilot may not operate an aircraft that is carrying passengers or that is carrying property for compensation or hire.

Sport Pilot — A sport pilot may operate a light-sport aircraft (a small, low-powered aircraft), under a limited set of flight conditions. The certificate does does not require an FAA medical examination, but the pilots can carry a driver's license as proof of medical competence. Holders of a sport pilot certificate may fly an aircraft with a standard airworthiness certificate if the aircraft meets the definition of a light-sport aircraft.

Private Pilot — A private pilot may, with appropriate training, ratings and endorsements, carry passengers in any aircraft, day or night, good weather or bad. The private pilot may not act as pilot-in-command of an aircraft that is carrying passengers for compensation or hire nor act a as pilot-in-command of an aircraft that is being operated for compensation or hire (e.g.: one that has been hired to do pipeline patrol but carries no passengers).

Commercial Pilot — A commercial pilot may act as pilot-in-command of an aircraft that is carrying passengers for compensation or hire, but not an aircraft in air carrier service, or act a as pilot-in-command of an aircraft that is being operated for compensation or hire (e.g.: one that has been hired to do pipeline patrol but carries no passengers).

Airline Transport Pilot — An airline transport pilot may act as pilot-in-command of an aircraft in air carrier service.

04
Airports and Aeronautical Facilities

The Airports and Aeronautical Facilities section details the number of airports and aeronautical facilities by FAA region and state. This section also provides an overview of the most active general aviation airports based on the number of operations in 2009. Additionally, we have included a summary of airports by runway length for Europe. GAMA will continue to add data for Europe and other regions as they become available.

4.1 U.S. Civil and Joint Use Airports, Heliports, and Seaplane Bases on Record by Type of Ownership (December 31, 2009)

FAA Region and State	State Total	Public Use		Civil Private Use Landing Facilities							Military Only Use
								Other			
		Total	Part 139	Total	Airports	Heliports	Seaplane Bases	Gliderports	Balloon-ports	Ultralight Flight-parks	
Grand Total	**19,750**	**5,178**	**559**	**14,120**	**8,405**	**5,425**	**290**	**31**	**13**	**134**	**274**
United States - Total	**19,729**	**5,168**	**551**	**14,111**	**8,403**	**5,418**	**290**	**31**	**13**	**134**	**272**
Alaskan - Total	**734**	**408**	**26**	**307**	**245**	**38**	**24**	**0**	**0**	**0**	**19**
Alaska	734	408	26	307	245	38	24	0	0	0	19
Central - Total	**1,434**	**480**	**38**	**936**	**655**	**280**	**1**	**1**	**1**	**6**	**10**
Iowa	289	121	8	162	79	83	0	0	0	3	3
Kansas	383	141	10	238	203	35	0	1	1	0	2
Missouri	518	132	11	380	251	128	1	0	0	3	3
Nebraska	244	86	9	156	122	34	0	0	0	0	2
Eastern - Total	**2,573**	**478**	**65**	**2,014**	**1,016**	**959**	**39**	**5**	**7**	**23**	**46**
Delaware	42	11	1	30	21	9	0	0	0	0	1
District of Columbia	20	3	2	13	0	13	0	0	0	0	4
Maryland	226	37	3	182	111	67	4	0	0	0	7
New Jersey	314	46	4	256	54	196	6	0	5	0	7
New York	603	148	24	448	263	175	10	2	1	3	1
Pennsylvania	821	132	16	662	316	339	7	2	0	18	7
Virginia	427	66	7	340	213	125	2	1	1	1	18
West Virginia	120	35	8	83	38	35	10	0	0	1	1
Great Lakes - Total	**4,087**	**1,070**	**95**	**2,970**	**2,010**	**870**	**90**	**4**	**1**	**28**	**14**
Illinois	788	115	17	665	413	247	5	2	0	5	1
Indiana	610	107	12	487	348	123	16	0	0	11	5
Michigan	467	228	20	236	142	89	5	0	0	2	1
Minnesota	469	154	9	313	203	59	51	0	0	1	1
North Dakota	281	89	8	190	175	15	0	0	0	0	2
Ohio	729	170	13	554	344	209	1	2	1	1	1
South Dakota	178	74	7	103	70	33	0	0	0	0	1
Wisconsin	565	133	9	422	315	95	12	0	0	8	2
New England - Total	**813**	**180**	**25**	**625**	**214**	**351**	**60**	**0**	**2**	**4**	**2**
Connecticut	146	23	5	122	35	82	5	0	0	1	0
Maine	175	68	6	104	64	17	23	0	0	2	1
Massachusetts	241	40	8	198	39	142	17	0	1	1	1
New Hampshire	139	25	3	114	28	79	7	0	0	0	0
Rhode Island	31	8	1	22	3	17	2	0	1	0	0
Vermont	81	16	2	65	45	14	6	0	0	0	0
N.W. Mountain - Total	**2,220**	**637**	**78**	**1553**	**963**	**581**	**9**	**2**	**1**	**7**	**20**
Colorado	449	76	16	365	186	179	0	1	1	1	5
Idaho	280	119	7	158	108	49	1	0	0	2	1
Montana	258	121	15	134	102	31	1	0	0	1	2
Oregon	420	97	10	322	231	90	1	1	0	0	0
Utah	142	46	9	93	44	49	0	0	0	0	3
Washington	552	137	11	403	240	157	6	0	0	3	9
Wyoming	119	41	10	78	52	26	0	0	0	0	0
Southern - Total	**3,062**	**750**	**100**	**2,212**	**1314**	**847**	**51**	**5**	**1**	**20**	**74**
Alabama	281	98	10	172	87	81	4	0	0	0	11
Florida	857	127	25	697	370	289	38	2	0	5	26
Georgia	461	110	10	339	227	110	2	1	0	1	10
Kentucky	223	60	7	157	95	62	0	0	0	4	2
Mississippi	244	80	11	157	107	50	0	0	0	1	6
North Carolina	429	112	15	300	212	88	0	1	1	4	11
Puerto Rico	52	12	4	39	6	31	2	0	0	0	1
South Carolina	196	68	8	119	86	31	2	1	0	3	5
Tennessee	311	81	8	226	124	101	1	0	0	2	2
Virgin Islands	8	2	2	6	0	4	2	0	0	0	0
Southwest - Total	**3,357**	**766**	**62**	**2,505**	**1,559**	**934**	**12**	**8**	**0**	**38**	**40**
Arkansas	307	99	9	199	118	81	0	2	0	4	3
Louisiana	480	75	9	381	150	219	12	0	0	20	4
New Mexico	174	61	9	107	81	26	0	0	0	1	5
Oklahoma	390	140	4	240	160	80	0	0	0	4	6
Texas	2,006	391	31	1,578	1,050	528	0	6	0	9	22
Western Pacific - Total	**1,470**	**409**	**70**	**998**	**429**	**565**	**4**	**6**	**0**	**8**	**49**
Arizona	314	79	14	219	107	112	0	2	0	6	8
California	960	257	36	671	263	404	4	3	0	1	28
Hawaii	50	14	7	30	14	16	0	0	0	0	6
Nevada	125	49	5	69	43	26	0	1	0	1	5
American Samoa	4	3	3	1	1	0	0	0	0	0	0
Guam	3	1	1	1	0	1	0	0	0	0	1
Midway Atoll	2	1	1	1	1	0	0	0	0	0	0
N. Mariana Islands	11	5	3	6	0	6	0	0	0	0	0
Wake Island	1	0	0	0	0	0	0	0	0	0	1

The state public data also includes 1 G in AZ, 1 U in IL, 2 U in IN, 1 B in MI, 1 G and 1U in PA, 2 G in TN, and 1 U in WA.

Source: FAA Airport Engineering Division

4.2 FAA Air Route Facilities and Services (1972-2005)

Calendar Year	VOR VORTAC	Non-Directional Beacons	Air Route Traffic Cont. Ctr.	Air Traffic Cont. Towers [1]	Flight Service Stations [2]	Int'l Flight Service Stations	Instrument Landing Systems	Airport Surveillance Radar
1972	991	706	27	355	324	7	403	125
1973	995	739	27	403	315	7	467	142
1974	1,000	793	26	417	320	7	490	156
1975	1,011	848	25	487	321	7	580	177
1976	1,020	920	25	488	321	7	640	175
1977	1,021	959	25	495	319	7	678	182
1978	1,020	988	25	494	319	6	698	185
1979	1,028	1,015	25	499	318	6	753	192
1980	1,037	1,055	25	502	317	6	796	192
1981	1,033	1,123	25	501	316	6	840	199
1982	1,029	1,143	25	492	316	6	884	197
1983	1,032	1,183	25	494	316	5	934	197
1984	1,035	1,211	25	497	310	5	955	197
1985	1,039	1,222	25	500	302	4	968	198
1986	1,043	1,239	25	686	293	3	977	312
1987	1,039	1,212	25	500	302	4	968	312
1988	1,043	1,239	25	686	293	3	977	311
1989	1,046	1,263	25	686	255	3	1,100	312
1990	1,045	1,271	25	686	235	3	1,120	311
1991	1,045	1,295	24	694	192	3	1,114	318
1992	1,044	1,314	24	691	179	3	1,177	312
1993	1,046	1,263	24	686	255	3	1,100	312
1994	1,045	1,271	24	686	235	3	1,120	311
1995R	1,045	1,295	24	694	192	3	1,114	318
1996R	1,044	1,314	24	691	179	3	1,177	312
1997R	1,041	1,344	24	684	135	3	1,231	310
1998R	1,039	1,348	24	683	128	3	1,238	307
1999	1,041	1,320	24	680	75	3	1,327	295
2000R	993	1,199	25	663	75	3	1,370	297
2001	1,116	1,675	24	678	76	3	1,388	292
2002	*	*	21	*	76	3	*	*
2003	*	*	21	*	76	3	*	*
2004	1,119	1,685	21	688	76	3	1,473	227
2005	1,111	1,613	21	693	76	3	1,490	226

1. Includes non-federal and military.
2. Includes Automated Flight Service Stations.

Source: FAA

4.3 U.S. Airports by Type (2000-2009)

Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Total Civil Public Use Airports	**5,317**	**5,294**	**5,286**	**5,286**	**5,288**	**5,270**	**5,233**	**5,221**	**5,202**	**5,178**
Civil Public Use Part 139	**651**	**635**	**633**	**628**	**599**	**575**	**604**	**565**	**560**	**559**
Civil Public Use Non-Part 139	*	*	*	*	*	*	*	4,556	4,642	4,619
Civil Public Use Abandoned	13	26	16	19	10	14	27	18	16	18
Newly Established Public Use	*	*	*	*	*	*	*	9	3	5
Total Civil Private Use Airports	**13,964**	**14,062**	**14,286**	**14,295**	**14,532**	**14,584**	**14,757**	**14,839**	**14,451**	**14,298**
Civil Private Use Airports Abandoned	156	220	121	214	117	115	133	297	461	360
Newly Established Private Use	*	*	*	*	*	*	*	274	151	214
Military Airports	88	75	75	73	57			261	277	274
Total Airports by Type	**19,281**	**19,356**	**19,572**	**19,581**	**19,820**	**19,854**	**19,983**	**20,341**	**19,930**	**19,750**
Airports	*	*	*	*	*	*	*	13,822	13,589	13,494
Heliports	*	*	*	*	*	*	*	5,708	5,568	5,571
Seaplane Bases	*	*	*	*	*	*	*	527	503	497
Gliderports	*	*	*	*	*	*	*	35	35	35
Stolports	*	*	*	*	*	*	*	87	82	n/a
Balloon Ports	*	*	*	*	*	*	*	15	14	14
Ultralight Flightparks	*	*	*	*	*	*	*	147	139	139

The category "stolport" was eliminated in 2009.
The data is for December 31 for the year listed.
Certificated airports servce air carrier operations with aircraft seating more than 9 passenger seats (Part 139).

Source: FAA AOA Handbook and Airports Office

4.4 Airports by European Country (2002-2006 Estimates)

Country	Albania	Andorra	Austria	Belgium	Bosnia-Herz	Bulgaria	Croatia	Cyprus	Czech Rep.	Denmark	Estonia	Finland	France	Germany	Greece	Hungary	Iceland	Ireland	Italy	Latvia	Liechtenstein
Airports with Paved Runways	**3**	**0**	**24**	**25**	**8**	**132**	**23**	**13**	**44**	**28**	**14**	**75**	**281**	**331**	**66**	**18**	**5**	**15**	**96**	**27**	**0**
Over 10,000 ft	0	0	1	6	0	1	2	0	2	2	1	2	13	13	5	2	1	1	6	0	0
8,000 ft to 10,000 ft	3	0	5	8	4	19	6	7	9	7	8	27	28	51	16	8	0	1	32	7	0
5,000 ft to 8,000 ft	0	0	1	3	1	15	2	2	14	4	1	10	95	62	19	4	3	4	16	2	0
3,000 ft to 5,000 ft	0	0	3	1	0	1	4	3	2	12	3	23	82	71	17	3	1	3	30	2	0
Under 3,000 ft	0	0	14	7	3	96	9	1	17	3	1	13	63	134	9	1	0	6	12	16	0
Airports with Unpaved Runways	**8**	**0**	**31**	**18**	**19**	**85**	**45**	**3**	**76**	**69**	**15**	**73**	**195**	**219**	**16**	**26**	**93**	**21**	**38**	**24**	**0**
Over 10,000 ft	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8,000 ft to 10,000 ft	0	0	0	0	0	2	0	0	0	0	1	0	0	1	0	2	0	0	0	1	0
5,000 ft to 8,000 ft	2	0	1	0	1	0	1	1	1	0	3	0	3	2	0	4	3	0	2	2	0
3,000 ft to 5,000 ft	1	0	3	2	7	11	7	0	27	6	4	4	72	31	3	11	29	4	18	1	0
Under 3,000 ft	4		27	16	11	72	37	2	48	63	6	69	120	185	13	9	61	17	18	20	0
Heliports	**1**	**0**	**1**	**1**	**5**	**4**	**2**	**10**	**2**	**0**	**0**	**0**	**3**	**34**	**8**	**5**	**0**	**0**	**4**	**0**	**0**

Country	Lithuania	Luxembourg	Netherlands	Norway	Macedonia	Matla	Monacao	Montenegro	Poland	Portugal	Romania	Serbia	Slovakia	Slovenia	Spain	Sweden	Swizerland	Turkey	Unit'd Kingdom	Europe Total	United States Total
Airports with Paved Runways	**28**	**1**	**1**	**65**	**10**	**1**	**0**	**3**	**84**	**42**	**25**	**16**	**17**	**6**	**95**	**154**	**42**	**89**	**334**	**2,241**	**5,128**
Over 10,000 ft	4	1	1	0	0	1	0	0	3	5	4	2	2	1	15	3	3	15	8	**126**	**188**
8,000 ft to 10,000 ft	1	0	0	13	2	0	0	1	30	9	9	4	2	1	10	12	5	33	33	**411**	**221**
5,000 ft to 8,000 ft	7	0	0	12	0	0	0	2	40	3	12	4	3	1	19	82	10	19	150	**622**	**1,375**
3,000 ft to 5,000 ft	2	0	0	14	0	0	0	0	8	15	0	2	3	2	23	22	8	18	86	**464**	**2,383**
Under 3,000 ft	14	0	0	26	8	0	0	0	3	10	0	4	7	1	28	35	16	4	57	**618**	**961**
Airports with Unpaved Runways	**74**	**1**	**1**	**36**	**7**	**0**	**0**	**2**	**39**	**23**	**36**	**23**	**17**	**8**	**51**	**100**	**23**	**28**	**137**	**1,680**	**9,729**
Over 10,000 ft	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	**3**	**1**
8,000 ft to 10,000 ft	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	**9**	**7**
5,000 ft to 8,000 ft	2	0	0	0	0	0	0	0	4	0	2	2	1	2	2	0	0	2	1	**44**	**160**
3,000 ft to 5,000 ft	5	0	0	7	3	0	0	1	13	1	10	9	9	2	5	10	0	8	23	**347**	**1,718**
Under 3,000 ft	67	1	1	29	4	0	0	1	21	22	24	12	7	4	44	90	23	17	112	**1,277**	**7,843**
Heliports	**0**	**1**	**1**	**1**	**0**	**0**	**1**	**0**	**3**	**0**	**1**	**4**	**1**	**0**	**8**	**2**	**2**	**18**	**11**	**134**	**155**

Source: CIA World Factbook

4.5 U.S. Airports Ranked by Number of General Aviation Operations (2009)*

Rank 2009	Facility	Name	General Aviation Operations					Total GA	GA as % of Total	Total Tower Operations incl. Commercial and Military
			IFR GA		VFR GA		Local Civil GA			
			Itinerant	Overflight	Itinerant	Overflight				
1	VNY	Van Nuys, CA	6,237	1,158	143,697	4,900	248,586	404,578	99.1%	408,406
2	DVT	Phoenix Deer Valley, AZ	36,797	14,932	191,413	10,057	114,169	367,368	97.6%	376,222
3	RVS	Richard Lloyd Jones, OK	53,021	540	162,971	3,019	88,049	307,600	97.3%	316,208
4	DAB	Daytona Beach, FL	29,726	272	94,111	14,647	134,505	273,261	87.5%	312,474
5	FFZ	Falcon Field, AZ	4,028	0	110,022	9,757	136,024	259,831	97.9%	265,310
6	TMB	Kendall-Tamiami Executive Airport, FL	22,474	30	93,884	2,078	127,148	245,614	99.3%	247,302
7	LGB	Long Beach, CA	2,763	227	71,549	553	160,391	235,483	97.5%	241,477
8	APA	Centennial Airport, CO	4,089	7	9,567	248	220,596	234,507	67.7%	346,165
9	PRC	Ernes A. Love Field, AZ	36,112	6	70,692	843	117,356	225,009	83.7%	268,912
10	HIO	Portland-Hillsboro Airpor, OR	13,531	85	81,716	3,902	122,315	221,549	99.8%	221,950
11	SEE	Gillespie Field, CA	13,838	113	76,039	2,652	128,572	221,214	96.8%	228,644
12	CHD	Chandler Municipal Airport	17,518	0	51,206	3,286	147,478	219,488	97.3%	225,613
13	MYF	Montgomery Field Airport, CA	28,062	4,868	85,506	27,481	73,068	218,985	66.2%	330,854
14	BFI	Boeing Field, King County Airport, WA	25,755	195	87,200	3,705	97,472	214,327	98.8%	216,903
15	IWA	Williams Gateway Airport, AZ	25,330	784	89,704	11,639	83,719	211,176	98.2%	215,058
16	SNA	John Wayne-Orange County, CA	36,309	52	67,469	18,567	87,234	209,631	66.4%	315,550
17	SFB	Sanford-Orlando, FL	1,472	31	64,108	6,433	136,524	208,568	98.5%	211,802
18	DWH	David Wayne Hooks Mem. Airport	35,184	7	50,901	1,553	114,988	202,633	93.0%	217,955
19	SDL	Scottsdale Airport, AZ	712	261	71,730	9,175	98,719	180,597	95.5%	189,141
20	EVB	New Smyrna Beach Municipal, FL	4,588	103	66,555	8,789	97,721	177,756	90.3%	196,835
21	CRQ	McClellan-Palomar Airport, CA	22,730	0	68,203	15,107	67,029	173,069	95.0%	182,174
22	PDK	Dekalb-Peachtree Airport, GA	25,640	214	35,469	7,709	101,767	170,799	99.1%	172,336
23	HWO	North Perry Airport, FL	5,866	1,758	62,834	10,608	88,480	169,546	98.6%	172,005
24	VRB	Vero Beach Municipal Airport, FL	15,278	7,812	60,364	3,506	82,552	169,512	95.3%	177,919
25	PAO	Palo Alto Airport, CA	26,562	281	73,765	5,224	61,557	167,389	90.4%	185,215
26	RYN	Ryan Field Airport, AZ	34,287	105	64,802	6,879	59,918	165,991	92.3%	179,777
27	GYR	Phoenix Goodyear Airport, AZ	3,043	2	53,952	4,913	104,078	165,988	99.2%	167,248
28	FXE	Fort Lauderdale Executive Airport, FL	30,532	282	61,836	4,663	58,441	155,754	82.2%	189,512
29	SSF	Stinson Municipal Airport, TX	8,799	383	68,803	543	75,996	154,524	100.0%	154,586
30	GFK	Grand Forks Int'l, ND	926	365	58,696	1,927	89,164	151,078	89.9%	168,062
31	OMN	Ormond Beach Municipal Airport, FL	4,568	51	55,726	303	89,794	150,442	94.4%	159,390
32	FRG	Republic Airport, NY	21,451	462	52,022	3,106	73,387	150,428	97.7%	153,934
33	LVK	Livermore Municipal Airport, CA	52,131	0	47,140	10,785	39,658	149,714	91.8%	163,128
34	MRI	Merril Field Airport, AK	35,167	353	79,587	11,161	22,916	149,184	91.9%	162,365
35	BED	Laurence G Hanscom Field Airport, MA	1,178	6	53,049	0	94,449	148,682	99.5%	149,418
36	PTK	Oakland County Int'l Airport, MI	4,895	427	42,016	6,021	94,602	147,961	99.6%	148,559
37	CMA	Camarillo Airport, CA	4,726	24	43,134	1,493	97,191	146,568	94.2%	155,588
38	TIX	Space Coast Regional Airport, FL	5,802	66	49,054	2,649	87,761	145,332	99.9%	145,537
39	ISM	Kissimmee Gateway Airport, FL	11,510	226	59,017	2,197	65,905	138,855	99.6%	139,432
40	TOA	Zamperini Field, CA	16,002	132	40,378	2,819	78,672	138,003	84.8%	162,826
41	VGT	North Las Vegas Airport, NV	26,181	363	38,789	1,568	71,095	137,996	94.6%	145,931
42	ISP	Long Island Mac Arthus Airport, NY	25,647	40	52,722	2,422	55,722	136,553	94.5%	144,571
43	BJC	Rockymountain Metropolitcan Airport, CO	9,193	24	49,204	3,308	73,853	135,582	99.2%	136,680
44	FPR	St. Lucie County Int'l Airport, FL	8,841	366	56,720	8,101	61,255	135,283	98.7%	137,082
45	HWD	Hayward Executive Airport, CA	19,599	2,790	46,122	15,798	49,941	134,250	89.0%	150,764
46	PUB	Pueblo Memorial Airport, CO	10,982	205	44,818	2,453	74,266	132,724	91.7%	144,699
47	RHV	Reid-Hillview Airport, CA	2,615	31	46,895	6,721	73,385	129,647	99.8%	129,859
48	PAE	Snohomish County Airport (Paine Field), WA	21,067	1,670	38,933	18,627	45,945	126,242	94.4%	133,669
49	MLB	Melbourne International Airport, FL	21,893	245	48,188	6,340	47,850	124,516	97.8%	127,371
50	GEU	Glendale Municipal, AZ	706	2	46,923	0	73,675	121,306	96.3%	125,943

General Aviation operations are defined by the FAA based on traffic operations counted in the Air Traffic Data System (ATADS).
Total operations include general aviation operations, commercial operations, and military operations.
* Does not include FAR Part 135 on-demand operations.

Source: FAA Air Traffic Activity Data System (ATADS)

05
Forecast Information

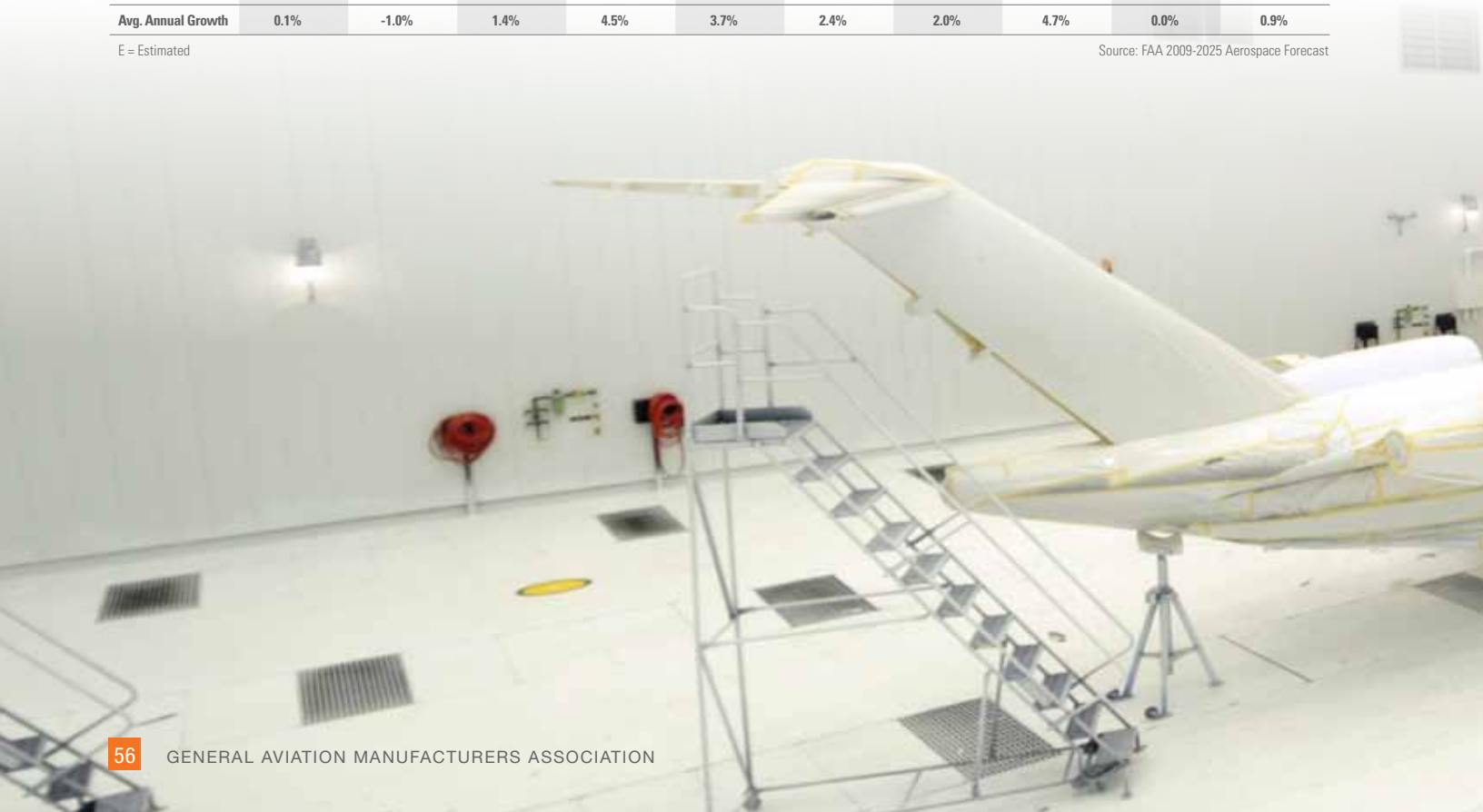
The FAA publishes an annual forecast of the number of aircraft and hours flown in the national airspace system (NAS). In this section, GAMA reproduces the most recent FAA forecast of active aircraft, hours flown, fuel consumption and pilot certificates. This information is updated by the FAA in early March of each year.

5.1 FAA Forecast - U.S. General Aviation and On-Demand FAR Part 135 Aircraft

As of Dec. 31	Fixed Wing				Rotorcraft		Experimental	Light Sport Aircraft	Other	Total General Aviation Fleet
	Piston		Turbine							
	Single Engine	Multi-Engine	Turbo Prop	Turbo Jet	Piston	Turbine				
Historical										
2000	149,422	21,091	5,762	7,001	2,680	4,470	20,407	NA	6,700	217,533
2001	145,034	18,192	6,596	7,787	2,292	4,491	20,421	NA	6,633	211,446
2002	143,503	17,483	6,841	8,355	2,351	4,297	21,936	NA	6,478	211,244
2003	143,265	17,491	7,689	7,997	2,123	4,403	20,550	NA	6,088	209,606
2004	146,613	18,469	8,379	9,298	2,315	5,506	22,800	NA	5,939	219,319
2005	148,101	19,412	7,942	9,823	3,039	5,689	23,627	170	6,459	224,262
2006	145,036	18,708	8,063	10,379	3,264	5,895	23,047	1,273	6,277	221,942
2007	147,569	19,337	9,514	10,385	2,769	6,798	23,228	6,066	5,940	231,606
2008E	146,590	19,130	9,600	11,400	3,070	7,145	24,100	6,965	6,015	234,015
Forecast										
2009	145,735	18,965	9,665	12,325	3,320	7,440	24,860	7,865	6,060	236,235
2010	144,960	18,795	9,740	13,155	3,565	7,735	25,615	8,765	6,085	238,415
2011	144,250	18,630	9,860	13,945	3,790	8,010	26,360	9,765	6,095	240,705
2012	143,775	18,455	10,015	14,710	3,995	8,265	27,100	10,765	6,090	243,170
2013	143,510	18,275	10,180	15,530	4,190	8,510	27,780	11,665	6,080	245,720
2014	143,505	18,095	10,360	16,325	4,380	8,750	28,455	12,165	6,070	248,105
2015	143,530	17,910	10,540	17,100	4,550	8,970	29,125	12,665	6,060	250,450
2016	143,575	17,720	10,740	17,870	4,705	9,175	29,735	13,065	6,050	252,635
2017	143,720	17,540	10,935	18,635	4,850	9,370	30,340	13,465	6,040	254,895
2018	144,030	17,345	11,125	19,390	4,985	9,550	30,940	13,765	6,030	257,160
2019	144,440	17,155	11,310	20,150	5,115	9,735	31,485	14,065	6,020	259,475
2020	144,880	16,965	11,480	20,945	5,250	9,920	32,025	14,365	6,010	261,840
2021	145,415	16,770	11,650	21,765	5,385	10,110	32,555	14,665	6,005	264,320
2022	146,050	16,585	11,810	22,610	5,520	10,300	33,080	14,965	6,000	266,920
2023	146,780	16,395	11,965	23,455	5,655	10,490	33,600	15,265	5,995	269,600
2024	147,610	16,205	12,110	24,310	5,790	10,680	34,115	15,565	5,990	272,375
2025	148,545	16,005	12,245	25,165	5,925	10,870	34,625	15,865	5,985	275,230
Avg. Annual Growth	**0.1%**	**-1.0%**	**1.4%**	**4.5%**	**3.7%**	**2.4%**	**2.0%**	**4.7%**	**0.0%**	**0.9%**

E = Estimated

Source: FAA 2009-2025 Aerospace Forecast



5.2 FAA Forecast - U.S. General Aviation and On-Demand FAR Part 135 Aircraft Hours Flown (in Thousands)

As of Dec. 31	Fixed Wing				Rotocraft		Experimental	Light Sport Aircraft	Other	Total General Aviation Fleet
	Piston		Turbine							
	Single Engine	Multi-Engine	Turboprop	Turbojet	Piston	Turbine				
Historical										
2000	18,089	3,400	1,986	2,755	530	1,661	1,307	NA	374	30,102
2001	16,549	2,644	1,773	2,654	474	1,478	1,157	NA	287	27,016
2002	16,325	2,566	1,850	2,745	453	1,422	1,345	NA	333	27,039
2003	16,680	2,317	1,922	2,704	448	1,687	1,293	NA	264	27,315
2004	15,363	2,763	2,161	3,719	514	2,020	1,322	NA	249	28,111
2005	13,739	2,677	2,160	3,767	678	2,438	1,340	9	271	27,078
2006	13,976	2,550	2,162	4,077	918	2,528	1,218	66	211	27,705
2007	13,571	2,686	2,661	3,938	704	2,541	1,275	260	215	27,852
2008E	13,530	2,591	2,594	4,043	703	2,484	1,316	305	219	27,784
Forecast										
2009	13,289	2,529	2,614	4,427	730	2,509	1,351	351	222	28,020
2010	13,150	2,479	2,640	4,745	785	2,615	1,385	399	224	28,420
2011	12,973	2,394	2,688	5,040	837	2,714	1,432	453	225	28,757
2012	12,866	2,323	2,737	5,333	885	2,808	1,480	509	226	29,166
2013	12,804	2,262	2,775	5,651	930	2,898	1,524	563	227	29,635
2014	12,791	2,203	2,814	5,973	975	2,988	1,569	599	227	30,138
2015	12,867	2,161	2,849	6,283	1,015	3,070	1,614	636	228	30,723
2016	12,935	2,126	2,877	6,590	1,052	3,148	1,656	669	229	31,283
2017	13,071	2,111	2,911	6,898	1,087	3,223	1,698	704	230	31,934
2018	13,210	2,080	2,956	7,204	1,121	3,293	1,741	734	231	32,569
2019	13,353	2,046	3,004	7,512	1,153	3,366	1,780	765	231	33,209
2020	13,498	2,011	3,041	7,835	1,186	3,438	1,820	796	232	33,856
2021	13,617	1,960	3,068	8,168	1,220	3,513	1,859	829	233	34,467
2022	13,800	1,939	3,110	8,513	1,253	3,588	1,898	863	234	35,199
2023	14,044	1,962	3,153	8,860	1,287	3,663	1,938	898	235	36,040
2024	14,312	1,985	3,190	9,214	1,321	3,739	1,977	934	236	36,908
2025	14,643	2,019	3,219	9,569	1,355	3,815	2,017	971	237	37,846
Avg. Annual Growth	**0.4%**	**-1.4%**	**1.2%**	**4.9%**	**3.7%**	**2.4%**	**2.4%**	**6.7%**	**0.4%**	**1.7%**

E = Estimated

Source: FAA 2009-2025 Aerospace Forecast

5.3 FAA Forecast - U.S. General Aviation and On-Demand FAR Part 135 Aircraft Fuel Consumption (in Millions of Gallons)

	Fixed Wing				Rotorcraft				Total Fuel Consumed		
	Piston		Turbine								
As of Dec. 31	Single Engine	Multi-Engine	Turboprop	Turbojet	Piston	Turbine	Experimental	Light Sport Aircraft	AvGas	Jet Fuel	Total
Historical											
2000	200.8	108.4	176.3	736.7	8.4	59.0	15.2	NA	332.8	972.0	1304.8
2001	180.4	76.4	149.1	726.7	7.2	42.6	15.3	NA	279.2	918.4	1197.6
2002	177.9	74.2	152.3	745.5	6.9	40.5	17.8	NA	276.7	938.3	1215.0
2003	181.8	66.7	154.5	729.0	6.8	48.8	17.1	NA	272.4	932.3	1204.7
2004	167.5	80.1	167.0	1,004.9	7.9	59.0	17.5	NA	272.9	1230.9	1503.8
2005	218.4	111.9	196.1	1,181.3	13.3	71.7	17.7	0.0	361.3	1449.2	1810.4
2006	208.2	104.8	190.1	1,303.9	16.7	74.8	21.6	0.3	351.6	1568.8	1920.4
2007	203.2	110.9	233.9	1,234.3	12.8	75.2	22.6	1.4	350.9	1543.5	1894.4
2008E	203.6	107.6	228.0	1,248.1	12.8	73.5	23.3	1.6	348.9	1549.7	1898.5
Forecast											
2009	201.0	105.5	229.7	1,353.0	13.2	73.8	23.8	1.9	345.4	1656.5	2001.8
2010	199.9	103.9	229.7	1,435.5	14.2	76.3	24.4	2.1	344.5	1741.6	2086.1
2011	198.2	100.9	234.0	1,509.6	15.2	79.0	25.2	2.4	341.8	1822.5	2164.3
2012	194.6	96.9	238.2	1,581.3	15.9	81.4	25.9	2.6	336.0	1900.9	2236.9
2013	191.7	93.4	239.1	1,658.9	16.8	83.8	26.7	2.9	331.5	1981.8	2313.3
2014	189.6	90.1	242.4	1,735.8	17.6	86.3	27.5	3.1	327.8	2064.6	2392.4
2015	188.8	87.5	245.4	1,807.9	18.2	88.7	28.1	3.2	325.9	2142.0	2467.9
2016	188.9	85.6	245.4	1,877.2	18.9	91.0	28.9	3.4	325.6	2213.6	2539.3
2017	189.9	84.6	248.3	1,945.3	19.5	92.8	29.6	3.6	327.2	2286.4	2613.6
2018	191.0	82.9	252.1	2,011.2	20.0	94.8	30.2	3.7	327.8	2358.2	2686.0
2019	192.1	81.2	253.6	2,076.2	20.6	96.6	30.9	3.8	328.5	2426.4	2754.9
2020	193.2	79.4	256.7	2,143.8	21.2	98.7	31.6	4.0	329.3	2499.2	2828.4
2021	193.9	77.0	259.1	2,212.8	21.8	100.8	32.3	4.1	329.0	2572.7	2901.7
2022	195.5	75.8	260.0	2,283.1	22.2	102.5	32.8	4.2	330.5	2645.5	2976.1
2023	198.0	76.3	263.5	2,352.3	22.8	104.6	33.5	4.4	335.0	2720.5	3055.5
2024	200.8	76.8	266.7	2,421.9	23.4	106.8	34.1	4.6	339.7	2795.3	3135.0
2025	204.4	77.7	269.1	2,490.0	24.1	108.9	34.8	4.8	345.8	2868.0	3213.8
Avg. Annual Growth	0.0%	-1.8%	0.9%	3.9%	3.6%	2.2%	2.3%	6.2%	0.0%	3.5%	3.0%

E = Estimated

Source: FAA 2009-2025 Aerospace Forecast

5.4 FAA Forecast – U.S. Pilot Population

As of Dec. 31	Students	Recreational	Sport Pilot	Private	Commercial	Airline Transport Pilot	Rotorcraft Only	Glider Only [1]	Total Pilots
Historical									
2000	93,064	340	NA	251,561	121,858	141,596	7,775	9,387	625,581
2001	94,420	316	NA	243,823	120,502	144,702	7,727	8,473	619,963
2002	85,991	317	NA	245,230	125,920	144,708	7,770	21,826	609,936
2003	87,296	310	NA	241,045	123,990	143,504	7,916	20,950	625,011
2004	87,910	291	NA	235,994	122,592	142,160	8,586	21,100	618,633
2005	87,213	278	134	228,619	120,614	141,992	9,518	21,369	609,737
2006	84,866	239	939	219,233	117,610	141,935	10,690	21,597	597,109
2007	84,339	239	2,031	211,096	115,127	143,953	12,290	21,274	590,349
2008E	80,989	252	2,623	222,596	124,746	146,838	14,647	21,055	613,746
Forecast									
2009	76,300	250	6,500	226,650	125,400	147,650	15,390	21,830	619,970
2010	72,050	250	8,500	224,400	124,450	148,400	15,680	21,980	615,710
2011	72,800	250	10,200	218,050	125,050	149,100	15,810	22,080	613,340
2012	73,550	250	11,000	212,500	123,100	149,700	15,870	22,120	608,090
2013	74,300	250	11,550	210,250	120,000	150,300	15,890	22,150	604,690
2014	75,250	250	12,150	209,850	117,300	150,850	15,900	22,170	603,720
2015	76,200	250	12,800	210,250	119,050	151,350	15,910	22,190	608,000
2016	77,200	250	13,450	211,100	120,800	151,800	15,940	22,220	612,760
2017	78,200	250	14,150	212,200	122,550	152,250	16,050	22,240	617,890
2018	79,200	250	14,900	213,450	124,450	152,700	16,200	22,260	623,410
2019	80,200	250	15,650	214,750	126,350	153,150	16,390	22,290	629,030
2020	81,250	250	16,450	216,100	128,350	153,600	16,600	22,310	634,910
2021	82,300	250	17,200	217,500	130,400	154,050	16,820	22,350	640,870
2022	83,350	250	18,000	218,950	132,450	154,450	17,060	22,390	646,900
2023	84,400	250	18,850	220,400	134,500	154,850	17,310	22,440	653,000
2024	85,500	250	19,700	221,900	136,600	155,250	17,570	22,480	659,250
2025	86,600	250	20,600	223,400	138,700	155,650	17,830	22,520	665,550
Avg. Annual Growth	0.4%	0.0%	12.1%	0.0%	0.6%	0.3%	1.1%	0.4%	0.5%

E = Estimated

Except for sport pilots, an active pilot is a person with a pilot certificate with a valid medical certificate.
In March 2001, the FAA changed the definition of glider pilot only. This added approximately 13,000 to this pilot category in 2002.

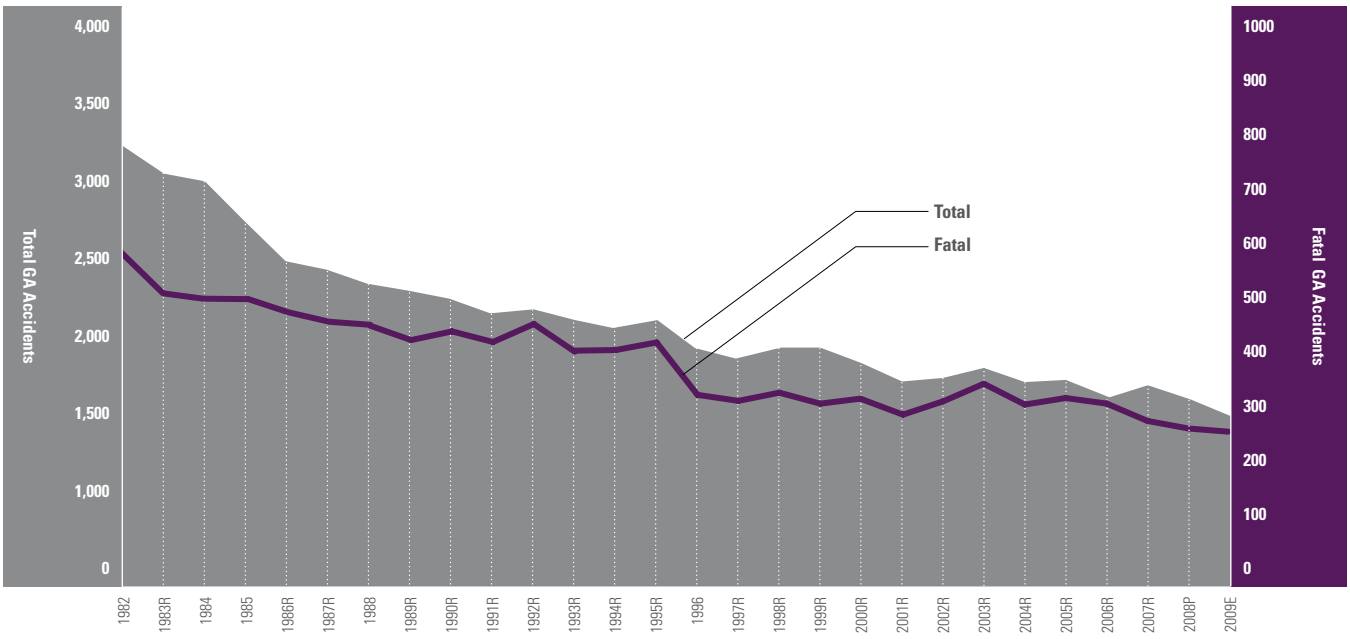
06
General Aviation Safety Data

This section contains an overview of general aviation's historical safety record as far back as 1938. This data includes the number of accidents as well as historical information on hours flown for general aviation operations conducted under FAR Part 91 and FAR Part 135 on-demand operations.

6.1 U.S. General Aviation Accidents, Fatal Accidents, and Fatalities (1938-2009) (CONTINUED ON NEXT PAGE)

Year	Accidents		Accidents		Fatalities		Flight Hours	Rate	
	All	Excluded	Fatal	Excluded	Total	Aboard		All	Fatal
1938	1,861	*	176	*	*	*	1,478,000	125.9	11.9
1939	2,222	*	203	*	*	*	1,922,000	115.6	10.6
1940	3,471	*	232	*	*	*	3,202,000	108.4	7.3
1941	4,252	*	217	*	*	*	4,462,000	95.3	4.9
1942	3,324	*	143	*	*	*	3,790,000	87.7	3.8
1943	3,871	*	167	*	*	*	*	*	*
1944	3,343	*	169	*	*	*	*	*	*
1945	4,652	*	322	*	*	*	*	*	*
1946	7,618	*	690	*	*	*	9,792,000	77.8	7.0
1947	9,253	*	882	*	*	*	16,348,000	56.6	5.3
1948	7,850	*	850	*	*	*	15,154,000	51.8	5.6
1949	5,459	*	562	*	*	*	11,051,000	49.4	5.0
1950	4,505	*	499	*	*	*	9,667,000	46.6	5.1
1951	3,824	*	441	*	*	*	8,460,000	45.2	5.2
1952	3,657	*	401	*	*	*	8,200,000	44.6	4.8
1953	3,232	*	387	*	*	*	8,528,000	37.9	4.5
1954	3,381	*	393	*	*	*	8,968,000	37.7	4.3
1955	3,343	*	384	*	*	*	9,524,000	35.1	4.0
1956	3,474	*	356	*	*	*	10,218,000	34.0	3.4
1957	4,200	*	438	*	*	*	10,938,000	38.4	4.0
1958	4,584	*	384	*	*	*	12,593,000	36.4	3.1
1959	4,576	*	450	*	*	*	12,890,000	35.5	3.5
1960	4,793	*	429	*	*	*	13,132,000	36.50	3.27
1961	4,625	*	426	*	*	*	13,603,000	34.00	3.13
1962	4,840	*	430	*	*	*	14,491,000	33.40	2.97
1963	4,690	*	482	*	*	*	15,129,000	31.00	3.19
1964	5,069	*	526	*	*	*	15,742,000	32.20	3.34
1965	5,196	*	538	*	*	*	16,707,000	31.10	3.22
1966	5,712	*	573	*	*	*	21,000,000	27.20	2.73
1967	6,115	*	603	*	*	*	22,156,000	27.60	2.72
1968	4,968	*	692	*	*	*	24,117,000	20.60	2.86
1969	4,767	*	647	*	*	*	25,356,000	18.80	2.55
1970	4,712	*	641	*	*	*	26,033,000	18.10	2.46
1971	4,648	*	661	*	*	*	25,538,000	18.20	2.59
1972	4,256	*	695	*	*	*	26,937,000	15.80	2.67
1973	4,255	*	723	*	*	*	29,965,000	14.20	2.52
1974	4,234	*	689	*	*	*	27,855,000	15.20	2.47

FIGURE 6.1 Total Accidents and Fatal Accidents in U.S. General Aviation (1982-2009)



P = Preliminary, R = Revised

6.1 U.S. General Aviation Accidents, Fatal Accidents, and Fatalities (1938-2009) (CONTINUED FROM PREVIOUS PAGE)

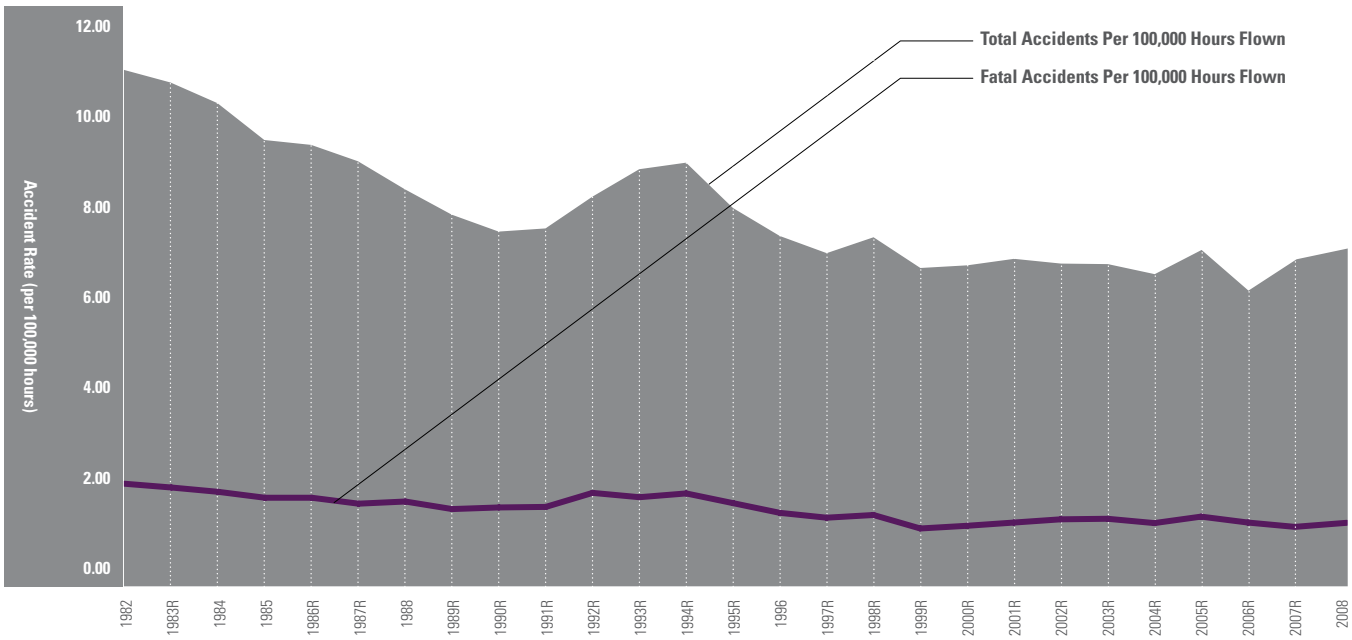
Year	Accidents		Accidents		Fatalities		Flight Hours	Rate	
	All	Excluded	Fatal	Excluded	Total	Aboard		All	Fatal
1975	4,001	*	636	*	*	*	28,784,000	13.90	2.20
1976	4,023	*	662	*	*	*	30,477,000	13.20	2.16
1977	4,083	*	663	*	*	*	31,651,000	12.90	2.09
1978	4,218	*	721	*	*	*	34,860,000	12.10	2.06
1979	3,625	*	636	*	*	*	36,690,000	9.88	1.63
1980	3,597	*	622	*	*	*	36,481,000	9.86	1.69
1981	3,502	*	654	*	*	*	36,824,000	9.51	1.78
1982	3,233	*	591	*	1,187	1,170	29,640,000	10.91	1.99
1983R	3,075	15	555	5	1,068	1,061	28,673,000	10.67	1.92
1984	3,017	26	545	11	1,042	1,021	29,099,000	10.28	1.84
1985	2,739	11	498	6	956	945	28,322,000	9.63	1.73
1986R	2,581	11	474	5	967	879	27,073,000	9.49	1.73
1987R	2,495	18	446	7	837	822	26,972,000	9.18	1.62
1988	2,388	13	460	4	797	792	27,446,000	8.65	1.66
1989R	2,242	17	432	8	769	766	27,920,000	7.97	1.52
1990R	2,242	4	444	1	770	765	28,510,000	7.85	1.55
1991R	2,197	8	439	5	800	786	27,678,000	7.91	1.57
1992R	2,111	2	451	1	867	865	24,780,000	8.51	1.82
1993R	2,064	5	401	4	744	740	22,796,000	9.03	1.74
1994R	2,021	3	404	2	730	723	22,235,000	9.08	1.81
1995R	2,056	10	413	6	735	728	24,906,000	8.21	1.63
1996R	1,908	4	361	0	636	619	24,881,000	7.65	1.45
1997R	1,844	5	350	2	631	625	25,591,000	7.19	1.36
1998R	1,905	6	365	4	625	619	25,518,000	7.44	1.41
1999R	1,905	3	340	1	621	615	29,246,000	6.50	1.16
2000R	1,837	7	345	7	596	585	27,838,000	6.57	1.21
2001R	1,727	3	325	1	562	558	25,431,000	6.78	1.27
2002R	1,715	7	345	6	581	575	25,545,000	6.69	1.33
2003R	1,740	4	352	3	633	630	25,998,000	6.68	1.34
2004R	1,617	3	314	0	559	559	24,888,000	6.49	1.26
2005R	1,670	2	321	1	563	558	23,168,000	7.20	1.38
2006R	1,520	2	307	1	705	546	23,963,000	6.33	1.28
2007R	1,650	1	288	1	496	491	23,819,000	6.92	1.20
2008R	1,559	0	275	0	495	486	21,931,000	7.11	1.25
2009P	1,459	*	273	*	471	*	*	*	*

P = Preliminary, R = Revised

Source: NTSB, FAA, and GAMA

Excluded "Accidents" and "Fatalities" are suicide/sabotage and stolen/unauthorized events, which are not included in rates.

FIGURE 6.2 Accident Rates in U.S. General Aviation (1982-2009)



P = Preliminary, R = Revised

6.2 U.S. On-Demand FAR Part 135 Accidents, Fatal Accidents, and Fatalities (1987-2008)

Year	Accidents		Accidents		Fatalities		Flight Hours	Rate	
	All	Excluded	Fatal	Excluded	Total	Aboard		All	Fatal
1987	96	*	30	*	65	63	2,657,000	3.61	**1.13**
1988	102	*	28	*	59	55	2,632,000	3.88	**1.06**
1989	110	*	25	*	83	81	3,020,000	3.64	**0.83**
1990	107	*	29	*	51	49	2,249,000	4.76	**1.29**
1991	88	*	28	*	78	74	2,241,000	3.93	**1.25**
1992	76	*	24	*	68	65	2,844,000	2.67	**0.84**
1993	69	*	19	*	42	42	2,324,000	2.97	**0.82**
1994	85	*	26	*	63	62	2,465,000	3.45	**1.05**
1995	75	*	24	*	52	52	2,486,000	3.02	**0.97**
1996	90	*	29	*	63	63	3,220,000	2.80	**0.90**
1997	82	*	15	*	39	39	3,098,000	2.65	**0.48**
1998	77	*	17	*	45	41	3,802,000	2.03	**0.45**
1999	74	*	12	*	38	38	3,204,000	2.31	**0.37**
2000	80	*	22	*	71	68	3,930,000	2.04	**0.56**
2001	72	*	18	*	60	59	2,997,000	2.40	**0.60**
2002	60	*	18	*	35	35	2,911,000	2.06	**0.62**
2003	73	*	18	*	42	40	2,927,000	2.49	**0.61**
2004	66	*	23	*	64	63	3,238,000	2.04	**0.71**
2005	65	*	11	*	18	16	3,815,000	1.70	**0.29**
2006	52	*	10	*	16	16	3,742,000	1.39	**0.27**
2007R	62	*	14	*	43	43	4,033,000	1.54	**0.35**
2008	56	*	19	*	66	66	3,673,000	1.52	**0.52**

P = Preliminary, R = Revised

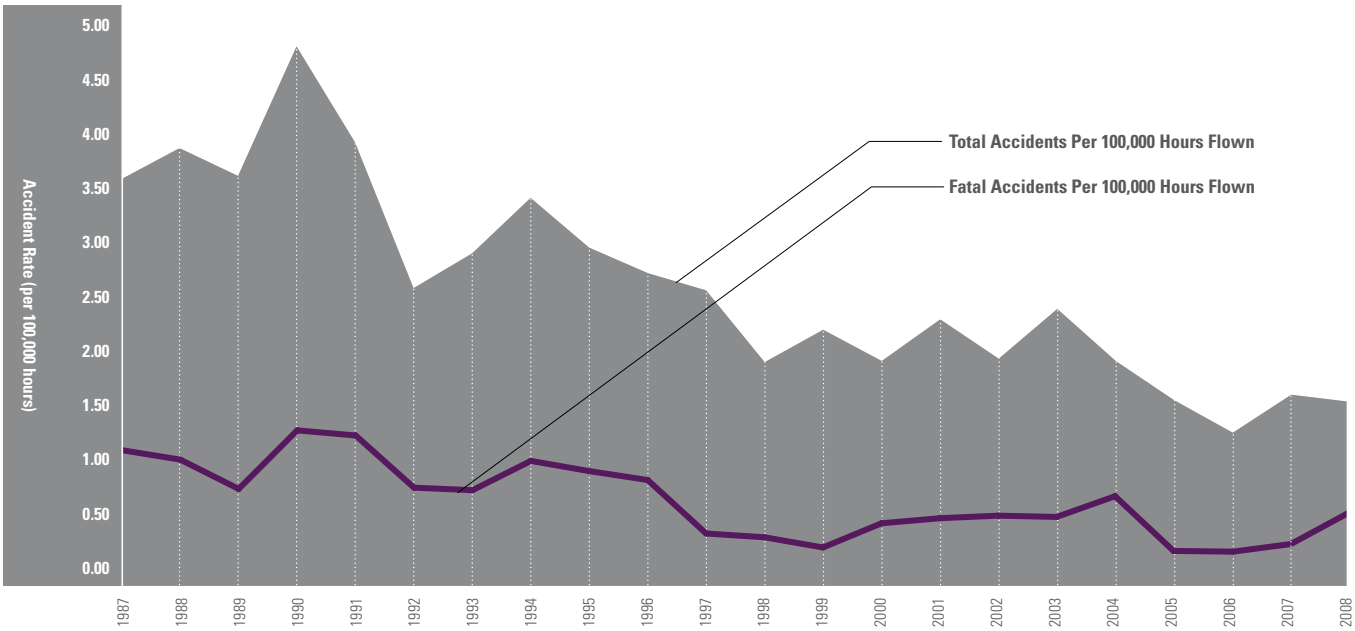
Source: NTSB

Excluded "Accidents" and "Fatalities" are suicide/sabotage and stolen/unauthorized events, which are not included in rates.

In 2002, FAA changed their estimate of air taxi activity. The revision was retroactively applied to the years 1992 to present. In 2003, the FAA again revised flight activity estimates for 1999 to 2002. See Table 9a for further details surrounding this revision.

U.S. air carriers operating under 14 CFR Part 135 were previously referred to as Scheduled and Nonscheduled Services. Current tables now refer to these same air carriers as Commuter Operations and On-Demand Operations, respectively, in order to be consisent with definitions in 14 CFR 119.3 and terminology used in 14 CFR 135.1. On-Demand Part 135 operations encompass charters, air taxis, air tours, or medical services (when a patient is on board).

FIGURE 6.3 Accident Rates in U.S. On-Demand FAR Part 135 Operations (1987-2008)

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07
International GA Statistical Information

This last section of the GAMA databook includes general aviation data for Australia, Brazil, Canada, Germany, New Zealand, South Africa, Switzerland, and the United Kingdom. GAMA collects this data from each country's civil aviation authority. When reviewing this data, it is important that you recognize that the definition of general aviation varies by country and that in some cases the data may include aircraft in scheduled service.

In 2007, GAMA worked closely with the European Civil Aviation Conference (ECAC) General Aviation Task Force to further expand the availability of European GA data, which we will include in our databook as it becomes available.

GAMA also provides an historical summary of International Civil Aviation Organization (ICAO) data regarding general aviation data from 1985 through 1997. Since 1997, this information has ceased from being collected.

7.1 Australia – Hours Flown (in Thousands) in General Aviation by Flying Activity (1992-2007)

Year	Private	Business	Training	Agricultural	Aerial Work	Test & Ferry	Charter	Total GA	Regional Airline	Total Hours
1992	255.4	204.2	421.6	80.9	256.7	28.2	403.9	**1,650.9**	223.4	**1,874.3**
1993	265.3	212.3	436.8	89.2	278.8	28.2	393.4	**1,704.0**	227.7	**1,931.7**
1994	256.9	198.5	419.5	78.9	301.7	25.9	424.4	**1,705.8**	238.3	**1,944.1**
1995	251.0	189.1	430.6	94.5	302.4	28.2	465.7	**1,761.5**	243.1	**2,004.6**
1996	261.6	182.8	444.9	117.4	285.7	26.2	480.4	**1,799.0**	246.2	**2,045.2**
1997	266.7	176.0	449.5	128.4	307.4	27.6	483.7	**1,839.3**	272.4	**2,111.7**
1998	263.0	163.8	478.5	139.2	312.4	26.6	494.6	**1,878.1**	273.2	**2,151.3**
1999	275.9	153.3	448.8	126.3	306.6	26.6	504.6	**1,842.1**	277.3	**2,119.4**
2000	248.5	136.3	413.6	115.0	296.9	27.9	476.7	**1,714.9**	335.7	**2,050.6**
2001	261.7	144.9	406.2	106.7	294.2	23.2	466.0	**1,702.9**	298.0	**2,000.9**
2002	270.2	142.2	410.8	70.8	327.1	20.9	445.7	**1,687.7**	250.1	**1,937.8**
2003	239.7	143.4	420.3	69.7	322.5	21.2	429.2	**1,646.0**	234.7	**1,880.7**
2004	247.2	143.0	352.2	86.5	312.4	22.3	481.4	**1,645.0**	251.4	**1,896.4**
2005	239.2	149.1	415.8	95.0	318.8	22.3	482.6	**1,722.8**	254.7	**1,977.5**
2006	227.2	144.1	424.0	61.7	337.9	21.7	478.4	**1,695.0**	241.5	**1,936.5**
2007	222.7	153.4	455.4	62.1	368.0	25.7	544.5	**1,831.8**	241.9	**2,073.7**

Source: Australia Dept. of Transportation and Regional Services, Bureau of Transport and Regional Economics www.infrastructure.gov.au

7.2 Australia – Number of General Aviation and Regional Aircraft by Category (1995-2007)

	Aircraft Type					
		Fixed Wing				
Year	Amateur Built	Single Engine	Multi Engine	Rotorcraft	Balloon & Airship	Total Aircraft
1995	*	6,787	1,779	739	243	**9,548**
1996	*	6,861	1,799	739	266	**9,665**
1997	*	6,994	1,803	768	284	**9,849**
1998	*	7,137	1,783	791	295	**10,006**
1999	*	7,247	1,743	868	310	**10,168**
2000	*	7,302	1,755	743	325	**10,125**
2001	673	6,680	1,736	979	334	**10,402**
2002	707	6,668	1,706	1,038	336	**10,455**
2003	789	6,727	1,696	1,121	338	**10,671**
2004	848	6,794	1,718	1,194	350	**10,904**
2005	896	6,908	1,733	1,292	351	**11,180**
2006	910	6,838	1,730	1,320	319	**11,117**
2007	968	6,955	1,804	1,481	333	**11,541**

Prior to 2000, Amateur Built are included in Fixed Wing Single Engine

Source: Australia Dept. of Transportation and Regional Services, Bureau of Transport and Regional Economics www.infrastructure.gov.au

7.3 Australia – Number of Aircraft and Hours Flown (in Thousands) in General Aviation and Regional Airline Operations by Age of Aircraft (2007)

	Amateur Built		Single Engine (Fixed Wing)		Multi-Engine (Fixed Wing)		Rotorcraft		Ballons and Airships	
Age	Number of Aircraft	Total Hours Flown	Number of Aircraft	Total Hours Flown	Number of Aircraft	Total Hours Flown	Number of Aircraft	Total Hours Flown	Number of Aircraft	Total Hours Flown
New 2007	55	**1.1**	87	**7.9**	25	**5.3**	*	*	24	**0.4**
1-5	310	**12.1**	303	**101.2**	66	**71.6**	16	**4.7**	90	**5.6**
6-10	267	**8**	280	**82.5**	56	**43.7**	7	**5.0**	75	**2.9**
11-15	112	**3.5**	209	**73.4**	124	**114.7**	13	**6.5**	60	**0.9**
16-20	72	**1.4**	204	**36.6**	101	**111.5**	37	**16.2**	42	**0.2**
21-25	63	**1.4**	258	**39.1**	139	**77.4**	26	**13.8**	27	**0.1**
26-30	56	**1**	1789	**300.9**	572	**177.4**	29	**10.2**	15	**0.1**
31-35	26	**0.5**	1125	**138.0**	348	**80.5**	*	*	*	*
36-40	13	**0.2**	691	**50.5**	188	**34.4**	*	*	*	*
Over 40	*	*	2009	**79.2**	179	**14.0**	*	*	*	*
Total	974	**29.2**	6,955	**909.4**	1,798	**730.6**	128	**56**	333	**10.2**

Source: Australia Dept. of Transportation and Regional Services, Bureau of Transport and Regional Economics www.infrastructure.gov.au

7.4 Brazil – Number of Aircraft Registrations by Type (1996-2009)

Year	Aircraft Type								Total Aircraft
	Airplanes								
	Piston Engine	Turboprop	Jet Turbine	Helicopter	Sailplane	Ballon	Dirigible	Experimental	
1996	7,987	1,013	462	547	302	4	*	*	**10,315**
1997	8,055	1,111	488	649	304	4	*	*	**10,611**
1998	8,172	1,182	513	749	306	4	1	*	**10,927**
1999	8,273	1,192	497	791	307	4	1	3,152	**14,217**
2000	8,333	1,218	500	841	308	4	1	3,348	**14,553**
2001	8,412	1,260	542	897	309	3	1	3,513	**14,937**
2002	8,445	1,303	579	940	310	3	1	3,684	**15,265**
2003	8,496	1,323	560	955	316	3	1	3,882	**15,536**
2004	8,604	1,348	559	981	316	3	1	4,069	**15,881**
2005	8,718	1,361	596	989	316	3	1	4,286	**16,270**
2006	8,798	1,399	603	1,011	309	3	1	3,001	**15,125**
2007	8,909	1,488	647	1,097	303	3	1	3,225	**15,673**
2008	9,164	1,617	773	1,194	299	3	1	3,525	**16,576**
2009	9,354	1,700	820	1,255	3,000	3	1	3,632	**19,765**

The experimental category includes ultra-lights, balloons, gyrocopters, sailplanes, motorpowered sailplanes, dirigibles, and experimental airplanes.
From 2006, for statistical purposes, only re-registered ultra-lights were included.
The data in Table 7.4 is different from data published for the years 1988 through 2003 in previous versions of the GAMA data book.

Source: Agência Nacional de Aviação Civil (ANAC), Brazil www.anac.gov.br

7.5 Canada – Number of Aircraft Registrations by Type and Weight Group (1980-2009)

Year	Number of Registered Aircraft by Type						By Weight Group		Total Aircraft
	Aeroplane	Ultralight	Helicopter	Glider	Balloon	Gyro	<= 12,500 lbs	> 12,500 lbs	
1980	21,533	*	1,381	511	91	108	*	*	**23,624**
1981	22,199	*	1,476	528	124	110	*	*	**24,437**
1982	22,412	*	1,462	548	148	112	*	*	**24,682**
1983	22,354	1,282	1,410	560	177	116	*	*	**25,899**
1984	22,330	1,971	1,326	572	197	118	*	*	**26,514**
1985	22,231	2,376	1,276	582	219	117	*	*	**26,801**
1986	22,105	2,706	1,264	589	247	116	*	*	**27,027**
1987	22,270	2,946	1,299	602	279	121	*	*	**27,517**
1988	22,469	3,105	1,338	613	308	122	*	*	**27,955**
1989	22,463	3,212	1,366	614	339	127	*	*	**28,121**
1990	22,278	3,363	1,416	609	361	128	27,173	982	**28,155**
1991	21,973	3,477	1,433	601	384	135	23,553	981	**28,003**
1992	21,795	3,607	1,502	602	405	155	27,070	996	**28,066**
1993	21,452	3,744	1,533	597	424	162	26,977	935	**27,912**
1994	21,212	3,840	1,582	601	444	169	26,885	963	**27,848**
1995	21,169	3,956	1,605	601	440	166	26,914	1,023	**27,937**
1996	21,089	4,070	1,643	592	440	168	26,919	1,084	**28,002**
1997	20,985	4,208	1,655	587	450	169	26,862	1,192	**28,054**
1998	20,830	4,305	1,676	592	440	174	26,809	1,208	**28,017**
1999	20,768	4,346	1,711	596	444	182	26,783	1,264	**28,047**
2000	20,789	4,467	1,753	600	446	187	26,922	1,320	**28,242**
2001	20,851	4,584	1,798	613	456	191	27,171	1,322	**28,493**
2002	18,123	7,524	1,831	617	459	190	27,376	1,368	**28,744**
2003	18,085	7,817	1,894	674	453	189	27,752	1,360	**29,112**
2004	18,216	8,119	1,940	686	463	190	28,166	1,448	**29,614**
2005	18,407	8,463	2,019	683	479	193	28,745	1,499	**30,244**
2006	18,689	8,823	2,145	687	482	192	29,422	1,596	**31,018**
2007	19,070	9,125	2,317	695	486	193	30,223	1,663	**31,886**
2008	19,544	9,499	2,504	703	491	192	31,154	1,779	**32,933**
2009	19,744	9,823	2,576	715	484	191	31,709	1,824	**33,533**

Ultralights include basic ultra-light, advanced ultra-light, experimental, amateur-built and owner maintained.
Balloons include airships and powered parachutes (e.g. 3 in 1992, 2 in 1993).
Gyroplanes include ornithopters.

Source: Transport Canada www.tc.gc.ca

7.6 Germany – Number of General Aviation Aircraft by Type (2001-2009)

Year	Aircraft Type												
	Airplanes												
	Single Engine		Multi-Engine										
	Below 2,000 kg	2,000 to 5,700 kg	Below 2,000 kg	2,000 to 5,700 kg	5,701 kg to 14,000 kg	14,001 kg to 20,000 kg	Above 20,000 kg	Helicopters	Motor Gliders	Air Ships	Balloons	Gliders	Total Aircraft
2001	6,813	95	207	476	191	60	612	721	2,434	5	1,474	7,771	**20,859**
2002	6,731	92	208	467	184	55	619	731	2,494	5	1,400	7,728	**20,714**
2003	6,658	97	205	452	179	54	653	725	2,533	6	1,362	7,686	**20,610**
2004	6,670	94	199	440	172	55	619	720	2,584	4	1,351	7,703	**20,611**
2005	6,682	93	212	417	176	54	651	721	2,664	4	1,305	7,728	**20,707**
2006	6,704	102	224	417	181	56	663	729	2,766	4	1,278	7,741	**20,865**
2007	6,705	120	230	417	200	51	702	731	2,824	4	1,264	7,769	**21,017**
2008	6,738	126	232	436	224	45	734	739	2,948	4	1,286	7,815	**21,327**
2009	6,752	144	241	445	231	43	757	780	3,022	3	1,261	7,891	**21,570**

Does not differentiate if aeroplane is used for GA or commercial operations.

Source: German Civil Aviation Authority (Luftfahrt-Bundesamtes / Statistiken) www.lba.de

7.7 New Zealand – Number of General Aviation Aircraft by Type and Airmen Certificates (1933-2008)

Year	Airplanes by Mass						Total Aircraft		Airmen Certificates				Total Airmen Certificates
	Airplanes by Weight				Sport	Helicopter		Recreational	Private	Commercial*	ATPL	Maintenance Engineer	
	Below 2,721 kg	2,721 to 5,670 kg	5,670 to 13,608 kg	13,608 kg and Above									
1933	*	*	*	*	*	*	**65**	*	165	33	*	28	**226**
1947	*	*	*	*	*	*	**154**	*	863	200	*	125	**1,188**
1959	*	*	*	*	*	*	**647**	*	1,291	657	*	313	**2,261**
1974	*	*	*	*	*	*	**1,430**	*	3,752	1,555	*	660	**5,967**
1992	1,334	77	46	56	1,092	338	**2,976**	*	*	*	*	*	*
1993	1,410	77	49	61	1,121	356	**3,076**	*	3,801	2,942	1,194	*	**7,937**
1994	1,482	92	59	65	1,136	392	**3,226**	*	4,126	3,136	1,240	1,300	**9,802**
1995	1,522	101	61	69	1,150	426	**3,329**	*	4,226	3,256	1,296	1,356	**10,134**
1996	1,548	111	67	67	1,178	449	**3,420**	*	4,414	3,497	1,321	1,464	**10,696**
1997	1,559	113	68	67	1,163	435	**3,405**	*	4,292	3,510	1,391	1,498	**10,691**
1998	1,559	113	68	67	1,163	435	**3,405**	*	4,143	3,433	1,473	1,547	**10,596**
1999	1,539	104	67	73	1,124	420	**3,327**	*	*	*	*	*	*
2000	1,522	109	69	75	1,127	411	**3,313**	*	3,878	3,229	1,514	1,648	**10,269**
2001	1,506	107	67	77	1,129	420	**3,306**	*	3,790	3,130	1,519	1,735	**10,174**
2002	1,492	105	82	77	1,172	450	**3,378**	*	3,579	3,228	1,503	1,766	**10,076**
2003	1,505	117	74	83	1,245	506	**3,530**	*	3,762	3,317	1,608	1,847	**10,534**
2004R	1,548	132	68	95	1,358	594	**3,795**	*	3,711	3,381	1,695	1,927	**10,714**
2005R	1,564	143	65	103	1,419	643	**3,937**	*	3,580	3,530	1,814	2,075	**10,999**
	Agricultural	Small	Medium	Large									
2006	127	1,420	78	117	1,638	653	**4,033**	*	3,465	3,620	1,818	2,151	**11,054**
2007	124	1,449	82	116	1,723	698	**4,192**	0	3,819	3,817	1,968	2,227	**11,831**
2008	120	1,492	81	121	1,793	747	**4,354**	68	3,733	4,056	2,039	2,342	**12,170**

R = Revised
The data does not differentiate if aeroplane is used for GA or commercial operations.
Commercial airmen certificates also includes ATPL prior to 1974.
In 2006, the CAA stopped publishing the number of registered aircraft by weight in favor of classes.
In August 2008, the CAA issued the first of a new type of pilot license, the Recreational Pilot License

Source: Annual Profile, Aviation Safety Summary Report by Civil Aviation Authority of New Zealand www.caa.govt.nz

7.8 South Africa - Number of General Aviation Aircraft by Type (1999-2009)

Year	Aircraft Type													Sport, Rec., Glider, & Other	Total Aircraft
	Piston Engine Powered				Turboprop				Turbojet			Helicopter			
	One Engine	Two Engine	Other	Agricul-tural	One Engine	Two Engine	Other	Agricul-tural	Two Engine	Three Engine	Other	Piston	Turbine		
1999	2,282	695	4	144	66	201	10	43	157	**17**	21	228	251	**3,103**	**7,222**
2000	2,285	706	6	143	68	215	10	45	160	**20**	21	248	263	**3,294**	**7,484**
2001	2,280	701	6	144	79	237	10	48	164	**27**	22	258	271	**3,470**	**7,717**
2002	2,299	698	10	144	83	249	8	46	176	**29**	27	263	279	**3,616**	**7,927**
2003	2,338	716	12	148	91	271	8	52	197	**31**	34	308	290	**3,907**	**8,403**
2004	2,422	724	11	151	88	306	9	54	189	**34**	41	348	318	**4,127**	**8,822**
2005	2,459	731	10	150	93	310	8	56	206	**21**	44	385	337	**4,253**	**9,063**
2006	2,608	738	8	159	110	331	6	53	261	**18**	58	514	384	**4,941**	**10,189**
2007	-	-	-	-	-	-	-	-	-	**-**	-	-	-	**-**	**-**
2008	2,666	755	7	153	108	324	10	55	299	**18**	74	575	434	**5,215**	**10,693**
2009	2,712	751	7	154	105	329	9	54	315	**15**	82	604	461	**5,352**	**10,950**

2007 data is not available from the South African Aircraft Registry.

Source: South African Civil Aviation Authority www.caa.co.za

7.9 Switzerland – Number of General Aviation Aircraft by Type and Airmen Certificates (1990-2006)

Year	Aircraft Type									Total Aircraft	Airmen Certificates					Total Airmen Certificates
	Airplanes by Weight			Total Airplanes	Helicopter	Motor Glider	Gliders	Balloons	Airship		Private Pilots	Commercial Pilots	ATPL	Helicopter Pilots	Other Airmen Certifcates	
	Below 2,250 kg	2,250 - 5,700 kg	Above 5,700 kg													
1990	*	*	*	1,952	199	131	1,035	335	1	**3,653**	8,179	*	886	*	4,610	*
1991	*	*	*	1,992	218	148	1,035	388	4	**3,785**	*	*	*	*	*	*
1992	*	*	*	2,026	233	173	1,045	433	4	**3,914**	*	*	*	*	*	*
1993	*	*	*	2,041	240	192	1,061	467	4	**4,005**	*	*	*	*	*	*
1994	*	*	*	2,043	246	196	1,058	492	4	**4,039**	*	*	*	*	*	*
1995	*	*	*	2,069	238	199	1,072	524	5	**4,107**	*	*	*	*	*	*
1996	*	*	*	2,058	234	202	1,080	516	6	**4,096**	*	*	*	*	*	*
1997	1,549	271	193	2,013	238	209	1,076	516	6	**4,058**	*	*	*	*	*	*
1998	1,581	197	227	2,005	244	228	1,046	510	6	**4,039**	*	*	*	*	*	*
1999	1,579	167	265	2,011	246	232	1,033	493	6	**4,021**	*	*	*	*	*	*
2000	1,572	157	285	2,014	254	246	1,024	504	6	**4,048**	6,792	1,421	2,223	1,008	4,058	**15,502**
2001	1,564	154	306	2,024	266	252	1,028	492	5	**4,067**	6,336	1,396	2,160	951	3,822	**14,665**
2002	1,537	151	304	1,992	265	260	1,016	490	7	**4,030**	6,294	1,399	2,185	950	3,646	**14,474**
2003	1,539	156	257	1,952	280	259	1,000	474	7	**3,972**	6,673	1,190	2,094	980	3,384	**14,321**
2004	1,528	142	248	1,918	275	254	974	465	7	**3,893**	6,553	1,628	2,104	1,064	3,281	**14,630**
2005	1,502	149	241	1,892	285	254	949	452	9	**3,841**	5,928	1,000	2,086	1,082	3,265	**13,361**
2006	1,497	148	248	1,893	284	248	941	445	11	**3,822**	5,911	900	2,055	1,101	3,243	**13,210**

Other Airmen Certificates include Glider Pilots, Balloon Pilots, Validations, Flight Engineers, and Radio Navigators

Souce: Swiss Federal Office of Civil Aviation, Bundesamt für Zivilluftfahrt (BAZL) www.bazl.admin.ch

7.10 United Kingdom – Number of General Aviation Aircraft by Type (1990-2010)

Year	Number of Registered Aircraft by Type															
	Aeroplane Fixed Wing															
	Amph.	1 to 750 kg	751 to 5,700 kg	5,701 to 15,000 kg	15,001 to 50,000 kg	Over 50,000 kg	SLMG [1]	Sea-plane	Micro-light	Heli-copter	Glider	Hang Glider	Balloon & Min. Lift	Airship	Gyro-plane	Total
1990	11	2,143	5,003	236	251	324	196	2	3,298	842	6	-	1,391	53	202	**13,958**
1991	13	2,295	5,176	255	273	336	209	2	3,050	912	6	-	1,545	50	228	**14,350**
1992	14	2,289	5,228	282	274	358	214	3	3,194	902	9	-	1,682	51	210	**14,710**
1993	16	2,385	5,187	298	261	380	238	4	3,347	876	9	-	1,744	54	218	**15,017**
1994	16	2,507	5,130	278	263	388	234	3	3,337	832	9	-	1,668	47	229	**14,941**
1995	16	2,593	5,075	279	261	396	239	3	3,266	828	8	-	1,758	47	246	**15,015**
1996	16	2,657	5,043	285	241	401	239	2	3,207	838	8	-	1,821	44	257	**15,059**
1997	17	2,712	5,111	267	246	406	245	2	3,231	859	8	-	1,898	40	261	**15,303**
1998	18	2,758	5,190	257	251	439	255	2	3,314	906	7	-	1,896	40	261	**15,594**
1999	18	2,827	5,292	247	280	499	263	2	3,450	980	7	-	1,843	40	265	**16,013**
2000	17	2,813	5,347	254	289	541	268	2	3,548	1,013	7	1	1,907	42	244	**16,293**
2001	15	2,824	5,429	262	288	592	273	2	3,478	1,057	1	7	1,979	33	233	**16,473**
2002	15	2,832	5,442	276	296	624	273	2	3,531	1,090	1	10	1,812	28	242	**16,474**
2003	14	2,859	5,461	267	307	645	270	2	3,618	1,134	1	11	1,799	31	244	**16,663**
2004	15	2,914	5,556	254	264	644	274	3	3,828	1,159	1	12	1,812	30	247	**17,013**
2005	17	2,994	5,647	254	271	662	276	3	4,070	1,238	2	12	1,862	29	251	**17,588**
2006	18	3,022	5,711	254	256	679	280	3	4,118	1,314	45	13	1,905	27	249	**17,894**
2007	19	3,077	5,822	253	272	712	280	2	4,254	1,386	149	13	1,922	24	260	**18,445**
2008	21	3,153	5,887	258	257	760	286	2	4,392	1,490	1,107	13	1,962	24	278	**19,890**
2009	21	3,186	6,000	270	270	760	295	3	4,447	1,495	2,258	13	1,983	24	306	**21,331**
2010	21	3,235	5,907	256	292	766	292	3	4,375	1,428	2,306	12	1,842	22	306	**21,063**

SLMG = Self-Launching Motor Glider
Does not differentiate if aeroplane is used for GA or commercial operations.
Data from January 1 of specified year.

Source: UK Civil Aviation Authority, Civil Registry Statistics, G-INFO Database www.caa.co.uk

7.11 ICAO Summary of General Aviation Aircraft (1985-1997)

Region	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997
Europe	30,800	31,200	31,500	32,000	33,100	33,200	31,300	31,100	36,200	36,100	N/A	N/A	N/A
Africa	4,600	4,650	4,600	4,500	4,970	4,950	6,200	5,500	6,200	6,050	N/A	N/A	N/A
Middle East	520	540	550	600	690	670	610	580	590	580	N/A	N/A	N/A
Asia & Pacific	8,400	8,500	9,200	9,800	10,300	10,200	10,240	10,250	11,100	11,500	N/A	N/A	N/A
North America	236,000	224,300	224,150	229,320	223,030	232,080	224,750	219,000	188,300	185,890	N/A	N/A	N/A
Latin America & Caribbean	13,700	13,900	13,800	13,500	15,200	15,200	18,900	18,600	18,800	18,600	N/A	N/A	N/A
Total-ICAO States	**294,020**	**283,090**	**283,800**	**289,720**	**287,290**	**296,300**	**292,000**	**285,030**	**261,190**	**258,720**	**268,000**	**269,000**	**273,500**

Excludes The Russian Federation

Source: ICAO

7.12 ICAO Summary of General Aviation Hours Flown (in Thousands) (1985-1997)

Region	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997
Europe	6,080	6,400	6,500	6,600	6,720	6,870	6,730	6,700	7,260	7,240	6,880	6,270	6,000
Africa	790	820	800	800	820	820	700	700	800	770	800	780	700
Middle East	260	240	260	260	270	310	300	180	300	290	300	300	290
Asia & Pacific	2,420	2,740	3,060	3,250	3,380	3,470	3,500	3,770	4,180	4,250	4,260	4,680	4,880
North America	33,920	32,100	31,070	31,110	31,610	31,950	32,100	26,200	24,220	23,120	25,520	25,550	26,820
Latin America & Caribbean	3,850	3,380	3,550	3,570	3,400	3,300	3,150	3,150	3,340	3,280	3,110	3,150	3,300
Total-ICAO States	**47,320**	**45,680**	**45,240**	**45,590**	**46,200**	**46,720**	**46,480**	**40,700**	**40,100**	**38,950**	**40,870**	**40,730**	**41,990**

Excludes the Russian Federation

Source: ICAO

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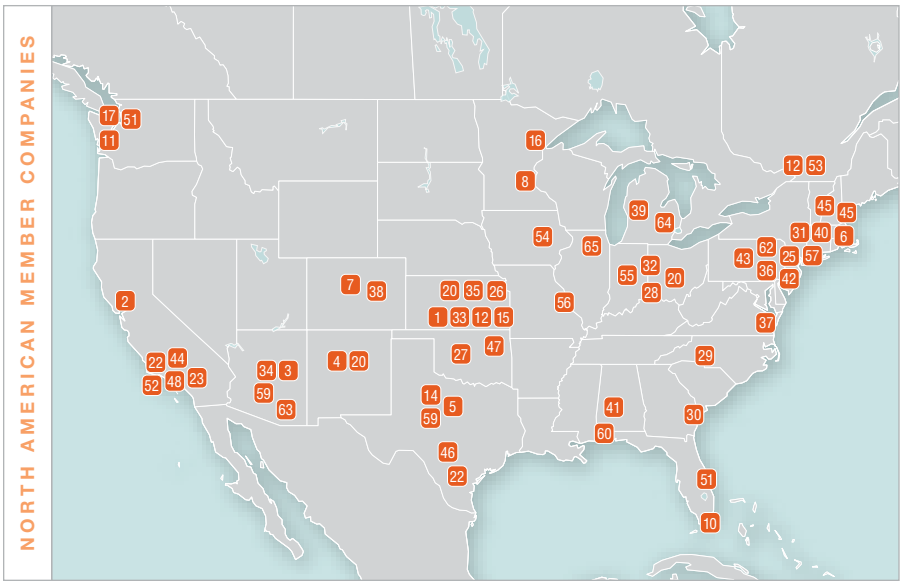

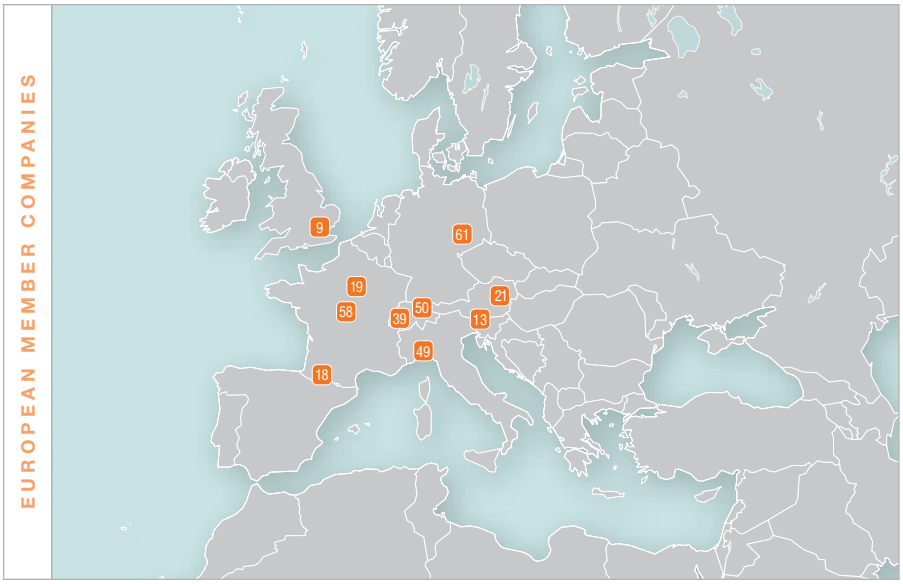

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