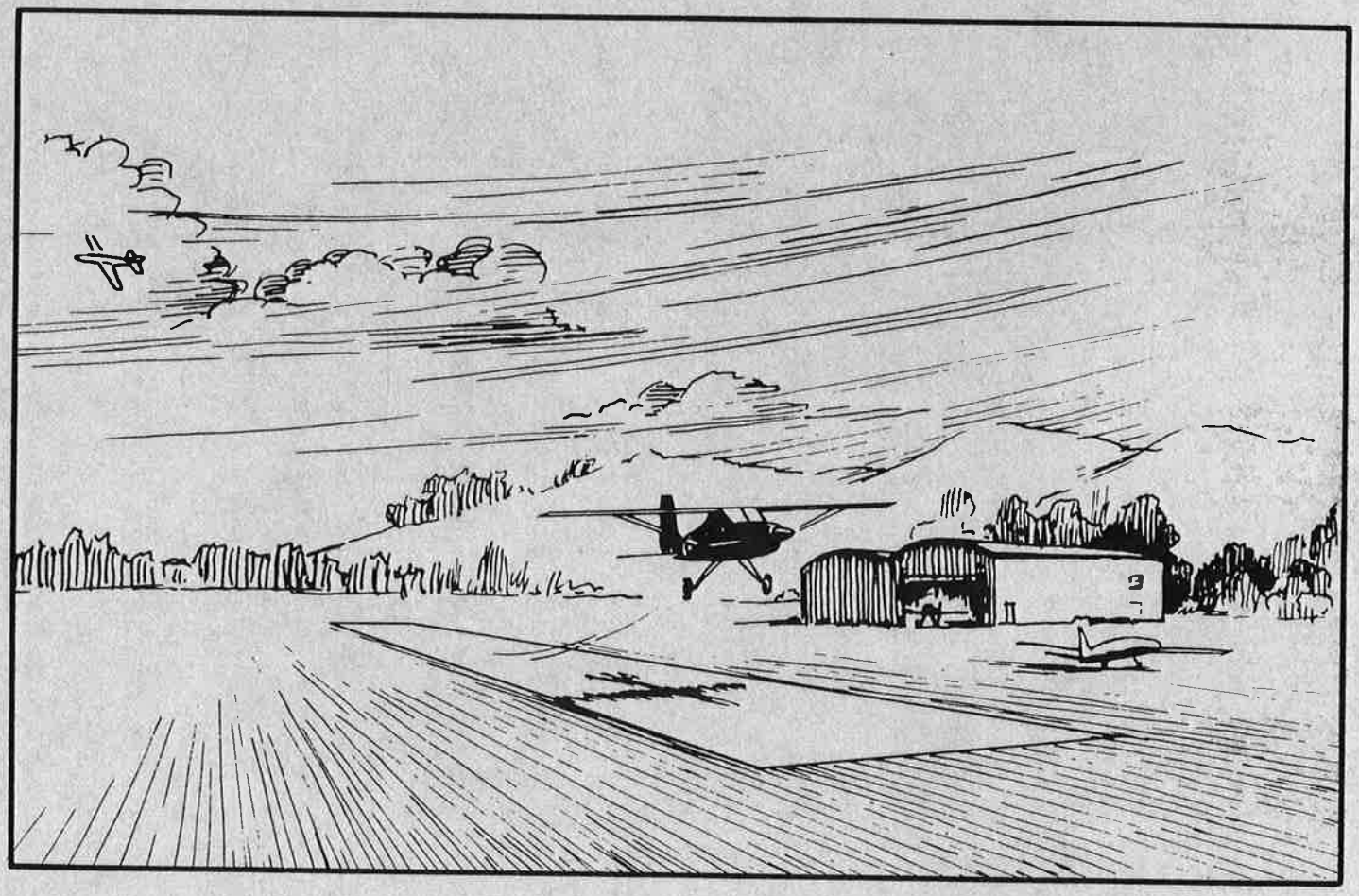
U.S. Department
of Transportation

Federal Aviation Administration

General Aviation Activity and Avionics Survey

Annual Summary Report 1986 Data



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16. Abstract

This report presents the results and a description of the 1986 General Aviation Activity and Avionics Survey. The survey was conducted during 1987 by the FAA to obtain information on the activity and avionics of the United States registered general aviation aircraft fleet, the dominant component of civil aviation in the U.S. The survey was based on a statistically selected sample of about 10.5 percent of the general aviation fleet. A response rate of 54.6 percent was obtained. Survey results are based upon responses but are expanded upward to represent the total population.

Survey results revealed that during 1986 an estimated 34.4 million hours of flying time were logged and 95.1 million operations were performed by the 220,044 active general aviation aircraft in the U.S. fleet. The mean annual flight time per aircraft was 148.9 hours. The active aircraft represented about 81.9 percent of the registered general aviation fleet. The report contains breakdowns of these and other statistics by manufacturer/model group, aircraft type, state and region of based aircraft, and primary use. Also included are fuel consumption, lifetime airframe hours, avionics, engine hours, and miles flown estimates, tables for detailed analysis of the avionics capabilities of the general aviation fleet, estimates of the number of landings, IFR hours flown, and the cost and grade of fuel consumed by the GA fleet.

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PREFACE

This report presents the results of the 1986 General Aviation Activity and Avionics Survey. The survey is the continuation of an FAA data collection program to gain information on the activities and avionics equipment of the general aviation aircraft fleet. The results represent the cumulative effort of several agencies within the Department of Transportation. Within the FAA, the Management Standards and Statistics Division sponsored and coordinated the activities associated with the survey. The Transportation Systems Center (TSC), under Project Plan Agreement with the FAA, and with contract support from the Systems Development Corporation, developed the sample design and computer system for sample selection, data editing and estimation of results, ran the system during survey production, analyzed survey results, and prepared the survey report. DYNATREND, Incorporated produced the camera-ready copy of this report.

Individual contributions to this survey include: Lawrence R. Kelly, Jr., Nicholas Soldo and Shung-Chai Huang, AMS-420, who sponsored the project; Donald Wright, and Michael Rossetti, TSC, who managed the project; Randhir Chhatwal and Jiwan Seth of Unisys Corporation, who revised the computer programs for the 1986 survey and performed the production runs to produce the estimates contained in this report; and James Kelley of DYNATREND, Incorporated, who provided editorial support.

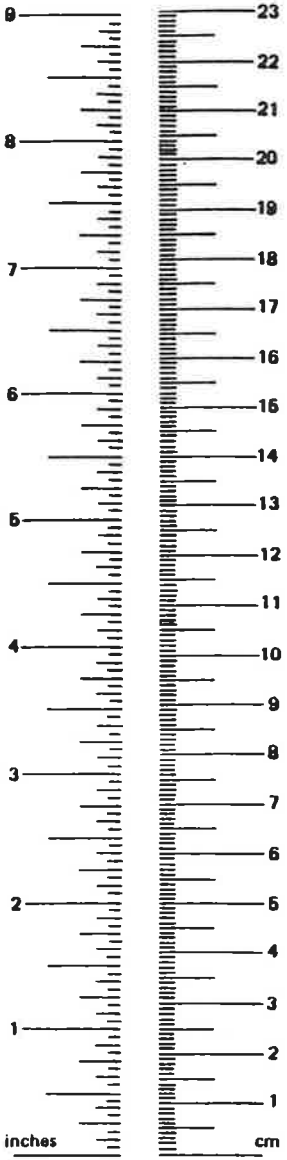
Distribution: ZMS-348D.

METRIC CONVERSION FACTORS

Approximate Conversions to Metric Measures

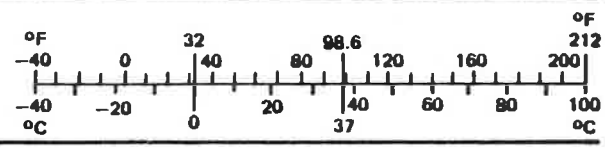
Symbol	When You Know	Multiply by	To Find	Symbol
		LENGTH		
in	inches	*2.5	centimeters	cm
ft	feet	30	centimeters	cm
yd	yards	0.9	meters	m
mi	miles	1.6	kilometers	km
		AREA		
in^2	square inches	6.5	square centimeters	cm^2
ft^2	square feet	0.09	square meters	m^2
yd^2	square yards	0.8	square meters	m^2
mi^2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

*1 In. = 2.54 cm (exactly). For other exact conversions and more detail tables see NBS Misc. Publ. 286, Units of Weight and Measures. Price $2.25 SD Catalog No. C13 10 286.



Approximate Conversions from Metric Measures

Symbol	When You Know	Multiply by	To Find	Symbol
		LENGTH		
mm	millimeters	0.04	inches	in
cm	centimeters	0.4	inches	in
m	meters	3.3	feet	ft
m	meters	1.1	yards	yd
km	kilometers	0.6	miles	mi
		AREA		
cm^2	square centimeters	0.16	square inches	in^2
m^2	square meters	1.2	square yards	yd^2
km^2	square kilometers	0.4	square miles	mi^2
ha	hectares (10,000 m^2)	2.5	acres	
		MASS (weight)		
g	grams	0.035	ounces	oz
kg	kilograms	2.2	pounds	lb
t	tonnes (1000 kg)	1.1	short tons	
		VOLUME		
ml	milliliters	0.03	fluid ounces	fl oz
l	liters	2.1	pints	pt
l	liters	1.06	quarts	qt
l	liters	0.26	gallons	gal
m^3	cubic meters	36	cubic feet	ft^3
m^3	cubic meters	1.3	cubic yards	yd^3
		TEMPERATURE (exact)		
°C	Celsius temperature	9/5 (then add 32)	Fahrenheit temperature	°F



EXECUTIVE SUMMARY

This report presents the results of the tenth General Aviation Activity and Avionics Survey, conducted in 1987 by the Federal Aviation Administration to obtain information on the activities and avionics of the 1986 general aviation aircraft fleet, the major component of civil aviation in the United States. The FAA selected a statistically designed sample of about 10.5 percent of the registered general aviation fleet to be included in the survey. The sampled aircraft represented all states and FAA regions, and all of the major manufacturer/model groups of aircraft. The survey was conducted through a mailed questionnaire, yielding in total a response rate of 54.6 percent.

Some important survey findings appear below:

- An estimated 34.4 million hours of flying time were logged by the 220,044 active general aviation aircraft in the U.S. fleet during 1986. The active aircraft had a mean flight time per aircraft of 148.9 hours and represented about 81.9 percent of the registered general aviation fleet. These statistics portray an overall increase in general aviation activity from 1985 to 1986, with total hours increasing 0.9 percent and number of active aircraft rising 4.5 percent.

- Turboprop and turbojet aircraft averaged a greater number of flight hours per aircraft than other aircraft types with 423 hours and 354 hours, respectively. Twin engine turboprops with 13 or more seats flew about 1013 hours per aircraft. In contrast, single engine piston powered aircraft with fewer than four seats averaged approximately 125 hours.

- An estimated 95.1 million operations (takeoffs and landings) were performed by the active aircraft. About 62 percent were in local flight and 38 percent in cross-country flight.

- The most common primary use of general aviation aircraft was personal for an estimated 55 percent of the active fleet, followed by business for 20 percent of the fleet, instructional for 7 percent of the fleet, and executive for 5 percent of the fleet.

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

- About 85 percent of the general aviation aircraft had two-way VHF communication equipment, about 67 percent were equipped with 4096-code transponders, about 56 percent had at least one component of an instrument landing system, and about 79 percent had some form of navigation equipment. About 40 percent had automated guidance and control equipment, such as a flight director or autopilot.

- An estimated 28.3 percent of general aviation aircraft had avionics equipment enabling them to fly above 18,000 feet in positive controlled airspace. Approximately 63.3 percent of the general aviation fleet could not fly above 12,500 feet due to avionics limitations alone.

- An estimated 41 percent of the active general aviation fleet flew by instrument flight rules (IFR) at some time during 1986.

- About 75 percent of the total hours logged by the 1986 general aviation fleet were flown in visual meteorological (VM) conditions during the day. Aircraft flown in VM night, instrument meteorological (IM) day, and IM night conditions accounted for 9 percent, 10 percent, and 4 percent of the total hours flown, respectively.

- The general aviation aircraft fleet consumed an estimated 1,141 million gallons of fuel during 1986: 409 million gallons of aviation gasoline and 732 million gallons of jet fuel.

- The general aviation aircraft fleet flew an estimated 4,278 million air miles during 1986.

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1. INTRODUCTION

1.1 GENERAL

1.1.1 Purpose of Survey

The purpose of the General Aviation Activity and Avionics Survey is to provide the Federal Aviation Administration (FAA) with information on the activity and avionics of the general aviation fleet. Figure 1.1 underscores the importance of general aviation to the United States civil air fleet. During calendar year 1986, general aviation composed over 98 percent of the U.S. civil air fleet[1], accounted for nearly 89 percent of civil operations at U.S. airports[2], and logged almost 79 percent of the total hours flown by the U.S. civil air fleet[3]. The information obtained from the survey enables the FAA to monitor the general aviation fleet so that it can, among other activities, anticipate and meet demand for National Airspace System facilities and services, assess the impact of regulatory changes on the general aviation fleet, and implement measures to assure the safe operation in the airspace of all aircraft.

1.1.2 Background

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

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[1]Air Carrier: FAA Statistical Handbook of Aviation, Calendar Year 1986, U.S. Department of Transportation, Federal Aviation Administration, (Washington, DC, 1987), Table 5.1.
Note: Air carrier and aircraft operations as used in this publication are calculated by subtracting Air Taxi, Commuter, and Air Travel Clubs aircraft and operations from the All Carriers figure in Table 5.1 of the Handbook.

General Aviation: Table 2-6.

[2]Air Carrier: FAA Air Traffic Activity, Fiscal Year 1986, Federal Aviation Administration, (Washington, DC, 1987), Table 1B.

General Aviation: Table 2-36.

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

[3]Air Carrier: FAA Statistical Handbook of Aviation, Calendar Year 1986, U.S. Department of Transportation, Federal Aviation Administration, (Washington, DC, 1987), Table 5.1.

Note: Air carrier hours as used in this publication are calculated by subtracting hours for Air Taxi, Commuters, and Air Travel Clubs from Air Carrier hours in Table 5.1 of the Handbook.

General Aviation: Table 2-4.

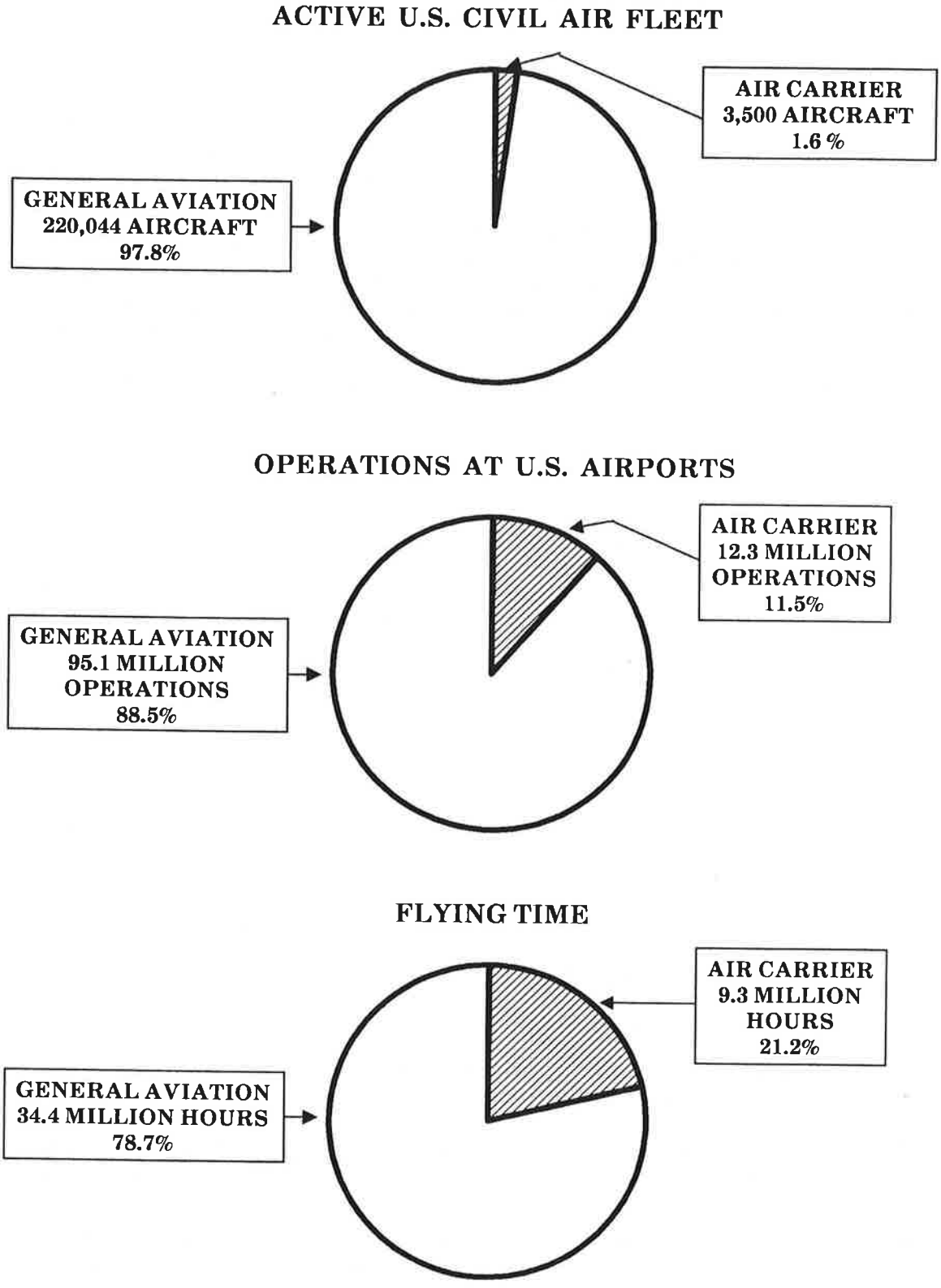


FIGURE 1.1. A COMPARISON OF GENERAL AVIATION AND AIR CARRIER ACTIVITY IN 1986

was the mandatory aircraft registration renewal form, (2) Part 2 was voluntary and applied to general aviation aircraft only, asking questions on the owner-discretionary characteristics of the aircraft such as flight hours, avionics equipment, base location, and use. In 1978, the FAA replaced AC Form 8050-73 with a new system: Part 1 was replaced by a triennial registration program; Part 2 was replaced by the General Aviation Activity and Avionics Survey, FAA Form 1800-54. (See Appendix A.3.) The survey was to be conducted annually based on a statistically selected sample of general aviation aircraft, requesting the same type of information as Part 2 of AC Form 8050-73. The first General Aviation Activity and Avionics Survey took place in 1978, collecting data on the 1977 general aviation fleet. The 1986 statistics in this report were derived from the tenth survey, which took place in 1987. Benefits resulting from the new method of data collection included quicker processing of the results, improved data quality, and a considerable savings in time and money to both the public and the Federal Government.

1.2 SURVEY COVERAGE

1.2.1 Aircraft

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

Part 91: General operating and flight rules.

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

Part 133: Rotorcraft external-load operations.

Part 135: Air taxi operators and commercial operators.

Part 137: Agricultural aircraft operations.

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

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

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

1.2.2 Geographic

The sample survey conducted by the FAA covers general aviation aircraft registered with the United States Aircraft Registry as of December 31, 1986. Over 99 percent of these aircraft are registered to owners living in the 50 states; Washington, D.C.; Puerto Rico; and other U.S. territories.[1] About 0.1 percent of aircraft registered to owners living in foreign countries were excluded from the survey.

1.2.3 Content

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

1) Hours by use, IFR hours, percentage of hours flown in Instrument Meteorological (IM) and Visual Meteorological (VM) conditions during the day and evening, fuel consumption grade and cost, and number of local and cross-country landings for entire calendar year 1986,

2) Airframe hour reading and location of aircraft base as of December 31, 1986, and

3) Avionics equipment currently on board.

1.3 SURVEY METHOD

The method of collecting data used by the FAA for this survey was the mail questionnaire, sent to the owners of the sampled aircraft in two mailings. The first mailing in April 1987, covered all 28,299 aircraft in the sample and had a response rate of 38.8 percent as shown in Table 1-1. This was about 72.1 percent of the total responses to the survey. The second mailing conducted in May 1987, included only those aircraft in the sample that had not yet responded. The second mailing had a response rate of 28.0 percent which accounted for 27.9 percent of the total responses to the survey. The combined response rate for the two mailings was 54.6 percent.

[1]Source: FAA Aircraft Registration Master File as of December 31, 1986.

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

SURVEY PHASE	SAMPLE SIZE (S)	NUMBER OF RESPONSES (R)[1]	RESPONSE RATE (R/S X 100%)	PORTION OF TOTAL RESPONSE (R/(TOTAL R) X 100%)
FIRST MAILING	28,299	11,130	39.3%	72.1%
SECOND MAILING	15,355	4,313	28.1%	27.9%
TOTAL	28,299	15,443	54.6%	100%

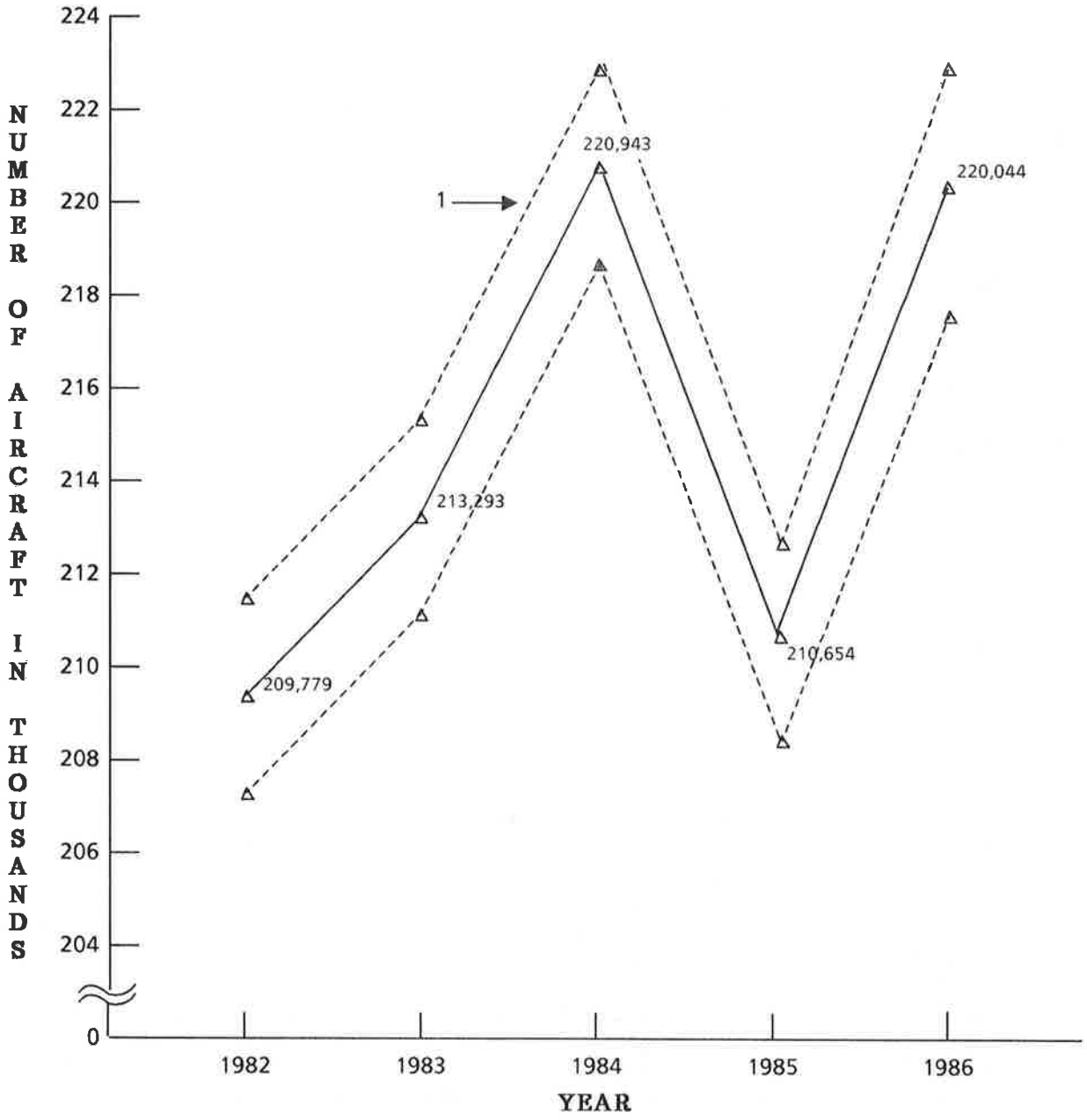
1.4 SUMMARY OF SURVEY RESULTS

1.4.1 National Scene

Results of the General Aviation Activity and Avionics Survey at the national level revealed that during 1986 an estimated 34.4 million hours of flying time were logged by the 220,044 active general aviation aircraft in the U.S. fleet. The mean annual flight time per aircraft was 148.9 hours. These aircraft comprised 81.9 percent of the registered general aviation fleet. The statistics for 1986 showed a 0.9 percent increase in flying hours, a 4 percent increase in the number of active aircraft in the general aviation fleet, but a 6 percent decrease in mean hours per aircraft over the comparable figures for 1985. Longer-term trends for these variables are found in Figures 1.2, 1.3, and 1.4. They reflect a slight downward trend in general aviation activity in recent years.

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

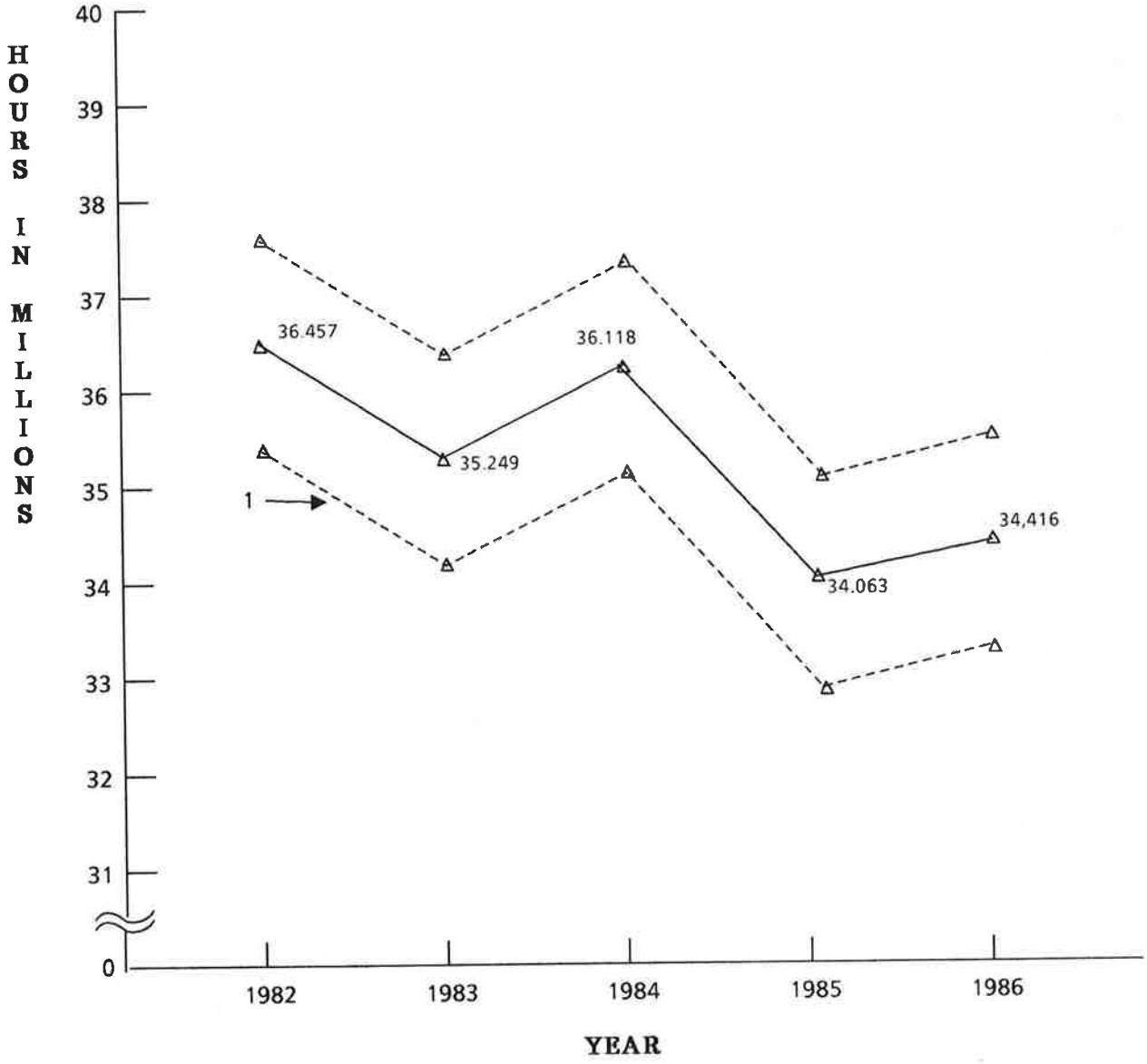
[1]Note: The total "number of responses" shown in Table 1-1 includes a small percentage of invalid responses. Tables B-4 and B-5, presented in Appendix B, include only valid responses.



SOURCE: TABLE 1-3

1. THE DASHED LINES REPRESENT A 95% CONFIDENCE INTERVAL FOR THE 1982-1986 TRUE VALUES. SEE APPENDIX B.

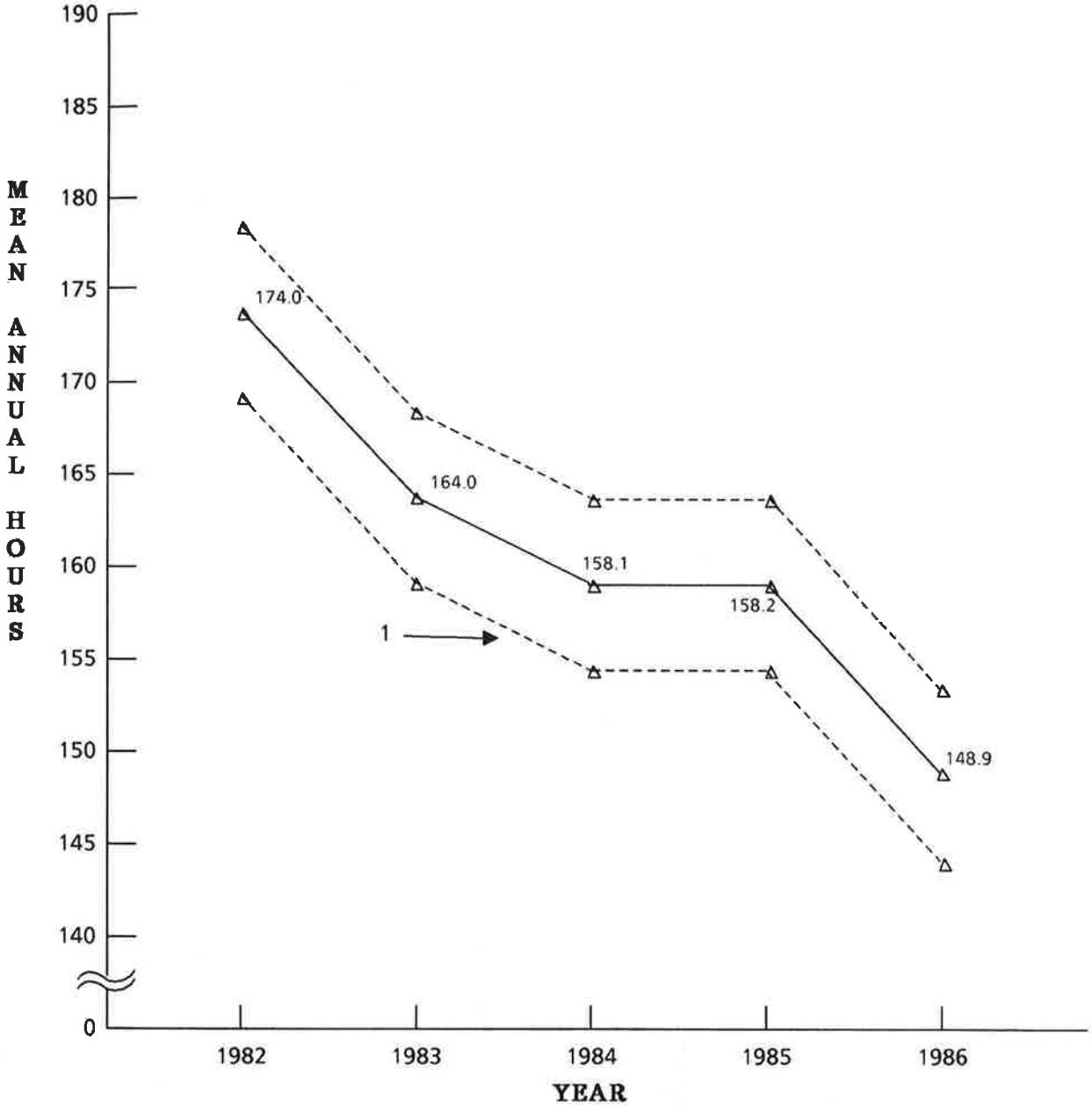
FIGURE 1.2. GENERAL AVIATION ACTIVE FLEET SIZE, 1982 - 1986



SOURCE: TABLE 2-1

1. THE DASHED LINES REPRESENT A 95% CONFIDENCE INTERVAL FOR THE 1982-1986 TRUE VALUES. SEE APPENDIX B.

FIGURE 1.3. GENERAL AVIATION TOTAL FLYING TIME, 1982 - 1986



SOURCE: TABLE 2-1

1. THE DASHED LINES REPRESENT A 95% CONFIDENCE INTERVAL FOR THE 1982 - 1986 TRUE VALUES. SEE APPENDIX B.

FIGURE 1.4. GENERAL AVIATION MEAN ANNUAL FLYING TIME FOR ACTIVE AIRCRAFT, 1982 - 1986

1.4.2 Results by Aircraft Type

The most heavily used aircraft types were fixed wing turboprops with 13 or more seats, averaging over 1013 hours per aircraft, because of their heavy commercial usage as commuter air carriers and air taxis. There was a great deal of variation in activity among all types of general aviation aircraft in terms of three measures resulting from the survey: total hours flown, number of active aircraft, and mean hours flown. Figure 1.5 highlights the variation as well as the relationship of these three measures to each other. Distance along the vertical axis indicates mean flight hours per aircraft, distance along the horizontal axis indicates the relative portion of the active fleet belonging to each aircraft type, and the area within each box is proportional to the total flying time for the aircraft type. Thus, it is evident that in terms of sheer numbers, single engine piston aircraft dominated the active fleet and contributed the largest portion of total flying time, yet had one of the lowest mean flight times per aircraft. In contrast, the turboprops, turbojet aircraft, and rotorcraft had low representation in the active fleet but contributed a relatively high proportion of flight time resulting in the greatest mean flight hours of any of the major aircraft types.

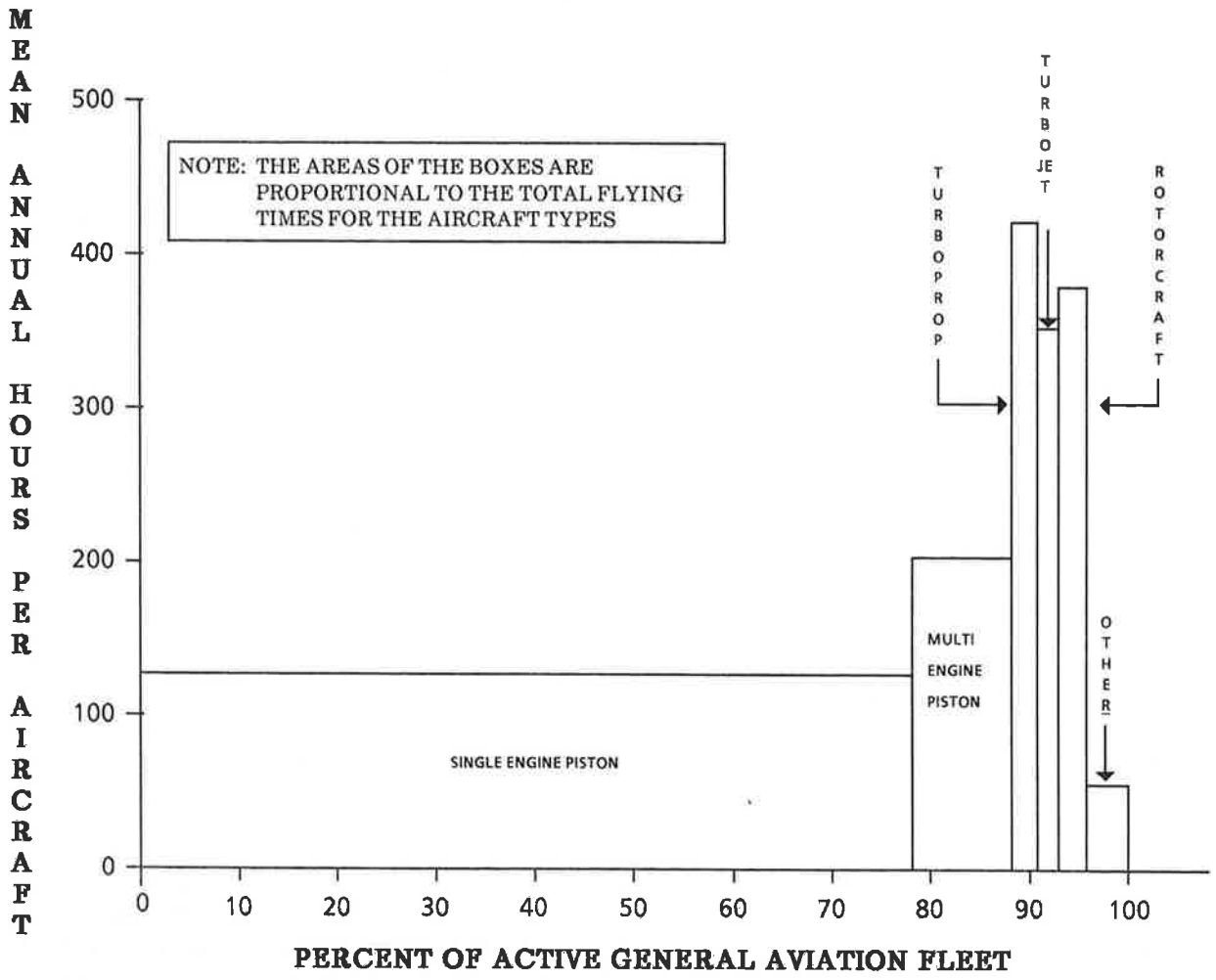
Five-year trends from 1981 to 1986 for total flight time and number of active aircraft are shown by aircraft type in Tables 1-2 and 1-3. Even though the number of active aircraft has exhibited little growth over the period, the trend for total flight time is downward at an annual rate of -3.30 percent. Closer examination of the tables reveals that lower usage of fixed-wing piston engine aircraft is largely responsible for the decline in hours. In contrast, twin engine turbojets and twin engine turboprops with 1-12 seats have grown in both numbers and usage. In the rotorcraft area, piston-powered rotorcraft have been declining in number and hours flown, while turbine-powered rotorcraft have grown in number from 1981 to 1986. These results are displayed in more detail in Tables 2-1 and 2-6.

The general aviation aircraft fleet flew an estimated 4.278 billion miles over the land during 1986. The estimate is based on a mathematical model, incorporating speed differentials by phase of flight, cruising speed by manufacturer/model group of aircraft, and the number of hours flown by manufacturer/model group. Detailed estimates by aircraft type and primary use can be found in Table 2-24.

It is estimated that general aviation aircraft made approximately 47.6 million landings during 1986. Figure 1.6 shows the landings by aircraft type and type of flight (local or cross-country). It can be seen that single engine piston aircraft perform the majority of landings, and that most of the landings are in local rather than cross-country flight. It apears that rotorcraft also engage primarily in local flights. However, turboprops and turbojets, as might be expected, are used primarily for longer, cross-country flying. These results, broken down additionally by FAA region, can be found in Tables 2-36 through 2-38.

1.4.3 Results by Primary Use

Like aircraft types, primary uses were differentiated by their activity characteristics, as shown in Figure 1.7. Distance along the vertical axis indicates mean hours per aircraft. Distance along the horizontal axis indicates the relative portion of the active fleet engaged in each primary use, and the area within each box is proportional to the total flying time for each primary use. Aircraft used as commuter air carriers showed the highest individual usage with a mean of 1,270 hours flown per aircraft. Aircraft used as air taxis and for aerial observation also



SOURCE: TABLE 2-1

FIGURE 1.5. 1986 GENERAL AVIATION ACTIVITY BY AIRCRAFT TYPE

TABLE 1-2. GROWTH OF GENERAL AVIATION TOTAL HOURS FLOWN BY AIRCRAFT TYPE, 1981 - 1986 (Thousands of Hours)

AIRCRAFT TYPE	1981 (Standard Error)	1982 (Standard Error)	1983 (Standard Error)	19854 (Standard Error)	1985 (Standard Error)	1986 (Standard Error)	Compound Annual Growth Rate in %
FIXED WING							
1-engine piston 1 - 3 seats	10,185 (399)	8,325 (374)	8,189 (399)	8,586 (327)	7,921 (290)	7,826 (291)	-5.13
1-engine piston 4+ seats	17,506 (432)	15,934 (472)	14,959 (441)	14,919 (358)	14,931 (376)	14,112 (353)	-4.22
2-engine piston 1-6 seats	3,606 (144)	3,040 (177)	3,013 (192)	2,984 (114)	2,725 (143)	2,798 (161)	-4.95
2-engine piston 7+ seats	2,762 (153)	2,617 (197)	2,717 (235)	2,600 (165)	2,190 (141)	2,113 (156)	-5.22
Other piston	24 (63)	33 (10)	32 (10)	102 (30)	26 (9)	11 (5)	-14.45
2-engine turboprop 1 - 12 seats	1,549 (68)	1,576 (116)	1,431 (93)	1,715 (88)	1,465 (76)	1,648 (84)	1.25
2-engine turboprop 13+ seats	542 (45)	520 (84)	659 (118)	736 (75)	551 (58)	1,149 (122)	16.22
Other turboprop	62 (11)	71 (20)	83 (31)	54 (13)	64 (7)	85 (12)	6.51
2-engine turbojet	1,238 (48)	1,347 (98)	1,350 (92)	1,328 (66)	1,461 (70)	1,566 (76)	4.81
Other turbojet	149 (16)	264 (46)	124 (31)	237 (32)	161 (17)	88 (19)	-10.00
ROTORCRAFT							
Piston	930 (108)	579 (58)	572 (49)	591 (66)	564 (85)	804 (103)	-2.87
Turbine	1,754 (150)	1,771 (145)	1,700 (151)	1,903 (120)	1,590 (142)	1,820 (141)	0.74
OTHER	391 (34)	379 (40)	420 (49)	358 (23)	414 (34)	394 (30)	0.15
TOTAL AIRCRAFT	40,704 (659)	36,456 (701)	35,249 (712)	36,118 (561)	34,063 (556)	34,416 (565)	-3.30

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

TABLE 1-3. GROWTH OF ACTIVE GENERAL AVIATION FLEET BY AIRCRAFT TYPE, 1981 - 1986 (Number of Aircraft)

AIRCRAFT TYPE	1981 (Standard Error)	1982 (Standard Error)	1983 (Standard Error)	1984 (Standard Error)	1985 (Standard Error)	1986 (Standard Error)	Compound Annual Growth Rate in %
FIXED WING							
1-engine piston 1 - 3 seats	59,914 (748)	57,670 (910)	59,199 (976)	61,989 (724)	58,829 (809)	62,427 (807)	0.83
1-engine piston 4+ seats	107,983 (656)	106,503 (687)	107,228 (778)	109,933 (603)	105,555 (732)	109,351 (650)	0.25
2-engine piston 1-6 seats	16,749 (246)	16,381 (303)	16,249 (315)	16,539 (231)	15,627 (300)	16,166 (293)	-0.71
2-engine piston 7+ seats	8,607 (181)	8,501 (168)	8,660 (150)	8,719 (193)	8,032 (180)	7,555 (228)	-2.57
Other piston	114 (29)	140 (24)	143 (14)	262 (35)	148 (31)	148 (36)	5.36
2-engine turboprop 1 - 12 seats	3,968 (46)	4,427 (45)	4,733 (72)	4,992 (47)	4,633 (103)	4,809 (97)	3.92
2-engine turboprop 13+ seats	557 (17)	610 (28)	578 (48)	640 (29)	607 (39)	970 (56)	11.73
Other turboprop	134 (5)	149 (28)	142 (38)	176 (15)	167 (13)	185 (30)	6.66
2-engine turbojet	2,808 (68)	3,309 (84)	3,447 (92)	3,780 (50)	3,914 (67)	4,037 (64)	7.53
Other turbojet	362 (23)	687 (73)	451 (91)	540 (45)	460 (33)	444 (72)	4.17
ROTORCRAFT							
Piston	3,250 (173)	2,419 (178)	2,541 (191)	2,936 (185)	2,877 (201)	2,921 (175)	-2.11
Turbine	3,724 (73)	3,749 (140)	3,998 (153)	4,160 (115)	3,541 (159)	4,022 (126)	1.55
OTHER	5,049 (179)	5,233 (211)	5,923 (207)	6,275 (172)	6,263 (207)	7,010 (211)	6.78
TOTAL AIRCRAFT	213,226 (1,078)	209,779 (1,238)	213,293 (1,345)	220,943 (1,032)	210,654 (1,200)	220,044 (1,152)	0.63

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

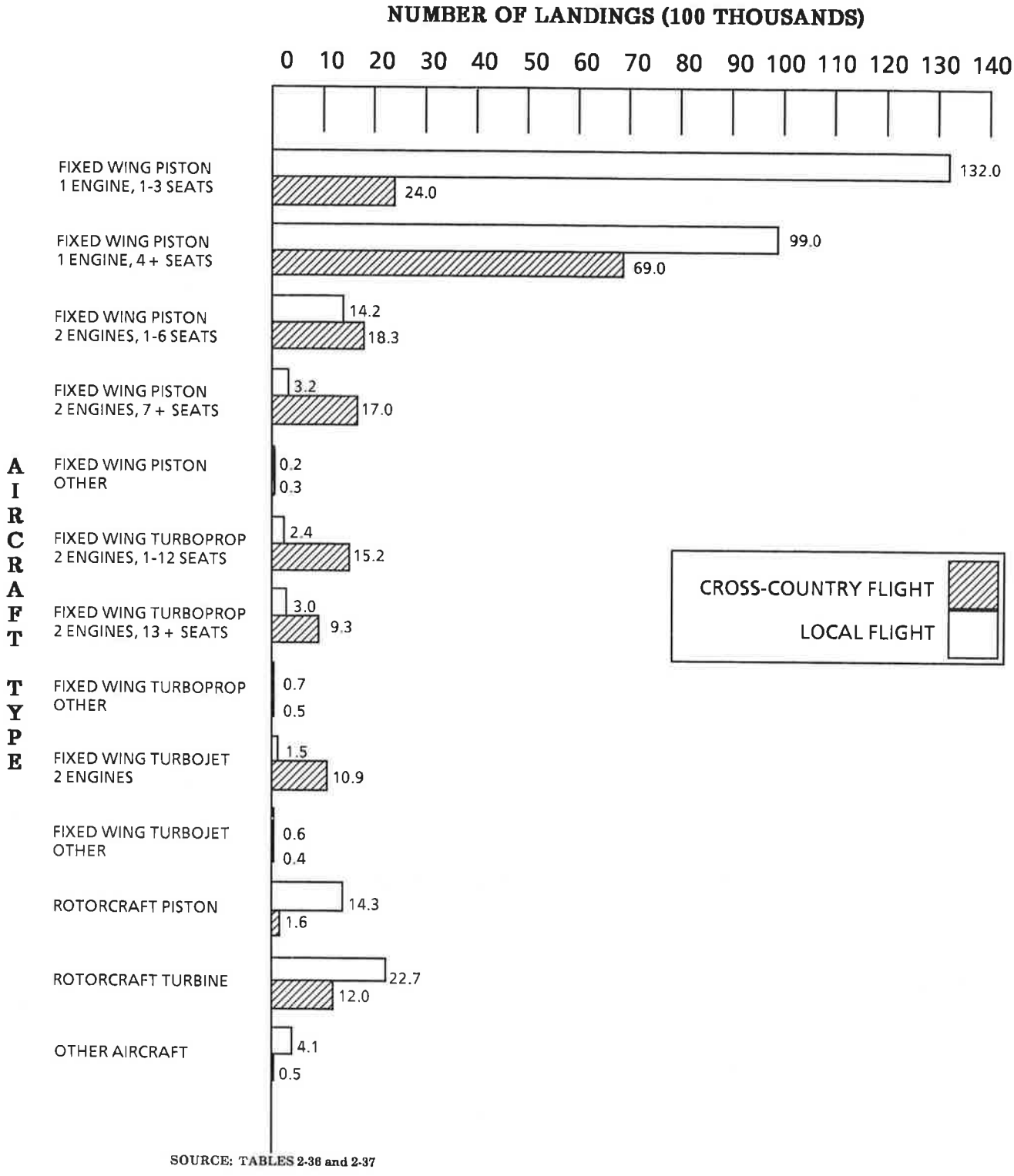
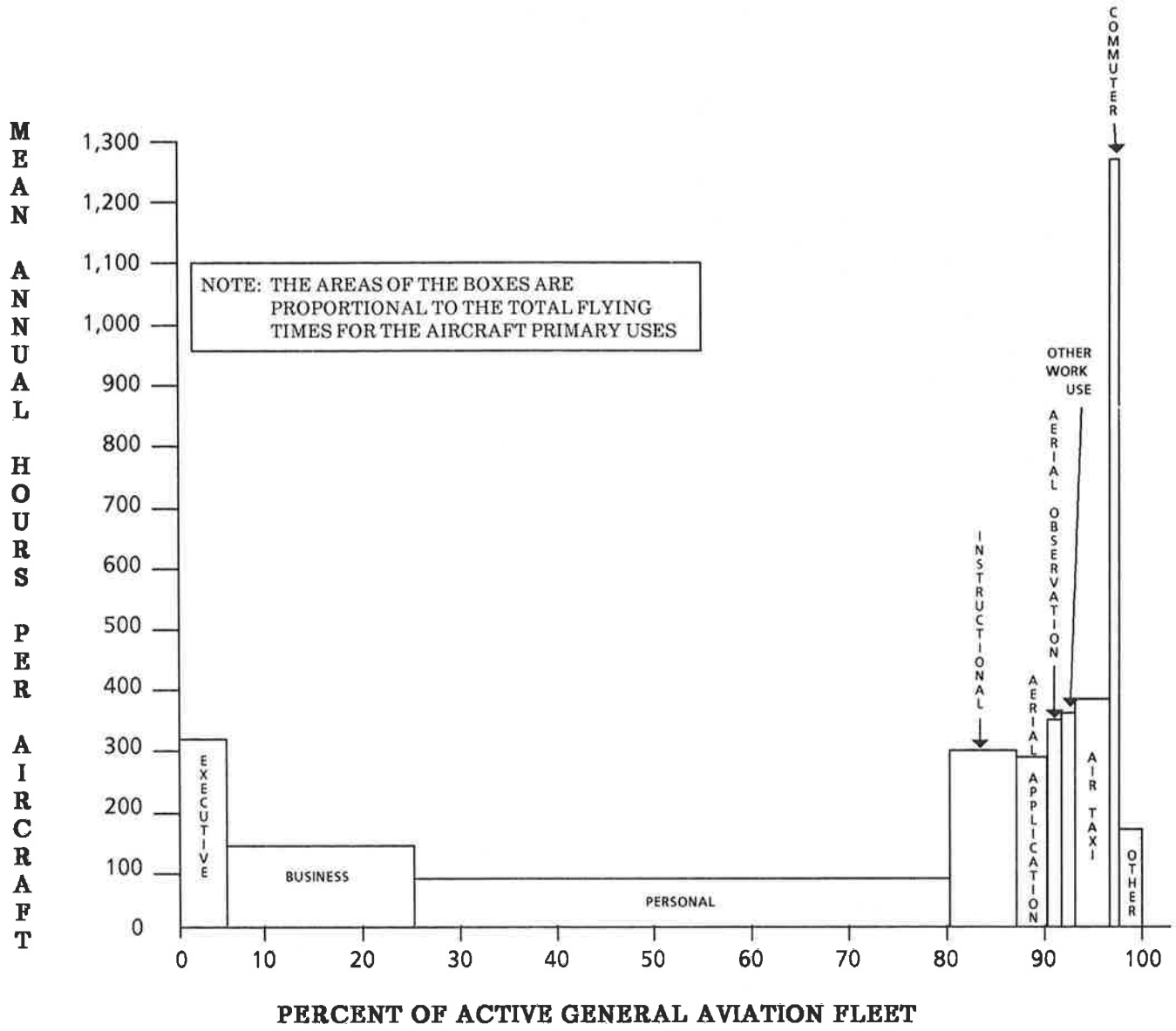


FIGURE 1.6. 1986 GENERAL AVIATION NUMBER OF LANDINGS BY AIRCRAFT TYPE



SOURCE: TABLES 2-4 AND 2-9

FIGURE 1.7. 1986 GENERAL AVIATION ACTIVITY BY PRIMARY USE

had fairly high levels of individual usage with mean hours flown per aircraft of 385 and 344, respectively. General aviation aircraft were used most commonly for personal and business purposes, representing 55 and 20 percent of the active fleet.

1.4.4 Results by Flying Conditions

Survey results indicate that about 75 percent of the total hours logged by the 1986 general aviation fleet were flown in Visual Meteorological (VM) conditions during the day. Aircraft flown in VM night, Instrument Meteorological (IM) day, and IM night conditions accounted for 9 percent, 10 percent, and 4 percent of the total hours flown, respectively. These results are illustrated in Figure 1.8.

Not surprisingly, fixed wing single engine piston aircraft and rotorcraft spend the bulk of their flying time in VM conditions. Single engine piston aircraft fly 93 percent of their flight hours in VM conditions. Fixed wing piston aircraft with two engines, turboprops, and turbojets spend a considerable amount of their flying time in IM conditions, approximately 26, 45, and 41 percent, respectively. Table 2-12 contains more data on general aviation annual hours flown by weather and light conditions by aircraft type. In addition, Tables 2-13 and 2-14 give detailed breakdowns of general aviation annual hours flown by weather and light conditions by region of based aircraft and by SDR manufacturer/model group, respectively.

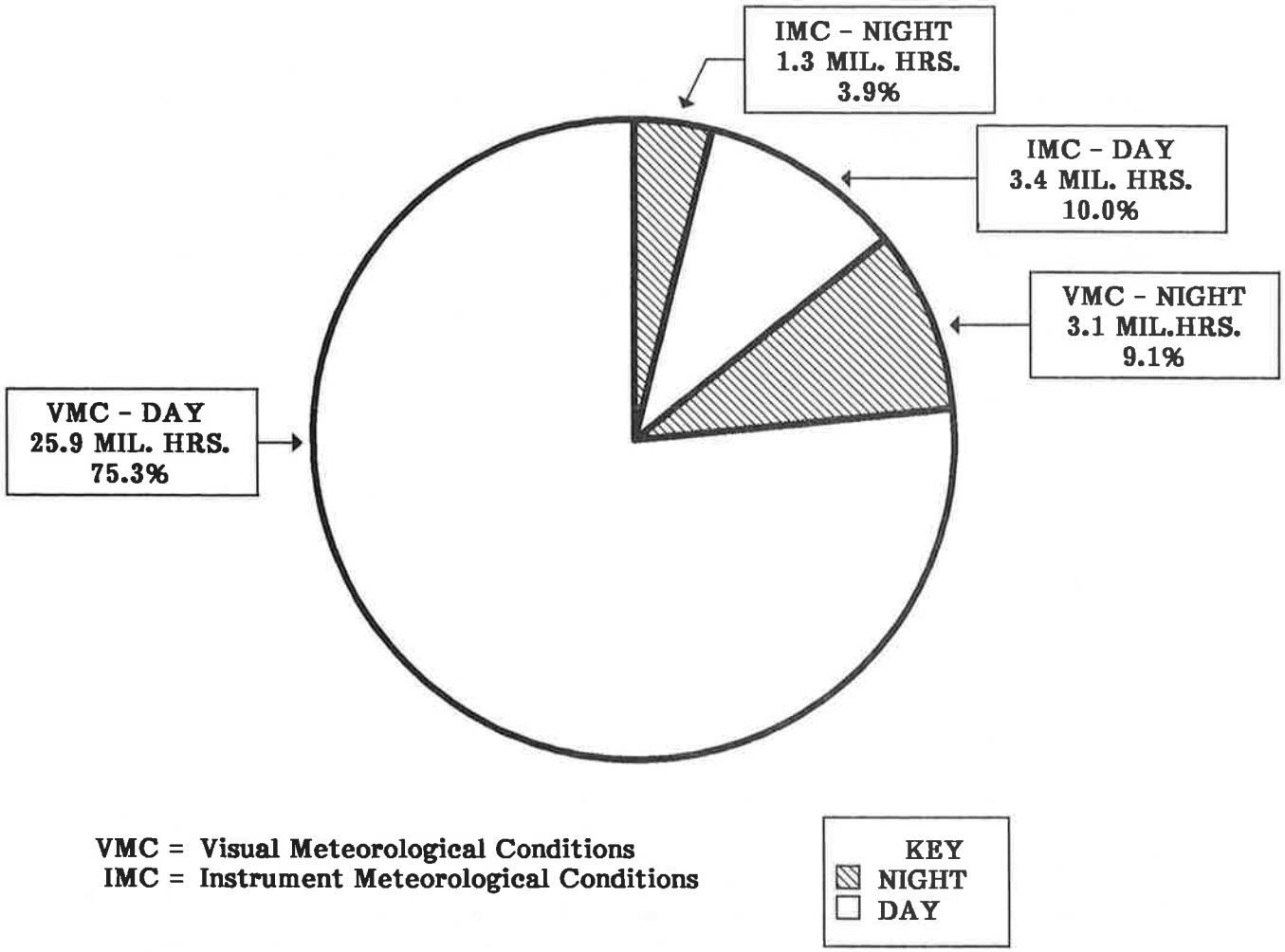
1.4.5 Results by FAA Region

Although the total active aircraft and flight time increased slightly in 1986, the mean aircraft usage showed some changes for particular regions from 1985 to 1986. Compared to 1986, Alaska increased 23 percent, New England grew by 14 percent, but the Great Lakes fell by 14 percent. In Figure 1.9, distance along the vertical axis indicates mean annual hours per aircraft, distance along the horizontal axis indicates the relative portion of the active fleet based in each region, and the area within each box is proportional to the total flying time occurring in each region. It can be seen that the Western-Pacific accounted for more active aircraft than any other region. The Western-Pacific and Southwestern Regions accounted for the most total flight time. The smallest region in continental United States was New England, with only 4.1 percent of the active aircraft and 4.1 percent of the fleet's total flight time.

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

1.4.6 Results by Avionics Capability

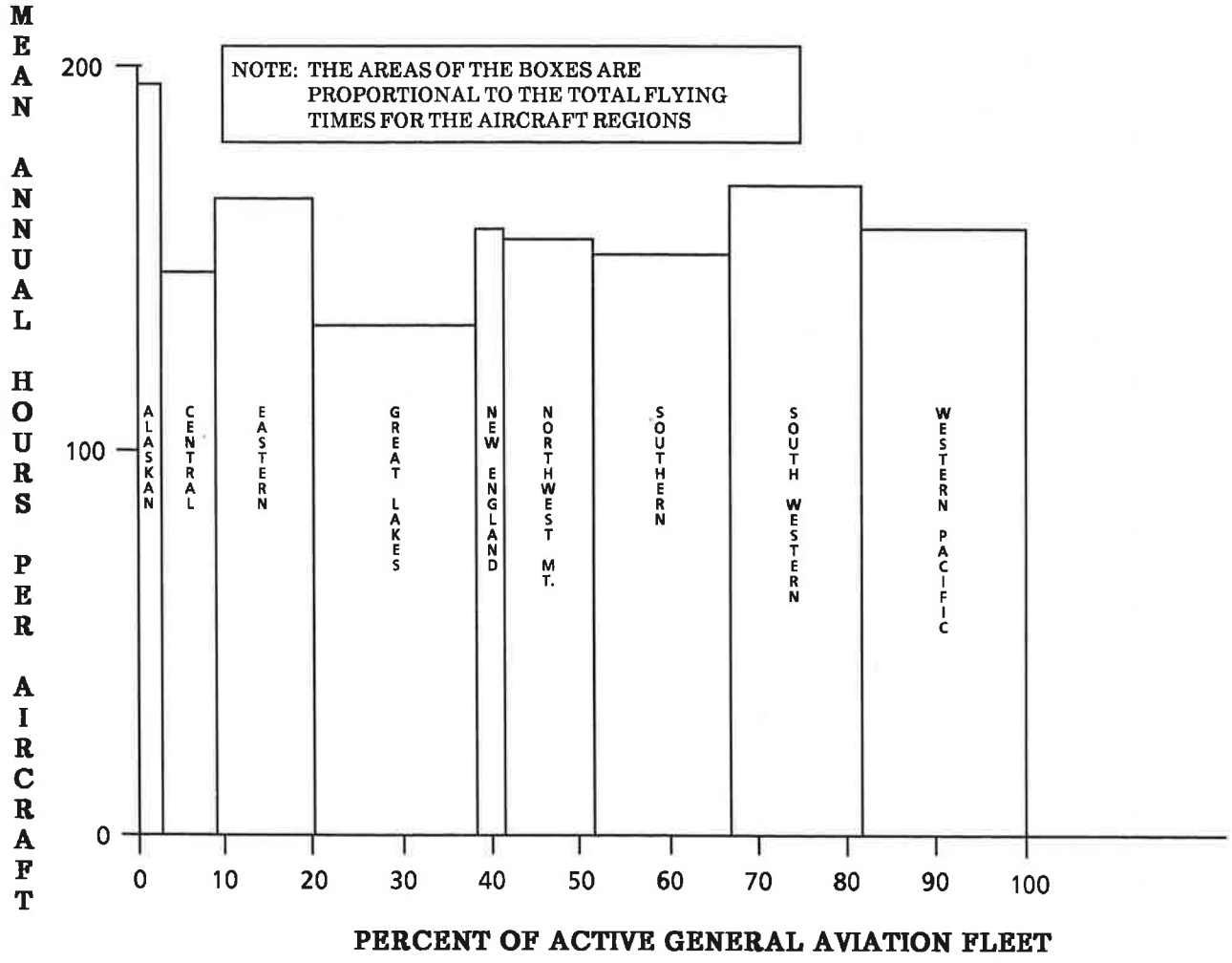
1.4.6.1 Individual Avionics Components - The extent to which general aviation aircraft are furnished with on-board avionics equipment was a principal finding of the survey. A summary appears in Figure 1.10. Eighty-five percent of the aircraft have two-way VHF communications, 67 percent are equipped with 4096-code transponders, 56 percent have at least one component of an instrument landing system, and 79 percent have some form of navigation equipment. It is evident from comparing the 1986 and 1980 avionics estimates that the general aviation fleet is becoming more sophisticated in terms of its avionics equipment. Within two-way communications, for example, there was a significant shift from 360 channel to 720 channel equipment. In terms of transponder equipment, there was a substantial increase in the percentage of the general aviation aircraft



VMC = Visual Meteorological Conditions
IMC = Instrument Meteorological Conditions

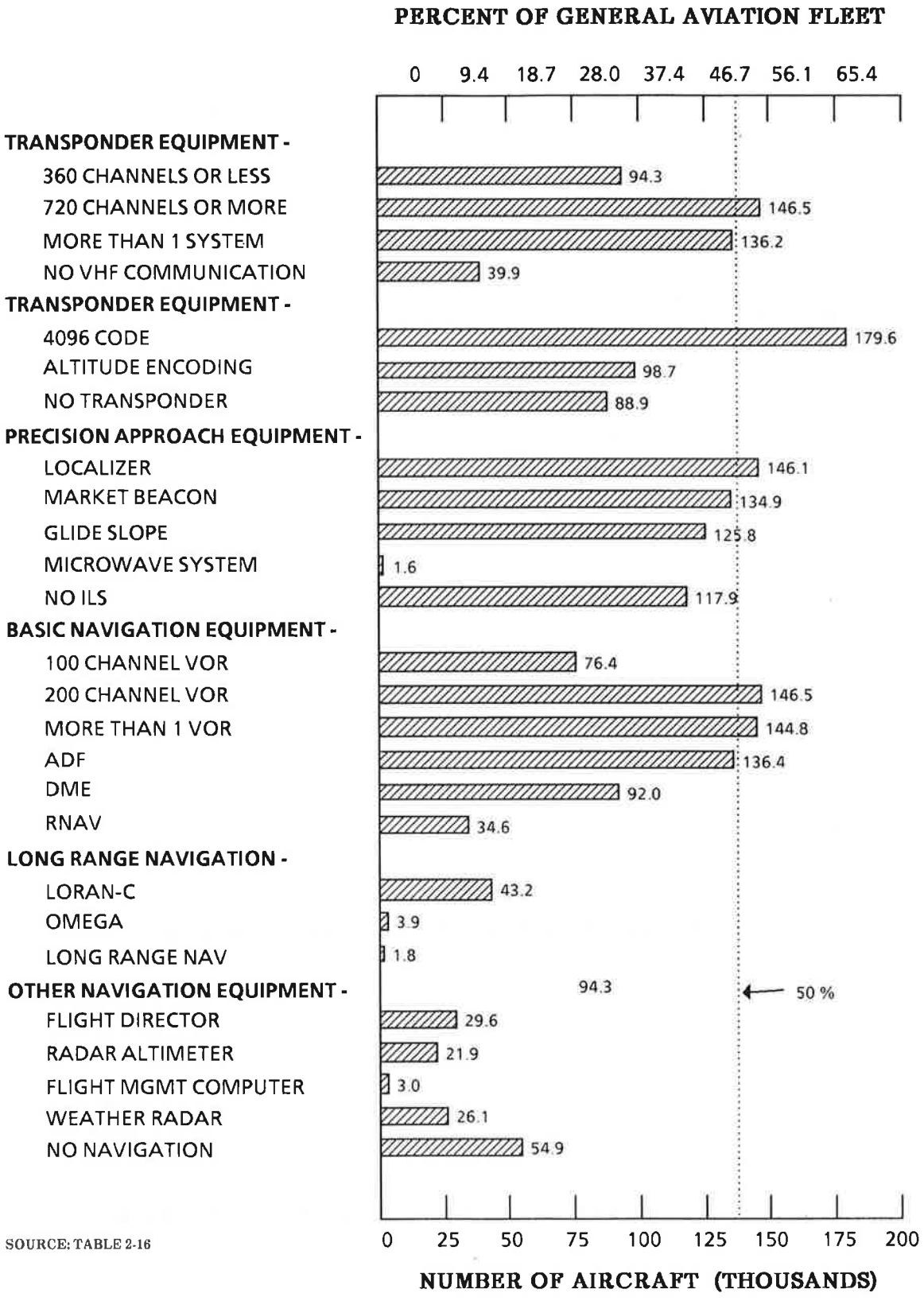
SOURCE: TABLE 2-12

FIGURE 1.8. 1986 GENERAL AVIATION ANNUAL HOURS FLOWN BY WEATHER AND LIGHT CONDITIONS



SOURCE: TABLE 2-3

FIGURE 1.9. 1986 GENERAL AVIATION ACTIVITY BY FAA REGION



SOURCE: TABLE 2-16

FIGURE 1.10. AVIONICS EQUIPMENT IN THE 1986 GENERAL AVIATION AIRCRAFT FLEET

containing 4096 code transponders and altitude encoding equipment, while the percentage of aircraft containing no transponder equipment declined considerably over the 6 year period. The proportion of the general aviation fleet with transponders increased from 61 percent in 1980 to 67 percent in 1986. The proportion of aircraft having two or more communications systems increased by about 4 percent from 1980 to 1986. The proportion with two or more VOR receivers also increased by about 4 percent over the same 6 year period.

A new category of avionics equipment was added to the 1986 survey, Guidance and Control Equipment, which encompasses flight directors, horizontal situation indicators (HSI), electronic flight information systems (EFIS), flight management computers, and autopilots. These types of equipment represent the more sophisticated as well as more expensive avionics equipment available to the general aviation aircraft fleet. Thus, only around 40 percent of general aviation aircraft have installed one or more of these types of avionics. More detailed breakdowns of avionics equipment by aircraft type, state, region, and primary use are provided in Tables 2-15 through 2-18.

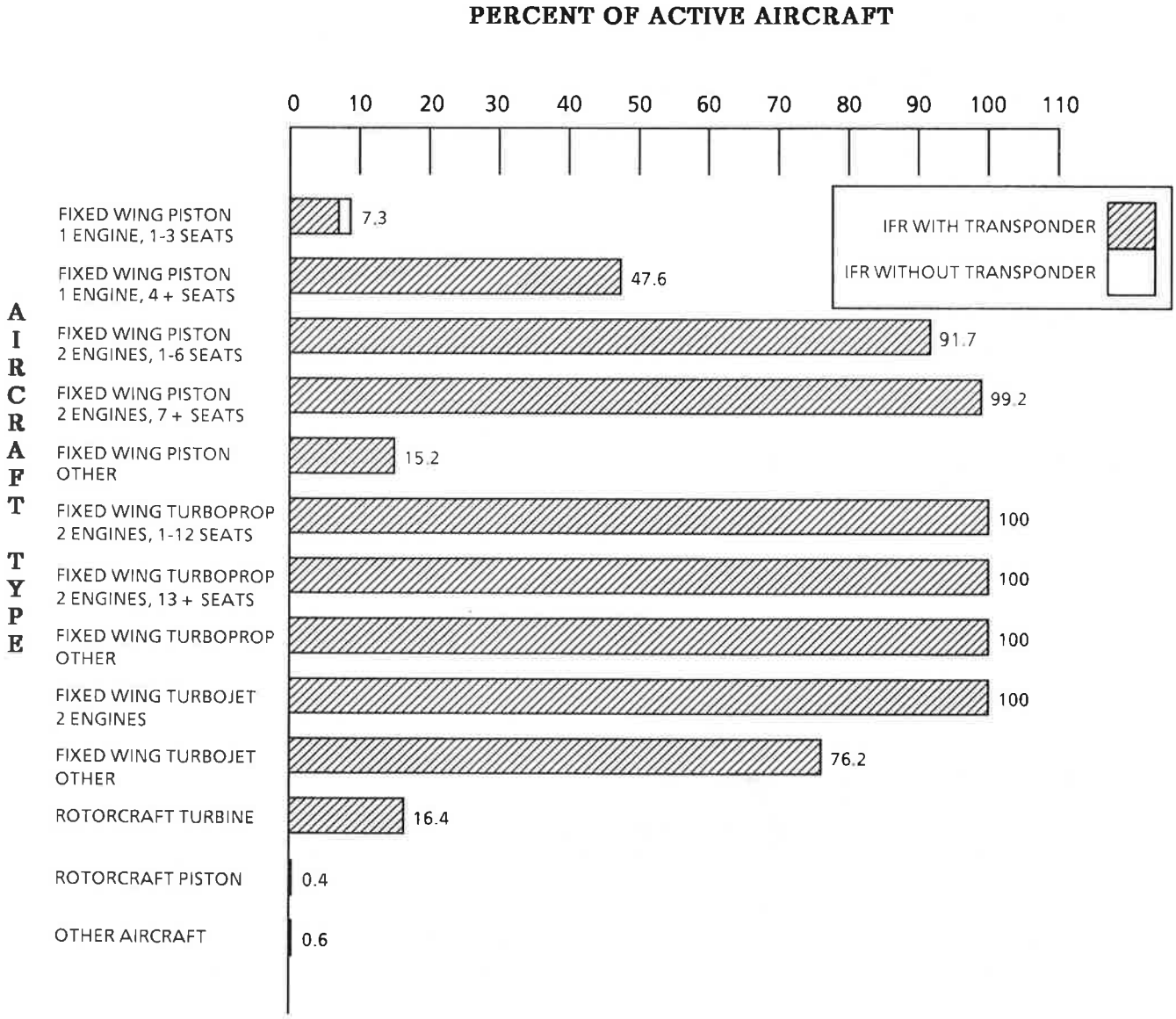
Figure 1.11 shows the portion of active aircraft of each type which engaged in IFR (Instrument Flight Rules) flight during 1986 and further, the portions that flew IFR with and without transponder equipment. It can be seen that almost all active twin engine piston aircraft, turboprops, and turbojets flew IFR at some time during 1986 and were equipped with transponders. Although a much lower proportion of the active single engine piston aircraft and rotorcraft in the fleet flew IFR during the year, almost all that did were equipped with transponders. In fact, almost 100 percent of IFR flying was performed by aircraft equipped with transponders.

Table 2-10 shows IFR flight information in more detail and gives a breakdown of IFR hours flown by type of aircraft. It can be seen that general aviation aircraft flew approximately 8.6 million hours under IFR.

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

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

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



SOURCE: TABLE 2-10

FIGURE 1.11. 1986 GENERAL AVIATION ACTIVE AIRCRAFT FLOWN IFR AND TRANSPONDER EQUIPPED

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

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

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

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

a. About 28.3 percent of GA aircraft have avionics equipment enabling them to fly above 18,000 feet in positive controlled airspace. Approximately 63 percent of the GA fleet cannot fly above 12,500 feet due to avionics limitations alone.

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

c. About 15 percent of the GA fleet are limited to landing at uncontrolled airports. Approximately 20 percent can land at either non-TCA controlled airports or Group III TCA's. Approximately 29 percent can land at any type of airport except a Group I TCA. About 36 percent can land at Group I TCA's.

d. In general, Table 2-25 indicates that those aircraft in the least sophisticated non-hierarchical CG's also comprise the bulk of the least sohisticated hierarchical CG's. Of the aircraft possessing none of the non-hierarchical CG equipment (i.e. NO REGULATORY ELECTRONICS), 74.5 percent fall into hierarchical CG's 1, 2, and 3. Similarly, those aircraft in the most sophisticated non-hierarchical CG's are also in the most sophisticated hierarchical CG's. For example, 89.7 percent of the aircraft possessing a complete ILS and a radar altimeter fall into hierarchical CG 8.

e. LORAN-C and Omega, two types of Long Range Navigation equipment, were added to the avionics section of the 1984 questionnaire. These additions have had a strong impact on the reported total number of aircraft with Long Range Navigation equipment. In 1983, only 9,393 aircraft (3.6% of the total population) reported any type of Long Range Navigation equipment. In 1984, however, the reported number increased

TABLE 1-4. HIERARCHICAL CAPABILITY GROUPS

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

TABLE 1-4. HIERARCHICAL CAPABILITY GROUPS (CONTINUED)

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

to 23,337 (8.7% of the total population). In 1985, the reported number increased to 35,143 (13% of the total population), and in 1986, the number is 47,210 (17.6% of the population). It is believed this increase reflects the specific addition of LORAN-C and Omega to the survey form, rather than a dramatic rise in the number of aircraft containing Long Range Navigation equipment.

Tables 2-26 through 2-35 show distributions of hierarchical and non-hierarchical capability groups versus aircraft characteristics. These characteristics include: primary use of the aircraft, hours flown during 1986, age of the aircraft, and computed aircraft type. The 13 computed aircraft types listed in Table 1-6 combine the four aircraft characteristics of engine type, number of engines, aircraft type (simple), and number of seats into meaningful combinations for the GA fleet.

TABLE 1-6. COMPUTED AIRCRAFT TYPE

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

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

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

b. As non-hierarchical CG's increase in sophistication, the predominant primary uses of aircraft change from personal, to business and personal, to business and executive. For example, executive aircraft alone composes about 40 percent of the aircraft reporting both a radar altimeter and a complete ILS yet executive aircraft compose only 4.6 percent of the fleet (Table 2-31).

c. In the case of both hierarchical and non-hierarchical capability groups, aircraft containing more avionics equipment and capabilities are flown

more hours on the average than those with smaller investments in avionics equipment (Tables 2-27 and 2-32).

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

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

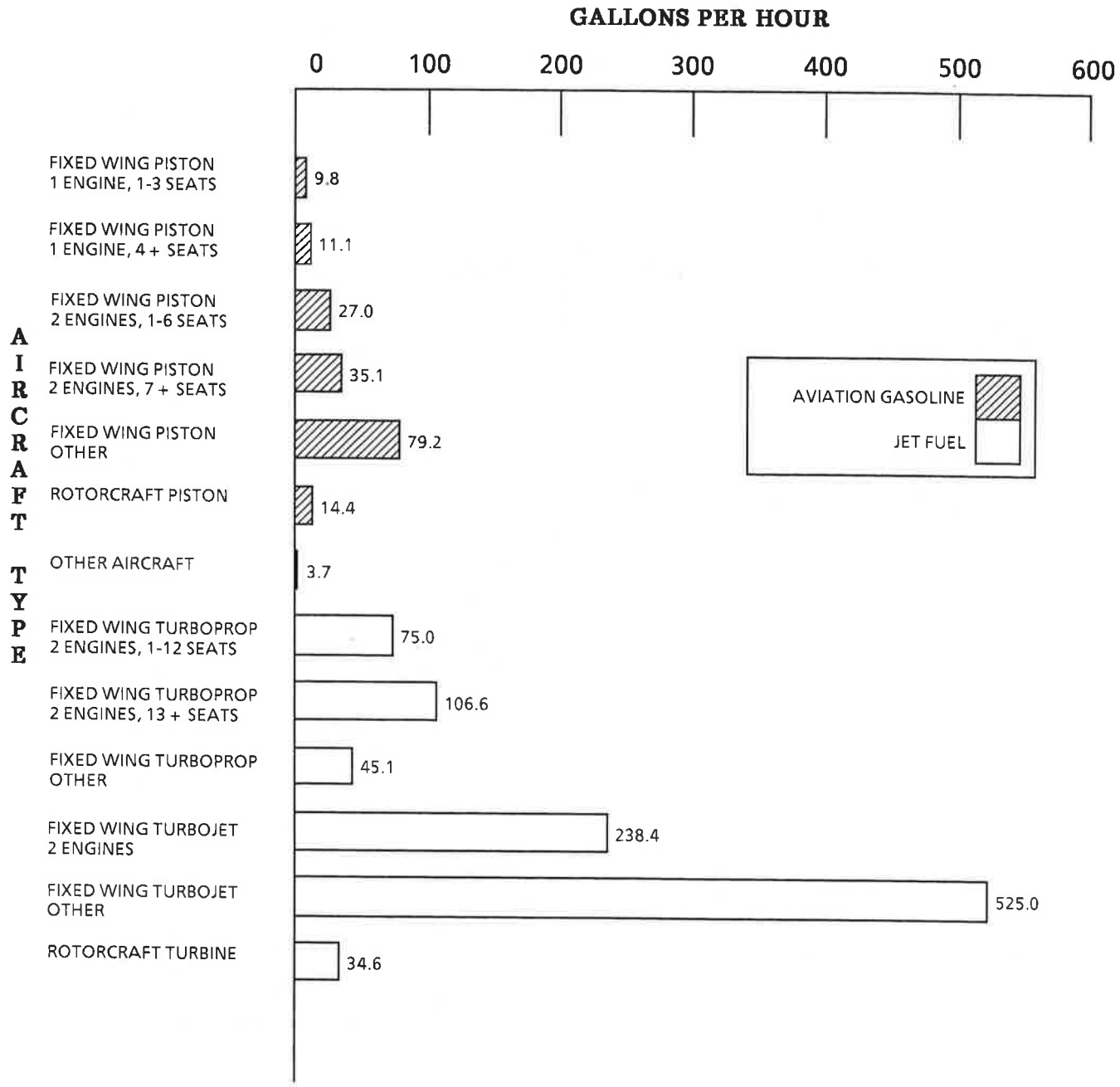
1.4.7 Fuel Consumption Results

The general aviation aircraft fleet consumed an estimated 1,141 million gallons of fuel during 1986: 409 million gallons of aviation gasoline and 732 million gallons of jet fuel. From Figure 1.12, it is evident that turbojet and turboprop engines consume fuel at much higher rates than piston engines. The high rates account for turbojet's burning 37 percent of all fuel consumed in 1986, as shown in Figure 1.13, even though they represent only 2 percent of active aircraft. In spite of their low fuel consumption rates, fixed wing piston aircraft accounted for 35 percent of the fuel consumed in 1986 due to their high representation in the general aviation fleet. Table 2-21 shows more detailed fuel consumption estimates and their standard errors by aircraft type. Table 2-22 shows fuel consumption by SDR group.

Piston-powered aircraft consumed 398 million gallons of gasoline, including 28 million gallons of 80 octane gasoline, 110 million gallons of 100 octane gasoline, 235 million gallons of 100 octane low lead gasoline, and 24 million gallons of automobile gasoline. Figure 1-14 shows the distribution of fuel consumed by fuel grade. Table 2-23 gives more detailed data broken down by fuel grade and aircraft type.

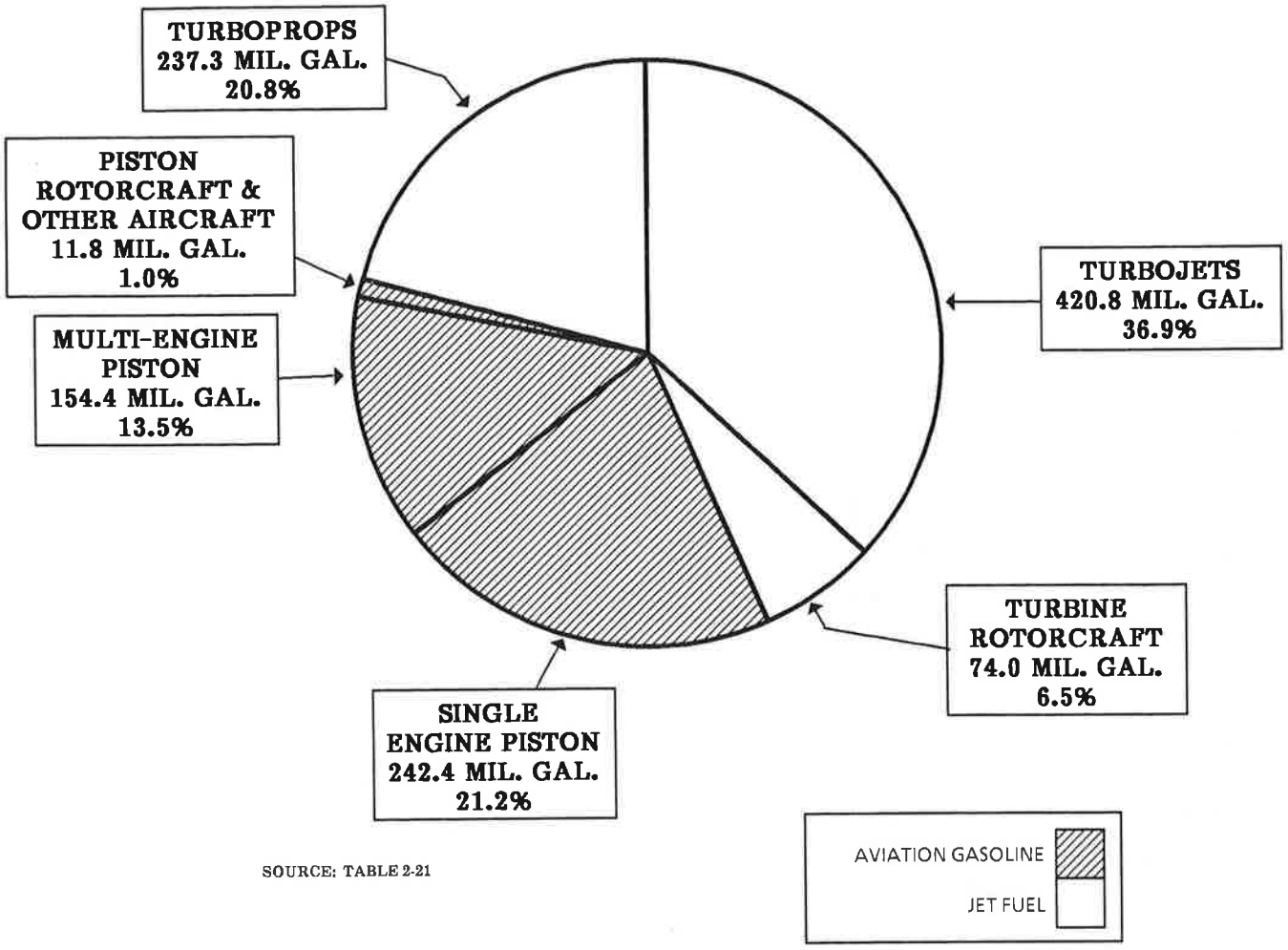
1.4.8 Other Results

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



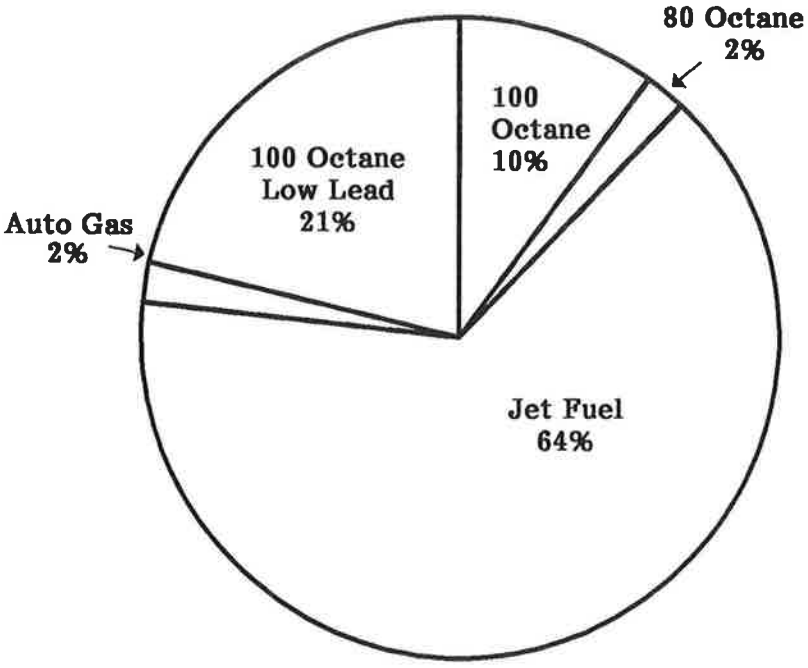
SOURCE: TABLE 2-21

FIGURE 1.12. 1986 MEAN FUEL CONSUMPTION RATES BY AIRCRAFT TYPE



SOURCE: TABLE 2-21

FIGURE 1.13. 1986 ESTIMATED FUEL CONSUMPTION BY AIRCRAFT TYPE



SOURCE: TABLE 2-23

FIGURE 1.14. 1986 GENERAL AVIATION FUEL CONSUMPTION BY FUEL GRADE

2. TABLES OF RESULTS

TABLE 2 - 1

GENERAL AVIATION TOTAL HOURS FLOWN
BY
TYPE OF AIRCRAFT
1986

AIRCRAFT TYPE	POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
FIXED WING									
FIXED WING - PISTON									
1 ENG: 1-3 SEATS	87075	62427	807	7826178	291207	3.7	124.7	4.5	3.6
1 ENG: 4+ SEATS	121530	109351	650	14112461	352852	2.5	129.6	3.2	2.5
1 ENGINE: TOTAL	208605	171777	1036	21938642	457500	2.1	127.8	2.6	2.0
2 ENG: 1-6 SEATS	18544	16166	293	2798009	160881	5.7	172.1	9.8	5.7
2 ENG: 7+ SEATS	9739	7555	228	2113062	156381	7.4	280.1	19.3	6.9
2 ENGINE: TOTAL	28283	23721	372	4911071	224361	4.6	204.4	9.0	4.4
PISTON: OTHER	362	148	36	11144	4933	44.3	111.1	50.4	45.4
PISTON: TOTAL	237250	195646	1102	26860856	509576	1.9	135.4	2.5	1.9
FIXED WING - TURBOPROP									
2 ENG: 1-12 SEATS	5134	4809	97	1647892	83911	5.1	334.9	16.7	5.0
2 ENG: 13+ SEATS	1196	970	56	1149083	121724	10.6	1013.4	101.0	10.0
2 ENGINE: TOTAL	6330	5779	112	2796975	147844	5.3	420.6	19.4	4.6
TURBOPROP: OTHER	302	185	30	84563	12261	14.5	498.8	68.8	13.8
TURBOPROP: TOTAL	6632	5964	116	2881538	148352	5.1	422.9	18.9	4.5

TABLE 2 - 1

GENERAL AVIATION TOTAL HOURS FLOWN
BY
TYPE OF AIRCRAFT
1986

AIRCRAFT TYPE	POPULATION SIZE	ESTIMATE OF NUMBER ACTIVE	STANDARD ERROR	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
FIXED WING - TURBOJET									
2 ENGINE TURBOJET	4289	4037	64	1566308	75791	4.8	385.0	18.4	4.8
TURBOJET: OTHER	672	444	72	88000	19232	21.9	153.8	43.0	28.0
TURBOJET: TOTAL	4961	4480	97	1654308	78194	4.7	353.8	16.9	4.8
FIXED WING: TOTAL	248843	206090	1112	31396700	536461	1.7	145.1	2.5	1.7
ROTORCRAFT									
PISTON	5566	2921	175	804458	103216	12.8	273.2	30.2	11.0
TURBINE	4899	4022	126	1820936	141343	7.8	459.4	34.8	7.6
ROTORCRAFT: TOTAL	10465	6943	215	2625395	175019	6.7	380.2	23.8	6.3
OTHER	9309	7010	211	394256	29768	7.6	56.2	4.2	7.4
TOTAL	268617	220044	1152	34416352	565074	1.6	148.9	2.4	1.6

TABLE 2 - 2

GENERAL AVIATION TOTAL HOURS FLOWN
BY
STATE OF BASED AIRCRAFT
1986

STATE	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF TOTAL HOURS	STANDARD ERROR
ALABAMA	2673	358	414132	67470
ALASKA	7557	523	1477794	153310
ARIZONA	5787	516	1248927	149449
ARKANSAS	2514	343	413848	67316
CALIFORNIA	30387	1108	4339455	191651
COLORADO	4273	444	630933	89661
CONNECTICUT	1992	309	340335	65898
DELAWARE	932	209	168397	45860
DIST. OF COLUMBIA	21	22	4175	4372
FLORIDA	12882	760	1859482	133728
GEORGIA	4517	464	631416	76132
HAWAII	366	118	181724	81333
IDAHO	2274	327	287426	51349
ILLINOIS	7603	597	1152583	117377
INDIANA	4212	455	709981	95024
IOWA	2683	358	407157	71547
KANSAS	4033	440	568980	105296
KENTUCKY	1738	284	335174	59229
LOUISIANA	3746	394	1395110	178636
MAINE	1320	254	196675	68787
MARYLAND	2709	363	381265	66970

TABLE 2 - 2

GENERAL AVIATION TOTAL HOURS FLOWN
BY
STATE OF BASED AIRCRAFT
1986

STATE	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF TOTAL HOURS	STANDARD ERROR
MASSACHUSETTS	3248	396	422809	63545
MICHIGAN	7060	575	902849	89227
MINNESOTA	4507	452	571663	86461
MISSISSIPPI	2060	317	281465	53726
MISSOURI	4192	452	662783	111525
MONTANA	2368	341	321029	56212
NEBRASKA	2177	315	290319	54124
NEVADA	2219	314	319418	60862
NEW HAMPSHIRE	1443	256	318805	73293
NEW JERSEY	4291	448	762439	93576
NEW MEXICO	2302	322	247650	37818
NEW YORK	6772	558	941810	96934
NORTH CAROLINA	4386	464	759402	97442
NORTH DAKOTA	1615	281	211378	48225
OHIO	7283	580	1137546	119675
OKLAHOMA	4147	453	552011	72637
OREGON	4543	460	556991	63901
PENNSYLVANIA	6405	539	1120506	123629
RHODE ISLAND	560	166	85362	25929
SOUTH CAROLINA	1787	296	264203	53446
SOUTH DAKOTA	1378	262	179686	63234

TABLE 2 - 2

GENERAL AVIATION TOTAL HOURS FLOWN
BY
STATE OF BASED AIRCRAFT
1986

STATE	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF TOTAL HOURS	STANDARD ERROR
TENNESSEE	3145	384	428277	71124
TEXAS	19961	925	2927900	151930
UTAH	1284	256	188386	45180
VERMONT	388	132	50526	19066
VIRGINIA	3225	384	741460	109712
WASHINGTON	6160	533	772971	90422
WEST VIRGINIA	1132	243	115402	45687
WISCONSIN	4180	453	572242	75740
WYOMING	1101	221	264810	85942
PUERTO RICO	352	126	110873	30852
OTHER U.S. TERRITORIES	107	76	21814	14908
TOTAL	220044	1152	34416352	565074

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
OPERATIONS OUTSIDE U.S.A TERRITORIES ARE NOT INCLUDED

TABLE 2 - 3

GENERAL AVIATION TOTAL HOURS FLOWN
BY
REGION OF BASED AIRCRAFT
1986

REGION	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF TOTAL HOURS	STANDARD ERROR
ALASKAN	7557	523	1477794	153309
CENTRAL	13085	770	1929238	177689
EASTERN	25487	1032	4235452	232740
GREAT LAKES	37838	1226	5046866	241459
NEW ENGLAND	8952	642	1414512	139713
NORTHWEST MT.	22004	968	3413612	204564
SOUTHERN	33642	1167	5084424	230191
SOUTHWESTERN	32669	1139	5536519	257354
WESTERN-PACIFIC	38764	1220	6111337	263831
TOTAL	220044	1152	34416352	565074

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
OPERATIONS OUTSIDE U.S.A TERRITORIES ARE NOT INCLUDED

TABLE 2 - 4

GENERAL AVIATION TOTAL HOURS FLOWN
IN ALL REGIONS
BY AIRCRAFT TYPE AND PRIMARY USE
1986

AIRCRAFT TYPE	EXECU-TIVE	BUSI-NESS	PER-SONAL	INSTRUC-TIONAL	AERIAL APPL	AERIAL OBS	OTHER WORK	COMMUTER CARRIER	AIR TAXI	OTHER	TOTAL
FIXED WING											
FIXED WING - PISTON											
1 ENG: 1-3 SEATS											
EST.TOT.HOURS	2807	312987	2787439	2565638	1576169	223089	157998	0	77266	122783	7826175
% STD. ERROR	95.4	16.1	4.3	9.6	5.9	30.4	31.1	0.0	37.3	31.3	3.7
1 ENG: 4+ SEATS											
EST.TOT.HOURS	357569	3669154	6354756	1601359	98115	813478	77478	294599	631377	214574	14112460
% STD. ERROR	19.4	4.5	3.1	13.4	42.2	19.7	42.0	29.5	17.8	24.1	2.5
1 ENGINE: TOTAL											
EST.TOT.HOURS	360376	3982141	9142198	4166997	1674284	1036567	235476	294599	708644	337357	21938632
% STD. ERROR	19.2	4.4	2.5	7.9	5.9	16.7	25.0	29.5	16.2	18.6	2.1
2 ENG: 1-6 SEATS											
EST.TOT.HOURS	297381	1123695	480248	299275	14814	66604	0	40902	437941	37148	2798009
% STD. ERROR	19.0	9.3	11.0	26.2	45.1	44.8	0.0	89.3	22.0	56.8	5.7
2 ENG: 7+ SEATS											
EST.TOT.HOURS	517578	422807	101288	9655	4801	36785	5790	378969	561303	74086	2113062
% STD. ERROR	14.3	16.7	20.4	54.8	59.8	33.0	162.2	31.4	14.7	20.3	7.4
2 ENGINE: TOTAL											
EST.TOT.HOURS	814959	1546503	581535	308930	19615	103389	5790	419871	999243	111234	4911071
% STD. ERROR	11.6	8.1	9.8	24.8	37.2	30.6	162.2	29.8	12.6	20.4	4.6
PISTON: OTHER											
EST.TOT.HOURS	0	0	1527	0	3875	0	0	5248	0	495	11144
% STD. ERROR	0.0	0.0	52.7	0.0	62.5	0.0	0.0	82.8	0.0	68.0	44.3
PISTON: TOTAL											
EST.TOT.HOURS	1175335	5528645	9725260	4475927	1697773	1139956	241266	719718	1707887	449087	26860848
% STD. ERROR	10.0	3.8	2.4	7.6	5.9	15.5	24.7	20.9	10.0	15.2	1.9
FIXED WING - TURBOPROP											
2 ENG: 1-12 SEATS											
EST.TOT.HOURS	934309	167024	39133	0	2511	8576	394	274382	173501	48061	1647892
% STD. ERROR	7.5	22.4	56.0	0.0	120.8	117.4	638.4	23.6	22.0	40.0	5.1

TABLE 2 - 4

GENERAL AVIATION TOTAL HOURS FLOWN
IN ALL REGIONS
BY AIRCRAFT TYPE AND PRIMARY USE
1986

AIRCRAFT TYPE	EXECU-TIVE	BUSI-NESS	PER-SONAL	INSTRUC-TIONAL	AERIAL APPL	AERIAL OBS	OTHER WORK	COMMUTER CARRIER	AIR TAXI	OTHER	TOTAL
2 ENG: 13+ SEATS											
EST.TOT.HOURS	86789	2335	98	78	0	47	4744	1018370	29895	6727	1149083
% STD. ERROR	18.0	99.9	418.3	191.8	0.0	261.4	56.7	10.9	46.6	37.7	10.6
2 ENGINE: TOTAL											
EST.TOT.HOURS	1021098	169359	39232	78	2511	8624	5137	1292751	203396	54788	2796975
% STD. ERROR	7.1	22.2	55.6	191.8	120.8	109.9	63.8	9.7	19.9	34.2	5.3
TURBOPROP: OTHER											
EST.TOT.HOURS	562	133	166	0	36863	1200	0	39557	571	5511	84563
% STD. ERROR	356.9	287.5	507.3	0.0	16.3	224.7	0.0	27.7	507.3	32.6	14.5
TURBOPROP: TOTAL											
EST.TOT.HOURS	1021660	169492	39398	78	39373	9824	5137	1332308	203967	60299	2881537
% STD. ERROR	7.1	22.2	55.3	191.8	29.0	100.7	63.8	9.0	19.9	32.0	5.1
FIXED WING - TURBOJET											
2 ENGINE TURBOJET											
EST.TOT.HOURS	1148118	93534	9108	0	0	2149	0	381	198364	114654	1566308
% STD. ERROR	6.3	33.0	62.9	0.0	0.0	179.3	0.0	230.2	21.5	21.6	4.8
TURBOJET: OTHER											
EST.TOT.HOURS	79162	4144	2297	0	0	0	0	0	0	2398	88000
% STD. ERROR	23.0	74.8	33.5	0.0	0.0	0.0	0.0	0.0	0.0	147.3	21.9
TURBOJET: TOTAL											
EST.TOT.HOURS	1227280	97678	11405	0	0	2149	0	381	198364	117052	1654308
% STD. ERROR	6.1	31.8	19.9	0.0	0.0	179.3	0.0	230.2	21.5	21.9	4.7
FIXED WING: TOTAL											
EST.TOT.HOURS	3424275	5795816	9776062	4476006	1737147	1151929	246404	2052407	2110217	626439	31396696
% STD. ERROR	5.0	3.7	2.4	7.6	5.9	15.4	24.2	10.4	8.6	12.1	1.7
ROTORCRAFT											
PISTON											
EST.TOT.HOURS	2324	27257	29692	87579	222845	265593	4146	1275	14300	149447	804458
% STD. ERROR	90.0	29.3	20.8	25.3	25.3	25.8	42.1	168.6	89.8	33.4	12.8

TABLE 2 - 4

GENERAL AVIATION TOTAL HOURS FLOWN
IN ALL REGIONS
BY AIRCRAFT TYPE AND PRIMARY USE
1986

AIRCRAFT TYPE	EXECU-TIVE	BUSI-NESS	PER-SONAL	INSTRUC-TIONAL	AERIAL APPL	AERIAL OBS	OTHER WORK	COMMUTER CARRIER	AIR TAXI	OTHER	TOTAL
TURBINE											
EST.TOT.HOURS	353787	71498	8540	52750	24411	183940	59361	131669	788841	146139	1820936
% STD. ERROR	20.5	40.8	57.4	52.0	39.7	29.3	42.4	63.2	15.7	29.9	7.8
ROTORCRAFT: TOTAL											
EST.TOT.HOURS	356111	98755	38232	140329	247256	449533	63507	132944	803141	295586	2625395
% STD. ERROR	20.3	30.2	19.1	24.6	23.1	19.2	37.3	61.0	15.5	22.4	6.7
OTHER											
EST.TOT.HOURS	424	957	282818	60944	186	18337	13124	0	0	17467	394256
% STD. ERROR	120.3	88.6	10.0	19.1	234.5	34.0	42.3	0.0	0.0	27.3	7.6
TOTAL											
EST.TOT.HOURS	3780810	5895529	10097112	4677279	1984588	1619799	323034	2185351	2913358	939492	34416352
% STD. ERROR	4.9	3.7	2.3	7.2	5.8	12.2	19.8	10.4	7.7	9.8	1.6

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

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
OTHER 1	15490	520689	58518	11.2	58.2	5.8	10.0
OTHER 2	1604	97277	13725	14.1	89.6	10.7	12.0
OTHER 3	315	17689	9048	51.1	155.5	50.2	32.3
OTHER 4	230	20760	8388	40.4	223.4	49.2	22.0
OTHER 5	166	7895	4482	56.8	197.7	99.2	50.2
OTHER 6	347	196877	49032	24.9	593.1	145.6	24.5
OTHER 7	290	137068	80312	58.6	1309.1	468.1	35.8
OTHER 8	133	6711	5976	89.0	196.8	26.5	13.4
OTHER 9	622	198460	37926	19.1	364.6	63.2	17.3
OTHER 10	274	7034	13395	190.4	33.2	62.1	187.5
OTHER 11	1781	27310	14180	51.9	53.6	25.7	48.0
OTHER 12	315	86413	16356	18.9	410.8	64.7	15.8
OTHER 13	2854	106447	15328	14.4	51.8	6.6	12.8
ADAMS A50S	122	4940	920	18.6	40.5	7.5	18.6
AERORSJ2	37	333	193	58.1	25.5	11.1	43.6
AEROSPAS355	144	68295	7702	11.3	541.9	52.4	9.7
AEROSPSA316	125	14332	9175	64.0	295.7	37.6	12.7
AGUSTA205	41	7954	0	0.0	194.0	0.0	0.0
AGUSTAA109	79	9428	3373	35.8	245.7	58.9	24.0
AIRPTSA	229	8000	2871	35.9	73.2	21.6	29.5
AIRSPC18	23	982	536	54.5	88.4	37.9	42.9

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

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

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
AIRTRCAT300	415	162647	27381	16.8	485.7	54.5	11.2
AIRTRCAT400	62	29457	7661	26.0	522.6	98.0	18.7
AMD FALC10	138	60374	4861	8.1	437.5	35.2	8.1
AMD FALC20	228	84582	12330	14.6	413.5	42.6	10.3
AMD FALC50	115	35137	6802	19.4	305.5	59.2	19.4
AMTR TMK	22	0	0	0.0	0.0	0.0	0.0
ARCTICS1A	93	1921	679	35.3	57.4	15.6	27.2
ARCTICS1B1	24	808	223	27.6	44.0	10.1	23.0
ARONCA15	199	6486	1148	17.7	52.8	6.6	12.6
ARONCA58	147	3888	860	22.1	65.4	9.9	15.2
ARONCA65	147	2434	529	21.7	39.1	4.6	11.8
ARONCAC3	60	157	58	37.1	14.5	4.4	30.6
AVIANWFALCON	27	330	62	18.9	12.8	1.8	14.2
AVIANWSKYHWK	42	1740	679	39.0	41.4	16.2	39.0
AYRES S2	827	284246	33752	11.9	361.2	41.4	11.5
BAC 111	26	8973	1498	16.7	394.4	42.4	10.8
BAG B206	30	1050	681	64.8	70.0	20.1	28.7
BAG DH125	72	27127	2113	7.8	376.8	29.3	7.8
BALWKSFIREFY	1480	76807	20842	27.1	58.5	15.5	26.5
BBAVIA11	834	26977	4483	16.6	53.4	7.0	13.1
BBAVIA7	3455	150573	22330	14.8	79.5	8.4	10.6

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
BBAVIA8	231	21346	5398	25.3	135.1	29.1	21.5
BEECH 100	271	102841	10304	10.0	379.5	38.0	10.0
BEECH 17	201	3108	1624	52.2	56.3	10.3	18.3
BEECH 18	842	138645	58546	42.2	311.4	122.8	39.5
BEECH 1900	63	86841	23365	26.9	1378.4	370.9	26.9
BEECH 200	857	278661	26715	9.6	325.2	31.2	9.6
BEECH 23	2779	291556	69500	23.8	132.5	30.5	23.0
BEECH 300	83	28137	4814	17.1	339.0	58.0	17.1
BEECH 33	1707	151952	13053	8.6	98.1	7.1	7.2
BEECH 35	6809	689968	52445	7.6	113.5	7.9	6.9
BEECH 36	2217	360252	43764	12.1	163.8	19.8	12.1
BEECH 45	288	27404	6339	23.1	147.0	25.1	17.1
BEECH 50	320	28668	11912	41.6	184.4	45.0	24.4
BEECH 55	2258	393081	76717	19.5	192.0	36.4	18.9
BEECH 56	61	4650	1268	27.3	86.7	22.5	26.0
BEECH 58	1581	259044	30282	11.7	168.9	18.9	11.2
BEECH 60	428	62064	9944	16.0	155.3	21.7	14.0
BEECH 65	132	7794	4943	63.4	86.0	42.5	49.4
BEECH 76	332	58499	8475	14.5	176.2	25.5	14.5
BEECH 77	238	52796	9749	18.5	221.8	41.0	18.5
BEECH 80	173	11153	6749	60.5	114.4	56.1	49.1

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
BEECH 90	1187	333204	34759	10.4	299.0	26.8	9.0
BEECH 95	468	49848	6759	13.6	122.4	13.3	10.8
BEECH 99	143	223279	50566	22.6	1561.4	353.6	22.6
BELL 204	185	23490	8973	38.2	146.4	50.7	34.7
BELL 206	2171	987801	127010	12.9	514.3	61.1	11.9
BELL 212	120	42271	12839	30.4	416.1	99.7	24.0
BELL 214	18	9042	1711	18.9	502.3	95.1	18.9
BELL 222	89	22255	5911	26.6	266.4	67.6	25.4
BELL 412	47	49841	6693	13.4	1060.4	142.4	13.4
BELL 47	1362	316112	75750	24.0	427.3	80.7	18.9
BLANCA11	80	3273	1480	45.2	52.8	22.9	43.5
BLANCA1413	268	4155	1348	32.5	31.3	6.8	21.6
BLANCA1419	273	13165	2972	22.6	49.4	10.8	21.8
BLANCA17	1046	71226	13177	18.5	74.4	12.4	16.7
BLANCA7	2355	132218	20887	15.8	70.3	10.1	14.4
BLANCA8	468	49193	10978	22.3	105.1	23.5	22.3
BNORM BN2	98	63624	18466	29.0	996.0	191.2	19.2
BOEING707	44	0	0	0.0	0.0	0.0	0.0
BOEING727	38	12180	2768	22.7	409.6	69.8	17.0
BOEING75	1885	82287	18502	22.5	93.0	16.1	17.3
BOEING757	3	927	0	0.0	309.0	0.0	0.0

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
CESSNA441	245	78279	10714	13.7	319.5	43.7	13.7
CESSNA500	609	222516	29294	13.2	365.4	48.1	13.2
CESSNA501	52	13322	1306	9.8	256.2	25.1	9.8
CESSNA650	97	41843	3876	9.3	431.4	40.0	9.3
CESSNAT50	68	431	176	40.8	20.8	2.3	11.1
CESSNAUC94	35	594	221	37.2	45.8	10.8	23.6
CHILD S1	61	3669	567	15.4	63.0	9.1	14.5
CHILD S2	178	13989	2860	20.4	86.6	15.2	17.5
CNDAIRCL600	96	50347	5870	11.7	524.5	61.1	11.7
CNTRAR101	32	2855	448	15.7	97.6	13.2	13.5
COMWTH185	113	2152	853	39.6	46.6	14.2	30.4
CONAERLA4	493	53216	10109	19.0	111.0	20.6	18.6
CURTISC46	36	6948	0	0.0	193.0	0.0	0.0
CURTISJR	23	34	20	60.8	9.5	1.3	14.0
CURTISROBIN	38	15	24	165.1	10.0	0.0	0.0
CURTISTRVAIR	190	2262	782	34.6	46.1	13.0	28.1
CVAC 240	32	0	0	0.0	0.0	0.0	0.0
CVAC 440	14	0	0	0.0	0.0	0.0	0.0
CVAC BT13	112	619	283	45.7	24.7	7.7	31.2
CVAC L13	20	0	0	0.0	0.0	0.0	0.0
CVAC STC580	27	1687	1688	100.0	250.0	0.1	0.0

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
DART G	24	435	281	64.6	32.2	17.2	53.3
DHAV DHC1	96	4858	908	18.7	64.5	9.0	14.0
DHAV DHC2	270	58426	8450	14.5	275.6	34.5	12.5
DHAV DHC3	37	407	0	0.0	11.0	0.0	0.0
DHAV DHC4	25	1625	0	0.0	65.0	0.0	0.0
DHAV DHC6	128	98301	37596	38.2	785.0	296.8	37.8
DHAVXXDH82	83	1811	668	36.9	43.6	9.8	22.4
DOUG A26	29	1292	712	55.1	98.0	0.0	0.0
DOUG DC3	377	54872	47152	85.9	245.0	206.9	84.5
DOUG DC4	84	1745	1771	101.5	26.9	26.6	98.5
DOUG DC6	86	1505	1052	69.9	35.0	0.0	0.0
DOUG DC7	26	0	0	0.0	0.0	0.0	0.0
DOUG DC8	55	1188	4341	365.4	540.0	0.0	0.0
DOUG DC9	69	44160	0	0.0	640.0	0.0	0.0
EAGLE DW	74	14640	1725	11.8	255.4	20.5	8.0
EAGLEBC7	57	3203	792	24.7	56.2	13.9	24.7
EIRVON20	115	4353	1661	38.2	51.1	16.9	33.0
EMAIR MA1	23	3174	2542	80.1	345.0	70.2	20.4
EMB 110	121	273789	37934	13.9	2357.0	137.6	5.8
ENSTRMF28	451	122098	36201	29.6	302.7	86.0	28.4
FLEET 16B	24	543	134	24.6	32.9	5.7	17.2

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
FRCHLD24	295	1364	673	49.4	35.0	4.8	13.6
FRCHLDC119	34	148	532	359.6	100.0	0.0	0.0
FRCHLDF27	19	5802	754	13.0	328.8	29.9	9.1
FRCHLDM62	234	8845	3308	37.4	69.8	23.7	34.0
GENBALAX6	67	857	258	30.1	18.7	3.6	19.1
GLASFL201	37	1789	344	19.3	48.4	9.3	19.3
GLASFLH301	117	3557	1410	39.7	67.0	10.3	15.3
GROB 103CAT	58	10045	2543	25.3	176.9	44.3	25.0
GROB 109	72	7274	2785	38.3	113.7	41.2	36.3
GROB ASTIR	60	3726	772	20.7	72.8	14.0	19.2
GRTLKS2T1	184	10190	1553	15.2	78.6	10.8	13.8
GRUMANSA16	21	8825	3148	35.7	550.5	176.0	32.0
GRUMAVAA1	571	32580	9650	29.6	69.3	18.9	27.3
GRUMAVAA5	1052	108915	12543	11.5	111.4	11.7	10.5
GRUMAVG1159	38	13409	3045	22.7	368.9	81.0	22.0
GRUMAVG164	1224	354883	52736	14.9	349.7	42.8	12.3
GRUMAVG21	53	6917	2191	31.7	190.6	38.6	20.2
GRUMAVTBM	39	547	180	32.9	33.2	8.3	25.1
GULSTM112	689	67157	14373	21.4	106.8	21.6	20.2
GULSTM500	316	51367	21068	41.0	254.4	84.7	33.3
GULSTM520	52	1836	962	52.4	53.0	23.9	45.2

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
GULSTM560	91	4072	1348	33.1	93.8	17.4	18.6
GULSTM680	306	18504	9515	51.4	145.8	46.2	31.7
GULSTM680TP	114	14396	4071	28.3	162.4	36.1	22.2
GULSTM690TC	28	5749	903	15.7	205.3	32.2	15.7
GULSTM690TP	486	160287	28752	17.9	329.8	59.2	17.9
GULSTMAA1	585	43483	6486	14.9	85.7	11.0	12.8
GULSTMAA5	635	78479	24184	30.8	124.6	38.3	30.8
GULSTMG1159	171	66008	11552	17.5	411.0	66.0	16.1
GULSTMG159	131	45997	9647	21.0	354.5	73.6	20.8
GULSTMG44	82	9103	1641	18.0	146.3	22.8	15.6
GULSTMG73	29	22344	4667	20.9	960.1	127.1	13.2
GULSTMGA7	56	6004	1106	18.4	107.2	19.7	18.4
H23/HTE	44	1035	494	47.7	127.9	23.8	18.6
H34/55	31	3404	3273	96.2	366.0	0.0	0.0
HELIO H250	19	1833	520	28.3	96.5	27.3	28.3
HELIO H295	107	5886	1493	25.4	65.7	14.6	22.3
HELIO H391	22	501	267	53.4	54.6	22.5	41.3
HILLERFH1100	71	1028	1275	124.0	105.0	23.0	21.9
HILLERUH12	587	135305	42371	31.3	340.8	99.3	29.1
HUGHES269	734	129912	37575	28.9	257.5	66.7	25.9
HUGHES369	673	217398	43489	20.0	426.1	70.1	16.4

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
HWKSLYDH104	33	801	517	64.6	75.0	0.0	0.0
HWKSLYDH125	197	63155	8790	13.9	320.6	44.6	13.9
HYNES B2	128	9150	3740	40.9	90.0	31.7	35.2
INTRCP200	30	878	281	32.1	61.2	7.1	11.5
ISRAEL1121	110	21779	5589	25.7	244.0	56.4	23.1
ISRAEL1123	26	3936	1202	30.5	189.3	37.6	19.9
ISRAEL1124	216	68077	7957	11.7	315.2	36.8	11.7
JBMSTRDGA15	83	894	387	43.3	28.8	9.2	31.9
LAIKFN10	39	85	86	101.7	37.0	0.0	0.0
LEAR 23	60	10775	3644	33.8	239.4	67.0	28.0
LEAR 24	192	37647	8210	21.8	227.9	41.1	18.0
LEAR 25	264	87400	20305	23.2	336.7	76.8	22.8
LEAR 35	433	200443	18938	9.4	462.9	43.7	9.4
LEAR 55	99	45005	4853	10.8	454.6	49.0	10.8
LET L13	165	5550	3048	54.9	82.8	33.0	39.8
LKHEED12A	20	185	87	47.0	25.3	4.1	16.1
LKHEED1329	98	32461	10848	33.4	383.2	119.9	31.3
LKHEED18	62	3303	1877	56.8	106.5	28.9	27.1
LKHEED382	18	0	0	0.0	0.0	0.0	0.0
LKHEEDP2V	22	22	17	75.9	3.0	0.0	0.0
LKHEEDPV1	36	180	332	184.3	60.0	0.0	0.0

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
LKHEEDT33	48	0	0	0.0	0.0	0.0	0.0
LUSCOM8	2167	59423	12960	21.8	46.3	8.7	18.7
MAULE M4	276	8423	2567	30.5	52.4	9.8	18.7
MAULE M5	457	41534	16588	39.9	93.8	37.0	39.5
MAULE M6	72	6756	3287	48.7	97.5	46.8	48.0
MCLISHFUNKB	148	2570	710	27.6	33.6	7.7	22.8
MEYERSOTW	52	603	122	20.2	24.1	3.7	15.2
MNCOUP90	68	868	217	25.0	48.0	9.4	19.6
MNMITEM18	147	3378	1234	36.5	36.4	11.7	32.0
MOONEYM20	6237	698255	46615	6.7	116.2	7.5	6.5
MRCHTIS205	44	2130	556	26.1	57.0	13.8	24.3
MTSBSIMU2	337	37694	22331	59.2	269.9	75.7	28.1
MTSBSIMU300	77	13415	4339	32.3	174.2	56.4	32.3
MULTECD16	45	736	301	40.8	51.1	9.3	18.1
NAMER B25	53	580	406	70.0	61.2	17.3	28.2
NAMER F51	146	4547	1554	34.2	48.4	14.2	29.3
NAMER NA260	144	5996	1265	21.1	69.6	10.4	15.0
NAMER T6	568	22537	6742	29.9	48.1	13.0	27.0
NATBAL752	31	1462	547	37.4	47.2	17.7	37.4
NAVAL N3N	134	2486	643	25.9	40.8	7.6	18.6
NAVIONNAVION	552	12896	4512	35.0	43.6	10.2	23.5

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
NORD 3202	27	330	197	59.6	36.7	6.2	16.9
NORD SV4	42	1809	356	19.7	58.3	7.8	13.4
NORWST65	52	1125	209	18.6	38.7	5.5	14.2
ORLHELH19	71	3773	1859	49.3	93.0	27.3	29.3
ORLHELS58	36	0	0	0.0	0.0	0.0	0.0
PARTENP68	30	11683	2205	18.9	406.3	73.3	18.0
PICARDAX6	152	1181	444	37.6	15.6	5.2	33.0
PILATSB4	24	2470	1095	44.3	102.9	45.6	44.3
PIPER 600	405	80169	10199	12.7	206.0	24.7	12.0
PIPER E2	20	35	24	70.1	13.0	3.5	26.9
PIPER J2	60	1157	268	23.1	39.6	7.4	18.7
PIPER J3	4216	170530	21723	12.7	67.1	7.0	10.4
PIPER J4	250	3168	956	30.2	46.1	9.6	20.7
PIPER J5	351	10189	3417	33.5	47.9	14.6	30.4
PIPER PA12	1352	65772	9870	15.0	78.9	9.7	12.3
PIPER PA14	107	1163	934	80.3	29.7	18.5	62.2
PIPER PA15	187	3196	890	27.9	41.0	7.4	18.0
PIPER PA16	367	9188	2111	23.0	42.7	6.2	14.4
PIPER PA17	113	2001	1412	70.6	54.2	32.3	59.6
PIPER PA18	3565	429451	67988	15.8	144.4	21.3	14.8
PIPER PA20	451	16953	2939	17.3	64.3	7.7	12.0

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
PIPER PA22	4820	202796	25835	12.7	60.3	6.5	10.8
PIPER PA23	3369	383261	58089	15.2	150.1	19.9	13.2
PIPER PA24	3150	267012	25961	9.7	91.5	8.3	9.0
PIPER PA25	1274	215832	41504	19.2	208.5	36.1	17.3
PIPER PA28	22698	2876567	151690	5.3	132.4	6.9	5.2
PIPER PA30	1271	122675	18730	15.3	109.8	15.2	13.9
PIPER PA31	1995	621591	78445	12.6	312.4	39.0	12.5
PIPER PA31T	597	123558	17417	14.1	207.0	29.2	14.1
PIPER PA32	4347	600649	68951	11.5	147.6	16.4	11.1
PIPER PA34	2125	393934	71185	18.1	222.6	36.3	16.3
PIPER PA36	373	69060	14452	20.9	210.1	35.5	16.9
PIPER PA38	1467	238712	39922	16.7	178.9	28.5	15.9
PIPER PA42	120	44998	7793	17.3	400.8	56.9	14.2
PIPER PA44	327	149795	38465	25.7	458.1	117.6	25.7
PIPER PA46	231	66705	10743	16.1	288.8	46.5	16.1
PROPJT200	68	3720	923	24.8	99.5	15.2	15.3
RAVEN RX6	203	2248	543	24.2	17.2	2.1	12.2
RAVEN S50	87	316	332	105.2	29.8	11.5	38.7
RAVEN S55	820	20570	4546	22.1	33.3	4.7	14.1
RAVEN S60	229	10227	1485	14.5	49.5	6.3	12.8
RAVEN S66	50	1314	524	39.9	40.9	11.3	27.7

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
RKWELL500	35	8652	1748	20.2	263.7	49.9	18.9
RKWELL700	24	4189	1096	26.2	174.5	45.7	26.2
RKWELLNA265	339	164337	44455	27.1	557.7	141.6	25.4
ROBSINR22	274	72631	14985	20.6	298.7	56.5	18.9
ROLSCHLS	111	10225	1580	15.5	101.6	13.0	12.8
RYAN ST3	164	3561	861	24.2	42.5	7.5	17.7
RYAN STA	34	620	373	60.2	29.8	16.1	54.1
SAAB SF340	32	10208	1956	19.2	319.0	61.1	19.2
SCHLERASK21	33	4147	1321	31.9	125.7	40.0	31.9
SCHLERASW15	37	1256	345	27.5	33.9	9.3	27.5
SCHLERASW19	58	3100	589	19.0	53.4	10.2	19.0
SCHLERASW20	98	7241	1552	21.4	74.9	15.8	21.2
SCHLERK8	25	1278	551	43.1	62.5	25.6	41.0
SCHLERKA6	73	3319	674	20.3	48.1	9.2	19.1
SCWZERG164	232	40534	7993	19.7	225.1	30.1	13.4
SCWZERSG1	762	29495	4299	14.6	48.9	6.3	12.9
SCWZERSG2	583	36705	11421	31.1	122.9	28.1	22.9
SEMCO CLNGER	21	7	6	86.3	2.0	0.0	0.0
SEMCO MODELT	27	418	458	109.5	155.0	0.0	0.0
SKRSKYS55	30	387	329	85.0	38.8	22.0	56.8
SKRSKYS58	73	5050	2372	47.0	127.8	37.9	29.7

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
SKRSKYS58T	32	8307	4916	59.2	346.1	185.7	53.6
SKRSKYS61	19	5177	3312	64.0	635.8	129.6	20.4
SKRSKYS76	167	58469	15996	27.4	400.0	100.3	25.1
SLINDS100	306	11986	2622	21.9	46.3	9.3	20.0
SMITH 600	371	55425	11424	20.6	149.4	30.8	20.6
SNIAS 350	244	120044	27282	22.7	492.0	111.8	22.7
SNIAS SA341	42	1728	1696	98.1	107.0	89.6	83.8
SOCATAMS894	40	1460	712	48.7	73.0	18.4	25.3
SOCATARALLYE	21	1833	283	15.4	98.2	12.1	12.3
SOCATATB10	52	5919	1260	21.3	113.8	24.2	21.3
SOCATATB20	86	13086	2731	20.9	152.2	31.8	20.9
SPHRTHCIRRUS	98	5983	890	14.9	69.2	9.5	13.7
SPHRTHNIMBUS	52	3487	855	24.5	67.1	16.4	24.5
SPHRTHVENTUS	50	6076	677	11.1	121.5	13.5	11.1
STNSON10	160	1966	540	27.5	56.0	8.5	15.2
STNSONL5	123	552	374	67.7	37.3	9.2	24.7
STNSONSR9	26	145	81	55.7	32.0	14.1	44.2
STNSONV77	106	670	390	58.3	17.0	8.4	49.8
STOLAMRC3	223	3982	1771	44.5	39.8	14.9	37.5
SUPAC LA	98	713	146	20.5	33.7	4.4	12.9
SUPAC V	30	84	38	46.0	10.6	0.5	5.0

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
SWRNGNSA226	240	259673	47823	18.4	896.8	77.1	8.6
SWRNGNSA227	118	159449	25859	16.2	1351.3	219.1	16.2
SWRNGNSA26	101	18686	4189	22.4	199.7	40.4	20.2
TCRAFK21	20	1498	337	22.5	74.9	16.9	22.5
TCRAFKD	292	10326	3373	32.7	64.9	14.5	22.4
TCRAFTA	32	444	148	33.4	26.7	6.8	25.5
TCRAFTBC	1841	55642	12143	21.8	56.3	9.1	16.2
TCRAFTBF	40	1512	379	25.1	52.6	10.6	20.2
TCRAFTBL	233	3814	975	25.6	42.0	7.5	17.8
TEMCO 11A	30	758	129	17.0	34.8	3.8	10.8
TH55	39	1405	372	26.5	116.7	14.7	12.6
THUNDRAX7	64	1161	773	66.6	20.3	12.9	63.5
TMPSONNAVION	632	38544	7685	19.9	81.7	13.8	16.9
TRYTEK65	350	4918	2090	42.5	37.2	14.2	38.1
TRYTEKK	33	363	339	93.3	110.0	0.0	0.0
UNIVACGC1	676	25180	6471	25.7	50.1	11.6	23.2
UNIVAR108	1976	57855	8937	15.4	51.9	6.9	13.3
UNIVAR415	2364	59630	13732	23.0	57.0	10.0	17.5
VARGA 2150	133	11710	3714	31.7	93.1	28.9	31.1
WACO ASO	31	350	127	36.2	52.0	10.3	19.8
WACO GXE	39	252	100	39.9	15.4	5.2	34.1

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
WACO R	28	100	40	40.4	10.3	3.3	31.7
WACO UPF7	165	3335	1222	36.6	46.3	14.0	30.4
WACO YK	54	546	151	27.7	29.0	5.7	19.8
WSK M18	48	16297	2641	16.2	358.4	53.0	14.8
WTHRLY201	64	12114	1308	10.8	205.8	20.0	9.7
TOTAL	268617	34416352	565074	1.6	148.9	2.4	1.6

TABLE 2 - 6

GENERAL AVIATION ACTIVE AIRCRAFT
BY
TYPE OF AIRCRAFT
1986

AIRCRAFT TYPE	POPULATION SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
FIXED WING						
FIXED WING - PISTON						
1 ENG: 1-3 SEATS	87075	62427	807	1.3	71.7	0.9
1 ENG: 4+ SEATS	121530	109351	650	0.6	90.0	0.5
1 ENGINE: TOTAL	208605	171777	1036	0.6	82.3	0.5
2 ENG: 1-6 SEATS	18544	16166	293	1.8	87.2	1.6
2 ENG: 7+ SEATS	9739	7555	228	3.0	77.6	2.3
2 ENGINE: TOTAL	28283	23721	372	1.6	83.9	1.3
PISTON: OTHER	362	148	36	24.1	40.8	9.8
PISTON: TOTAL	237250	195646	1102	0.6	82.5	0.5
FIXED WING - TURBOPROP						
2 ENG: 1-12 SEATS	5134	4809	97	2.0	93.7	1.9
2 ENG: 13+ SEATS	1196	970	56	5.8	81.1	4.7
2 ENGINE: TOTAL	6330	5779	112	1.9	91.3	1.8
TURBOPROP: OTHER	302	185	30	16.2	61.3	9.9
TURBOPROP: TOTAL	6632	5964	116	2.0	89.9	1.8

TABLE 2 - 6

GENERAL AVIATION ACTIVE AIRCRAFT
BY
TYPE OF AIRCRAFT
1986

AIRCRAFT TYPE	POPULATION SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
FIXED WING - TURBOJET						
2 ENGINE TURBOJET	4289	4037	64	1.6	94.1	1.5
TURBOJET: OTHER	672	444	72	16.3	66.0	10.8
TURBOJET: TOTAL	4961	4480	97	2.2	90.3	1.9
FIXED WING: TOTAL	248843	206090	1112	0.5	82.8	0.4
ROTORCRAFT						
PISTON	5566	2921	175	6.0	52.5	3.1
TURBINE	4899	4022	126	3.1	82.1	2.6
ROTORCRAFT: TOTAL	10465	6943	215	3.1	66.3	2.1
OTHER	9309	7010	211	3.0	75.3	2.3
TOTAL	268617	220044	1152	0.5	81.9	0.4

TABLE 2 - 7

GENERAL AVIATION ACTIVE AIRCRAFT
BY
STATE OF BASED AIRCRAFT
1986

STATE	ESTIMATE OF POPULATION	STANDARD ERROR	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
ALABAMA	3365	401	2673	358	79.4	14.2
ALASKA	9339	586	7557	523	80.9	7.6
ARIZONA	7167	572	5787	516	80.7	9.7
ARKANSAS	3030	381	2514	343	83.0	15.4
CALIFORNIA	36836	1226	30387	1108	82.5	4.1
COLORADO	5155	494	4273	444	82.9	11.7
CONNECTICUT	2357	339	1992	309	84.5	17.9
DELAWARE	1059	220	932	209	88.0	26.9
DIST. OF COLUMBIA	26	24	21	22	80.9	116.5
FLORIDA	16004	852	12882	760	80.5	6.4
GEORGIA	5428	512	4517	464	83.2	11.6
HAWAII	508	139	366	118	72.1	30.5
IDAHO	2833	365	2274	327	80.3	15.5
ILLINOIS	9400	667	7603	597	80.9	8.6
INDIANA	5036	499	4212	455	83.6	12.3
IOWA	3440	407	2683	358	78.0	13.9
KANSAS	4737	480	4033	440	85.1	12.7
KENTUCKY	2213	328	1738	284	78.5	17.3
LOUISIANA	4376	438	3746	394	85.6	12.4
MAINE	1535	276	1320	254	86.0	22.7
MARYLAND	3490	416	2709	363	77.6	13.9

TABLE 2 - 7

GENERAL AVIATION ACTIVE AIRCRAFT
BY
STATE OF BASED AIRCRAFT
1986

STATE	ESTIMATE OF POPULATION	STANDARD ERROR	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
MASSACHUSETTS	3835	433	3248	396	84.7	14.1
MICHIGAN	8795	647	7060	575	80.3	8.8
MINNESOTA	6144	528	4507	452	73.4	9.7
MISSISSIPPI	2410	344	2060	317	85.5	18.0
MISSOURI	5290	511	4192	452	79.2	11.5
MONTANA	2675	367	2368	341	88.5	17.6
NEBRASKA	2628	350	2177	315	82.8	16.3
NEVADA	2498	334	2219	314	88.8	17.3
NEW HAMPSHIRE	1697	279	1443	256	85.0	20.5
NEW JERSEY	5006	487	4291	448	85.7	12.2
NEW MEXICO	2648	347	2302	322	86.9	16.7
NEW YORK	8379	626	6772	558	80.8	9.0
NORTH CAROLINA	5309	516	4386	464	82.6	11.9
NORTH DAKOTA	1913	308	1615	281	84.4	20.0
OHIO	9158	652	7283	580	79.5	8.5
OKLAHOMA	5197	504	4147	453	79.8	11.7
OREGON	5654	511	4543	460	80.4	10.9
PENNSYLVANIA	7800	594	6405	539	82.1	9.3
RHODE ISLAND	621	176	560	166	90.3	37.0
SOUTH CAROLINA	2144	323	1787	296	83.4	18.7
SOUTH DAKOTA	1640	289	1378	262	84.0	21.8

TABLE 2 - 7

GENERAL AVIATION ACTIVE AIRCRAFT
BY
STATE OF BASED AIRCRAFT
1986

STATE	ESTIMATE OF POPULATION	STANDARD ERROR	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
TENNESSEE	3839	431	3145	384	81.9	13.6
TEXAS	23440	1014	19961	925	85.2	5.4
UTAH	1466	277	1284	256	87.6	24.1
VERMONT	468	144	388	132	83.0	38.0
VIRGINIA	3778	419	3225	384	85.4	13.9
WASHINGTON	8272	624	6160	533	74.5	8.6
WEST VIRGINIA	1278	259	1132	243	88.5	26.2
WISCONSIN	5339	512	4180	453	78.3	11.3
WYOMING	1265	237	1101	221	87.1	23.9
PUERTO RICO	428	145	352	126	82.3	40.5
OTHER U.S. TERRITORIES	232	103	107	76	46.2	38.4
TOTAL	268617		220043	1152	81.9	0.4

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
OPERATIONS OUTSIDE U.S.A TERRITORIES ARE NOT INCLUDED.

TABLE 2 - 8

GENERAL AVIATION ACTIVE AIRCRAFT
BY
REGION OF BASED AIRCRAFT
1986

REGION	ESTIMATE OF POPULATION	STANDARD ERROR	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
ALASKAN	9339	586	7557	523	80.9	7.6
CENTRAL	16095	861	13085	770	81.3	6.5
EASTERN	30817	1141	25487	1032	82.7	4.5
GREAT LAKES	47424	1375	37838	1226	79.8	3.5
NEW ENGLAND	10513	700	8952	642	85.2	8.3
NORTHWEST MT.	27319	1085	22004	968	80.5	4.8
SOUTHERN	41365	1301	33642	1167	81.3	3.8
SOUTHWESTERN	38691	1255	32669	1139	84.4	4.0
WESTERN-PACIFIC	47018	1349	38764	1220	82.4	3.5
TOTAL	268617		220043	1152	81.9	0.4

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
OPERATIONS OUTSIDE U.S.A TERRITORIES ARE NOT INCLUDED.

TABLE 2 - 9

GENERAL AVIATION AIRCRAFT
IN ALL REGIONS
BY AIRCRAFT TYPE AND PRIMARY USE
1986

AIRCRAFT TYPE	TOTAL ACTIVE	ACTIVE USE										IN-ACTIVE
		EXECU-TIVE	BUSI-NESS	PER-SONAL	INSTRUC-TIONAL	AERIAL APPL	AERIAL OBS	OTHER WORK	COMMUTER CARRIER	AIR TAXI	OTHER	
FIXED WING												
FIXED WING - PISTON												
1 ENG: 1-3 SEATS												
EST.NO.ACTIVE	62427	37	3018	42426	7970	5545	806	502	0	388	1733	24648
% STD. ERROR	1.3	*	12.1	1.7	7.4	2.9	23.5	28.5	0.0	36.9	0.0	
EST. % ACTIVE	71.7											
1 ENG: 4+ SEATS												
EST.NO.ACTIVE	109351	1736	29902	65541	5602	317	2132	273	389	1827	1632	12179
% STD. ERROR	0.6	16.7	3.3	1.7	9.6	41.6	15.4	42.6	28.5	16.3	0.0	
EST. % ACTIVE	90.0											
1 ENGINE: TOTAL												
EST.NO.ACTIVE	171777	1773	32920	107967	13573	5861	2938	775	389	2215	3364	36828
% STD. ERROR	0.6	16.4	3.2	1.2	5.9	3.5	12.9	23.8	28.5	14.9	0.0	
EST. % ACTIVE	82.3											
2 ENG: 1-6 SEATS												
EST.NO.ACTIVE	16166	1418	7079	4927	904	73	283	0	63	1246	173	2378
% STD. ERROR	1.8	17.1	6.1	8.3	21.9	41.5	42.2	0.0	*	19.4	*	
EST. % ACTIVE	87.2											
2 ENG: 7+ SEATS												
EST.NO.ACTIVE	7555	1651	2032	937	131	52	207	17	367	1684	464	2184
% STD. ERROR	3.0	12.4	10.8	16.9	48.7	*	30.7	*	27.9	13.3	0.0	
EST. % ACTIVE	77.6											
2 ENGINE: TOTAL												
EST.NO.ACTIVE	23721	3069	9111	5864	1035	126	490	17	430	2930	637	4562
% STD. ERROR	1.6	10.3	5.3	7.5	20.1	34.1	27.6	*	27.0	11.3	0.0	
EST. % ACTIVE	83.9											
PISTON: OTHER												
EST.NO.ACTIVE	148	0	0	13	0	117	0	0	6	0	11	214
% STD. ERROR	24.1	0.0	0.0	*	0.0	5.2	0.0	0.0	*	0.0	*	
EST. % ACTIVE	40.8											
PISTON: TOTAL												
EST.NO.ACTIVE	195646	4842	42030	113844	14608	6104	3428	792	826	5145	4012	41604
% STD. ERROR	0.6	8.9	2.8	1.2	5.7	3.5	11.7	23.5	19.5	9.1	0.0	
EST. % ACTIVE	82.5											

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 3

GENERAL AVIATION AIRCRAFT
IN ALL REGIONS
BY AIRCRAFT TYPE AND PRIMARY USE
1986

AIRCRAFT TYPE	TOTAL ACTIVE	ACTIVE USE										IN-ACTIVE
		EXECU-TIVE	BUSI-NESS	PER-SONAL	INSTRUC-TIONAL	AERIAL APPL	AERIAL OBS	OTHER WORK	COMMUTER CARRIER	AIR TAXI	OTHER	
FIXED WING - TURBOPROP												
2 ENG: 1-12 SEATS												
EST.NO.ACTIVE	4809	2893	809	132	0	21	21	1	152	451	327	325
% STD. ERROR	2.0	6.0	16.5	*	0.0	*	*	*	21.9	20.4	0.0	
EST. % ACTIVE	93.7											
2 ENG: 13+ SEATS												
EST.NO.ACTIVE	970	198	6	1	2	0	3	20	581	79	80	226
% STD. ERROR	5.8	15.8	*	*	*	0.0	*	*	7.8	49.3	0.0	
EST. % ACTIVE	81.1											
2 ENGINE: TOTAL												
EST.NO.ACTIVE	5779	3092	815	134	2	21	24	21	733	530	407	551
% STD. ERROR	1.9	5.8	16.4	*	*	*	*	*	7.6	18.9	0.0	
EST. % ACTIVE	91.3											
TURBOPROP: OTHER												
EST.NO.ACTIVE	185	3	4	1	0	80	4	0	62	1	30	117
% STD. ERROR	16.2	*	*	*	0.0	0.0	*	0.0	25.9	*	0.0	
EST. % ACTIVE	61.3											
TURBOPROP: TOTAL												
EST.NO.ACTIVE	5964	3094	819	135	2	101	29	21	795	532	437	668
% STD. ERROR	2.0	5.8	16.4	*	*	25.0	*	*	7.3	18.8	0.0	
EST. % ACTIVE	89.9											
FIXED WING - TURBOJET												
2 ENGINE TURBOJET												
EST.NO.ACTIVE	4037	2897	258	66	0	0	8	0	3	510	294	252
% STD. ERROR	1.6	4.5	25.4	*	0.0	0.0	*	0.0	*	20.1	0.0	
EST. % ACTIVE	94.1											
TURBOJET: OTHER												
EST.NO.ACTIVE	444	222	11	186	0	0	0	0	0	0	24	228
% STD. ERROR	16.3	18.0	*	29.7	0.0	0.0	0.0	0.0	0.0	0.0	*	
EST. % ACTIVE	66.0											
TURBOJET: TOTAL												
EST.NO.ACTIVE	4480	3119	270	252	0	0	8	0	3	510	318	481
% STD. ERROR	2.2	4.4	24.5	27.1	0.0	0.0	*	0.0	*	20.1	0.0	
EST. % ACTIVE	90.3											

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 9

GENERAL AVIATION AIRCRAFT
IN ALL REGIONS
BY AIRCRAFT TYPE AND PRIMARY USE
1986

AIRCRAFT TYPE	TOTAL ACTIVE	ACTIVE USE										IN-ACTIVE
		EXECU-TIVE	BUSI-NESS	PER-SONAL	INSTRUC-TIONAL	AERIAL APPL	AERIAL OBS	OTHER WORK	COMMUTER CARRIER	AIR TAXI	OTHER	
FIXED WING: TOTAL												
EST.NO.ACTIVE	206090	11055	43119	114231	14610	6205	3465	813	1624	6187	4767	42753
% STD. ERROR	0.5	4.4	2.7	1.2	5.7	3.4	11.7	23.0	10.5	7.9	0.0	
EST. % ACTIVE	82.8											
ROTORCRAFT												
PISTON												
EST.NO.ACTIVE	2921	32	292	609	338	708	602	38	4	36	263	2645
% STD. ERROR	6.0	*	25.6	13.7	23.2	15.2	18.2	39.1	*	*	0.0	
EST. % ACTIVE	52.5											
TURBINE												
EST.NO.ACTIVE	4022	978	352	104	158	150	367	107	93	1345	368	877
% STD. ERROR	3.1	14.4	28.2	*	40.5	35.6	25.9	38.0	*	11.4	0.0	
EST. % ACTIVE	82.1											
ROTORCRAFT: TOTAL												
EST.NO.ACTIVE	6943	1010	644	713	496	858	969	145	97	1381	631	3522
% STD. ERROR	3.1	14.2	19.3	14.1	20.4	14.0	15.0	29.9	*	11.4	0.0	
EST. % ACTIVE	66.3											
OTHER												
EST.NO.ACTIVE	7010	9	18	5364	707	5	283	316	0	0	309	2299
% STD. ERROR	3.0	*	*	3.5	15.3	*	31.2	36.1	0.0	0.0	0.0	
EST. % ACTIVE	75.3											
TOTAL												
EST.NO.ACTIVE	220044	12075	43780	120308	15812	7068	4716	1274	1721	7568	5707	48574
% STD. ERROR	0.5	4.2	2.7	1.2	5.3	3.5	9.3	17.5	10.4	6.8	0.0	
EST. % ACTIVE	81.9											

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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

TABLE 2 - 10

GENERAL AVIATION ACTIVE AIRCRAFT
IFR FLOWN AND TRANSPONDER EQUIPPED
1986

AIRCRAFT TYPE	ESTIMATED NUMBER AIRCRAFT FLOWN IFR	PERCENT STANDARD ERROR	ESTIMATED PERCENT ACTIVE FLOWN IFR	TOTAL HOURS FLOWN IFR	PERCENT STANDARD ERROR	TOTAL HRS FLOWN IFR AS % OF ALL HOURS	EST. NUMBER FLOWN IFR WITH TRANSPONDER	PERCENT STANDARD ERROR	ESTIMATED PERCENT OF IFR WITH TRANSPONDER
FIXED WING									
FIXED WING - PISTON									
1 ENG: 1-3 SEATS	4554	11.3	7.3	183325	11.3	2.3	4408	11.9	96.8
1 ENG: 4+ SEATS	52047	2.3	47.6	2302895	2.3	16.3	51807	2.3	99.5
1 ENGINE: TOTAL	56600	2.3	32.9	2486221	2.3	11.3	56215	2.3	99.3
2 ENG: 1-6 SEATS	14824	2.6	91.7	1232769	2.6	44.1	14820	2.7	100.0
2 ENG: 7+ SEATS	7494	3.2	99.2	1208903	3.2	57.2	7427	3.3	99.1
2 ENGINE: TOTAL	22318	2.1	94.1	2441672	2.1	49.7	22247	2.1	99.7
PISTON: OTHER	22	77.2	15.2	1401	77.2	12.6	22	77.2	100.0
PISTON: TOTAL	78941	1.7	40.3	4929293	1.5	18.4	78484	1.8	99.4
FIXED WING - TURBOPROP									
2 ENG: 1-12 SEATS	5072	0.6	100.0	1408080	0.6	85.4	5072	0.6	100.0
2 ENG: 13+ SEATS	1147	3.7	100.0	700416	3.7	61.0	1146	3.7	99.9
2 ENGINE: TOTAL	6219	0.9	100.0	2108496	1.3	75.4	6217	0.9	100.0
TURBOPROP: OTHER	195	11.0	100.0	13431	11.0	15.9	195	11.0	100.0
TURBOPROP: TOTAL	6414	0.9	100.0	2121927	1.3	73.6	6412	0.9	100.0

TABLE 2 - 10

GENERAL AVIATION ACTIVE AIRCRAFT
IFR FLOWN AND TRANSPONDER EQUIPPED
1986

AIRCRAFT TYPE	ESTIMATED NUMBER AIRCRAFT FLOWN IFR	PERCENT STANDARD ERROR	ESTIMATED PERCENT ACTIVE FLOWN IFR	TOTAL HOURS FLOWN IFR	PERCENT STANDARD ERROR	TOTAL HRS FLOWN IFR AS % OF ALL HOURS	EST. NUMBER FLOWN IFR WITH TRANSPONDER	PERCENT STANDARD ERROR	ESTIMATED PERCENT OF IFR WITH TRANSPONDER
FIXED WING - TURBOJET									
2 ENGINE TURBOJET	4248	0.7	100.0	1466202	0.7	93.6	4183	0.9	98.5
TURBOJET: OTHER	338	21.9	76.2	88629	21.9	100.0	338	21.9	100.0
TURBOJET: TOTAL	4586	1.7	100.0	1554832	1.4	94.0	4522	1.8	98.6
FIXED WING: TOTAL	89941	1.5	43.6	8606052	1.0	27.4	89418	1.6	99.4
ROTORCRAFT									
PISTON	12	149.3	0.4	2355	149.3	0.3	9	144.0	76.0
TURBINE	659	16.9	16.4	24050	16.9	1.3	653	16.9	99.0
ROTORCRAFT: TOTAL	671	16.8	9.7	26405	20.4	1.0	662	16.8	98.6
OTHER	40	32.8	0.6	1007	32.8	0.3	39	36.2	97.7
TOTAL	90652	1.5	41.2	8633464	1.0	25.1	90118	1.5	99.4

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

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
OTHER 1	15490	8939	456	5.1	57.7	2.9
OTHER 2	1604	1085	81	7.5	67.7	5.1
OTHER 3	315	114	45	39.7	36.1	14.3
OTHER 4	230	93	31	33.9	40.4	13.7
OTHER 5	166	40	11	26.5	24.1	6.4
OTHER 6	347	332	14	4.2	95.7	4.0
OTHER 7	290	105	49	46.4	36.1	16.8
OTHER 8	133	34	30	88.0	25.6	22.6
OTHER 9	622	544	44	8.0	87.5	7.0
OTHER 10	274	212	71	33.5	77.4	26.0
OTHER 11	1781	509	101	19.9	28.6	5.7
OTHER 12	315	210	22	10.5	66.8	7.0
OTHER 13	2854	2054	135	6.6	72.0	4.7
ADAMS A50S	122	122	0	0.0	100.0	0.0
AERORSJ2	37	13	5	38.4	35.3	13.5
AEROSPAS355	144	126	7	5.8	87.5	5.1
AEROSPSA316	125	48	30	62.7	38.8	24.3
AGUSTA205	41	41	0	0.0	100.0	0.0
AGUSTAA109	79	38	10	26.6	48.6	12.9
AIRPTSA	229	109	22	20.4	47.7	9.8
AIRSPC18	23	11	4	33.7	48.3	16.3

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
AIRTRCAT300	415	335	42	12.6	80.7	10.1
AIRTRCAT400	62	56	10	18.0	90.9	16.4
AMD FALC10	138	138	0	0.0	100.0	0.0
AMD FALC20	228	205	21	10.3	89.7	9.2
AMD FALC50	115	115	0	0.0	100.0	0.0
AMTR TMK	22	0	0	0.0	0.0	0.0
ARCTICS1A	93	33	8	22.6	36.0	8.1
ARCTICS1B1	24	18	3	15.2	76.5	11.6
ARONCA15	199	123	15	12.5	61.7	7.7
ARONCA58	147	59	10	16.1	40.5	6.5
ARONCA65	147	62	11	18.2	42.4	7.7
ARONCAC3	60	11	2	20.9	18.1	3.8
AVIANWFALCON	27	26	3	12.4	95.5	11.8
AVIANWSKYHWK	42	42	0	0.0	100.0	0.0
AYRES S2	827	783	33	4.3	94.7	4.0
BAC 111	26	23	3	12.8	87.5	11.2
BAG B206	30	15	9	58.1	50.0	29.0
BAG DH125	72	72	0	0.0	100.0	0.0
BALWKSFIREFY	1480	1314	76	5.8	88.8	5.2
BBAVIA11	834	506	52	10.3	60.6	6.2
BBAVIA7	3455	1894	196	10.4	54.8	5.7

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
BBAVIA8	231	158	21	13.2	68.4	9.1
BEECH 100	271	271	0	0.0	100.0	0.0
BEECH 17	201	55	27	48.9	27.5	13.5
BEECH 18	842	438	88	20.1	52.0	10.5
BEECH 1900	63	63	0	0.0	100.0	0.0
BEECH 200	857	857	0	0.0	100.0	0.0
BEECH 23	2779	2201	137	6.2	79.2	4.9
BEECH 300	83	83	0	0.0	100.0	0.0
BEECH 33	1707	1550	72	4.6	90.8	4.2
BEECH 35	6809	6082	187	3.1	89.3	2.8
BEECH 36	2217	2199	28	1.3	99.2	1.3
BEECH 45	288	186	29	15.6	64.7	10.1
BEECH 50	320	155	52	33.6	48.6	16.3
BEECH 55	2258	2047	96	4.7	90.7	4.3
BEECH 56	61	54	4	8.1	88.0	7.2
BEECH 58	1581	1534	52	3.4	97.0	3.3
BEECH 60	428	400	31	7.8	93.4	7.3
BEECH 65	132	91	36	39.7	68.7	27.3
BEECH 76	332	332	0	0.0	100.0	0.0
BEECH 77	238	238	0	0.0	100.0	0.0
BEECH 80	173	97	35	35.4	56.3	20.0

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
BEECH 90	1187	1115	60	5.3	93.9	5.0
BEECH 95	468	407	33	8.2	87.0	7.1
BEECH 99	143	143	0	0.0	100.0	0.0
BELL 204	185	160	26	16.1	86.7	13.9
BELL 206	2171	1921	94	4.9	88.5	4.4
BELL 212	120	102	19	18.7	84.7	15.8
BELL 214	18	18	0	0.0	100.0	0.0
BELL 222	89	84	7	7.8	93.9	7.4
BELL 412	47	47	0	0.0	100.0	0.0
BELL 47	1362	740	109	14.7	54.3	8.0
BLANCA11	80	62	8	12.4	77.6	9.6
BLANCA1413	268	133	32	24.2	49.5	12.0
BLANCA1419	273	267	16	5.8	97.6	5.7
BLANCA17	1046	957	76	7.9	91.5	7.3
BLANCA7	2355	1885	124	6.6	80.0	5.3
BLANCA8	468	468	0	0.0	100.0	0.0
BNORM BN2	98	64	14	21.8	65.2	14.2
BOEING707	44	0	0	0.0	0.0	0.0
BOEING727	38	30	4	15.0	78.3	11.8
BOEING75	1885	885	127	14.4	46.9	6.8
BOEING757	3	3	0	0.0	100.0	0.0

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
BOLKMS105	124	118	9	7.5	95.5	7.2
BOLKMS117	58	32	11	35.6	55.1	19.6
BRAERODH125	55	35	9	25.4	64.5	16.4
BRASOVIS28	49	46	4	7.6	94.4	7.2
BRWSTRFLEET2	26	12	4	29.8	47.1	14.0
BRWSTRFLEET7	23	10	3	33.7	42.1	14.2
BUKER 131	32	12	5	44.3	37.5	16.6
CAMRONMODELO	228	160	20	12.5	70.2	8.8
CASA C212	30	30	0	0.0	100.0	0.0
CESSNA120	859	512	84	16.5	59.6	9.8
CESSNA140	2342	1619	139	8.6	69.1	6.0
CESSNA150	19428	17449	355	2.0	89.8	1.8
CESSNA170	2431	1987	119	6.0	81.8	4.9
CESSNA172	25193	23240	337	1.4	92.2	1.3
CESSNA175	1276	1184	59	5.0	92.8	4.6
CESSNA177	2824	2546	109	4.3	90.2	3.9
CESSNA180	2690	2466	102	4.1	91.7	3.8
CESSNA182	13919	13046	207	1.6	93.7	1.5
CESSNA185	1593	1472	54	3.7	92.4	3.4
CESSNA188	1740	1533	98	6.4	88.1	5.7
CESSNA190	86	48	9	18.5	56.3	10.4

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
CESSNA195	492	280	71	25.2	56.9	14.3
CESSNA205	247	244	6	2.6	98.9	2.6
CESSNA206	2941	2898	46	1.6	98.6	1.6
CESSNA207	366	314	58	18.5	85.8	15.9
CESSNA208	71	71	0	0.0	100.0	0.0
CESSNA210	6205	5816	138	2.4	93.7	2.2
CESSNA303	197	197	0	0.0	100.0	0.0
CESSNA305	274	236	24	10.3	86.2	8.9
CESSNA310	3166	2866	139	4.8	90.5	4.4
CESSNA320	327	298	41	13.7	91.2	12.5
CESSNA335	45	45	0	0.0	100.0	0.0
CESSNA336	80	67	10	15.0	83.3	12.5
CESSNA337	1174	1084	63	5.9	92.4	5.4
CESSNA340	938	908	32	3.6	96.7	3.4
CESSNA401	232	226	12	5.4	97.3	5.3
CESSNA402	700	558	67	12.0	79.7	9.6
CESSNA404	153	98	35	35.9	63.8	22.9
CESSNA411	148	145	11	7.5	98.0	7.4
CESSNA414	785	776	18	2.3	98.8	2.3
CESSNA421	1254	1018	92	9.0	81.1	7.3
CESSNA425	187	187	0	0.0	100.0	0.0

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
CESSNA441	245	245	0	0.0	100.0	0.0
CESSNA500	609	609	0	0.0	100.0	0.0
CESSNA501	52	52	0	0.0	100.0	0.0
CESSNA650	97	97	0	0.0	100.0	0.0
CESSNAT50	68	21	8	39.3	30.4	12.0
CESSNAUC94	35	13	4	28.7	37.0	10.6
CHILD S1	61	58	3	5.3	95.5	5.0
CHILD S2	178	162	17	10.6	90.8	9.6
CNDAIRCL600	96	96	0	0.0	100.0	0.0
CNTRAR101	32	29	2	7.9	91.4	7.3
COMWTH185	113	46	12	25.4	40.8	10.4
CONAERLA4	493	479	19	3.9	97.2	3.8
CURTISC46	36	36	0	0.0	100.0	0.0
CURTISJR	23	4	2	59.1	15.4	9.1
CURTISROBIN	38	1	2	165.1	3.8	6.3
CURTISTRVAIR	190	49	10	20.1	25.8	5.2
CVAC 240	32	12	6	52.3	38.5	20.1
CVAC 440	14	0	0	0.0	0.0	0.0
CVAC BT13	112	25	8	33.4	22.3	7.5
CVAC L13	20	2	3	173.9	10.0	17.4
CVAC STC580	27	7	7	100.0	25.0	25.0

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
DART G	24	13	5	36.4	56.2	20.4
DHAV DHC1	96	75	9	12.4	78.5	9.8
DHAV DHC2	270	212	15	7.3	78.5	5.7
DHAV DHC3	37	37	0	0.0	100.0	0.0
DHAV DHC4	25	25	0	0.0	100.0	0.0
DHAV DHC6	128	125	7	5.8	97.8	5.6
DHAVXXDH82	83	42	12	29.3	50.0	14.7
DOUG A26	29	13	7	55.1	45.5	25.0
DOUG DC3	377	224	35	15.8	59.4	9.4
DOUG DC4	84	65	16	24.3	77.1	18.7
DOUG DC6	86	43	30	69.9	50.0	34.9
DOUG DC7	26	0	0	0.0	0.0	0.0
DOUG DC8	55	2	8	365.4	4.0	14.6
DOUG DC9	69	69	0	0.0	100.0	0.0
EAGLE DW	74	57	5	8.6	77.5	6.7
EAGLEBC7	57	57	0	0.0	100.0	0.0
EIRVON20	115	85	16	19.2	74.0	14.2
EMAIR MA1	23	9	7	77.5	40.0	31.0
EMB 110	121	116	15	12.6	96.0	12.1
ENSTRMF28	451	400	26	6.4	88.6	5.7
FLEET 16B	24	17	3	17.5	68.8	12.1

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
FRCHLD24	295	39	19	48.8	13.3	6.5
FRCHLDC119	34	1	5	359.6	4.3	15.6
FRCHLDF27	19	18	2	9.3	92.9	8.6
FRCHLDM62	234	127	20	15.6	54.2	8.4
GENBALAX6	67	46	11	23.3	68.4	15.9
GLASFL201	37	37	0	0.0	100.0	0.0
GLASFLH301	117	53	19	36.6	45.4	16.6
GROB 103CAT	58	57	2	3.8	97.9	3.7
GROB 109	72	64	8	12.2	88.9	10.8
GROB ASTIR	60	51	4	7.7	85.4	6.6
GRTLKS2T1	184	130	8	6.5	70.5	4.6
GRUMANSA16	21	16	3	15.8	76.3	12.1
GRUMAVAA1	571	470	55	11.6	82.3	9.6
GRUMAVAA5	1052	977	46	4.7	92.9	4.4
GRUMAVG1159	38	36	2	5.8	95.7	5.5
GRUMAVG164	1224	1015	85	8.4	82.9	7.0
GRUMAVG21	53	36	9	24.4	68.5	16.7
GRUMAVTBM	39	16	4	21.3	42.3	9.0
GULSTM112	689	629	45	7.1	91.2	6.5
GULSTM500	316	202	48	23.9	63.9	15.3
GULSTM520	52	35	9	26.5	66.7	17.7

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
GULSTM560	91	43	12	27.4	47.7	13.1
GULSTM680	306	127	51	40.5	41.5	16.8
GULSTM680TP	114	89	16	17.5	77.8	13.6
GULSTM690TC	28	28	0	0.0	100.0	0.0
GULSTM690TP	486	486	0	0.0	100.0	0.0
GULSTMAA1	585	508	39	7.7	86.8	6.7
GULSTMAA5	635	630	12	1.9	99.2	1.9
GULSTMG1159	171	161	11	7.0	93.9	6.5
GULSTMG159	131	130	4	2.9	99.0	2.8
GULSTMG44	82	62	6	9.1	75.9	6.9
GULSTMG73	29	23	4	16.2	80.2	13.0
GULSTMGA7	56	56	0	0.0	100.0	0.0
H23/HTE	44	8	4	44.0	18.4	8.1
H34/55	31	9	9	96.2	30.0	28.8
HELIO H250	19	19	0	0.0	100.0	0.0
HELIO H295	107	90	11	12.1	83.8	10.1
HELIO H391	22	9	3	33.9	41.7	14.1
HILLERFH1100	71	10	12	122.1	13.8	16.8
HILLERUH12	587	397	46	11.5	67.6	7.8
HUGHES269	734	504	65	12.9	68.7	8.8
HUGHES369	673	510	58	11.4	75.8	8.6

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
HWKSLYDH104	33	11	7	64.6	32.4	20.9
HWKSLYDH125	197	197	0	0.0	100.0	0.0
HYNES B2	128	102	21	20.7	79.4	16.5
INTRCP200	30	14	4	29.9	47.8	14.3
ISRAEL1121	110	89	10	11.1	81.1	9.0
ISRAEL1123	26	21	5	23.2	80.0	18.6
ISRAEL1124	216	216	0	0.0	100.0	0.0
JBMSTRDGA15	83	31	9	29.3	37.4	11.0
LAIKFN10	39	2	2	101.7	5.9	6.0
LEAR 23	60	45	9	19.0	75.0	14.2
LEAR 24	192	165	20	12.2	86.0	10.5
LEAR 25	264	260	11	4.4	98.3	4.3
LEAR 35	433	433	0	0.0	100.0	0.0
LEAR 55	99	99	0	0.0	100.0	0.0
LET L13	165	67	25	37.8	40.6	15.4
LKHEED12A	20	7	3	44.2	36.7	16.2
LKHEED1329	98	85	10	11.8	86.4	10.2
LKHEED18	62	31	15	49.9	50.0	25.0
LKHEED382	18	0	0	0.0	0.0	0.0
LKHEEDP2V	22	7	6	75.9	33.3	25.3
LKHEEDPV1	36	3	6	184.3	8.3	15.4

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
LKHEEDT33	48	0	0	0.0	0.0	0.0
LUSCOM8	2167	1284	144	11.2	59.3	6.6
MAULE M4	276	161	39	24.0	58.3	14.0
MAULE M5	457	443	26	5.9	96.9	5.7
MAULE M6	72	69	6	8.1	96.2	7.8
MCLISHFUNKB	148	77	12	15.6	51.7	8.1
MEYERSOTW	52	25	3	13.3	48.2	6.4
MNCOUP90	68	18	3	15.6	26.6	4.2
MNMITEM18	147	93	16	17.6	63.1	11.1
MOONEYM20	6237	6011	99	1.6	96.4	1.6
MRCHTIS205	44	37	4	9.6	84.9	8.2
MTSBSIMU2	337	140	73	52.2	41.4	21.6
MTSBSIMU300	77	77	0	0.0	100.0	0.0
MULTECD16	45	14	5	36.6	32.0	11.7
NAMER B25	53	9	6	64.1	17.9	11.5
NAMER F51	146	94	16	17.6	64.3	11.3
NAMER NA260	144	86	13	14.9	59.8	8.9
NAMER T6	568	468	60	12.8	82.4	10.6
NATBAL752	31	31	0	0.0	100.0	0.0
NAVAL N3N	134	61	11	18.0	45.5	8.2
NAVIONNAVION	552	296	77	25.9	53.6	13.9

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
NORD 3202	27	9	5	57.1	33.3	19.0
NORD SV4	42	31	4	14.5	73.9	10.7
NORWST65	52	29	3	11.9	56.0	6.7
ORLHELH19	71	41	16	39.6	57.1	22.6
ORLHELS58	36	0	0	0.0	0.0	0.0
PARTENP68	30	29	2	5.5	95.8	5.3
PICARDAX6	152	76	14	18.0	49.7	8.9
PILATSB4	24	24	0	0.0	100.0	0.0
PIPER 600	405	389	17	4.3	96.1	4.1
PIPER E2	20	3	2	64.7	13.3	8.6
PIPER J2	60	29	4	13.6	48.7	6.6
PIPER J3	4216	2543	186	7.3	60.3	4.4
PIPER J4	250	69	15	22.0	27.5	6.0
PIPER J5	351	213	30	14.1	60.7	8.5
PIPER PA12	1352	833	72	8.6	61.6	5.3
PIPER PA14	107	39	20	50.9	36.6	18.6
PIPER PA15	187	78	17	21.3	41.7	8.9
PIPER PA16	367	215	38	17.9	58.6	10.5
PIPER PA17	113	37	14	37.8	32.7	12.4
PIPER PA18	3565	2974	169	5.7	83.4	4.7
PIPER PA20	451	264	33	12.5	58.5	7.3

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
PIPER PA22	4820	3357	205	6.1	69.7	4.3
PIPER PA23	3369	2553	188	7.4	75.8	5.6
PIPER PA24	3150	2919	105	3.6	92.7	3.3
PIPER PA25	1274	1035	87	8.4	81.3	6.8
PIPER PA28	22698	21792	209	1.0	96.0	0.9
PIPER PA30	1271	1117	71	6.4	87.9	5.6
PIPER PA31	1995	1995	0	0.0	100.0	0.0
PIPER PA31T	597	597	0	0.0	100.0	0.0
PIPER PA32	4347	4069	115	2.8	93.6	2.6
PIPER PA34	2125	1770	137	7.8	83.3	6.5
PIPER PA36	373	329	41	12.4	88.1	10.9
PIPER PA38	1467	1334	67	5.0	91.0	4.6
PIPER PA42	120	112	11	9.9	93.5	9.3
PIPER PA44	327	327	0	0.0	100.0	0.0
PIPER PA46	231	231	0	0.0	100.0	0.0
PROPJT200	68	37	7	19.6	55.0	10.8
RAVEN RX6	203	131	27	20.8	64.5	13.4
RAVEN S50	87	11	10	97.8	12.2	11.9
RAVEN S55	820	618	105	17.0	75.4	12.8
RAVEN S60	229	207	14	6.8	90.2	6.2
RAVEN S66	50	32	9	28.7	64.3	18.5

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
RKWELL500	35	33	2	7.1	93.8	6.6
RKWELL700	24	24	0	0.0	100.0	0.0
RKWELLNA265	339	295	28	9.4	86.9	8.1
ROBSINR22	274	243	20	8.3	88.8	7.3
ROLSCHLS	111	101	9	8.7	90.7	7.9
RYAN ST3	164	84	14	16.5	51.1	8.4
RYAN STA	34	21	5	26.3	61.2	16.1
SAAB SF340	32	32	0	0.0	100.0	0.0
SCHLERASK21	33	33	0	0.0	100.0	0.0
SCHLERASW15	37	37	0	0.0	100.0	0.0
SCHLERASW19	58	58	0	0.0	100.0	0.0
SCHLERASW20	98	97	3	3.4	98.7	3.4
SCHLERK8	25	20	3	13.3	81.8	10.9
SCHLERKA6	73	69	5	6.9	94.6	6.5
SCWZERG164	232	180	26	14.5	77.6	11.3
SCWZERSG1	762	603	41	6.9	79.1	5.4
SCWZERSG2	583	299	63	21.1	51.2	10.8
SEMCO CLNGER	21	3	3	86.3	16.7	14.4
SEMCO MODELT	27	3	3	109.5	10.0	11.0
SKRSKYS55	30	10	6	63.2	33.3	21.1
SKRSKYS58	73	40	14	36.4	54.1	19.7

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
SKRSKYS58T	32	24	6	25.0	75.0	18.8
SKRSKYS61	19	8	5	60.6	42.9	26.0
SKRSKYS76	167	146	16	10.9	87.5	9.6
SLINDS100	306	259	23	8.9	84.5	7.5
SMITH 600	371	371	0	0.0	100.0	0.0
SNIAS 350	244	244	0	0.0	100.0	0.0
SNIAS SA341	42	16	8	51.0	38.5	19.6
SOCATAMS894	40	20	8	41.7	50.0	20.8
SOCATARALLYE	21	19	2	9.3	88.9	8.2
SOCATATB10	52	52	0	0.0	100.0	0.0
SOCATATB20	86	86	0	0.0	100.0	0.0
SPHRTHCIRRUS	98	86	5	5.8	88.2	5.1
SPHRTHNIMBUS	52	52	0	0.0	100.0	0.0
SPHRTHVENTUS	50	50	0	0.0	100.0	0.0
STNSON10	160	35	8	22.9	21.9	5.0
STNSONL5	123	15	9	63.1	12.0	7.6
STNSONSR9	26	5	2	33.9	17.4	5.9
STNSONV77	106	39	12	30.2	37.3	11.3
STOLAMRC3	223	100	24	23.9	44.8	10.7
SUPAC LA	98	21	3	15.9	21.6	3.4
SUPAC V	30	8	4	45.7	26.3	12.0

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
SWRNGNSA226	240	230	22	9.4	95.9	9.0
SWRNGNSA227	118	118	0	0.0	100.0	0.0
SWRNGNSA26	101	94	9	9.7	92.6	8.9
TCRAFK21	20	20	0	0.0	100.0	0.0
TCRAFKD	292	159	38	23.8	54.5	13.0
TCRAFTA	32	17	4	21.6	52.0	11.2
TCRAFTBC	1841	988	144	14.6	53.7	7.8
TCRAFTBF	40	29	4	14.8	71.9	10.7
TCRAFTBL	233	91	17	18.4	39.0	7.2
TEMCO 11A	30	22	3	13.1	72.5	9.5
TH55	39	12	3	23.3	30.9	7.2
THUNDRAX7	64	57	12	20.1	89.3	18.0
TMPSONNAVION	632	472	50	10.6	74.6	7.9
TRYTEK65	350	132	25	18.8	37.8	7.1
TRYTEKK	33	3	3	93.3	10.0	9.3
UNIVACGC1	676	503	55	11.0	74.4	8.2
UNIVAR108	1976	1114	87	7.9	56.4	4.4
UNIVAR415	2364	1047	157	15.0	44.3	6.6
VARGA 2150	133	126	8	6.3	94.6	6.0
WACO ASO	31	7	2	30.3	21.7	6.6
WACO GXE	39	16	3	20.7	42.0	8.7

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
WACO R	28	10	2	25.0	34.8	8.7
WACO UPF7	165	72	15	20.5	43.7	8.9
WACO YK	54	18	4	19.4	34.9	6.8
WSK M18	48	45	3	6.7	94.7	6.3
WTHRLY201	64	59	3	4.7	92.0	4.4
TOTAL	268817	220044	1152	0.5	81.9	0.4

TABLE 2 - 12

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY AIRCRAFT TYPE
1986

AIRCRAFT TYPE	IMC DAY				IMC NIGHT				IMC TOTAL			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
FIXED WING												
FIXED WING - PISTON												
1 ENG: 1-3 SEATS	3658	432	75881	16857	1354	277	20110	5993	3723	434	97721	22523
1 ENG: 4+ SEATS	45476	1144	1175229	95743	24679	1002	317000	25337	46532	1148	1490148	110479
1 ENGINE: TOTAL	49134	1223	1251111	97215	26033	1040	337111	26036	50255	1228	1587869	112752
2 ENG: 1-6 SEATS	12966	356	464288	34784	10220	445	217886	26166	13162	350	684609	54311
2 ENG: 7+ SEATS	6011	180	370059	37110	5338	217	192283	24645	6110	177	562507	52200
2 ENGINE: TOTAL	18977	399	834347	50863	15559	495	410169	35945	19272	392	1247117	75329
PISTON: OTHER	12	11	352	275	9	9	159	131	12	11	511	396
PISTON: TOTAL	68123	1287	2085810	109718	41600	1152	747438	44384	69539	1289	2835496	135601
FIXED WING - TURBOPROP												
2 ENG: 1-12 SEATS	4618	65	523171	55899	4451	92	215827	22605	4650	63	742173	74307
2 ENG: 13+ SEATS	903	28	334837	34130	866	35	187871	34724	907	28	522708	60808
2 ENGINE: TOTAL	5520	71	858008	65495	5317	99	403698	41434	5558	69	1264881	98017
TURBOPROP: OTHER	99	9	1875	781	59	16	1394	1353	99	9	3269	2387
TURBOPROP: TOTAL	5619	72	859883	65499	5376	100	405092	41456	5658	70	1268150	98046

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY AIRCRAFT TYPE
1986

AIRCRAFT TYPE	IMC DAY				IMC NIGHT				IMC TOTAL			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
FIXED WING - TURBOJET												
2 ENGINE TURBOJET	3959	37	461426	40487	3788	76	172866	14532	3982	35	634211	51360
TURBOJET: OTHER	245	54	27158	7822	207	44	8497	2814	248	54	35656	9930
TURBOJET: TOTAL	4205	65	488584	41235	3995	88	181363	14802	4230	64	669866	52311
FIXED WING: TOTAL	77947	1290	3434278	134270	50971	1159	1333894	62511	79425	1292	4773511	174210
ROTORCRAFT												
PISTON	0	0	0	0	38	24	643	704	38	24	643	704
TURBINE	519	92	13832	2606	388	75	14244	10654	534	94	28061	10480
ROTORCRAFT: TOTAL	519	92	13832	2606	426	78	14887	10678	572	97	28704	10504
OTHER AIRCRAFT	15	11	224	172	3	0	21	0	15	11	245	172
TOTAL	78481	1293	3448333	134296	51400	1162	1348802	63416	80012	1296	4802460	174526

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

TABLE 2 - 12

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY AIRCRAFT TYPE
1986

AIRCRAFT TYPE	VMC DAY				VMC NIGHT				VMC TOTAL			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
FIXED WING												
FIXED WING - PISTON												
1 ENG: 1-3 SEATS	62367	45	7069864	236604	22518	734	473852	52841	62413	11	7543088	259674
1 ENG: 4+ SEATS	108975	145	11242384	281666	72004	1116	1151293	52609	109076	125	12395067	310018
1 ENGINE: TOTAL	171341	151	18312246	367855	94521	1336	1625145	74565	171489	125	19938148	404403
2 ENG: 1-6 SEATS	15751	150	1703030	109391	11976	411	366637	43881	15884	134	2076969	127141
2 ENG: 7+ SEATS	7405	71	1260163	95926	5678	212	303399	32999	7434	68	1558251	114293
2 ENGINE: TOTAL	23156	166	2963193	145493	17654	463	670036	54904	23318	151	3635220	170961
PISTON: OTHER	148	0	9100	3157	13	6	1156	1014	148	0	10532	4335
PISTON: TOTAL	194645	225	21284536	395595	112188	1414	2296338	92603	194954	196	23583900	439077
FIXED WING - TURBOPROP												
2 ENG: 1-12 SEATS	4157	131	737540	47182	3413	179	172153	17696	4166	131	909388	58730
2 ENG: 13+ SEATS	726	40	431229	80510	641	50	108165	20031	726	40	539394	82936
2 ENGINE: TOTAL	4883	137	1168769	93316	4053	186	280318	26728	4893	137	1448782	101625
TURBOPROP: OTHER	185	0	67193	10861	125	20	6635	2986	185	0	73807	12424
TURBOPROP: TOTAL	5068	137	1235962	93946	4178	187	286953	26895	5078	137	1522590	102381

TABLE 2 - 12

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY AIRCRAFT TYPE
1986

AIRCRAFT TYPE	VMC DAY				VMC NIGHT				VMC TOTAL			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
FIXED WING - TURBOJET												
2 ENGINE TURBOJET	3188	125	740953	58758	2801	144	176998	29639	3189	125	917689	78998
TURBOJET: OTHER	384	35	41872	10853	159	50	8748	2116	384	35	50620	12589
TURBOJET: TOTAL	3572	130	782825	59752	2960	152	185746	29714	3573	130	968309	79995
FIXED WING: TOTAL	203285	293	23303320	410965	119326	1434	2769037	100904	203606	272	26074790	457897
ROTORCRAFT												
PISTON	2921	0	641148	66301	1221	130	167178	41221	2921	0	809526	91639
TURBINE	3981	0	1563634	129743	2454	166	194745	27454	3981	0	1758479	129808
ROTORCRAFT: TOTAL	6902	0	2204782	145702	3674	211	361923	49527	6902	0	2568005	158896
OTHER AIRCRAFT	7004	8	395122	28121	178	70	1775	1268	7004	8	396898	28145
TOTAL	217192	293	25903214	436934	123178	1451	3132735	112411	217512	272	29039694	485499

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

TABLE 2 - 12

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY AIRCRAFT TYPE
1986

AIRCRAFT TYPE	DAY TOTAL				NIGHT TOTAL			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
FIXED WING								
FIXED WING - PISTON								
1 ENG: 1-3 SEATS	62380	44	7142620	239518	22781	732	494478	53832
1 ENG: 4+ SEATS	109348	12	12417656	307395	74867	1087	1465623	67886
1 ENGINE: TOTAL	171729	45	19560276	389693	97647	1310	1960101	86640
2 ENG: 1-6 SEATS	16092	40	2167952	122985	12963	373	583696	60009
2 ENG: 7+ SEATS	7534	19	1624910	112022	6260	171	491935	49227
2 ENGINE: TOTAL	23626	44	3792861	166356	19223	411	1075631	77617
PISTON: OTHER	148	0	9523	3492	16	10	1315	1129
PISTON: TOTAL	195503	63	23362658	423730	116886	1373	3037047	116327
FIXED WING - TURBOPROP								
2 ENG: 1-12 SEATS	4776	16	1259326	61661	4565	81	389036	33204
2 ENG: 13+ SEATS	970	0	766066	74188	903	29	296036	49446
2 ENGINE: TOTAL	5746	16	2025392	96467	5468	86	685072	59560
TURBOPROP: OTHER	185	0	69026	10700	125	20	8029	3641
TURBOPROP: TOTAL	5931	16	2094417	97059	5593	88	693101	59671

TABLE 2 - 12

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY AIRCRAFT TYPE
1986

AIRCRAFT TYPE	DAY TOTAL				NIGHT TOTAL			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
FIXED WING - TURBOJET								
2 ENGINE TURBOJET	4032	6	1207965	55434	3905	53	351178	32191
TURBOJET: OTHER	444	0	69030	13329	215	55	17246	3374
TURBOJET: TOTAL	4476	6	1276996	57014	4121	76	368424	32367
FIXED WING: TOTAL	205910	65	26734064	438427	126600	1378	4098573	134686
ROTORCRAFT								
PISTON	2921	0	641145	66301	1259	130	167818	41004
TURBINE	3981	0	1577446	129652	2520	165	209023	29603
ROTORCRAFT: TOTAL	6902	0	2218591	145621	3779	210	376841	50573
OTHER AIRCRAFT	7010	0	395345	28123	178	70	1796	1268
TOTAL	219822	65	29347992	462833	130557	1396	4477209	143874

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

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY BASE REGION OF AIRCRAFT
1986

REGION	IMC DAY				IMC NIGHT				IMC TOTAL			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
ALASKAN	789	195	68947	39903	411	151	14399	7402	789	195	83346	43249
CENTRAL	4353	468	314323	74853	2671	354	120970	27320	4430	471	435245	101167
EASTERN	10982	715	594653	80022	7538	588	262812	39298	11140	722	857640	115595
GREAT LAKES	13906	813	573936	59416	9540	667	233818	44023	14107	816	812788	90468
NEW ENGLAND	3272	415	123299	22730	2287	343	62002	16806	3276	415	184939	37767
NORTHWEST MT.	5989	540	216337	40881	3439	407	107136	25821	6210	551	323471	62015
SOUTHERN	14062	797	590613	63693	9747	661	203997	23907	14384	807	794630	82594
SOUTHWESTERN	11915	722	494425	62840	7843	569	173854	22770	11981	723	666939	80686
WESTERN-PACIFIC	13689	809	466891	93691	8130	626	145991	22030	13994	819	612359	105585
TOTAL	78956	1925	3443422	190001	51606	1541	1324979	82510	80311	1941	4771355	251802

NOTE: ROW AND COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
OPERATIONS OUTSIDE U.S.A TERRITORIES ARE NOT INCLUDED.

TABLE 2 - 13

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY BASE REGION OF AIRCRAFT
1986

REGION	VMC DAY				VMC NIGHT				VMC TOTAL			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
ALASKAN	7595	536	1301936	183225	2827	352	77572	25145	7595	536	1379542	196986
CENTRAL	12559	780	1282189	119127	6386	578	167956	33412	12580	781	1450727	136792
EASTERN	24692	1054	2785795	189428	15254	862	445121	52886	24692	1054	3231233	222770
GREAT LAKES	36913	1257	3934722	217459	21511	1024	515278	52546	37031	1258	4452465	248669
NEW ENGLAND	9020	669	989338	110315	5703	548	169993	38652	9020	669	1158549	133084
NORTHWEST MT.	22248	1004	2533351	194403	10721	743	241985	40325	22248	1004	2775867	217429
SOUTHERN	33236	1205	3876297	226214	20100	978	476493	53111	33301	1208	4352717	254238
SOUTHWESTERN	32235	1176	4272083	318996	18146	925	389217	41763	32249	1176	4660857	339215
WESTERN-PACIFIC	38772	1257	5007370	330707	22985	1029	843799	89758	38818	1258	5854172	372126
TOTAL	217271	3075	25983050	665728	123614	2444	3127392	151816	217535	3076	29115700	743084

NOTE: ROW AND COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
OPERATIONS OUTSIDE U.S.A TERRITORIES ARE NOT INCLUDED.

TABLE 2 - 13

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY BASE REGION OF AIRCRAFT
1986

REGION	DAY TOTAL				NIGHT TOTAL			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
ALASKAN	7802	536	1370884	199394	2966	365	91971	28132
CENTRAL	12860	786	1598770	145285	6736	587	288797	47883
EASTERN	25051	1057	3379557	220855	18417	885	707698	80408
GREAT LAKES	37245	1259	4508281	242663	22863	1042	744794	75624
NEW ENGLAND	9050	670	1112026	121253	5883	556	231549	50735
NORTHWEST MT.	22381	1008	2750981	207561	11821	778	348835	58548
SOUTHERN	33875	1211	4489709	245641	21396	998	681447	62920
SOUTHWESTERN	32558	1178	4786411	342110	19168	938	561791	58019
WESTERN-PACIFIC	39159	1262	5474720	355299	24012	1049	788975	100153
TOTAL	219780	3084	29427308	727897	131062	2497	4445852	195949

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
OPERATIONS OUTSIDE U.S.A TERRITORRIES ARE NOT INCLUDED.

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
OTHER 1	388	146	7091	3742	8939	0	471374	42738
OTHER 2	387	68	8258	2577	1078	11	88926	11152
OTHER 3	24	27	966	1202	114	0	17326	6139
OTHER 4	72	9	7649	2179	87	5	13808	3481
OTHER 5	5	5	424	375	40	0	7370	4024
OTHER 6	319	13	110976	44495	285	24	97981	22754
OTHER 7	83	16	14267	9210	84	16	37571	24688
OTHER 8	32	5	890	149	34	0	5885	1199
OTHER 9	517	27	65209	21145	412	53	142127	37222
OTHER 10	20	54	2418	6412	206	30	3217	3209
OTHER 11	0	0	0	0	509	0	27945	14249
OTHER 12	19	12	1939	1281	210	0	84474	13949
OTHER 13	0	0	0	0	2054	0	106418	14188
ADAMS A50S	0	0	0	0	122	0	4631	818
AERORSJ2	0	0	0	0	13	0	333	161
AEROSPAS355	2	3	136	181	126	0	66201	7137
AEROSPSA316	0	0	0	0	48	0	14709	1645
AGUSTAA109	19	6	154	77	38	0	9275	2377
AIRPTSA	0	0	0	0	109	0	8000	2490
AIRSPC18	0	0	0	0	11	0	982	471
AIRTRCAT300	0	0	0	0	335	0	162647	18318
AIRTRCAT400	0	0	0	0	56	0	29483	5805

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
AMD FALC10	123	14	25757	8691	99	21	34387	7482
AMD FALC20	205	0	37312	11730	134	35	44792	16151
AMD FALC50	115	0	15101	6485	93	14	19755	6442
ARCTICS1A	0	0	0	0	33	0	1921	629
ARCTICS1B1	1	2	3	4	17	2	805	210
ARONCA15	0	0	0	0	123	0	6486	873
ARONCA58	2	3	7	10	59	0	4026	736
ARONCA65	0	0	0	0	62	0	2434	342
ARONCAC3	0	0	0	0	11	0	157	78
AVIANWFALCON	0	0	0	0	26	0	304	35
AVIANWSKYHWK	0	0	0	0	42	0	1740	689
AYRES S2	13	2	240	80	783	0	279852	32768
BAC 111	23	0	3046	1532	20	3	5928	1178
BAG B206	15	0	45	10	15	0	1005	297
BAG DH125	72	0	13236	2790	50	8	11810	2756
BALWKSFIREFY	0	0	0	0	1314	0	75927	21374
BBAVIA11	14	13	7	6	506	0	27081	3729
BBAVIA7	37	41	559	613	1894	0	149987	15982
BBAVIA8	4	5	61	75	158	0	21285	4682
BEECH 100	271	0	43194	8992	222	34	59688	13438
BEECH 17	13	7	33	19	55	0	3076	604
BEECH 18	192	72	50870	24386	429	7	104120	44729

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
BEECH 1900	63	0	45233	13230	63	0	41608	13861
BEECH 200	828	28	115224	24433	708	58	161817	23196
BEECH 23	712	143	13511	4203	2201	0	199667	25162
BEECH 300	83	0	14483	4313	68	9	11587	3018
BEECH 33	1001	115	16589	3592	1550	0	133122	10372
BEECH 35	3148	288	81545	17256	6082	0	606429	41456
BEECH 36	1617	149	67442	14137	2199	0	276954	32551
BEECH 45	62	25	1497	765	186	0	26114	4868
BEECH 50	137	27	7130	2797	155	0	21538	4631
BEECH 55	1608	138	68662	11191	2047	0	296172	74320
BEECH 56	34	7	700	306	54	0	4061	1420
BEECH 58	1483	58	83242	12666	1378	99	169980	30791
BEECH 60	400	0	23822	5286	400	0	38039	7804
BEECH 65	36	19	3322	2185	91	0	6430	2719
BEECH 76	239	39	10665	3355	332	0	47758	8378
BEECH 77	41	22	1030	967	235	6	52035	9920
BEECH 80	32	22	1213	1512	96	6	11191	7285
BEECH 90	1115	0	114681	28053	981	84	215423	29187
BEECH 95	372	26	10961	2496	407	0	37446	4174
BEECH 99	143	0	83233	35672	109	27	140046	62095
BELL 204	0	0	0	0	160	0	23490	8359
BELL 206	205	86	11004	10033	1921	0	977111	117606

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
BELL 212	38	24	770	714	102	0	41501	10337
BELL 214	18	0	1679	0	18	0	3919	0
BELL 222	72	10	1619	689	84	0	21087	5766
BELL 412	47	0	3773	1102	47	0	33953	9918
BELL 47	7	16	224	491	740	0	315885	60642
BLANCA11	3	4	97	121	62	0	3177	1397
BLANCA1413	0	0	0	0	133	0	4155	938
BLANCA1419	108	50	1062	840	266	0	12103	2300
BLANCA17	550	135	21366	9588	957	0	46062	10201
BLANCA7	45	42	476	442	1885	0	131790	19170
BLANCA8	0	0	0	0	468	0	49193	10978
BNORM BN2	12	8	660	704	64	0	64380	12796
BOEING727	26	4	10885	2847	11	5	1250	900
BOEING75	43	33	288	221	885	0	82537	14747
BOEING757	3	0	927	0	0	0	0	0
BOLKMS105	4	8	8	16	118	0	49443	7962
BOLKMS117	1	2	168	303	32	0	14096	1888
BRAERODH125	35	0	8789	3011	28	7	10193	3659
BRASOVIS28	0	0	0	0	46	0	2154	400
BRWSTRFLEET2	0	0	0	0	12	0	428	260
BRWSTRFLEET7	0	0	0	0	10	0	711	248
BUKER 131	0	0	0	0	12	0	390	104

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
CAMRONMODEL0	0	0	0	0	160	0	4753	529
CASA C212	12	5	1194	1045	30	0	6315	4318
CESSNA120	11	21	9	17	512	0	33837	9543
CESSNA140	21	30	185	266	1619	0	90824	9451
CESSNA150	1748	338	46466	17496	17449	0	2970388	217908
CESSNA170	172	80	549	329	1987	0	128776	11536
CESSNA172	8123	593	352654	92010	23171	68	3056190	201020
CESSNA175	0	0	0	0	1184	0	148175	61199
CESSNA177	1166	176	32999	7575	2546	0	237500	34011
CESSNA180	393	130	8957	4394	2466	0	233521	23374
CESSNA182	5684	421	162516	22825	13046	0	1498238	116207
CESSNA185	166	63	2119	1121	1472	0	207822	35890
CESSNA188	0	0	0	0	1533	0	396561	50486
CESSNA190	8	6	100	83	48	0	2792	867
CESSNA195	84	32	483	271	280	0	15021	3701
CESSNA205	94	32	1441	780	244	0	19828	3593
CESSNA206	1299	195	36877	8914	2898	0	443363	58445
CESSNA207	23	42	227	414	314	0	181861	24221
CESSNA208	67	7	2378	2382	71	0	34582	10692
CESSNA210	3887	265	106360	16014	5816	0	664089	50355
CESSNA303	189	13	14241	4214	197	0	37881	7026
CESSNA305	0	0	0	0	236	0	21141	6335

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
CESSNA310	2112	211	111671	22601	2802	71	365779	65466
CESSNA320	72	62	3810	3507	298	0	19108	8443
CESSNA335	45	0	3083	653	45	0	6960	1343
CESSNA336	5	7	59	90	67	0	1384	1054
CESSNA337	1038	51	25167	6019	1084	0	96022	19922
CESSNA340	895	21	53223	12690	901	15	128425	18467
CESSNA401	197	21	12772	3239	226	0	44954	10004
CESSNA402	409	64	80450	27260	548	20	245777	59361
CESSNA404	98	0	15253	5979	98	0	30647	6789
CESSNA411	127	26	2290	2157	136	19	4921	3823
CESSNA414	762	23	73365	13768	773	11	138240	24594
CESSNA421	933	58	66602	15772	965	46	136562	22280
CESSNA425	187	0	25709	4639	146	18	28445	6932
CESSNA441	235	11	30780	7155	200	22	47859	10484
CESSNA500	609	0	95771	27323	489	69	123840	33200
CESSNA501	52	0	5447	1716	40	6	6965	1536
CESSNA650	97	0	19496	5924	74	10	22765	5421
CESSNAT50	0	0	0	0	21	0	435	66
CESSNAUC94	0	0	0	0	13	0	594	168
CHILD S1	0	0	0	0	58	0	3669	545
CHILD S2	0	0	0	0	162	0	14336	2623
CNDAIRCL600	96	0	20661	6633	71	12	19844	4384

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
CNTRAR101	0	0	0	0	29	0	2855	405
COMWTH185	0	0	0	0	46	0	2152	710
CONAERLA4	80	42	747	420	479	0	52469	9797
CURTISC46	36	0	1390	0	36	0	5558	0
CURTISJR	0	0	0	0	4	0	34	6
CURTISROBIN	0	0	0	0	1	0	15	0
CURTISTRVAIR	0	0	0	0	49	0	2262	777
CVAC 240	0	0	0	0	12	0	0	0
CVAC BT13	0	0	0	0	25	0	640	254
CVAC L13	0	0	0	0	2	0	0	0
CVAC STC580	7	0	338	0	7	0	1350	0
DART G	0	0	0	0	14	0	435	251
DHAV DHC1	0	0	0	0	75	0	4858	707
DHAV DHC2	18	10	2551	2200	206	6	55875	7802
DHAV DHC3	0	0	0	0	37	0	407	0
DHAV DHC4	25	0	358	0	25	0	1287	0
DHAV DHC6	114	14	17988	11905	125	0	80313	27790
DHAVXXDH82	0	0	0	0	42	0	1811	423
DOUG A26	13	0	129	0	13	0	1163	0
DOUG DC3	79	36	4176	2352	216	14	24399	11662
DOUG DC4	7	10	88	127	65	0	1657	1612
DOUG DC6	0	0	0	0	43	0	1505	0

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
DOUG DC8	2	0	119	0	2	0	1069	0
DOUG DC9	69	0	10157	0	69	0	34003	0
EAGLE DW	0	0	0	0	57	0	14640	1303
EAGLEBC7	0	0	0	0	57	0	3203	792
EIRVON20	0	0	0	0	85	0	4353	1485
EMAIR MA1	0	0	0	0	9	0	3174	662
EMB 110	111	15	85522	37202	116	0	188267	36829
ENSTRMF28	0	0	0	0	400	0	122098	35814
FLEET 16B	0	0	0	0	17	0	543	110
FRCHLD24	0	0	0	0	39	0	1364	206
FRCHLDC119	1	0	37	0	1	0	111	0
FRCHLDF27	18	0	1890	500	13	3	3881	950
FRCHLDM62	24	13	78	50	117	9	9521	3668
GENBALAX8	0	0	0	0	46	0	857	186
GLASFL201	0	0	0	0	37	0	1842	361
GLASFLH301	0	0	0	0	53	0	3557	571
GROB 103CAT	0	0	0	0	57	0	10308	2743
GROB 109	6	7	135	162	64	0	7139	2635
GROB ASTIR	0	0	0	0	51	0	3726	777
GRTLKS2T1	2	2	3	4	130	0	10324	1613
GRUMANSA16	16	0	613	485	15	2	8212	3350
GRUMAVAA1	163	68	1830	2166	470	0	30389	8612

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
GRUMAVAA5	537	90	10216	3884	977	0	100631	11280
GRUMAVG1159	36	0	4126	1388	29	4	9814	3138
GRUMAVG164	0	0	0	0	1015	0	352510	47426
GRUMAVG21	13	6	188	114	36	0	6729	1416
GRUMAVTBM	0	0	0	0	16	0	547	169
GULSTM112	478	73	9541	2815	629	0	45247	10425
GULSTM500	124	29	5587	2100	202	0	46613	17875
GULSTM520	7	8	74	77	35	0	1762	839
GULSTM560	10	6	373	272	43	0	3699	809
GULSTM680	63	24	1894	922	127	0	17019	6145
GULSTM680TP	79	12	7115	3590	89	0	5919	1755
GULSTM690TC	23	3	2279	653	28	0	3965	777
GULSTM690TP	486	0	65613	29287	474	21	88680	21022
GULSTMAA1	96	42	891	610	508	0	42638	5465
GULSTMAA5	329	67	3633	1465	630	0	74651	23449
GULSTMG1159	161	0	39126	11247	117	22	22073	9015
GULSTMG159	123	9	25871	7520	75	19	20472	7715
GULSTMG44	23	6	653	225	62	0	8450	1479
GULSTMG73	7	5	419	335	23	0	21926	3670
GULSTMGA7	41	7	1122	564	56	0	4858	961
H23/HTE	0	0	0	0	8	0	736	470
H34/55	0	0	0	0	9	0	3404	0

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
HELIO H250	3	2	21	19	19	0	1813	516
HELIO H295	32	14	556	348	90	0	5136	1125
HELIO H391	0	0	0	0	9	0	501	243
HILLERFH1100	0	0	0	0	10	0	1028	230
HILLERUH12	0	0	0	0	397	0	141969	42520
HUGHES269	3	10	125	477	504	0	129176	35738
HUGHES369	0	0	0	0	510	0	219402	36738
HWKSLYDH104	11	0	160	0	11	0	641	0
HWKSLYDH125	197	0	13938	7908	185	13	45330	7517
HYNES B2	0	0	0	0	102	0	9150	3292
INTRCP200	3	2	89	92	14	0	789	91
ISRAEL1121	89	0	11326	5307	65	12	7124	1704
ISRAEL1123	21	0	3060	1274	9	6	877	680
ISRAEL1124	216	0	24203	6005	208	12	51952	7022
JBMSTRDGA15	0	0	0	0	31	0	894	311
LAIKFN10	0	0	0	0	2	0	85	0
LEAR 23	45	0	3069	559	24	9	7706	3175
LEAR 24	162	8	24071	7788	121	26	12547	5762
LEAR 25	256	10	61521	16308	152	46	28218	25191
LEAR 35	433	0	69822	17582	408	31	132791	26923
LEAR 55	99	0	22621	6220	68	13	22127	6103
LET L13	0	0	0	0	67	0	5550	2297

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
LKHEED12A	0	0	0	0	7	0	185	35
LKHEED1329	85	0	7132	2708	71	10	25329	10290
LKHEED18	31	0	661	187	31	0	2642	747
LKHEEDP2V	0	0	0	0	7	0	22	0
LKHEEDPV1	0	0	0	0	3	0	180	0
LUSCOM8	0	0	0	0	1284	0	62151	12085
MAULE M4	4	6	19	28	161	0	8403	1607
MAULE M5	80	59	1440	1167	443	0	40079	16414
MAULE M6	7	9	219	304	69	0	6652	3238
MCLISHFUNKB	0	0	0	0	77	0	2428	702
MEYERSOTW	0	0	0	0	25	0	690	133
MNCOUP90	0	0	0	0	18	0	868	262
MNMITEM18	0	0	0	0	93	0	3378	1152
MOONEYM20	3464	264	112170	20566	5991	31	581462	35598
MRCHTIS205	7	4	138	99	37	0	1991	517
MTSBSIMU2	117	22	10027	3117	137	8	34870	15825
MTSBSIMU300	75	5	4525	3099	68	10	8889	3618
MULTECD16	2	2	48	48	14	0	650	157
NAMER B25	0	0	0	0	9	0	580	178
NAMER F51	20	13	221	146	94	0	4326	1264
NAMER NA260	9	6	240	166	86	0	5574	882
NAMER T6	62	50	614	505	468	0	21923	5937

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
NATBAL752	0	0	0	0	31	0	1462	547
NAVAL N3N	0	0	0	0	61	0	2486	504
NAVIONNAVION	20	20	314	364	296	0	12878	2915
NORD 3202	0	0	0	0	9	0	330	61
NORD SV4	0	0	0	0	31	0	1809	259
NORWST65	0	0	0	0	29	0	1125	196
ORLHELH19	0	0	0	0	41	0	3773	1124
PARTENP68	29	0	1257	384	29	0	10425	1988
PICARDAX6	0	0	0	0	76	0	1467	471
PILATSB4	0	0	0	0	24	0	2470	1095
PIPER 600	383	11	23697	6162	378	14	53584	7060
PIPER E2	0	0	0	0	3	0	35	13
PIPER J2	0	0	0	0	29	0	1202	299
PIPER J3	0	0	0	0	2543	0	170773	18080
PIPER J4	0	0	0	0	69	0	3265	792
PIPER J5	0	0	0	0	213	0	10560	3391
PIPER PA12	15	15	33	33	833	0	61038	6904
PIPER PA14	0	0	0	0	39	0	1163	770
PIPER PA15	0	0	0	0	78	0	3196	631
PIPER PA16	0	0	0	0	215	0	9064	1409
PIPER PA17	0	0	0	0	37	0	2001	1279
PIPER PA18	13	28	439	990	2974	0	429205	65063

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
PIPER PA20	18	11	443	432	264	0	16709	2204
PIPER PA22	228	97	1824	1364	3357	0	200673	23523
PIPER PA23	1822	187	81317	19140	2553	0	323852	40113
PIPER PA24	1314	198	25849	5680	2869	52	239632	23234
PIPER PA25	0	0	0	0	1035	0	218403	41244
PIPER PA28	8878	539	318443	38247	21740	58	2552613	141241
PIPER PA30	948	76	38604	10808	1100	26	86054	11184
PIPER PA31	1936	61	216286	41124	1969	45	444168	63811
PIPER PA31T	527	48	45624	12141	513	52	68339	16516
PIPER PA32	2719	226	102018	19742	4000	62	471165	57528
PIPER PA34	1479	106	96108	21029	1739	37	298924	51626
PIPER PA36	0	0	0	0	329	0	75135	10345
PIPER PA38	31	35	360	465	1334	0	237746	38205
PIPER PA42	112	0	23771	4945	91	18	21071	5558
PIPER PA44	264	33	24926	6435	327	0	130881	35716
PIPER PA46	223	12	14422	3367	231	0	52565	8928
PROPJT200	24	5	616	230	37	0	3104	575
RAVEN RX6	0	0	0	0	131	0	2248	285
RAVEN S50	0	0	0	0	11	0	316	129
RAVEN S55	0	0	0	0	618	0	23020	2691
RAVEN S60	5	7	27	41	202	7	10849	1213
RAVEN S66	0	0	0	0	32	0	1314	373

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
RKWELL500	25	4	1651	976	33	0	7519	1825
RKWELL700	24	0	957	297	24	0	2456	1044
RKWELLNA265	291	9	46997	13738	248	27	111586	41347
ROBSINR22	5	9	64	120	243	0	71886	14414
ROLSCHLS	0	0	0	0	101	0	10336	1334
RYAN ST3	0	0	0	0	84	0	3638	714
RYAN STA	0	0	0	0	21	0	620	377
SAAB SF340	32	0	2509	825	32	0	7699	1660
SCHLERASK21	0	0	0	0	33	0	4147	1321
SCHLERASW15	0	0	0	0	37	0	1256	345
SCHLERASW19	0	0	0	0	58	0	3100	589
SCHLERASW20	0	0	0	0	97	0	7482	1592
SCHLERK8	0	0	0	0	20	0	1278	571
SCHLERKA6	0	0	0	0	69	0	3319	644
SCWZERG164	0	0	0	0	180	0	40534	5437
SCWZERSG1	0	0	0	0	603	0	29636	4007
SCWZERSG2	0	0	0	0	299	0	36068	8486
SEMCO CLNGER	0	0	0	0	3	0	7	0
SEMCO MODELT	3	0	63	0	3	0	356	0
SKRSKYS55	0	0	0	0	10	0	387	233
SKRSKYS58	23	11	230	115	40	0	4820	1604
SKRSKYS58T	0	0	0	0	24	0	8307	4538

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
SKRSKYS61	0	0	0	0	8	0	757	0
SKRSKYS76	108	24	6812	2281	146	0	43525	14619
SLINDS100	8	10	91	124	259	0	11909	2436
SMITH 600	347	26	18408	7436	371	0	36980	7714
SNIAS 350	0	0	0	0	244	0	120044	27282
SNIAS SA341	0	0	0	0	16	0	1728	1529
SOCATAMS894	4	2	43	28	20	0	1412	384
SOCATARALLYE	3	2	22	14	19	0	1811	226
SOCATATB10	29	16	218	143	52	0	5701	1170
SOCATATB20	60	13	2037	735	86	0	10984	2304
SPHRTHCIRRUS	0	0	0	0	86	0	5983	860
SPHRTHNIMBUS	2	4	20	43	50	4	4146	938
SPHRTHVENTUS	0	0	0	0	50	0	6076	687
STNSON10	0	0	0	0	35	0	1966	366
STNSONL5	0	0	0	0	15	0	552	147
STNSONSR9	0	0	0	0	5	0	145	102
STNSONV77	0	0	0	0	39	0	670	372
STOLAMRC3	0	0	0	0	100	0	3982	1612
SUPAC LA	0	0	0	0	21	0	694	149
SUPAC V	0	0	0	0	8	0	84	5
SWRNGNSA226	230	0	247951	24573	94	19	13830	3443
SWRNGNSA227	118	0	118083	29946	89	14	42170	12609

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
SWRNGNSA28	94	0	5455	2347	94	0	12981	4544
TCRAFK21	0	0	0	0	20	0	1498	337
TCRAFKD	0	0	0	0	159	0	10730	2466
TCRAFTA	0	0	0	0	17	0	444	150
TCRAFTBC	0	0	0	0	988	0	55642	9145
TCRAFTBF	0	0	0	0	29	0	1512	335
TCRAFTBL	0	0	0	0	91	0	3649	676
TEMCO 11A	2	2	6	6	22	0	750	96
TH55	0	0	0	0	12	0	1411	262
THUNDRAX7	0	0	0	0	57	0	1161	750
TMPSONNAVION	85	43	1271	854	472	0	36003	7546
TRYTEK65	0	0	0	0	132	0	4918	2093
TRYTEKK	0	0	0	0	3	0	363	0
UNIVACGC1	31	27	37	32	503	0	25177	5911
UNIVAR108	41	28	761	631	1114	0	57156	8004
UNIVAR415	7	15	18	36	1047	0	59612	10513
VARGA 2150	21	13	287	206	126	0	11423	3524
WACO ASO	0	0	0	0	7	0	350	100
WACO GXE	0	0	0	0	16	0	252	111
WACO R	0	0	0	0	10	0	100	44
WACO UPF7	0	0	0	0	72	0	3258	1148
WACO YK	0	0	0	0	19	0	546	144

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	IMC				VMC			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
WSK M18	0	0	0	0	45	0	16297	2441
WTHRLY201	0	0	0	0	59	0	12114	1225
TOTALS	80012	1296	4802460	174526	217512	272	29039694	485499

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

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
OTHER 1	8939	0	472232	42885	1032	229	6242	2106
OTHER 2	1085	0	89766	10824	599	70	7420	2046
OTHER 3	114	0	13975	4685	84	29	4316	1979
OTHER 4	93	0	15927	3648	64	10	5472	1898
OTHER 5	40	0	6305	3053	13	6	1283	1127
OTHER 6	318	14	134298	32559	313	16	72977	21528
OTHER 7	105	0	40002	22054	83	16	11837	12141
OTHER 8	34	0	6160	1108	32	5	594	99
OTHER 9	544	0	166720	27179	459	45	40259	12643
OTHER 10	212	0	4838	8122	20	53	797	2149
OTHER 11	509	0	27279	13062	32	30	653	759
OTHER 12	210	0	73348	12574	154	18	13065	3760
OTHER 13	2054	0	105143	14131	37	36	1274	1255
ADAMS A50S	122	0	4631	818	0	0	0	0
AERORSJ2	13	0	316	150	4	3	17	14
AEROSPAS355	126	0	62621	7153	77	11	3716	1652
AEROSPSA316	48	0	9649	907	46	5	5061	1154
AGUSTAA109	38	0	8321	2200	38	0	1108	267
AIRPTSA	109	0	7970	2482	6	8	30	40
AIRSPC18	11	0	982	471	0	0	0	0
AIRTRCAT300	335	0	156467	20065	24	24	5953	5953
AIRTRCAT400	56	0	29138	6038	1	5	345	1545

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
AMD FALC10	138	0	46065	3651	138	0	14079	2202
AMD FALC20	205	0	64095	8755	201	9	24184	5969
AMD FALC50	115	0	26461	5440	92	15	8395	1879
ARCTICS1A	33	0	1920	629	3	2	1	1
ARCTICS1B1	18	0	697	166	6	3	110	60
ARONCA15	123	0	6330	852	29	11	155	70
ARONCA58	59	0	4033	736	0	0	0	0
ARONCA65	62	0	2434	342	0	0	0	0
ARONCAC3	11	0	157	78	0	0	0	0
AVIANWFALCON	26	0	304	35	0	0	0	0
AVIANWSKYHWK	42	0	1740	689	0	0	0	0
AYRES S2	783	0	247677	26860	143	58	32413	17136
BAC 111	23	0	5957	966	23	0	3016	982
BAG B206	15	0	1028	313	15	0	23	5
BAG DH125	72	0	22336	1893	72	0	4460	530
BALWKSFIREFY	1314	0	75769	21385	78	56	157	113
BBAVIA11	506	0	26885	3684	49	23	201	122
BBAVIA7	1894	0	149482	15992	175	85	1040	668
BBAVIA8	158	0	20389	4454	27	12	956	665
BEECH 100	271	0	79159	7053	271	0	23723	4806
BEECH 17	55	0	3002	590	20	8	106	51
BEECH 18	419	7	101332	42413	218	73	50128	20847

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
BEECH 1900	63	0	40989	9471	63	0	45852	17057
BEECH 200	857	0	216060	21929	828	28	60982	10415
BEECH 23	2201	0	189561	24511	1449	144	24379	6189
BEECH 300	83	0	21150	3256	83	0	4920	1442
BEECH 33	1550	0	136607	10348	1024	114	13105	2587
BEECH 35	6082	0	615880	43575	4083	270	72094	10657
BEECH 36	2199	0	295438	31769	1838	125	48957	13517
BEECH 45	186	0	25208	4655	123	26	2403	1018
BEECH 50	155	0	23169	4950	130	31	5499	2548
BEECH 55	2047	0	318501	77857	1650	133	46662	8651
BEECH 56	54	0	4324	1419	20	7	437	191
BEECH 58	1534	0	205228	25978	1279	122	47994	10636
BEECH 60	400	0	53900	8188	365	37	7961	2813
BEECH 65	91	0	9137	4515	18	16	614	629
BEECH 76	332	0	51393	7878	309	22	7030	2107
BEECH 77	238	0	49253	9060	149	28	3813	1132
BEECH 80	97	0	11496	7094	34	22	909	726
BEECH 90	1115	0	266978	24621	1115	0	63126	14250
BEECH 95	407	0	40839	4844	350	32	7568	1886
BEECH 99	143	0	169305	48717	143	0	53973	7687
BELL 204	160	0	21489	7399	82	38	1983	1087
BELL 206	1921	0	906006	119052	1098	138	82711	21802

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
BELL 212	102	0	40583	10474	76	22	1688	738
BELL 214	18	0	2799	0	18	0	2799	0
BELL 222	84	0	18062	3587	82	4	4638	3185
BELL 412	47	0	19430	2429	47	0	18296	8592
BELL 47	740	0	222227	39233	410	81	92901	35711
BLANCA11	62	0	3237	1464	3	4	36	45
BLANCA1413	133	0	3741	698	37	24	414	274
BLANCA1419	266	0	12165	2470	147	51	999	641
BLANCA17	957	0	61430	9587	570	134	5997	1977
BLANCA7	1885	0	129164	18478	618	128	3022	1523
BLANCA8	468	0	46019	9586	203	51	3174	1899
BNORM BN2	64	0	53453	10110	52	8	11587	2889
BOEING727	30	0	9804	2217	17	5	2332	966
BOEING75	885	0	82825	14767	0	0	0	0
BOEING757	3	0	927	0	0	0	0	0
BOLKMS105	118	0	44362	8035	65	22	5088	3594
BOLKMS117	32	0	8732	1125	32	0	5533	793
BRAERODH125	35	0	15431	2552	35	0	3550	699
BRASOVIS28	46	0	2154	400	0	0	0	0
BRWSTRFLEET2	12	0	428	260	0	0	0	0
BRWSTRFLEET7	10	0	711	248	0	0	0	0
BUKER 131	12	0	390	104	0	0	0	0

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
CAMRONMODEL0	160	0	4753	529	0	0	0	0
CASA C212	30	0	5982	4280	12	5	1527	1079
CESSNA120	512	0	31963	8560	204	70	1883	999
CESSNA140	1619	0	88084	9015	700	131	2925	936
CESSNA150	17449	0	2736357	196634	11752	528	277043	31419
CESSNA170	1987	0	121525	10519	999	142	7689	2336
CESSNA172	23238	12	3048878	209280	16764	558	359386	36097
CESSNA175	1184	0	115847	44377	644	112	32328	18081
CESSNA177	2546	0	228794	32775	1793	161	41558	9301
CESSNA180	2466	0	226699	22602	1185	178	15779	4254
CESSNA182	13046	0	1517201	114708	8818	398	141617	16681
CESSNA185	1472	0	203569	35893	524	95	6259	2081
CESSNA188	1533	0	394198	49360	125	79	2749	2049
CESSNA190	48	0	2655	836	22	8	238	112
CESSNA195	280	0	14613	3163	118	35	890	713
CESSNA205	244	0	19630	3584	206	24	1639	486
CESSNA206	2898	0	445960	57068	1798	191	34280	8303
CESSNA207	314	0	179028	25606	79	69	3060	2823
CESSNA208	71	0	33276	9881	67	7	3684	2383
CESSNA210	5816	0	707338	53769	4340	245	64496	7466
CESSNA303	197	0	41449	6787	183	17	10817	2875
CESSNA305	236	0	20517	5928	38	26	611	656

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
CESSNA310	2866	0	362454	55249	2179	205	114902	36012
CESSNA320	298	0	19112	8733	93	68	3836	2993
CESSNA335	45	0	6781	1014	42	4	3262	882
CESSNA336	67	0	1355	971	10	10	89	98
CESSNA337	1084	0	105746	20660	930	88	15443	5206
CESSNA340	908	0	141709	18005	776	66	39938	11152
CESSNA401	208	17	38458	9125	208	17	19140	8054
CESSNA402	558	0	272243	67066	416	63	53562	17558
CESSNA404	94	9	27731	5411	98	0	18169	6276
CESSNA411	145	0	5732	3552	121	29	1478	964
CESSNA414	776	0	167556	21649	757	27	44049	10642
CESSNA421	1018	0	164436	21120	934	57	38657	7719
CESSNA425	187	0	44870	6077	175	11	9284	2648
CESSNA441	245	0	58910	8304	234	12	19730	4021
CESSNA500	609	0	185033	25407	609	0	34579	8403
CESSNA501	52	0	10612	1198	52	0	1800	390
CESSNA650	97	0	35021	3945	97	0	7241	2249
CESSNAT50	21	0	435	66	0	0	0	0
CESSNAUC94	13	0	524	126	4	3	70	46
CHILD S1	58	0	3669	545	0	0	0	0
CHILD S2	162	0	14336	2623	0	0	0	0
CNDAIRCL600	96	0	32794	3663	96	0	7712	1189

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
CNTRAR101	29	0	2855	405	0	0	0	0
COMWTH185	46	0	2113	684	11	6	39	31
CONAERLA4	479	0	50058	9159	228	56	3158	1129
CURTISC46	36	0	695	0	36	0	6253	0
CURTISJR	4	0	34	6	0	0	0	0
CURTISROBIN	1	0	15	0	0	0	0	0
CURTISTRVAIR	49	0	2246	775	5	4	16	15
CVAC 240	12	0	0	0	0	0	0	0
CVAC BT13	25	0	624	242	3	3	15	14
CVAC L13	2	0	0	0	0	0	0	0
CVAC STC580	7	0	1434	0	7	0	253	0
DART G	14	0	435	251	0	0	0	0
DHAV DHC1	75	0	4691	669	15	9	167	101
DHAV DHC2	212	0	57981	7650	26	12	444	251
DHAV DHC3	37	0	407	0	22	13	0	0
DHAV DHC4	25	0	1625	0	0	0	0	0
DHAV DHC6	125	0	71704	25366	111	16	26598	16157
DHAVXXDH82	42	0	1811	423	0	0	0	0
DOUG A26	13	0	969	0	13	0	323	0
DOUG DC3	224	0	24323	11593	92	37	4531	2623
DOUG DC4	65	0	1713	1694	4	7	32	67
DOUG DC6	43	0	1505	0	0	0	0	0

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
DOUG DC8	2	0	772	0	2	0	416	0
DOUG DC9	69	0	41952	0	69	0	2208	0
EAGLE DW	57	0	14615	1305	6	3	37	23
EAGLEBC7	57	0	3203	792	0	0	0	0
EIRVON20	85	0	4353	1465	0	0	0	0
EMAIR MA1	9	0	2830	1112	2	3	344	450
EMB 110	116	0	194549	38558	111	1	79240	40682
ENSTRMF28	400	0	97811	27723	252	38	24149	10553
FLEET 16B	17	0	543	110	0	0	0	0
FRCHLD24	39	0	1350	205	7	5		9
FRCHLDC119	1	0	148	0	0	0	0	0
FRCHLDF27	18	0	4188	407	16	2	1582	394
FRCHLDM62	127	0	9496	3620	13	10	103	82
GENBALAX6	46	0	857	166	0	0	0	0
GLASFL201	37	0	1842	361	0	0	0	0
GLASFLH301	53	0	3557	571	0	0	0	0
GROB 103CAT	57	0	10295	2745	3	3	13	17
GROB 109	64	0	7105	2632	16	11	169	133
GROB ASTIR	51	0	3726	777	0	0	0	0
GRTLKS2T1	130	0	10229	1604	19	6	96	39
GRUMANSA16	16	0	8560	3271	16	0	264	245
GRUMAVAA1	470	0	30649	8171	153	67	1571	813

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
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MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
GRUMAVAA5	977	0	96101	10435	839	63	14747	3688
GRUMAVG1159	36	0	11477	2806	36	0	2348	581
GRUMAVG164	969	44	312800	43806	56	48	38352	35747
GRUMAVG21	36	0	6615	1434	18	7	302	151
GRUMAVTBM	16	0	547	169	3	2	0	0
GULSTM112	629	0	49350	11437	509	67	5449	1832
GULSTM500	202	0	47826	17827	162	24	4374	1546
GULSTM520	35	0	1836	876	0	0	0	0
GULSTM560	43	0	3434	648	34	6	638	206
GULSTM680	127	0	15921	5291	84	22	2977	1359
GULSTM680TP	89	0	7247	3005	89	0	5787	2298
GULSTM690TC	28	0	4957	809	23	3	1287	282
GULSTM690TP	486	0	112726	21811	387	54	41567	14080
GULSTMAA1	508	0	35747	4570	357	49	7782	1950
GULSTMAA5	630	0	70137	22497	499	54	8042	2025
GULSTMG1159	161	0	44609	8187	161	0	16322	3048
GULSTMG159	130	0	37227	8163	123	9	9116	2682
GULSTMG44	62	0	7342	1391	46	5	1761	747
GULSTMG73	23	0	22306	3485	3	4	38	44
GULSTMGA7	56	0	5286	1041	38	8	637	276
H23/HTE	8	0	722	460	4	3	14	10
H34/55	9	0	3063	0	9	0	340	0

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
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MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
HELIO H250	19	0	1769	496	8	3	65	30
HELIO H295	90	0	5293	1123	23	13	440	277
HELIO H391	9	0	501	243	0	0	0	0
HILLERFH1100	10	0	879	238	10	0	149	72
HILLERUH12	397	0	128267	38329	202	46	13634	5329
HUGHES269	504	0	90792	16859	189	67	38509	17827
HUGHES369	510	0	194136	34870	287	55	24537	12424
HWKSLYDH104	11	0	641	0	11	0	160	0
HWKSLYDH125	197	0	48088	7198	168	20	12653	3349
HYNES B2	102	0	8047	2952	75	22	1103	464
INTRCP200	14	0	842	91	3	2	36	38
ISRAEL1121	85	6	13700	3769	88	4	4750	1081
ISRAEL1123	21	0	3605	806	21	0	331	139
ISRAEL1124	216	0	59792	5801	216	0	16362	2251
JBMSTRDGA15	31	0	894	311	0	0	0	0
LAIKFN10	2	0	85	0	0	0	0	0
LEAR 23	45	0	7763	2092	45	0	3011	1386
LEAR 24	165	0	24473	5104	165	0	12145	5080
LEAR 25	260	0	54993	11106	256	10	34747	18070
LEAR 35	433	0	149216	15381	433	0	51982	6354
LEAR 55	99	0	33983	4943	99	0	10765	1787
LET L13	67	0	5550	2297	0	0	0	0

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
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MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
LKHEED12A	7	0	185	35	0	0	0	0
LKHEED1329	85	0	27155	8785	85	0	5306	1517
LKHEED18	31	0	1124	62	31	0	2179	996
LKHEEDP2V	7	0	22	0	0	0	0	0
LKHEEDPV1	3	0	162	0	3	0	18	0
LUSCOM8	1284	0	62112	12084	14	25	37	68
MAULE M4	161	0	8038	1541	63	18	442	153
MAULE M5	443	0	38815	16696	349	62	2673	1292
MAULE M6	69	0	6401	3085	58	11	469	615
MCLISHFUNKB	77	0	2373	669	20	11	55	44
MEYERSOTW	25	0	690	133	0	0	0	0
MNCOUP90	18	0	861	259	3	2	8	6
MNMITEM18	93	0	3367	1155	7	9	11	13
MOONEYM20	6011	0	587369	34251	4682	222	106045	19628
MRCHTIS205	37	0	1913	505	14	5	217	159
MTSBSIMU2	140	0	35369	13480	140	0	9528	2083
MTSBSIMU300	77	0	10198	3493	75	5	3216	1202
MULTECD16	14	0	600	144	10	3	98	56
NAMER B25	9	0	565	186	7	3	15	7
NAMER F51	94	0	4433	1343	11	10	114	105
NAMER NA260	86	0	5727	998	12	7	87	52
NAMER T6	468	0	21676	5853	62	50	861	708

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
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MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
NATBAL752	31	0	1458	547	1	3	4	10
NAVAL N3N	61	0	2485	504	4	4	2	2
NAVIONNAVION	296	0	12291	2840	125	40	979	506
NORD 3202	9	0	322	53	3	3	7	8
NORD SV4	31	0	1809	259	0	0	0	0
NORWST65	29	0	1063	179	1	1	62	64
ORLHELH19	41	0	3773	1124	0	0	0	0
PARTENP68	29	0	10575	2162	27	2	1107	302
PICARDAX6	76	0	1464	470	3	4	3	5
PILATSB4	24	0	2470	1095	0	0	0	0
PIPER 600	341	29	46859	6427	336	30	24080	6345
PIPER E2	3	0	35	13	0	0	0	0
PIPER J2	29	0	1202	299	0	0	0	0
PIPER J3	2543	0	168936	17709	177	79	1836	963
PIPER J4	69	0	3264	792	2	2	0	0
PIPER J5	213	0	10461	3378	12	11	100	93
PIPER PA12	833	0	59658	6712	200	46	1391	654
PIPER PA14	39	0	1163	770	0	0	0	0
PIPER PA15	78	0	3196	631	0	0	0	0
PIPER PA16	215	0	8932	1370	38	22	132	84
PIPER PA17	37	0	1886	1145	7	6	115	125
PIPER PA18	2974	0	408304	62096	943	203	21297	8915

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GENERAL AVIATION ANNUAL HOURS FLOWN
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BY SDR MANUFACTURER/MODEL GROUP
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MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
PIPER PA20	264	0	16437	2058	112	22	716	275
PIPER PA22	3357	0	189137	21023	1283	183	13238	4548
PIPER PA23	2553	0	292832	40464	1982	172	112033	26232
PIPER PA24	2919	0	241576	23379	2114	178	23905	4322
PIPER PA25	1035	0	218403	41244	0	0	0	0
PIPER PA28	21792	0	2511688	134748	16191	492	359246	39206
PIPER PA30	1117	0	101001	10812	821	93	22760	8563
PIPER PA31	1995	0	476308	64675	1950	57	184146	36275
PIPER PA31T	597	0	90039	15555	529	48	23269	5560
PIPER PA32	4069	0	491664	49371	3294	189	81519	16919
PIPER PA34	1770	0	277856	36898	1483	105	117176	33658
PIPER PA36	329	0	74008	10372	12	25	1126	2393
PIPER PA38	1334	0	223159	35666	1049	95	14947	4086
PIPER PA42	112	0	32234	5136	112	0	12608	3104
PIPER PA44	327	0	138125	37348	319	13	17681	4334
PIPER PA46	231	0	56877	9562	212	18	10110	2459
PROPJT200	37	0	3557	602	24	5	164	46
RAVEN RX6	131	0	2248	285	0	0	0	0
RAVEN S50	11	0	316	129	0	0	0	0
RAVEN S55	618	0	23020	2691	0	0	0	0
RAVEN S60	207	0	10789	1191	31	17	88	47
RAVEN S66	32	0	1314	373	0	0	0	0

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
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MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
RKWELL500	33	0	7690	1883	23	5	1512	656
RKWELL700	24	0	3079	1021	19	4	334	118
RKWELLNA265	295	0	119124	30904	291	9	39459	18183
ROBSINR22	243	0	68130	12978	111	33	3820	1510
ROLSCHLS	101	0	10336	1334	0	0	0	0
RYAN ST3	84	0	3638	714	0	0	0	0
RYAN STA	21	0	620	377	0	0	0	0
SAAB SF340	32	0	6972	1367	32	0	3236	746
SCHLERASK21	33	0	4147	1321	0	0	0	0
SCHLERASW15	37	0	1256	345	0	0	0	0
SCHLERASW19	58	0	3100	589	0	0	0	0
SCHLERASW20	97	0	7482	1592	0	0	0	0
SCHLERK8	20	0	1278	571	0	0	0	0
SCHLERKA6	69	0	3319	644	0	0	0	0
SCWZERG164	180	0	40534	5437	0	0	0	0
SCWZERSG1	603	0	29636	4007	0	0	0	0
SCWZERSG2	299	0	36068	8486	0	0	0	0
SEMCO CLNGER	3	0	7	0	0	0	0	0
SEMCO MODELT	3	0	377	0	3	0	42	0
SKRSKYS55	10	0	362	210	2	3	25	26
SKRSKYS58	40	0	4271	964	35	7	778	727
SKRSKYS58T	24	0	5587	3126	16	6	2720	1546

TABLE 2 - 14

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
SKRSKYS61	8	0	719	0	8	0	38	0
SKRSKYS76	146	0	39972	13265	94	26	10444	6047
SLINDS100	259	0	11607	2346	97	29	391	215
SMITH 600	345	27	36117	7693	350	25	16532	5613
SNIAS 350	244	0	102797	27430	202	37	17247	5921
SNIAS SA341	16	0	1665	1528	16	0	64	1
SOCATAMS894	20	0	1424	387	5	3	49	27
SOCATARALLYE	19	0	1694	224	17	2	139	35
SOCATATB10	52	0	5301	1029	49	7	618	238
SOCATATB20	86	0	11051	2520	72	11	1970	622
SPHRTHCIRRUS	86	0	5937	850	7	4	46	29
SPHRTHNIMBUS	52	0	4165	913	0	0	0	0
SPHRTHVENTUS	50	0	6076	687	0	0	0	0
STNSON10	35	0	1940	366	7	4	24	14
STNSONL5	15	0	549	146	2	2	3	3
STNSONSR9	5	0	139	97	1	1	6	6
STNSONV77	39	0	606	292	6	7	64	78
STOLAMRC3	100	0	3973	1609	3	7	9	23
SUPAC LA	21	0	694	149	0	0	0	0
SUPAC V	8	0	84	5	0	0	0	0
SWRNGNSA226	230	0	199221	18769	230	0	62502	4550
SWRNGNSA227	118	0	126994	22318	118	0	32455	5222

TABLE 2 - 14

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
SWRNGNSA26	94	0	16165	3697	94	0	2271	898
TCRAFK21	20	0	1448	314	3	2	50	35
TCRAFKD	159	0	10721	2464	0	0	0	0
TCRAFTA	17	0	444	150	0	0	0	0
TCRAFTBC	988	0	55633	9147	6	18	9	24
TCRAFTBF	29	0	1512	335	0	0	0	0
TCRAFTBL	91	0	3640	676	2	4	8	14
TEMCO 11A	22	0	690	78	11	3	86	31
TH55	12	0	1393	264	5	2	12	8
THUNDRAX7	57	0	1161	750	0	0	0	0
TMPSONNAVION	472	0	34404	6843	236	56	2980	1230
TRYTEK65	132	0	4917	2094	4	7	1	2
TRYTEKK	3	0	363	0	0	0	0	0
UNIVACGC1	503	0	23794	5283	138	50	1644	747
UNIVAR108	1114	0	55671	7889	332	67	2229	629
UNIVAR415	1047	0	57367	9548	249	74	2241	1085
VARGA 2150	126	0	11228	3500	40	17	482	252
WACO ASO	7	0	350	100	0	0	0	0
WACO GXE	16	0	252	111	0	0	0	0
WACO R	10	0	98	41	1	1	2	3
WACO UPF7	72	0	3256	1149	4	5	2	3
WACO YK	19	0	546	144	0	0	0	0

TABLE 2 - 14

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
WSK M18	45	0	16265	2433	6	5	32	23
WTHRLY201	59	0	11995	1235	9	4	119	55
TOTALS	219822	65	29347992	462833	130557	1396	4477209	143874

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

TABLE 2 - 15

GENERAL AVIATION AVIONICS EQUIPMENT
BY
AIRCRAFT TYPE
1986

AIRCRAFT TYPE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			PRECISION APPROACH EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
FIXED WING												
FIXED WING - PISTON												
1 ENG: 1-3 SEATS												
ESTIMATED POPULATION	34329	26243	11065	28273	28716	5364	58359	14215	9191	8000	378	71311
% STANDARD ERROR	2.8	3.7	6.1	2.8	3.0	9.6	1.5	5.4	6.9	7.5	37.8	1.1
% WITH CAPABILITY	39.4	30.1	12.7	32.5	33.0	6.2	67.0	16.3	10.6	9.2	0.4	81.9
1 ENG: 4+ SEATS												
ESTIMATED POPULATION	46757	79599	87702	3421	106551	56093	14979	91313	85879	78783	621	27674
% STANDARD ERROR	2.5	1.4	1.1	10.0	0.6	2.0	4.4	1.0	1.1	1.3	29.3	3.3
% WITH CAPABILITY	38.5	65.5	72.2	2.8	87.7	46.2	12.3	75.1	70.7	64.8	0.5	22.8
1 ENGINE: TOTAL												
ESTIMATED POPULATION	81086	105841	98768	31694	135268	61457	73337	105528	95070	86783	999	98985
% STANDARD ERROR	1.9	1.4	1.2	2.7	0.8	2.0	1.5	1.1	1.2	1.4	23.1	1.2
% WITH CAPABILITY	38.9	50.7	47.3	15.2	64.8	29.5	35.2	50.6	45.6	41.6	0.5	47.5
2 ENG: 1-6 SEATS												
ESTIMATED POPULATION	5154	14408	16057	243	17985	15760	559	17933	17786	17260	74	554
% STANDARD ERROR	8.3	2.8	2.0	39.2	0.7	2.1	23.2	0.7	0.9	1.3	*	21.4
% WITH CAPABILITY	27.8	77.7	86.6	1.3	97.0	85.0	3.0	96.7	95.9	93.1	0.4	3.0
2 ENG: 7- SEATS												
ESTIMATED POPULATION	1663	7792	7873	481	9142	7983	583	8966	9002	8586	80	644
% STANDARD ERROR	13.9	3.1	3.2	26.4	1.3	2.6	20.6	1.6	1.5	2.1	*	19.7
% WITH CAPABILITY	17.1	80.1	81.0	4.9	94.0	82.1	6.0	92.2	92.6	88.3	0.8	6.6
2 ENGINE: TOTAL												
ESTIMATED POPULATION	6817	22200	23930	724	27127	23743	1142	26899	26788	25846	154	1198
% STANDARD ERROR	7.1	2.1	1.7	21.9	0.7	1.7	15.5	0.7	0.8	1.1	46.2	14.5
% WITH CAPABILITY	24.1	78.5	84.7	2.6	96.0	84.0	4.0	95.2	94.8	91.4	0.5	4.2
PISTON: OTHER												
ESTIMATED POPULATION	72	211	190	53	258	178	78	242	203	218	0	94
% STANDARD ERROR	46.9	17.1	18.8	35.3	7.8	14.6	25.7	8.2	13.4	11.6	0.0	21.1
% WITH CAPABILITY	21.4	62.8	56.6	15.8	76.8	53.1	23.2	71.9	60.4	64.9	0.0	28.1
PISTON: TOTAL												
ESTIMATED POPULATION	87975	128252	122888	32472	162652	85379	74557	132669	122061	112847	1152	100277
% STANDARD ERROR	1.8	1.2	1.0	2.7	0.7	1.5	1.5	0.9	1.0	1.1	21.0	1.2
% WITH CAPABILITY	37.1	54.1	51.8	13.7	68.6	36.0	31.4	55.9	51.5	47.6	0.5	42.3

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 15

GENERAL AVIATION AVIONICS EQUIPMENT
BY
AIRCRAFT TYPE
1986

AIRCRAFT TYPE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			PRECISION APPROACH EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
FIXED WING - TURBOPROP												
2 ENG: 1-12 SEATS												
ESTIMATED POPULATION	723	4684	4463	3	5079	4731	55	5047	5106	5018	94	28
% STANDARD ERROR	20.7	2.4	2.9	*	0.9	2.5	*	0.9	0.3	1.1	49.4	*
% WITH CAPABILITY	14.1	91.2	86.9	0.1	98.9	92.1	1.1	98.3	99.5	97.7	1.8	0.5
2 ENG: 13+ SEATS												
ESTIMATED POPULATION	93	1119	1157	10	1186	1110	10	1178	1178	1145	83	18
% STANDARD ERROR	*	3.8	1.6	*	0.9	3.9	*	1.7	1.7	3.0	47.8	*
% WITH CAPABILITY	7.7	93.5	96.7	0.8	99.2	92.8	0.8	98.5	98.5	95.8	7.0	1.5
2 ENGINE: TOTAL												
ESTIMATED POPULATION	816	5803	5619	13	6265	5840	65	6225	6284	6163	177	46
% STANDARD ERROR	19.3	2.1	2.3	*	0.8	2.1	*	0.8	0.4	1.0	34.5	*
% WITH CAPABILITY	12.9	91.7	88.8	0.2	99.0	92.3	1.0	98.3	99.3	97.4	2.8	0.7
TURBOPROP: OTHER												
ESTIMATED POPULATION	87	193	87	22	222	139	80	222	219	222	0	80
% STANDARD ERROR	49.3	23.6	40.2	*	0.0	30.5	0.0	0.0	5.7	0.0	0.0	0.0
% WITH CAPABILITY	28.9	63.9	28.9	7.2	73.5	45.9	26.5	73.5	72.6	73.5	0.0	26.5
TURBOPROP: TOTAL												
ESTIMATED POPULATION	903	5996	5707	34	6487	5979	145	6447	6504	6385	177	126
% STANDARD ERROR	18.1	2.2	2.4	*	0.7	2.2	33.0	0.7	0.4	1.0	34.5	21.0
% WITH CAPABILITY	13.6	90.4	86.0	0.5	97.8	90.2	2.2	97.2	98.1	96.3	2.7	1.9
FIXED WING - TURBOJET												
2 ENGINE TURBOJET												
ESTIMATED POPULATION	394	4182	4007	18	4186	4069	103	4266	4239	4161	100	17
% STANDARD ERROR	23.0	1.1	1.8	*	0.8	1.4	34.2	0.4	0.6	1.3	43.3	*
% WITH CAPABILITY	9.2	97.5	93.4	0.4	97.6	94.9	2.4	99.5	98.8	97.0	2.3	0.4
TURBOJET: OTHER												
ESTIMATED POPULATION	38	526	496	111	561	531	111	559	519	538	13	113
% STANDARD ERROR	*	13.3	15.1	*	11.5	12.5	*	11.4	13.3	13.0	*	*
% WITH CAPABILITY	5.7	78.3	73.9	16.5	83.5	79.1	16.5	83.2	77.2	80.0	1.9	16.8
TURBOJET: TOTAL												
ESTIMATED POPULATION	432	4708	4504	129	4748	4601	213	4825	4758	4698	113	131
% STANDARD ERROR	22.6	1.8	2.3	*	1.5	1.9	34.5	1.4	1.6	1.9	39.5	50.0
% WITH CAPABILITY	8.7	94.9	90.8	2.6	95.7	92.7	4.3	97.3	95.9	94.7	2.3	2.6

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 15

GENERAL AVIATION AVIONICS EQUIPMENT
BY
AIRCRAFT TYPE
1986

AIRCRAFT TYPE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			PRECISION APPROACH EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
FIXED WING: TOTAL												
ESTIMATED POPULATION	89310	138956	133098	32635	173887	95958	74916	143941	133322	123930	1443	100533
% STANDARD ERROR	1.8	1.1	1.0	2.7	0.6	1.4	1.5	0.9	0.9	1.0	17.6	1.2
% WITH CAPABILITY	35.9	55.8	53.5	13.1	69.9	38.6	30.1	57.9	53.6	49.8	0.6	40.4
ROTORCRAFT												
PISTON												
ESTIMATED POPULATION	1468	1414	276	2694	1179	268	4387	63	46	29	23	5466
% STANDARD ERROR	10.7	11.7	32.8	6.2	11.7	34.4	3.1	*	*	*	*	0.9
% WITH CAPABILITY	26.4	25.4	5.0	48.4	21.2	4.8	78.8	1.1	0.8	0.5	0.4	98.2
TURBINE												
ESTIMATED POPULATION	949	3889	2466	64	4099	2237	759	2009	1547	1697	50	2819
% STANDARD ERROR	15.5	3.8	7.4	43.7	3.5	8.3	18.9	8.7	10.1	9.6	*	6.2
% WITH CAPABILITY	19.5	80.1	50.8	1.3	84.4	46.0	15.6	41.4	31.8	34.9	1.0	58.0
ROTORCRAFT: TOTAL												
ESTIMATED POPULATION	2417	5304	2743	2757	5278	2505	5146	2072	1593	1726	73	8285
% STANDARD ERROR	8.9	4.2	7.5	6.1	3.8	8.3	3.9	8.6	10.1	9.6	*	2.2
% WITH CAPABILITY	23.2	50.9	26.3	26.5	50.6	24.0	49.4	19.9	15.3	16.6	0.7	79.5
OTHER												
ESTIMATED POPULATION	2547	2284	372	4514	458	271	8851	54	37	147	123	9046
% STANDARD ERROR	7.6	9.5	29.4	5.2	25.1	36.5	1.3	42.3	*	*	38.8	1.2
% WITH CAPABILITY	27.4	24.5	4.0	48.5	4.9	2.9	95.1	0.6	0.4	1.6	1.3	97.2
TOTAL												
ESTIMATED POPULATION	94274	146544	136213	39907	179623	98734	88913	146067	134952	125804	1639	117864
% STANDARD ERROR	1.7	1.1	1.0	2.3	0.6	1.4	1.3	0.8	0.9	1.0	16.1	1.0
% WITH CAPABILITY	35.1	54.6	50.7	14.9	66.9	36.8	33.1	54.4	50.3	46.8	0.6	43.9

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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

TABLE 2 - 15

GENERAL AVIATION AVIONICS EQUIPMENT
BY
AIRCRAFT TYPE
1986

AIRCRAFT TYPE	VOR NAVIGATION EQUIPMENT						LONG RANGE NAV EQUIP			OTHER NAVIGATION EQUIP		
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHR LRNAV	RADAR ALTIM	WEATHER RADAR	NO NAV EQ
FIXED WING												
FIXED WING - PISTON												
1 ENG: 1-3 SEATS												
ESTIMATED POPULATION	27492	24468	11578	9538	2614	600	5416	79	93	158	196	36459
% STANDARD ERROR	3.3	3.7	5.8	6.8	13.8	31.9	9.6	*	*	49.4	*	2.1
% WITH CAPABILITY	31.6	28.1	13.3	11.0	3.0	0.7	6.2	0.1	0.1	0.2	0.2	41.9
1 ENG: 4+ SEATS												
ESTIMATED POPULATION	40251	84841	93671	85724	51928	14633	24530	153	301	3495	3721	3610
% STANDARD ERROR	2.9	1.3	1.0	1.2	2.1	5.2	4.0	*	40.3	11.6	11.0	9.1
% WITH CAPABILITY	33.1	69.8	77.1	70.5	42.7	12.0	20.2	0.1	0.2	2.9	3.1	3.0
1 ENGINE: TOTAL												
ESTIMATED POPULATION	67744	109309	105249	95261	54542	15233	29946	232	393	3653	3917	40069
% STANDARD ERROR	2.2	1.3	1.1	1.3	2.1	5.1	3.7	47.1	34.8	11.3	10.7	2.1
% WITH CAPABILITY	32.5	52.4	50.5	45.7	26.1	7.3	14.4	0.1	0.2	1.8	1.9	19.2
2 ENG: 1-6 SEATS												
ESTIMATED POPULATION	3719	15610	17579	17342	15894	6955	5041	10	84	4237	6621	309
% STANDARD ERROR	10.3	2.2	1.0	1.3	2.0	6.4	8.5	*	*	8.8	5.9	31.8
% WITH CAPABILITY	20.1	84.2	94.8	93.5	85.7	37.5	27.2	0.1	0.5	22.8	35.7	1.7
2 ENG: 7+ SEATS												
ESTIMATED POPULATION	1751	7904	8867	8722	8334	4520	2603	68	125	3140	4880	498
% STANDARD ERROR	13.9	2.9	1.7	1.6	1.8	6.1	10.8	48.8	46.0	7.3	5.2	23.8
% WITH CAPABILITY	18.0	81.3	91.2	89.7	85.7	46.5	26.8	0.7	1.3	32.3	50.2	5.1
2 ENGINE: TOTAL												
ESTIMATED POPULATION	5470	23514	26446	26065	24229	11474	7645	78	209	7376	11501	807
% STANDARD ERROR	8.3	1.7	0.9	1.0	1.5	4.5	6.7	45.3	39.4	5.9	4.0	19.1
% WITH CAPABILITY	19.3	83.2	93.6	92.2	85.7	40.6	27.0	0.3	0.7	26.1	40.7	2.9
PISTON: OTHER												
ESTIMATED POPULATION	55	270	237	215	154	68	203	47	0	119	76	53
% STANDARD ERROR	*	7.3	8.3	12.7	14.3	49.6	9.0	*	0.0	16.1	47.1	35.3
% WITH CAPABILITY	16.5	80.5	70.7	64.1	45.8	20.3	60.6	13.8	0.0	35.3	22.5	15.8
PISTON: TOTAL												
ESTIMATED POPULATION	73269	133094	131933	121542	78925	26776	37794	356	603	11148	15494	40929
% STANDARD ERROR	2.1	1.1	0.9	1.0	1.5	3.5	3.3	33.4	26.5	5.4	4.1	2.1
% WITH CAPABILITY	30.9	56.1	55.6	51.2	33.3	11.3	15.9	0.2	0.3	4.7	6.5	17.3

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 15

GENERAL AVIATION AVIONICS EQUIPMENT
BY
AIRCRAFT TYPE
1986

AIRCRAFT TYPE	VOR NAVIGATION EQUIPMENT						LONG RANGE NAV EQUIP			OTHER NAVIGATION EQUIP		
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHR LRNAV	RADAR ALTIM	WEATHER RADAR	NO NAV EQ
FIXED WING - TURBOPROP												
2 ENG: 1-12 SEATS												
ESTIMATED POPULATION	757	4658	5006	5063	5122	3880	1607	701	189	4462	4599	0
% STANDARD ERROR	19.3	2.4	1.2	0.8	0.2	4.2	11.2	15.7	34.1	2.8	2.4	0.0
% WITH CAPABILITY	14.7	90.7	97.5	98.6	99.8	75.6	31.3	13.7	3.7	86.9	89.6	0.0
2 ENG: 13+ SEATS												
ESTIMATED POPULATION	57	1142	1180	1184	1176	329	93	117	29	464	987	10
% STANDARD ERROR	*	2.5	1.1	1.0	1.7	19.3	37.0	17.8	*	13.6	6.5	*
% WITH CAPABILITY	4.8	95.5	98.7	99.0	98.3	27.5	7.8	9.8	2.4	38.8	82.5	0.8
2 ENGINE: TOTAL												
ESTIMATED POPULATION	814	5800	6186	6247	6298	4209	1699	818	218	4926	5586	10
% STANDARD ERROR	18.3	2.0	1.0	0.7	0.4	4.2	10.7	13.7	31.1	2.8	2.3	*
% WITH CAPABILITY	12.9	91.6	97.7	98.7	99.5	66.5	26.8	12.9	3.4	77.8	88.2	0.2
TURBOPROP: OTHER												
ESTIMATED POPULATION	0	246	219	222	219	4	15	20	19	158	129	56
% STANDARD ERROR	0.0	6.8	5.7	0.0	5.7	*	*	*	*	13.1	31.0	29.7
% WITH CAPABILITY	0.0	81.4	72.6	73.5	72.6	1.3	5.1	6.8	6.3	52.2	42.8	18.6
TURBOPROP: TOTAL												
ESTIMATED POPULATION	814	6046	6405	6469	6517	4213	1715	839	237	5084	5715	66
% STANDARD ERROR	18.3	2.0	1.0	0.7	0.4	4.2	10.7	13.9	31.4	2.8	2.3	29.9
% WITH CAPABILITY	12.3	91.2	96.6	97.5	98.3	63.5	25.9	12.6	3.6	76.7	86.2	1.0
FIXED WING - TURBOJET												
2 ENGINE TURBOJET												
ESTIMATED POPULATION	394	4035	4167	4222	4215	2291	920	2337	667	4086	3850	3
% STANDARD ERROR	20.8	1.7	1.2	0.8	0.7	5.7	14.1	5.9	12.4	1.4	2.6	*
% WITH CAPABILITY	9.2	94.1	97.2	98.4	98.3	53.4	21.4	54.5	15.5	95.3	89.8	0.1
TURBOJET: OTHER												
ESTIMATED POPULATION	26	511	519	515	493	200	20	245	193	282	281	113
% STANDARD ERROR	*	13.5	13.7	14.3	14.1	19.2	*	21.3	22.8	18.4	18.1	*
% WITH CAPABILITY	3.9	76.0	77.2	76.6	73.3	29.8	3.0	36.4	28.7	42.0	41.9	16.8
TURBOJET: TOTAL												
ESTIMATED POPULATION	420	4545	4686	4737	4708	2491	940	2582	860	4369	4132	116
% STANDARD ERROR	20.9	2.1	1.8	1.7	1.6	5.4	13.9	5.7	10.9	1.7	2.7	*
% WITH CAPABILITY	8.5	91.6	94.5	95.5	94.9	50.2	19.0	52.0	17.3	88.1	83.3	2.3

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 15

GENERAL AVIATION AVIONICS EQUIPMENT
BY
AIRCRAFT TYPE
1986

AIRCRAFT TYPE	VOR NAVIGATION EQUIPMENT						LONG RANGE NAV EQUIP			OTHER NAVIGATION EQUIP		
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHR LRNAV	RADAR ALTIM	WEATHER RADAR	NO NAV EQ
FIXED WING: TOTAL												
ESTIMATED POPULATION	74503	143684	143024	132747	90150	33480	40449	3777	1700	20600	25341	41111
% STANDARD ERROR	2.1	1.0	0.8	0.9	1.3	2.9	3.1	5.9	11.8	3.0	2.6	2.1
% WITH CAPABILITY	29.9	57.8	57.5	53.4	36.2	13.5	16.3	1.5	0.7	8.3	10.2	16.5
ROTORCRAFT												
PISTON												
ESTIMATED POPULATION	415	217	32	210	15	23	227	6	6	15	22	4627
% STANDARD ERROR	22.6	30.7	*	29.8	*	*	30.2	*	*	*	*	2.6
% WITH CAPABILITY	7.5	3.9	0.6	3.8	0.3	0.4	4.1	0.1	0.1	0.3	0.4	83.1
TURBINE												
ESTIMATED POPULATION	1293	2316	1664	3346	1807	1079	2484	59	21	1223	613	378
% STANDARD ERROR	13.4	7.9	9.7	5.2	9.3	13.6	7.3	*	*	10.3	13.5	24.0
% WITH CAPABILITY	26.6	47.7	34.3	68.9	37.2	22.2	51.1	1.2	0.4	25.2	12.6	7.8
ROTORCRAFT: TOTAL												
ESTIMATED POPULATION	1708	2533	1696	3556	1822	1102	2711	65	27	1238	635	5005
% STANDARD ERROR	11.6	7.7	9.6	5.2	9.3	13.5	7.2	*	*	10.3	13.8	3.0
% WITH CAPABILITY	16.4	24.3	16.3	34.1	17.5	10.6	26.0	0.6	0.3	11.9	6.1	48.0
OTHER												
ESTIMATED POPULATION	191	287	114	48	39	32	89	25	29	25	101	8806
% STANDARD ERROR	36.5	32.4	*	46.5	49.1	47.8	48.3	*	48.8	*	42.6	1.3
% WITH CAPABILITY	2.1	3.1	1.2	0.5	0.4	0.3	1.0	0.3	0.3	0.3	1.1	94.6
TOTAL												
ESTIMATED POPULATION	76402	146504	144834	136350	92011	34614	43249	3866	1756	21863	26077	54922
% STANDARD ERROR	2.0	1.0	0.8	0.9	1.3	2.8	2.9	5.8	11.5	2.9	2.5	1.6
% WITH CAPABILITY	28.5	54.6	53.9	50.8	34.3	12.9	16.1	1.4	0.7	8.1	9.7	20.5

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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

TABLE 2 - 15

GENERAL AVIATION AVIONICS EQUIPMENT
BY
AIRCRAFT TYPE
1986

AIRCRAFT TYPE	GUIDANCE AND CONTROL EQUIPMENT								
	FLIGHT DIRECT	HSI	EFIS	FLTMGT COMPTR	1 AXIS AUTPLT	2 AXIS AUTPLT	3 AXIS AUTPLT	AUTO LAND	NO EQUIP
1 ENG: 1-3 SEATS									
ESTIMATED POPULATION	975	3566	142	33	976	623	138	194	81688
% STANDARD ERROR	23.8	12.5	*	*	23.5	30.6	*	*	0.7
% WITH CAPABILITY	1.1	4.1	0.2	0.0	1.1	0.7	0.2	0.2	93.8
1 ENG: 4+ SEATS									
ESTIMATED POPULATION	8548	21054	1401	885	12857	28074	15995	691	57541
% STANDARD ERROR	6.8	4.3	18.9	23.5	5.7	3.4	4.5	27.6	1.8
% WITH CAPABILITY	7.0	17.3	1.2	0.7	10.6	23.1	13.2	0.6	47.3
1 ENGINE: TOTAL									
ESTIMATED POPULATION	9522	24620	1543	918	13833	28697	16133	885	139229
% STANDARD ERROR	6.6	4.1	18.1	23.0	5.6	3.4	4.5	24.2	0.8
% WITH CAPABILITY	4.6	11.8	0.7	0.4	6.6	13.8	7.7	0.4	66.7
2 ENG: 1-6 SEATS									
ESTIMATED POPULATION	5407	9270	330	343	1119	1721	13147	280	1674
% STANDARD ERROR	7.0	4.7	38.1	36.2	20.4	16.4	3.1	44.3	14.6
% WITH CAPABILITY	29.2	50.0	1.8	1.8	6.0	9.3	70.9	1.5	9.0
2 ENG: 7+ SEATS									
ESTIMATED POPULATION	3993	5544	194	415	176	190	7049	162	1618
% STANDARD ERROR	6.3	4.6	46.4	31.1	46.9	48.3	2.9	49.6	9.4
% WITH CAPABILITY	41.1	57.0	2.0	4.3	1.8	2.0	72.5	1.7	16.6
2 ENGINE: TOTAL									
ESTIMATED POPULATION	9400	14814	524	757	1295	1911	20197	443	3292
% STANDARD ERROR	4.8	3.4	29.5	23.6	18.7	15.5	2.3	33.4	8.7
% WITH CAPABILITY	33.3	52.4	1.9	2.7	4.6	6.8	71.4	1.6	11.6
PISTON: OTHER									
ESTIMATED POPULATION	43	43	0	43	0	9	52	0	275
% STANDARD ERROR	*	*	0.0	*	0.0	*	*	0.0	11.8
% WITH CAPABILITY	12.8	12.8	0.0	12.8	0.0	2.6	15.6	0.0	81.8
PISTON: TOTAL									
ESTIMATED POPULATION	18965	39476	2067	1718	15128	30617	36381	1328	142796
% STANDARD ERROR	4.1	2.8	15.4	16.2	5.3	3.4	2.3	19.6	0.8
% WITH CAPABILITY	8.0	16.6	0.9	0.7	6.4	12.9	15.3	0.6	60.2

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 15

GENERAL AVIATION AVIONICS EQUIPMENT
BY
AIRCRAFT TYPE
1986

AIRCRAFT TYPE	GUIDANCE AND CONTROL EQUIPMENT								
	FLIGHT DIRECT	HSI	EFIS	FLTMGT COMPTR	1 AXIS AUTPLT	2 AXIS AUTPLT	3 AXIS AUTPLT	AUTO LAND	NO EQUIP
2 ENG: 1-12 SEATS									
ESTIMATED POPULATION	4415	4723	168	255	0	77	4748	93	53
% STANDARD ERROR	2.8	2.3	37.1	27.0	0.0	49.1	1.7	45.3	34.2
% WITH CAPABILITY	86.0	92.0	3.3	5.0	0.0	1.5	92.5	1.8	1.0
2 ENG: 13+ SEATS									
ESTIMATED POPULATION	665	1009	81	45	0	0	384	28	96
% STANDARD ERROR	9.3	6.4	15.6	18.2	0.0	0.0	14.6	*	*
% WITH CAPABILITY	55.6	84.3	6.8	3.8	0.0	0.0	32.1	2.3	8.0
2 ENGINE: TOTAL									
ESTIMATED POPULATION	5080	5732	249	300	0	77	5132	121	149
% STANDARD ERROR	2.7	2.2	25.6	23.1	0.0	49.1	1.9	37.3	34.5
% WITH CAPABILITY	80.2	90.5	3.9	4.7	0.0	1.2	81.1	1.9	2.4
TURBOPROP: OTHER									
ESTIMATED POPULATION	178	219	1	83	0	51	141	0	83
% STANDARD ERROR	23.4	5.7	*	*	0.0	43.3	30.4	0.0	15.1
% WITH CAPABILITY	58.8	72.6	0.4	27.6	0.0	16.8	46.6	0.0	27.4
TURBOPROP: TOTAL									
ESTIMATED POPULATION	5257	5951	250	383	0	128	5273	121	232
% STANDARD ERROR	2.7	2.1	25.6	21.2	0.0	34.3	2.1	37.3	22.9
% WITH CAPABILITY	79.3	89.7	3.8	5.8	0.0	1.9	79.5	1.8	3.5
2 ENGINE TURBOJET									
ESTIMATED POPULATION	4163	4164	468	665	88	46	4003	69	10
% STANDARD ERROR	1.1	1.1	17.5	15.1	43.2	49.8	1.8	47.0	*
% WITH CAPABILITY	97.1	97.1	10.9	15.5	2.1	1.1	93.3	1.6	0.2
TURBOJET: OTHER									
ESTIMATED POPULATION	314	482	75	90	0	18	264	33	151
% STANDARD ERROR	16.9	15.4	38.0	34.8	0.0	*	20.7	46.5	48.2
% WITH CAPABILITY	46.7	71.7	11.1	13.4	0.0	2.7	39.3	5.0	22.5
TURBOJET: TOTAL									
ESTIMATED POPULATION	4477	4646	542	755	88	64	4267	102	161
% STANDARD ERROR	1.5	1.9	16.0	13.9	43.2	42.5	2.1	35.1	46.1
% WITH CAPABILITY	90.2	93.6	10.9	15.2	1.8	1.3	86.0	2.1	3.3

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 15

GENERAL AVIATION AVIONICS EQUIPMENT
BY
AIRCRAFT TYPE
1986

AIRCRAFT TYPE	GUIDANCE AND CONTROL EQUIPMENT								
	FLIGHT DIRECT	HSI	EFIS	FLTMGT COMPTR	1 AXIS AUTPLT	2 AXIS AUTPLT	3 AXIS AUTPLT	AUTO LAND	NO EQUIP
FIXED WING: TOTAL									
ESTIMATED POPULATION	28700	50073	2859	2857	15216	30809	45921	1551	143190
% STANDARD ERROR	2.8	2.3	11.8	10.8	5.3	3.3	1.9	17.2	0.8
% WITH CAPABILITY	11.5	20.1	1.1	1.1	6.1	12.4	18.5	0.6	57.6
PISTON									
ESTIMATED POPULATION	12	55	6	6	0	2	0	22	5489
% STANDARD ERROR	*	*	*	*	0.0	*	0.0	*	0.9
% WITH CAPABILITY	0.2	1.0	0.1	0.1	0.0	0.0	0.0	0.4	98.6
TURBINE									
ESTIMATED POPULATION	851	1493	109	69	37	74	707	101	3019
% STANDARD ERROR	14.4	10.6	30.7	46.5	*	40.6	16.1	*	5.6
% WITH CAPABILITY	17.5	30.7	2.3	1.4	0.8	1.5	14.6	2.1	62.2
ROTORCRAFT: TOTAL									
ESTIMATED POPULATION	863	1548	115	75	37	77	707	123	8509
% STANDARD ERROR	14.4	10.5	32.1	47.6	*	40.2	16.1	*	2.1
% WITH CAPABILITY	8.3	14.8	1.1	0.7	0.4	0.7	6.8	1.2	81.6
OTHER									
ESTIMATED POPULATION	47	86	56	60	0	11	0	56	9115
% STANDARD ERROR	*	*	*	*	0.0	*	0.0	*	0.8
% WITH CAPABILITY	0.5	0.9	0.6	0.6	0.0	0.1	0.0	0.6	97.9
TOTAL									
ESTIMATED POPULATION	29611	51707	3031	2992	15253	30896	46628	1730	160814
% STANDARD ERROR	2.7	2.2	11.2	10.4	5.3	3.3	1.9	16.0	0.8
% WITH CAPABILITY	11.0	19.3	1.1	1.1	5.7	11.5	17.4	0.6	59.9

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1986

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			PRECISION APPROACH EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
ALABAMA												
ESTIMATED POPULATION	1156	1664	1828	327	2306	1221	791	1933	1753	1587	4	1155
% STANDARD ERROR	22.0	16.3	16.0	33.0	14.5	18.5	23.9	15.4	16.2	16.9	*	20.9
% WITH CAPABILITY	37.3	53.7	59.0	10.6	74.5	39.4	25.5	62.4	56.6	51.2	0.1	37.3
ALASKA												
ESTIMATED POPULATION	4431	3584	2613	963	3847	1153	5067	2944	2227	2116	0	5754
% STANDARD ERROR	9.6	11.0	13.0	20.1	10.8	20.0	8.7	12.1	13.6	14.0	0.0	8.3
% WITH CAPABILITY	49.7	40.2	29.3	10.8	43.2	12.9	56.8	33.0	25.0	23.7	0.0	64.6
ARIZONA												
ESTIMATED POPULATION	2460	3735	3396	898	4747	2418	2218	3276	3184	2880	78	3484
% STANDARD ERROR	14.3	11.2	11.8	21.5	10.0	13.6	14.0	12.0	12.2	12.7	*	11.6
% WITH CAPABILITY	35.3	53.6	48.8	12.9	68.2	34.7	31.8	47.0	45.7	41.3	1.1	50.0
ARKANSAS												
ESTIMATED POPULATION	875	1277	1381	707	1668	798	1145	1450	1288	1260	5	1330
% STANDARD ERROR	24.3	20.0	19.1	25.9	17.3	24.7	21.0	18.6	19.4	19.7	*	19.5
% WITH CAPABILITY	31.1	45.4	49.1	25.1	59.3	28.3	40.7	51.6	45.8	44.8	0.2	47.3
CALIFORNIA												
ESTIMATED POPULATION	12586	21164	19049	3787	25869	16123	9620	20682	19329	18160	87	13961
% STANDARD ERROR	6.0	4.6	4.8	10.1	4.1	5.2	6.4	4.6	4.8	4.9	*	5.4
% WITH CAPABILITY	35.5	59.6	53.7	10.7	72.9	45.4	27.1	58.3	54.5	51.2	0.2	39.3
COLORADO												
ESTIMATED POPULATION	1489	2823	2510	790	3412	1824	1637	2564	2415	2275	15	2438
% STANDARD ERROR	18.8	12.9	13.6	23.8	11.9	16.1	17.1	13.6	14.1	14.5	*	14.1
% WITH CAPABILITY	29.5	55.9	49.7	15.6	67.6	36.1	32.4	50.8	47.8	45.1	0.3	48.3
CONNECTICUT												
ESTIMATED POPULATION	655	1180	1144	397	1379	950	808	1202	1122	1123	7	983
% STANDARD ERROR	27.4	20.5	20.8	35.6	19.0	22.5	24.6	20.2	21.0	21.0	*	22.6
% WITH CAPABILITY	30.0	53.9	52.3	18.1	63.0	43.4	37.0	55.0	51.3	51.4	0.3	44.9
DELAWARE												
ESTIMATED POPULATION	302	627	665	118	823	573	214	711	702	681	0	326
% STANDARD ERROR	42.0	26.2	26.1	*	23.6	27.2	45.3	25.1	25.2	25.6	0.0	38.0
% WITH CAPABILITY	29.1	60.4	64.1	11.3	79.4	55.3	20.6	68.6	67.7	65.7	0.0	31.4

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1986

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			PRECISION APPROACH EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
D.C.												
ESTIMATED POPULATION	5	14	14	0	19	14	0	14	14	14	0	5
% STANDARD ERROR	*	*	*	0.0	*	*	0.0	*	*	*	0.0	*
% WITH CAPABILITY	26.6	73.4	73.4	0.0	100.0	73.4	0.0	73.4	73.4	73.4	0.0	26.6
FLORIDA												
ESTIMATED POPULATION	5259	9535	8951	1585	11545	7727	3733	9529	9022	8225	110	5521
% STANDARD ERROR	9.5	6.9	7.2	17.5	6.3	7.7	10.8	6.9	7.1	7.4	*	9.2
% WITH CAPABILITY	34.4	62.4	58.6	10.4	75.6	50.6	24.4	62.4	59.0	53.8	0.7	36.1
GEORGIA												
ESTIMATED POPULATION	1472	2844	2184	907	3748	1964	1431	2828	2118	2172	0	2300
% STANDARD ERROR	19.3	12.9	14.9	22.2	11.7	15.4	17.3	13.2	14.8	14.7	0.0	14.5
% WITH CAPABILITY	28.4	54.9	42.2	17.5	72.4	37.9	27.6	54.6	40.9	41.9	0.0	44.4
HAWAII												
ESTIMATED POPULATION	204	253	132	45	329	74	158	189	169	170	2	292
% STANDARD ERROR	46.1	39.9	*	*	35.6	*	49.5	48.2	*	*	*	36.4
% WITH CAPABILITY	41.8	52.0	27.2	9.3	67.5	15.1	32.5	38.9	34.6	34.8	0.4	59.9
IDAHO												
ESTIMATED POPULATION	939	1447	1164	385	1613	912	1091	1318	1220	968	76	1294
% STANDARD ERROR	22.6	18.3	20.6	35.7	17.5	23.2	20.7	19.3	20.2	22.3	*	19.1
% WITH CAPABILITY	34.7	53.5	43.1	14.3	59.7	33.7	40.3	48.7	45.1	35.8	2.8	47.8
ILLINOIS												
ESTIMATED POPULATION	3063	5080	4465	1548	5894	3297	3161	5137	4852	4564	78	3813
% STANDARD ERROR	12.6	9.9	10.4	16.4	9.2	12.0	12.1	9.8	10.0	10.3	*	11.1
% WITH CAPABILITY	33.8	56.1	49.3	17.1	65.1	36.4	34.9	56.7	53.6	50.4	0.9	42.1
INDIANA												
ESTIMATED POPULATION	1598	2707	2566	743	3125	1817	1732	2729	2487	2210	95	2005
% STANDARD ERROR	18.3	13.8	14.2	22.9	12.8	16.7	16.9	13.7	14.3	15.2	*	15.7
% WITH CAPABILITY	32.9	55.7	52.8	15.3	64.3	37.4	35.7	56.2	51.2	45.5	2.0	41.3
IOWA												
ESTIMATED POPULATION	1100	1600	1492	797	1936	869	1399	1677	1455	1385	9	1656
% STANDARD ERROR	21.6	17.8	18.7	23.4	16.4	23.4	17.8	17.6	18.8	19.3	*	16.6
% WITH CAPABILITY	33.0	48.0	44.7	23.9	58.0	26.1	42.0	50.3	43.6	41.5	0.3	49.7

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1986

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			PRECISION APPROACH EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
KANSAS												
ESTIMATED POPULATION	1681	2251	2313	983	3059	1421	1534	2232	2121	2042	18	2200
% STANDARD ERROR	17.5	15.0	14.6	21.7	13.1	18.3	17.0	14.9	15.1	15.5	*	15.1
% WITH CAPABILITY	36.6	49.0	50.4	21.4	66.6	30.9	33.4	48.6	46.2	44.5	0.4	47.9
KENTUCKY												
ESTIMATED POPULATION	976	1113	1002	200	1580	813	542	1188	1120	1047	62	872
% STANDARD ERROR	23.8	20.4	22.3	43.6	17.8	23.5	28.8	20.4	20.9	21.6	*	23.6
% WITH CAPABILITY	46.0	52.4	47.2	9.4	74.4	38.3	25.6	56.0	52.7	49.3	2.9	41.1
LOUISIANA												
ESTIMATED POPULATION	897	2562	1968	803	2538	1269	1636	2146	2019	1835	6	1971
% STANDARD ERROR	24.3	13.1	15.1	24.4	13.4	19.3	17.1	14.9	15.6	16.2	*	15.1
% WITH CAPABILITY	21.5	61.4	47.2	19.2	60.8	30.4	39.2	51.4	48.4	44.0	0.1	47.2
MAINE												
ESTIMATED POPULATION	559	622	448	243	804	349	589	547	477	373	0	787
% STANDARD ERROR	30.4	29.3	33.3	40.9	26.1	39.4	27.6	31.0	33.5	37.5	0.0	24.8
% WITH CAPABILITY	40.2	44.6	32.2	17.4	57.7	25.1	42.3	39.3	34.2	26.7	0.0	56.5
MARYLAND												
ESTIMATED POPULATION	1362	1728	1909	445	2291	1463	1118	1891	1817	1782	4	1472
% STANDARD ERROR	19.6	17.0	16.1	31.4	14.8	18.7	21.1	16.1	16.5	16.6	*	18.7
% WITH CAPABILITY	39.9	50.7	56.0	13.0	67.2	42.9	32.8	55.5	53.3	52.3	0.1	43.2
MASSACHUSETTS												
ESTIMATED POPULATION	1123	2062	1811	615	2518	1270	1175	2109	1916	1713	53	1564
% STANDARD ERROR	21.0	15.6	16.5	28.1	14.1	19.4	20.2	15.5	16.2	17.0	*	17.5
% WITH CAPABILITY	30.4	55.8	49.0	16.6	68.2	34.4	31.8	57.1	51.9	46.4	1.4	42.3
MICHIGAN												
ESTIMATED POPULATION	3342	4478	4645	1018	5104	2490	3335	4518	4303	4136	92	3822
% STANDARD ERROR	12.5	10.4	10.3	20.1	9.8	13.6	11.9	10.4	10.6	10.7	*	11.2
% WITH CAPABILITY	39.6	53.1	55.0	12.1	60.5	29.5	39.5	53.5	51.0	49.0	1.1	45.3
MINNESOTA												
ESTIMATED POPULATION	2458	2260	2122	1211	2953	1061	2708	2344	1968	1956	62	3254
% STANDARD ERROR	14.0	14.6	15.1	18.1	13.0	21.1	12.5	14.6	15.7	15.8	*	11.5
% WITH CAPABILITY	43.4	39.9	37.5	21.4	52.2	18.7	47.8	41.4	34.8	34.5	1.1	57.5

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1986

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			PRECISION APPROACH EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
MISSISSIPPI												
ESTIMATED POPULATION	824	868	797	543	1311	407	835	1038	911	846	61	1033
% STANDARD ERROR	25.0	24.1	24.9	29.3	20.0	34.5	23.7	22.4	23.9	25.0	*	21.4
% WITH CAPABILITY	38.4	40.5	37.1	25.3	61.1	19.0	38.9	48.4	42.4	39.4	2.8	48.2
MISSOURI												
ESTIMATED POPULATION	1853	2443	2453	848	3410	1485	1509	2384	2293	1885	32	2459
% STANDARD ERROR	16.6	14.6	14.5	23.2	12.5	18.8	17.1	14.9	15.2	16.5	*	14.1
% WITH CAPABILITY	37.7	49.7	49.9	17.2	69.3	30.2	30.7	48.5	46.6	38.3	0.7	50.0
MONTANA												
ESTIMATED POPULATION	1342	994	851	441	1522	475	1098	982	793	741	11	1604
% STANDARD ERROR	20.1	22.9	24.8	30.6	18.7	32.8	20.8	23.2	25.4	26.0	*	17.6
% WITH CAPABILITY	51.2	38.0	32.5	16.8	58.1	18.1	41.9	37.5	30.3	28.3	0.4	61.2
NEBRASKA												
ESTIMATED POPULATION	992	952	1014	695	1289	553	1253	999	816	798	30	1511
% STANDARD ERROR	22.4	22.2	21.7	26.0	19.5	29.1	19.3	21.8	24.0	24.2	*	17.8
% WITH CAPABILITY	39.0	37.4	39.9	27.3	50.7	21.8	49.3	39.3	32.1	31.4	1.2	59.5
NEVADA												
ESTIMATED POPULATION	684	1589	1415	189	1798	1107	552	1348	1267	1174	15	955
% STANDARD ERROR	26.7	16.8	18.0	42.6	16.1	19.9	26.3	18.4	18.8	19.8	*	21.3
% WITH CAPABILITY	29.1	67.6	60.2	8.0	76.5	47.1	23.5	57.4	53.9	50.0	0.6	40.7
NEW HAMPSHIRE												
ESTIMATED POPULATION	471	1085	743	213	1286	632	399	938	774	649	8	746
% STANDARD ERROR	29.4	21.0	25.1	45.0	19.4	26.2	30.3	22.2	24.4	27.0	*	24.5
% WITH CAPABILITY	27.9	64.4	44.1	12.6	76.3	37.5	23.7	55.6	46.0	38.5	0.5	44.3
NEW JERSEY												
ESTIMATED POPULATION	1945	2746	2617	427	3492	2211	1278	2857	2650	2348	3	1900
% STANDARD ERROR	16.3	12.9	13.3	30.1	11.8	14.3	18.7	12.9	13.1	13.9	*	15.9
% WITH CAPABILITY	40.8	57.6	54.9	9.0	73.2	46.4	26.8	59.9	55.6	49.2	0.1	39.8
NEW MEXICO												
ESTIMATED POPULATION	777	1385	1488	480	1705	971	842	1273	1266	1150	43	1194
% STANDARD ERROR	24.7	17.8	18.0	31.2	16.6	21.2	22.1	19.1	19.3	20.1	*	19.1
% WITH CAPABILITY	30.5	54.4	58.4	18.8	66.9	38.1	33.1	50.0	49.7	45.1	1.7	46.9

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1986

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			PRECISION APPROACH EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
NEW YORK												
ESTIMATED POPULATION	2933	4215	4035	1333	5235	3027	2848	4114	4068	3660	61	3742
% STANDARD ERROR	13.2	10.6	10.8	17.9	9.7	12.5	12.6	10.8	10.8	11.4	*	11.3
% WITH CAPABILITY	36.3	52.2	49.9	16.5	64.8	37.5	35.2	50.9	50.3	45.3	0.8	46.3
NORTH CAROLINA												
ESTIMATED POPULATION	1498	2940	2930	788	4030	1929	1046	3489	3250	3095	93	1587
% STANDARD ERROR	19.2	13.2	13.2	23.9	11.4	15.6	20.8	12.1	12.5	12.8	*	17.9
% WITH CAPABILITY	29.5	57.9	57.7	15.5	79.4	38.0	20.6	68.7	64.0	61.0	1.8	31.3
NORTH DAKOTA												
ESTIMATED POPULATION	761	549	615	269	732	208	791	498	530	444	0	939
% STANDARD ERROR	26.9	30.0	28.3	40.9	26.0	49.2	25.9	31.2	31.5	33.1	0.0	23.3
% WITH CAPABILITY	49.9	36.1	40.4	17.7	48.1	13.7	51.9	32.7	34.8	29.1	0.0	61.6
OHIO												
ESTIMATED POPULATION	3396	4483	5016	1236	6151	3094	2505	5189	4914	4339	37	3341
% STANDARD ERROR	11.8	10.4	9.9	18.2	9.0	12.4	12.5	9.8	10.0	10.7	*	11.2
% WITH CAPABILITY	39.2	51.8	57.9	14.3	71.1	35.7	28.9	59.9	56.8	50.1	0.4	38.6
OKLAHOMA												
ESTIMATED POPULATION	1769	2521	2319	852	3406	1947	1459	2557	2393	2270	41	2150
% STANDARD ERROR	17.0	14.2	14.6	23.2	12.2	15.8	18.1	14.0	14.5	14.8	*	15.1
% WITH CAPABILITY	36.4	51.8	47.7	17.5	70.0	40.0	30.0	52.6	49.2	46.7	0.9	44.2
OREGON												
ESTIMATED POPULATION	1932	2907	2990	739	3505	1790	1874	2763	2528	2368	0	2545
% STANDARD ERROR	15.6	12.7	12.8	25.0	11.7	16.1	15.3	13.3	14.0	14.3	0.0	13.1
% WITH CAPABILITY	35.9	54.0	55.6	13.7	65.2	33.3	34.8	51.4	47.0	44.0	0.0	47.3
PENNSYLVANIA												
ESTIMATED POPULATION	2181	4699	4023	1096	4772	2994	2730	4474	4255	4005	8	3028
% STANDARD ERROR	15.2	10.0	11.0	18.8	10.0	12.6	12.5	10.3	10.7	11.0	*	12.0
% WITH CAPABILITY	29.1	62.6	53.6	14.6	63.6	39.9	36.4	59.6	56.7	53.4	0.1	40.4
RHODE ISLAND												
ESTIMATED POPULATION	190	384	412	32	501	288	93	460	419	388	7	128
% STANDARD ERROR	*	35.7	34.3	*	31.4	40.2	*	32.5	33.9	35.1	*	*
% WITH CAPABILITY	32.0	64.6	69.3	5.4	84.4	48.5	15.6	77.4	70.6	65.3	1.2	21.5

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1986

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			PRECISION APPROACH EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
SOUTH CAROLINA												
ESTIMATED POPULATION	395	1502	1297	247	1668	838	380	1362	1299	1136	0	606
% STANDARD ERROR	33.6	18.5	19.5	40.9	17.5	24.0	32.2	19.3	19.7	20.8	0.0	27.0
% WITH CAPABILITY	19.3	73.3	63.3	12.1	81.5	40.9	18.5	66.5	63.4	55.5	0.0	29.6
SOUTH DAKOTA												
ESTIMATED POPULATION	568	472	544	478	702	388	783	633	582	598	33	814
% STANDARD ERROR	31.0	33.0	31.0	30.9	27.5	36.6	24.8	28.7	30.1	29.7	*	24.6
% WITH CAPABILITY	38.3	31.8	36.6	32.2	47.3	26.1	52.7	42.6	39.2	40.3	2.2	54.8
TENNESSEE												
ESTIMATED POPULATION	912	2409	2202	430	2668	1856	894	2178	2131	2023	0	1361
% STANDARD ERROR	22.8	14.5	15.2	30.8	13.7	16.3	22.0	15.3	15.3	15.8	0.0	18.2
% WITH CAPABILITY	25.6	67.6	61.8	12.1	74.9	52.1	25.1	61.1	59.8	56.8	0.0	38.2
TEXAS												
ESTIMATED POPULATION	6983	13309	12411	2976	16399	9841	5953	13962	13029	12446	170	8245
% STANDARD ERROR	8.3	5.8	6.0	12.1	5.2	6.7	8.7	5.6	5.8	6.0	43.2	7.5
% WITH CAPABILITY	31.2	59.5	55.5	13.3	73.4	44.0	26.6	62.5	58.3	55.7	0.8	36.9
UTAH												
ESTIMATED POPULATION	594	753	547	114	1164	464	251	745	790	587	0	527
% STANDARD ERROR	31.2	25.1	29.4	*	21.5	32.7	41.3	26.2	26.4	29.4	0.0	30.0
% WITH CAPABILITY	42.0	53.2	38.7	8.0	82.2	32.8	17.8	52.6	55.8	41.5	0.0	37.2
VERMONT												
ESTIMATED POPULATION	177	204	154	73	268	151	179	204	194	178	0	243
% STANDARD ERROR	49.9	48.9	*	*	44.1	*	46.0	*	*	*	0.0	40.9
% WITH CAPABILITY	39.7	45.7	34.4	16.4	59.9	33.7	40.1	45.7	43.3	39.7	0.0	54.3
VIRGINIA												
ESTIMATED POPULATION	934	2379	2299	261	2798	1965	648	2540	2232	2151	20	902
% STANDARD ERROR	22.6	14.0	14.3	36.8	13.1	15.5	24.3	13.6	14.4	14.7	*	22.0
% WITH CAPABILITY	27.1	69.0	66.7	7.6	81.2	57.0	18.8	73.7	64.8	62.4	0.6	26.2
WASHINGTON												
ESTIMATED POPULATION	2879	3699	3314	1395	4436	1721	3368	3527	3160	2899	0	4119
% STANDARD ERROR	13.5	11.5	12.3	17.6	10.5	17.0	11.9	11.9	12.5	13.1	0.0	10.7
% WITH CAPABILITY	36.9	47.4	42.5	17.9	56.8	22.1	43.2	45.2	40.5	37.1	0.0	52.8

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1986

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			PRECISION APPROACH EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
WEST VIRGINIA												
ESTIMATED POPULATION	634	555	699	129	797	480	460	737	655	651	4	516
% STANDARD ERROR	29.8	30.0	27.3	*	25.5	32.0	34.1	26.4	27.8	28.3	*	32.4
% WITH CAPABILITY	50.4	44.1	55.6	10.2	63.4	38.2	36.6	58.6	52.1	51.8	0.3	41.0
WISCONSIN												
ESTIMATED POPULATION	2058	2458	2423	925	2845	1259	2174	2332	1971	1852	6	2642
% STANDARD ERROR	15.9	14.7	14.6	21.8	13.5	19.9	14.8	14.8	16.0	16.5	*	13.7
% WITH CAPABILITY	41.0	49.0	48.3	18.4	56.7	25.1	43.3	46.5	39.3	36.9	0.1	52.6
WYOMING												
ESTIMATED POPULATION	549	573	616	198	838	524	403	685	649	619	63	554
% STANDARD ERROR	30.4	26.4	26.4	*	22.9	29.6	34.4	24.8	25.4	26.0	*	29.7
% WITH CAPABILITY	44.3	46.2	49.6	15.9	67.5	42.2	32.5	55.2	52.3	49.8	5.1	44.6
PUERTO RICO												
ESTIMATED POPULATION	158	244	253	19	315	114	79	270	242	243	5	120
% STANDARD ERROR	*	42.3	42.4	*	38.6	*	*	40.6	43.4	42.7	*	*
% WITH CAPABILITY	40.2	61.9	64.2	4.8	79.9	29.0	20.1	68.4	61.4	61.8	1.4	30.4
OTHER U.S. TERRITORIES												
ESTIMATED POPULATION	70	131	169	26	217	184	10	209	206	203	0	19
% STANDARD ERROR	*	*	47.8	*	44.9	48.2	*	45.8	46.0	46.3	0.0	*
% WITH CAPABILITY	30.7	57.7	74.4	11.6	95.6	81.1	4.4	91.8	90.9	89.4	0.0	8.2
TOTAL												
ESTIMATED POPULATION	94274	146544	136213	39907	179623	98734	88913	146067	134952	125804	1639	117864
% STANDARD ERROR	1.7	1.1	1.0	2.3	0.6	1.4	1.3	0.8	0.9	1.0	16.1	1.0
% WITH CAPABILITY	35.1	54.6	50.7	14.9	66.9	36.8	33.1	54.4	50.3	46.8	0.6	43.9

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS
DUE TO ESTIMATION PROCEDURES.
OPERATIONS OUTSIDE U.S.A TERRITORRIES ARE NOT INCLUDED.

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GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1986

STATE	VOR NAVIGATION EQUIPMENT						LONG RANGE NAV EQUIP			OTHER NAVIGATION EQUIP		
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHR LRNAV	RADAR ALTIM	WEATHER RADAR	NO NAV EQ
ALABAMA												
ESTIMATED POPULATION	740	1923	2016	1759	1327	429	483	108	43	358	594	510
% STANDARD ERROR	27.9	15.5	15.6	15.9	17.8	29.3	31.4	48.7	*	29.5	24.5	28.1
% WITH CAPABILITY	23.9	62.1	65.1	56.8	42.8	13.9	15.6	3.5	1.4	11.5	19.2	16.5
ALASKA												
ESTIMATED POPULATION	3172	3382	2516	4827	998	327	1664	9	36	226	144	1963
% STANDARD ERROR	11.5	11.3	12.9	9.4	21.5	37.2	14.9	*	*	45.0	*	14.5
% WITH CAPABILITY	35.6	37.9	28.2	54.2	11.2	3.7	18.7	0.1	0.4	2.5	1.6	22.0
ARIZONA												
ESTIMATED POPULATION	1895	3770	3528	3175	2027	646	700	114	5	449	541	1593
% STANDARD ERROR	16.2	11.3	11.5	12.1	14.5	23.8	24.0	42.3	*	24.7	24.3	16.1
% WITH CAPABILITY	27.2	54.1	50.6	45.6	29.1	9.3	10.0	1.6	0.1	6.4	7.8	22.9
ARKANSAS												
ESTIMATED POPULATION	686	1416	1413	1347	936	262	610	14	7	199	339	749
% STANDARD ERROR	27.5	18.9	18.7	19.1	22.3	41.2	29.0	*	*	44.1	35.5	25.3
% WITH CAPABILITY	24.4	50.3	50.2	47.9	33.3	9.3	21.7	0.5	0.3	7.1	12.1	26.6
CALIFORNIA												
ESTIMATED POPULATION	11442	19724	20332	17458	13278	3470	4594	175	76	1984	1816	6470
% STANDARD ERROR	6.4	4.8	4.6	5.0	5.8	11.1	9.9	31.8	37.1	13.1	13.8	7.5
% WITH CAPABILITY	32.2	55.6	57.3	49.2	37.4	9.8	12.9	0.5	0.2	5.6	5.1	18.2
COLORADO												
ESTIMATED POPULATION	1270	2759	2609	2302	1993	634	539	19	53	420	512	1071
% STANDARD ERROR	20.7	13.2	13.6	14.4	15.4	26.6	29.1	*	*	28.9	27.0	19.6
% WITH CAPABILITY	25.2	54.6	51.7	45.6	39.5	12.6	10.7	0.4	1.1	8.3	10.1	21.2
CONNECTICUT												
ESTIMATED POPULATION	473	1147	1231	1112	781	245	379	77	4	296	284	651
% STANDARD ERROR	32.9	20.8	20.1	20.9	24.6	41.6	36.4	*	*	33.8	36.2	27.8
% WITH CAPABILITY	21.6	52.4	56.3	50.8	35.7	11.2	17.3	3.5	0.2	13.5	13.0	29.8
DELAWARE												
ESTIMATED POPULATION	292	671	778	741	400	209	186	23	4	150	131	137
% STANDARD ERROR	43.5	25.4	24.4	24.8	30.3	42.1	*	*	*	38.8	45.0	*
% WITH CAPABILITY	28.2	64.7	75.0	71.5	38.5	20.1	17.9	2.2	0.4	14.5	12.6	13.2

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1986

STATE	VOR NAVIGATION EQUIPMENT						LONG RANGE NAV EQUIP			OTHER NAVIGATION EQUIP		
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHR LRNAV	RADAR ALTIM	WEATHER RADAR	NO NAV EQ
D.C.												
ESTIMATED POPULATION	3	14	10	14	11	3	4	5	1	9	5	5
% STANDARD ERROR	*	*	*	*	*	*	*	*	*	*	*	*
% WITH CAPABILITY	17.3	73.4	53.3	73.4	57.4	17.3	20.1	24.2	6.9	44.2	24.2	26.6
FLORIDA												
ESTIMATED POPULATION	3918	9721	9105	8896	6387	2154	3674	197	26	1468	1672	2325
% STANDARD ERROR	11.0	7.0	7.1	7.1	8.3	13.7	11.3	30.4	*	14.9	14.5	13.8
% WITH CAPABILITY	25.6	63.6	59.6	58.2	41.8	14.1	24.0	1.3	0.2	9.6	10.9	15.2
GEORGIA												
ESTIMATED POPULATION	1252	2852	2762	2457	1835	910	973	56	26	397	688	1027
% STANDARD ERROR	20.1	13.3	13.3	13.9	15.8	23.3	21.6	*	*	27.7	24.3	20.5
% WITH CAPABILITY	24.2	55.1	53.3	47.4	35.4	17.6	18.8	1.1	0.5	7.7	13.3	19.8
HAWAII												
ESTIMATED POPULATION	130	232	130	159	131	27	4	1	0	32	17	155
% STANDARD ERROR	*	41.7	*	49.8	*	*	*	*	0.0	*	*	*
% WITH CAPABILITY	26.7	47.6	26.6	32.7	27.0	5.6	0.8	0.3	0.0	6.5	3.5	31.8
IDAHO												
ESTIMATED POPULATION	859	1328	1122	1122	788	184	580	24	4	242	204	617
% STANDARD ERROR	24.4	19.3	21.1	20.8	24.7	47.5	29.4	*	*	41.4	44.7	26.3
% WITH CAPABILITY	31.8	49.1	41.5	41.5	29.1	6.8	21.5	0.9	0.1	8.9	7.5	22.8
ILLINOIS												
ESTIMATED POPULATION	2752	4669	5098	4899	3378	1695	1729	172	42	898	936	1883
% STANDARD ERROR	13.7	10.3	9.8	10.0	11.7	16.1	16.5	31.2	41.6	20.1	20.1	14.8
% WITH CAPABILITY	30.4	51.6	56.3	54.1	37.3	18.7	19.1	1.9	0.5	9.9	10.3	20.8
INDIANA												
ESTIMATED POPULATION	1436	2800	2744	2666	1718	670	748	46	20	493	452	850
% STANDARD ERROR	19.8	13.4	13.7	13.9	17.1	26.3	25.5	*	*	28.2	29.7	21.6
% WITH CAPABILITY	29.6	57.7	56.5	54.9	35.4	13.8	15.4	1.0	0.4	10.1	9.3	17.5
IOWA												
ESTIMATED POPULATION	1074	1517	1596	1721	884	428	258	51	25	221	337	933
% STANDARD ERROR	22.3	18.2	17.9	17.4	23.4	32.9	42.4	*	*	42.3	35.7	21.3
% WITH CAPABILITY	32.2	45.5	47.9	51.6	26.5	12.8	7.8	1.5	0.7	6.6	10.1	28.0

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1986

STATE	VOR NAVIGATION EQUIPMENT						LONG RANGE NAV EQUIP			OTHER NAVIGATION EQUIP		
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHR LRNAV	RADAR ALTIM	WEATHER RADAR	NO NAV EQ
KANSAS												
ESTIMATED POPULATION	1322	2553	2506	2245	1779	775	708	108	3	322	387	1138
% STANDARD ERROR	20.1	14.1	14.0	14.8	16.5	25.2	26.6	*	*	34.9	32.9	19.6
% WITH CAPABILITY	28.8	55.6	54.6	48.9	38.7	16.9	15.4	2.4	0.1	7.0	8.4	24.8
KENTUCKY												
ESTIMATED POPULATION	620	1231	1048	1030	720	330	582	37	10	253	322	303
% STANDARD ERROR	30.3	20.1	21.8	21.8	25.4	36.8	29.2	*	*	39.3	36.3	32.3
% WITH CAPABILITY	29.2	58.0	49.4	48.5	33.9	15.6	27.4	1.7	0.5	11.9	15.2	14.3
LOUISIANA												
ESTIMATED POPULATION	626	2334	1946	2477	1323	450	1045	50	8	540	622	835
% STANDARD ERROR	27.6	14.5	15.7	13.6	18.2	29.4	17.9	*	*	23.1	23.3	23.3
% WITH CAPABILITY	15.0	55.9	46.6	59.4	31.7	10.8	25.0	1.2	0.2	12.9	14.9	20.0
MAINE												
ESTIMATED POPULATION	496	549	476	493	242	97	432	0	0	65	81	323
% STANDARD ERROR	32.4	31.6	33.0	32.4	46.1	*	35.8	0.0	0.0	*	*	35.6
% WITH CAPABILITY	35.6	39.4	34.2	35.4	17.4	7.0	31.0	0.0	0.0	4.7	5.8	23.2
MARYLAND												
ESTIMATED POPULATION	962	2045	2027	1727	1067	275	760	51	29	219	315	582
% STANDARD ERROR	23.5	15.7	15.8	17.1	21.0	37.3	26.9	*	*	36.8	35.9	26.8
% WITH CAPABILITY	28.2	60.0	59.4	50.7	31.3	8.1	22.3	1.5	0.8	6.4	9.3	17.1
MASSACHUSETTS												
ESTIMATED POPULATION	917	2031	2026	1981	1187	362	715	49	8	334	192	772
% STANDARD ERROR	23.6	15.9	15.8	16.0	19.8	33.2	26.0	*	*	33.4	41.2	23.7
% WITH CAPABILITY	24.8	55.0	54.8	53.6	32.1	9.8	19.4	1.3	0.2	9.0	5.2	20.9
MICHIGAN												
ESTIMATED POPULATION	1925	4934	4803	4329	2823	1122	1225	71	52	568	857	1676
% STANDARD ERROR	16.6	9.9	10.1	10.4	12.7	20.0	19.1	37.6	37.3	24.5	20.4	15.9
% WITH CAPABILITY	22.8	58.5	56.9	51.3	33.4	13.3	14.5	0.8	0.6	6.7	10.2	19.9
MINNESOTA												
ESTIMATED POPULATION	1780	2527	2379	2196	1296	676	588	25	30	260	335	1529
% STANDARD ERROR	16.3	14.1	14.4	14.7	19.3	25.7	27.9	*	*	38.7	34.6	15.9
% WITH CAPABILITY	31.5	44.6	42.0	38.8	22.9	11.9	10.4	0.4	0.5	4.6	5.9	27.0

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1986

STATE	VOR NAVIGATION EQUIPMENT						LONG RANGE NAV EQUIP			OTHER NAVIGATION EQUIP		
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHR LRNAV	RADAR ALTIM	WEATHER RADAR	NO NAV EQ
MISSISSIPPI												
ESTIMATED POPULATION	500	1085	834	895	595	261	433	19	2	156	172	683
% STANDARD ERROR	32.2	22.3	24.5	24.1	28.8	46.7	35.6	*	*	*	48.0	25.4
% WITH CAPABILITY	23.3	50.6	38.9	41.7	27.7	12.2	20.2	0.9	0.1	7.3	8.0	31.9
MISSOURI												
ESTIMATED POPULATION	1365	2739	2601	2258	1366	574	754	93	25	285	394	1062
% STANDARD ERROR	18.7	13.9	14.1	15.1	18.8	27.6	26.1	47.1	*	33.6	29.9	20.8
% WITH CAPABILITY	27.7	55.7	52.9	45.9	27.8	11.7	15.3	1.9	0.5	5.8	8.0	21.6
MONTANA												
ESTIMATED POPULATION	1089	952	821	1232	601	139	392	2	2	80	90	649
% STANDARD ERROR	22.3	23.2	24.9	20.3	28.6	*	36.7	*	*	*	*	26.6
% WITH CAPABILITY	41.6	36.3	31.3	47.0	22.9	5.3	15.0	0.1	0.1	3.1	3.4	24.8
NEBRASKA												
ESTIMATED POPULATION	882	903	977	915	522	285	272	46	7	105	221	857
% STANDARD ERROR	24.0	23.1	22.1	22.6	29.4	40.5	42.7	*	*	*	44.1	23.0
% WITH CAPABILITY	34.7	35.5	38.5	36.0	20.5	11.2	10.7	1.8	0.3	4.1	8.7	33.7
NEVADA												
ESTIMATED POPULATION	640	1405	1484	1215	939	366	449	74	140	333	238	399
% STANDARD ERROR	28.4	18.1	17.7	18.8	21.5	33.2	29.9	*	*	33.1	34.7	28.4
% WITH CAPABILITY	27.2	59.8	63.1	51.7	39.9	15.6	19.1	3.2	6.0	14.2	10.1	17.0
NEW HAMPSHIRE												
ESTIMATED POPULATION	416	1016	855	733	471	168	214	0	7	123	148	321
% STANDARD ERROR	32.2	21.3	23.5	24.0	30.1	*	43.9	0.0	*	*	48.9	39.2
% WITH CAPABILITY	24.7	60.3	50.7	43.5	27.9	10.0	12.7	0.0	0.4	7.3	8.8	19.1
NEW JERSEY												
ESTIMATED POPULATION	1270	2901	2747	2352	1822	1048	864	98	105	473	596	658
% STANDARD ERROR	19.9	12.9	13.1	13.7	15.5	20.3	23.3	46.6	42.0	25.0	25.7	24.1
% WITH CAPABILITY	26.6	60.8	57.6	49.3	38.2	22.0	18.1	2.0	2.2	9.9	12.5	13.8
NEW MEXICO												
ESTIMATED POPULATION	641	1343	1436	1404	943	520	174	1	0	311	338	698
% STANDARD ERROR	28.5	18.3	18.3	18.3	21.5	29.3	*	*	0.0	31.0	29.9	24.1
% WITH CAPABILITY	25.2	52.7	56.4	55.1	37.0	20.4	6.8	0.1	0.0	12.2	13.3	27.4

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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GENERAL AVIATION AVIONICS EQUIPMENT
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BASE STATE OF AIRCRAFT
1986

STATE	VOR NAVIGATION EQUIPMENT						LONG RANGE NAV EQUIP			OTHER NAVIGATION EQUIP		
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHR LRNAV	RADAR ALTIM	WEATHER RADAR	NO NAV EQ
NEW YORK												
ESTIMATED POPULATION	2212	4364	4267	3799	2780	952	1441	167	107	665	742	1805
% STANDARD ERROR	15.2	10.5	10.5	11.1	13.0	20.6	19.0	31.8	43.7	23.7	22.7	15.5
% WITH CAPABILITY	27.4	54.0	52.8	47.0	34.4	11.8	17.8	2.1	1.3	8.2	9.2	22.3
NORTH CAROLINA												
ESTIMATED POPULATION	1751	2816	3202	3142	2044	800	1209	78	15	440	943	763
% STANDARD ERROR	17.9	13.4	12.6	12.8	14.9	24.0	20.5	*	*	28.0	21.7	24.4
% WITH CAPABILITY	34.5	55.5	63.1	61.9	40.3	15.8	23.8	1.5	0.3	8.7	18.6	15.0
NORTH DAKOTA												
ESTIMATED POPULATION	697	513	639	491	326	33	62	2	0	29	61	357
% STANDARD ERROR	28.0	31.0	28.0	31.5	38.4	*	*	*	0.0	*	*	36.1
% WITH CAPABILITY	45.8	33.7	42.0	32.2	21.4	2.1	4.1	0.2	0.0	1.9	4.0	23.4
OHIO												
ESTIMATED POPULATION	2343	5240	5344	4731	2874	1252	1385	147	94	690	868	1637
% STANDARD ERROR	14.0	9.8	9.6	10.3	12.9	19.6	18.2	37.0	*	22.2	20.1	15.4
% WITH CAPABILITY	27.1	60.5	61.7	54.7	33.2	14.5	16.0	1.7	1.1	8.0	10.0	18.9
OKLAHOMA												
ESTIMATED POPULATION	1329	2708	2409	2440	1402	732	882	16	69	342	401	955
% STANDARD ERROR	19.6	13.6	14.4	14.3	18.2	24.8	24.4	*	*	30.8	29.2	21.8
% WITH CAPABILITY	27.3	55.7	49.5	50.2	28.8	15.1	18.1	0.3	1.4	7.0	8.2	19.6
OREGON												
ESTIMATED POPULATION	1587	2916	3006	2861	2011	679	1119	43	42	494	340	1153
% STANDARD ERROR	18.2	12.6	12.8	12.9	15.4	25.0	20.7	*	*	29.9	32.9	19.4
% WITH CAPABILITY	29.5	54.2	55.9	53.2	37.4	12.6	20.8	0.8	0.8	9.2	6.3	21.4
PENNSYLVANIA												
ESTIMATED POPULATION	1937	4344	4292	4024	2883	1060	1350	216	129	788	1128	1600
% STANDARD ERROR	16.2	10.5	10.6	11.1	12.7	19.9	19.1	32.0	44.3	21.0	18.2	14.9
% WITH CAPABILITY	25.8	57.9	57.2	53.6	38.4	14.1	18.0	2.9	1.7	10.5	15.0	21.3
RHODE ISLAND												
ESTIMATED POPULATION	162	379	451	395	215	60	191	41	0	92	50	52
% STANDARD ERROR	*	35.5	32.8	34.7	45.2	*	49.7	*	0.0	*	*	*
% WITH CAPABILITY	27.2	63.9	76.0	66.4	36.2	10.1	32.2	7.0	0.0	15.6	8.4	8.8

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1986

STATE	VOR NAVIGATION EQUIPMENT						LONG RANGE NAV EQUIP			OTHER NAVIGATION EQUIP		
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHR LRNAV	RADAR ALTIM	WEATHER RADAR	NO NAV EQ
SOUTH CAROLINA												
ESTIMATED POPULATION	392	1442	1358	1227	878	425	469	29	11	210	450	263
% STANDARD ERROR	36.2	18.7	19.0	20.3	23.4	32.9	31.4	*	*	45.9	31.7	36.5
% WITH CAPABILITY	19.1	70.4	66.3	59.9	42.9	20.7	22.9	1.4	0.5	10.3	22.0	12.9
SOUTH DAKOTA												
ESTIMATED POPULATION	407	537	614	660	369	71	149	8	8	48	44	562
% STANDARD ERROR	36.7	31.1	29.3	28.9	37.0	*	*	*	*	*	*	28.5
% WITH CAPABILITY	27.4	36.2	41.3	44.4	24.8	4.8	10.0	0.5	0.6	3.2	3.0	37.8
TENNESSEE												
ESTIMATED POPULATION	575	2354	2175	2064	1561	390	841	59	39	285	721	639
% STANDARD ERROR	28.2	14.8	15.4	15.7	17.8	32.9	24.4	*	*	34.5	25.3	25.4
% WITH CAPABILITY	16.1	66.1	61.0	57.9	43.8	11.0	23.6	1.7	1.1	8.0	20.2	17.9
TEXAS												
ESTIMATED POPULATION	5948	13274	13955	13002	10299	4814	2722	687	203	3105	3598	3882
% STANDARD ERROR	9.2	5.9	5.6	5.8	6.5	9.0	12.7	17.0	34.5	10.1	9.8	10.5
% WITH CAPABILITY	26.6	59.4	62.4	58.2	46.1	21.5	12.2	3.1	0.9	13.9	16.1	17.4
UTAH												
ESTIMATED POPULATION	564	754	657	734	434	172	336	8	0	50	70	190
% STANDARD ERROR	32.3	25.3	27.8	26.2	33.2	*	38.1	*	0.0	*	*	46.5
% WITH CAPABILITY	39.9	53.3	46.4	51.9	30.6	12.2	23.7	0.6	0.0	3.6	4.9	13.4
VERMONT												
ESTIMATED POPULATION	123	208	163	161	139	28	87	0	0	25	43	117
% STANDARD ERROR	*	48.8	*	*	*	*	*	0.0	0.0	*	*	*
% WITH CAPABILITY	27.4	46.6	36.5	35.9	31.0	6.2	19.4	0.0	0.0	5.6	9.7	26.3
VIRGINIA												
ESTIMATED POPULATION	998	2248	2354	2260	1689	777	786	169	59	475	589	333
% STANDARD ERROR	22.6	14.3	14.0	14.4	16.3	24.4	23.8	40.9	*	27.7	24.8	30.7
% WITH CAPABILITY	29.0	65.2	68.3	65.6	49.0	22.5	22.8	4.9	1.7	13.8	17.1	9.7
WASHINGTON												
ESTIMATED POPULATION	2278	3718	3517	2976	1407	547	823	65	8	195	179	1962
% STANDARD ERROR	15.1	11.6	12.0	12.8	18.7	29.9	24.5	*	*	43.1	44.8	14.9
% WITH CAPABILITY	29.2	47.6	45.1	38.1	18.0	7.0	10.5	0.8	0.1	2.5	2.3	25.1

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TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1986

STATE	VOR NAVIGATION EQUIPMENT						LONG RANGE NAV EQUIP			OTHER NAVIGATION EQUIP		
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHR LRNAV	RADAR ALTIM	WEATHER RADAR	NO NAV EQ
WEST VIRGINIA												
ESTIMATED POPULATION	435	657	708	678	356	158	190	12	9	93	151	196
% STANDARD ERROR	36.5	28.0	27.0	27.9	36.1	*	*	*	*	*	*	46.6
% WITH CAPABILITY	34.6	52.3	56.3	53.9	28.3	12.5	15.1	1.0	0.7	7.4	12.0	15.6
WISCONSIN												
ESTIMATED POPULATION	1709	2542	2571	2298	1189	411	912	22	9	397	350	1102
% STANDARD ERROR	17.9	14.3	14.3	15.1	20.5	33.7	24.4	*	*	33.5	35.3	19.8
% WITH CAPABILITY	34.1	50.7	51.2	45.8	23.7	8.2	18.2	0.4	0.2	7.9	7.0	22.0
WYOMING												
ESTIMATED POPULATION	474	649	707	707	561	245	188	9	2	149	168	249
% STANDARD ERROR	33.1	24.6	24.4	24.4	27.3	42.9	43.2	*	*	42.8	39.7	43.5
% WITH CAPABILITY	38.2	52.3	57.0	56.9	45.2	19.8	15.2	0.7	0.2	12.0	13.5	20.1
PUERTO RICO												
ESTIMATED POPULATION	172	201	258	284	138	22	17	8	5	46	42	34
% STANDARD ERROR	*	49.7	42.0	40.1	*	*	*	*	*	*	*	*
% WITH CAPABILITY	43.6	51.0	65.6	72.1	34.9	5.6	4.4	2.0	1.4	11.6	10.8	8.6
OTHER U.S. TERRITORIES												
ESTIMATED POPULATION	72	157	209	218	189	28	4	0	0	8	11	1
% STANDARD ERROR	*	*	45.9	45.0	46.9	*	*	0.0	0.0	*	*	*
% WITH CAPABILITY	31.9	69.2	91.9	95.9	83.1	12.3	1.8	0.0	0.0	3.6	5.0	0.6
TOTAL												
ESTIMATED POPULATION	76402	146504	144834	136350	92011	34614	43249	3866	1756	21863	26077	54922
% STANDARD ERROR	2.0	1.0	0.8	0.9	1.3	2.8	2.9	5.8	11.5	2.9	2.5	1.6
% WITH CAPABILITY	28.5	54.6	53.9	50.8	34.3	12.9	16.1	1.4	0.7	8.1	9.7	20.5

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS
DUE TO ESTIMATION PROCEDURES.
OPERATIONS OUTSIDE U.S.A TERRITORRIES ARE NOT INCLUDED.

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1986

STATE	GUIDANCE AND CONTROL EQUIPMENT								
	FLIGHT DIRECT	HSI	EFIS	FLTMGT COMPTR	1 AXIS AUTPLT	2 AXIS AUTPLT	3 AXIS AUTPLT	AUTO LAND	NO EQUIP
ALABAMA									
ESTIMATED POPULATION	559	959	4	41	226	368	640	34	1515
% STANDARD ERROR	25.9	21.6	*	*	48.4	37.0	24.6	*	17.8
% WITH CAPABILITY	18.0	31.0	0.1	1.3	7.3	11.9	20.7	1.1	48.9
ALASKA									
ESTIMATED POPULATION	174	1119	58	6	152	271	345	0	7306
% STANDARD ERROR	48.3	21.3	*	*	*	39.3	37.2	0.0	7.2
% WITH CAPABILITY	2.0	12.5	0.6	0.1	1.7	3.0	3.9	0.0	82.0
ARIZONA									
ESTIMATED POPULATION	706	1343	80	185	286	849	1100	42	4061
% STANDARD ERROR	23.1	17.6	*	35.4	44.1	24.8	19.7	*	10.7
% WITH CAPABILITY	10.1	19.3	1.1	2.7	4.1	12.2	15.8	0.6	58.3
ARKANSAS									
ESTIMATED POPULATION	360	434	12	65	96	202	626	0	1818
% STANDARD ERROR	36.4	32.9	*	*	*	*	27.4	0.0	16.8
% WITH CAPABILITY	12.8	15.4	0.4	2.3	3.4	7.2	22.2	0.0	64.6
CALIFORNIA									
ESTIMATED POPULATION	3062	5544	410	403	2278	4949	5610	187	21224
% STANDARD ERROR	11.5	8.6	34.6	33.7	14.5	9.8	8.6	44.0	4.5
% WITH CAPABILITY	8.6	15.6	1.2	1.1	6.4	13.9	15.8	0.5	59.8
COLORADO									
ESTIMATED POPULATION	615	895	10	9	282	554	903	0	3200
% STANDARD ERROR	26.6	22.1	*	*	42.4	30.3	21.6	0.0	12.4
% WITH CAPABILITY	12.2	17.7	0.2	0.2	5.6	11.0	17.9	0.0	63.4
CONNECTICUT									
ESTIMATED POPULATION	239	590	110	36	167	249	417	2	1200
% STANDARD ERROR	40.0	27.7	*	*	*	46.4	32.3	*	20.8
% WITH CAPABILITY	10.9	27.0	5.0	1.6	7.6	11.4	19.1	0.1	54.9
DELAWARE									
ESTIMATED POPULATION	210	298	6	18	54	165	260	23	500
% STANDARD ERROR	37.5	33.1	*	*	*	*	34.8	*	31.5
% WITH CAPABILITY	20.3	28.7	0.5	1.8	5.2	15.9	25.1	2.2	48.2

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TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1986

STATE	GUIDANCE AND CONTROL EQUIPMENT								
	FLIGHT DIRECT	HSI	EFIS	FLTMGT COMPTR	1 AXIS AUTPLT	2 AXIS AUTPLT	3 AXIS AUTPLT	AUTO LAND	NO EQUIP
D.C.									
ESTIMATED POPULATION	5	9	0	3	0	0	7	0	8
% STANDARD ERROR	*	*	0.0	*	0.0	0.0	*	0.0	*
% WITH CAPABILITY	24.2	44.2	0.0	17.3	0.0	0.0	37.3	0.0	42.6
FLORIDA									
ESTIMATED POPULATION	1742	2876	104	288	1027	2091	3058	55	8106
% STANDARD ERROR	14.9	11.5	*	38.5	22.0	15.5	11.3	34.5	7.7
% WITH CAPABILITY	11.4	18.8	0.7	1.9	6.7	13.7	20.0	0.4	53.1
GEORGIA									
ESTIMATED POPULATION	802	1168	43	6	326	580	986	0	3045
% STANDARD ERROR	23.1	19.8	*	*	40.9	29.7	20.9	0.0	12.7
% WITH CAPABILITY	15.5	22.5	0.8	0.1	6.3	11.2	19.0	0.0	58.8
HAWAII									
ESTIMATED POPULATION	33	42	0	0	12	20	29	0	389
% STANDARD ERROR	*	*	0.0	0.0	*	*	*	0.0	32.4
% WITH CAPABILITY	6.7	8.6	0.0	0.0	2.4	4.1	6.0	0.0	79.9
IDAHO									
ESTIMATED POPULATION	154	406	2	6	242	152	241	48	1819
% STANDARD ERROR	47.4	33.6	*	*	46.3	*	41.4	*	16.3
% WITH CAPABILITY	5.7	15.0	0.1	0.2	8.9	5.6	8.9	1.8	67.2
ILLINOIS									
ESTIMATED POPULATION	1054	1829	78	131	580	1323	1809	18	4998
% STANDARD ERROR	19.2	15.5	46.5	46.3	29.6	19.5	15.8	*	9.9
% WITH CAPABILITY	11.6	20.2	0.9	1.4	6.4	14.6	20.0	0.2	55.2
INDIANA									
ESTIMATED POPULATION	485	877	73	67	70	748	1066	67	2777
% STANDARD ERROR	28.2	22.3	*	*	*	26.9	21.6	*	13.5
% WITH CAPABILITY	10.0	18.1	1.5	1.4	1.4	15.4	21.9	1.4	57.2
IOWA									
ESTIMATED POPULATION	290	433	43	19	200	418	535	0	2105
% STANDARD ERROR	38.5	31.8	*	*	*	36.3	29.4	0.0	15.0
% WITH CAPABILITY	8.7	13.0	1.3	0.6	6.0	12.5	16.0	0.0	63.1

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1986

STATE	GUIDANCE AND CONTROL EQUIPMENT								
	FLIGHT DIRECT	HSI	EFIS	FLTMGT COMPTR	1 AXIS AUTPLT	2 AXIS AUTPLT	3 AXIS AUTPLT	AUTO LAND	NO EQUIP
KANSAS									
ESTIMATED POPULATION	495	789	238	30	270	761	774	20	2638
% STANDARD ERROR	29.6	23.9	41.9	*	44.9	26.4	25.1	*	13.7
% WITH CAPABILITY	10.8	17.2	5.2	0.7	5.9	16.6	16.9	0.4	57.4
KENTUCKY									
ESTIMATED POPULATION	205	361	8	51	163	266	336	10	1288
% STANDARD ERROR	47.2	33.7	*	*	*	44.0	36.7	*	19.7
% WITH CAPABILITY	9.7	17.0	0.4	2.4	7.7	12.5	15.8	0.5	60.7
LOUISIANA									
ESTIMATED POPULATION	392	819	46	12	118	253	757	3	2811
% STANDARD ERROR	27.8	21.7	*	*	*	47.3	23.6	*	13.2
% WITH CAPABILITY	9.4	19.6	1.1	0.3	2.8	6.1	18.1	0.1	67.4
MAINE									
ESTIMATED POPULATION	94	327	0	0	10	157	136	0	880
% STANDARD ERROR	*	42.2	0.0	0.0	*	*	*	0.0	22.8
% WITH CAPABILITY	6.7	23.5	0.0	0.0	0.7	11.2	9.8	0.0	63.2
MARYLAND									
ESTIMATED POPULATION	347	782	13	30	282	463	468	65	1840
% STANDARD ERROR	35.8	25.0	*	*	42.1	35.1	31.0	*	16.4
% WITH CAPABILITY	10.2	22.9	0.4	0.9	8.3	13.6	13.7	1.9	54.0
MASSACHUSETTS									
ESTIMATED POPULATION	380	688	26	86	156	565	610	15	2123
% STANDARD ERROR	32.3	25.2	*	*	*	30.4	26.5	*	15.3
% WITH CAPABILITY	10.3	18.6	0.7	2.3	4.2	15.3	16.5	0.4	57.5
MICHIGAN									
ESTIMATED POPULATION	950	1378	30	40	373	966	1396	68	5441
% STANDARD ERROR	19.5	17.1	*	*	37.4	22.8	17.1	*	9.5
% WITH CAPABILITY	11.3	16.3	0.4	0.5	4.4	11.4	16.5	0.8	64.5
MINNESOTA									
ESTIMATED POPULATION	423	1018	49	11	444	346	512	9	4024
% STANDARD ERROR	31.8	21.5	*	*	33.7	37.1	28.8	*	10.7
% WITH CAPABILITY	7.5	18.0	0.9	0.2	7.8	6.1	9.0	0.2	71.1

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1986

STATE	GUIDANCE AND CONTROL EQUIPMENT								
	FLIGHT DIRECT	HSI	EFIS	FLTMGT COMPTR	1 AXIS AUTPLT	2 AXIS AUTPLT	3 AXIS AUTPLT	AUTO LAND	NO EQUIP
MISSISSIPPI									
ESTIMATED POPULATION	92	414	0	0	108	175	199	47	1438
% STANDARD ERROR	*	35.1	0.0	0.0	*	*	44.2	*	18.7
% WITH CAPABILITY	4.3	19.3	0.0	0.0	5.1	8.2	9.3	2.2	67.0
MISSOURI									
ESTIMATED POPULATION	437	775	86	47	407	514	666	21	3057
% STANDARD ERROR	27.9	23.7	*	*	34.4	32.6	26.5	*	13.0
% WITH CAPABILITY	8.9	15.7	1.7	1.0	8.3	10.4	13.5	0.4	62.1
MONTANA									
ESTIMATED POPULATION	169	342	0	0	227	213	180	53	1784
% STANDARD ERROR	*	38.7	0.0	0.0	47.4	*	47.9	*	16.8
% WITH CAPABILITY	6.5	13.0	0.0	0.0	8.7	8.1	6.9	2.0	68.1
NEBRASKA									
ESTIMATED POPULATION	249	428	4	71	159	76	396	14	1720
% STANDARD ERROR	41.0	31.5	*	*	*	*	34.5	*	16.8
% WITH CAPABILITY	9.8	16.8	0.2	2.8	6.3	3.0	15.6	0.6	67.7
NEVADA									
ESTIMATED POPULATION	418	608	158	70	115	276	564	4	1248
% STANDARD ERROR	30.3	25.7	*	*	*	40.3	27.8	*	19.1
% WITH CAPABILITY	17.8	25.9	6.7	3.0	4.9	11.8	24.0	0.2	53.1
NEW HAMPSHIRE									
ESTIMATED POPULATION	161	347	1	0	161	43	123	39	1078
% STANDARD ERROR	48.2	35.7	*	0.0	*	*	*	*	20.6
% WITH CAPABILITY	9.6	20.6	0.1	0.0	9.6	2.6	7.3	2.3	64.0
NEW JERSEY									
ESTIMATED POPULATION	664	1147	42	25	200	598	935	37	2728
% STANDARD ERROR	23.8	18.5	*	*	47.2	29.1	21.3	*	13.6
% WITH CAPABILITY	13.9	24.0	0.9	0.5	4.2	12.5	19.6	0.8	57.2
NEW MEXICO									
ESTIMATED POPULATION	496	679	16	1	95	189	630	19	1491
% STANDARD ERROR	27.5	24.3	*	*	*	*	25.2	*	17.6
% WITH CAPABILITY	19.5	26.7	0.6	0.1	3.7	7.4	24.8	0.8	58.6

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1986

STATE	GUIDANCE AND CONTROL EQUIPMENT								
	FLIGHT DIRECT	HSI	EFIS	FLTMGT COMPTR	1 AXIS AUTPLT	2 AXIS AUTPLT	3 AXIS AUTPLT	AUTO LAND	NO EQUIP
NEW YORK									
ESTIMATED POPULATION	739	1380	56	57	418	1162	1154	0	5058
% STANDARD ERROR	22.1	18.0	*	*	33.9	20.9	19.5	0.0	9.7
% WITH CAPABILITY	9.1	17.1	0.7	0.7	5.2	14.4	14.3	0.0	62.6
NORTH CAROLINA									
ESTIMATED POPULATION	521	1117	4	45	439	454	1165	7	2921
% STANDARD ERROR	26.6	20.2	*	*	34.9	34.0	19.4	*	13.5
% WITH CAPABILITY	10.3	22.0	0.1	0.9	8.7	9.0	22.9	0.1	57.5
NORTH DAKOTA									
ESTIMATED POPULATION	45	76	0	0	61	125	194	10	1130
% STANDARD ERROR	*	*	0.0	0.0	*	*	*	*	21.4
% WITH CAPABILITY	2.9	5.0	0.0	0.0	4.0	8.2	12.7	0.6	74.2
OHIO									
ESTIMATED POPULATION	1018	1333	137	87	612	1194	1498	64	4960
% STANDARD ERROR	19.4	17.8	*	*	28.2	20.5	17.5	*	9.6
% WITH CAPABILITY	11.8	15.4	1.6	1.0	7.1	13.8	17.3	0.7	57.3
OKLAHOMA									
ESTIMATED POPULATION	570	866	30	27	151	727	896	84	2760
% STANDARD ERROR	26.1	22.4	*	*	*	26.7	22.1	*	13.5
% WITH CAPABILITY	11.7	17.8	0.6	0.5	3.1	14.9	18.4	1.7	56.7
OREGON									
ESTIMATED POPULATION	688	874	7	74	76	576	1114	72	3379
% STANDARD ERROR	25.1	21.6	*	*	*	30.4	20.0	*	11.6
% WITH CAPABILITY	12.8	16.2	0.1	1.4	1.4	10.7	20.7	1.3	62.8
PENNSYLVANIA									
ESTIMATED POPULATION	1229	1962	116	131	382	945	1758	9	3995
% STANDARD ERROR	18.3	14.8	*	*	37.5	23.6	15.7	*	10.6
% WITH CAPABILITY	16.4	26.1	1.5	1.8	5.1	12.6	23.4	0.1	53.3
RHODE ISLAND									
ESTIMATED POPULATION	62	132	0	0	32	75	124	3	328
% STANDARD ERROR	*	*	0.0	0.0	*	*	*	*	39.9
% WITH CAPABILITY	10.4	22.3	0.0	0.0	5.4	12.5	20.8	0.5	55.2

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1986

STATE	GUIDANCE AND CONTROL EQUIPMENT								
	FLIGHT DIRECT	HSI	EFIS	FLTMGT COMPTR	1 AXIS AUTPLT	2 AXIS AUTPLT	3 AXIS AUTPLT	AUTO LAND	NO EQUIP
SOUTH CAROLINA									
ESTIMATED POPULATION	393	575	23	0	195	269	461	26	963
% STANDARD ERROR	33.3	28.3	*	0.0	*	42.2	32.0	*	22.6
% WITH CAPABILITY	19.2	28.1	1.1	0.0	9.5	13.1	22.5	1.3	47.0
SOUTH DAKOTA									
ESTIMATED POPULATION	91	208	0	4	64	141	203	0	1033
% STANDARD ERROR	*	49.6	0.0	*	*	*	49.8	0.0	22.1
% WITH CAPABILITY	6.1	14.0	0.0	0.2	4.3	9.5	13.7	0.0	69.6
TENNESSEE									
ESTIMATED POPULATION	702	1019	2	29	173	584	909	2	1801
% STANDARD ERROR	24.9	21.2	*	*	*	30.6	22.6	*	16.4
% WITH CAPABILITY	19.7	28.6	0.0	0.8	4.9	16.4	25.5	0.0	50.6
TEXAS									
ESTIMATED POPULATION	3728	6355	502	479	1206	3103	5891	389	10510
% STANDARD ERROR	9.6	7.9	27.8	25.5	20.4	12.8	8.3	35.1	6.7
% WITH CAPABILITY	16.7	28.4	2.2	2.1	5.4	13.9	26.4	1.7	47.0
UTAH									
ESTIMATED POPULATION	118	384	17	5	92	263	168	0	703
% STANDARD ERROR	*	37.6	*	*	*	44.8	*	0.0	26.6
% WITH CAPABILITY	8.3	27.1	1.2	0.4	6.5	18.6	11.9	0.0	49.7
VERMONT									
ESTIMATED POPULATION	74	81	2	0	7	6	112	0	282
% STANDARD ERROR	*	*	*	0.0	*	*	*	0.0	38.7
% WITH CAPABILITY	16.5	18.1	0.5	0.0	1.6	1.3	25.1	0.0	63.1
VIRGINIA									
ESTIMATED POPULATION	510	809	52	39	293	308	898	0	1860
% STANDARD ERROR	26.9	22.4	*	*	39.6	42.5	21.3	0.0	15.9
% WITH CAPABILITY	14.8	23.5	1.5	1.1	8.5	8.9	26.1	0.0	54.0
WASHINGTON									
ESTIMATED POPULATION	353	932	131	42	409	426	671	38	5868
% STANDARD ERROR	37.4	22.5	*	*	36.7	33.5	27.3	*	9.1
% WITH CAPABILITY	4.5	11.9	1.7	0.5	5.2	5.5	8.6	0.5	75.2

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE STATE OF AIRCRAFT
1986

STATE	GUIDANCE AND CONTROL EQUIPMENT								
	FLIGHT DIRECT	HSI	EFIS	FLTMGT COMPTR	1 AXIS AUTPLT	2 AXIS AUTPLT	3 AXIS AUTPLT	AUTO LAND	NO EQUIP
WEST VIRGINIA									
ESTIMATED POPULATION	152	229	3	12	69	114	186	0	828
% STANDARD ERROR	*	45.4	*	*	*	*	48.3	0.0	25.5
% WITH CAPABILITY	12.1	18.2	0.2	1.0	5.5	9.1	14.8	0.0	65.9
WISCONSIN									
ESTIMATED POPULATION	475	838	16	5	355	422	623	11	3363
% STANDARD ERROR	30.3	24.4	*	*	37.9	36.5	28.0	*	12.1
% WITH CAPABILITY	9.5	16.7	0.3	0.1	7.1	8.4	12.4	0.2	67.0
WYOMING									
ESTIMATED POPULATION	199	330	0	0	50	40	295	2	786
% STANDARD ERROR	*	35.3	0.0	0.0	*	*	39.7	*	24.4
% WITH CAPABILITY	16.0	26.6	0.0	0.0	4.0	3.2	23.8	0.2	63.4
PUERTO RICO									
ESTIMATED POPULATION	51	66	5	5	37	24	60	4	249
% STANDARD ERROR	*	*	*	*	*	*	*	*	43.4
% WITH CAPABILITY	13.0	16.8	1.4	1.4	9.5	6.1	15.2	1.1	63.1
OTHER U.S. TERRITORIES									
ESTIMATED POPULATION	9	39	4	1	69	64	48	0	45
% STANDARD ERROR	*	*	*	*	*	*	*	0.0	*
% WITH CAPABILITY	4.1	17.3	1.8	0.6	30.6	28.2	21.3	0.0	19.9
TOTAL									
ESTIMATED POPULATION	9611	51707	3031	2992	15253	30896	46628	1730	160814
% STANDARD ERROR	2.7	2.2	11.2	10.4	5.3	3.3	1.9	16.0	0.8
% WITH CAPABILITY	11.0	19.3	1.1	1.1	5.7	11.5	17.4	0.6	59.9

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS
DUE TO ESTIMATION PROCEDURES.
OPERATIONS OUTSIDE U.S.A TERRITORIES ARE NOT INCLUDED.

TABLE 2 - 17

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE REGION OF AIRCRAFT
1986

REGION	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			PRECISION APPROACH EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
ALASKAN												
ESTIMATED POPULATION	4431	3584	2613	963	3847	1153	5067	2944	2227	2116	0	5754
% STANDARD ERROR	9.6	11.0	13.0	20.1	10.8	20.0	8.7	12.1	13.6	14.0	0.0	8.3
% WITH CAPABILITY	49.7	40.2	29.3	10.8	43.2	12.9	56.8	33.0	25.0	23.7	0.0	64.6
CENTRAL												
ESTIMATED POPULATION	5626	7245	7271	3322	9694	4328	5696	7293	6685	6111	89	7826
% STANDARD ERROR	9.4	8.2	8.2	11.5	7.2	10.5	8.7	8.2	8.5	8.9	*	7.7
% WITH CAPABILITY	36.6	47.1	47.2	21.6	63.0	28.1	37.0	47.4	43.4	39.7	0.6	50.9
EASTERN												
ESTIMATED POPULATION	10295	16964	16262	3807	20227	12727	9297	17338	16392	15292	100	11891
% STANDARD ERROR	6.9	5.1	5.2	10.1	4.7	5.9	6.7	5.0	5.2	5.4	*	6.1
% WITH CAPABILITY	34.9	57.5	55.1	12.9	68.5	43.1	31.5	58.7	55.5	51.8	0.3	40.3
GREAT LAKES												
ESTIMATED POPULATION	17244	22486	22394	7428	27507	13614	17188	23380	21607	20100	403	20631
% STANDARD ERROR	5.2	4.5	4.4	7.1	4.0	5.7	4.8	4.3	4.5	4.7	35.7	4.5
% WITH CAPABILITY	38.6	50.3	50.1	16.6	61.5	30.5	38.5	52.3	48.3	45.0	0.9	46.2
NEW ENGLAND												
ESTIMATED POPULATION	3176	5537	4712	1572	6756	3640	3244	5460	4903	4424	76	4451
% STANDARD ERROR	12.3	9.4	10.1	17.1	8.5	11.4	11.7	9.4	10.0	10.5	*	10.2
% WITH CAPABILITY	31.8	55.4	47.1	15.7	67.6	36.4	32.4	54.6	49.0	44.2	0.8	44.5
NORTHWEST MOUNTAIN												
ESTIMATED POPULATION	9725	13197	11992	4062	16490	7710	9722	12584	11555	10457	164	13080
% STANDARD ERROR	7.1	5.9	6.2	10.3	5.3	7.7	6.7	6.0	6.3	6.6	47.4	5.8
% WITH CAPABILITY	37.1	50.3	45.7	15.5	62.9	29.4	37.1	48.0	44.1	39.9	0.6	49.9
SOUTHERN												
ESTIMATED POPULATION	12720	23241	21605	5071	29379	17047	9742	24014	22043	20570	335	14574
% STANDARD ERROR	6.2	4.3	4.4	9.1	3.8	4.9	6.5	4.2	4.4	4.5	36.9	5.5
% WITH CAPABILITY	32.5	59.4	55.2	13.0	75.1	43.6	24.9	61.4	56.3	52.6	0.9	37.3

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 17

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE REGION OF AIRCRAFT
1986

REGION	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			PRECISION APPROACH EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
SOUTHWESTERN												
ESTIMATED POPULATION	11302	21054	19567	5818	25715	14825	11034	21388	19995	18960	265	14889
% STANDARD ERROR	6.5	4.5	4.7	8.5	4.1	5.4	6.3	4.5	4.6	4.7	37.4	5.4
% WITH CAPABILITY	30.8	57.3	53.2	15.8	70.0	40.3	30.0	58.2	54.4	51.6	0.7	40.5
WESTERN-PACIFIC												
ESTIMATED POPULATION	15934	26750	23999	4919	32752	19727	12548	25505	23956	22391	182	18692
% STANDARD ERROR	5.3	4.0	4.2	8.8	3.6	4.6	5.5	4.1	4.2	4.4	41.9	4.6
% WITH CAPABILITY	35.2	59.0	53.0	10.9	72.3	43.5	27.7	56.3	52.9	49.4	0.4	41.3
TOTAL												
ESTIMATED POPULATION	94274	146544	136213	39907	179623	98734	88913	146067	134952	125804	1639	117864
% STANDARD ERROR	1.7	1.1	1.0	2.3	0.6	1.4	1.3	0.8	0.9	1.0	16.1	1.0
% WITH CAPABILITY	35.1	54.6	50.7	14.9	66.9	36.8	33.1	54.4	50.3	46.8	0.6	43.9

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS
DUE TO ESTIMATION PROCEDURES.
OPERATIONS OUTSIDE U.S.A TERRITORRIES ARE NOT INCLUDED.

TABLE 2 - 17

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE REGION OF AIRCRAFT
1986

REGION	VOR NAVIGATION EQUIPMENT						LONG RANGE NAV EQUIP			OTHER NAVIGATION EQUIP		
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHR LRNAV	RADAR ALTIM	WEATHER RADAR	NO NAV EQ
ALASKAN												
ESTIMATED POPULATION	3172	3382	2516	4827	998	327	1664	9	36	226	144	1963
% STANDARD ERROR	11.5	11.3	12.9	9.4	21.5	37.2	14.9	*	*	45.0	*	14.5
% WITH CAPABILITY	35.6	37.9	28.2	54.2	11.2	3.7	18.7	0.1	0.4	2.5	1.6	22.0
CENTRAL												
ESTIMATED POPULATION	4643	7713	7682	7140	4551	2062	1992	298	59	933	1339	3989
% STANDARD ERROR	10.4	8.0	7.9	8.2	10.1	14.9	15.8	29.2	*	19.5	16.7	10.3
% WITH CAPABILITY	30.2	50.1	49.9	46.4	29.6	13.4	12.9	1.9	0.4	6.1	8.7	25.9
EASTERN												
ESTIMATED POPULATION	8110	17245	17182	15596	11008	4482	5580	740	442	2872	3657	5315
% STANDARD ERROR	7.8	5.1	5.1	5.3	6.2	9.5	9.3	17.2	21.7	10.6	9.9	8.3
% WITH CAPABILITY	27.5	58.4	58.2	52.8	37.3	15.2	18.9	2.5	1.5	9.7	12.4	18.0
GREAT LAKES												
ESTIMATED POPULATION	13050	23761	24193	22271	13973	5931	6798	493	256	3382	3903	9596
% STANDARD ERROR	6.1	4.4	4.3	4.4	5.6	8.5	8.2	18.7	33.4	10.2	9.4	6.2
% WITH CAPABILITY	29.2	53.2	54.1	49.8	31.3	13.3	15.2	1.1	0.6	7.6	8.7	21.5
NEW ENGLAND												
ESTIMATED POPULATION	2586	5331	5202	4875	3035	960	2017	168	19	935	798	2237
% STANDARD ERROR	13.9	9.6	9.7	9.9	12.3	20.7	15.5	46.6	*	19.8	21.5	14.1
% WITH CAPABILITY	25.9	53.3	52.0	48.7	30.4	9.6	20.2	1.7	0.2	9.4	8.0	22.4
NORTHWEST MOUNTAIN												
ESTIMATED POPULATION	8121	13076	12439	11934	7796	2601	3978	169	111	1630	1562	5891
% STANDARD ERROR	7.9	5.9	6.1	6.2	7.6	13.0	10.9	40.2	*	15.1	14.8	8.3
% WITH CAPABILITY	31.0	49.9	47.5	45.5	29.7	9.9	15.2	0.6	0.4	6.2	6.0	22.5
SOUTHERN												
ESTIMATED POPULATION	9991	23773	22960	21962	15667	5749	8685	592	177	3621	5613	6549
% STANDARD ERROR	7.0	4.3	4.3	4.4	5.1	8.4	7.3	18.3	36.1	9.3	8.0	7.7
% WITH CAPABILITY	25.5	60.8	58.7	56.1	40.0	14.7	22.2	1.5	0.5	9.3	14.3	16.7

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 17

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE REGION OF AIRCRAFT
1986

REGION	VOR NAVIGATION EQUIPMENT						LONG RANGE NAV EQUIP			OTHER NAVIGATION EQUIP		
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHR LRNAV	RADAR ALTIM	WEATHER RADAR	NO NAV EQ
SOUTHWESTERN												
ESTIMATED POPULATION	9230	21074	21159	20670	14902	6777	5433	769	287	4497	5298	7119
% STANDARD ERROR	7.3	4.6	4.5	4.5	5.2	7.5	8.9	15.7	28.2	8.1	7.8	7.6
% WITH CAPABILITY	25.1	57.3	57.6	56.2	40.6	18.4	14.8	2.1	0.8	12.2	14.4	19.4
WESTERN-PACIFIC												
ESTIMATED POPULATION	14107	25140	25480	22016	16379	4508	5747	364	222	2798	2615	8617
% STANDARD ERROR	5.7	4.1	4.0	4.3	5.1	9.5	8.7	23.3	35.4	10.8	11.2	6.4
% WITH CAPABILITY	31.1	55.5	56.2	48.6	36.2	10.0	12.7	0.8	0.5	6.2	5.8	19.0
TOTAL												
ESTIMATED POPULATION	76402	146504	144834	136350	92011	34614	43249	3866	1756	21863	26077	54922
% STANDARD ERROR	2.0	1.0	0.8	0.9	1.3	2.8	2.9	5.8	11.5	2.9	2.5	1.6
% WITH CAPABILITY	28.5	54.6	53.9	50.8	34.3	12.9	16.1	1.4	0.7	8.1	9.7	20.5

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS
DUE TO ESTIMATION PROCEDURES.
OPERATIONS OUTSIDE U.S.A TERRITORIES ARE NOT INCLUDED.

TABLE 2 - 17

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE REGION OF AIRCRAFT
1986

REGION	GUIDANCE AND CONTROL EQUIPMENT								
	FLIGHT DIRECT	HSI	EFIS	FLTMGT COMPTR	1 AXIS AUTPLT	2 AXIS AUTPLT	3 AXIS AUTPLT	AUTO LAND	NO EQUIP
ALASKAN									
ESTIMATED POPULATION	174	1119	58	6	152	271	345	0	7306
% STANDARD ERROR	48.3	21.3	*	*	*	39.3	37.2	0.0	7.2
% WITH CAPABILITY	2.0	12.5	0.6	0.1	1.7	3.0	3.9	0.0	82.0
CENTRAL									
ESTIMATED POPULATION	1472	2424	371	166	1036	1769	2371	55	9520
% STANDARD ERROR	16.0	13.2	33.5	41.3	22.1	17.2	13.9	*	7.1
% WITH CAPABILITY	9.6	15.8	2.4	1.1	6.7	11.5	15.4	0.4	61.9
EASTERN									
ESTIMATED POPULATION	3857	6614	287	317	1697	3756	5667	134	16817
% STANDARD ERROR	9.7	7.9	29.1	29.3	16.8	11.6	8.4	48.2	5.1
% WITH CAPABILITY	13.1	22.4	1.0	1.1	5.7	12.7	19.2	0.5	57.0
GREAT LAKES									
ESTIMATED POPULATION	4541	7558	383	345	2558	5266	7301	247	27728
% STANDARD ERROR	9.0	7.4	28.6	26.4	13.9	9.6	7.5	42.1	3.9
% WITH CAPABILITY	10.2	16.9	0.9	0.8	5.7	11.8	16.3	0.6	62.0
NEW ENGLAND									
ESTIMATED POPULATION	1009	2164	140	122	533	1094	1522	59	5891
% STANDARD ERROR	20.0	14.5	*	*	30.6	21.8	17.0	*	9.0
% WITH CAPABILITY	10.1	21.6	1.4	1.2	5.3	10.9	15.2	0.6	58.9
NORTHWEST MOUNTAIN									
ESTIMATED POPULATION	2297	4163	167	137	1378	2223	3573	213	17540
% STANDARD ERROR	13.9	10.3	*	*	19.4	15.0	11.0	*	5.1
% WITH CAPABILITY	8.8	15.9	0.6	0.5	5.3	8.5	13.6	0.8	66.9
SOUTHERN									
ESTIMATED POPULATION	5077	8594	197	467	2765	4875	7863	187	21362
% STANDARD ERROR	8.5	6.8	42.4	28.9	13.4	10.0	6.8	41.5	4.6
% WITH CAPABILITY	13.0	22.0	0.5	1.2	7.1	12.5	20.1	0.5	54.6

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 17

GENERAL AVIATION AVIONICS EQUIPMENT
BY
BASE REGION OF AIRCRAFT
1986

REGION	GUIDANCE AND CONTROL EQUIPMENT								
	FLIGHT DIRECT	HSI	EFIS	FLTMGT COMPTR	1 AXIS AUTPLT	2 AXIS AUTPLT	3 AXIS AUTPLT	AUTO LAND	NO EQUIP
SOUTHWESTERN									
ESTIMATED POPULATION	5545	9153	606	584	1666	4474	8799	496	19391
% STANDARD ERROR	7.7	6.5	24.4	24.0	17.1	10.6	6.6	31.3	4.8
% WITH CAPABILITY	15.1	24.9	1.6	1.6	4.5	12.2	23.9	1.4	52.8
WESTERN-PACIFIC									
ESTIMATED POPULATION	4218	7536	647	658	2690	6094	7304	233	26931
% STANDARD ERROR	9.6	7.3	26.5	23.8	13.4	8.8	7.4	40.4	3.9
% WITH CAPABILITY	9.3	16.6	1.4	1.5	5.9	13.5	16.1	0.5	59.5
TOTAL									
ESTIMATED POPULATION	29611	51707	3031	2992	15253	30896	46628	1730	160814
% STANDARD ERROR	2.7	2.2	11.2	10.4	5.3	3.3	1.9	16.0	0.8
% WITH CAPABILITY	11.0	19.3	1.1	1.1	5.7	11.5	17.4	0.6	59.9

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

NOTE: COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS
DUE TO ESTIMATION PROCEDURES.
OPERATIONS OUTSIDE U.S.A TERRITORIES ARE NOT INCLUDED.

TABLE 2 - 18

GENERAL AVIATION AVIONICS EQUIPMENT
BY
PRIMARY USE
1986

PRIMARY USE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			PRECISION APPROACH EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
EXECUTIVE												
ESTIMATED POPULATION	1318	11161	10690	8	12032	11080	101	11598	11469	11031	120	515
% STANDARD ERROR	16.1	4.4	4.6	*	4.2	4.4	*	4.3	4.3	4.3	37.8	24.3
% WITH CAPABILITY	10.9	92.0	88.1	0.1	99.2	91.3	0.8	95.6	94.5	90.9	1.0	4.2
BUSINESS												
ESTIMATED POPULATION	13409	32743	35381	623	40820	29584	3033	37409	36245	35047	263	5897
% STANDARD ERROR	5.8	3.3	3.1	27.4	2.8	3.4	11.8	3.0	3.0	3.1	37.3	8.6
% WITH CAPABILITY	30.6	74.7	80.7	1.4	93.1	67.5	6.9	85.3	82.7	79.9	0.6	13.4
PERSONAL												
ESTIMATED POPULATION	51779	63805	59688	12306	82193	35047	38401	62529	57143	51317	719	55151
% STANDARD ERROR	2.5	2.3	2.2	4.8	1.8	3.3	2.4	2.2	2.3	2.5	26.3	2.0
% WITH CAPABILITY	42.9	52.9	49.5	10.2	68.2	29.1	31.8	51.9	47.4	42.6	0.6	45.7
INSTRUCTIONAL												
ESTIMATED POPULATION	5587	9572	6125	853	12140	4426	3541	8104	6337	5933	2	7379
% STANDARD ERROR	9.8	7.3	9.3	19.6	6.4	11.0	11.5	8.1	9.2	9.5	*	8.0
% WITH CAPABILITY	35.6	61.0	39.1	5.4	77.4	28.2	22.6	51.7	40.4	37.8	0.0	47.1
AERIAL APPLICATION												
ESTIMATED POPULATION	851	1293	592	4835	653	379	6289	443	362	362	0	6499
% STANDARD ERROR	20.6	16.5	24.9	5.6	22.3	30.1	3.6	28.5	32.3	32.3	0.0	3.6
% WITH CAPABILITY	12.3	18.6	8.5	69.7	9.4	5.5	90.6	6.4	5.2	5.2	0.0	93.6
AERIAL OBSERVATION												
ESTIMATED POPULATION	1643	2777	2658	453	3428	1836	1303	2475	2279	2193	32	2191
% STANDARD ERROR	16.9	12.4	13.4	28.8	11.2	15.4	18.0	13.7	14.5	14.7	*	13.1
% WITH CAPABILITY	34.7	58.7	56.2	9.6	72.5	38.8	27.5	52.3	48.2	46.4	0.7	46.3
OTHER WORK USE												
ESTIMATED POPULATION	343	634	297	217	568	340	589	199	163	139	9	944
% STANDARD ERROR	37.7	26.0	41.7	40.4	27.6	37.2	26.7	48.4	*	*	*	21.0
% WITH CAPABILITY	29.7	54.8	25.7	18.7	49.1	29.4	50.9	17.2	14.1	12.0	0.8	81.6
COMMUTER AIR CARRIER												
ESTIMATED POPULATION	313	1423	1280	0	1533	1129	196	1516	1401	1350	86	213
% STANDARD ERROR	37.1	12.0	11.2	0.0	11.4	12.5	47.6	11.5	11.2	11.7	47.0	44.1
% WITH CAPABILITY	18.1	82.3	74.0	0.0	88.7	65.3	11.3	87.7	81.0	78.1	5.0	12.3

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 18

GENERAL AVIATION AVIONICS EQUIPMENT
BY
PRIMARY USE
1986

PRIMARY USE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			PRECISION APPROACH EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO VHF	4096 CODE	ALTIT ENCODE	NO TRANS	LOCAL	MRKR BECN	GLIDE SLOPE	MLS	NO ILS
AIR TAXI												
ESTIMATED POPULATION	1337	6352	5520	43	6732	5326	755	6035	5703	5595	66	1445
% STANDARD ERROR	18.6	7.4	8.2	*	7.3	8.4	23.6	7.8	8.0	8.1	*	16.0
% WITH CAPABILITY	17.9	84.8	73.7	0.6	89.9	71.1	10.1	80.6	76.2	74.7	0.9	19.3
OTHER												
ESTIMATED POPULATION	1573	3327	2532	844	3262	2136	2402	3039	2513	2696	102	2525
% STANDARD ERROR	16.5	10.6	12.2	23.4	10.8	13.2	13.1	11.4	12.0	11.9	*	12.6
% WITH CAPABILITY	27.8	58.7	44.7	14.9	57.6	37.7	42.4	53.7	44.4	47.6	1.8	44.6
INACTIVE												
ESTIMATED POPULATION	16651	11229	10531	21071	14692	6139	33639	11491	10452	8971	244	36004
% STANDARD ERROR	4.0	5.4	4.7	2.8	3.5	6.3	1.5	4.2	4.1	5.0	48.2	1.4
% WITH CAPABILITY	34.5	23.2	21.8	43.6	30.4	12.7	69.6	23.8	21.6	18.6	0.5	74.5
TOTAL												
ESTIMATED POPULATION	94274	146544	136213	39907	179623	98734	88913	146067	134952	125804	1639	117864
% STANDARD ERROR	1.7	1.1	1.0	2.3	0.6	1.4	1.3	0.8	0.9	1.0	16.1	1.0
% WITH CAPABILITY	35.1	54.6	50.7	14.9	66.9	36.8	33.1	54.4	50.3	46.8	0.6	43.9

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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

TABLE 2 - 18

GENERAL AVIATION AVIONICS EQUIPMENT
BY
PRIMARY USE
1986

PRIMARY USE	VOR NAVIGATION EQUIPMENT						LONG RANGE NAV EQUIP			OTHER NAVIGATION EQUIP		
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHR LRNAV	RADAR ALTIM	WEATHER RADAR	NO NAV EQ
EXECUTIVE												
ESTIMATED POPULATION	1500	10766	11451	11667	11163	7596	3536	2590	802	8153	8708	61
% STANDARD ERROR	14.2	4.5	4.3	4.2	4.3	5.4	9.1	6.6	11.9	4.4	4.4	*
% WITH CAPABILITY	12.4	88.7	94.4	96.2	92.0	62.6	29.1	21.4	6.6	67.2	71.8	0.5
BUSINESS												
ESTIMATED POPULATION	12507	32934	37686	36957	30559	12441	12081	270	232	5687	7721	1081
% STANDARD ERROR	6.0	3.2	2.9	3.0	3.3	5.5	6.0	35.2	38.8	7.8	6.8	20.8
% WITH CAPABILITY	28.5	75.1	85.9	84.3	69.7	28.4	27.5	0.6	0.5	13.0	17.6	2.5
PERSONAL												
ESTIMATED POPULATION	40617	66281	64459	55844	30303	7568	19266	116	279	2337	2576	19201
% STANDARD ERROR	3.0	2.2	2.1	2.4	3.6	7.8	4.8	*	42.1	13.9	13.1	3.2
% WITH CAPABILITY	33.7	55.0	53.5	46.3	25.1	6.3	16.0	0.1	0.2	1.9	2.1	15.9
INSTRUCTIONAL												
ESTIMATED POPULATION	5488	9262	6466	6495	2995	544	752	9	0	210	132	1635
% STANDARD ERROR	10.0	7.5	9.0	9.1	13.1	28.6	25.8	*	0.0	*	*	14.7
% WITH CAPABILITY	35.0	59.1	41.2	41.4	19.1	3.5	4.8	0.1	0.0	1.3	0.8	10.4
AERIAL APPLICATION												
ESTIMATED POPULATION	194	534	434	449	133	5	271	3	0	72	30	6207
% STANDARD ERROR	43.5	21.7	27.0	26.5	45.0	*	23.3	*	0.0	25.6	*	3.7
% WITH CAPABILITY	2.8	7.7	6.2	6.5	1.9	0.1	3.9	0.1	0.0	1.0	0.4	89.4
AERIAL OBSERVATION												
ESTIMATED POPULATION	1285	2251	2213	2494	1263	582	1220	13	40	329	132	1098
% STANDARD ERROR	19.1	14.7	14.7	13.3	18.8	27.4	18.5	*	*	28.6	35.3	17.7
% WITH CAPABILITY	27.2	47.6	46.8	52.7	26.7	12.3	25.8	0.3	0.9	7.0	2.8	23.2
OTHER WORK USE												
ESTIMATED POPULATION	200	332	207	260	67	66	49	1	0	34	25	575
% STANDARD ERROR	47.5	36.5	47.5	39.6	*	*	*	*	0.0	*	*	27.1
% WITH CAPABILITY	17.3	28.7	17.9	22.5	5.8	5.7	4.2	0.1	0.0	2.9	2.1	49.7
COMMUTER AIR CARRIER												
ESTIMATED POPULATION	270	1372	1364	1548	1175	312	101	0	0	455	892	22
% STANDARD ERROR	35.8	11.4	11.3	10.5	10.2	32.3	*	0.0	0.0	25.2	12.6	*
% WITH CAPABILITY	15.6	79.3	78.9	89.5	68.0	18.1	5.9	0.0	0.0	26.3	51.6	1.3

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 18

GENERAL AVIATION AVIONICS EQUIPMENT
BY
PRIMARY USE
1986

PRIMARY USE	VOR NAVIGATION EQUIPMENT						LONG RANGE NAV EQUIP			OTHER NAVIGATION EQUIP		
	VOR 100CH	VOR 200CH	2+ VOR	ADF	DME	RNAV	LORAN	OMEGA	OTHR LRNAV	RADAR ALTIM	WEATHER RADAR	NO NAV EQ
AIR TAXI												
ESTIMATED POPULATION	1271	5866	5545	6508	5250	2445	1642	292	48	2035	2993	269
% STANDARD ERROR	17.5	8.0	8.2	7.5	8.3	12.5	13.2	26.0	*	11.8	10.3	41.1
% WITH CAPABILITY	17.0	78.4	74.1	86.9	70.1	32.7	21.9	3.9	0.6	27.2	40.0	3.6
OTHER												
ESTIMATED POPULATION	1186	2744	2562	2633	1969	842	1355	224	186	875	863	1583
% STANDARD ERROR	18.9	11.9	12.3	12.1	13.1	21.0	17.1	30.8	26.2	16.4	17.6	16.2
% WITH CAPABILITY	20.9	48.5	45.2	46.5	34.8	14.9	23.9	4.0	3.3	15.4	15.2	28.0
INACTIVE												
ESTIMATED POPULATION	12052	12883	11629	10712	6266	1806	2376	311	160	1243	1614	24144
% STANDARD ERROR	5.1	4.8	4.1	3.8	5.9	13.1	14.2	18.4	41.5	11.9	13.6	2.3
% WITH CAPABILITY	24.9	26.7	24.1	22.2	13.0	3.7	4.9	0.6	0.3	2.6	3.3	50.0
TOTAL												
ESTIMATED POPULATION	76402	146504	144834	136350	92011	34614	43249	3866	1756	21863	26077	54922
% STANDARD ERROR	2.0	1.0	0.8	0.9	1.3	2.8	2.9	5.8	11.5	2.9	2.5	1.6
% WITH CAPABILITY	28.5	54.6	53.9	50.8	34.3	12.9	16.1	1.4	0.7	8.1	9.7	20.5

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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

TABLE 2 - 18

GENERAL AVIATION AVIONICS EQUIPMENT
BY
PRIMARY USE
1986

PRIMARY USE	GUIDANCE AND CONTROL EQUIPMENT								
	FLIGHT DIRECT	HSI	EFIS	FLTMGT COMPTR	1 AXIS AUTPLT	2 AXIS AUTPLT	3 AXIS AUTPLT	AUTO LAND	NO EQUIP
EXECUTIVE									
ESTIMATED POPULATION	8896	10252	896	1055	310	637	9621	335	706
% STANDARD ERROR	4.3	4.3	15.2	13.8	37.0	26.3	4.4	31.3	22.8
% WITH CAPABILITY	73.3	84.5	7.4	8.7	2.6	5.2	79.3	2.8	5.8
BUSINESS									
ESTIMATED POPULATION	9299	15533	820	668	4522	9434	16611	623	10885
% STANDARD ERROR	6.2	4.8	24.0	26.6	10.2	7.0	4.4	28.8	6.4
% WITH CAPABILITY	21.2	35.4	1.9	1.5	10.3	21.5	37.9	1.4	24.8
PERSONAL									
ESTIMATED POPULATION	4899	14512	919	539	7719	16473	9340	422	79877
% STANDARD ERROR	9.8	5.7	23.2	28.6	7.6	5.0	6.7	33.7	1.6
% WITH CAPABILITY	4.1	12.0	0.8	0.4	6.4	13.7	7.7	0.3	66.2
INSTRUCTIONAL									
ESTIMATED POPULATION	450	1253	45	0	490	1098	819	0	12645
% STANDARD ERROR	36.2	19.9	*	0.0	33.6	22.0	25.4	0.0	6.0
% WITH CAPABILITY	2.9	8.0	0.3	0.0	3.1	7.0	5.2	0.0	80.6
AERIAL APPLICATION									
ESTIMATED POPULATION	3	24	0	0	0	171	23	0	6745
% STANDARD ERROR	*	*	0.0	0.0	0.0	*	*	0.0	3.5
% WITH CAPABILITY	0.0	0.3	0.0	0.0	0.0	2.5	0.3	0.0	97.2
AERIAL OBSERVATION									
ESTIMATED POPULATION	270	719	6	12	158	484	719	0	2995
% STANDARD ERROR	36.9	24.3	*	*	*	32.9	24.9	0.0	11.5
% WITH CAPABILITY	5.7	15.2	0.1	0.3	3.3	10.2	15.2	0.0	63.3
OTHER WORK USE									
ESTIMATED POPULATION	25	73	0	0	24	45	13	0	1015
% STANDARD ERROR	*	*	0.0	0.0	*	*	*	0.0	20.1
% WITH CAPABILITY	2.1	6.3	0.0	0.0	2.1	3.9	1.1	0.0	87.7
COMMUTER AIR CARRIER									
ESTIMATED POPULATION	559	854	89	89	0	133	247	89	577
% STANDARD ERROR	20.3	12.3	*	*	0.0	47.6	35.4	*	21.7
% WITH CAPABILITY	32.3	49.4	5.1	5.1	0.0	7.7	14.3	5.1	33.4

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2 - 18

GENERAL AVIATION AVIONICS EQUIPMENT
BY
PRIMARY USE
1986

PRIMARY USE	GUIDANCE AND CONTROL EQUIPMENT								
	FLIGHT DIRECT	HSI	EFIS	FLTMGT COMPTR	1 AXIS AUTPLT	2 AXIS AUTPLT	3 AXIS AUTPLT	AUTO LAND	NO EQUIP
AIR TAXI									
ESTIMATED POPULATION	2488	3299	15	117	201	315	4151	89	2247
% STANDARD ERROR	11.4	10.1	*	*	*	36.2	9.3	*	12.9
% WITH CAPABILITY	33.2	44.1	0.2	1.6	2.7	4.2	55.4	1.2	30.0
OTHER									
ESTIMATED POPULATION	856	1208	77	116	117	364	1247	31	3574
% STANDARD ERROR	17.3	15.0	29.4	44.2	*	36.8	16.9	42.9	10.5
% WITH CAPABILITY	15.1	21.3	1.4	2.0	2.1	6.4	22.0	0.5	63.1
INACTIVE									
ESTIMATED POPULATION	1541	3507	97	410	1757	1875	3385	125	39739
% STANDARD ERROR	13.1	9.2	*	14.8	17.2	14.3	8.0	39.5	1.1
% WITH CAPABILITY	3.2	7.3	0.2	0.8	3.6	3.9	7.0	0.3	82.2
TOTAL									
ESTIMATED POPULATION	29611	51707	3031	2992	15253	30896	46628	1730	160814
% STANDARD ERROR	2.7	2.2	11.2	10.4	5.3	3.3	1.9	16.0	0.8
% WITH CAPABILITY	11.0	19.3	1.1	1.1	5.7	11.5	17.4	0.6	59.9

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
OTHER 1	9133.7	1295.2	14.2
OTHER 2	2644.0	249.2	9.4
OTHER 3	757.2	221.8	29.3
OTHER 4	3862.0	1418.1	36.7
OTHER 5	616.0	154.7	25.1
OTHER 6	824.9	154.6	18.7
OTHER 7	1181.4	762.8	64.6
OTHER 8	680.7	175.4	25.8
OTHER 9	1676.0	292.9	17.5
OTHER 10	1190.0	891.0	74.9
OTHER 11	422.0	181.0	42.9
OTHER 12	1402.2	345.8	24.7
OTHER 13	985.5	162.2	16.5
ADAMS A50S	21.5	3.9	18.3
AERORSJ2	7.4	1.2	16.5
AEROSPAS355	332.4	27.5	8.3
AEROSPSA316	426.2	137.4	32.2
AGUSTA205	395.0	0.0	0.0
AGUSTAA109	78.1	13.8	17.7
AIRPTSA	519.5	64.0	12.3
AIRSPC18	9.2	1.4	14.7

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
AIRTRCAT300	834.4	119.9	14.4
AIRTRCAT400	75.1	15.2	20.3
AMD FALC10	587.1	75.7	12.9
AMD FALC20	1439.2	171.7	11.9
AMD FALC50	147.2	34.6	23.5
AMTR TMK	6.3	0.0	0.0
ARCTICS1A	256.9	27.8	10.8
ARCTICS1B1	18.0	3.2	17.8
ARONCA15	399.6	23.6	5.9
ARONCA58	316.4	21.6	6.8
ARONCA65	409.4	52.6	12.8
ARONCAC3	65.5	7.1	10.9
AVIANWFALCON	4.3	0.7	15.1
AVIANWSKYHWK	9.8	2.0	20.1
AYRES S2	3514.2	595.5	16.9
BAC 111	259.8	90.5	34.8
BAG B206	88.3	15.5	17.5
BAG DH125	209.9	24.6	11.7
BALWKSFIREFY	273.6	40.4	14.8
BBAVIA11	1373.2	91.0	6.6
BBAVIA7	9231.0	870.9	9.4

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
BBAVIA8	261.1	50.4	19.3
BEECH 100	1218.0	214.8	17.6
BEECH 17	258.1	57.5	22.3
BEECH 18	7693.6	945.2	12.3
BEECH 1900	343.0	83.1	24.2
BEECH 200	1862.1	188.7	10.1
BEECH 23	5683.8	386.7	6.8
BEECH 300	51.4	10.0	19.4
BEECH 33	4383.0	403.0	9.2
BEECH 35	22619.4	994.0	4.4
BEECH 36	2924.1	286.7	9.8
BEECH 45	1305.1	95.6	7.3
BEECH 50	1555.1	236.9	15.2
BEECH 55	5820.0	692.3	11.9
BEECH 56	135.2	14.0	10.4
BEECH 58	3164.6	404.5	12.8
BEECH 60	2974.7	1338.1	45.0
BEECH 65	334.4	70.0	20.9
BEECH 76	394.8	40.8	10.3
BEECH 77	300.4	40.1	13.4
BEECH 80	480.2	94.1	19.6

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
BEECH 90	4848.2	759.1	15.7
BEECH 95	1657.9	131.5	7.9
BEECH 99	1395.2	559.0	40.1
BELL 204	789.1	131.9	16.7
BELL 206	8656.1	1001.5	11.6
BELL 212	625.2	129.0	20.6
BELL 214	47.0	17.7	37.7
BELL 222	88.3	11.3	12.8
BELL 412	240.6	67.9	28.2
BELL 47	8914.1	934.1	10.5
BLANCA11	149.9	35.7	23.8
BLANCA1413	649.3	148.0	22.8
BLANCA1419	536.6	40.1	7.5
BLANCA17	1460.7	138.9	9.5
BLANCA7	5023.7	495.2	9.9
BLANCA8	334.8	39.7	11.8
BNORM BN2	1128.8	171.6	15.2
BOEING727	1375.6	158.1	11.5
BOEING75	6851.4	588.5	8.6
BOEING757	4.4	0.0	0.0
BOLKMS105	395.8	118.4	29.9

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
BOLKMS117	34.6	7.0	20.3
BRAERODH125	20.9	7.6	36.6
BRASOVIS28	29.2	4.3	14.6
BRWSTRFLEET2	46.2	3.6	7.9
BRWSTRFLEET7	68.8	9.6	13.9
BUKER 131	36.6	4.6	12.5
CAMRONMODELO	46.3	5.0	10.7
CASA C212	34.8	7.6	22.0
CESSNA120	2458.6	264.7	10.8
CESSNA140	10091.3	4156.2	41.2
CESSNA150	63313.6	3555.5	5.6
CESSNA170	7304.3	731.8	10.0
CESSNA172	61808.3	2575.2	4.2
CESSNA175	3068.7	297.5	9.7
CESSNA177	4998.2	319.5	6.4
CESSNA180	9735.5	1007.4	10.3
CESSNA182	29351.7	1708.3	5.8
CESSNA185	3538.2	336.6	9.5
CESSNA188	4414.4	322.9	7.3
CESSNA190	228.3	14.8	6.5
CESSNA195	1460.9	154.5	10.6

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
CESSNA205	694.5	58.6	8.4
CESSNA206	5802.6	510.0	8.8
CESSNA207	2266.1	393.9	17.4
CESSNA208	78.7	16.0	20.4
CESSNA210	11816.6	599.9	5.1
CESSNA303	121.4	24.4	20.1
CESSNA305	1480.7	128.5	8.7
CESSNA310	10257.7	1228.1	12.0
CESSNA320	969.1	201.5	20.8
CESSNA335	60.3	6.4	10.6
CESSNA336	142.1	14.6	10.3
CESSNA337	2022.7	191.9	9.5
CESSNA340	1718.6	166.5	9.7
CESSNA401	917.6	108.7	11.8
CESSNA402	4041.8	1036.2	25.6
CESSNA404	609.7	154.9	25.4
CESSNA411	523.7	40.9	7.8
CESSNA414	1689.9	180.2	10.7
CESSNA421	2887.5	243.5	8.4
CESSNA425	201.0	26.9	13.4
CESSNA441	340.9	45.3	13.3

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
CESSNA500	1819.0	371.2	20.4
CESSNA501	73.3	7.2	9.9
CESSNA650	89.6	9.3	10.3
CESSNAT50	158.2	18.5	11.7
CESSNAUC94	79.6	9.8	12.3
CHILD S1	76.1	20.2	26.5
CHILD S2	139.3	31.5	22.6
CNDAIRCL600	130.3	16.4	12.6
CNTRAR101	5.7	0.7	11.8
COMWTH185	163.6	14.2	8.7
CONAERLA4	427.5	41.3	9.7
CURTISC46	900.0	0.0	0.0
CURTISJR	14.0	3.0	21.5
CURTISROBIN	45.9	6.9	15.0
CURTISTRVAIR	651.2	69.2	10.6
CVAC 240	930.9	208.2	22.4
CVAC 440	510.3	0.0	0.0
CVAC BT13	310.9	31.8	10.2
CVAC L13	57.7	11.6	20.2
CVAC STC580	721.1	345.7	47.9
DART G	25.9	3.3	12.6

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
DHAV DHC1	492.5	66.8	13.6
DHAV DHC2	2355.9	126.8	5.4
DHAV DHC4	177.0	0.0	0.0
DHAV DHC6	3217.5	450.9	14.0
DHAVXXDH82	312.0	64.6	20.7
DOUG A26	103.9	14.2	13.6
DOUG DC3	8537.1	1158.7	13.6
DOUG DC4	2340.3	263.1	11.2
DOUG DC8	2220.3	214.4	9.7
EAGLE DW	82.1	9.1	11.1
EAGLEBC7	9.7	1.7	17.2
EIRVON20	45.0	9.4	20.8
EMAIR MA1	87.6	17.9	20.4
EMB 110	1074.0	233.5	21.7
ENSTRMF28	452.4	51.4	11.4
FLEET 16B	32.2	3.9	12.2
FRCHLD24	484.3	43.8	9.0
FRCHLDC119	232.0	10.2	4.4
FRCHLDF27	369.2	79.9	21.6
FRCHLDM62	470.1	64.0	13.6
GENBALAX6	9.9	2.2	22.6

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
GLASFL201	28.3	2.3	8.2
GLASFLH301	110.0	11.4	10.4
GROB 103CAT	41.2	8.0	19.3
GROB 109	30.7	11.4	37.1
GROB ASTIR	21.4	5.1	23.8
GRTLKS2T1	149.0	13.2	8.9
GRUMANSA16	86.8	17.8	20.5
GRUMAVAA1	833.9	130.3	15.6
GRUMAVAA5	1717.2	131.8	7.7
GRUMAVG1159	180.6	28.1	15.6
GRUMAVG164	4172.8	432.7	10.4
GRUMAVG21	447.3	59.0	13.2
GRUMAVTBM	94.6	10.0	10.6
GULSTM112	948.4	83.4	8.8
GULSTM500	2499.4	456.1	18.2
GULSTM520	312.1	50.8	16.3
GULSTM560	392.6	55.5	14.1
GULSTM680	1202.1	127.7	10.6
GULSTM680TP	673.2	222.1	33.0
GULSTM690TC	39.9	2.5	6.3
GULSTM690TP	1435.0	249.1	17.4

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
GULSTMAA1	952.0	94.1	9.9
GULSTMAA5	1323.0	231.2	17.5
GULSTMG1159	1031.1	148.4	14.4
GULSTMG159	1546.3	207.7	13.4
GULSTMG44	573.8	51.3	8.9
GULSTMG73	452.6	25.5	5.6
GULSTMGA7	96.3	16.6	17.2
H23/HTE	146.6	28.0	19.1
HELIO H250	65.8	14.0	21.3
HELIO H295	242.7	28.5	11.7
HELIO H391	75.9	14.1	18.6
HILLERFH1100	148.0	34.4	23.3
HILLERUH12	2746.4	416.7	15.2
HUGHES269	2981.2	562.1	18.9
HUGHES369	1910.5	351.2	18.4
HWKSLYDH104	100.0	31.8	31.8
HWKSLYDH125	709.0	132.7	18.7
HYNES B2	162.3	36.8	22.7
INTRCP200	59.5	6.8	11.4
ISRAEL1121	514.9	51.7	10.0
ISRAEL1123	86.1	11.9	13.8

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
ISRAEL1124	472.2	82.1	17.4
JBMSTRDGA15	176.3	22.0	12.5
LAIKFN10	26.5	3.4	12.8
LEAR 23	407.8	58.8	14.4
LEAR 24	1034.0	132.1	12.8
LEAR 25	1140.8	221.0	19.4
LEAR 35	1503.5	245.4	16.3
LEAR 55	162.6	16.8	10.3
LET L13	184.4	32.1	17.4
LKHEED12A	228.2	32.4	14.2
LKHEED1329	387.3	57.6	14.9
LKHEED18	442.2	229.5	51.9
LKHEED382	0.2	0.0	0.0
LKHEEDPV1	37.8	9.0	23.8
LKHEEDT33	2208.2	0.0	0.0
LUSCOM8	5089.6	396.2	7.8
MAULE M4	318.9	34.8	10.9
MAULE M5	289.2	61.5	21.2
MAULE M6	28.1	8.4	29.7
MCLISHFUNKB	230.6	19.0	8.2
MEYERSOTW	117.2	10.3	8.8

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
MNCOUP90	131.8	10.9	8.3
MNMITEM18	172.3	21.0	12.2
MOONEYM20	12201.4	652.8	5.4
MRCHTIS205	56.5	5.7	10.0
MTSBSIMU2	1496.2	326.5	21.8
MTSBSIMU300	61.9	10.7	17.3
MULTECD16	111.8	9.0	8.1
NAMER B25	241.9	59.0	24.4
NAMER F51	197.6	33.1	16.7
NAMER NA260	515.3	110.1	21.4
NAMER T6	2872.6	416.9	14.5
NATBAL752	4.8	1.4	29.0
NAVAL N3N	548.4	65.8	12.0
NAVIONNAVION	1492.9	171.8	11.5
NORD 3202	22.7	3.3	14.5
NORD SV4	68.5	13.9	20.3
NORWST65	132.4	6.4	4.8
ORLHELH19	231.8	5.0	2.1
ORLHELS58	152.7	0.0	0.0
PARTENP68	34.9	8.3	23.9
PICARDAX6	39.4	4.7	11.8

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
PILATSB4	18.9	5.0	26.3
PIPER 600	510.0	67.2	13.2
PIPER E2	24.0	1.3	5.4
PIPER J2	92.5	9.3	10.1
PIPER J3	12166.5	601.1	4.9
PIPER J4	440.3	30.7	7.0
PIPER J5	916.1	58.5	6.4
PIPER PA12	3111.1	219.6	7.1
PIPER PA14	311.0	85.8	27.6
PIPER PA15	264.6	26.8	10.1
PIPER PA16	740.8	45.6	6.2
PIPER PA17	178.6	26.0	14.5
PIPER PA18	8411.9	1073.8	12.8
PIPER PA20	1149.3	80.6	7.0
PIPER PA22	12830.9	1116.5	8.7
PIPER PA23	11007.6	613.7	5.6
PIPER PA24	9165.4	486.3	5.3
PIPER PA25	4208.9	398.3	9.5
PIPER PA28	49853.4	1345.8	2.7
PIPER PA30	3960.2	321.0	8.1
PIPER PA31	8590.6	872.0	10.2

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
PIPER PA31T	1158.3	93.2	8.0
PIPER PA32	7937.2	591.8	7.5
PIPER PA34	4452.3	393.1	8.8
PIPER PA36	590.5	127.1	21.5
PIPER PA38	6228.2	1985.6	31.9
PIPER PA42	155.2	20.5	13.2
PIPER PA44	518.4	75.2	14.5
PIPER PA46	153.8	33.5	21.8
PROPJT200	133.6	12.6	9.4
RAVEN RX6	40.7	7.0	17.2
RAVEN S50	22.1	3.5	16.0
RAVEN S55	177.4	27.5	15.5
RAVEN S60	40.3	5.6	13.9
RAVEN S66	10.6	2.1	19.8
RKWELL500	93.2	17.1	18.3
RKWELL700	29.4	3.8	13.0
RKWELLNA265	1791.4	248.4	13.9
ROBSINR22	331.5	36.9	11.1
ROLSCHLS	55.5	9.2	16.6
RYAN ST3	432.5	29.4	6.8
RYAN STA	80.1	15.5	19.3

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
SAAB SF340	20.0	4.3	21.6
SCHLERASK21	15.5	2.2	14.2
SCHLERASW15	31.7	3.3	10.5
SCHLERASW19	28.2	5.1	18.2
SCHLERASW20	50.1	6.4	12.8
SCHLERK8	19.7	1.4	7.3
SCHLERKA6	63.3	10.1	15.9
SCWZERG164	1035.5	79.0	7.6
SCWZERSG1	704.3	81.0	11.5
SCWZERSG2	947.8	177.1	18.7
SEMCO CLNGER	6.2	1.4	22.0
SEMCO MODELT	11.0	6.5	58.9
SKRSKYS55	117.0	16.3	14.0
SKRSKYS58	357.3	82.6	23.1
SKRSKYS61	109.0	33.8	31.0
SKRSKYS76	294.4	93.0	31.6
SLINDS100	441.5	45.5	10.3
SMITH 600	591.3	101.0	17.1
SNIAS 350	442.6	97.7	22.1
SNIAS SA341	83.5	12.8	15.3
SOCATAMS894	34.6	5.9	17.0

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
SOCATARALLYE	10.0	0.4	4.4
SOCATATB10	13.3	5.3	39.9
SOCATATB20	46.3	18.0	38.8
SPHRTHCIRRUS	111.2	12.4	11.2
SPHRTHNIMBUS	22.1	3.1	14.2
SPHRTHVENTUS	18.3	2.2	11.9
STNSON10	286.2	23.5	8.2
STNSONL5	274.2	51.3	18.7
STNSONSR9	70.9	4.8	6.8
STNSONV77	169.7	30.2	17.8
STOLAMRC3	233.6	26.6	11.4
SUPAC LA	114.6	5.2	4.5
SUPAC V	24.2	3.1	12.7
SWRNGNSA226	2411.7	206.7	8.6
SWRNGNSA227	491.9	108.9	22.1
SWRNGNSA26	589.4	90.8	15.4
TCRAFK21	6.0	1.0	15.9
TCRAFKD	776.2	152.0	19.6
TCRAFTA	37.5	4.3	11.5
TCRAFTBC	3664.9	258.6	7.1
TCRAFTBF	91.0	8.5	9.4

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
TCRAFTBL	546.8	33.0	6.0
TEMCO 11A	49.1	4.7	9.6
TH55	125.5	6.7	5.3
THUNDRAX7	16.6	2.9	17.4
TMPSONNAVION	1576.2	123.8	7.9
TRYTEK65	765.2	72.5	9.5
TRYTEKK	45.9	5.4	11.8
UNIVACGC1	1316.1	137.8	10.5
UNIVAR108	4249.4	280.5	6.6
UNIVAR415	3836.8	229.4	6.0
VARGA 2150	125.7	25.4	20.2
WACO ASO	97.4	13.2	13.5
WACO GXE	61.9	14.0	22.6
WACO R	49.3	5.0	10.1
WACO UPF7	447.3	43.5	9.7
WACO YK	106.2	8.9	8.4
WSK M18	58.2	5.9	10.2
WTHRLY201	151.6	7.1	4.7
TOTAL AIRCRAFT	684279.1	8720.6	1.3

TABLE 2 - 20

GENERAL AVIATION MEAN HOURS AND ACTIVE ENGINES
BY ENGINE MANUFACTURER/MODEL GROUP
1986

ENGINE MANUFACTURER/ MODEL GROUP	ESTIMATE OF ACTIVE POPULATION	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	ESTIMATE OF MEAN HOURS	PERCENT STANDARD ERROR
ALLSN 250C	1739	6.10	80.38	481	12.31
ALLSN 501D	38	70.56	20.00	250	0.02
AMTRMCMCCULH	390	15.34	86.37	10	43.10
ARSRCHTFE731	126	37.11	26.90	30	38.47
ARSRCHTPE331	621	0.00	100.00	399	5.59
CONT 6285	148	0.00	100.00	540	0.00
CONT 975	24	13.35	89.66	117	35.32
CONT A50	16	0.00	45.63	23	13.89
CONT A65	8413	33.85	85.60	79	1.98
CONT A75	1133	4.67	53.56	59	7.47
CONT A80	36	0.00	45.94	45	26.91
CONT C125	13	304.42	3.28	62	21.70
CONT C145	1148	26.45	50.69	38	25.86
CONT C85	4692	7.46	75.68	63	9.82
CONT C90	1524	6.39	58.87	79	21.36
CONT E185	1428	8.30	69.05	51	7.47
CONT E225	1123	8.71	75.06	73	14.48
CONT O200	11779	11.03	77.96	82	11.25
CONT O300	8891	2.54	87.99	109	8.66
CONT O346	282	1.47	89.35	87	11.61
CONT O360	2138	33.32	58.49	62	27.49
CONT O470	24815	3.68	91.06	161	16.56
CONT O520	27271	1.55	89.51	120	5.51
CONT R670	1020	0.00	94.97	179	3.21
DHAVXXGIPSY	66	0.00	64.64	70	18.09
FCD 6440	62	108.75	17.95	56	17.07
FRNKLN4AC150	9	0.00	40.62	57	40.06
FRNKLN4AC176	46	88.00	25.00	150	0.00
FRNKLN4AC199	116	26.32	72.93	53	49.01
FRNKLN6A4150	338	18.29	33.13	59	11.72
FRNKLN6A4165	635	12.74	55.78	54	25.21
FRNKLN6A4200	12	0.00	55.62	47	12.02
FRNKLN6A8215	32	198.00	15.67	30	0.00
FRNKLN6AV335	39	24.62	33.83	48	32.15
FRNKLN6AV350	212	18.75	93.14	31	58.91
FRNKLN6V4	76	45.89	39.12	64	13.59
FRNKLN6V6245	10	0.00	49.24	109	33.67
FRNKLN6VS335	52	37.39	83.33	40	0.00
GE CF6	54	37.23	74.61	91	10.23
GE CF700	456	0.00	100.00	0	0.00
GE CJ610	838	2.28	94.83	534	8.63
GE CJ805F	22	0.00	91.43	498	7.98

TABLE 2 - 20

GENERAL AVIATION MEAN HOURS AND ACTIVE ENGINES
BY ENGINE MANUFACTURER/MODEL GROUP
1986

ENGINE MANUFACTURER/ MODEL GROUP	ESTIMATE OF ACTIVE POPULATION	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	ESTIMATE OF MEAN HOURS	PERCENT STANDARD ERROR
GE CT58	20	0.00	88.22	262	9.40
JACOBPR755	70	92.35	16.19	578	28.60
JACOBSR755	39	177.88	10.43	44	14.59
JACOBSR915	64	31.26	83.67	27	9.27
LYC 0540	4174	19.03	49.72	41	16.64
LYC LTS101	128	10.07	80.89	120	34.36
LYC 0145	290	28.31	35.07	38	17.28
LYC 0235	449	446.45	3.63	39	27.57
LYC 0290	3309	0.00	100.00	461	6.17
LYC 0320	37007	8.59	90.86	373	9.15
LYC 0340	63	0.00	46.48	46	14.68
LYC 0360	23724	2.81	84.89	229	7.59
LYC 0435	1000	6.95	65.43	74	15.02
LYC 0480	1266	0.16	89.73	140	4.69
LYC 0540	10745	24.53	71.42	68	26.29
LYC 0541	1088	0.00	93.39	127	5.29
LYC 0720	182	7.29	66.68	243	20.50
LYC R680	269	15.09	41.22	100	8.61
LYC T53	43	0.00	89.81	182	4.41
MNASCOC4	20	0.00	92.88	137	9.03
ONAN B48	20961	38.64	56.11	92	42.56
PCKARDV1650	49	0.00	50.95	35	25.17
PWA JT12	446	0.00	100.00	47	34.77
PWA JT15	324	93.01	28.57	10	0.00
PWA JT3C	34	16.07	65.49	47	36.70
PWA JT3D	168	13.63	66.69	233	10.74
PWA JT4	112	0.00	100.00	293	10.66
PWA PT6T	25	0.00	94.12	505	4.62
PWA R1830	555	0.71	99.07	384	7.33
PWA R2000	64	46.34	36.72	157	12.65
PWA R2800	572	5.65	80.00	311	8.99
PWA R985	2059	11.77	55.62	432	33.55
RROYCEDART	246	17.53	67.57	26	45.24
RROYCEGIPSY	10	49.63	15.21	102	8.42
RROYCETYNE	6	0.00	49.00	234	16.89
RROYCEVIPER	92	1.64	97.52	364	12.83
ALL ENGINES	250736	0.50	82.33	165	1.43

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

TABLE 2 - 21

GENERAL AVIATION FUEL CONSUMPTION
BY AIRCRAFT TYPE
1986

AIRCRAFT TYPE	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
FIXED WING			
PISTON			
1 ENG 1-3 SEATS	9.88	83.67	3.4
1 ENG 4+ SEATS	11.11	158.72	3.8
TOTAL 1 ENG	10.69	242.39	5.1
2 ENG 1-6 SEATS	26.95	75.83	4.4
2 ENG 7+ SEATS	35.06	78.61	7.1
TOTAL 2 ENG	30.22	154.45	8.4
OTHER PISTON	79.28	0.86	0.6
TOTAL PISTON	13.67	397.70	9.9
TURBOPROP			
2 ENG 1-12 SEATS	74.97	122.12	6.7
2 ENG 13+ SEATS	106.62	111.37	11.8
TOTAL 2 ENG	83.68	233.49	13.5
OTHER TURBOPROP	45.13	3.78	0.5
TOTAL TURBOPROP	82.22	237.27	13.5
TURBOJET			
2 ENG	238.40	373.43	20.8
OTHER	525.02	47.39	12.2
TOTAL TURBOJET	255.89	420.82	24.1
TOTAL FIXED WING	26.72	1055.80	29.3
ROTORCRAFT			
PISTON	14.36	11.34	1.7
TURBINE	34.59	73.99	5.0
TOTAL ROTORCRAFT	28.24	85.32	5.3
OTHER	3.71	0.44	0.1
TOTAL AIRCRAFT	26.81	1141.56	29.8
TOTAL JET FUEL	109.88	732.08	28.1
TOTAL AVIATION GASOLINE	13.68	409.48	10.0

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
OTHER 1	8.391	4.369	0.600
OTHER 2	10.837	1.054	0.159
OTHER 3	24.301	0.430	0.222
OTHER 4	35.711	0.741	0.400
OTHER 5	57.647	0.455	0.431
OTHER 6	39.652	7.807	3.173
OTHER 7	96.809	13.269	8.072
OTHER 8	40.000	0.268	0.239
OTHER 9	195.655	38.830	9.137
OTHER 10	554.999	3.904	7.473
OTHER 11	6.414	0.175	0.095
OTHER 12	72.678	6.280	1.717
OTHER 13	3.779	0.402	0.069
ADAMS A50S	0.000	0.000	0.000
AERORSJ2	9.405	0.003	0.002
AEROSPAS355	55.685	3.803	0.432
AEROSPSA316	57.647	0.826	0.530
AGUSTA205	0.000	0.000	0.000
AGUSTAA109	49.885	0.470	0.172
AIRPTSA	15.029	0.120	0.043
AIRSPC18	9.417	0.009	0.005

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
AIRTRCAT300	31.923	5.192	0.896
AIRTRCAT400	24.118	0.710	0.248
AMD FALC10	224.024	13.525	1.229
AMD FALC20	358.735	30.343	4.487
AMD FALC50	331.888	11.662	2.320
AMTR TMK	0.000	0.000	0.000
ARCTICS1A	4.987	0.010	0.003
ARCTICS1B1	8.877	0.007	0.002
ARONCA15	9.121	0.059	0.011
ARONCA58	4.346	0.017	0.004
ARONCA65	4.155	0.010	0.002
ARONCAC3	4.270	0.001	0.000
AVIANWFALCON	0.000	0.000	0.000
AVIANWSKYHWK	0.000	0.000	0.000
AYRES S2	36.354	10.334	1.269
BAC 111	0.000	0.000	0.000
BAG B206	38.000	0.040	0.026
BAG DH125	244.933	6.644	0.533
BALWKSFIREFY	0.000	0.000	0.000
BBAVIA11	4.574	0.123	0.021
BBAVIA7	5.814	0.875	0.147

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
BBAVIA8	9.382	0.200	0.052
BEECH 100	82.994	8.535	0.958
BEECH 17	18.632	0.058	0.030
BEECH 18	46.159	6.400	2.720
BEECH 1900	90.780	7.883	2.313
BEECH 200	93.339	26.010	2.587
BEECH 23	9.578	2.792	0.672
BEECH 300	98.935	2.784	0.537
BEECH 33	13.207	2.007	0.174
BEECH 35	12.832	8.853	0.691
BEECH 36	15.703	5.657	0.696
BEECH 45	13.269	0.364	0.085
BEECH 50	27.131	0.778	0.332
BEECH 55	26.444	10.394	2.048
BEECH 56	36.173	0.168	0.046
BEECH 58	30.298	7.849	0.999
BEECH 60	44.107	2.737	0.450
BEECH 65	39.600	0.309	0.196
BEECH 76	19.550	1.144	0.169
BEECH 77	6.377	0.337	0.064
BEECH 80	40.443	0.451	0.273

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
BEECH 90	75.744	25.238	2.771
BEECH 95	18.950	0.945	0.129
BEECH 99	79.443	17.738	4.286
BELL 204	60.372	1.418	0.543
BELL 206	28.098	27.755	3.684
BELL 212	100.000	4.227	1.284
BELL 214	131.000	1.185	0.224
BELL 222	78.713	1.752	0.472
BELL 412	105.000	5.233	0.703
BELL 47	16.985	5.369	1.348
BLANCA11	4.911	0.016	0.007
BLANCA1413	8.920	0.037	0.012
BLANCA1419	12.536	0.165	0.038
BLANCA17	13.668	0.974	0.189
BLANCA7	6.781	0.897	0.149
BLANCA8	10.131	0.498	0.112
BNORM BN2	25.505	1.623	0.474
BOEING707	0.000	0.000	0.000
BOEING727	1279.025	15.578	3.571
BOEING75	15.721	1.294	0.328
BOEING757	0.000	0.000	0.000

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
BOLKMS105	55.140	2.700	0.478
BOLKMS117	69.431	0.990	0.374
BRAERODH125	233.484	4.270	1.252
BRASOVIS28	0.000	0.000	0.000
BRWSTRFLEET2	7.179	0.003	0.002
BRWSTRFLEET7	9.888	0.007	0.003
BUKER 131	7.974	0.003	0.002
CAMRONMODELO	0.000	0.000	0.000
CASA C212	99.175	0.745	0.522
CESSNA120	4.856	0.161	0.052
CESSNA140	5.175	0.747	0.321
CESSNA150	5.924	18.467	1.414
CESSNA170	8.442	1.091	0.119
CESSNA172	8.382	29.293	1.993
CESSNA175	9.137	1.310	0.549
CESSNA177	9.573	2.637	0.382
CESSNA180	12.010	2.908	0.313
CESSNA182	12.313	20.217	1.486
CESSNA185	14.740	3.090	0.536
CESSNA188	18.063	7.142	1.032
CESSNA190	13.922	0.052	0.017

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
CESSNA195	14.072	0.219	0.074
CESSNA205	12.197	0.264	0.043
CESSNA206	15.093	7.314	0.881
CESSNA207	15.625	2.839	0.659
CESSNA208	45.693	1.873	0.409
CESSNA210	15.936	12.273	0.918
CESSNA303	26.517	1.354	0.222
CESSNA305	9.514	0.202	0.063
CESSNA310	26.917	12.426	2.114
CESSNA320	28.388	0.649	0.361
CESSNA335	26.552	0.267	0.059
CESSNA336	19.031	0.028	0.018
CESSNA337	22.425	3.987	1.385
CESSNA340	35.204	6.508	0.942
CESSNA401	31.500	1.589	0.417
CESSNA402	34.089	10.743	2.753
CESSNA404	47.248	2.169	0.896
CESSNA411	35.713	0.258	0.140
CESSNA414	37.265	7.894	0.927
CESSNA421	42.445	9.963	1.606
CESSNA425	64.681	3.365	0.492

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
CESSNA441	74.091	5.800	0.814
CESSNA500	154.948	34.478	5.305
CESSNA501	165.766	2.208	0.238
CESSNA650	223.129	9.336	0.894
CESSNAT50	26.429	0.011	0.005
CESSNAUC94	9.197	0.005	0.002
CHILD S1	11.034	0.040	0.007
CHILD S2	13.184	0.184	0.040
CNDAIRCL600	331.840	16.707	2.331
CNTRAR101	0.000	0.000	0.000
COMWTH185	5.126	0.011	0.004
CONAERLA4	9.011	0.480	0.105
CURTISC46	160.000	1.112	0.000
CURTISJR	3.368	0.000	0.000
CURTISROBIN	0.000	0.000	0.000
CURTISTRVAIR	13.402	0.030	0.011
CVAC 240	0.000	0.000	0.000
CVAC 440	0.000	0.000	0.000
CVAC BT13	22.657	0.014	0.007
CVAC L13	0.000	0.000	0.000
CVAC STC580	300.000	0.506	0.506

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
DART G	7.310	0.003	0.002
DHAV DHC1	11.668	0.057	0.012
DHAV DHC2	24.086	1.407	0.207
DHAV DHC3	0.000	0.000	0.000
DHAV DHC4	117.000	0.190	0.000
DHAV DHC6	83.760	8.234	3.173
DHAVXXDH82	7.188	0.013	0.005
DOUG A26	175.000	0.226	0.125
DOUG DC3	100.149	5.495	4.724
DOUG DC4	232.949	0.406	0.413
DOUG DC6	0.000	0.000	0.000
DOUG DC7	0.000	0.000	0.000
DOUG DC8	1650.000	1.960	7.163
DOUG DC9	0.000	0.000	0.000
EAGLE DW	19.351	0.283	0.035
EAGLEBC7	0.000	0.000	0.000
EIRVON2O	2.128	0.009	0.004
EMAIR MA1	0.000	0.000	0.000
EMB 110	83.612	22.892	3.198
ENSTRMF28	14.126	1.725	0.516
FLEET 16B	10.000	0.005	0.001

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
FRCHLD24	9.920	0.014	0.007
FRCHLDC119	0.000	0.000	0.000
FRCHLDF27	245.481	1.424	0.193
FRCHLDM62	11.651	0.103	0.039
GENBALAX6	0.000	0.000	0.000
GLASFL201	0.000	0.000	0.000
GLASFLH301	0.000	0.000	0.000
GROB 103CAT	0.000	0.000	0.000
GROB 109	3.293	0.024	0.009
GROB ASTIR	0.000	0.000	0.000
GRTLKS2T1	9.547	0.097	0.015
GRUMANSA16	0.000	0.000	0.000
GRUMAVAA1	6.789	0.221	0.066
GRUMAVAA5	9.637	1.050	0.124
GRUMAVG1159	450.000	6.034	1.370
GRUMAVG164	36.348	12.899	2.121
GRUMAVG21	48.145	0.333	0.106
GRUMAVTBM	0.000	0.000	0.000
GULSTM112	12.581	0.845	0.183
GULSTM500	24.949	1.282	0.542
GULSTM520	23.805	0.044	0.023

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
GULSTM560	27.201	0.111	0.037
GULSTM680	44.071	0.816	0.422
GULSTM680TP	63.156	0.909	0.258
GULSTM690TC	74.187	0.426	0.068
GULSTM690TP	79.622	12.762	2.306
GULSTMAA1	6.214	0.270	0.041
GULSTMAA5	8.248	0.647	0.201
GULSTMG1159	449.706	29.684	5.195
GULSTMG159	253.060	11.640	2.504
GULSTMG44	26.480	0.241	0.044
GULSTMG73	94.912	2.121	0.451
GULSTMGA7	16.883	0.101	0.019
H23/HTE	19.032	0.020	0.010
H34/55	0.000	0.000	0.000
HELIO H250	13.340	0.024	0.007
HELIO H295	15.234	0.090	0.023
HELIO H391	10.182	0.005	0.003
HILLERFH1100	21.202	0.022	0.027
HILLERUH12	17.304	2.341	0.762
HUGHES269	10.651	1.384	0.403
HUGHES369	26.210	5.698	1.171

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
HWKSLYDH104	50.000	0.040	0.026
HWKSLYDH125	275.523	17.401	2.680
HYNES B2	10.851	0.099	0.041
INTRCP200	15.842	0.014	0.004
ISRAEL1121	323.068	7.036	1.816
ISRAEL1123	351.451	1.383	0.423
ISRAEL1124	223.848	15.239	1.912
JBMSTRDGA15	20.325	0.018	0.008
LAIKFN10	0.000	0.000	0.000
LEAR 23	270.741	2.917	1.002
LEAR 24	299.272	11.267	2.631
LEAR 25	268.919	23.504	5.493
LEAR 35	207.044	41.500	4.395
LEAR 55	200.123	9.007	0.996
LET L13	0.000	0.000	0.000
LKHEED12A	41.964	0.008	0.004
LKHEED1329	440.168	14.288	4.865
LKHEED18	0.000	0.000	0.000
LKHEED382	0.000	0.000	0.000
LKHEEDP2V	0.000	0.000	0.000
LKHEEDPV1	130.000	0.023	0.043

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
LKHEEDT33	0.000	0.000	0.000
LUSCOM8	5.477	0.325	0.075
MAULE M4	9.891	0.083	0.026
MAULE M5	11.490	0.477	0.192
MAULE M6	12.369	0.084	0.041
MCLISHFUNKB	5.470	0.014	0.004
MEYERSOTW	9.525	0.006	0.001
MNCOUP90	8.699	0.008	0.002
MNMITEM18	4.170	0.014	0.005
MOONEYM20	10.358	7.233	0.491
MRCHTIS205	11.322	0.024	0.006
MTSBSIMU2	80.393	3.030	1.798
MTSBSIMU300	189.120	2.537	0.824
MULTECD16	19.655	0.014	0.006
NAMER B25	0.000	0.000	0.000
NAMER F51	67.196	0.306	0.105
NAMER NA260	26.296	0.158	0.036
NAMER T6	30.075	0.678	0.207
NATBAL752	0.000	0.000	0.000
NAVAL N3N	12.890	0.032	0.009
NAVIONNAVION	11.897	0.153	0.054

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
NORD 3202	14.818	0.005	0.003
NORD SV4	8.377	0.015	0.003
NORWST65	4.423	0.005	0.001
ORLHELH19	0.000	0.000	0.000
ORLHELS58	0.000	0.000	0.000
PARTENP68	20.907	0.244	0.047
PICARDAX6	0.000	0.000	0.000
PILATSB4	0.000	0.000	0.000
PIPER 600	33.451	2.682	0.354
PIPER E2	3.000	0.000	0.000
PIPER J2	3.406	0.004	0.001
PIPER J3	4.832	0.824	0.110
PIPER J4	4.397	0.014	0.004
PIPER J5	5.642	0.057	0.019
PIPER PA12	7.324	0.482	0.073
PIPER PA14	8.323	0.010	0.008
PIPER PA15	4.413	0.014	0.004
PIPER PA16	6.404	0.059	0.014
PIPER PA17	5.379	0.011	0.008
PIPER PA18	7.634	3.278	0.529
PIPER PA20	7.845	0.133	0.023

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
PIPER PA22	8.325	1.688	0.216
PIPER PA23	25.226	9.668	1.587
PIPER PA24	12.128	3.238	0.328
PIPER PA25	14.661	3.164	0.626
PIPER PA28	9.719	27.958	1.517
PIPER PA30	16.178	1.985	0.313
PIPER PA31	37.106	23.065	2.996
PIPER PA31T	69.274	8.559	1.347
PIPER PA32	16.021	9.623	1.113
PIPER PA34	22.236	8.759	1.606
PIPER PA36	18.273	1.262	0.274
PIPER PA38	6.172	1.473	0.249
PIPER PA42	87.306	3.929	0.695
PIPER PA44	17.294	2.591	0.697
PIPER PA46	16.498	1.101	0.179
PROPJT200	14.977	0.056	0.014
RAVEN RX6	0.000	0.000	0.000
RAVEN S50	0.000	0.000	0.000
RAVEN S55	0.000	0.000	0.000
RAVEN S60	0.000	0.000	0.000
RAVEN S66	0.000	0.000	0.000

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
RKWELL500	33.043	0.286	0.061
RKWELL700	41.428	0.174	0.046
RKWELLNA265	301.693	49.579	13.652
ROBSINR22	7.763	0.564	0.117
ROLSCHLS	0.000	0.000	0.000
RYAN ST3	9.756	0.035	0.008
RYAN STA	7.000	0.004	0.003
SAAB SF340	139.626	1.425	0.298
SCHLERASK21	0.000	0.000	0.000
SCHLERASW15	0.000	0.000	0.000
SCHLERASW19	0.000	0.000	0.000
SCHLERASW20	0.000	0.000	0.000
SCHLERK8	0.000	0.000	0.000
SCHLERKA6	0.000	0.000	0.000
SCWZERG164	24.756	1.003	0.218
SCWZERSG1	0.000	0.000	0.000
SCWZERSG2	0.000	0.000	0.000
SEMCO CLNGER	0.000	0.000	0.000
SEMCO MODELT	0.000	0.000	0.000
SKRSKYS55	0.000	0.000	0.000
SKRSKYS58	0.000	0.000	0.000

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
SKRSKYS58T	110.000	0.914	0.541
SKRSKYS61	164.878	0.854	0.546
SKRSKYS76	90.522	5.293	1.466
SLINDS100	9.388	0.113	0.025
SMITH 600	33.382	1.850	0.385
SNIAS 350	34.439	4.134	1.007
SNIAS SA341	39.626	0.068	0.067
SOCATAMS894	9.740	0.014	0.007
SOCATARALLYE	8.989	0.016	0.003
SOCATATB10	8.866	0.052	0.012
SOCATATB20	12.799	0.167	0.035
SPHRTHCIRRUS	0.000	0.000	0.000
SPHRTHNIMBUS	0.000	0.000	0.000
SPHRTHVENTUS	0.000	0.000	0.000
STNSON10	6.639	0.013	0.004
STNSONL5	12.280	0.007	0.005
STNSONSR9	15.781	0.002	0.001
STNSONV77	14.523	0.010	0.006
STOLAMRC3	14.395	0.057	0.026
SUPAC LA	5.060	0.004	0.001
SUPAC V	5.000	0.000	0.000

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
SWRNGNSA226	96.137	24.964	4.612
SWRNGNSA227	70.117	11.180	2.516
SWRNGNSA26	66.100	1.235	0.295
TCRAFK21	6.017	0.009	0.002
TCRAFKD	4.361	0.045	0.015
TCRAFTA	3.714	0.002	0.001
TCRAFTBC	5.249	0.292	0.068
TCRAFTBF	4.000	0.006	0.002
TCRAFTBL	4.174	0.016	0.004
TEMCO 11A	11.298	0.009	0.002
TH55	10.182	0.014	0.004
THUNDRAX7	0.000	0.000	0.000
TMPSONNAVION	12.796	0.493	0.099
TRYTEK65	4.454	0.022	0.009
TRYTEKK	6.000	0.002	0.002
UNIVACGC1	9.278	0.234	0.063
UNIVAR108	9.657	0.559	0.087
UNIVAR415	4.988	0.297	0.070
VARGA 2150	8.710	0.102	0.033
WACO ASO	11.019	0.004	0.001
WACO GXE	7.402	0.002	0.001

TABLE 2 - 22

GENERAL AVIATION FUEL CONSUMPTION
BY MANUFACTURER/MODEL GROUP
1986

MANUFACTURER/MODEL GROUP	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
WACO R	7.988	0.001	0.000
WACO UPF7	13.207	0.044	0.016
WACO YK	13.800	0.008	0.002
WSK M18	0.000	0.000	0.000
WTHRLY201	24.312	0.295	0.034
TOTALS	26.808	1141.303	15.148

TABLE 2 - 23

GENERAL AVIATION FUEL CONSUMPTION
BY AIRCRAFT TYPE AND FUEL GRADE
1986

AIRCRAFT TYPE	FUEL GRADE					TOTAL
	80 OCTANE	100 OCTANE	100 LOWLEAD	AUTO GAS	JET FUEL	
FIXED WING						
PISTON						
1 ENG 1-3 SEATS						
MEAN GPH	8.30	12.44	8.93	10.11	0.00	9.88
FUEL USE (mil gal)	13.73	20.89	31.75	17.08	0.00	83.67
STD ERROR (mil gal)	1.98	2.45	2.54	1.95	0.00	3.43
1 ENG 4+ SEATS						
MEAN GPH	10.15	11.47	11.13	9.47	0.00	11.11
FUEL USE (mil gal)	13.02	45.97	92.67	6.94	0.00	158.72
STD ERROR (mil gal)	0.55	1.72	2.73	0.29	0.00	3.82
TOTAL 1 ENG						
MEAN GPH	9.22	11.72	10.53	9.84	0.00	10.69
FUEL USE (mil gal)	26.76	66.85	124.41	24.01	0.00	242.39
STD ERROR (mil gal)	2.05	2.99	3.73	1.97	0.00	5.13
2 ENG 1-6 SEATS						
MEAN GPH	21.86	27.77	26.97	17.87	0.00	26.95
FUEL USE (mil gal)	0.35	16.00	59.71	0.07	0.00	75.83
STD ERROR (mil gal)	0.09	1.49	4.34	0.03	0.00	4.40
2 ENG 7+ SEATS						
MEAN GPH	46.84	35.37	34.41	38.94	0.00	35.06
FUEL USE (mil gal)	0.78	26.19	50.77	0.10	0.00	78.61
STD ERROR (mil gal)	0.47	4.03	5.36	0.05	0.00	7.14
TOTAL 2 ENG						
MEAN GPH	33.41	31.60	29.66	24.93	0.00	30.22
FUEL USE (mil gal)	1.13	42.19	110.48	0.17	0.00	154.45
STD ERROR (mil gal)	0.48	4.30	6.89	0.06	0.00	8.39
OTHER PISTON						
MEAN GPH	4.00	247.65	63.42	4.00	0.00	79.28
FUEL USE (mil gal)	0.00	0.51	0.37	0.00	0.00	0.86
STD ERROR (mil gal)	0.00	0.38	0.37	0.00	0.00	0.63
TOTAL PISTON						
MEAN GPH	9.42	14.73	14.08	9.86	0.00	13.67
FUEL USE (mil gal)	27.89	109.55	235.26	24.18	0.00	397.70
STD ERROR (mil gal)	2.10	5.25	7.84	1.98	0.00	9.85

TABLE 2 - 23

GENERAL AVIATION FUEL CONSUMPTION
BY AIRCRAFT TYPE AND FUEL GRADE
1986

AIRCRAFT TYPE	FUEL GRADE					TOTAL
	80 OCTANE	100 OCTANE	100 LOWLEAD	AUTO GAS	JET FUEL	
TURBOPROP						
2 ENG 1-12 SEATS						
MEAN GPH	0.00	0.00	0.00	0.00	74.99	74.97
FUEL USE (mil gal)	0.00	0.00	0.00	0.00	122.10	122.12
STD ERROR (mil gal)	0.00	0.00	0.00	0.00	8.69	6.66
2 ENG 13+ SEATS						
MEAN GPH	0.00	0.00	0.00	0.00	106.62	106.62
FUEL USE (mil gal)	0.00	0.00	0.00	0.00	111.37	111.37
STD ERROR (mil gal)	0.00	0.00	0.00	0.00	11.78	11.78
TOTAL 2 ENG						
MEAN GPH	0.00	0.00	0.00	0.00	83.70	83.68
FUEL USE (mil gal)	0.00	0.00	0.00	0.00	233.47	233.49
STD ERROR (mil gal)	0.00	0.00	0.00	0.00	14.64	13.54
OTHER TURBOPROP						
MEAN GPH	0.00	0.00	0.00	0.00	45.09	45.13
FUEL USE (mil gal)	0.00	0.00	0.00	0.00	3.78	3.78
STD ERROR (mil gal)	0.00	0.00	0.00	0.00	1.26	0.55
TOTAL TURBOPROP						
MEAN GPH	0.00	0.00	0.00	0.00	82.25	82.22
FUEL USE (mil gal)	0.00	0.00	0.00	0.00	237.25	237.27
STD ERROR (mil gal)	0.00	0.00	0.00	0.00	14.70	13.55
TURBOJET						
2 ENG						
MEAN GPH	0.00	0.00	0.00	0.00	238.30	238.40
FUEL USE (mil gal)	0.00	0.00	0.00	0.00	373.25	373.43
STD ERROR (mil gal)	0.00	0.00	0.00	0.00	21.82	20.77
OTHER						
MEAN GPH	0.00	0.00	0.00	0.00	525.02	525.02
FUEL USE (mil gal)	0.00	0.00	0.00	0.00	47.39	47.39
STD ERROR (mil gal)	0.00	0.00	0.00	0.00	12.21	12.21
TOTAL TURBOJET						
MEAN GPH	0.00	0.00	0.00	0.00	256.00	255.89
FUEL USE (mil gal)	0.00	0.00	0.00	0.00	420.64	420.82
STD ERROR (mil gal)	0.00	0.00	0.00	0.00	25.00	24.09

TABLE 2 - 23

GENERAL AVIATION FUEL CONSUMPTION
BY AIRCRAFT TYPE AND FUEL GRADE
1986

AIRCRAFT TYPE		FUEL GRADE					TOTAL
		80 OCTANE	100 OCTANE	100 LOWLEAD	AUTO GAS	JET FUEL	
TOTAL FIXED WING							
	MEAN GPH	9.42	14.73	14.08	9.86	151.08	26.72
	FUEL USE (mil gal)	27.89	109.55	235.26	24.18	657.89	1055.80
	STD ERROR (mil gal)	2.10	5.25	7.84	1.98	29.00	29.34
ROTORCRAFT							
PISTON							
	MEAN GPH	14.25	14.65	13.90	5.68	0.00	14.36
	FUEL USE (mil gal)	0.47	2.77	8.01	0.11	0.00	11.34
	STD ERROR (mil gal)	0.20	0.49	1.22	0.06	0.00	1.68
TURBINE							
	MEAN GPH	0.00	0.00	0.00	0.00	34.60	34.59
	FUEL USE (mil gal)	0.00	0.00	0.00	0.00	74.02	73.99
	STD ERROR (mil gal)	0.00	0.00	0.00	0.00	7.96	5.05
TOTAL ROTORCRAFT							
	MEAN GPH	14.25	14.65	13.90	5.68	34.60	28.24
	FUEL USE (mil gal)	0.47	2.77	8.01	0.11	74.02	85.32
	STD ERROR (mil gal)	0.20	0.49	1.22	0.06	7.96	5.32
OTHER							
	MEAN GPH	3.00	3.06	3.75	2.98	0.00	3.71
	FUEL USE (mil gal)	0.00	0.04	0.38	0.01	0.00	0.44
	STD ERROR (mil gal)	0.00	0.10	0.80	0.01	0.00	0.07
TOTAL AIRCRAFT							
	MEAN GPH	9.45	14.72	14.07	9.84	109.54	26.81
	FUEL USE (mil gal)	28.36	112.36	243.65	24.30	731.91	1141.56
	STD ERROR (mil gal)	2.11	5.27	7.98	1.98	30.08	29.82

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

TABLE 2 - 24

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

AIRCRAFT TYPE	EXEC	BUS	PERS	INSTR	APPL	OBSER	WORK	COMM	TAXI	OTHER	TOTAL
FIXED WING											
FIXED WING - PISTON											
1 ENG: 1-3 SEATS	189	27894	245379	202967	140356	17455	13685	0	5935	9940	663801
1 ENG: 4+ SEATS	29579	437760	674934	134733	9264	79308	8570	30119	63089	21194	1488551
1 ENGINE: TOTAL	29768	465654	920313	337700	149620	96763	22256	30119	69024	31134	2152352
2 ENG: 1-6 SEATS	40574	166209	72290	29291	2447	10584	0	6118	68203	4679	400394
2 ENG: 7+ SEATS	71287	63645	16529	989	766	5843	890	54909	85008	9732	309599
2 ENG: TOTAL	111861	229854	88820	30280	3213	16427	890	61027	153211	14410	709993
PISTON OTHER	0	0	336	0	838	0	0	1109	0	87	2369
PISTON TOTAL	141629	695508	1009468	367980	153671	113190	23146	92255	222235	45631	2864714
FIXED WING - TURBOPROP											
2 ENG: 1-12 SEATS	175966	37663	7530	0	537	1833	85	56149	35112	6704	321579
2 ENG: 13+ SEATS	18244	596	18	17	0	6	672	190275	5661	1005	216494
2 ENGINE: TOTAL	194209	38258	7549	17	537	1839	757	246424	40773	7709	538073
TURBOPROP: OTHER	90	24	27	0	4249	239	0	6713	97	703	12142
TURBOPROP: TOTAL	194299	38282	7576	17	4786	2078	757	253137	40870	8412	550215

TABLE 2 - 24

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

AIRCRAFT TYPE	EXEC	BUS	PERS	INSTR	APPL	OBSER	WORK	COMM	TAXI	OTHER	TOTAL
FIXED WING - TURBOJET											
2 ENGINE TURBOJET	460352	37548	3490	0	0	0	0	160	82323	48428	632301
TURBOJET: OTHER	37084	2030	1088	0	0	0	0	0	0	1207	41408
TURBOJET: TOTAL	497436	39578	4577	0	0	0	0	160	82323	49634	673709
FIXED WING: TOTAL	833364	773368	1021622	367998	158457	115268	23903	345552	345428	103678	4088638
ROTORCRAFT:											
PISTON	137	1866	1689	4511	14093	17132	204	86	885	8127	48729
TURBINE	38362	7191	728	4803	2124	16044	5181	5957	34919	11742	127051
ROTORCRAFT: TOTAL	38499	9057	2417	9314	16217	33176	5385	6042	35804	19869	175779
OTHER	6	14	10469	1905	0	0	0	0	0	219	12613
TOTAL	871869	782439	1034508	379216	174674	148444	29288	351595	381232	123765	4277031

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

1986

		1	2	3	4	5	6	7	8	TOTALS
LOCALIZER	ESTIMATE	192	319	2628	8939	0	56	1375	1317	14826
	% STD ERR	49.1	41.9	13.4	7.5	0.0	*	18.7	20.0	5.7
	ROW %	1.3	2.2	17.7	60.3	0.0	0.4	9.3	8.9	
	COLUMN %	0.5	1.7	7.6	11.6	0.0	2.5	6.9	1.7	5.5
LOCALIZER, MARKER BEACON	ESTIMATE	51	4	428	6734	0	0	1167	2251	10635
	% STD ERR	*	*	34.6	8.6	0.0	0.0	21.1	14.4	6.7
	ROW %	0.5	0.0	4.0	63.3	0.0	0.0	11.0	21.2	
	COLUMN %	0.1	0.0	1.2	8.7	0.0	0.0	5.9	3.0	4.0
LOCALIZER, MARKER BEACON, GLIDE SLOPE	ESTIMATE	149	145	1156	30612	328	610	13747	53296	100043
	% STD ERR	*	*	21.2	3.7	41.2	28.0	5.9	2.3	1.4
	ROW %	0.1	0.1	1.2	30.6	0.3	0.6	13.7	53.3	
	COLUMN %	0.4	0.8	3.4	39.7	63.4	27.0	69.1	70.1	37.2
LOCALIZER, MARKER BEACON, GLIDE SLOPE, RADAR ALTIMETER	ESTIMATE	15	54	159	1288	86	201	311	18450	20563
	% STD ERR	*	*	42.3	16.9	*	45.5	37.7	3.3	3.0
	ROW %	0.1	0.3	0.8	6.3	0.4	1.0	1.5	89.7	
	COLUMN %	0.0	0.3	0.5	1.7	16.6	8.9	1.6	24.3	7.7
LONG RANGE NAV (INCLUDES OMEGA, LORAN-C)	ESTIMATE	196	1656	2099	13135	55	363	6150	23556	47210
	% STD ERR	48.9	15.7	14.9	5.9	*	28.6	8.9	3.7	2.7
	ROW %	0.4	3.5	4.4	27.8	0.1	0.8	13.0	49.9	
	COLUMN %	0.5	8.7	6.1	17.1	10.6	16.1	30.9	31.0	17.6
RADAR ALTIMETER	ESTIMATE	21	204	213	1385	86	278	403	19273	21863
	% STD ERR	*	39.1	35.2	15.9	*	38.0	33.0	3.2	2.9
	ROW %	0.1	0.9	1.0	6.3	0.4	1.3	1.8	88.2	
	COLUMN %	0.1	1.1	0.6	1.8	16.6	12.3	2.0	25.3	8.1
MICROWAVE LANDING SYSTEM	ESTIMATE	13	36	50	574	0	160	35	770	1639
	% STD ERR	*	*	*	29.0	0.0	*	*	21.7	16.0
	ROW %	0.8	2.2	3.1	35.0	0.0	9.8	2.1	47.0	
	COLUMN %	0.0	0.2	0.1	0.7	0.0	7.1	0.2	1.0	0.6
LOCALIZER, MARKER BEACON, GLIDE SLOPE, MICROWAVE LANDING SYSTEM	ESTIMATE	0	0	0	71	0	0	4	652	727
	% STD ERR	0.0	0.0	0.0	*	0.0	0.0	*	23.4	21.7
	ROW %	0.0	0.0	0.0	9.8	0.0	0.0	0.6	89.7	
	COLUMN %	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.9	0.3

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

1986

		1	2	3	4	5	6	7	8	TOTALS
LONG RANGE NAV, MICROWAVE LANDING SYSTEM	ESTIMATE	0	1	0	166	0	0	0	389	557
	% STD ERR	0.0	*	0.0	*	0.0	0.0	0.0	30.9	26.9
	ROW %	0.0	0.2	0.0	29.8	0.0	0.0	0.0	69.8	
	COLUMN %	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.5	0.2
NO REGULATORY AVIONICS	ESTIMATE	38900	16878	28202	24510	102	956	2600	463	112612
	% STD ERR	2.3	4.3	3.6	4.2	*	22.8	14.1	29.3	1.1
	ROW %	34.5	15.0	25.0	21.8	0.1	0.8	2.3	0.4	
	COLUMN %	98.8	89.1	81.9	31.8	19.7	42.3	13.1	0.6	41.9
ALL AIRCRAFT	ESTIMATE	39390	18946	34430	77035	517	2258	19894	76065	268617
	% STD ERR	2.3	4.1	3.2	2.0	30.8	14.1	4.8	1.6	
	ROW %	14.7	7.1	12.8	28.7	0.2	0.8	7.4	28.3	

HIERARCHICAL CAPABILITY GROUPS KEY

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

* - % STANDARD ERROR GREATER THAN 50%

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

TABLE 2-26
PRIMARY USE VS. HIERARCHICAL CAPABILITY GROUPS

1986

		1	2	3	4	5	6	7	8	TOTALS
EXECUTIVE	ESTIMATE	5	35	194	869	3	145	376	10861	12487
	% STD ERR	*	*	42.9	21.8	*	*	32.6	4.4	4.2
	ROW %	0.0	0.3	1.6	7.0	0.0	1.2	3.0	87.0	
	COLUMN %	0.0	0.2	0.6	1.1	0.6	6.4	1.9	14.3	4.6
BUSINESS	ESTIMATE	602	629	2199	11235	44	281	3369	26676	45035
	% STD ERR	28.2	26.0	14.0	6.4	*	44.2	12.2	3.6	2.7
	ROW %	1.3	1.4	4.9	24.9	0.1	0.6	7.5	59.2	
	COLUMN %	1.5	3.3	6.4	14.6	8.5	12.4	16.9	35.1	16.8
PERSONAL	ESTIMATE	13255	9551	20196	47241	302	163	11248	24186	126141
	% STD ERR	4.8	5.9	4.4	2.8	38.9	*	6.6	4.1	1.2
	ROW %	10.5	7.6	16.0	37.5	0.2	0.1	8.9	19.2	
	COLUMN %	33.7	50.4	58.7	61.3	58.4	7.2	56.5	31.8	47.0
INSTRUCTIONAL	ESTIMATE	970	958	2278	7642	26	62	1882	2571	16388
	% STD ERR	18.8	20.5	16.1	8.5	*	*	18.0	14.3	5.3
	ROW %	5.9	5.8	13.9	46.6	0.2	0.4	11.5	15.7	
	COLUMN %	2.5	5.1	6.6	9.9	5.0	2.7	9.5	3.4	6.1
AERIAL APPLICATIONS	ESTIMATE	5153	1416	183	269	18	64	259	77	7440
	% STD ERR	5.6	16.2	45.1	36.0	*	*	37.7	38.0	3.7
	ROW %	69.3	19.0	2.5	3.6	0.2	0.9	3.5	1.0	
	COLUMN %	13.1	7.5	0.5	0.3	3.5	2.8	1.3	0.1	2.8
AERIAL OBSERVATION	ESTIMATE	482	660	559	1356	0	163	635	1111	4966
	% STD ERR	28.5	22.9	28.8	19.3	0.0	49.4	26.9	20.4	9.3
	ROW %	9.7	13.3	11.3	27.3	0.0	3.3	12.8	22.4	
	COLUMN %	1.2	3.5	1.6	1.8	0.0	7.2	3.2	1.5	1.8
OTHER WORK USE	ESTIMATE	232	304	146	202	0	216	113	39	1252
	% STD ERR	40.2	39.0	*	44.0	0.0	49.8	*	*	18.8
	ROW %	18.5	24.3	11.7	16.1	0.0	17.3	9.0	3.1	
	COLUMN %	0.6	1.6	0.4	0.3	0.0	9.6	0.6	0.1	0.5
COMMUTER AIR CARRIER	ESTIMATE	0	78	122	418	0	0	230	935	1783
	% STD ERR	0.0	*	*	28.5	0.0	0.0	48.0	10.0	10.3
	ROW %	0.0	4.4	6.8	23.4	0.0	0.0	12.9	52.4	
	COLUMN %	0.0	0.4	0.4	0.5	0.0	0.0	1.2	1.2	0.7

TABLE 2-26
PRIMARY USE VS. HIERARCHICAL CAPABILITY GROUPS

1986

		1	2	3	4	5	6	7	8	TOTALS
AIR TAXI	ESTIMATE	45	1451	30	752	0	811	282	4433	7806
	% STD ERR	*	16.4	*	22.2	0.0	23.4	42.4	9.4	6.9
	ROW %	0.6	18.6	0.4	9.6	0.0	10.4	3.6	56.8	
	COLUMN %	0.1	7.7	0.1	1.0	0.0	35.9	1.4	5.8	2.9
OTHER USES	ESTIMATE	958	959	1045	903	0	65	508	1717	6153
	% STD ERR	23.6	21.1	21.5	21.5	0.0	*	31.9	14.5	8.2
	ROW %	15.6	15.6	17.0	14.7	0.0	1.1	8.3	27.9	
	COLUMN %	2.4	5.1	3.0	1.2	0.0	2.9	2.6	2.3	2.3
INACTIVE	ESTIMATE	17687	2976	7663	6425	27	294	812	3710	39595
	% STD ERR	4.2	11.3	7.5	8.4	*	35.0	23.4	10.6	2.8
	ROW %	44.7	7.5	19.4	16.2	0.1	0.7	2.1	9.4	
	COLUMN %	44.9	15.7	22.3	8.3	5.2	13.0	4.1	4.9	14.7
TOTALS	ESTIMATE	39390	18946	34430	77035	517	2258	19894	76065	268617
	% STD ERR	2.3	4.1	3.2	2.0	30.8	14.1	4.8	1.6	
	ROW %	14.7	7.1	12.8	28.7	0.2	0.8	7.4	28.3	

HIERARCHICAL CAPABILITY GROUPS KEY

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* - % STANDARD ERROR GREATER THAN 50%

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

TABLE 2-27
HOURS FLOWN VS. HIERARCHICAL CAPABILITY GROUPS

1986

		1	2	3	4	5	6	7	8	TOTALS
1 - 49 HOURS	ESTIMATE	10531	6300	12874	19831	105	178	3759	7657	61234
	% STD ERR	6.0	7.6	6.0	4.8	*	49.4	11.6	7.7	2.4
	ROW %	17.2	10.3	21.0	32.4	0.2	0.3	6.1	12.5	
	COLUMN %	26.7	33.3	37.4	25.7	20.3	7.9	18.9	10.1	22.8
50 - 99 HOURS	ESTIMATE	4034	3290	7205	20350	109	243	5183	13310	53723
	% STD ERR	10.3	10.8	8.3	4.8	*	*	10.0	5.8	2.7
	ROW %	7.5	6.1	13.4	37.9	0.2	0.5	9.6	24.8	
	COLUMN %	10.2	17.4	20.9	26.4	21.1	10.8	26.1	17.5	20.0
100 - 149 HOURS	ESTIMATE	1946	1640	3344	12871	167	126	3943	16699	40737
	% STD ERR	14.7	15.9	12.3	6.2	*	46.1	11.6	5.0	3.2
	ROW %	4.8	4.0	8.2	31.6	0.4	0.3	9.7	41.0	
	COLUMN %	4.9	8.7	9.7	16.7	32.3	5.6	19.8	22.0	15.2
150 - 199 HOURS	ESTIMATE	1369	1288	924	4724	1	180	1379	8808	18673
	% STD ERR	18.8	18.7	21.9	10.6	*	*	19.5	7.2	5.0
	ROW %	7.3	6.9	4.9	25.3	0.0	1.0	7.4	47.2	
	COLUMN %	3.5	6.8	2.7	6.1	0.2	8.0	6.9	11.6	7.0
200 - 249 HOURS	ESTIMATE	607	693	790	3297	3	199	1627	7252	14468
	% STD ERR	27.3	25.9	25.1	13.0	*	47.4	18.1	7.9	5.7
	ROW %	4.2	4.8	5.5	22.8	0.0	1.4	11.2	50.1	
	COLUMN %	1.5	3.7	2.3	4.3	0.6	8.8	8.2	9.5	5.4
250 - 299 HOURS	ESTIMATE	478	302	151	1318	0	235	376	3997	6857
	% STD ERR	33.3	38.3	48.0	21.3	0.0	48.4	36.0	10.3	8.2
	ROW %	7.0	4.4	2.2	19.2	0.0	3.4	5.5	58.3	
	COLUMN %	1.2	1.6	0.4	1.7	0.0	10.4	1.9	5.3	2.6
300 - 349 HOURS	ESTIMATE	543	512	328	2025	0	126	452	3330	7317
	% STD ERR	31.0	27.6	36.8	16.5	0.0	*	34.7	10.9	7.9
	ROW %	7.4	7.0	4.5	27.7	0.0	1.7	6.2	45.5	
	COLUMN %	1.4	2.7	1.0	2.6	0.0	5.6	2.3	4.4	2.7
350 - 399 HOURS	ESTIMATE	347	206	185	1422	0	116	426	2423	5125
	% STD ERR	35.1	49.7	*	20.5	0.0	*	36.5	13.3	9.8
	ROW %	6.8	4.0	3.6	27.7	0.0	2.3	8.3	47.3	
	COLUMN %	0.9	1.1	0.5	1.8	0.0	5.1	2.1	3.2	1.9

TABLE 2-27
HOURS FLOWN VS. HIERARCHICAL CAPABILITY GROUPS

1986

		1	2	3	4	5	6	7	8	TOTALS
400 - 449 HOURS	ESTIMATE	922	206	206	1091	0	174	360	2699	5657
	% STD ERR	21.8	40.1	47.8	23.4	0.0	49.3	42.0	12.2	9.0
	ROW %	16.3	3.6	3.6	19.3	0.0	3.1	6.4	47.7	
	COLUMN %	2.3	1.1	0.6	1.4	0.0	7.7	1.8	3.5	2.1
450+ HOURS	ESTIMATE	827	1553	844	3835	7	389	1353	6341	15149
	% STD ERR	22.3	15.9	25.8	12.0	*	32.9	20.0	7.0	5.1
	ROW %	5.5	10.3	5.6	25.3	0.0	2.6	8.9	41.9	
	COLUMN %	2.1	8.2	2.5	5.0	1.4	17.2	6.8	8.3	5.6
INACTIVE	ESTIMATE	17687	2976	7663	6425	27	294	812	3710	39595
	% STD ERR	4.2	11.3	7.5	8.4	*	35.0	23.4	10.6	2.8
	ROW %	44.7	7.5	19.4	16.2	0.1	0.7	2.1	9.4	
	COLUMN %	44.9	15.7	22.3	8.3	5.2	13.0	4.1	4.9	14.7
TOTALS	ESTIMATE	39390	18946	34430	77035	517	2258	19894	76065	268617
	% STD ERR	2.3	4.1	3.2	2.0	30.8	14.1	4.8	1.6	
	ROW %	14.7	7.1	12.8	28.7	0.2	0.8	7.4	28.3	

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* - % STANDARD ERROR GREATER THAN 50%

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

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

1986

		1	2	3	4	5	6	7	8	TOTALS
0 - 4 YEARS	ESTIMATE	6235	3664	2909	4760	45	650	1985	12578	32827
	% STD ERR	8.3	10.6	13.7	10.1	*	28.0	16.3	5.2	3.2
	ROW %	19.0	11.2	8.9	14.5	0.1	2.0	6.0	38.3	
	COLUMN %	15.8	19.3	8.4	6.2	8.7	28.8	10.0	16.5	12.2
5 - 9 YEARS	ESTIMATE	4882	3183	2365	13230	235	595	4339	26496	55324
	% STD ERR	9.9	11.0	14.8	5.9	48.6	28.5	11.1	3.7	2.5
	ROW %	8.8	5.8	4.3	23.9	0.4	1.1	7.8	47.9	
	COLUMN %	12.4	16.8	6.9	17.2	45.5	26.4	21.8	34.8	20.6
10 - 14 YEARS	ESTIMATE	4453	2596	4160	15260	117	328	4022	15363	46299
	% STD ERR	9.7	12.2	11.7	5.7	*	38.2	11.3	5.2	2.9
	ROW %	9.6	5.6	9.0	33.0	0.3	0.7	8.7	33.2	
	COLUMN %	11.3	13.7	12.1	19.8	22.6	14.5	20.2	20.2	17.2
15 - 19 YEARS	ESTIMATE	2832	1927	4626	14474	18	385	3528	8985	36772
	% STD ERR	12.9	14.8	11.0	5.7	*	35.3	12.4	6.8	3.3
	ROW %	7.7	5.2	12.6	39.4	0.0	1.0	9.6	24.4	
	COLUMN %	7.2	10.2	13.4	18.8	3.5	17.1	17.7	11.8	13.7
20 - 24 YEARS	ESTIMATE	2073	1812	3751	12488	28	112	2482	7025	29771
	% STD ERR	14.9	15.7	12.3	6.3	*	*	14.6	7.6	3.8
	ROW %	7.0	6.1	12.6	41.9	0.1	0.4	8.3	23.6	
	COLUMN %	5.3	9.6	10.9	16.2	5.4	5.0	12.5	9.2	11.1
25 - 29 YEARS	ESTIMATE	1589	805	3989	8078	28	85	1704	3654	19932
	% STD ERR	16.9	23.1	11.6	7.3	*	*	17.4	11.1	4.4
	ROW %	8.0	4.0	20.0	40.5	0.1	0.4	8.5	18.3	
	COLUMN %	4.0	4.2	11.6	10.5	5.4	3.8	8.6	4.8	7.4
30 - 34 YEARS	ESTIMATE	1352	798	3456	3922	7	76	1079	1211	11900
	% STD ERR	18.6	23.3	10.7	10.0	*	*	21.2	18.4	5.1
	ROW %	11.4	6.7	29.0	33.0	0.1	0.6	9.1	10.2	
	COLUMN %	3.4	4.2	10.0	5.1	1.4	3.4	5.4	1.6	4.4

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

1986

		1	2	3	4	5	6	7	8	TOTALS
35+ YEARS	ESTIMATE	15723	4268	9052	4964	43	50	775	835	35710
	% STD ERR	3.4	8.8	4.6	7.7	*	*	18.7	19.8	1.6
	ROW %	44.0	12.0	25.3	13.9	0.1	0.1	2.2	2.3	
	COLUMN %	39.9	22.5	26.3	6.4	8.3	2.2	3.9	1.1	13.3
TOTALS	ESTIMATE	39390	18946	34430	77035	517	2258	19894	76065	268617
	% STD ERR	2.3	4.1	3.2	2.0	30.8	14.1	4.8	1.6	
	ROW %	14.7	7.1	12.8	28.7	0.2	0.8	7.4	28.3	

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

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

1986

		1	2	3	4	5	6	7	8	TOTALS
FIXED WING - PISTON: SINGLE ENGINE 1-3 SEATS	ESTIMATE	28243	9787	21545	22135	30	437	3464	1433	87075
	% STD ERR	2.8	6.7	4.1	3.8	*	37.4	12.2	18.8	0.0
	ROW %	32.4	11.2	24.7	25.4	0.0	0.5	4.0	1.6	
	COLUMN %	71.7	51.7	62.6	28.7	5.8	19.4	17.4	1.9	32.4
SINGLE ENGINE 4+ SEATS	ESTIMATE	3052	1731	11274	49380	369	329	14466	40929	121530
	% STD ERR	10.3	14.8	5.5	2.4	36.4	38.6	5.6	2.6	0.0
	ROW %	2.5	1.4	9.3	40.6	0.3	0.3	11.9	33.7	
	COLUMN %	7.7	9.1	32.7	64.1	71.4	14.6	72.7	53.8	45.2
TWO ENGINES 1-6 SEATS	ESTIMATE	218	37	308	2220	25	362	957	14417	18544
	% STD ERR	39.6	*	32.5	14.4	*	36.8	22.7	2.7	0.0
	ROW %	1.2	0.2	1.7	12.0	0.1	2.0	5.2	77.7	
	COLUMN %	0.6	0.2	0.9	2.9	4.8	16.0	4.8	19.0	6.9
TWO ENGINES 7+ SEATS	ESTIMATE	420	145	112	1066	61	210	376	7336	9725
	% STD ERR	26.3	43.9	39.4	17.1	*	*	28.0	3.1	0.0
	ROW %	4.3	1.5	1.2	11.0	0.6	2.2	3.9	75.4	
	COLUMN %	1.1	0.8	0.3	1.4	11.8	9.3	1.9	9.6	3.6
OTHER	ESTIMATE	53	0	25	80	0	0	47	131	336
	% STD ERR	32.6	0.0	*	30.7	0.0	0.0	43.4	14.3	0.0
	ROW %	15.8	0.0	7.4	23.8	0.0	0.0	14.0	39.0	
	COLUMN %	0.1	0.0	0.1	0.1	0.0	0.0	0.2	0.2	0.1
FIXED WING - TURBOPROP: 2 ENGINES 1-12 SEATS	ESTIMATE	0	107	55	242	3	48	7	4673	5134
	% STD ERR	0.0	48.3	*	39.9	*	*	*	2.6	0.0
	ROW %	0.0	2.1	1.1	4.7	0.1	0.9	0.1	91.0	
	COLUMN %	0.0	0.6	0.2	0.3	0.6	2.1	0.0	6.1	1.9
2 ENGINES 13+ SEATS	ESTIMATE	10	0	0	76	0	0	3	1107	1196
	% STD ERR	*	0.0	0.0	*	0.0	0.0	*	3.9	0.0
	ROW %	0.8	0.0	0.0	6.4	0.0	0.0	0.3	92.6	
	COLUMN %	0.0	0.0	0.0	0.1	0.0	0.0	0.0	1.5	0.4
OTHER	ESTIMATE	22	35	24	83	0	0	3	136	302
	% STD ERR	*	*	*	*	0.0	0.0	*	30.4	0.0
	ROW %	7.3	11.6	7.9	27.5	0.0	0.0	1.0	45.0	
	COLUMN %	0.1	0.2	0.1	0.1	0.0	0.0	0.0	0.2	0.1

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

1986

		1	2	3	4	5	6	7	8	TOTALS
FIXED WING - TURBOJET: 2 ENGINES	ESTIMATE	18	0	84	117	0	63	8	3998	4289
	% STD ERR	*	0.0	38.1	38.3	0.0	*	*	1.7	0.0
	ROW %	0.4	0.0	2.0	2.7	0.0	1.5	0.2	93.2	
	COLUMN %	0.0	0.0	0.2	0.2	0.0	2.8	0.0	5.3	1.6
OTHER	ESTIMATE	111	2	0	28	0	29	12	490	672
	% STD ERR	*	*	0.0	*	0.0	*	*	14.2	0.0
	ROW %	16.5	0.3	0.0	4.2	0.0	4.3	1.8	72.9	
	COLUMN %	0.3	0.0	0.0	0.0	0.0	1.3	0.1	0.6	0.3
ROTORCRAFT: PISTON	ESTIMATE	2684	1975	372	266	9	145	103	11	5566
	% STD ERR	6.2	8.7	21.4	26.1	*	49.2	*	*	0.0
	ROW %	48.2	35.5	6.7	4.8	0.2	2.6	1.9	0.2	
	COLUMN %	6.8	10.4	1.1	0.3	1.7	6.4	0.5	0.0	2.1
TURBINE	ESTIMATE	53	932	373	1263	10	459	400	1368	4858
	% STD ERR	49.7	16.6	27.8	12.7	*	26.5	24.2	11.3	0.0
	ROW %	1.1	19.2	7.7	26.0	0.2	9.4	8.2	28.2	
	COLUMN %	0.1	4.9	1.1	1.6	1.9	20.3	2.0	1.8	1.8
OTHER AIRCRAFT	ESTIMATE	4505	4197	257	79	9	177	49	36	9309
	% STD ERR	5.2	5.4	36.6	31.3	*	48.5	*	43.7	0.0
	ROW %	48.4	45.1	2.8	0.8	0.1	1.9	0.5	0.4	
	COLUMN %	11.4	22.2	0.7	0.1	1.7	7.8	0.2	0.0	3.5
ALL AIRCRAFT	ESTIMATE	39390	18946	34430	77035	517	2258	19894	76065	268617
	% STD ERR	2.3	4.1	3.2	2.0	30.8	14.1	4.8	1.6	
	ROW %	14.7	7.1	12.8	28.7	0.2	0.8	7.4	28.3	

HIERARCHICAL CAPABILITY GROUPS KEY

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

* - % STANDARD ERROR GREATER THAN 50%

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

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

1986

		1	2	3	4	5	6	7	8	TOTALS
ALASKAN	ESTIMATE	1026	1883	2765	2499	0	47	531	656	9407
	% STD ERR	19.9	15.7	12.2	13.6	0.0	*	29.8	27.4	6.4
	ROW %	10.9	20.0	29.4	26.6	0.0	0.5	5.6	7.0	
	COLUMN %	2.6	9.9	8.0	3.2	0.0	2.1	2.7	0.9	3.5
CENTRAL	ESTIMATE	3517	868	1787	5429	5	96	846	3594	16143
	% STD ERR	11.3	21.6	16.3	10.1	*	*	26.0	11.4	5.5
	ROW %	21.8	5.4	11.1	33.6	0.0	0.6	5.2	22.3	
	COLUMN %	8.9	4.6	5.2	7.0	1.0	4.3	4.3	4.7	6.0
EASTERN	ESTIMATE	3988	1923	4232	7538	77	300	2981	9986	31024
	% STD ERR	10.1	14.4	11.0	8.3	*	43.3	13.7	6.6	3.8
	ROW %	12.9	6.2	13.6	24.3	0.2	1.0	9.6	32.2	
	COLUMN %	10.1	10.1	12.3	9.8	14.9	13.3	15.0	13.1	11.5
GREAT LAKES	ESTIMATE	7921	2888	7830	14062	3	271	2439	11533	46948
	% STD ERR	7.1	12.0	8.0	6.0	*	42.7	15.0	6.2	3.0
	ROW %	16.9	6.2	16.7	30.0	0.0	0.6	5.2	24.6	
	COLUMN %	20.1	15.2	22.7	18.3	0.6	12.0	12.3	15.2	17.5
NEW ENGLAND	ESTIMATE	1637	831	1147	3062	41	26	989	2751	10484
	% STD ERR	17.3	23.8	20.3	13.4	*	*	23.5	13.0	6.8
	ROW %	15.6	7.9	10.9	29.2	0.4	0.2	9.4	26.2	
	COLUMN %	4.2	4.4	3.3	4.0	7.9	1.2	5.0	3.6	3.9
NORTHWEST MOUNTAIN	ESTIMATE	4120	2596	4027	8686	171	66	1370	6410	27445
	% STD ERR	10.4	13.1	11.4	7.6	*	*	19.4	8.5	4.1
	ROW %	15.0	9.5	14.7	31.6	0.6	0.2	5.0	23.4	
	COLUMN %	10.5	13.7	11.7	11.3	33.1	2.9	6.9	8.4	10.2
SOUTHERN	ESTIMATE	5345	2122	3524	12205	84	483	3090	14139	40994
	% STD ERR	9.1	13.8	11.8	6.5	*	27.5	13.2	5.4	3.2
	ROW %	13.0	5.2	8.6	29.8	0.2	1.2	7.5	34.5	
	COLUMN %	13.6	11.2	10.2	15.8	16.2	21.4	15.5	18.6	15.3

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

1986

		1	2	3	4	5	6	7	8	TOTALS
SOUTHWESTERN	ESTIMATE	6131	2044	4125	10730	101	311	2392	12751	38585
	% STD ERR	8.5	13.7	11.3	6.9	*	42.0	15.2	5.7	3.3
	ROW %	15.9	5.3	10.7	27.8	0.3	0.8	6.2	33.0	
	COLUMN %	15.6	10.8	12.0	13.9	19.5	13.8	12.0	16.8	14.4
WESTERN-PACIFIC	ESTIMATE	5178	3955	4921	12808	35	678	5116	14777	47469
	% STD ERR	8.7	9.5	9.9	6.3	*	26.1	10.0	5.4	2.9
	ROW %	10.9	8.3	10.4	27.0	0.1	1.4	10.8	31.1	
	COLUMN %	13.1	20.9	14.3	16.6	6.8	30.0	25.7	19.4	17.7
TOTALS	ESTIMATE	39390	18946	34430	77035	517	2258	19894	76065	268617
	% STD ERR	2.3	4.1	3.2	2.0	30.8	14.1	4.8	1.6	
	ROW %	14.7	7.1	12.8	28.7	0.2	0.8	7.4	28.3	

HIERARCHICAL CAPABILITY GROUPS KEY

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

* - % STANDARD ERROR GREATER THAN 50%

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

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

1986

		L	L,MB	L,MB, GS	L,MB, GS,RA	LRN	RA	ML	L,MB, GS,ML	LRN,ML	NO GROUP	ALL CRAFT
EXECUTIVE	ESTIMATE	164	517	3085	8143	6237	8369	127	115	98	289	12487
	% STD ERR	35.8	30.5	11.6	4.4	5.5	4.4	37.3	38.1	39.3	35.8	4.2
	ROW %	1.3	4.1	24.7	65.2	49.9	67.0	1.0	0.9	0.8	2.3	
	COLUMN %	1.1	4.9	3.1	39.6	13.2	38.3	7.7	15.8	17.6	0.3	4.6
BUSINESS	ESTIMATE	1616	1842	29290	5597	12684	5849	266	143	4	5616	45035
	% STD ERR	18.0	16.5	3.6	8.0	5.9	7.8	37.3	45.9	*	9.0	2.7
	ROW %	3.6	4.1	65.0	12.4	28.2	13.0	0.6	0.3	0.0	12.5	
	COLUMN %	10.9	17.3	29.3	27.2	26.9	26.8	16.2	19.7	0.7	5.0	16.8
PERSONAL	ESTIMATE	8121	6319	47416	2295	20110	2417	739	293	344	55692	126141
	% STD ERR	7.8	8.9	2.7	14.1	4.8	13.9	26.1	41.9	38.5	2.1	1.2
	ROW %	6.4	5.0	37.6	1.8	15.9	1.9	0.6	0.2	0.3	44.2	
	COLUMN %	54.8	59.4	47.4	11.2	42.6	11.1	45.1	40.3	61.8	49.5	47.0
INSTRUCTIONAL	ESTIMATE	2051	419	5657	203	770	219	2	2	2	7898	16388
	% STD ERR	17.4	38.3	9.8	*	25.7	*	*	*	*	7.9	5.3
	ROW %	12.5	2.6	34.5	1.2	4.7	1.3	0.0	0.0	0.0	48.2	
	COLUMN %	13.8	3.9	5.7	1.0	1.6	1.0	0.1	0.3	0.4	7.0	6.1
AERIAL APPLICATIONS	ESTIMATE	78	0	313	71	322	72	0	0	0	6833	7440
	% STD ERR	*	0.0	38.5	25.1	23.4	25.8	0.0	0.0	0.0	3.7	3.7
	ROW %	1.0	0.0	4.2	1.0	4.3	1.0	0.0	0.0	0.0	91.8	
	COLUMN %	0.5	0.0	0.3	0.3	0.7	0.3	0.0	0.0	0.0	6.1	2.8
AERIAL OBSERVATION	ESTIMATE	236	153	1970	187	1267	345	33	0	27	2128	4966
	% STD ERR	38.1	*	16.2	37.7	18.2	28.7	*	0.0	*	13.5	9.3
	ROW %	4.8	3.1	39.7	3.8	25.5	6.9	0.7	0.0	0.5	42.9	
	COLUMN %	1.6	1.4	2.0	0.9	2.7	1.6	2.0	0.0	4.8	1.9	1.8
OTHER WORK USE	ESTIMATE	37	32	98	35	53	35	15	0	0	1027	1252
	% STD ERR	*	*	*	*	*	*	*	0.0	0.0	20.8	18.8
	ROW %	3.0	2.6	7.8	2.8	4.2	2.8	1.2	0.0	0.0	82.0	
	COLUMN %	0.2	0.3	0.1	0.2	0.1	0.2	0.9	0.0	0.0	0.9	0.5
COMMUTER AIR CARRIER	ESTIMATE	115	54	926	467	106	479	86	86	0	165	1783
	% STD ERR	*	*	13.1	24.9	*	24.6	46.6	46.6	0.0	50.0	10.3
	ROW %	6.4	3.0	51.9	26.2	5.9	26.9	4.8	4.8	0.0	9.3	
	COLUMN %	0.8	0.5	0.9	2.3	0.2	2.2	5.2	11.8	0.0	0.1	0.7

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

1986

		L	L,MB	L,MB, GS	L,MB, GS,RA	LRN	RA	ML	L,MB, GS,ML	LRN,ML	NO GROUP	ALL CRAFT
AIR TAXI	ESTIMATE	360	216	3783	1896	2042	2116	66	6	0	982	7806
	% STD ERR	34.0	49.4	10.8	12.3	11.7	11.7	*	*	0.0	21.9	6.9
	ROW %	4.6	2.8	48.5	24.3	26.2	27.1	0.8	0.1	0.0	12.6	
	COLUMN %	2.4	2.0	3.8	9.2	4.3	9.7	4.0	0.8	0.0	0.9	2.9
OTHER USES	ESTIMATE	640	89	1685	837	1736	917	111	68	68	2524	6153
	% STD ERR	30.0	*	16.2	16.8	14.7	16.1	*	*	*	13.5	8.2
	ROW %	10.4	1.4	27.4	13.6	28.2	14.9	1.8	1.1	1.1	41.0	
	COLUMN %	4.3	0.8	1.7	4.1	3.7	4.2	6.8	9.4	12.2	2.2	2.3
INACTIVE	ESTIMATE	1348	1104	5873	704	2139	936	203	12	12	29866	39595
	% STD ERR	18.4	20.0	8.8	20.8	14.6	17.2	49.3	*	*	3.2	2.8
	ROW %	3.4	2.8	14.8	1.8	5.4	2.4	0.5	0.0	0.0	75.4	
	COLUMN %	9.1	10.4	5.9	3.4	4.5	4.3	12.4	1.7	2.2	26.5	14.7
TOTALS	ESTIMATE	14826	10635	100043	20563	47210	21863	1639	727	557	112612	268617
	% STD ERR	5.7	6.7	1.4	3.0	2.7	2.9	16.0	21.7	26.9	1.1	
	ROW %	5.5	4.0	37.2	7.7	17.6	8.1	0.6	0.3	0.2	41.9	

NON-HIERARCHICAL CAPABILITY GROUPS KEY

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

* - % STANDARD ERROR GREATER THAN 50%

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

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

1986

		L	L,MB	L,MB, GS	L,MB, GS,RA	LRN	RA	ML	L,MB, GS,ML	LRN,ML	NO GROUP	ALL CRAFT
1 - 49 HOURS	ESTIMATE	3589	2415	15875	1093	5236	1279	394	137	161	36450	61234
	% STD ERR	11.6	14.2	5.4	18.3	9.2	17.0	33.9	*	*	3.2	2.4
	ROW %	5.9	3.9	25.9	1.8	8.6	2.1	0.6	0.2	0.3	59.5	
	COLUMN %	24.2	22.7	15.9	5.3	11.1	5.9	24.0	18.8	28.9	32.4	22.8
50 - 99 HOURS	ESTIMATE	3362	3058	22646	1957	10267	2036	188	41	56	19813	53723
	% STD ERR	12.2	13.2	4.5	14.1	6.8	13.9	*	*	*	4.7	2.7
	ROW %	6.3	5.7	42.2	3.6	19.1	3.8	0.3	0.1	0.1	36.9	
	COLUMN %	22.7	28.8	22.6	9.5	21.7	9.3	11.5	5.6	10.1	17.6	20.0
100 - 149 HOURS	ESTIMATE	2506	1678	22187	3057	9881	3107	283	116	28	9251	40737
	% STD ERR	15.0	17.6	4.4	11.6	6.9	11.4	38.1	46.4	*	7.1	3.2
	ROW %	6.2	4.1	54.5	7.5	24.3	7.6	0.7	0.3	0.1	22.7	
	COLUMN %	16.9	15.8	22.2	14.9	20.9	14.2	17.3	16.0	5.0	8.2	15.2
150 - 199 HOURS	ESTIMATE	830	546	10023	2400	4867	2460	184	111	83	4293	18673
	% STD ERR	25.9	31.2	7.0	12.1	9.8	12.0	*	*	*	10.4	5.0
	ROW %	4.4	2.9	53.7	12.9	26.1	13.2	1.0	0.6	0.4	23.0	
	COLUMN %	5.6	5.1	10.0	11.7	10.3	11.3	11.2	15.3	14.9	3.8	7.0
200 - 249 HOURS	ESTIMATE	648	475	8037	2011	3859	2096	26	24	8	2862	14468
	% STD ERR	28.9	34.7	7.9	13.5	10.8	13.2	*	*	*	13.5	5.7
	ROW %	4.5	3.3	55.6	13.9	26.7	14.5	0.2	0.2	0.1	19.8	
	COLUMN %	4.4	4.5	8.0	9.8	8.2	9.6	1.6	3.3	1.4	2.5	5.4
250 - 299 HOURS	ESTIMATE	362	381	3277	1423	1670	1579	66	6	0	1321	6857
	% STD ERR	36.7	35.5	12.2	15.9	15.3	15.0	*	*	0.0	20.5	8.2
	ROW %	5.3	5.6	47.8	20.8	24.4	23.0	1.0	0.1	0.0	19.3	
	COLUMN %	2.4	3.6	3.3	6.9	3.5	7.2	4.0	0.8	0.0	1.2	2.6
300 - 349 HOURS	ESTIMATE	361	191	2533	1954	2479	2068	122	95	121	1941	7317
	% STD ERR	39.0	*	14.2	12.6	12.4	12.1	*	*	*	16.3	7.9
	ROW %	4.9	2.6	34.6	26.7	33.9	28.3	1.7	1.3	1.7	26.5	
	COLUMN %	2.4	1.8	2.5	9.5	5.3	9.5	7.4	13.1	21.7	1.7	2.7
350 - 399 HOURS	ESTIMATE	174	246	2370	1068	1393	1224	13	13	13	1194	5125
	% STD ERR	*	45.3	15.3	16.8	16.9	16.0	*	*	*	21.9	9.8
	ROW %	3.4	4.8	46.2	20.8	27.2	23.9	0.3	0.3	0.3	23.3	
	COLUMN %	1.2	2.3	2.4	5.2	3.0	5.6	0.8	1.8	2.3	1.1	1.9

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

1986

		L	L,MB	L,MB, GS	L,MB, GS,RA	LRN	RA	ML	L,MB, GS,ML	LRN,ML	NO GROUP	ALL CRAFT
400 - 449 HOURS	ESTIMATE	178	223	1911	1241	1568	1252	11	11	2	1912	5657
	% STD ERR	*	47.1	17.0	15.0	15.0	14.9	*	*	*	16.1	9.0
	ROW %	3.1	3.9	33.8	21.9	27.7	22.1	0.2	0.2	0.0	33.8	
	COLUMN %	1.2	2.1	1.9	6.0	3.3	5.7	0.7	1.5	0.4	1.7	2.1
450+ HOURS	ESTIMATE	1381	412	5235	3494	4030	3685	156	156	71	3827	15149
	% STD ERR	21.0	37.3	9.5	7.8	8.1	7.6	38.4	38.4	*	11.2	5.1
	ROW %	9.1	2.7	34.6	23.1	26.6	24.3	1.0	1.0	0.5	25.3	
	COLUMN %	9.3	3.9	5.2	17.0	8.5	16.9	9.5	21.5	12.7	3.4	5.6
INACTIVE	ESTIMATE	1348	1104	5873	704	2139	936	203	12	12	29866	39595
	% STD ERR	18.4	20.0	8.8	20.8	14.6	17.2	49.3	*	*	3.2	2.8
	ROW %	3.4	2.8	14.8	1.8	5.4	2.4	0.5	0.0	0.0	75.4	
	COLUMN %	9.1	10.4	5.9	3.4	4.5	4.3	12.4	1.7	2.2	26.5	14.7
TOTALS	ESTIMATE	14826	10635	100043	20563	47210	21863	1639	727	557	112612	268617
	% STD ERR	5.7	6.7	1.4	3.0	2.7	2.9	16.0	21.7	26.9	1.1	
	ROW %	5.5	4.0	37.2	7.7	17.6	8.1	0.6	0.3	0.2	41.9	

NON-HIERARCHICAL CAPABILITY GROUPS KEY

GS - GLIDE SLOPE
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RA - RADAR ALTIMETER
NO - NO REGULATORY AVIONICS

* - % STANDARD ERROR GREATER THAN 50%

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

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

1986

		L	L,MB	L,MB, GS	L,MB, GS,RA	LRN	RA	ML	L,MB, GS,ML	LRN,ML	NO GROUP	ALL CRAFT
0 - 4 YEARS	ESTIMATE	1491	606	10325	5053	7767	5312	293	142	70	13901	32827
	% STD ERR	18.8	28.3	6.5	6.5	6.6	6.3	37.8	39.8	*	5.2	3.2
	ROW %	4.5	1.8	31.5	15.4	23.7	16.2	0.9	0.4	0.2	42.3	
	COLUMN %	10.1	5.7	10.3	24.6	16.5	24.3	17.9	19.5	12.6	12.3	12.2
5 - 9 YEARS	ESTIMATE	3354	1659	27347	7417	12468	7822	476	387	161	13715	55324
	% STD ERR	12.7	18.0	3.8	6.5	5.8	6.3	27.2	29.9	44.6	5.6	2.5
	ROW %	6.1	3.0	49.4	13.4	22.5	14.1	0.9	0.7	0.3	24.8	
	COLUMN %	22.6	15.6	27.3	36.1	26.4	35.8	29.0	53.2	28.9	12.2	20.6
10 - 14 YEARS	ESTIMATE	2414	1290	22173	4031	8315	4307	351	138	165	15104	46299
	% STD ERR	15.0	20.6	4.5	9.2	7.4	8.8	39.0	*	*	5.5	2.9
	ROW %	5.2	2.8	47.9	8.7	18.0	9.3	0.8	0.3	0.4	32.6	
	COLUMN %	16.3	12.1	22.2	19.6	17.6	19.7	21.4	19.0	29.6	13.4	17.2
15 - 19 YEARS	ESTIMATE	2392	2264	14593	2246	6730	2363	158	26	36	13767	36772
	% STD ERR	15.3	15.3	5.5	12.7	8.4	12.4	*	*	*	5.8	3.3
	ROW %	6.5	6.2	39.7	6.1	18.3	6.4	0.4	0.1	0.1	37.4	
	COLUMN %	16.1	21.3	14.6	10.9	14.3	10.8	9.6	3.6	6.5	12.2	13.7
20 - 24 YEARS	ESTIMATE	1250	2096	12953	981	4651	1095	130	10	0	11671	29771
	% STD ERR	20.9	15.3	5.9	19.5	10.1	18.1	*	*	0.0	6.5	3.8
	ROW %	4.2	7.0	43.5	3.3	15.6	3.7	0.4	0.0	0.0	39.2	
	COLUMN %	8.4	19.7	12.9	4.8	9.9	5.0	7.9	1.4	0.0	10.4	11.1
25 - 29 YEARS	ESTIMATE	1167	1307	7807	479	3431	496	75	0	39	8367	19932
	% STD ERR	21.4	19.6	7.5	26.7	11.7	26.1	*	0.0	*	7.3	4.4
	ROW %	5.9	6.6	39.2	2.4	17.2	2.5	0.4	0.0	0.2	42.0	
	COLUMN %	7.9	12.3	7.8	2.3	7.3	2.3	4.6	0.0	7.0	7.4	7.4
30 - 34 YEARS	ESTIMATE	990	733	3000	77	1819	214	2	0	0	6026	11900
	% STD ERR	22.0	25.8	11.8	*	15.1	40.1	*	0.0	0.0	7.7	5.1
	ROW %	8.3	6.2	25.2	0.6	15.3	1.8	0.0	0.0	0.0	50.6	
	COLUMN %	6.7	6.9	3.0	0.4	3.9	1.0	0.1	0.0	0.0	5.4	4.4

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

1986

		L	L,MB	L,MB, GS	L,MB, GS,RA	LRN	RA	ML	L,MB, GS,ML	LRN,ML	NO GROUP	ALL CRAFT
35+ YEARS	ESTIMATE	1901	699	2213	182	2127	193	151	40	99	29677	35710
	% STD ERR	13.0	22.9	12.0	31.0	11.6	30.3	*	*	*	1.9	1.6
	ROW %	5.3	2.0	6.2	0.5	6.0	0.5	0.4	0.1	0.3	83.1	
	COLUMN %	12.8	6.6	2.2	0.9	4.5	0.9	9.2	5.5	17.8	26.4	13.3
TOTALS	ESTIMATE	14826	10635	100043	20563	47210	21863	1639	727	557	112612	268617
	% STD ERR	5.7	6.7	1.4	3.0	2.7	2.9	16.0	21.7	26.9	1.1	
	ROW %	5.5	4.0	37.2	7.7	17.6	8.1	0.6	0.3	0.2	41.9	

NON-HIERARCHICAL CAPABILITY GROUPS KEY

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

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

1986

		L	L,MB	L,MB, GS	L,MB, GS,RA	LRN	RA	ML	L,MB, GS,ML	LRN,ML	NO GROUP	ALL CRAFT
FIXED WING - PISTON: SINGLE ENGINE 1-3 SEATS	ESTIMATE	6209	1179	6672	156	5497	158	378	39	44	69125	87075
	% STD ERR	9.1	20.9	8.3	49.5	9.5	49.2	37.7	*	*	1.2	0.0
	ROW %	7.1	1.4	7.7	0.2	6.3	0.2	0.4	0.0	0.1	79.4	
	COLUMN %	41.9	11.1	6.7	0.8	11.6	0.7	23.1	5.4	7.9	61.4	32.4
SINGLE ENGINE 4+ SEATS	ESTIMATE	7681	8081	72244	3307	24814	3495	621	238	320	26114	121530
	% STD ERR	7.8	7.7	1.5	12.0	4.0	11.6	29.3	47.4	40.5	3.4	0.0
	ROW %	6.3	6.6	59.4	2.7	20.4	2.9	0.5	0.2	0.3	21.5	
	COLUMN %	51.8	76.0	72.2	16.1	52.6	16.0	37.9	32.7	57.5	23.2	45.2
TWO ENGINES 1-6 SEATS	ESTIMATE	204	659	13001	4070	5078	4237	74	74	5	459	18544
	% STD ERR	*	29.0	3.2	9.0	8.4	8.8	*	*	*	25.1	0.0
	ROW %	1.1	3.6	70.1	21.9	27.4	22.8	0.4	0.4	0.0	2.5	
	COLUMN %	1.4	6.2	13.0	19.8	10.8	19.4	4.5	10.2	0.9	0.4	6.9
TWO ENGINES 7+ SEATS	ESTIMATE	80	369	5649	2868	2700	3140	80	20	14	729	9725
	% STD ERR	*	30.1	4.6	8.0	10.5	7.3	*	*	*	19.3	0.0
	ROW %	0.8	3.8	58.1	29.5	27.8	32.3	0.8	0.2	0.1	7.5	
	COLUMN %	0.5	3.5	5.6	13.9	5.7	14.4	4.9	2.8	2.5	0.6	3.6
OTHER	ESTIMATE	39	4	80	119	207	119	0	0	0	94	336
	% STD ERR	47.8	*	30.6	15.7	7.4	15.7	0.0	0.0	0.0	19.5	0.0
	ROW %	11.6	1.2	23.8	35.4	61.6	35.4	0.0	0.0	0.0	28.0	
	COLUMN %	0.3	0.0	0.1	0.6	0.4	0.5	0.0	0.0	0.0	0.1	0.1
FIXED WING - TURBOPROP: 2 ENGINES 1-12 SEATS	ESTIMATE	0	88	652	4307	2219	4462	94	94	5	20	5134
	% STD ERR	0.0	*	18.8	3.2	8.2	2.8	49.3	49.3	*	*	0.0
	ROW %	0.0	1.7	12.7	83.9	43.2	86.9	1.8	1.8	0.1	0.4	
	COLUMN %	0.0	0.8	0.7	20.9	4.7	20.4	5.7	12.9	0.9	0.0	1.9
2 ENGINES 13+ SEATS	ESTIMATE	0	33	701	445	212	464	83	83	0	10	1196
	% STD ERR	0.0	*	9.3	13.4	19.0	13.6	47.7	47.7	0.0	*	0.0
	ROW %	0.0	2.8	58.6	37.2	17.7	38.8	6.9	6.9	0.0	0.8	
	COLUMN %	0.0	0.3	0.7	2.2	0.4	2.1	5.1	11.4	0.0	0.0	0.4
OTHER	ESTIMATE	3	0	61	158	36	158	0	0	0	80	302
	% STD ERR	*	0.0	27.1	13.1	*	13.1	0.0	0.0	0.0	0.0	0.0
	ROW %	1.0	0.0	20.2	52.3	11.9	52.3	0.0	0.0	0.0	26.5	
	COLUMN %	0.0	0.0	0.1	0.8	0.1	0.7	0.0	0.0	0.0	0.1	0.1

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

1986

		L	L,MB	L,MB, GS	L,MB, GS,RA	LRN	RA	ML	L,MB, GS,ML	LRN,ML	NO GROUP	ALL CRAFT
FIXED WING - TURBOJET: 2 ENGINES	ESTIMATE	27	111	179	3949	3328	4086	100	88	77	13	4289
	% STD ERR	*	46.5	29.9	1.9	3.7	1.4	43.2	44.3	44.5	*	0.0
	ROW %	0.6	2.6	4.2	92.1	77.6	95.3	2.3	2.1	1.8	0.3	
	COLUMN %	0.2	1.0	0.2	19.2	7.0	18.7	6.1	12.1	13.8	0.0	1.6
OTHER	ESTIMATE	40	14	240	265	294	282	13	13	13	109	672
	% STD ERR	*	*	31.7	19.7	18.4	18.1	*	*	*	*	0.0
	ROW %	6.0	2.1	35.7	39.4	43.8	42.0	1.9	1.9	1.9	16.2	
	COLUMN %	0.3	0.1	0.2	1.3	0.6	1.3	0.8	1.8	2.3	0.1	0.3
ROTORCRAFT: PISTON	ESTIMATE	36	3	18	6	227	15	23	6	7	5264	5566
	% STD ERR	*	*	*	*	30.0	*	*	*	*	1.5	0.0
	ROW %	0.6	0.1	0.3	0.1	4.1	0.3	0.4	0.1	0.1	94.6	
	COLUMN %	0.2	0.0	0.0	0.0	0.5	0.1	1.4	0.8	1.3	4.7	2.1
TURBINE	ESTIMATE	490	94	535	890	2504	1223	50	48	48	1502	4858
	% STD ERR	23.4	*	24.0	10.4	7.2	10.3	*	*	*	10.8	0.0
	ROW %	10.1	1.9	11.0	18.3	51.5	25.2	1.0	1.0	1.0	30.9	
	COLUMN %	3.3	0.9	0.5	4.3	5.3	5.6	3.1	6.6	8.6	1.3	1.8
OTHER AIRCRAFT	ESTIMATE	17	0	12	25	93	25	123	25	25	9092	9309
	% STD ERR	*	0.0	*	*	46.4	*	38.4	*	*	0.7	0.0
	ROW %	0.2	0.0	0.1	0.3	1.0	0.3	1.3	0.3	0.3	97.7	
	COLUMN %	0.1	0.0	0.0	0.1	0.2	0.1	7.5	3.4	4.5	8.1	3.5
ALL AIRCRAFT	ESTIMATE	14826	10635	100043	20563	47210	21863	1639	727	557	112612	268617
	% STD ERR	5.7	6.7	1.4	3.0	2.7	2.9	16.0	21.7	26.9	1.1	
	ROW %	5.5	4.0	37.2	7.7	17.6	8.1	0.6	0.3	0.2	41.9	

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

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

1986

		L	L,MB	L,MB, GS	L,MB, GS,RA	LRN	RA	ML	L,MB, GS,ML	LRN,ML	NO GROUP	ALL CRAFT
ALASKAN	ESTIMATE	972	147	1796	192	1809	257	0	0	0	5561	9407
	% STD ERR	22.6	*	15.3	44.7	14.4	42.2	0.0	0.0	0.0	8.6	6.4
	ROW %	10.3	1.6	19.1	2.0	19.2	2.7	0.0	0.0	0.0	59.1	
	COLUMN %	6.6	1.4	1.8	0.9	3.8	1.2	0.0	0.0	0.0	4.9	3.5
CENTRAL	ESTIMATE	867	629	5150	959	2336	974	92	46	64	8246	16143
	% STD ERR	25.2	30.7	10.0	19.8	14.4	19.6	*	*	*	7.7	5.5
	ROW %	5.4	3.9	31.9	5.9	14.5	6.0	0.6	0.3	0.4	51.1	
	COLUMN %	5.8	5.9	5.1	4.7	4.9	4.5	5.6	6.3	11.5	7.3	6 0
EASTERN	ESTIMATE	1293	1175	12739	2942	6705	3055	102	96	14	11898	31024
	% STD ERR	19.7	21.3	6.2	10.4	8.3	10.3	*	*	*	6.1	3.8
	ROW %	4.2	3.8	41.1	9.5	21.6	9.8	0.3	0.3	0.0	38.4	
	COLUMN %	8.7	11.0	12.7	14.3	14.2	14.0	6.2	13.2	2.5	10.6	11.5
EUROPEAN OFFICE	ESTIMATE	0	0	0	0	0	0	0	0	0	0	0
	% STD ERR	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	COLUMN %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GREAT LAKES	ESTIMATE	2279	1856	16794	3471	7669	3556	429	148	196	21243	46948
	% STD ERR	15.8	17.3	5.3	10.2	7.7	10.1	35.0	*	*	4.5	3.0
	ROW %	4.9	4.0	35.8	7.4	16.3	7.6	0.9	0.3	0.4	45.2	
	COLUMN %	15.4	17.5	16.8	16.9	16.2	16.3	26.2	20.4	35.2	18.9	17.5
NEW ENGLAND	ESTIMATE	656	587	3567	889	2279	992	78	62	69	4257	10484
	% STD ERR	28.4	29.6	12.2	20.6	14.7	19.5	*	*	*	10.7	6.8
	ROW %	6.3	5.6	34.0	8.5	21.7	9.5	0.7	0.6	0.7	40.6	
	COLUMN %	4.4	5.5	3.6	4.3	4.8	4.5	4.8	8.5	12.4	3.8	3.9
NORTHWEST MOUNTAIN	ESTIMATE	1604	1180	8709	1608	4393	1706	169	83	6	13143	27445
	% STD ERR	18.1	21.7	7.5	15.4	10.4	14.9	47.1	*	*	5.9	4.1
	ROW %	5.8	4.3	31.7	5.9	16.0	6.2	0.6	0.3	0.0	47.9	
	COLUMN %	10.8	11.1	8.7	7.8	9.3	7.8	10.3	11.4	1.1	11.7	10.2
SOUTHERN	ESTIMATE	2480	1775	17357	3438	9698	3789	347	91	47	14295	40994
	% STD ERR	14.8	17.3	5.2	9.8	6.9	9.3	36.9	*	*	5.6	3.2
	ROW %	6.0	4.3	42.3	8.4	23.7	9.2	0.8	0.2	0.1	34.9	
	COLUMN %	16.7	16.7	17.3	16.7	20.5	17.3	21.2	12.5	8.4	12.7	15.3

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

1986

		L	L,MB	L,MB, GS	L,MB, GS,RA	LRN	RA	ML	L,MB, GS,ML	LRN,ML	NO GROUP	ALL CRAFT
SOUTHWESTERN	ESTIMATE	1848	1545	14550	4437	6430	4684	274	164	80	14595	38585
	% STD ERR	16.9	17.8	5.8	8.3	8.0	8.0	37.3	42.7	*	5.6	3.3
	ROW %	4.8	4.0	37.7	11.5	16.7	12.1	0.7	0.4	0.2	37.8	
	COLUMN %	12.5	14.5	14.5	21.6	13.6	21.4	16.7	22.6	14.4	13.0	14.4
WESTERN-PACIFIC	ESTIMATE	2609	1855	19444	2700	6337	2923	193	56	91	19169	47469
	% STD ERR	14.1	15.9	4.9	11.2	8.3	10.7	41.3	*	*	4.6	2.9
	ROW %	5.5	3.9	41.0	5.7	13.3	6.2	0.4	0.1	0.2	40.4	
	COLUMN %	17.6	17.4	19.4	13.1	13.4	13.4	11.8	7.7	16.3	17.0	17.7
TOTALS	ESTIMATE	14826	10635	100043	20563	47210	21863	1639	727	557	112612	268617
	% STD ERR	5.7	6.7	1.4	3.0	2.7	2.9	16.0	21.7	26.9	1.1	
	ROW %	5.5	4.0	37.2	7.7	17.6	8.1	0.6	0.3	0.2	41.9	

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

TABLE 2-36
GENERAL AVIATION
NUMBER OF LANDINGS IN LOCAL FLIGHT
BY
AIRCRAFT TYPE AND REGION
1986

AIRCRAFT TYPE	REGION										
	ALASKAN	CENTRAL	EASTERN	EUROPEAN OFFICE	GREAT LAKES	NEW ENGLAND	NORTHWEST MOUNTAIN	SOUTHERN	SOUTH-WESTERN	WESTERN-PACIFIC	TOTAL
FIXED WING											
FIXED WING- PISTON											
1 ENG: 1-3 SEATS	176271	686535	1416735	0	2824838	309073	1384888	1948394	2010581	2449507	13206822
(% STANDARD ERROR)	23.5	18.1	19.9	0.0	13.7	25.4	17.6	17.5	30.0	17.3	7.5
1 ENG: 4+ SEATS	403170	525482	1082003	0	2048538	578200	1049079	1193743	1255490	1771575	9907280
(% STANDARD ERROR)	24.8	22.5	14.8	0.0	14.9	22.5	15.6	13.0	15.8	13.4	5.6
1 ENGINE: TOTAL	579441	1212017	2498738	0	4873376	887273	2433967	3142137	3266071	4221082	23114102
(% STANDARD ERROR)	18.7	14.1	13.0	0.0	10.1	17.1	12.1	11.9	19.5	11.5	4.9
2 ENG: 1-6 SEATS	4340	72347	209993	0	82720	38226	41792	131219	138998	698585	1418220
(% STANDARD ERROR)	*	31.7	38.4	0.0	44.3	*	*	32.3	45.0	*	29.4
2 ENG: 7+ SEATS	36036	21338	14856	0	24569	28139	21224	81475	64214	25220	317071
(% STANDARD ERROR)	*	*	*	0.0	*	41.9	*	30.8	46.9	*	19.2
2 ENGINE: TOTAL	40376	93685	224849	0	107289	66365	63016	212694	203212	723805	1735291
(% STANDARD ERROR)	*	27.6	36.8	0.0	36.3	34.6	42.3	23.1	34.2	*	24.3
PISTON: OTHER	0	0	0	0	108	0	280	0	0	1298	1686
(% STANDARD ERROR)	0.0	0.0	0.0	0.0	*	0.0	*	0.0	0.0	*	*
PISTON: TOTAL	619817	1305702	2723587	0	4980773	953638	2497263	3354831	3469283	4946185	24851079
(% STANDARD ERROR)	18.1	13.3	12.3	0.0	9.9	16.1	11.8	11.3	18.4	12.7	4.9
FIXED WING- TURBOPROP											
2 ENG: 1-12 SEATS	373	2139	71256	0	24486	1962	3117	48235	67259	16743	235570
(% STANDARD ERROR)	*	*	41.0	0.0	*	*	*	*	*	*	*
2 ENG: 13+ SEATS	0	15303	29278	0	4022	189556	817	1031	51572	12385	303964
(% STANDARD ERROR)	0.0	20.4	48.9	0.0	*	*	*	*	*	*	*
2 ENGINE: TOTAL	373	17442	100534	0	28508	191518	3934	49266	118831	29128	539534
(% STANDARD ERROR)	*	39.2	32.4	0.0	*	*	*	*	*	*	42.5
TURBOPROP: OTHER	3494	0	436	0	3113	0	193	2175	10606	48699	68716
(% STANDARD ERROR)	33.9	0.0	*	0.0	33.8	0.0	*	*	37.7	*	38.6
TURBOPROP: TOTAL	3867	17442	100970	0	31621	191518	4127	51441	129437	77827	608250
(% STANDARD ERROR)	*	39.2	32.3	0.0	*	*	*	*	*	40.8	38.0

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2-36
GENERAL AVIATION
NUMBER OF LANDINGS IN LOCAL FLIGHT
BY
AIRCRAFT TYPE AND REGION
1986

AIRCRAFT TYPE	ALASKAN	CENTRAL	EASTERN	EUROPEAN OFFICE	GREAT LAKES	NEW ENGLAND	NORTHWEST MOUNTAIN	SOUTHERN	SOUTH-WESTERN	WESTERN-PACIFIC	TOTAL
	REGION										
FIXED WING- TURBOJET											
2 ENGINE TURBOJET	209	10770	39518	0	29053	1881	5794	8759	21037	28587	145608
(% STANDARD ERROR)	*	*	*	0.0	42.8	*	*	*	*	*	24.6
TURBOJET: OTHER	0	86	2135	0	862	286	288	21	680	1710	6068
(% STANDARD ERROR)	0.0	*	*	0.0	*	*	*	*	*	*	*
TURBOJET: TOTAL	209	10856	41653	0	29915	2167	6082	8780	21717	30297	151676
(% STANDARD ERROR)	*	*	*	0.0	41.8	*	*	*	*	*	28.7
FIXED WING: TOTAL	623893	1334000	2866210	0	5042309	1147323	2507472	3415052	3620437	5054309	25611005
(% STANDARD ERROR)	18.0	13.0	11.8	0.0	9.8	21.0	11.8	11.1	18.0	12.5	4.8
ROTORCRAFT											
PISTON	3727	178316	219305	0	135321	46166	77240	218472	84854	464804	1428205
(% STANDARD ERROR)	*	37.0	49.8	0.0	27.4	32.0	38.3	39.0	*	33.6	16.2
TURBINE	19200	20771	318625	0	74853	80553	445871	172719	718807	420583	2271982
(% STANDARD ERROR)	*	*	41.3	0.0	*	46.0	*	39.8	44.4	32.0	20.2
ROTORCRAFT: TOTAL	22927	199087	537930	0	210174	126719	523111	391191	803661	885387	3700187
(% STANDARD ERROR)	*	34.9	31.8	0.0	30.1	31.5	48.8	28.0	40.3	23.3	13.9
OTHER	595	25040	53556	0	74727	36499	43757	48292	55824	70627	408917
(% STANDARD ERROR)	*	*	35.5	0.0	34.8	45.3	37.0	40.3	45.5	39.0	14.6
TOTAL	647415	1558127	3457696	0	5327210	1310541	3074340	3854535	4479922	6010323	29720109
(% STANDARD ERROR)	17.5	12.0	11.0	0.0	9.4	18.7	12.7	10.3	16.3	11.1	4.5

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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

TABLE 2-37
GENERAL AVIATION
NUMBER OF LANDINGS IN CROSS COUNTRY FLIGHT
BY
AIRCRAFT TYPE AND REGION
1986

AIRCRAFT TYPE	REGION										
	ALASKAN	CENTRAL	EASTERN	EUROPEAN OFFICE	GREAT LAKES	NEW ENGLAND	NORTHWEST MOUNTAIN	SOUTHERN	SOUTH-WESTERN	WESTERN-PACIFIC	TOTAL
FIXED WING											
FIXED WING- PISTON											
1 ENG: 1-3 SEATS	251660	77788	303620	0	645163	82809	174280	281157	240388	328674	2385539
(% STANDARD ERROR)	22.7	24.1	21.7	0.0	17.6	27.3	17.5	21.2	22.0	25.0	7.9
1 ENG: 4+ SEATS	625386	409015	692015	0	1012780	338343	667676	759806	753855	1622558	6881434
(% STANDARD ERROR)	21.4	19.3	10.9	0.0	10.5	23.0	13.1	10.0	11.9	13.2	4.9
1 ENGINE: TOTAL	877046	486803	995635	0	1657943	421152	841956	1040963	994243	1951232	9266973
(% STANDARD ERROR)	16.6	16.7	10.1	0.0	9.4	19.3	11.0	9.3	10.5	11.8	4.2
2 ENG: 1-6 SEATS	21706	87998	240627	0	365858	41118	76526	335521	228507	436135	1833996
(% STANDARD ERROR)	*	30.1	20.1	0.0	18.7	32.5	30.7	18.2	19.2	39.9	11.5
2 ENG: 7+ SEATS	92906	125042	105192	0	230322	75093	116749	419501	208927	322606	1696338
(% STANDARD ERROR)	*	44.6	32.6	0.0	28.7	*	33.8	17.9	22.8	42.9	12.3
2 ENGINE: TOTAL	114612	213040	345819	0	596180	116211	193275	755022	437434	758741	3530334
(% STANDARD ERROR)	*	29.0	17.1	0.0	16.0	36.8	23.8	12.8	14.8	29.3	8.4
PISTON: OTHER	0	0	26953	0	0	0	35	0	0	1840	28828
(% STANDARD ERROR)	0.0	0.0	*	0.0	0.0	0.0	*	0.0	0.0	*	*
PISTON: TOTAL	991658	699843	1368407	0	2254123	537363	1035266	1795985	1431677	2711813	12826135
(% STANDARD ERROR)	16.3	14.6	8.7	0.0	8.1	17.1	10.0	7.6	8.6	11.8	3.8
FIXED WING- TURBOPROP											
2 ENG: 1-12 SEATS	11252	40934	292554	0	288597	21531	159156	393803	176112	136171	1520110
(% STANDARD ERROR)	*	47.7	33.4	0.0	22.5	*	47.1	23.0	23.0	44.4	12.1
2 ENG: 13+ SEATS	0	357035	149451	0	17394	15538	182113	15916	172231	24743	934421
(% STANDARD ERROR)	0.0	10.2	38.0	0.0	43.2	*	*	*	48.3	*	21.1
2 ENGINE: TOTAL	11252	397969	442005	0	305991	37069	341269	409719	348343	160914	2454531
(% STANDARD ERROR)	*	10.4	25.6	0.0	21.4	49.6	*	22.3	26.6	40.0	11.0
TURBOPROP: OTHER	47525	0	1391	0	310	0	1352	399	1036	803	52816
(% STANDARD ERROR)	*	0.0	21.6	0.0	*	0.0	48.5	*	*	46.3	48.8
TURBOPROP: TOTAL	58777	397969	443396	0	306301	37069	342621	410118	349379	161717	2507347
(% STANDARD ERROR)	47.3	10.4	25.5	0.0	21.4	49.6	*	22.2	26.5	39.8	10.8

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2-37
GENERAL AVIATION
NUMBER OF LANDINGS IN CROSS COUNTRY FLIGHT
BY
AIRCRAFT TYPE AND REGION
1986

AIRCRAFT TYPE	REGION										
	ALASKAN	CENTRAL	EASTERN	EUROPEAN OFFICE	GREAT LAKES	NEW ENGLAND	NORTHWEST MOUNTAIN	SOUTHERN	SOUTH-WESTERN	WESTERN-PACIFIC	TOTAL
FIXED WING- TURBOJET											
2 ENGINE TURBOJET	921	58103	277543	0	196756	39332	54803	138812	262946	59391	1088607
(% STANDARD ERROR)	*	37.6	25.1	0.0	20.7	*	38.8	25.2	22.4	27.6	10.4
TURBOJET: OTHER	0	906	22729	0	5594	363	790	5409	2822	3549	42162
(% STANDARD ERROR)	0.0	45.9	25.1	0.0	34.9	*	*	33.5	*	*	37.4
TURBOJET: TOTAL	921	59009	300272	0	202350	39695	55593	144221	265768	62940	1130769
(% STANDARD ERROR)	*	37.0	23.3	0.0	20.2	*	38.3	24.3	22.2	34.5	10.1
FIXED WING: TOTAL	1051356	1156821	2112075	0	2762774	614127	1433480	2350324	2046824	2936470	16464251
(% STANDARD ERROR)	15.6	9.7	8.4	0.0	7.2	15.6	14.5	7.1	8.0	11.1	3.5
ROTORCRAFT											
PISTON	2657	12438	15062	0	11714	35532	1084	14453	12404	52717	158061
(% STANDARD ERROR)	*	49.6	*	0.0	*	*	47.3	31.6	*	28.7	21.8
TURBINE	22283	10158	103543	0	66393	101444	102606	82374	538560	174905	1202266
(% STANDARD ERROR)	*	*	32.1	0.0	*	44.5	*	38.8	34.2	47.3	18.8
ROTORCRAFT: TOTAL	24940	22596	118605	0	78107	136976	103690	96827	550964	227622	1360327
(% STANDARD ERROR)	*	*	29.3	0.0	*	36.2	*	33.4	33.6	37.0	16.8
OTHER	0	1733	12675	0	6272	3298	2244	6505	6049	6398	45174
(% STANDARD ERROR)	0.0	*	*	0.0	*	*	*	*	*	*	40.9
TOTAL	1076296	1181150	2243355	0	2847153	754401	1539414	2453656	2603837	3170490	17869752
(% STANDARD ERROR)	15.3	9.6	8.1	0.0	7.2	14.3	14.0	7.0	9.5	10.7	3.4

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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

TABLE 2-38
GENERAL AVIATION
TOTAL NUMBER OF LANDINGS
BY
AIRCRAFT TYPE AND REGION
1986

AIRCRAFT TYPE	REGION										
	ALASKAN	CENTRAL	EASTERN	EUROPEAN OFFICE	GREAT LAKES	NEW ENGLAND	NORTHWEST MOUNTAIN	SOUTHERN	SOUTH-WESTERN	WESTERN-PACIFIC	TOTAL
FIXED WING											
FIXED WING- PISTON											
1 ENG: 1-3 SEATS	429359	764530	1722042	0	3478609	392242	1560067	2239567	2255120	2781297	15622833
(% STANDARD ERROR)	17.0	17.2	19.3	0.0	13.8	24.4	16.1	16.9	27.7	16.4	6.9
1 ENG: 4+ SEATS	1029158	935305	1774521	0	3064430	917877	1719665	1956296	2010569	3396601	16804422
(% STANDARD ERROR)	19.2	17.0	11.9	0.0	12.1	19.1	12.4	10.1	12.2	11.0	4.5
1 ENGINE: TOTAL	1458517	1699835	3496563	0	6543039	1310119	3279732	4195863	4265689	6177898	32427255
(% STANDARD ERROR)	14.5	12.2	11.3	0.0	9.3	15.2	10.1	10.2	15.7	9.5	4.1
2 ENG: 1-6 SEATS	25567	161623	449833	0	448552	79740	117354	467828	364460	1132198	3247155
(% STANDARD ERROR)	*	26.1	24.4	0.0	16.2	34.6	28.4	15.4	19.9	49.7	18.2
2 ENG: 7+ SEATS	129116	146339	119961	0	254064	103450	137346	501289	273306	345249	2010120
(% STANDARD ERROR)	*	41.3	31.2	0.0	22.4	43.7	29.0	15.2	18.1	37.7	10.6
2 ENGINE: TOTAL	154683	307962	569794	0	702616	183190	254700	969117	637766	1477447	5257275
(% STANDARD ERROR)	*	23.9	20.3	0.0	13.1	28.9	20.4	10.8	13.8	39.1	11.9
PISTON: OTHER	0	0	26953	0	108	0	315	0	0	3125	30501
(% STANDARD ERROR)	0.0	0.0	*	0.0	*	0.0	*	0.0	0.0	*	*
PISTON: TOTAL	1613200	2007797	4093310	0	7245763	1493309	3534747	5164980	4903455	7658470	37715031
(% STANDARD ERROR)	14.3	10.9	10.0	0.0	8.5	13.8	9.4	8.5	13.8	10.8	3.9
FIXED WING- TURBOPROP											
2 ENG: 1-12 SEATS	11572	39717	358792	0	314224	23457	154599	439962	243366	152720	1738409
(% STANDARD ERROR)	*	44.2	30.0	0.0	20.4	*	43.4	20.5	*	39.4	12.8
2 ENG: 13+ SEATS	0	340651	177531	0	21509	224931	186396	17003	206697	40081	1214799
(% STANDARD ERROR)	0.0	10.6	36.1	0.0	38.8	*	*	*	46.3	*	23.1
2 ENGINE: TOTAL	11572	380368	536323	0	335733	248388	340995	456965	450063	192801	2953208
(% STANDARD ERROR)	*	10.5	23.4	0.0	19.2	*	*	19.8	36.0	33.7	12.1
TURBOPROP: OTHER	51020	0	1828	0	3423	0	1546	2485	11643	49076	121021
(% STANDARD ERROR)	49.0	0.0	*	0.0	14.8	0.0	30.2	*	30.6	*	29.2
TURBOPROP: TOTAL	62592	380368	538151	0	339156	248388	342541	459450	461706	241877	3074229
(% STANDARD ERROR)	43.3	10.5	23.3	0.0	19.0	*	*	19.7	35.1	28.7	11.7

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

TABLE 2-38
GENERAL AVIATION
TOTAL NUMBER OF LANDINGS
BY
AIRCRAFT TYPE AND REGION
1986

AIRCRAFT TYPE	ALASKAN	CENTRAL	EASTERN	EUROPEAN OFFICE	GREAT LAKES	NEW ENGLAND	NORTHWEST MOUNTAIN	SOUTHERN	SOUTH-WESTERN	WESTERN-PACIFIC	TOTAL
	REGION										
FIXED WING- TURBOJET											
2 ENGINE TURBOJET	1130	68581	317333	0	226955	41236	60842	146253	286093	87592	1236015
(% STANDARD ERROR)	*	32.7	22.1	0.0	17.5	49.7	35.0	22.4	18.6	24.8	9.0
TURBOJET: OTHER	0	986	24954	0	6496	650	1078	5435	3434	5379	48412
(% STANDARD ERROR)	0.0	*	17.5	0.0	11.6	*	*	17.5	*	*	*
TURBOJET: TOTAL	1130	69567	342287	0	233451	41886	61920	151688	289527	92971	1284427
(% STANDARD ERROR)	*	32.3	20.5	0.0	17.1	49.0	34.4	21.6	18.4	45.7	9.1
FIXED WING: TOTAL	1676922	2457732	4973748	0	7818370	1783583	3939208	5776118	5654688	7993318	42073687
(% STANDARD ERROR)	13.8	9.1	8.8	0.0	7.9	15.9	9.6	7.8	12.4	10.4	3.6
ROTORCRAFT											
PISTON	6677	189949	233990	0	147137	78863	78174	232527	96720	511685	1575722
(% STANDARD ERROR)	*	34.5	46.3	0.0	25.0	37.4	35.7	36.9	*	29.9	14.8
TURBINE	36949	30091	422305	0	140963	178677	550692	251656	1253289	585982	3450604
(% STANDARD ERROR)	*	*	35.8	0.0	*	36.9	*	32.3	32.9	28.2	16.6
ROTORCRAFT: TOTAL	43626	220040	656295	0	288100	257540	628866	484183	1350009	1097667	5026326
(% STANDARD ERROR)	*	32.7	28.3	0.0	33.3	28.0	47.1	24.4	30.9	20.5	12.3
OTHER	595	26922	66506	0	80626	39726	45901	54068	62684	77039	454067
(% STANDARD ERROR)	*	*	41.7	0.0	40.7	48.1	47.0	48.3	*	*	18.1
TOTAL	1721143	2704694	5696549	0	8187096	2080849	4613975	6314369	7067381	9168024	47554080
(% STANDARD ERROR)	13.6	8.7	8.3	0.0	7.6	14.1	10.4	7.4	11.5	9.4	3.4

* INDICATES A STANDARD ERROR GREATER THAN 50.0%

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

APPENDIX A.1: FIRST MAILING COVER LETTER

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

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

March 1987

Dear Aircraft Owner:

Since 1977, Transportation Systems Center (TSC), of the Department of Transportation, Cambridge, MA, has conducted the annual General Aviation Aircraft Activity and Avionics Survey for the Federal Aviation Administration (FAA). Enclosed for your perusal are 2 of more than 60 statistical tables published in the 1985 General Aviation Aircraft Activity and Avionics Survey Report by the FAA. The data collected from the annual survey are used by the Federal, state and local governments, as well as by private industries and individuals, for safety analyses, planning, forecasting, research and development. Therefore, your cooperation in responding to the survey request is very valuable, not only to the FAA but also to the aviation community as a whole.

The enclosed 1986 General Aviation Aircraft Activity and Avionics Survey questionnaire (FAA Form 1800-54) requests data for calendar year 1986. Your aircraft is one of approximately 28,000 general aviation aircraft selected to be surveyed. Since the survey sample is randomly selected, it is possible that your aircraft may be selected in successive years or that more than one of your aircraft may be selected this year. It could happen more often if the number of aircraft of the type you own is small. When more than one of your aircraft is selected, you will find a separate questionnaire provided for each aircraft. If your aircraft was sold prior to January 1986, please forward this mail to the new owner of the aircraft or return the mail to TSC with a note. If your aircraft is operated primarily by another (leased, etc.), please obtain necessary information from the operator, or forward this mail to that person or firm for response.

Please answer all questions for the aircraft so identified in the questionnaire. If you can not provide a precise answer to any questions make your best estimate. A prompt response will eliminate additional follow-up contacts. Mail your response in the enclosed self-addressed postpaid envelope today.

Sincerely,

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

4 Enclosures

APPENDIX A.2: SECOND MAILING COVER LETTER

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

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

April 1987

Dear Aircraft Owner:

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

You were one of the 28,000 aircraft owners selected at random to receive a questionnaire. Since the survey is based on a random sample of general aviation aircraft, your response is very essential to making the survey results comprehensive, accurate, and timely. As of this date, we have not received your response. In the event the survey questionnaire has been lost or misplaced, another copy is enclosed for your convenience in responding. Please respond within three days.

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

Sincerely,

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

Enclosure

APPENDIX A.3: SURVEY QUESTIONNAIRE

1. CONTROL NUMBER

US Department of Transportation
Federal Aviation Administration

GENERAL AVIATION ACTIVITY AND AVIONICS SURVEY (As of December 31, 1986)

Form Approved
OMB NO. 2120-0060

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

2. AIRCRAFT CHARACTERISTICS
N-

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

Transportation Systems Center-GAF
Kendall Square
Cambridge, Massachusetts 02142

3. In 1986, did you operate this aircraft primarily as a scheduled air carrier under FAR Parts 121 or 127 (large aircraft) or lease this aircraft to such an air carrier?

☐ **NO** **(Please answer remaining questions. This form should be completed for all general aviation aircraft and aircraft operated under Part 135, commuter and on-demand air taxi.)**

☐ **YES** **(Do not complete the rest of this form, but return to address shown above.)**

4. In what state (abbreviation) or foreign country was this aircraft based as of December 31, 1986? .....

5. Was the aircraft flown in Calendar Year 1986?

1. ☐ **Yes** **2.** ☐ **No (Skip to question 12.)**

6. How many hours did this aircraft fly in each of the categories below during the Calendar Year 1986? Please estimate use for rental & leased hours.

		HOURS IN 1986
EXECUTIVE/CORPORATE TRANSPORTATION-Company flying with a professional crew	a	
BUSINESS TRANSPORTATION-Individual use of an aircraft for business transportation	b	
PERSONAL-Flying for personal reasons (excludes business transportation)	c	
INSTRUCTIONAL-Flying under the supervision of a flight instructor *(excludes proficiency flying)*	d	
AERIAL APPLICATION-Agriculture, health, forestry, cloud seeding, firefighting, insect control, etc	e	
AERIAL OBSERVATION-Aerial mapping/photography, survey, patrol, fish spotting, search and rescue, hunting, highway traffic advisory, sightseeing *(not FAR Part 135)*, etc	f	
OTHER WORK USE-Construction work *(not FAR Part 135)*, helicopter hoist, parachuting, aerial advertising, towing gliders, etc	g	
COMMUTER AIR CARRIER-Performs, under FAR Part 135, at least five scheduled round trips per week or carries mail	h	
AIR TAXI-FAR Part 135 passenger and cargo operations excluding commuter air carrier	i	
What was the average revenue (dollars) per hour for this aircraft in air taxi operation? $	j	
OTHER-Experimentation, R&D, testing, demonstrations, government, air shows, air racing, etc	k	

7. Was the aircraft rented or leased to others in 1986? HOURS
1 ☐ Yes 2 ☐ No
If "Yes," how many rental or leased hours?

8. What was this aircraft's average rate of fuel consumption (gals/hour)? ..... a. GAL/HR

Estimate the percent of each fuel and grade used. %

Jet fuel	b	
Aviation fuel		
80 Octane	c	
100 Octane	d	
100 Octane-Low Lead	e	
Automotive Gasoline	f	
Total (b -f should add to 100%)		100%
What was the average cost per gal?	g.	$ ¢

9. How many landings, including touch and go landings, did this aircraft perform in each of the following categories during Calendar Year 1986? NO. OF LANDINGS

Number of landings in local flight	a.	
Number of landings in cross-country flight	b.	

10. In 1986, what percent of the hours did this aircraft fly under the following conditions? (a, b, c, and d should add to 100%.) %

Day Flying		
Visual (VMC)	a	
Instrument (IMC)	b	
Night Flying		
Visual (VMC)	c	
Instrument (IMC)	d	
TOTAL		100%

11. Was this aircraft flown on an Instrument Flight Plan in 1986? IFR HOURS
1 ☐ Yes 2 ☐ No
If "Yes," how many hours were flown on an Instrument Flight Plan? .....

12. What were the total lifetime airframe hours as of December 31, 1986? ..... LIFETIME HOURS

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

VHF COMMUNICATIONS EQUIPMENT		
360 Channels or less	a	
720 Channels or more	b	
More than One Communications System	c	
No VHF Communications Equipment	d	
TRANSPONDER EQUIPMENT		
4096 Code	e	
Altitude Encoding Equipment	f	
No Transponder Equipment	g	
NAVIGATION EQUIPMENT		
VOR Receiver		
100 Channels	h	
200 Channels	i	
More than One VOR Receiver	j	
Automatic Direction Finder (ADF)	k	
Distance Measuring Equipment (DME)	l	
Area Navigation Equipment (RNAV)	m	
Long Range Navigation Equipment		
LORAN C	n	
OMEGA-VLF	o	
Other (Doppler, INS, Other)	p	
Radar Altimeter	q	
Weather Radar	r	
No Navigation Equipment	s	
PRECISION APPROACH EQUIPMENT		
Localizer	t	
Marker Beacon	u	
Glide Slope	v	
Microwave Landing System	w	
No Precision Approach Equipment	x	
GUIDANCE AND CONTROL EQUIPMENT		
Flight Director	y	
Horizontal Situation Indicator (HSI)	z	
Electronic Flight Instrument System (EFIS)	aa	
Flight Management Computer	bb	
Autopilot		
1 Axis (Wing Leveler)	cc	
2 Axis (Heading and Track)	dd	
3 Axis (Heading, Track, and Altitude)	ee	
Autoland	ff	
No Guidance and Control Equipment	gg	

14. What were the maintenance expenses for this aircraft in 1986? $

15. What was the cost to insure this aircraft in 1986? (Include liability, medical and hull.) $

16. Do you own one or more ultralights? HOURS
1 ☐ Yes 2 ☐ No
If "Yes," how many? _____, and how many hours in total was it (were they) flown?

17. Comments
Your comments are invited to assist us in improving this survey. Please use reverse side of this form.

FAA Form 1800-54 (2-87)

THANK YOU FOR YOUR COOPERATION

APPENDIX B
SAMPLE DESIGN

B.1 SAMPLE FRAME AND SIZE

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

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

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

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

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

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

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

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

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

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

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

1) Aircraft registered to dealers.

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

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

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

For calendar year 1986, the sample frame consisted of 275,920 general aviation aircraft records from which 28,299 records were sampled, yielding a 10.3 percent sample. Table B-1 and Figure B.1 show the distribution of the sample compared to that of the population by aircraft type. Table B-2 and Figure B.2 show similar distributions by FAA region. (See Appendix C for the FAA regional map.) These displays clearly demonstrate the disproportionality of the sample to the population, an intended result of the sample design to gain efficiency and to control errors.

B.2 DESCRIPTION OF SAMPLE DESIGN

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

1) State or territory of aircraft registration.

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

The 58 levels of the state criterion and the 381 levels of the make-model index yielded a matrix of 58 by 381 or 22,098 cells (strata) among which the frame was divided for sampling.

The FAA's primary requirement was for estimates of mean annual flight hours per aircraft, necessitating optimal determination of sample sizes based on flight hour variation by state and by make-model index, and not on population. Hence, the sample was not proportional to size, and a sampling fraction was determined for each cell with a non-zero population. Sampling was then performed systematically from a random start within individual cells, yielding a final sample size of 28,299 general aviation aircraft.

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

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

TYPE	POPULATION	SAMPLE SIZE	SAMPLE AS % OF POPULATION
Fixed Wing			
Piston			
1 engine, 1 - 3 seats	87,075	8,778	10.1
1 engine, 4+ seats	121,530	8,414	6.9
2 engines, 1 - 6 seats	18,544	1,825	9.8
2 engines, 7+ seats	9,739	1,929	19.8
Other Piston	362	175	48.3
Turboprop			
2 engines, 1-12 seats	5,134	793	15.4
2 engines, 13+ seats	1,196	357	29.8
Other Turboprop	302	66	21.9
Turbojet			
2 engines	4,289	923	21.5
Other Turbojet	672	208	31.0
Rotorcraft			
Piston	5,566	1,494	26.8
Turbine	4,899	1,140	23.3
Other	9,309	2,197	23.6
TOTAL	268,617	28,299	10.5

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

REGION	APPROXIMATE POPULATION	SAMPLE SIZE	SAMPLE AS % OF POPULATION
Alaskan	9,339	1,098	11.8
Central	16,095	2,263	14.1
Eastern	30,817	4,003	13.0
Great Lakes	47,424	4,327	9.1
New England	10,513	2,262	21.5
Northwest Mountain	27,319	3,469	12.7
Southern	41,365	4,414	10.7
Southwestern	38,691	2,466	6.4
Western-Pacific	47,018	3,997	8.5
TOTAL	268,617*	28,299	10.5

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

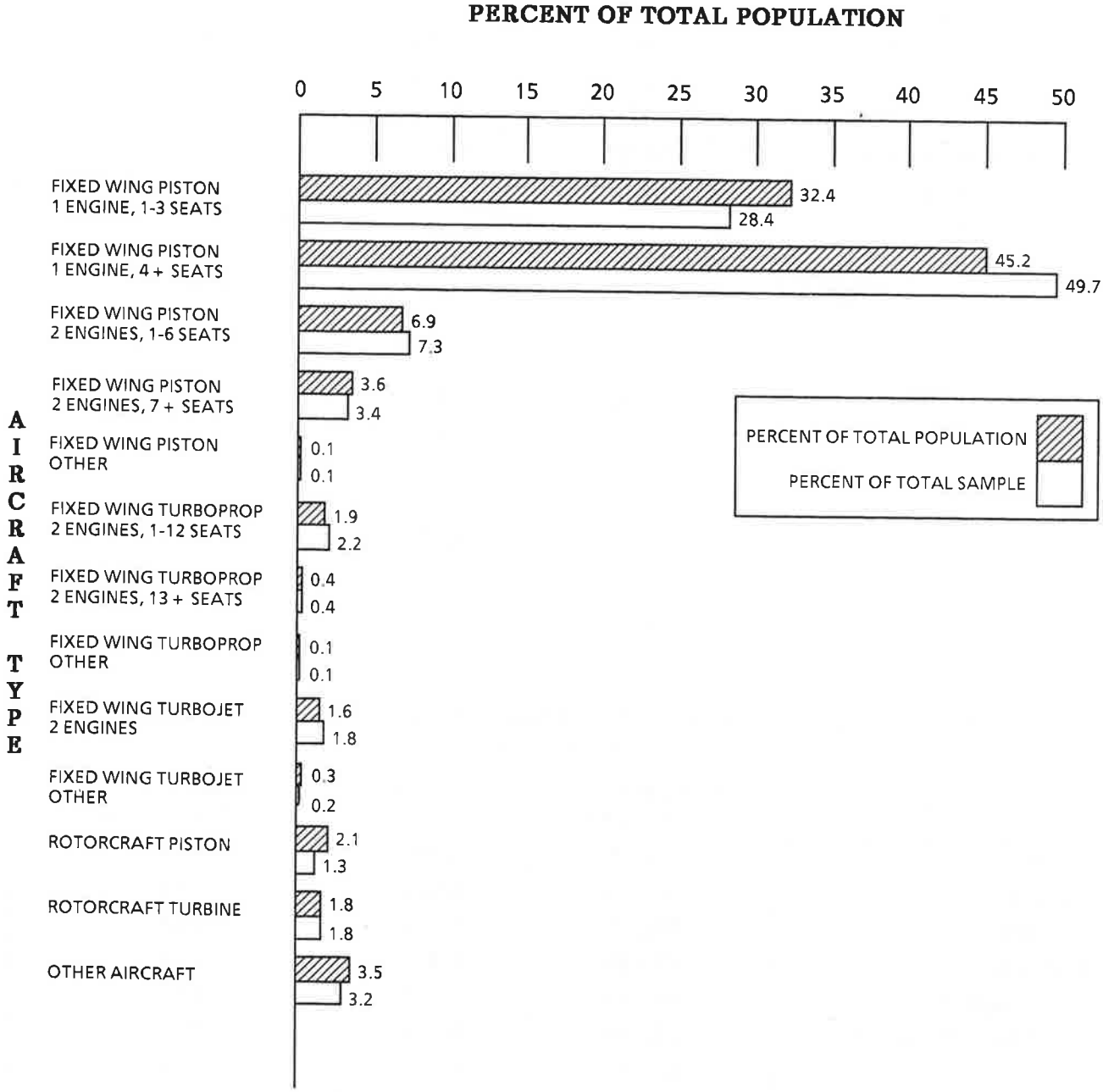

FIGURE B.1. COMPARISON OF POPULATION AND SAMPLE DISTRIBUTIONS BY AIRCRAFT TYPE

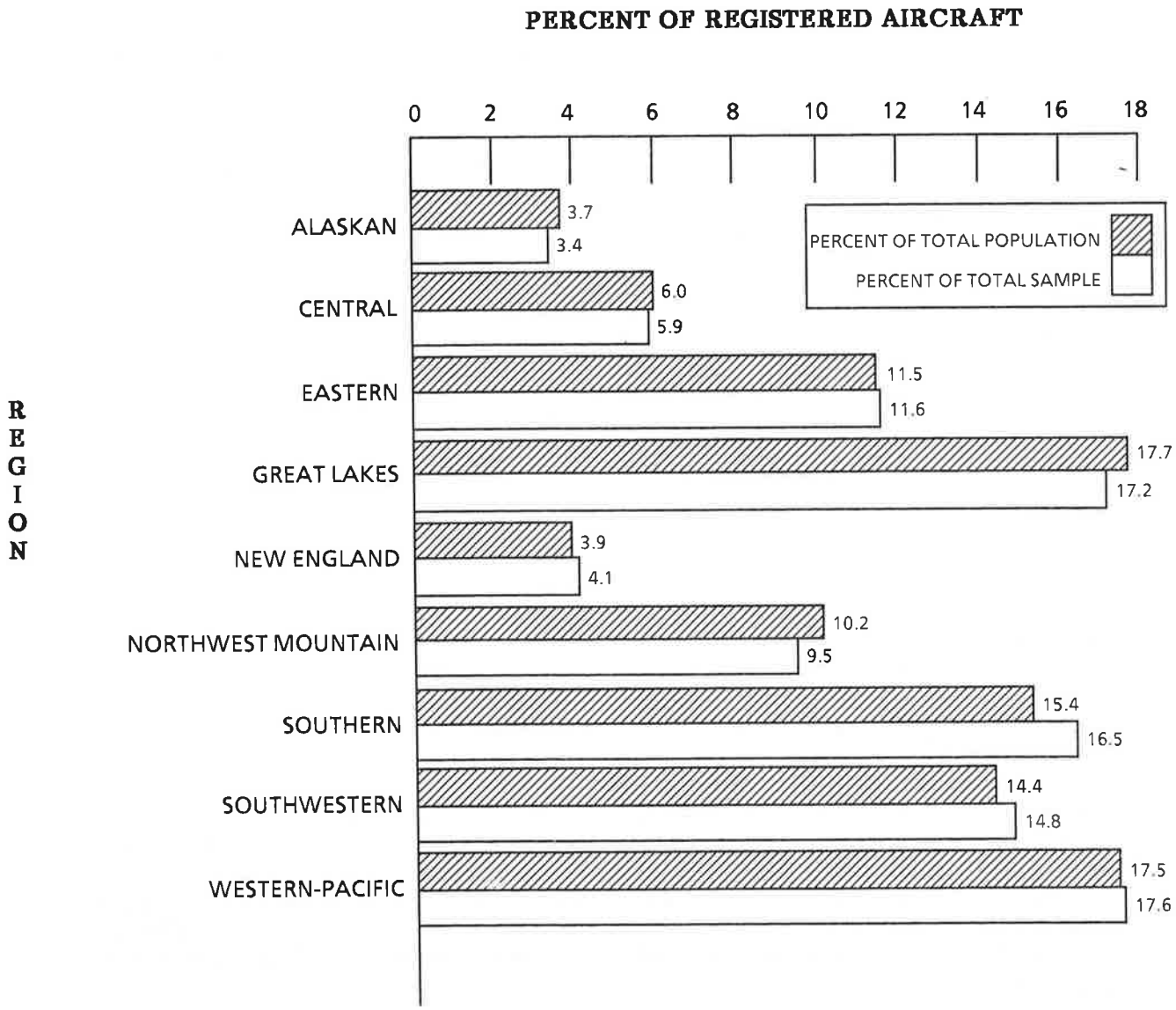

FIGURE B.2. COMPARISON OF POPULATION AND SAMPLE DISTRIBUTION BY REGION OF REGISTERED AIRCRAFT

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

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

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

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

B.3 ERROR

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

B.3.1 Sampling Error

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

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

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

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

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

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

TABLE B-3. CONFIDENCE OF INTERVAL ESTIMATES

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

As an example, from Table 2-6 a 95 percent confidence interval for the number of active rotorcraft with piston engines would be 2921 $\pm$ 2(175) or (2571, 3271). One would say that the number of active rotorcraft with piston engines lies somewhere between 2571 and 3271 with 95 percent confidence.

B.3.2 Non-Sampling Error

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

- A second mailing to non-respondents was conducted in addition to the original mailing to improve the response rate, since a low response rate is a major cause of non-sampling error. A total of 54.6 percent of those aircraft sampled responded to a least one question of the survey. The 1986 rate marks a decline over the 80 percent response achieved in 1977, the first year of the survey, and over the 63.7 percent response from the previous survey in which a third mailout was performed. A planned third survey for 1986 data was not performed because of lack of time. A planned third mailing in the next survey should help improve this figure. Other possible causes of the decrease include:

  1) The deterioration of the currency of aircraft owners' addresses in the Aircraft Registration Master File, the sample frame. This caused a

gradual increase in the percentage of questionnaires returned undelivered by the postmaster.

2) Repeated sampling of aircraft in 2 and possibly 3 or 4 successive years. Due to the design of the sample to achieve specified precision in estimates for states and manufacturer/model groups of aircraft, it is impossible to avoid sampling some of the same aircraft in consecutive years. Owners of such aircraft may have been less willing to respond in 1986 than in previous years.

Tables B-4 and B-5 show the response rates broken down by FAA region and aircraft type, respectively. Only one region, Alaskan, had a response rate lower than 50 percent, but this region represents only 3.4 percent of the fleet. Two aircraft types had response rates of less than 35 percent, fixed wing twin engine piston aircraft with seven or more seats, and the other piston group. These two groups, however, represent only 3.5 percent of the fleet.

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

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

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

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

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[1]See Appendix A.1.

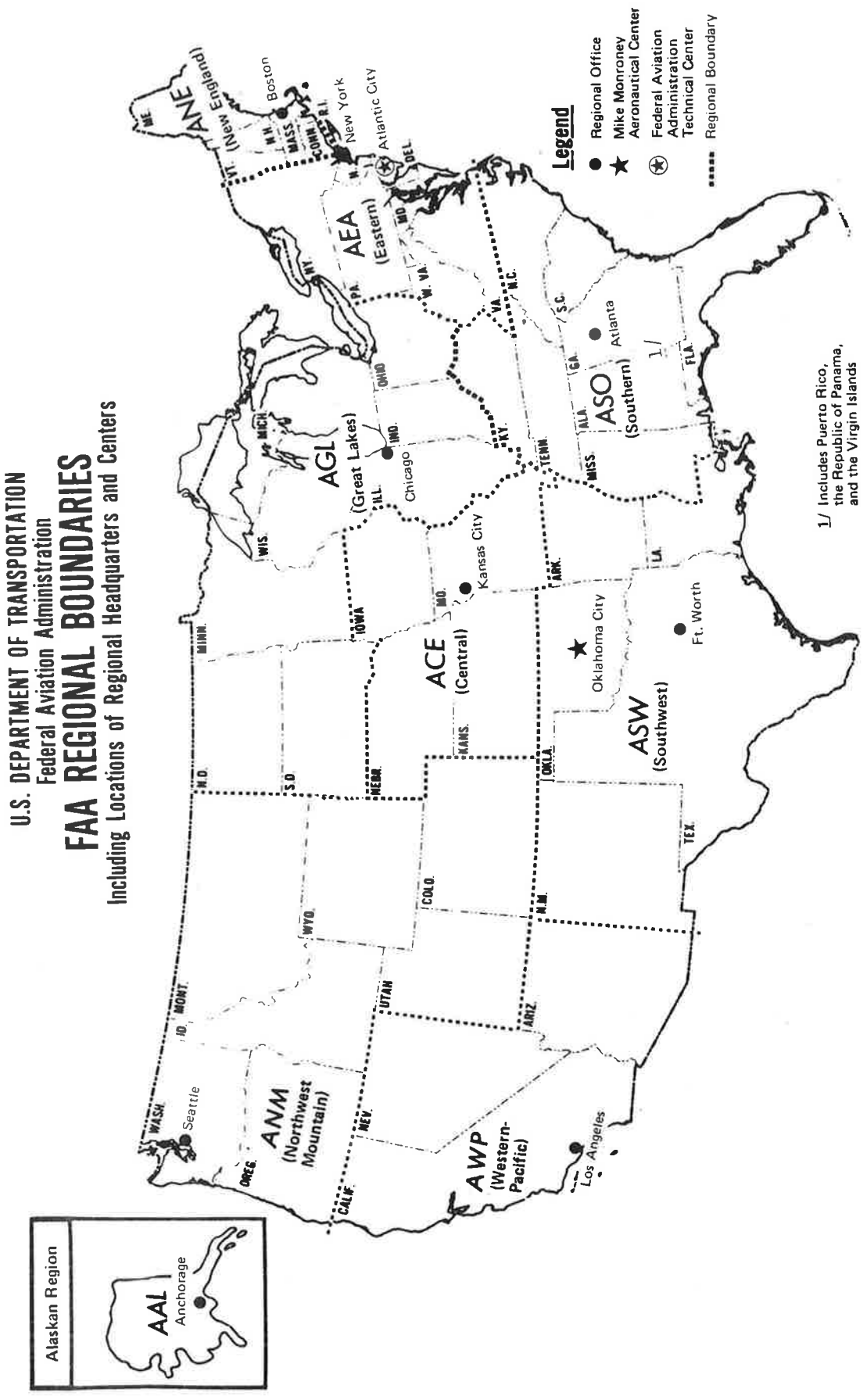
TABLE B-4. RESPONSE RATES BY REGION

REGION	RESPONSE RATE (%)	REGION	RESPONSE RATE (%)
Alaskan	40.0	New England	53.2
Central	58.7	Northwest Mountain	51.7
Eastern	52.2	Southern	51.8
Great Lakes	59.1	Western-Pacific	51.0
		TOTAL	52.9

TABLE B-5. RESPONSE RATES BY AIRCRAFT TYPE

AIRCRAFT TYPE	RESPONSE RATE (%)	AIRCRAFT TYPE	RESPONSE RATE (%)
Fixed Wing			
Piston		Turbojet	
1 engine, 1-3 seats	58.0	2 engines	51.4
1 engine, 4+ seats	57.4	Other	49.0
2 engines, 1-6 seats	49.6		
2 engines, 7+ seats	34.4	Rotorcraft	
Other	30.9	Piston	45.1
		Turbine	40.4
Turboprop			
2 engines, 1-12 seats	49.6	Other	53.7
2 engines, 13+ seats	36.4		
Other	37.9	TOTAL	52.9

APPENDIX C: FAA REGIONAL BOUNDARIES



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

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

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

SDR	FAA
ADAMS A50S	0050101
ADAMS A50S	0050103
ADAMS A50S	0050105
ADAMS AB	0050100
ADAMSTT11	8950104
AERORSJ2	5500604
AEROSP262	6380502
AEROSP262	6380524
AEROSP262	6380526
AEROSP360	8680662
AEROSP601	8680661
AEROSPAS355	8680805
AEROSPAS355	8680806
AEROSPAS355	8680810
AEROSPATR42	8680920
AEROSPSA316	8680207
AEROSPSA316	8680515
AEROSPSA316	8680605
AEROSPSA316	8680615
AEROSPSA319	8680607
AEROSPSA365	8680669
AERPEGM100S	0200506
AERSPC377	0160208
AETNA 2SA	0220102
AGUSTA205	1181414
AGUSTA206AGS	0260301
AGUSTAA109	0260109
AGUSTAA109	0260120
AIRBLDPRNCX	0320102
AIRBUS300	3930306
AIRMECA1	0400102
AIRMECA1	0400106
AIRMECA1	0400108
AIRMECA1	0400113
AIRMECA1	0400302
AIRPTSA	0144202
AIRPTSA	0144204
AIRPTSA	0144206
AIRPTSA	1850102
AIRPTSA	1850104
AIRPTSA	1850106
AIRPTSA	1850108
AIRPTSA	1850110
AIRPTSA	1850112
AIRPTSA	1850114
AIRPTSA	1850118
AIRPTSA	1850120
AIRPTSA	1850122
AIRPTSA	4570620
AIRPTSA	4570624
AIRSPC18	0440104
AIRTRCAT300	0390101
AIRTRCAT300	0390103
AIRTRCAT300	0390104
AIRTRCAT400	0390202
AIRTRCAT400	0390203
ALCAIRARGO	0530102
AMD FALC10	2730101
AMD FALC20	2720302
AMD FALC20	2720304
AMD FALC20	2720306
AMD FALC20	2730103
AMD FALC20	2730150
AMD FALC50	2730106
AMEGLEEAGLET	0650102
AMEGLEEAGLET	0650104
AMEGLEEAGLET	0650106
AMEGLEEAGLET	0650108
AMERANS56	0580104
AMERAPPILGRM	0620104
AMTR 3A	05601BP
AMTR 850	0566042
AMTR A4C	7710110
AMTR AA4	05637P8
AMTR AN1	70401RZ
AMTR AOP	0881210
AMTR B10	0566605
AMTR BIPE	05601ZE
AMTR BZR	056134H
AMTR C2	0563781
AMTR DK1	0564406
AMTR DRFTR	05675WR
AMTR DS1	056136N
AMTR EASY2	0563804
AMTR GEM260	05613FX
AMTR H2	1301806
AMTR HP11	0564752
AMTR HUMMER	0564475
AMTR JM101	05601UN
AMTR KNGCOB	05613EB
AMTR KV3	0560887
AMTR LGTHZR	0564573
AMTR P51X	1690462
AMTR REPDGA	0566171
AMTR RICE	05601YQ
AMTR RS15	05647AL
AMTR S14	0566157
AMTR SCMFRT	056134R
AMTR SCPTR1	05613PE
AMTR SILUET	05613FD
AMTR SKYSCT	05613HH
AMTR SNDPIP	05613FM
AMTR SNOOP2	05613DZ
AMTR SPAD7	05608A7
AMTR SPTBPL	05655D1
AMTR TC2	056139R
AMTR TMK	4220120
AMTR VAN	0561383
AMTR W11	05653C6
AMTR WD6	056013R
AMTR WODSTK	05647Y3
AMTR XTC	9570728
AMTR ZIA	0130240
AMTR ZPYSPT	05646BN
AMTR ZUNI	0130202
AMTR ZUNI	0130230
AMTRAABBYACE	00301CD
AMTRAAJRACE	0030537
AMTRAIPIXIE	0564215
AMTRASSTRLIT	05613UQ
AMTRATFALCXP	05658MR
AMTRAV400	05613EU
AMTRBA1918	05611CH
AMTRBIWT11	05613LA
AMTRBSCONCPT	1240104
AMTRBTBARNET	05602VE
AMTRCZCOZY	05613R8
AMTRDFKITFOX	05613LZ
AMTRDNBD2	05601GX
AMTREWEA230	05613LX
AMTRGTTS1	05663CK
AMTRJBBRIANS	05613BR
AMTRJCCURLES	05675SP
AMTRKCKRIST	05813LK
AMTRLASPEC	05601SU
AMTRMFF2	0562581
AMTRMSF85	05613KQ
AMTRNANORD	6380102
AMTRPAPUSHER	05613KS
AMTRPEFLTSTR	05644KB
AMTRPIAX3	05604T4
AMTRPIAX3	05604T8
AMTRPIAX3	05604UQ
AMTRPIAX3	05637C2
AMTRPIAX3	05637C9
AMTRPIAX3	7001213
AMTRREPANTHR	05676K6
AMTRRUDEFINT	0569021
AMTRSAPLAYBY	86502M1
AMTRSGF12	47008B1
AMTRSGF9	4700216
AMTRTCATAC	05613GZ
AMTRTJMR1	05601F8
AMTRVDOWL	0562154
AMTRWAWAG	05655TP
AMTRWTDFA	9790161
AMTRXPCUBEAA	05611B6
ANDGRN14	0740102
ARACFTSPORT	0840102
ARACFTSPORT	0840110
ARCRNEH37	8141617
ARCRNEH37	8142801
ARCTICS1A	1850202
ARCTICS1A	1850204
ARCTICS1A	1850206
ARCTICS1A	1850208
ARCTICS1A	1850210
ARCTICS1A	1850212
ARCTICS1A	1850216
ARCTICS1B1	1850302
ARCTICS1B1	1850308
ARCTICS1B2	1850303
ARMWHT650101	0820122
AROCARAROCAR	0100102
AROCARAROCAR	0100104
ARONCA15	0191202
ARONCA15	0191204
ARONCA58	0191002
ARONCA58	0191006
ARONCA58	0191008
ARONCA58	0191010
ARONCA65	0190802
ARONCA65	0190902
ARONCA65	0190906
ARONCA65	0190908
ARONCA65	0190910
ARONCA65	0190914
ARONCA65	0190918
ARONCA65	0191016
ARONCAC2	0190102
ARONCAC2	0190104
ARONCAC3	0190302
ARONCAC3	0190304
ARONCAF	0190702
ARONCALB	0190604
ARONCALC	0190606
ARONCAM	0190504
AUGSBUK630	05604MR
AVIANWCLIPPR	0900108
AVIANWFALCON	0900102
AVIANWMAGNUM	0900110
AVIANWSKYHWK	0900104
AYRES S2	0143006
AYRES S2	0143010

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

SDR	FAA
AYRES S2	0143012
AYRES S2	0143022
AYRES S2	0970100
AYRES S2	0970101
AYRES S2	0970105
AYRES S2	0970106
AYRES S2	0970107
AYRES S2	0970202
AYRES S2	0970210
AYRES S2	0970215
AYRES S2	7630202
AYRES S2	7630203
AYRES S2	7630303
AYRES S2	8380202
AYRES S2	8380204
AYRES S2	8380206
AYRES S2	8380302
AYRES S2	8380306
BAC 111	1480202
BAC 111	1480204
BAC 111	1480208
BAC 111	1480210
BAC 111	1480218
BAC 111	1480268
BAC 111	1480273
BAC 111	1480277
BAC 111	1480280
BAC 111	1480283
BAC 146	1500260
BAC 146	1500266
BAG B206	1121223
BAG B206	1121224
BAG DH125	4230170
BAG JETSTM	1500215
BALWKSFIREFY	1050100
BALWKSFIREFY	1050101
BALWKSFIREFY	1050103
BALWKSFIREFY	1050104
BALWKSFIREFY	1050107
BALWKSFIREFY	1050109
BALWKSFIREFY	1050110
BALWKSFIREFY	10501A9
BARNADD31	1030104
BARTLTLC13	1050102
BBAVIA11	0191102
BBAVIA11	0191104
BBAVIA11	0191106
BBAVIA11	0191108
BBAVIA11	0191112
BBAVIA11	9140404
BBAVIA402	2110204
BBAVIA7	2110102
BBAVIA7	2110106
BBAVIA7	2110108
BBAVIA7	2110116
BBAVIA7	2110120
BBAVIA7	2110124
BBAVIA7	2110126
BBAVIA7	2110130
BBAVIA7	21101MW
BBAVIA7	21101N8
BBAVIA7	21101NG
BBAVIA7	21101NN
BBAVIA7	21101NS
BBAVIA7	21101P3
BBAVIA7	21101PH
BBAVIA7	21101PK
BBAVIA7	21101PN
BBAVIA7	21101PT
BBAVIA7	21101PY
BBAVIA8	1220803
BBAVIA8	2110612
BCRAFTHB	1110102
BEAGLE121	1120424
BEAGLE121	1120425
BEECH 100	1152915
BEECH 100	1152916
BEECH 100	1152919
BEECH 1074	1151606
BEECH 17	1150504
BEECH 17	1150508
BEECH 17	1150512
BEECH 17	1150518
BEECH 17	1150524
BEECH 17	1150530
BEECH 17	1150534
BEECH 17	1150538
BEECH 17	1150550
BEECH 17	1150554
BEECH 17	1150556
BEECH 17	1150558
BEECH 17	1150564
BEECH 18	1150202
BEECH 18	1150204
BEECH 18	1150702
BEECH 18	1150902
BEECH 18	1150904
BEECH 18	1150909
BEECH 18	1150911
BEECH 18	1150912
BEECH 18	1150913
BEECH 18	1151001
BEECH 18	1151004
BEECH 18	1151006
BEECH 18	1151007
BEECH 18	1151008
BEECH 18	1151010
BEECH 18	1151011
BEECH 18	1151012
BEECH 18	1151013
BEECH 18	1151014
BEECH 18	1151016
BEECH 13	1151018
BEECH 18	1151019
BEECH 18	1151020
BEECH 18	1151021
BEECH 18	1151022
BEECH 18	1151023
BEECH 18	1151024
BEECH 18	1151026
BEECH 18	1151040
BEECH 18	1151042
BEECH 18	1151044
BEECH 1900	1154160
BEECH 1900	1154161
BEECH 200	1152920
BEECH 200	1152921
BEECH 200	1152922
BEECH 200	1152924
BEECH 200	1152926
BEECH 200	1152928
BEECH 23	1151202
BEECH 23	1151204
BEECH 23	1151208
BEECH 23	1151212
BEECH 23	1151214
BEECH 23	1151215
BEECH 23	1151216
BEECH 23	1151226
BEECH 23	1151240
BEECH 23	1151242
BEECH 23	1151250
BEECH 23	1151252
BEECH 23	1151253
BEECH 23	1151254
BEECH 300	1152930
BEECH 33	1151402
BEECH 33	1151404
BEECH 33	1151406
BEECH 33	1151408
BEECH 33	1151410
BEECH 33	1151422
BEECH 33	1151423
BEECH 33	1151424
BEECH 33	1151425
BEECH 33	1151432
BEECH 33	1151434
BEECH 33	1151435
BEECH 35	1151502
BEECH 35	1151504
BEECH 35	1151506
BEECH 35	1151508
BEECH 35	1151510
BEECH 35	1151512
BEECH 35	1151514
BEECH 35	1151516
BEECH 35	1151518
BEECH 35	1151520
BEECH 35	1151522
BEECH 35	1151524
BEECH 35	1151526
BEECH 35	1151528
BEECH 35	1151530
BEECH 35	1151532
BEECH 35	1151538
BEECH 35	1151544
BEECH 35	1151546
BEECH 35	1151548
BEECH 36	1151602
BEECH 36	1151603
BEECH 36	1151604
BEECH 36	1151605
BEECH 36	1151607
BEECH 36	1151609
BEECH 45	1152002
BEECH 45	1152006
BEECH 45	1152008
BEECH 45	1152010
BEECH 45	1152012
BEECH 45	1152013
BEECH 45	1152014
BEECH 50	1152502
BEECH 50	1152506
BEECH 50	1152510
BEECH 50	1152512
BEECH 50	1152516
BEECH 50	1152518
BEECH 50	1152520
BEECH 50	1152522
BEECH 50	1152524
BEECH 50	1152526

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

SDR	FAA
BEECH 50	1152530
BEECH 50	1152532
BEECH 50	1152534
BEECH 50	1152536
BEECH 55	1152702
BEECH 55	1152704
BEECH 55	1152706
BEECH 55	1152708
BEECH 55	1152729
BEECH 55	1152730
BEECH 55	1152732
BEECH 56	1152736
BEECH 56	1152738
BEECH 58	1152740
BEECH 58	1152744
BEECH 58	1152746
BEECH 60	1153602
BEECH 60	1153604
BEECH 60	1153605
BEECH 65	1152802
BEECH 65	1152803
BEECH 65	1152805
BEECH 76	1153005
BEECH 77	1153007
BEECH 80	1152806
BEECH 80	1152807
BEECH 80	1152808
BEECH 80	1152809
BEECH 80	1152812
BEECH 90	1152904
BEECH 90	1152908
BEECH 90	1152909
BEECH 90	1152912
BEECH 90	1152913
BEECH 90	1152914
BEECH 95	1153402
BEECH 95	1153404
BEECH 95	1153406
BEECH 95	1153408
BEECH 95	1153410
BEECH 99	1154002
BEECH 99	1154003
BEECH 99	1154004
BEECH 99	1154006
BELL 204	1181401
BELL 204	1181404
BELL 204	1181405
BELL 204	1181407
BELL 204	1181408
BELL 204	1181410
BELL 204	1181411
BELL 204	118141M
BELL 206	1181502
BELL 206	1181503
BELL 206	1181504
BELL 206	1181506
BELL 206	1181508
BELL 206	1181511
BELL 206	1181522
BELL 206	1181579
BELL 206	1182107
BELL 206	1182108
BELL 212	1181420
BELL 214	1182100
BELL 214	1182105
BELL 214	1182106
BELL 222	1182122
BELL 222	1182124
BELL 222	1182140
BELL 412	1182202
BELL 47	1180604
BELL 47	1180606
BELL 47	1180702
BELL 47	1180802
BELL 47	1180808
BELL 47	1180809
BELL 47	1180810
BELL 47	1180813
BELL 47	1180816
BELL 47	1180820
BELL 47	1180822
BELL 47	1180843
BELL 47	1180844
BELL 47	1180845
BELL 47	118084C
BELL 47	118084G
BELL 47	118084P
BELL 47	118084R
BELL 47	118084V
BELL 47	1180904
BELL 47	1181001
BELL 47	1181002
BELL 47	1181003
BELL 47	1181005
BELL 47	1181006
BELL 47	1181008
BELL 47	118100V
BELL 47	1181010
BELL 47	1181011
BELL 47	1181012
BELL 47	1181013
BELL 47	1181014
BELL 47	1181023
BELL 47	1181024
BELL 47	1181025
BELL 47	1181026
BELL 47	1181027
BELL 47	1181028
BELL 47	1181029
BELL 47	1181030
BELL 47	1181031
BELL 47	1181032
BELL 47	1181033
BELL 47	1181034
BELL 47	118103Z
BELL 47	1181060
BELL 47	1181061
BELL 47	1181062
BELL 47	1181063
BELL 47	1181065
BELL 47	1181066
BELL 47	1181068
BELL 47	1181069
BELL 47	1181071
BELL 47	1181102
BELL 47	1181104
BELL 47	1181106
BELL 47	1181202
BELL 47	1181310
BELL 47	2390101
BELL 47	2390202
BELL 47	2390301
BELL 47	8930102
BELL 47	8930103
BELL 47	8930105
BELL OH13H	2390204
BELL P63	1180202
BELL P63	1180204
BELL 204	1181402
BIMONDCB1	2370152
BLANCA11	0191110
BLANCA1412	1200902
BLANCA1413	1201002
BLANCA1413	1201004
BLANCA1413	1201006
BLANCA1419	1220402
BLANCA1419	1220404
BLANCA1419	1220406
BLANCA1419	1220408
BLANCA1419	3080102
BLANCA1419	3080104
BLANCA1419	3080106
BLANCA1419	3080108
BLANCA1419	3080112
BLANCA1419	3080114
BLANCA1419	3080116
BLANCA1419	3080118
BLANCA1419	3080122
BLANCA1419	3080124
BLANCA1419	3080126
BLANCA1419	3080128
BLANCA1419	4580806
BLANCA1419	4580808
BLANCA149	1200802
BLANCA149	1200804
BLANCA17	1220432
BLANCA17	1220433
BLANCA17	1220434
BLANCA17	1220435
BLANCA17	1220436
BLANCA17	1220437
BLANCA51	0740151
BLANCA51	1225051
BLANCA7	1220438
BLANCA7	1220460
BLANCA7	1220501
BLANCA7	1220601
BLANCA7	1220701
BLANCA7	2110104
BLANCA7	2110110
BLANCA7	2110112
BLANCA7	2110114
BLANCA7	2110136
BLANCA7	2110140
BLANCA7	2110144
BLANCA7	2110148
BLANCA7	2110150
BLANCA7	2110154
BLANCA7	2110158
BLANCA7	2110160
BLANCA7	2110162
BLANCA7	2110164
BLANCA7	2110166
BLANCA7	2110168
BLANCA7	2110170
BLANCA7	2110172
BLANCA7	21101MA
BLANCA7	21101ML
BLANCA7	21101N2
BLANCA7	21101N7
BLANCA7	21101NB

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

SDR	FAA
BLANCA7	21101NM
BLANCA7	21101NX
BLANCA7	21101PC
BLANCA8	1220801
BLANCAPACMKR	1200202
BLANCAPACMKR	1200702
BLANCASKYRKT	1200402
BLANCASKYRKT	1200602
BNORM BN2	1520202
BNORM BN2	1520204
BNORM BN2	1520205
BNORM BN2	1520207
BNORM BN2	1520209
BNORM BN2	1520210
BNORM BN2	1520215
BNORM BN2	1520220
BNORM BN2	1520221
BNORM BN2	1520226
BNORM BN2	1520227
BNORM BN2	1520302
BNORM BN2	1520350
BNORM BN2	7080221
BNORM BN2	7080227
BNORM BN2MK3	1520203
BNORM BN2MK3	1520208
BOARD XJL1	2320104
BOEING100	1381902
BOEING107	9420602
BOEING107	9420604
BOEING234	1385049
BOEING307	1381102
BOEING42	1385006
BOEING42	9420102
BOEING42	9420106
BOEING707	138360H
BOEING707	138360T
BOEING707	138361G
BOEING707	1383640
BOEING707	138365B
BOEING707	138365D
BOEING707	138365K
BOEING707	1383661
BOEING707	1383668
BOEING707	138366B
BOEING707	138366C
BOEING707	138366F
BOEING707	138366H
BOEING707	138367A
BOEING707	138367B
BOEING707	138367D
BOEING707	138367E
BOEING707	138367F
BOEING707	138367J
BOEING707	138367K
BOEING707	138367L
BOEING707	138367N
BOEING707	138368D
BOEING707	138368H
BOEING720	1383810
BOEING720	1383818
BOEING720	1383822
BOEING720	1383826
BOEING720	1383830
BOEING720	1383857
BOEING720	1383869
BOEING720	1383877
BOEING727	1380420
BOEING727	1384002
BOEING727	1384003
BOEING727	1384004
BOEING727	1384006
BOEING727	1384008
BOEING727	1384009
BOEING727	138400C
BOEING727	138400E
BOEING727	138400F
BOEING727	138400H
BOEING727	138400K
BOEING727	1384010
BOEING727	1384012
BOEING727	1384014
BOEING727	1384015
BOEING727	1384016
BOEING727	1384017
BOEING727	1384018
BOEING727	1384021
BOEING727	1384025
BOEING727	1384029
BOEING727	1384035
BOEING727	1384036
BOEING727	1384039
BOEING727	1384058
BOEING727	1384063
BOEING727	1384074
BOEING727	1384078
BOEING727	138407E
BOEING727	138407N
BOEING727	138407R
BOEING727	1384080
BOEING727	1384084
BOEING727	138408A
BOEING727	138408F
BOEING727	138408J
BOEING727	138408L
BOEING727	138408N
BOEING727	138408X
BOEING727	1384101
BOEING737	1384412
BOEING737	1384453
BOEING737	1384457
BOEING737	1384458
BOEING737	1384459
BOEING737	1384469
BOEING737	138446R
BOEING737	1384472
BOEING737	1384473
BOEING737	1384475
BOEING737	1384479
BOEING737	1384480
BOEING737	1384482
BOEING737	1384485
BOEING737	138448B
BOEING737	138448C
BOEING737	138448D
BOEING737	138448G
BOEING737	138448U
BOEING737	138448W
BOEING737	1384492
BOEING737	1384494
BOEING737	1384552
BOEING737	1384570
BOEING737	1384582
BOEING737	1384585
BOEING737	1384600
BOEING737	1384610
BOEING737	1384611
BOEING737	1384647
BOEING737	1384670
BOEING737	1384671
BOEING747	1384802
BOEING747	1384807
BOEING747	1384810
BOEING747	1384813
BOEING747	138481B
BOEING747	1384828
BOEING747	1384856
BOEING747	1384866
BOEING747	1384867
BOEING747	1384871
BOEING747	1384873
BOEING747	1384886
BOEING747	1384890
BOEING747	1384892
BOEING747	1384895
BOEING747	1384896
BOEING747	1384901
BOEING747	1384903
BOEING747	1384920
BOEING747	1384932
BOEING75	1380102
BOEING75	1380104
BOEING75	1380106
BOEING75	1380108
BOEING75	1380112
BOEING75	1380116
BOEING75	1380118
BOEING75	1380120
BOEING75	1380122
BOEING75	1380124
BOEING75	1380131
BOEING75	1380132
BOEING75	1380134
BOEING75	1380136
BOEING75	1380137
BOEING75	1380138
BOEING75	1380140
BOEING75	1380142
BOEING75	1380144
BOEING75	1380146
BOEING75	1380148
BOEING75	1380150
BOEING75	1380152
BOEING75	1380154
BOEING757	1384950
BOEING757	1384959
BOEING757	1384962
BOEING7: 7	1384965
BOEING7 7	1384970
BOEING767	1385123
BOEINGB17	1380202
BOEINGB17	1380204
BOEINGC97	1381604
BOEINGC97	1381605
BOEINGC97	1381611
BOEINGYL15	1380810
BOEINXH47	4090202
BOLKMS105	5626005
BOLKMS105	5626006
BOLKMS117	5626010
BOLKMS117	5626015
BOLKMS209	5626007

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

SDR	FAA
BOLKOWJR	1400202
BRAER0748	1500248
BRAERODH125	1500205
BRAERODH125	1500285
BRASOVIS28	4490102
BRASOVIS29	4490106
BRWSTRFLEE10	1462004
BRWSTRFLEET1	1461104
BRWSTRFLEET2	1461202
BRWSTRFLEET2	1461204
BRWSTRFLEET7	1461502
BRWSTRFLEET7	1461504
BRWSTRFLEET7	1461512
BRWSTRFLEET8	1461802
BRWSTRFLEET8	1461804
BRWSTRFLEET9	1461902
BUHL CA3	1650302
BUHL LA1	1651002
BUKER 131	1590104
BUKER 131	1590114
BUKER 133	1590326
BURNS BA42	05601D3
BUSHMS2000	0350406
BUTLERBHAWK	1720102
CAMAIR480	1890102
CAMROND50	1880114
CAMRONMODELN	1880245
CAMRONMODELO	1880104
CAMRONMODELO	1880106
CAMRONMODELO	1880108
CAMRONMODELO	1880110
CAMRONMODELO	1880112
CAMRONMODELO	1880113
CAMRONMODELO	1880120
CAMRONMODELO	1880122
CAMRONMODELO	1880201
CAMRONMODELO	1880202
CAMRONMODELO	1880203
CAMRONMODELO	1880204
CAMRONMODELO	1880205
CAMRONMODELO	1880225
CARMAMM200	1981008
CASA C212	2410200
CASA C212	2410202
CASA C212	2410204
CASA C212	2410302
CASA C212	2410304
CCOPTR47BELL	2390303
CCOPTR47BELL	2390304
CCOPTR47BELL	2390305
CENTRL26	0180604
CESSNA120	2071402
CESSNA140	2071602
CESSNA140	2071604
CESSNA150	2071802
CESSNA150	2071804
CESSNA150	2071806
CESSNA150	2071808
CESSNA150	2071810
CESSNA150	2071812
CESSNA150	2071814
CESSNA150	2071816
CESSNA150	2071818
CESSNA150	2071820
CESSNA150	2071822
CESSNA150	2071824
CESSNA150	2071826
CESSNA150	2071828
CESSNA150	2071830
CESSNA150	2071831
CESSNA150	2071835
CESSNA150	2071836
CESSNA170	2072302
CESSNA170	2072304
CESSNA170	2072306
CESSNA172	2072202
CESSNA172	2072402
CESSNA172	2072404
CESSNA172	2072406
CESSNA172	2072408
CESSNA172	2072410
CESSNA172	2072412
CESSNA172	2072413
CESSNA172	2072414
CESSNA172	2072416
CESSNA172	2072418
CESSNA172	2072420
CESSNA172	2072421
CESSNA172	2072424
CESSNA172	2072426
CESSNA172	2072429
CESSNA172	2072430
CESSNA172	2072431
CESSNA172	2072432
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CESSNA172	2072436
CESSNA172	2072437
CESSNA172	2072438
CESSNA175	2072502
CESSNA175	2072504
CESSNA175	2072506
CESSNA175	2072508
CESSNA177	2073704
CESSNA177	2073706
CESSNA177	2073708
CESSNA177	2073709
CESSNA180	2072602
CESSNA180	2072604
CESSNA180	2072606
CESSNA180	2072608
CESSNA180	2072610
CESSNA180	2072612
CESSNA180	2072614
CESSNA180	2072616
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CESSNA182	2072702
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CESSNA182	2072736
CESSNA182	2075802
CESSNA182	2075806
CESSNA182	2075814
CESSNA182	2075816
CESSNA185	2072802
CESSNA185	2072804
CESSNA185	2072806
CESSNA185	2072808
CESSNA185	2072812
CESSNA185	2072816
CESSNA185	2072818
CESSNA185	2072820
CESSNA185	2072821
CESSNA188	2073002
CESSNA188	2073004
CESSNA188	2073005
CESSNA188	2073006
CESSNA188	2073007
CESSNA188	2073008
CESSNA188	2073010
CESSNA188	2073011
CESSNA188	2073012
CESSNA190	2072902
CESSNA195	2073102
CESSNA195	2073106
CESSNA195	2073108
CESSNA195	2073110
CESSNA195	2073112
CESSNA205	2073202
CESSNA205	2073204
CESSNA206	2073302
CESSNA206	2073304
CESSNA206	2073306
CESSNA206	2073308
CESSNA206	2073309
CESSNA206	2073310
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CESSNA206	2073313
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CESSNA206	2073322
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CESSNA206	2073344
CESSNA206	2073346
CESSNA206	2073348
CESSNA206	2073350
CESSNA206	2073352
CESSNA206	2073353
CESSNA206	2073356
CESSNA206	2073357
CESSNA207	2073602
CESSNA207	2073604
CESSNA207	2073612
CESSNA207	2073614
CESSNA208	2073702
CESSNA208	2073703
CESSNA210	2073402
CESSNA210	2073404

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

SDR	FAA
CESSNA210	2073406
CESSNA210	2073408
CESSNA210	2073410
CESSNA210	2073412
CESSNA210	2073414
CESSNA210	2073416
CESSNA210	2073418
CESSNA210	2073422
CESSNA210	2073430
CESSNA210	2073432
CESSNA210	2073436
CESSNA210	2073438
CESSNA210	2073439
CESSNA210	2073440
CESSNA210	2073446
CESSNA210	2073447
CESSNA210	2073448
CESSNA210	2073449
CESSNA210	2073450
CESSNA210	2073451
CESSNA210	2073453
CESSNA210	2073454
CESSNA210	2073455
CESSNA210	2073456
CESSNA210	2073459
CESSNA303	2073820
CESSNA305	2073902
CESSNA305	2074002
CESSNA305	2074003
CESSNA305	2074004
CESSNA305	2074005
CESSNA305	2074006
CESSNA305	2074008
CESSNA305	2074014
CESSNA305	2074016
CESSNA305	2074018
CESSNA305	2074028
CESSNA305	2074030
CESSNA310	2074202
CESSNA310	2074204
CESSNA310	2074206
CESSNA310	2074208
CESSNA310	2074210
CESSNA310	2074212
CESSNA310	2074214
CESSNA310	2074216
CESSNA310	2074218
CESSNA310	2074220
CESSNA310	2074222
CESSNA310	2074224
CESSNA310	2074226
CESSNA310	2074228
CESSNA310	2074230
CESSNA310	2074234
CESSNA310	2074238
CESSNA310	2074240
CESSNA310	2074242
CESSNA310	2074244
CESSNA310	2074245
CESSNA310	2074246
CESSNA320	2074502
CESSNA320	2074504
CESSNA320	2074506
CESSNA320	2074508
CESSNA320	2074510
CESSNA320	2074512
CESSNA320	2074514
CESSNA320	2074516
CESSNA325	2074802
CESSNA335	2075601
CESSNA336	2075602
CESSNA337	2075702
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CESSNA337	2075712
CESSNA337	2075714
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CESSNA337	2075721
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CESSNA337	2075727
CESSNA337	2075730
CESSNA337	2075731
CESSNA337	2075732
CESSNA337	2075733
CESSNA340	2076404
CESSNA340	2076405
CESSNA401	207590C
CESSNA401	207590D
CESSNA401	207590E
CESSNA402	207590K
CESSNA402	207590L
CESSNA402	207590M
CESSNA402	207590P
CESSNA402	207590R
CESSNA404	2075901
CESSNA411	2075902
CESSNA411	2075904
CESSNA414	2075907
CESSNA414	2075908
CESSNA421	2076010
CESSNA421	2076012
CESSNA421	2076014
CESSNA421	2076016
CESSNA425	2076018
CESSNA441	2076020
CESSNA500	2076602
CESSNA500	2076604
CESSNA500	2076606
CESSNA500	2076607
CESSNA501	2076605
CESSNA650	2076802
CESSNAAW	2070502
CESSNAT303	2073803
CESSNAT37	2074321
CESSNAT50	2071302
CESSNAT50	2071306
CESSNAT50	2071308
CESSNAUC77	2070702
CESSNAUC77	2070802
CESSNAUC94	2070902
CESSNAUC94	2071002
CESSNAUC94	2071102
CHILD S1	0110100
CHILD S1	0110301
CHILD S1	0110303
CHILD S2	0110201
CHILD S2	0110202
CHILD S2	0110304
CLARK 1000	2230102
CLARK 12	2230302
CNDAIRCL44	1900102
CNDAIRCL600	1900302
CNDAIRCL600	1900304
CNTRAR101	1990102
CNTRAR101	1990104
COAIRE3C	2350102
COAIRE3C	2350104
COAIRE3C	2350106
COAIRE5C	2350202
COLT 240A	2300180
COLT 77A	2300102
COMWTH175	2370402
COMWTH180	2370502
COMWTH180	2370504
COMWTH185	2370602
COMWTH185	2370604
COMWTH185	2370608
COMWTH190	2370704
COMWTH7000	2371206
COMWTH9000	2371422
CONAERC1	5110102
CONAERC2	5110202
CONAERLA4	2400102
CONAERLA4	2400108
CONAERLA4	5110302
CONAERLA4	5110304
CONAERLA4	5110306
CONAERLA4	5110310
CONAERLA4	5110312
CONAERLA4	5110320
CORCRNGLIDER	2480122
CORCRNGLIDER	2480126
CUNHAMPT6	2580104
CURTIS22	2620202
CURTISC46	2622601
CURTISC46	2622602
CURTISC46	2622604
CURTISC46	2622608
CURTISC46	2622610
CURTISC46	2622701
CURTISC46	2622702
CURTISC46	2622708
CURTISFLGLNG	2620302
CURTISJN4D	2620604
CURTISJR	2620502
CURTISO52	2622002
CURTISP40	2622202
CURTISP40	2622203
CURTISP40	2622206
CURTISROBIN	2620802
CURTISROBIN	2620806
CURTISROBIN	2620808
CURTISROBIN	2620812
CURTISSEDAN	2620904
CURTISTRVAIR	2621004
CURTISTRVAIR	2621006
CURTISTRVAIR	2621010
CURTISTRVAIR	2621012
CURTISTRVAIR	2621104
CURTISTRVAIR	2621108
CURTISTRVAIR	2621204
CURTISTRVAIR	2621302
CURTISTRVAIR	2621304
CURTISTRVAIR	2621308
CURTISTRVAIR	2621402
CURTISTRVAIR	2621404

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

SDR	FAA
CURTISTRVAIR	2621502
CURTISTRVAIR	2621506
CURTISTRVAIR	2621508
CURTISTRVAIR	2621602
CURTISTRVAIR	2621604
CURTISTRVAIR	2621606
CURTISTRVAIR	2621702
CURTISTRVAIR	2621704
CURTISTRVAIR	2621802
CURTISTRVAIR	2621804
CURTISTRVAIR	2621806
CURTISTRVAIR	2621808
CURTISTRVAIR	2621810
CURTISTRVAIR	2621814
CURTISTRVAIR	2621818
CURTISTRVAIR	2621820
CURTISTRVAIR	2621822
CURTISTRVAIR	2621824
CURTISTRVAIR	2621826
CURTISTRVAIR	2621830
CURTISTRVAIR	2621902
CURTISTRVAIR	2621904
CURTISTRVAIR	2621908
CVAC 22	2423302
CVAC 22	2423304
CVAC 240	2422601
CVAC 240	2422602
CVAC 240	2422604
CVAC 240	2422608
CVAC 240	2422610
CVAC 240	2422612
CVAC 240	2422628
CVAC 240	2422633
CVAC 240	2422634
CVAC 240	2422642
CVAC 240	2422644
CVAC 240	2422647
CVAC 30	2423202
CVAC 30	2423204
CVAC 340	2422704
CVAC 340	2422706
CVAC 340	242270A
CVAC 340	2422716
CVAC 340	2422742
CVAC 440	2422902
CVAC 440	2422904
CVAC 440	2423004
CVAC B24	2422502
CVAC BT13	2420202
CVAC BT13	2420204
CVAC BT13	2420206
CVAC BT13	2420208
CVAC BT13	2420222
CVAC BT13	2420224
CVAC BT13	2420228
CVAC BT13	2420230
CVAC BT15	2420302
CVAC BT15	2420312
CVAC L13	2420702
CVAC L13	2420704
CVAC L13	2420706
CVAC LB30	2420804
CVAC P4Y	2421102
CVAC PBY5	2421208
CVAC PBY5	2421218
CVAC PBY5	2421230
CVAC PBY6	2421302
CVAC STC580	2422801
CVAC STC580	2422804
CVAC STC580	2422806
CVAC STC580	2423001
CVAC STC600	2422660
CVAC STC640	2422814
CVAC V1A	2421702
DART G	2700102
DART G	2700104
DART G	2700106
DART G	2700108
DAVIS D1	2740504
DAVIS D1	2740506
DAVIS D1	2740508
DAVIS V3	2743002
DHAV DH112	2800421
DHAV DH82	2801000
DHAV DHC1	2801702
DHAV DHC1	2801704
DHAV DHC1	2801712
DHAV DHC1	2801714
DHAV DHC1	2801716
DHAV DHC1	2801736
DHAV DHC1	2801738
DHAV DHC1	2801739
DHAV DHC2	2800102
DHAV DHC2	2800104
DHAV DHC2	2800105
DHAV DHC2	2800107
DHAV DHC2	2800108
DHAV DHC2	2800109
DHAV DHC2	2801830
DHAV DHC3	2800202
DHAV DHC4	2800302
DHAV DHC4	2800304
DHAV DHC6	2802606
DHAV DHC7	2802708
DHAV DHC7	2802710
DHAV DHC8	2809002
DHAVXXDH82	2801002
DHAVXXDH89	2801015
DOMION800	2970102
DORNER133	2999006
DORNERDO228	2992020
DORNERDO228	2995000
DORNERDO27	2990704
DORNERDO27	2990721
DORNERDO28	2990102
DORNERDO28	2990202
DORNERDO28	2991404
DOUG A20	3020302
DOUG A20	3020306
DOUG A24	3020406
DOUG A26	3020504
DOUG A26	3020506
DOUG B23	3020702
DOUG B26	3020514
DOUG DC10	3022110
DOUG DC10	3022118
DOUG DC10	3023501
DOUG DC10	3023503
DOUG DC10	3023508
DOUG DC2	3021302
DOUG DC3	3021401
DOUG DC3	3021404
DOUG DC3	3021424
DOUG DC3	3021433
DOUG DC3	3021440
DOUG DC3	3021454
DOUG DC3	3021457
DOUG DC3	3021458
DOUG DC3	3021460
DOUG DC3	3021461
DOUG DC3	3021462
DOUG DC3	3021466
DOUG DC3	3021467
DOUG DC3	3021468
DOUG DC3	3021472
DOUG DC3	3021474
DOUG DC3	3021478
DOUG DC3	3021481
DOUG DC4	3021502
DOUG DC4	3021506
DOUG DC4	3021510
DOUG DC4	3021516
DOUG DC4	3021518
DOUG DC4	3021522
DOUG DC4	3021524
DOUG DC4	3021528
DOUG DC4	3021530
DOUG DC4	3021534
DOUG DC4	3021536
DOUG DC6	3021702
DOUG DC6	3021706
DOUG DC6	3021710
DOUG DC6	3021712
DOUG DC7	3021802
DOUG DC7	3021804
DOUG DC7	3021806
DOUG DC8	3021906
DOUG DC8	3021908
DOUG DC8	3021912
DOUG DC8	3021918
DOUG DC8	3021920
DOUG DC8	3021922
DOUG DC8	3021924
DOUG DC8	3021926
DOUG DC8	3021927
DOUG DC8	3021928
DOUG DC8	302192H
DOUG DC8	3021952
DOUG DC8	302195B
DOUG DC8	3021970
DOUG DC8	3021972
DOUG DC8	302197B
DOUG DC8	302198B
DOUG DC8	302198H
DOUG DC8	302199A
DOUG DC8	302199B
DOUG DC8	302199F
DOUG DC9	3022002
DOUG DC9	3022034
DOUG DC9	3022036
DOUG DC9	3022037
DOUG DC9	302203H
DOUG DC9	302203K
DOUG DC9	3022051
DOUG DC9	3022065
DOUG DC9	3022066
DOUG DC9	302206A
DOUG DC9	302206C
DOUG DC9	3022081
DOUG DC9	3022082
DOUG DOLPHN	3020104

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

SDR	FAA
DRIGGSSKYLK3	3160502
DURMOLF46	3200502
EAA SA9	8650747
EAGLE DW	3230203
EAGLEBAX7	3240107
EAGLEBC7	3240207
EIRVON20	5760102
EIRVON20	5760104
EIRVON20	5760202
EIRVON20	5760204
EIRVON20	5760206
EIRVON20	5760207
EMAIR MA1	3280103
EMAIR MA1	6070102
EMB 110	3260122
EMB 110	3260124
EMB 120	3260201
ENSTRM280	3300510
ENSTRMF28	3300404
ENSTRMF28	3300406
ENSTRMF28	3300407
ENSTRMF28	3300412
ENSTRMF28	3300430
ENSTRMF28	3300502
ENSTRMF28	3300505
ENSTRMF28	3300506
ENSTRMF28	3300550
ENTWICPHEBUS	1403014
ENTWICPHEBUS	3321206
ENTWICPHEBUS	3321210
EVNAIR4500	3340106
FARZWKDIAMAT	3550802
FARZWKDIAMAT	3550806
FCKWLF44J	3540102
FLEET 16B	3480502
FLTCHR24	3530204
FLTCHRFD25	3530102
FLYGSTWEIHE	3802219
FOKKERF27	4990614
FOKKERF27	4990629
FOKKERF28	4990808
FOKKERF28	4990810
FOMOCO4AT	3590102
FOMOCO4AT	3590104
FOMOCO5AT	3590202
FOMOCO5AT	3590204
FRANK 90	3680102
FRCHLD21	3371302
FRCHLD22	3370104
FRCHLD22	3370108
FRCHLD22	3370110
FRCHLD22	3370112
FRCHLD22	3370114
FRCHLD22	3370116
FRCHLD24	3370202
FRCHLD24	3370204
FRCHLD24	3370206
FRCHLD24	3370208
FRCHLD24	3370216
FRCHLD24	3370220
FRCHLD24	3370302
FRCHLD24	3370402
FRCHLD24	3370408
FRCHLD24	3370414
FRCHLD24	3370502
FRCHLD24	3370508
FRCHLD24	3370514
FRCHLD24	3370516
FRCHLD24	3370520
FRCHLD24	3370602
FRCHLD24	3370608
FRCHLD24	3370614
FRCHLD24	3370620
FRCHLD24	3370626
FRCHLD24	3370628
FRCHLD71	3370802
FRCHLDC119	3372102
FRCHLDC119	3372106
FRCHLDC119	3372108
FRCHLDC123	3372202
FRCHLDC82	3372002
FRCHLDC82	3372004
FRCHLDF27	3373002
FRCHLDF27	3373004
FRCHLDF27	3373008
FRCHLDF27	3373016
FRCHLDF45	3371202
FRCHLDFC2	3371102
FRCHLDFH1100	4361415
FRCHLDFH227	3373042
FRCHLDKR31	3371402
FRCHLDKR34	3371504
FRCHLDKR34	3371506
FRCHLDM62	3371604
FRCHLDM62	3371606
FRCHLDM62	3371608
FRCHLDM62	3371618
FRCHLDM62	3371620
FRCHLDM62	3371622
FRCHLDM62	3371624
FRCHLDM62	3371626
FRCHLDM62	3371628
FRCHLDM62	3371630
FRCHLDM62	3371632
FRCHLDM62	3371640
FRCHLDM62	3374004
FRCHLDM62	3374006
FUJI LM1	3730110
FUNK FUNKC	3720202
GARCIATROJAN	3270102
GEM 205	0380102
GENBALAX6	3760102
GENBALAX6	3760202
GENBALSPRINT	3760402
GLASFL201	3800344
GLASFL304	3800347
GLASFLBS1	38003FB
GLASFLH301	3800335
GLASFLH301	3800337
GLASFLH301	3800339
GLASFLH301	3800341
GLASFLKESTRL	3800343
GLASFLLIBELL	3800346
GOLDENCHIEF	3840102
GOODYR813	3870148
GOODYRFG1D	3870512
GOODYRGZ20	3870220
GOODYRS30	3870139
GOODYRTZ	3870218
GOVT N22	3880102
GROB 103CAT	1660202
GROB 109	1660204
GROB 109	1660205
GROB ASTIR	1660104
GRTLKS2T1	3910101
GRTLKS2T1	3910102
GRTLKS2T1	3910104
GRTLKS2T1	3910106
GRTLKS2T1	3910107
GRTLKS2T1	3910108
GRUMANAF2S	3950104
GRUMANF6F	3950602
GRUMANF6F	3950614
GRUMANF6F	395069G
GRUMANF7F	3950704
GRUMANF8F	3950801
GRUMANF8F	3950802
GRUMANF9	3950905
GRUMANFM	3950102
GRUMANG134	3951000
GRUMANG21	3951205
GRUMANG44	3951602
GRUMANG73	3951902
GRUMANSA16	3950404
GRUMANSA16	3950405
GRUMANSA16	3950406
GRUMANSA16	3950410
GRUMANSA16	3950412
GRUMANSA16	3950413
GRUMANSA16	3950414
GRUMANSA16T	3950407
GRUMANSA16T	3950408
GRUMANTS2	3951102
GRUMAVAA1	0630820
GRUMAVAA1	3960100
GRUMAVAA1	3960103
GRUMAVAA5	3960104
GRUMAVAA5	3960105
GRUMAVG1159	3960302
GRUMAVG164	3952702
GRUMAVG164	3952801
GRUMAVG164	3952802
GRUMAVG164	3952803
GRUMAVG164	3952804
GRUMAVG164	3960201
GRUMAVG164	3960202
GRUMAVG164	3960203
GRUMAVG164	3960204
GRUMAVG164	3979904
GRUMAVG21	3951202
GRUMAVG21	3951204
GRUMAVG21	3951214
GRUMAVG21	3951216
GRUMAVG89	3951006
GRUMAVJ2F	3950208
GRUMAVTBM	3950306
GRUMAVTBM	3950308
GRUMAVTBM	3950310
GULSTM112	0144701
GULSTM112	7630302
GULSTM112	7630306
GULSTM112	7630307
GULSTM112	7630314
GULSTM112	7630315
GULSTM112	7630316
GULSTM500	0141102
GULSTM500	0141104
GULSTM500	0141106
GULSTM500	0141107
GULSTM500	0141108
GULSTM520	0141202

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

SDR	FAA
GULSTM560	0141402
GULSTM560	0141404
GULSTM560	0141406
GULSTM680	0141408
GULSTM680	0141602
GULSTM680	0141604
GULSTM680	0141606
GULSTM680	0141608
GULSTM680	0141610
GULSTM680	0141611
GULSTM680	0141612
GULSTM680	0141802
GULSTM680	7630513
GULSTM680TP	0141712
GULSTM680TP	0141714
GULSTM680TP	0141716
GULSTM680TP	0141718
GULSTM690TC	3970404
GULSTM690TP	0141720
GULSTM690TP	0141722
GULSTM690TP	3970405
GULSTM690TP	3970410
GULSTM690TP	3970411
GULSTM690TP	3970610
GULSTM690TP	7630515
GULSTM690TP	7630516
GULSTM690TP	7630517
GULSTM690TP	7630518
GULSTM690TP	7630519
GULSTMAA1	0630610
GULSTMAA1	0630710
GULSTMAA5	0631410
GULSTMAA5	3960106
GULSTMG1159	3953505
GULSTMG1159	3970109
GULSTMG159	3952202
GULSTMG44	3951502
GULSTMG44	3951508
GULSTMG73	3951802
GULSTMGA7	3960401
H-1	1181409
H13/HTL	1180806
H13/HTL	1181007
H13/HTL	1181585
H19/45	8141615
H19/45	814161E
H23/HTE	4360109
H23/HTE	4360111
H23/HTE	4360123
H23/HTE	4362303
H23/HTE	4362305
H34/55	8141810
H34/55	8141813
H34/55	8141819
H34/55	8141823
H37	8142302
HAMFLUHFB320	4071204
HARTMNOW5M	4200102
HEAD AX888	05637T7
HEATH CNA40	4250102
HEATH LNB4	4250202
HELIO H250	4300302
HELIO H295	4300802
HELIO H295	4300803
HELIO H295	4301101
HELIO H295	4301102
HELIO H295	4301104
HELIO H391	4300102
HELIO H391	4300106
HELIO H395	4300202
HELIO H395	4300206
HELIO H700	4300400
HELIO H800	4300500
HELIO HST550	4301002
HELIO HST550	4301006
HILLERFH1100	3376502
HILLERFH1100	4361405
HILLERUH12	4360102
HILLERUH12	4360103
HILLERUH12	4360104
HILLERUH12	4360105
HILLERUH12	4360110
HILLERUH12	4360113
HILLERUH12	4360114
HILLERUH12	4360115
HILLERUH12	4360116
HILLERUH12	4360117
HILLERUH12	4360118
HILLERUH12	4360119
HILLERUH12	4360120
HILLERUH12	4360121
HILLERUH12	4360122
HILLERUH12	4360124
HILLERUH12	4360125
HILLERUH12	4360126
HILLERUH12	4360128
HILLERUH12	4360130
HILLERUH12	4360131
HILLERUH12	4360132
HILLERUH12	4360135
HILLERUH12	4360809
HILLERYROE1	4362402
HNLYPGHP137	4130402
HOFFLUDIMONA	4670101
HOWARD500	4390102
HSPAVNHA1112	4380102
HUGHES269	4470402
HUGHES269	4470403
HUGHES269	4470404
HUGHES269	4470502
HUGHES269	4470504
HUGHES269	4471004
HUGHES369	4470702
HUGHES369	4470704
HUGHES369	4470706
HUGHES369	4470707
HUGHES369	4470708
HUGHES369	4470718
HUGHES369	4470720
HUGHES369	4470722
HUGHES369	4470728
HUGHES369	4470730
HUGHES369	4470731
HUGHES369	4470806
HUGHES500	4470805
HWKSLY80A	2800902
HWKSLYDH104	2800402
HWKSLYDH104	2800404
HWKSLYDH104	2800406
HWKSLYDH104	2800410
HWKSLYDH104	2800412
HWKSLYDH104	2800414
HWKSLYDH106	2800308
HWKSLYDH114	2800506
HWKSLYDH125	1500204
HWKSLYDH125	4210101
HWKSLYDH125	4210112
HWKSLYDH125	4230106
HWKSLYDH125	4230110
HWKSLYDH125	4230126
HWKSLYDH125	4230138
HWKSLYDH125	423013M
HWKSLYDH125	423013P
HWKSLYDH125	4230140
HWKSLYDH125	4230158
HWKSLYDH125	4230160
HYNES 305	1440602
HYNES B2	1440502
HYNES B2	1440504
HYNES B2	1440506
INDAERP166	6960202
INLANDR400	4550502
INLANDS300	4551002
INLANDW500	4552002
INTRCP200	5650304
INTRCP200	5650306
INTRCP200	5650308
INTRCP200	5650310
ISRAEL101	4500204
ISRAEL1121	0142002
ISRAEL1121	0142006
ISRAEL1121	0142010
ISRAEL1123	4500101
ISRAEL1124	4500102
ISRAEL1124	4500103
JAMISNJ1	4650502
JAMISNJ2	4651004
JBMSTRDGA11	4690302
JBMSTRDGA15	4690502
JBMSTRDGA15	4690506
JBMSTRDGA15	4690516
JBMSTRDGA18	4690604
JBMSTRDGA8	4690102
KAISERF5	4762002
KAMAN K600	4800702
KAMAN K600	4800704
KAMAN K600	4800802
KAMAN K600	4800803
KAMAN K600	4800805
KAWSKIKV107	4820101
KELLETKD1	4850106
KINNERB	4940202
KINNERB	4940204
KINNERR	4940102
LAIKFN10	5090204
LAIKFNBA100	50901FB
LAIRD LC	5070102
LAIRD LC	5070104
LAIRD LCB	5070110
LAISTRLP15	5100108
LAISTRLP15	5100202
LAISTRLP15	5100203
LAISTRLP46	5100101
LAISTRLP49	5100102
LEAR 23	5170102
LEAR 24	5170302
LEAR 24	5170304
LEAR 24	5170306
LEAR 24	5170307
LEAR 24	5170310
LEAR 24	5170311

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

SDR	FAA
LEAR 24	5170316
LEAR 24	5170317
LEAR 25	5170506
LEAR 25	5170509
LEAR 25	5170511
LEAR 25	5170513
LEAR 25	5170514
LEAR 28	5170528
LEAR 28	5170529
LEAR 35	5170600
LEAR 35	5170601
LEAR 35	5170602
LEAR 35	5170603
LEAR 55	5170702
LET L13	1360306
LKHEED10	5261302
LKHEED10	5261314
LKHEED1011	5265010
LKHEED1011	5265015
LKHEED1011	5265020
LKHEED1049	5262116
LKHEED1049	5262118
LKHEED1049	5262121
LKHEED1049	5262131
LKHEED1049	5262140
LKHEED12A	5261402
LKHEED1329	5263102
LKHEED1329	5263106
LKHEED1329	5263108
LKHEED1329	5263125
LKHEED18	5261602
LKHEED18	5261624
LKHEED18	5261634
LKHEED18	5261640
LKHEED18	5261642
LKHEED188	5262602
LKHEED188	5262604
LKHEED282	5262504
LKHEED286	5263802
LKHEED300	5264504
LKHEED382	5264102
LKHEED382	5264104
LKHEED382	526413U
LKHEED382	526414U
LKHEED49	5261702
LKHEED49	5262002
LKHEED49	5262004
LKHEED49	5262008
LKHEEDP2V	5260110
LKHEEDP2V	5260112
LKHEEDP2V	5269601
LKHEEDP38	5260201
LKHEEDP38	5260203
LKHEEDP38	5260204
LKHEEDP38	5260205
LKHEEDP38	5260206
LKHEEDP38	5260207
LKHEEDP38	5260214
LKHEEDPV1	5260102
LKHEEDPV1	5260106
LKHEEDT33	5260401
LKHEEDT33	5260402
LKHEEDT33	5260406
LKHEEDVEGA1	5261002
LKHEEDVEGA5	5261202
LKHEEDY03A	5269501
LKINTL402	5263406
LUSCMB1	5350102
LUSCMB4	5350202
LUSCOM8	8190102
LUSCOM8	8190104
LUSCOM8	8190106
LUSCOM8	8190108
LUSCOM8	8190110
LUSCOM8	8190112
LUSCOM8	8190114
LUSCOM8	8190116
LUSCOM8	8190118
LUSCOM8	8190120
LUSCOM8	8190122
LUSCOM8	8190124
LUSCOM8	8190126
LUSCOM8	8190128
LUSCOM8	8190130
LUSCOM8	8190132
LUSCOM8	8190154
MACCHIAL60	5400106
MACCHIAL60	5400108
MAEL BA42	5430102
MARTIN202	5450602
MARTIN404	5450702
MAULE M4	5460102
MAULE M4	5460104
MAULE M4	5460105
MAULE M4	5460106
MAULE M4	5460108
MAULE M4	5460112
MAULE M4	5460114
MAULE M4	5460128
MAULE M4	5460132
MAULE M5	5460133
MAULE M5	5460134
MAULE M5	5460135
MAULE M5	5460204
MAULE M6	5460139
MAULE M6	5460160
MAULE M7	5460170
MAULE MX7	5460180
MAULE MX7	5460185
MCBEMSLARK95	4331020
MCBEMSLARK95	5160202
MCKINNG21	5550202
MCKINNG21T	5550105
MCKINNG21T	5550120
MCLISHFUNKB	5480102
MCLISHFUNKB	5480104
MCLISHFUNKB	5480108
MCLISHFUNKB	5480202
MCLISHFUNKB	5480204
MCLISHFUNKB	5480208
MEYERSMAC145	5650104
MEYERSOTW	5650202
MEYERSOTW	5650206
MEYERSOTW	5650208
MILLERUT1	5720102
MITCHL101	2000102
MITCHL101	2000104
MNCOUP110	5810202
MNCOUP110	5810204
MNCOUP90	5810102
MNCOUP90	5810104
MNCOUP90	5810107
MNCOUP90	5810110
MNMITEM18	5870102
MNMITEM18	5870104
MNMITEM18	5870106
MNMITEM18	5870108
MNSLNRMS760	5910102
MNSLNRMS760	5910106
MODFD47	1180847
MODFD47	118084F
MODFD47	118103H
MODFD47	1181067
MODFD47	1181074
MODFD47	1181306
MODFDUH12	4360601
MODFDUH12	4360701
MODFDUH12	4360702
MODFDUH12	4360704
MODFDUH12	4360801
MODFDUH12	4360810
MODFDUH12	4361101
MODFDUH12	4361301
MODFDUH12	4361501
MOONEYM20	5870202
MOONEYM20	5870204
MOONEYM20	5870206
MOONEYM20	5870208
MOONEYM20	5870210
MOONEYM20	5870212
MOONEYM20	5870214
MOONEYM20	5870219
MOONEYM20	5870220
MOONEYM20	5870308
MOONEYM20	5870312
MOONEYM20	5870314
MOONEYM20	5870601
MOONEYM20	5870605
MOONEYM22	5870402
MOONEYM30	5872030
MORISY2000	5940102
MOTH 60	6000102
MOTH 60	6000104
MRCHTIF260	8121206
MRCHTIS205	8120412
MTSBSIMU2	5780404
MTSBSIMU2	5780405
MTSBSIMU2	5780406
MTSBSIMU2	5780407
MTSBSIMU2	5780408
MTSBSIMU2	5780409
MTSBSIMU2	5780410
MTSBSIMU2	5780411
MTSBSIMU2	5780412
MTSBSIMU2	5780413
MTSBSIMU2	5780414
MTSBSIMU300	5780602
MTSBSIMU300	5781300
MULTECD16	9230602
MULTECD16	9230604
MULTECD16	9230606
MULTECD16	9230608
MULTECD16	9230610
MULTECD16	9230612
NAMER A36	6400102
NAMER B25	6400702
NAMER B25	6400704
NAMER B25	6400705
NAMER B25	6400708
NAMER B25	6400710
NAMER B25	6400712

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

SDR	FAA
NAMER B25	6400714
NAMER B25	6400718
NAMER F51	6402301
NAMER F51	6402302
NAMER F51	6402303
NAMER F51	6402304
NAMER F51	6402306
NAMER F51	6402307
NAMER F51	6402308
NAMER F51	6402309
NAMER F82	6401522
NAMER F86	6401714
NAMER NA260	6400452
NAMER NA260	6402502
NAMER NA260	6402504
NAMER NA260	6402505
NAMER NA260	6402506
NAMER 047	6402202
NAMER P64	6402408
NAMER T6	1922828
NAMER T6	6400402
NAMER T6	6400404
NAMER T6	6400405
NAMER T6	6400406
NAMER T6	6400407
NAMER T6	6400410
NAMER T6	6400412
NAMER T6	6400414
NAMER T6	6400415
NAMER T6	6400416
NAMER T6	6400417
NAMER T6	6400418
NAMER T6	6400419
NAMER T6	6400420
NAMER T6	6400422
NAMER T6	6400423
NAMER T6	6400424
NAMER T6	6400426
NAMER T6	6400430
NAMER T6	6400431
NAMER T6	6400432
NAMER T6	6400434
NAMER T6	6400436
NAMER T6	6400441
NAMER T6	6400442
NARDI FN333	6080102
NATBAL752	6113310
NATBAL752	6113312
NATBAL752	6113317
NATBAL752	6113320
NAVAL N3N	6120202
NAVIONNAVION	6150106
NAVIONNAVION	6150108
NAVIONNAVION	6150110
NAVIONNAVION	6150118
NAVIONNAVION	6150132
NAVIONNAVION	6150134
NAVIONNAVION	6150136
NAVIONNAVION	6150140
NAVIONNAVION	6150142
NAVIONNAVION	6150148
NAVIONNAVION	6150160
NAVIONNAVION	6150162
NAVIONNAVION	6150166
NAVIONNAVION	6150170
NAVIONNAVION	6150172
NAVIONNAVION	6150174
NAVIONNAVION	6150178
NELSONBB1	6200102
NICBEZ8G	6290202
NIHON YS11	6310406
NOORDNUC64	6330204
NORD 3202	6383202
NORD SV4	6383006
NORD SV4	8470102
NORTRPT38	6458005
NORWST35	6480102
NORWST35	6480104
NORWST35	6480108
NORWST35	6480126
NORWST40	6480110
NORWST50	6480114
NORWST65	6480116
NORWST65	6480118
NORWST65	6480122
NORWST65	6480124
NORWSTEAGLE	7680120
OBERNRMG23SL	3801049
ORLHELH19	8141608
ORLHELH19	8141609
ORLHELH19	8141610
ORLHELH19	8141612
ORLHELH19	8141614
ORLHELH19	8141616
ORLHELH19	8141618
ORLHELH19	814161G
ORLHELH19	814161J
ORLHELS58	8141812
ORLHELS58	8141818
OTHEXMILPIST	8140102
OTHEXMILPIST	8140304
OTHEXMILPIST	8141106
OTHEXMILTURB	1385060
OTHEXMILTURB	1385064
OTHEXMILTURB	4470904
OTHEXMILTURB	4470905
OTHEXMILTURB	4800708
PARKS P1T	6770102
PARMNTCABAIR	6750102
PARTENP66	6780101
PARTENP68	6780105
PARTENP68	6780106
PASPEDW1	6790102
PDMILRY1S	5740102
PECOCKPJC	4160204
PERTH BIRD	6840122
PERTH BIRD	6840126
PERTH BIRD	6840132
PHESNTH10	6880102
PIAGIOP136	6960102
PIAGIOP136	6960104
PIAGIOP136	6960106
PIASEXHUP2	6980320
PICARDA5	7001216
PICARDAX6	7001218
PIGMANREARWN	7070104
PIGMANREARWN	7070302
PIGMANREARWN	7070308
PILATSB4	7090103
PILATSB4	7090104
PILATSPC6	3375014
PILATSPC6	7090102
PILATSPC6	7090114
PILATSPC6	7090122
PILATSPC6T	3375011
PILATSPC6T	7090210
PILATSPC7	7090401
PINAIRSUPERV	1100102
PIPER 600	7106001
PIPER 600	7106010
PIPER 600	7106012
PIPER 600	7106014
PIPER 600	7106015
PIPER 600	7106023
PIPER 600	8360607
PIPER E2	7100302
PIPER F2	7100304
PIPER J2	7100402
PIPER J3	7100501
PIPER J3	7100502
PIPER J3	7100506
PIPER J3	7100508
PIPER J3	7100510
PIPER J3	7100511
PIPER J3	7100512
PIPER J3	7100514
PIPER J3	7100516
PIPER J3	7100518
PIPER J3	7100519
PIPER J3	7100520
PIPER J3	7100522
PIPER J3	7100526
PIPER J3	7100528
PIPER J3	710052T
PIPER J3	7100532
PIPER J3	7100536
PIPER J3	7100542
PIPER J3	7100546
PIPER J3	7100550
PIPER J3	7100552
PIPER J3	7101102
PIPER J3	7101104
PIPER J4	7100602
PIPER J4	7100604
PIPER J4	7100605
PIPER J4	7100606
PIPER J4	7100608
PIPER J4	7100610
PIPER J4	7100614
PIPER J5	7100202
PIPER J5	7100702
PIPER J5	7100706
PIPER J5	7100708
PIPER J5	7100712
PIPER L14	7100902
PIPER PA12	7101202
PIPER PA12	7101204
PIPER PA14	7101402
PIPER PA15	7101502
PIPER PA16	7101602
PIPER PA17	7101702
PIPER PA18	7101802
PIPER PA18	7101804
PIPER PA18	7101806
PIPER PA18	7101808
PIPER PA18	7101809
PIPER PA18	7101812
PIPER PA18	7101813
PIPER PA18	7101814
PIPER PA18	7101815
PIPER PA18	7101816

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

SDR	FAA
PIPER PA18	7101818
PIPER PA18	7101820
PIPER PA18	7101822
PIPER PA18	7101824
PIPER PA18	7101826
PIPER PA18	7101828
PIPER PA18	7101832
PIPER PA18	7101834
PIPER PA18	7101836
PIPER PA18	7101837
PIPER PA18	7101838
PIPER PA18	7101880
PIPER PA18	7101902
PIPER PA18	7101904
PIPER PA20	7102002
PIPER PA20	7102004
PIPER PA20	7102006
PIPER PA20	7102010
PIPER PA20	7102012
PIPER PA22	7102202
PIPER PA22	7102204
PIPER PA22	7102206
PIPER PA22	7102208
PIPER PA22	7102210
PIPER PA22	7102212
PIPER PA22	7102214
PIPER PA22	7102216
PIPER PA23	7102302
PIPER PA23	7102303
PIPER PA23	7102304
PIPER PA23	7102305
PIPER PA23	7102306
PIPER PA23	7102308
PIPER PA23	7102309
PIPER PA23	7102310
PIPER PA24	7102402
PIPER PA24	7102403
PIPER PA24	7102404
PIPER PA24	7102406
PIPER PA24	7102408
PIPER PA24	7102409
PIPER PA25	7102502
PIPER PA25	7102504
PIPER PA25	7102508
PIPER PA28	7102802
PIPER PA28	7102803
PIPER PA28	7102804
PIPER PA28	7102805
PIPER PA28	7102806
PIPER PA28	7102807
PIPER PA28	7102808
PIPER PA28	7102809
PIPER PA28	7102810
PIPER PA28	7102811
PIPER PA28	7102813
PIPER PA28	7102814
PIPER PA28	7102815
PIPER PA28	7102816
PIPER PA28	7102817
PIPER PA28	7102818
PIPER PA28	7102819
PIPER PA28	7102830
PIPER PA30	7103002
PIPER PA30	7103902
PIPER PA31	7103102
PIPER PA31	7103104
PIPER PA31	7103105
PIPER PA31	7103110
PIPER PA31	7103111
PIPER PA31	7103120
PIPER PA31T	7103124
PIPER PA31T	7103126
PIPER PA31T	7103127
PIPER PA31T	7103128
PIPER PA32	7103206
PIPER PA32	7103207
PIPER PA32	7103209
PIPER PA32	7103211
PIPER PA32	7103212
PIPER PA32	7103213
PIPER PA32	7103214
PIPER PA32	7103215
PIPER PA32	7103216
PIPER PA32	7103218
PIPER PA32	7103220
PIPER PA34	7103405
PIPER PA34	7103406
PIPER PA34	7103420
PIPER PA36	7103610
PIPER PA36	7103612
PIPER PA36	7103620
PIPER PA38	7103812
PIPER PA42	7104202
PIPER PA42	7104212
PIPER PA42	7104225
PIPER PA44	7104402
PIPER PA44	7104404
PIPER PA46	7104605
PIPER TG8	7100102
PIRTLEROC185	7140107
PIRTLEROC185	7140189
PITCANPA4	7180102
PITCANPA5	7180202
PITCANPA6	7180302
PITCANPA7	7180402
PITCANPA7	7180406
POST A	7280102
PRATT PRG1	7300102
PRATT PRG1	7300106
PROPJT200	0140302
PROPJT200	0140312
PROPJT200	0140314
PROPJT400	4560404
RAVEN MG1000	7483202
RAVEN RX6	7480502
RAVEN S40	7480104
RAVEN S50	05604XW
RAVEN S50	7480204
RAVEN S55	7480402
RAVEN S60	7480606
RAVEN S60	7480610
RAVEN S66	7480612
RAVEN S77	7480650
RAWDONT1	7500102
REIMS 150	7530110
REIMS 150	7530128
REIMS 150	7530132
REIMS 150	7530134
REIMS 172	7530136
REIMS 172	7530139
REIMS 172	7530203
REIMS 172	7530204
REIMS 172	7530206
REIMS 172	7530207
REIMS 172	7530209
REIMS 337	7535719
REIMS 337	7535726
REPBLCP47	7570405
RHNFLURW3	7600504
RKWELL500	7630410
RKWELL700	7630520
RKWELLNA265	6402608
RKWELLNA265	6402612
RKWELLNA265	6402614
RKWELLNA265	6402618
RKWELLNA265	7630101
RKWELLNA265	7630104
RKWELLNA265	7630106
RKWELLNA265	7630107
RKWELLNA265	7630108
ROBSINR22	7640102
ROBSINR22	7640104
ROLSCHLS	3801206
ROLSCHLS	3801208
ROLSCHLS	3801211
ROLSCHLS	3801214
ROLSCHLS	3801250
ROOS 129	7680106
ROOS 1928	7680204
ROOS A1	7680102
ROOS A1	7680104
ROOS PT	7680312
ROSE A1	7710102
RYAN SCW	7830302
RYAN ST3	7830502
RYAN ST3	7830504
RYAN STA	7830402
RYAN STA	7830404
RYANARB	7840102
SAAB SF340	7850100
SCBFLG111	3801381
SCBFLGBERGFK	3801315
SCBFLGSF25	3801325
SCBFLGSF27	380135V
SCBFLGSF28	380135X
SCHLER13	38015GS
SCHLERASK14	38015GW
SCHLERASK21	38015GY
SCHLERASW12	38015HR
SCHLERASW15	38015H2
SCHLERASW15	38015HZ
SCHLERASW17	3801507
SCHLERASW19	3801505
SCHLERASW19	3801508
SCHLERASW20	3801503
SCHLERASW20	3801506
SCHLERII	3801581
SCHLERK	3801551
SCHLERK2K7	3801554
SCHLERK8	3801559
SCHLERK8	3801563
SCHLERK8	3801567
SCHLERK8	38019VK
SCHLERK8	38019VL
SCHLERKA6	3801525
SCHLERKA6	3801528
SCHLERKA6	3801530
SCHLERKA6	3801535
SCHLERKA6	3801537
SCHLERKA6	3801540
SCHLERKA6	3801542

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

SDR	FAA
SCHLERKA6	3801545
SCHZOWMODELB	0560221
SCUZERSG2	8050207
SCWZERG164	3952704
SCWZERSG1	8050102
SCWZERSG1	8050104
SCWZERSG1	8050106
SCWZERSG1	8050108
SCWZERSG1	8050110
SCWZERSG1	8050112
SCWZERSG1	8050114
SCWZERSG1	8050116
SCWZERSG1	8050118
SCWZERSG1	8050120
SCWZERSG1	8050122
SCWZERSG1	8050124
SCWZERSG1	8050146
SCWZERSG1	8050147
SCWZERSG1	8050148
SCWZERSG1	8050149
SCWZERSG1	8050151
SCWZERSG1	8050153
SCWZERSG1	8050502
SCWZERSG2	8050202
SCWZERSG2	8050206
SCWZERSG2	8050210
SCWZERSG2	8050602
SCWZERSG2	8050604
SCWZERSG2	8050608
SCWZERSG2	8050610
SCWZERSG2	8050612
SCWZERSG2	8050614
SCWZERSG2	8051404
SCWZERSG2	8051604
SCWZERSG2	8051606
SCWZERSGM2	8050301
SCWZERTG3A	8050902
SEMCO 30	8070504
SEMCO CLNGER	8070802
SEMCO MARKV	8071802
SEMCO MODELT	8071701
SEMCO TC4	8071408
SEMCO TC4	8071409
SIOUX 60	8250102
SIOUX 90	8250106
SIREN C30	8270302
SKRSKYS39	8140502
SKRSKYS39	8140504
SKRSKYS51	8141102
SKRSKYS52	8141306
SKRSKYS52	8141308
SKRSKYS55	8141602
SKRSKYS55	8141603
SKRSKYS55	8141604
SKRSKYS55	8141606
SKRSKYS55	8141800
SKRSKYS58	8141801
SKRSKYS58	8141804
SKRSKYS58	8141806
SKRSKYS58	8141808
SKRSKYS58	8141809
SKRSKYS58	8141811
SKRSKYS58	8141814
SKRSKYS58	8141815
SKRSKYS58	8141821
SKRSKYS58	8141837
SKRSKYS58	8141839
SKRSKYS58T	8141803
SKRSKYS58T	8141805
SKRSKYS58T	8141807
SKRSKYS58T	8141840
SKRSKYS58T	8141842
SKRSKYS58T	8141844
SKRSKYS61	8141826
SKRSKYS61	8142101
SKRSKYS61	8142102
SKRSKYS61	8142103
SKRSKYS61	8142104
SKRSKYS61	8142107
SKRSKYS61	814210C
SKRSKYS62	8142202
SKRSKYS64	8142604
SKRSKYS70	8143000
SKRSKYS76	8143006
SKRSKYS76	8143007
SKRSKYS76	8143010
SLINDS100	0140202
SLINDS100	0140208
SLINDS100	9550102
SLINDS100	9550104
SLINDSB	0144306
SLINDSB	0144308
SLINDSB	4571008
SLNSBYKITE	8320102
SLNSBYT45	8320304
SLNSBYT49	8321008
SLNSBYT50	8320402
SLNSBYT51	8320602
SLNSBYT53	8321508
SLNSBYT59	8321510
SMITH 600	1710602
SMITH 600	1710606
SMITH 600	8360602
SMITH 600	8360604
SMITH 600	8360605
SMITH 600	8360606
SMITH 600	8360608
SNIAS 350	8680801
SNIAS 350	8680802
SNIAS 350	8680803
SNIAS 350	8680804
SNIAS AS332	8680808
SNIAS AS332	8680809
SNIAS CONCRD	8690102
SNIAS SA318	8680506
SNIAS SA318	8680508
SNIAS SA318	8680511
SNIAS SA330	8680612
SNIAS SA341	8680610
SNIAS SE313	8680502
SOCATAMS880	5910304
SOCATAMS893	8402838
SOCATAMS894	8402842
SOCATARALLYE	8400125
SOCATARALLYE	8400131
SOCATATB10	8680696
SOCATATB20	8680695
SPARTN7W	8430302
SPARTNC2	8430102
SPARTNC3	8430206
SPARTNC3	8430208
SPARTNC3	8430210
SPHRTHCIRRUS	38019VC
SPHRTHCIRRUS	38019VE
SPHRTHJANUS	3802002
SPHRTHNIMBUS	3801923
SPHRTHNIMBUS	3801925
SPHRTHNIMBUS	3801950
SPHRTHNIMBUS	38019VD
SPHRTHNIMBUS	38019VF
SPHRTHNIMBUS	38019VG
SPHRTHNIMBUS	38019VJ
SPHRTHS	3801933
SPHRTHS	3801939
SPHRTHSH1	3801945
SPHRTHSHK	3801920
SPHRTHVENTUS	3802050
SPHRTHVENTUS	3802051
SPORT GEOPEN	3802433
SPTPUZRF4D	8451012
SPTPUZRF5	8451014
SPTPUZRF5	8451016
STAR CAVALR	8480102
STAR CAVALR	8480104
STAR CAVALR	8480106
STATE F	8521004
STBROSS25	8100525
STBROSSC7	8100512
STBROSSD3	8100602
STBROSSD3	8100606
STLOUSC2	7920304
STLOUSYPT15	7920302
STNSON10	8632002
STNSON10	8632004
STNSON10	8632102
STNSON10	8632104
STNSON6000	8630904
STNSONA	8630901
STNSONJR	8630402
STNSONJR	8630404
STNSONJR	8630406
STNSONL1	8630102
STNSONL1	8630114
STNSONL5	8630202
STNSONL5	8630204
STNSONL5	8630206
STNSONL5	8630210
STNSONL5	8630212
STNSONL5	8630214
STNSONSM2	8630604
STNSONSM7	8630702
STNSONSM7	8630704
STNSONSM8	8630802
STNSONSR10	8631602
STNSONSR10	8631604
STNSONSR10	8631608
STNSONSR10	8631614
STNSONSR10	8631616
STNSONSR10	8631620
STNSONSR5	8631102
STNSONSR5	8631104
STNSONSR5	8631108
STNSONSR5	8631110
STNSONSR5	8631112
STNSONSR6	8631202
STNSONSR6	8631204
STNSONSR7	8631304
STNSONSR7	8631306
STNSONSR8	8631404
STNSONSR8	8631408
STNSONSR8	8631412

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

SDR	FAA
STNSONSR8	8631416
STNSONSR9	8631502
STNSONSR9	8631504
STNSONSR9	8631508
STNSONSR9	8631518
STNSONSR9	8631526
STNSONV77	8631802
STNSONV77	8631804
STNSONW	8631902
STOLACUC1	8640202
STOLACUC1	9220102
STOLAMRC3	3080202
STOLAMRC3	3080204
STOLAMRC3	3080206
STRMAN3	8560202
STRMAN3	8560208
STRMAN4	8560302
STRMAN4	8560306
STRMAN6	8560402
SUD GY80	8681006
SUD SE210	8680206
SUPAC 14	8730402
SUPAC 14	8730404
SUPAC LA	8730202
SUPAC LA	8730204
SUPAC LA	8730206
SUPAC LA	8730208
SUPAC V	8730302
SUPAC V	8730306
SUPAC V	8730308
SWALOWSWALOW	8760102
SWALOWTP	8760202
SWRNGNSA226	8780122
SWRNGNSA226	8780404
SWRNGNSA226	8780405
SWRNGNSA226	8780406
SWRNGNSA227	8780603
SWRNGNSA227	8780610
SWRNGNSA227	8780620
SWRNGNSA26	8780102
SWRNGNSA26	8780112
SZD 41	8821641
SZD 45	8822002
SZD 48	8821648
TCRAFK21	8850906
TCRAFKD	8850402
TCRAFKD	8850404
TCRAFKD	8850408
TCRAFKD	8850410
TCRAFKD	8850412
TCRAFKD	8850414
TCRAFKD	8850415
TCRAFKD	8850416
TCRAFKD	8850420
TCRAFT15A	8850702
TCRAFT20	8851002
TCRAFTA	8850202
TCRAFTBC	8850302
TCRAFTBC	8850304
TCRAFTBC	8850306
TCRAFTBC	8850308
TCRAFTBC	8850310
TCRAFTBC	8850314
TCRAFTBC	8850316
TCRAFTBC	8850318
TCRAFTBC	8850320
TCRAFTBC	8850322
TCRAFTBC	8850323
TCRAFTBC	8850324
TCRAFTBC	9230916
TCRAFTBC	9230920
TCRAFTBC	9230928
TCRAFTBF	8850326
TCRAFTBF	8850332
TCRAFTBF	8850336
TCRAFTBF	8850340
TCRAFTBL	8850346
TCRAFTBL	8850350
TCRAFTBL	8850354
TCRAFTBL	8850356
TCRAFTTC6	8850102
TEAL TSC1A	8880102
TEAL TSC1A	8960404
TEMCO 11A	8890402
TEMCO 11A	8890404
TEMCO T35	8890601
TEMCO T35	8890602
TEMCO TT1	8890502
TH55	4471002
THUNDRAX5	05604UK
THUNDRAX5	05604UM
THUNDRAX5	05604UN
THUNDRAX5	05604UP
THUNDRAX5	8970100
THUNDRAX6	8970102
THUNDRAX6	8970104
THUNDRAX7	8970105
THUNDRAX7	8970106
THUNDRAX7	8970107
THUNDRAX7	8970108
THUNDRAX7	8970110
THUNDRAX7	8970120
THUNDRAX8	8970111
THUNDRAX8	8970112
THUNDRAX9	8970115
TIMM COLEGT	8980102
TIMM N2T	8980202
TMPSONNAVION	6150104
TMPSONNAVION	6150112
TMPSONNAVION	6150114
TMPSONNAVION	6150120
TMPSONNAVION	6150122
TMPSONNAVION	6150130
TOMCAT	2390302
TRYTEK65	0190406
TRYTEK65	0190712
TRYTEK65	0190716
TRYTEK65	0190920
TRYTEK65	0190922
TRYTEK65	0190926
TRYTEK65	0190928
TRYTEK65	0190930
TRYTEK65	0190932
TRYTEKCF	0190202
TRYTEKK	0190402
TRYTEKK	0190404
TRYTEKKC	0190204
UNIPRO113	9250302
UNIPRO70	9250202
UNIPROD145	9250502
UNIVACGC1	9230102
UNIVACGC1	9230104
UNIVACGC1	9230106
UNIVACGC1	9230108
UNIVACGC1	9230110
UNIVACGC1	9230112
UNIVAR108	9230402
UNIVAR108	9230404
UNIVAR108	9230406
UNIVAR108	9230408
UNIVAR108	9230412
UNIVAR108	9230414
UNIVAR108	9230416
UNIVAR108	9230418
UNIVAR415	0420104
UNIVAR415	0420202
UNIVAR415	0420204
UNIVAR415	0420302
UNIVAR415	0420304
UNIVAR415	0420306
UNIVAR415	0420308
UNIVAR415	0420310
UNIVAR415	0420312
UNIVAR415	0420314
UNIVAR415	0420316
UNIVAR415	0420318
UNIVAR415	0420320
UNIVAR415	0420322
UNIVAR415	0420324
UNIVAR415	0420326
UNIVAR415	0420328
UNIVAR415	0420330
UNIVAR415	0420332
UNIVAR415	0420334
UNIVAR415	0420336
UNIVAR415	0420338
UNIVAR415	0420402
UNIVAR415	0420406
UNIVAR415	0420502
UNIVAR415	0420504
UNIVAR415	0420702
UNIVAR415	0420722
UNIVAR415	0540102
UNIVAR415	0540104
UNIVAR415	5872014
UNIVAR415	5872018
VARGA 2150	5940202
VARGA 2150	5940204
VARGA 2150	9350102
VARGA 2180	9350104
VARGA 2180	9350105
VICKER668	9470706
VICKER745	9470204
VICKER745	9470402
VICKER745	9470404
VICKER745	9470602
VICKER745	9470605
VIKINGB	9520102
VIKINGB	9520104
VIZOLAA21	1870101
VLGTBWSAGITA	0550201
VOUGHTF4U	2152608
VOUGHTF4U	2152616
WACO 125	9600202
WACO 9	9600102
WACO AGC8	9600602
WACO ASO	9601202
WACO ATO	9601212
WACO AVN8	9601402
WACO BSO	9601204
WACO CRG	9601001

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

SDR	FAA
WACO CSO	9601206
WACO CTO	9601214
WACO DSO	9601208
WACO EGC	9600610
WACO GC7	9600608
WACO GXE	9600702
WACO INF	9600416
WACO JC	9600802
WACO JC	9600806
WACO JYM	9601504
WACO KNF	9600418
WACO P	9600302
WACO P	9600402
WACO Q	9600408
WACO Q	9600504
WACO Q	9601210
WACO QC6	9600640
WACO QC6	9600642
WACO QC6	9600644
WACO QC6	9600646
WACO QC6	9600648
WACO R	9600304
WACO R	9600422
WACO RE	9600902
WACO RE	9600906
WACO RE	9600910
WACO RPT	9600340
WACO S3HD	9601102
WACO U	9600306
WACO U	9600404
WACO U	9600405
WACO U	9600508
WACO U	9600510
WACO UC	9600662
WACO UC	9600664
WACO UKC	9600808
WACO UKC	9600810
WACO UKC	9600820
WACO UKC	9600822
WACO UKS	9600824
WACO UKS	9600826
WACO UKS	9600830
WACO UMF	9600410
WACO UPF7	9601302
WACO UPF7	9601304
WACO YK	9600816
WACO YK	9600818
WACO YK	9600832
WACO YK	9600834
WACO YK	9600835
WACO YK	9600838
WACO YMF	9600412
WACO YOC	9600622
WACO YOC	9600624
WACO YPF	9601602
WACO YPF	9601604
WACO YPF	9601606
WACO YPF	9601608
WACO YPF	9601610
WACO ZGC	9600609
WACO ZGC8	9600604
WESTLD30	9650160
WHITE D25	9670102
WING D1	9690302
WNDKR AC7	9720209
WSK M18	9810102
WTHRLY201	9630404
WTHRLY201	9630406
WTHRLY201	9630408
WTHRLY201	9630410
WTHRLY620	9630602
WTHRLY620	9630604
ZENITHZ6	9950102
ZLIN 526	9970212
ZLIN 526	9970222

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

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

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

SDR	FAA
ALLSN 250B	03003
ALLSN 250B	03012
ALLSN 250C	03002
ALLSN 250C	03011
ALLSN 250C	03013
ALLSN 501D	03004
ALLSN 501D	03005
ALLSN 501D	03006
AMES TRS	04501
AMTR 430	19050
AMTRMCMCCULH	42501
ARSRCHTFE731	01518
ARSRCHTPE331	01502
ARSRCHTPE331	01506
ARSRCHTPE331	01508
ARSRCHTPE331	01510
ARSRCHTPE331	01512
ARSRCHTSE331	01505
BRSDLYGIPSY	20003
CFMINTCFM56	13802
CONT 6285	17038
CONT 975	17037
CONT A40	17001
CONT A50	17002
CONT A65	17003
CONT A75	17005
CONT A80	17006
CONT C125	17011
CONT C145	17012
CONT C85	17008
CONT C90	17009
CONT E165	17013
CONT E185	17014
CONT E225	17015
CONT O200	17020
CONT O300	17022
CONT O300	17024
CONT O346	17033
CONT O360	17023
CONT O360	17025
CONT O470	17026
CONT O470	17027
CONT O470	17028
CONT O470	17029
CONT O520	17032
CONT O520	17035
CONT O520	17040
CONT O526	17030
CONT R670	17016
CONT R670	17018
DHAVXXGIPSY	20004
ENMA GIV	22000
FCD 6410	26002
FCD 6440	26003
FRNKLN4A235	27011
FRNKLN4AC150	27002
FRNKLN4AC150	27003
FRNKLN4AC150	27004
FRNKLN4AC171	27005
FRNKLN4AC176	27006
FRNKLN4AC176	27007
FRNKLN4AC199	27008
FRNKLN4AC199	27009
FRNKLN4AC199	27010
FRNKLN6A4150	27024
FRNKLN6A4165	27025
FRNKLN6A4200	27027
FRNKLN6A8215	27030
FRNKLN6AG4	27026
FRNKLN6AV335	27020
FRNKLN6AV350	27043
FRNKLN6V4	27033
FRNKLN6V6245	27036
FRNKLN6VS335	27040
GARRTTATF3	29002
GARRTTTPE331	01514
GE CF6	30020
GE CF700	30010
GE CJ610	30002
GE CJ610	30006
GE CJ805	30004
GE CJ805F	30005
GE CT58	30001
GE CT58	30008
GE CT7TP	30030
GE CT7TS	30029
GLADENB5	37501
GLADENK5	37503
GLADENR5	37504
GULF R670	31701
JACOBPR755	35006
JACOBPR755	35007
JACOBPR755	35008
JACOBSR755	35003
JACOBSR915	35005
LYC AL5512	41581
LYC ALF502	41580
LYC LTS101	41560
LYC O145	41501
LYC O145	41502
LYC O145	41503
LYC O235	41505
LYC O290	41506
LYC O320	41500
LYC O320	41508
LYC O320	41509
LYC O340	41510
LYC O360	41511
LYC O360	41513
LYC O360	41514
LYC O360	41515
LYC O360	41522
LYC O360	41524
LYC O435	41516
LYC O435	41517
LYC O435	41518
LYC O435	41519
LYC O435	41520
LYC O435	41521
LYC O435	41523
LYC O435	41525
LYC O435	41526
LYC O480	41527
LYC O480	41529
LYC O540	41530
LYC O540	41531
LYC O540	41532
LYC O540	41533
LYC O540	41534
LYC O540	41535
LYC O540	41538
LYC O541	41536
LYC O541	41539
LYC O720	41546
LYC R680	41540
LYC R680	41541
LYC R680	41542
LYC R680	41543
LYC R680	41544
LYC R680	41545
LYC T53	41552
LYC T55	41555
MNASCOC4	43504
PCKARDV1650	49001
PIGMAN5	37002
PORSCH6784	51001
PWA JFTD12	52047
PWA JT12	52042
PWA JT15	52060
PWA JT15	52112
PWA JT3C	52036
PWA JT3D	52039
PWA JT4	52037
PWA JT8	52044
PWA JT8	52046
PWA JT8	52048
PWA JT8	52049
PWA JT8	52051
PWA JT9	52050
PWA PT6	52043
PWA PT6	52053
PWA PT6T	52045
PWA R1340	52009
PWA R1340	52010
PWA R1340	52012
PWA R1340	52016
PWA R1690	52001
PWA R1830	52017
PWA R1830	52018
PWA R1830	52019
PWA R1830	52020
PWA R2000	52021
PWA R2000	52023
PWA R2800	52024
PWA R2800	52025
PWA R2800	52026
PWA R4360	52027
PWA R985	52006
PWA R985	52007
PWA R985	52008
PWA T34	52055
RROYCEDART	54504
RROYCEDART	54505
RROYCEDART	54507
RROYCEDART	54508
RROYCEDART	54509
RROYCEGIPSY	20005
RROYCEGIPSY	20006
RROYCEGIPSY	20007
RROYCEGRIFF	54501
RROYCETYNE	54510
RROYCEVIPER	10201
YAMAHAKT100	99999

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