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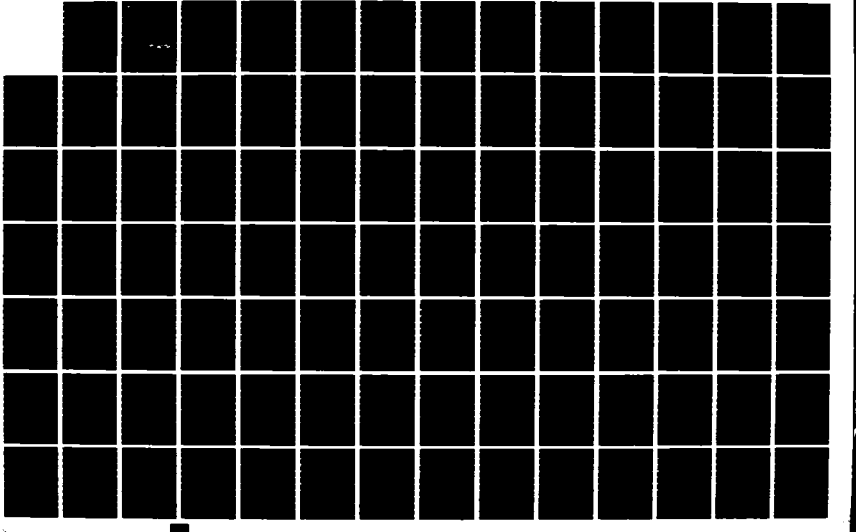
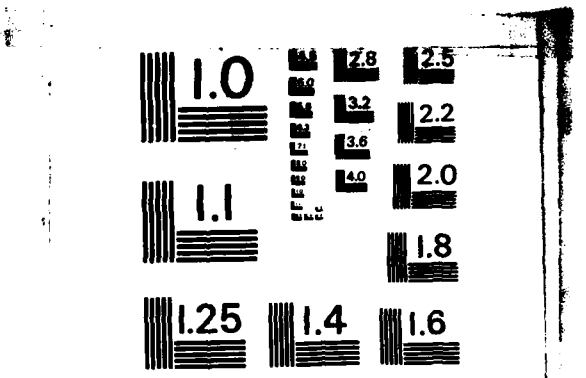
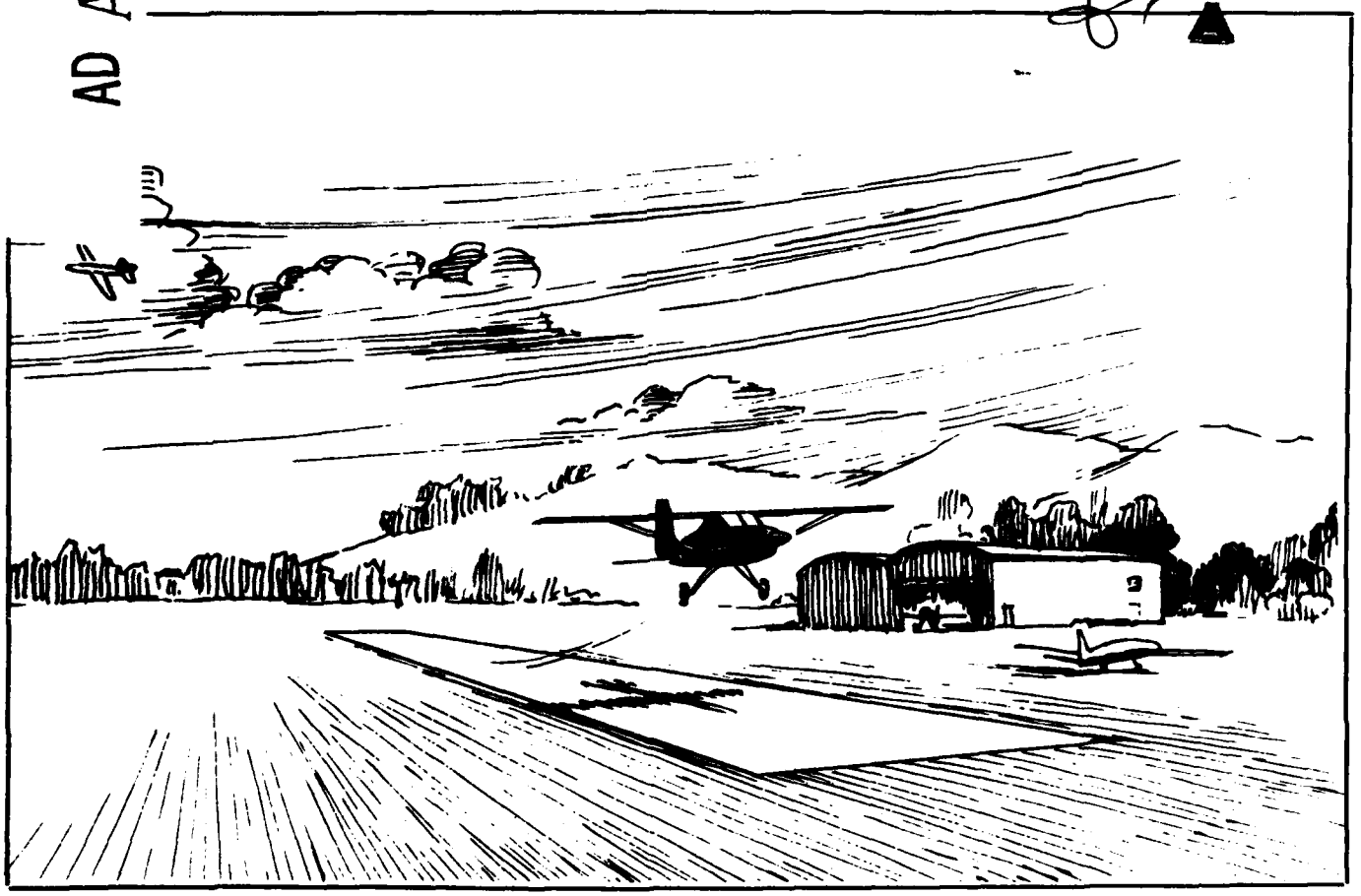




U.S. Department of Transportation
Federal Aviation Administration

General Aviation Activity and Avionics Survey

Annual Summary Report 1982 Data



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Office of Management Systems
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16. Abstract

This report presents the results and a description of the 1982 General Aviation Activity and Avionics Survey. The survey was conducted during 1983 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 10.2 percent of the general aviation fleet and obtained a response rate of 68 percent. Survey results are based upon responses but are expanded upward to represent the total population.

Survey results revealed that during 1982 an estimated 36.5 million hours of flying time were logged by the 209,779 active general aviation aircraft in the U.S. fleet, yielding a mean annual flight time per aircraft of 174 hours. The active aircraft represented about 82 percent of the registered general aviation fleet. The report contains breakdowns of these and other statistics by manufacturer/model group, aircraft type, state and region of based aircraft, and primary use. Also included are fuel consumption, lifetime airframe hours, avionics, and engine hours estimates. In addition, tables are included for detailed analysis of the avionics capabilities of the GA fleet.

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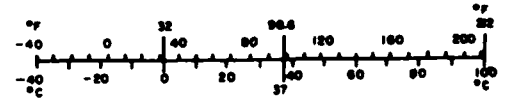
METRIC CONVERSION FACTORS

Approximate Conversions to Metric Measures

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

Approximate Conversions from Metric Measures

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



PREFACE

This report presents the results of the 1982 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 Information and Statistics Division sponsored and coordinated the activities associated with the survey. The Transportation Systems Center (TSC), under Project Plan Agreement with the FAA, 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. TSC transferred the survey responses to machine readable forms and was also responsible for printing names, addresses, and aircraft information on the survey questionnaires.

The authors would like to acknowledge contributions to this report by: Nicholas Soldo, Carolyn Edwards, and Patricia Carter, AMS-220, who guided the project and reviewed the report text; and Marilyn Marotta of Systems Development Corporation, who revised the computer programs for the 1982 survey and performed the production runs to produce the estimates contained in this report.

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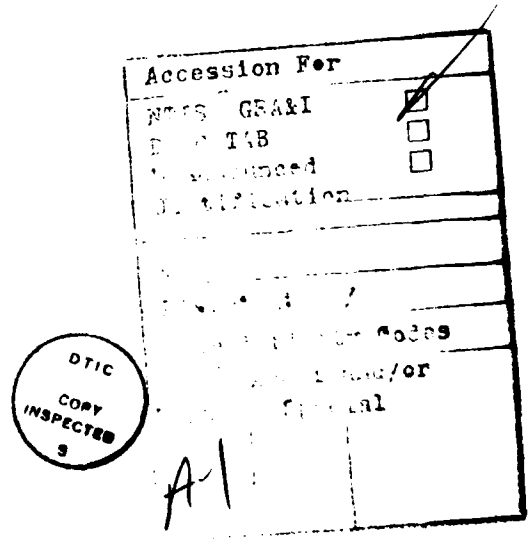

EXECUTIVE SUMMARY

This report presents the results of the sixth General Aviation Activity and Avionics Survey, conducted in 1983 by the Federal Aviation Administration to obtain information on the activities and avionics of the 1982 general aviation aircraft fleet, the major component of civil aviation in the United States. The FAA selected a statistically designed sample of about 10.2 percent of the registered general aviation fleet to participate in the survey. The sampled aircraft represented all states and FAA regions, and all of the major manufacturer/model groups of aircraft. The survey was conducted through a mailed questionnaire, yielding in total a response rate of 68 percent.

Some important survey findings appear below:

- An estimated 36.5 million hours of flying time were logged by the 209,779 active general aviation aircraft in the U.S. fleet during 1982. There was a 1.6 percent decrease in the number of active aircraft from 1981 to 1982. The active aircraft had a mean flight time per aircraft of 174 hours and represented about 82 percent of the registered general aviation fleet.

- Turbojet aircraft flew a mean of 404 hours during 1982, more than any other aircraft type. This marks a deviation from prior years, when turboprops flew the highest level of mean hours per aircraft. Turboprop aircraft were second this year, with a mean of 396 hours. Twin engine turboprops with thirteen or more seats flew almost 853 hours per aircraft. In contrast, single engine piston powered aircraft with less than four seats averaged approximately 145 hours.

- The most common primary use of general aviation aircraft was personal for an estimated 45 percent of the active fleet, followed by business for 23 percent of the fleet, and executive for almost 8 percent of the fleet.

- The most populous region in terms of based aircraft was the Great Lakes Region, which housed an estimated 18 percent of all registered general aviation aircraft, followed closely by the Western-Pacific Region with 16.7 percent. The most populous state was California, which housed 13 percent of the registered aircraft.

- Over 84 percent of the general aviation aircraft had two-way VHF communication equipment, 64 percent were equipped with 4096-code transponders, about 56 percent had at least one component of an instrument landing system, and 80 percent had some form of navigation equipment.

- An estimated 24.5 percent of general aviation aircraft had avionics equipment enabling them to fly above 18,000 feet in positive controlled airspace. Approximately 68.4 percent of the GA fleet could not fly above 12,500 feet due to avionics limitations alone.

- An estimated 42 percent of the active general aviation fleet flew by instrument flight rules (IFR) at some time during 1982.

- Over 75 percent of the total hours logged by the 1982 general aviation fleet were flown in visual meteorological (VM) conditions during the day. Aircraft flown in VM night, instrument meteorological (IM) day, and IM night conditions accounted for 11 percent, 10 percent, and 4 percent of the total hours flown, respectively.

- The general aviation aircraft fleet consumed an estimated 1,335 million gallons of fuel during 1982, 448 million gallons of aviation gasoline and 887 million gallons of jet fuel.

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1. INTRODUCTION

1.1 GENERAL

1.1.1 Purpose of Survey

The purpose of the General Aviation Activity and Avionics Survey is to provide the Federal Aviation Administration (FAA) with information on the activity and avionics of the general aviation fleet. Figure 1.1 underscores the importance of general aviation to the United States civil air fleet. During calendar year 1982 general aviation composed over 98 percent of the U.S. civil air fleet [1], accounted for 81 percent of civil operations at FAA towered airports[2], and logged over 84 percent of the total hours flown by the U.S. civil air fleet[3]. The information obtained from the survey enables the FAA to monitor the general aviation fleet so that it can, among other activities, anticipate and meet demand for National Airspace System facilities and services, assess the impact of regulatory changes on the general aviation fleet, and implement measures to assure the safe operation in the airspace of all aircraft.

1.1.2 Background

Prior to the current survey method, the FAA used the Aircraft Registration Eligibility, Identification, and Activity Report, AC Form 8050-73, in its data collection program on general aviation activity and avionics. The form, sent annually to all owners of civil aircraft in the U.S., served two purposes: (1) Part 1 was the mandatory aircraft registration renewal form, (2) Part 2 was voluntary and applied to general aviation aircraft only, asking questions on the owner-discretionary characteristics of the aircraft such as flight hours, avionics equipment, base location, and use. In 1978, the FAA replaced AC Form 8050-73 with a new system: 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 1982 statistics in this report were derived from the sixth survey, which took place in 1983. 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.

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[1] Census of U.S. Civil Aircraft, Calendar Year 1982, U.S. Department of Transportation, Federal Aviation Administration, (Washington, DC, 1983), p. 4.

[2] "FAA Air Traffic Activity, Calendar Year 1982 Report," Federal Aviation Administration, (Washington, DC, 1983).

Note: General aviation as used in this report combines both general aviation and air taxi from the source above.

[3] Air Carrier: Census of U.S. Civil Aircraft, Calendar Year 1982, U.S. Department of Transportation, Federal Aviation Administration, (Washington, DC, 1983), p. 21. General Aviation: Table 2.4

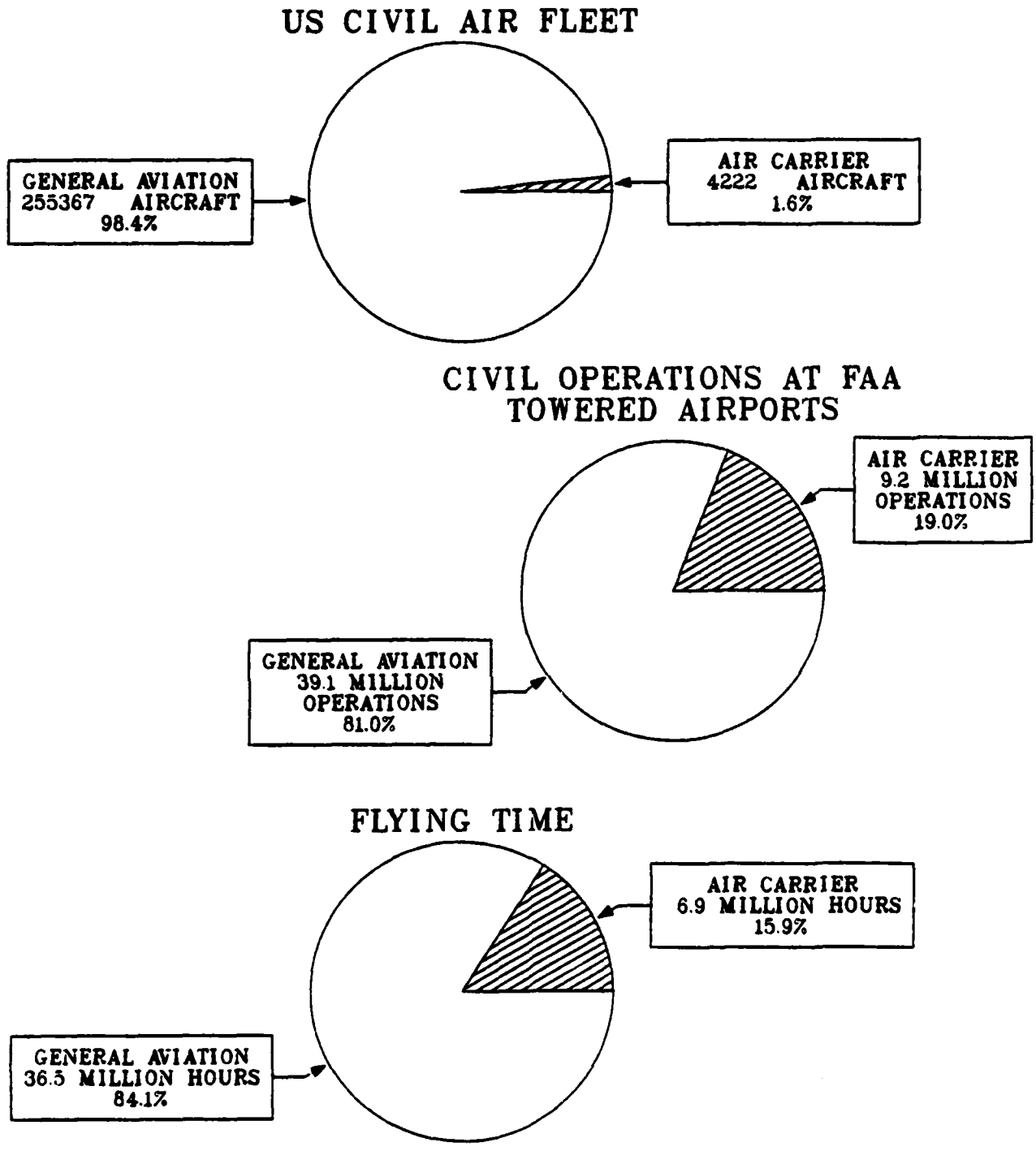

FIGURE 1-1. A CONTRAST OF GENERAL AVIATION AND AIR CARRIER ACTIVITY IN 1982

1.2 SURVEY COVERAGE

1.2.1 Aircraft

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

Part 91: General operating and flight rules.

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

Part 133: Rotorcraft external load operations.

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

Part 137: Agricultural aircraft operations.

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

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

1.2.2 Geographic

The sample survey covers general aviation aircraft registered with the United States Aircraft Registry as of December 31, 1982. Over 99 percent of these aircraft are registered to owners living in the 50 states and Washington, D.C., with about 0.15 percent (372 aircraft) registered in Puerto Rico and other U.S. territories, and 0.45 percent (1,161 aircraft) registered to owners living in foreign countries[1].

1.2.3 Content

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

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[1]Source: FAA Aircraft Registration Master File as of December 31, 1982.

1) Hours by use, IFR hours, percentage of hours flown in Instrument Meteorological (IM) and Visual Meteorological (VM) conditions during the day and evening, and fuel consumption for entire calendar year 1982,

2) Airframe hour reading and location of aircraft base as of December 31, 1982, and

3) Avionics equipment currently on board.

1.3 SURVEY METHOD

The method of collecting data for this survey was the mail questionnaire, sent to the owners of the sampled aircraft in two mailings. The first mailing in February, 1983, covered all 26,067 aircraft in the sample and had a response rate of 57 percent as shown in Table 1-1. This was about 85 percent of the total responses to the survey. The second mailing conducted in March, 1983, included only those aircraft in the sample that had not yet responded. The second mailing had a response rate of 25 percent which accounted for 15 percent of the total responses to the survey. The combined response rate for the two mailings was 68 percent.

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

SURVEY PHASE	SAMPLE SIZE (S)	NUMBER OF RESPONSES (R)	RESPONSE RATE (R/S X 100%)	PORTION OF TOTAL RESPONSE (R/TOTAL R X 100%)
FIRST MAILING	26,067	14,984	57%	85%
SECOND MAILING	10,868	2,716	25%	15%
TOTAL	26,067	17,700	68%	100%

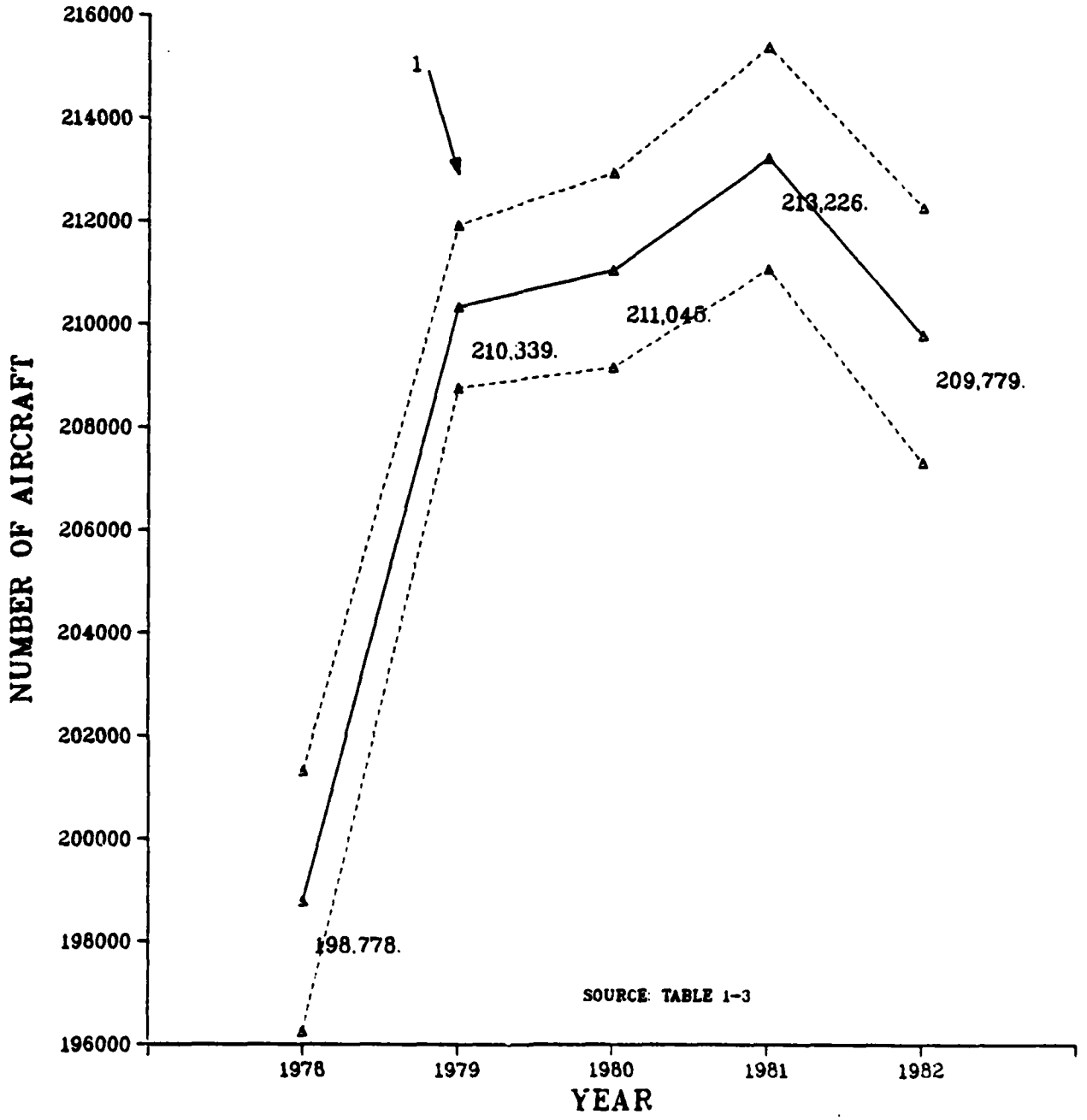
1.4 SUMMARY OF SURVEY RESULTS

1.4.1 National Scene

Results of the General Aviation Activity and Avionics Survey at the national level revealed that during 1982 an estimated 36.5 million hours of flying time were logged by the 209,779 active general aviation aircraft in the U.S. fleet, yielding a mean annual flight time per aircraft of 174 hours. These aircraft comprised 82 percent of the registered general aviation fleet. The statistics for 1982 showed a 10.3 percent decrease in flying hours, a 1.6 percent decrease in the number of active aircraft in the general aviation fleet, and a 7.5 percent decrease in mean hours per aircraft over the comparable figures for 1981. Longer-term trends for these variables are found in Figures 1.2, 1.3, and 1.4. Activity estimates for 1982 indicate an overall slowing in the growth of general aviation activity. The decrease seen in hours flown can most likely be attributed to the decline in the economy and rising aircraft operational costs. Other general aviation activity measures showed trends similar to those seen in the General Aviation Activity and Avionics Survey. For example, general aviation operations at FAA towered airports decreased by 16.6 percent from 1981 to 1982. Some of this decrease may be attributed to the air traffic controller strike which occurred during 1981. On August 3, 1981, about 11,000 controllers failed to report to work and were subsequently fired. The resultant reduced work force caused the FAA to institute certain constraints on users of the National Airspace System to assure safe and efficient operations. The strike affected traffic levels during 1982 as well as the last five months of 1981. Reductions in traffic levels due to restrictions imposed by the FAA cannot be measured precisely, because of the effects of other variables which impact traffic volumes.

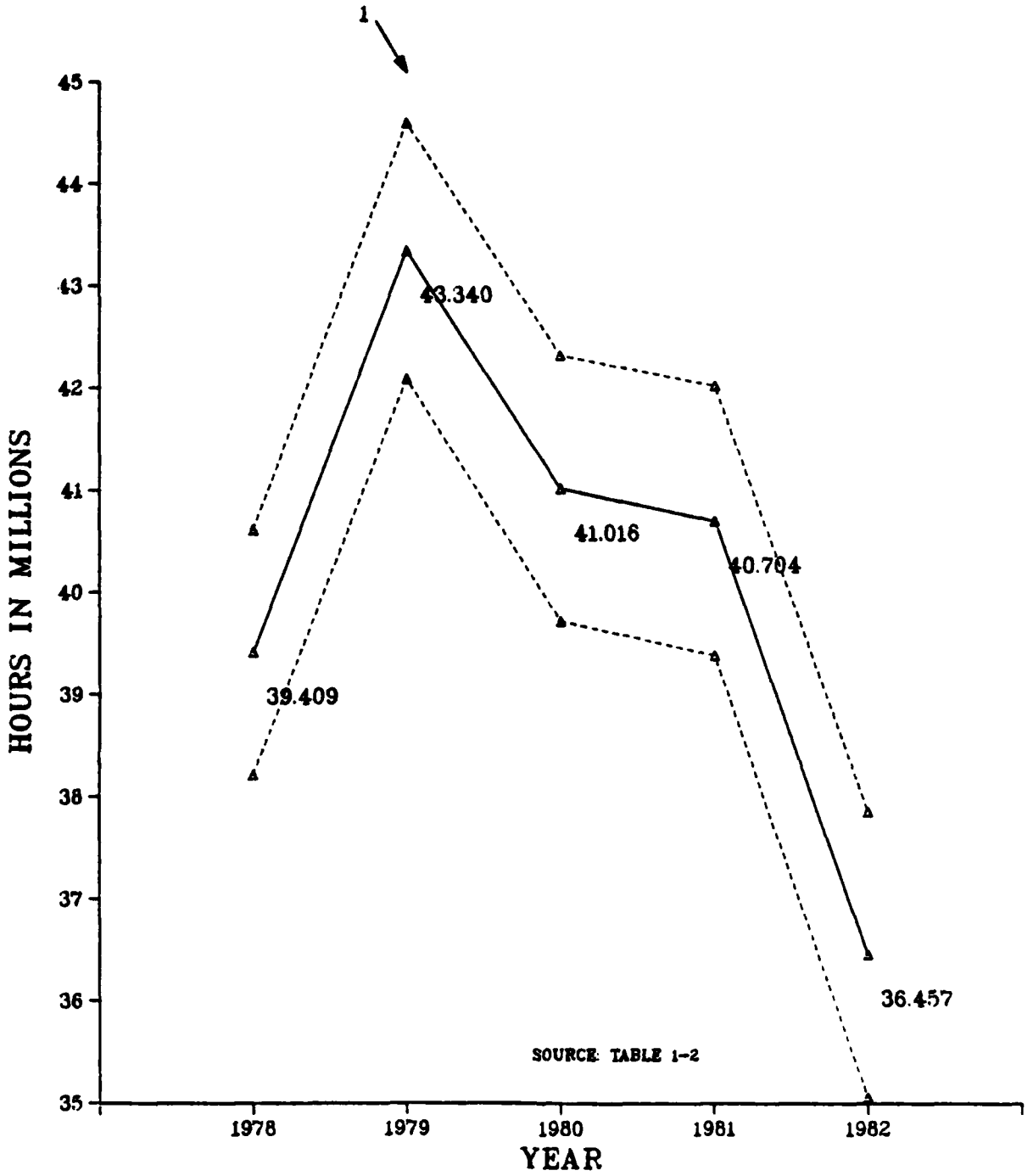
1.4.2 Results by Aircraft Type

Total flight time and the active aircraft count for the general aviation fleet grew at annual rates of 0.37 percent and 2.62 percent, respectively, from 1977 through 1982. However, significant deviations from these mean rates occurred among the individual aircraft types. Tables 1-2 and 1-3, which contain the five-year trends in growth for total hours flown and active aircraft, illustrate this point. The last column in each table reveals the compound annual growth rates by aircraft type from 1977 to 1982. Table 1-2 illustrates that the "other turboprop" aircraft category grew at the highest rate (17.28 percent) in terms of total hours flown. This group was followed by the "other turbojet" category which had a growth rate of 16.70 percent. Twin engine turboprops with 1-12 seats were third, at 12.06 percent. In contrast, the following aircraft types experienced a decline in total hours flown over the five year period: fixed wing single engine piston, fixed wing twin engine piston with 1-6 seats, fixed wing other piston, fixed wing twin engine turboprops with 13 or more seats, and rotorcraft piston. Table 1-3 shows that the other turboprops also had the highest compound annual growth rate in terms of active general aviation aircraft at 18.41 percent. The other turbojet group followed with a rate of 16.66 percent, while twin engine turboprops with 1-12 seats were third, with a growth rate of 14.23 percent. In contrast, the number of active aircraft in the fixed wing other piston and rotorcraft piston categories declined at rates of 5.11 percent and 1.87 percent, respectively, from 1977 to 1982.



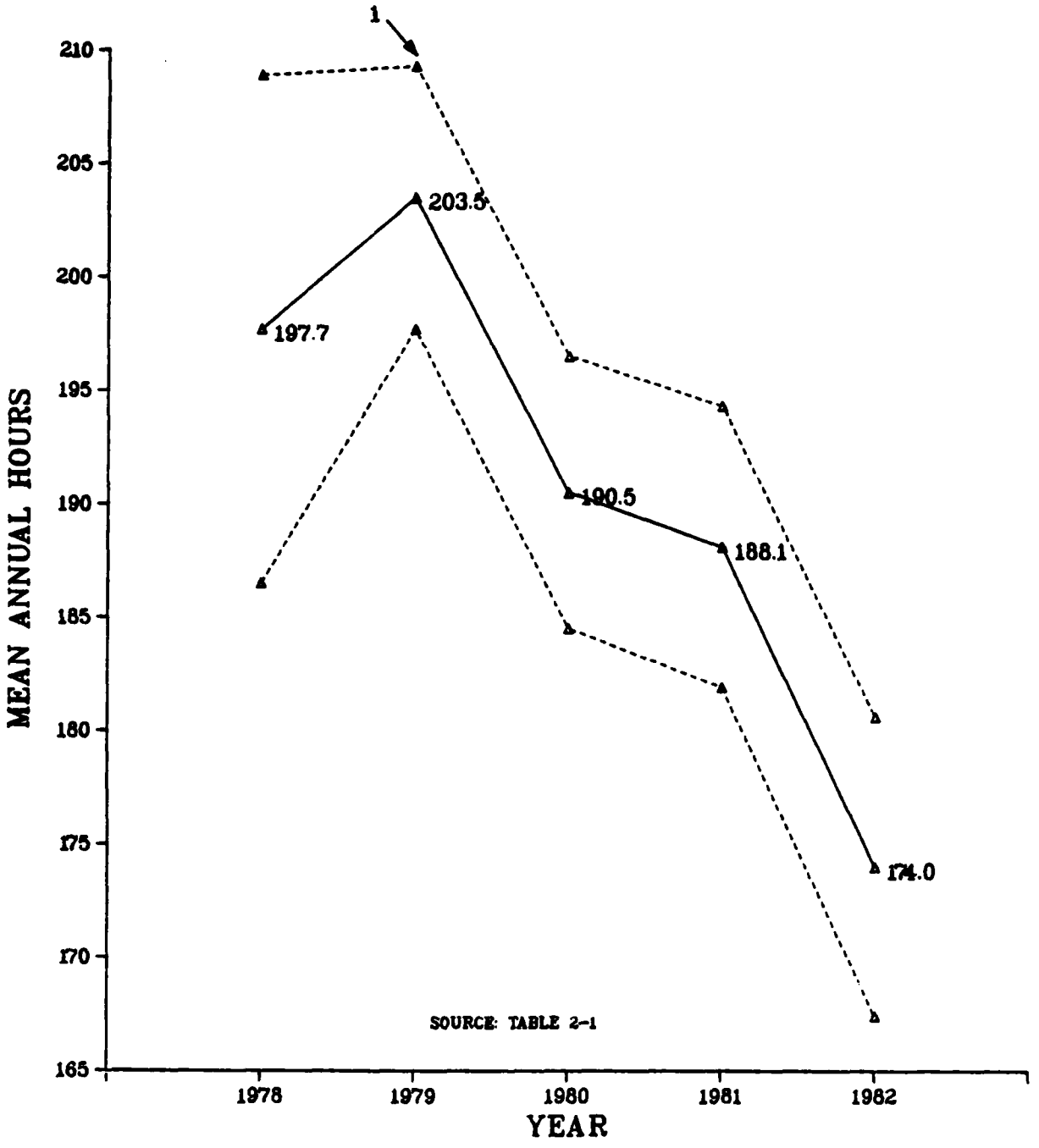
1. THE DASHED LINES REPRESENT A 95% CONFIDENCE INTERVAL FOR THE 1978 - 1982 TRUE VALUES. SEE APPENDIX B.

FIGURE 1-2. GENERAL AVIATION ACTIVE FLEET SIZE 1978-1982



1. THE DASHED LINES REPRESENT A 95% CONFIDENCE INTERVAL FOR THE 1978 - 1982 TRUE VALUES. SEE APPENDIX B.

FIGURE 1-3. GENERAL AVIATION TOTAL FLYING TIME 1978-1982



1. THE DASHED LINES REPRESENT A 95% CONFIDENCE INTERVAL FOR THE 1978 - 1982 TRUE VALUES. SEE APPENDIX B.

FIGURE 1-4. GENERAL AVIATION MEAN ANNUAL FLYING TIME FOR ACTIVE AIRCRAFT 1978-1982

TABLE 1-2 GROWTH OF GENERAL AVIATION TOTAL HOURS FLOWN BY AIRCRAFT TYPE, 1977 - 1982
(Thousands of Hours)

AIRCRAFT TYPE	1977 (Standard Error)	1978 (Standard Error)	1979 (Standard Error)	1980 (Standard Error)	1981 (Standard Error)	1982 (Standard Error)	Compound Annual Growth Rate in %
FIXED WING							
1-engine piston 1-3 seats	8,973 (629)	10,111 (570)	11,180 (384)	10,044 (399)	10,185 (399)	8,325 (374)	-1.49
1-engine piston 4+ seats	15,944 (824)	17,746 (992)	19,109 (420)	18,295 (428)	17,506 (432)	15,934 (472)	-.01
2-engine piston 1-6 seats	3,630 (202)	3,644 (241)	4,006 (148)	3,730 (172)	3,606 (144)	3,040 (177)	-3.49
2-engine piston 7+ seats	2,322 (102)	2,439 (189)	2,855 (137)	2,547 (143)	2,762 (153)	2,617 (197)	2.42
Other piston	96 (5)	104 (7)	152 (15)	130 (18)	24 (63)	33 (10)	-19.23
2-engine turboprop 1-12 seats	892 (37)	960 (49)	1,254 (57)	1,489 (55)	1,549 (68)	1,576 (116)	12.06
2-engine turboprop 13+ seats	625 (60)	622 (63)	572 (45)	964 (55)	542 (45)	520 (84)	-3.61
Other turboprop	32 (5)	24 (3)	45 (2)	56 (10)	62 (11)	71 (20)	17.28
2-engine turbojet	1,043 (49)	1,019 (44)	1,125 (39)	1,163 (52)	1,238 (48)	1,347 (98)	5.25
Other turbojet	122 (11)	176 (30)	134 (9)	169 (27)	149 (16)	264 (46)	16.70
ROTORCRAFT							
Piston	609 (90)	806 (79)	892 (97)	736 (75)	930 (108)	579 (58)	-1.01
Turbine	1,259 (93)	1,421 (135)	1,664 (108)	1,603 (115)	1,754 (150)	1,771 (145)	7.06
OTHER	245 (16)	338 (20)	353 (29)	359 (21)	391 (34)	379 (40)	9.12
TOTAL AIRCRAFT	35,792 (1,073)	39,409 (1,199)	43,340 (627)	41,016 (650)	40,704 (659)	36,456 (701)	.37

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

TABLE 1-3 GROWTH OF ACTIVE GENERAL AVIATION FLEET BY AIRCRAFT TYPE, 1977 - 1982
(Number of Aircraft)

AIRCRAFT TYPE	1977 (Standard Error)	1978 (Standard Error)	1979 (Standard Error)	1980 (Standard Error)	1981 (Standard Error)	1982 (Standard Error)	Compound Annual Growth Rate in %
FIXED WING							
1-engine piston 1-3 seats	57,340 (851)	59,185 (860)	62,362 (594)	60,505 (688)	59,914 (748)	57,670 (910)	.11
1-engine piston 4+ seats	91,960 (529)	101,466 (857)	106,028 (450)	107,930 (538)	107,983 (656)	106,503 (687)	2.98
2-engine piston 1-6 seats	15,074 (141)	15,621 (259)	16,891 (157)	16,224 (246)	16,749 (246)	16,381 (303)	1.68
2-engine piston 7+ seats	6,226 (86)	7,328 (202)	7,958 (90)	8,141 (153)	8,607 (181)	8,501 (168)	6.43
Other piston	182 (11)	221 (10)	229 (11)	212 (17)	114 (29)	140 (24)	-5.11
2-engine turboprop 1-12 seats	2,276 (15)	2,507 (68)	2,944 (13)	3,339 (41)	3,968 (46)	4,427 (45)	14.23
2-engine turboprop 13+ seats	549 (13)	566 (10)	538 (15)	627 (18)	557 (17)	610 (28)	2.13
Other turboprop	64 (4)	56 (3)	96 (3)	123 (10)	134 (5)	149 (28)	18.41
2-engine turbojet	1,959 (19)	2,115 (27)	2,309 (29)	2,551 (37)	2,808 (68)	3,309 (84)	11.05
Other turbojet	318 (10)	364 (34)	343 (6)	441 (13)	362 (23)	687 (73)	16.66
ROTORCRAFT							
Piston	2,658 (176)	2,822 (155)	3,123 (127)	2,794 (133)	3,250 (173)	2,419 (178)	-1.87
Turbine	2,067 (27)	2,492 (30)	2,740 (50)	3,207 (49)	3,724 (73)	3,749 (140)	12.65
OTHER	3,616 (69)	4,028 (75)	4,770 (114)	4,945 (142)	5,049 (179)	5,233 (211)	7.67
TOTAL AIRCRAFT	184,294 (1,034)	198,778 (1,269)	210,339 (789)	211,045 (945)	213,226 (1,078)	209,779 (1,238)	2.62

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

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

The general aviation aircraft fleet consumed an estimated 1,335 million gallons of fuel during 1982, 448 million gallons of aviation gasoline and 887 million gallons of jet fuel. From Figure 1.6, it is evident that turbojet and turboprop engines consume fuel at much higher rates than piston engines. In fact, turbojets other than those with 2 engines consume about 705 gallons of jet fuel an hour on the average. The high rates account for turbojets' burning 44 percent of all fuel consumed in 1982, as shown in Figure 1.7. Fixed wing piston aircraft account for 33 percent of the fuel consumed in 1982 due to their high representation in the general aviation fleet. Table 2-21 shows more detailed fuel consumption estimates and their standard errors.

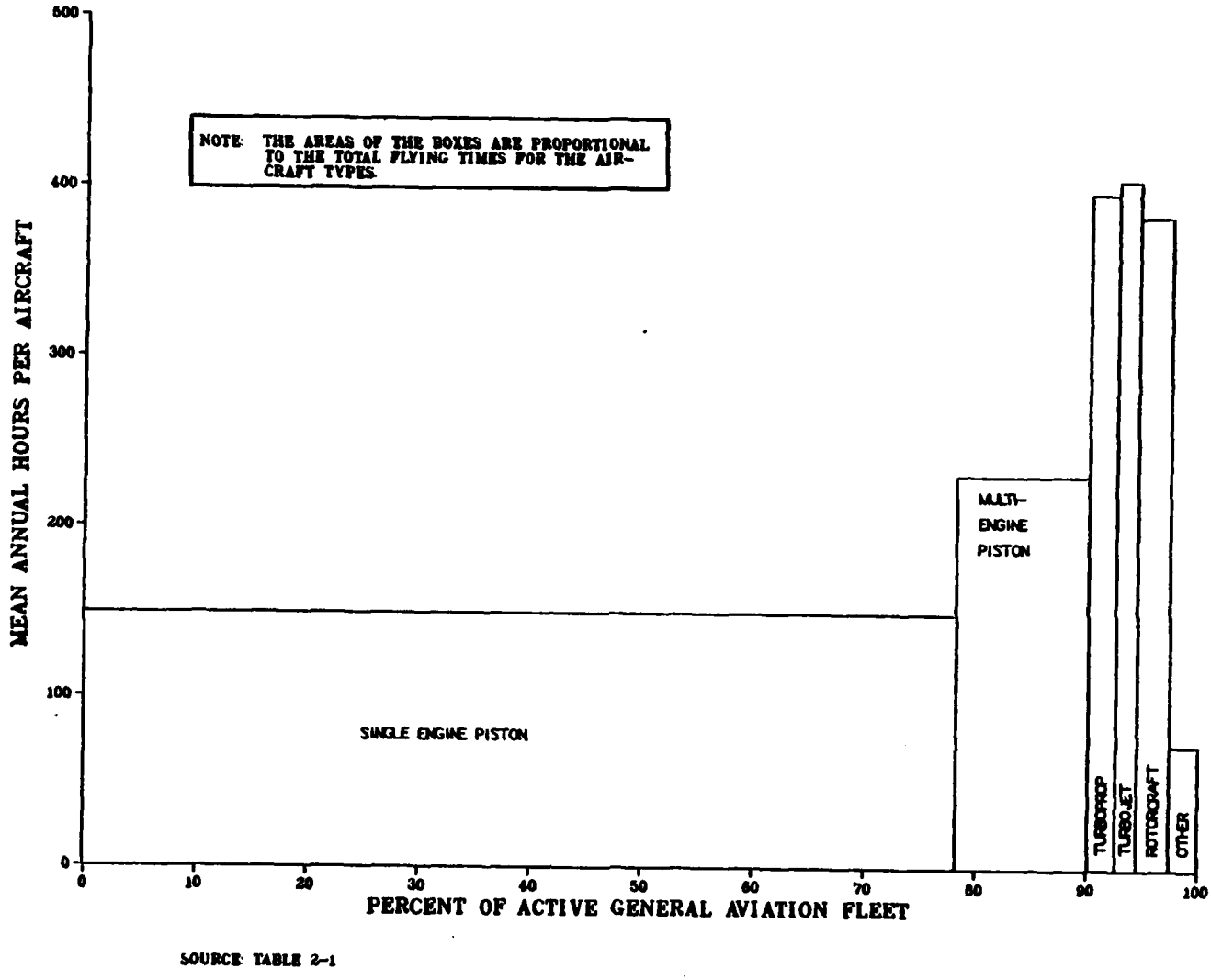
Activity of Ultralight Aircraft - For the 1982 survey, an item asking the respondent to identify whether the aircraft is an ultralight was included on the questionnaire. Approximately 0.5 percent (1,306 aircraft) of the aircraft registered in 1982 were ultralights, 935 of which were active. Ultralights flew a mean of 139.6 hours per aircraft, for a total of 125,800 hours.

1.4.3 Results by Primary Use

Like aircraft types, primary uses were differentiated by their activity characteristics, as shown in Figure 1.8. Distance along the vertical axis indicates mean hours per aircraft. Distance along the horizontal axis indicates the relative portion of the active fleet engaged in each primary use, and the area within each box is proportional to to the total flying time for each primary use. Aircraft used as commuter air carriers showed the highest individual usage with a mean of 1,014.8 hours flown per aircraft. Aircraft used for instructional purposes and as air taxis also had fairly high levels of individual usage with mean hours flown per aircraft of 334.8 and 392.5, respectively. General aviation aircraft were used most commonly for personal and business purposes, representing 45 and 23 percent of the active fleet. While total hours flown for the general aviation fleet declined by over 10 percent from 1981 to 1982, flying time for aircraft in the commuter carrier, air taxi, and other work categories increased by 10.9 percent, 13.5 percent, and 26.8 percent, respectively. These were the only categories of aircraft for which flying time increased from 1981 to 1982.

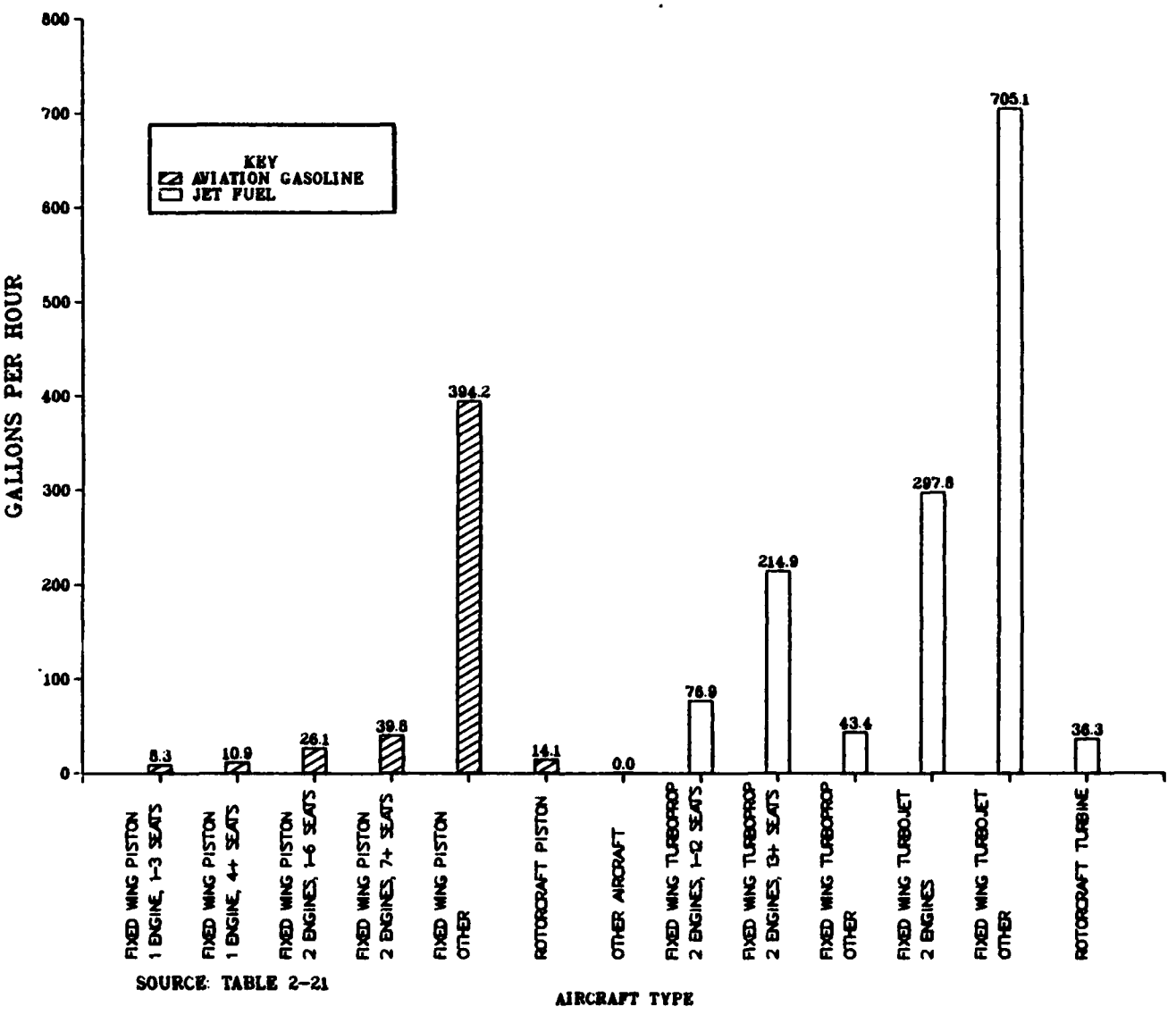
1.4.4 Results by Flying Conditions

Beginning with the 1982 survey, an item relating to the conditions in which aircraft were flown was included in the questionnaire (see item 8 on the questionnaire in



SOURCE: TABLE 2-1

FIGURE 1-5. 1982 GENERAL AVIATION ACTIVITY MEASURES BY AIRCRAFT TYPE



SOURCE: TABLE 2-21

FIGURE 1-6. 1982 MEAN FUEL CONSUMPTION RATES BY AIRCRAFT TYPE

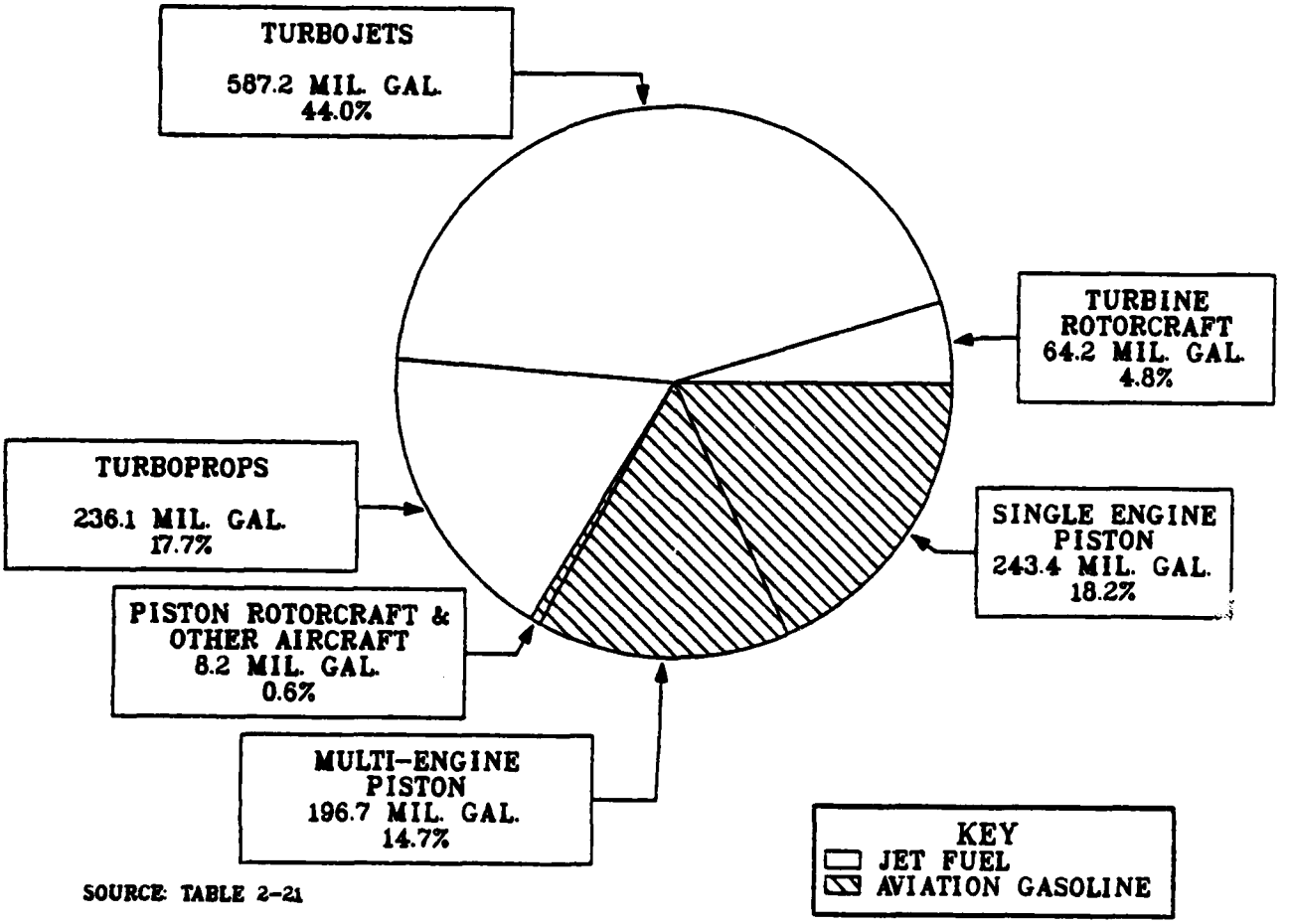
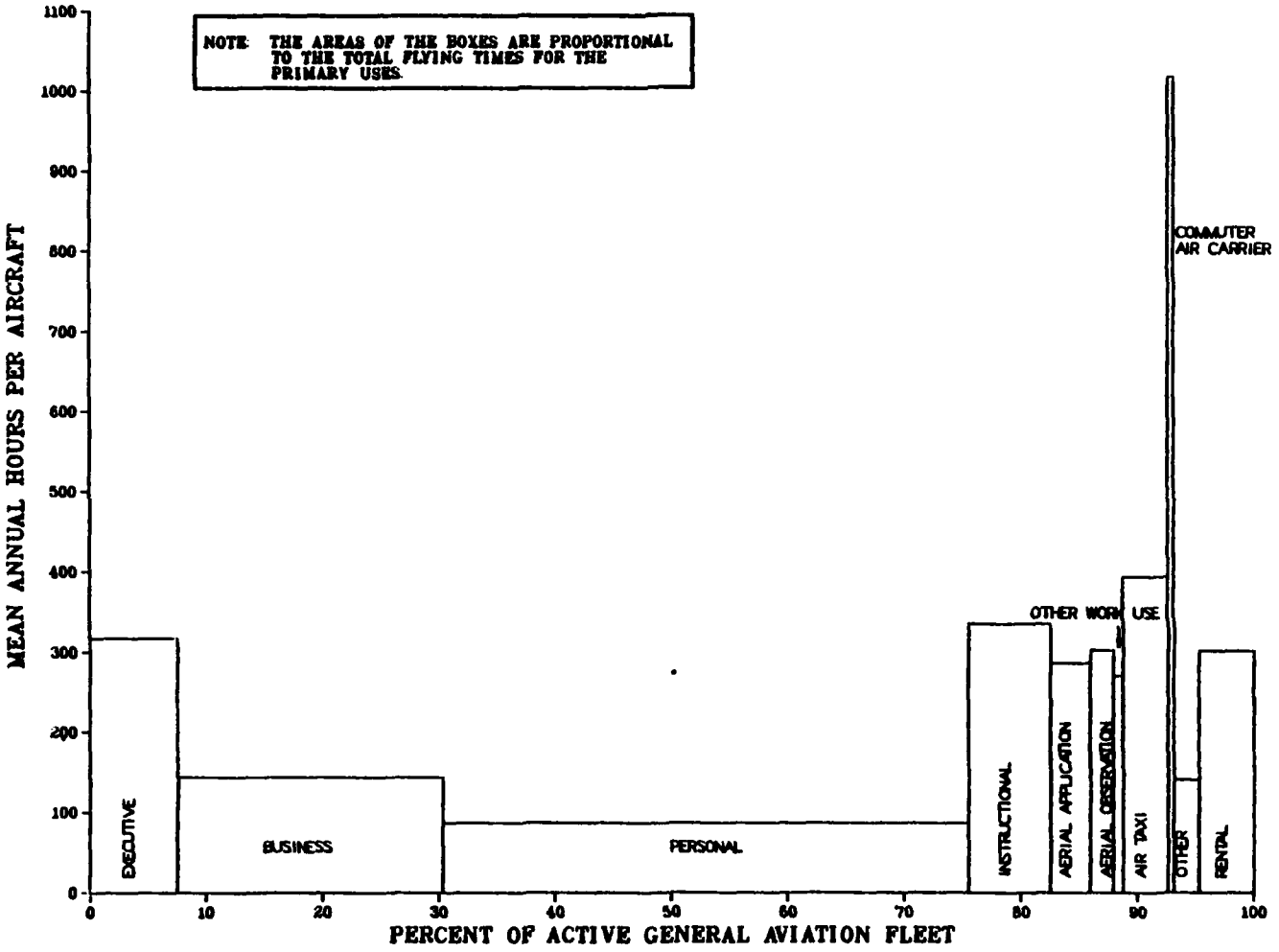


FIGURE 1-7. 1982 ESTIMATED FUEL CONSUMPTION BY AIRCRAFT TYPE



SOURCE: TABLES 2-4, 2-8

FIGURE 1-8. 1982 GENERAL AVIATION ACTIVITY MEASURES BY PRIMARY USE

Appendix A). This question asks the aircraft owner to to identify the percentage of total hours flown by the aircraft in Instrument Meteorological (IM) and Visual Meteorological (VM) conditions during day and night hours. The pie chart in Figure 1.9 illustrates the percentage of total hours flown under each of these conditions.

The chart indicates that over 75 percent of the total hours logged by the 1982 general aviation fleet were flown in VM conditions during the day. Aircraft flown in VM night, IM day, and IM night conditions accounted for 11 percent, 10 percent, and 4 percent of the total hours flown, respectively.

Single engine piston aircraft with 4+ seats flew more hours (1.9 million) in IM conditions than any other aircraft type. Twin engine piston aircraft with 7+ seats were second, with 879,243 hours. Single engine piston aircraft with 4+ seats also accounted for more hours (13.7 million) flown in VM conditions than any other aircraft type, while twin engine piston aircraft with 1-6 seats were second, with 2.4 million hours. Table 2-12 contains more data on general aviation annual hours flown by weather and light conditions by aircraft type. In terms of region of based aircraft, aircraft based in the Southern region accounted for more hours (1.15 million) flown in IM conditions than any other region. Aircraft based in the Great Lakes were second, as they accounted for about 1 million of the hours flown in IM conditions. Aircraft based in the Southern and Southwestern regions also accounted for the highest level of hours flown in VM conditions. Table 2-13 gives a detailed breakdown of general aviation annual hours flown by weather and light conditions by region of based aircraft. Table 2-14 lists general aviation annual hours flown by weather and light conditions by SDR manufacturer/model group.

1.4.5 Results by FAA Region

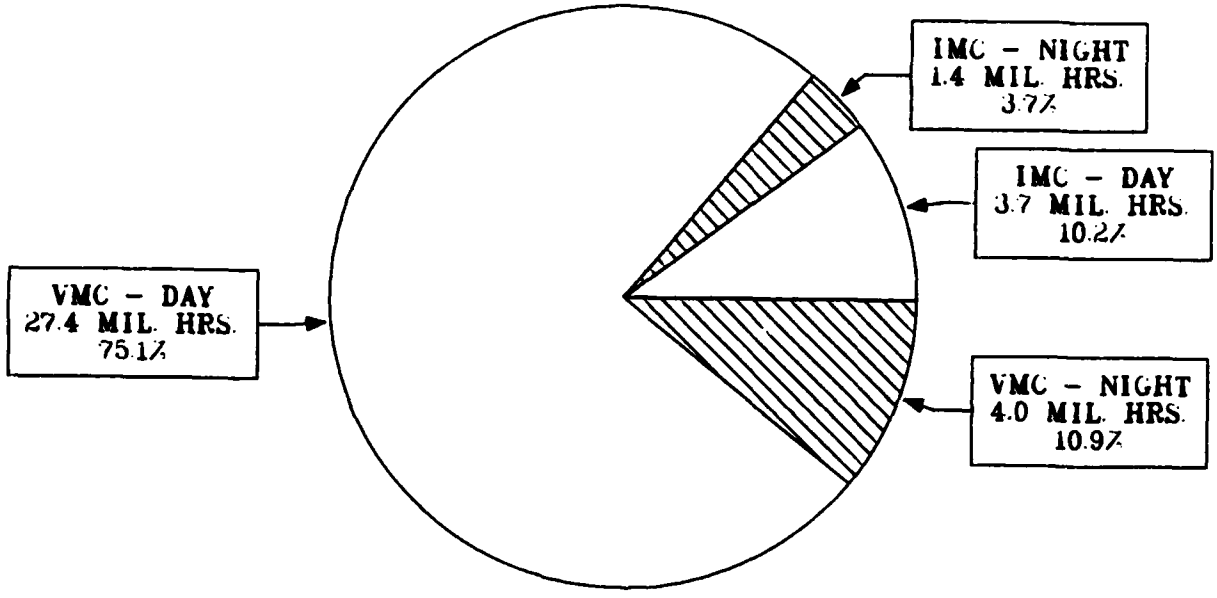
Mean aircraft usage did not differ signficantly from region to region with the exception of the Southern and European (Foreign) Regions, according to Figure 1.10. In the figure, distance along the vertical axis indicates mean annual hours per aircraft, distance along the horizontal axis indicates the relative portion of the active fleet based in each region, and the area within each box is proportional to the total flying time occurring in each region. It can be seen that the Great Lakes Region accounted for more active aircraft than any other region. The Southern Region accounted for more total flight time than any of the other regions, although the Great Lakes, Western-Pacific, and Southwestern Regions are close behind. The smallest region in continental United States was New England, with only 3 percent of the active aircraft and about 3.7 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

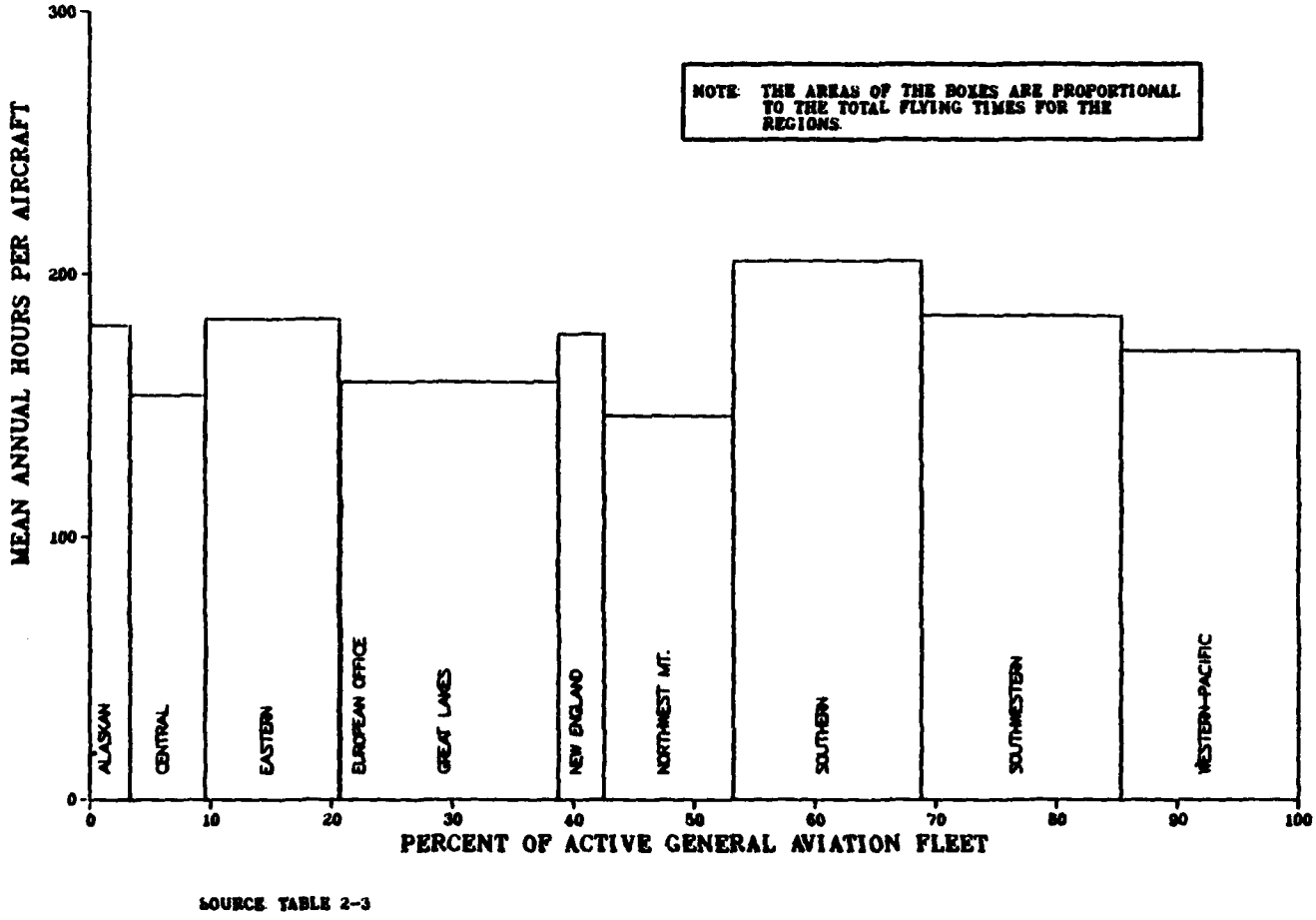
1.4.6.1 Individual Avionics Components

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 1.11. Over 84 percent of the aircraft have two-way VHF communications,



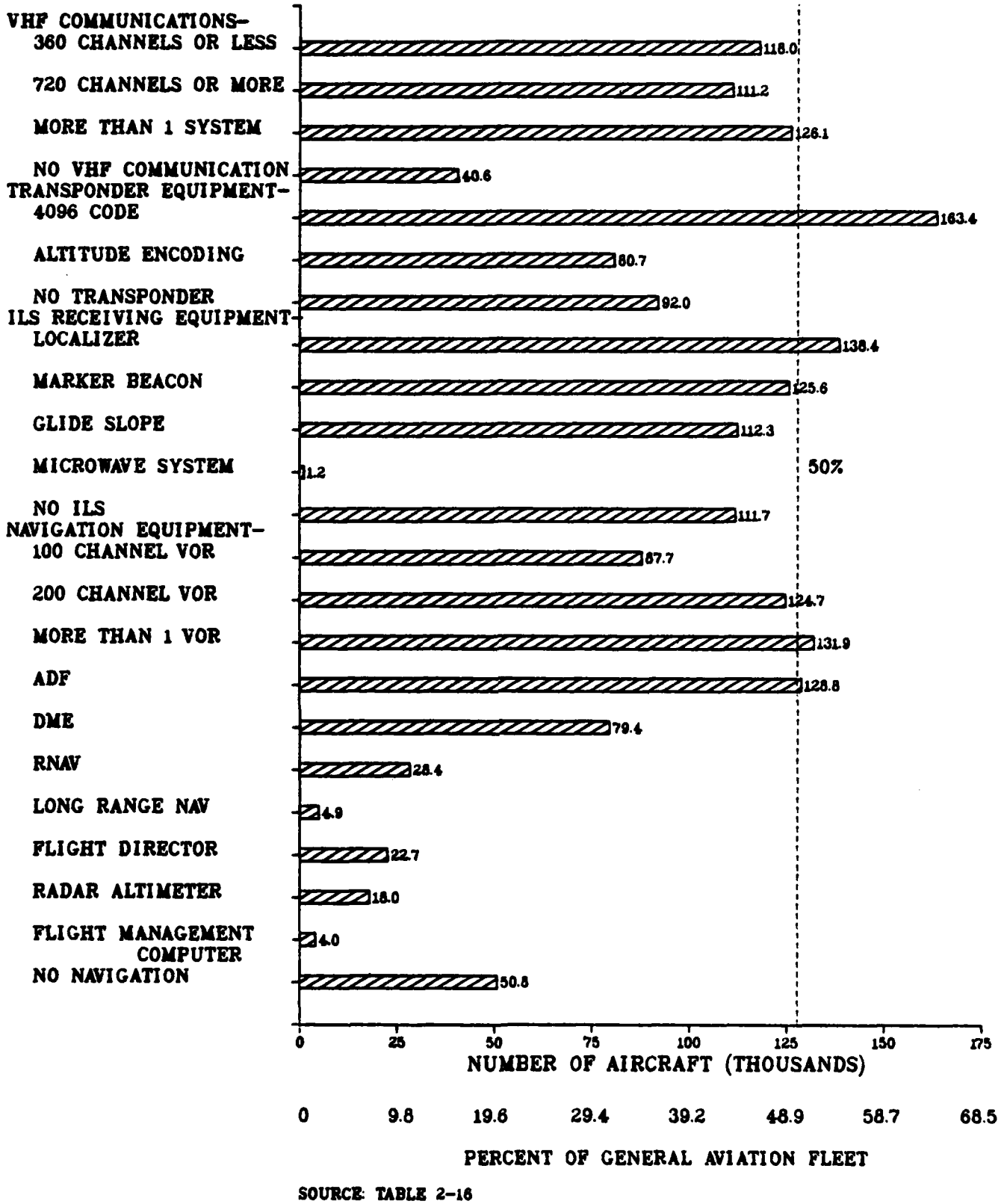
SOURCE: TABLE 2-12

FIGURE 1-9. 1982 GENERAL AVIATION ANNUAL HOURS FLOWN BY WEATHER AND LIGHT CONDITIONS



SOURCE TABLE 2-3

FIGURE 1-10. 1982 GENERAL AVIATION ACTIVITY MEASURES BY FAA REGION



SOURCE: TABLE 2-16

FIGURE 1-11. AVIONICS EQUIPMENT IN THE 1982 GENERAL AVIATION AIRCRAFT FLEET

64 percent are equipped with 4096-code transponders, 56 percent have at least one component of an instrument landing system, and over 80 percent have some form of navigation equipment. It is evident from comparing the 1982 and 1977 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 containing 4096 code transponders and altitude encoding equipment, while the percentage of aircraft containing no transponder equipment declined considerably over the five year period. In terms of VOR receivers there was a shift from 100 channel to 200 channel equipment. The proportion of the general aviation fleet with transponders increased from 53.3 percent in 1978 to 64 percent in 1982, and the proportion with at least one part of an ILS increased from 51.0 percent to 56.2 percent. The proportion of aircraft having two or more communications systems increased by more than 7.2 percent from 1978 to 1982. The proportion with two or more VOR receivers increased by 6.1 percent over the same five year period. More detailed breakdowns of avionics by aircraft type, state, region, and primary use are provided in Tables 2-15 through 2-18.

Figure 1.12 shows the portion of active aircraft of each type which engaged in IFR (Instrument Flight Rules) flight during 1982 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 1982 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.

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 National Airspace System.

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

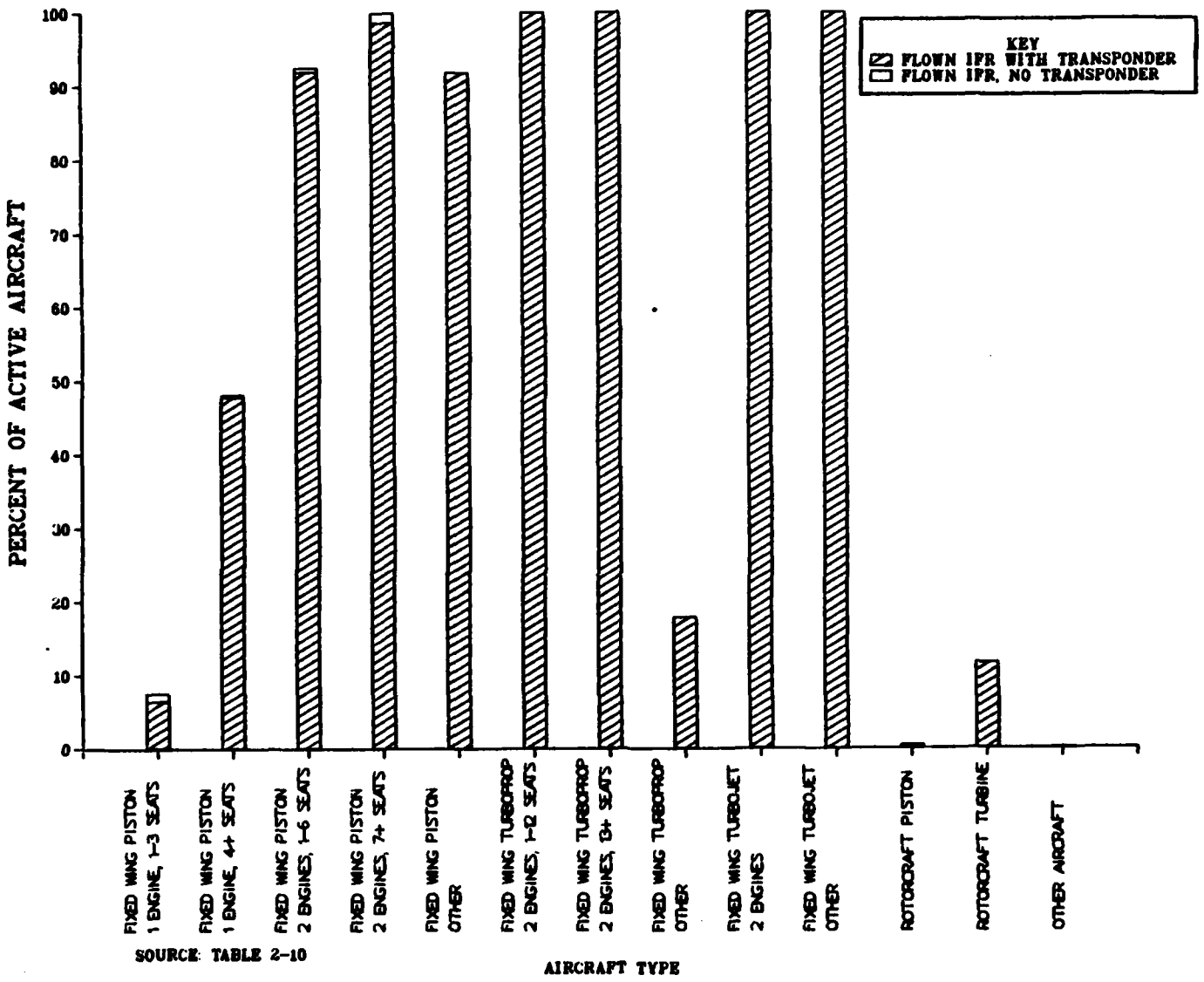

FIGURE 1-12. 1982 GENERAL AVIATION ACTIVE AIRCRAFT FLOWN IFR AND TRANSPONDER EQUIPPED

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 2-22 presents the estimates of the number of GA aircraft found in the hierarchical and non-hierarchical CG's. Examination of Table 2-22 reveals the following on the GA fleet:

a. About 24.5 percent of GA aircraft have avionics equipment enabling them to fly above 18,000 feet in positive controlled airspace. Approximately 68.4 percent of the GA fleet cannot fly above 12,500 feet due to avionics limitations alone.

b. Over 78 percent of GA aircraft are equipped to fly IFR.

c. Almost sixteen percent of the GA fleet are limited to landing at uncontrolled airports. Approximately 22 percent can land at either uncontrolled airports or Group III TCA's. Approximately 31 percent can land at any type of airport except a Group I TCA. About 31 percent can land at Group I TCA's. This proportion has increased constantly over the past 5 years.

d. In general, Table 2-22 indicates that those aircraft in the least sophisticated non-hierarchical CG's also comprise the bulk of the least sophisticated hierarchical CG's. Of the aircraft possessing none of the non-hierarchical CG equipment (i.e. NO GROUP), 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, 94 percent of the aircraft possessing a complete ILS and a radar altimeter fall into hierarchical CG 8.

TABLE 1-4. HIERARCHICAL CAPABILITY GROUPS

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

TABLE 1-4. HIERARCHICAL CAPABILITY GROUPS (CONTINUED)

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

TABLE 1-4. HIERARCHICAL CAPABILITY GROUPS (CONTINUED)

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

TABLE 1-5. NON-HIERARCHICAL CAPABILITY GROUPS

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

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

Tables 2-23 through 2-32 show distributions of hierarchical and non-hierarchical capability groups versus aircraft characteristics. These characteristics include: primary use of the aircraft, hours flown during 1982, 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.

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 2-23).

b. As non-hierarchical CG's increase in sophistication, the predominant primary uses of aircraft change from personal, to business, to business and executive. For example, executive aircraft alone compose 34 percent of the aircraft reporting both a microwave landing system and a complete ILS and about 46 percent of the aircraft reporting a complete ILS and radar altimeter, yet executive aircraft compose only 6.4 percent of the fleet (Table 2-28).

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 2-24 and 2-29).

d. Aircraft in the more sophisticated groups contain newer aircraft on the average than less sophisticated CG's (Tables 2-25 and 2-30).

e. Computed aircraft type increases in sophistication as the level of avionics increases. (Tables 2-26 and 2-31).

1.4.7 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 200 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 on mean hours and number of active engines for 81 different manufacturer/model groups of engines. Appendix E contains definitions of these groups.

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

2. TABLES OF RESULTS

TABLE 2 - 1

GENERAL AVIATION TOTAL HOURS FLOWN
BY
TYPE OF AIRCRAFT
1982

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	82090	57670	910	8324678	373691	4.5	145.5	6.1	4.2
1 ENG: 4+ SEATS	118008	106503	687	15934448	472287	3.0	151.0	4.5	3.0
1 ENGINE: TOTAL	200098	164173	1140	24259126	602245	2.5	149.1	3.6	2.4
2 ENG: 1-6 SEATS	18469	16381	303	3039903	176564	5.8	187.2	10.5	5.6
2 ENG: 7+ SEATS	10061	8501	168	2617210	196999	7.5	317.3	23.8	7.5
2 ENGINE: TOTAL	28530	24882	346	5657113	264543	4.7	230.6	10.6	4.6
PISTON: OTHER	341	140	24	33395	9549	28.6	246.8	39.2	15.9
PISTON: TOTAL	228969	189195	1192	29949634	657855	2.2	159.8	3.4	2.1
FIXED WING - TURBOPROP									
2 ENG: 1-12 SEATS	4490	4427	45	1575932	115710	7.3	355.8	25.8	7.3
2 ENG: 13+ SEATS	643	610	28	520393	84280	16.2	852.5	130.1	15.3
2 ENGINE: TOTAL	5133	5037	53	2096325	143150	6.8	394.4	25.9	6.6
TURBOPROP: OTHER	205	149	28	71217	20024	28.1	473.0	84.1	17.8
TURBOPROP: TOTAL	5338	5186	60	2167542	144544	6.7	396.3	25.4	6.4

TABLE 2 - 1

GENERAL AVIATION TOTAL HOURS FLOWN
BY
TYPE OF AIRCRAFT
1982

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	3475	3309	84	1346860	98437	7.3	407.0	27.7	6.8
TURBOJET: OTHER	889	687	73	263976	46185	17.5	385.3	52.1	13.5
TURBOJET: TOTAL	4364	3996	112	1610836	108733	6.8	404.0	24.9	6.2
FIXED WING: TOTAL	238671	198377	1199	33728012	682268	2.0	170.6	3.4	2.0
ROTORCRAFT									
PISTON	5279	2419	178	579057	57661	10.0	236.8	18.9	8.0
TURBINE	4432	3749	140	1771174	144638	8.2	474.2	33.5	7.1
ROTORCRAFT: TOTAL	9711	6169	226	2350231	155708	6.6	383.2	21.9	5.7
OTHER	6985	5233	211	378700	40432	10.7	72.4	7.2	9.9
TOTAL	255367	209779	1238	36456943	700977	1.9	174.0	3.3	1.9

TABLE 2 - 2

GENERAL AVIATION TOTAL HOURS FLOWN
BY
STATE OF BASED AIRCRAFT
1982

STATE	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF TOTAL HOURS	STANDARD ERROR
ALABAMA	2628	409	482061	115142
ALASKA	6924	639	1254965	194510
ARIZONA	4679	526	795922	126915
ARKANSAS	2994	428	540620	111783
CALIFORNIA	27848	1210	4507097	338484
COLORADO	4982	543	991768	157576
CONNECTICUT	1798	326	395829	98755
DELAWARE	586	183	105220	42182
DC	152	103	46235	33232
FLORIDA	12297	855	2784783	347125
GEORGIA	4997	549	914340	138464
HAWAII	426	158	86169	34428
IDAHO	2376	390	240781	66736
ILLINOIS	7983	684	1358051	239534
INDIANA	3074	425	467946	99881
IOWA	3455	459	550358	118448
KANSAS	3534	463	518701	100826
KENTUCKY	1525	301	466124	230531
LOUISIANA	3742	477	1338612	239921
MAINE	1109	258	148407	56525
MARYLAND	2646	404	448155	100056

TABLE 2 - 2

GENERAL AVIATION TOTAL HOURS FLOWN
BY
STATE OF BASED AIRCRAFT
1982

STATE	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF TOTAL HOURS	STANDARD ERROR
MASSACHUSETTS	2959	433	494631	116732
MICHIGAN	7065	636	1042263	158662
MINNESOTA	4493	523	782795	140933
MISSISSIPPI	2252	375	373273	88182
MISSOURI	4540	532	663160	115779
MONTANA	2193	381	290543	72757
NEBRASKA	1539	306	274925	82405
NEVADA	2018	344	519288	155151
NEW HAMPSHIRE	1197	275	248764	87596
NEW JERSEY	3858	486	880994	182137
NEW MEXICO	2323	373	363421	80071
NEW YORK	6118	604	1011037	155525
NORTH CAROLINA	3740	478	683804	139351
NORTH DAKOTA	1705	327	349529	91065
OHIO	8162	698	1251601	176872
OKLAHOMA	5440	571	694295	108337
OREGON	4789	554	486499	80881
PENNSYLVANIA	6313	611	1298370	245453
RHODE ISLAND	266	134	46570	27080
SOUTH CAROLINA	1766	339	265912	68454

TABLE 2 - 2

GENERAL AVIATION TOTAL HOURS FLOWN
BY
STATE OF BASED AIRCRAFT
1982

STATE	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF TOTAL HOURS	STANDARD ERROR
SOUTH DAKOTA	1360	285	143869	39585
TENNESSEE	2924	415	543003	108113
TEXAS	20000	1055	3266007	276719
UTAH	1196	273	204002	60069
VERMONT	532	181	56913	23309
VIRGINIA	2327	374	317093	78664
WASHINGTON	5532	567	877338	147102
WEST VIRGINIA	1227	283	154814	48315
WISCONSIN	3983	493	615821	134394
WYOMING	1462	297	213370	71489
PUERTO RICO	251	127	52284	29801
OTHER U.S. TERRITORIES	72	67	22666	23377
FOREIGN	778	228	359406	154454
TOTAL	209779	1238	36456943	700977

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

TABLE 2 - 3

GENERAL AVIATION TOTAL HOURS FLOWN
BY
REGION OF BASED AIRCRAFT
1982

REGION	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF TOTAL HOURS	STANDARD ERROR
ALASKAN	6924	639	1254964	194509
CENTRAL	13069	878	2010541	205028
EASTERN	23226	1137	4262336	353901
EUROPEAN OFFICE	261	120	28486	14033
GREAT LAKES	37825	1397	6018034	394904
NEW ENGLAND	7861	689	1392314	183654
NORTHWEST MT.	22530	1126	3296718	257619
SOUTHERN	32604	1324	6700125	459140
SOUTHWESTERN	34690	1347	6419610	406306
WESTERN-PACIFIC	35146	1338	5990741	393311
TOTAL	209779	1238	36456943	700977

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

TABLE 2 - 4

GENERAL AVIATION TOTAL HOURS FLOWN
BY
AIRCRAFT TYPE AND PRIMARY USE
1982

AIRCRAFT TYPE	EXECU-TIVE	BUSI-NESS	PERSO-NAL	INSTRUC-TIONAL	AERIAL APPL	AERIAL OBS	OTHER WORK	COMMUTER CARRIER	AIR TAXI	OTHER	RENTAL	TOTAL
FIXED WING												
FIXED WING - PISTON												
1 ENG: 1-3 SEATS												
EST.TOT.HOURS	4719	264583	2426487	3089267	1567753	207079	177135	135	30835	74682	528083	8324678
% STD. ERROR	69.1	15.0	4.8	10.4	10.8	23.7	33.3	92.7	69.9	31.8	21.2	4.5
1 ENG: 4+ SEATS												
EST.TOT.HOURS	558494	4698276	5132457	1413022	166904	649504	101427	125769	852273	61513	2268578	15934448
% STD. ERROR	21.4	5.2	5.6	15.1	55.8	25.3	38.6	62.7	18.4	35.5	11.2	3.0
1 ENGINE: TOTAL												
EST.TOT.HOURS	563842	4950256	7552369	4507382	1737376	858509	278730	127214	882639	135963	2796676	24259126
% STD. ERROR	21.2	5.0	4.1	8.6	10.9	19.3	25.4	55.6	17.9	23.6	9.9	2.5
2 ENG: 1-6 SEATS												
EST.TOT.HOURS	732930	1138230	331352	158996	28791	38931	730	0	550259	37423	41981	3039903
% STD. ERROR	16.7	9.2	16.0	60.3	75.5	56.1	53.2	0.0	21.4	40.0	52.3	5.8

TABLE 2 - 4

GENERAL AVIATION TOTAL HOURS FLOWN
BY
AIRCRAFT TYPE AND PRIMARY USE
1982

AIRCRAFT TYPE	EXECU-TIVE	BUSI-NESS	PERSO-NAL	INSTRUC-TIONAL	AERIAL APPL	AERIAL OBS	OTHER WORK	COMMUTER CARRIER	AIR TAXI	OTHER	RENTAL	TOTAL
2 ENG: 7+ SEATS												
EST.TOT.HOURS	864351	471342	71112	24315	8885	31610	28743	535981	564515	66725	10575	2617210
% STD. ERROR	12.5	17.7	30.0	57.9	17.4	55.4	33.7	33.2	18.4	42.4	68.8	7.5
2 ENGINE: TOTAL												
EST.TOT.HOURS	1596558	1605233	402401	183911	40803	70492	30243	535981	1112671	102694	52661	5657113
% STD. ERROR	10.3	8.2	14.2	52.9	54.2	39.8	30.3	33.2	14.2	30.6	42.9	4.7
PISTON: OTHER												
EST.TOT.HOURS	286	72	39	0	3049	287	468	13990	182	4033	11000	33395
% STD. ERROR	134.9	162.9	139.8	0.0	44.0	105.7	162.9	55.2	89.2	36.9	38.5	28.6
PISTON: TOTAL												
EST.TOT.HOURS	2163227	6563406	7954371	4691665	1789622	930425	306674	675204	1995757	241444	2859728	29949634
% STD. ERROR	9.5	4.3	3.9	8.5	10.6	18.1	23.8	28.3	11.3	18.6	9.7	2.2
FIXED WING - TURBOPROP												
2 ENG: 1-12 SEATS												
EST.TOT.HOURS	1061331	151317	3511	0	0	10657	0	91361	222356	20808	15620	1575932
% STD. ERROR	8.7	33.8	115.3	0.0	0.0	128.3	0.0	84.3	31.2	59.4	107.0	7.3
2 ENG: 13+ SEATS												
EST.TOT.HOURS	124122	1081	0	0	0	0	0	316798	36142	42250	0	520393
% STD. ERROR	28.9	424.4	0.0	0.0	0.0	0.0	0.0	32.1	87.7	64.3	0.0	16.2

TABLE 2 - 4

GENERAL AVIATION TOTAL HOURS FLOWN
BY
AIRCRAFT TYPE AND PRIMARY USE
1982

AIRCRAFT TYPE	EXECU-TIVE	BUSI-NESS	PERSO-NAL	INSTRUC-TIONAL	AERIAL APPL	AERIAL OBS	OTHER WORK	COMMUTER CARRIER	AIR TAXI	OTHER	RENTAL	TOTAL
2 ENGINE: TOTAL												
EST.TOT.HOURS	1176650	152144	3511	0	0	10657	0	398168	251609	52040	15620	2096325
% STD. ERROR	8.3	33.7	115.3	0.0	0.0	128.3	0.0	33.7	29.5	42.0	107.0	6.8
TURBOPROP: OTHER												
EST.TOT.HOURS	2120	0	85	0	62527	321	1734	481	2592	1135	0	71217
% STD. ERROR	191.0	0.0	295.1	0.0	26.1	295.1	183.8	31.5	13.3	93.8	0.0	28.1
TURBOPROP: TOTAL												
EST.TOT.HOURS	1178724	152144	3660	0	62527	11214	1734	397740	254217	53633	15620	2167542
% STD. ERROR	8.3	33.7	108.4	0.0	26.1	118.9	183.8	33.5	29.2	40.1	107.0	6.7
FIXED WING - TURBOJET												
2 ENGINE TURBOJET												
EST.TOT.HOURS	971543	80639	18512	0	0	0	0	10700	228342	37124	0	1346860
% STD. ERROR	9.9	50.1	97.9	0.0	0.0	0.0	0.0	137.5	38.0	85.9	0.0	7.3
TURBOJET: OTHER												
EST.TOT.HOURS	226758	4232	0	0	0	0	0	23548	0	9438	0	263976
% STD. ERROR	17.7	233.1	0.0	0.0	0.0	0.0	0.0	104.7	0.0	151.4	0.0	17.5
TURBOJET: TOTAL												
EST.TOT.HOURS	1198247	84594	18512	0	0	0	0	33628	228342	47595	0	1610836
% STD. ERROR	8.7	49.0	97.9	0.0	0.0	0.0	0.0	83.3	38.0	74.7	0.0	6.8

TABLE 2 - 4

GENERAL AVIATION TOTAL HOURS FLOWN
BY
AIRCRAFT TYPE AND PRIMARY USE
1982

AIRCRAFT TYPE	EXECU-TIVE	BUSI-NESS	PERSO-NAL	INSTRUC-TIONAL	AERIAL APPL	AERIAL OBS	OTHER WORK	COMMUTER CARRIER	AIR TAXI	OTHER	RENTAL	TOTAL
FIXED WING: TOTAL												
EST.TOT.HOURS	4530785	6802477	7976705	4691665	1844909	941610	308335	1086012	2478246	339164	2875469	33728012
% STD. ERROR	5.8	4.2	3.9	8.5	10.4	17.9	23.8	21.6	10.2	17.4	9.7	2.0
ROTORCRAFT												
PISTON												
EST.TOT.HOURS	24728	26029	16135	92852	169382	129394	14224	0	9072	93082	824	579057
% STD. ERROR	34.5	41.5	33.3	26.8	18.2	28.0	58.3	0.0	49.1	34.7	155.6	10.0
TURBINE												
EST.TOT.HOURS	430956	32379	8859	32773	26790	181828	133509	0	709381	188538	32299	1771174
% STD. ERROR	21.9	50.0	55.3	65.8	41.7	35.7	42.3	0.0	18.0	30.4	124.2	8.2
ROTORCRAFT: TOTAL												
EST.TOT.HOURS	455683	58798	25084	125411	196087	313131	147917	0	721241	280941	33786	2350231
% STD. ERROR	20.2	31.3	27.8	24.2	16.7	23.3	37.3	0.0	17.6	23.8	113.2	6.6
OTHER												
EST.TOT.HOURS	627	536	178766	101470	0	6345	14109	0	2088	25126	50759	378700
% STD. ERROR	90.1	40.6	11.2	32.9	0.0	66.3	52.6	0.0	86.7	34.7	33.4	10.7
TOTAL												
EST.TOT.HOURS	4983213	6861454	8182195	4924049	2043005	1255775	467294	1086012	3187468	637975	2961319	36456943
% STD. ERROR	3.8	3.2	3.5	5.8	6.0	10.8	13.6	12.0	5.6	12.4	5.9	1.9

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

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
OTHER 01	12516	368521	59929	16.3	60.3	8.9	14.7
OTHER 02	2493	254585	69320	27.2	121.3	31.7	26.2
OTHER 03	1183	114442	23034	20.1	126.8	21.1	16.7
OTHER 04	631	61711	34373	55.7	175.4	80.8	46.1
OTHER 05	61	9781	4043	41.3	438.2	137.0	31.3
OTHER 06	1460	512025	112578	22.0	366.1	79.3	21.7
OTHER 07	354	282662	75806	26.8	878.0	220.0	25.1
OTHER 08	116	5969	3378	56.6	126.1	44.6	35.4
OTHER 09	1601	574622	88501	15.4	405.0	57.0	14.1
OTHER 10	623	106704	48370	45.3	301.7	106.9	35.4
OTHER 11	1728	16217	6729	41.5	45.2	13.3	29.4
OTHER 12	1095	500024	79522	15.9	514.6	71.0	13.8
OTHER 13	3228	121492	18523	15.2	57.9	7.4	12.7
AIRPTSA	240	11721	4387	37.4	66.3	18.3	27.6
AIRTRCAT300	350	109379	15626	14.3	312.5	44.6	14.3
AMD FALC20	216	82888	7928	9.6	383.7	36.7	9.6
AMD FALC50	82	38841	3051	7.9	473.7	37.2	7.9
ARCTICS1A	91	1521	213	14.0	41.8	4.5	10.7
ARONCA15	199	8974	3525	39.3	67.8	15.8	23.3
ARONCA65	138	3522	1532	43.5	49.3	3.3	6.6
ARONCAC3	58	110	29	26.2	14.0	2.4	17.2

NOTE: SEE PAGE 2-36 FOR CODING

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
AVIAN FALCON	26	836	109	13.1	36.0	4.3	12.0
AYRES S2	839	244677	40536	16.6	361.9	46.4	12.8
AYRES S2T	60	36115	6348	17.6	639.3	67.7	10.6
BALWKSFIRFLY	927	46349	10148	21.9	54.1	11.5	21.2
BEAGLEB206	31	2001	477	23.8	74.1	16.5	22.3
BEECH 100	269	98789	14849	15.0	367.2	55.2	15.0
BEECH 17	185	3626	516	14.2	47.4	5.1	10.7
BEECH 18	896	118426	14454	12.2	254.3	27.8	10.9
BEECH 200	737	292589	39596	13.5	397.0	53.7	13.5
BEECH 23	2819	412148	70717	17.2	155.8	26.3	16.9
BEECH 33	1636	172762	23917	13.8	112.7	14.7	13.0
BEECH 35	6770	646818	45074	7.0	106.1	6.7	6.3
BEECH 36	1776	365227	46145	12.6	223.7	25.5	11.4
BEECH 45	290	30774	13221	43.0	132.0	46.9	35.5
BEECH 50	338	37870	13219	34.9	170.9	33.9	19.9
BEECH 55	2238	381721	59073	15.5	189.9	27.5	14.5
BEECH 58	1361	292684	42863	14.6	232.1	31.1	13.4
BEECH 60	418	81682	20121	24.6	196.3	48.0	24.4
BEECH 65	139	38133	12251	32.1	277.7	88.8	32.0
BEECH 80	192	33532	9081	27.1	243.8	61.0	25.0
BEECH 90	667	224706	33417	14.9	336.9	50.1	14.9

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
BEECH 95	459	63048	15176	24.1	137.4	33.1	24.1
BELL 204	153	16976	1368	8.1	160.5	11.4	7.1
BELL 206	2114	958520	103272	10.8	495.3	49.9	10.1
BELL 47	1446	197618	36444	18.4	242.7	33.4	13.8
BLANCA11	896	8263	5849	70.8	49.1	6.6	13.4
BLANCA1413	263	2626	1309	49.8	43.8	6.6	15.1
BLANCA1419	280	7379	2479	33.6	47.8	13.0	27.2
BLANCA17	1034	83405	8994	10.8	82.6	8.7	10.5
BLANCA7	5714	313438	25999	8.3	80.8	6.2	7.6
BLANCA8	711	92126	11615	12.6	133.9	16.6	12.4
BNORM BN2	118	100537	22274	22.2	884.6	174.6	19.7
BOEING75	1887	93732	32749	34.9	107.8	30.7	28.5
BOEINGB17	15	207	122	58.6	73.0	0.0	0.0
BOEINGC97	15	138	24	17.1	65.0	0.4	0.6
CAMRONMODELO	136	4948	491	9.9	40.4	3.7	9.2
CESSNA120	860	35390	3566	10.1	55.1	5.1	9.3
CESSNA140	2307	77853	10403	13.4	54.5	5.6	10.4
CESSNA150	19509	3627478	247938	6.8	208.5	13.7	6.5
CESSNA170	2397	162295	38654	23.8	87.9	19.6	22.3
CESSNA172	24709	4374922	269497	6.2	186.8	11.3	6.1
CESSNA175	1297	60093	7662	12.8	54.5	6.5	11.8

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
CESSNA177	2895	284920	38565	13.5	106.1	13.6	12.9
CESSNA180	2682	445285	158558	35.6	185.6	65.4	35.2
CESSNA182	13600	1716977	120352	7.0	133.7	9.1	6.8
CESSNA185	1538	413818	100592	24.3	315.0	69.7	22.1
CESSNA188	1833	455387	61669	13.5	276.7	33.3	12.0
CESSNA195	483	16029	3540	22.1	58.2	10.0	17.8
CESSNA205	192	12352	9042	73.2	93.2	61.0	65.4
CESSNA206	2976	600583	100628	16.8	219.1	35.5	16.2
CESSNA207	394	199438	49598	24.9	516.5	124.7	24.1
CESSNA210	6157	987228	92048	9.3	169.6	15.3	9.0
CESSNA305	255	25907	7003	27.0	153.5	27.7	18.0
CESSNA310	3225	468202	54844	11.7	163.5	17.7	10.8
CESSNA320	335	30772	8694	28.3	111.6	25.7	23.0
CESSNA337	1244	130572	26029	19.9	112.1	21.5	19.2
CESSNA340	929	278132	44384	16.0	309.2	47.1	15.2
CESSNA401	249	48362	18422	38.1	230.5	79.9	34.7
CESSNA402	737	356599	106576	29.9	497.5	146.8	29.5
CESSNA411	173	19834	2795	14.1	148.4	17.2	11.8
CESSNA414	773	192313	39169	20.4	281.3	51.0	18.1
CESSNA421	1301	296467	50044	16.9	241.9	38.9	16.1
CESSNA500	501	192273	41897	21.8	383.8	83.6	21.8

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
CHILD S1	199	6035	2757	45.7	30.3	13.9	45.7
COMWTH185	107	1165	326	28.0	36.7	7.6	20.8
CONAERLA4	450	56628	5647	10.0	125.8	12.5	10.0
CURTISC46	45	4460	1714	38.4	321.1	58.0	18.1
CURTISTRVAIR	183	2570	469	18.2	63.4	9.3	14.6
CVAC 240	45	244	133	54.5	50.0	0.0	0.0
CVAC BT13	95	345	314	91.0	16.8	4.0	23.9
CVAC P4Y	8	822	93	11.3	144.6	10.8	7.5
DHAV DHC1	86	2120	611	28.8	32.1	8.4	26.3
DHAV DHC2	306	56458	6766	12.0	295.8	31.0	10.5
DHAV DHC6	79	83203	26576	31.9	1104.5	327.0	29.6
DHAVXXDH82	83	2141	335	15.6	40.9	5.2	12.8
DOUG A26	49	511	188	36.7	27.0	7.7	28.3
DOUG DC3	429	56862	12711	22.4	265.4	48.2	18.2
DOUG DC4	83	3250	2753	84.7	135.0	42.1	31.2
DOUG DC6	104	2348	1615	68.8	47.9	30.0	62.8
DOUG DC7	41	11991	4290	35.8	379.8	125.5	33.0
EMAIR MA1	22	3290	642	19.5	199.4	35.8	17.9
EMB 110	73	118821	15699	13.2	1627.7	215.1	13.2
ENSTRMF28	438	74494	24227	32.5	218.5	51.9	23.7
FLEET 168	24	49	41	84.1	20.0	5.2	26.0

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
FRCHLD24	289	2201	389	17.6	33.9	3.3	9.8
FRCHLDC119	34	1659	168	10.2	96.9	5.1	5.2
FRCHLDFH1100	72	3458	941	27.2	94.5	22.5	23.8
FRCHLDM62	223	3026	565	18.7	37.1	4.3	11.6
GLASFLH301	119	6079	594	9.8	64.9	5.2	8.1
GRTLKS2T1	181	13016	6560	50.4	99.0	35.5	35.9
GRUMANG21	44	2578	1012	39.3	159.0	16.9	10.6
GRUMANTBM	35	519	97	18.8	27.5	3.8	14.0
GRUMAVAA1	577	69086	28132	40.7	120.1	48.8	40.7
GRUMAVAA5	320	33942	5346	15.7	106.1	16.7	15.7
GRUMAVG164	664	176130	37190	21.1	369.4	45.5	12.3
GULSTM112	701	59056	14607	24.7	116.6	19.3	16.5
GULSTM500	323	206159	45985	22.3	679.6	121.0	17.8
GULSTM680	335	23947	11993	50.1	97.5	45.9	47.1
GULSTM690TP	428	171608	18018	10.5	401.0	42.1	10.5
GULSTMAA1	599	39873	10454	26.2	71.2	18.0	25.2
GULSTMAA5	1350	229465	52566	22.9	180.9	40.4	22.3
GULSTMG1159	167	78310	17636	22.5	468.9	105.6	22.5
GULSTMG159	137	74534	9954	13.4	544.0	72.7	13.4
GULSTMG44	80	7420	1066	14.4	136.0	17.0	12.5
HELIO H391	23	820	171	20.9	54.1	9.7	17.9

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
HELIO H395	21	1477	287	19.4	75.5	13.4	17.8
HILLERUH12	640	66395	17359	26.1	213.1	41.9	19.6
HUGHES269	667	172795	31339	18.1	367.0	59.3	16.2
HUGHES369	631	283458	66682	23.5	577.9	101.5	17.6
HWKSLYDH104	33	1330	638	47.9	214.4	53.9	25.2
HWKSLYDH114	14	0	0	0.0	0.0	0.0	0.0
HYNES B2	125	2220	1845	83.1	53.0	31.0	58.5
INTRCP200	30	2438	196	8.0	89.6	6.3	7.0
ISRAEL1124	152	69431	8975	12.9	456.8	59.0	12.9
JBMSTRDGA15	80	1166	177	15.2	46.2	5.0	10.8
LAIKFN10	38	310	81	26.2	24.7	5.4	22.1
LEAR 24	167	62134	12282	19.8	372.1	73.5	19.8
LEAR 35	330	122966	14059	11.4	372.6	42.6	11.4
LET L13	165	17965	3882	21.6	117.5	24.8	21.1
LKHEED1329	136	51974	11379	21.9	382.2	83.7	21.9
LKHEED18	70	2704	1888	69.8	168.2	3.3	2.0
LKHEEDT33	48	0	0	0.0	0.0	0.0	0.0
LUSCOM8	2122	79890	18239	22.8	57.3	12.6	22.1
MARTIN404	29	402	567	141.1	200.0	0.0	0.0
MAULE M4	265	14632	1737	11.9	66.6	7.3	11.0
MAULE M5	410	39084	6938	17.8	95.3	16.9	17.8

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
MCCULHJ2	35	316	130	41.2	41.7	13.3	32.0
MCLISHFUNKB	137	2983	250	8.4	45.5	3.1	6.7
MNCOUP90	69	442	166	37.5	28.2	5.4	19.0
MOONEYM20	5772	701761	69060	9.8	130.8	12.3	9.4
MTSBSIMU2	364	114697	17817	15.5	317.0	48.7	15.4
MULTECD16	45	1721	235	13.6	55.1	6.2	11.3
NAMER F51	140	4820	481	10.0	57.9	4.3	7.5
NAMER NA260	63	1679	195	11.6	48.9	3.9	8.0
NAMER T6	495	16928	3075	18.2	50.7	7.7	15.1
NAVIONNAVION	1198	55832	3711	6.6	64.7	3.6	5.6
NORD SV4	45	1505	391	26.0	45.6	11.3	24.8
NORWST65	57	2311	528	22.9	92.6	20.0	21.6
ORLHELH19	36	226	776	343.8	190.0	0.0	0.0
PICARDAX6	156	2902	661	22.8	28.2	5.2	18.4
PIPER 600	496	100397	39872	39.7	236.6	88.0	37.2
PIPER J2	66	403	76	19.0	20.5	2.7	13.4
PIPER J3	4135	137344	35855	26.1	65.9	15.3	23.3
PIPER J4	234	4880	932	19.1	55.9	9.2	16.4
PIPER J5	342	10504	3313	31.5	69.5	14.0	20.1
PIPER PA12	1284	58822	17808	30.3	56.3	15.8	28.1
PIPER PA16	352	13992	5976	42.7	51.2	18.7	36.6

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
PIPER PA17	106	2994	635	21.2	51.7	8.2	15.8
PIPER PA18	3431	313389	45038	14.4	122.7	14.7	12.0
PIPER PA20	453	21962	3667	16.7	78.2	12.2	15.6
PIPER PA22	4795	194761	27211	14.0	59.2	6.7	11.4
PIPER PA23	3487	563050	76855	13.6	174.5	23.0	13.2
PIPER PA24	3170	294382	45914	15.6	101.0	15.1	15.0
PIPER PA25	1411	273420	50298	18.4	249.6	35.7	14.3
PIPER PA28	22150	3293241	193852	5.9	156.9	9.1	5.8
PIPER PA30	1248	144395	19481	13.5	127.9	15.1	11.8
PIPER PA31	2090	753792	102529	13.6	415.9	57.2	13.8
PIPER PA31T	545	129593	23309	18.0	237.8	42.8	18.0
PIPER PA32	3985	529110	63042	11.9	136.0	16.0	11.7
PIPER PA34	2140	531423	55014	10.4	248.3	25.7	10.4
PIPER PA36	401	87604	18214	20.8	276.0	46.4	16.8
PIPER PA38	1564	651241	148048	22.7	416.7	94.7	22.7
PIPER PA44	345	142288	72860	51.2	412.4	211.2	51.2
PROPJT200	66	4855	716	14.7	91.5	12.2	13.3
RAVEN S50	94	921	119	13.0	22.2	2.2	9.9
RAVEN S55	664	24293	4299	17.7	39.7	6.4	16.2
RKWELLNA265	341	145192	24494	16.9	465.2	62.2	13.4
ROBSINR22	169	44395	8481	19.1	281.0	51.9	18.5

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
RYAN ST3	158	2824	849	30.1	38.0	7.3	19.3
RYAN STA	32	215	81	37.9	24.5	4.2	17.2
SCHLERKA6	74	2836	335	11.8	42.4	4.6	10.8
SCWZERG164	891	188509	55307	29.3	287.0	70.2	24.4
SCWZERSG1	756	38670	9275	24.0	71.7	14.5	20.1
SCWZERSG2	576	103999	23469	22.6	230.3	43.3	18.8
SEMCO CLNGER	26	658	91	13.9	31.1	3.9	12.6
SKRSKYS55	79	6581	1941	29.5	281.2	52.4	18.6
SKRSKYS58	55	1938	598	30.8	141.0	17.0	12.0
SMITH 600	213	26649	5834	21.9	153.7	2.5	1.6
SNIAS 350	228	61789	17714	28.7	315.9	83.3	26.4
STNSON10	162	1502	277	18.4	28.7	3.7	12.8
STNSONL5	127	2673	377	14.1	53.7	5.2	9.7
STNSONV77	101	1197	296	24.7	32.8	5.0	15.4
STOLAMRC3	214	3040	424	13.9	40.3	4.6	11.4
TCRAFTA	30	236	66	27.8	16.6	3.4	20.3
TCRAFTBC	1797	31794	8421	26.5	44.0	9.3	21.0
TCRAFTBL	225	5038	708	14.1	46.7	5.1	10.8
TRYTEK65	341	4346	1307	30.1	27.7	7.5	27.0
UNIVACGC1	646	30183	9237	30.6	71.5	17.4	24.3
UNIVAR108	1971	46304	7995	17.3	44.7	6.0	13.5

TABLE 2 - 5

GENERAL AVIATION ANNUAL HOURS BY SDR AIRCRAFT
MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF TOTAL HOURS	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF MEAN HOURS	STANDARD ERROR	PERCENT STANDARD ERROR
UNIVAR415	2350	85009	15203	17.9	55.6	7.1	12.8
VARGA 2150	33	1354	199	14.7	45.7	5.9	12.9
VARGA G21	99	10964	3130	28.5	129.3	36.2	28.0
WACO ASO	29	156	18	11.7	20.0	1.1	5.3
WACO UPF7	161	411	367	89.3	11.0	0.0	0.0
WACO YK	54	110	23	20.8	10.1	1.2	12.4
WTHRLY201	71	16787	1854	11.0	240.8	25.6	10.6
TOTAL	255367	36456943	700977	1.9	174.0	3.3	1.89

TABLE 2 - 6

GENERAL AVIATION ACTIVE AIRCRAFT
BY
TYPE OF AIRCRAFT
1982

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	82090	57670	910	1.6	70.3	1.1
1 ENG: 4+ SEATS	118008	106503	687	0.6	90.3	0.6
1 ENGINE: TOTAL	200098	164173	1140	0.7	82.0	0.6
2 ENG: 1-6 SEATS	18469	16381	303	1.8	88.7	1.6
2 ENG: 7+ SEATS	10061	8501	168	2.0	84.5	1.7
2 ENGINE: TOTAL	28530	24882	346	1.4	87.2	1.2
PISTON: OTHER	341	140	24	17.1	41.2	7.0
PISTON: TOTAL	228969	189195	1192	0.6	82.6	0.5
FIXED WING - TURBOPROP						
2 ENG: 1-12 SEATS	4490	4427	45	1.0	98.6	1.0
2 ENG: 13+ SEATS	643	610	28	4.6	94.9	4.4
2 ENGINE: TOTAL	5133	5037	53	1.0	98.1	1.0
TURBOPROP: OTHER	205	149	28	18.9	72.7	13.8
TURBOPROP: TOTAL	5338	5186	60	1.2	97.2	1.1

TABLE 2 - 6

GENERAL AVIATION ACTIVE AIRCRAFT
BY
TYPE OF AIRCRAFT
1982

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	3475	3309	84	2.5	95.2	2.4
TURBOJET: OTHER	889	687	73	10.7	77.2	8.3
TURBOJET: TOTAL	4364	3996	112	2.8	91.6	2.6
FIXED WING: TOTAL	238671	198377	1199	0.6	83.1	0.5
ROTORCRAFT						
PISTON	5279	2419	178	7.3	45.8	3.4
TURBINE	4432	3749	140	3.7	84.6	3.2
ROTORCRAFT: TOTAL	9711	6169	226	3.7	63.5	2.3
OTHER	6985	5233	211	4.0	74.9	3.0
TOTAL	255367	209779	1238	0.6	82.1	0.5

TABLE 2 - 7

GENERAL AVIATION ACTIVE AIRCRAFT
BY
STATE OF BASED AIRCRAFT
1982

STATE	ESTIMATE OF POPULATION	STANDARD ERROR	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
ALABAMA	3559	472	2628	409	73.8	15.1
ALASKA	7873	673	6924	639	87.9	11.1
ARIZONA	6113	595	4679	526	76.5	11.4
ARKANSAS	3235	442	2994	428	92.6	18.3
CALIFORNIA	33405	1298	27848	1210	83.4	4.9
COLORADO	5722	574	4982	543	87.1	12.9
CONNECTICUT	2051	344	1798	326	87.7	21.6
DELAWARE	685	192	586	183	85.5	35.8
DC	156	103	152	103	97.2	92.0
FLORIDA	14787	919	12297	855	83.2	7.8
GEORGIA	5555	573	4997	549	90.0	13.6
HAWAII	539	172	426	158	79.0	38.6
IDAHO	2627	403	2376	390	90.5	20.3
ILLINOIS	9277	729	7983	684	86.1	10.0
INDIANA	4056	478	3074	425	75.8	13.8
IOWA	3873	478	3455	459	89.2	16.2
KANSAS	4262	501	3534	463	82.9	14.6
KENTUCKY	1778	324	1525	301	85.8	23.0
LOUISIANA	4094	497	3742	477	91.4	16.1
MAINE	1350	284	1109	258	82.2	25.8
MARYLAND	2984	424	2646	404	88.7	18.5

TABLE 2 - 7

GENERAL AVIATION ACTIVE AIRCRAFT
BY
STATE OF BASED AIRCRAFT
1982

STATE	ESTIMATE OF POPULATION	STANDARD ERROR	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
MASSACHUSETTS	3481	462	2959	433	85.0	16.8
MICHIGAN	8678	700	7065	636	81.4	9.8
MINNESOTA	5868	581	4493	523	76.6	11.7
MISSISSIPPI	2463	391	2252	375	91.4	21.1
MISSOURI	5314	567	4540	532	85.4	13.5
MONTANA	2455	393	2193	381	89.3	21.1
NEBRASKA	2318	379	1539	306	66.4	17.1
NEVADA	2406	373	2018	344	83.9	19.3
NEW HAMPSHIRE	1483	302	1197	275	80.7	24.8
NEW JERSEY	4826	538	3858	486	79.9	13.4
NEW MEXICO	2503	386	2323	373	92.8	20.7
NEW YORK	7627	666	6118	604	80.2	10.6
NORTH CAROLINA	4493	519	3740	478	83.2	14.3
NORTH DAKOTA	1922	343	1705	327	88.7	23.3
OHIO	9459	732	8162	698	86.3	10.0
OKLAHOMA	6010	596	5440	571	90.5	13.1
OREGON	5981	610	4789	554	80.1	12.4
PENNSYLVANIA	7601	657	6313	611	83.1	10.8
RHODE ISLAND	323	143	266	134	82.5	55.5
SOUTH CAROLINA	1991	356	1766	339	88.7	23.3

TABLE 2 - 7

GENERAL AVIATION ACTIVE AIRCRAFT
BY
STATE OF BASED AIRCRAFT
1982

STATE	ESTIMATE OF POPULATION	STANDARD ERROR	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
SOUTH DAKOTA	1586	306	1360	285	85.8	24.4
TENNESSEE	3241	436	2924	415	90.2	17.6
TEXAS	23482	1132	20000	1055	85.2	6.1
UTAH	1334	289	1196	273	89.7	28.2
VERMONT	584	189	532	181	91.0	42.8
VIRGINIA	2955	419	2327	374	78.7	16.9
WASHINGTON	6944	624	5532	567	79.7	10.9
WEST VIRGINIA	1334	291	1227	283	92.0	29.2
WISCONSIN	5529	575	3983	493	72.0	11.6
WYOMING	1613	309	1462	297	90.6	25.3
PUERTO RICO	292	134	251	127	85.9	58.7
OTHER U.S. TERRITORIES	80	68	72	67	90.0	112.5
FOREIGN	1161	268	778	228	67.0	25.0
TOTAL	255367		209779	1238	82.1	0.5

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

TABLE 2 - 8

GENERAL AVIATION ACTIVE AIRCRAFT
BY
REGION OF BASED AIRCRAFT
1982

REGION	ESTIMATE OF POPULATION	STANDARD ERROR	ESTIMATE OF ACTIVE POPULATION	STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
ALASKAN	7873	673	6924	639	87.9	11.1
CENTRAL	15767	949	13069	878	82.9	7.5
EASTERN	28168	1225	23226	1137	82.5	5.4
EUROPEAN OFFICE	527	172	261	120	49.4	27.9
GREAT LAKES	46376	1498	37825	1397	81.6	4.0
NEW ENGLAND	9271	738	7861	689	84.8	10.0
NORTHWEST MT.	26675	1202	22530	1126	84.5	5.7
SOUTHERN	38498	1409	32604	1324	84.7	4.6
SOUTHWESTERN	39520	1418	34690	1347	87.8	4.6
WESTERN-PACIFIC	42647	1440	35148	1338	82.4	4.2
TOTAL	255367		209779	1238	82.1	0.5

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

TABLE 2 - 9

GENERAL AVIATION AIRCRAFT
BY AIRCRAFT TYPE AND PRIMARY USE
1982

AIRCRAFT TYPE		ACTIVE USE											
	TOTAL ACTIVE	EXECU-TIVE	BUSI-NESS	PERSO-NAL	INSTRUC-TIONAL	AERIAL APPL	AERIAL OBS	OTHER WORK	COMMUTER CARRIER	AIR TAXI	OTHER	RENTAL	INACTIV
FIXED WING													
FIXED WING - PISTON													
1 ENG: 1-3 SEATS													
EST.NO.ACT.	57670	43	3415	35614	8117	5580	1126	636	34	137	1227	1741	24420
% STD. ERROR	A	D	B	A	A	A	C	C	D	D	C	B	
EST. % ACT.	70.3												
1 ENG: 4+ SEATS													
EST.NO.ACT.	106503	2689	33442	51691	4965	364	1877	551	178	2682	743	7321	11505
% STD. ERROR	A	B	A	A	B	D	B	D	D	B	C	A	
EST. % ACT.	90.3												
1 ENGINE: TOTAL													
EST.NO.ACT.	164173	2731	36857	87305	13083	5943	3003	1187	212	2819	1970	9062	35925
% STD. ERROR	A	B	A	A	A	A	B	C	D	B	B	A	
EST. % ACT.	82.0												
2 ENG: 1-6 SEATS													
EST.NO.ACT.	16381	2565	7533	3024	453	161	178	8	0	1705	516	239	2088
% STD. ERROR	A	B	A	B	D	D	D	D	A	B	D	D	
EST. % ACT.	88.7												

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

TABLE 2 - 9

GENERAL AVIATION AIRCRAFT
BY AIRCRAFT TYPE AND PRIMARY USE
1982

AIRCRAFT TYPE		ACTIVE USE											
	TOTAL ACTIVE	EXECU-TIVE	BUSI-NESS	PERSO-NAL	INSTRUC-TIONAL	AERIAL APPL	AERIAL OBS	OTHER WORK	COMMUTER CARRIER	AIR TAXI	OTHER	RENTAL	INACTIV
2 ENG: 7+ SEATS													
EST.NO.ACT.	8501	2816	2315	550	98	107	137	58	477	1405	449	87	1560
% STD. ERROR	A	B	B	C	D	B	D	D	C	B	C	D	
EST. % ACT.	84.5												
2 ENGINE: TOTAL													
EST.NO.ACT.	24882	5380	9847	3573	551	267	315	66	477	3109	965	326	3648
% STD. ERROR	A	A	A	B	C	D	D	D	C	B	C	D	
EST. % ACT.	87.2												
PISTON: OTHER													
EST.NO.ACT.	140	4	2	4	0	50	5	2	22	4	34	13	201
% STD. ERROR	A	D	D	D	A	C	D	D	D	D	C	D	
EST. % ACT.	41.2												
PISTON: TOTAL													
EST.NO.ACT.	189195	8115	46707	90882	13634	6261	3324	1256	711	5932	2969	9401	39774
% STD. ERROR	A	A	A	A	A	A	B	B	C	A	B	A	
EST. % ACT.	82.6												
FIXED WING - TURBOPROP													
2 ENG: 1-12 SEATS													
EST.NO.ACT.	4427	3035	569	29	0	0	24	0	80	457	199	34	63
% STD. ERROR	A	A	C	D	A	A	D	A	D	C	D	D	
EST. % ACT.	98.6												
2 ENG: 13+ SEATS													
EST.NO.ACT.	610	287	2	0	0	0	0	0	214	36	73	0	32
% STD. ERROR	A	C	D	A	A	A	A	A	C	D	D	A	
EST. % ACT.	94.9												

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

TABLE 2 - 9

GENERAL AVIATION AIRCRAFT
BY AIRCRAFT TYPE AND PRIMARY USE
1982

AIRCRAFT TYPE		ACTIVE USE											
	TOTAL ACTIVE	EXECU-TIVE	BUSI-NESS	PERSO-NAL	INSTRUC-TIONAL	AERIAL APPL	AERIAL OBS	OTHER WORK	COMMUTER CARRIER	AIR TAXI	OTHER	RENTAL	INACTIV
2 ENGINE: TOTAL													
EST.NO.ACT.	5037	3322	570	29	0	0	24	0	294	493	272	34	95
% STD. ERROR	A	A	C	D	A	A	D	A	C	C	D	D	
EST. % ACT.	98.1												
TURBOPROP: OTHER													
EST.NO.ACT.	149	5	0	3	0	101	3	6	3	6	23	0	56
% STD. ERROR	A	D	A	D	A	C	D	D	C	B	D	A	
EST. % ACT.	72.7												
TURBOPROP: TOTAL													
EST.NO.ACT.	5186	3327	570	32	0	101	26	6	296	499	295	34	151
% STD. ERROR	A	A	C	D	A	C	D	D	C	C	D	D	
EST. % ACT.	97.2												
FIXED WING - TURBOJET													
2 ENGINE TURBOJET													
EST.NO.ACT.	3309	2477	222	47	0	0	0	0	24	393	146	0	166
% STD. ERROR	A	A	D	D	A	A	A	A	D	D	D	A	
EST. % ACT.	95.2												
TURBOJET: OTHER													
EST.NO.ACT.	687	577	8	0	0	0	0	0	39	0	60	0	202
% STD. ERROR	A	B	D	A	A	A	A	A	D	A	D	A	
EST. % ACT.	77.2												
TURBOJET: TOTAL													
EST.NO.ACT.	3996	3054	231	47	0	0	0	0	63	393	207	0	368
% STD. ERROR	A	A	D	D	A	A	A	A	D	D	D	A	
EST. % ACT.	91.6												

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

TABLE 2 - 9

GENERAL AVIATION AIRCRAFT
BY AIRCRAFT TYPE AND PRIMARY USE
1982

AIRCRAFT TYPE		ACTIVE USE											
	TOTAL ACTIVE	EXECU-TIVE	BUSI-NESS	PERSO-NAL	INSTRUC-TIONAL	AERIAL APPL	AERIAL OBS	OTHER WORK	COMMUTER CARRIER	AIR TAXI	OTHER	RENTAL	INACTIV
FIXED WING: TOTAL													
EST.NO.ACT.	198377	14497	47508	90981	13634	6362	3350	1261	1070	6824	3470	9435	40293
% STD. ERROR	A	A	A	A	A	A	B	B	B	A	B	A	
EST. % ACT.	83.1												
ROTORCRAFT													
PISTON													
EST.NO.ACT.	2419	190	201	356	379	677	352	51	0	43	168	3	2860
% STD. ERROR	A	C	D	C	C	B	C	D	A	D	C	D	
EST. % ACT.	45.8												
TURBINE													
EST.NO.ACT.	3749	1048	151	130	78	116	364	249	0	1184	403	26	681
% STD. ERROR	A	B	D	D	D	D	C	D	A	B	C	D	
EST. % ACT.	84.6												
ROTORCRAFT: TOTAL													
EST.NO.ACT.	6169	1238	352	486	457	793	715	300	0	1227	571	29	3540
% STD. ERROR	A	B	C	C	C	B	B	D	A	B	C	D	
EST. % ACT.	63.5												
OTHER													
EST.NO.ACT.	5233	4	13	3373	618	0	98	172	0	71	505	380	1752
% STD. ERROR	A	D	D	A	C	A	D	D	A	D	C	C	
EST. % ACT.	74.9												
TOTAL													
EST.NO.ACT.	209779	15739	47873	94820	14708	7155	4164	1733	1070	8122	4546	9844	45507
% STD. ERROR	A	A	A	A	A	A	B	B	B	A	A	A	A
EST. % ACT.	82.1												

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

TABLE 2 - 10

GENERAL AVIATION ACTIVE AIRCRAFT
IFR FLOWN AND TRANSPONDER EQUIPPED
1982

AIRCRAFT TYPE	ESTIMATED NUMBER OF A/C IFR FLOWN	PERCENT STANDARD ERROR	ESTIMATED PERCENT OF ACTIVE A/C IFR FLOWN	ESTIMATED NUMBER OF A/C IFR FLOWN WITH TRANSPONDER	PERCENT STANDARD ERROR	ESTIMATED PERCENT OF IFR WITH TRANSPONDER
FIXED WING						
FIXED WING - PISTON						
1 ENG: 1-3 SEATS	4332	B	7.5	3703	B	85.5
1 ENG: 4+ SEATS	51221	A	48.1	50859	A	99.3
1 ENGINE: TOTAL	55553	A	33.8	54561	A	98.2
2 ENG: 1-6 SEATS	15160	A	92.5	15076	A	99.4
2 ENG: 7+ SEATS	8491	A	99.9	8381	A	98.7
2 ENGINE: TOTAL	23651	A	95.1	23458	A	99.2
PISTON: OTHER	129	C	91.8	129	C	100.0
PISTON: TOTAL	79332	A	41.9	78148	A	98.5
FIXED WING - TURBOPROP						
2 ENG: 1-12 SEATS	4427	A	100.0	4427	A	100.0
2 ENG: 13+ SEATS	610	A	100.0	610	A	100.0
2 ENGINE: TOTAL	5037	A	100.0	5037	A	100.0
TURBOPROP: OTHER	27	D	17.8	27	D	100.0
TURBOPROP: TOTAL	5064	A	97.6	5064	A	100.0

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

TABLE 2 - 10

GENERAL AVIATION ACTIVE AIRCRAFT
IFR FLOWN AND TRANSPONDER EQUIPPED
1982

AIRCRAFT TYPE	ESTIMATED NUMBER OF A/C IFR FLOWN	PERCENT STANDARD ERROR	ESTIMATED PERCENT OF ACTIVE A/C IFR FLOWN	ESTIMATED NUMBER OF A/C IFR FLOWN WITH TRANSPONDER	PERCENT STANDARD ERROR	ESTIMATED PERCENT OF IFR WITH TRANSPONDER
FIXED WING - TURBOJET						
2 ENGINE TURBOJET	3309	A	100.0	3309	A	100.0
TURBOJET: OTHER	687	A	100.0	687	A	100.0
TURBOJET: TOTAL	3996	A	100.0	3996	A	100.0
FIXED WING: TOTAL	88392	A	44.6	87564	A	99.1
ROTORCRAFT						
PISTON	10	D	0.4	7	D	72.2
TURBINE	435	D	11.6	435	D	100.0
ROTORCRAFT: TOTAL	445	D	7.2	442	D	99.4
OTHER	7	D	0.1	3	D	43.0
TOTAL	88844	A	42.4	88009	A	99.1

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

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

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
OTHER 01	12516	6110	425	7.0	48.8	3.4
OTHER 02	2493	2099	159	7.6	84.2	6.4
OTHER 03	1183	902	102	11.3	76.3	8.6
OTHER 04	631	352	110	31.3	55.8	17.5
OTHER 05	61	22	6	27.0	36.6	9.9
OTHER 06	1460	1398	53	3.8	95.8	3.6
OTHER 07	354	322	31	9.6	90.9	8.7
OTHER 08	116	47	21	44.2	40.8	18.0
OTHER 09	1601	1419	89	6.2	88.6	5.5
OTHER 10	623	354	100	28.3	56.8	16.1
OTHER 11	1728	358	105	29.3	20.7	6.1
OTHER 12	1095	972	77	7.9	88.7	7.0
OTHER 13	3228	2099	177	8.4	65.0	5.5
AIRPTSA	240	177	45	25.3	73.7	18.6
AIRTRCAT300	350	350	0	0.0	100.0	0.0
AMD FALC20	216	216	0	0.0	100.0	0.0
AMD FALC50	82	82	0	0.0	100.0	0.0
ARCTICS1A	91	36	3	9.0	40.0	3.6
ARONCA15	199	132	42	31.6	66.5	21.0
ARONCA65	138	71	31	43.0	51.8	22.3
ARONCAC3	58	8	2	19.8	13.5	2.7

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

01 FIXED WING PISTON, 1 ENGINE, 1-3, SEATS.
02 FIXED WING PISTON, 1 ENGINE, 4+ SEATS.
03 FIXED WING PISTON, 2 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 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
AVIAN FALCON	26	23	1	5.3	89.2	4.7
AYRES S2	839	676	71	10.5	80.6	8.4
AYRES S2T	60	56	8	14.0	94.2	13.2
BALWKSFIREFY	927	856	48	5.6	92.3	5.1
BEAGLEB206	31	27	2	8.4	87.1	7.3
BEECH 100	269	269	0	0.0	100.0	0.0
BEECH 17	185	77	7	9.4	41.4	3.9
BEECH 18	896	459	26	5.8	51.3	2.9
BEECH 200	737	737	0	0.0	100.0	0.0
BEECH 23	2819	2645	83	3.2	93.8	3.0
BEECH 33	1636	1533	73	4.7	93.7	4.4
BEECH 35	6770	6094	180	2.9	90.0	2.7
BEECH 36	1776	1633	89	5.4	91.9	5.0
BEECH 45	290	233	56	24.2	80.4	19.4
BEECH 50	338	222	64	28.7	65.6	18.8
BEECH 55	2238	2010	111	5.5	89.8	5.0
BEECH 58	1361	1261	74	5.9	92.7	5.4
BEECH 60	418	416	13	3.2	99.5	3.2
BEECH 65	139	137	4	3.2	98.8	3.1
BEECH 80	192	138	14	10.4	71.6	7.4
BEECH 90	667	667	0	0.0	100.0	0.0

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
BEECH 95	459	459	0	0.0	100.0	0.0
BELL 204	153	106	4	3.9	69.1	2.7
BELL 206	2114	1935	74	3.8	91.5	3.5
BELL 47	1446	814	100	12.3	56.3	6.9
BLANCA11	896	168	117	69.5	18.8	13.1
BLANCA1413	263	60	28	47.5	22.8	10.8
BLANCA1419	280	154	30	19.7	55.1	10.9
BLANCA17	1034	1009	23	2.3	97.6	2.2
BLANCA7	5714	3881	128	3.3	67.9	2.2
BLANCA8	711	688	15	2.1	96.7	2.1
BNORM BN2	118	114	11	10.1	96.3	9.7
BOEING75	1887	870	176	20.2	46.1	9.3
BOEINGB17	15	3	2	58.6	18.9	11.1
BOEINGC97	15	2	0	17.1	14.2	2.4
CAMRONMODELO	136	122	5	3.8	90.0	3.4
CESSNA120	860	642	25	3.9	74.7	2.9
CESSNA140	2307	1429	121	8.4	61.9	5.2
CESSNA150	19509	17398	341	2.0	89.2	1.7
CESSNA170	2397	1846	154	8.4	77.0	6.4
CESSNA172	24709	23423	267	1.1	94.8	1.1
CESSNA175	1297	1103	52	4.7	85.0	4.0

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
CESSNA177	2895	2686	114	4.2	92.8	3.9
CESSNA180	2682	2400	124	5.2	89.5	4.6
CESSNA182	13600	12844	205	1.6	94.4	1.5
CESSNA185	1538	1314	132	10.0	85.4	8.6
CESSNA188	1833	1646	103	6.2	89.8	5.6
CESSNA195	483	285	37	13.0	59.0	7.7
CESSNA205	192	133	44	32.8	69.0	22.7
CESSNA206	2976	2741	116	4.2	92.1	3.9
CESSNA207	394	386	23	6.0	98.0	5.9
CESSNA210	6157	5822	136	2.3	94.6	2.2
CESSNA305	255	169	34	20.1	66.2	13.3
CESSNA310	3225	2864	127	4.4	88.8	3.9
CESSNA320	335	276	45	16.4	82.3	13.5
CESSNA337	1244	1165	63	5.4	93.6	5.1
CESSNA340	929	900	43	4.7	96.8	4.6
CESSNA401	249	210	33	15.8	84.3	13.3
CESSNA402	737	717	34	4.7	97.3	4.6
CESSNA411	173	135	11	7.8	78.3	6.1
CESSNA414	773	684	63	9.3	88.4	8.2
CESSNA421	1301	1226	62	5.1	94.2	4.8
CESSNA500	501	501	0	0.0	100.0	0.0

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
CHILD S1	199	199	0	0.0	100.0	0.0
COMWTH185	107	32	6	18.7	29.6	5.5
CONAERLA4	450	450	0	0.0	100.0	0.0
CURTISC46	45	14	5	33.9	30.9	10.5
CURTISTRVAIR	183	40	4	11.1	22.0	2.4
CVAC 240	45	5	3	54.5	10.8	5.9
CVAC BT13	95	20	18	87.9	21.6	18.9
CVAC P4Y	8	6	0	8.5	71.1	6.1
DHAV DHC1	86	66	8	11.7	76.9	9.0
DHAV DHC2	306	191	11	6.0	62.3	3.8
DHAV DHC6	79	75	9	12.0	95.4	11.4
DHAVXXDH82	83	52	5	9.0	63.1	5.7
DOUG A26	49	19	4	23.3	38.6	9.0
DOUG DC3	429	214	28	13.0	49.9	6.5
DOUG DC4	83	24	19	78.7	29.0	22.8
DOUG DC6	104	49	14	28.2	47.2	13.3
DOUG DC7	41	32	4	13.7	77.0	10.6
EMAIR MA1	22	17	1	7.7	75.0	5.7
EMB 110	73	73	0	0.0	100.0	0.0
ENSTRMF28	438	283	55	19.4	64.7	12.5
FLEET 16B	24	2	2	79.9	10.2	8.1

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
FRCHLD24	289	65	9	14.3	22.4	3.2
FRCHLDC119	34	17	1	8.7	50.3	4.4
FRCHLDFH1100	72	37	5	13.3	50.8	6.7
FRCHLDM62	223	82	12	14.6	36.6	5.4
GLASFLH301	119	94	5	5.5	78.8	4.3
GRTLKS2T1	181	131	47	35.4	72.6	25.7
GRUMANG21	44	16	6	37.8	36.9	13.9
GRUMANTBM	35	19	2	12.6	53.9	6.8
GRUMAVAA1	577	575	13	2.2	99.7	2.2
GRUMAVAA5	320	320	0	0.0	100.0	0.0
GRUMAVG164	664	477	82	17.1	71.8	12.3
GULSTM112	701	506	93	18.4	72.2	13.3
GULSTM500	323	303	41	13.4	93.9	12.6
GULSTM680	335	246	42	17.0	73.3	12.5
GULSTM690TP	428	428	0	0.0	100.0	0.0
GULSTMAA1	599	560	40	7.2	93.5	6.7
GULSTMAA5	1350	1268	64	5.0	94.0	4.7
GULSTMG1159	167	167	0	0.0	100.0	0.0
GULSTMG159	137	137	0	0.0	100.0	0.0
GULSTMG44	80	55	4	7.1	68.2	4.8
HELIO H391	23	15	2	10.7	65.9	7.1

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
HELIO H395	21	20	2	7.9	93.1	7.3
HILLERUH12	640	312	53	17.2	48.7	8.4
HUGHES269	667	471	39	8.2	70.6	5.8
HUGHES369	631	491	77	15.7	77.7	12.2
HWKSLYDH104	33	6	3	40.8	18.8	7.7
HWKSLYDH114	14	0	0	0.0	0.0	0.0
HYNES B2	125	42	25	59.0	33.5	19.8
INTRCP200	30	27	1	4.0	90.7	3.6
ISRAEL1124	152	152	0	0.0	100.0	0.0
JBMSTRDGA15	80	25	3	10.6	31.6	3.3
LAIKFN10	38	13	2	14.1	33.1	4.7
LEAR 24	167	167	0	0.0	100.0	0.0
LEAR 35	330	330	0	0.0	100.0	0.0
LET L13	165	153	7	4.5	92.7	4.2
LKHEED1329	136	136	0	0.0	100.0	0.0
LKHEED18	70	16	11	69.8	23.0	16.0
LKHEEDT33	48	1	2	138.3	3.0	4.1
LUSCOM8	2122	1393	82	5.9	65.7	3.9
MARTIN404	29	2	3	141.0	6.9	9.8
MAULE M4	265	220	10	4.6	82.9	3.8
MAULE M5	410	410	0	0.0	100.0	0.0

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
MCCULHJ2	35	8	2	25.9	21.7	5.6
MCLISHFUNKB	137	66	3	5.0	47.8	2.4
MNCOUP90	69	16	5	32.4	22.7	7.3
MOONEYM20	5772	5363	152	2.8	92.9	2.6
MTSBSIMU2	364	362	8	2.3	99.4	2.3
MULTECD16	45	31	2	7.7	69.5	5.3
NAMER F51	140	83	5	6.6	59.4	3.9
NAMER NA260	63	34	3	8.5	54.5	4.6
NAMER T6	495	334	34	10.1	67.5	6.8
NAVIONNAVION	1198	864	31	3.6	72.1	2.6
NORD SV4	45	33	3	7.8	73.3	5.7
NORWST65	57	25	2	7.5	43.8	3.3
ORLHELH19	36	1	4	343.8	3.3	11.3
PICARDAX6	156	103	14	13.5	65.9	8.9
PIPER 600	496	424	59	13.9	85.6	11.9
PIPER J2	66	20	3	13.5	29.7	4.0
PIPER J3	4135	2085	246	11.8	50.4	5.9
PIPER J4	234	87	9	9.8	37.3	3.7
PIPER J5	342	151	37	24.3	44.2	10.7
PIPER PA12	1284	1044	118	11.3	81.3	9.2
PIPER PA16	352	273	60	22.0	77.7	17.1

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
PIPER PA17	106	58	8	14.2	54.6	7.7
PIPER PA18	3431	2554	203	8.0	74.4	5.9
PIPER PA20	453	281	17	5.9	62.0	3.7
PIPER PA22	4795	3341	277	8.3	69.7	5.8
PIPER PA23	3487	3226	115	3.6	92.5	3.3
PIPER PA24	3170	2915	126	4.3	92.0	4.0
PIPER PA25	1411	1095	127	11.6	77.6	9.0
PIPER PA28	22150	21082	257	1.2	95.2	1.2
PIPER PA30	1248	1129	73	6.5	90.4	5.9
PIPER PA31	2090	1862	84	4.5	89.1	4.0
PIPER PA31T	545	545	0	0.0	100.0	0.0
PIPER PA32	3985	3890	81	2.1	97.6	2.0
PIPER PA34	2140	2140	0	0.0	100.0	0.0
PIPER PA36	401	317	39	12.2	79.1	9.7
PIPER PA38	1564	1563	9	0.6	99.9	0.6
PIPER PA44	345	345	0	0.0	100.0	0.0
PROPJT200	66	53	3	6.3	80.4	5.1
RAVEN S50	94	41	3	8.3	44.1	3.7
RAVEN S55	664	612	43	7.0	92.2	6.5
RKWELLNA265	341	312	32	10.3	91.5	9.4
ROBSINR22	169	158	8	4.9	93.5	4.5

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
RYAN ST3	158	74	17	23.1	47.0	10.9
RYAN STA	32	9	3	33.7	27.5	9.3
SCHLERKA8	74	67	3	4.8	90.3	4.3
SCWZERG164	891	657	107	16.2	73.7	12.0
SCWZERSG1	756	539	70	13.0	71.3	9.3
SCWZERSG2	576	452	56	12.5	78.4	9.8
SEMCO CLNGER	26	21	1	5.9	81.4	4.8
SKRSKYS55	79	23	5	22.9	29.6	6.8
SKRSKYS58	55	14	4	28.3	25.0	7.1
SMITH 600	213	173	38	21.8	81.4	17.8
SNIAS 350	228	196	22	11.2	85.8	9.6
STNSON10	162	52	7	13.3	32.3	4.3
STNSONL5	127	50	5	10.2	39.2	4.0
STNSONV7	101	37	7	19.3	36.2	7.0
STOLAMRC3	214	75	6	8.0	35.2	2.8
TCRAFTA	30	14	3	19.0	47.4	9.0
TCRAFTBC	1797	722	116	16.1	40.2	6.5
TCRAFTBL	225	108	10	9.0	47.9	4.3
TRYTEK65	341	157	21	13.2	46.0	6.1
UNIVACGC1	646	422	79	18.6	65.4	12.2
UNIVAR108	1971	1037	112	10.8	52.6	5.7

TABLE 2 - 11

GENERAL AVIATION ACTIVE AIRCRAFT BY SDR AIRCRAFT MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	GROUP SIZE	ESTIMATE OF ACTIVE AIRCRAFT	STANDARD ERROR	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	STANDARD ERROR
UNIVAR415	2350	1528	191	12.5	65.0	8.1
VARGA 2150	33	30	2	7.1	89.7	6.4
VARGA G21	99	85	5	5.7	85.7	4.9
WACO ASO	29	8	1	10.4	26.9	2.8
WACO UPF7	161	37	33	89.3	23.2	20.7
WACO YK	54	11	2	16.8	20.3	3.4
WTHRLY201	71	70	2	3.0	98.2	3.0
TOTAL	255367	209779	1238	0.6	82.1	0.5

TABLE 2 - 12

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY AIRCRAFT TYPE
1982

AIRCRAFT TYPE	IMC DAY				IMC NIGHT				TOTALS			
	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---												
PISTON - 1 ENGINE												
1-3 SEATS	3128	460	86138	26585	1287	299	13738	6569	3197	465	99877	29455
4+ SEATS	45446	1356	1447961	99891	27396	1215	403537	35413	45687	1356	1850782	121260
TOTAL 1 ENGINE	48574	1432	1534099	103369	28683	1251	417275	36018	48883	1434	1950659	124786
PISTON - 2 ENGINES												
1-6 SEATS	13728	391	614096	62855	11021	508	226286	30449	13800	386	840159	82565
7+ SEATS	7202	196	561729	132593	6335	267	317910	74907	7249	190	879243	179281
TOTAL 2 ENGINE	20930	437	1175826	146737	17356	574	544196	80859	21048	430	1719402	197380
OTHER PISTON	62	14	5520	1500	56	14	6069	1905	62	14	11408	3154
TOTAL PISTON	69565	1497	2715445	179497	46096	1376	967541	88539	69993	1497	3681469	233539
TURBOPROPS - 2 ENGINES												
1-12 SEATS	4358	56	431782	44224	4166	108	173029	19756	4360	56	604678	57544
13+ SEATS	609	8	145366	48310	609	8	80576	28279	609	8	225942	73181
TOTAL 2 ENGINE	4967	57	577148	65495	4774	108	253605	34496	4969	57	830620	93096
OTHER TURBOPRP	33	20	820	520	27	19	264	227	33	20	1084	727
TOTAL TURBOPRP	5000	60	577967	65497	4801	110	253869	34497	5002	60	831704	93099

TABLE 2 - 12

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY AIRCRAFT TYPE
1982

AIRCRAFT TYPE	IMC DAY				IMC NIGHT				TOTALS			
	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 - CONTINUED												
TURBOJETS												
2 ENGINE	3150	87	343843	63426	3087	102	111722	14350	3150	87	455564	72914
OTHER TURBOJET	685	0	58399	29359	549	81	22347	6802	685	0	82940	35937
TOTAL TURBOJET	3835	87	402242	69891	3636	130	134068	15881	3835	87	538505	81289
ALL FIXED WING	78400	1501	3695654	203454	54533	1387	1355479	96340	78830	1501	5051678	264227
--ROTORCRAFT---												
PISTON	89	56	4260	3542	3	6	431	1354	89	56	4691	4119
TURBINE	375	118	15516	5893	321	114	7973	3590	375	118	23489	9141
TOTAL ROTORCRAFT	464	130	19775	6876	324	114	8404	3837	464	130	28180	10026
--OTHER AIRCRAFT---	62	51	267	252	0	0	0	0	62	51	267	252
TOTALS	78926	1507	3715933	203571	54857	1392	1363970	96416	79356	1507	5080936	264417

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
1982

AIRCRAFT TYPE	VMC DAY NUMBER ACTIVE AIRCRAFT	VMC DAY STD ERROR	VMC DAY HOURS FLOWN	VMC DAY STD ERROR	VMC NIGHT NUMBER ACTIVE AIRCRAFT	VMC NIGHT STD ERROR	VMC NIGHT HOURS FLOWN	VMC NIGHT STD ERROR	TOTALS NUMBER ACTIVE AIRCRAFT	TOTALS STD ERROR	TOTALS HOURS FLOWN	TOTALS STD ERROR
--FIXED WING---												
PISTON - 1 ENGINE												
1-3 SEATS	57190	171	7567899	338271	20699	923	580812	63987	57460	110	8152017	376254
4+ SEATS	105604	258	12128057	397481	66825	1328	1589454	106769	106267	110	13714670	436773
TOTAL 1 ENGINE	162794	310	19695955	521937	87524	1617	2170266	124474	163727	155	21866687	576488
PISTON - 2 ENGINES												
1-6 SEATS	16233	98	1875783	119816	13692	403	545915	73027	16244	96	2423246	150298
7+ SEATS	7964	162	1362936	95233	8961	229	428553	62818	8138	134	1790866	119185
TOTAL 2 ENGINE	24197	189	3238719	153053	20653	463	974468	96328	24382	165	4214111	191[illegible]
OTHER PISTON	139	4	16443	6636	78	16	12686	4148	139	4	24147	10659
TOTAL PISTON	187130	363	22951117	543956	108256	1682	3157420	157449	188248	226	26104945	607657
TURBOPROPS - 2 ENGINES												
1-12 SEATS	4118	117	878338	117922	3557	184	193164	23174	4118	117	1070966	129249
13+ SEATS	579	32	226364	40380	577	33	98515	27652	579	32	324877	55545
TOTAL 2 ENGINE	4697	122	1104702	124644	4134	187	291678	36079	4697	122	1395843	140679
OTHER TURBOPRP	149	0	31640	9065	77	23	20202	9948	149	0	51842	11654
TOTAL TURBOPRP	4846	122	1136342	124973	4211	188	311880	37425	4846	122	1447685	141161

TABLE 2 - 12

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY AIRCRAFT TYPE
1982

AIRCRAFT TYPE	VMC DAY NUMBER ACTIVE AIRCRAFT	VMC DAY STD ERROR	VMC DAY HOURS FLOWN	VMC DAY STD ERROR	VMC NIGHT NUMBER ACTIVE AIRCRAFT	VMC NIGHT STD ERROR	VMC NIGHT HOURS FLOWN	VMC NIGHT STD ERROR	TOTALS NUMBER ACTIVE AIRCRAFT	TOTALS STD ERROR	TOTALS HOURS FLOWN	TOTALS STD ERROR
--FIXED WING - CONTINUED												
TURBOJETS												
2 ENGINE	3156	86	687428	63181	2818	145	217091	42372	3156	86	904519	83302
OTHER TURBOJET	494	91	146730	33211	490	92	37225	11364	494	91	183956	40155
TOTAL TURBOJET	3649	125	834158	71378	3308	172	254316	43869	3649	125	1088474	92476
ALL FIXED WING	195625	403	24921618	562673	115774	1701	3723616	167676	196743	286	28641105	630654
--ROTORCRAFT---												
PISTON	2354	46	493616	46306	960	119	100562	22874	2364	45	594234	56714
TURBINE	3639	60	1596309	131418	2342	187	154486	38245	3743	7	1750795	135334
TOTAL ROTORCRAFT	5993	76	2089925	139337	3302	222	255048	44564	6107	45	2345029	146737
--OTHER AIRCRAFT---	5167	51	384047	40121	10	5	784	1002	5171	51	384861	40121
TOTALS	206784	413	27397337	581056	119085	1716	3979703	173500	208022	294	31376007	648742

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
1982

AIRCRAFT TYPE	DAY - TOTAL NUMBER ACTIVE AIRCRAFT	DAY - TOTAL STD ERROR	DAY - TOTAL HOURS FLOWN	DAY - TOTAL STD ERROR	NIGHT - TOTAL NUMBER ACTIVE AIRCRAFT	NIGHT - TOTAL STD ERROR	NIGHT - TOTAL HOURS FLOWN	NIGHT - TOTAL STD ERROR
--FIXED WING---								
PISTON - 1 ENGINE								
1-3 SEATS	57399	132	7654563	339729	20827	924	594590	65137
4+ SEATS	106038	193	13575449	432322	67633	1323	1992419	123261
TOTAL 1 ENGINE	163438	234	21230013	549835	88460	1613	2587008	139413
PISTON - 2 ENGINES								
1-6 SEATS	16378	6	2491446	157497	14034	382	771887	91920
7+ SEATS	8451	54	1923751	153799	7448	184	745953	102132
TOTAL 2 ENGINE	24828	54	4415197	220135	21483	424	1517840	137406
OTHER PISTON	140	0	20236	7771	81	16	17800	5149
TOTAL PISTON	188406	240	25665446	592316	110024	1668	4122648	195814
TURBOPROPS - 2 ENGINES								
1-12 SEATS	4427	0	1308916	119954	4168	108	365614	34729
13+ SEATS	610	0	371690	61849	609	8	179074	41931
TOTAL 2 ENGINE	5037	0	1680606	134960	4776	108	544688	54446
OTHER TURBOPRP	149	0	32460	8959	77	23	20466	9924
TOTAL TURBOPRP	5186	0	1713066	135257	4853	110	565154	55343

TABLE 2 - 12

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY AIRCRAFT TYPE
1982

AIRCRAFT TYPE	DAY - TOTAL NUMBER ACTIVE AIRCRAFT	DAY - TOTAL STD ERROR	DAY - TOTAL HOURS FLOWN	DAY - TOTAL STD ERROR	NIGHT - TOTAL NUMBER ACTIVE AIRCRAFT	NIGHT - TOTAL STD ERROR	NIGHT - TOTAL HOURS FLOWN	NIGHT - TOTAL STD ERROR
--FIXED WING - CONTINUED								
TURBOJETS								
2 ENGINE	3309	0	1031270	76684	3140	90	328813	46402
OTHER TURBOJET	687	0	219540	34238	549	81	59572	12831
TOTAL TURBOJET	3996	0	1250810	83980	3689	121	388385	48143
ALL FIXED WING	197589	240	28629322	613339	118566	1676	5076187	209102
--ROTORCRAFT---								
PISTON	2409	10	497644	46489	963	119	100993	22892
TURBINE	3674	48	1611824	131125	2342	187	162459	39866
TOTAL ROTORCRAFT	6083	49	2109468	139122	3305	222	263453	45971
---OTHER AIRCRAFT---	5229	4	384280	40182	10	5	784	1002
TOTALS	208901	245	31117478	630202	121880	1691	5339465	214098

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

TABLE 2 - 13

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY REGION OF BASED AIRCRAFT
1982

REGION	IMC DAY				IMC NIGHT				TOTALS			
	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	860	221	108956	22918	469	164	26623	5851	864	221	135350	17760
CENTRAL	5164	610	276278	51277	3872	533	147482	56920	5166	610	423759	89143
EASTERN	9658	818	494480	69115	7201	710	174677	23691	9814	826	669157	87761
EUROPEAN OFFICE	56	57	1840	2250	39	51	374	607	56	57	2214	2772
GREAT LAKES	14362	979	747193	82762	10399	834	261112	37547	14396	979	1007748	111918
NEW ENGLAND	3117	481	150106	34921	2497	433	114537	61666	3172	485	264643	81788
NORTHWEST MT.	6270	669	214664	36592	4194	550	87076	24397	6396	676	301740	53324
SOUTHERN	15959	1023	892674	170656	10871	837	267658	42718	15960	1023	1159796	210353
SOUTHWESTERN	12634	900	518777	61982	8698	734	189408	25012	12701	902	710765	80514
WESTERN-PACIFIC	10926	855	371100	63743	6924	679	137601	24777	10938	855	508703	85195
TOTALS	78926	1507	3715933	203571	54857	1392	1363970	96416	79356	1507	5080936	264417

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

TABLE 2 - 13

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY REGION OF BASED AIRCRAFT
1982

REGION	VMC DAY				VMC NIGHT				TOTALS			
	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	6581	665	1091692	177358	2686	440	47398	6762	6585	665	1139082	180179
CENTRAL	13065	946	1401667	135995	7303	720	261501	64022	13214	950	1663160	165169
EASTERN	22531	1191	2912853	260092	14531	999	515029	65865	22589	1192	3428664	310966
EUROPEAN OFFICE	106	85	7874	5442	34	35	461	431	106	85	8335	5746
GREAT LAKES	36423	1450	4011086	269845	21022	1167	746700	80087	36647	1454	4760911	317017
NEW ENGLAND	8206	753	1092402	148639	5100	616	172791	37475	8257	756	1265345	169598
NORTHWEST MT.	20864	1148	2444035	201988	10731	862	236326	38368	21038	1153	2680734	220206
SOUTHERN	31338	1370	4808526	349231	20433	1150	737614	75748	31451	1372	5544912	391268
SOUTHWESTERN	34434	1425	5085438	316267	18318	1079	697287	106025	34770	1431	5780767	351111
WESTERN-PACIFIC	33199	1379	4504443	315679	19528	1109	620851	59916	33314	1382	5126122	354464
TOTALS	206784	413	27397337	581056	119085	1716	3979703	173500	208022	294	31376007	648742

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

TABLE 2 - 13

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY REGION OF BASED AIRCRAFT
1982

REGION	DAY - TOTAL				NIGHT - TOTAL			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
ALASKAN	6803	673	1200649	176951	2716	441	73777	10756
CENTRAL	13350	954	1677938	159516	7571	728	408982	94958
EASTERN	22754	1195	3407334	290178	14995	1011	689705	80014
EUROPEAN OFFICE	106	85	9713	6757	50	51	836	863
GREAT LAKES	36696	1454	4756720	303081	21510	1177	1007005	104671
NEW ENGLAND	8211	753	1242625	164791	5212	622	287315	82176
NORTHWEST MT.	21078	1152	2658694	217554	11006	868	323403	52186
SOUTHERN	31554	1373	5701293	421210	20853	1157	1004925	98338
SOUTHWESTERN	34879	1431	5621420	334798	18717	1089	887008	114654
WESTERN-PACIFIC	33459	1383	4876045	339479	19869	1116	758401	75145
TOTALS	208901	245	31117478	630202	121880	1691	5339465	214098

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

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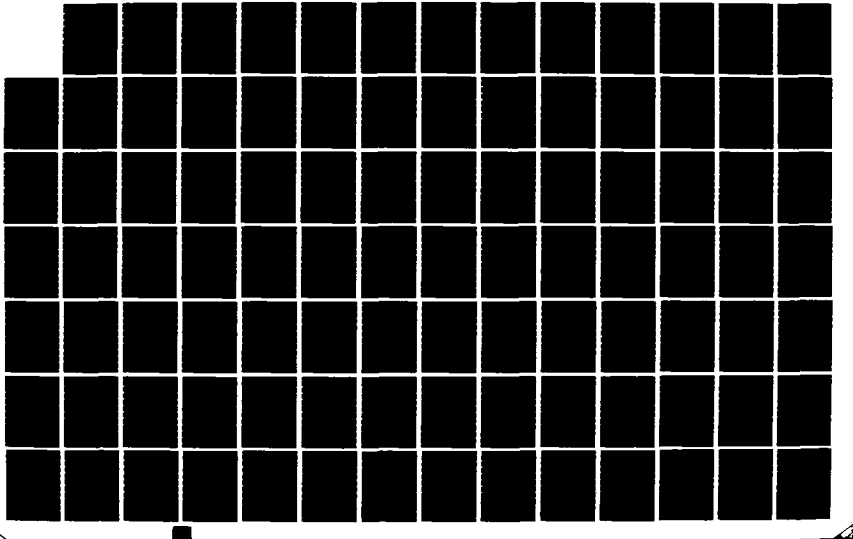

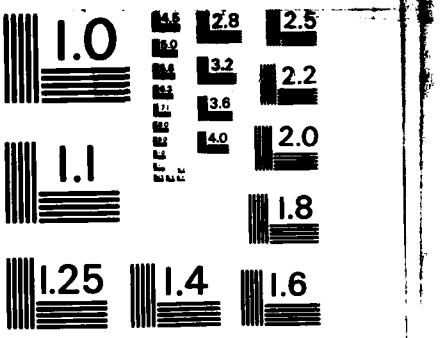

MICROCOPY RESOLUTION TEST CHART
NATIONAL BUREAU OF STANDARDS-1963-A

TABLE 2 - 14

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	IMC NUMBER ACTIVE AIRCRAFT	IMC STD ERROR	IMC HOURS FLOWN	IMC STD ERROR	VMC NUMBER ACTIVE AIRCRAFT	VMC STD ERROR	VMC HOURS FLOWN	VMC STD ERROR
OTHER 01	166	102	3387	2189	6086	39	378230	57810
OTHER 02	596	197	32779	15069	2099	0	166643	36006
OTHER 03	511	113	11415	4241	865	45	98695	21450
OTHER 04	326	57	72018	52734	352	0	43042	28472
OTHER 05	12	3	1378	454	22	0	9505	2878
OTHER 06	1325	62	126413	21732	1292	73	396819	119724
OTHER 07	322	0	157237	71832	320	9	153204	28459
OTHER 08	27	9	849	418	47	0	5120	1845
OTHER 09	1238	90	166798	35658	1372	48	379553	62495
OTHER 10	354	0	21884	4567	172	103	68985	42417
OTHER 11	53	50	159	151	305	50	7974	2969
OTHER 12	324	113	23517	10198	972	0	488853	69329
OTHER 13	72	60	145	120	2027	60	136080	17895
AIRPTSA	0	0	0	0	177	0	17798	2738
AIRTRCAT300	0	0	0	0	350	0	104749	17335
AMD FALC20	216	0	29640	9206	194	26	56945	15303
AMD FALC50	82	0	6384	844	82	0	35500	3758
ARCTICS1A	0	0	0	0	36	0	1491	181
ARONCA15	0	0	0	0	132	0	11248	1386
ARONCA65	0	0	0	0	71	0	3522	233
ARONCAC3	0	0	0	0	8	0	110	19

NOTE: SEE PAGE 2-36 FOR CODING

TABLE 2 - 14

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	IMC NUMBER ACTIVE AIRCRAFT	IMC STD ERROR	IMC HOURS FLOWN	IMC STD ERROR	VMC NUMBER ACTIVE AIRCRAFT	VMC STD ERROR	VMC HOURS FLOWN	VMC STD ERROR
AVIAN FALCON	0	0	0	0	23	0	876	106
AYRES S2	0	0	0	0	676	0	247843	35098
AYRES S2	0	0	0	0	56	0	31480	4593
AYRES S2T	0	0	0	0	856	0	46846	10351
BALWKSFIREFY	16	3	233	56	27	0	1769	390
BEAGLEB206	269	0	49088	16342	269	0	66019	15567
BEECH 100	17	4	109	705	77	0	3737	430
BEECH 17	233	25	24472	5464	454	5	92774	13528
BEECH 18	737	0	132876	29973	656	57	176163	39841
BEECH 18	916	180	41024	22667	2645	0	303842	53210
BEECH 18	1105	141	26260	19357	1530	13	141218	22608
BEECH 200	3391	334	79121	62678	6094	0	559997	35409
BEECH 23	1314	134	75952	21838	1630	13	302570	37955
BEECH 33	0	0	0	0	233	0	30774	10932
BEECH 35	222	0	6765	1721	222	0	31105	7875
BEECH 36	1953	75	135819	32026	2010	0	305356	43677
BEECH 45	1261	0	70814	11848	1261	0	218303	34517
BEECH 50	416	0	10426	6837	412	21	74124	21193
BEECH 55	105	19	14154	8759	133	7	25089	6304
BEECH 58	124	9	10783	3750	134	4	25049	7465
BEECH 60	667	0	107480	22768	628	48	174671	37736

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	IMC NUMBER ACTIVE AIRCRAFT	IMC STD ERROR	IMC HOURS FLOWN	IMC STD ERROR	VMC NUMBER ACTIVE AIRCRAFT	VMC STD ERROR	VMC HOURS FLOWN	VMC STD ERROR
BEECH 65	417	72	4954	9777	459	0	34433	8227
BEECH 80	3	2	5	134	106	0	16331	1283
BEECH 90	65	50	3279	8423	1933	9	935311	102710
BEECH 95	30	30	1408	366	813	7	204726	32712
BELL 204	0	0	0	0	168	0	8263	1111
BELL 206	0	0	0	0	60	0	2454	422
BELL 47	19	17	276	799	154	0	6574	1752
BLANCA11	503	85	10336	3362	1008	7	75708	10261
BLANCA1413	70	30	1613	1149	3830	25	300162	24375
BLANCA1419	6	8	305	191	685	6	86186	11984
BLANCA17	96	23	14371	480	114	0	90897	18606
BLANCA7	0	0	0	0	870	0	88558	27762
BLANCA7	0	0	0	0	3	0	207	0
BLANCA8	0	0	0	0	0	0	0	0
BNORM BN2	0	0	0	0	122	0	4863	456
BOEING75	12	8	118	36	641	3	33825	3478
BOEINGB17	3	9	12	0	1429	0	78544	9071
BOEINGC97	1443	325	50162	15093	17398	0	3451076	248142
CAMRONMODELO	39	49	62	0	1846	0	167986	40725
CESSNA120	10045	664	508294	69113	23300	97	3798470	269652
CESSNA140	109	49	995	411	1103	0	52501	5184

TABLE 2 - 14

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	IMC NUMBER ACTIVE AIRCRAFT	IMC STD ERROR	IMC HOURS FLOWN	IMC STD ERROR	VMC NUMBER ACTIVE AIRCRAFT	VMC STD ERROR	VMC HOURS FLOWN	VMC STD ERROR
CESSNA150	931	234	40735	15305	2684	15	212720	25734
CESSNA170	417	159	13757	8011	2400	0	311816	93855
CESSNA172	5567	491	201981	40399	12844	0	1605509	128075
CESSNA175	358	157	6317	3163	1314	0	399554	98534
CESSNA177	0	0	0	0	1646	0	466901	58711
CESSNA180	80	30	693	988	285	0	12208	2429
CESSNA182	43	35	2165	1271	133	0	10066	6462
CESSNA185	1158	241	36784	18167	2741	0	595127	123484
CESSNA188	306	76	112240	51847	240	92	81370	34132
CESSNA195	4445	296	182467	30255	5809	33	731782	61362
CESSNA205	54	27	1448	1358	169	0	24767	4338
CESSNA206	2425	169	128715	20944	2772	83	367475	51294
CESSNA207	258	28	8943	11379	259	27	22191	11562
CESSNA210	765	124	13366	6355	1165	0	128216	27472
CESSNA305	900	0	135332	30808	900	0	193668	45078
CESSNA310	190	27	7807	4705	208	7	41665	14113
CESSNA320	635	73	60963	20589	700	35	179951	52625
CESSNA337	99	12	4756	912	135	0	15618	2060
CESSNA340	640	52	42284	13243	684	0	148710	33079
CESSNA401	1218	24	112778	30710	1137	78	224556	46343
CESSNA402	501	0	70957	43842	466	36	128600	21640

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	IMC NUMBER ACTIVE AIRCRAFT	IMC STD ERROR	IMC HOURS FLOWN	IMC STD ERROR	VMC NUMBER ACTIVE AIRCRAFT	VMC STD ERROR	VMC HOURS FLOWN	VMC STD ERROR
CESSNA411	0	0	0	0	199	0	2687	1163
CESSNA414	0	0	0	0	32	0	1293	280
CESSNA421	177	152	1950	14036	450	0	49342	4431
CESSNA500	9	3	1936	1177	11	2	2524	745
CHILD S1	0	0	0	0	40	0	2771	399
COMWTH185	1	1	14	0	5	0	195	0
CONAERLA4	6	3	0	38	20	0	380	95
CURTISC46	0	0	0	0	6	0	154	0
CURTISTRVAIR	0	0	0	0	66	0	1896	535
CURTISTRVAIR	5	3	109	7	191	0	60331	6606
CVAC 240	66	16	10016	3808	75	0	97972	33551
CVAC BT13	0	0	0	0	52	0	2384	271
CVAC P4Y	0	0	0	0	19	0	646	212
DHAV DHC1	114	22	5797	3394	209	7	51549	10624
DHAV DHC2	0	0	0	0	24	0	3250	1014
DHAV DHC2	25	11	2738	841	48	4	1858	1620
DHAV DHC6	21	6	6770	2095	32	0	7478	2433
DHAVXXDH82	0	0	0	0	17	0	3977	609
DOUG A26	73	0	52507	16084	52	15	66313	7856
DOUG DC3	0	0	0	0	283	0	81017	17323
DOUG DC4	0	0	0	0	2	0	49	13

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	IMC NUMBER ACTIVE AIRCRAFT	IMC STD ERROR	IMC HOURS FLOWN	IMC STD ERROR	VMC NUMBER ACTIVE AIRCRAFT	VMC STD ERROR	VMC HOURS FLOWN	VMC STD ERROR
DOUG DC6	0	0	0	0	65	0	2157	215
DOUG DC7	6	1	329	434	17	0	1737	62
EMAIR MA1	0	0	0	0	37	0	2898	847
EMB 110	0	0	0	0	82	0	3108	410
ENSTRMF28	0	0	0	0	94	0	6079	491
ENSTRMF28	0	0	0	0	131	0	8378	847
FLEET 16B	0	0	0	0	18	0	2578	274
FRCHLD24	0	0	0	0	19	0	548	80
FRCHLD24	299	139	554	201	575	0	38432	10961
FRCHLDC119	2	13	75	861	320	0	28744	3892
FRCHLDFH1100	0	0	0	0	477	0	183421	22284
FRCHLDM62	381	77	14293	2715	506	0	44239	8183
GLASFLH301	294	30	93783	65287	217	79	116932	25965
GRTLKS2T1	185	39	3893	2457	244	7	20756	11565
GRUMANG21	428	0	74456	14472	372	38	97620	19130
GRUMANTBM	177	90	3032	1446	560	0	35695	10395
GRUMAVAA1	485	139	8348	2617	1268	0	236930	57743
GRUMAVAA5	167	0	12373	5224	167	0	66633	15986
GRUMAVG164	137	0	17228	3905	132	10	58411	10673
GULSTM112	21	4	354	154	55	0	6900	1024
GULSTM500	1	1	32	289	15	0	853	161

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	IMC NUMBER ACTIVE AIRCRAFT	IMC STD ERROR	IMC HOURS FLOWN	IMC STD ERROR	VMC NUMBER ACTIVE AIRCRAFT	VMC STD ERROR	VMC HOURS FLOWN	VMC STD ERROR
GULSTM680	0	0	0	0	20	0	1643	285
GULSTM690TP	8	12	2418	2125	304	12	55801	11767
GULSTMAA1	5	8	295	150	468	6	180233	33137
GULSTMAA5	0	0	0	0	491	0	278556	55615
GULSTMG1159	4	1	385	120	6	0	945	214
GULSTMG159	0	0	0	0	0	0	0	0
GULSTMG44	0	0	0	0	42	0	2220	1299
HELIO H391	10	2	248	61	27	0	2254	167
HELIO H395	152	0	23210	9409	119	29	47287	11125
HILLERUH12	4	1	38	403	25	0	955	89
HILLERUH12	0	0	0	0	13	0	266	74
HUGHES269	167	0	11461	3284	167	0	50672	9109
HUGHES369	330	0	66787	24547	330	0	70496	21600
HWKSLYDH104	0	0	0	0	153	0	17965	4039
HWKSLYDH114	136	0	19450	10705	94	25	32079	6062
HYNES B2	16	0	514	119	16	0	2190	66
INTRCP200	0	0	0	0	1	0	0	0
ISRAEL1124	3	7	159	1113	1392	5	83783	19781
JBMSTRDGA15	2	0	297	0	2	0	104	0
LAIKFN10	13	7	120	21	220	0	13277	1561
LEAR 24	84	77	464	5253	410	0	32301	6881

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	IMC NUMBER ACTIVE AIRCRAFT	IMC STD ERROR	IMC HOURS FLOWN	IMC STD ERROR	VMC NUMBER ACTIVE AIRCRAFT	VMC STD ERROR	VMC HOURS FLOWN	VMC STD ERROR
LEAR 35	0	0	0	0	8	0	364	117
LET L13	0	0	0	0	66	0	3105	217
LKHEED1329	0	0	0	0	16	0	442	84
LKHEED18	2894	316	94288	16909	5359	17	595042	62253
LKHEEDT33	362	0	34806	5415	356	14	93559	16188
LUSCOM8	4	2	16	105	31	0	1954	238
MARTIN404	8	3	54	430	83	0	4433	366
MAULE M4	6	2	54	19	34	0	1697	150
MAULE M5	4	7	9	38	334	0	18560	2204
MCCULHU2	123	25	2135	204	860	5	51915	3116
MCLISHFUNKB	0	0	0	0	33	0	1848	474
MNCOUP90	0	0	0	0	25	0	2542	607
MOONEYM20	0	0	0	0	1	0	226	0
MTSBSIMU2	3	5	149	444	100	5	2750	1329
MULTECD16	311	84	31600	23791	424	0	56038	25362
NAMER F51	0	0	0	0	20	0	419	56
NAMER NA260	0	0	0	0	2085	0	136055	28107
NAMER T6	1	1	329	3	86	1	3986	526
NAVIONNAVION	0	0	0	0	151	0	10755	2347
NORD SV4	0	0	0	0	1044	0	61827	17831
NORWST65	0	0	0	0	273	0	13992	5123

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	IMC NUMBER ACTIVE AIRCRAFT	IMC STD ERROR	IMC HOURS FLOWN	IMC STD ERROR	VMC NUMBER ACTIVE AIRCRAFT	VMC STD ERROR	VMC HOURS FLOWN	VMC STD ERROR
ORLHELH19	2	2	20	0	56	2	3127	694
PICARDAX6	126	102	25115	5084	2428	102	314074	45199
PIPER 600	18	8	104	840	281	0	22688	4231
PIPER J2	246	149	1900	524	3341	0	199454	27183
PIPER J3	2473	209	129181	24861	3226	0	468515	69709
PIPER J4	1346	263	17200	65969	2915	0	251162	39767
PIPER J5	9	27	549	0	1095	0	309902	45064
PIPER PA12	7682	610	382433	44772	21082	0	2925985	187001
PIPER PA16	987	85	36860	9287	1129	0	115878	14273
PIPER PA17	1739	71	328833	120630	1739	72	435401	41017
PIPER PA18	545	0	58591	17921	545	0	73512	22169
PIPER PA20	2713	274	94809	20011	3890	0	442355	63158
PIPER PA22	1776	129	119301	18817	2140	0	416538	51442
PIPER PA22	0	0	0	0	317	0	89584	17697
PIPER PA23	11	29	232	1501	1563	0	612158	163913
PIPER PA24	345	0	36748	27104	345	0	126989	55627
PIPER PA25	23	4	688	317	53	0	3353	348
PIPER PA28	0	0	0	0	41	0	943	102
PIPER PA28	0	0	0	0	612	0	25286	3962
PIPER PA30	312	0	75115	19204	312	0	86450	28322
PIPER PA31	1	3	264	366	157	3	41460	8928

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	IMC NUMBER ACTIVE AIRCRAFT	IMC STD ERROR	IMC HOURS FLOWN	IMC STD ERROR	VMC NUMBER ACTIVE AIRCRAFT	VMC STD ERROR	VMC HOURS FLOWN	VMC STD ERROR
PIPER PA31	4	5	60	1200	70	5	2714	1543
PIPER PA31T	0	0	0	0	9	0	214	44
PIPER PA32	0	0	0	0	67	0	2866	320
PIPER PA34	0	0	0	0	657	0	189476	44785
PIPER PA36	0	0	0	0	539	0	37460	7729
PIPER PA38	0	0	0	0	452	0	103267	23208
PIPER PA44	0	0	0	0	21	0	707	103
PROPJT200	0	0	0	0	23	0	4254	662
RAVEN S50	0	0	0	0	14	0	1891	263
RAVEN S55	118	46	1286	310	173	0	24722	589
RKWELLNA2G5	48	25	1057	5994	196	0	61213	17439
ROBSINR22	0	0	0	0	52	0	1453	198
RYAN ST3	0	0	0	0	50	0	2269	246
RYAN STA	0	0	0	0	37	0	971	168
SCHLERKA6	2	1	12	0	75	0	2842	360
SCWZERG164	0	0	0	0	14	0	227	58
SCWZERSG1	0	0	0	0	722	0	32342	6809
SCWZERSG2	0	0	0	0	108	0	5514	620
SEMCO CLNGER	0	0	0	0	157	0	4390	1196
SKRSKYS55	56	50	57	0	422	0	33067	8053
SKRSKYS58	33	32	97	20	1037	0	47513	6755

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	IMC NUMBER ACTIVE AIRCRAFT	IMC STD ERROR	IMC HOURS FLOWN	IMC STD ERROR	VMC NUMBER ACTIVE AIRCRAFT	VMC STD ERROR	VMC HOURS FLOWN	VMC STD ERROR
SMITH 600	7	24	33	265	1528	0	91155	13026
SNIAS 350	1	1	5	30	30	0	1338	189
STNSON10	5	4	24	8	85	0	7021	1182
STNSONL5	0	0	0	0	8	0	180	10
STNSONV77	0	0	0	0	37	0	411	0
STOLAMRC3	0	0	0	0	11	0	110	14
TCRAFTA	0	0	0	0	70	0	16968	2122
TOTALS	79356	1507	5080936	264417	208022	294	31376007	648742

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
1982

MANUFACTURER/ MODEL GROUP	DAY NUMBER ACTIVE AIRCRAFT	DAY STD ERROR	DAY HOURS FLOWN	DAY STD ERROR	NIGHT NUMBER ACTIVE AIRCRAFT	NIGHT STD ERROR	NIGHT HOURS FLOWN	NIGHT STD ERROR
OTHER 01	6068	52	376524	57875	191	109	5086	4678
OTHER 02	2009	88	166545	37397	866	215	32877	14120
OTHER 03	902	0	81917	14087	667	100	28193	19115
OTHER 04	352	0	97269	47055	162	109	17792	12835
OTHER 05	22	0	7403	2115	11	3	3480	1210
OTHER 06	1398	0	420676	113625	1281	77	100754	22092
OTHER 07	322	0	192876	55945	322	0	117558	36407
OTHER 08	47	0	3563	1060	27	9	2406	1578
OTHER 09	1419	0	397941	55124	1227	92	148411	39128
OTHER 10	354	0	128627	27244	172	103	17130	11209
OTHER 11	358	0	7921	2892	0	0	0	0
OTHER 12	921	53	430353	64858	764	99	82017	31559
OTHER 13	2099	0	136124	17990	0	0	0	0
AIRPTSA	177	0	17798	2738	0	0	0	0
AIRTRCAT300	350	0	101374	19035	75	57	3375	2559
AMD FALC20	216	0	67129	8806	216	0	19456	3493
AMD FALC50	82	0	27167	2747	82	0	14717	1184
ARCTICS1A	36	0	1475	180	3	1	15	7
ARONCA15	132	0	9892	1409	132	0	1356	23
ARONCA65	71	0	3522	233	0	0	0	0
ARONCAC3	8	0	110	19	0	0	0	0

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
AVIAN FALCON	23	0	876	106	0	0	0	0
AYRES S2	676	0	230795	28656	121	68	17048	11404
AYRES S2	56	0	17907	6803	30	17	13574	4201
AYRES S2T	856	0	46846	10351	0	0	0	0
BALWKSFIREFY	27	0	1690	396	16	3	311	34
BEAGLEB206	269	0	90788	9085	269	0	24319	6166
BEECH 100	77	0	3715	438	23	4	131	385
BEECH 17	459	0	83746	13819	283	24	33500	4425
BEECH 18	737	0	243347	38437	737	0	65693	10623
BEECH 18	2645	0	304246	51956	1393	189	40596	19882
BEECH 18	1533	0	145702	18215	1120	139	21777	94815
BEECH 200	6084	27	557131	36957	4379	302	81394	31554
BEECH 23	1633	0	334174	36280	1277	140	44348	12258
BEECH 33	233	0	30623	10902	80	62	151	1203
BEECH 35	222	0	31319	6096	222	0	6550	3848
BEECH 36	2010	0	308855	47087	1707	162	132320	40569
BEECH 45	1261	0	223522	29019	1177	74	65595	13022
BEECH 50	416	0	62621	14004	416	0	21929	8063
BEECH 55	137	0	24113	6273	101	20	15130	7483
BEECH 58	138	0	29773	8782	134	4	5915	1620
BEECH 60	667	0	196253	38788	667	0	85899	22035

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
BEECH 65	459	0	33448	8080	417	72	5849	11031
BEECH 80	106	0	14826	1243	51	5	1510	269
BEECH 90	1935	0	891159	102674	1182	136	47431	20471
BEECH 95	811	10	180116	29108	334	79	26019	13770
BELL 204	168	0	8263	1111	0	0	0	0
BELL 206	60	0	2416	408	7	7	38	263
BELL 47	154	0	6236	1844	57	25	614	1984
BLANCA11	1009	0	79641	9547	693	79	6451	1792
BLANCA1413	3865	14	292387	23859	737	87	9285	1693
BLANCA1419	688	0	83980	11465	273	43	2563	867
BLANCA17	114	0	93900	18714	105	17	10343	1172
BLANCA7	870	0	88171	27766	77	71	387	894
BLANCA7	3	0	207	0	0	0	0	0
BLANCA8	0	0	0	0	0	0	0	0
BNORM BN2	122	0	4861	456	2	2	2	197
BOEING75	636	6	32077	3326	219	28	1865	668
BOEINGB17	1429	0	73584	7791	494	104	4972	1877
BOEINGC97	17384	34	3146543	225554	11352	561	354757	36088
CAMRONMODELO	1786	61	146355	30721	1031	171	21693	10808
CESSNA120	23342	79	3755166	274829	16173	620	559394	55768
CESSNA140	1101	7	50132	4819	591	83	3354	1242

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	DAY NUMBER ACTIVE AIRCRAFT	DAY STD ERROR	DAY HOURS FLOWN	DAY STD ERROR	NIGHT NUMBER ACTIVE AIRCRAFT	NIGHT STD ERROR	NIGHT HOURS FLOWN	NIGHT STD ERROR
CESSNA150	2686	0	208827	28466	1624	241	44628	15448
CESSNA170	2400	0	307696	89747	591	181	17878	8781
CESSNA172	12844	0	1573565	120966	8224	475	233885	46623
CESSNA175	1191	103	317139	91484	731	175	88733	60170
CESSNA177	1646	0	465611	58682	145	99	1272	2792
CESSNA180	285	0	11493	2272	186	32	1379	1042
CESSNA182	133	0	8776	5663	89	35	3455	2372
CESSNA185	2741	0	589609	122499	1485	243	42374	34586
CESSNA188	386	0	166622	41168	181	94	26987	9942
CESSNA195	5822	0	761873	58393	4244	310	152376	37246
CESSNA205	169	0	23480	3794	75	29	2736	1724
CESSNA206	2863	12	351925	43314	2556	145	144254	26038
CESSNA207	276	0	27511	6531	262	25	3610	4230
CESSNA210	1165	0	126521	27715	801	121	15061	8487
CESSNA305	900	0	274790	42811	900	0	54210	11729
CESSNA310	210	0	41953	12568	94	45	7518	3419
CESSNA320	717	0	180700	48188	646	68	60214	22774
CESSNA337	135	0	16541	2475	121	9	3822	587
CESSNA340	684	0	154682	29678	645	49	36313	8218
CESSNA401	1226	0	252687	34620	1213	30	84648	27021
CESSNA402	501	0	161241	36467	501	0	38316	10770

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
CESSNA411	199	0	2687	1163	0	0	0	0
CESSNA414	32	0	1273	276	3	2	20	114
CESSNA421	450	0	49342	4431	177	152	1950	10575
CESSNA500	14	0	2277	593	14	0	2183	741
CHILD S1	40	0	2771	399	0	0	0	0
COMWTH185	5	0	207	0	1	1	11	9
CONAERLA4	20	0	380	95	6	3	0	38
CURTISC46	6	0	154	0	0	0	0	0
CURTISTRVAIR	66	0	1871	527	5	5	24	6
CURTISTRVAIR	191	0	58479	6606	42	7	1961	162
CVAC 240	75	0	64829	17913	66	16	43159	19357
CVAC BT13	52	0	2384	271	0	0	0	0
CVAC P4Y	19	0	617	185	3	3	26	0
DHAV DHC1	214	0	27092	7834	116	22	30606	12126
DHAV DHC2	24	0	2932	902	21	6	318	108
DHAV DHC2	49	0	2067	939	25	11	1656	1894
DHAV DHC6	32	0	6176	1866	20	6	8004	4427
DHAVXXDH82	17	0	3878	624	3	2	99	0
DOUG A26	73	0	82091	11062	73	0	36730	8377
DOUG DC3	283	0	72219	14619	149	53	8797	14718
DOUG DC4	2	0	49	13	0	0	0	0

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
DOUG DC6	65	0	2141	215	4	2	15	135
DOUG DC7	17	0	2024	108	2	1	43	364
EMAIR MA1	37	0	2772	758	5	3	126	107
EMB 110	82	0	3102	411	3	2	6	916
ENSTRMF28	94	0	6079	491	0	0	0	0
ENSTRMF28	131	0	8378	847	0	0	0	0
FLEET 16B	16	0	2575	279	2	2	4	0
FRCHLD24	19	0	535	78	8	2	11	2
FRCHLD24	575	0	36719	10226	443	117	2267	881
FRCHLDC119	320	0	27525	3880	235	69	1294	1436
FRCHLDFH1100	477	0	183421	22284	0	0	0	0
FRCHLDM52	505	9	44821	8071	405	72	13711	2530
GLASFLH301	303	0	31424	23950	298	23	179291	48198
GRTLKS2T1	246	0	10868	6808	229	22	13783	12458
GRUMANG21	428	0	138844	16844	383	35	33233	6658
GRUMANTBM	560	0	31585	8072	286	97	7142	1795
GRUMAVAA1	1268	0	219643	53095	1004	117	25635	7736
GRUMAVAA5	167	0	64645	13048	167	0	14360	8413
GRUMAVG164	137	0	59656	9579	137	0	15983	5220
GULSTM112	55	0	6951	1028	24	4	303	135
GULSTM500	15	0	842	163	5	1	43	902

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	DAY NUMBER ACTIVE AIRCRAFT	DAY STD ERROR	DAY HOURS FLOWN	DAY STD ERROR	NIGHT NUMBER ACTIVE AIRCRAFT	NIGHT STD ERROR	NIGHT HOURS FLOWN	NIGHT STD ERROR
GULSTM680	20	0	1628	285	3	3	15	155
GULSTM690TP	312	0	54298	10621	80	32	3921	3477
GULSTMAA1	463	10	127681	19460	345	35	53528	19554
GULSTMAA5	491	0	222693	46494	298	85	55863	30958
GULSTMG1159	6	0	1036	242	2	1	294	84
GULSTMG159	0	0	0	0	0	0	0	0
GULSTMG44	42	0	2220	1299	0	0	0	0
HELIO H391	27	0	2249	157	19	2	252	38
HELIO H395	152	0	49385	10584	152	0	21112	13082
HILLERUH12	25	0	961	92	5	1	32	76
HILLERUH12	13	0	247	67	2	1	16	8
HUGHES269	167	0	44116	7992	167	0	18017	4459
HUGHES369	330	0	113456	19613	330	0	23828	3238
HWKSLYDH104	150	4	17204	4064	3	4	733	432
HWKSLYDH114	136	0	42307	9876	112	20	9223	1502
HYNES B2	16	0	1528	608	16	0	1176	661
INTRCP200	1	0	0	0	0	0	0	0
ISRAEL1124	1390	8	82138	19700	175	53	1800	7386
JBMSTRDGA15	2	0	249	0	2	0	153	0
LAIKFN10	220	0	12710	1463	91	14	681	262
LEAR 24	410	0	27351	5707	300	84	5414	9266

TABLE 2 - 14

GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	DAY NUMBER ACTIVE AIRCRAFT	DAY STD ERROR	DAY HOURS FLOWN	DAY STD ERROR	NIGHT NUMBER ACTIVE AIRCRAFT	NIGHT STD ERROR	NIGHT HOURS FLOWN	NIGHT STD ERROR
LEAR 35	8	0	316	95	3	1	48	75
LET L13	64	1	3040	228	11	2	74	522
LKHEED1329	16	0	441	84	1	2	1	151
LKHEED18	5363	0	586873	57566	3652	295	102457	27311
LKHEEDT33	362	0	100074	14145	356	14	28290	3879
LUSCOM8	31	0	1888	231	19	3	82	30
MARTIN404	83	0	4447	369	8	3	40	221
MAULE M4	34	0	1736	152	6	2	14	14
MAULE M5	334	0	18162	2153	86	29	385	535
MCCULHJ2	862	3	49034	2991	428	36	5009	964
MCLISHFUNKB	33	0	1848	474	0	0	0	0
MNCOUP90	25	0	2535	607	1	1	7	0
MOONEYM20	1	0	226	0	0	0	0	0
MTSBSIMU2	103	0	2901	553	0	0	0	0
MULTECD16	424	0	44858	13852	311	84	42780	39484
NAMER F51	20	0	419	56	0	0	0	0
NAMER NA260	2085	0	136045	28105	3	14	10	33
NAMER T6	87	0	4251	573	11		64	30
NAVIONNAVION	151	0	10695	2360	18	15	60	181
NORD SV4	994	62	57443	16397	167	106	4329	562
NORWST65	273	0	13992	5123	0	0	0	0

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
ORLHELH19	58	0	3036	494	5	4	67	0
PICARDAX6	2554	0	332616	46379	416	174	6573	4916
PIPER 600	264	8	21846	4024	103	16	946	2268
PIPER J2	3341	0	179208	22766	1261	276	22147	7789
PIPER J3	3226	0	437641	51540	2819	164	159848	49511
PIPER J4	2915	0	248237	40730	1683	261	20126	4460
PIPER J5	1095	0	308913	45346	9	27	1538	88
PIPER PA12	21023	69	2831467	187378	14441	613	452028	45409
PIPER PA16	1129	0	130131	15480	822	114	22607	4776
PIPER PA17	1831	37	548493	90704	1832	36	215741	47995
PIPER PA18	545	0	102288	20528	472	57	29815	12795
PIPER PA20	3890	0	483662	66709	2865	263	53284	13934
PIPER PA22	2140	0	433023	48650	1951	97	102817	22305
PIPER PA22	317	0	89559	17702	11	17	25	336
PIPER PA23	1471	79	517291	132080	1348	116	95099	37268
PIPER PA24	345	0	148266	75877	241	75	15472	5070
PIPER PA25	53	0	3644	375	24	4	396	773
PIPER PA28	41	0	943	102	0	0	0	0
PIPER PA28	612	0	25286	3962	0	0	0	0
PIPER PA30	312	0	120606	13278	312	0	40959	9884
PIPER PA31	158	0	40189	8428	56	17	1535	1462

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	DAY				NIGHT			
	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR	NUMBER ACTIVE AIRCRAFT	STD ERROR	HOURS FLOWN	STD ERROR
PIPER PA31	74	0	2774	542	0	0	0	0
PIPER PA31T	9	0	214	44	0	0	0	0
PIPER PA32	66	1	2856	366	1	1	10	27
PIPER PA34	657	0	189476	44785	0	0	0	0
PIPER PA36	539	0	37460	7729	0	0	0	0
PIPER PA38	452	0	103267	23208	0	0	0	0
PIPER PA44	21	0	683	93	2	1	23	64
PROPJT200	23	0	4254	662	0	0	0	0
RAVEN S50	14	0	1872	265	2	1	19	0
RAVEN S55	173	0	17651	4792	173	0	8357	4792
RKWELLNA265	158	23	55940	16015	152	24	6330	5761
ROBSINR22	52	0	1429	195	7	3	24	85
RYAN ST3	50	0	2238	241	4	2	30	5
RYAN STA	37	0	961	168	2	2	10	0
SCHLERKA6	72	2	2618	348	10	3	234	52
SCWZERG164	14	0	227	58	0	0	0	0
SCWZERSG1	722	0	32342	6809	0	0	0	0
SCWZERSG2	106	2	5489	761	2	2	25	0
SEMCO CLNGER	143	10	4128	1226	15	10	262	130
SKRSKYS55	422	0	31572	7358	238	73	1552	687
SKRSKYS58	1037	0	45392	6266	363	86	2195	1181

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GENERAL AVIATION ANNUAL HOURS FLOWN
BY WEATHER AND LIGHT CONDITIONS
BY SDR MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	DAY NUMBER ACTIVE AIRCRAFT	DAY STD ERROR	DAY HOURS FLOWN	DAY STD ERROR	NIGHT NUMBER ACTIVE AIRCRAFT	NIGHT STD ERROR	NIGHT HOURS FLOWN	NIGHT STD ERROR
SMITH 600	1528	0	85112	12022	818	185	6076	8992
SNIAS 350	30	0	1288	181	2	2	58	82
STNSON10	85	0	6504	1041	32	8	541	197
STNSONL5	8	0	180	10	0	0	0	0
STNSONV77	37	0	411	0	0	0	0	0
STOLAMRC3	11	0	110	14	1	1	0	11
TCRAFTA	68	3	16806	2102	2	3	161	0
TOTALS	208901	245	31117478	630202	121880	1691	5339465	214098

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

TABLE 2 - 15

GENERAL AVIATION AVIONICS EQUIPMENT
BY
AIRCRAFT TYPE
1982

AIRCRAFT TYPE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NO ILS
FIXED WING												
FIXED WING - PISTON												
1 ENG: 1-3 SEATS												
ESTIMATED POPULATION	39147	16126	8860	28370	22847	2831	59243	14256	7437	5208	36	66872
% STANDARD ERROR	A	A	A	A	A	B	A	A	A	B	D	A
ESTIMATED % OF TYPE	47.7	19.6	10.8	34.6	27.8	3.4	72.2	17.4	9.1	6.3	0.0	81.2
1 ENG: 4+ SEATS												
ESTIMATED POPULATION	61929	61339	81354	3992	99188	44111	18820	85148	80577	70254	572	29006
% STANDARD ERROR	A	A	A	B	A	A	A	A	A	A	D	A
ESTIMATED % OF TYPE	52.5	52.0	68.9	3.4	84.1	37.4	15.9	72.2	68.3	59.5	0.5	24.6
1 ENGINE: TOTAL												
ESTIMATED POPULATION	101076	77464	90214	32362	122035	46943	78063	99404	88014	75462	608	95678
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	D	A
ESTIMATED % OF TYPE	50.5	38.7	45.1	16.2	61.0	23.5	39.0	49.7	44.0	37.7	0.3	47.8
2 ENG: 1-6 SEATS												
ESTIMATED POPULATION	6920	12610	16167	500	17679	14559	790	17918	17745	17144	109	407
% STANDARD ERROR	A	A	A	D	A	A	C	A	A	A	D	D
ESTIMATED % OF TYPE	37.5	68.3	87.5	2.7	95.7	78.8	4.3	97.0	96.1	92.8	0.6	2.2
2 ENG: 7+ SEATS												
ESTIMATED POPULATION	3352	7177	8545	316	9260	8267	801	9402	9082	9289	107	645
% STANDARD ERROR	A	A	A	C	A	A	B	A	A	A	D	B
ESTIMATED % OF TYPE	33.3	71.3	84.9	3.1	92.0	82.2	8.0	93.5	90.3	92.3	1.1	6.4

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

TABLE 2 - 15

GENERAL AVIATION AVIONICS EQUIPMENT
BY
AIRCRAFT TYPE
1982

AIRCRAFT TYPE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NO ILS
2 ENGINE: TOTAL												
ESTIMATED POPULATION	10272	19786	24713	817	26939	22826	1591	27321	26827	26433	216	1051
% STANDARD ERROR	A	A	A	C	A	A	B	A	A	A	D	B
ESTIMATED % OF TYPE	36.0	69.4	86.6	2.9	94.4	80.0	5.6	95.8	94.0	92.7	0.8	3.7
PISTON: OTHER												
ESTIMATED POPULATION	161	135	196	51	270	144	71	205	196	199	4	136
% STANDARD ERROR	B	C	B	C	A	C	C	B	B	B	D	C
ESTIMATED % OF TYPE	47.2	39.7	57.4	14.9	79.1	42.1	20.9	60.1	57.3	58.5	1.2	39.9
PISTON: TOTAL												
ESTIMATED POPULATION	111510	97386	115122	33229	149244	69912	79726	126930	115037	102095	829	96865
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	C	A
ESTIMATED % OF TYPE	48.7	42.5	50.3	14.5	65.2	30.5	34.8	55.4	50.2	44.6	0.4	42.3
FIXED WING-TURBOPROP												
2 ENG: 1-12 SEATS												
ESTIMATED POPULATION	752	4131	4047	2	4486	4481	4	4438	4438	4362	74	52
% STANDARD ERROR	C	A	A	D	A	A	D	A	A	A	D	D
ESTIMATED % OF TYPE	16.8	92.0	90.1	0.0	99.9	99.8	0.1	98.9	98.9	97.1	1.6	1.1
2 ENG: 13+ SEATS												
ESTIMATED POPULATION	145	574	596	0	642	560	0	601	601	601	52	41
% STANDARD ERROR	D	A	A	A	A	A	A	A	A	A	D	D
ESTIMATED % OF TYPE	22.6	89.3	92.7	0.0	99.8	87.0	0.0	93.4	93.4	93.4	8.1	6.4

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

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GENERAL AVIATION AVIONICS EQUIPMENT
BY
AIRCRAFT TYPE
1982

AIRCRAFT TYPE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NO ILS
2 ENGINE: TOTAL												
ESTIMATED POPULATION	898	4705	4643	2	5128	5040	4	5039	5039	4962	126	93
% STANDARD ERROR	B	A	A	D	A	A	D	A	A	A	D	D
ESTIMATED % OF TYPE	17.5	91.7	90.4	0.0	99.9	98.2	0.1	98.2	98.2	96.7	2.5	1.8
TURBOPROP: OTHER												
ESTIMATED POPULATION	41	44	69	120	69	61	136	72	66	62	0	133
% STANDARD ERROR	D	D	D	C	D	D	C	D	D	D	A	C
ESTIMATED % OF TYPE	19.8	21.4	33.8	58.8	33.5	29.8	66.5	35.2	32.1	30.5	0.0	64.8
TURBOPROP: TOTAL												
ESTIMATED POPULATION	938	4749	4712	122	5197	5101	140	5111	5105	5025	126	226
% STANDARD ERROR	B	A	A	C	A	A	C	A	A	A	D	C
ESTIMATED % OF TYPE	17.6	89.0	88.3	2.3	97.4	95.6	2.6	95.8	95.6	94.1	2.4	4.2
FIXED WING-TURBOJET												
2 ENGINE TURBOJET												
ESTIMATED POPULATION	589	3407	3300	0	3475	3428	0	3475	3475	3346	132	0
% STANDARD ERROR	C	A	A	A	A	A	A	A	A	A	D	A
ESTIMATED % OF TYPE	17.0	98.0	95.0	0.0	100.0	98.6	0.0	100.0	100.0	96.3	3.8	0.0
TURBOJET: OTHER												
ESTIMATED POPULATION	68	806	783	29	852	841	27	859	857	815	76	30
% STANDARD ERROR	D	A	A	D	A	A	D	A	A	A	D	D
ESTIMATED % OF TYPE	7.6	90.7	88.1	3.2	97.0	94.6	3.0	96.6	96.4	91.7	8.6	3.4

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

TABLE 2 - 15

GENERAL AVIATION AVIONICS EQUIPMENT
BY
AIRCRAFT TYPE
1982

AIRCRAFT TYPE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NO ILS
TURBOJET: TOTAL												
ESTIMATED POPULATION	657	4214	4084	29	4337	4268	27	4334	4332	4161	208	30
% STANDARD ERROR	C	A	A	D	A	A	D	A	A	A	D	D
ESTIMATED % OF TYPE	15.1	96.6	93.6	0.7	99.4	97.8	0.6	99.3	99.3	95.3	4.8	0.7
FIXED WING: TOTAL												
ESTIMATED POPULATION	113105	106349	123918	33380	158777	79282	79893	136375	124474	111281	1163	97121
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	C	A
ESTIMATED % OF TYPE	47.4	44.6	51.9	14.0	66.5	33.2	33.5	57.1	52.2	46.6	0.5	40.7
ROTORCRAFT												
PISTON												
ESTIMATED POPULATION	1555	985	306	2858	987	136	4292	209	41	39	0	5065
% STANDARD ERROR	B	B	D	A	B	D	A	D	D	D	A	A
ESTIMATED % OF TYPE	29.5	18.7	5.8	54.1	18.7	2.6	81.3	4.0	0.8	0.7	0.0	95.9
TURBINE												
ESTIMATED POPULATION	954	3315	1731	236	3416	1160	1014	1793	1015	996	3	2632
% STANDARD ERROR	B	A	B	D	A	B	B	B	B	B	D	A
ESTIMATED % OF TYPE	21.5	74.8	39.0	5.3	77.1	26.2	22.9	40.5	22.9	22.5	0.1	59.4
ROTORCRAFT: TOTAL												
ESTIMATED POPULATION	2509	4300	2036	3094	4402	1296	5307	2002	1056	1035	3	7696
% STANDARD ERROR	B	A	B	A	A	B	A	B	B	B	D	A
ESTIMATED % OF TYPE	25.8	44.3	21.0	31.9	45.3	13.3	54.6	20.6	10.9	10.7	0.0	79.3

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

TABLE 2 - 15

GENERAL AVIATION AVIONICS EQUIPMENT
BY
AIRCRAFT TYPE
1982

AIRCRAFT TYPE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NO ILS
OTHER												
ESTIMATED POPULATION	2337	518	108	4163	204	81	6781	12	55	2	0	6920
% STANDARD ERROR	B	C	D	A	D	D	A	D	D	D	A	A
ESTIMATED % OF TYPE	33.5	7.4	1.6	59.6	2.9	1.2	97.1	0.2	0.8	0.0	0.0	99.1
TOTAL												
ESTIMATED POPULATION	117951	111167	126063	40637	163384	80658	91980	138389	125585	112317	1166	111737
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	C	A
ESTIMATED % OF POP	46.2	43.5	49.4	15.9	64.0	31.6	36.0	54.2	49.2	44.0	0.5	43.8

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

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

TABLE 2 - 15

GENERAL AVIATION AVIONICS EQUIPMENT
BY
AIRCRAFT TYPE
1982

AIRCRAFT TYPE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	FLT DIR	RADAR ALT	FLTMGT COMPTR	NO NAVEQ
FIXED WING											
FIXED WING - PISTON											
1 ENG: 1-3 SEATS											
ESTIMATED POPULATION	30286	19267	8578	8754	1356	426	144	96	32	98	33278
% STANDARD ERROR	A	A	A	A	C	D	D	D	D	D	A
ESTIMATED % OF TYPE	36.9	23.5	10.4	8.2	1.7	0.5	0.2	0.1	0.0	0.1	40.5
1 ENG: 4+ SEATS											
ESTIMATED POPULATION	47951	71482	86861	82759	42571	10470	580	5097	2488	741	4517
% STANDARD ERROR	A	A	A	A	A	A	D	A	B	C	B
ESTIMATED % OF TYPE	40.6	60.6	73.6	70.1	36.1	8.9	0.5	4.3	2.1	0.6	3.8
1 ENGINE: TOTAL											
ESTIMATED POPULATION	78237	90748	95439	89513	43927	10896	724	5193	2520	839	37795
% STANDARD ERROR	A	A	A	A	A	A	C	A	B	C	A
ESTIMATED % OF TYPE	39.1	45.4	47.7	44.7	22.0	5.4	0.4	2.6	1.3	0.4	18.9
2 ENG: 1-6 SEATS											
ESTIMATED POPULATION	4377	14782	17168	17599	16021	6111	282	4598	3609	787	277
% STANDARD ERROR	A	A	A	A	A	A	D	A	B	C	D
ESTIMATED % OF TYPE	23.7	80.0	93.0	95.3	86.7	33.1	1.5	24.9	19.5	4.3	1.5
2 ENG: 7+ SEATS											
ESTIMATED POPULATION	2168	7867	8896	9170	8619	4549	236	4124	3049	404	370
% STANDARD ERROR	B	A	A	A	A	A	D	A	A	D	C
ESTIMATED % OF TYPE	21.6	78.2	88.4	91.1	85.7	45.2	2.3	41.0	30.3	4.0	3.7

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

TABLE 2 - 15

GENERAL AVIATION AVIONICS EQUIPMENT
BY
AIRCRAFT TYPE
1982

AIRCRAFT TYPE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	FLT DIR	RADAR ALT	FLTMGT COMPTR	NO NAVEQ
2 ENGINE: TOTAL											
ESTIMATED POPULATION	6545	22649	26064	26770	24640	10660	519	8722	6658	1191	647
% STANDARD ERROR	A	A	A	A	A	A	C	A	A	C	C
ESTIMATED % OF TYPE	22.9	79.4	91.4	93.8	86.4	37.4	1.8	30.6	23.3	4.2	2.3
PISTON: OTHER											
ESTIMATED POPULATION	128	164	211	196	183	22	9	10	15	5	58
% STANDARD ERROR	C	B	B	B	B	D	D	D	D	D	D
ESTIMATED % OF TYPE	37.4	48.0	62.0	57.4	53.7	6.4	2.5	3.1	4.5	1.6	17.1
PISTON: TOTAL											
ESTIMATED POPULATION	84910	113561	121714	116478	68750	21578	1251	13926	9194	2035	38500
% STANDARD ERROR	A	A	A	A	A	A	C	A	A	B	A
ESTIMATED % OF TYPE	37.1	49.6	53.2	50.9	30.0	9.4	0.5	6.1	4.0	0.9	16.8
FIXED WING-TURBOPROP											
2 ENG: 1-12 SEATS											
ESTIMATED POPULATION	832	3922	4382	4486	4481	3278	529	3877	3888	659	4
% STANDARD ERROR	B	A	A	A	A	A	C	A	A	C	D
ESTIMATED % OF TYPE	18.5	87.3	97.6	99.9	99.8	73.0	11.8	86.4	86.6	14.7	0.1
2 ENG: 13+ SEATS											
ESTIMATED POPULATION	144	546	640	642	620	135	211	402	458	64	0
% STANDARD ERROR	D	A	A	A	A	D	C	B	B	D	A
ESTIMATED % OF TYPE	22.3	85.0	99.6	99.8	96.5	21.0	32.8	62.5	71.2	10.0	0.0

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

TABLE 2 - 15

GENERAL AVIATION AVIONICS EQUIPMENT
BY
AIRCRAFT TYPE
1982

AIRCRAFT TYPE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	FLT DIR	RADAR ALT	FLTMGT COMPTR	NO NAVEQ
2 ENGINE: TOTAL											
ESTIMATED POPULATION	975	4468	5022	5128	5101	3413	740	4279	4346	723	4
% STANDARD ERROR	B	A	A	A	A	A	C	A	A	C	D
ESTIMATED % OF TYPE	19.0	87.0	97.8	99.9	99.4	66.5	14.4	83.4	84.7	14.1	0.1
TURBOPROP: OTHER											
ESTIMATED POPULATION	26	52	63	73	66	4	15	34	29	0	127
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	A	C
ESTIMATED % OF TYPE	12.6	25.6	30.9	35.8	32.1	1.8	7.3	16.8	14.1	0.0	61.8
TURBOPROP: TOTAL											
ESTIMATED POPULATION	1001	4521	5085	5202	5167	3417	755	4313	4375	723	130
% STANDARD ERROR	B	A	A	A	A	A	B	A	A	C	C
ESTIMATED % OF TYPE	18.8	84.7	95.3	97.4	96.8	64.0	14.1	80.8	82.0	13.5	2.4
FIXED WING-TURBOJET											
2 ENGINE TURBOJET											
ESTIMATED POPULATION	584	3226	3226	3475	3401	1755	1728	3375	3201	888	0
% STANDARD ERROR	C	A	A	A	A	B	B	A	A	B	A
ESTIMATED % OF TYPE	16.8	92.8	92.8	100.0	97.9	50.5	49.7	97.1	92.1	25.6	0.0
TURBOJET: OTHER											
ESTIMATED POPULATION	152	723	847	803	805	376	782	717	679	163	27
% STANDARD ERROR	D	A	A	A	A	C	A	B	B	D	D
ESTIMATED % OF TYPE	17.1	81.4	95.3	90.3	90.6	42.3	88.0	80.6	76.4	18.3	3.0

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

TABLE 2 - 15

GENERAL AVIATION AVIONICS EQUIPMENT
BY
AIRCRAFT TYPE
1982

AIRCRAFT TYPE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	FLT DIR	RADAR ALT	FLTMGT COMPTR	NO NAVEQ
TURBOJET: TOTAL											
ESTIMATED POPULATION	736	3950	4073	4278	4206	2131	2510	4092	3880	1051	27
% STANDARD ERROR	C	A	A	A	A	B	A	A	A	B	D
ESTIMATED % OF TYPE	16.9	90.5	93.3	98.0	96.4	48.8	57.5	93.8	88.9	24.1	0.6
FIXED WING: TOTAL											
ESTIMATED POPULATION	86647	122032	130873	125958	78122	27127	4517	22331	17449	3809	38658
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	B	A
ESTIMATED % OF TYPE	36.3	51.1	54.8	52.8	32.7	11.4	1.9	9.4	7.3	1.6	16.2
ROTORCRAFT											
PISTON											
ESTIMATED POPULATION	293	212	6	227	6	9	2	0	5	10	4667
% STANDARD ERROR	D	D	D	D	D	D	D	A	D	D	A
ESTIMATED % OF TYPE	5.5	4.0	0.1	4.3	0.1	0.2	0.0	0.0	0.1	0.2	88.4
TURBINE											
ESTIMATED POPULATION	727	2361	974	2643	1299	1239	352	314	560	185	677
% STANDARD ERROR	C	A	B	A	B	B	D	D	C	D	C
ESTIMATED % OF TYPE	16.4	53.3	22.0	59.6	29.3	28.0	7.9	7.1	12.6	4.2	15.3
ROTORCRAFT: TOTAL											
ESTIMATED POPULATION	1020	2573	980	2870	1305	1248	354	314	565	195	5343
% STANDARD ERROR	B	A	B	A	B	B	D	D	C	D	A
ESTIMATED % OF TYPE	10.5	26.5	10.1	29.6	13.4	12.9	3.6	3.2	5.8	2.0	55.0

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

TABLE 2 - 15

GENERAL AVIATION AVIONICS EQUIPMENT
BY
AIRCRAFT TYPE
1982

AIRCRAFT TYPE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	FLT DIR	RADAR ALT	FLTMGT COMPTR	NO NAVEQ
OTHER											
ESTIMATED POPULATION	81	74	54	2	10	0	0	22	4	0	6821
% STANDARD ERROR	D	D	D	D	D	A	A	D	D	A	A
ESTIMATED % OF TYPE	1.2	1.1	0.8	0.0	0.1	0.0	0.0	0.3	0.1	0.0	97.6
TOTAL											
ESTIMATED POPULATION	87749	124679	131906	128829	79437	28375	4871	22668	18018	4004	50822
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	B	A
ESTIMATED % OF POP	34.4	48.8	51.7	50.4	31.1	11.1	1.9	8.9	7.1	1.6	19.9

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

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

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
STATE OF BASED AIRCRAFT
1982

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NO ILS
ALABAMA												
ESTIMATED POPULATION	1427	1454	1480	737	2203	962	1344	1882	1735	1388	0	1590
% STANDARD ERROR	C	C	C	C	B	C	C	B	B	C	A	C
ESTIMATED % OF STATE	40.1	40.9	41.6	20.7	61.9	27.0	37.8	52.9	48.8	39.0	0.0	44.7
ALASKA												
ESTIMATED POPULATION	5178	2013	1523	1021	1691	470	6464	1561	1311	1009	102	6471
% STANDARD ERROR	B	B	B	C	B	D	A	B	C	C	D	A
ESTIMATED % OF STATE	65.8	25.6	19.3	13.0	21.5	6.0	82.1	19.8	16.6	12.8	1.3	82.2
ARIZONA												
ESTIMATED POPULATION	2655	2450	2531	1109	3975	1816	2144	3097	2868	2458	0	2883
% STANDARD ERROR	B	B	B	C	B	B	B	B	B	B	A	B
ESTIMATED % OF STATE	43.4	40.1	41.4	18.1	65.0	29.7	35.1	50.7	46.9	40.2	0.0	47.2
ARKANSAS												
ESTIMATED POPULATION	1310	1319	1454	783	1854	782	1334	1510	1317	1233	52	1620
% STANDARD ERROR	C	C	C	C	B	C	C	C	C	C	D	B
ESTIMATED % OF STATE	40.5	40.8	45.0	24.2	57.3	24.2	41.2	46.7	40.7	38.1	1.6	50.1
CALIFORNIA												
ESTIMATED POPULATION	15801	16140	18076	3459	23517	11683	9995	18990	18311	15926	131	13256
% STANDARD ERROR	A	A	A	B	A	A	A	A	A	A	D	A
ESTIMATED % OF STATE	47.3	48.3	54.1	10.4	70.4	35.0	29.9	56.8	54.8	47.7	0.4	39.7

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

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
STATE OF BASED AIRCRAFT
1982

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NO ILS
COLORADO												
ESTIMATED POPULATION	2278	3210	3215	979	4297	2193	1544	3309	3012	2856	2	2503
% STANDARD ERROR	B	B	B	C	B	B	B	B	B	B	D	B
ESTIMATED % OF STATE	39.8	56.1	56.2	17.1	75.1	38.3	27.0	57.8	52.6	49.9	0.0	43.7
CONNECTICUT												
ESTIMATED POPULATION	1016	1067	1179	290	1363	804	739	1245	1171	1032	47	804
% STANDARD ERROR	C	C	C	D	C	C	C	C	C	C	D	C
ESTIMATED % OF STATE	49.6	52.0	57.5	14.1	66.5	39.2	36.1	60.7	57.1	50.3	2.3	39.2
DELAWARE												
ESTIMATED POPULATION	236	446	427	71	490	339	203	464	429	420	0	227
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	A	D
ESTIMATED % OF STATE	34.5	65.1	62.4	10.3	71.6	49.5	29.6	67.7	62.7	61.4	0.0	33.2
DC												
ESTIMATED POPULATION	7	152	105	0	154	148	6	144	150	144	0	10
% STANDARD ERROR	D	D	D	A	D	D	D	D	D	D	A	D
ESTIMATED % OF STATE	4.8	97.8	67.5	0.0	98.5	94.7	4.1	92.6	96.0	92.6	0.0	6.6
FLORIDA												
ESTIMATED POPULATION	6720	8280	9080	1379	10794	6198	3968	9371	8768	8232	40	5003
% STANDARD ERROR	A	A	A	B	A	A	B	A	A	A	D	B
ESTIMATED % OF STATE	45.4	56.0	61.4	9.3	73.0	41.9	26.8	63.4	59.3	55.7	0.3	33.8

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

TABLE 2 - 18

GENERAL AVIATION AVIONICS EQUIPMENT
BY
STATE OF BASED AIRCRAFT
1982

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NO ILS
GEORGIA												
ESTIMATED POPULATION	2726	2192	2549	781	3884	1994	1674	3171	2842	2609	80	2381
% STANDARD ERROR	B	B	B	C	B	B	B	B	B	B	D	B
ESTIMATED % OF STATE	49.1	39.5	45.9	14.1	69.9	35.9	30.1	57.1	51.2	47.0	1.4	42.9
HAWAII												
ESTIMATED POPULATION	206	290	284	53	412	185	124	225	192	162	14	307
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D	D
ESTIMATED % OF STATE	38.3	53.8	49.0	9.7	76.3	34.4	22.9	41.7	35.5	30.1	2.6	56.9
IDAHO												
ESTIMATED POPULATION	1530	756	962	339	1352	467	1193	1134	1111	928	59	1334
% STANDARD ERROR	C	C	C	D	C	D	C	C	C	C	D	C
ESTIMATED % OF STATE	58.2	28.8	36.6	12.9	51.5	17.8	45.4	43.2	42.3	35.3	2.3	50.8
ILLINOIS												
ESTIMATED POPULATION	3963	4481	4702	1444	5670	2945	3756	5414	4754	4399	1	3948
% STANDARD ERROR	B	B	B	B	B	B	B	B	B	B	D	B
ESTIMATED % OF STATE	42.7	48.3	50.7	15.6	61.1	31.7	40.5	58.4	51.2	47.4	0.0	42.6
INDIANA												
ESTIMATED POPULATION	1710	1515	1871	982	2599	1276	1433	2274	1920	1763	71	1729
% STANDARD ERROR	B	C	B	C	B	C	B	B	B	B	D	B
ESTIMATED % OF STATE	42.1	37.3	46.1	24.2	64.1	31.5	35.3	56.1	47.3	43.5	1.7	42.6

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

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
STATE OF BASED AIRCRAFT
1982

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NO ILS
IOWA												
ESTIMATED POPULATION	1370	1952	1909	783	2470	1134	1464	2329	1983	1890	6	1604
% STANDARD ERROR	C	B	B	C	B	C	B	B	B	B	D	B
ESTIMATED % OF STATE	35.4	50.4	49.3	19.7	63.8	29.3	37.8	60.1	51.2	48.8	0.2	41.4
KANSAS												
ESTIMATED POPULATION	1552	2073	2144	750	2877	1367	1305	2356	1973	1838	8	1647
% STANDARD ERROR	B	B	B	C	B	C	C	B	B	B	D	B
ESTIMATED % OF STATE	36.4	48.6	50.3	17.6	67.5	32.1	30.6	55.3	46.3	43.1	0.2	38.6
KENTUCKY												
ESTIMATED POPULATION	669	1067	866	134	1197	797	583	973	948	843	0	781
% STANDARD ERROR	C	C	C	D	C	C	D	C	C	C	A	C
ESTIMATED % OF STATE	37.7	60.0	48.7	7.6	67.3	44.8	32.8	54.7	53.3	47.4	0.0	43.9
LOUISIANA												
ESTIMATED POPULATION	1335	1860	1613	1151	2502	1092	1613	2025	1788	1663	0	2086
% STANDARD ERROR	C	B	B	C	B	C	C	B	B	B	A	B
ESTIMATED % OF STATE	32.6	45.4	39.4	28.1	61.1	26.7	39.4	49.5	43.7	40.6	0.0	51.0
MAINE												
ESTIMATED POPULATION	580	403	457	381	438	174	861	554	330	221	1	732
% STANDARD ERROR	D	D	D	D	D	D	C	D	D	D	D	C
ESTIMATED % OF STATE	43.0	29.9	33.8	28.2	32.4	12.9	63.8	41.0	24.4	16.4	0.1	54.2

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

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
STATE OF BASED AIRCRAFT
1982

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NO ILS
MARYLAND												
ESTIMATED POPULATION	1190	1420	1711	558	2068	1066	891	1743	1433	1479	0	1206
% STANDARD ERROR	C	C	B	D	B	C	C	B	C	C	A	C
ESTIMATED % OF STATE	39.9	47.6	57.3	18.7	69.3	35.7	29.8	58.4	48.0	49.6	0.0	40.4
MASSACHUSETTS												
ESTIMATED POPULATION	1551	1580	1864	565	2485	1337	1111	2200	2063	1645	0	1331
% STANDARD ERROR	B	C	B	D	B	C	C	B	B	B	A	C
ESTIMATED % OF STATE	44.6	45.4	53.6	16.2	71.4	38.4	31.9	63.2	59.3	47.2	0.0	38.3
MICHIGAN												
ESTIMATED POPULATION	4191	3572	4141	1335	5031	2159	3563	4641	4254	3602	2	3828
% STANDARD ERROR	B	B	B	C	B	B	B	B	B	B	D	B
ESTIMATED % OF STATE	48.3	41.2	47.7	15.4	58.0	24.9	41.1	53.5	49.0	41.5	0.0	44.1
MINNESOTA												
ESTIMATED POPULATION	3323	1537	2090	1107	3124	1223	2726	2170	1991	1871	45	3679
% STANDARD ERROR	B	C	B	C	B	C	B	B	B	B	D	B
ESTIMATED % OF STATE	56.6	26.2	35.6	18.9	53.2	20.8	46.4	37.0	33.9	31.9	0.8	62.7
MISSISSIPPI												
ESTIMATED POPULATION	768	1110	1132	796	1260	641	1291	1212	1170	907	0	1285
% STANDARD ERROR	C	C	C	C	C	D	C	C	C	C	A	C
ESTIMATED % OF STATE	31.2	45.1	46.0	32.3	51.2	26.0	52.4	49.2	47.5	36.8	0.0	52.2

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

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
STATE OF BASED AIRCRAFT
1982

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NO ILS
MISSOURI												
ESTIMATED POPULATION	2539	1901	2637	1255	3199	1331	2202	2456	2460	2107	3	2779
% STANDARD ERROR	B	B	B	C	B	C	B	B	B	B	D	B
ESTIMATED % OF STATE	47.8	35.8	49.6	23.6	60.2	25.1	41.4	46.2	46.3	39.7	0.0	52.3
MONTANA												
ESTIMATED POPULATION	1039	906	705	597	1360	297	1158	785	886	636	104	1548
% STANDARD ERROR	C	C	C	D	C	D	C	C	C	D	D	C
ESTIMATED % OF STATE	42.3	36.9	28.7	24.3	55.4	12.1	47.2	32.0	36.1	25.9	4.2	63.1
NEBRASKA												
ESTIMATED POPULATION	845	769	758	815	1126	476	1223	807	658	588	0	1471
% STANDARD ERROR	C	C	C	C	C	D	C	C	D	D	A	C
ESTIMATED % OF STATE	36.5	33.2	32.7	35.1	48.6	20.5	52.8	34.8	28.4	25.4	0.0	63.4
NEVADA												
ESTIMATED POPULATION	897	1073	1305	503	1704	1166	648	1304	1352	1218	0	978
% STANDARD ERROR	C	C	C	D	B	C	D	C	C	C	A	C
ESTIMATED % OF STATE	37.3	44.6	54.2	20.9	70.8	48.4	26.9	54.2	56.2	50.6	0.0	40.6
NEW HAMPSHIRE												
ESTIMATED POPULATION	502	657	561	300	896	649	556	796	687	661	4	653
% STANDARD ERROR	D	D	D	D	C	D	D	C	D	D	D	C
ESTIMATED % OF STATE	33.9	44.3	37.8	20.2	60.4	43.7	37.5	53.7	46.3	44.6	0.3	44.1

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

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
STATE OF BASED AIRCRAFT
1982

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NO ILS
NEW JERSEY												
ESTIMATED POPULATION	2234	2321	2448	663	2969	1807	1855	2679	2687	2292	5	1967
% STANDARD ERROR	B	B	B	C	B	B	B	B	B	B	D	B
ESTIMATED % OF STATE	46.3	48.1	50.7	13.7	61.5	37.4	38.4	55.5	55.7	47.5	0.1	40.8
NEW MEXICO												
ESTIMATED POPULATION	1121	1092	1426	456	1886	1097	700	1587	1380	1219	1	907
% STANDARD ERROR	C	C	C	D	B	C	C	C	C	C	D	C
ESTIMATED % OF STATE	44.8	43.6	57.0	18.2	75.3	43.8	28.0	63.4	55.1	48.7	0.0	36.2
NEW YORK												
ESTIMATED POPULATION	3496	3244	4137	1175	5349	2986	2236	4636	4179	3842	46	2758
% STANDARD ERROR	B	B	B	B	B	B	B	B	B	B	D	B
ESTIMATED % OF STATE	45.8	42.5	54.2	15.4	70.1	39.1	29.3	60.8	54.8	50.4	0.6	36.2
NORTH CAROLINA												
ESTIMATED POPULATION	1857	2086	2226	598	3273	1447	1022	2820	2296	2085	27	1475
% STANDARD ERROR	B	B	B	D	B	C	C	B	B	B	D	B
ESTIMATED % OF STATE	41.3	46.4	49.5	13.3	72.8	32.2	22.8	62.8	51.1	46.4	0.6	32.8
NORTH DAKOTA												
ESTIMATED POPULATION	733	635	816	607	1027	492	867	900	870	656	0	924
% STANDARD ERROR	C	D	C	D	C	D	C	C	C	D	A	C
ESTIMATED % OF STATE	38.1	33.1	42.5	31.6	53.4	25.6	45.1	46.8	45.3	34.2	0.0	48.1

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

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
STATE OF BASED AIRCRAFT
1982

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NO ILS
OHIO												
ESTIMATED POPULATION	4727	3789	4821	1677	6521	2615	3003	5360	5104	4123	1	3927
% STANDARD ERROR	B	B	B	B	A	B	B	B	B	B	D	B
ESTIMATED % OF STATE	50.0	40.1	51.0	17.7	68.9	27.6	31.7	56.7	54.0	43.6	0.0	41.5
OKLAHOMA												
ESTIMATED POPULATION	3358	2484	3229	702	4249	2467	1757	3636	2970	2780	51	2317
% STANDARD ERROR	B	B	B	C	B	B	B	B	B	B	D	B
ESTIMATED % OF STATE	55.9	41.3	53.7	11.7	70.7	41.1	29.2	60.5	49.4	46.3	0.8	38.5
OREGON												
ESTIMATED POPULATION	3263	2191	2949	753	4116	1850	1778	2957	2802	2499	0	2782
% STANDARD ERROR	B	B	B	C	B	B	B	B	B	B	A	B
ESTIMATED % OF STATE	54.5	36.6	49.3	12.6	68.8	30.9	29.7	49.4	46.9	41.8	0.0	46.5
PENNSYLVANIA												
ESTIMATED POPULATION	3654	3008	3870	1250	4270	2301	3271	4287	3752	3243	32	3105
% STANDARD ERROR	B	B	B	C	B	B	B	B	B	B	D	B
ESTIMATED % OF STATE	48.1	39.6	50.9	16.4	56.2	30.3	43.0	56.4	49.4	42.7	0.4	40.9
RHODE ISLAND												
ESTIMATED POPULATION	203	182	155	31	214	129	126	187	173	154	6	149
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D	D
ESTIMATED % OF STATE	62.9	56.3	48.1	9.6	66.2	40.0	39.1	58.1	53.8	47.8	1.8	46.2

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

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
STATE OF BASED AIRCRAFT
1982

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NO ILS
SOUTH CAROLINA												
ESTIMATED POPULATION	1116	868	1081	157	1381	563	616	1191	1010	1022	0	807
% STANDARD ERROR	C	C	C	D	C	D	D	C	C	C	A	C
ESTIMATED % OF STATE	56.0	43.6	54.3	7.9	69.4	28.3	31.0	59.8	50.7	51.3	0.0	40.5
SOUTH DAKOTA												
ESTIMATED POPULATION	845	464	465	446	550	237	1034	497	459	361	17	1081
% STANDARD ERROR	C	D	D	D	D	D	C	D	D	D	D	C
ESTIMATED % OF STATE	53.3	29.3	29.3	28.1	34.7	14.9	65.2	31.3	29.0	22.7	1.1	68.1
TENNESSEE												
ESTIMATED POPULATION	1141	1829	2133	246	2353	1451	813	2285	2136	2072	0	870
% STANDARD ERROR	C	B	B	D	B	C	C	B	B	B	A	C
ESTIMATED % OF STATE	35.2	56.4	65.8	7.6	72.6	44.8	25.1	70.5	65.9	63.9	0.0	26.8
TEXAS												
ESTIMATED POPULATION	10022	10566	13243	4026	15806	8505	7602	13638	11751	11229	108	9525
% STANDARD ERROR	A	A	A	B	A	A	A	A	A	A	D	A
ESTIMATED % OF STATE	42.7	45.0	56.4	17.1	67.3	36.2	32.4	58.1	50.0	47.8	0.5	40.6
UTAH												
ESTIMATED POPULATION	611	692	953	94	1059	646	317	856	748	595	0	517
% STANDARD ERROR	D	D	C	D	C	D	D	C	C	D	A	D
ESTIMATED % OF STATE	45.8	51.9	71.4	7.0	79.4	48.4	23.7	64.2	56.1	44.6	0.0	38.8

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

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
STATE OF BASED AIRCRAFT
1982

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NO ILS
VERMONT												
ESTIMATED POPULATION	288	214	194	99	372	175	211	254	223	210	0	327
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	A	D
ESTIMATED % OF STATE	49.3	36.7	33.1	17.0	63.7	29.9	36.2	43.5	38.2	36.0	0.0	56.0
VIRGINIA												
ESTIMATED POPULATION	1282	1269	1134	610	1726	872	1144	1435	1333	1170	53	1427
% STANDARD ERROR	C	C	C	D	B	C	C	C	C	C	D	C
ESTIMATED % OF STATE	43.4	42.9	38.4	20.6	58.4	29.5	38.7	48.6	45.1	39.6	1.8	48.3
WASHINGTON												
ESTIMATED POPULATION	3447	2797	2646	1252	4142	1530	2944	3331	2621	2529	0	3694
% STANDARD ERROR	B	B	B	C	B	C	B	B	B	B	A	B
ESTIMATED % OF STATE	49.6	40.3	38.1	18.0	59.7	22.0	42.4	48.0	37.8	36.4	0.0	53.2
WEST VIRGINIA												
ESTIMATED POPULATION	762	523	946	86	1054	455	295	1004	910	663	0	249
% STANDARD ERROR	D	D	C	D	C	D	D	C	C	D	A	D
ESTIMATED % OF STATE	57.1	39.2	70.9	6.4	79.0	34.1	22.1	75.3	68.2	49.7	0.0	18.7
WISCONSIN												
ESTIMATED POPULATION	2507	1761	2080	1380	2631	1501	2906	2406	2218	1933	0	2860
% STANDARD ERROR	B	B	B	C	B	C	B	B	B	B	A	B
ESTIMATED % OF STATE	45.3	31.8	37.6	24.9	47.6	27.1	52.6	43.5	40.1	35.0	0.0	51.7

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

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
STATE OF BASED AIRCRAFT
1982

STATE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NO ILS
WYOMING												
ESTIMATED POPULATION	622	726	502	100	939	439	439	637	806	604	19	558
% STANDARD ERROR	C	C	D	D	C	D	D	D	C	D	D	D
ESTIMATED % OF STATE	38.6	45.0	31.1	6.2	58.2	27.2	27.2	39.5	50.0	37.4	1.2	34.6
PUERTO RICO												
ESTIMATED POPULATION	150	190	148	7	212	16	69	194	166	167	0	85
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	A	D
ESTIMATED % OF STATE	51.3	65.2	50.8	2.5	72.6	5.3	23.7	66.3	56.8	57.2	0.0	29.2
OTHER U.S. TERRITORIES												
ESTIMATED POPULATION	23	60	55	1	65	21	12	49	46	46	3	28
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D	D
ESTIMATED % OF STATE	28.0	74.9	68.9	1.3	81.1	26.6	15.1	61.1	57.8	57.8	3.9	35.1
FOREIGN												
ESTIMATED POPULATION	550	488	794	67	633	209	399	738	667	728	0	291
% STANDARD ERROR	D	D	C	D	D	D	D	C	D	C	A	D
ESTIMATED % OF STATE	47.4	42.0	68.4	5.8	54.5	18.0	34.3	63.6	57.4	62.6	0.0	25.1
TOTAL												
ESTIMATED POPULATION	117951	111167	126063	40637	163384	80658	91980	138389	125585	112317	1166	111737
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	C	A
ESTIMATED % OF POP	46.2	43.5	49.4	15.9	64.0	31.6	36.0	54.2	49.2	44.0	0.5	43.8

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

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

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
STATE OF BASED AIRCRAFT
1982

STATE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	FLT DIR	RADAR ALT	FLTMGT COMPTR	NO NAVEQ
ALABAMA											
ESTIMATED POPULATION	934	1724	1733	1767	946	232	71	283	203	106	876
% STANDARD ERROR	C	B	B	B	C	D	D	D	D	D	C
ESTIMATED % OF STATE	26.3	48.4	48.7	49.6	26.6	6.5	2.0	7.9	5.7	3.0	24.6
ALASKA											
ESTIMATED POPULATION	3282	2446	1217	3259	630	45	62	77	245	0	2174
% STANDARD ERROR	B	B	C	B	C	D	D	D	D	A	B
ESTIMATED % OF STATE	41.7	31.1	15.5	41.4	8.0	0.6	0.8	1.0	3.1	0.0	27.6
ARIZONA											
ESTIMATED POPULATION	2335	2876	2984	2872	1913	497	190	397	423	38	1305
% STANDARD ERROR	B	B	B	B	B	D	D	D	D	D	C
ESTIMATED % OF STATE	38.2	47.0	48.8	47.0	31.3	8.1	3.1	6.5	6.9	0.6	21.3
ARKANSAS											
ESTIMATED POPULATION	1109	1252	1624	1535	947	474	52	490	274	171	835
% STANDARD ERROR	C	C	C	C	C	D	D	D	D	D	C
ESTIMATED % OF STATE	34.3	38.7	50.2	47.4	29.3	14.7	1.6	15.2	8.5	5.3	25.8
CALIFORNIA											
ESTIMATED POPULATION	12166	17110	18720	16565	9859	2404	292	2244	1644	356	5599
% STANDARD ERROR	A	A	A	A	A	B	D	B	B	D	A
ESTIMATED % OF STATE	36.4	51.2	56.0	49.6	29.5	7.2	0.9	6.7	4.9	1.1	16.8

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

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
STATE OF BASED AIRCRAFT
1982

STATE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	FLT DIR	RADAR ALT	FLTMGT COMPTR	NO NAVEQ
COLORADO											
ESTIMATED POPULATION	1444	3251	3190	3059	1969	960	20	686	300	69	1140
% STANDARD ERROR	B	B	B	B	B	C	D	C	D	D	C
ESTIMATED % OF STATE	25.2	56.8	55.8	53.5	34.4	16.8	0.4	12.0	5.2	1.2	19.9
CONNECTICUT											
ESTIMATED POPULATION	644	1242	1130	1111	731	226	116	355	290	95	417
% STANDARD ERROR	D	C	C	C	C	D	D	D	D	D	D
ESTIMATED % OF STATE	31.4	60.6	55.1	54.2	35.6	11.0	5.7	17.3	14.1	4.6	20.3
DELAWARE											
ESTIMATED POPULATION	185	412	423	367	331	183	43	82	84	39	102
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D
ESTIMATED % OF STATE	27.0	60.1	61.8	53.5	48.4	26.7	6.3	12.0	12.3	5.7	14.9
DC											
ESTIMATED POPULATION	2	149	148	149	143	104	27	103	27	0	9
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	A	D
ESTIMATED % OF STATE	1.4	95.3	94.7	95.4	91.9	66.9	17.2	66.2	17.2	0.0	5.9
FLORIDA											
ESTIMATED POPULATION	4720	9088	9397	8919	5163	2366	517	2068	1185	373	1817
% STANDARD ERROR	B	A	A	A	B	B	D	B	C	D	B
ESTIMATED % OF STATE	31.9	61.5	63.5	60.3	34.9	16.0	3.5	14.0	8.0	2.5	12.3

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

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
STATE OF BASED AIRCRAFT
1982

STATE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	FLT DIR	RADAR ALT	FLTMGT COMPTR	NO NAVEQ
GEORGIA											
ESTIMATED POPULATION	2042	2417	2737	2954	1573	926	67	436	351	89	1075
% STANDARD ERROR	B	B	B	B	B	C	D	D	D	D	C
ESTIMATED % OF STATE	36.8	43.5	49.3	53.2	28.3	16.7	1.2	7.8	6.3	1.6	19.3
HAWAII											
ESTIMATED POPULATION	137	296	251	255	114	17	28	27	24	16	115
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D
ESTIMATED % OF STATE	25.4	55.0	46.5	47.3	21.1	3.2	5.1	4.9	4.5	3.0	21.4
IDAHO											
ESTIMATED POPULATION	1194	855	919	1320	415	154	68	90	151	12	572
% STANDARD ERROR	C	C	C	C	D	D	D	D	D	D	D
ESTIMATED % OF STATE	45.4	32.6	35.0	50.2	15.8	5.9	2.6	3.4	5.8	0.4	21.8
ILLINOIS											
ESTIMATED POPULATION	3238	4477	5164	4789	3092	922	189	822	959	215	1940
% STANDARD ERROR	B	B	B	B	B	C	D	C	C	D	B
ESTIMATED % OF STATE	34.9	48.3	55.7	51.6	33.3	9.9	2.0	8.9	10.3	2.3	20.9
INDIANA											
ESTIMATED POPULATION	1332	1753	2023	2039	1291	288	32	174	174	26	998
% STANDARD ERROR	C	B	B	B	C	D	D	D	D	D	C
ESTIMATED % OF STATE	32.8	43.2	49.9	50.3	31.8	7.1	0.8	4.3	4.3	0.6	24.6

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

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
STATE OF BASED AIRCRAFT
1982

STATE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	FLT DIR	RADAR ALT	FLTMGT COMPTR	NO NAVEQ
IOWA											
ESTIMATED POPULATION	1373	1830	1938	1998	890	353	6	227	183	2	837
% STANDARD ERROR	C	B	B	B	C	D	D	D	D	D	C
ESTIMATED % OF STATE	35.4	47.2	50.0	51.6	23.0	9.1	0.2	5.9	4.7	0.1	21.6
KANSAS											
ESTIMATED POPULATION	977	2583	2308	2349	1377	745	7	271	239	2	800
% STANDARD ERROR	C	B	B	B	C	D	D	D	D	D	C
ESTIMATED % OF STATE	22.9	60.6	54.1	55.1	32.3	17.5	0.2	6.4	5.6	0.0	18.8
KENTUCKY											
ESTIMATED POPULATION	708	882	935	942	649	205	13	164	134	63	186
% STANDARD ERROR	D	C	C	C	D	D	D	D	D	D	D
ESTIMATED % OF STATE	39.8	49.6	52.6	53.0	36.5	11.5	0.7	9.3	7.5	3.5	10.5
LOUISIANA											
ESTIMATED POPULATION	1014	1683	1609	2219	1478	592	105	464	495	3	1318
% STANDARD ERROR	C	B	B	B	C	D	D	D	D	D	C
ESTIMATED % OF STATE	24.8	41.1	39.3	54.2	36.1	14.5	2.6	11.3	12.1	0.1	32.2
MAINE											
ESTIMATED POPULATION	523	468	476	447	140	88	2	31	59	0	396
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	A	D
ESTIMATED % OF STATE	38.7	34.6	35.3	33.1	10.4	6.5	0.1	2.3	4.3	0.0	29.4

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

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
STATE OF BASED AIRCRAFT
1982

STATE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	FLT DIR	RADAR ALT	FLTMGT COMPTR	NO NAVEQ
MARYLAND											
ESTIMATED POPULATION	794	1663	1810	1617	1084	385	6	278	261	12	615
% STANDARD ERROR	C	B	B	C	C	D	D	D	D	D	D
ESTIMATED % OF STATE	26.6	55.7	60.6	54.2	36.3	12.9	0.2	9.3	8.7	0.4	20.6
MASSACHUSETTS											
ESTIMATED POPULATION	1186	2097	1998	1992	979	302	184	100	343	1	700
% STANDARD ERROR	C	B	B	B	C	D	D	D	D	D	C
ESTIMATED % OF STATE	34.1	60.2	57.4	57.2	28.1	8.7	5.3	2.9	9.8	0.0	20.1
MICHIGAN											
ESTIMATED POPULATION	2696	4497	4468	3953	2667	1102	5	642	562	166	1691
% STANDARD ERROR	B	B	B	B	B	C	D	C	D	D	B
ESTIMATED % OF STATE	31.1	51.8	51.5	45.6	30.7	12.7	0.1	7.4	6.5	1.9	19.5
MINNESOTA											
ESTIMATED POPULATION	2637	2137	2179	2384	1484	482	51	553	437	94	1136
% STANDARD ERROR	B	B	B	B	C	D	D	D	D	D	B
ESTIMATED % OF STATE	44.9	36.4	37.1	40.3	25.3	8.2	0.9	9.4	7.4	1.6	19.4
MISSISSIPPI											
ESTIMATED POPULATION	815	1052	1092	1052	790	326	68	255	174	91	866
% STANDARD ERROR	C	C	C	C	C	D	D	D	D	D	C
ESTIMATED % OF STATE	33.1	42.7	44.3	42.7	32.1	13.3	2.8	10.3	7.1	3.7	35.1

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

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
STATE OF BASED AIRCRAFT
1982

STATE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	FLT DIR	RADAR ALT	FLTMGT COMPTR	NO NAVEQ
MISSOURI											
ESTIMATED POPULATION	1982	2404	2700	2323	1427	351	68	314	300	8	1237
% STANDARD ERROR	B	B	B	B	C	D	D	D	D	D	C
ESTIMATED % OF STATE	37.3	45.2	50.8	43.7	26.9	6.6	1.3	5.9	5.6	0.1	23.3
MONTANA											
ESTIMATED POPULATION	999	777	768	841	374	165	0	33	143	82	751
% STANDARD ERROR	C	C	C	C	D	D	A	D	D	D	C
ESTIMATED % OF STATE	40.7	31.7	31.3	34.3	15.2	6.7	0.0	1.3	5.8	3.4	30.6
NEBRASKA											
ESTIMATED POPULATION	658	835	797	824	479	274	57	187	123	6	876
% STANDARD ERROR	D	C	C	C	D	D	D	D	D	D	C
ESTIMATED % OF STATE	28.4	36.0	34.4	35.5	20.7	11.8	2.5	8.1	5.3	0.3	37.8
NEVADA											
ESTIMATED POPULATION	822	1053	1295	1248	1061	397	52	281	148	100	556
% STANDARD ERROR	C	C	C	C	C	D	D	D	D	D	D
ESTIMATED % OF STATE	34.1	43.8	53.8	51.9	44.1	16.5	2.2	11.7	6.2	4.1	23.1
NEW HAMPSHIRE											
ESTIMATED POPULATION	335	777	604	802	646	279	10	10	56	0	348
% STANDARD ERROR	D	D	D	C	D	D	D	D	D	A	D
ESTIMATED % OF STATE	22.6	52.4	40.8	54.1	43.6	18.8	0.7	0.7	3.8	0.0	23.4

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

TABLE 2 - 18

GENERAL AVIATION AVIONICS EQUIPMENT
BY
STATE OF BASED AIRCRAFT
1982

STATE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	FLT DIR	RADAR ALT	FLTMGT COMPTR	NO NAVEQ
NEW JERSEY											
ESTIMATED POPULATION	1364	2992	2758	2645	1665	836	295	799	493	276	879
% STANDARD ERROR	C	B	B	B	B	C	D	C	D	D	C
ESTIMATED % OF STATE	28.3	62.0	57.1	54.8	34.5	17.3	6.1	16.6	10.2	5.7	18.2
NEW MEXICO											
ESTIMATED POPULATION	912	1252	1450	1321	975	462	2	379	296	0	512
% STANDARD ERROR	C	C	C	C	C	D	D	D	D	A	D
ESTIMATED % OF STATE	36.5	50.0	57.9	52.8	39.0	18.5	0.1	15.1	11.8	0.0	20.5
NEW YORK											
ESTIMATED POPULATION	2391	3932	4598	4032	2464	928	181	739	461	106	1371
% STANDARD ERROR	B	B	B	B	B	C	D	C	D	D	B
ESTIMATED % OF STATE	31.3	51.6	60.3	52.9	32.3	12.2	2.4	9.7	6.0	1.4	18.0
NORTH CAROLINA											
ESTIMATED POPULATION	1581	2109	2441	2255	1576	705	53	613	380	128	827
% STANDARD ERROR	C	B	B	B	B	C	D	D	D	D	C
ESTIMATED % OF STATE	35.2	46.9	54.3	50.2	35.1	15.7	1.2	13.6	8.5	2.9	18.4
NORTH DAKOTA											
ESTIMATED POPULATION	613	677	766	769	523	127	3	167	31	53	659
% STANDARD ERROR	D	D	D	C	D	D	D	D	D	D	D
ESTIMATED % OF STATE	31.9	35.2	39.9	40.0	27.2	6.6	0.2	8.7	1.6	2.7	34.3

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

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
STATE OF BASED AIRCRAFT
1982

STATE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	FLT DIR	RADAR ALT	FLTMGT COMPTR	NO NAVEQ
OHIO											
ESTIMATED POPULATION	3226	4736	4959	5261	3104	1094	372	1079	757	162	1903
% STANDARD ERROR	B	B	B	B	B	C	D	C	C	D	B
ESTIMATED % OF STATE	34.1	50.1	52.4	55.6	32.8	11.6	3.9	11.4	8.0	1.7	20.1
OKLAHOMA											
ESTIMATED POPULATION	2682	2592	3211	3219	2327	1035	270	874	460	320	1066
% STANDARD ERROR	B	B	B	B	B	C	D	C	D	D	C
ESTIMATED % OF STATE	44.6	43.1	53.4	53.6	38.7	17.2	4.5	14.5	7.7	5.3	17.7
OREGON											
ESTIMATED POPULATION	2663	2345	2854	2981	2032	540	3	415	414	110	1078
% STANDARD ERROR	B	B	B	B	B	D	D	D	D	D	C
ESTIMATED % OF STATE	44.5	39.2	47.7	49.8	34.0	9.0	0.0	6.9	6.9	1.8	18.0
PENNSYLVANIA											
ESTIMATED POPULATION	2328	3918	3860	3512	2418	817	138	900	494	6	1454
% STANDARD ERROR	B	B	B	B	B	C	D	C	D	D	B
ESTIMATED % OF STATE	30.6	51.6	50.8	46.2	31.8	10.8	1.8	11.8	6.5	0.1	19.1
RHODE ISLAND											
ESTIMATED POPULATION	143	170	188	174	116	73	3	73	11	0	71
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	A	D
ESTIMATED % OF STATE	44.4	52.6	58.2	53.9	35.9	22.7	1.0	22.7	3.3	0.0	22.0

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

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
STATE OF BASED AIRCRAFT
1982

STATE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	FLT DIR	RADAR ALT	FLTMGT COMPTR	NO NAVEQ
SOUTH CAROLINA											
ESTIMATED POPULATION	812	1201	1194	1080	666	352	4	181	180	22	224
% STANDARD ERROR	C	C	C	C	D	D	D	D	D	D	D
ESTIMATED % OF STATE	40.8	60.3	60.0	54.3	33.4	17.7	0.2	9.1	9.1	1.1	11.2
SOUTH DAKOTA											
ESTIMATED POPULATION	666	485	480	460	285	67	14	21	20	14	463
% STANDARD ERROR	C	D	D	D	D	D	D	D	D	D	D
ESTIMATED % OF STATE	42.0	30.6	30.3	29.0	18.0	4.2	0.9	1.3	1.2	0.9	29.2
TENNESSEE											
ESTIMATED POPULATION	849	2068	2156	1998	1451	589	1	314	185	0	313
% STANDARD ERROR	C	B	B	B	C	D	D	D	D	A	D
ESTIMATED % OF STATE	26.2	63.8	66.5	61.6	44.8	18.2	0.0	9.7	5.7	0.0	9.7
TEXAS											
ESTIMATED POPULATION	7676	11695	13546	12829	8786	3347	656	2726	2885	306	4691
% STANDARD ERROR	A	A	A	A	A	B	C	B	B	D	B
ESTIMATED % OF STATE	32.7	49.8	57.7	54.6	37.4	14.3	2.8	11.8	12.3	1.3	20.0
UTAH											
ESTIMATED POPULATION	515	759	943	842	407	44	2	74	52	5	70
% STANDARD ERROR	D	C	C	C	D	D	D	D	D	D	D
ESTIMATED % OF STATE	38.6	56.9	70.7	63.1	30.5	3.3	0.1	5.5	3.9	0.4	5.2

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

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
STATE OF BASED AIRCRAFT
1982

STATE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	FLT DIR	RADAR ALT	FLTMGT COMPTR	NO NAVEQ
VERMONT											
ESTIMATED POPULATION	188	216	199	223	136	61	2	32	38	1	187
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	D
ESTIMATED % OF STATE	32.2	37.0	34.1	38.1	23.3	10.4	0.3	5.5	6.5	0.2	32.0
VIRGINIA											
ESTIMATED POPULATION	869	1391	1273	1239	691	196	19	115	104	0	704
% STANDARD ERROR	C	C	C	C	C	D	D	D	D	A	C
ESTIMATED % OF STATE	29.4	47.1	43.1	41.9	23.4	6.6	0.6	3.9	3.5	0.0	23.8
WASHINGTON											
ESTIMATED POPULATION	2238	3175	2706	2742	1635	533	30	408	258	44	1839
% STANDARD ERROR	B	B	B	B	B	D	D	D	D	D	B
ESTIMATED % OF STATE	32.2	45.7	39.0	39.5	23.5	7.7	0.4	5.9	3.7	0.6	26.5
WEST VIRGINIA											
ESTIMATED POPULATION	468	780	950	845	636	121	2	76	81	3	107
% STANDARD ERROR	D	C	C	C	D	D	D	D	D	D	D
ESTIMATED % OF STATE	35.1	58.5	71.2	63.4	47.7	9.1	0.1	5.7	6.0	0.2	8.0
WISCONSIN											
ESTIMATED POPULATION	2188	2022	2492	2446	1406	581	45	442	328	66	1332
% STANDARD ERROR	B	B	B	B	C	D	D	D	D	D	C
ESTIMATED % OF STATE	39.6	36.6	45.1	44.2	25.4	10.5	0.8	8.0	5.9	1.2	24.1

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

TABLE 2 - 16

GENERAL AVIATION AVIONICS EQUIPMENT
BY
STATE OF BASED AIRCRAFT
1982

STATE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	FLT DIR	RADAR ALT	FLTMGT COMPTR	NO NAVEQ
WYOMING											
ESTIMATED POPULATION	455	792	702	693	429	183	17	166	103	17	165
% STANDARD ERROR	D	C	C	C	D	D	D	D	D	D	D
ESTIMATED % OF STATE	28.2	49.1	43.6	43.0	26.6	11.4	1.1	10.3	6.4	1.1	10.2
PUERTO RICO											
ESTIMATED POPULATION	145	142	141	215	20	6	1	1	1	0	14
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	A	D
ESTIMATED % OF STATE	49.5	48.5	48.4	73.5	6.8	2.2	0.4	0.4	0.4	0.0	4.9
OTHER U.S. TERRITORIES											
ESTIMATED POPULATION	18	62	55	65	26	3	0	5	3	0	1
% STANDARD ERROR	D	D	D	D	D	D	A	D	D	A	D
ESTIMATED % OF STATE	22.3	76.8	68.9	80.4	32.3	3.8	0.0	6.7	3.8	0.0	1.3
FOREIGN											
ESTIMATED POPULATION	218	732	564	827	336	17	34	98	89	3	77
% STANDARD ERROR	D	C	D	C	D	D	D	D	D	D	D
ESTIMATED % OF STATE	18.7	63.0	48.6	71.2	29.0	1.4	2.9	8.5	7.7	0.3	6.6
TOTAL											
ESTIMATED POPULATION	87749	124679	131906	128829	79437	28375	4871	22668	18018	4004	50822
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	B	A
ESTIMATED % OF POP	34.4	48.8	51.7	50.4	31.1	11.1	1.9	8.9	7.1	1.6	19.9

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

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

TABLE 2 - 17

GENERAL AVIATION AVIONICS EQUIPMENT
BY
REGION OF BASED AIRCRAFT
1982

REGION	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NO ILS
ALASKAN												
ESTIMATED POPULATION	5178	2013	1523	1021	1691	470	6464	1561	1311	1009	102	6471
% STANDARD ERROR	B	B	B	C	B	D	A	B	C	C	D	A
ESTIMATED % OF REGION	65.8	25.6	19.3	13.0	21.5	6.0	82.1	19.8	16.6	12.8	1.3	82.2
CENTRAL												
ESTIMATED POPULATION	6306	6695	7448	3583	9672	4309	6194	7948	7074	6423	16	7500
% STANDARD ERROR	A	A	A	B	A	B	A	A	A	A	D	A
ESTIMATED % OF REGION	40.0	42.5	47.2	22.7	61.3	27.3	39.3	50.4	44.9	40.7	0.1	47.6
EASTERN												
ESTIMATED POPULATION	12862	12382	14778	4412	18078	9974	9901	16393	14873	13254	136	10950
% STANDARD ERROR	A	A	A	B	A	A	A	A	A	A	D	A
ESTIMATED % OF REGION	45.7	44.0	52.5	15.7	64.2	35.4	35.1	58.2	52.8	47.1	0.5	38.9
EUROPEAN OFFICE												
ESTIMATED POPULATION	282	168	380	15	184	154	243	376	305	373	0	51
% STANDARD ERROR	D	D	D	D	D	D	D	D	D	D	A	D
ESTIMATED % OF REGION	53.5	31.9	72.1	2.8	34.8	29.2	46.1	71.2	57.8	70.7	0.0	9.7
GREAT LAKES												
ESTIMATED POPULATION	21999	17754	20987	8979	27153	12447	19289	23661	21569	18708	137	21976
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	D	A
ESTIMATED % OF REGION	47.4	38.3	45.3	19.4	58.6	26.8	41.6	51.0	46.5	40.3	0.3	47.4
NEW ENGLAND												
ESTIMATED POPULATION	4141	4104	4409	1666	5768	3267	3605	5236	4647	3923	57	3997
% STANDARD ERROR	B	B	B	B	B	B	B	B	B	B	D	B
ESTIMATED % OF REGION	44.7	44.3	47.6	18.0	62.2	35.2	38.9	56.5	50.1	42.3	0.6	43.1

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

TABLE 2 - 17

GENERAL AVIATION AVIONICS EQUIPMENT
BY
REGION OF BASED AIRCRAFT
1982

REGION	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NO ILS
NORTHWEST MT.												
ESTIMATED POPULATION	12790	11278	11931	4114	17265	7423	9374	13010	11987	10647	184	12936
% STANDARD ERROR	A	A	A	B	A	A	A	A	A	A	D	A
ESTIMATED % OF REGION	47.9	42.3	44.7	15.4	64.7	27.8	35.1	48.8	44.9	39.9	0.7	48.5
SOUTHERN												
ESTIMATED POPULATION	16649	19258	20868	4890	26774	14107	11466	23308	21277	19527	150	14366
% STANDARD ERROR	A	A	A	B	A	A	A	A	A	A	D	A
ESTIMATED % OF REGION	43.2	50.0	54.2	12.7	69.5	36.6	29.8	60.5	55.3	50.7	0.4	37.3
SOUTHWESTERN												
ESTIMATED POPULATION	17180	17517	21161	7117	26493	13980	13006	22592	19402	18321	212	16455
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	D	A
ESTIMATED % OF REGION	43.5	44.3	53.5	18.0	67.0	35.4	32.9	57.2	49.1	46.4	0.5	41.6
WESTERN-PACIFIC												
ESTIMATED POPULATION	19744	19955	22275	5123	29710	14852	12993	23623	22729	19768	145	17603
% STANDARD ERROR	A	A	A	B	A	A	A	A	A	A	D	A
ESTIMATED % OF REGION	46.3	46.8	52.2	12.0	69.7	34.8	30.5	55.4	53.3	46.4	0.3	41.3
TOTAL												
ESTIMATED POPULATION	117951	111167	126063	40637	163384	80658	91980	138389	125585	112317	1166	111737
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	C	A
ESTIMATED % OF POP	46.2	43.5	49.4	15.9	64.0	31.6	36.0	54.2	49.2	44.0	0.5	43.8

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

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

TABLE 2 - 17

GENERAL AVIATION AVIONICS EQUIPMENT
BY
REGION OF BASED AIRCRAFT
1982

REGION	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	FLT DIR	RADAR ALT	FLTMGT COMPTR	NO NAVEQ
ALASKAN											
ESTIMATED POPULATION	3282	2446	1217	3259	630	45	62	77	245	0	2174
% STANDARD ERROR	B	B	C	B	C	D	D	D	D	A	B
ESTIMATED % OF REGION	41.7	31.1	15.5	41.4	8.0	0.6	0.8	1.0	3.1	0.0	27.6
CENTRAL											
ESTIMATED POPULATION	4990	7652	7741	7493	4173	1723	138	1000	845	17	3750
% STANDARD ERROR	B	A	A	A	B	B	D	C	C	D	B
ESTIMATED % OF REGION	31.6	48.5	49.1	47.5	26.5	10.9	0.9	6.3	5.4	0.1	23.8
EASTERN											
ESTIMATED POPULATION	8400	15237	15819	14406	9434	3571	710	3092	2005	442	5242
% STANDARD ERROR	A	A	A	A	A	B	C	B	B	D	A
ESTIMATED % OF REGION	29.8	54.1	56.2	51.1	33.5	12.7	2.5	11.0	7.1	1.6	18.6
EUROPEAN OFFICE											
ESTIMATED POPULATION	16	387	310	392	268	6	0	62	52	3	21
% STANDARD ERROR	D	D	D	D	D	D	A	D	D	D	D
ESTIMATED % OF REGION	3.0	73.4	58.7	74.3	50.8	1.1	0.0	11.8	9.9	0.6	4.0
GREAT LAKES											
ESTIMATED POPULATION	16596	20783	22531	22081	13852	4663	710	3899	3268	796	10123
% STANDARD ERROR	A	A	A	A	A	B	C	B	B	C	A
ESTIMATED % OF REGION	35.8	44.8	48.6	47.6	29.9	10.1	1.5	8.4	7.0	1.7	21.8
NEW ENGLAND											
ESTIMATED POPULATION	3019	4969	4596	4748	2748	1030	317	601	796	97	2118
% STANDARD ERROR	B	B	B	B	B	C	D	D	C	D	B
ESTIMATED % OF REGION	32.6	53.6	49.6	51.2	29.6	11.1	3.4	6.5	8.6	1.0	22.8

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

TABLE 2 - 17

GENERAL AVIATION AVIONICS EQUIPMENT
BY
REGION OF BASED AIRCRAFT
1982

REGION	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	FLT DIR	RADAR ALT	FLTMGT COMPTR	NO NAVEQ
NORTHWEST MT.											
ESTIMATED POPULATION	9508	11954	12083	12478	7263	2580	141	1871	1420	340	5814
% STANDARD ERROR	A	A	A	A	A	B	D	B	B	D	A
ESTIMATED % OF REGION	35.6	44.8	45.3	46.8	27.2	9.7	0.5	7.0	5.3	1.3	21.0
SOUTHERN											
ESTIMATED POPULATION	12642	20891	22002	21395	12886	5721	794	4324	2801	872	6254
% STANDARD ERROR	A	A	A	A	A	A	C	B	B	C	A
ESTIMATED % OF REGION	32.8	54.3	57.2	55.6	33.5	14.9	2.1	11.2	7.3	2.3	16.2
SOUTHWESTERN											
ESTIMATED POPULATION	13394	18670	21475	21319	14549	5910	1117	4965	4443	800	8423
% STANDARD ERROR	A	A	A	A	A	A	C	A	B	C	A
ESTIMATED % OF REGION	33.9	47.2	54.3	53.9	36.8	15.0	2.8	12.6	11.2	2.0	21.3
WESTERN-PACIFIC											
ESTIMATED POPULATION	15644	21337	23348	21031	12954	3316	563	2948	2241	510	7576
% STANDARD ERROR	A	A	A	A	A	B	C	B	B	C	A
ESTIMATED % OF REGION	36.7	50.0	54.7	49.3	30.4	7.8	1.3	6.9	5.3	1.2	17.8
TOTAL											
ESTIMATED POPULATION	87749	124679	131906	128829	79437	28375	4871	22668	18018	4004	50822
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	B	A
ESTIMATED % OF POP	34.4	48.8	51.7	50.4	31.1	11.1	1.9	8.9	7.1	1.6	19.9

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

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

TABLE 2 - 18

GENERAL AVIATION AVIONICS EQUIPMENT
BY
PRIMARY USE
1982

PRIMARY USE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NO ILS
EXECUTIVE												
ESTIMATED POPULATION	4032	13609	13768	12	16165	14046	246	15228	14810	14253	359	1098
% STANDARD ERROR	B	A	A	D	A	A	D	A	A	A	D	B
ESTIMATED % OF USE	25.6	86.5	87.5	0.1	102.7	89.2	1.6	96.8	94.1	90.6	2.3	7.0
BUSINESS												
ESTIMATED POPULATION	23315	30024	37730	816	45236	27388	4425	40168	39323	36548	308	8440
% STANDARD ERROR	A	A	A	C	A	A	B	A	A	A	D	A
ESTIMATED % OF USE	48.7	62.7	78.8	1.7	94.5	57.2	9.2	83.9	82.1	76.3	0.6	17.6
PERSONAL												
ESTIMATED POPULATION	60078	34589	46069	11665	59961	19509	39895	47541	42236	34524	281	49321
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	D	A
ESTIMATED % OF USE	63.4	36.5	48.6	12.3	63.2	20.6	42.1	50.1	44.5	36.4	0.3	52.0
INSTRUCTIONAL												
ESTIMATED POPULATION	6870	8463	4226	912	10623	2602	5027	8000	4660	4550	7	7479
% STANDARD ERROR	A	A	B	C	A	B	B	A	B	B	D	A
ESTIMATED % OF USE	46.7	57.5	28.7	6.2	72.2	17.7	34.2	54.4	31.7	30.9	0.0	50.9
AERIAL APPLICATION												
ESTIMATED POPULATION	869	915	695	5726	760	205	6707	629	583	584	2	6834
% STANDARD ERROR	C	C	C	A	C	D	A	C	C	C	D	A
ESTIMATED % OF USE	12.2	12.8	9.7	80.0	10.6	2.9	93.7	8.8	8.2	8.2	0.0	95.5

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

TABLE 2 - 18

GENERAL AVIATION AVIONICS EQUIPMENT
BY
PRIMARY USE
1982

PRIMARY USE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NO ILS
AERIAL OBSERVATION												
ESTIMATED POPULATION	2017	2053	2038	515	2926	1480	1571	2027	1473	1355	0	2469
% STANDARD ERROR	B	B	B	D	B	C	B	B	B	C	A	B
ESTIMATED % OF USE	48.4	49.3	49.0	12.4	70.3	35.5	37.7	48.7	35.4	32.5	0.0	59.3
OTHER WORK USE												
ESTIMATED POPULATION	679	700	423	514	733	268	1137	344	304	293	0	1521
% STANDARD ERROR	C	C	D	D	C	D	C	D	D	D	A	B
ESTIMATED % OF USE	39.1	40.4	24.4	29.6	42.3	15.5	65.6	19.8	17.5	16.9	0.0	87.8
COMMUTER AIR CARRIER												
ESTIMATED POPULATION	385	783	951	0	1058	828	63	1060	1004	1004	0	60
% STANDARD ERROR	D	C	C	A	B	C	D	B	B	C	A	D
ESTIMATED % OF USE	36.0	73.1	88.8	0.0	98.8	77.3	5.9	99.1	93.8	93.8	0.0	5.6
AIR TAXI												
ESTIMATED POPULATION	2119	6672	6043	178	7119	5598	1407	6766	6134	6198	0	1758
% STANDARD ERROR	B	A	A	D	A	A	B	A	A	A	A	B
ESTIMATED % OF USE	26.1	82.1	74.4	2.2	87.7	68.9	17.3	83.3	75.5	76.3	0.0	21.7
OTHER												
ESTIMATED POPULATION	1420	2599	2388	874	3079	1986	1694	2662	2349	2293	18	2104
% STANDARD ERROR	B	B	B	C	B	B	B	B	B	B	D	B
ESTIMATED % OF USE	31.2	57.2	52.5	19.2	67.7	43.7	37.3	58.6	51.7	50.4	0.4	46.3

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

TABLE 2 - 18

GENERAL AVIATION AVIONICS EQUIPMENT
BY
PRIMARY USE
1982

PRIMARY USE	VHF COMMUNICATIONS				TRANSPONDER EQUIPMENT			ILS RECEIVING EQUIPMENT				
	360 CH	720 CH	2+ SYS	NO COMM	4096 CODE	ALT ENC	NO TRANS	LOC	MKER BEC	GLIDE SLOPE	MLS	NO ILS
RENTAL												
ESTIMATED POPULATION	3003	6909	6295	488	8899	4748	1219	7687	6956	6650	0	2329
% STANDARD ERROR	B	A	A	D	A	B	B	A	A	A	A	B
ESTIMATED % OF USE	30.5	70.2	63.9	5.0	90.4	48.2	12.4	78.1	70.7	67.5	0.0	23.7
INACTIVE												
ESTIMATED POPULATION	13226	4213	5486	18642	7105	2317	28308	6472	5651	4059	149	28209
% STANDARD ERROR	A	A	A	A	A	B	A	A	A	A	D	A
ESTIMATED % OF USE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL												
ESTIMATED POPULATION	117951	111167	126063	40637	163384	80658	91980	138389	125585	112317	1166	111737
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	A	C	A
ESTIMATED % OF POP	46.2	43.5	49.4	15.9	64.0	31.6	36.0	54.2	49.2	44.0	0.5	43.8

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

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

TABLE 2 - 18

GENERAL AVIATION AVIONICS EQUIPMENT
BY
PRIMARY USE
1982

PRIMARY USE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	FLT DIR	RADAR ALT	FLTMGT COMPTR	NO NAVEQ
EXECUTIVE											
ESTIMATED POPULATION	3556	13538	14601	15465	14262	8171	3042	9673	8159	1863	195
% STANDARD ERROR	B	A	A	A	A	A	A	A	A	B	D
ESTIMATED % OF USE	22.6	86.0	92.8	98.3	90.6	51.9	19.3	61.5	51.8	11.8	1.2
BUSINESS											
ESTIMATED POPULATION	17620	33602	40749	40647	29546	10068	652	7033	4969	1171	1272
% STANDARD ERROR	A	A	A	A	A	A	C	A	A	C	C
ESTIMATED % OF USE	36.8	70.2	85.1	84.9	61.7	21.0	1.4	14.7	10.4	2.4	2.7
PERSONAL											
ESTIMATED POPULATION	42984	44649	48393	41360	19028	4210	213	1637	1273	266	16491
% STANDARD ERROR	A	A	A	A	A	B	D	B	C	D	A
ESTIMATED % OF USE	45.3	47.1	51.0	43.6	20.1	4.4	0.2	1.7	1.3	0.3	17.4
INSTRUCTIONAL											
ESTIMATED POPULATION	6436	8062	4760	5096	1777	353	44	144	130	79	1374
% STANDARD ERROR	A	A	B	B	B	D	D	D	D	D	B
ESTIMATED % OF USE	43.8	54.8	32.4	34.6	12.1	2.4	0.3	1.0	0.9	0.5	9.3
AERIAL APPLICATION											
ESTIMATED POPULATION	489	633	466	691	217	9	5	5	0	0	6302
% STANDARD ERROR	D	C	D	C	D	D	D	D	A	A	A
ESTIMATED % OF USE	6.8	8.9	6.5	9.7	3.0	0.1	0.1	0.1	0.0	0.0	88.1

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

TABLE 2 - 18

GENERAL AVIATION AVIONICS EQUIPMENT
BY
PRIMARY USE
1982

PRIMARY USE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	FLT DIR	RADAR ALT	FLTMGT COMPTR	NO NAVEQ
AERIAL OBSERVATION											
ESTIMATED POPULATION	1736	1732	1555	2256	1029	232	76	223	262	64	933
% STANDARD ERROR	B	B	B	B	C	D	D	D	D	D	C
ESTIMATED % OF USE	41.7	41.6	37.3	54.2	24.7	5.6	1.8	5.4	6.3	1.5	22.4
OTHER WORK USE											
ESTIMATED POPULATION	332	477	356	362	181	17	9	8	82	5	1029
% STANDARD ERROR	C	C	D	D	D	D	D	D	D	D	C
ESTIMATED % OF USE	19.2	27.5	20.6	20.9	10.4	1.0	0.5	0.4	4.8	0.3	59.3
COMMUTER AIR CARRIER											
ESTIMATED POPULATION	157	947	972	943	938	283	48	214	311	0	16
% STANDARD ERROR	D	C	C	C	C	D	D	D	D	A	D
ESTIMATED % OF USE	14.7	88.5	90.8	88.1	87.6	26.4	4.5	20.0	29.1	0.0	1.5
AIR TAXI											
ESTIMATED POPULATION	1715	6117	5541	7114	5153	2385	318	1906	1569	175	521
% STANDARD ERROR	B	A	A	A	A	B	D	B	B	D	C
ESTIMATED % OF USE	21.1	75.3	68.2	87.6	63.5	29.4	3.9	23.5	19.3	2.2	6.4
OTHER											
ESTIMATED POPULATION	694	2383	2089	2402	2138	1226	259	933	869	234	1688
% STANDARD ERROR	C	B	B	B	B	B	D	C	C	D	B
ESTIMATED % OF USE	15.3	52.4	45.9	52.8	47.0	27.0	5.7	20.5	19.1	5.1	37.1

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

TABLE 2 - 18

GENERAL AVIATION AVIONICS EQUIPMENT
BY
PRIMARY USE
1982

PRIMARY USE	NAVIGATION EQUIPMENT										
	VOR 100CH	VOR 200CH	2+ RCVR	ADF	DME	RNAV	LRNAV	FLT DIR	RADAR ALT	FLTMGT COMPTR	NO NAVEQ
RENTAL											
ESTIMATED POPULATION	1834	7924	6906	6788	2774	874	0	453	47	22	488
% STANDARD ERROR	B	A	A	A	B	C	A	D	D	D	C
ESTIMATED % OF USE	18.6	80.5	70.2	69.0	28.2	8.9	0.0	4.6	0.5	0.2	5.0
INACTIVE											
ESTIMATED POPULATION	10278	4859	5499	5780	2606	640	227	594	458	92	20219
% STANDARD ERROR	A	A	A	A	B	C	D	C	C	D	A
ESTIMATED % OF USE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL											
ESTIMATED POPULATION	87749	124679	131906	128829	79437	28375	4871	22668	18018	4004	50822
% STANDARD ERROR	A	A	A	A	A	A	A	A	A	B	A
ESTIMATED % OF POP	34.4	48.8	51.7	50.4	31.1	11.1	1.9	8.9	7.1	1.6	19.9

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

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

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
OTHER 01	5407.8	662.6	12.3
OTHER 02	2593.7	421.5	16.3
OTHER 03	1669.5	377.6	22.6
OTHER 04	1737.6	354.8	20.4
OTHER 05	67.6	17.7	26.2
OTHER 06	1898.8	452.5	23.8
OTHER 07	390.6	78.1	20.0
OTHER 08	105.4	59.3	56.2
OTHER 09	1867.6	547.0	29.3
OTHER 10	1489.5	330.9	22.2
OTHER 11	694.1	286.7	41.3
OTHER 12	872.1	192.0	22.0
OTHER 13	1134.4	174.3	15.4
AIRPTSA	554.3	75.3	13.6
AIRTRCAT300	344.1	72.8	21.2
AMD FALC20	377.6	10.7	2.8
AMD FALC50	60.4	16.5	27.2
ARCTICS1A	207.1	8.7	4.2
ARONCA15	348.2	29.7	8.6
ARONCA65	187.0	0.0	0.0
ARONCAC3	84.0	5.7	6.8

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

01 FIXED WING PISTON, 1 ENGINE, 1-3, SEATS.
02 FIXED WING PISTON, 1 ENGINE, 4+ SEATS.
03 FIXED WING PISTON, 2 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 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
AVIAN FALCON	3.7	0.4	10.1
AYRES S2	1870.4	201.7	10.8
AYRES S2T	129.4	16.2	12.5
BALWKSFIREFY	135.4	37.6	27.8
BEAGLEB206	66.0	3.8	5.8
BEECH 100	497.6	118.5	23.8
BEECH 17	374.3	12.9	3.4
BEECH 18	2693.5	203.4	7.6
BEECH 200	1147.0	193.7	16.9
BEECH 23	5084.1	278.5	5.5
BEECH 33	2463.7	312.8	12.7
BEECH 35	15697.8	848.6	5.4
BEECH 36	2370.7	324.8	13.7
BEECH 45	826.2	0.0	0.0
BEECH 50	778.2	20.6	2.7
BEECH 55	4091.4	480.9	11.8
BEECH 58	1804.6	338.3	18.7
BEECH 60	790.4	161.9	20.5
BEECH 65	429.0	52.7	12.3
BEECH 80	529.2	50.2	9.5
BEECH 90	1473.4	397.4	27.0
BEECH 95	1199.9	144.1	12.0

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
BELL 204	428.6	16.1	3.8
BELL 206	3170.9	312.0	9.8
BELL 47	3176.3	313.3	9.9
BLANCA11	1395.1	205.6	14.7
BLANCA1413	402.0	50.9	12.7
BLANCA1419	396.1	39.0	9.8
BLANCA17	1034.7	83.8	8.1
BLANCA7	9720.4	307.5	3.2
BLANCA8	486.1	43.9	9.0
BNORM BN2	326.0	57.5	17.6
BOEING75	4426.5	507.7	11.5
BOEINGB17	53.3	3.2	5.9
CAMRONMODELO	17.9	1.5	8.2
CESSNA120	2107.9	56.5	2.7
CESSNA140	4941.5	261.8	5.3
CESSNA150	39428.9	1413.2	3.6
CESSNA170	6016.7	293.0	4.9
CESSNA172	43186.1	1337.6	3.1
CESSNA175	2687.6	103.8	3.9
CESSNA177	3980.8	313.0	7.9
CESSNA180	5921.8	422.5	7.1
CESSNA182	21843.5	960.7	4.4

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
CESSNA185	1974.4	346.9	17.6
CESSNA188	3383.7	351.8	10.4
CESSNA195	1306.9	62.3	4.8
CESSNA205	617.0	75.3	12.2
CESSNA206	4169.0	490.9	11.8
CESSNA207	505.0	221.1	43.8
CESSNA210	8018.4	509.5	6.4
CESSNA305	932.2	53.4	5.7
CESSNA310	6599.8	482.2	7.3
CESSNA320	985.8	63.0	6.4
CESSNA337	1971.3	212.8	10.8
CESSNA340	1329.0	160.0	12.0
CESSNA401	717.7	103.0	14.4
CESSNA402	1113.2	296.4	26.6
CESSNA411	511.6	24.0	4.7
CESSNA414	638.7	128.8	20.2
CESSNA421	1626.9	241.8	14.9
CESSNA500	919.2	135.6	14.8
CHILD S1	64.2	11.9	18.6
COMWTH185	154.2	8.8	5.7
CONAERLA4	554.8	174.8	31.5
CURTISTRVAIR	333.9	22.3	6.7

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
CVAC 240	3.6	0.0	0.0
CVAC BT13	173.7	45.9	26.4
CVAC P4Y	27.9	0.3	0.9
DHAV DHC1	206.6	23.0	11.1
DHAV DHC2	771.5	80.3	10.4
DHAVXXDH82	157.8	21.9	13.9
DOUG A26	119.3	13.8	11.6
DOUG DC3	1340.2	0.0	0.0
DOUG DCG	28.3	8.8	31.0
EMAIR MA1	45.2	3.9	8.5
EMB 110	220.1	0.7	0.3
ENSTRMF28	318.6	60.4	19.0
FLEET 168	47.5	4.0	8.5
FRCHLD24	462.4	23.0	5.0
FRCHLDFH1100	94.3	13.2	14.0
FRCHLDM62	393.3	18.8	4.8
GLASFLH301	103.3	6.0	5.9
GRTLKS2T1	44.9	5.8	12.9
GRUMANG21	16.0	29.3	183.1
GRUMANTBM	70.4	6.3	9.0
GRUMAVAA1	868.8	117.0	13.5
GRUMAVAA5	655.3	168.6	25.7

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
GRUMAVG164	1262.2	222.4	17.6
GULSTM112	737.7	101.1	13.7
GULSTM500	815.3	120.2	14.7
GULSTM680	539.8	93.8	17.4
GULSTM690TP	582.6	72.9	12.5
GULSTMAA1	739.1	84.3	11.4
GULSTMAA5	1616.8	197.8	12.2
GULSTMG1159	532.2	0.0	0.0
GULSTMG44	207.4	16.5	8.0
HELIO H391	33.6	2.2	6.4
HELIO H395	47.2	7.8	16.4
HILLERUH12	1380.2	95.5	6.9
HUGHES269	1105.6	98.0	8.9
HUGHES369	1334.2	278.5	20.9
HWKSLYDH104	108.9	0.0	0.0
HYNES B2	158.3	24.1	15.2
INTRCP200	56.7	2.5	4.3
ISRAEL1124	199.7	54.9	27.5
JBMSTRDGA15	121.8	5.5	4.5
LAIKFN10	16.9	1.3	7.5
LEAR 24	313.3	141.8	45.3
LEAR 35	509.9	114.6	22.5

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
LET L13	143.0	19.3	13.5
LKHEED1329	403.9	31.7	7.8
LKHEEDT33	120.0	0.0	0.0
LUSCOM8	4179.6	159.6	3.8
MAULE M4	274.4	15.9	5.8
MAULE M5	116.3	17.1	14.7
MCCULHJ2	7.0	0.9	13.4
MCLISHFUNKB	207.1	5.1	2.5
MNCOUP90	91.2	14.6	16.0
MOONEYM20	9847.6	576.0	5.8
MTSBSIMU2	745.4	125.7	16.9
MULTECD16	106.5	6.4	6.0
NAMER F51	180.0	10.6	5.9
NAMER NA260	142.4	5.8	4.1
NAMER T6	1328.8	119.1	9.0
NAVIONNAVION	2888.7	70.3	2.4
NORD SV4	86.1	9.0	10.4
NORWST65	128.9	4.3	3.3
ORLHELH19	102.9	1.5	1.4
PICARDAX6	34.2	5.4	15.8
PIPER 600	606.4	141.9	23.4
PIPER J2	75.9	5.8	7.7

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
PIPER J3	9030.9	563.9	6.2
PIPER J4	399.9	12.8	3.2
PIPER J5	752.0	98.9	13.2
PIPER PA12	2451.8	244.2	10.0
PIPER PA16	781.6	95.6	12.2
PIPER PA17	181.3	13.2	7.3
PIPER PA18	5458.7	673.9	12.3
PIPER PA20	902.0	26.3	2.9
PIPER PA22	12311.1	493.0	4.0
PIPER PA23	8446.9	516.5	6.1
PIPER PA24	8544.4	353.8	4.1
PIPER PA25	3496.5	254.7	7.3
PIPER PA28	41584.8	1246.0	3.0
PIPER PA30	3529.7	208.6	5.9
PIPER PA31	3816.0	320.4	8.4
PIPER PA31T	624.5	205.2	32.9
PIPER PA32	7073.2	579.3	8.2
PIPER PA34	2564.3	342.1	13.3
PIPER PA36	362.2	65.9	18.2
PIPER PA38	2099.1	156.3	7.4
PIPER PA44	331.1	142.7	43.1
PROPJT200	95.7	4.6	4.8

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
RAVEN S50	20.9	1.3	6.1
RAVEN S55	95.0	25.2	26.5
RKWELLNA265	748.1	242.6	32.4
ROBSINR22	88.0	16.9	19.2
RYAN ST3	325.2	35.0	10.8
RYAN STA	30.0	5.0	16.8
SCHLERKA6	58.1	3.6	6.2
SCWZERG164	2637.7	334.8	12.7
SCWZERSG1	695.0	157.0	22.6
SCWZERSG2	897.1	147.1	16.4
SEMCO CLNGER	5.4	0.4	8.3
SKRSKYS55	237.7	11.1	4.7
SKRSKYS58	196.6	10.3	5.2
SMITH 600	326.8	41.2	12.6
SNIAS 350	140.0	55.0	39.3
STNSON10	253.6	11.3	4.5
STNSONL5	211.6	12.9	6.1
STNSONV77	130.2	20.9	16.1
STOLAMRC3	193.8	8.3	4.3
TCRAFTA	38.1	13.4	35.0
TCRAFTBC	2937.6	221.6	7.5
TCRAFTBL	467.7	23.8	5.1

TABLE 2 - 19

GENERAL AVIATION LIFETIME AIRFRAME HOURS
BY
AIRCRAFT MANUFACTURER/MODEL GROUP
1982

MANUFACTURER/ MODEL GROUP	HOURS ESTIMATE [IN THOUSANDS]	STANDARD ERROR [IN THOUSANDS]	STANDARD ERROR (%)
TRYTEK65	659.0	36.6	5.6
UNIVACGC1	860.4	95.0	11.0
UNIVAR108	3754.8	162.5	4.3
UNIVAR415	3667.8	250.5	6.8
VARGA 2150	53.0	7.6	14.3
VARGA G21	52.7	5.6	10.6
WACO ASO	62.3	2.9	4.6
WACO UPF7	621.3	0.0	0.0
WACO YK	97.3	3.9	4.0
WTHRLY201	116.3	9.7	8.4
TOTAL AIRCRAFT	434022.5	4300.7	1.0

TABLE 2 - 20

GENERAL AVIATION MEAN HOURS AND ACTIVE ENGINES
BY ENGINE MANUFACTURER/MODEL GROUP
1982

ENGINE MANUFACTURER/ MODEL GROUP	ESTIMATE OF ACTIVE POPULATION	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	ESTIMATE OF MEAN HOURS	PERCENT STANDARD ERROR
AMTRMCMCCULH	68	64.60	17.15	6	53.59
AMTRVWVOLKS	333	27.12	57.24	25	40.41
CONT 6285	106	26.67	63.56	285	16.04
CONT A40	16	84.39	12.64	16	14.70
CONT A50	6	69.76	16.77	85	14.83
CONT A65	4676	6.84	49.21	55	11.67
CONT A75	1252	12.27	60.89	58	19.45
CONT A80	26	48.53	34.75	30	16.57
CONT C125	264	20.77	69.21	61	25.94
CONT C145	1863	6.49	84.51	85	20.79
CONT C85	3571	5.97	59.27	52	9.33
CONT C90	1594	7.78	62.58	68	20.89
CONT E185	1580	7.04	76.49	66	8.22
CONT E225	1318	4.87	88.83	71	7.55
CONT O200	12710	2.60	85.31	132	8.90
CONT O300	8442	2.97	84.57	75	9.30
CONT O360	3575	3.62	89.92	130	9.39
CONT O470	23809	1.60	88.91	139	7.06
CONT O520	27066	1.20	93.49	218	4.44
CONT R670	519	24.64	50.20	74	41.28
DHAVXXGIPSY	69	9.24	69.94	41	12.60
FCD 6440	107	26.27	32.33	55	8.87
FRNKLN4AC176	72	28.66	40.79	33	38.31
FRNKLN4AC199	55	46.91	35.70	42	13.99
FRNKLN6A4150	506	15.59	49.83	44	18.69
FRNKLN6A4165	563	14.40	50.41	45	16.77
FRNKLN6A8215	72	8.07	36.11	40	11.92
FRNKLN6AV335	67	44.23	59.10	249	37.50
FRNKLN6AV350	198	7.84	87.26	110	37.31
FRNKLN6VS335	18	117.43	27.57	4	36.67
FRNKLN03356	105	33.14	57.86	99	48.55
GE CF700	416	0.00	100.00	409	7.39
GE CJ610	802	10.71	89.09	508	21.42
GE CJ805	68	0.00	100.00	148	0.01
GLADENR5	88	23.08	48.25	32	23.22
JACOBPR755	336	13.76	79.30	183	49.92
JACOBSR755	71	55.83	19.12	42	26.84
JACOBSR915	26	28.85	35.19	38	15.99
LYC 0540	7216	3.29	87.00	162	9.08
LYC LTS101	70	20.19	82.03	285	8.33

TABLE 2 - 20

GENERAL AVIATION MEAN HOURS AND ACTIVE ENGINES
BY ENGINE MANUFACTURER/MODEL GROUP
1982

ENGINE MANUFACTURER/ MODEL GROUP	ESTIMATE OF ACTIVE POPULATION	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	ESTIMATE OF MEAN HOURS	PERCENT STANDARD ERROR
LYC 0145	419	17.00	51.46	48	23.45
LYC 0235	10394	2.52	88.88	262	8.90
LYC 0290	2116	9.38	66.29	58	14.42
LYC 0320	35721	1.17	91.56	169	5.08
LYC 0340	92	10.66	65.49	60	9.59
LYC 0360	25074	1.23	93.85	159	5.26
LYC 0435	934	10.17	60.36	185	13.80
LYC 0480	1264	8.03	86.01	147	13.78
LYC 0540	13547	1.54	93.99	275	6.71
LYC 0541	1132	3.43	96.61	174	13.31
LYC 0720	206	20.64	87.08	168	13.33
LYC R680	248	40.04	39.10	68	41.39
LYC T53	55	7.63	93.02	224	13.12
MNASCOC4	11	40.76	52.56	33	14.18
ONAN B48	28535	2.70	70.47	279	4.45
PCKARDV1650	56	8.63	55.57	62	8.24
PWA JT12	458	4.12	95.34	344	11.57
PWA JT15	837	0.00	100.00	226	13.93
PWA JT3D	183	26.81	49.11	396	3.80
PWA JT8	686	0.00	100.00	559	5.23
PWA PT6	3583	1.02	99.09	403	10.14
PWA PT6T	104	0.00	100.00	277	4.00
PWA R1340	1567	9.95	68.83	273	10.32
PWA R1830	345	16.57	62.71	223	18.64
PWA R2000	33	60.81	19.81	32	19.05
PWA R2800	405	16.44	52.89	94	16.57
PWA R985	2055	7.79	53.66	236	10.73
RROYCEDART	381	9.34	83.61	515	9.32
RROYCEGIPSY	5	46.39	9.13	16	29.50
RROYCESPEY	418	0.00	100.00	555	9.80
RROYCEVIPER	166	24.39	73.60	322	1.38
TMECA AST2T	32	0.00	100.00	372	0.00
TMECA AST3T	36	0.00	100.00	533	32.45
WARNER165	72	41.18	54.22	29	3.34
WARNER185	24	15.24	96.73	25	0.87
WARNER50	21	124.03	11.79	36	18.07
WRIGHTJ5	4	49.16	12.66	18	5.05
WRIGHTR1820	161	12.66	48.54	219	16.04

TABLE 2 - 20

GENERAL AVIATION MEAN HOURS AND ACTIVE ENGINES
BY ENGINE MANUFACTURER/MODEL GROUP
1982

ENGINE MANUFACTURER/ MODEL GROUP	ESTIMATE OF ACTIVE POPULATION	PERCENT STANDARD ERROR	ESTIMATE OF PERCENT ACTIVE	ESTIMATE OF MEAN HOURS	PERCENT STANDARD ERROR
WRIGHTR2600	83	12.66	55.65	102	11.62
WRIGHTR3350	111	12.59	53.78	448	16.54
WRIGHTR760	35	65.52	36.79	134	24.40
ALL ENGINES	240520	0.12	82.92	192	1.64

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
1982

AIRCRAFT TYPE	MEAN RATE GPH	ESTIMATED FUEL USE (mil gal)	STANDARD ERROR (mil gal)
FIXED WING			
PISTON			
1 ENG 1-3 SEATS	8.30	69.09	1.6
1 ENG 4+ SEATS	10.94	174.28	1.1
TOTAL 1 ENG	10.03	243.37	2.0
2 ENG 1-6 SEATS	26.14	79.45	1.3
2 ENG 7+ SEATS	39.78	104.12	5.7.
TOTAL 2 ENG	32.45	183.58	5.8
OTHER PISTON	394.18	13.16	1.1
TOTAL PISTON	14.70	440.11	6.2
TURBOPROP			
2 ENG 1-12 SEATS	76.88	121.16	2.0
2 ENG 13+ SEATS	214.86	111.81	11.1
TOTAL 2 ENG	111.13	232.97	11.3
OTHER TURBOPROP	43.35	3.09	2.1
TOTAL TURBOPROP	108.91	236.06	11.5
TURBOJET			
2 ENG	297.77	401.06	29.0
OTHER	705.05	186.12	37.0
TOTAL TURBOJET	364.52	587.18	47.0
TOTAL FIXED WING	37.46	1263.35	48.7
ROTORCRAFT			
PISTON	14.09	8.16	0.2
TURBINE	36.25	64.21	6.2
TOTAL ROTORCRAFT	30.79	72.37	6.2
OTHER	0.00	0.00	0.0
TOTAL AIRCRAFT	36.64	1335.72	49.1
TOTAL JET FUEL	159.91	887.45	48.7
TOTAL AVIATION GASOLINE	14.50	448.27	6.3

TABLE 2-22

NON-HIERARCHICAL VS. HIERARCHICAL CAPABILITY GROUPS

1982

		1	2	3	4	5	6	7	8	TOTALS
L	ESTIMATE	150	232	4549	10893	0	95	1268	740	17925
	% STD ERR	*	45.9	10.6	7.1	0.0	*	21.1	27.9	5.4
	ROW %	0.8	1.3	25.4	60.8	0.0	0.5	7.1	4.1	
	COLUMN %	0.4	1.7	10.9	13.7	0.0	7.6	7.6	1.2	7.0
L,MB	ESTIMATE	98	0	652	8007	0	0	1321	1461	11538
	% STD ERR	*	0.0	23.3	8.0	0.0	0.0	21.0	18.9	6.6
	ROW %	0.8	0.0	5.7	69.4	0.0	0.0	11.4	12.7	
	COLUMN %	0.2	0.0	1.6	10.1	0.0	0.0	7.9	2.3	4.5
L,MB,GS	ESTIMATE	378	202	1990	33781	84	525	11250	43445	91654
	% STD ERR	38.9	*	17.0	3.7	*	33.5	6.9	2.9	1.6
	ROW %	0.4	0.2	2.2	36.9	0.1	0.6	12.3	47.4	
	COLUMN %	0.9	1.5	4.8	42.6	34.1	42.3	67.6	69.5	35.9
L,MB,GS,R	ESTIMATE	25	0	72	575	3	107	240	16248	17271
	% STD ERR	*	0.0	*	28.6	*	*	46.3	3.9	3.8
	ROW %	0.1	0.0	0.4	3.3	0.0	0.6	1.4	94.1	
	COLUMN %	0.1	0.0	0.2	0.7	1.2	8.6	1.4	26.0	6.8
LRN	ESTIMATE	2	97	85	432	0	56	117	4083	4871
	% STD ERR	*	*	*	36.0	0.0	*	*	8.3	7.8
	ROW %	0.0	2.0	1.7	8.9	0.0	1.1	2.4	83.8	
	COLUMN %	0.0	0.7	0.2	0.5	0.0	4.5	0.7	6.5	1.9
R	ESTIMATE	32	3	88	682	3	112	330	16769	18018
	% STD ERR	*	21.1	*	26.5	*	*	40.3	3.8	3.7
	ROW %	0.2	0.0	0.5	3.8	0.0	0.6	1.8	93.1	
	COLUMN %	0.1	0.0	0.2	0.9	1.2	9.0	2.0	26.8	7.1
M	ESTIMATE	71	0	27	275	0	0	74	718	1166
	% STD ERR	*	0.0	*	47.3	0.0	0.0	*	25.1	21.0
	ROW %	6.1	0.0	2.3	23.6	0.0	0.0	6.3	61.6	
	COLUMN %	0.2	0.0	0.1	0.3	0.0	0.0	0.4	1.1	0.5
L,MB,GS,M	ESTIMATE	0	0	1	254	0	0	71	718	1045
	% STD ERR	0.0	0.0	*	*	0.0	0.0	*	25.1	22.3
	ROW %	0.0	0.0	0.1	24.3	0.0	0.0	6.8	68.7	
	COLUMN %	0.0	0.0	0.0	0.3	0.0	0.0	0.4	1.1	0.4

TABLE 2-22

NON-HIERARCHICAL VS. HIERARCHICAL CAPABILITY GROUPS
(CONTINUED)

1982

		1	2	3	4	5	6	7	8	TOTALS
LRN,M	ESTIMATE	0	0	0	15	0	0	0	307	321
	% STD ERR	0.0	0.0	0.0	*	0.0	0.0	0.0	40.8	39.6
	ROW %	0.0	0.0	0.0	4.7	0.0	0.0	0.0	95.6	
	COLUMN %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.1
NO GROUP	ESTIMATE	39660	12782	34312	25995	159	490	2550	525	116473
	% STD ERR	2.8	5.7	3.4	4.4	*	33.3	14.9	30.9	1.2
	ROW %	34.1	11.0	29.5	22.3	0.1	0.4	2.2	0.5	
	COLUMN %	98.2	96.0	82.3	32.8	64.6	39.5	15.3	0.8	45.6
ALL CRAFT	ESTIMATE	40391	13313	41682	79320	246	1242	16649	62521	255367
	% STD ERR	2.8	5.6	3.1	2.1	48.8	20.8	5.6	2.0	
	ROW %	15.8	5.2	16.3	31.1	0.1	0.5	6.5	24.5	

KEY

GROUP
1. NO REGULATORY AVIONICS
2. TWO-WAY COMMUNICATIONS
3. TWO-WAY COMMUNICATIONS
   TWO SYSTEMS - AIR TAXIS
   VOR OR ADF OR RNAV

GROUP
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

GROUP
7. TWO-WAY COMMUNICATIONS
   TWO SYSTEMS - AIR TAXIS
   4096 CODE TRANSPONDER
   ALTITUDE ENCODING EQUIPMENT
8. TWO-WAY COMMUNICATIONS
   TWO SYSTEMS - AIR TAXIS
   ALTITUDE ENCODING EQUIPMENT
   4096 CODE TRANSPONDER
   VOR OR RNAV
   DME

GROUP

L: LOCALIZER

MB: MARKER BEACON

GS: GLIDE SLOPE

GROUP

R: RADAR ALTIMETER

LRN: LONG RANGE RNAV

M: MICROWAVE LANDING SYSTEM

NOTE : ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
* STANDARD ERROR GREATER THAN 50 PERCENT.

TABLE 2-23

HIERARCHICAL GROUPS - PRIMARY USE VS. CAPABILITY GROUP

1982

		1	2	3	4	5	6	7	8	TOTALS
EXECUTIVE	ESTIMATE	10	137	242	1975	2	54	576	13408	16404
	% STD ERR	*	31.4	39.8	15.8	*	*	28.8	4.6	4.3
	ROW %	0.1	0.8	1.5	12.0	0.0	0.3	3.5	81.7	
	COLUMN %	0.0	1.0	0.6	2.5	0.8	4.3	3.5	21.4	6.4
BUSINESS	ESTIMATE	711	689	3123	17739	105	33	3922	23317	49638
	% STD ERR	23.8	29.1	12.6	5.4	*	*	12.2	4.4	2.8
	ROW %	1.4	1.4	6.3	35.7	0.2	0.1	7.9	47.0	
	COLUMN %	1.8	5.2	7.5	22.4	42.7	2.7	23.6	37.3	19.4
PERSONAL	ESTIMATE	11585	5535	23708	39471	65	178	6548	12708	99798
	% STD ERR	5.9	9.2	4.3	3.3	*	*	9.3	6.3	1.6
	ROW %	11.6	5.5	23.8	39.6	0.1	0.2	6.6	12.7	
	COLUMN %	28.7	41.6	56.9	49.8	26.4	14.3	39.3	20.3	39.1
INSTRUCT.	ESTIMATE	911	704	3595	7834	0	4	1155	1441	15645
	% STD ERR	23.0	25.3	12.6	8.7	0.0	*	23.7	20.5	5.8
	ROW %	5.8	4.5	23.0	50.1	0.0	0.0	7.4	9.2	
	COLUMN %	2.3	5.3	8.6	9.9	0.0	0.3	6.9	2.3	6.1
AERIAL AP	ESTIMATE	5720	658	409	465	0	0	65	139	7458
	% STD ERR	9.4	20.8	31.7	33.7	0.0	0.0	*	*	7.8
	ROW %	76.7	8.8	5.5	6.2	0.0	0.0	0.9	1.9	
	COLUMN %	14.2	4.9	1.0	0.6	0.0	0.0	0.4	0.2	2.9
AERIAL OB	ESTIMATE	514	337	949	1215	0	88	545	846	4495
	% STD ERR	30.3	27.7	24.7	20.6	0.0	*	34.3	25.9	10.8
	ROW %	11.4	7.5	21.1	27.0	0.0	2.0	12.1	18.8	
	COLUMN %	1.3	2.5	2.3	1.5	0.0	7.1	3.3	1.4	1.8
OTHR WORK	ESTIMATE	513	506	256	325	0	8	90	169	1868
	% STD ERR	34.2	31.2	33.6	33.9	0.0	*	*	45.4	15.7
	ROW %	27.5	27.1	13.7	17.4	0.0	0.4	4.8	9.0	
	COLUMN %	1.3	3.8	0.6	0.4	0.0	0.6	0.5	0.3	0.7
COMMUTER	ESTIMATE	0	16	47	230	0	0	36	790	1119
	% STD ERR	0.0	30.9	*	46.2	0.0	0.0	*	23.0	19.0
	ROW %	0.0	1.4	4.2	20.6	0.0	0.0	3.2	70.6	
	COLUMN %	0.0	0.1	0.1	0.3	0.0	0.0	0.2	1.3	0.4

TABLE 2-23

HIERARCHICAL GROUPS - PRIMARY USE VS. CAPABILITY GROUP
(CONTINUED)

1982

		1	2	3	4	5	6	7	8	TOTALS
AIR TAXI	ESTIMATE	178	1705	345	698	0	897	853	4044	8521
	% STD ERR	*	16.9	39.3	25.2	0.0	27.0	24.6	10.9	7.3
	ROW %	2.1	20.0	4.0	8.2	0.0	8.2	10.0	47.5	
	COLUMN %	0.4	12.8	0.8	0.9	0.0	56.1	5.1	6.5	3.3
OTHER	ESTIMATE	871	839	274	800	2	82	213	1687	4768
	% STD ERR	25.8	22.8	42.1	23.6	*	*	49.8	16.4	9.9
	ROW %	18.3	17.6	5.7	16.8	0.0	1.7	4.5	35.4	
	COLUMN %	2.2	6.3	0.7	1.0	0.8	6.6	1.3	2.7	1.9
RENTAL	ESTIMATE	417	219	672	4061	71	3	2269	2404	10116
	% STD ERR	34.3	47.6	27.2	12.5	*	*	16.8	16.0	7.6
	ROW %	4.1	2.2	6.6	40.1	0.7	0.0	22.4	23.8	
	COLUMN %	1.0	1.6	1.6	5.1	28.9	0.2	13.6	3.8	4.0
INACTIVE	ESTIMATE	18859	1939	8236	4451	3	107	496	1748	35840
	% STD ERR	4.6	14.6	7.6	10.6	*	*	27.7	16.3	3.3
	ROW %	52.6	5.4	23.0	12.4	0.0	0.3	1.4	4.9	
	COLUMN %	46.7	14.6	19.8	5.6	1.2	8.6	3.0	2.8	14.0
TOTALS	ESTIMATE	40391	13313	41682	79320	246	1242	16649	62521	255367
	% STD ERR	2.8	5.6	3.1	2.1	48.8	20.8	5.6	2.0	
	ROW %	15.8	5.2	16.3	31.1	0.1	0.5	6.5	24.5	

KEY

GROUP
1. NO REGULATORY AVIONICS
2. TWO-WAY COMMUNICATIONS
3. TWO-WAY COMMUNICATIONS
   TWO SYSTEMS - AIR TAXIS
   VOR OR ADF OR RNAV

GROUP
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

GROUP
7. TWO-WAY COMMUNICATIONS
   TWO SYSTEMS - AIR TAXIS
   4096 CODE TRANSPONDER
   ALTITUDE ENCODING EQUIPMENT
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NOTE : ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
* STANDARD ERROR GREATER THAN 50 PERCENT.

TABLE 2-24

HIERARCHICAL GROUPS - HOURS FLOWN VS. CAPABILITY GROUP

1982

		1	2	3	4	5	6	7	8	TOTALS
1-49	ESTIMATE	6	11	5	5	60	54	16	9	2
	% STD ERR	18.0	7.6	27.7	31.6	0.3	0.4	3.9	10.4	
	ROW %	23.8	30.5	35.5	21.3	64.6	17.3	12.6	8.9	20.9
	COLUMN %	3606.0	2478.0	8780.0	22513.0	11.0	127.0	4181.0	10364.0	52060.0
50-99	ESTIMATE	11	13	7	4	116	73	11	7	2
	% STD ERR	6.9	4.8	16.9	43.2	0.0	0.2	8.0	19.9	
	ROW %	8.9	18.6	21.1	28.4	4.5	10.2	25.1	16.6	20.4
	COLUMN %	1920.0	1316.0	4387.0	12618.0	71.0	152.0	2777.0	10367.0	33609.0
100-149	ESTIMATE	16	18	11	6	100	66	14	7	3
	% STD ERR	5.7	3.9	13.1	37.5	0.2	0.5	8.3	30.8	
	ROW %	4.8	9.9	10.5	15.9	28.9	12.2	16.7	16.6	13.2
	COLUMN %	891.0	773.0	1259.0	4903.0	2.0	18.0	1286.0	7694.0	16826.0
150-199	ESTIMATE	27	26	20	10	392	73	20	8	5
	% STD ERR	4.2	4.6	7.6	29.5	0.0	0.1	7.7	46.3	
	ROW %	1.7	5.8	3.0	6.2	0.8	1.4	7.7	12.3	6.5
	COLUMN %	1343.0	613.0	894.0	4438.0	0.0	38.0	1086.0	6272.0	14684.0
200-249	ESTIMATE	21	27	25	11	0	106	23	9	6
	% STD ERR	9.1	4.2	6.1	30.2	0.0	0.3	7.4	42.7	
	ROW %	3.3	4.6	2.1	5.6	0.0	3.1	6.5	10.0	5.8
	COLUMN %	1069.0	133.0	500.0	2271.0	2.0	88.0	802.0	3693.0	8557.0
250-299	ESTIMATE	23	42	33	16	392	74	26	12	8
	% STD ERR	12.5	1.6	5.8	26.5	0.0	1.0	9.4	43.2	
	ROW %	2.6	1.0	1.2	2.9	0.8	7.1	4.8	5.9	3.4
	COLUMN %	681.0	277.0	634.0	2515.0	0.0	49.0	686.0	4516.0	9359.0
300-349	ESTIMATE	29	41	30	15	0	103	31	10	7
	% STD ERR	7.3	3.0	6.8	26.9	0.0	0.5	7.3	48.3	
	ROW %	1.7	2.1	1.5	3.2	0.0	3.9	4.1	7.2	3.7
	COLUMN %	308.0	345.0	355.0	1324.0	0.0	35.0	592.0	2567.0	5525.0
350-399	ESTIMATE	43	38	43	21	0	132	33	13	10
	% STD ERR	5.6	6.2	6.4	24.0	0.0	0.6	10.7	46.5	
	ROW %	0.8	2.6	0.9	1.7	0.0	2.8	3.6	4.1	2.2
	COLUMN %	608.0	189.0	305.0	1709.0	0.0	38.0	711.0	2616.0	6176.0

TABLE 2-24

HIERARCHICAL GROUPS - HOURS FLOWN VS. CAPABILITY GROUP
(CONTINUED)

1982

		1	2	3	4	5	6	7	8	TOTALS
400-449	ESTIMATE	31	46	44	19	0	124	30	14	9
	% STD ERR	9.8	3.1	4.9	27.7	0.0	0.6	11.5	42.4	
	ROW %	1.5	1.4	0.7	2.2	0.0	3.1	4.3	4.2	2.4
	COLUMN %	1526.0	1135.0	1624.0	5560.0	0.0	385.0	2045.0	7267.0	19541.0
450 UP	ESTIMATE	19	18	19	10	0	33	17	7	5
	% STD ERR	7.8	5.8	8.3	28.5	0.0	2.0	10.5	37.2	
	ROW %	3.8	8.5	3.9	7.0	0.0	31.0	12.3	11.6	7.7
	COLUMN %	18859.0	1939.0	8236.0	4451.0	3.0	107.0	496.0	1748.0	35840.0
INACTIVE	ESTIMATE	4	14	7	10	109	76	27	16	3
	% STD ERR	*	5.4	23.0	12.4	0.0	0.3	1.4	4.9	
	ROW %	46.7	14.6	19.8	5.6	1.2	8.6	3.0	2.8	14.0
	COLUMN %	40391.0	13313.0	41682.0	79320.0	246.0	1242.0	16649.0	62521.0	255387.0
TOTALS	ESTIMATE	2	5	3	2	48	20	5	2	0
	% STD ERR	15.8	5.2	16.3	31.1	0.1	0.5	6.5	24.5	
	ROW %	3645.0	2054.0	2923.0	11903.0	154.0	495.0	5607.0	20748.0	47530.0

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   VOR OR ADF OR RNAV

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   4096 CODE TRANSPONDER
   VOR OR RNAV
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* STANDARD ERROR GREATER THAN 50 PERCENT.

TABLE 2-25

HIERARCHICAL GROUPS - AGE OF AIRCRAFT VS. CAPABILITY GROUP

1982

		1	2	3	4	5	6	7	8	TOTALS
0- 4 YRS	ESTIMATE	12	15	15	7	62	34	10	4	3
	% STD ERR	7.7	4.3	6.1	25.0	0.3	1.0	11.8	43.7	
	ROW %	9.0	15.4	7.0	15.0	62.6	39.9	33.7	33.2	18.6
	COLUMN %	6742.0	3083.0	5074.0	19984.0	0.0	339.0	3981.0	16972.0	56175.0
5- 9 YRS	ESTIMATE	9	13	10	5	0	42	12	5	2
	% STD ERR	12.0	5.5	9.0	35.6	0.0	0.6	7.1	30.2	
	ROW %	16.7	23.2	12.2	25.2	0.0	27.3	23.9	27.1	22.0
	COLUMN %	4325.0	1758.0	5440.0	13485.0	2.0	140.0	2254.0	8283.0	35687.0
10-14 YRS	ESTIMATE	12	17	10	6	77	68	16	7	3
	% STD ERR	12.1	4.9	15.2	37.8	0.0	0.4	6.3	23.2	
	ROW %	10.7	13.2	13.1	17.0	0.8	11.3	13.5	13.2	14.0
	COLUMN %	3346.0	2046.0	8410.0	16571.0	106.0	27.0	2089.0	9456.0	42050.0
15-19 YRS	ESTIMATE	13	15	8	5	80	33	16	7	3
	% STD ERR	8.0	4.9	20.0	39.4	0.3	0.1	5.0	22.5	
	ROW %	8.3	15.4	20.2	20.9	43.1	2.2	12.5	15.1	16.5
	COLUMN %	2360.0	923.0	4410.0	9486.0	0.0	156.0	1313.0	3441.0	22087.0
20-24 YRS	ESTIMATE	15	22	10	6	0	66	19	11	4
	% STD ERR	10.7	4.2	20.0	42.9	0.0	0.7	5.9	15.6	
	ROW %	5.8	6.9	10.6	12.0	0.0	12.6	7.9	5.5	8.6
	COLUMN %	1787.0	701.0	3670.0	5283.0	0.0	21.0	870.0	811.0	13145.0
25-29 YRS	ESTIMATE	18	29	13	10	0	80	24	21	6
	% STD ERR	13.6	5.3	27.9	40.2	0.0	0.2	6.6	6.2	
	ROW %	4.4	5.3	8.8	6.7	0.0	1.7	5.2	1.3	5.1
	COLUMN %	1821.0	598.0	4007.0	2285.0	0.0	3.0	247.0	611.0	9571.0
30-34 YRS	ESTIMATE	15	27	10	13	0	100	23	24	6
	% STD ERR	19.0	6.2	41.9	23.9	0.0	0.0	2.6	6.4	
	ROW %	4.5	4.5	9.6	2.9	0.0	0.2	1.5	1.0	3.7
	COLUMN %	14719.0	2356.0	8182.0	2603.0	1.0	187.0	497.0	569.0	29114.0
35+ YRS	ESTIMATE	4	14	6	11	296	59	30	20	3
	% STD ERR	*	8.1	28.1	8.9	0.0	0.6	1.7	2.0	
	ROW %	36.4	17.7	19.6	3.3	0.4	15.1	3.0	0.9	11.4
	COLUMN %	40391.0	13313.0	41682.0	79320.0	246.0	1242.0	16649.0	62521.0	255367.0

TABLE 2-25

HIERARCHICAL GROUPS - AGE OF AIRCRAFT VS. CAPABILITY GROUP
(CONTINUED)

1982

		1	2	3	4	5	6	7	8	TOTALS
TOTALS	ESTIMATE	2	5	3	2	48	20	5	2	0
	% STD ERR	15.8	5.2	16.3	31.1	0.1	0.5	6.5	24.5	
	ROW %	13916.0	3928.0	1571.0	446.0	55.0	1.0	14.0	127.0	20058.0

KEY

GROUP
1. NO REGULATORY AVIONICS

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* STANDARD ERROR GREATER THAN 50 PERCENT.

TABLE 2-26

HIERARCHICAL GROUPS - COMPUTED AIRCRAFT TYPE VS. CAPABILITY GROUP

1982

		1	2	3	4	5	6	7	8	TOTALS
FIXED WNG	ESTIMATE	28368	5627	25968	19295	1	97	2176	556	82090
PISTON	% STD ERR	3.4	9.6	3.7	4.9	*	*	16.6	32.4	0.0
ENG=1	ROW %	34.6	6.9	31.6	23.5	0.0	0.1	2.7	0.7	
1-3 SEATS	COLUMN %	70.2	42.3	62.3	24.3	0.4	7.8	13.1	0.9	32.1
FIXED WNG	ESTIMATE	3805	2135	14216	53741	187	630	12897	30397	118008
PISTON	% STD ERR	11.3	16.6	5.7	2.4	*	31.5	6.4	3.7	0.0
ENG=1	ROW %	3.2	1.8	12.0	45.5	0.2	0.5	10.9	25.8	
4+ SEATS	COLUMN %	9.4	16.0	34.1	67.8	76.0	50.7	77.5	48.6	46.2
FIXED WNG	ESTIMATE	499	14	282	3115	2	72	669	13816	18469
PISTON	% STD ERR	33.1	37.6	42.8	11.8	*	*	26.6	3.1	0.0
ENG=2	ROW %	2.7	0.1	1.5	16.9	0.0	0.4	3.6	74.8	
1-6 SEATS	COLUMN %	1.2	0.1	0.7	3.9	0.8	5.8	4.0	22.1	7.2
FIXED WNG	ESTIMATE	316	75	439	964	0	176	433	7658	10061
PISTON	% STD ERR	23.2	41.8	23.5	18.1	0.0	49.3	25.4	3.1	0.0
ENG=2	ROW %	3.1	0.7	4.4	9.6	0.0	1.7	4.3	76.1	
7+ SEATS	COLUMN %	0.8	0.6	1.1	1.2	0.0	14.2	2.6	12.2	3.9
FIXED WNG	ESTIMATE	51	12	9	126	0	0	6	137	341
PISTON	% STD ERR	28.3	*	*	24.8	0.0	0.0	*	22.7	0.0
OTHER	ROW %	15.0	3.5	2.6	37.0	0.0	0.0	1.8	40.2	
	COLUMN %	0.1	0.1	0.0	0.2	0.0	0.0	0.0	0.2	0.1
FIXED WNG	ESTIMATE	2	2	0	6	0	56	0	4424	4490
TURBOPROP	% STD ERR	*	0.0	0.0	46.8	0.0	*	0.0	1.0	0.0
ENG=2	ROW %	0.0	0.0	0.0	0.1	0.0	1.2	0.0	98.5	
1-12 SEAT	COLUMN %	0.0	0.0	0.0	0.0	0.0	4.5	0.0	7.1	1.8
FIXED WNG	ESTIMATE	0	0	0	82	0	0	22	538	642
TURBOPROP	% STD ERR	0.0	0.0	0.0	*	0.0	0.0	*	9.2	0.0
ENG=2	ROW %	0.0	0.0	0.0	12.8	0.0	0.0	3.4	83.8	
13+ SEATS	COLUMN %	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.9	0.3
FIXED WNG	ESTIMATE	120	9	7	7	0	0	1	60	205
TURBOPROP	% STD ERR	28.0	17.8	*	*	0.0	0.0	*	*	0.0
OTHER	ROW %	58.5	4.4	3.4	3.4	0.0	0.0	0.5	29.3	
	COLUMN %	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.1

TABLE 2-26

HIERARCHICAL GROUPS - COMPUTED AIRCRAFT TYPE VS. CAPABILITY GROUP
(CONTINUED)

1982

		1	2	3	4	5	6	7	8	TOTALS
FIXED WNG	ESTIMATE	0	0	0	47	0	35	74	3318	3475
TURBOJET	% STD ERR	0.0	0.0	0.0	*	0.0	*	*	2.5	0.0
ENG=2	ROW %	0.0	0.0	0.0	1.4	0.0	1.0	2.1	95.5	
	COLUMN %	0.0	0.0	0.0	0.1	0.0	2.8	0.4	5.3	1.4
FIXED WNG	ESTIMATE	29	0	0	20	0	0	52	789	889
TURBOJET	% STD ERR	36.7	0.0	0.0	*	0.0	0.0	*	6.6	0.0
OTHER	ROW %	3.3	0.0	0.0	2.2	0.0	0.0	5.8	88.8	
	COLUMN %	0.1	0.0	0.0	0.0	0.0	0.0	0.3	1.3	0.3
ROTORCRFT	ESTIMATE	2858	1758	338	189	0	75	55	7	5279
PISTON	% STD ERR	6.9	10.1	27.6	41.5	0.0	*	*	*	0.0
	ROW %	54.1	33.3	6.4	3.6	0.0	1.4	1.0	0.1	
	COLUMN %	7.1	13.2	0.8	0.2	0.0	6.0	0.3	0.0	2.1
ROTORCRFT	ESTIMATE	236	1012	351	1672	0	99	243	818	4430
TURBINE	% STD ERR	39.4	17.3	31.8	12.2	0.0	*	36.9	20.1	0.0
	ROW %	5.3	22.8	7.9	37.7	0.0	2.2	5.5	18.5	
	COLUMN %	0.6	7.6	0.8	2.1	0.0	8.0	1.5	1.3	1.7
OTHER	ESTIMATE	4108	2669	72	55	56	1	22	2	6985
	% STD ERR	6.2	9.5	*	*	*	*	48.8	*	0.0
	ROW %	58.8	38.2	1.0	0.8	0.8	0.0	0.3	0.0	
	COLUMN %	10.2	20.0	0.2	0.1	22.8	0.1	0.1	0.0	2.7
ALL CRAFT	ESTIMATE	40391	13313	41682	79320	248	1242	16649	62521	255387
	% STD ERR	2.8	5.6	3.1	2.1	48.8	20.8	5.6	2.0	
	ROW %	15.8	5.2	16.3	31.1	0.1	0.5	6.5	24.5	
	COLUMN %	35439.0	10479.0	40821.0	74788.0	189.0	901.0	15342.0	31563.0	209523.0

KEY

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* STANDARD ERROR GREATER THAN 50 PERCENT.

TABLE 2-27

HIERARCHICAL GROUPS - BASE AIRPORT REGION VS. CAPABILITY GROUP

1982

		1	2	3	4	5	6	7	8	TOTALS
ALASKAN	ESTIMATE	1018	1488	3929	1147	0	71	218	197	8067
	% STD ERR	23.3	20.2	12.3	21.5	0.0	*	*	49.8	8.3
	ROW %	12.6	18.4	48.7	14.2	0.0	0.9	2.7	2.4	
	COLUMN %	2.5	11.2	9.4	1.4	0.0	5.7	1.3	0.3	3.2
CENTRAL	ESTIMATE	3504	321	2385	5297	59	0	885	3384	15836
	% STD ERR	12.6	38.8	15.3	10.7	*	0.0	26.9	13.0	5.9
	ROW %	22.1	2.0	15.1	33.4	0.4	0.0	5.6	21.4	
	COLUMN %	8.7	2.4	5.7	6.7	24.0	0.0	5.3	5.4	6.2
EASTERN	ESTIMATE	4446	968	4661	7941	11	236	1916	7822	28000
	% STD ERR	10.5	20.0	10.9	8.6	*	46.3	18.5	8.5	4.3
	ROW %	15.9	3.5	16.6	28.4	0.0	0.8	6.8	27.9	
	COLUMN %	11.0	7.3	11.2	10.0	4.5	19.0	11.5	12.5	11.0
EUROPEAN	ESTIMATE	15	12	211	29	0	0	19	133	419
	% STD ERR	*	*	*	*	0.0	0.0	*	*	35.1
	ROW %	3.6	2.9	50.4	6.9	0.0	0.0	4.5	31.7	
	COLUMN %	0.0	0.1	0.5	0.0	0.0	0.0	0.1	0.2	0.2
GRT LAKES	ESTIMATE	8974	1655	9028	14223	5	196	1841	10497	46419
	% STD ERR	7.4	16.6	7.7	6.4	*	*	17.8	7.1	3.2
	ROW %	19.3	3.6	19.4	30.6	0.0	0.4	4.0	22.6	
	COLUMN %	22.2	12.4	21.7	17.9	2.0	15.8	11.1	16.8	18.2
NEW ENG.	ESTIMATE	1652	578	1575	2271	6	4	677	2561	9325
	% STD ERR	18.1	29.7	18.7	16.4	*	*	30.6	15.5	7.8
	ROW %	17.7	6.2	16.9	24.4	0.1	0.0	7.3	27.5	
	COLUMN %	4.1	4.3	3.8	2.9	2.4	0.3	4.1	4.1	3.7
NTHWST MT	ESTIMATE	4152	2103	3762	9241	0	17	1620	5786	26681
	% STD ERR	11.1	16.1	11.8	7.9	0.0	*	19.6	10.1	4.4
	ROW %	15.6	7.9	14.1	34.6	0.0	0.1	6.1	21.7	
	COLUMN %	10.3	15.8	9.0	11.7	0.0	1.4	9.7	9.3	10.4
SOUTHERN	ESTIMATE	4924	1694	5369	12041	2	271	3046	10776	38124
	% STD ERR	10.2	17.6	10.1	7.0	*	48.6	14.8	6.8	3.6
	ROW %	12.9	4.4	14.1	31.6	0.0	0.7	8.0	28.3	
	COLUMN %	12.2	12.7	12.9	15.2	0.8	21.8	18.3	17.2	14.9

TABLE 2-27

HIERARCHICAL GROUPS - BASE AIRPORT REGION VS. CAPABILITY GROUP
(CONTINUED)

1982

		1	2	3	4	5	6	7	8	TOTALS
SOUTHWEST	ESTIMATE	6918	1606	4935	12064	174	313	2300	11200	39509
	% STD ERR	8.8	17.0	10.5	6.9	*	47.3	16.6	6.7	3.5
	ROW %	17.5	4.1	12.5	30.5	0.4	0.8	5.8	28.3	
	COLUMN %	17.1	12.1	11.8	15.2	70.7	25.2	13.8	17.9	15.5
WST-PACIF	ESTIMATE	5187	2824	5842	14132	0	161	4226	10612	42985
	% STD ERR	9.7	12.8	9.1	6.3	0.0	*	11.5	7.1	3.3
	ROW %	12.1	6.6	13.6	32.9	0.0	0.4	9.8	24.7	
	COLUMN %	12.8	21.2	14.0	17.8	0.0	13.0	25.4	17.0	16.8
TOTALS	ESTIMATE	40391	13313	41682	79320	246	1242	16649	62521	255367
	% STD ERR	2.8	5.6	3.1	2.1	48.8	20.8	5.6	2.0	
	ROW %	15.8	5.2	16.3	31.1	0.1	0.5	6.5	24.5	

KEY

GROUP
1. NO REGULATORY AVIONICS
2. TWO-WAY COMMUNICATIONS
3. TWO-WAY COMMUNICATIONS
   TWO SYSTEMS - AIR TAXIS
   VOR OR ADF OR RNAV

GROUP
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

GROUP
7. TWO-WAY COMMUNICATIONS
   TWO SYSTEMS - AIR TAXIS
   4096 CODE TRANSPONDER
   ALTITUDE ENCODING EQUIPMENT
8. TWO-WAY COMMUNICATIONS
   TWO SYSTEMS - AIR TAXIS
   ALTITUDE ENCODING EQUIPMENT
   4096 CODE TRANSPONDER
   VOR OR RNAV
   DME

NOTE : ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
* STANDARD ERROR GREATER THAN 50 PERCENT.

TABLE 2-28

NON-HIERARCHICAL GROUPS - PRIMARY USE VS. CAPABILITY GROUP

1982

		L	L,MB	L,MB, GS	L,MB, GS,R	LRN	R	M	L,MB, GS,M	LRN,M	NO GROUP	ALL CRAFT
EXECUTIVE	ESTIMATE	29	28	8	5	9	5	35	35	54	18	4
	% STD ERR	3.1	3.9	37.7	48.1	18.5	49.7	2.2	2.2	1.0	6.3	
	ROW %	2.8	5.6	6.7	45.7	62.4	45.3	30.8	34.4	48.6	0.9	6.4
	COLUMN %	1883.0	2292.0	31281.0	4693.0	651.0	4966.0	308.0	293.0	15.0	9422.0	49638.0
BUSINESS	ESTIMATE	17	15	3	10	27	9	41	43	162	7	2
	% STD ERR	3.8	4.6	*	9.5	1.3	10.0	0.6	0.6	0.0	19.0	
	ROW %	10.5	19.9	34.1	27.2	13.4	27.6	26.4	28.0	4.7	8.1	19.4
	COLUMN %	8197.0	6337.0	31722.0	1263.0	213.0	1273.0	281.0	182.0	0.0	52168.0	99798.0
PERSONAL	ESTIMATE	8	9	3	20	47	20	46	59	0	2	1
	% STD ERR	8.2	6.3	31.8	1.3	0.2	1.3	0.3	0.2	0.0	*	
	ROW %	45.7	54.9	34.8	7.3	4.4	7.1	24.1	17.4	0.0	44.8	39.1
	COLUMN %	3510.0	217.0	4215.0	56.0	44.0	130.0	7.0	7.0	7.0	7647.0	15645.0
INSTRUCT.	ESTIMATE	13	48	12	65	105	62	320	320	320	8	5
	% STD ERR	22.4	1.4	26.9	0.4	0.3	0.8	0.0	0.0	0.0	48.9	
	ROW %	19.6	1.9	4.6	0.3	0.9	0.7	0.6	0.7	2.2	6.6	6.1
	COLUMN %	48.0	0.0	580.0	0.0	5.0	0.0	2.0	0.0	0.0	6828.0	7458.0
AERIAL AP	ESTIMATE	55	0	29	0	136	0	52	0	0	8	7
	% STD ERR	0.6	0.0	7.8	0.0	0.1	0.0	0.0	0.0	0.0	*	
	ROW %	0.3	0.0	0.8	0.0	0.1	0.0	0.2	0.0	0.0	5.9	2.9
	COLUMN %	555.0	142.0	1076.0	252.0	76.0	261.0	0.0	0.0	0.0	2458.0	4495.0
AERIAL OB	ESTIMATE	31	54	23	44	65	43	0	0	0	14	10
	% STD ERR	12.3	3.2	23.9	5.6	1.7	5.8	0.0	0.0	0.0	*	
	ROW %	3.1	1.2	1.2	1.5	1.6	1.4	0.0	0.0	0.0	2.1	1.8
	COLUMN %	45.0	15.0	205.0	78.0	9.0	82.0	0.0	0.0	0.0	1522.0	1868.0
OTHR WORK	ESTIMATE	78	45	53	33	141	32	0	0	0	17	15
	% STD ERR	2.4	0.8	11.0	4.2	0.5	4.4	0.0	0.0	0.0	*	
	ROW %	0.3	0.1	0.2	0.5	0.2	0.5	0.0	0.0	0.0	1.3	0.7
	COLUMN %	56.0	6.0	694.0	302.0	48.0	311.0	0.0	0.0	0.0	60.0	1119.0
COMMUTER	ESTIMATE	109	51	24	36	102	35	0	0	0	65	19
	% STD ERR	5.0	0.5	*	27.0	4.3	27.8	0.0	0.0	0.0	5.4	
	ROW %	0.3	0.1	0.8	1.7	1.0	1.7	0.0	0.0	0.0	0.1	0.4
	COLUMN %	633.0	155.0	4427.0	1546.0	318.0	1567.0	0.0	0.0	0.0	1624.0	8521.0

TABLE 2-28

NON-HIERARCHICAL GROUPS - PRIMARY USE VS. CAPABILITY GROUP
(CONTINUED)

1982

		L	L,MB	L,MB, GS	L,MB, GS,R	LRN	R	M	L,MB, GS,M	LRN,M	NO GROUP	ALL CRAFT
AIR TAXI	ESTIMATE	26	59	10	16	38	16	0	0	0	16	7
	% STD ERR	7.4	1.8	*	18.1	3.7	18.4	0.0	0.0	0.0	19.1	
	ROW %	3.5	1.3	4.8	9.0	6.5	8.7	0.0	0.0	0.0	1.4	3.3
	COLUMN %	317.0	68.0	1458.0	817.0	259.0	868.0	18.0	18.0	15.0	2108.0	4768.0
OTHER	ESTIMATE	41	74	18	22	44	21	156	156	187	15	9
	% STD ERR	6.6	1.4	30.6	17.1	5.4	18.2	0.4	0.4	0.3	44.2	
	ROW %	1.8	0.6	1.6	4.7	5.3	4.8	1.5	1.7	4.7	1.8	1.9
	COLUMN %	834.0	440.0	6365.0	47.0	0.0	47.0	0.0	0.0	0.0	2431.0	10116.0
RENTAL	ESTIMATE	26	38	9	88	0	88	0	0	0	15	7
	% STD ERR	8.2	4.3	*	0.5	0.0	0.5	0.0	0.0	0.0	24.0	
	ROW %	4.7	3.8	6.9	0.3	0.0	0.3	0.0	0.0	0.0	2.1	4.0
	COLUMN %	1572.0	1244.0	3304.0	436.0	231.0	466.0	150.0	148.0	74.0	29269.0	35840.0
INACTIVE	ESTIMATE	17	19	11	33	50	31	59	60	96	3	3
	% STD ERR	4.4	3.5	9.2	1.2	0.6	1.3	0.4	0.4	0.2	*	
	ROW %	8.8	10.8	3.6	2.5	4.7	2.6	12.9	14.2	23.1	25.1	14.0
	COLUMN %	17925.0	11538.0	91654.0	17271.0	4871.0	18018.0	1166.0	1045.0	321.0	116473.0	255367.0
TOTALS	ESTIMATE	5	6	1	3	7	3	21	22	39	1	0
	% STD ERR	7.0	4.5	35.9	6.8	1.9	7.1	0.5	0.4	0.1	45.6	
	ROW %	7961.0	1763.0	4506.0	27.0	144.0	32.0	36.0	15.0	15.0	67802.0	82090.0

KEY

GROUP		GROUP	
L:	LOCALIZER	R:	RADAR ALTIMETER
MB:	MARKER BEACON	LRN:	LONG RANGE RNAV
GS:	GLIDE SLOPE	M:	MICROWAVE LANDING SYSTEM

NOTE : ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
* STANDARD ERROR GREATER THAN 50 PERCENT.

TABLE 2-29

NON-HIERARCHICAL GROUPS - HOURS FLOWN VS. CAPABILITY GROUP

1982

		L	L,MB	L,MB, GS	L,MB, GS,R	LRN	R	M	L,MB, GS,M	LRN,M	NO GROUP	ALL CRAFT
1-49	ESTIMATE	8	4	23	2	0	2	0	0	0	61	0
	% STD ERR	25.8	20.7	13.5	6.5	2.8	6.4	14.8	9.1	0.0	28.1	20.9
	ROW %	3645.0	3251.0	21247.0	1639.0	523.0	1649.0	110.0	73.0	3.0	22234.0	52060.0
	COLUMN %	11.8	12.4	4.8	17.3	31.0	17.2	67.0	93.6	79.2	4.6	2.8
50-99	ESTIMATE	7	6	40	3	1	3	0	0	0	42	0
	% STD ERR	20.3	28.2	23.2	9.5	10.7	9.2	9.4	7.0	0.9	19.1	20.4
	ROW %	2134.0	2192.0	16806.0	1727.0	317.0	1729.0	197.0	195.0	0.0	10745.0	33609.0
	COLUMN %	16.6	16.3	5.6	16.4	40.9	16.4	56.4	56.9	0.0	7.1	3.8
100-149	ESTIMATE	6	6	50	5	0	5	0	0	0	32	0
	% STD ERR	11.9	19.0	18.3	10.0	6.5	9.6	16.9	18.7	0.0	9.2	13.2
	ROW %	845.0	744.0	9912.0	1458.0	287.0	1483.0	55.0	55.0	2.0	3668.0	16626.0
	COLUMN %	25.8	27.5	7.4	18.6	39.0	18.4	58.8	58.8	160.4	11.9	5.6
150-199	ESTIMATE	5	4	59	8	1	8	0	0	0	22	0
	% STD ERR	4.7	6.4	10.8	8.4	5.9	8.2	4.7	5.3	0.6	3.1	6.5
	ROW %	1116.0	386.0	6404.0	2242.0	294.0	2313.0	72.0	72.0	1.0	4473.0	14684.0
	COLUMN %	23.8	39.6	9.3	14.4	39.0	14.2	99.0	99.0	350.8	11.3	6.0
200-249	ESTIMATE	7	2	43	15	2	15	0	0	0	30	0
	% STD ERR	6.2	3.3	7.0	13.0	6.0	12.8	6.2	6.9	0.3	3.8	5.8
	ROW %	382.0	107.0	4134.0	1326.0	324.0	1355.0	12.0	12.0	0.0	2579.0	8557.0
	COLUMN %	40.0	63.9	11.8	18.3	35.7	18.0	88.8	88.8	0.0	14.7	8.0
250-299	ESTIMATE	4	1	48	15	3	15	0	0	0	30	0
	% STD ERR	2.1	0.9	4.5	7.7	6.7	7.5	1.0	1.1	0.0	2.2	3.4
	ROW %	828.0	486.0	4838.0	1385.0	375.0	1502.0	61.0	61.0	0.0	1818.0	9359.0
	COLUMN %	27.3	32.5	10.9	17.7	33.6	16.9	87.7	87.7	0.0	17.2	7.6
300-349	ESTIMATE	8	5	51	14	4	16	0	0	0	19	0
	% STD ERR	4.6	4.2	5.3	8.0	7.7	8.3	5.2	5.8	0.0	1.6	3.7
	ROW %	311.0	63.0	2848.0	1056.0	307.0	1119.0	30.0	30.0	30.0	1244.0	5525.0
	COLUMN %	43.5	105.4	14.5	20.4	36.5	20.1	123.8	123.8	123.8	21.4	10.0
350-399	ESTIMATE	5	1	51	19	5	20	0	0	0	22	0
	% STD ERR	1.7	0.5	3.1	6.1	6.3	6.2	2.6	2.9	9.3	1.1	2.2
	ROW %	633.0	262.0	2543.0	1242.0	311.0	1242.0	48.0	48.0	43.0	1493.0	6176.0
	COLUMN %	33.0	47.5	15.7	17.8	36.9	17.8	95.8	95.8	100.5	19.9	9.6

TABLE 2-29

NON-HIERARCHICAL GROUPS - HOURS FLOWN VS. CAPABILITY GROUP
(CONTINUED)

1982

		L	L,MB	L,MB, GS	L,MB, GS,R	LRN	R	M	L,MB, GS,M	LRN,M	NO GROUP	ALL CRAFT
400-449	ESTIMATE	10	4	41	20	5	20	0	0	0	24	0
	% STD ERR	3.5	2.3	2.8	7.2	6.4	6.9	4.1	4.6	13.4	1.3	2.4
	ROW %	2036.0	423.0	7051.0	3752.0	1786.0	4111.0	216.0	216.0	114.0	6064.0	19541.0
	COLUMN %	17.1	37.4	9.0	9.7	13.9	9.4	45.0	45.0	66.8	9.4	5.0
450 UP	ESTIMATE	10	2	36	19	9	21	1	1	0	31	0
	% STD ERR	11.4	3.7	7.7	21.7	36.7	22.8	18.5	20.7	35.5	5.2	7.7
	ROW %	1572.0	1244.0	3304.0	436.0	231.0	466.0	150.0	148.0	74.0	29269.0	35840.0
	COLUMN %	17.7	19.6	11.5	33.5	50.4	31.5	59.4	60.2	96.1	3.6	3.3
INACTIVE	ESTIMATE	4	3	9	1	0	1	0	0	0	81	0
	% STD ERR	8.8	10.8	3.6	2.5	4.7	2.6	12.9	14.2	23.1	25.1	14.0
	ROW %	17925.0	11538.0	91654.0	17271.0	4871.0	18018.0	1166.0	1045.0	321.0	116473.0	255367.0
	COLUMN %	5.4	6.6	1.6	3.8	7.8	3.7	21.0	22.3	39.6	1.2	
TOTALS	ESTIMATE	7	4	35	6	1	7	0	0	0	45	0
	% STD ERR	*	*	*	*	*	*	*	*	*	*	*
	ROW %	13.8	28.3	4.7	8.5	20.6	8.4	32.6	32.6	74.4	6.4	3.2

KEY

GROUP		GROUP	
L:	LOCALIZER	R:	RADAR ALTIMETER
MB:	MARKER BEACON	LRN:	LONG RANGE RNAV
GS:	GLIDE SLOPE	M:	MICROWAVE LANDING SYSTEM

NOTE : ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
* STANDARD ERROR GREATER THAN 50 PERCENT.

TABLE 2-30

NON-HIERARCHICAL GROUPS - AGE OF AIRCRAFT VS. CAPABILITY GROUP

1982

		L	L,MB	L,MB, GS	L,MB, GS,R	LRN	R	M	L,MB, GS,M	LRN,M	NO GROUP	ALL CRAFT
0- 4 YRS	ESTIMATE	7	1	48	13	2	14	1	1	0	28	0
	% STD ERR	19.8	7.9	25.1	37.7	26.2	37.1	50.0	*	35.8	11.5	18.6
	ROW %	3393.0	1714.0	25303.0	5140.0	1293.0	5535.0	123.0	123.0	0.0	20604.0	56175.0
	COLUMN %	13.8	19.5	4.6	9.9	20.5	9.6	69.1	69.1	0.0	5.1	2.9
5- 9 YRS	ESTIMATE	6	3	45	9	2	9	0	0	0	36	0
	% STD ERR	18.9	14.9	27.6	29.8	26.5	30.7	10.5	11.8	0.0	17.7	22.0
	ROW %	3048.0	2555.0	13113.0	2254.0	479.0	2428.0	45.0	45.0	41.0	14651.0	35687.0
	COLUMN %	14.3	15.2	6.4	14.7	33.6	14.1	113.6	113.6	124.4	6.0	3.7
10-14 YRS	ESTIMATE	8	7	36	6	1	6	0	0	0	41	0
	% STD ERR	17.0	22.1	14.3	13.1	9.8	13.5	3.9	4.3	12.8	12.6	14.0
	ROW %	3207.0	2662.0	16225.0	2097.0	999.0	2201.0	249.0	249.0	101.0	17796.0	42050.0
	COLUMN %	13.6	13.9	5.5	14.9	20.9	14.3	43.7	43.7	73.8	5.3	3.2
15-19 YRS	ESTIMATE	7	6	38	5	2	5	0	0	0	42	0
	% STD ERR	17.9	23.1	17.7	12.1	20.5	12.2	21.4	23.8	31.5	15.3	16.5
	ROW %	1483.0	1702.0	8132.0	611.0	253.0	616.0	79.0	73.0	68.0	10147.0	22087.0
	COLUMN %	18.2	15.7	7.4	26.7	44.5	26.5	89.3	96.3	102.7	7.0	4.4
20-24 YRS	ESTIMATE	6	7	36	2	1	2	0	0	0	45	0
	% STD ERR	8.3	14.8	8.9	3.5	5.2	3.4	6.8	7.0	21.2	8.7	8.6
	ROW %	1012.0	1237.0	3097.0	172.0	31.0	202.0	103.0	9.0	11.0	7527.0	13145.0
	COLUMN %	25.8	22.4	12.4	37.8	62.7	32.9	74.6	134.0	137.9	9.0	6.5
25-29 YRS	ESTIMATE	7	9	23	1	0	1	0	0	0	57	0
	% STD ERR	5.6	10.7	3.4	1.0	0.6	1 1	8.8	0.9	3.4	6.5	5.1
	ROW %	992.0	494.0	1283.0	84.0	83.0	89.0	27.0	6.0	3.0	6689.0	9571.0
	COLUMN %	22.2	24.4	15.0	61.2	61.9	58.1	93.3	128.3	202.1	8.2	6.5
30-34 YRS	ESTIMATE	10	5	13	0	0	0	0	0	0	69	0
	% STD ERR	5.5	4.3	1.4	0.5	1.7	0.5	2.3	0.6	0.9	5.7	3.7
	ROW %	1411.0	537.0	1539.0	135.0	71.0	139.0	10.0	9.0	2.0	25485.0	29114.0
	COLUMN %	16.0	24.8	15.7	22.4	35.8	21.9	52.4	50.8	87.0	3.5	3.2
35+ YRS	ESTIMATE	4	1	5	0	0	0	0	0	0	87	0
	% STD ERR	7.9	4.7	1.7	0.8	1.5	0.8	0.9	0.9	0.6	21.9	11.4
	ROW %	17925.0	11538.0	91654.0	17271.0	4871.0	18018.0	1166.0	1045.0	321.0	116473.0	255367.0
	COLUMN %	5.4	6.6	1.6	3.8	7.8	3.7	21.0	22.3	39.6	1.2	

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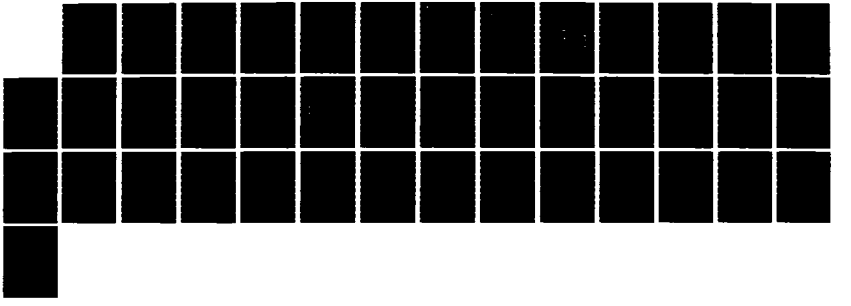

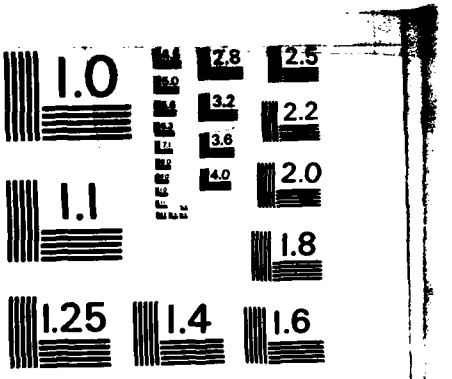

TABLE 2-30

NON-HIERARCHICAL GROUPS - AGE OF AIRCRAFT VS. CAPABILITY GROUP
(CONTINUED)

1982

		L	L,MB	L,MB, GS	L,MB, GS,R	LRN	R	M	L,MB, GS,M	LRN,M	NO GROUP	ALL CRAFT
TOTALS	ESTIMATE	7	4	35	6	1	7	0	0	0	45	0
	% STD ERR	*	7.0	*	9.0	*	9.0	7.0	7.0	7.0	*	*
	ROW %	39.5	39.0	46.7	244.9	79.3	244.9	314.2	314.2	314.2	4.4	4.3

KEY

GROUP		GROUP	
L:	LOCALIZER	R:	RADAR ALTIMETER
MB:	MARKER BEACON	LRN:	LONG RANGE RNAV
GS:	GLIDE SLOPE	M:	MICROWAVE LANDING SYSTEM

NOTE : ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
* STANDARD ERROR GREATER THAN 50 PERCENT.

TABLE 2-31

NON-HIERARCHICAL GROUPS - COMPUTED AIRCRAFT TYPE VS. CAPABILITY GROUP

1982

		L	L,MB	L,MB, GS	L,MB, GS,R	LRN	R	M	L,MB, GS,M	LRN,M	NO GROUP	ALL CRAFT
FIXED WNG	ESTIMATE	8	17	11	119	64	108	108	207	207	1	0
PISTON	% STD ERR	9.7	2.1	5.5	0.0	0.2	0.0	0.0	0.0	0.0	*	
ENG=1	ROW %	44.4	15.3	4.9	0.2	3.0	0.2	3.1	1.4	4.7	58.2	32.1
1-3 SEATS	COLUMN %	8331.0	8519.0	66013.0	2285.0	580.0	2488.0	572.0	474.0	71.0	32704.0	118008.0
FIXED WNG	ESTIMATE	7	7	1	14	31	14	31	35	95	3	0
PISTON	% STD ERR	7.1	7.2	*	1.9	0.5	2.1	0.5	0.4	0.1	27.7	
ENG=1	ROW %	46.5	73.8	72.0	13.2	11.9	13.8	49.1	45.4	22.1	28.1	46.2
4+ SEATS	COLUMN %	317.0	745.0	13386.0	3471.0	282.0	3609.0	109.0	109.0	1.0	549.0	18469.0
FIXED WNG	ESTIMATE	39	26	3	11	43	11	75	75	350	29	0
PISTON	% STD ERR	1.7	4.0	*	18.8	1.5	19.5	0.6	0.6	0.0	3.0	
ENG=2	ROW %	1.8	6.5	14.6	20.1	5.8	20.0	9.3	10.4	0.3	0.5	7.2
1-6 SEATS	COLUMN %	335.0	74.0	5964.0	3029.0	236.0	3049.0	107.0	107.0	55.0	649.0	10061.0
FIXED WNG	ESTIMATE	36	50	5	9	36	9	67	67	96	17	0
PISTON	% STD ERR	3.3	0.7	*	30.1	2.3	30.3	1.1	1.1	0.5	6.5	
ENG=2	ROW %	1.9	0.6	6.5	17.5	4.8	16.9	9.2	10.2	17.1	0.6	3.9
7+ SEATS	COLUMN %	10.0	3.0	181.0	11.0	9.0	15.0	4.0	4.0	2.0	132.0	341.0
FIXED WNG	ESTIMATE	69	137	17	68	73	58	115	115	146	23	0
PISTON	% STD ERR	2.9	0.9	*	3.2	2.6	4.4	1.2	1.2	0.6	38.7	
OTHER	ROW %	0.1	0.0	0.2	0.1	0.2	0.1	0.3	0.3	0.6	0.1	0.1
	COLUMN %	0.0	77.0	579.0	3782.0	529.0	3888.0	74.0	74.0	12.0	4.0	4490.0
FIXED WNG	ESTIMATE	0	68	24	4	25	3	71	71	183	44	0
TURBOPROP	% STD ERR	0.0	1.7	12.9	*	11.8	*	1.6	1.6	0.3	0.1	
ENG=2	ROW %	0.0	0.7	0.6	21.9	10.9	21.6	6.3	7.1	3.7	0.0	1.8
1-12 SEAT	COLUMN %	0.0	0.0	184.0	417.0	211.0	458.0	52.0	52.0	2.0	0.0	642.0
FIXED WNG	ESTIMATE	0	0	33	15	30	13	70	70	332	0	0
TURBOPROP	% STD ERR	0.0	0.0	28.7	*	32.9	*	8.1	8.1	0.3	0.0	
ENG=2	ROW %	0.0	0.0	0.2	2.4	4.3	2.5	4.5	5.0	0.6	0.0	0.3
13+ SEATS	COLUMN %	6.0	3.0	40.0	23.0	15.0	29.0	0.0	0.0	0.0	133.0	205.0
FIXED WNG	ESTIMATE	12	315	71	95	129	76	0	0	0	24	0
TURBOPROP	% STD ERR	2.9	1.5	19.5	11.2	7.3	14.1	0.0	0.0	0.0	*	
OTHER	ROW %	0.0	0.0	0.0	0.1	0.3	0.2	0.0	0.0	0.0	0.1	0.1
	COLUMN %	0.0	129.0	274.0	3072.0	1728.0	3201.0	132.0	132.0	86.0	0.0	3475.0

TABLE 2-31

NON-HIERARCHICAL GROUPS - COMPUTED AIRCRAFT TYPE VS. CAPABILITY GROUP
(CONTINUED)

1982

		L	L,MB	L,MB, GS	L,MB, GS,R	LRN	R	M	L,MB, GS,M	LRN,M	NO GROUP	ALL CRAFT
FIXED WNG TURBOJET ENG=2	ESTIMATE	0	58	39	4	11	3	57	57	71	0	0
	% STD ERR	0.0	3.7	7.9	*	49.7	*	3.8	3.8	2.5	0.0	
	ROW %	0.0	1.1	0.3	17.8	35.5	17.8	11.3	12.6	26.8	0.0	1.4
	COLUMN %	2.0	44.0	134.0	679.0	782.0	679.0	76.0	76.0	76.0	30.0	889.0
FIXED WNG TURBOJET OTHER	ESTIMATE	116	102	53	12	6	12	77	77	77	35	0
	% STD ERR	0.2	4.9	15.1	*	*	*	8.5	8.5	8.5	3.4	
	ROW %	0.0	0.4	0.1	3.9	16.1	3.8	6.5	7.3	23.7	0.0	0.3
	COLUMN %	173.0	0.0	37.0	0.0	2.0	5.0	0.0	0.0	0.0	5065.0	5279.0
ROTORCRFT PISTON	ESTIMATE	48	0	99	0	250	161	0	0	0	1	0
	% STD ERR	3.3	0.0	0.7	0.0	0.0	0.1	0.0	0.0	0.0	*	
	ROW %	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.3	2.1
	COLUMN %	782.0	181.0	354.0	476.0	352.0	560.0	3.0	1.0	1.0	2435.0	4430.0
ROTORCRFT TURBINE	ESTIMATE	20	48	31	28	33	25	45	96	96	8	0
	% STD ERR	17.7	4.1	8.0	10.7	7.9	12.6	0.1	0.0	0.0	*	
	ROW %	4.4	1.6	0.4	2.8	7.2	3.1	0.3	0.1	0.3	2.1	1.7
	COLUMN %	10.0	0.0	2.0	0.0	0.0	4.0	0.0	0.0	0.0	6970.0	6985.0
OTHER	ESTIMATE	82	0	38	0	0	59	0	0	0	0	0
	% STD ERR	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	*	
	ROW %	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	2.7
	COLUMN %	17925.0	11538.0	91654.0	17271.0	4871.0	18018.0	1166.0	1045.0	321.0	116473.0	255367.0
ALL CRAFT	ESTIMATE	5	6	1	3	7	3	21	22	39	1	0
	% STD ERR	7.0	4.5	35.9	6.8	1.9	7.1	0.5	0.4	0.1	45.6	
	ROW %	17180.0	10466.0	70976.0	2495.0	939.0	2800.0	611.0	491.0	88.0	108011.0	209523.0
	COLUMN %	5.5	6.9	1.9	14.1	23.8	13.3	30.5	34.5	84.9	1.3	0.1

KEY

GROUP		GROUP	
L:	LOCALIZER	R:	RADAR ALTIMETER
MB:	MARKER BEACON	LRN:	LONG RANGE RNAV
GS:	GLIDE SLOPE	M:	MICROWAVE LANDING SYSTEM

NOTE : ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
* STANDARD ERROR GREATER THAN 50 PERCENT.

TABLE 2-32

NON-HIERARCHICAL GROUPS - BASE AIRPORT REGION VS. CAPABILITY GROUP

1982

		L	L,MB	L,MB, GS	L,MB, GS,R	LRN	R	M	L,MB, GS,M	LRN,M	NO GROUP	ALL CRAFT
ALASKAN	ESTIMATE	37	52	25	44	84	43	86	86	0	9	8
	% STD ERR	4.6	2.9	9.2	3.1	0.8	3.2	1.2	1.2	0.0	*	
	ROW %	2.1	2.0	0.8	1.5	1.3	1.4	8.4	9.4	0.0	5.6	3.2
	COLUMN %	1273.0	418.0	5447.0	837.0	147.0	850.0	19.0	19.0	0.0	7854.0	15836.0
CENTRAL	ESTIMATE	22	31	10	24	53	23	89	89	0	8	5
	% STD ERR	8.0	2.6	34.4	5.3	0.9	5.4	0.1	0.1	0.0	49.6	
	ROW %	7.1	3.6	5.9	4.8	3.0	4.7	1.8	1.8	0.0	6.7	6.2
	COLUMN %	2134.0	1319.0	10953.0	1984.0	739.0	2058.0	155.0	135.0	44.0	11580.0	28000.0
EASTERN	ESTIMATE	16	19	7	15	24	15	52	58	107	8	4
	% STD ERR	7.6	4.7	39.1	7.1	2.6	7.4	0.6	0.5	0.2	41.4	
	ROW %	11.9	11.4	12.0	11.5	15.2	11.4	13.3	12.9	13.7	9.9	11.0
	COLUMN %	88.0	3.0	248.0	50.0	0.0	50.0	0.0	0.0	0.0	51.0	419.0
EUROPEAN	ESTIMATE	91	483	47	96	0	96	0	0	0	79	35
	% STD ERR	16.2	0.7	*	11.9	0.0	11.9	0.0	0.0	0.0	12.2	
	ROW %	0.4	0.0	0.3	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.2
	COLUMN %	2854.0	2631.0	15146.0	3041.0	758.0	3344.0	142.0	142.0	52.0	22712.0	46419.0
GRT LAKES	ESTIMATE	14	14	6	12	23	12	63	63	92	4	3
	% STD ERR	6.1	5.7	32.6	6.6	1.6	7.2	0.3	0.3	0.1	48.9	
	ROW %	15.9	22.8	16.5	17.6	15.6	18.6	12.2	13.6	16.2	19.5	18.2
	COLUMN %	719.0	594.0	3104.0	793.0	321.0	798.0	56.0	56.0	19.0	4106.0	9325.0
NEW ENG.	ESTIMATE	29	32	14	26	42	26	93	93	177	11	7
	% STD ERR	7.7	6.4	33.3	8.5	3.4	8.6	0.6	0.6	0.2	44.0	
	ROW %	4.0	5.1	3.4	4.6	6.6	4.4	4.8	5.4	5.9	3.5	3.7
	COLUMN %	1663.0	928.0	9135.0	1343.0	147.0	1421.0	183.0	161.0	57.0	13570.0	26681.0
NTHWST MT	ESTIMATE	19	24	7	19	56	19	54	60	99	6	4
	% STD ERR	6.2	3.5	34.2	5.0	0.6	5.3	0.7	0.6	0.2	*	
	ROW %	9.3	8.0	10.0	7.8	3.0	7.9	15.7	15.4	17.8	11.7	10.4
	COLUMN %	2555.0	1759.0	16338.0	2601.0	850.0	2839.0	144.0	143.0	27.0	14692.0	38124.0
SOUTHERN	ESTIMATE	15	18	5	13	23	13	65	66	137	6	3
	% STD ERR	6.7	4.6	42.9	6.8	2.2	7.4	0.4	0.4	0.1	38.5	
	ROW %	14.3	15.2	17.8	15.1	17.5	15.8	12.3	13.7	8.4	12.6	14.9
	COLUMN %	3529.0	1369.0	13334.0	4396.0	1147.0	4415.0	218.0	142.0	62.0	16728.0	39509.0

TABLE 2-32

NON-HIERARCHICAL GROUPS - BASE AIRPORT REGION VS. CAPABILITY GROUP
(CONTINUED)

1982

		L	L,MB	L,MB, GS	L,MB, GS,R	LRN	R	M	L,MB, GS,M	LRN,M	NO GROUP	ALL CRAFT
SOUTHWEST	ESTIMATE	13	20	6	10	20	10	50	55	91	5	3
	% STD ERR	8.9	3.5	33.7	11.1	2.9	11.2	0.6	0.4	0.2	42.3	
	ROW %	19.7	11.9	14.5	25.5	23.5	24.5	18.7	13.6	19.3	14.4	15.5
	COLUMN %	2387.0	2112.0	17042.0	2231.0	588.0	2250.0	144.0	142.0	18.0	19193.0	42985.0
WST-PACIF	ESTIMATE	15	16	5	14	27	14	66	67	165	5	3
	% STD ERR	5.6	4.9	39.6	5.2	1.4	5.2	0.3	0.3	0.0	44.7	
	ROW %	13.3	18.3	18.6	12.9	12.1	12.5	12.3	13.6	5.6	16.5	16.8
	COLUMN %	17925.0	11538.0	91654.0	17271.0	4871.0	18018.0	1166.0	1045.0	321.0	116473.0	255367.0
TOTALS	ESTIMATE	5	6	1	3	7	3	21	22	39	1	0
	% STD ERR	7.0	4.5	35.9	6.8	1.9	7.1	0.5	0.4	0.1	45.6	
	ROW %	503.0	642.0	6180.0	7897.0	3040.0	8157.0	359.0	359.0	156.0	1026.0	16404.0

KEY

GROUP		GROUP	
L:	LOCALIZER	R:	RADAR ALTIMETER
MB:	MARKER BEACON	LRN:	LONG RANGE RNAV
GS:	GLIDE SLOPE	M:	MICROWAVE LANDING SYSTEM

NOTE : ROWS AND COLUMNS MAY NOT SUM TO PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.
* STANDARD ERROR GREATER THAN 50 PERCENT.

APPENDIX A.1 FIRST MAILING COVER LETTER

U.S. Department
of Transportation
Federal Aviation
Administration

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

February 1983

Dear Aircraft Owner:

Enclosed is the annual General Aviation Activity and Avionics Survey for calendar year 1982. Data collected in the survey will be used for performing safety analysis, for determining the demand for air traffic facilities and services, and for assessing the impact of proposed regulatory changes on the general aviation fleet.

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

If your aircraft was not in use during the year (e.g., in storage, dismantled, destroyed, exported, etc.) please check item 5, indicating the aircraft was not flown. If the aircraft was sold prior to January 1982, it would be quite helpful if you would write a note indicating this on the survey questionnaire. If your aircraft is operated principally by another (leased, etc.), please obtain the necessary information from the operator or forward these materials to that person or firm for completion.

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

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

Sincerely,

Nicholas L. Soldo

Nicholas L. Soldo
Acting Manager, Information and
Statistics Division, AMS-200

Enclosure

APPENDIX A.2 SECOND MAILING COVER LETTER

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

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

March 1983

Dear Aircraft Owner:

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

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

Sincerely,

Nicholas L. Soldo

Nicholas L. Soldo
Acting Manager, Information
and Statistics Division, AMS-200

Enclosure

APPENDIX A.3 SURVEY QUESTIONNAIRE

1. CONTROL NUMBER

U.S. Department of Transportation
Federal Aviation Administration

GENERAL AVIATION ACTIVITY AND AVIONICS SURVEY (As of December 31, 1982)

Form Approved
OMB No 2120-0060

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

2. a. ☐ "X" here if this aircraft is an ultralight and GO TO QUESTION 4.

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

3. AIRCRAFT CHARACTERISTICS

N-

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

Transportation Systems Center—GAF
Kendall Square
Cambridge, Massachusetts 02142

4. What were the total lifetime airframe hours as of December 31, 1982? .....

5. Was aircraft flown in Calendar Year 1982?
(Check one)
1 ☐ Yes 2 ☐ No *(Skip to question 11)*

6. Did you own this aircraft for the entire year of 1982?
1 ☐ Yes 2 ☐ No
If "No," include previous owner's hours for 1982 in your estimates below.

7. How many hours did this aircraft fly in each of the categories below during Calendar Year 1982?

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

8. Of the total hours flown by this aircraft during Calendar Year 1982, what percentage was flown in each of the following conditions? *(a, b, c, and d should add to 100%).*

Instrument Meterological Condition (IMC) Day ..... a.	
Instrument Meterological Condition (IMC) Night ..... b.	
Visual Meterological Condition (VMC) Day ..... c.	
Visual Meterological Condition (VMC) Night ..... d.	
TOTAL	

9. Was this aircraft flown on an Instrument Flight Plan in 1982?
1 ☐ Yes 2. ☐ No
If "Yes," how many hours were flown on an Instrument Flight Plan? .....

10. What was this aircraft's average rate of fuel consumption (gal./hr.) during 1982?
(Report whole gals. only) .....

11. In what state *(Abbreviation)* **or foreign country was this aircraft based as of December 31, 1982?** .....

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

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

FAA Form 1800-54 (12-82)

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 three years. The less frequent updating affected the accuracy of the file and its representativeness. Two major consequences for the survey results are discussed below:

1) The accuracy of owners' addresses deteriorated, causing the percentage of questionnaires returned by the post office to almost triple from 1977 to 1982. 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 1982, the sample frame consisted of 255,367 general aviation aircraft records from which 26,067 records were sampled, yielding a 10.2 percent sample. Table B-1 and Figure B.1 show the distribution of the sample compared to that of the population by aircraft type. Table B-2 and Figure B.2 show similar distributions by FAA region. (See Appendix C for the FAA regional map.) These displays clearly demonstrate the disproportionality of the sample to the population, an intended result of the sample design to gain efficiency and to control errors.

B.2 DESCRIPTION OF SAMPLE DESIGN

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

1) State or territory of aircraft registration.

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

The 54 levels of the state criterion and the 289 levels of the make-model index yielded a matrix of 54 by 289 or 15,606 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 26,067 general aviation aircraft.

Initially, each aircraft in the sample was given a weight which was the inverse of its cell's sampling fraction, which corresponded to the number of aircraft in the sample frame represented by that aircraft. When all responses to the survey

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	82,090	9,989	12.2
1 engine, 4+ seats	118,008	9,216	7.8
2 engines, 1-6 seats	18,469	1,588	8.6
2 engines, 7+ seats	10,061	1,933	19.2
Other Piston	341	201	58.9
Turboprop			
2 engines, 1-12 seats	4,490	251	5.6
2 engines, 13+ seats	643	59	9.2
Other Turboprop	205	72	35.1
Turbojet			
2 engines	3,475	149	4.3
Other Turbojet	889	95	10.7
Rotorcraft			
Piston	5,279	1,149	21.8
Turbine	4,432	533	12.0
Other	6,985	832	11.9
TOTAL	255,367	26,067	10.2

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

REGION	APPROXIMATE POPULATION	SAMPLE SIZE	SAMPLE AS % OF POPULATION
Alaskan	7,873	1,337	17.0
Central	15,767	1,644	10.4
Eastern	28,168	2,998	10.6
European (Foreign)	527	130	24.7
Great Lakes	46,376	3,955	8.5
New England	9,271	1,721	18.6
Northwest Mountain	26,675	2,474	9.3
Southern	38,498	4,428	11.5
Southwestern	39,520	2,394	6.1
Western-Pacific	42,647	4,986	11.7
TOTAL	255,367	26,067	10.2

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

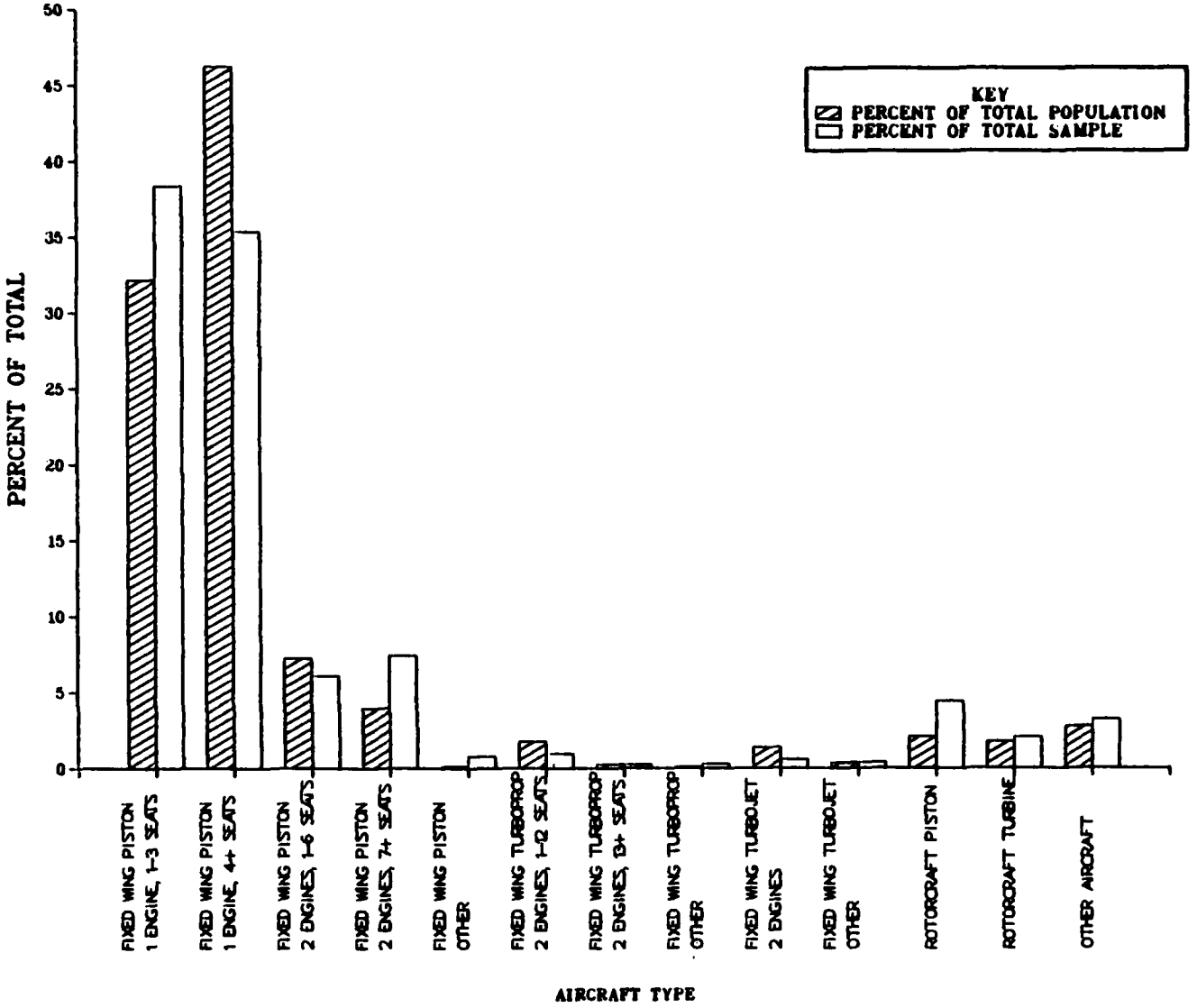

FIGURE B-1. COMPARISON OF POPULATION AND SAMPLE DISTRIBUTIONS BY AIRCRAFT TYPE

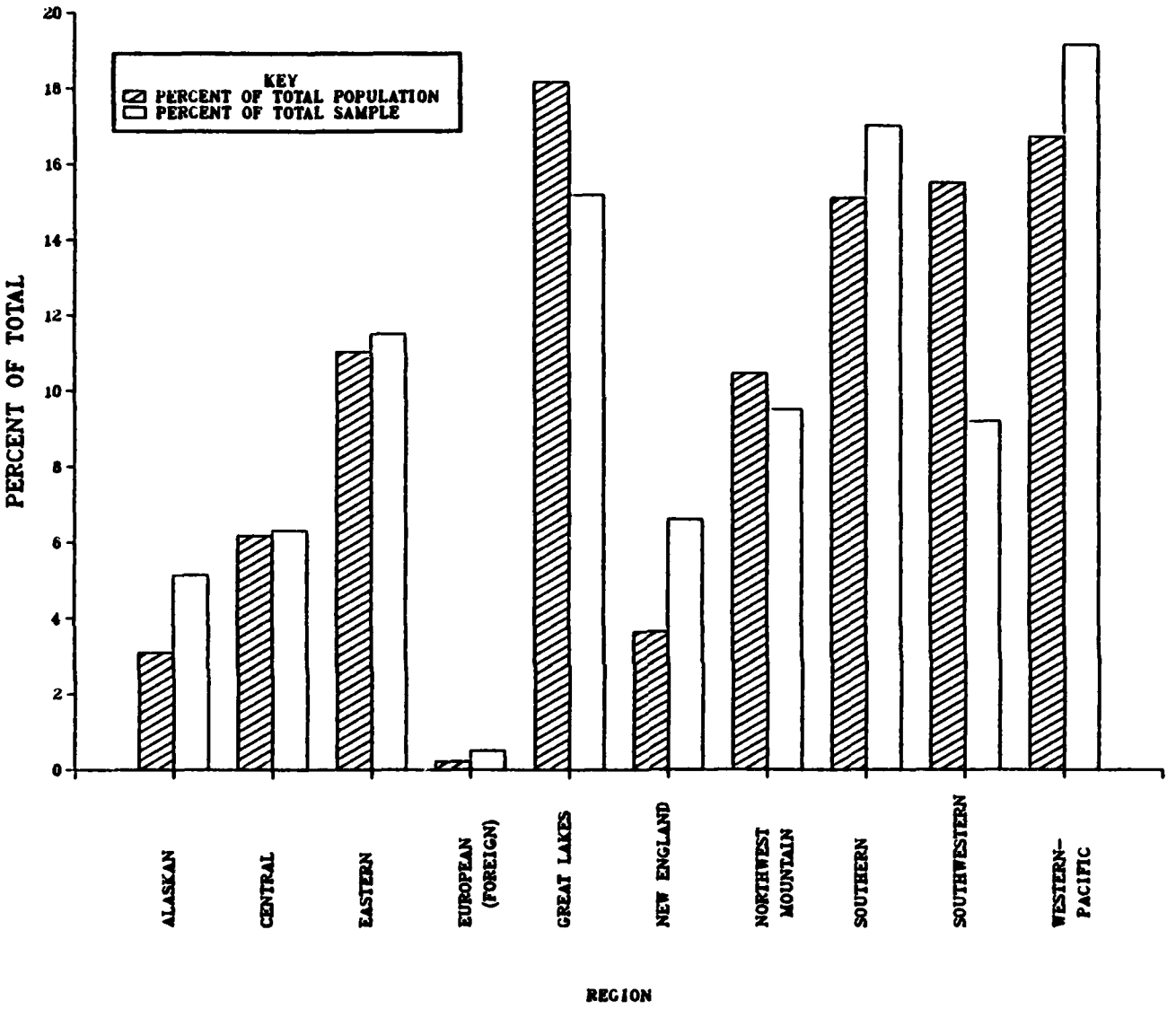

FIGURE B-2. COMPARISON OF POPULATION AND SAMPLE DISTRIBUTIONS BY REGION OF REGISTERED AIRCRAFT.

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 group, and by state of aircraft registration. The sample was designed to produce standard errors on these variables at levels specified by the FAA. No controls were placed on the standard errors of the non-design variables.

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

[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

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 2419 $\pm$ 2(178) or (2063, 2775). One would say that the number of active rotorcraft with piston engines lies somewhere between 2063 and 2775 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:

- o 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. Sixty-eight percent of those aircraft sampled responded to a least one question of the survey. This represents an increase over the 61 percent response obtained in 1981. However, the 1982 rate marks a decline over the 80 percent response achieved in 1977, the first year of the survey. 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 increased the percentage of questionnaires returned undelivered by the postmaster from around 1.6% in 1977 to 3.2% in 1978 to 6.8% in 1981, hence decreasing the response rate. The percentage of postmaster returns for 1982 (4.6%) marks a decline from the 1981 level. This explains in part the increase in the 1982 survey response rate.

2) Repeated sampling of aircraft in two and possibly three or four successive years. Due to the design of the sample to achieve specified precision in estimates for states and manufacturer/model groups of aircraft, it is impossible to avoid sampling some of the same aircraft in consecutive years. Owners of such aircraft may have been less willing to respond in 1982 than in previous years.

Tables B-4 and B-5 show the response rates broken down by FAA region and aircraft type, respectively. The lowest response rate for any region was 48% for the European (Foreign) region due to mail delivery difficulties. The Alaskan Region rate was low at 59% for similar reasons. These two regions together, however, represented only about 3% of the U.S. general aviation fleet. The fixed wing twin engine piston aircraft with 7 or more seats had the lowest response rate (at 52%) of any of the aircraft types but these aircraft represented less than 4% of the fleet.

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

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

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

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

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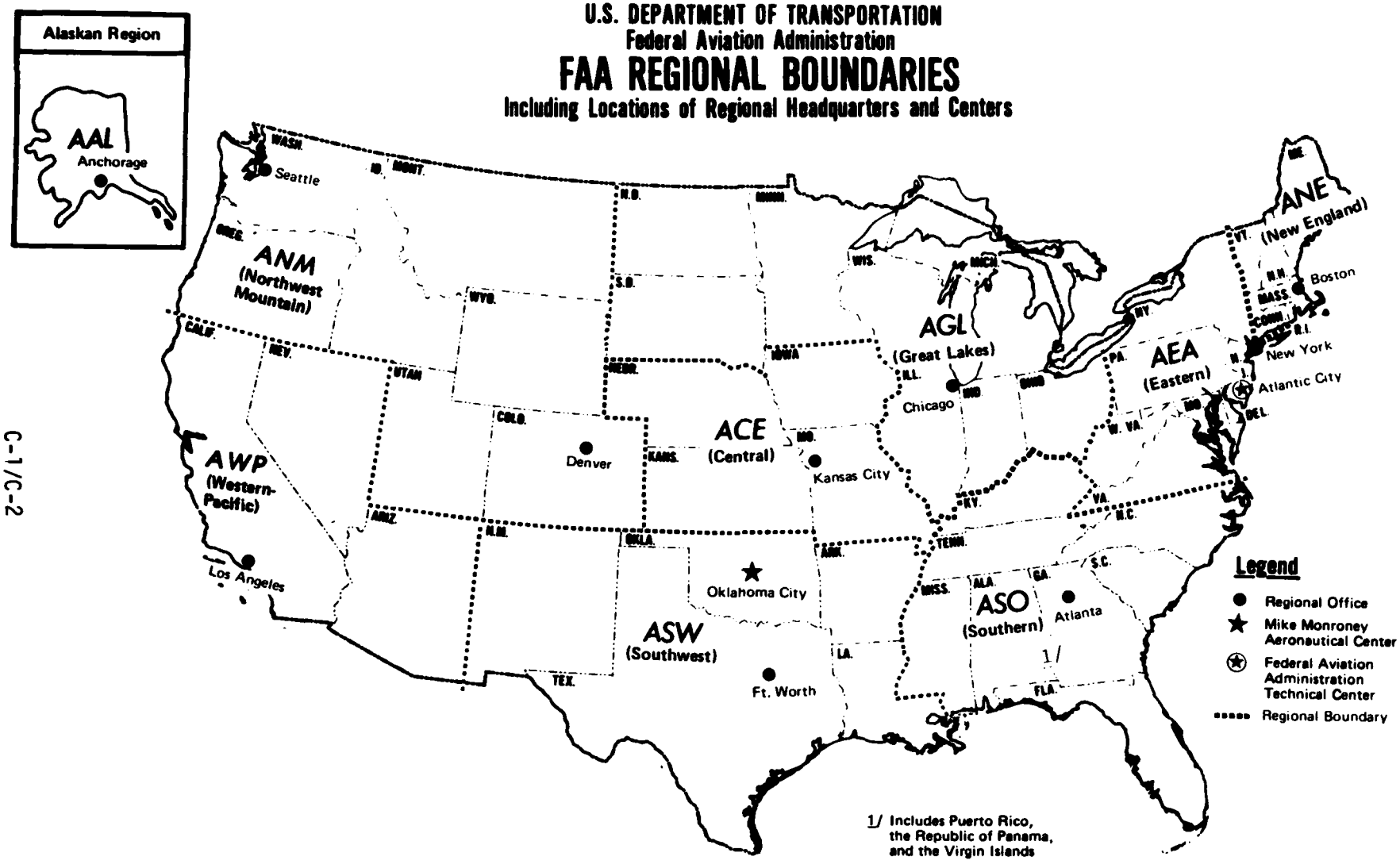
[1]See Appendix A.1.

TABLE B-4. RESPONSE RATES BY REGION

REGION	RESPONSE RATE (%)	REGION	RESPONSE RATE (%)
Alaskan	59	New England	71
Central	73	Northwest Mountain	65
Eastern	72	Southern	63
European (Foreign)	48	Southwestern	64
Great Lakes	75	Western-Pacific	67
		TOTAL	68

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	71	2 engines	68
1 engine, 4+ seats	70	Other	55
2 engines, 1-6 seats	63		
2 engines, 7+ seats	52	Rotorcraft	
Other	55	Piston	64
		Turbine	68
Turboprop			
2 engines, 1-12 seats	67	Other	69
2 engines, 13+ seats	64		
Other	61	TOTAL	68


U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
FAA REGIONAL BOUNDARIES
Including Locations of Regional Headquarters and Centers
Alaskan Region
AAL
Anchorage
ANM
(Northwest Mountain)
Seattle
AWP
(Western-Pacific)
Los Angeles
ACE
(Central)
Denver
Kansas City
AGL
(Great Lakes)
Chicago
AEA
(Eastern)
New York
Atlantic City
ANE
(New England)
Boston
ASW
(Southwest)
Oklahoma City
Ft. Worth
ASO
(Southern)
Atlanta
1/
Legend
Regional Office
Mike Monroney Aeronautical Center
Federal Aviation Administration Technical Center
Regional Boundary
1/ Includes Puerto Rico, the Republic of Panama, and the Virgin Islands

APPENDIX D

SDR AIRCRAFT GROUP NAME - FAA MANUFACTURER/MODEL CODE TABLE

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	0050105
AEROSPAS355	8680805
AEROSPAS355	8680806
AEROSPSA316	8680207
AEROSPSA316	8680209
AEROSPSA316	8680512
AEROSPSA316	8680513
AEROSPSA316	8680515
AEROSPSA316	8680605
AEROSPSA316	8680615
AGUSTAA109	0250109
AIRPTSA	0144202
AIRPTSA	0144204
AIRPTSA	0144206
AIRPTSA	1850102
AIRPTSA	1850104
AIRPTSA	1850106
AIRPTSA	1850108
AIRPTSA	1850110
AIRPTSA	1850112
AIRPTSA	1850114
AIRPTSA	1850116
AIRPTSA	1850118
AIRPTSA	1850120
AIRPTSA	1850122
AIRPTSA	4570424
AIRPTSA	4570602
AIRPTSA	4570604
AIRPTSA	4570606
AIRPTSA	4570608
AIRPTSA	4570610
AIRPTSA	4570612
AIRPTSA	4570614
AIRPTSA	4570616
AIRPTSA	4570618
AIRPTSA	4570620
AIRPTSA	4570622
AIRPTSA	4570624
AIRSPC18	0440102
AIRSPC18	0440104
AIRSPC18	9200202
AIRTRCAT300	0390101
AIRTRCAT300	0390103
AIRTRCAT300	0390104
AIRTRCAT400	0390202
AIRTRCAT400	0390203
AMD FALC10	*FALC10
AMD FALC10	2730101
AMD FALC20	*FALC20
AMD FALC20	2720302
AMD FALC20	2720303
AMD FALC20	2720304
AMD FALC20	2720305
AMD FALC20	2720306
AMD FALC20	2730103
AMD FALC50	2730106
AMTR TMK	4220120
ARCTICS1A	1850202
ARCTICS1A	1850204
ARCTICS1A	1850206

SDR	FAA
ARCTICS1A	1850208
ARCTICS1A	1850210
ARCTICS1A	1850212
ARCTICS1A	1850214
ARCTICS1A	1850216
ARCTICS1B1	1850302
ARCTICS1B1	1850304
ARCTICS1B1	1850306
ARCTICS1B1	1850308
ARCTICS1B1	1850310
ARCTICS1B1	1850312
ARONCA15	0191202
ARONCA15	0191204
ARONCA58	0191002
ARONCA58	0191004
ARONCA58	0191006
ARONCA58	0191008
ARONCA58	0191010
ARONCA58	0191012
ARONCA65	0190710
ARONCA65	0190802
ARONCA65	0190902
ARONCA65	0190904
ARONCA65	0190906
ARONCA65	0190908
ARONCA65	0190910
ARONCA65	0190912
ARONCA65	0190914
ARONCA65	0190916
ARONCA65	0190918
ARONCA65	0191014
ARONCA65	0191016
ARONCAC3	0190302
ARONCAC3	0190304
AVIAN FALCON	0900102
AVTANWSKYHWK	0900104
AYRES S2	0143002
AYRES S2	0143004
AYRES S2	0143006
AYRES S2	0143008
AYRES S2	0143010
AYRES S2	0143012
AYRES S2	0143022
AYRES S2	0970100
AYRES S2	0970101
AYRES S2	0970104
AYRES S2	0970105
AYRES S2	0970107
AYRES S2	0970202
AYRES S2	0970210
AYRES S2	0970215
AYRES S2	7630202
AYRES S2	7630203
AYRES S2	8380202
AYRES S2	8380204
AYRES S2	8380206
AYRES S2	8380302
AYRES S2	8380306
AYRES S2T	0970106
BAC 111	*111
BAC 111	1480202

SDR	FAA
BAC 111	1480204
BAC 111	1480208
BAC 111	1480210
BAC 111	1480218
BAC 111	1480221
BAC 111	1480264
BAC 111	1480268
BAC 111	1480270
BAC 111	1480273
BAC 111	1480277
BAC 111	1480283
BALWKSFIREFY	1050100
BALWKSFIREFY	1050101
BALWKSFIREFY	1050103
BALWKSFIREFY	1050104
BALWKSFIREFY	1050107
BALWKSFIREFY	1050109
BALWKSFIREFY	10501A9
BEAGLEB206	1121223
BEAGLEB206	1121224
BEECH 100	*100
BEECH 100	1152915
BEECH 100	1152916
BEECH 100	1152917
BEECH 100	1152919
BEECH 17	1150502
BEECH 17	1150504
BEECH 17	1150506
BEECH 17	1150508
BEECH 17	1150510
BEECH 17	1150512
BEECH 17	1150514
BEECH 17	1150516
BEECH 17	1150518
BEECH 17	1150520
BEECH 17	1150522
BEECH 17	1150524
BEECH 17	1150526
BEECH 17	1150528
BEECH 17	1150530
BEECH 17	1150532
BEECH 17	1150534
BEECH 17	1150536
BEECH 17	1150538
BEECH 17	1150540
BEECH 17	1150542
BEECH 17	1150544
BEECH 17	1150546
BEECH 17	1150548
BEECH 17	1150550
BEECH 17	1150552
BEECH 17	1150554
BEECH 17	1150556
BEECH 17	1150558
BEECH 17	1150560
BEECH 17	1150562
BEECH 17	1150564
BEECH 18	*18
BEECH 18	1150202
BEECH 18	1150204
BEECH 18	1150602

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

SDR	FAA
BEECH 18	1150604
BEECH 18	1150702
BEECH 18	1150704
BEECH 18	1150706
BEECH 18	1150708
BEECH 18	1150710
BEECH 18	1150712
BEECH 18	1150802
BEECH 18	1150804
BEECH 18	1150806
BEECH 18	1150808
BEECH 18	1150902
BEECH 18	1150904
BEECH 18	1150906
BEECH 18	1150907
BEECH 18	1150908
BEECH 18	1150909
BEECH 18	1150910
BEECH 18	1150911
BEECH 18	1150912
BEECH 18	1150913
BEECH 18	1150914
BEECH 18	1150916
BEECH 18	1150918
BEECH 18	1150920
BEECH 18	1150922
BEECH 18	1150924
BEECH 18	1150926
BEECH 18	1150928
BEECH 18	1150930
BEECH 18	1150932
BEECH 18	1151001
BEECH 18	1151002
BEECH 18	1151004
BEECH 18	1151006
BEECH 18	1151007
BEECH 18	1151008
BEECH 18	1151009
BEECH 18	1151010
BEECH 18	1151011
BEECH 18	1151012
BEECH 18	1151013
BEECH 18	1151014
BEECH 18	1151015
BEECH 18	1151016
BEECH 18	1151018
BEECH 18	1151019
BEECH 18	1151020
BEECH 18	1151021
BEECH 18	1151022
BEECH 18	1151023
BEECH 18	1151024
BEECH 18	1151026
BEECH 18	1151040
BEECH 18	1151042
BEECH 18	1151044
BEECH 18	1151046
BEECH 18	1151048
BEECH 18	1151050
BEECH 18	1151102
BEECH 18	*18

SDR	FAA
BEECH 18	1150202
BEECH 18	1150204
BEECH 18	1150602
BEECH 18	1150604
BEECH 18	1150702
BEECH 18	1150704
BEECH 18	1150706
BEECH 18	1150708
BEECH 18	1150710
BEECH 18	1150712
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BEECH 18	1150910
BEECH 18	1150911
BEECH 18	1150912
BEECH 18	1150913
BEECH 18	1150914
BEECH 18	1150916
BEECH 18	1150918
BEECH 18	1150920
BEECH 18	1150922
BEECH 18	1150924
BEECH 18	1150926
BEECH 18	1150928
BEECH 18	1150930
BEECH 18	1150932
BEECH 18	1151001
BEECH 18	1151002
BEECH 18	1151004
BEECH 18	1151006
BEECH 18	1151007
BEECH 18	1151008
BEECH 18	1151009
BEECH 18	1151010
BEECH 18	1151011
BEECH 18	1151012
BEECH 18	1151013
BEECH 18	1151014
BEECH 18	1151015
BEECH 18	1151016
BEECH 18	1151018
BEECH 18	1151019
BEECH 18	1151020
BEECH 18	1151021
BEECH 18	1151022
BEECH 18	1151023
BEECH 18	1151024
BEECH 18	1151026
BEECH 18	1151040
BEECH 18	1151042
BEECH 18	1151044
BEECH 18	1151046
BEECH 18	1151048

SDR	FAA
BEECH 18	1151050
BEECH 18	1151102
BEECH 18	*18
BEECH 18	1150202
BEECH 18	1150204
BEECH 18	1150602
BEECH 13	1150604
BEECH 18	1150702
BEECH 18	1150704
BEECH 18	1150706
BEECH 18	1150708
BEECH 18	1150710
BEECH 18	1150712
BEECH 18	1150802
BEECH 18	1150804
BEECH 18	1150806
BEECH 18	1150808
BEECH 18	1150902
BEECH 18	1150904
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BEECH 18	1150908
BEECH 18	1150909
BEECH 18	1150910
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BEECH 18	1150912
BEECH 18	1150913
BEECH 18	1150914
BEECH 18	1150916
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BEECH 18	1150926
BEECH 18	1150928
BEECH 18	1150930
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BEECH 18	1151002
BEECH 18	1151004
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BEECH 18	1151007
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BEECH 18	1151012
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BEECH 18	1151014
BEECH 18	1151015
BEECH 18	1151016
BEECH 18	1151018
BEECH 18	1151019
BEECH 18	1151020
BEECH 18	1151021
BEECH 18	1151022
BEECH 18	1151023
BEECH 18	1151024
BEECH 18	1151026
BEECH 18	1151040
BEECH 18	1151042

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

SDR	FAA
BEECH 18	1151044
BEECH 18	1151046
BEECH 18	1151048
BEECH 18	1151050
BEECH 18	1151102
BEECH 200	*200
BEECH 200	1152920
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	1151230
BEECH 23	1151240
BEECH 23	1151242
BEECH 23	1151250
BEECH 23	1151252
BEECH 23	1151253
BEECH 23	1151254
BEECH 33	1151402
BEECH 33	1151404
BEECH 33	1151406
BEECH 33	1151408
BEECH 33	1151410
BEECH 33	1151414
BEECH 33	1151418
BEECH 33	1151422
BEECH 33	1151423
BEECH 33	1151424
BEECH 33	1151425
BEECH 33	1151432
BEECH 33	1151434
BEECH 33	1151435
BEECH 35	1151502
BEECH 35	1151504
BEECH 35	1151506
BEECH 35	1151508
BEECH 35	1151510
BEECH 35	1151512
BEECH 35	1151514
BEECH 35	1151516
BEECH 35	1151518
BEECH 35	1151520
BEECH 35	1151522
BEECH 35	1151524
BEECH 35	1151526
BEECH 35	1151528
BEECH 35	1151530
BEECH 35	1151532
BEECH 35	1151538
BEECH 35	1151540
BEECH 35	1151544
BEECH 35	1151546
BEECH 35	1151548
BEECH 35	1151550
BEECH 36	1151602
BEECH 36	1151603
BEECH 36	1151604
BEECH 36	1151605
BEECH 36	1151606
BEECH 36	1151607
BEECH 45	1152002
BEECH 45	1152004
BEECH 45	1152006
BEECH 45	1152008
BEECH 45	1152010
BEECH 45	1152012
BEECH 45	1152013
BEECH 45	1152014
BEECH 50	1152502
BEECH 50	1152504
BEECH 50	1152506
BEECH 50	1152508
BEECH 50	1152510
BEECH 50	1152512
BEECH 50	1152514
BEECH 50	1152516
BEECH 50	1152518
BEECH 50	1152520
BEECH 50	1152522
BEECH 50	1152524
BEECH 50	1152526
BEECH 50	1152528
BEECH 50	1152530
BEECH 50	1152532
BEECH 50	1152534
BEECH 50	1152536
BEECH 55	*55
BEECH 55	1152702
BEECH 55	1152704
BEECH 55	1152706
BEECH 55	1152708
BEECH 55	1152728
BEECH 55	1152729
BEECH 55	1152730
BEECH 55	1152732
BEECH 56	1152736
BEECH 56	1152738
BEECH 58	*58
BEECH 58	1152740
BEECH 58	1152744
BEECH 58	1152746
BEECH 60	1153602
BEECH 60	1153604
BEECH 60	1153605
BEECH 65	*65
BEECH 65	1152802
BEECH 65	1152803
BEECH 65	1152804
BEECH 65	1152805
BEECH 77	1153007
BEECH 80	*80
BEECH 80	1152806
BEECH 80	1152807
BEECH 80	1152808
BEECH 80	1152809
BEECH 80	1152812
BEECH 80	1152814
BEECH 80	1153010
BEECH 90	*90
BEECH 90	1152902
BEECH 90	1152907
BEECH 90	1152908
BEECH 90	1152909
BEECH 90	1152912
BEECH 90	1152914
BEECH 90	1153409
BEECH 95	1153402
BEECH 95	1153404
BEECH 95	1153406
BEECH 95	1153408
BEECH 95	1153410
BEECH 99	*99
BEECH 99	1153802
BEECH 99	1154002
BEECH 99	1154004
BEECH 99	1154006
BELL 204	1181402
BELL 204	1181404
BELL 204	1181405
BELL 204	1181406
BELL 204	1181408
BELL 204	1181409
BELL 204	1181410
BELL 204	1181411
BELL 205	1181413
BELL 205	1181414
BELL 205	1181416
BELL 206	1181502
BELL 206	1181503
BELL 206	1181504
BELL 206	1181506
BELL 206	1181508
BELL 206	1181510
BELL 206	1181511
BELL 206	1181512
BELL 206	1181522
BELL 206	1181579
BELL 206	1182107
BELL 206	1182108
BELL 212	1181420
BELL 222	1182122
BELL 412	1182202
BELL 47	1180602
BELL 47	1180603
BELL 47	1180604
BELL 47	1180606
BELL 47	1180702
BELL 47	1180704
BELL 47	1180802
BELL 47	1180804
BELL 47	1180806
BELL 47	1180808
BELL 47	1180809
BELL 47	1180810
BELL 47	1180811

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

SDR	FAA
BELL 47	1180812
BELL 47	1180813
BELL 47	1180814
BELL 47	1180816
BELL 47	1180820
BELL 47	1180822
BELL 47	1180843
BELL 47	1180844
BELL 47	1180845
BELL 47	1180846
BELL 47	118084C
BELL 47	118084E
BELL 47	118084F
BELL 47	118084G
BELL 47	118084H
BELL 47	118084K
BELL 47	118084M
BELL 47	118084P
BELL 47	118084R
BELL 47	118084V
BELL 47	1180902
BELL 47	1180904
BELL 47	1181001
BELL 47	1181002
BELL 47	1181003
BELL 47	1181004
BELL 47	1181005
BELL 47	1181006
BELL 47	1181007
BELL 47	1181008
BELL 47	1181009
BELL 47	118100V
BELL 47	1181010
BELL 47	1181011
BELL 47	1181012
BELL 47	1181013
BELL 47	1181014
BELL 47	1181016
BELL 47	1181018
BELL 47	1181020
BELL 47	1181022
BELL 47	1181023
BELL 47	1181024
BELL 47	1181025
BELL 47	1181026
BELL 47	1181027
BELL 47	1181028
BELL 47	1181029
BELL 47	1181030
BELL 47	1181031
BELL 47	1181032
BELL 47	1181033
BELL 47	1181034
BELL 47	118103M
BELL 47	118103Z
BELL 47	1181060
BELL 47	1181061
BELL 47	1181062
BELL 47	1181063
BELL 47	1181064
BELL 47	1181065

SDR	FAA
BELL 47	1181066
BELL 47	1181067
BELL 47	1181068
BELL 47	1181069
BELL 47	1181070
BELL 47	1181071
BELL 47	1181073
BELL 47	1181102
BELL 47	1181103
BELL 47	1181104
BELL 47	1181106
BELL 47	1181202
BELL 47	1181310
BELL 47	1181403
BELL 47	1181585
BELL 47	2390101
BELL 47	2390301
BELL 47	8930102
BELL 47	8930103
BELL 47	8930105
BLANCA11	0191102
BLANCA11	0191104
BLANCA11	0191106
BLANCA11	0191108
BLANCA11	0191110
BLANCA11	0191112
BLANCA11	9140404
BLANCA11	9140408
BLANCA1413	1201002
BLANCA1413	1201004
BLANCA1413	1201006
BLANCA1413	1201008
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	4580802
BLANCA1419	4580804
BLANCA1419	4580806
BLANCA1419	4580808
BLANCA17	1220432
BLANCA17	1220433
BLANCA17	1220434
BLANCA17	1220435
BLANCA17	1220436
BLANCA17	1220437
BLANCA17	1220940
BLANCA7	0190107
BLANCA7	1220438

SDR	FAA
BLANCA7	1220460
BLANCA7	1220501
BLANCA7	1220601
BLANCA7	1220701
BLANCA7	2110102
BLANCA7	2110104
BLANCA7	2110106
BLANCA7	2110108
BLANCA7	2110110
BLANCA7	2110112
BLANCA7	2110114
BLANCA7	2110116
BLANCA7	2110118
BLANCA7	2110120
BLANCA7	2110122
BLANCA7	2110124
BLANCA7	2110126
BLANCA7	2110128
BLANCA7	2110130
BLANCA7	2110132
BLANCA7	2110133
BLANCA7	2110134
BLANCA7	2110136
BLANCA7	2110138
BLANCA7	2110140
BLANCA7	2110142
BLANCA7	2110144
BLANCA7	2110146
BLANCA7	2110148
BLANCA7	2110150
BLANCA7	2110152
BLANCA7	2110154
BLANCA7	2110156
BLANCA7	2110158
BLANCA7	2110160
BLANCA7	2110162
BLANCA7	2110164
BLANCA7	2110166
BLANCA7	2110168
BLANCA7	2110170
BLANCA7	2110172
BLANCA7	2110174
BLANCA7	2110176
BLANCA7	21101M2
BLANCA7	21101M6
BLANCA7	21101MA
BLANCA7	21101MF
BLANCA7	21101ML
BLANCA7	21101MR
BLANCA7	21101MW
BLANCA7	21101N2
BLANCA7	21101N7
BLANCA7	21101N8
BLANCA7	21101NB
BLANCA7	21101NG
BLANCA7	21101NM
BLANCA7	21101NN
BLANCA7	21101NS
BLANCA7	21101NX
BLANCA7	21101P3
BLANCA7	21101PC

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

SDR	FAA
BLANCA7	21101FH
BLANCA7	21101PK
BLANCA7	21101PN
BLANCA7	21101PT
BLANCA7	21101PY
BLANCA7	0190107
BLANCA7	1220438
BLANCA7	1220460
BLANCA7	1220501
BLANCA7	1220601
BLANCA7	1220701
BLANCA7	2110102
BLANCA7	2110104
BLANCA7	2110106
BLANCA7	2110108
BLANCA7	2110110
BLANCA7	2110112
BLANCA7	2110114
BLANCA7	2110116
BLANCA7	2110118
BLANCA7	2110120
BLANCA7	2110122
BLANCA7	2110124
BLANCA7	2110126
BLANCA7	2110128
BLANCA7	2110130
BLANCA7	2110132
BLANCA7	2110133
BLANCA7	2110134
BLANCA7	2110136
BLANCA7	2110138
BLANCA7	2110140
BLANCA7	2110142
BLANCA7	2110144
BLANCA7	2110146
BLANCA7	2110148
BLANCA7	2110150
BLANCA7	2110152
BLANCA7	2110154
BLANCA7	2110156
BLANCA7	2110158
BLANCA7	2110160
BLANCA7	2110162
BLANCA7	2110164
BLANCA7	2110166
BLANCA7	2110168
BLANCA7	2110170
BLANCA7	2110172
BLANCA7	2110174
BLANCA7	2110176
BLANCA7	21101M2
BLANCA7	21101M6
BLANCA7	21101MA
BLANCA7	21101MF
BLANCA7	21101ML
BLANCA7	21101MR
BLANCA7	21101MW
BLANCA7	21101N2
BLANCA7	21101N7
BLANCA7	21101N8
BLANCA7	21101NB
BLANCA7	21101NG
BLANCA7	21101NM
BLANCA7	21101NN
BLANCA7	21101NS
BLANCA7	21101NX
BLANCA7	21101P3
BLANCA7	21101PC
BLANCA7	21101PH
BLANCA7	21101PK
BLANCA7	21101PN
BLANCA7	21101PT
BLANCA7	21101PY
BLANCA8	1220801
BLANCA8	1220803
BLANCA8	2110612
BNORM BN2	*BN2
BNORM BN2	1520202
BNORM BN2	1520204
BNORM BN2	1520206
BNORM BN2	1520207
BNORM BN2	1520209
BNORM BN2	1520210
BNORM BN2	1520215
BNORM BN2	1520220
BNORM BN2	1520221
BNORM BN2	1520226
BNORM BN2	1520227
BNORM BN2	1520302
BNORM BN2	1520350
BNORM BN2	7080221
BNORM BN2	7080227
BOEING707	*707
BOEING707	1383601
BOEING707	1383602
BOEING707	1383604
BOEING707	1383605
BOEING707	1383606
BOEING707	1383608
BOEING707	1383609
BOEING707	138360C
BOEING707	138360F
BOEING707	138360H
BOEING707	138360K
BOEING707	138360N
BOEING707	138360P
BOEING707	138360R
BOEING707	138360T
BOEING707	138360V
BOEING707	138360X
BOEING707	1383610
BOEING707	1383612
BOEING707	1383614
BOEING707	1383616
BOEING707	1383618
BOEING707	138361G
BOEING707	138365B
BOEING707	138365D
BOEING707	138365F
BOEING707	138365H
BOEING707	138365K
BOEING707	1383660
BOEING707	1383663
BOEING707	1383668
BOEING707	138366B
BOEING707	138366C
BOEING707	138366D
BOEING707	138366F
BOEING707	138366H
BOEING707	138366K
BOEING707	138366M
BOEING707	138366P
BOEING707	1383677
BOEING707	138367A
BOEING707	138367B
BOEING707	138367C
BOEING707	138367D
BOEING707	138367E
BOEING707	138367F
BOEING707	138367G
BOEING707	138367H
BOEING707	138367J
BOEING707	138367K
BOEING707	138367L
BOEING707	138367M
BOEING707	138367N
BOEING707	138367P
BOEING707	138367Q
BOEING707	138367R
BOEING707	138367S
BOEING707	138367T
BOEING707	138367U
BOEING707	138367V
BOEING707	138367W
BOEING707	138367X
BOEING707	138367Y
BOEING707	138368B
BOEING707	138368D
BOEING707	138368F
BOEING707	138368H
BOEING707	138368K
BOEING707	138368M
BOEING707	138369R
BOEING707	1383701
BOEING707	1383706
BOEING720	*720
BOEING720	1383802
BOEING720	1383804
BOEING720	1383810
BOEING720	1383814
BOEING720	1383818
BOEING720	1383822
BOEING720	1383826
BOEING720	1383830
BOEING720	1383841
BOEING720	1383845
BOEING720	1383849
BOEING720	1383853
BOEING720	1383857
BOEING720	1383861
BOEING720	1383865
BOEING720	1383869
BOEING720	1383873

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

SDR	FAA
BOEING720	1383877
BOEING727	*727
BOEING727	1384001
BOEING727	1384002
BOEING727	1384003
BOEING727	1384004
BOEING727	1384005
BOEING727	1384006
BOEING727	1384008
BOEING727	138400B
BOEING727	138400C
BOEING727	138400E
BOEING727	138400F
BOEING727	138400G
BOEING727	138400H
BOEING727	138400J
BOEING727	138400K
BOEING727	138400M
BOEING727	1384010
BOEING727	1384011
BOEING727	1384012
BOEING727	1384013
BOEING727	1384014
BOEING727	1384015
BOEING727	1384016
BOEING727	1384017
BOEING727	1384018
BOEING727	1384019
BOEING727	1384025
BOEING727	1384027
BOEING727	1384028
BOEING727	138402C
BOEING727	1384030
BOEING727	1384032
BOEING727	1384035
BOEING727	1384036
BOEING727	1384037
BOEING727	1384041
BOEING727	1384043
BOEING727	1384044
BOEING727	138404G
BOEING727	138404V
BOEING727	138404Z
BOEING727	1384056
BOEING727	1384057
BOEING727	1384058
BOEING727	1384059
BOEING727	1384063
BOEING727	1384067
BOEING727	138406G
BOEING727	138406N
BOEING727	1384071
BOEING727	1384072
BOEING727	1384073
BOEING727	1384074
BOEING727	1384075
BOEING727	1384076
BOEING727	1384077
BOEING727	1384078
BOEING727	1384079
BOEING727	138407E
BOEING727	138407F
BOEING727	138407G
BOEING727	138407K
BOEING727	138407L
BOEING727	138407M
BOEING727	138407N
BOEING727	138407P
BOEING727	138407Q
BOEING727	138407R
BOEING727	138407S
BOEING727	138407T
BOEING727	138407W
BOEING727	138407Z
BOEING727	1384080
BOEING727	1384082
BOEING727	1384084
BOEING727	138408B
BOEING727	138408D
BOEING727	138408F
BOEING727	138408H
BOEING727	138408J
BOEING727	138408L
BOEING727	138408M
BOEING727	138408N
BOEING727	138408W
BOEING727	138408X
BOEING727	13840X2
BOEING727	13840XY
BOEING737	*737
BOEING737	1384402
BOEING737	1384404
BOEING737	1384435
BOEING737	1384438
BOEING737	1384453
BOEING737	1384454
BOEING737	1384457
BOEING737	1384458
BOEING737	1384459
BOEING737	1384460
BOEING737	1384461
BOEING737	1384466
BOEING737	1384469
BOEING737	138446R
BOEING737	1384473
BOEING737	1384476
BOEING737	1384477
BOEING737	1384478
BOEING737	1384479
BOEING737	1384480
BOEING737	1384484
BOEING737	1384488
BOEING737	138448A
BOEING737	138448B
BOEING737	138448C
BOEING737	138448D
BOEING737	138448E
BOEING737	138448F
BOEING737	138448G
BOEING737	138448J
BOEING737	138448M
BOEING737	138448N
BOEING737	138448P
BOEING737	138448R
BOEING737	138448S
BOEING737	138448T
BOEING737	138448V
BOEING737	138448W
BOEING737	138448X
BOEING737	138448Y
BOEING737	1384492
BOEING737	1384494
BOEING737	1384550
BOEING737	1384560
BOEING747	*747
BOEING747	1384801
BOEING747	1384802
BOEING747	1384803
BOEING747	1384804
BOEING747	1384810
BOEING747	1384811
BOEING747	1384812
BOEING747	1384813
BOEING747	1384814
BOEING747	1384815
BOEING747	1384820
BOEING747	1384849
BOEING747	1384866
BOEING747	1384868
BOEING747	1384869
BOEING747	1384871
BOEING747	1384872
BOEING747	1384873
BOEING747	1384874
BOEING747	1384881
BOEING747	1384882
BOEING747	1384885
BOEING747	1384886
BOEING747	1384888
BOEING747	1384890
BOEING747	1384891
BOEING747	1384892
BOEING747	1384893
BOEING747	1384894
BOEING747	1384895
BOEING747	1384896
BOEING747	1384897
BOEING747	1384898
BOEING747	1384899
BOEING747	1384902
BOEING747	1384903
BOEING75	1380102
BOEING75	1380104
BOEING75	1380106
BOEING75	1380108
BOEING75	1380110
BOEING75	1380112
BOEING75	1380114
BOEING75	1380116
BOEING75	1380118
BOEING75	1380120
BOEING75	1380121
BOEING75	1380122

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

SDR	FAA
BOEING75	1380124
BOEING75	1380126
BOEING75	1380128
BOEING75	1380130
BOEING75	1380131
BOEING75	1380132
BOEING75	1380133
BOEING75	1380134
BOEING75	1380136
BOEING75	1380137
BOEING75	1380138
BOEING75	1380140
BOEING75	1380142
BOEING75	1380144
BOEING75	1380146
BOEING75	1380148
BOEING75	1380150
BOEING75	1380152
BOEING75	1380154
BOLKMS105	1406006
BOLKMS105	5626005
BOLKMS105	5626006
BRAERODH125	1500205
BRAERODH125	4230170
BRASOV	4490102
BRWSTRFLEET2	1461202
BRWSTRFLEET2	1461204
BRWSTRFLEET7	1461502
BRWSTRFLEET7	1461504
BRWSTRFLEET7	1461506
BRWSTRFLEET7	1461512
BRWSTRFLEET7	1461514
BRWSTRFLEET7	1461516
CAMRONMODELO	1880104
CAMRONMODELO	1880106
CAMRONMODELO	1880108
CAMRONMODELO	1880110
CAMRONMODELO	1880112
CAMRONMODELO	1880113
CAMRONMODELO	1880120
CAMRONMODELO	1880122
CAMRONMODELO	1880201
CAMRONMODELO	1880202
CAMRONMODELO	1880203
CAMRONMODELO	1880204
CESSNA120	2071402
CESSNA140	2071602
CESSNA140	2071604
CESSNA150	*150
CESSNA150	2071802
CESSNA150	2071804
CESSNA150	2071806
CESSNA150	2071808
CESSNA150	2071810
CESSNA150	2071812
CESSNA150	2071814
CESSNA150	2071816
CESSNA150	2071818
CESSNA150	2071820
CESSNA150	2071822
CESSNA150	2071824

SDR	FAA
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	2072425
CESSNA172	2072426
CESSNA172	2072428
CESSNA172	2072429
CESSNA172	2072430
CESSNA172	2072431
CESSNA172	2072432
CESSNA172	2072434
CESSNA172	2072436
CESSNA172	2072437
CESSNA172	2072438
CESSNA172	2072443
CESSNA175	2072502
CESSNA175	2072504
CESSNA175	2072506
CESSNA175	2072508
CESSNA177	2073704
CESSNA177	2073706
CESSNA177	2073708
CESSNA177	2073709
CESSNA180	2072602
CESSNA180	2072604
CESSNA180	2072606
CESSNA180	2072608
CESSNA180	2072610
CESSNA180	2072612
CESSNA180	2072614
CESSNA180	2072616
CESSNA180	2072618
CESSNA180	2072622
CESSNA180	2072624
CESSNA182	2072702
CESSNA182	2072704
CESSNA182	2072706
CESSNA182	2072708
CESSNA182	2072710
CESSNA182	2072712
CESSNA182	2072714

SDR	FAA
CESSNA182	2072716
CESSNA182	2072718
CESSNA182	2072722
CESSNA182	2072724
CESSNA182	2072726
CESSNA182	2072728
CESSNA182	2072730
CESSNA182	2072731
CESSNA182	2072732
CESSNA182	2072734
CESSNA182	2072735
CESSNA182	2072736
CESSNA182	2075802
CESSNA182	2075806
CESSNA182	2075814
CESSNA182	2075816
CESSNA185	*185
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	2073104
CESSNA195	2073106
CESSNA195	2073108
CESSNA195	2073110
CESSNA195	2073112
CESSNA205	2073202
CESSNA205	2073204
CESSNA206	*206
CESSNA206	2073302
CESSNA206	2073304
CESSNA206	2073306
CESSNA206	2073308
CESSNA206	2073309
CESSNA206	2073310
CESSNA206	2073311
CESSNA206	2073312
CESSNA206	2073313
CESSNA206	2073316
CESSNA206	2073317
CESSNA206	2073318
CESSNA206	2073319
CESSNA206	2073322
CESSNA206	2073324
CESSNA206	2073332

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

SDR	FAA
CESSNA206	2073333
CESSNA206	2073334
CESSNA206	2073338
CESSNA206	2073340
CESSNA206	2073342
CESSNA206	2073344
CESSNA206	2073346
CESSNA206	2073348
CESSNA206	2073350
CESSNA206	2073352
CESSNA206	2073353
CESSNA206	2073356
CESSNA206	2073357
CESSNA207	*207
CESSNA207	2073602
CESSNA207	2073604
CESSNA207	2073612
CESSNA207	2073614
CESSNA210	2073402
CESSNA210	2073403
CESSNA210	2073404
CESSNA210	2073406
CESSNA210	2073408
CESSNA210	2073410
CESSNA210	2073412
CESSNA210	2073414
CESSNA210	2073416
CESSNA210	2073418
CESSNA210	2073422
CESSNA210	2073430
CESSNA210	2073432
CESSNA210	2073436
CESSNA210	2073438
CESSNA210	2073439
CESSNA210	2073440
CESSNA210	2073446
CESSNA210	2073447
CESSNA210	2073448
CESSNA210	2073449
CESSNA210	2073450
CESSNA210	2073451
CESSNA210	2073453
CESSNA210	2073454
CESSNA210	2073456
CESSNA303	2073820
CESSNA305	2073902
CESSNA305	2074001
CESSNA305	2074002
CESSNA305	2074003
CESSNA305	2074004
CESSNA305	2074005
CESSNA305	2074006
CESSNA305	2074008
CESSNA305	2074010
CESSNA305	2074012
CESSNA305	2074014
CESSNA305	2074016
CESSNA305	2074018
CESSNA305	2074028
CESSNA305	2074030
CESSNA305	2074031
CESSNA305	2074080
CESSNA305	207408K
CESSNA310	*310
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	2074236
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
CESSNA335	2075601
CESSNA336	2075602
CESSNA337	*337
CESSNA337	2075702
CESSNA337	2075703
CESSNA337	2075704
CESSNA337	2075706
CESSNA337	2075707
CESSNA337	2075712
CESSNA337	2075714
CESSNA337	2075717
CESSNA337	2075719
CESSNA337	2075721
CESSNA337	2075723
CESSNA337	2075724
CESSNA337	2075725
CESSNA337	2075726
CESSNA337	2075727
CESSNA337	2075730
CESSNA337	2075731
CESSNA337	2075732
CESSNA337	2075733
CESSNA340	2076404
CESSNA340	2076405
CESSNA401	*401
CESSNA401	207590C
CESSNA401	207590D
CESSNA401	207590E
CESSNA402	*402
CESSNA402	207590K
CESSNA402	207590L
CESSNA402	207590M
CESSNA402	207590P
CESSNA402	207590R
CESSNA404	2075901
CESSNA411	2075902
CESSNA411	2075904
CESSNA414	*414
CESSNA414	2075907
CESSNA414	2075908
CESSNA421	*421
CESSNA421	2076010
CESSNA421	2076012
CESSNA421	2076014
CESSNA421	2076016
CESSNA425	2076018
CESSNA500	2076602
CESSNA500	2076604
CESSNA501	2066503
CESSNA501	2076605
CESSNAT50	2071302
CESSNAT50	2071304
CESSNAT50	2071305
CESSNAT50	2071306
CESSNAT50	2071307
CESSNAT50	2071308
CESSNAUC94	2070902
CESSNAUC94	2071002
CESSNAUC94	2071102
CESSNAUC94	2071104
CHILD S1	0110100
CHILD S1	0110201
CHILD S1	0110202
CHILD S1	0110301
CHILD S1	0110303
CHILD S1	0110304
CHILD S1	011101A
CNDAIRCL600	1900302
COMWTH185	2370602
COMWTH185	2370604
COMWTH185	2370608
CONAERLA4	2400102
CONAERLA4	2400108
CONAERLA4	2400110
CONAERLA4	5110302
CONAERLA4	5110304
CONAERLA4	5110306
CONAERLA4	5110308
CONAERLA4	5110310
CONAERLA4	5110312
CONAERLA4	5110314
CONAERLA4	5110316
CONAERLA4	5110320
CURTISC46	*C46
CURTISC46	2622601
CURTISC46	2622602
CURTISC46	2622604
CURTISC46	2622606

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

SDR	FAA
CURTISC46	2622608
CURTISC46	2622610
CURTISC46	2622624
CURTISC46	2622701
CURTISC46	2622702
CURTISC46	2622704
CURTISC46	2622706
CURTISC46	2622708
CURTISC46	2622710
CURTISC46	2622750
CURTISJR	2620502
CURTISROBIN	2620802
CURTISROBIN	2620804
CURTISROBIN	2620806
CURTISROBIN	2620808
CURTISROBIN	2620810
CURTISROBIN	2620812
CURTISROBIN	2620814
CURTISTRVAIR	2621002
CURTISTRVAIR	2621004
CURTISTRVAIR	2621006
CURTISTRVAIR	2621008
CURTISTRVAIR	2621010
CURTISTRVAIR	2621012
CURTISTRVAIR	2621102
CURTISTRVAIR	2621104
CURTISTRVAIR	2621106
CURTISTRVAIR	2621108
CURTISTRVAIR	2621202
CURTISTRVAIR	2621204
CURTISTRVAIR	2621302
CURTISTRVAIR	2621304
CURTISTRVAIR	2621306
CURTISTRVAIR	2621308
CURTISTRVAIR	2621402
CURTISTRVAIR	2621404
CURTISTRVAIR	2621406
CURTISTRVAIR	2621408
CURTISTRVAIR	2621502
CURTISTRVAIR	2621504
CURTISTRVAIR	2621506
CURTISTRVAIR	2621508
CURTISTRVAIR	2621602
CURTISTRVAIR	2621604
CURTISTRVAIR	2621606
CURTISTRVAIR	2621608
CURTISTRVAIR	2621702
CURTISTRVAIR	2621704
CURTISTRVAIR	2621802
CURTISTRVAIR	2621804
CURTISTRVAIR	2621806
CURTISTRVAIR	2621808
CURTISTRVAIR	2621810
CURTISTRVAIR	2621812
CURTISTRVAIR	2621814
CURTISTRVAIR	2621816
CURTISTRVAIR	2621818
CURTISTRVAIR	2621820
CURTISTRVAIR	2621822
CURTISTRVAIR	2621824
CURTISTRVAIR	2621826

SDR	FAA
CURTISTRVAIR	2621828
CURTISTRVAIR	2621830
CURTISTRVAIR	2621832
CURTISTRVAIR	2621902
CURTISTRVAIR	2621904
CURTISTRVAIR	2621906
CURTISTRVAIR	2621908
CVAC 22	*22
CVAC 22	2423302
CVAC 22	2423304
CVAC 22	3790104
CVAC 240	*240
CVAC 240	2422601
CVAC 240	2422602
CVAC 240	2422604
CVAC 240	2422606
CVAC 240	2422608
CVAC 240	2422610
CVAC 240	2422612
CVAC 240	2422614
CVAC 240	2422616
CVAC 240	2422618
CVAC 240	2422620
CVAC 240	2422622
CVAC 240	2422624
CVAC 240	2422626
CVAC 240	2422628
CVAC 240	2422630
CVAC 240	2422632
CVAC 240	2422633
CVAC 240	2422634
CVAC 240	2422636
CVAC 240	2422638
CVAC 240	2422640
CVAC 240	2422642
CVAC 240	2422643
CVAC 240	2422644
CVAC 240	2422645
CVAC 240	2422646
CVAC 240	2422647
CVAC 240	2422648
CVAC 240	242264A
CVAC 340	*340
CVAC 340	2422702
CVAC 340	2422704
CVAC 340	2422706
CVAC 340	2422708
CVAC 340	242270A
CVAC 340	242270H
CVAC 340	2422712
CVAC 340	2422714
CVAC 340	2422716
CVAC 340	2422718
CVAC 340	2422742
CVAC BT13	2420202
CVAC BT13	2420204
CVAC BT13	2420206
CVAC BT13	2420208
CVAC BT13	2420210
CVAC BT13	2420222
CVAC BT13	2420224

SDR	FAA
CVAC BT13	2420226
CVAC BT13	2420228
CVAC BT13	2420230
CVAC L13	2420702
CVAC L13	2420704
CVAC L13	2420706
CVAC STC580	*STC580
CVAC STC580	2422801
CVAC STC580	2422802
CVAC STC580	2422804
CVAC STC580	2422806
CVAC STC580	2423001
CVAC STC580	2423002
DART G	2700102
DART G	2700104
DART G	2700106
DART G	2700108
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	*DHC2
DHAV DHC2	2800102
DHAV DHC2	2800103
DHAV DHC2	2800104
DHAV DHC2	2800105
DHAV DHC2	2800106
DHAV DHC2	2800107
DHAV DHC2	2800108
DHAV DHC2	2800109
DHAV DHC2	2800115
DHAV DHC2	2801830
DHAV DHC2	2801832
DHAV DHC3	*DHC3
DHAV DHC3	2800202
DHAV DHC6	*DHC6
DHAV DHC6	2802606
DHAVXXDH82	2801002
DHAVXXDH82	2801006
DHAVXXDH82	2801020
DOUG A26	3020502
DOUG A26	3020504
DOUG A26	3020506
DOUG A26	3020510
DOUG A26	3020512
DOUG A26	3020516
DOUG A26	3020518
DOUG A26	3020524
DOUG A26	3020525
DOUG A26	3020526
DOUG A26	3020527
DOUG DC10	*DC10
DOUG DC10	3022110
DOUG DC10	3022111
DOUG DC10	3022114
DOUG DC10	3022118
DOUG DC10	3023001

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

SDR		FAA
DOUG	DC10	3023501
DOUG	DC10	3023503
DOUG	DC10	3023508
DOUG	DC3	*DC3
DOUG	DC3	3021401
DOUG	DC3	3021402
DOUG	DC3	3021404
DOUG	DC3	3021406
DOUG	DC3	3021410
DOUG	DC3	3021412
DOUG	DC3	3021414
DOUG	DC3	3021416
DOUG	DC3	3021418
DOUG	DC3	3021420
DOUG	DC3	3021422
DOUG	DC3	3021424
DOUG	DC3	3021425
DOUG	DC3	3021426
DOUG	DC3	3021427
DOUG	DC3	3021428
DOUG	DC3	3021429
DOUG	DC3	3021430
DOUG	DC3	3021431
DOUG	DC3	3021432
DOUG	DC3	3021433
DOUG	DC3	3021434
DOUG	DC3	3021436
DOUG	DC3	3021438
DOUG	DC3	3021439
DOUG	DC3	3021440
DOUG	DC3	3021441
DOUG	DC3	3021442
DOUG	DC3	3021443
DOUG	DC3	3021444
DOUG	DC3	3021445
DOUG	DC3	3021446
DOUG	DC3	3021447
DOUG	DC3	3021448
DOUG	DC3	3021449
DOUG	DC3	3021450
DOUG	DC3	3021451
DOUG	DC3	3021452
DOUG	DC3	3021453
DOUG	DC3	3021454
DOUG	DC3	3021455
DOUG	DC3	3021456
DOUG	DC3	3021457
DOUG	DC3	3021458
DOUG	DC3	3021459
DOUG	DC3	3021460
DOUG	DC3	3021461
DOUG	DC3	3021462
DOUG	DC3	3021463
DOUG	DC3	3021464
DOUG	DC3	3021466
DOUG	DC3	3021467
DOUG	DC3	3021468
DOUG	DC3	3021469
DOUG	DC3	302146T
DOUG	DC3	302146X
DOUG	DC3	302146Y
DOUG	DC3	302146Z
DOUG	DC3	3021470
DOUG	DC3	3021471
DOUG	DC3	3021472
DOUG	DC3	3021473
DOUG	DC3	3021474
DOUG	DC3	3021476
DOUG	DC3	3021478
DOUG	DC3	302147M
DOUG	DC3	3021480
DOUG	DC4	*DC4
DOUG	DC4	3021502
DOUG	DC4	3021504
DOUG	DC4	3021506
DOUG	DC4	3021508
DOUG	DC4	3021510
DOUG	DC4	3021512
DOUG	DC4	3021514
DOUG	DC4	3021516
DOUG	DC4	3021518
DOUG	DC4	3021520
DOUG	DC4	3021522
DOUG	DC4	3021524
DOUG	DC4	3021526
DOUG	DC4	3021528
DOUG	DC4	3021530
DOUG	DC4	3021532
DOUG	DC4	3021534
DOUG	DC4	3021536
DOUG	DC4	3021537
DOUG	DC4	3021538
DOUG	DC6	*DC6
DOUG	DC6	3021702
DOUG	DC6	3021706
DOUG	DC6	3021708
DOUG	DC6	3021710
DOUG	DC6	3021712
DOUG	DC6	3021714
DOUG	DC7	*DC7
DOUG	DC7	3021802
DOUG	DC7	3021804
DOUG	DC7	3021805
DOUG	DC7	3021806
DOUG	DC7	3021807
DOUG	DC7	3021808
DOUG	DC8	*DC8
DOUG	DC8	3021901
DOUG	DC8	3021902
DOUG	DC8	3021904
DOUG	DC8	3021906
DOUG	DC8	3021908
DOUG	DC8	302190B
DOUG	DC8	302190D
DOUG	DC8	302190F
DOUG	DC8	302190H
DOUG	DC8	3021910
DOUG	DC8	3021912
DOUG	DC8	3021914
DOUG	DC8	3021916
DOUG	DC8	3021918
DOUG	DC8	302191B
DOUG	DC8	302191D
DOUG	DC8	302191F
DOUG	DC8	302191H
DOUG	DC8	302191K
DOUG	DC8	3021920
DOUG	DC8	3021922
DOUG	DC8	3021924
DOUG	DC8	3021925
DOUG	DC8	3021926
DOUG	DC8	3021927
DOUG	DC8	3021928
DOUG	DC8	302192B
DOUG	DC8	302192D
DOUG	DC8	302192F
DOUG	DC8	302192H
DOUG	DC8	302192K
DOUG	DC8	302192M
DOUG	DC8	3021952
DOUG	DC8	3021953
DOUG	DC8	3021954
DOUG	DC8	302195B
DOUG	DC8	302195D
DOUG	DC8	3021965
DOUG	DC8	3021970
DOUG	DC8	3021972
DOUG	DC8	302197B
DOUG	DC8	302197D
DOUG	DC8	302198A
DOUG	DC8	302198B
DOUG	DC8	302198F
DOUG	DC8	302198H
DOUG	DC9	*DC9
DOUG	DC9	3022002
DOUG	DC9	3022026
DOUG	DC9	3022028
DOUG	DC9	302202B
DOUG	DC9	3022030
DOUG	DC9	3022034
DOUG	DC9	3022036
DOUG	DC9	3022037
DOUG	DC9	302203B
DOUG	DC9	302203D
DOUG	DC9	302203F
DOUG	DC9	302203H
DOUG	DC9	302203K
DOUG	DC9	3022051
DOUG	DC9	302205A
DOUG	DC9	302205C
DOUG	DC9	3022065
DOUG	DC9	3022066
DOUG	DC9	3022067
DOUG	DC9	302206A
DOUG	DC9	302206C
DOUG	DC9	302206E
DOUG	DC9	302207A
DOUG	DC9	302207C
DOUG	DC9	302207D
DOUG	DC9	302207N
DOUG	DC9	302207P
DOUG	DC9	3022080
DOUG	DC9	3022081

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

SDR	FAA
DOUG DC9	3022082
EAGLE DW	3230203
EIRVON20	5760102
EIRVON20	5760104
EIRVON20	5760202
EIRVON20	5760204
EIRVON20	5760206
EIRVON20	5760207
EMAIR MA1	3280103
EMAIR MA1	6070102
EMB 110	+110
EMB 110	3260122
EMB 110	3260124
ENSTRMF28	3300404
ENSTRMF28	3300405
ENSTRMF28	3300406
ENSTRMF28	3300407
ENSTRMF28	3300412
ENSTRMF28	3300424
ENSTRMF28	3300502
ENSTRMF28	3300505
ENSTRMF28	3300550
ENSTRMF28	3300404
ENSTRMF28	3300405
ENSTRMF28	3300406
ENSTRMF28	3300407
ENSTRMF28	3300412
ENSTRMF28	3300424
ENSTRMF28	3300502
ENSTRMF28	3300505
ENSTRMF28	3300550
FLEET 16B	3480502
FLEET 16B	3480504
FRCHLD24	3370202
FRCHLD24	3370204
FRCHLD24	3370206
FRCHLD24	3370208
FRCHLD24	3370210
FRCHLD24	3370212
FRCHLD24	3370214
FRCHLD24	3370216
FRCHLD24	3370218
FRCHLD24	3370220
FRCHLD24	3370222
FRCHLD24	3370224
FRCHLD24	3370302
FRCHLD24	3370304
FRCHLD24	3370402
FRCHLD24	3370404
FRCHLD24	3370406
FRCHLD24	3370408
FRCHLD24	3370410
FRCHLD24	3370412
FRCHLD24	3370414
FRCHLD24	3370416
FRCHLD24	3370418
FRCHLD24	3370502
FRCHLD24	3370504
FRCHLD24	3370506
FRCHLD24	3370508
FRCHLD24	3370510
FRCHLD24	3370512
FRCHLD24	3370514
FRCHLD24	3370516
FRCHLD24	3370518
FRCHLD24	3370520
FRCHLD24	3370602
FRCHLD24	3370604
FRCHLD24	3370606
FRCHLD24	3370608
FRCHLD24	3370610
FRCHLD24	3370612
FRCHLD24	3370614
FRCHLD24	3370616
FRCHLD24	3370618
FRCHLD24	3370620
FRCHLD24	3370622
FRCHLD24	3370624
FRCHLD24	3370626
FRCHLD24	3370628
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FRCHLD24	3370204
FRCHLD24	3370206
FRCHLD24	3370208
FRCHLD24	3370210
FRCHLD24	3370212
FRCHLD24	3370214
FRCHLD24	3370216
FRCHLD24	3370218
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FRCHLD24	3370222
FRCHLD24	3370224
FRCHLD24	3370302
FRCHLD24	3370304
FRCHLD24	3370402
FRCHLD24	3370404
FRCHLD24	3370406
FRCHLD24	3370408
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FRCHLD24	3370412
FRCHLD24	3370414
FRCHLD24	3370416
FRCHLD24	3370418
FRCHLD24	3370502
FRCHLD24	3370504
FRCHLD24	3370506
FRCHLD24	3370508
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FRCHLD24	3370512
FRCHLD24	3370514
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FRCHLD24	3370520
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FRCHLD24	3370604
FRCHLD24	3370606
FRCHLD24	3370608
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FRCHLD24	3370614
FRCHLD24	3370616
FRCHLD24	3370618
FRCHLD24	3370620
FRCHLD24	3370622
FRCHLD24	3370624
FRCHLD24	3370626
FRCHLD24	3370628
FRCHLDC119	3372102
FRCHLDC119	3372106
FRCHLDC119	3372108
FRCHLDF27	+F27
FRCHLDF27	3373002
FRCHLDF27	3373004
FRCHLDF27	3373006
FRCHLDF27	3373008
FRCHLDF27	3373010
FRCHLDF27	3373016
FRCHLDFH1100	3376502
FRCHLDFH1100	4350302
FRCHLDFH1100	4351405
FRCHLDM62	3371602
FRCHLDM62	3371604
FRCHLDM62	3371606
FRCHLDM62	3371608
FRCHLDM62	3371609
FRCHLDM62	3371610
FRCHLDM62	3371612
FRCHLDM62	3371614
FRCHLDM62	3371616
FRCHLDM62	3371618
FRCHLDM62	3371620
FRCHLDM62	3371622
FRCHLDM62	3371624
FRCHLDM62	3371626
FRCHLDM62	3371628
FRCHLDM62	3371630
FRCHLDM62	3371632
FRCHLDM62	3371634
FRCHLDM62	3371636
FRCHLDM62	3371638
FRCHLDM62	3371640
FRCHLDM62	3371642
FRCHLDM62	3374004
FRCHLDM62	3374006
GENBALAX6	3760102
GENBALAX6	3760202
GLASFL201	3800344
GLASFLH301	3800335
GLASFLH301	3800337
GLASFLH301	3800339
GLASFLH301	3800341
GROB 103CAT	1660202
GROB ASTIR	1660104
GRTLKS2T1	3910101
GRTLKS2T1	3910102
GRTLKS2T1	3910104
GRTLKS2T1	3910106
GRTLKS2T1	3910108
GRUMANG21	3951202
GRUMANG21	3951204
GRUMANG21	3951205
GRUMANTBM	3950306
GRUMANTBM	3950308

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

SDR	FAA
GRUMANTBM	3950310
GRUMAVAA1	0630820
GRUMAVAA1	0631202
GRUMAVAA1	0632001
GRUMAVAA1	3960100
GRUMAVAA1	3960101
GRUMAVAA1	3960102
GRUMAVAA1	3960103
GRUMAVAA1	3960502
GRUMAVAA5	0632005
GRUMAVAA5	3960104
GRUMAVG1159	3960302
GRUMAVG164	3952801
GRUMAVG164	3960201
GRUMAVG164	3960202
GRUMAVG164	3960203
GRUMAVG164	3960204
GRUMAVG164	3979904
GRUMAVG164	8052214
GULSTM112	0144701
GULSTM112	7630302
GULSTM112	7630303
GULSTM112	7630306
GULSTM112	7630307
GULSTM112	7630314
GULSTM112	7630315
GULSTM112	7630316
GULSTM500	0141102
GULSTM500	0141104
GULSTM500	0141106
GULSTM500	0141107
GULSTM500	0141108
GULSTM520	0141202
GULSTM560	0141402
GULSTM560	0141404
GULSTM560	0141406
GULSTM680	*680
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	3970410
GULSTM690TP	3970411
GULSTM690TP	7630515
GULSTM690TP	7630516
GULSTM690TP	7630517
GULSTM690TP	7630518
GULSTM690TP	7630519

SDR	FAA
GULSTMAA1	0630610
GULSTMAA1	0630710
GULSTMAA1	0631206
GULSTMAA1	0631214
GULSTMAA5	0631410
GULSTMAA5	3960105
GULSTMAA5	3960106
GULSTMAA5	3960107
GULSTMAA5	3960124
GULSTMG1159	*G1159
GULSTMG1159	3953505
GULSTMG1159	3953535
GULSTMG1159	3970109
GULSTMG159	3952202
GULSTMG44	*G44
GULSTMG44	3951502
GULSTMG44	3951504
GULSTMG44	3951506
GULSTMG44	3951508
GULSTMGA7	3960401
HELIO H295	4300802
HELIO H295	4300803
HELIO H295	4301101
HELIO H295	4301102
HELIO H295	4301104
HELIO H391	4300102
HELIO H391	4300104
HELIO H391	4300106
HELIO H395	4300202
HELIO H395	4300204
HELIO H395	4300206
HILLERUH12	4360102
HILLERUH12	4360103
HILLERUH12	4360104
HILLERUH12	4360105
HILLERUH12	4360106
HILLERUH12	4360107
HILLERUH12	4360108
HILLERUH12	4360109
HILLERUH12	4360110
HILLERUH12	4360111
HILLERUH12	4360112
HILLERUH12	4360113
HILLERUH12	4360114
HILLERUH12	4360115
HILLERUH12	4360116
HILLERUH12	4360117
HILLERUH12	4360118
HILLERUH12	4360119
HILLERUH12	4360120
HILLERUH12	4360121
HILLERUH12	4360122
HILLERUH12	4360124
HILLERUH12	4360125
HILLERUH12	4360126
HILLERUH12	4360127
HILLERUH12	4360128
HILLERUH12	4360129
HILLERUH12	4360130
HILLERUH12	4360135
HILLERUH12	4360809

SDR	FAA
HUGHES269	4470402
HUGHES269	4470403
HUGHES269	4470404
HUGHES269	4470406
HUGHES269	4470502
HUGHES269	4470504
HUGHES369	4470702
HUGHES369	4470704
HUGHES369	4470706
HUGHES369	4470718
HUGHES369	4470720
HUGHES369	4470722
HUGHES369	4470728
HUGHES369	4470730
HUGHES369	4470802
HUGHES369	4470806
HUGHES55	4471004
HWKSLYDH104	*DH104
HWKSLYDH104	2800402
HWKSLYDH104	2800404
HWKSLYDH104	2800406
HWKSLYDH104	2800408
HWKSLYDH104	2800410
HWKSLYDH104	2800412
HWKSLYDH104	2800414
HWKSLYDH104	2800416
HWKSLYDH104	2800417
HWKSLYDH104	2800418
HWKSLYDH104	2800420
HWKSLYDH125	*DH125
HWKSLYDH125	1500204
HWKSLYDH125	4210101
HWKSLYDH125	4210112
HWKSLYDH125	4230102
HWKSLYDH125	4230106
HWKSLYDH125	4230110
HWKSLYDH125	4230112
HWKSLYDH125	4230126
HWKSLYDH125	4230130
HWKSLYDH125	4230134
HWKSLYDH125	4230138
HWKSLYDH125	423013M
HWKSLYDH125	423013P
HWKSLYDH125	4230140
HWKSLYDH125	4230158
HWKSLYDH125	4230160
HYNES B2	1440502
HYNES B2	1440504
HYNES B2	1440506
HYNES B2	1440508
INTRCP200	5650302
INTRCP200	5650304
INTRCP200	5650306
INTRCP200	5650308
INTRCP200	5650310
ISRAEL1121	0142002
ISRAEL1121	0142006
ISRAEL1121	0142010
ISRAEL1123	*1123
ISRAEL1123	4500101
ISRAEL1124	*1124
ISRAEL1124	4500102
ISRAEL1124	4500103

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

SDR	FAA
JBMSTRDGA15	4690502
JBMSTRDGA15	4690504
JBMSTRDGA15	4690506
JBMSTRDGA15	4690508
JBMSTRDGA15	4690510
JBMSTRDGA15	4690512
JBMSTRDGA15	4690514
JBMSTRDGA15	4690516
JBMSTRDGA15	4690518
LAIKFN10	5090204
LAIKFN10	5090206
LAIKFN10	5090208
LEAR 23	*23
LEAR 23	5170102
LEAR 24	*24
LEAR 24	5170302
LEAR 24	5170304
LEAR 24	5170306
LEAR 24	5170307
LEAR 24	5170309
LEAR 24	5170310
LEAR 24	5170311
LEAR 25	*25
LEAR 25	5170506
LEAR 25	5170509
LEAR 25	5170511
LEAR 25	5170513
LEAR 25	5170514
LEAR 35	*35
LEAR 35	5170600
LEAR 35	5170601
LEAR 35	5170602
LEAR 55	5170702
LET L13	1360306
LKHEED12A	5261402
LKHEED12A	5261404
LKHEED12A	5261406
LKHEED12A	5261408
LKHEED12A	5261410
LKHEED1329	*1329
LKHEED1329	5263102
LKHEED1329	5263104
LKHEED1329	5263106
LKHEED1329	5263108
LKHEED1329	5263110
LKHEED1329	5263116
LKHEED1329	5263119
LKHEED1329	5263125
LKHEED18	5261602
LKHEED18	5261603
LKHEED18	5261604
LKHEED18	5261606
LKHEED18	5261608
LKHEED18	5261610
LKHEED18	5261612
LKHEED18	5261614
LKHEED18	5261616
LKHEED18	5261618
LKHEED18	5261620
LKHEED18	5261622

SDR	FAA
LKHEED18	5261624
LKHEED18	5261632
LKHEED18	5261634
LKHEED18	5261636
LKHEED18	5261638
LKHEED18	5261640
LKHEED18	5261642
LKHEEDPV1	5260102
LKHEEDPV1	5260106
LKHEEDT33	5260401
LKHEEDT33	5260402
LKHEEDT33	5260404
LKHEEDT33	5260406
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
LUSCOM8	819019E
MARTIN404	*404
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	5460116
MAULE M4	5460128
MAULE M4	5460130
MAULE M4	5460132
MAULE M5	5460133
MAULE M5	5460134
MAULE M5	5460135
MAULE M5	5460204
MAULE M6	5460160
MCCULHJ2	5500604
MCLISHFUNKB	5480102
MCLISHFUNKB	5480104
MCLISHFUNKB	5480106
MCLISHFUNKB	5480108
MCLISHFUNKB	5480202
MCLISHFUNKB	5480204
MCLISHFUNKB	5480206
MCLISHFUNKB	5480208
MEYERSOTW	5650202
MEYERSOTW	5650204
MEYERSOTW	5650206

SDR	FAA
MEYERSOTW	5650208
MNCOUP90	5810102
MNCOUP90	5810104
MNCOUP90	5810107
MNCOUP90	5810108
MNCOUP90	5810110
MNCOUP90	5810130
MNMITEM18	5870101
MNMITEM18	5870102
MNMITEM18	5870104
MNMITEM18	5870106
MNMITEM18	5870108
MOONEYM20	5870202
MOONEYM20	5870204
MOONEYM20	5870206
MOONEYM20	5870208
MOONEYM20	5870210
MOONEYM20	5870212
MOONEYM20	5870214
MOONEYM20	5870219
MOONEYM20	5870220
MOONEYM20	5870302
MOONEYM20	5870304
MOONEYM20	5870306
MOONEYM20	5870308
MOONEYM20	5870310
MOONEYM20	5870312
MOONEYM20	5870314
MOONEYM20	5870316
MOONEYM20	5870601
MOONEYM20	5870605
MRCHTIS205	8120412
MTSBSIMU2	5780404
MTSBSIMU2	5780405
MTSBSIMU2	5780406
MTSBSIMU2	5780407
MTSBSIMU2	5780408
MTSBSIMU2	5780409
MTSBSIMU2	5780410
MTSBSIMU2	5780411
MTSBSIMU2	5780412
MTSBSIMU2	5780413
MTSBSIMU2	5780414
MTSBSIMU300	5780602
MULTECD16	9230602
MULTECD16	9230604
MULTECD16	9230606
MULTECD16	9230608
MULTECD16	9230610
MULTECD16	9230612
NAMER B25	6400702
NAMER B25	6400704
NAMER B25	6400705
NAMER B25	6400706
NAMER B25	6400708
NAMER B25	6400710
NAMER B25	6400712
NAMER B25	6400713
NAMER B25	6400714
NAMER B25	6400718
NAMER B25	6400719

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

SDR	FAA
NAMER F51	6402301
NAMER F51	6402302
NAMER F51	6402303
NAMER F51	6402304
NAMER F51	6402305
NAMER F51	6402306
NAMER F51	6402307
NAMER F51	6402308
NAMER F51	6402309
NAMER F51	6402310
NAMER F51	6402314
NAMER NA260	6402502
NAMER NA260	6402504
NAMER NA260	6402505
NAMER NA260	6402506
NAMER NA260	6402512
NAMER T6	1922828
NAMER T6	6400402
NAMER T6	6400404
NAMER T6	6400405
NAMER T6	6400406
NAMER T6	6400407
NAMER T6	6400408
NAMER T6	6400410
NAMER T6	6400412
NAMER T6	6400414
NAMER T6	6400415
NAMER T6	6400416
NAMER T6	6400417
NAMER T6	6400418
NAMER T6	6400419
NAMER T6	6400420
NAMER T6	6400422
NAMER T6	6400423
NAMER T6	6400424
NAMER T6	6400426
NAMER T6	6400430
NAMER T6	6400431
NAMER T6	6400432
NAMER T6	6400434
NAMER T6	6400436
NAMER T6	6400441
NAMER T6	6400442
NAVAL N3N	6120202
NAVIONNAVION	6150104
NAVIONNAVION	6150106
NAVIONNAVION	6150108
NAVIONNAVION	6150110
NAVIONNAVION	6150112
NAVIONNAVION	6150114
NAVIONNAVION	6150116
NAVIONNAVION	6150118
NAVIONNAVION	6150120
NAVIONNAVION	6150122
NAVIONNAVION	6150130
NAVIONNAVION	6150132
NAVIONNAVION	6150134
NAVIONNAVION	6150136
NAVIONNAVION	6150138
NAVIONNAVION	6150140
NAVIONNAVION	6150142
NAVIONNAVION	6150144
NAVIONNAVION	6150146
NAVIONNAVION	6150148
NAVIONNAVION	6150160
NAVIONNAVION	6150162
NAVIONNAVION	6150164
NAVIONNAVION	6150166
NAVIONNAVION	6150168
NAVIONNAVION	6150170
NAVIONNAVION	6150172
NAVIONNAVION	6150174
NAVIONNAVION	6150176
NAVIONNAVION	6150178
NORD SV4	6383006
NORD SV4	8470102
NORWST65	6480116
NORWST65	6480118
NORWST65	6480120
NORWST65	6480122
NORWST65	6480124
ORLHELH19	8141608
ORLHELH19	8141609
ORLHELH19	8141610
ORLHELH19	8141612
ORLHELH19	8141614
ORLHELH19	8141616
ORLHELH19	8141618
PICARDAX6	05604UH
PICARDAX6	7001218
PICARDAX6	700122A
PILATSB4	7090103
PILATSB4	7090104
PIPER 600	*600
PIPER 600	7106001
PIPER 600	7106002
PIPER 600	7106010
PIPER 600	7106011
PIPER 600	7106012
PIPER 600	7106015
PIPER 600	8360604
PIPER 600	8360605
PIPER 600	8360607
PIPER 600	8360608
PIPER E2	7100302
PIPER J2	7100402
PIPER J2	7100412
PIPER J3	7100501
PIPER J3	7100502
PIPER J3	7100503
PIPER J3	7100504
PIPER J3	7100506
PIPER J3	7100508
PIPER J3	7100509
PIPER J3	7100510
PIPER J3	7100511
PIPER J3	7100512
PIPER J3	7100514
PIPER J3	7100516
PIPER J3	7100518
PIPER J3	7100519
PIPER J3	7100520
PIPER J3	7100521
PIPER J3	7100522
PIPER J3	7100524
PIPER J3	7100525
PIPER J3	7100526
PIPER J3	7100527
PIPER J3	7100528
PIPER J3	710052P
PIPER J3	710052Q
PIPER J3	710052S
PIPER J3	710052T
PIPER J3	7100530
PIPER J3	7100532
PIPER J3	7100534
PIPER J3	7100536
PIPER J3	7100538
PIPER J3	7100540
PIPER J3	7100541
PIPER J3	7100542
PIPER J3	7100544
PIPER J3	7100546
PIPER J3	7100548
PIPER J3	7100550
PIPER J3	7100552
PIPER J3	7101102
PIPER J3	7101104
PIPER J4	7100602
PIPER J4	7100604
PIPER J4	7100605
PIPER J4	7100606
PIPER J4	7100608
PIPER J4	7100610
PIPER J4	7100612
PIPER J4	7100614
PIPER J5	7100202
PIPER J5	7100204
PIPER J5	7100702
PIPER J5	7100704
PIPER J5	7100706
PIPER J5	7100708
PIPER J5	7100710
PIPER J5	7100712
PIPER PA12	7101202
PIPER PA12	7101204
PIPER PA14	7101402
PIPER PA15	7101502
PIPER PA16	7101602
PIPER PA16	7101604
PIPER PA17	7101702
PIPER PA18	7101802
PIPER PA18	7101804
PIPER PA18	7101806
PIPER PA18	7101808
PIPER PA18	7101809
PIPER PA18	7101810
PIPER PA18	7101811
PIPER PA18	7101812
PIPER PA18	7101813
PIPER PA18	7101814
PIPER PA18	7101815
PIPER PA18	7101816

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	7101830
PIPER PA18	7101832
PIPER PA18	7101834
PIPER PA18	7101836
PIPER PA18	7101837
PIPER PA18	7101838
PIPER PA18	7101880
PIPER PA18	7101902
PIPER PA18	7101903
PIPER PA18	7101904
PIPER PA18	7101906
PIPER PA20	7102002
PIPER PA20	7102004
PIPER PA20	7102006
PIPER PA20	7102008
PIPER PA20	7102010
PIPER PA20	7102012
PIPER PA20	7102016
PIPER PA22	7102202
PIPER PA22	7102203
PIPER PA22	7102204
PIPER PA22	7102206
PIPER PA22	7102208
PIPER PA22	7102210
PIPER PA22	7102212
PIPER PA22	7102214
PIPER PA22	7102216
PIPER PA22	7102202
PIPER PA22	7102203
PIPER PA22	7102204
PIPER PA22	7102206
PIPER PA22	7102208
PIPER PA22	7102210
PIPER PA22	7102212
PIPER PA22	7102214
PIPER PA22	7102216
PIPER PA23	*PA23
PIPER PA23	7102302
PIPER PA23	7102303
PIPER PA23	7102304
PIPER PA23	7102305
PIPER PA23	7102306
PIPER PA23	7102308
PIPER PA23	7102309
PIPER PA23	7102310
PIPER PA24	7102402
PIPER PA24	7102403
PIPER PA24	7102404
PIPER PA24	7102406
PIPER PA24	7102407
PIPER PA24	7102408
PIPER PA24	7102409
PIPER PA25	7102502
PIPER PA25	7102503
PIPER PA25	7102504
PIPER PA25	7102508
PIPER PA28	7102510
PIPER PA28	7102801
PIPER PA28	7102802
PIPER PA28	7102803
PIPER PA28	7102804
PIPER PA28	7102805
PIPER PA28	7102806
PIPER PA28	7102807
PIPER PA28	7102808
PIPER PA28	7102809
PIPER PA28	7102810
PIPER PA28	7102811
PIPER PA28	7102812
PIPER PA28	7102813
PIPER PA28	7102814
PIPER PA28	7102815
PIPER PA28	7102816
PIPER PA28	7102817
PIPER PA28	7102818
PIPER PA28	7102819
PIPER PA28	7102824
PIPER PA28	7102830
PIPER PA28	7102510
PIPER PA28	7102801
PIPER PA28	7102802
PIPER PA28	7102803
PIPER PA28	7102804
PIPER PA28	7102805
PIPER PA28	7102806
PIPER PA28	7102807
PIPER PA28	7102808
PIPER PA28	7102809
PIPER PA28	7102810
PIPER PA28	7102811
PIPER PA28	7102812
PIPER PA28	7102813
PIPER PA28	7102814
PIPER PA28	7102815
PIPER PA28	7102816
PIPER PA28	7102817
PIPER PA28	7102818
PIPER PA28	7102819
PIPER PA28	7102824
PIPER PA28	7102830
PIPER PA30	*PA30
PIPER PA30	7103002
PIPER PA30	7103015
PIPER PA30	7103902
PIPER PA30	7104002
PIPER PA31	*PA31
PIPER PA31	7103102
PIPER PA31	7103103
PIPER PA31	7103104
PIPER PA31	7103105
PIPER PA31	7103110
PIPER PA31	7103120
PIPER PA31	*PA31
PIPER PA31	7103102
PIPER PA31	7103103
PIPER PA31	7103104
PIPER PA31	7103105
PIPER PA31	7103110
PIPER PA31	7103120
PIPER PA31T	7103124
PIPER PA31T	7103126
PIPER PA31T	7103127
PIPER PA31T	7103128
PIPER PA32	7103116
PIPER PA32	7103206
PIPER PA32	7103207
PIPER PA32	7103208
PIPER PA32	7103209
PIPER PA32	7103210
PIPER PA32	7103211
PIPER PA32	7103212
PIPER PA32	7103213
PIPER PA32	7103214
PIPER PA32	7103215
PIPER PA32	7103218
PIPER PA32	7103220
PIPER PA32	7103222
PIPER PA34	*PA34
PIPER PA34	7103404
PIPER PA34	7103405
PIPER PA34	7103406
PIPER PA34	7103407
PIPER PA34	7103408
PIPER PA34	7103420
PIPER PA36	7103602
PIPER PA36	7103610
PIPER PA36	7103612
PIPER PA36	7103614
PIPER PA36	7103620
PIPER PA38	7103812
PIPER PA42	7104202
PIPER PA44	*PA44
PIPER PA44	7104402
PIPER PA44	7104404
PROPJT200	0140302
PROPJT200	0140304
PROPJT200	0140306
PROPJT200	0140308
PROPJT200	0140312
PROPJT200	0140314
RAVEN RX6	7480502
RAVEN S50	05604XT
RAVEN S50	05604XW
RAVEN S50	7480202
RAVEN S50	7480204
RAVEN S55	7480402
RAVEN S60	0560477
RAVEN S60	7480604
RAVEN S60	7480606
RAVEN S60	7480610
RAVEN S66	7480612
RAVEN S66	7480615
RKWELL500	*500
RKWELL500	7630410
RKWELLNA265	*NA265
RKWELLNA265	6402602
RKWELLNA265	6402604

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

SDR	FAA
RKWELLNA265	6402606
RKWELLNA265	6402608
RKWELLNA265	6402610
RKWELLNA265	6402612
RKWELLNA265	6402614
RKWELLNA265	6402618
RKWELLNA265	7360108
RKWELLNA265	7630101
RKWELLNA265	7630104
RKWELLNA265	7630106
RKWELLNA265	7630107
RKWELLNA265	7630108
ROBSINR22	7640102
ROLSCHLS	3801206
ROLSCHLS	3801208
ROLSCHLS	3801211
ROLSCHLS	3801214
ROLSCHLS	3801250
RYAN ST3	7830502
RYAN ST3	7830504
RYAN ST3	7830506
RYAN STA	7830402
RYAN STA	7830404
SCHLERASW12	3801508
SCHLERASW15	38015H2
SCHLERASW15	38015HZ
SCHLERASW20	3801503
SCHLERASW20	3801505
SCHLERASW20	3801506
SCHLERK8	3801559
SCHLERK8	3801563
SCHLERK8	3801567
SCHLERK8	38019VK
SCHLERK8	38019VL
SCHLERKA6	3801525
SCHLERKA6	3801528
SCHLERKA6	3801530
SCHLERKA6	3801533
SCHLERKA6	3801535
SCHLERKA6	3801536
SCHLERKA6	3801537
SCHLERKA6	3801540
SCHLERKA6	3801542
SCHLERKA6	3801545
SCHLERKA6	3801554
SCWZERG164	3952702
SCWZERG164	3952704
SCWZERG164	3952802
SCWZERG164	3952803
SCWZERSG1	8050101
SCWZERSG1	8050102
SCWZERSG1	8050103
SCWZERSG1	8050104
SCWZERSG1	8050105
SCWZERSG1	8050106
SCWZERSG1	8050107
SCWZERSG1	8050108
SCWZERSG1	8050110
SCWZERSG1	8050111
SCWZERSG1	8050112
SCWZERSG1	8050113

SDR	FAA
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	8050501
SCWZERSG1	8050502
SCWZERSG1	8050504
SCWZERSG1	8050515
SCWZERSG1	8053604
SCWZERSG2	8050202
SCWZERSG2	8050204
SCWZERSG2	8050206
SCWZERSG2	8050210
SCWZERSG2	8050602
SCWZERSG2	8050604
SCWZERSG2	8050606
SCWZERSG2	8050608
SCWZERSG2	8050610
SCWZERSG2	8050612
SCWZERSG2	8050614
SCWZERSG2	8051404
SCWZERSG2	8051604
SCWZERSG2	8051606
SEMCO CLNGER	8070802
SEMCO MODELT	8071701
SKRSKYS55	8141602
SKRSKYS55	8141604
SKRSKYS55	8141606
SKRSKYS55	8141615
SKRSKYS55	814161E
SKRSKYS55	814161G
SKRSKYS55	814161J
SKRSKYS55	8141622
SKRSKYS55	8141630
SKRSKYS55	8141632
SKRSKYS58	8141801
SKRSKYS58	8141802
SKRSKYS58	8141804
SKRSKYS58	8141806
SKRSKYS58	8141808
SKRSKYS58	8141809
SKRSKYS58	8141814
SKRSKYS58	8141815
SKRSKYS58	8141816
SKRSKYS58	8141831
SKRSKYS58	8141836
SKRSKYS76	8143006
SKRSKYS76	8143010
SLINDS100	0140202
SLINDS100	0140203
SLINDS100	0140204
SLINDS100	0140208
SLINDS100	0140210

SDR	FAA
SLINDS100	9550102
SLINDS100	9550104
SLINDS100	9550112
SMITH 600	1710602
SMITH 600	1710606
SMITH 600	8360602
SMITH 600	8360606
SMITH 600	8360802
SMITH 600	8360806
SNIAS 350	8680801
SNIAS 350	8680803
SNIAS 350	8680804
SNIAS SA318	8680208
SNIAS SA318	8680506
SNIAS SA318	8680508
SNIAS SA318	8680511
SNIAS SA318	8680514
SNIAS SA318	8680516
SNIAS SA341	8680610
SOCATAMS894	8402842
SOCATARALLYE	8400125
SOCATARALLYE	8400131
SPHRTHCIRRUS	38019VC
SPHRTHCIRRUS	38019VE
SPHRTHNIMBUS	3801923
SPHRTHNIMBUS	3801925
SPHRTHNIMBUS	3801950
SPHRTHNIMBUS	38019VD
SPHRTHNIMBUS	38019VF
SPHRTHNIMBUS	38019VG
SPHRTHNIMBUS	38019VJ
SPHRTHVENTUS	3802050
SPHRTHVENTUS	3802051
STBROSSD3	+SD3
STBROSSD3	8100602
STNSON10	8632002
STNSON10	8632004
STNSON10	8632102
STNSON10	8632104
STNSON10	8632106
STNSONL5	8630202
STNSONL5	8630204
STNSONL5	8630206
STNSONL5	8630208
STNSONL5	8630210
STNSONL5	8630212
STNSONL5	8630214
STNSONSR9	8631502
STNSONSR9	8631504
STNSONSR9	8631506
STNSONSR9	8631508
STNSONSR9	8631510
STNSONSR9	8631512
STNSONSR9	8631514
STNSONSR9	8631516
STNSONSR9	8631518
STNSONSR9	8631520
STNSONSR9	8631522
STNSONSR9	8631524
STNSONSR9	8631526
STNSONSR9	8631528

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

SDR	FAA
STNSONV77	8631802
STNSONV77	8631804
STOLAMRC3	3080202
STOLAMRC3	3080203
STOLAMRC3	3080204
STOLAMRC3	3080206
STOLAMRC3	5410102
SUPAC LA	8730202
SUPAC LA	8730204
SUPAC LA	8730206
SUPAC LA	8730208
SUPAC V	8730302
SUPAC V	8730304
SUPAC V	8730306
SUPAC V	8730308
SWRNGNSA226	*SA226
SWRNGNSA226	8780122
SWRNGNSA226	8780402
SWRNGNSA226	8780404
SWRNGNSA226	8780405
SWRNGNSA226	8780406
SWRNGNSA226	*SA226
SWRNGNSA226	8780122
SWRNGNSA226	8780402
SWRNGNSA226	8780404
SWRNGNSA226	8780405
SWRNGNSA226	8780406
SWRNGNSA227	8780603
SWRNGNSA227	8780610
SWRNGNSA227	8780615
SWRNGNSA227	8780620
SWRNGNSA26	*SA26
SWRNGNSA26	8780102
SWRNGNSA26	8780112
TCRAFKD	8850402
TCRAFKD	8850404
TCRAFKD	8850406
TCRAFKD	8850408
TCRAFKD	8850410
TCRAFKD	8850412
TCRAFKD	8850414
TCRAFKD	8850415
TCRAFKD	8850416
TCRAFKD	8850418
TCRAFKD	8850420
TCRAFKD	8850422
TCRAFKD	8850448
TCRAFTA	8850202
TCRAFTBC	8850302
TCRAFTBC	8850304
TCRAFTBC	8850306
TCRAFTBC	8850308
TCRAFTBC	8850310
TCRAFTBC	8850314
TCRAFTBC	8850316
TCRAFTBC	8850318
TCRAFTBC	8850320
TCRAFTBC	8850321
TCRAFTBC	8850322
TCRAFTBC	8850323
TCRAFTBC	8850324

SDR	FAA
TCRAFTBC	9230902
TCRAFTBC	9230904
TCRAFTBC	9230906
TCRAFTBC	9230908
TCRAFTBC	9230910
TCRAFTBC	9230912
TCRAFTBC	9230914
TCRAFTBC	9230916
TCRAFTBC	9230918
TCRAFTBC	9230920
TCRAFTBC	9230922
TCRAFTBC	9230924
TCRAFTBC	9230926
TCRAFTBC	9230928
TCRAFTBF	8850326
TCRAFTBF	8850330
TCRAFTBF	8850332
TCRAFTBF	8850334
TCRAFTBF	8850336
TCRAFTBF	8850338
TCRAFTBF	8850340
TCRAFTBF	8850344
TCRAFTBL	8850346
TCRAFTBL	8850348
TCRAFTBL	8850350
TCRAFTBL	8850354
TCRAFTBL	8850356
TEMCO 11A	8890402
TEMCO 11A	8890404
THUNDRAX7	8970105
THUNDRAX7	8970106
THUNDRAX7	8970107
THUNDRAX7	8970108
THUNDRAX7	8970110
THUNDRAX7	8970120
TRYTEK65	0190406
TRYTEK65	0190712
TRYTEK65	0190714
TRYTEK65	0190716
TRYTEK65	0190718
TRYTEK65	0190920
TRYTEK65	0190922
TRYTEK65	0190924
TRYTEK65	0190926
TRYTEK65	0190928
TRYTEK65	0190930
TRYTEK65	0190932
TRYTEK65	0190934
TRYTEKK	0190402
TRYTEKK	0190404
UNIVACGC1	9230102
UNIVACGC1	9230104
UNIVACGC1	9230106
UNIVACGC1	9230108
UNIVACGC1	9230110
UNIVACGC1	9230112
UNIVAR108	9230402
UNIVAR108	9230404
UNIVAR108	9230406
UNIVAR108	9230408
UNIVAR108	9230412

SDR	FAA
UNIVAR108	9230414
UNIVAR108	9230416
UNIVAR108	9230418
UNIVAR415	0420102
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	0420340
UNIVAR415	0420402
UNIVAR415	0420404
UNIVAR415	0420406
UNIVAR415	0420408
UNIVAR415	0420410
UNIVAR415	0420502
UNIVAR415	0420504
UNIVAR415	0420702
UNIVAR415	0420722
UNIVAR415	0540102
UNIVAR415	0540104
UNIVAR415	5872014
UNIVAR415	5872018
VARGA 2150	5940202
VARGA 2150	5940204
VARGA G21	9350102
VICKER745	9470204
VICKER745	9470402
VICKER745	9470404
VICKER745	9470602
WACO ASO	9601202
WACO GXE	9600702
WACO R	9600304
WACO R	9600422
WACO UPF7	9601302
WACO UPF7	9601304
WACO YK	9600816
WACO YK	9600818
WACO YK	9600832
WACO YK	9600834
WACO YK	9600835
WACO YK	9600836
WACO YK	9600838
WACO YK	9600840
WSK M18	9810102
WTHRLY201	9630404
WTHRLY201	9630406
WTHRLY201	9630408
WTHRLY201	9630410

APPENDIX E

SDR ENGINE GROUP NAME - FAA MANUFACTURER/MODEL CODE TABLE

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

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

SDR	FAA
ALLSN 250C	03002
ALLSN 250C	03011
ALLSN 250C	03013
ALLSN 501D	*501D
ALLSN 501D	03004
ALLSN 501D	03005
ALLSN 501D	03006
AMTRMCMCCULH	42501
AMTRVWVOLKS	63501
ARSRCHTFE731	*TFE7
ARSRCHTFE731	01518
ARSRCHTPE331	*TPE3
ARSRCHTPE331	01502
ARSRCHTPE331	01506
ARSRCHTPE331	01508
ARSRCHTPE331	01510
ARSRCHTPE331	01512
CONT 6285	17038
CONT 975	17037
CONT A40	17001
CONT A50	17002
CONT A65	17003
CONT A75	17005
CONT A80	17006
CONT C125	17011
CONT C145	17012
CONT C85	17008
CONT C90	17009
CONT E185	17014
CONT E225	17015
CONT O200	17020
CONT O300	17022
CONT O300	17024
CONT O360	17023
CONT O360	17025
CONT O360	17033
CONT O470	*0470
CONT O470	17026
CONT O470	17027
CONT O470	17028
CONT O470	17029
CONT O520	*0520
CONT O520	17032
CONT O520	17035
CONT O520	17040
CONT R670	17016
CONT R670	17018
DHAVXXGIPSY	20004
FCD 6440	26003
FRNKLN4AC150	27002
FRNKLN4AC150	27003
FRNKLN4AC150	27004
FRNKLN4AC176	27006
FRNKLN4AC176	27007
FRNKLN4AC199	27008
FRNKLN4AC199	27009
FRNKLN4AC199	27010
FRNKLN6A4150	27024
FRNKLN6A4165	27025
FRNKLN6A4200	27027
FRNKLN6A8215	27030
FRNKLN6AV335	27020
FRNKLN6AV350	27043
FRNKLN6VS335	27040
FRNKLN03356	27033
GE CF700	*CF70

SDR	FAA
GE CF700	30010
GE CJ610	*CJ61
GE CJ610	30002
GE CJ610	30006
GE CJ805	*CJ80
GE CJ805	30004
GE CT58	*CT58
GE CT58	30001
GE CT58	30008
GLADENK5	37503
GLADENR5	37504
JACOBPR755	35006
JACOBPR755	35007
JACOBPR755	35008
JACOBSR755	35003
JACOBSR915	35005
LYC 0540	41532
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	*0435
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	*0540
LYC O540	41355
LYC O540	41530
LYC O540	41531
LYC O540	41532
LYC O540	41533
LYC O540	41534
LYC O540	41535
LYC O540	41538
LYC O541	41536
LYC O541	41539
LYC O720	41546
LYC R680	41540
LYC R680	41541
LYC R680	41542
LYC R680	41543
LYC R680	41544
LYC R680	41545
LYC T53	41552
MNASCOC4	43504
ONAN B48	99999

SDR	FAA
OTHER	*AVON
OTHER	*BAST
OTHER	*CF6
OTHER	*CJ80
OTHER	00585
OTHER	01505
OTHER	03003
OTHER	03010
OTHER	03012
OTHER	04501
OTHER	13802
OTHER	17013
OTHER	17030
OTHER	17033
OTHER	20003
OTHER	26002
OTHER	27005
OTHER	27011
OTHER	27026
OTHER	27033
OTHER	27033
OTHER	27036
OTHER	30005
OTHER	30020
OTHER	31701
OTHER	37002
OTHER	41549
OTHER	41555
OTHER	51001
OTHER	52001
OTHER	52047
OTHER	52053
OTHER	54501
OTHER	54510
OTHER	54517
OTHER	60002
OTHER	60004
OTHER	60005
OTHER	60005
OTHER	60008
OTHER	60009
OTHER	60012
OTHER	60014
OTHER	60020
OTHER	60030
OTHER	60030
OTHER	99999
OTHER	BE US
PCKARDV1650	49001
PWA JT12	*JT12
PWA JT12	52042
PWA JT15	52060
PWA JT15	52112
PWA JT3C	*JT3C
PWA JT3C	52036
PWA JT3D	*JT3D
PWA JT3D	52039
PWA JT4	*JT4
PWA JT4	52037
PWA JT8	*JT8
PWA JT8	52044
PWA JT8	52046
PWA JT8	52048
PWA JT8	52049
PWA JT8	52051
PWA JT9	*JT9

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

SDR		FAA
PWA	JT9	02050
PWA	JT9	52050
PWA	PT6	*PT6
PWA	PT6	52043
PWA	PT6	52403
PWA	PT6	61501
PWA	PT6	61503
PWA	PT6	61504
PWA	PT6	61506
PWA	PT6T	52045
PWA	PT6T	61502
PWA	R1340	*R134
PWA	R1340	52009
PWA	R1340	52010
PWA	R1340	52011
PWA	R1340	52012
PWA	R1340	52016
PWA	R1830	*R183
PWA	R1830	52017
PWA	R1830	52018
PWA	R1830	52019
PWA	R1830	52020
PWA	R2000	*R200
PWA	R2000	52021
PWA	R2000	52023
PWA	R2800	*R280
PWA	R2800	52024
PWA	R2800	52025
PWA	R2800	52026
PWA	R985	*R985
PWA	R985	52006
PWA	R985	52007
PWA	R985	52008

SDR	FAA
RROYCEDART	*DART
RROYCEDART	54503
RROYCEDART	54504
RROYCEDART	54505
RROYCEDART	54506
RROYCEDART	54507
RROYCEDART	54508
RROYCEDART	54509
RROYCEDART	54522
RROYCEDART	54553
RROYCEGIPSY	20005
RROYCEGIPSY	20006
RROYCEGIPSY	20007
RROYCEGIPSY	20008
RROYCERB211	*RB21
RROYCERB211	44554
RROYCERB211	54554
RROYCESPEY	*SPEY
RROYCESPEY	54519
RROYCESPEY	54521
RROYCESPEY	54523
RROYCEVIPER	*VIPE
RROYCEVIPER	10201
RROYCEVIPER	54550
RROYCEVIPER	54552
TMECA ARTST3	60003
TMECA AST14T	60014
TMECA AST2T	60006
TMECA AST3T	60007
WARNER165	64504
WARNER185	64505
WARNER50	64503
WRIGHTJ5	67007

SDR	FAA
WRIGHTR1820	*R182
WRIGHTR1820	67018
WRIGHTR1820	67019
WRIGHTR1820	67021
WRIGHTR1820	67024
WRIGHTR1820	67025
WRIGHTR1820	67026
WRIGHTR1820	67027
WRIGHTR1820	67028
WRIGHTR1820	67029
WRIGHTR2600	67030
WRIGHTR2600	67031
WRIGHTR2600	67050
WRIGHTR3350	*R335
WRIGHTR3350	67032
WRIGHTR3350	67033
WRIGHTR3350	67034
WRIGHTR3350	67037
WRIGHTR3350	67038
WRIGHTR760	67009
WRIGHTR760	67010
WRIGHTR760	67011
WRIGHTR975	67012
WRIGHTR975	67015

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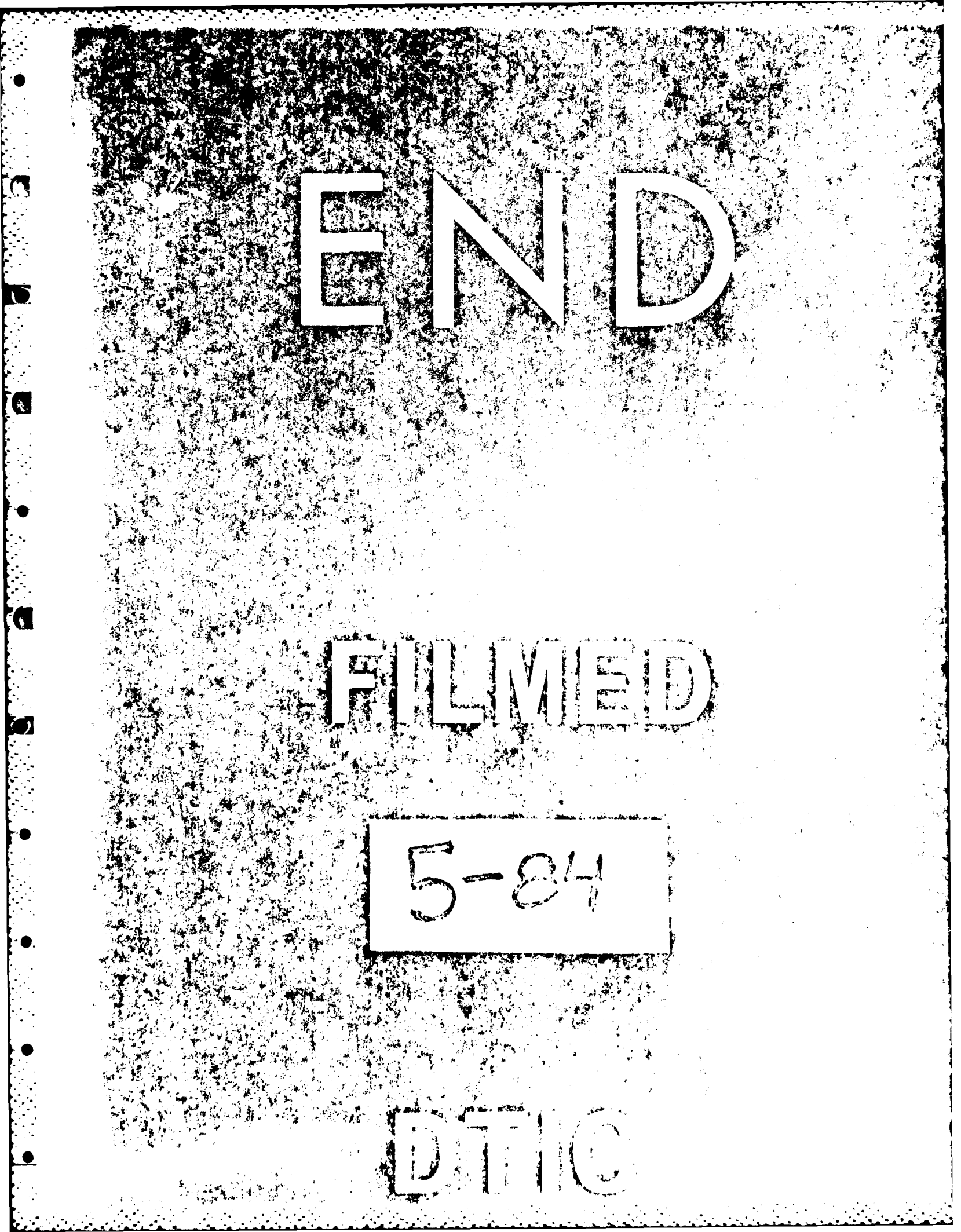
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