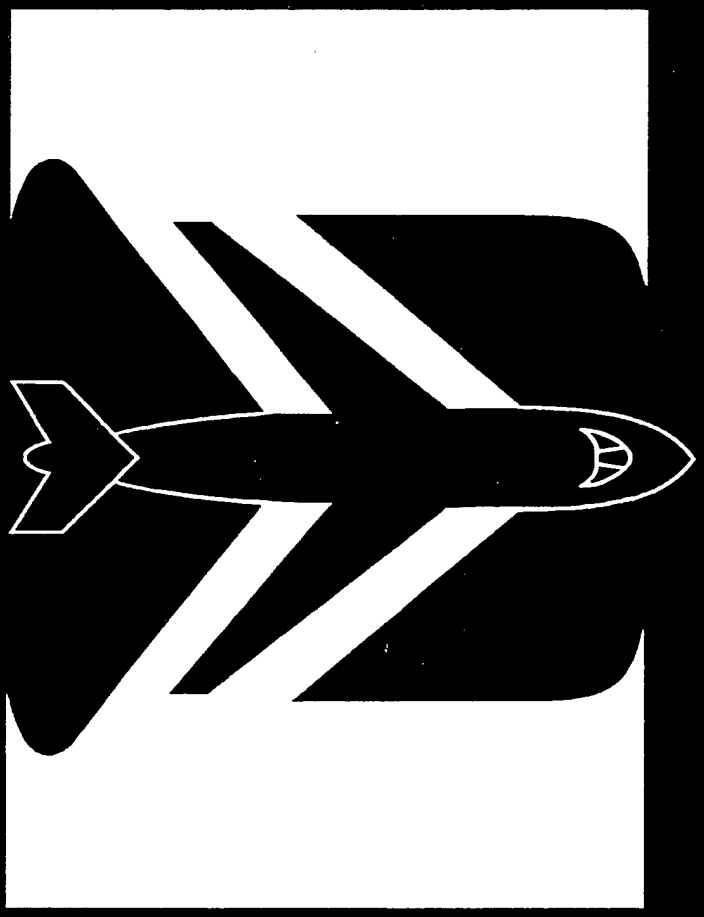
U.S. Department
of Transportation
**Federal Aviation
Administration**

General Aviation and Air Taxi Activity Survey

Calendar Year 2000



Office of Aviation Policy and Plans

FAA APO-02-2

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

General Aviation and Air Taxi Activity Survey

Calendar Year 2000

Technical Report Documentation Page

1. Report No.	2. Government Accession No.	3. Recipient's Catalog No.
FAA – APO – 02 - 2		

4. Title and Subtitle	5. Report Date
GENERAL AVIATION AND AIR TAXI ACTIVITY SURVEY CALENDAR YEAR 2000	February 2002
	6. Performing Organization Code: FAA APO-110
7. Author(s)	8. Performing Organization Report No.
9. Performing Organization Name and Address: Federal Aviation Administration, Office of Aviation Policy and Plans, 800 Independence Avenue, S.W., Washington, D.C. 20591	10. Work Unit No. (TRAIS)
	11. Contract or Grant No.
12. Sponsoring Agency Name and Address: U.S. Department of Transportation, Federal Aviation Administration, 800 Independence Avenue, S.W., Washington, D.C. 20591	13. Type of Report and Period Covered: Annual Calendar Year 2000
	14. Sponsoring Agency Code

15. Supplementary Notes

16. Abstract

This report presents the results of the annual General Aviation and Air Taxi Activity Survey. The survey is conducted by the FAA to obtain information on the activity of the United States registered general aviation and air taxi aircraft fleet.

The report contains tabulations of active aircraft, annual flight hours, average flight hours, and other statistics by aircraft type, state and region of based aircraft, and use. Also included are fuel consumption, lifetime airframe hours, estimates of the number of landings, and IFR hours flown.

17. Key Words:	18. Distribution Statement
Aircraft, Aircraft Activity, Aircraft Use, Fuel Consumption, General Aviation, Hours Flown.	DOCUMENT IS AVAILABLE TO THE PUBLIC THROUGH THE NATIONAL TECHNICAL INFORMATION SERVICE, SPRINGFIELD, VIRGINIA 22161.

19. Security Classification (of this report)	20. Security Classification (of this page)	21. No. of Pages	22. Price
Unclassified	Unclassified		

Form DOT F 1700.7 (8-72)

Reproduction of completed page is authorized

PREFACE

This report presents the results of the 2000 General Aviation and Air Taxi Activity (GAATA) Survey and is prepared by the Statistics and Forecast Branch, Planning Analysis Division, Office of Aviation Policy and Plans (APO-1).

This survey provides information about the activity of the general aviation and air taxi aircraft fleet. It excludes information about commuter aircraft or airlines. The data and information obtained from the survey enable the Federal Aviation Administration to monitor the general aviation and air taxi fleet so that the FAA can, among other activities, anticipate and meet demand for National Airspace System (NAS) facilities and services, assess the impact of regulatory changes on the general aviation and air taxi fleet, and implement measures to ensure the safe operation of all aircraft in the airspace.

Each year the survey information is collected using a statistically designed sample survey. The sample is selected from general aviation and air taxi aircraft listed on the FAA Civil aircraft Registry. The Appendix of this report provides a description of the survey, its history, and the survey sample design.

To be more responsive to the needs of the general aviation community, a number of major changes have been incorporated into the survey over the years. The GAATA Survey is currently under both agency and industry review and improvements are being implemented incrementally. The processing and review of the 1998 data resulted in several changes in editing and estimation methods. Summary level estimates for 1995, 1996, and 1997 have been revised to reflect these changes. Revisions of more detailed information for these years are not possible due to resource limitations. Data for years prior to 1995 have not been revised and may not be comparable to the latest available data.

The report is divided into seven chapters and an appendix as follows:

Chapter 1, **Historical General Aviation and Air Taxi Activity Measures, 1991-2000**, presents summary information from the 1991 through 2000 surveys. Statistics include general aviation and air taxi population sizes, the number of active aircraft, and total and average hours flown. Other historical measures include active aircraft by aircraft type and by primary use. In addition, Chapter I includes three tables which highlight the 2000 findings. These tables include active general aviation and air taxi aircraft by aircraft type and primary use, active general aviation and air taxi aircraft total hours by aircraft type and primary use, and active general aviation and air taxi aircraft and hours flown by FAA region and state of based aircraft.

Chapter II, **Common General Aviation and Air Taxi Activity Measures,** presents information on the general aviation and air taxi population size, the number of active aircraft, and total and average hours flown. Statistics on another measurement of activity - number of landings - are also given.

Chapter III, **Primary and Actual Use**, lists number of active aircraft by primary use by type of aircraft and total hours flown by actual use by the general aviation and air taxi fleet.

Chapter IV, **Flying Conditions**, presents statistics on the conditions under which the general aviation and air taxi population flies. Detailed statistics on the number of hours flown under Visual Meteorological Conditions (VMC) and Instrument Meteorological Conditions (IMC) during the day and night are given.

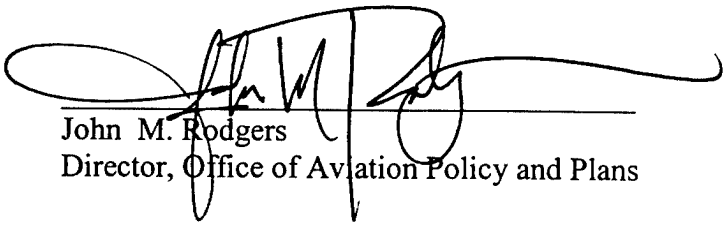
Chapter V, **Fuel Consumption**, gives information on the average and total fuel consumption rates of the general aviation and air taxi fleet.

Chapter VI, **Airframe Hours**, provides data on the age of the general aviation and air taxi fleet -- average airframe hours per active aircraft.

Chapter VII, **Landing Gear Systems**, presents data on the number and annual hours flown by general aviation aircraft with a fixed or retractable landing gear system by aircraft type, and the number of general aviation aircraft with a fixed or retractable landing gear system by age of aircraft.

Appendix, **Methodology for the 2000 General Aviation and Air Taxi Activity Survey**, provides a detailed description of the survey, its history, the survey sample design, and a definition and explanation of "standard error," a statistical measure reported in each table.

Suggestions and comments about this report are welcome and will be given careful consideration in planning future editions. Please direct any comments to Mr. Arthur Salomon, Statistics and Forecast Branch (APO-110), phone number **(202) 267-7924**, FAX **(202) 267-5370** or e-mail arthur.salomon@faa.gov.



John M. Rodgers
Director, Office of Aviation Policy and Plans

TABLE OF CONTENTS

Page

PREFACE i

FAA REGIONAL BOUNDARIES vi

I. HISTORICAL GENERAL AVIATION AND AIR TAXI ACTIVITY MEASURES 1-0

1.1 2000 General Aviation and Air Taxi Number of Aircraft by Primary Use by Aircraft Type 1-1

1.2 General Aviation and Air Taxi Number of Active Aircraft by Aircraft Type, 1991-2000 1-4

1.3 Active General Aviation and Air Taxi Aircraft by Primary Use, 1991-2000 1-7

1.4 2000 General Aviation and Air Taxi Total Hours Flown by Actual Use by Aircraft Type 1-9

1.5 General Aviation and Air Taxi Aircraft Total Hours Flown by Aircraft Type, 1991-2000 1-12

1.6 Active General Aviation and Air Taxi Aircraft Total Hours Flown by Use, 1991-2000 1-15

1.7 General Aviation and Air Taxi Aircraft Average Hours Flown by Aircraft Type, 1991-2000 1-17

1.8 2000 General Aviation and Air Taxi Aircraft Number of Aircraft and Total Hours Flown by FAA Region and State of Based Aircraft 1-20

II. COMMON GENERAL AVIATION AND AIR TAXI ACTIVITY MEASURES 2-0

2.1 2000 General Aviation and Air Taxi Population Size, Active Aircraft, Total Flight Hours, and Average Flight Hours by Aircraft Type 2-1

2.2 2000 General Aviation and Air Taxi Population Size, Active Aircraft, Total Flight Hours, and Average Flight Hours by Region of Based Aircraft 2-5

2.3 2000 General Aviation and Air Taxi Population Size, Active Aircraft, Total Flight Hours, and Average Flight Hours by State of Based Aircraft 2-6

2.4 2000 General Aviation and Air Taxi Total Number of Landings by Region of Based Aircraft by Aircraft Type 2-11

2.5 2000 General Aviation and Air Taxi Population Size, Active Aircraft, Total Flight Hours, and Average Flight Hours by Age of Aircraft 2-16

2.6 2000 General Aviation and Air Taxi Total Hours Flown in Ranges of Hours Flown by Age of Aircraft 2-18

2.7 2000 General Aviation and Air Taxi Active Aircraft, Total Flight Hours by Number of Aircraft and Total Hours Flown in Each Flight Hour Range by Aircraft Type 2-22

Page

III. PRIMARY AND ACTUAL USE 3-0

3.1 2000 General Aviation and Air Taxi Number of Aircraft by Primary Use by Aircraft Type 3-1

3.2 2000 General Aviation and Air Taxi Total Hours Flown by Actual Use by Aircraft Type 3-5

3.3 2000 General Aviation and Air Taxi Number of Aircraft by Public Use and Rental Hours by Aircraft Type 3-9

IV FLYING CONDITIONS 4-0

4.1 2000 General Aviation and Air Taxi Total Hours Flown by Day/Night by Aircraft Type 4-2

4.2 2000 General Aviation and Air Taxi Total Hours Flown Under VMC Conditions by Day/Night by Aircraft Type 4-5

4.3 2000 General Aviation and Air Taxi Total Hours Flown Under IMC Conditions by Day/Night by Aircraft Type 4-9

4.4 2000 General Aviation and Air Taxi Total Hours Flown by Day/Night by FAA Region of Based Aircraft 4-13

4.5 2000 General Aviation and Air Taxi Total Hours Flown Under VMC Conditions by Day/Night by FAA Region of Based Aircraft 4-14

4.6 2000 General Aviation and Air Taxi Total Hours Flown Under IMC Conditions by Day/Night by FAA Region of Based Aircraft 4-15

4.7 2000 General Aviation and Air Taxi Active Aircraft and Total Hours Flown by Flight Plan by Aircraft Type 4-16

V. FUEL CONSUMPTION 5-0

5.1 2000 General Aviation and Air Taxi Total Fuel Consumed and Average Fuel Consumption Rate by Aircraft Type 5-1

VI. AIRFRAME HOURS 6-0

6.1 2000 General Aviation and Air Taxi Total and Average Airframe Hours Per Aircraft by Aircraft Type 6-1

VII. LANDING GEAR SYSTEMS 7-0

7.1 2000 General Aviation and Air Taxi Population Size, Active Aircraft, and Total Number of Aircraft with a Fixed or Retractable Landing Gear System by Aircraft Type 7-1

7.2 2000 General Aviation and Air Taxi Total Annual Hours and Percent Hours Flown with a Fixed or Retractable Landing Gear System by Aircraft Type 7-4

7.3 2000 General Aviation and Air Taxi Active Aircraft and Total Number of Aircraft with a Fixed or Retractable Landing Gear System by Age of Aircraft 7-8

Page

APPENDIX . METHODOLOGY FOR THE 2000 GENERAL AVIATION AND AIR TAXI ACTIVITY (GAATA) SURVEY A-0

1. Overview..... A-1
2. Survey Coverage..... A-2
3. Survey Method..... A-3
4. Sample Design..... A-4
5. Response Rate..... A-8

LIST OF FIGURES

Figure Page

A.1 2000 GENERAL AVIATION AND AIR TAXI ACTIVITY (GAATA) SURVEY QUESTIONNAIRE A-11

A.2 Internet Postcard Invitation A-15

A.3 FIRST 2000 GAATA SURVEY COVER LETTER..... A-16

A.4 SECOND 2000 GAATA SURVEY LETTER..... A-18

A.5 THIRD 2000 GAATA SURVEY LETTER A-20

LIST OF TABLES

Table Page

A.1 SUMMARY OF RESPONSE INFORMATION..... A-3

A.2 SAMPLE AND POPULATION DISTRIBUTION BY AIRCRAFT TYPE..... A-5

A.3 CONFIDENCE of INTERVAL ESTIMATES..... A-7

A.4 RESPONSE RATE BY AIRCRAFT TYPE..... A-9

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

FAA REGIONAL BOUNDARIES

INCLUDING LOCATIONS OF REGIONAL HEADQUARTERS AND CENTERS

CHAPTER I

HISTORICAL GENERAL AVIATION AND AIR TAXI MEASURES

Table 1.1

2000 GENERAL AVIATION AND AIR TAXI NUMBER OF AIRCRAFT BY PRIMARY USE BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

AIRCRAFT TYPE	PRIMARY USE													
	Total Active	Personal Use	Instruct-ional	Busi-ness	Corp-orate	Air Taxi	Air Tours	Sight seeing	Aerial Obs	Aerial Apps	Aerial Other	External Load	Medical Use	Other Work
Fixed Wing: Total	183,276	122,517	13,326	24,351	10,260	3,227	122	241	3,346	3,711	673	0	318	1,153
% Std. Error	2.2	2.6	2.5	2.7	2.2	2.2	3.6	2.0	2.6	2.0	2.1	*	1.9	2.2
Piston: Total	170,513	121,471	13,271	22,740	2,352	2,042	122	236	3,255	3,174	530	0	219	1,084
% Std. Error	2.3	2.6	2.6	2.8	2.4	2.5	2.5	2.1	2.7	2.2	2.2	*	2.4	2.3
1 Engine: Total	149,422	111,525	12,237	16,826	638	550	81	204	2,840	3,136	273	0	138	959
% Std. Error	2.3	2.7	2.6	3.0	2.9	2.7	2.4	2.4	2.8	2.3	2.4	*	2.9	2.4
2 Engine: Total	20,951	9,901	1,034	5,904	1,714	1,492	41	21	415	23	215	0	81	110
% Std. Error	2.0	2.3	2.4	2.2	2.0	2.1	3.3	*	2.6	2.4	2.2	*	1.9	2.2
Piston: Other	140	45	0	11	0	0	0	12	0	15	42	0	0	15
% Std. Error	1.7	4.7	*	2.8	*	*	*	2.9	*	2.3	3.8	*	*	6.0
Turboprop: Total	5,762	520	21	1,145	2,831	536	0	4	69	367	143	0	76	37
% Std. Error	1.0	1.1	1.5	1.2	1.1	1.0	*	*	1.2	0.8	1.2	*	0.8	1.0
1 Engine: Total	678	41	0	99	15	105	0	0	17	365	18	0	9	9
% Std. Error	1.0	0.9	*	1.1	1.1	1.0	*	*	1.1	1.8	*	*	*	*
2 Engine: Total	5,040	479	21	1,046	2,831	431	0	4	19	0	116	0	66	26
% Std. Error	1.0	1.1	1.4	1.1	1.0	0.9	*	*	1.3	*	1.6	*	0.7	1.1
Turboprop: Other	45	0	0	0	0	0	0	0	32	2	9	0	0	1
% Std. Error	2.0	*	*	*	*	*	*	*	6.2	*	2.5	*	*	*

Table 1.1

2000 GENERAL AVIATION AND AIR TAXI NUMBER OF AIRCRAFT BY PRIMARY USE BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

AIRCRAFT TYPE	PRIMARY USE													
	Total Active	Personal Use	Instruct-ional	Busi-ness	Corp-orate	Air Taxi	Air Tours	Sight seeing	Aerial Obs	Aerial Apps	Aerial Other	External Load	Medical Use	Other Work
Turbojet: Total	7,001	526	33	466	5,078	649	0	0	21	170	0	0	24	33
% Std. Error	1.3	1.4	1.9	1.4	1.4	1.4	*	*	*	1.8	*	*	1.6	1.9
2 Engine: Total	6,215	496	33	441	4,529	638	0	0	21	0	0	0	24	33
% Std. Error	1.2	1.3	1.8	1.3	1.3	1.3	*	*	*	*	*	*	1.5	1.7
Turbojet: Other	786	31	0	25	548	11	0	0	0	170	0	0	0	0
% Std. Error	1.9	2.1	*	2.7	2.1	*	*	*	*	3.0	*	*	*	*
Rotorcraft: Total	7,150	1,262	725	342	578	424	166	117	1,691	513	323	221	570	211
% Std. Error	1.9	2.3	2.4	2.2	2.3	2.4	2.2	2.2	2.2	2.4	2.2	2.6	2.4	2.6
Piston: Total	2,680	1,024	591	141	64	24	30	81	309	261	73	30	0	51
% Std. Error	2.3	2.9	3.1	2.8	3.2	3.4	3.8	3.0	3.4	3.2	2.8	3.8	*	3.2
Turbine: Total	4,470	239	134	201	514	400	136	36	1,382	252	250	191	570	160
% Std. Error	1.6	1.9	1.8	1.9	1.9	1.9	1.7	1.8	1.7	1.9	1.9	2.1	2.0	2.3
1 Eng: Turbine	3,776	213	128	178	369	345	136	36	1,376	246	239	121	236	148
% Std. Error	1.5	1.8	1.7	1.7	1.8	1.8	1.6	1.7	1.6	1.7	1.7	1.9	1.9	2.1
Multi-Eng: Turbine	694	26	6	23	145	55	0	0	6	6	12	70	334	12
% Std. Error	2.1	3.1	*	4.2	2.7	2.4	*	*	*	*	*	3.6	2.7	*
Other aircraft: Total	6,700	5,502	434	18	0	0	25	516	0	0	0	0	0	204
% Std. Error	2.1	2.7	2.8	3.6	*	*	2.0	3.2	*	*	*	*	*	2.4

Table 1.1 **2000 GENERAL AVIATION AND AIR TAXI NUMBER OF AIRCRAFT BY PRIMARY USE BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

AIRCRAFT TYPE	PRIMARY USE													
	Total Active	Personal Use	Instruct-ional	Busi-ness	Corp-orate	Air Taxi	Air Tours	Sight seeing	Aerial Obs	Aerial Apps	Aerial Other	External Load	Medical Use	Other Work
Gliders	2,041	1,732	248	13	0	0	8	18	0	0	0	0	0	22
% Std. Error	2.2	2.7	2.7	*	*	*	*	3.5	*	*	*	*	*	3.9
Lighter-than-air	4,660	3,770	187	6	0	0	17	499	0	0	0	0	0	182
% Std. Error	2.1	2.6	3.0	*	*	*	1.9	3.2	*	*	*	*	*	2.3
Experimental: Total	20,407	18,910	397	458	165	35	6	6	56	71	26	13	41	220
% Std. Error	4.7	6.6	6.2	4.4	3.6	4.0	*	*	3.3	3.5	4.2	4.1	3.4	3.6
Amateur:	16,739	16,181	331	212	8	0	0	0	8	0	0	0	0	0
% Std. Error	5.9	8.3	8.4	7.2	*	*	*	*	*	*	*	*	*	*
Exhibition:	1,973	1,817	0	25	0	0	0	0	0	0	0	0	0	129
% Std. Error	2.2	2.7	*	3.8	*	*	*	*	*	*	*	*	*	2.3
Other:	1,694	912	66	222	157	35	6	6	48	71	26	13	41	90
% Std. Error	1.6	2.0	2.2	2.0	2.0	2.2	*	*	1.8	1.9	2.3	2.3	1.9	2.0
Total All Aircraft	217,533	148,192	14,883	25,169	11,003	3,686	333	881	5,093	4,294	1,022	234	930	1,787
% Std. Error	2.4	2.9	2.8	2.7	2.5	2.4	2.8	2.3	2.4	2.3	2.2	2.1	2.0	2.3

Note: Row and column summations may differ from printed totals due to estimation procedures.

* Percent standard error of 100% or greater.

** Includes sightseeing performed under 14 CFR 91: General Operating and Flight Rules.

*** Includes air tours performed under 14 CFR 135: Air Taxi Operators and Commercial Operators.

Table 1.2

GENERAL AVIATION AND AIR TAXI NUMBER OF ACTIVE AIRCRAFT BY AIRCRAFT TYPE 1991-2000

AIRCRAFT TYPE	2000[1/]	1999[1/]	1998[1/]	1997[1/]	1996[1/]	1995[1/]	1994[2/]	1993[2/]	1992[2/]	1991[2/] (Thousands)
Fixed Wing: Total	183,276	184,723	175,203	166,854	163,691	162,342	150,158	156,936	171,671	182,585
% Std. Error	2.2	2.2	1.8	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Piston: Total	170,513	171,923	162,963	156,056	153,551	152,788	142,152	149,156	162,881	173,518
% Std. Error	2.3	2.3	1.9	0.7	0.7	0.7	0.8	0.8	7.0	0.7
1 Engine: Total	149,422	150,886	144,234	140,038	137,401	137,049	127,351	133,516	144,837	152,836
% Std. Error	2.3	2.4	1.9	0.7	0.7	0.8	0.8	0.8	0.8	0.8
2 Engine: Total	20,951	20,930	18,659	15,938	16,082	15,706	14,750	15,626	17,966	20,551
% Std. Error	2.0	1.4	1.2	2.8	2.4	2.1	2.3	2.1	1.7	1.7
Piston: Other	140	108	70	79	68	33	51	14	77	131
% Std. Error	1.7	2.7	4.0	43.0	47.4	76.0	48.8	40.7	17.7	22.2
Turboprop: Total	5,762	5,679	6,174	5,619	5,716	4,995	4,092	4,116	4,786	4,941
% Std. Error	1.0	1.0	0.7	2.1	2.5	3.7	3.2	3.3	3.1	2.7
1 Engine: Total	678	1,018	1,033	650	719	668	481	650	N/A	N/A
% Std. Error	1.0	0.4	0.3	5.8	6.0	6.2	5.0	6.8		
2 Engine: Total	5,040	4,641	5,076	4,939	4,917	4,295	3,605	3,443	4,187	4,415
% Std. Error	1.0	1.1	0.7	2.1	2.8	4.3	3.7	3.8	3.5	3.0
Turboprop: Other	45	21	65	29	80	32	7	24	599	526
% Std. Error	2.0	3.9	1.6	*	24.0	45.8	*	41.0	3.0	2.4

Table 1.2

GENERAL AVIATION AND AIR TAXI NUMBER OF ACTIVE AIRCRAFT BY AIRCRAFT TYPE 1991-2000

AIRCRAFT TYPE	2000[1/]	1999[1/]	1998[1/]	1997[1/]	1996[1/]	1995[1/]	1994[2/]	1993[2/]	1992[2/]	1991[2/] (Thousands)
Turbojet: Total	7,001	7,120	6,066	5,178	4,424	4,559	3,914	3,663	4,004	4,126
% Std. Error	1.3	1.1	1.2	3.0	2.3	2.5	2.2	2.8	2.4	2.0
2 Engine: Total	6,215	6,387	5,513	4,638	4,077	4,071	3,652	3,426	3,738	3,863
% Std. Error	1.2	1.1	1.3	3.2	2.5	2.5	2.1	2.9	2.3	1.9
Turbojet: Other	786	733	552	539	347	488	262	237	266	263
% Std. Error	1.9	1.4	1.0	8.2	6.3	14.6	15.1	11.8	15.3	14.4
Rotorcraft: Total	7,150	7,448	7,425	6,786	6,570	5,830	4,728	4,721	5,979	6,238
% Std. Error	1.9	1.6	1.0	2.5	3.3	4.4	5.1	3.4	3.8	3.5
Piston: Total	2,680	2,564	2,545	2,259	2,507	1,863	1,627	1,846	2,348	2,390
% Std. Error	2.3	2.3	0.9	6.0	6.3	9.2	10.3	6.3	7.7	7.6
Turbine: Total	4,470	4,884	4,881	4,527	4,063	3,967	3,101	2,875	3,631	3,848
% Std. Error	1.6	1.2	1.2	2.3	3.8	5.0	5.8	4.0	3.9	2.9
1 Engine: Turbine	3,776	4,045	4,038	3,762	3,420	3,234	2,485	2,246	N/A	N/A
% Std. Error	1.5	1.2	1.1	2.4	4.1	6.3	7.3	5.0		
Multi-Engine: Turbine	694	839	843	764	643	733	616	629	N/A	N/A
% Std. Error	2.1	1.1	1.4	6.2	9.0	5.9	6.9	5.3		
Other Aircraft Total	6,700	6,765	5,580	4,092	4,244	4,741	5,906	5,037	8,000	8,051
% Std. Error	2.1	1.8	2.1	5.8	5.5	3.8	4.9	1.9	2.9	3.0

Table 1.2

GENERAL AVIATION AND AIR TAXI NUMBER OF ACTIVE AIRCRAFT BY AIRCRAFT TYPE 1991-2000

AIRCRAFT TYPE	2000[1/]	1999[1/]	1998[1/]	1997[1/]	1996[1/]	1995[1/]	1994[2/]	1993[2/]	1992[2/]	1991[2/] (Thousands)
Gliders	2,041	2,041	2,105	2,016	1,934	2,182	2,976	1,814	N/A	N/A
% Std. Error	2.2	1.5	1.5	4.1	4.5	4.9	6.4	6.9		
Lighter-Than-Air	4,660	4,725	3,475	2,075	2,310	2,559	2,931	3,223	N/A	N/A
% Std. Error	2.1	1.9	2.5	10.6	9.4	5.2	7.2	5.7		
Experimental Total	20,407	20,528	16,502	14,680	16,625	15,176	12,144	10,426	N/A	N/A
% Std. Error	4.7	2.4	2.4	4.3	4.1	3.3	3.9	N/A		
Amateur Built	16,739	16,858	13,189	10,261	11,566	9,328	8,833	6,171	N/A	N/A
% Std. Error	5.9	2.6	2.4	5.8	5.6	4.6	4.9	5.9		
Exhibition	1,973	1,999	1,630	1,798	2,094	2,245	637	1,868	N/A	N/A
% Std. Error	2.2	1.4	3.0	7.3	8.6	7.8	16.8	7.4		
Other	1,694	1,671	1,684	2,620	2,965	3,603	2,674	2,387	N/A	N/A
% Std. Error	1.6	1.4	1.7	6.0	4.2	3.5	5.4	5.0		
All Aircraft	217,533	219,464	204,710	192,414	191,129	188,089	172,935	177,120	185,650	196,874
% Std. Error	2.4	2.1	1.8	0.7	0.7	0.7	0.7	0.7	0.7	0.7

Beginning in 1993, excluded commuters.

[1/] Due to changes in methodology, estimates may not be comparable to those for 1994 and earlier years.

[2/] Revised to reflect changes in adjustment for nonresponsible bias with 1996 telephone survey factors.

Note: Row and column summations may differ from printed totals due to estimation procedures.

* Percent standard error of 100% or greater.

Table 1.3

ACTIVE GENERAL AVIATION AND AIR TAXI AIRCRAFT BY PRIMARY USE 1991-2000 (AIRCRAFT IN THOUSANDS)

USE CATEGORY	2000[1/]	1999[1/]	1998[1/]	1997[1/]	1996[1/]	1995[1/]	1994[2/]	1993[2/]	1992[2/]	1991[2/]
Corporate	11.0	10.8	11.3	10.4	9.9	10.6	10.2	10.4	9.7	10.2
Business	25.2	24.5	32.6	27.7	30.7	28.3	26.5	28.5	29.4	31.9
Personal	148.2	147.1	124.3	115.6	113.4	113.4	104.1	104.6	110.5	116.0
Instructional	14.9	16.1	11.4	14.7	12.7	14.2	15.1	16.0	16.3	18.1
Aerial Application	4.3	4.3	4.6	4.9	5.0	5.0	4.4	5.2	5.2	7.1
Aerial Observation	5.1	3.2	3.2	3.3	3.0	4.7	5.1	4.9	5.7	5.2
Aerial Other	1.0	0.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
External Load	0.2	0.2	0.3	0.2	0.4	0.2	0.1	0.1	N/A	N/A
Other Work	1.8	2.4	1.1	0.7	1.0	1.1	1.2	1.0	1.7	1.7
Sightseeing**	0.9	0.8	0.7	0.7	0.7	0.8	1.3	1.6	N/A	N/A
Air Taxi	3.7	4.3	4.9	4.8	4.1	3.8	4.2	4.0	4.9	5.6
Air Tours***	0.3	0.3	0.3	0.2	0.1	0.2	N/A	N/A	N/A	N/A

Table 1.3

ACTIVE GENERAL AVIATION AND AIR TAXI AIRCRAFT BY PRIMARY USE 1991-2000 (AIRCRAFT IN THOUSANDS)

USE CATEGORY	2000[1/]	1999[1/]	1998[1/]	1997[1/]	1996[1/]	1995[1/]	1994[2/]	1993[2/]	1992[2/]	1991[2/]
Medical	0.9	0.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Other	N/A	N/A	6.0	5.3	5.6	5.9	4.4	4.3	3.6	3.9
Subtotal	217.5	219.5	204.7	192.4	191.1	188.1	176.6	180.7	187.0	199.6
Commuter Air Taxi	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.8	0.7
Total	217.5	219.5	204.7	192.4	191.1	188.1	176.6	180.7	187.8	200.3

[1/] Due to changes in methodology, estimates may not be comparable to those for 1994 and earlier years.
[2/] Revised to reflect changes in adjustment for nonresponsible bias with 1996 telephone survey factors.

Note: Row and column summations may differ from printed totals due to estimation procedures.
** Includes sightseeing done under 14 CFR 91: Genral Operating and Flight Rules and 14 CFR 135.
*** Includes air tours done under 14 CFR 135: Air Taxi Operators and Commercial Operators.

Table 1.4

2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN BY ACTUAL USE
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

	ACTUAL USE													
AIRCRAFT TYPE	Total	Personal	Instructional	Business	Corporate	Air Taxi	Air Tours	Sight See	Aerial Obs	Aerial Apps	Aerial Oth	External	Medical	Other Work
Fixed Wing: Total	26,985,537	10,409,165	5,034,064	3,456,234	3,509,515	1,498,889	93,713	114,721	972,321	1,222,684	162,313	4,682	125,382	372,792
% Std. Error	1.5	1.8	4.7	3.2	5.5	9.6	20.7	17.3	10.7	9.5	20.7	28.9	23.9	12.8
Piston: Total	22,198,933	10,098,989	5,015,825	3,137,782	530,644	778,715	88,432	111,804	930,539	981,759	119,240	3,745	71,753	329,705
% Std. Error	1.6	1.9	4.8	3.2	10.6	12.2	44.6	17.8	10.9	10.6	23.1	31.4	24.6	13.7
1 Engine: Total	18,798,380	9,128,691	4,652,761	2,321,182	119,290	254,650	37,862	99,120	804,769	957,658	82,042	3,114	38,857	298,384
% Std. Error	1.9	2	5.1	3.8	19.1	23.4	36.5	18.5	12.1	10.6	30	35.1	17.3	15
2 Engine: Total	3,372,084	967,377	362,779	815,299	411,354	524,065	50,571	10,888	125,716	9,348	31,724	631	32,897	29,435
% Std. Error	3.1	4.5	15.3	5.5	11.8	13.5	70.5	66.7	23.7	73.3	35.5	70.1	47.9	26.4
Piston: Other	28,469	2,922	285	1,301	0	0	0	1,795	54	14,752	5,474	0	0	1,886
% Std. Error	38.5	29.7	35.7	113.2		126.7		73.3	123.7	77	37.4			59.1
Turboprop: Total	2,031,394	112,211	19,648	168,074	1,000,810	407,263	5,281	1,722	36,256	163,419	42,998	196	35,140	38,376
% Std. Error	3.5	9.7	19.2	8.7	6	16.8	15.3	139.3	49.3	17.8	34.2	123.6	36.5	31.6
1 Engine: Total	278,360	9,172	2,910	20,936	5,200	60,587	0	71	2,211	162,589	5,949	186	5,592	2,957
% Std. Error	5.6	30.6	33.8	23	58.9	27.4		79.7	60.1	10.4	76.7	99.7	83.6	82.2
2 Engine: Total	1,727,378	103,039	16,738	147,133	995,583	346,676	5,281	1,652	1,255	39	33,982	10	29,548	35,143
% Std. Error	4.1	10.5	22.7	9.7	6.2	20.1	15.3	154.6	40.3	72.1	40	163.2	40.8	35
Turboprop: Other	25,657	0	0	5	27	0	0	0	21,490	792	3,067	0	0	276
% Std. Error	56.4			65.7	173.2				70.9	153	73.2			171
Turbojet: Total	2,755,210	197,965	7,591	150,378	1,978,061	312,911	0	1,195	5,526	77,506	75	741	18,489	4,771
% Std. Error	3.8	18.6	33.9	26.8	4.9	17.5		94.6	87.4	40.9	77	73.9	76.4	45.5

Table 1.4

2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN BY ACTUAL USE BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

AIRCRAFT TYPE	ACTUAL USE													
	Total	Personal	Instructional	Business	Corporate	Air Taxi	Air Tours	Sight See	Aerial Obs	Aerial Apps	Aerial Oth	External	Medical	Other Work
2 Engine Turbojet	2,338,205	187,073	7,154	124,251	1,682,777	306,290	0	1,195	5,526	0	75	741	18,407	4,715
% Std. Error	3.5	19.6	35.7	22.4	4.5	17.8		94.9	87.6			74.1		46.2
Turbojet: Other	417,005	10,892	438	26,127	295,284	6,621	0	0	0	77,506	0	0	82	56
% Std. Error	14.7	42.3	83.9	110.5	19.7	102.6				37.9			109.1	110.6
Rotocraft: Total	2,308,347	112,772	232,310	59,464	193,819	176,568	124,165	43,679	631,861	161,102	75,725	151,227	296,191	49,465
% Std. Error	4.1	10.1	14.1	33.5	20	17.4	30.2	28.1	9.3	18.1	18.2	25.6	15.5	26.7
Piston: Total	530,850	90,075	183,464	21,627	14,512	5,077	3,946	18,223	102,903	69,312	10,860	3,219	83	7,548
% Std. Error	7.4	11.5	17.5	25.3	44.9	66.9	47.4	28.9	21.2	23.7	48.3	54.9	155.2	45.5
Turbine: Total	1,777,498	22,697	48,846	37,837	179,307	171,491	120,218	25,456	528,958	91,790	64,865	148,009	296,107	41,917
% Std. Error	4.4	19.7	22.7	48.2	20	16.6	29.4	41.9	9.7	25.7	18.7	24.6	14.3	28.9
1 Eng: Turbine	1,424,029	20,514	45,888	35,862	106,159	161,904	119,751	25,456	526,492	90,668	46,912	71,873	133,815	38,737
% Std. Error	4.7	20.1	23.4	49.4	21.2	16.9	28.7	40.8	9.3	25.2	19.6	27.3	22.4	29.9
Multi-Eng: Turbine	353,469	2,183	2,957	1,975	73,148	9,587	468	0	2,467	1,122	17,954	76,136	162,293	3,180
% Std. Error	12.1	74.1	51.4	74	41.6	50	91.1		91.1	92.6	47.2	43.8	17.4	85.1
Other aircraft: Total	374,171	194,783	49,408	4,291	2,069	3	2,107	39,451	286	66	1	0	3	81,705
% Std. Error	12.3	9	24.3	64.7	79.6	122.3	93.7	16.1	49.3	118.5	149.7		76.2	49.2
Gliders	157,384	100,848	41,841	2,535	0	0	1,498	7,733	97	65	0	0	0	2,767
% Std. Error	10	10.2	28	81.9			129.6	47.3	105.6	120.4				100.1
Lighter-than-air	216,787	93,935	7,567	1,757	2,069	3	609	31,718	188	1	1	0	3	78,938
% Std. Error	19.7	14	20	106	79	122	71	16	60	149	149		76	51

Table 1.4

2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN BY ACTUAL USE BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

	ACTUAL USE													
AIRCRAFT TYPE	Total	Personal	Instructional	Business	Corporate	Air Taxi	Air Tours	Sight See	Aerial Obs	Aerial Apps	Aerial Oth	External	Medical	Other Work
Experimental: Total	1,306,806	994,149	50,049	83,964	59,980	19,023	4,425	515	16,230	17,491	6,417	15,516	20,611	18,437
% Std. Error	7.4	6.5	41.5	29.6	54.5	121.3	278.2	222.3	110	103.1	131	216.3	126.1	57.7
Amateur:	906,001	832,129	31,143	39,206	436	208	0	46	1,114	263	351	263	6	835
% Std. Error	8.2	8.5	57.3	39.5	164.1	94.1		149.8	123.2	100.7	75.2	100.7	296.6	87.3
Exhibition:	114,105	99,732	1,047	3,410	0	2	0	60	143	0	0	0	0	9,711
% Std. Error	10.6	11.8	44.7	51.4		97.7		166.5	167.1					47
Other:	286,700	62,288	17,859	41,348	59,544	18,813	4,425	409	14,972	17,228	6,066	15,253	20,605	7,891
% Std. Error	10.2	12.6	37.2	22.4	24	55.8	127.5	126.6	54.1	47.5	63.2	100.7	57.4	38.5
Total All Aircraft	30,974,861	11,710,869	5,374,831	3,603,953	3,765,383	1,694,483	224,410	198,366	1,620,698	1,401,343	244,456	171,426	442,187	522,399
% Std. Error	1.5	1.7	4.6	3.3	5.5	9	18.7	14.1	8.6	9	16.2	34.8	17	14.3

Note: Row and column summations may differ from printed totals due to estimation procedures.

* Percent standard error of 100% or greater.

** Includes sightseeing performed under 14 CFR 91: General Operating and Flight Rules.

*** Includes air tours performed under 14 CFR 135: Air Taxi Operators and Commercial Operators.

Table 1.5

GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN BY AIRCRAFT TYPE 1991-2000 (HOURS IN THOUSANDS)

AIRCRAFT TYPE	2000[1/]	1999[1/]	1998[1/]	1997[1/]	1996[1/]	1995[1/]	1994[2/]	1993[2/]	1992[2/]	1991[2/]
Fixed Wing: Total	26,986	27,445	24,392	24,111	23,402	23,196	21,203	21,634	24,075	26,617
% Std. Error	1.5	1.7	1.4	2.2	2.4	2.1	1.9	1.9	1.7	1.9
Piston: Total	22,199	22,895	20,402	20,743	20,091	20,251	18,823	19,321	21,417	23,919
% Std. Error	1.6	1.9	1.4	2.5	2.7	2.3	2.1	2.1	1.9	2.1
1 Engine: Total	18,798	19,325	16,823	18,345	17,606	17,831	16,404	17,010	18,435	20,608
% Std. Error	1.9	2.2	1.6	2.8	3.0	2.6	2.4	2.4	2.1	2.3
2 Engine: Total	3,372	3,551	3,567	2,380	2,474	2,416	2,408	2,309	2,976	3,301
% Std. Error	3.1	3.3	3.0	5.7	5.1	4.6	4.6	3.9	3.9	4.1
Piston: Other	28	18	11	19	11	4	11	1	7	10
% Std. Error	38.5	63.8	85.9	69.5	57.5	*	52.4	42.8	22.6	33.5
Turboprop: Total	2,031	1,811	1,765	1,655	1,768	1,490	1,142	1,192	1,582	1,628
% Std. Error	3.5	3.5	3.4	5.0	4.8	7.3	5.4	5.6	5.7	5.3
1 Engine: Total	278	357	289	321	328	292	203	250	N/A	N/A
% Std. Error	5.6	9.4	7.9	10.8	10.2	9.6	8.9	11.3		
2 Engine: Total	1,727	1,450	1,459	1,326	1,419	1,181	939	938	1,332	1,471
% Std. Error	4.1	3.5	3.8	5.7	5.5	8.9	6.3	6.4	6.5	5.8
Turboprop: Other	26	4	17	9	22	17	0.0	3	249	156
% Std. Error	56.4	56.6	50.2	*	30.1	55.1	*	42.6	10.2	12.8

Table 1.5

GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN BY AIRCRAFT TYPE 1991-2000 (HOURS IN THOUSANDS)

AIRCRAFT TYPE	2000[1/]	1999[1/]	1998[1/]	1997[1/]	1996[1/]	1995[1/]	1994[2/]	1993[2/]	1992[2/]	1991[2/]
Turbojet: Total	2,755	2,738	2,226	1,713	1,543	1,455	1,238	1,121	1,076	1,071
% Std. Error	3.8	3.4	4.6	6.4	5.0	5.1	3.8	4.7	4.2	4.5
2 Engine: Total	2,338	2,435	1,995	1,557	1,385	1,352	1,172	1,070	1,018	1,008
% Std. Error	3.5	3.8	5.1	6.9	5.2	5.3	3.9	4.8	4.3	4.7
Turbojet: Other	417	303	231	155	158	102	66	51	58	62
% Std. Error	14.7	7.8	12.0	13.8	17.4	17.2		15.5	16.4	15.1
Rotorcraft: Total	2,308	2,744	2,342	2,084	2,122	1,961	1,777	1,699	2,264	2,763
% Std. Error	4.1	3.6	3.3	6.6	9.8	8.6	9.3	6.3	6.6	7.5
Piston: Total	531	556	430	343	591	337	369	391	423	549
% Std. Error	7.4	7.7	4.5	13.6	21.9	13.0	12.4	8.7	12.4	12.0
Turbine: Total	1,777	2,188	1,912	1,739	1,531	1,624	1,408	1,308	1,842	2,214
% Std. Error	4.4	3.5	5.2	7.5	10.6	9.8	11.0	7.6	7.6	9.0
1 Engine: Turbine	1,424	1,744	1,415	1,311	1,282	1,218	1,049	992	N/A	N/A
% Std. Error	4.7	4	5.7	9.3	12.4	12.3	13.7	9.5		
Multi-Engine: Turbine	353	443	497	429	249	406	359	316	N/A	N/A
% Std. Error	12.1	7.4	11.4	10.9	14.8	14.1	17.3	10.8		
Other Aircraft Total	374	318	295	192	227	261	388	338	407	483
% Std. Error	12.3	7.6	12.3	12.1	15.5	10.7	13.4	N/A	6.0	8.9

Table 1.5

GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN BY AIRCRAFT TYPE 1991-2000 (HOURS IN THOUSANDS)

AIRCRAFT TYPE	2000[1/]	1999[1/]	1998[1/]	1997[1/]	1996[1/]	1995[1/]	1994[2/]	1993[2/]	1992[2/]	1991[2/]
Gliders	157	154	125	133	150	170	291	161	N/A	N/A
% Std. Error	10.0	8.2	9.5	15.6	17.1	15.7	18.4	17.1		
Lighter-Than-Air	217	164	169	59	77	91	97	177	N/A	N/A
% Std. Error	19.7	12.3	21.6	17.4	31.4	13.5	12.3	30.2		
Experimental Total	1,307	1,247	1,071	1,327	1,158	1,194	724	785	N/A	N/A
% Std. Error	7.4	3.3	4.0	14.6	6.7	8.3	6.3	N/A		
Amateur Built	906	879	729	698	524	482	391	277	N/A	N/A
% Std. Error	8.2	3.1	3.8	24.4	9.8	9.2	7.9	9.0		
Exhibition	114	121	73	246	192	260	44	170	N/A	N/A
% Std. Error	10.6	5.4	7.7	28.2	13.2	18.6	26.5	18.2		
Other	287	247	269	382	442	452	289	338	N/A	N/A
% Std. Error	10.2	8.2	10.3	15.9	11.6	16.8	11.1	15.0		
All Aircraft	30,975	31,756	28,100	27,713	26,909	26,612	24,092	24,455	26,747	29,862
% Std. Error	1.5	1.4	1.3	2.1	2.3	2.0	1.9	1.8	1.6	1.8

Beginning in 1993, excluded commuters.

[1/] Due to changes in methodology, estimates may not be comparable to those for 1994 and earlier years.

[2/] Revised to reflect changes in adjustment for nonresponsible bias with 1996 telephone survey factors.

Note: Row and column summations may differ from printed totals due to estimation procedures.

* Percent standard errorof 100% or greater.

Table 1.6

ACTIVE GENERAL AVIATION AND AIR TAXI AIRCRAFT TOTAL HOURS FLOWN BY USE 1991-2000 (HOURS IN THOUSANDS)

USE CATEGORY	2000[1/]	1999[1/]	1998[1/]	1997[1/]	1996[1/]	1995[1/]	1994[2/]	1993[2/]	1992[2/]	1991[2/]
Corporate	3,458	3,616	3,213	2,878	2,898	3,069	2,486	2,635	2,251	2,486
Business	3,670	3,598	3,523	3,006	3,259	3,335	3,012	3,350	3,483	4,063
Personal	11,699	11,294	9,781	9,644	9,037	9,659	8,248	8,202	8,682	9,664
Instructional	5,369	5,893	3,961	4,956	4,759	4,410	4,382	4,626	5,485	6,160
Aerial Application	1,401	1,415	1,306	1,562	1,713	1,526	1,364	1,283	1,370	1,935
Aerial Observation	1,632	1,243	812	1,261	1,057	1,391	1,746	1,627	1,736	1,789
Aerial Other	233	120	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
External Load	171	128	153	112	191	128	135	83	N/A	N/A
Other Work	506	613	286	139	265	280	241	180	348	476
Sightseeing**	198	220	169	127	195	179	309	325	N/A	N/A
Air Tours	646	146	183	114	100	124	N/A	N/A	N/A	N/A
Air Taxi	1,550	1,897	2,400	2,008	1,734	1,403	1,545	1,334	1,967	2,184

Table 1.6

ACTIVE GENERAL AVIATION AND AIR TAXI AIRCRAFT TOTAL HOURS FLOWN BY USE 1991-2000 (HOURS IN THOUSANDS)

USE CATEGORY	2000[1/]	1999[1/]	1998[1/]	1997[1/]	1996[1/]	1995[1/]	1994[2/]	1993[2/]	1992[2/]	1991[2/]
Medical Use	442	461	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Other	N/A	N/A	940	819	656	1,107	622	603	364	470
Subtotal	30,975	31,756	28,100	27,713	26,909	26,612	24,092	24,455	26,747	29,862
Commuter Air Taxi	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	724	628
Total	30,975	31,756	28,100	27,713	26,909	26,612	24,092	24,455	27,471	30,490

[1/] Due to changes in methodology, estimates may not be comparable to those for 1994 and earlier years.
[2/] Revised to reflect changes in adjustment for nonresponsible bias with 1996 telephone survey factors.

Note: Row and column summations may differ from printed totals due to estimation procedures.
** Includes sightseeing done under 14 CFR 91: Genral Operating and Flight Rules.
*** Includes air tours done under 14 CFR 135: Air Taxi Operators and Commercial Operators.

Table 1.7

GENERAL AVIATION AND AIR TAXI AVERAGE HOURS FLOWN BY AIRCRAFT TYPE 1991-2000

AIRCRAFT TYPE	2000[1/]	1999[1/]	1998[1/]	1997[1/]	1996[1/]	1995[1/]	1994[2/]	1993[2/]	1992[2/]	1991[2/]
Fixed Wing: Total	147.2	148.6	139.2	144.5	143.0	142.9	141.2	137.9	140.2	145.8
% Std. Error	1.2	1.4	1.2	2.1	2.5	2.1	1.9	1.9	1.8	1.9
Piston: Total	130.2	133.2	125.2	132.9	130.8	132.5	132.4	129.5	131.5	137.8
% Std. Error	1.3	1.5	1.2	2.4	2.7	2.3	2.0	3.1	2.0	2.0
1 Engine: Total	125.8	128.1	116.6	131.0	128.1	130.1	128.8	127.4	127.3	134.8
% Std. Error	1.4	1.8	1.3	2.6	3.0	2.6	2.2	2.3	2.2	2.2
2 Engine: Total	160.9	169.7	191.2	149.3	153.8	153.8	163.2	147.8	165.6	160.6
% Std. Error	2.5	2.9	2.5	5.0	4.5	4.0	4.0	3.4	3.9	3.8
Piston: Other	203.8	170.4	163.6	238.0	159.5	118.4	224.5	94.7	85.5	74.3
% Std. Error	17.5	29.0	28.0	54.4	31.6	67.4	19.2	13.1	26.5	26.1
Turboprop: Total	352.5	319	285.8	294.5	309.3	298.3	279.0	289.5	330.5	329.4
% Std. Error	3.2	3.1	3.1	4.6	3.6	4.2	4.5	4.7	4.8	4.3
1 Engine: Total	410.6	351.1	279.6	492.5	456.2	437.0	421.4	385.2	N/A	N/A
% Std. Error	4.8	9.3	6.8	9.1	6.7	6.7	6.9	8.4		
2 Engine: Total	342.8	312.5	287.5	268.4	288.5	275.0	260.5	272.4	318.2	333.2
% Std. Error	3.8	3.2	3.4	5.2	4.2	5.1	5.3	5.5	5.5	4.5
Turboprop: Other	574.8	203.5	259.4	304.3	269.6	535.9	21.7	145.1	416.1	297.4
% Std. Error	26.0	15.7	33.4	31.0	17.9	30.6	0.0	11.6	1.1	14.0

Table 1.7

GENERAL AVIATION AND AIR TAXI AVERAGE HOURS FLOWN BY AIRCRAFT TYPE 1991-2000

AIRCRAFT TYPE	2000[1/]	1999[1/]	1998[1/]	1997[1/]	1996[1/]	1995[1/]	1994[2/]	1993[2/]	1992[2/]	1991[2/]
Turbojet: Total	393.5	384.6	367.0	330.7	348.7	319.1	316.3	306.1	268.7	259.5
% Std. Error	3.4	3.1	3.7	5.6	4.4	4.7	3.3	3.5	3.6	4.0
2 Engine: Total	376.2	381.2	361.8	335.8	339.7	332.2	321.0	312.3	272.2	260.9
% Std. Error	3.2	3.5	4.1	6.0	4.6	4.9	3.4	3.6	3.7	4.2
Turbojet: Other	530.6	414.1	418.6	287.5	453.7	209.6	250.1	216.4	218.6	237.7
% Std. Error	11.7	6.2	9.0	11.1	12.2	10.8	11.5	7.8	13.4	7.5
Rotorcraft: Total	322.8	368.5	315.4	307.0	323.1	336.4	375.8	359.8	378.8	442.9
% Std. Error	2.9	2.7	2.6	6.2	9.3	7.6	7.7	5.6	7.8	7.8
Piston: Total	198.1	217	169.0	152.2	235.9	181.0	226.6	211.7	180.1	229.6
% Std. Error	4.5	4.8	3.0	12.1	19.8	9.5	8.5	6.6	11.8	9.0
Turbine: Total	397.6	448	391.8	384.3	376.9	409.3	454.1	454.9	507.2	575.4
% Std. Error	3.4	2.9	4.4	7.1	10.2	8.9	9.4	6.8	9.1	9.6
1 Engine: Turbine	377.1	431.4	350.5	348.4	374.8	376.7	422.3	441.5	N/A	N/A
% Std. Error	3.7	3.3	4.8	9.0	12.0	10.9	11.5	8.0		
Multi-Engine: Turbine	509.4	528.2	589.9	561.0	388.1	553.5	582.4	502.6	N/A	N/A
% Std. Error	8.0	6.0	9.1	9.0	12.9	12.4	15.1	9.7		
Other Aircraft Total	55.8	47.1	52.8	46.8	53.6	55.1	65.8	67.2	50.9	60.0
% Std. Error	8.2	5.3	8.1	11.4	15.5	10.8	12.4	N/A	8.2	9.7

Table 1.7

GENERAL AVIATION AND AIR TAXI AVERAGE HOURS FLOWN BY AIRCRAFT TYPE 1991-2000

AIRCRAFT TYPE	2000[1/]	1999[1/]	1998[1/]	1997[1/]	1996[1/]	1995[1/]	1994[2/]	1993[2/]	1992[2/]	1991[2/]
Gliders	77.1	75.8	59.5	66.0	77.8	77.8	97.9	88.9	N/A	N/A
% Std. Error	6.7	5.6	7.1	15.0	16.8	16.0	17.8	15.7		
Lighter-Than-Air	46.5	34.8	48.7	28.2	33.3	35.7	33.1	55.0	N/A	N/A
% Std. Error	13.1	8.6	13.0	13.7	32.4	13.5	10.0	29.6		
Experimental Total	64.0	60.8	64.9	90.4	69.6	78.7	59.6	75.3	N/A	N/A
% Std. Error	4.1	2.0	2.3	14.2	5.7	7.6	5.0	N/A		
Amateur Built	54.1	52.2	55.3	68.1	45.3	51.7	44.3	44.9	N/A	N/A
% Std. Error	4.3	1.8	2.1	23.7	8.1	8.0	6.1	6.8		
Exhibition	57.8	60.5	44.5	136.8	91.5	115.9	68.3	90.9	N/A	N/A
% Std. Error	7.4	3.9	6.2	27.2	10.7	18.0	22.0	16.6		
Other	169.2	147.8	159.8	145.6	149.1	125.4	108.2	141.6	N/A	N/A
% Std. Error	7.6	6.1	7.7	14.8	10.7	17.3	9.2	14.2		
All Aircraft	142.4	144.7	137.3	144.0	140.8	141.5	139.3	138.1	144.1	151.7
% Std. Error	1.1	1.1	1.0	2.0	2.3	2.0	1.7	1.8	1.8	1.8

Beginning in 1993, excluded commuters.

[1/] Due to changes in methodology, estimates may not be comparable to those for 1994 and earlier years.

[2/] Revised to reflect changes in adjustment for nonresponse bias with 1996 telephone survey factors.

Note: Row and column summations may differ from printed totals due to estimation procedures.

* Percent standard errorof 100% or greater.

Table 1.8

2000 GENERAL AVIATION AND AIR TAXI NUMBER OF AIRCRAFT AND TOTAL HOURS FLOWN BY FAA REGION AND STATE OF BASED AIRCRAFT "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

FAA REGION AND STATE	ACTIVE AIRCRAFT		HOURS FLOWN	
	Aircraft	Percent Standard Error	Hours (Thousands)	Percent Standard Error
Alaskan - Total	5,925	1.6	692	6.2
Central - Total	12,173	1.7	1,645	9.4
Iowa	2,772	1.6	331	10.6
Kansas	3,611	1.7	494	7.9
Missouri	3,777	1.8	545	7.7
Nebraska	2,013	1.6	275	11.4
Eastern - Total	25,606	2.4	3,476	12.1
Delaware	2,068	2.9	303	12.9
District of Columbia	152	1.9	13	17.8
Maryland	3,436	2.1	487	14.6
New Jersey	3,791	1.9	583	10.9
New York	6,082	2.5	816	9.0
Pennsylvania	5,648	2.7	724	9.2
Virginia	3,354	2.2	414	8.7
West Virginia	1,075	2.8	136	13.3

Table 1.8

2000 GENERAL AVIATION AND AIR TAXI NUMBER OF AIRCRAFT AND TOTAL HOURS FLOWN BY FAA REGION AND STATE OF BASED AIRCRAFT "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

FAA REGION AND STATE	ACTIVE AIRCRAFT		HOURS FLOWN	
	Aircraft	Percent Standard Error	Hours (Thousands)	Percent Standard Error
Great Lakes - Total	37,915	2.5	5,149	12.0
Illinois	7,478	2.2	998	8.1
Indiana	3,964	2.6	503	13.6
Michigan	7,236		935	9.4
Minnesota	5,141	3.0	707	10.2
North Dakota	1,585	2.1	419	17.0
Ohio	6,486	2.6	840	7.7
South Dakota	1,376	2.9	157	19.6
Wisconsin	4,649	2.4	590	10.0
New England - Total	8,074	1.3	989	13.7
Connecticut	1,793	1.4	241	9.5
Maine	1,086	1.5	114	13.2
Massachusetts	2,717	1.2	329	6.7
New Hampshire	1,485	1.6	203	11.8
Rhode Island	393	1.2	45	18.6
Vermont	600	1.1	57	22.6

Table 1.8

2000 GENERAL AVIATION AND AIR TAXI NUMBER OF AIRCRAFT AND TOTAL HOURS FLOWN BY FAA REGION AND STATE OF BASED AIRCRAFT "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

FAA REGION AND STATE	ACTIVE AIRCRAFT		HOURS FLOWN	
	Aircraft	Percent Standard Error	Hours (Thousands)	Percent Standard Error
Northwest Mountain - Total	24,252	2.7	3,066	13.8
Colorado	5,246	2.4	651	7.1
Idaho	2,328	2.7	336	14.6
Montana	2,374	2.3	271	12.0
Oregon	4,687	3.2	564	13.3
Utah	1,673	2.4	234	13.1
Washington	7,166	2.9	912	10.1
Wyoming	778	2.8	98	26.5
Southern - Total	39,271	2.6	5,816	12.6
Alabama	3,480	2.2	462	8.7
Florida	14,096	2.7	2,299	7.0
Georgia	4,809	2.7	702	9.2
Kentucky	2,033	3.1	244	21.9
Mississippi	2,038	2.8	256	19.3
North Carolina	5,620	2.8	769	10.9
Puerto Rico	278	2.3	59	18.4
South Carolina	2,689	2.3	387	9.8
Tennessee	4,228	2.5	638	8.5

Table 1.8

2000 GENERAL AVIATION AND AIR TAXI NUMBER OF AIRCRAFT AND TOTAL HOURS FLOWN BY FAA REGION AND STATE OF BASED AIRCRAFT "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

FAA REGION AND STATE	ACTIVE AIRCRAFT		HOURS FLOWN	
	Aircraft	Percent Standard Error	Hours (Thousands)	Percent Standard Error
Southwest - Total	31,611	2.5	5,177	10.7
Arkansas	2,660	2.2	442	10.8
Louisiana	3,012	2.5	677	10.1
New Mexico	2,990	2.2	430	13.1
Oklahoma	4,080	3.0	648	13.5
Texas	18,869	2.8	2,980	5.8
Western-Pacific - Total	32,666	2.4	4,965	11.9
Arizona	6,062	2.8	824	9.5
California	23,454	2.6	3,183	4.7
Hawaii	435	1.6	184	19.5
Nevada	2,715	2.4	774	13.8
Other U.S. Territories	42	4.5	3	70.1
Total	217,533	2.4	30,975	1.5

CHAPTER II

COMMON GENERAL AVIATION AND AIR TAXI ACTIVITY MEASURES

Table 2.1 **2000 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

AIRCRAFT TYPE	Aircraft Population Size	Estimated Number Active	Percent Standard Error	Estimated Percent Active	Percent Standard Error	Estimated Total Hours Flown	Percent Standard Error	Estimated Average Hours	Percent Standard Error
Fixed Wing									
Fixed Wing - Piston									
1 Eng: 1-3 Seats	67,257	42,147	2.6	62.7	2.6	5,323,737	3.6	126.3	2.3
1 Eng: 4+ Seats	125,474	107,275	2.1	85.5	2.1	13,474,643	2.3	125.6	2.0
1 Engine: Total	192,730	149,422	2.3	77.5	2.3	18,798,380	1.9	125.8	1.4
2 Eng: 1-6 Seats	17,174	14,079	2.2	82.0	2.2	1,978,265	4.0	140.5	3.2
2 Eng: 7+ Seats	8,525	6,873	1.7	80.6	1.7	1,393,819	4.5	202.8	3.6
2 Engine: Total	25,699	20,951	2.0	81.5	2.0	3,372,084	3.1	160.9	2.5
Piston: Other	307	140	1.7	45.5	1.7	28,469	38.5	203.8	17.5
Piston: Total	218,737	170,513	2.3	78.0	2.3	22,198,933	1.6	130.2	1.3

Table 2.1 **2000 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

AIRCRAFT TYPE	Aircraft Population Size	Estimated Number Active	Percent Standard Error	Estimated Percent Active	Percent Standard Error	Estimated Total Hours Flown	Percent Standard Error	Estimated Average Hours	Percent Standard Error
Fixed Wing - Turboprop									
1 Engine: Total	792	678	1.0	85.6	1.0	278,360	5.6	410.6	4.8
2 Eng: 1-12 Seats	4,131	3,862	0.8	93.5	0.8	1,045,003	3.7	270.6	3.5
2 Eng: 13+ Seats	1,351	1,178	1.7	87.2	1.7	682,375	9.1	579.2	7.9
2 Engine: Total	5,483	5,040	1.0	91.9	1.0	1,727,378	4.1	342.8	3.8
Turboprop: Other	97	45	2.0	46.0	2.0	25,657	56.4	574.8	26.0
Turboprop: Total	6,372	5,762	1.0	90.4	1.0	2,031,394	3.5	352.5	3.2
Fixed Wing - Turbojet									
2 Engine Turbojet	6,777	6,215	1.2	91.7	1.2	2,338,205	3.5	376.2	3.2
Turbojet: Other	987	786	1.9	79.6	1.9	417,005	14.7	530.6	11.7
Turbojet: Total	7,764	7,001	1.3	90.2	1.3	2,755,210	3.8	393.5	3.4
Fixed Wing: Total	232,872	183,276	2.2	78.7	2.2	26,985,537	1.5	147.2	1.2

Table 2.1 **2000 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

AIRCRAFT TYPE	Aircraft Population Size	Estimated Number Active	Percent Standard Error	Estimated Percent Active	Percent Standard Error	Estimated Total Hours Flown	Percent Standard Error	Estimated Average Hours	Percent Standard Error
Rotorcraft									
Piston	4,396	2,680	2.3	61.0	2.3	530,850	7.4	198.1	4.5
1 Eng: Turbine	4,824	3,776	1.5	78.3	1.5	1,424,029	4.7	377.1	3.7
Multi-Eng: Turbine	1,056	694	2.1	65.7	2.1	353,469	12.1	509.4	8.0
Turbine: Total	5,880	4,470	1.6	76.0	1.6	1,777,498	4.4	397.6	3.4
Rotorcraft: Total	10,277	7,150	1.9	69.6	1.9	2,308,347	4.1	322.8	2.9
Other Aircraft									
Gliders	3,043	2,041	2.2	67.1	2.2	157,384	10.0	77.1	6.7
Lighter-than-air	6,997	4,660	2.1	66.6	2.1	216,787	19.7	46.5	13.1
Other aircraft: Total		6,700	2.1	66.7	2.1	374,171	12.3	55.8	8.2

Table 2.1 **2000 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

AIRCRAFT TYPE	Aircraft Population Size	Estimated Number Active	Percent Standard Error	Estimated Percent Active	Percent Standard Error	Estimated Total Hours Flown	Percent Standard Error	Estimated Average Hours	Percent Standard Error
Experimental									
Amateur:	31,994	16,739	5.9	52.3	5.9	906,001	8.2	54.1	4.3
Exhibition:	2,806	1,973	2.2	70.3	2.2	114,105	10.6	57.8	7.4
Other:	2,280	1,694	1.6	74.3	1.6	286,700	10.2	169.2	7.6
Experimental: Total	37,081	20,407	4.7	55.0	4.7	1,306,806	7.4	64.0	4.1
Total All Aircraft	290,269	217,533	2.4	74.9	2.4	30,974,861	1.5	142.4	1.1

Table 2.2 **2000 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS BY REGION OF BASED AIRCRAFT "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

REGION	Aircraft Population Size	Estimated Number Active	Percent Standard Error	Estimated Percent Active	Percent Standard Error	Estimated Total Hours Flown	Percent Standard Error	Estimated Average Hours	Percent Standard Error
Alaskan	7,966	5,925	1.6	74.4	1.6	691,980	6.2	116.8	4.6
Central	16,250	12,173	1.7	74.9	1.7	1,644,934	4.5	135.1	3.4
Eastern	34,069	25,605	2.4	75.2	2.4	3,475,477	4.3	135.7	3.2
Great Lakes	50,332	37,915	2.5	75.3	2.5	5,149,804	3.8	135.8	2.9
New England	10,133	8,074	1.4	79.7	1.4	988,389	4.5	122.4	3.6
Northwest Mt	33,563	24,252	2.7	72.3	2.7	3,064,193	4.7	126.3	3.4
Southern	51,043	39,276	2.6	76.9	2.6	5,815,831	3.8	148.1	2.9
Southwestern	43,291	31,612	2.7	73.0	2.7	5,177,137	4.2	163.8	3.1
Western-Pacific	43,622	32,702	2.6	75.0	2.6	4,967,116	4.3	151.9	3.2
Total All Aircraft	290,269	217,533	2.4	74.9	2.4	30,974,861	1.5	142.4	1.1

Table 2.3 **2000 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS BY STATE OF BASED AIRCRAFT "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

STATE	Aircraft Population Size	Estimated Number Active	Percent Standard Error	Estimated Percent Active	Percent Standard Error	Estimated Total Hours Flown	Percent Standard Error	Estimated Average Hours	Percent Standard Error
Alabama	4,244	3,480	2.2	82.0	2.2	461,531	8.7	132.6	7.1
Alaska	7,966	5,925	1.6	74.4	1.6	691,980	6.2	116.8	4.6
Arizona	8,360	6,062	2.8	72.5	2.8	823,952	9.5	135.9	6.9
Arkansas	3,355	2,660	2.2	79.3	2.2	441,581	10.8	166.0	8.6
California	31,176	23,454	2.6	75.2	2.6	3,183,025	4.7	135.7	3.5
Colorado	6,803	5,246	2.4	77.1	2.4	650,588	7.1	124.0	5.5
Connecticut	2,236	1,793	1.4	80.2	1.4	240,596	9.5	134.2	7.7
Delaware	2,893	2,068	2.9	71.5	2.9	302,567	12.9	146.3	9.2
District of Columbia	170	152	1.9	89.6	1.9	13,430	17.8	88.1	16.0
Florida	18,433	14,096	2.7	76.5	2.7	2,299,061	7.0	163.1	5.3
Georgia	6,366	4,809	2.7	75.5	2.7	701,850	9.2	146.0	7.0
Hawaii	526	435	1.6	82.7	1.6	183,787	19.5	422.4	16.1
Idaho	3,153	2,328	2.7	73.8	2.7	335,639	14.6	144.2	10.7

Table 2.3 **2000 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS BY STATE OF BASED AIRCRAFT "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

STATE	Aircraft Population Size	Estimated Number Active	Percent Standard Error	Estimated Percent Active	Percent Standard Error	Estimated Total Hours Flown	Percent Standard Error	Estimated Average Hours	Percent Standard Error
Illinois	9,259	7,478	2.2	80.8	2.2	998,309	8.1	133.5	6.5
Indiana	5,310	3,964	2.6	74.7	2.6	503,463	13.6	127.0	10.1
Iowa	3,591	2,772	1.6	77.2	1.6	331,203	10.6	119.5	8.2
Kansas	4,764	3,611	1.7	75.8	1.7	493,728	7.9	136.7	6.0
Kentucky	2,767	2,033	3.1	73.5	3.1	243,533	21.9	119.8	16.1
Louisiana	4,029	3,012	2.5	74.8	2.5	677,286	10.1	224.8	7.5
Maine	1,478	1,086	1.5	73.5	1.5	113,960	13.2	104.9	9.7
Maryland	4,154	3,436	2.1	82.7	2.1	486,719	14.6	141.7	12.1
Massachuset	3,272	2,717	1.2	83.0	1.2	328,837	6.7	121.0	5.6
Michigan	9,658	7,236	2.5	74.9	2.5	935,193	9.4	129.3	7.1

Table 2.3 **2000 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS BY STATE OF BASED AIRCRAFT "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

STATE	Aircraft Population Size	Estimated Number Active	Percent Standard Error	Estimated Percent Active	Percent Standard Error	Estimated Total Hours Flown	Percent Standard Error	Estimated Average Hours	Percent Standard Error
Minnesota	7,285	5,141	3.0	70.6	3.0	706,722	10.2	137.5	7.2
Mississippi	2,713	2,038	2.8	75.1	2.8	255,927	19.3	125.6	14.5
Missouri	5,292	3,777	1.8	71.4	1.8	544,732	7.7	144.2	5.5
Montana	2,983	2,374	2.3	79.6	2.3	271,220	12.0	114.3	9.6
Nebraska	2,603	2,013	1.6	77.3	1.6	275,271	11.4	136.8	8.8
Nevada	3,475	2,715	2.4	78.1	2.4	773,890	13.8	285.0	10.8
New Hampshire	1,977	1,485	1.6	75.1	1.6	203,260	11.8	136.8	8.8
New Jersey	4,545	3,791	1.9	83.4	1.9	583,206	10.9	153.8	9.0
New Mexico		2,990	2.2	76.1	2.2	429,589	13.1	143.7	10.0
New York	8,443	6,082	2.5	72.0	2.5	815,983	9.0	134.2	6.5
North Carolina	7,475	5,620	2.8	75.2	2.8	769,403	10.9	136.9	8.2
North Dakota	1,957	1,585	2.1	81.0	2.1	418,695	17.0	264.2	13.7
Ohio	8,964	6,486	2.6	72.4	2.6	840,396	7.7	129.6	5.5

Table 2.3 **2000 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS BY STATE OF BASED AIRCRAFT "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

STATE	Aircraft Population Size	Estimated Number Active	Percent Standard Error	Estimated Percent Active	Percent Standard Error	Estimated Total Hours Flown	Percent Standard Error	Estimated Average Hours	Percent Standard Error
Oklahoma	5,862	4,080	3.0	69.6	3.0	648,321	13.5	158.9	9.4
Oregon	7,201	4,687	3.2	65.1	3.2	563,649	13.3	120.3	8.6
Pennsylvania	8,051	5,648	2.7	70.1	2.7	723,878	9.2	128.2	6.5
Rhode Island	471	393	1.2	83.3	1.2	45,030	18.6	114.7	15.5
South Carolina	3,328	2,689	2.3	80.8	2.3	386,763	9.8	143.8	8.0
South Dakota	1,947	1,376	2.9	70.7	2.9	157,056	19.6	114.1	13.8
Tennessee	5,347	4,228	2.5	79.1	2.5	637,975	8.5	150.9	6.7
Texas	26,117	18,869	2.8	72.2	2.8	2,980,360	5.8	157.9	4.2
Utah	2,176	1,673	2.4	76.9	2.4	233,596	13.1	139.6	10.1
Vermont	700	600	1.1	85.7	1.1	56,705	22.6	94.6	19.4

Table 2.3 **2000 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS BY STATE OF BASED AIRCRAFT "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

STATE	Aircraft Population Size	Estimated Number Active	Percent Standard Error	Estimated Percent Active	Percent Standard Error	Estimated Total Hours Flown	Percent Standard Error	Estimated Average Hours	Percent Standard Error
Virginia	4,253	3,354	2.2	78.9	2.2	413,628	8.7	123.3	6.8
Washington	10,003	7,166	2.9	71.6	2.9	911,942	10.1	127.3	7.2
West Virginia	1,560	1,075	2.8	68.9	2.8	136,066	13.3	126.6	9.1
Wisconsin	5,953	4,649	2.4	78.1	2.4	589,970	10.0	126.9	7.8
Wyoming	1,244	778	2.8	62.5	2.8	97,559	26.5	125.4	16.5
Puerto Rico	365	278	2.3	76.2	2.3	58,806	18.4	211.4	14.0
Other Territories	91	42	4.5	46.2	4.5	3,443	70.1	82.0	32.4
Total	290,269	217,533	2.4	74.9	2.4	30,974,861	1.5	142.4	1.1

Table 2.4 **2000 GENERAL AVIATION AND AIR TAXI TOTAL NUMBER OF LANDINGS BY REGION OF BASED AIRCRAFT BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

	REGION OF BASED AIRCRAFT									
AIRCRAFT TYPE	Alaskan	Central	Eastern	Great Lakes	New England	Northwest Mountain	Southern	South Western	Western-Pacific	Total
Fixed Wing										
Fixed Wing - Piston										
1 Eng: 1-3 Seats	389,976	1,106,862	989,079	1,583,203	328,177	1,198,219	2,049,856	2,207,206	1,177,216	11,029,793
% Std. Error	12.6	62.9	14	12.9	13.7	11.3	18	13	11.2	9.6
1 Eng: 4+ Seats	469,796	996,894	2,390,662	3,237,606	626,311	1,978,265	3,522,682	2,492,819	2,863,221	18,578,256
% Std. Error	8.2	7.4	10.8	7.3	6.3	10.5	12.5	11.6	13	3.6
1 Engine: Total	859,772	2,103,756	3,379,740	4,820,810	954,488	3,176,484	5,572,538	4,700,024	4,040,437	29,608,049
% Std. Error	7.1	35	7.8	6.4	6.8	7.6	10.2	8.6	8.4	4.5
2 Eng: 1-6 Seats	9,329	84,542	180,481	430,663	41,730	131,174	997,299	260,528	217,464	2,353,209
% Std. Error	21.1	27.5	20	17.2	21.8	15.3	47.2	12.1	11.9	16.7
2 Eng: 7+ Seats	7,981	55,679	113,996	245,764	86,057	111,250	338,551	190,810	170,477	1,320,564
% Std. Error	29.9	13.8	20.8	18.1	45.6	17.1	16.9	12.7	20.8	7
2 Engine: Total	17,310	140,221	294,477	676,426	127,787	242,424	1,335,850	451,338	387,941	3,673,774
% Std. Error	20.5	13.4	14.8	12.7	28.9	11.6	29.6	8.9	12.1	10
Piston: Other	494	746	886	2,808	0	4,367	1,154	3,715	5,431	19,601
% Std. Error	0	0	37.7	26.8		19.6	39.3	10.5	45	18.6
Piston: Total	877,576	2,244,723	3,675,103	5,500,044	1,082,275	3,423,275	6,909,542	5,155,077	4,433,809	33,301,424
% Std. Error	6.8	33.1	7.5	5.8	6.7	6.8	10.1	7.4	7.7	4.1

Table 2.4 **2000 GENERAL AVIATION AND AIR TAXI TOTAL NUMBER OF LANDINGS BY REGION OF BASED AIRCRAFT BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

	REGION OF BASED AIRCRAFT									
AIRCRAFT TYPE	Alaskan	Central	Eastern	Great Lakes	New England	Northwest Mountain	Southern	South Western	Western-Pacific	Total
Fixed Wing - Turboprop										
1 Engine: Total	13,289	18,524	8,330	44,929	4,244	50,857	85,615	324,128	55,777	605,694
% Std. Error	14.7	40.1	32.9	13.1	38.8	31.8	22.2	11	38.3	8.9
2 Eng: 1-12 Seats	3,441	60,402	132,137	139,358	21,065	130,948	281,203	111,167	149,374	1,029,094
% Std. Error	0	10.3	10.3	12.4	19.9	18.1	24.9	10	17.3	6.1
2 Eng: 13+ Seats	1,751	7,206	70,069	62,589	14,032	4,140	41,787	5,816	534,827	742,217
% Std. Error	0	59.5	22.3	13.6	1.5	0	43.8	25.2	3.7	11.6
2 Engine: Total	5,192	67,608	202,206	201,946	35,097	135,088	322,990	116,983	684,201	1,771,312
% Std. Error	84	10.7	9.2	10.2	19.9	18.8	23.2	10	11.7	5.7
Turboprop: Other	0	0	0	0	0	1313	88	2757	2174	6332
% Std. Error						38.5		53.1	76.6	29.8
Turboprop: Total	18,480	86,133	210,536	246,876	39,341	187,258	408,694	443,867	742,152	2,383,337
% Std. Error	28.5	11.3	8.9	9.2	20.3	15.5	18.6	12	10.9	5.3

Table 2.4 **2000 GENERAL AVIATION AND AIR TAXI TOTAL NUMBER OF LANDINGS BY REGION OF BASED AIRCRAFT BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

	REGION OF BASED AIRCRAFT									
AIRCRAFT TYPE	Alaskan	Central	Eastern	Great Lakes	New England	Northwest Mountain	Southern	South Western	Western-Pacific	Total
Fixed Wing - Turbojet										
2 Engine Turbojet	2,957	110,462	256,011	327,470	58,149	95,488	361,568	328,862	148,110	1,689,079
% Std. Error	24.4	12.5	9.1	8.8	14.6	12.6	8.8	11.3	12.1	3.8
Turbojet: Other	0	11,076	8,398	40,704	8,266	32,715	229,039	181,013	29,093	540,303
% Std. Error		25.9	12.7	10.5	39.8	25	56	34.4	93.9	27.7
Turbojet: Total	2,957	121,539	264,409	368,174	66,415	128,203	590,607	509,875	177,203	2,229,381
% Std. Error	24.4	11.2	8.8	8.1	13.8	12.2	26.1	15.6	16.4	7.7
Fixed Wing: Total	899,013	2,452,395	4,150,047	6,115,093	1,188,031	3,738,736	7,908,843	6,108,820	5,353,164	37,914,142
% Std. Error	6.7	29.9	6.6	5.2	6.2	6.2	9.1	6.5	6.8	3.6

Table 2.4 **2000 GENERAL AVIATION AND AIR TAXI TOTAL NUMBER OF LANDINGS BY REGION OF BASED AIRCRAFT BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

	REGION OF BASED AIRCRAFT									
AIRCRAFT TYPE	Alaskan	Central	Eastern	Great Lakes	New England	Northwest Mountain	Southern	South Western	Western-Pacific	Total
Rotorcraft										
Piston		21,944	114,685	186,961	55,793	270,945	416,949	349,221	373,110	1,796,685
% Std. Error	30.6	34.7	46	22.3	28.7	42.1	21.6	39.3	23.4	11.4
1 Eng: Turbine	100,341	20,213	630,769	191,537	14,602	237,721	1,074,769	1,157,652	879,999	4,307,603
% Std. Error	26.5	41	35.1	20.2	28.4	26.6	62.6	18.9	8.8	16.9
Multi-Eng: Turbine	2,458	8,966	191,224	99,443	22,673	127,584	129,191	184,691	61,256	827,486
% Std. Error		17.3	21.5	47.1	29.7	42.2	19.9	26.9	24.9	11.1
Turbine: Total	102,799	29,179	821,994	290,980	37,275	365,305	1,203,960	1,342,343	941,255	5,135,089
% Std. Error	19.4	35.4	25.6	18.6	34.5	27.4	56.6	18.1	8.4	14.6
Rotorcraft: Total	109,877	51,123	936,678	477,941	93,068	636,250	1,620,909	1,691,564	1,314,364	6,931,774
% Std. Error	20.8	27.5	22.7	14.2	23	23.9	44.6	17.6	8.7	11.8

Table 2.4 **2000 GENERAL AVIATION AND AIR TAXI TOTAL NUMBER OF LANDINGS BY REGION OF BASED AIRCRAFT BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

	REGION OF BASED AIRCRAFT									
AIRCRAFT TYPE	Alaskan	Central	Eastern	Great Lakes	New England	Northwest Mountain	Southern	South Western	Western-Pacific	Total
Other Aircraft										
Gliders	167	1,137	17,311	28,604	15,269	35,209	22,173	13,192	79,402	212,465
% Std. Error	0	28.8	20.9	42.3	48.4	35.4	63.9	20	25.6	15.8
Lighter-than-air	391	20,059	30,682	44,833	9,581	28,348	35,226	54,369	47,249	270,737
% Std. Error	27.8	32.2	24	27.5	22.4	18.6	55.7	11.6	59.4	10.4
Other aircraft: Total	558	21,196	47,993	73,437	24,850	63,557	57,399	67,560	126,651	483,201
% Std. Error	21.5	31.5	16.2	22.2	40.1	26.3	42.8	10.6	27.9	9.1
Experimental										
Amateur Built:	9,796	75,824	112,499	268,469	42,791	171,884	288,319	154,931	326,921	1,451,433
% Std. Error	34	22.8	16.3	17.6	24.8	21.2	19.9	15.8	19.1	6.6
Exhibition:	1,607	6,561	12,620	13,248	4,183	19,418	14,631	17,138	18,977	108,382
% Std. Error	54.8	28.3	31.5	22	26.1	45.9	15	35.1	17.4	10.4
Other:	5,236	18,827	47,153	80,038	9,083	83,767	142,527	131,328	37,717	555,676
% Std. Error	16.9	71.9	75.1	34.1	56.6	23.2	53.3	66.9	23.4	22.7
Experimental: Total	16,639	101,213	172,272	361,756	56,058	275,068	445,477	303,396	383,614	2,115,492
% Std. Error	23.9	24.3	37.7	23.3	25.5	25.7	52.5	67.1	13.2	14
Total All Aircraft	1,026,087	2,625,926	5,306,990	7,028,227	1,362,006	4,713,611	10,032,627	8,171,340	7,177,793	47,444,609
% Std. Error	6.9	27.6	7.8	5	6.3	6.7	13.9	7.5	6.2	3.9

Table 2.5

2000 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS BY AGE OF AIRCRAFT "INCLUDES AIR TAXI AIRCRAF; EXCLUDES COMMUTER AIRCRAFT"

AGE OF AIRCRAFT (YEARS OLD)	(BUILT)	Aircraft Population Size	Estimated Number Active	Percent Standard Error	Estimated Percent Active	Percent Standard Error	Estimated Total Hours Flown	Percent Standard Error	Estimated Average Hours	Percent Standard Error
1 to 5	1994 - 1999	23,612	19,834	1.8	84.0	1.8	4,041,535	4.2	203.8	3.5
6 to 10	1989 - 1993	12,146	9,291	2.2	76.5	2.2	1,582,303	6.7	170.3	5.1
11 to 15	1984 - 1988	10,781	7,646	2.8	70.9	2.8	1,503,385	7.9	196.6	5.6
16 to 20	1979 - 1983	23,727	19,350	2.0	81.6	2.0	4,481,421	3.9	231.6	3.2
21 to 25	1974 - 1978	57,576	47,506	2.0	82.5	2.0	7,822,489	2.6	164.7	2.2
26 to 30	1969 - 1973	33,011	27,195	2.0	82.4	2.0	3,680,439	3.9	135.3	3.2
31 to 35	1964 - 1968	41,149	32,487	2.2	79.0	2.2	3,419,041	3.7	105.2	2.9
36 to 40	1959 - 1963	23,764	18,002	2.6	75.8	2.6	1,577,441	6.5	87.6	4.9
41 to 45	1954 - 1958	16,624	10,960	3.0	65.9	3.0	967,716	7.8	88.3	5.2
46 to 50	1949 - 1953	9,445	5,974	3.0	63.2	3.0	546,211	11.8	91.4	7.5

Table 2.5 **2000 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS AND AVERAGE FLIGHT HOURS BY AGE OF AIRCRAFT "INCLUDES AIR TAXI AIRCRAF; EXCLUDES COMMUTER AIRCRAFT"**

AGE OF AIRCRAFT (YEARS OLD)	(BUILT)	Aircraft Population Size	Estimated Number Active	Percent Standard Error	Estimated Percent Active	Percent Standard Error	Estimated Total Hours Flown	Percent Standard Error	Estimated Average Hours	Percent Standard Error
51 to 55	1944 - 1948	25,100	13,520	3.3	53.9	3.3	864,492	8.3	63.9	4.5
56 to 60	1939 - 1943	9,789	4,355	3.8	44.5	3.8	336,399	16.0	77.2	7.1
Over 60	- 1938	3,546	1,414	4.2	39.9	4.2	151,990	34.4	107.5	13.7
Total All Aircraft		290,270	217,533	2.4	74.9	2.4	30,974,861	1.5	142.4	1.1

Table 2.6 **2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN IN RANGES OF HOURS FLOWN BY AGE OF AIRCRAFT INCLUDES AIR TAXI AIRCRAFT EXCLUDES COMMUTER AIRCRAFT**

AGE OF AIRCRAFT (YEARS OLD)	(BUILT)	Estimate of Total Hours Flown	TOTAL HOURS FLOWN IN EACH FLIGHT HOUR RANGE						
			1 - 50 Hours	51 - 100 Hours	101 - 150 Hours	151 - 200 Hours	201 - 300 Hours	301 - 400 Hours	401 - 500 Hours
1 to 5	1994 - 1999	4,041,535	174,039	405,877	181,870	289,894	392,652	342,090	482,115
6 to 10	1989 - 1993	1,582,303	112,284	111,070	113,165	74,558	162,174	170,317	211,725
11 to 15	1984 - 1988	1,503,385	59,072	94,625	122,789	120,840	216,064	248,849	165,014
16 to 20	1979 - 1983	4,481,421	94,957	369,596	338,038	388,986	563,488	618,781	428,668
21 to 25	1974 - 1978	7,822,489	408,424	961,849	1,019,731	760,421	954,905	786,238	689,758
26 to 30	1969 - 1973	3,680,439	265,787	658,826	503,567	396,553	492,838	275,181	195,997
31 to 35	1964 - 1968	3,419,041	366,794	772,197	607,972	337,006	565,067	152,175	190,414
36 to 40	1959 - 1963	1,577,441	242,823	423,525	273,017	174,179	151,413	59,702	24,569
41 to 45	1954 - 1958	967,716	158,805	233,370	143,142	85,337	108,997	71,726	37,172
46 to 50	1949 - 1953	546,211	86,507	134,899	93,570	26,304	65,620	33,595	0

Table 2.6 **2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN IN RANGES OF HOURS FLOWN BY AGE OF AIRCRAFT INCLUDES AIR TAXI AIRCRAFT EXCLUDES COMMUTER AIRCRAFT**

AGE OF AIRCRAFT (YEARS OLD)	(BUILT)	Estimate of Total Hours Flown	TOTAL HOURS FLOWN IN EACH FLIGHT HOUR RANGE						
			1 - 50 Hours	51 - 100 Hours	101 - 150 Hours	151 - 200 Hours	201 - 300 Hours	301 - 400 Hours	401 - 500 Hours
51 to 55	1944 - 1948	864,492	210,279	280,468	128,341	48,657	39,140	14,860	7,307
56 to 60	1939 - 1943	336,399	73,035	72,362	26,453	28,559	18,072	0	16,622
Over 60	- 1938	151,990	20,969	19,472	9,491	3,283	0	9,259	0
Total All Aircraft		30,974,861	2,273,775	4,538,137	3,561,146	2,734,579	3,730,431	2,782,772	2,449,362

Table 2.6

Table 2.6 2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN IN RANGES OF HOURS FLOWN BY AGE OF AIRCRAFT "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

AGE OF AIRCRAFT (YEARS OLD)	(BUILT)	Estimate of Total Hours Flown	TOTAL HOURS FLOWN IN EACH FLIGHT HOUR RANGE				
			501 - 700 Hours	701 - 1000 Hours	1001- 1300 Hours	1301 - 1600 Hours	Over 1600 Hours
1 to 5	1994 - 1999	4,041,535	641,007	581,712	236,939	41,566	271,775
6 to 10	1989 - 1993	1,582,303	233,513	254,561	39,763	16,839	82,335
11 to 15	1984 - 1988	1,503,385	155,402	109,467	53,017	0	158,245
16 to 20	1979 - 1983	4,481,421	322,477	800,646	379,832	32,651	143,301
21 to 25	1974 - 1978	7,822,489	1,073,054	713,457	299,312	8,312	147,029
26 to 30	1969 - 1973	3,680,439	305,277	413,914	31,207	23,283	118,008
31 to 35	1964 - 1968	3,419,041	100,263	129,294	39,629	56,235	101,994
36 to 40	1959 - 1963	1,577,441	40,197	19,029	0	79,820	89,166
41 to 45	1954 - 1958	967,716	38,289	24,001	0	0	66,876
46 to 50	1949 - 1953	546,211	7,262	38,586	7,152	0	52,716

Table 2.6

Table 2.6 2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN IN RANGES OF HOURS FLOWN BY AGE OF AIRCRAFT "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

AGE OF AIRCRAFT (YEARS OLD)	(BUILT)	Estimate of Total Hours Flown	TOTAL HOURS FLOWN IN EACH FLIGHT HOUR RANGE				
			501 - 700 Hours	701 - 1000 Hours	1001- 1300 Hours	1301 - 1600 Hours	Over 1600 Hours
51 to 55	1944 - 1948	864,492	27,383	19,410	0	16,927	71,718
56 to 60	1939 - 1943	336,399	44,510	18,519	18,467	0	19,800
Over 60	- 1938	151,990	48,289	0	9,637	13,613	17,977
Total All Aircraft		30,974,861	3,036,925	3,122,594	1,114,955	289,247	1,340,938

Table 2.7

2000 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT TOTAL FLIGHT HOURS BY NUMBER OF AIRCRAFT AND TOTAL HOURS FLOWN IN EACH FLIGHT HOUR RANGE BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

AIRCRAFT TYPE		Estimate of Number Active & Hours Flown	NUMBER OF AIRCRAFT AND TOTAL HOURS FLOWN IN EACH FLIGHT HOURS RANGE						
			1 - 50 Hours	51 - 100 Hours	101 - 150 Hours	151 - 200 Hours	201 - 300 Hours	301 - 400 Hours	401 - 500 Hours
Fixed Wing									
Fixed Wing - Piston									
1 Eng: 1-3 Seats	Aircraft	42,147	20,306	9,927	4,018	1,780	1,904	1,250	1,075
	Hours	5,323,736	554,303	769,058	520,506	329,135	500,480	455,810	504,725
1 Eng: 4+ Seats	Aircraft	107,275	36,244	33,320	16,538	7,489	6,262	2,420	1,247
	Hours	13,474,640	1,107,695	2,624,382	2,139,688	1,382,569	1,595,834	869,732	579,908
1 Engine: Total	Aircraft								
	Hours	149,422	56,550	43,247	20,555	9,268	8,166	3,671	2,322
		18,798,368	1,661,998	3,393,442	2,660,196	1,711,703	2,096,314	1,325,542	1,084,632
2 Eng: 1-6 Seats	Aircraft								
	Hours	14,079	3,447	4,042	2,407	1,498	1,493	701	246
		1,978,264	117,486	325,826	316,630	281,761	395,999	251,692	111,299
2 Eng: 7+ Seats	Aircraft								
	Hours	6,873	845	1,582	1,291	952	1,013	464	343
		1,393,818	25,869	128,406	167,152	181,208	264,625	165,174	162,189
2 Engine: Total	Aircraft								
	Hours	20,951	4,291	5,625	3,698	2,450	2,506	1,165	589
		3,372,082	143,355	454,232	483,782	462,969	660,624	416,866	273,487
Piston: Other	Aircraft								
	Hours	140	28	58	19	4	24	0	0
		28,469	904	4,758	2,701	631	6,533	0	0
Piston: Total	Aircraft								
	Hours	170,513	60,869	48,930	24,273	11,722	10,696	4,836	2,911
		22,198,928	1,806,257	3,852,430	3,146,678	2,175,304	2,763,470	1,742,408	1,358,119

Table 2.7

2000 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT TOTAL FLIGHT HOURS BY NUMBER OF AIRCRAFT AND TOTAL HOURS FLOWN IN EACH FLIGHT HOUR RANGE BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

AIRCRAFT TYPE		Estimate of Number Active & Hours Flown	NUMBER OF AIRCRAFT AND TOTAL HOURS FLOWN IN EACH FLIGHT HOURS RANGE						
			1 - 50 Hours	51 - 100 Hours	101 - 150 Hours	151 - 200 Hours	201 - 300 Hours	301 - 400 Hours	401 - 500 Hours
Fixed Wing - Turboprop									
1 Engine: Total	Aircraft	678	15	27	45	50	141	80	116
	Hours	278,360	684	2,403	6,084	9,926	36,103	29,070	55,468
2 Eng: 1-12 Seats	Aircraft	3,862	90	322	608	804	950	419	426
	Hours	1,045,003	3,383	28,875	82,173	145,421	251,576	151,266	201,620
2 Eng: 13+ Seats	Aircraft	1,178	90	0	36	145	78	243	29
	Hours	682,375	2,925	0	5,037	26,907	22,869	88,225	12,879
2 Engine: Total	Aircraft	5,040	180	322	644	948	1,028	662	455
	Hours	1,727,377	6,308	28,875	87,210	172,328	274,445	239,491	214,499
Turboprop: Other	Aircraft	45	10	0	14	0	5	5	2
	Hours	25,657	168	0	1,488	0	942	1,578	930
Turboprop: Total	Aircraft	5,762	205	349	702	998	1,174	746	573
	Hours	2,031,394	7,160	31,278	94,783	182,254	311,489	270,138	270,898

Table 2.7

2000 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT TOTAL FLIGHT HOURS BY NUMBER OF AIRCRAFT AND TOTAL HOURS FLOWN IN EACH FLIGHT HOUR RANGE BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

AIRCRAFT TYPE		Estimate of Number Active & Hours Flown	NUMBER OF AIRCRAFT AND TOTAL HOURS FLOWN IN EACH FLIGHT HOURS RANGE						
			1 - 50 Hours	51 - 100 Hours	101 - 150 Hours	151 - 200 Hours	201 - 300 Hours	301 - 400 Hours	401 - 500 Hours
Fixed Wing - Turbojet									
2 Engine Turbojet	Aircraft	6,215	249	309	439	561	1,286	1,061	973
	Hours	2,338,204	6,504	27,240	56,810	105,598	330,267	386,635	441,549
Turbojet: Other	Aircraft	786	14	61	25	70	113	103	158
	Hours	417,005	273	5,648	3,594	13,934	27,344	36,059	70,466
Turbojet: Total	Aircraft	7,001	262	369	464	631	1,399	1,164	1,131
	Hours	2,755,210	6,777	32,888	60,404	119,532	357,611	422,695	512,016
Fixed Wing: Total	Aircraft	183,276	61,337	49,649	25,439	13,351	13,270	6,746	4,615
	Hours	26,985,536	1,820,195	3,916,596	3,301,866	2,477,090	3,432,570	2,435,240	2,141,032
Rotorcraft									
Piston	Aircraft	2,680	659	612	299	326	221	222	146
	Hours	530,850	18,947	52,206	39,903	61,005	60,280	84,984	68,202
1 Eng: Turbine	Aircraft	3,776	426	571	252	267	503	423	345
	Hours	1,424,028	11,081	47,181	33,098	50,482	130,728	153,006	160,806
Multi-Eng: Turbine	Aircraft	694	40	38	100	20	49	101	88
	Hours	353,469	504	3,373	13,561	3,462	11,901	36,957	40,583
Turbine: Total	Aircraft	4,470	466	610	352	287	552	524	433
	Hours	1,777,497	11,585	50,554	46,659	53,945	142,629	189,964	201,388
Rotorcraft: Total	Aircraft	7,150	1,125	1,221	652	613	773	746	579
	Hours	2,308,346	30,531	102,759	86,562	114,950	202,910	274,947	269,591

Table 2.7

2000 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT TOTAL FLIGHT HOURS BY NUMBER OF AIRCRAFT AND TOTAL HOURS FLOWN IN EACH FLIGHT HOUR RANGE BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

AIRCRAFT TYPE		Estimate of Number Active & Hours Flown	NUMBER OF AIRCRAFT AND TOTAL HOURS FLOWN IN EACH FLIGHT HOURS RANGE						
			1 - 50 Hours	51 - 100 Hours	101 - 150 Hours	151 - 200 Hours	201 - 300 Hours	301 - 400 Hours	401 - 500 Hours
Other Aircraft									
Gliders	Aircraft	2,041	1,124	477	152	117	90	51	20
	Hours	157,384	25,307	36,742	19,408	21,357	21,742	17,698	8,929
Lighter-than-air	Aircraft	4,660	4,020	505	73	0	12	0	0
	Hours	216,787	86,924	35,690	8,956	0	2,732	0	0
Other aircraft: Total	Aircraft	6,700	5,144	982	225	117	101	51	20
	Hours	374,171	112,231	72,432	28,364	21,357	24,474	17,698	8,929
Experimental									
Amateur:	Aircraft	16,739	10,335	4,801	910	499	126	53	0
	Hours	906,001	265,409	368,840	107,226	92,362	29,382	18,007	0
Exhibition:	Aircraft	1,973	1,147	613	150	30	22	2	0
	Hours	114,105	28,512	47,524	18,427	5,937	5,453	899	0
Other:	Aircraft	1,694	599	392	139	125	146	98	65
	Hours	286,700	16,896	29,985	18,700	22,882	35,641	35,979	29,809
Experimental: Total	Aircraft	20,407	12,081	5,806	1,198	655	294	153	65
	Hours	1,306,805	310,817	446,348	144,353	121,182	70,476	54,884	29,809
Total All Aircraft	Aircraft	217,533	79,687	57,658	27,514	14,736	14,438	7,695	5,280
	Hours	30,974,848	2,273,774	4,538,136	3,561,144	2,734,578	3,730,430	2,782,770	2,449,360

Table 2.7

2000 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT TOTAL FLIGHT HOURS BY NUMBER OF AIRCRAFT AND TOTAL HOURS FLOWN IN EACH FLIGHT HOUR RANGE BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

AIRCRAFT TYPE		Estimate of Number Active & Hours Flown	NUMBER OF AIRCRAFT AND TOTAL HOURS FLOWN IN EACH FLIGHT HOURS RANGE				
			501 - 700 Hours	701 - 1000 Hours	1001- 1300 Hours	1301 - 1600 Hours	Over 1600 Hours
Fixed Wing							
Fixed Wing - Piston							
1 Eng: 1-3 Seats	Aircraft	42,147	813	804	34	27	209
	Hours	5,323,736	498,180	678,705	41,550	42,180	429,105
1 Eng: 4+ Seats	Aircraft	107,275	1,863	1,181	439	69	202
	Hours	13,474,640	1,134,804	1,035,266	488,773	103,941	412,046
1 Engine: Total	Aircraft						
	Hours	149,422	2,676	1,986	473	97	411
		18,798,368	1,632,984	1,713,971	530,323	146,121	841,150
2 Eng: 1-6 Seats	Aircraft						
	Hours	14,079	102	143	0	0	0
		1,978,264	61,925	115,646	0	0	0
2 Eng: 7+ Seats	Aircraft						
	Hours	6,873	249	63	56	15	0
		1,393,818	150,830	56,977	68,107	23,283	0
2 Engine: Total	Aircraft						
	Hours	20,951	351	206	56	15	0
		3,372,082	212,755	172,623	68,107	23,283	0
Piston: Other	Aircraft						
	Hours	140	1	0	0	0	6
		28,469	707	0	0	0	12,235
Piston: Total	Aircraft						
	Hours	170,513	3,028	2,191	529	112	417
		22,198,928	1,846,446	1,886,593	598,430	169,404	853,385

Table 2.7

2000 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT TOTAL FLIGHT HOURS BY NUMBER OF AIRCRAFT AND TOTAL HOURS FLOWN IN EACH FLIGHT HOUR RANGE BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

AIRCRAFT TYPE		Estimate of Number Active & Hours Flown	NUMBER OF AIRCRAFT AND TOTAL HOURS FLOWN IN EACH FLIGHT HOURS RANGE				
			501 - 700 Hours	701 - 1000 Hours	1001- 1300 Hours	1301 - 1600 Hours	Over 1600 Hours
Fixed Wing - Turboprop							
1 Engine: Total	Aircraft	678	154	34	5	10	0
	Hours	278,360	92,713	26,226	5,830	13,852	0
2 Eng: 1-12 Seats	Aircraft	3,862	176	52	0	0	15
	Hours	1,045,003	105,278	44,327	0	0	31,082
2 Eng: 13+ Seats	Aircraft	1,178	131	225	202	0	0
	Hours	682,375	71,789	211,439	240,306	0	0
2 Engine: Total	Aircraft	5,040	307	277	202	0	15
	Hours	1,727,377	177,066	255,767	240,306	0	31,082
Turboprop: Other	Aircraft	45	0	0	0	0	10
	Hours	25,657	0	0	0	0	20,551
Turboprop: Total	Aircraft	5,762	461	311	207	10	25
	Hours	2,031,394	269,779	281,993	246,137	13,852	51,633

Table 2.7

2000 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT TOTAL FLIGHT HOURS BY NUMBER OF AIRCRAFT AND TOTAL HOURS FLOWN IN EACH FLIGHT HOUR RANGE BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

AIRCRAFT TYPE		Estimate of Number Active & Hours Flown	NUMBER OF AIRCRAFT AND TOTAL HOURS FLOWN IN EACH FLIGHT HOURS RANGE				
			501 - 700 Hours	701 - 1000 Hours	1001- 1300 Hours	1301 - 1600 Hours	Over 1600 Hours
Fixed Wing - Turbojet							
2 Engine Turbojet	Aircraft	6,215	788	406	103	21	19
	Hours	2,338,204	468,706	328,667	113,481	32,651	40,095
Turbojet: Other	Aircraft	786	137	13	23	0	69
	Hours	417,005	77,873	9,286	29,280	0	143,248
Turbojet: Total	Aircraft	7,001	925	419	126	21	88
	Hours	2,755,210	546,579	337,953	142,761	32,651	183,343
Fixed Wing: Total	Aircraft	183,276	4,414	2,921	862	143	530
	Hours	26,985,536	2,662,804	2,506,540	987,328	215,907	1,088,361
Rotorcraft							
Piston	Aircraft	2,680	87	89	18	0	0
	Hours	530,850	52,591	72,176	20,556	0	0
1 Eng: Turbine	Aircraft	3,776	359	471	89	25	44
	Hours	1,424,028	215,484	401,445	101,025	35,958	83,734
Multi-Eng: Turbine	Aircraft	694	80	119	6	14	40
	Hours	353,469	47,192	95,409	6,046	20,475	74,005
Turbine: Total	Aircraft	4,470	439	590	95	39	83
	Hours	1,777,497	262,677	496,854	107,071	56,433	157,740
Rotorcraft: Total	Aircraft	7,150	526	679	113	39	83
	Hours	2,308,346	315,268	569,030	127,627	56,433	157,740

Table 2.7

2000 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT TOTAL FLIGHT HOURS BY NUMBER OF AIRCRAFT AND TOTAL HOURS FLOWN IN EACH FLIGHT HOUR RANGE BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

AIRCRAFT TYPE		Estimate of Number Active & Hours Flown	NUMBER OF AIRCRAFT AND TOTAL HOURS FLOWN IN EACH FLIGHT HOURS RANGE				
			501 - 700 Hours	701 - 1000 Hours	1001- 1300 Hours	1301 - 1600 Hours	Over 1600 Hours
Other Aircraft							
Gliders	Aircraft	2,041	10	0	0	0	0
	Hours	157,384	6,200	0	0	0	0
Lighter-than-air	Aircraft	4,660	0	0	0	12	39
	Hours	216,787	0	0	0	16,907	65,578
Other aircraft: Total	Aircraft	6,700	10	0	0	12	39
	Hours	374,171	6,200	0	0	16,907	65,578
Experimental							
Amateur:	Aircraft	16,739	0	8	0	0	8
	Hours	906,001	0	8,032	0	0	16,743
Exhibition:	Aircraft	1,973	0	9	0	0	0
	Hours	114,105	0	7,352	0	0	0
Other:	Aircraft	1,694	86	38	0	0	6
	Hours	286,700	52,653	31,640	0	0	12,516
Experimental: Total	Aircraft	20,407	86	55	0	0	14
	Hours	1,306,805	52,653	47,024	0	0	29,259
Total All Aircraft	Aircraft	217,533	5,036	3,655	975	193	666
	Hours	30,974,848	3,036,924	3,122,594	1,114,954	289,247	1,340,938

CHAPTER III

PRIMARY AND ACTUAL USE

Table 3.1

2000 GENERAL AVIATION AND AIR TAXI NUMBER OF AIRCRAFT BY PRIMARY USE BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

AIRCRAFT TYPE	PRIMARY USE													
	Total Active	Per-sonal	Instruc-tional	Busi-ness	Cor-porate	Air Taxi	Air Tours***	Sight See***	Aerial Obs	Aerial Apps	Aerial Other	External Load	Medi-cal	Other Work
Fixed Wing														
Fixed Wing - Piston														
1 Eng: 1-3 Seats														
Est. Active	42,147	31,443	4,470	1,448	40	35	43	121	768	3,094	177	0	18	489
% Std. Error	2.6	3.3	3.4	3.4	4.2	3.2	3.6	4	3.4	3.6	3.7		4	3.3
Est. % Active	62.7													
1 Eng: 4+ Seats														
Est. Active	107,275	80,082	7,767	15,377	598	515	38	83	2,073	42	96	0	119	470
% Std. Error	2.1	2.2	2.3	2.3	2.1	2.0	2.7	1.8	2.4	2.8	2.1		2.4	2.2
Est. % Active	85.5													
1 Engine: Total														
Est. Active	149,422	111,525	12,237	16,826	638	550	81	204	2,840	3,136	273	0	138	959
% Std. Error	2.3	2.7	2.6	3.0	2.9	2.7	2.4	2.4	2.8	2.3	2.4		2.9	2.4
Est. % Active	77.5													
2 Eng: 1-6 Seats														
Est. Active	14,079	7,558	765	4,059	668	511	0	0	326	12	111	0	0	70
% Std. Error	2.2	2.5	2.5	2.4	2.4	2.6			2.9		2.4			2.4
Est. % Active	82													
2 Eng: 7+ Seats														
Est. Active	6,873	2,344	269	1,845	1,046	981	41	21	89	11	104	0	81	40
% Std. Error	1.7	2.0	2.1	1.9	1.9	2.0	3.4		2.0		2.2		1.9	2.4
Est. % Active	80.6													
2 Engine: Total														
Est. Active	20,951	9,901	1,034	5,904	1,714	1,492	41	21	415	23	215	0	81	110
% Std. Error	2.0	2.3	2.4	2.2	2.0	2.1	3.3		2.6	2.4	2.2		1.9	2.2
Est. % Active	81.5													
Piston: Other														
Est. Active	140	45	0	11	0	0	0	12	0	15	42	0	0	15
% Std. Error	1.7	4.7		2.8				2.9		2.3	3.8			6.0
Est. % Active	45.5													
Piston: Total														
Est. Active	170,513	121,471	13,271	22,740	2,352	2,042	122	236	3,255	3,174	530	0	219	1,084
% Std. Error	2.3	2.6	2.6	2.8	2.4	2.5	2.5	2.1	2.7	2.2	2.2		2.4	2.3
Est. % Active	78													

Table 3.1

2000 GENERAL AVIATION AND AIR TAXI NUMBER OF AIRCRAFT BY PRIMARY USE BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

AIRCRAFT TYPE	PRIMARY USE													
	Total Active	Per-sonal	Instruc-tional	Busi-ness	Cor-porate	Air Taxi	Air Tours***	Sight See***	Aerial Obs	Aerial Apps	Aerial Other	External Load	Medi-cal	Other Work
Fixed Wing - Turboprop														
1 Engine: Total														
Est. Active	678	41	0	99	15	105	0	0	17	365	18	0	9	9
% Std. Error	1.0	0.9		1.1	1.1	1.0			1.1	1.8				
Est. % Active	85.6													
2 Eng: 1-12 Seats														
Est. Active	3,862	474	21	827	2,002	364	0	4	19	0	61	0	66	21
% Std. Error	0.8	0.9	1.2	0.9	0.9	0.9			1.1		1.2		0.6	1.2
Est. % Active	93.5													
2 Eng: 13+ Seats														
Est. Active	1,178	5	0	219	814	67	0	0	0	0	54	0	0	5
% Std. Error	1.7		3.9	1.3	0.8	3.3								
Est. % Active	87.2													
2 Engine: Total														
Est. Active	5,040	479	21	1,046	2,831	431	0	4	19	0	116	0	66	26
% Std. Error	1.0	1.1	1.4	1.1	1.0	0.9			1.3		1.6		0.7	1.1
Est. % Active	91.9													
Turboprop: Other														
Est. Active	45	0	0	0	0	0	0	0	32	2	9	0	0	1
% Std. Error	2.0								6.2		2.5			
Est. % Active	46.0													
Turboprop: Total														
Est. Active	5,762	520	21	1,145	2,831	536	0	4	69	367	143	0	76	37
% Std. Error	1.0	1.1	1.5	1.2	1.1	1.0			1.2	0.8	1.2		0.8	1.0
Est. % Active	90.4													

Table 3.1

2000 GENERAL AVIATION AND AIR TAXI NUMBER OF AIRCRAFT BY PRIMARY USE BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

AIRCRAFT TYPE	PRIMARY USE													
	Total Active	Per-sonal	Instruc-tional	Busi-ness	Cor-porate	Air Taxi	Air Tours***	Sight See***	Aerial Obs	Aerial Apps	Aerial Other	External Load	Medi-cal	Other Work
Fixed Wing - Turbojet														
2 Engine Turbojet														
Est. Active	6,215	496	33	441	4,529	638	0	0	21	0	0	0	24	33
% Std. Error	1.2	1.3	1.8	1.3	1.3	1.3							1.5	1.7
Est. % Active	91.7													
Turbojet: Other														
Est. Active	786	31	0	25	548	11	0	0	0	170	0	0	0	0
% Std. Error	1.9	2.1		2.7	2.1					3				
Est. % Active	79.6													
Turbojet: Total														
Est. Active	7,001	526	33	466	5,078	649	0	0	21	170	0	0	24	33
% Std. Error	1.3	1.4	1.9	1.4	1.4	1.4				1.8			1.6	1.9
Est. % Active	90.2													
Fixed Wing: Total														
Est. Active	183,276	122,517	13,326	24,351	10,260	3,227	122	241	3,346	3,711	673	0	318	1,153
% Std. Error	2.2	2.6	2.5	2.7	2.2	2.2	3.6	2	2.6	2	2.1		1.9	2.2
Est. % Active	78.7													
Rotorcraft														
Piston														
Est. Active	2,680	1,024	591	141	64	24	30	81	309	261	73	30	0	51
% Std. Error	2.3	2.9	3.1	2.8	3.2	3.4	3.8	3	3.4	3.2	2.8	3.8		3.2
Est. % Active	61													
1 Eng: Turbine														
Est. Active	3,776	213	128	178	369	345	136	36	1,376	246	239	121	236	148
% Std. Error	1.5	1.8	1.7	1.7	1.8	1.8	1.6	1.7	1.6	1.7	1.7	1.9	1.9	2.1
Est. % Active	78.3													
Multi-Eng: Turbine														
Est. Active	694	26	6	23	145	55	0	0	6	6	12	70	334	12
% Std. Error	2.1	3.1		4.2	2.7	2.4						3.6	2.7	
Est. % Active	65.7													
Turbine: Total														
Est. Active	4,470	239	134	201	514	400	136	36	1,382	252	250	191	570	160
% Std. Error	1.6	1.9	1.8	1.9	1.9	1.9	1.7	1.8	1.7	1.8	1.9	2.1	2	2.3
Est. % Active	76													
Rotorcraft: Total														
Est. Active	7,150	1,262	725	342	578	424	166	117	1,691	513	323	221	570	211
% Std. Error	1.9	2.3	2.4	2.2	2.3	2.4	2.2	2.2	2.2	2.4	2.2	2.6	2.4	2.6
Est. % Active	69.6													

Table 3.1

2000 GENERAL AVIATION AND AIR TAXI NUMBER OF AIRCRAFT BY PRIMARY USE BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

AIRCRAFT TYPE	PRIMARY USE													
	Total Active	Per-sonal	Instruc-tional	Busi-ness	Cor-porate	Air Taxi	Air Tours***	Sight See***	Aerial Obs	Aerial Apps	Aerial Other	External Load	Medi-cal	Other Work
Other Aircraft														
Gliders														
Est. Active	2,041	1,732	248	13	0	0	8	18	0	0	0	0	0	22
% Std. Error	2.2	2.7	2.7					3.5						3.9
Est. % Active	67.1													
Lighter-than-air														
Est. Active	4,660	3,770	187	6	0	0	17	499	0	0	0	0	0	182
% Std. Error	2.1	2.6	3				1.9	3.2						2.3
Est. % Active	66.6													
Other aircraft: Total														
Est. Active	6,700	5,502	434	18	0	0	25	516	0	0	0	0	0	204
% Std. Error	2.1	2.7	2.8	3.6			2	3.2						2.4
Est. % Active	66.7													
Experimental														
Amateur:														
Est. Active	16,739	16,181	331	212	8	0	0	0	8	0	0	0	0	0
% Std. Error	5.9	8.3	8.4	7.2										
Est. % Active	52.3													
Exhibition:														
Est. Active	1,973	1,817	0	25	0	0	0	0	0	0	0	0	0	129
% Std. Error	2.2	2.7		3.8										2.3
Est. % Active	70.3													
Other:														
Est. Active	1,694	912	66	222	157	35	6	6	48	71	26	13	41	90
% Std. Error	1.6	2	2.2	2	2	2.2			1.8	1.9	2.3	2.3	1.9	2
Est. % Active	74.3													
Experimental: Total														
Est. Active	20,407	18,910	397	458	165	35	6	6	56	71	26	13	41	220
% Std. Error	4.7	6.6	6.2	4.4	3.6	4			3.3	3.5	4.2	4.1	3.4	3.6
Est. % Active	55													
Total All Aircraft														
Est. Active	217,533	148,192	14,883	25,169	11,003	3,686	333	881	5,093	4,294	1,022	234	930	1,787
% Std. Error	2.4	2.9	2.8	3	2.5	2.4	2.8	2.3	2.4	2.3	2.2	2.1	2	2.3
Est. % Active	74.9													

Note: Row and column summations may differ from printed totals due to estimation procedures.

* Percent standard error of 100% or greater.

** Includes sightseeing performed under 14 CFR 91: General Operating and Flight Rules.

*** Includes air tours performed under 14 CFR 135: Air Taxi Operators and Commercial Operators.

Table 3.2

2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN BY ACTUAL USE
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

	ACTUAL USE													
AIRCRAFT TYPE	Total	Perso-nal	Instruc-tional	Busi-ness	Corp-orate	Air Taxi	Air Tours***	Sight See**	Aerial Obs	Aerial Apps	Aerial Other	Exter-nal	Medi-cal	Other Work
Fixed Wing														
Fixed Wing - Piston														
1 Eng: 1-3 Seats														
Est. Total Hours	5,323,737	2,245,914	1,532,244	185,074	6,473	8,564	13,074	36,074	198,464	949,398	31,615	1,365	3,809	111,669
% Std. Error	3.6	5.4	8	12.7	60.9	79.6	70.7	34.5	22	9.4	34.1	37.4	55.7	22.7
1 Eng: 4+ Seats														
Est. Total Hours	13,474,643	6,882,776	3,120,517	2,136,108	112,817	246,086	24,788	63,047	606,305	8,260	50,426	1,749	35,048	186,716
% Std. Error	2.3	2	7	4.4	22.3	27	41.5	21.2	15.7	37.8	47.9	59.8	20.2	20.9
1 Engine: Total														
Est. Total Hours	18,798,380	9,128,691	4,652,761	2,321,182	119,290	254,650	37,862	99,120	804,769	957,658	82,042	3,114	38,857	298,384
% Std. Error	1.9	2	5.1	3.8	19.1	23.4	36.5	18.5	12.1	10.6	30	35.1	17.3	15
2 Eng: 1-6 Seats														
Est. Total Hours	1,978,265	698,289	272,107	547,119	147,551	159,844	559	4,206	100,976	4,843	21,766	575	2,910	17,521
% Std. Error	4	5.5	19	7.3	21.7	27	96.3	88.4	30.3	124.5	52.6	85.5	64	38.4
2 Eng: 7+ Seats														
Est. Total Hours	1,393,819	269,088	90,672	268,179	263,803	364,221	50,012	6,683	24,740	4,505	9,959	56	29,987	11,914
% Std. Error	4.5	8.4	28.5	8.5	12.2	13.3	59.9	81.3	39.8	78.9	39.8	70.8	43.9	34.7
2 Engine: Total														
Est. Total Hours	3,372,084	967,377	362,779	815,299	411,354	524,065	50,571	10,888	125,716	9,348	31,724	631	32,897	29,435
% Std. Error	3.1	4.5	15.3	5.5	11.8	13.5	70.5	66.7	23.7	73.3	35.5	70.1	47.9	26.4
Piston: Other														
Est. Total Hours	28,469	2,922	285	1,301	0	0	0	1,795	54	14,752	5,474	0	0	1,886
% Std. Error	38.5	29.7	35.7	113.2		126.7		73.3	123.7	77	37.4			59.1
Piston: Total														
Est. Total Hours	22,198,933	10,098,989	5,015,825	3,137,782	530,644	778,715	88,432	111,804	930,539	981,759	119,240	3,745	71,753	329,705
% Std. Error	1.6	1.9	4.8	3.2	10.6	12.2	44.6	17.8	10.9	10.6	23.1	31.4	24.6	13.7

Table 3.2

2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN BY ACTUAL USE
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

AIRCRAFT TYPE	ACTUAL USE													
	Total	Perso-nal	Instruc-tional	Busi-ness	Corp-orate	Air Taxi	Air Tours***	Sight See**	Aerial Obs	Aerial Apps	Aerial Other	Exter-nal	Medi-cal	Other Work
Fixed Wing - Turboprop														
1 Engine: Total														
Est. Total Hours	278,360	9,172	2,910	20,936	5,200	60,587	0	71	2,211	162,589	5,949	186	5,592	2,957
% Std. Error	5.6	30.6	33.8	23	58.9	27.4		79.7	60.1	10.4	76.7	99.7	83.6	82.2
2 Eng: 1-12 Seats														
Est. Total Hours	1,045,003	89,212	9,275	135,605	572,175	166,929	10	1,652	12,401	39	19,120	10	29,548	9,028
% Std. Error	3.7	9.6	23.2	9.5	6	21	151.9	143.9	68.4	67	42.7	151.9	37.9	42.2
2 Eng: 13+ Seats														
Est. Total Hours	682,375	13,827	7,463	11,528	423,408	179,747	5,271	0	154	0	14,862	0	0	26,115
% Std. Error	9.1	19.9	17.3	25.2	9.4	15.6	53.4		53.4		14			32.2
2 Engine: Total														
Est. Total Hours	1,727,378	103,039	16,738	147,133	995,583	346,676	5,281	1,652	1,255	39	33,982	10	29,548	35,143
% Std. Error	4.1	10.5	22.7	9.7	6.2	20.1	15.3	154.6	40.3	72.1	40	163.2	40.8	35
Turboprop: Other														
Est. Total Hours	25,657	0	0	5	27	0	0	0	21,490	792	3,067	0	0	276
% Std. Error	56.4			65.7	173.2				70.9	153	73.2			171
Turboprop: Total														
Est. Total Hours	2,031,394	112,211	19,648	168,074	1,000,810	407,263	5,281	1,722	36,256	163,419	42,998	196	35,140	38,376
% Std. Error	3.5	9.7	19.2	8.7	6	16.8	15.3	139.3	49.3	17.8	34.2	123.6	36.5	31.6

Table 3.2

2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN BY ACTUAL USE
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

	ACTUAL USE													
AIRCRAFT TYPE	Total	Perso-nal	Instruc-tional	Busi-ness	Corp-orate	Air Taxi	Air Tours***	Sight See**	Aerial Obs	Aerial Apps	Aerial Other	Exter-nal	Medi-cal	Other Work
Fixed Wing - Turbojet														
2 Engine Turbojet														
Est. Total Hours	2,338,205	187,073	7,154	124,251	1,682,777	306,290	0	1,195	5,526	0	75	741	18,407	4,715
% Std. Error	3.5	19.6	35.7	22.4	4.5	17.8		94.9	87.6		77.2	74.1	77	46.2
Turbojet: Other														
Est. Total Hours	417,005	10,892	438	26,127	295,284	6,621	0	0	0	77,506	0	0	82	56
% Std. Error	14.7	42.3	83.9	110.5	19.7	102.6				37.9			109.1	110.6
Turbojet: Total														
Est. Total Hours	2,755,210	197,965	7,591	150,378	1,978,061	312,911	0	1,195	5,526	77,506	75	741	18,489	4,771
% Std. Error	3.8	18.6	33.9	26.8	4.9	17.5		94.6	87.4	40.9	77	73.9	76.4	45.5
Fixed Wing: Total														
Est. Total Hours	26,985,537	10,409,165	5,043,064	3,456,234	3,509,515	1,498,889	93,713	114,721	972,321	1,222,684	162,313	4,682	125,382	372,792
% Std. Error	1.5	1.8	4.7	3.2	5.5	9.6	20.7	17.3	10.7	9.5	20.7	28.9	23.9	12.8
Rotorcraft														
Piston														
Est. Total Hours	530,850	90,075	183,464	21,627	14,512	5,077	3,946	18,223	102,903	69,312	10,860	3,219	83	7,548
% Std. Error	7.4	11.5	17.5	25.3	44.9	66.9	47.4	28.9	21.2	23.7	48.3	54.9	155.2	45.5
1 Eng: Turbine														
Est. Total Hours	1,424,029	20,514	45,888	35,862	106,159	161,904	119,751	25,456	526,492	90,668	46,912	71,873	133,815	38,737
% Std. Error	4.7	20.1	23.4	49.4	21.2	16.9	28.7	40.8	9.3	25.2	19.6	27.3	22.4	29.9
Multi-Eng: Turbine														
Est. Total Hours	353,469	2,183	2,957	1,975	73,148	9,587	468	0	2,467	1,122	17,954	76,136	162,293	3,180
% Std. Error	12.1	74.1	51.4	74	41.6	50	91.1		91.1	92.6	47.2	43.8	17.4	85.1
Turbine: Total														
Est. Total Hours	1,777,498	22,697	48,846	37,837	179,307	171,491	120,218	25,456	528,958	91,790	64,865	148,009	296,107	41,917
% Std. Error	4.4	19.7	22.7	48.2	20	16.6	29.4	41.9	9.7	25.7	18.7	24.6	14.3	28.9
Rotocraft: Total														
Est. Total Hours	2,308,347	112,772	232,310	59,464	193,819	176,568	124,165	43,679	631,861	161,102	75,725	151,227	296,191	49,465
% Std. Error	4.1	10.1	14.1	33.5	20	17.4	30.2	28.1	9.3	18.1	18.2	25.6	15.5	26.7

Table 3.2

2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN BY ACTUAL USE
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

	ACTUAL USE													
AIRCRAFT TYPE	Total	Perso-nal	Instruc-tional	Busi-ness	Corp-orate	Air Taxi	Air Tours***	Sight See**	Aerial Obs	Aerial Apps	Aerial Other	Exter-nal	Medi-cal	Other Work
Other Aircraft														
Gliders														
Est. Total Hours	157,384	100,848	41,841	2,535	0	0	1,498	7,733	97	65	0	0	0	2,767
% Std. Error	10	10.2	28	81.9			129.6	47.3	105.6	120.4				100.1
Lighter-than-air														
Est. Total Hours	216,787	93,935	7,567	1,757	2,069	3	609	31,718	188	1	1	0	3	78,938
% Std. Error	19.7	14.4	20.1	105.7	79.2	121.8	70.8	16.3	51.5	149.1	149.1		75.9	50.5
Other aircraft: Total														
Est. Total Hours	374,171	194,783	49,408	4,291	2,069	3	2,107	39,451	286	66	1	0	3	81,705
% Std. Error	12.3	9	24.3	64.7	79.6	122.3	93.7	16.1	49.3	118.5	149.7		76.2	49.2
Experimental														
Amateur:														
Est. Total Hours	906,001	832,129	31,143	39,206	436	208	0	46	1,114	263	351	263	6	835
% Std. Error	8.2	8.5	57.3	39.5	164.1	94.1		149.8	123.2	100.7	75.2	100.7	296.6	87.3
Exhibition:														
Est. Total Hours	114,105	99,732	1,047	3,410	0	2	0	60	143	0	0	0	0	9,711
% Std. Error	10.6	11.8	44.7	51.4		97.7		166.5	167.1					47
Other:														
Est. Total Hours	286,700	62,288	17,859	41,348	59,544	18,813	4,425	409	14,972	17,228	6,066	15,253	20,605	7,891
% Std. Error	10.2	12.6	37.2	22.4	24	55.8	127.5	126.6	54.1	47.5	63.2	100.7	57.4	38.5
Experimental: Total														
Est. Total Hours	1,306,806	994,149	50,049	83,964	59,980	19,023	4,425	515	16,230	17,491	6,417	15,516	20,611	18,437
% Std. Error	7.4	6.5	41.5	29.6	54.5	121.3	278.2	222.3	110	103.1	131	216.3	126.1	57.7
Total All Aircraft														
Est. Total Hours	30,974,861	11,710,869	5,374,831	3,603,953	3,765,383	1,694,483	224,410	198,366	1,620,698	1,401,343	244,456	171,426	442,187	522,399
% Std. Error	1.5	1.7	4.6	3.3	5.5	9	18.7	14.1	8.6	9	16.2	34.8	17	14.3

Note: Row and column summations may differ from printed totals due to estimation procedures.

* Percent standard error of 100% or greater.

** Includes sightseeing performed under 14 CFR 91: General Operating and Flight Rules.

*** Includes air tours performed under 14 CFR 135: Air Taxi Operators and Commercial Operators.

Table 3.3

2000 GENERAL AVIATION AND AIR TAXI NUMBER OF AIRCRAFT BY PUBLIC USE AND RENTAL HOURS BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

AIRCRAFT TYPE	Public Use Hours Flown	Use Percent Standard Error	Rental Hours Flown	Hours Percent Standard Error
Fixed Wing				
Fixed Wing - Piston				
1 Eng: 1-3 Seats	95,708	13.4	366,531	6.6
1 Eng: 4+ Seats	179,483	12.3	785,770	5.6
1 Engine: Total	275,191	8.8	1,152,301	4.1
2 Eng: 1-6 Seats	36,488	26.0	95,999	15.3
2 Eng: 7+ Seats	35,752	19.4	72,439	13.1
2 Engine: Total	72,240	16.4	168,438	10.3
Piston: Other	1,481	55.7	1,151	64.7
Piston: Total	348,911	7.8	1,321,890	3.8
Fixed Wing - Turboprop				
1 Engine: Total	3,721	39.7	6,700	28.7
2 Eng: 1-12 Seats	38,567	15.7	31,651	15.5
2 Eng: 13+ Seats	12,268	39.5	2,338	63.0
2 Engine: Total	50,834	14.7	33,989	16.0
Turboprop: Other	3,738	16.6	1,209	65.7
Turboprop: Total	58,293	12.8	41,898	13.8
Fixed Wing - Turbojet				
2 Engine Turbojet	13,364	35.3	46,834	17.1
Turbojet: Other	1,995	91.1	1,196	95.8
Turbojet: Total	15,359	32.8	48,029	16.8
Fixed Wing: Total	422,564	7.0	1,411,818	3.6

Table 3.3 **2000 GENERAL AVIATION AND AIR TAXI NUMBER OF AIRCRAFT BY PUBLIC USE AND RENTAL HOURS BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

AIRCRAFT TYPE	Public Use Hours Flown	Use Percent Standard Error	Rental Hours Flown	Hours Percent Standard Error
Rotorcraft				
Piston	13,950	29.1	41,301	15.7
1 Eng: Turbine	157,342	5.9	26,790	17.8
Multi-Eng: Turbine	11,882	30.2	3,494	59.0
Turbine: Total	169,224	6.1	30,284	17.3
Rotocraft: Total	183,174	6.7	71,585	11.5
Other Aircraft				
Gliders	3,185	65.5	28,602	19.4
Lighter-than-air	1,622	82.6	3,479	57.6
Other aircraft: Total	4,807	51.4	32,081	19.1
Experimental				
Amateur:	15,431	68.3	19,925	58.9
Exhibition:	643	145.3	387	89.7
Other:	7,695	35.3	7,584	33.9
Experimental: Total	23,768	45.0	27,896	40.3
Total All Aircraft	634,313	5.8	1,543,379	3.5

Note: Row and column summations may differ from printed totals due to estimation procedures.

* Percent standard error of 100% or greater.

** Public Use was asked as a separate question beginning in 2000

CHAPTER IV

FLYING CONDITIONS

Table 4.1 2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN BY DAY/NIGHT BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

AIRCRAFT TYPE	DAY TOTAL		NIGHT TOTAL	
	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error
Fixed Wing				
Fixed Wing - Piston				
1 Eng: 1-3 Seats	4,882,140	3.5	441,597	9.5
1 Eng: 4+ Seats	11,755,139	2.2	1,719,504	5.0
1 Engine: Total	16,637,279	1.8	2,161,101	4.1
2 Eng: 1-6 Seats	1,623,837	3.9	354,428	7.2
2 Eng: 7+ Seats	1,153,912	4.6	239,906	7.6
2 Engine: Total	2,777,749	3.1	594,335	5.3
Piston: Other	26,532	40.0	1,937	36.2
Piston: Total	19,441,560	1.6	2,757,373	3.4

Table 4.1 2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN BY DAY/NIGHT BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

AIRCRAFT TYPE	DAY TOTAL		NIGHT TOTAL	
	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error
Fixed Wing - Turboprop				
1 Engine: Total	237,634	5.6	40,725	19.0
2 Eng: 1-12 Seats	856,945	3.8	188,057	6.2
2 Eng: 13+ Seats	557,145	9.8	125,230	10.2
2 Engine: Total	1,414,090	4.3	313,288	5.4
Turboprop: Other	20,741	55.7	4,916	59.6
Turboprop: Total	1,672,465	3.7	358,929	5.3
Fixed Wing - Turbojet				
2 Engine Turbojet	1,828,375	3.7	509,830	5.4
Turbojet: Other	320,696	13.8	96,309	25.3
Turbojet: Total	2,149,071	3.8	606,140	6.1
Fixed Wing: Total	23,263,096	1.5	3,722,442	3.0

Table 4.1 2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN BY DAY/NIGHT BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

AIRCRAFT TYPE	DAY TOTAL		NIGHT TOTAL	
	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error
Rotorcraft				
Piston	472,709	7.3	58,140	25.8
1 Eng: Turbine	1,159,432	5.0	264,597	9.4
Multi-Eng: Turbine	279,372	15.1	74,096	14.0
Turbine: Total	1,438,804	4.9	338,694	8.0
Rotocraft: Total	1,911,513	4.4	396,834	8.2
Other Aircraft				
Gliders	156,884	10.0	500	75.8
Lighter-than-air	200,669	17.6	16,118	61.2
Other aircraft: Total	357,553	10.9	16,618	59.7

Table 4.1 2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN BY DAY/NIGHT BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

AIRCRAFT TYPE	DAY TOTAL		NIGHT TOTAL	
	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error
Experimental				
Amateur:	871,340	8.3	34,660	21.9
Exhibition:	112,835	10.6	1,270	31.3
Other:	236,790	10.5	49,910	17.8
Experimental: Total	1,220,965	7.1	85,841	25.4
Total All Aircraft	26,753,127	1.4	4,221,734	2.9

Note: Row and column summations may differ from printed totals due to estimation procedures.

* Percent Standard Error of 100% or greater.

Table 4.2 2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN UNDER VMC CONDITIONS BY DAY/NIGHT BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

	VMC DAY		VMC NIGHT		VMC TOTAL	
AIRCRAFT TYPE	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error
Fixed Wing						
Fixed Wing - Piston						
1 Eng: 1-3 Seats	4,778,462	3.6	371,492	7.4	5,149,954	3.6
1 Eng: 4+ Seats	10,229,073	2.3	1,411,528	4.8	11,640,600	2.4
1 Engine: Total	15,007,535	1.9	1,783,020	3.8	16,790,554	1.9
2 Eng: 1-6 Seats	1,257,642	4.4	254,359	7.4	1,512,001	4.3
2 Eng: 7+ Seats	888,731	5.2	179,011	7.2	1,067,742	4.9
2 Engine: Total	2,146,373	3.5	433,370	5.3	2,579,743	3.3
Piston: Other	19,828	31.8	1,463	36.7	21,291	30.7
Piston: Total	17,173,735	1.7	2,217,853	3.2	19,391,589	1.7

Table 4.2 2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN UNDER VMC CONDITIONS BY DAY/NIGHT BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

	VMC DAY		VMC NIGHT		VMC TOTAL	
AIRCRAFT TYPE	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error
Fixed Wing - Turboprop						
1 Engine: Total	157,486	6.6	34,526	23.0	192,012	6.4
2 Eng: 1-12 Seats	610,063	4.6	134,371	7.0	744,435	4.4
2 Eng: 13+ Seats	509,248	11.9	81,303	10.4	590,551	11.1
2 Engine: Total	1,119,311	5.5	215,674	5.8	1,334,986	5.2
Turboprop: Other	13,866	71.7	2,318	65.4	16,184	70.7
Turboprop: Total	1,290,663	4.7	252,518	6.2	1,543,182	4.4
Fixed Wing - Turbojet						
2 Engine Turbojet	1,276,483	4.8	286,043	5.4	1,562,526	4.5
Turbojet: Other	200,377	16.5	57,030	26.6	257,406	17.4
Turbojet: Total	1,476,859	4.7	343,073	6.4	1,819,932	4.6
Fixed Wing: Total	19,941,258	1.6	2,813,445	2.8	22,754,703	1.6

Table 4.2 2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN UNDER VMC CONDITIONS BY DAY/NIGHT BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

	VMC DAY		VMC NIGHT		VMC TOTAL	
AIRCRAFT TYPE	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error
Rotorcraft						
Piston	467,299	7.3	56,347	26.5	523,646	7.4
1 Eng: Turbine	1,137,399	5.0	252,148	9.6	1,389,546	4.7
Multi-Eng: Turbine	222,625	16.8	65,565	15.7	288,190	13.7
Turbine: Total	1,360,023	5.0	317,713	8.3	1,677,736	4.5
Rotocraft: Total	1,827,323	4.4	374,060	8.5	2,201,382	4.2
Other Aircraft						
Gliders	156,756	10.0	392	68.6	157,148	10.0
Lighter-than-air	188,751	16.8	22,306	65.7	211,057	19.8
Other aircraft: Total	345,507	10.4	22,699	64.8	368,205	12.2

Table 4.2 2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN UNDER VMC CONDITIONS BY DAY/NIGHT BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

	VMC DAY		VMC NIGHT		VMC TOTAL	
AIRCRAFT TYPE	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error
Experimental						
Amateur:	800,477	8.3	28,209	21.2	828,686	8.3
Exhibition:	98,048	10.3	1,334	31.3	99,382	10.3
Other:	198,765	11.9	36,372	17.8	235,137	11.2
Experimental: Total	1,097,289	7.3	65,915	24.2	1,163,204	7.4
Total All Aircraft	23,211,377	1.5	3,276,118	3.0	26,487,494	1.5

Note: Row and column summations may differ from printed totals due to estimation procedures.
* Percent Standard Error of 100% or greater.

Table 4.3 2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN UNDER IMC CONDITIONS BY DAY/NIGHT BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

	IMC DAY		IMC NIGHT		IMC TOTAL	
AIRCRAFT TYPE	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error
Fixed Wing						
Fixed Wing - Piston						
1 Eng: 1-3 Seats	36,358	16.0	14,872	43.0	51,231	18.4
1 Eng: 4+ Seats	1,143,342	5.5	239,040	10.7	1,382,382	5.3
1 Engine: Total	1,179,700	4.8	253,913	9.4	1,433,613	4.7
2 Eng: 1-6 Seats	301,889	7.5	108,125	10.2	410,014	7.2
2 Eng: 7+ Seats	209,805	7.3	77,561	10.6	287,367	7.4
2 Engine: Total	511,694	5.4	185,686	7.5	697,380	5.3
Piston: Other	764	38.8	265	63.1	1,029	39.1
Piston: Total	1,692,158	3.8	439,864	6.4	2,132,022	3.7

Table 4.3 2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN UNDER IMC CONDITIONS BY DAY/NIGHT BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

	IMC DAY		IMC NIGHT		IMC TOTAL	
AIRCRAFT TYPE	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error
Fixed Wing - Turboprop						
1 Engine: Total	16,470	25.3	14,761	34.9	31,231	25.4
2 Eng: 1-12 Seats	185,350	6.1	87,508	7.5	272,859	5.5
2 Eng: 13+ Seats	49,834	16.4	29,636	25.6	79,470	17.4
2 Engine: Total	235,184	5.8	117,145	7.8	352,329	5.5
Turboprop: Other	3,669	63.6	2,205	69.0	5,874	64.5
Turboprop: Total	255,324	5.6	134,110	8.2	389,434	5.5
Fixed Wing - Turbojet						
2 Engine Turbojet	443,313	7.7	257,289	8.1	700,602	7.1
Turbojet: Other	56,205	19.6	40,131	25.2	96,336	20.6
Turbojet: Total	499,518	7.2	297,420	7.8	796,938	6.7
Fixed Wing: Total	2,446,999	3.3	871,395	5.1	3,318,394	3.3

Table 4.3 2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN UNDER IMC CONDITIONS BY DAY/NIGHT BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

	IMC DAY		IMC NIGHT		IMC TOTAL	
AIRCRAFT TYPE	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error
Rotorcraft						
Piston	97	79.8	74	138.7	171	95.7
1 Eng: Turbine	7,776	68.9	7,990	67.1	15,766	68.0
Multi-Eng: Turbine	53,153	51.7	3,616	44.7	56,769	49.6
Turbine: Total	60,929	41.9	11,607	49.0	72,536	38.4
Rotocraft: Total	61,026	44.4	11,681	51.6	72,707	40.6
Other Aircraft						
Gliders	15	106.7	0		15	106.7
Lighter-than-air	610	115.2	116	61.4	726	100.3
Other aircraft: Total	625	112.8	116	61.7	742	98.7

Table 4.3 2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN UNDER IMC CONDITIONS BY DAY/NIGHT BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

	IMC DAY		IMC NIGHT		IMC TOTAL	
AIRCRAFT TYPE	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error
Experimental						
Amateur:	20,561	38.2	5,861	56.4	26,422	36.9
Exhibition:	1,868	53.1	0		1,868	53.1
Other:	22,687	17.2	11,273	24.5	33,960	18.4
Experimental: Total	45,117	25.1	17,134	39.9	62,251	26.8
Total All Aircraft	2,553,767	3.6	900,326	5.1	3,454,093	3.5

Note: Row and column summations may differ from printed totals due to estimation procedures.
* Percent Standard Error of 100% or greater.

Table 4.4 2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN BY DAY/NIGHT BY FAA REGION "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

	DAY TOTAL		NIGHT TOTAL	
REGION	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error
Alaskan	652,419	6.3	39,561	15.0
Central	1,439,092	4.6	205,842	6.4
Eastern	3,002,142	4.2	473,335	6.8
Great Lakes	4,393,643	3.7	756,162	7.2
New England	841,231	4.4	147,157	10.1
Northwest Mt.	2,767,568	4.7	296,625	9.0
Southern	4,905,939	3.7	909,891	7.5
Southwestern	4,520,758	4.0	656,379	8.7
Western-Pacific	4,230,334	4.1	736,782	9.1
Total	26,753,127	1.4	4,221,734	2.9

Note: Row and column summations may differ from printed totals due to estimation procedures.
* Percent Standard Error of 100% or greater.

Table 4.5 2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN UNDER VMC CONDITIONS BY DAY/NIGHT BY FAA REGION "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

	VMC DAY		VMC NIGHT		VMC TOTAL	
REGION	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error
Alaskan	623,030	6.2	37,641	16.3	660,671	6.2
Central	1,256,089	4.8	168,442	7.0	1,424,532	4.8
Eastern	2,507,515	4.5	354,242	7.1	2,861,757	4.6
Great Lakes	3,785,431	4.0	566,355	6.9	4,351,786	4.0
New England	702,974	4.6	102,073	8.3	805,048	4.6
Northwest Mt.	2,472,645	4.8	236,855	8.3	2,709,500	4.7
Southern	4,070,683	3.8	723,617	8.5	4,794,300	3.9
Southwestern	3,916,341	4.3	526,150	8.0	4,442,491	4.4
Western-Pacific	3,876,668	4.5	560,742	8.9	4,437,410	4.5
Total	23,211,377	1.5	3,276,118	3.0	26,487,494	1.5

Note: Row and column summations may differ from printed totals due to estimation procedures.
* Percent Standard Error of 100% or greater.

Table 4.6 2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN UNDER IMC CONDITIONS BY DAY/NIGHT BY FAA REGION "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

	IMC DAY		IMC NIGHT		IMC TOTAL	
REGION	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error
Alaskan	10,727	31.8	5,051	51.3	15,778	35.7
Central	125,755	9.0	40,886	11.3	166,641	8.7
Eastern	400,147	11.2	119,465	13.2	519,612	10.5
Great Lakes	447,917	6.6	186,505	10.4	634,422	7.1
New England	107,794	10.1	42,050	19.5	149,844	10.4
Northwest Mt.	186,367	13.8	50,684	19.9	237,051	13.4
Southern	593,210	8.7	219,571	11.7	812,781	8.7
Southwestern	404,477	11.9	119,172	16.7	523,649	11.0
Western-Pacific	277,375	9.5	116,940	18.9	394,315	10.0
Total	2,553,767	3.6	900,326	5.1	3,454,093	3.5

Note: Row and column summations may differ from printed totals due to estimation procedures.
* Percent Standard Error of 100% or greater.

4.7 2000 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN BY FLIGHT PLAN BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT EXCLUDES COMMUTER AIRCRAFT"

	IFR FLIGHT PLANS				VFR FLIGHT PLANS			
AIRCRAFT TYPE	Number Active Aircraft	Percent Standard Error	Hours Flown	Percent Standard Error	Number Active Aircraft	Percent Standard Error	Hours Flown	Percent Standard Error
Fixed Wing								
Fixed Wing - Piston								
1 Eng: 1-3 Seats	25,157	4.4	297,984	7.1	39,894	2.8	4,432,346	3.9
1 Eng: 4+ Seats	70,293	4.5	4,270,084	3.3	83,386	3.6	6,650,450	3.4
1 Engine: Total	95,450	4.3	4,568,068	2.9	123,281	3.2	11,082,797	2.5
2 Eng: 1-6 Seats	12,892	2.7	1,081,298	5.3	8,120	4.9	475,027	9.7
2 Eng: 7+ Seats	6,323	2.1	870,923	5.5	3,966	3.8	325,631	12.6
2 Engine: Total	19,214	2.4	1,952,221	4.0	12,086	4.4	800,659	8.0
Piston: Other	91	2.4	11,333	40.9	100	2.2	15,707	39.4
Piston: Total	114,755	4.0	6,531,622	2.4	135,466	3.3	11,899,162	2.4

4.7 2000 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN BY FLIGHT PLAN BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT EXCLUDES COMMUTER AIRCRAFT"

	IFR FLIGHT PLANS				VFR FLIGHT PLANS			
AIRCRAFT TYPE	Number Active Aircraft	Percent Standard Error	Hours Flown	Percent Standard Error	Number Active Aircraft	Percent Standard Error	Hours Flown	Percent Standard Error
Fixed Wing - Turboprop								
1 Engine: Total	559	1.5	149,052	10.1	511	1.7	93,997	11.4
2 Eng: 1-12 Seats	3,812	0.9	872,286	4.4	1,488	4.2	83,687	15.3
2 Eng: 13+ Seats	1,178	1.7	209,908	13.5	772	3.8	430,110	17.5
2 Engine: Total	4,990	1.1	1,082,195	4.4	2,259	4.0	513,797	13.4
Turboprop: Other	45	2.0	25,652	56.4	20	3.6	4	116.2
Turboprop: Total	5,593	1.2	1,256,899	4.1	2,791	3.5	607,798	10.9
Fixed Wing - Turbojet								
2 Engine Turbojet	6,174	1.3	2,233,028	3.5	1,117	9.0	14,655	29.2
Turbojet: Other	745	2.1	392,228	14.7	292	5.7	10,932	29.2
Turbojet: Total	6,920	1.4	2,625,256	3.7	1,409	8.4	25,588	21.5
Fixed Wing: Total	127,268	3.8	10,413,778	2.4	139,666	3.4	12,532,548	2.4

4.7 2000 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN BY FLIGHT PLAN BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT EXCLUDES COMMUTER AIRCRAFT"

	IFR FLIGHT PLANS				VFR FLIGHT PLANS			
AIRCRAFT TYPE	Number Active Aircraft	Percent Standard Error	Hours Flown	Percent Standard Error	Number Active Aircraft	Percent Standard Error	Hours Flown	Percent Standard Error
Rotorcraft								
Piston	1,483	4.0	21,655	42.0	2,424	2.6	399,549	8.5
1 Eng: Turbine	1,715	3.7	56,689	28.8	3,450	1.7	1,228,315	5.0
Multi-Eng: Turbine	387	3.9	86,172	34.7	559	2.8	265,293	15.4
Turbine: Total	2,102	3.8	142,862	22.7	4,009	1.9	1,493,608	4.9
Rotocraft: Total	3,585	3.9	164,516	21.5	6,434	2.2	1,893,156	4.6
Other Aircraft								
Gliders	1,803	2.6	261	15.6	2,018	2.2	137,780	10.2
Lighter-than-air	3,237	3.3	13,754	49.7	4,576	2.2	199,187	19.7
Other aircraft: Total	5,040	3.0	14,015	49.1	6,595	2.2	336,967	12.5

4.7 2000 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN BY FLIGHT PLAN BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT EXCLUDES COMMUTER AIRCRAFT"

	IFR FLIGHT PLANS				VFR FLIGHT PLANS			
AIRCRAFT TYPE	Number Active Aircraft	Percent Standard Error	Hours Flown	Percent Standard Error	Number Active Aircraft	Percent Standard Error	Hours Flown	Percent Standard Error
Experimental								
Amateur:	10,818	8.6	151,412	19.0	15,450	6.4	646,310	9.4
Exhibition:	1,544	3.0	24,411	21.2	1,844	2.4	75,637	11.4
Other:	1,319	2.4	136,965	15.0	1,255	2.5	103,798	21.3
Experimental: Total	13,680	6.8	312,787	17.6	18,550	5.2	825,745	8.7
Total All Aircraft	149,572	4.0	10,905,097	2.4	171,244	3.4	15,588,416	2.2

Table 4.7 2000 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN BY FLIGHT PLAN BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

AIRCRAFT TYPE	NO FLIGHT PLANS				TOTAL FLIGHT PLANS			
	Number Active Aircraft	Percent Standard Error	Hours Flown	Percent Standard Error	Number Active Aircraft	Percent Standard Error	Hours Flown	Percent Standard Error
Fixed Wing								
Fixed Wing - Piston								
1 Eng: 1-3 Seats	26,746	4.2	592,817	6.2	42,147	2.6	5,323,111	3.6
1 Eng: 4+ Seats	57,582	5.5	2,553,077	4.0	107,275	2.1	13,474,005	2.3
1 Engine: Total	84,328	3.8	3,145,894	2.9	149,422	0.0	18,797,317	1.7
2 Eng: 1-6 Seats	8,247	4.9	421,771	6.3	14,079	2.2	1,978,166	4.0
2 Eng: 7+ Seats	3,515	4.2	197,186	8.1	6,873	1.7	1,393,777	4.5
2 Engine: Total	11,762	3.7	618,957	4.5	20,951	2.0	3,371,942	2.8
Piston: Other	40	4.0	1,427	69.6	140	1.7	28,467	38.5
Piston: Total	96,130	3.8	3,766,278	2.5	170,513	0.0	22,197,726	1.5

Table 4.7 2000 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN BY FLIGHT PLAN BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

	NO FLIGHT PLANS				TOTAL FLIGHT PLANS			
AIRCRAFT TYPE	Number Active Aircraft	Percent Standard Error	Hours Flown	Percent Standard Error	Number Active Aircraft	Percent Standard Error	Hours Flown	Percent Standard Error
Fixed Wing - Turboprop								
1 Engine: Total	439	2.1	35,282	11.8	678	1.0	278,341	5.6
2 Eng: 1-12 Seats	1,266	4.7	88,984	9.5	3,862	0.8	1,044,980	3.7
2 Eng: 13+ Seats	411	6.6	42,297	24.5	1,178	1.7	682,367	9.1
2 Engine: Total	1,678	4.8	131,280	9.0	5,040	0.0	1,727,347	4.0
Turboprop: Other	0	0	0	0	45	2.0	25,657	56.4
Turboprop: Total	2,117	4.2	166,562	7.4	5,762	1.0	2,031,345	3.4
Fixed Wing - Turbojet								
2 Engine Turbojet	581	13.1	90,489	43.7	6,215	1.2	2,338,196	3.5
Turbojet: Other	190	7.6	13,824	106.9	786	1.9	416,997	14.7
Turbojet: Total	772	11.4	104,312	38.7	7,001	1.3	2,755,192	3.6
Fixed Wing: Total	99,019	3.9	4,037,153	2.6	183,276	2.2	26,984,264	1.4

Table 4.7 2000 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN BY FLIGHT PLAN BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

	NO FLIGHT PLANS				TOTAL FLIGHT PLANS			
AIRCRAFT TYPE	Number Active Aircraft	Percent Standard Error	Hours Flown	Percent Standard Error	Number Active Aircraft	Percent Standard Error	Hours Flown	Percent Standard Error
Rotorcraft								
Piston	1,917	3.3	109,584	9.8	2,680	2.3	530,803	7.4
1 Eng: Turbine	2,003	3.3	138,962	13.9	3,776	1.5	1,424,015	4.7
Multi-Eng: Turbine	157	7.1	1,993	45.8	694	2.1	353,464	12.1
Turbine: Total	2,160	2.9	140,955	12.4	4,470	1.6	1,777,479	3.9
Rotorcraft: Total	4,077	2.5	250,539	7.7	7,150	1.9	2,308,282	3.4
Other Aircraft								
Gliders	1,826	2.5	19,330	19.8	2,041	2.2	157,379	10.0
Lighter-than-air	3,194	3.3	3,824	37.6	4,660	2.1	216,774	19.7
Other aircraft: Total	5,020	1.8	23,154	14.9	6,700	2.1	374,153	10.0

Table 4.7 2000 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN BY FLIGHT PLAN BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

	NO FLIGHT PLANS				TOTAL FLIGHT PLANS			
AIRCRAFT TYPE	Number Active Aircraft	Percent Standard Error	Hours Flown	Percent Standard Error	Number Active Aircraft	Percent Standard Error	Hours Flown	Percent Standard Error
Experimental								
Amateur:	10,834	8.6	108,184	20.9	16,739	5.9	905,938	8.2
Exhibition:	1,518	3.1	14,043	17.7	1,973	2.2	114,095	10.6
Other:	995	3.2	45,923	17.6	1,694	1.6	286,693	10.2
Experimental: Total	13,348	3.7	168,150	11.3	20,407	4.7	1,306,727	5.3
Total All Aircraft	121,463	3.7	4,478,995	2.4	217,533	2.4	30,973,425	1.3

CHAPTER V

FUEL CONSUMPTION

Table 5.1 2000 GENERAL AVIATION TOTAL FUEL CONSUMED AND AVERAGE FUEL CONSUMPTION RATE BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

AIRCRAFT TYPE	Average Rate GPH	Estimated Fuel Use (mil gal)	Percent Standard Error
Fixed Wing			
Fixed Wing - Piston			
1 Eng: 1-3 Seats	9.4	50.0	3.6
1 Eng: 4+ Seats	11.4	153.6	2.3
1 Engine: Total	10.8	203.7	1.8
2 Eng: 1-6 Seats	26.6	52.6	4.0
2 Eng: 7+ Seats	35.1	48.9	4.5
2 Engine: Total	29.4	101.5	3.3
Piston: Other	238.7	6.8	38.5
Piston: Total	13.3	312.0	2.6

Table 5.1 2000 GENERAL AVIATION TOTAL FUEL CONSUMED AND AVERAGE FUEL CONSUMPTION RATE BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

AIRCRAFT TYPE	Average Rate GPH	Estimated Fuel Use (mil gal)	Percent Standard Error
Fixed Wing - Turboprop			
1 Engine: Total	54.4	15.1	5.6
2 Eng: 1-12 Seats	84.8	88.6	3.7
2 Eng: 13+ Seats	110.4	75.3	9.1
2 Engine: Total	90.8	164.0	4.6
Turboprop: Other	54.4	1.4	56.4
Turboprop: Total	86.2	180.5	4.1
Fixed Wing - Turbojet			
2 Engine Turbojet	263.2	615.4	3.5
Turbojet: Other	362.1	151.0	14.7
Turbojet: Total	274.3	766.4	4.3
Fixed Wing: Total	25.6	1,258.9	4.6

Table 5.1 2000 GENERAL AVIATION TOTAL FUEL CONSUMED AND AVERAGE FUEL CONSUMPTION RATE BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

AIRCRAFT TYPE	Average Rate GPH	Estimated Fuel Use (mil gal)	Percent Standard Error
Rotorcraft			
Piston	15.1	8.0	7.4
1 Eng: Turbine	26.0	37.0	4.7
Multi-Eng: Turbine	40.2	14.2	12.1
Turbine: Total	28.2	51.2	4.8
Rotorcraft: Total	23.3	59.3	4.9
Other Aircraft			
Gliders	0.0	0.0	
Lighter-than-air	0.0	0.0	
Other aircraft: Total	0.0	0.0	

Table 5.1 2000 GENERAL AVIATION TOTAL FUEL CONSUMED AND AVERAGE FUEL CONSUMPTION RATE BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

AIRCRAFT TYPE	Average Rate GPH	Estimated Fuel Use (mil gal)	Percent Standard Error
Experimental			
Amateur:	13.2	11.8	8.4
Exhibition:	13.2	0.9	12.4
Other:	13.2	3.6	11.2
Experimental: Total	13.2	16.3	7.9
Total All Aircraft	24.3	1,334.4	4.5

Note: Row and column summations may differ from printed totals due to estimation procedures.

CHAPTER VI

AIRFRAME HOURS

Table 6.1 **2000 GENERAL AVIATIONS AND AIR TAXI TOTAL AND AVERAGE AIRFRAME HOURS PER ALL AIRCRAFT BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

AIRCRAFT TYPE	Aircraft Population Size	Estimate of Number Active	Percent Standard Error	Estimate of Percent Active	Percent Standard Error	Estimate of Total Airframe Hours	Percent Standard Error	Estimate of Average Airframe Hours	Percent Standard Error
Fixed Wing									
Fixed Wing - Piston									
1 Eng: 1-3 Seats	67,257	42,147	2.6	62.7	2.6	318,265,574	2.6	4,732.1	2.6
1 Eng: 4+ Seats	125,474	107,275	2.1	85.5	2.1	518,192,198	2.7	4,129.9	2.7
1 Engine: Total	192,730	149,422	2.3	77.5	2.3	836,457,771	1.9	4,340.0	1.9
2 Eng: 1-6 Seats	17,174	14,079	2.2	82.0	2.2	75,037,111	4.2	4,369.2	4.2
2 Eng: 7+ Seats	8,525	6,873	1.7	80.6	1.7	51,441,359	4.0	6,034.2	4.0
2 Engine: Total	25,699	20,951	2.0	81.5	2.0	126,478,470	3.0	4,921.5	3.0
Piston: Other	307	140	1.7	45.5	1.7	6,591,221	9.1	21,469.8	9.1
Piston: Total	218,737	170,513	2.3	78.0	2.3	969,527,462	1.7	4,432.4	1.7

Table 6.1 **2000 GENERAL AVIATIONS AND AIR TAXI TOTAL AND AVERAGE AIRFRAME HOURS PER ALL AIRCRAFT BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

AIRCRAFT TYPE	Aircraft Population Size	Estimate of Number Active	Percent Standard Error	Estimate of Percent Active	Percent Standard Error	Estimate of Total Airframe Hours	Percent Standard Error	Estimate of Average Airframe Hours	Percent Standard Error
Fixed Wing - Turboprop									
1 Engine: Total	792	678	1.0	85.6	1.0	4,726,738	19.6	5,968.1	19.6
2 Eng: 1-12 Seats	4,131	3,862	0.8	93.5	0.8	27,262,382	6.4	6,599.5	6.4
2 Eng: 13+ Seats	1,351	1,178	1.7	87.2	1.7	17,279,108	8.7	12,789.9	8.7
2 Engine: Total	5,483	5,040	1.0	91.9	1.0	44,541,490	5.2	8,123.6	5.2
Turboprop: Other	97	45	2.0	46.0	2.0	1,873,998	6.2	19,319.6	6.2
Turboprop: Total	6,372	5,762	1.0	90.4	1.0	51,142,225	4.9	8,026.1	4.9
Fixed Wing - Turbojet									
2 Engine Turbojet	6,777	6,215	1.2	91.7	1.2	37,355,610	6.5	5,512.1	6.5
Turbojet: Other	987	786	1.9	79.6	1.9	4,338,066	9.4	4,395.2	9.4
Turbojet: Total	7,764	7,001	1.3	90.2	1.3	41,693,677	5.8	5,370.1	5.8
Fixed Wing: Total	232,872	183,276	2.2	78.7	2.2	1,062,363,365	1.6	4,562.0	1.6

Table 6.1 **2000 GENERAL AVIATIONS AND AIR TAXI TOTAL AND AVERAGE AIRFRAME HOURS PER ALL AIRCRAFT BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

AIRCRAFT TYPE	Aircraft Population Size	Estimate of Number Active	Percent Standard Error	Estimate of Percent Active	Percent Standard Error	Estimate of Total Airframe Hours	Percent Standard Error	Estimate of Average Airframe Hours	Percent Standard Error
Rotorcraft									
Piston	4,396	2,680	2.3	61.0	2.3	27,321,285	9.0	6,215.0	9.0
1 Eng: Turbine	4,824	3,776	1.5	78.3	1.5	31,411,269	5.3	6,511.5	5.3
Multi-Eng: Turbine	1,056	694	2.1	65.7	2.1	7,572,326	9.6	7,170.8	9.6
Turbine: Total	5,880	4,470	1.6	76.0	1.6	38,983,595	4.6	6,629.9	4.6
Rotorcraft: Total	10,277	7,150	1.9	69.6	1.9	66,304,880	4.6	6,451.8	4.6
Other Aircraft									
Gliders	3,043	2,041	2.2	67.1	2.2	5,912,470	14.9	1,943.0	14.9
Lighter-than-air	6,997	4,660	2.1	66.6	2.1	2,790,195	15.9	398.8	15.9
Other aircraft: Total	10,040	6,700	2.1	66.7	2.1	8,702,665	11.5	866.8	11.5

Table 6.1 **2000 GENERAL AVIATIONS AND AIR TAXI TOTAL AND AVERAGE AIRFRAME HOURS PER ALL AIRCRAFT BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

AIRCRAFT TYPE	Aircraft Population Size	Estimate of Number Active	Percent Standard Error	Estimate of Percent Active	Percent Standard Error	Estimate of Total Airframe Hours	Percent Standard Error	Estimate of Average Airframe Hours	Percent Standard Error
Experimental									
Amateur:	31,994	16,739	5.9	52.3	5.9	18,359,212	5.7	573.8	5.7
Exhibition:	2,806	1,973	2.2	70.3	2.2	7,660,222	7.6	2,729.9	7.6
Other:	2,280	1,694	1.6	74.3	1.6	12,360,356	12.7	5,421.2	12.7
Experimental: Total	37,081	20,407	4.7	55.0	4.7	38,379,791	9.0	1,035.0	9.0
Total All Aircraft	290,269	217,533	2.4	74.9	2.4	1,175,750,700	1.5	4,050.6	1.5

Note: Row and column summations may differ from printed totals due to estimation procedures.
* Percent Standard Error of 100% or greater.

CHAPTER VII

LANDING GEAR SYSTEMS

Table 7.1

2000 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, AND TOTAL NUMBER OF AIRCRAFT WITH A FIXED OR RETRACTABLE LANDING GEAR SYSTEM BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

AIRCRAFT TYPE	Aircraft Population Size	Estimate of Number Active	Percent Standard Error	Estimate of Active Aircraft w/ Fixed Landing Gear	Percent Standard Error	Estimate of Percent Active Aircraft w/ Fixed Landing Gear	Percent Standard Error	Estimate of Active Aircraft w/ Retrac Landing Gear	Percent Standard Error	Estimate of Percent Active Aircraft w/ Retrac Landing Gear	Percent Standard Error
Fixed Wing											
Fixed Wing - Piston											
1 Eng: 1-3 Seats	67,257	42,147	2.6	39,271	0.8	94.2	0.7	2,426	13.8	5.8	13.8
1 Eng: 4+ Seats	125,474	107,275	2.1	68,388	3.8	63.8	3.6	38,887	6.7	36.2	6.7
1 Engine: Total	192,730	149,422	2.3	108,109	2.7	72.4	2.7	41,312	7.1	27.6	7.1
2 Eng: 1-6 Seats	17,174	14,079	2.2	225	37.2	1.6	35.5	13,853	0.6	98.4	0.6
2 Eng: 7+ Seats	8,525	6,873	1.7	92	30.4	1.3	30.4	6,781	0.4	98.7	0.4
2 Engine: Total	25,699	20,951	2	317	34.1	1.5	34.1	20,634	0.5	98.5	0.5
Piston: Other	307	140	1.7	16	5.3	11.6	5.2	123	0.7	88.4	0.7
Piston: Total	218,737	170,513	2.3	108,443	3.3	63.6	3.3	62,070	5.7	36.4	5.7
Fixed Wing - Turboprop											
1 Engine: Total	792	678	1	524	1.3	77.2	1.3	154	4.1	22.8	4.2
2 Eng: 1-12 Seats	4,131	3,862	0.8	43	30.2	1.1	30.2	3,818	0.3	98.9	0.3
2 Eng: 13+ Seats	1,351	1,178	1.7	69	18.1	5.9	18.1	1,109	1.1	94.1	1.1
2 Engine: Total	5,483	5,040	1	112	22.6	2.2	22.6	4,927	0.5	97.8	0.5
Turboprop: Other	97	45	2	0		0		45	0	100	0
Turboprop: Total	6,372	5,762	1	636	9.1	11	9.1	5,126	1.1	89	1.1

Table 7.1 **2000 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, AND TOTAL NUMBER OF AIRCRAFT WITH A FIXED OR RETRACTABLE LANDING GEAR SYSTEM BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

AIRCRAFT TYPE	Aircraft Population Size	Estimate of Number Active	Percent Standard Error	Estimate of Active Aircraft w/ Fixed Landing Gear	Percent Standard Error	Estimate of Percent Active Aircraft w/ Fixed Landing Gear	Percent Standard Error	Estimate of Active Aircraft w/ Retrac Landing Gear	Percent Standard Error	Estimate of Percent Active Aircraft w/ Retrac Landing Gear	Percent Standard Error
Fixed Wing - Turbojet											
2 Engine Turbojet	6,777	6,215	1.2	166	24.3	2.7	24.3	6,049	0.7	97.3	0.7
Turbojet: Other	987	786	1.9	190	6.7	24.2	6.7	596	2.1	75.8	2.1
Turbojet: Total	7,764	7,001	1.3	357	17.3	5.1	17.3	6,645	0.9	94.9	0.9
Fixed Wing: Total	232,872	183,276	2.2	109,435	3.5	59.7	3.5	73,841	5.2	40.3	5.2
Rotorcraft											
Piston	4,396	2,680	2.3	2,621	0.4	97.8	0.4	59	19.1	2.2	19.1
1 Eng: Turbine	4,824	3,776	1.5	3,750	0.2	99.3	0.2	26	33.3	0.7	33.3
Multi-Eng: Turbine	1,056	694	2.1	389	2.6	56	2.6	305	3.3	44	3.3
Turbine: Total	5,880	4,470	1.6	4,138	0.8	92.6	0.8	332	9.9	7.4	9.9
Rotorcraft: Total	10,277	7,150	1.9	6,760	0.7	94.5	0.7	390	11.7	5.5	11.7
Other Aircraft											
Gliders	3,043	2,041	2.2	1,111	2.8	54.4	2.8	930	3.4	45.6	3.4
Lighter-than-air	6,997	4,660	2.1	4,648	0.3	99.8	0.1	11	61.3	0.2	61.3
Other aircraft: Total	10,040	6,700	2.1	5,759	1.2	86	1.2	941	7.5	14	7.5

Table 7.1

2000 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, AND TOTAL NUMBER OF AIRCRAFT WITH A FIXED OR RETRACTABLE LANDING GEAR SYSTEM BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

AIRCRAFT TYPE	Aircraft Population Size	Estimate of Number Active	Percent Standard Error	Estimate of Active Aircraft w/ Fixed Landing Gear	Percent Standard Error	Estimate of Percent Active Aircraft w/ Fixed Landing Gear	Percent Standard Error	Estimate of Active Aircraft w/ Retrac Landing Gear	Percent Standard Error	Estimate of Percent Active Aircraft w/ Retrac Landing Gear	Percent Standard Error
Experimental											
Amateur:	31,994	16,739	5.9	13,545	3	80.9	3	3,194	12.8	19.1	12.8
Exhibition:	2,806	1,973	2.2	393	6.8	19.9	6.8	1,581	1.7	80.1	1.7
Other:	2,280	1,694	1.6	634	3.6	37.4	3.6	1,060	2.2	62.6	2.2
Experimental: Total	37,081	20,407	4.7	14,572	3.2	71.4	3.2	5,835	8	28.6	8
Total All Aircraft	290,269	217,533	2.4	136,526	3.2	62.8	3.2	81,007	5.4	37.2	5.4

Table 7.2

2000 GENERAL AVIATION AND AIR TAXI TOTAL ANNUAL HOURS AND PERCENT HOURS FLOWN WITH A FIXED OR RETRACTABLE LANDING GEAR SYSTEM BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

AIRCRAFT TYPE	Estimate of Annual Hours Flown	Percent Standard Error	Estimate of Hours Flown by Aircraft w/ Fixed Landing Gear	Percent Standard Error	Estimate of Percent of Hours Flown by Aircraft w/ Fixed Landing Gear	Percent Standard Error	Estimate of Hours Flown by Aircraft w/ Retrac Landing Gear	Percent Standard Error	Estimate of Percent of Hours Flown by Aircraft w/ Retrac Landing Gear	Percent Standard Error
Fixed Wing										
Fixed Wing - Piston										
1 Eng: 1-3 Seats	5,323,737	3.6	5,066,794	0.8	95.2	0.8	256,943	16.4	4.8	16.4
1 Eng: 4+ Seats	13,474,643	2.3	8,879,233	3.7	65.9	3.7	4,595,410	7.1	34.1	7.1
1 Engine: Total	18,798,380	1.9	13,946,027	2.6	74.2	2.6	4,852,353	7.6	25.8	7.6
2 Eng: 1-6 Seats	1,978,265	4	25,761	45.7	1.3	45.7	1,952,504	0.7	98.7	0.7
2 Eng: 7+ Seats	1,393,819	4.5	18,768	26.8	1.3	26.8	1,375,051	0.4	98.7	0.4
2 Engine: Total	3,372,084	3.1	44,529	48.5	1.3	39.1	3,327,555	0.5	98.7	0.5
Piston: Other	28,469	38.5	1,079	9	3.8	9	27,390	0.6	96.2	0.6
Piston: Total	22,198,933	1.6	13,991,635	3.3	63	3.3	8,207,298	5.7	37	5.7

Table 7.2 **2000 GENERAL AVIATION AND AIR TAXI TOTAL ANNUAL HOURS AND PERCENT HOURS FLOWN WITH A FIXED OR RETRACTABLE LANDING GEAR SYSTEM BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

AIRCRAFT TYPE	Estimate of Annual Hours Flown	Percent Standard Error	Estimate of Hours Flown by Aircraft w/ Fixed Landing Gear	Percent Standard Error	Estimate of Percent of Hours Flown by Aircraft w/ Fixed Landing Gear	Percent Standard Error	Estimate of Hours Flown by Aircraft w/ Retrac Landing Gear	Percent Standard Error	Estimate of Percent of Hours Flown by Aircraft w/ Retrac Landing Gear	Percent Standard Error
Fixed Wing - Turboprop										
1 Engine: Total	278,360	5.6	243,371	1.1	87.4	1.1	34,989	7.3	12.6	7.3
2 Eng: 1-12 Seats	1,045,003	3.7	5,072	69.4	0.5	69.4	1,039,930	0.4	99.5	0.4
2 Eng: 13+ Seats	682,375	9.1	10,560	68.6	1.5	68.6	671,816	1	98.5	1
2 Engine: Total	1,727,378	4.1	15,632	55.7	0.9	55.7	1,711,746	0.5	99.1	0.5
Turboprop: Other	25,657	56.4	0		0		25,657	0	100	0
Turboprop: Total	2,031,394	3.5	259,003	7.8	12.7	7.8	1,772,392	1.1	87.3	1.1
Fixed Wing - Turbojet										
2 Engine Turbojet	2,338,205	3.5	89,550	17	3.8	17	2,248,654	0.7	96.2	0.7
Turbojet: Other	417,005	14.7	82,104	7.2	19.7	7.2	334,901	2	80.3	2
Turbojet: Total	2,755,210	3.8	171,655	13.3	6.2	13.3	2,583,556	0.9	93.8	0.9
Fixed Wing: Total	26,985,537	1.5	1,422,292	3.5	53.4	3.5	12,563,245	4.5	46.6	4.5

Table 7.2 **2000 GENERAL AVIATION AND AIR TAXI TOTAL ANNUAL HOURS AND PERCENT HOURS FLOWN WITH A FIXED OR RETRACTABLE LANDING GEAR SYSTEM BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

AIRCRAFT TYPE	Estimate of Annual Hours Flown	Percent Standard Error	Estimate of Hours Flown by Aircraft w/ Fixed Landing Gear	Percent Standard Error	Estimate of Percent of Hours Flown by Aircraft w/ Fixed Landing Gear	Percent Standard Error	Estimate of Hours Flown by Aircraft w/ Retrac Landing Gear	Percent Standard Error	Estimate of Percent of Hours Flown by Aircraft w/ Retrac Landing Gear	Percent Standard Error
Rotorcraft										
Piston	530,850	7.4	522,643	0.5	98.5	0.5	8,207	27	1.5	27
1 Eng: Turbine	1,424,029	4.7	1,418,594	0.2	99.6	0.2	5,435	60.9	0.4	60.9
Multi-Eng: Turbine	353,469	12.1	234,357	2.2	66.3	2.2	119,112	4.3	33.7	4.3
Turbine: Total	1,777,498	4.4	1,652,951	0.8	93	0.8	124,547	10.5	7	10.5
Rotorcraft: Total	2,308,347	4.1	2,175,593	0.6	94.2	0.6	132,754	11.2	5.8	11.2
Other Aircraft										
Gliders	157,384	10	93,338	2.6	59.3	2.6	64,045	3.1	40.7	3.1
Lighter-than-air	216,787	19.7	215,079	0.1	99.2	0.1	1,708	15.4	0.8	15.4
Other aircraft: Total	374,171	12.3	308,417	1.3	82.4	1.3	65,754	4.8	17.6	4.8

Table 7.2 **2000 GENERAL AVIATION AND AIR TAXI TOTAL ANNUAL HOURS AND PERCENT HOURS FLOWN WITH A FIXED OR RETRACTABLE LANDING GEAR SYSTEM BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

AIRCRAFT TYPE	Estimate of Annual Hours Flown	Percent Standard Error	Estimate of Hours Flown by Aircraft w/ Fixed Landing Gear	Percent Standard Error	Estimate of Percent of Hours Flown by Aircraft w/ Fixed Landing Gear	Percent Standard Error	Estimate of Hours Flown by Aircraft w/ Retrac Landing Gear	Percent Standard Error	Estimate of Percent of Hours Flown by Aircraft w/ Retrac Landing Gear	Percent Standard Error
Experimental										
Amateur:	906,001	8.2	714,999	3.1	78.9	3.1	191,002	8.4	21.1	8.4
Exhibition:	114,105	10.6	20,740	7.5	18.2	7.5	93,365	1.5	81.8	1.5
Other:	286,700	10.2	110,420	3.5	38.5	3.5	176,281	1.9	61.5	1.9
Experimental: Total	1,306,806	7.4	846,158	3.5	64.8	3.5	460,648	5.1	35.2	5.1
Total All Aircraft	30,974,861	1.5	17,752,461	3.1	57.3	3.1	13,222,400	4.1	42.7	4.1

Table 7.3 2000 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT TOTAL NUMBER OF AIRCRAFT WITH A FIXED OR RETRACTABLE LANDING GEAR SYSTEM BY AGE OF AIRCRAFT "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

AGE OF AIRCRAFT (YEARS OLD)	(BUILT)	Estimate of Total Active Aircraft w/ Fixed Landing Gear	Percent Standard Error	Estimate of Total Active Aircraft w/ Retrac Landing Gear	Percent Standard Error
1 to 5	1995 - 1999	13,806	2.9	6,028	6.7
6 to 10	1990 - 1994	5,889	3.4	3,402	6
11 to 15	1985 - 1989	3,688	5.3	3,958	4.9
16 to 20	1980 - 1984	7,962	5.6	11,388	3.9
21 to 25	1975 - 1979	27,445	4.1	20,061	5.6
26 to 30	1970 - 1974	17,401	3.5	9,794	6.3
31 to 35	1965 - 1969	22,202	3.3	10,285	7.2
36 to 40	1960 - 1964	10,265	4.5	7,736	6
41 to 45	1955 - 1959	7,369	3.5	3,591	7.3
46 to 50	1950 - 1954	4,191	3.2	1,783	7.5
51 to 55	1945 - 1949	11,520	2	2,000	11.8
56 to 60	1940 - 1944	3,552	2.4	803	10.8
Over 60	- 1939	1,237	2	177	14.2
Total All Aircraft		136,526	3.7	81,007	6.2

APPENDIX

METHODOLOGY FOR THE 2000 GENERAL AVIATION AND AIR TAXI ACTIVITY (GAATA) SURVEY

APPENDIX A

METHODOLOGY FOR THE 2000 GENERAL AVIATION AND AIR TAXI ACTIVITY (GAATA) SURVEY

1. Overview

In 1993, the name of the General Aviation Activity (GAA) Survey was changed to the General Aviation and Air Taxi Activity (GAATA) Survey to reflect that the survey does include air taxi aircraft. Any aircraft identified as a commuter was excluded from the survey results. The number of computed aircraft types was expanded from 13 to 19. The following new use categories have also been added: sightseeing and external load in 1993, public use in 1996 and medical in 1999. In 2000, public use was taken out as a separate question from other aircraft use categories because it was not mutually exclusive with the other use categories. Beginning in the 1999 survey, the survey excluded a catch-all 'other' category as previous year surveys had. The survey methods used for the 2000 survey are identical to those used in previous surveys, with the exception that a non-respondent telephone survey was not conducted and therefore not used to adjust active aircraft and hours flown estimates. It was recommended that the non-respondent telephone survey be discontinued because of the variability of telephone non-respondent factors as a result of the inability to implement the survey correctly. (see section 5.2, Adjustment of the 2000 GAATA Survey Data, on page A-14).

1.1 Purpose of Survey

The purpose of the 2000 General Aviation and Air taxi Activity (GAATA) Survey is to provide the Federal Aviation Administration (FAA) with information on the activity of the general aviation and air taxi fleets. 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 (NAS) facilities and services, assess the impact of regulatory changes on the fleet, and implement measures to assure the safe operation in the airspace of all aircraft.

1.2 Background

Prior to the current survey method, the FAA used the Aircraft Registration Eligibility, Identification, and Activity Report, AC Form 8050-73, to collect data on general aviation activity. The form was sent annually to all owners of civil aircraft in the United States and served two purposes: (1) Part 1 was the mandatory aircraft registration revalidation form, and (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. The FAA used this information to estimate aircraft activity.

In 1978, the FAA replaced AC Form 8050-73 with a new system: Part 1 was replaced by a triennial registration program. In January 1978, the FAA implemented a new procedure, known as triennial revalidation, for maintaining its master file. Instead of requiring all aircraft owners to revalidate and update their aircraft registration annually, FAA only required revalidation for those aircraft owners who had not contacted the FAA registry for three years. This less frequent updating of the master file affected its accuracy and representativeness:

1) the accuracy of current owners and their addresses has deteriorated;

2) the master file combined a residue of aircraft which, under the old revalidation system, would have been reregistered and purged from the file but now remain under the new system.

Part 2 was replaced by the annual General Aviation Activity Survey, FAA Form 1800-54. The 2000 version of Form 1800-54 is shown in Figure A.1. The survey is conducted annually, based on a statistically selected sample of aircraft, and it requests the same type of information as part 2 of AC Form 8050-73. The first survey took place in 1978, collecting data on the 1977 general aviation fleet. The 2000 statistics in this report were derived from the twenty-third survey, which was implemented in 2001. Benefits resulting from the new system of data collection include quicker processing of the results, improved data quality, and considerable savings in time and money to both the public and the Federal Government.

2. SURVEY COVERAGE

2.1 Aircraft

The 2000 General Aviation and Air Taxi Activity (GAATA) Survey covers, through a stratified probability sample, all civil aircraft registered with the FAA except those operated under Federal Aviation Regulations (FAR) Part 121 as defined in Part 119. These regulations govern operators carrying passengers and cargo for hire. They apply to scheduled operations with ten or more passengers and turbojet operations regardless of the number of passengers. They also apply to supplemental (unscheduled passenger or cargo) operations with more than 30 seats and/or a payload capacity of more than 7,500 pounds. Thus, the survey includes aircraft operating under:

Part 91: General operating and flight rules.

Part 125: Certification and operations: Airplanes having a seating capacity of 20 or more passengers or a maximum payload capacity of 6,000 pounds or more (but not for hire.)

Part 133: Rotorcraft external load operations.

Part 135: On-demand (air taxi) and commuter operations not covered by Part 121.

Part 137: Agricultural aircraft operations.

Certain aircraft meeting the above criteria have been excluded from the survey. This group includes N-numbers registered to manufacturers but not associated with a completed aircraft, aircraft in the process of being sold or with registration pending prior to 2000, aircraft with known invalid addresses that have had an invalid address on the registry for more than ten years, destroyed aircraft, aircraft that are museum pieces and aircraft for which not enough information was available to categorize them properly for sampling purposes.

2.2 Geographic

The sample survey covers general aviation and air taxi aircraft registered within the United States Aircraft Registry as of December 31, 2000. Over 99 percent of these aircraft are registered to owners living in the 50 states; the District of Colombia; Puerto Rico; and other U.S. territories, which include American Samoa, Guam, and the Virgin Islands.[1]

[1]Source: FAA Aircraft Registration Master File as of December 31, 2000.

2.3 Content

The survey questionnaire, FAA Form 1800-54 shown previously in Figure A.1, requests the aircraft owner to provide the following information on the sampled aircraft's characteristics and uses for various periods:

1) Total hours flown and hours flown by use

2) IFR hours, percentage of hours flown in Instrument Meteorological Conditions (IMC) and Visual Meteorological Conditions (VMC) during the day and evening,

3) fuel type,

4) number of landings for the entire calendar year 2000

5) airframe hour reading and the aircraft's base location as of December 31, 2000;

6) And starting in 2000, information about fractional ownership

3. SURVEY METHOD

The survey data was collected through mailing the questionnaire to the owners of the sampled aircraft in three mailings. In 2000, an Internet component was included in the survey. Sampled aircraft were sent a postcard inviting them to participate in an Internet version of the survey. The postcard was sent out on April 5, 2001 and the Internet component continued through August 15, 2001. The response rate for the Internet portion of the survey was 16.4%. The first questionnaire mailing, sent out on April 24, 2001, covered all 31,039 aircraft in the sample and had a response rate of 25.3 percent, as shown in Table A.1. This accounted for approximately 75 percent of the total responses to the survey. The second mailing was sent on June 1, 2001 and included only those aircraft in the sample that had not yet responded to the survey and were not part of the non-active sample. The second mailing had a response rate of 13.2 percent, which accounted for approximately 15 percent of the total responses to the survey. The third mailing on July 10, 2001 was sent to owners of the sampled aircraft who had not responded to the first or second mailings as of a June 29, 2001. The third mailing produced a response rate of 11 percent, or approximately ten percent of the total responses to the survey. The overall survey responses resulted in a response rate of 52.5 percent.

TABLE A.1 SUMMARY OR RESPONSE INFORMATION

PHASE	VALID SAMPLE	RESPONSES	RESPONSE RATE	% TOTAL RESPONSE
Internet	31,039	5,081	16.4%	33.7%
1ST Mailing	27,452	6,948	25.3%	43.3%
2nd Mailing	19,158	2,534	13.2%	15.8%
3rd Mailing	15,339	1,638	10.7%	10.2%
TOTAL:	30,531[2]	16,044[4]	52.5%	100.0%

[2] The Total Valid Sample Size used to compute the overall survey response rate excludes non-qualified sample

[4] The sum of the internet and mail responses are greater than the total number of responses, because 157 respondents replied to both the mail and internet survey.

The Postcard Invitation to the Internet Component is shown in Figure A.2. Each of the three mailings was accompanied by a cover letter, shown respectively in Figures A.3, A.4, and A.5 at the back of this appendix.

In 2000, the survey contractor also worked with General Aviation Associations to obtain correct address information. If a questionnaire was returned because of an incorrect address in the first mailing, association databases were used to update the record if a match was located.

4. SAMPLE DESIGN

4.1 Sample Frame and Size

The FAA Mike Monroney Aeronautical Center in Oklahoma City maintains the Aircraft Registration Master File, which is the official record of registered civil aircraft in the United States.

The sample frame is made up of all aircraft identified as general aviation in the master file (according to the definition in Section 2.1), with the following exception:

1) aircraft registered to dealers;

2) aircraft with "Sale Reported" or "Registration Pending" appearing in the record instead of the owner's name if changed to this status;

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; and

For calendar year 2000, the sample frame consisted of 256,927 general aviation aircraft records from which 31,039 records were sampled, yielding a 12.1 percent sample, very similar to prior years. However, it was decided that excluding all aircraft with invalid addresses was most likely underestimating the GA fleet. Therefore, starting in 1999, a distinction was made between the sample frame and the GA population. The GA population would include aircraft with invalid addresses that had become invalid within the last ten years because of the high probability that the majority of these aircraft are still flying. It was also decided to include aircraft that were changed to the status 'sale reported' or 'registration pending' within the survey year as these aircraft were most likely part of the GA population at least for some time during the survey year. Table A.2 shows, by aircraft type, the distribution of the sample compared to that of the sample frame and the estimated population. This clearly demonstrates the disproportionality of the sample to the population, an intended result of the sample design to gain efficiency and to control errors for the key design variable, hours flown.

4.2 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) region of aircraft registration, and

2) aircraft type

The 9 levels of the region criterion and the 19 levels of aircraft type yielded a matrix of 9 by 19 or 171 cells (strata) among which the frame was divided for sampling.

The FAA's primary requirement is for estimates of average annual flight hours per aircraft, necessitating optimal determination of sample sizes based on flight hour variation by region and by aircraft type, and not on population. Hence, the sample was not proportional to size, but instead sought to optimize the precision of hours flown in each cell. Sample units were randomly selected within individual cells, yielding a final sample size of 31,039 aircraft.

TABLE A.2 SAMPLE AND POPULATION DISTRIBUTION BY AIRCRAFT TYPE

TYPE	APPROXIMATE POPULATION	RECORDS VALID FOR SAMPLE	SAMPLE SIZE	SAMPLE AS % OF POPULATION
Fixed Wing – Piston				
1 Engine: 1-3 Seats	67,257	57,725	9,572	14.2%
1 Engine: 4+ Seats	125,474	114,148	8,143	7.0%
2 Engine: 1-6 Seats	17,174	14,903	1,480	8.6%
2 Engine: 7+ Seats	8,525	7,100	1,667	19.5%
Piston: Other	307	190	190	61.9%
Fixed Wing-Turboprop				
1 Engine: Total	792	792	340	42.9%
2 Engine: 1-12 Seats	4,131	3,912	906	21.9%
2 Engine: 13+ Seats	1,351	1,351	308	22.8%
Turboprop: Other	97	92	92	94.8%
Fixed Wing – Turbojet				
2 Engine	6,777	6,777	1,044	15.4%
Turbojet: Other	987	927	203	20.6%
Rotorcraft				
Piston	4,396	3,482	1,085	24.7%
1 Engine: Turbine	4,824	4,589	1,476	30.6%
Multi-Engine: Turbine	1,056	1,056	289	27.4%
Other Aircraft				
Gliders	3,043	2,681	491	16.1%
Lighter-than-Air	6,997	5,556	1,427	20.4%
Experimental				
Amateur	31,994	25,569	1,364	4.3%
Exhibition	2,806	2,495	430	15.3%
Other	2,280	2,032	532	23.3%
TOTAL:	**290,269**[3]	**256,927**[4]	**31,039**	**10.7%**

[3] In previous years the General Aviation population was adjusted downward for GAATA surveys that were returned where owners identified the aircraft as an air carrier. Starting in 1998, the population was also adjusted downward to account for the percentage of survey non-respondents who are air carriers as well as the percent of other aircraft not in the GA population (e.g., military aircraft, exported overseas). The percentage of survey respondents who identified themselves as air carriers or another status not in the GA population in the 2000 GAATA survey was used as the estimate of the percent of GAATA survey non-respondents not in the GA population.

Initially, each aircraft in the sample was given a weight which was the inverse of its cell's sampling fraction, and which corresponded to the number of aircraft in the population (as opposed to the sample frame as in previous years surveys) represented by that aircraft. When all responses to the survey were tallied, each weight was adjusted according to the response rate for the cell. If a returned survey for an aircraft did not answer any of the survey questions, they were counted as a non-respondent. Other non-respondents include surveys returned by the postmaster as undeliverable, owner deceased, or refusals. A returned survey for an aircraft was only counted as a respondent if it answered one of the following two key questions, if the aircraft was flown or the hours the aircraft was flown in 2000.

The weight adjustment is described as follows:

1) non-respondents' weights were changed to zero; and

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.

4.3 Error

Errors associated with estimates derived from sample survey results fall into two categories: sampling and non-sampling errors. Sampling errors occur because the estimates are based on a sample rather than 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.

4.4 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 potential 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 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. The design variables in the GAATA Survey are the average annual hours flown per aircraft by aircraft type and by region of aircraft registration. The sample is designed to produce standard errors on these variables at levels specified by the FAA. No controls are placed on the standard errors of the non-design variables.

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

TABLE A.3 CONFIDENCE OF INTERVAL ESTIMATES

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

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 sampling 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 this publication display standard errors for all estimated quantities. For the most part, the measure of precision presented in this report is the relative standard error, which is merely the ratio of the standard error to the estimate times 100 (to convert the fraction to a percent). In addition to immediately communicating the relative precision of the estimate, it allows ready comparison of the survey" performance across variables. The following is an example of how to use the relative standard error: from Table 2.1, a 95 percent confidence interval for the number of active rotorcraft with piston engines would be 2,564 plus or minus 2(23/100)(2,564) or the interval between 1,384 and 3,743. One would say that with 95 percent confidence that the number of active rotorcraft with piston engines lies somewhere between 1,384 and 3,743. Another way of expressing this is that we are highly confident (95 percent) that the number of active rotorcraft with piston engines is within plus or minus 2(23.0) percent or 46.0 percent of 2,564.

4.5 Non-Sampling Error

Sampling error can be reduced through survey design, however, the amount of non-sampling error is difficult, if not impossible, to quantify in any given design. There are, however, various techniques which can limit non-sampling error.

Several of these techniques were incorporated into the design of the GAATA Survey and are itemized below:

1) A second and third mailing, including a prompting (reminder) letter, were sent to nonrespondents in addition to the original mailing in order to improve the response rate, since a low response rate is a major cause of non-sampling error.

2) To assure the owners of the confidentiality of their responses, the questionnaire cover letter informed that:

   "The information you have provided in the past has never been published or released in any form that would reveal specific information reported by any individually identifiable respondent."[5]

[5] See Figure A.2.

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

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

5. RESPONSE RATE

The response rate for 2001 was 52.5% [6]. Possible causes for the less than 100% sample rate response include:

- The deterioration of the currency of aircraft owners' addresses in the Aircraft Registration Master File, the sample frame. This has caused a gradual increase in the percentage of PMRs. For the 2000 Survey, at least 19% of the questionnaires had registry errors that limit survey return. These errors include post master returns, sold or destroyed aircraft, and air carriers.

- 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 aircraft type, it is impossible to avoid sampling some of the same aircraft in consecutive years. The repeated sampling of some aircraft has been exacerbated by the decreasing number of valid records on the Aircraft Registration Master File. Owners of such aircraft may have been less willing to respond. The re-design of the sampling technique may have somewhat mitigated the problem starting in 2000.

Table A.4, on the following page, reveals the responses by aircraft type.

[6] The 2000 response rate is similar to recent past years when the response rate is calculated in the same manner. The response rate for the 1998 survey calculated in the same manner as the 2000 response was 53.6%.

TABLE A.4 RESPONSE RATE BY AIRCRAFT TYPE

TYPE	SAMPLE	NON QUALIFIED SAMPLE	RESPONSES	RESPONSE RATE
Fixed Wing – Piston				
1 Engine: 1-3 Seats	9,572	83	5,308	55.9%
1 Engine: 4+ Seats	8,143	54	4,763	58.9%
2 Engine: 1-6 Seats	1,480	15	751	51.3%
2 Engine: 7+ Seats	1,667	28	644	39.3%
Piston: Other	190	12	91	51.1%
Fixed Wing-Turboprop				
1 Engine: Total	340	4	122	36.3%
2 Engine: 1-12 Seats	906	13	379	42.4%
2 Engine: 13+ Seats	308	57	69	27.5%
Turboprop: Other	92	9	23	27.7%
Fixed Wing – Turbojet				
2 Engine	1,044	111	397	42.6%
Turbojet: Other	203	11	68	35.4%
Rotorcraft				
Piston	1,085	12	473	44.1%
1 Engine: Turbine	1,476	21	556	38.2%
Multi-Engine: Turbine	289	26	109	41.4%
Other Aircraft				
Gliders	491	3	291	59.6%
Lighter-than-Air	1,427	17	690	48.9%
Experimental				
Amateur	1,364	13	817	66.5%
Exhibition	430	1	233	54.3%
Other	532	18	260	50.6%
TOTAL:	**31,039**	**508**	**16,044**	**52.5%**

5.1 Adjustments Based on a Telephone Survey of Nonrespondents

From the conduct of the first General Aviation Activity (GAAA) Survey in 1977 through the 1990 Survey year, the survey data were not adjusted to account for nonrespondents (aircraft owners selected as part of the survey sample but who chose not to complete and return the form). This is because telephone surveys of nonrespondents conducted in 1977, 1978 and 1979 did not show any significant differences or inconsistencies between respondents' and nonrespondents' replies. In 1980, the telephone survey was discontinued as a cost-saving measure.

The GAATA Survey response rate has fallen from over 70 percent prior to 1980 to the 50 percent range in most years since 1983, and the number of postmaster returns has greatly increased. Therefore, the FAA decided to conduct a telephone survey of nonrespondents to the ratio of active aircraft and inactive aircraft between mail respondents and telephone respondents. Nonresponse adjustment factors derived from these survey results have been applied to the GAA Survey up through 1995. In 1997, a telephone survey of nonrespondents to the 1996 GAATA Mail survey was conducted. In 1998, a telephone survey of nonrespondents to the 1997 GAATA Mail survey was conducted. This survey showed significant differences between respondents and non-respondents to the mail survey. This information was used to correct 1998 estimates for nonresponse bias. The results of this telephone survey have also been integrated into the 1991 through 1997 surveys to estimate more accurately active aircraft and hours flown.

In 1999 this telephone survey was again conducted nationally to ask non-respondents about active aircraft and hours flown. However, although the methodology of the non-respondent survey is sound, it does not allow for correct implementation because only a small percent of non-respondents can be located. Furthermore, an analysis of the estimates from the telephone survey show great variability over the years compared to the much more stable mail survey estimates. The difficulty in implementing the survey and variability of telephone estimates resulted in the finding that the telephone survey was not a constructive addition to the estimates. Therefore, the telephone non-respondent survey was not used to adjust 2000 estimates and its implementation has been discontinued as of this time.

Figure A.1 SURVEY QUESTIONNAIRE (page 1)

Federal Aviation Administration
C/O PA Consulting Group
2711 Allen Blvd. Suite 200
Middleton, WI 53562

2000 General Aviation and Air Taxi Activity and Avionics Survey

(As of December 31, 2000)

Instructions:

- Please answer questions for the aircraft shown to the right. If this is not your aircraft, please check this box ☐ and return the survey in the enclosed postage-paid envelope.
- Mark all answers in the spaces provided. Do not write outside the answer spaces or make stray marks on the survey.
- Please fill out the survey as legibly as possible. When entering numbers, use numbers that look like this:

1	2	3	4	5	6	7	8	9	0

Aircraft Characteristics:

Submission of this form is voluntary. The information provided will be used only for statistical purposes and will not be published or released in any form that would reveal specific information reported by an individually identifiable respondent.

When reporting aircraft activity, please report for *all* operators of this aircraft. If you do not know the exact information for a particular question, please provide your best estimate.

Q1 Was this aircraft flown in 2000? *(Check one)*

☐ Yes ⟶ Continue to Q2

☐ No ⟶ **Why was this aircraft inactive? *(Check one)***

☐ Under restoration ☐ Destroyed ☐ Other

☐ Under construction ☐ Sold

The survey is complete. Please return the survey in the enclosed postage-paid envelope.

Q2 In 2000, was this aircraft leased to an air carrier or operated primarily as an air carrier (FAR Part 121 or 129)? *(Check one)*

☐ Yes ⟶ Do not complete the rest of this survey. Please return the form in the enclosed postage-paid envelope.

☐ No ⟶ Please complete the rest of this survey.

Q3 In 2000, was this aircraft leased to a commuter or operated primarily as a commuter (FAR Part 135 operator performing scheduled passenger service)? *(Check one)*

☐ Yes

☐ No

Q4 In 2000, was this aircraft part of a fractional ownership program?

☐ Yes

☐ No

Q5 In what U.S. state or territory was this aircraft based as of December 31, 2000?

☐☐ (Please use 2-character state/territory abbreviation)

Q6 What were the total lifetime airframe hours as of December 31, 2000?

☐☐☐☐☐☐ (lifetime airframe hours)

Q7 **How many total hours did this aircraft fly in 2000?** ***(Include estimated rental and leased hours; if you purchased this aircraft in 2000, only include hours flown since the date of purchase; NOTE: there are 8,784 hours in 2000)***

				Hours

Q8 **For what percent of the total hours flown in 2000 was the aircraft rented or leased to others?** ***(Enter 0 if the aircraft was not rented or leased to others)***

			%

Q9 **For what percent of the total hours flown in 2000 was the aircraft owned by or leased to the federal, state, or local government for the purpose of fulfilling a governmental function?** ***(Enter 0 if the aircraft was not used for the purpose of fulfilling a governmental function)***

			%

Q10 **What percent of the total hours flown by this aircraft in 2000 were flown in each of the following categories?** ***(Estimate the percentage of total hours flown in 2000 in each of the following categories so that the total equals 100%. Enter 0 if there were no aircraft hours in a category – do not leave any category blank)***

Category	% of Hours Flown	
Personal/Recreation – Flying for personal reasons (excludes business transportation)		%
Instructional – Flying under the supervision of a flight instructor (includes student pilot solo; excludes proficiency flight)		%
Business Transportation – Individual use for business transportation *without* a paid, professional crew		%
Corporate/Executive Transportation – Business transportation *with* a paid, professional crew		%
Regional/Commuter – FAR Part 135 *scheduled* passenger service only		%
Air Taxi – FAR Part 135 *on-demand* passenger and all cargo operations (not scheduled passenger service or air tours)		%
Air Tours – Commercial sight-seeing conducted under FAR Part 135		%
Sight-seeing – Commercial sight-seeing conducted under FAR Part 91		%
Aerial Observation – Aerial mapping/photography, patrol, search and rescue, hunting, traffic advisory, ranching, surveillance, oil and mineral exploration, etc.		%
Aerial Application in Agriculture and Forestry – Crop and timber production and protection		%
Other Aerial Application – Public health sprayings, cloud seeding, fire fighting including forest fires, etc.		%
External Load – Operation under FAR Part 133, rotorcraft external load operations, examples include: helicopter hoist, hauling logs, etc.		%
Air Medical Services – Air ambulance services, rescue, human organ transportation, emergency medical services		%
Other Work Use – Construction work (not FAR Part 135 operation), parachuting, aerial advertising, towing gliders, etc.		%
TOTAL	**1 0 0**	%

Q11 What percent of the total hours flown by this aircraft in 2000 were flown under...

IFR Flight Plans				%
VFR Flight Plans				%
No Flight Plans				%
TOTAL	**1**	**0**	**0**	%

Q12 ***[If the aircraft was flown under IFR flight plans in 2000]*** **What percent of IFR flight hours were flown under...**

Day Instrument Meteorological Conditions (IMC)				%
Day Visual Meteorological Conditions (VMC)				%
Night Instrument Meteorological Conditions (IMC)				%
Night Visual Meteorological Conditions (VMC)				%
TOTAL	**1**	**0**	**0**	%

Q13 ***[If the aircraft was flown under VFR flight plans or no flight plans in 2000]*** **What percent of VFR flight hours were flown under...**

Day Visual Meteorological Conditions (VMC)				%
Night Visual Meteorological Conditions (VMC)				%
TOTAL	**1**	**0**	**0**	%

Q14 How many landings did this aircraft perform in 2000? ***(Include water and touch-and-go landings)***

☐☐☐☐☐ (Number of 2000 landings)

Q15 What type of landing gear system does this aircraft have? ***(Check one)***

☐ Fixed
☐ Retractable

Q16 What kind/grade of fuel was primarily used in this aircraft in 2000? ***(Check one)***

☐ Jet Fuel
☐ Automotive Gasoline
☐ Propane
☐ Aviation Fuel: 80 Octane
☐ Aviation Fuel: 100 Octane
☐ Aviation Fuel: 100-Low Lead
☐ 82 UL
☐ Other
☐ None

Q17 Has this aircraft been approved for flight into known icing conditions? ***(Check one)***

☐ Yes
☐ No

Q18 Does this aircraft have an experimental airworthiness certificate? ***(Check one)***

☐ Yes → **As of December 31, 2000, the aircraft was...?** ***(Check one)***
☐ No ☐ In the test period ☐ Out of the test period

Q19 Is this aircraft certified to operate under instrument flight rules (IFR)? ***(Check one)***

☐ Yes
☐ No

Q20 Avionics Equipment: Check *all* boxes below that reflect this aircraft's avionics equipment capabilities as of December 31, 2000: ***(Check the first box if the aircraft has only one of any item; check the second box if the aircraft is equipped with more than one of an item)***

	One	More than One
General Equipment:		
Electrical System	☐	☐
Radar Altimeter	☐	☐
Ground Proximity Warning System	☐	☐
Terrain Awareness Warning System (TAWS)	☐	☐
Flight Data Recorder	☐	☐
Cockpit Voice Recorder	☐	☐
MFD Multi-functional Displays	☐	☐
Ice Protection System	☐	☐
Laptop Computer or Tablet (not in panel)	☐	☐
Navigation Equipment:		
Global Positioning System (GPS):		
Hand-held, not IFR approved	☐	☐
Panel-mounted, not IFR approved	☐	☐
Panel-mounted, IFR-approved for en route operation only	☐	☐
Panel-mounted, IFR-approved for non-precision approach operation	☐	☐
Moving map capability	☐	☐
LORAN C: VFR only	☐	☐
LORAN C: IFR en route-approved	☐	☐
DME Receiver	☐	☐
100 channel VOR Receiver	☐	☐
200 channel VOR Receiver:		
Hand-held	☐	☐
Panel-mounted	☐	☐
Automatic Direction Finder	☐	☐
VOR/DME-based Area Navigation Equipment (RNAV)	☐	☐
Other Navigation Equipment (Doppler, INS)	☐	☐
Transponder Equipment:		
Mode A Transponder (TSO-c75-b/c)	☐	☐
Mode C (Altitude Encoding)	☐	☐
Mode S Transponder (TSO-c112)	☐	☐
Collision Avoidance (TCAS or TCAD)	☐	☐

	One	More than One
Guidance and Control Equipment:		
Flight Management System	☐	☐
Flight Director	☐	☐
Electronic Flight Instrument System (EFIS)	☐	☐
Autopilot-Axis Controls:		
Wing leveler	☐	☐
Altitude hold	☐	☐
Lateral guidance	☐	☐
Approach mode (vertical guidance)	☐	☐
Autoland	☐	☐
Horizontal Situation Indicator (HSI)	☐	☐
Approach Equipment:		
Localizer	☐	☐
Marker Beacon	☐	☐
Glide Slope	☐	☐
Communications Equipment:		
360 channel (50kHz channel spacing)	☐	☐
720 channel (25kHz channel spacing):		
Hand-held	☐	☐
Panel-mounted	☐	☐
760 channel (25kHz channel spacing):		
Hand-held	☐	☐
Panel-mounted	☐	☐
2280 channel (8.33kHz channel spacing):		
Hand-held	☐	☐
Panel-mounted	☐	☐
HF Radio	☐	☐
Datalink (SATCOM, ACARS)	☐	☐
Analog Air-to-Ground Telephone	☐	☐
Digital Air-to-Ground Telephone	☐	☐
Weather Equipment:		
Weather Radar	☐	☐
Thunderstorm Detection Equipment	☐	☐

Figure A.2 – Internet Postcard Invitation

Dear Aircraft Owner,

Each year, the Federal Aviation Administration conducts a survey to calculate fleet size and the hours flown by the general aviation community. Please log onto www.pilotreports.com/gasurvey to complete a survey for the aircraft listed below. Use the aircraft N-number as your password.

N-number
Make
Model
Serial number

If you have questions about the survey, feel free to call Matt Anderson of PA Consulting Group at 1-800-935-4277. Thank you for your help with this important study.

2000 General Aviation Survey Federal Aviation Administration

Figure A.3– FIRST COVER LETTER, PAGE 1

Federal Aviation Administration

April, 2001

Dear Aircraft Owner:

The Federal Aviation Administration (FAA) is now conducting the 23rd annual General Aviation/Air Taxi Activity and Avionics Survey. Your participation will allow the FAA to calculate the size and makeup of the general aviation fleet, the number of hours flown, and the reasons people use general aviation aircraft. The enclosed survey is the ONLY source for this important information. These aggregate numbers are used by the FAA, trade associations, and the general aviation industry to pinpoint safety problems, determine the need for traffic facilities and services, and to form the basis for critical research and analysis of general aviation issues. Along with the FAA, each association on the letterhead strongly supports this survey and requests your participation.

Be assured that your responses are completely confidential and will be used for statistical tabulation only. The FAA has contracted PA Consulting Group, an independent research firm, to implement the General Aviation Survey. They are responsible for mailing out the surveys, processing the data from completed surveys, and analyzing the results.

Enclosed is a questionnaire requesting information for calendar year 2000. Regardless of whether you used this aircraft frequently in the year 2000, did not use this aircraft at all, or filled out a similar survey about this aircraft in the past, your responses are important! To provide accurate information on the general aviation fleet we need to know about ALL aircraft in our sample. I urge you to complete the questionnaire and use the enclosed postage paid envelope to mail it in today.

If you prefer to complete the survey online, please use your web browser to access www.pilotreports.com/gasurvey (Use the aircraft N-number as the password to log on).

If you have any questions or need further assistance, please call Matt Anderson of PA Consulting Group at the following toll-free number: 1-800-935-4277. If you have not obtained a satisfactory response, please call me at 202-267-3355.

The FAA and the general aviation industry thank you for your participation.

Sincerely,

Robert L. Bowles
Manager, Statistics and Forecast Branch

Please turn this page over for some commonly asked questions and answers

The 2000 General Aviation and Air Taxi Activity and Avionics Survey

What does the FAA do with this detailed information?
The information collected in this survey helps the FAA to understand more about general aviation activities, assess the impact of general aviation activities on the National Airspace System, and determine the need for increased traffic facilities and services. Federal, state and local governments; general aviation associations; and private industry and individuals use the summary data for safety analyses, planning, forecasting, and research and development. For example, more accurate information on hours flown and aircraft activity lead to more accurate safety measures, which in turn impacts general aviation insurance rates.

Will my name be associated with my survey responses?
ABSOLUTELY NOT! PA Consulting Group will keep your survey responses strictly confidential. Names of individuals are never associated with responses. There is an identification number on your survey only so PA Consulting Group knows who should receive the survey.

Why was I selected for this survey?
Your name was randomly selected from the Civil Aviation Registry. The Registry shows you as a registrant of this aircraft as of December 31, 2000.

What if I completed a survey last year?
If you were randomly sampled to complete a survey last year, it is because the number of aircraft like yours is small so your chances of being selected again were high. Even if you were sampled last year, it is very important that you respond to this survey this year.

What should I do if . . . . ?

- IF . . . you are no longer in possession of this aircraft but were the registered owner on December 31, 2000, ***try to answer all the questions***.
- IF . . . you are no longer in possession of this aircraft and the aircraft was sold prior to December 31, 2000, ***please forward this survey to the new owner for response or call Matt Anderson of PA Consulting Group on our toll free number: 1-800-935-4277.***
- IF . . . your aircraft, for whatever reason, was not used during calendar year 2000, ***answer Question 1 and return the survey. The fact that your aircraft was not flown during the year is just as important as the fact that is was flown.***
- IF . . . your aircraft was operated primarily as an air carrier (FAR Part 121 or 129), ***please answer Questions 1 and 2 and return your survey.***
- IF . . . your aircraft was operated primarily by another person or company (e.g., leased), ***either (1) obtain the necessary information from the operator, (2) forward this questionnaire to the operator for response, OR (3) call Matt Anderson of PA Consulting Group at our toll free number: 1-800-935-4277.***
- IF . . . you have a question about how to fill out the survey or have a question we haven't answered, ***call Matt Anderson of PA Consulting Group on our toll free number: 1-800-935-4277***

Figure A.4 - SECOND COVER LETTER PAGE 1

Federal Aviation Administration

June, 2001

Dear Aircraft Owner:

The Federal Aviation Administration (FAA) needs your help. Please participate in the 2000 General Aviation/Air Taxi Activity and Avionics Survey. Your responses will help the FAA to calculate the size and makeup of the general aviation fleet, the number of hours flown, and the reasons people use general aviation aircraft. The enclosed survey is the ONLY source for this information. To provide accurate information on the general aviation fleet we need to know about ALL aircraft in our sample.

Information from this survey is aggregated and used by the FAA, trade associations, and the general aviation industry to pinpoint safety problems, determine the need for traffic facilities and services, and to form the basis for critical research and analysis of general aviation issues. Along with the FAA, each association on the letterhead strongly supports this survey and requests your participation.

Be assured that your responses are completely confidential and will be used for statistical tabulation only. The FAA has contracted PA Consulting Group, an independent research firm, to implement the General Aviation Survey. They are responsible for mailing out the surveys, processing the data from completed surveys, and analyzing the results.

Enclosed is a questionnaire requesting information for calendar year 2000. If you prefer to complete the survey online, please use your web browser to access www.pilotreports.com/gasurvey (Use the aircraft N-number as the password to log on).

If you have any questions or need further assistance, please call Matt Anderson of PA Consulting Group at the following toll-free number: 1-800-935-4277. If you have not obtained a satisfactory response, please call me at 202-267-3355.

The FAA and the general aviation industry thank you for your participation.

Sincerely,

Robert L. Bowles
Manager, Statistics and Forecast Branch

Please turn this page over for some commonly asked questions and answers

Figure A.4 - SECOND COVER LETTER PAGE 2

The 2000 General Aviation and Air Taxi Activity and Avionics Survey

What does the FAA do with this detailed information?
The information collected in this survey helps the FAA to understand more about general aviation activities, assess the impact of general aviation activities on the National Airspace System, and determine the need for increased traffic facilities and services. Federal, state and local governments; general aviation associations; and private industry and individuals use the summary data for safety analyses, planning, forecasting, and research and development. For example, more accurate information on hours flown and aircraft activity lead to more accurate safety measures, which in turn impacts general aviation insurance rates.

Will my name be associated with my survey responses?
ABSOLUTELY NOT! PA Consulting Group will keep your survey responses strictly confidential. Names of individuals are never associated with responses. There is an identification number on your survey only so PA Consulting Group knows who should receive the survey.

Why was I selected for this survey?
Your name was randomly selected from the Civil Aviation Registry. The Registry shows you as a registrant of this aircraft as of December 31, 2000.

What if I completed a survey last year?
If you were randomly sampled to complete a survey last year, it is because the number of aircraft like yours is small so your chances of being selected again were high. Even if you were sampled last year, it is very important that you respond to this survey this year.

What should I do if . . . . ?

- IF . . . you are no longer in possession of this aircraft but were the registered owner on December 31, 2000, ***try to answer all the questions***.
- IF . . . you are no longer in possession of this aircraft and the aircraft was sold prior to December 31, 2000, ***please forward this survey to the new owner for response or call Matt Anderson of PA Consulting Group on our toll free number: 1-800-935-4277.***
- IF . . . your aircraft, for whatever reason, was not used during calendar year 2000, ***answer Question 1 and return the survey. The fact that your aircraft was not flown during the year is just as important as the fact that is was flown.***
- IF . . . your aircraft was operated primarily as an air carrier (FAR Part 121 or 129), ***please answer Questions 1 and 2 and return your survey.***
- IF . . . your aircraft was operated primarily by another person or company (e.g., leased), ***either (1) obtain the necessary information from the operator, (2) forward this questionnaire to the operator for response, OR (3) call Matt Anderson of PA Consulting Group at our toll free number: 1-800-935-4277.***
- IF . . . you have a question about how to fill out the survey or have a question we haven't answered, ***call Matt Anderson of PA Consulting Group on our toll free number: 1-800-935-4277.***

Figure A.5 – THIRD COVER LETTER PAGE 1

Federal Aviation Administration

July, 2001

Dear Aircraft Owner or Operator:

We need your input!

Earlier this summer, we sent you a General Aviation/Air Taxi and Avionics Survey questionnaire to help us compile aircraft activity information for 2000. We have not yet received your response. Your responses will help the FAA to calculate the size and makeup of the general aviation fleet, the number of hours flown, and the reasons people use general aviation aircraft. The enclosed survey is the ONLY source for this information. To provide accurate information on the general aviation fleet we need to know about ALL aircraft in our sample.

In case the previous mailings never reached you or were misplaced, we have enclosed another identical questionnaire with a return postage-paid envelope for your convenience. Please read the instructions on the back page of this letter, complete the questionnaire, and use the enclosed envelope to return it to us today. Be assured that your responses are completely confidential and will be used for statistical tabulation only.

Enclosed is a questionnaire requesting information for calendar year 2000. If you prefer to complete the survey online, please use your web browser to access www.pilotreports.com/gasurvey (Use the aircraft N-number as the password to log on).

If you have any questions or need further assistance, please call Matt Anderson at PA Consulting Group at the following toll-free number: 1-800-935-4277. If you have not obtained a satisfactory response, please call me at 202-267-3355.

We look forward to receiving your response, so that we can include your input in the 2000 statistics.

If your response is already in the mail, thank you for your cooperation.

Sincerely,

Robert L. Bowles
Manager, Statistics and Forecast Branch

Please turn this page over for some commonly asked questions and answers

The 2000 General Aviation and Air Taxi Activity and Avionics Survey

What does the FAA do with this detailed information?
The information collected in this survey helps the FAA to understand more about general aviation activities, assess the impact of general aviation activities on the National Airspace System, and determine the need for increased traffic facilities and services. Federal, state and local governments; general aviation associations; and private industry and individuals use the summary data for safety analyses, planning, forecasting, and research and development. For example, more accurate information on hours flown and aircraft activity lead to more accurate safety measures, which in turn impacts general aviation insurance rates.

Will my name be associated with my survey responses?
ABSOLUTELY NOT! PA Consulting Group will keep your survey responses strictly confidential. Names of individuals are never associated with responses. There is an identification number on your survey only so PA Consulting Group knows who should receive the survey.

Why was I selected for this survey?
Your name was randomly selected from the Civil Aviation Registry. The Registry shows you as a registrant of this aircraft as of December 31, 2000.

What if I completed a survey last year?
If you were randomly sampled to complete a survey last year, it is because the number of aircraft like yours is small so your chances of being selected again were high. Even if you were sampled last year, it is very important that you respond to this survey this year.

What should I do if . . . . ?

- IF . . . you are no longer in possession of this aircraft but were the registered owner on December 31, 2000, ***try to answer all the questions.***
- IF . . . you are no longer in possession of this aircraft and the aircraft was sold prior to December 31, 2000, ***please forward this survey to the new owner for response or call Matt Anderson of PA Consulting Group on our toll free number: 1-800-935-4277.***
- IF . . . your aircraft, for whatever reason, was not used during calendar year 2000, ***answer Question 1 and return the survey. The fact that your aircraft was not flown during the year is just as important as the fact that is was flown.***
- IF . . . your aircraft was operated primarily as an air carrier (FAR Part 121 or 129), ***please answer Questions 1 and 2 and return your survey.***
- IF . . . your aircraft was operated primarily by another person or company (e.g., leased), ***either (1) obtain the necessary information from the operator, (2) forward this questionnaire to the operator for response, OR (3) call Matt Anderson of PA Consulting Group at our toll free number: 1-800-935-4277.***
- IF . . . you have a question about how to fill out the survey or have a question we haven't answered, ***call Matt Anderson of PA Consulting Group on our toll free number: 1-800-935-4277.***