General Aviation Manufacturers Association

2010

GENERAL AVIATION

Statistical Databook & Industry Outlook

GENERAL AVIATION IS ONE OF THE WORLD'S MOST IMPORTANT AND DYNAMIC INDUSTRIES. As an integral and vital part of a magnificent system operated for the public benefit, general aviation provides services and fulfills needs that are more essential to the world economy than ever before. It is millions of people working to bring the advantages of the airplane to communities around the globe.

General aviation touches every aspect of our lives, our economy, and our future. It represents over one million jobs, billions of dollars in revenue, and the growth of thousands of cities, businesses, services, and manufacturing facilities around the world.

General aviation is defined as all aviation other than military and scheduled commercial airlines. Consider the scope of general aviation:

+ Over 320,000 general aviation airplanes worldwide, ranging from two-seat training aircraft to intercontinental business jets, are flying today; nearly 228,000 of those airplanes are based in the United States.
+ General aviation contributes more than $150 billion to the U.S. economy annually and employs more than 1,265,000 people.
+ In the U.S., general aviation aircraft fly almost 24 million hours and carry 166 million passengers annually.
+ There are nearly 4,000 paved general aviation airports open to the public in the U.S. By contrast, scheduled airlines serve less than 500 airports.
+ Over two-thirds of all the hours flown by general aviation aircraft are for business purposes.
+ General aviation is the primary training ground for most commercial airline pilots.

The **General Aviation Manufacturers Association** (GAMA) represents over 65 of the world's leading manufacturers of fixed-wing general aviation airplanes, engines, avionics, and components. In addition to building nearly all of the general aviation airplanes flying worldwide today, GAMA member companies also operate fleets of airplanes, fixed-based operations, pilot / technician training centers, and maintenance facilities.

Headquartered in Washington, DC, with a European office in Brussels, Belgium, GAMA represents the interests of its members to government agencies throughout the world. These interests include legislation, safety regulations and standards, market access, development of aviation infrastructure, and aviation security.

GAMA also works with national and international industry groups and regulatory authorities to promote the interests of general aviation through a variety of means including the development of worldwide standards at the International Civil Aviation Organization (ICAO).

Through its public information and education programs, GAMA promotes better understanding of general aviation and the important role it plays in economic growth and in serving the transportation needs of communities, companies and individuals around the globe.

2010

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2010 MARKET REVIEW

General aviation manufacturers experienced another challenging year that required many companies to continue to make careful decisions about production schedules, employment and product development.

Despite the pain caused by the global economic downturn, optimism has returned to the industry as signs of recovery have emerged. Corporate profits are up, the economy is recovering, flight hours are inching higher around the globe, the used jet inventory continues to slowly decline, key emerging markets show positive growth and the availability of financing is improving. In addition, it is anticipated that tax provisions passed by the U.S. Congress and signed by President Obama at the end of 2010 will help provide further incentives for aircraft sales and upgrades.

SHIPMENTS AND BILLINGS

Worldwide shipments of general aviation airplanes fell for the third year in row. In 2010, 2,015 units were delivered around the globe, as compared to 2,274 units in 2009, an 11.4 percent decline.

Worldwide general aviation billings, nevertheless, rose by 1.2 percent in 2010 to $19.7 billion. This increase in billings, as compared to the reduction in shipments, is in large part due to deliveries of large-cabin, long-range aircraft remaining relatively stable during the recession and their delivery rates increasing in 2010.

BUSINESS JETS The business jet sector declined for the second year in a row. Manufacturers shipped 763 units, as compared to 870 jets in 2009. This is a 12.3 percent decline. The lighter end of the business jet segment felt the brunt of the pain due in part to higher dependence on third-party financing, which became more difficult to secure in the economic downturn. This segment also has more exposure to the fractional market.

TURBOPROPS There were 363 turboprop airplane deliveries in 2010, a 17.7 percent decline from 441 units shipped in 2009. The total value of turboprop deliveries in 2010 was $1.3 billion.

PISTONS In years past, the piston market has reacted positively to an improving economy ahead of the other two sectors. It is too early to determine if this will hold true for the current economic downturn, but the piston segment continued to suffer in 2010. Shipments totaled 889 units, an 7.7 percent decrease from 963 units in 2009.

For more detailed shipment and billings data, please see Chapter 1 in this book.

GLOBAL DELIVERIES

As in the past couple of years, markets outside North America continue to hold promise for renewed industry growth. For the second year in a row, the share of business jet deliveries going to the North American market was below fifty percent.

In 2010, 42.1 percent of business jets deliveries were to North American customers, as compared to 49.4 percent in 2009. Europe accounted for 22.8 percent of the shipments in 2010, Latin America followed with 14.3 percent, Asia Pacific at 11.8 percent and the Middle East and Africa with 9.0 percent.

Additionally, the turboprop segment saw deliveries outside North America exceed those within the region for the first time in history. GAMA expects the industry to sustain this market structure as more of the world's economies expand their use of general aviation to facilitate commerce and build global businesses.

In the turboprop sector, the North American market accounted for 43.8 percent of the units shipped worldwide. The remaining turboprop deliveries were split somewhat evenly between the Asia Pacific region with 16.3 percent, Europe at 15.2 percent and Latin America at 14.6 percent, while 10.2 percent of new turboprop aircraft went to the Middle East and Africa.

The breakdown of deliveries by region for the piston segment also continued to shift away from North America to other regions. While two-thirds of deliveries were to North American customers as recently as 2007, 53.4 percent of pistons were delivered to this region in 2010. Europe followed with 18.6 percent as the second largest market. The largest growth over the past four years has been to the Asia Pacific region, increasing from 9.2 percent of the deliveries in 2007 to 13.7 percent in 2010. Latin America took 8.8 percent of the deliveries this year, while the Middle East and Africa took 5.5 percent.

Even in a downturn, the general aviation industry remains one of the only sectors in U.S. manufacturing that still contributes positively to the balance of trade. In 2010, GAMA's U.S. members generated $4.9 billion is new airplane export revenue. These exports accounted for 61.8 percent of the total value of U.S. manufactured general aviation airplanes, far outpacing the value of domestic deliveries and significantly up from last year's 50.8 percent of revenue.

CORPORATE AND FRACTIONAL OWNERSHIPS

According to JETNET, LLC, in 2010, worldwide fractional share owners decreased for the second year in a row to 4,862. The number of fractional owners is down 6.1 percent from its peak of 5,179 in 2008. Corresponding to this trend, the total number of airplanes in fractional ownership programs was down by ten aircraft in 2010 as compared to the previous year.

The number of worldwide corporate operators of general aviation airplanes remained relatively steady in 2010, with a slight increase of 3.5 percent to 18,229 operators. The worldwide corporate fleet also grew to 31,110 airplanes, a 5 percent increase.

USED MARKET

The current condition of the used general aviation airplane market has a direct impact upon the health of the new airplane market. One key indicator that has been closely followed since the downturn in 2008 is the size of the used jet inventory as measured by airplanes for sale as a percentage of the active fleet.

The used business jet inventory in December 2010 was 14.8 percent of the active fleet. This is 1.5 percentage points lower than in December 2009. Although this trend continues to move in the right direction, it is still above the historical average.

The turboprop fleet has fared better in the recession and also experienced positive movement last year going from 11.2 percent of the active fleet for sale at the end of 2009 to 10.6 percent at the end of 2010.

JETNET tracking of sales of used airplanes, however, does indicate that average asking prices for both business jets and turboprops remained depressed during 2010 and that the average time to sell was up for both segments.

2011 INDUSTRY OUTLOOK

While the economic environment is critical to the health and growth of general aviation manufacturing; so too are policies and regulations around the globe. The industry's ability to endure and thrive depends on pro-growth, pro-manufacturing policies and regulations that foster innovation, reward sustainability, and facilitate investment in general aviation airplanes.

Industry and government must work together to ensure that laws and regulations will promote manufacturing, resulting in greater economic stability, industry investment and jobs. Increased manufacturing production creates tremendous economic activity through the multiplier effect and its linkage to other parts of economies.

As we look to 2011 and beyond, GAMA will work hard to foster an environment that is more conducive to the creation, application and protection of policies that fuel our industry.

FAA REAUTHORIZATION

The Federal Aviation Administration (FAA) reauthorization bill remained stalled in 2010 and the 17th short-term extension of FAA programs and funding was put into place before adjournment of the 111th Congress at the end of December.

GAMA believes that once again, it is critical that the United States Congress complete this bill in 2011. Passing a reauthorization bill will provide the FAA with the resources and policy guidance necessary to move forward on air traffic modernization, provide regulatory direction on the oversight of repair stations, and raise new revenue for NextGen. Despite the weakened state of the industry, the general aviation community continues to support an increase in the fuel tax to fund the critical NextGen modernization effort.

EXTENSION OF EASA AUTHORITY

In 2011, the European Aviation Safety Agency (EASA) will present the opinions that will form the pan-European regulatory framework for operations, pilot licensing, and third country operators. GAMA has worked with the agency from the beginning to guide the new requirements placed on manufacturers and also shape the debate around how general aviation airplanes will be operated in Europe.

As these opinions are subject to final review by the member states, GAMA believes it is essential that a balance is struck to ensure appropriate requirements are placed on general aviation that enhance safety and do not impose unnecessary regulatory burdens that would impede the industry's growth in the 21st century.

ATC MODERNIZATION

It is crucial that the United States and Europe seize opportunities to transition from antiquated World War II era air traffic control systems to modern, satellite-based ones designed to digitally integrate the entire network. This will improve airspace efficiency, decrease greenhouse gas emissions and better meet projected demand.

In the United States, industry supports a number of NextGen initiatives including a public-private partnership to accelerate financial and operational incentives for equipage. GAMA believes that the financial incentives for equipage are especially important because initial NextGen benefits reside not with the individual operator buying the equipment, but instead with other operators or the FAA. This is especially true for ADS-B "Out" equipage which establishes an on-aircraft, satellite based surveillance infrastructure in place of the existing ground based, radar system. We also believe that it is critical that the FAA develops performance metrics to measure its progress on NextGen.

ENVIRONMENT

In 2009, GA manufacturers, joined by the operator community represented by the International Business Aviation Council (IBAC), committed to the following steps to reduce emissions:

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

While the industry continues to move towards these goals, general aviation manufacturers are also committed to participating in the development of a CO_2 standard for new aircraft by 2013 at the International Civil Aviation Organization (ICAO).

The GA Avgas Coalition, made up of GAMA and five other industry stakeholder

associations, is continuing its work toward the development of a technologically feasible and economically reasonable alternative to leaded aviation gasoline for piston engine airplanes.

A key part of this work is the FAA's leadership and the establishment of an Unleaded Avgas Transition Aviation Rulemaking Committee in 2011. This committee will bring together key stakeholders that will develop recommendations for a comprehensive avgas program that identifies specific tasks, responsible parties to accomplish the tasks and a general schedule.

SECURITY

In late 2008, the U.S. Transportation Security Administration (TSA) published the Large Aircraft Security Program (LASP) notice of proposed rulemaking for public comment. The proposed program called for all aircraft operators, including corporate and private operators, with aircraft having a maximum certified takeoff weight above 12,500 pounds to adopt a stringent security program.

The TSA is incorporating the feedback it received from industry and is expected to publish a revised supplemental notice of proposed rulemaking in 2011. GAMA supports prompt publication of a revised notice that incorporates important changes that have been offered by our industry.

Since 2008, the FAA has been barred from issuing new foreign repair station certificates because the TSA has not yet issued repair station security regulations. GAMA calls on the TSA to publish a final rule in 2011 so that growth in key markets will no longer be hindered.

This year will mark the ten-year anniversary of the tragic events of September 11, 2001. A great deal has been done in the last decade to enhance general aviation security through regulatory and voluntary initiatives including the Twelve-Five Standard Security Program, the Alien Flight Student Program and the DCA Access Standard Security Program.

GAMA believes it is sensible to revisit and update the requirements established in these programs since some were reactions to events at that time and not subject to traditional review and comment by the public. As a result, some provisions may be overly prescriptive or contain unnecessary requirements that are not based on a security risk. GAMA calls on the TSA to review existing GA programs in cooperation with industry to ensure that government resources are properly spent and the security programs are based on current and future risk analysis.

TAX POLICY

Pro-manufacturing tax policy is critical for creating jobs, stimulating innovation, and getting production lines moving again at manufacturing plants.

The United States Congress extended two critical tax incentives in 2010. First, GAMA has long called for the renewal of bonus depreciation for aircraft purchases and upgrades - a provision proven to boost sales in a recession. The tax bill passed by Congress and signed by President Obama will allow aircraft purchasers to expense 100 percent of their investment in the first year after accepting the aircraft from the manufacturer.

As a springboard for future economic growth, manufacturers also believe that governments must seek further investment in the research, ideas and the people who produce innovation. Along these lines, the research and development (R&D) tax credit was also extended in the United States for two years. As companies continue to plan and invest for the future, GAMA will work to ensure that the R&D credit is further extended.

THE MARKETPLACE

In 2010, many manufacturers increasingly turned their attention to the international marketplace, most notably in Asia Pacific, Latin America, Eastern Europe and the Middle East. These key markets are accounting for an increased proportion of sales and are leading the industry through this global recovery.

This is especially true where economies are growing more rapidly than in North America and Europe. In these developing markets, we will work to ensure that infrastructure investment and regulatory modernization keep pace with the economic growth.

Historically, corporate profits are closely linked to new airplane demand. In J.P. Morgan's business jet report published in January 2011, they estimated that global corporate profits were up 46 percent in 2010. For the past several years, the fastest-growing markets have been outside North America. Although it takes between one to two years for our industry to feel the positive effects from growth in corporate profits, a strong increase in global profits holds promise for potential sales in key emerging markets and a recovery in industry shipments over the next several years.

Many analysts expect economic recovery to strengthen in 2011. If this happens, we expect it will accelerate the reduction of the inventory of used airplanes and consequently lead to strengthened airplane order books, increased flight activity, job creation and greater economic prosperity.

General aviation manufacturers continue to meet the challenges resulting from cyclical economic downturn and structural adjustments. Their efforts are beginning to show some successes. But to foster a strong, vibrant and expanding industry, pro-growth, pro-manufacturing policies will remain a crucial ingredient of success.

As governments around the world act, GAMA will continue to ensure that they understand the role general aviation plays as a powerful economic engine for growth and prosperity.

2011 GAMA AGENDA

GAMA's agenda focuses on safeguarding the growth and vitality of general aviation (GA) around the world. The specific strategies for 2011 are designed to keep general aviation a dynamic and sustainable global manufacturing industry that links communities, facilitates business and creates jobs.

MAKING GA SAFER

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

CREATING JOBS AND ADVANCING THE ECONOMY

As an industry that creates prosperity and jobs, GAMA advocates for a regulatory environment that promotes economic growth and innovation.

GAMA encourages the enactment of tax provisions that will stimulate investment and recovery such as bonus depreciation and the research and development (R&D) tax credit in the United States.

GAMA believes it is absolutely essential that the U.S. Congress pass a Federal Aviation Administration (FAA) reauthorization bill enabling significant progress on the safety, capacity and environmental benefits offered by NextGen air traffic control (ATC) system modernization.

We also work to protect the General Aviation Revitalization Act and advocate for the U.S. government's continued role in basic R&D. Also, GAMA will continue to familiarize the media, the public and policy makers about the vital role general aviation plays in the worldwide economy.

CONTINUOUSLY IMPROVING AIRCRAFT CERTIFICATION PROCESSES

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

KEEPING GA SECURE

A leading GAMA priority is working toward the implementation of the Large Aircraft Security Program and an improved security regime for domestic and non-U.S. repair stations with the Transportation Security Administration (TSA). In addition, GAMA calls on the TSA to review existing GA security programs to ensure that they are based on risk analysis, are cost effective and do not place unwarranted burdens on the community.

TRANSFORMING THE AIR TRANSPORTATION SYSTEM

GAMA works in the U.S. and Europe on the transformation of ATC systems to address airline congestion, ensure continued GA airspace access and achieve tangible environmental benefits. GAMA strives for the harmonization of avionics equipage requirements to ensure upgrades are achieved in a cost effective manner. We also support incentives for aircraft equipage with the technology needed to facilitate the modernization of ATC systems worldwide.

PRESERVING AND EXPANDING GA ACCESS

GAMA vigorously opposes efforts to deny GA access to airports and airspace and promotes adherence to existing legal processes to address such issues.

MINIMIZING GA'S ENVIRONMENTAL FOOTPRINT

It is critical to further mitigate GA's carbon footprint while ensuring the industry's continued growth and sustainability. GAMA strives to make certain that as the international community develops new standards in this area, the business aviation industry is treated in a fair and equitable manner that recognizes its unique characteristics.

FAIR COMPETITION AROUND THE WORLD

GAMA advocates for the removal of trade barriers for GA products globally. We strongly support the International Civil Aviation Organization as the appropriate forum for the development and adoption of compatible standards and practices regarding safety, the environment and security.

01

General Aviation Shipments and Billings

GAMA STATISTICS SUMMARY

AIRPLANE SHIPMENTS BY TYPE: MANUFACTURED WORLDWIDE

	2009	2010	CHANGE
Pistons	963	889	-7.7%
Turboprops	441	363	-17.7%
Business Jets	870	763	-12.3%
Total Shipments	**2,274**	**2,015**	**-11.4%**
Total Billings	**$19.5B**	**$19.7B**	**+1.2%**

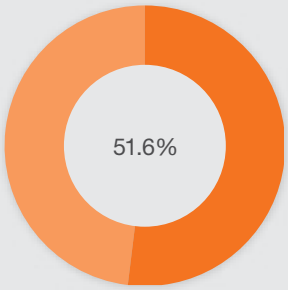
AIRPLANE SHIPMENTS BY TYPE: MANUFACTURED IN U.S.

	2009	2010	CHANGE
Pistons	802	746	-7.0%
Turboprops	269	224	-16.7%
Business Jets	514	364	-29.2%
Total Shipments	**1,585**	**1,334**	**-15.8%**
Total Billings	**$9.1B**	**$7.9B**	**-13.3%**

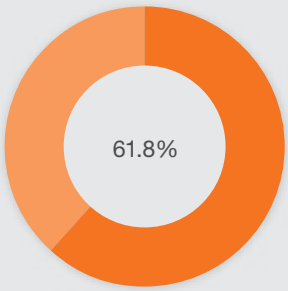
U.S. EXPORTS

	2009	2010	CHANGE
Shipments	732	689	-5.9%
Billings	$4.6B	$4.9B	5.6%

U.S. EXPORTS 2010



Percentage of Total Shipments



Percentage of Total Billings

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

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

1.1 General Aviation Airplane Shipments by Type of Airplane Manufactured Worldwide (1994-2010)

Year	Grand Total	Single-Engine	Multi-Engine	Total Piston	Turboprop	Turbojet/ Turbofan	Total Turbine
1994	**1,132**	544	77	**621**	233	278	**511**
1995	**1,251**	605	61	**666**	285	300	**585**
1996	**1,437**	731	70	**801**	320	316	**636**
1997	**1,840**	1,043	80	**1,123**	279	438	**717**
1998	**2,457**	1,508	98	**1,606**	336	515	**851**
1999	**2,808**	1,689	112	**1,801**	340	667	**1,007**
2000	**3,147**	1,877	103	**1,980**	415	752	**1,167**
2001R	**2,998**	1,645	147	**1,792**	422	784	**1,206**
2002	**2,677**	1,591	130	**1,721**	280	676	**956**
2003	**2,686**	1,825	71	**1,896**	272	518	**790**
2004R	**2,961**	1,999	52	**2,051**	319	591	**910**
2005R	**3,590**	2,326	139	**2,465**	375	750	**1,125**
2006R	**4,053**	2,513	242	**2,755**	412	886	**1,298**
2007R	**4,270**	2,417	258	**2,675**	459	1,136	**1,595**
2008R	**3,967**	1,943	176	**2,119**	535	1,313	**1,848**
2009R	**2,274**	893	70	**963**	441	870	**1,311**
2010	**2,015**	781	108	**889**	363	763	**1,126**

R = Revised

Source: GAMA

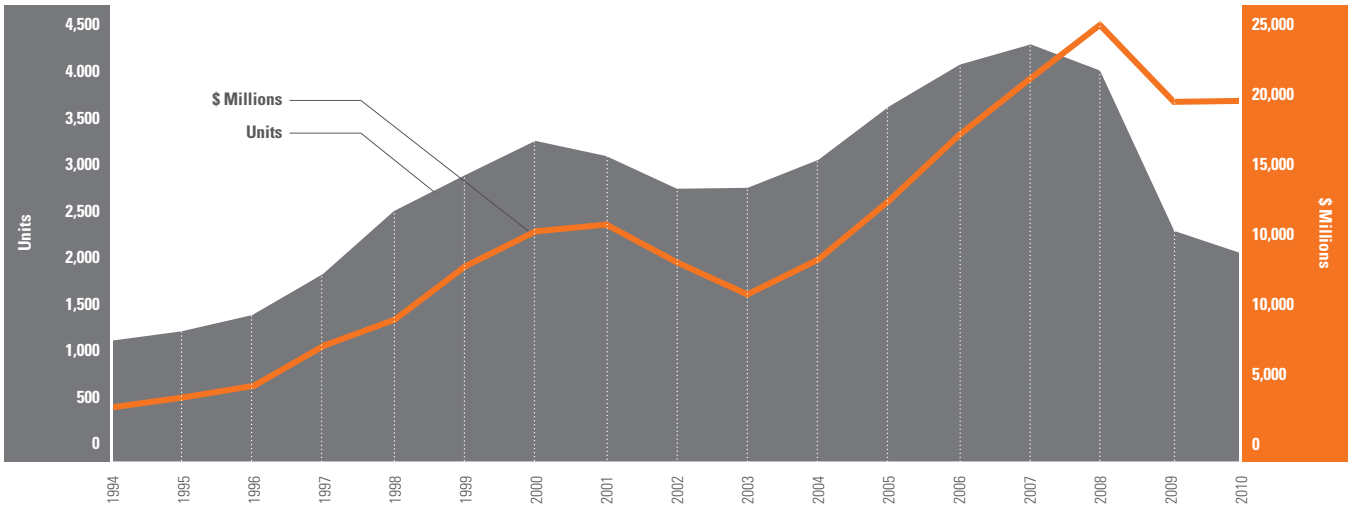
1.2 Estimated Billings (in Millions) for General Aviation Airplane Shipments by Type of Airplane Manufactured Worldwide (1994-2010)

Year	Grand Total	Single Engine	Multi-Engine	Total Piston	Turboprop	Turbojet/ Turbofan	Total Turbine
1994	**3,749**	*	*	**111**	714	2,924	**3,638**
1995	**4,294**	*	*	**169**	774	3,351	**4,125**
1996	**4,936**	*	*	**191**	864	3,881	**4,745**
1997	**7,170**	*	*	**238**	913	6,019	**6,932**
1998	**8,604**	*	*	**377**	1,011	7,216	**8,227**
1999	**11,560**	*	*	**440**	930	10,190	**11,120**
2000	**13,496**	*	*	**512**	1,323	11,661	**12,984**
2001	**13,868**	*	*	**541**	1,210	12,117	**13,327**
2002	**11,778**	*	*	**483**	868	10,427	**11,295**
2003	**9,998**	*	*	**545**	837	8,616	**9,453**
2004	**11,918**	*	*	**692**	997	10,229	**11,226**
2005	**15,156**	*	*	**805**	1,189	13,161	**14,350**
2006	**18,815**	*	*	**857**	1,389	16,569	**17,958**
2007R	**21,826**	*	*	**897**	1,582	19,347	**20,929**
2008R	**24,766**	*	*	**945**	1,947	21,874	**23,821**
2009R	**19,465**	*	*	**442**	1,580	17,443	**19,023**
2010	**19,705**	*	*	**415**	1,290	18,000	**19,290**

Some totals do not add up due to rounding.

Source: GAMA

Figure 1.1 General Aviation Airplane Shipments and Billings Worldwide (1994-2010)



1.3 Delivery By Region (in Percent of Total) for General Aviation Airplane Shipments by Type of Airplane Manufactured Worldwide (2007-2010)

Year	Piston					Turboprop					Business Jet				
	North America	Europe	Asia Pacific	Latin America	Middle East and Africa	North America	Europe	Asia Pacific	Latin America	Middle East and Africa	North America	Europe	Asia Pacific	Latin America	Middle East and Africa
2007	66.5	16.3	9.2	5.4	2.7	57.7	15.9	8.3	14.6	3.5	58.3	24.9	4.2	7.5	5.2
2008	68.1	15.2	7.5	7.3	2.0	57.7	22.1	5.8	6.9	7.5	53.8	25.9	4.7	9.4	6.3
2009	59.4	21.2	9.5	6.8	2.8	58.5	17.7	7.7	8.2	7.9	49.4	26.3	8.6	9.2	6.4
2010	53.4	18.6	13.7	8.8	5.5	43.8	15.2	16.3	14.6	10.2	42.1	22.8	11.8	14.3	9.2

The data for Latin America includes the Caribbean.

Source: GAMA

1.4 Worldwide Business Jet Shipments by Manufacturer (1998-2010) (CONTINUED ON NEXT PAGE)

	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Airbus	**0**	**0**	**0**	**5**	**2**	**0**	**0**	**9**	**10**	**12**	**9**	**11**	**13**
Airbus Corporate Jet	-	-	-	5	2	0	0	9	10	12	9	11	13
Avcraft (form. Fairchild)	**0**	**0**	**0**	**4**	**4**	**9**	**9**	**1**	**0**	**0**	**0**	**0**	**0**
Envoy 3	-	-	-	4	4	9	9	1	-	-	-	-	-
Boeing Busines Jet	**7**	**29**	**14**	**16**	**11**	**7**	**3**	**4**	**13**	**7**	**6**	**4**	**10**
Boeing Business Jet	7	29	14	11	9	4	2	3	12	7	3	3	4
Boeing Business Jet 2	-	-	-	5	2	3	1	1	1	0	1	0	2
Boeing Business Jet 3	-	-	-	-	-	-	-	-	-	-	2	1	4
Bombardier Business Aircraft	**100**	**173**	**207**	**179**	**101**	**70**	**129**	**188**	**213**	**224**	**245**	**173**	**150**
Learjet 31A	22	24	27	17	9	2	-	-	-	-	-	-	-
Learjet 40/XR	-	-	-	-	-	-	17	21	26	57	48	33	16
Learjet 45/XR	7	43	71	63	27	17	22	28	30				
Learjet 60	32	32	35	29	17	12	9	18	15	23	26	13	12
Challenger 300	-	-	-	-	-	1	28	50	55	51	59	33	29
Challenger 604 / 605	36	42	39	41	31	24	29	36	29	35	44	36	38
Global 5000	-	-	-	-	-	-	4	17	18	46	51	51	49
Global Express	3	32	35	29	17	14	20	13	22				
CL 850/870/890	-	-	-	-	-	-	-	5	18	12	17	7	6
Cessna Aircraft Company	**195**	**216**	**252**	**306**	**305**	**196**	**181**	**247**	**307**	**388**	**466**	**289**	**178**
C510 Citation Mustang	-	-	-	-	-	-	-	-	1	45	101	125	73
C525 Citation CJ1	64	59	56	61	30	22	20	14	-	-	-	-	-
C525 Citation CJ1+	-	-	-	-	-	-	-	4	25	34	20	14	3
C525A Citation CJ2	-	-	8	41	86	56	27	23	1	-	-	-	-
C525A Citation CJ2+	-	-	-	-	-	-	-	-	36	44	56	21	17
C525B Citation CJ3	-	-	-	-	-	-	6	48	72	78	88	40	20
C525B Citation CJ4	-	-	-	-	-	-	-	-	-	-	-	-	19
C550 Citation Bravo	34	36	54	48	41	31	25	21	18	-	-	-	-
C560 Citation Ultra	41	32	-	-	-	-	-	-	-	-	-	-	-
C560 Citation Encore	-	-	6	37	36	21	24	13	12	-	-	-	-
C560 Citation Encore+	-	-	-	-	-	-	-	-	-	23	28	5	5
C560 Citation Excel	15	39	79	85	81	48	23	-	-	-	-	-	-
C560 Citation XLS	-	-	-	-	-	-	32	64	73	82	72	7	-
C560 Citation XLS+	-	-	-	-	-	-	-	-	-	-	8	37	22
C650 Citation VII	11	14	12	-	-	-	-	-	-	-	-	-	-
C680 Citation Sovereign	-	-	-	-	-	-	9	46	57	65	77	33	16
C750 Citation X	30	36	37	34	31	18	15	14	12	17	16	7	3
Dassault Falcon Jet	**47**	**69**	**73**	**75**	**66**	**49**	**63**	**51**	**61**	**70**	**72**	**77**	**95**
Falcon 50EX	13	11	18	13	10	8	5	5	5	2	1	-	-
Falcon 900B	5	8	-	-	-	-	-	-	-	-	-	-	-
Falcon 900C	-	-	6	6	4	3	3	1	-	-	-	-	-
Falcon 900EX	15	16	23	21	17	6	1	-	-	-	-	-	-
Falcon 900DX	-	-	-	-	-	-	-	2	4	10	4	1	3
Falcon 900EX EASy	-	-	-	-	-	4	14	16	16	18	19	17	17
Falcon 900LX	-	-	-	-	-	-	-	-	-	-	-	-	4
Falcon 2000	14	34	26	35	35	12	11	6	6	1	-	-	-
Falcon 2000DX	-	-	-	-	-	-	-	-	-	-	3	1	-
Falcon 2000EX	-	-	-	-	-	16	10	-	-	-	-	-	-
Falcon 2000EX EASy	-	-	-	-	-	-	19	21	30	33	24	3	-
Falcon 2000LX	-	-	-	-	-	-	-	-	-	-	-	23	30
Falcon 7X	-	-	-	-	-	-	-	-	-	6	21	32	41
Eclipse Aviation Corporation	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**98**	**161**	**0**	**0**
Eclipse 500	-	-	-	-	-	-	-	-	1	98	161	-	-

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1.4 Worldwide Business Jet Shipments by Manufacturer (1998-2010) (CONTINUED FROM PREVIOUS PAGE)

	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Embraer	**0**	**0**	**0**	**0**	**8**	**13**	**13**	**20**	**27**	**36**	**38**	**122**	**145**
Phenom 100	-	-	-	-	-	-	-	-	-	-	2	97	100
Phenom 300	-	-	-	-	-	-	-	-	-	-	-	1	26
Legacy 600	-	-	-	-	8	13	13	20	27	36	36	18	11
Lineage 1000 / E190 Head of State	-	-	-	-	-	-	-	-	-	-	-	5	5
Shuttles (ERJs and E-Jets)	-	-	-	-	-	-	-	-	-	-	-	1	3
Emivest (prev. Sino Swearingen)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**2**	**0**
SJ30-2	-	-	-	-	-	-	-	-	1	1	0	2	0
Gulfstream Aerospace	**75**	**80**	**88**	**101**	**85**	**74**	**78**	**89**	**113**	**138**	**156**	**94**	**99**
G100/150 (prev. IAI Astra)	14	9	11	5	9	24	22	26	42	59	68	19	24
G200 (prev. IAI Galaxy)	-	1	6	25	15								
G300/350/400/450 (prev. GIV / GIVSP)	32	39	37	36	29	50	56	63	71	79	88	75	75
G500/G550 (p. GV / GVSP)	29	31	34	35	32								
Hawker Beechcraft Corporation	**91**	**100**	**118**	**98**	**94**	**100**	**115**	**141**	**140**	**162**	**160**	**98**	**73**
Premier I/A	-	-	-	18	29	29	37	30	23	54	31	16	11
Hawker 400XP	43	45	51	25	19	24	28	53	53	41	35	11	12
Hawker 750	-	-	-	-	-	-	-	-	-	-	23	13	5
Hawker 800XP	48	55	67	55	46	47	50	58	8	-	-	-	-
Hawker 850XP	-	-	-	-	-	-	-	-	56	35	15	3	1
Hawker 900XP	-	-	-	-	-	-	-	-	-	32	50	35	28
Hawker 4000	-	-	-	-	-	-	-	-	-	-	6	20	16
Total Number of Airplanes	**515**	**667**	**752**	**784**	**676**	**518**	**591**	**750**	**886**	**1,136**	**1,313**	**870**	**763**
% Change	18%	30%	13%	4%	-14%	-23%	14%	27%	18%	28%	16%	-34%	-12%
Total Billings for Airplanes ($M)	**7,216**	**10,190**	**11,661**	**12,117**	**10,427**	**8,616**	**10,229**	**13,161**	**16,555**	**19,431**	**21,946**	**17,443**	**18,000**
% Change	20%	41%	14%	4%	-14%	-17%	19%	29%	26%	17%	13%	-21%	3%

1.5 Worldwide Turboprop Airplane Shipments by Manufacturer (1998-2010)

	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Britten-Norman	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
BN-2T Islander	3	0	-	-	-	-	-	-	-	-	-	-	-
Cessna Aircraft Company	**102**	**87**	**92**	**75**	**80**	**57**	**64**	**86**	**67**	**79**	**101**	**97**	**95**
C208 Caravan 675	22	20	16	19	14	8	13	11	8	11	12	12	8
C208B Grand Caravan	80	67	76	56	66	49	51	75	59	68	89	85	87
Hawker Beechcraft Corporation	**169**	**177**	**205**	**130**	**82**	**81**	**102**	**114**	**140**	**157**	**172**	**119**	**90**
Beechcraft King Air 90	37	41	46	41	21	18	27	35	52	46	66	44	28
Beechcraft King Air 200	45	55	59	46	26	38	39	37	42	58	54	37	24
Beechcraft King Air 350	42	45	46	32	24	24	36	42	46	53	52	38	38
Beechcraft 1900D	45	36	54	11	11	1	-	-	-	-	-	-	-
Maule Air Incorporated	**0**	**1**	**0**	**3**	**0**	**1**	**2**	**0**	**0**	**0**	**1**	**0**	**0**
M-7-420AC	0	0	0	0	0	0	0	0	0	0	1	0	0
MT-7-420	0	1	0	3	0	1	2	0	0	0	0	0	0
Pacific Aerospace Corporation	**0**	**0**	**0**	**1**	**0**	**2**	**8**	**10**	**5**	**10**	**15**	**12**	**11**
PAC 750XL	-	-	-	1	0	2	8	10	5	10	15	12	11
Piaggio	**0**	**0**	**6**	**12**	**14**	**12**	**16**	**14**	**19**	**21**	**30**	**24**	**11**
P.180 Avanti	n/a	n/a	6	12	14	12	16	13	-	-	-	-	-
P.180 Avanti II	-	-	-	-	-	-	-	1	19	21	30	24	11
Pilatus	**51**	**55**	**69**	**70**	**45**	**61**	**70**	**80**	**90**	**92**	**97**	**100**	**79**
PC-12	51	55	69	70	45	61	70	80	90	92	97	100	79
Piper Aircraft, Inc.	**0**	**0**	**18**	**98**	**25**	**24**	**26**	**40**	**49**	**53**	**52**	**29**	**25**
PA-46-500 TP Meridian	-	-	18	98	25	24	26	40	49	53	52	29	25
Quest Aircraft Company	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**7**	**24**	**14**
Kodiak 100	-	-	-	-	-	-	-	-	-	1	7	24	14
SOCATA	**11**	**20**	**25**	**33**	**34**	**34**	**31**	**31**	**42**	**46**	**60**	**36**	**38**
TBM 700	11	20	25	33	34	34	31	31	-	-	-	-	-
TBM 850	-	-	-	-	-	-	-	-	42	46	60	36	38
Total Number of Airplanes	**336**	**340**	**415**	**422**	**280**	**272**	**319**	**375**	**412**	**459**	**535**	**441**	**363**
% Change	20%	1%	22%	2%	-34%	-3%	17%	18%	10%	11%	17%	-18%	-18%
Total Billings for Airplanes ($M)	**1,011**	**930**	**1,323**	**1,210**	**868**	**837**	**997**	**1,189**	**1,389**	**1,582**	**1,947**	**1,580**	**1,290**
% Change	11%	-8%	42%	-9%	-28%	-4%	19%	19%	17%	14%	23%	-19%	-18%

n/a – Manufacturer did not report

1.6 Worldwide Piston Engine Airplane Shipments by Manufacturer (1998-2010) (CONTINUED ON NEXT PAGE)

	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Adam Aircraft	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**4**	**3**	**0**	**0**	**0**
A500	-	-	-	-	-	-	-	2	4	3	-	-	-
Alpha Aviation	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**13**	**1**	**0**	**0**
120T	-	-	-	-	-	-	-	-	-	2	-	-	-
160A	-	-	-	-	-	-	-	-	5	9	1	-	-
160Ai	-	-	-	-	-	-	-	-	-	2	0	-	-
American Champion	**74**	**91**	**96**	**56**	**53**	**63**	**94**	**89**	**60**	**70**	**54**	**26**	**37**
7EC Champ	-	-	-	-	-	-	-	-	1	21	7	1	0
7ECA Aurora	6	9	3	2	3	2	2	3	2	4	3	2	2
7GCAA Adventurer	11	19	23	8	12	9	12	12	6	6	2	1	2
7GCBC Citabria Explorer	18	31	22	21	13	12	24	26	16	8	8	4	4
8GCBC Scout	14	5	23	6	11	8	18	9	14	8	10	8	15
8KCAB Super Decathlon	25	27	25	19	14	32	38	39	21	23	24	10	14
Aviat Aircraft	**85**	**83**	**91**	**57**	**38**	**47**	**42**	**47**	**0**	**0**	**0**	**0**	**0**
A-1A Husky	58	23	4	-	-	-	-	-	-	-	-	-	-
A-1B Husky	6	44	76	50	34	37	30	41	n/a	n/a	n/a	n/a	n/a
Husky Pup	-	-	-	-	-	3	3	1	n/a	n/a	n/a	n/a	n/a
S-2C Pitts	17	16	11	7	4	7	9	5	n/a	n/a	n/a	n/a	n/a
Bellanca	**1**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Super Viking 17-30A	1	1	1	1	-	-	-	-	-	-	-	-	-
Britten-Norman	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
BN-2B Islander	1	1	2	-	-	-	-	-	-	-	-	-	-
Cessna Aircraft Company	**775**	**899**	**912**	**821**	**559**	**588**	**654**	**822**	**865**	**807**	**733**	**354**	**239**
Cessna 172R Skyhawk	358	180	150	107	57	58	32	37	87	133	55	16	8
Cessna 172S Skyhawk	64	272	340	341	258	291	204	314	322	240	228	110	77
Cessna 182T Skylane	338	248	267	142	109	118	196	241	140	161	109	58	64
Cessna T182T Turbo Skylane	-	-	-	96	79	47	133	118	187	140	105	75	36
Cessna 206H Stationair	12	79	53	41	18	16	22	29	25	20	17	3	4
Cessna T206H Turbo Stationair	3	120	102	94	38	58	67	83	104	111	95	46	42
Cessna 350 Corvalis	-	-	-	-	-	-	-	-	-	1	14	5	1
Cessna 400 Corvalis TT	-	-	-	-	-	-	-	-	-	1	110	41	7
Columbia Aircraft (prev. Lancair)	**0**	**0**	**5**	**27**	**24**	**51**	**78**	**114**	**185**	**152**	**0**	**0**	**0**
Columbia 300	-	-	5	27	24	19	-	-	-	-	-	-	-
Columbia 350	-	-	-	-	-	32	28	25	39	34	-	-	-
Columbia 400	-	-	-	-	-	-	50	89	146	118	-	-	-
Cirrus Design Corporation	**0**	**9**	**95**	**183**	**397**	**469**	**553**	**600**	**721**	**710**	**549**	**266**	**264**
Cirrus SR-20	-	9	95	59	105	112	91	116	150	112	115	28	42
Cirrus SR-22	-	-	-	124	292	355	459	475	565	588	427	238	165
Cirrus SR-22T	-	-	-	-	-	-	-	-	-	-	-	-	57
Cirrus SR-V	-	-	-	-	-	2	3	9	6	10	7	-	-
Commander Aircraft	**13**	**13**	**20**	**11**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Commander 114AT	-	-	-	-	-	-	-	-	-	-	-	-	-
Commander 114B	8	8	-	-	-	-	-	-	-	-	-	-	-
Commander 114TC	5	5	1	-	-	-	-	-	-	-	-	-	-
Commander 115	-	-	11	5	1	-	-	-	-	-	-	-	-
Commander 115TC	-	-	8	6	6	-	-	-	-	-	-	-	-
Diamond Aircraft	**0**	**0**	**0**	**0**	**155**	**228**	**261**	**329**	**438**	**471**	**308**	**150**	**129**
DA-20	n/a	n/a	n/a	n/a	70	75	58	54	55	58	69	14	31
DA-40	-	-	-	n/a	85	153	203	207	220	232	154	98	57
DA-42	-	-	-	-	-	-	-	68	163	181	85	38	41
Embraer	**30**	**17**	**17**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
EMB-201A Ipanema	22	-	-	-	-	-	-	-	-	-	-	-	-
EMB-202 Ipanema	-	12	15	1	-	-	-	-	-	-	-	-	-
EMB-720 Minuano	1	2	-	-	-	-	-	-	-	-	-	-	-
EMB-810 Seneca II	7	3	2	-	-	-	-	-	-	-	-	-	-
GippsAero Pty Ltd.	**0**	**0**	**0**	**0**	**0**	**19**	**20**	**22**	**20**	**17**	**19**	**11**	**14**
GA-8 Airvan	-	-	-	-	-	19	20	22	20	17	19	11	14

n/a – Manufacturer did not report

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1.6 Worldwide Piston Engine Airplane Shipments by Manufacturer (1998-2010) (CONTINUED FROM PREVIOUS PAGE)

	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Hawker Beechcraft Corporation	**137**	**144**	**153**	**136**	**83**	**82**	**93**	**99**	**118**	**111**	**103**	**56**	**51**
Beechcraft Bonanza A/G36	73	77	85	63	51	55	62	71	80	73	63	36	22
Beechcraft Bonanza B36TC	22	20	18	26	5	-	-	-	-	-	-	-	-
Beechcraft Baron B/G58	42	47	50	47	27	27	31	28	38	38	40	20	29
Liberty Aerospace	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**29**	**38**	**33**	**13**	**14**
XL2	-	-	-	-	-	-	-	2	29	38	33	13	14
Maule Air Incorporated	**63**	**68**	**57**	**54**	**46**	**31**	**25**	**27**	**38**	**36**	**27**	**7**	**4**
M-4-180A	-	-	-	-	-	-	-	1	-	-	-	-	-
M-4-180V	-	-	-	-	-	-	-	-	7	5	-	-	-
M-6-235	-	-	1	-	-	-	-	-	-	-	-	-	-
M-7-235, A, B, C	11	24	24	19	21	12	8	11	8	6	7	1	3
M-7-260, C	2	16	10	11	3	4	3	4	2	4	4	4	-
MT-7-235	6	4	5	16	12	7	1	2	9	2	6	2	-
MT-7-260	-	2	1	4	1	-	-	2	4	-	-	-	-
MX-7-160, C	-	1	-	-	-	-	-	-	-	-	-	-	-
MX-7-180, A, B, C, AC	11	3	3	1	4	6	5	3	4	6	4	-	1
MXT-7-160	5	-	-	-	-	-	-	-	-	-	-	-	-
MXT-7-180, A, AC	28	18	13	3	5	2	8	4	4	12	6	-	-
M-8-235	-	-	-	-	-	-	-	-	-	1	-	-	-
Micco	**0**	**0**	**6**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
SP-20	-	-	5	-	-	-	-	-	-	-	-	-	-
SP-26	-	-	1	10	-	-	-	-	-	-	-	-	-
Mooney	**93**	**97**	**100**	**29**	**10**	**36**	**37**	**85**	**75**	**79**	**65**	**19**	**2**
M20J Allegro	17	-	-	-	-	-	-	-	-	-	-	-	-
M20K Encore	18	-	-	-	-	-	-	-	-	-	-	-	-
M20M Bravo	17	25	26	8	-	5	9	20	5	1	-	-	-
M20R Ovation	41	24	-	-	-	-	-	-	-	-	-	-	-
M20R Ovation 2	-	10	55	16	8	30	28	65	63	20	21	4	0
M20S Eagle	-	38	-	-	-	-	-	-	-	-	-	-	-
M20S Eagle 2	-	-	19	5	2	1	-	-	-	-	-	-	-
M20TN Acclaim	-	-	-	-	-	-	-	-	7	58	44	15	2
Piper Aircraft, Inc.	**295**	**341**	**377**	**343**	**265**	**205**	**163**	**193**	**189**	**168**	**216**	**61**	**135**
PA-28-161 Warrior III	20	20	43	32	29	31	18	37	19	27	23	8	23
PA-28-181 Archer III	90	107	102	88	38	49	19	16	29	16	7	1	21
PA-28R-201 Arrow IV	2	6	18	23	26	16	12	9	5	8	1	0	4
PA-32-301FT Piper 6X	-	-	-	-	-	10	24	18	10	12	0	-	-
PA-32-301XTC Piper 6XT	-	-	-	-	-	11	14	16	11	-	-	-	-
PA-32R-301 Saratoga II HP	27	28	28	22	5	9	9	8	10	-	-	-	-
PA-32-301T Saratoga II TC	45	52	70	68	45	28	31	37	37	39	12	0	0
PA-34-220T Seneca V	54	57	42	38	43	28	10	12	26	22	27	7	22
PA-44-180 Seminole	2	8	11	62	60	16	11	29	11	14	24	5	16
PA-46-350P Malibu Mirage	55	63	63	10	19	7	15	11	31	30	21	7	26
PA-46R-350T Matrix	-	-	-	-	-	-	-	-	-	-	101	33	23
Quartz Mountain Aerospace	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**0**
QMA 11E	-	-	-	-	-	-	-	-	-	-	11	-	-
Symphony Aircraft (prev. OMF)	**0**	**0**	**0**	**0**	**0**	**19**	**1**	**10**	**5**	**0**	**0**	**0**	**0**
Symphony 160	-	-	-	-	-	19	1	10	5	-	-	-	-
Pacific Aerospace Corporation	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**
CT/4E Airtrainer	-	-	-	-	-	-	6	-	-	-	-	-	-
SOCATA	**39**	**37**	**48**	**63**	**70**	**40**	**5**	**9**	**0**	**0**	**0**	**0**	**0**
TB-9 Tampico	14	0	2	2	3	2	0	1	-	-	-	-	-
TB-10	0	2	5	8	7	7	3	4	-	-	-	-	-
TB-20	20	31	26	33	44	19	2	1	-	-	-	-	-
TB-21	2	4	8	12	14	9	0	3	-	-	-	-	-
TB-200	3	0	7	8	2	3	0	0	-	-	-	-	-
Tiger Aircraft	**0**	**0**	**0**	**0**	**14**	**18**	**19**	**15**	**3**	**0**	**0**	**0**	**0**
AG-5B Tiger	-	-	-	-	14	18	19	15	3	-	-	-	-
Total Number of Airplanes	**1,606**	**1,801**	**1,980**	**1,792**	**1,721**	**1,896**	**2,051**	**2,465**	**2,755**	**2,675**	**2,119**	**963**	**889**
% Change	43%	12%	10%	-9%	-4%	10%	8%	20%	12%	-3%	-21%	-54%	-8%
Total Billings for Airplanes	**377**	**440**	**512**	**541**	**483**	**545**	**692**	**805**	**857**	**897**	**945**	**442**	**415**
% Change	58%	17%	16%	6%	-11%	13%	27%	16%	6%	5%	5%	-53%	-6%

1.7 U.S. Manufactured General Aviation Airplanes by Units Shipped, Number of Companies Reporting and Factory Net Billings (1946-2010)

Year	Units Shipped	Companies Reporting	Factory Net Billings ($Millions)
1946	35,000	-	111.0
1947	15,594	15	57.9
1948	7,037	12	32.4
1949	3,405	11	17.7
1950	3,386	13	19.1
1951	2,302	12	16.8
1952	3,058	8	26.8
1953	3,788	7	34.4
1954	3,071	7	43.4
1955	4,434	7	68.2
1956	6,738	8	103.7
1957	6,118	9	99.6
1958	6,414	10	101.9
1959	7,689	9	129.8
1960	7,588	8	151.2
1961	6,778	8	124.3
1962	6,697	7	136.8
1963	7,569	7	153.4
1964	9,336	8	198.8
1965	11,852	8	318.2
1966	15,768	10	444.9
1967	13,577	14	359.6
1968	13,698	14	425.7
1969	12,457	14	584.5
1970	7,292	13	337.0
1971	7,466	11	321.5
1972	9,774	12	557.6
1973	13,646	12	828.1
1974	14,166	12	909.4
1975	14,056	12	1,032.9
1976	15,451	12	1,225.5
1977	16,904	12	1,488.1
1978	17,811	12	1,781.2
1979	17,048	12	2,165.0
1980	11,877	12	2,486.2
1981	9,457	12	2,919.9
1982	4,266	11	1,999.5
1983	2,691	10	1,469.5
1984	2,431	9	1,680.7
1985	2,029	9	1,430.6
1986	1,495	9	1,261.9
1987	1,085	9	1,363.5
1988R	1,212	11	1,922.9
1989	1,535	11	1,803.9
1990	1,144	14	2,007.5
1991	1,021	14	1,968.3
1992	941	16	1,839.6
1993	964	16	2,143.8
1994	928	13	2,357.1
1995	1,077	13	2,841.9
1996R	1,115	13	3,047.5
1997R	1,549	12	4,592.9
1998	2,200	12	5,761.2
1999	2,504	13	7,843.0
2000	2,816	15	8,558.4
2001R	2,634	14	8,641.1
2002R	2,207	12	7,719.2
2003	2,137	13	6,433.9
2004	2,355	13	6,815.7
2005	2,857	13	8,666.8
2006R	3,147	16	10,367.3
2007	3,279	16	11,940.8
2008	3,079	15	13,348.1
2009R	1,585	13	9,081.9
2010	1,334	12	7,874.5

R = Revised

Source: GAMA

1.8 U.S. Manufactured General Aviation Airplane Shipments by Type Manufactured (1960-2010)

Year	Grand Total	Single-Engine	Multi-Engine	Total Piston	Turboprop	Turbojet/ Turbofan	Total Turbine
1960	**7,588**	6,569	1,019	**7,588**	0	0	**0**
1961	**6,756**	5,995	761	**6,756**	0	0	**0**
1962	**6,697**	5,690	1,007	**6,697**	0	0	**0**
1963	**7,569**	6,248	1,321	**7,569**	0	0	**0**
1964	**9,336**	7,718	1,606	**9,324**	9	3	**12**
1965	**11,852**	9,873	1,780	**11,653**	87	112	**199**
1966	**15,768**	13,250	2,192	**15,442**	165	161	**326**
1967	**13,577**	11,557	1,773	**13,330**	149	98	**247**
1968	**13,698**	11,398	1,959	**13,357**	248	93	**341**
1969	**12,457**	10,054	2,078	**12,132**	214	111	**325**
1970	**7,292**	5,942	1,159	**7,101**	135	56	**191**
1971	**7,466**	6,287	1,043	**7,330**	89	47	**136**
1972	**9,774**	7,898	1,548	**9,446**	179	149	**328**
1973	**13,646**	10,780	2,413	**13,193**	247	206	**453**
1974	**14,166**	11,562	2,135	**13,697**	250	219	**469**
1975	**14,056**	11,439	2,116	**13,555**	305	196	**501**
1976	**15,449**	12,783	2,120	**14,903**	359	187	**546**
1977	**16,907**	14,057	2,195	**16,252**	428	227	**655**
1978	**17,811**	14,398	2,634	**17,032**	548	231	**779**
1979	**17,050**	13,286	2,843	**16,129**	639	282	**921**
1980	**11,860**	8,640	2,116	**10,756**	778	326	**1,104**
1981	**9,457**	6,608	1,542	**8,150**	918	389	**1,307**
1982	**4,266**	2,871	678	**3,549**	458	259	**717**
1983	**2,691**	1,811	417	**2,228**	321	142	**463**
1984	**2,431**	1,620	371	**1,991**	271	169	**440**
1985	**2,029**	1,370	193	**1,563**	321	145	**466**
1986	**1,495**	985	138	**1,123**	250	122	**372**
1987	**1,085**	613	87	**700**	263	122	**385**
1988	**1,143**	628	67	**695**	291	157	**448**
1989	**1,535**	1,023	87	**1,110**	268	157	**425**
1990	**1,144**	608	87	**695**	281	168	**449**
1991	**1,021**	564	49	**613**	222	186	**408**
1992	**941**	552	41	**593**	177	171	**348**
1993	**964**	516	39	**555**	211	198	**409**
1994R	**929**	444	55	**499**	208	222	**430**
1995	**1,077**	515	61	**576**	255	246	**501**
1996R	**1,171**	607	42	**649**	289	233	**522**
1997R	**1,562**	898	86	**984**	236	342	**578**
1998R	**2,212**	1,434	94	**1,528**	271	413	**684**
1999R	**2,530**	1,634	114	**1,748**	265	517	**782**
2000R	**2,816**	1,810	103	**1,913**	315	588	**903**
2001R	**2,631**	1,581	147	**1,728**	303	600	**903**
2002R	**2,207**	1,366	130	**1,496**	187	524	**711**
2003	**2,137**	1,519	71	**1,590**	163	384	**547**
2004	**2,355**	1,706	52	**1,758**	194	403	**597**
2005	**2,857**	2,024	71	**2,095**	240	522	**762**
2006R	**3,147**	2,208	79	**2,287**	256	604	**860**
2007	**3,279**	2,097	77	**2,174**	290	815	**1,105**
2008	**3,079**	1,700	91	**1,791**	333	955	**1,288**
2009R	**1,585**	770	32	**802**	269	514	**783**
2010	**1,334**	679	67	**746**	224	364	**588**

R = Revised

Source: GAMA

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

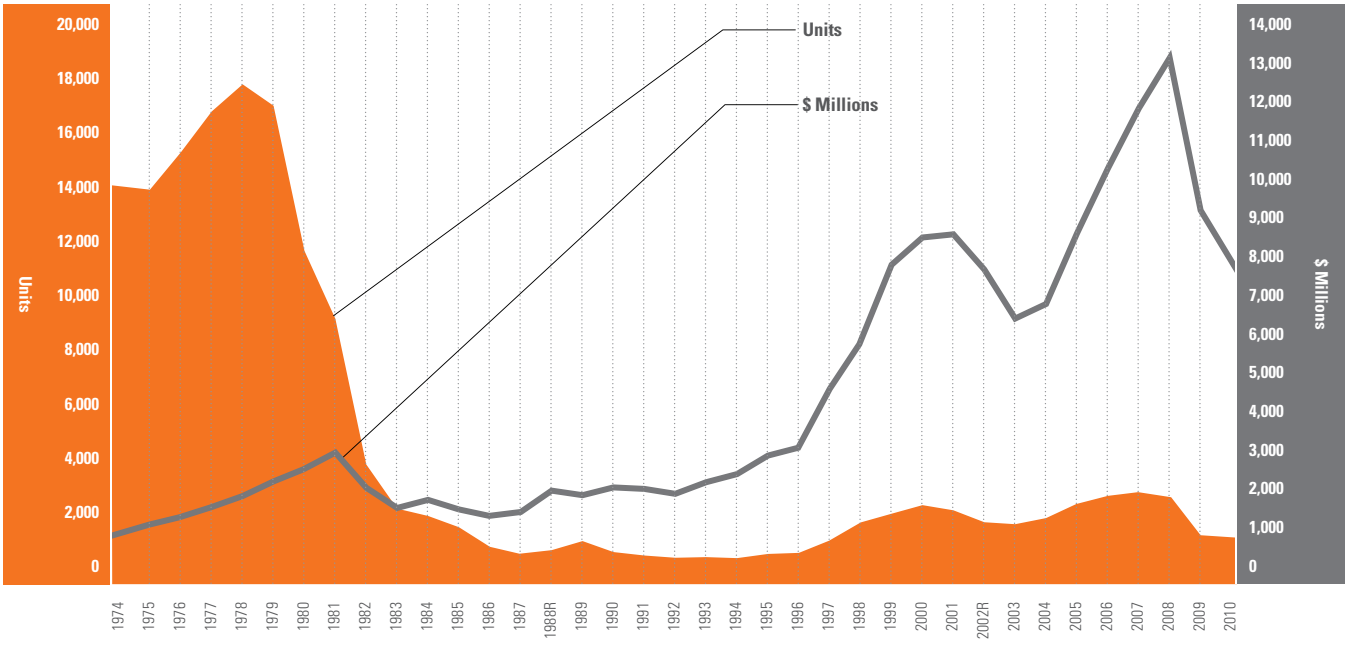
1.9 U.S. Manufactured Estimated Billings (in Millions) for General Aviation Airplane Shipments by Type (1978-2010)

Year	Grand Total	Single-Engine	Multi-Engine	Total Piston	Turboprop	Turbojet/ Turbofan	Total Turbine
1978	**$1,781**	$516	$493	**$1,009**	$394	$378	**$772**
1979	**2,165**	523	555	**1,078**	548	540	**1,088**
1980	**2,486**	391	403	**794**	875	816	**1,691**
1981	**2,920**	327	348	**675**	1,120	1,125	**2,245**
1982	**2,000**	200	220	**420**	590	990	**1,580**
1983	**1,470**	145	115	**260**	460	750	**1,210**
1984	**1,681**	147	133	**280**	436	966	**1,402**
1985	**1,431**	126	68	**194**	524	713	**1,237**
1986	**1,262**	80	43	**123**	430	709	**1,139**
1987	**1,364**	80	18	**98**	477	789	**1,266**
1988	**1,918**	66	12	**78**	596	1,242	**1,838**
1989	**1,804**	104	24	**128**	524	1,149	**1,673**
1990	**2,008**	68	24	**92**	644	1,272	**1,916**
1991	**1,968**	*	*	**93**	527	1,348	**1,875**
1992	**1,840**	*	*	**96**	460	1,284	**1,744**
1993	**2,144**	*	*	**76**	595	1,473	**2,068**
1994	**2,357**	*	*	**81**	595	1,681	**2,276**
1995	**2,842**	*	*	**123**	653	2,066	**2,719**
1996	**3,048**	*	*	**142**	715	2,191	**2,906**
1997	**4,580**	*	*	**200**	727	3,653	**4,380**
1998	**5,761**	*	*	**330**	763	4,668	**5,431**
1999	**7,843**	*	*	**385**	658	6,800	**7,458**
2000	**8,558**	*	*	**446**	934	7,178	**8,112**
2001	**8,641**	*	*	**471**	742	7,428	**8,170**
2002R	**7,719**	*	*	**389**	487	6,843	**7,330**
2003	**6,434**	*	*	**440**	411	5,583	**5,994**
2004	**6,816**	*	*	**568**	555	5,693	**6,248**
2005	**8,667**	*	*	**712**	749	7,205	**7,954**
2006R	**10,367**	*	*	**722**	853	8,792	**9,645**
2007	**11,941**	*	*	**712**	1,001	10,227	**11,228**
2008	**13,348**	*	*	**836**	1,172	11,340	**12,513**
2009	**9,082**	*	*	**389**	872	7,821	**8,693**
2010	**7,875**	*	*	**368**	724	6,782	**7,506**

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

Source: GAMA

FIGURE 1.2 U.S. Manufactured General Aviation Airplane Units and Billings (1974-2010)



R = Revised

Source: GAMA

1.10 U.S. Manufactured General Aviation Airplane Shipments by Year and Quarter (1978-2010)

Year	Quarter I	Quarter II	Quarter III	Quarter IV	Year End
1978	4,176	4,621	4,672	4,342	17,811
1979	4,259	4,602	4,426	3,761	17,048
1980	3,512	2,756	2,796	2,813	11,877
1981	2,389	2,631	2,529	1,908	9,457
1982	1,390	1,126	890	860	4,266
1983	659	709	717	606	2,691
1984	523	563	681	664	2,431
1985	455	519	581	474	2,029
1986	285	364	393	453	1,495
1987	227	330	239	289	1,085
1988	260	291	252	340	1,143
1989	304	361	425	445	1,535
1990	269	294	274	297	1,144
1991	250	262	237	272	1,021
1992	193	200	238	225	941
1993	170	194	246	260	964
1994	181	225	209	266	928
1995	208	248	257	315	1,077
1996	229	284	230	310	1,115
1997	253	337	367	525	1,549
1998	481	486	546	602	2,200
1999	502	611	606	702	2,504
2000	613	704	685	712	2,816
2001	568	711	586	673	2,632
2002	442	576	510	641	2,207
2003	393	526	492	679	2,137
2004	416	466	641	790	2,355
2005	496	726	700	888	2,857
2006R	676	785	786	900	3,147
2007	628	790	787	1,074	3,279
2008	558	878	860	783	3,079
2009	310	408	390	477	1,585
2010	243	377	281	433	1,334

R = Revised

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

Source: GAMA

1.11 U.S. Civil Airplane Imports and Dollar Value (in Millions) (2005-2009)

	2005		2006		2007		2008		2009	
	Units	Dollars	Units	Dollars	Units	Dollars	Units	Dollars	Units	Dollars
Single-Engine	313	$255.5	394	$334.4	388	$304.7	376	$456.0	200	$310.6
Multi-Engine Under 4,400 lbs	0	$0.0	37	$17.5	81	$37.7	37	$17.2	11	$6.0
Multi-Engine 4,400-10,000 lbs	13	$57.2	19	$87.8	20	$105.4	20	$104.1	71	$263.7
Multi-Engine–Turbojet/Turbofan 10,000-33,000 lbs.	184	$3,367.0	189	$3,496.0	219	$3,998.3	188	$3,489.2	82	$1,684.3
Multi-Engine–Other (Including Turboshaft) 10,000-33,000 lbs.	2	$6.2	6	$50.7	4	$69.5	-	-	3	$72.8
Total	**512**	**$3,679.8**	**645**	**$3,986.3**	**712**	**$4,515.7**	**621**	**$4,066.4**	**367**	**$2,337.4**

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

Source: Aerospace Industries Association from Department of Commerce Data

1.12 U.S. Manufactured General Aviation Airplane Exports (1978-2010)

Year	Units Exported	% of Total Production	Export Billings $ (in Millions)	% of Total Billings
1978	3,612	20.3%	$486.7	27.3%
1979	3,995	23.4%	600.9	27.8%
1980	3,555	29.9%	756.4	30.4%
1981	2,270	24.0%	749.0	25.7%
1982	1,162	27.2%	650.2	32.5%
1983	513	19.1%	316.5	21.5%
1984	334	13.7%	260.7	15.5%
1985	354	17.4%	230.0	16.1%
1986	441	29.5%	343.6	27.2%
1987	439	40.5%	469.3	34.4%
1988	425	37.2%	626.8	32.7%
1989	566	36.9%	587.0	32.5%
1990	458	40.0%	872.2	43.4%
1991	382	37.4%	807.0	41.0%
1992	353	39.0%	608.7	33.0%
1993	349	36.2%	856.8	40.0%
1994	277	29.8%	684.2	29.0%
1995	315	29.3%	815.9	28.7%
1996	345	30.5%	903.0	28.9%
1997	449	28.6%	1,504.6	32.2%
1998R	535	24.1%	1,640.1	27.9%
1999	562	22.3%	2,503.8	31.6%
2000	569	20.2%	1,957.5	22.9%
2001	505	19.2%	2,380.6	27.5%
2002R	372	16.8%	1,980.9	25.4%
2003	336	15.7%	1,218.2	18.9%
2004	333	14.1%	1,419.6	20.8%
2005	557	19.5%	2,585.9	29.8%
2006	891	28.3%	4,395.5	42.4%
2007	1,142	34.8%	4,587.0	38.4%
2008	1,161	37.7%	5,863.8	43.9%
2009	732	46.2%	4,612.7	50.8%
2010	689	51.6%	4,867.8	61.8%

R = Revised

Source: GAMA

1.13 U.S. Manufactured General Aviation Airplane Exports by Type (1978-2010)

Year	Single-Engine Piston	Multi-Engine Piston	Turboprop	Turbojet/ Turbofan
1978	2,712	652	166	82
1979	2,942	774	181	98
1980	2,565	635	245	110
1981	1,546	363	259	102
1982	718	227	135	82
1983	298	119	66	30
1984	199	79	25	31
1985	208	69	49	28
1986	272	69	68	32
1987	252	60	78	49
1988	220	52	91	62
1989	385	46	78	57
1990	224	57	86	91
1991	204	25	74	79
1992	196	16	90	51
1993	149	23	109	68
1994	84	42	84	67
1995	130	30	85	70
1996	126	24	135	60
1997	199	25	126	99
1998	268	30	131	106
1999	237	23	42	158
2000	285	24	112	148
2001	175	42	118	170
2002	135	23	79	136
2003	168	22	52	94
2004	181	9	55	88
2005	301	18	66	172
2006	535	30	74	252
2007	665	33	131	313
2008	556	40	175	410
2009	341	15	121	255
2010	299	45	151	194

Source: GAMA

02

General Aviation Fleet and Flight Activity

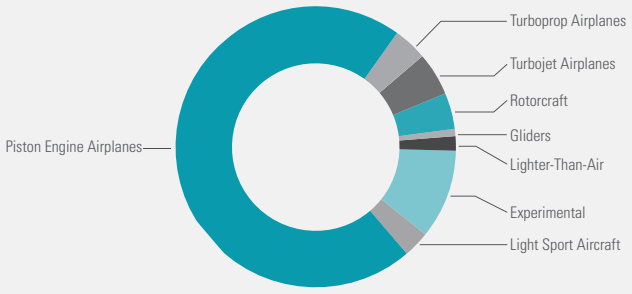
2.1 Active General Aviation and On-Demand Part 135 Number of Aircraft by Primary Use by Aircraft Type (2009)

		General Aviation FAR Part 91 Use												On-Demand FAR Part 135 Use		
Aircraft Type	Total Active	Personal	Business	Corporate	Instruc-tional	Aerial Apps	Aerial Obs	Aerial Other	External Load	Other Work	Sight See	Aero Med	Other	Air Taxi	Air Tours	Air Med
Total All Aircraft	**223,877**	**152,272**	**22,445**	**10,498**	**14,130**	**3,161**	**5,288**	**849**	**157**	**1,177**	**849**	**486**	**4,005**	**6,992**	**367**	**1,200**
% Std. Error	1.6	2.3	1.8	1.0	2.0	1.3	1.4	1.1	0.9	1.8	1.5	1.6	1.5	0.7	0.8	0.7
Piston Total	**157,123**	**115,749**	**18,007**	**1,655**	**11,912**	**1,407**	**2,707**	**251**	**0**	**657**	**261**	**280**	**1,961**	**2,117**	**71**	**85**
% Std. Error	2.3	3.0	2.2	1.8	2.3	4.8	2.4	2.5		3.0	3.0	2.4	2.3	0.8	0.9	0.8
One Engine	140,649	107,787	13,630	684	10,986	1,371	2,328	138	0	586	252	203	1,598	994	66	26
Two Engine	16,474	7,962	4,378	971	926	36	379	114	0	71	9	77	364	1,123	5	59
Turboprop Total	**9,055**	**1,737**	**1,718**	**2,100**	**101**	**1,150**	**360**	**172**	**0**	**119**	**2**	**60**	**211**	**1,079**	**50**	**197**
% Std. Error	0.3	0.4	0.4	0.4	0.4	0.4	0.5	0.4		0.4		0.4	0.4	0.3	0.3	0.4
One Engine Total	3,958	930	761	341	53	1,136	57	57	0	40	2	29	25	456	47	27
Two Engine Total	5,096	807	957	1,759	48	15	303	115	0	79	0	31	186	623	3	171
Turbojet Total	**11,268**	**1,018**	**1,048**	**6,189**	**48**	**4**	**5**	**8**	**4**	**40**	**0**	**13**	**250**	**2,489**	**7**	**145**
% Std. Error	0.3	0.4	0.4	0.4	0.4	0.5	0.6	0.5		0.5		0.4	0.4	0.3	0.3	0.3
Rotorcraft Total	**9,984**	**1,577**	**566**	**395**	**1,097**	**539**	**2,131**	**394**	**150**	**120**	**121**	**99**	**546**	**1,267**	**229**	**753**
% Std. Error	0.6	1.1	1.0	1.0	1.1	1.0	1.0	0.9	0.9	1.0	1.0	1.0	1.0	0.6	0.7	0.6
Piston Total	3,499	1,286	309	38	1,023	224	252	40	3	22	96	3	152	42	7	0
Turbine Total	6,485	290	256	357	74	315	1,879	354	147	98	25	95	394	1,225	222	753
- One Engine Turbine	4,965	259	213	178	58	313	1,844	254	133	77	25	41	151	909	212	298
- Two Engine Turbine	1,520	31	44	179	16	2	35	100	14	21	0	54	243	317	10	455
Gliders Total	**1,808**	**1,561**	**8**	**0**	**217**	**0**	**3**	**0**	**0**	**0**	**5**	**0**	**15**	**0**	**0**	**0**
Lighter-Than-Air Total	**3,672**	**3,003**	**5**	**3**	**92**	**0**	**7**	**3**	**0**	**47**	**449**	**0**	**52**	**0**	**11**	**0**
Experimental Total	**24,419**	**21,748**	**1,024**	**155**	**287**	**58**	**67**	**21**	**2**	**188**	**11**	**35**	**763**	**40**	**0**	**19**
Amateur Built	20,794	19,152	840	3	196	0	11	2	0	149	2	0	440	0	0	0
Exhibition	2,063	1,819	20	2	35	5	11	4	0	16	4	0	147	0	0	0
Other	1,562	777	164	150	57	53	45	15	2	23	5	35	176	40	0	19
Light-Sport Total	**6,547**	**5,879**	**68**	**0**	**377**	**2**	**7**	**0**	**0**	**5**	**2**	**0**	**207**	**0**	**0**	**0**
Experimental Lgt Spt	5,078	4,765	6	0	153	2	2	0	0	5	2	0	142	0	0	0
Special Light Sport	1,470	1,114	62	0	224	0	5	0	0	0	0	0	65	0	0	0

Source: FAA Survey

FIGURE 2.1 Active General Aviation and On-Demand FAR Part 135 Aircraft by Type (2009)

Piston Engine Airplanes	157,123
Turboprop Airplanes	9,055
Turbojet Airplanes	11,268
Rotorcraft	9,984
Gliders	1,808
Lighter-Than-Air	3,672
Experimental	24,419
Light Sport Aircraft	6,547



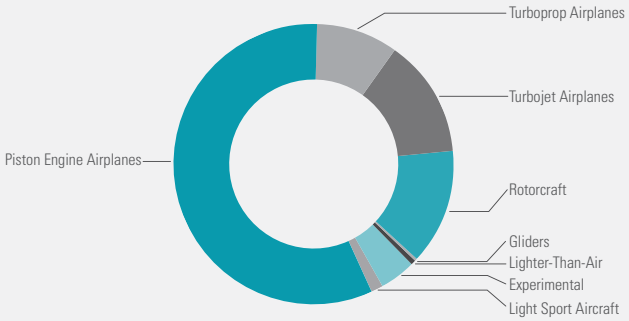
2.2 Active General Aviation and On-Demand Part 135 Total Hours Flown (in Thousands) by Actual Use by Aircraft Type (2009)

		General Aviation FAR Part 91 Use												On-Demand FAR Part 135 Use		
Aircraft Type	Total Active	Personal	Business	Corporate	Instruc-tional	Aerial Apps	Aerial Obs	Aerial Other	External Load	Other Work	Sight See	Aero Med	Other	Air Taxi	Air Tours	Air Med
Total All Aircraft	**23,763**	**8,540**	**2,532**	**2,444**	**3,440**	**960**	**1,211**	**162**	**88**	**222**	**119**	**174**	**970**	**2,198**	**223**	**480**
% Std. Error	1.1	1.4	2.3	3.8	3.5	6.9	6.3	13.0	17.9	11.0	9.9	23.2	5.2	4.2	17.5	9.3
Piston Total	**13,634**	**6,639**	**1,826**	**244**	**2,812**	**346**	**489**	**29**	**0**	**98**	**51**	**64**	**350**	**609**	**30**	**45**
% Std. Error	1.9	2.4	3.6	15.5	5.5	15.9	13.8	40.4	85.0	24.9	14.6	48.1	12.0	12.1	38.8	56.6
One Engine	11,730	6,099	1,419	81	2,568	342	424	9	0	92	48	22	294	278	27	25
Two Engine	1,903	540	407	163	244	3	65	20	-	5	3	42	56	331	3	20
Turboprop Total	**2,215**	**221**	**248**	**441**	**35**	**460**	**138**	**33**	**-**	**37**	**0**	**60**	**71**	**355**	**24**	**91**
% Std. Error	1.4	4.3	2.9	3.3	11.8	3.9	9.0	8.2	-	12.4	40.0	21.2	3.7	4.2	19.2	8.8
One Engine Total	1,066	99	103	76	15	415	48	10	0	8	0	42	26	189	22	12
Two Engine Total	1,149	121	145	364	20	45	90	23	-	29	0	18	45	166	2	79
Turbojet Total	**3,161**	**243**	**293**	**1,621**	**12**	**1**	**1**	**1**	**0**	**12**	**0**	**2**	**286**	**617**	**4**	**66**
% Std. Error	1.0	2.9	3.5	1.4	13.4	53.8	39.1	36.8	-	16.4	56.8	18.2	2.7	2.3	48.7	10.0
Rotorcraft Total	**3,003**	**124**	**72**	**100**	**490**	**131**	**562**	**94**	**87**	**41**	**33**	**34**	**194**	**606**	**163**	**272**
% Std. Error	1.3	5.6	8.0	7.3	4.7	7.7	3.7	8.3	7.8	10.5	10.9	11.5	7.5	3.7	9.5	4.7
Piston Total	755	89	26	9	448	35	57	4	2	3	23	0	38	13	7	-
Turbine Total	2,248	35	45	90	42	97	505	91	85	38	10	34	156	593	157	272
- One Engine Turbine	1,667	31	32	36	33	96	483	71	69	32	10	18	81	398	153	125
- Two Engine Turbine	581	4	13	54	9	1	22	19	15	6	0	17	75	195	4	146
Gliders Total	**85**	**57**	**0**	**-**	**24**	**-**	**0**	**-**	**-**	**-**	**2**	**-**	**1**	**-**	**-**	**-**
Lighter-Than-Air Total	**93**	**51**	**0**	**2**	**3**	**-**	**3**	**0**	**0**	**1**	**30**	**-**	**2**	**-**	**1**	**-**
Experimental Total	**1,286**	**984**	**88**	**36**	**19**	**22**	**16**	**5**	**1**	**32**	**1**	**14**	**52**	**10**	**1**	**6**
Amateur Built	983	859	63	1	10	0	2	2	0	25	0	-	21	-	-	-
Exhibition	88	72	2	1	2	2	1	0	-	2	0	-	6	-	-	-
Other	215	52	23	34	8	20	14	3	0	5	1	14	25	10	1	6
Light-Sport Total	**286**	**221**	**5**	**-**	**45**	**0**	**1**	**-**	**-**	**0**	**0**	**-**	**13**	**-**	**-**	**-**
Experimental Lgt Spt	171	151	1	-	12	0	0	-	-	0	0	-	6	-	-	-
Special Light Sport	115	70	5	-	34	-	0	-	-	-	0	-	7	-	-	-

Source: FAA Survey

FIGURE 2.2 Active General Aviation and On-Demand FAR Part 135 Total Hours Flown (in Thousands) by Aircraft Type (2009)

Piston Engine Airplanes	13,634
Turboprop Airplanes	2,215
Turbojet Airplanes	3,161
Rotorcraft	3,003
Gliders	85
Lighter-Than-Air	93
Experimental	1,286
Light Sport Aircraft	286



2.3 Active General Aviation and On-Demand FAR Part 135 Aircraft by Type (1980-2009)

Calendar Year	Total Aircraft	Airplane			Rotorcraft		Balloons, Dirigibles, Gliders	Experimental	Light Sport Aircraft
		Piston	Turboprop	Turbojet	Piston	Turbine			
1980	**211,039**	193,012	4,089	2,992	2,794	3,207	4,945	*	*
1981	**213,219**	193,367	4,659	3,170	3,250	3,724	5,049	*	*
1982	**209,778**	189,195	5,186	3,996	2,419	3,749	5,233	*	*
1983	**213,292**	191,479	5,453	3,898	2,541	3,998	5,923	*	*
1984	**220,941**	197,442	5,808	4,320	2,936	4,160	6,275	*	*
1985	**210,853**	188,191	5,607	4,374	2,877	3,541	6,263	*	*
1986	**219,325**	195,647	5,244	4,481	2,921	4,022	7,010	*	*
1987	**217,202**	194,454	5,274	4,358	2,813	3,520	6,783	*	*
1988	**210,246**	187,536	5,259	4,188	2,584	3,822	6,857	*	*
1989	**219,738**	193,815	6,324	4,402	3,244	4,232	7,721	*	*
1990	**212,230**	187,774	5,652	4,375	3,459	3,938	7,032	*	*
1991	**196,874**	173,518	4,941	4,126	2,390	3,848	8,051	*	*
1992	**185,650**	162,881	4,786	4,004	2,348	3,631	8,000	*	*
1993	**177,120**	149,156	4,116	3,663	1,846	2,875	5,037	10,426	*
1994	**172,935**	142,152	4,092	3,914	1,627	3,101	5,906	12,144	*
1995	**188,089**	152,788	4,995	4,559	1,863	3,967	4,741	15,176	*
1996	**191,129**	153,551	5,716	4,424	2,507	4,063	4,244	16,625	*
1997	**192,414**	156,056	5,619	5,178	2,259	4,527	4,092	14,680	*
1998	**204,710**	162,963	6,174	6,066	2,545	4,881	5,580	16,502	*
1999	**219,464**	171,923	5,679	7,120	2,564	4,884	6,765	20,528	*
2000	**217,534**	170,513	5,762	7,001	2,680	4,470	6,701	20,407	*
2001	**211,446**	163,314	6,596	7,787	2,292	4,491	6,545	20,421	*
2002R	**211,244**	161,087	6,841	8,355	2,351	4,297	6,377	21,936	*
2003	**209,708**	160,938	7,689	7,997	2,123	4,403	6,008	20,550	*
2004	**219,426**	165,189	8,379	9,298	2,315	5,506	5,939	22,800	*
2005	**224,352**	167,608	7,942	9,823	3,039	5,689	6,454	23,627	170
2006	**221,942**	163,743	8,063	10,379	3,264	5,895	6,278	23,047	1,273
2007	**231,607**	166,907	9,514	10,385	2,769	6,798	5,940	23,228	6,066
2008	**228,663**	163,013	8,906	11,042	3,498	6,378	5,652	23,364	6,811
2009	**223,877**	157,123	9,055	11,268	3,499	6,485	5,480	24,419	6,547

R = Revised

Source: FAA Survey

2.4 Active General Aviation and On-Demand FAR Part 135 Estimated Hours Flown (in Thousands) by Type (1980-2009)

Calendar Year	Total Hours	Airplane			Rotorcraft		Balloons, Dirigibles, Gliders	Experimental	Light Sport Aircraft
		Piston	Turboprop	Turbojet	Piston	Turbine			
1980	**41,016**	34,747	2,240	1,332	736	1,603	359	*	*
1981	**40,704**	34,086	2,155	1,387	930	1,754	391	*	*
1982	**36,457**	29,950	2,168	1,611	579	1,771	379	*	*
1983	**35,249**	28,911	2,173	1,473	572	1,700	420	*	*
1984	**36,119**	29,194	2,506	1,566	592	1,903	358	*	*
1985	**31,456**	25,666	1,921	1,498	521	1,468	382	*	*
1986	**31,782**	24,805	2,661	1,527	742	1,682	364	*	*
1987	**30,883**	24,969	2,010	1,411	602	1,506	384	*	*
1988	**31,114**	24,291	2,195	1,554	533	1,974	568	*	*
1989	**32,332**	24,907	2,892	1,527	692	1,918	396	*	*
1990	**32,096**	25,832	2,319	1,396	716	1,493	341	*	*
1991	**29,862**	23,919	1,628	1,071	549	2,214	483	*	*
1992	**26,747**	21,417	1,582	1,076	423	1,842	407	*	*
1993	**24,455**	19,321	1,192	1,212	391	1,308	338	785	*
1994	**24,092**	18,823	1,142	1,238	369	1,408	388	724	*
1995	**26,612**	20,251	1,490	1,455	337	1,624	261	1,194	*
1996	**26,909**	20,091	1,768	1,543	591	1,531	227	1,158	*
1997	**27,713**	20,744	1,655	1,713	344	1,740	192	1,327	*
1998	**28,100**	20,402	1,765	2,226	430	1,912	295	1,071	*
1999	**31,231**	22,529	1,797	2,721	552	2,077	309	1,246	*
2000	**29,960**	21,493	1,986	2,648	530	1,661	362	1,280	*
2001	**27,017**	19,194	1,773	2,654	474	1,479	287	1,157	*
2002R	**27,040**	18,891	1,850	2,745	454	1,422	333	1,345	*
2003	**27,329**	19,013	1,922	2,704	448	1,687	263	1,292	*
2004	**28,126**	18,142	2,161	3,718	514	2,020	249	1,322	*
2005	**26,982**	16,434	2,106	3,771	617	2,439	267	1,339	9
2006	**27,705**	16,525	2,162	4,077	918	2,528	211	1,218	66
2007	**27,852**	16,257	2,661	3,938	704	2,541	215	1,275	260
2008	**26,009**	15,074	2,457	3,600	751	2,470	209	1,155	293
2009	**23,763**	13,634	2,215	3,161	755	2,248	178	1,286	286

R = Revised

Source: FAA Survey

Key changes to survey methodology by year:

2003: aircraft operating in commuter operations were exclued.
2004: the survey coverage was expanded for turbine airplanes andd rotorcraft accounting for part of the increase in hours.
2007: the estimate of light sport aircraft increased significantly due to mandatory process for registration .

2.5 Active General Aviation and On-Demand FAR Part 135 Aircraft and Average Hours Flown (in Thousands) per Aircraft by Type (2005-2009)

	Estimated Active Aircraft					Estimated Average Hours/Aircraft/Year				
Aircraft Type	**2005**	**2006**	**2007**	**2008**	**2009**	**2005**	**2006**	**2007**	**2008**	**2009**
All Aircraft Total	**224,352**	**221,943**	**231,607**	**228,663**	**223,877**	**120**	**125**	**120**	**114**	**106**
Piston Total	**167,608**	**163,743**	**166,907**	**163,013**	**157,123**	**98**	**101**	**97**	**93**	**87**
One Engine	148,101	145,036	147,569	145,497	140,649	93	96	92	88	83
1-3 seats	39,671	37,733	36,366	37,717	36,117	79	79	76	72	67
4 + seats	108,430	107,303	111,203	107,781	104,532	98	103	97	93	89
Two Engine	19,412	18,708	19,337	17,515	16,474	138	136	139	133	116
1-6 seats	13,192	12,919	14,342	12,353	11,558	117	118	122	120	102
7 + seats	6,220	5,788	4,996	5,163	4,919	182	178	188	164	147
Turboprop Total	**7,942**	**8,063**	**9,514**	**8,906**	**9,055**	**265**	**268**	**280**	**276**	**245**
One Engine	2,595	2,576	4,059	3,450	3,958	326	331	275	310	269
Two Engine	5,307	5,487	5,456	5,456	5,096	236	239	283	254	225
1-12 seats	4,427	4,744	4,567	4,603	4,215	223	229	266	251	214
13 + seats	880	744	889	853	882	300	302	370	272	281
Turbojet/fan Total	**9,823**	**10,379**	**10,385**	**11,042**	**11,268**	**384**	**393**	**379**	**326**	**281**
Rotorcraft Total	**8,728**	**9,159**	**9,567**	**9,876**	**9,984**	**350**	**376**	**339**	**326**	**301**
Piston	3,039	3,264	2,769	3,498	3,499	203	281	254	215	216
Turbine	5,689	5,895	6,798	6,378	6,485	429	429	374	387	347
- One Engine	4,537	4,627	5,431	5,007	4,965	411	423	367	384	336
- Two Engine	1,151	1,268	1,367	1,371	1,520	501	450	402	400	382
Gliders Total	**2,074**	**1,975**	**1,947**	**1,914**	**1,808**	**58**	**54**	**55**	**50**	**47**
Lighter-than-air Total	**4,380**	**4,303**	**3,993**	**3,738**	**3,672**	**33**	**24**	**27**	**30**	**25**
Experimental Total	**23,627**	**23,047**	**23,228**	**23,364**	**24,419**	**57**	**53**	**55**	**50**	**53**
Amateur	19,817	19,316	19,538	19,767	20,794	50	47	46	44	47
Exhibition	2,120	2,103	2,101	2,096	2,063	53	49	48	44	43
Other	1,691	1,629	1,589	1,501	1,562	142	132	174	128	138
Light Sport Aircraft	**170**	**1,273**	**6,066**	**6,811**	**6,547**	**55**	**52**	**43**	**43**	**44**
Experimental Light Sport	n/a	n/a	n/a	n/a	5,078	n/a	n/a	n/a	n/a	34
Special Light Sport	n/a	n/a	n/a	n/a	1,470	n/a	n/a	n/a	n/a	78

Columns may not add due to rounding and estimation procedures

Source: FAA Survey

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

2.6 Active General Aviation and On-Demand FAR Part 135 Aircraft by U.S. State (2000-2009)

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Alabama	3,480	3,012	3,423	3,249	3,712	3,495	4,477	3,719	3,549	3,145
Alaskan	5,925	5,714	5,718	5,489	6,207	6,217	6,201	6,111	6,076	6,017
Arizona	6,062	6,707	5,506	5,072	6,607	5,867	6,438	7,636	5,767	6,896
Arkansas	2,660	2,730	2,807	3,286	2,621	2,467	2,382	2,575	2,291	2,661
California	23,454	22,708	24,448	23,501	23,700	25,337	23,854	23,813	25,292	24,811
Colorado	5,246	5,104	5,625	5,343	5,222	5,755	5,623	5,441	6,268	4,973
Connecticut	1,793	1,573	1,597	1,790	1,780	2,120	2,090	2,296	2,228	1,868
Delaware	2,068	1,938	1,957	2,256	2,365	2,596	2,409	2,494	1,830	2,261
District of Columbia	152	39	11	30	37	48	34	41	29	80
Florida	14,096	14,773	13,188	14,236	15,385	15,776	14,226	16,341	16,143	16,804
Georgia	4,809	5,324	6,098	4,981	5,490	5,381	5,762	4,758	6,674	5,970
Hawaii	435	282	356	414	331	481	619	531	530	499
Idaho	2,328	2,504	2,548	2,156	2,193	2,664	2,786	2,747	2,816	3,282
Illinois	7,478	6,041	5,976	5,895	6,942	6,283	5,841	6,872	5,480	6,786
Indiana	3,964	4,143	3,574	4,550	4,173	3,987	3,909	4,862	3,764	4,008
Iowa	2,772	3,156	2,742	2,899	3,035	2,943	2,798	2,982	3,361	2,935
Kansas	3,611	3,361	3,122	3,141	3,750	3,330	3,393	3,044	3,814	3,805
Kentucky	2,033	2,191	2,109	2,165	1,870	1,778	1,497	2,073	1,726	1,780
Louisiana	3,012	2,355	2,488	2,886	2,721	3,030	2,393	2,857	3,136	2,970
Maine	1,086	1,207	913	1,210	1,238	1,370	948	1,463	1,284	1,230
Maryland	3,436	2,784	2,367	3,214	2,550	3,123	2,317	2,699	2,671	2,971
Massachusetts	2,717	2,600	2,843	2,580	2,985	2,636	2,655	2,738	2,417	2,539
Michigan	7,236	6,234	7,375	5,694	6,975	6,274	6,229	6,443	8,668	6,068
Minnesota	5,141	5,928	5,229	4,241	4,861	5,728	5,414	5,086	4,840	5,187
Mississippi	2,038	1,893	1,811	2,198	2,563	2,068	2,159	1,939	1,298	2,237
Missouri	3,777	3,503	3,893	3,919	3,902	3,774	4,312	4,616	3,596	4,119
Montana	2,374	2,180	2,324	2,274	2,200	2,408	2,911	3,110	2,152	2,576
Nebraska	2,013	1,919	1,729	1,734	1,936	2,109	2,057	2,127	2,074	2,314
Nevada	2,715	2,563	2,427	2,034	3,033	2,990	3,374	3,512	3,093	2,022
New Hampshire	1,485	1,753	1,455	1,472	1,566	1,282	1,320	1,425	1,624	1,361
New Jersey	3,791	3,917	3,647	3,341	3,466	3,944	3,683	3,369	4,076	3,232
New Mexico	2,990	2,486	2,272	2,784	3,088	3,076	3,375	4,221	3,519	2,663
New York	6,082	5,570	6,180	6,205	5,959	5,437	5,829	5,661	6,074	5,577
North Carolina	5,620	5,272	5,727	5,830	5,602	6,298	6,106	5,917	5,376	6,004
North Dakota	1,585	1,434	1,224	1,322	812	1,350	1,533	1,236	1,276	1,101
Ohio	6,486	7,325	6,719	7,391	6,458	6,630	7,108	6,189	6,200	6,329
Oklahoma	4,080	3,421	3,693	3,770	4,347	3,910	4,734	4,021	4,911	4,229
Oregon	4,687	4,955	5,219	4,669	5,384	5,029	4,800	6,029	4,614	5,234
Pennsylvania	5,648	5,825	5,806	5,590	6,281	6,041	5,865	5,881	7,410	6,539
Puerto Rico	278	373	368	367	319	372	182	348	620	319
Rhode Island	393	232	294	384	383	523	320	243	299	234
South Carolina	2,689	2,152	2,422	2,505	2,271	2,690	2,236	3,214	2,845	2,425
South Dakota	1,376	971	1,331	960	1,156	1,281	1,293	1,143	1,554	1,843
Tennessee	4,228	3,610	3,912	3,909	3,906	4,148	4,156	4,286	4,438	3,820
Texas	18,869	17,564	16,915	16,889	17,999	18,338	18,415	20,235	18,117	19,416
Utah	1,673	1,653	1,805	1,316	1,923	1,936	1,856	2,057	2,583	1,859
Vermont	600	546	698	565	726	514	636	431	628	553
Virginia	3,354	4,451	4,524	4,472	4,455	4,590	4,809	4,642	5,605	3,961
Washington	7,166	6,666	6,043	6,143	6,623	7,154	7,042	7,722	7,198	6,604
West Virginia	1,075	1,071	1,196	862	888	1,208	957	1,101	1,247	1,160
Wisconsin	6,449	4,667	4,639	4,944	4,226	5,244	5,290	5,872	3,911	5,134
Wyoming	778	1,030	906	1,501	1,166	1,125	1,241	1,287	1,493	1,299
Other U.S. Territories	*	42	*	*	*	*	*	154	182	166
Grand Total	**217,533**	**211,446**	**211,244**	**209,708**	**219,426**	**224,352**	**221,943**	**231,607**	**228,663**	**223,877**

Columns may not add up due to rounding procedures

Source: FAA Survey

2.7 General Aviation and On-Demand FAR Part 135 Estimated Hours Flown (in Thousands) by U.S. State (2000-2009)

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Alabama	462	465	466	389	529	350	437	372	546	299
Alaskan	692	717	656	605	753	815	734	783	701	688
Arizona	824	1,075	665	746	833	666	1,141	807	579	809
Arkansas	442	471	457	479	408	330	298	338	354	346
California	3,183	2,934	3,243	3,160	3,031	2,871	3,201	2,540	2,651	2,555
Colorado	651	632	754	644	608	702	596	663	626	525
Connecticut	241	203	211	250	506	380	401	380	445	355
Delaware	303	359	265	288	367	418	413	410	313	221
District of Columbia	13	9	1	14	10	18	14	15	88	4
Florida	2,299	2,256	1,880	2,183	2,043	2,137	1,662	2,198	2,382	2,047
Georgia	702	959	804	551	661	646	679	568	709	805
Hawaii	184	68	138	166	118	121	249	106	93	148
Idaho	336	265	314	401	207	227	324	319	234	300
Illinois	998	740	637	673	844	634	698	723	423	655
Indiana	503	484	369	544	438	346	363	358	294	412
Iowa	331	433	309	271	373	327	262	298	294	281
Kansas	494	466	413	308	580	396	421	442	397	366
Kentucky	244	274	250	308	186	192	131	186	131	137
Louisiana	677	463	510	472	482	658	651	756	777	913
Maine	114	143	116	108	106	153	101	128	112	81
Maryland	487	396	291	326	330	319	288	309	248	176
Massachusetts	329	366	341	273	315	261	275	317	310	224
Michigan	935	667	756	845	705	561	611	512	572	477
Minnesota	707	649	585	479	445	512	535	552	453	413
Mississippi	256	313	408	315	477	325	334	381	233	296
Missouri	545	474	444	447	508	381	489	376	272	412
Montana	271	459	259	240	254	258	260	349	239	188
Nebraska	275	369	199	188	220	238	308	255	201	197
Nevada	774	334	298	259	372	413	625	573	377	276
New Hampshire	203	196	230	222	183	136	139	107	150	123
New Jersey	583	543	405	452	393	420	476	315	742	331
New Mexico	430	291	317	446	352	384	334	461	276	190
New York	816	700	816	650	747	561	528	600	549	463
North Carolina	769	645	826	696	724	118	744	928	644	637
North Dakota	419	230	258	198	83	118	183	171	348	106
Ohio	840	869	780	1,084	824	999	788	741	700	608
Oklahoma	648	481	478	453	961	788	1,018	841	794	809
Oregon	564	620	753	551	716	611	558	725	431	559
Pennsylvania	724	887	681	973	754	654	620	624	851	652
Puerto Rico	59	104	39	54	86	36	57	54	78	50
Rhode Island	45	27	40	42	34	64	31	43	20	19
South Carolina	387	345	298	272	213	324	311	260	300	189
South Dakota	157	114	176	124	136	151	135	151	112	176
Tennessee	638	599	482	663	521	465	516	524	559	315
Texas	2,980	2,377	2,055	2,418	2,360	2,257	2,276	2,450	2,071	2,042
Utah	234	273	279	225	287	363	340	386	443	262
Vermont	57	40	73	65	67	48	71	39	35	35
Virginia	414	532	499	498	605	48	538	703	691	376
Washington	912	1,037	729	623	712	719	769	949	691	614
West Virginia	136	106	102	64	115	107	65	82	95	97
Wisconsin	590	501	583	490	420	606	482	487	297	376
Wyoming	98	151	93	179	113	103	158	167	144	118
Other U.S. Territories	3	23	9	13	11	37	10	32	15	10
Grand Total	**30,975**	**29,134**	**27,040**	**27,329**	**28,126**	**26,982**	**27,705**	**27,854**	**26,009**	**23,763**

Columns may not add up due to rounding procedures

Source: FAA Survey

2.8 Total Fuel Consumed and Average Fuel Consumption Rate by Aircraft Type Based on FAA's Survey (2009)

Fuel Type	Fixed Wing			Rotorcraft		Other Aircraft	Experimental	Light Sport	Total All Aircraft
	Piston	Turboprop	Turbojet	Piston	Turbine				
Jet Fuel									
Avg. Rate (GPH)	33.2	85.3	327.5	29.7	48.4	*	147.8	*	**178.1**
Estimated Fuel Use (Thousand Gal.)	4,618	163,043	1,043,940	285	112,271	*	26,470	*	**1,350,626**
% Standard Error	18.4	2	1.4	15.2	2.3	*	10.2	*	**1.3**
100 Low-Lead									
Avg. Rate (GPH)	13.3	33.9	140.0	14.5	24.9	4.9	11.1	5.0	**13.2**
Estimated Fuel Use (Thousand Gal.)	183,342	12,541	266	9,185	15	99	11,176	493	**217,115**
% Standard Error	2.3	7.7	31.2	3.2	38.6	37.7	9.6	7.7	**2.3**
100 Octane									
Avg. Rate (GPH)	12.6	21.7	871.9	13.3	*	3.9	13.0	5.2	**13.2**
Estimated Fuel Use (Thousand Gal.)	6,678	44	2,149	331	*	2	249	41	**9,493**
% Standard Error	8.6	15.5	53.9	18.9	*	25.3	14.9	12.1	**49.3**
Automotive Gasoline									
Avg. Rate (GPH)	7.3	*	*	11.2	*	4.2	5.9	4.3	**6**
Estimated Fuel Use (Thousand Gal.)	2,510	*	*	9	*	14	1,572	827	**4,933**
% Standard Error	8.5	*	*	47.1	*	21	11.9	3.9	**4.8**
Other Fuel									
Avg. Rate (GPH)	12.8	*	*	*	*	16.4	12.9	4	**15.9**
Estimated Fuel Use (Thousand Gal.)	17	*	*	*	*	1,682	55	6	**1,763**
% Standard Error	35	*	*	*	*	6.1	58.7	17	**6.1**
Total Fuel Use									
Avg. Rate (GPH)	13.1	77.3	327.5	14.7	48.4	15.8	16.4	4.4	**33**
Estimated Fuel Use (Thousand Gal.)	197,382.5	175,627.5	1,046,354.9	9,841.4	112,285.7	1,797.2	39,526.0	1,369.5	**1,584,184.7**
% Standard Error	2.2	2	1.4	3.1	2.3	6.4	9.7	4.1	**2.7**

Columns may not add to totals due to rounding procedures.
An asterisk indicates no active aircraft of that type reporting use of the fuel.

Source: FAA Survey

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

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

Source: GAMA

2.10 Summary of U.S. General Aviation Operations and Contacts (in Thousands) (1996-2009)

	1996	1997	1998	1999R	2000R	2001R	2002R	2003R	2004R	2005R	2006	2007	2008	2009E
GA IFR Aircraft Handled at FAA Air Route Traffic Control Centers	7,857	8,239	8,745	8,808	8,744	8,024	8,181	8,000	8,350	8,368	8,197	8,294	7,665	6,306
GA Instrument Operations at FAA & Contract Facilities	17,889	19,093	20,087	20,898	21,222	19,706	19,656	18,630	18,620	17,986	*	*	*	*
GA Total TRACON Operations	*	*	*	*	20,799	19,275	19,213	18,094	18,007	17,389	17,005	16,747	15,757	14,116
Total Aircraft Contacts at FSS	2,971	2,804	2,600	2,524	2,438	2,196	2,170	2,050	1,976	*	*	*	*	*

R = Revised, E = Estimated

Source: FAA Air Traffic Activity

Facilities include Control Towers, TRACONs, CERAPs and RAPCONs

Traffic Count for GA Operation Data provided by ATADS

FAA suspended tracking of IFR operations at Contract Facilities in 2005

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

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

2.11 Summary of U.S. General Aviation Operations (in Thousands) at FAA and Contract Control Towers (1996-2009)

	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Total GA Operations at Airports with FAA Control Towers	**29,250**	**28,232**	**28,522**	**29,110**	**27,002**	**24,784**	**24,092**	**22,598**	**21,762**	**20,705**	**19,728**	**19,367**	**18,336**	**17,418**
– Itinerant Operations at FAA Control Towers	17,575	17,097	17,157	17,422	16,286	14,949	14,553	13,577	13,190	12,430	11,897	11,616	10,828	10,763
– Local Operations at FAA Control Towers	11,675	11,135	11,365	11,688	10,717	9,835	9,539	9,021	8,572	8,275	7,830	7,751	7,509	6,655
Total GA Operations at Airports with Contract Towers	**6,049**	**8,601**	**10,118**	**10,890**	**12,876**	**12,843**	**13,562**	**12,926**	**13,205**	**13,456**	**13,392**	**13,768**	**12,953**	**12,144**
– Itinerant Operations at Contract Towers	3,249	4,572	5,240	5,597	6,558	6,484	6,898	6,654	6,817	6,885	6,844	6,961	6,540	6,578
– Local Operations at Contract Towers	2,801	4,029	4,877	5,292	6,318	6,359	6,634	6,272	6,388	6,571	6,549	6,807	6,413	5,566
GA Total Airport Operations at FAA & Contract Control Towers	**35,298**	**36,833**	**38,046**	**40,000**	**39,879**	**37,627**	**37,653**	**35,524**	**34,968**	**34,161**	**33,120**	**33,135**	**31,289**	**29,562**

R = Revised, E = Estimated

Source: FAA Air Traffic Activity

Location operations at FAA Control Towers captures all civil local operations

Facilities includes Control Towers, TRACONs, CERAPs and RAPCONs

Traffic Count for GA Operation Data are provided by ATADS

2.12 Estimated Active Experimental Aircraft Fleet (1996-2009)

	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Amateur Built	11,566	10,261	13,189	16,858	16,739	16,736	18,168	17,028	19,165	19,817	19,316	19,538	19,767	20,794
Exhibition	2,094	1,798	1,630	1,999	1,973	2,052	2,190	2,031	2,070	2,120	2,103	2,101	2,096	2,063
Other	2,965	2,620	1,684	1,671	1,694	1,633	1,578	1,491	1,565	1,691	1,629	1,589	1,501	1,562
Total Experimental	**16,625**	**14,679**	**16,503**	**20,528**	**20,406**	**20,421**	**21,936**	**20,550**	**22,800**	**23,628**	**23,048**	**23,228**	**23,364**	**24,419**
% of G.A. Fleet	**8.7%**	**7.6%**	**8.1%**	**9.4%**	**9.4%**	**9.7%**	**10.4%**	**9.8%**	**10.4%**	**10.5%**	**10.4%**	**10.0%**	**10.2%**	**10.9%**

Source: FAA Survey

2.13 Estimated Hours Flown (in Thousands) of Experimental Aircraft Fleet (1996-2009)

	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Amateur Built	524	698	729	883	887	794	976	963	990	987	899	896	872	983
Exhibition	192	246	73	122	113	102	127	103	116	113	103	102	92	88
Other	442	382	269	242	279	261	242	226	216	239	216	277	192	215
Total Experimental	**1,158**	**1,326**	**1,071**	**1,247**	**1,279**	**1,157**	**1,345**	**1,292**	**1,322**	**1,339**	**1,218**	**1,274**	**1,155**	**1,286**
% of G.A. Fleet Hours	**4.3%**	**4.8%**	**3.8%**	**4.0%**	**4.3%**	**4.3%**	**5.0%**	**4.7%**	**4.7%**	**5.0%**	**4.4%**	**4.6%**	**4.4%**	**5.4%**

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

Source: FAA Survey

FIGURE 2.3 Worldwide Turbine Airplane Fleet (2001-2010)

Source: JETNET LLC

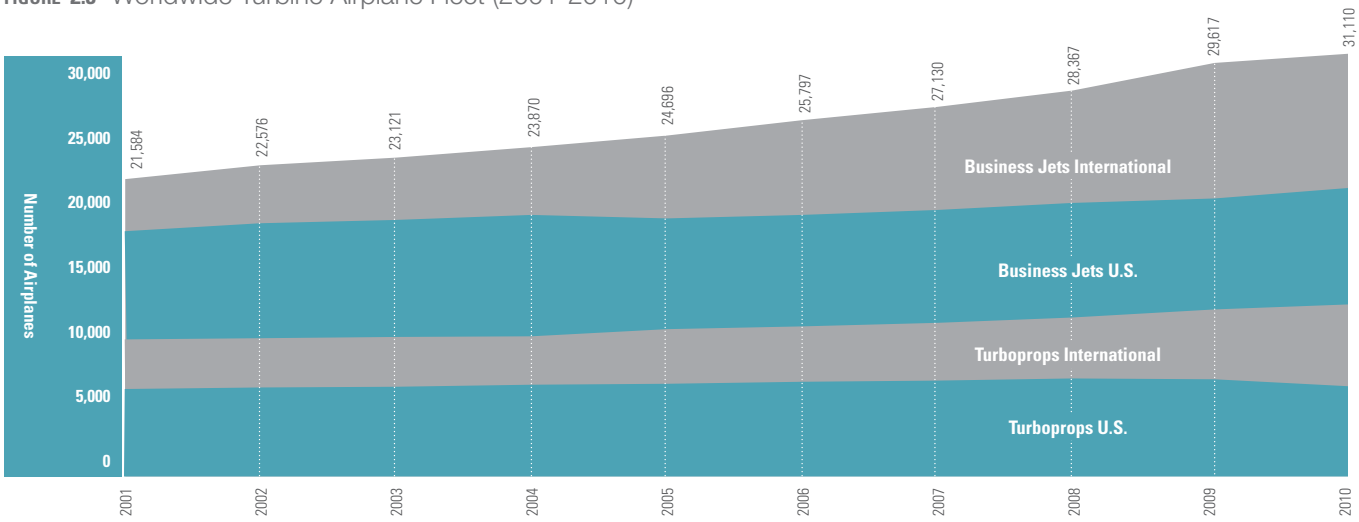


FIGURE 2.4 Worldwide Turbine Business Airplane Operators (2001-2010)

Source: JETNET LLC

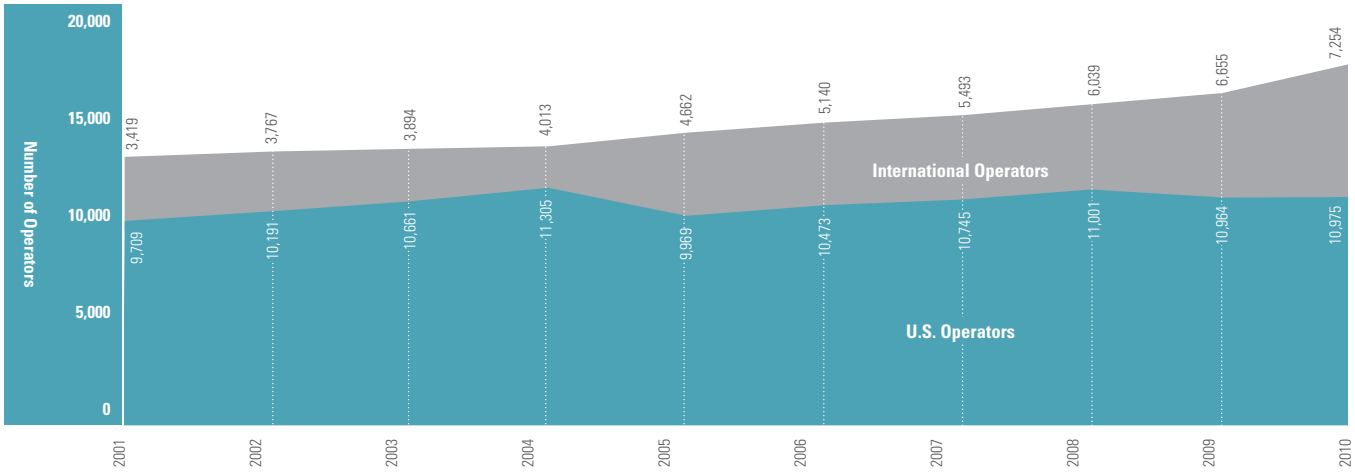
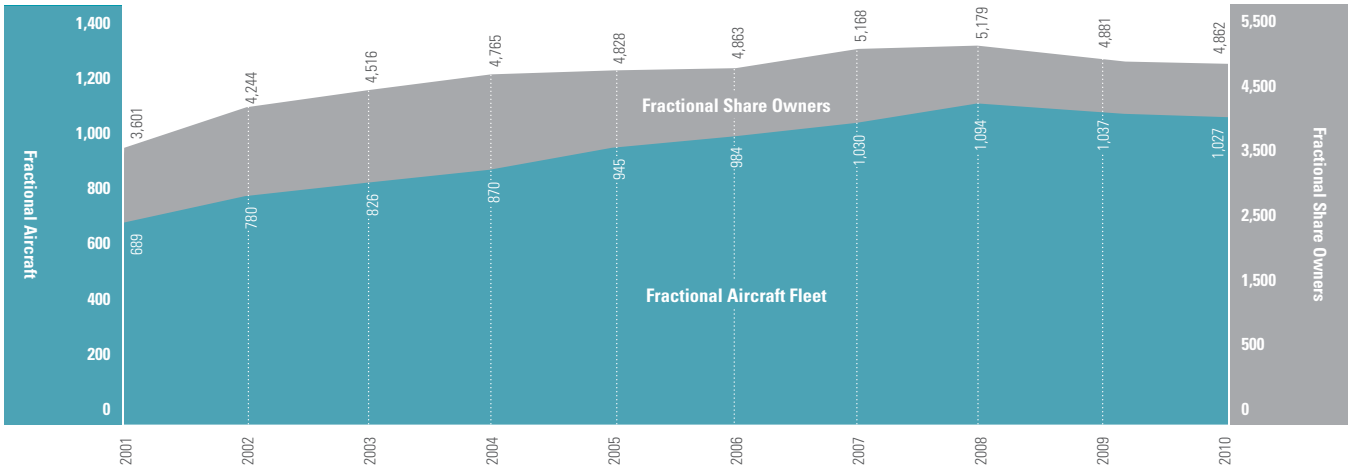


FIGURE 2.5 Fractional Aircraft and Share Owners (2001-2010)

Source: JETNET LLC



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03

Pilot Population

3.1 Active F.A.A. Pilots and Non-Pilot Certificates Held (1989-2010)

Category	2010	2009	2008	2007	2006	2005	2004	2003	2002	2001	2000
Pilot–Total	**627,588**	**594,285**	**613,746**	**590,349**	**597,109**	**609,737**	**618,633**	**625,011**	**631,762**	**612,274**	**625,581**
Student [14]	119,119	72,280	80,989	84,339	84,866	87,213	87,910	87,296	85,991	86,731	93,064
Recreational Airplane (only)	212	234	252	239	239	276	291	310	317	316	340
Sport (only) [12]	3,682	3,248	2,623	2,031	939	134	*	*	*	*	*
Airplane [1]											
- Private	202,020	211,619	222,596	211,096	219,233	228,619	235,994	241,045	245,230	243,823	251,561
- Commercial	123,705	125,738	124,746	115,127	117,610	120,614	122,592	123,990	125,920	120,502	121,858
- Airline Transport	142,198	144,600	146,838	143,953	141,935	141,992	142,160	143,504	144,708	144,702	141,596
Rotorcraft (only) [2]	15,377	15,298	14,647	12,290	10,690	9,518	8,586	7,916	7,770	7,727	7,775
Glider (only) [2]	21,275	21,268	21,055	21,274	21,597	21,369	21,100	20,950	21,826	8,473	9,387
Flight Instructor Certificates [4]	**96,473**	**94,863**	**93,202**	**92,175**	**91,343**	**90,555**	**89,596**	**87,816**	**86,089**	**82,875**	**80,931**
Instrument Ratings [4, 5]	**318,001**	**323,495**	**325,247**	**309,865**	**309,333**	**311,828**	**313,545**	**315,413**	**317,389**	**315,276**	**311,944**
Nonpilot–Total [7]	**649,816**	**682,315**	**678,181**	**666,559**	**656,227**	**644,016**	**515,293**	**509,835**	**515,570**	**513,100**	**547,453**
Mechanic [7]	308,367	329,027	326,276	322,852	323,097	320,293	317,111	313,032	315,928	310,850	344,434
Repairmen [7]	41,196	41,389	41,056	40,277	40,329	40,030	39,231	37,248	37,114	40,085	38,208
Parachute Rigger [7]	8,009	8,362	8,248	8,186	8,252	8,150	8,011	7,883	8,063	7,927	10,477
Ground Instructor [7]	70,560	75,461	74,983	74,544	74,849	74,378	73,735	72,692	73,658	72,261	72,326
Dispatcher [7]	16,576	20,132	19,590	19,043	18,610	18,079	17,493	16,955	16,695	16,070	16,340
Flight Navigator	171	181	222	250	264	298	336	382	431	509	570
Flight Engineer	48,569	51,022	53,135	54,394	55,952	57,756	59,376	61,643	63,681	65,398	65,098
Flight Attendant [10]	156,368	156,741	154,671	147,013	134,874	125,032	*	*	*	*	*

Category	1999	1998	1997	1996	1995 [8]	1994 [9]	1993	1992	1991	1990	1989
Pilot–Total	**635,472**	**618,298**	**616,342**	**622,261**	**639,184**	**654,088**	**665,069**	**682,959**	**692,095**	**702,659**	**700,010**
Student	97,359	97,736	96,101	94,947	101,279	96,254	103,583	114,597	120,203	128,663	142,544
Recreational [11]	343	305	284	265	232	241	206	187	161	87	*
Airplane [1]											
- Private	258,749	247,226	247,604	254,002	261,399	284,236	283,700	288,078	293,306	299,111	293,179
- Commercial	124,261	122,053	125,300	129,187	133,980	138,728	143,014	146,385	148,385	149,666	144,540
- Airline Transport	137,642	134,612	130,858	127,486	123,877	117,434	117,070	115,855	112,167	107,732	102,087
Rotorcraft (only) [2]	7,728	6,964	6,801	6,961	7,183	8,719	9,168	9,652	9,860	9,567	8,863
Glider (only) [2]	9,390	9,402	9,394	9,413	11,234	8,476	8,328	8,205	8,033	7,833	7,708
Lighter-than-air [2, 3]	N/A[3]	N/A[3]	N/A[3]	N/A[3]	N/A[3]	N/A[3]	N/A[3]	N/A[3]	N/A[3]	N/A[3]	1,089
Flight Instructor Certificates [4]	**79,694**	**79,171**	**78,102**	**78,551**	**77,613**	**76,171**	**75,021**	**72,148**	**69,209**	**63,775**	**61,472**
Instrument Ratings [4, 5]	**308,951**	**300,183**	**297,409**	**297,895**	**298,798**	**302,300**	**305,517**	**306,169**	**303,193**	**297,073**	**282,804**
Nonpilot–Total [7]	**538,264**	**549,588**	**540,892**	**534,427**	**651,341**	**571,358**	**559,726**	**540,548**	**517,462**	**492,237**	**468,405**
Mechanic [7]	340,402	336,670	332,254	329,239	405,294	411,071	401,060	384,669	366,392	344,282	326,243
Repairmen [7]	35,989	52,909	51,643	50,768	61,233	*	*	*	*	*	*
Parachute Rigger [7]	10,447	10,459	10,336	10,269	11,824	8,631	8,417	8,163	7,616	10,094	9,879
Ground Instructor [7]	71,238	70,334	69,366	68,573	96,165	77,789	76,050	73,276	70,086	66,882	64,503
Dispatcher [7]	15,655	14,804	13,967	13,272	15,642	13,410	12,883	12,264	11,607	11,002	10,455
Flight Navigator	642	712	782	847	916	990	1,039	1,154	1,225	1,290	1,357
Flight Engineer	63,891	63,700	62,544	61,459	60,267	59,467	60,277	61,022	60,236	58,687	55,968

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

Source: FAA

1. Includes pilots with an airplane only certificate. Also includes those with an airplane and a helicopter and/or glider certificate. Prior to 1995, these pilots were categorized as private, commercial, or airline transport, based on their airplane certificate. In 1995 and after, they are categorized based on their highest certificate. For example, if a pilot holds a private airplane certificate and a commercial helicopter certificate prior to 1995, the pilot would be categorized as private; 1995 and after as commercial.
2. Glider and lighter-than-air pilots are not required to have a medical examination; however, the totals above represent pilots who received a medical examination within the last 25 months.
3. Lighter-than-air type ratings are no longer being issued.
4. Not included in total.
5. Special ratings shown on pilot certificates, do not indicate additional certificates.
6. Data for 1996 and 1997 are not comparable to earlier years.
7. Numbers represent all certificates on record. No medical examination required. Data for 1996 and 1997 are limited to certificates held by those under 70 years of age.
8. Beginning in 1995, includes non-pilots who were excluded in prior years because of incomplete addresses and/or a request to be excluded from any mailing list.
9. 1994 counts based on medical certificates issued 27 or less months ago. All other years based on medical certificates issued 25 or less months ago.
10. Flight attendant information first available from FAA Registry in 2005.
11. Recreational certificate first issued in 1990.
12. Sport pilot certificate first issued in 2005.
13. Prior to 1995 repairmen were included in the mechanic category.
14. In 2010, the FAA changed the validity of student pilot certificates through an amendment to 14 CFR 61.19(b)(1) the duration of validity for student pilot certificates for pilots under the age of 40 increased to 60 months. This created an increase in the active student pilot population to 119,119 active airmen at the end of 2010 compared to the 72,280 a year ago.

3.2 Active F.A.A. Pilots and Flight Instructors by Region and State (December 31, 2010)

FAA Region and State	Total Pilots	Students	Airplane[1]			Recreational	Sport	Flight Instr.[2]
			Private	Commercial	Airline Transport			
Total[3]	**627,588**	**119,119**	**220,008**	**139,100**	**145,464**	**215**	**3,682**	**96,473**
United States - Total[4]	**584,437**	**110,025**	**210,728**	**122,298**	**137,502**	**215**	**3,669**	**94,119**
Alaskan Region - Total	**8,382**	**1,085**	**3,158**	**1,961**	**2,139**	**0**	**39**	**1,287**
Central Region - Total	**44,991**	**7,530**	**16,842**	**9,199**	**11,070**	**13**	**337**	**7,482**
Iowa	5,695	1,023	2,742	1,176	685	2	67	824
Kansas	7,449	1,222	3,244	1,643	1,287	3	50	1,404
Kentucky	6,377	976	1,859	1,169	2,330	4	39	1,137
Missouri	9,707	1,711	3,743	2,036	2,128	1	88	1,610
Nebraska	3,692	772	1,509	826	557	0	28	498
Tennessee	12,071	1,826	3,745	2,349	4,083	3	65	2,009
Eastern Region -Total	**109,499**	**21,651**	**41,012**	**21,447**	**24,665**	**80**	**644**	**16,915**
AE (Europe and Canada)[5]	378	73	113	131	60	0	1	48
Connecticut	5,619	910	2,262	1,025	1,407	1	14	867
Delaware	1,439	306	470	294	362	0	7	237
District of Columbia	566	141	248	105	71	0	1	60
Maine	2,682	437	1,132	563	511	2	37	383
Maryland	8,256	1,952	2,943	1,581	1,720	4	56	1,252
Massachusetts	8,399	1,666	3,590	1,599	1,504	3	37	1,227
New Hampshire	3,825	484	1,305	689	1,316	5	26	673
New Jersey	9,801	1,917	3,736	1,868	2,245	4	31	1,635
New York	17,449	4,242	6,761	3,493	2,833	23	97	2,620
North Carolina	14,703	2,552	5,368	2,836	3,853	3	91	2,191
Pennsylvania	17,049	3,234	6,382	3,239	4,052	19	123	2,744
Rhode Island	1,037	203	393	229	204	2	6	151
Vermont	1,342	209	579	277	262	3	12	182
Virginia	15,038	2,902	4,925	3,154	3,970	10	77	2,380
West Virginia	1,916	423	805	364	295	1	28	265
Great Lakes Region -Total	**89,817**	**15,167**	**35,493**	**18,735**	**19,425**	**63**	**934**	**15,580**
Illinois	18,601	3,297	6,808	3,812	4,502	7	175	3,447
Indiana	10,621	1,897	4,340	2,172	2,049	9	154	1,738
Michigan	15,267	2,547	6,332	3,275	2,940	12	161	2,475
Minnesota	13,132	1,910	4,901	2,770	3,469	1	81	2,451
North Dakota	2,998	633	1,117	993	247	0	8	461
Ohio	16,801	2,777	6,620	3,339	3,888	26	151	3,028
South Dakota	2,262	393	906	604	316	1	42	377
Wisconsin	10,135	1,713	4,469	1,770	2,014	7	162	1,603
Northwest Mountain Region - Total	**67,854**	**12,117**	**24,701**	**14,971**	**15,688**	**11**	**366**	**11,462**
Colorado	17,819	2,589	5,857	3,846	5,457	2	68	3,419
Idaho	5,059	896	2,108	1,147	858	1	49	775
Montana	4,102	758	1,722	1,007	596	1	18	661
Oregon	9,761	1,945	4,193	2,287	1,275	5	56	1,512
Utah	8,589	1,902	2,772	2,068	1,804	0	43	1,502
Washington	20,523	3,618	7,176	4,204	5,404	2	119	3,324
Wyoming	2,001	409	873	412	294	0	13	269
Southern Region - Total	**87,623**	**17,292**	**26,509**	**18,365**	**24,904**	**22**	**531**	**14,363**
AA (Americas)[5]	30	5	7	6	12	0	0	7
Alabama	7,728	1,363	2,801	2,234	1,286	3	41	1,228
Florida	51,671	10,917	14,857	10,727	14,841	13	316	8,805
Georgia	19,495	3,152	5,871	3,564	6,788	5	115	3,105
Puerto Rico	1,838	623	472	393	329	1	20	240
South Carolina	6,676	1,189	2,435	1,411	1,602	0	39	952
Virgin Islands	185	43	66	30	46	0	0	26
Southwest Region - Total	**80,186**	**16,336**	**26,705**	**16,921**	**19,765**	**18**	**441**	**12,100**
Arkansas	5,145	1,019	1,953	1,281	837	1	54	727
Louisiana	5,853	1,191	1,978	1,538	1,102	3	41	846
Mississippi	4,530	1,080	1,429	1,073	920	2	26	665
New Mexico	5,053	963	2,044	1,303	703	1	39	608
Oklahoma	8,673	2,276	3,153	1,846	1,355	3	40	1,258
Texas	50,932	9,807	16,148	9,880	14,848	8	241	7,996
Western-Pacific Region -Total	**96,085**	**18,847**	**36,308**	**20,699**	**19,846**	**8**	**377**	**14,930**
American Samoa	12	0	0	5	7	0	0	0
AP (Pacific)[5]	595	220	126	199	48	0	2	33
Arizona	20,585	4,544	6,205	4,518	5,224	3	91	3,650
California	64,529	12,421	27,008	13,503	11,338	5	254	9,386
Federated States of Micronesia	4	2	0	2	0	0	0	1
Guam	182	17	16	35	114	0	0	39
Hawaii	3,153	583	718	846	995	0	11	582
Marshall Islands	4	0	0	2	2	0	0	0
Nevada	7,008	1,057	2,234	1,583	2,115	0	19	1,234
North Mariana Islands	12	3	0	6	3	0	0	5
Palau	1	0	1	0	0	0	0	0
Non U.S. Total	**43,151**	**9,094**	**9,280**	**16,802**	**7,962**	**0**	**13**	**2,354**

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

Source: FAA

3.3 Active F.A.A. Pilot Certificates Held by Category and Age Group of Holder (December 31, 2010)

Age Group	Type of Pilot Certificate							
	Total Pilots	Student	Recreational	Sport Pilots	Private	Commercial	Airline Transport	CFI
Total	**627,588**	**119,119**	**215**	**3,682**	**220,008**	**139,100**	**145,464**	**96,473**
14-15	179	179	0	0	0	0	0	0
16-19	14,871	11,352	4	25	3,193	297	0	37
20-24	60,794	30,631	30	56	17,201	12,718	158	4,326
25-29	66,858	23,866	8	73	16,514	23,078	3,319	10,315
30-34	53,978	14,804	8	112	14,567	15,065	9,422	10,445
35-39	55,958	11,651	9	140	16,699	12,055	15,404	10,124
40-44	63,221	10,082	13	252	20,309	11,173	21,392	10,940
45-49	62,065	5,146	10	472	21,549	10,281	24,607	10,154
50-54	68,964	4,513	28	653	27,821	11,299	24,650	9,596
55-59	64,174	3,152	31	705	29,250	11,992	19,044	9,208
60-64	53,784	1,914	27	575	23,758	12,497	15,013	8,832
65-69	34,350	1,071	19	349	15,647	9,780	7,484	6,135
70-74	15,652	465	8	181	7,298	4,630	3,070	3,473
75-79	8,038	198	11	75	3,850	2,642	1,262	1,826
80 and over	4,702	95	9	14	2,352	1,593	639	1,062

Source: FAA

3.4 Average Age of Active F.A.A. Pilots by Category (1993-2010)

Year	Average All Pilots	Type of Pilot Certificate					
		Student	Recreational	Sport Pilot	Private	Commercial	Airline Transport
1993	41.3	33.7	45.5	*	42.7	41.9	44.1
1994	41.9	34.3	46.5	*	43.2	42.4	44.4
1995	42.9	34.5	48.3	*	44.6	43.7	44.9
1996	43.2	34.6	49.3	*	45.1	44.1	45.1
1997	43.6	34.6	49.5	*	45.6	44.6	45.6
1998	43.8	34.7	49.8	*	45.9	45.0	45.4
1999	43.6	34.6	49.5	*	45.6	44.6	45.3
2000	43.7	34.1	49.8	*	45.6	44.9	45.8
2001	44.0	33.3	50.8	*	46.0	45.0	46.0
2002	44.4	33.7	51.0	*	46.2	45.5	46.6
2003	44.7	34.0	51.5	*	46.5	45.6	47.0
2004	45.1	34.2	51.3	*	47.0	45.9	47.5
2005	45.5	34.6	50.9	53.2	47.4	46.0	47.8
2006	45.6	34.4	51.5	52.9	47.7	46.1	48.1
2007	45.7	34.0	52.4	52.9	48.0	46.1	48.3
2008	45.1	33.6	50.1	53.2	46.9	44.8	48.5
2009	45.3	33.5	50.4	53.5	47.1	44.2	48.9
2010	44.2	31.4	50.8	53.8	47.6	44.2	49.4

Source: FAA

3.5 Active F.A.A. Women Pilots and Non-Pilot Certificates Held (2000-2010)

Category	2010	2009	2008	2007	2006	2005	2004	2003	2002	2001	2000
Pilot–Total	**39,464**	**36,808**	**37,981**	**35,784**	**36,101**	**36,584**	**37,243**	**37,694**	**38,257**	**34,706**	**35,607**
Student	13,913	8,450	9,127	9,559	9,640	9,717	9,857	9,897	10,082	10,230	10,809
Recreational	12	13	20	17	17	20	21	24	23	20	26
Sport	117	98	79	64	26	7	*	*	*	*	*
Airplane [1]											
- Private	12,911	14,322	15,015	13,694	14,111	14,517	15,036	15,487	15,906	13,894	14,554
- Commercial	7,137	8,289	8,083	7,101	7,236	7,315	7,421	7,436	7,454	5,932	5,807
- Airline Transport	5,404	5,636	5,657	5,349	5,071	5,008	4,908	4,850	4,792	4,630	4,411
Flight Instructor Certificates [2]	**6,217**	**6,362**	**6,293**	**6,232**	**6,158**	**6,067**	**5,970**	**5,811**	**5,667**	**5,386**	**5,193**
Nonpilot–Total [3]	**146,239**	**147,052**	**144,968**	**138,452**	**19,633**	**19,220**	**18,666**	**18,030**	**17,612**	**17,114**	**16,552**
Mechanic [3]	7,078	6,980	6,740	6,524	6,345	6,152	5,932	5,734	5,995	5,295	5,047
Repairmen [3]	2,310	2,335	2,284	2,193	2,180	2,108	2,039	1,800	1,722	1,789	1,704
Parachute Rigger [3]	609	633	615	594	584	556	540	521	500	475	509
Ground Instructor [3]	5,609	5,860	5,785	5,726	5,669	5,612	5,500	5,385	5,321	5,169	5,154
Dispatcher [3]	3,064	3,381	3,230	3,087	2,934	2,805	2,647	2,520	2,410	2,262	2,062
Flight Navigator	1	1	1	1	1	1	1	0	0	0	0
Flight Engineer	1,761	1,828	1,894	1,901	1,920	1,986	2,007	2,070	2,100	2,124	2,076
Flight Attendant [4]	125,807	126,034	124,419	118,426	108,559	100,630	*	*	*	*	*

1. Includes pilots with an airplane only certificate. Also includes those with an airplane and a helicopter and/or glider certificate. Prior to 1995, these pilots were categorized as private, commercial, or airline transport, based on their airplane certificate. In 1995 and after, they are categorized based on their highest certificate. For example, if a pilot holds a private certificate and a commercial helicopter certificate, prior 1995, the pilot would be categorized as private; 1995 and after as commercial.
2. Not included in total.
3. Numbers represent all certificates on record. No medical examination required. Data for 1996 and 1997 are limited to certificates held by those under 70 years of age.
4. First available from Registry in 2005

Source: FAA

3.6 F.A.A. Total Active and Instrument-Rated Pilots (1983-2010)

Calendar Year	Total Active Pilots	Instrument Rated	Percent of Total Pilots w/ Instrument Reading
1983	570,807	254,271	44.5%
1984	572,295	256,584	44.8%
1985	562,888	258,559	45.9%
1986	558,845	262,388	47.0%
1987	553,637	266,122	48.1%
1988	557,103	273,804	49.1%
1989	557,466	282,804	50.7%
1990	573,909	297,073	51.8%
1991	571,731	306,193	53.6%
1992	568,175	306,169	53.9%
1993	561,280	305,517	54.4%
1994	557,593	302,300	54.2%
1995	537,673	298,798	55.6%
1996	527,049	297,895	56.5%
1997	520,241	297,409	57.2%
1998	520,257	300,183	57.7%
1999	537,770	308,951	57.5%
2000	532,177	311,944	58.6%
2001	525,227	315,276	60.0%
2002	545,454	317,389	58.2%
2003	537,405	315,413	58.7%
2004	530,432	313,545	59.1%
2005	522,112	311,828	59.7%
2006	511,062	309,333	60.5%
2007	503,740	309,865	61.5%
2008	529,882	325,247	61.4%
2009	518,519	323,495	62.4%
2010	504,572	318,001	63.0%

Total pilots excludes student, sport and recreational pilots.

Source: FAA

3.7 F.A.A. Pilot Certificates Issued by Category (1979-2010)

	Student		Private		Commercial		Airline Tranport		Helicopter (only)		Glider (only)	
Year	Original	Additional [1]	Original	Additional [1]	Original	Additional [1]	Original	Additional [1]	Original	Additional [1]	Original	Additional [1]
1979	135,956	*	54,466	16,466	12,627	17,793	8,981	6,603	1,300	283	642	157
1980	102,301	*	50,458	16,035	12,452	16,015	7,116	6,289	1,721	272	583	151
1981	111,531	*	45,713	14,897	10,657	12,146	4,763	5,991	1,985	302	629	164
1982	90,816	*	52,144	16,276	11,048	11,910	5,037	7,956	2,256	330	793	184
1983	92,239	*	41,210	12,721	8,789	9,513	5,643	8,187	1,932	315	606	162
1984	90,167	*	36,545	11,784	7,702	8,895	5,099	9,335	1,808	319	524	139
1985	86,060	*	35,402	11,636	8,404	7,197	6,081	9,192	2,105	207	537	138
1986	88,699	*	34,816	12,672	8,889	9,241	6,498	10,372	2,209	234	514	109
1987	85,611	*	42,287	16,302	11,314	11,635	7,678	11,956	2,217	293	542	74
1988	86,193	*	39,900	15,800	12,042	10,597	7,461	11,209	1,947	287	475	28
1989	87,698	*	35,360	22,240	13,759	11,778	7,829	12,698	2,240	252	336	22
1990	88,586	*	41,749	19,299	15,500	12,584	8,013	13,540	2,700	266	378	41
1991	82,205	*	49,580	23,630	16,869	13,506	8,437	13,979	3,344	291	487	29
1992	78,377	*	39,968	19,419	14,354	11,630	7,699	13,391	2,684	291	376	32
1993	69,178	*	39,060	18,801	12,645	10,466	6,129	12,995	2,310	30	341	28
1994	66,501	*	32,787	14,568	9,237	8,630	5,360	10,963	1,801	267	320	25
1995	60,497	*	28,333	15,331	9,133	9,042	5,965	13,641	1,724	290	373	83
1996	56,653	*	24,714	18,199	10,245	10,494	7,444	17,229	1,638	349	633	195
1997	60,941	*	21,552	13,522	8,988	9,587	7,045	16,266	1,385	296	501	161
1998	63,037	756	26,297	15,966	10,042	10,269	7,547	19,085	1,530	211	472	105
1999	58,278	1,030	24,630	15,222	9,737	9,963	6,721	19,380	1,514	222	423	98
2000	58,042	1,070	27,223	17,223	11,813	11,652	7,715	20,558	1,776	234	455	62
2001	61,897	1,161	25,372	16,807	11,499	11,115	7,070	21,357	1,698	218	403	77
2002	65,421	1,317	28,659	18,607	12,299	11,628	4,718	18,502	2,073	275	336	38
2003	58,842	1,230	23,866	14,899	9,670	8,872	3,892	13,196	2,013	269	312	47
2004	59,202	1,302	23,031	14,234	9,836	9,635	4,255	15,328	2,736	366	309	43
2005	53,576	1,418	20,889	12,952	8,834	8,874	4,750	15,534	2,917	521	290	27
2006	61,448	1,551	20,217	13,079	8,687	9,603	4,748	15,942	3,569	816	298	42
2007	66,953	1,450	20,299	13,970	9,318	9,574	5,918	15,973	4,073	1,041	263	14
2008	61,194	1,507	19,052	14,409	10,595	10,202	5,204	15,658	3,639	930	204	11
2009R	54,876	2,009	19,893	14,570	11,350	9,399	3,113	11,605	3,648	1,011	249	10
2010E	*	*	13,457	9,012	5,774	5,777	2,980	9,316	1,982	621	219	6

E = Estimated, R = Revised

Source: FAA

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

U.S. CIVIL AIRMEN

DEFINITIONS

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

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

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

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

PILOT CATEGORIES

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

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

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

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

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

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

04

Airports and Aeronautical Facilities

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

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

Source: FAA Airport Engineering Division

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

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

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

Source: FAA

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

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

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

Source: FAA AOA Handbook and Airports Office

4.4 U.S. Airports Ranked by Number of General Aviation Operations at Tower (2010)*

Rank 2010	Facility	Airport Name and State	General Aviation Operations					Total Airport Operations	Total GA	GA as % of Total	Total Tower Operations incl. Commercial and Military
			IFR GA		VFR GA		Local Civil GA				
			Itinerant	Overflight	Itinerant	Overflight					
1	DVT	Phoenix Deer Valley, AZ	8,440	846	127,211	4,397	229,732	368,747	370,626	99.1%	374,000
2	VNY	Van Nuys, CA	38,112	15,158	166,046	8,613	97,710	311,311	325,639	97.2%	335,082
3	LGB	Long Beach, CA	28,205	157	98,317	15,749	137,617	303,529	280,045	87.6%	319,537
4	DAB	Daytona Beach, FL	36,489	266	149,100	3,205	73,538	267,163	262,598	96.9%	271,004
5	APA	Centennial Airport, CO	39,721	-	79,328	1,244	124,264	283,186	244,557	84.5%	289,546
6	GFK	Grand Forks Int'l, ND	5,055	5	9,812	213	228,147	341,277	243,232	71.2%	341,567
7	PRC	Ernest A. Love Field, AZ	2,421	-	64,237	302	160,793	231,668	227,753	98.1%	232,187
8	SEE	Gillespie Field, CA	12,767	-	71,754	3,801	133,458	218,634	221,780	99.7%	222,542
9	FFZ	Falcon Field, AZ	3,316	477	99,232	8,588	106,950	214,621	218,563	97.6%	223,830
10	BFI	Boeing Field, King County Airport, WA	27,384	6,323	79,879	32,863	72,080	259,396	218,529	65.4%	334,158
11	HIO	Portland-Hillsboro Airpor, OR	16,762	9	46,857	2,757	149,579	220,213	215,964	96.8%	223,005
12	RVS	Richard Lloyd Jones, OK	20,467	197	81,600	1,466	107,795	210,815	211,525	99.4%	212,778
13	MYF	Montgomery Field Airport, CA	26,380	352	81,663	8,925	80,291	191,868	197,611	98.2%	201,275
14	DWH	David Wayne Hooks Mem. Airport	15,257	92	75,907	2,602	103,512	201,603	197,370	96.3%	204,947
15	SNA	John Wayne-Orange County, CA	38,400	118	62,137	16,829	77,508	272,525	194,992	67.1%	290,556
16	TMB	Kendall-Tamiami Executive Airport, FL	21,109	233	90,876	2,904	75,869	189,732	190,991	98.9%	193,141
17	CNO	Chino, CA	25,565	155	38,256	8,074	115,081	179,687	187,131	99.5%	188,005
18	FRG	Republic Airport, NY	21,469	243	86,421	5,569	68,930	192,216	182,632	91.1%	200,382
19	SFB	Sanford-Orlando, FL	30,136	251	38,920	1,158	110,962	189,857	181,427	94.8%	191,286
20	PUB	Pueblo Memorial Airport, CO	5,675	21	61,261	608	104,880	181,661	172,445	94.4%	182,597
21	XFL	Flagler Country Airport, FL	2,376	4	43,844	340	124,010	171,766	170,574	99.1%	172,187
22	CHD	Chandler Municipal Airport	1,640	22	55,482	6,674	106,197	165,797	170,015	98.1%	173,379
23	PAO	Palo Alto Airport, CA	5,649	1,641	60,170	9,104	93,278	161,124	169,842	98.4%	172,547
24	IWA	Williams Gateway Airport, AZ	4,457	182	57,893	7,819	94,138	177,874	164,489	87.7%	187,484
25	VRB	Vero Beach Municipal Airport, FL	19,556	426	57,569	3,189	79,475	160,746	160,215	97.5%	164,374
26	PDK	Dekalb-Peachtree Airport, GA	55,053	2	54,237	13,099	37,640	160,949	160,031	91.7%	174,523
27	BED	Laurence G Hanscom Field Airport, MA	30,804	178	54,515	5,756	65,708	175,832	156,961	84.8%	185,191
28	CMA	Camarillo Airport, CA	14,251	5,944	53,296	4,073	75,448	146,863	153,012	94.8%	161,455
29	FXE	Fort Lauderdale Executive Airport, FL	36,801	307	79,721	11,298	20,147	149,705	148,274	91.6%	161,878
30	DTO	Denton Municipal Airport, TX	5,117	58	44,119	3,180	91,911	142,112	144,385	99.3%	145,355
31	GYR	Phoenix Goodyear Airport, AZ	726	335	57,192	3,974	81,591	146,053	143,818	94.8%	151,692
32	MLB	Melbourne International Airport, FL	24,635	38	51,639	2,025	61,932	146,244	140,269	93.8%	149,467
33	FPR	Saint Lucie Country Int'l Airport, FL	19,676	374	48,359	3,281	67,805	137,433	139,495	98.8%	141,185
34	EVB	New Smyrna Beach Municipal, FL	5,235	260	41,318	4,152	87,409	134,086	138,374	99.9%	138,567
35	SDL	Scottsdale Airport, AZ	23,548	134	46,219	15,968	51,055	133,515	136,924	90.9%	150,627
36	MRI	Merril Field Airport, AK	890	608	55,644	2,076	74,089	146,547	133,307	88.8%	150,146
37	ISP	Long Island MacArthur Airport, NY	15,918	139	41,616	2,474	70,695	152,233	130,842	84.4%	155,009
38	CRQ	McClellan-Palomar Airport, CA	29,431	361	53,154	6,381	40,188	131,306	129,515	91.4%	141,719
39	PMP	Pompano Beach Airpark, FL	5,502	6,234	32,428	12,099	73,115	111,173	129,378	98.3%	131,584
40	ISM	Kissimmee Gateway Airport, FL	20,478	146	50,987	6,176	51,055	124,381	128,842	97.9%	131,545
41	LVK	Livermore Municipal Airport, CA	7,857	42	42,471	2,891	75,289	126,477	128,550	99.3%	129,424
42	HWO	North Perry Airport, FL	2,964	336	44,821	5,982	71,853	120,050	125,956	99.6%	126,409
43	MMU	Morristown Municipal Airport, NJ	20,054	2,267	48,729	16,000	37,987	118,770	125,037	89.8%	139,274
44	HPN	Westchester Country Airport, NY	44,192	122	59,802	2,118	18,478	188,021	124,712	65.3%	191,017
45	POC	Brackett Field Airport, CA	7,072	476	35,090	10,275	71,622	114,198	124,535	99.6%	125,075
46	SQL	San Carlos Airport, CA	3,469	125	50,874	10,527	58,349	112,877	123,344	99.5%	124,011
47	OMN	Ormond Beach Municipal Airport, FL	7,468	160	59,335	1,050	54,955	121,824	122,968	99.9%	123,055
48	VGT	North Las Vegas Airport, NV	11,362	148	42,776	1,896	65,351	131,126	121,533	90.2%	134,803
49	SSF	Stinson Municipal Airport, TX	6,188	40	41,340	2,434	70,755	126,046	120,757	93.8%	128,790
50	BJC	Rockymountain Metropolitan Airport, CO	16,870	175	39,552	2,088	58,441	120,363	117,126	95.2%	122,973

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

Source: FAA Air Traffic Activity Data System (ATADS)

4.5 Airports by European Country (2002-2006 Estimates)

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

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

Source: CIA World Factbook

05

Forecast Information

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

As of Dec. 31	Fixed Wing				Rotorcraft		Experimental	Light Sport Aircraft	Other	Total General Aviation Fleet
	Piston		Turbine							
	Single Engine	Multi-Engine	Turbo Prop	Turbo Jet	Piston	Turbine				
Historical										
2000	149,422	21,091	5,762	7,001	2,680	4,470	20,407	NA	6,700	217,533
2001	145,034	18,192	6,596	7,787	2,292	4,491	20,421	NA	6,633	211,446
2002	143,503	17,483	6,841	8,355	2,351	4,297	21,936	NA	6,478	211,244
2003	143,265	17,491	7,689	7,997	2,123	4,403	20,550	NA	6,088	209,606
2004	146,613	18,469	8,379	9,298	2,315	5,506	22,800	NA	5,939	219,319
2005	148,101	19,504	7,938	9,823	3,039	5,689	23,627	170	6,454	224,345
2006	145,033	18,708	8,061	10,379	3,264	5,895	23,047	1,273	6,277	221,937
2007	147,571	19,335	9,514	10,385	2,769	6,798	23,228	6,066	5,940	231,606
2008	145,497	17,519	8,907	11,042	3,498	6,378	23,364	6,811	5,652	228,668
2009	140,649	16,475	9,098	11,268	3,499	6,485	24,419	6,547	5,480	223,920
2010E	139,818	16,322	9,225	11,568	3,580	6,585	24,591	6,996	5,487	224,172
Forecast										
2011	139,010	16,170	9,340	11,925	3,685	6,735	24,685	7,430	5,495	224,475
2012	138,245	16,015	9,440	12,405	3,795	6,885	25,070	7,955	5,490	225,300
2013	137,590	15,870	9,560	12,945	3,910	7,045	25,630	8,405	5,485	226,440
2014	137,105	15,740	9,685	13,510	4,030	7,215	26,185	8,745	5,480	227,695
2015	136,760	15,595	9,820	14,110	4,165	7,405	26,740	9,070	5,475	229,140
2016	136,535	15,455	9,955	14,740	4,305	7,605	27,215	9,370	5,470	230,650
2017	136,425	15,305	10,090	15,390	4,450	7,810	27,600	9,670	5,465	232,205
2018	136,415	15,165	10,230	16,065	4,595	8,015	27,985	9,970	5,460	233,900
2019	136,540	15,030	10,365	16,755	4,740	8,220	28,375	10,270	5,455	235,750
2020	136,830	14,895	10,505	17,465	4,890	8,430	28,760	10,570	5,450	237,795
2021	137,305	14,755	10,650	18,195	5,040	8,640	29,145	10,870	5,445	240,045
2022	137,850	14,630	10,800	18,950	5,195	8,855	29,530	11,170	5,445	242,425
2023	138,490	14,505	10,950	19,745	5,350	9,070	29,920	11,470	5,440	244,940
2024	139,285	14,385	11,105	20,575	5,505	9,285	30,305	11,770	5,435	247,650
2025	140,240	14,265	11,260	21,445	5,660	9,500	30,690	12,070	5,430	250,560
2026	141,160	14,150	11,425	22,350	5,815	9,720	31,075	12,370	5,425	253,490
2027	142,225	14,035	11,590	23,295	5,970	9,940	31,465	12,670	5,420	256,610
2028	143,435	13,920	11,760	24,270	6,125	10,160	31,850	12,970	5,415	259,905
2029	144,780	13,810	11,930	25,285	6,280	10,380	32,235	13,270	5,415	263,385
2030	146,290	13,700	12,100	26,325	6,435	10,600	32,625	13,570	5,410	267,055
2031	147,960	13,590	12,280	27,395	6,590	10,820	33,010	13,870	5,405	270,920
Avg. Annual Growth	**0.3%**	**-0.9%**	**1.4%**	**4.2%**	**2.9%**	**2.4%**	**1.4%**	**3.3%**	**-0.1%**	**0.9%**

E = Estimated

Source: FAA 2011-2031 Aerospace Forecast

Historical data is from 2000-2009, FAA General Aviation and Air Taxi Activity (and Avionics) Surveys.
Note: An active aircraft is one that has a current registration and was flown at least one hour during the calendar year.

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

As of Dec. 31	Fixed Wing				Rotocraft		Experimental	Light Sport Aircraft	Other	Total General Aviation Fleet
	Piston		Turbine							
	Single Engine	Multi-Engine	Turboprop	Turbojet	Piston	Turbine				
Historical										
2000	18,089	3,400	1,986	2,755	530	1,661	1,307	NA	374	30,102
2001	16,549	2,644	1,773	2,654	474	1,478	1,157	NA	287	27,016
2002	16,325	2,566	1,850	2,745	453	1,422	1,345	NA	333	27,039
2003	16,680	2,317	1,922	2,704	448	1,687	1,293	NA	264	27,315
2004	15,363	2,763	2,161	3,719	514	2,020	1,322	NA	249	28,111
2005	13,739	2,677	2,160	3,767	678	2,438	1,340	9	271	27,078
2006	13,976	2,550	2,162	4,077	918	2,528	1,218	66	211	27,705
2007	13,571	2,686	2,661	3,938	704	2,541	1,275	260	215	27,852
2008	12,746	2,328	2,457	3,600	751	2,470	1,155	293	209	26,009
2009	11,732	1,904	2,225	3,161	755	2,248	1,286	282	178	23,771
2010E	11,474	1,904	2,493	3,455	757	2,237	1,252	301	177	24,051
Forecast										
2011	11,449	1,845	2,538	3,595	781	2,300	1,289	326	178	24,301
2012	11,362	1,821	2,576	4,233	807	2,363	1,374	356	179	25,071
2013	11,248	1,821	2,609	4,780	833	2,430	1,489	384	180	25,772
2014	11,084	1,783	2,651	5,012	861	2,501	1,605	407	181	26,084
2015	10,936	1,728	2,680	5,250	892	2,579	1,721	431	181	26,398
2016	10,827	1,690	2,695	5,512	924	2,662	1,786	454	182	26,732
2017	10,796	1,664	2,712	5,763	958	2,748	1,830	478	183	27,130
2018	10,797	1,640	2,740	6,001	991	2,834	1,874	502	184	27,563
2019	10,835	1,618	2,767	6,258	1,025	2,921	1,910	528	184	28,046
2020	10,919	1,608	2,800	6,530	1,060	3,011	1,945	554	185	28,614
2021	11,036	1,592	2,827	6,803	1,095	3,101	1,981	581	186	29,203
2022	11,192	1,587	2,865	7,077	1,132	3,194	2,017	609	187	29,861
2023	11,388	1,589	2,907	7,369	1,169	3,288	2,054	638	188	30,589
2024	11,642	1,593	2,945	7,677	1,206	3,383	2,091	668	188	31,393
2025	11,942	1,603	2,983	7,997	1,243	3,478	2,128	699	189	32,261
2026	12,235	1,617	3,027	8,326	1,280	3,577	2,166	730	190	33,148
2027	12,533	1,631	3,071	8,666	1,317	3,676	2,204	763	191	34,052
2028	12,815	1,650	3,112	9,017	1,355	3,776	2,242	797	192	34,955
2029	13,090	1,671	3,154	9,391	1,392	3,877	2,280	832	192	35,881
2030	13,405	1,683	3,199	9,781	1,430	3,979	2,319	867	193	36,858
2031	13,699	1,693	3,250	10,178	1,469	4,082	2,359	904	194	37,828
Avg. Annual Growth	**0.8%**	**-0.6%**	**1.3%**	**5.3%**	**3.2%**	**2.9%**	**3.1%**	**5.4%**	**0.4%**	**2.2%**

E = Estimated

Source: FAA 2011-2031 Aerospace Forecast

Historical data is from 2000-2009, FAA General Aviation and Air Taxi Activity (and Avionics) Surveys.
Note: An active aircraft is one that has a current registration and was flown at least one hour during the calendar year.

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

	Fixed Wing				Rotorcraft				Total Fuel Consumed		
	Piston		Turbine					Light Sport Aircraft			
As of Dec. 31	Single Engine	Multi-Engine	Turboprop	Turbojet	Piston	Turbine	Experimental		AvGas	Jet Fuel	Total
Historical											
2000	200.8	108.4	176.3	736.7	8.4	59.0	15.2	NA	332.8	972.0	1,304.8
2001	180.4	76.4	149.1	726.7	7.2	42.6	15.3	NA	279.2	918.4	1,197.6
2002	177.9	74.2	152.3	745.5	6.9	40.5	17.8	NA	276.7	938.3	1,215.0
2003	181.8	66.7	154.5	729.0	6.8	48.8	17.1	NA	272.4	932.3	1,204.7
2004	167.5	80.1	167.0	1,004.9	7.9	59.0	17.5	NA	272.9	1,230.9	1,503.8
2005	173.1	89.7	196.1	1,181.3	14.6	149.2	17.7	0.0	295.0	1,526.7	1,821.7
2006	164.9	79.9	190.1	1,303.9	16.7	148.6	21.6	0.3	283.4	1,642.6	1,926.0
2007	157.6	83.0	205.2	1,148.0	9.3	132.4	22.6	1.2	273.6	1,485.6	1,759.2
2008	143.0	69.5	230.4	1,313.2	10.7	162.1	23.3	1.5	248.1	1,705.7	1,953.8
2009	132.3	57.1	208.7	1,104.6	10.7	133.6	25.8	1.4	227.4	1,447.0	1,674.4
2010E	130.0	57.4	192.7	1,131.4	11.1	108.3	20.5	1.3	220.4	1,432.4	1,652.9
Forecast											
2011	130.4	55.9	196.2	1,165.5	11.5	110.7	21.1	1.4	220.4	1,472.5	1,692.8
2012	128.1	54.6	199.2	1,358.8	11.8	113.2	22.4	1.6	218.5	1,671.1	1,889.6
2013	125.6	54.1	199.7	1,518.9	12.2	115.8	24.3	1.6	217.8	1,834.4	2,052.1
2014	122.5	52.4	202.9	1,576.6	12.6	118.6	26.2	1.8	215.4	1,898.2	2,113.6
2015	119.6	50.3	205.1	1,635.1	13.0	121.8	27.9	1.9	212.7	1,961.9	2,174.6
2016	117.9	49.0	204.2	1,699.4	13.4	125.0	29.0	2.0	211.2	2,028.6	2,239.9
2017	116.9	47.9	205.5	1,759.0	13.9	128.4	29.7	2.1	210.6	2,092.9	2,303.5
2018	116.4	47.0	207.6	1,813.6	14.4	131.8	30.3	2.2	210.2	2,153.0	2,363.1
2019	116.2	46.2	207.5	1,872.4	14.8	135.1	30.8	2.2	210.3	2,215.1	2,425.3
2020	116.5	45.7	210.0	1,934.2	15.4	138.6	31.4	2.3	211.3	2,282.9	2,494.1
2021	117.2	45.0	212.0	1,994.9	15.9	142.0	32.0	2.4	212.4	2,348.9	2,561.4
2022	118.2	44.6	212.8	2,054.4	16.3	145.6	32.4	2.5	214.1	2,412.7	2,626.8
2023	119.7	44.4	215.8	2,117.8	16.8	149.1	33.0	2.6	216.6	2,482.7	2,699.3
2024	121.8	44.3	218.7	2,184.1	17.4	152.6	33.6	2.7	219.8	2,555.4	2,775.2
2025	124.3	44.4	221.5	2,252.4	17.9	156.2	34.2	2.9	223.6	2,630.1	2,853.7
2026	126.7	44.5	224.8	2,321.6	18.4	159.8	34.8	3.0	227.5	2,706.2	2,933.6
2027	129.1	44.7	228.0	2,392.5	19.0	163.4	35.4	3.1	231.3	2,783.9	3,015.3
2028	131.4	45.0	231.1	2,464.4	19.5	167.0	36.0	3.3	235.2	2,862.5	3,097.7
2029	133.5	45.3	234.2	2,541.0	20.1	170.6	36.7	3.4	239.0	2,945.8	3,184.8
2030	136.0	45.4	237.6	2,620.0	20.6	174.2	37.3	3.6	242.9	3,031.8	3,274.7
2031	138.3	45.5	241.4	2,699.1	21.2	177.8	37.9	3.7	246.6	3,118.3	3,364.9
Avg. Annual Growth	**0.3%**	**-1.1%**	**1.1%**	**4.2%**	**3.1%**	**2.4%**	**3.0%**	**5.0%**	**0.5%**	**3.8%**	**3.4%**

E = Estimated

Source: FAA 2011-2031 Aerospace Forecast

5.4 FAA Forecast – U.S. Pilot Population

As of Dec. 31	Students	Recreational	Sport Pilot	Private	Commercial	Airline Transport Pilot	Rotorcraft Only	Glider Only [1]	Total Pilots
Historical									
2000	93,064	340	NA	251,561	121,858	141,596	7,775	9,387	625,581
2001	94,420	316	NA	243,823	120,502	144,702	7,727	8,473	619,963
2002	85,991	317	NA	245,230	125,920	144,708	7,770	21,826	609,936
2003	87,296	310	NA	241,045	123,990	143,504	7,916	20,950	625,011
2004	87,910	291	NA	235,994	122,592	142,160	8,586	21,100	618,633
2005	87,213	278	134	228,619	120,614	141,992	9,518	21,369	609,737
2006	84,866	239	939	219,233	117,610	141,935	10,690	21,597	597,109
2007	84,339	239	2,031	211,096	115,127	143,953	12,290	21,274	590,349
2008	80,989	252	2,623	222,596	124,746	146,838	14,647	21,055	613,746
2009	72,280	234	3,248	211,619	125,738	144,600	15,298	21,268	594,285
2010	119,119	212	3,682	202,020	123,705	142,198	15,377	21,275	627,588
Forecast									
2011	115,000	210	4,350	195,650	123,900	142,650	15,540	21,360	618,660
2012	111,700	210	5,050	190,600	122,350	143,550	15,850	21,400	610,710
2013	110,750	210	5,350	189,550	122,100	144,950	16,410	21,440	610,760
2014	109,700	210	5,650	188,350	121,800	146,000	16,960	21,470	610,140
2015	109,450	210	5,950	188,500	120,950	147,100	17,470	21,510	611,140
2016	109,250	210	6,250	188,750	120,500	147,950	18,000	21,540	612,450
2017	109,300	210	6,600	189,400	121,000	148,650	18,530	21,580	615,270
2018	109,450	210	6,950	190,250	121,250	149,450	18,960	21,610	618,130
2019	109,650	210	7,300	191,150	121,750	150,200	19,300	21,650	621,210
2020	110,050	210	7,700	192,400	122,300	151,050	19,450	21,680	624,840
2021	110,550	210	8,050	193,600	123,000	152,100	19,430	21,710	628,650
2022	111,150	210	8,450	194,950	123,750	153,000	19,400	21,770	632,680
2023	111,800	210	8,850	196,400	124,650	153,950	19,340	21,800	637,000
2024	112,550	210	9,250	198,000	125,700	154,900	19,270	21,840	641,720
2025	113,500	210	9,700	200,000	126,900	155,900	19,330	21,870	647,410
2026	114,350	210	10,150	201,800	128,200	157,050	19,490	21,910	653,160
2027	115,350	210	10,650	203,900	129,600	158,150	19,710	21,940	659,510
2028	116,500	210	11,150	206,250	131,150	159,350	19,980	21,970	666,560
2029	117,750	210	11,700	208,800	132,800	160,550	20,320	22,030	674,160
2030	119,100	210	12,250	211,500	134,450	161,850	20,710	22,060	682,130
2031	120,600	210	12,850	214,500	136,300	163,150	21,100	22,100	690,810
Avg. Annual Growth	**0.1%**	**0.0%**	**6.1%**	**0.3%**	**0.5%**	**0.7%**	**1.5%**	**0.2%**	**0.5%**

Except for sport pilots, an active pilot is a person with a pilot certificate with a valid medical certificate.
In March 2001, the FAA changed the definition of glider pilot only. This added approximately 13,000 to this pilot category in 2002.
In July 2010, the FAA issued a rule that increased the duration of validity for student pilot certificates for pilots under the age of 40 from 36 to 60 months. This resulted in the increase in active student pilots to 119,119 from 72,280 at the end of 2009.

Source: FAA 2011-2031 Aerospace Forecast


C-FXTS

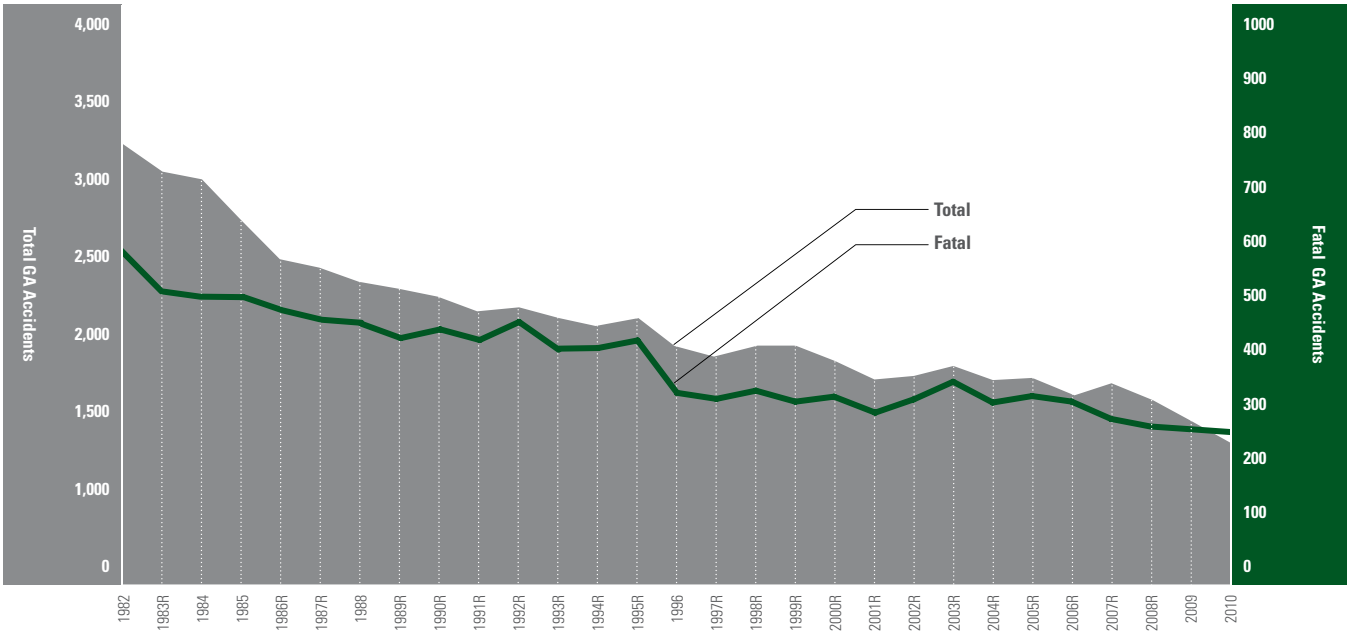
06

General Aviation Safety Data

6.1 U.S. General Aviation Accidents, Fatal Accidents, and Fatalities (1938-2010) (CONTINUED ON NEXT PAGE)

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

FIGURE 6.1 Total Accidents and Fatal Accidents in U.S. General Aviation (1982-2010)



P = Preliminary, R = Revised

6.1 U.S. General Aviation Accidents, Fatal Accidents, and Fatalities (1938-2010) (CONTINUED FROM PREVIOUS PAGE)

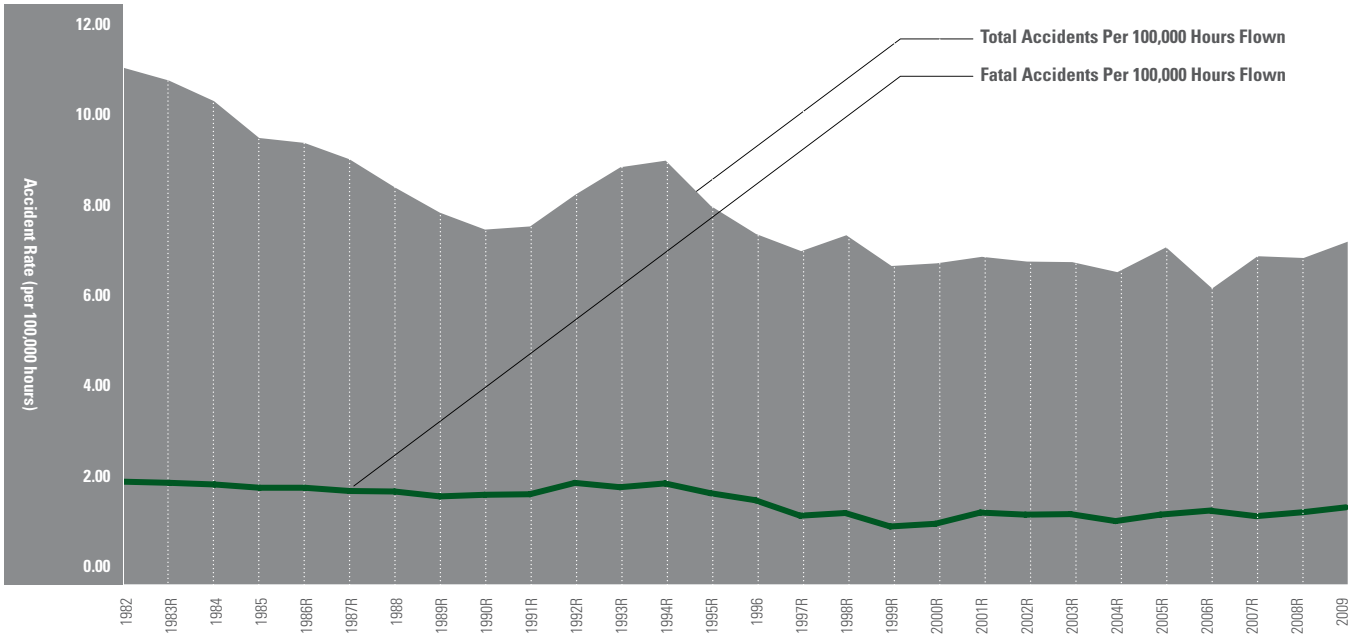
Year	Accidents		Accidents		Fatalities		Flight Hours	Rate	
	All	Excluded	Fatal	Excluded	Total	Aboard		All	Fatal
1975	4,001	*	636	*	*	*	28,784,000	13.90	2.20
1976	4,023	*	662	*	*	*	30,477,000	13.20	2.16
1977	4,083	*	663	*	*	*	31,651,000	12.90	2.09
1978	4,218	*	721	*	*	*	34,860,000	12.10	2.06
1979	3,625	*	636	*	*	*	36,690,000	9.88	1.63
1980	3,597	*	622	*	*	*	36,481,000	9.86	1.69
1981	3,502	*	654	*	*	*	36,824,000	9.51	1.78
1982	3,233	*	591	*	1,187	1,170	29,640,000	10.91	1.99
1983R	3,075	15	555	5	1,068	1,061	28,673,000	10.67	1.92
1984	3,017	26	545	11	1,042	1,021	29,099,000	10.28	1.84
1985	2,739	11	498	6	956	945	28,322,000	9.63	1.73
1986R	2,581	11	474	5	967	879	27,073,000	9.49	1.73
1987R	2,495	18	446	7	837	822	26,972,000	9.18	1.62
1988	2,388	13	460	4	797	792	27,446,000	8.65	1.66
1989R	2,242	17	432	8	769	766	27,920,000	7.97	1.52
1990R	2,242	4	444	1	770	765	28,510,000	7.85	1.55
1991R	2,197	8	439	5	800	786	27,678,000	7.91	1.57
1992R	2,110	2	450	1	866	864	24,780,000	8.51	1.81
1993R	2,064	5	401	4	744	740	22,796,000	9.03	1.74
1994R	2,021	3	404	2	730	723	22,235,000	9.08	1.81
1995R	2,055	10	412	6	734	727	24,906,000	8.21	1.63
1996R	1,908	4	361	0	636	619	24,881,000	7.65	1.45
1997R	1,840	5	350	2	631	625	25,591,000	7.17	1.36
1998R	1,902	6	364	4	624	618	25,518,000	7.43	1.41
1999R	1,905	3	340	1	621	615	29,246,000	6.50	1.16
2000R	1,837	7	345	7	596	585	27,838,000	6.57	1.21
2001R	1,727	3	325	1	562	558	25,431,000	6.78	1.27
2002R	1,715	7	345	6	581	575	25,545,000	6.69	1.33
2003R	1,741	4	352	3	633	630	25,998,000	6.68	1.34
2004R	1,617	3	314	0	559	559	24,888,000	6.49	1.26
2005R	1,670	2	321	1	563	558	23,168,000	7.20	1.38
2006R	1,523	2	308	1	706	547	23,963,000	6.35	1.28
2007R	1,652	2	288	2	496	491	23,819,000	6.93	1.20
2008R	1,566	2	275	0	494	485	22,805,000	6.86	1.21
2009R	1,474	2	272	0	474	465	20,456,000	7.20	1.33
2010P	1,384	*	267	*	453	*	*	*	*

P = Preliminary, R = Revised

Source: NTSB, FAA, and GAMA

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

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



P = Preliminary, R = Revised

6.2 U.S. On-Demand Part 135 Accidents, Fatal Accidents, and Fatalities (1987-2010)

Year	Accidents		Accidents		Fatalities		Flight Hours	Rate	
	All	Excluded	Fatal	Excluded	Total	Aboard		All	Fatal
1987	96	*	30	*	65	63	2,657,000	3.61	**1.13**
1988	102	*	28	*	59	55	2,632,000	3.88	**1.06**
1989	110	*	25	*	83	81	3,020,000	3.64	**0.83**
1990	107	*	29	*	51	49	2,249,000	4.76	**1.29**
1991	88	*	28	*	78	74	2,241,000	3.93	**1.25**
1992	76	*	24	*	68	65	2,844,000	2.67	**0.84**
1993	69	*	19	*	42	42	2,324,000	2.97	**0.82**
1994	85	*	26	*	63	62	2,465,000	3.45	**1.05**
1995	75	*	24	*	52	52	2,486,000	3.02	**0.97**
1996	90	*	29	*	63	63	3,220,000	2.80	**0.90**
1997	82	*	15	*	39	39	3,098,000	2.65	**0.48**
1998	77	*	17	*	45	41	3,802,000	2.03	**0.45**
1999	74	*	12	*	38	38	3,204,000	2.31	**0.37**
2000	80	*	22	*	71	68	3,930,000	2.04	**0.56**
2001	72	*	18	*	60	59	2,997,000	2.40	**0.60**
2002	60	*	18	*	35	35	2,911,000	2.06	**0.62**
2003	73	*	18	*	42	40	2,927,000	2.49	**0.61**
2004	66	*	23	*	64	63	3,238,000	2.04	**0.71**
2005	65	*	11	*	18	16	3,815,000	1.70	**0.29**
2006	52	*	10	*	16	16	3,742,000	1.39	**0.27**
2007R	62	*	14	*	43	43	4,033,000	1.54	**0.35**
2008	56	*	20	*	69	69	3,205,000	1.81	**0.62**
2009	47	*	2	*	17	14	2,875,000	1.63	**0.07**
2010P	30	*	6	*	17	*	*	*	*

P = Preliminary, R = Revised

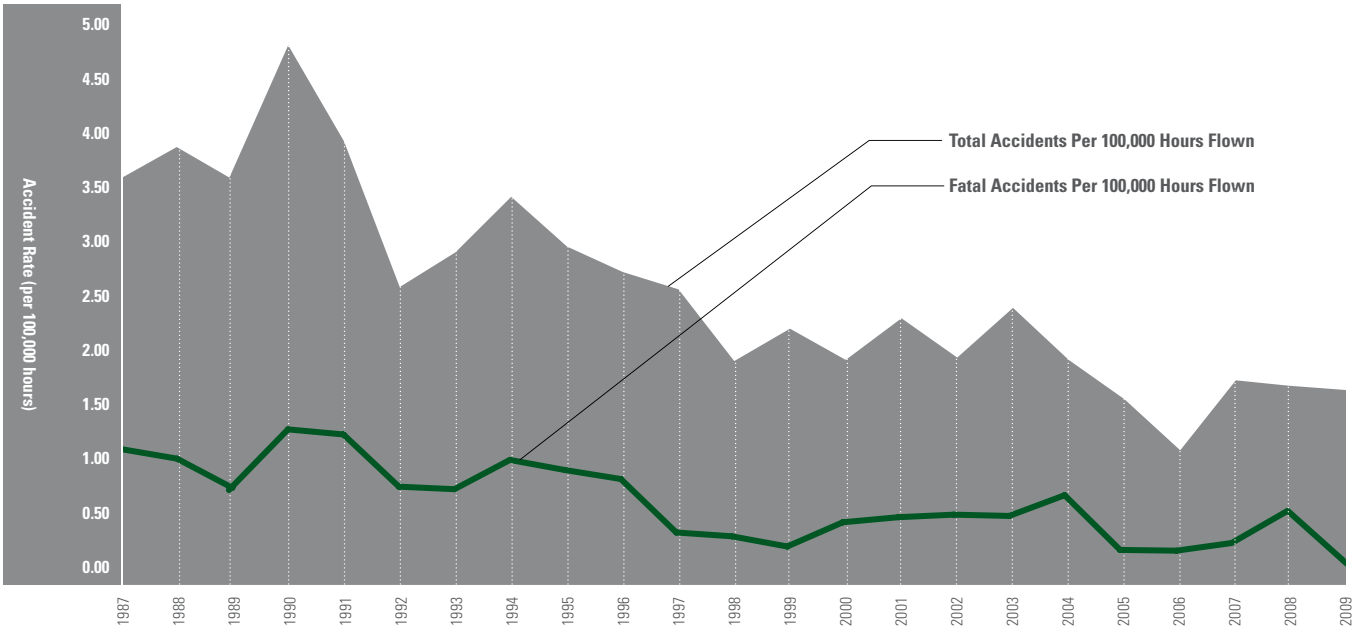
Source: NTSB

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

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

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

FIGURE 6.3 Accident Rates in U.S. On-Demand FAR Part 135 Operations (1987-2009)



07

International GA Statistical Information

7.1 Australia – Hours Flown (in Thousands) in General Aviation by Flying Activity (1992-2009)

Year	Private	Business	Training	Agricultural	Aerial Work	Test & Ferry	Charter	Total GA	Regional Airline	Total Hours
1992	255.4	204.2	421.6	80.9	256.7	28.2	403.9	**1,650.9**	223.4	**1,874.3**
1993	265.3	212.3	436.8	89.2	278.8	28.2	393.4	**1,704.0**	227.7	**1,931.7**
1994	256.9	198.5	419.5	78.9	301.7	25.9	424.4	**1,705.8**	238.3	**1,944.1**
1995	251.0	189.1	430.6	94.5	302.4	28.2	465.7	**1,761.5**	243.1	**2,004.6**
1996	261.6	182.8	444.9	117.4	285.7	26.2	480.4	**1,799.0**	246.2	**2,045.2**
1997	266.7	176.0	449.5	128.4	307.4	27.6	483.7	**1,839.3**	272.4	**2,111.7**
1998	263.0	163.8	478.5	139.2	312.4	26.6	494.6	**1,878.1**	273.2	**2,151.3**
1999	275.9	153.3	448.8	126.3	306.6	26.6	504.6	**1,842.1**	277.3	**2,119.4**
2000	248.5	136.3	413.6	115.0	296.9	27.9	476.7	**1,714.9**	335.7	**2,050.6**
2001	261.7	144.9	406.2	106.7	294.2	23.2	466.0	**1,702.9**	298.0	**2,000.9**
2002	270.2	142.2	410.8	70.8	327.1	20.9	445.7	**1,687.7**	250.1	**1,937.8**
2003	239.7	143.4	420.3	69.7	322.5	21.2	429.2	**1,646.0**	234.7	**1,880.7**
2004	247.2	143.0	352.2	86.5	312.4	22.3	481.4	**1,645.0**	251.4	**1,896.4**
2005	239.2	149.1	415.8	95.0	318.8	22.3	482.6	**1,722.8**	254.7	**1,977.5**
2006	227.2	144.1	424.0	61.7	337.9	21.7	478.4	**1,695.0**	241.5	**1,936.5**
2007	222.7	153.4	455.4	62.1	368.0	25.7	544.5	**1,831.8**	241.9	**2,073.7**
2008	228.4	151.7	485.6	78.2	373.4	21.8	518.6	**1,857.7**	214.7	**2,072.4**
2009	239.5	148.5	497.1	73.3	363.1	16.4	469.7	**1,807.6**	204.1	**2,011.7**

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

7.2 Australia – Number of General Aviation and Regional Aircraft by Category (1995-2009)

	Aircraft Type					
		Fixed Wing				
Year	Amateur Built	Single Engine	Multi Engine	Rotorcraft	Balloon & Airship	Total Aircraft
1995	*	6,787	1,779	739	243	**9,548**
1996	*	6,861	1,799	739	266	**9,665**
1997	*	6,994	1,803	768	284	**9,849**
1998	*	7,137	1,783	791	295	**10,006**
1999	*	7,247	1,743	868	310	**10,168**
2000	*	7,302	1,755	743	325	**10,125**
2001	673	6,680	1,736	979	334	**10,402**
2002	707	6,668	1,706	1,038	336	**10,455**
2003	789	6,727	1,696	1,121	338	**10,671**
2004	848	6,794	1,718	1,194	350	**10,904**
2005	896	6,908	1,733	1,292	351	**11,180**
2006	910	6,838	1,730	1,320	319	**11,117**
2007	968	6,955	1,804	1,481	333	**11,541**
2008	1,037	7,180	1,871	1,619	338	**12,045**
2009	1,071	7,230	1,885	1,703	340	**12,229**

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

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

7.3 Australia – Number of Aircraft and Hours Flown (in Thousands) in General Aviation and Regional Airline Operations by Age of Aircraft (2009)

	Amateur Built		Single Engine (Fixed Wing)		Multi-Engine (Fixed Wing)		Rotorcraft		Ballons and Airships	
Age	Number of Aircraft	Total Hours Flown	Number of Aircraft	Total Hours Flown	Number of Aircraft	Total Hours Flown	Number of Aircraft	Total Hours Flown	Number of Aircraft	Total Hours Flown
New 2009	43	**0.7**	39	**4.8**	18	**9.0**	40	**4.1**	13	**0.3**
1-5	310	**11.2**	425	**121.0**	102	**83.1**	570	**144.2**	90	**5.8**
6-10	289	**7.9**	283	**83.4**	57	**47.1**	222	**50.2**	80	**1.6**
11-15	156	**4.3**	277	**84.3**	117	**91.9**	118	**24.4**	69	**0.7**
16-20	95	**2.2**	202	**48.4**	131	**101.8**	212	**57.4**	29	**0.1**
21-25	73	**1.5**	174	**28.9**	92	**45.0**	104	**24.5**	38	**0.1**
26-30	58	**1.0**	991	**175.0**	426	**115.2**	201	**55.2**	21	**0.1**
31-35	33	**0.6**	1830	**254.3**	470	**87.0**	65	**14.3**	-	**-**
36-40	14	**0.2**	536	**48.0**	221	**34.0**	90	**8.4**	-	**-**
Over 40	7	**-**	2473	**103.0**	244	**16.9**	81	**8.5**	-	**-**
Total	1,078	**29.6**	7,230	**951.2**	1,878	**631.0**	1,703	**391.3**	340	**8.8**

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

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

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

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

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

7.5 Canada – Number of Aircraft Registrations by Type and Weight Group (1980-2010)

Year	Number of Registered Aircraft by Type						By Weight Group		Total Aircraft
	Aeroplane	Ultralight	Helicopter	Glider	Balloon	Gyro	<= 12,500 lbs	> 12,500 lbs	
1980	21,533	*	1,381	511	91	108	*	*	**23,624**
1981	22,199	*	1,476	528	124	110	*	*	**24,437**
1982	22,412	*	1,462	548	148	112	*	*	**24,682**
1983	22,354	1,282	1,410	560	177	116	*	*	**25,899**
1984	22,330	1,971	1,326	572	197	118	*	*	**26,514**
1985	22,231	2,376	1,276	582	219	117	*	*	**26,801**
1986	22,105	2,706	1,264	589	247	116	*	*	**27,027**
1987	22,270	2,946	1,299	602	279	121	*	*	**27,517**
1988	22,469	3,105	1,338	613	308	122	*	*	**27,955**
1989	22,463	3,212	1,366	614	339	127	*	*	**28,121**
1990	22,278	3,363	1,416	609	361	128	27,173	982	**28,155**
1991	21,973	3,477	1,433	601	384	135	23,553	981	**28,003**
1992	21,795	3,607	1,502	602	405	155	27,070	996	**28,066**
1993	21,452	3,744	1,533	597	424	162	26,977	935	**27,912**
1994	21,212	3,840	1,582	601	444	169	26,885	963	**27,848**
1995	21,169	3,956	1,605	601	440	166	26,914	1,023	**27,937**
1996	21,089	4,070	1,643	592	440	168	26,919	1,084	**28,002**
1997	20,985	4,208	1,655	587	450	169	26,862	1,192	**28,054**
1998	20,830	4,305	1,676	592	440	174	26,809	1,208	**28,017**
1999	20,768	4,346	1,711	596	444	182	26,783	1,264	**28,047**
2000	20,789	4,467	1,753	600	446	187	26,922	1,320	**28,242**
2001	20,851	4,584	1,798	613	456	191	27,171	1,322	**28,493**
2002	18,123	7,524	1,831	617	459	190	27,376	1,368	**28,744**
2003	18,085	7,817	1,894	674	453	189	27,752	1,360	**29,112**
2004	18,216	8,119	1,940	686	463	190	28,166	1,448	**29,614**
2005	18,407	8,463	2,019	683	479	193	28,745	1,499	**30,244**
2006	18,689	8,823	2,145	687	482	192	29,422	1,596	**31,018**
2007	19,070	9,125	2,317	695	486	193	30,223	1,663	**31,886**
2008	19,544	9,499	2,504	703	491	192	31,154	1,779	**32,933**
2009	19,744	9,823	2,576	715	484	191	31,709	1,824	**33,533**
2010	19,974	10,144	2,658	713	491	195	32,330	1,845	**34,175**

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

Source: Transport Canada www.tc.gc.ca

7.6 Germany – Number of General Aviation Aircraft by Type (2001-2010)

Year	Aircraft Type												Total Aircraft
	Airplanes							Helicopters	Motor Gliders	Air Ships	Balloons	Gliders	
	Single Engine		Multi-Engine										
	Below 2,000 kg	2,000 to 5,700 kg	Below 2,000 kg	2,000 to 5,700 kg	5,701 kg to 14,000 kg	14,001 kg to 20,000 kg	Above 20,000 kg						
2001	6,813	95	207	476	191	60	612	721	2,434	5	1,474	7,771	**20,859**
2002	6,731	92	208	467	184	55	619	731	2,494	5	1,400	7,728	**20,714**
2003	6,658	97	205	452	179	54	653	725	2,533	6	1,362	7,686	**20,610**
2004	6,670	94	199	440	172	55	619	720	2,584	4	1,351	7,703	**20,611**
2005	6,682	93	212	417	176	54	651	721	2,664	4	1,305	7,728	**20,707**
2006	6,704	102	224	417	181	56	663	729	2,766	4	1,278	7,741	**20,865**
2007	6,705	120	230	417	200	51	702	731	2,824	4	1,264	7,769	**21,017**
2008	6,738	126	232	436	224	45	734	739	2,948	4	1,286	7,815	**21,327**
2009	6,752	144	241	445	231	43	757	780	3,022	3	1,261	7,891	**21,570**
2010	6,801	153	242	444	228	40	772	811	3,081	4	1,260	7,867	**21,703**

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

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

7.7 New Zealand – Number of General Aviation Aircraft by Type and Airmen Certificates (1933-2010)

Year	Airplanes by Mass						Total Aircraft	Airmen Certificates					Total Airmen Certificates
	Airplanes by Weight				Sport	Helicopter		Recreational	Private	Commercial*	ATPL	Maintenance Engineer	
	Below 2,721 kg	2,721 to 5,670 kg	5,670 to 13,608 kg	13,608 kg and Above									
1933	*	*	*	*	*	*	**65**	*	165	33	*	28	**226**
1947	*	*	*	*	*	*	**154**	*	863	200	*	125	**1,188**
1959	*	*	*	*	*	*	**647**	*	1,291	657	*	313	**2,261**
1974	*	*	*	*	*	*	**1,430**	*	3,752	1,555	*	660	**5,967**
1992	1,334	77	46	56	1,092	338	**2,976**	*	*	*	*	*	*
1993	1,410	77	49	61	1,121	356	**3,076**	*	3,801	2,942	1,194	*	**7,937**
1994	1,482	92	59	65	1,136	392	**3,226**	*	4,126	3,136	1,240	1,300	**9,802**
1995	1,522	101	61	69	1,150	426	**3,329**	*	4,226	3,256	1,296	1,356	**10,134**
1996	1,548	111	67	67	1,178	449	**3,420**	*	4,414	3,497	1,321	1,464	**10,696**
1997	1,559	113	68	67	1,163	435	**3,405**	*	4,292	3,510	1,391	1,498	**10,691**
1998	1,559	113	68	67	1,163	435	**3,405**	*	4,143	3,433	1,473	1,547	**10,596**
1999	1,539	104	67	73	1,124	420	**3,327**	*	*	*	*	*	*
2000	1,522	109	69	75	1,127	411	**3,313**	*	3,878	3,229	1,514	1,648	**10,269**
2001	1,506	107	67	77	1,129	420	**3,306**	*	3,790	3,130	1,519	1,735	**10,174**
2002	1,492	105	82	77	1,172	450	**3,378**	*	3,579	3,228	1,503	1,766	**10,076**
2003	1,505	117	74	83	1,245	506	**3,530**	*	3,762	3,317	1,608	1,847	**10,534**
2004R	1,548	132	68	95	1,358	594	**3,795**	*	3,711	3,381	1,695	1,927	**10,714**
2005R	1,564	143	65	103	1,419	643	**3,937**	*	3,580	3,530	1,814	2,075	**10,999**
	Agricultural	**Small**	**Medium**	**Large**									
2006	127	1,420	78	117	1,638	653	**4,033**	*	3,465	3,620	1,818	2,151	**11,054**
2007	124	1,449	82	116	1,723	698	**4,192**	0	3,819	3,817	1,968	2,227	**11,831**
2008	120	1,492	81	121	1,793	747	**4,354**	68	3,733	4,056	2,039	2,342	**12,170**
2009	118	1,502	84	118	1,833	760	**4,415**	133	3,829	4,328	2,044	2,424	**13,121**
2010	n/a	n/a	n/a	n/a	n/a	n/a	**n/a**	146	3,655	4,468	2,077	2,496	**13,204**

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

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

7.8 South Africa - Number of General Aviation Aircraft by Type (1999-2010)

Year	Aircraft Type													Sport, Rec., Glider, & Other	Total Aircraft
	Piston Engine Powered				Turboprop				Turbojet			Helicopter			
	One Engine	Two Engine	Other	Agricul-tural	One Engine	Two Engine	Other	Agricul-tural	Two Engine	Three Engine	Other	Piston	Turbine		
1999	2,282	695	4	144	66	201	10	43	157	**17**	21	228	251	**3,103**	**7,222**
2000	2,285	706	6	143	68	215	10	45	160	**20**	21	248	263	**3,294**	**7,484**
2001	2,280	701	6	144	79	237	10	48	164	**27**	22	258	271	**3,470**	**7,717**
2002	2,299	698	10	144	83	249	8	46	176	**29**	27	263	279	**3,616**	**7,927**
2003	2,338	716	12	148	91	271	8	52	197	**31**	34	308	290	**3,907**	**8,403**
2004	2,422	724	11	151	88	306	9	54	189	**34**	41	348	318	**4,127**	**8,822**
2005	2,459	731	10	150	93	310	8	56	206	**21**	44	385	337	**4,253**	**9,063**
2006	2,608	738	8	159	110	331	6	53	261	**18**	58	514	384	**4,941**	**10,189**
2007	-	-	-	-	-	-	-	-	-	**-**	-	-	-	**-**	**-**
2008	2,666	755	7	153	108	324	10	55	299	**18**	74	575	434	**5,215**	**10,693**
2009	2,712	751	7	154	105	329	9	54	315	**15**	82	604	461	**5,352**	**10,950**
2010	2,745	713	8	154	111	353	9	55	339	**15**	92	635	474	**5,500**	**11,203**

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

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

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

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

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

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

7.10 United Kingdom – Number of General Aviation Aircraft by Type (1990-2011)

Year	Number of Registered Aircraft by Type															
	Aeroplane Fixed Wing															
	Amph.	1 to 750 kg	751 to 5,700 kg	5,701 to 15,000 kg	15,001 to 50,000 kg	Over 50,000 kg	SLMG [1]	Sea-plane	Micro-light	Heli-copter	Glider	Hang Glider	Balloon & Min. Lift	Airship	Gyro-plane	Total
1990	11	2,143	5,003	236	251	324	196	2	3,298	842	6	-	1,391	53	202	**13,958**
1991	13	2,295	5,176	255	273	336	209	2	3,050	912	6	-	1,545	50	228	**14,350**
1992	14	2,289	5,228	282	274	358	214	3	3,194	902	9	-	1,682	51	210	**14,710**
1993	16	2,385	5,187	298	261	380	238	4	3,347	876	9	-	1,744	54	218	**15,017**
1994	16	2,507	5,130	278	263	388	234	3	3,337	832	9	-	1,668	47	229	**14,941**
1995	16	2,593	5,075	279	261	396	239	3	3,266	828	8	-	1,758	47	246	**15,015**
1996	16	2,657	5,043	285	241	401	239	2	3,207	838	8	-	1,821	44	257	**15,059**
1997	17	2,712	5,111	267	246	406	245	2	3,231	859	8	-	1,898	40	261	**15,303**
1998	18	2,758	5,190	257	251	439	255	2	3,314	906	7	-	1,896	40	261	**15,594**
1999	18	2,827	5,292	247	280	499	263	2	3,450	980	7	-	1,843	40	265	**16,013**
2000	17	2,813	5,347	254	289	541	268	2	3,548	1,013	7	1	1,907	42	244	**16,293**
2001	15	2,824	5,429	262	288	592	273	2	3,478	1,057	1	7	1,979	33	233	**16,473**
2002	15	2,832	5,442	276	296	624	273	2	3,531	1,090	1	10	1,812	28	242	**16,474**
2003	14	2,859	5,461	267	307	645	270	2	3,618	1,134	1	11	1,799	31	244	**16,663**
2004	15	2,914	5,556	254	264	644	274	3	3,828	1,159	1	12	1,812	30	247	**17,013**
2005	17	2,994	5,647	254	271	662	276	3	4,070	1,238	2	12	1,862	29	251	**17,588**
2006	18	3,022	5,711	254	256	679	280	3	4,118	1,314	45	13	1,905	27	249	**17,894**
2007	19	3,077	5,822	253	272	712	280	2	4,254	1,386	149	13	1,922	24	260	**18,445**
2008	21	3,153	5,887	258	257	760	286	2	4,392	1,490	1,107	13	1,962	24	278	**19,890**
2009	21	3,186	6,000	270	270	760	295	3	4,447	1,495	2,258	13	1,983	24	306	**21,331**
2010	21	3,235	5,907	256	292	766	292	3	4,375	1,428	2,306	12	1,842	22	306	**21,063**
2011	20	3,217	5,764	253	306	742	287	2	4,071	1,364	2,295	8	1,720	18	312	**20,379**

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

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

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

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

Excludes The Russian Federation

Source: ICAO

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

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

Excludes the Russian Federation

Source: ICAO

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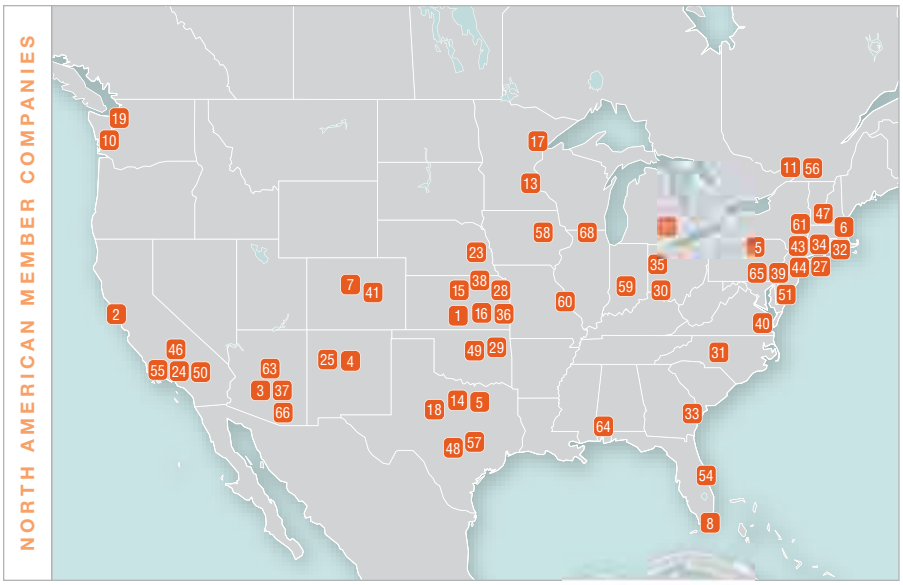

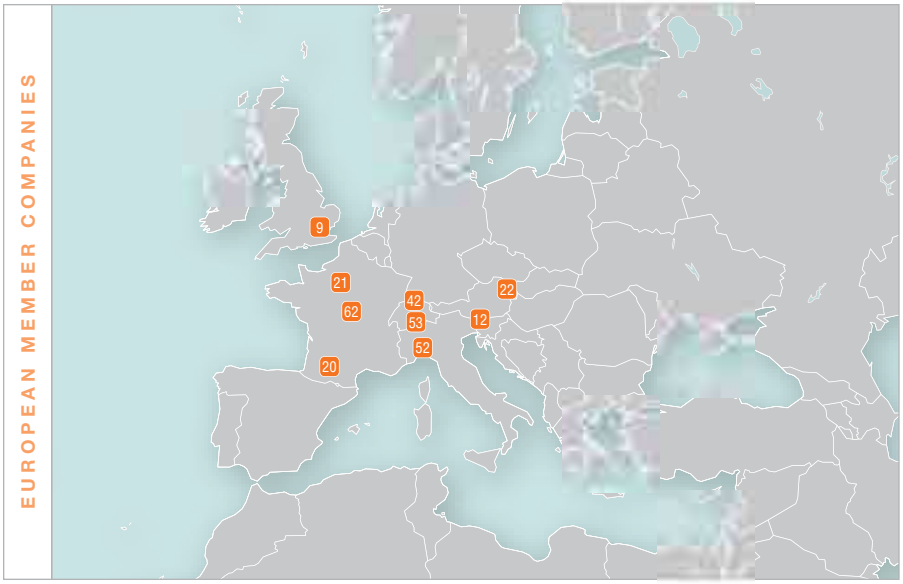

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