

# General Aviation Statistical Databook 2004



## FOREWORD

**GENERAL AVIATION** is defined as all aviation other than commercial and military aviation. It is one of our nation's most important and dynamic industries, flying over 26 million hours (nearly two times the airline flight hours) and carrying some 166 million passengers annually. More than 5,000 communities rely on general aviation for their air transportation needs, while scheduled airlines serve less than 500. Nearly two-thirds of the hours flown by general aviation are for business and commercial purposes.

The General Aviation Manufacturers Association (GAMA) is an international trade association proudly representing over 50 of the world's leading manufacturers of fixed-wing general aviation aircraft, engines, avionics and related equipment. GAMA member companies also operate aircraft fleets, airport fixed-based operations, and pilot and maintenance technician training facilities across the nation.

Headquartered in Washington, DC, GAMA represents the interests of its members before the United States Congress, the Department of Transportation, the Federal Aviation Administration, the Department of Homeland Security, NASA, and other federal and state government agencies directly concerned with the air transportation system. In addition, GAMA addresses international trade issues affecting aviation and represents its members before foreign aviation regulatory bodies and the International Civil Aviation Organization. GAMA also maintains close working relationships with associations representing various facets of the aviation community. Through its public information and education programs, GAMA promotes better understanding of aviation and the important role it plays in the in the U.S. economy and in serving the needs of companies and individuals worldwide.

The *General Aviation Statistical Databook* is a useful tool for those studying our industry. We hope you will keep your *Databook* handy as a quick reference for all your questions about general aviation. GAMA updates the data in the *Databook* on the GAMA website at [www.GAMA.aero/resources/statistics/](http://www.GAMA.aero/resources/statistics/) so you may want to check to see whether updates have been published since this edition of the *Databook*.

For more information on general aviation, chartering or buying an airplane, learning to fly, or joining one of the many aviation organizations serving the community, please contact GAMA via phone or E-mail.

Data updated February 14, 2005



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## GAMA GENERAL AVIATION STATISTICAL DATABOOK 2004

**THE GENERAL** Aviation Manufacturers Association (GAMA) tracks general aviation airplane shipments in three different industry segments: business jets, turboprop airplanes, and piston airplanes. In the ten years since the General Aviation Revitalization Act (GARA) was enacted in 1994, the general aviation industry has seen a rebirth spurred by new technologies, new companies entering the field, and a strong economy. Since 1994, manufacturers of general aviation airplanes have produced and shipped over 25,000 fixed-wing general aviation airplanes worth over \$101 billion. During this same period, the size of the piston industry has grown by close to 230 percent, generating tens of thousands of jobs.

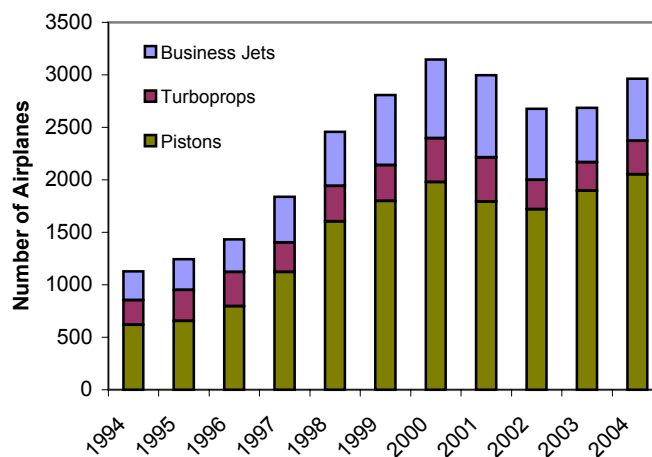
In the first section of this *Databook*, a review of general aviation shipment and billing data is reproduced. The data includes a 10 year review of airplane shipments by manufacturer, make, and model, and a review of general aviation airplane manufacturing in the U.S. since 1946.

**AROUND THE** world, general aviation aircraft are used in a variety of ways. Between corporate and business aircraft, emergency medical services aircraft, and planes used for personal recreation, there are over 211,000 fixed wing and rotorcraft in operation in the United States. These aircraft fly over 26 million hours each year, two-thirds of which are for business purposes. Around the world, over 320,000 general aviation aircraft are in operation, flying in excess of 35 million hours per year.

General aviation is an important segment of the transportation system with direct revenues of over \$41 billion annually in the United States. The FAA's General Aviation Air Taxi Activity Survey categorizes the uses of general aviation airplanes 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 air tours (commercial sight-seeing operations conducted under Part 135).

**General Aviation Airplanes Shipments (1994-2004)**



The section entitled *General Aviation Fleet and Flight Activity* provides a detailed overview of General Aviation and Air Taxi Activity data, including an overview of the active general aviation fleet and the hours flown based on primary operating category. The data is also segregated by the number of seats on the aircraft, location of aircraft by state and territory, and international distribution.

**THE UNITED** States' pilot population numbers in excess of 600,000, including over 235,000 private pilots, 122,000 commercial pilots and 142,000 air transport pilots. Of these pilots, 89,000 also hold a flight instructor certificate. The section entitled U.S. Pilots provides an overview of the current demographics of the US pilot

## GENERAL AVIATION OPERATIONS

population. The distribution of pilots by state and territory is also provided, as well as pilot demographics such as age and gender. GAMA also retains historical information, providing an overview of the number of pilot certificates held as far back as the late 1960's. This section also includes an overview of the different types of airmen certificates.

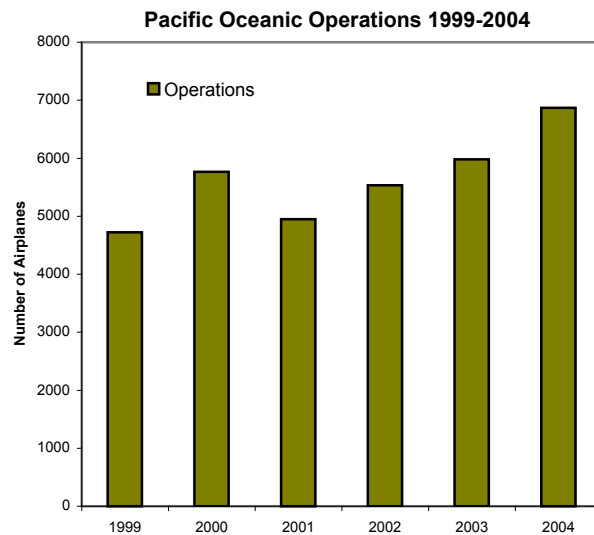
**THE AIRPORT** and Aeronautical Facilities section details the number of airports and aeronautical facilities by FAA region and state. You will also find a summary of airports by runway length for Europe in this section. GAMA will continue to add data for Europe and other regions both in the *Databook* and on the GAMA website. This section also provides an overview of the most active general aviation airports based on the number of operations in 2004.

**THE FAA** publishes an annual forecast of the number of aircraft and hours flown in the National Airspace System. In *Forecasts and Other Information*, GAMA reproduces the FAA's forecast of active aircraft, hours flown, fuel consumption and pilot certificates. This information is updated by the FAA in late March, at which time GAMA's website will be updated to reflect the most recent forecast. In this section you will also find an overview of general aviation's historical safety record as far back as 1938. The data includes the number of accidents as well as historical information on the number of hours flown.

**IN THE** last section of the *Databook*, you will find an overview of selected international general aviation data. Currently, the section includes three countries - Australia, Canada, and Brazil - but GAMA will continue to add countries. When reviewing this data, it is important that you note that the definition of general aviation varies by country. The data in this

section is limited to fleet size and hours flown, and the source is each country's regulatory authority. As with all data in the *Databook*, please contact GAMA's staff to ensure that you are looking at the most current information available.

**GAMA WILL** continue to expand on the data that is reproduced in the GAMA *General Aviation Statistical Databook*. As general aviation becomes an increasingly important mode of transportation, we will continue to highlight areas of interest. In recent years, we have noted that Pacific operations by general



business jets have increased by close to 50 percent. You can expect additional regional focuses to be published on GAMA's website and in future editions of the *Databook*.

# **GENERAL AVIATION AIRPLANE SHIPMENTS**



## BUSINESS JET SHIPMENTS BY MANUFACTURER (1994-2004)

(number of units)

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
<b>Airbus</b>	0	0	0	0	0	0	0	5	2	0	0
Airbus Corporate Jet	-	-	-	-	-	-	-	5	2	0	0
<b>Avcraft</b>	0	0	0	0	0	0	0	4	4	9	9
Envoy 3	-	-	-	-	-	-	-	4	4	9	9
<b>Boeing Business Jet</b>	0	0	0	0	7	29	14	16	11	7	3
Boeing Business Jet	-	-	-	-	7	29	14	11	9	4	2
Boeing Business Jet 2	-	-	-	-	-	-	-	5	2	3	1
<b>Bombardier Business Aircraft</b>	61	64	67	78	100	173	207	179	101	70	129
Learjet 31A	14	19	12	21	22	24	27	17	9	2	-
Learjet 40	-	-	-	-	-	-	-	-	-	-	17
Learjet 45	-	-	-	-	7	43	71	63	27	17	22
Learjet 60	22	24	22	24	32	32	35	29	17	12	9
Challenger 300	-	-	-	-	-	-	-	-	-	1	28
Challenger 601	25	21	6	-	-	-	-	-	-	-	-
Challenger 604	-	-	27	33	36	42	39	41	31	24	29
Global 5000	-	-	-	-	-	-	-	-	-	-	4
Global Express	-	-	-	-	3	32	35	29	17	14	20
<b>Cessna Aircraft</b>	121	113	122	174	195	216	252	306	305	196	181
C525 CJ1	49	42	44	63	64	59	56	61	30	22	20
C525A CJ2	-	-	-	-	-	-	8	41	86	56	27
C525B CJ3	-	-	-	-	-	-	-	-	-	-	6
C550 Citation II	9	-	-	-	-	-	-	-	-	-	-
C550 Citation Bravo	-	-	-	28	34	36	54	48	41	31	25
C560 Citation V	39	56	-	-	-	-	-	-	-	-	-
C560 Cxitation Ultra	-	-	52	47	41	32	-	-	-	-	-
C560 Citation Encore	-	-	-	-	-	-	6	37	36	21	24
C560XL Citation Excel	-	-	-	-	15	39	79	85	81	48	23
C560XLS Citation XLS	-	-	-	-	-	-	-	-	-	-	32
C650 Citation VI	10	1	-	-	-	-	-	-	-	-	-
C650 Citation VII	14	14	19	8	11	14	12	-	-	-	-
C680 Citation Sovereign	-	-	-	-	-	-	-	-	-	-	9
C750 Citation X	-	-	7	28	30	36	37	34	31	18	15
<b>Dassault Falcon Jet</b>	25	28	33	51	47	69	73	75	66	49	63
Falcon 50	7	8	1	-	-	-	-	-	-	-	-
Falcon 50EX	-	-	-	10	13	11	18	13	10	8	5
Falcon 900B	18	10	8	7	5	8	-	-	-	-	-
Falcon 900C	-	-	-	-	-	-	6	6	4	3	3
Falcon 900EX	-	-	3	16	15	16	23	21	17	6	1
Falcon 900EX EASy	-	-	-	-	-	-	-	-	-	4	14
Falcon 2000	-	10	21	18	14	34	26	35	35	12	11
Falcon 2000EX	-	-	-	-	-	-	-	-	-	16	10
Falcon 2000EX EASy	-	-	-	-	-	-	-	-	-	-	19
<b>Embraer</b>	0	0	0	0	0	0	0	0	8	13	13
Legacy Executive	-	-	-	-	-	-	-	-	8	13	13
<b>Gulfstream Aerospace</b>	28	31	36	57	75	80	88	101	85	74	78
G100 (form. IAI Astra)	6	5	9	6	14	9	11	5	9	24	22
G200 (form. IAI Galaxy)	-	-	-	-	-	1	6	25	15	-	-
G300	-	-	-	-	-	-	-	-	-	-	-
G400 (form. GIV / IVSP)	22	26	24	22	32	39	37	36	29	50	56
G500 (form. GV / VSP)	-	-	3	29	29	31	34	35	32	-	-
<b>Raytheon Aircraft</b>	38	56	55	76	91	100	118	98	94	100	115
Premier I	-	-	-	-	-	-	-	18	29	29	37
Hawker 400XP	22	30	29	43	43	45	51	25	19	24	28
Hawker 800	16	26	-	-	-	-	-	-	-	-	-
Hawker 800XP	-	-	26	33	48	55	67	55	46	47	50
Hawker 1000	5	8	3	2	-	-	-	-	-	-	-
<b>Total Number of Airplanes</b>	273	292	313	436	515	667	752	784	676	518	591
% Change	-	7%	7%	39%	18%	30%	13%	4%	-14%	-23%	14%
<b>Total Billings for Airplanes (\$B)</b>	2,924	3,351	3,881	6,019	7,216	10,190	11,661	12,117	10,472	8,616	10,229
% Change	-	15%	16%	55%	20%	41%	14%	4%	-14%	-18%	19%

## TURBOPROP AIRPLANE SHIPMENTS BY MANUFACTURER (1994-2004)

(number of units)

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
<b>Britten-Norman</b>	<b>9</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
BN-2B Islander	2	9	5	0	1	1	2	-	-	-	-
BN-2T Islander	7	0	1	2	3	0	-	-	-	-	-
<b>Cessna Aircraft</b>	<b>51</b>	<b>87</b>	<b>107</b>	<b>78</b>	<b>102</b>	<b>87</b>	<b>92</b>	<b>75</b>	<b>80</b>	<b>57</b>	<b>64</b>
C208 Caravan I	6	6	13	14	22	20	16	19	14	8	13
C208B Caravan IB	45	81	94	64	80	67	76	56	66	49	51
<b>Fairchild Aircraft</b>	<b>16</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
SA-227DC Metro 23	16	7	7	-	-	-	-	-	-	-	-
<b>Maule Air Incorporated</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>2</b>
MT-7-420	1	0	0	0	0	1	0	3	0	1	2
<b>Pacific Aerospace Corporation</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>10</b>
PAC 750XL	-	-	-	-	-	-	-	-	-	2	10
<b>Piaggio</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>12</b>	<b>14</b>	<b>12</b>	<b>16</b>
P.180 Avanti	1	0	n/a	n/a	n/a	n/a	6	12	14	12	16
<b>Pilatus</b>	<b>4</b>	<b>22</b>	<b>22</b>	<b>32</b>	<b>51</b>	<b>55</b>	<b>69</b>	<b>70</b>	<b>45</b>	<b>61</b>	<b>70</b>
PC-12	4	22	22	32	51	55	69	70	45	61	70
<b>Raytheon Aircraft</b>	<b>140</b>	<b>161</b>	<b>175</b>	<b>158</b>	<b>169</b>	<b>177</b>	<b>205</b>	<b>130</b>	<b>82</b>	<b>81</b>	<b>102</b>
Beech King Air 90	35	40	38	41	37	41	46	41	21	18	27
Beech King Air 200	23	28	33	45	45	55	59	46	26	38	39
Beech King Air 300	5	-	-	-	-	-	-	-	-	-	-
Beech King Air 350	24	15	27	30	42	45	46	32	24	24	36
Beech 1900D	50	65	69	42	45	36	54	11	11	1	0
Beech 2000 Starship	3	13	8	-	-	-	-	-	-	-	-
<b>Socata EADS</b>	<b>13</b>	<b>8</b>	<b>8</b>	<b>9</b>	<b>11</b>	<b>20</b>	<b>25</b>	<b>33</b>	<b>34</b>	<b>34</b>	<b>31</b>
TBM 700	13	8	8	9	11	20	25	33	34	34	31
<b>The New Piper Aircraft</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>98</b>	<b>25</b>	<b>24</b>	<b>26</b>
PA-46-500 TP Meridian	-	-	-	-	-	-	18	98	25	24	26
<b>Total Number of Airplanes</b>	<b>235</b>	<b>294</b>	<b>325</b>	<b>279</b>	<b>337</b>	<b>341</b>	<b>417</b>	<b>421</b>	<b>280</b>	<b>272</b>	<b>321</b>
% Change	-	25%	11%	-14%	21%	1%	22%	1%	-33%	-3%	18%
<b>Total Billings for Airplanes (\$B)</b>	<b>718</b>	<b>794</b>	<b>875</b>	<b>913</b>	<b>1,014</b>	<b>933</b>	<b>1,327</b>	<b>1,209</b>	<b>868</b>	<b>833</b>	<b>982</b>
% Change	-	11%	10%	4%	11%	-8%	42%	-9%	-28%	-4%	18%



## PISTON AIRPLANE SHIPMENTS BY MANUFACTURER (1994-2004)

(number of units)

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
<b>American Champion</b>	<b>22</b>	<b>46</b>	<b>53</b>	<b>46</b>	<b>74</b>	<b>91</b>	<b>96</b>	<b>56</b>	<b>53</b>	<b>63</b>	<b>94</b>
7ECA Aurora	-	4	2	6	6	9	3	2	3	2	2
7GCAA Adventurer	-	-	1	2	11	19	23	8	12	9	12
7GCBC Citabria Explorer	4	11	17	11	18	31	22	21	13	12	24
8GCBC Scout	5	6	7	7	14	5	23	6	11	8	18
8KCAB Super Decathlon	13	25	26	20	25	27	25	19	14	32	38
<b>Aviat Aircraft</b>	<b>47</b>	<b>42</b>	<b>56</b>	<b>61</b>	<b>85</b>	<b>83</b>	<b>91</b>	<b>57</b>	<b>38</b>	<b>47</b>	<b>42</b>
A-1 Huskey	25	26	46	-	-	-	-	-	-	-	-
A-1A Huskey	-	-	-	54	58	23	4	-	-	-	-
A-1B Huskey	-	-	-	-	6	44	76	50	34	37	30
Huskey Pup	-	-	-	-	-	-	-	-	-	3	3
S-1 11B Pitts	-	-	-	1	1	-	-	-	-	-	-
S-1T Pitts	1	1	-	-	-	-	-	-	-	-	-
S-2B Pitts	21	15	10	6	3	-	-	-	-	-	-
S-2C Pitts	-	-	-	-	17	16	11	7	4	7	9
<b>Bellanca</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
Super Viking 17-30A	2	1	2	2	1	1	1	1	-	-	-
<b>Cessna Aircraft</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>360</b>	<b>775</b>	<b>899</b>	<b>912</b>	<b>821</b>	<b>559</b>	<b>588</b>	<b>654</b>
Cessna 172 Skyhawk	-	-	-	287	358	180	150	107	57	58	32
Cessna 172S Skyhawk	-	-	-	-	64	272	340	341	258	291	204
Cessna 182 Skylane	-	-	-	73	338	248	267	142	109	118	196
Cessna 182T Turbo Skylane	-	-	-	-	-	-	-	96	79	47	133
Cessna 206 Stationair	-	-	-	-	12	79	53	41	18	16	22
Cessna 206T Turbo Stationair	-	-	-	-	3	120	102	94	38	58	67
<b>Cirrus Design</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>95</b>	<b>183</b>	<b>397</b>	<b>469</b>	<b>553</b>
Cirrus SR-20	-	-	-	-	-	9	95	59	105	112	91
Cirrus SR-22	-	-	-	-	-	-	-	124	292	355	459
Cirrus SR-V	-	-	-	-	-	-	-	-	-	2	3
<b>Commander Aircraft</b>	<b>22</b>	<b>25</b>	<b>15</b>	<b>14</b>	<b>13</b>	<b>13</b>	<b>20</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>
Commander 114AT	-	4	3	-	-	-	-	-	-	-	-
Commander 114B	22	14	7	10	8	8	-	-	-	-	-
Commander 114TC	-	7	5	4	5	5	1	-	-	-	-
Commander 115	-	-	-	-	-	-	11	5	1	-	-
Commander 115TC	-	-	-	-	-	-	8	6	6	-	-
<b>Diamond Aircraft</b>	<b>0</b>	<b>0</b>	<b>142</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>155</b>	<b>228</b>	<b>261</b>
DA-20	-	-	142	88	n/a	n/a	n/a	n/a	70	75	58
DA-40	-	-	-	-	-	-	-	n/a	85	153	203
<b>Embraer</b>	<b>51</b>	<b>35</b>	<b>23</b>	<b>24</b>	<b>30</b>	<b>17</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
EMB-201A Ipanema	27	17	12	16	22	-	-	-	-	-	-
EMB-202 Ipanema	-	-	-	-	-	12	15	1	-	-	-
EMB-720 Minuano	2	1	2	1	1	2	-	-	-	-	-
EMB-810 Seneca II	22	17	9	7	7	3	2	-	-	-	-
<b>Gippsland Aeronautics</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>20</b>
GA-8 Airvan	-	-	-	-	-	-	-	-	-	19	20
<b>Lancair</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>27</b>	<b>24</b>	<b>51</b>	<b>78</b>
Columbia 300	-	-	-	-	-	-	5	27	24	19	-
Columbia 350	-	-	-	-	-	-	-	-	-	32	28
Columbia 400	-	-	-	-	-	-	-	-	-	-	50
<b>Maule Air Incorporated</b>	<b>64</b>	<b>68</b>	<b>63</b>	<b>54</b>	<b>63</b>	<b>68</b>	<b>57</b>	<b>54</b>	<b>46</b>	<b>31</b>	<b>25</b>
M-6-235	1	1	-	-	-	-	1	-	-	-	-
M-7-235, A, B, C	12	17	18	18	11	24	24	19	21	12	8
M-7-260, C	-	-	-	-	2	16	10	11	3	4	3
MT-7-235	9	6	4	2	6	4	5	16	12	7	1
MT-7-260	-	-	-	-	-	2	1	4	1	-	-

## PISTON AIRPLANE SHIPMENTS BY MANUFACTURER (1994-2004)

(number of units)

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
<b>Maule Air Incorporated (ctd)</b>	<b>41</b>	<b>44</b>	<b>41</b>	<b>34</b>	<b>44</b>	<b>22</b>	<b>16</b>	<b>4</b>	<b>9</b>	<b>8</b>	<b>13</b>
MX-7-160, C	16	9	3	-	-	1	-	-	-	-	-
MX-7-180, A, B, C, AC	19	26	14	9	11	3	3	1	4	6	5
MX-7-235	-	1	-	-	-	-	-	-	-	-	-
MXT-7-160	1	1	-	-	5	-	-	-	-	-	-
MXT-7-180, A, AC	5	7	24	25	28	18	13	3	5	2	8
M-8-235	1	-	-	-	-	-	-	-	-	-	-
<b>Micco</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
SP-20	-	-	-	-	-	-	5	-	-	-	-
SP-26	-	-	-	-	-	-	1	10	-	-	-
<b>Mooney</b>	<b>71</b>	<b>84</b>	<b>73</b>	<b>86</b>	<b>93</b>	<b>97</b>	<b>100</b>	<b>29</b>	<b>10</b>	<b>36</b>	<b>37</b>
M20J MSE	33	-	-	-	-	-	-	-	-	-	-
M20J Allegro	-	20	25	19	17	-	-	-	-	-	-
M20K Encore	-	-	-	15	18	-	-	-	-	-	-
M20M TLS	19	-	-	-	-	-	-	-	-	-	-
M20M Bravo	-	18	15	18	17	25	26	8	-	5	9
M20R Ovation	19	46	33	34	41	24	-	-	-	-	-
M20R Ovation 2	-	-	-	-	-	10	55	16	8	30	28
M20S Eagle	-	-	-	-	-	38	-	-	-	-	-
M20S Eagle 2	-	-	-	-	-	-	19	5	2	1	0
<b>New Piper Aircraft (Piper Aircraft)</b>	<b>132</b>	<b>165</b>	<b>183</b>	<b>222</b>	<b>295</b>	<b>341</b>	<b>377</b>	<b>343</b>	<b>265</b>	<b>205</b>	<b>163</b>
PA-18-150 Supercub	24	-	-	-	-	-	-	-	-	-	-
Pa-28-161 Warrior II	8	-	-	-	-	-	-	-	-	-	-
PA-28-161 Warrior III	1	18	5	10	20	20	43	32	29	31	18
PA-28-181 Archer II	9	-	-	-	-	-	-	-	-	-	-
PA-28-181 Archer III	10	37	45	47	90	107	102	88	38	49	19
PA-28-236 Dakota	7	4	-	-	-	-	-	-	-	-	-
PA-28R-201 Arrow IV	1	4	7	3	2	6	18	23	26	16	12
PA-32-301FT Piper 6X	-	-	-	-	-	-	-	-	-	10	24
PA-32-301XTC Piper 6XT	-	-	-	-	-	-	-	-	-	11	14
PA-32R-301 Saratoga II HP	20	30	43	38	27	28	28	22	5	9	9
PA-32-301T Saratoga II TC	-	-	-	26	45	52	70	68	45	28	31
PA-34-220T Seneca IV	24	28	18	-	-	-	-	-	-	-	-
PA-34-220T Seneca V	-	-	-	38	54	57	42	38	43	28	10
PA-44-180 Seminole	-	4	8	7	2	8	11	62	60	16	11
PA-46-350P Malibu Mirage	28	40	57	53	55	63	63	10	19	7	15
<b>OMF Aircraft</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>1</b>
Symphony 160	-	-	-	-	-	-	-	-	-	19	1
<b>Pacific Aerospace Corporation</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
CT/4E Airtrainer	-	-	-	-	-	-	-	-	-	-	6
<b>Raytheon Aircraft Company</b>	<b>134</b>	<b>138</b>	<b>149</b>	<b>134</b>	<b>137</b>	<b>144</b>	<b>153</b>	<b>136</b>	<b>83</b>	<b>82</b>	<b>93</b>
Beech-33 Bonanza F33 A/C	17	6	8	-	-	-	-	-	-	-	-
Beech-36 Bonanza A36	72	89	83	85	73	77	85	63	51	55	62
Beech-36TC Bonanza B36TC	14	14	14	14	22	20	18	26	5	-	-
Beech-58 Baron 58	31	29	44	35	42	47	50	47	27	27	31
<b>Socata EADS</b>	<b>74</b>	<b>53</b>	<b>37</b>	<b>32</b>	<b>39</b>	<b>37</b>	<b>48</b>	<b>63</b>	<b>70</b>	<b>40</b>	<b>5</b>
TB-9 Tampico	3	2	1	14	14	0	2	2	3	2	0
TB-10	3	7	18	4	0	2	5	8	7	7	3
TB-20	23	31	13	11	20	31	26	33	44	19	0
TB-21	1	5	2	1	2	4	8	12	14	9	2
TB-200	44	8	3	2	3	0	7	8	2	3	0
<b>Tiger Aircraft</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>18</b>	<b>19</b>
AG-5B Tiger	-	-	-	-	-	-	-	-	14	18	19
<b>Total Number of Airplanes</b>	<b>619</b>	<b>657</b>	<b>796</b>	<b>1,123</b>	<b>1,605</b>	<b>1,800</b>	<b>1,978</b>	<b>1,792</b>	<b>1,721</b>	<b>1,896</b>	<b>2,051</b>
<b>% Change</b>	<b>-</b>	<b>6%</b>	<b>21%</b>	<b>41%</b>	<b>43%</b>	<b>12%</b>	<b>10%</b>	<b>-9%</b>	<b>-4%</b>	<b>10%</b>	<b>8%</b>
<b>Total Billings for Airplanes (\$B)</b>	<b>107</b>	<b>149</b>	<b>180</b>	<b>238</b>	<b>375</b>	<b>438</b>	<b>508</b>	<b>541</b>	<b>483</b>	<b>545</b>	<b>692</b>
<b>% Change</b>	<b>-</b>	<b>40%</b>	<b>21%</b>	<b>32%</b>	<b>57%</b>	<b>17%</b>	<b>16%</b>	<b>6%</b>	<b>-11%</b>	<b>13%</b>	<b>27%</b>

## SHIPMENTS OF AIRPLANES MANUFACTURED IN U.S.

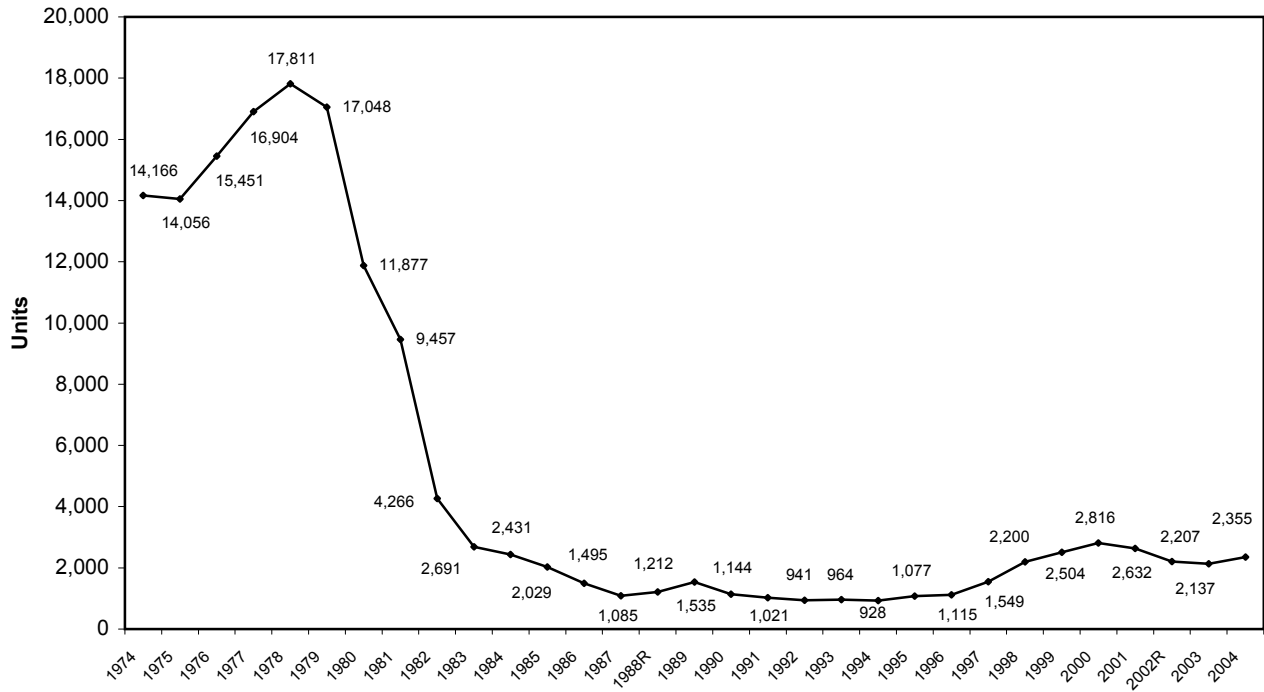
### Annual Shipments of New U.S. Manufactured General Aviation Airplanes by Units Shipped, Number of Companies Reporting and Factory Net Billings (1946-2004)

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

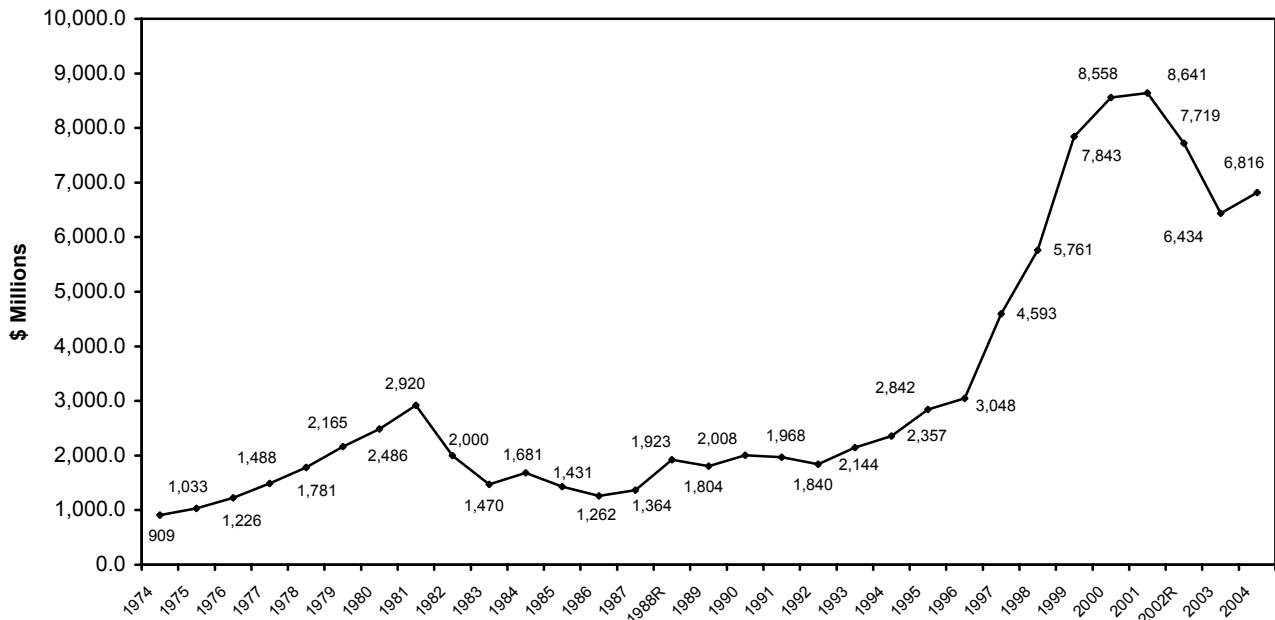
Source: GAMA

# SHIPMENTS: MANUFACTURED IN U.S.

## Annual New U.S. Manufactured General Aviation Unit Shipments (1974-2004)



## Annual New U.S. Manufactured General Aviation Unit Billings (1974-2004)



Source: GAMA

## SHIPMENTS BY TYPE: MANUFACTURED IN U.S.

### New U.S. Manufactured General Aviation Airplane Shipments by Type of Airplane (1978-2004)

Year	Grand Total	Single-Engine	Multi-Engine	Total Piston	Turboprop	Turbojet/ Turbofan	Total Turbine
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
1994	928	444	55	499	207	222	429
1995	1,077	515	61	576	255	246	501
1996	1,105	607	42	649	223	233	456
1997	1,549	898	86	984	223	342	565
1998R	2,200	1,434	94	1,528	259	413	672
1999	2,504	1,634	114	1,748	239	517	756
2000	2,816	1,810	103	1,913	315	588	903
2001R	2,634	1,581	147	1,728	306	600	906
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

Source: GAMA

### Estimated Billings for New U.S. Manufactured General Aviation Airplane Shipments by Type of Airplane (In \$Millions) (1978-2004)

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

\* Some totals do not add up due to rounding.

Source: GAMA

## SHIPMENTS BY YEAR AND BY QUARTER: MANUFACTURED IN U.S.

### U.S. Manufactured General Aviation Airplane Shipments by Year and Quarter (1966-2004)

Year	Quarter I	Quarter II	Quarter III	Quarter IV	Year End*
1966	3,855	4,266	3,881	3,585	15,768
1967	3,392	3,480	2,801	3,811	13,577
1968	3,661	3,545	3,282	3,068	13,698
1969	3,297	3,592	2,825	2,693	12,457
1970	1,929	2,099	1,749	1,500	7,292
1971	1,771	1,902	1,903	1,770	7,466
1972	2,157	2,564	2,417	2,636	9,744
1973	3,246	3,555	3,442	3,403	13,646
1974	3,493	3,576	3,488	3,609	14,166
1975	3,777	3,562	3,291	3,426	14,056
1976	3,949	4,159	3,479	3,864	15,451
1977	4,124	4,513	3,985	4,282	16,904
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

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

Source: GAMA

### U.S. Civil Airplane Imports from Overseas (1999-2002) Units and Dollar Value (In Millions)

	1999		2000		2001		2002		2002	
	Units	Dollars	Units	Dollars	Units	Dollars	Units	Dollars	Units	Dollars
Single-Engine	162	\$145.5	142	\$134.8	144	\$161.2	223	\$136.5	334	\$205.7
Multi-Engine-Under 4,400 lbs	3	\$0.2	4	\$2.5	0	\$0.0	4	\$1.7	1	\$0.3
Multi-Engine-4,400-10,000 lbs	1	\$4.5	7	\$15.0	14	\$35.8	25	\$70.0	10	\$29.4
Multi-Engine-Turbojet/Turbofan 10,000-33,000 lbs.	239	\$3,879.1	286	\$4,647.8	345	\$5,879.4	343	\$6,141.3	320	\$5,805.0
Multi-Engine-Other -Including Turbohaft 10,000-33,000 lbs.	27	\$249.7	21	\$205.0	16	\$206.4	2	\$34.1	-	-
<b>Total</b>	<b>432</b>	<b>\$4,279.0</b>	<b>460</b>	<b>\$5,005.1</b>	<b>519</b>	<b>\$6,282.8</b>	<b>597</b>	<b>\$6,383.6</b>	<b>665</b>	<b>\$6,040.4</b>

Source: Aerospace Industries Association from Dept. of Commerce Data

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

## U.S. EXPORTS

### New U.S.-Manufactured General Aviation Airplane Exports (1979-2004)

Year	Units Exported	% of Total Production	Factory Net Billings \$ (in Millions)	% of Total Billings
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%

Source: GAMA

### New U.S.-Manufactured General Aviation Airplane Exports by Type (1979-2004)

Year	Single-Engine Piston	Multi-Engine Piston	Turboprop	Turbojet/ Turbofan
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

Source: GAMA

# **GENERAL AVIATION FLEET AND FLIGHT ACTIVITY**





## U.S. FLEET BY TYPE AND USE

**Number of Active General Aviation and Air Taxi Aircraft by Type and Primary Use in 2001  
(Excluding Commuters)**

Aircraft Type	Total Active	Personal	Instruc-tional	Bus-ness	Corpo-rate	Air Taxi	Air Tours	Sight See	Aerial Obs	Aerial Apps	Aerial Other	Ext. Load	Medi-cal	Other Work
<b>All Aircraft-Total</b>	<b>211,446</b>	<b>144,031</b>	<b>14,254</b>	<b>25,525</b>	<b>10,544</b>	<b>3,598</b>	<b>406</b>	<b>918</b>	<b>5,039</b>	<b>3,779</b>	<b>633</b>	<b>202</b>	<b>940</b>	<b>1,528</b>
<b>Piston-Total</b>	<b>163,314</b>	<b>117,104</b>	<b>13,011</b>	<b>22,486</b>	<b>2,274</b>	<b>1,329</b>	<b>95</b>	<b>188</b>	<b>3,047</b>	<b>2,583</b>	<b>330</b>	<b>34</b>	<b>217</b>	<b>718</b>
One-Engine	145,034	108,492	11,928	16,690	846	495	74	181	2,712	2,532	217	34	140	693
Two-Engine	18,192	8,591	1,084	5,785	1,427	825	21	6	334	35	88	0	77	19
Other Piston	89	21	0	11	1	9	0	0	0	16	25	0	0	6
<b>Turboprop-Total</b>	<b>6,596</b>	<b>1,001</b>	<b>34</b>	<b>1,634</b>	<b>2,564</b>	<b>720</b>	<b>20</b>	<b>0</b>	<b>85</b>	<b>371</b>	<b>38</b>	<b>0</b>	<b>138</b>	<b>91</b>
One-Engine	915	129	22	170	91	95	0	0	22	367	4	0	0	14
Two-Engine	5,643	868	8	1,463	2,473	625	20	0	47	3	26	0	138	72
Other Turboprop	38	4	4	0	0	0	0	0	15	0	8	0	0	6
<b>Turbojet/fan-Total</b>	<b>7,787</b>	<b>702</b>	<b>17</b>	<b>1,042</b>	<b>5,167</b>	<b>716</b>	<b>0</b>	<b>15</b>	<b>17</b>	<b>208</b>	<b>28</b>	<b>0</b>	<b>34</b>	<b>42</b>
Two-Engine	6,956	636	0	948	4,758	713	0	15	0	0	26	0	34	25
Other Turbojet/fan	831	66	17	93	409	3	0	0	17	208	2	0	0	17
<b>Rotorcraft-Total</b>	<b>6,783</b>	<b>1,155</b>	<b>645</b>	<b>444</b>	<b>381</b>	<b>648</b>	<b>171</b>	<b>190</b>	<b>1,687</b>	<b>562</b>	<b>206</b>	<b>161</b>	<b>525</b>	<b>107</b>
Piston	2,292	892	470	229	19	12	22	29	222	269	37	26	18	47
Turbine	4,491	263	175	114	362	636	149	161	1,465	293	170	135	507	60
One-Engine	3,607	247	135	88	220	486	126	161	1,346	293	150	42	256	55
Two-Engine	884	16	40	26	142	150	23	0	118	0	20	93	251	4
<b>Gliders-Total</b>	<b>1,904</b>	<b>1,657</b>	<b>183</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Lighter-Than-Air-Total</b>	<b>4,641</b>	<b>3,839</b>	<b>149</b>	<b>10</b>	<b>0</b>	<b>5</b>	<b>47</b>	<b>462</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>120</b>
<b>Experimental-Total</b>	<b>20,421</b>	<b>18,573</b>	<b>215</b>	<b>410</b>	<b>157</b>	<b>180</b>	<b>73</b>	<b>0</b>	<b>198</b>	<b>56</b>	<b>30</b>	<b>8</b>	<b>21</b>	<b>450</b>
Amateur	16,736	15,910	60	246	9	0	123	0	105	0	0	0	5	276
Exhibition	2,052	1,847	66	57	0	0	0	0	18	29	0	0	0	35
Other	1,633	816	89	106	148	180	0	0	75	27	30	8	16	139

Source: FAA

**Number of Active General Aviation and Air Taxi Aircraft by Type and Primary Use in 2002  
(Excluding Commuters)**

Aircraft Type	Total Active	Personal	Instruc-tional	Bus-ness	Corpo-rate	Air Taxi	Air Tours	Sight See	Aerial Obs	Aerial Apps	Aerial Other	Ext. Load	Medi-cal	Other Work
<b>All Aircraft Total</b>	<b>211,244</b>	<b>145,996</b>	<b>13,203</b>	<b>24,153</b>	<b>10,810</b>	<b>3,898</b>	<b>259</b>	<b>841</b>	<b>4,535</b>	<b>3,971</b>	<b>899</b>	<b>151</b>	<b>996</b>	<b>1,733</b>
<b>Piston Total</b>	<b>161,087</b>	<b>117,365</b>	<b>11,775</b>	<b>20,619</b>	<b>1,947</b>	<b>2,212</b>	<b>110</b>	<b>130</b>	<b>2,632</b>	<b>2,759</b>	<b>431</b>	<b>0</b>	<b>190</b>	<b>918</b>
One Engine	143,503	109,361	10,827	15,630	667	691	97	130	2,276	2,719	234	0	91	780
Two Engine	17,483	7,997	948	4,969	1,279	1521	13	0	355	37	169	0	99	75
Piston Other	101	7	0	0	1	0	0	0	0	3	28	0	0	63
<b>Turboprop Total</b>	<b>6,841</b>	<b>1,066</b>	<b>42</b>	<b>1,366</b>	<b>2,417</b>	<b>779</b>	<b>0</b>	<b>0</b>	<b>113</b>	<b>510</b>	<b>174</b>	<b>0</b>	<b>224</b>	<b>110</b>
One Engine	1,108	164	4	145	31	169	0	0	4	510	6	0	0	57
Two Engine	5,703	902	33	1,241	2,386	610	0	0	109	0	143	0	224	53
Other Turboprop	30	0	5	0	0	0	0	0	0	0	25	0	0	0
<b>Turobojet/fan Total</b>	<b>8,355</b>	<b>618</b>	<b>95</b>	<b>1,119</b>	<b>5,691</b>	<b>685</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>117</b>
Two Engine	7,655	469	64	948	5,366	662	0	0	0	0	0	0	26	117
Other Turbojet/fan	701	148	31	170	323	23	0	0	0	5	0	0	0	0
<b>Rotorcraft-Total</b>	<b>6,648</b>	<b>1,373</b>	<b>538</b>	<b>463</b>	<b>551</b>	<b>216</b>	<b>99</b>	<b>65</b>	<b>1748</b>	<b>581</b>	<b>260</b>	<b>145</b>	<b>532</b>	<b>80</b>
Piston	2,351	1006	425	247	38	6	0	47	277	272	0	18	0	14
Turbine	4,297	367	111	215	513	210	99	18	1470	309	260	126	532	67
One Engine	3,611	332	106	204	305	205	99	18	1421	305	231	77	241	67
Two Engine	686	350	4	11	208	4	0	0	50	4	26	49	291	0
<b>Gliders-Total</b>	<b>1,951</b>	<b>1,704</b>	<b>201</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
<b>Lighter-Than-Air-Total</b>	<b>4,426</b>	<b>3,679</b>	<b>45</b>	<b>21</b>	<b>5</b>	<b>0</b>	<b>50</b>	<b>407</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>214</b>
<b>Experimental-Total</b>	<b>21,936</b>	<b>20,172</b>	<b>509</b>	<b>540</b>	<b>196</b>	<b>6</b>	<b>0</b>	<b>5</b>	<b>43</b>	<b>116</b>	<b>30</b>	<b>7</b>	<b>23</b>	<b>287</b>
Amateur	18,168	17,103	480	425	0	0	0	5	5	48	5	0	0	96
Exhibition	2,190	2,065	6	20	11	0	0	0	0	0	8	0	0	80
Other	1,578	1003	23	95	187	6	0	0	36	68	17	7	23	110

Source: FAA

## U.S. FLEET FLIGHT HOURS BY TYPE AND USE

### General Aviation and Air Taxi Total Hours Flown by Actual Use By Aircraft Type (Includes Air Taxi Aircraft; Excludes Commuter Aircraft in 2001)

AIRCRAFT TYPE	Total	Personal	Instructional	Business	Corporate	Air Taxi	Air Tours	Sight See	Aerial Obs	Aerial Apps	Aerial Other	External	Medical	Other Work
<b>All-Aircraft-Total</b>	<b>29,133</b>	<b>11,314</b>	<b>5,074</b>	<b>3,583</b>	<b>3,411</b>	<b>1,491</b>	<b>190</b>	<b>201</b>	<b>1,596</b>	<b>1,093</b>	<b>189</b>	<b>177</b>	<b>456</b>	<b>359</b>
<b>Piston-Total</b>	<b>20,883</b>	<b>10,078</b>	<b>4,738</b>	<b>2,982</b>	<b>508</b>	<b>524</b>	<b>63</b>	<b>113</b>	<b>797</b>	<b>650</b>	<b>93</b>	<b>19</b>	<b>80</b>	<b>238</b>
One-Engine	17,898	9,110	4,250	2,264	107	286	54	102	727	642	68	17	39	234
Two-Engine	2,924	867	485	717	401	292	9	12	70	7	20	2	41	2
Piston-Other	61	1	3	0	1	47	0	0	0	2	6	0	0	2
<b>Turboprop-Total</b>	<b>1,913</b>	<b>87</b>	<b>18</b>	<b>286</b>	<b>740</b>	<b>407</b>	<b>20</b>	<b>2</b>	<b>91</b>	<b>164</b>	<b>8</b>	<b>8</b>	<b>67</b>	<b>17</b>
One-Engine	299	19	4	27	24	51	0	0	7	160	5	1	0	1
Two-Engine	1,597	68	11	259	717	356	19	2	72	4	2	7	67	15
Other-Turboprop	17	0	2	0	0	0	0	0	12	0	2	0	0	1
<b>Turbojet/fan-Total</b>	<b>2,658</b>	<b>153</b>	<b>5</b>	<b>200</b>	<b>1,920</b>	<b>254</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>87</b>	<b>4</b>	<b>0</b>	<b>16</b>	<b>1</b>
Two-Engine	2,356	131	2	181	1,758	251	0	3	0	0	3	0	15	1
Turbojet/fan-Other	302	22	3	19	162	2	0	0	5	86	1	0	0	1
<b>Rotorcraft-Total</b>	<b>2,141</b>	<b>63</b>	<b>247</b>	<b>63</b>	<b>159</b>	<b>130</b>	<b>101</b>	<b>43</b>	<b>657</b>	<b>175</b>	<b>74</b>	<b>138</b>	<b>250</b>	<b>51</b>
Piston	583	56	200	36	25	6	7	21	88	76	11	24	7	24
Turbine	1,559	7	47	27	134	123	93	12	569	98	64	114	244	26
One-Engine	1,203	4	39	20	59	102	91	10	526	96	50	58	122	25
Two-Engine	355	3	7	7	76	22	2	2	42	2	13	56	122	2
<b>Gliders-Total</b>	<b>141</b>	<b>87</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Lighter-Than-Air-Total</b>	<b>183</b>	<b>130</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
<b>Experimental-Total</b>	<b>1,214</b>	<b>876</b>	<b>24</b>	<b>51</b>	<b>83</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>47</b>	<b>17</b>	<b>10</b>	<b>12</b>	<b>42</b>	<b>40</b>
Amateur	799	720	8	27	3	0	4	0	3	0	0	3	5	24
Exhibition	102	84	3	3	0	0	0	0	1	7	0	0	0	2
Other	313	72	13	20	80	5	1	0	43	10	10	9	37	14

Source: FAA

### General Aviation and Air Taxi Total Hours Flown by Actual Use By Aircraft Type (Includes Air Taxi Aircraft; Excludes Commuter Aircraft in 2002)

AIRCRAFT TYPE	Total	Personal	Instructional	Business	Corporate	Air Taxi	Air Tours	Sight See	Aerial Obs	Aerial Apps	Aerial Other	External	Medical	Other Work
<b>All-Aircraft-Total</b>	<b>27,040</b>	<b>11,025</b>	<b>4,182</b>	<b>3,287</b>	<b>3,275</b>	<b>1,346</b>	<b>149</b>	<b>134</b>	<b>1,366</b>	<b>1,182</b>	<b>187</b>	<b>97</b>	<b>441</b>	<b>369</b>
<b>Piston-Total</b>	<b>18,891</b>	<b>9,269</b>	<b>3,891</b>	<b>2,698</b>	<b>376</b>	<b>728</b>	<b>58</b>	<b>14</b>	<b>684</b>	<b>782</b>	<b>72</b>	<b>7</b>	<b>52</b>	<b>201</b>
One-Engine	16,325	8,482	3,583	2,036	150	347	50	70	567	776	42	7	24	182
Two-Engine	9,548	786	308	662	215	382	7	4	117	5	24	0	28	10
Other	18	1	1	0	1	0	0	0	0	1	8	0	0	9
<b>Turboprop-Total</b>	<b>1,850</b>	<b>170</b>	<b>16</b>	<b>246</b>	<b>678</b>	<b>302</b>	<b>1</b>	<b>1</b>	<b>30</b>	<b>220</b>	<b>36</b>	<b>0</b>	<b>108</b>	<b>42</b>
One-Engine	419	24	3	25	20	110	1	0	1	220	1	0	0	14
Two-Engine	1,427	146	13	221	658	191	0	1	29	0	32	0	108	28
Turboprop-Other	4	0	0	0	0	0	0	0	0	0	3	0	0	0
<b>Turbojet/fan-Total</b>	<b>2,745</b>	<b>210</b>	<b>22</b>	<b>215</b>	<b>2,006</b>	<b>242</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>32</b>
Two-Engine	2,551	173	17	201	1,876	234	0	0	4	1	0	0	12	32
Turbojet/fan-Other	194	37	5	14	130	8	0	0	0	0	0	0	0	0
<b>Rotorcraft-Total</b>	<b>1,876</b>	<b>114</b>	<b>173</b>	<b>55</b>	<b>132</b>	<b>67</b>	<b>87</b>	<b>26</b>	<b>631</b>	<b>135</b>	<b>70</b>	<b>89</b>	<b>261</b>	<b>35</b>
Piston	454	76	133	31	11	5	0	16	104	58	1	4	0	14
Turbine	1,422	38	40	24	121	62	86	10	527	77	70	85	261	21
One-Engine	1,113	35	35	19	41	57	86	10	515	74	53	39	131	16
Two-Engine	310	3	5	5	80	5	0	0	12	3	17	46	130	4
<b>Gliders-Total</b>	<b>158</b>	<b>113</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Lighter-Than-Air-Total</b>	<b>175</b>	<b>93</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>39</b>
<b>Experimental-Total</b>	<b>1,345</b>	<b>1,057</b>	<b>35</b>	<b>73</b>	<b>82</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>44</b>	<b>5</b>	<b>1</b>	<b>8</b>	<b>19</b>
Amateur	976	868	29	60	0	2	0	1	1	10	1	0	0	5
Exhibition	127	108	1	3	10	0	0	0	0	0	0	0	0	5
Other	242	81	5	10	72	4	0	0	16	34	4	0	8	8

Note: The FAA discontinued gathering data on Public Use aircraft in calendar year 2000.

Row and column summations may differ from printed totals due to rounding error.

Source: FAA

# EXPERIMENTAL AIRCRAFT FLEET

## U.S. Experimental Aircraft Fleet Estimated Active Aircraft and Hours Flown (1997-2002)

	1997		1998		1999		2000		2001		2002	
	Number Active	Est. Hours Flown (000)	Number Active	Est. Hours Flown (000)	Number Active	Est. Hours Flown (000)	Number Active	Est. Hours Flown (000)	Number Active	Est. Hours Flown (000)	Number Active	Est. Hours Flown (000)
Amateur Built	10,261	698	13,189	729	16,858	879	16,739	906	16,736	799	18,168	976
Exhibition	1,798	246	1,630	73	1,999	121	1,973	114	2,052	102	2,190	127
Other	442	2,620	382	1,684	1,671	246	1,694	287	1,633	313	1,578	242
<b>Total Experimental</b>	<b>14,679</b>	<b>1,326</b>	<b>16,502</b>	<b>1,071</b>	<b>20,528</b>	<b>1,247</b>	<b>20,407</b>	<b>1,307</b>	<b>20,421</b>	<b>1,214</b>	<b>21,936</b>	<b>1,345</b>
% of G.A. Fleet	7.6%	4.8%	8.1%	3.8%	9.4%	3.9%	9.4%	4.2%	9.7%	4.2%	10.4%	5.0%

Source: FAA

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 Federal Aviation Regulations.

## U.S. FLIGHT HOURS BY TYPE AND AIRCRAFT

Estimated Hours Flown in General Aviation and Air Taxi by Type of Aircraft (In Thousands of Hours) (1980-2002)

Calendar Year	Total	Piston	Turboprop	Turbojet	Piston	Turbine	Balloons Dirigibles Gliders	Experi- mental
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	31,756	2,289	1,811	2,738	556	2,188	317	1,247
2000	30,975	22,199	2,031	2,755	531	1,777	374	1,307
2001	29,133	20,882	1,913	2,658	583	1,559	324	1,214
2002	29,455	20,900	2,010	2,890	490	1,620	345	1,200

Notes: Columns may not add due to estimation procedures.

Source: FAA

Starting in 1993, commuters were excluded.

### Active U.S. General Aviation and Air Taxi Aircraft and Average Hours Flown per Aircraft, by Type (1998-2002)

Aircraft Type	Estimated Active Aircraft					Estimated Average Hours / Aircraft / Year				
	1998	1999	2000	2001	2002	1998	1999	2000	2001	2002
<b>All Aircraft-Total</b>	<b>204,710</b>	<b>219,464</b>	<b>217,533</b>	<b>211,446</b>	<b>211,244</b>	<b>137</b>	<b>145</b>	<b>142</b>	<b>138</b>	<b>128</b>
<b>Piston-Total</b>	<b>162,963</b>	<b>171,923</b>	<b>170,513</b>	<b>163,314</b>	<b>161,087</b>	<b>125</b>	<b>133</b>	<b>130</b>	<b>128</b>	<b>117</b>
One Engine	144,234	150,886	149,422	145,034	143,503	116	128	126	123	114
1-3 seats	41,753	42,578	42,147	39,691	39,158	119	122	126	118	102
4 + seats	102,480	108,307	107,275	105,343	104,345	115	131	126	125	118
Two Engine	18,659	20,930	20,951	18,192	17,483	191	170	160	161	146
1-6 seats	12,822	14,244	14,079	13,212	12,640	168	144	141	145	135
7 + seats	5,837	6,685	6,873	4,980	4,843	243	224	203	202	175
Other Piston	70	108	140	89	101	164	170	204	686	177
<b>Turboprop-Total</b>	<b>6,174</b>	<b>5,679</b>	<b>5,762</b>	<b>6,596</b>	<b>6,841</b>	<b>286</b>	<b>319</b>	<b>353</b>	<b>290</b>	<b>270</b>
One Engine	1,033	1,018	678	915	1,108	280	351	411	327	379
Two Engine	5,076	4,641	5,040	5,643	5,703	288	313	343	283	250
1-12 seats	4,071	3,658	3,862	4,684	4,857	275	283	271	249	235
13 + seats	1,005	983	1,178	959	846	339	423	579	448	338
Other Turboprop	65	21	45	38	30	259	204	575	441	123
<b>Turbojet/fan-Total</b>	<b>6,066</b>	<b>7,120</b>	<b>7,001</b>	<b>7,787</b>	<b>8,355</b>	<b>367</b>	<b>385</b>	<b>393</b>	<b>341</b>	<b>329</b>
Two Engine	5,513	6,387	6,215	6,956	7,655	362	381	376	339	333
Other Turbojet/fan	552	733	786	831	701	419	414	531	363	277
<b>Rotorcraft-Total</b>	<b>7,425</b>	<b>7,448</b>	<b>7,150</b>	<b>6,783</b>	<b>6,648</b>	<b>315</b>	<b>369</b>	<b>323</b>	<b>316</b>	<b>282</b>
Piston	2,545	2,564	2,680	2,292	2,351	169	217	198	254	193
Turbine	4,881	4,884	4,470	4,491	4,297	392	448	398	347	331
One Engine	4,038	4,045	3,776	3,607	3,611	351	431	377	334	308
Two Engine	843	839	694	884	686	590	528	509	402	452
<b>Gliders-Total</b>	<b>2,105</b>	<b>2,041</b>	<b>2,041</b>	<b>1,904</b>	<b>1,951</b>	<b>60</b>	<b>76</b>	<b>77</b>	<b>74</b>	<b>81</b>
<b>Lighter-Than-Air-Total</b>	<b>3,475</b>	<b>4,725</b>	<b>4,660</b>	<b>4,641</b>	<b>4,426</b>	<b>49</b>	<b>35</b>	<b>47</b>	<b>40</b>	<b>40</b>
<b>Experimental-Total</b>	<b>16,502</b>	<b>20,528</b>	<b>20,407</b>	<b>20,421</b>	<b>21,936</b>	<b>65</b>	<b>61</b>	<b>64</b>	<b>59</b>	<b>61</b>
Amateur	13,189	16,858	16,739	16,736	18,168	55	52	54	48	54
Exhibition	1,630	1,999	1,973	2,052	2,190	45	61	58	50	58
Other	1,684	1,671	1,697	1,633	1,578	160	148	169	192	154

Notes: Columns may not add due to rounding and estimation procedures

Source: FAA

## FLEET BY GEOGRAPHIC AREA

### U.S. Active General Aviation Aircraft by Region and State (1996-2002)

	1996	1997	1998	1999	2000	2001	2002
<b>Alaskan - Total</b>	<b>5,373</b>	<b>6,576</b>	<b>6,607</b>	<b>6,122</b>	<b>5,925</b>	<b>5,714</b>	<b>5,718</b>
<b>Central - Total</b>	<b>11,230</b>	<b>11,152</b>	<b>11,764</b>	<b>12,808</b>	<b>12,173</b>	<b>11,939</b>	<b>11,486</b>
Iowa	2,540	2,488	2,274	2,675	2,772	3,156	2,742
Kansas	2,989	3,217	3,778	3,821	3,611	3,361	3,122
Missouri	3,903	3,900	3,903	4,144	3,777	3,503	3,893
Nebraska	1,800	1,562	1,810	2,167	2,013	1,919	1,729
<b>Eastern - Total</b>	<b>22,407</b>	<b>21,969</b>	<b>26,276</b>	<b>26,360</b>	<b>25,606</b>	<b>25,595</b>	<b>25,688</b>
Delaware	1,775	1,941	5,232	1,485	2,068	1,938	1,957
District of Columbia	26	76	7	10	152	39	11
Maryland	2,522	2,300	2,408	3,342	3,436	2,784	2,367
New Jersey	3,510	4,468	3,295	3,871	3,791	3,917	3,647
New York	5,439	5,218	5,745	6,349	6,082	5,570	6,180
Pennsylvania	5,348	5,024	5,341	6,455	5,648	5,825	5,806
Virginia	2,748	2,939	3,401	3,649	3,354	4,451	4,524
West Virginia	1,040	976	845	901	1,075	1,071	1,196
<b>Great Lakes - Total</b>	<b>33,232</b>	<b>35,668</b>	<b>35,719</b>	<b>39,705</b>	<b>37,915</b>	<b>36,743</b>	<b>36,067</b>
Illinois	5,897	6,603	6,908	7,469	7,478	6,041	5,976
Indiana	3,827	3,619	3,939	4,611	3,964	4,143	3,574
Michigan	6,478	6,559	6,902	7,379	7,236	6,234	7,375
Minnesota	3,912	4,753	4,508	4,994	5,141	5,928	5,229
North Dakota	1,361	1,462	1,419	933	1,585	1,434	1,224
Ohio	6,377	6,777	6,434	7,451	6,486	7,325	6,719
South Dakota	1,075	1,131	1,294	1,344	1,376	971	1,331
Wisconsin	4,306	4,782	4,315	5,524	6,449	4,667	4,639
<b>New England - Total</b>	<b>6,913</b>	<b>7,474</b>	<b>7,758</b>	<b>8,375</b>	<b>8,074</b>	<b>7,910</b>	<b>7,799</b>
Connecticut	1,498	1,309	1,830	1,798	1,793	1,573	1,597
Maine	886	1,337	1,155	1,378	1,086	1,207	913
Massachusetts	2,526	2,558	2,654	2,635	2,717	2,600	2,843
New Hampshire	1,231	1,091	1,309	1,519	1,485	1,753	1,455
Rhode Island	330	434	306	347	393	232	294
Vermont	442	743	505	698	600	546	698
<b>N.W. Mountain - Total</b>	<b>21,190</b>	<b>21,083</b>	<b>23,296</b>	<b>24,747</b>	<b>24,252</b>	<b>24,092</b>	<b>24,471</b>
Colorado	4,310	4,074	4,279	6,004	5,246	5,104	5,625
Idaho	2,019	1,842	2,006	1,721	2,328	2,504	2,548
Montana	1,993	2,105	2,414	2,398	2,374	2,180	2,324
Oregon	4,349	4,940	5,317	5,084	4,687	4,955	5,219
Utah	1,468	1,240	1,936	1,561	1,673	1,653	1,805
Washington	6,379	5,670	6,348	6,834	7,166	6,666	6,043
Wyoming	672	1,206	998	1,144	778	1,030	906
<b>Southern - Total</b>	<b>32,074</b>	<b>31,867</b>	<b>35,958</b>	<b>39,030</b>	<b>39,271</b>	<b>38,623</b>	<b>39,076</b>
Alabama	2,784	3,058	3,712	3,227	3,480	3,012	3,423
Florida	11,398	12,030	12,758	15,301	14,096	14,773	13,188
Georgia	4,666	4,501	4,826	4,756	4,809	5,324	6,098
Kentucky	1,270	1,398	1,491	1,868	2,033	2,191	2,109
Mississippi	2,008	1,752	1,785	1,850	2,038	1,893	1,811
North Carolina	4,634	4,257	5,090	5,621	5,620	5,272	5,727
Puerto Rico	142	329	384	341	278	373	368
South Carolina	1,738	1,703	2,004	2,237	2,689	2,152	2,422
Tennessee	3,330	2,794	3,677	3,731	4,228	3,610	3,912
<b>Southwest - Total</b>	<b>24,359</b>	<b>26,131</b>	<b>27,214</b>	<b>29,321</b>	<b>31,611</b>	<b>28,557</b>	<b>28,174</b>
Arkansas	2,597	3,001	2,302	3,146	2,660	2,730	2,807
Louisiana	2,574	3,002	2,968	3,761	3,012	2,355	2,488
New Mexico	1,997	1,756	2,062	2,254	2,990	2,486	2,272
Oklahoma	3,411	3,385	3,795	4,479	4,080	3,421	3,693
Texas	13,780	14,988	16,087	15,681	18,869	17,564	16,915
<b>Western-Pacific - Total</b>	<b>30,531</b>	<b>30,489</b>	<b>30,118</b>	<b>32,995</b>	<b>32,666</b>	<b>32,274</b>	<b>32,764</b>
Arizona	4,598	5,021	5,121	5,432	6,062	6,707	5,506
California	23,093	22,384	21,852	24,760	23,454	22,708	24,448
Hawaii	364	496	497	378	435	282	356
Nevada	2,416	2,458	2,648	2,405	2,715	2,563	2,427
<b>Other U.S. Territories</b>	<b>164</b>	<b>123</b>	<b>204</b>	<b>118</b>	<b>N/A</b>	<b>42</b>	<b>N/A</b>
<b>Grand Total</b>	<b>187,312</b>	<b>192,414</b>	<b>204,710</b>	<b>219,464</b>	<b>217,533</b>	<b>211,446</b>	<b>211,244</b>

Source: FAA

## GENERAL AVIATION OPERATIONS & ACTIVITY DOMESTIC

### Summary of U.S. General Aviation Operations Statistics (1992-2001)

	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
G.A. Aircraft Handled at ARTCCs	7,393	7,433	7,685	7,824	7,857	8,239	8,745	8,769	8,634	8,024
G.A. Instrument Operations at FAA Facilities	18,335	17,894	18,049	18,092	17,889	19,093	20,087	21,019	20,731	19,427
<b>Total Aircraft Contacts at FSS</b>	<b>4,130</b>	<b>3,703</b>	<b>3,509</b>	<b>3,206</b>	<b>2,971</b>	<b>2,803</b>	<b>3,443</b>	<b>3,283</b>	<b>3,143</b>	<b>2,199</b>
G.A. Airport Operations at FAA Control Towers	36,945	35,228	34,092	32,265	29,250	28,232	28,522	28,897	27,013	24,777
Itinerant Operations at FAA Control Towers	21,281	20,377	20,208	1,886	17,575	17,097	17,157	17,310	16,294	14,948
Local Operations at FAA Control Towers	15,664	14,851	14,484	13,379	11,675	11,135	11,365	11,586	10,721	9,829

Facilities includes Control Towers, TRACONS, CERAPs and RAPCONS

Source: FAA

## INTERNATIONAL

### Number of General Aviation Aircraft (1985-1997)

	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
<b>Total-ICAO States</b>	<b>294,020</b>	<b>283,090</b>	<b>283,800</b>	<b>289,720</b>	<b>287,290</b>	<b>296,300</b>	<b>292,000</b>	<b>285,030</b>	<b>261,190</b>	<b>258,720</b>	<b>268,000</b>	<b>269,000</b>	<b>273,500</b>

Source: ICAO

### General Aviation Hours Flown (in Thousands) (1985-1997)

	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
<b>Total-ICAO States</b>	<b>47,320</b>	<b>45,680</b>	<b>45,240</b>	<b>45,590</b>	<b>46,200</b>	<b>46,720</b>	<b>46,480</b>	<b>40,700</b>	<b>40,100</b>	<b>38,950</b>	<b>40,870</b>	<b>40,730</b>	<b>41,990</b>

Excludes the Russian Federation

Source: ICAO

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## U.S. Pilots





# PILOTS BY CERTIFICATE AND RATING

## Active U.S. Pilots and Non-Pilot Certificates Held (1983-2004)

Category	2004	2003 <sup>10</sup>	2002 <sup>10</sup>	2001	2000	1999	1998	1997	1996	1995 <sup>8</sup>	1994 <sup>9</sup>
<b>Pilot--Total</b>	<b>618,633</b>	<b>625,011</b>	<b>631,762</b>	<b>612,274</b>	<b>625,581</b>	<b>635,472</b>	<b>618,298</b>	<b>616,342</b>	<b>622,261</b>	<b>639,184</b>	<b>654,088</b>
Student	87,910	87,296	85,991	86,731	93,064	97,359	97,736	96,101	94,947	101,279	96,254
Recreational	291	310	317	316	340	343	305	284	265	232	241
Airplane <sup>1</sup>											
Private	235,994	241,045	245,230	243,823	251,561	258,749	247,226	247,604	254,002	261,399	284,236
Commercial	122,592	123,990	125,920	120,502	121,858	124,261	122,053	125,300	129,187	133,980	138,728
Airline Transport	142,160	143,504	144,708	144,702	141,596	137,642	134,612	130,858	127,486	123,877	117,434
Rotorcraft (only) <sup>2</sup>	8,586	7,916	7,770	7,727	7,775	7,728	6,964	6,801	6,961	7,183	8,719
Glider (only) <sup>2</sup>	21,100	20,950	21,826	8,473	9,387	9,390	9,402	9,394	9,413	11,234	8,476
Lighter-than-air <sup>2,3</sup>	N/A <sup>3</sup>	N/A <sup>3</sup>	N/A <sup>3</sup>	N/A <sup>3</sup>	N/A <sup>3</sup>	N/A <sup>3</sup>	N/A <sup>3</sup>	N/A <sup>3</sup>	N/A <sup>3</sup>	N/A <sup>3</sup>	N/A <sup>3</sup>
<b>Flight Instructor</b>											
<b>Certificates <sup>4</sup></b>	<b>89,596</b>	<b>87,816</b>	<b>86,089</b>	<b>82,875</b>	<b>80,931</b>	<b>79,694</b>	<b>79,171</b>	<b>78,102</b>	<b>78,551</b>	<b>77,613</b>	<b>76,171</b>
<b>Instrument Ratings <sup>4,5</sup></b>	<b>313,545</b>	<b>315,413</b>	<b>317,389</b>	<b>315,276</b>	<b>311,944</b>	<b>308,951</b>	<b>300,183</b>	<b>297,409</b>	<b>297,895</b>	<b>298,798</b>	<b>302,300</b>
<b>Nonpilot--Total <sup>7</sup></b>	<b>N/A<sup>10</sup></b>	<b>509,835</b>	<b>515,570</b>	<b>513,100</b>	<b>547,453</b>	<b>538,264</b>	<b>549,588</b>	<b>540,892</b>	<b>534,427</b>	<b>651,341</b>	<b>571,358</b>
Mechanic <sup>7</sup>	N/A <sup>10</sup>	313,032	315,928	310,850	344,434	340,402	336,670	332,254	329,239	405,294	411,071
Repairmen <sup>7</sup>	N/A <sup>10</sup>	37,248	37,114	40,085	38,208	35,989	52,909	51,643	50,768	61,233	N/A
Parachute Rigger <sup>7</sup>	N/A <sup>10</sup>	7,883	8,063	7,927	10,477	10,447	10,459	10,336	10,269	11,824	8,631
Ground Instructor <sup>7</sup>	N/A <sup>10</sup>	72,692	73,658	72,261	72,326	71,238	70,334	69,366	68,573	96,165	77,789
Dispatcher <sup>7</sup>	N/A <sup>10</sup>	16,955	16,695	16,070	16,340	15,655	14,804	13,967	13,272	15,642	13,410
Flight Navigator	N/A <sup>10</sup>	382	431	509	570	642	712	782	847	916	990
Flight Engineer	N/A <sup>10</sup>	61,643	63,681	65,398	65,098	63,891	63,700	62,544	61,459	60,267	59,467

Category	1993	1992	1991	1990	1989	1,988	1987	1,986	1985	1984	1983
<b>Pilot--Total</b>	<b>665,069</b>	<b>682,959</b>	<b>692,095</b>	<b>702,659</b>	<b>700,010</b>	<b>694,016</b>	<b>699,653</b>	<b>709,118</b>	<b>709,540</b>	<b>722,376</b>	<b>718,004</b>
Student	103,583	114,597	120,203	128,663	142,544	136,913	146,016	150,273	146,652	150,081	147,197
Recreational	206	187	161	87	*	*	*	*	*	*	*
Airplane <sup>1</sup>											
Private	283,700	288,078	293,306	299,111	293,179	299,786	300,949	305,736	311,086	320,086	318,643
Commercial	143,014	146,385	148,385	149,666	144,540	143,030	143,645	147,798	151,632	155,929	159,495
Airline Transport	117,070	115,855	112,167	107,732	102,087	96,968	91,287	87,186	82,740	79,192	75,938
Rotorcraft (only) <sup>2</sup>	9,168	9,652	9,860	9,567	8,863	8,608	8,702	8,122	8,123	7,532	7,237
Glider (only) <sup>2</sup>	8,328	8,205	8,033	7,833	7,708	7,600	7,901	8,411	8,168	8,390	8,157
Lighter-than-air <sup>2,3</sup>	N/A <sup>3</sup>	N/A <sup>3</sup>	N/A <sup>3</sup>	N/A <sup>3</sup>	1,089	1,111	1,153	1,133	1,139	1,166	1,337
<b>Flight Instructor</b>											
<b>Certificates <sup>4</sup></b>	<b>75,021</b>	<b>72,148</b>	<b>69,209</b>	<b>63,775</b>	<b>61,472</b>	<b>61,798</b>	<b>60,316</b>	<b>57,355</b>	<b>58,940</b>	<b>61,173</b>	<b>62,201</b>
<b>Instrument Ratings <sup>4,5</sup></b>	<b>305,517</b>	<b>306,169</b>	<b>303,193</b>	<b>297,073</b>	<b>282,804</b>	<b>273,804</b>	<b>266,122</b>	<b>262,388</b>	<b>258,559</b>	<b>256,584</b>	<b>254,271</b>
<b>Nonpilot--Total <sup>7</sup></b>	<b>559,726</b>	<b>540,548</b>	<b>517,462</b>	<b>492,237</b>	<b>468,405</b>	<b>448,710</b>	<b>427,962</b>	<b>410,079</b>	<b>395,139</b>	<b>426,802</b>	<b>413,199</b>
Mechanic <sup>7</sup>	401,060	384,669	366,392	344,282	326,243	312,419	297,178	284,241	274,100	298,028	288,335
Repairmen <sup>7</sup>	N/A	N/A									
Parachute Rigger <sup>7</sup>	8,417	8,163	7,616	10,094	9,879	9,770	9,659	9,535	9,395	10,194	10,074
Ground Instructor <sup>7</sup>	76,050	73,276	70,086	66,882	64,503	62,582	60,861	59,443	58,214	67,463	66,385
Dispatcher <sup>7</sup>	12,883	12,264	11,607	11,002	10,455	10,020	9,491	9,025	8,511	8,980	8,223
Flight Navigator	1,039	1,154	1,225	1,290	1,357	1,400	1,445	1,512	1,542	1,603	1,636
Flight Engineer	60,277	61,022	60,236	58,687	55,968	52,519	49,328	46,323	43,377	40,534	38,546

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

Source: FAA

- 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.
  - 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.
  - Lighter-than-air type ratings are no longer being issued.
  - Not included in total.
  - Special ratings shown on pilot certificates, do not indicate additional certificates
  - Data for 1996 and 1997 are not comparable to earlier years
  - 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
  - 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.
  - 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.
  - Data for 2004 not fully available from the FAA at time of publication.
- N/A Not available. Prior to 1995 repairmen were included in the mechanic category. Recreational certificate first issued in 1990

## PILOTS BY GEOGRAPHIC AREA

Estimated Active Pilots and Flight Instructors by FAA Region and State on December 31, 2003

FAA REGION AND STATE	Total Pilots	Students	Airplane 1/			Misc. 2/	Flight Instr. 3/
			Private	Com-mercial	Airline Transport		
<b>Total 4/</b>	<b>625,011</b>	<b>87,296</b>	<b>256,584</b>	<b>135,064</b>	<b>145,752</b>	<b>315</b>	<b>87,816</b>
<b>United States--Total</b>	<b>600,575</b>	<b>83,567</b>	<b>250,150</b>	<b>127,389</b>	<b>139,157</b>	<b>312</b>	<b>85,865</b>
<b>Alaskan Region--Total</b>	<b>8,711</b>	<b>917</b>	<b>3,622</b>	<b>2,189</b>	<b>1,982</b>	<b>1</b>	<b>1,222</b>
<b>Central Region--Total</b>	<b>29,029</b>	<b>3,947</b>	<b>14,003</b>	<b>6,270</b>	<b>4,797</b>	<b>12</b>	<b>4,137</b>
Iowa	6,179	935	3,251	1,311	680	2	813
Kansas	8,144	1,097	3,934	1,790	1,322	1	1,284
Missouri	10,788	1,354	4,876	2,255	2,295	8	1,589
Nebraska	3,918	561	1,942	914	500	1	451
<b>Eastern Region--Total</b>	<b>75,408</b>	<b>11,924</b>	<b>31,642</b>	<b>15,273</b>	<b>16,498</b>	<b>71</b>	<b>10,901</b>
Delaware	1,557	261	576	303	416	1	229
District of Columbia	474	84	236	89	65	0	45
Maryland	8,698	1,486	3,556	1,777	1,877	2	1,271
New Jersey	11,018	1,698	4,827	2,094	2,393	6	1,577
New York	18,253	3,322	8,315	3,762	2,824	30	2,600
Pennsylvania	18,411	2,687	7,876	3,628	4,201	19	2,695
Virginia	15,102	2,112	5,357	3,206	4,415	12	2,213
West Virginia	1,895	274	899	414	307	1	271
<b>Great Lakes Region--Total</b>	<b>100,180</b>	<b>14,171</b>	<b>46,047</b>	<b>20,293</b>	<b>19,540</b>	<b>129</b>	<b>14,854</b>
Illinois	20,732	2,893	8,890	4,217	4,720	12	3,294
Indiana	11,477	1,641	5,553	2,235	2,037	11	1,648
Michigan	17,458	2,702	8,416	3,446	2,874	20	2,456
Minnesota	15,257	1,949	6,727	3,174	3,397	10	2,219
North Dakota	2,441	400	1,087	762	192	0	364
Ohio	19,369	2,741	8,747	3,794	4,029	58	2,996
South Dakota	2,320	309	1,090	618	301	2	299
Wisconsin	11,126	1,536	5,537	2,047	1,990	16	1,578
<b>New England Region--Total</b>	<b>25,830</b>	<b>3,623</b>	<b>11,583</b>	<b>4,977</b>	<b>5,627</b>	<b>20</b>	<b>3,506</b>
Connecticut	6,264	812	2,756	1,115	1,577	4	876
Maine	3,149	414	1,499	673	560	3	390
Massachusetts	9,335	1,472	4,513	1,812	1,531	7	1,233
New Hampshire	4,373	501	1,571	836	1,461	4	678
Rhode Island	1,240	214	555	242	229	0	159
Vermont	1,469	210	689	299	269	2	170
<b>Northwest Mountain Region--Total</b>	<b>66,886</b>	<b>8,979</b>	<b>28,248</b>	<b>14,566</b>	<b>15,075</b>	<b>18</b>	<b>9,443</b>
Colorado	18,318	2,296	6,955	3,896	5,166	5	2,896
Idaho	4,731	629	2,198	1,113	789	2	600
Montana	3,808	534	1,788	991	493	2	494
Oregon	10,003	1,396	5,121	2,270	1,211	5	1,266
Utah	7,413	1,248	2,989	1,608	1,567	1	1,034
Washington	20,763	2,647	8,264	4,294	5,555	3	2,918
Wyoming	1,850	229	933	394	294	0	235
<b>Southern Region--Total</b>	<b>122,420</b>	<b>16,530</b>	<b>44,479</b>	<b>26,119</b>	<b>35,254</b>	<b>38</b>	<b>17,825</b>
Alabama	7,386	1,059	3,196	1,952	1,175	4	1,053
Florida	49,256	6,653	16,723	11,263	14,602	15	7,958
Georgia	19,543	2,612	6,681	3,469	6,777	4	2,515
Kentucky	7,016	960	2,351	1,304	2,399	2	1,111
Mississippi	4,185	570	1,680	1,122	811	2	536
North Carolina	14,604	1,897	6,081	2,854	3,766	6	1,882
Puerto Rico	1,416	324	419	356	314	3	204
South Carolina	6,475	882	2,784	1,413	1,396	0	794
Tennessee	12,343	1,548	4,493	2,343	3,957	2	1,749
Virgin Islands	196	25	71	43	57	0	23
<b>Southwest Region--Total</b>	<b>73,251</b>	<b>9,916</b>	<b>27,796</b>	<b>16,134</b>	<b>19,390</b>	<b>15</b>	<b>10,085</b>
Arkansas	5,137	826	2,146	1,307	857	1	668
Louisiana	5,729	786	2,189	1,623	1,129	2	720
New Mexico	5,244	686	2,332	1,432	791	3	600
Oklahoma	8,364	1,213	3,746	2,014	1,390	1	1,214
Texas	48,777	6,405	17,383	9,758	15,223	8	6,883
<b>Western-Pacific Region--Total</b>	<b>97,945</b>	<b>13,305</b>	<b>42,487</b>	<b>21,294</b>	<b>20,851</b>	<b>8</b>	<b>13,812</b>
American Samoa	9	0	0	5	4	0	0
Arizona	18,398	2,183	6,938	4,251	5,024	2	3,113
California	69,347	9,830	32,292	14,808	12,411	6	9,172
Hawaii	3,253	506	813	827	1,107	0	516
Nevada	6,797	774	2,422	1,381	2,220	0	992
Guam	141	12	22	22	85	0	19
<b>Armed Forces Personnel 6/</b>	<b>877</b>	<b>247</b>	<b>240</b>	<b>263</b>	<b>127</b>	<b>0</b>	<b>74</b>
<b>U.S. Affiliates 5/</b>	<b>38</b>	<b>8</b>	<b>3</b>	<b>11</b>	<b>16</b>	<b>0</b>	<b>6</b>
<b>Outside United States</b>	<b>24,436</b>	<b>3,729</b>	<b>6,434</b>	<b>7,675</b>	<b>6,595</b>	<b>3</b>	<b>1,951</b>
<b>Unknown</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>

1. Includes pilots with an airplane only certificate. Also includes those with an airplane and a helicopter and/or glider certificate

2. Includes helicopter, glider, and recreational.

3. Not included in total.

4. Includes pilots outside the United States

5. Includes Federated States of Micronesia, Marshall Islands, North Mariana Islands and Palau

6. Military personnel holding civilian certificate stationed in foreign country

Source: FAA-APO

## ACTIVE PILOT CERTIFICATES

Estimated FAA Active Pilot Certificates Held by Category and Age Group of Holder on December 31, 2003

Age Group	Type of Pilot Certificates						
	Total	Student	Airplane 1/				CFI
			Recre-ational	Private	Commercial	Airline Transport	
<b>Total</b>	<b>625,011</b>	<b>87,296</b>	<b>315</b>	<b>256,584</b>	<b>135,064</b>	<b>145,752</b>	<b>87,816</b>
14-15	219	219	0	0	0	0	0
16-19	17,602	12,683	5	4,690	224	0	67
20-24	43,381	15,125	13	17,881	10,168	194	5,667
25-29	43,883	10,739	12	14,418	14,813	3,901	9,510
30-34	53,891	9,661	13	17,342	14,089	12,786	10,955
35-39	66,940	9,124	24	23,001	12,996	21,795	10,281
40-44	78,794	9,246	33	31,138	12,981	25,396	9,586
45-49	82,135	7,968	38	36,721	13,303	24,105	9,526
50-54	74,356	5,584	41	35,258	13,698	19,775	8,916
55-59	67,294	3,433	38	29,014	15,202	19,607	9,086
60-64	43,744	1,838	34	20,189	11,307	10,376	6,255
65-69	26,338	909	15	12,872	7,933	4,609	3,856
70-74	14,998	477	23	8,072	4,482	1,944	2,293
75-79	7,985	225	18	4,506	2,419	817	1,126
80 and over	3,451	65	8	1,482	1,449	447	692
Undetermined	0	0	0	0	0	0	0

### Average Age of Active Pilots by Category on December 31, 1991-2003

Year	Total	Student	Recre-ational	Airplane		
				Private	Com-mercial	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

### Estimated Active Women Pilot Certificates (1994-2003)

Category	2003	2002	2001	2000	1999	1998	1997	1996	1995 <sup>7</sup>	1994 <sup>8</sup>
<b>Pilot--Total</b>	<b>37,694</b>	<b>38,257</b>	<b>34,706</b>	<b>35,607</b>	<b>36,233</b>	<b>34,679</b>	<b>34,460</b>	<b>35,361</b>	<b>36,952</b>	<b>38,202</b>
Student	9,897	10,082	10,230	10,809	11,191	11,289	11,217	11,632	12,710	12,061
Recreational	24	23	20	26	25	24	22	20	16	21
Airplane <sup>1</sup>										
Private	15,487	15,906	13,894	14,554	15,171	14,152	14,257	14,868	15,398	17,196
Commercial	7,436	7,454	5,932	5,807	5,720	5,366	5,392	5,495	5,694	6,000
Airline Transport	4,850	4,792	4,630	4,411	4,126	3,848	3,572	3,346	3,134	2,924
Lighter-than-air <sup>2,3</sup>			N/A <sup>3</sup>	N/A <sup>3</sup>	N/A <sup>3</sup>	N/A <sup>3</sup>	N/A <sup>3</sup>	N/A <sup>3</sup>	N/A <sup>3</sup>	N/A <sup>3</sup>
Flight Instructor Certificates <sup>4</sup>	5,811	5,667	5,386	5,193	5,028	4,926	4,763	4,667	4,556	4,481
<b>Nonpilot--Total <sup>5</sup></b>	<b>18,030</b>	<b>17,612</b>	<b>17,114</b>	<b>16,552</b>	<b>15,662</b>	<b>15,380</b>	<b>14,562</b>	<b>13,909</b>	<b>15,120</b>	<b>13,026</b>
Mechanic <sup>6</sup>	5,734	5,995	5,295	5,047	4,722	4,483	4,197	4,019	3,914	5,175
Repairmen <sup>6</sup>	1,800	1,722	1,789	1,704	1,582	1,940	1,861	1,752	1,710	N/A
Parachute Rigger <sup>6</sup>	521	500	475	509	494	483	464	441	672	442
Ground Instructor <sup>6</sup>	5,385	5,321	5,169	5,154	5,016	4,904	4,758	4,652	6,019	4,804
Dispatcher <sup>6</sup>	2,520	2,410	2,262	2,062	1,895	1,729	1,557	1,411	1,270	1,159
Flight Navigator	0	0	0	0	0	0	0	0	0	0
Flight Engineer	2,070	2,100	2,124	2,076	1,953	1,841	1,725	1,634	1,535	1,446

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. Source: FAA
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. Data for 1996 and 1997 are not comparable to earlier years.
6. 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.
7. 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.
8. 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.
- N/A Not available. Separate counts from rotorcraft only and glider only pilots no longer available by gender. Number of Repair men not available prior to 1995. Recreational certificate first issued in 1990.

## U.S. CIVIL AIRMEN

### Estimated Total Active and Instrument-Rated Pilots (1982-2004)

Calendar Year	Total Active Pilots <sup>1</sup>	Instrument Rated	Percent of Total
1982	576,894	255,073	44.2%
1983	570,807	254,271	44.5%
1984	572,295	256,584	44.8%
1985	562,888	258,559	45.9%
1986	558,845	262,388	47.0%
1987	553,637	266,122	48.1%
1988	557,103	273,804	49.1%
1989	557,466	282,804	50.7%
1990	573,909	297,073	51.8%
1991	571,731	306,193	53.6%
1992	568,175	306,169	53.9%
1993	561,280	305,517	54.4%
1994	557,593	302,300	54.2%
1995	537,673	298,798	55.6%
1996	527,049	297,895	56.5%
1997	520,241	297,409	57.2%
1998	520,257	300,183	57.7%
1999	537,770	308,951	57.5%
2000	532,177	311,944	58.6%
2001	525,227	315,276	60.0%
2002	545,454	317,389	58.2%
2003	537,405	315,413	58.7%
2004	530,432	313,545	59.1%

1. Excludes student pilots and recreational pilots.

Source: FAA

### Pilot Certificates Issued by Category (1971-2004)

Year	Student		Private		Commercial		Airline Transport		Helicopter (only)		Glider (only)	
	Original	Additional	Original	Additional	Original	Additional	Original	Additional	Original	Additional	Original	Additional
1971	128,004	*	49,579	775	16,356	22,695	2,439	2,567	3,448	172	611	10
1972	121,543	*	50,523	8,371	16,043	22,236	2,604	3,410	2,421	263	713	14
1973	131,384	*	53,140	9,797	16,769	24,823	3,224	4,391	1,719	507	892	131
1974	113,997	*	48,501	9,866	17,693	24,638	3,219	3,557	1,298	387	832	244
1975	127,424	*	49,733	9,734	12,620	21,860	2,765	3,370	866	251	230	158
1976	129,280	*	55,583	12,618	13,577	22,059	3,869	3,910	1,064	276	848	238
1977	138,816	*	54,657	15,104	11,121	22,806	5,697	6,229	944	328	792	220
1978	137,032	*	58,064	16,048	11,789	17,501	6,912	5,921	1,122	287	759	188
1979	135,956	*	54,466	16,466	12,627	17,793	8,981	6,603	1,300	283	642	157
1980	102,301	*	50,458	16,035	12,452	16,015	7,116	6,289	1,721	272	583	151
1981	111,531	*	45,713	14,897	10,657	12,146	4,763	5,991	1,985	302	629	164
1982	90,816	*	52,144	16,276	11,048	11,910	5,037	7,956	2,256	330	793	184
1983	92,239	*	41,210	12,721	8,789	9,513	5,643	8,187	1,932	315	606	162
1984	90,167	*	36,545	11,784	7,702	8,895	5,099	9,335	1,808	319	524	139
1985	86,060	*	35,402	11,636	8,404	7,197	6,081	9,192	2,105	207	537	138
1986	88,699	*	34,816	12,672	8,889	9,241	6,498	10,372	2,209	234	514	109
1987	85,611	*	42,287	16,302	11,314	11,635	7,678	11,956	2,217	293	542	74
1988	86,193	*	39,900	15,800	12,042	10,597	7,461	11,209	1,947	287	475	28
1989	87,698	*	35,360	22,240	13,759	11,778	7,829	12,698	2,240	252	336	22
1990	88,586	*	41,749	19,299	15,500	12,584	8,013	13,540	2,700	266	378	41
1991	82,205	*	49,580	23,630	16,869	13,506	8,437	13,979	3,344	291	487	29
1992	78,377	*	39,968	19,419	14,354	11,630	7,699	13,391	2,684	291	376	32
1993	69,178	*	39,060	18,801	12,645	10,466	6,129	12,995	2,310	30	341	28
1994	66,501R	*	32,787	14,568	9,237	8,630	5,360	10,963	1,801	267	320	25
1995	60,497R	*	28,333	15,331	9,133	9,042	5,965	13,641	1,724	290	373	83
1996	56,653R	*	24,714	18,199	10,245	10,494	7,444	17,229	1,638	349	633	195
1997	60,941R	*	21,552	13,522	8,988	9,587	7,045	16,266	1,385	296	501	161
1998	63,037R	*	26,297	15,966	10,042	10,269	7,547	19,085	1,530	211	472	105
1999	58,278R	*	24,630	15,222	9,737	9,963	6,721	19,380	1,514	222	423	98
2000	58,042R	*	27,223	17,223	11,813	11,652	7,715	20,558	1,776	234	455	62
2001	61,897E	*	25,372	16,807	11,499	11,115	7,070	21,357	1,698	218	403	77
2002	65,692E	*	28,659	*	12,299	*	4,718	*	2,972	*	335	*
2003	58,961E	*	23,826	*	9,670	*	3,892	*	2,031	*	311	*
2004	*	*	23,331	*	9,836	*	4,655	*	2,736	*	309	*

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

Source: FAA

## U.S. CIVIL AIRMEN

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

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

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

### 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.

**Airman** - 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.

**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 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 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

# **AIRPORT AND AERONAUTICAL FACILITIES**



## AIRPORTS BY GEOGRAPHIC AREA

### U.S. Civil and Joint Use Airports, Heliports, Stolports, and Seaplane Bases on Record by Type of Ownership in December 31, 2004

FAA Region and State	Total Facilities	Total Facilities By Ownership		Airports Open to the Public***				Total Airports
		Public	Private	Paved Airports		Unpaved Airports		
				Lighted	Unlighted	Lighted	Unlighted	
<b>Grand Total</b>	<b>19,816</b>	<b>5,148</b>	<b>14,664</b>	<b>3,645</b>	<b>295</b>	<b>393</b>	<b>857</b>	<b>5,190</b>
<b>United State-Total*</b>	<b>19,749</b>	<b>5,118</b>	<b>14,627</b>	<b>3,628</b>	<b>292</b>	<b>393</b>	<b>856</b>	<b>5,169</b>
<b>Alaskan-Total</b>	<b>675</b>	<b>384</b>	<b>287</b>	<b>52</b>	<b>6</b>	<b>110</b>	<b>144</b>	<b>312</b>
Alaska	675	384	287	52	6	110	144	312
<b>Central-Total</b>	<b>1,576</b>	<b>498</b>	<b>1,078</b>	<b>383</b>	<b>12</b>	<b>38</b>	<b>54</b>	<b>487</b>
Iowa	323	135	188	96	0	12	14	122
Kansas	409	135	274	101	6	17	19	143
Missouri	540	134	406	110	3	5	13	131
Nebraska	304	94	210	76	3	4	8	91
<b>Eastern-Total</b>	<b>2,631</b>	<b>375</b>	<b>2,256</b>	<b>337</b>	<b>33</b>	<b>48</b>	<b>91</b>	<b>509</b>
Delaware	49	5	44	7	0	3	1	11
District of Columbia	16	7	9	2	1	0	0	3
Maryland	223	25	198	28	0	3	7	38
New Jersey	389	54	335	35	5	6	6	52
New York	594	101	493	91	13	18	41	163
Pennsylvania	809	75	734	85	9	16	27	137
Virginia	427	76	351	62	3	1	2	68
West Virginia	124	32	92	27	2	1	7	37
<b>Great Lakes-Total</b>	<b>4,307</b>	<b>908</b>	<b>3,399</b>	<b>752</b>	<b>31</b>	<b>127</b>	<b>182</b>	<b>1,092</b>
Illinois	868	124	744	92	2	19	5	118
Indiana	632	88	544	78	5	7	21	111
Michigan	486	138	348	128	6	31	70	235
Minnesota	520	150	370	112	0	19	25	156
North Dakota	309	92	217	66	5	11	8	90
Ohio	736	133	603	121	11	12	31	175
South Dakota	191	80	111	55	0	16	6	77
Wisconsin	565	103	462	100	2	12	16	130
<b>New England-Total</b>	<b>775</b>	<b>143</b>	<b>632</b>	<b>114</b>	<b>18</b>	<b>5</b>	<b>49</b>	<b>186</b>
Connecticut	153	16	137	18	1	0	5	24
Maine	147	47	100	32	6	2	27	67
Massachusetts	233	35	198	32	5	1	5	43
New Hampshire	127	17	110	15	3	2	6	26
Rhode Island	28	8	20	7	1	0	0	8
Vermont	87	20	67	10	2	0	6	18
<b>N.W. Mountain-Total</b>	<b>2,154</b>	<b>687</b>	<b>1,467</b>	<b>418</b>	<b>45</b>	<b>18</b>	<b>163</b>	<b>644</b>
Colorado	434	89	345	64	7	2	5	78
Idaho	252	135	117	46	6	2	65	119
Montana	276	124	152	72	9	8	33	122
Oregon	450	102	348	65	10	1	22	98
Utah	143	60	83	42	4	0	1	47
Washington	487	128	359	94	8	4	32	138
Wyoming	112	49	63	35	1	1	5	42
<b>Southern-Total</b>	<b>2,943</b>	<b>839</b>	<b>2,104</b>	<b>641</b>	<b>39</b>	<b>27</b>	<b>51</b>	<b>758</b>
Alabama	277	104	173	85	3	5	4	97
Florida	824	164	660	108	3	8	14	133
Georgia	452	136	316	97	8	2	2	109
Kentucky	207	71	136	50	8	0	3	61
Mississippi	242	89	153	73	4	1	4	82
North Carolina	388	92	296	83	7	8	16	114
Puerto Rico	48	20	28	10	1	0	0	11
South Carolina	192	70	122	58	1	3	6	68
Tennessee	305	88	217	75	4	0	2	81
Virgin Islands	8	5	3	2	0	0	0	2
<b>Southwest-Total</b>	<b>3,310</b>	<b>815</b>	<b>2,495</b>	<b>631</b>	<b>55</b>	<b>16</b>	<b>79</b>	<b>781</b>
Arkansas	315	115	200	92	4	0	4	100
Louisiana	494	111	383	70	4	1	6	81
New Mexico	175	70	105	47	6	1	8	62
Oklahoma	438	160	278	111	17	5	16	149
Texas	1,888	359	1,529	311	24	9	45	389
<b>Western-Total</b>	<b>1,426</b>	<b>489</b>	<b>937</b>	<b>310</b>	<b>54</b>	<b>4</b>	<b>43</b>	<b>411</b>
Arizona	309	95	214	58	11	0	12	81
California	937	317	620	209	36	2	16	263
Hawaii	48	19	29	13	1	0	1	15
Nevada	132	58	74	30	6	2	14	52
<b>South Pacific**</b>	<b>19</b>	<b>10</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>10</b>

\* Excludes Puerto Rico, Virgin Islands and South Pacific.

\*\* American Samoa, Guam, Midway Atoll and Northern Mariana Islands.

\*\*\* Includes all airports open to the public, both publicly and privately owned.

Source: FAA-APP

# AERONAUTICAL FACILITIES

## FAA Air Route Facilities and Services (1972-2001)

Calendar Year	VOR VORTAC	Non- Directional Beacons	Air Route Traffic Control Centers	Air Traffic Cont. Towers	Flight Service Stations	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
1995	1,045R	1,295	24	694	192	3	1,114	318
1996	1,044R	1,314R	24	691	179	3	177	312
1997	1,041R	1,344R	24	684	135	3	1,231	310
1998	1,039R	1,348R	24	683R	128R	3	1,238	307R
1999	1,041	1,320	24	680	75	3	1,327	295
2000	993	1,199	25	663	69	3	1,370	297
2001	1,116	1,675	24	678	72	3	1,388	292

\* Includes non-federal and military.

Source: FAA

\*\* Includes Automated Flight Service Stations.

## Airports by Type and Equipment (1995-2003)

Year*	1995	1996	1997	1998	1999	2000	2001	2002	2003
<b>Total Airports</b>	<b>18,224</b>	<b>18,292</b>	<b>18,345</b>	<b>18,770</b>	<b>19,098</b>	<b>19,281</b>	<b>19,356</b>	<b>19,572</b>	<b>19,581</b>
<b>Public Use Airports</b>	<b>5,415</b>	<b>5,389</b>	<b>5,357</b>	<b>5,352</b>	<b>5,324</b>	<b>5,317</b>	<b>5,294</b>	<b>5,286</b>	<b>5,286</b>
# w/ Paved Runways	3,970	3,972	3,963	3,970	3,949	3,953	3,947	3,940	3,938
# w/ Unpaved Runways	1,445	1,417	1,394	1,382	1,375	1,364	1,347	1,346	1,348
# w/ Lighted Runways	4,023	4,017	3,999	4,005	4,051	4,035	4,034	4,024	4,026
# w/ Unlighted Runways	1,392	1,372	1,358	1,347	1,273	1,282	1,260	1,262	1,260
<b>Private Use Airports</b>	<b>12,809</b>	<b>12,903</b>	<b>12,988</b>	<b>13,418</b>	<b>13,774</b>	<b>13,964</b>	<b>14,062</b>	<b>14,286</b>	<b>14,295</b>
# w/ Paved Runways	4,225	4,246	4,285	4,451	4,384	4,463	4,555	4,632	4,678
# w/ Unpaved Runways	8,584	8,657	8,703	8,967	9,390	9,501	9,507	9,654	9,617
# w/ Lighted Runways	815	830	833	840	918	1,010	1,118	1,183	1,223
# w/ Unlighted Runways	11,994	12,073	12,155	12,578	12,856	12,954	12,944	13,103	13,072
Public Use Abandoned	51	26	25	24	17	13	26	16	19
Private Use Abandoned	186	63	83	92	109	156	220	121	214
Certificated Airports	667	671	660	660	655	651	635	633	628
Civil	572	577	566	566	565	563	560	558	555
Military	95	94	94	94	90	88	75	75	73

\* As of December 31 of Listed Year Unless Listed

Source: FAA



## AIRPORT STATISTICS

### Airport by Country, Europe, 2002-2004 Estimates

Country	Austria	Belgium	Bosnia-Herz	Czech Rep.	Denmark	Estonia	Finland	France	Germany	Hungary	Iceland	Ireland	Italy	Latvia	Lithuania	Luxembourg
Airports w/ Paved Runways	24	25	8	44	28	14	75	281	331	18	5	15	96	27	28	1
Over 10,000 ft	1	6	0	2	2	1	2	13	13	2	1	1	6	0	4	1
8,000 ft to 10,000 ft	5	8	4	9	7	8	27	28	51	8	0	1	32	7	1	0
5,000 ft to 8,000 ft	1	3	1	14	4	1	10	95	62	4	3	4	16	2	7	0
3,000 ft to 5,000 ft	3	1	0	2	12	3	23	82	71	3	1	3	30	2	2	0
Under 3,000 ft	14	7	3	17	3	1	13	63	134	1	0	6	12	16	14	0
Airport w/ Unpaved Runways	31	18	19	76	69	15	73	195	219	26	93	21	38	24	74	1
Over 10,000 ft	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	1	0	0	1	2	0	0	0	1	0	0
5,000 ft to 8,000 ft	1	0	1	1	0	3	0	3	2	4	3	0	2	2	2	0
3,000 ft to 5,000 ft	3	2	7	27	6	4	4	72	31	11	29	4	18	1	5	0
Under 3,000 ft	27	16	11	48	63	6	69	120	185	9	61	17	18	20	67	1
Heliports	1	1	5	2	0	0	0	3	34	5	0	0	4	0	0	1
Country	Netherlands	Norway	Poland	Portugal	Romania	Slovakia	Slovenia	Spain	Sweden	Switzerland	Unit'd Kingdom	Europe Total	United States			
Airports w/ Paved Runways	1	65	84	42	25	17	6	95	154	42	334	1885	5128			
Over 10,000 ft	1	0	3	5	4	2	1	15	3	3	8	100	188			
8,000 ft to 10,000 ft	0	13	30	9	9	2	1	10	12	5	33	320	221			
5,000 ft to 8,000 ft	0	12	40	3	12	3	1	19	82	10	150	559	1375			
3,000 ft to 5,000 ft	0	14	8	15	0	3	2	23	22	8	86	419	2383			
Under 3,000 ft	0	26	3	10	0	7	1	28	35	16	57	487	961			
Airport w/ Unpaved Runways	1	36	39	23	36	17	8	51	100	23	137	1463	9729			
Over 10,000 ft	0	0	0	0	0	0	0	0	0	0	0	1	1			
8,000 ft to 10,000 ft	0	0	1	0	0	0	0	0	0	0	1	7	7			
5,000 ft to 8,000 ft	0	0	4	0	2	1	2	2	0	0	1	36	160			
3,000 ft to 5,000 ft	0	7	13	1	10	9	2	5	10	0	23	304	1718			
Under 3,000 ft	1	29	21	22	24	7	4	44	90	23	112	1115	7843			
Heliports	1	1	3	0	1	1	0	8	2	2	11	86	155			

Source: World Factbook

# GENERAL AVIATION AIRPORT STATISTICS

## U.S. General Aviation Airports Ranked by Number of Operations 2004

Rank 2004	Rank 2003	Facility	Name	Itinerant Operations	Local Operations	Total Operations
1	1	VNY	Van Nuys, CA	298,069	140,235	438,304
2	2	DVT	Phoenix Deer Valley, AZ	144,112	209,582	353,694
3	3	SFB	Sanford-Orlando, CA	154,613	193,230	347,843
4	7	LGB	Long Beach, CA	139,105	168,127	307,232
5	4	DAB	Daytona Beach, FL	243,303	56,784	300,087
6	6	APA	Centennial Airport, CO	134,978	164,686	299,664
7	8	PRC	Ernes A. Love Field, AZ	98,505	194,649	293,154
8	5	RVS	Richard Lloyd Jones, OK	129,304	157,229	286,533
9	12	FFZ	Falcon Field, AZ	130,910	129,831	260,741
10	9	GFK	Grand Forks Int'l, ND	90,362	162,675	253,037
11	10	SNA	John Wayne-Orange County, CA	140,488	110,419	250,907
12	13	BFI	Boeing Field, King County Airport, WA	140,131	95,237	235,368
13	14	CHD	Chandler Municipal Airport	62,977	167,811	230,788
14	21	MYF	Montgomery Field Airport, CA	129,213	90,098	219,311
15	15	DWH	David Wayne Hooks Mem. Airport	81,370	132,160	213,530
16	11	PTK	Oakland County Int'l Airport, MI	99,171	114,171	213,342
17	49	IWA	Williams Gateway Airport, AZ	70,609	140,822	211,431
18	25	LVK	Livermore Municipal Airport, CA	83,338	124,231	207,569
19	19	RHV	Reid-Hillview Airport, CA	77,226	127,792	205,018
20	24	PDK	Dekalb-Peachtree Airport, GA	144,288	57,958	202,246
21	22	MMU	Morristown Municipal Airport, NJ	130,321	70,403	200,724
22	20	FXE	Fort Lauderdale Executive Airport, FL	152,209	46,709	198,918
23	17	PAO	Palo Alto Airport, CA	77,626	121,164	198,790
24	34	SEE	Gillespie Field, CA	78,262	119,452	197,714
25	37	CRQ	McClellan-Palomar Airport, CA	127,780	66,341	194,121
26	26	DPA	Dupage Airport, IL	103,340	90,715	194,055
27	27	FRG	Republic Airport, NY	97,622	93,802	191,424
28	33	SDL	Scottsdale Airport, AZ	117,135	73,025	190,160
29	32	FPR	Frederick Municipal Airport, OK	104,625	83,014	187,639
30	16	POC	Brackett Field Airport, CA	101,054	85,436	186,490
31	50	BJC	Jeffco Airport, CO	83,380	97,538	180,918
32	23	MRI	Merril Field Airport, AK	79,992	99,676	179,668
33	36	TOA	Zamperini Field, CA	101,332	77,222	178,554
34	39	VGT	North Las Vegas Airport, NV	72,597	105,841	178,438
35	35	TMB	Kendall-Tamiami Executive Airport, FL	86,066	89,862	175,928
36	47	TIX	Space Coast Regional Airport, FL	56,726	117,018	173,744
37	18	HIO	Portland-Hillsboro Airpor, OR	73,193	99,650	172,843
38	29	CMA	Camarillo Airport, CA	94,685	71,453	166,138
39	41	PIE	St. Petersburg-Clearwater Int'l Airport, FL	91,279	74,837	166,116
40	40	CPS	St. Louis Downtown Airport, IL	60,356	103,883	164,239
41	38	PMP	Pompano Beach Airpark, FL	53,952	108,889	162,841
42	28	BED	Laurence G Hanscom Field, MA	97,488	62,781	160,269
43	31	SQL	San Carlos Airport, CA	75,168	82,676	157,844
44	-	CNO	Chino Airport, CA	74,570	83,227	157,797
45	46	FCM	Flying Cloud Airport, MN	78,621	75,977	154,598
46	48	EMT	El Monte Airport, CA	78,971	72,670	151,641
47	42	MLB	Melbourne International Airport, FL	82,857	68,448	151,305
48	-	CRG	Craig Municipal Airport, FL	85,556	65,318	150,874
49	44	VRB	Vero Beach Municipal Airport, FL	83,614	66,946	150,560
50	-	RYN	Ryan Field Airport, AZ	53,129	97,079	150,208

Source: FAA

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# **FORECASTS AND OTHER INFORMATION**



# FEDERAL AVIATION ADMINISTRATION FORECAST INFORMATION

## U.S. Active General Aviation and Air Taxi Aircraft (in Thousands)

AS OF DEC. 31	FIXED WING				ROTORCRAFT		EXPERI- MENTAL	SPORT AIRCRAFT	OTHER	TOTAL GENERAL AVIATION FLEET
	PISTON		TURBINE		PISTON	TURBINE				
	SINGLE ENGINE	MULTI- ENGINE	TURBO PROP	TURBO JET						
<u>Historical*</u>										
1998	144,234	18,729	6,174	6,066	2,545	4,881	16,502	NA	5,580	204,711
1999	150,886	21,038	5,679	7,120	2,564	4,884	20,528	NA	6,765	219,464
2000	149,422	21,091	5,762	7,001	2,680	4,470	20,407	NA	6,700	217,533
2001	145,034	18,281	6,596	7,787	2,292	4,491	20,421	NA	6,545	211,447
2002	143,503	17,584	6,841	8,355	2,351	4,297	21,936	NA	6,377	211,244
2003E	143,350	17,500	6,860	8,500	2,400	4,250	21,950	NA	6,380	211,190
<u>Forecast</u>										
2004	143,350	17,420	6,900	8,650	2,420	4,260	22,000	7,700	6,400	219,100
2005	143,500	17,340	7,000	9,020	2,440	4,280	22,050	15,535	6,420	227,585
2006	143,850	17,250	7,100	9,420	2,470	4,300	22,150	15,885	6,440	228,865
2007	144,350	17,160	7,200	9,980	2,500	4,330	22,300	16,355	6,460	230,635
2008	144,950	17,080	7,330	10,620	2,530	4,360	22,450	16,925	6,480	232,725
2009	145,550	16,990	7,460	11,260	2,560	4,390	22,600	17,495	6,500	234,805
2010	146,150	16,910	7,580	11,990	2,590	4,410	22,700	18,065	6,520	236,915
2011	146,700	16,820	7,700	12,760	2,620	4,430	22,800	18,635	6,540	239,005
2012	147,200	16,740	7,820	13,520	2,640	4,450	22,900	19,205	6,560	241,035
2013	147,600	16,660	7,920	14,250	2,660	4,470	23,000	19,775	6,580	242,915
2014	148,050	16,570	8,020	14,880	2,680	4,490	23,050	20,345	6,600	244,685
2015	148,450	16,490	8,120	15,510	2,700	4,510	23,100	20,915	6,620	246,415

Source: FAA-APO

\* Source: 1997-2001, FAA General Aviation and Air Taxi Activity (and Avionics) Surveys

1/ Estimates have been revised to reflect changes in edit and estimation procedures, and may not be comparable to estimates prior to 1995

Note: An active aircraft is one that has a current registration and was flown at least one hour during the calendar year.

## U.S. Active General Aviation and Air Taxi Hours Flown (in Thousands)

CALENDAR YEAR	FIXED WING				ROTORCRAFT		EXPERI- MENTAL	SPORT AIRCRAFT	OTHER	TOTAL GENERAL AVIATION HOURS
	PISTON		TURBINE		PISTON	TURBINE				
	SINGLE ENGINE	MULTI- ENGINE	TURBO PROP	TURBO JET						
<u>Historical*</u>										
1998	16,823	3,578	1,765	2,226	430	1,912	1,071	NA	295	28,100
1999R	18,983	3,545	1,797	2,721	552	2,077	1,246	NA	309	31,230
2000R	18,089	3,403	1,986	2,648	530	1,661	1,280	NA	361	29,958
2001R	16,549	2,644	1,773	2,654	474	1,479	1,157	NA	287	27,017
2002	16,325	2,566	1,850	2,745	454	1,422	1,345	NA	333	27,040
2003E	16,060	2,540	1,830	2,745	455	1,390	1,345	NA	330	26,695
<u>Forecast</u>										
2004	16,090	2,530	1,830	2,820	465	1,400	1,345	385	335	26,815
2005	16,190	2,520	1,840	2,960	470	1,410	1,350	777	335	27,852
2006	16,310	2,510	1,850	3,180	480	1,430	1,360	794	335	28,249
2007	16,450	2,500	1,860	3,440	490	1,450	1,370	819	340	28,719
2008	16,600	2,490	1,870	3,740	500	1,470	1,385	850	340	29,245
2009	16,760	2,480	1,880	4,060	510	1,490	1,400	880	340	29,800
2010	16,910	2,470	1,890	4,340	520	1,510	1,410	910	340	30,300
2011	17,060	2,460	1,900	4,650	525	1,520	1,420	941	340	30,816
2012	17,180	2,450	1,910	5,030	530	1,530	1,430	972	340	31,372
2013	17,300	2,440	1,920	5,340	535	1,540	1,440	1,003	345	31,863
2014	17,420	2,430	1,930	5,610	540	1,550	1,445	1,034	345	32,304
2015	17,540	2,420	1,935	5,880	545	1,560	1,450	1,065	345	32,740

Source: FAA-APO

\* Source: 1997-2001, FAA General Aviation and Air Taxi Surveys.

1/ Estimates have been revised to reflect changes in edit and estimation procedures, and may not be comparable to estimates prior to 1995

Note: An active aircraft is one that has a current registration and was flown at least one hour during the previous calendar year.

# FEDERAL AVIATION ADMINISTRATION FORECAST INFORMATION

## U.S. Active General Aviation Fuel Consumption (in Millions of Gallons)

CALENDAR YEAR	FIXED WING				ROTORCRAFT		EXPERIMENTAL/SPORT/OTHER	TOTAL FUEL CONSUMED		
	PISTON		TURBINE					AVGAS	JET FUEL	TOTAL
	SINGLE ENGINE	MULTI-ENGINE	TURBO-PROP	TURBO-JET	PISTON	TURBINE				
<u>Historical</u>										
1998	181.8	109.6	149.1	608.8	6.5	56.8	13.4	311.3	814.7	1,126.0
1999	209.9	111.6	153.3	750.8	8.4	63.2	15.5	345.4	967.3	1,312.7
2000R	200.8	108.4	176.3	736.7	8.4	59.0	15.2	332.7	972.0	1,304.7
2001R	178.7	76.7	157.8	743.0	8.0	52.1	11.8	275.2	952.8	1,228.1
2002	179.6	75.7	164.6	774.1	7.8	45.6	14.8	277.9	984.3	1,262.2
2003E	177.5	76.2	163.2	779.6	7.9	46.5	14.9	276.4	989.3	1,265.7
<u>Forecast</u>										
2004	178.6	77.2	163.6	806.5	8.1	47.6	17.0	280.8	1,017.7	1,298.6
2005	180.5	78.1	164.9	852.5	8.2	47.9	19.7	286.5	1,065.3	1,351.8
2006	182.7	77.8	166.1	909.5	8.4	48.9	20.3	289.2	1,124.5	1,413.7
2007	185.1	78.8	167.4	977.0	8.5	49.9	20.9	293.2	1,194.2	1,487.5
2008	185.9	79.7	168.9	1,054.7	8.7	50.3	21.7	295.9	1,273.8	1,569.8
2009	187.7	80.6	170.3	1,136.8	8.7	50.7	22.5	299.4	1,357.8	1,657.2
2010	186.9	81.5	171.8	1,206.5	8.8	51.0	23.2	300.4	1,429.4	1,729.7
2011	188.5	83.6	173.3	1,283.4	8.7	51.1	23.9	304.7	1,507.8	1,812.4
2012	189.0	85.8	174.8	1,378.2	8.5	51.1	24.6	307.8	1,604.1	1,911.9
2013	190.3	87.8	176.3	1,447.1	8.6	51.4	25.3	312.0	1,674.8	1,986.8
2014	189.9	89.9	177.8	1,503.5	8.6	51.5	26.0	314.4	1,732.7	2,047.1
2015	191.2	92.0	178.8	1,558.2	8.7	51.8	26.6	318.5	1,788.8	2,107.3

Source: FAA-APO

Source: FAA APO Estimates.

Note: Detail may not add to total because of independent rounding

## U.S. Active Pilots by Type of Certificate

AS OF DEC 31	STUDENTS	RECREATIONAL	SPORT PILOT	PRIVATE	COMMERCIAL	ATP	ROTORCRAFT ONLY	GLIDER ONLY	TOTAL PILOTS	TOTAL LESS AT PILOTS	INSTRUMENT RATED PILOTS 1/
<u>Historical*</u>											
1998	97,736	305	NA	247,226	122,053	134,612	6,964	9,402	618,298	483,686	300,183
1999	99,184	343	NA	258,749	124,261	137,642	7,728	9,390	637,297	499,655	308,951
2000	99,110	340	NA	251,561	121,858	141,598	7,775	9,387	631,629	490,031	315,100
2001	94,420	316	NA	243,823	120,502	144,702	7,727	8,473	619,963	475,261	321,000
2002	85,991	317	NA	245,230	125,920	144,708	7,770	21,826 2/	631,762	487,054	317,389
2003E	87,296	310	NA	241,045	123,990	143,504	7,916	20,950	625,011	481,507	315,413
<u>Forecast</u>											
2004	88,600	310	7,700	242,730	125,230	144,940	7,970	20,980	638,460	493,520	318,500
2005	90,110	315	16,100	245,000	127,110	146,680	8,020	21,020	654,355	507,675	323,300
2006	91,820	320	16,520	247,500	129,140	148,880	8,070	21,070	663,320	514,440	329,100
2007	93,650	325	17,000	250,500	131,330	151,560	8,170	21,130	673,665	522,105	335,700
2008	95,520	330	17,500	253,400	133,690	154,590	8,270	21,200	684,500	529,910	342,400
2009	97,430	330	18,000	256,400	136,230	157,680	8,370	21,260	695,700	538,020	349,200
2010	99,280	335	18,500	259,000	138,680	160,520	8,470	21,310	706,095	545,575	355,800
2011	101,170	335	19,000	261,600	141,040	163,410	8,570	21,350	716,475	553,065	362,200
2012	102,990	335	19,500	264,200	143,300	166,190	8,670	21,400	726,585	560,395	368,300
2013	104,840	340	20,000	266,800	145,450	169,020	8,770	21,440	736,660	567,640	374,200
2014	106,620	340	20,500	269,200	147,490	171,720	8,870	21,490	746,230	574,510	379,800
2015	108,430	340	20,800	271,400	149,550	174,470	8,970	21,530	755,490	581,020	385,500

Source: FAA-APO

\* Source: FAA U.S. Civil Airmen Statistics.

1/ Instrument rated pilots should not be added to other categories in deriving total

2/ In March 2001, the FAA Registry changed the definition of this pilot category. It added approximately 13,000 to this pilot category.

E: Estimate

Note: An active pilot is a person with a pilot certificate and a valid medical certificate.

## U.S. FLEET BY TYPE AND USE

### 2002 General Aviation Total Fuel Consumed and Average Fuel Consumption Rate by Aircraft Type (Includes Air Taxi Aircraft; Excludes Commuter Aircraft)

Aircraft Type	Average Rate GPH	Estimated Fuel Use (mil gal)	Percent Standard Error
<b>Total All Aircraft</b>	<b>25.0</b>	<b>1,076.9</b>	<b>4.2</b>
<b>Piston: Total</b>	<b>12.9</b>	<b>240.7</b>	<b>2.2</b>
1 Engine: Total	10.9	170.0	1.8
1 Eng: 1-3 Seats	9.4	35.6	3.1
1 Eng: 4+ Seats	11.4	134.4	2.5
2 Engine: Total	28.9	67.1	5.1
2 Eng: 1-6 Seats	26.6	40.1	5.8
2 Eng: 7+ Seats	35.1	27.0	7.5
Piston: Other	238.7	3.5	11.0
<b>Turboprop: Total</b>	<b>82.3</b>	<b>127.9</b>	<b>2.9</b>
1 Engine: Total	54.4	22.1	5.5
2 Engine: Total	88.6	105.8	5.6
2 Eng: 1-12 Seats	84.8	79.0	3.5
2 Eng: 13+ Seats	110.4	26.8	5.9
Turboprop: Other	82.3	0.9	15.8
<b>Turbojet: Total</b>	<b>271.6</b>	<b>654.7</b>	<b>4.0</b>
2 Engine Turbojet	263.2	591.8	4.5
Turbojet: Other	362.1	62.9	10.7
<b>Rotorcraft: Total</b>	<b>22.9</b>	<b>39.3</b>	<b>5.5</b>
Piston	15.1	6.4	7.8
One Eng: Turbine	26.0	23.3	6.6
Two Engine: Turbine	40.2	9.6	9.4
<b>Experimental: Total</b>	<b>13.2</b>	<b>14.4</b>	<b>7.8</b>
Amateur:	13.2	10.7	7.9
Exhibition:	13.2	0.8	29.8
Other:	13.2	2.9	13.4

Source: FAA

Row and column summations may differ from printed totals due to rounding error.

# GENERAL AVIATION HISTORICAL SAFETY RECORD

## U.S. General Aviation Accidents, Fatal Accidents, and Fatalities (1938-2004)

Year	Accidents		Fatal		Fatalities		Flight Hours	Rate	
	All	Excluded*	Fatal	Excluded*	Total	Aboard		All	Fatal
1938	1,861	N/A	176	N/A	N/A	N/A	1,478,157	125.9	11.9
1939	2,222	N/A	203	N/A	N/A	N/A	1,922,145	115.6	10.6
1940	3,471	N/A	232	N/A	N/A	N/A	3,202,030	108.4	7.3
1941	4,252	N/A	217	N/A	N/A	N/A	4,461,700	95.3	4.9
1942	3,324	N/A	143	N/A	N/A	N/A	3,790,194	87.7	3.8
1943	3,871	N/A	167	N/A	N/A	N/A	N/A	N/A	N/A
1944	3,343	N/A	169	N/A	N/A	N/A	N/A	N/A	N/A
1945	4,652	N/A	322	N/A	N/A	N/A	N/A	N/A	N/A
1946	7,618	N/A	690	N/A	N/A	N/A	9,791,774	77.8	7.0
1947	9,253	N/A	882	N/A	N/A	N/A	16,348,057	56.6	5.3
1948	7,850	N/A	850	N/A	N/A	N/A	15,154,440	51.8	5.6
1949	5,459	N/A	562	N/A	N/A	N/A	11,050,607	49.4	5.0
1950	4,505	N/A	499	N/A	N/A	N/A	9,667,382	46.6	5.1
1951	3,824	N/A	441	N/A	N/A	N/A	8,460,177	45.2	5.2
1952	3,657	N/A	401	N/A	N/A	N/A	8,199,552	44.6	4.8
1953	3,232	N/A	387	N/A	N/A	N/A	8,527,704	37.9	4.5
1954	3,381	N/A	393	N/A	N/A	N/A	8,968,170	37.7	4.3
1955	3,343	N/A	384	N/A	N/A	N/A	9,524,217	35.1	4.0
1956	3,474	N/A	356	N/A	N/A	N/A	10,217,647	34.0	3.4
1957	4,200	N/A	438	N/A	N/A	N/A	10,937,500	38.4	4.0
1958	4,584	N/A	384	N/A	N/A	N/A	12,593,407	36.4	3.1
1959	4,576	N/A	450	N/A	N/A	N/A	12,890,141	35.5	3.5
1960	4,793	N/A	429	N/A	N/A	N/A	13,131,507	36.50	3.27
1961	4,625	N/A	426	N/A	N/A	N/A	13,602,941	34.00	3.13
1962	4,840	N/A	430	N/A	N/A	N/A	14,491,018	33.40	2.97
1963	4,690	N/A	482	N/A	N/A	N/A	15,129,032	31.00	3.19
1964	5,069	N/A	526	N/A	N/A	N/A	15,742,236	32.20	3.34
1965	5,196	N/A	538	N/A	N/A	N/A	16,707,395	31.10	3.22
1966	5,712	N/A	573	N/A	N/A	N/A	21,000,000	27.20	2.73
1967	6,115	N/A	603	N/A	N/A	N/A	22,155,797	27.60	2.72
1968	4,968	N/A	692	N/A	N/A	N/A	24,116,505	20.60	2.86
1969	4,767	N/A	647	N/A	N/A	N/A	25,356,383	18.80	2.55
1970	4,712	N/A	641	N/A	N/A	N/A	26,033,149	18.10	2.46
1971	4,648	N/A	661	N/A	N/A	N/A	25,538,462	18.20	2.59
1972	4,256	N/A	695	N/A	N/A	N/A	26,936,709	15.80	2.67
1973	4,255	N/A	723	N/A	N/A	N/A	29,964,789	14.20	2.52
1974	4,234	N/A	689	N/A	N/A	N/A	27,855,263	15.20	2.47
1975	4,001	N/A	636	N/A	N/A	N/A	28,784,173	13.90	2.20
1976	4,023	N/A	662	N/A	N/A	N/A	30,477,273	13.20	2.16
1977	4,083	N/A	663	N/A	N/A	N/A	31,651,163	12.90	2.09
1978	4,218	N/A	721	N/A	N/A	N/A	34,859,504	12.10	2.06
1979	3,625	N/A	636	N/A	N/A	N/A	36,690,283	9.88	1.63
1980	3,597	N/A	622	N/A	N/A	N/A	36,480,730	9.86	1.69
1981	3,502	N/A	654	N/A	N/A	N/A	36,824,395	9.51	1.78
1982	3,233	N/A	591	N/A	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	1.56
1992R	2,111	2	451	1	867	865	24,780,000	8.51	1.82
1993R	2,064	5	401	4	744	740	22,796,000	9.03	1.74
1994R	2,022	3	404	2	730	723	22,235,000	9.08	1.81
1995R	2,056	10	413	6	736	728	24,906,000	8.21	1.63
1996R	1,908	4	361	0	636	619	24,881,000	7.65	1.45
1997R	1,845	5	350	2	631	625	25,591,000	7.19	1.36
1998R	1,904	6	364	4	624	618	25,518,000	7.44	1.41
1999R	1,905	3	340	1	619	615	29,246,000	6.50	1.16
2000R	1,837	7	345	7	596	585	27,838,000	6.57	1.21
2001R	1,726	3	325	1	562	558	25,431,000	6.78	1.27
2002R	1,715	5	345	5	581	575	25,545,000	6.69	1.33
2003R	1,742	N/A	352	N/A	632	622	25,800,000	6.75	1.36
2004P	1,591	N/A	311	N/A	554	N/A	N/A	N/A	N/A

P = Preliminary

R = Revised

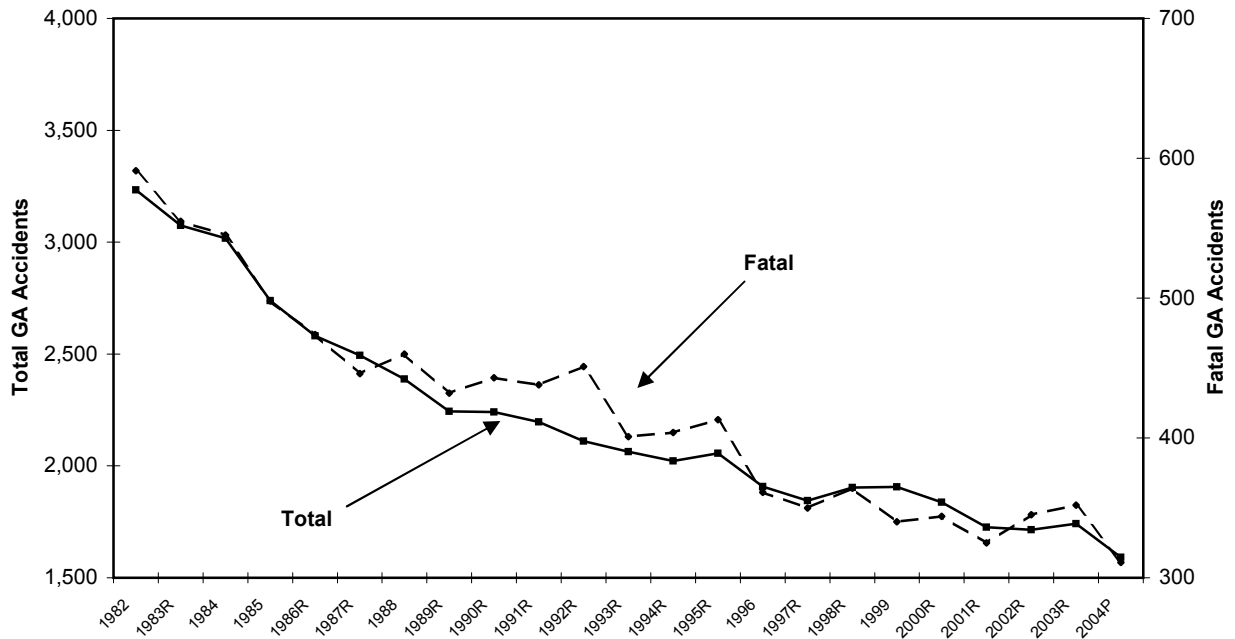
\* Excluded "Accidents" and "Fatalities" are suicide/sabotage and stolen/unauthorized by year.

Source: NTSB, FAA, and GAMA

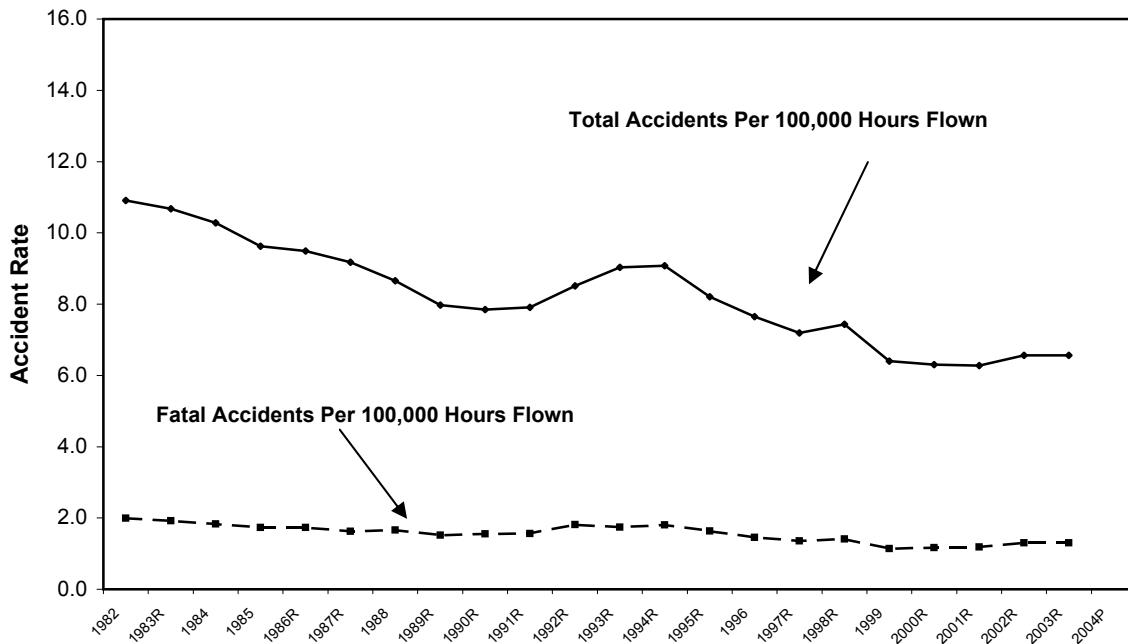


# GENERAL AVIATION HISTORICAL SAFETY RECORD

## Total Accidents and Fatal Accidents in U.S. General Aviation (1982-2004)



## Accident Rates in U.S. General Aviation (1982-2004)



# **INTERNATIONAL GENERAL AVIATION STATISTICAL INFORMATION**



## AUSTRALIA

### Hours Flown in General Aviation by Flying Activity (1992-2002)

Year	Private	Business	Training	Agri-Cultural	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

### Number of General Aviation and Regional Aircraft by Category (1992-2002)

Year	Fixed Wing		Rotorcraft	Ballons & Airships	Total All Aircraft
	Single Engine	Multi Engine			
1992	-	-	-	-	-
1993	-	-	-	-	-
1994	-	-	-	-	-
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	7,353	1,736	979	334	10,402
2002	7,375	1,706	1,038	336	10,455

### Number of Aircraft and Hours Flown in General Aviation and Regional Airline Operations by Age of Aircraft, 2002

Age	Amateur Built		Single Engine (Fixed Wing)		Multi Engine (Fixed Wing)		Rotorcraft		Ballons and Airships	
	Number of Aircraft	Total Hours Flown ('000)	Number of Aircraft	Total Hours Flown ('000)	Number of Aircraft	Total Hours Flown ('000)	Number of Aircraft	Total Hours Flown ('000)	Number of Aircraft	Total Hours Flown ('000)
New 2002	35	0.7	24	2.0	5	2.8	21	3.5	17	0.5
1-5	277	12.0	231	75.1	45	32.7	176	44.7	91	5.8
6-10	122	5.4	209	64.0	97	100.1	116	39.2	74	2.9
11-15	82	2.0	185	40.3	87	98.4	221	78.6	75	1.4
16-20	77	1.6	229	42.9	126	100	97	33.9	54	0.8
21-25	62	1.7	1821	360.2	582	194.4	179	63.0	21	0.2
26-30	32	0.4	1169	167.0	362	87.6	86	20.3	4	-
31-35	12	0.3	721	66.2	205	34.5	82	17.1	-	-
36-40	5	0.1	884	66.3	107	9.4	48	9.9	-	-
Over 40	3	-	1195	41.2	90	5	12	1.5	-	-
Total	707	24.2	6,668	925.2	1,706	665	1,038	311.7	336	11.6

Source: Dept. of Transportation and Regional Services, Bureau of Transport and Regional Services

**CANADA**  
**Aircraft Registrations by Type and Hours Flown (1980-2002)**

Year	Number of Registered Aircraft						Total
	Aeroplane	Ultralight	Helicopter	Glider	Ballon	Gyro	
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	304	122	27,951
1989	22,463	3,212	1,366	614	339	127	28,121
1990	22,248	3,363	1,416	609	361	128	28,125
1991	21,973	3,477	1,433	601	384	135	28,003
1992	21,795	3,607	1,502	602	405	155	28,066
1993	21,452	3,744	1,533	597	424	162	27,912
1994	21,212	3,840	1,582	601	444	169	27,848
1995	21,169	3,956	1,605	601	440	166	27,937
1996	21,089	4,070	1,643	592	440	168	28,002
1997	20,985	4,208	1,655	587	450	169	28,054
1998	20,830	4,305	1,676	592	440	174	28,017
1999	20,768	4,346	1,711	596	444	182	28,047
2000	20,594	4,467	1,686	600	446	187	27,980
2001	20,647	4,584	1,733	613	456	191	28,224
2002	18,123	7,524	1,831	617	453	189	28,737

Source: Transport Canada

**BRAZIL**  
**Aircraft Registrations by Type (1988-2003)**

Year	Airplanes					Rotorcraft			Amfibian Aircraft	Total Aircraft
	Piston		Turboprop		Turbojet	Piston	Turbine			
	Single Engine	Multi Engine	Single Engine	Multi Engine	Multi Engine	Single Engine	Single Engine	Twin Engine		
1988	5088	1422	-	189	86	63	158	29	13	7048
1989	5218	1498	-	229	156	63	174	44	13	7395
1990	5385	1543	-	261	189	66	178	45	16	7683
1991	5541	1592	7	316	224	82	194	47	16	8019
1992	5676	1617	20	346	249	100	220	57	17	8302
1993	5835	1631	33	371	259	104	239	66	18	8556
1994	5922	1658	40	393	266	114	254	73	18	8738
1995	6030	1702	44	428	264	126	277	83	20	8974
1996	6075	1732	59	442	267	142	305	90	21	9133
1997	6097	1746	61	457	266	172	361	106	21	9287
1998	6155	1762	65	463	255	217	399	123	21	9460
1999	6229	1773	69	455	239	233	422	126	21	9567
2000	6258	1776	74	461	235	261	428	141	21	9655
2001	6306	1781	84	462	240	289	445	152	21	9780
2002	6334	1782	87	462	254	294	466	169	21	9869
2003	6354	1784	89	462	256	295	465	181	22	9908

Source: Departamento de Aviação Civil, Brazil □

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