2007 General Aviation Statistical Databook & Industry Outlook

General Aviation Manufacturers Association

General aviation has become one of the world's most important and dynamic industries. It touches every aspect of our lives, our economy, and our future. It represents over one million jobs, billions of dollars in revenue, and the growth of thousands of cities, businesses, services, and manufacturing facilities around the world. General aviation is defined as all aviation other than military and scheduled commercial airlines.

GENERAL AVIATION'S IMPACT

- Over 320,000 general aviation aircraft worldwide, ranging from two-seat training airplanes to intercontinental business jets, are flying today; 221,000 of those airplanes are based in the United States.
- General aviation contributes more than $150 billion to the U.S. economy annually and employs more than 1,265,000 people.
- In the U.S., general aviation aircraft fly over 27 million hours and carry 166 million passengers annually.
- There are nearly 4,000 paved general aviation airports open to the public in the U.S. By contrast, scheduled airlines serve less than 500 airports.
- Nearly two-thirds of all the hours flown by general aviation aircraft are for business purposes.
- General aviation is the primary training ground for most commercial airline pilots.

The **General Aviation Manufacturers Association** (GAMA) represents over 60 of the world's leading manufacturers of fixed-wing general aviation airplanes, engines, avionics, and components. In addition to building nearly all of the general aviation airplanes flying worldwide today, GAMA member companies also operate fleets of airplanes, fixed-based operations, pilot/technician training centers, and maintenance facilities worldwide.

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

GAMA also engages with the International Civil Aviation Organization (ICAO) process on behalf of its members and works with national and international industry groups to promote the interests of general aviation worldwide.

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

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The General Aviation Manufacturers Association

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Over the past four years, the expansion of the global economy has reshaped the general aviation (GA) landscape. Worldwide economic growth continues to spur new market opportunities and expose a growing number of operators to the business utility of GA. This has been good news for general aviation manufacturers. In 2007, shipment and billings figures for our industry have again set records.

General aviation has become an essential form of transportation in many places around the globe and a key productivity tool for dynamic business expansion. This powerful industry continues to offer improved efficiency, more jobs, and tremendous freedoms. We expect this trend to continue in 2008.

2007 Market Review

Industry growth can be attributed to a number of factors. The first of these is strong economic growth in key markets around the world. Additionally, new technologies and advanced engineering and manufacturing processes help bring ever safer GA products to market in less time. Advances in aerodynamics and engine technologies make general aviation airplanes more fuel efficient, environmentally friendly and economical to operate. Lastly, more companies and individuals around the world recognize that general aviation is not a luxury, but an essential business and productivity tool.

All of these factors contributed to another historic year for general aviation manufacturers in 2007. General aviation billings reached an all-time high of $21.9 billion, a 16.5 percent increase over 2006. Worldwide shipments of general aviation airplanes totaled 4,272 units in 2007. This is a 5.4 percent increase over the previous year's total of 4,053 units and the strongest year since 1981.

For the second year in a row, business jet shipments reached an all-time high. In 2007, our industry shipped a total of 1,138 units, up 28.4 percent over the previous year's figure. With manufacturers' backlogs at record levels and a strong worldwide market, GAMA expects business jets to continue to fuel industry growth.

The turboprop market continues to parallel that of the business jet market. In 2007, shipments totaled 459 units, a 11.4 percent increase over 2006. The integration of the latest technology has served to further enhance the utility turboprops bring, with a positive effect on demand. Their efficiency, reliability, and comfort have made turboprops an invaluable tool for many growing businesses.

The piston engine airplane market was stable in 2007. Although down slightly 2.9 percent from 2006, this sector posted the second best year in the past two decades. Piston engine airplane shipments totaled 2,675 units in 2007, as compared to 2,755 units in 2006. As GA manufacturers commit to opening a wider door into general aviation by offering light sport aircraft, we expect that a more affordable way to learn to fly will spur continued demand in the light end of general aviation.

The strong world market continues to drive general aviation sales and shipments. While the U.S. economy grew 2.2 percent in real terms in 2007 according to preliminary data, the economies of emerging markets are expanding at rates between three and four times that. This is translating into solid demand for GA products in markets outside of North America which approached half of business jet manufacturers' shipments in 2007. Europe accounted for 24.9 percent of business jet shipments, followed by Latin America at 7.5 percent, the Middle East and Africa with 5.2 percent, and Asia Pacific at 4.2 percent. Turboprops and piston engine powered airplanes are seeing similar trends.

These markets account for solid exports for GAMA members located across the world and are echoed in the export data from U.S.-based manufacturers. In 2007, U.S. GA exports rose 28.2 percent in 2007 to 1,142 units and billings for these airplanes increased 4.4 percent to $ 4.6 billion. Of all general aviation airplanes manufactured in the U.S. in 2007, exports accounted for 34.8 percent of the total.

General aviation is a safe form of transportation. Part of our outstanding track record comes from the steady improvements in technology and airworthiness standards that have made GA even safer. In fact, the FAA reported this year that the number of fatal general aviation accidents declined by six percent during calendar year 2007, which is the safest year on record for general aviation since the FAA began tracking safety statistics.

The growing general aviation manufacturing industry is dynamic and creates thousands of high-paying, highly technical manufacturing and engineering jobs. GAMA member companies report an aggregate 9.8 percent increase in employment in 2007. As our industry grows there is an increasing need for a highly-skilled and strong workforce. Attracting students to science, technology, engineering and math disciplines is crucial to maintaining a vibrant aviation industry.

Last year, GAMA noted that in 2006, the pilot population fell below 600,000 for the first time in decades. In 2007, this concerning decline continued with the loss of almost 7,000 pilots. However, it is encouraging to note that this decline is somewhat mitigated by the strong growth in the number of sport pilots, which grew from nine-hundred to over two thousand pilots during the year. Overall the light sport aircraft industry is a bright spot for general aviation and we are looking forward to a number of these pilots stepping up to a traditional pilot certificate and airplane in the future. We are also optimistic that outstanding programs such as AOPA's "Project Pilot" and EAA's "Young Eagles" will continue to develop a new crop of young people who are excited about flying.

The use of general aviation airplanes for business continues to grow not only in the United States but around the world. GAMA relies on JETNET LLC to provide an overview of the business operator community. Both the number of worldwide corporate operators and fractional share owners grew in 2007. The number of business operators grew to 17,993 from 17,178, while the number of fractional share owners reached 5,168 as compared to 4,863 in 2006. The worldwide corporate aircraft fleet also grew to 27,130 aircraft with the United States accounting for 17,125 of these. Similarly, the number of aircraft in fractional programs grew from 984 to 1,030 aircraft in 2007.

Industry Outlook

Continuing the robust growth in the general aviation industry requires vigilance and an ability to manage several dynamic challenges. In the coming year, GAMA will focus particular attention on three areas of our agenda:

- Shaping Federal Aviation Administration (FAA) reauthorization
- Transforming the air transportation system
- Framing the debate around aviation and the environment

FAA Reauthorization and Modernization of the Air Transportation System

In 2007, the fundamental debate in the United States over how the FAA should be funded was settled when the Administration's proposal to introduce broad user fees for aviation was rejected by the U.S. Congress. GAMA continues to oppose the introduction of any user fees on general aviation. The priority now is to ensure that the nation embarks decisively on a path to modernize our air traffic control system to accommodate future growth and address airline congestion around major hub airports. Political delays in the FAA reauthorization process should not cause us to lose sight of this urgent need for transformation.

The bills introduced in both houses of Congress would increase funding for modernization. In 2008, all sectors of the aviation industry, the federal government, and Congress must focus on maturing plans for the Next Generation Air Transportation System (NextGen). The United States' ability to adequately meet future air travel demands is critical to the health of the aviation industry and to the country's economy. For NextGen to be efficiently implemented, industry and government must ensure global interoperability. The parallel development of Europe's air traffic management (ATM) system, the Single European Sky ATM Research (SESAR) initiative, offers an opportunity to create a modernized, global system based on compatible technologies with synchronized timelines for implementation.

Achievement of these goals will go well beyond simply reducing congestion and air traffic delays at commercial airports around the world. It will bring tangible environmental benefits as well. NextGen and SESAR incorporate dozens of technologies and capabilities that lead to more efficient operation of aircraft and reduced impact on the environment, including more point-to-point travel between destinations, continuous ascent and descent departures and arrivals, and less noise impact upon communities.

Environment

From the earliest days, a number of factors have driven the aviation industry to constantly improve the efficiency and therefore the

environmental performance of airplanes and engines. Despite the strong growth of air travel in the last 40 years, aviation today is responsible for less than three percent of total greenhouse gas emissions worldwide. In the United States, with the largest GA fleet in the world, greenhouse gas emissions from GA are less than two tenths of one percent of overall emissions. GAMA is committed to ensuring that the debate over aviation emissions is informed by facts and sound science, not by emotion and sound bites. Environmental policies should incorporate appropriate cost-benefit calculations and recognize that all aviation, particularly general aviation, is an integral and essential part of the worldwide transportation system. At the same time, industry and government must work to build further on aviation's strong record of reducing emissions and noise.

Civil aviation has been a leader in addressing environmental issues for decades:

- The efficiency and emissions of general aviation turbine engines have improved by over 50 percent since they were first introduced in the early 1960s.
- Targeted technologies such as winglets provide incremental results through aerodynamic efficiencies, while designs incorporating composite materials reduce weight, thus improving efficiency and reducing emissions.

Manufacturers have worked for many years to reduce fuel burn to achieve lower operating costs, longer range, and improved efficiencies for their products. These imperatives have only been magnified by the relentless rise in fuel costs. Being environmentally friendly has always made business sense to aviation.

Additional significant reductions in greenhouse gas emissions from aviation can be achieved through other means, including operational measures and modernization of air traffic control systems through the implementation of NextGen in the United States and SESAR in Europe. The United Nations Intergovernmental Panel on Climate Change (IPCC) has estimated that more efficient air traffic management alone could bring about a 12 percent reduction in aviation emissions. It is imperative that the research and development budgets within government agencies like the U.S. National Aeronautics and Space Administration (NASA) and the European Union remain robust so that necessary research can be carried out toward the NextGen and SESAR goals.

GAMA also believes that in this most global of industries, a worldwide approach is necessary to address aviation environmental issues. We look to the International Civil Aviation Organization (ICAO) to provide the same role for the environment as it does for safety. GAMA supports ICAO development of science-based standards and practices in order to reduce carbon emissions. GAMA also encourages market-based measures to reduce emissions, so long as they are not imposed unilaterally by one jurisdiction on the operating community of another.

As We Move Forward

The general aviation industry is continuing to perform strongly. A new record for total industry billings was set in 2007, while manufacturers show record backlogs. GAMA remains confident that the general aviation industry will continue to increase business productivity and facilitate economic development around the world in the years ahead.

In order to keep the general aviation industry as a powerful economic engine for growth, GAMA will continue to work aggressively with industry and government toward worldwide modernization of air transportation systems. We are committed to the steady improvement in the safety of general aviation and will continue to bring to the marketplace more technologically advanced and efficient products. In addition, we will provide facts to frame the environmental debate to ensure it is based on science, is global in scope, and takes into account the vital economic role aviation plays around the world.

2008 GAMA Agenda

Increase the Margin of Safety of GA Operations

GAMA develops safety and training initiatives based on systematic, data driven analysis of accident causes. Using risk based, targeted interventions, we disseminate safety information and work to advance pilot training. We will ensure timely and objectively conducted on-scene accident investigations are led by competent, independent national safety authorities.

Safeguard GA Growth and Vitality

The general aviation community is committed to paying its share of the costs of U.S. air traffic control system modernization through the current funding system of excise taxes and opposes any form of user fees. In Europe, GAMA supports a transparent and equitable public-private partnership that will deliver a globally-coordinated airspace system. We will evaluate opportunities to develop and support broader tort reform in the U.S. while continuing to protect the General Aviation Revitalization Act (GARA). GAMA will also continue to educate policy makers and the public about the vital role general aviation plays in the economy.

Maintain GA Security

GAMA will work cooperatively with authorities to ensure that aviation security policies impacting general aviation are based on risk analysis.

Improve Certification Processes

GAMA works to continuously improve certification processes and update worldwide airworthiness safety standards. We will foster certification efficiency and safety by leveraging authority resources through enhanced delegation and oversight as well as the promotion of international acceptance of well-established aviation standards.

Transform the Air Transportation System

Modernization of worldwide air transportation systems is crucial to addressing airline congestion, expanding general aviation services and achieving environmental improvements. GAMA will strive for harmonization of operational performance requirements and avionics equipment to ensure that modernization achieves the intended efficiencies in a cost effective manner.

Preserve and Expand GA Access to Airports and Airspace

GAMA continues to oppose efforts to deny GA access to airports and airspace by promoting adherence to existing national, federal, and other legal processes. We will also advocate for general aviation infrastructure improvements around the world.

Facilitate Aviation Research

To ensure continued technological, economic and environmental advances, GAMA advocates for robustly funded aeronautics research programs within the National Aeronautics and Space Administration and the Federal Aviation Administration.

Foster Open Markets and International Standards

GAMA fosters free trade and open markets for GA products worldwide. We work toward compatible standards and practices regarding safety, the environment, and security as developed cooperatively by the international community through the International Civil Aviation Organization (ICAO).

2007 General Aviation Statistical Databook

GAMA

1

General Aviation Shipments and Billings

The General Aviation Manufacturers Association (GAMA) tracks general aviation airplane shipments in three different industry segments: business jets, turboprops, and piston engine airplanes. In the fourteen 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 market, and a strong economy. Since 1994, manufacturers of general aviation (GA) airplanes have produced and shipped over 37,000 type certificated, fixed-wing general aviation airplanes worth over $157 billion. During this same period, the size of the piston engine airplane manufacturing industry has grown by over three-hundred percent, generating tens-of-thousands of high-tech manufacturing jobs in the United States and around the world.

In the first section of this databook, we publish an overview of general aviation shipment and billings data. The data includes a twelve year review of worldwide airplane shipments by manufacturer and model, and a review of general aviation airplane manufacturing in the United States since 1946.

GAMA

GAMA Statistics Summary

AIRPLANE SHIPMENTS BY TYPE: MANUFACTURED WORLDWIDE

	2006	2007	CHANGE
Pistons	2,755	2,675	-2.9%
Turboprops	412	459	+11.4%
Business Jets	886	1,138	+28.4%
Total Shipments	**4,053**	**4,272**	**+5.4%**
Total Billings	**$18.81B**	**$21.91B**	**+16.5%**

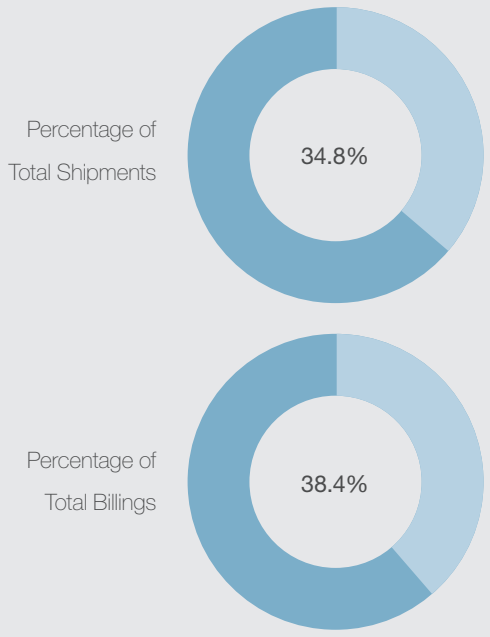
AIRPLANE SHIPMENTS BY TYPE: MANUFACTURED IN U.S.

	2006	2007	CHANGE
Pistons	2,287	2,174	-4.9%
Turboprops	256	290	+13.3%
Business Jets	604	815	+34.9%
Total Shipments	**3,147**	**3,279**	**+4.2%**
Total Billings	**$10.37B**	**$11.94B**	**+15.2%**

U.S. EXPORTS

	2006	2007	CHANGE
Shipments	891	1,142	+28.2%
Billings	$4.40B	$4.59B	+4.4%

U.S. EXPORTS 2007



Note: *Airplanes are considered to be manufactured in the U.S. if they are produced under a FAA production certificate*

Note: *Exports reflect U.S. manufactured airplanes shipped outside the U.S.*

1.1 General Aviation Airplane Shipments by Type of Airplane Manufactured Worldwide (1994-2007)

Year	Grand Total	Single-Engine	Multi-Engine	Total Piston	Turboprop	Turbojet/ Turbofan	Total Turbine
1994	**1,132**	544	77	**621**	233	278	**511**
1995	**1,251**	605	61	**666**	285	300	**585**
1996	**1,437**	731	70	**801**	320	316	**636**
1997	**1,840**	1,043	80	**1,123**	279	438	**717**
1998	**2,457**	1,508	98	**1,606**	336	515	**851**
1999	**2,808**	1,689	112	**1,801**	340	667	**1,007**
2000	**3,147**	1,877	103	**1,980**	415	752	**1,167**
2001R	**2,998**	1,645	147	**1,792**	422	784	**1,206**
2002	**2,677**	1,591	130	**1,721**	280	676	**956**
2003	**2,686**	1,825	71	**1,896**	272	518	**790**
2004R	**2,961**	1,999	52	**2,051**	319	591	**910**
2005R	**3,590**	2,326	139	**2,465**	375	750	**1,125**
2006R	**4,053**	2,513	242	**2,755**	412	886	**1,298**
2007	**4,272**	2,417	258	**2,675**	459	1,138	**1,597**

Source: GAMA

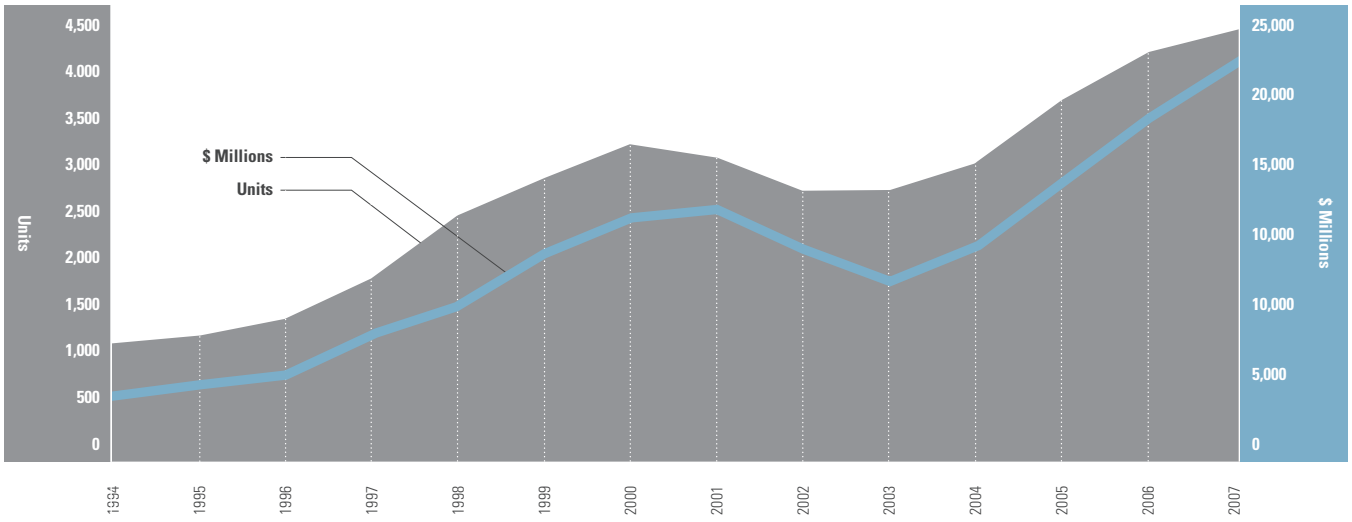
1.2 Estimated Billings (In Millions) for General Aviation Airplane Shipments by Type of Airplane Manufactured Worldwide (1994-2007)

Year	Grand Total	Single-Engine	Multi-Engine	Total Piston	Turboprop	Turbojet/ Turbofan	Total Turbine
1994	**3,749**	*	*	**111**	714	2,924	**3,638**
1995	**4,294**	*	*	**169**	774	3,351	**4,125**
1996	**4,936**	*	*	**191**	864	3,881	**4,745**
1997	**7,170**	*	*	**238**	913	6,019	**6,932**
1998	**8,604**	*	*	**377**	1,011	7,216	**8,227**
1999	**11,560**	*	*	**440**	930	10,190	**11,120**
2000	**13,496**	*	*	**512**	1,323	11,661	**12,984**
2001	**13,868**	*	*	**541**	1,210	12,117	**13,327**
2002	**11,778**	*	*	**483**	868	10,427	**11,295**
2003	**9,998**	*	*	**545**	837	8,616	**9,453**
2004	**11,918**	*	*	**692**	997	10,229	**11,226**
2005	**15,156**	*	*	**805**	1,189	13,161	**14,350**
2006	**18,807**	*	*	**857**	1,389	16,561	**17,950**
2007	**21,911**	*	*	**897**	1,582	19,431	**21,013**

Some totals do not add up due to rounding.

Source: GAMA

FIGURE 1.1 General Aviation Airplane Shipments and Billings Worldwide (1994-2007)



1.3 Worldwide Business Jet Shipments by Manufacturer (1996-2007)

	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Airbus	**0**	**0**	**0**	**0**	**0**	**5**	**2**	**0**	**0**	**9**	**10**	**12**
Airbus Corporate Jet	-	-	-	-	-	5	2	0	0	9	10	12
Avcraft (prev. Fairchild)	**0**	**0**	**0**	**0**	**0**	**4**	**4**	**9**	**9**	**1**	**0**	**0**
Envoy 3	-	-	-	-	-	4	4	9	9	1	-	-
Boeing Busines Jet	**0**	**0**	**7**	**29**	**14**	**16**	**11**	**7**	**3**	**4**	**13**	**7**
Boeing Business Jet	-	-	7	29	14	11	9	4	2	3	12	7
Boeing Business Jet 2	-	-	-	-	-	5	2	3	1	1	1	0
Bombardier Business Aircraft	**67**	**78**	**100**	**173**	**207**	**179**	**101**	**70**	**129**	**188**	**213**	**226**
Learjet 31A	12	21	22	24	27	17	9	2	-	-	-	-
Learjet 40/XR	-	-	-	-	-	-	-	-	17	21	26	57
Learjet 45/XR	-	-	7	43	71	63	27	17	22	28	30	
Learjet 60	22	24	32	32	35	29	17	12	9	18	15	23
Challenger 300	-	-	-	-	-	-	-	1	28	50	55	51
Challenger 601	6	-	-	-	-	-	-	-	-	-	-	-
Challenger 604 / 605	27	33	36	42	39	41	31	24	29	36	29	35
Global 5000	-	-	-	-	-	-	-	-	4	17	18	48
Global Express	-	-	3	32	35	29	17	14	20	13	22	
CL 850/870/890	-	-	-	-	-	-	-	-	-	5	18	12
Cessna Aircraft Company	**122**	**174**	**195**	**216**	**252**	**306**	**305**	**196**	**181**	**247**	**307**	**388**
C510 Mustang	-	-	-	-	-	-	-	-	-	-	1	45
C525 CJ1	44	63	64	59	56	61	30	22	20	14	-	-
C525 CJ1+	-	-	-	-	-	-	-	-	-	4	25	34
C525A CJ2	-	-	-	-	8	41	86	56	27	23	1	-
C525A CJ2+	-	-	-	-	-	-	-	-	-	-	36	44
C525B CJ3	-	-	-	-	-	-	-	-	6	48	72	78
C550 Citation Bravo	-	28	34	36	54	48	41	31	25	21	18	-
C560 Citation Ultra	52	47	41	32	-	-	-	-	-	-	-	-
C560 Citation Encore	-	-	-	-	6	37	36	21	24	13	12	-
C560 Citation Encore+	-	-	-	-	-	-	-	-	-	-	-	23
C560XL Citation Excel	-	-	15	39	79	85	81	48	23	-	-	-
C560XLS Citation XLS	-	-	-	-	-	-	-	-	32	64	73	82
C650 Citation VII	19	8	11	14	12	-	-	-	-	-	-	-
C680 Citation Sovereign	-	-	-	-	-	-	-	-	9	46	57	65
C750 Citation X	7	28	30	36	37	34	31	18	15	14	12	17
Dassault Falcon Jet	**33**	**51**	**47**	**69**	**73**	**75**	**66**	**49**	**63**	**51**	**61**	**70**
Falcon 50	1	-	-	-	-	-	-	-	-	-	-	-
Falcon 50EX	-	10	13	11	18	13	10	8	5	5	5	2
Falcon 900B	8	7	5	8	-	-	-	-	-	-	-	-
Falcon 900C	-	-	-	-	6	6	4	3	3	1	-	-
Falcon 900EX	3	16	15	16	23	21	17	6	1	-	-	-
Falcon 900DX	-	-	-	-	-	-	-	-	-	2	4	10
Falcon 900EX EASy	-	-	-	-	-	-	-	4	14	16	16	18
Falcon 2000	21	18	14	34	26	35	35	12	11	6	6	1
Falcon 2000EX	-	-	-	-	-	-	-	16	10	-	-	-
Falcon 2000EX EASy	-	-	-	-	-	-	-	-	19	21	30	33
Falcon 7X	-	-	-	-	-	-	-	-	-	-	-	6
Eclipse Aviation	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**98**
Eclipse 500	-	-	-	-	-	-	-	-	-	-	1	98
Embraer	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**13**	**13**	**20**	**27**	**36**
Legacy Executive	-	-	-	-	-	-	8	13	13	20	27	36
Gulfstream Aerospace	**36**	**57**	**75**	**80**	**88**	**101**	**85**	**74**	**78**	**89**	**113**	**138**
G100/150 (prev. IAI Astra)	9	6	14	9	11	5	9	24	22	26	42	59
G200 (prev. IAI Galaxy)	-	-	-	1	6	25	15					
G300/350/400/450 (p. GIV/IVSP)	24	22	32	39	37	36	29	50	56	63	71	79
G500/G550 (p. GV / VSP)	3	29	29	31	34	35	32					
Hawker Beechcraft Corporation	**58**	**78**	**91**	**100**	**118**	**98**	**94**	**100**	**115**	**141**	**140**	**162**
Beechcraft Premier I/A	-	-	-	-	-	18	29	29	37	30	23	54
Hawker 400XP	29	43	43	45	51	25	19	24	28	53	53	41
Hawker 800XP	26	33	48	55	67	55	46	47	50	58	8	-
Hawker 850XP	-	-	-	-	-	-	-	-	-	-	56	35
Hawker 900XP	-	-	-	-	-	-	-	-	-	-	-	32
Hawker 1000	3	2	-	-	-	-	-	-	-	-	-	-
Sino Swearingen	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
SJ30-2	-	-	-	-	-	-	-	-	-	-	1	1
Total Number of Airplanes	**316**	**438**	**515**	**667**	**752**	**784**	**676**	**518**	**591**	**750**	**886**	**1,138**
% Change	5%	39%	18%	30%	13%	4%	-14%	-23%	14%	27%	18%	28%
Total Billings for Airplanes ($M)	**3,881**	**6,019**	**7,216**	**10,190**	**11,661**	**12,117**	**10,427**	**8,616**	**10,229**	**13,161**	**16,561**	**19,431**
% Change	16%	55%	20%	41%	14%	4%	-14%	-17%	19%	29%	26%	17%

1.4 Worldwide Turboprop Airplane Shipments by Manufacturer (1996-2007)

	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Britten-Norman	**1**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
BN-2T Islander	1	2	3	0	-	-	-	-	-	-	-	-
Cessna Aircraft	**107**	**78**	**102**	**87**	**92**	**75**	**80**	**57**	**64**	**86**	**67**	**79**
C208 Caravan I	13	14	22	20	16	19	14	8	13	11	8	11
C208B Caravan IB	94	64	80	67	76	56	66	49	51	75	59	68
Fairchild Aircraft	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
SA-227DC Metro 23	7	-	-	-	-	-	-	-	-	-	-	-
Hawker Beechcraft Corporation	**175**	**158**	**169**	**177**	**205**	**130**	**82**	**81**	**102**	**114**	**140**	**157**
Beechcraft King Air 90	38	41	37	41	46	41	21	18	27	35	52	46
Beechcraft King Air 200	33	45	45	55	59	46	26	38	39	37	42	58
Beechcraft King Air 350	27	30	42	45	46	32	24	24	36	42	46	53
Beechcraft 1900D	69	42	45	36	54	11	11	1	-	-	-	-
Beechcraft 2000 Starship	8	-	-	-	-	-	-	-	-	-	-	-
Maule Air Incorporated	**0**	**0**	**0**	**1**	**0**	**3**	**0**	**1**	**2**	**0**	**0**	**0**
MT-7-420	0	0	0	1	0	3	0	1	2	0	0	0
Pacific Aerospace Corporation	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**8**	**10**	**5**	**10**
PAC 750XL	-	-	-	-	-	1	0	2	8	10	5	10
Piaggio	**0**	**0**	**0**	**0**	**6**	**12**	**14**	**12**	**16**	**14**	**19**	**21**
P.180 Avanti	n/a	n/a	n/a	n/a	6	12	14	12	16	13	-	-
P.180 Avanti II	-	-	-	-	-	-	-	-	-	1	19	21
Pilatus	**22**	**32**	**51**	**55**	**69**	**70**	**45**	**61**	**70**	**80**	**90**	**92**
PC-12	22	32	51	55	69	70	45	61	70	80	90	92
Piper Aircraft, Inc.	**0**	**0**	**0**	**0**	**18**	**98**	**25**	**24**	**26**	**40**	**49**	**53**
PA-46-500 TP Meridian	-	-	-	-	18	98	25	24	26	40	49	53
Quest Aircraft Company	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
Kodiak 100	-	-	-	-	-	-	-	-	-	-	-	1
EADS Socata	**8**	**9**	**11**	**20**	**25**	**33**	**34**	**34**	**31**	**31**	**42**	**46**
TBM 700	8	9	11	20	25	33	34	34	31	31	-	-
TBM 850	-	-	-	-	-	-	-	-	-	-	42	46
Total Number of Airplanes	**320**	**279**	**336**	**340**	**415**	**422**	**280**	**272**	**319**	**375**	**412**	**459**
% Change	12%	-13%	20%	1%	22%	2%	-34%	-3%	17%	18%	10%	11%
Total Billings for Airplanes ($M)	**864**	**913**	**1,011**	**930**	**1,323**	**1,210**	**868**	**837**	**997**	**1,189**	**1,389**	**1,582**
% Change	12%	6%	11%	-8%	42%	-9%	-28%	-4%	19%	19%	17%	14%

1.5 Worldwide Piston Engine Airplane Shipments by Manufacturer (1996-2007)

	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Adam Aircraft	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**4**	**3**
A500	-	-	-	-	-	-	-	-	-	2	4	3
Alpha Aviation	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**13**
120T	-	-	-	-	-	-	-	-	-	-	-	2
160A	-	-	-	-	-	-	-	-	-	-	5	9
160Ai	-	-	-	-	-	-	-	-	-	-	-	2
American Champion	**53**	**46**	**74**	**91**	**96**	**56**	**53**	**63**	**94**	**89**	**60**	**70**
7EC Champ	-	-	-	-	-	-	-	-	-	-	1	21
7ECA Aurora	2	6	6	9	3	2	3	2	2	3	2	4
7GCAA Adventurer	1	2	11	19	23	8	12	9	12	12	6	6
7GCBC Citabria Explorer	17	11	18	31	22	21	13	12	24	26	16	8
8GCBC Scout	7	7	14	5	23	6	11	8	18	9	14	8
8KCAB Super Decathlon	26	20	25	27	25	19	14	32	38	39	21	23
Aviat Aircraft	**56**	**61**	**85**	**83**	**91**	**57**	**38**	**47**	**42**	**47**	**0**	**0**
A-1 Huskey	46	-	-	-	-	-	-	-	-	-	-	-
A-1A Huskey	-	54	58	23	4	-	-	-	-	-	-	-
A-1B Huskey	-	-	6	44	76	50	34	37	30	41	n/a	n/a
Huskey Pup	-	-	-	-	-	-	-	3	3	1	n/a	n/a
S-1 11B Pitts	-	1	1	-	-	-	-	-	-	-	-	-
S-2B Pitts	10	6	3	-	-	-	-	-	-	-	-	-
S-2C Pitts	-	-	17	16	11	7	4	7	9	5	n/a	n/a
Bellanca	**2**	**2**	**1**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
Super Viking 17-30A	2	2	1	1	1	1	-	-	-	-	-	-
Britten-Norman	**5**	**0**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
BN-2B Islander	5	0	1	1	2	-	-	-	-	-	-	-
Cessna Aircraft	**0**	**360**	**775**	**899**	**912**	**821**	**559**	**588**	**654**	**822**	**865**	**807**
Cessna 172 Skyhawk	-	287	358	180	150	107	57	58	32	37	87	133
Cessna 172S Skyhawk	-	-	64	272	340	341	258	291	204	314	322	240
Cessna 182 Skylane	-	73	338	248	267	142	109	118	196	241	140	161
Cessna 182T Turbo Skylane	-	-	-	-	-	96	79	47	133	118	187	140
Cessna 206 Stationair	-	-	12	79	53	41	18	16	22	29	25	20
Cessna 206T Turbo Stationair	-	-	3	120	102	94	38	58	67	83	104	111
Cessna 350	-	-	-	-	-	-	-	-	-	-	-	1
Cessna 400	-	-	-	-	-	-	-	-	-	-	-	1
Columbia Aircraft (prev. Lancair)	**0**	**0**	**0**	**0**	**5**	**27**	**24**	**51**	**78**	**114**	**185**	**152**
Columbia 300	-	-	-	-	5	27	24	19	-	-	-	-
Columbia 350	-	-	-	-	-	-	-	32	28	25	39	34
Columbia 400	-	-	-	-	-	-	-	-	50	89	146	118
Cirrus Design Corporation	**0**	**0**	**0**	**9**	**95**	**183**	**397**	**469**	**553**	**600**	**721**	**710**
Cirrus SR-20	-	-	-	9	95	59	105	112	91	116	150	112
Cirrus SR-22	-	-	-	-	-	124	292	355	459	475	565	588
Cirrus SR-V	-	-	-	-	-	-	-	2	3	9	6	10
Commander Aircraft	**15**	**14**	**13**	**13**	**20**	**11**	**7**	**0**	**0**	**0**	**0**	**0**
Commander 114AT	3	-	-	-	-	-	-	-	-	-	-	-
Commander 114B	7	10	8	8	-	-	-	-	-	-	-	-
Commander 114TC	5	4	5	5	1	-	-	-	-	-	-	-
Commander 115	-	-	-	-	11	5	1	-	-	-	-	-
Commander 115TC	-	-	-	-	8	6	6	-	-	-	-	-
Diamond Aircraft	**142**	**88**	**0**	**0**	**0**	**0**	**155**	**228**	**261**	**329**	**438**	**471**
DA-20	142	88	n/a	n/a	n/a	n/a	70	75	58	54	55	58
DA-40	-	-	-	-	-	n/a	85	153	203	207	220	232
DA-42	-	-	-	-	-	-	-	-	-	68	163	181
Embraer	**23**	**24**	**30**	**17**	**17**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
EMB-201A Ipanema	12	16	22	-	-	-	-	-	-	-	-	-
EMB-202 Ipanema	-	-	-	12	15	1	-	-	-	-	-	-
EMB-720 Minuano	2	1	1	2	-	-	-	-	-	-	-	-
EMB-810 Seneca II	9	7	7	3	2	-	-	-	-	-	-	-
Gippsland Aeronautics	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**20**	**22**	**20**	**17**
GA-8 Airvan	-	-	-	-	-	-	-	19	20	22	20	17

Continued next page »

1.5 Worldwide Piston Engine Airplane Shipments by Manufacturer (1996-2007) (Continued)

	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Hawker Beechcraft Corporation	**149**	**134**	**137**	**144**	**153**	**136**	**83**	**82**	**93**	**99**	**118**	**111**
Beechcraft Bonanza F33 A/C	8	-	-	-	-	-	-	-	-	-	-	-
Beechcraft Bonanza A36	83	85	73	77	85	63	51	55	62	71	80	73
Beechcraft Bonanza B36TC	14	14	22	20	18	26	5	-	-	-	-	-
Beechcraft Baron 58	44	35	42	47	50	47	27	27	31	28	38	38
Liberty Aerospace	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**29**	**38**
XL2	-	-	-	-	-	-	-	-	-	2	29	38
Maule Air Incorporated	**63**	**54**	**63**	**68**	**57**	**54**	**46**	**31**	**25**	**27**	**38**	**36**
M-4-180A	-	-	-	-	-	-	-	-	-	1	-	-
M-4-180V	-	-	-	-	-	-	-	-	-	-	7	5
M-6-235	-	-	-	-	1	-	-	-	-	-	-	-
M-7-235, A, B, C	18	18	11	24	24	19	21	12	8	11	8	6
M-7-260, C	-	-	2	16	10	11	3	4	3	4	2	4
MT-7-235	4	2	6	4	5	16	12	7	1	2	9	2
MT-7-260	-	-	-	2	1	4	1	-	-	2	4	-
MX-7-160, C	3	-	-	1	-	-	-	-	-	-	-	-
MX-7-180, A, B, C, AC	14	9	11	3	3	1	4	6	5	3	4	6
MXT-7-160	-	-	5	-	-	-	-	-	-	-	-	-
MXT-7-180, A, AC	24	25	28	18	13	3	5	2	8	4	4	12
M-8-235	-	-	-	-	-	-	-	-	-	-	-	1
Micco	**0**	**0**	**0**	**0**	**6**	**10**	**0**	**0**	**0**	**0**	**0**	**0**
SP-20	-	-	-	-	5	-	-	-	-	-	-	-
SP-26	-	-	-	-	1	10	-	-	-	-	-	-
Mooney	**73**	**86**	**93**	**97**	**100**	**29**	**10**	**36**	**37**	**85**	**75**	**79**
M20J Allegro	25	19	17	-	-	-	-	-	-	-	-	-
M20K Encore	-	15	18	-	-	-	-	-	-	-	-	-
M20M Bravo	15	18	17	25	26	8	-	5	9	20	5	1
M20R Ovation	33	34	41	24	-	-	-	-	-	-	-	-
M20R Ovation 2	-	-	-	10	55	16	8	30	28	65	63	20
M20S Eagle	-	-	-	38	-	-	-	-	-	-	-	-
M20S Eagle 2	-	-	-	-	19	5	2	1	-	-	-	-
M20TN Acclaim	-	-	-	-	-	-	-	-	-	-	7	58
Piper Aircraft, Inc.	**183**	**222**	**295**	**341**	**377**	**343**	**265**	**205**	**163**	**193**	**189**	**168**
PA-28-161 Warrior III	5	10	20	20	43	32	29	31	18	37	19	27
PA-28-181 Archer III	45	47	90	107	102	88	38	49	19	16	29	16
PA-28R-201 Arrow IV	7	3	2	6	18	23	26	16	12	9	5	8
PA-32-301FT Piper 6X	-	-	-	-	-	-	-	10	24	18	10	12
PA-32-301XTC Piper 6XT	-	-	-	-	-	-	-	11	14	16	11	0
PA-32R-301 Saratoga II HP	43	38	27	28	28	22	5	9	9	8	10	0
PA-32-301T Saratoga II TC	-	26	45	52	70	68	45	28	31	37	37	39
PA-34-220T Seneca IV	18	-	-	-	-	-	-	-	-	-	-	-
PA-34-220T Seneca V	-	38	54	57	42	38	43	28	10	12	26	22
PA-44-180 Seminole	8	7	2	8	11	62	60	16	11	29	11	14
PA-46-350P Malibu Mirage	57	53	55	63	63	10	19	7	15	11	31	30
Symphony Aircraft (prev. OMF)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**1**	**10**	**5**	**0**
Symphony 160	-	-	-	-	-	-	-	19	1	10	5	-
Pacific Aerospace Corporation	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**
CT/4E Airtrainer	-	-	-	-	-	-	-	-	6	-	-	-
EADS Socata	**37**	**32**	**39**	**37**	**48**	**63**	**70**	**40**	**5**	**9**	**0**	**0**
TB-9 Tampico	1	14	14	0	2	2	3	2	0	1	-	-
TB-10	18	4	0	2	5	8	7	7	3	4	-	-
TB-20	13	11	20	31	26	33	44	19	0	1	-	-
TB-21	2	1	2	4	8	12	14	9	2	3	-	-
TB-200	3	2	3	0	7	8	2	3	0	0	-	-
Tiger Aircraft	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**18**	**19**	**15**	**3**	**0**
AG-5B Tiger	-	-	-	-	-	-	14	18	19	15	3	-
Total Number of Airplanes	**801**	**1,123**	**1,606**	**1,801**	**1,980**	**1,792**	**1,721**	**1,896**	**2,051**	**2,465**	**2,755**	**2,675**
% Change	20%	40%	43%	12%	10%	-9%	-4%	10%	8%	20%	12%	-3%
Total Billings for Airplanes ($M)	**191**	**238**	**377**	**440**	**512**	**541**	**483**	**545**	**692**	**805**	**857**	**897**
% Change	13%	25%	58%	17%	16%	6%	-11%	13%	27%	16%	6%	5%

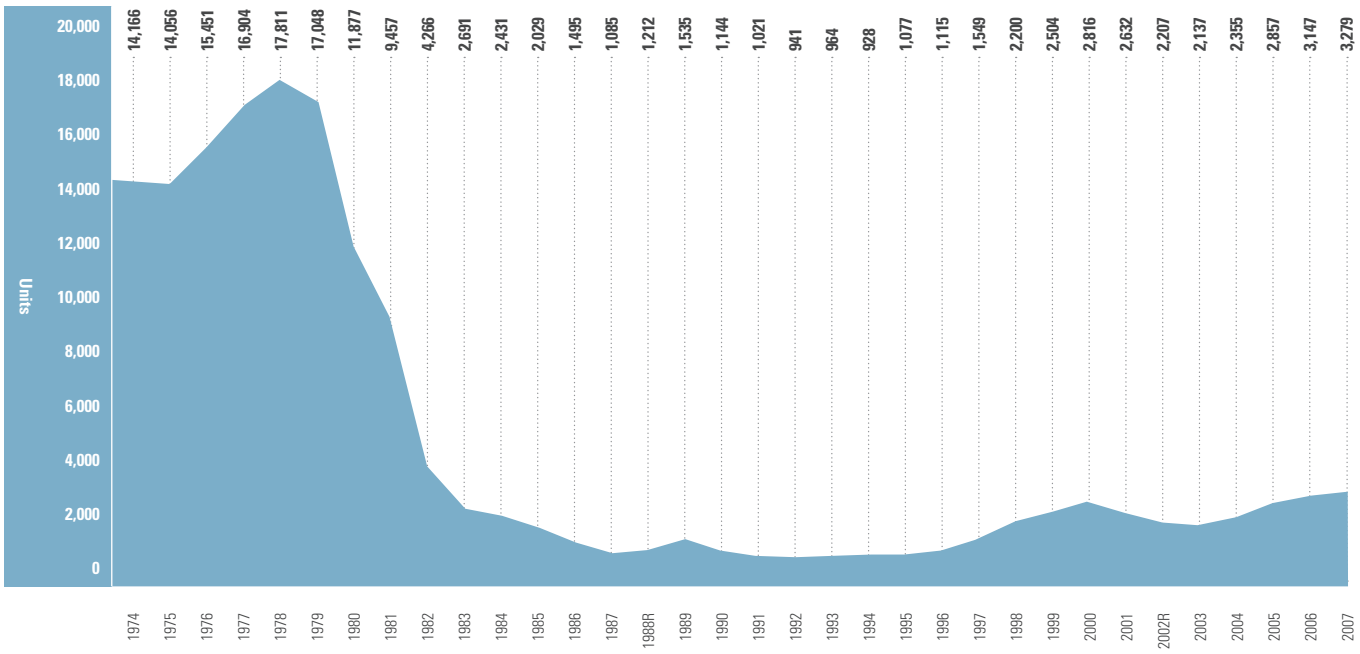
1.6 Annual Shipments of New U.S. Manufactured General Aviation Airplanes with Number of Companies Reporting and Factory Net Billings (1946-2007)

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

R = Revised

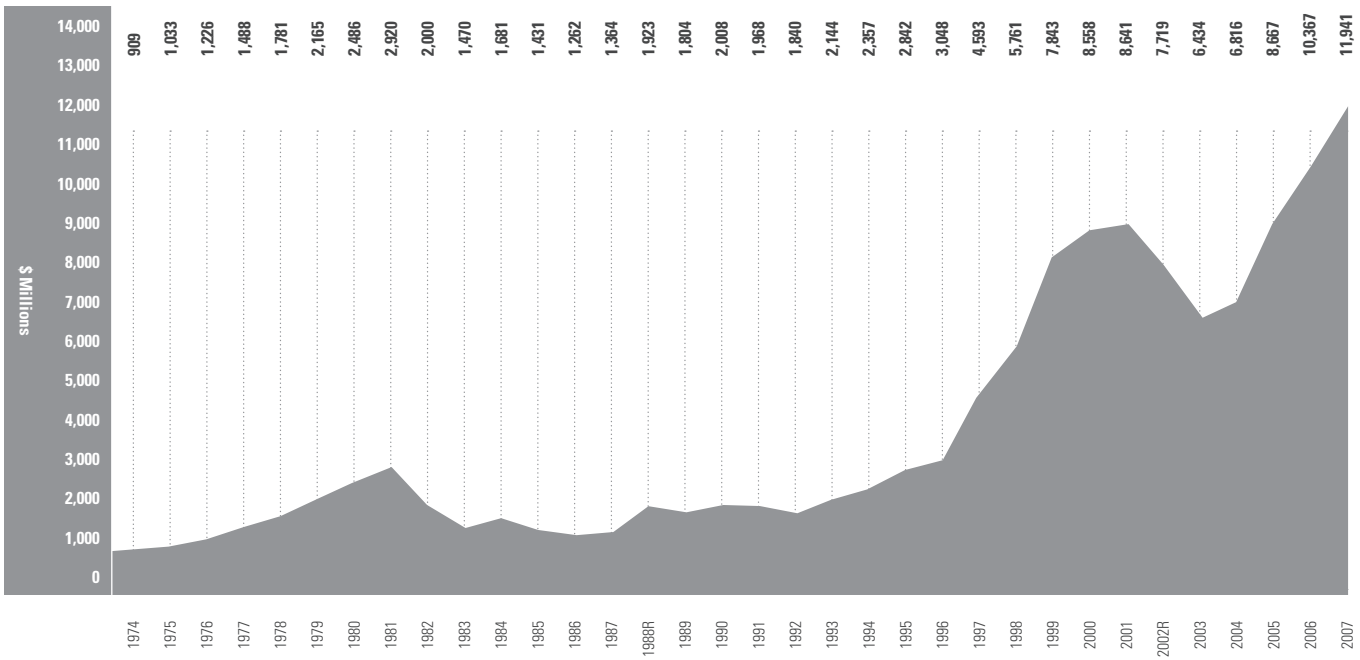
Source: GAMA

FIGURE 1.2 General Aviation Shipments of Airplanes Manufactured in the U.S. (1974-2007)



Source: GAMA

FIGURE 1.3 General Aviation Billings of Airplanes Manufactured in the U.S. (1974-2007)



Source: GAMA

1.7 General Aviation Airplane Shipments by Type Manufactured in the U.S. (1959-2007)

Year	Grand Total	Single-Engine	Multi-Engine	Total Piston	Turboprop	Turbojet/ Turbofan	Total Turbine
1959	**7,689**	6,849	840	**7,689**	0	0	**0**
1960	**7,588**	6,569	1,019	**7,588**	0	0	**0**
1961	**6,756**	5,995	761	**6,756**	0	0	**0**
1962	**6,697**	5,690	1,007	**6,697**	0	0	**0**
1963	**7,569**	6,248	1,321	**7,569**	0	0	**0**
1964	**9,336**	7,718	1,606	**9,324**	9	3	**12**
1965	**11,852**	9,873	1,780	**11,653**	87	112	**199**
1966	**15,768**	13,250	2,192	**15,442**	165	161	**326**
1967	**13,577**	11,557	1,773	**13,330**	149	98	**247**
1968	**13,698**	11,398	1,959	**13,357**	248	93	**341**
1969	**12,457**	10,054	2,078	**12,132**	214	111	**325**
1970	**7,292**	5,942	1,159	**7,101**	135	56	**191**
1971	**7,466**	6,287	1,043	**7,330**	89	47	**136**
1972	**9,774**	7,898	1,548	**9,446**	179	149	**328**
1973	**13,646**	10,780	2,413	**13,193**	247	206	**453**
1974	**14,166**	11,562	2,135	**13,697**	250	219	**469**
1975	**14,056**	11,439	2,116	**13,555**	305	196	**501**
1976	**15,449**	12,783	2,120	**14,903**	359	187	**546**
1977	**16,907**	14,057	2,195	**16,252**	428	227	**655**
1978	**17,811**	14,398	2,634	**17,032**	548	231	**779**
1979	**17,050**	13,286	2,843	**16,129**	639	282	**921**
1980	**11,860**	8,640	2,116	**10,756**	778	326	**1,104**
1981	**9,457**	6,608	1,542	**8,150**	918	389	**1,307**
1982	**4,266**	2,871	678	**3,549**	458	259	**717**
1983	**2,691**	1,811	417	**2,228**	321	142	**463**
1984	**2,431**	1,620	371	**1,991**	271	169	**440**
1985	**2,029**	1,370	193	**1,563**	321	145	**466**
1986	**1,495**	985	138	**1,123**	250	122	**372**
1987	**1,085**	613	87	**700**	263	122	**385**
1988	**1,143**	628	67	**695**	291	157	**448**
1989	**1,535**	1,023	87	**1,110**	268	157	**425**
1990	**1,144**	608	87	**695**	281	168	**449**
1991	**1,021**	564	49	**613**	222	186	**408**
1992	**941**	552	41	**593**	177	171	**348**
1993	**964**	516	39	**555**	211	198	**409**
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**
2005	**2,857**	2,024	71	**2,095**	240	522	**762**
2006R	**3,147**	2,208	79	**2,287**	256	604	**860**
2007	**3,279**	2,097	77	**2,174**	290	815	**1,105**

R - Revised

Source: GAMA

1.8 Estimated Billings (in Millions) for New U.S. Manufactured General Aviation Airplane Shipments by Type (1978-2007)

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

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

Source: GAMA

1.9 Average Age of U.S. Registered General Aviation Fleet (2005-2007)

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

Source: GAMA

1.10 U.S. Manufactured General Aviation Airplane Shipments by Year and Quarter (1966-2007)

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

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

Source: GAMA

1.11 U.S. Civil Airplane Imports and Dollar Value (in Millions) (2002-2006)

	2001		2002		2003		2004		2005		2006	
	Units	Dollars	Units	Dollars	Units	Dollars	Units	Dollars	Units	Dollars	Units	Dollars
Single-Engine	144	$161.2	223	$136.5	334	$205.7	293	$228.8	313	$255.5	394	$334.4
Multi-Engine Under 4,400 lbs	0	0.0	4	1.7	1	0.3	1	0.1	0	0.0	37	17.5
Multi-Engine 4,400-10,000 lbs	14	35.8	25	70.0	10	29.4	9	33.8	13	57.2	19	87.8
Multi-Engine-Turbojet/Turbofan 10,000-33,000 lbs.	345	5,879.4	343	6,141.3	320	5,805.0	237	4,275.0	184	3,367.0	189	3,496.0
Multi-Engine-Other-Including Turboshaft 10,000-33,000 lbs.	16	206.4	2	34.1	0	$0.0	4	63.8	2	$6.2	6	50.7
Total	**519**	**6,282.8**	**597**	**6,383.6**	**665**	**6,040.4**	**544**	**4,601.5**	**512**	**3,679.8**	**645**	**3,986.3**

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

Source: Aerospace Industries Association from Department of Commerce Data

1.12 New U.S. Manufactured General Aviation Airplane Exports (1978-2007)

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

R = Revised

Source: GAMA

1.13 New U.S. Manufactured General Aviation Airplane Exports by Type (1978-2007)

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

Source: GAMA

2

General Aviation Fleet and Flight Activity

In the United States there are over 221,000 active aircraft which are used in corporate and business aviation, in emergency medical service and for personal recreation. These aircraft fly over 27 million hours each year, two-thirds of which are for business purposes. Around the world, an estimated 320,000 general aviation aircraft are in operation, flying in excess of 35 million hours per year.

This section provides a detailed overview of the Federal Aviation Administration (FAA) General Aviation and Part 135 Activity Survey data, including an overview of the active general aviation fleet and the hours flown based on primary operating category.

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

2.1 2006 General Aviation and On-Demand FAR 135 Aircraft by Primary Use and Aircraft Type

		General Aviation FAR Part 91 Use												On-Demand FAR Part 135 Use		
Aircraft Type	Total Active	Per-sonal	Busi-ness	Cor-porate	Instruc-tional	Aerial Apps	Aerial Obs	Aerial Other	External Load	Other Work	Sight See	Air Med [1]	Other	Air Taxi [2]	Air Tours	Air Med
Total All Aircraft	**221,943**	**149,026**	**24,413**	**11,054**	**14,316**	**3,430**	**4,407**	**831**	**212**	**729**	**906**	**357**	**3,179**	**7,369**	**445**	**1,269**
% Std. Error	1.5	2.1	1.8	1.0	1.7	1.5	1.3	0.9	0.8	1.5	1.2	1.1	1.4	0.7	0.7	0.7
Piston Total	**163,743**	**118,618**	**20,760**	**2,098**	**12,143**	**1,928**	**2,525**	**233**	**3**	**419**	**151**	**134**	**1,715**	**2,659**	**115**	**241**
% Std. Error	2.1	2.7	2.0	1.7	2.0	3.6	1.9	1.2		2.1	1.8	1.9	2.0	0.7	0.7	1.3
One Engine	145,036	109,678	16,003	761	11,071	1,912	2,193	122	3	412	114	6	1,309	1,269	87	96
Two Engine	18,708	8,940	4,757	1,337	1,072	16	333	112	0	7	37	128	407	1,389	28	145
Turboprop Total	**8,063**	**1,177**	**1,570**	**2,436**	**78**	**909**	**68**	**178**	**0**	**55**	**0**	**41**	**128**	**1,272**	**19**	**133**
% Std. Error	0.3	0.4	0.4	0.4	0.4	0.4	0.4	0.4		0.4		0.4	0.4	0.3	0.3	0.3
One Engine Total	2,576	355	437	235	26	878	20	72	0	29	0	16	39	438	15	16
Two Engine Total	5,487	823	1,133	2,201	52	30	48	106	0	26	0	25	89	833	4	117
Turbojet Total	**10,379**	**750**	**909**	**5,922**	**11**	**7**	**5**	**6**	**0**	**0**	**0**	**12**	**268**	**2,426**	**0**	**63**
% Std. Error	0.3	0.3	0.3	0.3	0.4	0.4	0.5	0.5				0.3	0.3	0.2		0.3
Rotorcraft Total	**9,159**	**1,525**	**538**	**487**	**1,258**	**487**	**1,658**	**382**	**206**	**37**	**113**	**170**	**264**	**938**	**267**	**831**
% Std. Error	0.6	1.2	1.1	1.1	1.1	1.1	1.1	0.9	1.0	1.0	1.0	1.1	1.1	0.8	0.7	0.6
Piston Total	3,264	1,172	305	19	1,174	172	220	22	6	0	68	3	69	31	3	0
Turbine Total	5,895	353	233	468	84	315	1,438	360	199	37	44	167	195	906	264	831
- One Engine Turbine	4,627	320	195	268	84	310	1,399	308	132	34	44	71	163	636	255	408
- Two Engine Turbine	1,268	33	38	200	0	6	39	52	68	2	0	96	32	270	9	423
Gliders Total	**1,975**	**1,752**	**2**	**0**	**179**	**0**	**0**	**0**	**0**	**2**	**18**	**0**	**21**	**0**	**0**	**0**
Lighter-than-air Total	**4,303**	**3,387**	**0**	**0**	**110**	**0**	**3**	**3**	**0**	**98**	**615**	**0**	**42**	**0**	**44**	**0**
Experimental Total	**23,047**	**20,729**	**615**	**110**	**420**	**97**	**142**	**29**	**4**	**118**	**9**	**0**	**698**	**75**	**0**	**0**
Amateur Built	19,316	17,890	450	2	358	3	77	0	1	82	5	0	448	0	0	0
Exhibition	2,103	1,919	34	0	26	5	8	0	0	20	0	0	91	0	0	0
Other	1,629	920	131	108	36	89	57	29	3	16	4	0	159	75	0	0
Light-Sport Total	**1,273**	**1,088**	**19**	**0**	**116**	**1**	**6**	**0**	**0**	**0**	**0**	**0**	**43**	**0**	**0**	**0**
% Std. Error	0.3	0.4	0.4		0.4		0.5						0.4			

1 Excludes Air Medical Services conducted under FAR Part 135.

Source: FAA

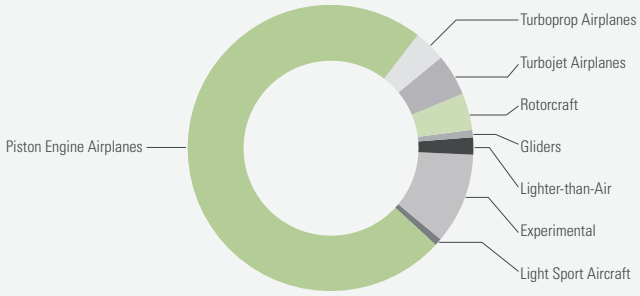
2 Excludes Air Tour and Air Medical FAR Part 135.

The Use Categories are defined as part of the FAA General Aviation and Part 135 Activity survey. Starting in 2004, Far Part 135 Air Taxi, Air Tours, Air Medical, and Commuter use categories were added and tabulated separately from other general use categories. Beginning in 2004, commuter activity is excluded from all estimates. 2003 and prior, commuter activity was included in the Air Taxi use category. Table cells that are populated by a small number of aircraft may display relatively high standard errors for the corresponding estimates. Estimates in these types of categories also may vary noticeably from year to year and should be interpreted with caution. Columns may not add to totals due to rounding procedures.

In 2004, the FAA expanded the General Aviation Air Taxi Activity & Avionics Survey to include 100 percent of turbine and non-scheduled Part 135 airplanes. Similarly, 100 percent of aircraft in Alaska aircraft were also surveyed. Furthermore, the FAA Registry sample was also adjusted. This change in survey methodology resulted in improved accuracy in the GAATAA information.

FIGURE 2.1 2006 General Aviation and On-Demand FAR 135 Aircraft by Type

Piston Engine Airplanes	163,743
Turboprop Airplanes	8,063
Turbojet Airplanes	10,379
Rotorcraft	9,159
Gliders	1,975
Lighter-than-Air	4,303
Experimental	23,047
Light Sport Aircraft	1,273



2.2 2006 General Aviation and On-Demand FAR 135 Total Hours Flown (in Thousands) by Actual Use and Aircraft Type

		General Aviation FAR Part 91 Use												On-Demand FAR Part 135 Use		
Aircraft Type	Total Hours	Personal	Business	Corporate	Instructional	Aerial Apps	Aerial Obs	Aerial Other	External Load	Other Work	Sight See	Air Med [1]	Other	Air Taxi [2]	Air Tours	Air Med
Total All Aircraft	**27,705**	**9,141**	**3,234**	**3,114**	**4,322**	**946**	**1,197**	**241**	**136**	**198**	**171**	**115**	**1,149**	**2,746**	**295**	**701**
% Std. Error	1.0	1.0	2.4	3.2	3.1	6.2	5.6	10.2	19.1	18.3	12.3	14.8	3.9	3.7	16.2	7.4
Piston Total	**16,525**	**7,417**	**2,501**	**337**	**3,516**	**423**	**560**	**66**	**1**	**126**	**81**	**40**	**407**	**929**	**46**	**75**
% Std. Error	1.6	1.5	3.8	10.7	4.6	12.0	10.5	26.8	82.6	37.5	12.7	17.6	7.6	9.2	32.6	24.4
One Engine	13,976	6,770	1,904	115	3,226	419	447	45	1	125	76	24	330	424	38	32
Two Engine	2,550	647	598	222	290	4	113	21	-	1	5	16	77	505	8	42
Turboprop Total	**2,162**	**200**	**255**	**600**	**26**	**351**	**22**	**33**	**-**	**23**	**0**	**23**	**78**	**467**	**8**	**76**
% Std. Error	1.1	3.5	3.0	2.4	8.1	4.6	16.7	9.9	-	15.8	30.6	22.1	6.6	3.7	27.8	9.1
One Engine Total	853	54	74	64	9	342	9	16	-	12	0	15	31	209	7	11
Two Engine Total	1,310	145	181	536	17	10	13	17	-	11	0	8	47	257	2	65
Turbojet Total	**4,077**	**286**	**347**	**2,012**	**8**	**1**	**3**	**2**	**-**	**12**	**0**	**5**	**460**	**880**	**0**	**63**
% Std. Error	0.8	2.7	3.0	1.2	8.1	43.1	48.7	46.6	12.0	44.7	24.7	2.4	2.2	66.3	8.2	0
Rotorcraft Total	**3,446**	**127**	**61**	**130**	**694**	**140**	**586**	**134**	**130**	**22**	**57**	**47**	**143**	**452**	**237**	**487**
% Std. Error	1.2	4.9	6.0	7.4	4.1	6.4	3.6	6.2	8.4	13.5	15.0	9.7	5.2	4.2	8.6	3.9
Piston Total	918	94	32	4	636	35	52	4	2	1	16	1	26	15	2	0
Turbine Total	2,528	34	28	126	58	105	534	129	128	22	41	46	118	437	235	487
- One Engine Turbine	1,958	29	23	74	48	99	519	96	94	17	41	22	88	314	227	267
- Two Engine Turbine	570	5	5	51	10	7	15	34	34	4	0	24	30	123	8	220
Gliders Total	**106**	**75**	**0**	**0**	**25**	**-**	**0**	**-**	**-**	**0**	**3**	**-**	**3**	**-**	**-**	**-**
Lighter-than-air Total	**105**	**63**	**0**	**0**	**4**	**-**	**0**	**0**	**-**	**7**	**26**	**-**	**1**	**0**	**2**	**-**
Experimental Total	**1,218**	**923**	**69**	**35**	**38**	**29**	**26**	**6**	**5**	**7**	**3**	**1**	**54**	**18**	**2**	**0**
Amateur Built	899	780	49	0	27	0	5	0	2	4	2	0	28	-	-	-
Exhibition	103	90	2	0	3	2	0	-	0	1	0	0	5	-	-	-
Other	216	53	18	35	8	27	20	6	3	2	0	1	21	18	2	0
Light-Sport Total	**66**	**50**	**1**	**-**	**10**	**0**	**0**	**-**	**-**	**-**	**0**	**0**	**3**	**-**	**-**	**-**
% Std. Error	2.2	2.2	16.8		9.0	66.5	24.6	0.0			39.8	65.2	13.7			

1 Excludes Air Medical Services conducted under FAR Part 135.

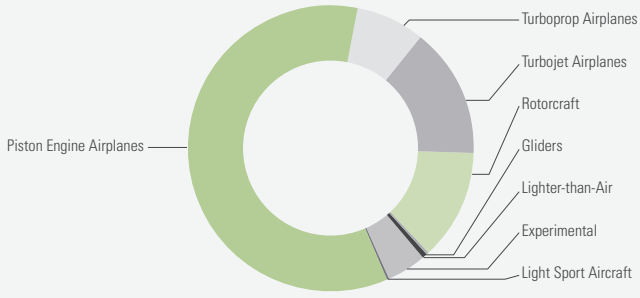
Source: FAA

2 Excludes Air Tour and Air Medical FAR Part 135.

The Use Categories are defined as part of the FAA General Aviation and Part 135 Activity survey. Starting in 2004, Far Part 135 Air Taxi, Air Tours, Air Medical, and Commuter use categories were added and tabulated separately from other general use categories. Beginning in 2004, commuter activity is excluded from all estimates. 2003 and prior, commuter activity was included in the Air Taxi use category. Table cells that are populated by a small number of hours may display relatively high standard errors for the corresponding estimates. Estimates in these types of categories also may vary noticeably from year to year and should be interpreted with caution. Columns may not add to totals due to rounding procedures.

FIGURE 2.2 2006 General Aviation and On-Demand FAR 135 Aircraft by Type and Hours Flown (in Thousands)

Piston Engine Airplanes	16,525
Turboprop Airplanes	2,162
Turbojet Airplanes	4,077
Rotorcraft	3,446
Gliders	106
Lighter-than-Air	105
Experimental	1,218
Light Sport Aircraft	66



2.3 General Aviation and On-Demand FAR 135 Estimated Hours Flown (in Thousands) by Type (1980-2006)

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

Starting in 1993, commuters were excluded. In 2004, the survey coverage was expanded for turbine airplanes and rotorcraft, accounting for part of the increase in hours.
R = Revised

Source: FAA

2.4 General Aviation and On-Demand FAR 135 Estimated Active Aircraft by Type (1980-2006)

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

Starting in 1993, commuters were excluded. In 2004, the survey coverage was expanded for turbine airplanes and rotorcraft, accounting for part of the increase in hours.
R = Revised

Source: FAA

2.5 Active General Aviation and On-Demand FAR 135 Aircraft and Average Hours Flown (in Thousands) per Aircraft by Type (2002-2006)

Aircraft Type	Estimated Active Aircraft					Estimated Average Hours / Aircraft / Year				
	2002	2003	2004	2005	2006	2002	2003	2004	2005	2006
All Aircraft Total	**211,244**	**209,708**	**219,426**	**224,352**	**221,943**	**128**	**130**	**128**	**120**	**125**
Piston-Total	**161,087**	**160,938**	**165,189**	**167,608**	**163,743**	**117**	**118**	**110**	**98**	**101**
One Engine	143,503	143,265	146,613	148,101	145,036	114	116	105	93	96
1-3 seats	39,158	38,497	39,283	39,671	37,733	102	92	94	79	79
4 + seats	104,345	104,768	107,330	108,430	107,303	118	125	109	98	103
Two Engine	17,483	17,491	18,469	19,412	18,708	146	133	150	138	136
1-6 seats	12,640	12,816	13,024	13,192	12,919	135	116	131	117	118
7 + seats	4,843	4,675	5,445	6,220	5,788	175	179	194	182	178
Other Piston	101	182	107	92	n/a	177	87	146	191	n/a
Turboprop-Total	**6,841**	**7,689**	**8,379**	**7,942**	**8,063**	**270**	**250**	**258**	**265**	**268**
One Engine	1,108	1,821	2,468	2,595	2,576	379	285	308	326	331
Two Engine	5,703	5,790	5,858	5,307	5,487	250	242	238	236	239
1-12 seats	4,857	4,736	5,027	4,427	4,744	235	221	225	223	229
13 + seats	846	1,054	831	880	744	338	339	315	300	302
Other Turboprop	30	78	54	40	n/a	123	10	139	208	n/a
Turbojet/fan-Total	**8,355**	**7,997**	**9,298**	**9,823**	**10,379**	**329**	**338**	**400**	**384**	**393**
Two Engine	7,655	7,465	8,649	9,097	n/a	333	333	401	384	n/a
Other Turbojet/fan	701	532	650	727	n/a	277	410	391	389	n/a
Rotorcraft-Total	**6,648**	**6,525**	**7,821**	**8,728**	**9,159**	**282**	**327**	**324**	**350**	**376**
Piston	2,351	2,123	2,315	3,039	3,264	193	211	222	203	281
Turbine	4,297	4,403	5,506	5,689	5,895	331	383	367	429	429
One Engine	3,611	3,550	4,376	4,537	4,627	308	360	352	411	423
Two Engine	686	853	1,130	1,151	1,268	452	482	426	501	450
Gliders-Total	**1,951**	**2,002**	**2,116**	**2,074**	**1,975**	**81**	**59**	**56**	**58**	**54**
Lighter-Than-Air-Total	**4,426**	**4,006**	**3,823**	**4,380**	**4,303**	**40**	**36**	**34**	**33**	**24**
Experimental-Total	**21,936**	**20,550**	**22,800**	**23,627**	**23,047**	**61**	**63**	**58**	**57**	**53**
Amateur	18,168	17,028	19,165	19,817	19,316	54	57	52	50	47
Exhibition	2,190	2,031	2,070	2,120	2,103	58	51	56	53	49
Other	1,578	1,491	1,565	1,691	1,629	154	151	138	142	132
Light Sport Total	**0**	**0**	**0**	**170**	**1,273**	**0**	**0**	**0**	**55**	**52**

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

Source: FAA

2.6 Total Fuel Consumed and Average Fuel Consumption Rate by Aircraft Type (2006)

Fuel Type	Fixed Wing			Rotorcraft		Other Aircraft	Experimental	Light Sport	Total All Aircraft
	Piston	Turboprop	Turbojet	Piston	Turbine				
Jet Fuel									
Avg. Rate (GPH)	41.1	88.6	320.1	30.4	58.7	*	183.7	*	**178.3**
Estimated Fuel Use (Thousand Gal.)	7,951.9	188,874.2	1,262,213.8	410.6	150,003.8	*	26,888.9	*	**1,636,343.3**
% Standard Error	13.4	1.7	1.1	16.0	2.7	*	11.9	*	**1.1**
100 Low-Lead									
Avg. Rate (GPH)	15.2	37.4	82.9	18.5	64.3	10.0	12.9	5.2	**15.2**
Estimated Fuel Use (Thousand Gal.)	246,017.1	1,053.4	440.4	13,455.7	6,498.9	1.0	11,363.6	57.2	**278,887.4**
% Standard Error	2.5	17.4	29.4	24.9	28.9	0.0	11.5	5.6	**3.9**
100 Octane									
Avg. Rate (GPH)	14.7	43.7	*	11.4	17.0	*	13.0	6.0	**14.5**
Estimated Fuel Use (Thousand Gal.)	14,296.2	91.5	*	572.0	2.1	*	826.7	3.5	**15,791.9**
% Standard Error	7.1	46.1	*	12.7	0.0	*	7.9	18.9	**5.9**
Automotive Gasoline									
Avg. Rate (GPH)	8.4	*	*	10.1	*	7.0	6.3	5.3	**7.6**
Estimated Fuel Use (Thousand Gal.)	5,019.9	*	*	59.5	*	30.1	1,438.3	301.3	**6,849.2**
% Standard Error	8.7	*	*	42.0	*	0.0	7.1	7.2	**4.3**
Other Fuel									
Avg. Rate (GPH)	8.5	*	*	*	*	19.9	14.2	4.0	**19.4**
Estimated Fuel Use (Thousand Gal.)	2.4	*	*	*	*	2,307.0	74.6	0.3	**2,384.3**
% Standard Error	24.6	*	*	*	*	6.7	19.7	36.1	**6.5**
Total Fuel Use									
Avg. Rate (GPH)	14.8	87.1	319.5	18.3	58.8	19.8	17.7	5.3	**33.5**
Estimated Fuel Use (Thousand Gal.)	273,287.6	190,019.1	1,262,654.1	14,497.9	156,504.8	2,338.1	40,592.1	362.3	**1,940,256.0**
% Standard Error	2.4	1.7	1.1	23.3	2.8	6.7	10.7	6.1	**2.4**

A new methodoloy was used for fuel information in the 2005 General Aviation and Air Taxi Actvity survey compared to previous years.

Source: FAA

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

2.7 Active General Aviation Aircraft by U.S. Region and State (1999-2006)

	1999	2000	2001	2002	2003	2004	2005	2006
Alaskan – Total	**6,122**	**5,925**	**5,714**	**5,718**	**5,489**	**6,207**	**6,217**	**6,201**
Central – Total	**12,808**	**12,173**	**11,939**	**11,486**	**11,694**	**12,622**	**12,156**	**12,560**
Iowa	2,675	2,772	3,156	2,742	2,899	3,035	2,943	2,798
Kansas	3,821	3,611	3,361	3,122	3,141	3,750	3,330	3,393
Missouri	4,144	3,777	3,503	3,893	3,919	3,902	3,774	4,312
Nebraska	2,167	2,013	1,919	1,729	1,734	1,936	2,109	2,057
Eastern – Total	**26,360**	**25,606**	**25,595**	**25,688**	**25,969**	**25,999**	**26,986**	**25,903**
Delaware	1,485	2,068	1,938	1,957	2,256	2,365	2,596	2,409
District of Columbia	10	152	39	11	30	37	48	34
Maryland	3,342	3,436	2,784	2,367	3,214	2,550	3,123	2,317
New Jersey	3,871	3,791	3,917	3,647	3,341	3,466	3,944	3,683
New York	6,349	6,082	5,570	6,180	6,205	5,959	5,437	5,829
Pennsylvania	6,455	5,648	5,825	5,806	5,590	6,281	6,041	5,865
Virginia	3,649	3,354	4,451	4,524	4,472	4,455	4,590	4,809
West Virginia	901	1,075	1,071	1,196	862	888	1,208	957
Great Lakes – Total	**39,705**	**37,915**	**36,743**	**36,067**	**34,997**	**35,602**	**36,777**	**36,616**
Illinois	7,469	7,478	6,041	5,976	5,895	6,942	6,283	5,841
Indiana	4,611	3,964	4,143	3,574	4,550	4,173	3,987	3,909
Michigan	7,379	7,236	6,234	7,375	5,694	6,975	6,274	6,229
Minnesota	4,994	5,141	5,928	5,229	4,241	4,861	5,728	5,414
North Dakota	933	1,585	1,434	1,224	1,322	812	1,350	1,533
Ohio	7,451	6,486	7,325	6,719	7,391	6,458	6,630	7,108
South Dakota	1,344	1,376	971	1,331	960	1,156	1,281	1,293
Wisconsin	5,524	6,449	4,667	4,639	4,944	4,226	5,244	5,290
New England – Total	**8,375**	**8,074**	**7,910**	**7,799**	**8,000**	**8,679**	**8,444**	**7,968**
Connecticut	1,798	1,793	1,573	1,597	1,790	1,780	2,120	2,090
Maine	1,378	1,086	1,207	913	1,210	1,238	1,370	948
Massachusetts	2,635	2,717	2,600	2,843	2,580	2,985	2,636	2,655
New Hampshire	1,519	1,485	1,753	1,455	1,472	1,566	1,282	1,320
Rhode Island	347	393	232	294	384	383	523	320
Vermont	698	600	546	698	565	726	514	636
N.W. Mountain – Total	**24,747**	**24,252**	**24,092**	**24,471**	**23,402**	**24,710**	**26,071**	**26,260**
Colorado	6,004	5,246	5,104	5,625	5,343	5,222	5,755	5,623
Idaho	1,721	2,328	2,504	2,548	2,156	2,193	2,664	2,786
Montana	2,398	2,374	2,180	2,324	2,274	2,200	2,408	2,911
Oregon	5,084	4,687	4,955	5,219	4,669	5,384	5,029	4,800
Utah	1,561	1,673	1,653	1,805	1,316	1,923	1,936	1,856
Washington	6,834	7,166	6,666	6,043	6,143	6,623	7,154	7,042
Wyoming	1,144	778	1,030	906	1,501	1,166	1,125	1,241
Southern – Total	**39,030**	**39,271**	**38,623**	**39,076**	**39,503**	**41,146**	**42,092**	**40,821**
Alabama	3,227	3,480	3,012	3,423	3,249	3,712	3,495	4,477
Florida	15,301	14,096	14,773	13,188	14,236	15,385	15,776	14,226
Georgia	4,756	4,809	5,324	6,098	4,981	5,490	5,381	5,762
Kentucky	1,868	2,033	2,191	2,109	2,165	1,870	1,778	1,497
Mississippi	1,850	2,038	1,893	1,811	2,198	2,563	2,068	2,159
North Carolina	5,621	5,620	5,272	5,727	5,830	5,602	6,298	6,106
Puerto Rico	341	278	373	368	367	319	372	182
South Carolina	2,237	2,689	2,152	2,422	2,505	2,271	2,690	2,236
Tennessee	3,731	4,228	3,610	3,912	3,909	3,906	4,148	4,156
Southwest – Total	**29,321**	**31,611**	**28,557**	**28,174**	**29,615**	**30,776**	**30,820**	**31,299**
Arkansas	3,146	2,660	2,730	2,807	3,286	2,621	2,467	2,382
Louisiana	3,761	3,012	2,355	2,488	2,886	2,721	3,030	2,393
New Mexico	2,254	2,990	2,486	2,272	2,784	3,088	3,076	3,375
Oklahoma	4,479	4,080	3,421	3,693	3,770	4,347	3,910	4,734
Texas	15,681	18,869	17,564	16,915	16,889	17,999	18,338	18,415
Western-Pacific – Total	**32,995**	**32,666**	**32,274**	**32,764**	**31,038**	**33,683**	**34,788**	**34,314**
Arizona	5,432	6,062	6,707	5,506	5,072	6,607	5,867	6,438
California	24,760	23,454	22,708	24,448	23,501	23,700	25,337	23,854
Hawaii	378	435	282	356	414	331	481	619
Nevada	2,405	2,715	2,563	2,427	2,034	3,033	2,990	3,374
Other U.S. Territories	*	**118**	*	**42**	*	*	*	*
Grand Total	**219,464**	**217,533**	**211,446**	**211,244**	**209,708**	**219,426**	**224,352**	**221,943**

Source: FAA

2.8 Summary of U.S. General Aviation Operations and Contacts (in Thousands) (1993-2006)

	1993	1994	1995	1996	1997	1998	1999R	2000R	2001R	2002R	2003R	2004R	2005R	2006E
GA IFR Aircraft Handled at Air Route Traffic Control Centers	7,433	7,685	7,824	7,857	8,239	8,745	8,808	8,744	8,024	8,181	8,000	8,350	8,368	8,197
G.A. Instrument Operations at FAA & Contract Facilities[1]	17,894	18,049	18,092	17,889	19,093	20,087	20,898	21,222	19,706	19,656	18,630	18,620	17,986	*
G.A. Instrument Operations at FAA Traffic Control Facilities[1]	*	*	*	*	*	*	*	20,799	19,275	19,213	18,094	18,007	17,394	17,011
Total Aircraft Contacts at Flight Service Stations	3,703	3,509	3,206	2,971	2,804	2,600	2,524	2,438	2,196	2,170	2,050	1,976	*	*

* Facilities includes Control Towers, TRACONs, CERAPs and RAPCONs
ATADS Provides the Traffic Count for GA Operation Data.
1 The FAA suspended tracking of IFR operations at Contract Facilities in 2005

Source: FAA Air Traffic Activity

2.9 Summary of U.S. General Aviation Operations (in Thousands) at FAA and Contract Control Towers (1993-2006)

	1993	1994	1995	1996	1997	1998	1999R	2000R	2001R	2002R	2003R	2004R	2005R	2006E
GA Total Airport Operations at FAA Control Towers	35,228	34,092	32,265	29,250	28,232	28,522	29,110	27,002	24,784	24,092	22,598	21,762	20,705	19,739
– Itinerant Operations at FAA Control Towers	20,377	20,208	1,886	17,575	17,097	17,157	17,422	16,286	14,949	14,553	13,577	13,190	12,430	11,908
– Local Operations at FAA Control Towers	14,851	14,484	13,379	11,675	11,135	11,365	11,688	10,717	9,835	9,539	9,021	8,572	8,275	7,830
GA Total Airport Operations at Contract Towers	1,373	1,561	3,661	6,049	8,601	10,118	10,890	12,876	12,843	13,562	12,926	13,205	13,456	13,392
– Itinerant Operations at Contract Towers	760	855	1,974	3,249	4,572	5,240	5,597	6,558	6,484	6,898	6,654	6,817	6,885	6,844
– Local Operations at Contract Towers	613	706	1,687	2,801	4,029	4,877	5,292	6,318	6,359	6,634	6,272	6,388	6,571	6,549
GA Total Airport Operations at FAA & Contract Control Towers	**36,601**	**36,254**	**35,927**	**35,298**	**36,833**	**38,046**	**40,000**	**39,879**	**37,627**	**37,653**	**35,524**	**34,968**	**34,161**	**33,131**

* Facilities includes Control Towers, TRACONs, CERAPs and RAPCONs
ATADS Provides the Traffic Count for GA Operation Data.
1 The FAA suspended tracking of IFR operations at Contract Facilities in 2005

Source: FAA Air Traffic Activity

2.10 Experimental Fleet Estimated Active Aircraft (1993-2006)

	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Amateur Built	6,854	8,833	9,328	11,566	10,261	13,189	16,858	16,739	16,736	18,168	17,028	19,165	19,817	19,316
Exhibition	1,622	637	2,245	2,094	1,798	1,630	1,999	1,973	2,052	2,190	2,031	2,070	2,120	2,103
Other	2,462	2,674	3,603	2,965	2,620	1,684	1,671	1,694	1,633	1,578	1,491	1,565	1,691	1,629
Total Experimental	**10,938**	**12,144**	**15,176**	**16,625**	**14,679**	**16,503**	**20,528**	**20,406**	**20,421**	**21,936**	**20,550**	**22,800**	**23,628**	**23,048**
% of G.A. Fleet	**6.2%**	**7.0%**	**8.1%**	**8.7%**	**7.6%**	**8.1%**	**9.4%**	**9.4%**	**9.7%**	**10.4%**	**9.8%**	**10.4%**	**10.5%**	**10.4%**

Source: FAA

2.11 Experimental Fleet Estimated Hours Flown (in Thousands) (1993-2006)

	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Amateur Built	298	391	482	524	698	729	883	887	794	976	963	990	987	899
Exhibition	88	44	260	192	246	73	122	113	102	127	103	116	113	103
Other	325	289	452	442	382	269	242	279	261	242	226	216	239	216
Total Experimental	**711**	**724**	**1,194**	**1,158**	**1,326**	**1,071**	**1,247**	**1,279**	**1,157**	**1,345**	**1,292**	**1,322**	**1,339**	**1,218**
% of G.A. Fleet Hours	**2.9%**	**3.0%**	**4.5%**	**4.3%**	**4.8%**	**3.8%**	**4.0%**	**4.3%**	**4.3%**	**5.0%**	**4.7%**	**4.7%**	**5.0%**	**4.4%**

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 the Federal Aviation Regulations.

FIGURE 2.3 Worldwide Turbine Airplane Fleet

Source: JETNET LLC

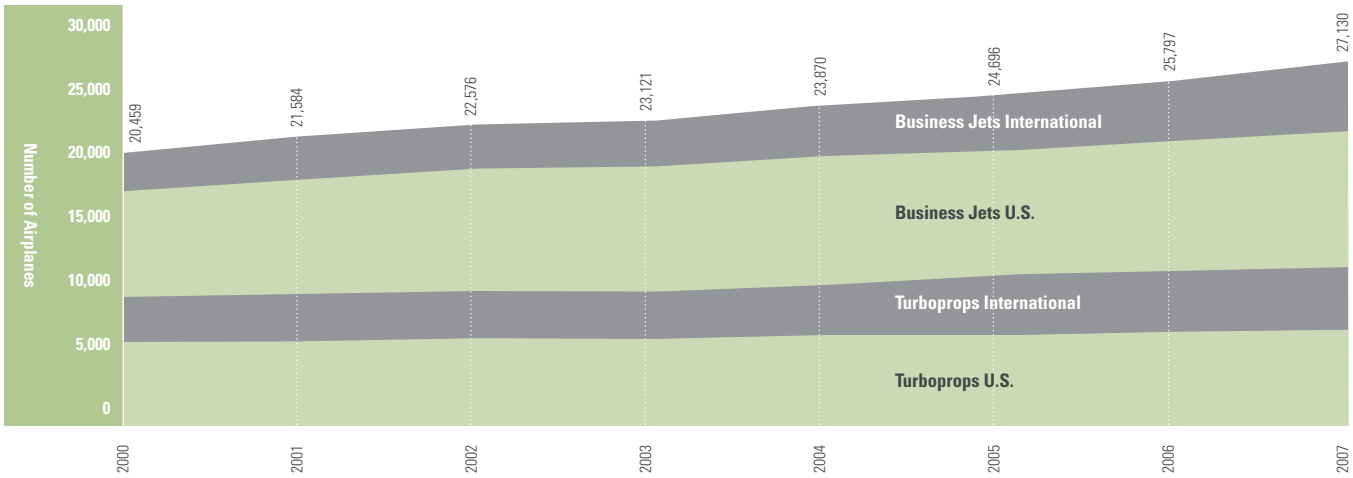


FIGURE 2.4 Worldwide Turbine Business Airplane Operators

Source: JETNET LLC

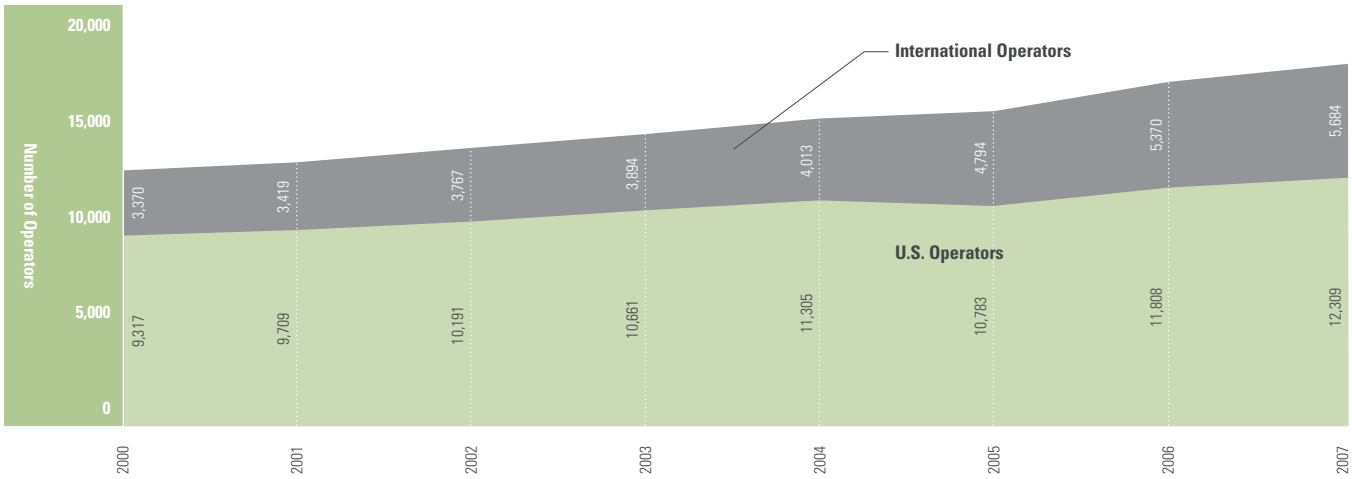
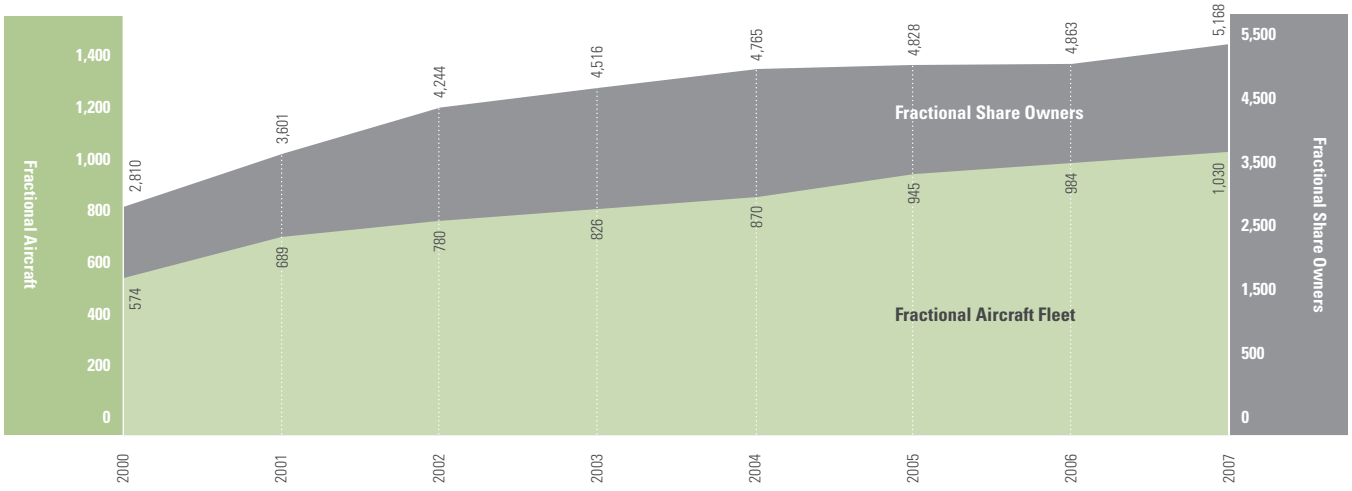


FIGURE 2.5 Fractional Aircraft and Share Owners

Source: JETNET LLC



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3

U.S. Pilot Population

The active pilot population in the United States numbers 590,000 pilots, including over 211,000 private pilots, 115,000 commercial pilots and 143,000 air transport pilots. This section provides an overview of the FAA's civil airmen statistics, including a distribution of pilots by state as well as an overview of pilot demographics such as age and gender. GAMA retains historical information providing an overview of the number of pilot certificates held as far back as the late 1960's complete with the different types of airmen certificates.

GAMA

3.1 Active U.S. Pilots and Non-Pilot Certificates Held (1986-2007)

Category	2007	2006	2005	2004	2003	2002	2001	2000	1999	1998	1997
Pilot–Total	**590,349**	**597,109**	**609,737**	**618,633**	**625,011**	**631,762**	**612,274**	**625,581**	**635,472**	**618,298**	**616,342**
Student	84,339	84,866	87,213	87,910	87,296	85,991	86,731	93,064	97,359	97,736	96,101
Recreational Airplane (only)	239	239	276	291	310	317	316	340	343	305	284
Sport (only)	2,031	939	134	*	*	*	*	*	*	*	*
Airplane [1]											
- Private	211,096	219,233	228,619	235,994	241,045	245,230	243,823	251,561	258,749	247,226	247,604
- Commercial	115,127	117,610	120,614	122,592	123,990	125,920	120,502	121,858	124,261	122,053	125,300
- Airline Transport	143,953	141,935	141,992	142,160	143,504	144,708	144,702	141,596	137,642	134,612	130,858
Rotorcraft (only) [2]	12,290	10,690	9,518	8,586	7,916	7,770	7,727	7,775	7,728	6,964	6,801
Glider (only) [2]	21,274	21,597	21,369	21,100	20,950	21,826	8,473	9,387	9,390	9,402	9,394
Flight Instructor											
Certificates [4]	**92,175**	**91,343**	**90,555**	**89,596**	**87,816**	**86,089**	**82,875**	**80,931**	**79,694**	**79,171**	**78,102**
Instrument Ratings [4,5]	**309,865**	**309,333**	**311,828**	**313,545**	**315,413**	**317,389**	**315,276**	**311,944**	**308,951**	**300,183**	**297,409**
Nonpilot–Total [7]	**666,559**	**656,227**	**644,016**	**515,293**	**509,835**	**515,570**	**513,100**	**547,453**	**538,264**	**549,588**	**540,892**
Mechanic [7]	322,852	323,097	320,293	317,111	313,032	315,928	310,850	344,434	340,402	336,670	332,254
Repairmen [7]	40,277	40,329	40,030	39,231	37,248	37,114	40,085	38,208	35,989	52,909	51,643
Parachute Rigger [7]	8,186	8,252	8,150	8,011	7,883	8,063	7,927	10,477	10,447	10,459	10,336
Ground Instructor [7]	74,544	74,849	74,378	73,735	72,692	73,658	72,261	72,326	71,238	70,334	69,366
Dispatcher [7]	19,043	18,610	18,079	17,493	16,955	16,695	16,070	16,340	15,655	14,804	13,967
Flight Navigator	250	264	298	336	382	431	509	570	642	712	782
Flight Engineer	54,394	55,952	57,756	59,376	61,643	63,681	65,398	65,098	63,891	63,700	62,544
Flight Attendant [10]	147,013	134,874	125,032	*	*	*	*	*	*	*	*

Category	1996	1995 [8]	1994 [9]	1993	1992	1991	1990	1989	1988	1987	1986
Pilot–Total	**622,261**	**639,184**	**654,088**	**665,069**	**682,959**	**692,095**	**702,659**	**700,010**	**694,016**	**699,653**	**709,118**
Student	94,947	101,279	96,254	103,583	114,597	120,203	128,663	142,544	136,913	146,016	150,273
Recreational Airplane (only)	265	232	241	206	187	161	87	*	*	*	*
Airplane [1]											
- Private	254,002	261,399	284,236	283,700	288,078	293,306	299,111	293,179	299,786	300,949	305,736
- Commercial	129,187	133,980	138,728	143,014	146,385	148,385	149,666	144,540	143,030	143,645	147,798
- Airline Transport	127,486	123,877	117,434	117,070	115,855	112,167	107,732	102,087	96,968	91,287	87,186
Rotorcraft (only) [2]	6,961	7,183	8,719	9,168	9,652	9,860	9,567	8,863	8,608	8,702	8,122
Glider (only) [2]	9,413	11,234	8,476	8,328	8,205	8,033	7,833	7,708	7,600	7,901	8,411
Lighter-than-air	N/A [3]	N/A [3]	N/A [3]	N/A [3]	N/A [3]	N/A [3]	N/A [3]	1,089	1,111	1,153	1,133
Flight Instructor											
Certificates [4]	**78,551**	**77,613**	**76,171**	**75,021**	**72,148**	**69,209**	**63,775**	**61,472**	**61,798**	**60,316**	**57,355**
Instrument Ratings [4,5]	**297,895**	**298,798**	**302,300**	**305,517**	**306,169**	**303,193**	**297,073**	**282,804**	**273,804**	**266,122**	**262,388**
Nonpilot–Total [7]	**534,427**	**651,341**	**571,358**	**559,726**	**540,548**	**517,462**	**492,237**	**468,405**	**448,710**	**427,962**	**410,079**
Mechanic [7]	329,239	405,294	411,071	401,060	384,669	366,392	344,282	326,243	312,419	297,178	284,241
Repairmen [7]	50,768	61,233	N/A	N/A	N/A						
Parachute Rigger [7]	10,269	11,824	8,631	8,417	8,163	7,616	10,094	9,879	9,770	9,659	9,535
Ground Instructor [7]	68,573	96,165	77,789	76,050	73,276	70,086	66,882	64,503	62,582	60,861	59,443
Dispatcher [7]	13,272	15,642	13,410	12,883	12,264	11,607	11,002	10,455	10,020	9,491	9,025
Flight Navigator	847	916	990	1,039	1,154	1,225	1,290	1,357	1,400	1,445	1,512
Flight Engineer	61,459	60,267	59,467	60,277	61,022	60,236	58,687	55,968	52,519	49,328	46,323

Source: FAA

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

1. Includes pilots with an airplane only certificate. Also includes those with an airplane and a helicopter and/or glider certificate. Prior to 1995, these pilots were categorized as private, commercial, or airline transport, based on their airplane certificate. In 1995 and after, they are categorized based on their highest certificate. For example, if a pilot holds a private airplane certificate and a commercial helicopter certificate prior to 1995, the pilot would be categorized as private; 1995 and after as commercial.
2. Glider and lighter-than-air pilots are not required to have a medical examination; however, the totals above represent pilots who received a medical examination within the last 25 months.
3. Lighter-than-air type ratings are no longer being issued.
4. Not included in total.
5. Special ratings shown on pilot certificates, do not indicate additional certificates.
6. Data for 1996 and 1997 are not comparable to earlier years.
7. Numbers represent all certificates on record. No medical examination required. Data for 1996 and 1997 are limited to certificates held by those under 70 years of age.
8. Beginning in 1995, includes non-pilots who were excluded in prior years because of incomplete addresses and/or a request to be excluded from any mailing list.
9. 1994 counts based on medical certificates issued 27 or less months ago. All other years based on medical certificates issued 25 or less months ago.
10. First available from Registry in 2005.

N/A Not available. Prior to 1995, repairmen were included in the mechanic category. Recreational certificate first issued in 1990.

3.2 Estimated Active Pilots and Flight Instructors by FAA Region and State (December 31, 2007)

FAA Region and State	Total Pilots	Students	Airplane [1]			Recreational	Sport	Flight Instr. [2]
			Private	Commercial	Airline Transport			
Total [3]	**590,349**	**84,339**	**228,475**	**128,540**	**146,722**	**281**	**2,038**	**90,673**
United States–Total	**562,830**	**79,214**	**221,363**	**120,073**	**139,910**	**280**	**2,036**	**88,721**
Alaskan Region–Total	**8,033**	**729**	**3,192**	**1,987**	**2,090**	**1**	**34**	**1,210**
Central Region–Total	**26,147**	**3,303**	**12,030**	**5,828**	**4,822**	**0**	**156**	**4,312**
Iowa	5,602	722	2,923	1,206	708	1	42	846
Kansas	7,360	929	3,404	1,635	1,358	2	32	1,344
Missouri	9,740	1,193	4,076	2,194	2,214	4	59	1,658
Nebraska	3,445	459	1,627	793	542	1	23	464
Eastern Region–Total	**68,210**	**10,344**	**27,530**	**14,104**	**15,956**	**62**	**214**	**10,949**
Delaware	1,284	167	474	281	358	0	4	242
District of Columbia	455	85	219	83	67	0	1	44
Maryland	7,840	1,300	3,108	1,627	1,787	4	14	1,228
New Jersey	9,689	1,435	4,035	1,907	2,288	4	20	1,563
New York	16,576	2,894	7,185	3,509	2,921	23	44	2,675
Pennsylvania	16,586	2,253	6,766	3,298	4,178	20	71	2,703
Virginia	13,940	1,898	4,931	3,006	4,057	10	38	2,220
West Virginia	1,840	312	812	393	300	1	22	274
Great Lakes Region–Total	**89,250**	**11,564**	**38,497**	**18,636**	**19,893**	**77**	**583**	**15,314**
Illinois	18,567	2,466	7,484	3,843	4,656	7	111	3,339
Indiana	10,317	1,385	4,582	2,123	2,117	9	101	1,742
Michigan	15,466	2,171	6,998	3,246	2,920	15	116	2,433
Minnesota	13,099	1,408	5,350	2,873	3,421	3	44	2,417
North Dakota	2,249	333	1,007	701	203	0	5	368
Ohio	17,097	2,112	7,323	3,406	4,141	29	86	3,011
South Dakota	2,142	259	948	582	333	1	19	367
Wisconsin	10,313	1,430	4,805	1,862	2,102	13	101	1,637
New England Region–Total	**22,826**	**3,008**	**9,909**	**4,480**	**5,344**	**19**	**66**	**3,509**
Connecticut	5,574	691	2,340	1,035	1,500	2	6	904
Maine	2,756	359	1,253	600	518	5	21	381
Massachusetts	8,288	1,267	3,878	1,616	1,505	6	16	1,204
New Hampshire	3,846	367	1,397	712	1,352	4	14	690
Rhode Island	1,011	153	434	221	201	0	2	146
Vermont	1,351	171	607	296	268	2	7	184
Northwest Mountain Region–Total	**64,800**	**8,905**	**25,434**	**14,414**	**15,831**	**16**	**200**	**9,871**
Colorado	17,258	1,917	6,050	3,751	5,491	5	44	3,226
Idaho	4,785	672	2,126	1,128	826	1	32	692
Montana	3,829	525	1,710	991	588	3	12	595
Oregon	9,512	1,519	4,457	2,210	1,291	4	31	1,412
Utah	7,831	1,401	2,808	1,851	1,745	0	26	1,376
Washington	19,798	2,619	7,441	4,096	5,595	3	44	2,313
Wyoming	1,787	252	842	387	295	0	11	257
Southern Region–Total	**118,589**	**16,554**	**40,547**	**24,858**	**36,216**	**40**	**386**	**18,342**
Alabama	7,119	940	2,868	2,031	1,265	2	13	1,052
Florida	48,244	7,510	15,614	10,331	14,639	13	137	8,147
Georgia	18,938	2,363	6,146	3,446	6,906	3	74	2,935
Kentucky	6,488	759	1,984	1,210	2,512	2	21	1,161
Mississippi	4,108	650	1,496	1,046	896	5	15	582
North Carolina	13,993	1,794	5,519	2,765	3,871	2	42	2,055
Puerto Rico	1,510	373	449	365	317	3	3	211
South Carolina	6,333	848	2,579	1,348	1,532	1	25	890
Tennessee	11,627	1,279	3,814	2,271	4,210	4	49	1,279
Virgin Islands	202	36	73	30	63	0	0	25
Southwest Region–Total	**70,144**	**10,169**	**25,031**	**15,399**	**19,317**	**15**	**213**	**10,778**
Arkansas	4,964	687	2,045	1,293	905	1	33	722
Louisiana	5,247	744	1,932	1,477	1,068	3	23	756
New Mexico	4,867	702	2,117	1,299	722	1	26	614
Oklahoma	7,913	1,418	3,238	1,879	1,355	2	21	1,190
Texas	47,153	6,618	15,699	9,451	15,267	8	110	7,496
Western-Pacific Region–Total	**94,546**	**14,605**	**39,093**	**20,279**	**20,377**	**50**	**184**	**14,401**
American Samoa	9	0	0	4	5	0	0	0
Arizona	20,194	3,495	6,858	4,501	5,294	1	45	3,516
California	64,129	9,780	29,063	13,366	11,790	7	123	9,156
Hawaii	2,976	400	720	806	1,043	0	7	535
Nevada	6,654	793	2,324	1,433	2,095	0	9	1,124
Guam	153	8	15	29	101	0	0	30
Armed Forces Personnel [5]	**268**	**30**	**98**	**83**	**57**	**0**	**0**	**30**
U.S. Affilates [4]	**17**	**3**	**2**	**5**	**7**	**0**	**0**	**5**
Outside United States	**27,536**	**5,128**	**7,114**	**8,472**	**6,819**	**1**	**2**	**1,957**

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

Source: FAA

3.3 Estimated FAA Active Pilot Certificates Held by Category and Age Group of Holder (December 31, 2007)

Age Group	Type of Pilot Certificate							
	Total Pilots	Student	Recreational	Sport Pilots	Private	Commercial	Airline Transport	CFI
Total	**590,349**	**84,339**	**242**	**2,031**	**228,475**	**128,540**	**146,722**	**92,175**
14-15	178	178	0	0	0	0	0	0
16-19	16,414	12,127	0	8	3,932	347	0	85
20-24	43,576	17,260	18	21	15,815	10,251	211	5,323
25-29	44,037	11,264	3	29	12,897	15,648	4,196	10,419
30-34	42,544	7,573	13	45	12,633	11,646	10,634	9,586
35-39	53,712	7,341	12	80	17,117	11,381	17,781	10,783
40-44	63,784	7,246	19	188	22,160	10,915	23,256	9,816
45-49	73,359	7,049	24	321	28,648	11,707	25,610	9,462
50-54	75,861	5,897	40	430	34,176	12,845	22,473	9,442
55-59	65,894	3,864	38	368	30,027	13,126	18,471	8,735
60-64	52,718	2,408	25	280	23,089	13,184	13,732	8,246
65-69	30,609	1,216	18	167	14,286	8,743	6,179	4,954
70-74	14,969	550	11	74	7,158	4,599	2,577	2,885
75-79	8,380	255	13	18	4,466	2,560	1,068	1,529
80 and over	4,314	111	8	2	2,071	1,588	534	910
Undetermined	0	0	0	0	0	0	0	0

Source: FAA

3.4 Average Age of Active U.S. Pilots by Category (1993-2007)

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

Source: FAA

3.5 Active U.S. Women Pilots and Non-Pilot Certificates Held (1997-2007)

Category	2007	2006	2005	2004	2003	2002	2001	2000	1999	1998	1997
Pilot–Total	**35,784**	**36,101**	**36,584**	**37,243**	**37,694**	**38,257**	**34,706**	**35,607**	**36,233**	**34,679**	**34,460**
Student	9,559	9,640	9,717	9,857	9,897	10,082	10,230	10,809	11,191	11,289	11,217
Recreational	17	17	20	21	24	23	20	26	25	24	22
Sport	64	26	7	0	0	0	0	0	0	0	
Airplane [1]											
Private	13,694	14,111	14,517	15,036	15,487	15,906	13,894	14,554	15,171	14,152	14,257
Commercial	7,101	7,236	7,315	7,421	7,436	7,454	5,932	5,807	5,720	5,366	5,392
Airline Transport	5,349	5,071	5,008	4,908	4,850	4,792	4,630	4,411	4,126	3,848	3,572
Flight Instructor Certificates [2]	**6,232**	**6,158**	**6,067**	**5,970**	**5,811**	**5,667**	**5,386**	**5,193**	**5,028**	**4,926**	**4,763**
Nonpilot–Total [3]	**138,452**	**19,633**	**19,220**	**18,666**	**18,030**	**17,612**	**17,114**	**16,552**	**15,662**	**15,380**	**14,562**
Mechanic [4]	6,524	6,345	6,152	5,932	5,734	5,995	5,295	5,047	4,722	4,483	4,197
Repairmen [4]	2,193	2,180	2,108	2,039	1,800	1,722	1,789	1,704	1,582	1,940	1,861
Parachute Rigger [4]	594	584	556	540	521	500	475	509	494	483	464
Ground Instructor [4]	5,726	5,669	5,612	5,500	5,385	5,321	5,169	5,154	5,016	4,904	4,758
Dispatcher [4]	3,087	2,934	2,805	2,647	2,520	2,410	2,262	2,062	1,895	1,729	1,557
Flight Navigator	1	1	1	1	0	0	0	0	0	0	0
Flight Engineer	1,901	1,920	1,986	2,007	2,070	2,100	2,124	2,076	1,953	1,841	1,725
Flight Attendant [5]	118,426	108,559	100,630	*	*	*	*	*	*	*	*

1. Includes pilots with an airplane only certificate. Also includes those with an airplane and a helicopter and/or glider certificate. Prior to 1995, these pilots were categorized as private, commercial, or airline transport, based on their airplane certificate. In 1995 and after, they are categorized based on their highest certificate. For example, if a pilot holds a private certificate and a commercial helicopter certificate, prior 1995, the pilot would be categorized as private; 1995 and after as commercial.
2. Not included in total.

Source: FAA

3. Data for 1996 and 1997 are not comparable to earlier years.
4. 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.
5. First available from Registry in 2005.

3.6 Estimated Total Active and Instrument-Rated Pilots (1982-2007)

Calendar Year	Total Active Pilots	Instrument Rated	Percent of Total Pilots w/ Instrument Rating
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%
2005	522,112	311,828	59.7%
2006	511,062	309,333	60.5%
2007	503,740	309,865	61.5%

Excludes student, sport and recreational pilots.

Source: FAA

3.7 Pilot Certificates Issued by Category (1977-2007)

	Student		Private		Commercial		Airline Tranport		Helicopter (only)		Glider (only)	
Year	Original	Additional [1]	Original	Additional	Original	Additional	Original	Additional	Original	Additional	Original	Additional
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	756	26,297	15,966	10,042	10,269	7,547	19,085	1,530	211	472	105
1999	58,278R	1,030	24,630	15,222	9,737	9,963	6,721	19,380	1,514	222	423	98
2000	58,042R	1,070	27,223	17,223	11,813	11,652	7,715	20,558	1,776	234	455	62
2001	61,897	1,161	25,372	16,807	11,499	11,115	7,070	21,357	1,698	218	403	77
2002R	65,421R	1,317	28,659	18,607	12,299	11,628	4,718	18,502	2,073	275	336	38
2003R	58,842R	1,230	23,866	14,899	9,670	8,872	3,892	13,196	2,013	269	312	47
2004R	59,202	1,302	23,031	14,234	9,836	9,635	4,255	15,328	2,736	366	309	43
2005	53,576E	1,418	20,889	12,952	8,834	8,874	4,750	15,534	3,017	521	290	27
2006E	N/A	N/A	18,429	11,703	6,385	8,267	4,673	15,435	2,824	800	292	23
2006R	61,448	1,551	20,217	13,079	8,687	9,603	4,748	15,942	3,569	816	298	42
2007E	*	*	18,640	12,670	7,125	8,331	5,812	15,569	3,382	1,027	261	3

1. An additional rating added to an existing pilot certificate (e.g., instrument rating added to a private certificate.)
E = Estimated, R = Revised

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.

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

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

Pilot Categories

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

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

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

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

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

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

4

Airports and Aeronautical Facilities

The Airport and Aeronautical Facilities section details the number of airports and aeronautical facilities by FAA region and state. This section also provides an overview of the most active general aviation airports based on the number of operations in 2007. Additionally, we have included a summary of airports by runway length for Europe. GAMA will continue to add data for Europe and other regions as they become available.

4.1 U.S. Civil and Joint Use Airports, Heliports, Stolports, and Seaplane Bases by Type of Ownership (December 31, 2006)

FAA Region and State	Total Facilities	Total Facilities		Airports Open to the Public***				
		By Ownership		Paved Airports		Unpaved Airports		Total Airports
		Public	Private	Lighted	Unlighted	Lighted	Unlighted	
Grand Total	**19,983**	**5,121**	**14,862**	**3,666**	**282**	**372**	**921**	**5,241**
United States-Total*	**19,916**	**5,092**	**14,824**	**3,649**	**279**	**372**	**920**	**5,220**
Alaskan-Total	**687**	**390**	**297**	**53**	**6**	**117**	**238**	**414**
Alaska	687	390	297	53	6	117	238	414
Central-Total	**1,564**	**495**	**1,069**	**381**	**13**	**36**	**53**	**483**
Iowa	322	134	188	96	0	12	13	121
Kansas	409	134	275	103	6	14	19	142
Missouri	539	134	405	107	4	6	14	131
Nebraska	294	93	201	75	3	4	7	89
Eastern-Total	**2,627**	**366**	**2,261**	**341**	**35**	**35**	**89**	**500**
Delaware	49	5	44	7	0	3	1	11
District of Columbia	16	6	10	2	1	0	0	3
Maryland	225	24	201	30	1	2	6	39
New Jersey	388	54	334	35	5	4	7	51
New York	583	96	487	89	15	14	39	157
Pennsylvania	806	75	731	89	10	10	28	137
Virginia	435	75	360	62	2	1	2	67
West Virginia	125	31	94	27	1	1	6	35
Great Lakes-Total	**4,263**	**903**	**3,360**	**760**	**29**	**116**	**177**	**1,082**
Illinois	842	123	719	89	2	19	5	115
Indiana	632	87	545	77	6	7	19	109
Michigan	487	136	351	129	4	27	71	231
Minnesota	513	151	362	117	1	16	23	157
North Dakota	307	92	215	68	3	11	8	90
Ohio	726	132	594	123	10	11	30	174
South Dakota	191	80	111	56	0	14	7	77
Wisconsin	565	102	463	101	3	11	14	129
New England-Total	**799**	**144**	**655**	**115**	**15**	**4**	**49**	**183**
Connecticut	152	16	136	18	1	0	5	24
Maine	162	48	114	33	6	2	28	69
Massachusetts	235	35	200	31	4	0	5	40
New Hampshire	132	17	115	16	1	2	6	25
Rhode Island	30	8	22	7	1	0	0	8
Vermont	88	20	68	10	2	0	5	17
N.W. Mountain-Total	**2,215**	**688**	**1,527**	**421**	**44**	**17**	**162**	**644**
Colorado	451	90	361	63	6	2	5	76
Idaho	266	136	130	46	7	2	65	120
Montana	273	124	149	75	10	8	32	125
Oregon	458	101	357	65	10	1	22	98
Utah	144	60	84	42	4	0	1	47
Washington	511	128	383	95	7	3	32	137
Wyoming	112	49	63	35	0	1	5	41
Southern-Total	**2,991**	**831**	**2,160**	**647**	**33**	**25**	**47**	**752**
Alabama	280	103	177	87	1	5	4	97
Florida	825	159	666	106	1	9	15	131
Georgia	466	134	332	101	4	2	2	109
Kentucky	212	72	140	52	7	0	1	60
Mississippi	245	88	157	74	3	1	3	81
North Carolina	394	91	303	84	6	6	16	112
Puerto Rico	48	19	29	10	1	0	0	11
South Carolina	197	70	127	57	3	2	5	67
Tennessee	316	90	226	74	7	0	1	82
Virgin Islands	8	5	3	2	0	0	0	2
Southwest-Total	**3,406**	**811**	**2,595**	**629**	**51**	**17**	**70**	**767**
Arkansas	325	115	210	90	5	0	4	99
Louisiana	515	110	405	71	3	1	4	79
New Mexico	170	68	102	46	6	0	7	59
Oklahoma	443	156	287	109	15	6	13	143
Texas	1,953	362	1,591	313	22	10	42	387
Western-Total	**1,412**	**483**	**929**	**312**	**54**	**5**	**35**	**406**
Arizona	299	89	210	59	11	0	8	78
California	933	317	616	210	36	2	13	261
Hawaii	48	19	29	14	1	0	0	15
Nevada	132	58	74	29	6	3	14	52
South Pacific**	**19**	**10**	**9**	**7**	**2**	**0**	**1**	**10**

* 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

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

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

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

Source: FAA

4.3 Airports by Type and Equipment (1998-2007)

Year	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Total Airports	**18,770**	**19,098**	**19,281**	**19,356**	**19,572**	**19,581**	**19,820**	**19,854**	**19,983**	**20,341**
Public Use Airports	**5,352**	**5,324**	**5,317**	**5,294**	**5,286**	**5,286**	**5,288**	**5,270**	**5,233**	**5,221**
Number with Paved Runways	3,970	3,949	3,953	3,947	3,940	3,938	3,941	3,942	3,940	*
Number with Unpaved Runways	1,382	1,375	1,364	1,347	1,346	1,348	1,347	1,328	1,293	*
Number with Lighted Runways	4,005	4,051	4,035	4,034	4,024	4,026	4,037	4,045	4,038	*
Number with Unlighted Runways	1,347	1,273	1,282	1,260	1,262	1,260	1,251	1,225	1,195	*
Private Use Airports	**13,418**	**13,774**	**13,964**	**14,062**	**14,286**	**14,295**	**14,532**	**14,584**	**14,757**	**14,839**
Number with Paved Runways	4,451	4,384	4,463	4,555	4,632	4,678	4,771	4,836	4,911	*
Number with Unpaved Runways	8,967	9,390	9,501	9,507	9,654	9,617	9,761	9,748	9,846	*
Number with Lighted Runways	840	918	1,010	1,118	1,183	1,223	1,301	1,346	1,406	*
Number with Unlighted Runways	12,578	12,856	12,954	12,944	13,103	13,072	13,231	13,238	13,351	*
Public Use Abandoned	**24**	**17**	**13**	**26**	**16**	**19**	**10**	**14**	**27**	**18**
Private Use Abandoned	**92**	**109**	**156**	**220**	**121**	**214**	**117**	**115**	**133**	**297**
Certificated Airports **	**660**	**655**	**651**	**635**	**633**	**628**	**599**	**575**	**604**	**565**
Civil	566	565	563	560	558	555	542	-	-	-
Military	94	90	88	75	75	73	57	-	-	-

Includes civil and joint-use civil military airports, heliports, STOLports, and seaplane bases in the U.S. and its territories.
As of December 31 of Year Listed
** Certificated airports serve Air Carrier Operations with aircraft seating more than 9 passenger seats (Part 139).

Source: FAA AOA Handbook and Airports Office

4.4 Airport by European Country, 2002-2006 Estimates

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

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

Source: CIA World Factbook

4.5 U.S. Airports Ranked by Number of General Aviation Operations (2007)

Rank 2007	Rank 2006	Facility	Name	Itinerant Operations	Local Operations	Total GA Operations	GA as % of Total	Total Operations
1	1	DVT	Phoenix Deer Valley, AZ	135,527	236,472	371,999	98.3%	378,349
2	2	VNY	Van Nuys, CA	248,764	109,491	358,255	95.7%	374,464
3	3	LGB	Long Beach, CA	154,744	202,718	357,462	90.2%	396,281
4	12	FFZ	Falcon Field, AZ	134,773	170,026	304,799	97.0%	314,129
5	6	DAB	Daytona Beach, FL	211,952	83,651	295,603	96.1%	307,738
6	5	SEE	Gillespie Field, CA	119,525	174,077	293,602	99.3%	295,652
7	13	RVS	Richard Lloyd Jones, OK	121,958	168,224	290,182	99.5%	291,733
8	4	SFB	Sanford-Orlando, FL	118,582	163,178	281,760	95.9%	293,857
9	9	APA	Centennial Airport, CO	137,110	144,078	281,188	74.6%	377,051
10	10	IWA	Williams Gateway Airport, AZ	88,327	188,334	276,661	93.3%	296,676
11	8	CHD	Chandler Municipal Airport	85,214	175,147	260,361	98.2%	265,212
12	17	TMB	Kendall-Tamiami Executive Airport, FL	124,859	134,856	259,715	98.7%	263,267
13	19	RYN	Ryan Field Airport, AZ	75,013	171,410	246,423	98.8%	249,425
14	7	DWH	David Wayne Hooks Mem. Airport	94,573	137,865	232,438	97.9%	237,400
15	18	HIO	Portland-Hillsboro Airport, OR	69,755	162,032	231,787	97.1%	238,605
16	11	SNA	John Wayne-Orange County, CA	131,257	92,902	224,159	65.5%	342,061
17	16	BFI	Boeing Field, King County Airport, WA	126,522	96,342	222,864	74.2%	300,184
18	14	PRC	Ernest A. Love Field, AZ	78,743	141,525	220,268	96.9%	227,351
19	15	MYF	Montgomery Field Airport, CA	121,088	97,069	218,157	98.1%	222,492
20	22	PDK	Dekalb-Peachtree Airport, GA	140,913	58,519	199,432	90.3%	220,838
21	20	VGT	North Las Vegas Airport, NV	81,799	116,650	198,449	91.8%	216,183
22	27	CRQ	McClellan-Palomar Airport, CA	132,111	60,720	192,831	90.9%	212,023
23	23	PTK	Oakland County Int'l Airport, MI	87,868	96,403	184,271	91.7%	200,927
24	24	FXE	Fort Lauderdale Executive Airport, FL	148,801	33,672	182,473	91.2%	200,030
25	35	HWO	North Perry Airport, FL	61,442	120,608	182,050	99.9%	182,190
26	31	PAO	Palo Alto Airport, CA	78,057	102,229	180,286	98.9%	182,325
27	30	LVK	Livermore Municipal Airport, CA	74,480	104,977	179,457	98.8%	181,724
28	26	SDL	Scottsdale Airport, AZ	119,984	58,129	178,113	92.8%	191,982
29	52	GYR	Phoenix Goodyear Airport, AZ	84,039	91,480	175,519	93.4%	188,015
30	28	FRG	Republic Airport, NY	81,003	77,863	158,866	85.6%	185,612
31	40	TOA	Zamperini Field, CA	84,411	83,736	168,147	99.5%	169,067
32	25	TIX	Space Coast Regional Airport, FL	65,548	101,486	167,034	99.7%	167,482
33	33	CNO	Chino Airport, CA	68,902	97,778	166,680	99.5%	167,498
34	44	ISM	Kissimmee Gateway Airport, FL	90,942	75,478	166,420	98.2%	169,514
35	59	EVB	New Smyrna Beach Municipal, FL	60,183	103,543	163,726	98.8%	165,748
36	42	RNM	Ramona Airport, CA	41,183	121,832	163,015	99.0%	164,699
37	34	BJC	Jeffco Airport, CO	72,401	86,556	158,957	96.6%	164,602
38	32	MRI	Merril Field Airport, AK	65,874	91,785	157,659	90.2%	174,848
39	41	MLB	Melbourne International Airport, FL	83,846	73,372	157,218	96.3%	163,329
40	336	GKY	Arlington Municipal Airport, TX	79,018	78,007	157,025	99.1%	158,425
41	29	PIE	St. Petersburg-Clearwater Int'l Airport, FL	87,092	68,955	156,047	83.6%	186,566
42	38	GFK	Grand Forks Int'l, ND	11,473	141,985	153,458	68.6%	223,546
43	37	TUS	Tucson International Airport	71,861	80,684	152,545	59.2%	257,703
44	71	SSF	Stinson Municipal Airport, TX	50,219	100,418	150,637	95.4%	157,838
45	43	ISP	Long Island Mac Arthur Airport, NY	73,902	75,278	149,180	80.7%	184,760
46	56	SQL	San Carlos Airport, CA	71,958	76,393	148,351	97.7%	151,812
47	62	VRB	Vero Beach Municipal Airport, FL	80,673	67,391	148,064	97.0%	152,686
48	21	MMU	Morristown Municipal Airport, NJ	85,739	61,960	147,699	90.9%	162,539
49	57	RBD	Dallas Executive Airport, TX	39,171	106,758	145,929	99.8%	146,289
50	46	GEU	Glendale Municipal, AZ	42,736	102384	145,120	99.3%	146,208

General Aviation operations is defined by the FAA based on traffic operations counted in Air Traffic Activity Data System (ATADS).
Total operations includes General Aviation operations, commercial operations, and military operations.

Source: FAA

5

Forecast Information

The FAA publishes an annual forecast of the number of aircraft and hours flown in the national airspace system (NAS). In this section, GAMA reproduces the most recent FAA forecast of active aircraft, hours flown, fuel consumption and pilot certificates. This information is updated by the FAA in early March of each year.

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

As of Dec. 31	Fixed Wing				Rotorcraft		Experimental	Sport Aircraft	Other	Total General Aviation Fleet
	Piston		Turbine							
	Single Engine	Multi-Engine	Turbo Prop	Turbo Jet	Piston	Turbine				
Historical										
2000	149,422	21,091	5,762	7,001	2,680	4,470	20,407	*	6,700	217,533
2001	145,034	18,281	6,596	7,787	2,292	4,491	20,421	*	6,633	211,535
2002	143,503	17,584	6,841	8,355	2,351	4,297	21,936	*	6,478	211,345
2003	143,265	17,673	7,689	7,997	2,123	4,403	20,550	*	6,088	209,788
2004	146,613	18,576	8,379	9,298	2,315	5,506	22,800	*	5,939	219,426
2005	148,101	19,507	7,942	9,823	3,039	5,689	23,627	170	6,454	224,352
2006E	148,236	19,364	8,026	10,032	3,367	5,865	24,541	400	6,592	226,422
Forecast										
2007	148,570	19,317	8,087	10,835	3,710	6,041	25,395	2,700	6,688	231,343
2008	149,100	19,272	8,146	11,670	4,067	6,207	26,241	3,800	6,751	235,253
2009	149,725	19,227	8,199	12,500	4,439	6,372	26,979	4,700	6,787	238,928
2010	150,444	19,184	8,248	13,436	4,816	6,528	27,709	5,600	6,802	242,766
2011	151,195	19,142	8,300	14,372	5,163	6,683	28,432	6,600	6,800	246,687
2012	151,989	19,101	8,352	15,304	5,479	6,829	29,148	7,600	6,785	250,587
2013	152,769	19,062	8,402	16,205	5,775	6,974	29,806	8,500	6,767	254,261
2014	153,442	19,024	8,454	17,093	6,071	7,109	30,458	9,500	6,750	257,900
2015	154,007	18,986	8,504	17,999	6,327	7,244	31,104	10,500	6,732	261,404
2016	154,467	18,951	8,554	18,930	6,562	7,369	31,693	11,500	6,715	264,741
2017	154,823	18,916	8,605	19,881	6,778	7,494	32,276	12,000	6,698	267,470
2018	155,074	18,882	8,656	20,854	6,973	7,619	32,853	12,500	6,681	270,092
2019	155,324	18,849	8,708	21,825	7,168	7,743	33,374	12,900	6,664	272,555
2020	155,570	18,817	8,761	22,797	7,363	7,868	33,891	13,200	6,647	274,914
Average Growth	**0.3%**	**-0.2%**	**0.6%**	**6.0%**	**5.7%**	**2.1%**	**2.3%**	**28.4%**	**0.1%**	**1.4%**

E = Estimated

Source: FAA 2007-2020 Aerospace Forecast

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

As of Dec. 31	Fixed Wing				Rotorcraft		Experimental	Sport Aircraft	Other	Total General Aviation Hours
	Piston		Turbine							
	Single Engine	Multi-Engine	Turbo Prop	Turbo Jet	Piston	Turbine				
Historical										
2000	18,089	3,400	1,986	2,755	531	1,777	1,307	NA	374	30,219
2001	16,549	2,644	1,773	2,654	474	1,478	1,157	NA	287	27,016
2002	16,325	2,566	1,850	2,745	453	1,422	1,345	NA	333	27,039
2003	16,680	2,333	1,922	2,704	448	1,687	1,293	NA	264	27,331
2004	15,363	2,780	2,161	3,719	514	2,020	1,322	NA	249	28,128
2005	13,739	2,695	2,106	3,771	617	2,439	1,339	9	267	26,982
2006E	13,854	2,684	2,143	3,884	755	2,526	1,398	22	277	27,543
Forecast										
2007	13,990	2,691	2,163	4,411	836	2,615	1,454	220	282	28,662
2008	14,145	2,698	2,183	4,979	921	2,700	1,510	280	286	29,702
2009	14,311	2,705	2,201	5,585	1,010	2,786	1,561	344	289	30,792
2010	14,487	2,712	2,219	6,298	1,102	2,868	1,611	417	291	32,005
2011	14,669	2,720	2,237	7,035	1,187	2,951	1,661	495	293	33,247
2012	14,856	2,728	2,255	7,773	1,266	3,031	1,711	570	294	34,484
2013	15,045	2,736	2,270	8,497	1,341	3,111	1,759	656	294	35,708
2014	15,224	2,744	2,286	9,225	1,417	3,187	1,806	747	295	36,930
2015	15,395	2,752	2,301	9,936	1,484	3,264	1,854	842	296	38,124
2016	15,557	2,761	2,318	10,650	1,547	3,336	1,898	905	296	39,268
2017	15,709	2,769	2,341	11,373	1,605	3,410	1,943	971	297	40,419
2018	15,853	2,778	2,363	12,108	1,660	3,484	1,988	1,032	298	41,564
2019	15,998	2,787	2,389	12,845	1,715	3,559	2,029	1,088	299	42,708
2020	16,143	2,796	2,414	13,587	1,770	3,634	2,071	1,146	299	43,860
Average Growth	**1.1%**	**0.3%**	**0.9%**	**9.4%**	**6.3%**	**2.6%**	**2.8%**	**32.6%**	**0.5%**	**3.4%**

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

Source: FAA 2007-2020 Aerospace Forecast

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

	Fixed Wing				Rotorcraft				Total Fuel Consumed		
	Piston		Turbine								
As of Dec. 31	Single Engine	Multi-Engine	Turbo Prop	Turbo Jet	Piston	Turbine	Experimental	Sport Aircraft	AvGas	Jet Fuel	Total
Historical											
2000	200.8	108.4	176.3	736.7	8.4	59.0	15.2	NA	332.8	972.0	1304.8
2001	180.4	76.4	149.1	726.7	7.2	42.6	15.3	NA	279.2	918.3	1197.6
2002	177.9	74.2	152.3	745.5	6.8	40.5	17.8	NA	276.7	938.3	1215.0
2003	181.8	66.7	154.5	729.0	6.8	48.8	17.1	NA	272.4	932.3	1204.7
2004	167.5	80.1	167.0	1,004.9	7.9	59.0	17.5	NA	272.9	1230.9	1503.8
2005	149.8	77.6	166.5	1,017.1	10.4	71.7	17.7	0.0	255.4	1255.3	1510.7
2006E	152.4	77.9	165.3	1,048.7	11.7	74.8	19.6	0.7	262.2	1288.8	1551.0
Forecast											
2007	155.3	78.5	166.6	1,162.3	13.0	77.4	20.7	0.9	268.3	1406.3	1674.6
2008	158.4	79.1	168.1	1,304.4	14.3	79.9	21.4	1.2	274.4	1552.5	1826.9
2009	161.7	79.7	169.5	1,460.0	15.6	81.9	22.5	1.5	280.9	1711.4	1992.3
2010	165.2	79.9	168.6	1,633.2	16.9	83.8	22.9	1.8	286.5	1885.6	2172.1
2011	168.7	80.5	170.0	1,826.8	18.2	85.9	23.4	2.1	292.9	2082.7	2375.5
2012	167.9	80.2	171.4	2,013.4	19.2	87.9	24.1	2.4	293.8	2272.7	2566.5
2013	167.0	79.9	170.3	2,203.6	20.2	89.9	24.4	2.7	294.3	2463.8	2758.0
2014	165.9	79.6	171.4	2,382.1	21.4	92.1	24.7	3.1	294.7	2645.7	2940.4
2015	166.3	79.3	172.6	2,554.7	22.3	94.3	25.0	3.5	296.3	2821.6	3117.8
2016	166.5	79.0	171.5	2,726.3	23.0	96.4	25.2	3.7	297.4	2994.3	3291.7
2017	166.5	78.7	173.2	2,899.0	23.9	98.2	25.6	4.0	298.7	3170.4	3469.1
2018	166.5	78.3	174.9	3,073.0	24.6	100.3	26.0	4.2	300.1	3348.2	3648.3
2019	166.4	78.0	174.4	3,246.0	25.4	102.1	26.4	4.4	300.5	3522.5	3823.0
2020	166.3	77.7	176.2	3,418.5	25.9	104.0	26.7	4.6	301.2	3698.7	3999.9
Average Growth	**0.6%**	**0.0%**	**0.5%**	**8.8%**	**5.8%**	**2.4%**	**2.2%**	**14.9%**	**1.0%**	**7.8%**	**7.0%**

E= Estimated

Source: FAA 2007-2020 Aerospace Forecast

5.4 FAA Forecast – U.S. Pilot Population

As of Dec. 31	Students	Recreational	Sport Pilot	Private	Commercial	Airline Transport Pilot	Rotorcraft Only	Glider Only	Total Pilots
Historical									
2000	99,110	340	NA	251,561	121,858	141,598	7,775	9,387	631,629
2001	94,420	316	NA	243,823	120,502	144,702	7,727	8,473	619,963
2002	85,991	317	NA	245,230	125,920	144,708	7,770	21,826	631,762
2003	87,296	310	NA	241,045	123,990	143,504	7,916	20,950	625,011
2004	87,910	291	NA	235,994	122,592	142,160	8,586	21,100	618,633
2005	87,213	278	134	228,619	120,614	141,992	9,518	21,369	609,737
2006E	84,866	239	939	219,233	117,610	141,935	10,690	21,597	597,109
Forecast									
2007	84,000	235	2,100	212,656	115,611	141,921	11,759	21,899	590,181
2008	83,500	235	4,200	207,340	113,876	142,063	12,465	22,118	585,797
2009	84,300	235	6,500	205,266	112,738	142,205	13,088	22,317	586,649
2010	85,902	235	8,500	205,882	113,865	142,347	13,611	22,474	592,816
2011	87,620	235	10,200	206,500	115,004	142,489	14,020	22,586	598,653
2012	89,372	235	11,000	207,119	116,729	142,632	14,300	22,654	604,041
2013	90,981	235	11,550	207,948	118,480	142,917	14,586	22,676	609,373
2014	92,437	235	12,128	208,987	120,257	143,203	14,878	22,699	614,823
2015	93,823	235	12,734	210,241	122,061	143,489	15,175	22,722	620,480
2016	95,137	235	13,371	211,713	123,770	143,920	15,403	22,745	626,292
2017	96,373	235	14,039	213,407	125,502	144,352	15,634	22,767	632,309
2018	97,626	235	14,741	215,327	127,259	144,785	15,868	22,790	638,632
2019	98,895	235	15,478	217,481	128,914	145,219	16,106	22,813	645,141
2020	100,181	235	16,252	219,655	130,590	145,655	16,348	22,836	651,752
Average Growth	**1.2%**	**-0.1%**	**22.6%**	**0.0%**	**0.8%**	**0.2%**	**3.1%**	**0.4%**	**0.6%**

Note: Except for sport pilots, an active pilot is a person with a pilot certificate with a valid medical certificate.
In March 2001, the FAA changed the definition of glider pilot only. This added approximately 13,000 to this pilot category.
E = Estimated

Source: FAA 2007-2020 Aerospace Forecast

6

General Aviation Safety Data

You will find an overview of general aviation's historical safety record as far back as 1938 in this section. This data includes the number of accidents as well as historical information on the number of hours flown for general aviation operations conducted under Part 91 and Part 135 on-demand operations.

6.1 U.S. General Aviation Accidents, Fatal Accidents, and Fatalities (1938-2007)

Year	Accidents		Accidents		Fatalities		Flight Hours	Rate*	
	All	Excluded	Fatal	Excluded	Total	Aboard		All	Fatal
1938	1,861	*	176	*	*	*	1,478,000	125.9	11.9
1939	2,222	*	203	*	*	*	1,922,000	115.6	10.6
1940	3,471	*	232	*	*	*	3,202,000	108.4	7.3
1941	4,252	*	217	*	*	*	4,462,000	95.3	4.9
1942	3,324	*	143	*	*	*	3,790,000	87.7	3.8
1943	3,871	*	167	*	*	*	*	*	*
1944	3,343	*	169	*	*	*	*	*	*
1945	4,652	*	322	*	*	*	*	*	*
1946	7,618	*	690	*	*	*	9,792,000	77.8	7.0
1947	9,253	*	882	*	*	*	16,348,000	56.6	5.3
1948	7,850	*	850	*	*	*	15,154,000	51.8	5.6
1949	5,459	*	562	*	*	*	11,051,000	49.4	5.0
1950	4,505	*	499	*	*	*	9,667,000	46.6	5.1
1951	3,824	*	441	*	*	*	8,460,000	45.2	5.2
1952	3,657	*	401	*	*	*	8,200,000	44.6	4.8
1953	3,232	*	387	*	*	*	8,528,000	37.9	4.5
1954	3,381	*	393	*	*	*	8,968,000	37.7	4.3
1955	3,343	*	384	*	*	*	9,524,000	35.1	4.0
1956	3,474	*	356	*	*	*	10,218,000	34.0	3.4
1957	4,200	*	438	*	*	*	10,938,000	38.4	4.0
1958	4,584	*	384	*	*	*	12,593,000	36.4	3.1
1959	4,576	*	450	*	*	*	12,890,000	35.5	3.5
1960	4,793	*	429	*	*	*	13,132,000	36.50	3.27
1961	4,625	*	426	*	*	*	13,603,000	34.00	3.13
1962	4,840	*	430	*	*	*	14,491,000	33.40	2.97
1963	4,690	*	482	*	*	*	15,129,000	31.00	3.19
1964	5,069	*	526	*	*	*	15,742,000	32.20	3.34
1965	5,196	*	538	*	*	*	16,707,000	31.10	3.22
1966	5,712	*	573	*	*	*	21,000,000	27.20	2.73
1967	6,115	*	603	*	*	*	22,156,000	27.60	2.72
1968	4,968	*	692	*	*	*	24,117,000	20.60	2.86
1969	4,767	*	647	*	*	*	25,356,000	18.80	2.55
1970	4,712	*	641	*	*	*	26,033,000	18.10	2.46
1971	4,648	*	661	*	*	*	25,538,000	18.20	2.59
1972	4,256	*	695	*	*	*	26,937,000	15.80	2.67
1973	4,255	*	723	*	*	*	29,965,000	14.20	2.52
1974	4,234	*	689	*	*	*	27,855,000	15.20	2.47
1975	4,001	*	636	*	*	*	28,784,000	13.90	2.20
1976	4,023	*	662	*	*	*	30,477,000	13.20	2.16
1977	4,083	*	663	*	*	*	31,651,000	12.90	2.09
1978	4,218	*	721	*	*	*	34,860,000	12.10	2.06
1979	3,625	*	636	*	*	*	36,690,000	9.88	1.63
1980	3,597	*	622	*	*	*	36,481,000	9.86	1.69
1981	3,502	*	654	*	*	*	36,824,000	9.51	1.78
1982	3,233	*	591	*	1,187	1,170	29,640,000	10.91	1.99
1983R	3,075	15	555	5	1,068	1,061	28,673,000	10.67	1.92
1984	3,017	26	545	11	1,042	1,021	29,099,000	10.28	1.84
1985	2,739	11	498	6	956	945	28,322,000	9.63	1.73
1986R	2,581	11	474	5	967	879	27,073,000	9.49	1.73
1987R	2,495	18	446	7	837	822	26,972,000	9.18	1.62
1988	2,388	13	460	4	797	792	27,446,000	8.65	1.66
1989R	2,242	17	432	8	769	766	27,920,000	7.97	1.52
1990R	2,242	4	444	1	770	765	28,510,000	7.85	1.55
1991R	2,197	8	439	5	800	786	27,678,000	7.91	1.56
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	1,727	3	325	1	562	558	25,431,000	6.78	1.27
2002R	1,715	6	345	5	581	575	25,545,000	6.69	1.33
2003R	1,739	2	352	1	633	630	25,998,000	6.68	1.36
2004R	1,617	3	314	0	559	559	24,888,000	6.49	1.26
2005R	1,669	2	321	1	563	558	23,168,000	7.20	1.38
2006R	1,515	1	303	1	698	538	22,800,000	6.64	1.32
2007P	1,575	*	284	*	491	*	*	*	*

P = Preliminary, R = Revised

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

* Rate defined per 100,000 hours flown.

Source: NTSB, FAA, and GAMA

FIGURE 6.1 Total Accidents and Fatal Accidents in U.S. General Aviation (1982-2007)

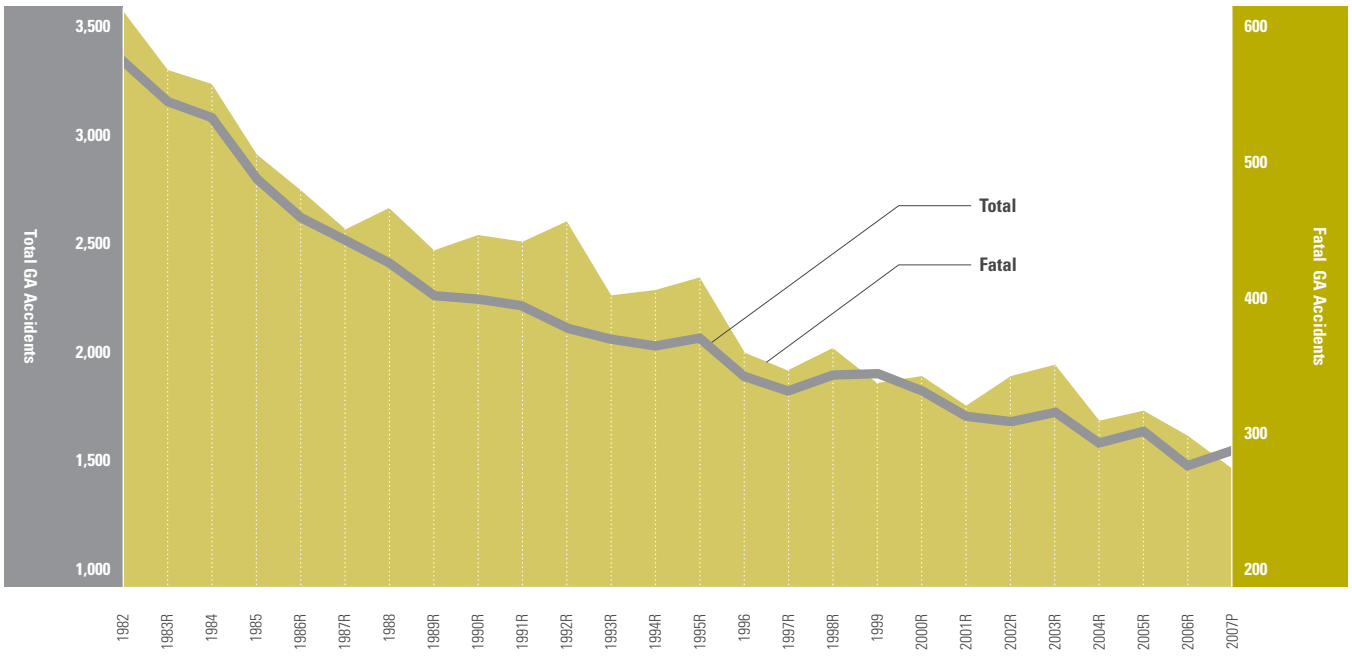
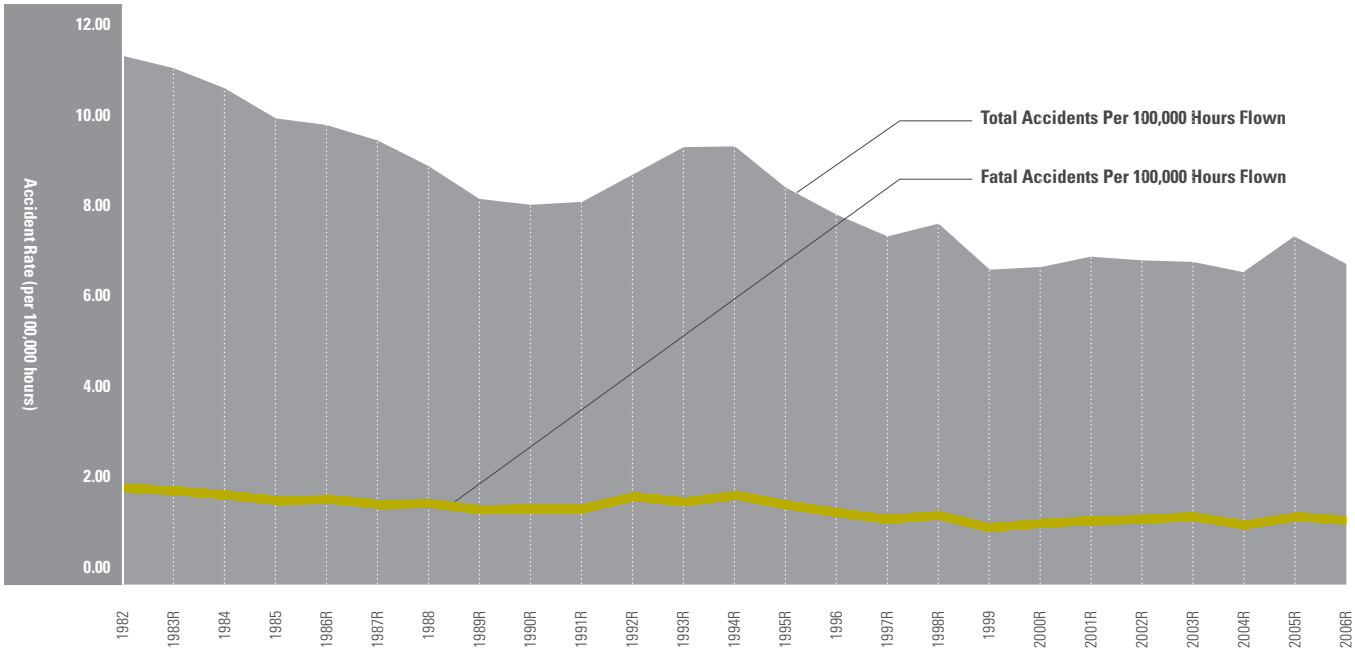


FIGURE 6.2 Accident Rates in U.S. General Aviation (1982-2006)



6.2 U.S. On Demand FAR 135 Accidents, Fatal Accidents, and Fatalities (1987-2007)

Year	Accidents		Accidents		Fatalities		Flight Hours	Rate*	
	All	Excluded	Fatal	Excluded	Total	Aboard		All	Fatal
1987	96	*	30	*	65	63	2,657,000	3.61	**1.13**
1988	102	*	28	*	59	55	2,632,000	3.88	**1.06**
1989	110	*	25	*	83	81	3,020,000	3.64	**0.83**
1990	107	*	29	*	51	49	2,249,000	4.76	**1.29**
1991	88	*	28	*	78	74	2,241,000	3.93	**1.25**
1992	76	*	24	*	68	65	2,844,000	2.67	**0.84**
1993	69	*	19	*	42	42	2,324,000	2.97	**0.82**
1994	85	*	26	*	63	62	2,465,000	3.45	**1.05**
1995	75	*	24	*	52	52	2,486,000	3.02	**0.97**
1996	90	*	29	*	63	63	3,220,000	2.80	**0.90**
1997	82	*	15	*	39	39	3,098,000	2.65	**0.48**
1998	77	*	17	*	45	41	3,802,000	2.03	**0.45**
1999	74	*	12	*	38	38	3,204,000	2.31	**0.37**
2000	80	*	22	*	71	68	3,930,000	2.04	**0.56**
2001	72	*	18	*	60	59	2,997,000	2.40	**0.60**
2002	60	*	18	*	35	35	2,911,000	2.06	**0.62**
2003	73	*	18	*	42	40	2,927,000	2.49	**0.61**
2004	66	*	23	*	64	63	3,238,000	2.04	**0.71**
2005	66	*	11	*	18	16	3,815,000	1.73	**0.29**
2006	54	*	10	*	16	16	3,600,000	1.50	**0.28**
2007P	60	*	14	*	43	*	*	*	*

P = Preliminary, R = Revised

Source: NTSB

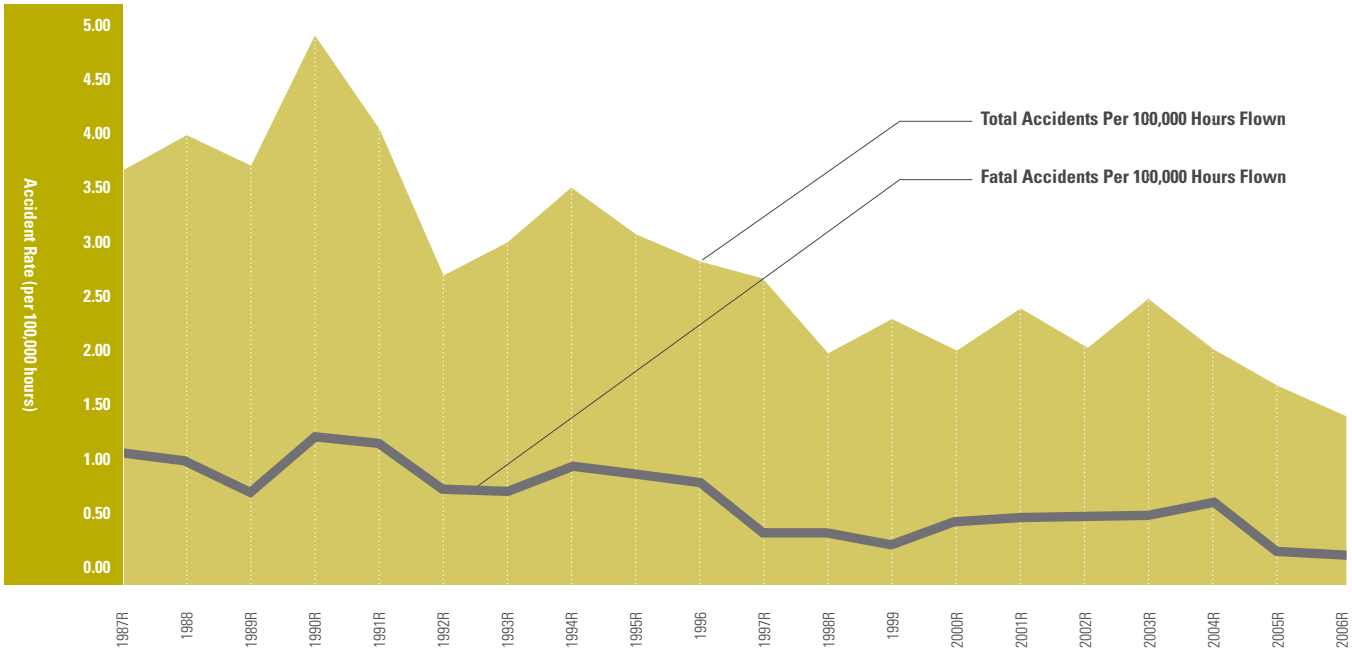
Excluded "Accidents" and "Fatalities" are suicide/sabotage and stolen/unauthorized events, which are not included in rates.

In 2002, FAA changed their estimate of air taxi activity. The revision was retroactively applied to the years 1992 to present. In 2003, the FAA again revised flight activity estimates for 1999 to 2002.

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

* Rates defined per 100,000 hours.

FIGURE 6.3 Accident Rates in U.S. On-Demand 135 Operations (1987-2006)



7

International GA Statistical Information

This last section of the GAMA databook includes general aviation data for Australia, Brazil, Canada, Germany, New Zealand, South Africa, Switzerland, and the United Kingdom. GAMA collects this data from each country's civil aviation authority. When reviewing this data, it is important that you recognize that the definition of general aviation varies by country and that in some cases the data may include aircraft in scheduled service.

Over the past year, GAMA has worked closely with the European Civil Aviation Conference (ECAC) General Aviation Task Force to further expand the availability of European GA data, which we will include in our databook as it becomes available.

GAMA also provides a historical overview of International Civil Aviation Organization (ICAO) data regarding general aviation. The ICAO overview covers data from 1985 through 1997, but this information has not been collected over the past decade.

7.1 Australia – Hours Flown (in Thousands) in General Aviation by Actual Use (1992-2006)

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

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

7.2 Australia – Number of General Aviation and Regional Aircraft by Category (1995-2006)

	Aircraft Type					
		Fixed Wing				
Year	Amatuer Built	Single Engine	Multi Engine	Rotorcraft	Balloon & Airship	Total Aircraft
1995	*	6,787	1,779	739	243	**9,548**
1996	*	6,861	1,799	739	266	**9,665**
1997	*	6,994	1,803	768	284	**9,849**
1998	*	7,137	1,783	791	295	**10,006**
1999	*	7,247	1,743	868	310	**10,168**
2000	*	7,302	1,755	743	325	**10,125**
2001	673	6,680	1,736	979	334	**10,402**
2002	707	6,668	1,706	1,038	336	**10,455**
2003	789	6,727	1,696	1,121	338	**10,671**
2004	848	6,794	1,718	1,194	350	**10,904**
2005	900	6,908	1,729	1,292	351	**11,180**
2006	916	6,838	1,724	1,320	319	**11,117**

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

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

7.3 Australia – Number of Aircraft and Hours Flown (in Thousands) in General Aviation and Regional Airline Operations by Age of Aircraft (2006)

	Amateur Built		Single Engine (Fixed Wing)		Multi Engine (Fixed Wing)		Rotorcraft		Ballons and Airships	
Age	Number of Aircraft	Total Hours Flown	Number of Aircraft	Total Hours Flown	Number of Aircraft	Total Hours Flown	Number of Aircraft	Total Hours Flown	Number of Aircraft	Total Hours Flown
New 2006	61	**1.4**	82	**15.2**	17	**9.9**	62	**5.4**	15	**0.3**
1-5	302	**10.7**	254	**92.8**	60	**67.5**	309	**96.2**	93	**5.7**
6-10	239	**6.9**	284	**81.6**	48	**46.8**	165	**40.2**	80	**2.3**
11-15	104	**3.0**	191	**76.8**	110	**112.7**	127	**44.4**	44	**0.6**
16-20	60	**1.3**	187	**24.3**	96	**101.4**	189	**51.5**	47	**0.3**
21-25	67	**1.4**	447	**77.7**	217	**105.6**	147	**44.6**	40	**0.3**
26-30	49	**0.9**	1924	**283.5**	541	**148.6**	112	**29.7**	*	*
31-35	23	**0.4**	805	**83.8**	288	**61.8**	87	**13.7**	*	*
36-40	11	**0.1**	820	**52.9**	207	**32.6**	78	**9.2**	*	*
Over 40	0	*	1844	**76.5**	140	**9.0**	44	**5.2**	*	*
Total	916	**26.1**	6,838	**865.1**	1,724	**695.8**	1,320	**340**	319	**10**

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

7.4 Brazil – Number of Aircraft Registrations by Type (1988-2003)

Year	Aircraft Type									Total Aircraft
	Airplanes					Rotorcraft			Amphibian Aircraft	
	Piston		Turboprop		Turbojet	Piston	Turbine			
	Single Engine	Multi Engine	Single Engine	Multi Engine	Multi Engine	Single Engine	Single Engine	Twin Engine		
1988	5,088	1,422	*	189	86	63	158	29	13	**7,048**
1989	5,218	1,498	*	229	156	63	174	44	13	**7,395**
1990	5,385	1,543	*	261	189	66	178	45	16	**7,683**
1991	5,541	1,592	7	316	224	82	194	47	16	**8,019**
1992	5,676	1,617	20	346	249	100	220	57	17	**8,302**
1993	5,835	1,631	33	371	259	104	239	66	18	**8,556**
1994	5,922	1,658	40	393	266	114	254	73	18	**8,738**
1995	6,030	1,702	44	428	264	126	277	83	20	**8,974**
1996	6,075	1,732	59	442	267	142	305	90	21	**9,133**
1997	6,097	1,746	61	457	266	172	361	106	21	**9,287**
1998	6,155	1,762	65	463	255	217	399	123	21	**9,460**
1999	6,229	1,773	69	455	239	233	422	126	21	**9,567**
2000	6,258	1,776	74	461	235	261	428	141	21	**9,655**
2001	6,306	1,781	84	462	240	289	445	152	21	**9,780**
2002	6,334	1,782	87	462	254	294	466	169	21	**9,869**
2003	6,354	1,784	89	462	256	295	465	181	22	**9,908**

Source: Departamento de Aviação Civil, Brazil

7.5 Canada – Number of Aircraft Registrations by Type and Weight Group (1980-2006)

Year	Number of Registered Aircraft by Type						By Weight Group		Total Aircraft
	Aeroplane	Ultralight	Helicopter	Glider	Balloon	Gyro	<= 12,500 lbs	12,500 > lbs	
1980	21,533	*	1,381	511	91	108	*	*	**23,624**
1981	22,199	*	1,476	528	124	110	*	*	**24,437**
1982	22,412	*	1,462	548	148	112	*	*	**24,682**
1983	22,354	1,282	1,410	560	177	116	*	*	**25,899**
1984	22,330	1,971	1,326	572	197	118	*	*	**26,514**
1985	22,231	2,376	1,276	582	219	117	*	*	**26,801**
1986	22,105	2,706	1,264	589	247	116	*	*	**27,027**
1987	22,270	2,946	1,299	602	279	121	*	*	**27,517**
1988	22,469	3,105	1,338	613	308	122	*	*	**27,955**
1989	22,463	3,212	1,366	614	339	127	*	*	**28,121**
1990	22,278	3,363	1,416	609	361	128	27,173	982	**28,155**
1991	21,973	3,477	1,433	601	384	135	23,553	981	**28,003**
1992	21,795	3,607	1,502	602	405	155	27,070	996	**28,066**
1993	21,452	3,744	1,533	597	424	162	26,977	935	**27,912**
1994	21,212	3,840	1,582	601	444	169	26,885	963	**27,848**
1995	21,169	3,956	1,605	601	440	166	26,914	1,023	**27,937**
1996	21,089	4,070	1,643	592	440	168	26,919	1,084	**28,002**
1997	20,985	4,208	1,655	587	450	169	26,862	1,192	**28,054**
1998	20,830	4,305	1,676	592	440	174	26,809	1,208	**28,017**
1999	20,768	4,346	1,711	596	444	182	26,783	1,264	**28,047**
2000	20,789	4,467	1,753	600	446	187	26,922	1,320	**28,242**
2001	20,851	4,584	1,798	613	456	191	27,171	1,322	**28,493**
2002	18,123	7,524	1,831	617	459	190	27,376	1,368	**28,744**
2003	18,085	7,817	1,894	674	453	189	27,752	1,360	**29,112**
2004	18,216	8,119	1,940	686	463	190	28,166	1,448	**29,614**
2005	18,407	8,463	2,019	683	479	193	28,745	1,499	**30,244**
2006	18,657	8,855	2,145	687	482	192	*	*	**31,018**

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

Source: Transport Canada www.tc.gc.ca

7.6 Germany – Number of General Aviation Aircraft by Type (2001-2007)

Year	Aircraft Type												Total Aircraft
	Airplanes							Helicopters	Motor Gliders	Air Ships	Balloons	Gliders	
	Single Engine		Multi Engine										
	Below 2,000 kg	2,000 to 5,700 kg	Below 2,000 kg	2,000 to 5,700 kg	5,701 kg to 14,000 kg	14,001 kg to 20,000 kg	Above 20,000 kg						
2001	6,813	95	207	476	191	60	612	721	2,434	5	1,474	7,771	**20,859**
2002	6,731	92	208	467	184	55	619	731	2,494	5	1,400	7,728	**20,714**
2003	6,658	97	205	452	179	54	653	725	2,533	6	1,362	7,686	**20,610**
2004	6,670	94	199	440	172	55	619	720	2,584	4	1,351	7,703	**20,611**
2005	6,682	93	212	417	176	54	651	721	2,664	4	1,305	7,728	**20,707**
2006	6,704	102	224	417	181	56	663	729	2,766	4	1,278	7,741	**20,865**
2007	6,705	120	230	417	200	51	702	731	2,824	4	1,264	7,769	**21,017**

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

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

7.7 New Zealand – Number of General Aviation Aircraft by Type and Airmen Certificates (1933-2005)

Year	Airplanes by Mass						Total Aircraft	Airmen Certificates				Total Airmen Certificates
	Airplanes by Weight				Sport	Helicopter		Private	Commercial*	ATPL	Main. Eng.	
	Below 2,721 kg	2,721 to 5,670 kg	5,670 to 13,608 kg	13,608 kg and Above								
1933	*	*	*	*	*	*	**65**	165	33	-	28	**226**
1947	*	*	*	*	*	*	**154**	863	200	-	125	**1,188**
1959	*	*	*	*	*	*	**647**	1,291	657	-	313	**2,261**
1974	*	*	*	*	*	*	**1,430**	3,752	1,555	-	660	**5,967**
1992	1,334	77	46	56	1,092	338	**2,976**	-	-	-	-	**-**
1993	1,410	77	49	61	1,121	356	**3,076**	3,801	2,942	1,194	-	**7,937**
1994	1,482	92	59	65	1,136	392	**3,226**	4,126	3,136	1,240	1,300	**9,802**
1995	1,522	101	61	69	1,150	426	**3,329**	4,226	3,256	1,296	1,356	**10,134**
1996	1,548	111	67	67	1,178	449	**3,420**	4,414	3,497	1,321	1,464	**10,696**
1997	1,559	113	68	67	1,163	435	**3,405**	4,292	3,510	1,391	1,498	**10,691**
1998	1,559	113	68	67	1,163	435	**3,405**	4,143	3,433	1,473	1,547	**10,596**
1999	1,539	104	67	73	1,124	420	**3,327**	-	-	-	-	**-**
2000	1,522	109	69	75	1,127	411	**3,313**	3,878	3,229	1,514	1,648	**10,269**
2001	1,506	107	67	77	1,129	420	**3,306**	3,790	3,130	1,519	1,735	**10,174**
2002	1,492	105	82	77	1,172	450	**3,378**	3,579	3,228	1,503	1,766	**10,076**
2003	1,505	117	74	83	1,245	506	**3,530**	3,762	3,317	1,608	1,847	**10,534**
2004	1,535	124	72	92	1,321	559	**3,703**	3,711	3,381	1,695	1,927	**10,714**
2005	1,561	139	65	93	1,390	624	**3,872**	3,683	3,524	1,791	2,019	**11,017**

Commercial also includes ATPL prior to 1974.
Does not differentiate if aeroplane is used for GA or commercial operations.

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

7.8 South Africa – Number of General Aviation Aircraft by Type (1999-2006)

Year	Aircraft Type														Total Aircraft
	Aeroplane											Helicopter		Sport & Rec.	
	Piston Engine Powered				Turboprop				Turbojet						
	1 Engine	2 Engine	Other	Ag.	1 Engine	2 Engine	Other	Ag.	2 Engine	3 Engine	Other	Piston	Turbine		
1999	2,282	695	4	144	66	201	10	43	157	17	21	228	251	3,103	**7,222**
2000	2,285	706	6	143	68	215	10	45	160	20	21	248	263	3,294	**7,484**
2001	2,280	701	6	144	79	237	10	48	164	27	22	258	271	3,470	**7,717**
2002	2,299	698	10	144	83	249	8	46	176	29	27	263	279	3,616	**7,927**
2003	2,338	716	12	148	91	271	8	52	197	31	34	308	290	3,907	**8,403**
2004	2,422	724	11	151	88	306	9	54	189	34	41	348	318	4,127	**8,822**
2005	2,459	731	10	150	93	310	8	56	206	21	44	385	337	4,253	**9,063**
2006	2,608	738	8	159	110	331	6	53	261	18	58	514	384	4,941	**10,189**

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

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

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

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

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

7.10 United Kingdom – Number of General Aviation Aircraft by Type (1990-2008)

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

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

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

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

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

Excludes The Russian Federation

Source: ICAO

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

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

Excludes the Russian Federation

Source: ICAO

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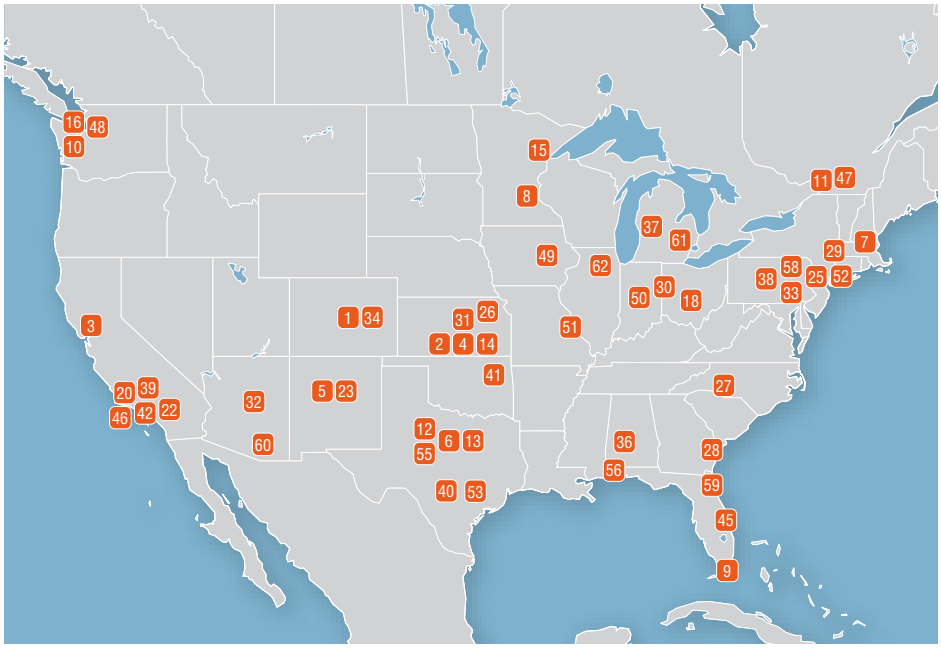

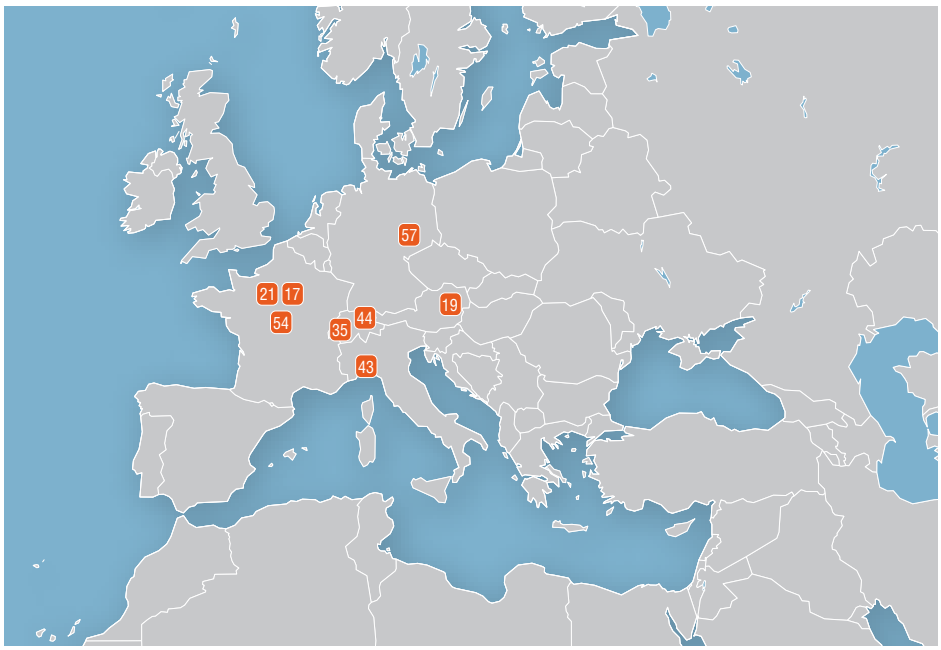

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