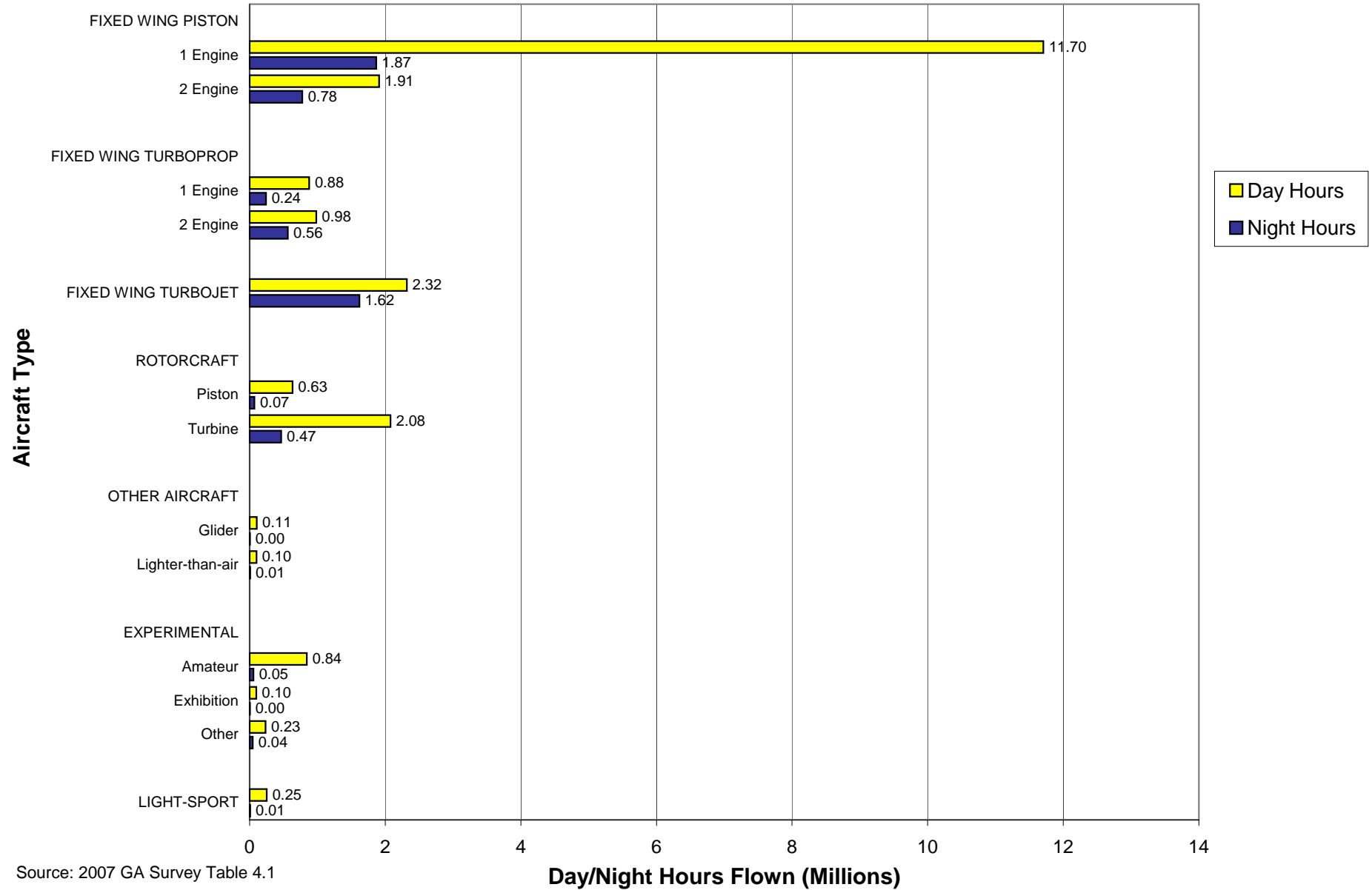


Chart 6
2007 Day/Night Hours Flown by Aircraft Type



Source: 2007 GA Survey Table 4.1

Chart 7
2007 VMC & IMC Hours Flown by Aircraft Type

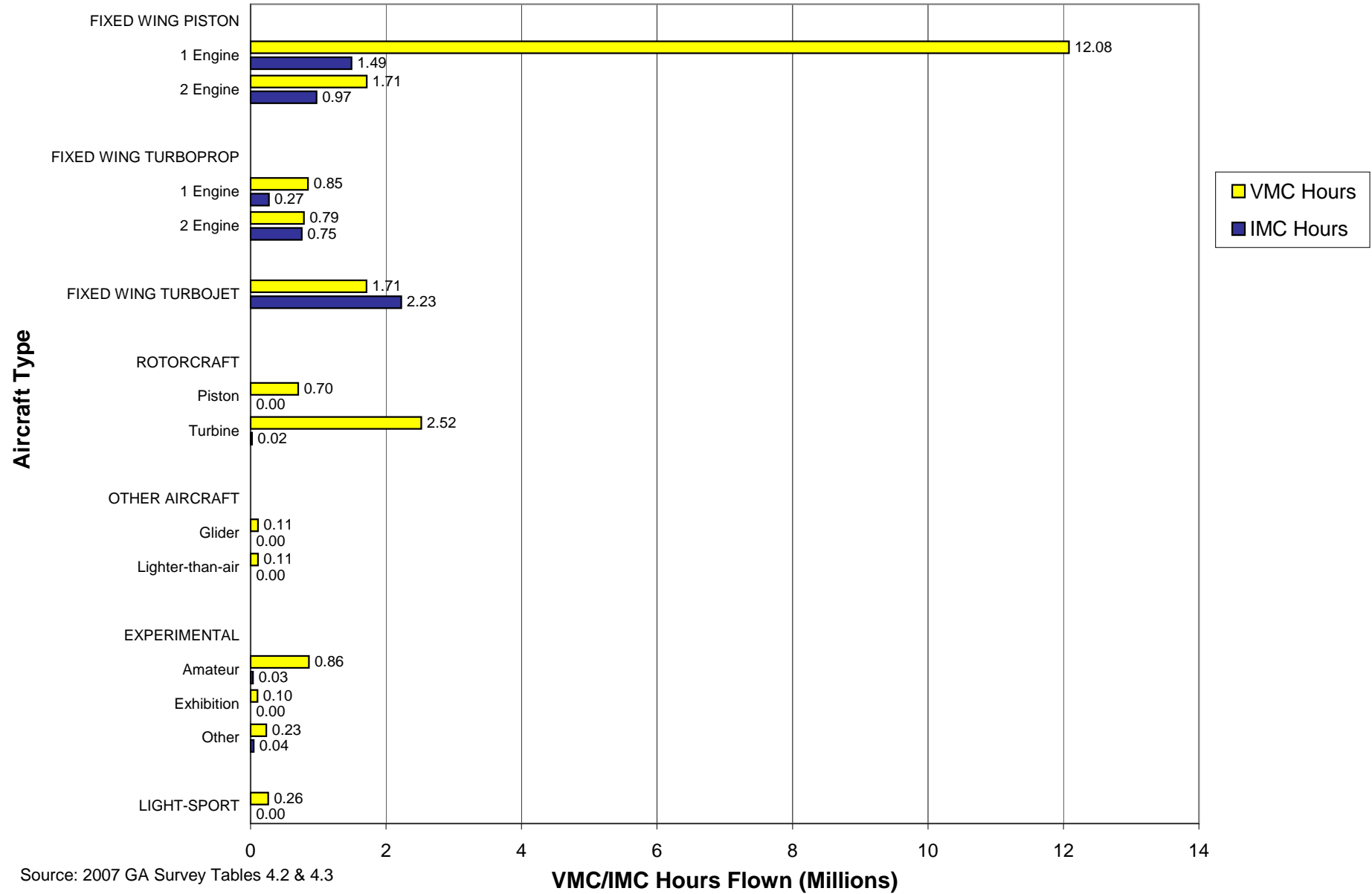


Table 4.1

**2007 GENERAL AVIATION AND AIR TAXI *TOTAL HOURS FLOWN BY DAY/NIGHT*
BY AIRCRAFT TYPE**

AIRCRAFT TYPE	DAY TOTAL		NIGHT TOTAL	
	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error
Fixed Wing				
Fixed Wing - Piston				
1 Eng: 1-3 Seats	2,491,914	5.1	264,172	17.6
1 Eng: 4+ Seats	9,212,911	2.2	1,602,410	3.5
1 Engine: Total	11,704,825	2.1	1,866,582	3.8
2 Eng: 1-6 Seats	1,256,125	5.8	488,624	8.0
2 Eng: 7+ Seats	653,249	3.9	288,073	4.5
2 Engine: Total	1,909,373	3.7	776,697	4.9
Piston: Total	13,614,199	1.8	2,643,280	3.3

Table 4.1

**2007 GENERAL AVIATION AND AIR TAXI *TOTAL HOURS FLOWN BY DAY/NIGHT*
BY AIRCRAFT TYPE**

AIRCRAFT TYPE	DAY TOTAL		NIGHT TOTAL	
	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error
Fixed Wing - Turboprop				
1 Engine: Total	877,028	1.4	240,930	2.3
2 Eng: 1-12 Seats	766,215	2.0	448,409	2.2
2 Eng: 13+ Seats	215,475	6.4	113,417	5.5
2 Engine: Total	981,690	2.1	561,826	2.1
Turboprop: Total	1,858,718	1.3	802,756	1.6
Fixed Wing - Turbojet				
Turbojet: Total	2,319,640	0.9	1,618,575	1.0
Fixed Wing: Total	17,792,556	1.2	5,064,611	2.1

Table 4.1

2007 GENERAL AVIATION AND AIR TAXI *TOTAL HOURS FLOWN BY DAY/NIGHT*
BY AIRCRAFT TYPE

AIRCRAFT TYPE	DAY TOTAL		NIGHT TOTAL	
	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error
Rotorcraft				
Piston	633,292	4.1	71,089	13.1
1 Eng: Turbine	1,653,396	1.8	337,517	2.8
Multi-Eng: Turbine	422,610	2.7	127,553	2.9
Turbine: Total	2,076,006	1.6	465,070	2.2
Rotorcraft: Total	2,709,299	1.5	536,159	2.6
Other Aircraft				
Gliders	105,674	5.1	1,924	45.5
Lighter-than-air	101,849	5.6	5,523	108.7
Other Aircraft: Total	207,522	4.5	7,447	66.6

Table 4.1

**2007 GENERAL AVIATION AND AIR TAXI *TOTAL HOURS FLOWN BY DAY/NIGHT*
BY AIRCRAFT TYPE**

AIRCRAFT TYPE	DAY TOTAL		NIGHT TOTAL	
	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error
Experimental				
Amateur	842,177	2.7	54,308	10.6
Exhibition	97,386	5.0	4,180	23.8
Other	232,832	4.7	43,742	8.5
Experimental: Total	1,172,395	2.9	102,230	9.6
Light-sport	252,089	1.9	7,673	10.3
Total All Aircraft	22,133,861	0.9	5,718,121	1.6

Table Notes:

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.

Beginning in 2005, light-sport was added as an aircraft type.

The wording and format of survey questions about flight plans and flight conditions was changed in 2007. Estimates may vary from previous years.

Estimated number of light-sport aircraft has increased significantly in 2007 due to mandatory regulation process changes.

Table 4.2

2007 GENERAL AVIATION AND AIR TAXI *TOTAL HOURS FLOWN*
UNDER VMC CONDITIONS BY DAY/NIGHT BY AIRCRAFT TYPE

AIRCRAFT TYPE	VMC DAY		VMC NIGHT		VMC TOTAL	
	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error
Fixed Wing						
Fixed Wing - Piston						
1 Eng: 1-3 Seats	2,479,793	5.1	255,643	18.1	2,735,436	5.1
1 Eng: 4+ Seats	8,345,710	2.3	1,001,886	3.9	9,347,596	2.4
1 Engine: Total	10,825,503	2.1	1,257,528	4.6	12,083,032	2.2
2 Eng: 1-6 Seats	959,091	6.3	175,028	7.9	1,134,119	6.1
2 Eng: 7+ Seats	474,611	4.2	104,800	4.8	579,411	4.1
2 Engine: Total	1,433,702	4.1	279,828	4.9	1,713,530	3.9
Piston: Total	12,259,205	1.9	1,537,356	3.8	13,796,561	1.9

Table 4.2

2007 GENERAL AVIATION AND AIR TAXI *TOTAL HOURS FLOWN*
UNDER VMC CONDITIONS BY DAY/NIGHT BY AIRCRAFT TYPE

AIRCRAFT TYPE	VMC DAY		VMC NIGHT		VMC TOTAL	
	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error
Fixed Wing - Turboprop						
1 Engine: Total	740,616	1.6	105,399	3.5	846,014	1.5
2 Eng: 1-12 Seats	468,187	2.2	140,056	2.5	608,242	2.1
2 Eng: 13+ Seats	144,308	7.1	36,088	6.5	180,396	6.9
2 Engine: Total	612,495	2.3	176,143	2.4	788,638	2.2
Turboprop: Total	1,353,110	1.4	281,542	2.0	1,634,653	1.3
Fixed Wing - Turbojet						
Turbojet: Total	1,228,568	0.9	484,510	1.1	1,713,078	0.9
Fixed Wing: Total	14,840,883	1.3	2,303,409	2.2	17,144,292	1.3

Table 4.2

2007 GENERAL AVIATION AND AIR TAXI *TOTAL HOURS FLOWN*
UNDER VMC CONDITIONS BY DAY/NIGHT BY AIRCRAFT TYPE

AIRCRAFT TYPE	VMC DAY		VMC NIGHT		VMC TOTAL	
	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error
Rotorcraft						
Piston	633,292	4.1	71,089	13.1	704,382	4.2
1 Eng: Turbine	1,651,988	1.8	336,251	2.9	1,988,239	1.8
Multi-Eng: Turbine	409,396	2.7	122,003	3.0	531,399	2.6
Turbine: Total	2,061,384	1.6	458,254	2.2	2,519,638	1.5
Rotorcraft: Total	2,694,677	1.5	529,343	2.6	3,224,020	1.5
Other Aircraft						
Gliders	105,674	5.1	1,924	45.5	107,597	5.1
Lighter-than-air	101,849	5.6	5,523	108.7	107,372	7.6
Other Aircraft: Total	207,522	4.5	7,447	66.6	214,969	4.9

Table 4.2

2007 GENERAL AVIATION AND AIR TAXI *TOTAL HOURS FLOWN*
UNDER VMC CONDITIONS BY DAY/NIGHT BY AIRCRAFT TYPE

AIRCRAFT TYPE	VMC DAY		VMC NIGHT		VMC TOTAL	
	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error
Experimental						
Amateur	827,540	2.7	34,504	9.8	862,044	2.7
Exhibition	96,994	5.0	4,161	24.0	101,154	4.9
Other	212,050	5.0	19,672	12.4	231,723	5.0
Experimental: Total	1,136,583	2.8	58,338	10.7	1,194,921	2.9
Light-sport	252,089	1.9	7,673	10.3	259,763	1.9
Total All Aircraft	19,131,755	1.0	2,906,210	1.8	22,037,965	1.0

Table Notes:

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.

Beginning in 2005, light-sport was added as an aircraft type.

The wording and format of survey questions about flight plans and flight conditions was changed in 2007. Estimates may vary from previous years.

Estimated number of light-sport aircraft has increased significantly in 2007 due to mandatory regulation process changes.

Table 4.3

**2007 GENERAL AVIATION AND AIR TAXI *TOTAL HOURS FLOWN*
UNDER IMC CONDITIONS BY DAY/NIGHT BY AIRCRAFT TYPE**

AIRCRAFT TYPE	IMC DAY		IMC NIGHT		IMC TOTAL	
	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error
Fixed Wing						
Fixed Wing - Piston						
1 Eng: 1-3 Seats	12,121	32.6	8,530	54.8	20,651	35.3
1 Eng: 4+ Seats	867,201	3.7	600,524	5.6	1,467,725	3.5
1 Engine: Total	879,322	4.0	609,054	6.0	1,488,376	3.8
2 Eng: 1-6 Seats	297,034	6.7	313,596	9.3	610,630	6.7
2 Eng: 7+ Seats	178,638	4.1	183,274	5.0	361,911	4.1
2 Engine: Total	475,672	4.2	496,870	5.6	972,541	4.2
Piston: Total	1,354,994	3.3	1,105,924	4.7	2,460,917	3.3

Table 4.3

**2007 GENERAL AVIATION AND AIR TAXI *TOTAL HOURS FLOWN*
UNDER IMC CONDITIONS BY DAY/NIGHT BY AIRCRAFT TYPE**

AIRCRAFT TYPE	IMC DAY		IMC NIGHT		IMC TOTAL	
	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error
Fixed Wing - Turboprop						
1 Engine: Total	136,412	2.3	135,531	2.5	271,944	2.0
2 Eng: 1-12 Seats	298,028	2.2	308,353	2.3	606,381	2.0
2 Eng: 13+ Seats	71,167	6.0	77,330	5.9	148,496	5.2
2 Engine: Total	369,195	2.1	385,683	2.2	754,878	1.9
Turboprop: Total	505,607	1.6	521,214	1.7	1,026,821	1.5
Fixed Wing - Turbojet						
Turbojet: Total	1,091,072	1.0	1,134,065	1.0	2,225,137	0.9
Fixed Wing: Total	2,951,673	2.3	2,761,203	2.7	5,712,875	2.2

Table 4.3

**2007 GENERAL AVIATION AND AIR TAXI *TOTAL HOURS FLOWN*
UNDER IMC CONDITIONS BY DAY/NIGHT BY AIRCRAFT TYPE**

AIRCRAFT TYPE	IMC DAY		IMC NIGHT		IMC TOTAL	
	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error
Rotorcraft						
Piston	0		0		0	
1 Eng: Turbine	1,408	23.8	1,266	14.5	2,674	17.5
Multi-Eng: Turbine	13,214	4.4	5,550	9.2	18,764	4.9
Turbine: Total	14,622	5.9	6,816	9.3	21,438	6.0
Rotorcraft: Total	14,622	6.5	6,816	10.3	21,438	6.7
Other Aircraft						
Gliders	0		0		0	
Lighter-than-air	0		0		0	
Other Aircraft: Total	0		0		0	

Table 4.3

**2007 GENERAL AVIATION AND AIR TAXI *TOTAL HOURS FLOWN*
UNDER IMC CONDITIONS BY DAY/NIGHT BY AIRCRAFT TYPE**

AIRCRAFT TYPE	IMC DAY		IMC NIGHT		IMC TOTAL	
	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error
Experimental						
Amateur	14,638	14.9	19,804	21.4	34,441	15.6
Exhibition	393	28.1	19	74.8	412	27.2
Other	20,781	9.8	24,070	9.4	44,851	7.8
Experimental: Total	35,812	13.6	43,893	14.3	79,704	11.5
Light-sport	0		0		0	
Total All Aircraft	3,002,107	1.9	2,811,911	2.2	5,814,017	1.8

Table Notes:

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.

Beginning in 2005, light-sport was added as an aircraft type.

The wording and format of survey questions about flight plans and flight conditions was changed in 2007. Estimates may vary from previous years.

Estimated number of light-sport aircraft has increased significantly in 2007 due to mandatory regulation process changes.

Table 4.4

2007 GENERAL AVIATION AND AIR TAXI *TOTAL HOURS FLOWN BY DAY/NIGHT*
BY REGION AIRCRAFT PRIMARILY FLOWN

REGION	DAY TOTAL		NIGHT TOTAL	
	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error
Alaskan	688,858	2.7	93,885	5.5
Central	1,039,884	3.9	330,579	7.6
Eastern	2,344,466	2.7	713,978	4.7
Great Lakes	2,891,563	2.3	804,428	4.1
New England	789,583	4.6	223,438	7.4
Northwest Mountain	3,016,119	3.5	541,371	5.7
Southern	4,261,982	2.0	1,239,894	3.5
Southwestern	3,791,149	2.1	1,053,765	4.2
Western-Pacific	3,310,256	2.8	716,783	5.3
Total	22,133,861	0.9	5,718,121	1.6

Table Notes:

Beginning in 2004, commuter activity is excluded from all estimates. 2003 and prior, commuter activity was included in the Air Taxi use category.

Columns may not add to totals due to rounding procedures.

Beginning in 2005, light-sport was added as an aircraft type.

The wording and format of survey questions about flight plans and flight conditions was changed in 2007. Estimates may vary from previous years.

Beginning in 2007, the survey asked the state in which the aircraft was "primarily flown" rather than where the aircraft was "based."

Estimates by state and region may vary from previous years.

Table 4.5

2007 GENERAL AVIATION AND AIR TAXI *TOTAL HOURS FLOWN UNDER VMC CONDITIONS BY DAY/NIGHT*
BY REGION AIRCRAFT PRIMARILY FLOWN

REGION	VMC DAY		VMC NIGHT		VMC TOTAL	
	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error
Alaskan	647,322	2.7	62,133	4.8	709,455	2.7
Central	897,382	4.0	138,576	7.2	1,035,958	4.0
Eastern	1,880,338	2.7	307,820	4.4	2,188,158	2.7
Great Lakes	2,482,528	2.4	348,703	4.4	2,831,231	2.4
New England	658,802	4.2	100,963	6.8	759,765	4.2
Northwest Mountain	2,768,281	3.7	337,197	6.3	3,105,479	3.8
Southern	3,544,755	2.2	599,844	3.7	4,144,599	2.1
Southwestern	3,230,535	2.2	573,885	5.2	3,804,420	2.2
Western-Pacific	3,021,812	2.8	437,089	5.5	3,458,901	2.9
Total	19,131,755	1.0	2,906,210	1.8	22,037,965	1.0

Table Notes:

Beginning in 2004, commuter activity is excluded from all estimates. 2003 and prior, commuter activity was included in the Air Taxi use category.

Columns may not add to totals due to rounding procedures.

Beginning in 2005, light-sport was added as an aircraft type.

The wording and format of survey questions about flight plans and flight conditions was changed in 2007. Estimates may vary from previous years.

Beginning in 2007, the survey asked the state in which the aircraft was "primarily flown" rather than where the aircraft was "based."

Estimates by state and region may vary from previous years.

Table 4.6

2007 GENERAL AVIATION AND AIR TAXI *TOTAL HOURS FLOWN UNDER IMC CONDITIONS BY DAY/NIGHT*
BY REGION AIRCRAFT PRIMARILY FLOWN

REGION	IMC DAY		IMC NIGHT		IMC TOTAL	
	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error	Hours Flown	Percent Standard Error
Alaskan	41,537	7.1	31,752	8.9	73,288	7.6
Central	142,503	8.0	192,003	10.2	334,506	8.3
Eastern	464,128	5.2	406,158	5.9	870,286	5.1
Great Lakes	409,035	4.7	455,726	5.2	864,760	4.4
New England	130,781	11.3	122,475	9.1	253,256	9.2
Northwest Mountain	247,838	6.3	204,174	8.7	452,012	6.8
Southern	717,227	3.8	640,050	4.8	1,357,277	3.6
Southwestern	560,614	4.6	479,879	5.4	1,040,493	4.6
Western-Pacific	288,445	6.9	279,694	7.8	568,138	6.8
Total	3,002,107	1.9	2,811,911	2.2	5,814,017	1.8

Table Notes:

Beginning in 2004, commuter activity is excluded from all estimates. 2003 and prior, commuter activity was included in the Air Taxi use category.

Columns may not add to totals due to rounding procedures.

Beginning in 2005, light-sport was added as an aircraft type.

The wording and format of survey questions about flight plans and flight conditions was changed in 2007. Estimates may vary from previous years.

Beginning in 2007, the survey asked the state in which the aircraft was "primarily flown" rather than where the aircraft was "based."

Estimates by state and region may vary from previous years.

Table 4.7

2007 GENERAL AVIATION AND AIR TAXI *ACTIVE AIRCRAFT AND TOTAL HOURS*
FLOWN BY FLIGHT PLAN BY AIRCRAFT TYPE

AIRCRAFT TYPE	IFR FLIGHT PLANS				VFR FLIGHT PLANS			
	Number Active Aircraft	Percent Standard Error	Hours Flown	Percent Standard Error	Number Active Aircraft	Percent Standard Error	Hours Flown	Percent Standard Error
Fixed Wing								
Fixed Wing - Piston								
1 Eng: 1-3 Seats	3,219	20.7	30,081	33.3	17,644	7.6	856,291	8.6
1 Eng: 4+ Seats	52,268	5.7	2,313,912	3.2	65,718	4.6	3,536,987	2.8
1 Engine: Total	55,487	7.3	2,343,993	3.5	83,363	5.3	4,393,278	2.8
2 Eng: 1-6 Seats	11,216	3.2	934,753	6.5	7,264	5.1	423,221	9.0
2 Eng: 7+ Seats	4,608	1.2	621,857	3.8	2,774	2.6	178,420	6.5
2 Engine: Total	15,824	2.4	1,556,610	4.0	10,038	4.1	601,642	5.9
Piston: Total	71,311	6.4	3,900,603	3.1	93,400	5.1	4,994,920	2.6

Table 4.7

2007 GENERAL AVIATION AND AIR TAXI *ACTIVE AIRCRAFT AND TOTAL HOURS*
FLOWN BY FLIGHT PLAN BY AIRCRAFT TYPE

AIRCRAFT TYPE	IFR FLIGHT PLANS				VFR FLIGHT PLANS			
	Number Active Aircraft	Percent Standard Error	Hours Flown	Percent Standard Error	Number Active Aircraft	Percent Standard Error	Hours Flown	Percent Standard Error
Fixed Wing - Turboprop								
1 Engine: Total	2,866	0.7	476,235	2.0	2,216	0.9	231,156	3.2
2 Eng: 1-12 Seats	4,454	0.3	1,049,794	2.0	2,468	1.1	91,478	3.5
2 Eng: 13+ Seats	862	0.5	280,143	5.6	496	1.2	14,993	12.0
2 Engine: Total	5,317	0.4	1,329,936	1.9	2,964	1.2	106,471	3.4
Turboprop: Total	8,182	0.5	1,806,171	1.5	5,180	1.1	337,627	2.7
Fixed Wing - Turbojet								
Turbojet: Total	10,346	0.3	3,820,073	0.8	6,314	0.9	83,585	2.4
Fixed Wing: Total	89,840	4.1	9,526,847	2.2	104,894	3.6	5,416,132	1.8

Table 4.7

**2007 GENERAL AVIATION AND AIR TAXI *ACTIVE AIRCRAFT AND TOTAL HOURS*
FLOWN BY FLIGHT PLAN BY AIRCRAFT TYPE**

AIRCRAFT TYPE	IFR FLIGHT PLANS				VFR FLIGHT PLANS			
	Number Active Aircraft	Percent Standard Error	Hours Flown	Percent Standard Error	Number Active Aircraft	Percent Standard Error	Hours Flown	Percent Standard Error
Rotorcraft								
Piston	773	3.1	3,849	25.9	1,677	1.8	200,959	5.8
1 Eng: Turbine	2,631	1.6	5,204	17.6	3,796	1.1	774,146	2.5
Multi-Eng: Turbine	1,193	0.6	29,734	4.4	1,236	0.5	300,080	2.8
Turbine: Total	3,825	1.3	34,937	5.6	5,031	1.0	1,074,226	2.0
Rotorcraft: Total	4,597	1.7	38,786	6.0	6,708	1.2	1,275,185	2.0
Other Aircraft								
Gliders	0		0		608	2.7	28,905	10.3
Lighter-than-air	0		0		1,875	3.9	45,763	8.8
Other Aircraft: Total	0		0		2,484	3.3	74,669	7.2

Table 4.7

**2007 GENERAL AVIATION AND AIR TAXI *ACTIVE AIRCRAFT AND TOTAL HOURS*
FLOWN BY FLIGHT PLAN BY AIRCRAFT TYPE**

AIRCRAFT TYPE	IFR FLIGHT PLANS				VFR FLIGHT PLANS			
	Number Active Aircraft	Percent Standard Error	Hours Flown	Percent Standard Error	Number Active Aircraft	Percent Standard Error	Hours Flown	Percent Standard Error
Experimental								
Amateur	1,748	10.1	43,754	14.3	8,918	4.0	300,451	4.8
Exhibition	172	6.4	768	38.5	895	2.4	32,026	9.2
Other	688	1.7	66,559	7.5	828	1.5	71,824	10.0
Experimental: Total	2,608	8.0	111,081	11.4	10,641	3.5	404,301	5.1
Light-sport	155	6.2	524	31.5	2,437	1.3	96,235	3.3
Total All Aircraft	97,200	3.8	9,677,238	1.8	127,164	3.1	7,266,523	1.4

Table Notes:

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.

Note that the flight plan categories are split across pages so that more detail can be reported.

Beginning in 2005, light-sport was added as an aircraft type.

Estimated number of light-sport aircraft has increased significantly in 2007 due to mandatory regulation process changes.

The wording and format of survey questions about flight plans and flight conditions was changed in 2007. Estimates may vary from previous years.

Table 4.7

2007 GENERAL AVIATION AND AIR TAXI *ACTIVE AIRCRAFT AND TOTAL HOURS*
FLOWN BY FLIGHT PLAN BY AIRCRAFT TYPE

AIRCRAFT TYPE	NO FLIGHT PLANS				TOTAL FLIGHT PLANS			
	Number Active Aircraft	Percent Standard Error	Hours Flown	Percent Standard Error	Number Active Aircraft	Percent Standard Error	Hours Flown	Percent Standard Error
Fixed Wing								
Fixed Wing - Piston								
1 Eng: 1-3 Seats	25,657	5.6	1,869,715	6.4	36,366	3.8	2,756,087	5.1
1 Eng: 4+ Seats	77,940	3.8	4,964,422	3.4	111,203	2.0	10,815,321	2.2
1 Engine: Total	103,597	4.3	6,834,137	3.0	147,569	2.5	13,571,408	2.1
2 Eng: 1-6 Seats	8,671	4.3	386,774	8.5	14,342	1.9	1,744,749	5.5
2 Eng: 7+ Seats	3,196	2.2	141,045	5.9	4,996	0.9	941,322	3.9
2 Engine: Total	11,867	3.5	527,819	5.6	19,337	1.5	2,686,071	3.6
Piston: Total	115,464	4.2	7,361,956	2.7	166,907	2.4	16,257,479	1.8

Table 4.7

2007 GENERAL AVIATION AND AIR TAXI *ACTIVE AIRCRAFT AND TOTAL HOURS*
FLOWN BY FLIGHT PLAN BY AIRCRAFT TYPE

AIRCRAFT TYPE	NO FLIGHT PLANS				TOTAL FLIGHT PLANS			
	Number Active Aircraft	Percent Standard Error	Hours Flown	Percent Standard Error	Number Active Aircraft	Percent Standard Error	Hours Flown	Percent Standard Error
Fixed Wing - Turboprop								
1 Engine: Total	2,754	0.7	410,568	2.7	4,059	0.2	1,117,958	1.3
2 Eng: 1-12 Seats	2,600	1.1	73,352	3.8	4,567	0.3	1,214,624	1.9
2 Eng: 13+ Seats	516	1.2	33,757	9.9	889	0.5	328,892	5.7
2 Engine: Total	3,116	1.1	107,108	4.0	5,456	0.3	1,543,516	1.9
Turboprop: Total	5,870	0.9	517,676	2.7	9,514	0.3	2,661,474	1.2
Fixed Wing - Turbojet								
Turbojet: Total	6,156	0.9	34,556	2.3	10,385	0.3	3,938,215	0.8
Fixed Wing: Total	127,490	3.0	7,914,189	1.9	186,806	1.6	22,857,168	1.3

Table 4.7

2007 GENERAL AVIATION AND AIR TAXI *ACTIVE AIRCRAFT AND TOTAL HOURS*
FLOWN BY FLIGHT PLAN BY AIRCRAFT TYPE

AIRCRAFT TYPE	NO FLIGHT PLANS				TOTAL FLIGHT PLANS			
	Number Active Aircraft	Percent Standard Error	Hours Flown	Percent Standard Error	Number Active Aircraft	Percent Standard Error	Hours Flown	Percent Standard Error
Rotorcraft								
Piston	2,248	1.4	499,574	4.6	2,769	1.1	704,382	4.2
1 Eng: Turbine	4,578	0.8	1,211,563	2.0	5,431	0.6	1,990,913	1.8
Multi-Eng: Turbine	1,267	0.5	220,350	3.5	1,367	0.3	550,163	2.6
Turbine: Total	5,846	0.8	1,431,913	1.7	6,798	0.5	2,541,076	1.5
Rotorcraft: Total	8,094	0.9	1,931,487	1.7	9,567	0.7	3,245,458	1.5
Other Aircraft								
Gliders	1,427	1.5	78,692	5.9	1,947	1.1	107,597	5.1
Lighter-than-air	2,211	3.5	61,608	12.5	3,993	2.0	107,372	7.6
Other Aircraft: Total	3,638	2.5	140,300	6.7	5,940	1.6	214,969	4.9

Table 4.7

**2007 GENERAL AVIATION AND AIR TAXI *ACTIVE AIRCRAFT AND TOTAL HOURS*
FLOWN BY FLIGHT PLAN BY AIRCRAFT TYPE**

AIRCRAFT TYPE	NO FLIGHT PLANS				TOTAL FLIGHT PLANS			
	Number Active Aircraft	Percent Standard Error	Hours Flown	Percent Standard Error	Number Active Aircraft	Percent Standard Error	Hours Flown	Percent Standard Error
Experimental								
Amateur	12,973	3.0	552,280	3.7	19,538	2.1	896,485	2.7
Exhibition	1,457	1.6	68,773	6.4	2,101	1.1	101,566	4.9
Other	1,074	1.2	138,190	6.1	1,589	0.7	276,574	4.6
Experimental: Total	15,505	2.7	759,243	3.5	23,228	1.8	1,274,625	3.0
Light-sport	4,072	0.9	163,003	2.4	6,066	0.5	259,763	1.9
Total All Aircraft	158,798	2.5	10,908,222	1.4	231,607	1.5	27,851,982	1.0

Table Notes:

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.

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Note that the flight plan categories are split across pages so that more detail can be reported.

Beginning in 2005, light-sport was added as an aircraft type.

Estimated number of light-sport aircraft has increased significantly in 2007 due to mandatory regulation process changes.

The wording and format of survey questions about flight plans and flight conditions was changed in 2007. Estimates may vary from previous years.

Table 4.8

2007 GENERAL AVIATION AND AIR TAXI *HOURS FLOWN UNDER IFR FLIGHT PLANS BY DAY/NIGHT*
***UNDER IFR FLIGHT PLANS* BY AIRCRAFT TYPE**

AIRCRAFT TYPE	IFR FLIGHT PLANS									
	Day VMC Hours Flown	Percent Standard Error	Day IMC Hours Flown	Percent Standard Error	Night VMC Hours Flown	Percent Standard Error	Night IMC Hours Flown	Percent Standard Error	Total IFR Hours Flown	Percent Standard Error
Fixed Wing										
Fixed Wing - Piston										
1 Eng: 1-3 Seats	7,409	57.6	12,121	32.6	2,021	61.4	8,530	54.8	30,081	33.3
1 Eng: 4+ Seats	678,061	5.0	867,201	3.7	168,126	5.4	600,524	5.6	2,313,912	3.2
1 Engine: Total	685,469	5.4	879,322	4.0	170,148	5.8	609,054	6.0	2,343,993	3.5
2 Eng: 1-6 Seats	239,262	8.7	297,034	6.7	84,861	10.9	313,596	9.3	934,753	6.5
2 Eng: 7+ Seats	202,583	4.8	178,638	4.1	57,363	5.4	183,274	5.0	621,857	3.8
2 Engine: Total	441,845	5.2	475,672	4.2	142,224	6.3	496,870	5.6	1,556,610	4.0
Piston: Total	1,127,314	4.3	1,354,994	3.3	312,371	5.0	1,105,924	4.7	3,900,603	3.1

Table 4.8

2007 GENERAL AVIATION AND AIR TAXI *HOURS FLOWN UNDER IFR FLIGHT PLANS BY DAY/NIGHT*
***UNDER IFR FLIGHT PLANS* BY AIRCRAFT TYPE**

AIRCRAFT TYPE	IFR FLIGHT PLANS									
	Day VMC Hours Flown	Percent Standard Error	Day IMC Hours Flown	Percent Standard Error	Night VMC Hours Flown	Percent Standard Error	Night IMC Hours Flown	Percent Standard Error	Total IFR Hours Flown	Percent Standard Error
Fixed Wing - Turboprop										
1 Engine: Total	153,945	2.6	136,412	2.3	50,346	3.0	135,531	2.5	476,235	2.0
2 Eng: 1-12 Seats	330,796	2.3	298,028	2.2	112,616	2.6	308,353	2.3	1,049,794	2.0
2 Eng: 13+ Seats	101,698	7.2	71,167	6.0	29,948	6.6	77,330	5.9	280,143	5.6
2 Engine: Total	432,495	2.4	369,195	2.1	142,564	2.4	385,683	2.2	1,329,936	1.9
Turboprop: Total	586,440	1.9	505,607	1.6	192,910	1.9	521,214	1.7	1,806,171	1.5
Fixed Wing - Turbojet										
Turbojet: Total	1,135,891	1.0	1,091,072	1.0	459,046	1.1	1,134,065	1.0	3,820,073	0.8
Fixed Wing: Total	2,849,644	2.6	2,951,673	2.3	964,327	3.0	2,761,203	2.7	9,526,847	2.2

Table 4.8

**2007 GENERAL AVIATION AND AIR TAXI *HOURS FLOWN UNDER IFR FLIGHT PLANS BY DAY/NIGHT*
UNDER IFR FLIGHT PLANS BY AIRCRAFT TYPE**

AIRCRAFT TYPE	IFR FLIGHT PLANS									
	Day VMC Hours Flown	Percent Standard Error	Day IMC Hours Flown	Percent Standard Error	Night VMC Hours Flown	Percent Standard Error	Night IMC Hours Flown	Percent Standard Error	Total IFR Hours Flown	Percent Standard Error
Rotorcraft										
Piston	2,511	30.8	0		1,338	42.1	0		3,849	25.9
1 Eng: Turbine	997	42.8	1,408	23.8	1,532	5.9	1,266	14.5	5,204	17.6
Multi-Eng: Turbine	8,862	5.3	13,214	4.4	2,108	8.2	5,550	9.2	29,734	4.4
Turbine: Total	9,859	7.4	14,622	5.9	3,640	6.1	6,816	9.3	34,937	5.6
Rotorcraft: Total	12,370	8.3	14,622	6.5	4,978	10.5	6,816	10.3	38,786	6.0
Other Aircraft										
Gliders	0		0		0		0		0	
Lighter-than-air	0		0		0		0		0	
Other Aircraft: Total	0		0		0		0		0	

Table 4.8

2007 GENERAL AVIATION AND AIR TAXI *HOURS FLOWN UNDER IFR FLIGHT PLANS BY DAY/NIGHT*
UNDER IFR FLIGHT PLANS BY AIRCRAFT TYPE

AIRCRAFT TYPE	IFR FLIGHT PLANS									
	Day VMC Hours Flown	Percent Standard Error	Day IMC Hours Flown	Percent Standard Error	Night VMC Hours Flown	Percent Standard Error	Night IMC Hours Flown	Percent Standard Error	Total IFR Hours Flown	Percent Standard Error
Experimental										
Amateur	7,553	21.4	14,638	14.9	1,760	24.9	19,804	21.4	43,754	14.3
Exhibition	343	66.2	393	28.1	12	106.2	19	74.8	768	38.5
Other	16,467	12.6	20,781	9.8	5,241	13.7	24,070	9.4	66,559	7.5
Experimental: Total	24,363	19.3	35,812	13.6	7,014	22.7	43,893	14.3	111,081	11.4
Light-sport	443	35.4	0		81	49.9	0		524	31.5
Total All Aircraft	2,886,820	2.1	3,002,107	1.9	976,400	2.4	2,811,911	2.2	9,677,238	1.8

Table Notes:

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Note that the flight plan categories are split across pages so that more detail can be reported.

Beginning in 2005, light-sport was added as an aircraft type.

Estimated number of light-sport aircraft has increased significantly in 2007 due to mandatory regulation process changes.

The wording and format of survey questions about flight plans and flight conditions was changed in 2007. Estimates may vary from previous years.

Table 4.9

2007 GENERAL AVIATION AND AIR TAXI *HOURS FLOWN UNDER VFR AND NO FLIGHT PLANS BY DAY/NIGHT*
BY AIRCRAFT TYPE

AIRCRAFT TYPE	VFR FLIGHT PLANS						NO FLIGHT PLANS					
	Day Hours Flown	Percent Standard Error	Night Hours Flown	Percent Standard Error	Total Hours Flown	Percent Standard Error	Day Hours Flown	Percent Standard Error	Night Hours Flown	Percent Standard Error	Total Hours Flown	Percent Standard Error
Fixed Wing												
Fixed Wing - Piston												
1 Eng: 1-3 Seats	820,004	8.6	36,287	22.6	856,291	8.6	1,652,381	6.5	217,335	20.7	1,869,715	6.4
1 Eng: 4+ Seats	3,204,140	2.9	332,847	5.2	3,536,987	2.8	4,463,509	3.3	500,912	5.7	4,964,422	3.4
1 Engine: Total	4,024,144	2.9	369,134	5.4	4,393,278	2.8	6,115,890	3.0	718,247	6.8	6,834,137	3.0
2 Eng: 1-6 Seats	383,947	9.2	39,274	12.7	423,221	9.0	335,881	8.7	50,893	12.8	386,774	8.5
2 Eng: 7+ Seats	149,640	7.0	28,781	7.3	178,420	6.5	122,389	6.1	18,656	7.5	141,045	5.9
2 Engine: Total	533,587	6.1	68,055	7.6	601,642	5.9	458,270	5.8	69,549	8.3	527,819	5.6
Piston: Total	4,557,731	2.6	437,189	4.6	4,994,920	2.6	6,574,160	2.7	787,796	6.0	7,361,956	2.7

Table 4.9

2007 GENERAL AVIATION AND AIR TAXI *HOURS FLOWN UNDER VFR AND NO FLIGHT PLANS BY DAY/NIGHT*
BY AIRCRAFT TYPE

AIRCRAFT TYPE	VFR FLIGHT PLANS						NO FLIGHT PLANS					
	Day Hours Flown	Percent Standard Error	Night Hours Flown	Percent Standard Error	Total Hours Flown	Percent Standard Error	Day Hours Flown	Percent Standard Error	Night Hours Flown	Percent Standard Error	Total Hours Flown	Percent Standard Error
Fixed Wing - Turboprop												
1 Engine: Total	214,939	3.4	16,216	3.9	231,156	3.2	371,731	2.8	38,837	8.4	410,568	2.7
2 Eng: 1-12 Seats	76,176	3.5	15,302	5.5	91,478	3.5	61,214	4.2	12,138	5.1	73,352	3.8
2 Eng: 13+ Seats	13,880	12.3	1,113	14.8	14,993	12.0	28,730	10.3	5,026	9.9	33,757	9.9
2 Engine: Total	90,056	3.5	16,415	5.3	106,471	3.4	89,944	4.3	17,165	4.6	107,108	4.0
Turboprop: Total	304,996	2.9	32,631	3.3	337,627	2.7	461,675	2.8	56,001	6.6	517,676	2.7
Fixed Wing - Turbojet												
Turbojet: Total	69,229	2.3	14,356	5.8	83,585	2.4	23,448	2.3	11,109	3.9	34,556	2.3
Fixed Wing: Total	4,931,956	1.8	484,176	3.1	5,416,132	1.8	7,059,283	1.9	854,906	4.2	7,914,189	1.9

Table 4.9

2007 GENERAL AVIATION AND AIR TAXI *HOURS FLOWN UNDER VFR AND NO FLIGHT PLANS BY DAY/NIGHT*
BY AIRCRAFT TYPE

AIRCRAFT TYPE	VFR FLIGHT PLANS						NO FLIGHT PLANS					
	Day Hours Flown	Percent Standard Error	Night Hours Flown	Percent Standard Error	Total Hours Flown	Percent Standard Error	Day Hours Flown	Percent Standard Error	Night Hours Flown	Percent Standard Error	Total Hours Flown	Percent Standard Error
Rotorcraft												
Piston	184,510	5.9	16,450	9.7	200,959	5.8	446,272	4.4	53,302	17.1	499,574	4.6
1 Eng: Turbine	703,385	2.5	70,761	5.4	774,146	2.5	947,606	2.0	263,957	3.3	1,211,563	2.0
Multi-Eng: Turbine	221,147	2.8	78,932	3.6	300,080	2.8	179,387	3.7	40,963	3.2	220,350	3.5
Turbine: Total	924,532	2.0	149,694	3.6	1,074,226	2.0	1,126,993	1.8	304,920	2.9	1,431,913	1.7
Rotorcraft: Total	1,109,042	2.0	166,143	3.7	1,275,185	2.0	1,573,265	1.7	358,222	3.4	1,931,487	1.7
Other Aircraft												
Gliders	28,905	10.3	0		28,905	10.3	76,768	6.0	1,924	45.5	78,692	5.9
Lighter-than-air	45,763	8.8	0		45,763	8.8	56,085	8.9	5,523	108.7	61,608	12.5
Other Aircraft: Total	74,669	7.2	0		74,669	7.2	132,853	6.1	7,447	66.6	140,300	6.7

Table 4.9

**2007 GENERAL AVIATION AND AIR TAXI *HOURS FLOWN UNDER VFR AND NO FLIGHT PLANS BY DAY/NIGHT*
BY AIRCRAFT TYPE**

AIRCRAFT TYPE	VFR FLIGHT PLANS						NO FLIGHT PLANS					
	Day Hours Flown	Percent Standard Error	Night Hours Flown	Percent Standard Error	Total Hours Flown	Percent Standard Error	Day Hours Flown	Percent Standard Error	Night Hours Flown	Percent Standard Error	Total Hours Flown	Percent Standard Error
Experimental												
Amateur	293,644	4.8	6,807	18.6	300,451	4.8	526,343	3.7	25,937	11.7	552,280	3.7
Exhibition	31,823	9.3	202	30.8	32,026	9.2	64,827	6.7	3,946	25.2	68,773	6.4
Other	68,296	9.8	3,528	24.4	71,824	10.0	127,288	6.0	10,903	18.9	138,190	6.1
Experimental: Total	393,764	5.0	10,538	20.4	404,301	5.1	718,457	3.5	40,786	13.1	759,243	3.5
Light-sport	95,600	3.3	636	20.9	96,235	3.3	156,047	2.5	6,957	11.0	163,003	2.4
Total All Aircraft	6,605,030	1.4	661,493	2.7	7,266,523	1.4	9,639,904	1.4	1,268,317	3.2	10,908,222	1.4

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