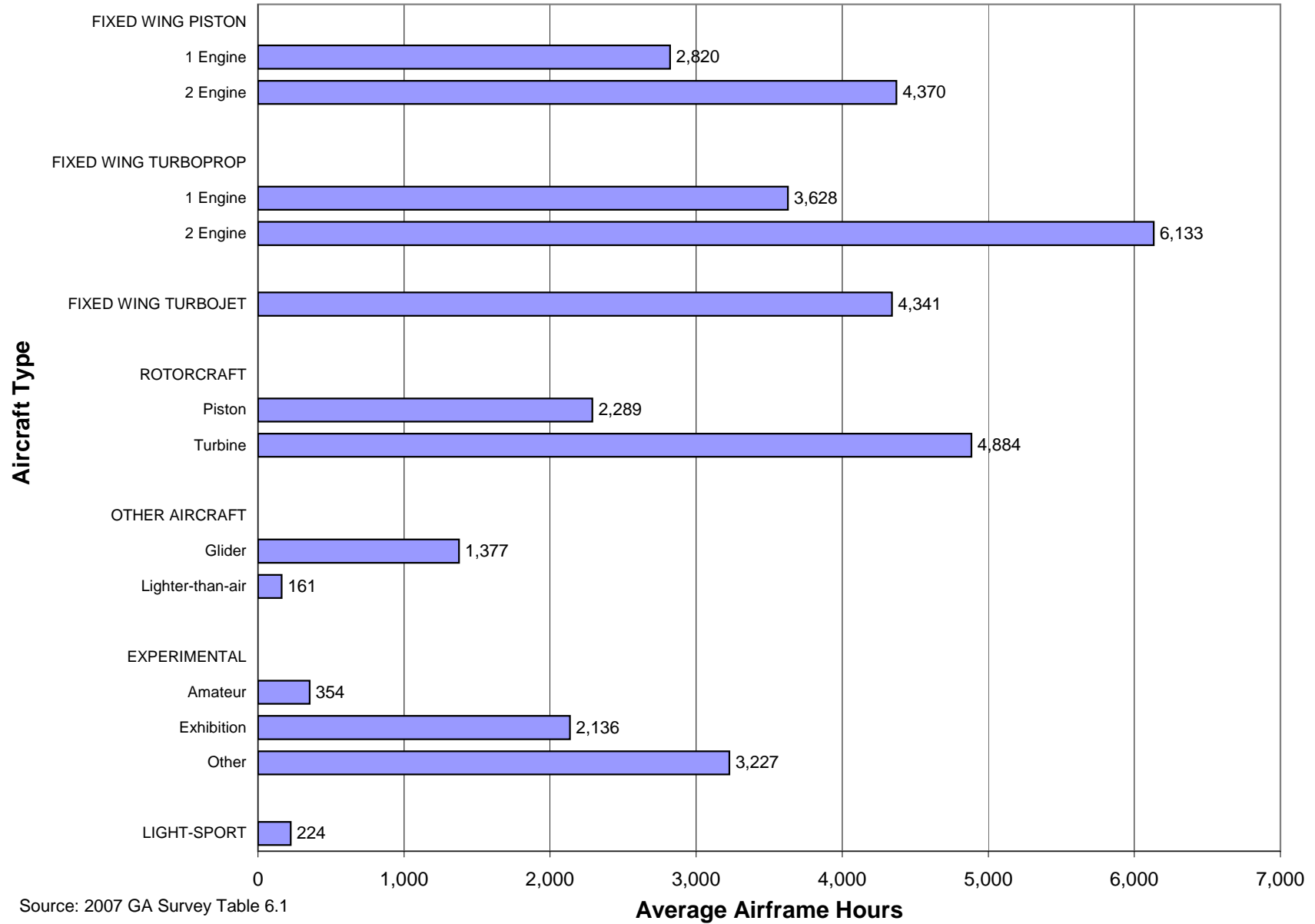


Chart 9
2007 Average Airframe Hours for Active Aircraft by Aircraft Type



Source: 2007 GA Survey Table 6.1

Table 6.1

2007 GENERAL AVIATION AND AIR TAXI *TOTAL AND AVERAGE AIRFRAME HOURS FOR ACTIVE AIRCRAFT*
BY AIRCRAFT TYPE

AIRCRAFT TYPE	Aircraft Population Size	Estimate of Number Active	Percent Standard Error	Estimate of Percent Active	Percent Standard Error	Estimate of Total Airframe Hours	Percent Standard Error	Estimate of Average Airframe Hours	Percent Standard Error
Fixed Wing									
Fixed Wing - Piston									
1 Eng: 1-3 Seats	57,676	36,366	3.8	63.1	3.8	136,140,624	4.6	2,360.4	4.6
1 Eng: 4+ Seats	131,808	111,203	2.0	84.4	2.0	398,278,314	1.2	3,021.7	1.2
1 Engine: Total	189,484	147,569	2.5	77.9	2.5	534,418,938	1.4	2,820.4	1.4
2 Eng: 1-6 Seats	17,107	14,342	1.9	83.8	1.9	64,765,943	2.7	3,785.9	2.7
2 Eng: 7+ Seats	5,619	4,996	0.9	88.9	0.9	34,554,890	5.4	6,149.7	5.4
2 Engine: Total	22,727	19,337	1.5	85.1	1.5	99,320,833	3.2	4,370.2	3.2
Piston: Total	212,211	166,907	2.4	78.7	2.4	633,739,771	1.3	2,986.4	1.3

Table 6.1

2007 GENERAL AVIATION AND AIR TAXI *TOTAL AND AVERAGE AIRFRAME HOURS FOR ACTIVE AIRCRAFT*
BY AIRCRAFT TYPE

AIRCRAFT TYPE	Aircraft Population Size	Estimate of Number Active	Percent Standard Error	Estimate of Percent Active	Percent Standard Error	Estimate of Total Airframe Hours	Percent Standard Error	Estimate of Average Airframe Hours	Percent Standard Error
Fixed Wing - Turboprop									
1 Engine: Total	4,275	4,059	0.2	94.9	0.2	15,509,293	2.1	3,627.9	2.1
2 Eng: 1-12 Seats	4,835	4,567	0.3	94.5	0.3	28,600,588	1.7	5,915.3	1.7
2 Eng: 13+ Seats	1,042	889	0.5	85.3	0.5	7,449,874	6.2	7,149.6	6.2
2 Engine: Total	5,878	5,456	0.3	92.8	0.3	36,050,462	1.8	6,133.1	1.8
Turboprop: Total	10,153	9,514	0.3	93.7	0.3	51,559,756	1.4	5,078.3	1.4
Fixed Wing - Turbojet									
Turbojet: Total	11,189	10,385	0.3	92.8	0.3	48,571,193	1.0	4,341.0	1.0
Fixed Wing: Total	233,553	186,806	1.6	80.0	1.6	733,870,720	0.9	3,142.2	0.9

Table 6.1

2007 GENERAL AVIATION AND AIR TAXI *TOTAL AND AVERAGE AIRFRAME HOURS FOR ACTIVE AIRCRAFT*
BY AIRCRAFT TYPE

AIRCRAFT TYPE	Aircraft Population Size	Estimate of Number Active	Percent Standard Error	Estimate of Percent Active	Percent Standard Error	Estimate of Total Airframe Hours	Percent Standard Error	Estimate of Average Airframe Hours	Percent Standard Error
Rotorcraft									
Piston	4,265	2,769	1.1	64.9	1.1	9,762,183	5.3	2,288.9	5.3
1 Eng: Turbine	6,455	5,431	0.6	84.1	0.6	30,026,995	2.0	4,651.7	2.0
Multi-Eng: Turbine	1,482	1,367	0.3	92.2	0.3	8,731,370	3.0	5,891.6	3.0
Turbine: Total	7,936	6,798	0.5	85.7	0.5	38,758,365	1.7	4,883.9	1.7
Rotorcraft: Total	12,201	9,567	0.7	78.4	0.7	48,520,548	1.8	3,976.8	1.8
Other Aircraft									
Gliders	3,156	1,947	1.1	61.7	1.1	4,345,142	16.6	1,376.8	16.6
Lighter-than-air	6,960	3,993	2.0	57.4	2.0	1,121,906	5.1	161.2	5.1
Other Aircraft: Total	10,115	5,940	1.6	58.7	1.6	5,467,048	19.4	540.5	19.4

Table 6.1

2007 GENERAL AVIATION AND AIR TAXI *TOTAL AND AVERAGE AIRFRAME HOURS FOR ACTIVE AIRCRAFT*
BY AIRCRAFT TYPE

AIRCRAFT TYPE	Aircraft Population Size	Estimate of Number Active	Percent Standard Error	Estimate of Percent Active	Percent Standard Error	Estimate of Total Airframe Hours	Percent Standard Error	Estimate of Average Airframe Hours	Percent Standard Error
Experimental									
Amateur	35,575	19,538	2.1	54.9	2.1	12,594,990	17.8	354.0	17.8
Exhibition	3,057	2,101	1.1	68.7	1.1	6,528,355	11.1	2,135.5	11.1
Other	2,216	1,589	0.7	71.7	0.7	7,150,319	4.6	3,226.7	4.6
Experimental: Total	40,848	23,228	1.8	56.9	1.8	26,273,664	9.2	643.2	9.2
Light-sport	8,391	6,066	0.5	72.3	0.5	1,875,497	14.2	223.5	14.2
Total All Aircraft	305,108	231,607	1.5	75.9	1.5	816,007,477	0.8	2,674.5	0.8

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.

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

Columns may not add to totals due to rounding procedures.