



Federal Aviation Administration
C/O Tetra Tech
6410 Enterprise Ln, Ste 300
Madison, WI 53719

2012 General Aviation and Part 135 Activity Survey (As of December 31, 2012)

Instructions:

- Please answer questions for the aircraft shown to the right.
- If this is not your aircraft, please check this box and return the survey in the enclosed postage-paid envelope.
- When entering numbers, use numbers that look like this:
- **Round all numbers to the nearest WHOLE number.**

1	2	3	4	5	6	7	8	9	0
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Aircraft Characteristics:

Paperwork Reduction Act Burden Statement: A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0060. Public reporting for this collection of information is estimated to be approximately 20 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information. Submission of this form is voluntary. The information obtained in the survey will only be used for statistical purposes, and will be kept private to the extent permitted by law. FAA will not publish any reports or tables that would reveal specific information reported by an individually identifiable respondent. If you wish to comment on the accuracy of the estimate or make a suggestion for reducing this burden, please direct your comments to FAA and OMB at the following addresses:

U.S. DOT Federal Aviation Administration
800 Independence Avenue SW
AAI-220 (2012 Survey)
Washington, DC 20591

Office of Management and Budget
Paperwork Reduction Project
OMB (2120-0060) Expiration 3/31/2014
Washington, DC 20503

When reporting aircraft activity, please report for all users of this aircraft. If you do not know the exact information for a particular question, please provide your best estimate.

Q1 Was this aircraft flown in 2012? (Check one)

Yes → Continue to Q2

No →

Why was this aircraft inactive? (Check one)

Sold – Year Under restoration

Destroyed – Year Under construction

Museum piece Other (Specify) _____

The survey is complete. Please return the survey in the enclosed postage-paid envelope.

Q2 In 2012, was this aircraft leased to or operated primarily by a FAR Part 121 or 129 air carrier? (Check one)

Yes

No

Q3 What were the total lifetime airframe hours as of December 31, 2012?

(Lifetime airframe hours to nearest WHOLE number - no decimals please)

Q4 How many total hours did this aircraft fly in 2012? (Include estimated rental and leased hours; if you purchased this aircraft in 2012, please include hours flown for the entire year; NOTE: the maximum number of hours you could have flown in 2012 is 8,784 hours.)

(Hours (rounded to the nearest WHOLE number - no decimals please)

Q5 In what U.S. state or territory was this aircraft primarily flown in 2012?

(Please use 2-character state/territory abbreviation)

Q6 FLIGHT IN ALASKA: For what percent of the total hours flown in 2012 was the aircraft flown in Alaska? (If no hours were flown in Alaska in 2012, please enter 0 below.)

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 %

Q7 What percent of the total hours flown by this aircraft in 2012 were flown in each of the following categories? (Estimate the percent of total hours flown in 2012 in each of the following categories so that the total equals 100%.)

Category		% of Hrs Flown		
General Use	Personal/Recreation – Flying for personal reasons (excludes business transportation)			%
	Instructional – Flying under the supervision of a flight instructor, including student pilot solo (excludes positioning flights, proficiency flights, training, ferrying, sales demos)			%
	Business Transportation – Individual or group use for, or in the furtherance of, a business <i>without</i> a paid flight crew			%
	Corporate/Executive Transportation – Individual or group business transportation <i>with</i> a paid flight crew (includes fractional ownership)			%
	Air Medical Services – Air ambulance services, rescue, human organ transportation, emergency medical services (excludes AMS conducted under FAR Part 135)			%
	Sight-seeing – Commercial sight-seeing conducted under FAR Part 91			%
	Aerial Observation – Aerial mapping/photography, patrol, search and rescue, hunting, traffic advisory, ranching, surveillance, oil and mineral exploration, etc.			%
	Aerial Application in Agriculture and Forestry – Crop and timber production, including fertilizer and pesticide application			%
	Other Aerial Application – Public health sprayings, cloud seeding, fire fighting including forest fires, etc.			%
	External Load – Operation under FAR Part 133, rotorcraft external load operations, examples include: helicopter hoist, hauling logs, etc.			%
	Other Work Use – Construction work (excluding FAR Part 135 operation), parachuting, aerial advertising, towing gliders, etc.			%
	Other – Positioning flights, proficiency flights, training, ferrying, sales demos, etc.			%
FAR Part 135	Air Taxi – FAR Part 135 <i>on-demand</i> passenger and all cargo operations (excluding air tours, air medical services, or scheduled passenger service)			%
	Air Tours – Commercial sight-seeing conducted under FAR Part 135			%
	Air Medical Services – Air ambulance services, rescue, human organ transportation, emergency medical services conducted under FAR Part 135			%
	Commuter – FAR Part 135 <i>scheduled</i> passenger service only			%
TOTAL OF ALL USES		100%		

Q8 For what percent of the total hours flown in 2012 was the aircraft flown under a fractional ownership program? (This is NOT simply joint ownership. This is ONLY for turbine aircraft in a fractional ownership program meeting Part 91, subpart K, and issued FAA Management Specifications. Flights under Part 135 should not be included. Enter 0 if no hours were flown under a fractional ownership program.)

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Q9 For what percent of the total hours flown in 2012 was the aircraft rented or leased to others? (Include all hours where someone other than an owner paid to operate the aircraft, including instructional flights. Enter 0 if the aircraft was not rented or leased to others.)

				%
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Q10 For what percent of the total hours flown in 2012 was the aircraft owned or hired by the federal, state, or local government for the purpose of fulfilling a governmental function? (Enter 0 if the aircraft was not used for the purpose of fulfilling a governmental function.)

				%
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Q11 What percent of the total hours flown by this aircraft in 2012 were flown under... (Estimate the percent of total hours flown in 2012 in each of the following categories so that the total equals 100%.)

Flight Plans / Conditions		% of Hours Flown			
VFR Flight Plans	Day Visual Meteorological Conditions (VMC)				%
	Night Visual Meteorological Conditions (VMC)				%
IFR Flight Plans	Day Instrument Meteorological Conditions (IMC)				%
	Day Visual Meteorological Conditions (VMC)				%
	Night Instrument Meteorological Conditions (IMC)				%
	Night Visual Meteorological Conditions (VMC)				%
No Flight Plans	Day Visual Meteorological Conditions (VMC)				%
	Night Visual Meteorological Conditions (VMC)				%
TOTAL OF ALL HOURS FLOWN					100%

Q12 How many landings did this aircraft perform in 2012? (Include water & touch-and-go landings.)

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(Number of 2012 landings)

Q13 What type of landing gear system did this aircraft primarily use in 2012? (Check one)

- Fixed wheels Straight floats Other (e.g., skis)
 Retractable wheels Amphibious floats None (e.g., hot air balloon)

Q14 What kind/grade of fuel was primarily used in this aircraft in 2012? (Check one)

- Jet Fuel - Turbine Aviation Fuel: 100-Low Lead None
 Jet Fuel - Piston Aviation Fuel: 100 Octane
 Automotive Gasoline Other

Q15 What was the average fuel burn rate (in gallons per hour) for this aircraft in 2012?

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Gallons per hour (rounded to the nearest WHOLE number - no decimals please)

Q16 In 2012 was this aircraft prohibited from flight in icing? (Check one)

No

Yes →

How was this aircraft prohibited? (Check one)		
<input type="checkbox"/> Placard	<input type="checkbox"/> POH or AFM limitation	<input type="checkbox"/> Both

Q17 Was the aircraft equipped with ice protection on any of the following in 2012?

(Check all that apply)

- Wing Propeller Stall warning sensor
 Horizontal tail Windshield Pitot system
 Vertical tail Engine (Nacelle lip or inertial separator)

Q18 In 2012 was this aircraft certified and maintained to operate under instrument flight rules (IFR)?

(Check one)

Yes

No

Q19 Installed Avionics Equipment: Check all boxes below that reflect this aircraft's installed avionics equipment capabilities as of December 31, 2012. *(Check the first box if the aircraft has only one of the item; check the second box if the aircraft is equipped with more than one of the item; if none of an item, check neither box.)*

One More
 than
 One

One More
 than
 One

Installed General Equipment:

- Electrical System.....
- Radar Altimeter.....
- Ground Proximity Warning System.....
- Terrain Awareness Warning System (TAWS).....
- Flight Data Recorder.....
- Cockpit Voice Recorder.....
- Electronic Primary Flight Display (PFD).....
- Multi-Function Display (MFD).....
- Electronic Flight Bag (EFB) - Installed.....
- Emergency Locator Transmitter (121.5 MHz capable).....
- Emergency Locator Transmitter (406 MHz capable).....
- Air Bag
- Ballistic Parachute.....
- Image Recorder.....

Installed Transponder Equipment:

- Mode A (TSO-C75-b/c)
- Mode C (Altitude Encoding)
- Mode S (TSO-C112)
- Collision Avoidance (TCAS or TCAD)
- ADS-B (Mode S):
 - Transmit Only (Out).....
 - Transmit and Receive (In).....
- ADS-B (UAT):
 - Transmit Only (Out).....
 - Transmit and Receive (In).....

Installed Communications Equipment:

- 360 channel (50kHz channel spacing).....
- 720 channel (25kHz channel spacing)
- 760 channel (25kHz channel spacing)
- 2280 channel (8.33kHz channel spacing)
- HF Radio.....
- Datalink:
 - SATCOM (Comsat, Inmarsat)
 - ACARS (AFIS)
 - FANS

Installed Weather Equipment:

- Airborne Weather Radar.....
- Lightning Detection Equipment.....
- Flight Information Service (XM, WSI, UAT).....

Installed Navigation Equipment:

- Global Positioning System (GPS):
 - Not IFR approved.....
 - IFR-approved for en route operation only...
- GPS Operational Capability:
 - IFR-approved for en route & terminal operation only (TSO C-129/129A).....
 - IFR-approved for non-precision (LNAV) approach operation (TSO C-129/129A)....
 - IFR approved for Baro VNAV.....
 - Approved for LNAV approach only (WAAS Class 1).....
 - Approved for LNAV and LNAV/VNAV (WAAS Class 2).....
 - Approved for LPV approach (WAAS Class 3).....
 - Moving map capability.....
- DME.....
- ILS
- 100 channel VOR Receiver.....
- 200 channel VOR Receiver.....
- VOR/DME-based Area Navigation Equipment (RNAV).....
- DME/DME-based Area Navigation Equipment (RNAV) (AC 90-100A).....
- Inertial Reference/Navigation System.....
- Terminal & Enroute Baro-VNAV.....

Installed Guidance and Control Equipment:

- Flight Management System.....
- Flight Director.....
- Autopilot-Axis Controls:
 - Lateral Guidance.....
 - Approach Mode (vertical guidance).....
- Horizontal Situation Indicator (HSI).....
- Heads Up Display (HUD).....
- Enhanced Vision System (EVS).....
- Synthetic Vision System (SVS).....

