

APPENDIX B
DOCUMENTS USED TO CONDUCT THE
2022 GENERAL AVIATION AND PART 135 ACTIVITY SURVEY

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Figure B.1. Single Aircraft—Questionnaire

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



2022 General Aviation and Part 135 Activity Survey

(As of December 31, 2022)

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:

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.

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 2022? (Check "No" only if the aircraft was flown zero hours)

- Yes Continue to Q2
 No

Why was this aircraft inactive? (Check one)

<input type="checkbox"/> Sold – Year <input style="width: 40px;" type="text"/>	<input type="checkbox"/> Under construction
<input type="checkbox"/> Destroyed – Year <input style="width: 40px;" type="text"/>	<input type="checkbox"/> Under maintenance or repair
<input type="checkbox"/> Museum piece	<input type="checkbox"/> Parted out/Salvaged
<input type="checkbox"/> In storage	<input type="checkbox"/> Other (Specify) _____

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

Q2 In 2022, was this aircraft leased to or operated primarily by a FAR Part 121 or 129 air carrier? (Check one)

- Yes
 No

Q3 How many total hours did this aircraft fly in 2022? (Include estimated rental and leased hours; if you purchased this aircraft in 2022, please include hours flown for the entire year. NOTE: the total number of hours in a year is 8,760.)

Hours flown in 2022 (rounded to the nearest WHOLE number - no decimals please)

Q4 In what U.S. state or territory was this aircraft primarily flown in 2022?

(Please use 2-character state/territory abbreviation)

Q5 FLIGHT IN ALASKA: For what percent of the total hours flown in 2022 was the aircraft flown in Alaska? (If no hours were flown in Alaska in 2022, please enter 0 below.)

%

Q6 What percent of the total hours flown by this aircraft in 2022 were flown in each of the following categories? (Estimate the percent of total hours flown in 2022 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 – (<u>without</u> a paid flight crew) – Individual or group use for, or in the furtherance of, a business			%
	Business Transportation – (<u>with</u> a paid flight crew) – Individual or group business transportation (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 <u>on-demand</u> 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 <u>scheduled</u> passenger service only			%
TOTAL OF ALL USES		100%		

Q7 For what percent of the total hours flown in 2022 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.)

%

Q8 For what percent of the total hours flown in 2022 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.)

%

Q9 In 2022 was this aircraft certified and maintained to operate under instrument flight rules (IFR)?
(Check one)

- Yes
 No

Q10 What percent of the total hours flown by this aircraft in 2022 were FILED under....? (Estimate the percent of total hours flown in 2022 in each of the following categories so that the total equals 100%.)

FILED Flight Plans	Percent of Hours Flown		
VFR Flight Plans			%
IFR Flight Plans			%
No Flight Plans			%
Total of <u>ALL</u> Hours Flown	100%		

Q11 How many landings did this aircraft perform in 2022? (Include water & touch-and-go landings.)

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 Number of 2022 landings

Q12 What type of landing gear system did this aircraft primarily use in 2022? (Check one)

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

Q13 What kind/grade of fuel was primarily used in this aircraft in 2022? (Check one)

- Jet Fuel Propane/LP Gas
 Automotive Gasoline Other (Specify) _____
 Aviation Fuel: 100-Low Lead None
 Aviation Fuel: Low Octane Unleaded (UL91, UL94)

Q14 What was the average fuel burn rate (in gallons per hour) for this aircraft in 2022?

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

Q15 What were the total lifetime airframe hours as of December 31, 2022?

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

Q16 Was the aircraft equipped with ice protection on any of the following in 2022?

(Check all that apply)

- Wing Propeller Stall warning sensor
 Horizontal tail Windshield Pitot system
 Vertical tail Engine (Nacelle lip or inertial separator) None

Q17 Installed Avionics Equipment: Check all boxes below that reflect this aircraft's installed avionics equipment as of December 31, 2022. (Check the box if the aircraft has the equipment listed.)

Installed General Equipment

- Electrical System
- Electronic Primary Flight Display (PFD)
- Multi-Function Display (MFD)
- Electronic Flight Bag (EFB) – Installed
- Electronic Engine Monitor
- Terrain Awareness Warning System (TAWS)
- Collision Avoidance (TCAS, TCAD, TIS)
- Emergency Locator Transmitter: 121.5 MHz
- Emergency Locator Transmitter: 406 MHz
- Air Bag
- Ballistic Parachute
- Angle of Attack Display
- Envelope Protection

Installed Transponder/Surveillance Equipment

- Mode 3/A/C
- Mode S
- ADS-B Out (UAT and/or 1090ES)
- ADS-B In/Receive
 - UAT only; or,
 - 1090ES only; or,
 - UAT and 1090ES Dual-Band

Installed Communications Equipment

- 50 kHz radio (360 channel)
- 25 kHz radio (720 channel)
- 8.33 kHz radio (2280 channel)
- HF Radio
- Datalink
 - SATCOM (Comsat, Inmarsat)
 - ACARS (AFIS)
 - FANS (1/A)

Installed Weather Equipment:

- Airborne Weather Radar
- Data Link Flight Information (UAT, XM, WSI)
- Lightning Detection Equipment

Installed Recording Equipment

- Flight Data Recorder
- Cockpit Voice Recorder
- Quick Access Recorder
- Cockpit Image Recorder
- Recording Capability in PFD/MFD (SD card)

Installed Navigation Equipment

Global Position System Operational Capability

- Not IFR approved
- IFR-approved for enroute operation only
- IFR-approved for enroute & terminal operation
- IFR-approved for LNAV or LNAV/VNAV approach operation
- IFR-approved for LPV approach
- Baro-VNAV for Approach Vertical Guidance
- Moving map capability
- Inertial Reference / Navigation System
- VOR/DME-based Area Navigation (RNAV)
- DME/DME-based Area Navigation (RNAV)
- DME
- ILS
- 100 channel VOR receiver
- 200 channel VOR receiver

Installed Guidance and Control Equipment

- Flight Management System
- Flight Director
- Autopilot-Axis Control
 - Lateral Guidance
 - Approach Mode (vertical guidance)
- Horizontal Situation Indicator (HSI)
- Heads Up Display
- Enhanced Vision System (EVS)
- Enhanced Flight Vision System (EFVS)
- Synthetic Vision System (SVS)
- Combined Vision System (CVS)

– Agency Display of Estimated Burden of the General Aviation and Part 135 Activity Survey –

The public reporting burden for this collection of information is estimated to average 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. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to:

Information Collection Clearance Officer
 Federal Aviation Administration
 10101 Hillwood Parkway
 Fort Worth, TX 76177-1524

Office of Management and Budget
 Paperwork Reduction Project
 OMB (2120-0060) Expiration 11/30/2024
 Washington, DC 20503

Figure B.2. Single Aircraft—Internet Invitation Postcard



Dear Aircraft Owner or Operator,

Each year, the Federal Aviation Administration conducts a survey to calculate fleet size and the hours flown by the general aviation community. Please log on to www.aviationsurvey.org to complete a survey for the aircraft listed below. Use the aircraft N-number as your password. If you cannot complete the survey on the Internet, you will be sent a paper survey in the mail. It may be helpful to have your flight log book handy to answer the questions.

N-NUMBER: SAMPLE
MANUFACTURER: SAMPLE
MODEL: SAMPLE
SERIAL: SAMPLE

This survey for the FAA is conducted by Tetra Tech, an independent research firm, and your answers will remain completely private. If you have questions about the survey, please call Tetra Tech at 1-800-826-1797. Thank you for your help with this important study.

2022 General Aviation  and Part 135 Activity Survey

OMB (2120-0060) Expiration 11/30/2024

Figure B.3. Single Aircraft—Reminder/Thank-You Postcard

Dear Aircraft Owner or Operator,

Each year, the Federal Aviation Administration conducts a survey to calculate fleet size, the hours flown by the general aviation community, and the reasons people use general aviation aircraft. A few weeks ago, we sent a postcard invitation to complete this survey on the Internet, followed by a paper version of the survey.

If you have already completed the survey online or returned the paper version, **thank you**. If you have not yet done so, please log on to www.aviationsurvey.org to complete the survey online for the aircraft listed below (use the aircraft N-number as your password). Or you may fill out and mail back the paper version—another survey form with a postage-paid envelope will be arriving in a few days.

N-NUMBER: SAMPLE
MANUFACTURER: SAMPLE
MODEL: SAMPLE
SERIAL: SAMPLE

If you have questions or cannot complete the survey on the Internet, please contact Tetra Tech at 1-800-826-1797 or email infoaviationsurvey@tetrattech.com. Thank you for your help with this important study.

2022 General Aviation  and Part 135 Activity Survey

OMB (2120-0060) Expiration 11/30/2024

*****First Class Mail Postage and Fees Paid, FAA Permit No. 532**

*****Return Address:**

Federal Aviation Administration
c/o Tetra Tech
6410 Enterprise Lane, Suite 300
Madison, WI 53719-9764

FORWARDING SERVICE REQUESTED

Figure B.4. Single Aircraft—Mail 1 Survey Insert for Partial Web Completes

Our records indicate you were unable to complete the 2022 General Aviation and Part 135 Activity Survey on the Internet. We apologize if this was caused by slow server response time or other technical difficulties. It's very important that we include everyone's response in order to represent the general aviation community accurately. We would appreciate it if you would complete the enclosed paper version of the 2022 General Aviation and Part 135 Activity Survey.

Thank you for your help with this important study. If you have any questions, please call Tetra Tech at 1-800-826-1797.

Figure B.5. Insert for All Mail Surveys with Alaska Addresses (Single Aircraft and Large Fleet)

Dear Alaskan aircraft owner or operator:

The enclosed survey is an important tool in collecting accurate information on Alaskan aviation. The **Alaska Airmen Association** and **Alaska Air Carriers Association** strongly support this survey and encourage your participation. The survey is conducted by Tetra Tech, an independent research firm, and your answers will remain completely private.

If we are to set the best course for aviation in Alaska, we need the best data. Please take a few minutes to complete the enclosed survey—it will be time well spent!

Thank you,

Abby Austin
Executive Director
Alaska Airmen Association



Will Day
Executive Director
Alaska Air Carriers Association



If you have questions, please contact Tetra Tech at 1-800-826-1797 or infoaviationsurvey@tetratech.com.

Figure B.6. Single Aircraft—Mail 1 Cover Letter



U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., SW
Washington, D.C. 20591

March 24, 2023

Dear Aircraft Owner or Operator:

The Federal Aviation Administration is conducting the 45th annual General Aviation (GA) and Part 135 Activity Survey for calendar year 2022. We need to hear from you – *even if you did not fly in 2022 or filled out a similar survey last year.*

Please respond today at
www.aviationsurvey.org
Use your aircraft N-number as the login password

ABOUT THE SURVEY

The GA Survey is the *only source of information on the size, activity, and characteristics of the GA fleet.* Information is used to

- Compute safety metrics, such as fatal accident rates.
- Understand the impact of the GA industry on jobs, economic output, and investments in aviation infrastructure.
- Track the success of safety initiatives, including avionics recommendations.

WHY SHOULD I RESPOND?

The FAA and industry need accurate data on a broad range of aircraft. Your participation is voluntary, but we need your help to measure the GA fleet accurately.

QUESTIONS?

Answers to frequently asked questions are on the reverse of this letter. For further assistance, please call 1-800-826-1797 or email infoaviationsurvey@tetrattech.com. You can send questions to the FAA at GASurvey@faa.gov.

Thank you for your help with this important study!

Sincerely,

Billy Nolen
Acting Administrator



The 2022 General Aviation and Part 135 Activity Survey

What does the FAA do with this detailed information?

The information collected in this survey helps the FAA to understand more about general aviation activities, assess the impact of general aviation activities on the National Airspace System, and determine the need for increased traffic facilities and services. Federal, state, and local governments; general aviation associations; and private industry and individuals use the summary data for safety analyses, planning, forecasting, and research and development.

Will my name be associated with my survey responses?

ABSOLUTELY NOT! 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. Names of individuals are never associated with responses. There is an identification number on your survey only so Tetra Tech, a professional research firm conducting the study for us, knows who should receive the survey.

Why was I selected for this survey?

Your aircraft was selected from the Civil Aviation Registry. The Registry shows you as a registrant of this aircraft as of December 31, 2022.

Many aircraft were randomly sampled from the Civil Aviation Registry, but several groups were sampled at 100 percent to understand the activity of high-use groups better. These groups include FAR Part 135 aircraft, rotorcraft, turbine aircraft, aircraft five years old or newer, and Alaska-based aircraft.

What if I completed a survey last year?

Even if you were sampled last year, it is very important that you respond to the survey this year.

You might have been selected again because several groups of aircraft are sampled at 100 percent to understand the activity of high-use groups better (FAR Part 135 aircraft, rotorcraft, turbine aircraft, aircraft five years old or newer, and Alaska-based aircraft). If you were randomly sampled to complete a survey last year, it might be because there are relatively few aircraft like yours, so you might be selected more often.

What should I do if I have a question about how to fill out the survey or have a question we haven't answered?

Please call the GA Survey helpline at 1-800-826-1797 or email infoaviationsurvey@tetratech.com.

Has this survey been cleared by the Office of Management and Budget Paperwork Reduction Project?

Yes. The OMB control number is 2120-0060, with an expiration date of November 30, 2024.

Figure B.7. Single Aircraft—Mail 2 Cover Letter



U.S. Department
of Transportation

**Federal Aviation
Administration**

April 28, 2023

800 Independence Ave., SW
Washington, D.C. 20591

Dear Aircraft Owner or Operator:

Please participate in the 2022 General Aviation (GA) and Part 135 Activity Survey. This survey allows the FAA to track the success of our safety initiatives, identify areas for improvement, focus our resources, and better serve the GA community. *To provide accurate information on the general aviation fleet, we need to know about ALL aircraft in our sample—even if you did not fly in 2022.*

Please respond today at
www.aviationsurvey.org
Use your aircraft N-number as the login password

ABOUT THE SURVEY

Information from the GA Survey is used to

- Measure aviation activity across the US to support airport master planning.
- Assess the effects of energy conservation programs by collecting data on fuel type and fuel consumption.
- Support studies of aircraft fatigue and set maintenance cycles.

WHY SHOULD I RESPOND?

Higher response rates produce more accurate data! Data are needed to calculate accident rates, estimate economic impacts, and assess safety initiatives—all things that affect aircraft owners like you.

QUESTIONS?

Answers to frequently asked questions and contact information for assistance are on the reverse of this letter.

Thank you for your help with this important study!

Sincerely,

Billy Nolen
Acting Administrator



The 2022 General Aviation and Part 135 Activity Survey

What does the FAA do with this detailed information?

The information collected in this survey helps the FAA to understand more about general aviation activities, assess the impact of general aviation activities on the National Airspace System, and determine the need for increased traffic facilities and services. Federal, state, and local governments; general aviation associations; and private industry and individuals use the summary data for safety analyses, planning, forecasting, and research and development.

Will my name be associated with my survey responses?

ABSOLUTELY NOT! 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. Names of individuals are never associated with responses. There is an identification number on your survey only so Tetra Tech, a professional research firm conducting the study for us, knows who should receive the survey.

Why was I selected for this survey?

Your aircraft was selected from the Civil Aviation Registry. The Registry shows you as a registrant of this aircraft as of December 31, 2022.

Many aircraft were randomly sampled from the Civil Aviation Registry, but several groups were sampled at 100 percent to understand the activity of high-use groups better. These groups include FAR Part 135 aircraft, rotorcraft, turbine aircraft, aircraft five years old or newer, and Alaska-based aircraft.

What if I completed a survey last year?

Even if you were sampled last year, it is very important that you respond to the survey this year.

You might have been selected again because several groups of aircraft are sampled at 100 percent to understand the activity of high-use groups better (FAR Part 135 aircraft, rotorcraft, turbine aircraft, aircraft five years old or newer, and Alaska-based aircraft). If you were randomly sampled to complete a survey last year, it might be because there are relatively few aircraft like yours, so you might be selected more often.

What should I do if I have a question about how to fill out the survey or have a question we haven't answered?

Please call the GA Survey helpline at 1-800-826-1797 or email infoaviationsurvey@tetratech.com. You can send questions to the FAA at GASurvey@faa.gov.

Has this survey been cleared by the Office of Management and Budget Paperwork Reduction Project?

Yes. The OMB control number is 2120-0060, with an expiration date of November 30, 2024.

Figure B.8. Single Aircraft—Mail 3 Cover Letter



U.S. Department
of Transportation

**Federal Aviation
Administration**

June 16, 2023

Dear Aircraft Owner or Operator:

Do you have 15 minutes to spare? Thanks to the support and participation of the General Aviation (GA) community, the 2021 survey was a tremendous success. You can help us sustain that success!

800 Independence Ave., SW
Washington, D.C. 20591

Please respond today at
www.aviationsurvey.org
Use your aircraft N-number as the login password

ABOUT THE SURVEY

The GA Survey is the *only source of information on the size, activity, and characteristics of the GA fleet*. The data are used to

- Compute fatal accident rates and other safety metrics.
- Understand how aviation impacts local economic growth, including jobs and household income.
- Determine funding for aviation infrastructure.

WHY SHOULD I RESPOND?

- The FAA and industry rely on these data for a broad range of aircraft.
- Your response is confidential and critical, *even if you did not fly in 2022*.
- All aircraft are important! Your aircraft represents many others like it across the National Airspace System.

QUESTIONS?

For further assistance, please call 1-800-826-1797 or email infoaviationsurvey@tetrattech.com. You can send questions to the FAA at GASurvey@faa.gov.

Thank you for your help with this important study!

Sincerely,

Billy Nolen
Acting Administrator



The 2022 General Aviation and Part 135 Activity Survey

What does the FAA do with this detailed information?

The information collected in this survey helps the FAA to understand more about general aviation activities, assess the impact of general aviation activities on the National Airspace System, and determine the need for increased traffic facilities and services. Federal, state, and local governments; general aviation associations; and private industry and individuals use the summary data for safety analyses, planning, forecasting, and research and development.

Will my name be associated with my survey responses?

ABSOLUTELY NOT! 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. Names of individuals are never associated with responses. There is an identification number on your survey only so Tetra Tech, a professional research firm conducting the study for us, knows who should receive the survey.

Why was I selected for this survey?

Your aircraft was selected from the Civil Aviation Registry. The Registry shows you as a registrant of this aircraft as of December 31, 2022.

Many aircraft were randomly sampled from the Civil Aviation Registry, but several groups were sampled at 100 percent to understand the activity of high-use groups better. These groups include FAR Part 135 aircraft, rotorcraft, turbine aircraft, aircraft five years old or newer, and Alaska-based aircraft.

What if I completed a survey last year?

Even if you were sampled last year, it is very important that you respond to the survey this year.

You might have been selected again because several groups of aircraft are sampled at 100 percent to understand the activity of high-use groups better (FAR Part 135 aircraft, rotorcraft, turbine aircraft, aircraft five years old or newer, and Alaska-based aircraft). If you were randomly sampled to complete a survey last year, it might be because there are relatively few aircraft like yours, so you might be selected more often.

What should I do if I have a question about how to fill out the survey or have a question we haven't answered?

Please call the GA Survey helpline at 1-800-826-1797 or email infoaviationsurvey@tetratech.com.

Has this survey been cleared by the Office of Management and Budget Paperwork Reduction Project?

Yes. The OMB control number is 2120-0060, with an expiration date of November 30, 2024.

Figure B.9. Single Aircraft—End-of-Field-Period Follow-Up Postcard

Dear Aircraft Owner or Operator,

We need your help! The 2022 General Aviation and Part 135 Activity Survey will end very soon. Thank you for your past participation—previous surveys have been a success thanks to you and many aircraft owners like you. Information about the activity of aircraft each year is critical to accurately calculate fleet size, hours flown, and the reasons people use their general aviation aircraft.

Please complete your survey today by logging on to www.aviationsurvey.org for the aircraft listed below (use the aircraft N-number as your password).

N-NUMBER:

MANUFACTURER:

MODEL:

SERIAL:

If you have questions please contact Tetra Tech at 1-800-826-1797 or email infoaviationsurvey@tetratech.com. Thank you for your help with this important study.

2022 General Aviation  and Part 135 Activity Survey

OMB (2120-0060) Expiration 11/30/2024

*****First Class Mail Postage and Fees Paid, FAA Permit No. 532**

*****Return Address:**

Federal Aviation Administration
c/o Tetra Tech
6410 Enterprise Lane, Suite 300
Madison, WI 53719-1143

FORWARDING SERVICE REQUESTED

Figure B.10. Large Fleet—Questionnaire



**2022 General Aviation and Part 135 Activity Survey
Large Fleet Form**

This form collects information based on 6 broad aircraft categories. We recommend responding for one aircraft category at a time—each category should be completed independently of the others.

Please return the completed pages in the enclosed postage-paid envelope. You may email responses to infoaviationsurvey@tetratech.com or complete the survey online: www.aviationfleetsurvey.org (to log-in, use the 7-digit password shown in red in the bottom right corner of the page). If you have questions about this study, call Tetra Tech at 1-800-826-1797.

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.

When reporting aircraft activity, include all hours flown by all users under all FAR Parts for all of 2022.

If you do not know the exact information for a particular question, please provide your best estimate.

Q1 Enter the number of aircraft in each aircraft type that were owned or operated by your organization as of December 31, 2022. Then, enter the state/territory in which each aircraft type was primarily flown in 2022. (Enter 0 if you did not own or operate aircraft in a category in 2022. If none of the aircraft in a category were flown, leave the state primarily flown blank.)

Aircraft Type	Number of Aircraft	State Primarily Flown*
Turbojets		
Turboprops		
Reciprocating Aircraft		
Turbine Rotorcraft		
Reciprocating Rotorcraft		
Other Aircraft (e.g., balloons, gliders, experimental, etc.)		

*Please use 2-character state/territory abbreviations.

(Continue to the next page.)

– Agency Display of Estimated Burden of the General Aviation and Part 135 Activity Survey –

The public reporting burden for this collection of information is estimated to average 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. Send comments regarding this burden estimate or any aspect of this collection of information, including suggestions for reducing this burden to:

Information Collection Clearance Officer
Federal Aviation Administration
10101 Hillwood Parkway
Fort Worth, TX 76177-1524

Office of Management and Budget
Paperwork Reduction Project
OMB (2120-0060) Expiration 11/30/2024
Washington, DC 20503

If you did not operate any turbojet aircraft in 2022, check here and skip to the next page.

Q2a How many total hours did your entire turbojet fleet fly in 2022? (Include estimated rental and leased hours; if you purchased any of these aircraft in 2022, please include hours flown for the entire year.)

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

Q3a What percent of the total hours flown by your entire turbojet fleet in 2022 was under a fractional ownership program? (This is NOT simply joint ownership. This is ONLY for turbojet 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.)

%

Q4a How many landings did your entire turbojet fleet perform in 2022? Number of 2022 landings

Q5a What was the total fuel consumption (in gallons) for all turbojets in your fleet in 2022? (Please estimate the total fuel consumption for your turbojet fleet in 2022.)

Total Gallons Consumed (rounded to the nearest WHOLE number – no decimals please)

Q6a For your turbojet fleet, for what percent of the total hours flown in 2022 were 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 were not used for the purpose of fulfilling a governmental function.)

%

Q7a What percent of the total hours flown by your entire turbojet fleet in 2022 were flown in each of the following categories? (Estimate the percent of total hours flown in 2022 in each of the following categories so that the total equals 100%.)

Category		% of Hrs Flown
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	%
General Use	Positioning/Other – Positioning flights, proficiency flights, training, ferrying, sales demos, etc.	%
	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 – (<i>without</i> a paid flight crew) – Individual or group use for, or in the furtherance of, a business	%
	Business Transportation – (<i>with</i> a paid flight crew) – Individual or group business transportation (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.	%
TOTAL OF ALL USES		100%

If you did not operate any **turboprop** aircraft in 2022, check here and skip to the next page.

Q2b How many total hours did your entire **turboprop** fleet fly in 2022? (Include estimated rental and leased hours; if you purchased any of these aircraft in 2022, please include hours flown for the entire year.)

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

Q3b What percent of the total hours flown by your entire **turboprop** fleet in 2022 was under a fractional ownership program? (This is NOT simply joint ownership. This is ONLY for turboprop 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.)

%

Q4b How many landings did your entire **turboprop** fleet perform in 2022? Number of 2022 landings

Q5b What was the total fuel consumption (in gallons) for all **turboprops** in your fleet in 2022? (Please estimate the total fuel consumption for your turboprop fleet in 2022.)

Total Gallons Consumed (rounded to the nearest WHOLE number – no decimals please)

Q6b For your **turboprop** fleet, for what percent of the total hours flown in 2022 were 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 were not used for the purpose of fulfilling a governmental function.)

%

Q7b What percent of the total hours flown by your entire **turboprop** fleet in 2022 were flown in each of the following categories? (Estimate the percent of total hours flown in 2022 in each of the following categories so that the total equals 100%.)

Category		% of Hrs Flown
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	%
General Use	Positioning/Other – Positioning flights, proficiency flights, training, ferrying, sales demos, etc.	%
	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 – (<i>without</i> a paid flight crew) – Individual or group use for, or in the furtherance of, a business	%
	Business Transportation – (<i>with</i> a paid flight crew) – Individual or group business transportation (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.	%
TOTAL OF ALL USES		100%

If you did not operate any **reciprocating aircraft** in 2022, check here and skip to the next page.

Q2c How many total hours did your entire **reciprocating aircraft** fleet fly in 2022? (Include estimated rental and leased hours; if you purchased any of these aircraft in 2022, please include hours flown for the entire year.)

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

Q3c How many landings did your entire **reciprocating aircraft** fleet perform in 2022?

Number of 2022 landings

Q4c What was the total fuel consumption (in gallons) for all **reciprocating aircraft** in your fleet in 2022? (Please estimate the total fuel consumption for your reciprocating aircraft fleet in 2022.)

Total Gallons Consumed (rounded to the nearest WHOLE number – no decimals please)

Q5c For your **reciprocating aircraft** fleet, for what percent of the total hours flown in 2022 were 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 were not used for the purpose of fulfilling a governmental function.)

%

Q6c What percent of the total hours flown by your entire **reciprocating aircraft** fleet in 2022 were flown in each of the following categories? (Estimate the percent of total hours flown in 2022 in each of the following categories so that the total equals 100%.)

Category		% of Hrs Flown
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	%
General Use	Positioning/Other – Positioning flights, proficiency flights, training, ferrying, sales demos, etc.	%
	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 – (<i>without</i> a paid flight crew) – Individual or group use for, or in the furtherance of, a business	%
	Business Transportation – (<i>with</i> a paid flight crew) – Individual or group business transportation	%
	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.	%
TOTAL OF ALL USES		100%

If you did not operate any turbine rotorcraft aircraft in 2022, check here and skip to the next page.

Q2d How many total hours did your entire turbine rotorcraft fleet fly in 2022? (Include estimated rental and leased hours; if you purchased any of these aircraft in 2022, please include hours flown for the entire year.)

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

Q3d What percent of the total hours flown by your entire turbine rotorcraft fleet in 2022 was 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.)

%

Q4d How many landings did your entire turbine rotorcraft fleet perform in 2022? Number of 2022 landings

Q5d What was the total fuel consumption (in gallons) for all turbine rotorcraft in your fleet in 2022? (Please estimate the total fuel consumption for your turbine rotorcraft fleet in 2022.)

Total Gallons Consumed (rounded to the nearest WHOLE number – no decimals please)

Q6d For your turbine rotorcraft fleet, for what percent of the total hours flown in 2022 were 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 were not used for the purpose of fulfilling a governmental function.)

%

Q7d What percent of the total hours flown by your entire turbine rotorcraft fleet in 2022 were flown in each of the following categories? (Estimate the percent of total hours flown in 2022 in each of the following categories so that the total equals 100%.)

Category		% of Hrs Flown
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	%
General Use	Positioning/Other – Positioning flights, proficiency flights, training, ferrying, sales demos, etc.	%
	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 – (<i>without</i> a paid flight crew) – Individual or group use for, or in the furtherance of, a business	%
	Business Transportation – (<i>with</i> a paid flight crew) – Individual or group business transportation (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.	%
TOTAL OF ALL USES		100%

If you did not operate any **reciprocating rotorcraft** in 2022, check here and skip to the next page.

Q2e How many total hours did your entire **reciprocating rotorcraft** fleet fly in 2022? (Include estimated rental and leased hours; if you purchased any of these aircraft in 2022, please include hours flown for the entire year.)

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

Q3e How many landings did your entire **reciprocating rotorcraft** fleet perform in 2022?

Number of 2022 landings

Q4e What was the total fuel consumption (in gallons) for all **reciprocating rotorcraft** in your fleet in 2022? (Please estimate the total fuel consumption for your reciprocating rotorcraft fleet in 2022.)

Total Gallons Consumed (rounded to the nearest WHOLE number – no decimals please)

Q5e For your **reciprocating rotorcraft** fleet, for what percent of the total hours flown in 2022 were 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 were not used for the purpose of fulfilling a governmental function.)

%

Q6e What percent of the total hours flown by your entire **reciprocating rotorcraft** fleet in 2022 were flown in each of the following categories? (Estimate the percent of total hours flown in 2022 in each of the following categories so that the total equals 100%.)

Category		% of Hrs Flown
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	%
General Use	Positioning/Other – Positioning flights, proficiency flights, training, ferrying, sales demos, etc.	%
	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 – (<i>without</i> a paid flight crew) – Individual or group use for, or in the furtherance of, a business	%
	Business Transportation – (<i>with</i> a paid flight crew) – Individual or group business transportation	%
	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.	%
	TOTAL OF ALL USES	100%

If you did not operate any of your **other aircraft** in 2022, check here (“Other aircraft” are defined as aircraft not falling into one of the other five aircraft types—i.e., balloons, gliders, etc.)

Q2f How many total hours did all your **other aircraft** fly in 2022? (Include estimated rental and leased hours; if you purchased any of these aircraft in 2022, please include hours flown for the entire year.)

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

Q3f How many landings did all your **other aircraft** perform in 2022?

Number of 2022 landings

Q4f What was the total fuel consumption (in gallons) for all **other aircraft** in your fleet in 2022? (Please estimate the total fuel consumption for all your other aircraft in 2022.)

Total Gallons Consumed (rounded to the nearest WHOLE number – no decimals please)

Q5f For all your **other aircraft**, for what percent of the total hours flown in 2022 were 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 were not used for the purpose of fulfilling a governmental function.)

%

Q6f What percent of the total hours flown by all your **other aircraft** in 2022 were flown in each of the following categories? (Estimate the percent of total hours flown in 2022 in each of the following categories so that the total equals 100%.)

Category		% of Hrs Flown
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	%
General Use	Positioning/Other – Positioning flights, proficiency flights, training, ferrying, sales demos, etc.	%
	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 – (<i>without</i> a paid flight crew) – Individual or group use for, or in the furtherance of, a business	%
	Business Transportation – (<i>with</i> a paid flight crew) – Individual or group business transportation	%
	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.	%
TOTAL OF ALL USES		100%

Figure B.11. Large Fleet—Mail 1 Cover Letter



U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., SW
Washington, D.C. 20591

March 3, 2023

Dear Aircraft Owner or Operator:

The Federal Aviation Administration is conducting the 45th annual General Aviation (GA) and Part 135 Activity Survey for calendar year 2022. We need to hear from you – *even if you did not fly any of the aircraft in your fleet in 2022 or filled out a similar survey last year.*

Please respond today at
www.aviationfleetsurvey.org
Use your 7-digit password to log in: <<LFID>>

ABOUT THE SURVEY

The GA Survey is the *only source of information on the size, activity, and characteristics of the GA fleet*—how many aircraft are active, how many hours they fly, and how they are equipped. Information is aggregated and used by government agencies and industry to

- Compute safety metrics, such as fatal accident rates.
- Understand the impact of the GA industry on jobs, economic output, and investments in aviation infrastructure.
- Track the success of safety initiatives, including avionics recommendations.

WHY SHOULD I RESPOND?

The FAA and industry need accurate data on a broad range of aircraft. Your participation is voluntary, but we need your help to measure the GA fleet accurately.

QUESTIONS?

Answers to frequently asked questions are on the reverse of this letter. For further assistance, please call 1-800-826-1797 or email infoaviationsurvey@tetrattech.com. You can send questions to the FAA at GASurvey@faa.gov.

Thank you for your help with this important study!

Sincerely,

Billy Nolen
Acting Administrator



The 2022 General Aviation and Part 135 Activity Survey

What does the FAA do with this detailed information?

The information collected in this survey helps the FAA to understand more about general aviation activities, assess the impact of general aviation activities on the National Airspace System, and determine the need for increased traffic facilities and services. Federal, state, and local governments; general aviation associations; and private industry and individuals use the summary data for safety analyses, planning, forecasting, and research and development.

Will my name be associated with my survey responses?

ABSOLUTELY NOT! 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. Names of individuals are never associated with responses. There is an identification number on your survey only so Tetra Tech, a professional research firm conducting the study for us, knows who should receive the survey.

Why was I selected for this survey?

Your aircraft were selected from the Civil Aviation Registry. The Registry shows you as a registrant of these aircraft as of December 31, 2022.

Many aircraft were randomly sampled from the Civil Aviation Registry, but several groups were sampled at 100 percent to understand the activity of high-use groups better. These groups include FAR Part 135 aircraft, rotorcraft, turbine aircraft, aircraft five years old or newer, and Alaska-based aircraft.

What if I completed a survey last year?

Even if you were sampled last year, it is very important that you respond to the survey this year.

Owners or operators of multiple aircraft represent a key portion of the general aviation population. The summary form is aimed at reducing the burden of reporting for multiple aircraft, thus encouraging maximum participation.

What should I do if I have a question about how to fill out the survey or have a question we haven't answered?

Please call the GA Survey helpline at 1-800-826-1797 or email infoaviationsurvey@tetratech.com.

Has this survey been cleared by the Office of Management and Budget Paperwork Reduction Project?

Yes. The OMB control number is 2120-0060, with an expiration date of November 30, 2024.

Figure B.13. Large Fleet—Mail 2 Cover Letter



U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., SW
Washington, D.C. 20591

April 7, 2023

Dear Aircraft Owner or Operator:

Please participate in the 2022 General Aviation (GA) and Part 135 Activity Survey. Our records indicate that you are an owner or operator of multiple aircraft. You are receiving a *special summary survey so that you may report activity for your entire fleet, instead of completing a longer questionnaire for each of your aircraft.*

Please respond today at
www.aviationfleetsurvey.org
Use your 7-digit password to log in: <<LFID>>

ABOUT THE SURVEY

The GA Survey is conducted annually to measure the size, activity, and characteristics of the GA fleet.

- GA Survey data are used by the FAA to ensure aviation safety. Aviation associations and private industry use the data to address owners' needs and improve aviation technology.
- Results from past surveys are published online at http://www.faa.gov/data_research/aviation_data_statistics/general_aviation/.
- Your responses are confidential! Information is aggregated and individual responses are never shared with the FAA.

WHY SHOULD I RESPOND?

The FAA and industry need accurate data on a broad range of aircraft. Your participation is voluntary, but we need your help to measure the GA fleet accurately.

QUESTIONS?

Answers to frequently asked questions and contact information for assistance are on the reverse of this letter.

Thank you for your help with this important study!

Sincerely,

Billy Nolen
Acting Administrator



The 2022 General Aviation and Part 135 Activity Survey

What does the FAA do with this detailed information?

The information collected in this survey helps the FAA to understand more about general aviation activities, assess the impact of general aviation activities on the National Airspace System, and determine the need for increased traffic facilities and services. Federal, state, and local governments; general aviation associations; and private industry and individuals use the summary data for safety analyses, planning, forecasting, and research and development.

Will my name be associated with my survey responses?

ABSOLUTELY NOT! 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. Names of individuals are never associated with responses. There is an identification number on your survey only so Tetra Tech, a professional research firm conducting the study for us, knows who should receive the survey.

Why was I selected for this survey?

Your aircraft were selected from the Civil Aviation Registry. The Registry shows you as a registrant of these aircraft as of December 31, 2022.

Many aircraft were randomly sampled from the Civil Aviation Registry, but several groups were sampled at 100 percent to understand the activity of high-use groups better. These groups include FAR Part 135 aircraft, rotorcraft, turbine aircraft, aircraft five years old or newer, and Alaska-based aircraft.

What if I completed a survey last year?

Even if you were sampled last year, it is very important that you respond to the survey this year.

Owners or operators of multiple aircraft represent a key portion of the general aviation population. The summary form is aimed at reducing the burden of reporting for multiple aircraft, thus encouraging maximum participation.

What should I do if I have a question about how to fill out the survey or have a question we haven't answered?

Please call the GA Survey helpline at 1-800-826-1797 or email infoaviationsurvey@tetrattech.com. You can send questions to the FAA at GASurvey@faa.gov.

Has this survey been cleared by the Office of Management and Budget Paperwork Reduction Project?

Yes. The OMB control number is 2120-0060, with an expiration date of November 30, 2024.

Figure B.12. Large Fleet—Reminder Letter



U.S. Department
of Transportation

**Federal Aviation
Administration**

June 2, 2023

Office of the Administrator

800 Independence Ave., SW
Washington, D.C. 20591

Dear Aircraft Owner or Operator:

Recently we mailed you a consolidated survey form for the 2022 General Aviation and Part 135 Activity Survey. We have not yet heard back from you, and we would be happy to answer any questions regarding the questionnaire or the study itself.

Please respond today at
www.aviationfleetsurvey.org
Use your 7-digit password to log in: <<LFID>>

ABOUT THE SURVEY

The GA Survey is the *only source of information on the size, activity, and characteristics of the GA fleet*—how many aircraft are active, how many hours they fly, and how they are equipped.

WHY SHOULD I RESPOND?

The responses of multiple-aircraft owners or operators are extremely important for accurately estimating general aviation and on-demand Part 135 activity.

QUESTIONS?

Answers to frequently asked questions are on the reverse of this letter. For further assistance, please call 1-800-826-1797 or email infoaviationsurvey@tetrattech.com. You can send questions to the FAA at GASurvey@faa.gov.

Thank you for your help with this important study!

Sincerely,

Billy Nolen
Acting Administrator



The 2022 General Aviation and Part 135 Activity Survey

What does the FAA do with this detailed information?

The information collected in this survey helps the FAA to understand more about general aviation activities, assess the impact of general aviation activities on the National Airspace System, and determine the need for increased traffic facilities and services. Federal, state, and local governments; general aviation associations; and private industry and individuals use the summary data for safety analyses, planning, forecasting, and research and development.

Will my name be associated with my survey responses?

ABSOLUTELY NOT! 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. Names of individuals are never associated with responses. There is an identification number on your survey only so Tetra Tech, a professional research firm conducting the study for us, knows who should receive the survey.

Why was I selected for this survey?

Your aircraft were selected from the Civil Aviation Registry. The Registry shows you as a registrant of these aircraft as of December 31, 2022.

Many aircraft were randomly sampled from the Civil Aviation Registry, but several groups were sampled at 100 percent to understand the activity of high-use groups better. These groups include FAR Part 135 aircraft, rotorcraft, turbine aircraft, aircraft five years old or newer, and Alaska-based aircraft.

What if I completed a survey last year?

Even if you were sampled last year, it is very important that you respond to the survey this year.

Owners or operators of multiple aircraft represent a key portion of the general aviation population. The summary form is aimed at reducing the burden of reporting for multiple aircraft, thus encouraging maximum participation.

What should I do if I have a question about how to fill out the survey or have a question we haven't answered?

Please call the GA Survey helpline at 1-800-826-1797 or email infoaviationsurvey@tetrattech.com.

Has this survey been cleared by the Office of Management and Budget Paperwork Reduction Project?

Yes. The OMB control number is 2120-0060, with an expiration date of November 30, 2024.

Figure B.14. Large Fleet—Mail 3 Cover Letter



U.S. Department
of Transportation

**Federal Aviation
Administration**

June 16, 2023

Dear Aircraft Owner or Operator:

Do you have 15 minutes to spare? Thanks to the support and participation of the General Aviation (GA) community, the 2021 survey was a tremendous success. You can help us sustain that success! *The survey form enclosed and available online is designed to minimize burden and still provide information to accurately measure the size and activity of the GA fleet.*

800 Independence Ave., SW
Washington, D.C. 20591

Please respond today at
www.aviationfleetsurvey.org
Use your 7-digit password to log in: <<LFID>>

ABOUT THE SURVEY

The GA Survey is the *only source of information on the size, activity, and characteristics of the GA fleet.* The data are used to

- Compute fatal accident rates and other safety metrics.
- Understand how aviation impacts local economic growth, including jobs and household income.
- Determine funding for aviation infrastructure.

WHY SHOULD I RESPOND?

- The FAA and industry rely on accurate data for a broad range of aircraft across the National Airspace System.
- *If none or just a few of your aircraft flew in 2022* – that is important information!
- Your responses are confidential. Information is only reported in aggregate and results are publicly available.

QUESTIONS?

For further assistance, please call 1-800-826-1797 or email infoaviationsurvey@tetrattech.com. You can send questions to the FAA at GASurvey@faa.gov.

Thank you for your help with this important study!

Sincerely,

Billy Nolen
Acting Administrator



The 2022 General Aviation and Part 135 Activity Survey

What does the FAA do with this detailed information?

The information collected in this survey helps the FAA to understand more about general aviation activities, assess the impact of general aviation activities on the National Airspace System, and determine the need for increased traffic facilities and services. Federal, state, and local governments; general aviation associations; and private industry and individuals use the summary data for safety analyses, planning, forecasting, and research and development.

Will my name be associated with my survey responses?

ABSOLUTELY NOT! 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. Names of individuals are never associated with responses. There is an identification number on your survey only so Tetra Tech, a professional research firm conducting the study for us, knows who should receive the survey.

Why was I selected for this survey?

Your aircraft were selected from the Civil Aviation Registry. The Registry shows you as a registrant of these aircraft as of December 31, 2022.

Many aircraft were randomly sampled from the Civil Aviation Registry, but several groups were sampled at 100 percent to understand the activity of high-use groups better. These groups include FAR Part 135 aircraft, rotorcraft, turbine aircraft, aircraft five years old or newer, and Alaska-based aircraft.

What if I completed a survey last year?

Even if you were sampled last year, it is very important that you respond to the survey this year.

Owners or operators of multiple aircraft represent a key portion of the general aviation population. The summary form is aimed at reducing the burden of reporting for multiple aircraft, thus encouraging maximum participation.

What should I do if I have a question about how to fill out the survey or have a question we haven't answered?

Please call the GA Survey helpline at 1-800-826-1797 or email infoaviationsurvey@tetratech.com.

Has this survey been cleared by the Office of Management and Budget Paperwork Reduction Project?

Yes. The OMB control number is 2120-0060, with an expiration date of November 30, 2024.