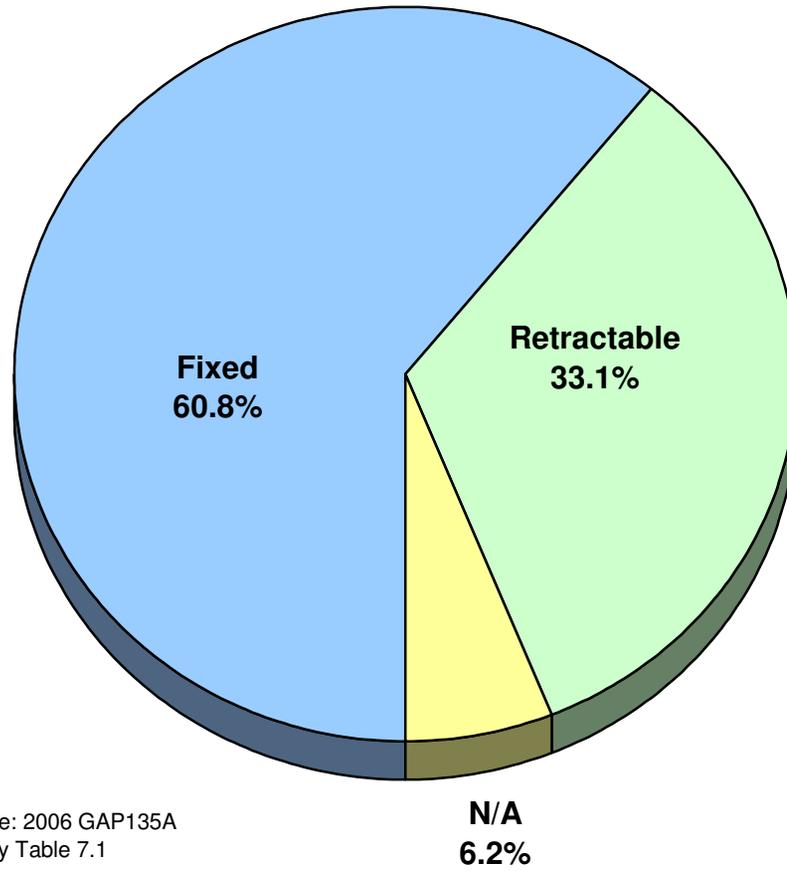


Chart 10
2006 Active Aircraft Landing Gear



Source: 2006 GAP135A
Survey Table 7.1

Table 7.1

**2006 GENERAL AVIATION AND AIR TAXI *POPULATION SIZE, ACTIVE AIRCRAFT, AND TOTAL NUMBER OF AIRCRAFT
WITH A FIXED OR RETRACTABLE LANDING GEAR SYSTEM*
BY AIRCRAFT TYPE**

AIRCRAFT TYPE	Aircraft Population Size	Estimate of Number Active	Percent Standard Error	Estimate of Active Aircraft w/ Fixed Landing Gear	Percent Standard Error	Estimate of Percent Active Aircraft w/ Fixed Landing Gear	Percent Standard Error	Estimate of Active Aircraft w/ Retractable Landing Gear	Percent Standard Error	Estimate of Percent Active Aircraft w/ Retractable Landing Gear	Percent Standard Error
Fixed Wing											
Fixed Wing - Piston											
1 Eng: 1-3 Seats	62,834	37,733	3.5	35,602	3.7	94.4	2.2	2,072	23.2	5.5	13.9
1 Eng: 4+ Seats	128,455	107,303	1.7	71,851	3.4	67.0	2.9	34,396	6.4	32.1	5.4
1 Engine: Total	191,290	145,036	2.3	107,454	3.5	74.1	2.7	36,468	8.2	25.1	6.2
2 Eng: 1-6 Seats	16,138	12,919	1.4	81	38.5	0.6	30.8	12,397	1.4	96.0	1.1
2 Eng: 7+ Seats	6,760	5,788	0.9	114	16.0	2.0	13.7	4,750	1.1	82.1	0.9
2 Engine: Total	22,898	18,708	1.2	195	27.0	1.0	22.0	17,147	1.3	91.7	1.1
Piston: Total	214,188	163,743	2.1	107,649	3.7	65.7	2.8	53,616	6.4	32.7	4.9

Table 7.1

**2006 GENERAL AVIATION AND AIR TAXI *POPULATION SIZE, ACTIVE AIRCRAFT, AND TOTAL NUMBER OF AIRCRAFT
WITH A FIXED OR RETRACTABLE LANDING GEAR SYSTEM*
BY AIRCRAFT TYPE**

AIRCRAFT TYPE	Aircraft Population Size	Estimate of Number Active	Percent Standard Error	Estimate of Active Aircraft w/ Fixed Landing Gear	Percent Standard Error	Estimate of Percent Active Aircraft w/ Fixed Landing Gear	Percent Standard Error	Estimate of Active Aircraft w/ Retractable Landing Gear	Percent Standard Error	Estimate of Percent Active Aircraft w/ Retractable Landing Gear	Percent Standard Error
Fixed Wing - Turboprop											
1 Engine: Total	2,709	2,576	0.2	1,191	1.1	46.2	1.0	922	1.4	35.8	1.3
2 Eng: 1-12 Seats	5,039	4,744	0.3	27	17.4	0.6	16.4	3,965	0.4	83.6	0.4
2 Eng: 13+ Seats	849	744	0.5	43	5.5	5.8	4.8	566	0.7	76.1	0.6
2 Engine: Total	5,888	5,487	0.3	70	11.6	1.3	10.8	4,531	0.4	82.6	0.4
Turboprop: Total	8,597	8,063	0.3	1,260	2.8	15.6	2.7	5,453	0.7	67.6	0.7
Fixed Wing - Turbojet											
Turbojet: Total	10,993	10,379	0.3	91	11.8	0.9	11.1	7,529	0.4	72.5	0.4
Fixed Wing: Total	233,778	182,186	1.6	109,001	3.2	59.8	2.5	66,598	4.8	36.6	3.7

Table 7.1

**2006 GENERAL AVIATION AND AIR TAXI *POPULATION SIZE, ACTIVE AIRCRAFT, AND TOTAL NUMBER OF AIRCRAFT
WITH A FIXED OR RETRACTABLE LANDING GEAR SYSTEM*
BY AIRCRAFT TYPE**

AIRCRAFT TYPE	Aircraft Population Size	Estimate of Number Active	Percent Standard Error	Estimate of Active Aircraft w/ Fixed Landing Gear	Percent Standard Error	Estimate of Percent Active Aircraft w/ Fixed Landing Gear	Percent Standard Error	Estimate of Active Aircraft w/ Retractable Landing Gear	Percent Standard Error	Estimate of Percent Active Aircraft w/ Retractable Landing Gear	Percent Standard Error
Rotorcraft											
Piston	4,821	3,264	0.9	2,972	1.0	91.0	0.7	0		0.0	
1 Eng: Turbine	5,724	4,627	0.5	3,082	0.8	66.6	0.6	5	35.8	0.1	28.9
Multi-Eng: Turbine	1,403	1,268	0.3	285	1.5	22.5	1.4	350	1.3	27.6	1.1
Turbine: Total	7,126	5,895	0.5	3,367	0.9	57.1	0.7	356	4.5	6.0	3.7
Rotorcraft: Total	11,948	9,159	0.6	6,339	0.9	69.2	0.7	356	6.6	3.9	5.0
Other Aircraft											
Gliders	3,153	1,975	1.0	955	2.0	48.4	1.2	1,018	1.9	51.5	1.2
Lighter-than-air	6,941	4,303	1.5	14	40.8	0.3	25.3	0		0.0	
Other Aircraft: Total	10,095	6,277	1.3	970	4.6	15.4	2.9	1,018	4.5	16.2	2.8

Table 7.1

**2006 GENERAL AVIATION AND AIR TAXI *POPULATION SIZE, ACTIVE AIRCRAFT, AND TOTAL NUMBER OF AIRCRAFT
WITH A FIXED OR RETRACTABLE LANDING GEAR SYSTEM*
BY AIRCRAFT TYPE**

AIRCRAFT TYPE	Aircraft Population Size	Estimate of Number Active	Percent Standard Error	Estimate of Active Aircraft w/ Fixed Landing Gear	Percent Standard Error	Estimate of Percent Active Aircraft w/ Fixed Landing Gear	Percent Standard Error	Estimate of Active Aircraft w/ Retrac Landing Gear	Percent Standard Error	Estimate of Percent Active Aircraft w/ Retrac Landing Gear	Percent Standard Error
Experimental											
Amateur	34,793	19,316	2.1	16,055	2.5	83.1	1.4	3,003	7.5	15.5	4.1
Exhibition	3,075	2,103	1.1	554	3.5	26.4	2.4	1,512	1.6	71.9	1.1
Other	2,291	1,629	0.8	698	1.9	42.8	1.4	907	1.6	55.7	1.1
Experimental: Total	40,158	23,047	1.8	17,307	2.4	75.1	1.4	5,422	5.4	23.5	3.1
Light-sport	1,528	1,273	0.3	1,270	0.3	99.8	0.3	0		0.0	
Total All Aircraft	297,506	221,943	1.5	134,887	2.8	60.8	2.1	73,393	4.5	33.1	3.3

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.

Table 7.2

2006 GENERAL AVIATION AND AIR TAXI *TOTAL ANNUAL HOURS AND PERCENT HOURS FLOWN*
WITH A FIXED OR RETRACTABLE LANDING GEAR SYSTEM
BY AIRCRAFT TYPE

AIRCRAFT TYPE	Estimate of Annual Hours Flown	Percent Standard Error	Estimate of Hours Flown by Aircraft w/ Fixed Landing Gear	Percent Standard Error	Estimate of Percent of Hours Flown by Aircraft w/ Fixed Landing Gear	Percent Standard Error	Estimate of Hours Flown by Aircraft w/ Retractable Landing Gear	Percent Standard Error	Estimate of Percent of Hours Flown by Aircraft w/ Retractable Landing Gear	Percent Standard Error
Fixed Wing										
Fixed Wing - Piston										
1 Eng: 1-3 Seats	2,964,750	5.9	2,749,889	2.3	92.8	2.3	196,737	11.5	6.6	11.5
1 Eng: 4+ Seats	11,011,119	1.8	7,627,716	2.8	69.3	2.8	3,013,843	6.3	27.4	6.3
1 Engine: Total	13,975,869	1.9	10,377,605	2.7	74.3	2.7	3,210,579	6.8	23.0	6.8
2 Eng: 1-6 Seats	1,521,418	3.2	8,378	35.1	0.6	35.1	1,325,170	1.3	87.1	1.3
2 Eng: 7+ Seats	1,028,158	3.0	19,046	14.5	1.9	14.5	669,550	1.2	65.1	1.2
2 Engine: Total	2,549,576	2.3	27,423	21.4	1.1	21.4	1,994,721	1.2	78.2	1.2
Piston: Total	16,525,445	1.6	10,405,028	2.9	63.0	2.9	5,205,300	5.1	31.5	5.1

Table 7.2

**2006 GENERAL AVIATION AND AIR TAXI *TOTAL ANNUAL HOURS AND PERCENT HOURS FLOWN
WITH A FIXED OR RETRACTABLE LANDING GEAR SYSTEM*
BY AIRCRAFT TYPE**

AIRCRAFT TYPE	Estimate of Annual Hours Flown	Percent Standard Error	Estimate of Hours Flown by Aircraft w/ Fixed Landing Gear	Percent Standard Error	Estimate of Percent of Hours Flown by Aircraft w/ Fixed Landing Gear	Percent Standard Error	Estimate of Hours Flown by Aircraft w/ Retractable Landing Gear	Percent Standard Error	Estimate of Percent of Hours Flown by Aircraft w/ Retractable Landing Gear	Percent Standard Error
Fixed Wing - Turboprop										
1 Engine: Total	852,661	1.6	419,160	1.0	49.2	1.0	194,200	2.0	22.8	2.0
2 Eng: 1-12 Seats	1,084,916	1.4	6,776	14.8	0.6	14.8	793,956	0.4	73.2	0.4
2 Eng: 13+ Seats	224,727	2.9	16,936	3.6	7.5	3.6	161,254	0.7	71.8	0.7
2 Engine: Total	1,309,643	1.3	23,713	7.6	1.8	7.6	955,210	0.5	72.9	0.5
Turboprop: Total	2,162,305	1.1	442,873	2.0	20.5	2.0	1,149,410	0.9	53.2	0.9
Fixed Wing - Turbojet										
Turbojet: Total	4,077,209	0.8	35,626	11.2	0.9	11.2	2,513,112	0.4	61.6	0.4
Fixed Wing: Total	22,764,959	1.2	10,883,527	3.1	47.8	3.1	8,867,822	3.5	39.0	3.5

Table 7.2

2006 GENERAL AVIATION AND AIR TAXI *TOTAL ANNUAL HOURS AND PERCENT HOURS FLOWN*
WITH A FIXED OR RETRACTABLE LANDING GEAR SYSTEM
BY AIRCRAFT TYPE

AIRCRAFT TYPE	Estimate of Annual Hours Flown	Percent Standard Error	Estimate of Hours Flown by Aircraft w/ Fixed Landing Gear	Percent Standard Error	Estimate of Percent of Hours Flown by Aircraft w/ Fixed Landing Gear	Percent Standard Error	Estimate of Hours Flown by Aircraft w/ Retractable Landing Gear	Percent Standard Error	Estimate of Percent of Hours Flown by Aircraft w/ Retractable Landing Gear	Percent Standard Error
Rotorcraft										
Piston	917,972	3.5	788,434	0.7	85.9	0.7	0		0.0	
1 Eng: Turbine	1,957,744	1.5	1,029,935	0.8	52.6	0.8	1,301	51.2	0.1	51.2
Multi-Eng: Turbine	570,118	1.4	116,802	1.5	20.5	1.5	121,449	1.5	21.3	1.5
Turbine: Total	2,527,862	1.1	1,146,737	0.9	45.4	0.9	122,751	4.6	4.9	4.6
Rotorcraft: Total	3,445,834	1.2	1,935,171	0.9	56.2	0.9	122,751	5.5	3.6	5.5
Other Aircraft										
Gliders	106,080	4.5	50,679	1.3	47.8	1.3	55,306	1.2	52.1	1.2
Lighter-than-air	104,534	7.2	4,467	2.0	4.3	2.0	0		0.0	
Other Aircraft: Total	210,614	4.4	55,146	1.7	26.2	1.7	55,306	1.7	26.3	1.7

Table 7.2

2006 GENERAL AVIATION AND AIR TAXI *TOTAL ANNUAL HOURS AND PERCENT HOURS FLOWN*
WITH A FIXED OR RETRACTABLE LANDING GEAR SYSTEM
BY AIRCRAFT TYPE

AIRCRAFT TYPE	Estimate of Annual Hours Flown	Percent Standard Error	Estimate of Hours Flown by Aircraft w/ Fixed Landing Gear	Percent Standard Error	Estimate of Percent of Hours Flown by Aircraft w/ Fixed Landing Gear	Percent Standard Error	Estimate of Hours Flown by Aircraft w/ Retractable Landing Gear	Percent Standard Error	Estimate of Percent of Hours Flown by Aircraft w/ Retractable Landing Gear	Percent Standard Error
Experimental										
Amateur	898,957	3.0	745,454	1.4	82.9	1.4	148,866	3.9	16.6	3.9
Exhibition	103,230	4.3	26,034	2.5	25.2	2.5	76,597	1.1	74.2	1.1
Other	215,698	5.5	101,736	1.2	47.2	1.2	113,462	1.2	52.6	1.2
Experimental: Total	1,217,886	2.8	873,224	1.5	71.7	1.5	338,925	2.6	27.8	2.6
Light-sport	65,871	2.2	65,790	0.3	99.9	0.3	0		0.0	
Total All Aircraft	27,705,164	1.0	13,812,858	2.5	49.9	2.5	9,384,803	3.2	33.9	3.2

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.

Table 7.3

**2006 GENERAL AVIATION AND AIR TAXI *ACTIVE AIRCRAFT*
AND TOTAL NUMBER OF AIRCRAFT WITH A FIXED OR RETRACTABLE
LANDING GEAR SYSTEM BY AGE OF AIRCRAFT**

AGE OF AIRCRAFT				Estimate of Total Active Aircraft w/ Fixed Landing Gear	Percent Standard Error	Estimate of Total Active Aircraft w/ Retrac Landing Gear	Percent Standard Error
(YEARS OLD)		(BUILT)					
1	to	5	2002 - 2006	15,233	0.7	5,093	2.0
6	to	10	1997 - 2001	8,491	2.1	5,013	3.3
11	to	15	1992 - 1996	3,811	2.6	2,413	3.8
16	to	20	1987 - 1991	1,935	3.3	2,477	2.7
21	to	25	1982 - 1986	5,764	3.4	8,011	2.5
26	to	30	1977 - 1981	20,405	3.4	17,016	4.0
31	to	35	1972 - 1976	21,323	3.2	9,125	6.3
36	to	40	1967 - 1971	17,218	3.5	9,452	5.7
41	to	45	1962 - 1966	11,842	3.4	5,975	5.8
46	to	50	1957 - 1961	6,490	4.2	4,201	5.8

Table 7.3

**2006 GENERAL AVIATION AND AIR TAXI *ACTIVE AIRCRAFT*
AND TOTAL NUMBER OF AIRCRAFT WITH A FIXED OR RETRACTABLE
LANDING GEAR SYSTEM BY AGE OF AIRCRAFT**

AGE OF AIRCRAFT		Estimate of Total Active Aircraft w/ Fixed Landing Gear	Percent Standard Error	Estimate of Total Active Aircraft w/ Retrac Landing Gear	Percent Standard Error
(YEARS OLD)	(BUILT)				
51 to 55	1952 - 1956	4,496	3.2	1,362	7.4
56 to 60	1947 - 1951	12,859	5.0	2,405	14.8
Over 60	- 1946	5,020	5.6	850	16.5
Total All Aircraft		134,887	2.8	73,393	4.5

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.