

TABLE 27

ACTIVE GENERAL AVIATION AND AIR TAXI HOURS FLOWN

(In Thousands)

CALENDAR YEAR	FIXED WING				ROTORCRAFT		EXPERIMENTAL	OTHER	TOTAL
	PISTON		TURBINE		PISTON	TURBINE			
	SINGLE ENGINE	MULTI-ENGINE	TURBOPROP	TURBOJET					
<u>Historical*</u>									
1994	16,404	2,419	1,142	1,238	369	1,408	724	388	24,092
1995 1/	17,831	2,420	1,490	1,455	337	1,624	1,194	261	26,612
1996 1/	17,606	2,485	1,768	1,543	591	1,531	1,158	227	26,909
1997 1/	18,345	2,399	1,655	1,713	344	1,740	1,327	192	27,713
1998	16,823	3,578	1,765	2,226	430	1,912	1,071	295	28,100
1999E 2/	18,850	2,860	1,785	2,470	447	1,960	1,085	300	29,757
<u>Forecast</u>									
2000	19,100	2,870	1,810	2,740	462	2,010	1,110	304	30,406
2001	19,410	2,880	1,840	2,990	477	2,060	1,130	308	31,095
2002	19,820	2,890	1,870	3,240	491	2,110	1,155	313	31,889
2003	20,240	2,900	1,900	3,510	503	2,165	1,175	317	32,710
2004	20,650	2,910	1,930	3,810	513	2,220	1,200	321	33,554
2005	21,040	2,920	1,955	4,090	523	2,275	1,225	325	34,353
2006	21,390	2,930	1,980	4,380	534	2,330	1,250	329	35,123
2007	21,750	2,940	2,005	4,670	545	2,390	1,275	333	35,908
2008	22,090	2,950	2,030	4,950	556	2,450	1,300	337	36,663
2009	22,410	2,960	2,055	5,230	567	2,515	1,325	341	37,403
2010	22,710	2,970	2,080	5,510	578	2,575	1,350	345	38,118
2011	23,010	2,980	2,105	5,780	590	2,640	1,375	349	38,829

* Source: 1994-98, FAA General Aviation and Air Taxi Surveys.

1/ Estimates have been revised to reflect changes in edit and estimation procedures, and may not be comparable to estimates prior to 1995.

2/ Single and multi-engine piston hours based on 1999 fleet forecast (Table 26) and average utilization rates for 1995-97.

Note: An active aircraft is one that has a current registration and was flown at least one hour during the previous calendar year.