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089856

COMPTROLLER GENERAL OF THE UNITED STATES
WASHINGTON D.C. 20548

RELEASED

B-162897 DOT

JUN 2 1970

Dear Mr. Thompson:

Reference is made to your letter of February 10, 1970, requesting that we update information which we furnished to you in a report dated March 4, 1968, relative to aircraft owned or leased by the Federal Aviation Administration (FAA). In accordance with this request, we are furnishing you the following information.

1. Inventory of active aircraft owned as of June 30, 1967, 1968, 1969, and January 1, 1970 (enclosure I).

2. Installed passenger capacity and cost of aircraft owned as of June 30, 1967, and January 1, 1970 (enclosure II).

3. Aircraft leased or on loan during the period July 1, 1967, through June 30, 1969 (enclosure III).

4. Aircraft maintenance, major overhaul, and modification costs by aircraft type, for fiscal years 1968 and 1969 (enclosure IV).

5. Average cost per flight hour by aircraft type, fiscal years 1968 and 1969 (enclosure V).

6. Aircraft utilization by aircraft type and major categories, fiscal years 1968 and 1969 (enclosure VI).

7. Utilization and cost of open market rental aircraft, fiscal years 1968 and 1969 (enclosure VII).

In addition, you requested that we advise you of the progress that has been made in establishing a uniform maintenance and operating cost reporting system for all FAA owned and leased aircraft.

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As shown in our March 4, 1968, report, FAA had 101 aircraft which cost approximately $46 million in its inventory of active aircraft as of June 30, 1967. On January 1, 1970, the number of active aircraft had decreased to 98; however, the cost of the aircraft in the inventory was approximately $52 million. This increase was the net result of the following actions: (1) eliminating nine older flight inspection aircraft which had cost approximately $3.9 million, (2) adding five North American Sabreliners (twin-engine jet aircraft) valued at $6.6 million, and (3) purchasing a Douglas DC-9 jet aircraft for approximately $3 million to be used for training. FAA also plans to eliminate another flight inspection aircraft in the near future. The functions of this aircraft will be served by other active aircraft presently in the inventory.

The Sabreliners are being leased from North American Rockwell Corporation under a lease/purchase agreement dated March 29, 1968. This matter was discussed in our report to you dated May 14, 1968. The agreement provided for the lease/purchase of four Sabreliners and included an option to obtain on a lease/purchase basis an additional Sabreliner, 90 days after the date of the agreement. FAA exercised the option on the fifth Sabreliner, and the five aircraft were delivered to FAA between December 6, 1968, and July 16, 1969.

Our review of FAA records shows that these aircraft are included in FAA's inventory of active aircraft (see enclosure I) even though the aircraft have not been purchased. An FAA official has informed us that the Sabreliners are included in the inventory of active aircraft because FAA plans to purchase the aircraft in accordance with the terms of the above agreement. The agreement provides that the purchase option must be exercised on or before June 30, 1971. The closing date for the purchase option was changed from June 30, 1972, to June 30, 1971, as a result of restrictions placed on FAA under the fiscal year 1969 appropriation act.

According to FAA officials, funds to purchase the aircraft are not included in FAA's fiscal year 1971 budget request. FAA officials have indicated that, if the option to purchase these aircraft is not exercised by June 1971, the lease/purchase agreement will terminate and FAA must either (1) negotiate a straight lease contract with North American Rockwell Corporation or (2) negotiate an extension of the existing lease/purchase agreement.

The purchase price of the five Sabreliners on June 30, 1971, exclusive of spare parts will be about $5,548,000. Total lease payments through June 30, 1971, for the five aircraft will have amounted to

about $2,291,000, of which approximately $1,186,000 can be applied toward the purchase price of the aircraft. If FAA does not exercise the option to purchase the five Sabreliners on or before June 30, 1971, the accumulated equity of $1,186,000 will be forfeited.

With regard to your request for information on the progress being made by FAA in establishing a uniform cost reporting system, we noted some improvement in the availability of aircraft operating and maintenance cost data and the systems for accumulating such data since our last report to you.

The maintenance and operating cost information that we are furnishing in this report was compiled from summary reports prepared by FAA using the Aircraft Management Cost Accounting System (Mark I) for the FAA Regions and the Aircraft Program Management System (Mark II) for the Aeronautical Center and National Aviation Facilities Experimental Center. Most of the cost data provided in the enclosures was obtained from reports available at the agency's Washington headquarters. The reports used included amounts for spare parts, crew salaries, and ground support facilities that were not available in earlier FAA reports for the fiscal years covered in our March 1968 report. We did not examine the detailed field records which support the summarized data included in these reports.

The Mark I System used by the regions is a manual system, and a substantial portion of the data accumulated for aircraft operating and maintenance costs is similar to that provided by the Mark II System. Mark II is an automated system that was implemented in fiscal year 1968 at the Aeronautical Center and the Experimental Center on a test basis to provide uniform procedures for accumulating and reporting workload and financial information including maintenance and operating costs at the two installations. According to an FAA official, these centers perform major overhaul and aircraft modification work in addition to ordinary maintenance and therefore require much more detailed information than the regions.

FAA officials have informed us that there have been some problems with the Mark II System. They cite, as examples, cost reports which are more detailed and complicated than required by field operating officials and reports which are not being utilized. One of these officials has stated that, because of the problems with the Mark II System, a study is currently under way to determine whether the system will be retained at the Aeronautical Center and Experimental Center in its present form or whether it will be substantially modified. The study, which

FAA expects to complete in July 1970, is also being made to determine whether a modified version of this system can be utilized for reporting maintenance and operating costs in all FAA regional offices.

We trust that the information presented herewith will serve your purpose. We plan to make no further distribution of this report unless copies are specifically requested, and then we shall make distribution only after your agreement has been obtained or public announcement has been made by you concerning the contents of the report.

Sincerely yours,

Comptroller General
of the United States

Enclosures - 7

The Honorable Fletcher Thompson
House of Representatives

ENCLOSURE I

INVENTORY OF ACTIVE AIRCRAFT OWNED BY THE FEDERAL AVIATION ADMINISTRATION AS OF JUNE 30, 1967, 1968, 1969, AND JANUARY 1, 1970

Aircraft type	Number of aircraft included in inventory of			
	6-30-67	6-30-68	6-30-69	1- 1-70
Aero Commander 680	1	1	1	1
Beechcraft T-34	1	1	1	1
Beechcraft BE-55	4	4	4	4
Beechcraft BE-65	2	2	2	2
Beechcraft BE-80	4	4	4	4
Boeing C-135	2	2	2	2
Boeing B-720	1	1	1	1
Boeing B-727	1	1	1	1
Convair CV-340	1	1	1	1
Convair CV-580	5	5	5	5
Convair CV-880	1	1	1	1
Convair T-29	10	9	9	7
Douglas DC-3	51	52	51	51
Douglas DC-6	2	2	2	2
Douglas DC-7	1	1	1	1
Douglas C-54	4	2	--	--
Douglas DC-9	--	--	1	1
Fairchild C-123	1	1	1	1
Grumman G-159	3	3	3	3
Lockheed L-188	1	1	1	1
Lockheed L-749	1	1	--	--
Lockheed L-1329	1	1	1	1
Lockheed TV-2	3	3	2	2
North American 265[1/]	--	--	4	5
Total Aircraft	101	99	99	98

1/ These aircraft are presently being leased by FAA from North American Rockwell Corporation under a lease/purchase contract. FAA plans to purchase these aircraft by June 30, 1971, and is therefore including the five aircraft in their January 1, 1970, inventory of active aircraft.

ENCLOSURE I

INVENTORY OF ACTIVE AIRCRAFT OWNED
BY THE FEDERAL AVIATION ADMINISTRATION
AS OF JUNE 30, 1967, 1968, 1969, AND JANUARY 1, 1970

Aircraft type	Number of aircraft included in inventory of			
	6-30-67	6-30-68	6-30-69	1- 1-70
Aero Commander 680	1	1	1	1
Beechcraft T-34	1	1	1	1
Beechcraft BE-55	4	4	4	4
Beechcraft BE-65	2	2	2	2
Beechcraft BE-80	4	4	4	4
Boeing C-135	2	2	2	2
Boeing B-720	1	1	1	1
Boeing B-727	1	1	1	1
Convair CV-340	1	1	1	1
Convair CV-580	5	5	5	5
Convair CV-880	1	1	1	1
Convair T-29	10	9	9	7
Douglas DC-3	51	52	51	51
Douglas DC-6	2	2	2	2
Douglas DC-7	1	1	1	1
Douglas C-54	4	2	--	--
Douglas DC-9	--	--	1	1
Fairchild C-123	1	1	1	1
Grumman G-159	3	3	3	3
Lockheed L-188	1	1	1	1
Lockheed L-749	1	1	--	--
Lockheed L-1329	1	1	1	1
Lockheed TV-2	3	3	2	2
North American 265[1/]	--	--	4	5
Total Aircraft	101	99	99	98

1/ These aircraft are presently being leased by FAA from North American Rockwell Corporation under a lease/purchase contract. FAA plans to purchase these aircraft by June 30, 1971, and is therefore including the five aircraft in their January 1, 1970, inventory of active aircraft.

INSTALLED PASSENGER CAPACITY AND COST OF AIRCRAFT OWNED BY THE FEDERAL AVIATION ADMINISTRATION AS OF JUNE 30, 1967, AND JANUARY 1, 1970

Aircraft type	FAA registration number	Installed passenger capacity	Cost	Included in inventory of 6/30/67	Included in inventory of 1/ 1/70
Lockheed Jetstar 1329	N-1	10	$1,360,123	x	x
Grumman G-159	N-3	20	1,356,845	x	x
Douglas DC-3C	N-5	11	90,000	x	x
" DC-3A	N-6	19	90,000	x	x
" DC-3C	N-7	12	90,000	x	x
" DC-3C, Type II	N-10	7	90,000	x	x
" DC-3C, Type II	N-11	7	90,000	x	x
" DC-3A, Type II	N-12	6	90,000	x	x
" DC-3C, Type II	N-14	7	90,000	x	x
" DC-3C, Type II	N-15	7	90,000	x	x
" DC-3A, Type II	N-16	7	90,000	x	x
" DC-3C, Type II	N-18	4	90,000	x	x
" DC-3C, Type II	N-20	7	90,000	x	x
" DC-3C, Type II	N-21	7	90,000	x	x
" DC-3C, Type II	N-22	7	90,000	x	x
" DC-3C, Type II	N-23	7	90,000		x
" DC-3C, Type II	N-25	7	90,000	x	x
" DC-3C, Type II	N-26	7	90,000	x	x
" DC-3C, Type II	N-27	7	90,000	x	x
" DC-3C, Type II	N-29	7	90,000	x	x
" DC-3C, Type II	N-30	7	90,000	x	x
" DC-3C, Type II	N-31	7	90,000	x	x
" DC-3C, Type II	N-32	7	90,000	x	x
" DC-3C, Type II	N-33	7	90,000	x	x
" DC-3C, Type II	N-34	7	90,000	x	x
" DC-3C, Type II	N-35	6	90,000	x	x

Aircraft type	FAA registration number	Installed passenger capacity	Cost	Included in inventory of 6/30/67	Included in inventory of 1/ 1/70
Douglas DC-3C, Type II	N-36	7	$ 90,000	x	x
" DC-3C, Type II	N-37	7	90,000	x	x
" DC-3C, Type II	N-38	7	90,000	x	x
" DC-3C, Type II	N-39	7	90,000	x	x
" DC-3C, Type II	N-40	7	90,000	x	x
" DC-3C, Type II	N-41	7	90,000	x	x
" DC-3C, Type II	N-42	7	90,000	x	x
" DC-3C, Type II	N-45	9	90,000	x	x
" DC-3C, Type II	N-46	7	90,000	x	x
" DC-3C, Type II	N-47	7	90,000	x	x
" DC-3C, Type II	N-48	6	90,000	x	x
" DC-3C, Type II	N-49	7	90,000	x	x
" DC-3C, Type II	N-51	7	90,000	x	
" DC-3C, Type II	N-53	7	90,000	x	x
" DC-3C, Type II	N-54	7	90,000	x	x
" DC-3C, Type II	N-55	7	90,000	x	x
" DC-3C, Type II	N-56	7	90,000	x	x
" DC-3C, Type II	N-57	7	90,000	x	x
" DC-3C, Type II	N-58	7	90,000	x	x
" DC-3C, Type II	N-60	7	90,000	x	x
" DC-3C, Type II	N-62	7	90,000	x	x
" DC-3C, Type II	N-63	7	90,000	x	x
" DC-3C, Type II	N-64	7	90,000	x	x
" DC-3C, Type II	N-66	7	90,000	x	x
" DC-3C, Type II	N-67	9	90,000	x	x
" DC-3C, Type II	N-70	7	90,000	x	x
" C-54G	N-81	10	383,000	x	
" C-54D	N-82	16	382,780	x	
" C-54D	N-84	10	382,780	x	
" C-54D	N-85	12	382,780	x	

Aircraft type	FAA registration number	Installed passenger capacity	Cost	Included in inventory of 6/30/67	Included in inventory of 1/ 1/70
North American NA 265[1/]	N-85	3	$1,297,000		x
" " NA 265[1/]	N-86	3	1,320,243		x
" " NA 265[1/]	N-87	3	1,320,243		x
" " NA 265[1/]	N-88	3	1,320,243		x
" " NA 265[1/]	N-89	3	1,320,243		x
Boeing KC-135A	N-96	6[2/]	2,673,410	x	x
Boeing KC-135A	N-98	55	2,673,410	x	x
Douglas DC-3C C-47	N-100	10	90,000	x	x
Convair CV-580	N-101	6	735,000	x	x
" CV-580	N-102	6	735,000	x	x
" CV-580	N-103	6	735,000	x	x
" CV-580	N-104	6	735,000	x	x
" CV-580	N-105	6	735,000	x	x
Lockheed L-188C	N-111	68	2,504,649	x	x
Convair 880 22M	N-112	72	3,821,079	x	x
Boeing 720-027	N-113	42	4,299,127	x	x
Douglas DC-6B	N-114	66	290,000	x	x
Douglas DC-6B	N-115	66	290,000	x	x
Convair 340-31	N-118	44	404,560	x	x
Douglas DC-9	N-119	75	3,035,336		x
Lockheed L-749A-79	N-121	40	175,235	x	
Fairchild C-123B	N-123	12	556,342	x	x
Boeing 727/61	N-127	83	4,553,649	x	x
Beechcraft 65	N-140	4	111,820	x	x
" 65	N-141	4	139,870	x	x
" Queen Air 80	N-143	4	171,889	x	x
" 95-B55	N-144	2	62,746	x	x
" 95-B55	N-145	4	62,746	x	x
" 95-B55	N-146	2	62,746	x	x
" 95-B55	N-38034 (N-147)	2	62,746	x	x

1/ 2/ Leased aircraft--See footnote 1 to enclosure I.
Varies with mission--potential capacity 15.

Aircraft type	FAA registration number	Installed passenger capacity	Cost	Included in inventory of 6/30/67	Included in inventory of 1/ 1/70
Beechcraft Queen Air 80	N-148	4	$ 171,889	x	x
" " " 80	N-149	4	171,889	x	x
" " " 80	N-150	4	171,889	x	x
Lockheed TV-2/T-33	N-152	1	175,106	x	x
" TV-2/T-33	N-155	1	175,106	x	
" TV-2/T-33	N-156	1	175,106	x	x
Douglas DC-3C	N-182	6	90,000	x	x
Beechcraft T-34B (D-45)	N-190	--	33,716	x	x
Convair AT-29C	N-244	10	682,000	x	x
" AT-29C	N-245	13	682,000	x	x
" AT-29C	N-246	11	682,000	x	
" AT-29C	N-247	11	682,000	x	x
" AT-29C	N-248	10	682,450	x	x
" AT-29C	N-249	5	682,000	x	x
" AT-29C	N-250	13	715,342	x	x
" AT-29C	N-251	10	682,000	x	
" AT-29C	N-252	10	682,000	x	
" T-29	N-254	10	682,000	x	x
Grumman G-159	N-376	5	1,177,648	x	x
" G-159	N-377	5	1,177,648	x	x
Douglas DC-7	N-464	49	229,194	x	x
Aero Commander AC-680E	N-477	5	126,500	x	x
Total active aircraft				101	98
Total cost				$46,068,815	$51,754,442

AIRCRAFT LEASED BY OR ON LOAN TO
THE FEDERAL AVIATION ADMINISTRATION
DURING THE PERIOD JULY 1, 1967, THROUGH JUNE 30, 1969[1/]

Aircraft type	FAA registration number	Installed passenger capacity	Lease costs paid in fiscal years 1969	1968
Aero Commander AC-680T[2/]	N-146E	5	$115,637	$ 97,362
Aero Commander AC-1121[3/]	N-612JC	7	180,474	159,456
Cessna C-210[4/]	N-383	4	1	1
Lear Jet 23/24[3/]	N-1967L N-674LJ	6	172,086	163,119
Piper PA-32-260[3/]	N-5552J	4	7,914	4,675
Mooney M-20[3/]	N-6968U	2	5,000	
Mooney 20C(21)[3/]	N-6598U	2		4,600
Cherokee 180[3/]	N-9409J	2		1,590
Cherokee 180[3/]	N-9531J	2		608
Beechcraft BE-90	N-2	8	On loan from the National Transportation Safety Board	

Footnotes: See page 2.

1/ Five North American Sabreliner NA-265 aircraft presently being leased by FAA under a lease/purchase contract are not included in this enclosure. FAA has the option to purchase these aircraft by June 30, 1971, and has therefore included them in its inventory of active aircraft. Two additional aircraft have been leased in fiscal year 1970. One of the aircraft is a North American Sabreliner NA-265 (N-8400B) with an installed passenger capacity of 7. The term of the lease contract is October 1, 1969, through June 30, 1970, with fuel, oil, and maintenance furnished by FAA. The lease cost is $14,583.33 per month plus $24 per engine for each hour flown (two engines). The other aircraft is a Beechcraft BE-99 (N-7199N) with an installed passenger capacity of 6. The term of the lease contract is September 15, 1969, through June 30, 1970, with fuel and oil furnished by FAA. The lease contract guarantees payment for 750 hours at $177.84 per hour.

2/ Fuel and oil furnished by FAA, all maintenance furnished by the lessor.

3/ Fuel, oil, and minor maintenance furnished by FAA.

4/ Aircraft leased for $1.00 per year for research project. The lessor has been paid $21,490 for costs related to the project.

AIRCRAFT MAINTENANCE, MAJOR OVERHAUL, AND MODIFICATION COSTS BY AIRCRAFT TYPE FISCAL YEARS 1969 AND 1968

Aircraft Type	Maintenance	Major overhaul	Modification	Total costs
Aero Commander AC-680E				
1969 (1)	$ 58,798	--	$ 9,933	$ 68,731
1968 (1)	55,534	--	1,012	56,546
Beechcraft T-34				
1969 (1)	18,522	--	--	18,522
1968 (1)	17,584	--	--	17,584
Beechcraft BE-55				
1969 (4)	193,447	$ 7,155	--	200,602
1968 (4)	153,584	--	--	153,584
Beechcraft BE-65				
1969 (2)	24,041	15,559	--	39,600
1968 (2)	23,732	--	--	23,732
Beechcraft BE-80				
1969 (4)	288,587	56,845	--	345,432
1968 (4)	292,480	21,424	--	313,904
Boeing C-135				
1969 (2)	1,118,748	6,710	--	1,125,458
1968 (2)	1,070,817	--	--	1,070,817
Boeing B-720				
1969 (1)	385,578		--	385,578
1968 (1)	349,589	94,896	--	444,485
Boeing B-727				
1969 (1)	290,906	179,343	--	470,249
1968 (1)	273,483	--	--	273,483
Convair CV-340				
1969 (1)	90,708	--	--	90,708
1968 (1)	90,064	--	--	90,064
Convair CV-580				
1969 (5)	943,933	69,378	6,739	1,020,050
1968 (5)	818,583	--	49,779	868,362
Convair CV-880				
1969 (1)	201,368	--	14,024	215,392
1968 (1)	181,440	--	14,715	196,155

Aircraft type	Maintenance	Major overhaul	Modification	Total costs
Convair T-29				
1969 (9)	$ 614,906	$ --	$16,655	$ 631,561
1968 (9)	672,303	71,517	27,160	770,980
Douglas DC-3				
1969 (51)	4,400,447	303,824	496	4,704,767
1968 (52)	4,646,478	360,715	--	5,007,193
Douglas DC-6				
1969 (2)	210,888	11,443	43,193	265,524
1968 (2)	159,390	--	30,912	190,302
Douglas DC-7				
1969 (1)	85,436	--	25,352	110,788
1968 (1)	82,113	--	3,458	85,571
Douglas C-54				
1969 (0)	209,833	--	--	209,833
1968 (2)	355,747	--	--	355,747
Douglas DC-9				
1969 (1)	194,393	--	--	194,393
1968 (0)	--	--	--	--
Fairchild C-123				
1969 (1)	128,139	--	--	128,139
1968 (1)	122,905	--	--	122,905
Grumman G-159				
1969 (3)	373,439	--	24,506	397,945
1968 (3)	357,102	--	17,632	374,734
Lockheed L-188				
1969 (1)	143,116	--	--	143,116
1968 (1)	157,940	--	--	157,940
Lockheed L-749				
1969 (0)	94,872	--	--	94,872
1968 (1)	152,095	--	--	152,095
Lockheed L-1329				
1969 (1)	149,892	--	--	149,892
1968 (1)	172,820	--	--	172,820
Lockheed TV-2				
1969 (2)	131,932	--	--	131,932
1968 (3)	217,064	--	--	217,064

Aircraft type	Maintenance	Major overhaul	Modification	Total costs
North American 265[a/]				
1969 (4)	$ 168,356	--	--	$ 168,356
1968 (0)	--	--	--	--
All aircraft				
1969	10,520,285	$650,257	$140,898	11,311,440
1968	10,422,847	548,552	144,668	11,116,067

Note: Number shown in parentheses represents the number of aircraft as of the end of the fiscal year.

a/ Leased aircraft--See footnote 1 to Enclosure I.

AVERAGE COST PER FLIGHT HOUR BY AIRCRAFT TYPE FISCAL YEARS 1969 AND 1968

Aircraft type	Total flight hours	Total operating and maintenance cost	Average cost per flight hour
Aero Commander AC 680E			
1969 (1)	246	$ 64,778	$ 263
1968 (1)	276	62,228	225
Beechcraft T-34			
1969 (1)	174	19,279	111
1968 (1)	257	24,681	96
Beechcraft BE-55			
1969 (4)	1,999	227,264	114
1968 (4)	2,181	184,599	85
Beechcraft BE-65			
1969 (2)	681	28,932	42
1968 (2)	775	32,361	42
Beechcraft BE-80			
1969 (4)	2,401	326,475	136
1968 (4)	2,350	339,310	144
Boeing C-135			
1969 (2)	2,148	2,266,741	1,055
1968 (2)	2,208	2,166,881	981
Boeing B-720			
1969 (1)	1,610	843,426	524
1968 (1)	1,334	717,719	538
Boeing B-727			
1969 (1)	1,274	543,025	426
1968 (1)	1,221	500,169	410
Convair CV-340			
1969 (1)	462	116,447	252
1968 (1)	450	111,768	248
Convair CV-580			
1969 (5)	4,809	1,890,165	393
1968 (5)	4,940	1,660,150	336

Aircraft type	Total flight hours	Total operating and maintenance cost	Average cost per flight hour
Convair CV-880			
1969 (1)	574	$ 371,861	$ 648
1968 (1)	545	320,517	588
Convair T-29			
1969 (9)	6,361	2,236,976	352
1968 (9)	6,473	2,499,091	386
Douglas DC-3			
1969 (51)	45,926	9,906,593	216
1968 (52)	47,606	10,058,128	211
Douglas DC-6			
1969 (2)	786	374,591	477
1968 (2)	799	229,245	287
Douglas DC-7			
1969 (1)	168	105,177	626
1968 (1)	182	97,481	536
Douglas C-54			
1969 (0)	710	362,087	510
1968 (2)	1,321	701,437	531
Douglas DC-9			
1969 (1)	996	318,846	320
1968 (0)	--	--	--
Fairchild C-123			
1969 (1)	813	264,858	326
1968 (1)	721	290,533	403
Grumman G-159			
1969 (3)	1,414	498,634	353
1968 (3)	1,596	467,538	293
Lockheed L-188			
1969 (1)	636	199,340	313
1968 (1)	485	202,676	418
Lockheed L-749			
1969 (0)	458	272,336	595
1968 (1)	700	364,861	521
Lockheed L-1329			
1969 (1)	566	233,410	412
1968 (1)	534	242,250	454

Aircraft type	Total flight hours	Total operating and maintenance costs	Average cost per flight hour
Lockheed TV-2			
1969 (2)	1,108	$ 233,226	$210
1968 (3)	1,361	335,520	247
North American N-265[a/]			
1969 (4)	1,150	515,192	448
1968 (0)	--	--	--
All aircraft			
1969	77,470	22,219,659	--
1968	78,315	21,609,143	--

Notes:

1. The amounts above include costs for routine scheduled and unscheduled maintenance, flight crews, spare parts, and ground support facilities. Costs incurred for major overhaul and modification of aircraft are excluded from the above amounts but are included in Enclosure IV.

2. Number shown in parentheses represents the number of aircraft as of the end of the year.

a/ Leased aircraft--See footnote 1 to Enclosure I.

AIRCRAFT UTILIZATION
BY AIRCRAFT TYPE AND MAJOR CATEGORIES
FISCAL YEARS 1968 AND 1969

Aircraft type	Hours flown: Flight inspection and logistics	Job performance	Training	Research and development	Total hours flown
FAA-owned Aircraft					
Aero Commander AC-680E					
1969 (1)				246	246
1968 (1)				276	276
Beechcraft T-34					
1969 (1)	2	69		103	174
1968 (1)	140	96		21	257
Beechcraft BE-55					
1969 (4)	94	1,905			1,999
1968 (4)		2,181			2,181
Beechcraft BE-65					
1969 (2)		681			681
1968 (2)	6	769			775
Beechcraft BE-80					
1969 (4)	9	2,392			2,401
1968 (4)		2,350			2,350
Boeing C-135					
1969 (2)	2,148				2,148
1968 (2)	2,208				2,208
Boeing B-720					
1969 (1)		2	1,608		1,610
1968 (1)		4	1,330		1,334

Aircraft type	Hours flown: Flight inspection and logistics	Job performance	Training	Research and development	Total hours flown
FAA-owned Aircraft					
Boeing B-727					
1969 (1)			1,274		1,274
1968 (1)			1,221		1,221
Convair CV-340					
1969 (1)			462		462
1968 (1)			450		450
Convair CV-580					
1969 (5)	4,235		291	283	4,809
1968 (5)	4,574	1	229	136	4,940
Convair CV-880					
1969 (1)	89		173	312	574
1968 (1)	42		176	327	545
Convair T-29					
1969 (9)	5,702			659	6,361
1968 (9)	5,871			602	6,473
Douglas DC-3					
1969 (51)	42,949	1,134	1,782	61	45,926
1968 (52)	44,964	1,079	1,510	53	47,606
Douglas DC-6					
1969 (2)	50		435	301	786
1968 (2)	57		521	221	799

Aircraft type	Hours flown: Flight inspection and logistics	Job performance	Training	Research and development	Total hours flown
FAA-owned Aircraft					
Douglas DC-7					
1969 (1)				168	168
1968 (1)				182	182
Douglas C-54					
1969 (0)	710				710
1968 (2)	1,321				1,321
Douglas DC-9					
1969 (1)			996		996
1968 (0)					--
Fairchild C-123					
1969 (1)	813				813
1968 (1)	721				721
Grumman G-159					
1969 (3)		428	314	672	1,414
1968 (3)		337	341	918	1,596
Lockheed L-188					
1969 (1)			636		636
1968 (1)			485		485
Lockheed L-749					
1969 (0)	458				458
1968 (1)	700				700

Aircraft type	Hours flown: Flight inspection and logistics	Job performance	Training	Research and development	Total hours flown
FAA-owned Aircraft					
Lockheed L-1329					
1969 (1)		435	131		566
1968 (1)	19	388	127		534
Lockheed TV-2					
1969 (2)	627	324	157		1,108
1968 (3)	789	476	96		1,361
North American N-265[a/]					
1969 (4)	340		810		1,150
1968 (0)					--
Exclusive-use Lease Aircraft					
Aero Commander AC-680T					
1969 (1)			652		652
1968 (1)			573		573
Aero Commander AC-1121					
1969 (1)			535		535
1968 (1)			471		471
Lear 23/24					
1969 (1)			550		550
1968 (1)			510		510
Piper PA-32					
1969 (0)		366			366
1968 (1)		215			215

[a/] Leased aircraft--see footnote 1 to Enclosure I.

Aircraft type	Hours flown: Flight inspection and logistics	Job performance	Training	Research and development	Total hours flown
Exclusive-use Lease Aircraft					
Cessna 210					
1969 (1)				82	82
1968 (1)				68	68
Aircraft on Loan					
Beechcraft BE-90					
1969 (1)		586			586
1968 (1)		267			267
All aircraft					
1969	58,226	8,322	10,806	2,887	80,241
1968	61,412	8,163	8,040	2,804	80,419

Note: Number shown in parentheses represents the number of aircraft as of the end of the fiscal year.

UTILIZATION AND COST OF OPEN MARKET RENTAL AIRCRAFT FISCAL YEARS 1969 AND 1968

Fiscal year and category	Flight hours	Cost
Fiscal Year 1969		
Category I	1,977	$ 31,892
Category II	20,642	594,692
Category III	7,232	491,146
Category IV	3,230	181,434
Total	33,081	$1,299,164
Fiscal Year 1968		
Category I	2,088	$ 28,806
Category II	18,438	509,765
Category III	6,763	518,941
Category IV	2,462	188,766
Total	29,751	$1,246,278

Category I - Single-engine, propeller-driven, one to two-place fixed-wing aircraft.

Category II - Single-engine, propeller-driven, three to five-place fixed-wing aircraft.

Category III - Twin-engine, propeller-driven, fixed-wing aircraft certificated maximum gross weight below 12,500 pounds.

Category IV - Rotary-wing aircraft and other aircraft not covered above.

Note. About 72 percent of the flight hours were flown for job performance.