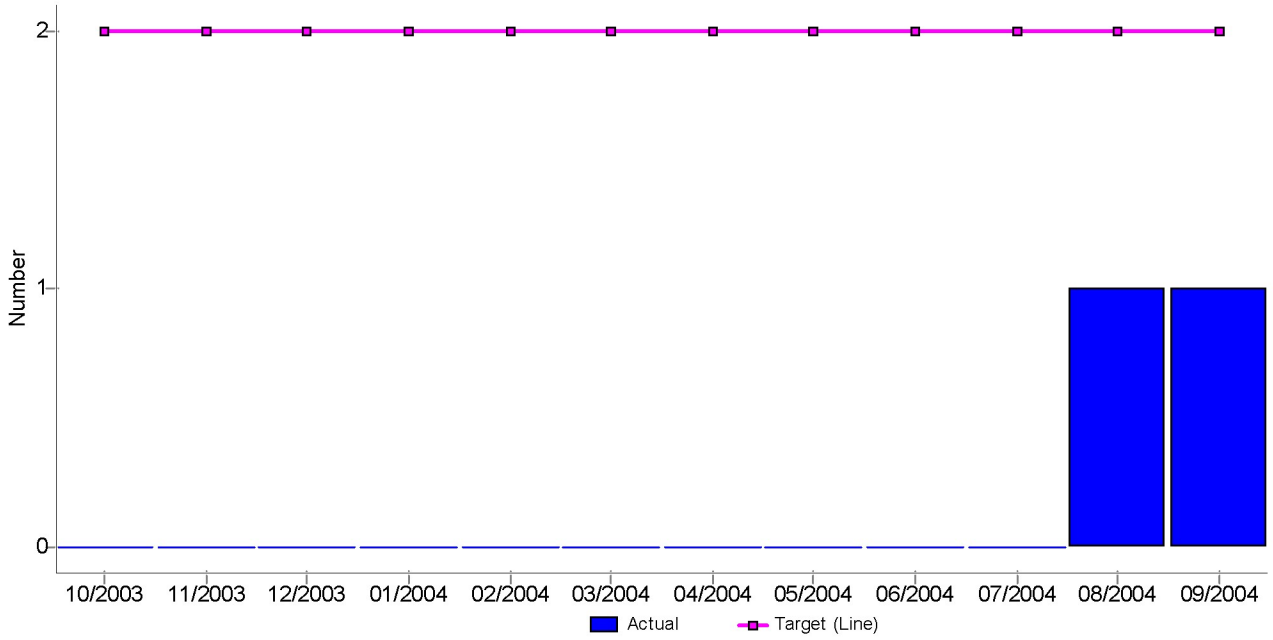
Status of FAA Performance Targets

TGT: Airline Fatal Accident Rate (FAA)

This Year to Date (Sum)



Description

TGT: Reduce the airline fatal accident rate by 80% from 1994-1996 baseline by FY2007 and maintain this low rate in FY2008. (FY 2004 target is no more than .028 fatal accidents per 100,000 departures. A 0.028 rate equals no more than three fatal accidents in the fiscal year.)

The chart and graph measures the number of fatal accidents this fiscal year.

Period Table

	Actual	Target (Line)	Target (Line) - Index Range
10/2003	0	2	Green
11/2003	0	2	Green
12/2003	0	2	Green
01/2004	0	2	Green
02/2004	0	2	Green
03/2004	0	2	Green
04/2004	0	2	Green
05/2004	0	2	Green
06/2004	0	2	Green
07/2004	0	2	Green
08/2004	1	2	Green
09/2004	1	2	Green

Commentary (09/2004)

In FY 2004, the FAA and the aviation industry recorded unprecedented success in preventing commercial air carrier fatal accidents, capping the lowest three-year accident rate in the history of U.S. civil aviation. FAA's focused safety agenda with its emphasis on using the latest technology to break the chain of events that lead to accidents, along with strong partnerships with industry, continue to keep the skies safe for commercial airspace passengers.

While maintaining its regulatory and enforcement role, FAA continues to partner with the aviation community in improving safety, which is reflected in three basic long-term strategies: (1) prevent accidents by addressing recurrent causes; (2) improve certification and surveillance; and (3) share safety data and information with aviation partners. These strategies are at the heart of most of FAA's significant and long-term safety programs.

FAA also worked in FY 2004 to increase aviation safety by preventing fuel tank explosions. In addition to more than 60 directives aimed at preventing ignition sources, FAA began work on a proposal to outfit certain large commercial jets with equipment that would virtually eliminate these accidents. The proposed systems replace

oxygen in a jet's fuel tank with an inert gas, preventing the potential ignition of flammable vapors. FAA researchers have produced a lightweight system that contains no moving parts, with a cost that is relatively small compared to previous proposals.

FAA continued efforts to improve use of onboard technology that can enable pilots to navigate aircraft to any point in the world using only geographical coordinates. Required Navigation Performance (RNP) is an important step in moving the U.S. from an exclusively ground-based navigation system to one located within the aircraft itself. By providing pilots precise guidance to all runways, RNP can help prevent two major types of accidents - controlled flight into terrain and accidents that occur during the approach and landing phase of flight. In addition, RNP will enable pilots to land in weather conditions that would ordinarily require diversion to alternate airports.