

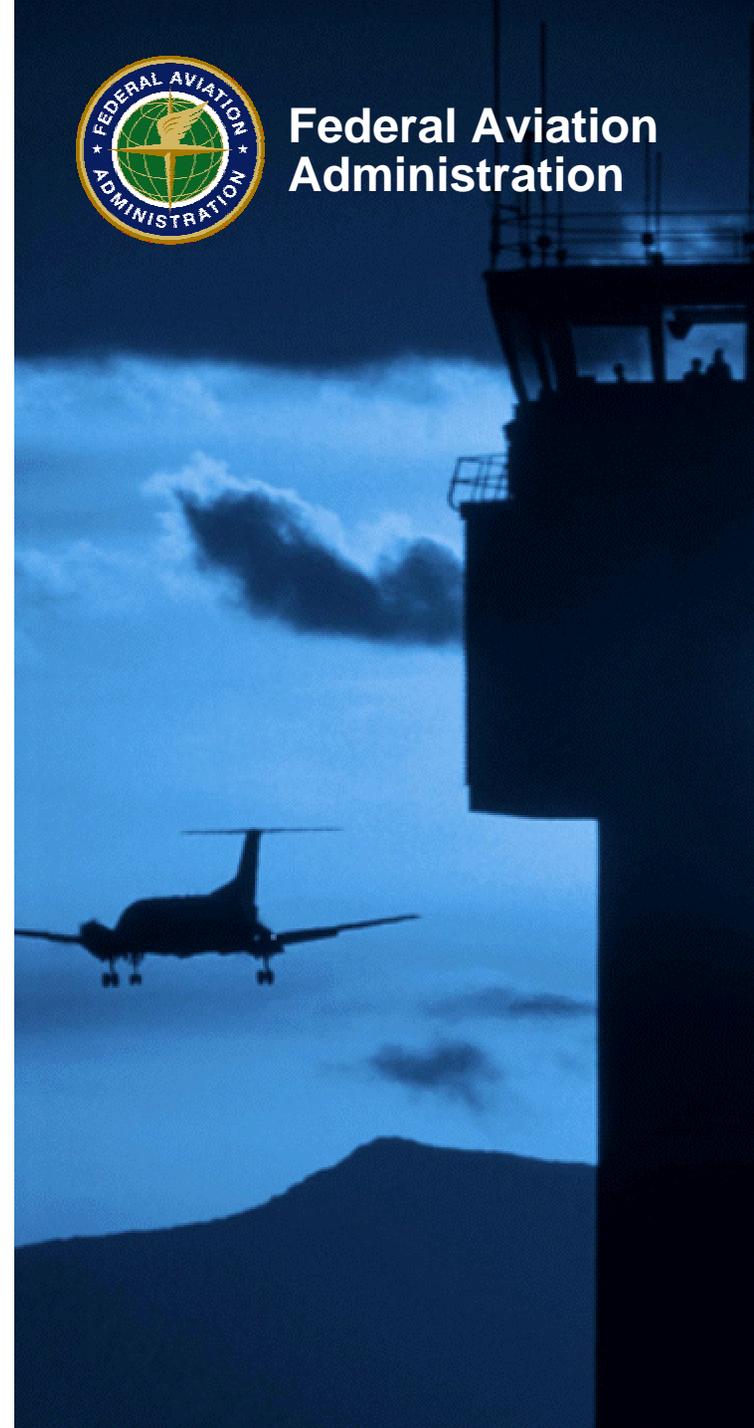
# Air Traffic Organization

## Data Package for Stakeholders

September 2, 2005



Federal Aviation  
Administration



# Overview of Air Traffic Organization Data Package

- **Background**
  - Cost Accounting Data
  - Data Sources
  - Definitions: Terminal Facility Types
- **Activity and Cost Data for Fiscal Year 2004**
  - Summary of Flights
  - Summary of Costs by Facility Type
  - ATO Terminal Services Activity and Costs
  - ATO En Route and Oceanic Services Activity and Costs
  - ATO Flight Service Stations Activity and Costs
- **Fiscal Year 2004 Aviation User Taxes Summary**

Supporting Electronic Data and Definitions available for downloading at  
[http://www.faa.gov/about/office\\_org/headquarters\\_offices/aep/aatf/](http://www.faa.gov/about/office_org/headquarters_offices/aep/aatf/)



# Background: Using Cost Accounting Data to Support ATO Cost Allocation

- **FAA's FY 2004 cost accounting system (CAS) records costs of ATO services.**
  - In FY 2006, CAS will be expanded to cover all FAA lines of business and will improve the assignments of cost to services and SDP's
  - Multiple cost elements (approximately 11,000) at each of four levels
  - Facility costs (Level 1) are largely driven by payroll
- **CAS can be used for multiple levels and types of allocation**
  - Average and incremental costs
  - Accounting and cost model driven
  - Activity based costing and other concepts
- **Appropriate allocation methods and uses vary by application of CAS:**
  - Managerial reporting (cost management, internal benchmarking, productivity studies)
  - Rates and charges analysis and reporting (marginal or incremental costing, etc.)
- **Cost reports presented herein are for managerial reporting purposes:**
  - Purpose is to help ATO stakeholders understand ATO costs from management's view
  - Reports herein should not be construed as the basis for future rates and charges
  - However, the same underlying CAS cost elements will support both managerial reporting and future rates and charges analysis

# Background:

## Sources of FY 2004 Data Used in Estimates\*

Source File	Description of Data	Use in the Analysis	Limitations
Cost Accounting System (CAS)	Data for FY 2004 by Service Type and Service Delivery Point (SDP)	Determine ATO cost of service by location and service type.	Requires adjustments to put on same basis as required budget. Largest change is to reflect the F&E budget.
Enhanced Traffic Management System (ETMS)	File of all flights under control in En Route System	Measure usage of en route, oceanic and some terminal services.	Requires assignment of flights to detailed user groups. Use of approach control services tracked by relationship of FAA facilities serving specific origin-destination airports.
Air Traffic Activity Data System (ATADS)	File of operations/services produced at staffed facilities	Used to track non-ETMS usage in the terminal environment.	Users are in broad groups. No data to describe individual flights.
Aircraft Identity File	ETMS and other data sets to determine aircraft attributes	Drives estimates of taxes that depend on aircraft capacity, load factor, revenue and fuel consumption.	Not possible to identify small number aircraft; no identity for non-ETMS activity beyond broad user type.
Aircraft Operating Costs and Related Data	Aircraft operating cost estimates from Form 41, Conklin deDecker and military services.	Used in calculation of aircraft operating costs, fuel consumption rate, and related measures.	Not available for some aircraft.
Extended Master Decode File (EMDF)	Decode File for ATO Facility Relationship	Terminal type classification. Relationship between airport used and ATO terminal facilities used.	When ATO facilities change category, EMDF, ATADS, and CAS updates may not be available at same time.
U.S. DOT Data Bank 1B and air cargo operator financial data	Ten percent sample of airline tickets reporting fares and revenues for all cargo operator. Data adjusted to flight segment level.	Estimate unit revenues to use in conjunction with aircraft type to estimate revenue-based taxes.	Sparse financial data for foreign carriers; estimation of yield curves at aggregate level, and limited data for all cargo operators.

\*See MS Excel workbook and data description document for more detail.



# Summary of Enhanced Traffic Management System (ETMS) Flights by Geography and User Type for FY 2004

User Identification	A:Domestic Within 225 Exclusion Zone	B:Domestic Rural, AK-AK,HI-HI	C:CONUS-AK/Hi, AK-HI	D:Rural CONUS-AK/Hi, AK-HI	E:International US,AK,HI to Intl	F:International Overflight (billed)	G:International Overflight (not billed)*	Total Flights
US Commercial Passenger Carriers	4,892,396	16,233	88,191	514	420,518	3	20,458	5,438,313
Foreign Carriers	193,470	1,239	14,991	25	333,325	22,913	234,845	800,808
Regional Airlines-T-prop/Piston	1,396,501	261,230	122	57	61,179	710	77,668	1,797,467
Regional Airlines- Jets<60 seats	2,549,030	31,483	61	6	24,482	17	114	2,605,193
Regional Airlines- Jets 61+ seats	430,041	10,476	9,206	4	30,325	3,556	9,973	493,581
Charter Flight on US Carrier	38,053	1,087	336	0	19,827	25	62	59,390
<b>Passenger Subtotal</b>	<b>9,499,491</b>	<b>321,748</b>	<b>112,907</b>	<b>606</b>	<b>889,656</b>	<b>27,224</b>	<b>343,120</b>	<b>11,194,752</b>
US Commercial Carrier Freight	435,128	11,178	16,337	36	51,463	25	1,376	515,543
Foreign Carrier Freight	6,512	13	6,403	5	20,815	25	4,140	37,913
Regional Airline Freight	581,951	109,163	1,731	164	14,013	435	12,278	719,735
<b>Freight Subtotal</b>	<b>1,023,591</b>	<b>120,354</b>	<b>24,471</b>	<b>205</b>	<b>86,291</b>	<b>485</b>	<b>17,794</b>	<b>1,273,191</b>
Fractional Ownership Programs	389,267	22,167	151	12	2,960	0	174	414,731
Non-Scheduled Part 135 Passenger	218,181	34,649	635	65	7,102	20	482	261,134
Non-scheduled Part 135 Freight	42,178	781	0	0	1,519	0	20	44,498
<b>Small Commercial/GA Subtotal</b>	<b>649,626</b>	<b>57,597</b>	<b>786</b>	<b>77</b>	<b>11,581</b>	<b>20</b>	<b>676</b>	<b>720,363</b>
General Aviation-Turbine	1,871,309	237,790	6,278	691	90,100	0	17,405	2,223,573
General Aviation-Piston	1,436,544	252,550	471	221	24,250	0	5,243	1,719,279
General Aviation-Rotor	6,818	366	2	0	9	0	7	7,202
General Aviation-Tax Exempt	73,017	30,910	1,079	192	3,517	90	470	109,275
<b>General Aviation Subtotal</b>	<b>3,387,688</b>	<b>521,616</b>	<b>7,830</b>	<b>1,104</b>	<b>117,876</b>	<b>90</b>	<b>23,125</b>	<b>4,059,329</b>
Government/Military	643,612	198,066	7,209	783	35,424	34	12,016	897,144
Not enough information to classify	72,026	8,236	422	35	14,996	399	16,277	112,391
<b>ETMS Total</b>	<b>15,276,034</b>	<b>1,227,617</b>	<b>153,625</b>	<b>2,810</b>	<b>1,155,824</b>	<b>28,252</b>	<b>413,008</b>	<b>18,257,170</b>

\*Certain flights with limited usage of U.S. airspace, exempt aircraft and others are not billed.



# Background:

## FAA Cost Accounting System and Adjustments

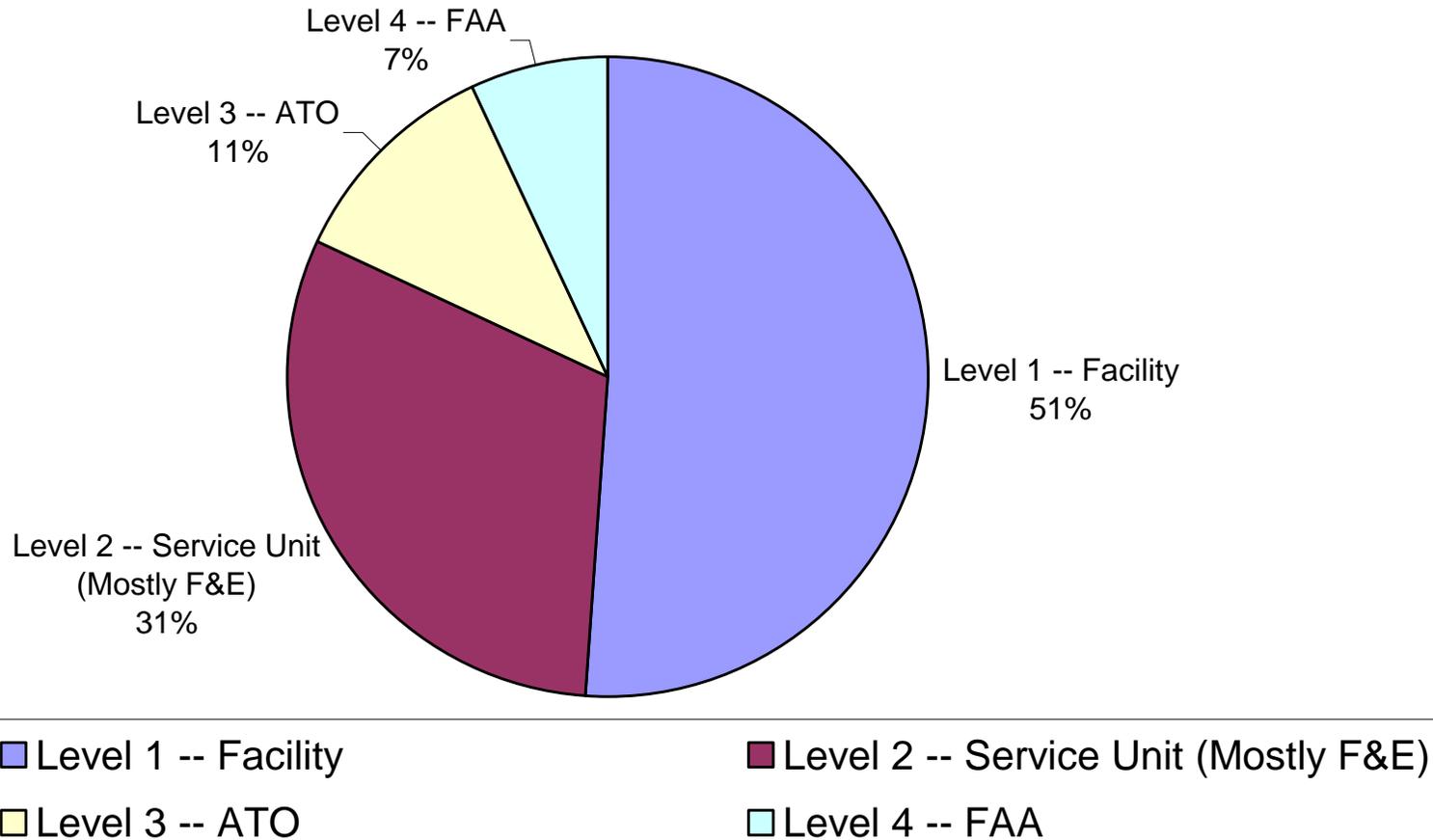
### Major Categories and Content

- Level 1: Facility—Principally controller and technical operations labor and related site costs including training, payroll adjustments,\* telecommunications, utilities, logistics, etc., at the service delivery point (SDP)
- Level 2: Service Unit—Facilities and Equipment (F & E) budget\* and contract weather
- Level 3: ATO—National and regional service centers, workers compensation, charting, contract maintenance, ATO overhead, etc.
- Level 4: FAA—FAA overhead and change in accrued liabilities
- Other: Service level costs not allocated to SDPs\*

\*Adjustments to CAS costs to reflect ATO FY 2004 budget. Full definitions of CAS data fields and adjustment methods are contained in the electronic file available for downloading at [http://www.faa.gov/about/office\\_org/headquarters\\_offices/aep/aatf/](http://www.faa.gov/about/office_org/headquarters_offices/aep/aatf/)



# FY 2004 ATO Cost Composition by CAS Level\*



\*Excludes \$154.6 million of cost not yet assigned to one of the four levels, as shown on page 8.

# Total FY 2004 ATO Costs by Level and Service (\$millions)

Summary ATO Costs for ATO Managerial Reporting						
SDP Type	Number of Facilities	Level 1 - Facility	Level 2 - Service Unit	Level 3 - ATO	Level 4 - FAA	Other
Total En Route	26	\$2,015.5	\$1,333.0	\$489.6	\$253.0	\$60.4
Total Terminal	528	\$2,342.2	\$1,462.0	\$433.8	\$319.8	\$68.1
Flight Service	61	\$374.9	\$59.9	\$46.1	\$46.7	\$26.1
<b>ATO Total</b>	<b>615</b>	<b>\$4,732.6</b>	<b>\$2,854.9</b>	<b>\$969.5</b>	<b>\$619.5</b>	<b>\$154.6</b>

Due to activity measures available, Honolulu (en route and terminal) is counted as one facility included in Radar Towers; Guam (en route) is included in Oakland oceanic costs.

Totals may not add due to rounding.

The costs are based on CAS data used for managerial reporting which may not reflect an allocation of cost for other purposes.

# Definitions: Terminal Facility Types

**TRACON**—An FAA air traffic control facility using radar and air/ground communications to provide approach control services to aircraft arriving, departing, or transiting the airspace controlled by the facility.

**Limited Radar Tower**—An air traffic control tower (ATCT) that uses radar and non-radar capabilities to provide approach control services to aircraft arriving, departing, or transiting airspace controlled by the facility and to aircraft operating in the vicinity of one or more civil and/or military airports in the terminal area.

**Radar Tower**—Single facilities that combine an approach control with an ATCT providing both radar and non-radar air traffic control services.

**Non-Radar Tower**—An ATCT providing approach control service without the use of radar.

**FAA VFR Tower (with controllers)**—An ATCT providing takeoff and landing services only. It does not provide approach control services.

**Federal Contract Tower**—Low activity VFR ATCTs providing air traffic control services for a municipality or subdivision thereof while under contract to the FAA.

**ATO Maintained FAA Terminal Location (no controllers)**—Facilities that have FAA operating and maintenance costs, but where there is not a tower staffed by FAA or Contract Tower Program controllers.

**Non-FAA Facilities**—Non-federal low activity VFR ATCT providing air traffic control services for a municipality or subdivision thereof which IS NOT under contract to the FAA. The municipality has the option of using its own employees or subcontracting for these services.

# FY 2004 Terminal Activity Data - Operations

Total ETMS and Non-ETMS Terminal Operations (000)							
User Identification	Approach Control Operations		Tower Operations				
	TRACONS	Radar Towers***	Radar Towers***	Limited Radar Towers	Nonradar Towers	VFR Towers	Contract Towers
US Commercial Passenger Carriers	2,813	7,409	6,993	3,074	1	163	79
Foreign Carriers	272	296	272	282	0	10	4
Regional Airlines-T-prop/Piston	516	2,151	1,936	463	9	80	448
Regional Airlines- Jets<60 seats	1,076	3,920	3,775	1,079	4	45	156
Regional Airlines- Jets 61+ seats	135	724	687	153	0	17	49
Charter Flight on US Carrier	14	76	66	17	0	4	4
<b>Passenger Subtotal</b>	<b>4,825</b>	<b>14,575</b>	<b>13,729</b>	<b>5,068</b>	<b>15</b>	<b>318</b>	<b>740</b>
US Commercial Carrier Freight	148	792	693	143	0	29	28
Foreign Carrier Freight	14	30	27	13	0	1	1
Regional Airline Freight	150	966	676	121	8	134	233
<b>Freight Subtotal</b>	<b>312</b>	<b>1,788</b>	<b>1,396</b>	<b>276</b>	<b>8</b>	<b>164</b>	<b>262</b>
Fractional Ownership Programs	236	501	270	189	1	142	127
Non-Scheduled Part 135 Passenger	115	300	169	89	2	76	76
Non-scheduled Part 135 Freight	4	68	42	4	0	13	11
<b>Small Commercial/GA Subtotal</b>	<b>355</b>	<b>869</b>	<b>481</b>	<b>282</b>	<b>3</b>	<b>231</b>	<b>214</b>
General Aviation-Turbine	742	2,842	1,408	565	3	666	737
General Aviation-Piston	382	2,093	723	137	2	508	692
General Aviation-Rotor	5	6	2	2	0	2	3
General Aviation-Tax Exempt	15	131	74	16	1	27	31
<b>General Aviation Subtotal</b>	<b>1,143</b>	<b>5,072</b>	<b>2,206</b>	<b>720</b>	<b>5</b>	<b>1,204</b>	<b>1,463</b>
Government/Military	134	866	352	36	1	33	148
Not Classified by User Type	24	91	48	24	0	17	22
<b>ETMS Subtotal*</b>	<b>6,794</b>	<b>23,261</b>	<b>18,212</b>	<b>6,405</b>	<b>31</b>	<b>1,966</b>	<b>2,849</b>
Commercial	1,897	580	2,490	251	11	488	536
Military	311	1,218	1,733	50	9	141	990
General Aviation	2,326	5,649	9,710	1,234	60	10,645	11,753
<b>Non-ETMS Subtotal**</b>	<b>4,534</b>	<b>7,448</b>	<b>13,933</b>	<b>1,535</b>	<b>80</b>	<b>11,274</b>	<b>13,279</b>
<b>Total</b>	<b>11,328</b>	<b>30,708</b>	<b>32,145</b>	<b>7,940</b>	<b>111</b>	<b>13,241</b>	<b>16,128</b>

\*A small number of flight records, believed to contain invalid data, are excluded from this table.

\*\*Non-ETMS terminal area operations are estimated by removing ETMS activity counts from the facility counts in FAA's Air Traffic Activity Data System (ATADS).

\*\*\*Radar Towers provide approach control (radar) and tower functions.



# FY 2004 Terminal ETMS and ATADS Operations

Total Terminal ETMS and ATADS Operations (000)									
Facility Type	ATADS Instrument Operations				ETMS Associated Operations*				
	GA	MIL	AC + AT	Total	GA	MIL	Commercial	Other**	Total
TRACON	3,456	478	7,360	11,295	1,143	130	5,492	5	6,769
Radar Tower***	14,652	2,581	19,585	36,819	5,072	839	17,232	118	23,261
Limited Radar Tower	1,987	88	6,032	8,107	720	33	5,626	26	6,405
Non-Radar Tower	8	2	32	41	Not grouped by user type				31
VFR Tower	1,533	37	768	2,337					23
Contract Tower	1,615	286	1,152	3,054					75
<b>Total (of Fields Evaluated for Count Purposes)</b>	<b>20,095</b>	<b>3,147</b>	<b>32,978</b>	<b>56,220</b>	<b>6,935</b>	<b>1,002</b>	<b>28,349</b>	<b>149</b>	<b>36,435</b>

Facility Type	ATADS Tower Operations				ETMS Operations				
	GA	MIL	AC + AT	Total	GA	MIL	Commercial	Other**	Total
Radar Tower***	7,776	1,564	16,146	25,486	2,206	337	15,606	63	18,212
Limited Radar Tower	1,964	52	5,958	7,974	720	33	5,626	26	6,405
Non-Radar Tower	62	9	35	107	5	1	25	0	31
VFR Tower	11,819	171	1,189	13,179	1,204	30	713	20	1,966
Contract Tower	13,201	1,135	1,783	16,119	1,463	137	1,216	32	2,849
<b>Total (of Fields Evaluated for Count Purposes)</b>	<b>32,858</b>	<b>2,879</b>	<b>19,153</b>	<b>54,891</b>	<b>4,878</b>	<b>505</b>	<b>17,560</b>	<b>115</b>	<b>23,058</b>

<b>Grand Total (of Fields Evaluated for Count Purposes)</b>	<b>52,953</b>	<b>6,026</b>	<b>52,131</b>	<b>111,111</b>	<b>11,814</b>	<b>1,506</b>	<b>45,910</b>	<b>264</b>	<b>59,493</b>
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\*ETMS Operations for Limited Radar Tower.

\*\*ETMS Operations with no user type are not used in calculation of non-ETMS operations.

\*\*\*Radar Towers provide approach control (radar) and tower functions. The "radar tower" row in the upper table represents the approach control function, and the row "radar tower" in the lower table represents the tower function.

Note: Yellow-highlighted fields represent those used in calculating non-ETMS operations and costs.



# FY 2004 Terminal Facility Level 1 Costs at Service Delivery Points (\$millions)

Terminal Cost by Facility Group		
Facility Type	Number of Facilities	Level 1 - SDP
TRACONS	14	\$313.0
Radar Tower	178	\$1,373.5
Limited Radar Towers	28	\$202.1
Non-Radar Towers	2	\$2.8
FAA VFR Towers	73	\$194.2
Federal Contract Towers	224	\$99.8
Non-FAA Facilities	9	\$0.3
ATO Maintained FAA Location	N/A*	\$156.5
<b>Total</b>	<b>528</b>	<b>\$2,342.2</b>

\*CAS does report these SDPs individually; most are grouped at various levels.

Totals may not add due to rounding.

Note: All terminals classified by type; CAS SDP reports summed for each type; other reflects allocation of service level costs within terminal service.

# FY 2004 En Route (Domestic and Oceanic) Activity by User

User Identification	En Route (Domestic and Oceanic) Activity (000)							
	Domestic En Route Activity				Oceanic En Route Activity			
	Flights	GCR Miles	Actual Miles	Hours	Flights	GCR Miles	Actual Miles	Hours
US Commercial Passenger Carriers	5,372	3,826,842	4,021,351	9,948	300	246,495	253,133	546
Foreign Carriers	729	405,641	419,833	992	215	265,530	271,170	537
Regional Airlines-T-prop/Piston	1,685	282,214	314,019	1,398	113	12,422	13,855	67
Regional Airlines- Jets<60 seats	2,605	1,023,516	1,102,080	3,027	1	219	227	1
Regional Airlines- Jets 61+ seats	439	218,416	231,550	596	71	36,123	37,706	87
Charter Flight on US Carrier	59	44,207	46,099	112	13	4,958	5,073	11
<b>Passenger Subtotal</b>	<b>10,890</b>	<b>5,800,837</b>	<b>6,134,932</b>	<b>16,074</b>	<b>713</b>	<b>565,747</b>	<b>581,164</b>	<b>1,248</b>
US Commercial Carrier Freight	512	334,034	347,925	838	29	20,072	20,619	43
Foreign Carrier Freight	36	26,237	27,018	62	13	6,770	6,959	14
Regional Airline Freight	696	139,895	149,060	690	26	6,446	6,858	24
<b>Freight Subtotal</b>	<b>1,244</b>	<b>500,166</b>	<b>524,004</b>	<b>1,590</b>	<b>68</b>	<b>33,287</b>	<b>34,437</b>	<b>81</b>
Fractional Ownership Programs	415	195,416	208,419	575	1	450	477	1
Non-Scheduled Part 135 Passenger	259	88,549	94,297	321	5	2,547	2,664	7
Non-scheduled Part 135 Freight	44	6,620	7,067	45	0	2	2	0
<b>Small Commercial/GA Subtotal</b>	<b>718</b>	<b>290,585</b>	<b>309,782</b>	<b>940</b>	<b>6</b>	<b>2,999</b>	<b>3,143</b>	<b>8</b>
General Aviation-Turbine	2,208	889,105	944,371	2,961	43	20,333	21,134	53
General Aviation-Piston	1,711	352,118	390,556	2,612	9	1,547	1,764	10
General Aviation-Rotor	7	727	931	7	0	11	12	0
General Aviation-Tax Exempt	109	30,152	31,649	122	2	729	753	2
<b>General Aviation Subtotal</b>	<b>4,036</b>	<b>1,272,102</b>	<b>1,367,507</b>	<b>5,702</b>	<b>54</b>	<b>22,620</b>	<b>23,663</b>	<b>65</b>
Government/Military	880	235,298	339,686	1,191	34	28,100	30,690	77
Not Classified by User Type	110	35,920	38,890	136	7	4,115	4,297	10
<b>Total</b>	<b>17,877</b>	<b>8,134,909</b>	<b>8,714,801</b>	<b>25,633</b>	<b>882</b>	<b>656,869</b>	<b>677,393</b>	<b>1,489</b>

Note: Some flights use both en route and oceanic services; miles and hours are in U.S. airspace.



# FY 2004 En Route and Oceanic Costs and Activity

En Route (Domestic) Costs (\$millions) for Managerial Reporting						
	Number of Facilities	Level 1 - Facility	Level 2 - Service Unit	Level 3 - ATO	Level 4 - FAA	Other
<b>Total</b>	<b>21</b>	<b>\$1,949.0</b>	<b>\$1,182.2</b>	<b>\$468.9</b>	<b>\$244.0</b>	<b>\$32.4</b>

Oceanic Costs (\$millions) for Managerial Reporting						
	Number of Facilities	Level 1 - Facility	Level 2 - Service Unit	Level 3 - ATO	Level 4 - FAA	Other
<b>Total</b>	<b>5</b>	<b>\$66.5</b>	<b>\$150.8</b>	<b>\$20.7</b>	<b>\$9.0</b>	<b>\$28.0</b>

En Route and Oceanic Activity (millions)							
En Route Activity				Oceanic Activity			
Flights	GCR Miles	Actual Miles	Hours	Flights	GCR Miles	Actual Miles	Hours
17.9	8,134.9	8,714.8	25.6	0.9	656.9	677.4	1.5

Miles and Hours are U.S. airspace only.

# FY 2004 Flight Service Cost for Managerial Reporting and Activity

FY 2004 Flight Service Station Cost for Managerial Reporting and Activity by Facility Group (\$millions)

Total Cost	Number of Facilities	Level 1 - Facility	Level 2 - Service Unit	Level 3 - ATO	Level 4 - FAA	Other
	61*	\$374.9	\$59.9	\$46.1	\$46.7	\$26.1

\*There are a number of satellite flight service stations that are grouped with 61 AFSS facilities.

Activity	Flight Service Aircraft Contacted	Flight Service Flight Plans Originated	Flight Service Advisories	Flight Service Pilot Briefings	Total Customer Contacts
	2,684,131	5,389,147	468,773	6,801,072	15,343,123

A contract to provide Flight Services was awarded to Lockheed Martin in February 2005 through an A-76 public/private competition. Lockheed Martin is scheduled to assume Flight Service operations (excluding Alaska) beginning in FY2006.

Once this transition is complete, operating costs are expected to decrease through consolidations and program efficiencies.

The FAA anticipates that this award will result in savings of approximately \$2.2 billion from program inception over the 10-year potential contract program.

# Airport and Airway Trust Fund

## Aviation Excise Tax Rates for FY 2004

- **Taxes calculated on flights based on user type code from ETMS:**
  - Fuel Tax (4.3¢ to 21.8¢ per gallon) calculated for Commercial, Air Taxi, Freight and General Aviation\*
  - Passenger Ticket Tax (7.5% of revenue) for commercial and Air Taxi
  - Segment Fee (\$3.10 per passenger) for Commercial and Air Taxi flights terminating at certain airports
  - Alaska/Hawaii Departure Fee (\$6.90 per passenger) for Commercial and Air Taxi flights leaving these states to U.S. mainland
  - International Departure/Arrival Fee (\$13.70 per passenger) for international Commercial and Air Taxi
  - Waybill Tax (6.25% of revenue) for Freight (domestic only—belly and all cargo)
  - Exclusion Zone—Domestic taxes apply to flights to points in Canada and Mexico within 225 miles of the border with the Continental U.S.
- **Non-ETMS Taxes**—Based on assumed flight length for GA operations and taxes paid by turboprop passenger flights for commercial operations

Note: Flights with user codes for Military, Other or Unknown not taxed.

\*Analysis excludes \$0.01 per gallon for leaking underground storage tanks that does not go to Airport and Airway Trust Fund.



# FY 2004 Taxes Distributed by User Type

## Using Tax Certification Totals (\$millions)

User Identification	Passenger Tax	Segment Tax	International Passenger Tax	Alaska-Hawaii Passenger Tax	Waybill Tax	Commercial Fuel Tax	GA Turbine Fuel Tax	GA AvGas Tax	Total User Tax	Total User Tax (Percent)
US Commercial Passenger Carriers	\$3,949.9	\$1,357.0	\$717.8	\$54.1	\$26.7	\$306.4	\$0.0	\$0.0	\$6,412.0	66.9%
Foreign Carriers	\$67.4	\$21.8	\$727.3	\$11.3	\$1.2	\$9.9	\$0.0	\$0.0	\$839.0	8.8%
Regional Airlines-T-prop/Piston	\$115.6	\$62.6	\$14.4	\$0.0	\$0.1	\$14.5	\$0.0	\$0.0	\$207.2	2.2%
Regional Airlines- Jets<60 seats	\$510.7	\$214.4	\$9.2	\$0.0	\$1.3	\$56.2	\$0.0	\$0.0	\$791.8	8.3%
Regional Airlines- Jets 61+ seats	\$175.3	\$71.1	\$44.3	\$4.3	\$0.9	\$25.5	\$0.0	\$0.0	\$321.4	3.4%
Charter Flight on US Carrier	\$25.4	\$8.0	\$24.8	\$0.2	\$0.2	\$3.0	\$0.0	\$0.0	\$61.6	0.6%
<b>Passenger Subtotal</b>	<b>\$4,844.3</b>	<b>\$1,734.9</b>	<b>\$1,537.9</b>	<b>\$70.0</b>	<b>\$30.4</b>	<b>\$415.5</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$8,633.0</b>	<b>90.1%</b>
US Commercial Carrier Freight	\$0.0	\$0.0	\$0.0	\$0.0	\$424.6	\$50.9	\$0.0	\$0.0	\$475.5	5.0%
Foreign Carrier Freight	\$0.0	\$0.0	\$0.0	\$0.0	\$9.1	\$3.9	\$0.0	\$0.0	\$13.0	0.1%
Regional Airline Freight	\$0.0	\$0.0	\$0.0	\$0.0	\$19.1	\$9.1	\$0.0	\$0.0	\$28.2	0.3%
<b>Freight Subtotal</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$452.8</b>	<b>\$64.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$516.7</b>	<b>5.4%</b>
Fractional Ownership Programs	\$50.1	\$7.5	\$0.3	\$0.0	\$0.0	\$8.4	\$0.0	\$0.0	\$66.3	0.7%
Non-Scheduled Part 135 Passenger	\$34.7	\$4.5	\$1.2	\$0.0	\$0.0	\$4.0	\$0.0	\$0.0	\$44.4	0.5%
Non-scheduled Part 135 Freight	\$0.0	\$0.0	\$0.0	\$0.0	\$0.5	\$0.5	\$0.0	\$0.0	\$0.9	0.0%
<b>Small Commercial/GA Subtotal</b>	<b>\$84.8</b>	<b>\$12.0</b>	<b>\$1.5</b>	<b>\$0.0</b>	<b>\$0.5</b>	<b>\$12.8</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$111.7</b>	<b>1.2%</b>
General Aviation-Turbine	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$219.5	\$0.0	\$219.5	2.3%
General Aviation-Piston	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$20.4	\$20.4	0.2%
General Aviation-Rotor	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1	\$0.0	\$0.1	0.0%
General Aviation-Tax Exempt	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	0.0%
<b>General Aviation Subtotal</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$219.7</b>	<b>\$20.4</b>	<b>\$240.1</b>	<b>2.5%</b>
Government/Military	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	0.0%
Not Classified by User Type	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	0.0%
<b>ETMS Subtotal</b>	<b>\$4,929.1</b>	<b>\$1,746.9</b>	<b>\$1,539.4</b>	<b>\$70.1</b>	<b>\$483.7</b>	<b>\$492.2</b>	<b>\$219.7</b>	<b>\$20.4</b>	<b>\$9,501.4</b>	<b>99.2%</b>
Commercial	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$27.7	\$0.0	\$27.7	0.3%
Military	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	0.0%
General Aviation	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$31.9	\$17.7	\$49.6	0.5%
<b>Non-ETMS Subtotal</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$59.5</b>	<b>\$17.7</b>	<b>\$77.3</b>	<b>0.8%</b>
<b>Total</b>	<b>\$4,929.1</b>	<b>\$1,746.9</b>	<b>\$1,539.4</b>	<b>\$70.1</b>	<b>\$483.7</b>	<b>\$492.2</b>	<b>\$279.2</b>	<b>\$38.1</b>	<b>\$9,578.7</b>	<b>100.0%</b>
<b>Total (Percent)</b>	<b>51.5%</b>	<b>18.2%</b>	<b>16.1%</b>	<b>0.7%</b>	<b>5.0%</b>	<b>5.1%</b>	<b>2.9%</b>	<b>0.4%</b>	<b>100.0%</b>	

Note: Calculated taxes are adjusted to IRS-certified total amounts for each tax type. Totals may not add due to rounding.

