Mission, Vision, Values

OUR MISSION
To provide the safest, most efficient aerospace system in the world.

OUR VISION
We strive to reach the next level of safety and efficiency and to demonstrate global leadership in how we safely integrate new users and technologies into our aviation system. We are accountable to the American public and our aviation stakeholders.

OUR VALUES
SAFETY IS OUR PASSION
We work so all air and space travelers arrive safely at their destinations.

EXCELLENCE IS OUR PROMISE
We seek results that embody professionalism, transparency, and accountability.

INTEGRITY IS OUR TOUCHSTONE
We perform our duties honestly, with moral soundness, and with the highest level of ethics.

PEOPLE ARE OUR STRENGTH
Our success depends on the respect, diversity, collaboration, and commitment of our workforce.

INNOVATION IS OUR SIGNATURE
We foster creativity and vision to provide solutions beyond today’s boundaries.

FAA Organization
The FAA fulfills its mission through five lines of business that work together with the aviation and aerospace industries, and other key stakeholders, to develop, operate, and maintain the national air transportation system.

Air Traffic Organization (ATO). The ATO provides safe and efficient air navigation services across 29.4 million square miles of airspace, including the United States, large portions of the Atlantic and Pacific Oceans, and the Gulf of Mexico. This represents more than 17 percent of the world’s airspace. ATO employees, such as air traffic controllers, technicians, pilots, engineers, program managers, and other support personnel, work tirelessly to keep aircraft moving safely and efficiently through the nation’s skies.

Airports (ARP). ARP takes the lead in planning and developing a safe and efficient national airport system. ARP is responsible for the regulatory oversight of airport safety and manages the national airport certification program. ARP sets standards for design, construction, and operation of airports (including the development and harmonization of international airport standards). Operational areas focus on airfield inspections, airport emergency operations, aircraft rescue and firefighting, and the mitigation of wildlife hazards. ARP also maintains the National Plan of Integrated Airport Systems and develops national-level guidance and policies on airport and system planning, environmental review, and an array of airport financial assistance programs. Additionally, ARP is responsible for establishing policies related to airport rates and charges, compliance with grant assurances, and airport privatization.

Aviation Safety (AVS). AVS certifies and approves the airworthiness of aircraft. AVS also manages the certification of pilots, mechanics, and others in safety-related positions, including approximately 11,500 commercial air operators and air agencies such as airports, maintenance organizations, and training organizations. AVS is also responsible for integrating drones and other advanced aviation technologies, developing regulations, conducting aviation accident investigations, and performing aerospace medical and human factors research.

Commercial Space Transportation (AST). AST’s mission is to enable safe space transportation. AST ensures the protection of the public, property, and national security of the United States during commercial space launch and reentry activities. AST authorizes launches and reentry operations and licenses launch and reentry sites. AST also promotes safety in U.S. commercial space transportation with consideration for environmental issues.

Security and Hazardous Materials Safety (ASH). ASH protects critical FAA assets, personnel, and the flying public from security risks, including criminal, terrorist, and insider threats. ASH operates 24/7 to safeguard assets through emergency preparedness and response, global aviation situational awareness, intelligence threat analysis, robust regulatory investigations, and support and education for law enforcement. ASH collaborates with FAA, interagency, industry, and foreign partners to provide national security support and to ensure safe transportation of hazardous materials (HAZMAT) in air commerce preventing accidents or incidents aboard aircraft through targeted oversight, education, outreach, and stakeholder engagement.

The FAA has nine staff offices that support these lines of business and help the agency accomplish its mission. For more information about FAA lines of business and staff offices, refer to pages 11-12 in the FAA’s FY 2023 Performance and Accountability Report at https://www.faa.gov/about/plansreports#performance, and please visit https://www.faa.gov/about办公室/.

45,230
TOTAL ACTIVE EMPLOYEES
As of September 30, 2023

Regional and Field Offices
As of September 30, 2023, the FAA had 1,790 active FAA employees outside the continental United States as follows: 1,099 in Alaska, 365 in Hawaii, 292 in U.S. territories, and 34 in foreign countries.
Performance at a Glance

Our FY 2023 performance is summarized in the following tables. The measures are grouped according to the FAA’s strategic goals: Safety, People, Global Leadership, and Operational Excellence. In FY 2023, the FAA achieved all 17 performance targets. The FAA has noted the measures for which the data provided are preliminary. For more information, see the Performance Results section starting on page 47 of the FAA’s FY 2023 Performance and Accountability Report, here: https://www.faa.gov/about/plans_reports#performance.

### SAFETY

Oversee and operate the safest aerospace system in the world, all with a culture of continuous improvement.

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>FY 2022 Results</th>
<th>FY 2023 Target Results</th>
<th>FY 2023 Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial Air Carrier Fatality Rate*</td>
<td>1.4</td>
<td>4.9</td>
<td>0.11</td>
</tr>
<tr>
<td>Reduce the commercial air carrier fatalities per 100 million persons on board U.S. carriers by 58% over 18-year period – FY 2008-2025. Target for FY 2023 is 4.9.</td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Commercial Surface Safety Risk Index</td>
<td>0.12</td>
<td>0.38</td>
<td>0.061</td>
</tr>
<tr>
<td>Maintain the weighted surface safety risk index at or below 0.38 per million operations for Commercial Aviation.</td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Non-Commercial Surface Safety Risk Index</td>
<td>0.27</td>
<td>1.39</td>
<td>0.371</td>
</tr>
<tr>
<td>Maintain the weighted surface safety risk index at or below 1.39 per million airport operations for non-commercial aviation.</td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>General Aviation Fatal Accident Rate*</td>
<td>0.86</td>
<td>0.94</td>
<td>0.761</td>
</tr>
<tr>
<td>Reduce the general aviation fatal accident rate to no more than 0.89 fatal accidents per 100,000 flight hours by 2028. FY 2023 Target: 0.94.</td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Commercial Space Licensed and Permitted Launch and Reentry Safety</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>No fatalities, serious injuries, or significant property damage to the uninvolved public during licensed or permitted space launch and reentry activities.</td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>FAA Advanced Air Mobility (AAM) Implementation Plan</td>
<td></td>
<td>New Measure for FY 2023</td>
<td>Met three targets</td>
</tr>
<tr>
<td>Develop a singular implementation plan that incorporates all of the agency work streams that must be completed in order to enable initial AAM services in the national airspace system.</td>
<td></td>
<td></td>
<td>✓</td>
</tr>
</tbody>
</table>
FAA Resources and How They Are Used

The FAA receives budget authority to obligate and expend funds from both the General Fund of the U.S. Treasury and the Airport and Airway Trust Fund (AATF). Aviation excise taxes, which include taxes on domestic passenger tickets, freight way bills, general and commercial aviation fuel, and international departures and arrivals, are deposited into the AATF. The AATF pays for investments in the airport and airway system, and a majority of the FAA’s operating costs. In FY 2023, the AATF paid for approximately 87 percent of the FAA’s enacted budget authority provided by the Consolidated Appropriations Act, 2023, with the remaining funds coming from the General Fund of the U.S. Treasury. In addition to the funding provided in this act, the FAA received supplemental funds from the Infrastructure Investment and Jobs Act, 2022 (IIJA), also known as the Bipartisan Infrastructure Law (BIL). This funding, intended to help rebuild the country’s critical infrastructure, is provided over five years from FY 2022-2026. The FAA’s IIJA funding is appropriated into three budget accounts: $3 billion annually for Airport Infrastructure Grants, $1 billion annually for the Airport Terminal Program, and $1 billion annually for Facilities and Equipment. While these supplemental appropriations increased the total amount of funding provided to the FAA, because they were derived from the General Fund they reduced the AATF share of the FAA’s total budget to just 69 percent for FY 2023.

Below, see a summary of the FAA budget accounts that receive these funds. For additional information, see pages 34-36 of the FAA’s FY 2023 Performance and Accountability Report at https://www.faa.gov/about/plans_reports#performance; the chart on page 35 summarizes the sources of funding that are appropriated to the budget accounts to support the FAA lines of business and non-line of business programs and to achieve the agency’s strategic goals.

**TOTAL BUDGET**

<table>
<thead>
<tr>
<th>Description</th>
<th>Budget Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Enacted for Fiscal Year 2023</strong></td>
<td><strong>$24.025 Billion</strong></td>
</tr>
</tbody>
</table>

**Performance Measure**

- **Critical Acquisition Milestones on Schedule**
  - FY 2023 Results: 96%
  - Target: 90%
  - Status: Met target

- **Ensure runway pavement is kept in a safe and serviceable condition**
  - FY 2023 Results: 97.6%
  - Target: 93%
  - Status: Met target

- **Sustainability – FAA Facilities and Operations**
  - FY 2023 Results: Met all targets
  - Target: Meet target
  - Status: Met target

- **Obtain Unmodified Audit**
  - FY 2023 Results: Unmodified audit opinion
  - Target: Unmodified audit opinion
  - Status: Met target

- **Aircraft Noise**
  - FY 2023 Results: New Measure for FY2023
  - Target: Meet two targets
  - Status: Met two targets

- **Bipartisan Infrastructure Law - 30x30**
  - FY 2023 Results: New Measure for FY2023
  - Target: Award Contract for Tower Design Initiative
  - Status: Awarded Contract

*This performance measure supports a DOT Agency Priority Goal.
✓ Target met  ❌ Target not met
For the fiscal year ended September 30, 2023, FAA’s net costs were $20.9 billion. The percentage of net costs by FAA strategic goal area are shown below.

<table>
<thead>
<tr>
<th>Strategic Goal Area</th>
<th>Costs (Dollars in Thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety</td>
<td>$14,326,698</td>
</tr>
<tr>
<td>People</td>
<td>$350,948</td>
</tr>
<tr>
<td>Global Leadership</td>
<td>$50,843</td>
</tr>
<tr>
<td>Operational Excellence</td>
<td>$6,189,346</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$20,917,835</strong></td>
</tr>
</tbody>
</table>

**Safety.** A little more than $14.3 billion was devoted to further enhance the outstanding safety record of the nation’s airspace. The majority of this, $11.3 billion, was spent by the ATO, largely to maintain the safe separation of aircraft in the air and on the ground. ARP also provided approximately $1.1 billion for projects to preserve or enhance safety. AVS spent just over $1.9 billion on its programs to regulate and certify aircraft, pilots, and airlines. Together, ASH and AST spent approximately $112 million.

**People.** As a whole, the FAA committed approximately $351 million to strengthen the agency’s ability to fulfill its safety, operational excellence, and global leadership goals through a highly diverse, engaged, and skilled workforce.

**Global Leadership.** Approximately $51 million was used to help the U.S. reassert its global influence and bolster its reputation as the world’s leader in aviation safety.

**Operational Excellence.** A little less than $6.2 billion, or about 30 percent of total net costs, was assigned to invest in better technologies that improve efficiency, while concurrently sustaining the existing infrastructure of the national airspace system.

For additional information, please see pages 27–36 of the FAA’s FY 2023 Performance and Accountability Report, here: [https://www.faa.gov/about/plans_reports#performance](https://www.faa.gov/about/plans_reports#performance).

**FY 2023 Top Management Challenges**

The Reports Consolidation Act of 2000 requires the Inspector General (IG) to identify and report annually on the most serious management and performance challenges that federal agencies face. The DOT IG’s report highlights urgent issues facing the entire DOT, of which the FAA is one component organization.

On November 1, 2023 the DOT IG issued its forward-looking report identifying the top management and performance challenge areas facing the DOT in FY 2024.

Of the 24 key challenge areas identified by the Inspector General for FY 2024, DOT tasked the FAA with addressing the following five:

- Enhance FAA’s Oversight of Aircraft Certification and Production
- Diagnose Root Causes to Prevent and Mitigate Runway Incursions
- Understand and Address the Causes of Flight Delays and Cancellations
- Recover From and Assess the Impact of Delayed and Diminished NextGen Programs on Agency Costs and Benefits for Airspace Users
- Integrate New Technologies Into the National Airspace System

For a brief summary of how the FAA is addressing these challenge areas, see pages 156–161 of the FAA’s FY 2023 Performance and Accountability Report, here: [https://www.faa.gov/about/plans_reports#performance](https://www.faa.gov/about/plans_reports#performance).

Additionally, the IG’s finalized report is available on the IG’s website at [https://www.oig.dot.gov/](https://www.oig.dot.gov/) and on the FAA’s website at [https://www.faa.gov/about/plans_reports](https://www.faa.gov/about/plans_reports).

**For More Information**

This FY 2023 Summary of Performance and Financial Information and its companion, the FY 2023 Performance and Accountability Report, and prior year documents are available on the FAA website at [https://www.faa.gov/about/plans_reports/#performance](https://www.faa.gov/about/plans_reports/#performance).