Small Unmanned Aircraft Systems Survey Report 2024

Over the past two decades Unmanned Aircraft Systems (UAS), commonly referred to as drones, have grown rapidly in popularity and proven useful in many applications including military, recreational, commercial, emergency response and more. The Federal Aviation Administration (FAA) has taken and continues to take extensive actions, including but not limited to public education and outreach, implementing new regulations, issuing certifications, and establishing registrations to safely integrate UAS into the National Airspace System (NAS).

To continue the safe integration of UAS into the NAS, forecast future conditions, and estimate economic impact, the FAA has a need for reliable UAS activity data. Though most UAS operators are required to register and pay a fee under part 107 rules, the majority of UAS operations occur outside of airports, and operators are free to fly without reporting activities such as number of flights conducted, duration of flights, and flight locations. To meet this need and evaluate operational characteristics, the FAA conducts the Survey of UAS Operators, an annual survey of registered UAS operators.[1]

The survey relies on two UAS registries for its sample frame: the Part 107 registry and the recreational UAS registry. The Part 107 registry broadly covers operators of UAS less than 55 lb who are operating for work, business, school, non-profit, mixed purposes, and nearly all other purposes. The recreational registry serves a limited statutory exception and is intended for operators who fly UAS under 55 lb for exclusively recreational purposes. Broadly, the recreational exemption provides a lower burden and simplified path to compliant operations in the NAS for individuals who fly exclusively for fun. Part 107 operators have a comparatively larger burden but are afforded more flexibility in terms of operation purpose, operation type, and ability to apply for waivers. These two registries cover the majority, though not all, of small UAS operators within the NAS.

Both the recreational and Part 107 registries require an email address, physical address, and mailing address of the registrant upon registration. This information enables a stratified random sample survey methodology using type of operator, recreational or Part 107, and geography, U.S. county or the equivalent, as the strata. This sampling procedure balances public burden, government cost, and the need for accurate data to generate estimates and forecasts. In 2024, the FAA sampled 30 recreational registrants and 30 Part 107 registrants from each U.S. county. However, many counties had fewer than the sampling target of active registrants. In these cases, the survey sampled all eligible registrants. The low number of eligible registrants in some cells is a result of two factors. First, many counties do not have 30 active registrants. Second, since the initial survey administration, a permanent opt-out option has been included, generating a list of

[1]The survey began in 2021 with a baseline of UAS activities and has continued annually through the present. The survey is approved through the Office of Management and Budget (OMB Control #2120-0797) and the FAA privacy office, thereby satisfying statutory requirements for federal information collections and maintaining safety around the privacy of the respondents.

registrants who are removed from the sample. Therefore, in counties with few active registrants, this may have resulted in the sampling of all available registrants.

The 2024 survey of UAS activity opened on January 17th, 2025, and closed on March 31st, 2025. The sole recruitment method for the survey was email invitations consisting of an initial invitation and periodic reminder emails to those who had not yet responded. Administration of the survey was achieved by using a GSA approved survey platform.[2] A total of 97,857 invitations were sent to UAS registrants: 54,634 recreational registrants and 43,223 Part 107 registrants. Invitations were sent to operators in 2,263 counties across all 50 states, Washington DC, Puerto Rico, American Samoa, Northern Mariana Islands, and the US Virgin Islands.

Overall, 24.3% of invited registrants responded to the 2024 survey. The response rate varied marginally by registration type with a 26% response rate for recreational registrants and a 22% response rate for Part 107 registrants. This difference in response rate by registration is consistent with previous survey administrations. Of the invited registrants who did not respond, 4.2% had unreachable email addresses, an additional 4.2% opted out of receiving emails from the survey platform, and the reasons for the remainder of the non-responses are unknown. Of those that accessed the survey, 94% agreed to participate, 2.8% opted out of the survey for 2024, and 3.5% requested that the FAA permanently remove them from the FAA's survey list.

The survey consisted of as few as six questions or as many as 40 questions based on the respondents' answers and the registry from which they were recruited. Given the complex nature of some operators and their operations, the survey employed a branching logic to ensure the right type of operator received the correct questions. The standard format of the questions provided for optional responses, with required responses only used where necessary. Periodically, the survey asked an open-ended question soliciting general feedback about the survey and specific questions. The average time to complete the survey was approximately 10 minutes. Recreational registrants received questions related to their recreational activity and Part 107 registrants received questions relating to their nonrecreational activity, except for Part 107 registrants who indicated exclusively recreational activity who then received questions about their recreational activity. As such, the language used in the survey questions was tailored to recreational and nonrecreational operations.

All respondents were asked their total number of flights conducted in 2024, defined as a takeoff and a subsequent landing. Respondents from the recreational registry were asked to report their total number of recreational flights and how many of these flights were conducted in a FAA-Recognized Identification Areas (FRIAs).[3] The question of flights conducted within a FRIA was added in 2024 in response to findings in 2023 showing differentiation of flight and fleet characteristics as a function of a self-identification question and free responses where

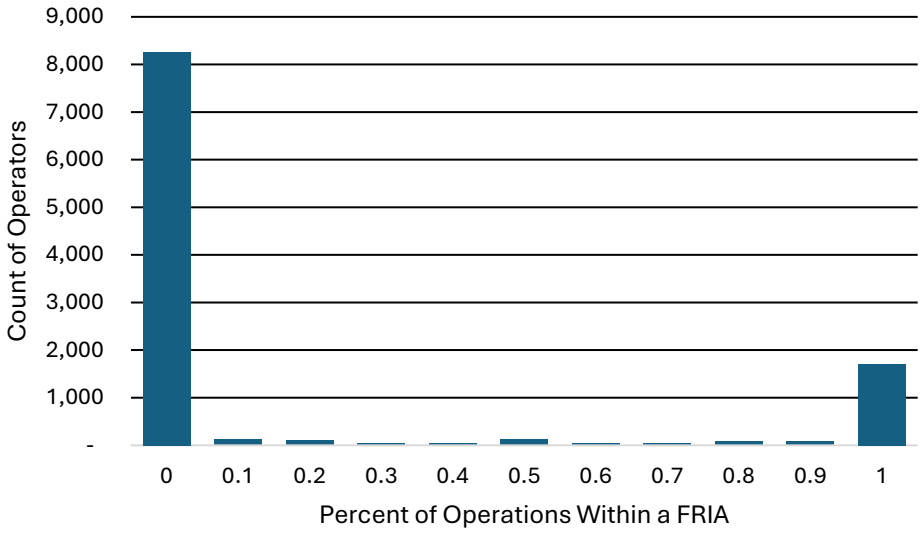
[2]The survey platform [see https://www.surveymonkey.com/] is approved by the Government Services Administration (GSA) and provides a fast and cost-effective method for designing, deploying, and organizing a questionnaire. Given the internet-based registration for UAS operators, an internet-based questionnaire was best suited for this population.

[3] A FAA-Recognized Identification Areas (FRIAs) is a defined geographic area where drones can be flown if they don't have Remote ID equipment. FRIAs are often used by community organizations and educational intuitions. [see https://www.faa.gov/uas/getting_started/remote_id/fria]

respondents specifically said they did not identify as “drone” operators but rather as “model aircraft” operators, and further added that they operate within FRIAs which are functionally different than operations in class G airspace. Both the FRIA operations and self-identification question suggest that model aircraft operators are functionally different from “drone” operators. The data presented here bear this supposition out and reveal relationships between the level of operations within a FRIA to aircraft types owned, number of flights, and other operational factors.

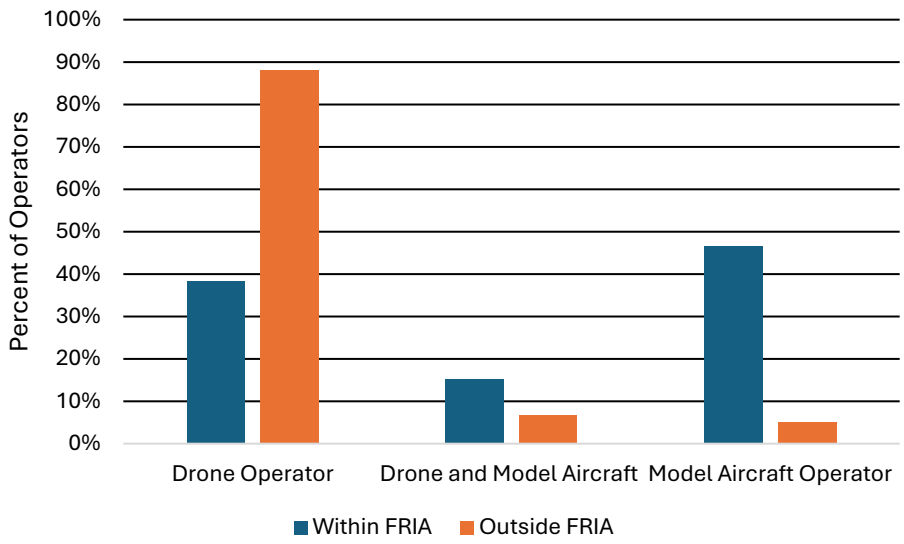
To better differentiate types of recreational operators, the analysis considered operational activity outside and within a FRIA. Figure 1 shows the distribution of recreational operators as a function of what percent of their flights were conducted in a FRIA. A clear pattern emerges, 77% of operators conduct less than 10% of their operations within a FRIA and 16% of operators conduct 90% or more of their operations within a FRIA. This reveals a bimodal distribution with over 93% of respondents on either extreme. As such, the FAA selected to classify recreational respondents into two categories; first, Outside FRIA respondents who operated greater than 50% of their flights outside a FRIA, and second, Within FRIA respondents who operated 50% or greater of their flights within a FRIA.

Figure 1 Count of Recreational Respondents by Percent operations within a FRIA



Recreational respondents self-identified as drone operators, model aircraft operators, both drone and model aircraft operators, or as neither. This distinction was added in 2023 in response to feedback in the previous year’s survey and proved useful in parsing the operational characteristics of recreational operators. Figure 2 shows the relationship between the self-identification question and the classification based on FRIA operations. The relationship between these factors illuminates a pattern, where model aircraft operators are substantially more likely to operate within a FRIA while drone operators are substantially more likely to operate outside of a FRIA.

Figure 2 FRIA Operator Classification and Self-identification



Further distinctions related to annual flights conducted, aircraft owned and operated, airframe type, and take-off weight category are illuminated by the operational FRIA classification and the self-identification response (see Tables 1 and 2). Considering the FRIA classification, we find that Within FRIA operators report 2.7 times as many annual flights, 4 times as many aircraft owned, and 3.5 times as many aircraft operated when compared to Outside FRIA operators. FRIA operators on average operate 7.5 fixed wing aircraft a year as compared to an average of 0.5 for Outside FRIA operators.

Table 1 Annual UAS Characteristics by FRIA Classification for Recreational Respondents

ANNUAL CHARACTERISTICS	WITHIN FRIA	OUTSIDE FRIA
FLIGHTS	103.7	37.9
AIRCRAFT OWNED	10	2.5
AIRCRAFT OPERATED	5.9	1.7
FIXED WING OPERATED	7.47	0.47
QUADCOPTER OPERATED	0.83	1.46
HEXACOPTER OPERATED	0.01	0.09
OCTOCOPTER OPERATED	0.00	0.01
ROTARY WING OPERATED	0.36	0.10
OTHER AIRFRAME OPERATED	0.05	0.02
LESS THAN 0.55 LB OPERATED	0.96	0.76
0.5 LB TO LESS THAN 5 LB OPERATED	2.84	1.00
5 LB TO LESS THAN 15 LB OPERATED	2.30	0.15
15 TO LESS THAN 25 LB OPERATED	0.59	0.03
25 TO LESS THAN 55 LB OPERATED	0.31	0.01
55 LB OR GREATER OPERATED	0.01	0.00

When considering the self-identification response, we see that model aircraft operators reported 132 annual flights while drone operators reported 30. While, on average, model aircraft operators operated 0.2 quadcopters and 10.9 fixed wing aircraft compared to drone operators who operated 1.5 quadcopters and 0.2 fixed wing aircraft. Investigation of the crosstabulations revealed larger differences between the subgroups of Within FRIA model aircraft operators versus Outside FRIA drone operators; these subgroups conducted, respectively, 153 versus 30 annual flights, operated 13.2 versus 0.02 fixed wing annually, and operated 0.1 versus 1.5 quadcopters annually.

Table 2 Annual UAS Characteristics by Self-Identification Response for Recreational Respondents

ANNUAL CHARACTERISTICS	DRONE OPERATOR	MODEL AIRCRAFT OPERATOR	BOTH OPERATOR
ANNUAL FLIGHTS	30.1	132.3	116.5
AIRCRAFT OWNED	1.6	13.8	5.6
AIRCRAFT OPERATED	1.4	7.8	11.1
FIXED WING OPERATED	0.03	10.86	4.40
QUADCOPTER OPERATED	1.46	0.17	1.97
HEXACOPTER OPERATED	0.08	0.03	0.05
OCTOCOPTER OPERATED	0.01	0.01	0.01
ROTARY WING OPERATED	0.04	0.54	0.61
OTHER AIRFRAME OPERATED	0.01	0.11	0.07
LESS THAN 0.55 LB OPERATED	0.64	1.05	1.87
0.5 LB TO LESS THAN 5 LB OPERATED	0.80	3.62	2.95
5 LB TO LESS THAN 15 LB OPERATED	0.04	3.13	1.44
15 TO LESS THAN 25 LB OPERATED	0.00	0.83	0.29
25 TO LESS THAN 55 LB OPERATED	0.00	0.45	0.10
55 LB OR GREATER OPERATED	0.00	0.01	0.01

With respect to temporal cycles in operations, we see profound hourly, weekly, and monthly cycles. Figure 3 shows the percentage of operations by month as a function of FRIA classification. Recreational operators strongly favor the summer months over the winter for operating. Figure 4 shows the percentage of operations by week and 4-hour time blocks as a function of FRIA classification. Recreational operators favor Saturday and Sundays for flying. They also show a strong preference for daytime over nighttime. These temporal cycles are congruent with previous surveys and on their face make sense as the average recreational operator chooses to fly during the day, usually on the weekend, and during the summer when the weather is likely favorable.

Figure 3 Percentage of Flights by Month and FRIA Classification

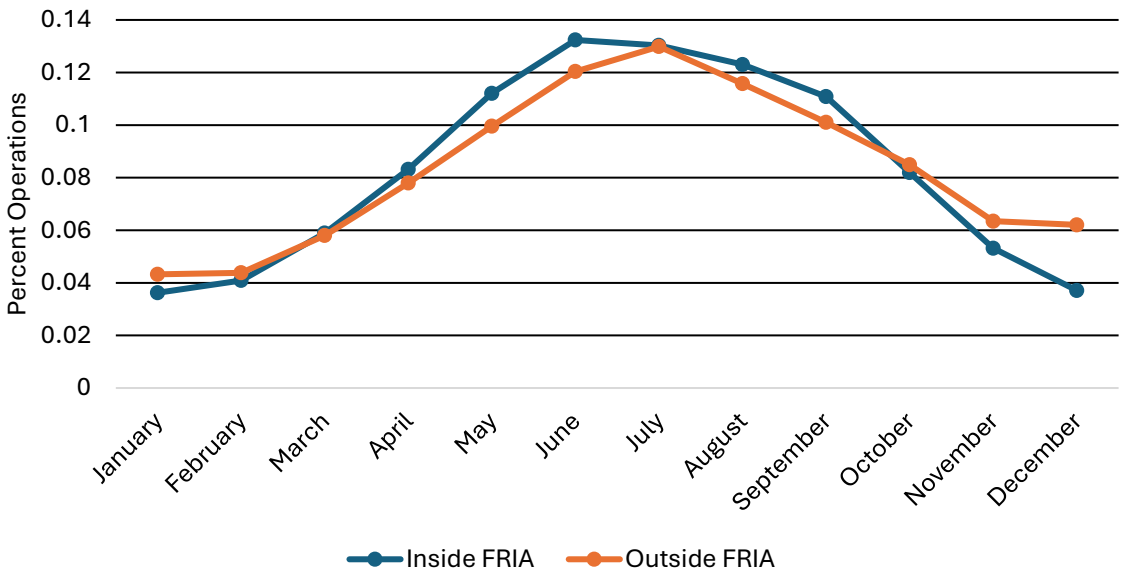
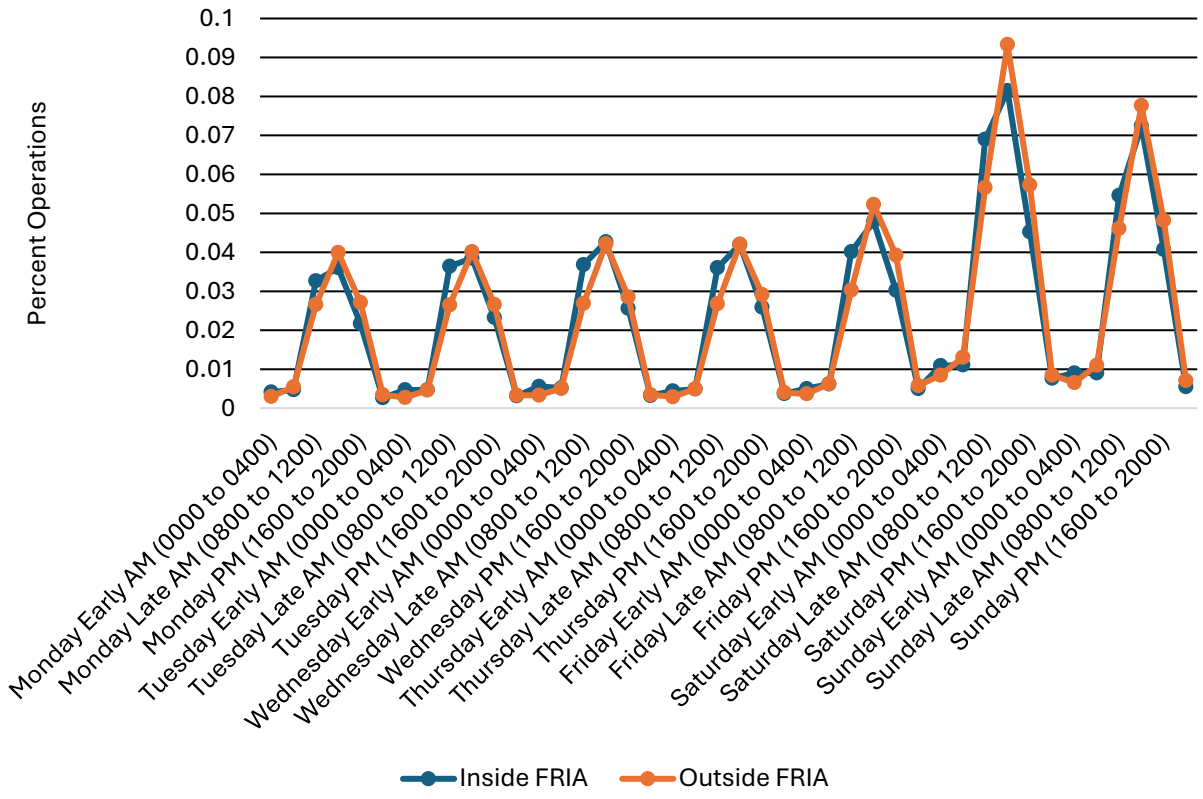


Figure 4 Percentage of Flights by Weekday, Time of Day, and FRIA Classification*



*Note: Data from every 4-hour block is displayed, however, the X axis labels every other block to avoid visual crowding.

Part 107 operators have diverse operations and are asked how many nonrecreational flights and how many recreational flights they performed in 2024. The FAA uses an initial classification of Part 107 operators based on this question. Operators who reported at least 1 nonrecreational flight were classified as Core Part 107 operators (56%, n=4,559), operators who reported 0 nonrecreational and at least 1 recreational flight were classified as Recreational Only (36%, n=2,982), and operators who reported 0 flights were considered non-operational (8%, n=659). Core Part 107 operators are of primary interest to the FAA as this group is conducting nonrecreational flights. However, the large percentage of Recreational Only Part 107 operators remains of interest.

Part 107 operators responded to a self-identification question where they could select as many options as they wished including; (a) commercial, business, or pilot for hire; (b) emergency response, public safety, or law enforcement; (c) other government (nonemergency); (d) university, research institution, or non-profit; (e) recreational or hobby: drone; (f) recreational or hobby: model aircraft; and (g) a fill-in "other" category. Figure 5 shows those selections and reveals that many operators identified as commercial, business, or pilot for hire.

Figure 5 Count of Respondents Who Self-Identified

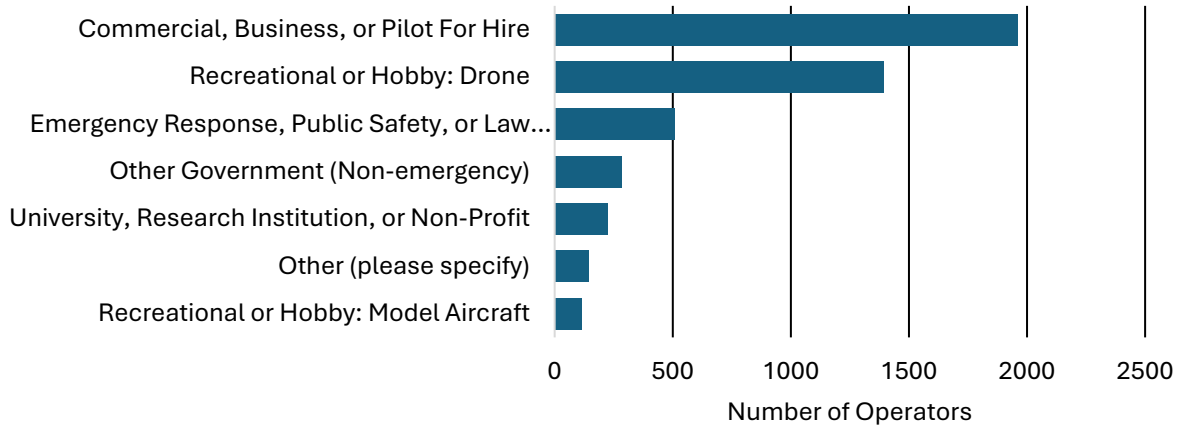


Table 3 shows characteristics of annual flights conducted, aircraft owned and operated, airframe type, and take-off weight category by Part 107 classification. Consistent with previous surveys Core Part 107 operators have more annual flights than Recreational Only Part 107 and recreational operators.

Table 3 UAS Annual Characteristics by Part 107 Classification

ANNUAL CHARACTERISTICS	CORE PART 107	RECREATIONAL ONLY PART 107
FLIGHTS	131.3	26.0
NONRECREATIONAL FLIGHTS	95.1	-
AIRCRAFT OWNED	2.8	1.7
AIRCRAFT OPERATED	2.2	1.4
FIXED WING OPERATED	0.1	1.7

ANNUAL CHARACTERISTICS	CORE PART 107	RECREATIONAL ONLY PART 107
QUADCOPTER OPERATED	2.3	1.2
HEXACOPTER OPERATED	0.0	0.1
OCTOCOPTER OPERATED	0.0	0.0
ROTARY WING OPERATED	0.1	0.4
OTHER AIRFRAME OPERATED	0.0	0.1
LESS THAN 0.55 LB OPERATED	0.6	0.5
0.5 LB TO LESS THAN 5 LB OPERATED	1.6	0.8
5 LB TO LESS THAN 15 LB OPERATED	0.5	0.2
15 TO LESS THAN 25 LB OPERATED	0.1	0.0
25 TO LESS THAN 55 LB OPERATED	0.1	0.0
55 LB OR GREATER OPERATED	0.4	0.0

The survey further asked a subjective scale question to better identify the commercial sectors Core Part 107 operators participated in. Respondents selected from an activity-level 5-point Likert scale. Figure 6 shows the counts of respondents who selected “somewhat active”, “active”, or “very active” from this scale. Real Estate and Construction proved the most common activity for Core Part 107 operators with over 500 operators indicating that they are “somewhat active” or more active in this area.

Figure 6 Count of Respondents Who Self-Identified with Specific Commercial Activities

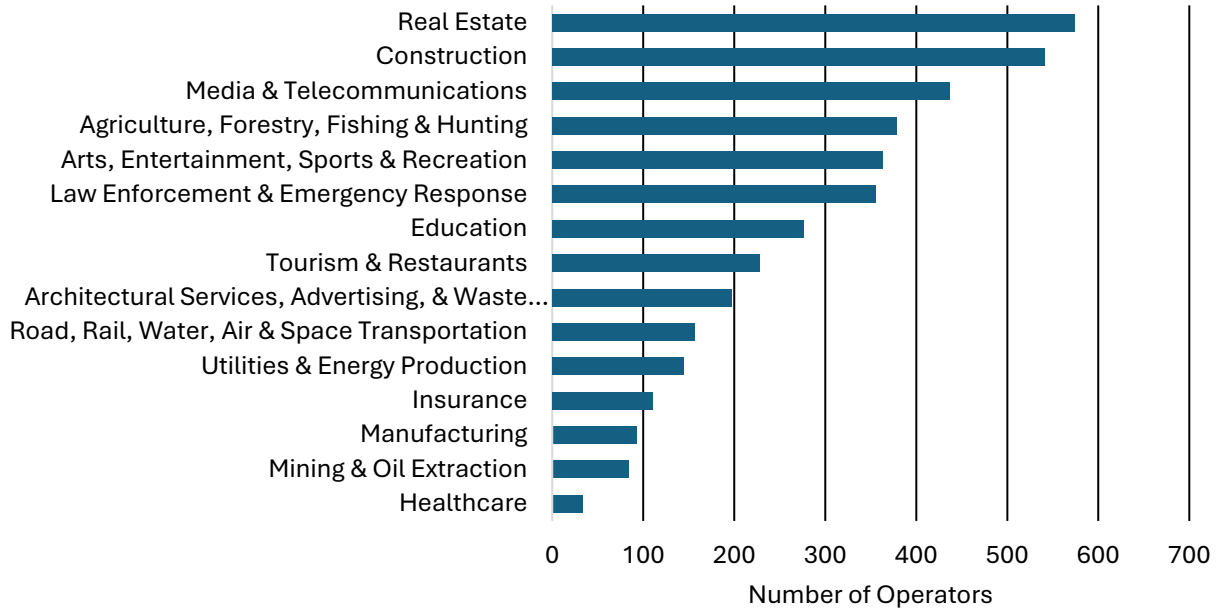
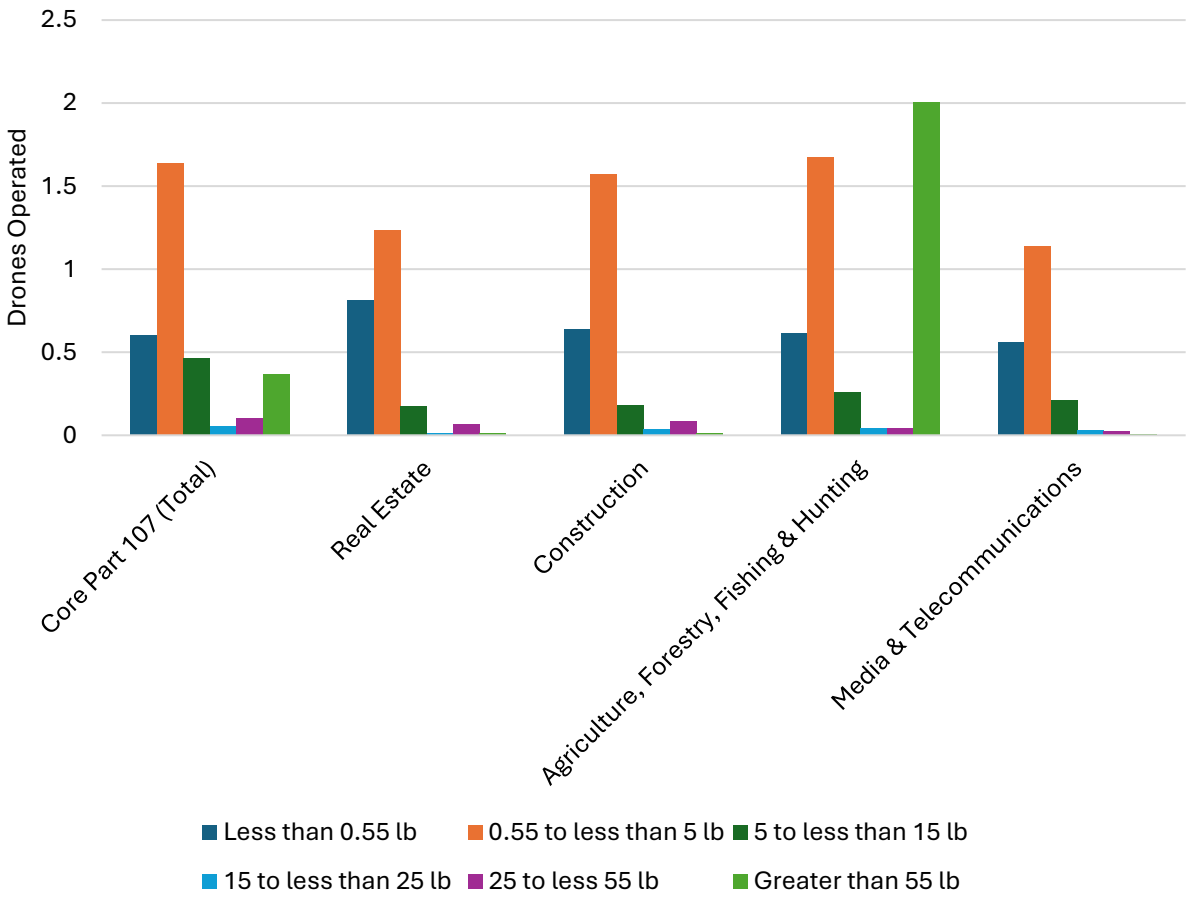


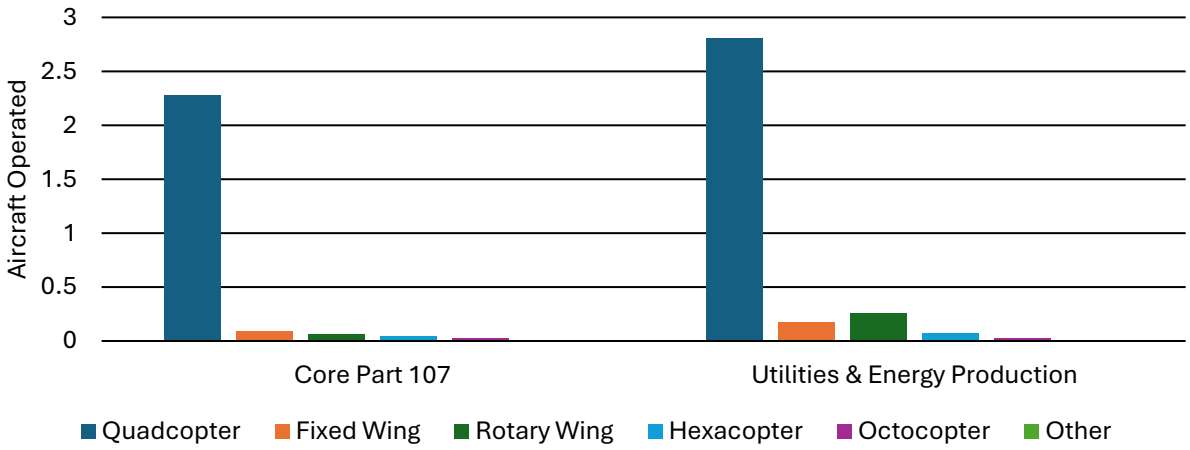
Figure 7 considers the relationship between activity in commercial sectors and the weight category of aircraft operated by that operator. UAS between 0.55 and 5 lb are the most widely operated, with UAS less than 0.55 lb the second most common weight. Notably, those who reported activity in the agriculture, forestry, fishing & hunting commercial sector reported significantly more large UAS (greater than 55 lb). This difference is likely due to the growth and prevalence of agricultural operations such as spraying and seeding that require heavier UAS.[4] Operation a large UAS is not permitted under Part 107, it requires a 44807 exemption which in turn requires a Part 107 registration.[5] Figure 8 shows airframe types for Core Part 107 operators and active utilities & energy production operators. Quadcopters are the most common airframe type by a significant margin with an average of 2.3 operated, second to that is the fixed wing airframe with 0.08 operated in 2024. Respondents indicating activity in the utilities & energy production sector show a relative increase in rotary wing and fixed wing airframe types.

Figure 7 UAS Operated by Weight Category and Reported Activity Level in Commercial Sectors



[4] See the Compendium to FAA Aerospace Forecast FY 2025-2045 Emerging Aviation Entrants: Unmanned Aircraft Systems and Advanced Air Mobility (https://www.faa.gov/data_research/aviation/aerospace_forecasts/2025-uas-and-aam-full-document.pdf)
[5] See https://www.faa.gov/uas/advanced_operations/certification/section_44807

Figure 8 UAS Operated by Airframe Type for Core Part 107 Operators and Utilities & Energy Production



Core Part 107 operators also reported their temporal operations by month, week, and 4-hour time block of the day. Figure 9 shows a seasonal effect for Core Part 107 operators with flights more common in the summer months than the winter months, resembling that of recreational operators. Using the activity question as a segregation and considering respondents who reported “somewhat active”, “active”, or “very active” in the agriculture, forestry, fishing & hunting commercial sector, the data reveal a more pronounced seasonality effect. This could be due to an increased need to actively manage pests and diseases and monitor field health in the summer. Figure 10 reveals that Core Part 107 operators flew during the daytime far more than the nighttime. They also showed consistent activity Monday to Friday and decreased activity on Saturday and Sunday. This pattern stands in contrast to the recreational registrants who had increased activity on the weekend. This is likely because these operators were engaged in nonrecreational and potentially commercial activity, that is more likely to occur during the standard work week.

Figure 9 Percentage of Flights by Month for Core Part 107 Operators and Respondents Indicating Activity in Agriculture, Forestry, Fishing & Hunting

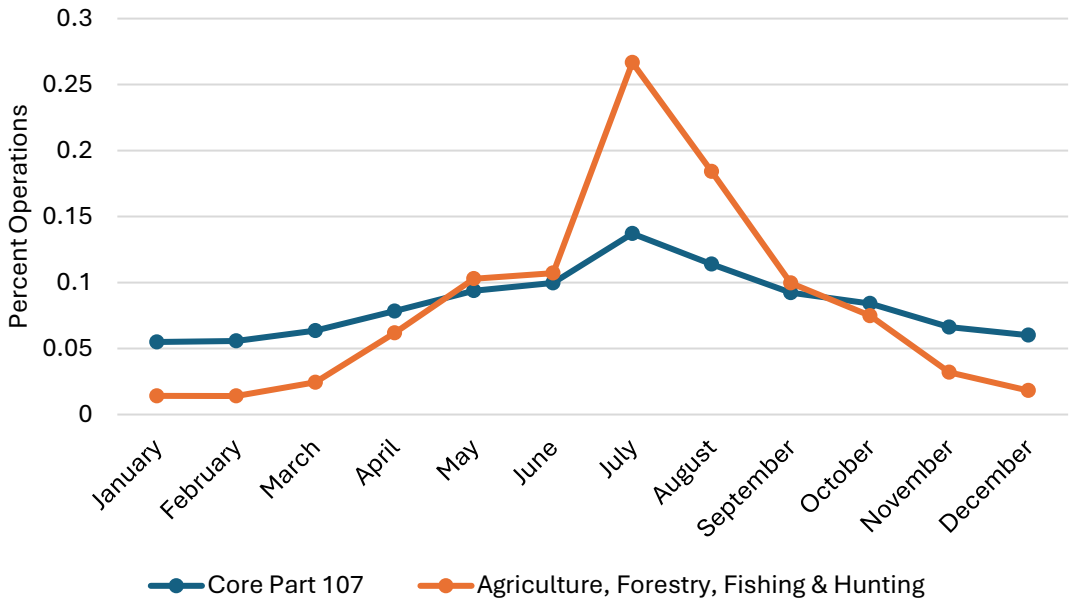
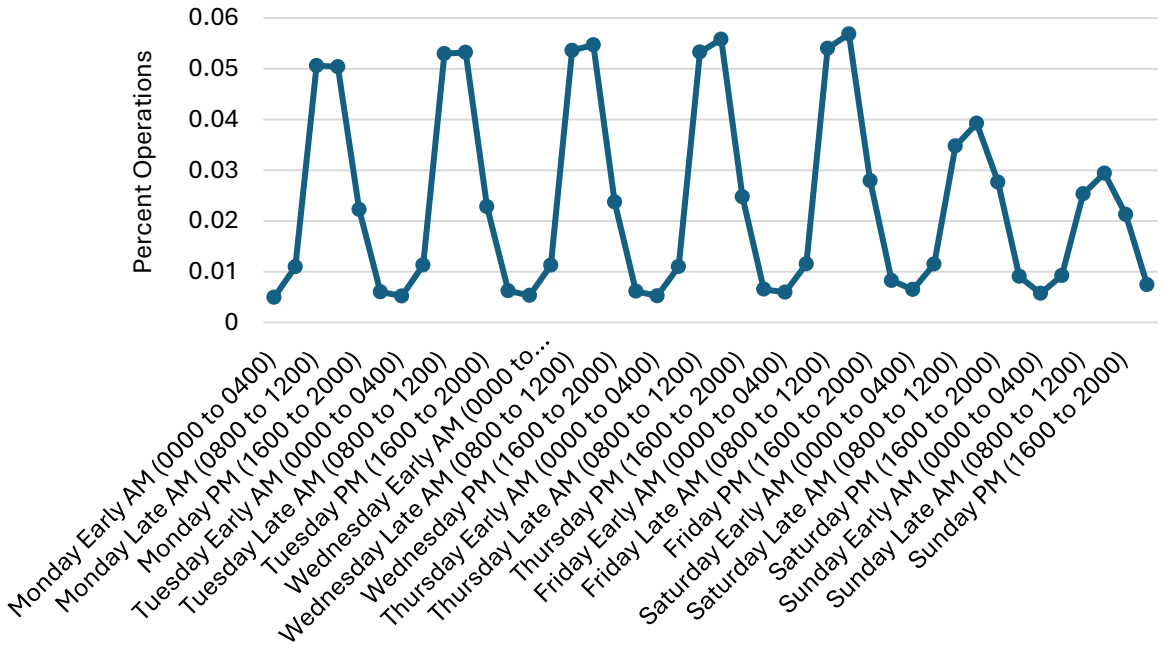


Figure 10 Percentage of Flights by Weekday and Time of Day for Core Part 107 Operators*



*Note: Data from every 4-hour block is displayed, however, the X axis labels every other block to avoid visual crowding.

One group of particular interest in the Part 107 respondents are the emergency response organizations. Three hundred and eighty-two Part 107 registrants indicated that they operate UAS for an emergency response organization (police department, fire department, or search and rescue agency) and that their organization has an unmanned aircraft system. The average age of these organizations was three and a half years with the longest operating 15 years. Collaboration of UAS programs was evident with above forty percent (41%) of these organizations reporting that they share a UAS program with another organization. They reported an average of 10.9 operations per month with a median of 4 and a maximum of 500 operations per month, demonstrating that some organizations are far more active than others. These organizations reported an average of 7.0 UAS operators and/or remote pilots currently participating in their program with only 3.5% hiring private UAS operators and/or remote pilots. In total, these organizations reported conducting 45,888 emergency response operations in 2024.

These emergency response organizations reported an average of 4.4 UAS owned and 3.4 UAS operated, with the largest organization reporting 250 UAS operated. The majority of these UAS are quadcopters (88%) with the second most common airframe being rotary wing (7%). The average operational life of the UAS was reported to be 3.1 years. With respect to weight, 58% of the UAS reported were 0.55 lb to 5 lb, 24% weighed less than 0.55 lb, and 13% were over 5 lb These respondents also provided the types of missions they conducted in 2024 (see Table 4). Nearly all emergency response organizations (89%) engaged in search and rescue operations, while a minority 7% engaged in explosive ordnance disposal missions. One organization highlighted their water rescue and deployment of life saving floatation devices. These organizations further reported that 24% had applied for a waiver and 3% applied for an exemption in 2024 with 41% intending to apply for waiver and 8% intending to apply for an exemption in 2025. One hundred six organizations indicated an intent to apply for a BVLOS beyond visual line of sight aircraft operation (BVLOS; 107.31) waiver, and 29 organizations intend to apply for an above 400ft (107.51(b)) waiver in 2025.

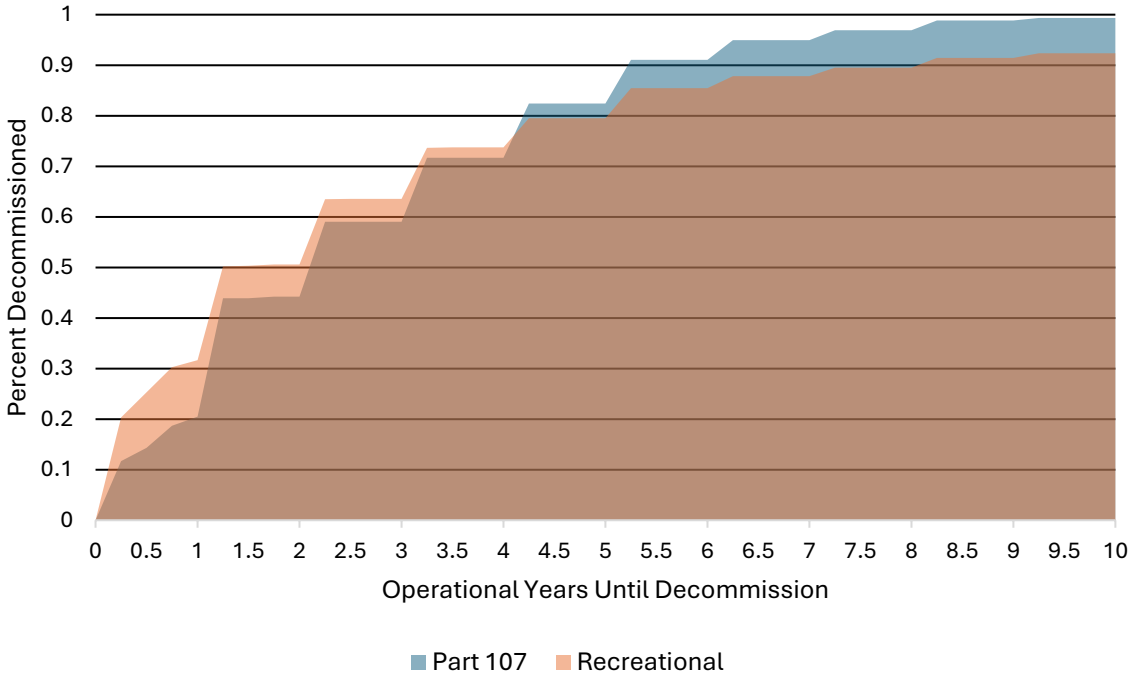
Table 4 Emergency Response Uses

UAS USES	PERCENT OF EMERGENCY RESPONSE ORGANIZATIONS
CRIME SCENE DOCUMENTING	49
TRAFFIC CRASH RECONSTRUCTION	36
TACTICAL SUPPORT	59
SEARCH AND RESCUE	89
SEARCH OF WANTED PERSONS	57
FIREFIGHTING SUPPORT	53
NATURAL DISASTER RESPONSE	61
EXPLOSIVE ORDNANCE DISPOSAL	7
TRAINING	80
PUBLIC DEMONSTRATIONS	52

Additionally, 365 of these operators responded to the question asking what type of airspace they operated in for 2024. Most (78%) indicated operating in class G, 30% in class E, 24% in class D, 13% in class C, 4% in class B, and 1% in class A airspace. This airspace use pattern, diversity of operations, and existing waivers and exemptions highlight the complexities of these operations.

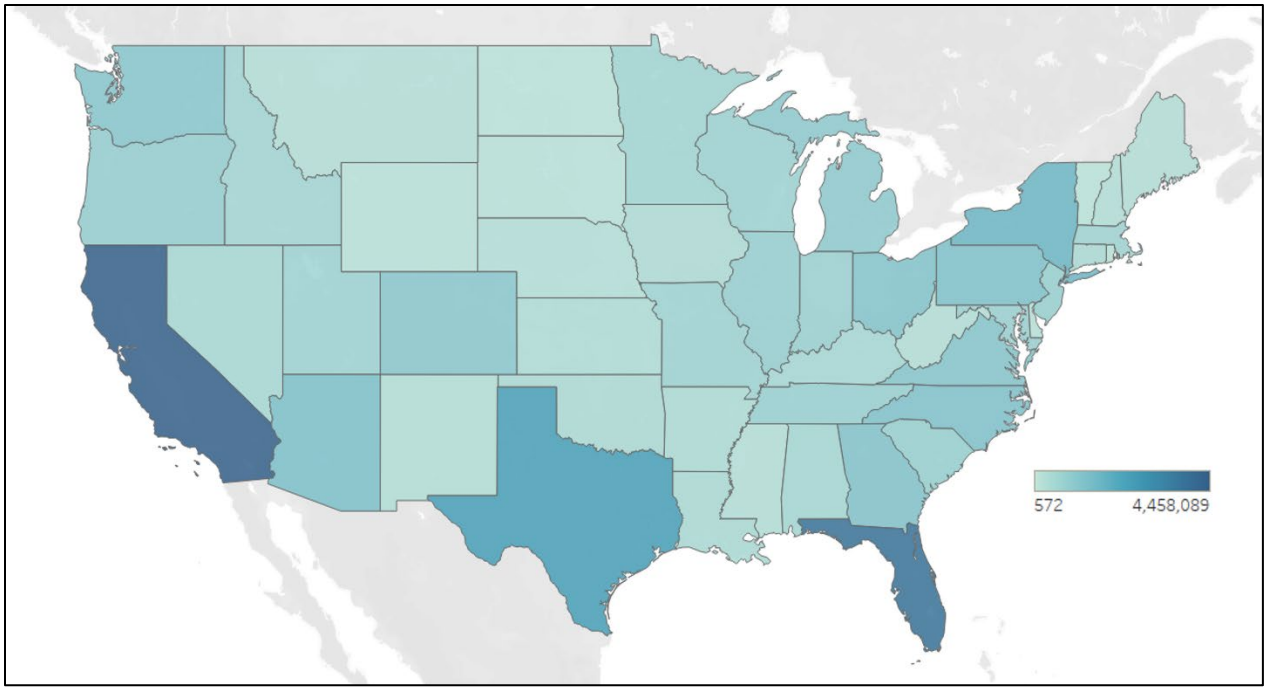
For economic analysis and UAS forecasting, the average operational life of a UAS is important to understand. As such, respondents reported the operational life of decommissioned UAS with decommissioning defined as disassembly, parted out, defective or damaged beyond use, scrapped, or became obsolete. Figure 11 compares the decommissioning rate of Part 107 operators and recreational operators. Part 107 operators reported an average operational life of 2.5 years (median of 2 years), with a maximum life of 15 years, and minimum of 1 day, while recreational operators reported an average operational life of 3.0 years (median of 1 year), with a maximum life of 40 years, and minimum of 1 day. The cumulative decommission plot reveals that recreational operators are more likely to decommission aircraft in the initial years compared to Part 107 operators, however, recreational operators are more likely to delay decommissioning in later years. This pattern can be seen by considering three time points; first, year 1 where over 30% of recreational decommissions have occurred but only 20% of Part 107 decommissions; second, year 4 where in both groups roughly 70% of decommissions have occurred; third, year 10 where 92% of recreational decommissions have occurred and 99% of Part 107 decommissions. This was revealed in the maximum value and could be a result of the model aircraft operators who often build and repair their own aircraft, maintaining ownership for extended periods of time.

Figure 11 Cumulative Decommissioning by Registry



The FAA also estimated the total number of flights by State (including Territories and Washington DC) by applying population weighting to the response sample. Figure 12 shows population weighted state estimates factoring in travel activity and combining Core Part 107 flights and recreational registrant flights. The FAA estimates that Core Part 107 operators conducted over 16.6 million flights in 2024 and recreational operators conducted over 21.7 million flights in 2024. Table A.1 and Table A.2 in the appendix provide a complete accounting of population weights flights by location.

Figure 12 Population Weighted Flights for Core Part 107 and Recreational Registrants in the Contiguous U.S.



In 2024 the FAA estimates that 38.4 million UAS flights were conducted by recreational operators and Part 107 nonrecreational operators. In general, these data illuminate meaningful differences with respect to fleet and flight characteristics between distinguishable groups of registrants within both the recreational registry and the Part 107 registry. Of note in this year's survey was the inclusion of activity within FRIAs for recreational operators. The number of active FRIAs in the United States reached 2,481[6] at the end of 2024 and the extent of their use has not been quantitatively measured until now. We have identified that recreational operators are bimodal in the approach to using FRIAs, operating nearly entirely within or outside their boundaries. In addition, Within FRIA operators, when compared to Outside FRIA operators, conduct 2.7 times as many annual flights with different airframes (in particular, more fixed wing).

These data also reveal new commercial use cases for UAS. Part 107 emergency response organizations offer a unique window into the uses and implementations of UAS operations in the NAS. UAS are not limited simply to use of their cameras but are also being used to quickly deliver lifesaving flotation devices to drowning persons and safely disarm potential explosives. Analysis of the 2024 survey reveals operating groups that are varied, unique, and more differentiable. With these activities and groups identified, the FAA can better serve the people and make more informed decisions that improve the safety of the NAS.

[6] See https://udds-faa.opendata.arcgis.com/datasets/c7ad6f733cce47b9a653e12010742361_0/explore?location=38.732240%2C-77.118017%2C8.28&showTable=true

Appendix

For population weighting purposes, the population was defined as those registered as recreational flyers or Part 107 operators who conducted at least 1 nonrecreational flight. To population weight the survey data, the state level active operator count was used as a multiplier for the sampling response numbers. Respondents indicated their travel activity by providing the states they traveled to and the number of flights conducted there. Table A.1 and Table A.2 provide flight estimates for within state flights, out-of-state flights, and a total flights. Out-of-state flights were calculated using the number of flights conducted out-of-state and proportioning them to the total annual flights at the operator level, factoring in response rate for the travel questions. In this way, all data related to the number of flights in a year was based on the first annual flight question. Out-of-state flights were then assigned, aggregated, and multiplied by the total active registrants. Thus, the travel patterns of operators within any given state are assumed to be consistent. For any given state, the sum of the flights contributed to it by all other states constitutes the out-of-state flights. Within state flights were calculated by taking the difference between annual flights and the out of state flights at the operator level and then applying the same population weighting by the total number of active registrants in that state and registry. The population weighting estimation process makes multiple assumptions that could impact the accuracy of this analysis. Primarily, the analysis assumes that the participants who chose to respond to the travel questions, travel in the same proportion as those who chose not to respond. This analysis also assumes that the sample of the survey accurately represents the population.

Table A.1 Population Weighted Recreational Operator Flights

STATE (INCLUDING TERRITORIES AND DC)	WITHIN STATE FLIGHTS	OUT-OF-STATE FLIGHTS	TOTAL FLIGHTS
ALABAMA	213,995	54,960	268,955
ALASKA	31,367	21,715	53,082
ARIZONA	691,398	242,604	934,002
ARKANSAS	119,137	68,313	187,450
CALIFORNIA	1,928,528	242,125	2,170,653
COLORADO	466,449	83,474	549,923
CONNECTICUT	190,562	22,225	212,787
DELAWARE	50,778	14,424	65,202
FLORIDA	2,286,912	364,246	2,651,158
GEORGIA	486,376	111,819	598,195
HAWAII	243,071	65,013	308,084
IDAHO	87,322	299,635	386,957
ILLINOIS	401,883	44,547	446,430
INDIANA	335,259	105,583	440,842
IOWA	125,485	38,887	164,372

STATE (INCLUDING TERRITORIES AND DC)	WITHIN STATE FLIGHTS	OUT-OF-STATE FLIGHTS	TOTAL FLIGHTS
KANSAS	137,611	20,733	158,344
KENTUCKY	218,504	49,331	267,835
LOUISIANA	136,581	28,595	165,176
MAINE	67,894	36,761	104,655
MARYLAND	353,686	41,061	394,747
MASSACHUSETTS	213,591	40,530	254,121
MICHIGAN	441,747	40,124	481,871
MINNESOTA	206,858	71,552	278,410
MISSISSIPPI	70,650	17,012	87,662
MISSOURI	323,039	32,420	355,459
MONTANA	74,468	28,101	102,569
NEBRASKA	86,093	18,174	104,267
NEVADA	162,967	100,878	263,845
NEW HAMPSHIRE	117,902	26,276	144,178
NEW JERSEY	308,583	106,461	415,044
NEW MEXICO	100,239	65,212	165,451
NEW YORK	866,288	135,744	1,002,032
NORTH CAROLINA	592,704	116,454	709,158
NORTH DAKOTA	25,894	8,163	34,057
OHIO	636,170	48,127	684,297
OKLAHOMA	164,590	35,111	199,701
OREGON	321,220	143,974	465,194
PENNSYLVANIA	641,760	61,624	703,384
RHODE ISLAND	36,169	3,842	40,011
SOUTH CAROLINA	298,680	204,000	502,680
SOUTH DAKOTA	45,690	14,410	60,100
TENNESSEE	328,893	108,836	437,729
TEXAS	1,160,222	78,813	1,239,035
UTAH	289,143	65,409	354,552
VERMONT	22,503	44,010	66,513
VIRGINIA	559,847	108,992	668,839
WASHINGTON	539,986	206,784	746,770
WEST VIRGINIA	68,213	39,887	108,100
WISCONSIN	261,828	59,512	321,340
WYOMING	28,363	40,139	68,502
AMERICAN SAMOA	18,752	-	18,752
DISTRICT OF COLUMBIA	16,261	50	16,311
NORTHERN MARIANA ISLANDS	572	-	572
PUERTO RICO	93,988	20,215	114,203
VIRGIN ISLANDS	1,001	-	1,001
TOTAL	17,697,672	4,046,887	21,744,559

Table A.2 Population Weighted Core Part 107 Operator Flights

STATE (INCLUDING TERRITORIES AND DC)	WITHIN STATE FLIGHTS	OUT-OF-STATE FLIGHTS	TOTAL FLIGHTS
ALABAMA	199,971	19,811	219,782
ALASKA	52,733	16,976	69,709
ARIZONA	356,679	13,390	370,069
ARKANSAS	129,611	29,576	159,187
CALIFORNIA	2,022,298	265,138	2,287,436
COLORADO	485,622	29,539	515,161
CONNECTICUT	147,467	3,129	150,596
DELAWARE	43,605	5,690	49,295
FLORIDA	1,134,074	40,857	1,174,931
GEORGIA	506,246	81,230	587,476
HAWAII	135,871	15,140	151,011
IDAHO	128,925	30,296	159,221
ILLINOIS	348,288	20,959	369,247
INDIANA	240,749	44,707	285,456
IOWA	164,530	10,703	175,233
KANSAS	131,237	25,679	156,916
KENTUCKY	171,441	32,081	203,522
LOUISIANA	144,072	84,453	228,525
MAINE	96,857	7,052	103,909
MARYLAND	294,984	8,781	303,765
MASSACHUSETTS	350,870	12,187	363,057
MICHIGAN	454,687	6,433	461,120
MINNESOTA	278,966	15,405	294,371
MISSISSIPPI	94,030	20,824	114,854
MISSOURI	254,545	36,137	290,682
MONTANA	90,617	6,887	97,504
NEBRASKA	115,060	4,572	119,632
NEVADA	169,944	19,025	188,969
NEW HAMPSHIRE	73,885	11,325	85,210
NEW JERSEY	338,638	11,612	350,250
NEW MEXICO	67,375	28,445	95,820
NEW YORK	629,845	8,018	637,863
NORTH CAROLINA	504,768	29,146	533,914
NORTH DAKOTA	63,040	3,879	66,919
OHIO	480,446	19,427	499,873
OKLAHOMA	141,302	20,667	161,969
OREGON	315,797	45,000	360,797
PENNSYLVANIA	542,910	25,266	568,176
RHODE ISLAND	46,940	2,091	49,031

STATE (INCLUDING TERRITORIES AND DC)	WITHIN STATE FLIGHTS	OUT-OF-STATE FLIGHTS	TOTAL FLIGHTS
SOUTH CAROLINA	230,120	29,800	259,920
SOUTH DAKOTA	53,527	21,516	75,043
TENNESSEE	288,972	15,674	304,646
TEXAS	1,112,439	112,113	1,224,552
UTAH	271,164	21,572	292,736
VERMONT	24,275	2,923	27,198
VIRGINIA	433,370	20,565	453,935
WASHINGTON	346,446	10,108	356,554
WEST VIRGINIA	59,962	46,393	106,355
WISCONSIN	311,876	15,212	327,088
WYOMING	41,972	33,811	75,783
DISTRICT OF COLUMBIA	3,196	442	3,638
PUERTO RICO	87,987	-	87,987
VIRGIN ISLANDS	1,288	-	1,288
TOTAL	15,215,519	1,441,662	16,657,181