



**Federal Aviation
Administration**

ADMINISTRATOR'S FACT BOOK

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FAA Mission and Vision



FAA Mission

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

FAA Vision

We strive to reach the next level of safety, efficiency, environmental responsibility and global leadership. We are accountable to the American public and our stakeholders.

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Safety

Accidents, 2014-2019

Calendar Year	Fatal	Total
2014	0	31
2015	0	28
2016	0	30
2017	0	33
2018	1	31
2019	2	40

Source: National Transportation Safety Board (NTSB)

Accident Rates, 2006-2019

Calendar Year	Accidents per 100,000 Departures	Accidents per 100,000 Flight Hours
2006	0.304964968	0.171311021
2007	0.256212419	0.142585634
2008	0.258419375	0.141163436
2009	0.309117227	0.170195075
2010	0.311402113	0.169004696
2011	0.344325777	0.183711319
2012	0.276870318	0.14670835
2013	0.247760301	0.129811806
2014	0.347507966	0.180261115
2015	0.328780274	0.167330868
2016	0.335863505	0.169637818
2017	0.355824381	0.177597066
2018	0.325421633	0.160719225
2019 ^c	0.410195490	0.202157556

Source: National Transportation Safety Board (NTSB)

^c 2019 data are preliminary.

Flight Hours, 2014-2019

Calendar Year	Flight Hours
2014	17,742,826
2015	17,925,780
2016	18,294,057
2017	18,581,388
2018	19,288,296
2019	19,786,547

Source: National Transportation Safety Board (NTSB)

Since March 20, 1997, aircraft with 10 or more seats used in scheduled passenger service have operated under Title 14 Code of Federal Regulations (CFR) 121.

Description of Air Traffic Incident Data

System Risk Event Rate: a 12-month rolling rate that compares the number of Risk Analysis Events (RAEs are events in which less than 66 percent of the required separation between aircraft was maintained) with the total number of validated losses of standard separation. Significantly improved data collection has led to an increase in reported events and RAEs since 2012. The total number of high-risk events remains low.

Runway incursions: the four categories ([A](#), [B](#), [C](#) or [D](#)) are based on defined criteria, including speed and the type and extent of any evasive action. Category A and B events are considered to have elevated risk.

Runway incursions are also classified by type: 1) pilot actions, measured as Pilot Deviations; 2) Air Traffic Control (ATC) actions, measured as Operational Incidents, and 3) actions by individuals driving or working in the vicinity of taxiways and runways, measured as Vehicle/Pedestrian Deviations.

Near Mid Air Collision (NMAC): when an aircraft flies within 500 feet of another aircraft, or a pilot or flight crew member reports a collision hazard between two or more aircraft.

Airspace Incident Data

Incident Type	Year	January	February	March	April	May	June	July	August	September	October	November	December	Total
Near Mid-air Collision	2013	6	7	6	4	3	14	11	13	7	12	4	8	95
	2014	6	8	12	9	15	25	17	9	15	11	7	9	143
	2015	7	10	15	8	10	16	12	28	12	5	10	12	145
	2016	17	15	13	14	30	46	37	32	26	29	28	15	302
	2017	11	27	38	29	43	67	52	47	21	27	18	5	385
Pilot Deviation	2013	228	270	262	267	268	291	310	380	299	306	267	217	3365
	2014	251	246	301	339	349	342	374	352	307	371	305	269	3806
	2015	284	297	376	339	361	362	374	341	327	302	281	243	3887
	2016	245	344	343	364	333	368	411	373	367	387	376	404	4315
	2017	328	384	394	479	504	462	469	471	404	388	367	311	4961
Runway Incursion	2013	93	94	101	92	105	131	138	110	105	110	102	86	1267
	2014	82	89	87	110	121	128	138	127	84	116	122	74	1278
	2015	118	102	121	141	108	141	149	146	120	126	126	109	1507
	2016	105	134	129	132	126	134	157	137	145	150	141	119	1609
	2017	119	113	127	155	174	160	164	157	156	138	102	79	1644
Surface Incident	2013	19	17	29	19	33	34	25	23	24	43	18	29	313
	2014	22	27	26	35	31	39	30	25	33	34	33	16	351
	2015	24	15	31	26	19	26	34	24	20	53	51	41	364
	2016	54	48	59	66	61	67	67	62	54	63	46	68	715
	2017	73	75	67	76	81	78	75	60	57	50	38	48	778

Airspace Incident Data (continued)

Incident Type	Year	January	February	March	April	May	June	July	August	September	October	November	December	Total	
Vehicle Pedestrian Deviations	2013	22	29	30	32	31	25	34	34	26	40	19	21	343	
	2014	26	30	27	44	42	32	43	28	38	24	41	16	391	
	2015	43	25	32	42	19	35	46	35	27	36	27	23	390	
	2016	34	31	34	39	39	31	43	37	39	38	34	36	435	
	2017	31	37	44	34	44	45	50	39	39	40	27	18	448	
Loss of Separation	2013	640	493	540	598	554	511	581	588	578	584	539	529	6735	
	2014	509	517	695	747	665	602	646	647	585	615	598	640	7466	
	2015	562	512	567	589	572	574	590	764	668	683	649	683	7413	
	2016	637	648	813	704	838	791	753	765	696	721	657	663	8686	
	2017	507	485	566	565	554	632	533	558	528	525	503	401	6357	
Incident Rates	Year	January	February	March	April	May	June	July	August	September	October	November	December	Total	SRER
High Risk Analysis Events	2013	1	2	4	4	2	7	3	5	4	4	2	3	41	6.088
	2014	1	0	2	4	2	3	0	2	2	4	2	2	24	3.215
System Risk Event Rate	2015	0	1	0	2	2	3	3	0	0	0	2	1	14	1.889
	2016	4	3	3	3	1	0	4	2	0	1	0	2	23	2.648
	2017	1	2	1	3	1	3	1	1	1	1	1	3	19	2.989
Runway Incursion Category A & B	Year	January	February	March	April	May	June	July	August	September	October	November	December	Total	RI Rate
Runway Incursion Rate	2013	0	1	2	1	1	3	2	0	1	2	1	2	16	0.320
	2014	1	3	1	1	1	0	2	0	0	2	1	2	14	0.282
	2015	3	1	1	3	0	1	0	0	1	2	2	0	14	0.282
	2016	3	3	1	0	2	2	2	2	0	3	1	0	19	0.379
	2017	0	1	1	0	0	1	0	1	0	0	1	0	5	0.099

Footnotes for Data Table

Pilot-reported NMACs with Unmanned Aircraft Systems (UAS) now account for more than half of all reported events.

The Pilot Deviation (PD) table includes events that did not have a loss of standard separation. PDs with a loss of standard separation are included in the Loss of Separation table.

Loss of Separation events include incidents attributable to both pilot and air traffic controller. This table includes airborne events where the loss of standard separation criteria has been validated.

All yearly totals and rates are tabulated for calendar year comparison and do not reflect performance target reporting, which are aligned to the fiscal year (October-September).

Source - Comprehensive Electronic Data Analysis and Reporting (CEDAR), Operations Network (OPSNET)

Air Traffic

Total Operations* at Towers, Terminal Radar Approach Control (TRACONs) and Air Route Traffic Control Centers Facilities (ARTCCs)

Air Traffic in the NAS			
	FY18	FY19	% Change
Air Traffic Control Tower (ATCT)	54,879,561	56,262,141	2.5%
Terminal Radar Approach Control Facilities (TRACON)	38,887,980	39,276,681	1.0%
Air Route Traffic Control Centers (ARTCC)	44,854,401	43,734,452	-2.5%

*Operations at TRACON and ARTCC facilities are also known as aircraft handled

Source: Operations Network (OPSNET), Office of Performance Analysis (AJR-G)

Total Operations by Air Traffic Control Tower (ATCT): Top 50

Rank	Airport Tower	Name	FY18	FY19	% Change
1	ORD	Chicago	895,043	916,145	2.4%
2	ATL	Atlanta	893,887	908,182	1.6%
3	LAX	Los Angeles	723,039	712,157	-1.5%
4	DFW	Dallas/Fort Worth	671,426	709,775	5.7%
5	DEN	Denver	597,940	632,489	5.8%
6	CLT	Charlotte	553,679	576,759	4.2%
7	LAS	Las Vegas	564,517	574,813	1.8%
8	EWR	Newark	527,209	529,830	0.5%
9	JFK	JFK	475,533	484,850	2.0%
10	IAH	Houston	467,332	478,588	2.4%
11	SFO	San Francisco	478,901	465,310	-2.8%
12	PHX	Phoenix	463,151	463,944	0.2%
13	DVT	Phoenix Deer Valley	410,709	460,491	12.1%
14	SEA	Seattle	436,816	448,239	2.6%
15	BOS	Boston	437,037	445,105	1.8%
16	LGA	LaGuardia	434,624	442,806	1.9%
17	MIA	Miami	428,603	426,554	-0.5%
18	MSP	Minneapolis	416,130	410,842	-1.3%
19	DTW	Detroit	397,163	397,095	0.0%
20	PHL	Philadelphia	381,458	394,414	3.4%
21	MCO	Orlando	350,034	364,554	4.1%
22	SLC	Salt Lake City	352,459	358,971	1.8%
23	APA	Denver Centennial	346,022	352,816	2.0%
24	FLL	Fort Lauderdale	347,117	347,600	0.1%
25	DCA	Washington	339,087	343,940	1.4%
26	SFB	Orlando Sanford	322,720	343,253	6.4%
27	SNA	John Wayne	342,854	338,510	-1.3%
28	FFZ	Falcon Field	289,826	334,387	15.4%
29	DAB	Daytona Beach	318,955	329,631	3.3%

Rank	Airport Tower	Name	FY18	FY19	% Change
30	HNL	Honolulu	306,998	324,666	5.8%
31	IAD	Dulles	306,587	315,219	2.8%
32	LGB	Long Beach	285,749	311,497	9.0%
33	HWO	Hollywood/North Perry	292,944	307,066	4.8%
34	TEB	Teterboro	302,542	306,778	1.4%
35	GFK	Grand Forks	364,182	303,679	-16.6%
36	ANC	Anchorage	284,067	280,384	-1.3%
37	IWA	Phoenix/Williams Gateway	299,162	280,072	-6.4%
38	PDX	Portland (OR)	271,592	278,670	2.6%
39	BWI	Baltimore	277,323	272,943	-1.6%
40	SAN	San Diego	255,910	261,024	2.0%
41	OAK	Oakland	260,410	260,415	0.0%
42	MYF	Montgomery-Gibbs Exec	234,493	257,252	9.7%
43	DAL	Dallas Love Field	257,556	256,752	-0.3%
44	VRB	Vero Beach Regional	229,095	255,791	11.7%
45	SEE	San Diego/Gillespie Field	244,069	251,772	3.2%
46	VNY	Van Nuys	281,260	244,229	-13.2%
47	BNA	Nashville	221,071	239,185	8.2%
48	MDW	Chicago Midway	249,015	237,572	-4.6%
49	MEM	Memphis	229,622	234,011	1.9%
50	TMB	Miami/Kendall-Tamiami Exec	292,585	233,861	-20.1%

Source: OPSNET, Office of Performance Analysis (AJR-G)

National Airspace System (NAS) Operational Inventory

Capability	As of October 1, 2019
Automation	3,048
Communications	19,066

Source: Technical Operations (AJW), Air Traffic Organization, Federal Aviation Administration, Facility Service and Equipment Profile, Oct. 1, 2019.

National Airspace System (NAS) On-Time Performance

Fiscal Year	NAS On-Time Performance
2016	91.5%
2017	90.1%
2018	90.4%
2019	89.7%

Percent of total flights net delays, diversions and cancellations.

Source: System Operations Services, Flight Service Directorate and Airline Service Quality Performance

Total Operations* by Terminal Radar Approach Control Facilities (TRACON): Top 50

Rank	TRACON	Name	FY18	FY19	% Change
1	SCT	Southern California	2,262,881	2,253,178	-0.4%
2	N90	New York	1,949,918	1,957,767	0.4%
3	NCT	Northern California	1,699,904	1,716,512	1.0%
4	PCT	Potomac	1,395,390	1,428,613	2.4%
5	D10	Dallas - Ft Worth	1,246,057	1,294,512	3.9%
6	C90	Chicago	1,285,189	1,291,157	0.5%
7	A80	Atlanta	1,208,683	1,236,695	2.3%
8	MIA	Miami Tower	1,089,412	1,080,671	-0.8%
9	I90	Houston	948,029	1,003,007	5.8%
10	D01	Denver	884,283	922,036	4.3%
11	A90	Boston	780,137	821,995	5.4%
12	F11	Central Florida	719,056	778,136	8.2%
13	P50	Phoenix	714,858	712,028	-0.4%
14	CLT	Charlotte Tower	638,230	666,032	4.4%
15	S46	Seattle	620,734	636,714	2.6%
16	L30	Las Vegas	597,930	600,761	0.5%
17	PHL	Philadelphia	553,410	570,151	3.0%
18	D21	Detroit	532,512	535,219	0.5%
19	TPA	Tampa Tower	495,218	521,633	5.3%
20	M98	Minneapolis	527,669	520,529	-1.4%
21	S56	Salt Lake City	461,517	478,433	3.7%
22	HCF	Honolulu CCF**	435,004	467,790	7.5%
23	PBI	Palm Beach Tower	400,618	430,817	7.5%
24	JAX	Jacksonville Tower	375,199	405,611	8.1%
25	DAB	Daytona Beach Tower	340,678	364,934	7.1%
26	AUS	Austin Tower	352,206	348,148	-1.2%
27	SAT	San Antonio Tower	330,994	335,950	1.5%
28	P80	Portland	340,851	335,485	-1.6%
29	CMH	Columbus Tower	330,611	335,346	1.4%
30	BNA	Nashville	302,755	329,971	9.0%
31	ZSU	San Juan PR CCF**	281,388	323,078	14.8%
32	T75	St Louis	315,881	312,376	-1.1%
33	M03	Memphis	297,455	308,588	3.7%
34	P31	Pensacola	300,153	301,111	0.3%
35	A11	Anchorage	277,054	281,950	1.8%
36	IND	Indianapolis Tower	259,621	279,704	7.7%
37	RDU	Raleigh-Durham Tower	264,856	275,402	4.0%
38	PIT	Pittsburgh Tower	275,006	269,449	-2.0%
39	MSY	New Orleans Tower	258,099	258,653	0.2%
40	CVG	Cincinnati Tower	251,361	256,665	2.1%
41	RSW	Fort Myers Tower	243,800	255,182	4.7%
42	CRP	Corpus Christi Tower	247,254	249,904	1.1%

Rank	TRACON	Name	FY18	FY19	% Change
43	SDF	Louisville Standiford Tower	224,892	232,853	3.5%
44	MKE	Milwaukee Tower	233,614	228,372	-2.2%
45	OKC	Oklahoma City Tower	219,553	222,431	1.3%
46	R90	Omaha	207,008	215,448	4.1%
47	MCI	Kansas City Tower	216,941	212,635	-2.0%
48	BOI	Boise	189,444	206,995	9.3%
49	TUL	Tulsa	209,552	205,577	-1.9%
50	ORF	Norfolk Tower	195,319	204,449	4.7%

*Operations at TRACON facilities are also known as aircraft handled

Source: Operations Network (OPSNET), Office of Performance Analysis (AJR-G)

Total Operations* by Air Route Traffic Control Centers (ARTCC)

ARTCC	Name	FY18	FY19
ZTL	Atlanta	3,177,291	2,998,979
ZNY	New York	2,718,612	2,488,341
ZDC	Washington	2,587,988	2,412,375
ZAU	Chicago	2,477,119	2,363,935
ZMA	Miami	2,436,018	2,356,251
ZJX	Jacksonville	2,563,215	2,307,573
ZLA	Los Angeles	2,308,125	2,299,082
ZOB	Cleveland	2,459,487	2,294,035
ZHU	Houston	2,325,064	2,237,619
ZFW	Fort Worth	2,363,877	2,230,886
ZME	Memphis	2,202,717	2,154,585
ZID	Indianapolis	2,117,531	2,090,931
ZMP	Minneapolis	2,019,408	1,953,087
ZDV	Denver	1,875,544	1,928,328
ZOA	Oakland	1,805,330	1,868,625
ZKC	Kansas City	1,824,270	1,784,734
ZAB	Albuquerque	1,622,152	1,639,182
ZBW	Boston	1,600,563	1,576,481
ZLC	Salt Lake City	1,469,792	1,515,400
ZSE	Seattle	1,252,613	1,280,276
ZAN	Anchorage	625,245	612,643
HCF	Honolulu CCF**	468,112	463,596
ZSU	San Juan PR CCF**	284,402	356,585
ZUA	Guam CCF**	262,662	266,986
JCF	Joshua Tree CCF**	7,264	253,937

*Operations at ARTCC facilities are also known as aircraft handled

**CCF (Combined Control Facility).

Source: Operations Network (OPSNET), Office of Performance Analysis (AJR-G)

Flight Service – Total Flight Services = 2 (Flight Plans + Pilot Weather Briefs) + Aircraft Contacts

Fiscal Year 2018												
CONUS** - AFSS*** Contract	Oct-17	Nov-17	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18
Services via Specialist	254,866	227,771	195,914	189,681	193,545	230,293	227,265	242,744	265,576	278,836	263,764	236,043

Fiscal Year 2018												
Alaska Facility	Oct-17	Nov-17	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18
Barrow (BRW)	4,008	2,825	3,210	3,130	1,927	3,961	2,962	4,032	5,613	4,163	4,807	3,143
Cold Bay (CDB)	2,030	1,850	1,980	2,092	3,189	2,435	2,568	3,636	3,267	3,227	2,769	2,210
Dillingham (DLG)	5,501	4,052	3,471	3,423	3,592	4,818	5,004	5,712	9,292	10,504	15,120	8,222
Kenai (ENA)	14,159	8,950	9,067	10,087	8,401	13,654	11,801	15,997	19,288	21,930	20,809	17,408
Fairbanks (FAI)	7,968	6,464	6,804	5,996	6,224	9,380	6,732	7,866	9,590	10,184	13,058	10,828
Homer (HOM)	3,072	2,525	2,057	2,482	2,274	2,849	3,111	4,741	6,770	9,399	9,595	6,079
Illiamna (ILI) *	0	0	0	0	0	0	0	1,698	5,042	6,324	4,842	3,313
Juneau (JNU)	6,979	5,210	6,341	6,648	5,880	6,823	5,888	8,247	9,403	10,430	9,918	8,372
Ketchikan (KTN)	4,803	3,762	3,533	3,138	3,340	4,443	5,060	11,541	20,753	25,463	24,652	13,289
McGrath (MCG) *	0	0	0	0	0	668	0	1,016	1,140	1,043	991	1,265
Nome (OME)	11,628	8,277	9,375	10,157	7,458	14,020	9,038	12,430	8,934	12,154	13,275	10,120
Northway (ORT) *	0	302	0	0	0	0	0	1,051	1,006	1,410	1,608	1,441
Kotzebue (OTZ)	11,443	7,387	7,870	8,424	6,468	9,326	8,532	9,329	9,109	10,373	12,575	10,174
Palmer (PAQ)	2,068	1,461	1,637	1,609	1,190	2,225	2,698	3,093	4,176	4,146	3,549	3,313
Deadhorse (SCC)	2,384	2,281	2,082	2,306	1,841	3,920	2,274	3,284	4,099	2,929	4,565	3,036
Sitka (SIT)	2,723	2,594	1,907	2,347	1,834	2,908	2,833	4,098	4,077	4,896	4,687	3,221
Talkeetna (TKA)	1,490	913	889	919	1,150	2,127	2,207	7,600	9,745	11,078	6,306	5,473

Fiscal Year 2019												
CONUS** - AFSS*** Contract	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19
Services via Specialist	238,844	198,496	184,489	178,508	166,233	217,543	210,800	226,520	228,278	246,642	234,325	197,873

Fiscal Year 2019												
Alaska Facility	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19
Barrow (BRW)	3,011	2,776	3,133	2,526	2,897	3,173	3,511	3,320	3,746	3,699	4,094	3,087
Cold Bay (CDB)	2,618	2,467	1,529	2,962	1,558	2,415	2,640	3,268	3,967	3,961	3,776	3,356
Dillingham (DLG)	7,606	5,112	5,188	4,617	4,635	5,158	6,813	7,169	12,048	13,524	12,069	10,679
Kenai (ENA)	14,579	12,349	10,798	10,096	9,975	12,094	12,117	15,733	20,681	20,930	20,534	15,681
Fairbanks (FAI)	7,645	6,686	6,182	5,072	6,309	7,818	7,086	7,355	8,852	10,890	11,243	9,777
Homer (HOM)	4,440	3,357	3,208	3,219	3,081	3,829	4,106	5,771	8,481	10,722	9,502	6,331
Illiamna (ILI) *	940	0	0	0	0	0	0	904	3,730	5,610	5,241	5,245
Juneau (JNU)	8,711	6,782	6,719	6,879	5,507	6,488	5,749	7,504	9,652	10,879	10,146	8,577
Ketchikan (KTN)	6,317	5,526	4,817	4,763	3,738	5,776	6,355	11,589	18,417	23,909	22,174	12,063
McGrath (MCG) *	0	0	0	0	0	1,024	0	771	1,178	1,533	977	1,210
Nome (OME)	11,212	11,161	10,400	11,786	7,080	12,395	12,131	9,794	8,961	12,712	12,416	10,774
Northway (ORT) *	0	0	0	0	0	0	0	908	1,183	1,604	1,580	1,265
Kotzebue (OTZ)	9,734	8,791	8,287	8,202	5,439	8,628	8,944	8,276	8,245	10,111	11,328	8,884
Palmer (PAQ)	2,435	1,672	1,254	1,661	1,833	2,334	2,671	3,239	3,907	4,024	4,572	3,038
Deadhorse (SCC)	2,689	2,228	1,930	1,848	1,651	1,962	2,331	3,241	3,230	3,237	3,702	2,838
Sitka (SIT)	2,338	2,495	2,142	2,172	1,975	2,788	2,955	3,897	4,037	4,681	5,482	3,369
Talkeetna (TKA)	1,373	717	607	706	992	1,817	2,551	6,682	10,477	9,725	8,662	4,303

*Seasonal Facility

**CONUS (Continental United States)

Source: Flight Service Stations, AJR-B

***AFSS (Automated Flight Service Station)

Number of Delayed Operations

Fiscal Year	Number of Delayed Operations	% Change
2015	333,818	4.5%
2016	342,294	2.5%
2017	443,095	29.4%
2018	422,126	-4.7%
2019	462,162	9.5%

Source: Operations Network (OPSNET), Office of Performance Analysis (AJR-G)

Percent Share of Delay Causes

Month	Total Delays	Percent Share of Delay Causes				
		Weather	Volume	Equip-ment	Runway	Other
Oct-14	31,940	44%	17%	26%	5%	7%
Nov-14	20,647	63%	27%	0%	5%	5%
Dec-14	28,206	59%	35%	0%	1%	4%
Jan-15	18,571	63%	29%	1%	2%	5%
Feb-15	18,553	59%	33%	0%	1%	6%
Mar-15	22,326	50%	25%	0%	18%	6%
Apr-15	24,416	62%	26%	0%	7%	5%
May-15	31,125	70%	20%	1%	4%	6%
Jun-15	41,560	79%	14%	0%	3%	4%
Jul-15	38,308	67%	15%	0%	12%	6%
Aug-15	32,711	58%	23%	1%	13%	5%
Sep-15	25,455	61%	22%	0%	9%	7%
Oct-15	21,893	56%	30%	1%	5%	8%
Nov-15	21,376	59%	30%	1%	3%	7%
Dec-15	29,087	61%	31%	0%	2%	5%
Jan-16	18,035	54%	39%	1%	1%	5%
Feb-16	20,989	66%	26%	0%	3%	5%
Mar-16	28,237	67%	26%	0%	3%	4%
Apr-16	22,683	65%	27%	0%	4%	4%
May-16	28,455	71%	22%	0%	2%	5%
Jun-16	39,238	72%	19%	0%	5%	4%
Jul-16	43,881	78%	15%	0%	3%	4%
Aug-16	41,335	74%	16%	2%	3%	5%
Sep-16	27,085	64%	23%	0%	8%	5%
Oct-16	26,619	48%	25%	0%	20%	6%
Nov-16	23,498	60%	32%	0%	5%	3%
Dec-16	25,411	54%	31%	0%	10%	4%
Jan-17	29,548	68%	21%	0%	7%	4%
Feb-17	25,607	55%	31%	2%	5%	7%
Mar-17	38,291	51%	28%	0%	4%	18%
Apr-17	41,977	54%	21%	0%	18%	7%

Percent Share of Delay Causes

Month	Total Delays	Weather	Volume	Equip-ment	Runway	Other
May-17	49,208	50%	17%	0%	27%	5%
Jun-17	52,981	69%	16%	0%	10%	4%
Jul-17	49,913	74%	16%	1%	5%	5%
Aug-17	47,951	72%	20%	0%	3%	4%
Sep-17	32,091	51%	33%	0%	8%	7%
Oct-17	31,248	51%	26%	0%	15%	8%
Nov-17	20,732	49%	39%	0%	5%	6%
Dec-17	25,381	54%	38%	0%	2%	6%
Jan-18	26,125	55%	23%	0%	18%	4%
Feb-18	27,203	54%	25%	0%	17%	4%
Mar-18	25,416	53%	35%	0%	7%	6%
Apr-18	32,849	60%	26%	0%	7%	6%
May-18	45,132	72%	18%	0%	6%	4%
Jun-18	45,208	71%	19%	1%	3%	6%
Jul-18	50,700	80%	14%	0%	3%	3%
Aug-18	57,162	83%	12%	0%	2%	3%
Sep-18	34,970	69%	19%	0%	8%	3%
Oct-18	35,711	62%	24%	0%	9%	5%
Nov-18	31,980	66%	23%	0%	6%	5%
Dec-18	31,078	56%	35%	1%	3%	5%
Jan-19	34,381	61%	30%	0%	2%	7%
Feb-19	31,808	66%	27%	1%	2%	4%
Mar-19	26,541	57%	34%	1%	3%	6%
Apr-19	34,648	68%	22%	0%	6%	4%
May-19	44,493	78%	14%	0%	2%	5%
Jun-19	54,421	80%	11%	3%	4%	3%
Jul-19	48,278	78%	14%	0%	4%	3%
Aug-19	52,696	76%	16%	0%	5%	3%
Sep-19	36,127	53%	19%	1%	23%	4%

Source: Operations Network (OPSNET), Office of Performance Analysis (AJR-G)

Airspace Modernization

For more than a decade, the FAA has worked with stakeholders in the aviation community to research, plan, build, and deploy the Next Generation Air Transportation System, commonly known as NextGen. NextGen modernizes U.S. airspace from ground-based to satellite-enabled navigation and surveillance, voice to digital communication, limited data exchange to fully integrated information management, and beyond. It is changing how people interact with the National Airspace System (NAS).

Air traffic controllers have better data to track, separate, and manage aircraft and predict their future locations along flight paths. In many cases, pilots can fly shorter, more direct routes to arrive at their destinations more quickly, and their aircraft can burn less fuel and produce fewer emissions. Aviation stakeholders across the board have access to shared, on-demand information to make timely decisions.

January 1, 2020, was a turning point in U.S. aviation history, when the Automatic Dependent Surveillance–Broadcast (ADS-B) airspace rule went into effect. The rule requires aircraft flying in most controlled airspace to be equipped with ADS-B Out, enabling air traffic controllers to track aircraft more frequently and consistently than with traditional radar, creating an even safer and predictable flying experience.

Successful implementation of the ADS-B airspace rule resulted from the effective engagement between the FAA and the aviation community over many years. Aircraft operators cooperated by also equipping their aircraft before the mandate took effect. As the FAA expands advanced capabilities to more users and at locations beyond the nation’s largest and busiest airports, active involvement from industry is necessary to capture a greater return on investment.

Operationalizing NextGen

With the fundamental NextGen infrastructure in place, the FAA’s plan is to improve the use of existing capabilities. The next step is operationalizing NextGen. Operational integration with aircraft and air traffic management systems; pilots and air traffic controllers; and decision support systems and human interface activities is necessary to transform the NAS to enable Trajectory Based Operations (TBO).

The FAA defines TBO as an air traffic management method for strategically planning, managing, and optimizing flights throughout the operation. It uses time-based management, information exchange between air and ground systems, and the aircraft’s ability to fly precise paths in time and space. With TBO, controllers continue to assure separation based on where a flight is and improved predictions of where and when the flight is expected to be at key points.

As the aviation community builds upon the benefits and continues to operationalize NextGen, the FAA also explores how to adapt strategies to accommodate expanding markets, changing technology, cybersecurity, and data sharing needs in the future.

Additional information on new technologies and procedures can be found at www.faa.gov/nextgen.

Unmanned Aircraft Systems (UAS)

UAS Metrics

Total Registrations	1,726,726
Hobbyists	1,220,754
Non-Hobbyists	502,463
Remote Pilot Certificates Issued	199,018*
Part 107 Waivers Issued	4,893
Top Five Waiver Requests Approved	
Night Operations	4,489
Operations Over People	167
Beyond Visual Line of Sight (BVLOS)	88
Operational Limitation: Altitude	110
Ops from Moving Vehicle	6
Airspace Authorizations Issued	71,134

Source: UAS Integration Office

* includes remote pilots who took the initial knowledge test and current manned pilots who took online training in lieu of the knowledge test.

Airports

Definitions of Landing Facilities

Airport:

An area of land or water which is used, or intended to be used, for the aircraft takeoff and landing.

Heliport:

The area of land, water, or a structure used or intended to be used for the landing and takeoff of helicopters, together with appurtenant buildings and facilities.

Seaplane Base:

A designated area of water used or intended to be used for the landing and takeoff of seaplanes and shoreside access.

Civil Public Use Part 139:

14 CFR Part 139 requires the FAA to issue airport operating certificates to airports that---

- Serve scheduled and unscheduled air carrier aircraft with more than 30 seats;
- Serve scheduled air carrier operations in aircraft with more than 9 seats but less than 31 seats; and
- The FAA Administrator requires to have a certificate.

Public Use Airports:

A public airport or a privately owned airport used or intended to be used for public purposes.

Private Use Airports:

A publicly owned or privately owned airport not open to the public.

Number of U.S. Airports

	2020	2019	2018	2017	2016	2015
Total Airports	19,787	19,612	19,624	19,639	19,576	19,524
Airports	13,108	13,056	13,093	13,154	13,154	13,156
Heliports	5,992	5,890	5,868	5,820	5,763	5,709
Seaplane Bases	523	506	502	503	497	493
Gliderports	36	35	35	35	35	35
Balloonports	13	13	14	13	13	13
Ultralight Flightparks	115	112	112	114	114	118
Total Civil Public Use Airports	5,081	5,082	5,090	5,109	5,119	5,136
Civil Public Use Part 139	518	522	523	527	529	531
Civil Public Uses Non-Part 139	4,563	4,560	4,567	4,582	4,590	4,605
Civil Public Use Airports Abandoned	13	14	23	11	20	14
Newly Established Public Use	13	9	7	4	4	8
Total Civil Private Use Airports	14,418	14,245	14,249	14,242	14,168	14,096
Civil Private Use Airports Abandoned	61	157	252	158	222	112
Newly Established Private Use	231	149	214	234	305	352
Military Airports	281	278	278	282	283	287

Source: Office of Airports

Aircraft

U.S. Mainline¹ Air Carriers, Passenger Jet Aircraft

Calendar Year	Large Narrowbody				Large Widebody				Regional		
	2 Engine	3 Engine	4 Engine	Total	2 Engine	3 Engine	4 Engine	Total	Large Jets	Regional Jets	Total Jets
2010	3,120	8	1	3,129	470	9	43	522	3,651	71	3,722
2011	3,127	7	1	3,135	471	7	41	519	3,654	76	3,730
2012	3,123	7	0	3,130	480	3	40	523	3,653	82	3,735
2013	3,159	5	0	3,164	482	0	40	522	3,686	93	3,779
2014	3,224	2	0	3,226	475	0	37	512	3,738	98	3,836
2015	3,319	2	0	3,321	492	0	31	523	3,844	99	3,943
2016	3,457	2	0	3,459	490	0	27	517	3,976	97	4,073
2017E	3,539	1	0	3,540	517	0	0	517	4,057	98	4,155
2018	3,616	1	0	3,617	526	0	0	526	4,143	98	4,241
2019	3,652	1	0	3,653	539	0	0	539	4,192	90	4,282

¹ Mainline carriers are defined as those providing service primarily via aircraft with 90 or more seats. Regionals are defined as those providing service primarily via aircraft with 89 or less seats and whose routes serve mainly as feeders to the mainline carriers.

U.S. General Aviation and Part 135 Activity (Calendar Years)

	Estimated Active Aircraft (Thousands)		Estimated Hours Flown (Millions)	
	2016	2015	2016	2015
TOTAL	211.8	210.0	24.8	24.1
By Type Aircraft				
Piston	142.6	141.1	13.5	12.8
Turboprop	9.8	9.7	2.7	2.5
Jet	13.8	13.4	3.8	3.8
Rotary Wing	10.6	10.5	3.1	3.3
Experimental	27.6	27.9	1.2	1.3
Special Light Sport	2.5	2.4	0.2	0.2
Other	5.0	4.9	0.2	0.2
By Type Flying				
Corporate	9.8	11.3	2.6	2.4
Business	16.2	15.9	1.8	1.8
Personal	142.1	139.7	7.9	7.4
Instructional	15.8	15.7	4.9	4.6
Aerial Application	3.2	3.3	0.9	0.9
Aerial Observation	6.1	5.5	1.4	1.4
Aerial Other	0.8	0.9	0.2	0.2
External Load	0.3	0.3	0.2	0.2
Other Work	1.3	1.3	0.4	0.2
Sightseeing	1.1	1.2	0.2	0.2
Air Tours	0.6	0.5	0.4	0.3
Air Taxi	5.8	6.5	2.4	2.5
Air Medical Services	2.5	2.4	0.9	0.8

Source: Office of Aviation Safety

Aircraft Certification Service, Aircraft Certification Mission and Program Files

	FY18	FY19	FY20
Type Certificates/Supplemental Type Certificates Issued	1,570	1,571	811
New Production Approvals Issued (including extension facilities)	60	59	39
Active Manufacturers	1,616	1,662	1,494
Airworthiness Certificates Issued	5,238	5,364	5,474
New Airworthiness Directives (AD) Issued	550	282	281
New Organization Designation Authorizations (ODA) (AIR only)	1	1	1
Active Organization Designation Authorizations (ODA) (AIR only)	70	71	70
Active Individual Designees (AIR only)	2,748	2,722	2,506

*FY2017 through April only. Counted twice a year.

Source: Aircraft Certification Service Enterprise Operations Division

Industry

U.S. Civil Aviation Economic Impact, 2016

Description	Total Output (\$, billion)	Total Jobs (thousand)	Contribution to GDP
Airline Operations	315.6	1,362	0.8%
Airport Operations	81.7	542	0.2%
Civilian Aircraft Manufacturing	144.4	607	0.4%
Civilian Aircraft Engine and Engine Parts Manufacturing	18.6	78	0.0%
Civilian Other Aircraft Parts and Equipment Manufacturing	71.0	331	0.2%
Civilian Avionics Manufacturing	25.7	120	0.1%
Civilian Research and Development	40.4	223	0.1%
GA Operations	52.3	226	0.1%
GA Aircraft Manufacturing	28.8	121	0.1%
Air Couriers	68.7	512	0.2%
Subtotal - Direct	847.3	4,121.0	2.3%
Airline Visitor Expenditures	886.5	6,522	2.8%
GA Visitor Expenditures	11.7	86	0.0%
Travel Arrangements	20.5	129	0.1%
Subtotal - Catalytic	918.6	6,736.2	2.9%
Total Impact	1,765.9	10,857	5.2%

Source: The Economic Impact of Civil Aviation on the U.S. Economy; January 2020
https://www.faa.gov/about/plans_reports/media/2020_jan_economic_impact_report.pdf

FAA Aerospace Forecast

		FORECAST				
Fiscal Year		2020	2025	2030	2035	2040
Domestic	Available Seat Miles (mil.)	932,178	1,032,511	1,155,952	1,290,785	1,431,957
	Revenue Passenger Miles (mil.)	795,449	888,514	999,377	1,119,033	1,243,633
	Enplanements (thou.)	857,721	945,248	1,048,967	1,159,122	1,271,091
International	Available Seat Miles (mil.)	366,494	418,292	489,431	569,122	657,044
	Revenue Passenger Miles (mil.)	303,813	346,788	405,848	472,027	545,053
	Enplanements (thou.)	106,182	119,394	141,251	167,316	196,915

¹ FAA Aerospace Forecast, March 2020

Terminal Area Forecast (TAF)²

		FORECAST				
Fiscal Year		2020	2025	2030	2035	2040
Operations, Itinerant (thou.)	Air Carrier	17,190	19,729	21,728	23,986	26,352
	Air Taxi & Commuter	9,897	8,037	8,347	8,681	9,032
	GA	32,402	32,940	33,515	34,133	34,800
	Military	3,711	3,712	3,713	3,713	3,714
	Total	63,201	64,418	67,303	70,513	73,898
Operations, Local (thou.)	Civilian	37,271	37,945	38,664	39,438	40,275
	Military	1,174	1,174	1,174	1,174	1,174
	Total	38,446	39,119	39,838	40,612	41,449

² Terminal Area Forecast, January 2020; includes active airports in the National Plan of Integrated Airport Systems (NPIAS)

Commercial Space Transportation

Licensed Commercial Launches

Fiscal Year	2021	2020	2019	2018	2017	2016
Licensed Commercial Launches						
Calendar Year	0	30	26	33	23	11
Fiscal Year	7	31	27	32	18	11

Experimental Permit Launches

Fiscal Year	2021	2020	2019	2018	2017	2016
Experimental Permit Launches						
Calendar Year	0	0	2	0	0	4
Fiscal Year	0	0	2	0	1	4

Reentries

Fiscal Year	2021	2020	2019	2018	2017	2016
Reentries						
Calendar Year	0	2	3	3	3	2
Fiscal Year	0	2	3	3	3	2

Total Licensed Operations

Fiscal Year	2021	2020	2019	2018	2017	2016
Total Licensed Operations	3	33	30	35	21	13
Calendar Year	0	32	29	36	26	13
Fiscal Year	7	33	30	35	21	13

Active Launch Site Operator Licenses

Operator	Site	Location
Virginia Commercial Space Flight Authority	Wallops Flight Facility	Virginia
Alaska Aerospace Development Corporation	Pacific Spaceport Complex Alaska	Alaska
Mojave Air & Space Port	Mojave Air & Space Port	California
Oklahoma Space Industry Development Authority	Burns Flat, Oklahoma	Oklahoma
New Mexico Spaceflight Authority	Spaceport America	New Mexico
Jacksonville Aviation Authority	Cecil Field	Florida
Space Florida	Cape Canaveral Air Force Station	Florida
Midland International Airport	Midland International Airport	Texas
Houston Airport System	Ellington Airport	Texas
Adams County	Colorado Air & Space Port	Colorado
Space Florida	Cape Canaveral Spaceport/Shuttle Landing Facility	Florida
Titusville-Cocoa Airport Authority (TCAA)	Space Coast Regional Airport	Florida

Source: Office of Commercial Space Transportation as of Oct. 28, 2020

Airmen

Airmen Certification System – Active Pilots Summary (Dec. 1, 2020)

Note: These totals are based on airmen addresses.

	Student Pilot	Sport Pilot	Recreational Pilot	Private Pilot	Commercial Pilot	Airline Transport Pilot	TOTAL US PILOTS
AA-AMERICAS	0	0	0	4	2	6	12
AE-EUROPE AND CANADA	118	3	0	64	56	53	294
ALASKA	2231	57	0	2579	1665	2255	8787
ALABAMA	2813	86	0	2089	1975	1548	8511
AP-PACIFIC	273	1	0	45	60	39	418
ARKANSAS	2272	91	0	1729	1088	971	6151
AMERICAN SAMOA	0	0	0	0	0	1	1
ARIZONA	6767	192	0	5432	5716	5974	24081
CALIFORNIA	22632	544	4	19724	10991	12252	66147
COLORADO	5890	156	1	4743	3211	6862	20863
CONNECTICUT	1436	31	0	1400	729	1335	4931
DIST OF COLUMBIA	271	6	0	195	73	142	687
DELAWARE	484	14	0	343	211	444	1496
FLORIDA	24247	602	1	14395	12483	20537	72265
FED ST MICRONESIA	0	0	0	0	2	0	2
GEORGIA	6150	170	4	4741	2762	7608	21435
GUAM	42	0	0	21	18	96	177
HAWAII	1134	17	1	610	741	1371	3874
IOWA	1809	103	3	1913	900	803	5531
IDAHO	1835	95	2	1835	1157	1345	6269
ILLINOIS	5768	311	5	4763	2588	4829	18264
INDIANA	3897	209	3	3451	1675	2537	11772
KANSAS	2397	94	2	2411	1229	1344	7477
KENTUCKY	2211	69	3	1658	904	2166	7011
LOUISIANA	2080	67	0	1586	1094	1173	6000
MASSACHUSETTS	3215	70	1	2525	1202	1615	8628

	Student Pilot	Sport Pilot	Recreational Pilot	Private Pilot	Commercial Pilot	Airline Transport Pilot	TOTAL US PILOTS
MARYLAND	3522	92	2	2201	1329	1769	8915
MAINE	808	54	1	777	474	542	2656
MARSHALL ISLANDS	0	0	0	0	1	0	1
MICHIGAN	4704	228	3	4507	2322	3581	15345
MINNESOTA	3782	119	1	3977	2179	3926	13984
MISSOURI	3559	170	3	2927	1672	2206	10537
NORTH MARIANA ISL	5	0	0	0	5	3	13
MISSISSIPPI	1885	34	2	1097	840	975	4833
MONTANA	1380	41	2	1343	907	763	4436
NORTH CAROLINA	5127	176	2	4493	2647	4822	17267
NORTH DAKOTA	1468	29	0	1051	977	293	3818
NEBRASKA	1366	38	0	1236	659	655	3954
NEW HAMPSHIRE	941	54	1	978	569	1466	4009
NEW JERSEY	3332	48	3	2438	1352	2383	9556
NEW MEXICO	1473	78	1	1443	968	647	4610
NEVADA	2282	72	1	1842	1434	3113	8744
NEW YORK	6972	135	15	4761	2657	3212	17752
OHIO	5435	260	14	4883	2393	3995	16980
OKLAHOMA	3671	62	0	2447	1613	1647	9440
OREGON	3227	111	1	3226	2157	1659	10381
PENNSYLVANIA	5382	207	9	4442	2432	4481	16953
PUERTO RICO	882	48	0	295	248	358	1831
PALAU	0	0	0	1	0	0	1
RHODE ISLAND	385	8	0	278	156	243	1070
SOUTH CAROLINA	2458	91	1	2196	1224	2422	8392
SOUTH DAKOTA	744	58	1	797	496	466	2562
TENNESSEE	4595	120	4	3427	2212	4772	15130
TEXAS	19113	431	4	13646	9190	17995	60379
UTAH	3388	85	1	2532	1973	2855	10834
VIRGINIA	5054	162	2	3723	2610	4471	16022

	Student Pilot	Sport Pilot	Recreational Pilot	Private Pilot	Commercial Pilot	Airline Transport Pilot	TOTAL US PILOTS
VIRGIN ISLANDS	107	1	0	43	26	44	221
VERMONT	396	10	0	421	261	238	1326
WASHINGTON	7071	233	1	5915	3344	6691	23255
WISCONSIN	3183	279	2	3259	1385	2275	10383
WEST VIRGINIA	736	42	1	546	280	322	1927
WYOMING	701	21	2	699	332	363	2118

*Note: The Flight Standards Region includes Armed Forces (military personnel holding civilian certificate and stationed in a foreign country), and Federated States of Micronesia, Marshall Islands, and Palau.

Airmen Certification System – Active Pilots Summary (Grand Totals, Dec. 1, 2020)

	Student Pilot	Sport Pilot	Recreational Pilot	Private Pilot	Commercial Pilot	Airline Transport Pilot	TOTAL US PILOTS
State/US Territory Totals:	209106	6585	110	166103	105856	162959	650719
Foreign Address Totals:	11812	29	1	6534	12948	7288	38612
TOTAL	220918	6614	111	172637	118804	170247	689331

FAA Resources

FAA Budget Summary*

	FY 2019 Enacted	FY 2020 Enacted	FY 2021 Request
Operations	10,410,758	10,630,000	11,001,500
Air Traffic (ATO)	7,841,720	7,970,734	8,210,821
Aviation Safety (AVS)	1,336,969	1,404,096	1,474,039
Commercial Space (AST)	24,949	26,040	27,555
Finance & Management (AFN)	816,398	800,646	836,141
NextGen (ANG)	61,258	61,538	62,862
Security & Hazmat Safety (ASH)	114,165	118,642	124,928
Staff Offices	215,299	248,304	265,154
Facilities & Equipment	3,000,000	3,045,000	3,000,000
Activity 1 Engineering & Testing	194,300	218,100	153,600
Activity 2 ATC Facilities & Equip.	1,849,777	1,870,800	1,794,100
Activity 3 Non-ATC Fac. & Equip.	204,700	203,400	264,600
Activity 4 Mission Support	238,400	237,700	237,700
Activity 5 Personnel & Expenses	512,823	515,000	550,000
Research, Engineering & Dev.	191,100	192,665	170,000
Improve Aviation Safety	117,708	128,843	114,137
Improve Efficiency	19,499	-	-
Reduce Environmental Impacts	47,187	48,187	44,920
Mission Support	6,706	15,635	10,943
Grants-in-aid for Airports	3,850,000	13,750,000	3,350,000
Grants-in-aid for Airports	3,679,190	3,569,276	3,174,932
Personnel & Related Expenses	112,600	116,500	119,402
Airport Technology Research	33,210	39,224	40,666
Airport Cooperative Research	15,000	15,000	15,000
Small Community Air Service	10,000	10,000	-
CARES Act Supplemental	-	10,000,000	-
TOTAL	17,451,858	27,617,665	17,521,500

Source: FAA Office of Financial Services

*In millions

FAA Workforce Data: Line of Business and Location

Line of Business	2020
Air Traffic Organization (ATO)	31,926
Airports (ARP)	565
Aviation Safety (AVS)	7,422
Commercial Space Transportation (AST)	92
Security & Hazardous Materials Safety (ASH)	511
Staff Offices	4,555
Grand Total	45,071

Location (Region/Center)	2020
Aeronautical Center	2,936
Alaskan	487
Central	767
Eastern	3,795
Great Lakes	5,407
Headquarters	11,562
New England	1,125
Northwest Mountain	3,530
Southern	5,751
Southwest	5,277
Technical Center	682
Western-Pacific	3,752
Grand Total	45,071

Source: Office of Accountability and Strategic Business Management
 Full and Part-Time Federal Employees Only;
 As of Nov. 7, 2020

FAA Workforce Demographics: Minorities and Non-Minorities (Line of Business)

Line of Business	2020	
	Minority	Non-Minority
Office of Audit Evaluation (AAE)	57.1%	42.9%
Office of Civil Rights (ACR)	67.2%	32.8%
Office of Finance and Management (AFN)	34.4%	65.6%
Office of Chief Council (AGC)	31.7%	68.3%
Office of Gov't & Industry Affairs (AGI)	55.6%	44.4%
Office of Human Resources (AHR)	51.9%	48.1%
Office of NextGen (ANG)	31.2%	68.8%
Office of the Administrator (AOA)	53.8%	46.2%
Office of Communications (AOC)	28%	72%
Office of Policy, Int'l Affairs & Env. (APL)	32.4%	67.6%
Office of Airports (ARP)	33.8%	66.2%
Security & Haz. Mat. Safety (ASH)	37.8%	62.2%
Office of Comm. Space Trans. (AST)	33.7%	66.3%
Air Traffic Organization (ATO)	27%	73%
Aviation Safety (AVS)	24.9%	75.1%
Grand Total	27.8%	72.2%

Source: Office of Accountability and Strategic Business Management
As of Nov. 7, 2020

FAA Workforce Demographics: Female and Male (Line of Business)

Line of Business	*2020	
	Female	Male
Office Of Audit & Evaluation (AAE)	52%	48%
Office Of Civil Rights (ACR)	61%	39%
Office Of Finance & Management (AFN)	45%	55%
Office Of Chief Counsel (AGC)	53%	47%
Office Of Gov't & Industry Affairs (AGI)	67%	33%
Office Of Human Resource Mgt. (AHR)	67%	33%
Office Of NextGen (ANG)	29%	71%
Office Of Administrator (AOA)	62%	38%
Office Of Communications (AOC)	56%	44%
Office Of Policy, Int'l Affairs, Env. (APL)	53%	47%
Office Of Airports (ARP)	39%	61%
Office Of Security & Hazardous Materials Safety (ASH)	40%	60%
Office Of Commercial Space Transportation (AST)	33%	67%
Air Traffic Organization (ATO)	19%	81%
Office Of Aviation Safety (AVS)	26%	74%
Grand Total	23%	77%

Source: Office of Accountability and Strategic Business Management
As of Nov. 7, 2020

Labor Relations Bargaining Units Labor Agreements Employees Represented

	Bargaining Units	Labor Agreements	Employees Represented
Unions	33	15	34,912
AFGE	4	3	1,547
AFSCME (HQ)	1	1	2,342
LIUNA	1	1	165
NAGE	2	2	173
NATCA	15	3	19,173
NFFE	3	1	607
PAACE	2	2	311
PASS	5	2	10,594
Unrepresented			892
Nonbargaining			9,130
Total employees:			44,934

AFGE	American Federation of Government Employees
AFSCME	American Federation of State, County and Municipal Employees
LIUNA	Laborers' International Union of North America
NAGE	National Association of Government Employees
NATCA	National Air Traffic Controllers Association
NFFE	National Federation of Federal Employees
PAACE	Professional Association of Aeronautical Center Employees
PASS	Professional Aviation Safety Specialists
Source:	Office of Human Resource Management As of Feb. 3, 2018

Air Traffic-Related Facilities

Airports	19,633
Public Airports	5,082
Private Airports	14,551
ATC Towers	521
Federal	264
Contract	257
TRACONS	149
Stand-Alone	25
Combined ATC Towers	124
En Route Centers	25
ARTCC	21
CCF	4

Source: OPSNET, Office of Performance Analysis

ARTCC (Air Route Traffic Control Center)

CCF (Combined Control Facility)

Recently Published Rulemaking Documents

Recently published rulemaking documents can be found on the FAA website at the link below.

https://www.faa.gov/regulations_policies/rulemaking/recently_published/