**FAA Organization**

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

**Air Traffic Organization (ATO).** ATO is responsible for providing safe and efficient air navigation services for 29.4 million square miles of airspace. This represents more than 17 percent of the world’s airspace and includes all of the U.S. and large portions of the Atlantic and Pacific Oceans and the Gulf of Mexico.

**Airports (ARP).** ARP provides leadership in planning and developing a safe and efficient national airport system. The office is responsible for all programs related to airport safety and certification inspections, and for standards of airport design, construction, and operation, including international harmonization of airport standards. ARP also awards Airport Improvement Program grants, including COVID-relief grants, and authorizes Passenger Facility Charge collections.

**Aviation Safety (AVS).** AVS is responsible for the certification, production approval, and continued airworthiness of aircraft, as well as the certification of pilots, mechanics, and others in safety-related positions. AVS is also responsible for certifying operators and maintenance organizations, certifying and overseeing approximately 7,300 U.S. commercial airlines and air operators, developing regulations, and conducting aerospace medical and human factors research.

**Security and Hazardous Materials Safety (ASH).** ASH protects critical FAA assets, personnel, and the flying public from security risks, including criminal, terrorist, and insider threat actions. This is done through 24/7 emergency preparedness and response; global aviation situational awareness; intelligence threat identification, warning, and analysis; robust regulatory investigations; and providing support and education to law enforcement organizations investigating FAA certificated entities, personnel, and facility security programs.

**Commercial Space Transportation (AST).** AST ensures protection of the public, property, and the national security and foreign policy interests of the U.S. during commercial space launch and reentry activities. AST does this through authorizing launches and reentry operations and by licensing launch and reentry sites. AST also encourages, facilitates, and promotes the U.S. commercial space transportation industry, with due consideration of environmental issues.

The FAA has nine staff offices that support these lines of business and enable the accomplishment of the agency’s mission. For more information about FAA lines of business and staff offices, please visit [www.faa.gov/about/office_org](http://www.faa.gov/about/office_org).

**44,586**

**TOTAL EMPLOYEES**

*As of September 30, 2021*

* Regional and field offices include 1,797 FAA employees outside the continental U.S. as follows: 1,123 in Alaska, 363 in Hawaii, 285 in U.S. territories, and 26 in foreign countries.

KEY:  
- 1,000 people
Performance at a Glance

Our FY 2021 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 2021, the FAA achieved all 20 performance measures. The FAA has noted the measures for which the data provided are preliminary. For more information, please see pages 43-75 of the FAA’s FY 2021 Performance and Accountability report, here: [https://www.faa.gov/about/plans_reports/#performance](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 2020 Results</th>
<th>FY 2021 Target Results</th>
<th>FY 2021 Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial Air Carrier Fatality Rate:* Reduce the commercial air carrier fatalities per 100 million persons on board U.S. carriers by 50 percent over 18-year period — FY 2008–2025. Target for FY 2021 is 5.4.</td>
<td>0.6¹</td>
<td>5.4</td>
<td>✓</td>
</tr>
<tr>
<td>Commercial Surface Safety Risk Index: Manage the weighted surface safety risk index at or below 0.35 per million airport operations for commercial aviation.</td>
<td>0.063</td>
<td>0.35</td>
<td>✓</td>
</tr>
<tr>
<td>Non-Commercial Surface Safety Risk Index: Manage the weighted surface safety risk index at or below 0.60 per million airport operations for non-commercial aviation.</td>
<td>0.204</td>
<td>0.6</td>
<td>✓</td>
</tr>
<tr>
<td>Top 5 Corrective Action Plan Implementation Through Collaboration Across the Air Traffic Organization (ATO): Implement 85 percent of approved mitigation activities in association with ATO’s Top 5 identified trending safety issues in the national airspace system.</td>
<td>86%</td>
<td>85%</td>
<td>✓</td>
</tr>
<tr>
<td>General Aviation Fatal Accident Rate:* Reduce the general aviation fatal accident rate to no more than 0.89 fatal accidents per 100,000 flight hours by 2028. FY 2021 Target: 0.96.</td>
<td>0.91¹</td>
<td>0.96</td>
<td>✓</td>
</tr>
</tbody>
</table>

### PEOPLE

Strengthen our current and future aviation workforce by holding ourselves accountable, developing our people and planning for the aviation workforce of the future.

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>FY 2020 Results</th>
<th>FY 2021 Target Results</th>
<th>FY 2021 Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>FAA Corporate Diversity and Inclusion Strategic Plan: Develop and design a Five-Year Diversity and Inclusion Strategic Plan that will provide relevant, strategies, goals, and tools needed to create an inclusive, discrimination-free workplace where all employees will have the opportunity to reach their full potential.</td>
<td>New Measure for FY 2021</td>
<td>Meet two targets</td>
<td>✓</td>
</tr>
<tr>
<td>FAA National Science, Technology, Engineering, and Math (STEM) Aviation and Space Education (AVSED) Program Governance Structure: Fully implement the cross-agency STEM AVSED governance structure, to include the STEM AVSED Executive Board, and the STEM AVSED Steering Committee.</td>
<td>Updated Measure for FY 2021</td>
<td>Meet all three targets</td>
<td>✓</td>
</tr>
</tbody>
</table>

### GLOBAL LEADERSHIP

Advance global aviation safety, operational excellence, and innovation by leading and collaborating with aviation authorities globally.

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>FY 2020 Results</th>
<th>FY 2021 Target Results</th>
<th>FY 2021 Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Implement FAA International Strategy and Enhance International Civil Aviation Organization (ICAO) Work: Contribute to the development of the U.S. government position regarding the ICAO Secretary General Election in March 2021 and qualified U.S. citizens for ICAO’s senior technical and regional positions in order to have a direct and continuous influence at the U.N. technical agency.</td>
<td>New Measure for FY 2021</td>
<td>Meet all three targets</td>
<td>✓</td>
</tr>
<tr>
<td>Promote International Safety and U.S. Interests: Influence the development of international approaches to ensure the safe and sustainable recovery of the aviation sector after the global health emergency.</td>
<td>New Measure for FY 2021</td>
<td>Meet two targets</td>
<td>✓</td>
</tr>
</tbody>
</table>

✓ Target met

* This performance measure supports a DOT Agency Priority Goal.
1 Preliminary estimate until final results are available in December 2021. We do not expect any change in the result to be significant enough to alter our year-end status of achieving the target.
2 Preliminary estimate until final results are available in December 2022. We do not expect any change in the result to be significant enough to alter our year-end status of achieving the target.
3 Preliminary estimate until the final result becomes available in March 2022. We do not expect any change in the final result to be significant enough to alter our year-end status of achieving the target.
## 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. The unparalleled drop in aviation activity in 2020 and the temporary suspension of aviation-related excise taxes resulted in greatly decreased revenues flowing into the AATF last year. To address this challenge, on October 1, 2020, the U.S. Congress appropriated a one-time infusion of $14 billion into the AATF, allowing the AATF to continue supporting the FAA’s budget. In FY 2021, the AATF paid for approximately 95 percent of the FAA’s enacted budget.
For the fiscal year ended September 30, 2021, FAA’s net costs were $25.7 billion. The percentage of net costs by FAA strategic goal area are shown below.

<table>
<thead>
<tr>
<th>NET COST BY STRATEGIC GOAL as of September 30, 2021 (Dollars in Thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety</td>
</tr>
<tr>
<td>33%</td>
</tr>
<tr>
<td>Total</td>
</tr>
</tbody>
</table>

**Safety.** A little over $16.9 billion of total net cost was devoted to further enhance the outstanding safety record of the nation’s airspace. The majority of this, $10.5 billion, was spent by the Air Traffic Organization, largely to maintain the safe separation of aircraft in the air and on the ground. The Office of Airports also provided approximately $4.6 billion for projects to preserve or enhance safety. The Aviation Safety Organization spent just under $1.7 billion on its programs to regulate and certify aircraft, pilots, and airlines.

**People.** As a whole, the FAA committed approximately $147 million to strengthen the agency’s ability to fulfill its safety, operational excellence, and global leadership missions through a highly diverse, engaged, and skilled workforce.

**Global Leadership.** Approximately $39 million was used to help the U.S. reassert its global influence in aviation safety and leadership reputation around the globe by becoming the gold standard in safety again.

**Operational Excellence.** A little over $8.6 billion was assigned to invest in better technologies that enable efficiencies, while concurrently sustaining the existing infrastructure of the national airspace system.

For additional information, please see pages 25-34 of the FAA’s FY 2021 Performance and Accountability Report, here: https://www.faa.gov/about/plans_reports/#performance.

**FY 2021 Top Management Challenges**

The Reports Consolidation Act of 2000 requires the Inspector General to identify and report annually on the most serious management and performance challenges that federal agencies face. On October 21, 2020, the Inspector General issued its memorandum identifying the top management and performance challenges that DOT would be facing in FY 2021. DOT tasked the FAA with addressing the following seven of those challenges:

- Improving FAA’s Oversight of Aircraft Certification Processes
- Enhancing Aviation Safety Oversight While Working in a Collaborative Environment
- Modernizing New Systems While Introducing New Capabilities
- Implementing New Performance Based Navigation Flight Procedures and Delivering Benefits to Airspace Users
- Awarding Pandemic Relief and Other DOT Contracts and Grants Efficiently, Effectively, and for Intended Purposes
- Enhancing Contract and Grant Management and Oversight to Achieve Desired Results and Compliance with Requirements
- Ensuring the Safe Integration of UAS in the National Airspace System

The FAA coordinated with DOT to develop an “Action Plan” that listed actions and timelines for addressing each of the challenges. The FAA then developed an “Actions Taken” report that describes the progress the FAA made throughout FY 2021 in addressing each of the challenges. These and other related reports are posted at https://www.faa.gov/about/plans_reports/#tmc.

In the FY 2021 Performance and Accountability Report, the FAA also discusses the activities and accomplishments taken throughout the year in addressing the challenges that were communicated at the beginning of the year, and what remains for FY 2022 and beyond. For additional information, please see pages 149-162 of the FAA’s FY 2021 Performance and Accountability Report, here: https://www.faa.gov/about/plans_reports/#performance.

On October 27, 2021—13 days prior to publication of the FAA’s FY 2021 Performance and Accountability Report—the Inspector General identified the top challenges that management would face in FY 2022. The FAA’s FY 2022 Performance and Accountability Report will summarize actions taken to address these challenges.

**Please send comments to:**

**FAA Office of Financial Management**

800 Independence Avenue, SW, Room 600W
Washington, DC 20591

202-267-9105 PAR@FAA.GOV

www.facebook.com/FAA
www.instagram.com/faa
www.linkedin.com/company/faa
https://medium.com/faa
www.twitter.com/FAANews
www.youtube.com/FAANews

For More Information

This FY 2021 Summary of Performance and Financial Information and its companion, the FY 2021 Performance and Accountability Report, and prior year documents are available on the FAA website at: https://www.faa.gov/about/plans_reports/#performance.