



U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, DC 20591

March 28, 2023

The Honorable Patty Murray
Chair
Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Chair Murray:

Enclosed is a Federal Aviation Administration (FAA) report to Congress requested in House Report 115-237 on the Departments of Transportation, and Housing and Urban Development and Related Agencies Appropriations Bill, 2018, that the FAA provide an update to the April 2016 FAA Report to Congress: Study of Operators Regulated Under Part 135 (Initial FAA Report), to cover activity from 2012 through 2016, as referred to in the explanatory statement that accompanied the Consolidated Appropriations Act, 2018 Pub. L. 115-141.

As per the House Report request, this report updates the original study to cover the years 2012-2016.

A similar letter has been sent to the Vice Chair of the Senate Committee on Appropriations and the Chairwoman and Ranking Member of the House Committee on Appropriations.

Sincerely,

A handwritten signature in black ink that reads "Billy Nolen".

Billy Nolen
Acting Administrator

Enclosure



U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, DC 20591

March 28, 2023

The Honorable Susan Collins
Vice Chair
Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Vice Chair Collins:

Enclosed is a Federal Aviation Administration (FAA) report to Congress requested in House Report 115-237 on the Departments of Transportation, and Housing and Urban Development and Related Agencies Appropriations Bill, 2018, that the FAA provide an update to the April 2016 FAA Report to Congress: Study of Operators Regulated Under Part 135 (Initial FAA Report), to cover activity from 2012 through 2016, as referred to in the explanatory statement that accompanied the Consolidated Appropriations Act, 2018 Pub. L. 115-141.

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Billy Nolen
Acting Administrator

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U.S. Department
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**Federal Aviation
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Office of the Administrator

800 Independence Ave., S.W.
Washington, DC 20591

March 28, 2023

The Honorable Kay Granger
Chairwoman
Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Chairwoman Granger:

Enclosed is a Federal Aviation Administration (FAA) report to Congress requested in House Report 115-237 on the Departments of Transportation, and Housing and Urban Development and Related Agencies Appropriations Bill, 2018, that the FAA provide an update to the April 2016 FAA Report to Congress: Study of Operators Regulated Under Part 135 (Initial FAA Report), to cover activity from 2012 through 2016, as referred to in the explanatory statement that accompanied the Consolidated Appropriations Act, 2018 Pub. L. 115-141.

As per the House Report request, this report updates the original study to cover the years 2012-2016.

A similar letter has been sent to the Ranking Member of the House Committee on Appropriations and the Chair and Vice Chair of the Senate Committee on Appropriations.

Sincerely,

A handwritten signature in black ink, appearing to read "Billy Nolen", with a stylized flourish at the end.

Billy Nolen
Acting Administrator

Enclosure



U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, DC 20591

March 28, 2023

The Honorable Rosa L. DeLauro
Ranking Member
Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Ranking Member DeLauro:

Enclosed is a Federal Aviation Administration (FAA) report to Congress requested in House Report 115-237 on the Departments of Transportation, and Housing and Urban Development and Related Agencies Appropriations Bill, 2018, that the FAA provide an update to the April 2016 FAA Report to Congress: Study of Operators Regulated Under Part 135 (Initial FAA Report), to cover activity from 2012 through 2016, as referred to in the explanatory statement that accompanied the Consolidated Appropriations Act, 2018 Pub. L. 115-141.

As per the House Report request, this report updates the original study to cover the years 2012-2016.

A similar letter has been sent to the Chairwoman of the House Committee on Appropriations and the Chair and Vice Chair of the Senate Committee on Appropriations.

Sincerely,

A handwritten signature in black ink, reading "Billy Nolen".

Billy Nolen
Acting Administrator

Enclosure



Federal Aviation Administration
Aviation Safety

REPORT TO CONGRESS:

Updated Study of Operators Regulated Under Part 135

U.S. House of Representatives Report No. 115-237, Departments of Transportation, and Housing and Urban Development and Related Agencies Appropriations Bill, 2018

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Legislative Request

The FAA submits this report in response to U.S. House of Representatives Report 115-237, Departments of Transportation, Housing and Urban Development and Related Agencies Appropriations Bill, 2018, which states in pertinent part:

Part 135 industry trends.- The Committee directs the agency to provide, within 180 days of enactment of this Act, an update of “Study of Operators Regulated Under Part 135” (PL 112-95; Sec. 409) to cover activity between 2012-2016. The Committee encourages the agency to consult with industry in advance of the update on additional business, economic, employment, and other data points that should be included.

This report refers to the aforementioned Study of Operators Regulated Under Part 135 as the “Initial FAA Report”. The initial FAA report can be found on the FAA website at: https://www.faa.gov/about/plans_reports/congress/media/Report-to-Congress-Study-of-Operators-Regulated-Under-Part-135.pdf

Methodology¹

To develop a profile of the Part 135 industry, the FAA consulted with the following organizations:

- Alaska Air Carriers Association
- Alaska Department of Transportation and Public Facilities
- Alaskan Region Safety Analysis and Evaluation Branch
- American Association of Airport Executives
- Association of Air Medical Services
- General Aviation Manufacturers Association
- Helicopter Association International
- Medallion Foundation
- National Air Transportation Association
- National Business Aviation Association

The FAA also used the data sources listed below. As the FAA used a variety of databases for this report, this report notes where there are differences in reporting and other conventions, as no single source of integrated data on Part 135 operations exists.

➔ **FAA Data Sources:**

- Operations Safety System (OPSS)
 - OPSS is the principal data set used to identify operators. Maintained by the FAA Air Transportation Division, OPSS is a real-time data system that tracks operators registered with the FAA that have filed the required insurance information with the U.S. Department of Transportation (DOT).
- National Vital Information Subsystem (NVIS), maintained by the FAA Regulatory Support Division
 - The National Flight Standard Automation Subsystem is the mainframe subsystem that retains the Flight Standards Automation Subsystem (FSAS) data, such as

¹ The FAA's ability to update the metrics used in the Initial FAA Report with comparable data from 2012-2016 depends on a number of factors including the nature and availability of the source, the nature and availability of the data, and the changing nature of data collection methods during the 2012-2016 time period. The report primarily uses data covering activity in 2012 and 2016 and, when possible, also includes data covering activity in 2013-2015.

inspection and safety data, uploaded from all Flight Standards District Offices for activities ranging from certifications to routine inspections. NVIS, a subsystem of FSAS, allows users to view or print all records and reports concerning reference data on air operators, air agencies, airmen, aircraft, and facilities.

- Airport Activity Survey (AAS), conducted by the FAA Office of Airport Planning and Programming.²
- The Terminal Area Forecast, maintained by the FAA Office of Aviation Policy and Plans, is the official FAA forecast of aviation activity for U.S. airports. It contains active airports in the National Plan of Integrated Airport Systems (NPIAS), including FAA-towered airports, federal contract-towered airports, non-federal towered airports, and non-towered airports. Forecasts are prepared for major users of the National Airspace System (NAS), including air carriers, air taxi/commuter, general aviation, and the military. The forecasts are prepared to meet the budget and planning needs of the FAA and provide information for use by state and local authorities, the aviation industry, and the public.
- NPIAS maintained by the FAA Office of Airports.
 - The FAA primarily obtains the data for the NPIAS from airport master plans and system plans prepared by planning and engineering firms for state and local agencies and concurred with by the FAA. Each of the FAA's nine Airports Regional Offices is responsible for maintaining its portion of the national database. Specifically, Regional Airports Division Managers are responsible, within national program policy parameters and program guidance, for making all decisions with respect to entry and development inputs and revisions to the NPIAS.
- Airport Master Records, obtained from the FAA National Flight Data Center (Form 5010)
- General Aviation and Part 135 Activity Survey (GA Survey), conducted for the Aviation Safety Information Analysis and Sharing Division of the FAA Office of Accident Investigation and Prevention and FAA Office of Aviation Policy and Plans³⁴
- Aircraft Registration Database, maintained by the FAA Civil Aviation Registry

² The AAS is based on voluntary participation.

³ The GA survey is based on voluntary participation.

⁴ This report uses a database of de-identified individual survey responses to annual GA Surveys for 2010, 2012, 2013, 2014, 2015, and 2016 and not the FAA publication of the GA Survey, to make special data tabulations where necessary.

- Enhanced Traffic Management System (ETMS) data taken from the Air Traffic Services Business Model (ATSBM), which is maintained by the NAS Quality Assurance and Performance Group, Air Traffic Organization Technical Operations, and the FAA Office of Aviation Policy and Plans. ETMS is the underlying database and communications system for traffic management. ETMS produces demand data, applies control times to the data, processes user substitutions, and generates user reports. The ATSBM tracks flights that are captured by FAA’s Traffic Flow Management System.⁵

➤ **Non-FAA Data Sources:**

- National Transportation Safety Board (NTSB) Aviation Accident Database and Synopses.
- Air Charter Guide, an industry reference source about the charter industry.
- U.S. Department of Commerce Census Bureau 2012 Economic Census.⁶
- U.S. Department of Labor Bureau of Labor Statistics (BLS).
- InfoUSA, a firm that collects comprehensive revenue data for the Part 135 industry.⁷
- DOT Bureau of Transportation Statistics T-100 Reports.⁸
- Official Airline Guide (OAG). The OAG, a statistical database, includes data for all airports with scheduled air carrier service of any kind.⁹

⁵The FAA used Fiscal Year (FY) 2016 data from the ATSBM for this report.

⁶ The U.S. Economic Census occurs every five years. In order to update the Initial FAA Report, the FAA extracted data from the 2012 Economic Census, and adjusted those numbers to 2016 dollar values using data from the BLS.

⁷ InfoUSA provides sales estimates as “latest available” and not for a specific year. The FAA obtained the data in July 2018 which means the estimate provided for most carriers likely is a 2017 figure.

⁸ Scheduled Part 135 operators are required to file Schedule T-100, which summarizes flight stage data and on-flight market data from revenue flights.

⁹ The FAA queried the OAG in 2016 for the purpose of this report.

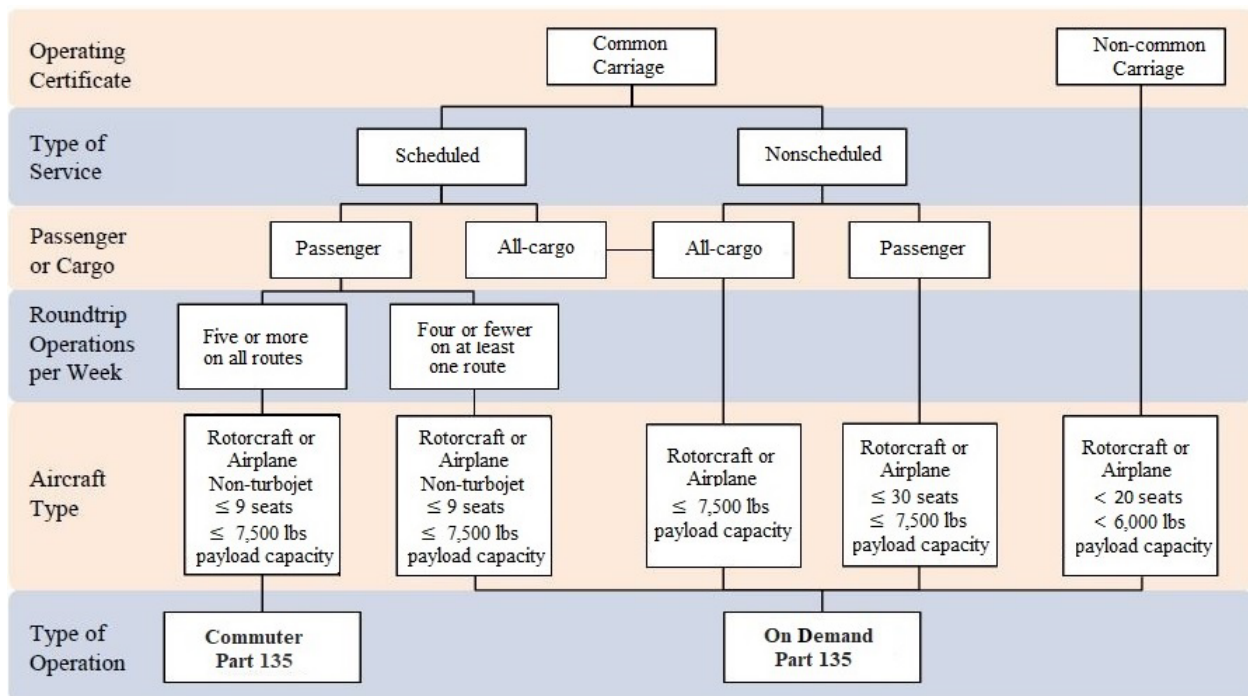
Part 135

This report covers operations under Title 14 of the Code of Federal Regulations (14 CFR) Part 135, including:

- Scheduled carriers operating propeller-driven airplanes with fewer than 10 passenger seats and a maximum payload capacity of 7,500 pounds or less;
- On-demand passenger and air cargo services operating aircraft in a common carriage with 30 passenger seats or fewer and a maximum payload capacity of 7,500 pounds or less; and
- Passenger and air cargo services in private carriage with airplanes having fewer than 20 passenger seats and a maximum payload capacity of less than 6,000 pounds.

This report uses the terms “scheduled operations” interchangeably with “commuter Part 135 operations” and the term “on-demand Part 135 operations” to describe passenger and cargo air charter operations, air medical operations, and certain types of air tour flights. Figure 1 illustrates how the operating rules for commuter or scheduled Part 135 operations differ from those for on-demand Part 135 operations.

Figure 1: Part 135 Operating Rules



Study Findings

1. The size of the fleet and type of aircraft in the fleet

As of February 2016, there were 2,030 Part 135 operators and 10,668 total aircraft authorized on Part 135 certificates. Approximately 72 percent of these aircraft were fixed-wing airplanes, while approximately 28 percent were rotorcraft. While many types of aircraft were used for Part 135 services, the most frequently used aircraft type was a fixed-wing turbojet airplane, with over 3,400 aircraft approved for Part 135 operations in 2016. The next most frequently used aircraft were turbine-powered rotorcraft, with over 2,700 approved for Part 135 operations, followed by multi-engine turboprop airplanes, with 1,500 approved for Part 135 operations.

Table 1 shows the number of aircraft authorized for use under 14 CFR part 135, by aircraft category and activity type.

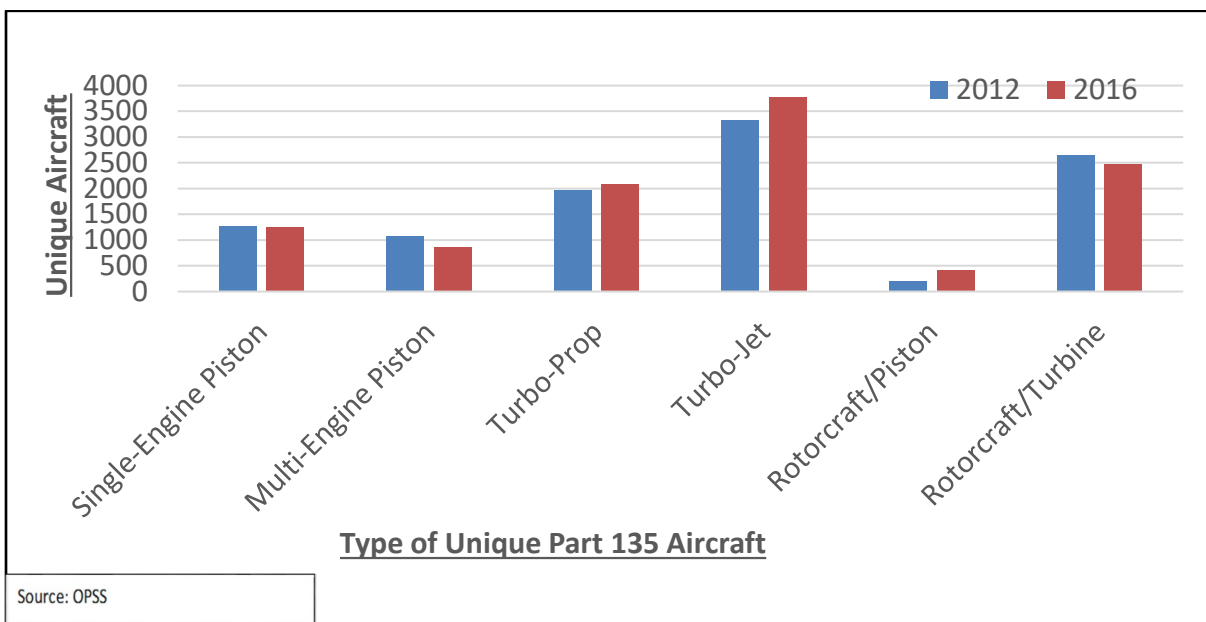
Table 1: Aircraft Authorized under Part 135 by Aircraft Category and Activity

Aircraft Category		Scheduled Part 135	On Demand		Not Specified/ Other	Total Authorized Aircraft		Total Unique Aircraft
			Passenger and Passenger/Cargo	Cargo Only		Count	Share	
Fixed-Wing Airplane	Single Engine Piston	193	1,128	17	3	1,341	13%	1,326
	Multi-Engine Piston	103	747	139	5	994	9%	987
	Single Engine Turboprop	105	65	220	0	390	4%	387
	Multi-Engine Turboprop	72	1,078	350	1	1,501	14%	1,490
	Turbojet	19	3,342	80	1	3,442	32%	3,416
	Total	492	6,360	806	10	7,668	72%	7,606
Rotorcraft	Piston	4	217	0	2	223	2%	220
	Turbine	56	2,699	19	2	2,776	26%	2,703
	Total	60	2,916	19	4	2,999	28%	2,923
Other		0	1	0	0	1	0%	1
Total		552	9,277	825	14	10,668	100%	10,530

Source: 2016 OPSS

Figure 2 below shows how the fleet composition changed between 2012 and 2016. While the number of multi-engine piston and turboprop aircraft declined, the total number of unique Part 135 aircraft increased by nine aircraft (from 10,521 to 10,530), or 0.1 percent, between 2012 and 2016.

Figure 2: Change in Number of Unique Part 135 Aircraft



2. The equipment utilized by the fleet

The GA Survey collects data on active aircraft. The data are analyzed in terms of type of aircraft, flight hours by primary and actual use, operations under various types of flight plans and weather conditions, avionics equipment, and other factors. Owners of registered aircraft respond to the surveys on a voluntary basis and response rates vary.¹⁰ The GA Survey questionnaire, sent to general aviation owners as well as on-demand Part 135 aircraft owners, asks about four categories of navigation equipment that can be installed on aircraft. For the purpose of the questionnaire, the FAA considered any aircraft from any of these four categories that had equipment to be equipped with navigational devices.

The Initial FAA Report used 2010 GA Survey data to show the share of on-demand Part 135 aircraft equipped with selected avionics by aircraft category in 2010. Table 2 below shows the share of on-demand Part 135 aircraft equipped with selected avionics by aircraft category in 2016 as compared to the data from the Initial FAA Report.

¹⁰ The overall response rate for the 2016 GA Survey was approximately 43 percent.

Table 2: Selected Avionics Data for On-Demand Part 135 Aircraft – 2010 and 2016

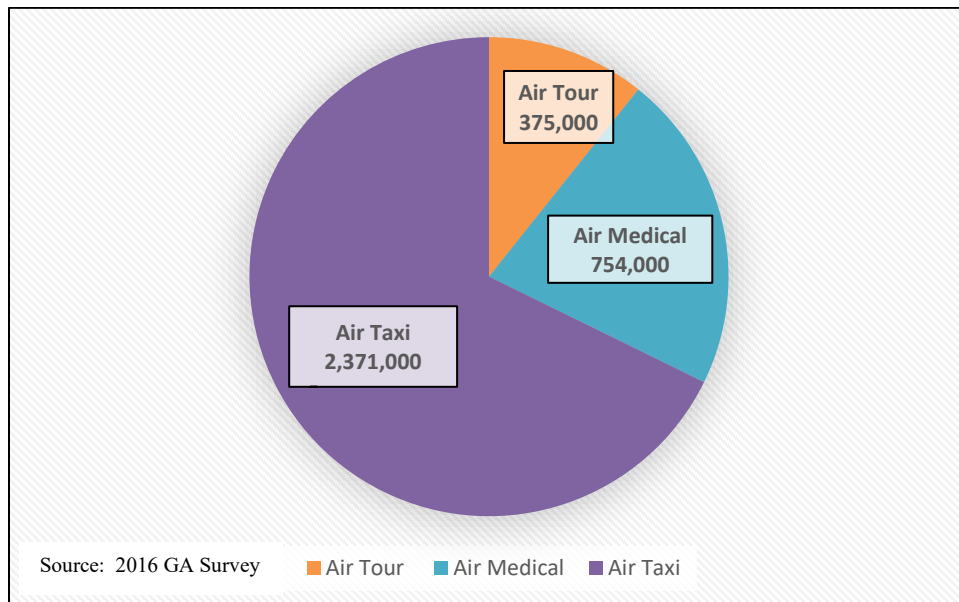
Aircraft Category		GPS		Transponder		ADS B Out		ADS B Out/In		Guidance		Approach		TCAS		Respondents	
		2010	2016	2010	2016	2010	2016	2010	2016	2010	2016	2010	2016	2010	2016	2010	2016
Fixed-Wing Airplane	Single-Engine Piston	85%	89%	82%	55%	5%	29%	6%	25%	48%	33%	70%	50%	9%	18%	579	416
	Multi-Engine Piston	93%	93%	99%	67%	5%	28%	7%	24%	94%	77%	98%	96%	21%	37%	560	415
	Single-Engine Turbo-Prop	88%	99%	70%	56%	4%	34%	5%	4%	64%	84%	64%	99%	38%	77%	424	420
	Multi-Engine Turbo-Prop	98%	96%	99%	58%	5%	24%	9%	9%	93%	87%	99%	96%	58%	76%	394	679
	Turbojet	99%	99%	97%	63%	10%	33%	12%	7%	99%	99%	99%	100%	84%	95%	910	1,077
Rotorcraft	Piston	83%	79%	96%	42%	4%	8%	7%	7%	18%	15%	12%	21%	2%	10%	29	55
	Turbine	96%	98%	99%	59%	5%	26%	5%	8%	66%	63%	64%	50%	45%	57%	1,382	1,497
Other		67%	23%	60%	4%	4%	1%	5%	1%	58%	6%	49%	9%	44%	5%	26	36
Total		93%	95%	93%	59%	6%	28%	7%	11%	76%	74%	80%	76%	44%	63%	4,304	4,595

Source: 2010 GA Survey and 2016 GA Survey

3. The number of hours flown each year by the fleet

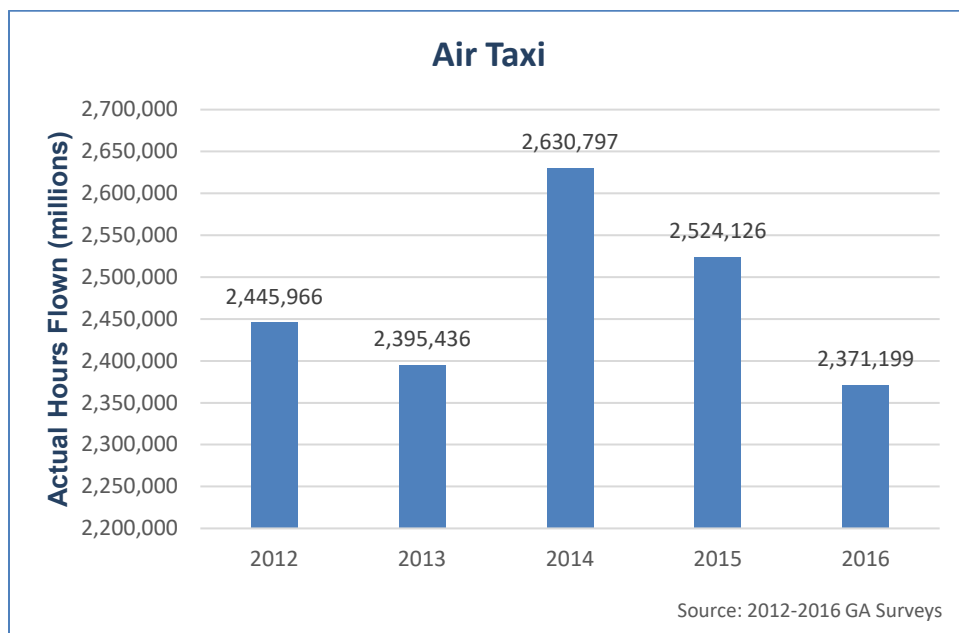
The Part 135 industry includes scheduled commuter airline operators with propeller-driven aircraft of fewer than ten passenger seats, on-demand passenger and cargo flights, certain medical flights with helicopters and fixed-wing aircraft, and certain air tour operators. In terms of aircraft hours flown, the 2016 GA Survey primarily captures on-demand Part 135 activity. Figure 3 below shows the number of hours flown by on-demand Part 135 aircraft in 2016. Flights in the three on-demand Part 135 categories totaled 3,500,000 hours. The largest component of the three on-demand Part 135 categories, on-demand air taxi, accounted for 2,371,000 hours.

Figure 3: On-Demand Part 135 Hours Flown by Type of Part 135 Operation—2016



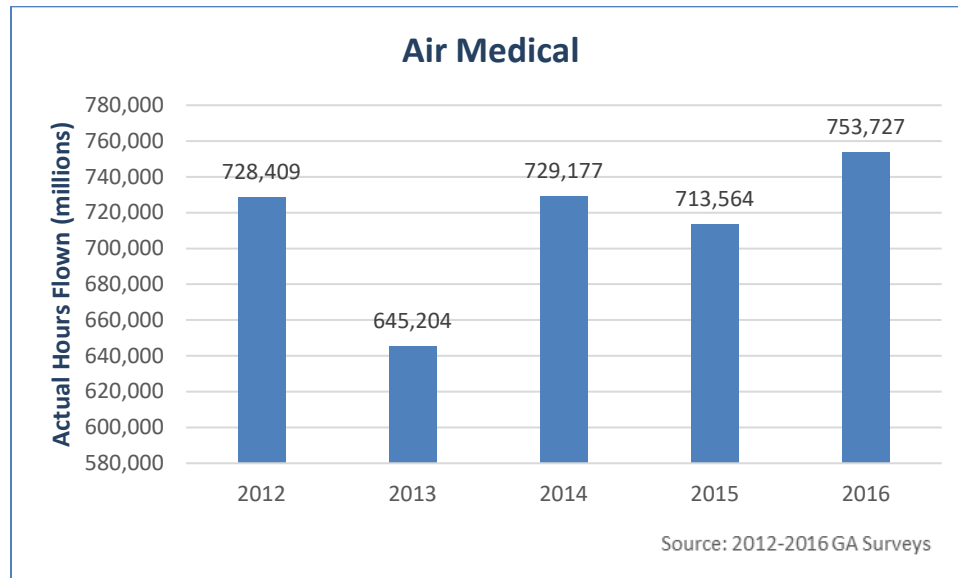
The total number of hours flown by on-demand Part 135 aircraft increased from 3.1 million hours in 2010 to 3.5 million in 2016. As shown in Figure 4 below, the number of hours flown by passenger and cargo air charter operators decreased from 2012 to 2016, although the hours increased in 2014 and 2015.

Figure 4: Number of Hours Flown by On-Demand Air Taxi Operators



As shown in Figure 5 below, the number of hours flown by air medical operators increased from 2012 to 2016, although the hours decreased in 2013 before increasing in 2014.

Figure 5: Number of Hours Flown by On-Demand Air Medical Operators



Lastly, as shown in Figure 6 below, the number of hours flown by air tour operators decreased from 2012 to 2015 but increased in 2016.

Figure 6: Number of Hours Flown by On-Demand Air Tour Operators



4. The utilization rates with respect to the fleet

As stated in the Initial FAA Report, the aircraft utilization rate per year varies by type of aircraft and use. Table 3 shows the number of aircraft and annual utilization for Part 135 aircraft by two criteria. The columns on the left side include all aircraft that reported at least 25 hours in all Part 135 uses combined during 2016. The columns on the right side show data for aircraft primarily performing Part 135 operations. The difference between the number of authorized Part 135 aircraft and the number of aircraft primarily used for Part 135 operations reflects those aircraft authorized for Part 135 operations but used for other non-Part 135 purposes.

Table 3: Annual Utilization of Part 135 Primary Use Aircraft in 2016

Aircraft Category		All Aircraft with 25+ Hours Part 135 Use			Aircraft Used Primarily for Part 135 Operations		
		Fleet	Hours Flown	Annual Utilization	Fleet	Hours Flown	Annual Utilization
Fixed-Wing Airplane	Single-Engine Piston	1,262	361,613	287	1,084	294,328	272
	Multi-Engine Piston	855	332,867	389	752	281,291	374
	Single-Engine Turbo-Prop	729	422,608	580	691	398,387	576
	Multi-Engine Turbo-Prop	1,357	601,387	443	1,219	533,068	437
	Turbojet	3,782	1,619,517	428	2,258	885,105	392
Rotorcraft	Piston	420	149,242	355	140	41,214	294
	Turbine	2,481	1,150,641	464	2,258	1,047,152	464
Other		114	18,070	158	128	16,585	130
Total		11,000	4,655,946	423	8,531	3,497,129	410

Source: 2016 GA Survey

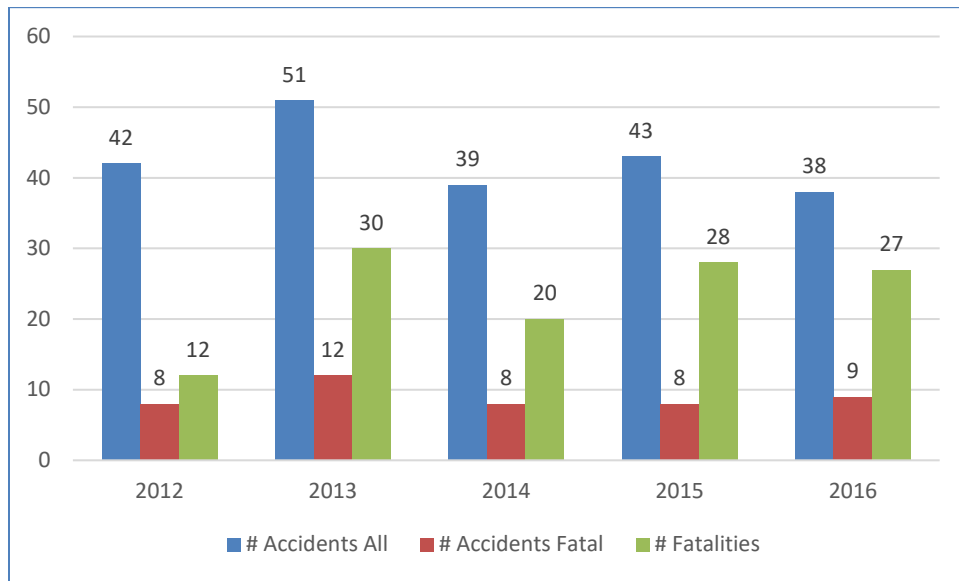
5. Safety Data

Typically, aviation safety is measured in terms of accidents, fatalities, and injuries.

Accident rates are calculated by dividing the incidence of these occurrences by a measure of exposure such as flight hours or departures. The NTSB defines an aviation accident as an “occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight and all such persons have disembarked, and in which any person suffers death or serious injury, or in which the aircraft receives substantial

damage.”¹¹ The NTSB classifies accidents as fatal and non-fatal; the sum of the two categories equals the total number of accidents. Figure 7 illustrates the number of Part 135 accidents and fatalities that occurred from 2012 through 2016.

Figure 7: Number of Part 135 Accidents and Fatalities – 2012-2016

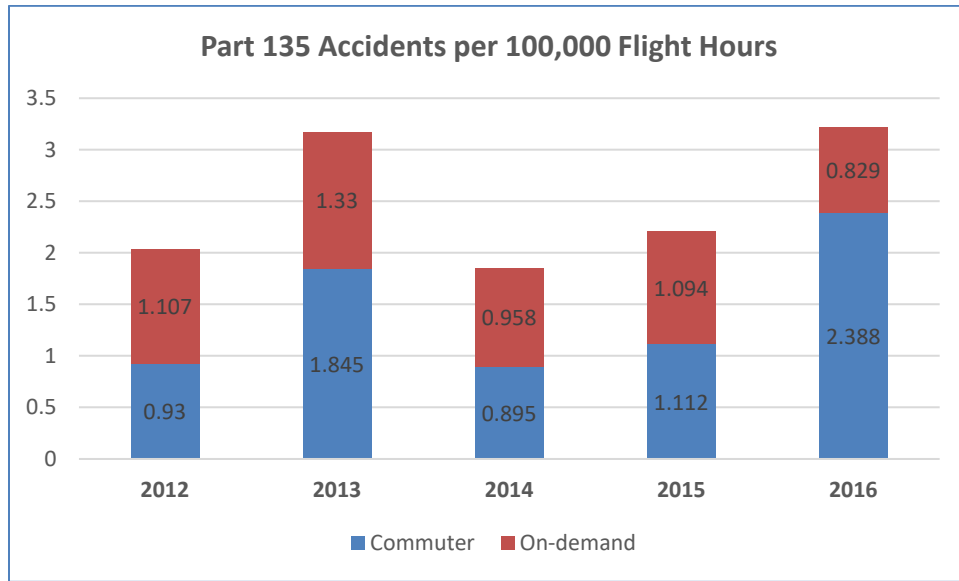


Source: NTSB Annual Aviation Statistics 2012-2016

Figure 8 below illustrates the total number of Part 135 accidents per 100,000 flight hours each year from 2012 through 2016. The NTSB uses the Part 135 flight hours reported by the annual GA Survey in the Board’s calculations of the Part 135 accident rates.

¹¹ 49 CFR § 830.2

Figure 8: Number of Part 135 Accidents per 100,000 Flight Hours – 2012-2016



Source: NTSB Annual Aviation Statistics 2012-2016

Table 4 and 5 below provide details about the Part 135 accidents that occurred from 2012 through 2016. Table 4 shows the number and rate of accidents and fatalities, as well as flight activity data, for Part 135 commuter operations from 2012 through 2016.

Table 4: 2012-2016 Comparison of Safety Data for Part 135 Commuter Operations Per 100,000 Flight Hours

Year	Accidents		Fatalities		Flight Activity			Accidents per 100,000 Flight Hours		Accidents per 100,000 Departures	
	All	Fatal	Total	Aboard	Flight Hours	Flight Miles	Departures	All	Fatal	All	Fatal
2012	3	0	0	0	322,416	50,313,000	602,014	0.930	0	0.498	0
2013	6	2	5	5	325,154	52,478,833	577,447	1.845	0.615	1.039	0.346
2014	3	0	0	0	335,015	48,600,093	624,391	0.895	0	0.480	0
2015	4	1	1	1	359,866	53,808,827	632,309	1.112	0.278	0.633	0.158
2016	9	2	8	6	376,854	60,231,973	635,787	2.388	0.531	1.416	0.315

Source: NTSB Annual Aviation Statistics 2012-2016

Table 5 shows the number and rate of accidents and fatalities, as well as flight activity data, for Part 135 on-demand operators from 2012 through 2016.¹²

**Table 5: 2012-2016 Comparison of Safety Data for Part 135 On-Demand Operations
Per 100,000 Flight Hours**

	Accidents		Fatalities		Flight Activity	Accidents per 100,000 Flight Hours	
Year	All	Fatal	Total	Aboard	Flight Hours	All	Fatal
2012	39	8	12	12	3,521,974	1.107	0.227
2013	45	10	25	25	3,384,502	1.330	0.295
2014	35	8	20	20	3,653,797	0.958	0.219
2015	39	7	27	27	3,566,000	1.094	0.196
2016	29	7	19	19	3,499,517	0.829	0.200

Source: NTSB Annual Aviation Statistics 2012-2016

Table 6 shows the on-demand Part 135 accident rates for air medical, air taxi, and air tour operators from 2012 through 2016.

Table 6: On-Demand Part 135 Accident Rates by Type of Operation

Year	Hours Flown			Total Accident Rate per 100,000 Flight Hours			Fatal Accident Rate per 100,000 Flight Hours		
	Air Medical	Air Taxi	Air Tour	Air Medical	Air Taxi	Air Tour	Air Medical	Air Taxi	Air Tour
2012	728,409	2,445,966	347,599	0.69	1.23	0.86	0.14	0.29	N/A
2013	645,204	2,395,436	345,954	0.77	1.5	1.17	0.15	0.33	0.29
2014	729,177	2,630,797	293,823	1.1	0.87	1.36	0.27	0.23	N/A
2015	713,564	2,524,126	328,102	0.84	1.15	0.91	0.56	0.08	0.3
2016	753,727	2,371,199	374,591	1.19	0.8	0.27	0.4	0.17	N/A

Source: NTSB Annual Aviation Statistics 2012-2016

Table 7 below shows the number of on-demand Part 135 accidents for air medical, air taxi, and air tour operators from 2012 through 2016.

¹² Information about the number of miles flown and the number of departures for on-demand Part 135 operations is not available.

Table 7: Number of On-Demand Part 135 Accidents by Type of Operation

Year	Total Accidents			Fatal Accidents			Fatalities		
	Air Medical	Air Taxi	Air Tour	Air Medical	Air Taxi	Air Tour	Air Medical	Air Taxi	Air Tour
2012	5	30	3	1	7	0	3	9	0
2013	5	36	4	1	8	1	1	23	1
2014	8	23	4	2	6	0	7	13	0
2015	6	29	3	4	2	1	8	10	9
2016	9	19	1	3	4	0	12	7	0

Source: NTSB Annual Aviation Statistics 2012-2016

6. The sales revenues of the fleet

Although the FAA collects data on many aspects of the Part 135 industry, the FAA does not collect information on the revenues generated by Part 135 operations. Therefore, in order to respond to the request for this report, the FAA had to use an alternative source to develop estimates of Part 135 revenues. Because no single source provides comprehensive revenue data for the Part 135 industry, the FAA selected two sources to update this part of this report: the 2012 Economic Census, conducted by the U.S. Census Bureau, and sales estimates collected by InfoUSA, a firm that collects and reports such data.¹³ Table 8 shows revenues and sales estimates for all Part 135 operators.¹⁴

¹³ While the Census Bureau and InfoUSA do not collect data specifically for the Part 135 industry, careful analysis of data from these two sources can be used to draw some inferences about the Part 135 industry. Census data cannot be applied to Part 135 operators individually but is used to draw inferences about the industry in its entirety. InfoUSA data can be examined at the operator level but covers only 350 of the 2,030 operators in OPSS and includes revenues from operations unrelated to Part 135 activity.

¹⁴ The FAA derived the revenue and sales estimates in Table 8 from Census Bureau data for organizations with principal activities in two categories in the North American Industry Classification System (NAICS): the Nonscheduled Air Transportation (NAICS 48121) and Scenic and Sightseeing Transportation (NAICS 487990). NAICS is the standard used by federal statistical agencies for classifying business establishments for the purpose of collecting, analyzing, and publishing statistical data related to the U.S. economy. <https://www.census.gov/naics/>.

Table 8: Revenues/Sales Estimates for All Part 135 Operators

Industry	Establishments	Revenue, 2012 Dollars (\$000)	Revenue Adjusted for Inflation, 2016 Dollars* (\$000)	NAICS Code
Nonscheduled Air Transportation	2,355	\$17,423,833	\$18,211,832	48121
Scenic and Sightseeing Transportation	220	\$502,527	\$525,254	487990
Nonscheduled Air Transportation and Scenic and Sightseeing Transportation	2,575	\$17,926,360	\$18,737,086	
Source: 2012 Economic Census *Adjusted to 2016 dollars using BLS data, January 2012 to January 2016				

Table 9 shows estimated revenues for firms providing Part 135 services.

Table 9: Revenues/Sales Estimates for the Part 135 Industry

2012 Economic Census Category	Revenue, 2012 Dollars (\$000)	Revenue Adjusted for Inflation, 2016 Dollars* (\$000)
Charter, Air Ambulance, Scheduled Passenger	\$ 10,032,529	\$ 10,486,253
Air Cargo	\$ 38,446	\$ 40,185
Air Tours and Sightseeing	\$ 497,175	\$ 519,660
Total	\$ 10,568,150	\$ 11,046,098
Source: 2012 Economic Census *Adjusted to 2016 dollars using BLS, January 2012 to January 2016		

Table 10 shows Part 135 industry sales estimates using InfoUSA data.¹⁵ Data included in this table covers 366 of the 504 establishments in the InfoUSA database; the remaining 138 establishments do not fit into the four SIC categories shown in Table 10.

¹⁵ This data is based on the Standard Industrial Classification (SIC) system, used by U.S. government agencies, that classifies industry sectors by numerical codes. <https://siccode.com/sic-code-lookup-directory>. The data for this report excludes information about establishments whose primary activity does not include providing nonscheduled air transportation.

Table 10: Sales Estimates for Establishments with Primary Business Activity in the Part 135 Industry

SIC Category	Operators	Sales (\$000)
Charter	96	\$539,837
Sightseeing	17	\$13,986
Air Ambulance	151	\$400,752
Helicopter carriers	102	\$299,539
Total	366	\$1,254,114
Source: InfoUSA		

Census data for the NAICS 48121, which represents Part 135 operations, is at an aggregate level. The Census provides more detailed information for the three NAICS 48121 component industries: Nonscheduled Chartered Passenger Air Transportation (481211); Nonscheduled Chartered Freight Air Transportation (481212); and Other Nonscheduled Air Transportation (481219). In order to derive revenue estimates for air tour services, the FAA obtained revenue estimates for the Scenic and Sightseeing Industry (487990). Table 11 shows estimates by the line of business for the 481211, 481212, and 487990 NAICS codes.

Table 11: Economic Census Revenue Estimates for Select Industries (\$000)

Industry	Nonscheduled Chartered Freight Air Transportation (NAICS 481211)	Other Nonscheduled Air Transportation (NAICS 481212)	Scenic and Sightseeing Industry (NAICS 487990)
FBO, Sales and Service	277,569	69,071	-
Non-Scheduled Passenger	9,866,167	83,770	499,972
Non-Scheduled Freight/Cargo	-	-	-
Scheduled Passenger	36,279	-	-
Scheduled Freight/Cargo	38,446	3,974,309	-
Miscellaneous	1,231,741	22,186	-
Total	\$11,450,202	\$4,149,336	\$499,972
Source: 2012 Economic Census			
*Adjusted to 2016 dollars using BLS data, January 2012 to January 2016			

7. The number of passengers and airports served by the fleet

There is no single source of data for the number of passengers and airports served by the Part 135 fleet. In order to update the Initial FAA Report, the FAA used multiple data sources to estimate the number of airports and passengers served by scheduled and on-demand Part 135

operators. Specifically, the FAA used the 2016 AAS, 2016 T-100, and FY 2016 data from the ATSBM as the main sources for estimating the number of passengers and airports in the United States served by the Part 135 industry.^{16 17} As a point of reference and comparison, the FAA referred to the number of airports included in the OAG. The OAG includes all airports with scheduled air carrier service of any kind.

Table 12 below shows the number of U.S. airports served by on-demand Part 135 passenger operators by FAA region.

Table 12: Number of U.S. Airports Served by On-Demand Part 135 Passenger Operators by FAA Region

Region	ATSBM	AAS	T-100	OAG
Alaskan	215	63	252	212
Central	297	62	22	35
Eastern / New England	430	208	63	79
Great Lakes	642	171	28	75
Northwest Mountain	320	153	45	75
Southern	596	168	53	85
Southwest	482	86	36	53
Western-Pacific	303	82	56	61
Total	3,285	993	555	675

¹⁶ A total of 123 operators responded to the AAS.

¹⁷ DOT reporting by scheduled carriers through the T-100 shows that scheduled Part 135 passenger operators served 555 airports.

Table 13 shows the average number of airports served by on-demand Part 135 operators by FAA region according to the 2016 AAS.

Table 13: Number of U.S. Airports Served per Operator by FAA Region

Certificate Holding Region	Average Number of Airports Served per Operator	Number of Operators
Alaskan	5	22
Central	10	9
Eastern / New England	23	21
Great Lakes	27	21
Northwest Mountain	8	21
Southern	48	5
Southwest	8	3
Western Pacific	22	21
All	17	123
Unique Airports:	993	
Source: 2016 AAS		

Table 14 below shows the average number of on-demand Part 135 enplanements per airport by FAA region as depicted in the 2016 AAS.

Table 14: Number of On-Demand Part 135 Enplanements per U.S. Airport

Region	Airports	Enplanements	Average Enplanements per Airport
Alaskan	63	161,442	2,563
Central	62	4,720	76
Eastern / New England	208	31,176	150
Great Lakes	171	82,102	480
Northwest Mountain	153	35,159	230
Southern	168	5,425	32
Southwest	86	2,083	24
Western Pacific	82	763,101	9,306
Total	993	1,085,208	1,093
Source: 2016 AAS			

Table 15 shows that the average operator that responded to the 2016 AAS had 8,823 enplanements and that there was a significant variation in the number of enplanements per operator among FAA regions. For instance, operators in the Western Pacific Region had 36,338 enplanements on average, while operators in two other regions had fewer than 1,000 enplanements on average. The 123 operators, or 6.06 percent of all 135 operators that responded to the 2016 AAS, had almost 1.1 million total enplanements in 2016.

Table 15: Number of On-Demand Part 135 Enplanements per Operator

Certificate Holding Region	Operators	Enplanements	Average Enplanements per Operator
Alaskan	22	161,442	7,338
Central	9	4,720	524
Eastern / New England	21	31,176	1,485
Great Lakes	21	82,102	3,910
Northwest Mountain	21	35,159	1,674
Southern	5	5,425	1,085
Southwest	3	2,083	694
Western Pacific	21	763,101	36,338
Total	123	1,085,208	8,823

Source: 2016 AAS

Table 16 shows the estimated number of on-demand Part 135 enplaned passengers at U.S. airports in FY2016 by aircraft category.

Table 16: Number of FY2016 Passenger Enplanements by Aircraft Category

Aircraft Category		On-Demand Part 135	
Fixed-Wing Airplane	Piston	188,729	4%
	Single-Engine Turbo-Prop	547,031	12%
	Multi-Engine Turbo-Prop	972,114	22%
	Turbojet	2,694,058	61%
	Total	4,401,932	100%
Rotorcraft	Total	4,864	0%
Total		4,406,796	100%

Source: ATSBM

Table 17 below shows the number of U.S. Passenger and Cargo Airports Served by Scheduled Part 135 Operators according to the T-100.

Table 17:
Number of U.S. Passenger and Cargo Airports Served by Scheduled Part 135 Operators

State/Territory	Passenger	All-Cargo	Both	Total
Alabama	3			3
Alaska	9	13	235	257
Arizona	10	7	1	18
Arkansas	3		1	4
California	25			25
Colorado	8	1		9
Florida	12			12
Georgia	2			2
Hawaii	10			10
Idaho	1	1	2	4
Illinois	4		2	6
Indiana	2			2
Iowa			3	3
Kansas	5			5
Kentucky	5			5
Louisiana	1			1
Maine	5			5
Maryland	2			2
Massachusetts	5		2	7
Michigan	3		1	4
Minnesota	1	1	2	4
Mississippi	5			5
Missouri	5		1	6
Montana	7			7
Nebraska	7			7
Nevada	5			5
New Hampshire	3			3
New Jersey	2			2
New Mexico	7	1	2	10
New York	12			12
North Carolina	8			8
Ohio	9			9
Oklahoma	2			2
Oregon	1	10	4	15
Pennsylvania	11			11
Puerto Rico	1		5	6
Rhode Island	1		2	3
South Carolina	4			4
South Dakota	2			2
Tennessee	5		1	6
Texas	19			19
U.S. Pacific Trust Territories			4	4
U.S. Virgin Islands	2			2
Utah	6			6
Vermont	4			4
Virginia	6			6
Washington	5	10	7	22
West Virginia	7			7
Wisconsin	1			1
Wyoming	3			3
Total	266	44	275	585

Source: 2016 T-100