



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



# FAA FISCAL YEAR 2019

SUMMARY OF PERFORMANCE  
AND FINANCIAL INFORMATION



THE FAA. ADVANCING AVIATION.

## MISSION • VISION • VALUES

### OUR MISSION

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

### OUR VISION

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

### OUR VALUES

#### SAFETY IS OUR PASSION

We work so that all air and space travelers arrive safely at their destinations.

#### EXCELLENCE IS OUR PROMISE

We seek results that embody professionalism, transparency, and accountability.

#### INTEGRITY IS OUR TOUCHSTONE

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

#### PEOPLE ARE OUR STRENGTH

Our success depends on the respect, diversity, collaboration, and commitment of our workforce.

#### INNOVATION IS OUR SIGNATURE

We foster creativity and vision to provide solutions beyond today's boundaries.

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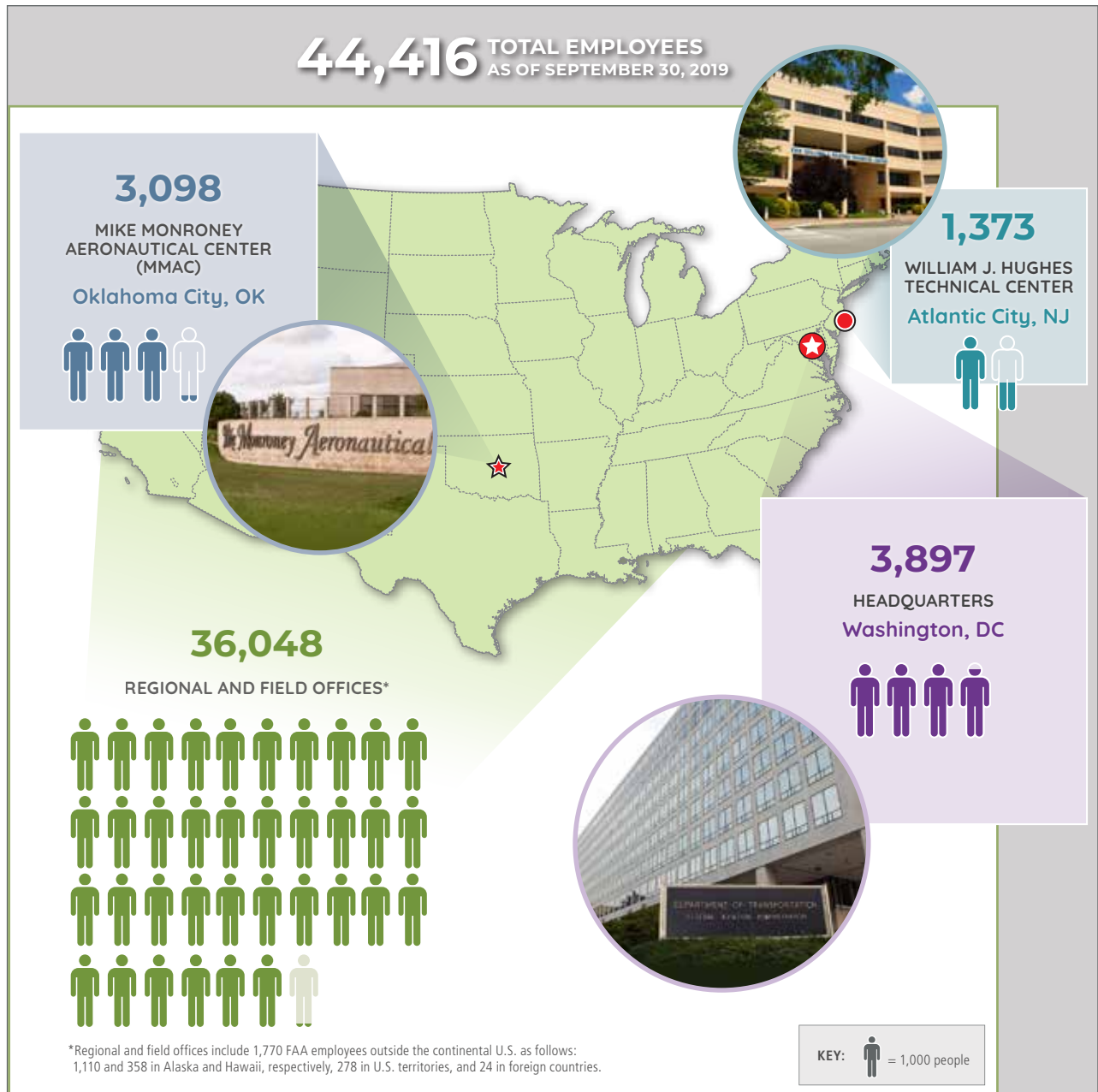
WE WELCOME YOUR COMMENTS (*back cover*)

### ABOUT THIS REPORT

This report summarizes the Federal Aviation Administration's (FAA) more detailed Performance and Accountability Report (PAR) which is available on the FAA website at [https://www.faa.gov/about/plans\\_reports/#performance](https://www.faa.gov/about/plans_reports/#performance). As an agency within the U.S. Department of Transportation (DOT), the FAA is not required to prepare a separate PAR or summary report. However, to demonstrate accountability, we choose to present our performance, management, and financial information using the same statutory and guidance framework as that used by the DOT in its reporting to the federal government. In some cases, however, we may depart from the reporting formats prescribed for agencies that are subject to the Chief Financial Officers Act of 1990.



# IN A DAY'S WORK



# FAA ORGANIZATION AND CHALLENGES

The Federal Aviation Administration (FAA) is part of the U.S. Department of Transportation (DOT). More than 2.7 million passengers fly every day in and out of U.S. airports, safely guided by the highly skilled and dedicated men and women of the FAA. The FAA is also responsible for the safe inclusion of new entrants into the airspace system, such as commercial space vehicles and unmanned aircraft.

The FAA fulfills its mission through five lines of business that work collaboratively to create, operate, and maintain our nation's airspace system:

- **Air Traffic Organization (ATO).** Serves as the operational arm of the FAA and is responsible for providing safe and efficient air navigation services for 29.4 million square miles of airspace.
- **Airports (ARP).** Provides leadership in planning and developing a safe and efficient national airport system; is responsible for all programs related to airport safety and inspections, and for standards of airport design, construction, and operation.
- **Aviation Safety (AVS).** Develops, establishes, administers, and enforces safety standards for all parts of the aviation industry, impacting every facet of domestic and international civil aviation safety.
- **Security and Hazardous Materials Safety (ASH).** Protects critical FAA assets, personnel, and the flying public from security risks, including criminal, terrorist, and insider threat actions.
- **Commercial Space Transportation (AST).** Ensures protection of the public, property, and the national security and foreign policy interests of the United States during commercial launch or reentry activities through licensing launches and reentries, and the operation of launch and reentry sites.

The FAA also has nine staff offices that support these lines of business and accomplishments 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).

The Reports Consolidation Act of 2000 requires the Inspector General (IG) to identify and report annually on the most serious management and performance challenges that federal agencies face. Of the 25 key challenges identified by the IG for FY 2019, DOT tasked the FAA with addressing the following 15 challenges:

- **Implementing effective air carrier oversight by proactively identifying and mitigating significant operational and maintenance safety risks**
- **Balancing collaboration and enforcement in air carrier safety oversight**
- **Addressing runway safety risks**
- **Safely evacuating airline passengers in the event of an aircraft incident**
- **Strengthening oversight of Unmanned Aircraft Systems in the national airspace system**
- **Enhancing interagency coordination to improve cockpit security**
- **Ensuring effective oversight of FAA's drug and alcohol testing program**
- **Addressing barriers to implementation of new flight routes**
- **Providing new capabilities to airspace users while modernizing systems**
- **Replacing existing radar with a new system financed by the auction of electromagnetic spectrum**
- **Strengthening management oversight of developmental funding for air traffic management**
- **Resolving longstanding security weaknesses to strengthen information technology infrastructure**
- **Implementing congressionally mandated aviation cybersecurity initiatives**
- **Implementing innovative and streamlined acquisition practices while managing risk**
- **Strengthening agency oversight of DOT assets, contracts, and grants**

After the IG's report was issued, the FAA developed an "Action Plan" listing actions and timelines for addressing each of the challenges. The FAA then developed an "Actions Taken" report describing the progress the FAA made in FY 2019 to address each challenge. These Actions Taken reports, initial Action Plans, and the IG's report identifying top management challenges are posted on FAA's website at [http://www.faa.gov/about/plans\\_reports/](http://www.faa.gov/about/plans_reports/) under the DOT IG Top Management Challenges section.



# PERFORMANCE HIGHLIGHTS

In this section, the FAA discusses its achievements in addressing our 16 performance measures. The FAA organizes its measures by the following strategic goals:

- **Safety:** Reduce civil aviation and commercial space transportation-related fatalities and serious injuries.
- **Infrastructure:** Invest in aviation infrastructure to ensure safety, mobility and accessibility, and to stimulate economic growth, productivity and competitiveness for American workers and businesses.

- **Innovation:** Lead in the development and deployment of innovative practices and technologies that improve the safety and performance of the nation's aviation system.
- **Accountability:** Serve the nation with reduced regulatory burden and greater efficiency, effectiveness, and accountability.

In FY 2019, the FAA achieved 15 of the 16 performance targets. The FAA has noted the measures for which the data provided are preliminary.

## SAFETY

Reduce Aviation and Commercial Space Transportation-Related Fatalities and Serious Injuries in Commercial and General Aviation.

Performance Measure	FY 2016 Results	FY 2017 Results	FY 2018 Results	FY 2019 Target	FY 2019 Results	FY 2019 Status
<b>Commercial Air Carrier Fatality Rate*</b> Reduce the commercial air carrier fatalities per 100 million persons on board by 50 percent over an 18-year period (FY 2008–FY 2025). No more than 5.9 in FY 2019.	0.6	0.3	0.1 <sup>1</sup>	5.9	0.6 <sup>2</sup>	✓
<b>Commercial Surface Safety Risk Index</b> Manage the weighted surface safety risk index at or below 0.35 per million airport operations for commercial aviation.	This is a new measure for FY 2019	This is a new measure for FY 2019	This is a new measure for FY 2019	0.35	0.014 <sup>4</sup>	✓
<b>System Risk Event Rate (SRER)</b> Reduce risks in flight by limiting the rate of the most serious losses of standard separation to 10 or fewer for every thousand losses of standard separation within the national airspace system.	2.66	2.44	3.58	10	2.08 <sup>3</sup>	✓
<b>General Aviation (GA) Fatal Accident Rate*</b> Reduce the general aviation fatal accident rate to no more than 0.89 fatal accidents per 100,000 flight hours by FY 2028. No more than 0.98 in FY 2019.	0.89	0.83	0.87 <sup>1</sup>	0.98	0.93 <sup>2</sup>	✓
<b>Commercial Space Launch and Reentry Safety</b> Ensure there are no fatalities, serious injuries, or significant property damage to the uninvolved public during licensed or permitted space launch and reentry activities.	0	0	0	0	0	✓

\*This performance measure supports a DOT Agency Priority Goal.

✓ Target met

✗ Target not met

1 Preliminary estimate. National Transportation Safety Board will confirm in March 2020. 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. National Transportation Safety Board will confirm in March 2021. 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 January 2020. We do not expect any change in the final result to be significant enough to alter our year-end status of achieving the target.

4 Preliminary estimate until the final result becomes available in March 2020. We do not expect any change in the final result to be significant enough to alter our year-end status of achieving the target.

## INFRASTRUCTURE

Invest in Infrastructure to Ensure Safety, Mobility and Accessibility and to Stimulate Economic Growth, Productivity and Competitiveness for American Workers and Businesses.

Performance Measure	FY 2016 Results	FY 2017 Results	FY 2018 Results	FY 2019 Target	FY 2019 Results	FY 2019 Status
<b>Noise and Community Engagement: Seminars and/or Workshops</b> Continue to facilitate a series of agency-wide, community engagement focused seminars and/or workshops that solidify standard operating procedures.	This is a new measure for FY 2019	This is a new measure for FY 2019	This is a new measure for FY 2019	Facilitate community engagement events to solidify standard operating procedures	Incorporated feedback from a series of community engagement events that is solidifying standard operating procedures	✓
<b>Noise and Community Engagement: Noise Screening Methodology</b> Develop a noise screening methodology document that will be used to develop updated noise screening capabilities for FAA.	This is a new measure for FY 2019	This is a new measure for FY 2019	This is a new measure for FY 2019	Develop noise screening methodology	Produced updated noise screening methodology	✓
<b>NextGen Joint Implementation Plan Recommendations*</b> Achieve 80 percent of NextGen priorities Joint Implementation Plan commitments, excluding industry-controlled milestones, within a calendar quarter of their scheduled dates and within 10 percent of the planned cost.	95%	92%	91.3%	80%	97.5%	✓
<b>Unmanned Aircraft System (UAS) Waivers*</b> Maintain the average time for processing (approve or deny) part 107 operational waivers at 45 days for FY 2019.	This was a new measure for FY 2018	This was a new measure for FY 2018	17	45	18	✓
<b>Global Leadership at the International Civil Aviation Organization (ICAO)</b> Identify priority issues or outcomes from the 13th Air Navigation Conference and receive endorsement by the International Advisory Board (IAB) within 90 days of the conference conclusion, and implement an action plan, which will include regional and bilateral outreach, to promote, advance, and secure FAA's top three objectives relating to safety, air navigation, and emerging issues for the ICAO 40th Assembly.	This is a new measure for FY 2019	This is a new measure for FY 2019	This is a new measure for FY 2019	Priority issues or outcomes identified, receive IAB endorsement, implement action plan	Identified priority issues or outcomes, received endorsement from the IAB, developed and began implementing action plan	✓

\*This performance measure supports a DOT Agency Priority Goal.

✓ Target met

✗ Target not met

## INNOVATION

Lead in the Development and Deployment of Innovative Practices and Technologies that Improve the Safety and Performance of the Nation's Aviation System.

Performance Measure	FY 2016 Results	FY 2017 Results	FY 2018 Results	FY 2019 Target	FY 2019 Results	FY 2019 Status
<b>Unmanned Aircraft System (UAS) Authorizations*</b> Reduce the time for processing both manual and automated Part 107 authorizations by at least 10 percent, to an average of 45 days.	This was a new measure for FY 2018	This was a new measure for FY 2018	50	45	19	✓
<b>UAS Integration Pilot Program* – Part 135 Certificate</b> Issue Approval for a Part 135 Certificate.	This is a new measure for FY 2019	This is a new measure for FY 2019	This is a new measure for FY 2019	Issue certificate	Issued 2 certificates	✓
<b>UAS Integration Pilot Program* – Enabling Operations</b> Demonstrate capability for advanced UAS operations by enabling 5 distinct Beyond Visual Line of Sight operations and 3 distinct Operations Over People operations.	This is a new measure for FY 2019	This is a new measure for FY 2019	This is a new measure for FY 2019	Issue 5 waivers for beyond visual line of sight operations and 3 waivers for operations over people	Issued 23 waivers for beyond visual line of sight operations and 17 waivers for operations over people	✓
<b>IT Risk Management and Information Systems Security</b> Address 80 percent of Internet Protocol (IP) based high value risks within 30 days. Continue to provide information to the Cybersecurity Steering Committee to assure consistent risk acceptance decisions.	100%	100%	100%	80%	98%	✓

\*This performance measure supports a DOT Agency Priority Goal.

✓ Target met

✗ Target not met

## ACCOUNTABILITY

Serve the Nation with Reduced Regulatory Burden and Greater Efficiency, Effectiveness and Accountability.

Performance Measure	FY 2016 Results	FY 2017 Results	FY 2018 Results	FY 2019 Target	FY 2019 Results	FY 2019 Status
<b>Major System Investments*</b> Ninety percent of major baselined acquisition programs must be maintained within ten percent of their current acquisition cost, schedule and performance baseline as of the end of FY 2019.	95%	92%	90.5%	90%	75%	✗
<b>Unmodified Audit Opinion</b> Obtain an unmodified audit opinion with no material weakness on the agency's financial statements.	Unmodified audit opinion w/no material weakness	Unmodified audit opinion w/1 material weakness	Unmodified audit opinion w/no material weakness	Unmodified audit opinion w/no material weakness	Unmodified audit opinion w/no material weakness	✓

\*This performance measure supports a DOT Agency Priority Goal.

✓ Target met

✗ Target not met



Above: The Airport Facilities Terminal Integration Laboratory includes 3-D models of dozens of U.S. airports and simulates aircraft movements. FAA photo

Left: In the air traffic control tower at Charlotte Douglas International Airport, NC. FAA photo



# FINANCIAL HIGHLIGHTS

Following are highlights of the Federal Aviation Administration's (FAA) FY 2019 financial performance. For a more detailed look at the financial statements and accompanying notes, see our *Fiscal Year 2019 Performance and Accountability Report* (PAR), pages 28–33 and 88–129. The PAR is available on our website at [www.faa.gov/about/plans\\_reports/#performance](http://www.faa.gov/about/plans_reports/#performance).

The FAA receives budget authority to obligate and expend funds from both the General Fund of the U.S. Government and the Airport and Airway Trust Fund (AATF). Created by the Airport and Airway Revenue Act of 1970, the AATF is supported by excise taxes and earned interest. It pays for investments in the airport and airway system, and a majority of the FAA's operating costs. In FY 2019, the AATF paid for approximately 94 percent of the FAA's enacted budget authority per the Consolidated Appropriations Act, 2019 (Public Law 116-6).

Aviation excise taxes, which include taxes on domestic passenger tickets, freight waybills, general and commercial aviation fuel, and international departures and arrivals, are deposited into the AATF. The Department of the Treasury, which administers the AATF, invests those funds in government securities. Interest earned is also deposited into the AATF. Funds are withdrawn from the AATF as needed to meet cash disbursement needs.

The FY 2019 enacted budget of \$17.45 billion was a decrease of \$663 million (3.7 percent) from the FY 2018 enacted level.

The FAA requests and receives its funding in four primary accounts:

- **Operations**
- **Grants-in-Aid for Airports**
- **Facilities and Equipment (F&E)**
- **Research, Engineering, and Development (RE&D)**

The largest account, Operations, is supported by both the General Fund and the AATF. In FY 2019, the AATF supported 94 percent of the funding for the Operations account. In most previous years, the AATF supported 100 percent of the funding for the three other accounts — Grants-in-Aid for Airports, F&E, and RE&D. In FY 2018 and FY 2019, however, the Grants-in-Aid for Airports program received funding from both the AATF and the General Fund. The AATF provided 87 percent of the total funding for Grants-in-Aid for Airports in FY 2019.

**Operations.** This account finances operating costs, maintenance, communications, and logistical support for the air traffic control and air navigation systems. It also funds the salaries and costs associated with safety inspections and regulatory responsibilities. In addition, the account covers administrative and managerial costs for international, medical, engineering, and development programs, as well as for policy oversight and overall management functions. The FY 2019 Operations appropriation was \$10.41 billion, approximately 1.6 percent greater than FY 2018.



Test engineers reviewing live engine test data during fuels testing. Propulsion and Airpower Engineering and Research Lab.



FAA's Emergency Response Vehicle, whose chief mission is to provide command and control communications in disasters.



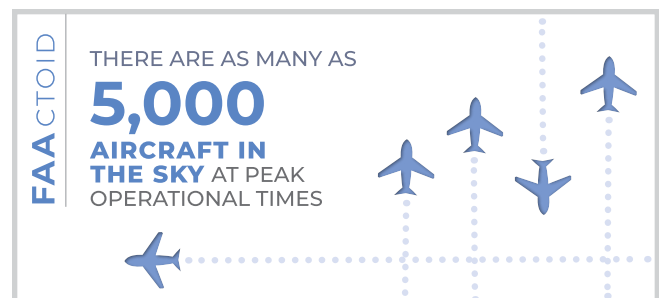
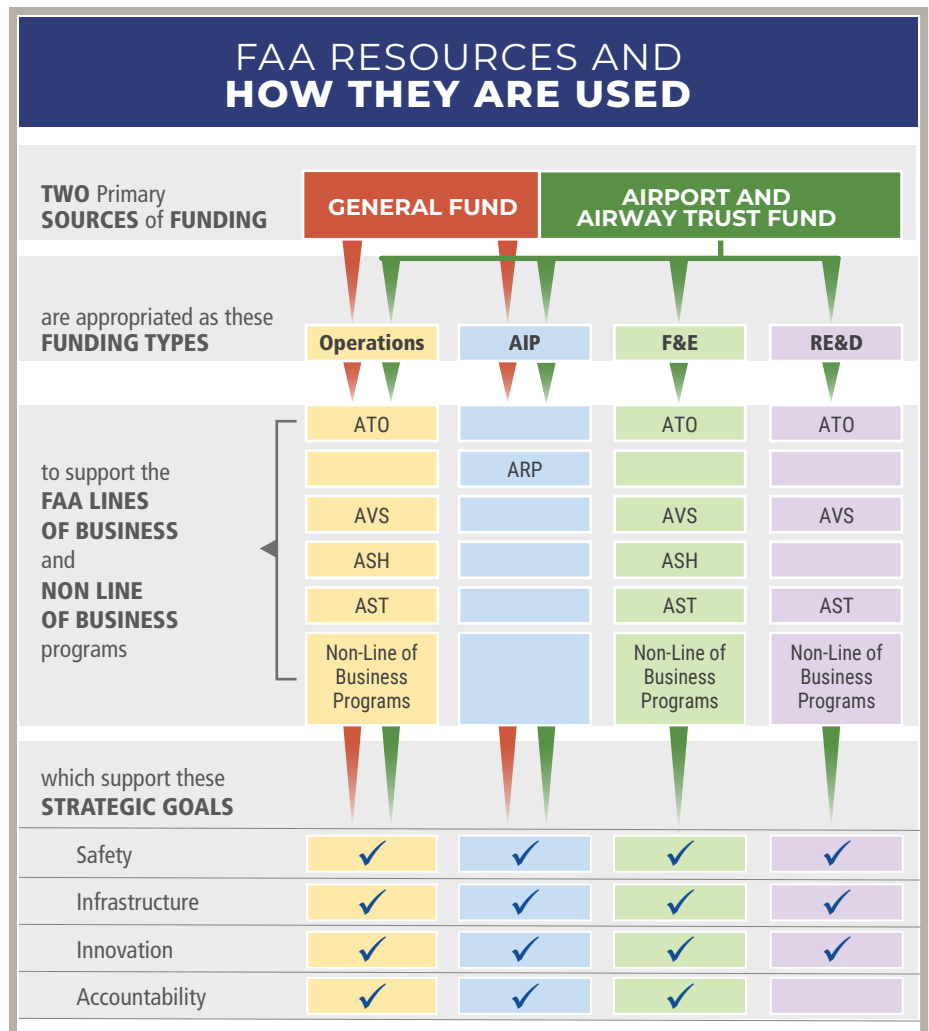
**Grants-in-Aid for Airports.** This account funds the Airport Improvement Program (AIP) through which the FAA awards grants for airport planning and development to maintain a safe and efficient nationwide system of public airports. These grants fund approximately one-third of all capital development at the nation's public airports. The FAA issues grants to maintain and enhance airport safety, preserve existing infrastructure, and expand capacity and efficiency throughout the system. The program also supports noise compatibility and planning, the military airport program, reliever airports, and airport program administration. FY 2019 funding for AIP from the AATF was \$3.35 billion, unchanged from the FY 2018 level. In addition, AIP received \$500 million from the General Fund in FY 2019, a 50 percent decrease from the level provided from the General Fund in FY 2018.

**F&E.** This account funds the capital improvement projects necessary to establish, replace, relocate, or improve air navigation facilities and equipment and aviation safety systems across the national airspace system. F&E was funded at \$3.0 billion in FY 2019, a decrease of about 9.9 percent from the FY 2018 level.

**RE&D.** This account funds research, engineering, and development programs to plan, conduct, and integrate domestic and international research efforts, and develop products and services that will ensure a safe, efficient, and more environmentally-conscious global air transportation system. The FY 2019 appropriation for RE&D was \$191.1 million, an increase of about 1.1 percent above the FY 2018 level.

The FAA must use its funds in the manner they are appropriated. The FAA does not possess the legal authority to move funds between accounts. A transfer between accounts requires an act of Congress.

**Other Budgetary Resources.** In addition to the primary funding resources appropriated by Congress, the FAA also receives budgetary resources from revolving funds and user fees.



# SUMMARY OF FINANCIAL INFORMATION

The summarized financial information presented in this section was derived from the FAA's audited FY 2019 and FY 2018 financial statements, which can be found on pages 88–129 of FAA's *FY 2019 Performance and Accountability Report*. The full report can be found on the FAA webpage at [https://www.faa.gov/about/plans\\_reports/#performance](https://www.faa.gov/about/plans_reports/#performance).

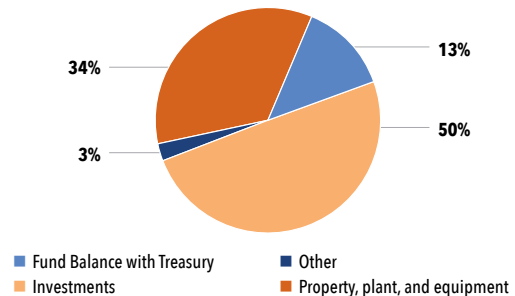
The FAA's total assets were \$35.0 billion as of September 30, 2019. The FAA's assets are the resources available to pay liabilities or satisfy future service needs. The *Composition of Assets* chart depicts major categories of assets as a percentage of total assets.

As of September 30, 2019, the FAA reported liabilities of \$4.4 billion. Liabilities are probable and measurable future outflows of resources arising from past transactions or events. The *Composition of Liabilities* chart depicts the FAA's major categories of liabilities as a percentage of total liabilities.

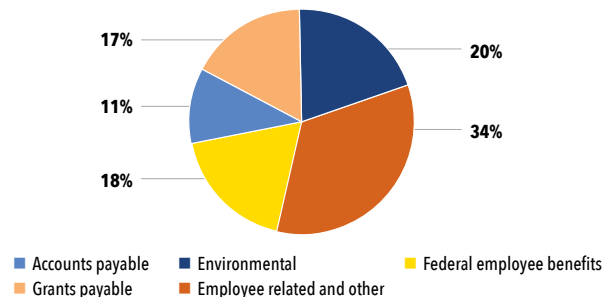
## U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION SUMMARIZED ASSETS, LIABILITIES, AND NET POSITION As of September 30, 2019 and 2018 (Dollars in Thousands)

Assets	2019	2018
Fund balance with Treasury	\$ 4,574,549	\$ 4,905,776
Investments, net	17,400,110	16,525,203
Accounts receivable, prepayments, and other, net	173,564	233,183
Inventory, operating materials, and supplies, net	765,767	730,524
Property, plant, and equipment, net	12,045,969	12,254,568
<b>Total assets</b>	<b>\$ 34,959,959</b>	<b>\$ 34,649,254</b>
<b>Liabilities</b>		
Accounts payable and grants payable	\$ 1,216,247	\$ 1,205,476
Environmental	866,992	945,968
Federal employee benefits	788,230	806,679
Employee related and other	1,487,255	1,441,898
<b>Total liabilities</b>	<b>\$ 4,358,724</b>	<b>\$ 4,400,021</b>
<b>Net position</b>		
Unexpended appropriations	730,649	1,085,256
Cumulative results of operations	29,870,586	29,163,977
<b>Total net position</b>	<b>30,601,235</b>	<b>30,249,233</b>
<b>Total liabilities and net position</b>	<b>\$ 34,959,959</b>	<b>\$ 34,649,254</b>

## COMPOSITION OF ASSETS as of September 30, 2019



## COMPOSITION OF LIABILITIES as of September 30, 2019



For the fiscal years ended September 30, 2019 and September 30, 2018, FAA's net costs were \$17.2 billion and \$16.6 billion, respectively. The *Composition of Net Cost* chart on page 9 illustrates the percentage distribution of costs among the FAA's lines of business.

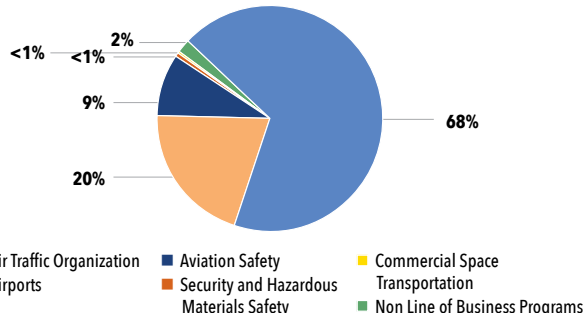
## U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION SUMMARIZED NET COST OF OPERATIONS For the Years Ended September 30, 2019 and 2018 (Dollars in Thousands)

Lines of Business	2019	2018
Air Traffic Organization	\$ 11,700,163	\$ 11,341,999
Airports	3,499,162	3,166,777
Aviation Safety	1,534,038	1,500,202
Security and Hazardous Materials Safety	88,480	133,861
Commercial Space Transportation	24,700	23,142
<b>Non-line of business programs</b>	<b>330,547</b>	<b>429,238</b>
<b>Net cost of operations</b>	<b>\$ 17,177,090</b>	<b>\$ 16,595,219</b>

# SUMMARY OF FINANCIAL STATEMENT AUDIT AND FAA MANAGEMENT ASSURANCES

## COMPOSITION OF NET COST

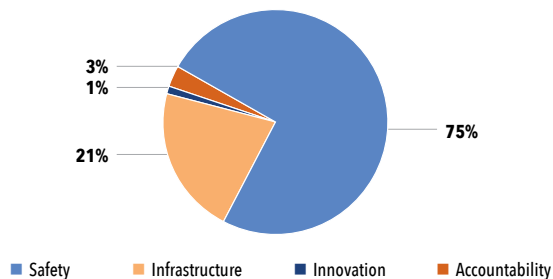
for the fiscal year ended September 30, 2019



The *Net Cost By Strategic Goal* chart below shows the percentage allocation of the FAA's total FY 2019 net cost of \$17.2 billion to its four strategic priority areas. For more detailed information, see pages 27 and 114 of our *Fiscal Year 2019 Performance and Accountability Report*.

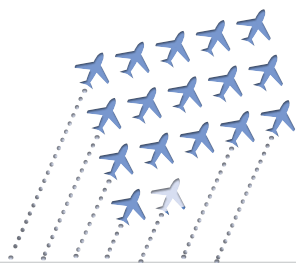
## NET COST BY STRATEGIC GOAL

for the fiscal year ended September 30, 2019  
(Dollars in Thousands)



FAA CTI/D

OVER  
**16.1 MILLION**  
FLIGHTS  
ARE HANDLED BY  
THE FAA **ANNUALLY**



FAA CTI/D

THE FAA  
MAINTAINS  
**518**  
AIRPORT TRAFFIC  
**CONTROL TOWERS**



On November 9, 2019, the FAA's independent auditor, KPMG, LLP, rendered an unmodified opinion on the FAA's FY 2019 financial statements with no material weaknesses.

The accompanying table summarizes the results of the independent audits of the FAA's FY 2018 and FY 2019 consolidated financial statements. The table also summarizes the management assurances related to the effectiveness of internal control over the FAA's financial reporting and operations, and its conformance with financial management system requirements under Sections 2 and 4, respectively, of the Federal Managers' Financial Integrity Act (FMFIA) of 1982, as well as compliance with the Federal Financial Management Improvement Act (FFMIA).

## AUDITOR CONCLUSIONS

Financial statements audits: FY 2018 and FY 2019

Unmodified opinions



No material weaknesses



## AGENCY ASSERTIONS

Effectiveness of Internal Control over Financial Reporting and Operations (FMFIA § 2)

Unmodified statement of assurance



No material weaknesses



Financial management system requirements (FMFIA § 4)

No nonconformances (Agency and Auditor)



Systems requirements, accounting standards, and the U.S. Standard General Ledger at the transaction level (FFMIA)

No lack of compliance noted (Agency and Auditor)



FAA CTI/D

NEARLY  
**77,000**  
PIECES OF **EQUIPMENT**  
AND **SYSTEMS**



OPERATE

**24**  
HOURS  
A DAY

**7**  
DAYS  
A WEEK

**365**  
DAYS  
A YEAR





## WE WELCOME YOUR COMMENTS

***Thank you for your interest*** in the FAA's FY 2019 Summary of Performance and Financial Information.

***We welcome your comments*** on how we can make this report more informative for our readers.

Please send your comments to:



**OFFICE OF FINANCIAL MANAGEMENT**  
Federal Aviation Administration  
800 Independence Avenue SW, Room 600W  
Washington, DC 20591



**202-267-9105**



**PAR@FAA.GOV**



This FY 2019 Summary of Performance and Financial Information and its companion, the FY 2019 Performance and Accountability Report, and prior year documents are available on the FAA website at:

[https://www.faa.gov/about/plans\\_reports/#performance](https://www.faa.gov/about/plans_reports/#performance)

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