



U.S. Department  
of Transportation  
Federal Aviation  
Administration

# Fiscal Year FAA 2020

## Summary of Performance and Financial Information



### 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.

### FAA ORGANIZATION

The FAA fulfills its mission through five lines of business that work collaboratively to create, operate, and maintain the national airspace 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 and approves 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; and robust 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.

The FAA 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).

**45,132** TOTAL EMPLOYEES  
As of September 30, 2020

**36,628**

REGIONAL AND FIELD OFFICES\*



**3,089**

MIKE MONRONEY  
AERONAUTICAL  
CENTER (MMAC)

OKLAHOMA  
City, OK



**1,392**

WILLIAM J. HUGHES  
TECHNICAL CENTER

ATLANTIC  
City, NJ

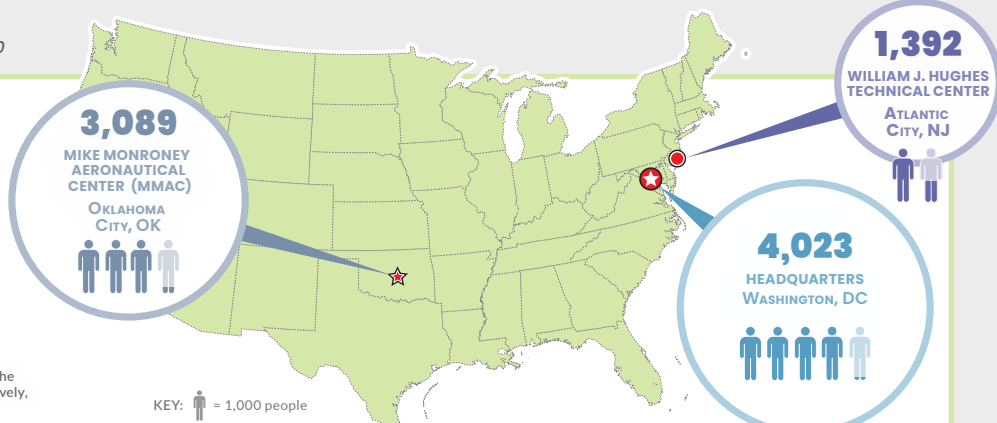


**4,023**

HEADQUARTERS  
WASHINGTON, DC



KEY: = 1,000 people



\* REGIONAL AND FIELD OFFICES include 1,802 FAA employees outside the continental U.S. as follows: 1,132 and 358 in Alaska and Hawaii, respectively, 287 in U.S. territories, and 25 in foreign countries.

## PERFORMANCE AT A GLANCE

Our FY 2020 performance is summarized in the following tables. The measures are grouped according to the FAA's four strategic goals: Safety, Innovation, Accountability, and Infrastructure. In FY 2020, the FAA achieved 16 of its 17 performance targets. The FAA has noted the measures for which the data provided are preliminary. For more information, please see pages 43-69 of the FAA's FY 2020 Performance and Accountability report, here: [https://www.faa.gov/about/plans\\_reports/#performance](https://www.faa.gov/about/plans_reports/#performance).

<b>SAFETY</b> Reduce Aviation and Commercial Space Transportation-Related Fatalities and Serious Injuries in Commercial and General Aviation.			
Performance Measure	FY 2019 Results	FY 2020 Target Results	FY 2020 Status
<b>Commercial Air Carrier Fatality Rate*</b> Reduce the commercial air carrier fatalities per 100 million persons on board by 50 percent over 18-year period — FY 2008-2025. Target for FY 2020 is 5.7.	0.6 <sup>1</sup>	5.7 0.7 <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.	0.094	0.35 0.029 <sup>3</sup>	✓
<b>Non-Commercial Surface Safety Risk Index</b> Manage the weighted surface safety risk index at or below 0.60 per million airport operations for non-commercial aviation.	0.532	0.60 0.220 <sup>3</sup>	✓
<b>Hazard Risk Mitigations</b> Implement 75 percent of approved mitigation activities in association with Air Traffic Organization's Top Five identified trending safety issues in the national airspace system.	93%	75% 85%	✓
<b>General Aviation 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 2028. FY 2020 Target: 0.97.	0.94	0.97 0.90 <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 re-entry activities.	0	0 0	✓
✓ Target met    ✗ Target not met			

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

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

<b>INNOVATION</b> 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 2019 Results	FY 2020 Target Results	FY 2020 Status
<b>Unmanned Aircraft Systems Authorizations</b> Process 95 percent of manual part 107 airspace authorizations within the 90-day timeline mandated by Congress.	Redesigned measure for FY 2020	95% 99.9%	✓
<b>Unmanned Aircraft Systems Remote Identification</b> Issue a Request for Information (RFI) that meets requirements outlined.	New measure for FY 2020	Issue RFI that meets requirements outlined RFI issued on March 17, 2020	✓
✓ Target met    ✗ Target not met			

<b>ACCOUNTABILITY</b> Serve the Nation with Reduced Regulatory Burden and Greater Efficiency, Effectiveness, and Accountability.			
Performance Measure	FY 2019 Results	FY 2020 Target Results	FY 2020 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 2020.	75%	90% 65%	✗
<b>Unmodified Audit Opinion</b> Obtain an unmodified audit opinion on the FAA's FY 2020 financial statements identified by external independent auditors.	Unmodified audit opinion w/no material weakness	Unmodified audit opinion Unmodified audit opinion	✓
✓ Target met    ✗ Target not met			



WATCH OUR VIDEO:  
**WHO WE ARE AND WHAT WE DO – "FAA 101"**  
<https://www.youtube.com/watch?v=9KguBoIH4I>



## INFRASTRUCTURE

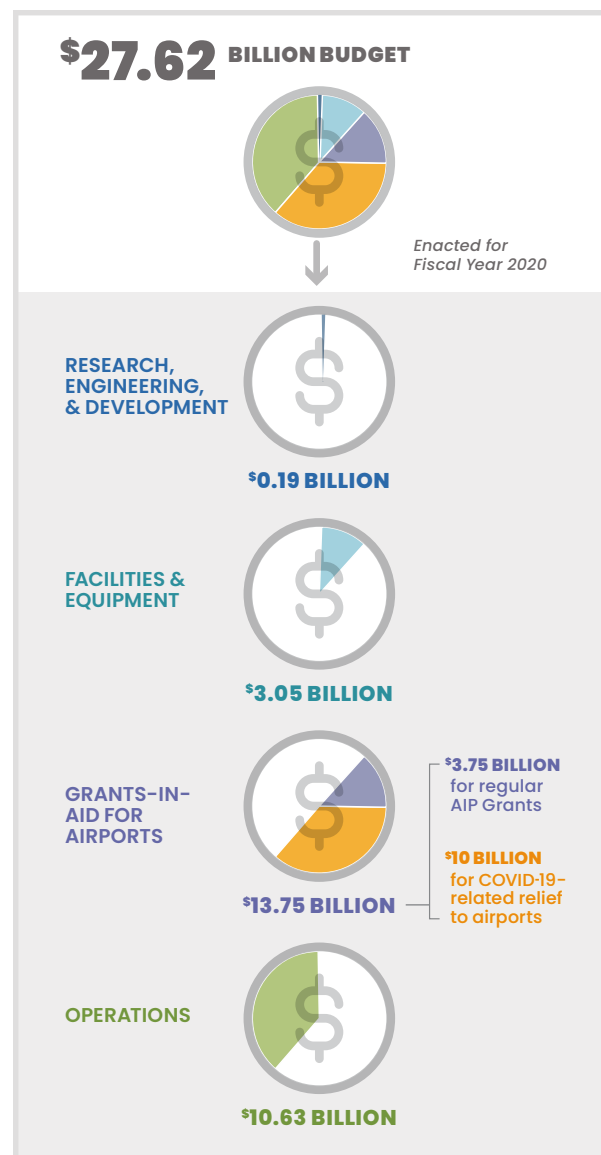
Invest in Infrastructure to Ensure Safety, Mobility and Accessibility and to Stimulate Economic Growth, Productivity and Competitiveness for American Workers and Businesses.

Performance Measure	FY 2019 Results	FY 2020 Target Results	FY 2020 Status
<b>Noise and Community Engagement</b> Collate the best practices from existing guidance documents into a corporate FAA community engagement policy.	New measure for FY 2020	Community engagement policy Developed a clearly defined path to policy, pending publication	✓
<b>Noise and Community Engagement</b> Continue to enhance community engagement, including through improved noise screening tools. Develop a requirements document for an updated noise screening tool.	Updated measure for FY 2020	Develop requirements document Proposed new Noise Screening Methodology and assessing Federal Cloud resources to inform Implementation for a new tool	✓
<b>FAA STEM AVSED Program Outreach</b> Formalize and grow the FAA's Science, Technology, Engineering, and Math (STEM) Aviation and Space Education (AVSED) Program.	New measure for FY 2020	Meet all three targets All three targets met	✓
<b>NextGen Joint Implementation Plan Commitments</b> Achieve 80 percent of NextGen Advisory Committee NextGen Priorities Joint Implementation Plan commitments within defined parameters.	100% <sup>1</sup>	80% 100%	✓
<b>Unmanned Aircraft Systems Waivers</b> Maintain the average time for processing (approve or deny) part 107 operational waivers at 40 days for FY 2020.	18	40 17	✓
<b>Identify Priorities from the ICAO 40th Assembly</b> Identify outcomes from the International Civil Aviation Organization (ICAO) 40th Assembly and receive endorsement as necessary by the International Advisory Board (IAB) within 90 days of the assembly conclusion, and implement an action plan.	New measure for FY 2020	Outcomes identified, receive IAB endorsement, implementation plan Identified outcomes, received IAB endorsement, implemented action plans	✓
<b>IT Risk Management and Information Systems Security</b> Address 80 percent of Internet Protocol based high value risks within 30 days. Continue to provide information to the Cybersecurity Steering Committee to assure consistent risk acceptance decisions.	98%	80% 100%	✓

✓ Target met    ✗ Target not met

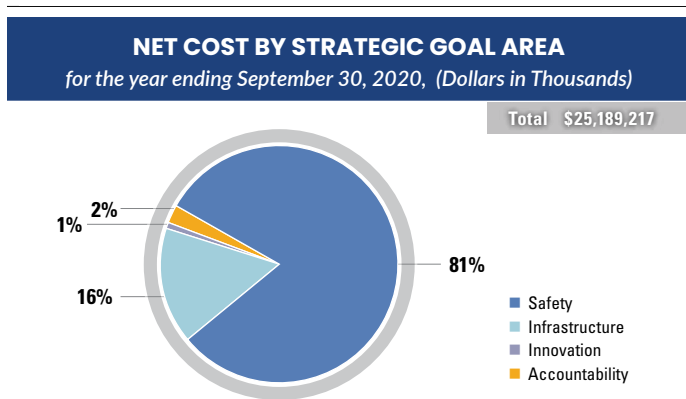
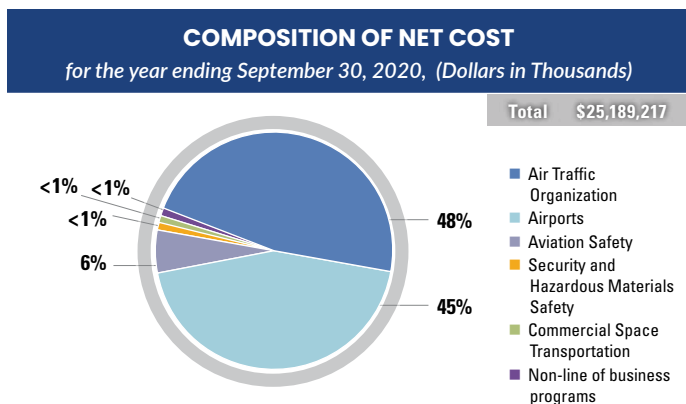
## FAA RESOURCES AND HOW THEY ARE USED

The FAA receives budget authority to obligate and expend funds from both the General Fund of the U.S. Government and the Airport and Airway Trust Fund (AATF). The AATF is funded by airline ticket and other excise taxes and earned interest. It pays for investments in the airport and airway system, and a majority of the FAA's operating costs. The FAA was initially appropriated \$17.62 billion for FY2020, 97 percent of which was to be paid by the AATF. In March 2020 Congress enacted the Coronavirus Aid, Relief, and Economic Security (CARES) Act that provided FAA with an additional \$10 billion from the General Fund to help the nation's airports contend with the massive financial impacts of COVID-19. The CARES Act also suspended excise tax collections into the AATF. While increasing FAA's overall budget significantly, this supplemental General Fund appropriation reduced the AATF share of the FAA's total budget to 62 percent for FY 2020.



<sup>1</sup> The result reported in the FY 2019 PAR was 97.5%. This was preliminary and has since changed because additional milestones were met after publication, but within the three-month window allowed.

For the fiscal year ended September 30, 2020, FAA's net costs were \$25.2 billion. The percentage of net costs by FAA line of business and strategic goal area are shown below.



With a net cost of \$12.1 billion, the Air Traffic Organization is the FAA's largest line of business, comprising 48 percent of total net costs.

The Airports line of business net cost was \$11.3 billion for the fiscal year ended September 30, 2020, and represents 45 percent of the FAA's total net costs. Airports net costs are comprised primarily of improvements to our nation's airports from the Airport Improvement Program and \$7.5 billion in CARES Act grants.

At \$1.6 billion, the net cost for Aviation Safety represents 6 percent of the FAA's total net costs, while Security and Hazardous Materials Safety, Commercial Space Transportation, and non-line of business programs each represent less than 1 percent of total net costs.

For additional information, please see pages 28-37 of the FAA's FY 2020 Performance and Accountability Report, here: [https://www.faa.gov/about/plans\\_reports/#performance](https://www.faa.gov/about/plans_reports/#performance).

## FOR MORE INFORMATION

This FY 2020 Summary of Performance and Financial Information and its companion, the FY 2020 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).

## FY 2020 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 23, 2019, the Inspector General issued its memorandum identifying the top management and performance challenges that DOT would be facing in FY 2020. DOT tasked the FAA with addressing the following 12 challenges:

- Resolving certification issues related to the Boeing 737 MAX aircraft
- Enhancing FAA's oversight of aircraft certification processes
- Balancing collaboration and enforcement through the FAA's Compliance Program
- Overseeing air carriers' new systems for managing safety risks
- Sustaining and modernizing the En Route Automation Modernization system while integrating new capabilities
- Realizing the anticipated benefits of Automatic Dependent Surveillance-Broadcast investments
- Resolving obstacles to implementing new flight procedures and delivering benefits to airspace users
- Auctioning off electromagnetic spectrum to finance and deploy new radars
- Addressing longstanding cybersecurity vulnerabilities and strengthening internal controls
- Implementing congressionally mandated aviation cybersecurity initiatives to protect flight-critical systems
- Safely integrating Unmanned Aircraft Systems and the commercial space industry into the national airspace system
- Supporting Research and Development and reshaping the workplace to meet future needs

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 2020 in addressing each of the challenges. These and other related reports are posted at [https://www.faa.gov/about/plans\\_reports/#tmc](https://www.faa.gov/about/plans_reports/#tmc).

Please send comments to:

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