Description of document:	**109 Federal Aviation Administration (FAA) reports to Congress not posted on FAA's public web site, 2005 – 2010**
Requested date:	07-October-2010
Released date:	28-October-2010
Posted date:	20-December-2010
Titles of documents:	See following pages
Date/date range of document:	20-April-2005 – 24-February-2010
Source of document:	FOIA Coordinator Federal Aviation Administration National Freedom of Information Act Staff, ARC-40 800 Independence Avenue, SW Washington, DC 20591 Fax: (202) 493-5032 Online FOIA request form

FAA REPORT NUMBER	SUBJECT	DATE
FAA-041222-013	report of actions taken by the FAA implement recommendations contained in the Government Accountability Office (GAO) final report, "FAA Purchase Cards: Weak Controls Resulted in Instances of Improper and Wasteful Purchases and Missing Assets," GAO-03-405	4/20/2005
FAA-050603-018	quarterly report for the period January 2005 to March 2005 on initiatives to reduce delays and redesign the airspace in the Newark, New Jersey, area	8/1/2005
FAA-050603-017	airspace incident data provided in response to the guidance contained in Senate Report 100-48 on the Department of Transportation Supplemental Appropriations Bill for fiscal year 1987	8/11/2005
FAA-050421-001	annual report on Commercial Service Airport Financial Operations for 2003	8/26/2005
FAA-050331-001	Department of Transportation's final report: "Aviation and the Environment: A National Vision Statement, Framework for Goals and Recommended Action"	12/15/2005
FAA-051222-001	report for Fiscal Year 2007 listing foreign aviation authorities to which the Administrator provided services in the preceding fiscal year, specifying the dollar value of such services and any reimbursement received for such services	1/23/2006
FAA-050422-006	Twenty-First Annual Report of Accomplishments under the Airport Improvement Program for Fiscal Year 2004	2/16/2006
FAA-060109-009	list of all major programs that have been cancelled as a direct result of System Engineering and Technical Assistance (SETA) investment	5/3/2006
FAA-050630-008	Flight Attendant Fatigue Study	6/26/2006
FAA-050603-019	2004 and 2005 reports summarizing the work of the FAA's Air Traffic Services (ATS) Committee	9/22/2006
FAA-060208-006	plan for the development and oversight of a system for certification of design organizations	11/26/2006
FAA-061019-009	report on the publication and implementation of the final regulations implementing the Organization Designation Authorization process	11/30/2006
FAA-061027-002	FAA's progress on continuous descent approaches at Philadelphia International Airport	12/21/2006
FAA-061027-003	environmental assessment as expeditiously as possible of Louisville International Airport's west offset approach and departure proposal for the west runway	12/21/2006
FAA-061018-005	need and benefit of replacing the tower at the Barnstable Municipal Airport (Boardman-Polando Field)	12/26/2006
FAA-061212-025	quarterly obligation reports as of September 30, 2006 for each appropriation and transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts	12/27/2006
FAA-060915-002	Cost constrained plan for the Terminal Automation Modernization Replacement (T AMR) Program	1/3/2007
FAA-061027-004	changes that could improve operational efficiency or minimize operational impacts of the Air Defense Identification Zone (ADIZ) on pilots and controllers, August 1, 2005 through August 30, 2006	2/13/2007
FAA-061229-003	list of foreign aviation authorities to which the Administrator provided services in the preceding fiscal year	2/21/2007

FAA REPORT NUMBER	SUBJECT	DATE
FAA-070216-001	Federal Aviation Administration's Capital Investment Plan (CIP) for Fiscal Years 2008-2012	2/27/2007
FAA-070313-022	FAA's 10-Year Strategy for the Air Traffic Control Workforce, March 2007	3/1/2007
FAA-070130-021	number of Air Traffic Supervisors employed by the FAA at the end of FY 2006, and" ... the FAA's plan to hire additional supervisors to address the problem of increased operational errors."	3/30/2007
FAA-070112-002	how the Agency will spend the $24 million provided for System Wide Information Management (SWIM)	4/9/2007
FAA-060913-013	report of fulfillment of plan to streamline the certification process for airplane seats and restraint systems	4/24/2007
FAA-061229-002	22nd Annual Report of Accomplishments Under the Airport Improvement Program for Fiscal Year 2005	5/2/2007
FAA-070316-006	report on the extent of controller retirements and any trends it is experiencing in comparison to the number of retirements anticipated by the FAA for the current year nd the number of retirements experienced in prior years	5/8/2007
FAA-070209-012	Aviation Safety Workforce Plan	5/10/2007
FAA-070201-007	Report on the specific mitigation measures that will be considered to address noise impacts of the redesign of the New York/New Jersey airspace.	5/15/2007
FAA-070124-015	annual report on Commercial Service Airport Financial Operations for 2005	5/15/2007
FAA-070112-001	annual report on Runway Safety Area Improvements at Commercial Service Airports for 2006	5/24/2007
FAA-070420-002	quarterly obligation reports as of December 31, 2006 for each appropriation and transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts	5/30/2007
FAA-070508-002	quarterly obligation reports as of March 31, 2007 for each appropriation and transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts	5/30/2007
FAA-070305-001	report describing changes that could improve operational efficiency or minimize operational impacts of the Air Defense Identification Zone (ADIZ) on pilots and controllers	6/15/2007
FAA-070323-001	report describing changes that could improve operational efficiency or minimize operational impacts of the ADIZ on pilots and controllers, January 1 through February 28, 2007	6/15/2007
FAA-070803-003	quarterly obligation reports as of June 30, 2007 for each appropriation and transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts	8/22/2007
FAA-070323-006	Twenty-Third Annual Report of Accomplishments Under the Airport Improvement Program for Fiscal Year 2006	8/27/2007

FAA REPORT NUMBER	SUBJECT	DATE
FAA-080111-001	quarterly obligation reports as of September 30, 2007 for each appropriation and transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts	1/16/2008
FAA-080213-005	quarterly obligation reports as of December 31, 2007 for each appropriation and transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts	2/15/2008
FAA-080111-004	report on the status of the development and implementation of management controls of flight service stations	3/10/2008
FAA-071029-001	report describing changes that could improve operational efficiency or minimize operational impacts of the ADIZ on pilots and controllers, July 1 through August 31, 2008	3/13/2008
FAA-080128-010	report describing changes that could improve operational efficiency or minimize operational impacts of the ADIZ on pilots and controllers, November 1 through December 31, 2007	3/13/2008
FAA-071107-005	report describing changes that could improve operational efficiency or minimize operational impacts of the ADIZ on pilots and controllers, report describing changes that could improve operational efficiency or minimize operational impacts of the ADIZ on pilots and controllers, September 1 through October 31, 2007	3/13/2008
FAA-070510-002	biannual describing the ten largest programs funded under section 48101 (a) of title 49, United States Code, any changes in the budget for such programs, the program schedule and technical risks associated with the programs	3/14/2008
FAA-070926-001	report on Commercial Service Airport Financial Operations for 2006	3/14/2008
FAA-080111-002	report for Fiscal Year 2007 listing foreign aviation authorities to which the Administrator provided services in the preceding fiscal year, specifying the dollar value of such services and any reimbursement received for such services	3/25/2008
FAA-070417-008	report identifying personnel hiring within Flight Standards and Aircraft Certification, October 1, 2006 through March 17, 2007	3/28/2008
FAA-070809-011	report identifying personnel hiring within Flight Standards and Aircraft Certification, October 1, 2006 through May 30, 2007	3/28/2008
FAA-080226-015	annual Aviation Safety Workforce Plan	3/31/2008
FAA-080129-001	deadlines for the initial operating capability and operational readiness date for each of the remaining Airport Surface Detection Equipment Model X (ASDE-X) sites	4/16/2008
FAA-070718-005	report describing changes that could improve operational efficiency or minimize operational impacts of the ADIZ on pilots and controllers, May 1 through June 30, 2007	4/22/2008

FAA REPORT NUMBER	SUBJECT	DATE
FAA-080207-013	report detailing the number of Stand Alone Weather Systems (SAWS) purchased and deployed, improvements in flight safety at deployed airports, safety impacts at class C airports yet to receive SAWS systems, accounting of current class C airports, and the FAA's plan to proceed with the original intent of SAWS deployment at all class C airports	4/22/2008
FAA-080207-014	report regarding System Wide Information Management (SWIM) that provides detailed information on how much of the SWIM budget has and will remain within the program office for the development of its core architecture versus the amount of funding that has and will be distributed to other program offices to establish individual connectivity	4/24/2008
FAA-080516-001	quarterly obligation reports as of March 31, 2008 for each appropriation and transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts	5/21/2008
FAA-060317-009	report identifying baseline staffing levels, staffing goals, number of new hires brought on board in Fiscal Year (FY) 2006, and the use of funds provided to Flight Standards and Aircraft Certification	5/27/2008
FAA-071023-001	report identifying personnel hiring within Flight Standards and Aircraft Certification, October 1, 2006 through September 30, 2007	5/27/2008
FAA-080111-003	report identifying personnel hiring within Flight Standards and Aircraft Certification, October 1, 2006 through September 30, 2007	5/27/2008
FAA-080304-008	report on safety critical personnel staffing within Aviation Safety (AVS)	5/29/2008
FAA-080424-019	Aviation Outreach Plan	6/11/2008
FAA-080324-001	Aviation Safety Diversity Plan	6/19/2008
FAA-070523-004	report describing changes that could improve operational efficiency or minimize operational impacts of the ADIZ on pilots and controllers, March 1, 2007 through April 30, 2007	6/27/2008
FAA-061027-005	analysis of the En Route Automation Modernization (ERAM) program	7/2/2008
FAA-080128-011	report on the use of Unmanned Aerial Vehicles in the National Airspace System	7/2/2008
FAA-061027-001	analysis of the En Route Automation Modernization (ERAM) program specifically a study of alternate deployment scenanos	7/2/2008
FAA-080411-002	report describing changes that could improve operational efficiency or minimize operational impacts of the ADIZ on pilots and controllers, January I through February 29, 2008	7/10/2008
FAA-080311-010	study on the feasibility of providing Automated External Defibrillators (AED) in FAA facilities	7/23/2008
FAA-070820-008	annual report of the FAA on user fee collections for fiscal Years (FY) 2006 and 2007	7/28/2008
FAA-080220-015	annual report of the FAA on user fee collections for fiscal Years (FY) 2006 and 2007	7/28/2008
FAA-080311-002	annual report on the FAA's progress toward improving the runway safety areas at 49 U.S.C. 44706 airports	7/28/2008

FAA REPORT NUMBER	SUBJECT	DATE
FAA-080530-005	report describing changes that could improve operational efficiency or minimize operational impacts of the ADIZ on pilots and controllers, report describing changes that could improve operational efficiency or minimize operational impacts of the ADIZ on pilots and controllers, March 1 through April 30, 2008	7/28/2008
FAA-080314-009	implementation schedule for the Aviation Safety Future Staffing Model	7/31/2008
FAA-080422-001	report on safety critical personnel staffing within Aviation Safety (AVS)	7/31/2008
FAA-080229-009	report describing the progress in carrying out the development of the Next Generation Air Transportation System (NextGen)	8/14/2008
FAA-080806-005	quarterly obligation reports as of June 30, 2008 for each appropriation and transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts	8/14/2008
FAA-080808-010	National Plan ofIntegrated Airport Systems (NPIAS), 2009-2013	9/30/2008
FAA-080617-012	Report on the Airport Cooperative Research Program (ACRP) 2005-2007	10/21/2008
FAA-080806-007	report on safety critical personnel staffing within Aviation Safety (AVS)	10/28/2008
FAA-081120-001	quarterly obligation reports as of September 30, 2008 for each appropriation and transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts	11/25/2008
FAA-080922-020	study on the feasibility of providing Automated External Defibrillators (AED) in FAA facilities	12/2/2008
FAA-080321-001	24th Annual Report of Accomplishments Under the Airport Improvement Program for Fiscal Year (FY) 2007	3/9/2009
FAA-081105-002	report on safety critical personnel staffing within Aviation Safety (AVS) final report for Fiscal Year (FY) 2008	3/16/2009
FAA-090309-001	quarterly obligation reports as of December 31, 2008 for each appropriation and transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts	3/16/2009
FAA-090305-003	annual summary on Commercial Service Airport Financial Operations for 2007	3/16/2009
FAA-081211-006	report for Fiscal Year 2008 listing foreign aviation authorities to which the Administrator provided services in the preceding fiscal year, specifying the dollar value of such services and any reimbursement received for such services	3/17/2009
FAA-080715-002	report describing changes that could improve operational efficiency or minimize operational impacts of the ADIZ on pilots and controllers, report describing changes that could improve operational efficiency or minimize operational impacts of the ADIZ on pilots and controllers, May 1 through June 30, 2008	3/25/2009

FAA REPORT NUMBER	SUBJECT	DATE
FAA-080923-001	report describing changes that could improve operational efficiency or minimize operational impacts of the ADIZ on pilots and controllers, report describing changes that could improve operational efficiency or minimize operational impacts of the ADIZ on pilots and controllers, update for July 1 through August 31, 2008	3/25/2009
FAA-081205-002	report describing changes that could improve operational efficiency or minimize operational impacts of the ADIZ on pilots and controllers, report describing changes that could improve operational efficiency or minimize operational impacts of the ADIZ on pilots and controllers, September 1 to October 31, 2008	3/25/2009
FAA-090331-002	Fiscal Year 2009 Interim Annual Air Traffic Controller Workforce Plan	3/31/2009
FAA-090506-001	quarterly obligation reports as of March 31, 2009 for each appropriation and transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts	5/14/2009
FAA-090219-002	annual Aviation Safety Workforce Plan	6/15/2009
FAA-090303-001	deadlines for the initial operating capability and operational readiness date for each of the remaining Airport Surface Detection Equipment Model X (ASDE-X) sites	6/15/2009
FAA-090319-002	Fiscal Year 2009 Aviation Safety Diversity Plan	6/15/2009
FAA-090313-001	report describing changes that could improve operational efficiency or minimize operational impacts of the ADIZ on pilots and controllers, report describing changes that could improve operational efficiency or minimize operational impacts of the ADIZ on pilots and controllers, November 1 to December 31, 2008	6/22/2009
FAA-090303-003	annual report of the Federal Aviation Administration on user fee collections for Fiscal Year (FY) 2008	7/8/2009
FAA-090611-002	Aviation Outreach Plan	7/24/2009
FAA-090424-004	report on aviation safety employment data which delineates inspector losses and gains from the begirming of Fiscal Year 2009 until March 31, 2009	8/5/2009
FAA-090804-007	quarterly obligation reports as of June 30,2009 for each appropriation and transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts	8/12/2009
FAA-090413-009	Center of Excellence Research in the Intermodal Transportation Environment (RITE) report	8/27/2009
FAA-090717-002	semiannual report on test flight activities authorized by the Office of Commercial Space Transportation	8/27/2009
FAA-090401-003	annual report on FAA's progress towards improving the ruway safety areas at airports certificated under 49 U.S.C. 44706	10/5/2009

FAA REPORT NUMBER	SUBJECT	DATE
FAA-091106-001	quarterly obligation reports as of June 30, 2009 for each appropriation and transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts	11/23/2009
FAA-090715-001	report describing changes that could improve operational efficiency or minimize operational impacts of the ADIZ on pilots and controllers, report describing changes that could improve operational efficiency or minimize operational impacts of the ADIZ on pilots and controllers, January 1 to February 28, 2009	12/1/2009
FAA-090715-002	report describing changes that could improve operational efficiency or minimize operational impacts of the ADIZ on pilots and controllers, report describing changes that could improve operational efficiency or minimize operational impacts of the ADIZ on pilots and controllers, March 1 to April 30, 2009	12/1/2009
FAA-090806-001	report describing changes that could improve operational efficiency or minimize operational impacts of the ADIZ on pilots and controllers, report describing changes that could improve operational efficiency or minimize operational impacts of the ADIZ on pilots and controllers, May 1 to June 30, 2009	12/1/2009
FAA-100111-003	2010 Federal Aviation Administration National Aviation Research Plan (NARP)	2/1/2010
FAA-091102-001	annual summary on Commercial Service Airport Financial Operations for 2008	2/3/2010
FAA-091008-015	report describing changes that could improve operational efficiency or minimize operational impacts of the ADIZ on pilots and controllers, report describing changes that could improve operational efficiency or minimize operational impacts of the ADIZ on pilots and controllers, July 1 to August 31, 2009	2/4/2010
FAA-100203-001	FAA's Capital Investment Plan (CIP) for Fiscal Years (FY) 2011-2015	2/4/2010
FAA-090326-001	report regarding the System Wide Informaton Management (SWIM) program	2/23/2010
FAA-100216-001	quarterly obligation reports as of December 31. 2009 for each appropriation and transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts	2/24/2010

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

Office of Government and
Industry Affairs

800 Independence Ave, SW
Washington, DC 20591

October 28, 2010

RE: Freedom of Information Act (FOIA) Request 2011-0180

This letter responds to your October 7th Freedom of Information Act (FOIA) request seeking a copy of all Federal Aviation Administration Reports to Congress that are not posted on the agency's web site.

A search was performed in the Office of Government and Industry Affairs and enclosed is a diskette with copies of records responsive to your request.

There are no fees associated with this request as the cost was under $10.00.

Sincerely,

Brian K. Langdon
Manager, for Government
and Industry Affairs

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

APR 2 0 2005

The Honorable Don Young
Chairman, Committee on Transportation
and Infrastructure
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

In Section 223 of Public Law 108-176, the Congress requested that the Federal Aviation Administration (FAA) implement recommendations contained in the Government Accountability Office (GAO) final report, "FAA Purchase Cards: Weak Controls Resulted in Instances of Improper and Wasteful Purchases and Missing Assets," GAO-03-405. The FAA has prepared a response to the recommendations detailing the actions taken by the FAA.

The FAA runs an extensive and far reaching purchase card program and maintains a strong commitment to managing a sound purchase card program in accordance with regulation and policy. As explained in the enclosed response to GAO's recommendations, the FAA has taken numerous actions to ensure the program is efficient and cost effective. These actions include enhancing oversight of card use, providing additional training for supervisors and cardholders, and updating the agency's purchase card policy.

Identical letters have been sent to Chairman Stevens, Senator Inouye, and Congressman Oberstar.

Sincerely,

Marion

Marion C. Blakey
Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

APR 2 0 2005

The Honorable Ted Stevens
Chairman, Committee on Commerce,
Science, and Transportation
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

In Section 223 of Public Law 108-176, the Congress requested that the Federal Aviation Administration (FAA) implement recommendations contained in the Government Accountability Office (GAO) final report, "FAA Purchase Cards: Weak Controls Resulted in Instances of Improper and Wasteful Purchases and Missing Assets," GAO-03-405. The FAA has prepared a response to the recommendations detailing the actions taken by the FAA.

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Identical letters have been sent to Chairman Young, Senator Inouye, and Congressman Oberstar.

Sincerely,

Marion C. Blakey
Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

APR 2 0 2005

The Honorable Ted Stevens
Chairman, Committee on Commerce,
Science, and Transportation
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

In Section 223 of Public Law 108-176, the Congress requested that the Federal Aviation Administration (FAA) implement recommendations contained in the Government Accountability Office (GAO) final report, "FAA Purchase Cards: Weak Controls Resulted in Instances of Improper and Wasteful Purchases and Missing Assets," GAO-03-405. The FAA has prepared a response to the recommendations detailing the actions taken by the FAA.

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Identical letters have been sent to Chairman Young, Senator Inouye, and Congressman Oberstar.

Sincerely,

Marion C. Blakey
Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

APR 2 0 2005

The Honorable Daniel Inouye
Committee on Commerce, Science,
and Transportation
United States Senate
Washington, DC 20510

Dear Senator Inouye:

In Section 223 of Public Law 108-176, the Congress requested that the Federal Aviation Administration (FAA) implement recommendations contained in the Government Accountability Office (GAO) final report, "FAA Purchase Cards: Weak Controls Resulted in Instances of Improper and Wasteful Purchases and Missing Assets," GAO-03-405. The FAA has prepared a response to the recommendations detailing the actions taken by the FAA.

The FAA runs an extensive and far reaching purchase card program and maintains a strong commitment to managing a sound purchase card program in accordance with regulation and policy. As explained in the enclosed response to GAO's recommendations, the FAA has taken numerous actions to ensure the program is efficient and cost effective. These actions include enhancing oversight of card use, providing additional training for supervisors and cardholders, and updating the agency's purchase card policy.

Identical letters have been sent to Chairmen Stevens and Young and Congressman Oberstar.

Sincerely,

Marion

Marion C. Blakey
Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

AUG 1 - 2005

The Honorable Christopher "Kit" Bond
Chairman, Subcommittee on Transportation, Treasury,
the Judiciary, Housing and Urban Development,
and Related Agencies
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

The Federal Aviation Administration is pleased to provide the enclosed quarterly report for the period January 2005 to March 2005 on initiatives to reduce delays and redesign the airspace in the Newark, New Jersey, area. This submission includes:

- The status of the open initiatives undertaken by the FAA, in collaboration with Continental Airlines and the Port Authority of New York and New Jersey, in an effort to reduce delays at Newark Liberty International Airport. This report was requested in the fiscal years 1999, 2000, and 2003 Department of Transportation and Related Agencies Appropriations Bills (Senate Reports 105-249 and 106-55, and House Report 107-722).

- The status of the New York, New Jersey, and Philadelphia Airspace Redesign Project, as requested in House Report 107-722.

Briefings on a quarterly basis to congressional staff also provide this information.

Identical letters have been sent to Chairman Knollenberg, Senator Murray, and Congressman Olver.

Sincerely,

Marion C. Blakey
Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

AUG 1 - 2005

The Honorable Patty Murray
Subcommittee on Transportation, Treasury,
the Judiciary, Housing and Urban Development,
and Related Agencies
United States Senate
Washington, DC 20510

Dear Senator Murray:

The Federal Aviation Administration is pleased to provide the enclosed quarterly report for the period January 2005 to March 2005 on initiatives to reduce delays and redesign the airspace in the Newark, New Jersey, area. This submission includes:

- The status of the open initiatives undertaken by the FAA, in collaboration with Continental Airlines and the Port Authority of New York and New Jersey, in an effort to reduce delays at Newark Liberty International Airport. This report was requested in the fiscal years 1999, 2000, and 2003 Department of Transportation and Related Agencies Appropriations Bills (Senate Reports 105-249 and 106-55, and House Report 107-722).

- The status of the New York, New Jersey, and Philadelphia Airspace Redesign Project, as requested in House Report 107-722.

Briefings on a quarterly basis to congressional staff also provide this information.

Identical letters have been sent to Chairmen Bond and Knollenberg and Congressman Olver.

Sincerely,

Marion C. Blakey
Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

AUG 1 - 2005

The Honorable Joe Knollenberg
Chairman, Subcommittee on Transportation,
Treasury, and Housing and Urban Development,
the Judiciary, and the District of Columbia
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

The Federal Aviation Administration is pleased to provide the enclosed quarterly report for the period January 2005 to March 2005 on initiatives to reduce delays and redesign the airspace in the Newark, New Jersey, area. This submission includes:

- The status of the open initiatives undertaken by the FAA, in collaboration with Continental Airlines and the Port Authority of New York and New Jersey, in an effort to reduce delays at Newark Liberty International Airport. This report was requested in the fiscal years 1999, 2000, and 2003 Department of Transportation and Related Agencies Appropriations Bills (Senate Reports 105-249 and 106-55, and House Report 107-722).

- The status of the New York, New Jersey, and Philadelphia Airspace Redesign Project, as requested in House Report 107-722.

Briefings on a quarterly basis to congressional staff also provide this information.

Identical letters have been sent to Chairman Bond, Senator Murray, and Congressman Olver.

Sincerely,

Marion C. Blakey
Administrator

Enclosure

U.S. Department
of Transportation

Federal Aviation
Administration

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

AUG 1 - 2005

The Honorable John Olver
Subcommittee on Transportation,
Treasury, and Housing and Urban Development,
the Judiciary, and the District of Columbia
House of Representatives
Washington, DC 20515

Dear Congressman Olver:

The Federal Aviation Administration is pleased to provide the enclosed quarterly report for the period January 2005 to March 2005 on initiatives to reduce delays and redesign the airspace in the Newark, New Jersey, area. This submission includes:

- The status of the open initiatives undertaken by the FAA, in collaboration with Continental Airlines and the Port Authority of New York and New Jersey, in an effort to reduce delays at Newark Liberty International Airport. This report was requested in the fiscal years 1999, 2000, and 2003 Department of Transportation and Related Agencies Appropriations Bills (Senate Reports 105-249 and 106-55, and House Report 107-722).

- The status of the New York, New Jersey, and Philadelphia Airspace Redesign Project, as requested in House Report 107-722.

Briefings on a quarterly basis to congressional staff also provide this information.

Identical letters have been sent to Chairmen Bond and Knollenberg and Senator Murray.

Sincerely,

Marion C. Blakey
Administrator

Enclosure

QUARTERLY REPORT ON NEWARK DELAY REDUCTION INITIATIVES

INITIATIVE: Area navigation (RNAV)/Flight Management System (FMS)/Global Positioning System (GPS) procedures are being developed to reduce pilot and controller workload, as well as the potential for increasing the use of RNAV procedures and expected resulting efficiency gains.

PRIMARY RESPONSIBILITY:
FAA, Nancy B. Kalinowski, Director of System Operations and Safety, ATO-R

ISSUE: Increase airspace efficiency in the New York area.

PROGRAM MILESTONES:

Milestone	*Target Date*	*Completed Date*
• Departure Procedures.		
♦ Environmental assessment for 260-degree departure (Arthur Kill 2) procedure.	03/00	11/99
♦ Existing departure procedure to be published (combined with RNAV Runway 22 below).	TBD	
• RNAV Arrival and Departure Procedures.		
♦ OWBIE Standard Terminal Arrival Route (STAR) RNAV transition to Runway 04.		12/99
♦ RNAV Visual Approach Runway 29 (north).	04/00	06/00
♦ RNAV Visual Approach Runway 29 (south).	06/00	06/00
♦ RNAV Departure Procedure Runway 22. – South transition. – South transition. – North transition. – West transition.	 10/00 07/01 TBD TBD	 10/00 07/01
♦ RNAV Departure Procedure Runway 04. – South transition. – North transition. – West transition.	 TBD TBD TBD	
• PHLBO STAR.	06/06	

STATUS:

- Advisory Circular 90-100, U.S. Terminal and En Route Area Navigation (RNAV) Operations, was published in January 2005. This advisory circular contains criteria for RNAV systems performance and, in conjunction with updates to procedure design and evaluation software, aids ongoing standard instrument departure and STAR development.

SIGNIFICANT CHANGES SINCE LAST QUARTER:

- STAR development has resumed. The PHLBO STAR is targeted for June 2006 publication. (See Major Accomplishments Anticipated for Coming Quarter.)

WATCH ITEMS:

- RNAV Diverse Vector Area (RDVA) criteria are needed for development of Newark Liberty International Airport departure procedures. These criteria are in the final stages of editing by the FAA Flight Standards Service and are expected for release in the next quarter.
- Following the completion of PHLBO STAR development and the release of RDVA criteria, Runway 22 and 04 departure procedures will be revisited. Once this is accomplished, the 18-item process contained in FAA Order 7100.9D, Standard Terminal Arrival, will be followed and an implementation date determined.

MAJOR ACCOMPLISHMENTS ANTICIPATED FOR COMING QUARTER:

- Continue development activities for the PHLBO STAR.

QUARTERLY REPORT ON NEWARK DELAY REDUCTION INITIATIVES

INITIATIVE: The Airspace Redesign Project is an effort to redesign the New York metropolitan airspace to gain short- and long-term efficiencies which, in turn, will help reduce arrival and departure delays.

PRIMARY RESPONSIBILITY:
FAA, Nancy B. Kalinowski, Director of System Operations and Safety, ATO-R

ISSUE: Reduce arrival/departure delays at Newark Liberty International Airport.

PROGRAM MILESTONES:

Milestone	*Target Date*	*Completed Date*
• Funding approval ($3 million) in place and work proceeding on all tasks.		01/99
• Eastern Triangle Airspace Design Team meeting.		01/19/99
• Milestones announced from January 2000 meeting.		02/00
• Funding ($3 million) transmitted.		02/25/99
• Project plan.		
♦ Initial user meetings.		04/99
♦ Conceptual design of New York Terminal Radar Approach Control facility airspace redesign.		07/00
♦ Baseline and future traffic scenario analysis.		09/00
♦ Design modeling begins.	11/00	08/00
♦ Decision regarding south final vector position and development of implementation plan.	04/01	03/01
♦ Revisit Controller Automated Spacing Aid.	TBD	
♦ Choke point initiative (flip-flop)	12/01	12/01
• Environmental.		
♦ Initiate community prescoping meetings.		09/99
♦ Complete community prescoping meetings.		02/00
♦ Environmental scoping (plans A-D) ends.	06/01	06/01
♦ Initiate draft environmental impact statement (DEIS).	09/02	09/02
♦ Complete DEIS.	*TBD	
♦ Final environmental impact statement (EIS).	*TBD	
♦ Record of decision.	*TBD	

STATUS: Work is continuing on all tasks and several options are being explored. Revised status of the New York/New Jersey/Philadelphia Airspace Redesign Project: the design and operational modeling of the alternatives have been completed and are currently under environmental analysis.

SIGNIFICANT CHANGES SINCE LAST QUARTER: None

WATCH ITEMS:

- The timeframes identified are dependent on continuous required funding for this project.
- Due to various communities' sensitivities regarding environmental issues, the potential exists that a lawsuit may delay the environmental process.

MAJOR ACCOMPLISHMENTS ANTICIPATED FOR COMING QUARTER: None.

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

AUG 11 2005

The Honorable Christopher "Kit" Bond
Chairman, Subcommittee on Transportation, Treasury,
the Judiciary, Housing and Urban Development,
and Related Agencies
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

Enclosed is airspace incident data provided in response to the guidance contained in Senate Report 100-48 on the Department of Transportation Supplemental Appropriations Bill for fiscal year 1987. The incident data includes near-midair collisions, pilot deviations (PD), operational errors (OE), and operational error rates for the period of January 2001 through December 2004.

Operational errors increased less than 1 percent between calendar years 2003 and 2004, from 1211 to 1215. Operational errors are measured against total operations to arrive at OE rates. Between 2003 and 2004, OE rates decreased 2.6 percent. The number of flights handled by air traffic control outpaced the increase in operational errors, resulting in the rate decrease.

Overall there was a slight decrease in PDs from 2675 in 2003 to 2659 in 2004. The increase in PDs from 2002 to 2003 was rather significant and has remained at this level due to airspace changes stemming from September 11. Furthermore, 2003 was a transition year due to adjustments in Air Defense Identification Zones and the reopening of airports that were previously closed after September 11. The Government and industry continue to promote aviation safety awareness initiatives to reduce the number of PDs. Some of these initiatives include the FAA's Security Outreach Program, which began in June 2004, and increased pilot awareness and training programs promoted by aviation industry groups. Near-midair collisions decreased from 162 in 2003 to 147 in 2004. This concludes our written submission of incident reporting.

Identical letters have been sent to Chairman Knollenberg, Senator Murray, and Congressman Olver.

Sincerely,

Marion C. Blakey
Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

AUG 1 1 2005

The Honorable Patty Murray
Subcommittee on Transportation, Treasury,
the Judiciary, Housing and Urban Development,
and Related Agencies
United States Senate
Washington, DC 20510

Dear Senator Murray:

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Identical letters have been sent to Chairmen Bond and Knollenberg and Congressman Olver.

Sincerely,

Marion C. Blakey
Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

AUG 1 1 2005

The Honorable Joe Knollenberg
Chairman, Subcommittee on Transportation, Treasury,
Housing and Urban Development, the Judiciary,
District of Columbia, and Independent Agencies
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

Enclosed is airspace incident data provided in response to the guidance contained in Senate Report 100-48 on the Department of Transportation Supplemental Appropriations Bill for fiscal year 1987. The incident data includes near-midair collisions, pilot deviations (PD), operational errors (OE), and operational error rates for the period of January 2001 through December 2004.

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Identical letters have been sent to Chairman Bond, Senator Murray, and Congressman Olver.

Sincerely,

Marion C. Blakey
Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

AUG 11 2005

The Honorable John Olver
Subcommittee on Transportation, Treasury,
Housing and Urban Development, the Judiciary,
District of Columbia, and Independent Agencies
House of Representatives
Washington, DC 20515

Dear Congressman Olver:

Enclosed is airspace incident data provided in response to the guidance contained in Senate Report 100-48 on the Department of Transportation Supplemental Appropriations Bill for fiscal year 1987. The incident data includes near-midair collisions, pilot deviations (PD), operational errors (OE), and operational error rates for the period of January 2001 through December 2004.

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Identical letters have been sent to Chairmen Bond and Knollenberg and Senator Murray.

Sincerely,

Marion C. Blakey
Administrator

Enclosure

AIRSPACE INCIDENT TRACKING SYSTEM STATISTICS
COMPARISION OF 2001, 2002, 2003, and 2004

INCIDENT TYPE	YEAR	MONTH												YEAR TOTAL
		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	
OPERATIONAL ERRORS	**2001**	69	82	111	101	112	106	122	130	87	104	91	66	**1181**
	2002	87	66	109	110	94	87	85	84	78	98	79	64	**1041**
	2003	69	85	99	106	109	106	134	134	102	98	91	78	**1211**
	2004	74	79	91	77	100	114	125	111	112	113	121	98	**1215**
FACILITY ACTIVITY COUNT	**2001**	13.01	12.08	13.94	13.87	14.37	14.20	14.73	14.87	10.90	13.41	12.50	11.90	**159.78**
	2002	12.38	11.96	13.14	13.49	13.89	13.72	14.27	14.29	13.24	13.63	12.51	11.97	**158.50**
	2003	12.32	11.09	13.03	12.91	13.20	13.27	13.97	13.73	13.08	13.80	12.35	12.20	**154.96**
	2004	11.98	12.19	13.69	13.51	13.57	13.65	14.13	14.04	13.17	13.62	12.63	12.40	**158.59**
FACILITY ERROR RATE	**2001**	0.53	0.68	0.80	0.73	0.78	0.75	0.83	0.87	0.80	0.78	0.73	0.55	**0.735**
	2002	0.70	0.55	0.83	0.82	0.68	0.63	0.60	0.59	0.59	0.72	0.63	0.53	**0.656**
	2003	0.56	0.77	0.76	0.82	0.83	0.80	0.96	0.98	0.78	0.71	0.74	0.64	**0.778**
	2004	0.62	0.65	0.66	0.57	0.74	0.83	0.88	0.79	0.85	0.83	0.96	0.79	**0.765**
NEAR-MIDAIR COLLISIONS	**2001**	16	17	19	14	29	28	15	20	17	13	11	12	**211**
	2002	14	11	12	16	15	19	22	15	17	18	13	8	**180**
	2003	10	13	10	9	13	17	13	20	19	24	7	7	**162**
	2004	11	16	10	8	15	10	21	10	8	12	15	11	**147**
PILOT DEVIATIONS	**2001**	116	112	148	142	183	154	146	176	166	227	271	134	**1975**
	2002	136	127	141	170	153	172	172	173	191	153	174	160	**1922**
	2003	127	150	286	248	182	233	264	270	239	240	248	188	**2675**
	2004	159	152	210	218	214	250	279	284	233	281	215	164	**2659**

Facility Count Totals Are Summed; Facility Error Rates Are Averaged
Data Include FAA Contract Towers
Facility Activity Counts Are Per One Million Flight Activities
Facility Error Rates Are Per One Hundred Thousand Activities

Data Source: **Business and Acquisition Services**
Information Technology Directorate, Air Traffic Organization

Notes: **Data as of 05-Apr-2005 are preliminary and subject to change.**

DEFINITIONS

ACTIVITY: Represents total facility activity (en route facility activity plus terminal facility activity).

ERROR RATE: Obtained by dividing the number of facility activities into the number of operational errors and multiplying by 100,000.

NEAR-MIDAIR COLLISION: An incident associated with the operation of an aircraft in which the possibility of collision occurs as a result of proximity of less than 500 feet to another aircraft, or a report is received from a pilot or flight crewmember stating that a collision hazard existed between two or more aircraft.

OPERATIONAL ERROR: An occurrence attributable to an element of the air traffic control system in which:

1. Less than the applicable separation minima results between two or more aircraft, or between an aircraft and terrain or obstacles (e.g., operations below minimum vectoring altitude (MVA); equipment/personnel on runways), as required by FAA Order 7110.65 or other national directive; or
2. An aircraft lands or departs on a runway closed to aircraft operations after receiving air traffic authorization.
3. An aircraft lands or departs on a runway closed to aircraft operations, at an uncontrolled airport and it was determined that a NOTAM regarding the runway closure was not issued to the pilot as required.

PILOT DEVIATION: The actions of a pilot that result in the violation of a Federal Aviation Regulation or a North American Aerospace Defense (Command Air Defense Identification Zone) tolerance.

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

AUG 2 6 2005

The Honorable Ted Stevens
Chairman, Committee on Commerce, Science
and Transportation
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

I am pleased to provide you the annual report on Commercial Service Airport Financial Operations for 2003, as required by the Federal Aviation Administration Authorization Act of 1994 (Act of 1994), Public Law 103-305, codified at 49 U.S.C. 47107(k).

The report summarizes the following reporting requirements: payments to government entities and purposes for each payment, services and property provided to government entities and amount of compensation received for each service and property, and annual financial results.

We have sent identical letters to Chairman Young, Senator Inouye, and Congressman Oberstar.

Sincerely,

Marion C. Blakey
Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

AUG 26 2005

The Honorable Daniel K. Inouye
Ranking Member, Committee on Commerce,
Science and Transportation
United States Senate
Washington, DC 20510

Dear Senator Inouye:

I am pleased to provide you the annual report on Commercial Service Airport Financial Operations for 2003, as required by the Federal Aviation Administration Authorization Act of 1994 (Act of 1994), Public Law 103-305, codified at 49 U.S.C. 47107(k).

The report summarizes the following reporting requirements: payments to government entities and purposes for each payment, services and property provided to government entities and amount of compensation received for each service and property, and annual financial results.

We have sent identical letters to Chairmen Stevens and Young and Congressman Oberstar.

Sincerely,

Marion C. Blakey
Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

AUG 2 6 2005

The Honorable Don Young
Chairman, Committee on Transportation
and Infrastructure
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

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Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

AUG 26 2005

The Honorable James Oberstar
Ranking Member, Committee on Transportation
and Infrastructure
House of Representatives
Washington, DC 20515

Dear Congressman Oberstar:

I am pleased to provide you the annual report on Commercial Service Airport Financial Operations for 2003, as required by the Federal Aviation Administration Authorization Act of 1994 (Act of 1994), Public Law 103-305, codified at 49 U.S.C. 47107(k).

The report summarizes the following reporting requirements: payments to government entities and purposes for each payment, services and property provided to government entities and amount of compensation received for each service and property, and annual financial results.

We have sent identical letters to Chairmen Stevens and Young and Senator Inouye.

Sincerely,

Marion C. Blakey
Administrator

Enclosure

Commercial Service Airport Financial Operations Report For 2003

Annual Report

This is the Federal Aviation Administration (FAA) annual report to Congress on Commercial Service Airport Financial Operations.

Reporting Year

The report covers each airport's fiscal year ending during calendar year 2003. (Airport fiscal years vary by airport.)

Statutory Requirement to File

This report is filed under the Federal Aviation Administration Authorization Act of 1994 (Act of 1994), Public Law 103-305, codified at 49 U.S.C. 47107(k).

Report Addressees

The Act of 1994 requires the Secretary of Transportation to provide the report to:

- the Senate Committee on Commerce, Science and Transportation; and
- the House Committee on Transportation and Infrastructure.

Departmental Delegation

The FAA Administrator has been delegated to file the report on behalf of the Secretary of Transportation.

Contents

The Act of 1994 requires the Secretary of Transportation to report on:

- airport payments to other units of government and purpose of payment;
- services and property that airports provide to other units of government and the amounts of compensation that airports receive for such services and property; and
- airport financial results.

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

DEC 15 2005

The Honorable J. Dennis Hastert
Speaker of the House of Representatives
Washington, DC 20515

Dear Mr. Speaker:

It is with pleasure that I submit the Department's final report titled, "Aviation and the Environment: A National Vision Statement, Framework for Goals and Recommended Action" as required by Section 321 of Vision 100-Century of Aviation Reauthorization Act (P.L. 108-176).

Based on the legislative language and consultations with the Federal Aviation Administration (FAA), the National Aeronautics and Space Administration (NASA), and congressional staff, the goals for this study were defined that are broader, but inclusive of the legislation. In particular, we sought to develop a shared vision of national goals for addressing aircraft noise and emissions, to develop actionable recommendations, and to recommend a sustainable implementation plan to achieve the stated goals. In addition, the Department has ensured that this effort closely aligns with the Next Generation Air Transportation System Integrated National Plan (NGATS), which was transmitted to you December 12, 2004.

The Partnership for Air Transportation Noise and Emissions Reduction (PARTNER) Center of Excellence assisted the Department with this study so that we could obtain an independent and comprehensive view. Preparing the reports was a significant undertaking involving over 100 stakeholders from 38 organizations spanning the aerospace industry, NASA, FAA, the Environmental Protection Agency (EPA), the Department of Commerce (DOC), the Department of Defense (DOD), academia, state and local governments, and community activists.

This report has several significant accomplishments. First, it offers a national vision to address aviation and environmental issues supported by a wide cross section of stakeholders. Second, it recommends a number of specific technological, operational, and policy options to support a balanced approach to long-term environmental improvements. Importantly, it places these options in

a larger context of addressing needs identified in the report that will hopefully ensure better targeting of resources and greater prospect of success. Finally, the set of recommendations offers a road map to the environmental aspects of the NGATS to help achieve the increases in capacity envisioned for the aviation system of 2025.

An identical letter has been sent to the President of the Senate.

Sincerely yours,

Norman Y. Mineta

Enclosure

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

DEC 15 2005

The Honorable Richard B. Cheney
President of the Senate
Washington, DC 20510

Dear Mr. President:

It is with pleasure that I submit the Department's final report titled, "Aviation and the Environment: A National Vision Statement, Framework for Goals and Recommended Action" as required by Section 321 of Vision 100-Century of Aviation Reauthorization Act (P.L. 108-176).

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a larger context of addressing needs identified in the report that will hopefully ensure better targeting of resources and greater prospect of success. Finally, the set of recommendations offers a road map to the environmental aspects of the NGATS to help achieve the increases in capacity envisioned for the aviation system of 2025.

An identical letter has been sent to the Speaker of the House of Representatives.

Sincerely yours,

Norman Y. Mineta

Enclosure

Report to the United States Congress

AVIATION AND THE ENVIRONMENT

A National Vision Statement, Framework for Goals and Recommended Actions

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JAN 23 2006

The Honorable Richard B. Cheney
President of the Senate
Washington, DC 20510

Dear Mr. President:

The enclosed report for fiscal year 2005 is provided in response to Section 202 of the Federal Aviation Administration Authorization Act of 1994 (P.L. 103-305), which requires the Administrator to submit to Congress a list of foreign aviation authorities to which the Administrator provided services in the preceding fiscal year. The list specifies the dollar value of such services and any reimbursement received for such services.

Please note that in some cases the collection amount also includes payments for prior year services.

An identical letter has been sent to the Speaker of the House of Representatives.

Sincerely,

Marion C. Blakey
Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JAN 23 2006

The Honorable J. Dennis Hastert
Speaker of the House
of Representatives
Washington, DC 20515

Dear Mr. Speaker:

The enclosed report for fiscal year 2005 is provided in response to Section 202 of the Federal Aviation Administration Authorization Act of 1994 (P.L. 103-305), which requires the Administrator to submit to Congress a list of foreign aviation authorities to which the Administrator provided services in the preceding fiscal year. The list specifies the dollar value of such services and any reimbursement received for such services.

Please note that in some cases the collection amount also includes payments for prior year services.

An identical letter has been sent to the President of the Senate.

Sincerely,

Marion C. Blakey
Administrator

Enclosure

Report to Congress

U.S. Department of Transportation

Federal Aviation Administration

Assistance Provided to Foreign Aviation Authorities for FY 2005

Washington, DC 20591

December 2005

Report of the Federal Aviation Administration to the United States Congress Pursuant to Section 202 of Public Law 103-305

ASSISTANCE PROVIDED TO FOREIGN AVIATION AUTHORITIES BY THE FEDERAL AVIATION ADMINISTRATION (FAA) FOR FISCAL YEAR 2005

INTRODUCTION

This report is provided to Congress in response to Section 202 of the Federal Aviation Administration Authorization Act of 1994 (P.L. 103-305), which requires the Administrator to submit to Congress a list of the foreign aviation authorities to which the Administrator provided services under this subsection during the preceding fiscal year. This list specifies the dollar value of such services, the amount of potential reimbursement that was waived, and any reimbursement received for such services. As charges are billed after services are provided, collections for these services will continue into fiscal year 2006. Similarly, some of the collections shown are funds received for services rendered prior to fiscal year 2005.

In fiscal year 2005, the Federal Aviation Administration (FAA) provided approximately $8.5 million in assistance, of which $3.6 was waived. As provided in the Act, reimbursement was waived when the Administrator determined that providing services would promote aviation safety. When evaluating a foreign government's request for a waiver of reimbursement, the FAA takes into account the number of U.S. citizens traveling to that country, the number and frequency of American flag air carriers operating into that country, and the need for improved aviation safety standards in that country.

BACKGROUND

The FAA's technical assistance programs facilitate delivery of FAA experts and knowledge to foreign civil aviation authorities around the world. Agreements for the provision of services are conducted on a government-to-government basis, generally between the FAA and the foreign civil aviation authority. The recipient country generally reimburses the FAA for the cost of the technical assistance.

The FAA has nearly 400 technical assistance agreements with other countries. These agreements cover the entire spectrum of civil aviation activities and include:

Training: Each year, the FAA arranges training for international officials from more than 50 countries at the FAA Academy and at U.S. industry and academic institutions.

Flight Inspection: FAA flight inspection crews inspect and calibrate navigational aids worldwide.

Equipment: The FAA supplies other countries with new and used equipment common to the FAA National Airspace System.

Spare Parts and Repair Services: Civil aviation authorities are encouraged to obtain spare parts and repair of equipment through the FAA.

Cooperative Agreements: Cooperative agreements are arranged with foreign aviation authorities to exchange technical information and pursue joint technical projects, including R&D activities.

In-country Technical Assistance: FAA experts work with other countries to improve aviation safety. Experts are dispatched on short-term assignments to address specific problems and conduct surveys, studies, etc. Long-term assistance is provided by civil aviation assistance groups comprised of resident FAA advisors who assist in the development of a country's aviation system. The FAA has provided experts in:

- Systems design and planning
- Equipment installation and maintenance
- Airworthiness maintenance
- Type certification
- Anti-terrorism (security) programs
- Air traffic control procedures
- Airport operations and standards

ASSISTANCE PROVIDED TO FOREIGN AVIATION AUTHORITIES BY THE FAA, FY 2005

COUNTRY	VALUE OF SERVICES	REIMBURSEMENT WAIVED	COLLECTIONS
Afghanistan	53,644.93		
Angola	37,542.00		
Argentina	291,598.47		193,994.00
Australia	234,583.04		211,923.42
Austria	1,685.00		1,685.00
Bahamas	185,627.26		180,504.37
Barbados	3,621.24		55,218.29
Bermuda	23,664.00		16,624.00
Brazil	706,545.00		530,706.00
Cameroon	35,454.00		1,279.00
Canada	39,468.22		23,269.00
Cape Verde	35,235.00		0.00
Central American Corporation for Air Naviation Services	46,363.00	22,437.00	23,926.00
Chile	32,193.99		8,795.00
China	258,258.15	13,973.00	158,833.99
Colombia	256,647.70		276,918.00
Djibouti	35,123.00		0.00
Domincan Republic	169,934.42		111,871.09
Gambia	10,105.56		40,567.00
Greece	35,539.00		35,539.00
Guyana	1,296.00		0.00
Haiti	10,371.48		0.00
Honduras	79,630.89		66,723.00
Hong Kong	2,800.00		1,954.00
Iceland	10,540.00		15,490.00
International Civil Aviation Organization	163,812.05		96,982.05
Iraq	3,007,400.00	3,007,400.00	0.00
Israel	18,776.00		18,751.00
Jamaica	53,536.97		17,225.00
Japan	91,327.98		90,865.98
Jordan	51,562.49		44,162.49
Kenya	123,490.00		0.00
Korea	161,189.18		316,737.00
Malaysia	678.00		678.00
Maldives	21,069.72		21,069.72
Mali	37,542.00		0.00
Mexico	47,695.07	12,445.00	8,190.00
Netherlands	423.00		0.00
Nigeria	10,823.00		5,955.00
Norway	4,190.00		4,166.00
Organization of American States	21,265.00		21,265.00
Organization of Eastern Caribbean States	5,733.63		0.00
Panama	34,584.48		0.00
Peru	101,458.36		44,588.00
Philippines	4,066.00		4,066.00
Qatar	27,711.27		0.00
Regional Aviation Safety Oversight System *	693,222.00	293,222.00	400,000.00

ASSISTANCE PROVIDED TO FOREIGN AVIATION AUTHORITIES BY THE FAA, FY 2005

COUNTRY	VALUE OF SERVICES	REIMBURSEMENT WAIVED	COLLECTIONS
Russia	37,986.11		37,986.11
Safe Skies for Africa **	414,615.54	237,830.51	349,487.96
Saudi Arabia	5,843.35		38,790.00
Singapore	580,396.50		427,744.35
Sudan	3,700.00		3,700.00
Suriname	3,259.00		1,675.00
Sweden	790.00		790.00
Switzerland	3,725.00		3,707.00
Taiwan	41,111.92		3,027.00
Tanzania	109,134.00		2,537.00
Thailand	3,432.00		0.00
Trinidad & Tobago	84,102.98	26,781.00	0.00
Uganda	46,756.00		0.00
Uruguay	4,532.27		
TOTAL	**8,527,225.29**	**3,614,088.51**	**3,919,965.82**

* Members of the Regional Aviation Safety Oversight System (RASOS) include Barbados, Guyana, Haiti, Jamaica, OECS Directorate of Civil Aviation, Suriname and Trinidad and Tobago

** Funds received from U.S. Agency for International Development through the Department of Transportation in support of Safe Skies for Africa Initiative; countries include Angola, Cape Verde, Cameroon, Kenya, Mali, Namibia, Tanzania, Uganda, Djibouti, Zimbabwe and Cote d'Ivoire.

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

FEB 16 2006

The Honorable Richard B. Cheney
President of the Senate
Washington, DC 20510

Dear Mr. President:

I am pleased to send you the Twenty-First Annual Report of Accomplishments under the Airport Improvement Program for Fiscal Year 2004. As required by Section 47131 of Title 49 United States Code, this report contains comprehensive information on the Airport Improvement Program and Airport Land Use Compliance Program. The narrative sections, figures, and tables highlight the accomplishments of both programs and provide additional information on the Passenger Facility Charge Program.

An identical letter has been sent to the Speaker of the House of Representatives.

Sincerely yours,

Norman Y. Mineta

Enclosure

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

FEB 16 2006

The Honorable J. Dennis Hastert
Speaker of the House of Representatives
Washington, DC 20515

Dear Mr. Speaker:

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Enclosure

Federal Aviation Administration

Fiscal Year 2004

Airport Improvement Program

Report to Congress

Twenty-First Annual Report of Accomplishments

U.S. Department
of Transportation

Federal Aviation
Administration

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAY 3 2006

The Honorable Christopher "Kit" Bond
Chairman, Subcommittee on Transportation, Treasury,
the Judiciary, Housing and Urban Development,
and Related Agencies
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

Senate Report 109-109, Transportation, Treasury, the Judiciary, Housing and Urban Development, and Related Agencies Appropriations Bill, 2006 requested the Federal Aviation Administration to submit a list to the House and Senate Committees on Appropriations of all major programs that have been cancelled as a direct result of System Engineering and Technical Assistance (SETA) investment.

While no major program has been cancelled as a direct result of SETA, the Air Traffic Organization (ATO) Senior Vice President of Finance systematically reviews the portfolio of facilities and equipment (F&E) projects to validate the business case decisions made in previous years and to ensure that programs will provide a return on investment. The F&E portfolio review enables FAA to focus its F&E budget on priority programs that have compelling business justifications. A group of financial, technical and systems engineering subject matter experts within ATO review and evaluate quantitative cost and benefit justifications for continued investment in all F&E programs. SETA is a support contractor to ATO. A portion of the SETA support is dedicated to providing cost estimates and benefits analysis to the ATO Finance office as they evaluate these programs. ATO utilizes the business case analyses that in many cases are provided by SETA in formulating investment recommendations to continue or cancel a program.

Over 70 reviews were completed in 2005. As a result, two major programs had development and implementation beyond fiscal year 2007 cancelled: the Asset Supply Chain Management program and the NAS Infrastructure Management Systems program. Two additional programs, the Airport Surveillance Radar Model 9 (ASR-9) Service Life Extension Program (SLEP) and the Airport Surveillance Radar Model 11 (ASR-11) program were restructured to save costs. For example, FAA decided to only change component parts at key ASR-9 sites, rather than replace the entire radar at all sites, and the number of ASR-11's was reduced to 66 systems.

If you have any additional questions, please call me or Mr. Alex Keenan, Director, Office of Budget, at (202) 267-5703.

Identical letters have been sent to Chairman Knollenberg, Senator Murray, and Congressman Olver.

Sincerely,

Marion C. Blakey
Administrator

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAY 3 2006

The Honorable Patty Murray
Subcommittee on Transportation, Treasury,
the Judiciary, Housing and Urban Development,
and Related Agencies
United States Senate
Washington, DC 20510

Dear Senator Murray:

Senate Report 109-109, Transportation, Treasury, the Judiciary, Housing and Urban Development, and Related Agencies Appropriations Bill, 2006 requested the Federal Aviation Administration to submit a list to the House and Senate Committees on Appropriations of all major programs that have been cancelled as a direct result of System Engineering and Technical Assistance (SETA) investment.

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Sincerely,

Marion C. Blakey
Administrator

U.S. Department
of Transportation

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Administration

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAY 3 2006

The Honorable Joe Knollenberg
Chairman, Subcommittee on Transportation,
Treasury, and Housing and Urban Development,
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House of Representatives
Washington, DC 20515

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Marion C. Blakey
Administrator

U.S. Department
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Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAY 3 2006

The Honorable John Olver
Subcommittee on Transportation,
Treasury, and Housing and Urban Development,
the Judiciary, and the District of Columbia
House of Representatives
Washington, DC 20515

Dear Congressman Olver:

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Marion C. Blakey
Administrator

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JUN 2 6 2006

The Honorable Thad Cochran
Chairman, Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

As requested in House Report 108-671, accompanying the Departments of Transportation, Treasury and Independent Agencies Appropriations Bill, 2005, the Federal Aviation Administration is pleased to submit the Flight Attendant Fatigue Study.

The FAA initiated an agreement with the National Aeronautics and Space Administration (NASA) Ames Research Center to conduct an independent study of flight attendant fatigue. NASA Ames Research Center completed the study in September 2005.

An identical letter has been sent to Chairman Lewis, Senator Byrd, and Congressman Obey.

Sincerely,

Marion C. Blakey
Administrator

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JUN 2 6 2006

The Honorable Robert C. Byrd
Committee on Appropriations
United States Senate
Washington, DC 20510

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Sincerely,

Marion Blakey

Marion C. Blakey
Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JUN 2 6 2006

The Honorable Jerry Lewis
Chairman, Committee on Appropriations
House of Representatives
Washington, DC 20515

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U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JUN 2 6 2006

The Honorable David R. Obey
Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Congressman Obey:

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Marion C. Blakey
Administrator

Enclosure

FLIGHT ATTENDANT FATIGUE

Integrated by the
Civil Aerospace Medical Institute
Federal Aviation Administration

From
Reports Prepared by the
Fatigue Countermeasures Group
Human Factors Research and Technology Division

NASA Ames Research Center
Moffett Field, CA 94035-1000

September 2005

EXECUTIVE SUMMARY

The Departments of Transportation and Treasury and Independent Agencies Appropriations Bill (House Rpt. 108-671) included a directive to the Federal Aviation Administration to report back on the subject of flight attendant fatigue. *The following is the language from page 18 of the report*:

> "Flight attendant fatigue study: The Committee is concerned about evidence that FAA minimum crew rest regulations may not allow adequate rest time for flight attendants. Especially since the terrorist attacks of September 11, 2001, the nation's flight attendants have been asked to assume a greater role in protecting the safety of air travelers during flight. Current flight attendant duty and rest rules state that flight attendants should have a minimum of nine hours off duty that may be reduced to eight hours, if the following rest period is ten hours. Although these rules have been in place for several years, they do not reflect the increased security responsibilities since 2001, and only recently have carriers begun scheduling attendants for less than nine hours off. There is evidence that what was once occasional use of the 'reduced rest' flexibility is now becoming common practice at some carriers. Because FAA regulations allow the rest period to commence shortly after the aircraft parks at the gate, the eight hour 'rest' period also includes the time it takes a flight attendant to get out of the terminal, go through customs if necessary, obtain transportation to a hotel and check in. Due to this situation, it is likely that many flight attendants are performing their duties with no more than four to six hours of sleep. To better understand the impact of the minimum rest requirements of CFR §121.467 and CFR §135.273, the Committee recommended a study of flight attendant fatigue. This study is to consider professional input from FAA's Civil Aeromedical Institute. The study should be finalized and submitted to the House and Senate Committees on Appropriations no later than June 1, 2005, including the agency's recommendations on potential regulatory revisions."

In response to this directive, representatives of the FAA from the Civil Aerospace Medical Institute initiated an agreement with NASA Ames Research Center to perform an evaluation of the flight attendant fatigue issue. The NASA Ames Research Center Fatigue Countermeasures Group (FCG) is independent of regulatory or advocacy influence and has extensive experience in conducting aeronautical fatigue studies (http://human-factors.arc.nasa.gov/zteam/).

To meet the goals of the study, this report contains a literature review on fatigue as potentially experienced by flight attendants, an evaluation of currently used (actual vs. scheduled) flight attendant duty schedules, and a comparison of these schedules to the current CFRs. The report additionally reviews fatigue-related incident/accident information from the Aviation Safety Reporting System (ASRS) and the NTSB database. One section of the report also describes the application of three different performance and fatigue models currently available as examples to provide the reader with an idea of how flight attendant duty schedules contribute to increased levels of fatigue and predicted changes in performance. The report concludes with recommendations concerning issues that require further evaluation.

Literature Review

Research has identified key findings concerning fatigue in occupational settings where sleep deprivation and disruption of circadian rhythms are known to occur. Among the findings are that such environments can result in an inability to get to sleep (which may lead to further disruption of the circadian rhythm) and to the accumulation of sleep debt. Sleep debt is incurred and continues to build when we obtain less than the recommended 7-8 hours of sleep each night. The results of these potentially cascading effects show themselves in performance decrements. Research for this report found that the main contributing factors to flight attendant fatigue consist of:

Sleep loss, has been shown in numerous studies to produce waking neurobehavioral deficits, which include vigilance degradations, increased lapses of attention, cognitive slowing, short term memory failures, slowed physical and mental reaction time, rapid and involuntary sleep onsets, decreased cognitive performance, increased subjective sleepiness, and polysomnographic evidence of increased sleep pressure.

Circadian rhythm disruption is affected by scheduling and sleep disruption. The effects of jet lag and shift work are often characterized by symptoms such as disrupted sleep, changes in mood state, loss of appetite, gastrointestinal disturbance, and disorientation. Sleep loss and circadian rhythms interact dynamically to regulate changes in alertness and performance. Cumulative sleep loss results in sleep debt, with chronic sleep deprivation, night after night, leading to cumulative and progressive performance decrements, even in healthy adults.

Length of duty: End-of-duty sleepiness and fatigue have been reported in flight attendants working both domestic and international flights. Fatigue during international flights is due mainly to flight duration and time zone differences, while fatigue on domestic flights is related to total working hours, landing frequency (number of legs), workload, and layover duration.

Workload. Flight attendants have reported increased perceived stress due to changes in duties and responsibilities since 9/11. The effects of sleep loss, circadian disruption and scheduling in flight attendants are similar to those experienced by pilots although flight attendants duties are varied and include more physical activity, working in a noisy environment, with higher social involvement.

Schedules

CFRs §121.467 and §135.273 require that flight attendants receive a minimum rest period of nine consecutive hours following a scheduled duty period of 14 hours or less. This rest period may be reduced to eight hours if the subsequent rest period is at least 10 consecutive hours. Further, changes to the rest period can occur when additional flight attendants are scheduled for a particular flight. "Rest period" is not the same as sleep hours, since it includes the time required to travel to and from the airport, time for meals, personal hygiene, and time to relax and go to sleep. The report provides a comparison between *scheduled* on-duty and off-duty layover times and *actual* schedules. The small sample of schedules reviewed were limited and not scientifically based. Overall, our small sample found the duty and rest times were *scheduled* to be compliant with the CFRs but a small number of the *actual* times extended beyond these limitations when unforeseen operational and weather-related events disrupted the original schedule.

Incident Reports

Seventeen flight attendant fatigue-related incident reports were identified in the ASRS database. ASRS reports cannot reveal the prevalence of the flight attendant fatigue problem, however, they do provide evidence that fatigue is an important issue. Some reports mentioned a lack of adequate rest or meals and listed general symptoms of fatigue. Flight attendants also reported that fatigue had affected completion of critical tasks and expressed a lack of confidence in their ability to handle unusual situations and/or perform adequate security duties.

Fatigue Models

Different biomathematical models of fatigue, sleepiness, and performance are available and could be applied to flight attendants schedules. All models are based on the combination of homeostatic and circadian influences but they differ in the number and nature of the factors that are included. Three models were selected to examine the manner in which they predict fatigue and performance. Although the three selected models differed in particulars, results indicated that they produced consistent results. This analysis was offered as a first step toward the further development and validation of models for predicting flight crew fatigue.

Conclusions

A review of the evaluation materials available for this report has suggested that some segments of this workforce are experiencing fatigue and tiredness and as such, is a salient issue warranting further evaluation. The Committee on Appropriations (House Rpt. 108-671) suggested that the practice of airlines to schedule closer to the CFR minima on a more regular basis, and very short periods post-flight before the beginning of the rest period may be contributing to this effect. However, the limited nature of the study did not allow us to determine the extent to which scheduling practices either within a single carrier or across carriers were problematic. An additional factor is the difference between the *scheduled* work/rest periods and the *actual* work/rest periods as they play out in field operations. Aircraft-related and weather delays as well as other unforeseen operational events contribute to extending a duty period beyond what was originally scheduled.

CFRs provide end points or not-to-exceed levels of regulation. But CFRs do not, and perhaps cannot, capture the multiple variables that impact fatigue and the individual's ability to tolerate fatigue. Taken from the standpoint of just the pre-determined dimensions of the flight itself, the CFRs do not distinguish among the number of segments flown, daytime versus nighttime flights, flights that are uni-meridianal vs. those that are transmeridianal, regional versus domestic flights.

To truly address the fatigue issue, regulations must be combined with sound and realistic operational practices, and supplemented, as needed, by personal strategies. Air travel will always require flexibility in operations in order to adjust to unusual and/or non-routine circumstances. From the standpoint of flight attendant fitness and well-being, consideration

needs to be given to the establishment of work/rest practices that take into account the occurrence of unusual circumstances.

This report was developed with data that became available in the short time before the study's deadlines. However, not all the information needed could be acquired to gain a complete understanding of the phenomenon/problem of flight attendant fatigue. Given the nature of the issue and the questions that remain unanswered, the following are a few suggestions offered for continued research to address the topic of flight attendant fatigue.

1. A scientifically-based, randomly-selected flight attendant *Survey of Field Operations*.
2. A fuller understanding of fatigue-related incidents can be achieved by a follow-up *Focused Study of Incident Reports*.
3. *Field Research on the Effects of Fatigue* would explore the impact of rest schedules, circadian factors, and sleep loss on flight attendants.
4. *Validation of Models for Assessing Flight Attendant Fatigue* would be an important step to understanding whether and how models could be used in conjunction with field operations.
5. A study of *International Policies and Practices* to see how other countries address these issues. This study would provide additional data to supplement other on going research.
6. *Training.* Flight crews could benefit from exposure to information on fatigue, its causes and consequences, its interaction with circadian disruption, and how and when to employ countermeasures.

TABLE OF CONTENTS

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

SEP 22 2006

The Honorable Ted Stevens
Chairman, Committee on Commerce,
Science and Transportation
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

Vision 100, the Century of Aviation Reauthorization Act, requires the Federal Aviation Administration's Air Traffic Services (ATS) Committee to report annually to both the House of Representatives Committee on Transportation and Infrastructure and the Senate Committee on Commerce, Science and Transportation.

This letter transmits the 2004 and 2005 reports summarizing the work of the ATS Committee and offers specific recommendations for consideration by the Congress that could improve the efficiency of the FAA's Air Traffic Organization (ATO). We have seen significant improvement with the establishment of the ATO and I want to acknowledge the ATS Committee for their invaluable support in improving the Nation's aviation system.

We have sent identical letters to Chairman Young, Senator Inouye, and Congressman Oberstar.

Sincerely,

Marion

Marion C. Blakey
Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

SEP 22 2006

The Honorable Daniel K. Inouye
Ranking Member, Committee on Commerce,
Science and Transportation
United States Senate
Washington, DC 20510

Dear Senator Inouye:

Vision 100, the Century of Aviation Reauthorization Act, requires the Federal Aviation Administration's Air Traffic Services (ATS) Committee to report annually to both the House of Representatives Committee on Transportation and Infrastructure and the Senate Committee on Commerce, Science and Transportation.

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Sincerely,

Marion

Marion C. Blakey
Administrator

Enclosures

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

Office of the Deputy Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

SEP 2 2 2006

The Honorable Don Young
Chairman, Committee on
Transportation and Infrastructure
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

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Administrator

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U.S. Department
of Transportation

**Federal Aviation
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Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

SEP 22 2006

The Honorable James L. Oberstar
Ranking Member, Committee on
Transportation and Infrastructure
House of Representatives
Washington, DC 20515

Dear Congressman Oberstar:

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Marion C. Blakey
Administrator

Enclosures

Annual Report to Congress for 2004

Introduction

With the passage of Vision 100, the Century of Aviation Reauthorization Act, Congress modified the Federal Aviation Administration's (FAA) Air Traffic Services (ATS) Committee. Vision 100 reorganized the existing ATS Subcommittee of the FAA's Management Advisory Council (MAC) into its own stand-alone committee. Also, the FAA Administrator was designated as both a member, and the chairperson, of the 5-person ATS committee. Finally, Vision 100 specified that the current MAC subcommittee members would continue on the new committee until such time as the President would appoint new members.

Vision 100 also continued the requirement for the ATS Committee to submit an annual report to the Secretary of Transportation, the Committee on Transportation and Infrastructure of the House of Representatives, and the Committee on Commerce, Science, and Transportation of the Senate. This, the third annual report, will detail the work of the ATS Committee for 2004 and offer specific recommendations that could be implemented to improve the overall structure of the FAA's Air Traffic Organization (ATO).

Committee Makeup and Meeting Dates

The Chair of the ATS Committee in 2004 was Marion Blakey, FAA Administrator, with Kip Hawley, Executive Vice President of Corporate Development for Arzoon, Inc.; Sharon Patrick, President and CEO of Martha Stewart Living Omnimedia, Inc.; Leon Lynch, International Vice President of Human Affairs for the United Steelworkers of America; and Phil Brady, President of the National Automobile Dealers Association as members. The Committee scheduled four meetings in Washington during the 2004 calendar year on January 23rd, April 14th, July 23rd, and October 13th. The July meeting was a joint meeting of the MAC and ATS Committee. Unfortunately, the October meeting had to be postponed when two of the members could not attend due to illness, and a third had a business obligation. In its place, the ATS Committee met by telephone conference on December 22nd to conclude its business for the year.

Current State of the Performance Based Organization

The issue that permeated all of the ATS discussions during the year, and that the members focused their energy on, was the transition of the FAA's air traffic service functions into a new, performance-based organization. Related to that was an interest in the development and application of new ATO performance

metrics based on the FAA's overarching strategic plan. These metrics have been developed to measure performance related to capacity and system safety.

The full transition to the ATO is a multi-year effort with three phases: realignment and value analysis; establishment of cost controls; and productivity improvement and innovation. This transition began on November 18, 2003, with the announcement of the plan to realign headquarters functions under nine service units led by vice presidents. The Headquarters realignment commenced on February 9, 2004, and the field realignment began on June 13, 2004.

Shortly after the headquarters realignment, three service directors were appointed for the operations service units (en route and oceanic, terminal, and flight service). The finance and administrative processes needed to support the ATO are being validated, and adjustments are being made to increase efficiency. Financial tracking is still dependent on manual records for various reasons. Old funding firewalls have carried over from the old organization, and concurrent with the beginning of the ATO transition, the FAA embarked on a totally new accounting system that has presented its own unique set of challenges. The FAA is working through these issues.

Each service unit drafted an operating plan for FY 2005, and multiple reviews have occurred through 2004 to refine the operating targets. One of the keys to the success of the transition and continuing success of the ATO has been the implementation of an activity value analysis within the organization. The initial activity value analysis study at Headquarters is complete and planning for the next phase of this process is ongoing. Training for managers has been underway since February 2004.

Performance Measurements

Accurately measuring performance is critical to the success of the new ATO, as well as the entire Agency. The ATO, in consultation with the ATS, has worked hard to define a specific and well-understood set of performance metrics. Although solid measures were in place for 2004, work continues to refine those standards to better measure actual performance. One of the challenges in 2004 has been to define metrics that truly show ATO performance, especially in the areas of capacity and delay, when confronted with significant external factors. The challenge is to gain visibility on what the FAA/ATO actually had control over and how it did on those aspects regardless of weather or other outside forces.

The ATS Committee has worked with the Administrator and the Chief Operating Officer, Russ Chew, on these metrics. The following are the metrics currently reviewed by the Committee for FY 2004:

Organizational Excellence

- Procurement: The FAA met its goal of ensuring that 80 percent of its critical acquisition programs were both on schedule and within 10 percent of budget for FY 2004. The final FAA FY 2004 performance measure against the 80 percent threshold was 90.7 percent.

Safety

- Operational errors: For FY2004, the FAA's goal was to have no more than 629 of the most serious (Categories A and B) operational errors. This target was not met, with 637 Category A&B operational errors for the year. The goal is to reduce this number by 15 percent, to no more than 563 by FY 2008. The Office of Safety Services is currently reviewing operational error performance data to formulate new performance targets that take into account changes in the National Airspace System since the original targets were established.

- Runway incursions: For FY2004, the FAA achieved its goal to reduce the number of most serious runway incursions (Categories A and B) at towered airports to no more than 40. The actual number in FY2004 was 28. The goal is to reduce this target to no more than 27 per year by FY2008, a 48 percent decrease from the baseline average of 52 a year for 2000-2002.

Greater Capacity

- Airport Arrival Efficiency: The fiscal year target for the Airport Arrival Efficiency Rate (AAER) was not met. While September's AAER increased by over two percentage points from August to 96.02 percent, the third highest this fiscal year (only October at 96.87 percent and April at 96.09 percent were higher), and was equal to the performance for September of last year, performance in the May-August period depressed the fiscal year results. September traffic demand was 7.9 percent above September of last year; fiscal year traffic demand increased 11.8 percent. Adverse weather conditions measured by the number of OPSNET weather delays, which negatively affect the AAER, increased over 45 percent between FY 2003 and FY 2004.

- Airport Arrival Capacity: By 2008, the FAA goal is to achieve an airport arrival capacity at the 35 Operational Evolution Plan (OEP) airports greater than 53,600 per day. OEP addresses capacity and efficiency initiatives over a rolling ten-year period at the busiest 35 airports in the

NAS. The FY2004 target to achieve that goal was 51,332 per day and the FAA achieved 51,587.

- Percent Operational Availability: Monthly fluctuations and aberrations in operational availability data happen throughout the year, with seasonal changes. The cumulative operational availability for FY 2004 was 98.95 percent, slightly below the target of 99 percent.

- On-Time Arrivals: Through 2008, the FAA is to increase the percentage of all flights arriving within 15 minutes of schedule at the 35 OEP airports by 7 percent, as measured from the three-year FYs2000-2002 baseline. The target for FY2004 target was 82.10 percent. The FAA achieved a 79.08 percent rate in FY2004. For FY04, weather delays increased 45.3 percent from FY2003, and accounted for over 72 percent of all delays. Terminal and Center Volume delays, which were 12.4 percent of all delays in FY 2004, increased over 70 percent compared to FY 2003, and reflect the significant increase in operations in FY2004.

Procurement Approvals

Although no major acquisitions or contracts passed the $100 million threshold that would require ATS Committee approval, the members took time at every meeting to review the status of major FAA acquisitions and provided guidance on issues as they arose. One that received the attention of the ATS Committee was the Standard Terminal Automation Replacement System (STARS) program. STARS is a critical element in the overall terminal automation modernization effort. In the STARS example, the FAA is looking at a phased approach to its acquisition instead of a traditional "all or nothing" approach. It will look at various facilities and determine the different needs of each. In some cases, STARS may be the right answer whereas other facilities could use other systems with no degradation in safety. This "best value" system approach will allow the Agency to pace automation system replacements and upgrades to fit budgetary constraints while still meeting critical National Airspace System requirements. The ATS Committee supported this approach.

Cost Accounting System

The Wendell H. Ford Aviation Investment and Reform Act for the 21st Century, P.L. 106-181 (AIR 21) specifically called upon the ATS Committee to review the Administrator's implementation of a cost accounting and financial management structure. At present, all elements of the ATO are in the Cost Accounting System.

Reorganization and Streamlining Efforts

The ATS Committee is required to review plans by the Administrator to reorganize major parts of the air traffic control system. The ATS Committee is monitoring and approving all stages of the ATO reorganization.

Bonus Payments

As required, the ATS Committee reviewed the FY 2003 bonus awards and the FY 2004 short-term incentives for the head of the Air Traffic Organization.

Recommendations

The ATS Committee received extensive briefings on the current budget situation within the ATO. The ATO has experienced budget constraints throughout FY 2004, primarily due to the unfunded pay raise. A hiring freeze has been in effect since April 2004 to stay within the budget. The ATO lost more than 1,200 employees in FY 2004, including 500 controllers, while hiring only 8 controllers and no maintenance technicians during the year.

As a result, in order to ensure FAA's ability to hire the needed new controllers in FY2006, the ATS Committee recommends that Congress fully fund the FAA's FY 2006 budget request for controllers. To be able to sustain the hiring necessary to meet the work force plan over the long term, the Committee believes that it is imperative that Congress demonstrate strong support for the hiring plan in the early years.

During the year, the ATS Committee also focused on selected structural obstacles to the ATO transition that must be addressed. The obstacle of most immediate concern is the retention of legacy Air Traffic Services (ATS) and Aviation Research and Acquisition (ARA) budget firewalls. With the transition to the ATO, the legacy ATS and ARA were combined from a management perspective, resulting in ATO divisions owning pieces of the former ATS and ARA. Maintaining the legacy organizations requires the ATO to keep two sets of books. Also, these firewalls do not allow for movement between accounts, or within accounts due to specific earmarks placed on the FAA by Congress.

We would ask the Congress to allow the FAA, specifically the ATO, increased freedom to manage its money during these pressing times. With aviation's critical role in our economy, FAA must be allowed to react quickly to changing circumstances in order to keep aircraft, passengers, and cargo moving safely and efficiently.

Annual Report to Congress for 2005

Air Traffic Services Committee

The Air Traffic Services (ATS) Committee was established by Congress to provide management oversight to the FAA's Air Traffic Services. Vision 100, the Century of Aviation Reauthorization Act, Public Law 106-181, reiterated the mandate for the ATS Committee, and the continued submission of an annual report to the Secretary of Transportation, the Committee on Transportation and Infrastructure of the House of Representatives, and the Committee on Commerce, Science, and Transportation of the Senate. This, the fourth annual report of the Committee, provides a synopsis of the Committee's work over the past year and offers specific recommendations to improve the overall structure of the FAA's Air Traffic Organization.

The Committee met on February 23, April 6, July 22, and October 12 in 2005. By law, the Chair of the ATS Committee is the FAA Administrator. Committee membership for 2005 consisted of: Marion Blakey, FAA Administrator; Sharon Patrick, President and CEO of the Sharon Patrick Company; Leon Lynch, International Vice President of Human Affairs for the United Steelworkers of America; and Phil Brady, President of National Automobile Dealers Association. Kip Hawley, Executive Vice President of Corporate Development for Arzoon, Inc. attended the first two meetings in 2005. Mr. Hawley's nomination and confirmation to a position with the Transportation Security Administration required his resignation from the Committee. The position is now vacant.

ATS Committee Emphasis

During the year, the ATS Committee members moved their focus from the fledgling organization highlighted in the FY 2004 ATS Committee Report, to the outcomes of the more mature performance measures that were exercised during FY 2005 by the ATO. Committee members sought to understand numerous management fundamentals of the FAA by concentrating on items such as direct-to-indirect staffing ratios, the Strategic Management Plan process, and sick leave levels.

The members requested and received demonstrations on the labor tracking tools being used in the FAA and were briefed on the ATO's successful FY 2005 Leadership Summit, during which most of the ATO's middle managers were exposed to the value of the ATO and the pressing need to ensure a positive outcome of cost savings and performance measures.

The ATS Committee has continued to be briefed on the metrics they helped establish in FY 2004, noting the outcomes and making suggestions when they saw necessary.

Current State of the Air Traffic Organization

The Air Traffic Organization (ATO) established its organizational foundation in February 2000 on the premise of, while adhering to impeccable safety standards, providing the highest level of efficient air traffic control service. This foundation has included consolidation of the existing air traffic services structure with the research and acquisition divisions into a performance based organization.

The establishment of the ATO, in consultation with the ATS Committee, has provided a streamlined management structure under the Administrator and the ATO Chief Operating Officer. The Committee sees significant improvement in management of the air traffic services of the FAA since the ATO's inception, performing well in the face of transformation.

Planned productivity and cost reduction efforts have produced positive cost efficiencies and operating results over the last two years with ATO staffing levels reduced by 7 %, while workload has increased by 9%.

Specifically, highlights of the ATO's operational achievements of 2005 include:

- Reduced labor cost from FY 2004 to FY 2005 by 0.6%.
    - Reduced staffing by four percent (1,468 positions)
    - Improved En Route controller productivity by 2.2% and Terminal controller productivity by 3.0%.
- Reduced annual rate of cost growth to operations by 3.6% from 2004.
    - Initiatives that contribute to this savings in cost growth
        - Overall travel reduction
        - Conference travel reduction
        - Reduced non-GSA rental payments
        - Reduced printing costs
        - Reduced supplies and materials
    - The ATO also completed the outsourcing of Flight Services. Savings are in the range of $2.2 billion in capital and labor costs over a 13-year period.
- Improved Quality of Services delivered to our customers.
    - Safety: The FY 2004 target for runway incursions (RIs) was 40 against which 28 occurred. The FY 2005 target was lowered to 36 against which 29 were measured. Even though there was a slight movement upward, both years were well under the target levels.
    - Safety: Enroute Operational Errors improved by 17%.
    - Efficiency: Implementing Domestic Reduced Vertical Separation Minimum over North America.

- Efficiency: Implementing Required Navigation Performance in six sites.
- Efficiency: Implementing the Advanced Technologies and Oceanic Procedures Program in New York and Oakland, reducing separation requirements over the Atlantic and Pacific Oceans.

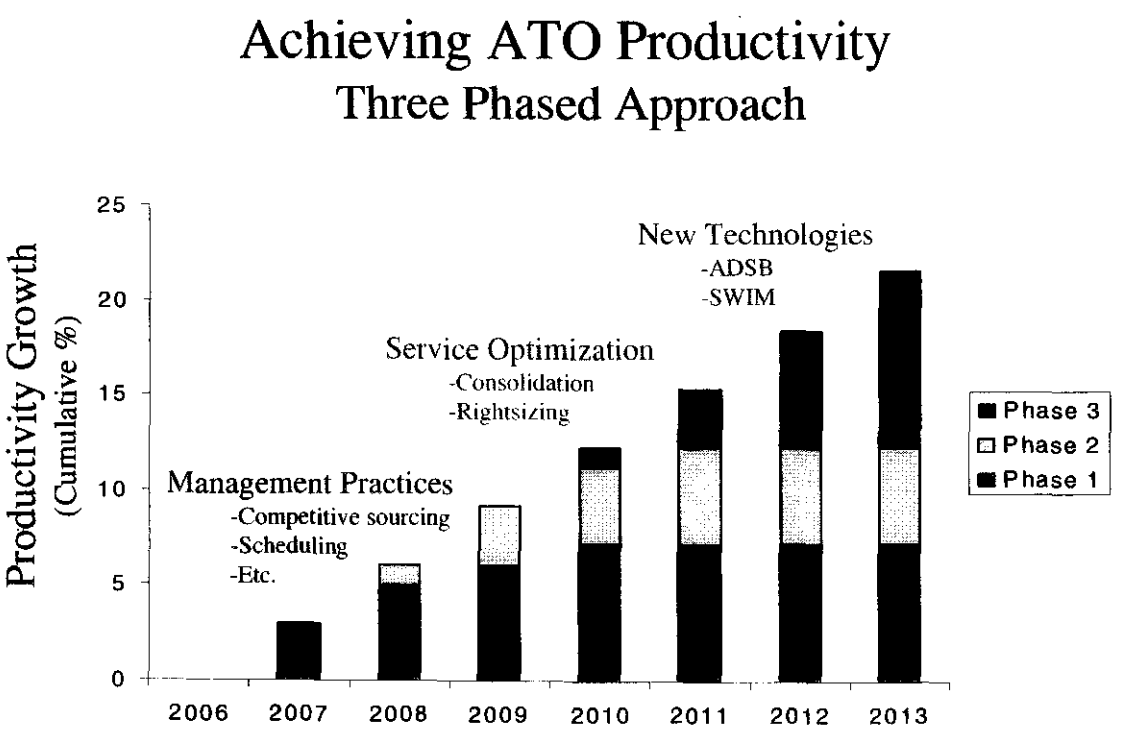
Strategic Plan

As importantly, the ATO has developed a strategic operating plan for the FAA to guide, drive, and achieve the performance improvement and results oriented environment. The plan calls for continuous performance improvement in the years ahead as follows:

Near Term (2004-2006): Performance improvements driven by improvements in organization and management efficiency, including organizational structure, overhead reduction, financial training, and other business practices.

Medium Term (2007-2008): Performance improvements driven by service optimization to improve workforce productivity, zero-based budgeting, and more effective capital portfolio management.

Long Term (2009-beyond): Performance improvements driven by modernizing the operation to improve the quality of service while further improving unit costs and productivity through job transformation and infrastructure efficiencies.



Near Term Progress

During this phase (2004-2006), the ATO's primary focus has been on reducing payroll and other costs through more efficient organizational structures, elimination in management layers and in management positions, facility staffing and management. Other initiatives include managing contract and supplier costs, and monitoring travel expenditures.

As a result:

- Payroll costs were reduced by $44.2M from FY 2004 to FY 2005 through net reduction in 912 non-safety positions.

- Non-salary spending breakouts for FY 2004 and FY 2005 are shown below.

	FY 2004	FY 2005	% difference
Travel/Transport	$64,919,847	$68,579,533	5.3%
Rent/Communication/Utilities	$440,910,340	$399,334,889	-10.4%
Other Services	$858,261,491	$1,020,795,909	15.9%
Other	$155,958,844	$151,084,111	-3.2%
Total	$1,520,050,522	$1,639,794,442	7.3%

*Other Services includes initial contract payment for the A-76 contract awarded on July 27, 2005.

Looking forward to 2006 with controller hiring beginning in earnest in 2005, the ATO must look to additional measures remaining to reduce costs. Some of these include:

- Managing Direct Cost: With over 75% of the ATO's operating budget going to payroll (salaries and benefits), the ATO must find a way to limit payroll cost growth. Cost reduction initiatives must address all forms of pay; encompassing salary, premiums, and benefits including sick leave, paid leave, premium pay, overtime and other cost drivers. Future Labor contracts must focus on these needed results.

- Improving Productivity: The ATO must continue to improve workforce productivity through work rule changes and through the introduction of new technology, particularly automation tools such as the User Request Evaluation Tool (URET).

- Improving Training Efficiency: The ATO should implement a new training system that will reduce substantially the time and costs for controller trainees to achieve their required certification levels. ATO should also

evaluate web-based training and other non-traditional options to increase efficiency while maintaining quality.

- Investing in reducing operating costs: The ATO must become better stewards of the public funds through investment in programs and technologies that support the goal of reducing the costs of ATO operations while ensuring that the airspace system is safe and efficient.

- Selectively Utilizing Competitive Sourcing: The Flight Services competitive sourcing will achieve $2.2 billion in cost savings over 13 years, while continuing to deliver quality service to general aviation customers. Examination of additional potential competitive sourcing of other non-core ATO functions and services should continue.

- Optimizing In-Sourcing: For those internal support functions that will not be competitively sourced, the ATO should examine structured in-sourcing initiatives (e.g., transfer pricing) that will promote greater efficiency and quality.

Mid-Term Update

Work in 2005 also began to ready the ATO for Mid-Term of the Strategic Plan: service optimization, or the "Right Sizing Infrastructure".

- Right Sizing Infrastructure: The ATO needs to define the right "Enterprise Architecture" (i.e., the set of Air Traffic Management service facilities, staff, procedures, and equipment) to provide its customers with valuable services at the lowest cost. The current air traffic management (ATM) service infrastructure is inefficient and costly. By defining and rebuilding an optimum infrastructure, ATO could reduce the number and cost of facilities through closures and restructurings, without impacting service. The ATO currently has approximately 168 Terminal Radar Approach Control (TRACON) facilities supporting airport arrivals and departures. The ATO implemented new STARs automation at 12 new sites in 2005. New STARS automation equipment supports the housing of multiple TRACONs in a single consolidated facility. For example, as existing facilities need upgrades they are each being considered for consolidation. Reno TRACON is planned to be relocated to Northern California TRACON (FY 2008). This move will avoid the costs associated with constructing a new building for the facility, and the costs of outfitting the building with the entire automation, telecommunications, and plant infrastructure. The floor space and equipment necessary to operate Reno TRACON are already available inside of the Northern California TRACON. The same is true for West Palm Beach TRACON's planned move to Miami TRACON (FY 2008),

Palm Springs TRACON's planned move to Southern California TRACON (FY 2007), and Lincoln TRACON's planned move to Omaha TRACON (FY 2008).

- The ATO also manages a ground Navigation and Surveillance infrastructure that does not take advantage of new technologies. With the Wide Area Augmentation System (WAAS) and Automatic Dependent Surveillance- Broadcast (ADS-B) the ATO will be retiring costly ground based infrastructure. In 2005 the ATO continued to gather important operational data from field demonstrations proving the use of new technologies.

Long Term Update

Work in 2005 also anticipated longer-term requirements of the Strategic Plan. In addition to the 12 STARS deployments made in FY 2005 , the En Route Automation Modernization (ERAM) Program continued to meet or exceed schedule throughout the year. Both these systems are needed to take advantage of the improved position information expected from ADS-B. These technologies will support needed airport and airspace capacity – all at an improved level of safety and lower cost.

Other technologies in use like GPS and WAAS, when combined with new procedures and aircraft avionics, support precision routings into geographically challenging locations. With Required Navigation Performance (RNP) procedures the ATO is increasing capacity and safety at major airports during marginal weather conditions. In 2005 four RNP procedures were published. In the long term, ATO is working with the Aircraft Owners and Pilots Association (AOPA) and commercial air carriers to determine sites and numbers of future RNP procedures. Additionally Area Navigation procedures use GPS technology to increase the departure and capacity of airports, and at Dallas-Fort Worth and Atlanta Hartsfield-Jackson airports alone RNAV will save users millions of dollars a year.

For these and other cornerstone technologies, like the System Wide Information Management (SWIM) system, the ATO will be using the newly expanded Operational Evolution Plan (OEP) process to manage the operational implementation of FAA's portion of Joint Planning and Development Office's (JPDO) Next Generation Air Transportation System vision. As the agency's unifying "one plan", the expanded OEP will provide a single source for aviation community stakeholders to reference when seeking to understand what this agency has committed to and what progress has been made toward these commitments.

The expanded OEP will build off the success of the current plan to assure commitment, accountability, and integration of other existing agency plans and roadmaps. It will include key modernization programs that provide enablers for operational change, such as ERAM, SWIM and ADS-B. SWIM will provide a new secure NAS-wide information web to connect FAA systems to each other, and enable interaction with other members of the decision making community including other agencies, air navigation service providers, and airspace users. SWIM will support a transition to network-enabled operations, allowing more systems, customers, and service providers to access the information they need to participate in new and improved decision making processes. Additionally, it will provide a more efficient means for NAS systems to communicate with one another at a considerable cost savings over today's expensive point-to-point communications architecture.

Though managed in ATO, the OEP is a cross-agency plan, and the expanded version will also introduce a more central role for the Office of Aviation Safety, with a new core section focused on aircraft and operator requirements. The expanded OEP will include strategic dates beyond the current OEP's 10-year timeframe, detailing the activities the agency must complete in order to achieve the JPDO's vision for the Next Generation Air Transportation System.

ATO Performance Measurement - Details

The operational priorities of the ATO are contained within the FAA's Flight Plan. The ATO Business Plan is a comprehensive guide of all ATO strategic initiatives and business functions that was launched in 2005. This plan includes an interactive "balanced scorecard" (the Strategic Management Plan (SMP)) and directly supports the FAA Flight Plan. Updated annually, it establishes ATO strategic business goals, objectives, metrics and targets for 100% of ATO's resources and functions. The information systems supporting SMP makes it possible to cascade the goals and metrics of the ATO throughout the entire organization.

The 2004 Activity Value Analysis identified additional structural issues to be addressed as the ATO restructuring continues. In addition to establishing new financial baselines, detailed financial training was developed and begun for ATO managers. These references continue to guide the evolving organization. The development and implementation of reliable financial systems and programs are essential to all aspects of the ATO. The FAA has invested considerable time and money to develop and implement a functional cost accounting system while improvements continue to be made.

The balanced scorecard is also used to manage ATO's capital portfolio and budget priorities. In 2005, the Senior Vice President for Finance established the Capital Investment Team (CIT), which reviews the ATO's Facilities and

Equipment (F&E) and major operations accounts, project proposals and plans, and provides clear guidance on direction on program structure. The members of this team apply a business case approach to each project as the program is assessed. Since April 2004, over 90 projects have been reviewed. In fiscal year 2005, 79 projects were reviewed for cost, schedule, performance, and benefits. Four projects were terminated. Five major projects (total of ~$60M) have been significantly restructured and segmented. This approach has provided a cost, benefit and return on investment structure never before seen in the FAA.

At the request of the CFO an independent review the Agency's cost accounting system was recently conducted by Bearing Point. The report will essentially gauge the status of the cost accounting system' s ability to support fee-setting on an annual basis as an option under consideration under the Agency's 2008 reauthorization proposal and also to assess whether the system is adequate to support operating and financial management decision making. The report is due out shortly.

Procurement Approvals

Although no major acquisitions passed the $100 million threshold that would require ATS Committee approval, the Committee members devoted time at every meeting to review the status of FAA major acquisitions.

Bonus Payments

As required, the ATS Committee reviewed the FY 2004 bonus award and the FY 2005 short-term incentives for the head of ATO.

Reorganization and Streamlining Efforts

The ATS Committee is required to review plans by the Administrator to reorganize major parts of the ATO. In consultation with the Committee, the Agency proceeded with the plans to restructure the regional offices and move to a shared services concept that will produce additional efficiencies in the ATO regional organizations.

Summary

The ATS Committee would like to acknowledge Congress's responsiveness in removing the Air Traffic Services and Research and Acquisitions financial firewalls. This change has provided additional flexibility ensuring that the ATO can promote financial accountability. The Committee would like for Congress to consider additional flexibilities in the funding of FAA programs. Through the upcoming reauthorization of the FAA, Congress will have the opportunity to consider options for the long term financing of the FAA. The Committee believes

it is critical that Congress act upon alternative financing for the long-term viability of the air traffic control system.

Recommendations

While great strides have been made in the strategic organization and financial makeup of the ATO, significant challenges remain. As noted earlier, continued consolidation in the domestic airline industry alone dramatically affects the receipts to the Airport and Airway Trust Fund.

The ATS Committee continues to stress to the ATO that it needs to continue to improve and refine its metrics and standards, financial planning and administration, and cost accounting and control systems, so that it may achieve its goal of managing air traffic services like a business.

We recommended continued emphasis on the following initiatives to support the management and operational objectives of the ATO:

- Manage real costs using generally accepted accounting principles
  - Remove firewalls in funding categories
  - Move from obligations to expense accounting and reporting
- Manage costs to predictable forecasts of revenue streams
  - Address existing tax distribution of the Aviation Trust Fund for FY2008
  - Create alternative long term capital funding sources
  - Identify revenue-enhancing programs, such as oceanic fees for service
- Establish and execute a program to modernize the infrastructure
  - Consolidate aging facilities
  - Shutdown low use facilities
- Improve unit costs and productivity
  - Maximize personnel reform to address poor performers
  - Negotiate affordable labor contracts
  - Reduce unnecessary facility maintenance
  - Reduce overnight/late night staffing
- Maintain safety and efficiency of air traffic services
  - Reduce time to hire and train air traffic controllers
  - Collect and use safety data to improve risk of air traffic conflicts
- Improve cost accounting systems
  - Update and publish data on time
  - Ensure data is accurate

The United States is the world leader in air traffic systems and safety, and management of these systems is scrutinized domestically and internationally for its safety, reliability, and efficiency. The ATO will continue to be judged on how it is managing its performance while maintaining the high standard of safety in the air traffic system, while managing its internal cultural and organizational change.

A predictable, reliable funding mechanism must be achieved for the organization to exist. Many plans, ideas, and processes are being discussed and developed. As this evolution continues, ideas need to be translated into tangible systems that provide the data necessary to assess the organization's ability to perform its day-to-day operations.

By ensuring safety, aircraft separation, and minimizing impacts of weather on flight operations, the ATO ensures the airspace system is safe and efficient. By increasing productivity, improving cost accounting, and reducing unit costs, the ATO enables the government to be a better steward of public funds. By safely implementing airspace and airport capacity enhancements, the ATO supports economic growth through safe, targeted capacity increases. By delivering a future air traffic system that meets customers' operational needs, the government can be assured of a sustainable air traffic system for the future.

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

NOV 2 1 2006

The Honorable Ted Stevens
Chairman, Committee on Commerce,
Science, and Transportation
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

The enclosed plan is provided in response to the language in Section 227 of the Vision 100 – Century of Aviation Reauthorization Act, Public Law 108-176. The language directs the Federal Aviation Administrator to submit a plan for the development and oversight of a system for certification of design organizations. The Act allows the Administrator to issue a certificate to design organizations authorizing them to certify compliance with the airworthiness standards prescribed under 49 United States Code 44701(a), for the type certification of aircraft, aircraft engines, propellers, or appliances. The Act also allows the Administrator to rely on certifications of compliance by these organizations when making the finding of compliance necessary to issue a type certificate. The Federal Aviation Administration interprets amended type certificates, supplemental type certificates, and amended supplemental type certificates to be included in the term "type certificate."

The FAA is forming an Aviation Rulemaking Committee to ensure that the FAA responds effectively in developing a Certified Design Organization program. The committee will make recommendations, which may include proposals for rulemaking, suggested processes, policies, and guidance that will serve as the foundation of the program, and further action the agency may need to take in support of the program.

The enclosed plan includes a proposed schedule, which allows the FAA to gain valuable experience with a recent effort on a new delegation program called Organization Designation Authorization. The schedule is more than two years longer than the legislative date that Congress requested. I believe that it is important to ensure that all the interim steps are completed and that adequate experience with Organization Designation Authorization, policy and guidance, are all in place when breaking new regulatory ground, such as a Certified Design Organization program.

An identical letter has been sent to Chairman Young, Senator Inouye, and Congressman Oberstar.

Sincerely,

Marion

Marion C. Blakey
Administrator

Enclosure

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

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

NOV 2 1 2006

The Honorable Daniel K. Inouye
Committee on Commerce,
Science, and Transportation
United States Senate
Washington, DC 20510

Dear Senator Inouye:

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An identical letter has been sent to Chairmen Stevens and Young and Congressman Oberstar.

Sincerely,

Marion

Marion C. Blakey
Administrator

Enclosure

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800 Independence Ave., S.W.
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NOV 2 1 2006

The Honorable Don Young
Chairman, Committee on Transportation
and Infrastructure
House of Representatives
Washington, DC 20515

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Sincerely,

Marion

Marion C. Blakey
Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

NOV 2 1 2006

The Honorable James L. Oberstar
Committee on Transportation
and Infrastructure
House of Representatives
Washington, DC 20515

Dear Congressman Oberstar:

The enclosed plan is provided in response to the language in Section 227 of the Vision 100 – Century of Aviation Reauthorization Act, Public Law 108-176. The language directs the Federal Aviation Administrator to submit a plan for the development and oversight of a system for certification of design organizations. The Act allows the Administrator to issue a certificate to design organizations authorizing them to certify compliance with the airworthiness standards prescribed under 49 United States Code 44701(a), for the type certification of aircraft, aircraft engines, propellers, or appliances. The Act also allows the Administrator to rely on certifications of compliance by these organizations when making the finding of compliance necessary to issue a type certificate. The Federal Aviation Administration interprets amended type certificates, supplemental type certificates, and amended supplemental type certificates to be included in the term "type certificate."

The FAA is forming an Aviation Rulemaking Committee to ensure that the FAA responds effectively in developing a Certified Design Organization program. The committee will make recommendations, which may include proposals for rulemaking, suggested processes, policies, and guidance that will serve as the foundation of the program, and further action the agency may need to take in support of the program.

The enclosed plan includes a proposed schedule, which allows the FAA to gain valuable experience with a recent effort on a new delegation program called Organization Designation Authorization. The schedule is more than two years longer than the legislative date that Congress requested. I believe that it is important to ensure that all the interim steps are completed and that adequate experience with Organization Designation Authorization, policy and guidance, are all in place when breaking new regulatory ground, such as a Certified Design Organization program.

An identical letter has been sent to Chairmen Stevens and Young and Senator Inouye.

Sincerely,

Marion

Marion C. Blakey
Administrator

Enclosure

Federal Aviation Administration Plan for the Development and Oversight of Certified Design Organizations

Congressional Requirement

Section 227 of the Vision 100-Century of Aviation Reauthorization Act (P.L. 108-176) (the Act), requires the Administrator of the Federal Aviation Administration (FAA) to submit a plan for the development and oversight of a system for certification of design organizations. The Act allows the Administrator to issue a certificate to design organizations authorizing them to certify compliance with the airworthiness standards prescribed under 49 USC 44701(a), for the type certification of aircraft, aircraft engines, propellers, or appliances. The Act allows the Administrator to rely on certifications of compliance by these organizations when making the finding of compliance necessary to issue a type certificate. The FAA interprets amended type certificates, supplemental type certificates, and amended supplemental type certificates to be included in the term "type certificate."

FAA Plan & Schedule

An Aviation Rulemaking Committee (ARC) is being formed to ensure that FAA responds effectively in developing a Certified Design Organizations (CDO) program. The ARC will make its recommendations, which may include proposals for rulemaking, suggested processes, policies, and guidance that will serve as the foundation of the program, and further action the agency may need to take in support of the program. The ARC proposals will be presented to the Administrator through the Associate Administrator for Aviation Safety. As part of its task, the ARC may also review existing regulations and make recommendations to amend or delete them as consistent with its mission. The ARC will function solely in an advisory capacity, but is expected to present and discuss whatever input, guidance, and recommendations the members of the committee consider relevant to the ultimate disposition of the development of CDO.

The proposed plan, as shown in Table 1, indicates an overlap of activity between CDO implementation and FAA's newest phase of organizational delegation program, Organization Designation Authorization (ODA). The ODA is scheduled to begin implementation at the end of 2006. The ODA broadens the scope to allow Title 14, Code of Federal Regulation (CFR), part 25 aircraft manufacturers the same privileges previously allowed only to part 23 aircraft manufacturers. Lessons learned from the implementation of ODA are expected to provide valuable information with respect to the ongoing development of CDO implementation procedures. The CDO Notice of Proposed Rule Making is scheduled to be issued by the end of 2007, with the final rule expected by December 2009. Implementation would be completed by January 2012. This would be more than two years later than originally required by the Vision 100 legislative language. We believe this delay is appropriate, so that the FAA can obtain valuable experience and working knowledge of how to oversee and manage the complexity associated with part 25 aircraft manufacturers. This would include procedures to support a global design and production environment of oversea suppliers that would need to be managed under a CDO approach.

Task	Scheduled To Begin
Plan Submitted to Congress	**November 30, 2006**
Experience with ODA	**2007 – 2009**
ARC submittal to FAA	**September 2006**
NPRM out of the FAA	**September 2007**
Final Rule	**December 2009**
Final supporting policy	**December 2010**
Complete training (FAA & Industry)	**December 2011**
Implementation	**January 2012**

Table 1 – FAA Schedule for CDO Implementation

Basics of the CDO Concept

A CDO must be selected, examined, and certified by the Administrator to have an enhanced system of engineering design and testing capabilities controlled by appropriate processes and safeguards to ensure design compliance with specific airworthiness standards. The FAA envisions the CDO to be a process-based approach to design certification similar to our ODA program. The most significant difference will be CDO relies on a 'certificate management' concept rather than a delegation. Unlike FAA organizational delegations, under which representatives of the Administrator make specific 'findings' of compliance, CDO will place on the organization the full responsibility to make all compliance determinations. The FAA will then make a single finding of compliance at the end of each certification project through the act of issuing the design approval, i.e., a type certificate. Most FAA findings are expected to be based on a single statement of compliance from CDO.

A CDO may be a small or large organization, and may have extensive or limited authority depending on its experience and capability. In keeping with FAA's corporate strategy of becoming more systems focused, we will require CDOs to develop, maintain, and use a Safety Management System (SMS) that we are capable of overseeing. The SMS must ensure that the CDO organization maintains its qualifications, that an active internal system of processes and process oversight exist to ensure that the designs comply with all applicable standards, and that the operational safety of its designs are continually validated.

Failure of a CDO to adhere to its processes or a failure to properly show compliance will result in appropriate enforcement penalties and FAA-directed corrective actions. While enforcement actions may be mitigated if communicated through a formal self-disclosure process, CDOs will be subject to a more rigorous compliance and enforcement atmosphere than most design organizations have been accustomed to under current delegation programs.

While a CDO applicant must be a corporate entity willing to accept additional levels of responsibility, the CDO is not limited to the confines of the corporation. We expect that many CDOs will make use of individuals, suppliers, and design organizations outside of their corporate structure and control. In these cases, CDO will be responsible for the qualifications and performance of all outside sources whether they are individual experts, suppliers, or organizations (including other CDOs). If a CDO uses an individual who has an existing FAA designee privilege, the individual is considered to be working under the auspices of the CDO rather than exercising his authority as an FAA designee. The CDO is responsible for managing any such individual as an agent of the CDO and must accept all liability for the individual's actions.

The CDO will be responsible for complete integration of a design into a compliant product, regardless of the source of data, analysis, tests, or inspections. Determinations of compliance will be the sole responsibility of CDO. The FAA will determine, as appropriate, when to perform its oversight function for each CDO, including enforcement and corrective actions as necessary.

Currently, there are 39 entities that hold organizational delegations from FAA that could become potential candidates for CDO. Other type certificate and design approval holders, which in the past have not pursued organizational delegation due to business reasons, should find CDO to be beneficial.

Limitations with Statutory Language

In discussion with representatives of the aviation industry on the scope of the CDO statutory language, the FAA has determined that the scope of its authority under CDO is limited. Under the current legislative language, CDO was added to allow the FAA to issue, to a qualified organization, a CDO certificate, for the purpose of supporting a type certificate or supplemental type certificate. However, the FAA finds the scope of this statutory authority granted to itself to be limiting in terms of enhancing overall safety of aviation. The scope as written would not allow for the production certification to be aligned with the type certificate under this authority. This would cause the FAA to have to develop and rely on separate privileges for a qualified production organization. The FAA would see that as a step backwards from the recent advances made by the new ODA rule and would force inefficient and duplicate effort of FAA resources.

Additionally, the limitations under the CDO statutory language would prevent other approval holders, such as Parts Manufacturer Approval holders, Technical Standard Approval holders and direct suppliers of technical data to hold authority under CDO. In today's environment, these approval holders are starting to evolve to more sophisticated approval organizational structures, promulgated by FAA's new rule on ODA. This evolution by small entities that hold approvals requires them to have quality and engineering system level capability which in the past have been lacking and forced the FAA to be more hands-on in their use of resources. The FAA wants the CDO's statutory language to encourage these types of smaller approval holders to continue to move in this direction to make the system of approval holders more capable. Because the statutory language is silent in this area, the FAA is limited on its ability to interpret broader use of CDO.

In summary, the FAA believes that the statutory language should include a broader scope and applicability of CDO than would production certificate and other design approval holders. Therefore, the FAA will propose amendments to the statute to expand the scope and applicability of CDO to other qualified organizations and to extend the date by which rules to implement CDO must be in place.

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

NOV 3 0 2006

The Honorable Thad Cochran
Chairman, Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

As requested in House Report 109-153 and Senate Report 109-109 accompanying the Department of Transportation, Treasury, Housing and Urban Development, the Judiciary and Independent Agencies Appropriations Act, 2006, the Federal Aviation Administration is pleased to provide a report on the publication and implementation of the final regulations implementing the Organization Designation Authorization process.

We have sent an identical letter to Chairman Lewis, Senator Byrd, and Congressman Obey.

Sincerely,

Marion

Marion C. Blakey
Administrator

Enclosure

U.S. Department
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**Federal Aviation
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800 Independence Ave., S.W.
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NOV 3 0 2006

The Honorable Robert C. Byrd
Committee on Appropriations
United States Senate
Washington, DC 20510

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NOV 3 0 2006

The Honorable Jerry Lewis
Chairman, Committee on Appropriations
House of Representatives
Washington, DC 20515

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NOV 3 0 2006

The Honorable David R. Obey
Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Congressman Obey:

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Sincerely,

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Administrator

Enclosure

Federal Aviation Administration Report on the Publication and Implementation of Final Regulations Implementing the Organization Designation Authorization Process

Congressional Requirement

House Report 109-153 and Senate Report 109-109 asked the Federal Aviation Administration (FAA) to submit a report on the publication and implementation of final regulations implementing the Organization Designation Authorization (ODA) process.

ODA Program Description

Title 49 section 44702(d) grants the FAA Administrator the authority to delegate certain matters to qualified, private persons. These matters may include any examination, testing, and inspection necessary to issue a certificate, including the issuance of a certificate.

The FAA currently has four delegation programs for organizations that are described in four different regulations. These allow for the delegation of:
- Type certification activities;
- Supplemental type certification;
- Airworthiness certification; and
- Approval of major repair data.

The ODA rule, issued October 13, 2005, consolidates these programs into a single regulation in Title 14 of the U.S. Code of Federal Regulations (14 CFR) part 183. Additionally, it allows the FAA to delegate any matter allowed by Title 49, section 44702(d). Applications for an ODA were accepted starting on November 14, 2006. The current delegation rules will expire in November 2009. Any existing delegated organization must transition to ODA or be terminated at that time.

In addition to the delegation activities provided for in the current regulations, the ODA program will increase the available types of delegated functions. The following additional functions will be delegated under the initial implementation of the program:
- Approval of major alteration data; and
- Issuance of Parts Manufacturer Approvals.

Other programs are being developed which will allow qualified organizations to participate in the issuance of airmen and operational certificates.

The FAA considers ODA to be a key step toward implementation of a certification program for design organizations. Section 227 of the Vision 100-Century of Aviation Reauthorization Act of 2003 requires the FAA to develop and implement such a program by 2010. The ODA program will provide the FAA and industry with relevant experience and customer feedback that can provide a foundation for requirements for certified design organizations.

FAA Plan & Schedule

Although the ODA regulation became effective November 14, 2005, applications were not accepted until November 14, 2006. The key implementation tasks are summarized in Table 1, *FAA Tasks for ODA Implementation.*

FAA Policy
The FAA has finalized definition of the initial ODA program types and corresponding FAA oversight methodology. FAA Order 8100.15, Organization Designation Authorization Procedures, defines the program requirements and was issued on August 18, 2006.

FAA Training
Training on the ODA program for FAA personnel was held at eight FAA field offices from October 3 through November 30, 2006.

Industry Training
The FAA also is developing two training classes for industry that will be required before applicants may obtain an ODA authorization. Training will be provided to current organizational delegations that plan to transition to ODA, and training for new applicants will be provided for all other entities that wish to obtain ODA.

The FAA will provide delegated organization transition training from October through December 2006. This training will be held at FAA Aircraft Certification Offices.

ODA new applicant training will be held monthly in Oklahoma City beginning in November 2006. The FAA will determine the prioritization for initial applicant training slots based on a prospective applicant's benefit to the FAA.

FAA oversight of ODA organizations will be modeled after oversight of current delegated organizations in the Designated Alteration Station, Delegation Option Authorization, and Special Federal Aviation Regulation 36 programs.

Task	Scheduled
Order Issued	**Aug 18, 2006**
FAA/Transition Training	**Oct – Nov, 2006**
ODA Applicant Training	**Nov 2006, Monthly Thereafter**

Table 1 – FAA Tasks for ODA Implementation

Future Activity

The ODA programs defined in FAA Order 8100.15 address all of the delegation programs currently envisioned for the Aircraft Certification Service. Additional ODA programs are under development by the Flight Standards Service that will introduce new delegated functions. These planned delegation programs will allow the following:

- Acceptance of instructions for continued airworthiness;
- Issuance of training center certificates;
- Operational approvals for agricultural operations or rotorcraft external load operations;
- Field approval of major alteration or major repair;
- Approval of operator minimum equipment lists;
- Approval of maintenance training program; and
- Approval of repair station training programs.

Implementation of these programs will require development and implementation of additional FAA policy. The FAA expects to refine these programs and introduce them in Fiscal Year 2007.

U.S. Department
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Federal Aviation
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DEC 21 2006

The Honorable Christopher "Kit" Bond
Chairman, Subcommittee on Transportation, Treasury,
the Judiciary, Housing and Urban Development,
and Related Agencies
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

Senate Report 109-109, Transportation, Treasury, the Judiciary, Housing and Urban Development, and Related Agencies Appropriations Bill, 2006 asked the Federal Aviation Administration to explore the use of continuous descent approaches for nighttime operations at Philadelphia International Airport to determine possible decreases in noise levels within the State of Delaware and to report its findings to the House and Senate Committees on Appropriations.

Since the continuous descent approach analysis continues, it is not yet possible to specify the noise impact on the State of Delaware.

The enclosed report provides FAA's progress on continuous descent approaches at Philadelphia International Airport.

Identical letters have been sent to Chairman Knollenberg, Senator Murray, and Congressman Olver.

Sincerely,

Marion C. Blakey
Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
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Office of the Administrator

800 Independence Ave., S.W.
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DEC 2 1 2006

The Honorable Patty Murray
Subcommittee on Transportation, Treasury,
the Judiciary, Housing and Urban Development,
and Related Agencies
United States Senate
Washington, DC 20510

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DEC 21 2006

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Administrator

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DEC 21 2006

The Honorable John Olver
Subcommittee on Transportation, Treasury,
Housing and Urban Development, the Judiciary,
District of Columbia, and Independent Agencies
House of Representatives
Washington, DC 20515

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Administrator

Enclosure

Noise Mitigation via Continuous-Descent Approaches

Continuous-descent approach (CDA) is one of the procedural or airspace changes being examined as part of the proposed mitigation strategies for the New York/New Jersey/ Philadelphia (NY/NJ/PHL) Metropolitan Airspace Redesign. A multidisciplinary team has been working for several months, examining the operational definition and feasibility of CDAs for the NY/NJ/PHL airspace. Team members include the Federal Aviation Administration, MITRE's Center for Advanced Aviation System Development (CAASD), the Georgia Institute of Technology (Georgia Tech), and the project's environmental contractor (consortium of Northrup-Grumman Information Technology, Landrum and Brown, and Metron Aviation, Inc.).

Study Approach

The study that is underway has four components: CDA Profile Determination, Operational Feasibility Limits, CDA Definition, and Noise Modeling. The results of the study will be described in the Final Environmental Impact Statement (FEIS) for the NY/NJ/PHL Metropolitan Airspace Redesign, expected in early 2007.

CDA Profile Determination

Based on the noise impact estimates in the Draft Environmental Impact Statement (DEIS) for the NY/NJ/PHL Metropolitan Airspace Redesign, FAA and CAASD will identify areas where CDA can mitigate noise impact of the alternative airspace designs. The ground tracks of these arrivals will be provided to Georgia Tech. Given the constraints of its process, Georgia Tech will develop the continuous descent profiles, assuming unlimited access to the airspace, for a variety of aircraft along these ground tracks, and present an initial report specifying the methodology and assumptions. These draft profiles will begin at typical cruise altitudes for arriving turbojet aircraft. Altitude and speed restrictions necessary for flyability will be calculated.

Operational Feasibility Limits

The airspace in the NY/NJ/PHL study area is congested and highly complex, so arriving aircraft do not have unlimited access. In fact, the primary efficiency goal of the airspace redesign is to remove the constraints that the airspace places on south- and westbound departures from the New York metropolitan area and westbound departures from PHL.

Beginning with the ideal case for arrivals, CAASD will examine the profiles for conflicts with other traffic flows. Where CDA can be accommodated with inconsequential perturbations of the conflicting flows, they will be accepted for inclusion. Where disruptions of the conflicting flows will be large enough to cause a loss of efficiency, CAASD will specify either altitude restrictions along the path of the CDA or a ceiling for the transition from conventional descent to a CDA.

In some cases, where low traffic permits, a higher ceiling for nighttime operations will be specified as well. FAA will assess the value of continuing with CDA in areas where the ceiling is found to be very low. Since mitigation of noise impacts is one of the primary reasons for applying CDA, and noise mitigation happens at low altitudes, this is not expected to exclude many of the candidate approaches.

CDA Definition

For each of the remaining approaches, starting at the operationally-feasible CDA transition altitude, Georgia Tech will produce:

- Detailed descriptions of each CDA;
- Separations needed at the meter-fix point for two aircraft in sequence, that minimizes the chance of the trailing aircraft closing within wake turbulence spacing on final approach;
- Estimated aircraft trajectories for CDA users;
- Custom Integrated Noise Model profiles for a sample of aircraft types; and
- Final report detailing findings.

Noise Modeling

The trajectories and noise profiles for CDA aircraft will be provided to the Noise Modeling Team. CAASD will identify aircraft using each CDA from the annual-average traffic forecasts to be used in the Environmental Impact Statement. The Noise Modeling Team will apply this input to the noise mitigation assessment in the FEIS.

Status

As of September 15, 2006:

- The candidate areas where CDA may help mitigate noise impacts have been identified. The candidates were arrival routes from the northwest, west, and south to PHL and arrival routes from the north and south to Newark Liberty International Airport
- The ideal, unlimited-access CDA profiles have been generated for ten approaches. Conflicting traffic flows for each unlimited-access CDA have been identified. Altitude restrictions for safety and ceilings are being computed.

As of November 30, 2006:

- Georgia Tech has created ground tracks, altitude profiles, and speed profiles for CDA from the west, northwest, and southwest to runways 09R and 27R, the main arrival runways at PHL.
- Distributions of altitude and speed variations have been computed, so operational-impact modeling can begin.
- Required in-trail spacings that will guarantee separation between two aircraft on the same CDA (at the 70 percent, 80 percent and 90 percent confidence level) have been calculated. The numbers are within the range of miles-in-trail restrictions that are frequently handled by the current airspace, so preliminary assessment indicates that they are manageable by air traffic control.
- Potential airspace conflicts have been identified with the jet airways that handle other traffic in the vicinity. They were resolved by setting altitudes for transition to CDA from standard step-down procedures.

U.S. Department
of Transportation

**Federal Aviation
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DEC 21 2006

The Honorable Christopher "Kit" Bond
Chairman, Subcommittee on Transportation, Treasury,
the Judiciary, Housing and Urban Development,
and Related Agencies
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

Senate Report 109-109, Transportation, Treasury, the Judiciary, Housing and Urban Development, and Related Agencies Appropriations Bill, 2006 urged the Federal Aviation Administration to perform an environmental assessment as expeditiously as possible of Louisville International Airport's west offset approach and departure proposal for the west runway.

The FAA has safety, operational, capacity, and technical concerns about the proposed approach. Airport customers, such as United Parcel Service and Southwest Airlines, have also expressed concerns about the operational feasibility of the proposed offset approach. Since the airport authority already has plans to conduct an assessment of this approach, the FAA does not plan to fund an environmental assessment at this time.

Identical letters have been sent to Chairman Knollenberg, Senator Murray, and Congressman Olver.

Sincerely,

Marion C. Blakey

Marion C. Blakey
Administrator

U.S. Department
of Transportation

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DEC 21 2006

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DEC 2 6 2006

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United States Senate
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Dear Mr. Chairman:

Senate Report 109-109, Transportation, Treasury, the Judiciary, Housing and Urban Development, and Related Agencies Appropriations Bill, 2006 asked the Federal Aviation Administration to assess the need and benefit of replacing the tower at the Barnstable Municipal Airport (Boardman-Polando Field) and report the results to the Committee.

The enclosed report provides the results of FAA's assessment of the Barnstable Municipal Airport.

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Identical letters have been sent to Chairman Bond, Senator Murray, and Congressman Olver.

Sincerely,

Marion C. Blakey
Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

DEC 2 6 2006

The Honorable John Olver
Subcommittee on Transportation, Treasury,
Housing and Urban Development, the Judiciary,
District of Columbia, and Independent Agencies
House of Representatives
Washington, DC 20515

Dear Congressman Olver:

Senate Report 109-109, Transportation, Treasury, the Judiciary, Housing and Urban Development, and Related Agencies Appropriations Bill, 2006 asked the Federal Aviation Administration to assess the need and benefit of replacing the tower at the Barnstable Municipal Airport (Boardman-Polando Field) and report the results to the Committee.

The enclosed report provides the results of FAA's assessment of the Barnstable Municipal Airport.

Identical letters have been sent to Chairmen Bond and Knollenberg and Senator Murray.

Sincerely,

Marion C. Blakey
Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

DEC 2 7 2006

The Honorable Thad Cochran
Chairman, Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of September 30, 2006 for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Bond, Lewis, and Knollenberg; Senators Byrd and Murray; and Congressmen Obey and Olver.

Sincerely,

Marion C. Blakey
Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

DEC 27 2006

The Honorable Robert Byrd
Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Senator Byrd:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of September 30, 2006 for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Cochran, Bond, Lewis, and Knollenberg; Senator Murray; and Congressmen Obey and Olver.

Sincerely,

Marion C. Blakey
Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

DEC 2 7 2006

The Honorable Christopher Bond
Chairman, Subcommittee on Transportation, Treasury, the Judiciary,
Housing and Urban Development, and Related Agencies
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of September 30, 2006 for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Cochran, Lewis, and Knollenberg; Senators Byrd and Murray; and Congressmen Obey and Olver.

Sincerely,

Marion C. Blakey
Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
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Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

DEC 27 2006

The Honorable Patty Murray
Subcommittee on Transportation, Treasury, the Judiciary,
Housing and Urban Development, and Related Agencies
United States Senate
Washington, DC 20510

Dear Senator Murray:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of September 30, 2006 for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Cochran, Bond, Lewis, and Knollenberg; Senator Byrd; and Congressmen Obey and Olver.

Sincerely,

Marion C. Blakey
Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

DEC 2 7 2006

The Honorable Jerry Lewis
Chairman, Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of September 30, 2006 for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Cochran, Bond, and Knollenberg; Senators Byrd and Murray; and Congressmen Obey and Olver.

Sincerely,

Marion C. Blakey
Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

DEC 2 7 2006

The Honorable David R. Obey
Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Congressman Obey:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of September 30, 2006 for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Cochran, Bond, Lewis, and Knollenberg; Senators Byrd and Murray; and Congressman Olver.

Sincerely,

Marion C. Blakey
Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

DEC 2 7 2006

The Honorable Joseph Knollenberg
Chairman, Subcommittee on Transportation, Treasury, the Judiciary,
Housing and Urban Development, District of Columbia
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of September 30, 2006 for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Cochran, Bond, and Lewis; Senators Byrd and Murray; and Congressmen Obey and Olver.

Sincerely,

Marion C. Blakey
Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

DEC 27 2006

The Honorable John W. Olver
Subcommittee on Transportation, Treasury, the Judiciary,
Housing and Urban Development, District of Columbia
House of Representatives
Washington, DC 20515

Dear Congressman Olver:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of September 30, 2006 for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Cochran, Bond, Lewis, and Knollenberg; Senators Byrd and Murray; and Congressman Obey.

Sincerely,

Marion C. Blakey
Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JAN 3 2007

The Honorable Christopher "Kit" Bond
Chairman, Subcommittee on Transportation, Treasury,
the Judiciary, Housing and Urban Development,
and Related Agencies
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

The Senate Report 109-109, Transportation, Treasury, the Judiciary, Housing and Urban Development, and Related Agencies Appropriations Bill, 2006 asked the Federal Aviation Administration to provide the Committee with a cost constrained plan for the Terminal Automation Modernization Replacement (TAMR) Program.

The enclosed plan provides the FAA's strategy for TAMR and addresses the factors identified in the Committee's request.

Identical letters have been sent to Chairman Knollenberg, Senator Murray, and Congressman Olver.

Sincerely,

Marion C. Blakey
Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JAN 3 2007

The Honorable Patty Murray
Subcommittee on Transportation, Treasury,
the Judiciary, Housing and Urban Development,
and Related Agencies
United States Senate
Washington, DC 20510

Dear Senator Murray:

The Senate Report 109-109, Transportation, Treasury, the Judiciary, Housing and Urban Development, and Related Agencies Appropriations Bill, 2006 asked the Federal Aviation Administration to provide the Committee with a cost constrained plan for the Terminal Automation Modernization Replacement (TAMR) Program.

The enclosed plan provides the FAA's strategy for TAMR and addresses the factors identified in the Committee's request.

Identical letters have been sent to Chairmen Bond and Knollenberg and Congressman Olver.

Sincerely,

Marion Blakey

Marion C. Blakey
Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JAN 3 2007

The Honorable Joe Knollenberg
Chairman, Subcommittee on Transportation, Treasury,
Housing and Urban Development, the Judiciary,
District of Columbia, and Independent Agencies
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

The Senate Report 109-109, Transportation, Treasury, the Judiciary, Housing and Urban Development, and Related Agencies Appropriations Bill, 2006 asked the Federal Aviation Administration to provide the Committee with a cost constrained plan for the Terminal Automation Modernization Replacement (TAMR) Program.

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Sincerely,

Marion C. Blakey
Administrator

Enclosure

U.S. Department
of Transportation

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Administration**

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800 Independence Ave., S.W.
Washington, D.C. 20591

JAN 3 2007

The Honorable John Olver
Subcommittee on Transportation, Treasury,
Housing and Urban Development, the Judiciary,
District of Columbia, and Independent Agencies
House of Representatives
Washington, DC 20515

Dear Congressman Olver:

The Senate Report 109-109, Transportation, Treasury, the Judiciary. Housing and Urban Development, and Related Agencies Appropriations Bill. 2006 asked the Federal Aviation Administration to provide the Committee with a cost constrained plan for the Terminal Automation Modernization Replacement (TAMR) Program.

The enclosed plan provides the FAA's strategy for TAMR and addresses the factors identified in the Committee's request.

Identical letters have been sent to Chairmen Bond and Knollenberg and Senator Murray.

Sincerely,

Marion C. Blakey
Administrator

Enclosure

Update on Terminal Automation Modernization and Replacement (TAMR) Program

The TAMR Program provides a phased approach to modernizing the automation systems at the FAA's Terminal Radar Approach Control (TRACON) facilities and their associated Air Traffic Control Towers (ATCT). There are three phases:

- Phase 1 – Replace automation systems at 47 sites with Standard Terminal Automation Replacement System (STARS);
- Phase 2 – Modernize or replace Automation Systems at nine sites currently posing a critical risk to service; and
- Phase 3 – Modernize or replace Automation Systems at the remaining 106 TRACONS that currently have Automated Radar Terminal System (ARTS) IIE or IIIE systems. This phase will modernize or replace terminal automation systems to support any Agency Strategic Initiatives and address those sites that may pose a critical risk to service.

Status of STARS Deployments (TAMR Phase 1)

The program is on schedule and meeting its performance goals. STARS systems are currently operational at 43 of 47 FAA sites and 25 of 105 DoD sites.

Scope of the TAMR Phase 2 Investment

On June 30, 2005, the Joint Resources Council (JRC) determined that the TAMR program would modernize or replace terminal automation systems at nine sites that currently pose a risk to service. Specifically:

- The ARTS IIE at West Palm Beach and Pensacola, Florida; Anchorage, Alaska; Corpus Christi, Texas; and Wichita, Kansas would be replaced by the STARS; and
- The ARTS IIIEs with aging Full Digital ARTS Displays (FDADs) at Chicago, Illinois; Denver, Colorado; Minneapolis/St. Paul, Minnesota; and St. Louis, Missouri would be modernized via competition between vendors of certified NAS systems, specifically Terminal Automation Systems.

Status of Replacing ARTS IIE Systems with STARS at Five Sites

This segment of TAMR Phase 2 is on schedule. The acquisition of the STARS systems to replace the ARTS IIE systems has been accomplished within the scope of the existing STARS contract.

Schedule for the ARTS IIIE FDAD Acquisition

In January 2006, two qualified vendors were proposed to offer one solution for modernizing the four sites. The proposed acquisition approach will allow the FAA to award a contract resulting in the deployment of a solution approximately ten months

earlier than originally projected. On April 29, the JRC approved the change in acquisition strategy from competitive to an in-scope modification under the existing STARS contract with Raytheon as the prime contractor and Lockheed Martin as the subcontractor.

On August 11, 2006, the FAA authorized the contractor team to proceed with the design/development of a solution to modernize the four sites.

Modernizing/Replacing Automation Systems at the Remaining 106 TRACONS Phase 3

TAMR Phase 3 is currently in the planning stage. The FAA will continue to sustain the automation systems at these sites while monitoring system performance to identify any risk to service presented by these systems. Modernization or replacement of these systems will be evaluated and performed incrementally on a risk-to-service basis and will be aligned with the ATCT and TRACON replacement and improvement program activities. Other agency strategic initiatives may also require the modernization or replacement of these systems.

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

FEB 13 2007

The Honorable Daniel Inouye
Chairman, Committee on Commerce,
Science, and Transportation
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

House Report 108-334 on the Vision 100—Century of Aviation Reauthorization Act asked the Federal Aviation Administration to submit a report in response to Section 602, Justification for Air Defense Identification Zone, describing changes that could improve operational efficiency or minimize operational impacts of the Air Defense Identification Zone (ADIZ) on pilots and controllers. This report covers the period from August 1, 2005 through August 30, 2006.

The FAA proposes to codify current flight restrictions for certain aircraft operations in the Washington, DC metropolitan area. This action is necessary because of the ongoing threat of terrorist attacks. The FAA intends by this action to help the Department of Homeland Security and the Department of Defense protect national assets in the national capital region. As part of the process, the FAA solicited comments on flight restrictions through a Notice of Proposed Rulemaking (NPRM) via several methods, including e-mail, direct mail, and in two public meetings held in the Washington, DC area. More than 22,000 comments were received from individuals, area business, other Government agencies and departments, and industry groups, such as the Aircraft Owners and Pilots Association.

The FAA is currently in the final stages of analyzing the NPRM comments. In addition to public sentiment, the FAA must carefully weigh safety considerations, legal issues, financial impacts, operational concerns, and the critical need to protect our homeland, particularly the many high visibility targets in and around the Washington, DC area. The FAA plans to reach a final decision on the ADIZ sometime in the near future.

We also wanted to update you on our efforts to reduce airspace violations, both here in Washington, DC and around the nation. As of August 30, 2006, there had been 371 ADIZ violations in 2006.

We believe these substantial reductions are in no small part due to the efforts of our System Operations Security personnel, who conduct an active outreach program in an effort to educate pilots about the ADIZ and its associated security restrictions. Working with other agencies such

as the United States Secret Service and the DoD, FAA personnel regularly visit local flying clubs, fixed-base operators, law enforcement aviation units, military units, and medevac operators to discuss their security and safety concerns. We plan to continue these visits even as we work the NPRM issue.

The FAA, in its role as manager of the National Airspace System, must provide for the safe, secure, orderly, and efficient flow of air traffic. Our operational security personnel continue to seek out ways in which we can balance the needs of our customers and airspace users against the needs of national security. We will provide the status of these ongoing efforts in our next report.

Identical letters have been sent to Chairman Oberstar, Senator Stevens, and Congressman Mica.

Sincerely,

Marion C. Blakey
Administrator

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

FEB 13 2007

The Honorable Ted Stevens
Committee on Commerce, Science,
and Transportation
United States Senate
Washington, DC 20510

Dear Senator Stevens:

House Report 108-334 on the Vision 100—Century of Aviation Reauthorization Act asked the Federal Aviation Administration to submit a report in response to Section 602, Justification for Air Defense Identification Zone, describing changes that could improve operational efficiency or minimize operational impacts of the Air Defense Identification Zone (ADIZ) on pilots and controllers. This report covers the period from August 1, 2005 through August 30, 2006.

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Identical letters have been sent to Chairmen Inouye and Oberstar and Congressman Mica.

Sincerely,

Marion C. Blakey
Administrator

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

FEB 13 2007

The Honorable James Oberstar
Chairman, Committee on Transportation
and Infrastructure
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

House Report 108-334 on the Vision 100—Century of Aviation Reauthorization Act asked the Federal Aviation Administration to submit a report in response to Section 602, Justification for Air Defense Identification Zone, describing changes that could improve operational efficiency or minimize operational impacts of the Air Defense Identification Zone (ADIZ) on pilots and controllers. This report covers the period from August 1, 2005 through August 30, 2006.

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Identical letters have been sent to Chairman Inouye, Senator Stevens, and Congressman Mica.

Sincerely,

Marion C. Blakey
Administrator

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

FEB 13 2007

The Honorable John Mica
Committee on Transportation and Infrastructure
House of Representatives
Washington, DC 20515

Dear Congressman Mica:

House Report 108-334 on the Vision 100—Century of Aviation Reauthorization Act asked the Federal Aviation Administration to submit a report in response to Section 602, Justification for Air Defense Identification Zone, describing changes that could improve operational efficiency or minimize operational impacts of the Air Defense Identification Zone (ADIZ) on pilots and controllers. This report covers the period from August 1, 2005 through August 30, 2006.

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Identical letters have been sent to Chairmen Oberstar and Inouye and Senator Stevens.

Sincerely,

Marion C. Blakey
Administrator

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAR 2 1 2007

The Honorable Richard B. Cheney
President of the Senate
Washington, DC 20510

Dear Mr. President:

The enclosed report for fiscal year 2006 is provided in response to Section 202 of the Federal Aviation Administration Authorization Act of 1994 (P.L. 103-305), which requires the Administrator to submit to Congress a list of foreign aviation authorities to which the Administrator provided services in the preceding fiscal year. The list specifies the dollar value of such services and any reimbursement received for such services.

Please note that in some cases the collection amount also includes payments for prior year services.

An identical letter has been sent to the Speaker of the House of Representatives.

Sincerely,

Marion

Marion C. Blakey
Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAR 2 1 2007

The Honorable Nancy Pelosi
Speaker of the House of Representatives
Washington, DC 20515

Dear Madam Speaker:

The enclosed report for fiscal year 2006 is provided in response to Section 202 of the Federal Aviation Administration Authorization Act of 1994 (P.L. 103-305), which requires the Administrator to submit to Congress a list of foreign aviation authorities to which the Administrator provided services in the preceding fiscal year. The list specifies the dollar value of such services and any reimbursement received for such services.

Please note that in some cases the collection amount also includes payments for prior year services.

An identical letter has been sent to the President of the Senate.

Sincerely,

Marion C. Blakey
Administrator

Enclosure

Report to Congress

U.S. Department of Transportation

Federal Aviation Administration

Assistance Provided to Foreign Aviation Authorities for FY 2006

Washington, DC 20591

December 2006

Report of the Federal Aviation Administration to the United States Congress Pursuant to Section 202 of Public Law 103-305

ASSISTANCE PROVIDED TO FOREIGN AVIATION AUTHORITIES
BY THE FEDERAL AVIATION ADMINISTRATION (FAA)
FOR FISCAL YEAR 2006

INTRODUCTION

This report is provided to Congress in response to Section 202 of the Federal Aviation Administration Authorization Act of 1994 (P.L. 103-305), which requires the Administrator to submit to Congress a list of the foreign aviation authorities to which the Administrator provided services under this subsection during the preceding fiscal year. This list specifies the dollar value of such services, the amount of potential reimbursement that was waived, and any reimbursement received for such services. As charges are billed after services are provided, collections for these services will continue into Fiscal Year (FY) 2007. Similarly, some of the collections shown are funds received for services rendered before FY 2006.

In FY 2006, the Federal Aviation Administration (FAA) provided approximately $30.5 million in assistance, of which $1.6 million was waived. As provided in the Act, reimbursement was waived when the Administrator determined that providing services would promote aviation safety. When evaluating a foreign government's request for a waiver of reimbursement, the FAA takes into account the number of U.S. citizens traveling to that country, the number and frequency of American flag air carriers operating into that country, and the need for improved aviation safety standards in that country.

BACKGROUND

The FAA's technical assistance programs facilitate delivery of FAA experts and knowledge to foreign civil aviation authorities around the world. Agreements for the provision of services are conducted on a government-to-government basis, generally between the FAA and the foreign civil aviation authority. The recipient country generally reimburses the FAA for the cost of the technical assistance.

The FAA has nearly 400 technical assistance agreements with other countries. These agreements cover the entire spectrum of civil aviation activities and include the following:

> ***Training:*** Each year, the FAA arranges training for international officials from more than 50 countries at the FAA Academy and at U.S. industry and academic institutions.
>
> ***Flight Inspection:*** FAA flight inspection crews inspect and calibrate navigational aids worldwide.

Equipment: The FAA supplies other countries with new and used equipment common to the FAA National Airspace System.

Spare Parts and Repair Services: Civil aviation authorities are encouraged to obtain spare parts and repair of equipment through the FAA.

Cooperative Agreements: Cooperative agreements are arranged with foreign aviation authorities to exchange technical information and pursue joint technical projects, including R&D activities.

In-country Technical Assistance: FAA experts work with other countries to improve aviation safety. Experts are dispatched on short-term assignments to address specific problems and conduct surveys, studies, etc. Long-term assistance is provided by civil aviation assistance groups comprised of resident FAA advisers who assist in the development of a country's aviation system. The FAA has provided experts in the following areas:

- Systems design and planning
- Equipment installation and maintenance
- Airworthiness maintenance
- Type certification
- Anti-terrorism (security) programs
- Air traffic control procedures
- Airport operations and standards

ASSISTANCE PROVIDED TO FOREIGN AVIATION AUTHORITIES BY THE FAA, FY 2006

COUNTRY	VALUE OF SERVICES	REIMBURSEMENT WAIVED	COLLECTIONS
Afghanistan*	20,233,792.55		20,233,792.55
Angola	84,553.00		84,553.00
Argentina	43,973.22		43,973.22
Australia	12,674.00		12,649.00
Bahamas	107,692.07		64,824.07
Barbados	55,628.75		55,628.75
Belgium	35,937.72		35,937.72
Bermuda	48,066.64		47,781.07
Brazil	1,499,825.00		935,891.00
Bulgaria	105,456.28		105,456.28
Cameroon	89,765.00		89,765.00
Canada	154,205.95		141,521.95
Cape Verde	83,921.00		83,921.00
Central American Corporation for Air Navigation Services	166,645.00	19,300.00	147,345.00
Chile	64,568.74		64,568.74
China	211,054.78	48,361.00	48,633.78
Colombia	132,879.00		128,754.00
Costa Rica	10,544.00		10,544.00
Denmark	906.00		888.00
Djibouti	43,218.00		43,218.00
Dominican Republic	116,638.00	3,359.00	67,963.00
Eastern Caribbean States	3,350.00		3,350.00
Ecuador	90,533.40		90,533.40
Ethiopia	27,842.00		27,842.00
France	445.00		445.00
Germany	2,977.00		756.00
Ghana	35,097.00		17,708.00
Guyana	4,615.00		4,595.00
Haiti	35,680.00		35,680.00
Indonesia	6,908.98		6,908.98
International Civil Aviation Organization	81,893.00	81,893.00	
Iraq	1,300,311.80	1,022,800.00	276,489.00
Ireland	3,751.00		3,751.00
Israel	1,802,360.00		1,785,500.00
Italy	138,592.57		138,540.57
Ivory Coast	4,067.00		4,067.00
Jamaica	164,686.14		125,301.64
Japan	43,565.05		43,565.05
Jordan	61,910.75		33,336.24
Kenya	119,619.00		119,619.00
Korea	253,497.55		213,398.54
Malaysia	1,165.00		1,165.00
Maldives	67,423.11		67,423.11
Mali	62,204.00		62,204.00
Marshall Islands	1,627.00		1,627.00
Mexico	23,872.00		22,000.00

ASSISTANCE PROVIDED TO FOREIGN AVIATION AUTHORITIES BY THE FAA, FY 2006

COUNTRY	VALUE OF SERVICES	REIMBURSEMENT WAIVED	COLLECTIONS
Micronesia	13,606.00		13,381.00
Mongolia	19,478.00		19,445.00
Netherlands	24,951.73		18,070.73
Nigeria	13,123.00		13,048.00
Norway	4,390.00		4,390.00
Panama	305,448.58		266,043.95
Philippines	28,670.00		24,376.00
Regional Aviation Safety Oversight System **	693,222.00	293,222.00	400,000.00
Republic of Benin	3,068.00		3,068.00
Romania	13,548.00		13,530.00
Safe Skies for Africa ***	476,684.88	91,804.00	384,880.88
Senegal	54,348.00		51,230.00
Serbia*	214,831.49		214,831.49
South Africa	3,238.00		3,238.00
Spain	2,349.00		890.00
Suriname	11,116.00		9,657.00
Taiwan	4,991.00		4,391.00
Tanzania	55,380.00		55,380.00
TDA	146,962.66		146,962.66
Thailand	24,425.00	4,695.00	19,703.00
Trinidad & Tobago	36,055.67		36,055.67
Uganda	14,682.00		14,682.00
United Kingdom	4,196.00		3,751.00
Uruguay	109,874.43		109,854.43
Vietnam	19,795.91		19,795.91
Zimbabwe	3,751.00		3,751.00
TOTAL	**29,942,124.40**	**1,565,434.00**	**27,456,409.49**

* FAA received non-expenditure transfers from USAID under Section 632(a) of the Foreign Asst. Act of 1961 for Afghanistan ($19,671,000) and Serbia ($200,000).

** Members of the Regional Aviation Safety Oversight System (RASOS) include Barbados, Guyana, Haiti, Jamaica, OECS Directorate of Civil Aviation, Suriname and Trinidad and Tobago

*** Funds received from U.S. Agency for International Development through the Department of Transportation in support of Safe Skies for Africa Initiative; countries include Angola, Cape Verde, Cameroon, Kenya, Mali, Namibia, Tanzania, Uganda, Djibouti, Zimbabwe and Cote d'Ivoire.

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

FEB 27 2007

The Honorable Richard B. Cheney
President of the Senate
Washington, DC 20510

Dear Mr. President:

Enclosed is the Federal Aviation Administration's Capital Investment Plan (CIP) for Fiscal Years 2008-2012. The CIP is submitted in response to the provision in the Department of Transportation Appropriations Act, 2006, as carried over by the Continuing Resolution, that requires a comprehensive five-year FAA capital investment plan be submitted to Congress. Consistent with the Budget and Performance Integration portion of the President's Management Agenda, projects in the CIP are tied to the *FAA Flight Plan* goals, objectives, and performance targets.

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Identical letters have been sent to House Speaker Pelosi; Chairmen Byrd, Murray, Obey, and Olver; Senators Cochran and Bond; and Congressmen Lewis and Knollenberg.

Sincerely,

Marion C. Blakey
Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

FEB 27 2007

The Honorable Nancy Pelosi
Speaker of the House
of Representatives
Washington, DC 20515

Dear Madam Speaker:

Enclosed is the Federal Aviation Administration's Capital Investment Plan (CIP) for Fiscal Years 2008-2012. The CIP is submitted in response to the provision in the Department of Transportation Appropriations Act, 2006, as carried over by the Continuing Resolution, that requires a comprehensive five-year FAA capital investment plan be submitted to Congress. Consistent with the Budget and Performance Integration portion of the President's Management Agenda, projects in the CIP are tied to the *FAA Flight Plan* goals, objectives, and performance targets.

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Sincerely,

Marion Blakey

Marion C. Blakey
Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

FEB 27 2007

The Honorable Robert Byrd
Chairman, Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

Enclosed is the Federal Aviation Administration's Capital Investment Plan (CIP) for Fiscal Years 2008-2012. The CIP is submitted in response to the provision in the Department of Transportation Appropriations Act, 2006, as carried over by the Continuing Resolution, that requires a comprehensive five-year FAA capital investment plan be submitted to Congress. Consistent with the Budget and Performance Integration portion of the President's Management Agenda, projects in the CIP are tied to the *FAA Flight Plan* goals, objectives, and performance targets.

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Marion C. Blakey
Administrator

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U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

FEB 27 2007

The Honorable Thad Cochran
Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Senator Cochran:

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Administrator

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of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

FEB 27 2007

The Honorable David R. Obey
Chairman, Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

Enclosed is the Federal Aviation Administration's Capital Investment Plan (CIP) for Fiscal Years 2008-2012. The CIP is submitted in response to the provision in the Department of Transportation Appropriations Act, 2006, as carried over by the Continuing Resolution, that requires a comprehensive five-year FAA capital investment plan be submitted to Congress. Consistent with the Budget and Performance Integration portion of the President's Management Agenda, projects in the CIP are tied to the *FAA Flight Plan* goals, objectives, and performance targets.

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Sincerely,

Marion C. Blakey
Administrator

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U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

FEB 27 2007

The Honorable Jerry Lewis
Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Congressman Lewis:

Enclosed is the Federal Aviation Administration's Capital Investment Plan (CIP) for Fiscal Years 2008-2012. The CIP is submitted in response to the provision in the Department of Transportation Appropriations Act, 2006, as carried over by the Continuing Resolution, that requires a comprehensive five-year FAA capital investment plan be submitted to Congress. Consistent with the Budget and Performance Integration portion of the President's Management Agenda, projects in the CIP are tied to the *FAA Flight Plan* goals, objectives, and performance targets.

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Sincerely,

Marion C. Blakey

Marion C. Blakey
Administrator

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U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

FEB 27 2007

The Honorable Patty Murray
Chairman, Subcommittee on Transportation,
Housing and Urban Development, and Related Agencies
United States Senate
Washington, DC 20510

Dear Madam Chairman:

Enclosed is the Federal Aviation Administration's Capital Investment Plan (CIP) for Fiscal Years 2008-2012. The CIP is submitted in response to the provision in the Department of Transportation Appropriations Act, 2006, as carried over by the Continuing Resolution, that requires a comprehensive five-year FAA capital investment plan be submitted to Congress. Consistent with the Budget and Performance Integration portion of the President's Management Agenda, projects in the CIP are tied to the *FAA Flight Plan* goals, objectives, and performance targets.

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Sincerely,

Marion Blakey

Marion C. Blakey
Administrator

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U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

FEB 27 2007

The Honorable Christopher Bond
Subcommittee on Transportation, Housing and
Urban Development, and Related Agencies
United States Senate
Washington, DC 20510

Dear Senator Bond:

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Sincerely,

Marion C. Blakey

Marion C. Blakey
Administrator

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U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

FEB 27 2007

The Honorable John W. Olver
Chairman, Subcommittee on Transportation,
Housing and Urban Development, and Related Agencies
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

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Sincerely,

Marion Blakey

Marion C. Blakey
Administrator

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U.S. Department
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Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

FEB 27 2007

The Honorable Joe Knollenberg
Subcommittee on Transportation, Housing and
Urban Development, and Related Agencies
House of Representatives
Washington, DC 20515

Dear Congressman Knollenberg:

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Sincerely,

Marion C. Blakey
Administrator

Enclosure

Federal Aviation Administration

National Airspace System Capital Investment Plan

FY 2008 – 2012

Federal Aviation Administration

A Plan For The Future
2007-2016

The Federal Aviation Administration's 10-Year Strategy for the Air Traffic Control Workforce

March 2007

FAA-070313-022

A Plan For The Future
2007-2016

The Federal Aviation Administration's 10-Year Strategy for the Air Traffic Control Workforce

March 2007

Contents

FAA-070313-022

Executive Summary

Air traffic controllers are an integral part of the National Airspace System (NAS). The work they do, every day of the year, is essential to the mission of the Federal Aviation Administration – providing the safest, most efficient aerospace system in the world.

The FAA employs more than 14,000 air traffic controllers. They work in air traffic facilities of all sizes, safely guiding about 50,000 aircraft through the system each day. These employees provide air navigation services to aircraft in the U.S. domestic airspace, and in the 24.6 million square miles of international oceanic airspace delegated to the United States by the International Civil Aviation Organization.

Over the next decade, approximately 72 percent of this workforce will become eligible to retire. In order to meet the challenges of this wave of retirements and the increasing demand for air travel, the FAA will hire and train more than 15,000 new air traffic controllers over the next 10 years. The plan for fiscal year 2007 includes hiring more than 1,300 new controllers from the thousands of qualified applicants waiting to be hired.

Thanks to a centralized hiring process and improved training, the FAA is confident that the new controller hires will be able to meet the needs of the future.

Accomplishments

In FY 2006, the FAA met several key milestones in the staffing plan.

Hiring

- We hired 1,116 new controllers – increasing the total number of controllers on board to 14,618.
- We began reaching out to former military personnel through the military separation centers to ensure our veteran population is aware of air traffic control opportunities, and hired 404 veterans into controller positions.
- We held a job fair in Kansas City, Mo., to recruit controllers for local positions.
- We established a senior coordinator position in the Air Traffic Organization with accountability to fully integrate all required hiring and training efforts to achieve our goals.
- We streamlined the steps in our security clearance process for new hires, reducing the time it takes by 45 days.

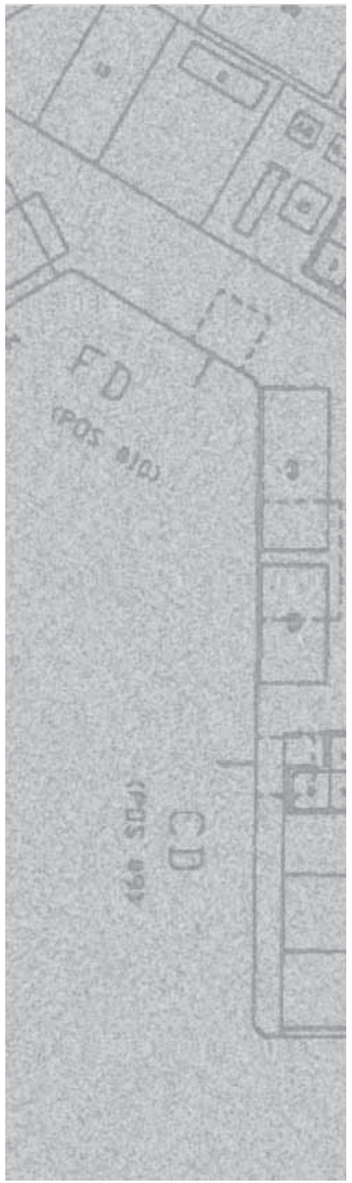
Training

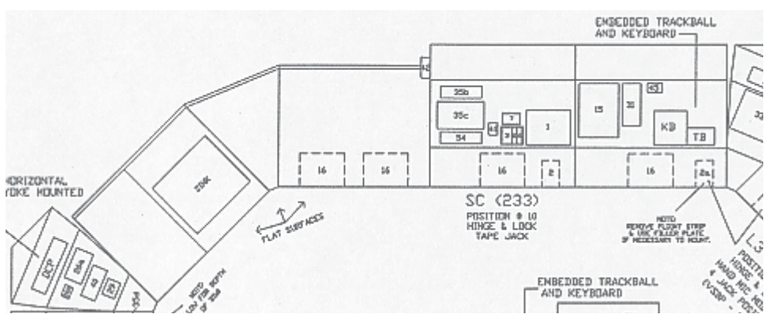
- We increased the FAA Academy training capacity to train a total of 2,248 students a year thanks to new tower cab simulators and expanded classroom capacity.
- We completed a national on-the-job training data tracking system to identify where improvements in the training process could be implemented.

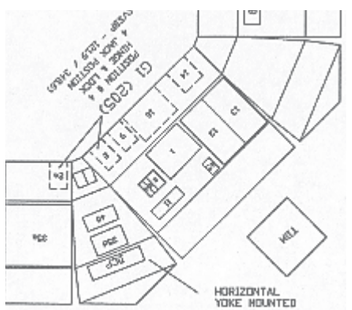
Finally, the FAA has made significant progress in refining controller staffing requirements and in effectively staffing facilities across the NAS by utilizing improved scheduling practices, new automated tools and better management of leave. In our last update we introduced the concept of controller staffing ranges. In this report we have established staffing ranges for every FAA air traffic control facility. These ranges are published in Appendix A and will be updated annually.

The Department of Transportation's Office of the Inspector General audits the FAA's controller workforce plan. The Feb. 9, 2007, report, *FAA Continues to Make Progress in Implementing its Controller Workforce Plan, but Further Efforts are Needed in Several Key Areas,* confirms that the FAA is indeed making progress implementing a comprehensive staffing plan. The inspector general found that the "FAA has made significant improvements by centralizing its hiring process and has made progress in reducing the time and costs to train new controllers, primarily through greater use of simulator training at the FAA Training Academy and implementation of a new national database to track on the job training statistics."

The FAA understands how critical it is to have an adequately staffed air traffic controller workforce. Staffing is, and will continue to be, monitored at all facilities. We will continue to take action at the facility level should adjustments become necessary due to changes in traffic volume, unanticipated retirements or other attrition.







Chapter 1: Introduction

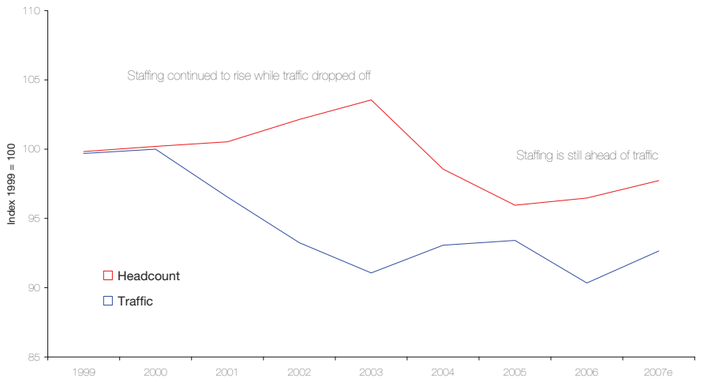
Air traffic controller workload and traffic volume are dynamic. So are staffing needs. The FAA's goal is to staff to traffic. This requires that we have the flexibility to match the number of controllers at various facilities with traffic volume and workload. For many years, this was not the case.

Staffing levels negotiated with the National Air Traffic Controllers Association bargaining unit from 1999 to 2003 did not adequately reflect traffic demand, complexity, or the most efficient utilization of both human and fiscal resources. As a result of these negotiations, the FAA agreed to maintain a minimum staffing level of 15,000 full time equivalents, or FTEs, for FY 1999 through FY 2001, and to increase the level by 2 percent per year in FY 2002 and FY 2003.

The agency committed to maintain the required minimum levels by hiring as many controllers as necessary to offset retirements and other attrition out of the controller workforce. The minimum levels would govern regardless of changes in the number of aircraft operations handled by FAA controllers, preventing the agency from adjusting staffing should requirements fall below the agreed upon minimums, and from incorporating productivity improvements from new technology or streamlined procedures.

Between 2000 and 2003, we experienced a 9 percent drop in air traffic volume, but saw a 4 percent increase in air traffic controller headcount, as shown in the table below. The contractual commitment to minimum staffing levels required us to increase staffing even as the number of FAA-handled operations plummeted. As a result, we were unable to address the dramatic fall off in traffic following the Sept. 11, 2001, terrorist attacks. While the agency continued to hire, our customers in the aviation industry were laying off tens of thousands of employees and drastically scaling back operations.

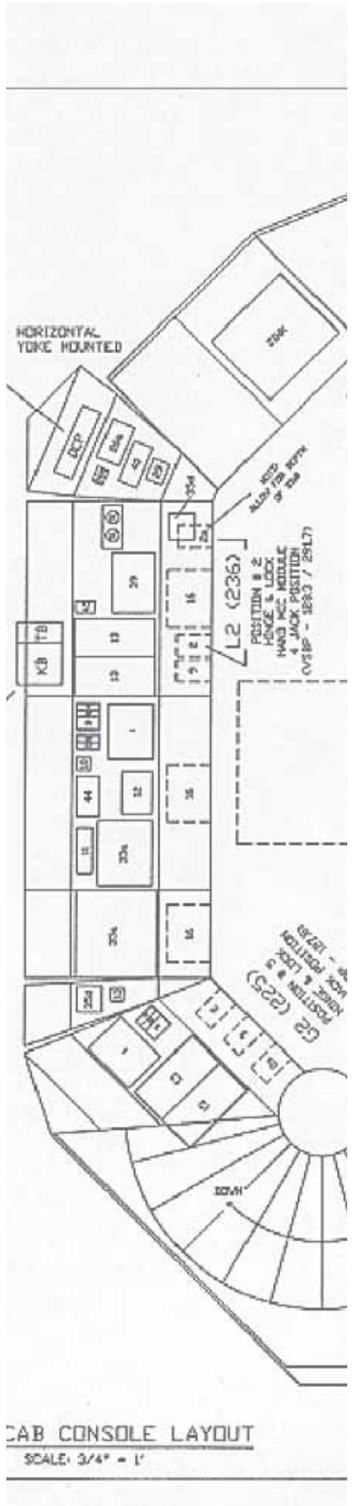
Systemwide Traffic and Total Headcount Trends
Indexed from 1999 When Staffing Was Negotiated



A perfect example of this occurred at St. Louis Airport, a former hub airport for Trans World Airlines. After TWA went bankrupt, traffic dropped off dramatically, reducing total controller workload in the area. The FAA, however, was contractually bound to a negotiated number of controllers at the facility and hence had too many controllers and not enough work. At the same time, Independence Air traffic was dramatically increasing at Dulles Airport, but we couldn't realign staffing to handle that increase – again because of the negotiated staffing agreements.

The inflexibility of negotiated staffing at the national and at the facility level was clearly a problem as the FAA tried to provide service to a changing aviation industry. As the agency saw controller productivity fall, we determined to run the NAS more efficiently.

Our new contract provides the flexibility. Under the 2006 controller contract, the FAA is able to staff according to workload and traffic, so the divergence in staffing levels and traffic is unlikely to happen again. The FAA is now staffing our facilities based on traffic with workload

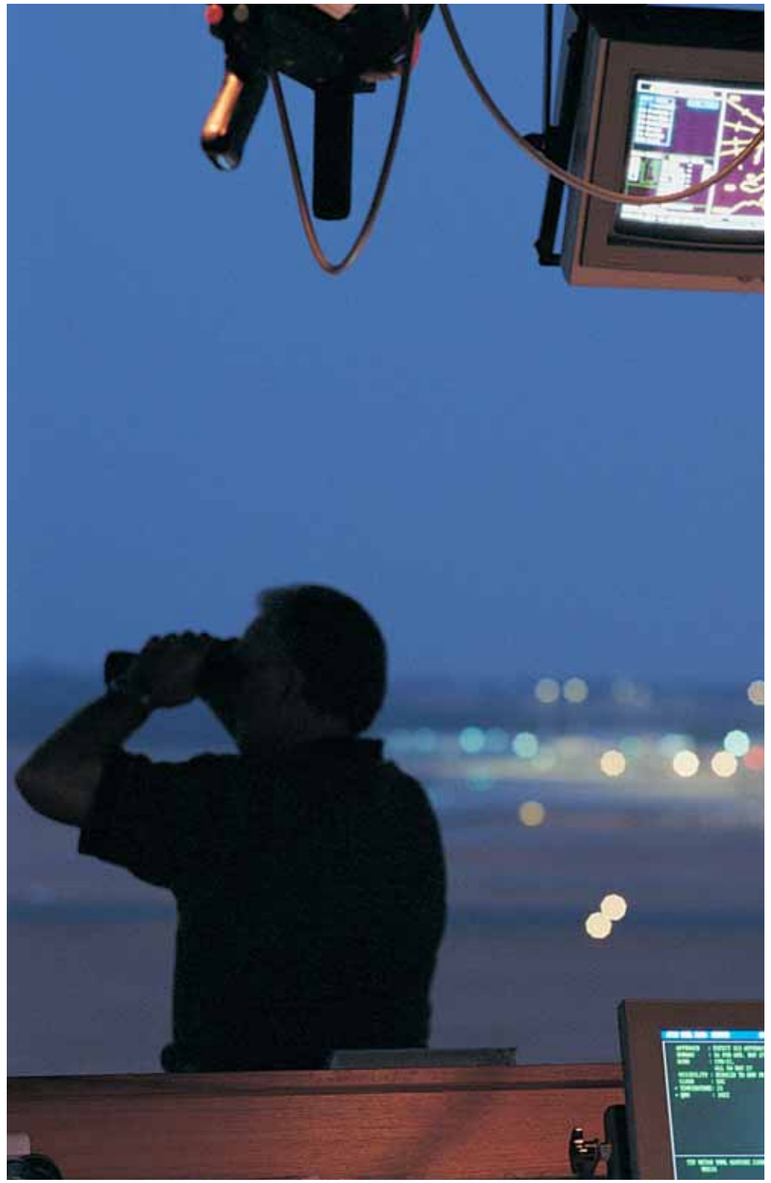


driven by the number of positions that need to be staffed due to actual and forecasted traffic demands.

The concept of staffing to traffic requires the FAA to incorporate many individual facility characteristics. They include facility-specific traffic volumes based on FAA forecasts and hours of operation, as well as individualized forecasts of controller retirements and other attrition losses.

Proper staffing levels also depend on the efficient scheduling of employees, so we track the use of overtime and leave as we review staffing levels to make sure that controllers are not overworked. In FY 2006, the system average for overtime was 1.1 percent, a slight decrease from the FY 2005 level of 1.6 percent.

This staffing plan takes all of those factors into account. The plan is updated annually; we will continue to monitor progress in implementing the plan, and take action at the facility level should adjustments become necessary due to changes in air traffic volume, anticipated retirements or other reasons.



Chapter 2:
Air Traffic Control Facilities and Services

There are about 7,000 aircraft aloft over the United States at any one time, some flying at nearly supersonic speed. It is up to the men and women of the FAA to keep them safely separated and on efficient flight paths. With vigilant eyes and a vast array of radar, satellites, computers and other systems, we monitor and guide air traffic around the clock.

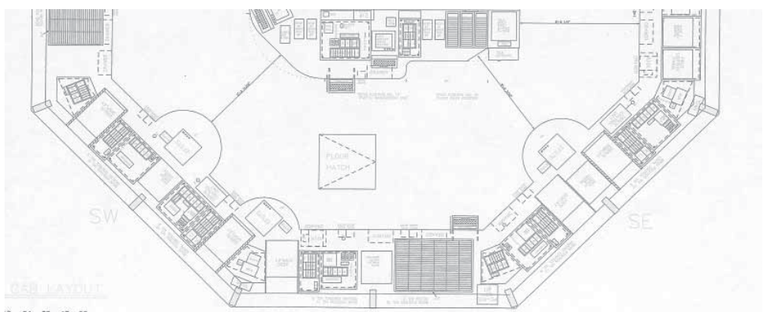
More than 14,000 federal air traffic controllers in airport towers, terminal radar control facilities, and air route traffic control centers guide pilots through the system. It is estimated that an additional 1,450 civilian contract controllers and more than 9,000 military controllers also provide air traffic services. These employees provide air navigation services to aircraft in the U.S. domestic airspace, and in 24.6 million square miles of international oceanic airspace delegated to the United States by the International Civil Aviation Organization. Leaders at every level work to ensure these safety services are provided in a safe, efficient and cost-effective manner.

2.1 FAA Air Traffic Control Facilities

As of February 2007, the FAA operated 314 air traffic control facilities and the Air Traffic Control System Command Center in the United States. Table 2.1 lists the type and number of these FAA facilities.

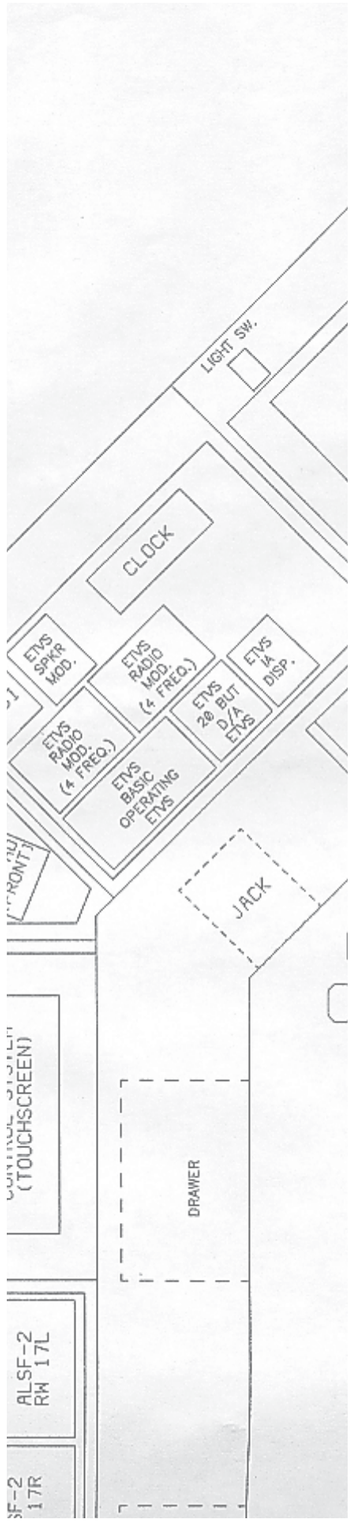
More than one type of facility may be collocated in the same building(s).

Each type of facility has several classification levels that are based on numerous factors including traffic volume, complexity and



Types and Number of FAA Air Traffic Control Facilities

Type	Name	Number	Description
1	Tower Without Radar	1	An airport traffic control terminal that provides service using direct observation primarily to aircraft operating under visual flight rules. These terminals are located at airports where the principal user category is low performance aircraft.
2	Terminal Radar Approach Control (TRACON)	22	An air traffic control terminal that provides radar-control service to aircraft arriving or departing the primary airport and adjacent airports, and to aircraft transiting the terminal's airspace.
3	Combination Radar Approach Control and Tower with Radar	138	An air traffic control terminal that provides radar control services to aircraft arriving or departing the primary airport and adjacent airports, and to aircraft transiting the terminal's airspace. This terminal is divided into two functional areas: radar approach control positions and tower positions. These two areas are located within the same facility, or in close proximity to one another, and controllers rotate between both areas.
4	Combination Non-Radar Approach Control and Tower without Radar	2	An air traffic control terminal that provides air traffic control services for the airport at which the tower is located and without the use of radar, approach and departure control services to aircraft operating under instrument flight rules to and from one or more adjacent airports.
6	Combined Control Facility	4	An air traffic control facility that provides approach control services for one or more airports as well as en route air traffic control (center control) for a large area of airspace. Some may provide tower services along with approach control and en route services.
7	Tower with Radar	122	An airport traffic control terminal that provides traffic advisories, spacing, sequencing and separation services to VFR and IFR aircraft operating within the vicinity of the airport using a combination of radar and direct observations.
8	Air Route Traffic Control Center (ARTCC)	21	An air traffic control facility that provides air traffic control service to aircraft operating on IFR flight plans within controlled airspace and principally during the en route phase of flight. When equipment capabilities and controller workload permit, certain advisory/assistance services may be provided to VFR aircraft.
9	Combined TRACON Facility	4	An air traffic control terminal that provides radar approach control services for two or more large hub airports, as well as other satellite airports, where no single airport accounts for more than 60 percent of the total Combined TRACON facility's air traffic count. This terminal requires such a large number of radar control positions that it precludes the rotation of controllers through all positions.
-	Air Traffic Control System Command Center	1	The Air Traffic System Command Center is responsible for the strategic aspects of the NAS. The Command Center modifies traffic flow and rates when congestion, weather, equipment outages, runway closures, or other operational conditions affect the NAS.



sustainability of traffic. Controller pay is tied to those classification levels. To compensate controllers at facilities that work the highest and most complex volume of traffic, facilities are monitored continuously for upward and downward trends.

2.2 Air Traffic Control Services at Airports

Air traffic control services are provided from a variety of sources (federal air traffic controllers, contract controllers, military controllers and others) at public- and private-use airports. As of February 2007, there were 20,512 airports within the NAS, including civil, military, joint-use civil-military airports, heliports, short takeoff and landing ports, and seaplane bases in the U.S. and its territories. Of this total, 5,217 are public-use airports, with the rest classified as private use airports. The majority of the private-use airports receive no air traffic control services.

The table below summarizes the various providers of air traffic control services at public- and private-use airports.

	Air Traffic Control Service						
	FAA	Contract	Military	City, County or other	Remote FAA	None	Total
Public Use	262	209	22	21	2,135	2,568	5,217
Private Use	1	1	143	5	28	15,117	15,295
Total	263	210	165	26	2,163	17,685	20,512[1]

2.3 FAA Air Traffic Control Services

The FAA provides air traffic control services at 262 public-use airports (FAA facility types 1, 3, 4 and 7) and at Andrews Air Force Base. FAA also provides services at 51 non-towered facilities (FAA facility types 2, 6, 8 and 9).

2.4 Federal Contract Air Traffic Control Services

In 1982, Congress authorized the FAA to begin a pilot program to contract for air traffic control services for five visual flight rule towers that were closed as a result of the controller strike in August 1981. Since then, the contract tower program has been expanded to include additional FAA-operated VFR towers and to include towers at airports that never had an FAA-operated tower.

[1]Much of the difference between last year's figures and this year's reflects a concerted effort to clear up a backlog of private airport filings that had not been completed previously.

Congress added a cost-sharing provision to the program in FY 1999. This provision allowed airports that would not normally qualify to be in the FAA's Contract Tower Program to enter the program by paying for a portion of the tower's operating cost.

Contract controllers providing air traffic control services in towers that are in the Contract Tower Program must meet the same controller certification requirements as FAA controllers and are certified by the FAA. As of February 2007, there were 210 contract towers providing air traffic control services by contract controllers.

2.5 Military Air Traffic Control Services

There are 165 military towers located at military installations throughout the United States or where there is a heavy military presence at a combination civilian and military airport. Military controllers provide air traffic control services to civilian aircraft as well as military aircraft at those airports. Military controllers must meet the same qualification criteria as FAA controllers.

2.6 City, County or other Air Traffic Control Services

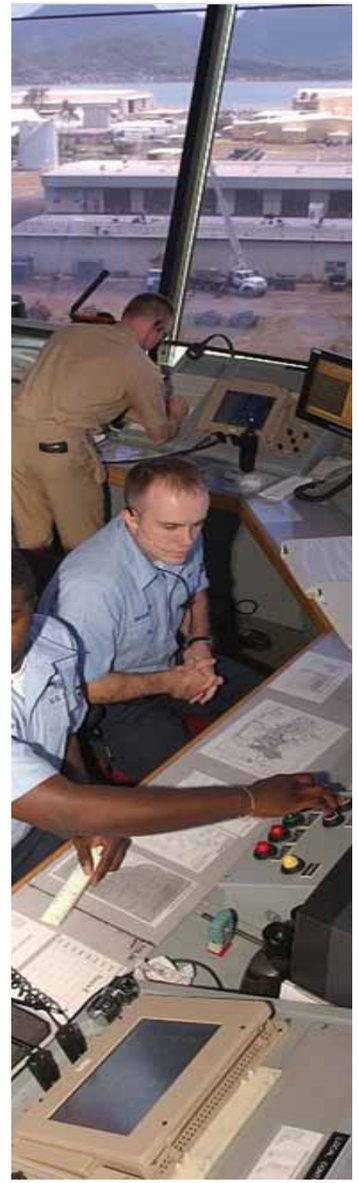
There are 26 non-federal towers located at 21 public-use and five private-use airports. Controllers operating in these towers must meet the same qualification criteria as FAA controllers. The FAA does not provide funding or air traffic control services at these towers.

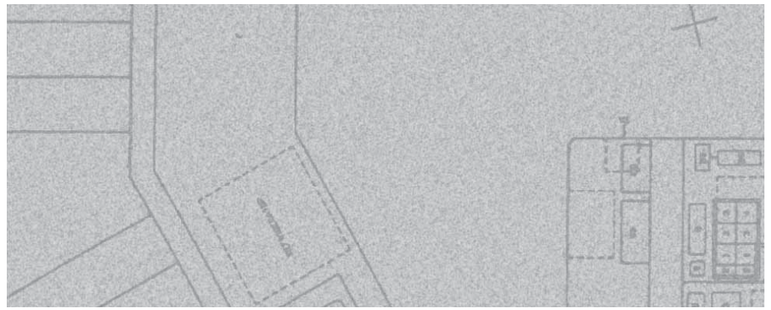
2.7 Remote FAA Air Traffic Control Services

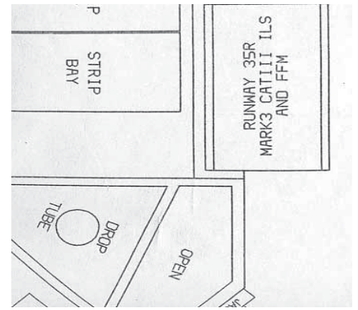
FAA towers, approach controls, and en route centers also provide terminal approach and departure control services to 2,163 non-towered airports using remote communications services and radar.

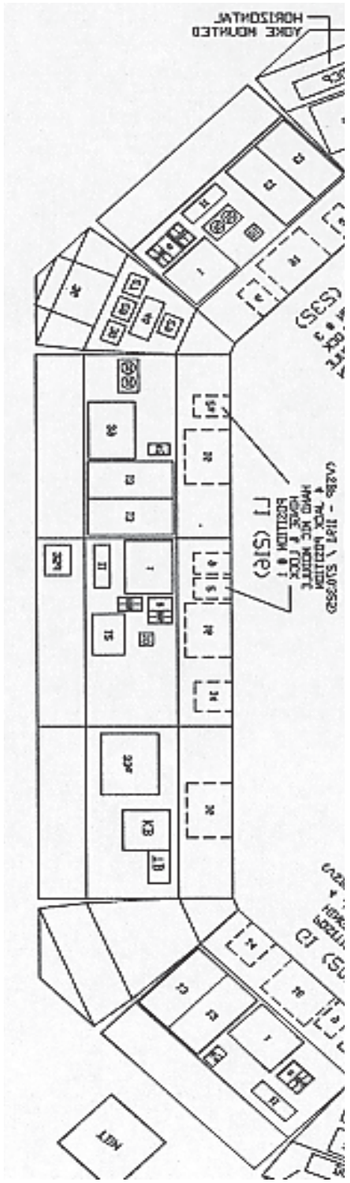
2.8 No Air Traffic Control Services

There are 17,685 airports with no air traffic control services.







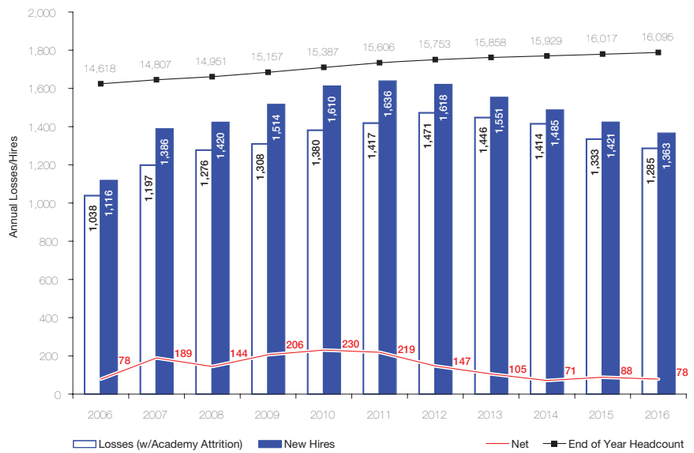


Chapter 3:
Air Traffic Controller Staffing Requirement

A well-trained and fully-staffed air traffic control workforce is essential to the FAA's ability to provide the safest air traffic services in the world. Every decision we make is done to ensure both the safety and the future viability of the NAS. Having enough controllers in place, when and where we need them, is critical.

This chapter presents the national air traffic controller staffing levels the FAA estimates it will need through FY 2016 to manage air traffic demands. These staffing levels will be updated as necessary to reflect changes in the traffic forecasts, productivity, and other factors. An updated report will be issued every year.

Projected Controller Workforce



The chart below shows the expected end-of-year headcount, losses, new hires and net additions by year through FY 2016. Figures for FY 2006 represent actual losses, hires and end-of-year headcount.

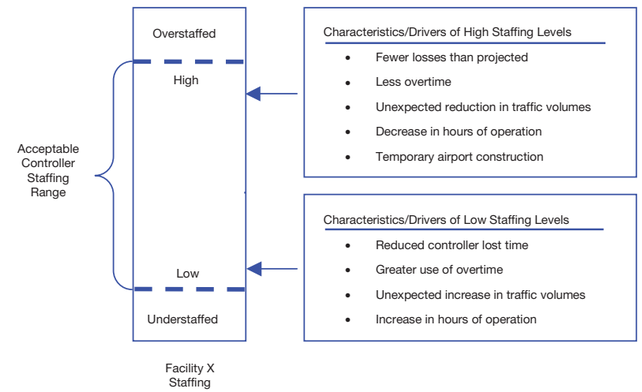
FAA uses sophisticated classical industrial engineering methods to measure controller workload when determining controller staffing requirements. Items that can affect controller workload include:

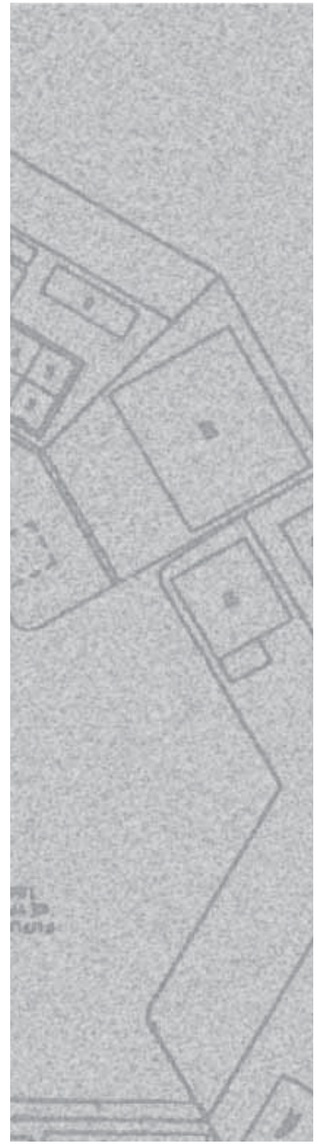
- number of aircraft in a sector
- aircraft flight paths
- altitude changes
- speed differences

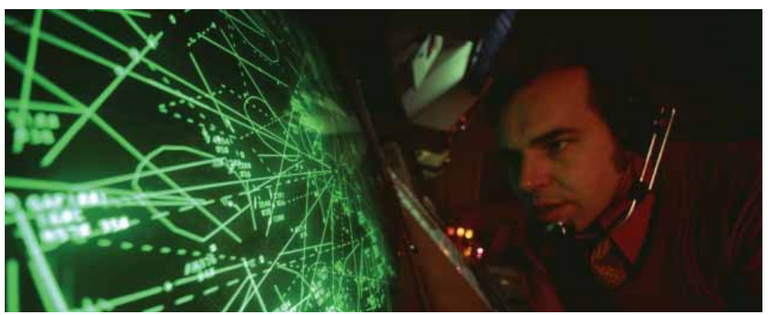
In addition, staffing at each location can be affected by unique facility requirements such as temporary airport runway construction, seasonal activity and the number of controllers currently in training. Staffing numbers will vary as the requirements of the location vary. For example, staffing levels may swell during training, and then come back down.

We introduced the concept of controller staffing ranges at the facility level in our last update. We have now established facility ranges to allow for efficient operation, even if they are impacted by a variety of causes, as shown in the graphic below.

Controller Staffing Range







These ranges include the number of controllers needed to perform the work. While most of the work is accomplished by Certified Professional Controllers (CPC), it is important to note that during the certification process, work is also being accomplished in facilities by Certified Professional Controllers in Training[2] (CPC-ITs) and developmentals[3] who are proficient, or "checked-out" in specific sectors or positions, and can handle workload independently. These position-qualified controllers, along with CPCs, are the focus of our staffing to traffic efforts.

This year's plan includes a list of FY 2007 staffing ranges by facility. Please note that these numbers are fluid for the reasons already cited in this section. Therefore, Appendix A, *FY 2007 Staffing Ranges by Facility*, will only show this year's staffing ranges.

3.1 Air Traffic Controller Annual Staffing Ranges

Because traffic and other factors are dynamic at individual facilities, we have established facility-level controller staffing ranges. These ranges ensure that there are enough controllers to cover operating positions every day of the year.

The process for establishing controller ranges by facility involves the use of several data sources. In developing these ranges, the FAA considered past facility performance, the performance of other similar facilities, productivity improvements, industrial engineering standards and recommendations from the National Academy of Sciences, along with input from managers in the field, overtime trends, time-on-position data and expected retirements and other losses.

Each facility is reviewed to evaluate headcount, operational activity and productivity trends. Productivity trends are then compared with appropriate peer facilities. These peers are determined by the facility type and level.

Exceptional situations, or outliers, are removed from the averages (for example, if a change in the type or level of a facility occurred over the period of evaluation). By analyzing the remaining data points, staffing ranges are generated for each facility.

[2]CPC-ITs are controllers who have been previously certified, but are in training on a new sector or position.

[3]Developmentals are controller trainees who have not yet been classified as Certified Professional Controllers. As they progress through training they can work independently on increasingly more complex sectors or positions.

We start with the following four data sources:

1. Industrial engineering staffing models.
2. Past productivity – the headcount required to match the historical best productivity for the facility. Productivity is defined as operations per controller. Facility productivity is calculated using operations and controller data from the years 1997 to 2006. If any annual point falls outside +/- 5 percent of the 1997 to 2006 average, it is thrown out. From the remaining data points, the highest productivity year is then used.
3. Service Unit input – including field manager input.
4. Peers (the headcount required to match peer group productivity) – like facilities are grouped by type and level and their corresponding productivity is calculated. If the facility being considered is consistently above or below the peer group, the peer group figure is not used in the overall average and analysis.

The average of this data is calculated, rounded to the nearest whole number, multiplied by plus 10 percent and minus 10 percent and then rounded again to determine the high and low points in the staffing range.

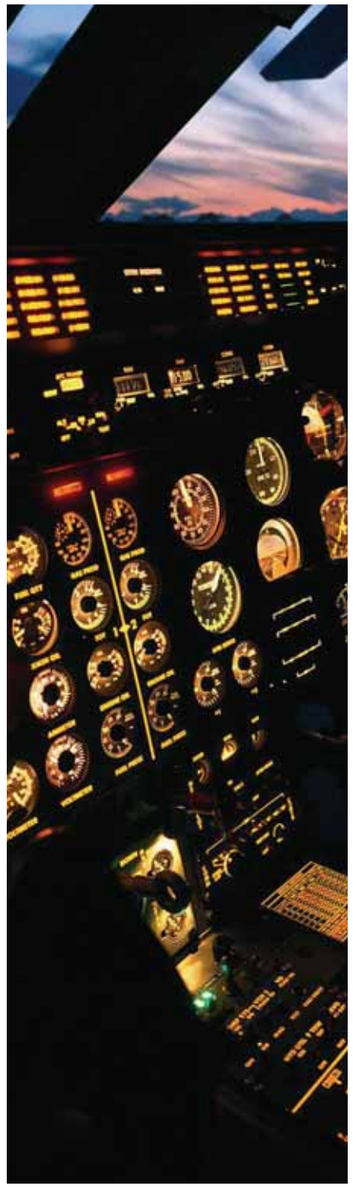
3.2 Air Traffic Staffing Standard Review and Assessment

The FAA has used air traffic staffing standards to determine national controller staffing levels since the 1970s. In 2005, the FAA began an air traffic staffing standard review and reassessment with the expectation of developing staffing ranges at the facility level.

In FY 2006, this assessment yielded data that allowed the FAA to determine facility level staffing ranges. These ranges will be refined as further study continues.

En route progress:

Efforts are ongoing to improve and enhance en route modeling capabilities. There are more than 750 sectors in the 20 continental



U.S. en route centers and each sector and center has unique operational characteristics.

Techniques and models, for each sector in each center, that consider traffic complexity and volume are being developed and validated to provide a more accurate assessment of en route sector operations than has been available in the past. These techniques are the result of site visits, interviews with operational personnel, extensive data collection and detailed analysis of all 20 centers over a period of several months. They provide information on sector operations that change dependent on the traffic characteristics and patterns of the traffic transiting the sector.

Such information, once work is complete, will be used to update the staffing ranges for each center. Updates to en route ranges will be included in the 2008 update of this plan.

Terminal progress:

The FAA is performing a comprehensive review of its current tower cab staffing standards. An important part of this review is identifying factors that have changed since the standards were last updated.

Information gathered from this comprehensive review will be used to either update or create new standards. Results of this project, along with our plan to update the TRACON standards, will be included in the 2008 update of this plan.

3.3 Increased Work Efficiency

The new air traffic controller contract, which became effective on June 5, 2006, and was implemented on Sept. 3, 2006, allows the FAA to more effectively set watch schedules based on traffic needs. The new contract allows us to be more responsive to changes in both traffic and workload and schedule accordingly.

For example, on holidays such as Thanksgiving and Christmas, users often make dramatic changes in their flight schedules resulting in decreased traffic and workload at most air traffic facilities. Under the old contract, all certified employees were eligible to work the holiday and receive premium pay and the employees who were off on the holiday were usually those who requested it.

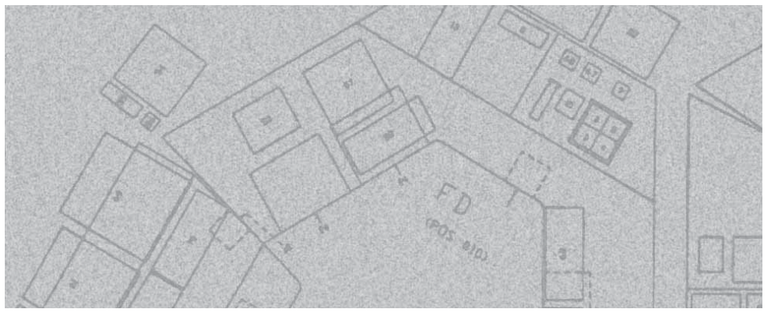
Under the new contract, we schedule only those employees needed to meet workload demands. This has resulted in a substantial reduction of scheduled, and therefore paid, holiday hours. For example, at Boston Air Route Traffic Control Center, 1,888 hours of premium time were scheduled and paid over the Thanksgiving holiday in 2005. Due to scheduling efficiencies gained in the new contract, this number was reduced by 31 percent to just over 1,300 premium hours scheduled and paid over the Thanksgiving holiday in 2006.

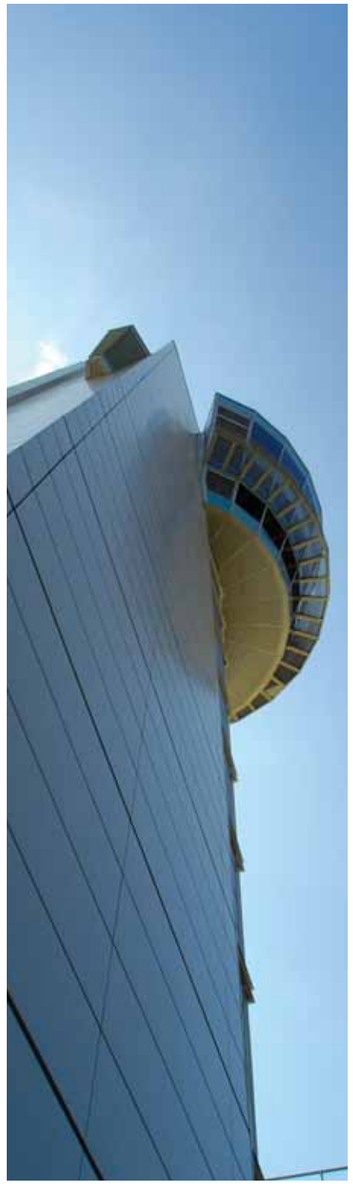
The new contract also allows us to bring in the right number of people to manage traffic at various times of the day. At many air traffic facilities, air traffic operations ebb and flow in response to customer scheduling practices and priorities, resulting in peak demand periods.

Under the old contract, scheduling agreements frequently resulted in schedules built around personal preference versus workload and traffic demands. Inefficiencies resulted when shifts were not aligned with traffic and when sufficient overlap of shifts did not provide needed continuity without the expenditure of overtime. New scheduling flexibilities will allow us to better meet operational requirements by allowing us to staff to traffic and to provide better shift overlap.

3.4 Changing National Airspace System Technologies

The FAA will continue to review the effect of new technologies on controller workload and adjust staffing practices accordingly. The FAA expects that new automation technologies and changes supported by the Joint Planning and Development Office will result in a more automated system that, over time, will change the role of controllers. However, we have not factored these technologies into our hiring and staffing ranges for the 2007 report.





Chapter 4: Air Traffic Controller Losses

In FY 2006, there were 583 controller retirements, which were 116 more than anticipated. While some of this increase may be attributed to contract impasse, it nonetheless provides us with another year of actual retirement data, and we have therefore updated our projected total losses through FY 2016. Should retirements or other losses exceed our predictions, we will hire more controllers to reach our FY 2008 end of year goal of 14,807 air traffic controllers.

4.1 Controller Loss Summary

In addition to retirements, the agency loses controllers to promotions, transfers, resignations, removals, deaths and Academy attrition. Table 4.1 shows the total estimated number of controllers that will be lost, by loss category, over the period FY 2007-FY 2016.

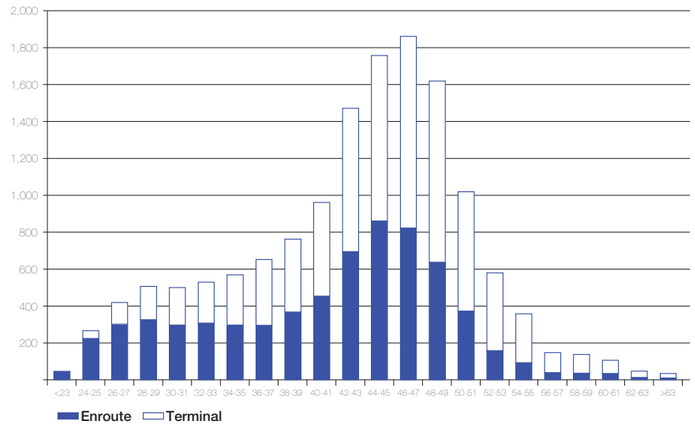
Loss Category	Losses: 2007 -2016
Retirements	7,146
Resignation, removal & death	1,982
Promotions/transfers	3,648
Academy attrition	751
Total	13,527

4.2 Controller Workforce Age Distribution

On Aug. 3, 1981, a majority of the air traffic controller workforce went on strike. President Ronald Reagan ordered the striking controllers to return to duty within 48 hours. President Reagan fired 10,438 controllers who elected not to return to duty within the specified time frame. About 4,700 controllers remained on duty. From 1982 through 1991, the agency hired an average of 2,655 controllers per year. This hiring wave created the likelihood that a large portion of the controller workforce would reach retirement age in roughly the same period of time.

We know that an additional 1,247 controllers will become eligible to retire in FY 2007, and we expect to lose around 1,200 controllers due to retirements and other losses this year. Figure 4.2 shows the controller workforce age distribution as of Sept. 30, 2006.

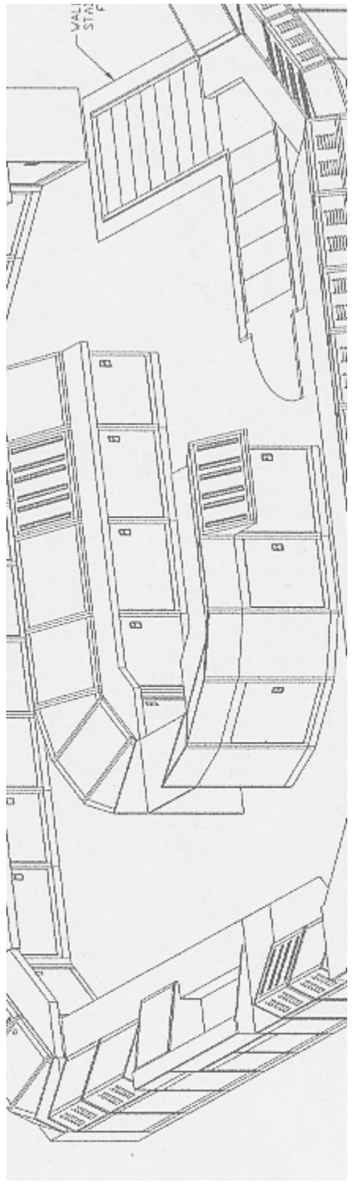
Controller Workforce Age Distribution As of 9/30/2006

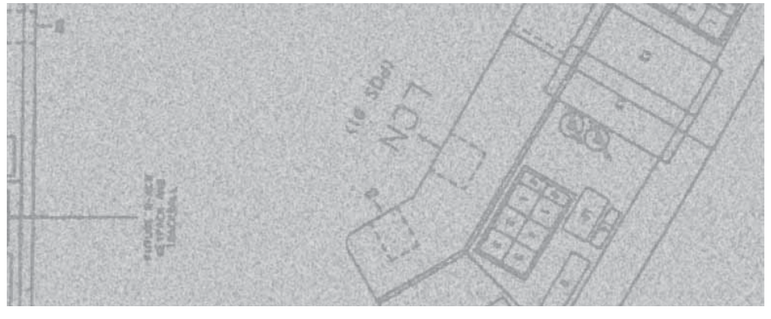


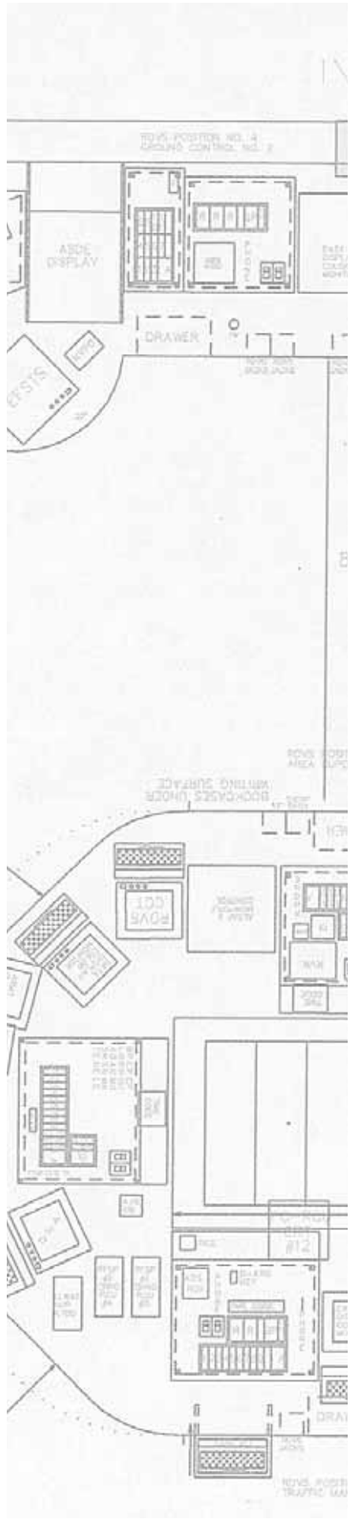
4.3 Controller Retirement Eligibility

In addition to normal civil service retirement criteria, controllers can become eligible under special retirement provision criteria for air traffic controllers (age 50 with 20 years of good time service or any age with 25 years good time service). Good time is defined as service in a covered position, as defined in Public Law 92-297.

After computing eligibility dates using all criteria, we assign the earliest of the dates as the eligibility date. Eligibility dates were then

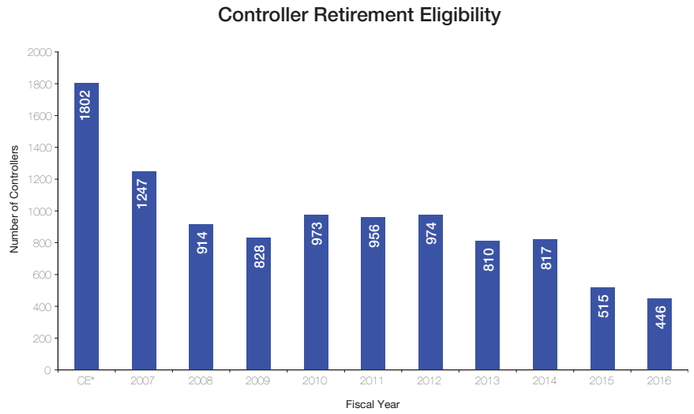






aggregated into classes based on the fiscal year in which eligibility occurs; the results are shown below.

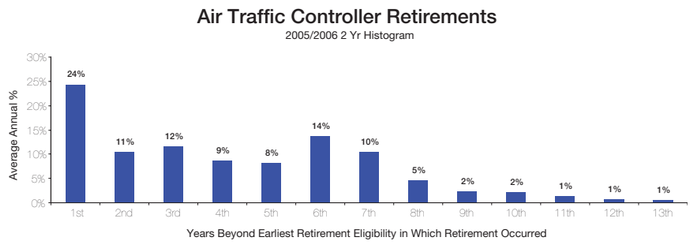
Figure 4.3 shows the number of controllers who are currently retirement eligible[4] as of September 2006 and those projected to become retirement eligible through FY 2016.



4.4 Controller Retirements

In the first six months of FY 2006, FAA's retirement projections tracked very close to actual retirements. However, in the second half of FY 2006, actual retirements versus projections began to diverge, for a total of 116 more retirements than expected by the end of the fiscal year. Through the first quarter of FY 2007, actual retirements are tracking according to our projections.

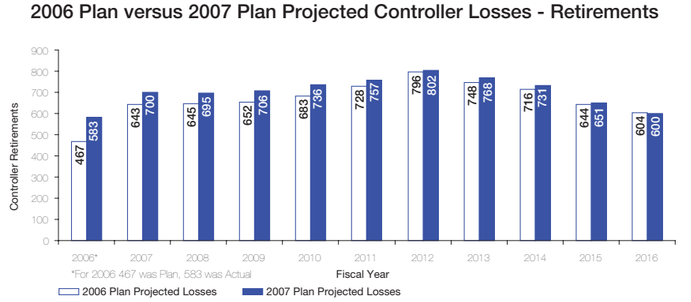
Controller retirement eligibility data and the FY 2005 and FY 2006 controller retirement patterns were used to estimate future controller retirements. Although there are large numbers of controllers who presently qualify to retire, history shows that not all controllers retire when they first become eligible. Figure 4.4 shows the FY 2005 and FY 2006 controller retirement pattern used to generate current controller estimates.

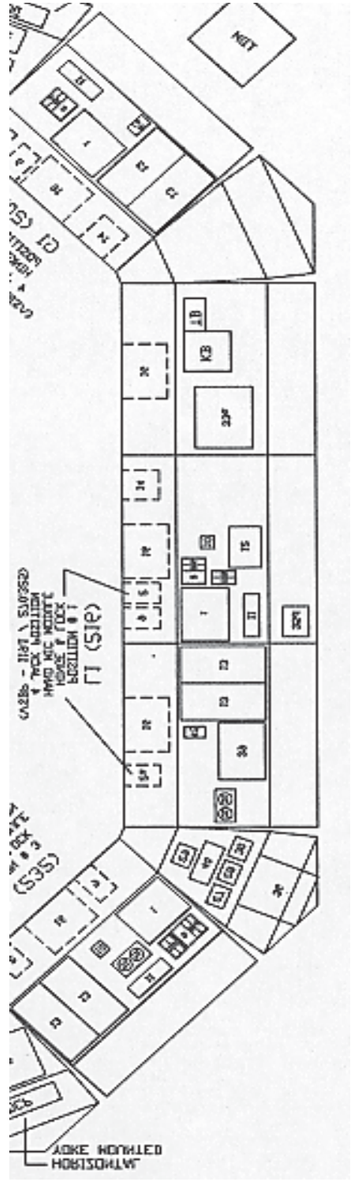


4.5 Controller Losses Due to Retirements

As with prior years, we projected future retirements by analyzing both the eligibility criteria of our workforce (Figure 4.3) and the pattern of retirement based on eligibility (Figure 4.4). For each eligibility class, we applied the histogram percentage to allocate the retirements for each class by year.

For the FY 2007 plan, we incorporated two years of retirement data into the retirement histogram used for our projections. In FY 2006, we saw controllers retire slightly earlier in their eligibility than they did in FY 2005. Incorporating this data caused a modest increase in our forecast, accounting for a change of less than 10 percent in each year.





[4]CE in the chart represents the number of controllers currently retirement eligible.

4.6 Controller Losses Due to Resignations, Removals and Deaths

In FY 2006, we observed a significant level of resignations and removals from the developmental training pipeline after trainees left the Academy. The large number of new hires in FY 2005 and FY 2006 represented our first recent opportunity to observe these developmental attrition rates, and we have incorporated this knowledge into our latest forecasts. Therefore, we increased our forecast for losses due to resignations, removals and deaths accordingly.

Projected Controller Losses due to Resignation, Removal and Death

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	TOTAL
Losses	185	186	183	195	202	205	207	207	206	206	1,982

4.7 Controller Losses Due to Promotions and Transfers

This section presents our estimates of controller losses due to internal transfers to other positions (staff support specialists, traffic management coordinators, etc.) and controller losses due to promotions to operational supervisor.

In prior years, promotions to operational supervisor were assumed to equal retirements from the supervisor population (one for one) under the assumption that all such retirements would be backfilled by controllers. However, we are now projecting that the supervisor workforce will likely grow along with the controller workforce, and these additional supervisors will also come from the controller population.

Projected Controller Losses due to Promotions and Transfers

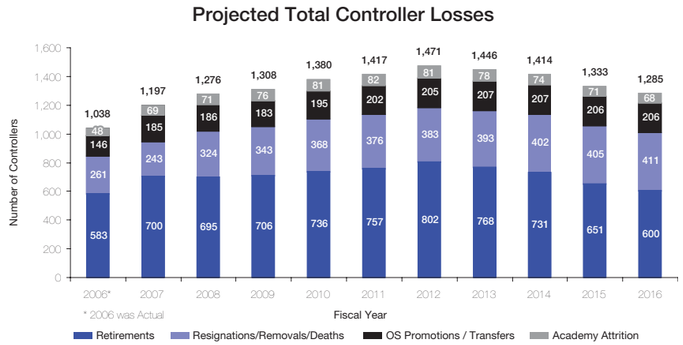
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	TOTAL
Losses	243	324	343	368	376	383	393	402	405	411	3,648

4.8 Academy Attrition

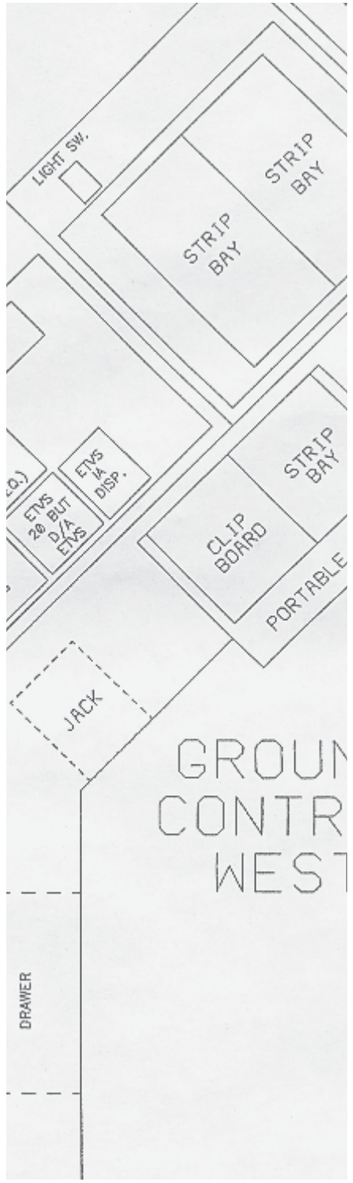
We projected a 5 percent attrition rate at the FAA Academy for FY 2006, with an actual rate of 4.3 percent. We continued to use a 5 percent attrition rate for the Academy in this update of the plan.

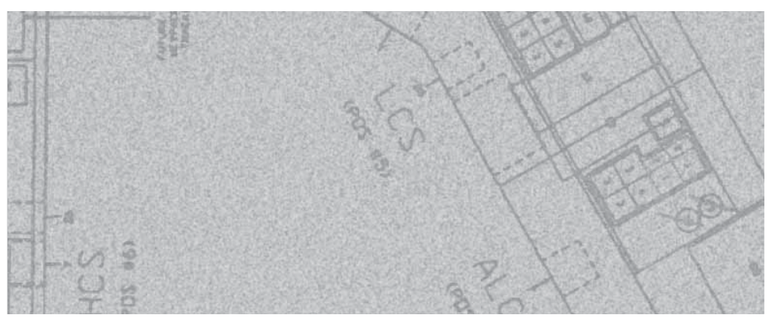
4.9 Total Controller Losses

We project a total loss of 13,527 controllers over the next 10 years, broken out as follows.



Total expected losses by facility for FY 2007 – FY 2010 are provided in Appendix B.



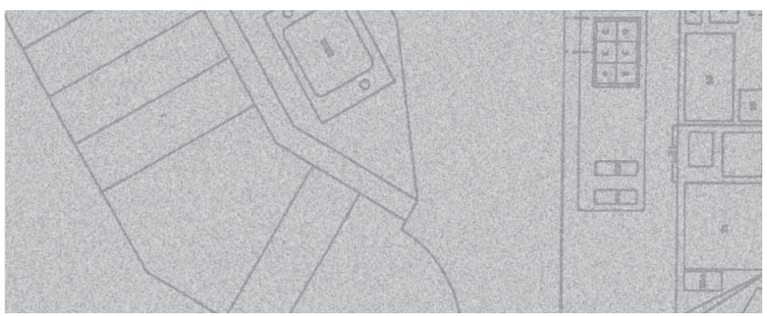


Chapter 5: Air Traffic Controller Hiring Plan

Our goal is to operate the safest and most efficient airspace in the world. This goal is at the forefront of everything we do. The FAA understands how critical it is to have an adequately staffed air traffic controller workforce. In order to have the right number of people in the right places at the right time, we must be responsive to changes in traffic or changes in the number of losses from the controller workforce.

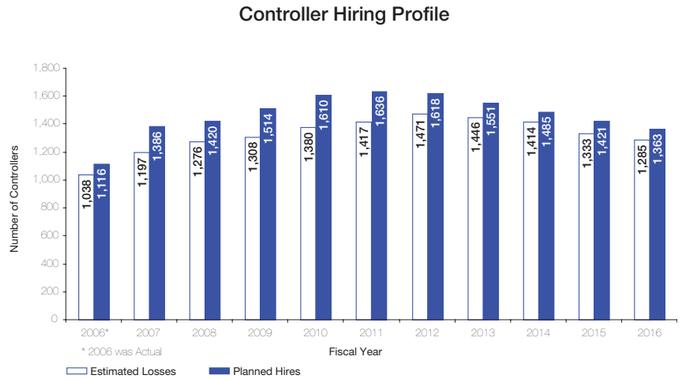
This dynamic hiring plan will be updated as necessary to reflect those changes. Staffing is and will continue to be monitored at all facilities, and we will continue to take action at the facility level should adjustments become necessary due to changes in volume, anticipated retirements or other attrition. We demonstrated this flexibility by proactively increasing our hiring pipeline during the last quarter of FY 2006 in order to compensate for increased losses.

We hired 1,116 new controllers in FY 2006, increasing the total number of controllers on board at the end of the fiscal year to 14,618. There are thousands of qualified controller candidates on a wait list hoping to receive job offers from the FAA. We expect that number to increase dramatically as we open these jobs up to the general public and begin administering the Air Traffic Selection and Training (AT-SAT) aptitude test this spring. We are also working with military separation centers to ensure that our veteran population is aware of air traffic control opportunities. Through these sources, we plan to maintain a sufficient number of applicants to achieve our hiring plan.



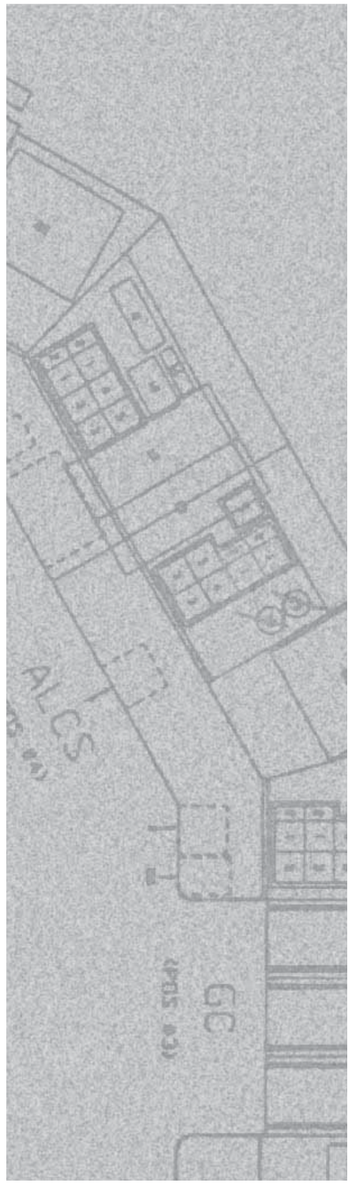
5.1 Controller Hiring Profile

The controller hiring profile is shown in the chart below. The total number of controllers projected to be hired through FY 2016 is 15,004.



5.2 Trainee to Total Controller Ratio

The trainee-to-total controller ratio for terminal and en route controller groups achieved with this hiring plan is shown in Figure 5.2. For example, a ratio of 25 percent would mean an average of one trainee out of every four controllers. For this chart, the trainee ratios include



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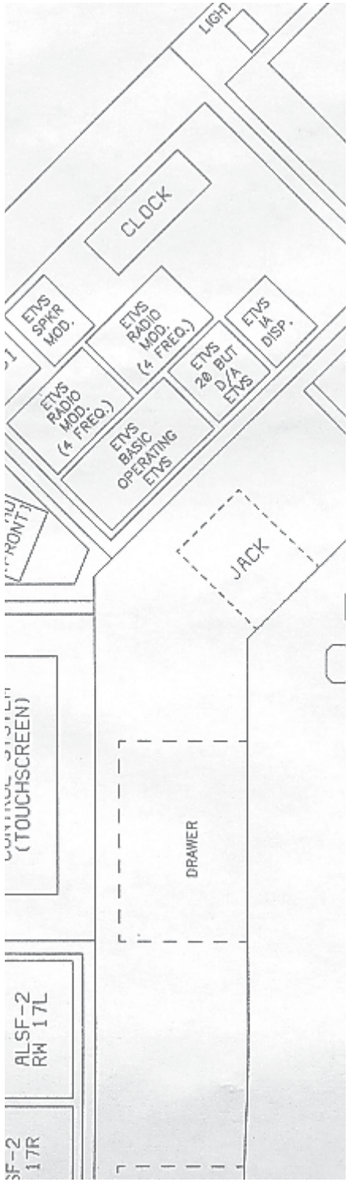
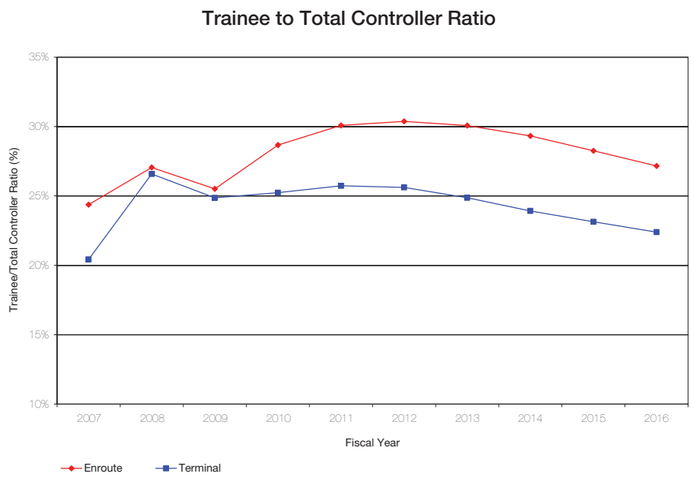
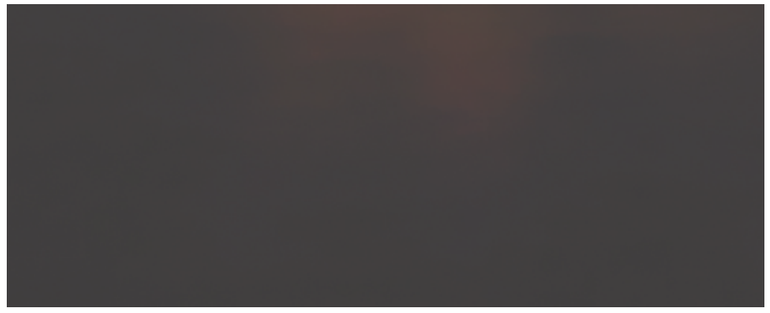


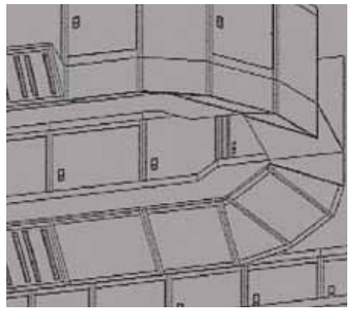
not only developmentals but also CPC-ITs. This plan maintains the trainee-to-total controller ratio at a manageable level.



5.3 Potential Adjustments to Controller Hiring

The FAA believes that waivers to the Age 56 Rule may be of value for targeted locations where there may be a critical staffing shortage or where the ratio of trainee controllers to CPCs approaches a level where training could be severely impacted. Special Federal Aviation Regulations SR 103 was implemented in April 2005. SR 103 provides authority to the FAA administrator to grant waivers to the mandatory retirement age of 56 years for air traffic controllers.





Chapter 6:
Air Traffic Controller Hiring Process

In January 2006, the FAA centralized the entire controller hiring process, streamlining it and allowing individual facilities to identify prospective new controllers, as much as one year in advance. The agency was also able to improve the security and medical clearance process.

6.1 Controller Hiring Sources

The FAA has three categories of controller hiring sources.

Previous controllers: These individuals have prior FAA or Department of Defense (civilian or military) air traffic control experience.

Collegiate Training Initiative program: These individuals have successfully completed an aviation-related program of study from a school under FAA's collegiate training initiative program.

General public: These individuals may apply for vacancies announced by the FAA.

There are thousands of applicants from numerous sources who have expressed interest in becoming air traffic controllers. We expect to announce vacancies to the general public in the second quarter of FY 2007. The specific hiring sources within each of these categories and the candidates identified to date are shown in Table 6.1.

As of the end of FY 2006, the FAA had 3,479 controller candidates to choose from.

Controller Hiring Sources

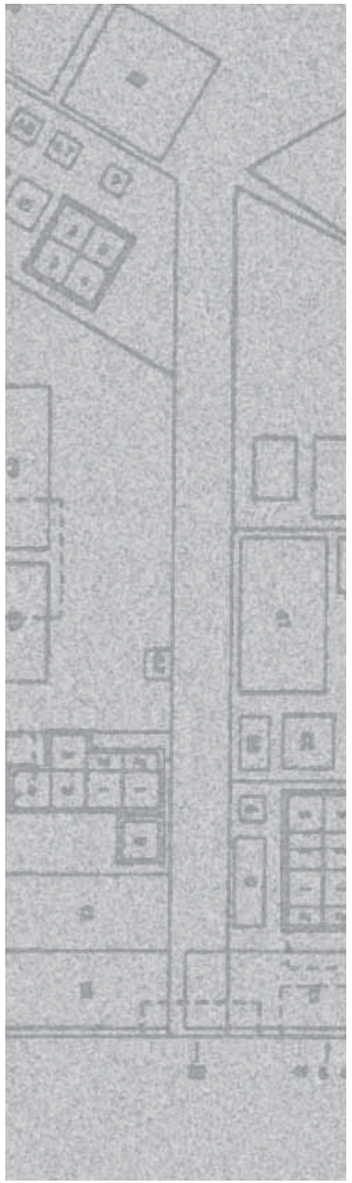
Previous Controllers	
Veterans Readjustment Appointment (VRA)	1,865
Retired Military Controllers (RMC)	255
Former Professional Air Traffic Control Organization (PATCO) Controllers	492
Collegiate Training Initiative (CTI)	
Air Traffic Collegiate Training Initiative	867
General Public	
Job Fairs	TBD
Total	3,479

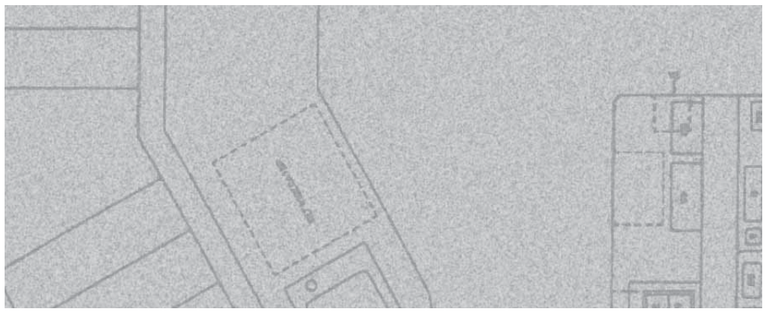
The applicant pools, selections and loss rates of individuals from each applicant pool are being carefully and continually monitored to identify any trends that need to be addressed to ensure that the best candidates are available for consideration.

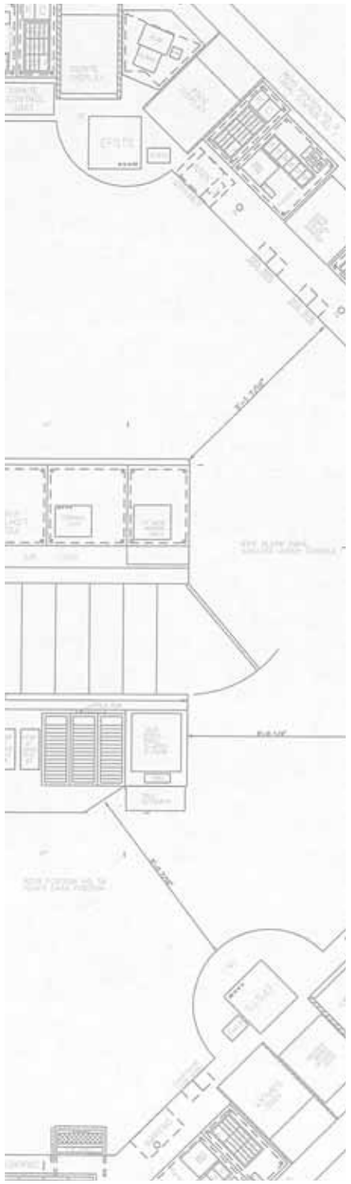
6.2 Recruitment

While we have thousands of qualified controller candidates in our hiring pool, we expect that number to increase dramatically when we open these jobs up to the general public this year. Once the jobs are advertised, an automated application process will be available to general public applicants. The process incorporates a tool to select candidates to take the AT-SAT examination. The tool consists of a questionnaire that awards points for background experience and educational factors that are predictive of success in the controller occupation.

We also now administer the AT-SAT examination at CTI schools twice each year. This is done so that pre-employment processing can begin as soon as possible. All students within six months of graduation (and recommended by their school) are tested, and if they pass, are selected for specific facilities.



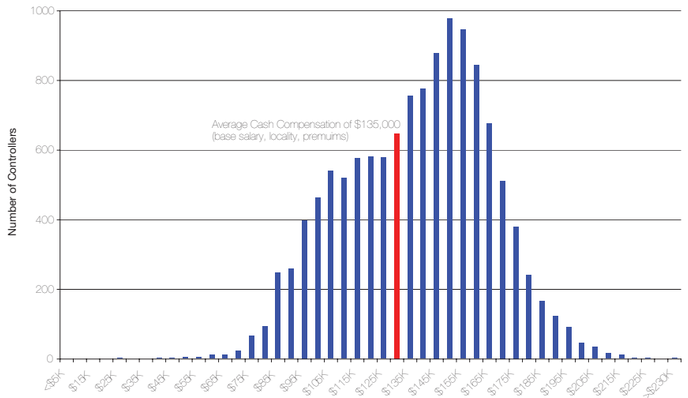




Modifications to the compensation system of operational air traffic controllers do not appear to be impacting the FAA's ability to recruit and to hire new air traffic controllers. Perhaps this result is due to the fact that it is widely known that air traffic controllers are still one of the highest paid professions in government.

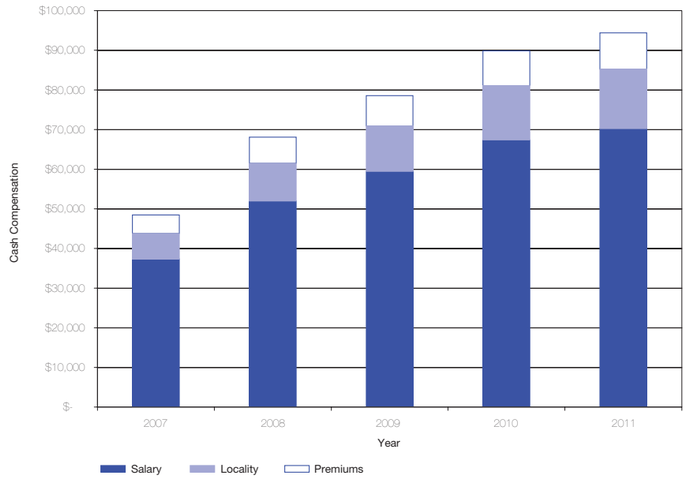
FY06 Cash Compensation for Full-Time Certified Controllers

Excludes Developmentals, Part-Time and Employees Who Left in FY06



A controller hired in 2007 will make an average of almost $50,000 a year in cash (including base salary, locality, and premiums) by the end of the first year, and $94,000 by the end of the fifth year (this does not include benefits). In addition, the FAA pays new hires for the two to three years they are in training, as well as paying for all of their training costs.

Average Cash Compensation for First Five Years of a New Hire in 2007

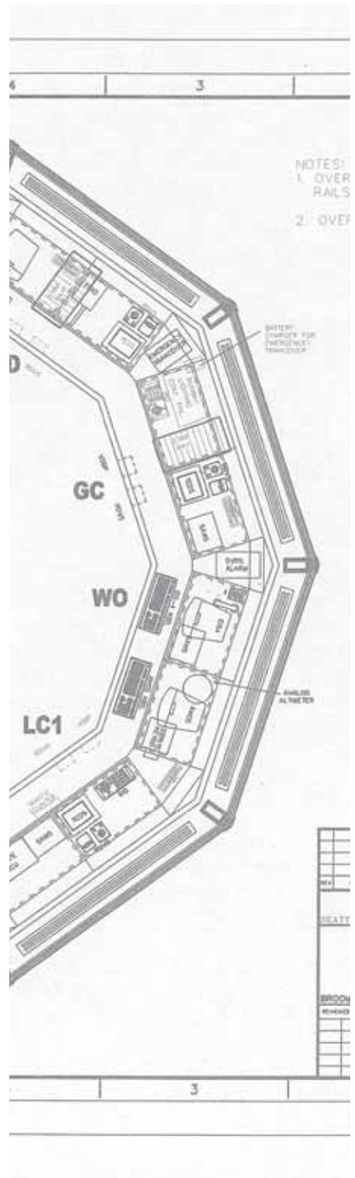


6.3 The Streamlined Clearance Process

Central oversight of security and medical clearances has streamlined the process and reduced delays. After completing initial background checks, FAA security now grants a conditional clearance to selected employees no later than 45 days prior to their FAA Academy start date, enabling them to attend class pending final clearance.

The FAA also tracks the level of clearance necessary at specific facilities, and plans its hiring pipeline accordingly. The average time for security clearances is 90-120 days for terminal candidates and 9-12 months for en route candidates. Medical clearances require 60-90 days on average. Drug screenings are valid for six months.

The FAA worked with the Office of Personnel Management to reduce the time frame required to complete all steps in the security approval process for applicants for controller positions. The multiple steps involve completion of clearance applications from candidates, submission of fingerprints that are checked with local and national



law enforcement, credit reports, name checks through the FBI, review of military or civilian personnel and medical records, and finally OPM conducting reference checks.

The FAA has established a full-time, permanent position at the Military Records Center in St. Louis, Mo., to review personnel and medical records of prospective applicants. One of our staff members also travels to the National Archives and Records Center once a week to conduct the same review of civilian records for those applicants tentatively selected for positions.

Both of these measures have reduced the security approval time by at least 45 days.

6.4 New Hire Interview Process

We have instituted a mandatory interview process for tentatively selected controller new hires. The interview process helps us with placement decisions by putting the right people in the right places based on their skill levels. This also gives us the opportunity to validate the experience of candidates before they report to work. The interview process does not significantly add to the clearance processing time.

6.5 Track Applicants

In an effort to provide management with the most current hiring information for air traffic controllers throughout the FAA, the agency is making enhancements to the applicant tracking system computer program that was established in March 2006. This automated tracking tool is being used for referral, selection, pre-hire activities and placement of controllers.

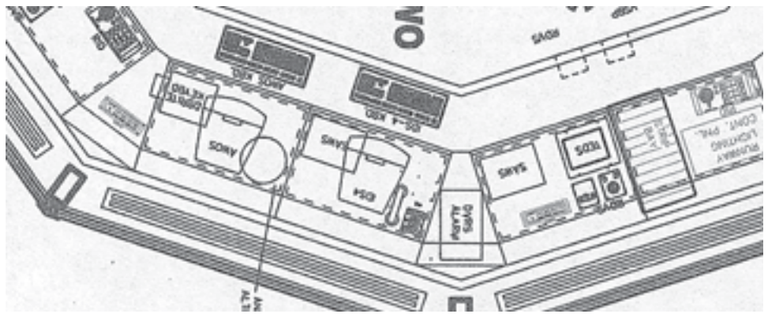
In FY 2006, the FAA began tracking 1,493 controllers from the point of initial employment offer until the time they were certified. The system assigns different separation codes for any of the controllers who do not complete their training so that the FAA can make hiring and training adjustments as needed.

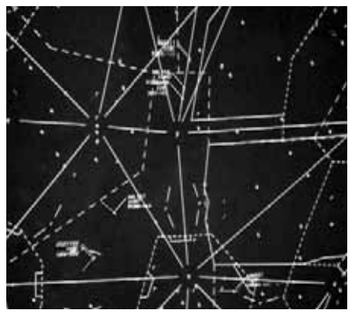
6.6 Air Traffic Selection and Training

In FY 2006, the FAA administered 977 AT-SAT tests, and 899 examinees passed the test. The pass rate for the AT-SAT is 92 percent. The Civil Aerospace Medical Institute is monitoring the AT-SAT pass rate and the relationship of AT-SAT scores to controller training success and job performance, and adjustments will be made to the AT-SAT scoring as necessary.

6.7 Effectiveness of the AT-SAT for Placement

The Uniform Guidelines on Employee Selection Procedures (29 CFR 1607) require that the FAA evaluate the effectiveness of AT-SAT over the long term. The Civil Aerospace Medical Institute has launched a study to meet this requirement. As part of this, the FAA is studying the use of AT-SAT as a way to aid in the placement of new controllers at facilities of varying complexity.





Chapter 7: Air Traffic Controller Training

The FAA must have a well-trained air traffic controller workforce to allow it to successfully meet the current and future needs of the NAS and address safety, capacity and efficiency objectives. To do this, the FAA is making today's training more effective by gearing it towards the skills needed for success in the context of career-long development, and ensuring alignment to the mission of the FAA as a premier air traffic service provider.

7.1 Reduced Training Time

Today, with the introduction of high-fidelity simulators and an increased focus on training time, we are seeing improvements. Our goal is to reduce training time to two years for terminal controllers and three years for en route controllers.

With increased capacity at the FAA Academy plus access to facility simulators, controller developmentals finish their training faster and become available for regular staffing. This also frees their instructors to control traffic.

7.2 Establish National On-the-Job Training Data Tracking System

The FAA has fully implemented the on-the-job training database for both en route and terminal training, but has expanded its use to include information on all air traffic control applicants as they enter the hiring pool. This database tracks controller training through certification. It maintains accurate and current staffing information for air traffic controllers and provides a timely picture of FAA's controller hiring and staffing progress.

Developmental controllers go through four stages of training at their facilities and there are a certain number of days allotted for each stage. Our goal is to have 90 percent of controller developmentals on track in their on-the-job training. A developmental controller is considered to be on track when he or she progresses through the four stages at or below his or her allotted number of days. Developmentals that exceed the allotment are closely tracked by both the facility and headquarters. The FAA reviews this data monthly and examines individual facility training practices and efficiency.

7.3 Expanded Simulation

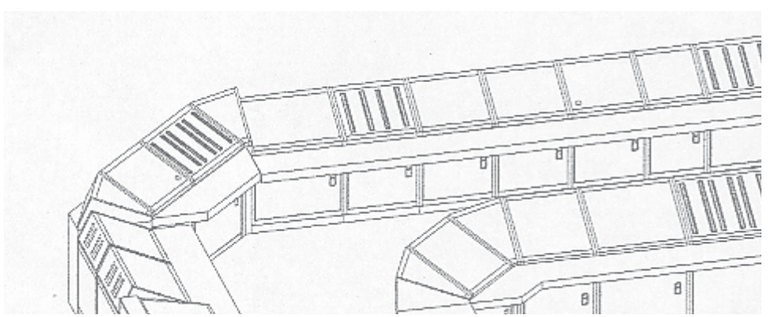
At the FAA Academy, we doubled the terminal simulation capability by installing four new high fidelity tower simulators, providing a realistic tower environment in which to teach new controllers. We also installed a state-of-the-art en route training lab at the Academy. The lab simulates the air traffic control technology (the Display System Replacement or DSR) currently in use in FAA en route facilities and provides unique training opportunities.

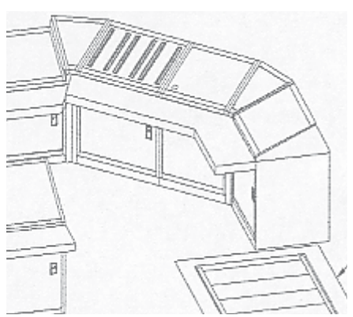
7.4 Tower Simulation

Terminal tower simulators in the field are reducing on-the-job training time and providing a more streamlined training process for developmental controllers. Three terminal tower simulators, to be used in the VFR environment, have been installed at the Chicago O'Hare, Miami and Ontario, Calif., air traffic control towers.

These simulators are programmed with scenarios and occurrences exclusive to those airports, using actual aircraft with their respective call signs. Trainers can program departure and arrival paths and even include airport construction, new runways, weather patterns and any other situations particular to the location.

Controllers learn three things in the simulator, all of which have to become second nature: (1) innate knowledge of the particular airport — runways, taxiways, restrictions, and weather patterns; (2) how to use the correct phraseology; and (3) application of procedures, such as separations, size restrictions, etc. The problems in the





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simulators are designed to be 10 percent more difficult than the most challenging occurrence at the particular airport. In four hours controllers can accomplish meaningful training in the simulator that would take several weeks to do in the tower.

The effectiveness of FAA's on-site tower simulator program was evaluated by the NASA Ames Research Center in California. The study period, which lasted about six months and included data collected on trainees (transfers and developmentals), was completed in January 2007. Results are shown below:

Tower Simulator Benefits

- Ontario Tower Results – Ground Control
  - 31 percent fewer days to complete training
  - 59 percent fewer hours of on-the-job training required
- O'Hare Tower Results – Ground Control
  - 42 percent fewer days to complete training
  - 38 percent fewer hours of on-the-job training required
- Miami Tower Results – Ground Control
  - 60 percent fewer days to complete training
  - 21 percent fewer hours of on-the-job training required
- Miami Tower Results – Local Control
  - 56 percent fewer days to complete training
  - 24 percent fewer hours of on-the-job training required

A fourth terminal tower simulator was installed in Phoenix, Ariz., in February 2007, with an acquisition and research process underway to expand the program to additional sites.

7.5 En Route Simulation

Facility training for en route controllers is the longest portion of any air traffic training program. The average length of time to reach full certification for an en route controller has been more than three years and can vary depending upon many variables including:

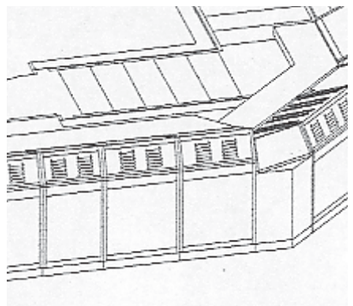
- facility complexity
- staffing requirements and instructor availability
- using qualified developmentals for staffing rather than training
- scheduling of classes in order to have a core number of students
- traffic level and complexity to get quality on-the-job training time
- seasoning time

Research indicates that increased use of high-fidelity simulation has the potential to reduce training time. The FAA is exploring the use of high-fidelity simulation in en route facilities as a key strategy to reduce training time. This strategy includes a long-term solution and an interim proposal.

The long-term solution to high-fidelity simulation capability is included within the En Route Automation Modernization (ERAM) program. ERAM will be deployed in 2008 and will replace the current Host Computer System software/hardware, Direct Access Radar Channel software/hardware and other associated interfaces, communications and support infrastructure. ERAM also includes an enhanced, combined, test and training system, or simulator, which replicates ERAM and operates independently of the live operational system. Upon ERAM completion, every en route facility will have state-of-the-art training capability on full-fidelity simulators. This training system will allow scenario generation from actual radar data. The enhanced training capability provided by ERAM will make significant contributions to reduce training time.

While ERAM provides a long-term solution for high-fidelity simulation in the en route environment, the FAA believes interim steps are needed to ensure adequate resources exist to train the number of controllers required in this plan.

Currently, site-specific training is provided at each of the 20 en route control centers utilizing dynamic simulation. The En Route Training



Simulation System program provides a simulation training system, to be used on an interim basis, until ERAM is fully functional.

The En Route Training Simulation System will be used at the Salt Lake, Albuquerque, Miami, and Washington air route traffic control centers. It will also reduce the number of students backlogged in the training program at these four facilities.

7.6 Voice Recognition and Response Technology

In 2006, the FAA completed an effort to expand the use of Voice Recognition and Response Technology into terminal and en route field simulation capabilities. This effort is unprecedented in the FAA's field facilities and is expected to reduce training resources, training time and training costs associated with facility certification training. The FAA's FY 2007 budget includes funds to complete the enhancements necessary to field this technology in the next few years.

7.7 Convert Air Traffic Academics to Web-Based Delivery

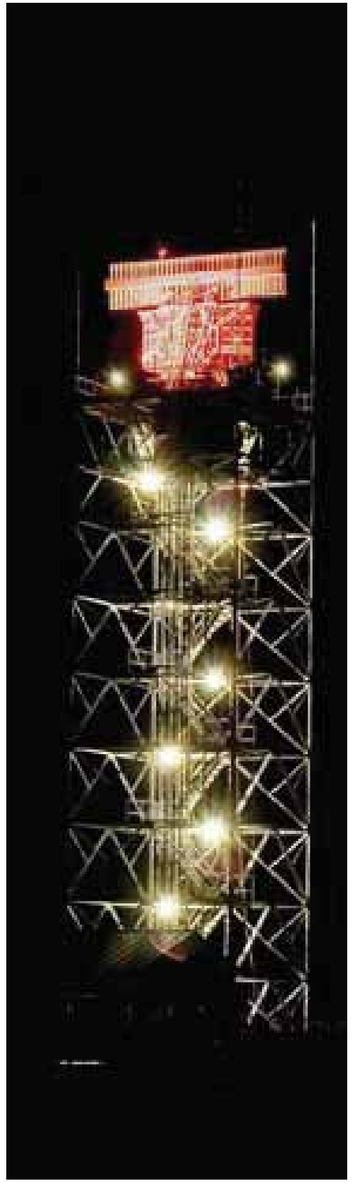
Only newly hired controllers without any previous experience or specialized education are required to complete the first five weeks of initial qualification training. The first five weeks of training, called Air Traffic Academics, provide the fundamental aeronautical knowledge essential to both en route and terminal controllers.

The Air Traffic Academics course consists of 200 hours and covers a wide variety of topics and objectives. This course is the equivalent of six college courses. It is a blended approach to methods and media providing the student the same curriculum in an interesting and challenging manner. Methods and media include online access, computer-based instruction, video streaming, and correspondence courses.

This course was redeveloped for Web-based delivery. The portions of the course inappropriate for Web-based delivery (teamwork scenarios, etc.) are incorporated into the resident training and skills building courses.

This resulted in:

- Eliminating salary and associated costs for five weeks of training at the Academy
- Improving student preparedness, even when they are eligible to bypass academics
- Providing an objective measure of student knowledge prior to reporting to the Academy



Chapter 8: Air Traffic Controller Workforce Funding Status

8.1 Cost Savings

The FAA has taken numerous steps in the last several years to become more financially responsible, while maintaining the same high levels of service. For example, the Air Traffic Organization reduced executive, management and non-safety staffing by more than 900 positions, which freed up funding and allowed us to hire additional controllers.

8.2 Contract Results

The new controller contract will save the taxpayers nearly $1.9 billion over the next five years. The contract preserves the base pay and locality pay for the existing workforce and provides new hires with a very competitive, average annual cash compensation of $94,000 after five years on the job. Cost avoidance and cost savings from the new contract will help fund new hires.

Equally important, it has restored management's ability to set schedules that staff to traffic. This should result in more efficient staffing and scheduling across the system. We intend to use this restored ability to meet the needs of the system, staffing the right number of controllers in the right places at the right time.

8.3 Reclassification of Air Traffic Control Facilities

As of Sept. 30, 2006, 101 facilities were evaluated for reclassification based on traffic counts and other factors in order to better allocate human and fiscal resources.

Of these, six facilities were re-classified to a higher level, 60 facilities were reclassified to a lower level, 24 facilities have reclassifications pending, and 11 facilities were examined, but had no change in classification.

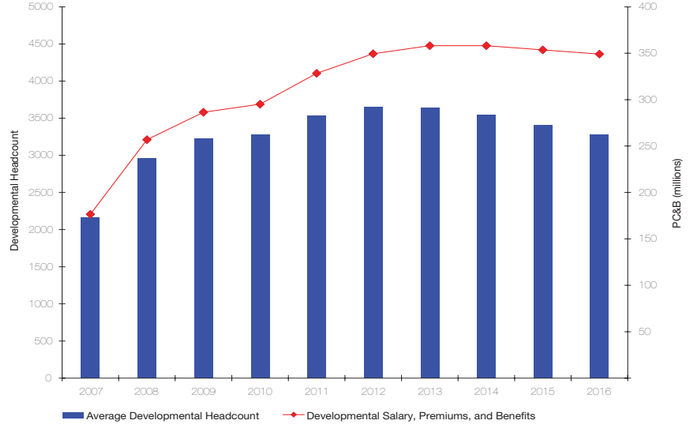
Action	FY 2005	FY 2006
Reclassified Higher	4	6
Reclassified Lower	41	60
Reclassifications Pending	12	24
No change in Classification	5	11

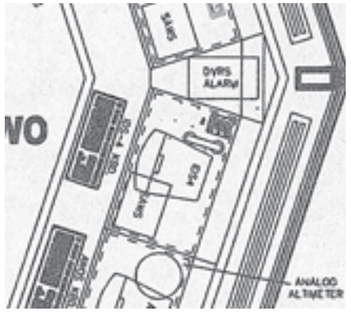
8.4 Cost of the Hiring Plan

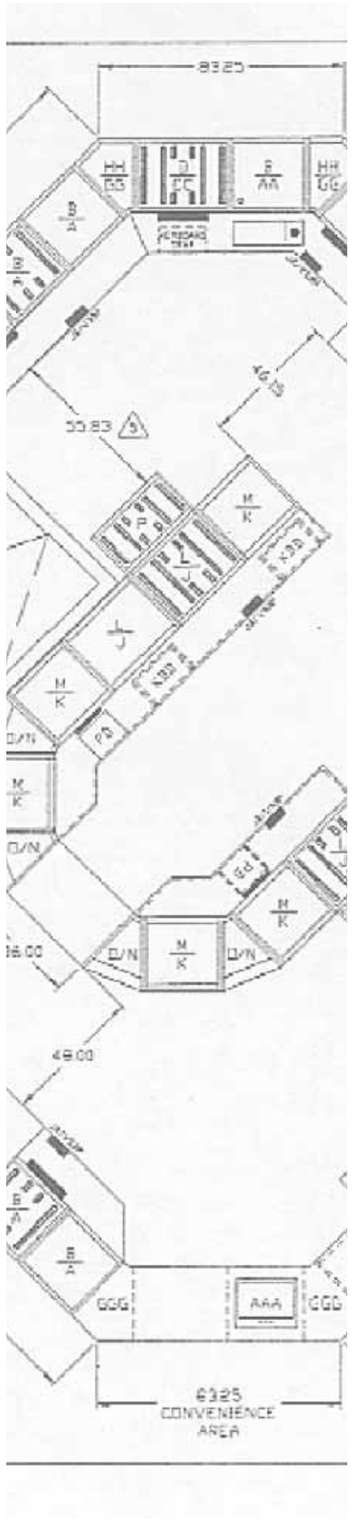
In addition to direct training costs, FAA will incur salary and other costs of developmentals before they certify.

The chart below depicts expected annual compensation costs of developmentals, as well as the expected number of developmentals. As training takes two to three years, the chart depicts a rolling total of hires and costs from the current and previous years. In later years, costs do not decrease as quickly as headcount due to unit costs (salaries, etc.) rising over time.

Estimated Cost of Developmentals Before Certification







Appendix A

FY 2007 Staffing Ranges by Facility

Appendix A presents a controller staffing range, by facility, for en route and terminal air traffic control facilities for FY 2007[5]. These ranges include the number of controllers needed to perform the work. While most of the work is accomplished by Certified Professional Controllers, it is important to note that during the certification process, work is also being accomplished in facilities by Certified Professional Controllers in Training and developmentals who are proficient, or checked-out in specific sectors or positions, and can handle workload independently. These position-qualified controllers, along with Certified Professional Controllers, are the focus of our staffing to traffic efforts.

En Route Facility Controller Staffing Ranges

ID	Facility Name	Staffing Range Low	Staffing Range High	Actual On Board Staffing as of 09/30/06
ZAB	ALBUQUERQUE ARTCC	215	263	261
ZAN	ANCHORAGE	88	108	113
ZAU	CHICAGO ARTCC	308	376	423
ZBW	BOSTON ARTCC	200	244	291
ZDC	WASHINGTON ARTCC	297	363	374
ZDV	DENVER ARTCC	230	282	300
ZFW	FORT WORTH ARTCC	238	290	355
ZHU	HOUSTON ARTCC	241	295	322
ZID	INDIANAPOLIS ARTCC	284	347	373
ZJX	JACKSONVILLE ARTCC	247	301	323
ZKC	KANSAS CITY ARTCC	259	317	338
ZLA	LOS ANGELES ARTCC	227	277	318
ZLC	SALT LAKE ARTCC	162	198	201
ZMA	MIAMI ARTCC	225	275	286
ZME	MEMPHIS ARTCC	244	298	329
ZMP	MINNEAPOLIS ARTCC	227	277	311
ZNY	NEW YORK ARTCC	236	288	353
ZOA	OAKLAND ARTCC	175	213	261
ZOB	CLEVELAND ARTCC	306	374	439
ZSE	SEATTLE ARTCC	151	185	209
ZSU	SAN JUAN	47	57	58
ZTL	ATLANTA ARTCC	309	377	426
ZUA	GUAM	14	18	17

[5]The "Actual On Board Staffing" number includes developmentals.

Terminal Facility Controller Staffing Ranges

ID	Facility Name	Staffing Range Low	Staffing Range High	Actual On Board Staffing as of 09/30/06
A11	ANCHORAGE TRACON	24	30	27
A80	ATLANTA TRACON	80	98	88
A90	BOSTON TRACON	48	58	68
ABE	LEHIGH VALLEY INTERNATIONAL ARPT	23	29	27
ABI	ABILENE REGIONAL ARPT	19	23	21
ABQ	ALBUQUERQUE INTL SUNPORT ARPT	32	39	38
ACK	NANTUCKET MEMORIAL ARPT	9	11	10
ACT	WACO REGIONAL ARPT	14	17	18
ACY	ATLANTIC CITY INTERNATIONAL ARPT	23	29	30
ADS	ADDISON ARPT	10	12	13
ADW	ANDREWS AFB	11	13	12
AFW	FORT WORTH ALLIANCE ARPT	11	13	17
AGC	ALLEGHENY COUNTY ARPT	9	11	11
AGS	AUGUSTA RGNL AT BUSH FIELD ARPT	13	15	14
ALB	ALBANY INTERNATIONAL ARPT	22	26	26
ALO	WATERLOO MUNICIPAL ARPT	10	12	12
AMA	AMARILLO INTL ARPT	18	22	21
ANC	TED STEVENS ANCHORAGE INTL ARPT	22	26	26
APA	CENTENNIAL ARPT	17	21	20
APC	NAPA COUNTY ARPT	8	10	8
ARB	ANN ARBOR MUNICIPAL ARPT	6	8	10
ARR	AURORA MUNICIPAL ARPT	7	9	10
ASE	ASPEN PITKIN COUNTY / SARDY FIELD ARPT	10	12	11
ATL	THE WILLIAM B HARTSFIELD ATLANTA INTL ARPT	39	47	37
AUS	AUSTIN-BERGSTROM INTL ARPT	33	41	37
AVL	ASHEVILLE REGIONAL ARPT	14	17	13
AVP	WILKES-BARRE / SCRANTON INTL ARPT	18	22	22
AZO	KALAMAZOO / BATTLE CREEK INTERNATIONAL ARPT	17	21	22
BDL	BRADLEY INTL ARPT	12	14	14
BED	LAURENCE G HANSCOM FLD ARPT	10	12	12
BFI	BOEING FIELD / KING COUNTY INTL ARPT	15	19	18
BFL	MEADOWS FIELD ARPT	14	18	20
BGM	BINGHAMTON REGIONAL / EDWIN A LINK FIELD ARPT	11	13	12
BGR	BANGOR INTL ARPT	16	20	18
BHM	BIRMINGHAM INTL ARPT	27	33	30
BIL	BILLINGS LOGAN INTL ARPT	15	19	18

ID	Facility Name	Staffing Range Low	Staffing Range High	Actual On Board Staffing as of 09/30/06
BIS	BISMARCK MUNI ARPT	10	12	14
BJC	JEFFCO ARPT	9	11	13
BNA	NASHVILLE INTL ARPT	38	46	42
BOI	BOISE AIR TERMINAL / GOWEN FLD ARPT	22	26	24
BOS	GENERAL EDWARD LAWRENCE LOGAN INTL ARPT	28	34	32
BPT	SOUTHEAST TEXAS REGIONAL ARPT	11	13	11
BTR	BATON ROUGE METROPOLITAN, RYAN FIELD ARPT	17	21	20
BTV	BURLINGTON INTL ARPT	16	20	18
BUF	BUFFALO NIAGARA INTL ARPT	23	28	30
BUR	BURBANK - GLENDALE-PASADENA ARPT	14	18	17
BWI	BALTIMORE-WASHINGTON INTL ARPT	22	26	26
C90	CHICAGO TRACON	81	99	89
CAE	COLUMBIA METROPOLITAN ARPT	20	24	23
CAK	AKRON CANTON REGIONAL ARPT	20	24	24
CCR	BUCHANAN FIELD ARPT	6	8	7
CDW	ESSEX COUNTY ARPT	8	10	10
CHA	LOVELL FIELD ARPT	16	20	21
CHS	CHARLESTON AFB / INTL ARPT	21	25	26
CID	THE EASTERN IOWA ARPT	14	18	18
CKB	HARRISON / MARION REGIONAL ARPT	12	14	12
CLE	CLEVELAND HOPKINS INTL ARPT	51	63	58
CLT	CHARLOTTE / DOUGLAS INTL ARPT	65	79	72
CMA	CAMARILLO ARPT	8	10	9
CMH	PORT COLUMBUS INTL ARPT	39	47	46
CMI	UNIVERSITY OF ILLINOIS-WILLARD ARPT	18	22	21
CNO	CHINO ARPT	8	10	12
COS	CITY OF COLORADO SPRINGS MUNI ARPT	23	28	29
CPR	NATRONA COUNTY INTL ARPT	8	10	8
CPS	ST. LOUIS DOWNTOWN ARPT	9	11	11
CRP	CORPUS CHRISTI INTL ARPT	40	48	44
CRQ	MC CLELLAN-PALOMAR ARPT	10	12	11
CRW	YEAGER ARPT	17	21	22
CSG	COLUMBUS METROPOLITAN ARPT	6	8	7
CVG	CINCINNATI / NORTHERN KENTUCKY INTL ARPT	63	77	76
D01	DENVER TRACON	51	63	58
D10	DALLAS - FORT WORTH TRACON	83	101	83
D21	DETROIT TRACON	47	57	51
DAB	DAYTONA BEACH INTL ARPT	50	61	52
DAL	DALLAS LOVE FIELD ARPT	19	23	21
DAY	AMES M COX DAYTON INTL ARPT	37	45	40

ID	Facility Name	Staffing Range Low	Staffing Range High	Actual On Board Staffing as of 09/30/06
DCA	RONALD REAGAN WASHINGTON NATIONAL ARPT	22	26	27
DEN	DENVER INTL ARPT	32	39	35
DFW	DALLAS/FORT WORTH INTERNATIONAL ARPT	47	57	51
DLH	DULUTH INTL ARPT	13	15	17
DPA	DUPAGE APRT	9	11	12
DSM	DES MOINES INTL ARPT	23	28	26
DTW	DETROIT METROPOLITAN WAYNE COUNTY ARPT	28	34	37
DVT	PHOENIX DEER VALLEY ARPT	15	19	15
DWH	DAVID WAYNE HOOKS MEMORIAL ARPT	12	14	12
E10	HIGH DESERT TRACON	18	22	20
ELM	ELMIRA / CORNING REGIONAL ARPT	11	13	14
ELP	EL PASO INTL ARPT	18	22	25
EMT	EL MONTE ARPT	8	10	9
ERI	ERIE INTL / TOM RIDGE FIELD ARPT	14	17	18
EUG	MAHLON SWEET FIELD ARPT	18	22	23
EVV	EVANSVILLE REGIONAL ARPT	15	19	19
EWR	NEWARK LIBERTY INTL ARPT	30	36	30
FAI	FAIRBANKS INTL ARPT	17	21	28
FAR	HECTOR INTL ARPT	14	17	14
FAT	FRESNO YOSEMITE INTERNATIONAL ARPT	24	30	29
FAY	FAYETTEVILLE REGIONAL / GRANNIS FIELD ARPT	18	22	23
FCM	FLYING CLOUD ARPT	9	11	11
FFZ	FALCON FLD ARPT	12	14	11
FLL	FORT LAUDERDALE / HOLLYWOOD INTL ARPT	22	26	24
FLO	FLORENCE REGIONAL ARPT	12	14	13
FNT	BISHOP INTERNATIONAL ARPT	18	22	20
FPR	ST LUCIE COUNTY INTL ARPT	9	11	12
FRG	REPUBLIC ARPT	10	12	11
FSD	JOE FOSS FIELD ARPT	14	17	15
FSM	FORT SMITH REGIONAL ARPT	27	33	29
FTW	FORT WORTH MEACHAM INTL ARPT	11	13	19
FWA	FORT WAYNE INTL ARPT	18	22	23
FXE	FT. LAUDERDALE EXECUTIVE ARPT	12	14	15
GCN	GRAND CANYON NATIONAL PARK ARPT	7	9	8
GEG	SPOKANE INTL ARPT	23	29	29
GFK	GRAND FORKS INTL ARPT	14	17	16
GGG	EAST TEXAS RGNL ARPT	16	20	19
GPT	GULFPORT BILOXI INTL ARPT	14	18	17
GRB	AUSTIC STRAUBEL INTERNATIONAL ARPT	20	24	25
GRR	GERALD R. FORD INTERNATIONAL ARPT	18	22	21

ID	Facility Name	Staffing Range Low	Staffing Range High	Actual On Board Staffing as of 09/30/06
GSO	PIEDMONT TRIAD INTERNATIONAL ARPT	25	31	28
GSP	GREENVILLE-SPARTANBURG INTL ARPT	17	21	16
GTF	GREAT FALLS INTL ARPT	12	14	12
HCF	HONOLULU CONTROL FACILITY CERAP	68	84	78
HEF	MANASSAS REGIONAL / HARRY P DAVIS FIELD ARPT	9	11	10
HIO	PORTLAND HILLSBORO ARPT	10	12	11
HLN	HELENA REGIONAL ARPT	7	9	9
HOU	WILLIAM P. HOBBY ARPT	16	20	19
HPN	WESTCHESTER CNTY ARPT	11	13	15
HSV	HUNTSVILLE INTL - CARL T JONES FIELD ARPT	15	19	18
HTS	TRI-STATE / MILTON J FERGUSON FIELD ARPT	14	17	16
HUF	TERRE HAUTE INTERNATIONAL-HULMAN FIELD ARPT	14	18	17
HWD	HAYWARD EXECUTIVE ARPT	7	9	11
I90	HOUSTON TRACON	68	83	77
IAD	WASHINGTON DULLES INTL ARPT	31	37	37
IAH	GEORGE BUSH INTERCONTINENTAL ARPT	32	39	30
ICT	WICHITA MIDCONTINENT ARPT	32	40	39
ILG	NEW CASTLE COUTY ARPT	10	12	9
ILM	WILMINGTON INTL ARPT	14	17	13
IND	INDIANAPOLIS INTL ARPT	43	53	50
ISP	LONG ISLAND MACARTHUR ARPT	13	15	19
ITO	HILO INTERNATIONAL ARPT	9	11	11
JAN	JACKSON INTL ARPT	16	20	20
JAX	JACKSONVILLE INTL ARPT	47	57	52
JFK	JOHN F KENNEDY INTL ARPT	28	34	32
JNU	JUNEAU INTL ARPT	8	10	9
K90	CAPE TRACON	18	22	24
L30	LAS VEGAS TRACON	42	52	55
LAF	PURDUE UNIVERSITY ARPT	9	11	9
LAN	CAPITAL CITY ARPT	20	24	24
LAS	MC CARRAN INTL ARPT	35	43	41
LAX	LOS ANGELES INTL ARPT	38	46	40
LBB	LUBBOCK INTL ARPT	18	22	23
LCH	LAKE CHARLES REGIONAL ARPT	13	15	14
LEX	BLUE GRASS ARPT	18	22	19
LFT	LAFAYETTE REGIONAL ARPT	17	21	19
LGA	LA GUARDIA ARPT	28	34	31
LGB	LONG BEACH / DAUGHERTY FIELD / ARPT	17	21	20
LIT	ADAMS FIELD ARPT	32	40	37
LNK	LINCOLN MUNICIPAL ARPT	14	18	17

ID	Facility Name	Staffing Range Low	Staffing Range High	Actual On Board Staffing as of 09/30/06
LOU	BOWMAN FIELD ARPT	9	11	10
LVK	LIVERMORE MUNI ARPT	9	11	11
M98	MINNEAPOLIS TRACON	49	59	66
MAF	MIDLAND INTERNATIONAL ARPT	22	26	25
MBS	MBS INTL ARPT	14	18	19
MCI	KANSAS CITY INTL ARPT	34	42	38
MCO	ORLANDO INTL ARPT	69	85	71
MDT	HARRISBURG INTL ARPT	20	24	24
MDW	CHICAGO MIDWAY ARPT	21	25	29
MEM	MEMPHIS INTL ARPT	59	72	70
MFD	MANSFIELD LAHM REGIONAL ARPT	11	13	12
MGM	MONTGOMERY RGNL (DANNELLY FIELD) ARPT	15	19	17
MHT	MANCHESTER ARPT	10	12	13
MIA	MIAMI INTL ARPT	77	95	85
MIC	CRYSTAL ARPT	7	9	7
MKC	CHARLES B WHEELER DOWNTOWN ARPT	10	12	12
MKE	GENERAL MITCHELL INTERNATIONAL ARPT	37	45	48
MKG	MUSKEGON CNTY ARPT	16	20	20
MLI	QUAD CITY INTL ARPT	14	17	15
MLU	MONROE REGIONAL ARPT	13	15	16
MMU	MORRISTOWN MUNICIPAL ARPT	10	12	13
MOB	MOBILE REGIONAL ARPT	21	25	22
MRI	MERRILL FIELD ARPT	10	12	11
MRY	MONTEREY PENINSULA ARPT	6	8	8
MSN	DANE COUNTY REGIONAL - TRUAX FIELD ARPT	21	25	24
MSP	MINNEAPOLIS ST. PAUL INTL ARPT	29	35	39
MSY	LOUIS ARMSTRONG NEW ORLEANS INTL ARPT	28	34	35
MWH	GRANT COUNTY INTL ARPT	12	14	14
MYF	MONTGOMERY FIELD ARPT	10	12	11
MYR	MYRTLE BEACH INTL ARPT	15	19	16
N90	NEW YORK TRACON	176	215	200
NCT	NORTHERN CA TRACON	141	173	163
NEW	LAKEFRONT ARPT	6	8	5
NMM	MERIDIAN NAS / MC CAIN FIELD / ARPT	12	14	14
OAK	METROPOLITAN OAKLAND UBTK ARPT	23	28	27
OGG	KAHULUI ARPT	9	11	12
OKC	WILL ROGERS WORLD ARPT	29	35	37
OMA	EPPLEY AIRFIELD ARPT	11	13	15
ONT	ONTARIO INTL ARPT	12	14	17
ORD	CHICAGO O'HARE INTL ARPT	51	63	62

ID	Facility Name	Staffing Range Low	Staffing Range High	Actual On Board Staffing as of 09/30/06
ORF	NORFOLK INTL ARPT	34	42	38
ORL	EXECUTIVE ARPT	9	11	12
P31	PENSACOLA TRACON	32	40	34
P50	PHOENIX TRACON	50	62	61
P80	PORTLAND TRACON	25	31	31
PAE	SNOHOMISH COUNTY (PAINE FLD) ARPT	8	10	9
PAO	PALO ALTO ARPT OF SANTA CLARA CO ARPT	9	11	8
PBI	PALM BEACH INTL ARPT	37	45	41
PCT	POTOMAC TRACON	147	179	165
PDK	DE KALB PEACHTREE ARPT	12	14	14
PDX	PORTLAND INTL ARPT	18	22	23
PHF	NEWPORT NEWS / WILLIAMSBURG INTL ARPT	12	14	13
PHL	PHILADELPHIA INTL ARPT	71	87	84
PHX	PHOENIX SKY HARBOR INTL ARPT	32	40	38
PIA	GREATER PEORIA REGIONAL ARPT	17	21	18
PIE	ST. PETERSBURG - CLEARWATER INTL ARPT	11	13	13
PIT	PITTSBURGH INTERNATIONAL ARPT	41	51	65
PNE	NORTHEAST PHILADELPHIA ARPT	8	10	10
PNS	PENSACOLA REGIONAL ARPT	9	11	12
POC	BRACKETT FIELD ARPT	9	11	10
POU	DUTCHESS COUNTY ARPT	9	11	9
PRC	ERNEST A LOVE FIELD ARPT	13	15	17
PSC	TRI-CITIES ARPT	14	17	15
PSP	PALM SPRINGS INTERNATIONAL ARPT	11	13	17
PTK	OAKLAND COUNTY INTERNATIONAL ARPT	14	18	18
PUB	PUEBLO MEMORIAL ARPT	11	13	12
PVD	THEODORE FRANCIS GREEN STATE ARPT	28	34	34
PWK	PALWAUKEE MUNI ARPT	9	11	11
PWM	PORTLAND INTL JETPORT ARPT	16	20	19
R90	OMAHA TRACON	14	18	17
RDG	READING REGIONAL / CARL A SPAATZ FIELD ARPT	13	15	14
RDU	RALEIGH DURHAM INTL ARPT	37	45	41
RFD	GREATER ROCKFORD ARPT	19	23	23
RHV	REID HILLVIEW OF SANTA CLARA COUNTY ARPT	9	11	11
RIC	RICHMOND INTL ARPT	11	13	14
RME	GRIFFISS AIRPARK ARPT	7	9	8
RNO	RENO / TAHOE INTERNATIONAL ARPT	20	24	23
ROA	ROANOKE REGIONAL / WOODRUM FIELD ARPT	20	24	27
ROC	GREATER ROCHESTER INTERNATIONAL ARPT	21	25	26
ROW	ROSWELL INDUSTRIAL AIR CENTER ARPT	14	17	14
RST	ROCHESTER INTERNATIONAL ARPT	12	14	13
RSW	SOUTHWEST FLORIDA INTL ARPT	23	29	23
RVS	RICHARD LLOYD JONES JR ARPT	14	17	16
S46	SEATTLE TRACON	40	48	51
S56	SALT LAKE CITY TRACON	37	45	48
SAN	SAN DIEGO INTL-LINDBERGH FLD ARPT	14	18	19
SAT	SAN ANTONIO INTL ARPT	44	54	47
SAV	SAVANNAH / HILTON HEAD INTERNATIONAL ARPT	21	25	25
SBA	SANTA BARBARA MUNI ARPT	23	28	31
SBN	SOUTH BEND REGIONAL ARPT	20	24	23
SCK	STOCKTON METROPOLITAN ARPT	6	8	8
SCT	SOUTHERN CA TRACON	186	228	222
SDF	LOUISVILLE INTL - STANDIFORD FIELD ARPT	40	48	43
SDL	SCOTTSDALE ARPT	9	11	10
SEA	SEATTLE TACOMA INTL ARPT	23	29	29
SEE	GILLESPIE FIELD ARPT	10	12	8
SFB	ORLANDO SANFORD ARPT	15	19	19
SFO	SAN FRANCISCO INTL ARPT	23	29	27
SGF	SPRINGFIELD BRANSON REGIONAL ARPT	24	30	30
SHV	SHREVEPORT REGIONAL ARPT	19	23	22
SJC	NORMAN Y MINETA SAN JOSE INTERNATIONAL ARPT	13	15	15
SJU	LUIS MUNOZ MARIN INTL ARPT	14	17	20
SLC	SALT LAKE CITY INTL ARPT	25	31	30
SMF	SACRAMENTO INTERNATIONAL ARPT	11	13	11
SMO	SANTA MONICA MUNI ARPT	9	11	12
SNA	JOHN WAYNE AIRPORT-ORANGE COUNTY ARPT	21	25	24
SPI	CAPITAL ARPT	12	14	15
SRQ	SARASOTA / BRADENTON INTL ARPT	10	12	12
STL	LAMBERT - ST LOUIS INTL ARPT	20	24	34
STP	ST. PAUL DOWNTOWN HOLMAN FLD ARPT	9	11	14
STS	SONOMA COUNTY ARPT	7	9	9
STT	CYRIL E KING ARPT	6	8	7
SUS	SPIRIT OF ST. LOUIS ARPT	9	11	15
SUX	SIOUX GATEWAY/COL BUD DAY FIELD ARPT	11	13	12
SYR	SYRACUSE HANCOCK INTL ARPT	21	25	25
T75	ST. LOUIS TRACON	42	52	49
TEB	TETERBORO ARPT	14	18	20
TLH	TALLAHASSEE REGIONAL ARPT	16	20	17
TMB	KENDALL-TAMIAMI EXECUTIVE ARPT	10	12	10
TOA	ZAMPERINI FIELD ARPT	8	10	10

ID	Facility Name	Staffing Range Low	Staffing Range High	Actual On Board Staffing as of 09/30/06
TOL	TOLEDO EXPRESS ARPT	19	23	21
TPA	TAMPA INTL ARPT	57	69	60
TRI	TRI-CITY RGNL TN/VA ARPT	14	18	16
TUL	TULSA INTL ARPT	28	34	31
TUS	TUCSON INTL ARPT	16	20	18
TVC	CHERRY CAPITAL ARPT	7	9	9
TWF	JOSLIN FIELD - MAGIC VALLEY RGNL ARPT	6	8	6
TYS	MC GHEE TYSON ARPT	21	25	22
U90	TUCSON TRACON	20	24	20
VGT	NORTH LAS VEGAS ARPT	12	14	13
VNY	VAN NUYS ARPT	17	21	16
VRB	VERO BEACH MUNICIPAL ARPT	9	11	10
Y90	YANKEE TRACON	20	24	24
YIP	WILLOW RUN ARPT	8	10	12
YNG	YOUNGSTOWN-WARREN REGIONAL ARPT	17	21	19

Appendix B

Projected Controller Losses By Facility: FY 2007 – FY 2010

Appendix B presents the projected controller losses for en route and terminal air traffic control facilities for the period FY 2007 to FY 2010. Due to rounding, the facility level projections may not equal exactly the controller loss figures portrayed in Figure 4.4. These projections are based on facility demographics and historical data. Consequently, the data is subject to change.

En Route Facility Controller Staffing Losses

ID	Facility Name	Controller Loss Estimates 2007	2008	2009	2010
ZAB	ALBUQUERQUE ARTCC	18	23	24	24
ZAN	ANCHORAGE	11	12	12	12
ZAU	CHICAGO ARTCC	32	34	38	43
ZBW	BOSTON ARTCC	25	25	29	32
ZDC	WASHINGTON ARTCC	28	34	33	35
ZDV	DENVER ARTCC	26	28	30	32
ZFW	FORT WORTH ARTCC	24	29	32	34
ZHU	HOUSTON ARTCC	27	30	32	32
ZID	INDIANAPOLIS ARTCC	25	28	31	35
ZJX	JACKSONVILLE ARTCC	25	27	31	32
ZKC	KANSAS CITY ARTCC	26	30	32	34
ZLA	LOS ANGELES ARTCC	21	23	23	26
ZLC	SALT LAKE ARTCC	16	20	18	20
ZMA	MIAMI ARTCC	19	21	23	29
ZME	MEMPHIS ARTCC	24	26	28	31
ZMP	MINNEAPOLIS ARTCC	24	26	29	33
ZNY	NEW YORK ARTCC	26	26	26	28
ZOA	OAKLAND ARTCC	19	21	19	20
ZOB	CLEVELAND ARTCC	34	35	40	44
ZSE	SEATTLE ARTCC	16	21	20	23
ZSU	SAN JUAN	4	4	4	4
ZTL	ATLANTA ARTCC	34	35	37	42
ZUA	GUAM	2	2	2	2
TOTAL EN ROUTE		506	560	593	647

Terminal Facility Controller Staffing Losses

ID	Facility Name	Controller Loss Estimates 2007	2008	2009	2010
A11	ANCHORAGE TRACON	3	3	3	3
A80	ATLANTA TRACON	8	7	8	8
A90	BOSTON TRACON	5	5	6	6
ABE	LEHIGH VALLEY INTERNATIONAL ARPT	2	3	3	3
ABI	ABILENE REGIONAL ARPT	1	2	1	1
ABQ	ALBUQUERQUE INTL SUNPORT ARPT	3	3	3	4
ACK	NANTUCKET MEMORIAL ARPT	0	0	0	1
ACT	WACO REGIONAL ARPT	1	1	1	1
ACY	ATLANTIC CITY INTERNATIONAL ARPT	3	3	3	3
ADS	ADDISON ARPT	1	1	1	1
ADW	ANDREWS AFB	1	1	1	1
AFW	FORT WORTH ALLIANCE ARPT	2	2	1	1
AGC	ALLEGHENY COUNTY ARPT	1	1	1	1
AGS	AUGUSTA RGNL AT BUSH FIELD ARPT	1	1	1	1
ALB	ALBANY INTERNATIONAL ARPT	3	2	3	3
ALO	WATERLOO MUNICIPAL ARPT	1	1	1	1
AMA	AMARILLO INTL ARPT	1	1	2	2
ANC	TED STEVENS ANCHORAGE INTL ARPT	2	2	2	2
APA	CENTENNIAL ARPT	1	1	1	1
APC	NAPA COUNTY ARPT	1	1	1	1
ARB	ANN ARBOR MUNICIPAL ARPT	1	1	1	1
ARR	AURORA MUNICIPAL ARPT	1	1	1	1
ASE	ASPEN PITKIN COUNTY / SARDY FIELD ARPT	1	1	1	1
ATL	THE WILLIAM B HARTSFIELD ATLANTA INTL ARPT	4	4	4	4
AUS	AUSTIN-BERGSTROM INTL ARPT	5	5	4	4
AVL	ASHEVILLE REGIONAL ARPT	2	2	2	2
AVP	WILKES-BARRE / SCRANTON INTL ARPT	2	3	2	2
AZO	KALAMAZOO / BATTLE CREEK INTERNATIONAL ARPT	2	3	2	2
BDL	BRADLEY INTL ARPT	2	2	2	1
BED	LAURENCE G HANSCOM FLD ARPT	1	1	1	1
BFI	BOEING FIELD / KING COUNTY INTL ARPT	1	1	2	2
BFL	MEADOWS FIELD ARPT	1	1	2	2
BGM	BINGHAMTON REGIONAL / EDWIN A LINK FIELD ARPT	1	1	1	1
BGR	BANGOR INTL ARPT	2	2	2	2
BHM	BIRMINGHAM INTL ARPT	3	2	3	2
BIL	BILLINGS LOGAN INTL ARPT	3	2	2	2
BIS	BISMARCK MUNI ARPT	1	1	1	1
BJC	JEFFCO ARPT	1	2	2	1
BNA	NASHVILLE INTL ARPT	5	6	5	5
BOI	BOISE AIR TERMINAL / GOWEN FLD ARPT	1	2	2	2
BOS	GENERAL EDWARD LAWRENCE LOGAN INTL ARPT	3	3	4	3
BPT	SOUTHEAST TEXAS REGIONAL ARPT	2	1	1	1
BTR	BATON ROUGE METROPOLITAN, RYAN FIELD ARPT	1	1	1	1
BTV	BURLINGTON INTL ARPT	3	3	2	2
BUF	BUFFALO NIAGARA INTL ARPT	4	4	4	4
BUR	BURBANK - GLENDALE-PASADENA ARPT	1	2	2	2
BWI	BALTIMORE-WASHINGTON INTL ARPT	2	3	2	3
C90	CHICAGO TRACON	10	10	9	9
CAE	COLUMBIA METROPOLITAN ARPT	3	3	2	3
CAK	AKRON CANTON REGIONAL ARPT	2	2	2	2
CCR	BUCHANAN FIELD ARPT	1	1	1	1
CDW	ESSEX COUNTY ARPT	0	1	1	1
CHA	LOVELL FIELD ARPT	3	3	2	3
CHS	CHARLESTON AFB / INTL ARPT	2	2	3	3
CID	THE EASTERN IOWA ARPT	2	2	2	1
CKB	HARRISON / MARION REGIONAL ARPT	1	1	1	1
CLE	CLEVELAND HOPKINS INTL ARPT	5	6	5	6
CLT	CHARLOTTE / DOUGLAS INTL ARPT	9	7	8	7
CMA	CAMARILLO ARPT	1	1	1	1
CMH	PORT COLUMBUS INTL ARPT	6	6	6	6
CMI	UNIVERSITY OF ILLINOIS-WILLARD ARPT	1	1	1	2
CNO	CHINO ARPT	0	0	1	1
COS	CITY OF COLORADO SPRINGS MUNI ARPT	2	3	3	4
CPR	NATRONA COUNTY INTL ARPT	1	1	1	1
CPS	ST. LOUIS DOWNTOWN ARPT	1	1	1	1
CRP	CORPUS CHRISTI INTL ARPT	5	4	4	4
CRQ	MC CLELLAN-PALOMAR ARPT	1	1	1	1
CRW	YEAGER ARPT	2	2	2	2
CSG	COLUMBUS METROPOLITAN ARPT	1	1	1	1
CVG	CINCINNATI / NORTHERN KENTUCKY INTL ARPT	6	7	8	9
D01	DENVER TRACON	7	6	6	5
D10	DALLAS - FORT WORTH TRACON	10	11	9	10
D21	DETROIT TRACON	5	4	6	5
DAB	DAYTONA BEACH INTL ARPT	6	6	6	5
DAL	DALLAS LOVE FIELD ARPT	4	3	3	3
DAY	AMES M COX DAYTON INTL ARPT	2	3	3	4
DCA	RONALD REAGAN WASHINGTON NATIONAL ARPT	3	2	3	2
DEN	DENVER INTL ARPT	3	4	4	4
DFW	DALLAS/FORT WORTH INTERNATIONAL ARPT	5	6	6	6
DLH	DULUTH INTL ARPT	1	1	1	1

ID	Facility Name	Controller Loss Estimates 2007	2008	2009	2010
DPA	DUPAGE APRT	1	1	1	1
DSM	DES MOINES INTL ARPT	2	2	2	2
DTW	DETROIT METROPOLITAN WAYNE COUNTY ARPT	3	3	3	3
DVT	PHOENIX DEER VALLEY ARPT	1	1	1	1
DWH	DAVID WAYNE HOOKS MEMORIAL ARPT	2	1	1	1
E10	HIGH DESERT TRACON	2	2	2	2
ELM	ELMIRA / CORNING REGIONAL ARPT	1	1	1	1
ELP	EL PASO INTL ARPT	1	2	2	2
EMT	EL MONTE ARPT	1	1	1	1
ERI	ERIE INTL / TOM RIDGE FIELD ARPT	3	2	2	2
EUG	MAHLON SWEET FIELD ARPT	1	2	3	3
EVV	EVANSVILLE REGIONAL ARPT	1	1	1	1
EWR	NEWARK LIBERTY INTL ARPT	2	2	3	3
FAI	FAIRBANKS INTL ARPT	1	2	2	2
FAR	HECTOR INTL ARPT	1	1	1	1
FAT	FRESNO YOSEMITE INTERNATIONAL ARPT	4	3	4	3
FAY	FAYETTEVILLE REGIONAL / GRANNIS FIELD ARPT	2	2	2	2
FCM	FLYING CLOUD ARPT	1	1	1	1
FFZ	FALCON FLD ARPT	2	2	1	1
FLL	FORT LAUDERDALE / HOLLYWOOD INTL ARPT	2	3	3	3
FLO	FLORENCE REGIONAL ARPT	1	1	1	1
FNT	BISHOP INTERNATIONAL ARPT	1	1	1	2
FPR	ST LUCIE COUNTY INTL ARPT	1	1	1	1
FRG	REPUBLIC ARPT	1	1	1	1
FSD	JOE FOSS FIELD ARPT	1	1	1	1
FSM	FORT SMITH REGIONAL ARPT	3	2	2	2
FTW	FORT WORTH MEACHAM INTL ARPT	2	2	2	2
FWA	FORT WAYNE INTL ARPT	3	3	3	3
FXE	FT. LAUDERDALE EXECUTIVE ARPT	1	1	1	1
GCN	GRAND CANYON NATIONAL PARK ARPT	1	1	1	1
GEG	SPOKANE INTL ARPT	2	3	3	3
GFK	GRAND FORKS INTL ARPT	1	1	1	1
GGG	EAST TEXAS RGNL ARPT	1	1	1	1
GPT	GULFPORT BILOXI INTL ARPT	1	1	1	2
GRB	AUSTIC STRAUBEL INTERNATIONAL ARPT	3	3	3	4
GRR	GERALD R. FORD INTERNATIONAL ARPT	3	3	2	2
GSO	PIEDMONT TRIAD INTERNATIONAL ARPT	1	1	2	3
GSP	GREENVILLE-SPARTANBURG INTL ARPT	1	1	1	1
GTF	GREAT FALLS INTL ARPT	1	1	1	1
HCF	HONOLULU CONTROL FACILITY CERAP	9	8	7	7
HEF	MANASSAS REGIONAL / HARRY P DAVIS FIELD ARPT	0	1	1	1

ID	Facility Name	Controller Loss Estimates 2007	2008	2009	2010
HIO	PORTLAND HILLSBORO ARPT	2	2	1	1
HLN	HELENA REGIONAL ARPT	1	1	2	1
HOU	WILLIAM P. HOBBY ARPT	1	1	1	1
HPN	WESTCHESTER CNTY ARPT	1	1	1	1
HSV	HUNTSVILLE INTL - CARL T JONES FIELD ARPT	2	2	2	2
HTS	TRI-STATE / MILTON J FERGUSON FIELD ARPT	1	2	2	2
HUF	TERRE HAUTE INTERNATIONAL-HULMAN FIELD ARPT	2	2	2	2
HWD	HAYWARD EXECUTIVE ARPT	1	1	1	1
I90	HOUSTON TRACON	8	8	8	8
IAD	WASHINGTON DULLES INTL ARPT	3	3	3	3
IAH	GEORGE BUSH INTERCONTINENTAL ARPT	3	4	3	3
ICT	WICHITA MIDCONTINENT ARPT	2	2	3	3
ILG	NEW CASTLE COUTY ARPT	1	1	1	1
ILM	WILMINGTON INTL ARPT	1	1	2	1
IND	INDIANAPOLIS INTL ARPT	5	5	4	4
ISP	LONG ISLAND MACARTHUR ARPT	2	2	2	2
ITO	HILO INTERNATIONAL ARPT	1	1	1	1
JAN	JACKSON INTL ARPT	2	2	2	2
JAX	JACKSONVILLE INTL ARPT	7	6	6	6
JFK	JOHN F KENNEDY INTL ARPT	4	4	4	3
JNU	JUNEAU INTL ARPT	0	1	0	0
K90	CAPE TRACON	2	3	2	3
L30	LAS VEGAS TRACON	3	4	4	4
LAF	PURDUE UNIVERSITY ARPT	1	1	1	1
LAN	CAPITAL CITY ARPT	2	2	2	2
LAS	MC CARRAN INTL ARPT	3	3	3	4
LAX	LOS ANGELES INTL ARPT	4	4	4	4
LBB	LUBBOCK INTL ARPT	1	1	2	2
LCH	LAKE CHARLES REGIONAL ARPT	0	1	1	1
LEX	BLUE GRASS ARPT	3	1	2	1
LFT	LAFAYETTE REGIONAL ARPT	1	1	1	1
LGA	LA GUARDIA ARPT	2	2	2	2
LGB	LONG BEACH / DAUGHERTY FIELD / ARPT	1	2	2	1
LIT	ADAMS FIELD ARPT	3	3	3	4
LNK	LINCOLN MUNICIPAL ARPT	1	2	1	1
LOU	BOWMAN FIELD ARPT	2	1	1	1
LVK	LIVERMORE MUNI ARPT	1	1	1	1
M98	MINNEAPOLIS TRACON	5	5	5	5
MAF	MIDLAND INTERNATIONAL ARPT	2	2	2	2
MBS	MBS INTL ARPT	1	2	2	2
MCI	KANSAS CITY INTL ARPT	4	5	4	5

ID	Facility Name	Controller Loss Estimates 2007	2008	2009	2010
MCO	ORLANDO INTL ARPT	11	9	8	9
MDT	HARRISBURG INTL ARPT	2	2	2	2
MDW	CHICAGO MIDWAY ARPT	3	3	3	3
MEM	MEMPHIS INTL ARPT	3	5	6	6
MFD	MANSFIELD LAHM REGIONAL ARPT	2	1	1	1
MGM	MONTGOMERY RGNL (DANNELLY FIELD) ARPT	1	1	2	1
MHT	MANCHESTER ARPT	1	1	1	1
MIA	MIAMI INTL ARPT	6	7	8	9
MIC	CRYSTAL ARPT	0	0	1	0
MKC	CHARLES B WHEELER DOWNTOWN ARPT	1	1	1	1
MKE	GENERAL MITCHELL INTERNATIONAL ARPT	4	4	5	5
MKG	MUSKEGON CNTY ARPT	2	2	2	2
MLI	QUAD CITY INTL ARPT	2	1	1	2
MLU	MONROE REGIONAL ARPT	1	1	1	1
MMU	MORRISTOWN MUNICIPAL ARPT	2	1	1	1
MOB	MOBILE REGIONAL ARPT	1	1	1	2
MRI	MERRILL FIELD ARPT	0	0	0	0
MRY	MONTEREY PENINSULA ARPT	0	0	1	1
MSN	DANE COUNTY REGIONAL - TRUAX FIELD ARPT	2	2	2	2
MSP	MINNEAPOLIS ST. PAUL INTL ARPT	4	3	3	3
MSY	LOUIS ARMSTRONG NEW ORLEANS INTL ARPT	2	3	3	2
MWH	GRANT COUNTY INTL ARPT	1	1	1	1
MYF	MONTGOMERY FIELD ARPT	0	1	1	1
MYR	MYRTLE BEACH INTL ARPT	1	1	1	1
N90	NEW YORK TRACON	16	16	16	16
NCT	NORTHERN CA TRACON	16	17	16	15
NEW	LAKEFRONT ARPT	1	0	0	0
NMM	MERIDIAN NAS / MC CAIN FIELD / ARPT	1	1	1	1
OAK	METROPOLITAN OAKLAND UBTK ARPT	3	3	3	3
OGG	KAHULUI ARPT	1	1	1	1
OKC	WILL ROGERS WORLD ARPT	4	4	3	4
OMA	EPPLEY AIRFIELD ARPT	0	1	1	1
ONT	ONTARIO INTL ARPT	1	1	1	2
ORD	CHICAGO O'HARE INTL ARPT	5	6	6	6
ORF	NORFOLK INTL ARPT	4	4	3	4
ORL	EXECUTIVE ARPT	2	1	1	1
P31	PENSACOLA TRACON	2	3	2	4
P50	PHOENIX TRACON	6	7	6	6
P80	PORTLAND TRACON	2	3	3	3
PAE	SNOHOMISH COUNTY (PAINE FLD) ARPT	1	1	1	1
PAO	PALO ALTO ARPT OF SANTA CLARA CO ARPT	1	1	1	1

ID	Facility Name	Controller Loss Estimates 2007	2008	2009	2010
PBI	PALM BEACH INTL ARPT	4	5	5	4
PCT	POTOMAC TRACON	13	13	13	15
PDK	DE KALB PEACHTREE ARPT	1	1	1	2
PDX	PORTLAND INTL ARPT	1	2	2	2
PHF	NEWPORT NEWS / WILLIAMSBURG INTERNATIONAL ARPT	2	1	1	1
PHL	PHILADELPHIA INTL ARPT	7	7	7	7
PHX	PHOENIX SKY HARBOR INTL ARPT	4	4	5	4
PIA	GREATER PEORIA REGIONAL ARPT	1	1	1	1
PIE	ST. PETERSBURG - CLEARWATER INTL ARPT	1	1	1	1
PIT	PITTSBURGH INTERNATIONAL ARPT	6	6	6	7
PNE	NORTHEAST PHILADELPHIA ARPT	2	1	2	1
PNS	PENSACOLA REGIONAL ARPT	1	1	1	1
POC	BRACKETT FIELD ARPT	1	1	1	1
POU	DUTCHESS COUNTY ARPT	1	1	1	1
PRC	ERNEST A LOVE FIELD ARPT	1	1	1	1
PSC	TRI-CITIES ARPT	2	1	1	1
PSP	PALM SPRINGS INTERNATIONAL ARPT	1	2	2	3
PTK	OAKLAND COUNTY INTERNATIONAL ARPT	1	1	1	2
PUB	PUEBLO MEMORIAL ARPT	1	1	1	2
PVD	THEODORE FRANCIS GREEN STATE ARPT	4	4	4	4
PWK	PALWAUKEE MUNI ARPT	1	1	1	1
PWM	PORTLAND INTL JETPORT ARPT	3	3	3	3
R90	OMAHA TRACON	1	2	2	2
RDG	READING REGIONAL / CARL A SPAATZ FIELD ARPT	2	2	2	1
RDU	RALEIGH DURHAM INTL ARPT	4	4	4	4
RFD	GREATER ROCKFORD ARPT	2	2	2	2
RHV	REID HILLVIEW OF SANTA CLARA COUNTY ARPT	1	1	1	1
RIC	RICHMOND INTL ARPT	1	1	1	1
RME	GRIFFISS AIRPARK ARPT	1	1	1	1
RNO	RENO / TAHOE INTERNATIONAL ARPT	2	2	2	2
ROA	ROANOKE REGIONAL / WOODRUM FIELD ARPT	4	4	3	3
ROC	GREATER ROCHESTER INTERNATIONAL ARPT	2	2	2	2
ROW	ROSWELL INDUSTRIAL AIR CENTER ARPT	1	1	1	1
RST	ROCHESTER INTERNATIONAL ARPT	0	1	1	1
RSW	SOUTHWEST FLORIDA INTL ARPT	3	2	2	2
RVS	RICHARD LLOYD JONES JR ARPT	0	1	1	1
S46	SEATTLE TRACON	6	6	6	6
S56	SALT LAKE CITY TRACON	2	3	3	4
SAN	SAN DIEGO INTL-LINDBERGH FLD ARPT	2	3	2	2
SAT	SAN ANTONIO INTL ARPT	6	6	5	5
SAV	SAVANNAH / HILTON HEAD INTERNATIONAL ARPT	2	2	2	2

ID	Facility Name	Controller Loss Estimates 2007	2008	2009	2010
SBA	SANTA BARBARA MUNI ARPT	2	3	3	3
SBN	SOUTH BEND REGIONAL ARPT	2	2	2	2
SCK	STOCKTON METROPOLITAN ARPT	1	1	1	1
SCT	SOUTHERN CA TRACON	21	21	21	22
SDF	LOUISVILLE INTL - STANDIFORD FIELD ARPT	3	3	3	4
SDL	SCOTTSDALE ARPT	1	1	1	1
SEA	SEATTLE TACOMA INTL ARPT	4	4	4	4
SEE	GILLESPIE FIELD ARPT	1	1	1	1
SFB	ORLANDO SANFORD ARPT	1	1	2	1
SFO	SAN FRANCISCO INTL ARPT	2	3	3	3
SGF	SPRINGFIELD BRANSON REGIONAL ARPT	2	2	2	2
SHV	SHREVEPORT REGIONAL ARPT	2	1	2	1
SJC	NORMAN Y MINETA SAN JOSE INTERNATIONAL ARPT	1	1	1	1
SJU	LUIS MUNOZ MARIN INTL ARPT	1	1	1	1
SLC	SALT LAKE CITY INTL ARPT	3	4	3	4
SMF	SACRAMENTO INTERNATIONAL ARPT	1	1	1	1
SMO	SANTA MONICA MUNI ARPT	2	2	1	1
SNA	JOHN WAYNE AIRPORT-ORANGE COUNTY ARPT	2	2	2	2
SPI	CAPITAL ARPT	0	0	1	1
SRQ	SARASOTA / BRADENTON INTL ARPT	1	2	2	1
STL	LAMBERT - ST LOUIS INTL ARPT	2	3	3	3
STP	ST. PAUL DOWNTOWN HOLMAN FLD ARPT	1	1	1	2
STS	SONOMA COUNTY ARPT	0	0	0	1
STT	CYRIL E KING ARPT	0	0	1	1
SUS	SPIRIT OF ST. LOUIS ARPT	1	1	2	1
SUX	SIOUX GATEWAY/COL BUD DAY FIELD ARPT	0	0	0	0
SYR	SYRACUSE HANCOCK INTL ARPT	3	3	3	2
T75	ST. LOUIS TRACON	6	6	6	6
TEB	TETERBORO ARPT	1	1	1	1
TLH	TALLAHASSEE REGIONAL ARPT	2	2	1	2
TMB	KENDALL-TAMIAMI EXECUTIVE ARPT	1	1	1	1
TOA	ZAMPERINI FIELD ARPT	0	1	0	1
TOL	TOLEDO EXPRESS ARPT	2	2	2	2
TPA	TAMPA INTL ARPT	8	8	8	9
TRI	TRI-CITY RGNL TN/VA ARPT	1	1	2	2
TUL	TULSA INTL ARPT	2	3	2	3
TUS	TUCSON INTL ARPT	1	2	2	2
TVC	CHERRY CAPITAL ARPT	1	1	1	1
TWF	JOSLIN FIELD - MAGIC VALLEY RGNL ARPT	0	0	0	0
TYS	MC GHEE TYSON ARPT	2	1	2	3
U90	TUCSON TRACON	2	2	2	2

ID	Facility Name	Controller Loss Estimates 2007	2008	2009	2010
VGT	NORTH LAS VEGAS ARPT	1	1	1	2
VNY	VAN NUYS ARPT	2	2	1	1
VRB	VERO BEACH MUNICIPAL ARPT	1	1	1	1
Y90	YANKEE TRACON	4	4	3	3
YIP	WILLOW RUN ARPT	1	1	1	1
YNG	YOUNGSTOWN-WARREN REGIONAL ARPT	2	2	2	2
	TOTAL TERMINAL	691	716	715	733
	TOTAL EN ROUTE AND TERMINAL LOSSES	1197	1276	1308	1380

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAR 30 2007

The Honorable Patty Murray
Chairman, Subcommittee on Transportation,
Housing and Urban Development,
and Related Agencies
United States Senate
Washington, DC 20510

Dear Madam Chairman:

Senate Report 109-293, accompanying the Transportation, Treasury, the Judiciary, Housing and Urban Development and Related Agencies Appropriations for Fiscal Year (FY) 2007, requested that we provide the number of Air Traffic Supervisors employed by the Federal Aviation Administration at the end of FY 2006, and "...the FAA's plan to hire additional supervisors to address the problem of increased operational errors."

We are pleased to report that there was no increase in operational errors in FY 2006. Over the period of September 30, 2005 to September 30, 2006, there was a decrease in the overall number of operational errors and the most serious, or Category A and B, operational errors that we track in our FAA Flight Plan. At the end of FY 2005, the cumulative total of operational errors was 1,488, and that same total at the end of FY 2006 decreased to 1,334. Cumulative Category A and B errors also decreased from a total in FY 2005 of 680 to a total of 627 at the end of FY 2006.

As of September 30, 2006, the number of air traffic operations supervisors was 1,787. This number reflects an 8.18:1 controller to supervisor ratio. We have been in the 8:1 range for the past two fiscal years and project to keep the same 8:1 controller to supervisor range this fiscal year.

Identical letters have been sent to Chairman Olver, Senator Bond, and Congressman Knollenberg.

Sincerely,

Marion C. Blakey
Administrator

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAR 3 0 2007

The Honorable Christopher Bond
Subcommittee on Transportation,
Housing and Urban Development,
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United States Senate
Washington, DC 20510

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MAR 30 2007

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Chairman, Subcommittee on Transportation,
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House of Representatives
Washington, DC 20515

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Subcommittee on Transportation,
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House of Representatives
Washington, DC 20515

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APR 9 2007

The Honorable Patty Murray
Chairman, Subcommittee on Transportation,
Housing and Urban Development,
and Related Agencies
United States Senate
Washington, DC 20510

Dear Madam Chairman:

The Senate Report 109-293, Transportation, Treasury, the Judiciary, Housing and Urban Development, and Related Agencies Appropriations Bill, 2007, asked the Federal Aviation Administration to provide the committee with a report that details how the Agency will spend the $24 million provided for System Wide Information Management (SWIM), including how much of the funding will be spent directly on SWIM systems architecture, standards, and core information services.

The enclosed report provides the FAA's current plans for SWIM identified in the committee's request.

Identical letters have been sent to Chairman Olver, Senator Bond, and Congressman Knollenberg.

Sincerely,

Marion Blakey

Marion C. Blakey
Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
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Office of the Administrator

800 Independence Ave., S.W.
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APR 9 2007

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Housing and Urban Development,
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United States Senate
Washington, DC 20510

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Enclosure

U.S. Department
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**Federal Aviation
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800 Independence Ave., S.W.
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Chairman, Subcommittee on Transportation,
Housing and Urban Development,
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House of Representatives
Washington, DC 20515

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APR 9 2007

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House of Representatives
Washington, DC 20515

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Sincerely,

Marion Blakey

Marion C. Blakey
Administrator

Enclosure

Federal Aviation Administration
System Wide Information Management (SWIM)
Report to Congress

Background

Senate Report 109-293, accompanying the Fiscal Year (FY) 2007 Budget request directed the Federal Aviation Administration to:

"... submit a report to the (Appropriations) Committee not later than January 30, 2007, that details how the agency will spend the $24,000,000 provided for SWIM, including how much of the funding will be spent directly on SWIM systems architecture, standards and core information services."

The FY 2007 Senate bill also included the language below, addressing the SWIM program:

"The bill includes $24,000,000 for the System Wide Information Management (SWIM) program, which will provide the foundation necessary for transforming the national airspace system into a network-centric operation. The Committee urges the FAA not to focus on narrowly defined connectivity projects and upgrades for existing FAA systems, and instead directs the FAA to use the funding provided to continue the developments in the overall SWIM architecture, standards, core information services, and demonstrations that are underway in the Global Communications, Navigation, Surveillance System program. In addition, the Committee urges the FAA to align its work on SWIM with the efforts of the Joint Planning and Development Office to build the next generation air transportation system. The Committee directs the FAA to submit a report to the Committee not later than January 30, 2007, that details how the agency will spend the $24,000,000 provided for SWIM, including how much of the funding will be spent directly on SWIM systems architecture, standards and core information services. The Committee expects that all major information and automation program in the national airspace system will use their existing program funds to support connectivity to SWIM architecture. The Committee directs the FAA to highlight its plans and the funds allocated for achieving SWIM compliance and connectivity for each appropriate item in the Facilities and Equipment account in the agency's budget justifications for fiscal year 2008."

Overview

The Next Generation Air Transportation System (NextGen) brings more systems, customers, and service providers into the decisionmaking process. To achieve this objective, timely data will be needed at more places and for more purposes. Today's hard-wired infrastructure cannot readily support NextGen information sharing requirements. These requirements will be addressed by the SWIM program. SWIM is the technology that will make aviation systems and services interact in a seamless manner. It will reduce the time and cost to distribute information to the right parties and improve the agility of the National Airspace System (NAS).

SWIM will be based on a service-oriented architecture and will provide a secure information web across the NAS to connect FAA systems to each other. Service-oriented architecture allows different systems to communicate with each other without being hard-wired together and has been adopted by industry as the next significant step in Information Technology evolution. SWIM will not focus on narrowly defined connectivity, but instead will enable interaction with other members of the decisionmaking community, including other agencies, air navigation service providers, and airspace users. SWIM will provide policies, standards, and core services infrastructure to support

data management. It will be based on existing systems and networks to the extent practicable and on proven technologies to reduce cost and risk.

In FY 2007, SWIM is in the planning phase (investment analysis) of the FAA capital planning process. SWIM will be developed incrementally based upon the needs of various data communities, maturity of concepts, and implementation segments to fit reasonable cost, schedule, and risk thresholds.

Current Status

Developments are underway in a number of aspects of the SWIM Architecture, Standards, and Core Information Services. Demonstrations are underway in the Global Communications, Navigation, and Surveillance System Program (GCNSS). Current systems engineering activities during this phase include development of a logical and physical architecture, trade studies, a final program requirements document for the first segment, and an impact assessment of SWIM on the FAA enterprise architecture. We are also compiling input solicited throughout industry and other Government agencies, lessons learned from other network-centric operations infrastructures, and drawing upon architecture analysis using industry best practices. This information will assist in the determination of system standards and governance for the program.

Core information services are the heart of the SWIM architecture. SWIM systems engineering is evaluating the core infrastructure needed for service-oriented operations among and within defined groups of stakeholders that are developing and operating systems connected to SWIM. SWIM core services are being evaluated to ensure that functional capabilities are enabled for information sharing for both internal and external users. These SWIM capabilities include four major core services: (1) Registry ; (2) Systems Management (manage performance, manage accounting, manage configuration); (3) Security Management (security access); and (4) Interface Management.

Demonstration activity is planned to supplement the pure engineering and investment analysis elements of the program. While many demonstration details are still in planning, each demonstration will utilize some instances of SWIM core services from the laboratory to execute network enabled operations. Demonstration formulation, preparation, trial runs, and execution will be used to exercise and stress the SWIM core service functions that are used and will assist in the evaluation, selection, and validation of SWIM middleware, applications, procedures, and engineering of the SWIM implementation. Demonstrations answer questions and support decisions that will be executed in the SWIM production and fielding segments. In addition, applications and scenarios that are highlighted in the demonstrations will show the power of network enabled operations and the benefits thereof to the affected communities.

Much initial engineering and investment analysis work on SWIM has been performed under the GCNSS effort. The GCNSS contract continues to provide systems engineering and demonstration support to the SWIM program. Continued use of the GCNSS contract leverages the experience and lessons learned in net-centric architecture and core information services design and development.

Alignment of SWIM with the Joint Planning and Development Office
The Joint Planning and Development Office (JPDO) is coordinating a multi-agency approach to the Next Generation Air Transportation System including National Aeronautics and Space Administration, Department of Defense, Department of Homeland Security, Department of Commerce, and associated departments. The JPDO is organized into functional Integrated Product Teams (IPT). Information sharing is a key requirement of all NextGen initiatives. The SWIM program addresses these requirements for the NAS. JPDO documentation forms the underpinnings of SWIM requirements and SWIM personnel participate in the Shared Situational Awareness IPT, the Agile NAS IPT, Security IPT, and Weather IPT to ensure ongoing coordination.

FY 2007 Funding For SWIM

- Approximately 75 percent of the funding is for the engineering of architecture, standards, and core information services. We are using the ongoing GCNSS work to facilitate this work.
- Approximately 15 percent is for the transition of some outdated communications protocols to SWIM-ready protocols and for an early start on SWIM-required security capabilities.
- Approximately 10 percent of the funding is for activities that support the investment analysis. Investment analysis is a vital adjunct to the engineering work to ensure a viable business case. During investment analysis, the FAA will continue to refine the business case for the first operational segment, assessing the benefits, risks, and risk-adjusted life-cycle costs of alternative solutions and establishing achievable cost, schedule, and performance goals.

Program Integration to the SWIM Architecture
Major information and automation programs are funding enhancements, modernization, and technical refreshes under their individual Capital Investment lines in the FAA budget. These activities include alignment with future FAA plans, technical refresh, and adaptation to new methodologies. Members from select programs work with SWIM to provide expertise in SWIM evaluations and analysis and to augment the body of knowledge for concept of use and requirements definition. As those programs request funds for future enhancements, the costs or savings of incorporating SWIM standards will be built into their investment decision and program baseline. For example, future changes to En Route Automation Modernization (ERAM) will become part of the funding request for ERAM releases, and Traffic Flow Management (TFM) changes will be built into the TFM funding requests.

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

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

APR 24 2007

The Honorable Richard B. Cheney
President of the Senate
Washington, DC 20510

Dear Mr. President:

Section 757 of Public Law 106-181, the Wendell H. Ford Aviation Investment and Reform Act, required the Federal Aviation Administration to establish an FAA-industry working group to recommend ways to streamline the certification process for airplane seats and restraint systems. The FAA presented the report of the working group with recommendations to Congress on May 9, 2002. The FAA has now successfully carried out these recommendations with the following actions:

1. Issuing guidance materials to accomplish several goals that

   - Provide a means to show compliance with Federal aviation regulations using computer modeling analysis techniques instead of costly dynamic seat tests.

   - Provide new ways to reduce the number of required full-scale tests and prevent seats and seatback mounted accessories (such as telephones and video monitors) from becoming damaged during testing.

   - Aid in ensuring that seat Technical Standard Order (TSO)-approved data packages are accurate and complete.

   - Direct FAA Designated Engineering Representatives to accept TSO seat approvals without additional review when approving seat installations in airplanes.

   - Provide appropriate relief from existing guidance materials that had been considered burdensome and excessively costly.

2. Implementing an International Standards Organization 9001 Quality Management System procedure to ensure that new guidance materials are developed in a consistent manner and that they consider public comment.

3. Revising a seat TSO to include standardized requirements and to allow seat approval to be based on new industry-recommended design standards.

4. Having seat manufacturers and their local aircraft certification offices sign Partnership for Safety Plans. This enhances cooperation and provides clear, up-front understanding of seat certification requirements and approval methods.

The FAA believes that this report on the seat streamlining accomplishments of the joint FAA-industry working group meets the full intent of the congressional report.

We have sent an identical letter to the Speaker of the House of Representatives.

Sincerely,

Marion C. Blakey
Administrator

Enclosure

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

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

APR 24 2007

The Honorable Nancy Pelosi
Speaker of the House of Representatives
Washington, DC 20515

Dear Madam Speaker:

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Enclosure

Federal Aviation Administration
Report to Congress
The FAA and Industry Working Group on
Streamlining Seat Certification

Background

Section 757 of Public Law 106-181, the Wendell H. Ford Aviation and Investment Reform Act required the Federal Aviation Administration (FAA) to create an FAA-industry working group to make recommendations for streamlining the process for seat and restraint system certification. The specific wording of this Act is as follows:

> "SEC. 757. STREAMLINING SEAT AND RESTRAINT SYSTEM CERTIFICATION PROCESS AND DYNAMIC TESTING REQUIEMENTS.
>
> (a) WORKING GROUPS. – Not later than 3 months after the date of enactment of this Act, the Administrator shall form a working group comprised of both government and industry representatives to make recommendations for streamlining the seat and restraint system certification process and the 16g dynamic testing requirements under part 25 of title 14, Code of Federal Regulations, to focus on reducing both the cost and the length of time associated with certification of aircraft seats and restraints.
>
> (b) REPORTS. – Not later than 1 year after the date of enactment of this Act, the Administrator shall transmit to Congress a report on the findings of the working group."

In August of 2000, the FAA formed an FAA-industry working group. Members included representatives from the FAA, Association of Flight Attendants, airframe manufacturers, airlines, and seat suppliers. The team identified four areas for improvement and outlined the actions needed to carry out the identified process improvements. These actions were summarized and included as recommendations in a report to Congress in May of 2002. In this report, the FAA expressed its goal of reducing the average certification cost and flow time by 50 percent. These reductions would be achieved by accomplishing the recommendations.

Discussion of Completed Recommendations

The FAA-industry team has successfully completed these recommendations. The four areas and a summary of the accomplishments for each of the areas are as follows:

1. Develop a method for creating and applying policy for seat and restraint system certification and create a system for actively managing compliance policy.

The FAA and the industry identified, through a collaborative effort, existing policies that were considered to be burdensome and to result in excessive costs. To provide relief from these policies, the FAA published 10 separate guidance materials that provided streamlined methods of complying with the associated regulations while still preserving the level of safety provided to airplane occupants. The FAA also implemented an International Standards Organization (ISO) 9001 Quality Management System procedure to ensure that new guidance materials are developed in a consistent manner and are based on consideration of comments from the public.

2. Re-establish the seat technical standard order (TSO) as a valid design approval.

   A seat TSO approval indicates that FAA has found the seat to meet the set of requirements provided in the seat TSO. Seat TSOs contain most, but not all, of the Federal aviation requirements that must be met to install a seat on an airplane. Steps were taken to have seat TSO approvals accepted, without further review, as the approvals for the corresponding requirements for installing the seats on the airplanes. The FAA did the following to accomplish this:

   a) Issued guidance materials to aid in ensuring that TSO-approved data packages are accurate and complete;

   b) Directed its Designated Engineering Representatives to accept seat TSO approvals without additional review when making seat installation approvals; and

   c) Revised a seat TSO to include standardized requirements and to allow its approval to be based on new industry recommended seat design standards.

3. Use local suppliers for gathering and accepting seat certification data.

   Seat manufactures and their local aircraft certification offices signed written agreements (Partnership for Safety Plans) to provide clear, up-front understandings of the seat certification requirements and approval methods. These agreements define the roles and responsibilities of FAA and the industry persons involved in the certification process. The primary focus of these agreements is to remove duplication of efforts and inefficiencies. These agreements have enhanced the level of cooperation between FAA and the industry and will ease the transition by companies to FAA delegated organizations.

4. Promote acceptance of alternate methods of compliance to reduce cost or enhance safety through application of new technologies.

   An advisory circular was issued that provided a means to show compliance with Federal Aviation Regulations by using computer modeling analysis techniques instead of costly dynamic seat tests. Three guidance memoranda were also issued that provided new methods to reduce the number of required full-scale tests and

prevent seats and seatback mounted accessories (e.g., telephones and video monitors) from becoming damaged during testing.

Discussion on Successful Completion of Team Goals

As reported previously, the team initially defined success measures that were based on reducing the certification flow-time and cost. In July of 2003, the team reached the conclusion that sharing cost and flow time metrics data would be detrimental to the industry members since it would require them to share their competitive data in a public setting. Therefore, the team reevaluated the success measures and defined a set of "key deliverables" that, if completed, would constitute a successful closure of the seat streamlining program. The key deliverables are identified in the table below. All of these key deliverables have been completed.

Summary of Accomplishments

Objective	Accomplishments
Part 1: Conduct review of policy and create a system to actively manage compliance policy.	• Implemented an ISO 9001 Quality Management System procedure for developing policy that requires consideration of public comments.* • Issued 10 seat streamlining final policies. • Issued dynamic seat Advisory Circular 25.562-1B, "Dynamic Evaluation of Seat Restraint Systems and Occupant Protection of Transport Airplanes."* • Issued draft Advisory Circular 25-17A, "Crashworthiness Handbook," for public comment.*
Part 2: Re-establish the seat Technical Standard Order.	• Issued five policy memos to improve data package accuracy, reduce duplicate efforts, and accept new design practices. • Issued memo to inform aircraft certification offices to not re-review TSO-approved data when determining compliance for seat installations and to accept the use of Designated Engineering Representatives from other regions. • Issued Society of Automotive Engineers ARP5526, "Aircraft Seat Design Guidance & Clarifications." • Issued TSO-C39c, "9g Seats Certified by Static Testing." • Issued AS 8049B, "Performance Standard for Dynamic Seats." • Issued a draft revision to TSO-C127a, "Rotorcraft, Transport Airplane, and Normal and Utility Airplane Seating Systems."*
Part 3: Use local authorities.	• Implemented Partnership for Safety Plans for BE Aerospace and Goodrich. • Developed Technical Assistance Agreement for use with the European Aviation Safety Agency.*

Part 4: Promote alternate methods of compliance/new technology.	• Issued analytical modeling Advisory Circular 20-146, "Methodology for Dynamic Seat Certification by Analysis for Use in Part 23, 25, 27, and 29 Airplanes and Rotorcraft." • Used Advisory Circular 20-146 to eliminate tests on a new program.* • Issued policy memos for the following alternate methods of compliance:* - Testing with surrogate parts in lieu of actual seatback mounted accessories (e.g., metal plate in lieu of a telephone). - Method for replacing seat cushions without testing the whole seat. - Method for replacing seat restraint systems without testing the whole seat.
* Key Deliverable	

Team Closure

The FAA-industry team successfully completed the requirements of Section 757 of Public Law 106-181 through its Recommendations Report sent to Congress in May of 2002. The FAA-industry team also successfully implemented the recommendations included in the 2002 report and is officially closing this team activity. Although this activity is considered complete, FAA has adopted, and is operating under, the ISO 9001 Quality Management principles. As part of the Quality Management System, FAA will continue to seek customer feedback, and through its continuous improvement process, will seek to improve policies identified by industry to be burdensome and impractical.

THE SECRETARY OF TRANSPORTATION

WASHINGTON, D.C. 20590

MAY 02 2007

The Honorable Richard B. Cheney
President of the Senate
Washington, DC 20510

Dear Mr. President:

I am pleased to send you the 22nd Annual Report of Accomplishments Under the Airport Improvement Program for Fiscal Year 2005. As required by Section 47131, Title 49 United States Code, this report contains comprehensive information on the Airport Improvement Program and Airport Land Use Compliance Program. The narrative sections, figures, and tables highlight the accomplishments of both programs and provide additional information on the Passenger Facility Charge Program.

An identical letter has been sent to the Speaker of the House of Representatives.

Sincerely yours,

Mary E. Peters

Enclosure

THE SECRETARY OF TRANSPORTATION

WASHINGTON, D.C. 20590

MAY 02 2007

The Honorable Nancy Pelosi
Speaker of the House of Representatives
Washington, DC 20515

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Federal Aviation Administration

Airport Improvement Program

Fiscal Year 2005

Report to Congress

22nd Annual Report of Accomplishments

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAY 8 2007

The Honorable Patty Murray
Chairman, Subcommittee on Transportation,
Housing and Urban Development,
and Related Agencies
United States Senate
Washington, DC 20510

Dear Madam Chairman:

Senate Report 109-293, accompanying the Transportation, Treasury, the Judiciary, Housing and Urban Development, and Related Agencies Appropriations for Fiscal Year (FY) 2007, asked the Federal Aviation Administration to provide a report on the extent of controller retirements and any trends it is experiencing in comparison to the number of retirements anticipated by the FAA for the current year and the number of retirements experienced in prior years.

We have enclosed the 2007 update to the FAA's controller staffing report, *A Plan for the Future: The FAA's 10-year Strategy for the Air Traffic Controller Workforce*. This comprehensive staffing plan details how the FAA will be able to effectively meet the upcoming wave of retirements. The report is current as of March 2007.

Identical letters have been sent to Chairman Olver, Senator Bond, and Congressman Knollenberg.

Sincerely,

Marion C. Blakey

Marion C. Blakey
Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAY 8 2007

The Honorable Christopher Bond
Subcommittee on Transportation,
Housing and Urban Development,
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United States Senate
Washington, DC 20510

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Sincerely,

Marion C. Blakey
Administrator

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

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAY 8 2007

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Chairman, Subcommittee on Transportation,
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House of Representatives
Washington, DC 20515

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Administrator

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800 Independence Ave., S.W.
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MAY 8 2007

The Honorable Joe Knollenberg
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House of Representatives
Washington, DC 20515

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Sincerely,

Marion C. Blakey
Administrator

Enclosure

Federal Aviation Administration Air Traffic Controller Retirements Report

March 2007

On Aug. 3, 1981, a majority of the air traffic controller workforce went on strike. President Ronald Reagan ordered the striking air traffic controllers to return to duty within 48 hours and subsequently fired 10,438 controllers who elected not to return to duty within the specified time frame. About 4,700 controllers remained on duty. From 1982 through 1991 the agency hired an average of 2,655 controllers per year. This hiring wave created the likelihood that a large portion of the controller workforce would reach retirement age in roughly the same period of time.

Twenty-five years later, the FAA is witnessing these retirements. Since 2004, we have published annual retirement projections in our controller staffing report, *A Plan for the Future: The FAA's 10-year Strategy for the Air Traffic Controller Workforce*. Those projections have gotten more precise with each year of data. Our latest update was published on March 7, 2007 and projects approximately 700 controller retirements this fiscal year. The full report can be found on the FAA Web site at www.faa.gov.

Actual verses Planned

In fiscal year 2006, there were 583 controller retirements, which were 116 more than anticipated. Incorporating the actual retirement data from fiscal year 2006 caused a modest increase in our forecast for retirements.

Through the first quarter of fiscal year 2007, actual retirements are tracking according to our new projections. Should retirements or other losses exceed our predictions, we will hire more controllers to reach our fiscal year 2008 end of year goal of 14,807 air traffic controllers.

Retirement Trends

Retirement trends have been consistent, with approximately 25 percent of those eligible to retire, retiring in the first year. This has not changed significantly since we began projecting retirements in fiscal year 2004.

Staffing is and will continue to be monitored at all facilities, and we will continue to take action at the facility level should adjustments become necessary due to changes in volume, anticipated retirements or other attrition. We demonstrated this flexibility by proactively increasing our hiring pipeline during the last quarter of fiscal year 2006 in order to compensate for increased losses.

We hired 1,116 new controllers in fiscal year 2006, increasing the total number of controllers on board at the end of the fiscal year to 14,618. There are thousands of qualified controller candidates on a wait-list hoping to receive job offers from the FAA. We expect that number to increase dramatically as we open these jobs up to the general public and begin administering the Air Traffic Selection and Training aptitude test this spring. We are also working with military separation centers to ensure that our veteran population is aware of air traffic control opportunities. Through these sources, we plan to maintain a sufficient number of applicants to achieve our hiring plan.

Federal Aviation Administration

A Plan For The Future
2007-2016

The Federal Aviation Administration's 10-Year Strategy for the Air Traffic Control Workforce

March 2007

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

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAY 10 2007

The Honorable Robert C. Byrd
Chairman, Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

As requested in Senate Report 109-293 accompanying the Transportation, Treasury, Housing and Urban Development, the Judiciary, and Independent Agencies Appropriations Act, 2007, the Federal Aviation Administration is pleased to provide the Aviation Safety Workforce Plan. This plan provides a background to current safety staffing levels, describes the challenges to hiring sufficient safety staff, and provides a forecast on safety workforce attrition and hiring.

We have sent identical letters to Chairman Obey, Senator Cochran, and Congressman Lewis.

Sincerely,

Marion C. Blakey
Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAY 10 2007

The Honorable Thad Cochran
Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Senator Cochran:

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Administrator

Enclosure

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

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAY 10 2007

The Honorable David R. Obey
Chairman, Committee on Appropriations
House of Representatives
Washington, DC 20515

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**Federal Aviation
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Office of the Administrator

800 Independence Ave., S.W.
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MAY 10 2007

The Honorable Jerry Lewis
Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Congressman Lewis:

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Administrator

Enclosure

Aviation Safety Workforce Plan May 2007

U.S. Department of Transportation
Federal Aviation Administration
Aviation Safety (AVS)
800 Independence Avenue, SW
Washington, D.C. 20591

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAY 15 2007

The Honorable Patty Murray
Chairman, Subcommittee on Transportation,
Housing and Urban Development,
and Related Agencies
United States Senate
Washington, DC 20510

Dear Madam Chairman:

House Report 109-495 accompanying the Departments of Transportation, Treasury, Housing and Urban Development, the Judiciary, and Independent Agencies Appropriations Bill, 2007 asks the Federal Aviation Administration to provide a report to Congress on the specific mitigation measures that will be considered to address noise impacts of the redesign of the New York/New Jersey airspace. The committee notes that the executive summary of the FAA's Draft Environmental Impact Statement for the redesign of the New York/New Jersey/ Philadelphia (NY/NJ/PHL) regional airspace states, "Mitigation measures to avoid, minimize, rectify, reduce, eliminate, or compensate for these (noise) impacts will be considered in the Final Environmental Impact Statement."

The enclosed reports provide the FAA's mitigation strategies for the NY/NJ/PHL Metropolitan Area Airspace Redesign identified in the committee's request.

Identical letters have been sent to Chairman Olver, Senator Bond, and Congressman Knollenberg.

Sincerely,

Marion C. Blakey
Administrator

Enclosures

U.S. Department
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800 Independence Ave., S.W.
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Enclosures

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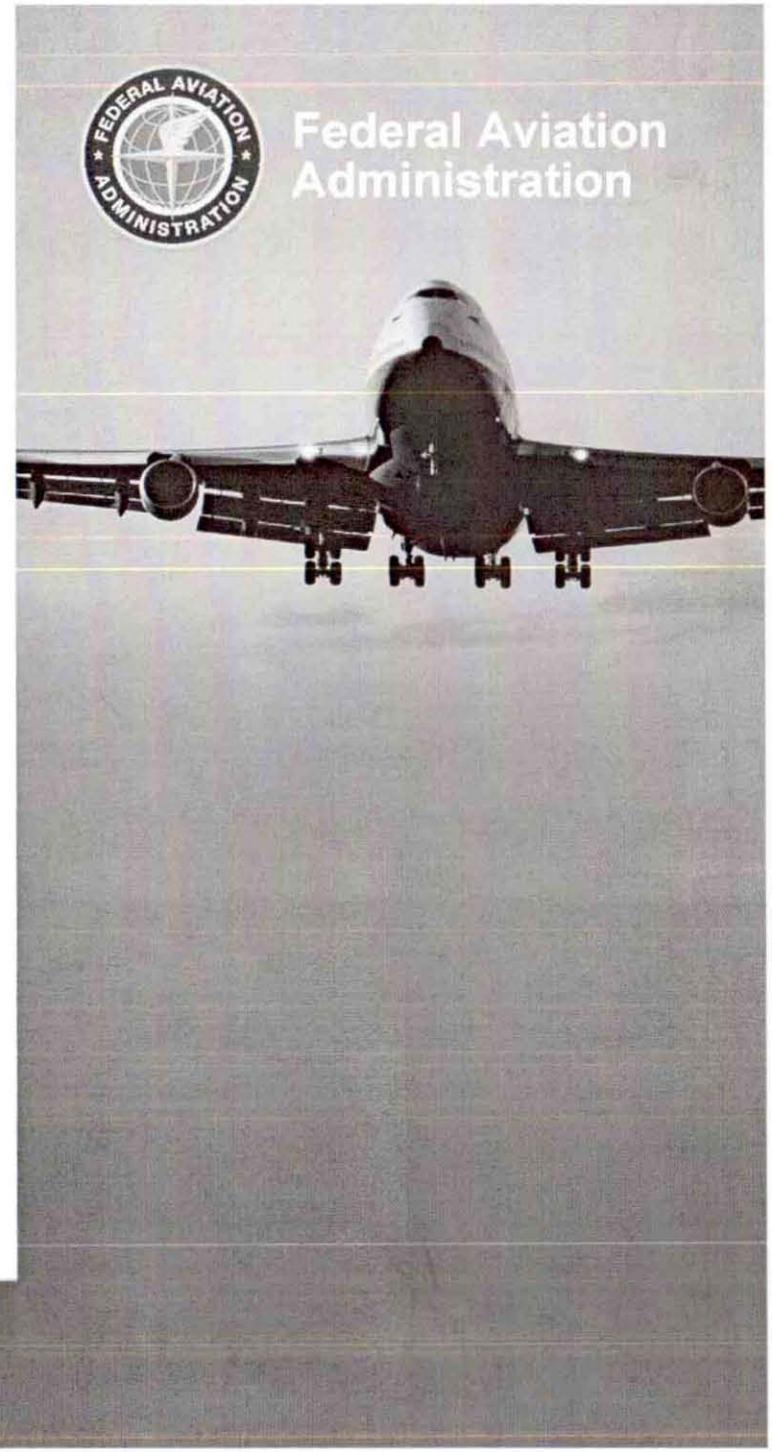
Enclosures

NY/NJ/PHL Metropolitan Area Airspace Redesign

Mitigation Strategies

Name: Steve Kelley

Date: January 2007



MP070049

MITRE PRODUCT

Operational Analysis of Mitigation of the NY/NJ/PHL Airspace Redesign

April 2007

Linda M. Boan
Arlene M. Cooper
Heather L. Danner
Jonathan Hoffman
Jennifer L. Reese

Sponsor: Federal Aviation Administration
Dept. No.: F063
Contract No.: DTFA01-01-C-00001
Project No.: 0207FJ06-N3

MITRE
Center for Advanced Aviation System Development
McLean, Virginia

NOISE MITIGATION REPORT

April 6, 2007

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAY 15 2007

The Honorable Daniel K. Inouye
Chairman, Committee on Commerce, Science
and Transportation
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

I am pleased to provide you the annual report on Commercial Service Airport Financial Operations for 2005, as requested by the Federal Aviation Administration Authorization Act of 1994 Public Law 103-305, codified at 49 U.S.C. 47107(k).

The report summarizes the following reporting requirements: payments to government entities and purposes for each payment, services and property provided to government entities and amount of compensation received for each service and property, and annual financial results.

We have sent identical letters to Chairman Oberstar, Congressman Mica, and Senator Stevens.

Sincerely,

Marion Blakey

Marion C. Blakey
Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAY 15 2007

The Honorable Ted Stevens
Committee on Commerce, Science
and Transportation
United States Senate
Washington, DC 20510

Dear Senator Stevens:

I am pleased to provide you the annual report on Commercial Service Airport Financial Operations for 2005, as requested by the Federal Aviation Administration Authorization Act of 1994 Public Law 103-305, codified at 49 U.S.C. 47107(k).

The report summarizes the following reporting requirements: payments to government entities and purposes for each payment, services and property provided to government entities and amount of compensation received for each service and property, and annual financial results.

We have sent identical letters to Chairmen Inouye and Oberstar and Congressman Mica.

Sincerely,

Marion C. Blakey
Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAY 15 2007

The Honorable James Oberstar
Chairman, Committee on Transportation
and Infrastructure
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

I am pleased to provide you the annual report on Commercial Service Airport Financial Operations for 2005, as requested by the Federal Aviation Administration Authorization Act of 1994 Public Law 103-305, codified at 49 U.S.C. 47107(k).

The report summarizes the following reporting requirements: payments to government entities and purposes for each payment, services and property provided to government entities and amount of compensation received for each service and property, and annual financial results.

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Sincerely,

Marion C. Blakey
Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAY 15 2007

The Honorable John Mica
Committee on Transportation
and Infrastructure
House of Representatives
Washington, DC 20515

Dear Congressman Mica:

I am pleased to provide you the annual report on Commercial Service Airport Financial Operations for 2005, as requested by the Federal Aviation Administration Authorization Act of 1994 Public Law 103-305, codified at 49 U.S.C. 47107(k).

The report summarizes the following reporting requirements: payments to government entities and purposes for each payment, services and property provided to government entities and amount of compensation received for each service and property, and annual financial results.

We have sent identical letters to Chairmen Inouye and Oberstar and Senator Stevens.

Sincerely,

Marion C. Blakey
Administrator

Enclosure

Commercial Service Airport Financial Operations for 2005

This is the Federal Aviation Administration annual report to Congress on Commercial Service Airport Financial Operations for calendar year 2005.

This report is filed under Federal Aviation Administration Authorization Act of 1994 (Act of 1994), Public Law 103-305, codified at 49 U.S.C. 47107(k).

The Act of 1994 requires the Secretary of Transportation to provide the report to the Senate Committee on Commerce, Science and Transportation and to the House Committee on Transportation and Infrastructure. As this report is a statistical summary, the Secretary delegated signature authority to the FAA Administrator.

Part 1 is the Financial Report that is broken into subcategories of large, medium, small, and non-hub airports. Part 2 is the payments that commercial service airports made to governmental entities for services. Part 3 is the services and property that airports provide to governmental entities.

The FAA defines commercial service airports as those that enplane 2,500 or more passengers a year. The preceding years' enplanements are used to determine current year filing requirements.

The FAA makes this information available to the public on the FAA Airports Web site, http://cats.airports.faa.gov/.

Part 1. Financial Results

505 Commercial Service Airports

For 2005

A. Aeronautical Operating Revenue

1. Landing Fees	$2,681,121,823
2. Terminal/International arrival area rental or other charge	$2,996,133,057
3. Apron charges/tiedowns	$125,661,893
4. FBO revenue: contract or sponsor-operated	$110,703,967
5. Cargo and hangar rentals	$414,764,496
6. Aviation fuel tax retained for airport use	$38,509,953
7. Fuel sales net profit/loss or fuel flowage fees	$226,075,004
8. Security Reimbursement	$76,143,242
9. Miscellaneous	$34,702,990
10. Other	$296,135,404
Total	$6,999,951,829

B. Nonaeronautical Operating Revenue

1. Land and non-terminal facilities	$542,476,060
2. Terminal - food and beverage	$495,620,526
3. Terminal - retail stores	$427,906,378
4. Terminal - other	$253,119,360
5. Rental cars	$1,193,015,584
6. Parking	$2,495,200,964
7. Miscellaneous	$124,358,034
8. Other	$561,923,147
Total	$6,093,700,053

C. Nonoperating Revenue

1. Interest income - restricted and nonrestricted	$589,706,590
2. Grant receipts	$2,306,864,638
3. Passenger Facility Charges	$2,374,151,001
4. Other	$374,324,777
Total	$5,645,077,006
Total Revenue	$18,738,728,888

D. Operating Expenses

1. Personnel compensation and benefits	$3,346,415,407
2. Communications and utilities	$811,805,865
3. Supplies and materials	$618,853,232
4. Repairs and maintenance	$657,723,323
5. Contractual services	$2,182,522,619
6. Insurance, claims, and settlements	$235,408,906
7. Miscellaneous	$117,654,475
8. Other	$614,479,153
Total	$8,584,962,980

E. Nonoperating Expenses

1. Interest expense	$2,404,612,305
2. Other	$270,331,367
Total	$2,674,943,672

F. Depreciation

$3,832,036,916

Net (Total A+B+C Less D,E and F)

$3,646,865,320

G. Reporting Year Proceeds

1. Bond Proceeds	$6,335,747,257
2. Proceeds from sale of property	$35,354,946
3. Other contributed capital	$1,129,414,737
4. Other	$1,095,257,518
Total	$8,595,774,458

H. Reporting Year Expenditures for Projects

1. Airfield	$2,622,948,033
2. Terminal	$3,130,507,763
3. Parking	$473,048,037
4. Roadways, rail, and transit	$494,105,756
5. Other	$2,009,541,881
Total	$8,730,151,470

I. Reporting Year Debt Payments

$3,497,504,140

J. Indebtedness at End of Year

1. Bonds	$59,148,587,054
2. Loans	$1,017,521,312
3. Other	$3,709,950,556
Total	$63,876,058,922

K. Net Assets

$44,813,708,448

L. Restricted Financial Assets

1. Restricted debt service reserve	$6,387,005,374
2. Restrictions for renewals and replacements	$9,278,156,120
3. Other restricted financial assets	$10,391,050,067
Total	$26,056,211,561

M. Unrestricted Financial Assets including cash

$24,573,790,233

Part 1. Financial Results

31 Large Hub Commercial Service Airports

For 2005

A. Aeronautical Operating Revenue	
1. Landing Fees	$1,99[illegible]073,508
2. Terminal/international arrival area rental or other charge	$2,18[illegible]641,803
3. Apron charges/tiedowns	$60[illegible]652,244
4. FBO revenue: contract or sponsor-operated	$3[illegible]327,160
5. Cargo and hangar rentals	$269[illegible]249,059
6. Aviation fuel tax retained for airport use	$3[illegible]991,262
7. Fuel sales net profit/loss or fuel flowage fees	$88[illegible]066,310
8. Security Reimbursement	$43[illegible]093,933
9. Miscellaneous	$19[illegible]307,345
10. Other	$25[illegible]077,134
Total	$4,969[illegible]079,758
B. Nonaeronautical Operating Revenue	
1. Land and non-terminal facilities	$27[illegible]336,613
2. Terminal - food and beverage	$40[illegible]125,880
3. Terminal - retail stores	$33[illegible]789,967
4. Terminal - other	$18[illegible]862,955
5. Rental cars	$68[illegible]333,805
6. Parking	$1,49[illegible]130,197
7. Miscellaneous	$8[illegible]125,823
8. Other	$47[illegible]574,370
Total	$3,92[illegible]079,610
C. Nonoperating Revenue	
1. Interest income - restricted and nonrestricted	$41[illegible]325,354
2. Grant receipts	$75[illegible]080,846
3. Passenger Facility Charges	$1,71[illegible]480,214
4. Other	$18[illegible]605,919
Total	$3,07[illegible]092,333
Total Revenue	$11,96[illegible]251,701
D. Operating Expenses	
1. Personnel compensation and benefits	$2,09[illegible]288,166
2. Communications and utilities	$54[illegible]402,768
3. Supplies and materials	$46[illegible]120,986
4. Repairs and maintenance	$47[illegible]754,960
5. Contractual services	$1,41[illegible]733,415
6. Insurance, claims, and settlements	$13[illegible]943,543
7. Miscellaneous	$5[illegible]398,454
8. Other	$42[illegible]825,342
Total	$5,60[illegible]767,634

E. Nonoperating Expenses	
1. Interest expense	$1,789,807,833
2. Other	$138,592,308
Total	$1,928,400,141
F. Depreciation	$2,393,512,632
Net (Total A+B+C Less D,E and F)	$2,034,571,294
G. Reporting Year Proceeds	
1. Bond Proceeds	$4,975,884,873
2. Proceeds from sale of property	$16,831,879
3. Other contributed capital	$317,103,031
4. Other	$886,719,298
Total	$6,196,539,081
H. Reporting Year Expenditures for Projects	
1. Airfield	$1,328,033,458
2. Terminal	$2,225,285,060
3. Parking	$325,511,566
4. Roadways, rail, and transit	$426,077,593
5. Other	$1,457,031,440
Total	$5,761,939,117
I. Reporting Year Debt Payments	$2,227,152,518
J. Indebtedness at End of Year	
1. Bonds	$45,193,710,273
2. Loans	$518,679,324
3. Other	$3,026,322,186
Total	$48,738,711,783
K. Net Assets	$21,446,722,426
L. Restricted Financial Assets	
1. Restricted debt service reserve	$4,990,940,214
2. Restrictions for renewals and replacements	$7,875,236,364
3. Other restricted financial assets	$7,094,346,748
Total	$19,960,523,326
M. Unrestricted Financial Assets including cash	$14,819,701,874

Part 1. Financial Results

37 Medium Hub Commercial Service Airports

For 2005

A. Aeronautical Operating Revenue	
1. Landing Fees	$484,369,943
2. Terminal/International arrival area rental or other charge	$547,673,073
3. Apron charges/tiedowns	$37,764,127
4. FBO revenue: contract or sponsor-operated	$27,692,060
5. Cargo and hangar rentals	$60,829,757
6. Aviation fuel tax retained for airport use	$2,257,390
7. Fuel sales net profit/loss or fuel flowage fees	$55,818,395
8. Security Reimbursement	$14,983,522
8. Miscellaneous	$9,659,396
9. Other	$14,219,382
Total	$1,254,667,045
B. Nonaeronautical Operating Revenue	
1. Land and non-terminal facilities	$90,552,860
2. Terminal - food and beverage	$67,431,892
3. Terminal - retail stores	$69,595,745
4. Terminal - other	$37,687,511
5. Rental cars	$299,909,611
6. Parking	$671,116,200
7. Miscellaneous	$23,857,181
8. Other	$31,529,138
Total	$1,301,680,138
C. Nonoperating Revenue	
1. Interest income - restricted and nonrestricted	$101,196,185
2. Grant receipts	$454,726,080
3. Passenger Facility Charges	$423,762,331
4. Other	$66,966,127
Total	$1,056,350,723
Total Revenue	$3,609,397,906
D. Operating Expenses	
1. Personnel compensation and benefits	$634,764,796
2. Communications and utilities	$134,965,667
3. Supplies and materials	$64,024,904
4. Repairs and maintenance	$91,144,177
5. Contractual services	$514,754,405
6. Insurance, claims, and settlements	$43,099,574
7. Miscellaneous	$41,056,938
8. Other	$121,320,436
Total	$1,654,330,897

E. Nonoperating Expenses	
1. Interest expense	$425,458,888
2. Other	$57,129,841
Total	$482,588,729
F. Depreciation	$752,064,040
Net (Total A+B+C Less D,E and F)	$722,414,240
G. Reporting Year Proceeds	
1. Bond Proceeds	$1,134,358,815
2. Proceeds from sale of property	$12,780,065
3. Other contributed capital	$313,483,421
4. Other	$112,801,490
Total	$1,573,423,791
H. Reporting Year Expenditures for Projects	
1. Airfield	$480,043,958
2. Terminal	$545,531,446
3. Parking	$60,369,209
4. Roadways, rail, and transit	$20,967,446
5. Other	$279,483,745
Total	$1,386,395,804
I. Reporting Year Debt Payments	$872,528,162
J. Indebtedness at End of Year	
1. Bonds	$10,326,888,713
2. Loans	$229,099,191
3. Other	$452,019,405
Total	$11,008,007,309
K. Net Assets	$12,304,266,733
L. Restricted Financial Assets	
1. Restricted debt service reserve	$990,670,669
2. Restrictions for renewals and replacements	$950,043,213
3. Other restricted financial assets	$2,176,271,812
Total	$4,116,985,694
M. Unrestricted Financial Assets including cash	$5,223,262,801

Part 1. Financial Results

67 Small Hub Commercial Service Airports

For 2005

A. Aeronautical Operating Revenue	
1. Landing Fees	$151,177,797
2. Terminal/international arrival area rental or other charge	$191,945,736
3. Apron charges/tiedowns	$20,422,639
4. FBO revenue: contract or sponsor-operated	$21,861,427
5. Cargo and hangar rentals	$49,530,065
6. Aviation fuel tax retained for airport use	$1,717,528
7. Fuel sales net profit/loss or fuel flowage fees	$23,074,790
8. Security Reimbursement	$7,602,155
8. Miscellaneous	$7,964,782
9. Other	$12,728,982
Total	$487,025,901
B. Nonaeronautical Operating Revenue	
1. Land and non-terminal facilities	$89,323,970
2. Terminal - food and beverage	$22,092,534
3. Terminal - retail stores	$23,212,162
4. Terminal - other	$19,431,168
5. Rental cars	$148,844,605
6. Parking	$261,231,792
7. Miscellaneous	$8,546,416
8. Other	$28,817,295
Total	$607,499,942
C. Nonoperating Revenue	
1. Interest income - restricted and nonrestricted	$4,786,171
2. Grant receipts	$46,879,986
3. Passenger Facility Charges	$17,089,860
4. Other	$5,816,645
Total	$74,572,662
Total Revenue	$1,833,098,505
D. Operating Expenses	
1. Personnel compensation and benefits	$35,787,208
2. Communications and utilities	$7,588,639
3. Supplies and materials	$4,781,324
4. Repairs and maintenance	$5,553,881
5. Contractual services	$15,315,451
6. Insurance, claims, and settlements	$2,358,551
7. Miscellaneous	$1,066,288
8. Other	$3,372,751
Total	$76,324,093

E. Nonoperating Expenses	
1. Interest expense	$149,385,254
2. Other	$19,551,468
Total	$168,936,722
F. Depreciation	$410,344,528
Net (Total A+B+C Less D,E and F)	$491,193,162
G. Reporting Year Proceeds	
1. Bond Proceeds	$190,681,647
2. Proceeds from sale of property	$1,666,984
3. Contributed capital	$219,633,960
4. Other	$56,610,791
Total	$468,593,382
H. Reporting Year Expenditures for Projects	
1. Airfield	$308,658,312
2. Terminal	$218,833,604
3. Parking	$61,681,212
4. Roadways, rail, and transit	$34,122,746
5. Other	$151,103,008
Total	$774,398,882
I. Reporting Year Debt Payments	$286,456,988
J. Indebtedness at End of Year	
1. Bonds	$2,996,931,119
2. Loans	$104,554,614
3. Other	$127,681,596
Total	$3,229,167,329
K. Net Assets	$6,218,707,881
L. Restricted Financial Assets	
1. Restricted debt service reserve	$326,142,100
2. Restrictions for renewals and replacements	$242,076,194
3. Other restricted financial assets	$575,224,281
Total	$1,143,442,575
M. Unrestricted Financial Assets including cash	$2,661,997,009

Part 1. Financial Results

370 Non-Hub Commercial Service Airports

For 2005

A. Aeronautical Operating Revenue	
1. Landing Fees	$54,500,575
2. Terminal/International arrival area rental or other charge	$64,529,072
3. Apron charges/tiedowns	$8,822,883
4. FBO revenue: contract or sponsor-operated	$29,948,023
5. Cargo and hangar rentals	$41,768,257
6. Aviation fuel tax retained for airport use	$2,543,773
7. Fuel sales net profit/loss or fuel flowage fees	$59,139,179
8. Security Reimbursement	$10,463,632
8. Miscellaneous	$2,771,467
9. Other	$17,509,906
Total	$289,996,767
B. Nonaeronautical Operating Revenue	
1. Land and non-terminal facilities	$85,480,295
2. Terminal - food and beverage	$5,071,537
3. Terminal - retail stores	$3,368,504
4. Terminal - other	$8,137,726
5. Rental cars	$66,207,563
6. Parking	$70,722,775
7. Miscellaneous	$5,828,614
8. Other	$18,000,720
Total	$262,817,734
C. Nonoperating Revenue	
1. Interest income - restricted and nonrestricted	$21,458,880
2. Grant receipts	$631,547,726
3. Passenger Facility Charges	$56,818,596
4. Other	$68,936,086
Total	$780,761,288
Total Revenue	$1,333,575,789
D. Operating Expenses	
1. Personnel compensation and benefits	$268,575,237
2. Communications and utilities	$5,938,791
3. Supplies and materials	$41,926,018
4. Repairs and maintenance	$35,970,305
5. Contractual services	$91,219,348
6. Insurance, claims, and settlements	$21,907,238
7. Miscellaneous	$ 1,622,795
8. Other	$31,360,624
Total	$556,620,356

E. Nonoperating Expenses	
1. Interest expense	$39,960,330
2. Other	$55,057,750
Total	$95,018,080
F. Depreciation	$276,115,716
Net (Total A+B+C Less D,E and F)	$399,821,637
G. Reporting Year Proceeds	
1. Bond Proceeds	$34,821,922
2. Proceeds from sale of property	$4,076,018
3. Other contributed capital	$279,194,325
4. Other	$39,125,939
Total	$357,218,204
H. Reporting Year Expenditures for Projects	
1. Airfield	$506,212,305
2. Terminal	$140,857,653
3. Parking	$25,486,050
4. Roadways, rail, and transit	$12,937,971
5. Other	$121,923,688
Total	$807,417,667
I. Reporting Year Debt Payments	$111,366,472
J. Indebtedness at End of Year	
1. Bonds	$631,056,949
2. Loans	$165,188,183
3. Other	$103,927,369
Total	$900,172,501
K. Net Assets	$4,844,011,408
L. Restricted Financial Assets	
1. Restricted debt service reserve	$79,252,391
2. Restrictions for renewals and replacements	$210,800,349
3. Other restricted financial assets	$545,207,226
Total	$835,259,966
M. Unrestricted Financial Assets including cash	$1,868,828,549

Part 2
Payments to Government Entities
All Commercial Service Airports
For 2005

Type of Service Provided to Airport	
Other	317,155,699
Law Enforcement	304,576,614
Firefighting	161,984,269
Utilities	135,617,430
Central Services	97,613,673
Repayment of Contributions	61,694,692
Parking and Sales Tax	53,405,943
General Cost of Government	51,602,535
Payments in Lieu of Tax	30,722,458
Fleet Services	26,953,797
Repayment of Loans	25,692,576
Legal Services	18,751,820
Engineering	14,668,494
Land and Facility Rental	13,078,280
Grandfathered Payments	10,414,202
Aviation Fuel Tax	7,440,638
Community Services	5,013,836
Mayor and City Council	3,635,949
Promotion and Marketing	1,241,105
Ground Access Projects	528,893
Impact Fees	233,223
Lobbying Fees	126,825
Total	**$ 1,342,152,951**

Part 3

Property and Services Provided to Governmental Entities by Airports

All Commercial Service Airports

For 2005

Recipient of Property	Fair Market Value of Property Provided to Governmental Entities (1)	Payments to Airports by Governmental Entities (2)		
		In-Kind Services Provided to Airport for Property/Svcs	Cash Provided to Airport for Property/Svcs	Total Cash and In-Kind
City	$40,598,681	$3,379,950	$37,121,596	$40,501,546
County	33,649,151	1,007,143	10,221,670	11,228,813
State	54,406,568	4,464,249	22,920,876	27,385,125
Federal	112,823,690	5,458,929	88,342,847	93,801,776
Port Authority	2,233,765	-	2,275,582	2,275,582
	$243,711,855	$14,310,271	$160,882,571	$175,192,842

(1) Land, Hangars, and Buildings compose the property provided to government entities.

(2) For nonaeronautical use, governmental entities pay fair market value for their use of airport land and facilities. Governmental entities pay for their use through cash payment or in exchange for services, such as providing the airport police and fire protection.

For aeronautical use, government entities may pay less than fair market value for their use of airport facilities, depending on the circumstances at each airport.

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAY 24 2007

The Honorable Patty Murray
Chairman, Subcommittee on Transportation,
Housing and Urban Development,
and Related Agencies
United States Senate
Washington, DC 20510

Dear Madam Chairman:

I am pleased to present you the annual report to Congress on Runway Safety Area Improvements at Commercial Service Airports for 2006 as requested by the Transportation, Treasury, Housing and Urban Development, Judiciary, District of Columbia and Independent Agencies Appropriations Act, 2006, Public Law 109-115.

The report summarizes our efforts since 1996 to improve runway safety areas. It describes Federal Aviation Administration standards, policies, and historical background. This report also notes our progress towards meeting the goal of completing all improvements by 2015 as required under Public Law 109-115.

We have sent an identical letter to Chairman Olver, Senator Bond, and Congressman Knollenberg.

Sincerely,

Marion C. Blakey
Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAY 24 2007

The Honorable John W. Olver
Chairman, Subcommittee on Transportation,
Housing and Urban Development,
and Related Agencies
House of Representatives
Washington, DC 20515

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800 Independence Ave., S.W.
Washington, D.C. 20591

MAY 24 2007

The Honorable Christopher S. Bond
Subcommittee on Transportation, Housing
and Urban Development, and Related Agencies
United States Senate
Washington, DC 20510

Dear Senator Bond:

I am pleased to present you the annual report to Congress on Runway Safety Area Improvements at Commercial Service Airports for 2006 as requested by the Transportation, Treasury, Housing and Urban Development, Judiciary, District of Columbia and Independent Agencies Appropriations Act, 2006, Public Law 109-115.

The report summarizes our efforts since 1996 to improve runway safety areas. It describes Federal Aviation Administration standards, policies, and historical background. This report also notes our progress towards meeting the goal of completing all improvements by 2015 as required under Public Law 109-115.

We have sent an identical letter to Chairmen Murray and Olver and Congressman Knollenberg.

Sincerely,

Marion C. Blakey
Administrator

Enclosure

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

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAY 24 2007

The Honorable Joe Knollenberg
Subcommittee on Transportation, Housing
and Urban Development, and Related Agencies
House of Representatives
Washington, DC 20515

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Administrator

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U.S. Department of Transportation
Federal Aviation Administration

Report to Congress

Runway Safety Area Improvements at Certificated Airports

2006

EXECUTIVE SUMMARY

Public Law 109-115, making appropriations for the Departments of Transportation, Treasury, and Housing and Urban Development, the Judiciary, District of Columbia, and independent agencies for the fiscal year ending September 30, 2006, included goals on improving airport runway safety areas and a requirement for the Federal Aviation Administration (FAA) to report annually to Congress. Specifically, the language was:

> *That not later than December 31, 2015, the owner or operator of an airport certificated under 49 U.S.C. 44706 shall improve the airport's runway safety areas to comply with the Federal Aviation Administration design standards required by 14 CFR part 139: Provided further, That the Federal Aviation Administration shall report annually to the Congress on the agency's progress toward improving the runway safety areas at 49 U.S.C. 44706 airports.*

In Fiscal Year (FY) 2000, FAA started an ambitious program to accelerate runway safety area (RSA) improvements for commercial service runways that do not meet standards. More than 1,000 runways were evaluated for compliance with current standards.

In FY 2005, FAA completed a revalidation of an RSA inventory for all commercial runways at each 14 CFR part 139 certificated airport. A long-term schedule was developed that would enable airports to make all practicable improvements to RSAs for priority runways by 2015. Subsequently, the FAA's goal of completing the RSA improvements by 2015 was included in Public Law 109-115. Priority runways are runways where the RSA was not improved to the extent practicable after FY 2000, and where the actual RSA dimensions were less than 90 percent of the standard. The result of this effort is a complete understanding of the existing status and a detailed improvement plan for commercial runways at certificated part 139 airports that do not meet current RSA design standards.

The FAA exceeded its FY 2006 goal of completing all practicable RSA improvements at 34 priority runways in FY 2006. Thirty-nine improvements were actually completed in FY 2006. Plans are in place to improve 212 more priority runways to the extent practicable by 2015. The Airport Improvement Program (AIP) awarded grants totaling over $240 million for these projects in FY 2006. AIP investment required to support the remainder of this program will be approximately $1.1 billion in grants.

Since 2000, commercial runways at part 139 airports with a full standard RSA have increased from 30 percent to 50 percent in 2006. RSAs substantially meeting standards, defined as dimensions that are within 90 percent of the standard, have increased from 55 percent in 2000 to 70 percent in 2006. Although not all RSAs can be improved to standards because of costs and other constraints, 66 percent will meet full standards and 86 percent will substantially meet standards when the RSA improvements are complete. This program will result in a runway system with a significantly improved margin of safety for aircraft.

Figure 1. FY 2006 National RSA Improvement Plan

RSA Improvement Plan: FY 2006

Inventory

Part 139 Airports	573
Runways	1014
Priority Runways	453

FY 2006 Improvements

Priority Planned	34
Priority Complete	39
Other Complete	17
Total Complete	56

Funding Plan

Year	Cost
2006*	244,066,053
2007	235,522,387
2008	231,233,756
2009	226,159,460
2010	185,707,500
2011	77,175,539
2012	48,595,000
2013	73,445,000
2014	17,695,782
2015	0
TOTAL	1,095,534,424

*Actual AIP grant award total, not included in total

Planned/Actual Completions

2000	23
2001	31
2002	34
2003	48
2004	22
2005	49
2006	39
2007	37
2008	52
2009	43
2010	33
2011	11
2012	9
2013	12
2014	5
2015	5
TOTAL	453

INTRODUCTION

An RSA is a defined surface surrounding the runway that is prepared or suitable for reducing the risk of damage to aircraft in the event of undershoot, overrun, or excursion from the runway. RSA dimensional standards have increased over time. The predecessor to today's standard extended only 200 feet from the ends of the runway. Today, a standard RSA can be as large as 500 feet wide, extending 1,000 feet beyond each runway end. FAA has increased the dimensions to accommodate larger and faster aircraft and to address higher safety expectations of aviation users.

Applying new standards to existing airports creates a problem. Many runways do not meet current standards because they were constructed to an earlier standard. The problem is compounded by the fact that airports are increasingly constrained by nearby land development and natural features.[1] FAA recognized a growing gap with respect to RSA standards by the late 1980s. Although the 1990s saw progress towards closing this gap, there was not a specific FAA goal or timeline for making RSA improvements. FAA required (14 CFR 139.309) that when certificated airports undertook a major runway construction project, the RSAs would be brought

[1] Where an airport's runways are constrained by physical conditions, the Secretary shall consider alternative means for ensuring runway safety (other than a safety overrun area) when prescribing conditions for grants for runway rehabilitation.

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAY 30 2007

The Honorable Robert C. Byrd
Chairman, Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of December 31, 2006 for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Obey, Olver, and Murray, Senators Bond and Cochran, and Congressmen Knollenberg and Lewis.

Sincerely,

Marion

Marion C. Blakey
Administrator

Enclosures

U.S. Department
of Transportation

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Office of the Administrator

800 Independence Ave., S.W.
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MAY 30 2007

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Committee on Appropriations
United States Senate
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MAY 30 2007

The Honorable Patty Murray
Chairman, Subcommittee on Transportation
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and Related Agencies
United States Senate
Washington, DC 20510

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House of Representatives
Washington, DC 20515

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The Honorable Jerry Lewis
Committee on Appropriations
House of Representatives
Washington, DC 20515

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MAY 30 2007

The Honorable John W. Olver
Chairman, Subcommittee on Transportation,
Housing and Urban Development
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House of Representatives
Washington, DC 20515

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MAY 30 2007

The Honorable Joseph Knollenberg
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and Related Agencies
House of Representatives
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Administrator

Enclosures

EDERAL AVIATION ADMINISTRATION
PPROPRIATION:2005
-JAN-2007
RODUCED BY ABU-300

APPROPRIATION STATUS BY FISCAL YEAR
FACILITIES & EQUIPMENT
F&E FY 2005/2007 782A

PERIOD ENDING 31-DEC-2006

UD ACTIVITY/ UDGET I	TITLE	AVAILABILITY	CUMULATIVE OBLIGATIONS	UNOBLIGATED BALANCE
A01	ADVANCED TECHNOLOGY DEVELOPMENT AND PROTOTYPING	58,089,400	56,434,544	1,654,856
A02	SAFE FLIGHT 21	44,098,368	35,440,633	8,657,735
A03	AERONAUTICAL DATA LINK (ADL) APPLICATIONS	3,670,400	3,158,157	512,243
A04	NEXT GENERATION VERY HIGH FREQUENCY AIR/GROUND COM	29,710,400	24,928,446	4,781,954
A05	FREE FLIGHT PHASE 2	87,296,994	85,916,845	1,380,149
A06	TECHNOLOGY DEMONSTRATION - LOUSVILLE KY - CONGRESS	1,488,000	1,463,805	24,195
A07	NAS IMPROVEMENT OF SYSTEM SUPPORT LABORATORY	992,000	990,619	1,381
A08	TECHNICAL CENTER FACILITIES	12,504,000	12,439,347	64,653
A09	TECHNICAL CENTER BUILDING AND PLANT SUPPORT	4,265,600	4,177,259	88,341
A10	LOCAL AREA AUGMENTATION SYSTEM (LAAS) FOR GPS	9,920,000	9,895,409	24,591
A11	SYSTEM WIDE INFORMATION MANAGEMENT	9,920,000	9,901,125	18,875
A01	EN ROUTE AUTOMATION PROGRAM	345,086,676	337,426,189	7,660,487
A02	NEXT GENERATION WEATHER RADAR (NEXRAD) - PROVIDE	4,860,800	4,863,166	(2,366)
A03	ATOMS LOCAL AREA/WIDE AREA NETWORK	992,000	992,099	(99)
A04	WEATHER AND RADAR PROCESSOR (WARP)	4,662,400	4,656,527	5,873
A05	ARTCC BUILDING IMPROVEMENTS/PLANT IMPROVEMENTS	26,033,300	27,256,011	(1,222,711)
A06	VOICE SWITCHING AND CONTROL SYSTEM (VSCS)	24,044,782	24,045,486	(704)
A07	AIR TRAFFIC MANAGEMENT (ATM)	37,042,211	36,066,337	975,874
A08	CRITICAL TELECOMMUNICATION SUPPORT	1,289,600	1,289,643	(43)
A09	AIR/GROUND COMMUNICATIONS INFRASTRUCTURE	14,651,501	10,212,412	4,439,089
A10	ATC BEACON INTERROGATOR (ATCBI) - REPLACEMENT	10,217,600	8,494,894	1,722,706
A12	EN ROUTE COMMUNICATIONS AND CONTROL FACILITIES IMP	912,634	694,972	217,662
A13	INTEGRATED TERMINAL WEATHER SYSTEM (ITWS)	13,987,200	13,953,604	33,596
A14	FAA TELECOMMUNICATIONS INFRASTRUCTURE	70,679,079	68,376,397	2,302,682
A15	GUAM CENTER RADAR APPROACH CONTROL (CERAP) - RELOC	2,281,600	2,259,151	22,449
A16	OCEANIC AUTOMATION SYSTEM	48,418,474	47,522,870	895,604
A17	CORRIDOR WEATHER INTEGRATED SYSTEM (CWIS)	4,364,800	4,363,760	1,040

U.S. Department
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**Federal Aviation
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FEDERAL AVIATION ADMINISTRATION
APPROPRIATION:2005
31-MAR-2007
PRODUCED BY ABU-300

APPROPRIATION STATUS BY FISCAL YEAR
FACILITIES & EQUIPMENT
F&E FY 2005/2007 782A

PERIOD ENDING 31-MAR-2007

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U.S. Department
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800 Independence Ave., S.W.
Washington, D.C. 20591

JUN 15 2007

The Honorable Daniel Inouye
Chairman, Committee on Commerce,
Science and Transportation
United States Senate
Washington, DC 20510

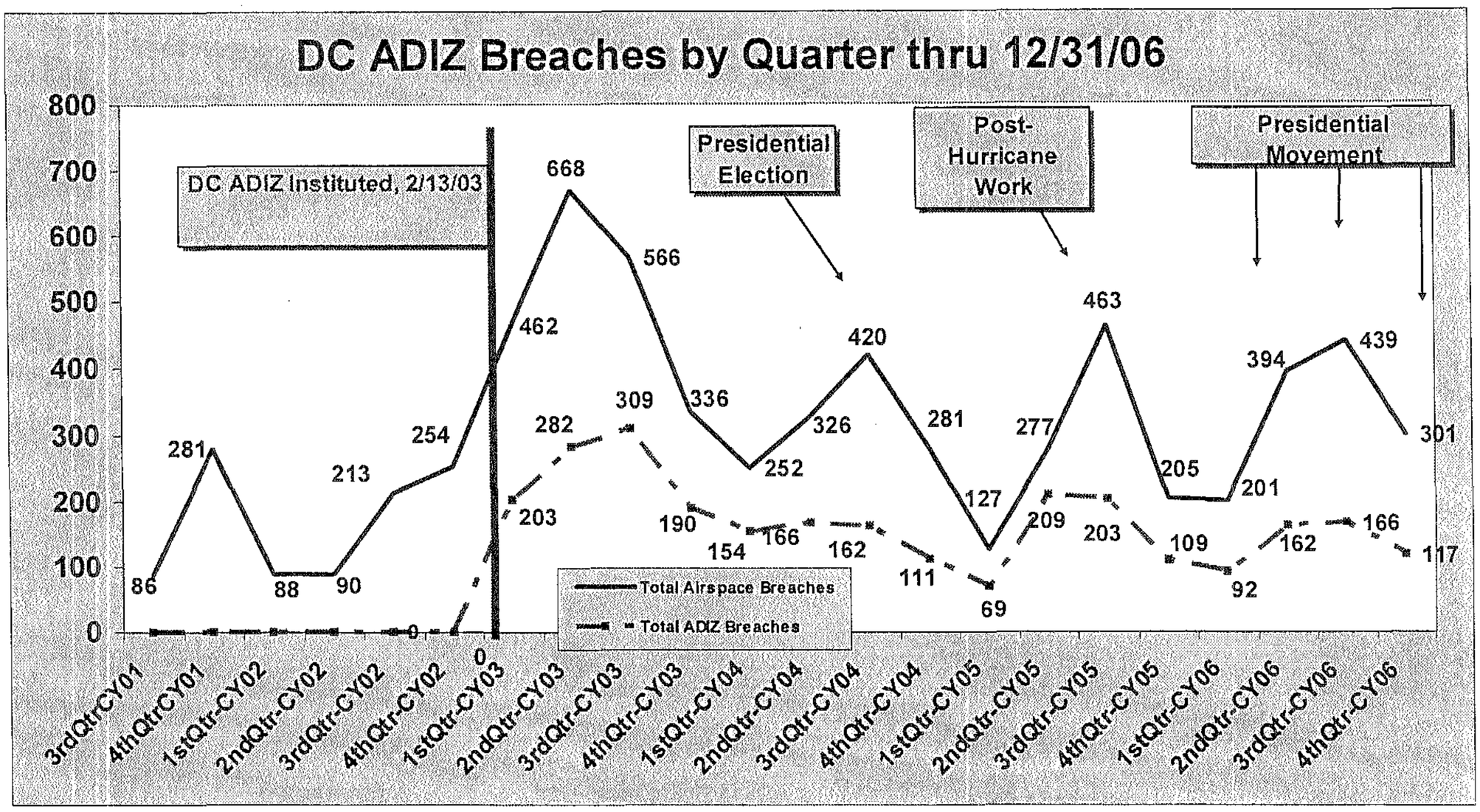
Dear Mr. Chairman:

House Report 108-334 accompanying Vision 100—Century of Aviation Reauthorization Act asked the Federal Aviation Administration to submit a report in response to Section 602, Justification for Air Defense Identification Zone, describing changes that could improve operational efficiency or minimize operational impacts of the Air Defense Identification Zone (ADIZ) on pilots and controllers. This update covers the period from August 31, 2006 through December 31, 2006.

As stated in the previous report, the FAA proposes to codify current flight restrictions for certain aircraft operations in the Washington, DC metropolitan area, due to the ongoing threat of terrorist attacks. As part of the rulemaking process, the FAA solicited comments on flight restrictions through a Notice of Proposed Rulemaking (NPRM). Comments were obtained through several methods, including e-mail, direct mail, and in two public meetings held in the Washington, DC area. Over 22,000 comments were received from individuals, area business, other Government agencies and departments, and industry groups such as the Aircraft Owners and Pilots Association. Ultimately, the codification will support the Department of Homeland Security and the Department of Defense (DOD) efforts to protect national assets in the national capital region.

The FAA is currently in the final stages of analyzing the NPRM comments. In addition to public sentiment, the FAA must carefully weigh safety considerations, legal issues, financial impacts, operational concerns, and the critical need to protect our homeland, particularly the many high visibility targets in and around the Washington, DC area. The FAA plans to reach a final decision on the ADIZ in 2007.

We also wanted to update you on our efforts to reduce airspace violations in the Washington, DC area and around the Nation. During the period covered in this report, there were 537 violations of airspace restrictions in the ADIZ, which are 54 below the number we had recorded by the same date in 2005. In comparison, at this same time in 2003 and 2004 we had recorded approximately 987 and 597 violations, respectively.



Prior to the institution of the ADIZ, a Temporary Flight Restriction (TFR) was in place. The chart in this report includes violations to the TFR prior to the institution of ADIZ on February 13, 2003.

Our operational security personnel continue to seek out ways in which we can balance the needs of our customers and airspace users against the needs of national security. Working with other departments and agencies such as the United States Secret Service and the DOD, FAA personnel regularly visit local flying clubs, fixed-base operators, law enforcement aviation units, military units, and medivac operators to discuss their security and safety concerns. We plan to continue these visits even as we work on the NPRM issue.

Identical letters have been sent to Chairman Oberstar, Senator Stevens, and Congressman Mica.

Sincerely,

Marion C. Blakey

Marion C. Blakey
Administrator

U.S. Department
of Transportation

**Federal Aviation
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800 Independence Ave., S.W.
Washington, D.C. 20591

JUN 15 2007

The Honorable Ted Stevens
Committee on Commerce,
Science, and Transportation
United States Senate
Washington, DC 20510

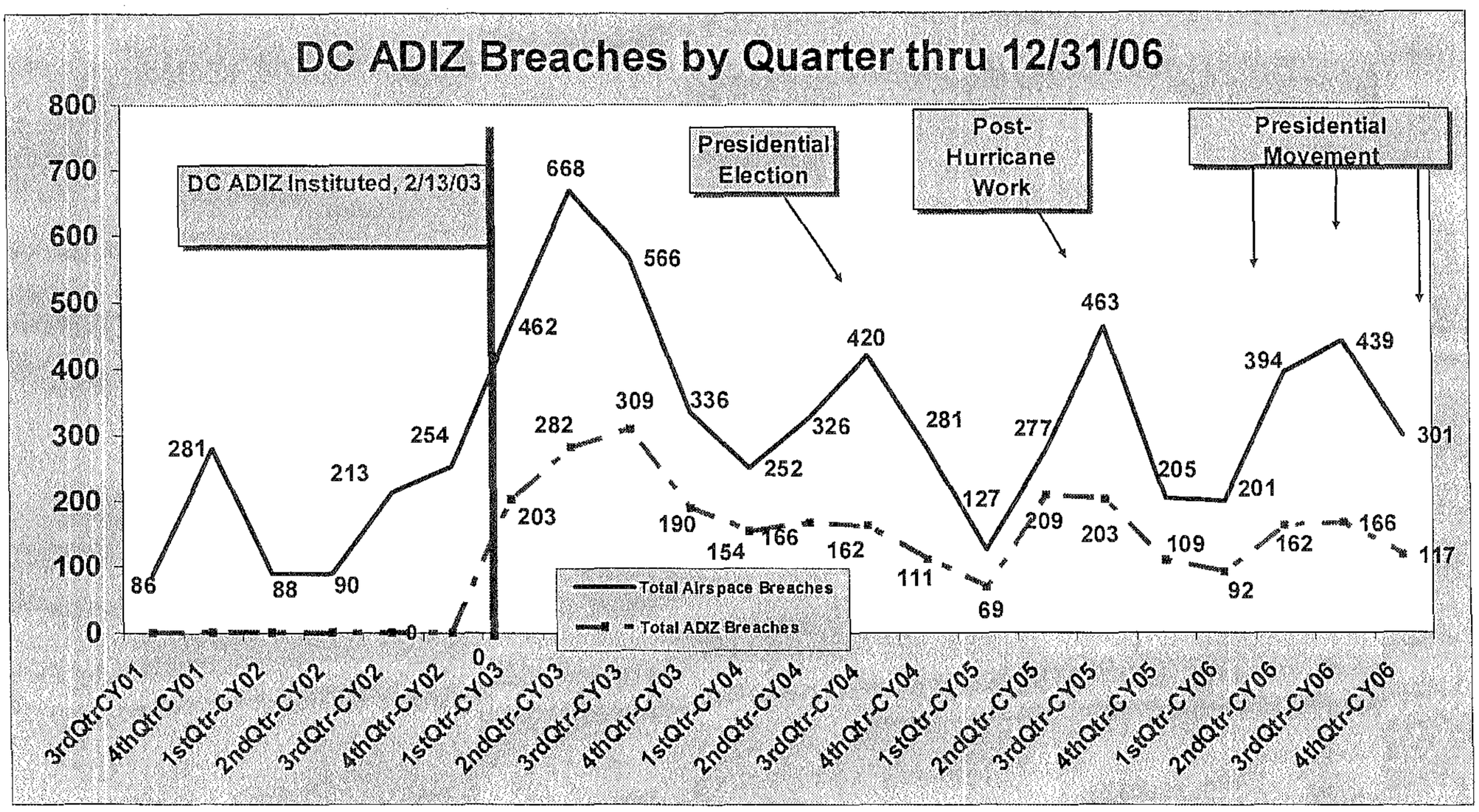
Dear Senator Stevens:

House Report 108-334 accompanying Vision 100—Century of Aviation Reauthorization Act asked the Federal Aviation Administration to submit a report in response to Section 602, Justification for Air Defense Identification Zone, describing changes that could improve operational efficiency or minimize operational impacts of the Air Defense Identification Zone (ADIZ) on pilots and controllers. This update covers the period from August 31, 2006 through December 31, 2006.

As stated in the previous report, the FAA proposes to codify current flight restrictions for certain aircraft operations in the Washington, DC metropolitan area, due to the ongoing threat of terrorist attacks. As part of the rulemaking process, the FAA solicited comments on flight restrictions through a Notice of Proposed Rulemaking (NPRM). Comments were obtained through several methods, including e-mail, direct mail, and in two public meetings held in the Washington, DC area. Over 22,000 comments were received from individuals, area business, other Government agencies and departments, and industry groups such as the Aircraft Owners and Pilots Association. Ultimately, the codification will support the Department of Homeland Security and the Department of Defense (DOD) efforts to protect national assets in the national capital region.

The FAA is currently in the final stages of analyzing the NPRM comments. In addition to public sentiment, the FAA must carefully weigh safety considerations, legal issues, financial impacts, operational concerns, and the critical need to protect our homeland, particularly the many high visibility targets in and around the Washington, DC area. The FAA plans to reach a final decision on the ADIZ in 2007.

We also wanted to update you on our efforts to reduce airspace violations in the Washington, DC area and around the Nation. During the period covered in this report, there were 537 violations of airspace restrictions in the ADIZ, which are 54 below the number we had recorded by the same date in 2005. In comparison, at this same time in 2003 and 2004 we had recorded approximately 987 and 597 violations, respectively.



Prior to the institution of the ADIZ, a Temporary Flight Restriction (TFR) was in place. The chart in this report includes violations to the TFR prior to the institution of ADIZ on February 13, 2003.

Our operational security personnel continue to seek out ways in which we can balance the needs of our customers and airspace users against the needs of national security. Working with other departments and agencies such as the United States Secret Service and the DOD, FAA personnel regularly visit local flying clubs, fixed-base operators, law enforcement aviation units, military units, and medivac operators to discuss their security and safety concerns. We plan to continue these visits even as we work on the NPRM issue.

Identical letters have been sent to Chairmen Inouye and Oberstar and Congressman Mica.

Sincerely

Marion C. Blakey

Marion C. Blakey
Administrator

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JUN 15 2007

The Honorable James Oberstar
Chairman, Committee on Transportation
and Infrastructure
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

House Report 108-334 accompanying Vision 100—Century of Aviation Reauthorization Act asked the Federal Aviation Administration to submit a report in response to Section 602, Justification for Air Defense Identification Zone, describing changes that could improve operational efficiency or minimize operational impacts of the Air Defense Identification Zone (ADIZ) on pilots and controllers. This update covers the period from August 31, 2006 through December 31, 2006.

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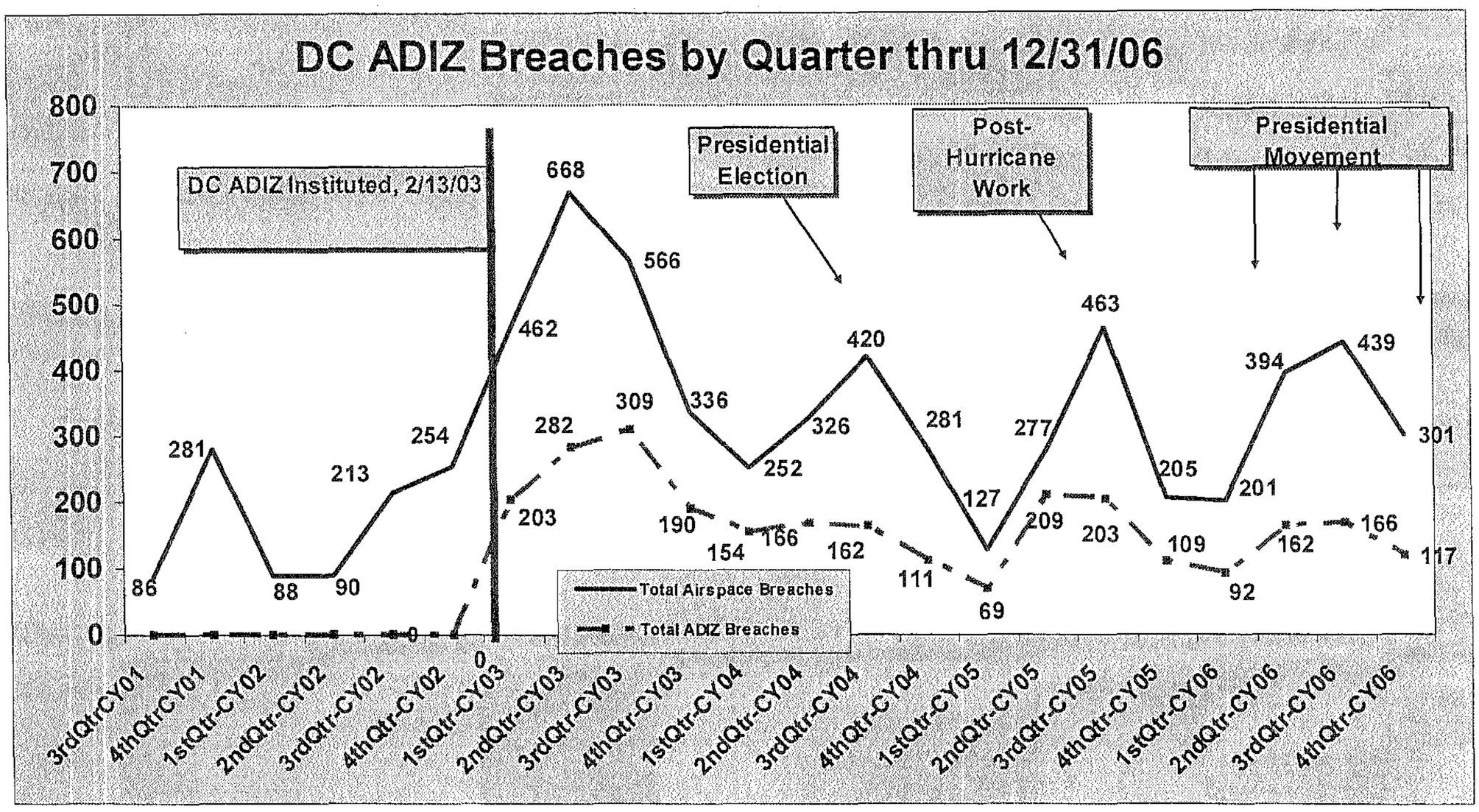

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Identical letters have been sent to Chairman Inouye, Congressman Mica, and Senator Stevens.

Sincerely,

Marion C. Blakey
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U.S. Department
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Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JUN 15 2007

The Honorable John Mica
Committee on Transportation
and Infrastructure
House of Representatives
Washington, DC 20515

Dear Congressman Mica:

House Report 108-334 accompanying Vision 100—Century of Aviation Reauthorization Act asked the Federal Aviation Administration to submit a report in response to Section 602, Justification for Air Defense Identification Zone, describing changes that could improve operational efficiency or minimize operational impacts of the Air Defense Identification Zone (ADIZ) on pilots and controllers. This update covers the period from August 31, 2006 through December 31, 2006.

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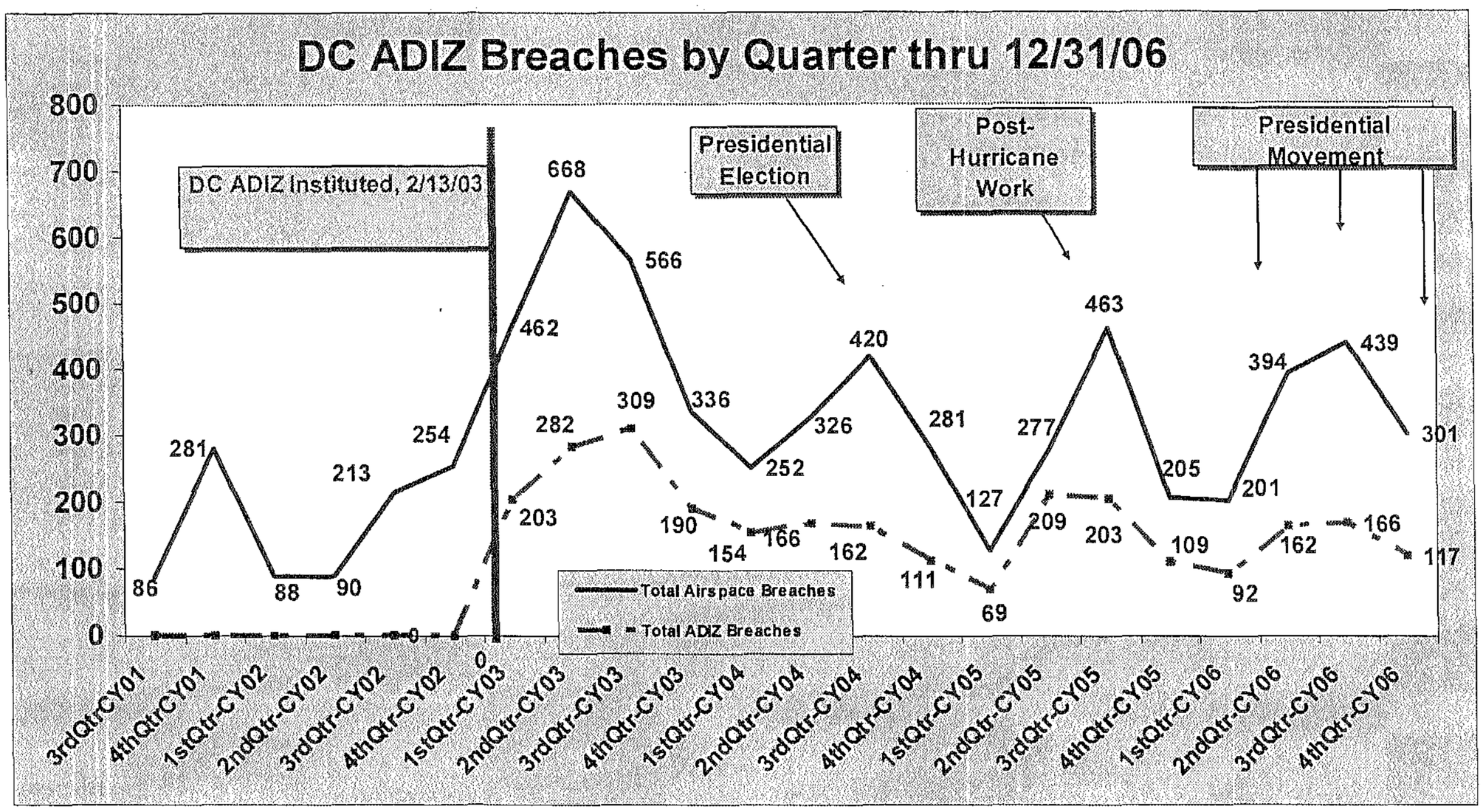

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Identical letters have been sent to Chairmen Oberstar and Inouye and Senator Stevens

Sincerely,

Marion C. Blakey

Marion C. Blakey
Administrator

U.S. Department
of Transportation

**Federal Aviation
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Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

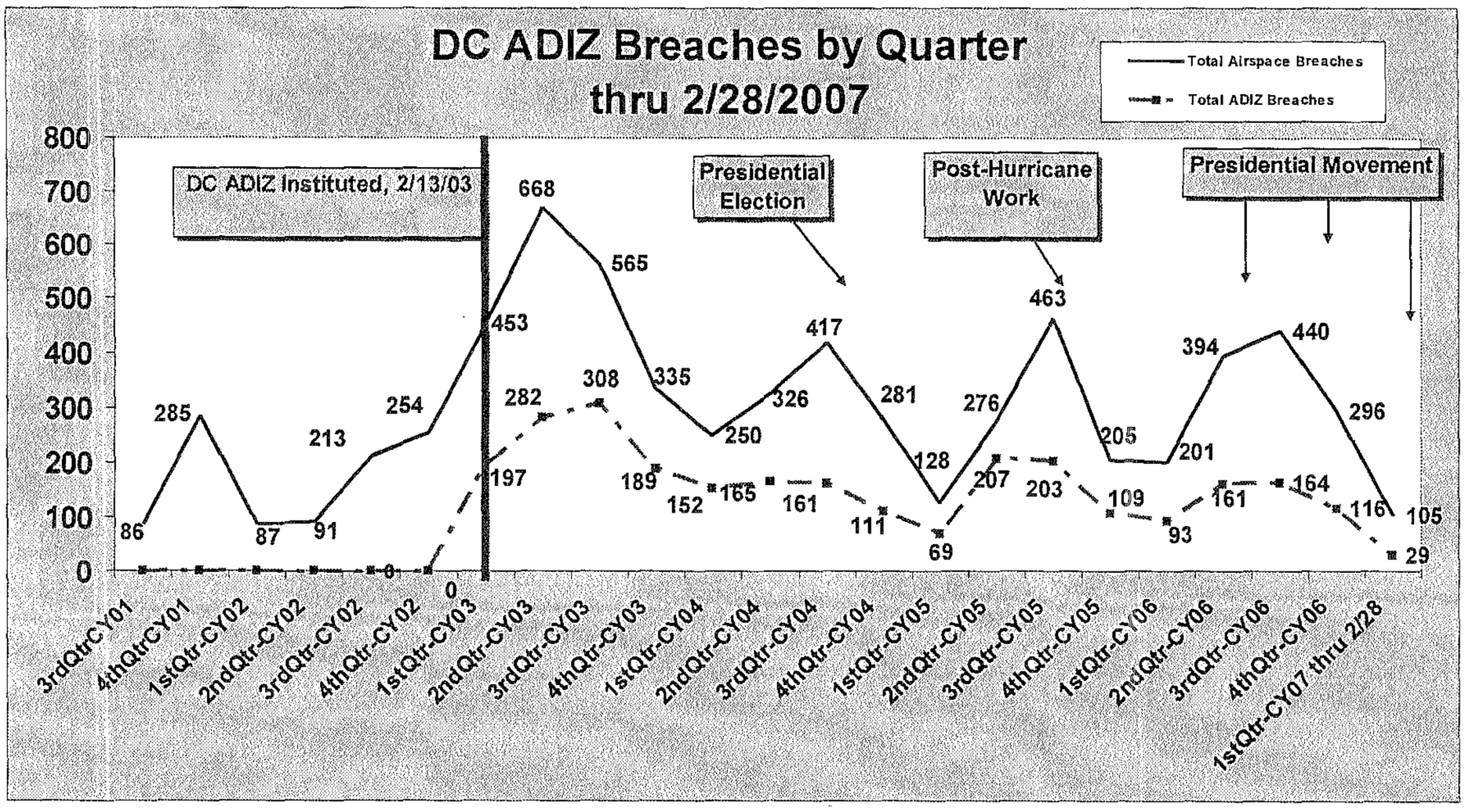
JUN 15 2007

The Honorable Daniel Inouye
Chairman, Committee on Commerce,
Science, and Transportation
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

House Report 108-334 accompanying the Vision 100--Century of Aviation Reauthorization Act asked the Federal Aviation Administration to submit a report in response to Section 602, Justification for Air Defense Identification Zone (ADIZ), describing changes that could improve operational efficiency or minimize operational impacts of the ADIZ on pilots and controllers. This update covers the period from January 1 through February 28.

Between January 1, 2007 and February 28, 2007, there were 29 violations of airspace restrictions in the ADIZ, which is 22 below the number we had recorded by the same date in 2006 and 64 below the number we had recorded by the same date in 2005. In comparison, at this same time in 2003 and 2004, we had recorded approximately 197 and 161 violations, respectively.



As you know, the FAA issued a Notice of Proposed Rulemaking (NPRM) to address the navigation and security issues in connection with the ADIZ. The FAA is in the final stages of analyzing the NPRM comments. We will provide to you a copy of the final rule upon its completion.

Identical letters have been sent to Chairman Oberstar, Senator Stevens, and Congressman Mica.

Sincerely,

Marion C. Blakey

Marion C. Blakey
Administrator

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

800 Independence Ave., S.W.
Washington, D.C. 20591

JUN 15 2007

The Honorable Ted Stevens
Committee on Commerce,
Science, and Transportation
United States Senate
Washington, DC 20510

Dear Senator Stevens:

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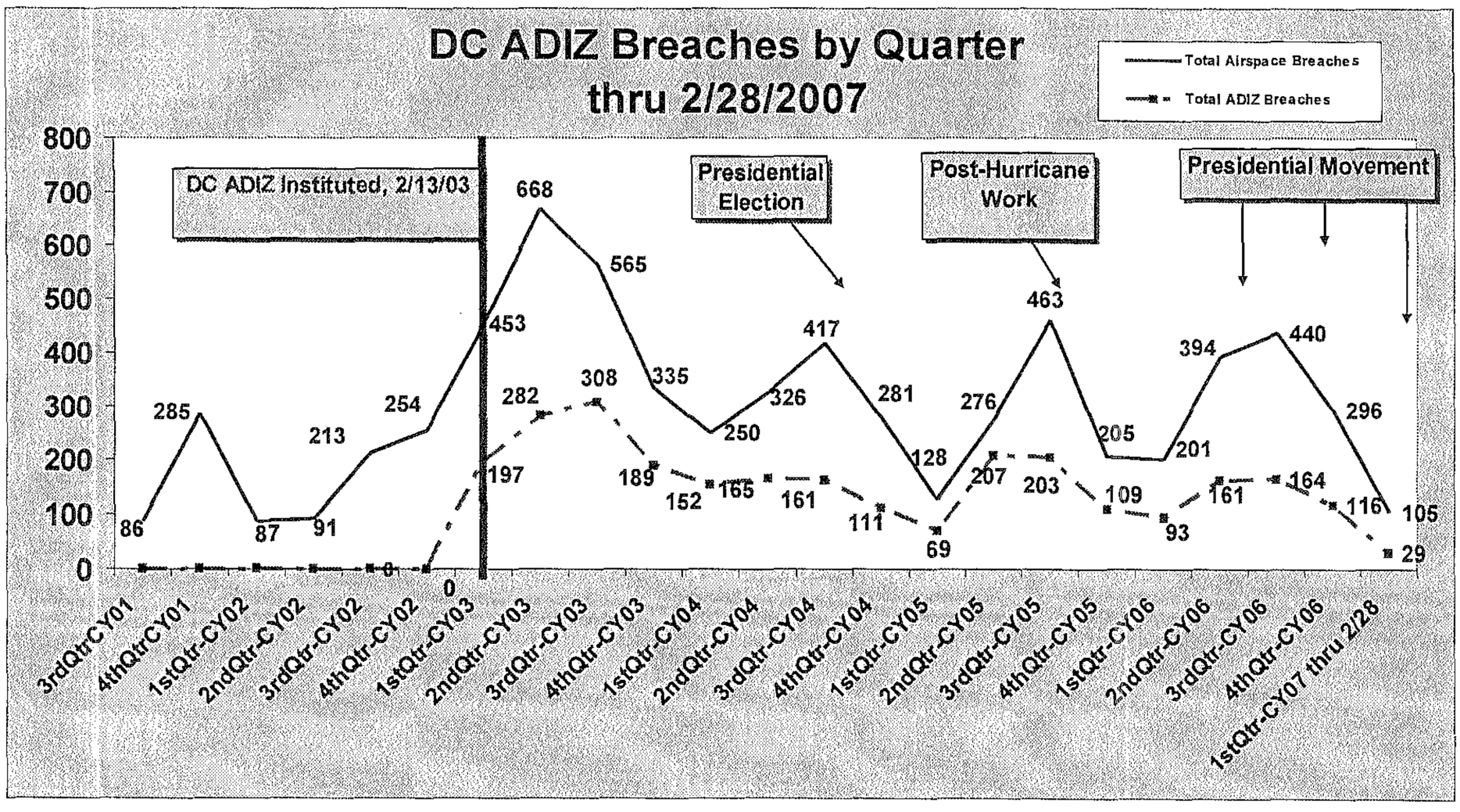

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JUN 15 2007

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Washington, DC 20515

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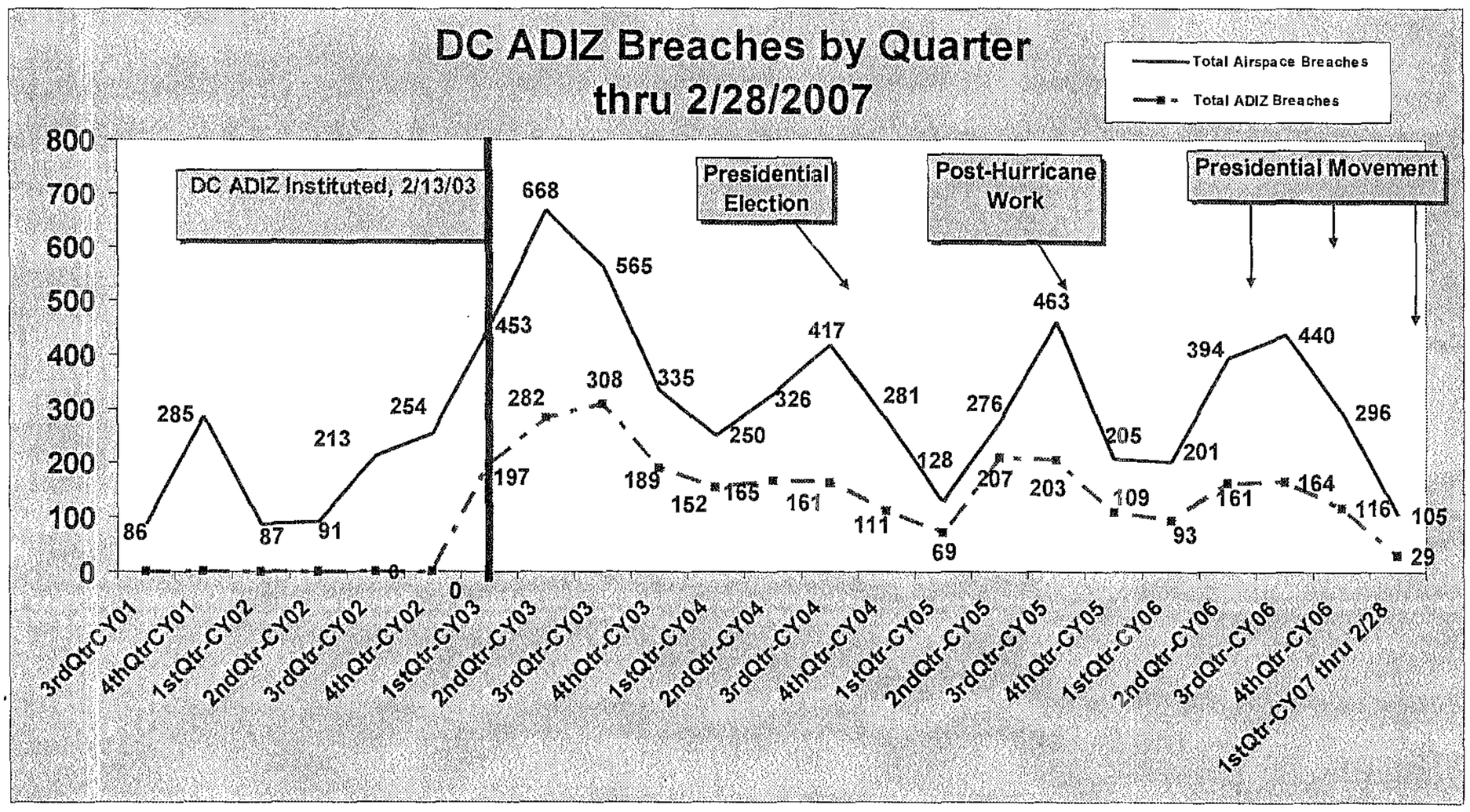

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Sincerely,

Marion C. Blakey

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U.S. Department
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Office of the Administrator

800 Independence Ave., S.W.
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JUN 15 2007

The Honorable John Mica
Committee on Transportation
and Infrastructure
House of Representatives
Washington, DC 20515

Dear Congressman Mica:

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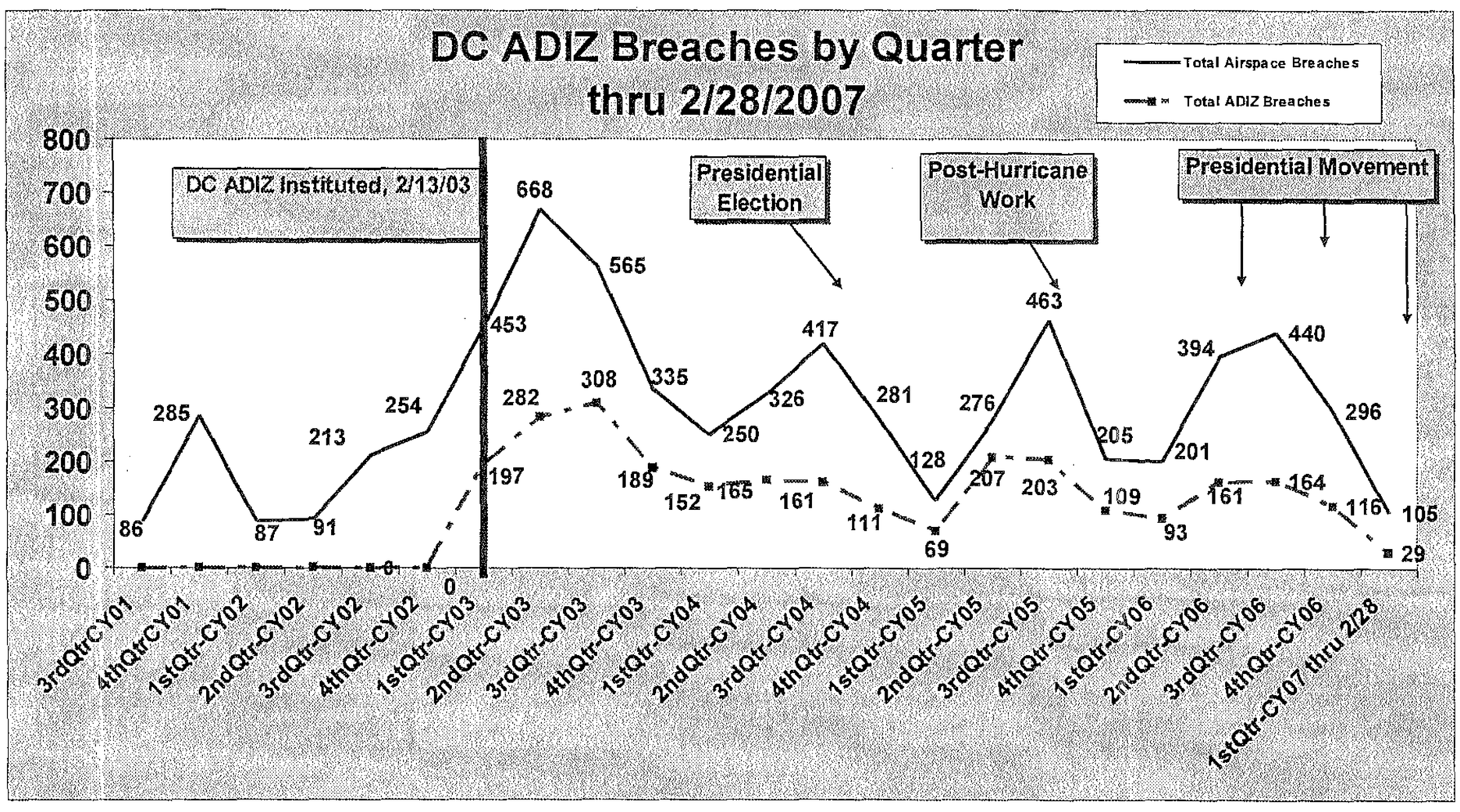

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Sincerely,

Marion C. Blakey

Marion C. Blakey
Administrator

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

AUG 2 2 2007

The Honorable Robert C. Byrd
Chairman, Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of June 30, 2007 for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Obey, Olver, and Murray, Senators Bond and Cochran, and Congressmen Knollenberg and Lewis.

Sincerely,

Marion

Marion C. Blakey
Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

AUG 2 2 2007

The Honorable Thad Cochran
Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Senator Cochran:

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Administrator

Enclosures

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

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

AUG 2 2 2007

The Honorable Patty Murray
Chairman, Subcommittee on Transportation
Housing, and Urban Development,
and Related Agencies
United States Senate
Washington, DC 20510

Dear Madam Chairman:

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Marion C. Blakey
Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

AUG 2 2 2007

The Honorable Christopher Bond
Subcommittee on Transportation,
Housing and Urban Development,
and Related Agencies
United States Senate
Washington, DC 20510

Dear Senator Bond:

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Sincerely,

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Marion C. Blakey
Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
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Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

AUG 2 2 2007

The Honorable David R. Obey
Chairman, Committee on Appropriations
House of Representatives
Washington, DC 20515

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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, D.C. 20591

AUG 2 2 2007

The Honorable Jerry Lewis
Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Congressman Lewis:

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Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

AUG 2 2 2007

The Honorable John W. Olver
Chairman, Subcommittee on Transportation,
Housing and Urban Development
and Related Agencies
House of Representatives
Washington, DC 20515

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Enclosures

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

800 Independence Ave., S.W.
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AUG 2 2 2007

The Honorable Joseph Knollenberg
Subcommittee on Transportation,
Housing and Urban Development,
and Related Agencies
House of Representatives
Washington, DC 20515

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Enclosures

FEDERAL AVIATION ADMINISTRATION
APPROPRIATION:2005
30-JUN-2007
PRODUCED BY ABU-300

APPROPRIATION STATUS BY FISCAL YEAR
FACILITIES & EQUIPMENT
F&E FY 2005/2007 782A
(Dollars in Thousands)

PERIOD ENDING 30-JUN-2007

BUDACTIVITY/ BUDGET ITEM	TITLE	AVAILABILITY	OBLIGATIONS	UNOBLIGATED
2B01	AIRPORT SURFACE DETECTION EQUIPMENT - MODEL X (ASD	47,616,000	47,596,570	19,430
2B02	TERMINAL DOPPLER WEATHER RADAR (TDWR) - PROVIDE	7,936,000	8,111,661	(175,661)
2B03	TERMINAL AUTOMATION MODERNIZATION PROGRAM (STARS)	108,028,800	107,876,761	152,039
2B04	TERMINAL AIR TRAFFIC CONTROL FACILITIES - REPLACE	126,708,800	47,598,879	79,109,921
2B05	ATCT/TERMINAL RADAR APPROACH CONTROL (TRACON) FACI	42,963,894	38,562,152	4,401,742
2B06	TERMINAL VOICE SWITCH REPLACEMENT/ENHANCEMENT TERM	13,888,000	13,961,194	(73,194)
2B07	NAS FACILITIES OSHA AND ENVIRONMENTAL STANDARDS CO	21,826,150	21,731,243	94,907
2B08	HOUSTON AREA AIR TRAFFIC SYSTEM (HAATS)	11,904,000	10,760,697	1,143,303
2B09	NAS INFRASTRUCTURE MANAGEMENT SYSTEM (NIMS)	9,920,000	9,962,750	(42,750)
2B10	AIRPORT SURVEILLANCE RADAR (ASR-9)	19,681,000	19,640,106	40,894
2B11	VOICE RECORDER REPLACEMENT PROGRAM (VRRP)	7,043,200	7,042,899	301
2B12	TERMINAL DIGITAL RADAR (ASR-11)	86,800,000	86,785,372	14,628
2B13	DOD/FAA FACILITIES TRANSFER	2,857,000	2,855,525	1,476
2B14	PRECISION RUNWAY MONITORS	7,484,800	7,279,376	205,424
2B15	TERMINAL RADAR (ASR) - IMPROVE	868,182	843,471	24,711
2B16	TERMINAL COMMUNICATIONS - IMPROVE	1,070,250	1,097,908	(27,658)
2B17	INTEGRATED CONTROL AND MONITORING	3,472,000	3,427,577	44,423
2B18	TERMINAL AUTOMATION PROGRAM	33,392,096	32,986,743	405,353
2C01	AUTOMATED SURFACE OBSERVING SYSTEM (ASOS)	7,737,600	6,684,258	1,053,342
2C02	FSAS OPERATIONAL/SUPPORTABILITY IMPL SYS (OASIS)	9,125,712	9,118,630	7,082
2C03	WEATHER MESSAGE SWITCHING CENTER REPLACEMENT (WMSC	992,000	975,791	16,209
2C04	FLIGHT SERVICE STATION (FSS) MODERNIZATION	1,309,600	1,298,687	10,913
2D01	VHF OMNIDIRECTIONAL RADIO RANGE (VOR) WITH DISTANC	1,984,000	2,089,266	(105,266)
2D02	INSTRUMENT LANDING SYSTEM (ILS) - ESTABLISH/UPGRAD	42,014,240	39,211,590	2,802,650
2D03	TRANSPONDER LANDING SYSTEMS - CONGRESSIONAL ADD	6,944,000	4,944,000	2,000,000
2D04	WIDE AREA AUGMENTATION SYSTEM (WAAS) FOR GPS	99,229,760	99,193,336	36,424
2D05	RUNWAY VISUAL RANGE (RVR)	1,388,800	1,387,592	1,208
2D06	NAVIGATION AND LANDING AIDS - IMPROVE	4,046,889	3,973,443	73,446
2D07	APPROACH LIGHTING SYSTEM IMPROVEMENT PROGRAM (ALSI	24,165,120	22,854,751	1,310,369
2D08	DISTANCE MEASURING EQUIPMENT (DME) - SUSTAIN	992,000	989,726	2,274
2D09	VISUAL NAVAIDS - ESTABLISH/EXPAND	3,174,400	3,147,368	27,032

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

August 14, 2007

The Honorable Richard B. Cheney
President of the Senate
Washington, DC 20510

Dear Mr. President:

I am pleased to send you the Twenty-Third Annual Report of Accomplishments Under the Airport Improvement Program for Fiscal Year 2006. As required by Section 47131, Title 49 United States Code, this report contains comprehensive information on the Airport Improvement Program and Airport Land Use Compliance Program. The narrative sections, figures, and tables highlight the accomplishments of both programs and provide additional information on the Passenger Facility Charge Program.

In addition, this report reflects recent trends in the aviation industry that shaped the Federal Aviation Administration (FAA) reauthorization proposal sent to Congress in February 2007. Passenger traffic has rebounded and is increasing, airport financial health is improving and, as a result, airport capital needs are rising. The programmatic changes that are included in this formative proposal allow FAA to strategically target Airport Improvement Program funding to meet our Nation's aviation challenges. The U.S. Department of Transportation looks forward to working with Congress as we shape the airport capital funding programs for the next FAA authorization cycle.

An identical letter has been sent to the Speaker of the House of Representatives.

Sincerely yours,

Mary E. Peters

Enclosure

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

August 14, 2007

The Honorable Nancy Pelosi
Speaker of the House of Representatives
Washington, DC 20515

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Mary E. Peters

Enclosure

Federal Aviation Administration

Airport Improvement Program

Fiscal Year 2006

Report to Congress

23rd Annual Report of Accomplishments

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JAN 16 2008

The Honorable Robert C. Byrd
Chairman, Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of September 30, 2007 for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Obey, Olver, and Murray, Senators Bond and Cochran, and Congressmen Knollenberg and Lewis.

Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JAN 16 2008

The Honorable Thad Cochran
Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Senator Cochran:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of September 30, 2007 for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

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800 Independence Ave., S.W.
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JAN 16 2008

The Honorable David R. Obey
Chairman, Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of September 30, 2007 for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

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Sincerely,

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Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JAN 16 2008

The Honorable Jerry Lewis
Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Congressman Lewis:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of September 30, 2007 for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Byrd, Obey, Olver, and Murray, Senators Bond and Cochran, and Congressman Knollenberg.

Sincerely,

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Enclosures

U.S. Department
of Transportation

**Federal Aviation
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Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JAN 16 2008

The Honorable John W. Olver
Chairman, Subcommittee on Transportation,
Housing and Urban Development
and Related Agencies
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of September 30, 2007 for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Byrd, Obey, and Murray, Senators Bond and Cochran, and Congressmen Knollenberg and Lewis.

Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JAN 16 2008

The Honorable Joseph Knollenberg
Subcommittee on Transportation,
Housing and Urban Development,
and Related Agencies
House of Representatives
Washington, DC 20515

Dear Congressman Knollenberg:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of September 30, 2007 for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Byrd, Obey, Olver, and Murray, Senators Bond and Cochran, and Congressman Lewis.

Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JAN 16 2008

The Honorable Patty Murray
Chairman, Subcommittee on Transportation
Housing, and Urban Development,
and Related Agencies
United States Senate
Washington, DC 20510

Dear Madam Chairman:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of September 30, 2007 for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Byrd, Obey, and Olver, Senators Bond and Cochran, and Congressmen Knollenberg and Lewis.

Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JAN 16 2008

The Honorable Christopher Bond
Subcommittee on Transportation,
Housing and Urban Development,
and Related Agencies
United States Senate
Washington, DC 20510

Dear Senator Bond:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of September 30, 2007 for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Byrd, Obey, Olver, and Murray, Senator Cochran, and Congressmen Knollenberg and Lewis.

Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosures

FEDERAL AVIATION ADMINISTRATION
APPROPRIATION:2005
30-SEP-2007
PRODUCED BY ABU-300

APPROPRIATION STATUS BY FISCAL YEAR
FACILITIES & EQUIPMENT
F&E FY 2005/2007 782A
(Dollars in Thousands)

PERIOD ENDING 30-SEP-2007

BUDACTIVITY/ BUDGET ITEM	TITLE	AVAILABILITY	OBLIGATIONS	UNOBLIGATED
1A01	ADVANCED TECHNOLOGY DEVELOPMENT AND PROTOTYPING	59,049,943.00	58,794,333.89	255,609.11
1A02	SAFE FLIGHT 21	44,098,368.00	44,185,662.86	-87,294.86
1A03	AERONAUTICAL DATA LINK (ADL) APPLICATIONS	3,670,400.00	3,668,384.11	2,015.89
1A04	NEXT GENERATION VERY HIGH FREQUENCY AIR/GROUND COM	29,321,026.00	29,333,903.97	-12,877.97
1A05	FREE FLIGHT PHASE 2	86,759,298.00	86,703,468.60	55,829.40
1A06	TECHNOLOGY DEMONSTRATION - LOUSVILLE KY - CONGRESS	1,488,000.00	1,469,679.84	18,320.16
1A07	NAS IMPROVEMENT OF SYSTEM SUPPORT LABORATORY	992,000.00	991,576.23	423.77
1A08	TECHNICAL CENTER FACILITIES	12,504,000.00	12,482,447.30	21,552.70
1A09	TECHNICAL CENTER BUILDING AND PLANT SUPPORT	4,265,600.00	4,264,956.00	644.00
1A10	LOCAL AREA AUGMENTATION SYSTEM (LAAS) FOR GPS	9,920,000.00	9,914,919.84	5,080.16
1A11	SYSTEM WIDE INFORMATION MANAGEMENT	9,920,000.00	9,912,823.14	7,176.86
2A01	EN ROUTE AUTOMATION PROGRAM	345,490,372.00	345,346,698.23	143,673.77
2A02	NEXT GENERATION WEATHER RADAR (NEXRAD) - PROVIDE	4,860,800.00	4,863,166.01	-2,366.01
2A03	ATOMS LOCAL AREA/WIDE AREA NETWORK	992,000.00	991,509.90	490.10
2A04	WEATHER AND RADAR PROCESSOR (WARP)	4,662,400.00	4,657,763.36	4,636.64
2A05	ARTCC BUILDING IMPROVEMENTS/PLANT IMPROVEMENTS	26,012,209.00	26,079,983.79	-67,774.79
2A06	VOICE SWITCHING AND CONTROL SYSTEM (VSCS)	24,044,782.00	24,045,486.26	-704.26
2A07	AIR TRAFFIC MANAGEMENT (ATM)	36,466,140.00	36,460,517.28	5,622.72
2A08	CRITICAL TELECOMMUNICATION SUPPORT	1,289,600.00	1,300,749.65	-11,149.65
2A09	AIR/GROUND COMMUNICATIONS INFRASTRUCTURE	14,651,501.00	14,596,329.47	55,171.53
2A10	ATC BEACON INTERROGATOR (ATCBI) - REPLACEMENT	10,205,500.00	10,218,542.89	-13,042.89
2A11	AIR TRAFFIC CONTROL ENROUTE RADAR FACILITY IMPROVE	0.00	506.21	-506.21
2A12	EN ROUTE COMMUNICATIONS AND CONTROL FACILITIES IMP	922,088.00	916,838.34	5,249.66
2A13	INTEGRATED TERMINAL WEATHER SYSTEM (ITWS)	13,962,885.00	13,962,885.23	-0.23
2A14	FAA TELECOMMUNICATIONS INFRASTRUCTURE	71,247,239.00	71,086,426.64	160,812.36
2A15	GUAM CENTER RADAR APPROACH CONTROL (CERAP) - RELOC	2,244,846.00	2,244,845.88	0.12
2A16	OCEANIC AUTOMATION SYSTEM	48,418,474.00	48,453,977.84	-35,503.84
2A17	CORRIDOR WEATHER INTEGRATED SYSTEM (CWIS)	4,364,800.00	4,363,819.54	980.46
2A18	VOLCANO MONITORING	3,968,000.00	3,968,000.00	0.00
2A19	ARSR-4 AUTOMATED TECHNICAL DOCUMENTATION	1,984,000.00	1,983,208.11	791.89
2B01	AIRPORT SURFACE DETECTION EQUIPMENT - MODEL X (ASD	47,616,000.00	47,598,462.72	17,537.28
2B02	TERMINAL DOPPLER WEATHER RADAR (TDWR) - PROVIDE	7,936,000.00	8,072,655.90	-136,655.90

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

FEB 15 2008

The Honorable Robert C. Byrd
Chairman, Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of December 31, 2007 for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Obey, Olver, and Murray, Senators Bond and Cochran, and Congressmen Knollenberg and Lewis.

Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosures

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

800 Independence Ave., S.W.
Washington, D.C. 20591

FEB 15 2008

The Honorable Thad Cochran
Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Senator Cochran:

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Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

FEB 15 2008

The Honorable Patty Murray
Chairman, Subcommittee on Transportation
Housing, and Urban Development,
and Related Agencies
United States Senate
Washington, DC 20510

Dear Madam Chairman:

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800 Independence Ave., S.W.
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FEB 15 2008

The Honorable Christopher Bond
Subcommittee on Transportation,
Housing and Urban Development,
and Related Agencies
United States Senate
Washington, DC 20510

Dear Senator Bond:

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**Federal Aviation
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Office of the Administrator

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House of Representatives
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FEB 15 2008

The Honorable Jerry Lewis
Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Congressman Lewis:

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**Federal Aviation
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800 Independence Ave., S.W.
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FEB 15 2008

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and Related Agencies
House of Representatives
Washington, DC 20515

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**Federal Aviation
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800 Independence Ave., S.W.
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FEB 15 2008

The Honorable Joseph Knollenberg
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House of Representatives
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Acting Administrator

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FEDERAL AVIATION ADMINISTRATION

APPROPRIATION STATUS BY FISCAL YEAR
FACILITIES & EQUIPMENT
F&E FY 2006/2008 882A
(Dollars in Thousands)

31-DEC-2007
PRODUCED BY ABU-300

BUDACTIVITY/ BUDGET ITEM	TITLE	AVAILABILITY	OBLIGATIONS	UNOBLIGATED
1A01	ADVANCED TECHNOLOGY DEVELOPMENT AND PROTOTYPING	65,437,900.00	64,044,313.47	1,393,586.53
1A02	SAFE FLIGHT 21	42,520,500.00	32,668,457.03	9,852,042.97
1A03	AERONAUTICAL DATA LINK (ADL) APPLICATIONS	990,000.00	989,494.03	505.97
1A04	NEXT GEN. VHF AIR/GROUND COMM. SYSTEM (NEXCOM)	32,919,500.00	30,099,658.14	2,819,841.86
1A05	USER REQUEST EVALUATION TOOL (URET)	71,662,943.00	65,805,776.89	5,857,166.11
1A06	TRAFFIC MANAGEMENT ADVISOR (TMA)	21,780,000.00	21,732,027.97	47,972.03
1A07	NAS IMPROVEMENT OF SYSTEM SUPPORT LABORATORY	990,000.00	988,929.79	1,070.21
1A08	WILLIAM J. HUGHES TECHNICAL CENTER FACILITIES	11,880,000.00	11,852,253.48	27,746.52
1A09	WILLIAM J. HUGHES TECH CTR INFRASTRUCTURE SUSTAIN	4,059,000.00	3,897,616.51	161,383.49
1A1	AIRPORT TECHNOLOGY	2,375,000.00	0.00	2,375,000.00
1A10	GLOBAL COMMUNICATIONS NAVIGATION AND SURVEILLANCE	13,860,000.00	16,114,673.00	-2,254,673.00
1A11	TECHNOLOGY DEMO - LOUISVILLE KY CONGRESS ADD	2,970,000.00	2,949,235.58	20,764.42
2A01	EN ROUTE AUTOMATION MODERNIZATION (ERAM)	330,214,500.00	329,664,290.24	550,209.76
2A02	EN ROUTE COMMUNICATIONS GATEWAY (ECG)	5,440,000.00	5,420,237.42	19,762.58
2A03	EN ROUTE SYSTEM MODIFICATION	34,254,000.00	33,868,715.34	385,284.66
2A04	EN ROUTE AUTOMATION PROGRAMS	7,326,146.00	6,816,955.15	509,190.85
2A05	NEXT GENERATION WEATHER RADAR (NEXRAD) - PROVIDE	4,633,900.00	4,051,352.56	582,547.44
2A06	WEATHER AND RADAR PROCESSOR (WARP)	11,299,057.00	11,271,542.32	27,514.68
2A07	ARTCC BUILDING IMPROVEMENTS/PLANT IMPROVEMENTS	37,323,000.00	35,263,376.96	2,059,623.04
2A08	VOICE SWITCHING AND CONTROL SYSTEM (VSCS)	7,425,000.00	7,425,000.93	-0.93
2A09	AIR TRAFFIC MANAGEMENT (ATM)	72,071,854.00	71,425,402.23	646,451.77
2A10	AIR/GROUND COMMUNICATIONS INFRASTRUCTURE	23,596,181.00	20,845,494.53	2,750,686.47
2A11	ATC BEACON INTERROGATOR (ATCBI) - REPLACEMENT	18,414,000.00	18,248,169.53	165,830.47
2A12	ATC EN ROUTE RADAR FACILITIES IMPROVEMENTS	2,970,000.00	2,900,907.82	69,092.18
2A13	EN ROUTE COMM. & CONTROL FACILITIES IMPROVEMENTS	1,845,855.00	1,519,937.70	325,917.30
2A14	INTEGRATED TERMINAL WEATHER SYSTEM (ITWS)	18,631,100.00	17,945,114.04	685,985.96
2A15	FAA TELECOMMUNICATIONS INFRASTRUCTURE	58,074,916.00	57,848,162.26	226,753.74
2A16	GUAM CENTER (CERAP) - RELOCATE	2,673,000.00	2,357,393.19	315,606.81
2A17	OCEANIC AUTOMATION SYSTEM	34,500,026.00	33,611,782.05	888,243.95
2A18	ATOMS LOCAL AREA/WIDE AREA NETWORK	2,178,000.00	1,653,812.85	524,187.15
2A19	VOLCANO MONITORING	2,970,000.00	2,970,000.00	0.00
2A20	INTEGRATED CONTROL AND MONITORING	3,960,000.00	3,815,769.19	144,230.81

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAR 10 2008

The Honorable Robert C. Byrd
Chairman, Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

House Report 110-238, accompanying the Departments of Transportation, Housing and Urban Development, and Related Agencies Appropriations Bill, 2008, asked the Federal Aviation Administration to provide a report on the status of the development and implementation of management controls of flight service stations.

As noted in the Department of Transportation Inspector General's October 2007 testimony before the House Aviation Subcommittee, the FAA followed the May 2007 recommendations and now monitors specialist staffing levels to ensure users receive the services they expect from the flight service station, including local area knowledge. The FAA Flight Services Program Operations (FSPO) office is developing and implementing added management controls, including metrics, to ensure the contractor, Lockheed Martin, has enough specialists certified in a particular service area to meet user needs.

Consistent with its national approach to staffing, Lockheed Martin staffs 15 national flight plan areas (FPA). This approach will ensure there is enough staffing in each FPA to meet local area knowledge requirements. Staffing and training continues to be monitored by the FAA Flight Services Business Operations Group in conjunction with the FAA Air Traffic Organization's Safety Services.

The FAA conducted a staffing review in the fourth quarter of fiscal year 2007 and, in September 2007, FAA requested an operational staffing corrective action plan to include:

- Assumptions and formulas used to determine end state staffing and the staffing needed for all positions by area of responsibility (preflight, inflight, flight data, Notices to Airmen); and
- A hiring strategy to ensure adequate personnel throughout the life of the contract to include risks and mitigation strategies related to attrition or failure to recruit enough candidates from preferred sources.

The FSPO also requires Lockheed Martin to submit weekly staffing metric reports to include:

- **Number of full- and part-time full performance level specialists and developmentals per FPA.** This measure anticipates areas of potential staffing deficiencies and/or service level shortfalls;
- **Percentage of calls not answered by the primary FPA requested.** This measure is used to determine if staffing adequately meets local area knowledge requirements and will identify areas of staffing shortages;
- **Average number of calls per specialist.** Lockheed Martin staffing is based on calls per specialist per day. This measure, in conjunction with average handling time, is used to determine if the Lockheed Martin staffing approach adequately meets user demand; and
- **Complaint data.** This measure identifies areas of customer service deficiencies as it relates to potential staffing shortages.

Using a new automated staffing tool, the FAA will perform trend analysis on data by FPA to identify individual shortfalls or deficiencies. Lockheed Martin will be asked to submit corrective action plans on any identified deficiencies.

Starting in March 2008, in response to a request by Chairman Jerry F. Costello, the FAA will submit quarterly reports to the House Aviation Subcommittee that outline progress in addressing issues related to the automated flight service station contract with Lockheed Martin.

Identical letters have been sent to Chairman Obey, Senator Cochran, and Congressman Lewis.

Sincerely,

Robert A. Sturgell
Acting Administrator

U.S. Department
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**Federal Aviation
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800 Independence Ave., S.W.
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MAR 10 2008

The Honorable Thad Cochran
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United States Senate
Washington, DC 20510

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MAR 10 2008

The Honorable David R. Obey
Chairman, Committee on Appropriations
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- Assumptions and formulas used to determine end state staffing and the staffing needed for all positions by area of responsibility (preflight, inflight, flight data, Notices to Airmen); and
- A hiring strategy to ensure adequate personnel throughout the life of the contract to include risks and mitigation strategies related to attrition or failure to recruit enough candidates from preferred sources.

The FSPO also requires Lockheed Martin to submit weekly staffing metric reports to include:

- **Number of full- and part-time full performance level specialists and developmentals per FPA.** This measure anticipates areas of potential staffing deficiencies and/or service level shortfalls;
- **Percentage of calls not answered by the primary FPA requested.** This measure is used to determine if staffing adequately meets local area knowledge requirements and will identify areas of staffing shortages;
- **Average number of calls per specialist.** Lockheed Martin staffing is based on calls per specialist per day. This measure, in conjunction with average handling time, is used to determine if the Lockheed Martin staffing approach adequately meets user demand; and
- **Complaint data.** This measure identifies areas of customer service deficiencies as it relates to potential staffing shortages.

Using a new automated staffing tool, the FAA will perform trend analysis on data by FPA to identify individual shortfalls or deficiencies. Lockheed Martin will be asked to submit corrective action plans on any identified deficiencies.

Starting in March 2008, in response to a request by Chairman Jerry F. Costello, the FAA will submit quarterly reports to the House Aviation Subcommittee that outline progress in addressing issues related to the automated flight service station contract with Lockheed Martin.

Identical letters have been sent to Chairman Byrd, Senator Cochran, and Congressman Lewis.

Sincerely,

Robert A. Sturgell
Acting Administrator

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAR 10 2008

The Honorable Jerry Lewis
Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Congressman Lewis:

House Report 110-238, accompanying the Departments of Transportation, Housing and Urban Development, and Related Agencies Appropriations Bill, 2008, asked the Federal Aviation Administration to provide a report on the status of the development and implementation of management controls of flight service stations.

As noted in the Department of Transportation Inspector General's October 2007 testimony before the House Aviation Subcommittee, the FAA followed the May 2007 recommendations and now monitors specialist staffing levels to ensure users receive the services they expect from the flight service station, including local area knowledge. The FAA Flight Services Program Operations (FSPO) office is developing and implementing added management controls, including metrics, to ensure the contractor, Lockheed Martin, has enough specialists certified in a particular service area to meet user needs.

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MAR 13 2008

The Honorable Daniel Inouye
Chairman, Committee on Commerce,
Science, and Transportation
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

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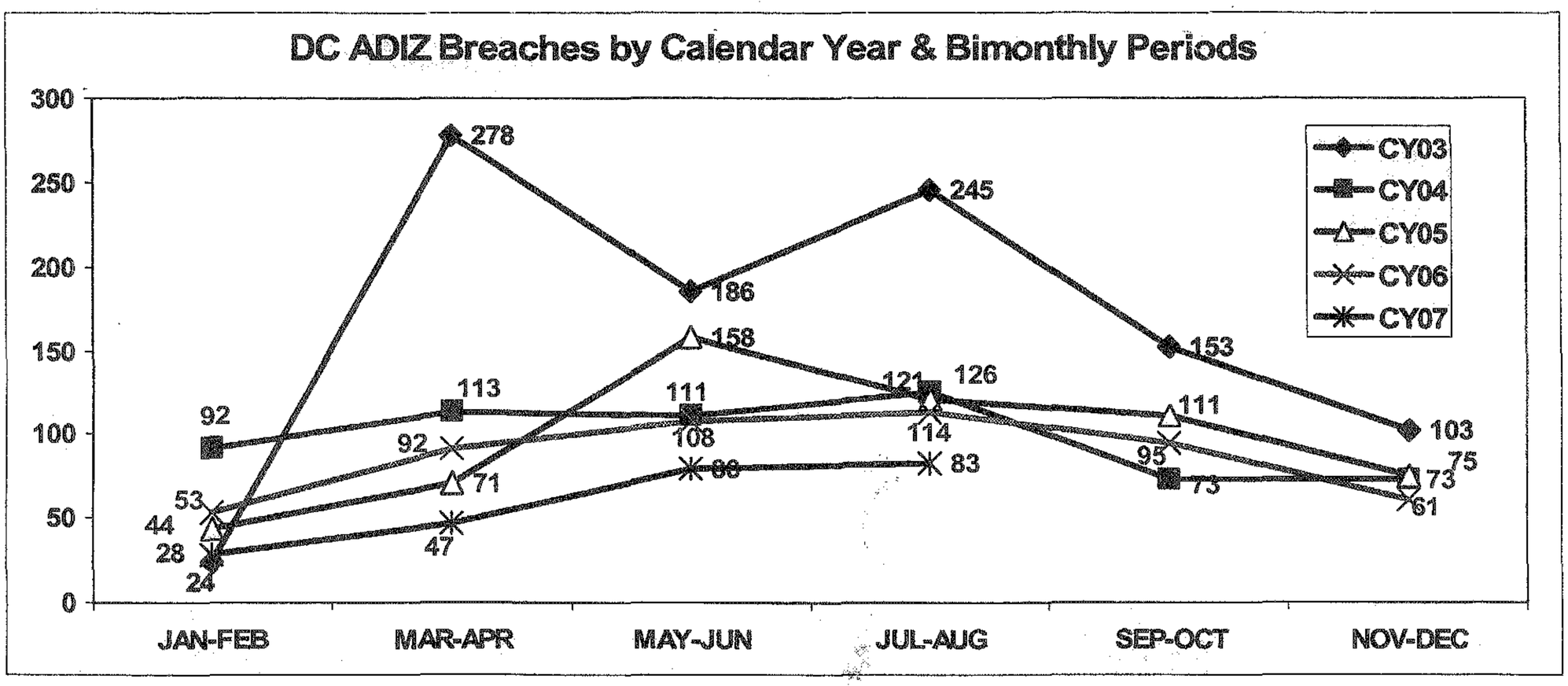

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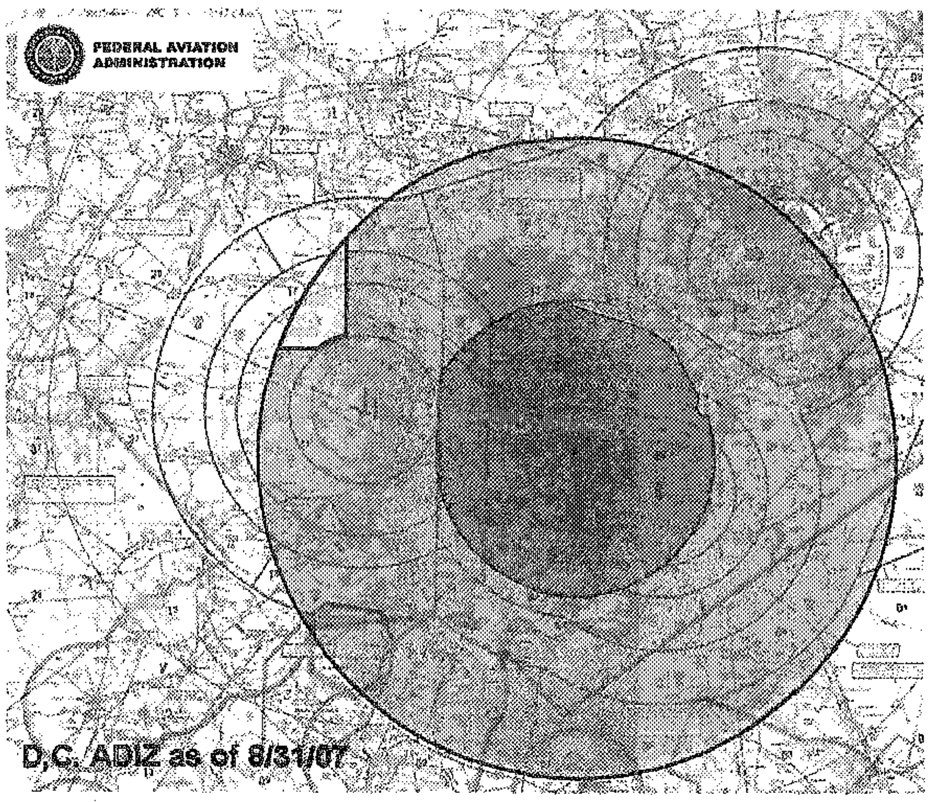
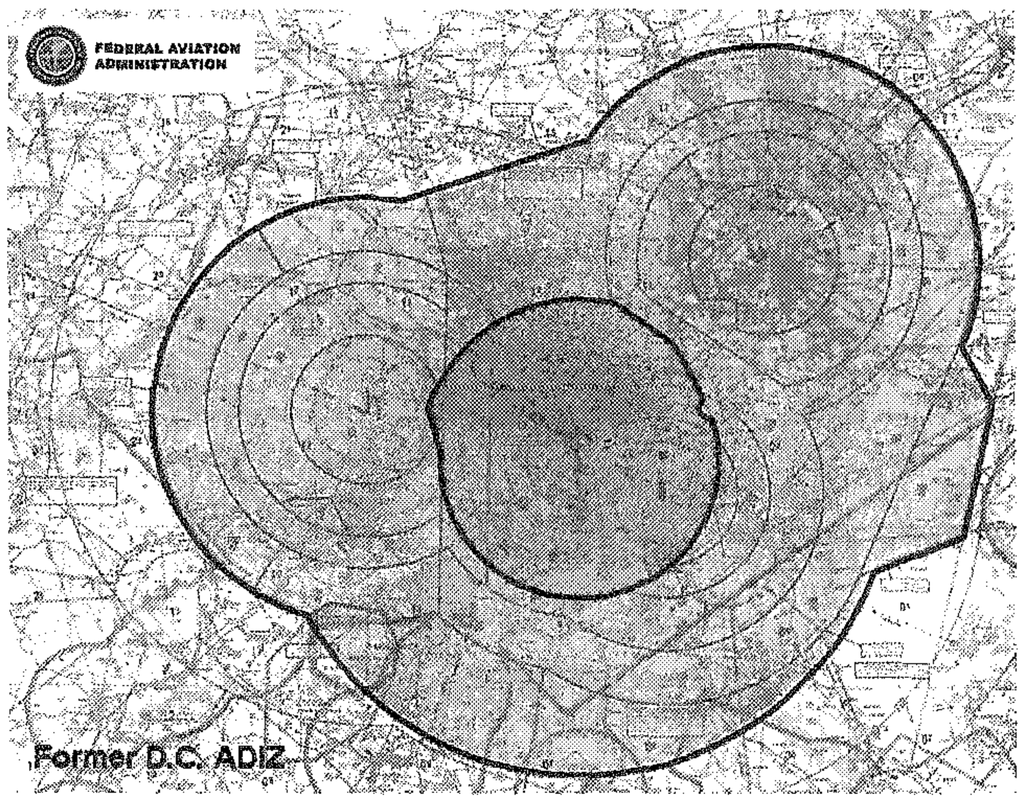
In addition to standard pilot notification being made through the Notices to Airmen (NOTAM) system, an e-mail reminder was sent to approximately 233,000 pilots with a link to online resources concerning the changes (http://www.faa.gov/airports_airtraffic/air_traffic/publications/notices/). We anticipate that there will be a significant drop in the number of violations; analyses to date indicate that approximately one third of all violations occurred in the 'mouse ear' portion of the former ADIZ, which has now been removed.





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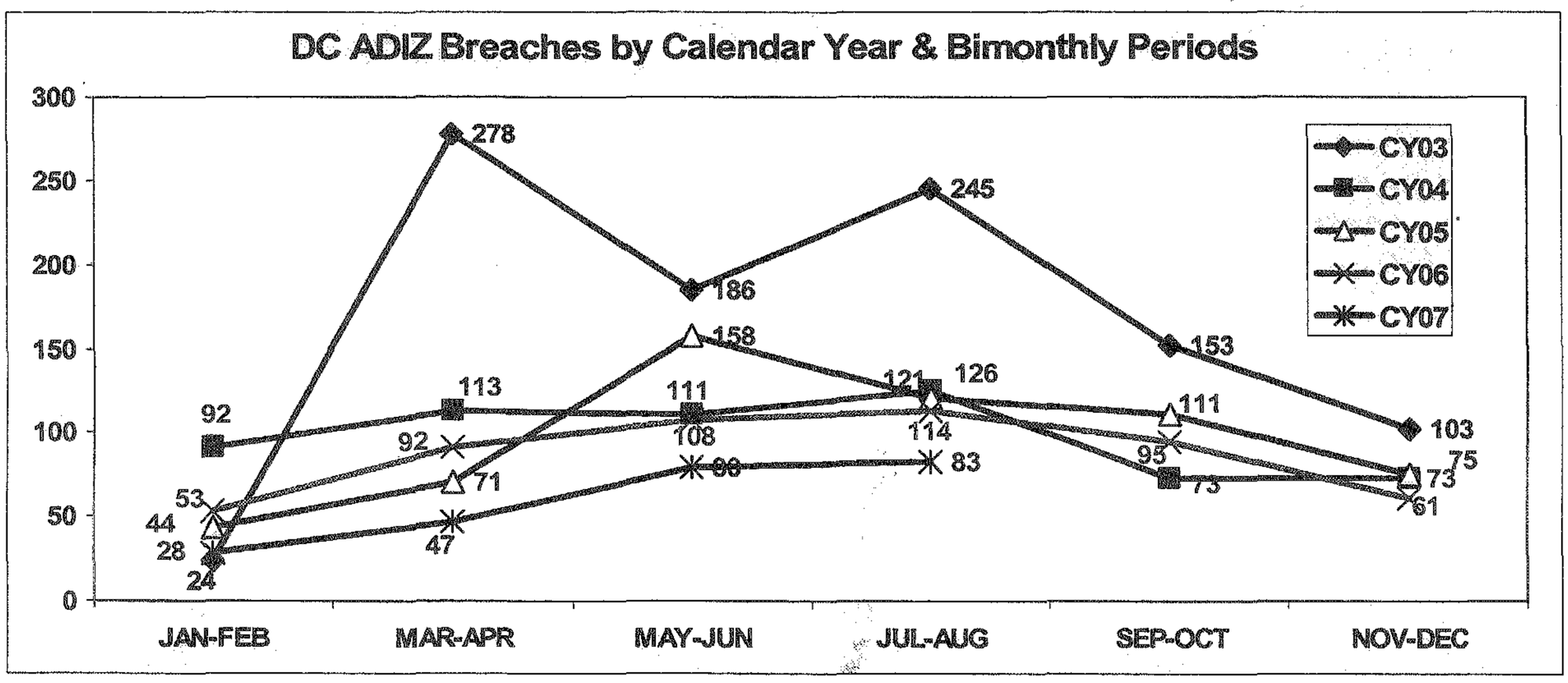

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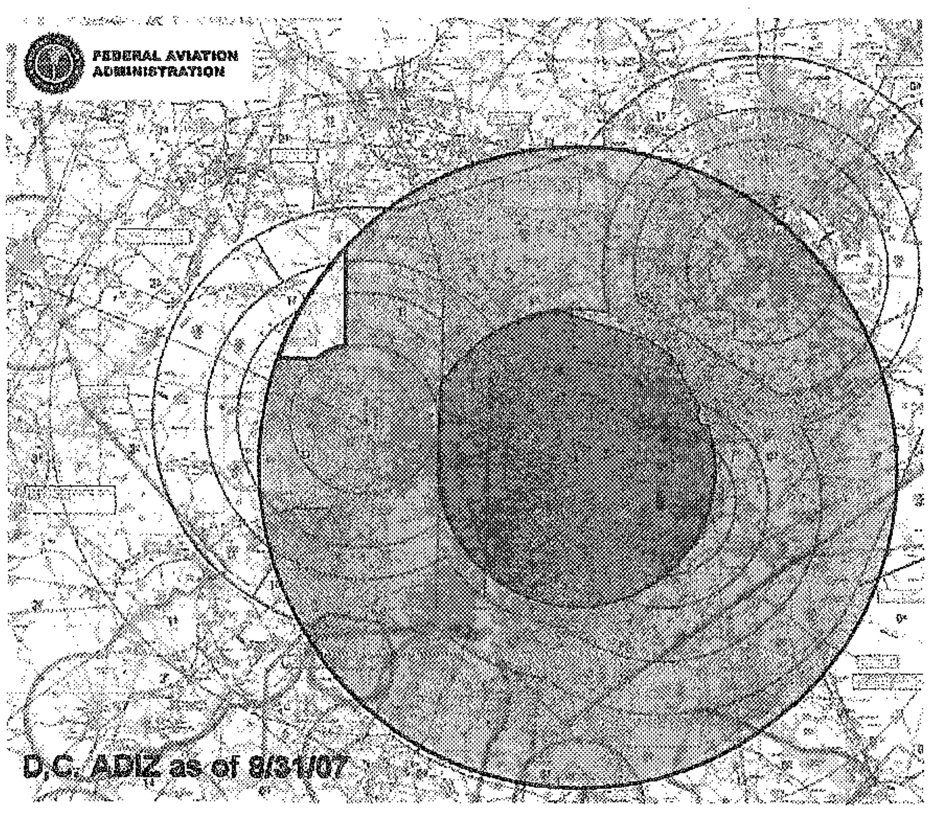

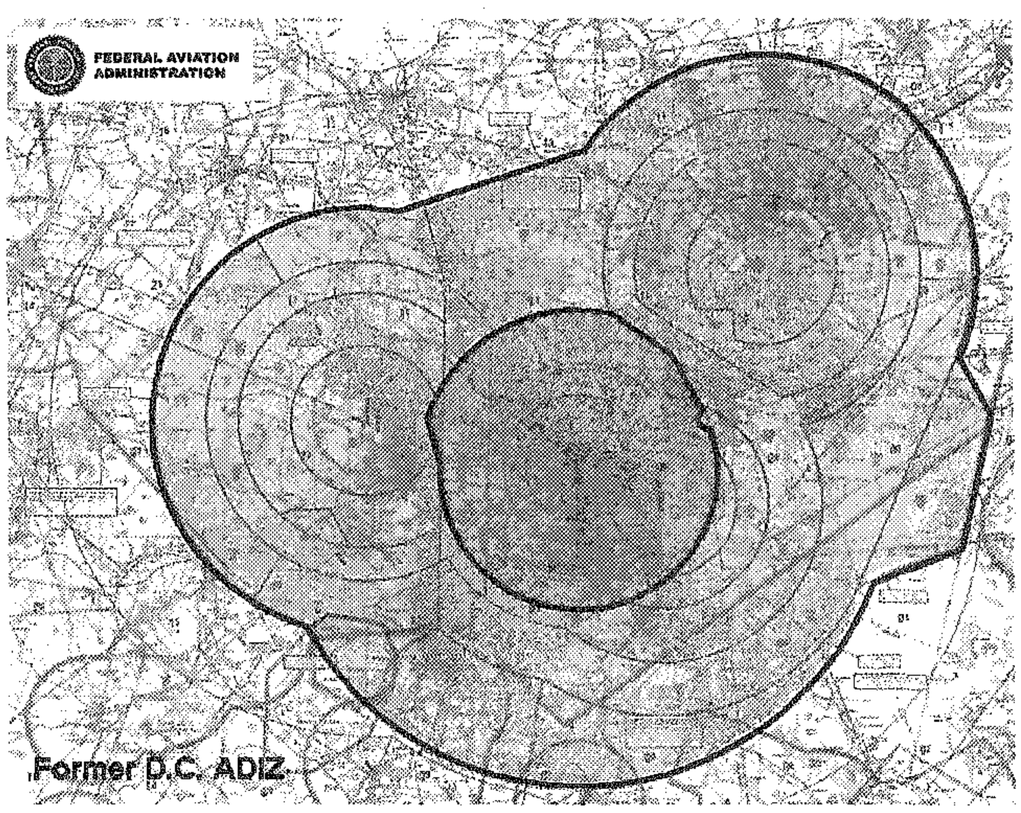

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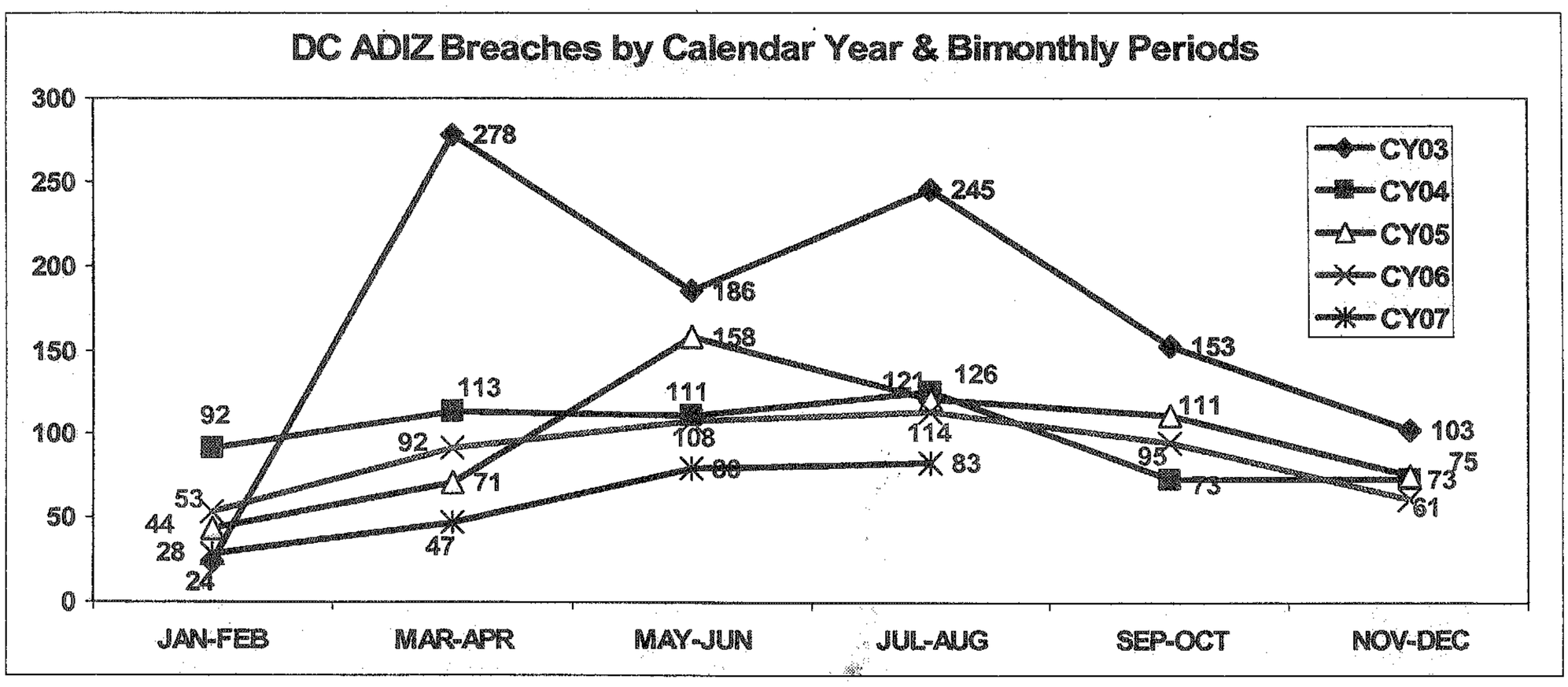

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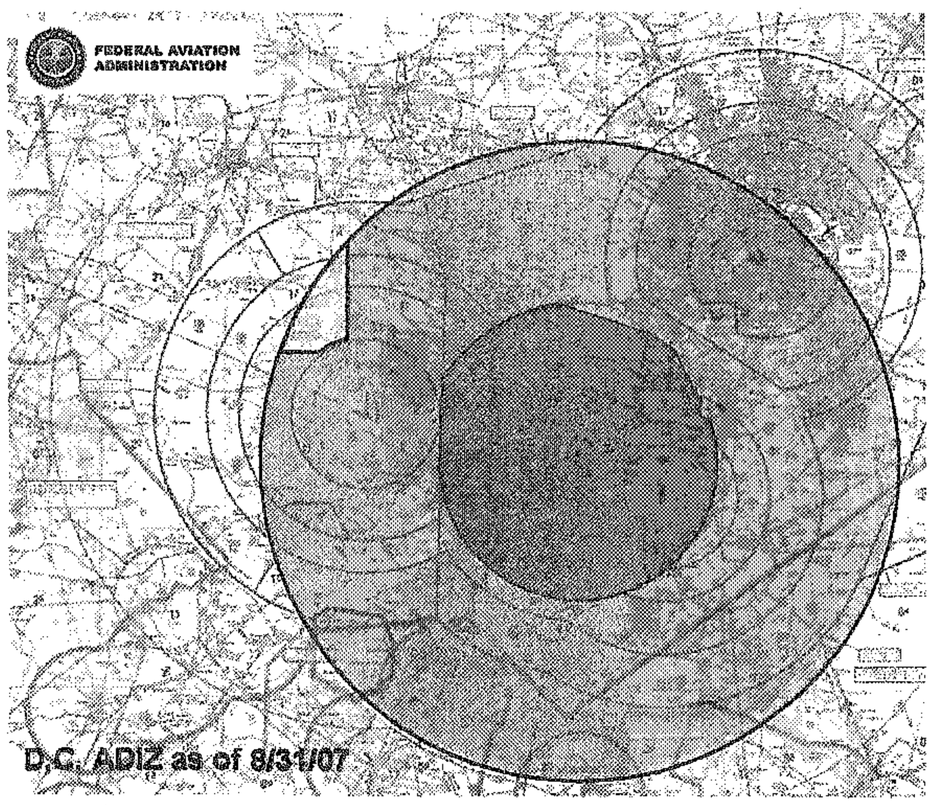

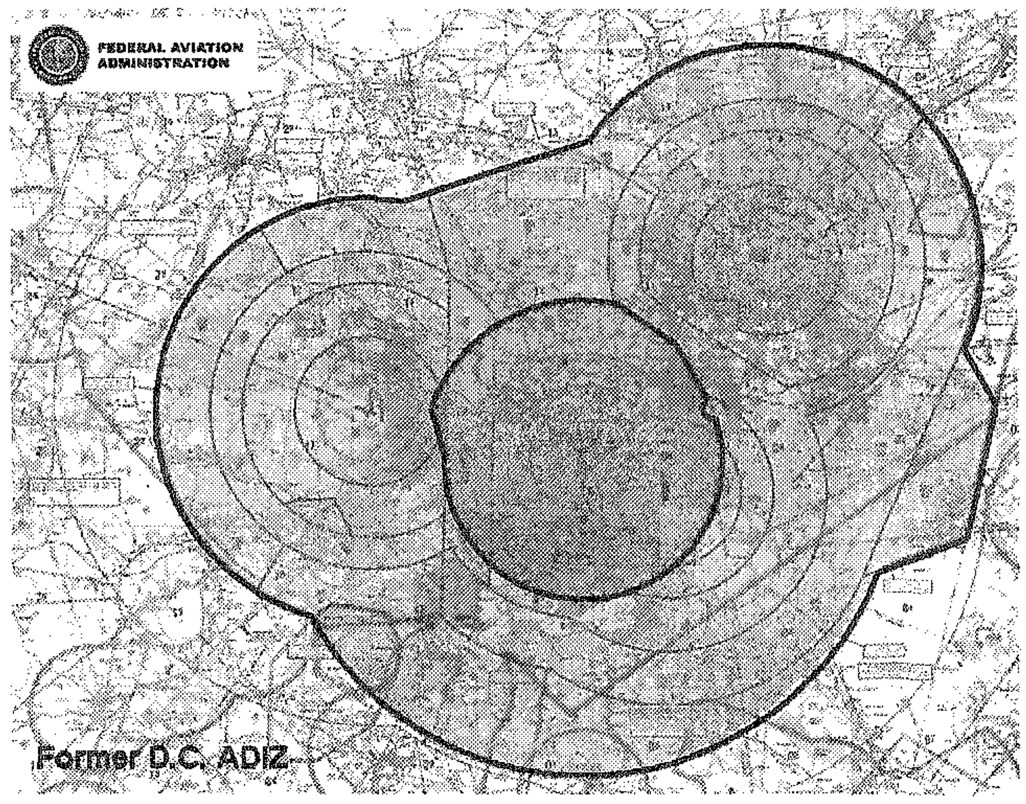

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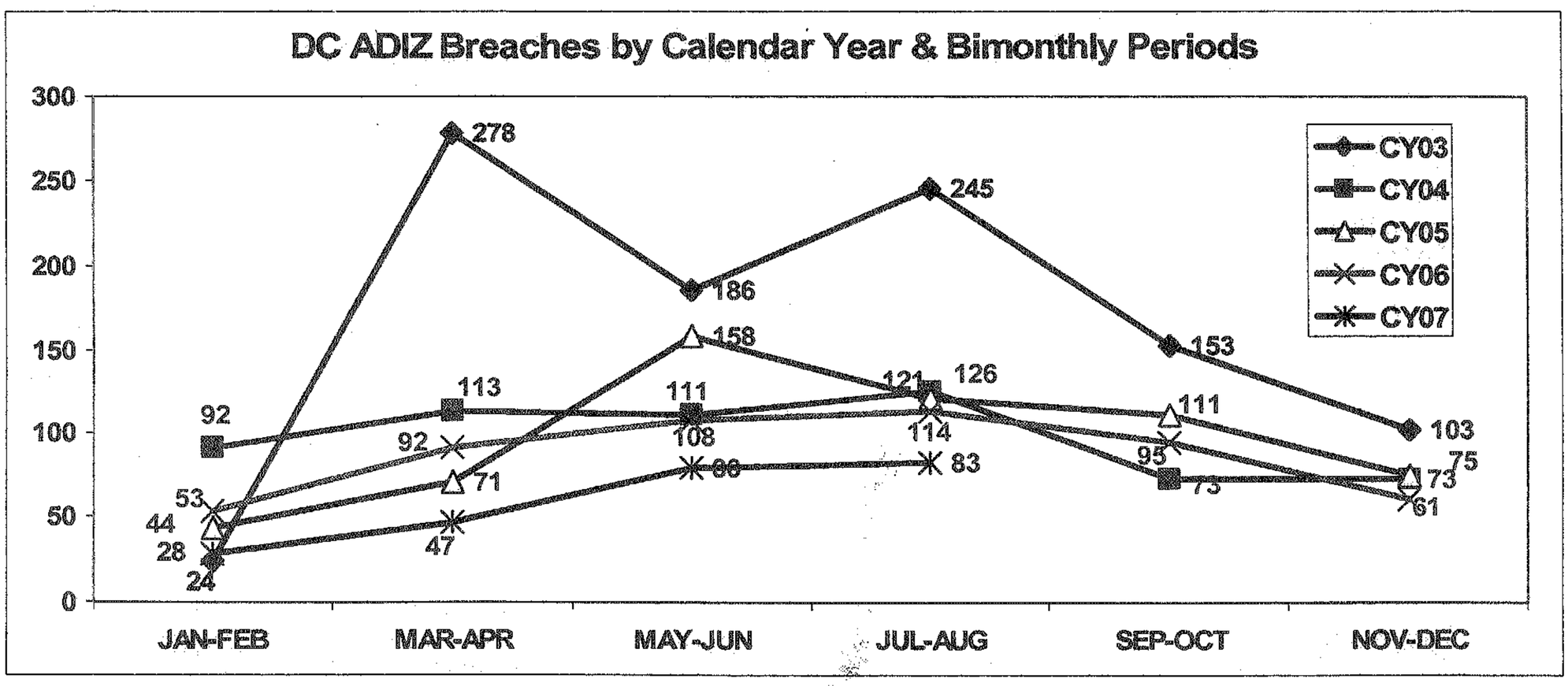

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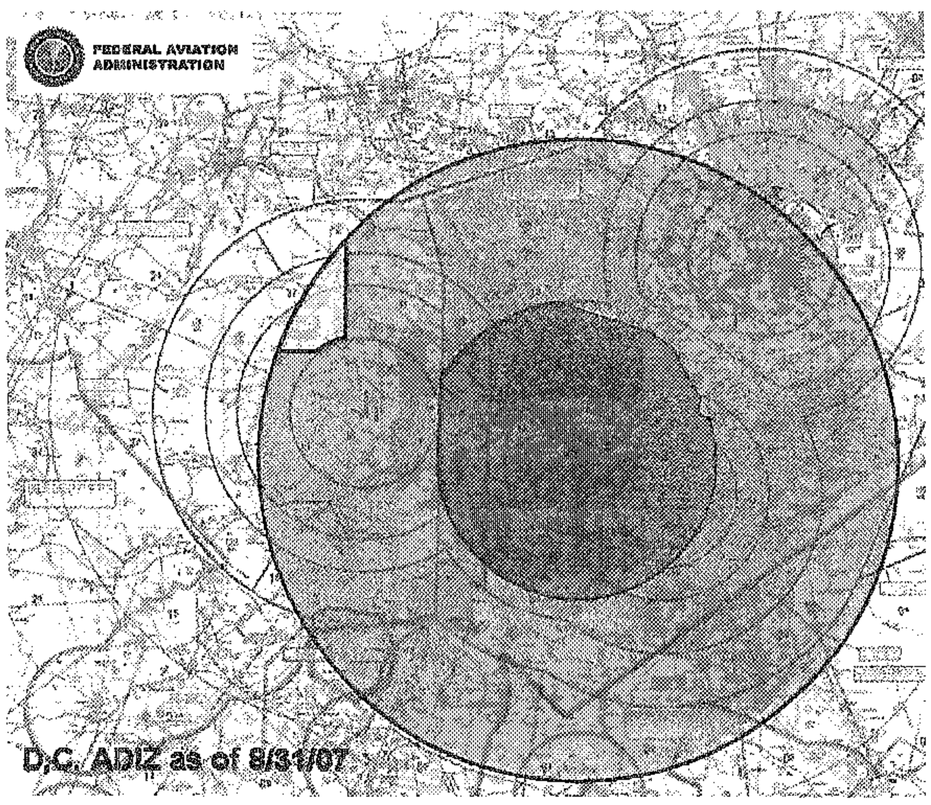

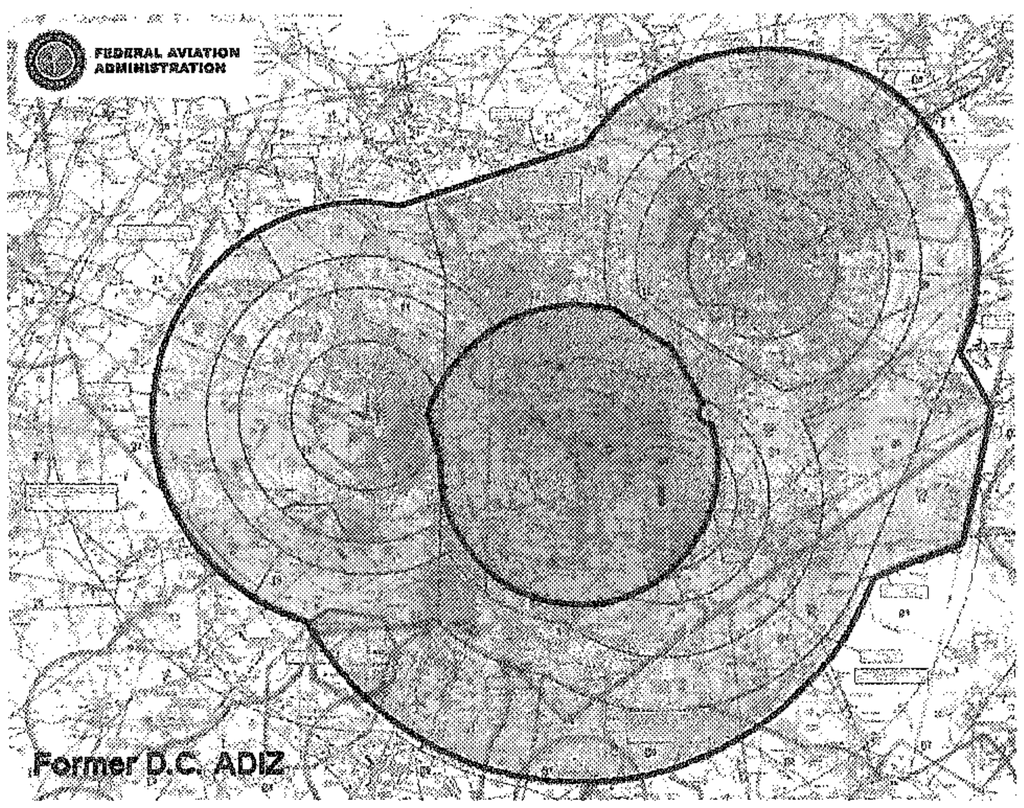

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MAR 13 2008

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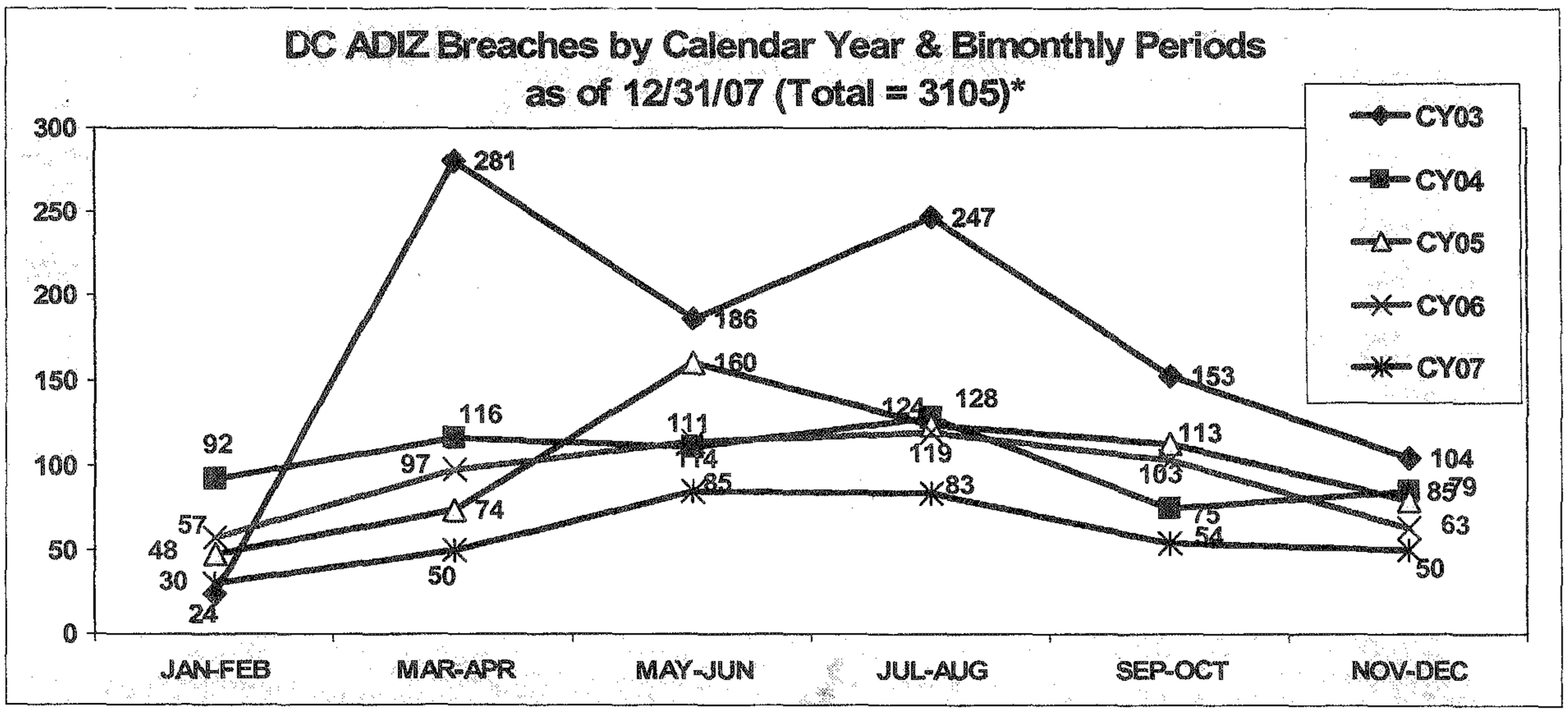

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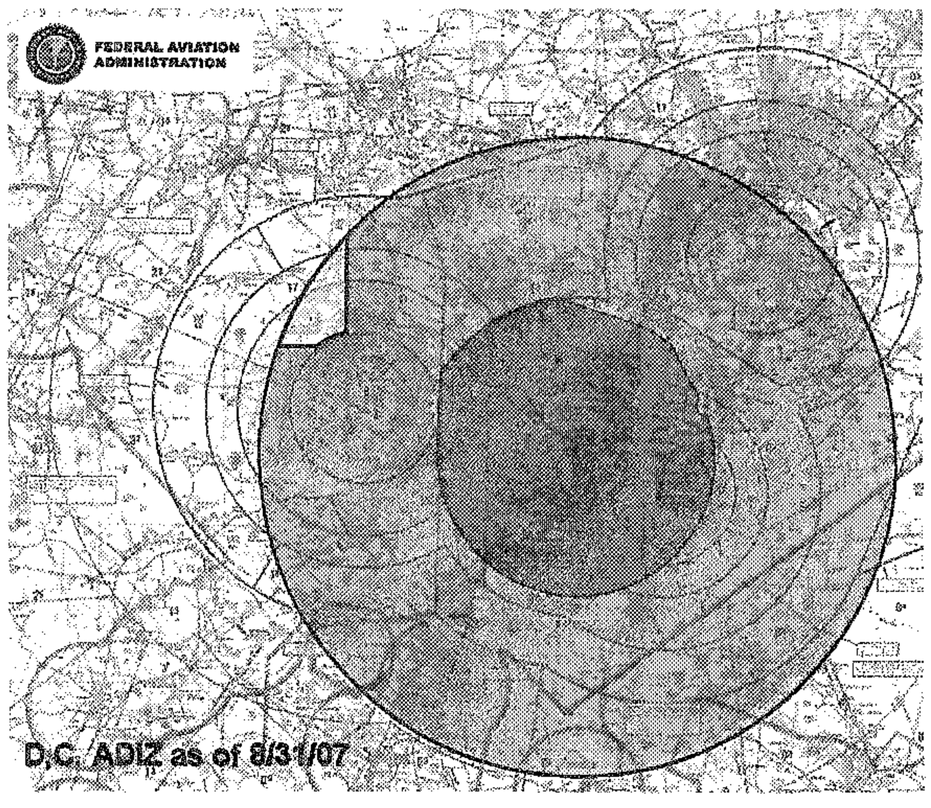

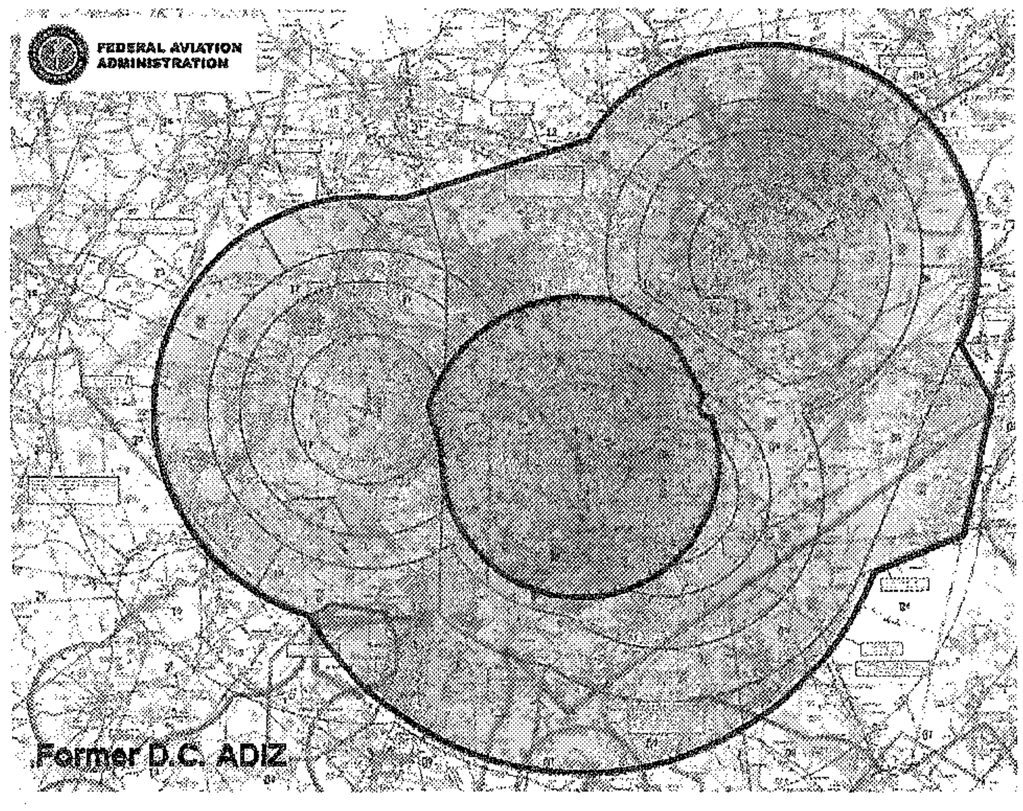

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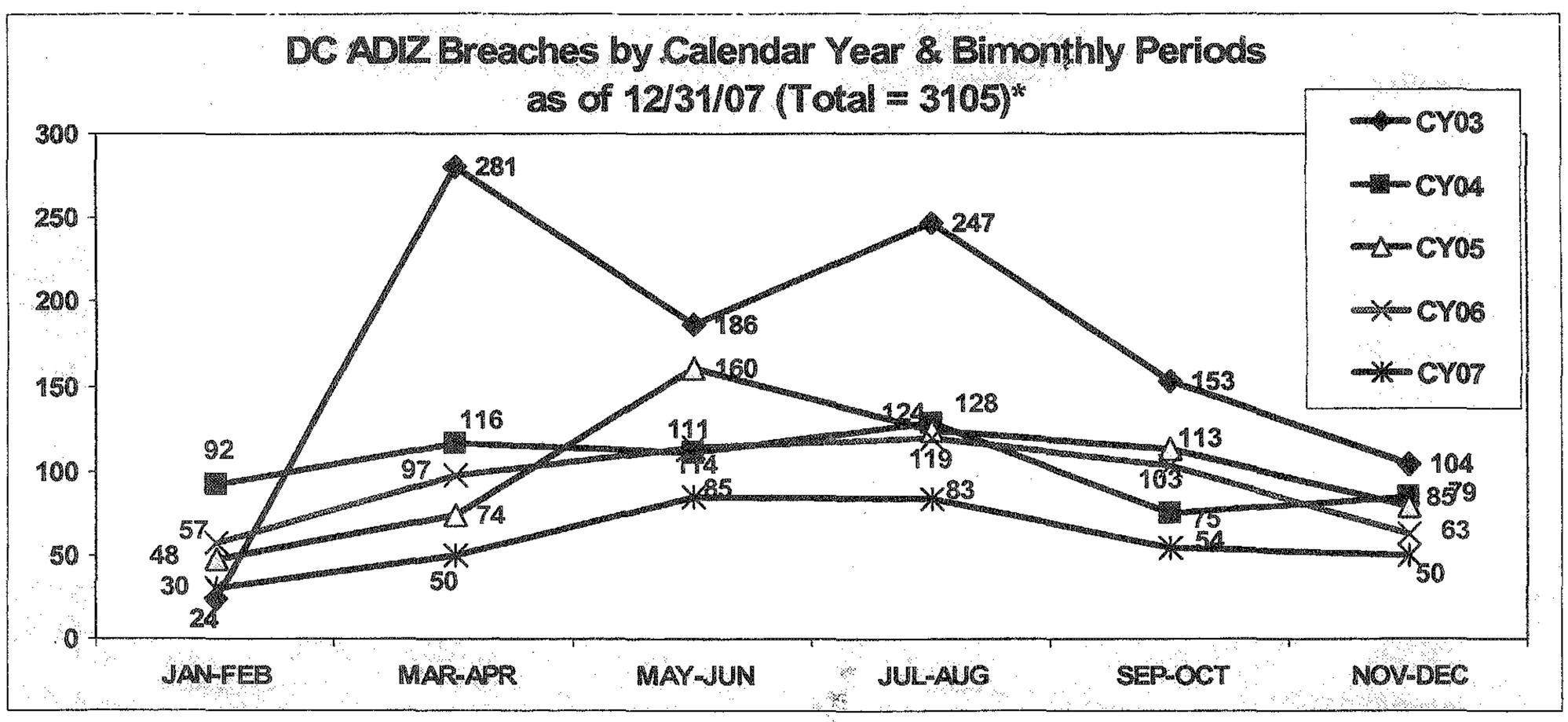

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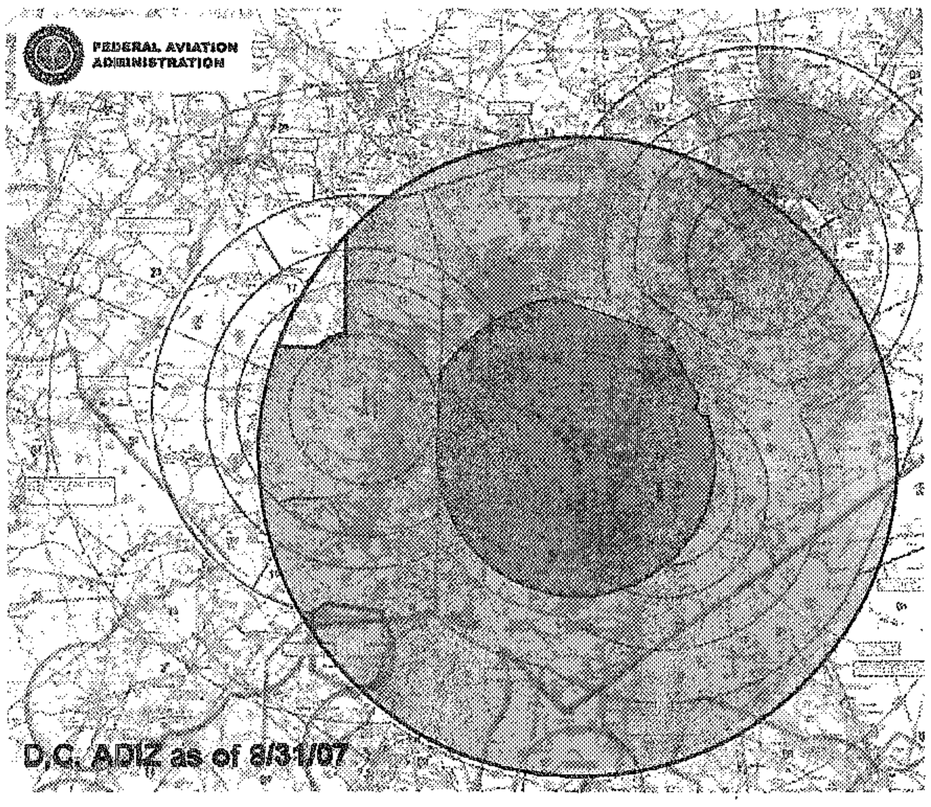

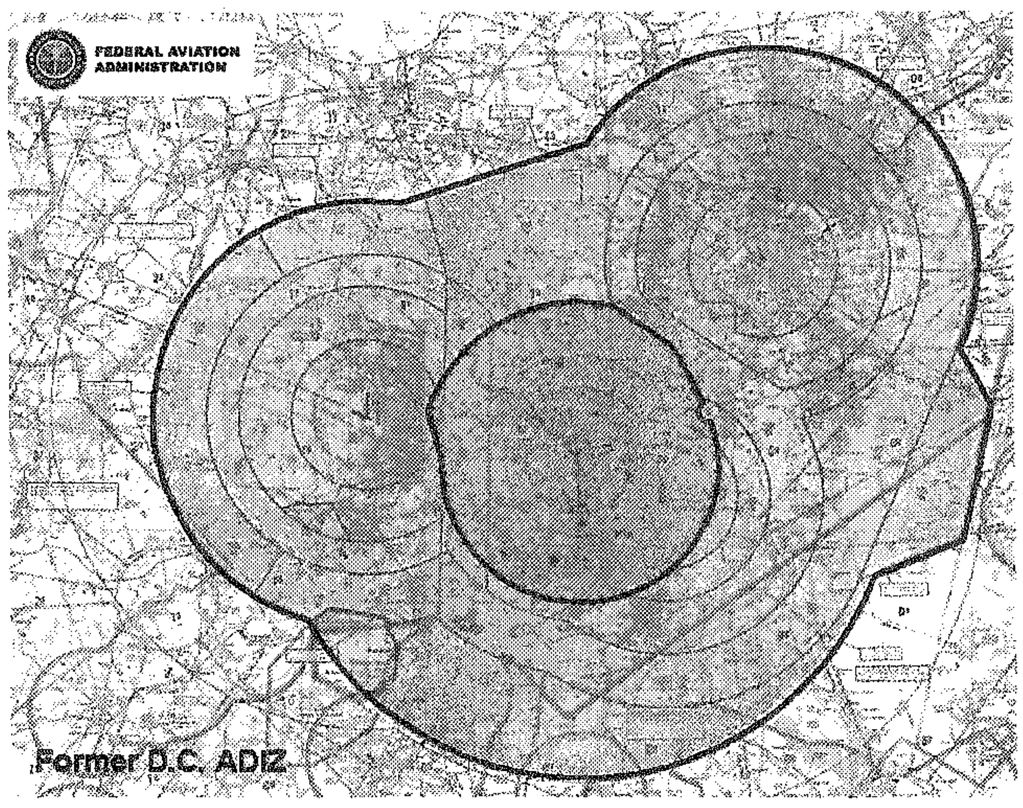

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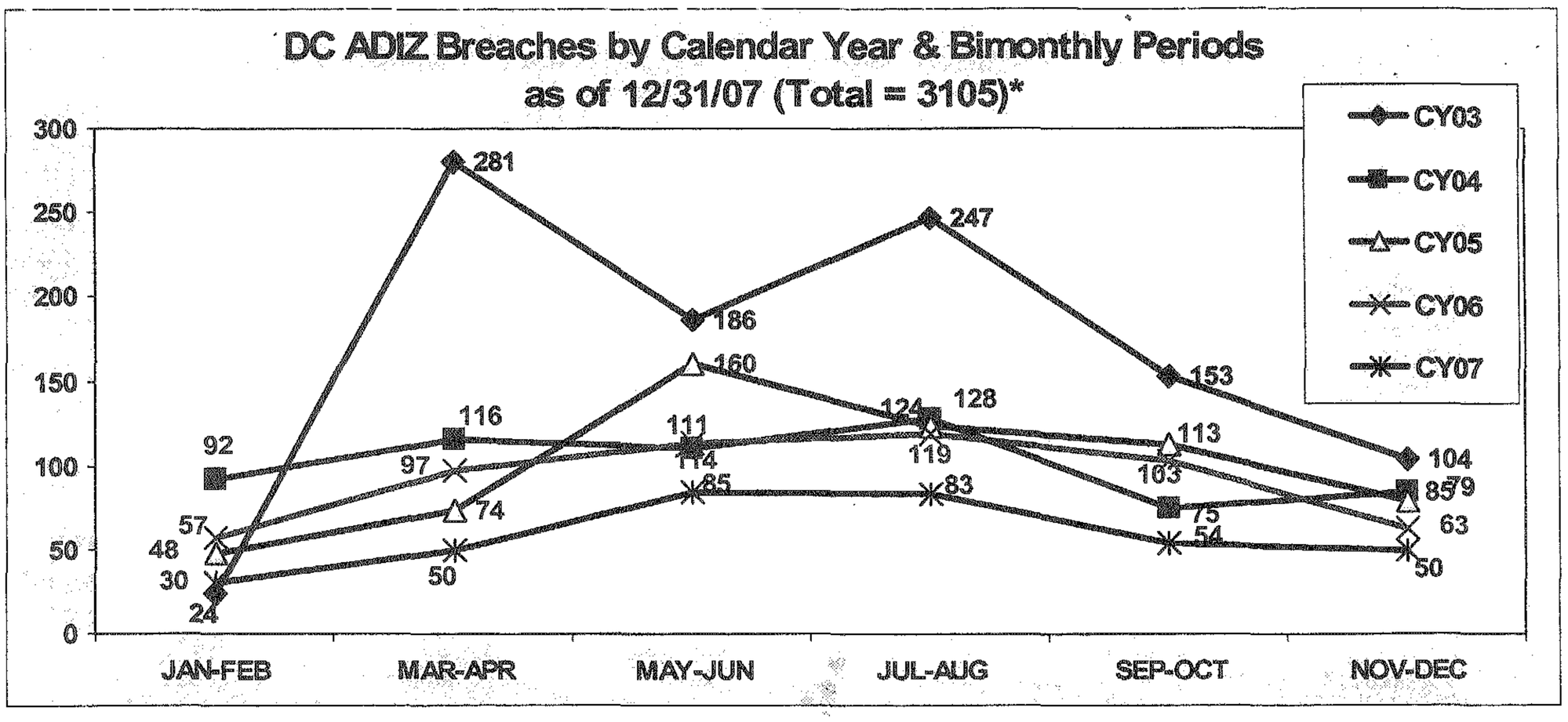

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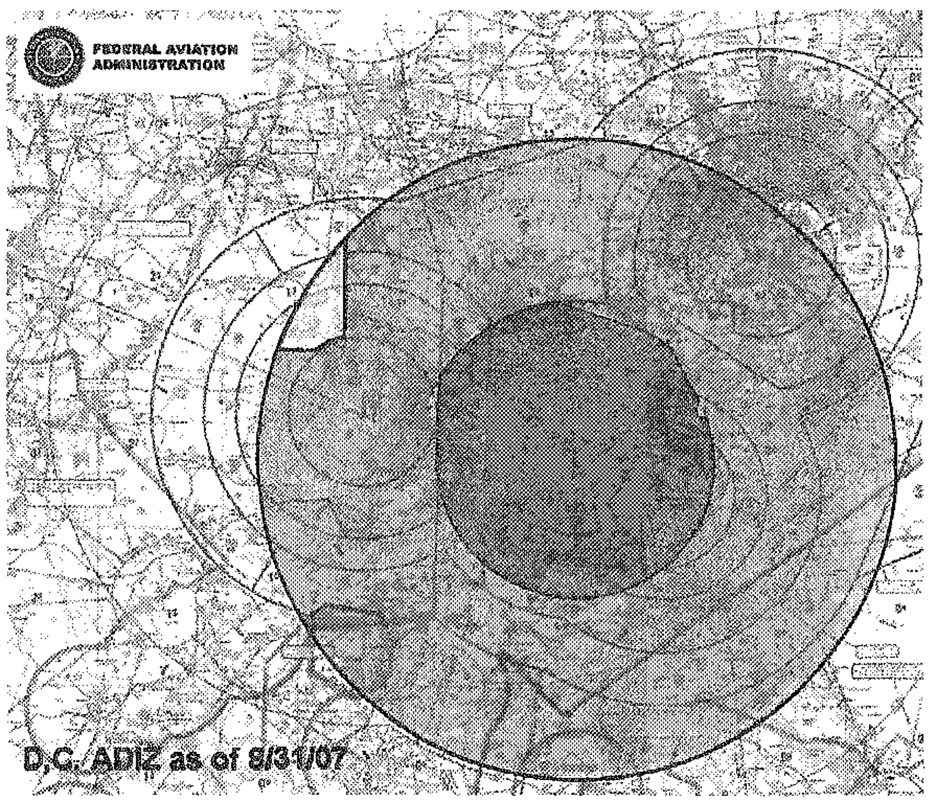

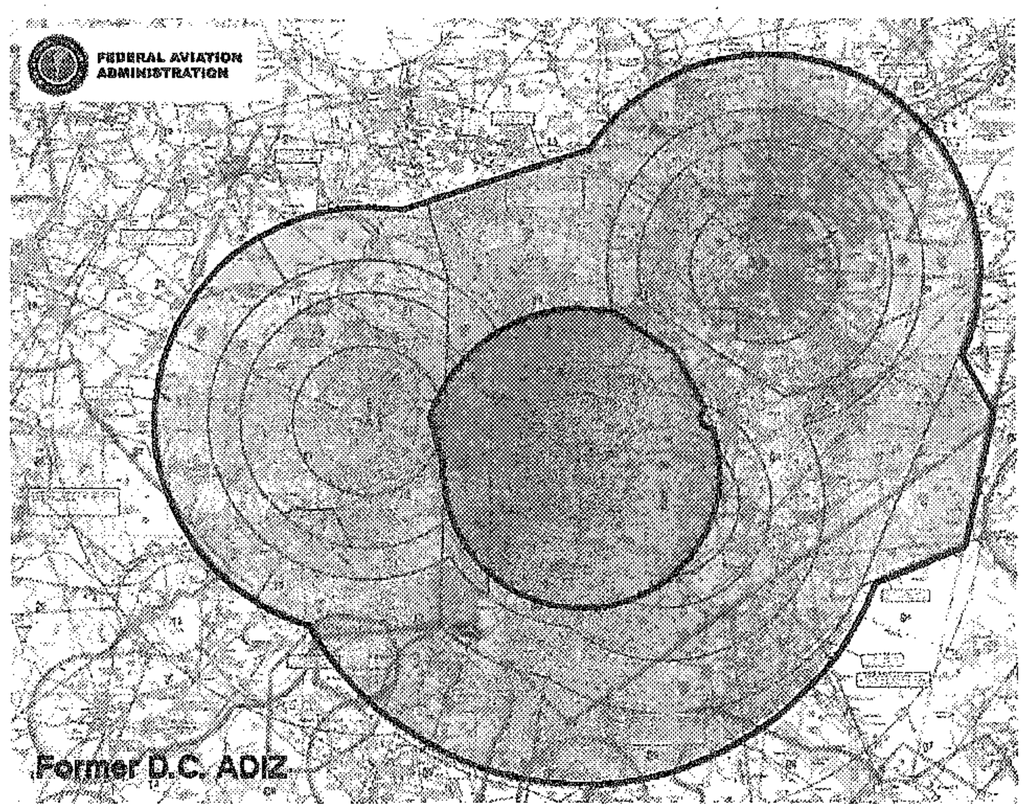

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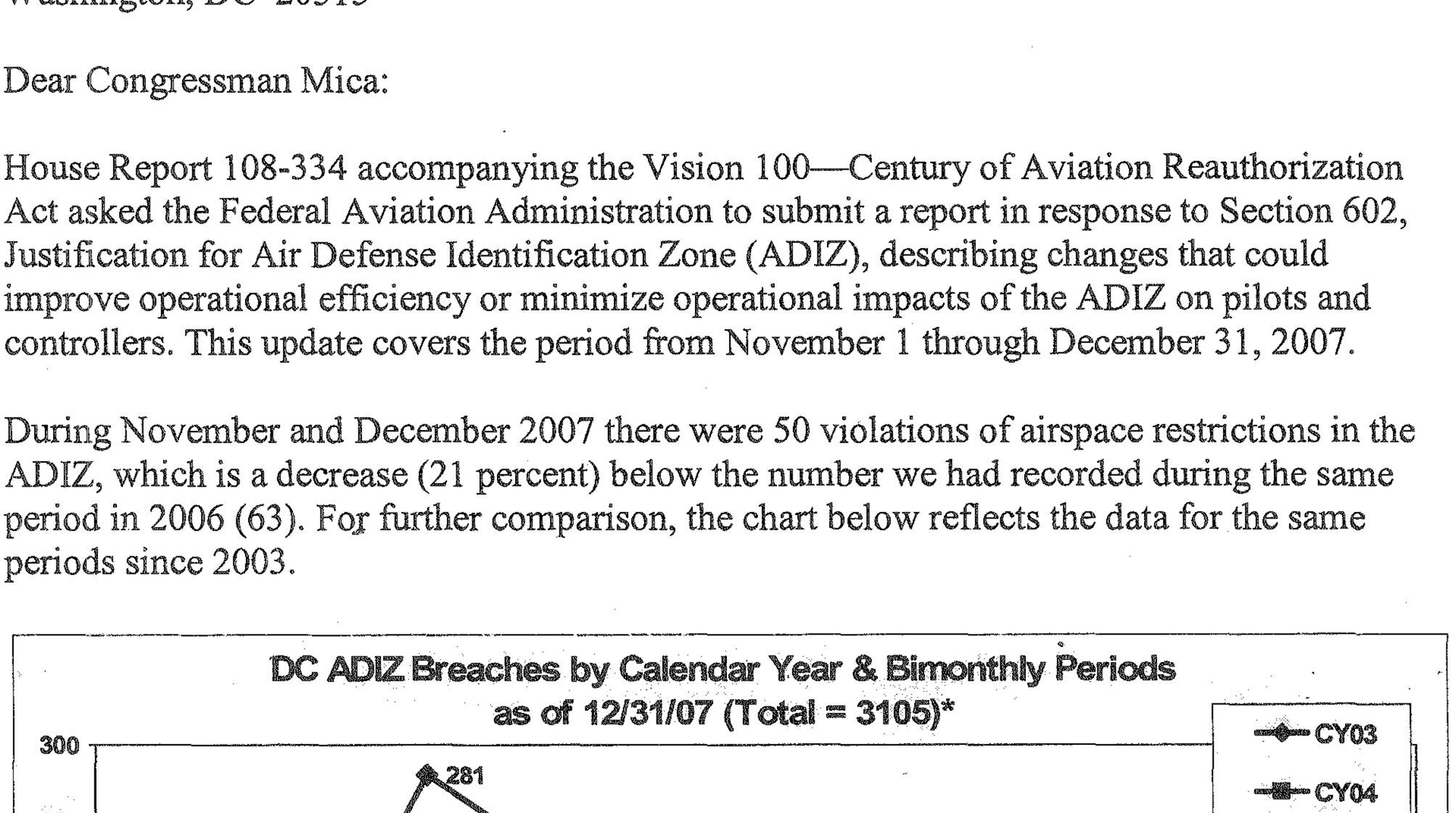

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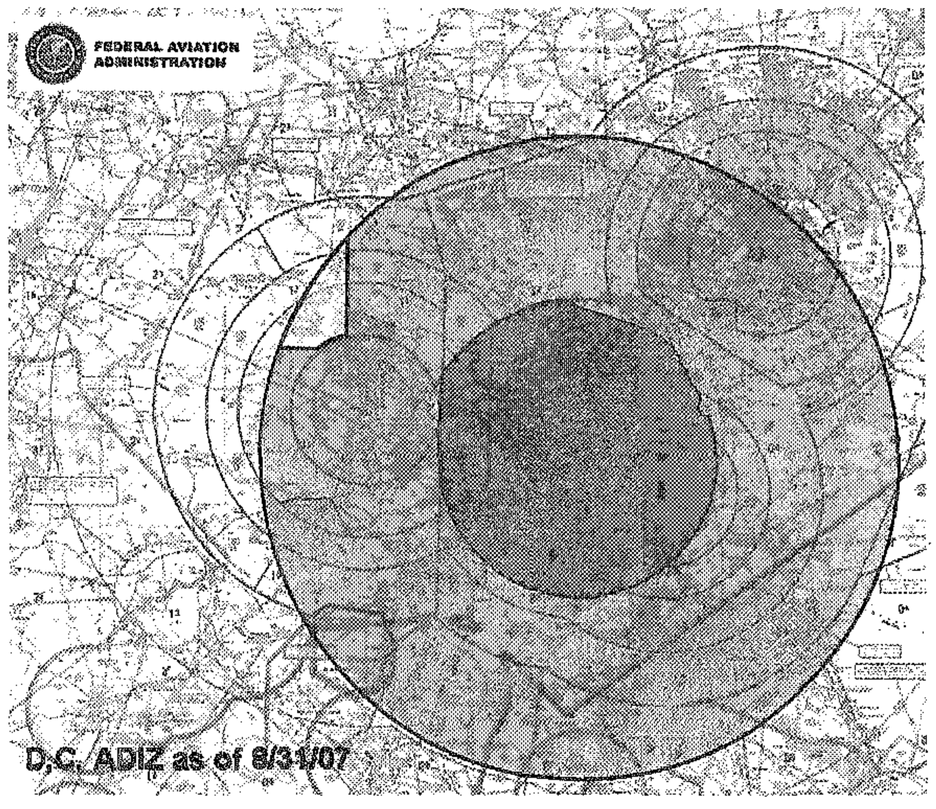
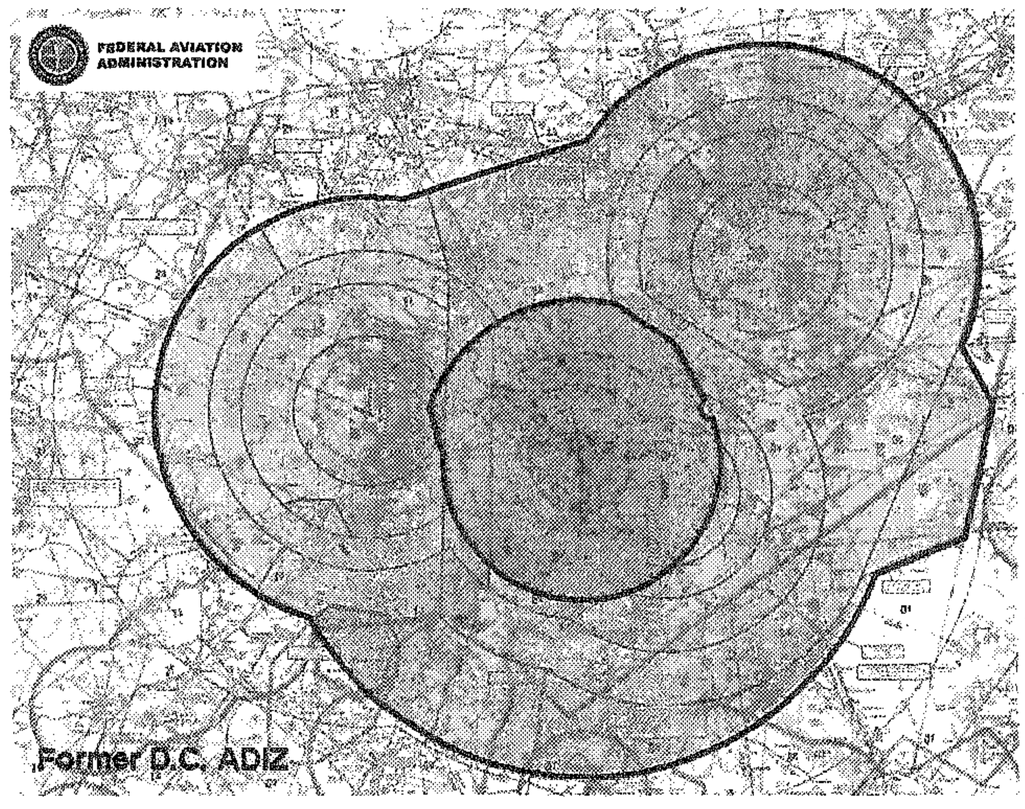


D.C. ADIZ as of 8/31/07



Former D.C. ADIZ

We have made great progress in mitigating the causes of ADIZ violations. A factor contributing to that success is our continuing outreach efforts and the collaborative relationship between the FAA, other government agencies, and the aviation community. We will continue to track our progress and report to you annually. As always, we are available to answer questions or meet with you on any aspect of the current ADIZ requirements.

Identical letters have been sent to Chairmen Oberstar and Inouye and Senator Stevens.

Sincerely,

Robert A. Sturgell
Acting Administrator

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAR 13 2008

The Honorable Daniel Inouye
Chairman, Committee on Commerce,
Science, and Transportation
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

House Report 108-334 accompanying the Vision 100 – Century of Aviation Reauthorization Act asked the Federal Aviation Administration to submit a report in response to Section 602, Justification for Air Defense Identification Zone (ADIZ), describing changes that could improve operational efficiency or minimize operational impacts of the ADIZ on pilots and controllers. This update covers the period from September 1 through October 31, 2007.

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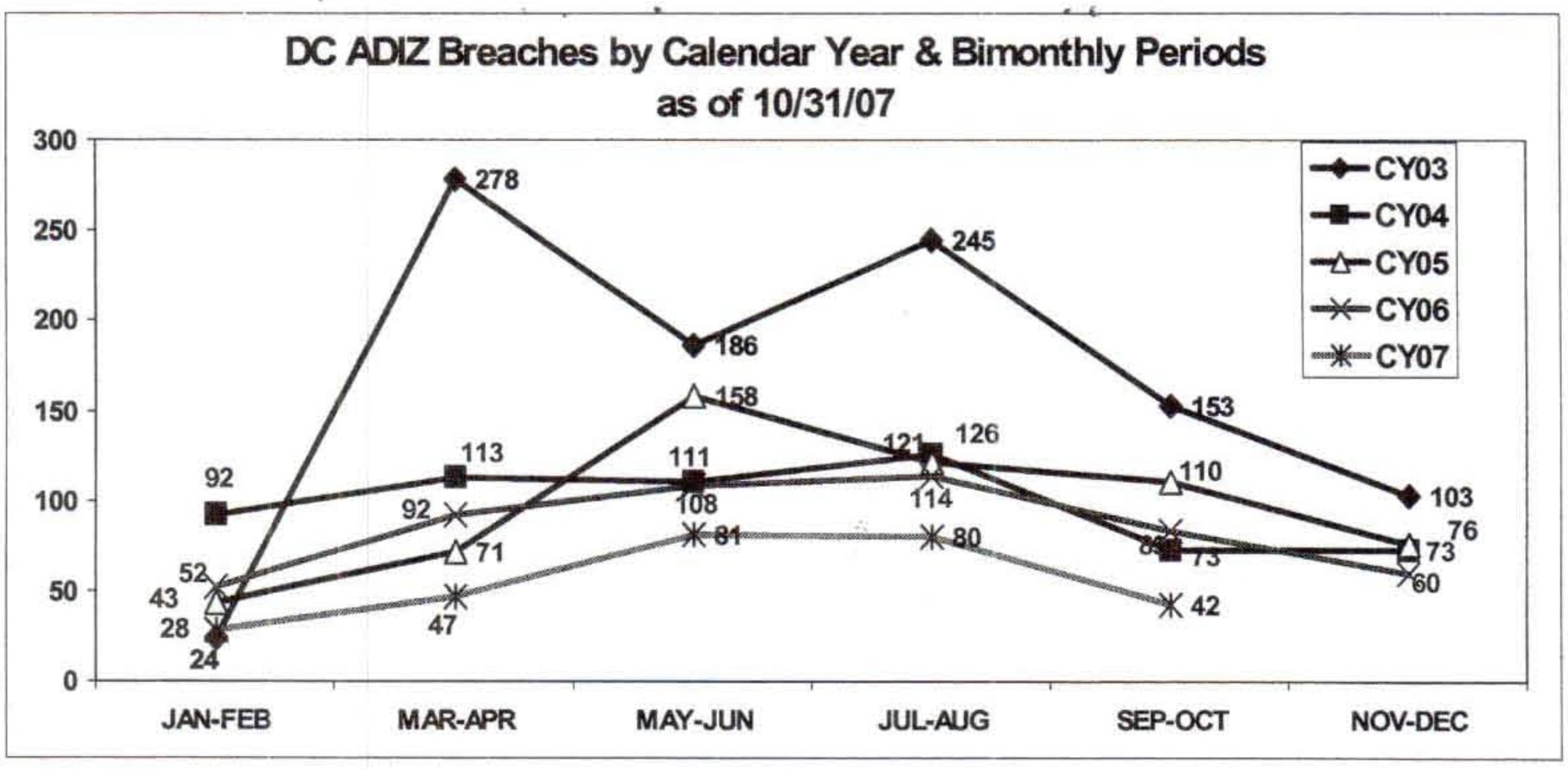

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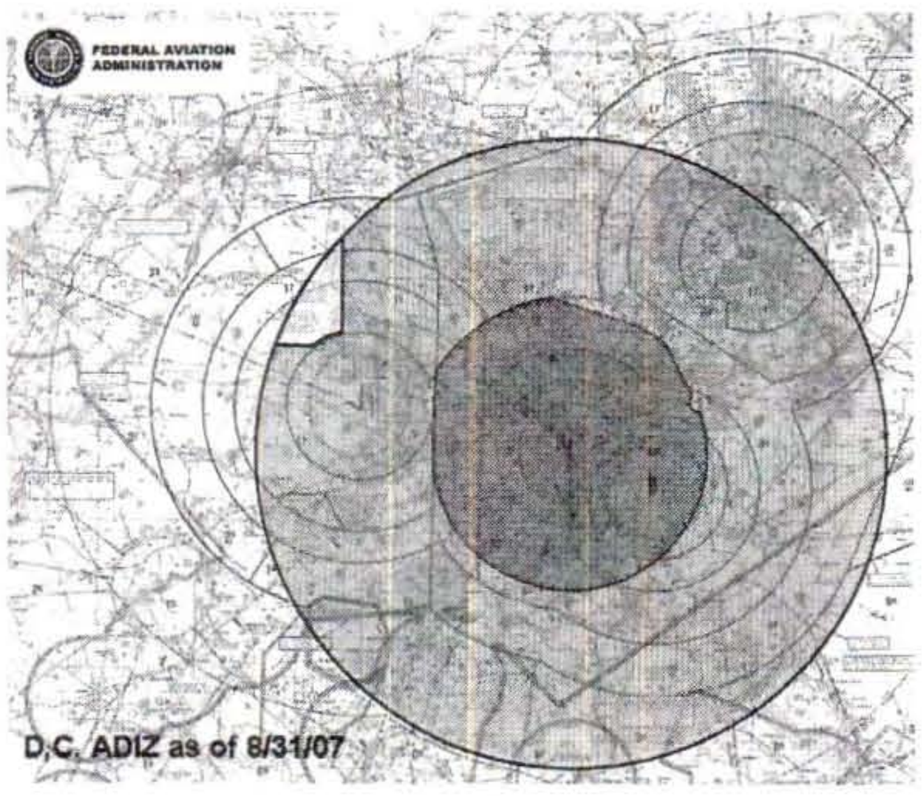

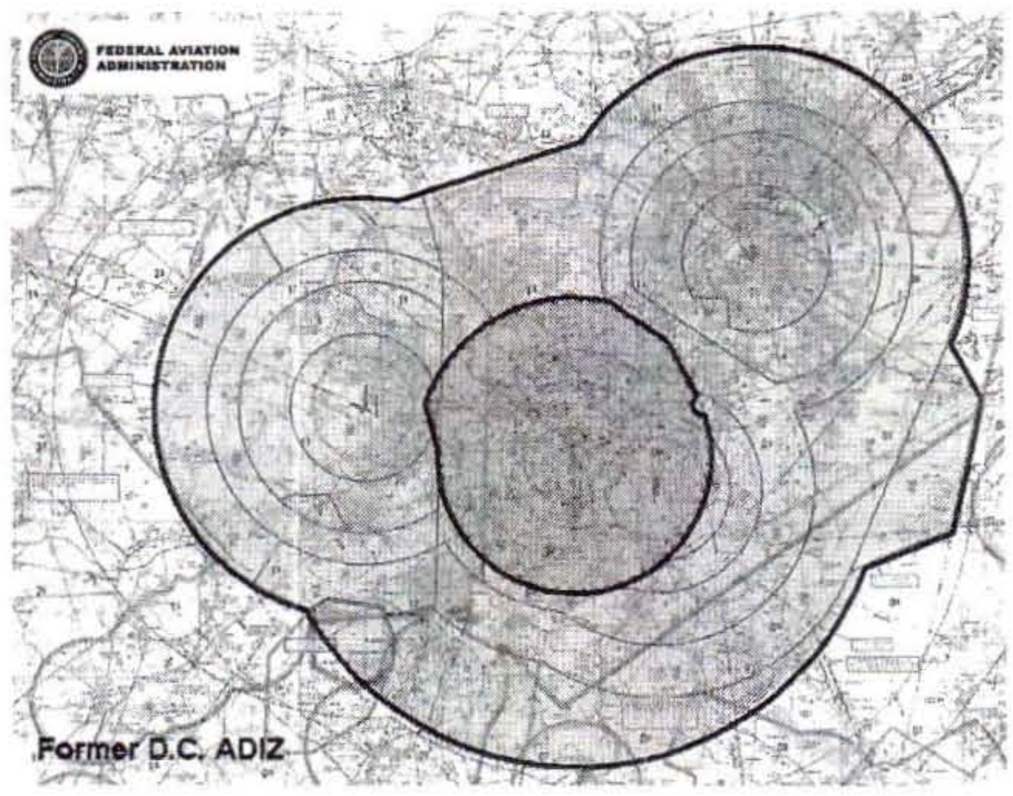

Identical letters have been sent to Chairman Oberstar, Senator Stevens, and Congressman Mica.

Sincerely,

Robert A. Sturgell
Acting Administrator

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAR 13 2008

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and Infrastructure
House of Representatives
Washington, DC 20515

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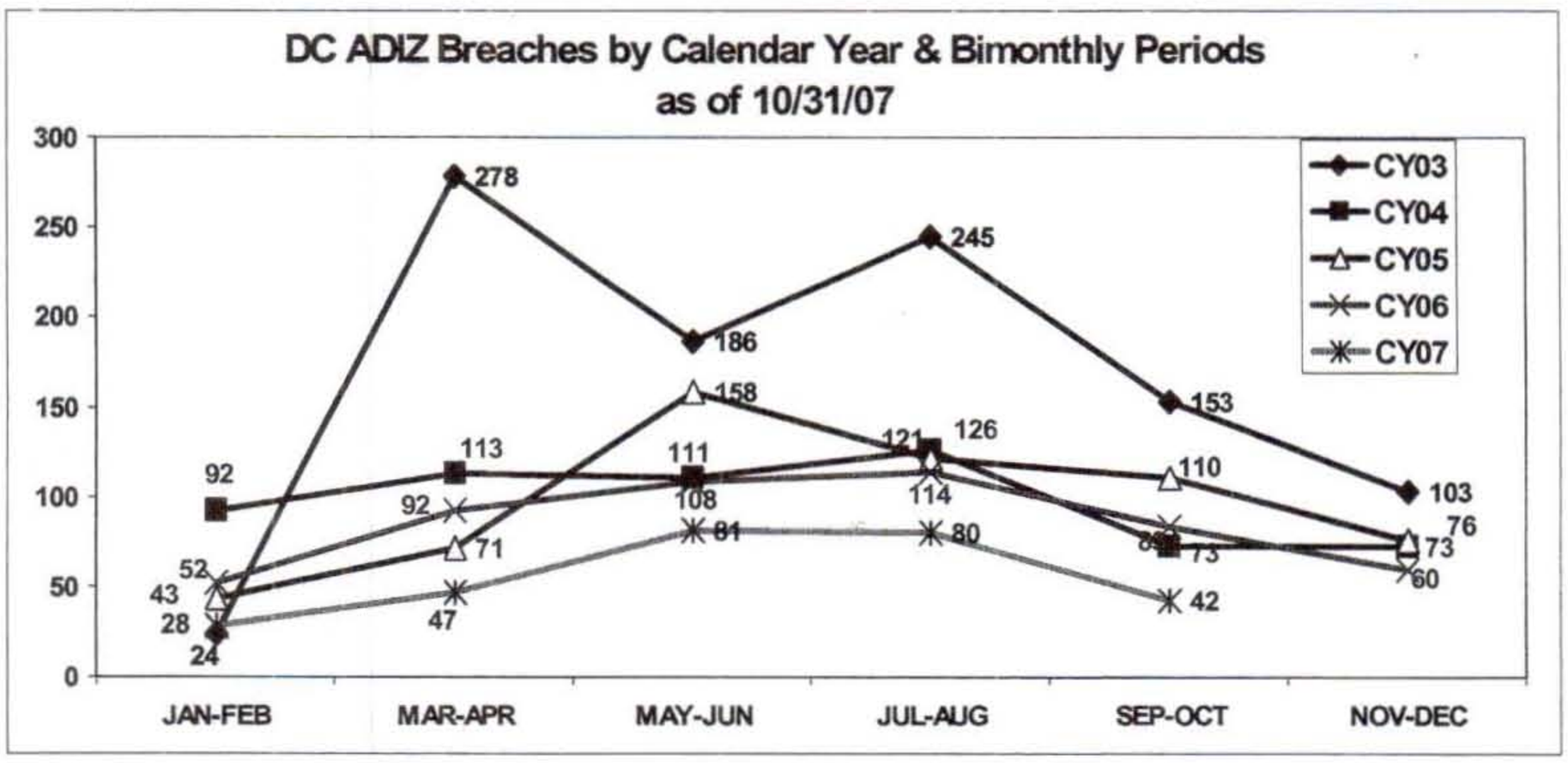

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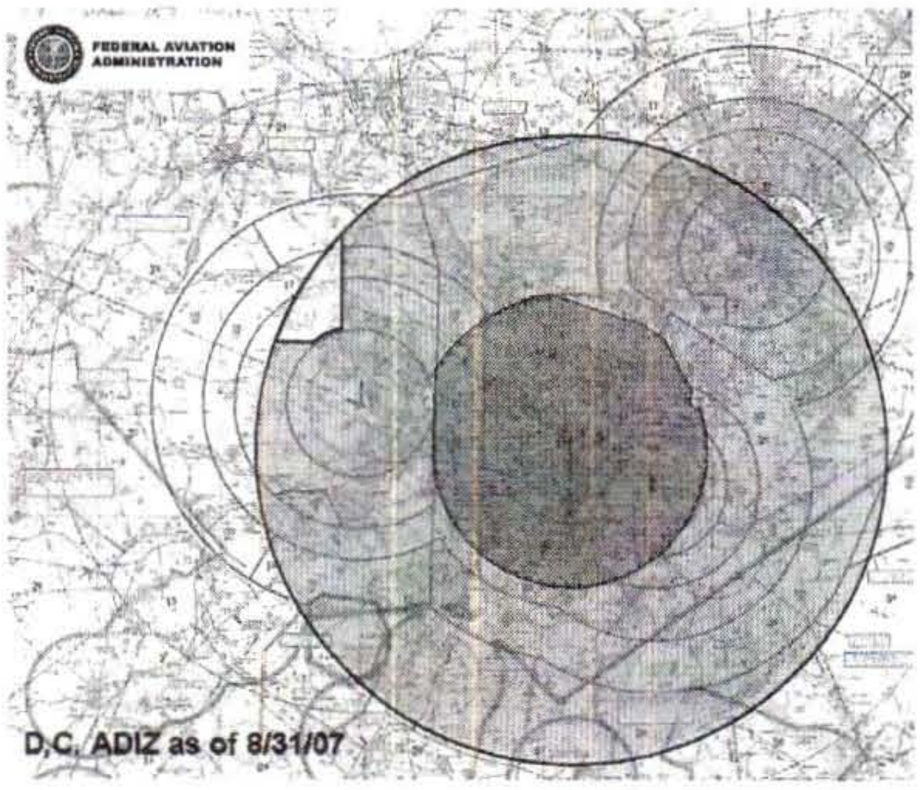

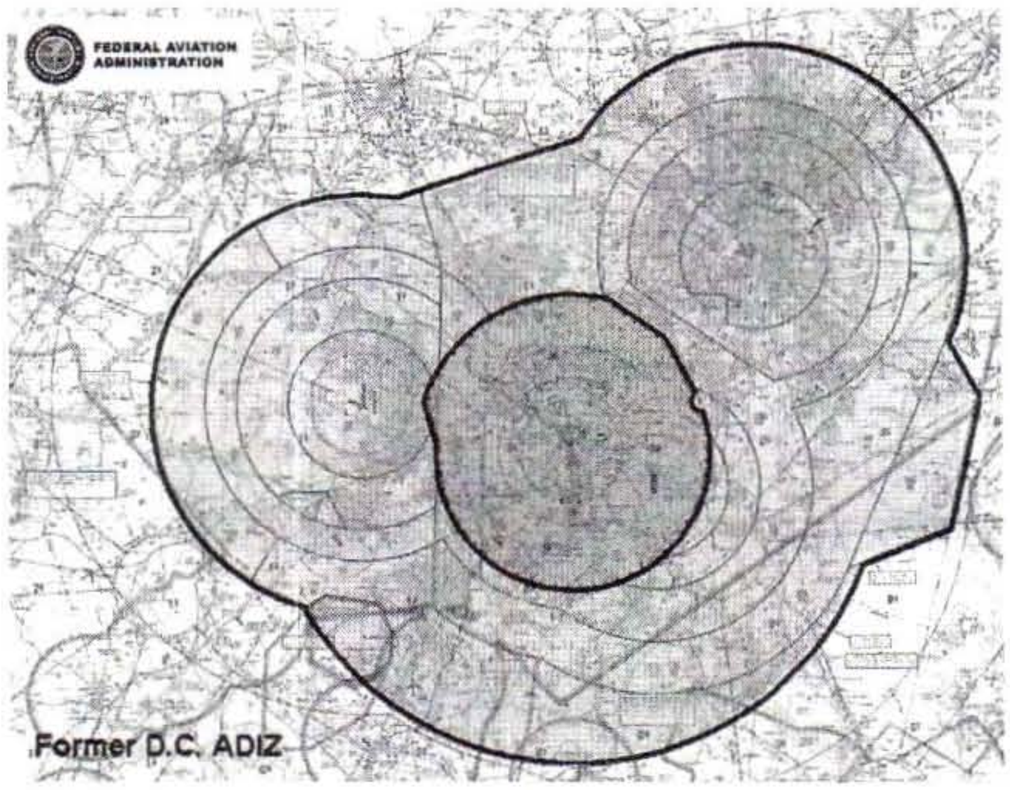

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Sincerely,

Robert A. Sturgell
Acting Administrator

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAR 13 2008

The Honorable Ted Stevens
Committee on Commerce,
Science, and Transportation
United States Senate
Washington, DC 20510

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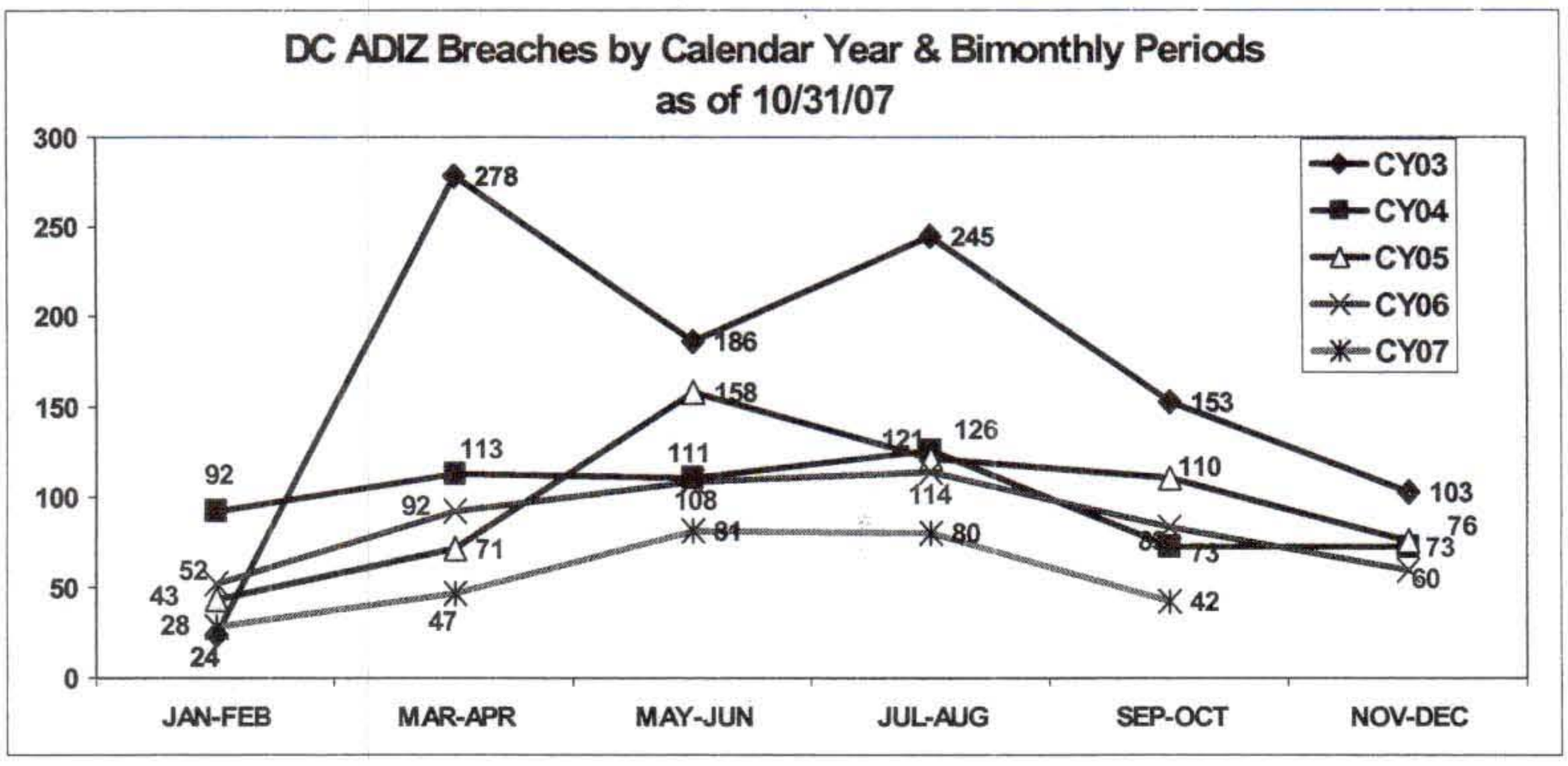

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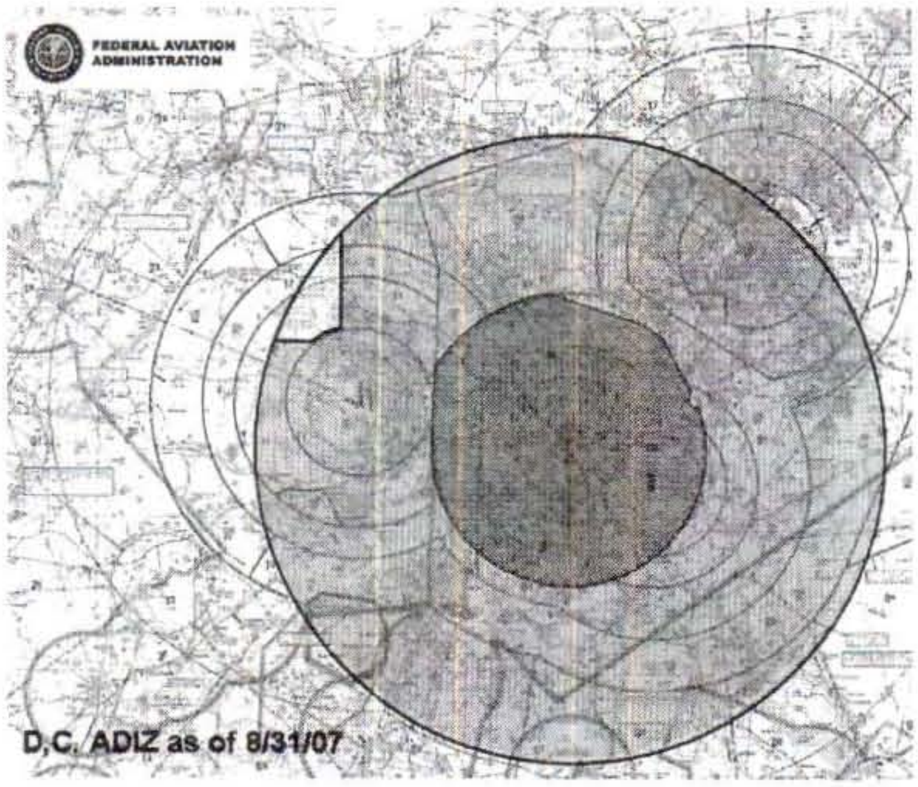

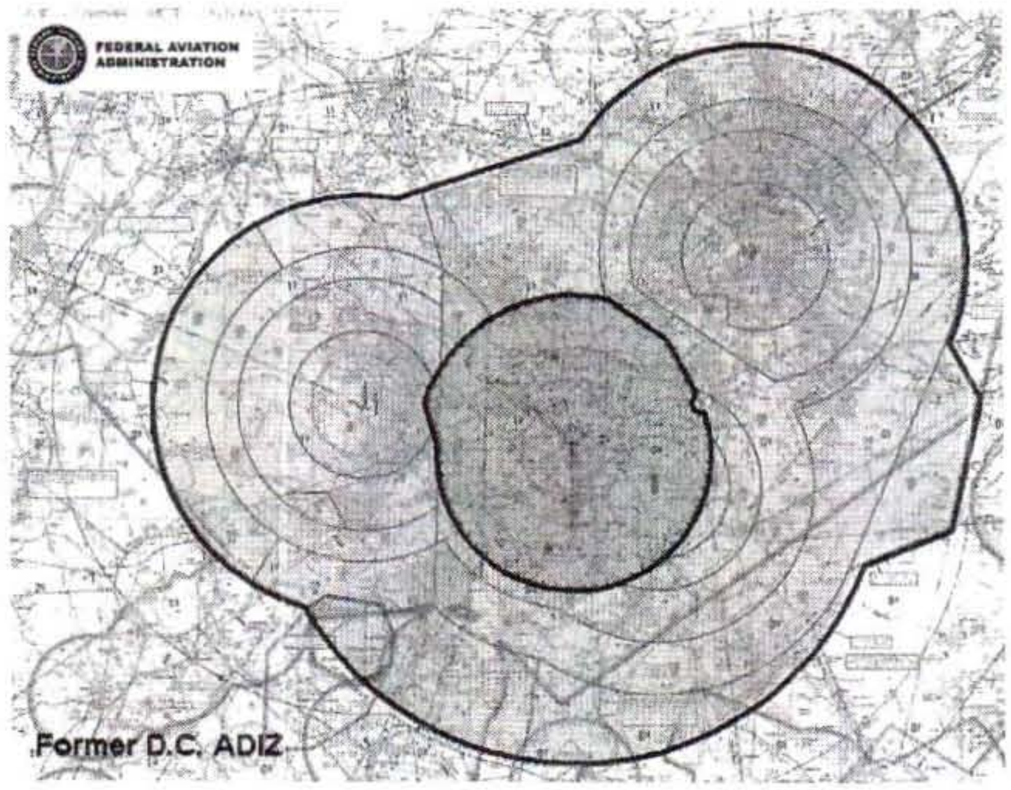

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Robert A. Sturgell
Acting Administrator

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**Federal Aviation
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Office of the Administrator

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House of Representatives
Washington, DC 20515

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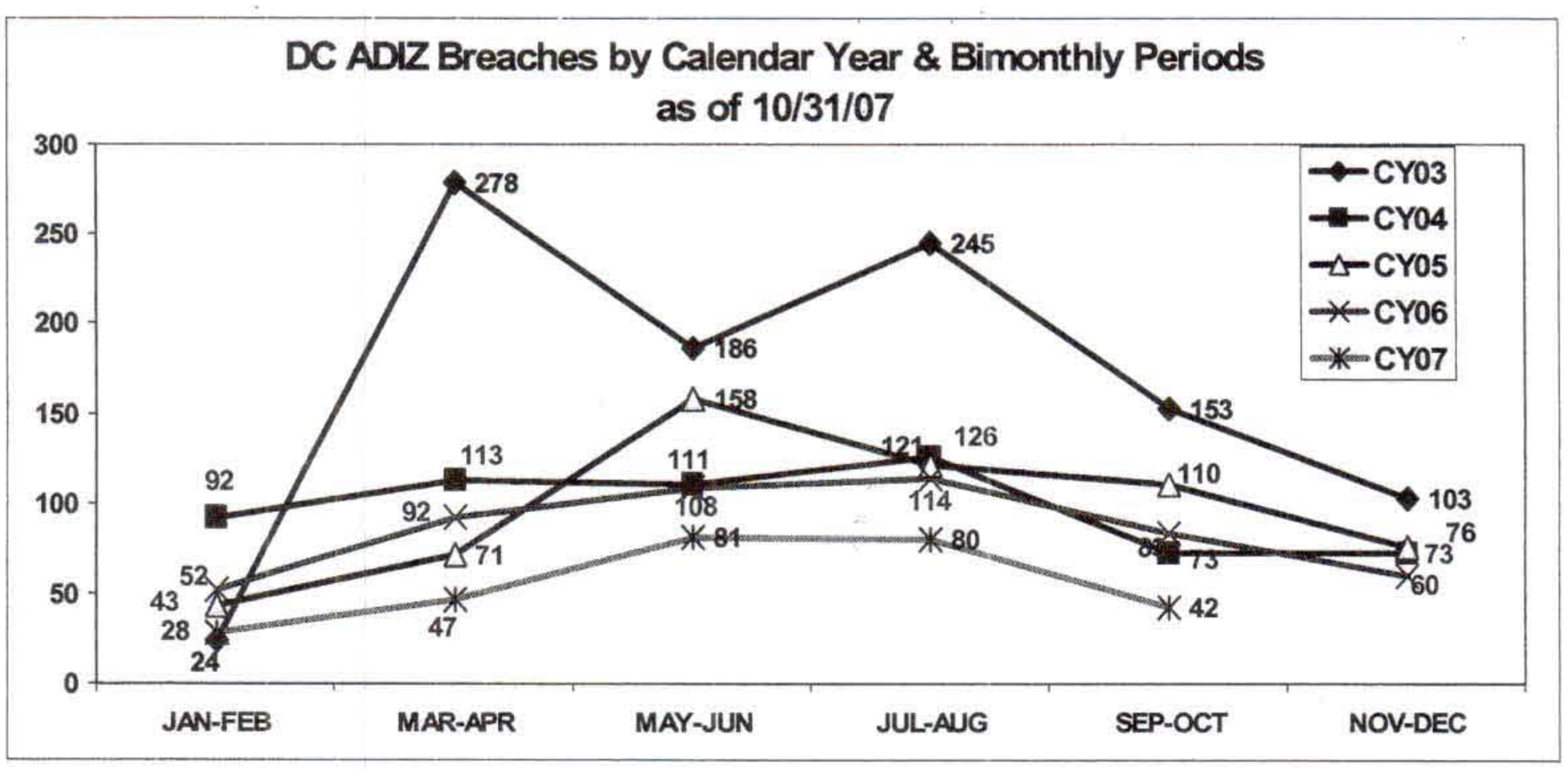

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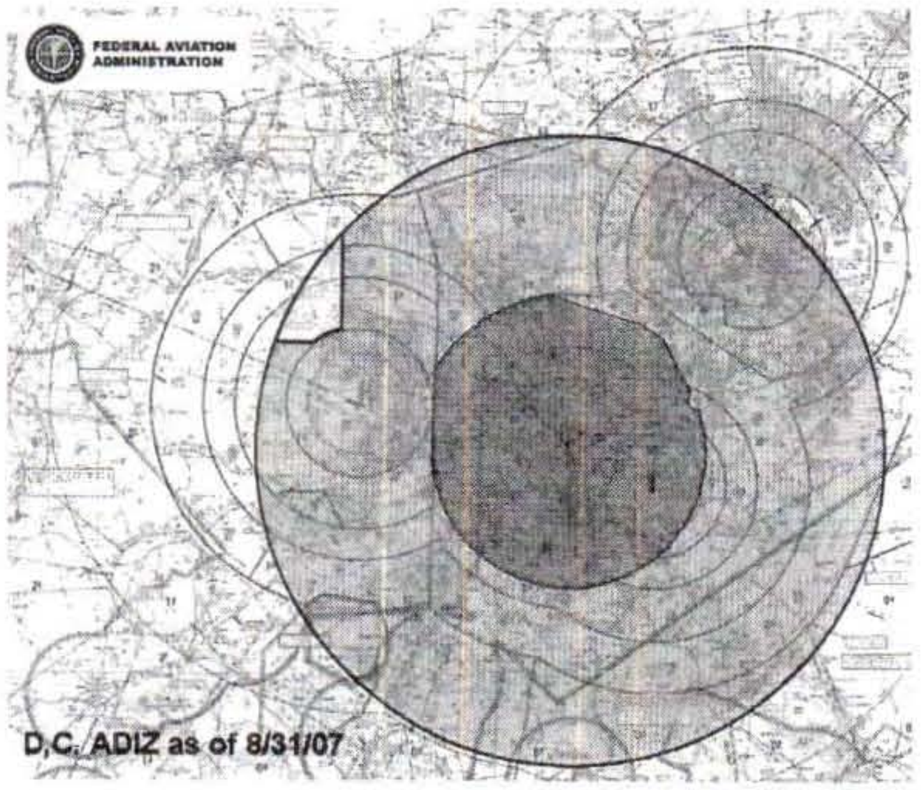

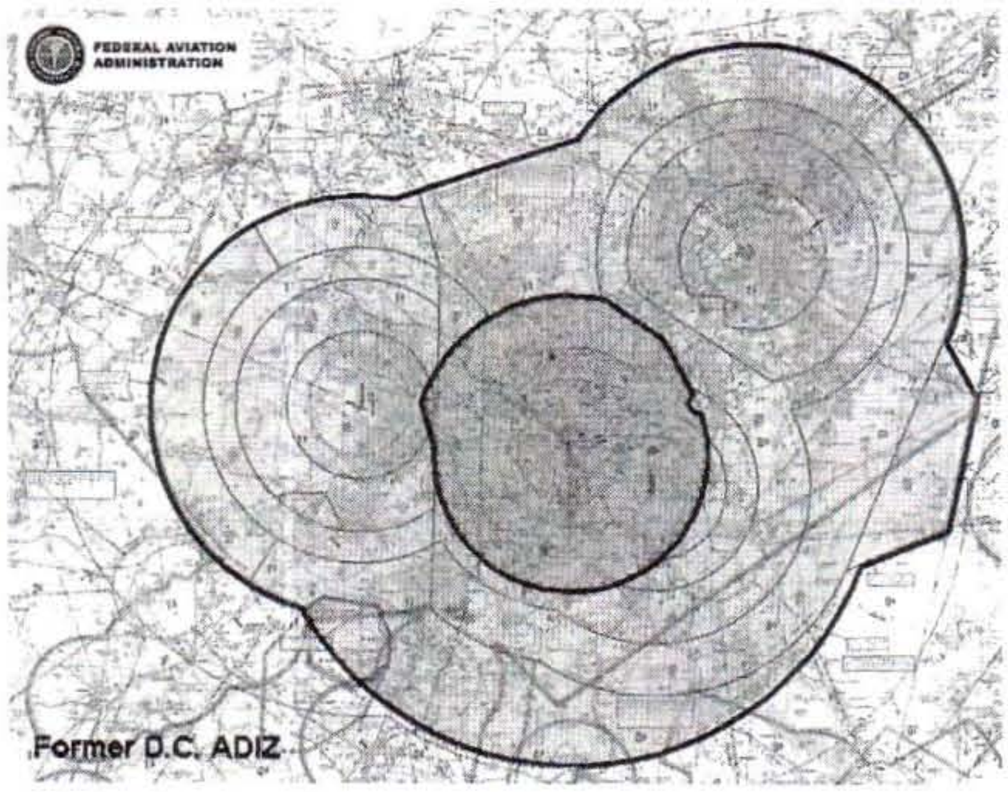

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Acting Administrator

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

800 Independence Ave., S.W.
Washington, D.C. 20591

MAR 1 4 2008

The Honorable Daniel Inouye
Chairman, Committee on Commerce,
Science and Transportation
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

Vision 100 – Century of Aviation Reauthorization Act requires the Federal Aviation Administration to provide a biannual report to Congress that describes:

1. the ten largest programs funded under section 48101(a) of title 49, United States Code;
2. any changes in the budget for such programs;
3. the program schedule; and
4. technical risks associated with the programs.

The enclosed report covers 2006. I am pleased to report that all ten programs are currently meeting their cost and schedule baselines.

Identical letters have been sent to Chairman Oberstar, Senator Stevens, and Congressman Mica.

Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
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Committee on Commerce,
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United States Senate
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Enclosure

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

800 Independence Ave., S.W.
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Robert A. Sturgell
Acting Administrator

Enclosure

Federal Aviation Administration's Facilities and Equipment Report
Vision 100 Century of Aviation Reauthorization Act 2003 (Public Law 108-176)
May 2007

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The ten largest FAA programs are listed below. The total cost represents the facilities and equipment funds that have been spent or will be spent in the future on the project. Operating and maintenance expenditures are not included.

Program	Estimated Cost ($ million)
1. Wide Area Augmentation System (WAAS), page 2	$3,374
2. Terminal Automation Modernization and Replacement (Phase I), page 4	2,719
3. En Route Automation Modernization (ERAM), page 6	2,155
4. Airport Surveillance Radar (ASR-11), page 7	697
5. Airport Surface Detection System – Model X (ASDE-X), page 8	550
6. Advanced Technology Oceanic Procedures (ATOP), page 10	548
7. En Route Communications Gateway (ECG), page 11	315
8. FAA Telecommunications Infrastructure (FTI), page 12	318
9. Integrated Terminal Weather System (ITWS), page 13	286
10. User Request Evaluation Tool (URET)*, page 14 and Traffic Management Advisor – Single Center (TMA-SC)*, page 15	285 136

Cost variance calculations are based on the total cost baseline, which is established by the FAA's Joint Resource Council (JRC). The project schedule is also approved by the JRC.

** In the first report, the User Request Evaluation Tool (URET), the Traffic Management Advisor – Single Center, (TMA-SC) and the Collaborative Decision Making (CDM) projects were reported under Free Flight. For this report URET and TMA-SC are being reported as separate projects*

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAR 14 2008

The Honorable Daniel K. Inouye
Chairman, Committee on Commerce, Science
and Transportation
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

I am pleased to provide you the annual report on Commercial Service Airport Financial Operations for 2006, as requested by the Federal Aviation Administration Authorization Act of 1994, Public Law 103-305, codified at 49 U.S.C. 47107(k).

The report summarizes the following reporting requirements: payments to government entities and purposes for each payment, services and property provided to government entities and amount of compensation received for each service and property, and annual financial results.

We have sent identical letters to Chairman Oberstar, Congressman Mica, and Senator Stevens.

Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
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Office of the Administrator

800 Independence Ave., S.W.
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Committee on Commerce, Science
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Robert A. Sturgell
Acting Administrator

Enclosure

U.S. Department
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**Federal Aviation
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800 Independence Ave., S.W.
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U.S. Department
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Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosure

Commercial Service Airport Financial Operations for 2006 versus 2005

This is the Federal Aviation Administration (FAA) annual report to Congress on Commercial Service Airport Financial Operations for calendar year 2006.

This report is filed under Federal Aviation Administration Authorization Act of 1994 (Act of 1994), Public Law 103-305, codified at 49 U.S.C. 47107(k). The Act requires the Secretary to gather simplified financial information, to make it available to the Senate Committee on Commerce, Science and Transportation and to the House Committee on Transportation and Infrastructure. Since this is a statistical report, the Secretary delegated signature authority to the FAA Administrator.

This report contains:

Part 1. Financial Results is a comparison of financial operations for 2006 versus 2005, with sub-tables for large, medium, small, and nonhub commercial service airports (hub-size is determined by the number of paying passengers). The table for all commercial service airports shows that expenses grew faster than revenues resulting in a total net profit for 2006 that was two percent lower than net profit reported in 2005. However, the effect on net profits varies by hub size. The attached tables show that net profit declined for large hubs by 6 percent and nonhubs by 11 percent, while increasing for medium hubs by 9 percent and small hubs by 1 percent. This resulted in an overall net reduction for all airports of two percent for 2006 over 2005.

Part 2. Payments to Government Entities is a comparison of payments for services that government entities provided to commercial service airports for 2006 versus 2005, with sub-tables for large, medium, small, and nonhub commercial service airports. The table for all commercial service airports shows that services grew by two percent for 2006. For large hubs, services grew nine percent, while medium, small, and nonhubs purchased fewer services from government entities resulting in a total net gain of two percent for 2006 over 2005.

Part 3. Property and Services Provided to Governmental Entities is the airport property that governmental entities occupy on airports. For instance, the United States Post Office may pay land rent for a mail-processing center. This table shows that all government entities used airport property valued at $234 million during 2006, a 4-percent reduction from 2005.

The FAA defines commercial service airports as those airports that enplane 2,500 or more passengers a year. This year's report is a summary of 510 commercial service airports.

The FAA makes this information available to the public on the FAA Airports Web site, http://cats.airports.faa.gov/.

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAR 25 2008

The Honorable Richard B. Cheney
President of the Senate
Washington, DC 20510

Dear Mr. President:

The enclosed report for Fiscal Year 2007 is provided in response to Section 202 of the Federal Aviation Administration Authorization Act of 1994 (P.L. 103-305), which requires the Administrator to submit to Congress a list of foreign aviation authorities to which the Administrator provided services in the preceding fiscal year. The list specifies the dollar value of such services and any reimbursement received for such services.

Please note that as FAA requires prepayment for services to be provided, some collections earned in FY 2007 are for services to be rendered in FY 2008.

An identical letter has been sent to the Speaker of the House of Representatives.

Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAR 25 2008

The Honorable Nancy Pelosi
Speaker of the House of Representatives
Washington, DC 20515

Dear Madam Speaker:

The enclosed report for Fiscal Year (FY) 2007 is provided in response to Section 202 of the Federal Aviation Administration Authorization Act of 1994 (P.L. 103-305), which requires the Administrator to submit to Congress a list of foreign aviation authorities to which the Administrator provided services in the preceding fiscal year. The list specifies the dollar value of such services and any reimbursement received for such services.

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An identical letter has been sent to the President of the Senate.

Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosure

Report to Congress

U.S. Department
of Transportation

Federal Aviation
Administration

Assistance Provided to Foreign Aviation
Authorities for FY 2007

Washington, DC 20591 **December 2007**

Report of the
Federal Aviation Administration
to the United States Congress
Pursuant to Section 202
of Public Law 103-305

ASSISTANCE PROVIDED TO FOREIGN AVIATION AUTHORITIES BY THE FEDERAL AVIATION ADMINISTRATION (FAA) FOR FISCAL YEAR 2007

INTRODUCTION

This report is provided to Congress in response to Section 202 of the Federal Aviation Administration Authorization Act of 1994 (P.L. 103-305), which requires the Administrator to submit to Congress a list of the foreign aviation authorities to which the Administrator provided services under this subsection during the preceding fiscal year. This list specifies the dollar value of such services, the amount of potential reimbursement that was waived, and any reimbursement received for such services. As FAA requires prepayment for services to be provided, some collections earned in Fiscal Year (FY) 2007 are for services to be rendered in FY 2008. It addition, some of the services provided by the FAA in FY 2007 were collected in a prior fiscal year.

In FY 2007, the Federal Aviation Administration (FAA) provided approximately $6.7 million in assistance, of which $2.0 million was waived. As provided in the Act, reimbursement was waived when the Administrator determined that providing services would promote aviation safety. When evaluating a foreign government's request for a waiver of reimbursement, the FAA takes into account the number of U.S. citizens traveling to that country, the number and frequency of American flag air carriers operating into that country, and the need for improved aviation safety standards in that country.

BACKGROUND

The FAA's technical assistance programs facilitate delivery of FAA experts and knowledge to foreign civil aviation authorities around the world. Agreements for the provision of services are conducted on a government-to-government basis, generally between the FAA and the foreign civil aviation authority. The recipient country generally reimburses the FAA for the cost of the technical assistance.

The FAA has nearly 400 technical assistance agreements with other countries. These agreements cover the entire spectrum of civil aviation activities and include the following:

Training: Each year, the FAA arranges training for international officials from more than 50 countries at the FAA Academy and at U.S. industry and academic institutions.

Flight Inspection: FAA flight inspection crews inspect and calibrate navigational aids worldwide.

Equipment: The FAA supplies other countries with new and used equipment common to the FAA National Airspace System.

Spare Parts and Repair Services: Civil aviation authorities are encouraged to obtain spare parts and repair of equipment through the FAA.

Cooperative Agreements: Cooperative agreements are arranged with foreign aviation authorities to exchange technical information and pursue joint technical projects, including R&D activities.

In-country Technical Assistance: FAA experts work with other countries to improve aviation safety. Experts are dispatched on short-term assignments to address specific problems and conduct surveys, studies, etc. Long-term assistance is provided by civil aviation assistance groups comprised of resident FAA advisers who assist in the development of a country's aviation system. The FAA has provided experts in the following areas:

- Systems design and planning
- Equipment installation and maintenance
- Airworthiness maintenance
- Type certification
- Anti-terrorism (security) programs
- Air traffic control procedures
- Airport operations and standards

ASSISTANCE PROVIDED TO FOREIGN AVIATION AUTHORITIES BY THE FAA, FY 2007

COUNTRY	VALUE OF SERVICES	REIMBURSEMENT WAIVED	COLLECTIONS
Afghanistan*	$358,199.47		$358,199.47
Angola	$5,727.00		$5,702.00
Argentina	$65,300.00		$65,300.00
Australia	$410.00		$0.00
Bahamas	$51,989.74		$46,560.04
Barbados	$24,058.32		$24,058.32
Bermuda	$121,983.71		$32,417.38
Brazil	$570,890.75		$570,850.74
Cameroon	$6,474.00		$6,454.00
Canada	$100,251.00	$35,510.00	$57,232.00
Cape Verde	$9,000.00		$9,000.00
Cayman Islands	$3,484.00		$3,484.00
Central American Corporation for Air Navigation Services	$140,289.54		$140,289.54
Chile	$26,857.00		$26,857.00
China	$560,293.02	$295,583.00	$219,261.02
Colombia	$98,059.00		$98,059.00
Costa Rica	$17,393.00		$17,393.00
Dominican Republic	$126,066.07		$126,066.07
Ecuador	$137,208.51		$137,208.51
Egypt	$410.00		$410.00
Ghana	$22,895.00		$22,834.00
Guyana	$4,126.00		$4,126.00
Haiti	$4,394.00		$4,394.00
Hong Kong	$2,460.00		$2,460.00
Iceland	$37,192.90		$37,192.90
India	$200.00		$200.00
Indonesia	$38,000.00		$155,862.62
International Civil Aviation Organization	$1,052,444.16	$430,834.16	$0.00
Iraq	$1,155,710.00	$1,129,900.00	$25,810.00
Israel	$433,661.00		$454,470.95
Italy	$5,994.78		$0.00
Jamaica	$13,653.00		$12,292.00
Japan	$108,410.34	$2,446.00	$125,286.20
Jordan	$8,252.00		$8,252.00
Kenya	$4,050.00	$4,050.00	$0.00
Korea	$105,800.41		$130,332.73
Maldives	$24,880.00		$24,880.00
Mali	$4,126.00		$4,101.00
Mexico	$67,038.35	$35,510.00	$53,262.83
Mongolia	$27,085.00		$27,052.00
Netherlands	$0.00		$1,018.27
New Zealand	$25.00		$25.00
Nigeria	$114,561.00		$113,859.00
Organization of American States	$0.00		$13,395.08
Panama	$90,838.00		$259,115.23
Peru	$41,370.00		$41,370.00

ASSISTANCE PROVIDED TO FOREIGN AVIATION AUTHORITIES BY THE FAA, FY 2007

COUNTRY	VALUE OF SERVICES	REIMBURSEMENT WAIVED	COLLECTIONS
Philippines	$1,122.00		$1,122.00
Regional Aviation Safety Oversight System **	$35,348.58	$10,400.00	$0.00
Russia	$31,794.00	$31,794.00	$1,243.57
Safe Skies for Africa ***	$180,354.76		$390,837.66
Saudi Arabia	$12,573.00		$66,693.38
Senegal	$47,587.14		$14,301.00
South Africa	$206,036.00		$206,011.00
Spain	$162,064.66	$1,649.00	$6,492.00
Suriname	$5,237.00		$5,237.00
Switzerland	$5,747.00		$5,747.00
Taiwan	$60,471.00		$60,471.00
Tanzania	$2,195.25	$2,195.25	$0.00
Thailand	$10,464.00		$10,437.00
Trinidad & Tobago	$93,690.67		$105,915.69
Turkey	$43,253.00		$43,253.00
United Kingdom	$2,246.00		$2,246.00
United Nations	$8,252.00		$4,126.00
Uruguay	$19,032.31		$137,853.04
Venezuela	$0.00		$55,244.65
TOTAL	**$6,718,979.44**	**$1,979,871.41**	**$4,583,624.89**

* FAA received non-expenditure transfers from USAID under Section 632(b) of the Foreign Asst. Act of 1961 for Afghanistan.

** Members of the Regional Aviation Safety Oversight System (RASOS) include Barbados, Guyana, Haiti, Jamaica, OECS Directorate of Civil Aviation, Suriname and Trinidad and Tobago

*** Funds received from U.S. Agency for International Development through the Department of Transportation in support of Safe Skies for Africa Initiative; countries include Angola, Cape Verde, Cameroon, Kenya, Mali, Namibia, Tanzania, Uganda, Djibouti, Zimbabwe and Cote d'Ivoire.

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAR 2 8 2008

The Honorable Robert C. Byrd
Chairman, Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

As requested in Senate Report 109-293 accompanying the Transportation, Treasury, Housing and Urban Development, the Judiciary, and Independent Agencies Appropriations Act, 2007, the Federal Aviation Administration is pleased to provide a report identifying personnel hiring within Flight Standards and Aircraft Certification. This report covers actual FAA hiring actions from October 1, 2006 through March 17, 2007.

We have sent identical letters to Chairman Obey, Senator Cochran, and Congressman Lewis.

Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosure

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Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAR 2 8 2008

The Honorable Thad Cochran
Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Senator Cochran:

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MAR 2 8 2008

The Honorable David R. Obey
Chairman, Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

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Office of the Administrator

800 Independence Ave., S.W.
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MAR 2 8 2008

The Honorable Jerry Lewis
Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Congressman Lewis:

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Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosure

Air Certification and Flight Standards Staffing, FY 2007

Senate Report 109-293:

Provided further, That the Secretary of Transportation shall provide quarterly reports to the Congress that include the number of current employees in the Offices of Flight Standards and Aircraft Certification, the current number of vacancies in each office, the number of people hired in each office during the previous 3 months, and hiring goals for each office for the next 3 month period…

House Report 109-495:

The Committee directs the secretary to provide a summary by March 1, 2007 regarding the use of funds provided, including, but not limited to the total full-time equivalent staff years in the offices of aircraft certification and flight standards, total employees, vacancies, positions under active recruitment to the House and Senate Committees on Appropriations.

FY 2007 Staffing Changes

	10/01/06 Staffing Level	Staffing Hires Through 3/17/07	Staffing Decreases Through 3/17/07	3/17/07 Staffing Level	Vacancies as 3/17/07	4/1/07 thru 6/30/07 Planned Hiring	4/1/07 thru 6/30/07 Planned Attrition	4/1/07 thru 6/30/07 Staffing Change
Flight Standards	4,867	96	-208	4,755	138	121	-67	54
Aircraft Certification	1,180	11	-36	1,155	50	42	--21	21
Total	6,047	106	-244	5,910	188	163	-88	75

FY 2007 Full Time Equivalent Changes

	10/1/06 FTE Level	Change	3/17/07 FTE Level
Flight Standards	4,867	-23	4,844
Aircraft Certification	1,180	-5	1,175
Total	6,047	-28	6,019

Use of FY 2007 Funds as of 3/17/07

$ in Millions	Operations		Total
	Personnel	Other	
Flight Standards	$238M	$43M	$281M
Aircraft Certification	$62M	$6M	$68M
Aviation Safety Total	$300M	$49M	$349M

U.S. Department
of Transportation

**Federal Aviation
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United States Senate
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Dear Mr. Chairman:

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Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosure

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of Transportation

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800 Independence Ave., S.W.
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MAR 2 8 2008

The Honorable Thad Cochran
Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Senator Cochran:

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MAR 2 8 2008

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House of Representatives
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800 Independence Ave., S.W.
Washington, D.C. 20591

MAR 2 8 2008

The Honorable Jerry Lewis
Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Congressman Lewis:

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The Committee directs the Secretary of Transportation to provide a summary by March 1, 2007 regarding the use of funds provided, including, but not limited to the total full-time equivalent staff years in the offices of Flight Standards and Aircraft Certification, total employees, vacancies, positions under active recruitment to the House and Senate Committees on Appropriations.

FY 2007 Staffing Changes

	10/01/06 Staffing Level	Staffing Hires Through 5/30/07	Staffing Decreases Through 5/30/07	5/30/07 Staffing Level	Vacancies as 5/30/07	6/1/07 thru 8/31/07 Planned Hiring	6/1/07 thru 8/31/07 Planned Attrition	6/1/07 thru 8/31/07 Staffing Change
Flight Standards	4,867	146	-285	4,728	165	144	-28	116
Aircraft Certification	1,180	23	-57	1,146	59	57	-15	42
Total	6,047	169	-342	5,874	224	201	-43	158

FY 2007 Full Time Equivalent Changes

	10/1/06 FTE Level	Change	6/1/07 FTE Level
Flight Standards	4,867	-62	4,805
Aircraft Certification	1,180	-14	1,166
Total	6,047	-76	5,971

Use of FY 2007 Funds as of 5/30/07

$ in Millions	Operations		Total
	Personnel	Other	
Flight Standards	$379M	$69M	$448M
Aircraft Certification	$98M	$12M	$110M
Aviation Safety Total	$477M	$81M	$558M

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

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800 Independence Ave., S.W.
Washington, D.C. 20591

MAR 3 1 2008

The Honorable Robert C. Byrd
Chairman, Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

As requested in the FY 2008 Consolidated Appropriations Act, the Federal Aviation Administration is pleased to provide the annual Aviation Safety Workforce Plan.

The FAA was asked to provide an annual safety plan to include total number of staff, estimated staff losses, and planned hires for the entire safety staff, as well as individually for the Flight Standards and Aircraft Certification Offices.

We have sent identical letters to Chairman Obey, Senator Cochran, and Congressman Lewis.

Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosure

U.S. Department
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**Federal Aviation
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United States Senate
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Acting Administrator

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**Federal Aviation
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Acting Administrator

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800 Independence Ave., S.W.
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MAR 3 1 2008

The Honorable Jerry Lewis
Committee on Appropriations
House of Representatives
Washington, DC 20515

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Acting Administrator

Enclosure

FEDERAL AVIATION ADMINISTRATION

AVIATION SAFETY

SAFETY is our Passion

INTEGRITY defines our Character

PEOPLE are our Strength

QUALITY is our Trademark

Workforce Plan

March 2008

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

APR 16 2008

The Honorable Robert C. Byrd
Chairman, Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

Senate Report 110-131, Transportation and Housing and Urban Development, and Related Agencies Appropriations Bill, 2008 directed the Federal Aviation Administration to develop and submit to the House and Senate Committees on Appropriations deadlines for the initial operating capability and operational readiness date for each of the remaining Airport Surface Detection Equipment—Model X (ASDE-X) sites.

We expect to complete installation and achieve operational readiness at most sites by September 2010, several months ahead of schedule. Please find the accelerated milestone schedule enclosed.

Additionally, as requested, the FAA will report to the House and Senate Committees on Appropriations when substantial changes are made to the schedule or budget of the ASDE-X Program.

Identical letters have been sent to Chairman Obey, Senator Cochran, and Congressman Lewis.

Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosure

U.S. Department
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800 Independence Ave., S.W.
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Identical letters have been sent to Chairmen Byrd and Obey and Congressman Lewis.

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Robert A. Sturgell
Acting Administrator

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U.S. Department
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U.S. Department
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**Federal Aviation
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Identical letters have been sent to Chairmen Byrd and Obey and Senator Cochran.

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Acting Administrator

Enclosure

Airport Surface Detection Equipment—Model X (ASDE-X)
Initial Operating Capability (IOC) and Operational Readiness Date (ORD)
Accelerated Schedule for remaining sites

ID	Airport	IOC	ORD
DTW	Detroit Metro Wayne County Airport	Jun-08	Jul-08
JFK	John F. Kennedy International Airport	Aug-08	Sep-08
PHX	Phoenix Sky Harbor International Airport	Dec-08	Jan-09
FLL	Ft. Lauderdale/Hollywood Airport	Apr-09	May-09
LAX	Los Angeles International Airport	Jun-09	Jul-09
BOS	Boston Logan International Airport	Jul-09	Aug-09
EWR	Newark International Airport	Jul-09	Aug-09
DEN	Denver International Airport	Nov-09	Dec-09
IAH	George Bush Intercontinental Airport	Nov-09	Dec-09
PHL	Philadelphia International Airport	Dec-09	Jan-10
SNA	John Wayne-Orange County Airport	Feb-10	Mar-10
MSP	Minneapolis-St. Paul International Airport	Mar-10	Apr-10
MIA	Miami International Airport	Mar-10	Apr-10
DFW	Dallas/Ft. Worth International Airport	Apr-10	May-10
BWI	Baltimore-Washington International Airport	Apr-10	May-10
SLC	Salt Lake City International Airport	May-10	Jun-10
HNL	Honolulu International - Hickam AFB Airport	May-10	Jun-10
MDW	Chicago Midway Airport	Jun-10	Jul-10
DCA	Ronald Reagan Washington National Airport	Jun-10	Jul-10
SAN	San Diego International Airport	Aug-10	Sep-10
LAS	Las Vegas McCarran International Airport	Sep-10	Oct-10
LGA	New York LaGuardia Airport	Dec-10	Jan-11
MEM	Memphis International Airport	Apr-11	May-11

Note: Due to the construction of new airport traffic control towers (ATCTs) at Las Vegas, LaGuardia, and Memphis, these sites are not included in the accelerated schedule. The LaGuardia and Memphis schedules are dependent on and aligned with their respective new ATCT schedules. The Las Vegas deployment has recently changed to implement an ASDE-X surface movement radar on a remote tower.

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

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

APR 2 2 2008

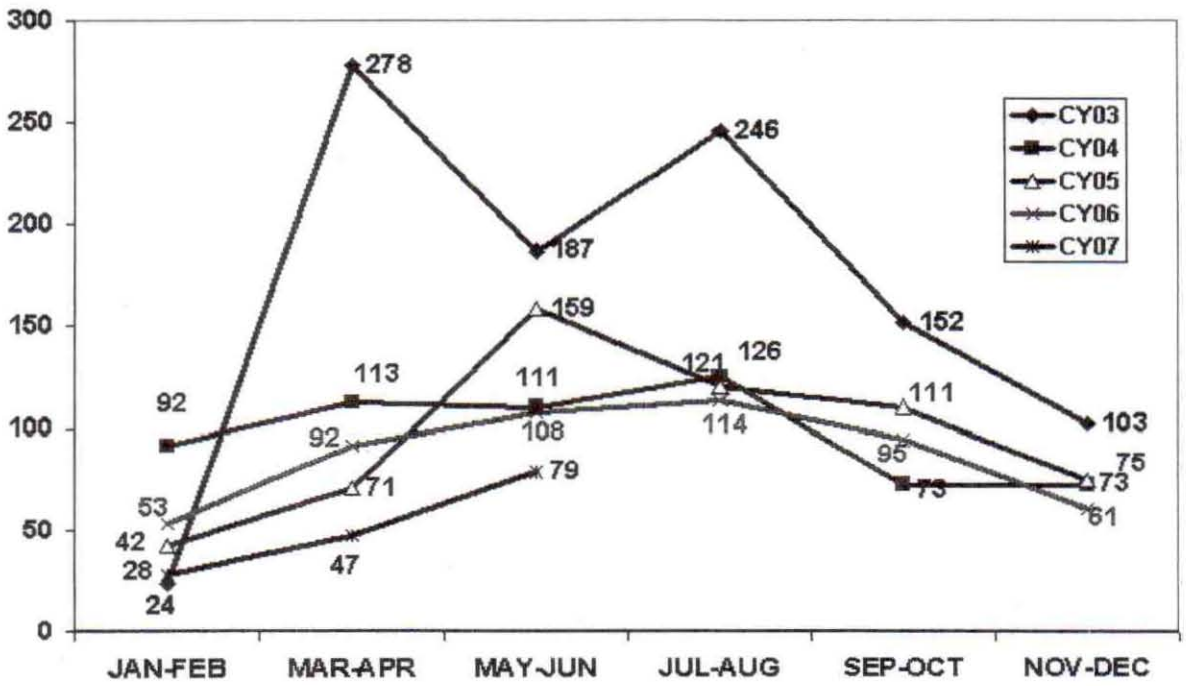
The Honorable Daniel Inouye
Chairman, Committee on Commerce,
Science, and Transportation
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

House Report 108-334 accompanying the Vision 100 – Century of Aviation Reauthorization Act asked the Federal Aviation Administration to submit a report in response to Section 602, Justification for Air Defense Identification Zone (ADIZ), describing changes that could improve operational efficiency or minimize operational impacts of the ADIZ on pilots and controllers. This update covers the period from May 1 through June 30, 2007.

As of June 30, 2007, there were 79 violations of airspace restrictions in the ADIZ, which is 29 below the number we had recorded by the same date in 2006 and 80 below the number we had recorded by the same date in 2005. In comparison, at this same time in 2003 and 2004, we had recorded approximately 187 and 111 violations, respectively.

DC ADIZ Breaches by Calendar Year & Bimonthly Periods



Identical letters have been sent to Chairman Oberstar, Senator Stevens, and Congressman Mica.

Sincerely,

Robert A. Sturgell
Acting Administrator

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

APR 2 2 2008

The Honorable Ted Stevens
Committee on Commerce,
Science, and Transportation
United States Senate
Washington, DC 20510

Dear Senator Stevens:

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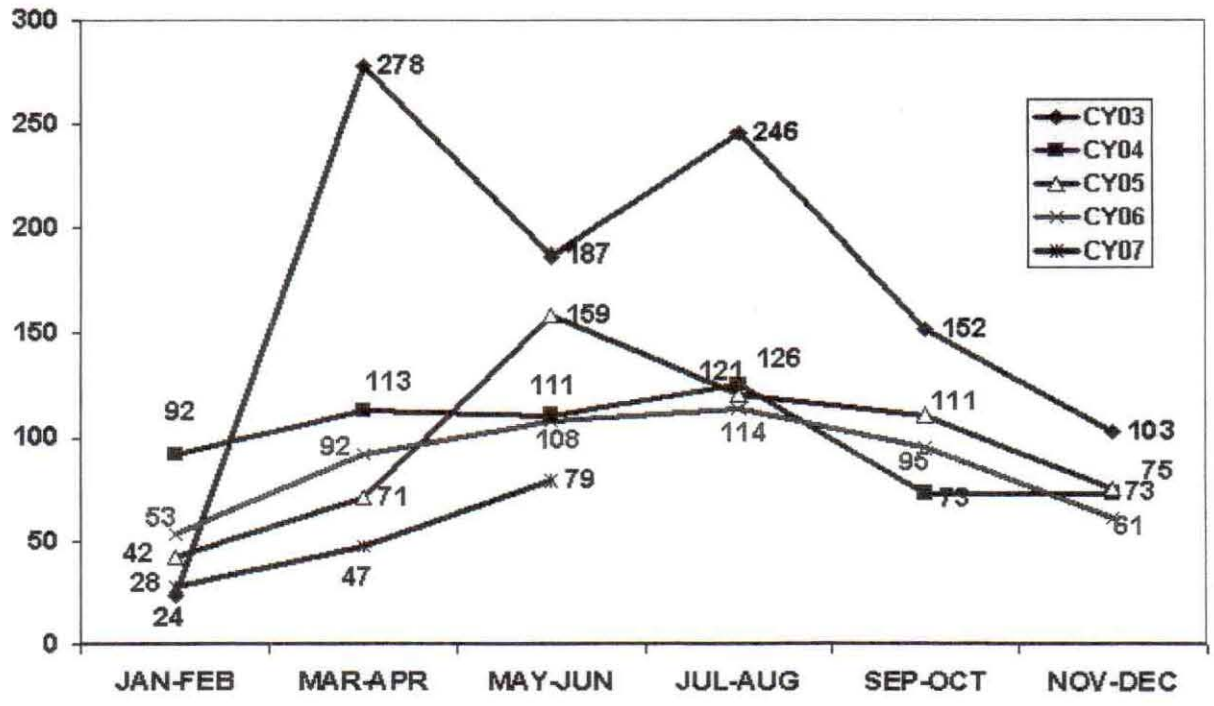

Identical letters have been sent to Chairmen Inouye and Oberstar and Congressman Mica.

Sincerely,

Robert A. Sturgell
Acting Administrator

U.S. Department
of Transportation

**Federal Aviation
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Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

APR 22 2008

The Honorable James Oberstar
Chairman, Committee on Transportation
and Infrastructure
House of Representatives
Washington, DC 20515

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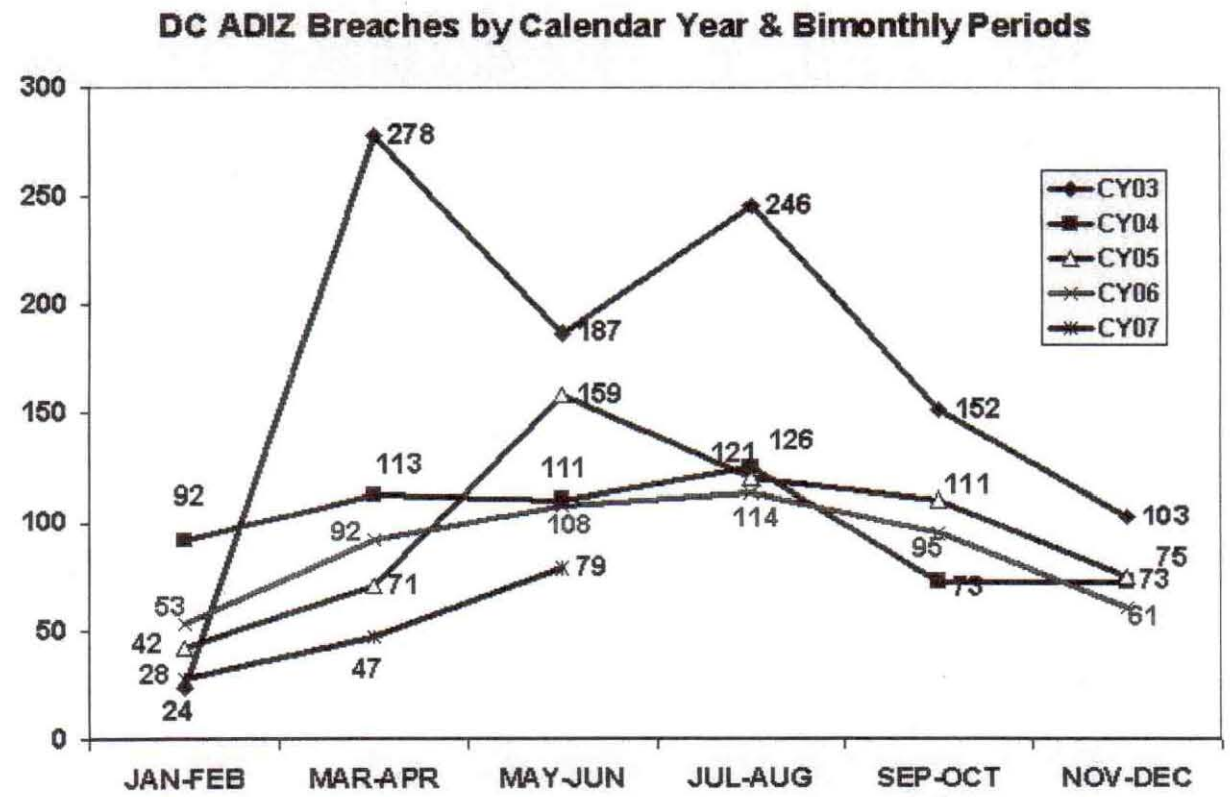

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U.S. Department
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APR 2 2 2008

The Honorable John Mica
Committee on Transportation
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House of Representatives
Washington, DC 20515

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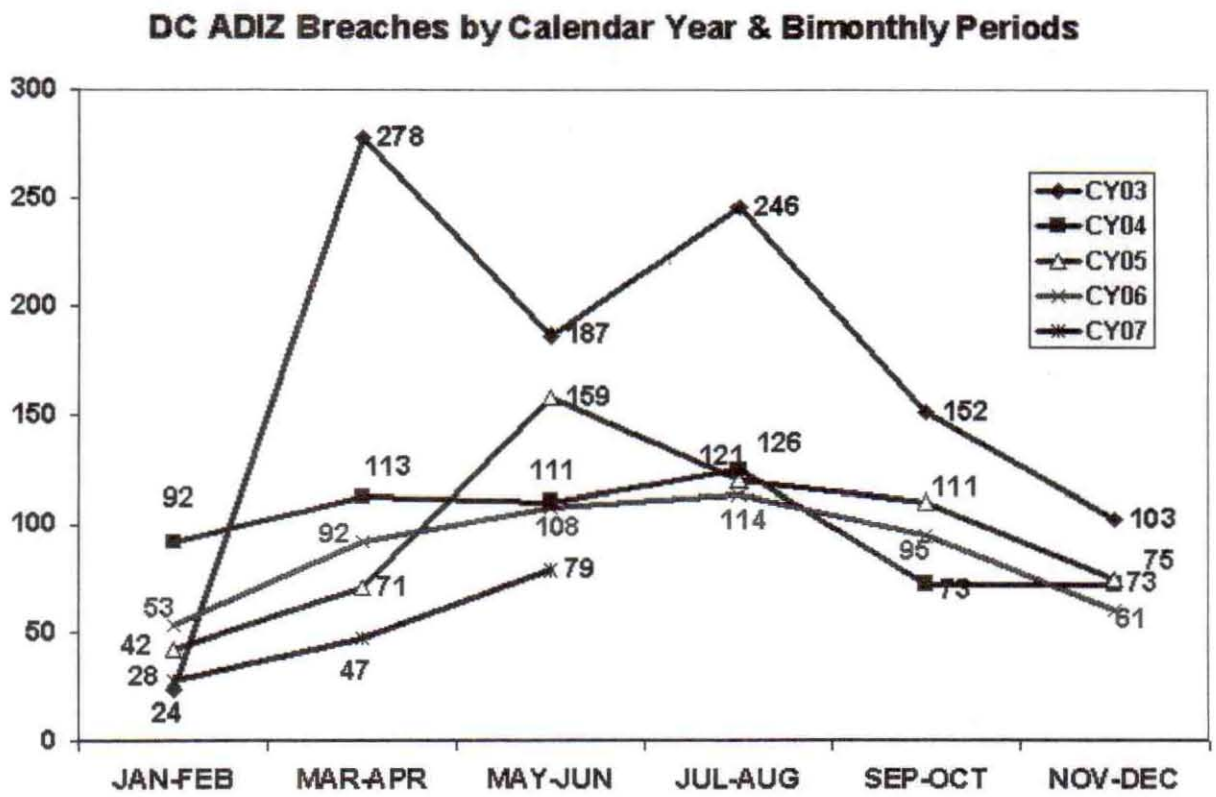
House Report 108-334 accompanying the Vision 100 – Century of Aviation Reauthorization Act asked the Federal Aviation Administration to submit a report in response to Section 602, Justification for Air Defense Identification Zone (ADIZ), describing changes that could improve operational efficiency or minimize operational impacts of the ADIZ on pilots and controllers. This update covers the period from May 1 through June 30, 2007.

As of June 30, 2007, there were 79 violations of airspace restrictions in the ADIZ, which is 29 below the number we had recorded by the same date in 2006 and 80 below the number we had recorded by the same date in 2005. In comparison, at this same time in 2003 and 2004, we had recorded approximately 187 and 111 violations, respectively.



Identical letters have been sent to Chairmen Oberstar and Inouye and Senator Stevens.

Sincerely,

Robert A. Sturgell
Acting Administrator

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

APR 22 2008

The Honorable Robert C. Byrd
Chairman, Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

Senate Report 110-131, Transportation and Housing and Urban Development, and Related Agencies Appropriations Bill, 2008 asked the Federal Aviation Administration to submit a report to the Committee detailing the number of Stand Alone Weather Systems (SAWS) purchased and deployed, improvements in flight safety at deployed airports, safety impacts at class C airports yet to receive SAWS systems, accounting of current class C airports, and the FAA's plan to proceed with the original intent of SAWS deployment at all class C airports.

The enclosed report provides the FAA's response to the Committee's request.

Identical letters have been sent to Chairman Obey, Senator Cochran, and Congressman Lewis.

Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

APR 22 2008

The Honorable Thad Cochran
Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Senator Cochran:

Senate Report 110-131, Transportation and Housing and Urban Development, and Related Agencies Appropriations Bill, 2008 asked the Federal Aviation Administration to submit a report to the Committee detailing the number of Stand Alone Weather Systems (SAWS) purchased and deployed, improvements in flight safety at deployed airports, safety impacts at class C airports yet to receive SAWS systems, accounting of current class C airports, and the FAA's plan to proceed with the original intent of SAWS deployment at all class C airports.

The enclosed report provides the FAA's response to the Committee's request.

Identical letters have been sent to Chairmen Byrd and Obey and Congressman Lewis.

Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

APR 22 2008

The Honorable David R. Obey
Chairman, Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

Senate Report 110-131, Transportation and Housing and Urban Development, and Related Agencies Appropriations Bill, 2008 asked the Federal Aviation Administration to submit a report to the Committee detailing the number of Stand Alone Weather Systems (SAWS) purchased and deployed, improvements in flight safety at deployed airports, safety impacts at class C airports yet to receive SAWS systems, accounting of current class C airports, and the FAA's plan to proceed with the original intent of SAWS deployment at all class C airports.

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Sincerely,

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Acting Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
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Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

APR 22 2008

The Honorable Jerry Lewis
Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Congressman Lewis:

Senate Report 110-131, Transportation and Housing and Urban Development, and Related Agencies Appropriations Bill, 2008 asked the Federal Aviation Administration to submit a report to the Committee detailing the number of Stand Alone Weather Systems (SAWS) purchased and deployed, improvements in flight safety at deployed airports, safety impacts at class C airports yet to receive SAWS systems, accounting of current class C airports, and the FAA's plan to proceed with the original intent of SAWS deployment at all class C airports.

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Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosure

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

Report to Congress
Stand Alone Weather Sensors (SAWS)

**800 Independence Ave., SW
Washington, DC 20951**

January 2008

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

APR 24 2008

The Honorable Robert C. Byrd
Chairman, Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

Senate Report 110-131, Transportation and Housing and Urban Development, and Related Agencies Appropriations Bill, 2008 asked the Federal Aviation Administration to submit a report to the Committee regarding System Wide Information Management (SWIM) that provides detailed information on how much of the SWIM budget has and will remain within the program office for the development of its core architecture versus the amount of funding that has and will be distributed to other program offices to establish individual connectivity. This report also includes an explanation of how the FAA will ensure connectivity between SWIM and all of the other systems or programs that need to be connected to it.

The enclosed report provides the FAA's response to the Committee's request.

Identical letters have been sent to Chairman Obey, Senator Cochran, and Congressman Lewis.

Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

APR 24 2008

The Honorable Thad Cochran
Committee on Appropriations
United States Senate
Washington, DC 20510

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800 Independence Ave., S.W.
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APR 2 4 2008

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Chairman, Committee on Appropriations
House of Representatives
Washington, DC 20515

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800 Independence Ave., S.W.
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Committee on Appropriations
House of Representatives
Washington, DC 20515

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Robert A. Sturgell
Acting Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Report to Congress
System Wide Information Management (SWIM)

800 Independence Ave., SW
Washington, DC 20951

January 2008

Report to Congress

System Wide Information Management (SWIM)

Overview

The System Wide Information Management (SWIM) Program is being developed as the focal information management and data sharing system for the Next Generation Air Transportation System (NextGen). SWIM will ensure that information provided by NextGen systems is made available to the aviation community. It will leverage existing programs, systems and networks, and be able to integrate technologies introduced into the NextGen system. SWIM is based on technologies that have been proven in the business community, and in both operational and demonstration environments, which reduce cost and developmental risk.

SWIM is planned for implementation in a series of segments. Segment 1, which comprises nine Air Traffic Management (ATM) capabilities, is planned for implementation in the time period 2009-2013. The SWIM capabilities in Segment 1 will be implemented by other programs, known as SWIM Implementing Programs (SIPs). The tables on pages 3 and 4 list the Segment 1 SIPs. SWIM will provide standards/guidance to National Airspace System (NAS) programs that provide the capabilities that comprise Segment 1 (referred to as the implementing programs) on core capabilities to publish data to the network, retrieve it, secure its integrity, and control its access and use.

The SWIM program will develop and provide Governance to all participating NAS programs. Included in this Governance are policies and standards to support data management, a policy server (off-line), registry (off-line), and commercial software to support implementation of the core information management services. This commercial software will be used by applications to publish data to the NAS and approved non-NAS users, to secure its integrity, and to control its access and use in the NAS wide area network provided by the FAA Telecommunications Infrastructure (FTI) program. SWIM will leverage existing systems and networks for the implementation of Segment 1.

SWIM Plan

Fiscal Year 2008 Planned Work	CIP Funding
SWIM: - Conduct architecture trade studies and define a SWIM architecture that is compliant with SWIM requirements - Develop the SWIM Service Specification Document allocating requirements to implementing NAS systems - Develop requirements for the SWIM core capabilities	**$12.1 million (M)**
Other Programs (SIPs): - Segment 1 requirements analysis and definition	**$8.7M** $1M to TFM-M $1M to TDDS $0.2M to ITWS $0.2M to AIM $0.13M to CIWS $0.07M to WMSCR
- Conduct requirements analysis and design for the Initial Flight Data Services capability	$6.1M to ERAM

Fiscal Year 2009 Planned Work	CIP Funding
SWIM: - Complete SWIM COTS core capabilities software testing at the FAA William J. Hughes Technical Center - Complete the SWIM Interface Requirements Document - Complete Final Investment Analysis for Segment 1, fiscal year 2011-2013 baseline - Complete identification of Segment 2 capabilities and the preliminary requirements specification for Segment 2 - Prepare for Final Investment Decision for Segment 2	**$13.0M**
Other Programs (SIPs): - Complete requirements definition and design for AIM portion of SUA Automated Data Exchange capability - Complete requirements definition and begin design for ITWS Data Publication - Complete requirements definition and begin design for PIREP Data Publication - Complete requirements definition and begin design for Initial Flight Data Services; begin requirements analysis for Flight Data Services – replacement of HADDS/FDIO CCU. - Complete requirements analysis for TFM Infrastructure to support TFM Flow Object and TFM RVR capabilities - Begin requirements definition for TDDS	**$27.6M** $2.8M to AIM $0.6M to ITWS $1.4M to ERAM $0.8M to WMSCR $20.2 M to ERAM $1.0M to TFM $0.8 M to TDDS

Acronyms

AIM	Aeronautical Information Management
ATM	Air Traffic Management
CCU	Common Control Unit
CIWS	Corridor Integrated Weather System
COTS	Commercial Off The Shelf
ERAM	En Route Automation Modernization
FDIO	Flight Data Input/Output
FTI	FAA Telecommunications Infrastructure
HADDS	Host ATM Data Distribution System
ITWS	Integrated Terminal Weather System
NAS	National Airspace System
NextGen	Next Generation Air Transportation System
PIREP	Pilot Report
RVR	Runway Visual Range
SUA	Special Use Airspace
SWIM	System Wide Information Management
SIP	SWIM Implementing Program
TDDS	Terminal Data Distribution System
TFM	Traffic Flow Management
TFM-M	Traffic Flow Management – Modernization
WMSCR	Weather Message Switching Center Replacement

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAY 21 2008

The Honorable Robert C. Byrd
Chairman, Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of March 31, 2008 for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Obey, Olver, and Murray, Senators Bond and Cochran, and Congressmen Knollenberg and Lewis.

Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAY 21 2008

The Honorable Thad Cochran
Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Senator Cochran:

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Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAY 21 2008

The Honorable Patty Murray
Chairman, Subcommittee on Transportation
Housing, and Urban Development,
and Related Agencies
United States Senate
Washington, DC 20510

Dear Madam Chairman:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of March 31, 2008 for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Byrd, Obey, and Olver, Senators Bond and Cochran, and Congressmen Knollenberg and Lewis.

Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAY 21 2008

The Honorable Christopher Bond
Subcommittee on Transportation,
Housing and Urban Development,
and Related Agencies
United States Senate
Washington, DC 20510

Dear Senator Bond:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of March 31, 2008 for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Byrd, Obey, Olver, and Murray, Senator Cochran, and Congressmen Knollenberg and Lewis.

Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAY 21 2008

The Honorable David R. Obey
Chairman, Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of March 31, 2008 for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Byrd, Olver, and Murray, Senators Bond and Cochran, and Congressmen Knollenberg and Lewis.

Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAY 21 2008

The Honorable Jerry Lewis
Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Congressman Lewis:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of March 31, 2008 for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Byrd, Obey, Olver, and Murray, Senators Bond and Cochran, and Congressman Knollenberg.

Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAY 21 2008

The Honorable John W. Olver
Chairman, Subcommittee on Transportation,
Housing and Urban Development
and Related Agencies
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of March 31, 2008 for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Byrd, Obey, and Murray, Senators Bond and Cochran, and Congressmen Knollenberg and Lewis.

Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAY 21 2008

The Honorable Joseph Knollenberg
Subcommittee on Transportation,
Housing and Urban Development,
and Related Agencies
House of Representatives
Washington, DC 20515

Dear Congressman Knollenberg:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of March 31, 2008 for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Byrd, Obey, Olver, and Murray, Senators Bond and Cochran, and Congressman Lewis.

Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosures

FEDERAL AVIATION ADMINISTRATION

APPROPRIATION STATUS BY FISCAL YEAR
FACILITIES & EQUIPMENT
F&E FY 2006/2008 882A

PERIOD ENDING 31-MAR-2008

BUDGET ACTIVITY/ BUDGET ITEM	TITLE	AVAILABILITY	OBLIGATIONS	UNOBLIGATED
1A01	ADVANCED TECHNOLOGY DEVELOPMENT AND PROTOTYPING	65,641,900.00	65,427,781.93	214,118.07
1A02	SAFE FLIGHT 21	42,520,500.00	39,285,667.29	3,234,832.71
1A03	AERONAUTICAL DATA LINK (ADL) APPLICATIONS	990,000.00	989,494.03	505.97
1A04	NEXT GEN. VHF AIR/GROUND COMM. SYSTEM (NEXCOM)	32,919,500.00	31,830,194.31	1,089,305.69
1A05	USER REQUEST EVALUATION TOOL (URET)	71,662,943.00	66,307,923.71	5,355,019.29
1A06	TRAFFIC MANAGEMENT ADVISOR (TMA)	21,780,000.00	21,741,404.57	38,595.43
1A07	NAS IMPROVEMENT OF SYSTEM SUPPORT LABORATORY	990,000.00	988,929.79	1,070.21
1A08	WILLIAM J. HUGHES TECHNICAL CENTER FACILITIES	11,880,000.00	11,862,256.15	17,743.85
1A09	WILLIAM J. HUGHES TECH CTR INFRASTRUCTURE SUSTAIN	4,059,000.00	3,995,271.28	63,728.72
1A1	AIRPORT TECHNOLOGY	2,375,000.00	0.00	2,375,000.00
1A10	GLOBAL COMMUNICATIONS NAVIGATION AND SURVEILLANCE	13,860,000.00	16,187,701.12	-2,327,701.12
1A11	TECHNOLOGY DEMO - LOUISVILLE KY CONGRESS ADD	2,970,000.00	2,963,350.00	6,650.00
2A01	EN ROUTE AUTOMATION MODERNIZATION (ERAM)	330,214,500.00	330,163,335.91	51,164.09
2A02	EN ROUTE COMMUNICATIONS GATEWAY (ECG)	5,440,000.00	5,426,878.42	13,121.58
2A03	EN ROUTE SYSTEM MODIFICATION	34,254,000.00	34,125,444.80	128,555.20
2A04	EN ROUTE AUTOMATION PROGRAMS	7,326,146.00	6,816,955.15	509,190.85
2A05	NEXT GENERATION WEATHER RADAR (NEXRAD) - PROVIDE	4,633,900.00	4,051,376.55	582,523.45
2A06	WEATHER AND RADAR PROCESSOR (WARP)	11,299,057.00	11,297,575.64	1,481.36
2A07	ARTCC BUILDING IMPROVEMENTS/PLANT IMPROVEMENTS	37,323,000.00	37,390,051.64	-67,051.64
2A08	VOICE SWITCHING AND CONTROL SYSTEM (VSCS)	7,425,000.00	7,425,000.63	-0.63
2A09	AIR TRAFFIC MANAGEMENT (ATM)	72,071,854.00	72,061,449.28	10,404.72
2A10	AIR/GROUND COMMUNICATIONS INFRASTRUCTURE	23,596,181.00	21,647,428.04	1,948,752.96
2A11	ATC BEACON INTERROGATOR (ATCBI) - REPLACEMENT	18,414,000.00	18,289,005.73	124,994.27
2A12	ATC EN ROUTE RADAR FACILITIES IMPROVEMENTS	2,970,000.00	2,867,751.82	102,248.18
2A13	EN ROUTE COMM. & CONTROL FACILITIES IMPROVEMENTS	1,845,855.00	1,519,956.66	325,898.34
2A14	INTEGRATED TERMINAL WEATHER SYSTEM (ITWS)	18,631,100.00	17,968,813.99	662,286.01
2A15	FAA TELECOMMUNICATIONS INFRASTRUCTURE	58,074,916.00	57,932,325.87	142,590.13
2A16	GUAM CENTER (CERAP) - RELOCATE	2,673,000.00	2,443,880.97	229,119.03
2A17	OCEANIC AUTOMATION SYSTEM	34,500,026.00	33,956,320.20	543,705.80
2A18	ATOMS LOCAL AREA/WIDE AREA NETWORK	2,178,000.00	1,664,969.97	513,030.03
2A19	VOLCANO MONITORING	2,970,000.00	2,970,000.00	0.00

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAY 27 2008

The Honorable Robert C. Byrd
Chairman, Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

As requested in Conference Report 109-307 (H.R. 3058) accompanying the Transportation, Treasury, Housing and Urban Development, the Judiciary, and Independent Agencies Appropriations Act, 2006, the Federal Aviation Administration is pleased to provide the report identifying baseline staffing levels, staffing goals, number of new hires brought on board in Fiscal Year (FY) 2006, and the use of funds provided to Flight Standards and Aircraft Certification.

We regret the delay in providing this staffing report. However, FY 2006 and 2007 staffing data was shared with committee staff within the fiscal years. These reports (FY 2006 and 2007) went through a detailed official review. We will be providing future staffing reports in a more timely manner.

We have sent identical letters to Chairman Obey, Senator Cochran, and Congressman Lewis.

Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAY 27 2008

The Honorable Thad Cochran
Committee on Appropriations
United States Senate
Washington, DC 20510

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House of Representatives
Washington, DC 20515

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Acting Administrator

Enclosure

Air Certification and Flight Standards Staffing, FY 2006

Baseline Staffing Levels and Staffing Goals

The following chart provides end-of-FY 2005 (baseline) staffing levels and end-of-FY 2006 staffing goals or targets for Flight Standards (AFS) and Aircraft Certification (AIR) personnel.

Baseline FY 2005 Staffing Levels and Current FY 2006 Staffing Goals

	FY 2005	FY 2006	Change
AFS	4,601	4,740	+139
AIR	1,101	1,169	+68

The increased staffing anticipated for FY 2006 – 139 for AFS and 68 for AIR – falls into two categories, backfill end-of-FY 2005 vacancies and net increases approved by Congress:

Categories of Increased FY 2006 Staffing

	Backfill End-of-FY 2005 Vacancies	Net Increases Approved by Congress	Total
AFS	0	139	139
AIR	26	42	68

Backfill end-of-FY 2005 vacancies are vacancies that existed at the end of FY 2005 that have been filled in FY 2006. This only affects AIR, which ended FY 2005 with 26 positions below its end-of-FY 2005 target.

Net Increases Approved By Congress: The President's staffing request for FY 2006 was increased by the House and Senate conferees and then reduced by the across-the-board rescission and unfunded pay raise approved by Congress.

	President's Request	Staff Added by Conferees	Total Staffing Increase	Impact of Rescission and Unfunded Pay Raise	Net Increases Approved by Congress
AFS	80	102	182	-127	55
AIR	17	49	66	-24	32

In addition to increases associated with backfill end-of-FY 2005 vacancies and net increases approved by Congress, AFS and AIR have filled positions that become vacant during FY 2006 due to normal attrition. This does not result in increased staffing since it is simply replacing staff that leave for other jobs or retire.

Steps Taken by the FAA to Provide for Additional AFS Safety Staff in FY 2006

The FAA had an additional 94 safety positions (84 AFS and 10 AIR) in FY 2006, after receiving OMB apportionment of Congressionally approved funding of $4 million dollars in unobligated FY 2005 funds (per Section 511 of the FY 2005 Appropriations Act) combined with $1 million dollars of internal agency reprogrammed funding. This funding enabled Aviation Safety to increase overall staffing levels in AFS and AIR by 181 positions, providing for an end of year staffing level of 4,740 employees in AFS and 1,169 employees in AIR.

	President's Request	Staff Added by Conferees	Total Staffing Increase	Impact of Rescission & Unfunded Pay Raise	Net Increases Approved by Congress	511 Funded Positions	Total Hires
AFS	80	102	182	-127	55	84	139
AIR	17	49	66	-24	32	10	42

Number of New Hires On-Board as of September 17, 2006

As of September 17, 2006, the FAA has hired a net increase of 68 (includes 26 vacancies not filled in FY-05) positions in AIR and 139 positions in AFS. In order to meet the net increase in staffing approved by Congress, AFS has hired 440 employees to reach an end of year staffing level of 4,740 and AIR has hired 134 employees to reach its end of year staffing level of 1,169.

Use of Funds Provided to AFS and AIR

As for financial obligations, the FAA has obligated $669.6 million in Flight Standards and $160.9 million in Aircraft Certification as of September 17, 2006.

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

800 Independence Ave., S.W.
Washington, D.C. 20591

MAY 27 2008

The Honorable Robert C. Byrd
Chairman, Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

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Acting Administrator

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Internal adjustments since the last Report:

This report reflects internal adjustments to both AFS and AIR. The changes result from the consolidation of all Information Technology (IT) operations into the Office of Quality, Integration, and Executive Services (AQS), establishes the new office of Aviation Safety Analysis (ASA) and redistributes the positions from the Suspected Unapproved Parts Office (SUPS). The summary of these adjustments results in a reduction to Flight Standards of a 143 full time permanent positions and a reduction to Aircraft Certification of 29 full time permanent positions. The IT realignment did not change the overall safety critical staffing levels within Aviation Safety, but caused the overall positions count for AFS and AIR to decrease. Even with the IT realignment in FY 2007, AFS and AIR combined to increase inspector positions by 133 and engineering positions by 19 over the FY 2006 end of year staffing levels.

FY 2007 Staffing Changes

	10/01/06 Staffing Level	Staffing Hires Through 9/30/07	Staffing Decreases Through 9/30/07	Actual Staffing Level 9/30/07	Planned Staffing Level 9/30/07	9/1/07 thru 9/30/07 Hiring	9/1/07 thru 9/30/07 Attrition	9/1/07 thru 9/30/07 Staffing Change
Flight Standards	4,867	557	-599	4,825	4,750	187	-82	105
Aircraft Certification	1,180	134	-135	1,179	1,176	64	-14	50
Total	6,047	691	-734	6,004	5,926	251	-96	155

FY 2007 Full Time Equivalent Changes

	10/1/06 FTE Level	Internal (IT / Org) Realignment	9/30/07 FTE Level
Flight Standards	4,867	-143	4,832
Aircraft Certification	1,180	-28	1,162
Total	6,047	-171	5,935

FY 2007 Safety Critical Staff

	10/1/06 Staffing Level	Change in Staffing	9/30/07 Staffing Level
Flight Standards	4,076	125	4,201
Aircraft Certification	1,044	-3	1,041
Total	5,120	122	5,242

Use of FY 2007 Funds as of 9/30/07

$ in Millions	Operations		Total
	Personnel	Other	
Flight Standards	**$571M**	**$131M**	**$702M**
Aircraft Certification	**$150M**	**$22M**	**$172M**
Aviation Safety Total	**$721M**	**$153M**	**$874M**

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Beginning October 1, 2007 the FAA had 5,750 safety critical personnel in AVS. FAA hired 161 safety critical personnel during the first quarter of FY 2008. FAA ended the quarter with 5,833 safety critical personnel in AVS.

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FY 2008 1st Qtr AVS Safety Critical Personnel

The House and Senate Committee Reports on the FY 2008 Transportation and Housing and Urban Development Appropriations Act required the FAA, Associate Administrator for Aviation Safety (AVS) to provide Congress with staffing data. The House Report (#110-238) required an annual report while the Senate Report (#110-131) required the data on a quarterly basis. The corresponding Conference Report (#110-446) adopted the Senate direction to provide quarterly data on safety personnel by office within AVS.

FY 2008 1st Qtr AVS Safety Critical Personnel

Service/Office	10/01/07 Staffing Level	1st Qtr FY08 Hires	1st Qtr FY08 Decreases	1st Qtr FY08 12/31/07 Staffing Level	1st Qtr FY08 Staffing Change	9/30/08 Goal
Flight Standards	4,201	136	47	4,290	89	4,287
Aircraft Certification	1,041	8	20	1,029	(12)	1,083
Aviation Medicine	256	0	2	254	(2)	292
Accident Investigations	27	0	0	27	0	27
Air Traffic Safety Oversight	60	3	1	62	2	100
Aviation Analytical Services	9	4	2	11	2	15
Rulemaking	27	0	1	26	(1)	29
Quality Integration, and Executive Services	129	10	5	134	5	132
Total	5,750	161	78	5,833	83	5,965

U.S. Department
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JUN 1 1 2008

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Dear Mr. Chairman:

House Report 110-238, accompanying the Consolidated Appropriations Act, 2008, P.L.110-161, asked the Federal Aviation Administration to provide the House and Senate Committees on Appropriations with an Aviation Outreach Plan that will attract a more diverse controller workforce.

The enclosed report provides the FAA's response to the committee's request.

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Federal Aviation Administration

Federal Aviation Administration

Aviation Outreach Plan

Air Traffic Controller Workforce

Fiscal Year 2008

April 23, 2008

Prepared by
The Air Traffic Organization
The Office of Human Resource Management
The Office of Civil Rights

U.S. Department
of Transportation

**Federal Aviation
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Office of the Administrator

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The FAA was asked to submit to the House and Senate Committees on Appropriations a diversity plan for Aviation Safety.

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Federal Aviation
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Aviation Safety (AVS)

Diversity Plan

FY 2008

Executive Summary

The mission of the Federal Aviation Administration (FAA) and the Aviation Safety Organization (AVS) is to provide the safest and most efficient aerospace system in the world. Achieving this mission demands a consistent level of excellence to adjust to the constant changes within the aviation industry in both commercial and general aviation.

AVS has been effectively meeting this demand through its transition to a Safety Management System (SMS), which promotes a proactive rather than reactive approach to assessing and addressing safety risks. This system, which uses data to identify high-risk areas and prioritize our responses, allows us to better align our safety workforce with today's ever changing aviation industry environment, and prevent incidents and accidents before they occur.

AVS received International Organization for Standardization (ISO) 9001: 2000 certification for our quality management system in 2006. ISO 9001: 2000 is an internationally recognized standard for quality management systems. Our quality management system allows AVS to continually improve its processes for surveillance, certification, and continued operational safety, better integrate our policies, and increase our ability to improve aviation safety.

Among the most important challenges facing the Agency is hiring, training, and retaining qualified personnel. The FAA Flight Plan 2008-2012 under Organizational Excellence, Objective 1 states, "Make the organization more effective with stronger leadership, increased commitment of individual workers to fulfill organization-wide goals, and a better prepared, better trained, safer, diverse workforce." This objective was further articulated throughout the Aviation Safety Workforce Plan in March 2007. In addition, Congress requested that AVS develop a diversity plan that would include new methods to increase lower than anticipated participation rates and include a current AVS workforce baseline with metrics to measure the plan's effectiveness.

The diversity plan encompasses all of AVS. The primary focus will be on the Aviation Safety Inspectors (ASI) and Engineering occupational groups, our largest technical occupations and the largest elements of our workforce. Outlined in the diversity plan are several actions to reach potential pools of applicants within and outside the Federal Government. The focus will be on establishing a comprehensive recruitment plan with strategies that include recruitment initiatives and resource allocations.

Introduction

During fiscal year (FY) 2007, the FAA developed a workforce plan for AVS. The purpose of the plan was to ensure that the FAA sustains sufficient oversight of a dynamic and growing industry given its highly-trained and technically skilled workforce with an historic and expected annual attrition rate of five to seven percent. The plan describes the challenges of hiring sufficient staff, forecasts expected attrition, sets specific and realistic hiring targets over a ten year period, and includes strategies for meeting staffing needs through improved management practices

As the Agency strives to meet the projected hiring goals, Congress wanted to ensure the FAA is making a concerted effort to attract a diverse safety workforce that more closely resembles the changing face of the Nation. Therefore, Congress directed the FAA to develop an AVS diversity plan to include new methods to increase lower then expected participation rates and a current AVS workforce baseline with metrics to measure the plan's effectiveness. In response, AVS developed a diversity plan that articulates the goals and objectives of the workforce plan while also ensuring compliance with existing Equal Employment Opportunity requirements, specifically Management Directive (MD) -715. Additionally, the plan strives to increase management accountability and commitment toward ensuring equal employment opportunity by expanding the pool of qualified applicants to join the safety workforce.

Challenges to Recruiting a Diverse Workforce

There are several challenges confronting most Federal agencies, including the FAA, in the quest to recruit and hire the best and brightest candidates. Competition from private sector companies with higher starting salaries is an example. What we want to focus on, however, is identifying the best recruitment efforts to achieve equal opportunity by expanding the qualified applicant pool.

One of the major challenges in attracting a diverse workforce in AVS centers on the ASI position. This position represents a significant percentage of the organization's employees and has historically consisted primarily of white males. Efforts to attract more diverse applicants have been favorable as evidenced by an applicant pool of over 400 qualified Hispanic applicants established through a collaborative effort with the National Hispanic Coalition of Federal Aviation Employees. However, FY 2006 and 2007 hiring numbers reflected no significant increase in minority hires. To understand why, we intend to do very close analyses of the applicant hire numbers to learn where barriers might exist and eliminate them. The analyses also should help to identify how to conduct better recruitment. It is important to note that we have taken action to eliminate hiring procedures that might serve as barriers. In this regard, the Flight Standards Service (AFS) initiated a study to review and update its selection system to hire and recruit new ASIs. AFS managers reported that the current minimum qualifications standards for ASIs were unduly restrictive. This was further supported by results of an informal survey

where it was revealed that the outdated job qualification requirements prevented the selection of candidates believed by managers to be well qualified for the job. The outcome of that study and subsequent report entitled "Assessment and Redesign of the Selection System for FAA Aviation Safety Inspectors" resulted in recommendations for modifying the qualification standards and implementation tasks for FY 2007 and 2008.

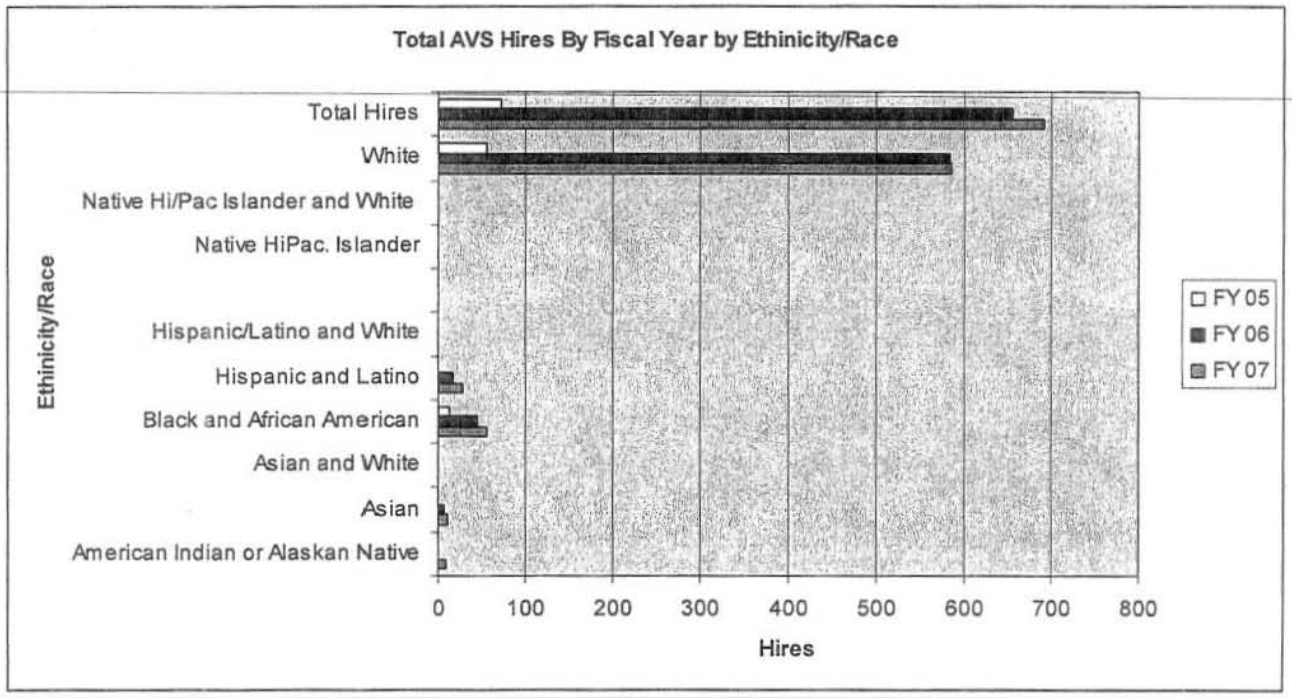
Some of the recruitment challenges are being addressed within AVS as evidenced by its current applicant pool of 5,000 qualified ASI applicants and the steady increase in recruitment outreach throughout the country. The evolution to a Safety Management System to respond to the needs of a changing aviation industry requires hiring the right people with the right skills to work in the future aviation environment. To ensure that the goal of equal opportunity for all applicants, including those with a lower than expected participation rate, AVS has developed a diversity plan that identifies the key components and actions for expanding its pool of qualified applicants.

The chart below represents the total FY 2007 applicant pool for the Aviation Safety Inspector position.

FY 2007 Aviation Safety Inspector Applications by Gender & Race/National Origin

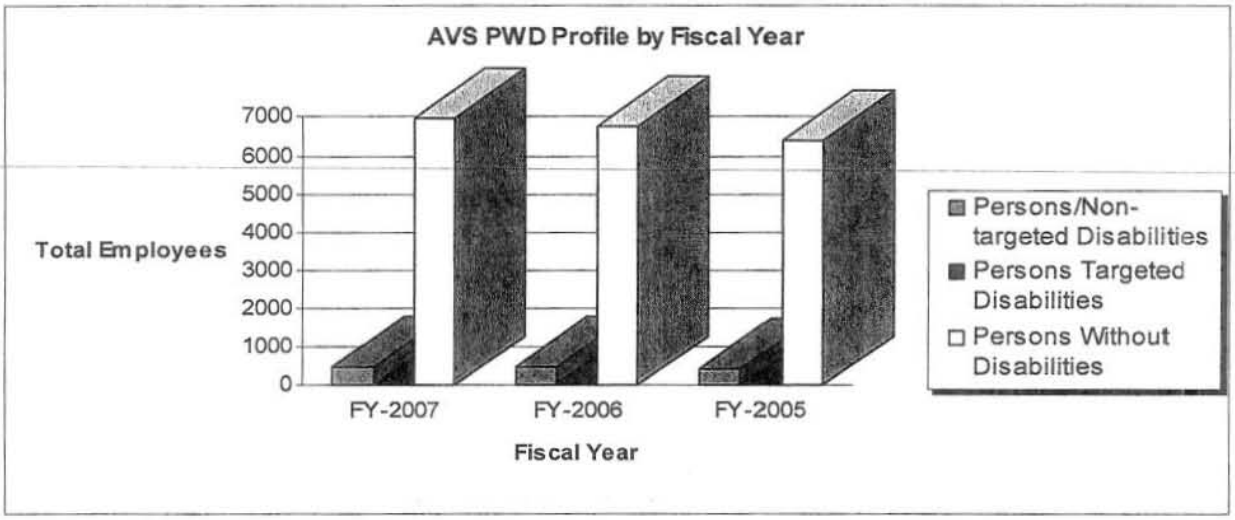
FAA Aviation Safety Inspector Job Series 1825	Male	Percentage Total	Female	Percentage Total	Grand Total	Percentage Total
American Indian or Alaska Native	445	2%	21	1%	466	1%
Asian or other Pacific Islander	1008	4%	55	3%	1063	4%
Black or African American	2060	7%	378	21%	2438	8%
Hispanic or Latino	2518	8%	147	8%	2665	9%
White	22515	79%	1217	67%	23732	78%
				TOTAL	30364	100%

Workforce Profile



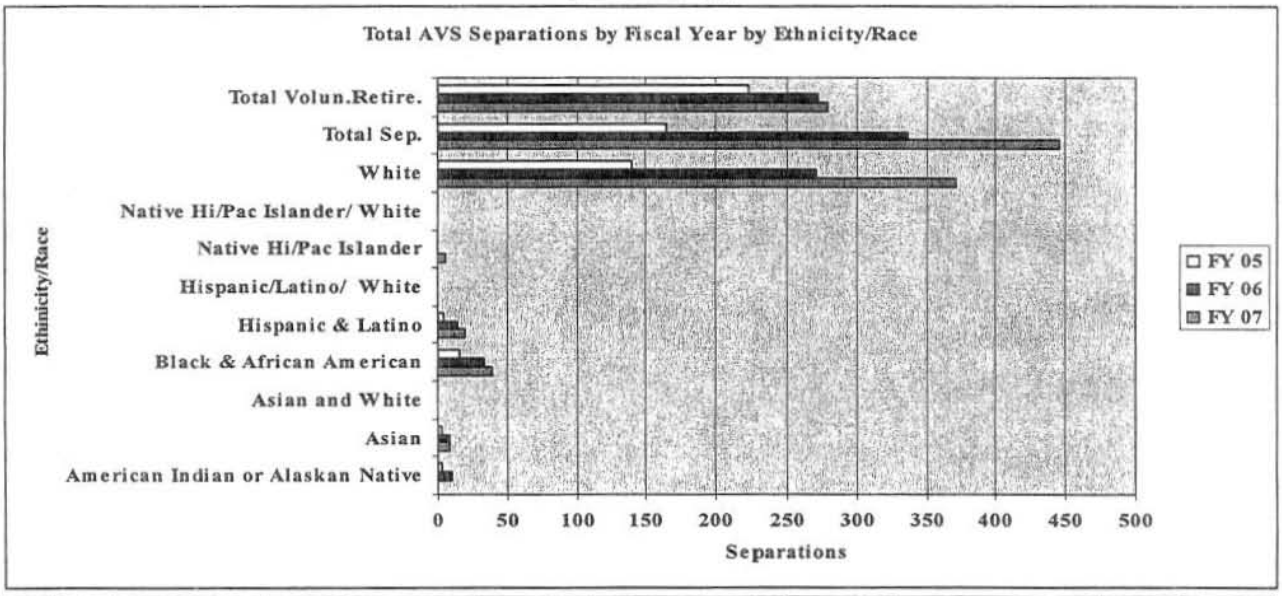
	American Indian or Alaskan Native	Asian	Asian and White	Black and African American	Hispanic and Latino	Hispanic/Latino and White	Native HiPac. Islander	Native Hi/Pac Islander and White	White	Total Hires
FY 07	9	10	0	55	27	1	3	0	586	691
FY 06	3	6	0	44	17	1	1	1	582	655
FY 05	1	2	0	12	2	0	0	0	56	73

Based on current workforce statistics, there has been an increase in hiring within those groups identified with lower than anticipated rates (Asian, Black, Hispanic, Hispanic and White, and Native American). However, on a percentage basis AVS has not increased its minority representation despite a drastic increase in hiring over the last two fiscal years. The AVS organization will be working with the FAA Human Resources (AHR) Marketing Group to develop an AVS recruitment plan to expand the pool of qualified applicants from those groups.



Persons with Targeted (severe) Disabilities continue to be vastly underutilized by AVS as a recruitment source. Currently there are only 36 employees with targeted disabilities within AVS which represents only 1 percent of the overall employee workforce. This percentage has not changed despite an increase to the overall workforce since FY 2005 of over 500 employees.

Separations



	American Indian or Alaskan Native	Asian	Asian and White	Black & African American	Hispanic and Latino	Hispanic/Latino/ White	Native Hi/Pac Islander	Native Hi/Pac Islander/ White	White	Total Sep.	Total Volun. Retire.
FY 07	0	8	0	39	20	0	6	0	372	445	280
FY 06	10	9	0	33	14	0	0	0	271	337	272
FY 05	3	3	0	15	4	0	0	0	140	165	224

As stated in the FY 2007 AVS Workforce Plan, the attrition rate of the organization is historically between five to seven percent annually. Most of these staff losses result from retirements. During FY 2007, a total of 445 AVS employees transitioned out of the organization. Of that total, 55 percent or 280 were voluntary retirements. Although this is a relatively high percentage of retirees, this percentage is consistent with the average AVS staff loss projections in the upcoming years. In terms of minority attrition rates, there was no significant indication that minority attrition rates are the result of anything other than retirements. As the AVS organization continues to grow and becomes more diverse, continuing to improve the quality of work life should play a major role in the retention and productivity of employees.

Current Recruitment and Hiring Initiatives

During FY 2006-2007, AVS hired a total of 1,346 new employees. This was a significant increase in hiring from FY 2005, responding to the congressional mandate to increase hires based on concerns raised by the Department of Transportation Inspector General's Report, "Safety Oversight of an Air Carrier Industry in Transition." The report indicated that additional inspectors were needed to support increased repair station oversight.

Recruitment efforts were aimed at various conferences and job fairs, colleges and universities, as well as technical and non-technical schools. Specific emphasis was placed on identifying events that featured military personnel with backgrounds in the aviation industry. At some events, AVS staff provided support lending their expertise as subject matter experts. Special initiatives employed included "Outstanding Scholar," postings on Careerbuilders.com, targeted email sent to qualifying candidates, and job advertisements in the Congressional Roll Call publications. In some instances, expanded areas of consideration on vacancy announcements and special distribution of vacancy announcements were utilized. Additionally, advertising and marketing in various publications, newspapers, magazines, and on the Web were used.

	Develop and utilize recruitment plans in accordance with EEO rules and regulations.	Analysis of trends in applicant flow by RNO, gender, and disability in mission critical positions and all other types of positions		03/2009
	Establish budget for marketing, advertising, and recruitment expenses.	Analysis of impact that recruitment efforts had on the pool of qualified applicants.		04/2009
	Evaluate employment processes and practices to identify and eliminate barriers	Identify specific strategies for hiring in accordance with EEO rules and regulations.		09/2009
	Revise Qualification Standards for Flight Standards ASI positions	Finalized modification and established date for implementation	Currently in the final stages for implementation	10/2008
	Hire ASI and Engineers at lower grade levels	In FY-08 – Recruit five (5) percent of new hires in Safety Critical Occupations at lower pay bands or grade levels. For example, ASI's would be hired at grades 9-11.		Ongoing
	Collaborate with the Office of Civil Rights (ACR) on all MD-715 requirements concerning the identification and elimination of barriers impeding the hiring of women and minorities	Submit timely reports to ACR on all MD-715 info requests.		Ongoing

AVS Diversity Plan Components/Strategies

The framework of the AVS Diversity Plan has three components. Each component has various actions essential to achieving its goal. All will be linked to performance measures to monitor progress of actions through completion.

Component No. 1: Educate managers, supervisors, and employees regarding the importance of Equal Employment Opportunity (EEO) in the selection process, including the expansion of the qualified applicant pool;

Component No. 2: Conduct a comprehensive analysis on the current AVS workforce to include future hiring projections; and

Component No. 3: Work with the AHR Marketing Group to develop an AVS Recruitment Plan incorporating recruitment strategies and initiatives in the AVS Workforce Plan.

AVS Diversity Plan

Components	Action	Performance Measure	Status	Projected Target Date
1. Educate managers and employees regarding the importance of EEO in the selection process.	Ensure training for all AVS managers on the value of EEO, including the exploration of recruitment options to expand the pool of qualified applicants.	Develop a pilot diversity training course to be implemented during FY 09 and coordinate training module with AGC.	04/2008, Initiated discusses with the AVS Training Project Manager to procure resources for EEO manager training.	12/2008
2. Conduct a comprehensive analysis on the current AVS workforce to include future hiring projections.	Analyze effectiveness of current recruitment efforts particularly the recruitment sources and recommend changes where necessary	Perform analysis of AVS workforce by race/national origin, gender, and disability for permanent and temporary employment to establish baseline.	Will Initiate preliminary discussions with AHR concerning the analysis of the AVS workforce by 05/2008	12/2008
3. Work with the AHR Marketing Group to develop an AVS Recruitment Plan incorporating recruitment strategies and initiatives in the AVS Workforce Plan	Identify AVS staff to collaborate with AHR on all recruitment efforts.		Initiated preliminary discussions concerning recruitment efforts with EEO POC within AVS. 04/2008	05/2008

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

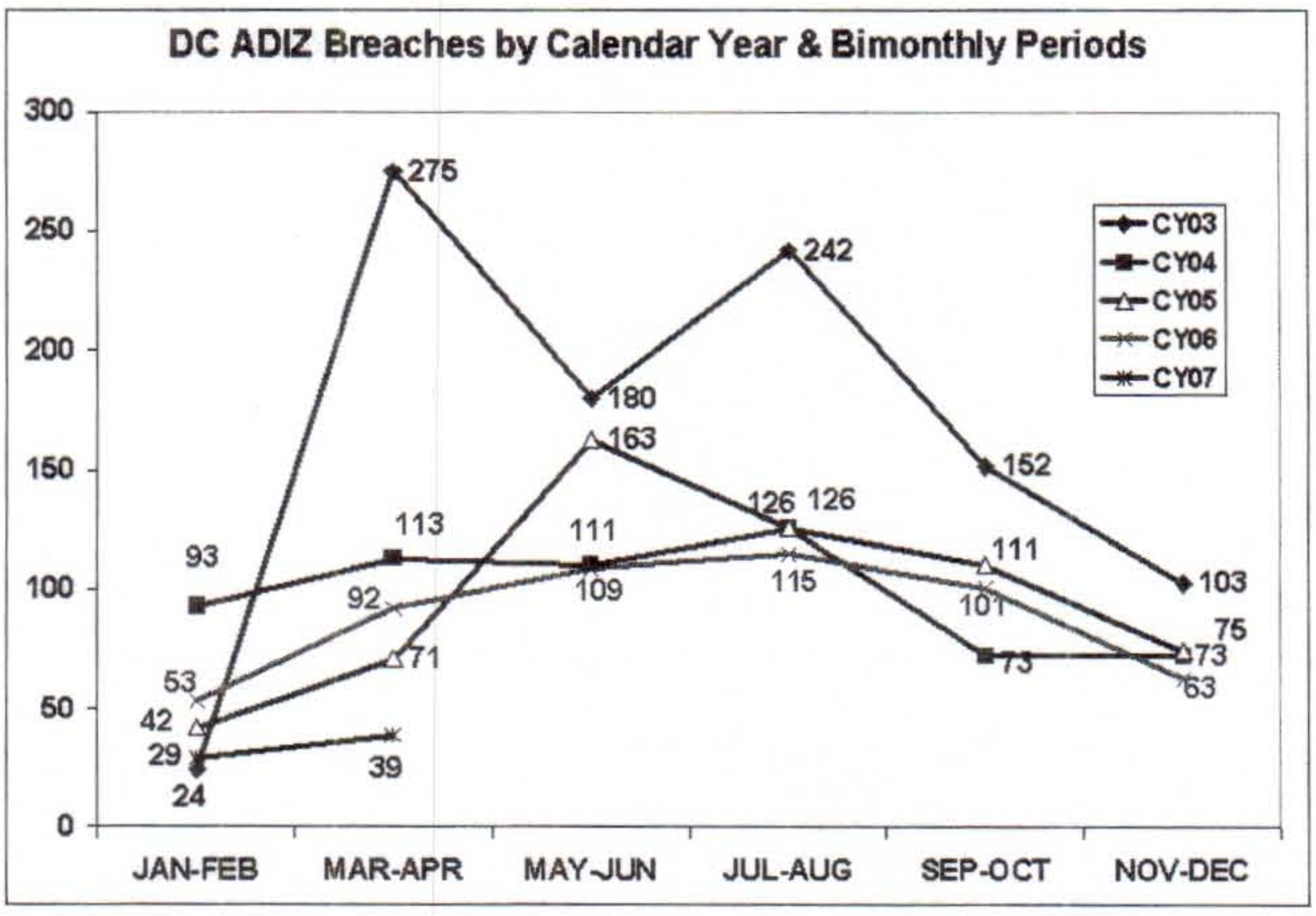
JUN 27 2008

The Honorable Daniel Inouye
Chairman, Committee on Commerce,
Science, and Transportation
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

House Report 108-334 accompanying the Vision 100 – Century of Aviation Reauthorization Act asked the Federal Aviation Administration to submit a report in response to Section 602, Justification for Air Defense Identification Zone (ADIZ), describing changes that could improve operational efficiency or minimize operational impacts of the ADIZ on pilots and controllers. This update covers the period from March 1, 2007 through April 30, 2007.

As of April 30, 2007, there were 39 violations of airspace restrictions in the ADIZ, which is 53 below the number we had recorded by the same date in 2006 and 32 below the number we had recorded by the same date in 2005. In comparison, at this same time in 2003 and 2004, we had recorded approximately 275 and 113 violations, respectively.



Identical letters have been sent to Chairman Oberstar, Senator Stevens, and Congressman Mica.

Sincerely,

Robert A. Sturgell
Acting Administrator

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JUN 27 2008

The Honorable Ted Stevens
Committee on Commerce,
Science, and Transportation
United States Senate
Washington, DC 20510

Dear Senator Stevens:

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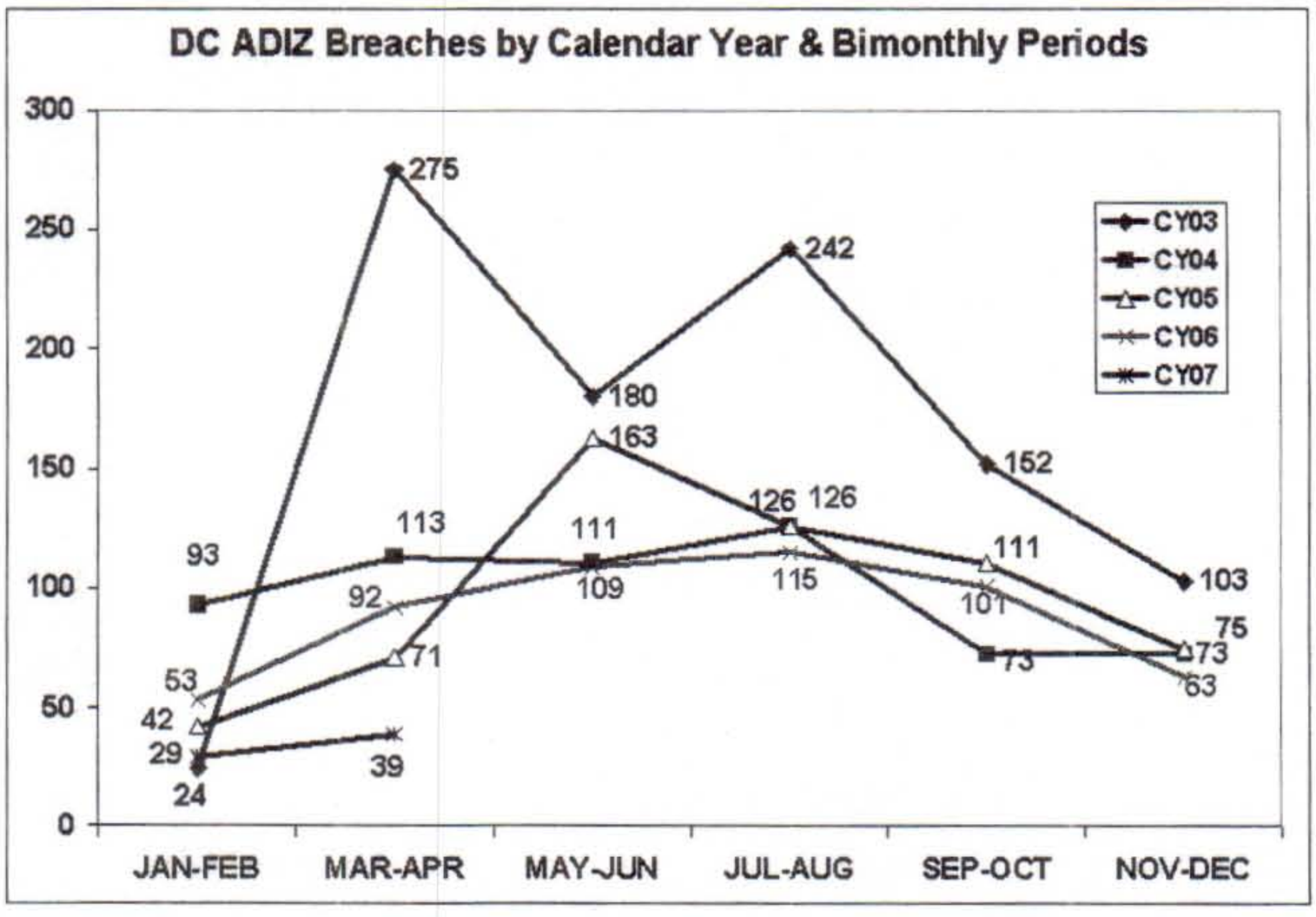

Identical letters have been sent to Chairmen Oberstar and Inouye and Congressman Mica.

Sincerely,

Robert A. Sturgell
Acting Administrator

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JUN 27 2008

The Honorable James Oberstar
Chairman, Committee on Transportation
and Infrastructure
House of Representatives
Washington, DC 20515

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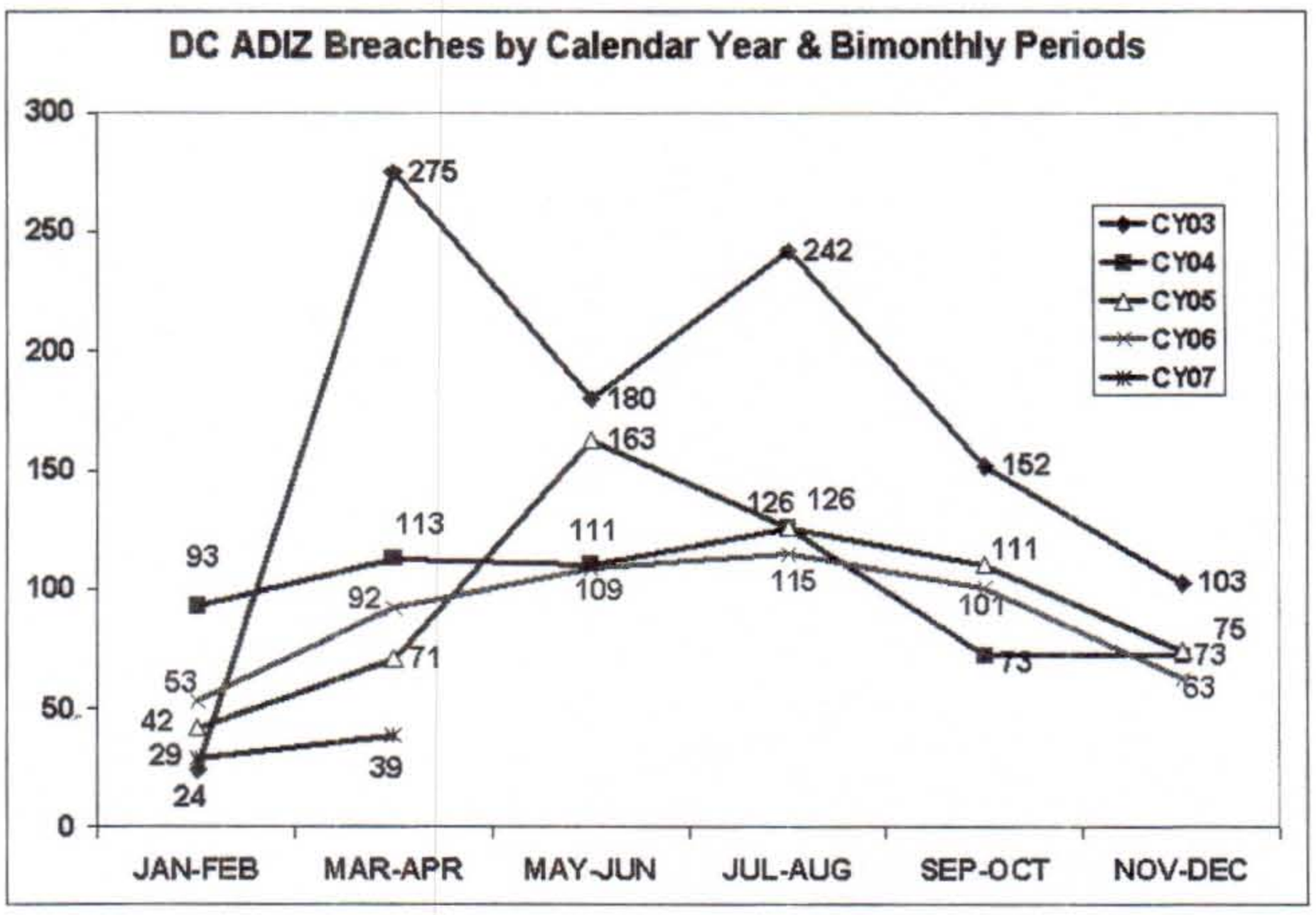

Identical letters have been sent to Chairman Inouye, Senator Stevens, and Congressman Mica.

Sincerely,

Robert A. Sturgell
Acting Administrator

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

800 Independence Ave., S.W.
Washington, D.C. 20591

JUN 27 2008

The Honorable John Mica
Committee on Transportation
and Infrastructure
House of Representatives
Washington, DC 20515

Dear Congressman Mica:

House Report 108-334 accompanying the Vision 100 – Century of Aviation Reauthorization Act asked the Federal Aviation Administration to submit a report in response to Section 602, Justification for Air Defense Identification Zone (ADIZ), describing changes that could improve operational efficiency or minimize operational impacts of the ADIZ on pilots and controllers. This update covers the period from March 1, 2007 through April 30, 2007.

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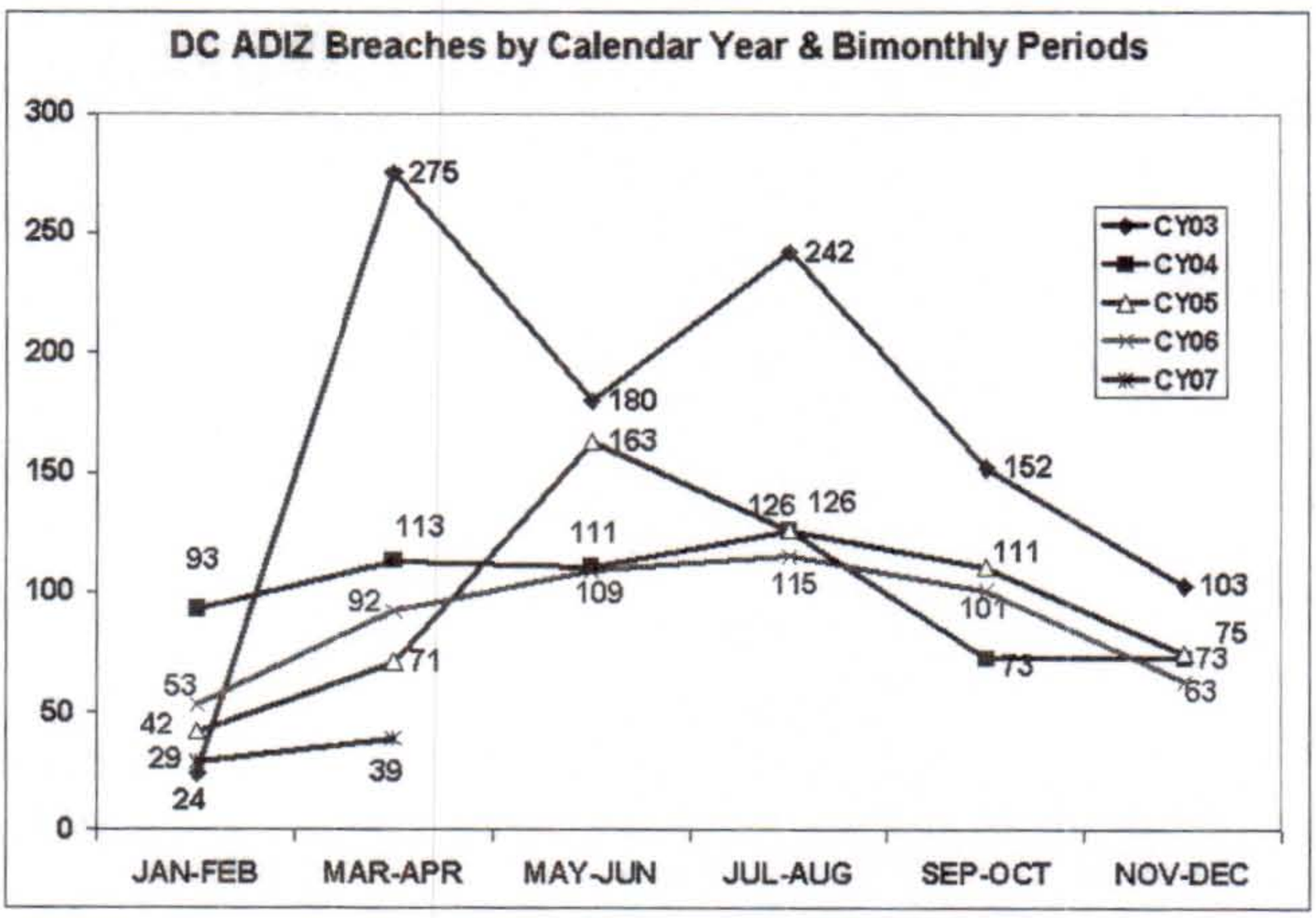

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Sincerely,

Robert A. Sturgell
Acting Administrator

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Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JAN 3 2007

The Honorable Christopher "Kit" Bond
Chairman, Subcommittee on Transportation, Treasury,
the Judiciary, Housing and Urban Development,
and Related Agencies
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

Senate Report 109-307, Transportation, Treasury, the Judiciary, Housing and Urban Development, and Related Agencies Appropriations Bill, 2006 asked the Federal Aviation Administration to provide the subcommittee with a priority listing of the airports that will receive ASDE-X systems as well as the criteria used to make these decisions.

A summary of the ASDE-X program rebaseline and schedule is enclosed.

Identical letters have been sent to Chairman Knollenberg, Senator Murray, and Congressman Olver.

Sincerely,

Marion C. Blakey
Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JAN 3 2007

The Honorable Patty Murray
Subcommittee on Transportation, Treasury,
the Judiciary, Housing and Urban Development,
and Related Agencies
United States Senate
Washington, DC 20510

Dear Senator Murray:

Senate Report 109-307, Transportation, Treasury, the Judiciary, Housing and Urban Development, and Related Agencies Appropriations Bill, 2006 asked the Federal Aviation Administration to provide the subcommittee with a priority listing of the airports that will receive ASDE-X systems as well as the criteria used to make these decisions.

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Identical letters have been sent to Chairmen Bond and Knollenberg and Congressman Olver.

Sincerely,

Marion Blakey

Marion C. Blakey
Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JAN 3 2007

The Honorable Joe Knollenberg
Chairman, Subcommittee on Transportation, Treasury,
Housing and Urban Development, the Judiciary,
District of Columbia, and Independent Agencies
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

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Marion C. Blakey
Administrator

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U.S. Department
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800 Independence Ave., S.W.
Washington, D.C. 20591

JAN 3 2007

The Honorable John Olver
Subcommittee on Transportation, Treasury,
Housing and Urban Development, the Judiciary,
District of Columbia, and Independent Agencies
House of Representatives
Washington, DC 20515

Dear Congressman Olver:

Senate Report 109-307, Transportation, Treasury, the Judiciary, Housing and Urban Development, and Related Agencies Appropriations Bill, 2006 asked the Federal Aviation Administration to provide the subcommittee with a priority listing of the airports that will receive ASDE-X systems as well as the criteria used to make these decisions.

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Sincerely,

Marion C. Blakey
Administrator

Enclosure

Airport Surface Detection Equipment, Model X (ASDE-X)
Program Rebaseline Summary

Background

ASDE-X is a surface surveillance system that provides seamless multi-sensor airport surveillance with identification and conflict alerting to air traffic controllers. The ASDE-X system integrates five technologies: transponder multilateration, surface movement radar, Automatic Dependent Surveillance-Broadcast, multi-sensor data fusion, and control tower display equipment. The integration of these sensors provides data with accuracy, update rate, and reliability suitable for improving airport safety and efficiency in all weather conditions. The ASDE-X is particularly useful as a traffic control aid during hours of darkness and during other conditions of poor visibility.

ASDE-X was developed to aid in preventing surface collisions and in reducing critical Category A and B runway incursions. ASDE-X provides air traffic controllers with a visual representation of the traffic situation on the airport movement area and arrival corridors. It improves the ability of controllers to maintain awareness of the operational environment and to anticipate contingencies.

ASDE-X Safety Logic enhances the situational awareness provided by the ASDE-X system to air traffic controllers. ASDE-X Safety Logic uses surveillance information from ASDE-X to determine if the current and/or projected positions and movement characteristics of tracked aircraft/vehicles present a potential collision situation. Visual and audible alerts are provided to air traffic controllers.

Program Rebaseline

On September 9, 2005, the Federal Aviation Administration's Joint Resources Council approved a rebaseline of the ASDE-X Program. As part of the business case for the rebaseline, the FAA completed an alternatives analysis which reevaluated the sites scheduled to receive ASDE-X equipment. Safety and efficiency benefits were analyzed for the fifty-nine top tier airports, including the thirty-four Airport Surface Detection Equipment, Model 3/Airport Movement Area Safety System equipped airports and the twenty-five original ASDE-X sites.

The analysis showed that the best business case was achieved by deploying ASDE-X capability to airports with larger traffic counts and/or more complex operations, e.g. airports that use the same runway(s) for arrivals and departures.

ASDE-X Schedule

The attached ASDE-X schedule includes the delivery, Initial Operating Capability (IOC), and Operational Readiness Date (ORD) for sites that have already commissioned and planned delivery and IOC dates for sites scheduled to receive ASDE-X equipment.

Note: The FAA is expediting the deployment of the ASDE-X system at the Chicago **O'Hare** International Airport. Although the schedule shows IOC date of August 2009 for Chicago **O'Hare**, the FAA is working on an accelerated schedule with a target IOC date of Summer 2007.

ASDE-X Schedule
(As of October 30, 2006)

#	ID	Region	Airport	Delivery	IOC	ORD
1	MKE	AGL	General Mitchell International Airport (Milwaukee, WI)	3/12/02	6/5/03	10/30/03
2	MCO	ASO	Orlando International Airport	9/25/03	9/1/04	9/30/04
3	PVD	ANE	Theodore Francis Green State Airport (Providence, RI)	12/1/03	7/2/04	5/16/05
4	HOU	ASW	William P. Hobby Airport (Houston, TX)	10/29/04	8/4/05	8/31/05
5	SEA	ANM	Seattle-Tacoma International Airport	12/23/04	1/27/06	2/24/06
6	STL	ACE	Lambert-St. Louis International Airport	12/3/03	10/21/04	5/24/06
7	ATL	ASO	Hartsfield-Jackson Atlanta International Airport	7/11/05	5/5/06	6/7/06
8	BDL	ANE	Bradley International Airport (Hartford, CT)	3/14/05	6/7/06	6/21/06
9	SDF	ASO	Louisville International Airport-Standiford Field	3/8/04	Aug-07	
10	CLT	ASO	Charlotte Douglas International Airport	1/13/04	Jul-07	
11	IAD	AEA	Washington Dulles International Airport	12/20/05	Jul-08	
12	PHX	AWP	Phoenix Sky Harbor International Airport	Nov-07	Dec-08	
13	BOS	ANE	Boston Logan International Airport	Feb-08	Dec-08	
14	DTW	AGL	Detroit Metro Wayne County Airport	Aug-07	Aug-08	
15	EWR	AEA	Newark International Airport	Jun-08	May-09	
16	LAX	AWP	Los Angeles International Airport	2/23/06	Jun-09	
17	DEN	ANM	Denver International Airport	Jun-08	Jul-09	
18	JFK	AEA	John F. Kennedy International Airport	Aug-08	Jul-09	
19	ORD	AGL	Chicago O'Hare International Airport	Jul-08	Aug-09	
20	LAS	AWP	Las Vegas McCarran International Airport	Sep-08	Aug-09	
21	IAH	ASW	George Bush Intercontinental Airport	Dec-08	Nov-09	
22	PHL	AEA	Philadelphia International Airport	Jan-09	Dec-09	
23	FLL	ASO	Ft. Lauderdale/Hollywood Airport	May-08	Apr-09	
24	MSP	AGL	Minneapolis-St. Paul International Airport	Mar-09	Feb-10	
25	SNA	AWP	John Wayne-Orange County Airport	Mar-09	Feb-10	
26	DFW	ASW	Dallas/Ft. Worth International Airport	Apr-09	Apr-10	
27	SLC	ANM	Salt Lake City International Airport	Jun-09	May-10	
28	BWI	AEA	Baltimore-Washington International Airport	Jul-09	Jun-10	
29	MDW	AGL	Chicago Midway Airport	Aug-09	Jul-10	
30	HNL	AWP	Honolulu International - Hickam AFB Airport	Sep-09	Aug-10	
31	MIA	ASO	Miami International Airport	Sep-09	Aug-10	
32	DCA	AEA	Ronald Reagan Washington National Airport	Feb-10	Jan-11	
33	LGA	AEA	New York LaGuardia Airport	Mar-10	Feb-11	
34	SAN	AWP	San Diego International Airport	Apr-10	Mar-11	
35	MEM	ASO	Memphis International Airport	May-10	Apr-11	
T1	ICDLS		Test & Interim Contractor Depot Logistics Support (ICDLS) - Syracuse (Oklahoma City - AML Depot)	10/16/01	N/A	
T2	PSF		Oklahoma City - NAS Engineering PSF	2/27/04	N/A	
T3	ACA		Oklahoma City - Academy	6/10/04	N/A	

mm/dd/yy = actual

U.S. Department
of Transportation

**Federal Aviation
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Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JUL 2 2008

The Honorable Daniel K. Inouye
Chairman, Committee on Commerce,
Science and Transportation
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

As requested in the John Warner National Defense Authorization Act for Fiscal Year 2007, the Federal Aviation Administration is pleased to provide a report on the use of Unmanned Aerial Vehicles in the National Airspace System.

The FAA was asked to report to Congress on the progress on developing a policy for testing and a plan for achieving wider access by unmanned aerial vehicles that are appropriately equipped to operate in the National Airspace System.

We have sent identical letters to Chairmen Levin, Lieberman, Skelton, Dingell, Waxman, and Oberstar; Senators McCain, Stevens, and Collins; and Congressmen Hunter, Barton, Davis (VA), and Mica.

Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JUL 2 2008

The Honorable Carl Levin
Chairman, Committee on Armed Services
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

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Acting Administrator

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U.S. Department
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**Federal Aviation
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800 Independence Ave., S.W.
Washington, D.C. 20591

JUL 2 2008

The Honorable Joseph I. Lieberman
Chairman, Committee on Homeland Security
and Governmental Affairs
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

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800 Independence Ave., S.W.
Washington, D.C. 20591

JUL 2 2008

The Honorable Ike Skelton
Chairman, Committee on Armed Services
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

As requested in the John Warner National Defense Authorization Act for Fiscal Year 2007, the Federal Aviation Administration is pleased to provide a report on the use of Unmanned Aerial Vehicles in the National Airspace System.

The FAA was asked to report to Congress on the progress on developing a policy for testing and a plan for achieving wider access by unmanned aerial vehicles that are appropriately equipped to operate in the National Airspace System.

We have sent identical letters to Chairmen Levin, Inouye, Lieberman, Oberstar, Dingell, and Waxman; Senators McCain, Stevens, and Collins; and Congressmen Hunter, Mica, Barton, and Davis (VA).

Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JUL 2 2008

The Honorable James Oberstar
Chairman, Committee on Transportation
and Infrastructure
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

As requested in the John Warner National Defense Authorization Act for Fiscal Year 2007, the Federal Aviation Administration is pleased to provide a report on the use of Unmanned Aerial Vehicles in the National Airspace System.

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Acting Administrator

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**Federal Aviation
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Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JUL 2 2008

The Honorable John D. Dingell
Chairman, Committee on Energy
and Commerce
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

As requested in the John Warner National Defense Authorization Act for Fiscal Year 2007, the Federal Aviation Administration is pleased to provide a report on the use of Unmanned Aerial Vehicles in the National Airspace System.

The FAA was asked to report to Congress on the progress on developing a policy for testing and a plan for achieving wider access by unmanned aerial vehicles that are appropriately equipped to operate in the National Airspace System.

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Sincerely,

Robert A. Sturgell
Acting Administrator

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U.S. Department
of Transportation

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Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JUL 2 2008

The Honorable Henry A. Waxman
Chairman, Committee on Oversight
and Government Reform
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

As requested in the John Warner National Defense Authorization Act for Fiscal Year 2007, the Federal Aviation Administration is pleased to provide a report on the use of Unmanned Aerial Vehicles in the National Airspace System.

The FAA was asked to report to Congress on the progress on developing a policy for testing and a plan for achieving wider access by unmanned aerial vehicles that are appropriately equipped to operate in the National Airspace System.

We have sent identical letters to Chairmen Levin, Inouye, Lieberman, Skelton, Oberstar, and Dingell; Senators McCain, Stevens, and Collins; and Congressmen Hunter, Mica, Barton, and Davis (VA).

Sincerely,

Robert A. Sturgell
Acting Administrator

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

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JUL 2 2008

The Honorable John McCain
Committee on Armed Services
United States Senate
Washington, DC 20510

Dear Senator McCain:

As requested in the John Warner National Defense Authorization Act for Fiscal Year 2007, the Federal Aviation Administration is pleased to provide a report on the use of Unmanned Aerial Vehicles in the National Airspace System.

The FAA was asked to report to Congress on the progress on developing a policy for testing and a plan for achieving wider access by unmanned aerial vehicles that are appropriately equipped to operate in the National Airspace System.

We have sent identical letters to Chairmen Levin, Inouye, Lieberman, Skelton, Dingell, Waxman, and Oberstar; Senators Stevens and Collins; and Congressmen Hunter, Barton, Davis (VA), and Mica.

Sincerely,

Robert A. Sturgell
Acting Administrator

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U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JUL 2 2008

The Honorable Ted Stevens
Committee on Commerce,
Science and Transportation
United States Senate
Washington, DC 20510

Dear Senator Stevens:

As requested in the John Warner National Defense Authorization Act for Fiscal Year 2007, the Federal Aviation Administration is pleased to provide a report on the use of Unmanned Aerial Vehicles in the National Airspace System.

The FAA was asked to report to Congress on the progress on developing a policy for testing and a plan for achieving wider access by unmanned aerial vehicles that are appropriately equipped to operate in the National Airspace System.

We have sent identical letters to Chairmen Levin, Inouye, Lieberman, Skelton, Dingell, Waxman, and Oberstar; Senators McCain and Collins; and Congressmen Hunter, Barton, Davis (VA), and Mica.

Sincerely,

Robert A. Sturgell
Acting Administrator

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U.S. Department
of Transportation

**Federal Aviation
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Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JUL 2 2008

The Honorable Susan M. Collins
Committee on Homeland Security
and Governmental Affairs
United States Senate
Washington, DC 20510

Dear Senator Collins:

As requested in the John Warner National Defense Authorization Act for Fiscal Year 2007, the Federal Aviation Administration is pleased to provide a report on the use of Unmanned Aerial Vehicles in the National Airspace System.

The FAA was asked to report to Congress on the progress on developing a policy for testing and a plan for achieving wider access by unmanned aerial vehicles that are appropriately equipped to operate in the National Airspace System.

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Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JUL 2 2008

The Honorable Duncan Hunter
Committee on Armed Services
House of Representatives
Washington, DC 20515

Dear Congressman Hunter:

As requested in the John Warner National Defense Authorization Act for Fiscal Year 2007, the Federal Aviation Administration is pleased to provide a report on the use of Unmanned Aerial Vehicles in the National Airspace System.

The FAA was asked to report to Congress on the progress on developing a policy for testing and a plan for achieving wider access by unmanned aerial vehicles that are appropriately equipped to operate in the National Airspace System.

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Sincerely,

Robert A. Sturgell
Acting Administrator

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U.S. Department
of Transportation

**Federal Aviation
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Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JUL 2 2008

The Honorable John L. Mica
Committee on Transportation and Infrastructure
House of Representatives
Washington, DC 20515

Dear Congressman Mica:

As requested in the John Warner National Defense Authorization Act for Fiscal Year 2007, the Federal Aviation Administration is pleased to provide a report on the use of Unmanned Aerial Vehicles in the National Airspace System.

The FAA was asked to report to Congress on the progress on developing a policy for testing and a plan for achieving wider access by unmanned aerial vehicles that are appropriately equipped to operate in the National Airspace System.

We have sent identical letters to Chairmen Levin, Inouye, Lieberman, Skelton, Dingell, Waxman, and Oberstar; Senators McCain, Stevens, and Collins; and Congressmen Hunter, Barton, and Davis (VA).

Sincerely,

Robert A. Sturgell
Acting Administrator

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U.S. Department
of Transportation

**Federal Aviation
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Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JUL 2 2008

The Honorable Joe Barton
Committee on Energy and Commerce
House of Representatives
Washington, DC 20515

Dear Congressman Barton:

As requested in the John Warner National Defense Authorization Act for Fiscal Year 2007, the Federal Aviation Administration is pleased to provide a report on the use of Unmanned Aerial Vehicles in the National Airspace System.

The FAA was asked to report to Congress on the progress on developing a policy for testing and a plan for achieving wider access by unmanned aerial vehicles that are appropriately equipped to operate in the National Airspace System.

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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, D.C. 20591

JUL 2 2008

The Honorable Thomas M. Davis III
Committee on Oversight
and Government Reform
House of Representatives
Washington, DC 20515

Dear Congressman Davis:

As requested in the John Warner National Defense Authorization Act for Fiscal Year 2007, the Federal Aviation Administration is pleased to provide a report on the use of Unmanned Aerial Vehicles in the National Airspace System.

The FAA was asked to report to Congress on the progress on developing a policy for testing and a plan for achieving wider access by unmanned aerial vehicles that are appropriately equipped to operate in the National Airspace System.

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Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosure

Federal Aviation Administration Plan in developing a policy for testing and for achieving wider access by unmanned aerial vehicles that are appropriately equipped to operate in the National Airspace System

Congressional Requirement

Section 1044 of the John Warner National Defense Authorization Act for Fiscal Year 2007 (enacted October 17, 2006) asks the Administrator of the Federal Aviation Administration to submit a report on the progress in developing a policy for testing and a plan for achieving wider access by unmanned aerial vehicles that are appropriately equipped to operate in the National Airspace System (NAS).

Introduction

This document outlines the current activities for the FAA's Unmanned Aircraft Program Office (UAPO). It characterizes stakeholder communities of interest and provides a description of corresponding program initiatives and task efforts.

The executive summary provides an overview of technical, operational, and regulatory challenges that must be addressed to meet increasing government and industry demands for routine unmanned aircraft access to the NAS.

The FAA UAPO is an Integrated Product Team (IPT) with matrix resources provided by virtually every line of business within the Agency and for the purposes of this document includes the activities of the Air Traffic Organization.

Technical, Operational, and Regulatory Challenges

In response to increasing government and industry demand to access the NAS for research, testing, and development of Unmanned Aircraft Systems (UAS), FAA is reassessing, streamlining, and expediting existing airworthiness and operational approval processes. These demands include:

- Department of Defense (DOD) mission training;
- Department of Homeland Security (DHS) border/port patrol and off-shore monitoring/surveillance and border protection;
- Department of Commerce (DOC) environmental and atmospheric monitoring/surveillance;
- Department of Interior (DOI) and Agriculture forest fire monitoring/surveillance;
- Department of Justice (DOJ) law enforcement applications;
- National Aeronautics and Space Administration (NASA) flight research initiatives; and
- Emerging commercial and public-use applications for agricultural, pipeline, and maritime monitoring/surveillance and aerial surveying and photography.

One of the most significant barriers to integrating UAS into the NAS is the lack of supporting technical and regulatory standards, policy guidance, and operational procedures. While existing standards currently ensure the safe operation of manned aircraft with pilots in the cockpit, unmanned aircraft simply do not fit this operational paradigm.

As a result, government and industry stakeholders must define new operational concepts and develop emerging technologies with corresponding standards for mixed-use operation of both manned and unmanned aircraft in the NAS.

More specific challenges include the lack of critical technologies within two functional areas to certify and monitor civil operations. These functions include "detect, sense, and avoid" (DSA) capabilities equivalent to "see and avoid" operation of manned aircraft and over-the-horizon command, control, and communications (C3) capabilities with corresponding allocation of protected radio frequency spectrum.

Developing technologies, standards, policies, and procedures necessary to support mixed-use operation of both manned and unmanned aircraft will be a lengthy, time-consuming, and resource-intensive process. The need to harmonize these standards both domestically and internationally makes this an even greater challenge. Such a complex undertaking demands that government and industry stakeholders consistently apply dedicated resources within a collaborative environment.

To help resolve these issues, government and industry stakeholders (both domestic and international) are undertaking activities necessary to develop emerging technologies and standards for UAS integration into the NAS.

During the past two years the Radio Technical Commission for Aeronautics (RTCA - a U.S. aviation industry standards organization that is recognized internationally) established a Special Committee (SC-203) to develop guidance materials and minimum aviation system performance standards (MASPS). This effort is actively supported by participation from industry, FAA, DOD, and other Government agencies.

During the past several years, the DOD developed its own UAS Roadmap with a corresponding Airspace Integration Plan. At the same time, it invested resources for research and development of emerging DSA and C3 technologies with ongoing risk reduction initiatives, and they established a tri-service Joint Integrated Product Team (JIPT) to help facilitate UAS-airspace integration.

To resolve the complex issues surrounding UAS NAS integration, FAA is collaborating extensively with its DOD JIPT counterparts, as well as representatives from the DOD Policy Board on Federal Aviation (PBFA). FAA is also coordinating with representatives of other U.S. Government agencies within DHS, DOC, DOI, and NASA.

To further international harmonization, FAA is actively engaged with counterparts from European and international aviation. For example, FAA is a Deputy Chair for the European counterpart organization to RTCA SC-203, under the European Organization for Civil Aviation Equipment (EUROCAE) Working Group #73, for UAS technical standards development. FAA is partnering with EUROCONTROL to develop annual work plans for collaborative research and development to help mitigate UAS airspace impacts, which includes the study of human factors.

The FAA also participates within the International Civil Aviation Organization (ICAO) UAS Study Group to harmonize regulatory policies. Other international collaboration is ongoing with the European Aviation Safety Agency (EASA) to harmonize U.S. domestic and European regulatory standards. Similar coordination is underway with other Civil Aviation Authorities (CAA) to harmonize sovereign State policies.

In parallel, FAA is undertaking focused initiatives to reassess, streamline, and expedite evolving certification processes for integration of UAS into the NAS. These include efforts to review the impact of UAS operations on existing regulatory standards and develop interim regulatory guidance, in the form of future policy directives and a Special Federal Aviation Regulations (SFAR). This includes issuing Certificates of Waiver or Authorization (COAs) and Special Airworthiness Certificates for UAS operations commensurate with emerging government and industry demands.

Stakeholder Organizations

The UAS stakeholder community includes a mix of government and industry organizations that range between the U.S. and international government agencies, Federally Funded Research and Development Centers (FFRDCs), technical standards organizations, industry trade associations, academic institutions, first-tier manufacturing companies, lower-tier manufacturers, and commercial vendors.

Primary U.S. and international Government agencies are identified above. FFRDCs include: U.S. Air Force Research Laboratory, Mitre Corporation's Center for Advanced Aviation System Development, Massachusetts Institute of Technology Lincoln Laboratory, and the Johns Hopkins University Applied Physics Laboratory. Research is ongoing within other academic institutions and national laboratories and international research institutes.

Related technical standards organizations include: RTCA, EUROCAE, the American Society for Testing and Materials, Society of Automotive Engineers, and the Civil Aerospace Medical Institute (part of the FAA's Office of Aerospace Medicine).

A sampling of related industry trade associations include: Aerospace Industries Association, American Institute of Aeronautics and Astronautics, Air Line Pilots Association International, Aircraft Owners and Pilots Association, Association for Unmanned Vehicle Systems International, National Business Aviation Association, and Unmanned Vehicle Systems, International.

Participating academic institutions include: Embry Riddle University, New Mexico State University Physical Science Laboratory, University of North Dakota, Florida State University, Brigham Young University, as well as other prominent academic institutions.

Commercial UAS enterprises range from large aerospace companies (such as Boeing, Lockheed Martin, Northrop Grumman, or Raytheon); to smaller manufacturers (such as AAI or Aerovironment); and avionics suppliers (such as Honeywell or Rockwell Collins). This is only a small sampling of relevant commercial entities contributing to the UAS industrial base.

FAA Program Plans

Current Unmanned Aircraft Program Office Activities

RTCA Special Committee (SC) 203

During the past two years, RTCA established a special committee to define and develop UAS guidance materials with corresponding MASPS and Minimum Operational Performance Standards (MOPS). This effort is actively supported by members within industry, FAA, DOD, and other Government agencies. The FAA's UAPO participates as the DFO.

Specific RTCA SC-203 support activities include providing advice and oversight for three separate working group efforts:

- Working Group #1: UAS System Standards;
- Working Group #2: Command, Control, and Communications Standards (C3); and
- Working Group #3: Detect, Sense, and Avoid Standards (DSA).

Baseline work plans are under development, but during the next several years SC-203 will use tailored engineering processes to develop a UAS Operational Services and Environmental Description, an Operational Safety Assessment, Operational Performance Assessment, and Interoperability Assessment. This technical baseline will be published as the UAS Operational Safety, Performance, and Interoperability Requirements Standard.

Subsequent engineering analyses will develop the UAS MASPS, Control and Communications MASPS, as well as Sense and Avoid MASPS.

At the present time, SC-203 Terms of Reference do not include the development of UAS MOPS. Completion of this activity is still several years away.

Collaborating with the DOD JIPT and PBFA

To help resolve the complex issues surrounding UAS NAS integration, FAA is collaborating extensively with their DOD JIPT counterparts, as well as representatives from the DOD PBFA. Specific collaboration seeks to establish a joint UAS safety assessment framework for interim COA request consideration (termed "Track 1" coordination by the working group). The objective is to develop a joint FAA/DOD safety assessment framework with consensus data package contents and guidance materials to help streamline future COA requests. Ultimately, this "Track #1" framework could help facilitate increased UAS access to the NAS with reduced flight restrictions.

Target opportunities include potentially eliminating the need for chase aircraft and/or line-of-sight ground observers, or lifting restrictions on night operations, through the use of emerging risk mitigation technologies, procedures, and/or techniques. Additional opportunities offer RTCA SC-203 coordination for "Track #2" initiatives. These efforts will help leverage DOD UAS modeling, simulation, flight testing, and flight operations experience for SC-203 technical standards independent verification and validation (IV&V) efforts.

On September 24, 2007, a memorandum of agreement "Concerning the Operation of Department of Defense Unmanned Aircraft Systems in the National Airspace System" was finalized. This agreement allows for unprecedented access for DOD UAS that are under 20 pounds to be flown over DOD property and ranges that fall within relatively low altitudes and away from typically dense air traffic airspace (Class G airspace) without obtaining a COA. In addition, upon creation of consensus air traffic procedures that are developed in collaboration with the FAA, the DOD will have to increased access to Air Traffic Control areas such as Class D (5 mile area around an airport extending up to 2,500 feet above ground level) operations of UAS at locations where they are the service provider and where the airfield is a nonjoint-use airfield.

Working with Other U.S. Government Agencies

To help resolve the complex issues surrounding UAS NAS integration, FAA is collaborating extensively with representatives of other U.S. Government agencies within the DHS, DOC, DOI, Department of Agriculture, DOJ, and NASA. Specific collaboration efforts include standards and policy coordination and review and approval for emerging COA requests from each agency.

Partnering with International Agencies and Organizations

To further international harmonization, FAA is actively engaged with counterparts from European and international aviation organizations. Specific collaboration includes:

- FAA is a Deputy Chair for the European counterpart to RTCA SC-203, under EUROCAE Working Group #73, for UAS technical standards development;
- FAA is partnering with EUROCONTROL to develop annual work plans for collaborative research and development; which includes the study of human factors;
- FAA participates within the recently established ICAO UAS study group to harmonize corresponding global airspace policies;
- Additional international collaboration efforts are ongoing with the EASA to harmonize U.S. domestic and European regulatory standards; and
- Similar collaboration is underway with other CAAs to harmonize UAS integration/implementation policies.

Certificates of Waiver or Authorization

This effort will support the ongoing review and approval of COA requests that are submitted by Federal, State, or local governmental agencies, or other agencies that are provided public (Government) funding. In calendar year (CY) 2005, FAA approved 53 COAs. In CY 2006, FAA approved over 100 COAs. The number of COAs issued in CY 2007 was 85. We are examining our current approval process for ways to expedite the review and issuance timeline.

Special Airworthiness Certificates

This activity supports review/approval and issuance of both Special Flight Permits and Experimental Airworthiness Certificates for civil companies. The FAA issued

3 experimental airworthiness certificates in FY 2006 and 11 in FY 2007. The demand for certificates for industry is expected to increase.

UAPO Aircraft Certification Team

This work group is focused on detailed review of the current certification basis for aircraft. It will consider unique characteristics and attributes of unmanned aircraft necessary for both interim and standing policy guidance. Near-term efforts focus on developing a common understanding of UAS. Task efforts include establishing an objective certification basis for manned aircraft operations and identifying differences from unmanned operations. Detailed technical and operational analyses focus on the performance of control stations, flight termination systems, and automated take-off/landing systems, as well as rotorcraft operations.

Mid-term efforts involve detailed reviews for restricted category UAS operations (e.g., border and port patrol and off-shore monitoring and surveillance; environmental and atmospheric monitoring and surveillance; forest fire monitoring and surveillance; agricultural, pipeline, or maritime monitoring and surveillance; and aerial surveying and photography).

Target objectives will support interim guidance in the form of an SFAR during 2010. More specific plans are being developed.

Small/Restricted UAS Work Group

This work group is focused on defining and developing necessary interim policy guidance with corresponding training material for the operation of a small size category UAS within the NAS. This includes defining characteristics and attributes for small and restricted category UAS. The FAA is creating an Advisory Rulemaking Committee (ARC) that will be comprised of industry, associations, and other government agencies. The target objective for the ARC is to develop the potential language that will allow for a small category UAS to operate for commercial and recreational purposes in the certain areas of the NAS. This will support interim regulatory standards in the form of a SFAR and will allow for data collection activities. Such data collection efforts are anticipated to provide for subsequent updates. More specific plans are under development. This activity is groundbreaking. Using the market survey projections mentioned earlier in this report, it is apparent that the small UAS community will be the first to establish an economic impact in this area. No other nation in the world is currently focusing on these specifics to this detail.

Research and Development Efforts

Supporting UAS research and development focus areas include:

- Investigate DSA performance characteristics and operational requirements;
- Analyze data on safety implications and system performance impediments for C3 within different classes of airspaces and operational environments; and
- Conduct field evaluations of UAS technologies in operational environments.

Center of Excellence for General Aviation Research (CGAR)

Additional supporting UAS research and development activities are conducted under the CGAR. Target CGAR activities include:

- Investigate available DSA technologies, applications, and specifications;
- Analyze applicable regulatory standards for commercial UAS vehicle designs; and
- Conduct a technology survey for UAS propulsion systems.

The FAA is finalizing a Cooperative Research and Development Agreement (CRDA) with the New Mexico State University (NMSU). This CRDA calls for the creation of a UAS Test Center to be operated by NMSU under the oversight of the FAA and in accordance with agreed terms and procedures. The intent of this UAS Test Center is to offer an opportunity for public, private, or commercial company to conduct fundamental research and development in a location that is sparsely populated and in airspace that experiences minimal traffic. The first of its kind, the UAS Test Center, will be a key element in the development of future policy and regulation for the FAA.

Summary

The FAA has made significant progress over the past year enabling UAS access to the NAS. Significant milestones include:

- Plans for the creation of the first-ever civil UAS Test Center;
- A signed FAA/DOD Memorandum of Agreement to allow increased airspace access;
- Issuance of 11 Special Airworthiness Certificates, Experimental;
- Projected issuance of 100+ COAs; and
- Creation of an ARC to assist FAA in developing regulatory language for small UAS policy.

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JUL 2 2008

The Honorable Patty Murray
Chairman, Subcommittee on Transportation,
Housing and Urban Development,
and Related Agencies
United States Senate
Washington, DC 20510

Dear Madam Chairman:

Senate Report 109-109, Transportation, Treasury, the Judiciary, Housing and Urban Development, and Related Agencies Appropriations Bill, 2006, requests that the Federal Aviation Administration provides the subcommittee with an analysis of the En Route Automation Modernization (ERAM) program, specifically a study of alternate deployment scenarios.

In response, the FAA system engineering office conducted an analysis documented in a March 2006 MITRE Report entitled "En Route Automation Modernization (ERAM) Consolidation ("Backroom") Analysis." A copy of that report is enclosed. We apologize for the delay in getting this report to you.

The report addressed potential cost savings that could result from altering the initial ERAM deployment from a one-for-one legacy system replacement to a strategy in which a single "backroom" would support multiple center control rooms. At the time of the report the FAA was nearing completion of the software development of the base ERAM release. In early 2007, the FAA completed software development and system integration activities ahead of schedule.

While the MITRE report concluded that equipment savings could potentially result from an alternate deployment scenario, both the technical risk and the cost of software changes necessary for an alternate strategy far out-weighed any possible cost savings. The MITRE report states that the risk associated with these software changes, along with altering the legacy system to ERAM transition approach, "suggest little likelihood of a positive outcome" by adopting an alternate deployment strategy.

In addition, a consolidated backroom strategy could expose the FAA to unacceptable operational risks. As a result, the FAA continued to move forward with the original ERAM program and deployment strategy, and has been executing this program successfully.

Currently, the ERAM program is on budget and on schedule. ERAM equipment has been installed in half of the high-altitude en route centers. We expect to have the ERAM system fully operational by the end of 2010.

Identical letters have been sent to Chairman Olver, Senator Bond, and Congressman Knollenberg.

Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JUL 2 2008

The Honorable Christopher Bond
Subcommittee on Transportation,
Housing and Urban Development,
and Related Agencies
United States Senate
Washington, DC 20510

Dear Senator Bond:

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JUL 2 2008

The Honorable John Olver
Chairman, Subcommittee on Transportation,
Housing and Urban Development,
and Related Agencies
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

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JUL 2 2008

The Honorable Joe Knollenberg
Subcommittee on Transportation,
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Washington, DC 20515

Dear Congressman Knollenberg:

Senate Report 109-109, Transportation, Treasury, the Judiciary, Housing and Urban Development, and Related Agencies Appropriations Bill, 2006, requests that the Federal Aviation Administration provides the subcommittee with an analysis of the En Route Automation Modernization (ERAM) program, specifically a study of alternate deployment scenarios.

In response, the FAA system engineering office conducted an analysis documented in a March 2006 MITRE Report entitled "En Route Automation Modernization (ERAM) Consolidation ("Backroom") Analysis." A copy of that report is enclosed. We apologize for the delay in getting this report to you.

The report addressed potential cost savings that could result from altering the initial ERAM deployment from a one-for-one legacy system replacement to a strategy in which a single "backroom" would support multiple center control rooms. At the time of the report the FAA was nearing completion of the software development of the base ERAM release. In early 2007, the FAA completed software development and system integration activities ahead of schedule.

While the MITRE report concluded that equipment savings could potentially result from an alternate deployment scenario, both the technical risk and the cost of software changes necessary for an alternate strategy far out-weighed any possible cost savings. The MITRE report states that the risk associated with these software changes, along with altering the legacy system to ERAM transition approach, "suggest little likelihood of a positive outcome" by adopting an alternate deployment strategy.

In addition, a consolidated backroom strategy could expose the FAA to unacceptable operational risks. As a result, the FAA continued to move forward with the original ERAM program and deployment strategy, and has been executing this program successfully.

Currently, the ERAM program is on budget and on schedule. ERAM equipment has been installed in half of the high-altitude en route centers. We expect to have the ERAM system fully operational by the end of 2010.

Identical letters have been sent to Chairmen Murray and Olver and Senator Bond.

Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JUL 10 2008

The Honorable Daniel Inouye
Chairman, Committee on Commerce,
Science, and Transportation
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

House Report 108-334 accompanying the Vision 100 – Century of Aviation Reauthorization Act asked the Federal Aviation Administration to submit a report in response to Section 602, Justification for Air Defense Identification Zone (ADIZ), describing changes that could improve operational efficiency or minimize operational impacts of the ADIZ on pilots and controllers. This update covers the period from January 1 through February 29.

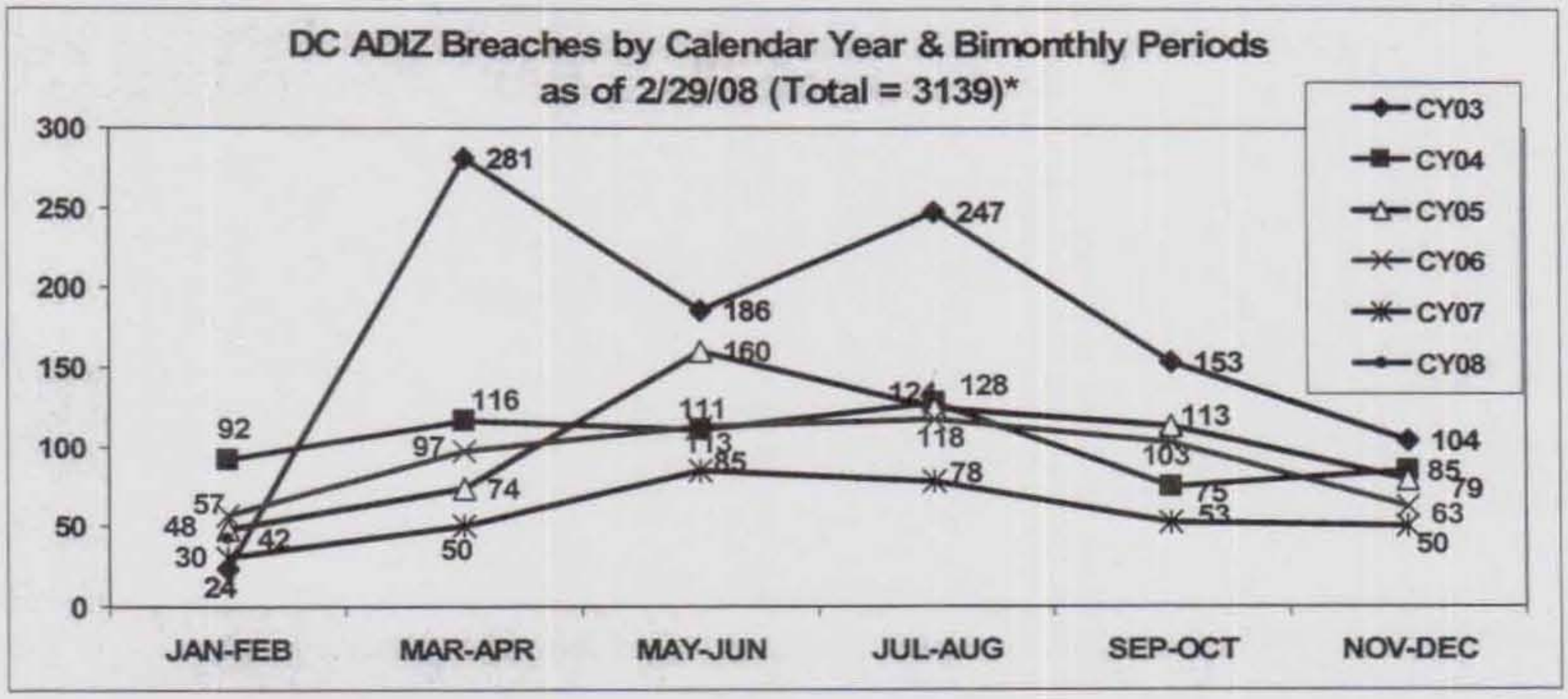
For January and February 2008 there were 42 violations of airspace restrictions in the ADIZ, which is a 39 percent increase above the number we had recorded during the same period in 2007. There was a spike in weekend violations, which corresponded with favorable weather during weekends in January and February. Analysis also indicates that about 25 percent of all violators are associated with the maneuvering area and airport traffic around Leesburg Executive Airport, Leesburg, Virginia.

The FAA is working with local aviation points of contact (e.g., flight schools, airport authority, fixed base operators, and pilot groups) in or near Leesburg to ensure pilots are well informed. The FAA has also asked the Leesburg Airport Commission and airport manager to actively support this effort. The commission has taken action to add information to charts, signs, Web sites, and other forms of communications with the pilots. The FAA has attended the commission's public meetings to brief the procedures.

Additionally, more than 85 pilots based in the area attended a pilot meeting jointly sponsored by the FAA and the airport authority in March to further educate the local flying community. Additional outreach is planned for pilot meetings at Potomac Consolidated Terminal Approach Control (at which more than 200 local pilots are expected) and the national Experimental Aircraft Association's Sun 'n Fun and Airventure annual fly-ins in Florida and Michigan, which are attended by thousands of General Aviation pilots and members of pilot associations.

The FAA has initiated a rulemaking that requires special awareness training for any pilot who flies under visual flight rules within a 50-nautical-mile radius of the Washington very high frequency omnidirectional radio range/distance measuring equipment.

For comparison of ADIZ breaches for previous periods, the chart below reflects annual data since 2003.



Identical letters have been sent to Chairman Oberstar, Senator Stevens, and Congressman Mica.

Sincerely,

Robert A. Sturgell
Acting Administrator

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JUL 10 2008

The Honorable James Oberstar
Chairman, Committee on Transportation
and Infrastructure
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

House Report 108-334 accompanying the Vision 100 – Century of Aviation Reauthorization Act asked the Federal Aviation Administration to submit a report in response to Section 602, Justification for Air Defense Identification Zone (ADIZ), describing changes that could improve operational efficiency or minimize operational impacts of the ADIZ on pilots and controllers. This update covers the period from January 1 through February 29.

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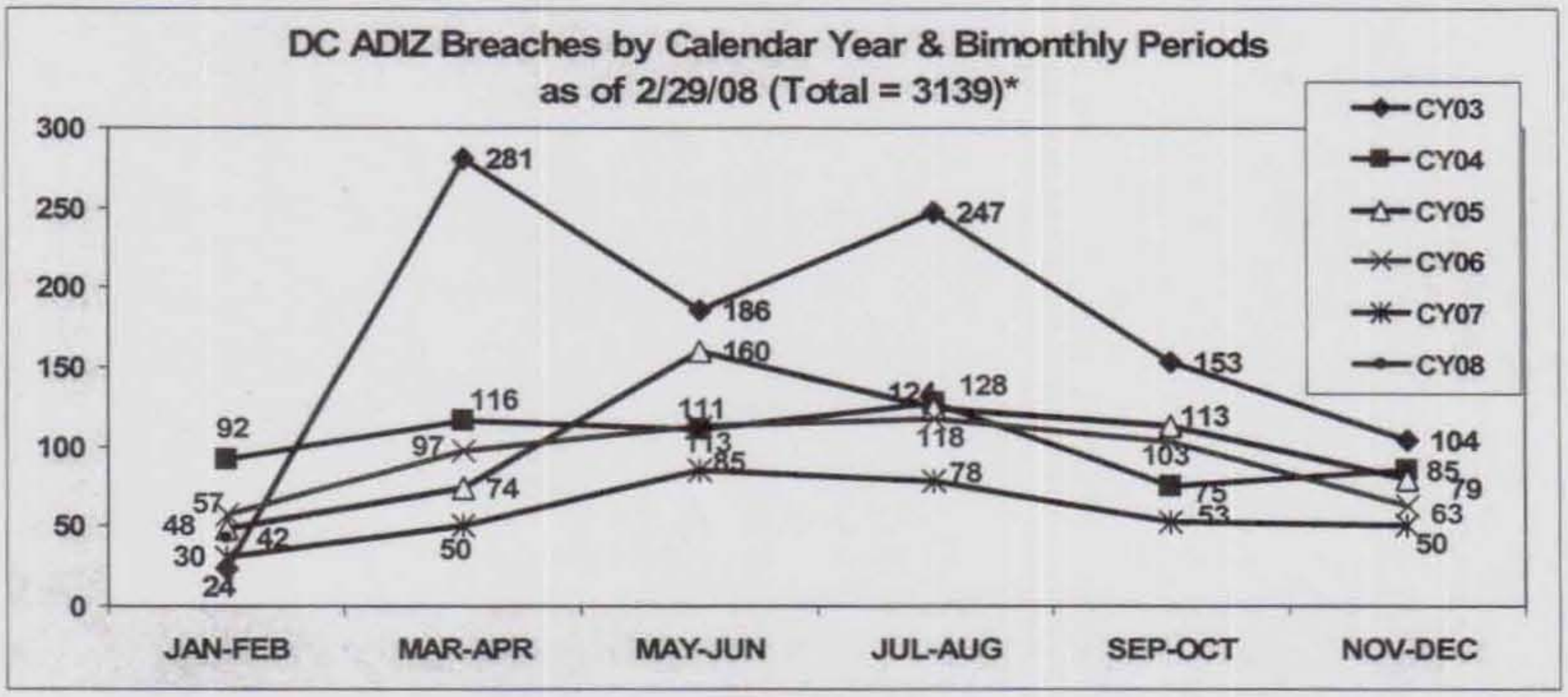

Identical letters have been sent to Chairman Inouye, Senator Stevens, and Congressman Mica.

Sincerely,

Robert A. Sturgell
Acting Administrator

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JUL 10 2008

The Honorable Ted Stevens
Committee on Commerce,
Science, and Transportation
United States Senate
Washington, DC 20510

Dear Senator Stevens:

House Report 108-334 accompanying the Vision 100 – Century of Aviation Reauthorization Act asked the Federal Aviation Administration to submit a report in response to Section 602, Justification for Air Defense Identification Zone (ADIZ), describing changes that could improve operational efficiency or minimize operational impacts of the ADIZ on pilots and controllers. This update covers the period from January 1 through February 29.

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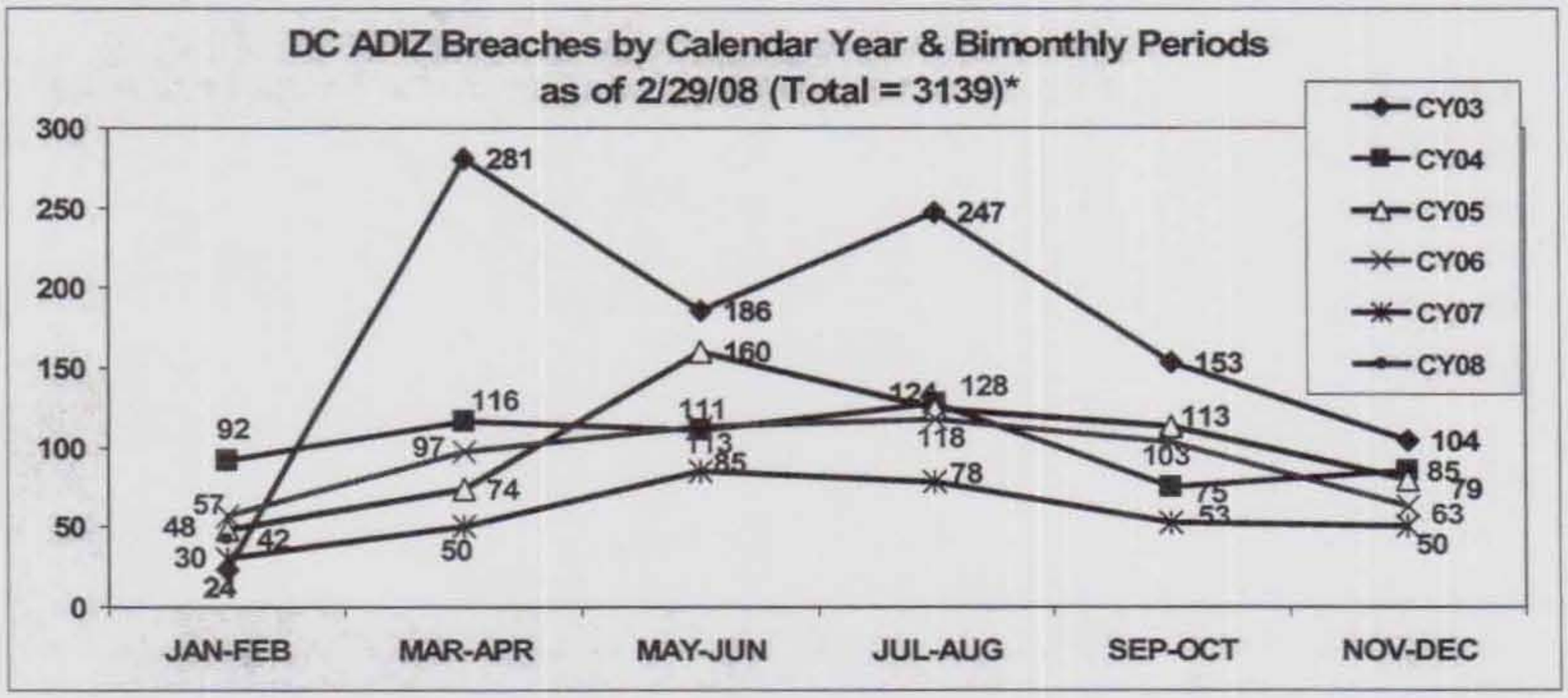

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Sincerely,

Robert A. Sturgell
Acting Administrator

U.S. Department
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800 Independence Ave., S.W.
Washington, D.C. 20591

JUL 10 2008

The Honorable John Mica
Committee on Transportation
and Infrastructure
House of Representatives
Washington, DC 20515

Dear Congressman Mica:

House Report 108-334 accompanying the Vision 100 – Century of Aviation Reauthorization Act asked the Federal Aviation Administration to submit a report in response to Section 602, Justification for Air Defense Identification Zone (ADIZ), describing changes that could improve operational efficiency or minimize operational impacts of the ADIZ on pilots and controllers. This update covers the period from January 1 through February 29.

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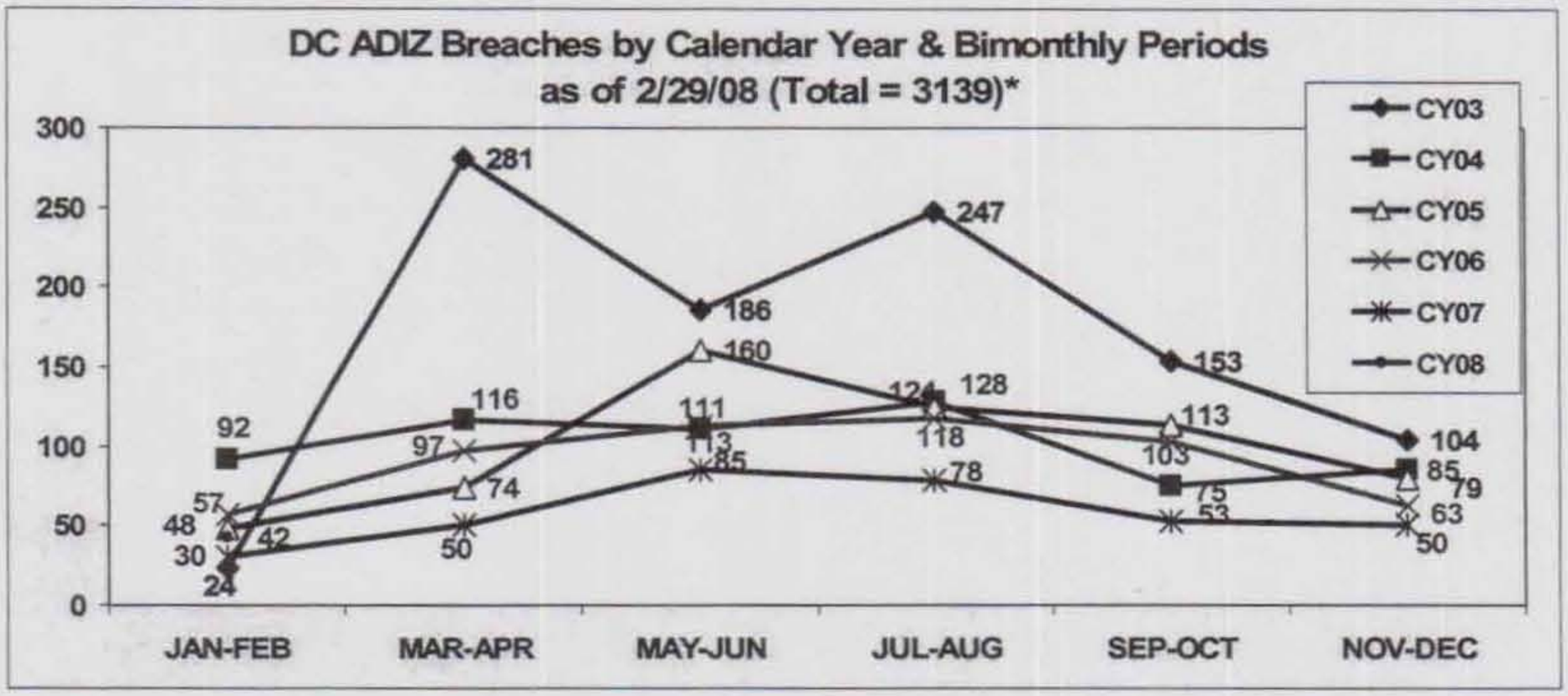

Identical letters have been sent to Chairmen Oberstar and Inouye and Senator Stevens.

Sincerely,

Robert A. Sturgell
Acting Administrator

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

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JUL 23 2008

The Honorable Jerry Lewis
Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Congressman Lewis:

House Report 110-238, accompanying the Departments of Transportation, Housing and Urban Development, and Related Agencies Appropriations Bill, 2008, asked the Federal Aviation Administration to provide the House and Senate Committees on Appropriations a study on the feasibility of providing Automated External Defibrillators (AED) in FAA facilities. As requested by the Committee, the study includes the cost of an AED; other costs, such as installation, training, and maintenance; a review of Occupational Safety and Health Administration and any other applicable guidelines or requirements; a review of liability risks; an accounting of FAA facilities that currently have defibrillators; and a review of other Federal agencies' policies on providing AEDs.

The enclosed report provides the FAA's response to the Committee's request.

We have sent identical letters to Chairmen Byrd and Obey and Senator Cochran.

Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JUL 23 2008

The Honorable David R. Obey
Chairman, Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

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We have sent identical letters to Chairman Byrd, Senator Cochran, and Congressman Lewis.

Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosure

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

800 Independence Ave., S.W.
Washington, D.C. 20591

JUL 23 2008

The Honorable Thad Cochran
Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Senator Cochran:

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Acting Administrator

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800 Independence Ave., S.W.
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JUL 23 2008

The Honorable Robert C. Byrd
Chairman, Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

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We have sent identical letters to Chairman Obey, Senator Cochran, and Congressman Lewis.

Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosure

Report to Congress on Installation of Automated External Defibrillators in FAA Facilities

I. Introduction

The House Committee on Appropriations requested the Federal Aviation Administration to provide a study on the feasibility of providing Automated External Defibrillators (AED) in FAA facilities. As the Committee asked, the study includes:

1. the cost of an AED;
2. other costs, such as installation, training, and maintenance;
3. a review of Occupational Safety and Health Administration (OSHA) and any other applicable guidelines or requirements;
4. a review of liability risks;
5. an accounting of FAA facilities that currently have defibrillators; and
6. a review of other Federal agencies' policies on providing AEDs.

II. Background

AEDs are beneficial in two types of electrical malfunctions of the heart – ventricular fibrillation and ventricular tachycardia. For these events, defibrillation is recommended within three minutes. By contrast, a heart attack is caused by a blockage of the arteries that supply oxygenated blood to the heart muscle, and damage to the heart muscle is caused by the lack of blood flow. AEDs are not effective for such heart attacks. Defibrillation is one link in the "Chain of Survival" for sudden cardiac arrest caused by electrical malfunctions. The full chain includes:

1. Early Access (recognize the emergency and call 9-1-1; immediate/early access to the stricken person by trained volunteer responders);
2. Early Cardiopulmonary Resuscitation (buys time between the first and third links in the chain of survival);
3. Early Defibrillation (community lay rescuer AED programs apply here); and
4. Early Advanced Care (early access to advanced cardiac life support, including transport by Emergency Medical Technicians (EMTs) to a hospital).

All links in the chain are essential for survival. In many cases where AEDs are installed in public places, such as airports, there is an automatic notification to trained responders and EMTs whenever the AED is removed from its cabinet. Much of the press coverage on AEDs ignores the essential role of the remaining three links in the chain of survival, cited above, and gives the impression that the AED is all that is needed.

FAA has considered providing access to AEDs for several years. We take this matter seriously because of our commitment to employee safety and our obligation to be wise stewards of the public trust. A FAA study in 2005 analyzed the costs and benefits and

concluded that the potential benefits did not outweigh the costs. In October 2005, that study was presented to the FAA National Occupational Safety, Health and Environmental Compliance Committee (OSHECCOM).

However, since 2005 there have been significant changes. First, AED training providers have developed computer-based instruction that might meet part of the training requirements to effectively use an AED. However, physical demonstration of skill mastery to a certified instructor would still be required. Second, OSHA has begun to strongly encourage employers to install AEDs in workplaces although they have not published a detailed cost/benefit analysis for that recommendation. Third, state legislators have become actively involved with this issue in recent years. Most commonly, state laws encourage broader availability, rather than creating new regulatory restrictions. Fourth, a growing number of public places, such as airports, hotels, churches, shopping centers, etc. now provide AEDs. Fifth, manufacturers have lowered the price of the AED units. Sixth, an increasing number of employees have expressed interest in having a comfort level that AEDs provide, in the very rare case of a sudden cardiac arrest due to electrical malfunction of the heart.

In light of these changes, the FAA is now actively pursuing establishing Public Access Defibrillation (PAD) programs in its facilities. In aviation safety, FAA deals daily with reducing risks that are already extremely small. Thankfully, we have a very low incidence of sudden cardiac arrest among the FAA population, so implementing PAD programs would likewise address risks that are already small. There have been nine cardiac events FAA-wide in the past nine years. AEDs would likely not have been effective in any of these cases. As we pursue the goal of implementing PAD programs, we are aware of the following related issues and challenges:

1. FAA has over 900 staffed facilities;
2. FAA has established procedures to allow access for EMT personnel to our facilities while maintaining adequate security;
3. No statutory or regulatory mandates require AEDs at Federal facilities;
4. FAA will need trained volunteer and backup responders for each AED on all shifts; and
5. Recruiting and maintaining volunteers and maintaining the program over time has been difficult for other organizations implementing PAD programs.

III. Guidelines/Requirements

A. Department of Health and Human Services and the General Services Administration

The Cardiac Arrest Survival Act directed the Department of Health and Human Services (HHS) to develop guidelines for lay (non-medical) volunteer use of AEDs in response to a sudden cardiac arrest event. Such use must be part of a comprehensive PAD program. In response to the requirements of that Act, HHS and the General Services Administration (GSA) published the document "Guidelines for Public Access

Defibrillation Programs in Federal Facilities" (the Guidelines) in May 2001. The Guidelines do not require placement of AEDs in Federal facilities, but do specify an extensive framework for development of a PAD Program so that, if a facility chooses to acquire an AED, it will also provide all the other elements of the chain of survival. The Guidelines provide criteria for volunteer selection, training, AED placement, program management, and other parameters.

Formal training for volunteers in the proper usage of AEDs is essential. According to the American Heart Association, "An AED operator must know how to recognize the signs of a sudden cardiac arrest, when to activate the EMS system, and how to do CPR. It's also important for operators to receive formal training on the AED model they will use so that they become familiar with the device and are able to successfully operate it in an emergency. Training also teaches the operator how to avoid potentially hazardous situations." Hazardous situations include bloodborne pathogens and the risk of electric shock to the lay rescue responder. The Guidelines state, "'Public Access' to AEDs does not mean that any member of the public who witnesses an event should be able to use an AED ... the AED should be used only by persons who have had the proper training and education and who have been certified by a competent authority. Persons without these basic credentials should not use the device."

B. Occupational Safety and Health Administration

There are no requirements in the OSHA standards for AEDs; however, there is a recommendation that AEDs should be considered when selecting first aid supplies and equipment. Although OSHA states that all worksites are potential candidates for AED programs, OSHA also states that each workplace should assess its own requirements.

IV. Costs

FAA did a study in 2005 of the costs of implementing PAD programs that would meet the Guidelines across facilities in the Air Traffic Organization. Per the Federal Management Regulation (41 CFR 102-79.115), the Guidelines and costs associated with them become mandatory once an agency elects to establish a PAD program in its facilities.

The costs from the 2005 estimates are shown in Table 1. Those costs included the salaries of the lay rescue responders during the training. That was consistent with the methodology used in the cost/benefit analysis performed in 2001 when the FAA mandated AEDs on commercial aircraft. In that analysis, the salary for the flight attendants during the two-day AED training was $112 per day. By contrast, the average personnel cost for FAA air traffic controllers in 2005 was $80 per hour and $53 per hour for the non-air traffic control workforce.

Practice drills, which are a key element of the Guidelines, were also included in the costs. Airlines are not Federal agencies, and thus are not required to follow the Guidelines.

Together, these personnel costs account for most of the costs of a PAD program. They were seen as part of the true potential cost to the FAA because time spent in training would not be available for work on the FAA mission and, at some facilities, overtime would be required to replace the employee during the AED training.

Acting Administrator Sturgell reviewed the changes noted in the Background section and directed the FAA to now actively pursue establishing PAD programs in its facilities, with implementation phased in as resources permit. In October 2007, the National OSHECCOM formed a joint labor-management workgroup to find the best way to implement a PAD program for FAA in a cost effective manner by updating the previous analyses to reflect current agency experience, reviewing recent advances in AED training or technology, and exploring additional options.

The workgroup presented its report to the National OSHECCOM at its meeting on May 8, 2008. The workgroup product includes the following as input to provide maximum benefit from limited resources:

1. The current cost of PAD programs, per AED;
2. Current costs of personnel time for initial and "recertification" training in CPR/AED, for annual bloodborne pathogens training, and for necessary periodic practice;
3. Objective criteria for prioritizing which facilities would obtain PAD programs first, second, etc. The funding available would determine how many of those facilities would receive AEDs and implement PAD programs the first year, how many the second year, etc.; and
4. Options for implementing the PAD programs incrementally and the advantages and disadvantages of each option.

Part of the workgroup's discussions were on ways to coordinate AED training with other training that is currently provided to employees, with a view toward minimizing incremental costs.

V. Frequency of Cardiac Events During Duty Time in FAA Workforce

We reviewed the FAA's Safety Management Information System and the Workers' Compensation Information System for all cardiac events to determine if any were due to possible or probable sudden cardiac arrest. There has been approximately one cardiac event per year consistent with possible or probable sudden cardiac arrest among FAA employees nationwide. Because the medical details of individual events are private, we could not determine for all cases whether there actually was ventricular fibrillation or ventricular tachycardia (i.e., events which might be helped by an AED). The nine cardiac events in FAA over the past nine years may have included pre-existing heart conditions or heart attacks that would not be helped by an AED.

It is important to note that not all cardiac patients are saved even if they have immediate medical attention. The Sudden Cardiac Arrest Act of 2000, Sec. 402 Findings (4) states: "With current medical technology, up to 30 percent of cardiac arrest victims could be saved if victims had access to immediate medical response, including defibrillation and cardiopulmonary resuscitation."

VI. Current AEDs in FAA Facilities

The FAA has AEDs in its regional flight surgeons' offices and medical field offices. These AEDs are part of their emergency medical equipment and are not necessarily part of formal PAD programs. In addition, we currently have some facilities with locally funded PAD programs. FAA allows facilities to establish such programs under the following conditions:

1. The PAD program must be in compliance with the HHS/GSA guidelines;
2. Each make and model of AED used in FAA facilities must be tested for electromagnetic interference between the AED and National Airspace System (NAS) equipment to ensure that neither interferes with the operation of the other, to both maintain aviation safety and ensure proper AED operation; and
3. The facility must fund the local PAD program to include training, practice drills, adequate numbers of volunteer lay rescuers, and required testing and maintenance of the AED, all on an ongoing basis.

A list of facilities with known PAD programs is shown in Table 2.

VII. Liability Risks

The HHS/GSA Guidelines were created in response to a May 19, 2000, Presidential Memorandum mandating the creation of guidelines that "optimize the use of AEDs" in Federal areas and buildings. As such, the Guidelines constitute the principal guidance for AED placement in Federal buildings. In keeping with the spirit and purpose of the Presidential Memo, all AED programs in Federal facilities must comply with the Guidelines.

The drafting of the Guidelines pursuant to the Presidential Memo may arguably create a legal duty on the part of the FAA or any Federal agency implementing an AED program to follow those Guidelines. Therefore, the avoidance of potential tort liability issues is a sound reason why compliance should be treated as mandatory.

Adopting other guidelines could have the unintended consequence of handcuffing the Agency or the well-intentioned rescuer/employee. For instance, if there are no fixed standards for the well-intentioned but negligent rescuer/employee to follow, then her/his decision to either use or not use the AED would be discretionary, any civil action in negligence would be excepted from the Federal Government's waiver of sovereign immunity under the "discretionary function" exception, and there would be no jurisdiction to bring a civil action. See Flynn v. United States, 902 F.2d 1524. A

would-be rescuer/employee's confidence that they have this kind of discretion may have the desired effect of encouraging her or him to administer the AED, and hopefully save a life.

Regardless of whether the "discretionary function" exception bars jurisdiction, an individual Federal employee, acting within the course and scope of his or her employment, would have no personal liability arising from the potentially negligent use of an AED. Under the Federal Tort Claims Act (FTCA), the exclusive remedy for the alleged negligent or wrongful act or omission of a Government employee is against the United States, not against the employee. 28 U.S.C. 2679. Consequently, a Federal employee's good faith, but negligent, use of an AED installed in the workplace by the employee's agency would fall within the course and scope of employment and, thus, within the protections of the FTCA.

VIII. Other Federal Agency Policies

In our research, we have searched public documents of other agencies regarding their policies on providing AEDs but were not able to find such documentation. We contacted staff at various agencies, including the General Services Administration, the Department of Energy, and the Department of Transportation. From those conversations, we learned that, in most cases, agencies that installed AEDs simply made the decision to install them without a formal cost/benefit analysis.

Table 1
FAA Managed PAD Program Cost
(Estimates from 2005)

	CPR/ AED/ BBP Training (4 hrs)	First Aid/ CPR/ AED/ BBP Training (8 hrs)
Total Startup Cost:	**~ $13 Million**	**~ $18 Million**
Total Annual Cost:	**~ $10 Million**	**~ $15 Million**

Start Up Cost	Annual Cost	Item Description
$315,880		Cabinet Installation Fee
$2,916,640		AED Equipment Cost
$104,187	$104,187	Monthly Inspection Labor Hours Cost
$3,582,000	$3,582,000	Practice Drill Labor Hours Cost
$16,500	$16,500	Physician's Oversight Fee
$19,668	$19,668	AED Maintenance Cost
$513,888	$513,888	PAD Program Management Cost
$552,000	$552,000	CPR/AED/BBP Training Class Cost[1]
	$96,850	Pro-Rated Pads and Battery Replacement Cost
$4,776,000	$4,776,000	4 hrs Training Labor Hours Cost
$12,796,763	**$9,661,093**	**Total PAD Program Cost (4 hrs Training)**

Start Up Cost	Annual Cost	Item Description
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$16,500	$16,500	Physician's Oversight Fee
$19,668	$19,668	AED Maintenance Cost
$513,888	$513,888	PAD Program Management Cost
$1,104,000	$1,104,000	First Aid/CPR/AED/BBP Training Class Cost*
	$96,850	Pro-Rated Pads and Battery Replacement Cost
$9,552,000	$9,552,000	8 hrs Training Labor Hours Cost
$18,124,763	**$14,989,093**	**Total PAD Program Cost (8 hrs Training)**

AED – Automated External Defibrillator
CPR – Cardiopulmonary Resuscitation
BBP – Blood Borne Pathogen

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[1] At the time this report was prepared there were no known Federal or state requirements for First Aid training for a compliant PAD Program.

Table 2
FAA Facilities with Known PAD Programs

FACILITY	AEDs
Alaska Regional Office Anchorage, AK	1
Anchorage Air Route Traffic Control Center	1
Northwest Mountain Regional Office Renton, WA	6
Seattle Air Route Traffic Control Center	1
Los Angeles Aircraft Certification Office	1
New England Regional Office Burlington, MA	2
Boston TRACON District Office Nashua, NH	1
Boston Air Route Traffic Control Center Nashua, NH	1
Southern Regional Office College Park, GA	2
Southern Regional Office Annex College Park, GA	1
Jacksonville Air Route Traffic Control Center, Jacksonville, FL	1
Miami Air Route Traffic Control Center Miami, FL	1
Atlanta Air Route Traffic Control Center Atlanta, GA	1
Memphis Air Route Traffic Control Center Memphis, TN	1
FAA Center for Management and Executive Leadership, Palm Coast, FL	4
Great Lakes Regional Office Des Plaines, IL	7
Chicago Air Route Traffic Control Center Chicago, IL	1
Cleveland Air Route Traffic Control Center Cleveland, IL	1
William J. Hughes Technical Center Atlantic City, NJ	76
Washington Air Route Traffic Control Center, Leesburg, VA	5
Mike Monroney Aeronautical Center Oklahoma City, OK	3

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JUL 28 2008

The Honorable Daniel K. Inouye
Chairman, Committee on Commerce,
Science, and Transportation
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

Enclosed is the annual report of the Federal Aviation Administration on user fee collections for Fiscal Years (FY) 2006 and 2007. Section 276 of the Federal Aviation Reauthorization Act of 1996 directs us to report this information to you annually.

The enclosed table presents actual collections of user fees for FY 2006 and FY 2007 and estimated collections for FY 2008 and FY 2009. The activities included in the report are relatively constant from one year to the next. We do expect a slight increase this year in our collection of the overflight fees we charge to operators of aircraft that fly in U.S.-controlled airspace, but neither take off nor land in the United States.

Under current law, the first $50 million of overflight fees collected each year are to be used to fund the Essential Air Service Program. If collections total less than $50 million, the shortfall must come from FAA program funds. We were short by about $1.5 million in FY 2007 but expect to collect $50 million in FY 2008 and $52 million in FY 2009.

Identical letters have been sent to Chairman Oberstar, Senator Stevens, and Congressman Mica.

Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosure

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

800 Independence Ave., S.W.
Washington, D.C. 20591

JUL 28 2008

The Honorable Ted Stevens
Committee on Commerce,
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United States Senate
Washington, DC 20510

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Federal Aviation Administration

Actual & Estimated User Fee Collections, FY 2006-2009

User Fees	FY 2006 Actual	FY 2007 Actual	FY 2008 Estimate	FY 2009 Estimate
(1) Civil Aviation Registry Fees	$ 795,923.00	$ 560,251.00	$ 599,000.00	$ 599,000.00
(2) Foreign Repair Station/Certification Fees	3,971,591	5,789,092	5,400,000	5,900,000
(3) Air Taxi Registration Fees	786	360	1,000	1,000
(4) Aeronautical Charting Fees	21,121,821	19,288,226	20,000,000	22,000,000
(5) Overflight Fees	49,354,388	48,507,502	50,000,000	52,000,000
Total User Fees	$ 75,244,509.00	$ 74,145,431.00	$ 76,000,000.00	$ 80,500,000.00

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Washington, D.C. 20591

JUL 2 8 2008

The Honorable Patty Murray
Chairman, Subcommittee on Transportation,
Housing and Urban Development,
and Related Agencies
United States Senate
Washington, DC 20510

Dear Madam Chairman:

The Transportation, Treasury, Housing and Urban Development, the Judiciary, the District of Columbia, and Independent Agencies Appropriations Act, 2006, Public Law 109-115 directs the Federal Aviation Administration to report annually to the Congress on the Agency's progress toward improving the runway safety areas at 49 U.S.C. 44706 airports.

The enclosed report summarizes the Agency's efforts since 1996 to improve runway safety areas. It describes FAA standards, policies, and historical background and notes progress towards meeting the goal of completing all improvements by 2015, as required under Public Law 109-115.

We have sent identical letters to Chairman Olver, Senator Bond, and Congressman Knollenberg.

Sincerely,

Robert A. Sturgell
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, D.C. 20591

JUL 2 8 2008

The Honorable Christopher S. Bond
Subcommittee on Transportation, Housing
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United States Senate
Washington, DC 20510

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U.S. Department of Transportation
Federal Aviation Administration

Report to Congress

Runway Safety Area Improvements at Certificated Airports

2007

EXECUTIVE SUMMARY

Public Law (PL) 109-115, appropriates funds for the Department of Transportation, Treasury, Housing and Urban Development, the Judiciary, the District of Columbia, and the independent agencies for the fiscal year (FY) ending September 30, 2006. It includes goals on improving airport runway safety areas and includes a requirement for the Federal Aviation Administration (FAA) to report annually to Congress. Specifically, the language is:

> *"That not later than December 31, 2015, the owner or operator of an airport certificated under 49 U.S.C. 44706 shall improve the airport's runway safety areas to comply with the Federal Aviation Administration design standards required by 14 CFR Part 139: Provided further, That the Federal Aviation Administration shall report annually to the Congress on the agency's progress toward improving the runway safety areas at 49 U.S.C. 44706 airports."*

In FY 2000, the FAA initiated an ambitious program to accelerate runway safety area (RSA) improvements for commercial service runways that do not meet FAA design standards. More than 1,000 runways at all airports certificated under 14 CFR Part 139, *Certification of Airports*, were evaluated for compliance with current standards.

In 2005, FAA prepared a long-term plan to complete all practicable improvements to RSAs for priority runways by 2015. Subsequently, the FAA's goal of completing the RSA improvements by 2015 is now mandated in PL 109-115. Priority runways are runways where the RSA was not improved to the extent practicable after FY 2000, and where the actual RSA dimensions are less than 90 percent of the dimensional standard. This report provides a complete compilation of the existing status and planned improvements for commercial runways at Part 139 certificated airports that do not meet current RSA design standards.

The FAA exceeded the FY 2007 goal to complete all practicable RSA improvements at 39 priority runways. The FAA completed 41 improvements in FY 2007. Although year-to-year goals are likely to change, plans are in place to improve 169 more priority runways to the extent practicable by the year 2015. The Airport Improvement Program (AIP) provided approximately $262 million in grants in FY 2007 to support RSA improvements.

Since 2000, commercial runways at Part 139 airports with a full standard RSA have increased to 56 percent in 2007, up from 30 percent in 2000. RSAs substantially meeting standards, defined as dimensions that are at least 90 percent of the standard, increased to 74 percent in 2007 compared to 55 percent in 2000. Although not all RSAs can be improved to standards because of costs and other constraints, an estimated 70 percent will meet full standards and 83 percent will substantially meet standards when all RSA improvements are complete. This program will result in a runway system with a significantly improved margin of safety for aircraft.

Figure 1. FY 2007 National RSA Improvement Plan

RSA Improvement Plan: FY 2007

Inventory

Part 139 Airports	571
Runways	1016
Priority Runways	454

FY 2007 Improvements

Priority Planned	39
Priority Complete	41
Other Complete	24
Total Complete	65

Funding Plan

Year	Cost
2007*	262,000,000
2008	305,211,300
2009	248,009,710
2010	317,258,233
2011	144,703,770
2012	159,645,071
2013	134,115,284
2014	21,209,838
2015	0
TOTAL	1,330,153,206

Planned and Actual Completions

2000	23
2001	31
2002	34
2003	48
2004	22
2005	49
2006	37
2007	41
2008	40
2009	43
2010	32
2011	16
2012	13
2013	11
2014	7
2015	7
TOTAL	454

*This figure represents actual AIP grants that were awarded in FY 2007. It is not included in the total because the intent is to focus on future requirements, not past expenditures.

CHANGES FROM 2006 REPORT TO CONGRESS

The FAA expects to have all practicable improvements completed by 2015 as mandated in PL 109-115. However, plans for individual RSA improvements continue to evolve as the program unfolds. For example, the 2006 report indicated that 52 RSA improvements would be completed in FY 2008, while this report indicates only 40 will be completed in FY 2008. This change is a result of estimated completion plans that are modified by unanticipated changes associated with airport-sponsor required alternatives analysis, environmental review, and scheduling conflicts. Many of these projects are rescheduled for later years, while others are ahead of schedule. For example, 41 RSA improvements were completed in FY 2007, while the 2006 report anticipated only 37 for FY 2007.

INTRODUCTION

An RSA is a defined surface surrounding the runway that is prepared or suitable for reducing the risk of damage to aircraft in the event of undershoot, overrun, or excursion from the runway. RSA dimensional standards have increased over time. The predecessor to today's standard extended only 200 feet beyond the ends of the runway. Today, a standard RSA can be as large as 500 feet wide, extending 1,000 feet beyond each runway end. FAA increased these dimensions more than 20 years ago to accommodate larger and faster aircraft and to address higher safety expectations of aviation users.

Applying new standards to existing airports is challenging at some locations. Many runways do not meet current standards because they were designed and constructed to meet an earlier standard. Adopting new standards can be difficult for airports that are increasingly constrained by nearby land development and natural features.[1] The FAA recognized a growing gap with respect to RSA standards by the late 1980s. Although the 1990s saw progress towards closing this gap, there was not a specific FAA goal or timeline for making RSA improvements. In 1988, the FAA required that when certificated airports undertook a major runway construction project, the RSAs would be brought up to current standards to the extent practicable. In 2000, FAA established an RSA improvement program to significantly accelerate progress on upgrading RSAs. Instead of waiting for a major runway construction project, FAA would work with airports to expedite and develop a long-term plan for completing all RSA improvements.

There are approximately 571 airports and 1,016 runways that commercial service aircraft use. The number of runways with an RSA substantially meeting standards increased from approximately 55 percent in 2000 to 73 percent in 2007. Substantially meeting standards means the RSA dimensions for length and width are within 90 percent of the standard. In 1996, the FAA determined that 36 percent of RSAs were not practicable to improve. Today, FAA expects that only 17 (2 percent) nonstandard runways will in fact not be improved because improvements are not practicable. This change is largely due to changes in FAA policy for improving RSAs and in advances in the Engineered Materials Arresting System (EMAS). EMAS is a bed of crushable cellular concrete installed at the end of runways to safely decelerate and stop overrunning aircraft. FAA research has demonstrated that an EMAS provides a level of safety equivalent to a standard 1,000-foot RSA.

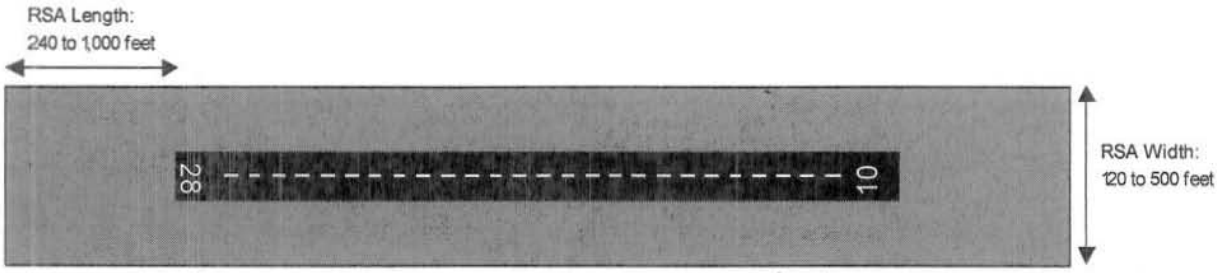
FAA STANDARDS AND POLICY

FAA Advisory Circular (AC) 150/5300-13, *Airport Design*, prescribes RSA design standards. This document guides the basic layout for all airports in the United States that are certificated under 14 CFR Part 139 or that are subject to assurances of AIP grant funding. The standard dimensions of the RSA depend upon the aircraft and the approach procedure visibility minimums associated with the runway. Generally, smaller and slower aircraft require smaller RSA dimensions. RSA dimensions range from 120 feet wide by 240 feet beyond the end of the

[1] Where an airport's runways are constrained by physical condition, the Secretary shall consider alternative means for ensuring runway safety (other than a safety overrun area) when prescribing conditions for grants for runway rehabilitation.

runway to 500 feet wide by 1,000 feet beyond the end of the runway. Normally, the RSA standard dimensions for runways used by aircraft with approach speeds of 121 knots or more (approach category C) are 500 feet wide and 1,000 feet long beyond the end of the runway. This is the RSA standard dimension for most, but not all, runways used by commercial service carriers (see Figure 2).

Figure 2. RSA Dimensions



AC 150/5300-13 also contains standards for RSA grading and objects that might be inside the RSA. FAA standards require the RSA to be free of objects unless the location is fixed by function, such as with certain navigational aids (NAVAID). The AC includes a definition of a fixed-by-function NAVAID to specify when an object needs to be removed from the RSA to comply with the standard.

Unlike other dimensional standards contained in AC 150/5300-13, RSA standards cannot be modified. Instead, the regional FAA Airports Division Manager is required to make a practicability determination of the best alternative for improving any RSA that does not meet standards. The practicability determination then becomes the requirement for compliance with 14 CFR Part 139.

FAA Order 5200.8, *Runway Safety Area Program*, contains procedures for making RSA practicability determinations. This order encourages incremental improvements, even when full RSA standards are not possible. The objective is to make continual improvements as practicable and to never lose focus on the overall goal to improve each RSA to meet standards. FAA Order 5200.8 also requires each regional FAA Airports Office to keep a record or inventory of all objects and other constraints that prevent each RSA from meeting standards. The inventory includes NAVAIDs that are located inside the RSA. Each NAVAID needs to be identified and classified as to whether it is fixed by function or provided with a frangible support if required to be inside the RSA.

It is not always possible to improve RSAs to meet full dimensional standards. Construction costs can be extremely high when the airport is constrained by nearby natural features or urban development. Environmental constraints can also hamper RSA expansion proposals.

FAA Order 5200.8 identifies acceptable alternatives to constructing or expanding the RSA. These alternatives include the following:

a. shortening or relocating the runway;
b. use of declared distances; and
c. use of the Engineered Materials Arresting System (EMAS)

Projects that result in shorter runways or use declared distances could have a negative impact on airport operations. Aircraft might be required to operate at a reduced weight on a shorter runway. FAA policy does not allow reducing runway length or the use of declared distances if there would be an operational impact on aircraft currently using the airport. Title 49 of U.S.C., section 44727, does not allow the FAA to require airports in Alaska to reduce runway length or declare the length to be less than the actual pavement length in order to meet RSA design standards.

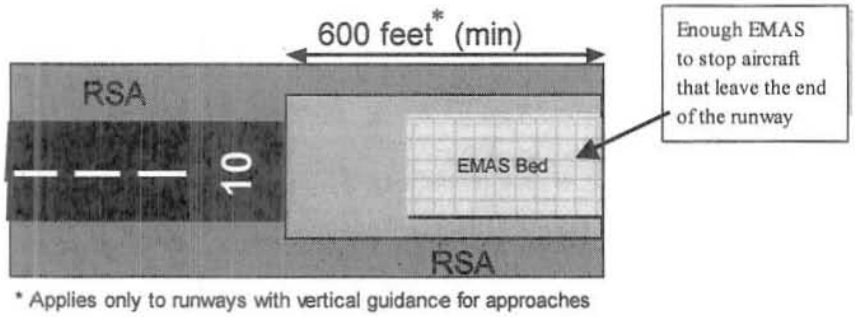
FAA Order 5200.9, *Financial Feasibility and Equivalency of Runway Safety Area Improvements and Engineered Material Arresting Systems*, was issued in 2004 to provide additional guidance for making practicability determinations. This order defines a maximum feasible RSA improvement cost above which improvements may not be practicable. It also encourages the use of EMAS as an acceptable and desirable alternative when the full RSA is not practicable. In fact, it establishes EMAS as an equivalent alternative to a standard RSA in terms of safety enhancement. It also requires a life cycle cost comparison between EMAS and any alternative that results in a standard-sized RSA. The maximum feasible cost of FAA Order 5200.9 is based on the cost of adding EMAS beds on either end of an existing, substandard RSA.

Change 8 to AC 150/5300-13 allows the use of EMAS as an alternative way to meet RSA standards. An RSA meets current FAA design standards if:

a. an EMAS bed conforming to the requirements of AC 150/5220-22A, *Engineered Materials Arresting Systems (EMAS) for Aircraft Overruns*, is capable of stopping the design or critical aircraft that leaves the end of the runway traveling at 70 knots;
b. the RSA extends at least 600 feet beyond the end of the runway; and
c. the approach end of the runway provides vertical guidance (visual or electronic) for landing aircraft (see Figure 3).

FAA Order 5200.9 significantly affected RSA improvement plans and the overall FAA goal. Preliminary planning was often revised for improvement projects to comply with the new requirements. There has been a significant reduction in the number of determinations that find it is not practicable to improve the RSA.

Figure 3. Standard EMAS



BUSINESS PLAN GOALS AND OBJECTIVES

Historical Business Plans

In the late 1990s, the FAA Strategic Plan included a safety goal of reducing fatal accident rates by 80 percent by 2007, using 1996 as the baseline year. This meant that significant safety improvements would need to be in place by 2007. The FAA understood that RSA safety improvements would be an important contributor to this goal. However, before 2000, the FAA did not have reliable baseline data on the status of RSAs. The Office of the Associate Administrator for Airports (ARP) established an FY 2000 performance goal to do an inventory to identify objects and determine dimensions of existing runway safety areas at Part 139 airports.

The 2000 RSA inventory tried to document progress using a similar RSA survey done in 1996. However, the 1996 study was a paper survey only, and measurements were often scaled or estimated from airport layout plans. RSA inventories in 2000 and later in 2005 included field visits to every runway to verify the existence of objects and to measure the actual RSA dimensions, as well as the location of objects. This approach meant that an actual measurement might come up just short of the standard in locations where the 1996 estimate would have concluded that the dimensions met standards. For example, the 1996 survey might determine an RSA met standards (i.e., 1,000 feet long) when the actual dimensions measured in 2000 were found to be slightly less (i.e., 990 feet long). Therefore, the 1996 study concluded that the RSA met standards while the 2000 inventory concluded that it did not. To make a fair comparison, the 2000 report identified an RSA as nominally meeting standards if the actual dimensions were at least 90 percent of the standard dimensions.

The 2000 RSA inventory reported that approximately 422 runways had an RSA with less than 90 percent of the standard dimensions. These runways were the priority runways that FAA targeted for upgrade.

Achieving the FY 2001 and FY 2002 RSA goals were easier since the early improvements were typically straightforward and uncomplicated. However, by FY 2004, it became clear that many of the remaining RSA improvements were large and expensive projects that involved extensive planning studies and environmental approvals. The FY 2004 annual goal was to initiate 65 projects. The FAA could initiate an improvement project by providing AIP funding for a study that might eventually result in an improved RSA.

Although initiating RSA improvement projects was an appropriate interim goal at the time, it did not provide information on the ultimate goal of actually completing improvements. Once many of the projects were initiated, FAA adopted a new RSA goal that focused on "completing" the RSA projects.

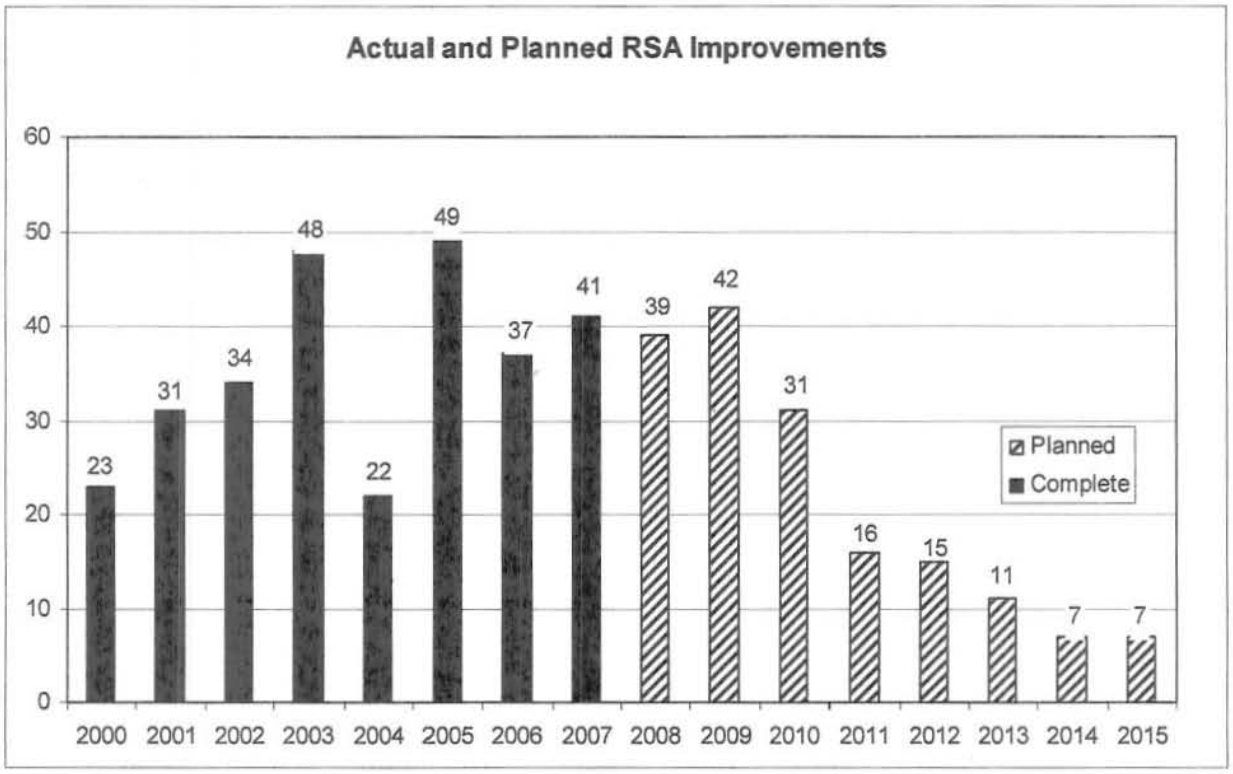
The FY 2005 business plan was significant because it required a reassessment of the entire RSA improvement program. First, each FAA regional Airports Office was asked to verify or revalidate the RSA inventory for all commercial service runways at Part 139 airports. FAA Airports Regions were also asked to revisit the RSA determinations based on FAA Order 5200.9. Finally, the FY 2005 business plan required preparing a long-range completion and financial plan for all outstanding priority runways. For these purposes, completion is defined as physical completion and acceptance of all requirements of the RSA determination. The long-term RSA improvement schedule was prepared that planned for all RSA improvements to be completed by 2015.

PLANS AND ACCOMPLISHMENTS

FY 2007 Business Plan Accomplishments

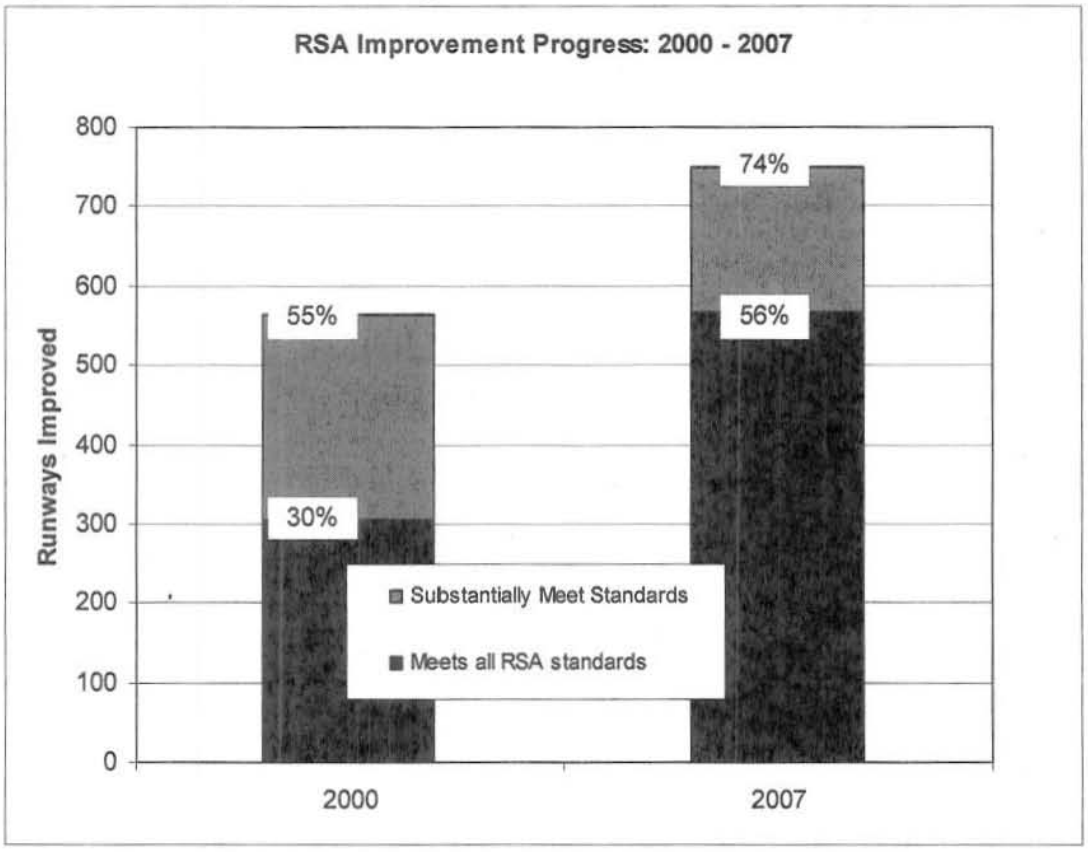
FAA continued to develop and refine the long-term completion and financial plan in FY 2007. The FY 2007 goal was to complete 39 RSA improvements at priority runways. The FAA exceeded that goal by completing 41 improvements in FY 2007. Figures 1 and 4 summarize the FAA RSA improvement plans and progress.

Figure 4. RSA Improvements Per Year



FAA's goal is to complete all practicable improvements to improve safety of the runway. This means that not all runways will have a standard RSA when the improvements are done. In FY 2007, 24 of the improvements achieved a full standard RSA while the remaining made significant improvements to safety.

Figure 5. RSA Improvement Progress: 2000-2007



Progress Since 2000

The FAA, in cooperation with airport sponsors, completed all practicable RSA improvements for 285 out of 453 priority commercial service runways since 2000. The number of runways with an RSA complying with 100 percent of the standard increased from 30 percent in 2000 to 56 percent in 2007. FAA has a priority for completing all practicable improvements for 169 more runways by 2015.

Each RSA improvement can involve various strategies for meeting the overall RSA goal. These strategies include:

a. constructing or expanding the RSA;
b. modifying or relocating the runway;
c. installing EMAS;
d. implementing declared distances; or
e. any combination of the above.

Another way an RSA can be improved to meet standards is when the design aircraft or approach visibilities change and the resulting standard dimensions decrease. For example, if the design aircraft airport reference code (ARC) changes from C-II to B-II on a runway with lower than ¾ mile visibility, then the corresponding RSA standard length beyond the end of the runway decreases from 1,000 feet to 600 feet (see AC 150/5300-13, *Airport Design*, for more information on ARC). In FY 2007, two priority runways are reported to have reduced the standard RSA dimensions. Figure 6 is a summary of the types of actual RSA improvements since 2000.

Figure 6. RSA Improvement Types: 2000-2007

RSA Improvement Type	2000-2007	Completed in 2007
Total Improvements Completed	345	65
RSA Construction/Expansion	228	40
Runway Constructions/Modification	41	9
EMAS Installation	14	3
Use of Declared Distances	83	20
Other	103	14

Not Practicable To Improve

Not all runways can be improved to meet current RSA standards because of costs and other constraints. In fact, 17 runways nationally will not be improved at all because they are not practicable to improve. Runways are normally determined to be not practicable to improve because the safety enhancement is not cost-effective. In other cases, environmental constraints prevent further improvements, and rarely, the determination is based on the fact that the airport or runway will be closing or relocating in the near future.

Long-Term Completions

The plan also includes 56 RSA improvements that will not be completed until after 2010. The FAA initially sought to complete all improvements by 2010. However, RSA improvements are often large and complex projects that may take several years to complete because of multiple critical factors:

a. Alternatives Analysis and Environmental Review. Many improvement projects are complicated and require a careful review of various alternatives for their impact on airport operations and the surrounding community. Environmental review and, in some cases, an Environmental Impact Statement are required before final approval. This process can take several years depending upon how far along the airport sponsor is in the project planning and formulation process.

b. Project Management Resources. For some airports, planned RSA improvements involve several runways, each with major improvement needs. It is impossible for them to manage several RSA improvement projects while simultaneously working other needed capital improvements at the airport.

c. Funding. AIP funding requirements to support RSA improvements for certain airports or FAA regions can far exceed the normal AIP funding levels. For example, project planning and formulation for several high-cost improvements might coincide in a single funding year. Since AIP funds allocations cannot handle extreme fluctuations from year to year, projects may need to be staggered over several years.

High-Cost Improvements

The current guidance in FAA Order 5200.9 establishes a maximum feasible improvement cost of between $7 million and $33 million depending on the size of the design aircraft and the local construction costs. There are 32 runways that are estimated to cost more than $15 million. In some cases, the costs for the RSA improvements are intertwined with other significant runway improvement projects.

The maximum feasible cost from FAA Order 5200.9 is based on the actual cost to install an EMAS bed on an existing RSA where there would be little or no grading and site preparation costs. Since the cost to install EMAS varies depending on the location, the actual feasible cost in FAA Order 5200.9 can likewise vary from location to location. The order allows regional Airport Division Managers to modify the feasible costs based on actual regional construction costs. In areas where construction costs are higher than the national average, the maximum feasible cost would also be higher than that shown in FAA Order 5200.9.

CONCLUSION

The FAA is continuing progress on an ambitious program for RSA improvements for priority runways at all commercial service airports. The program requires clear standards, goals, and policies to define the problem and to provide guidance for implementing solutions. FAA has developed a long-term schedule that will track the RSA improvement program through 2015. This program will require continued attention and oversight, but will result in a runway system with a significantly improved margin of safety for aircraft and passengers.

U.S. Department
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**Federal Aviation
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800 Independence Ave., S.W.
Washington, D.C. 20591

JUL 2 8 2008

The Honorable Daniel Inouye
Chairman, Committee on Commerce,
Science, and Transportation
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

House Report 108-334 accompanying the Vision 100 – Century of Aviation Reauthorization Act asked the Federal Aviation Administration to submit a report in response to Section 602, Justification for Air Defense Identification Zone (ADIZ), describing changes that could improve operational efficiency or minimize operational impacts of the ADIZ on pilots and controllers. This update covers the period from March 1 through April 30.

In March and April 2008 there were 52 violations of airspace restrictions in the ADIZ, which is a slight increase above the number we had recorded during the same period in 2007. This increase is attributed to exceedingly favorable weather during weekends in March and April because the weekend days with fair weather corresponded with spikes in the number of violations. Analysis also indicates that about 25 percent of all violators are associated with the maneuvering area and airport traffic around Leesburg Executive Airport, Leesburg, Virginia, where pilots practice flight procedures.

Concentrated outreach effort has been ongoing with the Leesburg local airport authority and other airport entities. FAA System Operations Security specialists initiated ad hoc visits to the Leesburg Executive Airport during peak weekend flight activity periods in March and April to mitigate ADIZ violations.

In April 2008, the FAA held a Safety Team meeting that was attended by instructor pilots and regional airport operators with the express purpose of enhancing their ability to educate others on the ADIZ. Additional outreach events during this time period included the Helicopter Association International Expo and the Experimental Aircraft Association's Sun 'n Fun Fly-in.

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The FAA has initiated a rulemaking that requires special awareness training for any pilot who flies under visual flight rules within a 50-nautical mile radius of the Washington very high frequency omnidirectional radio range/distance measuring equipment.

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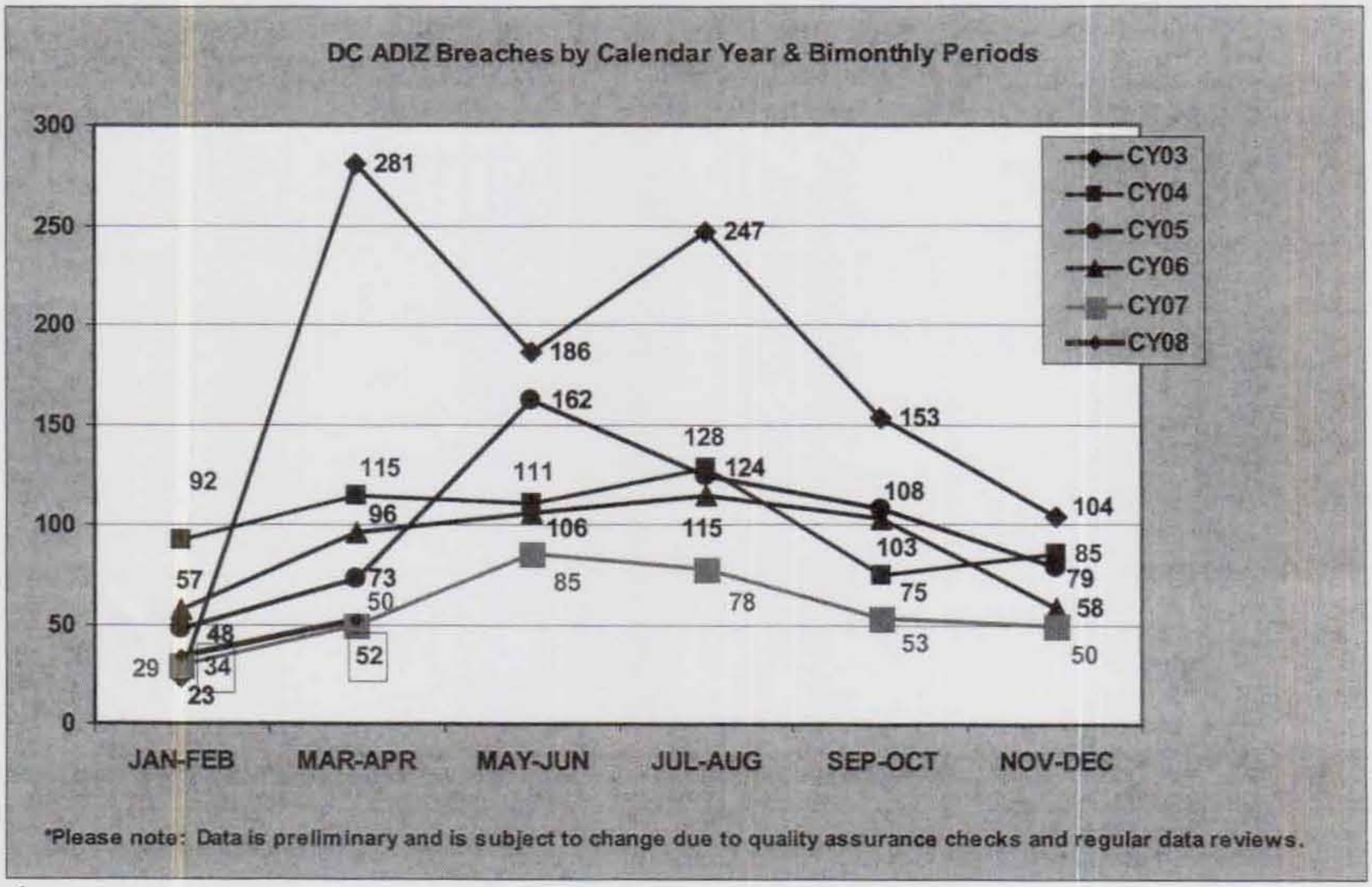

Identical letters have been sent to Chairman Oberstar, Senator Stevens, and Congressman Mica.

Sincerely,

Robert A. Sturgell
Acting Administrator

U.S. Department
of Transportation

**Federal Aviation
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Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JUL 2 8 2008

The Honorable Ted Stevens
Committee on Commerce,
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United States Senate
Washington, DC 20510

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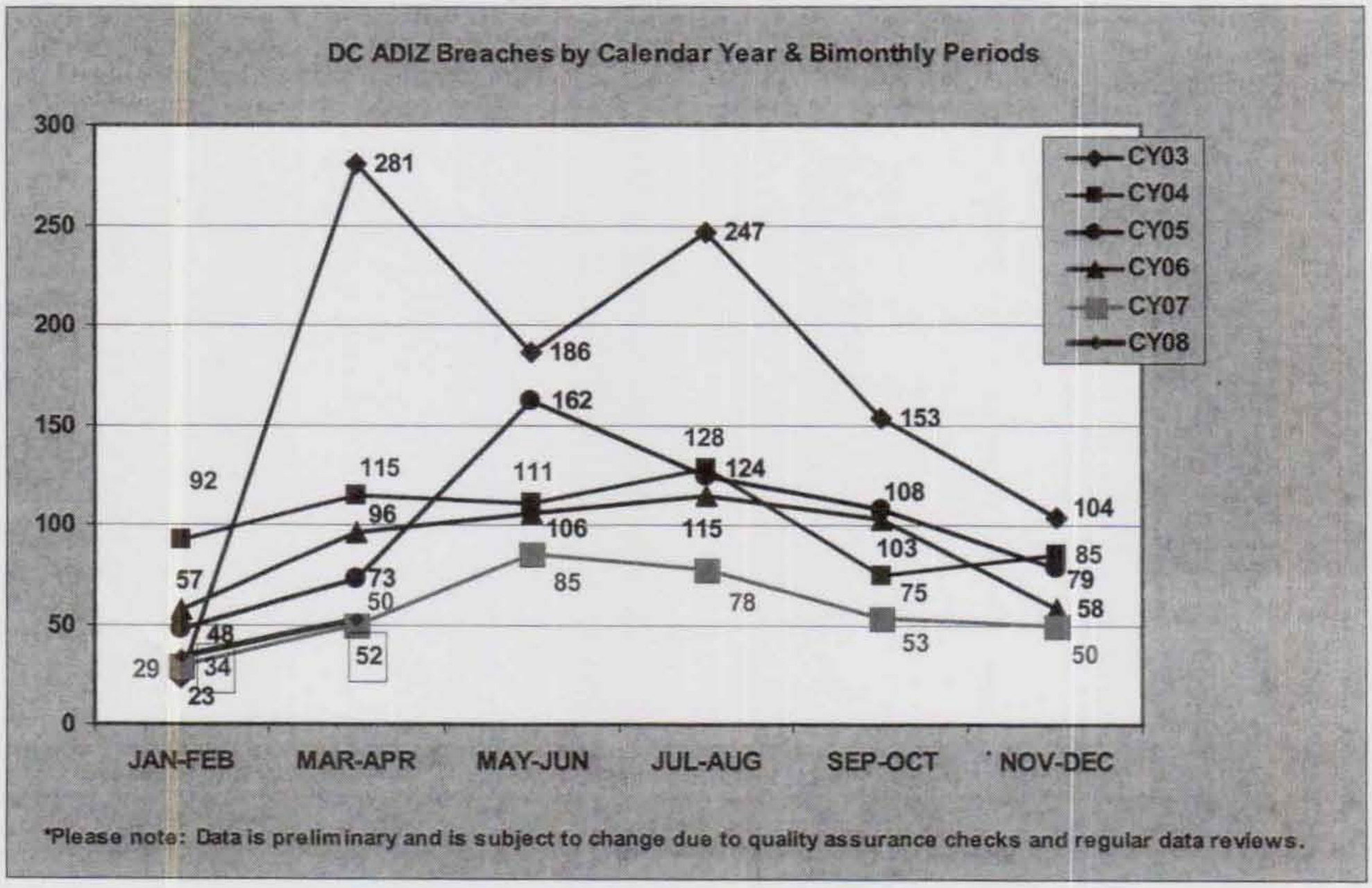

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Robert A. Sturgell
Acting Administrator

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800 Independence Ave., S.W.
Washington, D.C. 20591

JUL 2 8 2008

The Honorable James Oberstar
Chairman, Committee on Transportation
and Infrastructure
House of Representatives
Washington, DC 20515

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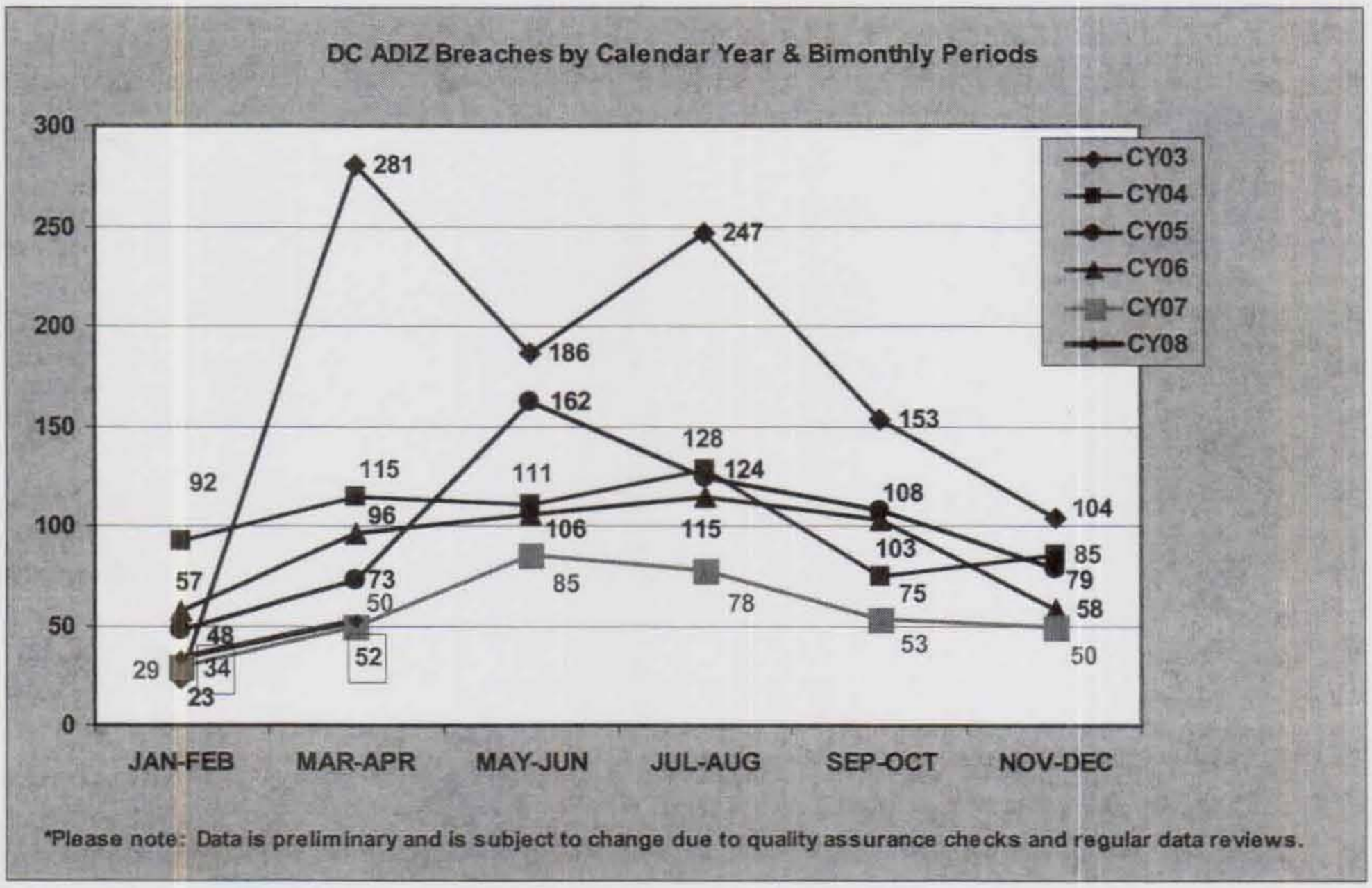

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800 Independence Ave., S.W.
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JUL 2 8 2008

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Committee on Transportation
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House of Representatives
Washington, DC 20515

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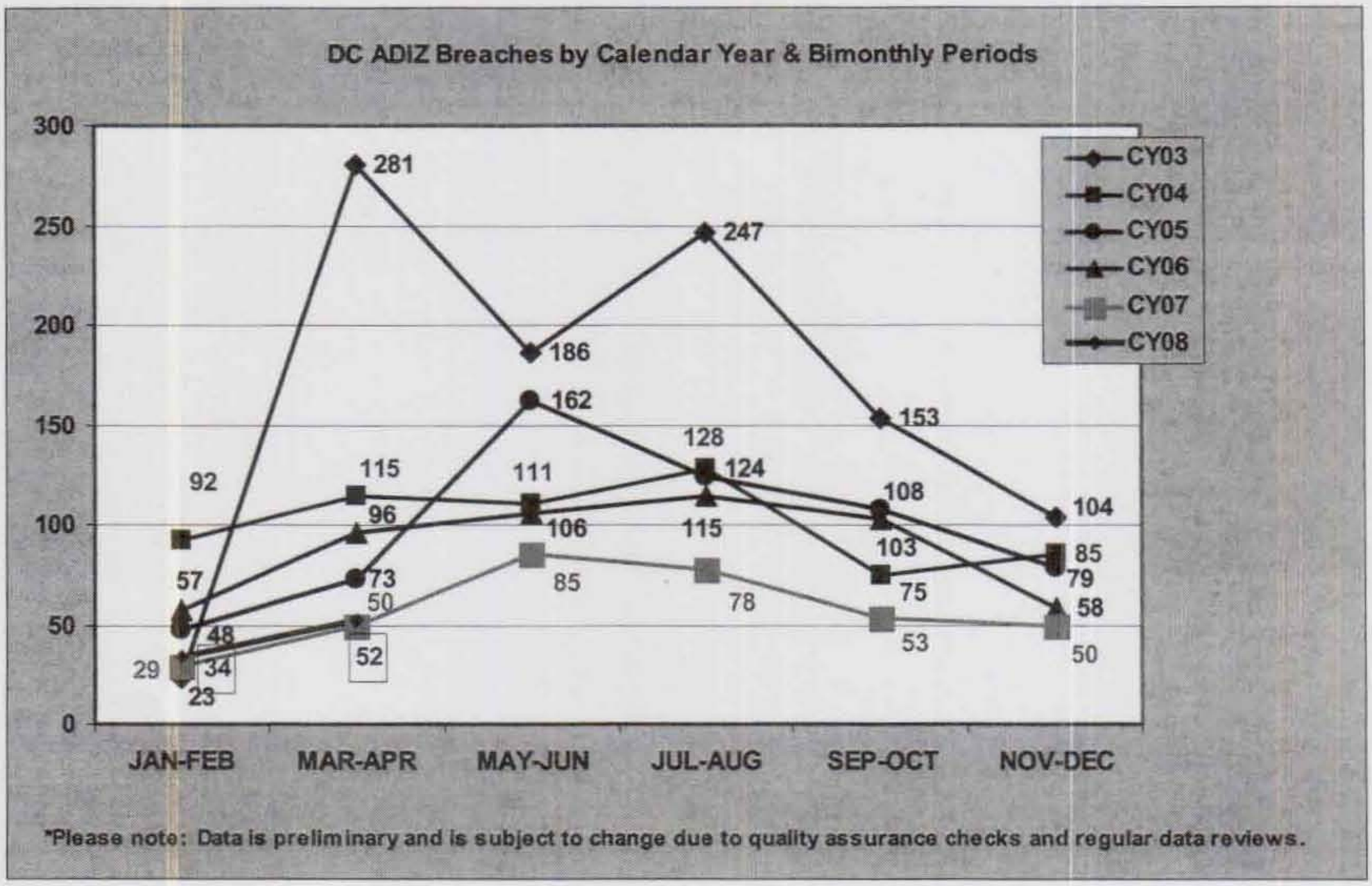

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Sincerely,

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Acting Administrator

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800 Independence Ave., S.W.
Washington, D.C. 20591

JUL 3 1 2008

The Honorable Robert C. Byrd
Chairman, Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

As requested in Senate Report 110-131, accompanying the Transportation and Housing and Urban Development, and Related Agencies Appropriations Bill, 2008, the Federal Aviation Administration is pleased to provide the implementation schedule for the Aviation Safety Future Staffing Model.

We have sent identical letters to Chairman Obey, Senator Cochran, and Congressman Lewis.

Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosure

U.S. Department
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The Honorable Thad Cochran
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Aviation Safety Staffing Model

The National Academy of Sciences submitted its report on Staffing Standards for Aviation Safety Inspectors in December 2006. Following a detailed review of its findings and recommendations, the Federal Aviation Administration determined that the staffing standards effort fell within the scope of an existing contract with Lockheed Martin. The five-year Lockheed Martin contract ended on July 31, 2007. The contract was re-bid, but Lockheed Martin did not win the renewal. In an effort to continue work previously conducted, the FAA chose to work through the Volpe Center, which was and still is supporting the program that Lockheed Martin had originally been engaged in. The FAA is working closely with the contractor to meet its milestone dates for implementation of the new staffing model.

Critical Milestones for the Staffing Model include:

1. Finalize Data Gathering Plan: (Completed November 2007)
2. Submit Interim Current State Assessment: (Completed April 2008)
3. Define Staffing Model Requirements: (Completed May 2008)
4. Evaluate COTS Product Alternatives: June-August 2008 (In progress)
5. Initiate Procurement Activities: September 2008
6. Prepare Detailed Technical Requirements: December 2008
7. Complete Staffing Model Tool Development: June 2009
8. Test and Validate Staffing Model Tool: August 2009
9. Develop and Provide Training: September 2009
10. Implement Staffing Model Tool: October 2009

In addition to the contractor effort, the FAA has tasked the MITRE Corporation, under the Center for Advanced Aviation System Development, to conduct a baseline analysis of the aviation safety inspector workforce and identify productivity measures for Aviation Safety Inspectors. MITRE is conducting the analysis required under this effort. A progress report was provided by MITRE in June 2008 based on interviews conducted with Supervisory Principal Inspectors that were completed in March 2008.

The FAA is finalizing cost estimates to conduct the analysis necessary to design, develop, procure, test, and implement an automated staffing tool. As of the middle of July, AVS has evaluated multiple vendors with various COTS applications and potential modeling capabilities. AVS is continuing to explore COTS applications as well as the potential for modifying internal systems to meet the functionality requirements needed within the model.

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Dear Mr. Chairman:

As requested in Senate Report 110-131, accompanying the Transportation and Housing and Urban Development, and Related Agencies Appropriations Bill, 2008, the Federal Aviation Administration is pleased to provide a report on safety critical personnel staffing within Aviation Safety (AVS).

Beginning October 1, 2007 the FAA had 5,750 safety critical personnel in AVS. FAA hired 287 safety critical personnel and attrited 202 safety critical personnel during the first two quarters of Fiscal Year 2008. FAA ended the second quarter with 5,835 safety critical personnel in AVS.

We have sent identical letters to Chairman Obey, Senator Cochran, and Congressman Lewis.

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FY 2008 AVS 2nd Qtr AVS Safety Critical Personnel

Senate Report 110-131-- Transportation and Housing and Urban Development, and Related Agencies Appropriations Bill, 2008.

The Appropriations Committees include Senate language directing the FAA to provide a quarterly report on safety personnel by office in AVS, instead of the annual requirement on safety employment and other data as proposed by the House.

FY 2008 2nd Qtr AVS Safety Critical Personnel

Service/Office	10/01/07 Staffing Level	Total Hires through 3/31/08	Total Losses through 3/31/08	3/31/08 Staffing Level	FY08 Staffing Change to Date	9/30/08 Goal
Flight Standards	4201	237	146	4292	91	4287
Aircraft Certification	1041	21	35	1027	-14	1083
Aviation Medicine	256	2	4	254	-2	292
Accident Investigations	27	1	0	28	1	27
Air Traffic Safety Oversight	60	7	2	65	5	100
Aviation Analytical Services	9	7	2	14	5	15
Rulemaking	27	2	3	26	-1	29
Quality Integration, and Executive Services	129	10	10	129	0	132
Total	5750	287	202	5835	85	5965

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AUG 1 4 2008

The Honorable Daniel K. Inouye
Chairman, Committee on Commerce,
Science, and Transportation
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

The Vision 100 – Century of Aviation Reauthorization Act (P.L. 108-176) requires the Federal Aviation Administration to submit an annual report to the Committee on Commerce, Science, and Transportation in the Senate and the Committee on Transportation and Infrastructure and the Committee on Science in the House of Representatives describing the progress in carrying out the development of the Next Generation Air Transportation System (NextGen).

The following is our report on the progress of the Joint Planning and Development Office (JPDO) in the planning and development of NextGen. Last year, 2007, was a particularly productive year and has set the stage for the strides we are making in 2008.

Background

Our current National Airspace System, while considered to be the best in the world in handling massive volumes of traffic and maintaining an outstanding safety record, still faces limitations in terms of its ability to grow and adjust to a new and changing environment. The system relies on ground-based radar and voice control of aircraft. This technology has substantial limitations in its ability to support a growing aviation system. Also, it does not provide the flexibility through the application of new technologies that are needed to allow for more energy efficient and environmentally friendly flight paths and approaches.

In 2003, the Congress, realizing that the Nation's aviation system was at a crossroads, made a commitment to a major transformation of the air transportation system by establishing the JPDO. This organization would be responsible for creating and carrying out an integrated plan for NextGen. What made this initiative unique was that it directed the JPDO to work with several departments and agencies to achieve this goal. These include the Office of Science and Technology in the Executive Office of the President, the Department of Defense (DOD), the National Aeronautics and Space Administration (NASA), the Department of Commerce (DOC), the Department of Homeland Security (DHS), and the Department of Transportation (DOT).

The goal is to work collaboratively to leverage investments and existing technologies, across department and agency lines, and to better align research and development that will transform air transportation. This also includes an unprecedented involvement of the private sector to make them full partners in the development of NextGen.

Key Accomplishments in 2007

The primary work of the JPDO in 2007 involved developing and aligning the key NextGen foundational planning documents: the Concept of Operations (ConOps), the Enterprise Architecture (EA), and the Integrated Work Plan (IWP).

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Identical letters have been sent to Chairmen Oberstar and Gordon, Congressmen Mica and Hall, and Senator Stevens.

Sincerely,

Robert A. Sturgell
Acting Administrator

U.S. Department
of Transportation

Federal Aviation
Administration

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

AUG 1 4 2008

The Honorable Kay Bailey Hutchison
Committee on Commerce, Science, and
Transportation
United States Senate
Washington, DC 20510

Senator Hutchison:

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Background

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In 2003, the Congress, realizing that the Nation's aviation system was at a crossroads, made a commitment to a major transformation of the air transportation system by establishing the JPDO. This organization would be responsible for creating and carrying out an integrated plan for NextGen. What made this initiative unique was that it directed the JPDO to work with several departments and agencies to achieve this goal. These include the Office of Science and Technology in the Executive Office of the President, the Department of Defense (DOD), the National Aeronautics and Space Administration (NASA), the Department of Commerce (DOC), the Department of Homeland Security (DHS), and the Department of Transportation (DOT).

The goal is to work collaboratively to leverage investments and existing technologies, across department and agency lines, and to better align research and development that will transform air transportation. This also includes an unprecedented involvement of the private sector to make them full partners in the development of NextGen.

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That portfolio, which is an extension of the JPDO's overall planning efforts, put NextGen on firm ground to enable near-term deployment of mature technologies while developing moderately mature concepts for operational viability in support of the longer-term applications.

In 2008, we have taken a closer look to ensure that the investment portfolio adequately allows for NextGen integration, interoperability, and the successive implementation of capabilities from the mid-term to the far-term while also seizing opportunities for acceleration in the near-term. Having completed the planning products last year, we are now using those products to further shape the portfolio to address those needs.

Accelerating NextGen

The challenge to the JPDO's Government partners and industry stakeholders is not only to maintain this commitment, but also, in the face of mounting challenges on the aviation industry as a whole, to find ways to accelerate the implementation of these critical capabilities.

In this regard, on January 16, Transportation Secretary Mary Peters challenged the Senior Policy Committee (SPC) to develop an accelerated plan for NextGen. At its May 26 meeting, the SPC agreed to a comprehensive NextGen acceleration plan.

The following are the highlights from each of the Government partners:

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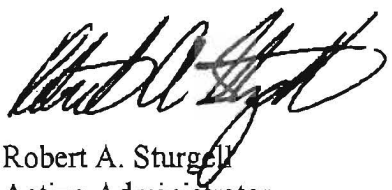

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AUG 1 4 2008

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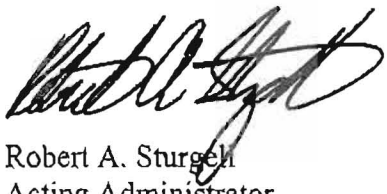

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AUG 1 4 2008

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That portfolio, which is an extension of the JPDO's overall planning efforts, put NextGen on firm ground to enable near-term deployment of mature technologies while developing moderately mature concepts for operational viability in support of the longer-term applications.

In 2008, we have taken a closer look to ensure that the investment portfolio adequately allows for NextGen integration, interoperability, and the successive implementation of capabilities from the mid-term to the far-term while also seizing opportunities for acceleration in the near-term. Having completed the planning products last year, we are now using those products to further shape the portfolio to address those needs.

Accelerating NextGen

The challenge to the JPDO's Government partners and industry stakeholders is not only to maintain this commitment, but also, in the face of mounting challenges on the aviation industry as a whole, to find ways to accelerate the implementation of these critical capabilities.

In this regard, on January 16, Transportation Secretary Mary Peters challenged the Senior Policy Committee (SPC) to develop an accelerated plan for NextGen. At its May 26 meeting, the SPC agreed to a comprehensive NextGen acceleration plan.

The following are the highlights from each of the Government partners:

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We are well aware of the dynamic state of the current environment characterized by rising fuel costs and increased ticket prices, a slowing U.S. economy, airline consolidation, bankruptcies, and closures, as well as the challenges of demand, delay, and congestion across the Nation. Investment decisionmaking, particularly under these circumstances, benefits from the use of modeling and analytics that test various scenarios of risk and uncertainty. This year, we are using the results of our maturing cost, benefits, and performance data and analysis to assess and ensure investment alignment, test alternatives, and identification of critical gaps, and to make recommendations and decisions that translate to long-term commitments.

Conclusion

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Identical letters have been sent to Chairmen Oberstar, Inouye, and Gordon; Congressman Hall; and Senator Hutchison.

Sincerely,

Robert A. Sturgell
Acting Administrator

U.S. Department
of Transportation

Federal Aviation
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Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

AUG 1 4 2008

The Honorable Bart Gordon
Chairman, Committee on Science
and Technology
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

The Vision 100 – Century of Aviation Reauthorization Act (P.L. 108-176) requires the Federal Aviation Administration to submit an annual report to the Committee on Commerce, Science, and Transportation in the Senate and the Committee on Transportation and Infrastructure and the Committee on Science in the House of Representatives describing the progress in carrying out the development of the Next Generation Air Transportation System (NextGen).

The following is our report on the progress of the Joint Planning and Development Office (JPDO) in the planning and development of NextGen. Last year, 2007, was a particularly productive year and has set the stage for the strides we are making in 2008.

Background

Our current National Airspace System, while considered to be the best in the world in handling massive volumes of traffic and maintaining an outstanding safety record, still faces limitations in terms of its ability to grow and adjust to a new and changing environment. The system relies on ground-based radar and voice control of aircraft. This technology has substantial limitations in its ability to support a growing aviation system. Also, it does not provide the flexibility through the application of new technologies that are needed to allow for more energy efficient and environmentally friendly flight paths and approaches.

In 2003, the Congress, realizing that the Nation's aviation system was at a crossroads, made a commitment to a major transformation of the air transportation system by establishing the JPDO. This organization would be responsible for creating and carrying out an integrated plan for NextGen. What made this initiative unique was that it directed the JPDO to work with several departments and agencies to achieve this goal. These include the Office of Science and Technology in the Executive Office of the President, the Department of Defense (DOD), the National Aeronautics and Space Administration (NASA), the Department of Commerce (DOC), the Department of Homeland Security (DHS), and the Department of Transportation (DOT).

The goal is to work collaboratively to leverage investments and existing technologies, across department and agency lines, and to better align research and development that will transform air transportation. This also includes an unprecedented involvement of the private sector to make them full partners in the development of NextGen.

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Acting Administrator

U.S. Department
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Federal Aviation
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Office of the Administrator

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AUG 1 4 2008

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Washington, DC 20515

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Sincerely,

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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.
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AUG 1 4 2008

The Honorable Robert C. Byrd
Chairman, Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of June 30, 2008 for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Obey, Olver, and Murray; Senators Bond and Cochran; and Congressmen Knollenberg and Lewis.

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Enclosures

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AUG 14 2008

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Housing, and Urban Development,
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Washington, DC 20510

Dear Madam Chairman:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of June 30, 2008 for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Byrd, Obey, and Olver; Senators Bond and Cochran; and Congressmen Knollenberg and Lewis.

Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

AUG 14 2008

The Honorable Christopher Bond
Subcommittee on Transportation,
Housing and Urban Development,
and Related Agencies
United States Senate
Washington, DC 20510

Dear Senator Bond:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of June 30, 2008 for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

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Sincerely,

Robert A. Sturgell
Acting Administrator

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**Federal Aviation
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Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

AUG 1 4 2008

The Honorable John W. Olver
Chairman, Subcommittee on Transportation,
Housing and Urban Development,
and Related Agencies
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of June 30, 2008 for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

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Robert A. Sturgell
Acting Administrator

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U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

AUG 14 2008

The Honorable Joseph Knollenberg
Subcommittee on Transportation,
Housing and Urban Development,
and Related Agencies
House of Representatives
Washington, DC 20515

Dear Congressman Knollenberg:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of June 30, 2008 for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Byrd, Obey, Olver, and Murray; Senators Bond and Cochran; and Congressman Lewis.

Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

AUG 14 2008

The Honorable David R. Obey
Chairman, Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

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Identical letters have been sent to Chairmen Byrd, Olver, and Murray; Senators Bond and Cochran; and Congressmen Knollenberg and Lewis.

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Robert A. Sturgell
Acting Administrator

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of Transportation

**Federal Aviation
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Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

AUG 1 4 2008

The Honorable Jerry Lewis
Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Congressman Lewis:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of June 30, 2008 for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Byrd, Obey, Olver, and Murray; Senators Bond and Cochran; and Congressman Knollenberg.

Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosures

OPERATIONS
FY 2008 QUARTERLY DIRECT OBLIGATIONS
(IN THOUSANDS)

PROGRAM, PROJECT OR ACTIVITY	FY 2008 AVAILABILITY[/A]	TOTAL OBLIGATIONS AS OF 6/30/08	UNOBLIGATED BALANCE
Air Traffic Organization	6,966,193	5,124,149	1,842,044
Aviation Safety	1,081,602	765,443	316,159
Commercial Space Transportation	12,549	6,707	5,842
Financial Services	100,593	69,550	31,043
Human Resource Management	91,214	66,351	24,863
Region and Center Operations	286,848	212,411	74,437
Information Services	38,650	25,562	13,088
Staff Offices	162,351	111,575	50,776
Total, Operations Appropriation	**8,740,000**	**6,381,748**	**2,358,252**

A/ FY 2008 Omnibus (P.L. 110-161) signed December 26, 2007.

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

September 30, 2008

The Honorable Nancy Pelosi
Speaker of the House of Representatives
Washington, DC 20515

Dear Madam Speaker:

I am pleased to transmit to you the National Plan of Integrated Airport Systems (NPIAS), 2009-2013.

The NPIAS report estimates the costs associated with establishing a system of airports adequate to meet the needs of civil aviation and to support the Department of Defense and the Postal Service. It draws selectively from local, regional, and State planning studies.

An identical letter and report has been sent to the President of the Senate.

Sincerely yours,

Mary E. Peters

Mary E. Peters

Enclosure

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

September 30, 2008

The Honorable Richard B. Cheney
President of the Senate
Washington, DC 20510

Dear Mr. President:

I am pleased to transmit to you the National Plan of Integrated Airport Systems (NPIAS), 2009-2013.

The NPIAS report estimates the costs associated with establishing a system of airports adequate to meet the needs of civil aviation and to support the Department of Defense and the Postal Service. It draws selectively from local, regional, and State planning studies.

An identical letter has been sent to the Speaker of the House of Representatives.

Sincerely yours,

Mary E. Peters

Mary E. Peters

Enclosure

THE SECRETARY OF TRANSPORTATION

WASHINGTON, D.C. 20590

October 21, 2008

The Honorable Daniel K. Inouye
Chairman
Committee on Commerce, Science
and Transportation
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

I am pleased to provide you the Report to Congress on the Airport Cooperative Research Program (ACRP) 2005-2007, as required by the Vision 100–Century of Aviation Reauthorization Act of 2003 (Vision 100), codified at 49 U.S.C 44511(f).

The report summarizes the progress of the program from 2005-2007 and includes recommendations on the need to provide a permanent airport cooperative research program.

An identical letter has been sent to the Ranking Member and the Chairman and Ranking Member of the House Committee on Transportation and Infrastructure.

Sincerely yours,

Mary E. Peters

Mary E. Peters

Enclosure

THE SECRETARY OF TRANSPORTATION

WASHINGTON, D.C. 20590

October 21, 2008

The Honorable Kay Bailey Hutchison
Ranking Member
Committee on Commerce, Science
and Transportation
United States Senate
Washington, DC 20510

Dear Senator Hutchison:

I am pleased to provide you the Report to Congress on the Airport Cooperative Research Program (ACRP) 2005-2007, as required by the Vision 100–Century of Aviation Reauthorization Act of 2003 (Vision 100), codified at 49 U.S.C 44511(f).

The report summarizes the progress of the program from 2005-2007 and includes recommendations on the need for establishing a permanent airport cooperative research program.

An identical letter has been sent to the Chairman and the Chairman and Ranking Member of the House Committee on Transportation and Infrastructure.

Sincerely yours,

Mary E. Peters

Enclosure

THE SECRETARY OF TRANSPORTATION

WASHINGTON, D.C. 20590

October 21, 2008

The Honorable John Mica
Ranking Member
Committee on Transportation
and Infrastructure
U.S. House of Representatives
Washington, DC 20515

Dear Congressman Mica:

I am pleased to provide you the Report to Congress on the Airport Cooperative Research Program (ACRP) 2005-2007, as required by the Vision 100–Century of Aviation Reauthorization Act of 2003 (Vision 100), codified at 49 U.S.C 44511(f).

The report summarizes the progress of the program from 2005-2007 and includes recommendations on the need for establishing a permanent airport cooperative research program.

An identical letter has been sent to the Chairman and the Chairman and Ranking Member of the Senate Committee on Commerce, Science and Transportation.

Sincerely yours,

Mary E. Peters

Mary E. Peters

Enclosure

THE SECRETARY OF TRANSPORTATION

WASHINGTON, D.C. 20590

October 21, 2008

The Honorable James Oberstar
Chairman
Committee on Transportation
and Infrastructure
U.S. House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

I am pleased to provide you the Report to Congress on the Airport Cooperative Research Program (ACRP) 2005-2007, as required by the Vision 100–Century of Aviation Reauthorization Act of 2003 (Vision 100), codified at 49 U.S.C 44511(f).

The report summarizes the progress of the program from 2005-2007 and includes recommendations on the need for establishing a permanent airport cooperative research program.

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Sincerely yours,

Mary E. Peters

Enclosure

Federal Aviation
Administration

Airport Cooperative Research Program (ACRP)

2005-2007

Report of the Secretary of Transportation
to the United States Congress

Pursuant to Section 44511 of Title 49, United States Code

June 1, 2008

Federal Aviation Administration
Associate Administrator for Airports

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

OCT 2 8 2008

The Honorable Robert C. Byrd
Chairman, Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

As requested in Senate Report 110-131, accompanying the Transportation and Housing and Urban Development, and Related Agencies Appropriations Bill, 2008, the Federal Aviation Administration is pleased to provide a report on safety critical personnel staffing within Aviation Safety (AVS).

Beginning October 1, 2007 the FAA had 5,750 safety critical personnel in AVS. FAA hired 380 safety critical personnel and attrited 269 safety critical personnel during the first three quarters of Fiscal Year 2008. FAA ended the quarter with 5,861 safety critical personnel in AVS.

We have sent identical letters to Chairman Obey, Senator Cochran, and Congressman Lewis.

Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

OCT 2 8 2008

The Honorable Thad Cochran
Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Senator Cochran:

As requested in Senate Report 110-131, accompanying the Transportation and Housing and Urban Development, and Related Agencies Appropriations Bill, 2008, the Federal Aviation Administration is pleased to provide a report on safety critical personnel staffing within Aviation Safety (AVS).

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Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

OCT 2 8 2008

The Honorable David R. Obey
Chairman, Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

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Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

OCT 2 8 2008

The Honorable Jerry Lewis
Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Congressman Lewis:

As requested in Senate Report 110-131, accompanying the Transportation and Housing and Urban Development, and Related Agencies Appropriations Bill, 2008, the Federal Aviation Administration is pleased to provide a report on safety critical personnel staffing within Aviation Safety (AVS).

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We have sent identical letters to Chairmen Byrd and Obey and Senator Cochran.

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Robert A. Sturgell
Acting Administrator

Enclosure

FY 2008 AVS 3rd Qtr AVS Safety Critical Personnel

Senate Report 110-131-- Transportation and Housing and Urban Development, and Related Agencies Appropriations Bill, 2008.

The Appropriations Committees include Senate language directing the FAA to provide a quarterly report on safety personnel by office in AVS, instead of the annual requirement on safety employment and other data as proposed by the House.

FY 2008 3rd Qtr AVS Safety Critical Personnel

Service/Office	10/01/07 Staffing Level	Total Hires through 6/30/08	Total Losses through 6/30/08	6/30/08 Staffing Level	FY08 Staffing Change to Date	9/30/08 Goal
Flight Standards	4,201	263	171	4,293	92	4,287
Aircraft Certification	1,041	48	64	1,025	(16)	1,083
Aviation Medicine	258	33	5	286	28	292
Accident Investigations	27	3	2	28	1	28
Air Traffic Safety Oversight	58	10	4	64	6	100
Aviation Analytical Services	9	8	2	15	6	15
Rulemaking	27	2	3	26	(1)	29
Quality Integration, and Executive Services	129	13	18	124	(5)	131
Total	5,750	380	269	5,861	111	5,965

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

NOV 25 2008

The Honorable Robert C. Byrd
Chairman, Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of September 30, 2008 for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

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Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

NOV 25 2008

The Honorable Thad Cochran
Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Senator Cochran:

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Acting Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

NOV 2 5 2008

The Honorable Patty Murray
Chairman, Subcommittee on Transportation,
Housing, and Urban Development,
and Related Agencies
United States Senate
Washington, DC 20510

Dear Madam Chairman:

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Acting Administrator

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U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

NOV 2 5 2008

The Honorable Christopher Bond
Subcommittee on Transportation,
Housing and Urban Development,
and Related Agencies
United States Senate
Washington, DC 20510

Dear Senator Bond:

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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.
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The Honorable David R. Obey
Chairman, Committee on Appropriations
House of Representatives
Washington, DC 20515

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House of Representatives
Washington, DC 20515

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Robert A. Sturgell
Acting Administrator

Enclosures

OPERATIONS
FY 2008 QUARTERLY DIRECT OBLIGATIONS
(IN THOUSANDS)

PROGRAM, PROJECT OR ACTIVITY	FY 2008 AVAILABILITY A/B	TOTAL OBLIGATIONS AS OF 9/30/08	UNOBLIGATED BALANCE
Air Traffic Organization	6,966,193	6,965,375	818
Aviation Safety	1,087,951	1,086,895	1,056
Commercial Space Transportation	12,549	12,427	122
Financial Services	100,593	100,126	467
Human Resource Management	91,214	90,897	317
Region and Center Operations	286,848	286,321	527
Information Services	38,650	38,368	282
Staff Offices	162,351	161,416	935
Total, Operations Appropriation	**8,746,349**	**8,741,825**	**4,524**

A/ FY 2008 Omnibus (P.L. 110-161) signed December 26, 2007.

B/ Foreign Repair and Registry Fees (AVS only)

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

DEC 2 2008

The Honorable Robert C. Byrd
Chairman, Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Senator Byrd:

The enclosed report is an updated version of House Report 110-238, accompanying the Departments of Transportation, Housing and Urban Development, and Related Agencies Appropriations Bill, 2008, submitted by the Federal Aviation Administration on July 23, 2008 to provide the House and Senate Committees on Appropriations a study on the feasibility of providing Automated External Defibrillators (AED) in FAA facilities.

The final report contained an editing error on page two. In the paragraph discussing the incidents of Sudden Cardiac Arrest (SCA) among FAA employees over the past years, the report stated "AEDs would likely not have been effective in **any** of these cases." It should state, "AEDs would likely not have been effective in **all** of these cases." In fact, there were three instances of SCA where the AED delivered a shock that restored normal heart rhythm, and those FAA employees survived. The enclosed report should replace the previous copy.

In addition, after sending this report to you in July, I have approved a plan for deploying AEDs to FAA facilities. The enclosed press release summarizes the deployment plan.

We have sent identical letters to Chairman Obey, Senator Cochran, and Congressman Lewis.

Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

DEC 2 2008

The Honorable Thad Cochran
Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Senator Cochran:

The enclosed report is an updated version of House Report 110-238, accompanying the Departments of Transportation, Housing and Urban Development, and Related Agencies Appropriations Bill, 2008, submitted by the Federal Aviation Administration on July 23, 2008 to provide the House and Senate Committees on Appropriations a study on the feasibility of providing Automated External Defibrillators (AED) in FAA facilities.

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We have sent identical letters to Chairmen Obey and Byrd and Congressman Lewis.

Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

DEC 2 2008

The Honorable David R. Obey
Chairman, Committee on Appropriations
House of Representatives
Washington, DC 20515

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Robert A. Sturgell
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800 Independence Ave., S.W.
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The Honorable Jerry Lewis
Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Congressman Lewis:

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We have sent identical letters to Chairmen Byrd and Obey and Senator Cochran.

Sincerely,

Robert A. Sturgell
Acting Administrator

Enclosures

Report to Congress on Installation of Automated External Defibrillators in FAA Facilities

I. Introduction

The House Committee on Appropriations requested the Federal Aviation Administration to provide a study on the feasibility of providing Automated External Defibrillators (AED) in FAA facilities. As the Committee asked, the study includes:

1. the cost of an AED;
2. other costs, such as installation, training, and maintenance;
3. a review of Occupational Safety and Health Administration (OSHA) and any other applicable guidelines or requirements;
4. a review of liability risks;
5. an accounting of FAA facilities that currently have defibrillators; and
6. a review of other Federal agencies' policies on providing AEDs.

II. Background

AEDs are beneficial in two types of electrical malfunctions of the heart – ventricular fibrillation and ventricular tachycardia. For these events, defibrillation is recommended within three minutes. By contrast, a heart attack is caused by a blockage of the arteries that supply oxygenated blood to the heart muscle, and damage to the heart muscle is caused by the lack of blood flow. AEDs are not effective for such heart attacks. Defibrillation is one link in the "Chain of Survival" for sudden cardiac arrest caused by electrical malfunctions. The full chain includes:

1. Early Access (recognize the emergency and call 9-1-1; immediate/early access to the stricken person by trained volunteer responders);
2. Early Cardiopulmonary Resuscitation (buys time between the first and third links in the chain of survival);
3. Early Defibrillation (community lay rescuer AED programs apply here); and
4. Early Advanced Care (early access to advanced cardiac life support, including transport by Emergency Medical Technicians (EMTs) to a hospital).

All links in the chain are essential for survival. In many cases where AEDs are installed in public places, such as airports, there is an automatic notification to trained responders and EMTs whenever the AED is removed from its cabinet. Much of the press coverage on AEDs ignores the essential role of the remaining three links in the chain of survival, cited above, and gives the impression that the AED is all that is needed.

FAA has considered providing access to AEDs for several years. We take this matter seriously because of our commitment to employee safety and our obligation to be wise stewards of the public trust. A FAA study in 2005 analyzed the costs and benefits and

concluded that the potential benefits did not outweigh the costs. In October 2005, that study was presented to the FAA National Occupational Safety, Health and Environmental Compliance Committee (OSHECCOM).

However, since 2005 there have been significant changes. First, AED training providers have developed computer-based instruction that might meet part of the training requirements to effectively use an AED. However, physical demonstration of skill mastery to a certified instructor would still be required. Second, OSHA has begun to strongly encourage employers to install AEDs in workplaces although they have not published a detailed cost/benefit analysis for that recommendation. Third, state legislators have become actively involved with this issue in recent years. Most commonly, state laws encourage broader availability, rather than creating new regulatory restrictions. Fourth, a growing number of public places, such as airports, hotels, churches, shopping centers, etc. now provide AEDs. Fifth, manufacturers have lowered the price of the AED units. Sixth, an increasing number of employees have expressed interest in having a comfort level that AEDs provide, in the very rare case of a sudden cardiac arrest due to electrical malfunction of the heart.

In light of these changes, the FAA is now actively pursuing establishing Public Access Defibrillation (PAD) programs in its facilities. In aviation safety, FAA deals daily with reducing risks that are already extremely small. Thankfully, we have a very low incidence of sudden cardiac arrest among the FAA population, so implementing PAD programs would likewise address risks that are already small. There have been nine cardiac events FAA-wide in the past nine years. AEDs would likely not have been effective in all of these cases. As we pursue the goal of implementing PAD programs, we are aware of the following related issues and challenges:

1. FAA has over 900 staffed facilities;
2. FAA has established procedures to allow access for EMT personnel to our facilities while maintaining adequate security;
3. No statutory or regulatory mandates require AEDs at Federal facilities;
4. FAA will need trained volunteer and backup responders for each AED on all shifts; and
5. Recruiting and maintaining volunteers and maintaining the program over time has been difficult for other organizations implementing PAD programs.

III. Guidelines/Requirements

A. Department of Health and Human Services and the General Services Administration

The Cardiac Arrest Survival Act directed the Department of Health and Human Services (HHS) to develop guidelines for lay (non-medical) volunteer use of AEDs in response to a sudden cardiac arrest event. Such use must be part of a comprehensive PAD program. In response to the requirements of that Act, HHS and the General Services Administration (GSA) published the document "Guidelines for Public Access

Defibrillation Programs in Federal Facilities" (the Guidelines) in May 2001. The Guidelines do not require placement of AEDs in Federal facilities but do specify an extensive framework for development of a PAD Program so that, if a facility chooses to acquire an AED, it will also provide all the other elements of the chain of survival. The Guidelines provide criteria for volunteer selection, training, AED placement, program management, and other parameters.

Formal training for volunteers in the proper usage of AEDs is essential. According to the American Heart Association, "An AED operator must know how to recognize the signs of a sudden cardiac arrest, when to activate the EMS system, and how to do CPR. It's also important for operators to receive formal training on the AED model they will use so that they become familiar with the device and are able to successfully operate it in an emergency. Training also teaches the operator how to avoid potentially hazardous situations." Hazardous situations include bloodborne pathogens and the risk of electric shock to the lay rescue responder. The Guidelines state, "'Public Access' to AEDs does not mean that any member of the public who witnesses an event should be able to use an AED ... the AED should be used only by persons who have had the proper training and education and who have been certified by a competent authority. Persons without these basic credentials should not use the device."

B. Occupational Safety and Health Administration

There are no requirements in the OSHA standards for AEDs; however, there is a recommendation that AEDs should be considered when selecting first aid supplies and equipment. Although OSHA states that all worksites are potential candidates for AED programs, OSHA also states that each workplace should assess its own requirements.

IV. Costs

FAA did a study in 2005 of the costs of implementing PAD programs that would meet the Guidelines across facilities in the Air Traffic Organization. Per the Federal Management Regulation (41 CFR 102-79.115), the Guidelines and costs associated with them become mandatory once an agency elects to establish a PAD program in its facilities.

The costs from the 2005 estimates are shown in Table 1. Those costs included the salaries of the lay rescue responders during the training. That was consistent with the methodology used in the cost/benefit analysis performed in 2001 when the FAA mandated AEDs on commercial aircraft. In that analysis, the salary for the flight attendants during the two-day AED training was $112 per day. By contrast, the average personnel cost for FAA air traffic controllers in 2005 was $80 per hour and $53 per hour for the non-air traffic control workforce.

Practice drills, which are a key element of the Guidelines, were also included in the costs. Airlines are not Federal agencies, and thus are not required to follow the Guidelines.

Together, these personnel costs account for most of the costs of a PAD program. They were seen as part of the true potential cost to the FAA because time spent in training would not be available for work on the FAA mission and, at some facilities, overtime would be required to replace the employee during the AED training.

Acting Administrator Sturgell reviewed the changes noted in the Background section and directed the FAA to now actively pursue establishing PAD programs in its facilities, with implementation phased in as resources permit. In October 2007, the National OSHECCOM formed a joint labor-management workgroup to find the best way to implement a PAD program for FAA in a cost effective manner by updating the previous analyses to reflect current agency experience, reviewing recent advances in AED training or technology, and exploring additional options.

The workgroup presented its report to the National OSHECCOM at its meeting on May 8, 2008. The workgroup product includes the following as input to provide maximum benefit from limited resources:

1. The current cost of PAD programs, per AED;
2. Current costs of personnel time for initial and "recertification" training in CPR/AED, for annual bloodborne pathogens training, and for necessary periodic practice;
3. Objective criteria for prioritizing which facilities would obtain PAD programs first, second, etc. The funding available would determine how many of those facilities would receive AEDs and implement PAD programs the first year, how many the second year, etc.; and
4. Options for implementing the PAD programs incrementally and the advantages and disadvantages of each option.

Part of the workgroup's discussions were on ways to coordinate AED training with other training that is currently provided to employees, with a view toward minimizing incremental costs.

V. Frequency of Cardiac Events During Duty Time in FAA Workforce

We reviewed the FAA's Safety Management Information System and the Workers' Compensation Information System for all cardiac events to determine if any were due to possible or probable sudden cardiac arrest. There has been approximately one cardiac event per year consistent with possible or probable sudden cardiac arrest among FAA employees nationwide. Because the medical details of individual events are private, we could not determine for all cases whether there actually was ventricular fibrillation or ventricular tachycardia (i.e., events which might be helped by an AED). The nine cardiac events in FAA over the past nine years may have included pre-existing heart conditions or heart attacks that would not be helped by an AED.

It is important to note that not all cardiac patients are saved even if they have immediate medical attention. The Sudden Cardiac Arrest Act of 2000, Sec. 402 Findings (4) states: "With current medical technology, up to 30 percent of cardiac arrest victims could be saved if victims had access to immediate medical response, including defibrillation and cardiopulmonary resuscitation."

VI. Current AEDs in FAA Facilities

The FAA has AEDs in its regional flight surgeons' offices and medical field offices. These AEDs are part of their emergency medical equipment and are not necessarily part of formal PAD programs. In addition, we currently have some facilities with locally funded PAD programs. FAA allows facilities to establish such programs under the following conditions:

1. The PAD program must be in compliance with the HHS/GSA guidelines;
2. Each make and model of AED used in FAA facilities must be tested for electromagnetic interference between the AED and National Airspace System equipment to ensure that neither interferes with the operation of the other, to both maintain aviation safety and ensure proper AED operation; and
3. The facility must fund the local PAD program to include training, practice drills, adequate numbers of volunteer lay rescuers, and required testing and maintenance of the AED, all on an ongoing basis.

A list of facilities with known PAD programs is shown in Table 2.

VII. Liability Risks

The HHS/GSA Guidelines were created in response to a May 19, 2000, Presidential Memorandum mandating the creation of guidelines that "optimize the use of AEDs" in Federal areas and buildings. As such, the Guidelines constitute the principal guidance for AED placement in Federal buildings. In keeping with the spirit and purpose of the Presidential Memo, all AED programs in Federal facilities must comply with the Guidelines.

The drafting of the Guidelines pursuant to the Presidential Memo may arguably create a legal duty on the part of the FAA or any Federal agency implementing an AED program to follow those Guidelines. Therefore, the avoidance of potential tort liability issues is a sound reason why compliance should be treated as mandatory.

Adopting other guidelines could have the unintended consequence of handcuffing the Agency or the well-intentioned rescuer/employee. For instance, if there are no fixed standards for the well-intentioned but negligent rescuer/employee to follow, then her/his decision to either use or not use the AED would be discretionary, any civil action in negligence would be excepted from the Federal Government's waiver of sovereign immunity under the "discretionary function" exception, and there would be no jurisdiction to bring a civil action. See Flynn v. United States, 902 F.2d 1524. A

would-be rescuer/employee's confidence that they have this kind of discretion may have the desired effect of encouraging her or him to administer the AED, and hopefully save a life.

Regardless of whether the "discretionary function" exception bars jurisdiction, an individual Federal employee, acting within the course and scope of his or her employment, would have no personal liability arising from the potentially negligent use of an AED. Under the Federal Tort Claims Act (FTCA), the exclusive remedy for the alleged negligent or wrongful act or omission of a Government employee is against the United States, not against the employee. 28 U.S.C. 2679. Consequently, a Federal employee's good faith, but negligent, use of an AED installed in the workplace by the employee's agency would fall within the course and scope of employment and, thus, within the protections of the FTCA.

VIII. Other Federal Agency Policies

In our research, we have searched public documents of other agencies regarding their policies on providing AEDs but were not able to find such documentation. We contacted staff at various agencies, including the General Services Administration, the Department of Energy, and the Department of Transportation. From those conversations, we learned that, in most cases, agencies that installed AEDs simply made the decision to install them without a formal cost/benefit analysis.

Table 1
FAA Managed PAD Program Cost
(Estimates from 2005)

	CPR/ AED/ BBP Training (4 hrs)	First Aid/ CPR/ AED/ BBP Training (8 hrs)
Total Startup Cost:	**~ $13 Million**	**~ $18 Million**
Total Annual Cost:	**~ $10 Million**	**~ $15 Million**

Start Up Cost	Annual Cost	Item Description
$315,880		Cabinet Installation Fee
$2,916,640		AED Equipment Cost
$104,187	$104,187	Monthly Inspection Labor Hours Cost
$3,582,000	$3,582,000	Practice Drill Labor Hours Cost
$16,500	$16,500	Physician's Oversight Fee
$19,668	$19,668	AED Maintenance Cost
$513,888	$513,888	PAD Program Management Cost
$552,000	$552,000	CPR/AED/BBP Training Class Cost[1]
	$96,850	Pro-Rated Pads and Battery Replacement Cost
$4,776,000	$4,776,000	4 hrs Training Labor Hours Cost
$12,796,763	**$9,661,093**	**Total PAD Program Cost (4 hrs Training)**

Start Up Cost	Annual Cost	Item Description
$315,880		Cabinet Installation Fee
$2,916,640		AED Equipment Cost
$104,187	$104,187	Monthly Inspection Labor Hours Cost
$3,582,000	$3,582,000	Practice Drill Labor Hours Cost
$16,500	$16,500	Physician's Oversight Fee
$19,668	$19,668	AED Maintenance Cost
$513,888	$513,888	PAD Program Management Cost
$1,104,000	$1,104,000	First Aid/CPR/AED/BBP Training Class Cost*
	$96,850	Pro-Rated Pads and Battery Replacement Cost
$9,552,000	$9,552,000	8 hrs Training Labor Hours Cost
$18,124,763	**$14,989,093**	**Total PAD Program Cost (8 hrs Training)**

AED – Automated External Defibrillator
CPR – Cardiopulmonary Resuscitation
BBP – Blood Borne Pathogen

[1] At the time this report was prepared there were no known Federal or state requirements for First Aid training for a compliant PAD Program.

Table 2
FAA Facilities with Known PAD Programs

FACILITY	AEDs
Alaska Regional Office Anchorage, AK	1
Anchorage Air Route Traffic Control Center	1
Northwest Mountain Regional Office Renton, WA	6
Seattle Air Route Traffic Control Center	1
Los Angeles Aircraft Certification Office	1
New England Regional Office Burlington, MA	2
Boston TRACON District Office Nashua, NH	1
Boston Air Route Traffic Control Center Nashua, NH	1
Southern Regional Office College Park, GA	2
Southern Regional Office Annex College Park, GA	1
Jacksonville Air Route Traffic Control Center, Jacksonville, FL	1
Miami Air Route Traffic Control Center Miami, FL	1
Atlanta Air Route Traffic Control Center Atlanta, GA	1
Memphis Air Route Traffic Control Center Memphis, TN	1
FAA Center for Management and Executive Leadership, Palm Coast, FL	4
Great Lakes Regional Office Des Plaines, IL	7
Chicago Air Route Traffic Control Center Chicago, IL	1
Cleveland Air Route Traffic Control Center Cleveland, IL	1
William J. Hughes Technical Center Atlantic City, NJ	76
Washington Air Route Traffic Control Center, Leesburg, VA	5
Mike Monroney Aeronautical Center Oklahoma City, OK	3

THE SECRETARY OF TRANSPORTATION

WASHINGTON, D.C. 20590

March 9, 2009

The Honorable Joseph R. Biden, Jr.
President of the Senate
Washington, DC 20510

Dear Mr. President:

I am pleased to send you the enclosed report to Congress "24th Annual Report of Accomplishments Under the Airport Improvement Program for Fiscal Year (FY) 2007." As required by Section 47131, Title 49 United States Code, this report contains comprehensive information on the Airport Improvement Program and Airport Land Use Compliance Program. The narrative sections, figures, and tables highlight the accomplishments of both programs and provide additional information on the Passenger Facility Charge Program.

In addition, this report reflects the fact that traffic continued to increase during the reporting period (FY 2007), and despite the current struggles of the aviation industry, airports need to invest for the future. The purpose of the Airport Improvement Program is to assist in airport development to meet our current and future aviation needs, as well as continuing to optimize safety and capacity.

An identical letter has been sent to the Speaker of the House of Representatives.

Sincerely yours,

Ray LaHood

Enclosure

THE SECRETARY OF TRANSPORTATION

WASHINGTON, D.C. 20590

March 9, 2009

The Honorable Nancy Pelosi
Speaker of the House of Representatives
Washington, DC 20515

Dear Madam Speaker:

I am pleased to send you the enclosed report to Congress, "24th Annual Report of Accomplishments Under the Airport Improvement Program for Fiscal Year (FY) 2007." As required by Section 47131, Title 49 United States Code, this report contains comprehensive information on the Airport Improvement Program and Airport Land Use Compliance Program. The narrative sections, figures, and tables highlight the accomplishments of both programs and provide additional information on the Passenger Facility Charge Program.

In addition, this report reflects the fact that traffic continued to increase during the reporting period (FY 2007), and despite the current struggles of the aviation industry, airports need to invest for the future. The purpose of the Airport Improvement Program is to assist in airport development to meet our current and future aviation needs, as well as continuing to optimize safety and capacity.

An identical letter has been sent to the President of the Senate.

Sincerely yours,

Ray LaHood

Enclosure

Federal Aviation Administration

Airport Improvement Program

Fiscal Year 2007

Report to Congress

24th Annual Report of Accomplishments

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAR 1 6 2009

The Honorable Daniel K. Inouye
Chairman, Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

As requested in Senate Report 110-131, accompanying the Transportation and Housing and Urban Development, and Related Agencies Appropriations Bill, 2008, the Federal Aviation Administration is pleased to provide a report on safety critical personnel staffing within Aviation Safety (AVS). This is the final report for Fiscal Year (FY) 2008.

Beginning October 1, 2007 the FAA had 5,750 safety critical personnel in AVS. FAA hired 560 safety critical personnel and lost 335 safety critical personnel to attrition during FY 2008. FAA ended the fiscal year with 5,975 safety critical personnel in AVS.

We have sent identical letters to Chairman Obey, Senator Cochran, and Congressman Lewis.

Sincerely,

Lynne A. Osmus

Lynne A. Osmus
Acting Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAR 1 6 2009

The Honorable Thad Cochran
Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Senator Cochran:

As requested in Senate Report 110-131, accompanying the Transportation and Housing and Urban Development, and Related Agencies Appropriations Bill, 2008, the Federal Aviation Administration is pleased to provide a report on safety critical personnel staffing within Aviation Safety (AVS). This is the final report for Fiscal Year (FY) 2008.

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We have sent identical letters to Chairmen Inouye and Obey and Congressman Lewis.

Sincerely,

Lynne A. Osmus

Lynne A. Osmus
Acting Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAR 1 6 2009

The Honorable David R. Obey
Chairman, Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

As requested in Senate Report 110-131, accompanying the Transportation and Housing and Urban Development, and Related Agencies Appropriations Bill, 2008, the Federal Aviation Administration is pleased to provide a report on safety critical personnel staffing within Aviation Safety (AVS). This is the final report for Fiscal Year (FY) 2008.

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We have sent identical letters to Chairman Inouye, Senator Cochran, and Congressman Lewis.

Sincerely,

Lynne A. Osmus

Lynne A. Osmus
Acting Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAR 1 6 2009

The Honorable Jerry Lewis
Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Congressman Lewis:

As requested in Senate Report 110-131, accompanying the Transportation and Housing and Urban Development, and Related Agencies Appropriations Bill, 2008, the Federal Aviation Administration is pleased to provide a report on safety critical personnel staffing within Aviation Safety (AVS). This is the final report for Fiscal Year (FY) 2008.

Beginning October 1, 2007 the FAA had 5,750 safety critical personnel in AVS. FAA hired 560 safety critical personnel and lost 335 safety critical personnel to attrition during FY 2008. FAA ended the fiscal year with 5,975 safety critical personnel in AVS.

We have sent identical letters to Chairmen Inouye and Obey and Senator Cochran.

Sincerely,

Lynne A. Osmus

Lynne A. Osmus
Acting Administrator

Enclosure

FY 2008 AVS 4th Qtr AVS Safety Critical Personnel

Senate Report 110-131-- Transportation and Housing and Urban Development, and Related Agencies Appropriations Bill, 2008.

The Appropriations Committees include Senate language directing the FAA to provide a quarterly report on safety personnel by office in AVS, instead of the annual requirement on safety employment and other data as proposed by the House.

FY 2008 4th Qtr AVS Safety Critical Personnel

Service/Office	10/01/07 Staffing Level	Total Hires through 9/30/08	Total Losses through 9/30/08	9/30/08 Staffing Level	FY08 Staffing Change to Date	9/30/08 Goal
Flight Standards	4,201	333	214	4,320	119	4,287
Aircraft Certification	1,041	113	72	1,082	41	1,083
Aviation Medicine	258	44	6	296	38	292
Accident Investigations	27	5	3	29	2	30
Air Traffic Safety Oversight	58	37	12	83	25	100
Aviation Analytical Services	9	11	3	17	8	22
Rulemaking	27	3	4	26	(1)	29
Quality Integration, and Executive Services	129	14	21	122	(7)	122
Total	5,750	560	335	5,975	225	5,965

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAR 1 6 2009

The Honorable Daniel K. Inouye
Chairman, Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of December 31, 2008 for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Obey, Olver, and Murray; Senators Bond and Cochran; and Congressmen Latham and Lewis.

Sincerely,

Lynne A. Osmus
Acting Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAR 1 6 2009

The Honorable Thad Cochran
Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Senator Cochran:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of December 31, 2008 for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Inouye, Obey, Olver, and Murray; Senator Bond; and Congressmen Latham and Lewis.

Sincerely,

Lynne A. Osmus

Lynne A. Osmus
Acting Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAR 1 6 2009

The Honorable Patty Murray
Chairman, Subcommittee on Transportation
Housing, and Urban Development,
and Related Agencies
United States Senate
Washington, DC 20510

Dear Madam Chairman:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of December 31, 2008 for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Inouye, Obey, and Olver; Senators Bond and Cochran; and Congressmen Latham and Lewis.

Sincerely,

Lynne A. Osmus
Acting Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAR 1 6 2009

The Honorable Christopher Bond
Subcommittee on Transportation,
Housing and Urban Development,
and Related Agencies
United States Senate
Washington, DC 20510

Dear Senator Bond:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of December 31, 2008 for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Inouye, Obey, Olver, and Murray; Senator Cochran; and Congressmen Latham and Lewis.

Sincerely,

Lynne A. Osmus
Acting Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAR 1 6 2009

The Honorable David R. Obey
Chairman, Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of December 31, 2008 for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Inouye, Olver, and Murray; Senators Bond and Cochran; and Congressmen Latham and Lewis.

Sincerely,

Lynne A. Osmus

Lynne A. Osmus
Acting Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAR 1 6 2009

The Honorable Jerry Lewis
Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Congressman Lewis:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of December 31, 2008 for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Inouye, Obey, Olver, and Murray; Senators Bond and Cochran; and Congressman Latham.

Sincerely,

Lynne A. Osmus
Acting Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAR 1 6 2009

The Honorable John W. Olver
Chairman, Subcommittee on Transportation,
Housing and Urban Development
and Related Agencies
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of December 31, 2008 for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Inouye, Obey, and Murray; Senators Bond and Cochran; and Congressmen Latham and Lewis.

Sincerely,

Lynne A. Osmus

Lynne A. Osmus
Acting Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAR 1 6 2009

The Honorable Tom Latham
Subcommittee on Transportation,
Housing and Urban Development,
and Related Agencies
House of Representatives
Washington, DC 20515

Dear Congressman Latham:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of December 31, 2008 for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Inouye, Obey, Olver, and Murray; Senators Bond and Cochran; and Congressman Lewis.

Sincerely,

Lynne A. Osmus

Lynne A. Osmus
Acting Administrator

Enclosures

OPERATIONS
FY 2009 QUARTERLY DIRECT OBLIGATIONS

PROGRAM, PROJECT OR ACTIVITY	AVAILABILITY A/	OBLIGATIONS AS OF 12/31/08	UNOBLIGATED BALANCE
Air Traffic Organization	2,995,729,509	1,687,660,534	1,308,068,976
Aviation Safety	472,852,800	244,374,197	228,478,603
Commercial Space Transportation	5,397,325	2,327,670	3,069,655
Financial Services	43,265,049	16,073,137	27,191,913
Human Resource Management	39,231,141	23,316,708	15,914,434
Region and Center Operations	123,373,325	67,612,607	55,760,717
Information Services	16,623,365	5,605,011	11,018,354
Staff Offices	69,827,164	35,236,216	34,590,948
Total, Operations Appropriation	**3,766,299,679**	**2,082,206,079**	**1,684,093,600**

A/ FY 2009 Continuing Resolutions October thru March 6,2009 (P.L. 110-329).

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAR 1 6 2009

The Honorable John D. Rockefeller, IV
Chairman, Committee on Commerce, Science
and Transportation
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

I am pleased to provide you the annual summary on Commercial Service Airport Financial Operations for 2007, as requested by the Federal Aviation Administration Authorization Act of 1994, Public Law 103-305, codified at 49 U.S.C. 47107(k).

The summary provides the following information: payments to government entities and purposes for each payment, services and property provided to government entities and amount of compensation received for each service and property, and annual financial results.

We have sent identical letters to Chairman Oberstar, Senator Hutchison, and Congressman Mica.

Sincerely,

Lynne A. Osmus
Acting Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAR 16 2009

The Honorable James Oberstar
Chairman, Committee on Transportation
and Infrastructure
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

I am pleased to provide you the annual summary on Commercial Service Airport Financial Operations for 2007, as requested by the Federal Aviation Administration Authorization Act of 1994, Public Law 103-305, codified at 49 U.S.C. 47107(k).

The summary provides the following information: payments to government entities and purposes for each payment, services and property provided to government entities and amount of compensation received for each service and property, and annual financial results.

We have sent identical letters to Chairman Rockefeller, Senator Hutchison, and Congressman Mica.

Sincerely,

Lynne A. Osmus

Lynne A. Osmus
Acting Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAR 1 6 2009

The Honorable Kay Bailey Hutchison
Committee on Commerce, Science
and Transportation
United States Senate
Washington, DC 20510

Dear Senator Hutchison:

I am pleased to provide you the annual summary on Commercial Service Airport Financial Operations for 2007, as requested by the Federal Aviation Administration Authorization Act of 1994, Public Law 103-305, codified at 49 U.S.C. 47107(k).

The summary provides the following information: payments to government entities and purposes for each payment, services and property provided to government entities and amount of compensation received for each service and property, and annual financial results.

We have sent identical letters to Chairmen Rockefeller and Oberstar and Congressman Mica.

Sincerely,

Lynne A. Osmus
Acting Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAR 16 2009

The Honorable John Mica
Committee on Transportation
and Infrastructure
House of Representatives
Washington, DC 20515

Dear Congressman Mica:

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Sincerely,

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Enclosure

Annual Summary on Commercial Service Airport Financial Operations for 2007 verses 2006

This is the Federal Aviation Administration annual summary to Congress on Commercial Service Airport Financial Operations for calendar year 2007.

This summary is filed under Federal Aviation Administration Authorization Act of 1994 (Act of 1994), Public Law 103-305, codified at 49 U.S.C. 47107(k). The Act requires the Secretary to gather simplified financial information, to make it available to the Senate Committee on Commerce, Science and Transportation and to the House Committee on Transportation and Infrastructure. Since this is a statistical report, the Secretary delegated signature authority to the FAA Administrator.

This summary contains:

Part 1. Financial Results is a comparison of financial operations for 2007 versus 2006, with sub-tables for large, medium, small, and nonhub commercial service airports (hub-size is determined by the number of paying passengers). The table for all commercial service airports shows that revenues increased faster than expenses resulting in an increased net profit for 2007 that was 16 percent greater than net profit reported in 2006. However, net profit varies by hub size. The attached tables show that net profit increased for large hubs by 24 percent, while medium hubs declined by 3 percent. Small hub net profit increased by 6 percent and nonhubs increased by 34 percent.

Part 2. Payments to Government Entities is a comparison of payments for services that government entities provide to commercial service airports for 2007 versus 2006, with sub-tables for large, medium, small, and nonhub commercial service airports. The table for all commercial service airports shows that services increased by 5 percent for 2007. Services to large and medium hub airports increased by 4 and 6 percent respectively, while services to small and nonhub commercial service airports increased by 8 and 12 percent respectively.

Part 3. Governmental Entities Payment to Airports is a comparison of payments that governmental entities made to commercial service airports for lease payments on land, hangars, and buildings for 2007 versus 2006. The table shows that government payments increased 24 percent in 2007 for a total rent of airport facilities of $189 million.

Public organizations, such as aircraft manufacturers, air carriers, industry groups, consulting firms, and law firms use this information. Airport financial data are also in the National Plan of Integrated Airport Systems. The FAA makes this information available to the public on the FAA Airports Web site, http://cats.airports.faa.gov/. The FAA reviews the information to screen for potential unlawful revenue diversion.

Part 1. Financial Results

All Commercial Service Airports

Comparative Results - 2007 versus 2006

A. Aeronautical Operating Revenue	2007	2006	Change
1. Landing Fees	$2,779,827,680	$2,662,798,930	4%
2. Terminal/international arrival area rental or other charge	$3,443,380,185	$3,159,867,538	9%
3. Apron charges/tiedowns	$132,219,355	$120,072,106	10%
4. FBO revenue: contract or sponsor-operated	$154,503,553	$124,627,470	24%
5. Cargo and hangar rentals	$506,984,011	$431,351,329	18%
6. Aviation fuel tax retained for airport use	$45,115,348	$32,820,017	37%
7. Fuel sales net profit/loss or fuel flowage fees	$258,818,078	$254,435,163	2%
8. Security Reimbursement	$100,991,122	$94,238,088	7%
9. Miscellaneous	$62,953,348	$48,712,452	29%
10. Other	$319,244,981	$251,915,531	27%
Total	$7,804,037,761	$7,180,828,604	9%
B. Nonaeronautical Operating Revenue			
1. Land and non-terminal facilities	$527,140,409	$563,021,347	-6%
2. Terminal - food and beverage	$586,028,997	$487,281,708	20%
3. Terminal - retail stores	$510,641,962	$444,411,408	15%
4. Terminal - other	$293,540,685	$279,130,228	5%
5. Rental cars	$1,414,730,474	$1,294,879,647	9%
6. Parking	$2,910,916,068	$2,650,763,700	10%
7. Miscellaneous	$220,024,243	$122,176,046	80%
8. Other	$571,456,769	$580,966,602	-2%
Total	$7,034,481,607	$6,422,630,686	10%
C. Nonoperating Revenue			
1. Interest income - restricted and nonrestricted	$1,300,293,768	$955,764,515	36%
2. Grant receipts	$2,597,080,347	$2,591,360,196	0%
3. Passenger Facility Charges	$2,718,852,216	$2,470,366,509	10%
4. Other	$443,505,392	$443,064,092	0%
Total	$7,059,731,723	$6,460,556,312	9%
Total Revenue	$21,898,251,091	$20,064,014,602	9%
D. Operating Expenses			
1. Personnel compensation and benefits	$3,740,994,145	$3,453,872,385	8%
2. Communications and utilities	$938,329,054	$906,179,522	4%
3. Supplies and materials	$743,447,110	$637,337,011	17%
4. Repairs and maintenance	$816,827,567	$708,946,933	15%
5. Contractual services	$2,511,301,533	$2,387,835,340	5%
6. Insurance, claims, and settlements	$279,169,886	$246,829,465	14%
7. Miscellaneous	$170,075,560	$139,813,428	22%
8. Other	$846,297,459	$867,605,473	-3%
Total	$9,846,442,114	$9,147,419,557	8%

E. Nonoperating Expenses	2007	2006	Change
1. Interest expense	$2,982,032,652	$2,835,338,786	5%
2. Other	$513,772,420	$317,437,885	62%
Total	$3,495,805,072	$3,152,776,671	11%
F. Depreciation	$4,408,293,934	$4,201,699,972	5%
Net Profit	$4,149,709,971	$3,562,118,402	16%
G. Reporting Year Proceeds			
1. Bond Proceeds	$5,162,601,811	$4,638,396,989	11%
2. Proceeds from sale of property	$54,422,773	$42,226,085	29%
3. Other contributed capital	$1,023,307,356	$1,173,561,780	-13%
4. Other	$952,472,054	$801,777,097	19%
Total	$7,192,803,994	$6,656,961,891	8%
H. Reporting Year Expenditures for Projects			
1. Airfield	$3,347,830,966	$3,008,095,271	11%
2. Terminal	$3,520,636,519	$3,004,744,542	17%
3. Parking	$621,348,155	$429,462,969	45%
4. Roadways, rail, and transit	$763,153,125	$488,608,282	56%
5. Other	$2,332,864,738	$2,177,999,416	7%
Total	$10,585,833,503	$9,108,910,482	16%
I. Reporting Year Debt Payments	$3,849,929,184	$3,930,530,175	-2%
J. Indebtedness at End of Year			
1. Bonds	$62,562,086,710	$60,805,492,850	3%
2. Loans	$1,462,051,883	$1,211,195,791	21%
3. Other	$3,711,671,528	$3,356,627,216	11%
Total	$67,735,809,901	$65,373,315,857	4%
K. Net Assets	$51,584,837,740	$49,363,711,918	4%
L. Restricted Financial Assets			
1. Restricted debt service reserve	$5,279,124,912	$5,708,090,868	10%
2. Restrictions for renewals and replacements	$9,745,349,670	$10,714,129,533	-9%
3. Other restricted financial assets	$11,956,506,431	$9,098,053,442	31%
Total	$27,980,981,013	$25,520,273,843	10%
M. Unrestricted Financial Assets	$26,891,823,468	$25,690,811,923	5%

Part 1. Financial Results

Large Hub Commercial Service Airports

Comparative Results - 2007 versus 2006

Aeronautical Operating Revenue	2007	2006	Change
1. Landing Fees	$2,067,463,915	$1,931,529,303	6%
2. Terminal/international arrival area rental or other charge	$2,572,650,762	$2,339,033,609	9%
3. Apron charges/tiedowns	$82,160,302	$52,435,202	9%
4. FBO revenue: contract or sponsor-operated	$55,437,794	$33,325,662	65%
5. Cargo and hangar rentals	$330,046,432	$252,097,166	30%
6. Aviation fuel tax retained for airport use	$37,782,608	$26,669,282	42%
7. Fuel sales net profit/loss or fuel flowage fees	$116,609,072	$104,656,881	11%
8. Security Reimbursement	$55,200,591	$52,500,335	4%
9. Miscellaneous	$49,533,355	$36,094,041	37%
10. Other	$250,921,399	$180,505,308	38%
Total	$5,597,806,230	$5,008,848,789	12%
Nonaeronautical Operating Revenue			
1. Land and non-terminal facilities	$244,019,158	$302,247,362	-20%
2. Terminal - food and beverage	$475,598,541	$383,855,295	23%
3. Terminal - retail stores	$397,064,382	$346,671,154	13%
4. Terminal - other	$218,572,021	$208,822,821	4%
5. Rental cars	$799,307,133	$714,760,959	11%
6. Parking	$1,759,429,500	$1,580,800,915	10%
7. Miscellaneous	$175,261,789	$84,542,026	105%
8. Other	$463,089,289	$463,982,569	-1%
Total	$4,532,341,813	$4,086,883,101	10%
Nonoperating Revenue			
1. Interest income - restricted and nonrestricted	$908,590,100	$666,719,490	36%
2. Grant receipts	$879,659,504	$855,547,809	3%
3. Passenger Facility Charges	$1,950,339,128	$1,748,480,259	11%
4. Other	$236,256,796	$164,371,306	41%
Total	$3,974,845,528	$3,435,118,864	15%
Total Revenue	$14,104,993,571	$12,529,648,754	12%
D. Operating Expenses			
1. Personnel compensation and benefits	$2,337,124,551	$2,107,001,082	9%
2. Communications and utilities	$626,514,393	$594,120,951	4%
3. Supplies and materials	$557,192,728	$472,258,727	18%
4. Repairs and maintenance	$587,769,427	$497,263,140	17%
5. Contractual services	$1,640,587,013	$1,558,852,847	5%
6. Insurance, claims, and settlements	$176,669,150	$150,444,512	18%
7. Miscellaneous	$100,534,277	$71,418,945	38%
8. Other	$439,671,816	$444,317,493	1%
Total	$6,466,063,155	$5,895,477,697	9%

E. Nonoperating Expenses	2007	2006	Change
1. Interest expense	$2,288,972,372	$2,144,988,713	6%
2. Other	$230,271,894	$88,953,135	158%
Total	$2,529,244,266	$2,233,941,848	12%
F. Depreciation	$2,731,380,019	$2,479,286,293	9%
Net Profit	$2,378,308,131	$1,920,943,816	24%
G. Reporting Year Proceeds			
1. Bond Proceeds	$3,760,767,093	$3,180,028,344	18%
2. Proceeds from sale of property	$20,974,496	$8,640,793	142%
3. Other contributed capital	$274,483,780	$301,372,187	-25%
4. Other	$312,217,092	$538,635,785	-50%
Total	$4,368,442,461	$4,028,677,089	8%
H. Reporting Year Expenditures for Projects			
1. Airfield	$1,815,781,838	$1,163,340,411	54%
2. Terminal	$2,244,050,755	$2,092,617,827	7%
3. Parking	$226,421,548	$241,772,809	-6%
4. Roadways, rail, and transit	$595,610,074	$367,536,906	62%
5. Other	$1,664,560,229	$1,486,693,925	12%
Total	$6,546,424,245	$5,351,961,878	22%
I. Reporting Year Debt Payments	$2,469,460,872	$2,756,541,550	-11%
J. Indebtedness at End of Year			
1. Bonds	$48,049,729,566	$46,261,381,162	3%
2. Loans	$884,219,781	$768,705,486	15%
3. Other	$2,868,655,995	$2,728,907,721	4%
Total	$51,802,605,442	$49,758,994,369	3%
K. Net Assets	$27,663,865,867	$25,465,885,444	8%
L. Restricted Financial Assets			
1. Restricted debt service reserve	$4,701,438,066	$4,190,650,414	11%
2. Restrictions for renewals and replacements	$7,867,870,609	$9,137,359,050	-17%
3. Other restricted financial assets	$8,243,725,373	$5,161,818,738	60%
Total	$20,813,034,048	$18,489,828,202	11%
M. Unrestricted Financial Assets	$14,756,358,526	$13,544,949,205	9%

Part 1. Financial Results

Medium Hub Commercial Service Airports

Comparative Results - 2007 versus 2006

A. Aeronautical Operating Revenue	2007	2006	Change
1. Landing Fees	$503,670,584	$523,591,330	-4%
2. Terminal/international arrival area rental or other charge	$574,509,070	$555,445,849	3%
3. Apron charges/tiedowns	$39,637,858	$39,361,758	0%
4. FBO revenue: contract or sponsor-operated	$32,317,249	$35,588,190	-9%
5. Cargo and hangar rentals	$73,199,125	$78,791,031	-7%
6. Aviation fuel tax retained for airport use	$685,887	$1,682,356	-59%
7. Fuel sales net profit/loss or fuel flowage fees	$53,845,586	$58,125,744	-7%
8 Security Reimbursement	$21,108,142	$17,396,933	21%
9. Miscellaneous	$7,017,697	$3,501,091	100%
10. Other	$34,588,411	$39,684,199	-13%
Total	$1,340,479,609	$1,353,168,481	-1%
B. Nonaeronautical Operating Revenue			
1. Land and non-terminal facilities	$92,895,237	$78,387,094	19%
2. Terminal - food and beverage	$78,815,364	$74,988,568	5%
3. Terminal - retail stores	$83,178,870	$70,359,004	18%
4. Terminal - other	$46,876,218	$40,078,372	17%
5. Rental cars	$358,861,927	$341,497,706	5%
6. Parking	$768,969,821	$714,955,525	8%
7. Miscellaneous	$27,883,425	$21,407,297	30%
8. Other	$55,275,513	$62,880,198	-12%
Total	$1,512,756,375	$1,404,553,764	8%
C. Nonoperating Revenue			
1. Interest income - restricted and nonrestricted	$261,595,849	$190,460,704	37%
2. Grant receipts	$432,427,674	$544,280,662	-21%
3 Passenger Facility Charges	$514,768,487	$478,335,194	8%
4. Other	$95,195,790	$123,900,868	-23%
Total	$1,303,987,800	$1,336,977,428	-2%
Total Revenue	$4,157,223,784	$4,094,699,673	2%
D. Operating Expenses			
1. Personnel compensation and benefits	$702,621,717	$681,838,076	3%
2. Communications and utilities	$162,583,073	$164,379,861	-1%
3. Supplies and materials	$83,013,295	$70,021,313	19%
4. Repairs and maintenance	$116,211,522	$109,525,546	6%
5. Contractual services	$572,602,161	$556,715,215	3%
6. Insurance, claims, and settlements	$47,268,551	$42,827,501	10%
7 Miscellaneous	$47,296,498	$45,340,935	4%
8. Other	$120,281,964	$129,145,189	-7%
Total	$1,852,078,781	$1,799,794,636	3%

E. Nonoperating Expenses	2007	2006	Change
1. Interest expense	$482,778,536	$494,568,704	-2%
2. Other	$176,842,248	$131,191,551	35%
Total	$659,620,784	$625,760,255	5%
F. Depreciation	$878,886,457	$881,238,041	0%
Net Profit	$766,637,782	$787,906,741	-3%
G. Reporting Year Proceeds			
1. Bond Proceeds	$916,731,407	$1,368,664,753	-33%
2. Proceeds from sale of property	$11,775,197	$20,185,639	-42%
3. Other contributed capital	$274,074,996	$378,947,604	-28%
4. Other	$584,564,845	$200,934,200	191%
Total	$1,787,146,445	$1,968,732,396	-9%
H. Reporting Year Expenditures for Projects			
1. Airfield	$546,213,579	$825,739,923	-34%
2. Terminal	$926,539,091	$544,053,931	70%
3. Parking	$254,687,838	$78,122,069	226%
4. Roadways, rail, and transit	$88,291,195	$55,350,445	23%
5. Other	$216,559,001	$318,938,451	-32%
Total	$2,012,290,704	$1,822,204,819	10%
I. Reporting Year Debt Payments	$1,034,362,004	$762,072,981	36%
J. Indebtedness at End of Year			
1. Bonds	$10,772,778,293	$10,977,640,573	-2%
2. Loans	$263,315,105	$107,970,238	144%
3. Other	$619,950,841	$381,592,075	62%
Total	$11,656,044,239	$11,467,202,884	2%
K. Net Assets	$11,138,469,879	$11,976,015,163	-7%
L. Restricted Financial Assets			
1. Restricted debt service reserve	$1,196,352,076	$1,171,803,892	2%
2. Restrictions for renewals and replacements	$1,286,800,435	$1,083,505,523	19%
3. Other restricted financial assets	$2,418,189,921	$2,798,541,567	-14%
Total	$4,901,342,434	$5,053,850,982	-3%
M. Unrestricted Financial Assets	$6,868,333,545	$7,158,274,839	-4%

Part 1. Financial Results

Small Hub Commercial Service Airports

Comparative Results - 2007 versus 2006

A. Aeronautical Operating Revenue	2007	2006	Change
1. Landing Fees	$146,833,476	$145,828,255	1%
2. Terminal/international arrival area rental or other charge	$227,389,545	$196,997,965	15%
3. Apron charges/tiedowns	$21,165,173	$19,753,444	7%
4. FBO revenue: contract or sponsor-operated	$27,825,061	$23,537,216	18%
5. Cargo and hangar rentals	$54,086,223	$50,761,234	7%
6. Aviation fuel tax retained for airport use	$1,552,101	$1,747,421	-11%
7. Fuel sales net profit/loss or fuel flowage fees	$26,667,780	$28,296,360	-6%
8. Security Reimbursement	$11,346,796	$12,733,259	-11%
9. Miscellaneous	$3,356,266	$3,746,075	-10%
10. Other	$14,338,967	$14,716,466	-3%
Total	$534,581,388	$498,117,695	7%

B. Nonaeronautical Operating Revenue			
1. Land and non-terminal facilities	$90,653,970	$91,393,386	-1%
2. Terminal - food and beverage	$25,890,106	$23,443,277	10%
3. Terminal - retail stores	$24,885,136	$23,044,679	8%
4 Terminal - other	$19,240,530	$19,001,857	1%
5. Rental cars	$177,235,528	$164,270,995	8%
6. Parking	$300,406,124	$276,279,842	9%
7. Miscellaneous	$11,706,324	$10,340,674	13%
8. Other	$31,669,379	$30,035,293	5%
Total	$681,687,097	$637,810,003	7%

C. Nonoperating Revenue			
1 Interest income - restricted and nonrestricted	$87,736,405	$66,636,768	32%
2. Grant receipts	$532,005,664	$473,088,318	12%
3. Passenger Facility Charges	$186,426,105	$179,780,548	4%
4. Other	$38,759,624	$59,730,217	-35%
Total	$844,927,798	$779,235,851	8%
Total Revenue	$2,061,196,283	$1,915,163,549	8%

D. Operating Expenses			
1 Personnel compensation and benefits	$392,033,117	$365,542,577	7%
2 Communications and utilities	$87,805,402	$84,673,218	4%
3. Supplies and materials	$53,908,129	$48,794,375	10%
4. Repairs and maintenance	$67,071,363	$54,653,292	23%
5. Contractual services	$188,218,125	$169,946,040	11%
6. Insurance, claims, and settlements	$29,229,891	$25,631,184	14%
7. Miscellaneous	$11,689,143	$13,228,616	-12%
8. Other	$46,218,108	$36,941,292	25%
Total	$876,174,278	$799,410,594	10%

E. Nonoperating Expenses	2007	2006	Change
1. Interest expense	$155,364,788	$151,106,512	3%
2. Other	$47,512,347	$29,057,931	64%
Total	$202,877,135	$180,164,443	13%
F. Depreciation	$454,394,864	$439,446,178	3%
Net Profit	$527,750,006	$496,142,334	6%

G. Reporting Year Proceeds			
1. Bond Proceeds	$302,011,949	$46,105,227	555%
2. Proceeds from sale of property	$3,601,478	$4,109,873	-12%
3. Other contributed capital	$253,984,575	$211,260,305	20%
4. Other	$25,288,214	$35,948,303	-30%
Total	$584,886,216	$297,423,708	97%

H. Reporting Year Expenditures for Projects			
1. Airfield	$383,125,135	$357,668,680	7%
2. Terminal	$211,833,978	$229,839,379	-8%
3. Parking	$94,264,814	$83,533,250	13%
4. Roadways, rail, and transit	$39,336,513	$29,483,780	33%
5. Other	$239,516,169	$178,790,520	34%
Total	$962,096,609	$879,315,609	9%
I. Reporting Year Debt Payments	$258,023,704	$249,217,188	4%

J. Indebtedness at End of Year			
1. Bonds	$2,997,649,877	$2,890,310,934	4%
2. Loans	$133,904,737	$143,303,278	-7%
3. Other	$113,169,065	$122,720,407	-8%
Total	$3,244,723,679	$3,156,334,619	3%
K. Net Assets	$7,289,636,525	$6,715,346,000	9%

L. Restricted Financial Assets			
1. Restricted debt service reserve	$308,746,035	$293,809,261	5%
2. Restrictions for renewals and replacements	$329,095,317	$357,784,939	-8%
3. Other restricted financial assets	$885,112,933	$578,740,875	18%
Total	$1,322,954,285	$1,230,335,075	8%
M. Unrestricted Financial Assets	$2,956,744,501	$2,612,623,103	13%

Part 1 Financial Results

Nonhub Commercial Service Airports

Comparative Results - 2007 versus 2006

A. Aeronautical Operating Revenue	2007	2007	Change
1. Landing Fees	$61,859,705	$61,850,042	0%
2. Terminal/international arrival area rental or other charge	$68,830,808	$68,360,115	1%
3. Apron charges/tiedowns	$9,356,022	$8,521,702	10%
4. FBO revenue: contract or sponsor-operated	$38,923,549	$32,176,402	21%
5. Cargo and hangar rentals	$49,652,231	$49,701,898	0%
6. Aviation fuel tax retained for airport use	$5,094,752	$2,720,958	87%
7. Fuel sales net profit/loss or fuel flowage fees	$61,675,640	$63,356,178	-3%
8. Security Reimbursement	$13,335,593	$11,607,541	15%
9. Miscellaneous	$3,046,030	$5,371,245	-43%
10. Other	$19,396,204	$17,009,558	14%
Total	$331,170,534	$320,695,639	3%
B. Nonaeronautical Operating Revenue			
1. Land and non-terminal facilities	$99,572,044	$90,993,505	9%
2. Terminal - food and beverage	$5,724,986	$4,994,568	15%
3. Terminal - retail stores	$5,513,474	$4,336,571	27%
4. Terminal - other	$8,851,918	$11,227,178	-21%
5. Rental cars	$79,325,886	$74,349,987	7%
6. Parking	$82,110,823	$78,727,416	4%
7. Miscellaneous	$5,172,705	$5,886,049	-12%
8. Other	$21,424,488	$24,068,542	-11%
Total	$307,696,322	$294,583,818	4%
C. Nonoperating Revenue			
1. Interest income - restricted and nonrestricted	$42,371,414	$31,947,553	33%
2. Grant receipts	$752,987,505	$718,443,407	5%
3. Passenger Facility Charges	$67,318,486	$63,770,508	6%
4. Other	$73,293,182	$95,061,701	-23%
Total	$935,970,587	$909,223,169	3%
Total Revenue	$1,574,837,453	$1,524,502,626	3%
D. Operating Expenses			
1. Personnel compensation and benefits	$309,014,780	$299,490,650	3%
2. Communications and utilities	$61,426,186	$63,005,492	-3%
3. Supplies and materials	$49,332,958	$46,262,596	7%
4. Repairs and maintenance	$45,775,255	$47,504,985	-4%
5. Contractual services	$109,894,234	$102,521,238	7%
6. Insurance, claims, and settlements	$26,002,094	$26,826,268	-3%
7. Miscellaneous	$10,555,642	$9,824,932	7%
8. Other	$40,124,771	$57,200,499	-30%
Total	$652,125,900	$652,736,630	0%

E. Nonoperating Expenses	2007	2006	Change
1. Interest expense	$44,916,956	$44,674,857	1%
2. Other	$59,145,931	$68,235,268	-13%
Total	$104,062,887	$112,910,125	-8%
F. Depreciation	$341,632,594	$401,730,460	-15%
Net Profit	$477,016,072	$357,125,411	34%
G. Reporting Year Proceeds			
1. Bond Proceeds	$183,091,362	$43,598,645	320%
2. Proceeds from sale of property	$18,071,602	$9,289,560	95%
3. Other contributed capital	$220,764,005	$281,981,684	-22%
4. Other	$30,401,903	$26,258,809	16%
Total	$452,328,872	$361,128,698	25%
H. Reporting Year Expenditures for Projects			
1. Airfield	$602,710,614	$661,348,257	-9%
2. Terminal	$138,212,694	$138,233,405	0%
3. Parking	$45,953,955	$26,034,841	77%
4. Roadways, rail, and transit	$59,915,343	$36,237,131	65%
5. Other	$218,229,339	$193,576,522	13%
Total	$1,065,021,945	$1,055,428,156	1%
I. Reporting Year Debt Payments	$88,092,584	$162,698,478	-46%
J. Indebtedness at End of Year			
1. Bonds	$741,928,874	$676,160,161	10%
2. Loans	$180,612,040	$191,216,791	-6%
3 Other	$109,895,627	$123,407,013	-11%
Total	$1,032,436,541	$990,783,985	4%
K. Net Assets	$5,492,875,469	$5,206,465,311	6%
L. Restricted Financial Assets			
1. Restricted debt service reserve	$72,566,733	$51,627,301	40%
2. Restrictions for renewals and replacements	$261,583,309	$135,480,021	93%
3. Other restricted financial assets	$609,478,204	$558,952,262	9%
Total	$943,650,246	$746,259,584	26%
M. Unrestricted Financial Assets	$2,310,386,896	$2,374,984,776	-3%

Part 2

Payments Airports Made to Government Entities

All Commercial Service Airports

Comparative Results - 2007 versus 2006

	2007	2006	Change
Type of Service Provided to Airport			
Other	$464,613,262	$353,470,835	31%
Law Enforcement	$385,031,332	$338,398,758	14%
Firefighting	$208,795,406	$192,362,365	9%
Utilities	$192,755,059	$185,791,478	4%
Central Services	$97,377,384	$102,648,423	-5%
Parking and Sales Tax	$70,039,549	$67,245,347	4%
General Cost of Government	$65,687,921	$60,577,962	8%
Repayment of Loans	$46,082,841	$60,583,439	-24%
Grandfathered Payments	$36,270,818	$29,209,422	24%
Fleet Services	$32,387,726	$29,239,579	11%
Aviation Fuel Tax	$27,891,368	$17,630,602	58%
Payments in Lieu of Tax	$26,779,462	$27,298,378	-2%
Legal Services	$23,937,841	$18,422,645	30%
Engineering	$23,711,630	$15,722,597	51%
Land and Facility Rental	$20,481,351	$135,245,330	-85%
Mayor and City Council	$3,210,886	$2,700,589	19%
Promotion and Marketing	$1,896,608	$1,703,439	11%
Ground Access Projects	$1,456,659	$1,807,019	-19%
Community Services	$1,152,394	$1,854,446	-38%
Repayment of Contributions	$380,581	$550,942	-31%
Impact Fees	$288,051	$1,262,177	-77%
Lobbying Fees	$129,228	$138,879	-7%
Economic and/or Redevelopment Costs	$54,750	$0	
Total	$1,730,412,107	$1,643,864,651	5%

Part 2

Payments Airports Made to Government Entities

Large Commercial Service Airports

Comparative Results - 2007 versus 2006

Type of Service Provided to Airport	2007	2006	Change
Other	$358,959,234	$279,282,475	29%
Law Enforcement	$242,230,456	$207,205,178	17%
Firefighting	$128,933,761	$116,135,455	11%
Utilities	$136,907,577	$129,378,244	6%
Central Services	$47,064,164	$49,632,147	-5%
Parking and Sales Tax	$49,703,484	$47,561,391	5%
General Cost of Government	$32,959,831	$29,112,982	13%
Repayment of Loans	$1,200,000	$2,000,000	-40%
Grandfathered Payments	$32,400,771	$25,551,547	27%
Fleet Services	$23,452,674	$21,212,198	11%
Aviation Fuel Tax	$27,605,575	$17,368,270	59%
Payments in Lieu of Tax	$17,464,113	$18,266,267	-4%
Legal Services	$19,093,552	$13,330,859	43%
Engineering	$11,409,898	$8,157,312	40%
Land and Facility Rental	$18,794,469	$133,920,710	-86%
Mayor and City Council	$2,220,017	$1,116,314	99%
Promotion and Marketing	$1,199,421	$1,182,879	1%
Ground Access Projects	$288,324	$1,685,634	-83%
Community Services	$648,632	$807,532	-20%
Repayment of Contributions	$0	$162,451	-100%
Impact Fees	$58,686	$1,107,455	-95%
Lobbying Fees	$67,220	$77,210	-13%
Economic and/or Redevelopment Costs	$0	$0	
Total	$1,152,661,859	$1,104,254,510	4%

Part 2

Payments Airports Made to Government Entities

Medium Commercial Service Airports

Comparative Results - 2007 versus 2006

Type of Service Provided to Airport	2007	2006	Change
Other	$78,796,134	$51,236,595	54%
Law Enforcement	$95,464,293	$89,032,508	7%
Firefighting	$44,332,154	$39,770,401	11%
Utilities	$28,757,241	$27,923,395	3%
Central Services	$38,322,273	$40,355,847	-5%
Parking and Sales Tax	$15,986,748	$16,264,648	-2%
General Cost of Government	$16,737,635	$16,014,100	5%
Repayment of Loans	$20,265,981	$40,672,236	-50%
Grandfathered Payments	$1,179,769	$1,188,669	-1%
Fleet Services	$3,919,322	$3,723,186	5%
Aviation Fuel Tax	$55,413	$49,554	12%
Payments in Lieu of Tax	$5,900,798	$5,467,318	8%
Legal Services	$3,041,877	$3,053,849	0%
Engineering	$6,762,384	$4,996,922	35%
Land and Facility Rental	$172,873	$227,380	-24%
Mayor and City Council	$627,990	$1,204,633	-48%
Promotion and Marketing	$255,101	$324,513	-21%
Ground Access Projects	$1,083,278	$46,743	2218%
Community Services	$420,791	$912,220	-54%
Repayment of Contributions	$0	$0	0%
Impact Fees	$59,157	$44,708	32%
Lobbying Fees	$24,000	$28,500	-16%
Economic and/or Redevelopment Costs	$0	$0	
Total	$362,165,212	$342,537,925	6%

Part 2

Payments Airports Made to Government Entities

Small Commercial Service Airports

Comparative Results - 2007 versus 2006

Type of Service Provided to Airport	2007	2006	Change
Other	$14,377,221	$12,610,901	14%
Law Enforcement	$35,201,994	$31,842,942	11%
Firefighting	$24,799,448	$24,204,797	2%
Utilities	$17,618,025	$20,679,836	-15%
Central Services	$8,020,925	$7,780,907	3%
Parking and Sales Tax	$3,371,858	$2,729,620	24%
General Cost of Government	$9,030,712	$9,403,907	-4%
Repayment of Loans	$7,667,577	$3,121,224	146%
Grandfathered Payments	$2,513,618	$2,200,112	14%
Fleet Services	$2,932,374	$2,579,292	14%
Aviation Fuel Tax	$217,576	$195,461	11%
Payments in Lieu of Tax	$1,319,762	$1,725,374	-24%
Legal Services	$1,107,387	$1,287,528	-14%
Engineering	$3,540,144	$1,916,897	85%
Land and Facility Rental	$940,326	$832,373	13%
Mayor and City Council	$153,440	$146,386	5%
Promotion and Marketing	$279,977	$130,894	114%
Ground Access Projects	$65,878	$72,709	-9%
Community Services	$2,500	$39,836	-94%
Repayment of Contributions	$84,193	$144,173	-42%
Impact Fees	$18,328	$24,637	-26%
Lobbying Fees	$38,008	$33,169	15%
Economic and/or Redevelopment Costs	$0	$0	
Total	$133,301,271	$123,702,975	8%

Part 2

Payments Airports Made to Government Entities

Nonhub Commercial Service Airports

Comparative Results - 2007 versus 2006

	2007	2006	Change
Type of Service Provided to Airport			
Other	$12,480,673	$10,340,864	21%
Law Enforcement	$12,134,589	$10,318,130	18%
Firefighting	$10,730,043	$12,251,712	-12%
Utilities	$9,472,216	$7,810,003	21%
Central Services	$3,970,022	$4,879,522	-19%
Parking and Sales Tax	$977,459	$689,688	42%
General Cost of Government	$6,959,743	$6,046,973	15%
Repayment of Loans	$16,949,283	$14,789,979	15%
Grandfathered Payments	$176,660	$269,094	-34%
Fleet Services	$2,083,356	$1,724,903	21%
Aviation Fuel Tax	$12,804	$17,317	-26%
Payments in Lieu of Tax	$2,094,789	$1,839,419	14%
Legal Services	$695,025	$750,409	-7%
Engineering	$1,999,204	$651,466	207%
Land and Facility Rental	$573,683	$264,867	117%
Mayor and City Council	$209,439	$233,256	-10%
Promotion and Marketing	$163,109	$65,153	150%
Ground Access Projects	$19,179	$1,933	892%
Community Services	$80,471	$94,858	-15%
Repayment of Contributions	$296,388	$244,318	21%
Impact Fees	$151,880	$85,377	78%
Lobbying Fees	$0	$0	0%
Economic and/or Redevelopment Costs	$54,750	$0	
Total	$82,284,765	$73,369,241	12%

Part 3

Payments Government Entities Made for Lease of Airport Property

All Commercial Service Airports

Comparative Results - 2007 versus 2006

	2007	2006	Change
User of Airport Property			
Federal	$70,329,702	$65,621,791	7%
State	$53,980,122	$28,679,208	88%
City	$21,944,155	$22,903,502	-4%
County	$12,017,954	$11,497,939	5%
Port Authority	$2,259,885	$19,515,641	-88%
Other	$28,960,837	$4,447,669	551%
Total	$189,492,655	$152,665,750	24%

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAR 17 2009

The Honorable Joseph R. Biden
President of the Senate
Washington, DC 20510

Dear Mr. President:

The enclosed report for Fiscal Year (FY) 2008 is provided in response to Section 202 of the Federal Aviation Administration Authorization Act of 1994 (P.L. 103-305), which requires the Administrator to submit to Congress a list of foreign aviation authorities to which the Administrator provided services in the preceding fiscal year. The list specifies the dollar value of such services and any reimbursement received for such services.

Please note that as FAA requires prepayment for services to be provided, some collections earned in FY 2008 are for services to be rendered in FY 2009.

An identical letter has been sent to the Speaker of the House of Representatives.

Sincerely,

Lynne A. Osmus
Acting Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAR 17 2009

The Honorable Nancy Pelosi
Speaker of the House of Representatives
Washington, DC 20515

Dear Madam Speaker:

The enclosed report for Fiscal Year (FY) 2008 is provided in response to Section 202 of the Federal Aviation Administration Authorization Act of 1994 (P.L. 103-305), which requires the Administrator to submit to Congress a list of foreign aviation authorities to which the Administrator provided services in the preceding fiscal year. The list specifies the dollar value of such services and any reimbursement received for such services.

Please note that as FAA requires prepayment for services to be provided, some collections earned in FY 2008 are for services to be rendered in FY 2009.

An identical letter has been sent to the President of the Senate.

Sincerely,

Lynne A. Osmus

Lynne A. Osmus
Acting Administrator

Enclosure

Report to Congress

U.S. Department
of Transportation

Federal Aviation
Administration

Assistance Provided to Foreign Aviation
Authorities for FY 2008

Washington, DC 20591

March 2009

Report of the
Federal Aviation Administration
to the United States Congress
Pursuant to Section 202
of Public Law 103-305

ASSISTANCE PROVIDED TO FOREIGN AVIATION AUTHORITIES BY THE FEDERAL AVIATION ADMINISTRATION (FAA) FOR FISCAL YEAR 2008

INTRODUCTION

This report is provided to Congress in response to Section 202 of the Federal Aviation Administration Authorization Act of 1994 (P.L. 103-305), which requires the Administrator to submit to Congress a list of the foreign aviation authorities to which the Administrator provided services under this subsection during the preceding fiscal year. This list specifies the dollar value of such services, the amount of potential reimbursement that was waived, and any reimbursement received for such services. As FAA requires prepayment for services to be provided, some collections earned in Fiscal Year (FY) 2008 are for services to be rendered in FY 2009. In addition, some of the services provided by the FAA in FY 2008 were collected in a prior fiscal year.

In FY 2008, the Federal Aviation Administration (FAA) provided approximately $6.3 million in assistance, of which $1.3 million was waived. As provided in the Act, reimbursement was waived when the Administrator determined that providing services would promote aviation safety. When evaluating a foreign government's request for a waiver of reimbursement, the FAA takes into account the number of U.S. citizens traveling to that country, the number and frequency of American flag air carriers operating into that country, and the need for improved aviation safety standards in that country.

BACKGROUND

The FAA's technical assistance programs facilitate delivery of FAA experts and knowledge to foreign civil aviation authorities around the world. Agreements for the provision of services are conducted on a government-to-government basis, generally between the FAA and the foreign civil aviation authority. The recipient country generally reimburses the FAA for the cost of the technical assistance.

The FAA has nearly 400 technical assistance agreements with other countries. These agreements cover the entire spectrum of civil aviation activities and include the following:

Training: Each year, the FAA arranges training for international officials from more than 50 countries at the FAA Academy and at U.S. industry and academic institutions.

Flight Inspection: FAA flight inspection crews inspect and calibrate navigational aids worldwide.

Equipment: The FAA supplies other countries with new and used equipment common to the FAA National Airspace System.

Spare Parts and Repair Services: Civil aviation authorities are encouraged to obtain spare parts and repair of equipment through the FAA.

Cooperative Agreements: Cooperative agreements are arranged with foreign aviation authorities to exchange technical information and pursue joint technical projects, including R&D activities.

In-country Technical Assistance: FAA experts work with other countries to improve aviation safety. Experts are dispatched on short-term assignments to address specific problems and conduct surveys, studies, etc. Long-term assistance is provided by civil aviation assistance groups comprised of resident FAA advisers who assist in the development of a country's aviation system. The FAA has provided experts in the following areas:

- Systems design and planning
- Equipment installation and maintenance
- Airworthiness maintenance
- Type certification
- Anti-terrorism (security) programs
- Air traffic control procedures
- Airport operations and standards

ASSISTANCE PROVIDED TO FOREIGN AVIATION AUTHORITIES BY THE FAA, FY 2008

COUNTRY	VALUE OF SERVICES	REIMBURSEMENT WAIVED	COLLECTIONS
Afghanistan*	$ 710,934.76		$ 588,843.51
Argentina	$ 1,092.00		$ 1,092.00
Australia	$ 8,055.00		$ 8,055.00
Austria	$ 2,184.00		$ 2,184.00
Bahamas	$ 79,739.81		$ 74,022.26
Barbados	$ 914.00		$ 914.00
Belgium	$ 19,135.08		$ 19,135.08
Bermuda	$ 83,756.12		$ 66,945.22
Brazil	$ 16,183.00		$ 16,183.00
Cameroon	$ 29,468.00		$ 29,468.00
Canada	$ 280,185.60	$ 106,672.00	$ 173,513.60
Cambodia	$ 3,698.00		$ 3,698.00
Cape Verde	$ 9,384.00		$ 9,384.00
Chad	$ 12,732.00		$ 12,732.00
Chile	$ 13,648.00		$ 13,623.00
China	$ 771,011.91	$ 7,714.00	$ 763,297.91
Colombia	$ 326,394.00		$ 326,394.00
Croatia	$ 7,416.00		$ 7,416.00
Denmark	$ 4,700.00		$ 4,680.00
Dominican Republic	$ 152,618.37		$ 152,618.37
Ecuador	$ 91,262.15		$ 91,262.15
Egypt	$ 8,660.00		$ 8,616.00
Germany	$ 4,343.00		$ 4,343.00
Ghana	$ 15,506.00		$ 15,435.00
Iceland	$ 8,193.66	$ 2,719.00	$ 5,474.66
India	$ 78,821.86		$ 78,821.86
International Civil Aviation Organization	$ 505,068.00	$ 453,000.00	$ 52,068.00
Iraq	$ 694,675.88	$ 694,675.88	$ -
Israel	$ 190,279.57		$ 190,071.57
Jamaica	$ 50,633.30		$ 50,533.30
Japan	$ 72,113.82		$ 72,113.82
Jordan	$ 64,978.18		$ 64,972.18
Kenya	$ 5,539.00		$ 5,515.00
Korea	$ 94,958.00		$ 94,784.00
Maldives	$ 49,040.48		$ 49,040.48
Mauritania	$ 3,698.00		$ 3,673.00
Micronesia	$ 5,197.00	$ 5,197.00	$ -
Mongolia	$ 11,618.00		$ 11,578.00
Netherlands	$ 1,156.68		$ 1,156.68
New Zealand	$ 33,116.00	$ 31,500.00	$ 1,591.00
Nigeria	$ 502,034.33		$ 501,683.33
Panama	$ 324,218.30		$ 324,218.30
Philippines	$ 6,521.00		$ 6,521.00
Regional Aviation Safety Oversight System **	$ 62,256.81	$ -	$ 62,256.81
Safe Skies for Africa ***	$ 470,686.31		$ 470,686.31

ASSISTANCE PROVIDED TO FOREIGN AVIATION AUTHORITIES BY THE FAA, FY 2008

COUNTRY	VALUE OF SERVICES	REIMBURSEMENT WAIVED	COLLECTIONS
Saudi Arabia	$ 1,590.00		$ 1,590.00
Senegal	$ 12,766.00		$ 12,741.00
Sierre Leone	$ 8,800.00		$ 8,800.00
Spain	$ 153,923.66		$ 153,923.66
South Africa	$ 305.33		$ 305.33
Taiwan	$ 3,759.00		$ 3,759.00
Thailand	$ 9,922.00		$ 9,882.00
Trinidad & Tobago	$ 4,558.00		$ 4,538.00
Turkey	$ 5,692.00		$ 5,692.00
Uganda	$ 8,818.00		$ 8,797.00
United Kingdom	$ 80,815.30		$ 80,815.30
United Nations	$ 49,244.00		$ 49,244.00
Uruguay	$ 116,465.95		$ 116,465.95
TOTAL	**$ 6,344,484.22**	**$ 1,301,477.88**	**$ 4,897,167.64**

* FAA received non-expenditure transfers from USAID under Section 632(b) of the Foreign Asst. Act of 1961 for Afghanistan.

** Members of the Regional Aviation Safety Oversight System (RASOS) include Barbados, Guyana, Haiti, Jamaica, OECS Directorate of Civil Aviation, Suriname and Trinidad and Tobago

*** Funds received from U.S. Agency for International Development through the Department of Transportation in support of Safe Skies for Africa Initiative; countries include Angola, Cape Verde, Cameroon, Kenya, Mali, Namibia, Tanzania, Uganda, Djibouti, Zimbabwe and Cote d'Ivoire.

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAR 2 5 2009

The Honorable John D. Rockefeller IV
Chairman, Committee on Commerce,
Science, and Transportation
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

House Report 108-334 accompanying the Vision 100—Century of Aviation Reauthorization Act asked the Federal Aviation Administration to submit a report in response to Section 602, Justification for Air Defense Identification Zone (ADIZ), describing changes that could improve operational efficiency or minimize operational impacts of the ADIZ on pilots and controllers. This update covers the period from May 1 through June 30, 2008.

In May and June 2008, there were 44 violations of airspace restrictions in the ADIZ, which is a 48 percent decrease from what was recorded during the same period in 2007. This decrease reflects the success of FAA's continuing emphasis on outreach efforts with the general aviation community.

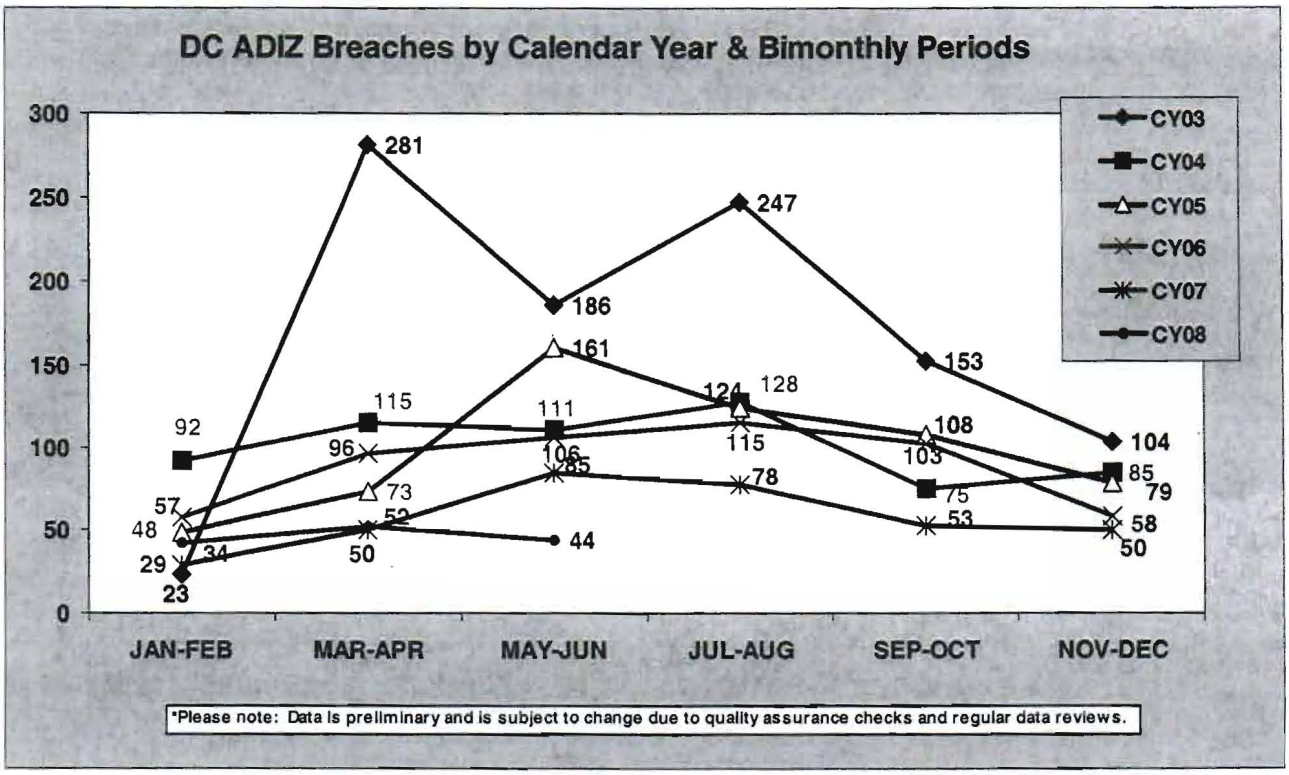
The FAA's System Operations Services, System Operations Security team participated in the Joint Services Open House at Andrews Air Force Base in May 2008. The event attracted more than 300,000 people and the team provided ADIZ brochures to approximately 400 regional pilots.

The team communicated directly with more than 1,250 pilots about the ADIZ special airspace guidelines and distributed more than 2,000 information pamphlets at the Aircraft Owners and Pilots Association (AOPA) Regional Fly-in and Open House in Frederick, Maryland, on June 7, 2008. In preparation for this event, FAA coordinated with AOPA and the Interagency Airspace Procedures Working Group (IAPWG), whose members include the FAA, Department of Defense, Transportation Security Administration, Federal Bureau of Investigation, and United States Secret Service, all of whom exhibited at the event.

Online training continues to be a resource for all pilots, particularly those within a 100-nautical mile radius of Washington, D.C. This free course is on the FAA Web site at http://www.faasafety.gov and explains the requirements and procedures for operating in the ADIZ.

The FAA is in the economic analysis phase of a rulemaking that requires special awareness training for any pilot who flies under visual flight rules within a 50-nautical mile radius of the Washington, D.C., very high frequency omnidirectional radio range/distance measuring equipment.

For comparison of ADIZ breaches for previous periods, the chart below reflects annual data since 2003.



Identical letters have been sent to Chairman Oberstar, Senator Hutchison, and Congressman Mica.

Sincerely,

Lynne A. Osmus
Acting Administrator

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAR 2 5 2009

The Honorable Kay Bailey Hutchison
Committee on Commerce,
Science, and Transportation
United States Senate
Washington, DC 20510

Dear Senator Hutchison:

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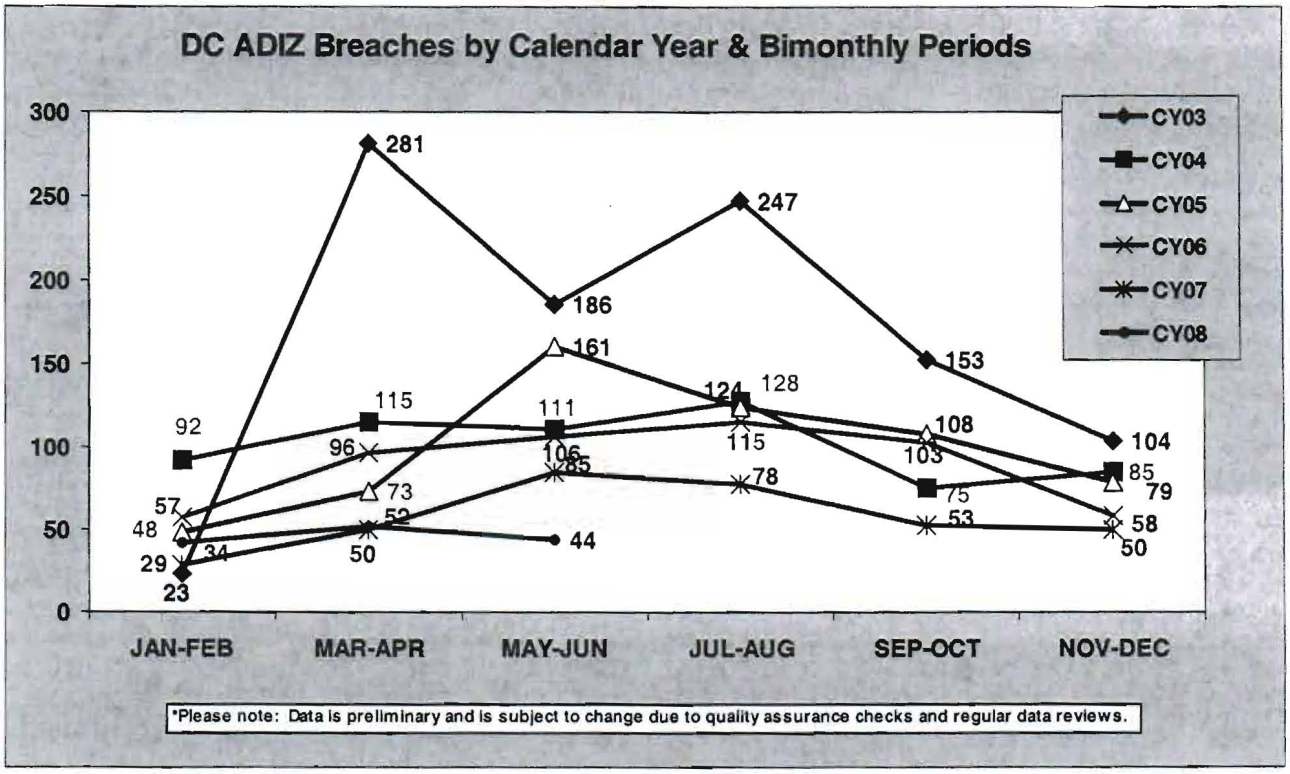

Identical letters have been sent to Chairmen Rockefeller and Oberstar and Congressman Mica.

Sincerely,

Lynne A. Osmus

Lynne A. Osmus
Acting Administrator

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

800 Independence Ave., S.W.
Washington, D.C. 20591

MAR 2 5 2009

The Honorable James L. Oberstar
Chairman, Committee on Transportation
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Washington, DC 20515

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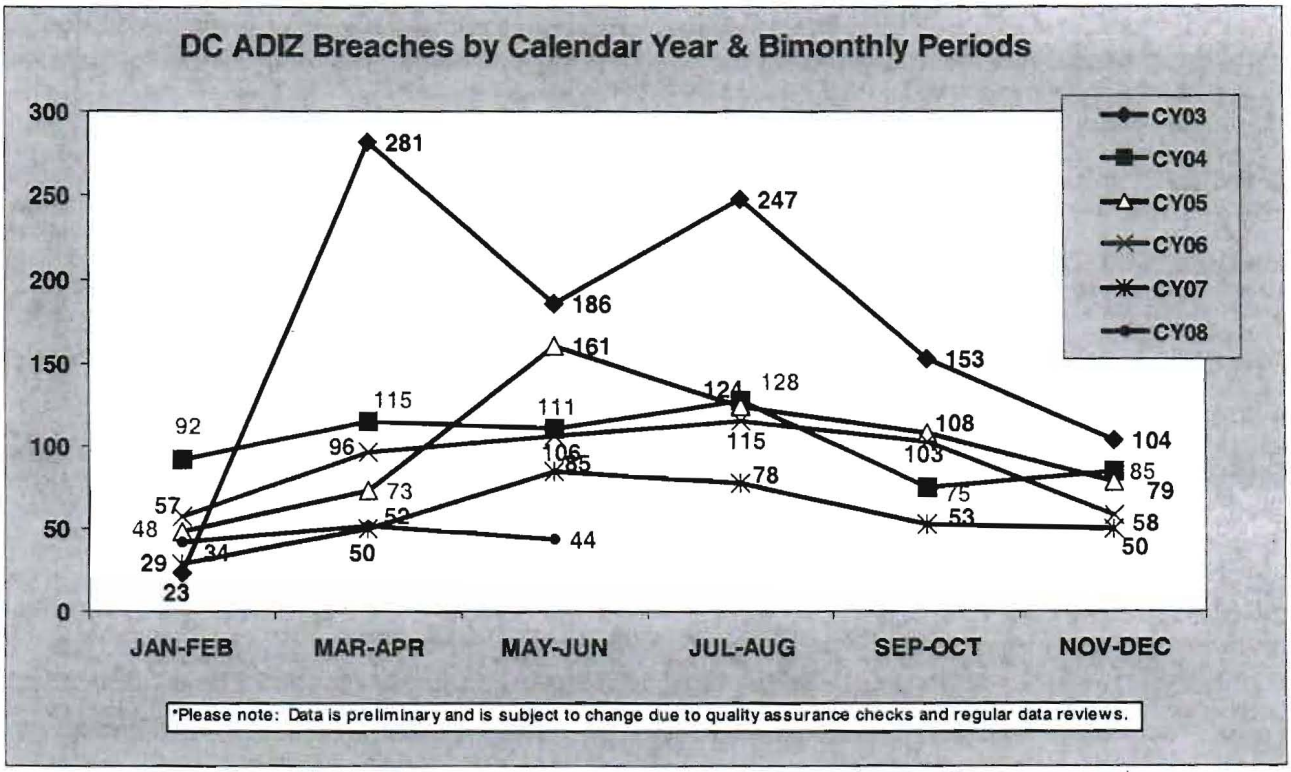

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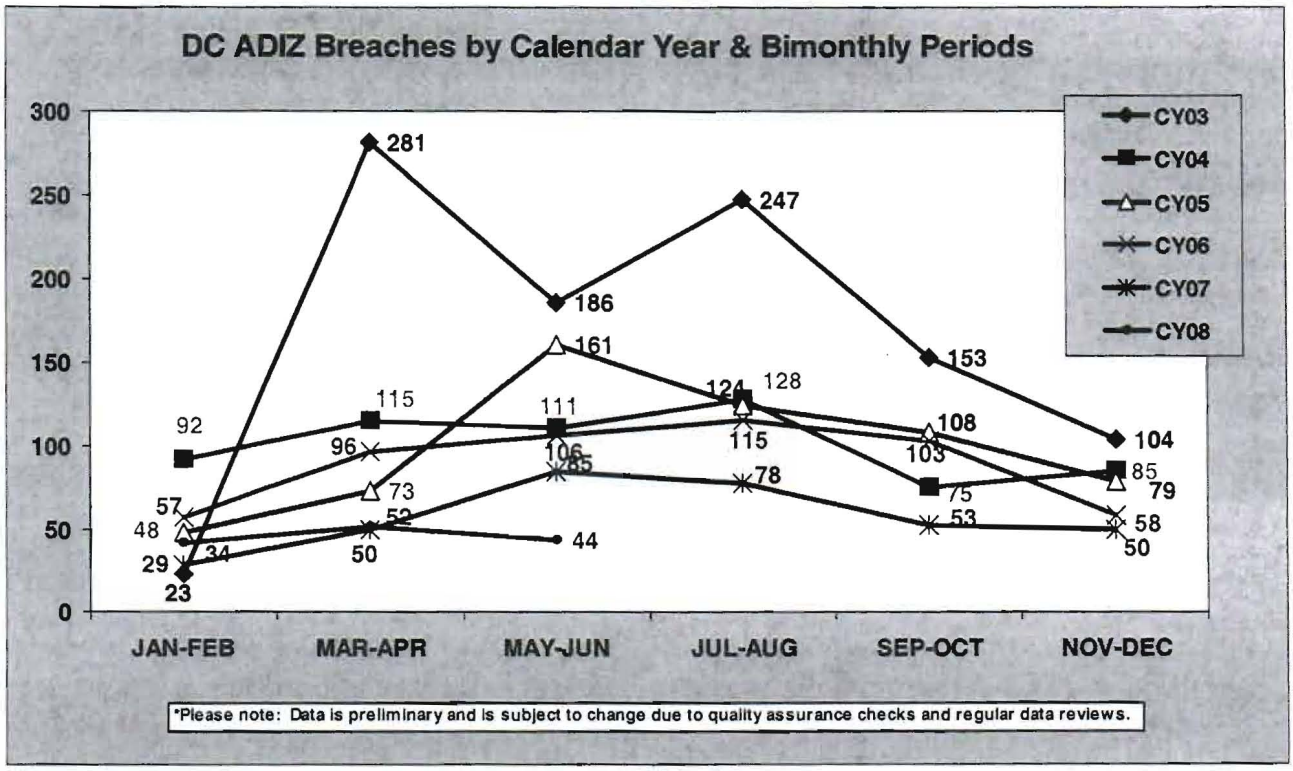

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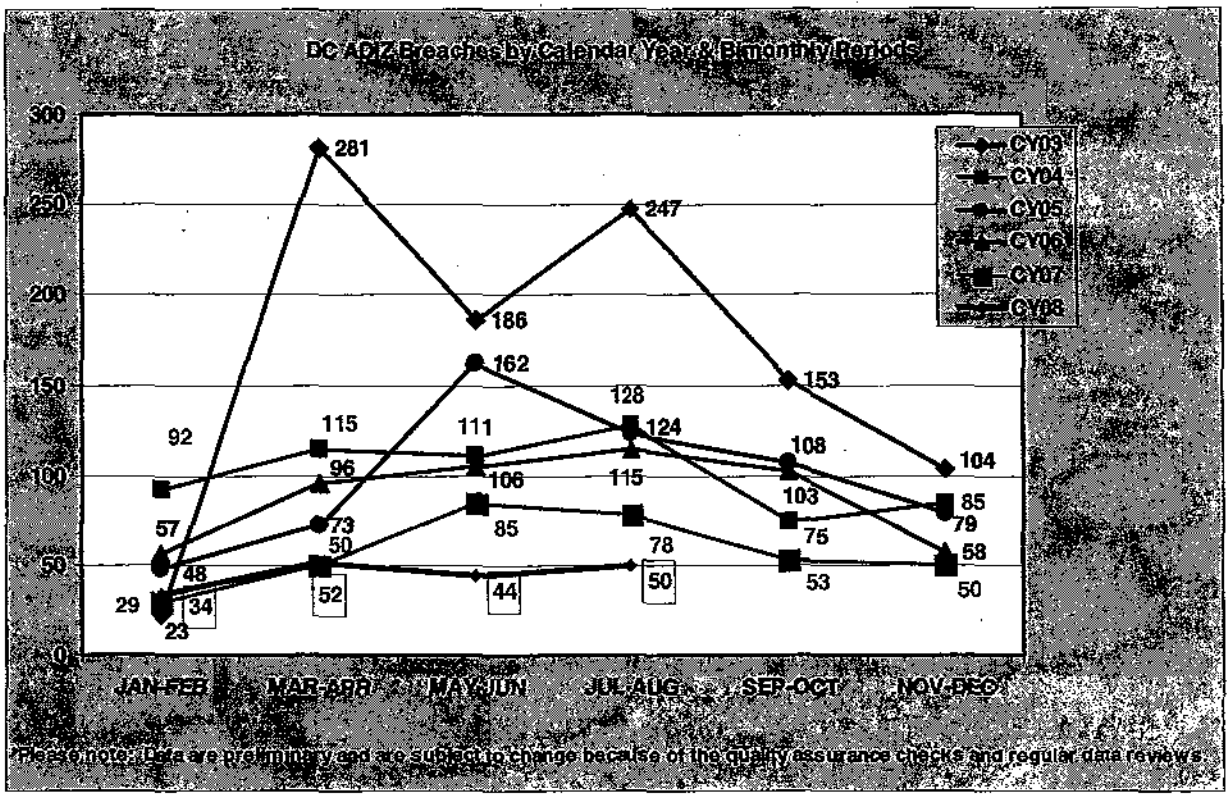

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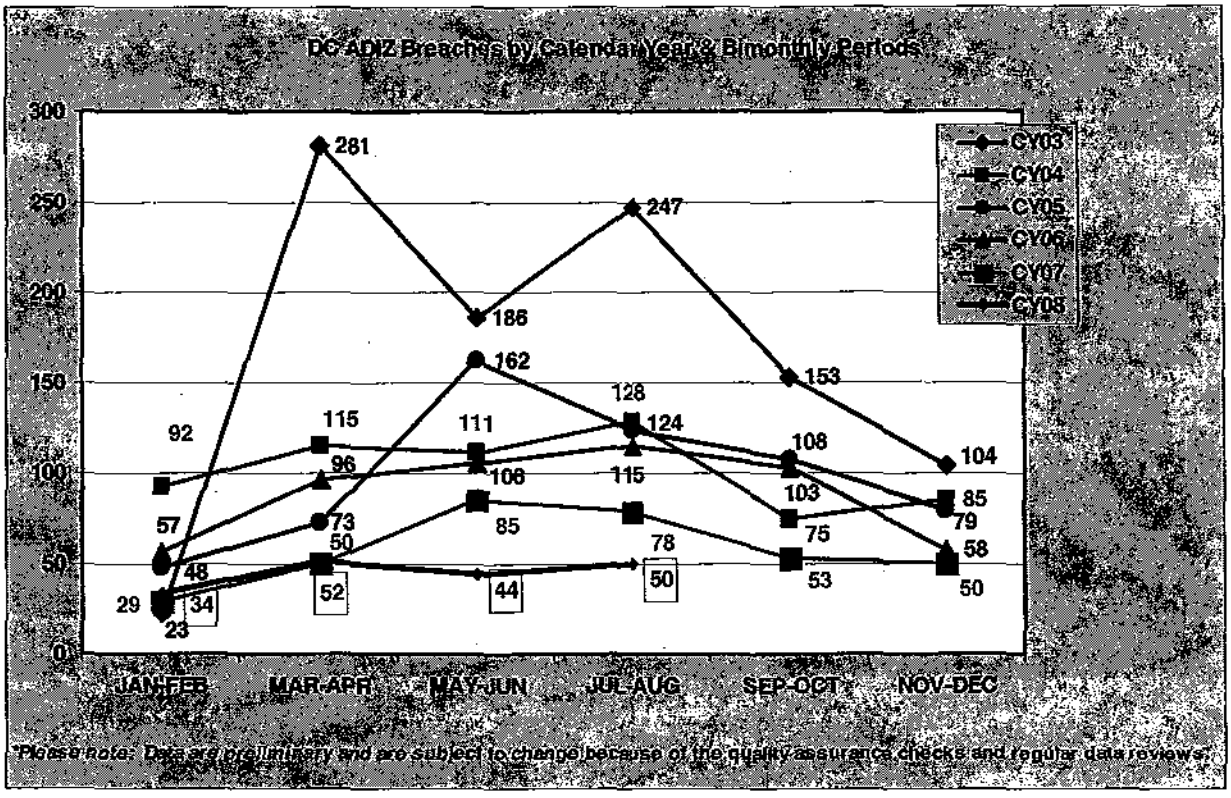

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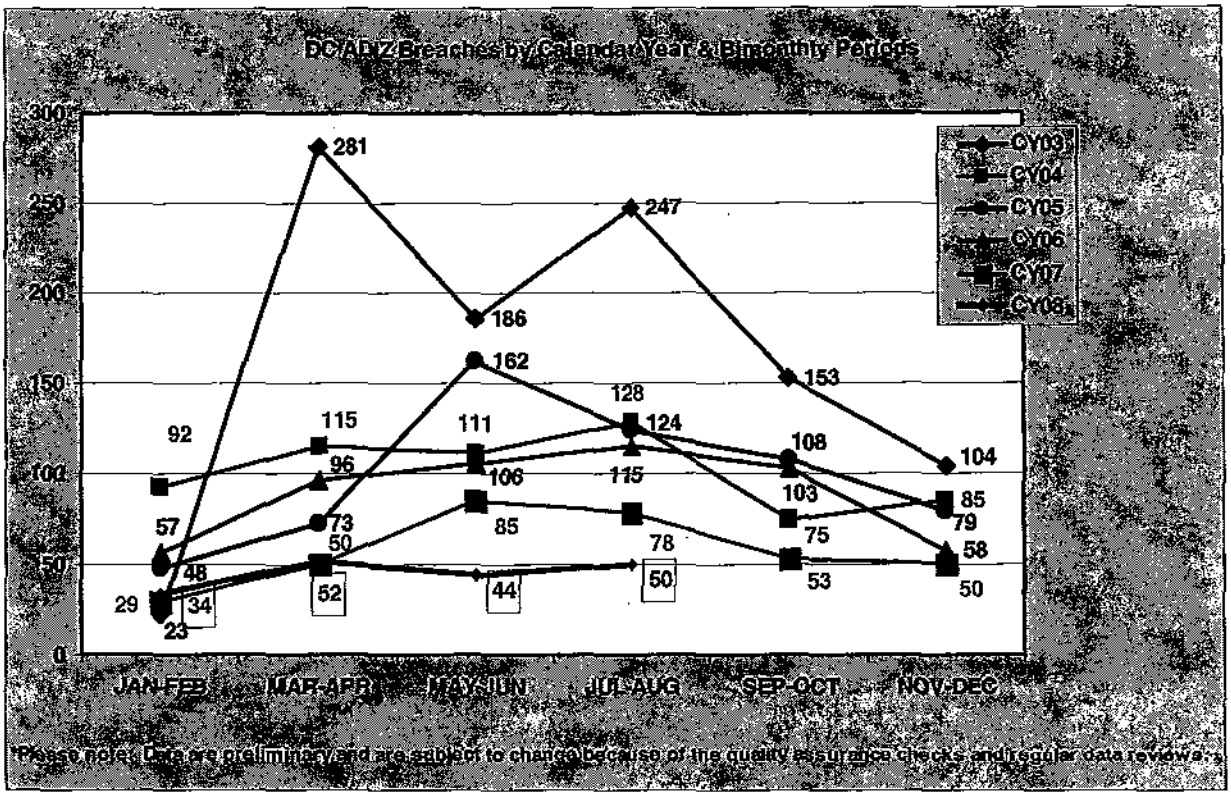

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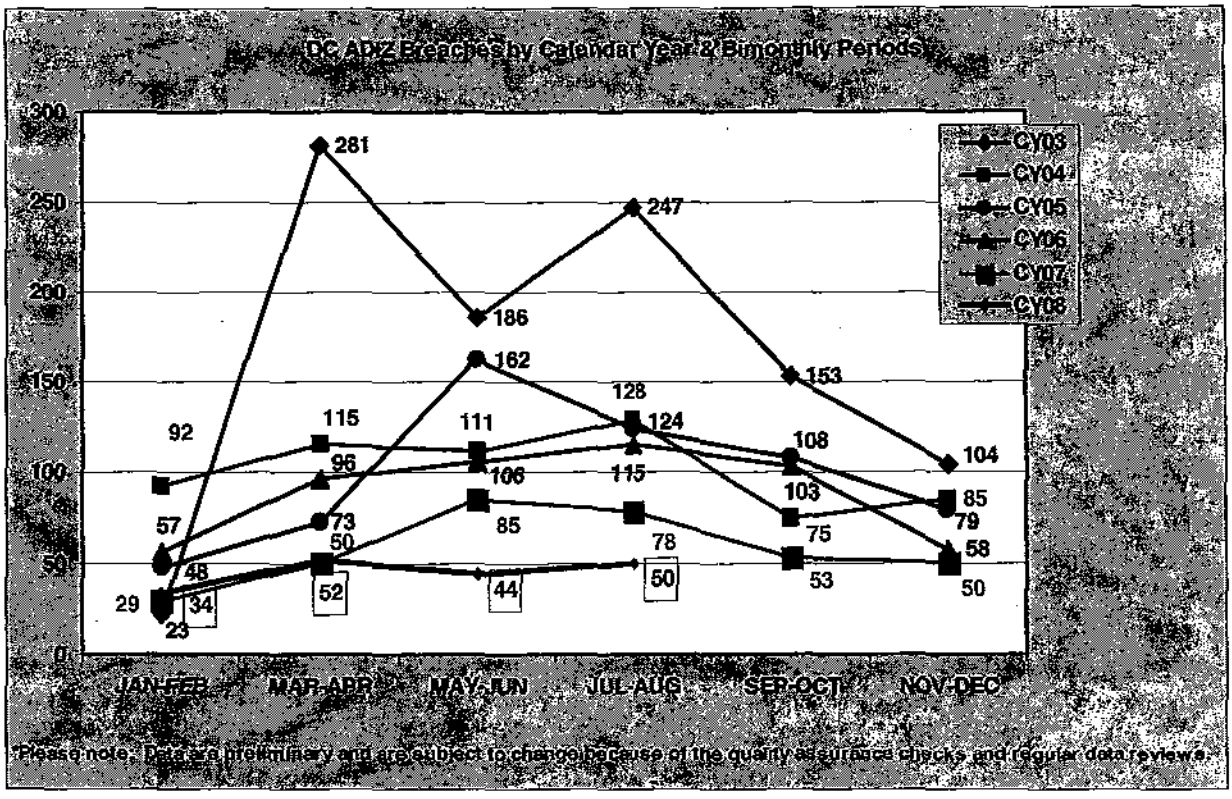

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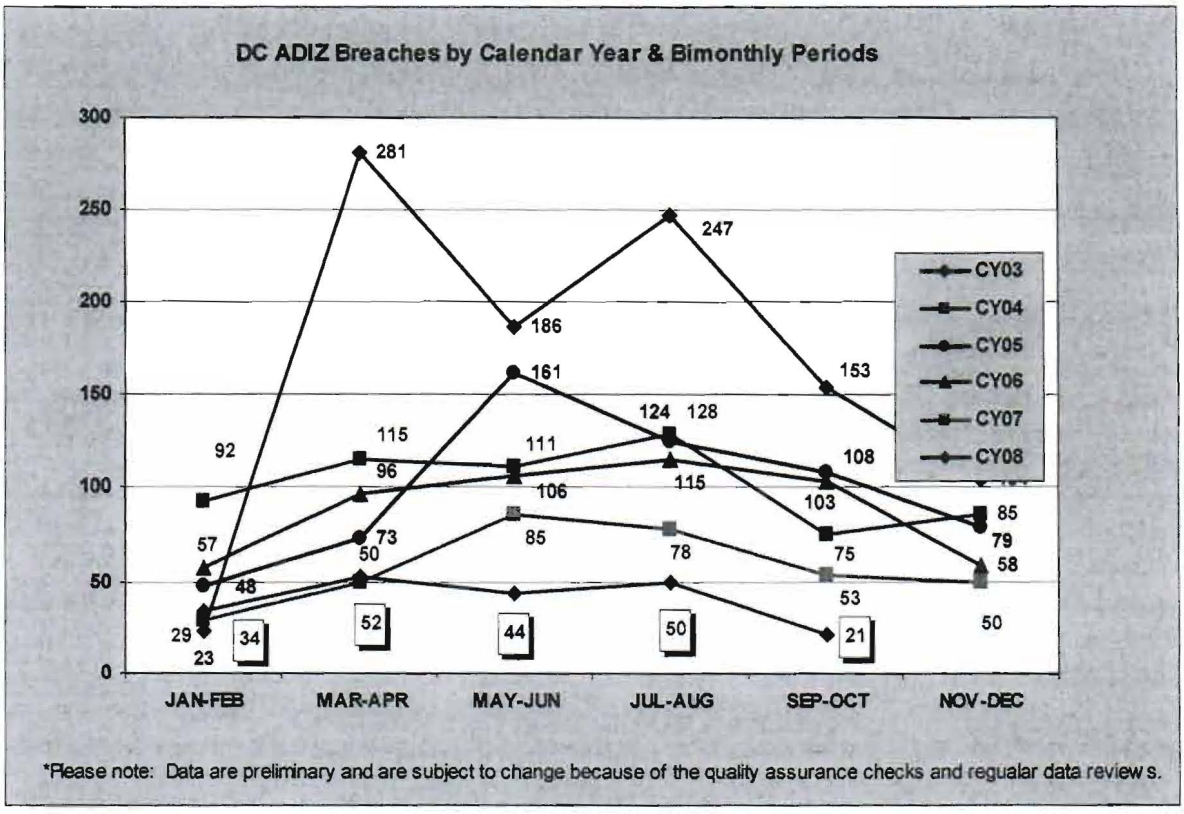

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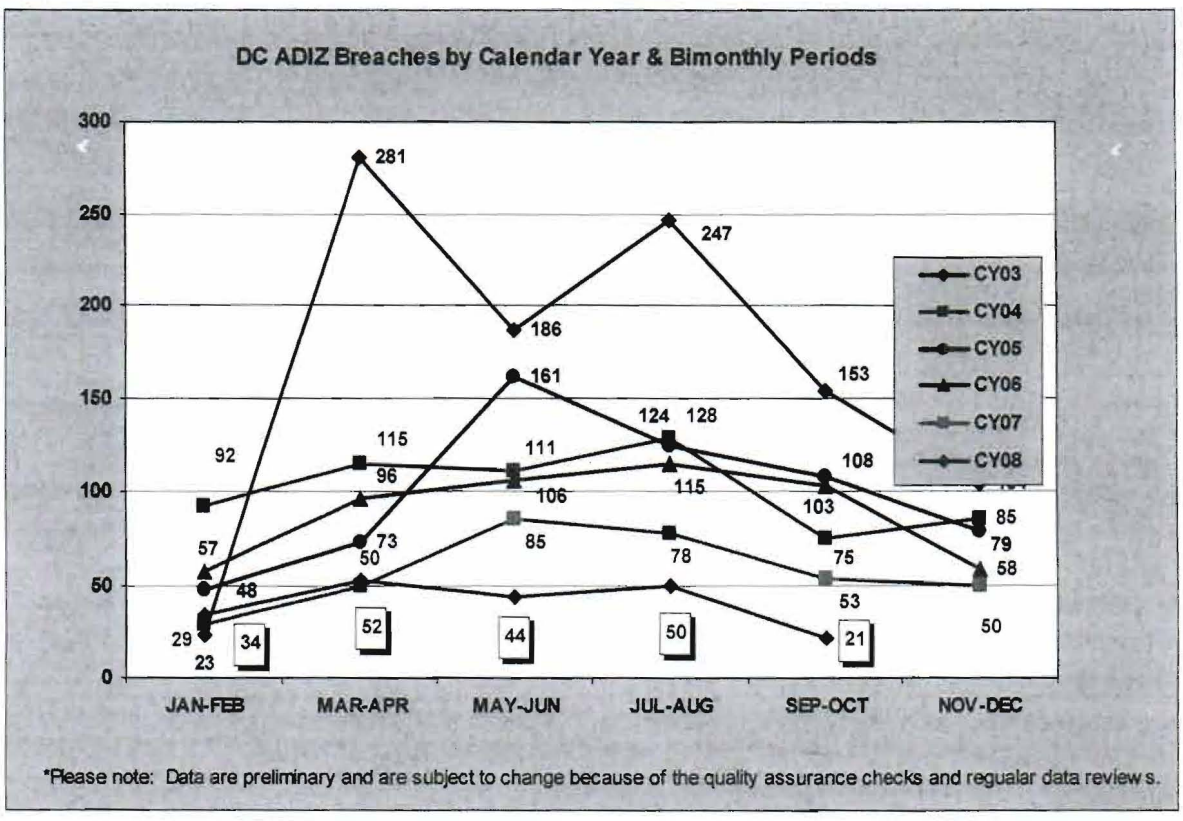

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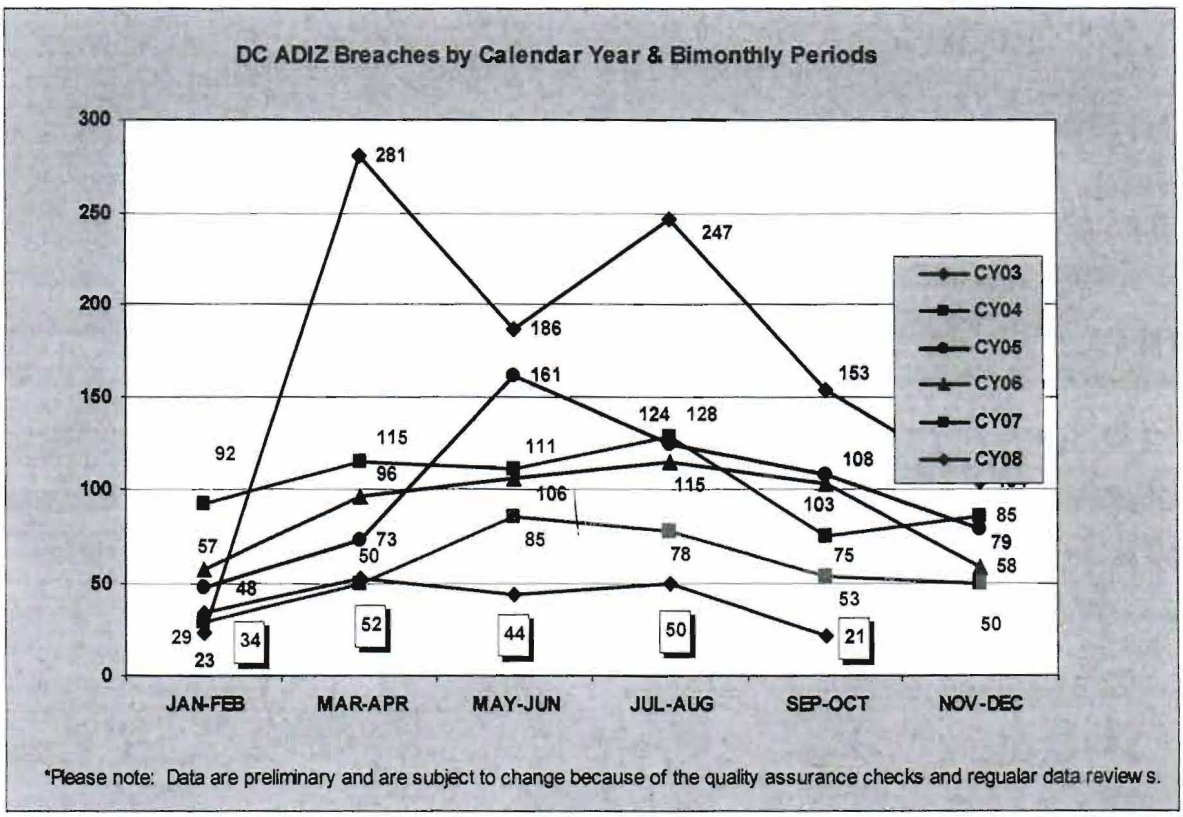

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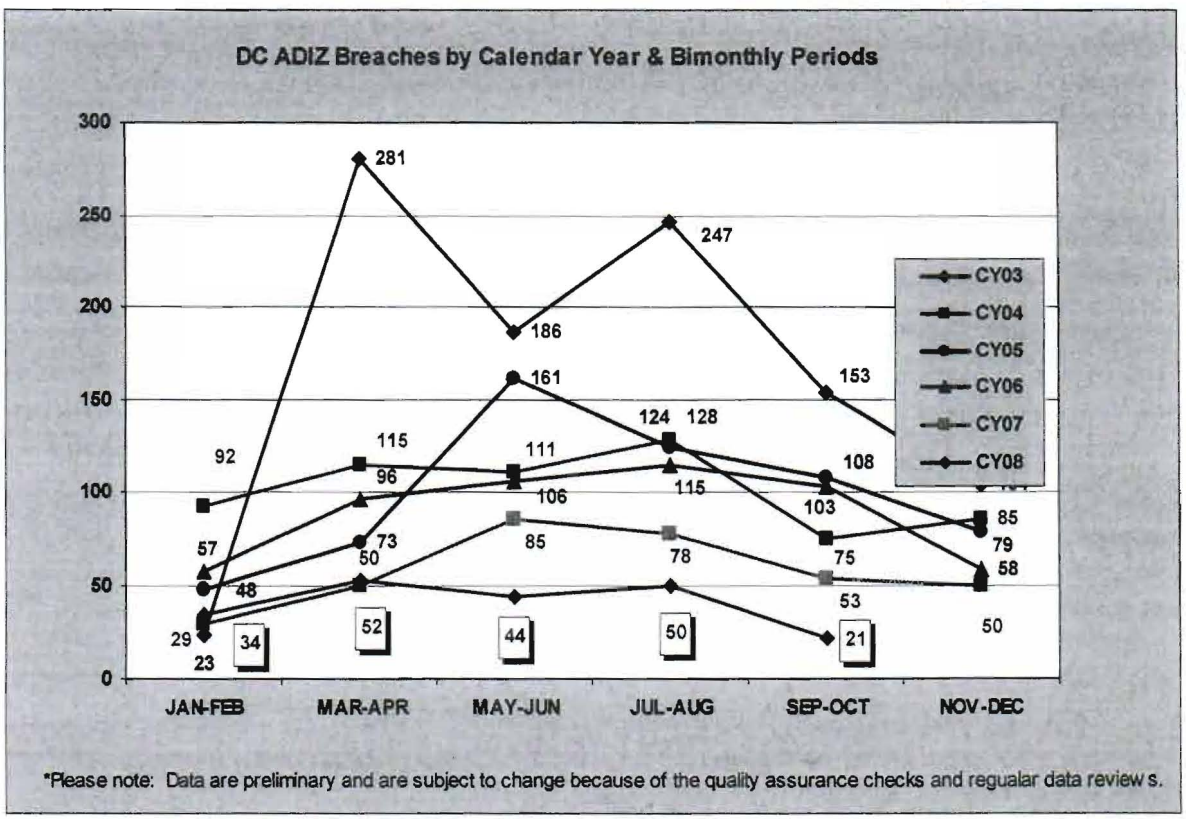

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MAR 3 1 2009

The Honorable Daniel K. Inouye
Chairman, Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

The FY 2009 Omnibus Appropriation Act, 2009 (P.L. 111-8), requires the Federal Aviation Administration to submit by March 31, 2009 the Controller Workforce Plan "pursuant to Section 221 of P.L. 108-176."

Due to the deferment of the release of the FY 2010 Budget, the FAA has prepared an interim report reflecting only current year staffing projection. Attached is the Fiscal Year 2009 Interim Annual Air Traffic Controller Workforce Plan. The report includes total staffing numbers, estimated staff losses, and planned hires for FY 2009.

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We have sent identical letters to Chairman Obey, Senator Cochran, and Congressman Lewis.

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Attachment

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

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The Honorable Thad Cochran
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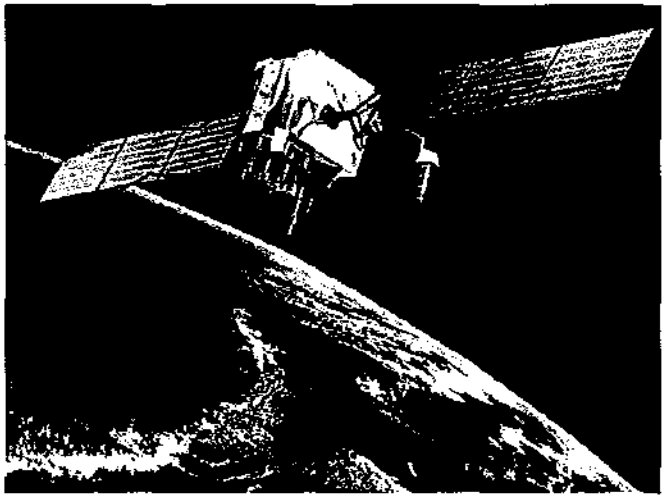
A Plan for the Future

Federal Aviation Administration

Air Traffic Control Workforce Interim Plan



March 2009

Executive Summary

Safety is the top priority of the Federal Aviation Administration (FAA) as it manages America's National Airspace System (NAS). Thanks to the expertise of people and the support of technology, tens of thousands of aircraft are guided safely and expeditiously, every day, through the NAS to their destinations.

An important part of managing the NAS involves actively aligning resources with demand. The FAA "staffs to traffic." This provides FAA the flexibility to match the number of air traffic controllers at its facilities with traffic volume and workload. The FAA's staffing needs are dynamic due to the dynamic nature of workload and traffic volume.

In the past decade, system-wide air traffic demand has declined significantly. Since 2000, the peak year for traffic, volume has declined by 17 percent and overall traffic volume is not expected to return to year 2000 levels in the near term. In contrast, system-wide controller headcount is at the same level as the year 2000. We continue to hire in advance of need because this allows sufficient training time for our new hires that will replace retiring controllers. On a per-operation basis, the FAA has more fully certified controllers on board today than in 2000.

While the FAA is managing today's air traffic, we must also integrate new technologies into air traffic operations. As the air traffic system evolves into a more automated future, the FAA is working diligently to ensure well-trained controllers continue to uphold the highest safety standards.

Fiscal year 2008 was expected to be a high year for controller retirements, but they were actually below projections, and lower than the previous year. In addition, current year retirements are trending even lower than last year. The FAA carefully tracks actual retirements and projects future losses to make sure its recruitment and training keep pace.

The agency continues to be proactive in its hiring and training programs and we are on target to meet our future requirements. In the last three years, the FAA has hired more than 5,500 new air traffic controllers. The Department of Transportation's Office of the Inspector General recently stated that the FAA has "done what I can only say is a remarkable job in hiring replacements for controllers who have decided to leave."

As the agency brings thousands of new air traffic controllers on board, the training of these new employees continues to be closely monitored at all facilities. The FAA will also continue to take action at the facility level should adjustments become necessary due to changes in traffic volume, unanticipated retirements or other attrition.

As the FAA continues to bring these new employees on board, we must carefully manage the process to ensure that our trainees progress in a timely manner and are hired in the places we need them. In FY 2008, the agency implemented a controller credentialing program as part of the overall safety oversight function. For the first time, almost 15,000 credentials were issued for air traffic controllers. Credentialing helps ensure continuous operational safety through regulated standards for training, testing, currency and proficiency.

FAA's national trainee percentage has averaged 26 percent over the last 40 years, but has ranged from 15 to 50 percent. With the large number of new hires since 2005, the national average is back to 27 percent. While this figure may be higher at some individual facilities, the FAA reviews this information with other indicators so we can manage training and daily operations at each facility.

While the agency is focused on a small subset of facilities with particular staffing needs, the FAA achieved critical hiring and training milestones in FY 2008.

Hiring Milestones

- Exceeded controller hiring targets for FY 2008, enabling the FAA's controller workforce to reach 15,381. Of the 2,196 controllers hired in FY 2008, 823 were graduates of Collegiate Training Initiative (CTI) schools while an additional 720 had previous air traffic control experience.

- Expanded Pre-Employment Processing Centers (PEPCs), where final interviews are conducted and medical and security screenings performed, has allowed the FAA to get qualified applicants into training at a faster pace.

Training Milestones

- Awarded a contract for the Air Traffic Control Optimum Training Solution (ATCOTS) to Raytheon. ATCOTS will improve training times, both at the FAA Academy and when developmental controllers get to their facilities.

- Added eight new CTI schools, which have provided more qualified controller applicants for the FAA. Thirty-one colleges and universities are now accredited to teach air traffic control as part of a college degree.

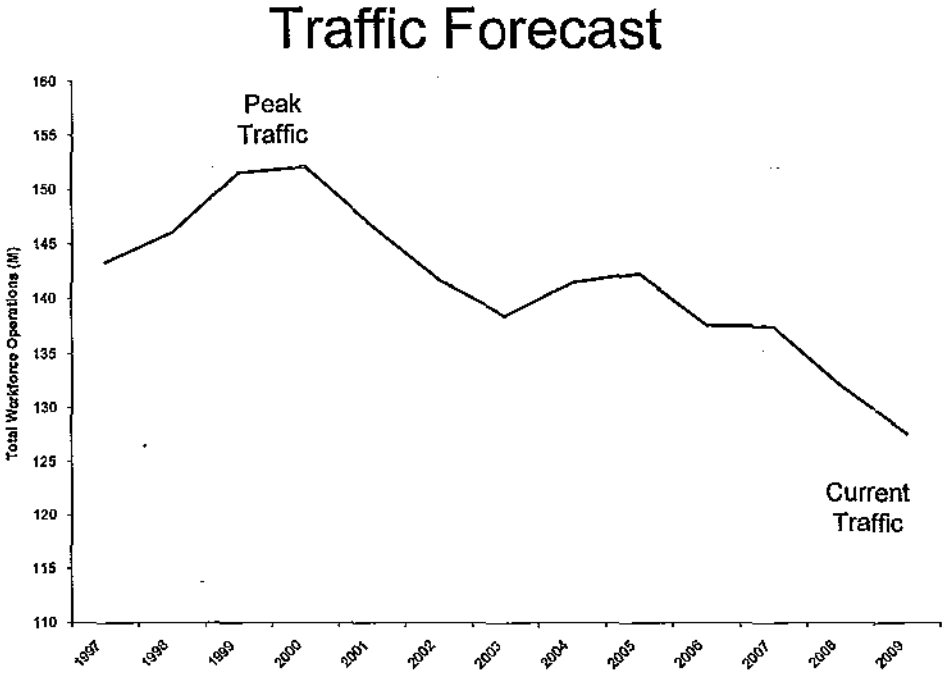
Ongoing hiring and training initiatives, as well as increased simulator use, are helping the FAA meet its goals.

The FAA's goal is to ensure that the agency has the flexibility to match the number of controllers at each facility with traffic volume and workload. Staffing to traffic is just one of the ways we manage America's National Airspace System.

Staffing to Traffic

Air traffic controller workload and traffic volume are dynamic and so are staffing needs. One of the primary factors affecting controller workload is the demand created by air traffic. This means that an adequate number of controllers must be available to cover the peaks in traffic caused by weather and daily, weekly or seasonal variations. FAA continues to "staff to traffic." This practice exercises the flexibility to match the number of controllers at each facility with traffic volume and workload.

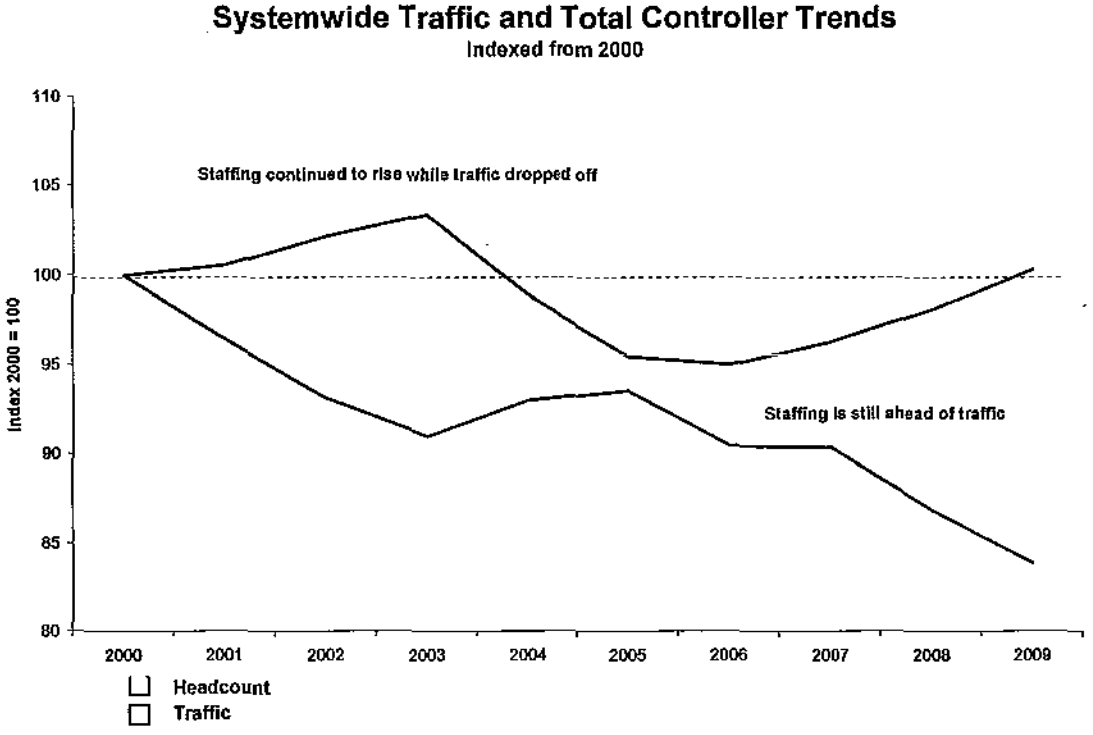
System-wide, traffic has declined by about 17 percent since 2000.



Total Workforce Operations = Tower + TRACON + Aircraft Handled by En Route Centers

Despite the decline in traffic, "staffing to traffic" also requires us to anticipate controller attrition, so that we plan and hire new controllers in advance of need. This is one reason staffing remains ahead of traffic.

The chart below shows systemwide controller staffing and traffic, indexed from 2000 and projected through 2009. Despite the fall off in traffic since the peak in 2000, total headcount is back at the same level as 2000.



The FAA's challenge is to make sure newly hired controllers are effectively placed in the facilities where we will need them.

Meeting the Challenge

The FAA has demonstrated over the past several years that it can effectively manage the long predicted "wave" of expected controller retirements from the controllers that were hired as a result of the controller strike of 1981. For example, in 2005, the FAA began hiring again in anticipation of the retirements expected this decade. That year, the agency began hiring more controllers than the number that retired each year, in order to make sure enough trained controllers were on board when the retirement wave began to swell.

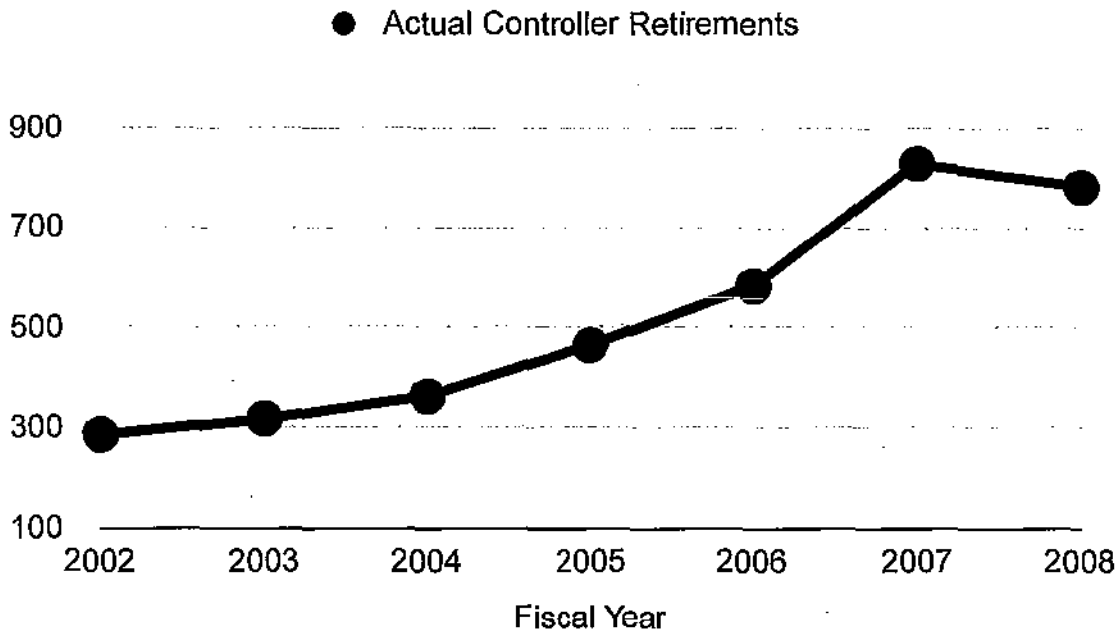
As veteran controllers retire, controllers hired since 2005 are completing training and are replacing retirees as Certified Professional Controllers (CPCs). Similarly, controllers hired in the 1990s may move from mid-level facilities into the higher-paying, higher-workload facilities. The transition through the ranks will continue to provide increased career growth opportunities for the workforce.

The current hiring plan has been designed to "phase-in" new hires as needed. This will avoid another major spike in retirement eligibility like the current one experienced as a result of the 1981 controller strike.

Systematically replacing air traffic controllers, where we need them, as well as ensuring the transfer of knowledge required to maintain a safe NAS, is the focus of this plan.

Retirements

Fiscal year 2007 was correctly projected to be a peak year for retirements of controllers hired in the early 1980s. FY 2008 had fewer retirements than FY 2007 and FY 2009 is expected to be even lower.



Agency projections show that an additional 746 controllers will become eligible to retire in FY 2009. In total, the FAA expects to lose over 1,500 controllers due to retirements, promotions and other losses this fiscal year.

Controller Hiring Profile

The controller hiring profile is shown in the table below. The number of controllers projected to be hired in FY 2009 is 1,742.

	FY 2008 (Actual)	FY 2009
Estimated Losses	1,689	1,538
Planned Hires	2,196	1,742
Total Controllers	15,381	15,585

In FY 2008 total controller headcount increased by 507 over the previous year. FY 2009 total controller headcount is projected to increase by 206 over FY 2008.

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAY 1 4 2009

The Honorable Daniel K. Inouye
Chairman, Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of March 31, 2009 for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Obey, Olver, and Murray; Senators Bond and Cochran; and Congressmen Latham and Lewis.

Sincerely,

Lynne A. Osmus

Lynne A. Osmus
Acting Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAY 1 4 2009

The Honorable Thad Cochran
Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Senator Cochran:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of March 31, 2009 for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Inouye, Obey, Olver, and Murray; Senator Bond; and Congressmen Latham and Lewis.

Sincerely,

Lynne A. Osmus

Lynne A. Osmus
Acting Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAY 1 4 2009

The Honorable Patty Murray
Chairman, Subcommittee on Transportation,
Housing and Urban Development,
and Related Agencies
United States Senate
Washington, DC 20510

Dear Madam Chairman:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of March 31, 2009 for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Inouye, Obey, and Olver; Senators Bond and Cochran; and Congressmen Latham and Lewis.

Sincerely,

Lynne A. Osmus

Lynne A. Osmus
Acting Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAY 1 4 2009

The Honorable Christopher S. Bond
Subcommittee on Transportation,
Housing and Urban Development,
and Related Agencies
United States Senate
Washington, DC 20510

Dear Senator Bond:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of March 31, 2009 for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Inouye, Obey, Olver, and Murray; Senator Cochran; and Congressmen Latham and Lewis.

Sincerely,

Lynne A. Osmus

Lynne A. Osmus
Acting Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAY 14 2009

The Honorable David R. Obey
Chairman, Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of March 31, 2009 for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Inouye, Olver, and Murray; Senators Bond and Cochran; and Congressmen Latham and Lewis.

Sincerely,

Lynne A. Osmus
Acting Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAY 1 4 2009

The Honorable Jerry Lewis
Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Congressman Lewis:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of March 31, 2009 for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Inouye, Obey, Olver, and Murray; Senators Bond and Cochran; and Congressman Latham.

Sincerely,

Lynne A. Osmus

Lynne A. Osmus
Acting Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAY 1 4 2009

The Honorable John W. Olver
Chairman, Subcommittee on Transportation,
Housing and Urban Development,
and Related Agencies
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of March 31, 2009 for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Inouye, Obey, and Murray; Senators Bond and Cochran; and Congressmen Latham and Lewis.

Sincerely,

Lynne A. Osmus

Lynne A. Osmus
Acting Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAY 1 4 2009

The Honorable Tom Latham
Subcommittee on Transportation, Housing and
Urban Development, and Related Agencies
House of Representatives
Washington, DC 20515

Dear Congressman Latham:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of March 31, 2009 for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Inouye, Obey, Olver, and Murray; Senators Bond and Cochran; and Congressman Lewis.

Sincerely,

Lynne A. Osmus

Lynne A. Osmus
Acting Administrator

Enclosures

FY 2009 2nd Quarter Obligation Summary
APPROPRIATION STATUS BY FISCAL YEAR
(Whole Dollars)

APPROPRIATION	AVAILABILITY [A/]	OBLIGATIONS AS OF 3/31/09	UNOBLIGATED	% Obligated	% Unobligated
OPERATIONS	9,042,467,000.00	4,027,037,177.00	**5,015,429,823.00**	**44.5%**	**55.5%**
AIP	3,769,500,000.00 [B/]	1,334,389,641.00 [C/]	**2,435,110,359.00**	**35.4%**	**64.6%**
R,ED					
FY 07 988.0 Approp	130,233,640.00	127,195,562.00	**3,038,078.00**	**97.7%**	**2.3%**
FY 08 088.0 Approp	146,828,100.00	132,885,588.00	**13,942,512.00**	**90.5%**	**9.5%**
FY 09 188.0 Approp	171,000,000.00	28,141,627.00	**142,858,373.00**	**16.5%**	**83.5%**
F&E					
FY 07/09 982A	2,089,681,604.00	1,961,611,541.85	**128,070,062.15**	**93.9%**	**6.1%**
FY 08/10 082A	2,053,638,000.00	1,565,262,187.65	**488,375,812.35**	**76.2%**	**23.8%**
FY 09/11 182A	2,281,595,000.00	384,209,936.47	**1,897,385,063.53**	**16.8%**	**83.2%**
FY 09 PCB&T 982W	460,500,000.00	208,604,051.12	**251,895,948.88**	**45.3%**	**54.7%**
Total FY09	2,742,095,000.00	592,813,987.59	**2,149,281,012.41**		
NO YEAR X82	103,762,020.00	52,385,888.77	**51,376,131.23**	**50.5%**	**49.5%**

[A/] FY 2009 Omnibus Appropriation (P.L. 111-8).

[B/] Public Law 111-12 signed March 2009 authorizes $3,900,000,000 of contract authority.

[C/] Quarterly Obligations in Grants-in-Aid to Airports and small community can include reobligation of prior year funds, as well as current year apportioned funds.

OPERATIONS
FY 2009 QUARTERLY DIRECT OBLIGATIONS

PROGRAM, PROJECT OR ACTIVITY	AVAILABILITY [A/]	OBLIGATIONS AS OF 3/31/09	UNOBLIGATED BALANCE
Air Traffic Organization	7,098,322,000	3,217,642,527	3,880,679,473
Aviation Safety	1,164,597,000	510,277,690	654,319,310
Commercial Space Transportation	14,094,000	5,032,943	9,061,057
Financial Services	111,004,000	33,693,123	77,310,877
Human Resource Management	96,091,000	41,447,757	54,643,243
Region and Center Operations	331,000,000	129,656,960	201,343,040
Information Services	46,500,000	17,129,633	29,370,367
Staff Offices	180,859,000	72,156,544	108,702,456
Total, Operations Appropriation	**9,042,467,000**	**4,027,037,177**	**5,015,429,823**

[A/] FY 2009 Omnibus Appropriation (P.L. 111-8)

GRANTS-IN-AID FOR AIRPORTS
FY 2009 QUARTERLY DIRECT OBLIGATIONS

PROGRAM, PROJECT OR ACTIVITY	AVAILABILITY [A/]	OBLIGATIONS AS OF 3/31/09[B/]	UNOBLIGATED BALANCE
Grants-in-Aid for Airports	3,634,698,000	1,284,759,517	2,349,938,483
Personnel and Related Expenses	87,454,000	36,521,010	50,932,990
Small Community Air Service	13,000,000	6,084,492	6,915,508
Airport Cooperative Research	15,000,000	4,288,002	10,711,998
Airport Technology Research	19,348,000	2,736,620	16,611,380
Total, AIP Funding	**3,769,500,000**	**1,334,389,641**	**2,435,110,359**

[A/] FY 2009 Omnibus Appropriation (P.L. 111-8). Public Law 111-12 signed March 2009 authorizes $3,900,000,000 of contract authority.

[B/] Quarterly Obligations in Grants-in-Aid to Airport and small community can include reobligation of prior year funds, as well as current year apportioned funds.

APPROPRIATION STATUS BY FISCAL YEAR
RESEARCH, ENGINEERING, AND DEVELOPMENT
FY 2007 (988.0 Approp)

BLI	Program Title	Availability	Obligations as of 3/31/09	Unobligated Balance
A11.	**Improve Aviation Safety**			
	a. Fire Research and Safety	6,638,000	6,627,615	10,385
	b. Propulsion and Fuel Safety	4,048,000	4,001,278	46,722
	c. Advanced Materials/Structural Safety	2,843,000	2,369,604	473,395
	d. Atmospheric Hazards/Digital System Safety	3,848,000	3,844,329	3,671
	e. Aging Aircraft	18,621,000	18,413,812	207,188
	f. Aircraft Catastrophic Failure Prevention Research	1,512,000	1,480,568	31,432
	g. Flightdeck/Maintenance/System Integration	7,999,000	7,641,197	357,803
	h. Aviation Safety Risk Analysis	5,292,000	5,274,396	17,604
	I. Air Traffic Control Airway Facilities Human Factors	9,654,000	9,497,091	156,909
	j. Aeromedical Research	7,031,780	6,974,607	57,172
	k. Weather Program - Safety	19,545,000	18,851,147	693,853
	l. Unmanned Aircraft System	1,200,000	1,199,566	434
A12.	**Improve Efficiency**			
	a. Joint Program and Development Office	18,100,000	17,543,133	556,867
	b. Wake Turbulence	3,066,000	3,049,384	16,616
A13.	**Reduce Environmental Impacts**			
	a. Environment and Energy	16,017,410	15,712,121	305,289
A14.	**Mission Support**			
	a. System Planning and Resource Management	1,388,450	1,297,883	90,567
	b. William J. Hughes Technical Center Laboratory	3,430,000	3,417,830	12,170
	Total	130,233,640	127,195,562	3,038,078

Report of Reprogramming Actions,
Research, Engineering and Development
FY 2007 Funds

FEDERAL AVIATION ADMINISTRATION

AS OF: March 2009

($ in Thousands)

(a) BUDGET ITEM NUMBER	(b) PROGRAM, PROJECT OR ACTIVITY	(c) CONG INT. (X)	(d) ORIGINAL BASE FOR REPROGRAMMING	(e) FORMAL ADJUSTMENTS TO THE BASE (+/-)	(f) REVISED BASE FOR REPROGRAMMING	(g) INTERNAL (BELOW THRESHOLD) REPROGRAMMINGS	(h) CURRENT PROGRAM (f+g)
	A11. Improve Aviation Safety						
	Commercial Aviation Safety						
A11.a	Fire Research and Safety		6,638.0		6,638.0		6,638.0
A11.b	Propulsion and Fuel Systems		4,048.0		4,048.0		4,048.0
A11.c	Advanced Materials/Structural Safety		2,843.0		2,843.0		2,843.0
A11.d	Atmospheric Hazards/Digital System Safety		3,848.0		3,848.0		3,848.0
A11.e	Aging Aircraft		18,621.0		18,621.0		18,621.0
A11.f	Aircraft Catastrophic Failure Prevention Research		1,512.0		1,512.0		1,512.0
A11.g	Flightdeck/Maintenance/System Integration Human Factors		7,999.0		7,999.0		7,999.0
A11.h	Aviation Safety Risk Analysis		5,282.0		5,282.0		5,282.0
A11.i	Air Traffic Control/Airway Facilities Human Factors		9,654.0		9,654.0		9,654.0
A11.j	Aeromedical Research		7,031.8		7,031.8		7,031.8
A11.k	Weather Research - Safety		19,545.0		19,545.0		19,545.0
A11.l	Unmanned Aircraft Systems		1,200.0		1,200.0		1,200.0
	Total Activity 11		88,231.8	0.0	88,231.8	0.0	88,231.8
	A12. Improve Efficiency						
A12.a	Joint Program and Development Office		18,100.0		18,100.0		18,100.0
A12.b	Wake Turbulence		3,066.0		3,066.0		3,066.0
	Total Activity 12		21,166.0	0.0	21,166.0	0.0	21,166.0
A13	A13. Reduce Environmental Impacts						
A13.a	Environment and Energy		16,017.4		16,017.4		16,017.4
	Total Activity 13		16,017.4	0.0	16,017.4	0.0	16,017.4
A14	A14. Mission Support						
A14.a	System Planning and Resource Management		1,388.4		1,388.4	0.0	1,388.4
A14.b	Technical Laboratory Facility		3,430.0		3,430.0	0.0	3,430.0
	Total Activity 14		4,818.4	0.0	4,818.4	0.0	4,818.4
	TOTAL FY 2007 RESEARCH, ENGINEERING, AND DEVELOPMENT		130,233.6	0.0	130,233.6	0.0	130,233.6

Federal Aviation Administration
Report of Reprogramming Actions
Facilities and Equipment (F&E), FY 2008/2010 (082A)
Period Ending March 31, 2009

BLI	TITLE	ORIGINAL BASE	FORMAL ADJUSTMENT	REVISED BASE	INTERNAL REPROGRAM	CURRENT PROGRAM
1A01	ADVANCED TECHNOLOGY DEVELOPMENT AND PROTOTYPING	42,760,000.00	0.00	42,760,000.00	0.00	42,760,000.00
1A02	SAFE FLIGHT 21	17,000,000.00	0.00	17,000,000.00	(1,700,000.00)	15,300,000.00
1A04	NEXT GEN. VHF AIR/GROUND COMM. SYSTEM (NEXCOM)	30,400,000.00	0.00	30,400,000.00	0.00	30,400,000.00
1A05	TRAFFIC MANAGEMENT ADVISOR (TMA)	15,400,000.00	0.00	15,400,000.00	0.00	15,400,000.00
1A06	NAS IMPROVEMENT OF SYSTEM SUPPORT LABORATORY	1,000,000.00	0.00	1,000,000.00	0.00	1,000,000.00
1A07	WILLIAM J. HUGHES TECHNICAL CENTER FACILITIES	12,000,000.00	0.00	12,000,000.00	0.00	12,000,000.00
1A08	WILLIAM J. HUGHES TECH CTR BUILDING AND PLANT SUPPORT	4,200,000.00	0.00	4,200,000.00	0.00	4,200,000.00
1A09	SYSTEM_WIDE INFORMATION MANAGEMENT	23,358,000.00	0.00	23,358,000.00	0.00	23,358,000.00
1A10	ADS-B NAS WIDE IMPLEMENTATION	85,650,000.00	0.00	85,650,000.00	1,700,000.00	87,350,000.00
1A11	NGATS NETWORK ENABLED WEATHER	7,000,000.00	0.00	7,000,000.00	0.00	7,000,000.00
1A12	DATA COMMUNICATION FOR TRAJECTORY BASED OPERATIONS	7,400,000.00	0.00	7,400,000.00	0.00	7,400,000.00
1A13	NEXT GENERATION TRANSPORTATION TECHNOLOGY DEMONSTRATION	50,000,000.00	0.00	50,000,000.00	1,750,000.00	51,750,000.00
1A14	NEXT GENERATION INTEGRATED AIRPORT-DAYTONA BEACH FL	1,960,000.00	0.00	1,960,000.00	0.00	1,960,000.00
1A15	ADS-B AIR TO AIR CAPABILITIES	9,350,000.00	0.00	9,350,000.00	0.00	9,350,000.00
2A01	EN ROUTE AUTOMATION MODERNIZATION (ERAM)	368,750,000.00	0.00	368,750,000.00	0.00	368,750,000.00
2A02	EN ROUTE COMMUNICATIONS GATEWAY(ECG)	4,000,000.00	0.00	4,000,000.00	0.00	4,000,000.00
2A03	ENROUTE SYSTEM MODIFICATION	4,300,000.00	0.00	4,300,000.00	0.00	4,300,000.00
2A04	NEXT GENERATION WEATHER RADAR(NEXRAD)	3,000,000.00	0.00	3,000,000.00	0.00	3,000,000.00
2A05	ARTCC BUILDING IMPROVEMENTS/PLANT IMPROVEMENTS	52,900,000.00	0.00	52,900,000.00	800,100.00	53,700,100.00
2A06	AIR TRAFFIC MANAGEMENT (ATM)	90,600,000.00	0.00	90,600,000.00	0.00	90,600,000.00
2A07	AIR/GROUND COMMUNICATIONS INFRASTRUCTURE	26,200,000.00	0.00	26,200,000.00	0.00	26,200,000.00
2A08	ATC BEACON INTERROGATOR (ATCBI) - REPLACEMENT	20,200,000.00	0.00	20,200,000.00	0.00	20,200,000.00
2A09	AIR TRAFFIC CONTROL ENROUTE RADAR FACILITIES-IMPROVE	5,300,000.00	0.00	5,300,000.00	(400,000.00)	4,900,000.00
2A10	VOICE SWITCHING AND CONTROL SYSTEM(VSCS)	15,700,000.00	0.00	15,700,000.00	(200,000.00)	15,500,000.00
2A11	INTEGRATED TERMINAL WEATHER SYSTEM (ITWS)	13,200,000.00	0.00	13,200,000.00	(830,000.00)	12,370,000.00
2A12	FAA TELECOMMUNICATIONS INFRASTRUCTURE	8,500,000.00	0.00	8,500,000.00	0.00	8,500,000.00
2A13	OCEANIC AUTOMATION SYSTEM	53,100,000.00	0.00	53,100,000.00	0.00	53,100,000.00
2A14	ATOMS LOCAL AREA/WIDE AREA NETWORK	3,500,000.00	0.00	3,500,000.00	0.00	3,500,000.00
2A15	CORRIDOR WEATHER INTEGRATED SYSTEM (CWIS)	2,100,000.00	0.00	2,100,000.00	0.00	2,100,000.00
2A16	SAN JUAN RADAR APPROACH CONTROL (CERAP)	8,000,000.00	0.00	8,000,000.00	0.00	8,000,000.00
2A17	MILITARY OPERATIONS	1,600,000.00	0.00	1,600,000.00	0.00	1,600,000.00
2A18	AUTOMATED DETECTION AND PROCESSING TERMINAL(ADAPT)	1,000,000.00	0.00	1,000,000.00	0.00	1,000,000.00
2A19	ATCSCC INFRASTRUCTURE PLANNING	2,500,000.00	0.00	2,500,000.00	0.00	2,500,000.00
2A20	VOLCANO MONITORING	2,666,000.00	0.00	2,666,000.00	0.00	2,666,000.00
2A21	ARSR-4 AUTOMATED TECHNICAL DEMONSTRATION	784,000.00	0.00	784,000.00	0.00	784,000.00
2B01	ASDE-X	40,600,000.00	0.00	40,600,000.00	3,800,000.00	44,400,000.00
2B02	TERMINAL DOPPLER WEATHER RADAR (TDWR) - PROVIDE	8,000,000.00	0.00	8,000,000.00	0.00	8,000,000.00
2B03	TERMINAL AUTOMATION PHASE 1	31,200,000.00	0.00	31,200,000.00	(3,120,000.00)	28,080,000.00
2B04	TERMINAL AUTOMATION MODERNIZATION /REPLACEMENT PROGRAM PHASE 2	6,800,000.00	0.00	6,800,000.00	(680,000.00)	6,120,000.00

U.S. Department
of Transportation

Federal Aviation
Administration

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JUN 15 2009

The Honorable Daniel K. Inouye
Chairman, Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

As requested in Senate Report 110-418, accompanying the Omnibus Appropriations Act 2009, the Federal Aviation Administration is pleased to provide the annual Aviation Safety Workforce Plan.

The FAA was asked to provide an annual safety plan to include total number of staff, estimated staff losses, and planned hires for the entire safety staff as well as individually for the Flight Standards and Aircraft Certification Offices.

We have sent identical letters to Chairman Obey, Senator Cochran, and Congressman Lewis.

Sincerely,

J. Randolph Babbitt
Administrator

Enclosure

U.S. Department
of Transportation

Federal Aviation
Administration

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JUN 15 2009

The Honorable Thad Cochran
Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Senator Cochran:

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Sincerely,

J. Randolph Babbitt
Administrator

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800 Independence Ave., S.W.
Washington, D.C. 20591

JUN 15 2009

The Honorable David R. Obey
Chairman, Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

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Administrator

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Washington, D.C. 20591

JUN 15 2009

The Honorable Jerry Lewis
Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Congressman Lewis:

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Sincerely,

J. Randolph Babbitt
Administrator

Enclosure

FEDERAL AVIATION ADMINISTRATION

AVIATION SAFETY

SAFETY is our Passion

INTEGRITY defines our Character

PEOPLE are our Strength

QUALITY is our Trademark

Workforce Plan

March 2009

Table of Contents

ACRONYMS

AAI	Office of Accident Investigation
AAM	Office of Aerospace Medicine
ACO	Aircraft Certification Office
AFS	Flight Standards Service
AHR	Office of Human Resource Management
AIR	Aircraft Certification Service
AME	Aviation Medical Examiners
AOV	Air Traffic Safety Oversight Service
AQS	Office of Quality, Integration, and Executive Services
ARM	Office of Rulemaking
ASA	Office of Aviation Safety Analytical Services
ASE	Aviation Safety Engineer
ASI	Aviation Safety Inspector
ASIAS	Aviation Safety Information Analysis and Sharing system
ASTARS	AVS Staffing Tool and Reporting System
ATO	Air Traffic Organization
AVIATOR	Automated Vacancy Information Access Tool for On-Line Referral
AVS	Aviation Safety Organization
CAMI	Civil Aerospace Medical Institute
CDO	Certified Design Organization
COS	Continued Operational Safety
DAR	Designated Airworthiness Representative
DER	Designated Engineering Representative
EOD	Entrance on Duty
FAA	Federal Aviation Administration
FSDO	Flight Standards District Office
FTP	Full Time Permanent
FY	Fiscal Year
GAO	Government Accountability Office
GS	General Schedule
HJR	House Joint Resolution
HQ	Headquarters
ICAO	International Civil Aviation Organization
IFO	International Field Office

ISO	International Organization for Standardization
NAS	National Airspace System
NextGen	Next Generation Air Transportation System
ODAR	Organizational Designated Airworthiness Representative
OIG	Office of Inspector General
OJT	On the Job Training
PC&B	Pay Compensation and Benefits
QMS	Quality Management System
SMS	Safety Management System
SRM	Safety Risk Management
S/O	Service/Office
VLJ	Very Light Jets
UAS	Unmanned Aircraft System
WBT	Web-based Training

Executive Summary

The Federal Aviation Administration's (FAA) continuing mission is to provide the safest, most efficient aerospace system in the world. In 2008, we celebrated the 50th anniversary of the FAA, and we were especially proud to also celebrate the safest period in aviation history. In Fiscal Years (FY) 2007 and 2008, there were no commercial passenger fatalities on commercial flights in the United States. And 2008 marks a three-year period that was the safest ever recorded in the history of general aviation. When a system is this safe, how do you know where to place your focus to keep it that way? As the industry attempts to minimize cost, the challenge of continuing to improve the safety and efficiency of flight has never been more daunting. To meet this challenge, we are changing the way we approach safety.

In the past we have largely used the anecdotal approach to safety. To meet our future challenge, we will move away from that approach and instead use data-analysis to prevent accidents before they happen. Specifically, we will implement a safety management system (SMS)[1] that will allow us to examine the data of what's actually happening in the aviation system. Such analyses can isolate trends that very well could become the precursors to accidents. The aviation industry is also moving to the SMS approach to safety, and working collaboratively with them will help to ensure the success of this approach.

The FAA's Aviation Safety Organization (AVS), the organization responsible for carrying out the Agency's safety mission, is one of three FAA lines of business that already have SMS programs underway. AVS, for example, has already integrated several safety data analysis and SMS functions within a single office—the Office of Aviation Safety Analytical Services (ASA). This move will facilitate the transition to an SMS environment.

The foundation of this shift to the SMS approach to safety is a quality management system (QMS). AVS has implemented a QMS that has been certified by the International Organization for Standardization (ISO). ISO is an organization that has established an internationally recognized standard for quality management. AVS is the only federal entity of comparable size,

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[1] A safety management system is an organized approach to managing safety, including the necessary organizational structures, accountabilities, policies, and procedures (International Civil Aviation Organization (ICAO) Safety Management Manual (SMM), First Edition—2006).

scope, and complexity that has achieved ISO registration. AVS's QMS allows the organization to standardize its business processes and continually improve them. Its SMS will leverage the QMS standardized processes to implement an integrated, risk-based method of oversight that will increase the Agency's ability to improve aviation safety.

The FAA's Associate Administrator for AVS and the organization's approximately 7,200 employees accomplish the Agency's safety mission by directing and managing safety programs that fall into three primary areas: Continued Operational Safety, Standards and Policy, and Certification. Much of the workload generated by these safety programs is demand driven and can be grouped into five general areas: (1) growth in aviation activity, both commercial and general aviation, by existing operators; (2) the introduction of new operators, new aircraft, new equipment, and new technology; (3) the introduction of new practices (e.g., the growth in maintenance out-sourcing); (4) the need for heightened surveillance of financially challenged airlines and manufacturers; and (5) the globalization of the aviation industry and the increasing need for international standardization of regulations and safety criteria.

Key to the AVS organization's success in maintaining the safety of an aviation system that is experiencing the safest period in its history is its workforce. The organization's primary future workforce challenge will be to hire, train, and retain a highly qualified, high-performing workforce with skills necessary to implement and maintain the SMS that will help the Agency keep the U.S. aviation system the safest in the world.

Many employees in the AVS workforce are embarking on their second career. While they have tremendous experience from years in private industry or the military, they do not necessarily possess skills required for supporting an SMS. Also, AVS's workforce includes the baby boomer generation, which means retirement is a factor in retaining an experienced, highly trained, and technically proficient workforce.

Even though 24 percent of our inspectors and 13 percent of our engineers are eligible to retire, AVS's historical retirement rate has been about 2 percent. However, in the last four fiscal years (FY 2005 to FY 2008), AVS has experienced a spike in retirements from approximately two percent in FY 2005 to 3.5 percent in FY 2008. This increase contributed to our attrition growing from six to eight percent annually (FY 2005 through FY 2007). In our FY 2008 Workforce Plan, we expected the new attrition rate to remain constant over the next three-year period (FY 2008 to FY 2010). However,

given the present economic uncertainty, we now expect to see a slight delay in retirements. As a result, we have adjusted our expected retirement rate to approximately 3.2 percent and our expected attrition rate to five percent annually (FY 2009 to FY 2011).

Current economic uncertainty may also have a short-term effect on our workload demands. With the impact of economic unrest on financial markets, there may be a temporary shift in the production and consumption of aviation goods and services. However, long-term forecasts indicate an overall stabilization of the industry by FY 2011. The FY 2008 out-year forecast for industry growth has been adjusted in FY 2009 to account for credit constraints, fluctuating fuel prices, and other market factors that make-up the current economic environment.

Even though we face multiple challenges as we transition to the SMS approach to safety, we are confident that we have developed the strategies that will allow us to successfully meet these challenges.

1. Introduction

The U.S. Senate, as requested in Senate Report 109-293 accompanying the Transportation, Treasury, Housing and Urban Development, the Judiciary, and Independent Agencies Appropriations Act, 2007, and the Department of Transportation, requested that the FAA prepare an annual Aviation Safety Workforce Plan. The Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2009 restated the annual requirement. The FY 2009 Aviation Safety Workforce Plan has been developed based on the previous two-year congressional requirement. This plan is similar to the Air Traffic Control Workforce Plan, which is also an annual, congressional requirement. It provides a background for current staffing levels, describes the evolving safety environment, forecasts expected attrition, sets specific and realistic hiring targets over a ten-year period, and details strategies for meeting staffing needs through better management practices.

1.1 Background

Title 49 of the U.S. Code, Chapter 447- Safety Regulation, describes the authority and powers of the FAA concerning safety regulations, including the issuance of air carrier and airman certificates, type certificates, production certificates, and airworthiness certificates. Chapter 447 also prescribes the FAA's authority to examine and investigate air agencies and air navigation facilities.

The FAA's AVS organization oversees the safety of the world's largest, most complex aviation system. AVS accomplishes its oversight responsibility by focusing on a singular mission: promoting aviation safety in the interest of the American public and the millions of people who rely on the aviation industry for business, pleasure, and commerce. The organization fulfills its mission by managing safety programs that fall into three primary areas: Continued Operational Safety, Standards and Policy, and Certification.

2. Aviation Safety Services and Facilities

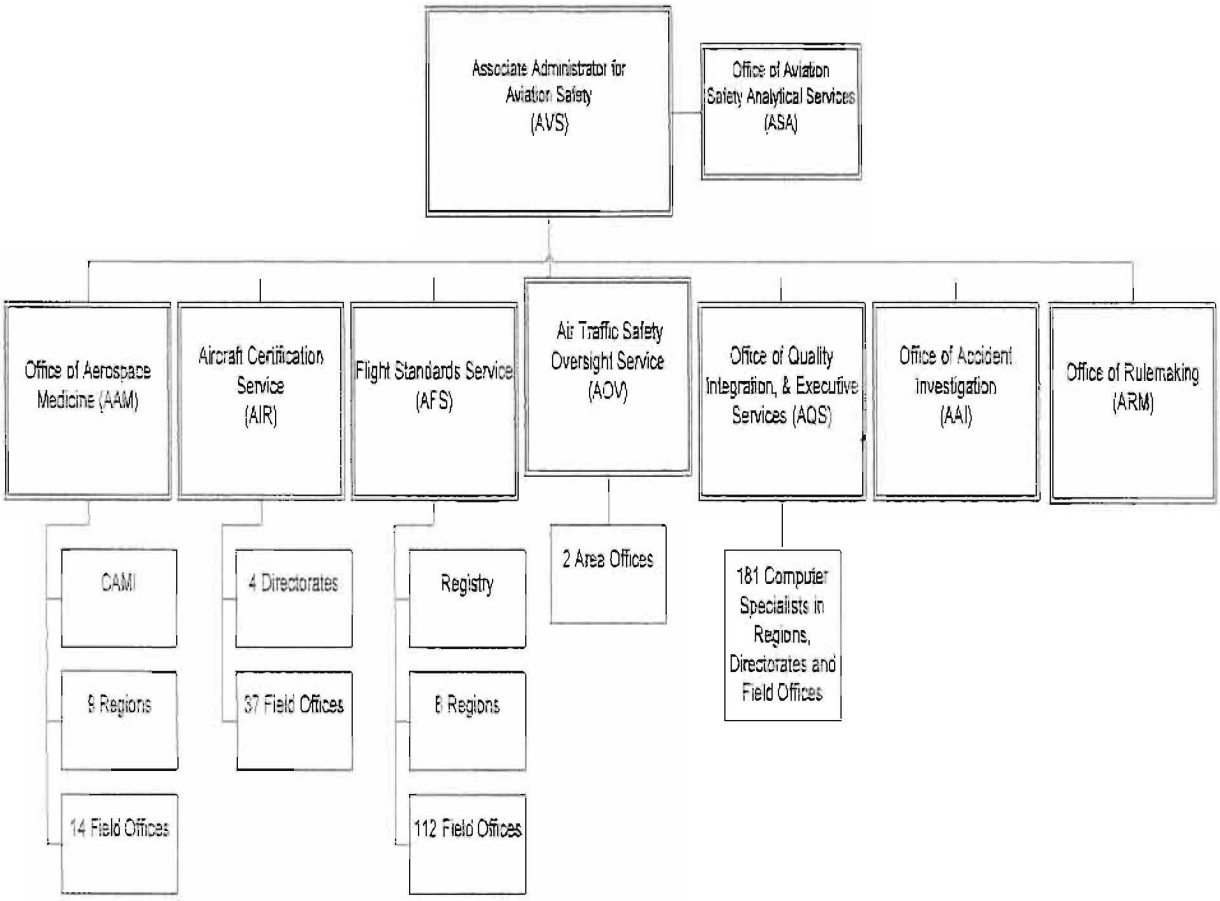
AVS is responsible for promoting aviation safety by regulating and overseeing the civil aviation industry. Among other areas, the AVS workforce is responsible for the type certification, production approval, and continued airworthiness of aircraft, as well as certification of pilots, mechanics, and others in safety-related positions. The organization's commitment to providing the world's safest aerospace system is evident in its adherence to a QMS that has been certified by the ISO. The ISO is the world's largest developer and publisher of international standards. Certification by the ISO means that AVS has proven to outside auditors that its QMS has written processes, it has verified that it follows these processes, and it works to continuously improve its processes.

The AVS workforce is divided into eight services/offices (S/Os): Flight Standards Service (AFS), Aircraft Certification Service (AIR), Office of Aerospace Medicine (AAM), Office of Accident Investigation (AAI), Office of Rulemaking (ARM), Air Traffic Safety Oversight Service (AOV), Office of Aviation Safety Analytical Services (ASA), and Office of Quality, Integration, and Executive Services (AQS). Three of these S/Os are located solely in the Washington, D.C. headquarters facility, while five have field locations, including some that are overseas.

Changes in the aviation environment, both commercial and general aviation, affect AVS's workforce and its work demands. Most of the organization's workforce is affected by adjustments in the aviation industry. This includes the introduction of new aircraft and equipment, advances in science and technology, and the continued globalization of the industry. New aircraft like Very Light Jets (VLJs), Unmanned Aircraft Systems (UASs), and the introduction by operators of new business models will drive changes in oversight and in how AVS deploys its workforce.

Figure 1

AVS Organization



Each AVS S/O contributes to one or more of the following goal areas, which are included in the FAA Flight Plan[2] and the AVS Business Plan:

Continued Operational Safety (COS)

AVS's most important function is to ensure that existing certificate holders continue to meet the safety requirements, standards, and regulations of their original certification. AVS does this through safety surveillance and oversight programs, audits, evaluations, air traffic oversight, education and training, research, and accident/incident investigations.

AVS serves both commercial and general aviation operators and oversees the full spectrum of civil aviation products and parts from safety belts and balloons to state-of-the-art transport category aircraft. In addition, AVS ensures COS by leading training programs and global safety initiatives, and by monitoring the National Airspace System (NAS).

Standards and Policy

AVS creates and amends, as necessary, the rules, regulations, policies and associated guidance material that apply to people, organizations, and equipment, operating in the U.S. civil aviation system.

AVS develops aviation safety and certification standards and policies, using input from the aviation industry, government and regulatory agencies, and FAA experts.

Certification

AVS determines compliance with certification standards and issues certificates based on these standards. The aviation industry depends on AVS to approve products that enhance safety and increase capacity, in order to succeed in an intensely competitive international market.

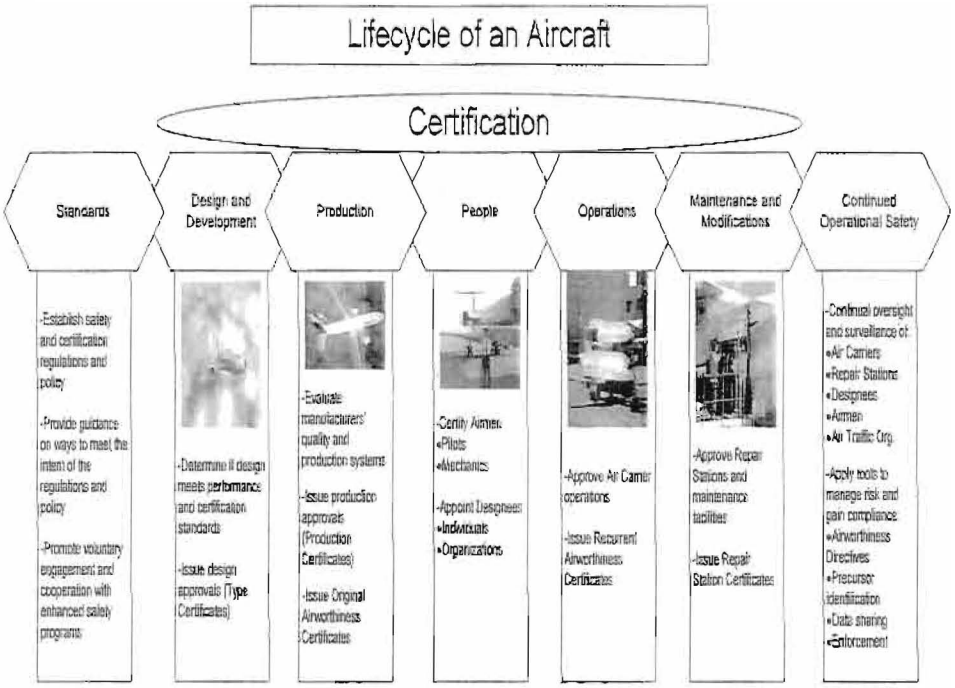
AVS issues initial certificates and renews existing certificates. It issues certificates for civil aeronautical products, and to airmen, aircraft repair stations, and repairmen. It issues airworthiness approvals for aircraft parts, systems, hardware and software, as well as whole individual aircraft. It also issues waivers of aviation safety regulations for special events affecting civil aviation such as air shows, flyovers, and laser light shows.

[2] The FAA Flight Plan is the strategic plan for the Agency to help it prepare for the future.

Safety Infrastructure Support

AVS has management, procurement, planning, budgeting, performance analysis, and administrative activities that provide support across AVS to carry out the FAA's aviation safety mission.

Figure 2



As shown in figure 2, each AVS goal area is aligned with achieving performance targets in commercial aviation, general aviation, international leadership, and safety infrastructure throughout the lifecycle of an aircraft.

AVS's responsibilities for keeping the U.S. aviation system safe are expansive and impact the entire system. The specific responsibilities assigned to each of the AVS S/Os are listed on the next page. AVS ensures consistency among its S/Os through integration and training initiatives.

Table 1

FY 2009 AVS Workforce: 7,184 FTP[1]

AFS: 5,054	**Promotes** • safety in air transportation by setting the standards for certification and oversight of airmen, air operators, air agencies, and designees; and • safety of flight of civil aircraft and air commerce by – accomplishing certification, inspection, surveillance, investigation, and enforcement; – setting regulations and standards; and – managing the system for registration of civil aircraft and all airmen records.
AIR: 1,261	**Develops and administers safety standards governing the design, production, and airworthiness of civil aeronautical products, including** • overseeing design, production, and airworthiness certification programs to ensure compliance with prescribed safety standards; • providing safety management oversight to ensure continued operational safety of aircraft; and • working with aviation authorities, manufacturers, and other stakeholders to help them successfully maintain the safety of the worldwide air transportation system.
AAM: 358	**Manages medical programs and services including** • medical certification of airmen; • inspection and oversight of aviation industry drug and alcohol testing programs; • medical clearance of air traffic control specialists; • drug and alcohol testing of FAA employees who hold safety sensitive jobs and jobs requiring security clearances; • aerospace medicine and human factors research; • aerospace medicine education; and • employee occupational health and health awareness programs.
AOV: 133	**Oversees the Air Traffic Organization including** • establishing standards for certification and oversight of ATO safety personnel; • ensuring continued operational safety through surveillance, such as audits, investigations, and compliance enforcement; • approving and overseeing the ATO SMS and its implementation; and • investigating major ATC-related accidents and incidents to identify safety deficiencies and unsafe conditions.
AQS: 285	**Supports AVS's safety mission by** • approving, overseeing, and facilitating integration initiatives among the AVS S/Os; • overseeing the AVS quality management system; • providing budget, planning, and human resources support; and • providing IT support, including managing the AVS National Help Desk, which gives real-time support to AVS employees, on-site contractors, and other users.
AAI: 35	**Investigates aviation accidents and incidents to detect unsafe conditions and trends and to coordinate the corrective action process, including** • investigating major or significant accidents and incidents to identify safety deficiencies and unsafe conditions, and recommend policy; • coordinating with responsible FAA office for evaluation and corrective action; • analyzing accident and incident data and other safety data to identify safety issues and trends; • addressing National Transportation Safety Board Safety Recommendations; and • managing the Aviation Safety Hotline, which provides a means for persons with knowledge to report unsafe aviation situations or safety violations.

[1] The numbers in this chart are end-of-year targets.

ARM: 32	Manages the FAA's rulemaking program, processes, and timelines, including • developing proposed and final rules; • managing responses to petitions for exemption from regulatory requirements; and • overseeing rulemaking advisory committees that provide advice and recommendations on a myriad of aviation-related issues.
ASA: 26	Responds to the systemic analytical needs of AVS and FAA with sound safety analyses based on data and information from a variety of sources. • ASA's mission is to establish a world-class, analytical capability based on SMS principles and sound safety data/information analysis and sharing processes, incorporating future hazard and emerging risk assessments.

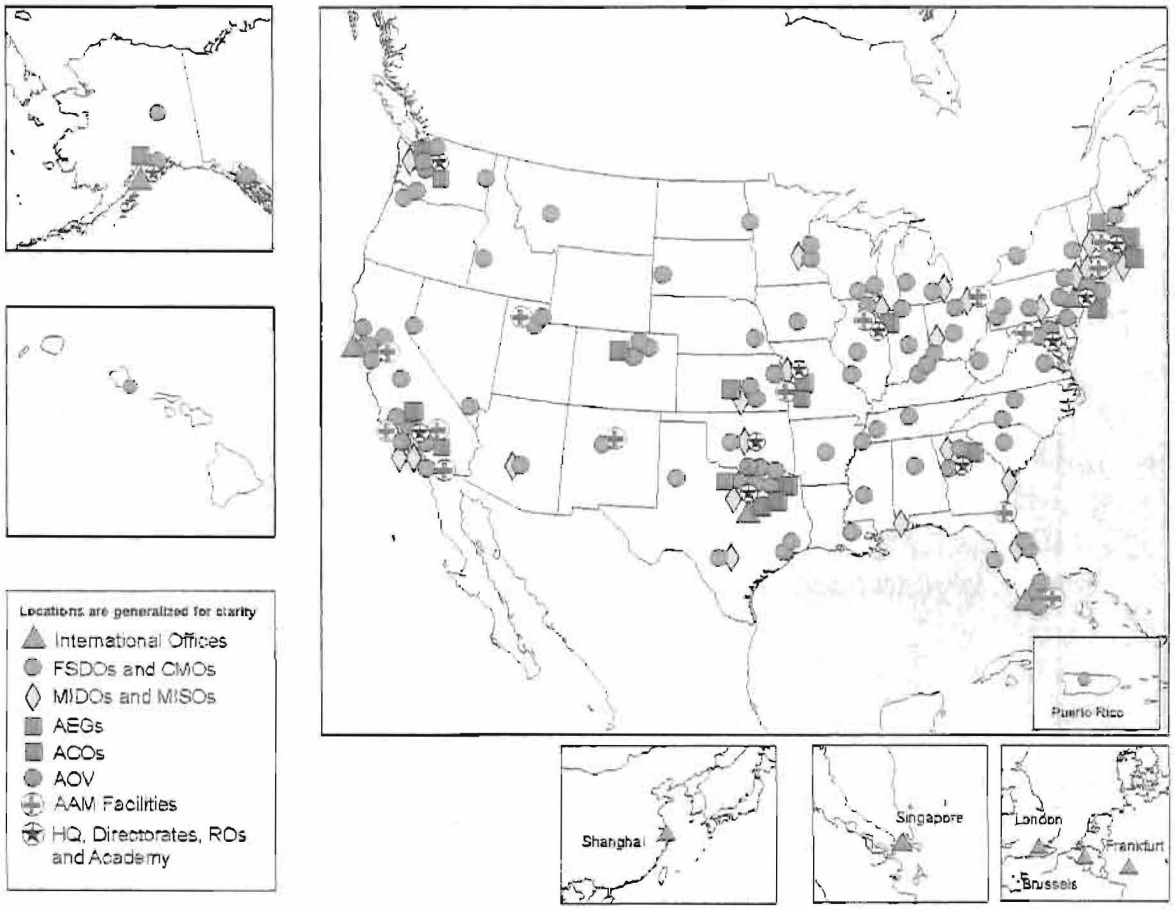
Geographic Locations

Each of the eight AVS S/Os has a presence at FAA headquarters. In addition, the following AVS S/Os have other locations:

- AFS has a presence in eight regions. It has 112 field offices in the United States, as well as international offices in Frankfurt, London, and Singapore.
- AIR has four Directorates in Burlington, Massachusetts; Fort Worth, Texas; Renton, Washington; and Kansas City, Missouri. In addition, AIR has 37 field offices in the United States, as well as two international offices in Shanghai, and Brussels.
- AAM has the Civil Aerospace Medical Institute (CAMI) at the Mike Monroney Aeronautical Center in Oklahoma City, Oklahoma, 9 regional offices, and 14 field offices in the United States.
- AQS has information technology support specialists in all regions and Directorates, including many field offices.
- AOV established field locations in FY 2008 in two ATO Service Centers (Dallas – Fort Worth and Seattle). An additional office in Atlanta is scheduled to open in the third quarter of FY 2009.

Figure 3

Geographic Locations of AVS Workforce



Services

While we anticipate a short-term shift in the production and consumption of aviation goods and services because of the current economic downturn, we expect that in the long-term demand for FAA services will remain strong. Based on our FY 2009 forecasts, by 2021 the aviation system will expand to support 1 billion passengers compared to the approximately 757 million the system supported in 2008. As the system expands, AVS will need to adapt to meet the increased and changing demands of a more complex operating environment—an environment that will include evolving fleet mixes, new aircraft, new technology, and environmental constraints.

The chart on page 17 illustrates the wide variety of aviation system stakeholders to whom AVS provides support.

Primary Stakeholder Base for AVS

AVS's ultimate stakeholder is the general public; additional stakeholders include those listed below.

Air Operator Certificates: 6,110

116 Major Air Carriers -- (e.g. United Airlines)
2,350 Commuter Air Carriers/On Demand Air Taxis
611 Commercial Operators (e.g. Baltimore Orioles)
454 Foreign Air Carriers (e.g. Lufthansa)
331 External Load (Logging/Oil Platform)
2,189 Agricultural Operators
509 Public Use Authorities (State/City/Police)

Air Agency Certificates: 5,803

554 Pilot Training Schools
4,957 Repair Stations
171 Maintenance Training Schools
121 Pilot Training Centers

Aircraft: 319,549

7,705 Air Carrier Aircraft
576 Commuter Air Carrier Aircraft
12,504 On Demand Air Taxi Aircraft
207,087 General Aviation Aircraft
91,677 Inactive Aircraft

Aviation Authorities - other countries

30 Bilateral Agreements
105 Foreign Carrier Aviation Authorities
188 Accident Investigation Authorities

Check Airmen: 7,592

5,590 Part 121
201 Parts 121/135
1,801 Part 135

Designees: 11,090

4,656 Aircraft Certification
1,444 Flight Standards
4,990 Aerospace Medicine

Active Pilots : 747,775

146,951 Airline Transport Pilot
139,766 Commercial
231,424 Private
248 Recreational
1,903 Sport
86,290 Student
126,424 Foreign Pilot

Non-Pilot Air Personnel : 721,400

368,548 Mechanics & repairmen
41,948 Control Tower Operator
154,440 Flight Attendant
74,977 ground instructors
81,487 other (dispatchers/flight navigators/ parachute riggers/flight engineers)

Flight Instructors : 93,612

Airmen Medical Examinations : 470,000

16,100 Special Issuances

Approved Manufacturers : 1,647

Aviation Industry Entities Covered by Anti-Drug & Alcohol Programs : 7,200

National Transportation Safety Board

75 Safety Recommendations (5 yr avg)
30 Major Investigations (avg/yr)(new)

Aviation Industry Trade Organizations

ATO Designee Examiners and Credential ATO Personnel: 22736

269 ATCS Proficiency Managers
77 ATSS Proficiency Managers
1869 ATCS Designee Examiners
457 ATSS Designee Examiners
4,874 ATSS Credential Holders
14,764 ATCS Credential Holders
426 CTO Examiner

Mechanics with Inspection Authority: 20,458

ATCS Medical Clearance Exams : 20,347

17,598 Air Traffic Controller Workforce
2,749 Flight Service Station Workforce

Occupational/Employee Health Services

48,853 FAA Employees

3. Aviation Safety – An Evolving Environment

This section discusses the changing aviation environment and how it will impact AVS's future workforce requirements. It also discusses AVS's safety critical staffing levels and its current and projected staffing levels.

3.1 Changing Aviation Industry Business Models

As business models in the aviation industry change, AVS must adjust its approach to oversight and surveillance. AVS expects that the aviation industry's business models will continue to expand in their complexity faster than the AVS workforce can grow. Listed below are the significant changes in the industry that AVS believes will impact its workforce.

- Growth and Shifting Demands
  - Following a temporary downturn, the agency expects aircraft operations to grow at an average annual rate of 1.5 percent
  - New aircraft and aircraft systems like the Boeing 787, Airbus A380, UASs, and VLJs will be introduced into the aviation system.
- Aviation Industry Economics
  - Low-cost carriers will be using new aircraft, new equipment, and new technologies.
  - Financially challenged airlines are subject to change their business processes, resulting in the need for more oversight.
  - Changes in fractional ownership will impact market demand.
  - Growth is expected in maintenance outsourcing to both foreign and domestic repair stations.
  - Fiscal constraints will drive new business models.
- Complexity
  - Advanced manufacturing technologies (systems integration, intelligent sensors, high performing materials) and advances in science and medicine are expected.
  - Industry will implement SMSs.
- Globalization
  - International competition will create new opportunities and challenges.

- An increase in internationally distributed manufacturing and repair facilities is anticipated.

AVS will use three primary approaches to manage its future workforce needs: It will implement an SMS, improve designee management programs, and develop the Aviation Safety Information Analysis and Sharing (ASIAS) system—an analytical tool that will aid the safety oversight of the NAS.

Safety Management System

The FAA must keep pace with the changes to the aviation industry. The Agency's current processes and systems have served it well in that they have created a safe and efficient aviation system. To achieve the next level of safety, the traditional methods of analyzing the causes of an accident or incident after the fact are not enough. A more forward thinking approach is needed to analyze trends, data, and systems to manage risk before it leads to an incident or accident.

The FAA, with other Federal agencies and operators in the NAS, is adopting a system safety approach to safety management, called an SMS. This system relies on four components to manage risk:

- Safety Policy – Aligning procedures and processes in an organization to establish and meet safety objectives;
- Safety Risk Management (SRM) – Assessing risk in the system to identify and mitigate hazards;
- Safety Assurance – Continuously monitoring and updating the policies and activities to ensure that the processes work as intended; and
- Safety Promotion – Creating a safety culture that permeates every area of our work at all levels of the organization.

The foundation of the Agency's SMS is a QMS that AVS has adopted through certification by the ISO. While the QMS is designed to manage quality, the SMS is a system designed to integrate safety into FAA's quality processes. QMS instills precision in AVS's safety processes, which is a requirement for an effective SMS.

Further, the SMS closes the gap between the ICAO safety management standards and current FAA oversight systems. ICAO is a United Nations affiliated organization that is dedicated to increasing the safety and security of international civil aviation. The organization addresses fundamental issues ranging from air navigation and capacity to emerging environmental concerns such as engine noise and emissions. As a member of ICAO, the

United States has committed to complying with the safety standards it establishes.

Designee Programs

The AVS Designee Consolidation Project is designed to improve oversight of its "designees" across AAM, AIR, and AFS. Designees are non-governmental private persons and organizations to whom the FAA Administrator "designates" the authority to perform certain approvals and inspections. There are over 11,000 designees or delegated organizations that AVS employees oversee.

Historically, the FAA has managed each designee type differently, and AVS's S/Os have developed separate systems to track designee information in various ways. AVS has recently made several improvements to its delegation system to standardize designee management. These improvements include—

- Creating the AVS Delegation Order VS 1100.2. This order, for the first time, spells out consistent requirements to manage designees across AVS.
- Creating the Delegation ISO process. This provides a consistent approach to managing designees across AVS. It also ensures compliance with Order VS 1100.2.
- Consolidating and rewriting individual designee policies and processes to comply and align with the Delegation ISO process. This significantly simplifies the policies and procedures of the 14 individual designee types across the AVS S/Os.
- Standardizing high-level designee management areas, including appointment, selection, review, termination, and appeals.

Aviation Safety Information Analysis and Sharing System

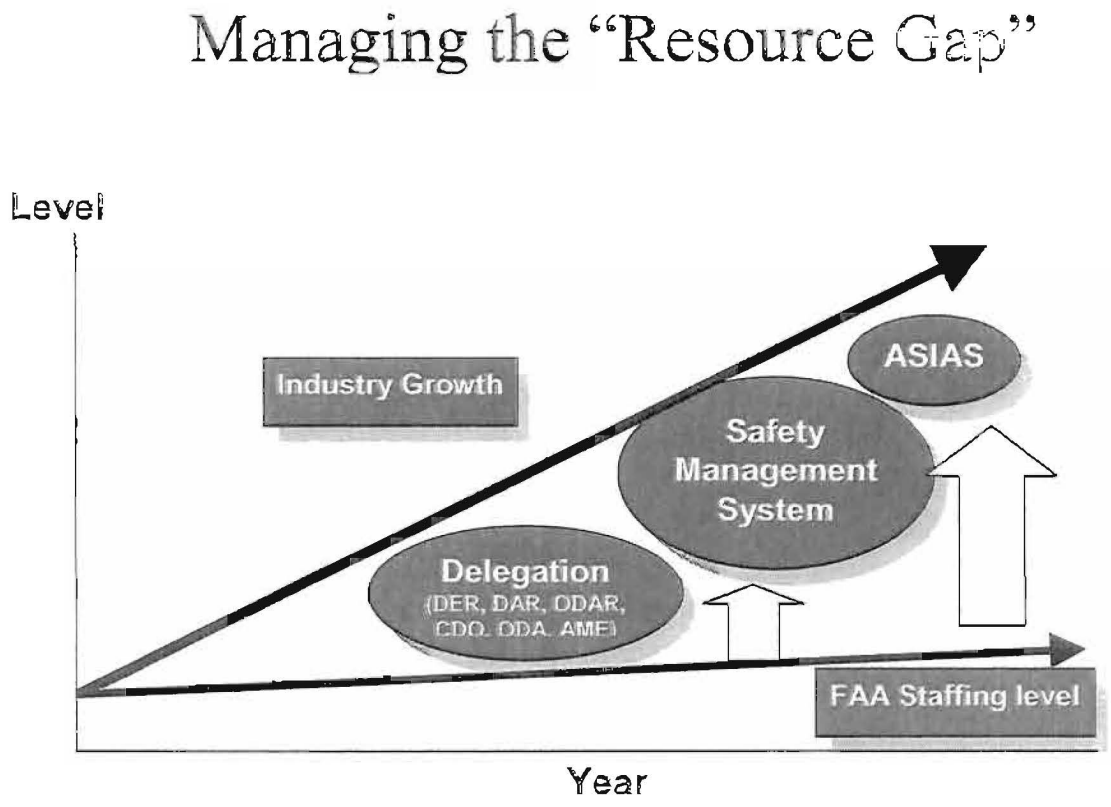
Based on the Agency's FY 2009 forecast, the projected numbers of operations in the NAS are expected to double by 2025. This expected long term change in operations will require a reduction of the aviation accident rate by a factor of two to prevent the number of accidents from increasing. The FAA and its industry stakeholders recognize that the approach of "find and fix" cannot possibly provide the magnitude of safety improvement commensurate with this expected growth. To improve upon the current level of safety, we are shifting from analyzing accidents to proactively monitoring

NAS operations to identify emerging threats before they lead to serious incidents or accidents.

AVS is establishing the ASIAS system to aggregate and integrate safety information from across the aviation industry. By developing new analytical methodologies and leveraging state-of-the-art information technology, the FAA and its industry stakeholders will be able to monitor the effectiveness of implemented safety enhancements, establish baselines and trending capability using safety metrics, and identify emerging risks. As it matures, ASIAS will be an asset to the global aviation community.

As industry growth outpaces AVS workforce growth, the organization must leverage its SMS, Designee Programs, and the ASIAS to fill the gap. The below chart is a graphical representation of the FAA's resource gap and the tools the FAA will use to fill it.

Figure 4



3.2 Impacts on AVS Workforce

As the aviation industry changes its business model, AVS must also change to deliver the appropriate level of oversight and surveillance. The major factors that affect the organization's workforce are discussed below.

- New entrants: AVS averages over 12 operator applications and 30 new aircraft and aviation equipment certification requests at any given time.
  - New aircraft such as the Boeing 787 and the Airbus A380 result in new operational specifications and increase system complexity.
  - New kinds of aircraft such as UASs and VLJs mean more certification engineers are needed to handle applications from new entities. Also, new standards, policy, guidance, and regulations need to be developed to support integration of these aircraft into the NAS.
  - New equipment and additional pilots are needed by these new entrants, requiring additional oversight by AVS.
- Changing industry demands increases the complexity of our oversight and surveillance responsibilities.
  - Growth in outsourcing of certificated repair stations, both domestic and foreign, increases our surveillance workload.
  - Growth and changes in fractional ownership increases the complexity of our oversight.
  - Significant changes in the domestic business model for designing, manufacturing, and certification of commercial airplanes require AVS's surveillance of suppliers that cover a wider area of the globe than in the past. For example, in the past, Boeing designed and manufactured all parts on its airplanes primarily in two U.S. locations. However, in the case of the 787, Boeing employed numerous risk-sharing partners around the world to design and manufacture the airplane's components.
- The FAA's international leadership activities will impact the AVS workforce.

- China and India are two examples of high growth in aerospace activity. AVS anticipates increased requests for its technical assistance and agreements for reciprocal acceptance of aeronautical products, as well as validation of foreign products and parts.
- The Agency must provide timely guidance to the international community when significant U.S. safety initiatives are implemented or certification policies are changed. This need is especially critical to support the international transfer and sale of U.S. aeronautical products and services, and to increase the competency level of other aviation authorities.

3.3 Safety Critical Staffing

AVS has three staffing categories of employees:

- Safety critical operational staff
- Safety critical program staff
- Operational support staff

Safety Critical Operational Staff

This category includes positions where the duties have a direct operational impact on the AVS safety mission for which the S/O have responsibility. This AVS staffing category includes, but is not limited to, all AVS staff whose jobs are to—

- certify aircraft, aircraft alterations, equipment, and avionics;
- certify aviation personnel, air businesses, repair stations, training centers, and other air agencies;
- monitor and enforce industry compliance with safety regulations, through inspections, data analysis, risk management, or other means;
- monitor and enforce ATO compliance with safety regulations;
- monitor and enforce industry drug and alcohol testing programs; and,
- investigate accidents.

Safety Critical Program Staff

This category includes all AVS staff, not included above, who directly support the safety critical operational staff, and without whose assistance the safety critical operational staff could not efficiently and effectively do their jobs. This includes, but is not limited to, AVS personnel who—

- evaluate and analyze the effectiveness of existing AVS certification, regulatory and compliance programs, activities, and methods;
- develop new programs, activities, and methods for improved oversight activities and enhanced industry safety, including new programs and revised approaches directed by Congress or recommended by oversight organizations (e.g., Government Accountability Office, Office of the Inspector General, and the NTSB);
- design, develop, and deliver the technical training curriculum for the safety critical operational staff;
- oversee and monitor the AVS designee programs;
- provide information technology support; and,
- maintain the airmen and aircraft registries and the airmen medical certification system at the Aeronautical Center in Oklahoma City.

Operational Support Staff

This category includes all AVS staff not classified as safety critical operational staff or safety critical program staff. This includes all AVS personnel, including managers, in functions such as planning, finance, and administration.

3.4 Current Staffing

Table 2 (page 26) illustrates actual staffing in FY 2008, as well as projected staffing levels for FY 2009 and FY 2010.

Table 2

AVS Staffing (Operations Appropriation) End-of-Year Employment – Full Time Positions (FTP)		FY 2008 Actual	FY 2009 Enacted	FY 2010 Budget
Flight Standards	Aviation Safety Inspectors	3900	4005	4005
	Safety Technical Specialist	420	415	415
	Operational Support	662	634	633
	Total	4982	5054	5053
Aircraft Certification	Manufacturing Safety Inspectors	222	240	240
	Pilots, Engineers, and CSTAs	686	709	724
	Safety Technical Specialist	174	170	173
	Operational Support	133	142	144
	Total	1215	1261	1281
Aerospace Medicine	Physicians, Physician Assistants, Nurses	56	55	55
	Alcohol/Drug Abatement Inspectors	80	62	68
	Safety Technical Specialist	160	203	207
	Operational Support	65	38	39
	Total	361	358	369
Accident Investigation	Air Safety Investigators	10	10	10
	Safety Technical Specialist	19	19	19
	Operational Support	5	6	1
	Total	34	35	30
Air Traffic Safety Oversight	Air Traffic Safety Inspectors	28	43	43
	Safety Technical Specialist	54	82	82
	Operational Support	3	8	8
	Total	85	133	133
Rulemaking	Safety Technical Specialist	25	29	29
	Operational Support	3	3	3
	Total	28	32	32
Aviation Safety Analytical Services	Safety Technical Specialist	17	20	25
	Operational Support	3	6	7
	Total	20	26	32
Quality, Integration, and Executive Services	Safety Technical Specialist	123	127	127
	Operational Support	154	158	157
	Total	277	285	284
Sub Total	**Safety Critical Staff**	5,974	**6,189**	**6,222**
Sub Total	**Operational Support Staff**	1,028	**995**	**992**
Grand Total	**AVS Staff**	7,002	**7,184**	**7,214**

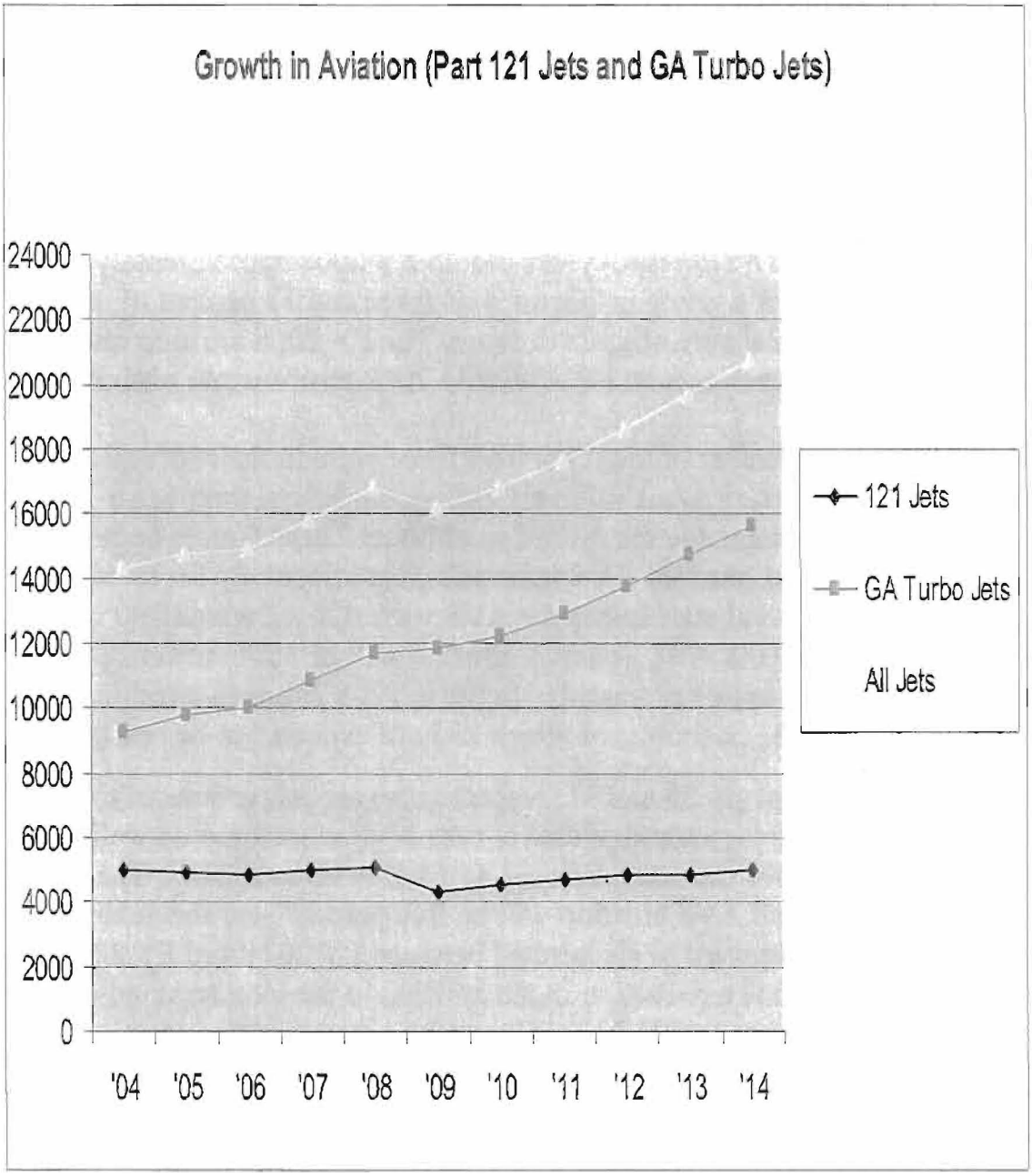
NOTE: The change in number of AAM Safety Technical Specialist positions was based on reclassifying positions within the organization.

In 2008, AVS increased its total staffing levels from 6,738 positions to 7,002 positions. The 2008 staff increases enabled AVS to increase safety oversight and surveillance of 116 air carriers, increase production certification services for applicants, and expand its safety oversight of the Air Traffic Organization. In accordance with the enacted 2009 appropriation, AVS plans to increase total staffing levels to 7,184. The increases will enable AVS to provide additional activities such as safety attribute inspections, element performance inspections, aircraft production certifications, manufacturer inspections and increased oversight of the Air Traffic Organization. In FY 2009, safety critical staffing has increased by approximately 11.5 percent since FY 2006. Congress and the administration have supported additional funding for AVS staffing increases.

The FY 2010 budget provides additional funding to hire aircraft certification staff, drug inspectors, and safety program analysis staff. The FY 2010 Budget request will allow AVS to review additional applications for aeronautical products and parts, to increase drug compliance inspections at aviation industry employers, and to conduct data analysis to provide future hazard/emerging risk assessments.

Figure 5 (page 28) shows the Agency's forecast of growth in the aviation industry, particularly in the General Aviation (GA) Turbo Jet segment. We expect that incremental staff growth combined with AVS's SMS, delegation programs, and ASIAS system will meet industry demands and provide the necessary oversight of the expanding air transportation system. As AVS moves to a system safety approach for oversight and surveillance, the organization's hiring will not increase at the same rate as industry; therefore, AVS will focus its resources on the areas of highest risk, expand the use of designees, and increase its use of data to drive decision making.

Figure 5


Growth in Aviation (Part 121 Jets and GA Turbo Jets)
24000
22000
20000
18000
16000
14000
12000
10000
8000
6000
4000
2000
0
'04
'05
'06
'07
'08
'09
'10
'11
'12
'13
'14
121 Jets
GA Turbo Jets
All Jets

4. Workforce Losses and Gains

4.1 Gain/loss categories, Attrition, Retirements, Non-attrition losses

AVS's historical attrition rate was approximately five to seven percent annually. However, in the last four fiscal years, AVS has experienced a spike in attrition, from six to eight percent annually (FY 2005 through FY 2008). The majority of staff losses are due to retirements (approximately 60 percent in FY 2008). The average age of the organization's Flight Standards and Aircraft Certification Aviation Safety Inspectors (ASIs) is 53 years old, while the average age for its Aircraft Certification Aviation Safety Engineers (ASEs) is 49 years old. In FY 2008 approximately 24 percent of AVS's safety inspector workforce and 13 percent of its engineer workforce were eligible to retire. The FY 2008 attrition rate was six percent and AVS projects an FY 2009 and 2010 attrition rate of five percent.

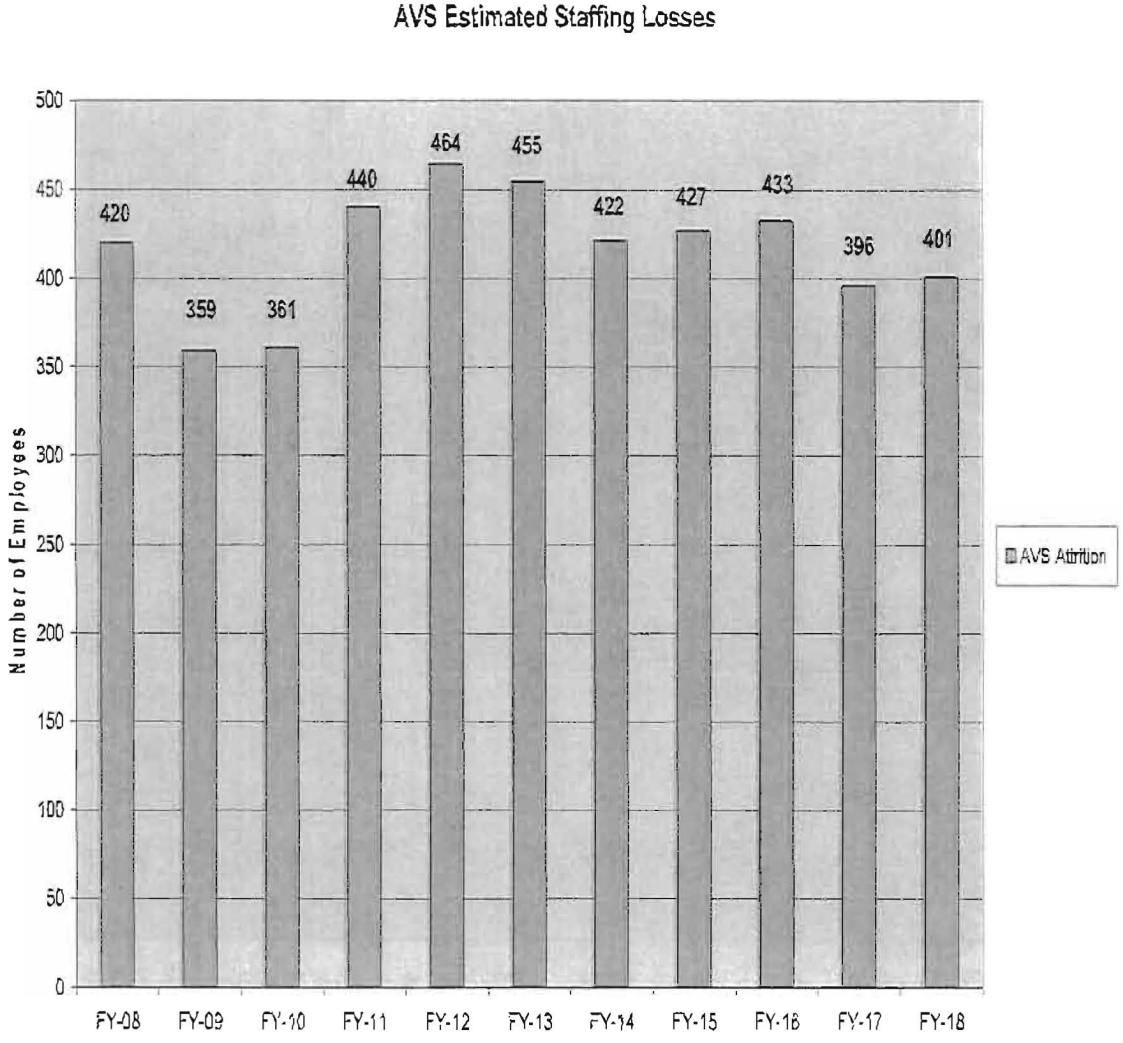
In FY 2007, 40 percent of the AVS workforce were in their second career and were new to the FAA. Unlike air traffic controllers, there is no mandatory retirement age for AVS's workforce. These factors contribute to the low retirement rate, but AVS must still plan effectively for its workforce losses. In 2008, total staff losses for AVS were 420, of which 290 were retirements. In 2009, AVS assumes attrition will be 359 positions of which 230 are expected to be retirements. In 2010, AVS assumes attrition will be five percent or 361 positions, of which 232 are expected to be retirements.

Figures 6 and 7 (pages 30 and 31, respectively) are projections of the estimated staffing losses anticipated for the AVS workforce, as well as the estimated losses for the safety critical ASI and ASE categories. The charts assume that overall AVS attrition will be five percent over the next two years and adjust upward to six percent between FY 2011 and FY 2013. The charts also illustrate a reduction in the attrition in the long term, adjusting to a rate of five percent by FY 2017. The decline in anticipated attrition from FY 2013 and beyond (six to five percent) will largely be associated with recruitment and hiring efforts that will target prospective employees at the General Schedule (GS) grades 9 to 11 or equivalent pay band levels. Historically, employees hired at the targeted levels are interested in career promotion opportunities and are not eligible for retirement in the near term. For ASI and ASE attrition, AVS assumes a rate between 5.1 to 6.4 percent over the next five years. Based on the retirement eligibility of ASIs and

ASEs, AVS projects that these employees' attrition will be slightly greater than other occupational series over the next three years.

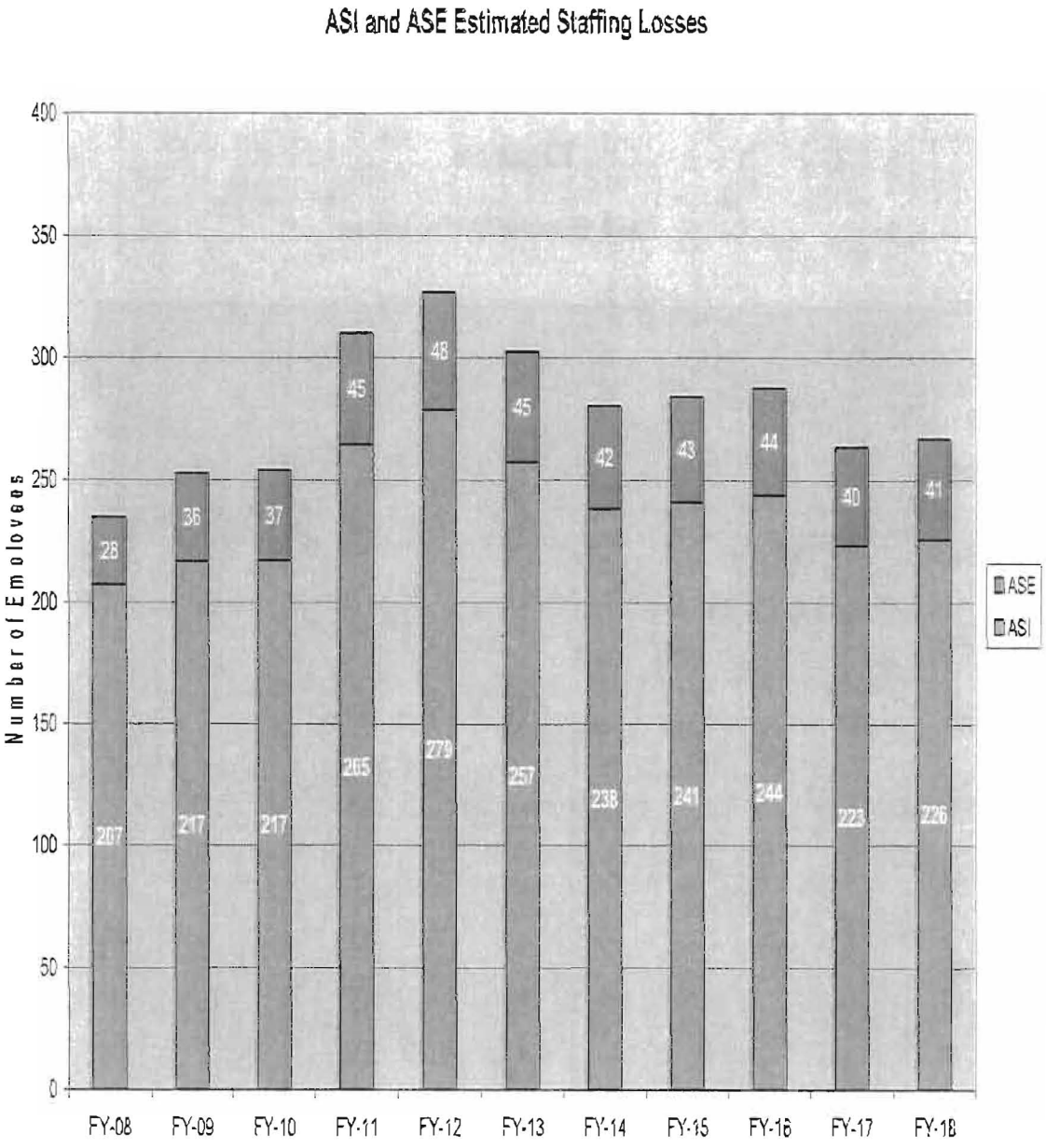
In addition to retirement, AVS experiences staff attrition due to resignations, transfers, and other reasons. The anticipated attrition rate for non-retirement losses is three percent. AVS expects a decline in anticipated attrition over ten years, and if workforce losses outpace projections, AVS will hire additional inspectors.

Figure 6



NOTE: This chart assumes an attrition rate range of 5 percent to 6.5 percent for the 10-year period.

Figure 7



NOTE: The chart assumes an ASI and ASE attrition rate range of 5.1 percent to 6.4 percent for the 10-year period.

4.2 Staffing Gains

Even with the implementation of the SMS and the increased use of designee programs, AVS needs to increase its staff to bring new entrants into the NAS. AVS is projecting the requirement for additional positions within each of the organization's S/Os based on growth and changes within the industry. The additional resources will support certification, rulemaking, and surveillance of new entrants, including new aircraft models, such as the Airbus A380 and the Boeing 787, as well as new aircraft types and systems, such as UASs and VLJs.

With new entrants comes new risk that must be identified, mitigated or managed by our workforce. Once a new entrant is operating within the NAS, AVS must maintain continued operational safety within the system. In the past when the organization's resources declined, it delayed new entrants into the system to ensure it could maintain the continued operational safety of the current system.

The projected staffing in figures 8 and 9 (pages 34 and 35, respectively) shows incremental growth over the next ten years that is needed to adequately support new entrants and maintain continued operational safety of the NAS. AVS believes this growth is modest, incremental, and achievable at a time when the aviation industry continues to grow in both size and complexity.

Figure 8 shows projected AVS staffing from FY 2009 through FY 2018 for all AVS employees. For FYs 2011-2018, the chart assumes incremental staffing growth between a 0.50 percent up to 2.60 percent per year, as well as backfilling vacancies as they occur through FY 2018. AVS assumes that industry and stakeholder demands will slow over the next two years but long-term demand will continue at a reduced growth rate for FYs 2011 to 2018.

Figure 8 also assumes increased staffing for ASI, ASE, Air Traffic Safety Inspectors, physicians, and Medical Certification Analysts. Additionally, technical specialists with analytical capabilities and program support positions, which provide managerial and administrative service to the growing technical workforce, are also included in this chart. AVS assumes that industry and stakeholder demands will continue to grow during the period FY 2011 to FY 2018.

Figure 9 projects staffing growth for the two largest AVS workforce

components. The two largest safety critical occupational series within AVS are ASIs and ASEs. The chart assumes incremental staffing growth of 0.76 percent to 1.99 percent per year in the years after FY 2010.

4.3 Workload Drivers

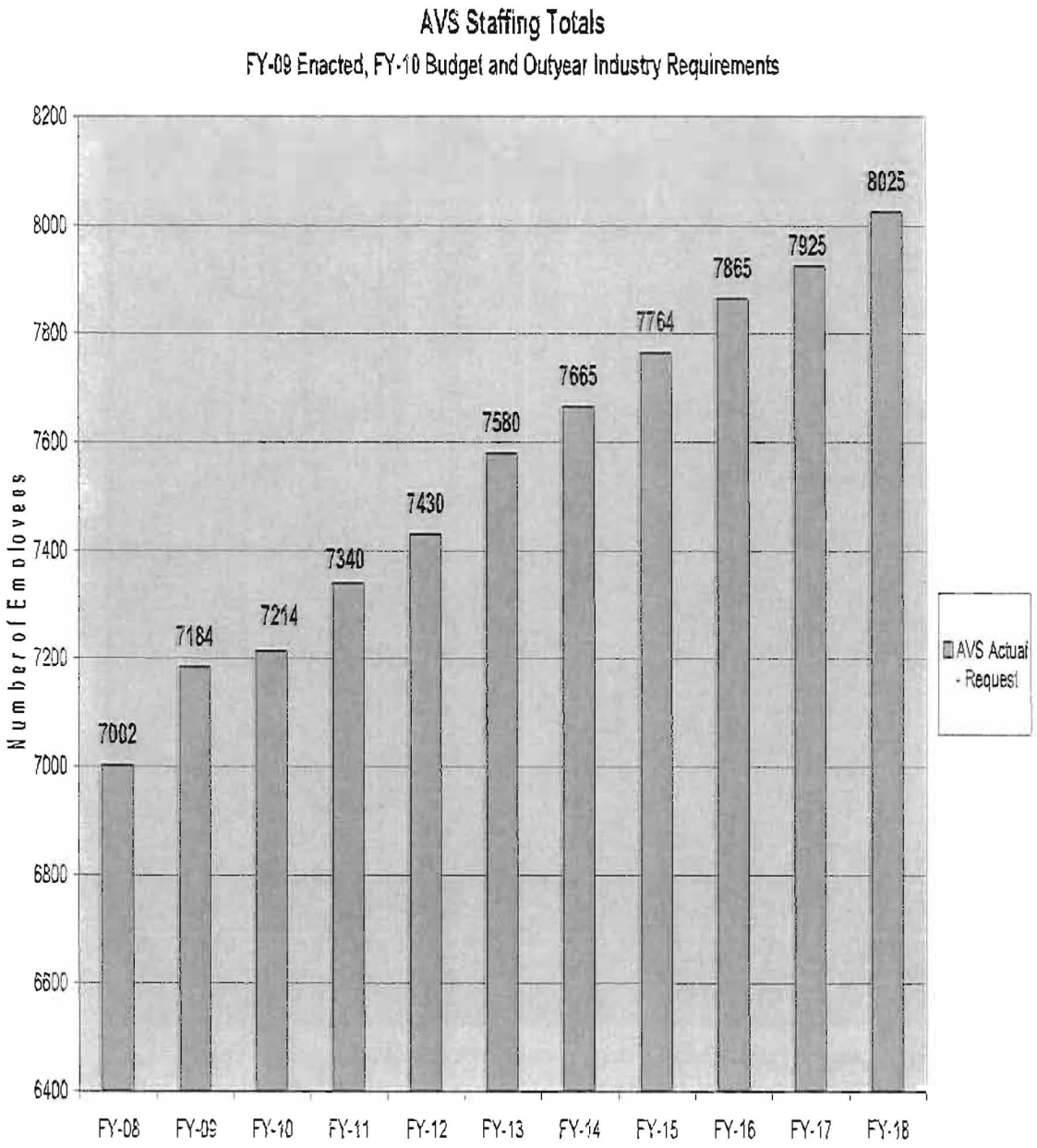
The AVS workforce consists of approximately 7,200 employees within eight S/Os. Each S/O has product and service responsibilities within three goal areas–Continued Operational Safety, Certification, and Standards and Policy.

In 2009, AVS is conducting a workforce analysis focused on the following workload drivers:

- AFS: surveillance and certification activities (both new certifications and certificate management of existing certificates), technical administration, and other duties.
- AIR: the ratio of production approval holders to inspectors.

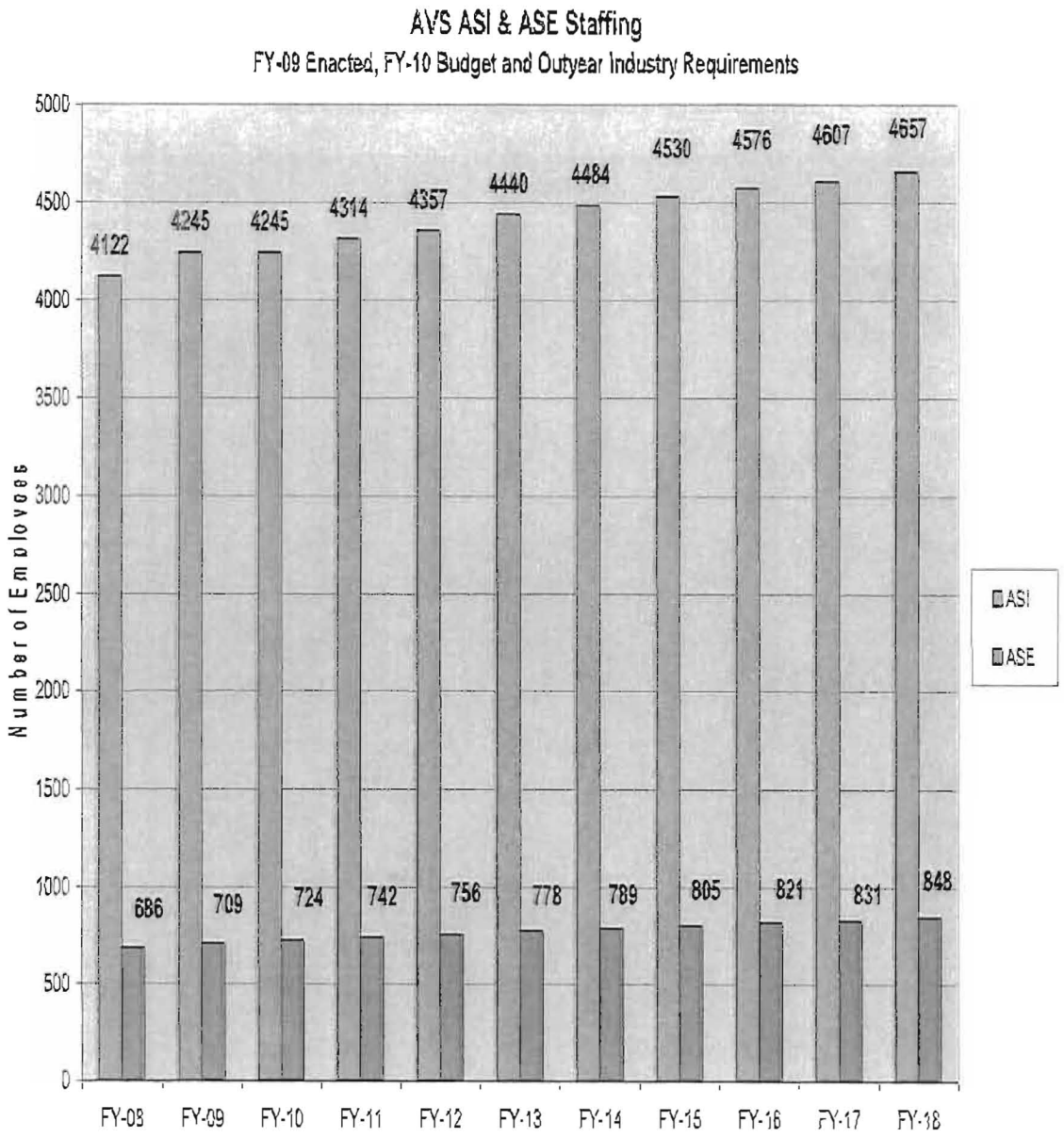
While the 2009 workforce analysis will focus on these particular workload drivers, AVS also receives product counts for other activities that require personnel and financial resources. This includes enforcement investigations, new certifications, airworthiness directives, airmen medical applications, ATO safety analysis and audits, and accident and incident investigations. These completed work products are reported annually, and when aligned with work hours will be used to assist AVS in identifying staffing trends such as labor increases or product complexity changes.

Figure 8



NOTE: The chart identifies actual staffing (FY 2008) and projected staffing levels (FYs 2009-2018) for the AVS Workforce. Numbers are based on the FY 2009 enacted level, FY 2010 Budget request, and incremental growth in FYs 2011-2018.

Figure 9



NOTE: The chart identifies actual staffing (FY 2008) and projected staffing levels (FYs 2009-2018) for the ASI and ASE workforce. Numbers are based on the FY 2009 enacted level, FY 2010 Budget request and incremental growth in FYs 2011-2018.

5. AVS Staffing Model

In FY 2007, a National Academy of Science report on inspector staffing within AFS and AIR stated that the current inspector staffing model for AFS did not provide information on where staff should be located in the future. The report recommended that a new staffing model be developed to provide such information.

AVS concurred with the recommendation to create a new staffing model and determined there was a need to expand the model to include the entire safety critical workforce. AVS believed expanding the model to include all safety critical occupational components would be beneficial for projecting future resource requirements. The AVS operational support workforce will be adjusted in the out years, using staffing ratios that compare managers and administrative support personnel to safety critical staff requirements. As the model develops and variables are verified, operational support personnel may be incorporated as a component.

The initial two components of the model—AVS Staffing Tool and Reporting System (ASTARS) will contain the AFS and AIR inspector workforce. In the first quarter of FY 2009, AVS implemented the initial prototype component for AIR inspectors and is establishing the initial variables for the AFS inspector component. In October 2008, AVS implemented the AIR inspector workforce component and will be conducting an initial data analysis by April 2009. AVS expects to implement the AFS inspector workforce component of ASTARS by October 2009, with subsequent data analysis dates to be determined. Depending on resource availability, by the third quarter of FY 2009, AVS anticipates beginning the initial analysis of other safety critical workforce components such as AIR engineers or AOV oversight personnel for future incorporation into ASTARS.

6. Workforce Hiring

The FAA's tool for helping the Agency prepare for the future is its Flight Plan. This strategic plan includes goals and objectives that provide direction to accomplish the Agency's mission. Chief among the Flight Plan goals is organizational excellence. Organizational excellence is the Agency's continuous effort to align its current and future services and programs with established priorities to enhance aviation safety, provide increased capacity, both at home and internationally, in an environmentally sound manner. In other words, it is the "how" in executing all other FAA goals. Every employee is a part of this goal. Among the Flight Plan objectives to help the

Agency achieve organizational excellence is to implement human resource management practices to attract and retain a highly skilled, diverse workforce. While AVS recognizes that it will face challenges in achieving this goal, it is confident that it will be able to successfully meet these challenges.

6.1 Workforce Challenges

AVS's workforce demographics present a key challenge to the organization—a challenge that requires careful monitoring to minimize future workforce vulnerabilities. To support its mission to keep the U.S. aviation system the safest in the world, AVS must maintain its skilled professional and technical workforce. As a result, AVS projects that the majority of its recruitment initiatives will be in attracting safety critical personnel. This includes ASIs, ASEs, and Air Traffic Control Specialists. AVS is reviewing its talent recruitment and diverse safety workforce initiatives to improve its workforce composition and the distribution of employee skills and technical competencies across performance levels. One of these initiatives will target developmental positions to lower the FAA's compensation costs over time, while assuring AVS has a mixed workforce of entry-level and seasoned employees.

Challenge 1: Recruitment and Retention

As AVS moves to fully implement its SMS, attracting staff with the right mix of new skills for the future is more important than ever. The skills essential for performing in a system safety environment are different from the traditional technical skills needed in the past. While the AVS workforce will continue to need traditional and technical skills, it will also need other skills in areas such as risk-based decision making and systems thinking in order for the SMS approach to succeed.

In recent years, AVS has begun to redesign many of its core work processes, because of the move away from a compliance based inspection approach to safety. These changes to work processes have led to changes in job requirements and the competencies needed to be successful.

The number of people entering the aerospace industry is decreasing, especially in the engineering fields. This makes recruiting entry-level engineers more difficult. AVS anticipates that this trend will continue given the civil aviation increased demands for ASEs. Private industry is luring these engineers with higher starting salaries, greater salary growth, and

benefit packages. This makes it even more challenging to recruit and retain them into the AVS workforce.

Strategy 1: Recruitment and Retention

To distinguish the FAA as an "Employer of Choice," we must leverage attributes that both attract and retain talent. Our recruitment initiatives and practices must provide an organizational culture that promotes high performance and accountability. We must survey our workforce attitudes and Agency workforce planning practices on a regular basis to assess our progress.

AVS is committed to analyzing its workforce demographics. The organization monitors the attrition of its leadership cadre and safety critical workforce to sustain talent in the face of increasing competition and a decreasing technical labor supply. AVS is identifying succession strategies and programs to ensure continuity in its leadership and target its recruitment in key occupations to support accomplishment of its safety mission.

AVS is analyzing trends in safety critical occupations to adjust the organization's recruitment and retention strategy to its current and future needs. As AVS conducts its analysis, it will consider the following factors:

- number and distribution of positions by pay plan/grade or pay band/series and geographic location
- diversity trends
- identification of skill competencies
- average grade/band
- retirement eligibility (current and expected)
- attrition (separations, resignations, transfers, retirements)
- disparate pay

In 2005, AFS concluded that it needed to review and update its selection system for ASIs. AFS wanted to ensure the selection system reflected the competencies needed by ASIs to be successful in the current and future work environment. AFS defined and validated the competencies required by ASIs, developed revisions to the ASI qualifications standards, and redesigned the overall end-to-end process for hiring ASIs.

In FY 2008, the FAA's Office of Human Resource Management and AFS successfully implemented the new hiring process for ASIs, including new assessment tools used in the Automated Vacancy Information Access Tool

for On-Line Referral (AVIATOR), which is an automated hiring system. In FY 2009, AVS will continue to analyze the workforce data, identify diverse positions, link competencies to these positions, and identify recommended improvements for actions.

Competency-Based Workforce Management

In 2008, AVS conducted an audit to provide a summary and assessment of the current state of competency modeling within the organization. The audit found that AVS must use the FAA's 16 competency Employee Leadership Profile (ELP) as its interpersonal and business "core" competency model. The audit's final outcome included a recommendation that AVS develop advanced workforce management tools, which will assist AVS in integrating all aspects of human capital initiatives to recruit and retain a highly qualified workforce.

In today's workplace, the term "competent" is generally used to describe someone who is able to successfully perform a specified task or fill a defined position. The skills, knowledge, and ability that a person applies in the successful performance of a task are called "competencies." A competency model for AVS would describe a baseline mastery level of core business and interpersonal competencies, as well as specific technical competencies required across the organization.

A competency model provides a common language to describe the capabilities required of the workforce. This common language would support a seamless organization by allowing the competencies of individual employees to be compared against the requirements of individual positions across the AVS S/Os. As a result, competencies allow individuals to—

- better understand how their individual and group functions support AVS's mission by delineating the requirements of all positions within AVS; and
- identify how their individual competency profiles compare to the competencies required across AVS.

A competency model would also directly support the AVS-wide goal of rapidly filling safety critical positions and implementing NextGen.[1] Given a set of competencies that candidates for safety critical positions must possess and may have developed in previous positions, a competency model would

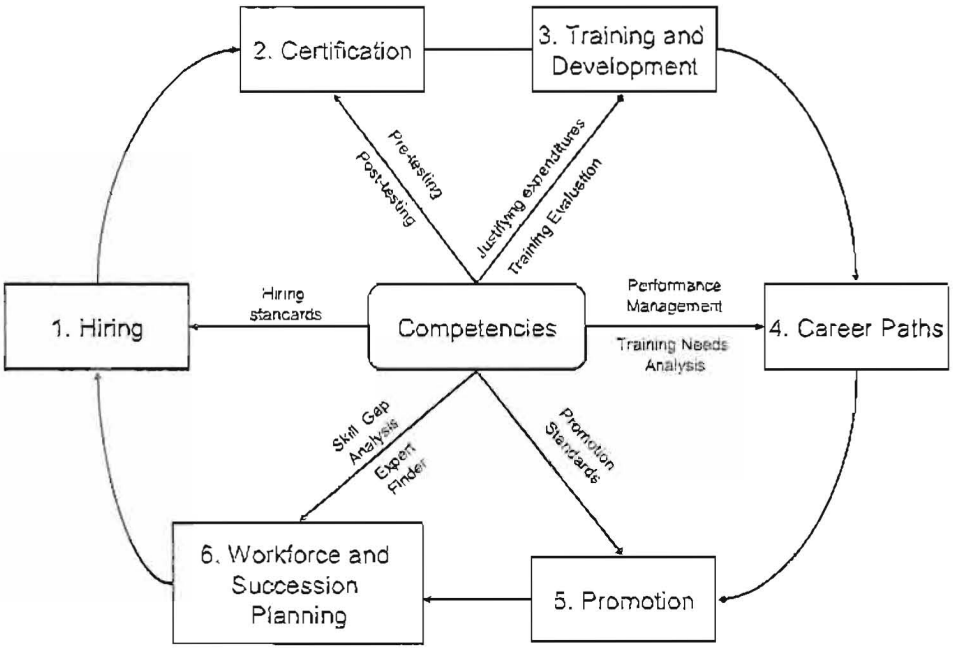
[1] Next Generation Air Transportation System or Next Gen will transform the way the FAA provides air navigation services to support an expected doubling of airspace demand from an increasingly diverse U.S. aviation industry. It emphasizes efforts to build upon the FAA's safety record and to improve aviation's environmental performance through advanced aircraft performance capabilities and alternative fuels.

facilitate a process by which individual candidates could, upon entry into AVS, "test out" of training by demonstrating that they possess the core competencies. Under this process, AVS could rapidly fill safety critical positions with candidates who possess the required competencies and who "test out" of training.

Figure 10 shows how competencies relate to the major components of an integrated workforce management system.

Figure 10

A Competency-Based Workforce Management System



The 2008 AVS audit prescribed the following steps for the implementation of an AVS competency model for core interpersonal and business competencies, as well as technical competencies:

- Complete preliminary framework for core and technical competencies.
- Develop a competency crosswalk of AVS employees by AVS competencies. This would serve as a repository for the competencies of the AVS workforce. It would also support AVS management by allowing for systematic analysis of competency gaps identification of individuals with specialized expertise, and workforce planning.

- Develop advanced workforce management tools, including workforce planning and workforce skill gap analysis tools; comprehensive assessments for selection and promotion; and tools for succession planning, career paths, and developmental roadmaps.

AVS management is prioritizing these recommendations and deciding which to address in 2009. The implementation of all of the recommendations will require a phased approach over several years.

FY 2008 Recruitment Measurements and Accomplishments

Measurement 1

Recruit five percent of new hires in safety critical occupations at lower pay bands/grades. For example, target ASI recruitment efforts at grades 9 to 11 or equivalent pay bands.

Results 1

AVS met this measurement. The organization hired approximately 578 new employees: 95 or 16 percent were hired into safety critical occupations at lower pay bands/grades. While AVS met this measurement, it did experience several recruitment challenges due to the competition from private sector companies that offered higher starting salaries.

Measurement 2

Hire ten percent of the new workforce using vacancy announcements that include at least two identified skill competencies that support safety management. Increase this percentage by five percent per year over the next five years.

Results 2

AVS met this measurement. AVS developed a Human Capital Tracking Tool that collects tracks, and reports on identified skill competencies and other hiring data. During 2008, AVS issued approximately 594 vacancy announcements of which 80 percent included two identified skill competencies.

FY 2009 Recruitment Measurements

Measurement 1

Recruit ten percent of new hires in safety critical occupations at developmental pay bands or grade levels.

Measurement 2

Hire 15 percent of the new workforce using vacancy announcements that include at least 2 of the ELP competencies that support the organization's SMS.

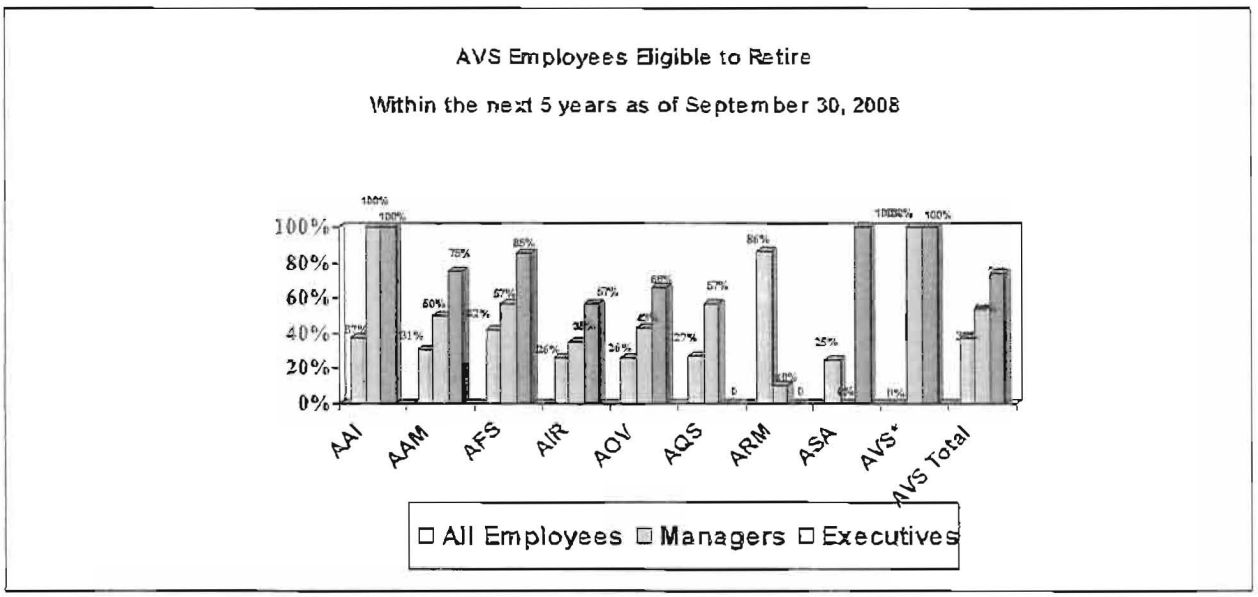
Challenge 2: Succession Planning

Succession planning is the use of a deliberate process to ensure staff are developed and are able to replace senior leadership as required. It enables selecting officials to identify the right candidate for a position.

As of September 30, 2008, AVS had 2,832 employees eligible to retire within 5 years.

As figure 11 shows, managers and executives make up the largest percentage of eligible retirees.

Figure 11



*AVS Executive Office
•The "All employees" category does not include managers and executives

Strategy 2: Succession Planning

AVS is committed to implementing a Leadership Succession Plan that supports the professional development of employees who have strong career aspirations for leadership and who are committed to AVS. On an ongoing basis, AVS analyzes current workforce data, identifies diverse positions, links competencies to the positions, sets expectations and accountability,

identifies and communicates lessons learned, and recommends improvements for actions. By implementing these strategies, AVS can concentrate on attracting, engaging, and retaining talent to meet its future needs.

AVS will draft a leadership succession plan in FY 2009.

Challenge 3: Educate AVS Personnel

AVS is committed to further educating its leaders to facilitate their understanding of how personal responsibility and accountability are essential to attracting, hiring, and retaining staff with the skill sets necessary for success in the aviation environment of the future.

Strategy 3: Educate AVS Personnel

In FY 2007, AVS expanded its communication strategy to emphasize the mission, values, and integration across its S/Os. In 2008, AVS continued to build on this effort by holding another successful All Managers' Conference in August 2008. The conference agenda included plenary sessions on leadership and public service. And AVS managers participated in a variety of workshops, including the following:

- Questions & Answers with the AVS Management Team
- Leadership, Accountability, and Expectations
- Integrated Teams; Alternative Dispute Resolution/Mediation
- Conflict Management

In 2007, AVS implemented a course for new employees called the Aviation Safety Organization: An Overview. The course is designed to help new employees transition, not only within their S/O, but within AVS and the FAA as a whole. In 2008, AVS trained 672 new employees on how the organization works together to achieve the goals of AVS and the FAA. In 2009, AVS will add a new section to this course on what it means to be part of a regulatory Agency, how employees should view their role, and what they should expect from their managers.

In FY 2008, AVS developed the AVS New Manager's Course and implemented it in FY 2009. New managers are currently defined as supervisors/managers with zero to three years of AVS management experience. The course is designed to help new managers transition, not only within their S/O, but within AVS and the FAA as a whole. The course will address areas to include the following:

- expectations of managers
- performance management
- leadership
- organizational roles and responsibilities
- transition to management
- communicating effectively
- budget (general)
- labor relations (general)

The AVS New Manager's Course is currently scheduled to be presented one to two times per month.

7. Workforce Hiring Process

In FY 2009, AVS will continue to develop and enhance its workforce to achieve the goals and objectives defined in this Workforce Plan. AVS implemented several initiatives in FY 2007 and FY 2008 that will have a long-term effect on its mission, as well as an impact on its employees.

AVS has identified the following strategies that will aid its efforts to recruit and retain staff with the right mix of traditional and new skills needed for the future.

Strategy 1

AVS is working with the Agency's Human Resources Corporate Recruitment and Marketing office and the Office of Civil Rights, Equal Employment Opportunity Consulting Group to—

- continue cultivating the relationships and partnerships with college and universities to fill entry-level engineer and inspector positions;
- implement recruitment strategies that will increase efforts to hire people with disabilities;
- continue soliciting assistance from the FAA professional organizations such as the Technical Women's Organization, National Black Coalition of Federal Aviation Employees, National Hispanic Coalition of Federal Aviation Employees , and others;
- recruit from our industry stakeholders, including airlines and manufacturers;
- partner with various educational programs such as the Professional Society of Black Engineers;

- partner with the Minority Servicing Institutions to foster professional internships from the Historically Black Colleges and Universities, Hispanic Serving Institution, etc.;
- implement the FAA Student Intern Programs, formerly known as the Cooperative Education Program; and
- develop and implement an AVS Diversity Plan.

Strategy 2

The FAA's Office of Human Resource Management (AHR) implemented the new AFS ASI qualification standards and new hiring assessment process through the FAA's automated hiring system in FY 2008. The new process facilitates AVS's ability to hire ASIs who have the competencies needed to be successful in the current and future work environment. The new AFS ASI qualification standards were implemented for FY 2009 hiring.

Strategy 3

AVS will expand participation in the AVS Leadership, Enhancement and Development Program, and the Agency's Senior Leadership Development Process.

Strategy 4

AVS will continue to offer a limited number of available recruitment flexibilities, such as recruitment bonuses, leave enhancements, and employee referral bonuses.

Strategy 5

AVS will develop and begin implementing the recruitment plan during FY 2009. The goal of the plan is to implement a comprehensive strategy for ensuring that AVS is attracting and hiring talented applicants from diverse backgrounds, while supporting the FAA's mission to become an employer of choice.

Diversity Plan

Congress directed AVS to develop a diversity plan to ensure it was making a concerted effort to attract a diverse safety workforce. The plan articulated specific goals and objectives while ensuring compliance with existing EEO policy requirements. The plan consisted of the following three components with actions and performance measures essential to achieving the goals within the plan:

- Educate managers, supervisors, and employees regarding the importance of EEO in the selection process, including the expansion of the qualified applicant pool.
- Conduct a comprehensive analysis of the current AVS workforce to include future hiring projections.
- Work with the AHR Marketing Group to develop an AVS Recruitment Plan, incorporating the recruitment strategies and initiatives in the AVS Workforce Plan.

8. Workforce Training

AVS is committed to developing its workforce so AVS employees have the knowledge and skills needed to respond to the future challenges of aviation safety.

The organization's workforce development includes identifying staffing requirements; hiring a proficient staff with the required knowledge, skills, and abilities; and providing training and professional development opportunities to fill any skill or competency gap and to enhance current performance levels. The larger AVS S/Os maintain their own training organizations, each with its own administration, development, delivery, and evaluation functions, focusing mainly on technical specialty training.

In FY 2008, AVS conducted an audit of training related resources, processes, and policies across its S/Os. The audit provided a "current-state" assessment of the AVS-wide training program and identified opportunities for improvement of AVS training operations and services. This data-driven analysis resulted in a series of best-practices recommendations for the future state of AVS training that included the following:

- Establish a program for AVS training that has the authority and resources to plan, develop, implement, and maintain AVS-wide standards on training administration, development, delivery, and evaluation.
- Develop an interpersonal and business (core) competency model and a technical competency model, and establish competency-to-training linkages. Develop advanced workforce management tools by applying the core and technical competency models to all phases of human capital planning and management.

- Standardize training related activities across AVS for improved efficiency, effectiveness, and satisfaction of AVS training customers, as well as for a reduction in overall training administration costs.
- Develop standards for procurement, evaluation, development, and management of training content across AVS to eliminate redundancy and to improve the currency, quality, and accessibility of all AVS training content.
- Develop processes to collect metrics for all major components of AVS training, including cost, effectiveness, efficiency, and stakeholder satisfaction to promote best practices and continuous improvement.
- Aggressively promote a variety of training delivery methods and knowledge sharing tools to expand the reach, timeliness, and value of AVS training.
- Establish consistency, quality, and performance measurement of training for AVS designees across all AVS S/Os.

The audit revealed redundant functions in many areas that could be minimized by integrating operations. It also identified model processes and standards in the S/Os that could be applied beneficially across the organization. The audit recommended 37 strategic initiatives that AVS should undertake to integrate and improve AVS training operations and services.

The implementation of all 37 recommended strategic initiatives will require a phased approach over several years. AVS management will prioritize the recommended strategic initiatives and decide which to address in 2009. At a minimum, in FY 2009, AVS will address the following recommendations:

- Establish AVS Training Program governance structure and authority.
- Standardize training-related activities across AVS, specifically the call for training and quota management processes.
- Implement a vetting process for training content across the S/Os to minimize the development of redundant training content.
- Research and develop innovative "blended" learning technologies that will allow AVS to improve the quality, effectiveness, and reach of training and performance support offered to AVS employees.

- Conduct an analysis of the designee training operations in AVS similar to the analysis done for the overall AVS training program in FY 2008.

The current state analysis and future state best-practices recommendations signal a shift in the AVS training culture. The goal is not to collapse the technical training functions of the AVS S/Os into one organization, but to integrate training operations, processes, and standards across AVS so that the S/Os can concentrate their resources on optimizing training specific to their technical specialties.

8.1 Competency-based Training Model

The Aviation Safety Workforce Plan March 2008 stated that AVS would implement a competency based training model in 2008. However, the audit of AVS training that was conducted last year significantly impacted this plan. Prior to the audit, competency management was primarily considered a function of training. AVS learned from the audit that competencies relate to all of the major components of an integrated workforce management system. As a result, AVS has begun to focus on using competencies to address all aspects of human capital management (see section 6).

8.2 Initial Technical Training

The majority of the AVS workforce is specialized and has unique training needs. AFS has four main areas of technical specialization: General Aviation Operations; General Aviation Airworthiness/Avionics; Air Carrier Operations, Cabin Safety & Dispatcher; and Air Carrier Airworthiness. Each of these technical areas has a required series of initial courses called "string training." AIR personnel require the following initial technical training: Indoctrination Basics (Web-based); Indoctrination Applications; and Part 21. Other personnel in AVS, such as Drug Abatement Inspectors and AOV staff, receive structured initial technical training as well. Much of AVS training is delivered via instructor-led classes, but more and more training is accomplished through on-the-job training (OJT) and distributed learning methods, such as Web-based training (WBT).

Table 3
AVS Technical Training Fiscal Year 2008

AVS S/Os	Initial Hours of Training for Safety Critical Staff	Approx # Enrollments per Year*	% of Training is OJT	% of Training is WBT
AAI	240	15	75	NA
AAM	120	150	10	NA
AIR	200	800	50	35
AOV	100	37	10	NA
AFS	500	10,000	10	25
ARM	80	80	25	NA

*This number represents seats filled, not students who have taken training (e.g., one person may account for several enrollments in a year.)

The 2008 Aviation Safety Workforce Plan included a measurement goal (Measurement 3) to have new ASIs start their WBT within 30 days after reporting to duty, and significantly shorten the time it takes for new hires to start and complete their resident new-hire training.

AVS achieved the 2008 Measurement 3 goal for WBT. In FY 2008, new ASIs started their WBT as soon as they had access to the DOT eLearning Management System, usually within two to three weeks after entrance on duty (EOD).

AVS also achieved the goal for new hire training. In FY 2007, it took an average of 330 calendar days for new ASI hires to complete their initial technical string training. AFS worked with the FAA Academy to develop a plan to expedite the new-hire training for FY 2008. Where possible, AFS required WBT as a prerequisite to the resident training to reduce the time spent at the Academy. The overall result of this effort was a significant decrease—from an average of 300 calendar days after EOD to an average of 130 days after EOD for FY 2008—in the time it took for new hires to complete initial technical string training. Furthermore, 96 percent of new hires completed resident training within 6 months of their EOD.

8.3 Recurrent Technical Training

After AVS employees complete the initial technical courses, additional training needs are identified during annual calls for training requirements.

Supervisors work with their employees to determine what kind of training they need and when they need it. For example, inspectors, flight test pilots, and others are required to receive recurrent training that is tailored to their particular oversight responsibilities. Inspector training requirements are reviewed annually by the inspector's supervisor and the inspector. This process ensures that inspectors have an input into training that they believe is needed to keep pace with changes in the aviation industry.

9. Workforce Funding Status

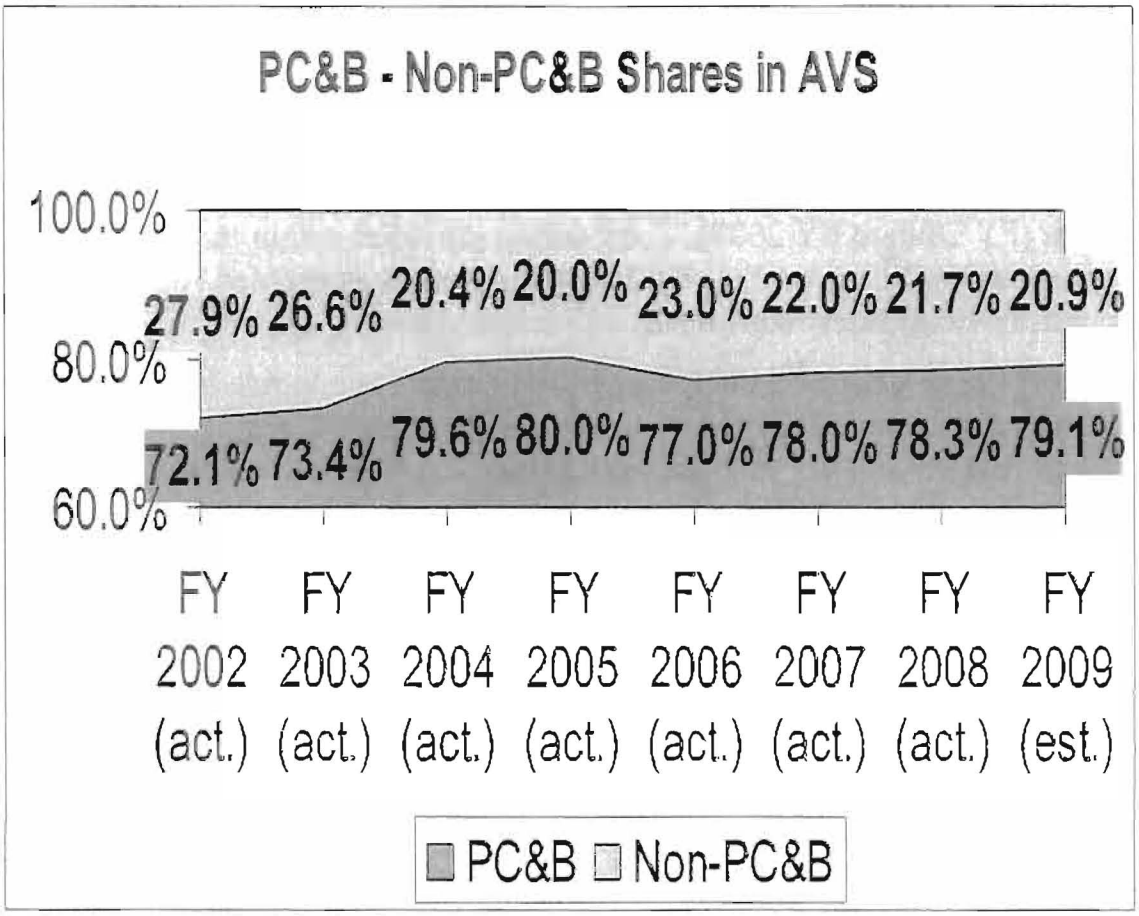
AVS has received additional funding for staffing over the past four budget cycles (FY 2006 to FY 2009). The funding provided within the appropriations bills over the past four fiscal years has enabled AVS to increase overall safety staffing by 967 employees.

AVS's overall personnel compensation costs continue to rise because of intrinsic pay increases. The cost of pay and benefits has been growing by four to five percent per year, primarily because of pay increases and increased costs of benefits, particularly healthcare benefits. AVS has relied on attrition to manage its cost with available funding. With just under 80 percent of the operations' budget going to payroll and benefits, controlling these costs is critical to the long-term sustainability of operations. AVS will continue to monitor hiring and staffing compositions to ensure that pay compensation and benefits' (PC&B) costs are controlled in the future.

Because AVS's safety workforce is highly specialized, the organization requires adequate training, equipment, supplies, travel, and other non-payroll funding for its employees. This non-payroll funding is necessary to effectively perform the organization's safety oversight and surveillance responsibilities. Rather than focusing solely on staffing levels, AVS's policy is to maintain a workforce that is adequately trained, equipped, and can travel to carry out the organization's safety mission.

Figure 12 (page 51) illustrates PC&B compared to non-pay expenditures within AVS.

Figure 12


PC&B - Non-PC&B Shares in AVS
100.0%
80.0%
60.0%
27.9% 26.6% 20.4% 20.0% 23.0% 22.0% 21.7% 20.9%
72.1% 73.4% 79.6% 80.0% 77.0% 78.0% 78.3% 79.1%
FY 2002 (act.)
FY 2003 (act.)
FY 2004 (act.)
FY 2005 (act.)
FY 2006 (act.)
FY 2007 (act.)
FY 2008 (act.)
FY 2009 (est.)
PC&B
Non-PC&B

10. Conclusion

The 2009 AVS Workforce Plan demonstrates that AVS is prepared to staff appropriately based on the expected changes in the aviation industry and attrition within its workforce. Projected industry workload growth and complexity changes will be mitigated by incremental staffing gains, the implementation of the SMS and the ASIAS system, as well as through continued use of designees. The 2009 AVS Workforce Plan is based on the following premises:

- AVS's demand for specialized technical skills cannot always be met with entry-level staff.
- Many of our highest skilled employees join the FAA as a second career, and, as long as we can continue to fill vacancies we will be able to manage retirements effectively.
- AVS will continue to monitor its workforce and industry trends and will adjust its strategies as needed.
- As the aviation industry evolves, AVS recognizes that it must evolve with it.
- AVS's future workforce requirements will grow, but not at a rate commensurate with industry growth. In order to meet this demand and maintain safety, AVS will implement a risk-based approach to oversight and surveillance, as well as increase delegation.
- As the Agency transitions to the SMS approach to safety, the skills required for both AVS's current and future workforce will change.
- AVS has started to hire employees with the new skills needed in the future, and the organization is embarking on training strategies for its current workforce.

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

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JUN 15 2009

The Honorable Daniel K. Inouye
Chairman, Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

Senate Report 110-131, Transportation and Housing and Urban Development, and Related Agencies Appropriations Bill, 2008 requested that the Federal Aviation Administration develop and submit to the House and Senate Committees on Appropriations deadlines for the initial operating capability and the operational readiness date for each of the remaining Airport Surface Detection Equipment, Model X (ASDE-X) sites. Since there is not specific direction for ASDE-X in the Omnibus Appropriations Act, 2009 (H.R. 1105), the FAA is providing an update to information requested in the Fiscal Year (FY) 2008 appropriations bill.

We still expect to complete installation and achieve operational readiness at most sites by September 2010, several months ahead of schedule. Please find the updated accelerated milestone schedule enclosed.

Changes from last year's report include:

- ASDE-X systems have been commissioned at: Detroit Metro Wayne County Airport, John F. Kennedy International Airport, Phoenix Sky Harbor International Airport, Ft. Lauderdale/Hollywood International Airport, and Los Angeles International Airport.

- ASDE-X systems have achieved Initial Operating Capability at: Newark International Airport and Boston Logan International Airport (approximately two months earlier than planned).

- The ASDE-X deployment at the Miami International Airport is approximately five months ahead of schedule.

- The following schedules have experienced delays: two months at the Chicago Midway Airport, four months at the Honolulu International Airport, and five months at the Baltimore/Washington International Thurgood Marshall Airport.

- The schedule for the New York LaGuardia Airport was moved from 2011 to 2010 to match the new Airport Traffic Control Tower commissioning date.

- The schedule for the Las Vegas McCarran International Airport now reflects the major change to the ASDE-X system implementation (the decision to implement an ASDE-X surface movement radar on a remote tower) due to the new Airport Traffic Control Tower.

Identical letters have been sent to Chairman Obey, Senator Cochran, and Congressman Lewis.

Sincerely,

J. Randolph Babbitt
Administrator

Enclosure

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Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

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United States Senate
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House of Representatives
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Airport Surface Detection Equipment—Model X (ASDE-X)
Initial Operating Capability (IOC) and Operational Readiness Date (ORD)
Accelerated Schedule for remaining sites

ID	Airport	IOC	ORD
BOS	Boston Logan International Airport	5/12/09*	Aug-09
EWR	Newark International Airport	5/19/09*	Aug-09
MIA	Miami International Airport	Oct-09*	Nov-09*
DEN	Denver International Airport	Nov-09	Dec-09
IAH	George Bush Intercontinental Airport	Nov-09	Dec-09
PHL	Philadelphia International Airport	Dec-09	Jan-10
SNA	John Wayne Airport	Feb-10	Mar-10
MSP	Minneapolis-St. Paul International Airport	Mar-10	Apr-10
DFW	Dallas/Ft. Worth International Airport	Apr-10	May-10
SLC	Salt Lake City International Airport	May-10	Jun-10
MDW	Chicago Midway Airport	Aug-10*	Sep-10*
DCA	Ronald Reagan Washington National Airport	Jun-10	Jul-10
SAN	San Diego International Airport	Aug-10	Sep-10
HNL	Honolulu International Airport	Sep-10*	Oct-10*
BWI	Baltimore/Washington International Thurgood Marshall Airport	Sep-10*	Oct-10*
LGA	LaGuardia Airport	Oct-10*	Nov-10*
LAS	Las Vegas McCarran International Airport	Apr-11*	May-11*
MEM	Memphis International Airport	Apr-11	May-11

* Items denote changes from last year's report

Note: Due to the construction of new airport traffic control towers (ATCTs) at Las Vegas, LaGuardia, and Memphis, these sites are not included in the accelerated schedule. The LaGuardia and Memphis schedules are dependent on and aligned with their respective new ATCT schedules. The Las Vegas deployment was changed to implement an ASDE-X surface movement radar on a remote tower.

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JUN 15 2009

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Chairman, Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

As requested in the Explanatory Statement to the Omnibus Appropriations Act, 2009, the Federal Aviation Administration is pleased to provide the Fiscal Year 2009 Aviation Safety Diversity Plan. The FAA was asked to submit to the House and Senate Committees on Appropriations an update to the workforce diversity plan requested in Fiscal Year 2008.

We have sent identical letters to Chairman Obey, Senator Cochran, and Congressman Lewis.

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Administrator

Enclosure

Aviation Safety

Diversity Plan

FY 2009

TABLE OF CONTENTS

EXECUTIVE SUMMARY

The Federal Aviation Administration's (FAA) continuing mission is to provide the safest, most efficient aerospace system in the world. In 2008, we celebrated the 50th anniversary of the FAA and we were especially proud to also celebrate the safest period in aviation history. In Fiscal Years (FY) 2007 and 2008, there were no passenger fatalities on commercial flights in the United States. And 2008 marks a three-year period that was the safest ever recorded in the history of general aviation. When a system is this safe, how do you know where to place your focus to keep it that way? The tragic accidents in early 2009 underscore the importance of the question. With the uncertain economy and fluctuating fuel prices, the challenge of continuing to improve the safety and efficiency of flight has never been more daunting. To meet this challenge, we are changing the way we approach safety.

In the past we have largely used the reactive approach to safety. To meet our future challenge, we will move away from that approach and instead use data analysis to prevent accidents before they happen. Specifically, we will implement a safety management system (SMS)[1] that will allow us to examine the data of what is actually happening in the aviation system. Such analyses can isolate trends that very well could become the precursors to accidents. The aviation industry is also moving to the SMS approach to safety and working collaboratively with industry partners will help to ensure the success of this approach.

Aviation Safety (AVS) can maintain this level of excellence by meeting the challenge of recruiting, hiring, training, and retaining the best, most qualified personnel. The FAA Flight Plan 2009-2013 under Organizational Excellence, Objective 1 states, "Implement human resource management practices to attract and retain a highly skilled, diverse workforce and provide employees a safe, positive work environment."

The AVS workforce consists of approximately 7,002 employees with the majority being in safety critical occupations. Based on projected workforce losses and gains data from the Aviation Safety Workforce Plan, AVS will have to hire and train over 3,000 new employees within the next 10 years to meet the challenges of projected retirements and a demand for air travel that is expected to increase as the economy recovers.

The Aviation Safety Workforce Plan lays the framework for maintaining a level of excellence necessary to meet the challenges of a dynamic aviation industry. In addition, to ensure that every effort was made to attract and hire a diverse workforce, Congress required AVS to develop a diversity plan that would include new methods to hire a

[1] A safety management system is an organized approach to managing safety, including the necessary organizational structures, accountabilities, policies, and procedures (International Civil Aviation Organization (ICAO) Safety Management Manual (SMM), First Edition—2006).

diverse and qualified workforce with metrics established to accurately measure the effectiveness of the hiring plan.

In June 2008, the AVS Diversity Plan was submitted to Congress. Although the plan encompassed all of AVS, the primary focus was on the Aviation Safety Inspectors (ASI) and Aviation Safety Engineering (ASE) occupational groups. These technical occupations represent the majority of our workforce. The plan consisted of three key components with associated action items essential to achieving its goal.

The objective of the plan is to expand targeted affirmative recruitment areas, to make applicant pools representative of the Nation's diversity, and to hire in order to eliminate under-representation of groups with lower than expected participation rates.

I. Introduction

The mission of the FAA and AVS is to provide the safest and most efficient aerospace system in the world. Achieving this mission demands a consistent level of excellence and the ability to adapt to the constant changes within the aviation industry in both commercial and general aviation. AVS has successfully met this demand through the hiring and retention of competent Aviation Safety professionals.

As of October 1, 2008, AVS had 7,002 employees funded through the operations appropriation. AVS has eight Services and Offices (S/Os).

- Flight Standard Service (AFS) with 4,982 employees
- Aircraft Certification Service (AIR) with 1,215 employees
- Office of Aerospace Medicine (AAM) with 361 employees
- Office of Quality, Integration, and Executive Services (AQS) with 277 employees
- Air Traffic Safety Oversight Service (AOV) with 85 employees
- Office of Rulemaking (ARM) with 28 employees
- Office of Accident Investigation (AAI) with 34 employees
- Aviation Safety Analytical Services (ASA) with 20 employees

Three of these S/Os are located solely in the Washington, D.C. headquarters facility, while five have field locations, including some that are overseas.

The FAA's AVS is the organization responsible for carrying out the agency's safety mission and is one of three FAA lines of business that already have SMS programs underway. AVS, for example, has already integrated several safety data analysis and SMS functions within a single office—the Office of Aviation Safety Analytical Services (ASA). This move will facilitate the transition to an SMS environment.

The foundation of this shift to the SMS approach to safety is a quality management system (QMS). AVS has implemented a QMS that has been certified by the International

Organization for Standardization (ISO). ISO is an organization that has established an internationally recognized standard for quality management. AVS is the only Federal entity of comparable size, scope, and complexity that has achieved ISO registration. AVS's QMS allows the organization to standardize its business processes and continually improve them. Its SMS will leverage the QMS standardized processes to implement an integrated, risk-based method of oversight that will increase the Agency's ability to improve aviation safety.

The FAA's Associate Administrator for AVS and the organization's employees accomplish the Agency's safety mission by directing and managing safety programs that fall into three primary areas: Continued Operational Safety, Standards and Policy, and Certification. Much of the workload generated by these safety programs is demand driven and can be grouped into five general areas: (1) growth in aviation activity, both commercial and general aviation, by existing operators; (2) the introduction of new operators, new aircraft, new equipment, and new technology; (3) the introduction of new practices (e.g., the growth in maintenance out-sourcing); (4) the need for heightened surveillance of financially challenged airlines and manufacturers; and (5) the globalization of the aviation industry and the increasing need for international standardization of regulations and safety criteria.

During FY 2008, the FAA developed the AVS Diversity Plan in response to a congressional mandate. The congressional language stated, "The Committee directs the FAA to submit to the House and Senate Committees on Appropriation an AVS diversity plan. The plan should include new methods to increase lower than anticipated participation rates and include a current AVS workforce baseline with metrics to measure the plan's effectiveness. The Committee requires the FAA to provide the AVS diversity plan to the House and Senate Committees on Appropriation by April 1, 2008, and to provide updates to the Committee annually thereafter on new activities undertaken and on the plan's effectiveness."

The 2008 AVS Diversity Plan consisted of three primary components/strategies identified as the most urgent and formidable human capital challenges which include:

1. Educate managers, supervisors, and employees regarding the importance of Equal Employment Opportunity (EEO) in the selection process, including the expansion of the qualified applicant pool;

2. Conduct a comprehensive analysis on the current AVS workforce to include future hiring projections; and

3. Work with the Office of Human Resource Management (AHR) Marketing Group to develop an AVS Recruitment Plan incorporating recruitment strategies and initiatives in the AVS Workforce Plan.

The 2009 plan will build upon the actions already in progress from the 2008 plan.

EEO Policy Statements

It is the policy of the Federal Government to provide equal employment opportunity on the basis of merit and fitness and without discrimination because of race, color, national origin, religion, sex, age, or disability. The Department of Transportation (DOT) Equal Employment Opportunity Policy Statement holds the Department accountable for eliminating barriers to equal employment opportunity for employees and applicants. The DOT EEO Policy Statement and the FAA Non-Discrimination Policy Statement hold the agency accountable to comply with all equal opportunity laws, rules, and regulations, and commit to finding and eliminating barriers to equity and opportunity at the FAA. The policies emphasize the Agency's belief that fairness and equity directly relate to the strength of the organization. DOT and FAA Policy Statements are provided in Appendix A.

II. AVS On-Board Employment by Fiscal Year, by Gender and Race and National Origin (RNO)

	Reports based on Gender, Race, National Origin									
AVS Onboard Employment	American Indian or Alaska Native	Asian	Black	Hispanic	Hawaiian or Pacific Islander	White	Two or More Races	Male	Female	Total
FY2006	112	226	568	380	6	5,440	4	4,823	1,913	6,736
	1.66%	3.36%	8.43%	5.64%	0.09%	80.76%	0.06%	71.60%	28.40%	
FY2007	117	214	588	392	10	5,575	20	4,982	1,934	6,916
	1.69%	3.09%	8.50%	5.67%	0.14%	80.61%	0.29%	72.04%	27.96%	
FY2008	110	223	616	427	16	5,733	29	5,165	1,989	7,154
	1.54%	3.12%	8.61%	5.97%	0.22%	80.14%	0.41%	72.20%	27.80%	

NOTE: AVS on-board employment includes full-time, part-time, and temporary employees for the Operation, F&E and RE&D Appropriations.

Based on current on-board workforce statistics, there has been a gradual increase in employment within those groups identified, although at lower than the corresponding civilian labor force rates.

III. AVS Workforce Hiring Profile

	AVS Workforce Hiring Profile by Fiscal Year by Gender and RNO									
AVS Workforce Hiring	American Indian or Alaska Native	Asian	Black	Hispanic	Hawaii & Pacific Islander	White	Two Races or More or Unknow	Male	Female	Total
FY2006	3	17	42	17	-	580	7	506	160	666
	0.45%	2.55%	6.31%	2.55%	0.00%	87.09%	1.05%	75.98%	24.02%	
FY 2007	9	13	55	27	-	585	3	501	191	692
	1.30%	1.88%	7.95%	3.90%	0.00%	84.54%	0.43%	72.40%	27.60%	
FY 2008	6	20	53	19	-	503	2	422	181	603
	1.00%	3.32%	8.79%	3.15%	0.00%	83.42%	0.33%	69.98%	30.02%	

The chart above reflects AVS workforce hiring profile for the FY 2006 through FY 2008, while the chart below shows the profile of those separating from the organization.

	Separations by RNO									
AVS Seperations	American Indian or Alaska Native	Asian	Black	Hispanic	Hawaii & Pacific Islander	White	Two Races or More	Male	Female	Total
FY2006	10	9	33	14	1	260	-	235	92	327
	3.06%	2.75%	10.09%	4.28%	0.31%	79.51%	0.00%	71.87%	28.13%	
FY 2007	6	8	39	19	-	370	2	311	133	444
	1.35%	1.80%	8.78%	4.28%	0.00%	83.33%	0.45%	70.05%	29.95%	
FY 2008	15	11	37	16	1	333	4	136	281	417
	3.60%	2.64%	8.87%	3.84%	0.24%	79.86%	0.96%	32.61%	67.39%	

AVS's historical attrition rate was approximately five to seven percent annually. However, in the last four fiscal years, AVS has experienced a spike in attrition, from six to eight percent annually (FY 2005 through FY 2008). The majority of staff losses are due to retirements (approximately 60 percent in FY 2008). In FY 2008 approximately 24 percent of AVS's total workforce and 13 percent of its ASE workforce were eligible to retire. Even though AVS has an older workforce, the organization anticipates that its historic retirement rate will remain the same. In FY 2007, 40 percent of the AVS workforce was in their second career and new to the FAA. Unlike air traffic controllers, there is no mandatory retirement age for AVS's workforce. These factors contribute to the low retirement rate, but AVS must still plan effectively for its workforce losses. In terms of minority attrition rates, there was no significant indication that minority attrition rates are the result of anything other than retirements.

IV. Persons with Disabilities

AVS Persons with Disabilities Profile by Fiscal Year

AVS Onboard Employment	Persons with Non-Targeted Disabilities	Persons with Targeted Disabilities	Persons without Disabilities	Total
FY2006	414	33	6,289	6,736
%	6.15%	0.49%	93.36%	
FY2007	442	35	6,439	6,916
%	6.39%	0.51%	93.10%	
FY2008	479	36	6,639	7,154
%	6.70%	0.50%	92.80%	

AVS Workforce Hiring	Persons with Non-Targeted Disabilities	Persons with Targeted Disabilities	Persons without Disabilities	Total
FY2006	19	0	647	666
%	2.85%	0.00%	97.15%	
FY2007	26	1	665	692
%	3.76%	0.14%	96.10%	
FY2008	19	3	581	603
%	3.15%	0.50%	96.35%	

Currently there are only 36 employees with targeted disabilities within AVS which represents less than 1 percent of the overall employee workforce. This percentage has not changed in the last three FYs.

V. EEOC Management Directive (MD) – 715

Equal Employment Opportunity Commission (EEOC) Management Directive 715 (MD 715) requires Federal agencies to take appropriate steps to ensure that all employment decisions are free from discrimination. MD 715 sets forth the standards by which EEOC will review the sufficiency of Agency Title VII and Rehabilitation Act programs, which include periodic agency self-assessments and the removal of barriers to free and open workplace competition.

Where an Agency's self-assessment indicates that a racial, national origin, gender, or disability group may have been denied equal access to employment opportunities, the Agency must take steps to identify the potential barrier. Workplace barriers can take various forms and sometimes involve a policy or practice that may appear to be neutral.

Identifying and evaluating potential barriers requires an agency to examine all relevant policies, practices, procedures and conditions in the workplace. The process further requires each agency to eliminate or modify, where appropriate, any policy, practice or procedure that creates a barrier to equality of opportunity.

The EEOC required the Agency to compare the onboard employees in the ASI job series 1825 to the participation rate of ethnic and gender categories in the relevant civilian labor force. Based on the comparison, it appeared that the participation rate of some ethnic and gender categories is lower than anticipated. As also required under MD-715, the FAA is conducting further analysis to determine the cause of this statistical result. See Appendix B.

Based on current workforce statistics, there has been a marginal improvement in the diversity of the AVS workforce over the last several years.

The AVS organization is currently working with the AHR Corporate Recruiting and Marketing Group to develop and employ an AVS Wide Recruitment Plan.

AVS continues to work with the Office of Civil Rights (ACR) to address all MD-715 requirements.

VI. ASI Applicant Pool Analysis

FY 2007 and FY 2008 Aviation Safety Inspector Applications by Gender and RNO

Diversity Report Data	Year	American Indian or Alaska Native Male	American Indian or Alaska Native Female	Asian Male	Asian Female	Black Male	Black Female	Hispanic Male	Hispanic Female	Hawaii & Pacific Islander Male	Hawaii & Pacific Islander Female	White Male	White Female	Total
ASI FY2007 Hiring	FY2007	2	2	2	1	9	-	11	1	-	-	332	31	391
Applicant Pool	FY2007	445	21	1,008	55	2,060	378	2,518	147			22,515	1,217	30,364
% of Applicants by Gender/RNO vs Total Applicant Pool	FY2007	1.47%	0.07%	3.32%	0.18%	6.78%	1.24%	8.29%	0.48%	0.00%	0.00%	74.15%	4.01%	100.00%
% of Hires by Gender/RNO vs Total Applicant Pool	FY2007	0.51%	0.51%	0.51%	0.26%	2.30%	0.00%	2.81%	0.26%	0.00%	0.00%	84.91%	7.93%	100.00%
ASI FY2008 Hiring	FY2008	3	-	3	-	6	1	7	1	2	-	279	19	321
Applicant Pool	FY2008	596	35	1017	48	2828	491	3009	197	228	17	26765	1213	36.625
% of Applicants by Gender/RNO vs Total Applicant Pool	FY2008	1.63%	0.10%	2.78%	0.13%	7.72%	1.34%	8.22%	0.54%	0.62%	0.05%	73.08%	3.31%	100.00%
% of Hires by Gender/RNO vs Total Applicant Pool	FY2008	0.93%	0.00%	0.93%	0.00%	1.87%	0.31%	2.18%	0.31%	0.62%	0.00%	86.92%	5.92%	100.00%
% of Change from FY2007 to FY2008		0.42%	-0.51%	0.42%	-0.26%	-0.43%	0.31%	-0.63%	0.06%	0.62%	0.00%	2.01%	-2.01%	
% of Each Race			-0.09%		0.17%		-0.12%		-0.58%		0.62%		0.00%	

FY 2007 data can not be directly compared in some RNO categories because of a change in how data is reported. For example, Asian and Pacific Islander are two separate categories in the FY 2008 data.

The data table presents a gender and race/national origin profile of applications received for ASI positions during FY 2008. Gender and race/national origin data is obtained from applicants by requesting voluntary self-identification on Office of Management and Budget Form 2105-0557. The data reflect an increase in applications received since FY 2007 in all areas. Based on FY 2008 hiring data, there was an increase in hires within some groups (see Section III). The AVS Recruitment Plan currently being developed will include more in-depth analysis of applicant pool data for use in identifying the most effective recruitment strategies and approaches for the ASI occupational series. The data indicate that the percentage of hires is significantly lower than the percentage of applicants in some RNO categories. AVS expects that the strategies outlined on the following page will help close this gap.

VII. FY 2008 Diversity Plan Status

Revision of Qualification Standard for ASI Position

The FY 2008 AVS Diversity Plan contained a key action to revise the qualification standard for Flight Standards Service (AFS) ASI position. This was the result of an AFS-initiated study to review and update its selection system to hire and recruit new ASIs. AFS managers reported that the current minimum qualifications standards for ASIs were unduly restrictive. This was further supported by results of an informal survey that revealed the outdated job qualification requirements prevented the selection of candidates believed by managers to be well qualified for the job. The outcome of that study and subsequent report entitled "Assessment and Redesign of the Selection System for FAA Aviation Safety Inspectors" resulted in recommendations for modifying the qualification standards and implementation tasks for FY 2007 and FY 2008.

The revised qualification standard for AFS ASI positions was finalized and put into use for FY 2009. AVS is optimistic that it will further expand our applicant pool and help close the gap between the share of ASI applications and the share of ASI hiring for some of the under-represented groups.

Hire ASI and ASE in Developmental Positions

In the FY 2008 Workforce Plan, AVS included a measure to recruit five percent of new hires in safety critical occupations in developmental positions. For example, ASIs/ASEs would be hired at grades 9-11. AVS met this measurement. The organization hired approximately 578 new employees: 95 or 16 percent were hired into safety critical occupations at lower pay bands/grades. While AVS met this measurement, it did experience several recruitment challenges due to the competition from private sector companies that offered higher starting salaries. This measure will continue in the FY 2009 Workforce Plan.

Staffing Levels and the Development of an AVS wide Recruitment Plan

The AVS projected staffing levels show incremental growth over the next ten years is needed to adequately support new entrants to, and maintain continued operational safety of, the National Airspace System. AVS believes this growth is modest, incremental, and achievable at a time when the aviation industry continues to grow in both size and complexity. Consistent with the workforce plan, AVS anticipates hiring a net increase of 182 positions in FY 2009 and 30 positions in FY 2010.

Of the three major components comprising the AVS Diversity Plan, none is more important to the success of the plan than the development of an AVS wide Recruitment Plan. Currently AVS does not have a coordinated recruitment plan. By establishing a comprehensive recruitment outreach plan, AVS would institute a more strategic approach toward addressing future staffing and attrition challenges. The plan would employ state of the art recruitment and marketing strategies and techniques to support all the

recruitment and staffing needs throughout AVS. Evaluation of recruitment sources will allow AVS to access over time the most effective recruitment methods for our safety critical positions.

Currently, AVS is collaborating with the AHR Corporate Recruiting and Marketing Group to layout the plan's framework. The objective of the plan is to engage in broad based recruitment designed to expand applicant pools, which will include a component of targeted recruitment to those groups with a lower than anticipated participation rate in the workforce. AVS anticipates completing the recruitment plan by December 31, 2009.

Persons with Targeted Disabilities Outreach Efforts

AVS will also collaborate with the EEO Outreach Team from ACR to identify additional sources of potential applicants. Its services and expertise will be utilized in addressing the Secretary of Transportation's FY 2009 goal that three percent of all new hires are individuals with targeted severe disabilities. To date, ACR has provided AVS with some outreach strategies and events that should help to support our effort to meet this goal. The following are strategies that ACR has identified:

- AVS can designate a position specifically for a person with a targeted disability
- Vacancy Announcements within AVS can be forwarded to the National People with Disabilities Program Manager to be sent to various disability organizations.
- AVS can send subject matter experts to participate in job fairs.

VIII. AVS 2009 Diversity Plan Implementation

AVS will continue to implement the elements of the 2008 plan. Below are the actions we will be taking in FY 2009.

AVS will evaluate its recruitment plan and other activities to determine the effectiveness of the plan's strategies and actions. The evaluation may suggest the need for modifications to the plan or other initiatives to achieve the objective.

Strategy/Action Description	Fiscal Year 2009 Activities	Responsible Organizations	Projected Target Date
Ensure training for all AVS managers on the value of EEO.	1. Training will include the exploration of recruitment options to expand the pool of qualified applicants. 2. Pilot training module will be developed with at least one session provided in FY 2009. 3. Coordinate training module with Office of Chief Counsel	AVS/ACR	Pilot conducted by September 30, 2009.
Barrier Analysis on Safety Critical Occupations	1. Determine what additional information should be collected for the various stages of the application process 2. Develop action plan to implement data collection in the process 3. Conduct initial barrier analysis	AVS/ACR	Target 1:June 30, 2009 Target 2: July 31, 2009 Target 3: September 30. 2009
Establish recruitment plan and allocate budget	1. Meet with individual S/Os to identify needs 2. Develop AVS recruitment plan and budget 3. Implement plan	AVS/AHR/ACR	Target 1: Completed on March 31, 2009 Target 2: December 31, 2009 Target 3: January 30, 2010
Assess effectiveness of the recruitment plan strategies for improving participation rates in the applicant pool and adjust strategies as needed	1. Evaluate prior recruitment activities 2. Analyze impact of current activities	AVS/AHR/ACR	Target 1: August 30, 2009. Target 2: October 30, 2009
Workforce Profile Analysis	1. Monitor the AVS workforce profile and participation rates annually as part of the agency's MD-715 report. 2. Monitor AVS hiring and attrition trends by gender, RNO, and disability	AVS/ACR	Annually by September 30th

Appendix A: DOT and FAA EEO Policy Statements

Equal Employment Opportunity Policy Statement
2007

Every employee at the U.S. Department of Transportation is responsible for maintaining a work environment that is free of discrimination. When any employee or job applicant is discriminated against, the work of this Department suffers, opportunities for achievement are lost, and the ability of our employees to reach their full potential is jeopardized.

We must eliminate all barriers to equal employment opportunity for employees and applicants for employment and further ensure that our recruitment and selection processes support the full consideration of talented individuals from groups that were not well represented in the past. All supervisors and managers must ensure that employees receive equal opportunity to obtain the training needed to maintain core competencies and develop to their full potential. We must counsel and mentor all of our employees, and acknowledge accomplishments through formal recognition and opportunities for advancement. Personnel actions must be based upon merit factors, without bias or prejudice.

There is zero tolerance of discrimination in the workplace. Any departmental employee determined to have engaged in unlawful discriminatory practices, and any employee in a position of authority who fosters an environment that allows discriminatory practices to exist, will be subject to appropriate disciplinary action.

Employees who believe they have been discriminated against on the basis of race, color, national origin, religion, age, sex, disability, or sexual orientation; or subjected to reprisal for opposing discrimination in the agency or hindered from participating in the employment discrimination complaint process are encouraged to contact their Office of Civil Rights or the Departmental Office of Civil Rights.

I am committed to ensuring the Department is a model workplace where every employee is valued and has an opportunity to contribute fully to the accomplishment of our mission. I ask you to join me in this commitment. I am counting on each of you to do your part.

Mary E. Peters

Appendix B

Relevant Civilian Labor Workforce Residence Data Results for Total US—Aviation Safety Inspectors

Number of People

Geography	Occupation Census/SOC Code	Sex	Total	White non-Hispanic	Hispanic	Black non-Hispanic	AIAN non-Hispanic	Asian non-Hispanic	NHOPI non-Hispanic	Black & White non-Hispanic	AIAN & White non-Hispanic	AIAN & Black non-Hispanic	Asian & White non-Hispanic	Balance 2+ Races, non-Hispanic
US Total	Transportation Inspectors (941) SOC 53-6051	Total	39945	30470	3585	4155	275	780	40	30	205	14	90	290
		Male	33480	26080	2925	3070	205	655	40	15	120	10	90	270
		Female	6454	4390	660	1085	70	125	0	15	85	4	0	20

Source: US Census Bureau, Census 2000 special tabulation

NOTE: Estimates may not add to the total due to rounding. For information on confidentiality protection, sampling error, nonsampling error, and accuracy of the data, see http://www.census.gov/prod/cen2000/doc/sf3chap8.pdf

Percentages

Geography	Occupation Census/SOC Code	Sex	Total	White non-Hispanic	Hispanic	Black non-Hispanic	AIAN non-Hispanic	Asian non-Hispanic	NHOPI non-Hispanic	Black & White non-Hispanic	AIAN & White non-Hispanic	AIAN & Black non-Hispanic	Asian & White non-Hispanic	Balance 2+ Races, non-Hispanic
US Total	Transportation Inspectors (941) SOC 53-6051	Total	100%	76.3%	9.0%	10.4%	0.7%	2.0%	0.1%	0.1%	0.5%	0.0%	0.2%	0.7%
		Male	83.8%	65.3%	7.3%	7.7%	0.5%	1.6%	0.1%	0.0%	0.3%	0.0%	0.2%	0.7%
		Female	16.2%	11.0%	1.7%	2.7%	0.2%	0.3%	0.0%	0.0%	0.2%	0.0%	0.0%	0.1%

Source: US Census Bureau, Census 2000 special tabulation

NOTE: Percentages may not add to total due to rounding. For information on confidentiality protection, sampling error, nonsampling error, and accuracy of the data, see http://www.census.gov/prod/cen2000/doc/sf3chap8.pdf

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JUN 2 2 2009

The Honorable John D. Rockefeller, IV
Chairman, Committee on Commerce,
Science, and Transportation
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

House Report 108-334 accompanying the Vision 100—Century of Aviation Reauthorization Act requested the Federal Aviation Administration to submit a report in response to Section 602, Justification for Air Defense Identification Zone (ADIZ), describing changes that could improve operational efficiency or minimize operational impacts of the ADIZ on pilots and controllers. This update covers the period from November 1 to December 31, 2008.

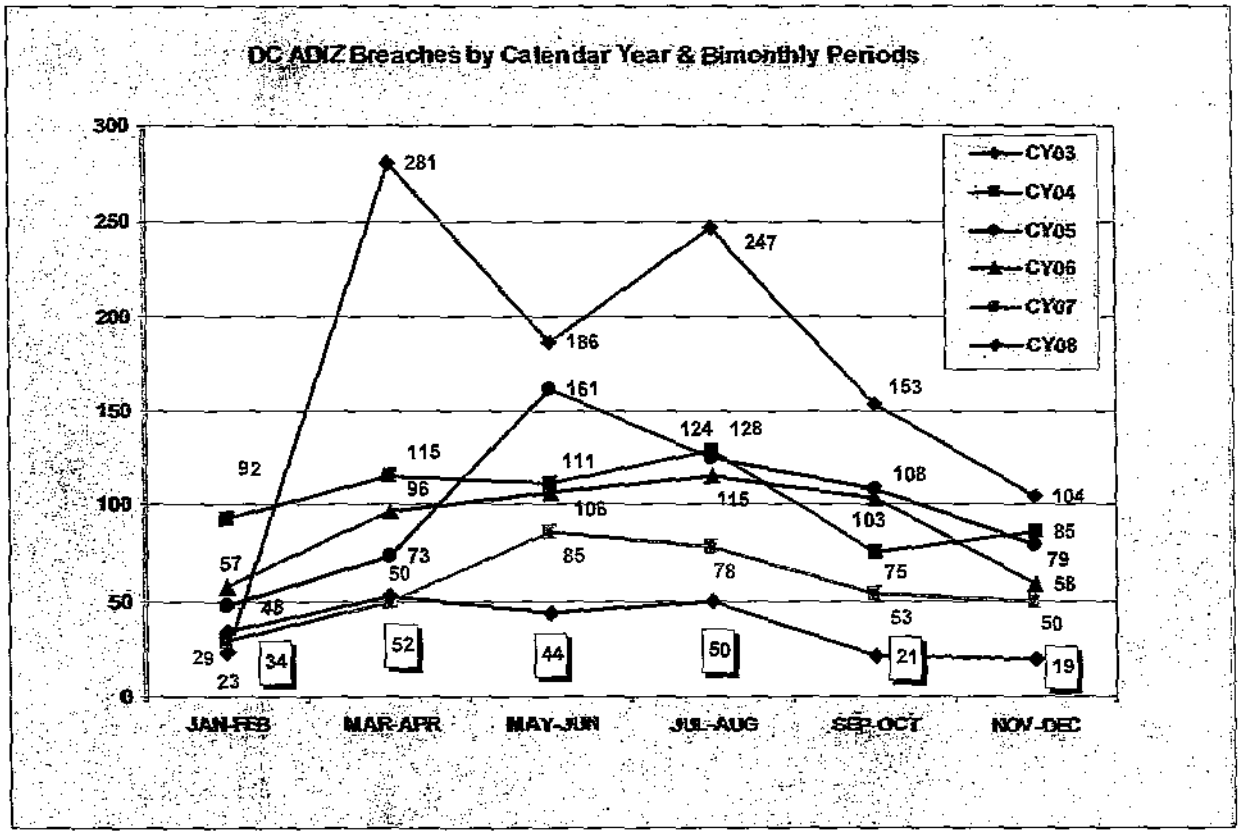
In 2008 there continued to be an overall downward trend in violations as compared to 2007. In November and December 2008 there were 19 violations of airspace restrictions in the ADIZ, which is a 62 percent decrease from what was recorded during the same period in 2007. This decrease reflects the success of FAA's continuing emphasis on outreach efforts with the general aviation community.

The FAA conducted outreach at the Aircraft Owners and Pilots Association Annual Expo (November 6-8, 2008) in San Jose, California, where over 9,500 aviation enthusiasts and over 600 exhibitors were in attendance. Information was distributed to attendees and exhibitors, including both fixed-based operators and flight schools. In addition to the exhibit, the FAA representatives conducted an educational session and participated in a panel on "Flying in Today's Airspace" that focused on airspace security measures.

Also, the FAA provided coverage for the G20 Economic Summit (December 14-16, 2008 in Washington, D.C.). Because of a robust outreach program before the Economic Summit, the ADIZ violations were minimal and there were no significant air security issues during this time.

The FAA also conducted extensive outreach planning in anticipation of the Presidential Inaugural events (January 17-20 in Washington, D.C.).

For comparison of ADIZ violations for previous periods, the chart below reflects violation data we have collected since 2003.



*Please note: Data are preliminary and are subject to change because of the quality assurance checks and regular data reviews.

Identical letters have been sent to Chairman Oberstar, Senator Hutchison, and Congressman Mica.

Sincerely,

J. Randolph Babbitt
Administrator

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JUN 2 2 2009

The Honorable James Oberstar
Chairman, Committee on Transportation and Infrastructure
House of Representatives
Washington, DC 20515

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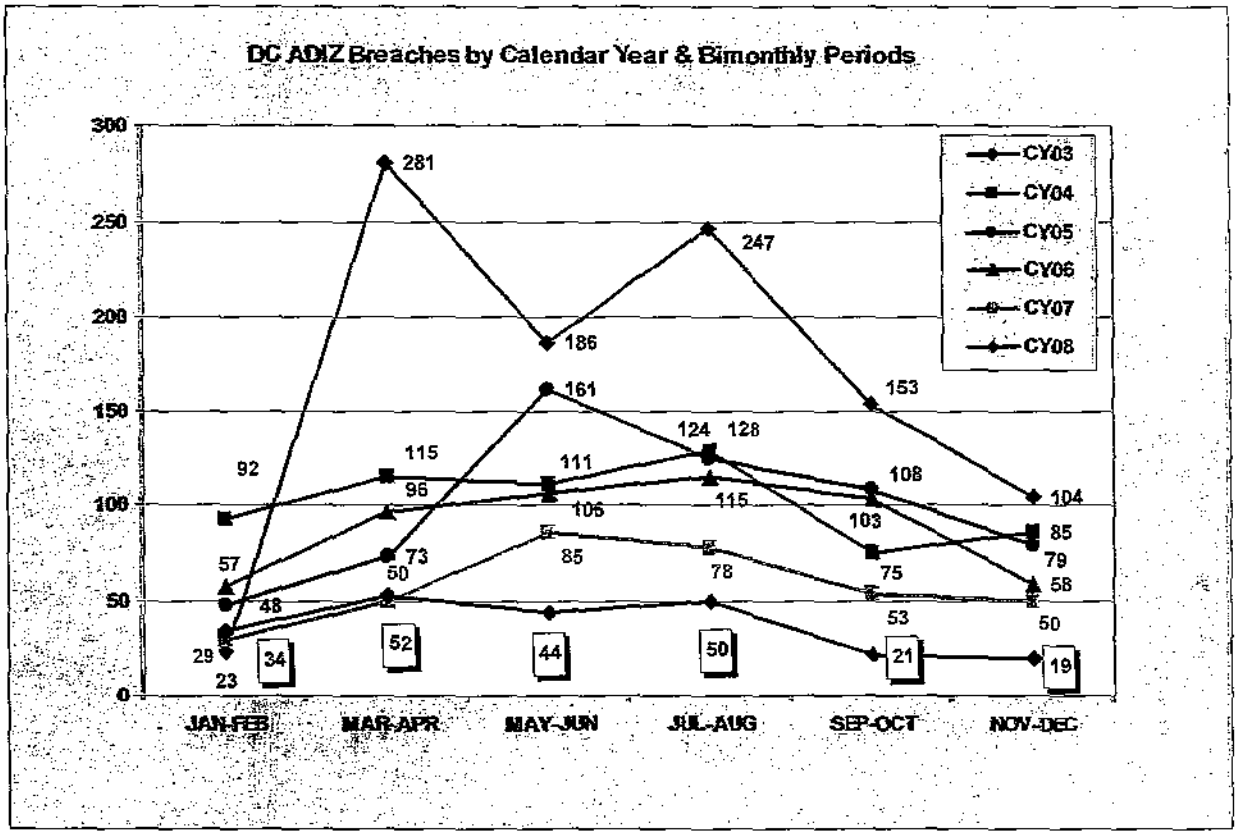

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Identical letters have been sent to Chairman Rockefeller, Senator Hutchison, and Congressman Mica.

Sincerely,

J. Randolph Babbitt
Administrator

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JUN 2 2 2009

The Honorable Kay Bailey Hutchison
Committee on Commerce,
Science, and Transportation
Washington, DC 20510

Dear Senator Hutchison:

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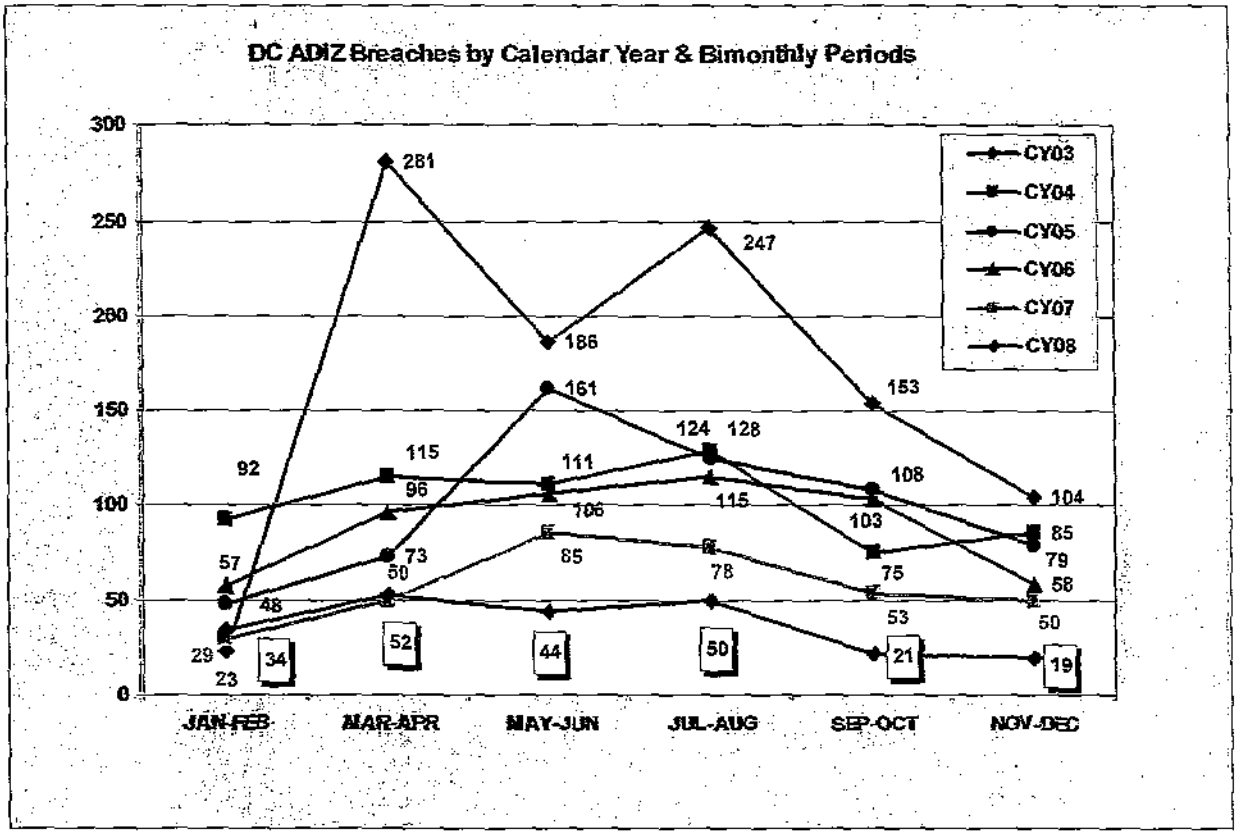

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Sincerely,

J. Randolph Babbitt
Administrator

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JUN 2 2 2009

The Honorable John Mica
Committee on Transportation and Infrastructure
House of Representatives
Washington, DC 20515

Dear Congressman Mica:

House Report 108-334 accompanying the Vision 100—Century of Aviation Reauthorization Act requested the Federal Aviation Administration to submit a report in response to Section 602, Justification for Air Defense Identification Zone (ADIZ), describing changes that could improve operational efficiency or minimize operational impacts of the ADIZ on pilots and controllers. This update covers the period from November 1 to December 31, 2008.

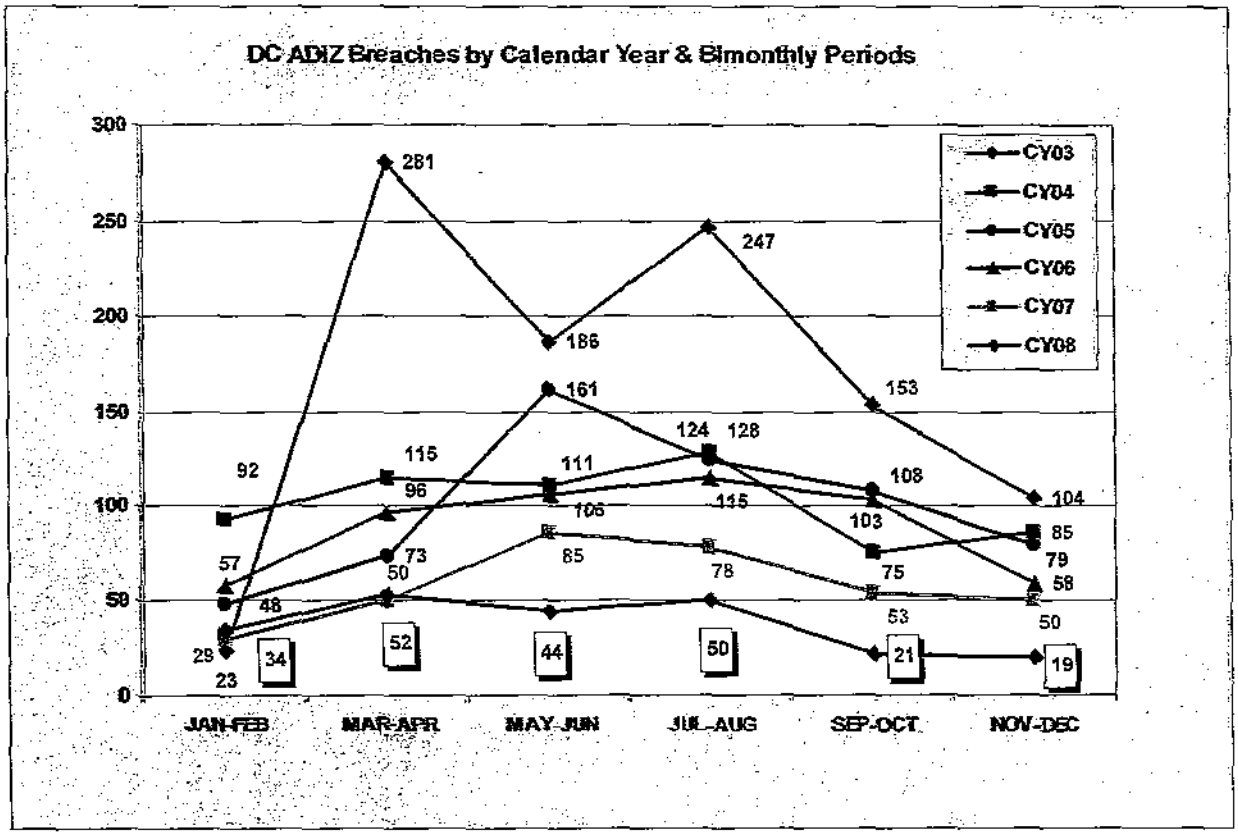
In 2008 there continued to be an overall downward trend in violations as compared to 2007. In November and December 2008 there were 19 violations of airspace restrictions in the ADIZ, which is a 62 percent decrease from what was recorded during the same period in 2007. This decrease reflects the success of FAA's continuing emphasis on outreach efforts with the general aviation community.

The FAA conducted outreach at the Aircraft Owners and Pilots Association Annual Expo (November 6-8, 2008) in San Jose, California, where over 9,500 aviation enthusiasts and over 600 exhibitors were in attendance. Information was distributed to attendees and exhibitors, including both fixed-based operators and flight schools. In addition to the exhibit, the FAA representatives conducted an educational session and participated in a panel on "Flying in Today's Airspace" that focused on airspace security measures.

Also, the FAA provided coverage for the G20 Economic Summit (December 14-16, 2008 in Washington, D.C.). Because of a robust outreach program before the Economic Summit, the ADIZ violations were minimal and there were no significant air security issues during this time.

The FAA also conducted extensive outreach planning in anticipation of the Presidential Inaugural events (January 17-20 in Washington, D.C.).

For comparison of ADIZ violations for previous periods, the chart below reflects violation data we have collected since 2003.



*Please note: Data are preliminary and are subject to change because of the quality assurance checks and regular data reviews.

Identical letters have been sent to Chairmen Oberstar and Rockefeller and Senator Hutchison.

Sincerely,

J. Randolph Babbitt
Administrator

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JUL 8 2009

The Honorable John D. Rockefeller IV
Chairman, Committee on Commerce,
Science, and Transportation
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

Enclosed is the annual report of the Federal Aviation Administration on user fee collections for Fiscal Year (FY) 2008. Section 276 of the Federal Aviation Reauthorization Act of 1996 directs us to report this information to you annually.

The enclosed table presents actual collections of user fees for FY 2008 and estimated collections for FY 2009 and FY 2010. We expect total collections to increase over the prior year by just over $5 million in FY 2009 and by $3.2 million in FY 2010.

The largest item in this report is the overflight fees. We collect overflight fees from operators of aircraft that fly in U.S.-controlled airspace and receive air traffic control and related services from the FAA, but neither take off nor land in the United States. Under current law, the first $50 million of these fees collected each year are to be used to fund the Essential Air Service Program (49 U.S.C. 41742). If collections total less than $50 million, the shortfall must come from FAA program funds. In FY 2008, FAA collected more than $50 million so FAA funds were not needed for any shortfall in collections.

Identical letters have been sent to Chairman Oberstar, Senator Hutchison, and Congressman Mica.

Sincerely,

J. Randolph Babbitt
Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JUL 8 2009

The Honorable Kay Bailey Hutchison
Committee on Commerce, Science,
and Transportation
United States Senate
Washington, DC 20510

Dear Senator Hutchison:

Enclosed is the annual report of the Federal Aviation Administration on user fee collections for Fiscal Year (FY) 2008. Section 276 of the Federal Aviation Reauthorization Act of 1996 directs us to report this information to you annually.

The enclosed table presents actual collections of user fees for FY 2008 and estimated collections for FY 2009 and FY 2010. We expect total collections to increase over the prior year by just over $5 million in FY 2009 and by $3.2 million in FY 2010.

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Identical letters have been sent to Chairmen Rockefeller and Oberstar and Congressman Mica.

Sincerely,

J. Randolph Babbitt
Administrator

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U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JUL 8 2009

The Honorable James L. Oberstar
Chairman, Committee on Transportation
and Infrastructure
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

Enclosed is the annual report of the Federal Aviation Administration on user fee collections for Fiscal Year (FY) 2008. Section 276 of the Federal Aviation Reauthorization Act of 1996 directs us to report this information to you annually.

The enclosed table presents actual collections of user fees for FY 2008 and estimated collections for FY 2009 and FY 2010. We expect total collections to increase over the prior year by just over $5 million in FY 2009 and by $3.2 million in FY 2010.

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Identical letters have been sent to Chairman Rockefeller, Senator Hutchison, and Congressman Mica.

Sincerely,

J. Randolph Babbitt
Administrator

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U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JUL 8 2009

The Honorable John L. Mica
Committee on Transportation and Infrastructure
House of Representatives
Washington, DC 20515

Dear Congressman Mica:

Enclosed is the annual report of the Federal Aviation Administration on user fee collections for Fiscal Year (FY) 2008. Section 276 of the Federal Aviation Reauthorization Act of 1996 directs us to report this information to you annually.

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Identical letters have been sent to Chairmen Rockefeller and Oberstar and Senator Hutchison.

Sincerely,

J. Randolph Babbitt
Administrator

Enclosure

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Actual & Estimated User Fee Collections, FY 2008-2010

User Fees	FY 2008 Actual	FY 2009 Estimate	FY 2010 Estimate
(1) Civil Aviation Registry Fees*	$ 638,167	$ 500,000	$ 700,000
(2) Foreign Repair Station/Certification Fees	6,932,941	7,000,000	7,000,000
(3) Aeronautical Charting Fees	18,545,254	22,000,000	24,000,000
(4) Overflight Fees	53,363,012	55,000,000	56,000,000
Total User Fees	**$ 79,479,373**	**$ 84,500,000**	**$ 87,700,000**

*The forecast of $500,000 in FY 2009 is down from the actual of $638,167 in FY 2008 and significantly below the FY 2010 estimate of $700,000.

Collections through March are down $150,000 due to the economic environment.

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JUL 24 2009

The Honorable Daniel K. Inouye
Chairman, Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

House Report 110-238, accompanying the Consolidated Appropriations Act, 2008, P.L. 110-161, asked the Federal Aviation Administration to provide the House and Senate Committees on Appropriations with an Aviation Outreach Plan that will attract a more diverse controller workforce.

The enclosed report provides the FAA's response to the committee's request.

We have sent identical letters to Chairman Obey, Senator Cochran, and Congressman Lewis.

Sincerely,

J. Randolph Babbitt
Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JUL 2 4 2009

The Honorable Thad Cochran
Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Senator Cochran:

House Report 110-238, accompanying the Consolidated Appropriations Act, 2008, P.L. 110-161, asked the Federal Aviation Administration to provide the House and Senate Committees on Appropriations with an Aviation Outreach Plan that will attract a more diverse controller workforce.

The enclosed report provides the FAA's response to the committee's request.

We have sent identical letters to Chairmen Inouye and Obey and Congressman Lewis.

Sincerely,

J. Randolph Babbitt
Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JUL 24 2009

The Honorable David R. Obey
Chairman, Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

House Report 110-238, accompanying the Consolidated Appropriations Act, 2008, P.L. 110-161, asked the Federal Aviation Administration to provide the House and Senate Committees on Appropriations with an Aviation Outreach Plan that will attract a more diverse controller workforce.

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Sincerely,

J. Randolph Babbitt
Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

JUL 24 2009

The Honorable Jerry Lewis
Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Congressman Lewis:

House Report 110-238, accompanying the Consolidated Appropriations Act, 2008, P.L. 110-161, asked the Federal Aviation Administration to provide the House and Senate Committees on Appropriations with an Aviation Outreach Plan that will attract a more diverse controller workforce.

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Sincerely,

J. Randolph Babbitt
Administrator

Enclosure

Federal Aviation Administration

Federal Aviation Administration

Aviation Outreach Plan

Air Traffic Controller Workforce
Fiscal Year 2009

June 5, 2009

Prepared by
The Air Traffic Organization
The Office of Human Resource Management
The Office of Civil Rights

Federal Aviation Administration

Federal Aviation Administration

Aviation Outreach Plan

Air Traffic Controller Workforce
Fiscal Year 2009

June 5, 2009

Prepared by
The Air Traffic Organization
The Office of Human Resource Management
The Office of Civil Rights

TABLE OF CONTENTS

List of Tables

EXECUTIVE SUMMARY

FAA has a responsibility to ensure that we continue to provide the flying public with the high level of safety and professionalism that currently exists. A well-staffed and trained air traffic control workforce plays an essential role in fulfilling this responsibility.

Nearly 15,000 FAA air traffic controllers safely guide a large number of aircraft through the system each day. Like much of the federal government, a large percentage of this workforce will become eligible to retire in the next decade. In order to meet the challenges of this wave of retirements and the increasing demand for air travel, the FAA is projected to hire nearly 15,000 new air traffic controllers over the next 10 years.

The U. S. Congress directed the FAA to develop a plan that includes new methods to attract a broad-based applicant pool for air traffic controller positions and to provide updates to the Committee annually on new activities undertaken and progress made.

In accordance with the report H. Rep. 110-238 that accompanied the *Consolidated Appropriations Act, 2008*, P.L.110-161, the FAA is submitting an Aviation Outreach Plan for the Air Traffic Controller Workforce for Fiscal Year 2009.

The FAA Aviation Outreach Plan covers the agency's operational air traffic control specialists (ATCS) workforce. It describes the marketing, outreach, recruitment strategies, and initiatives the agency will use to attract a broad-based applicant pool for air traffic controller positions.

In fiscal year 2008, the overall total number of women and minorities in the operational air traffic control workforce increased compared to fiscal year 2007. Also, recruitment and outreach efforts showed progress in increasing the overall broad applicant pool. By using numerous Internet sites, such as CareerBuilder.com, Monster.com, Military.com, MySpace.com, as well as MiGente.com, Asianaveneue.com, BlackPlanet.com and GLEE.com, the agency attracted more applicants. Agency marketing and outreach efforts resulted in a record number of applications for ATCS positions in fiscal year 2008—more than 90,000 applications.

At this point, the agency's broad marketing and outreach efforts are yielding a broad-based pool of potential applicants for ATCS positions. In the coming year, the agency will analyze different stages of the complex hiring process to determine whether there are any barriers that may impede equal opportunity.

While progress is clear, more work remains to attract females and minorities to the non-traditional occupation.

I. Introduction

In the FAA, air traffic controllers are an integral part of the national airspace system. The work they do is essential to the mission of the agency - providing the safest, most efficient aerospace system in the world. The FAA employs nearly 15,000 air traffic controllers. They work in air traffic facilities of all sizes, safely guiding aircraft through the system daily.

The *FAA, A Plan for the Future, 10-year Strategy for Air Traffic Control Workforce, FY 2009 – FY 2018*, presents the national air traffic controller staffing levels the FAA estimates it will need over the next decade to meet air traffic demands. These staffing levels are updated as necessary to reflect changes in the traffic forecasts, productivity, and other factors. An updated report is issued every year.

The agency continues to be proactive in its hiring, and we are on target to meet future requirements. In the last three years, the FAA has hired more than 5,100 new air traffic controllers. Over the next decade, the FAA plans to hire nearly 15,000 new air traffic controllers to replace the controllers expected to retire or separate from the agency.

The emphasis of this Aviation Outreach Plan is to create a broad pool of potential applicants for air traffic controller positions.

Plan Overview

The FAA Aviation Outreach Plan includes:

- ✓ Demographic baseline/profile of the operational ATCS workforce
- ✓ ATCS hiring projections
- ✓ Fiscal year 2009 ATCS outreach and recruitment strategies
- ✓ ATCS application pool
- ✓ Aviation Outreach Plan strategies and initiatives
- ✓ Implementation Plan

II. FAA Air Traffic Control Specialist Workforce

The report that accompanied the 2008 Consolidated Appropriations Act, directed the FAA to include new methods to attract a broad pool of applicants and to include a current controller workforce baseline with metrics to measure progress.

Table 1, the baseline for the plan, presents a race, national origin, and gender profile of the FAA operational air traffic controller workforce as of the end of fiscal year 2007. Air traffic control specialists who work live traffic are defined as "operational" and are the focus of the plan. The demographic profile excludes non-operational air traffic control specialists in supervisory, managerial support staff specialist or traffic management positions. The snapshot reveals the occupation is predominantly white male—74 percent. Table 2 presents the fiscal year 2008 profile, and reveals an overall increase in the total number of women and minorities over fiscal year 2007 numbers.

Table 1 – Fiscal Year 2007
Air Traffic Control Specialist (Operational) Demographic Baseline Profile

FAA Air Traffic Control Specialist (Operational), Job Series 2152 Gender, Race/National Origin (Snapshot as of the end of fiscal year 2007)						
	Male	**Percentage of Total**	**Female**	**Percentage of Total**	**Grand Total**	**Percentage of Total**
Hispanic or Latino	632	4.25	133	.89	765	5.14
White	11,004	73.98	1,966	13.22	12,970	87.20
Black or African American	546	3.67	139	.93	685	4.61
Asian	214	1.44	46	.31	260	1.75
Native Hawaiian or other Pacific Islander	27	.18	5	.03	32	.22
American Indian or Alaska Native	112	.75	15	.10	127	.85
Two or more races	25	.17	7	.05	32	.22
None Specified	1	.01	2	.01	3	.02
Grand Total	**12,561**	**84.45**	**2,313**	**15.55**	**14,874**	**100.00**

Table 2 – Fiscal Year 2008
Air Traffic Control Specialist (Operational) Demographic Baseline Profile

FAA Air Traffic Control Specialist (Operational), Job Series 2152 Gender, Race/National Origin (Snapshot as of the end of fiscal year 2008)						
	Male	**Percentage of Total**	**Female**	**Percentage of Total**	**Grand Total**	**Percentage of Total**
Hispanic or Latino	717	4.66	152	0.99	869	5.65
White	11,108	72.22	2,080	13.52	13,188	85.74
Black or African American	624	4.06	170	1.11	794	5.16
Asian	242	1.57	60	0.39	302	1.96
Native Hawaiian or other Pacific Islander	28	0.18	4	0.03	32	0.21
American Indian or Alaska Native	111	0.72	20	0.13	131	0.85
Two or more races	53	0.34	11	0.07	64	0.42
None Specified	1	0.01	0	0.00	1	0.01
Grand Total	**12,884**	**83.77**	**2,497**	**16.23**	**15,381**	**100.00**

EEO Policy Statement

It is the policy of the FAA not to discriminate on the basis of race, color, national origin, religion, sex, age, disability, or sexual orientation. All employment decisions are made based on merit. The Department of Transportation (DOT) Equal Employment Opportunity Policy Statement holds the Department accountable for eliminating barriers to equal employment opportunity for employees and applicants for employment. The policy also requires broad recruitment of all talented individuals, including individuals from groups who were not represented in the past. The DOT EEO policy statement and the FAA Non-Discrimination Policy Statement communicate that the agency will comply with all equal opportunity laws, rules, and regulations, that we are committed to identifying and eliminating any barriers to equal opportunity at the FAA, and that we believe that fairness and equity directly relate to the strength of the organization. DOT and FAA Policy Statements are provided in Appendix C.

EEOC Management Directive (MD 715)

The Equal Employment Opportunity Commission (EEOC) Management Directive 715 (MD 715) requires the FAA to analyze the participation rates of various gender and ethnic groups in the air traffic controller (2152) job series and to compare those participation rates to the relevant civilian labor force for the 2152 job series. Based on this comparison, it appears that FAA had a lower than expected participation rate in several ethnic and gender categories.

While final applicant pool data is available for the 2152 job series, the 2152 application and pre-employment process is complex, involving many stages. More information can be found in Appendix B. The FAA is analyzing the different stages of the process in order to determine whether there are any barriers.

Participation rates for white females, Black/African American males and females, Hispanic females, and Asian females in the occupation

The relevant civilian labor force data is from the 2000 Census. FAA data is from Department of Interior, Federal Personnel and Payroll System (FPPS), as of the end-of-fiscal year 2008. The results show less than expected participation rates for white females, Black/African American males and females, Hispanic females, and Asian females in the occupation.

Comparing fiscal year 2008 FAA operational controller workforce to the relevant civilian labor force for ATCS the less than expected participation rates for white females, Black/African American males and females, Hispanic females, and Asian females continues to hold true.

The participation rate for operational ATCS as of September 30, 2008, can be found in Table 4.

To gain a broader understanding of who is applying for a FAA ATCS position, the agency first established a means to systematically collect applicant pool data by gender and race/national origin for the ATCS occupation through the agency's Automated Staffing and Application Process (ASAP), an on-line application system. Secondly, the Corporate Recruitment and Marketing and ATO Diversity organization continues to focus on recruitment and marketing strategies to attract a talented, capable workforce and cast the broadest net possible to ensure that opportunities are presented to many different audiences. Agency recruitment and outreach efforts are discussed in this Plan.

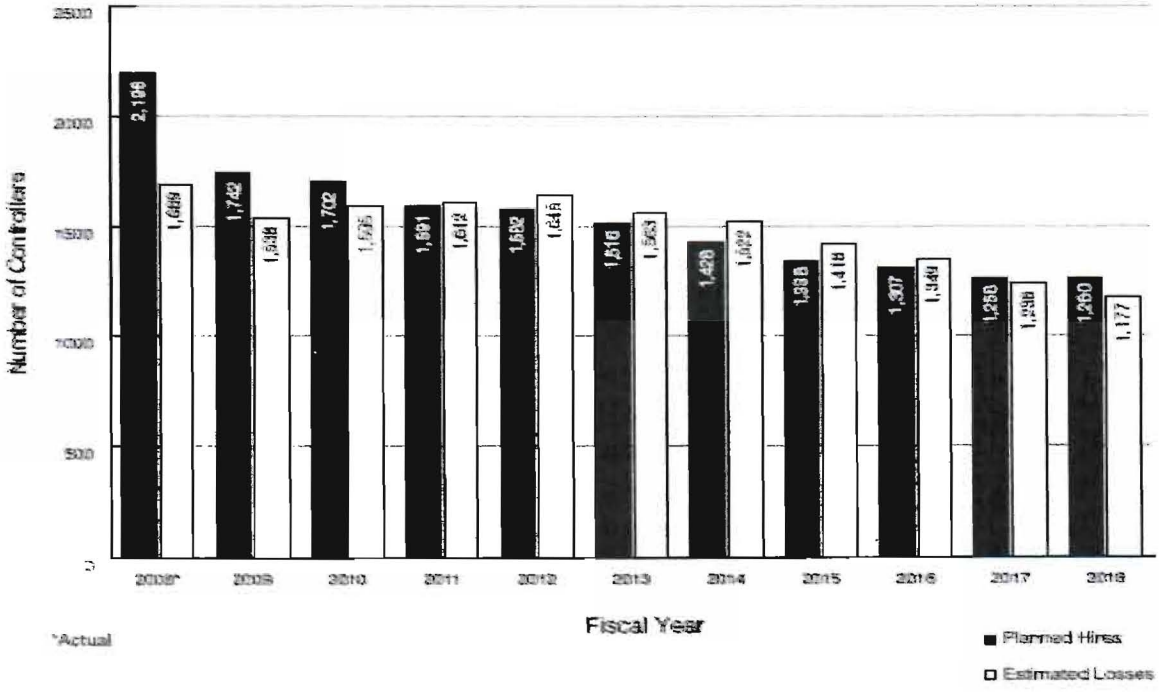
III. FAA Air Traffic Control Specialist Hiring

The FAA's, *A Plan for the Future, 10-year Strategy for Air Traffic Control Workforce, fiscal year 2009 – 2018*, maps out projected retirement numbers through fiscal year 2018 and target numbers for the end of each fiscal year. The total number of controllers projected to be hired from 2009 through fiscal year 2018 is 14,724.

Table 3 presents a summary of estimated losses and controller planned hires. The Plan indicates that the number of planned hires for fiscal year 2009 is 1,742 controllers.

In fiscal year 2008 the FAA hired 2,196 new controllers, increasing the total number of controllers on board at the end of the fiscal year to 15,381.

Table 3 – Controller Estimated Losses and Planned Hires
Fiscal Year 2009 – 2018



Fiscal Year 2008 Air Traffic Controller Hiring

In fiscal year 2008, FAA hired 2,196 entry level controllers: 823 (38 percent) were graduates of Collegiate Training Initiative (CTI) schools, 720 (33 percent) had previous air traffic control experience, either gained in the military or at the FAA, and 653 (30 percent) of fiscal year 2008 recruits were hired directly from the public sector, a significant increase from the 7 percent public sector hires in fiscal year 2007.

The FAA draws from a wide range of hiring sources to fill ATCS positions:

- ✓ General Public
- ✓ Air Traffic Collegiate Training Initiative Program
- ✓ Department of Defense civilian and military controllers
- ✓ Former Professional Air Traffic Controllers Organization controllers
- ✓ Certified Tower Operators certificate holders

The FAA has also established formal partnerships with educational institutions across the United States that can serve as potential sources of applicants for ATCS positions.

- Air Traffic Collegiate Training Initiative (AT-CTI) Program: The AT-CTI program was established in 1990 to supplement existing ATCS hiring with students educated at FAA-approved universities and colleges. These schools are accredited and offer a non-engineering aviation degree in aviation programs. Graduates may be hired into either terminal or en route positions.

  In fiscal year 2008, the FAA expanded the AT-CTI program from 23 schools to 31. A current list of AT-CTI schools is provided in Appendix A. In the past five years, more that 4,000 students have graduated from AT-CTI schools aviation programs – 3,000 of whom were hired by the FAA.

- Minority Serving Institutions Internship (MSI) Program: The MSI Program provides college juniors, seniors and graduate students with a grade point average of 3.00 and above an internship opportunity with the FAA. These internships provide the student an opportunity to become familiar with the FAA mission and consider a future career with the agency, including the ATCS profession.

In addition, the FAA has established formal partnerships with the Department of Veterans Affairs (VA). These programs include:

- Montgomery GI Bill: In January 2008, the Department of Veterans Affairs reviewed and certified FAA's on-the-job training program for air traffic control specialists. This program certification allows FAA employees who are air traffic control specialists at the developmental stage at the FAA Academy or a fully trained air traffic control specialist at an FAA facility who transfers to another facility to be considered by VA for education benefits. The effective date of the approval is retroactive to January 22, 2007.

- FAA Veterans' Training Program: This is a new FAA partnership initiative with the Department of Veterans Affairs that will enable veterans with disabilities to take advantage of the Veterans Administration education and vocational rehabilitation benefits while training at the FAA Academy to become an air traffic controller.

IV. Fiscal Year 2009 Air Traffic Control Specialist Marketing and Outreach Strategies for FAA Air Traffic Control Specialist Hiring

The FAA employs a wide range of marketing and outreach strategies to meet the challenge of hiring about 2,000 ATCS each year. An important objective is to reach a broad audience for the FAA's ATCS positions.

Individual Outreach: Direct mail and e-mails to potential employment candidates:

- Provide letters to colleges and universities announcing entry level hiring for ATCS vacancy announcements.
- Solicit outreach support from employee associations and special emphasis groups.
- Place advertisement on employee leave and earning statements promoting ATCS entry level hiring.
- Send electronic broadcast messages to all FAA employees promoting entry level ATCS hiring.

Internet Recruitment: To reach individuals in the 18-30 age group who use the Internet to shop, read newspapers, and search for jobs:

- Post ATCS job announcements on FAA's and OPM's job Web Sites and on contract Internet provider sites, including: CareerBuilder.com, Monster.com, HireDiversity.com and MySpace.com. Direct e-mails and newsletters sent by these Internet providers to potential job candidates informing them of job openings and job fairs.
- Place ATCS job banner on Office of Personnel Management (OPM) USA Jobs Web site and a diversity banner on CareerBuilder.com.
- Upload promotional videos on the FAA and air traffic controller occupation on Internet sites such as YouTube.com.

Newspaper/Magazine, Radio, and Airport Dioramas: Advertisements are used to focus attention on ATCS recruitment efforts during the time period that a vacancy announcement is open in a particular market. These advertisements appear simultaneously using different venues: Internet, radio, local television stations and ads on buses. This is particularly effective in large urban markets to inform the general public about the FAA and the ATCS occupation.

Also, the FAA places newspaper and magazine advertisements in *USA Today* and *Aviation Week & Space Technology* as well as the *Native American Times*, *Asian Week*, *Latina*, and *Minority Careers.*

Community Outreach, Job Fairs and Employee Association Activities: These outreach activities focus on communicating information to the general public, military veterans, and others. These forums provide an opportunity to present information on FAA career opportunities and serve as a recruitment tool as well. Examples of outreach activities include:

- FAA-Department of Veterans Administration Veterans' Training Program Initiative
- Colleges/Universities
- Outreach to Minority Serving Institutions and Collegiate Training Initiative Schools and other Colleges/universities
- Participation in job fairs, such as the National Association for the Advancement of Colored People, Diversity Job Fair, Congressional Black Caucus Diversity Job Fair, League of United Latin American Citizens, and military job fairs held at locations across the United States.

Recruitment Incentives: Recruitment incentives are part of the FAA's hiring strategy. These incentives include a recruitment bonus of up to $20,000 for terminal and en route new hires with 52 weeks of experience within the last two years as a Certified Air Traffic Controller with Control Tower Operator (CTO)/radar certification. The recruitment incentive may be paid as a lump sum upon appointment or in installments over a two-year period. A two-year service agreement is required. The recruitment incentive does not apply to current federal employees or formerly appointed employees with less than a 90-day break in service.

Application Pool for Air Traffic Control Specialists

Agency marketing and outreach efforts resulted in a record number of applications for ATCS positions in fiscal year 2008—more than 90,000 applications. Some applicants applied for more than one vacancy announcement.

Table 4 presents a gender and race/national origin profile of applications received in fiscal years 2007 and 2008 for ATCS position vacancies. Gender and race/national origin data is obtained from applicants by requesting voluntary self-identification on Office of Management and Budget form 2105-0557, Applicant Background Questionnaire. The form provides information on the characteristics of the pool of individuals applying for an ATCS position.

Presently, the data in this table represents applicants applying from the general public, retired military controllers, veterans' readjustment authority, AT-CTIs, and control tower operator announcements through FAA's Automated Staffing and Application Process, an on-line application system.

At this point, the agency's broad marketing and outreach efforts are yielding a broad-based pool of potential applicants for ATCS positions. In the coming year, the agency will analyze different stages of the complex hiring process to determine whether there are any barriers that may impede equal opportunity. Appendix B provides a description of the occupational requirements for an air traffic control specialist position.

Table 4. Fiscal Year 2007- 2008 – ATCS Applications
and
End -of-Year on Board Numbers Compared to the Relative Civilian Labor Force for ATC and Airfield Operators

	Race/National Origin			Hispanic or Latino		Non- Hispanic or Latino											
						White		Black or African American		Asian		Native Hawaiian or Other Pacific Islander		American Indian or Alaska Native		Two or more races	
	All	male	female	male	female	male	Female	male	female	male	female	male	female	male	female	male	female
Fiscal Year 2007 & 2008 ATCS Applications - Self Identified																	
FY-07 Total	90,632	68,578	22,054	4,644	1093	37094	8640	20459	10169	1593	470	458	157	457	108	3873	1417
FY-07 %		75.7	24.3	5.1	1.2	40.9	9.5	22.6	11.2	1.8	0.5	0.5	0.2	0.5	0.1	4.3	1.6
FY-08 Total	81914	60,120	21794	3880	1150	29476	6687	20417	11641	1410	373	355	85	327	134	4255	1724
FY-08 %		73.40	26.61	4.74	1.40	35.98	8.16	24.92	14.21	1.72	0.46	0.43	0.10	0.4	0.16	5.19	2.10
% Chgd		-2.3	+2.31	-0.36	+0.2	-4.92	-1.34	+2.32	+3.01	-0.08	-0.04	-0.07	-0.1	-0.1	+0.06	+0.89	+0.5
Relevant Civilian Labor Force Comparison Fiscal Year 2007 & 2008 -Operational Air Traffic Controllers as of September 29, 2007 & September 27, 2008																	
FY-07 non-Supvr ATCS	100	84.45	15.55	4.25	0.89	73.98	13.22	3.67	0.93	1.44	0.31	0.18	0.03	0.75	0.10	0.17	0.05
FY-08 non-Supv ATCS		83.93	16.07	4.64	0.97	72.61	13.43	3.91	1.04	1.51	0.39	0.19	0.03	0.74	0.13	0.34	0.07
% CHGD		-0.52	+0.52	+0.39	+0.08	-1.37	+0.21	+0.24	+0.11	+0.07	+0.08	+0.01	0	-0.01	+0.03	+0.17	+0.02
RCLF ATC & Air-field OPS	100	81.6	18.4	3.8	1.0	69.0	14.5	5.4	1.9	1.4	0.4	0.1	0.0	0.5	0.1	1.4	0.4

- **Red** indicates lower that Anticipated Participation Rate for relevant civilian labor force
- Based on the statistical analysis required by the EEOC's MD-715, the FAA has a lower than expected participation rate in the occupation for: White females, Black females and males, Hispanic females, and Asian females.

V. Aviation Outreach Plan Strategies

For fiscal year 2009, recruitment and marketing outreach for the ATCS occupations will continue to seek both active and passive job seekers, and the agency will look for opportunities to continue to educate the general public on aviation careers.

Activities will include:

- Internet advertising and direct mass e-mailings
- Newspaper (majority and minority publications) advertisements
- Periodicals (majority and minority publications) advertisements
- Transportation Outlet Advertisements
- Radio and Television
- Transition Assistance Program Briefings
- Military Job Fairs
- Career Fairs
- College, University, and Technical School Outreach
- Community Outreach

New initiatives or programs include:

1. **Internship/Cooperative Education Programs**

The Federal Aviation Administration Student Intern Program (FASIP) for the Air Traffic Controller Occupation is an agency co-op program that will provide paid work assignments for college students in the air traffic control profession. While in the program, students gain academic credit and at the same time become knowledgeable of the profession. Upon college graduation, the student is eligible for a non-competitive appointment to a full-time permanent position in the agency.

AT-CTI Summer Hire Initiative, in 2008, the Air Traffic Organization hired 31 students from AT-CTI Schools as summer interns. These students were placed throughout the organization at various facilities and were exposed to air traffic management concepts and procedures. The program will continue in 2009 with an estimated 60 students participating.

Air Traffic Controller Pre-developmental Program will be available for current FAA employees at mid- and entry-level with the objective of providing training and educational curricula to obtain journey-level ATCS knowledge, skills, and abilities. For selection into the program, employees must meet the minimum qualifications for an ATCS position. At the conclusion of the program, participants may be selected to attend FAA Academy ATCS training.

Policies for both the FASIP and ATC Pre-development Program currently are being developed.

2. Partnership Initiatives

Facilitating partnerships and/or formal agreements with other government agencies and educational institutions is an important strategy in identifying broader sources of potential applicants for ATCS positions. The FAA Veterans' Employment Agreement with the Department of Veterans Affairs and cooperative education programs with colleges and universities are excellent examples of these types of partnerships.

In 2009, the FAA will continue to partner with professional associations and academia to discuss internships, grants, professional exchanges and full-time career opportunities for the air traffic controller and other agency mission-critical occupations.

The FAA will actively promote and support the Aviation & Space Education (AVSED) program and the Aviation Career Education Camps (ACE) as avenues to educate the general public, in particular high school students, about careers in air traffic control.

The AVSED program is a nationally recognized leader in innovative and aviation education outreach for students in support of the FAA safety mission. The program inspires students to excel in studies of science, technology, engineering and mathematics (STEM) that propel them to pursue aviation/aerospace careers. The AVSED program provides information resources, consultant services, and expertise on various aspects of civil aviation and commercial space. The program includes educational initiatives that focus on STEM, provide classroom support, develop career enrichment events, and support national partnerships.

FAA will partner with AVSED to create educational materials (print/CDs/DVDs) focused on air traffic control as a career option. Materials will be promoted and disseminated among secondary schools, colleges and universities served by AVSED, as well as national and state education associations to reach teachers and administrators. Whenever possible, air traffic control personnel and staff will be featured as speakers in programs served by AVSED.

Other examples of new educational outreach efforts include:

- Promote programs broadly
- Encourage ATC curriculum at targeted youth organizations. (i.e., Girl Scouts and Boy Scouts)
- Disseminate updated career materials and ATC thematic materials at all aviation Magnet Schools
- Develop collateral materials with ATCS information and AVSED web site address
- Integrate ATC curriculum and tours in all FAA co-sponsored ACE summer academies

In fiscal year 2008, the ATO partnered with AVSED to provide promotional items at the aviation career education camp summer academies.

In fiscal year 2009, the FAA will partner with AT-CTI schools to promote the availability of the AT-CTI programs. This effort may increase the number of minority students enrolled in AT-CTI programs and may increase FAA's outreach to a broad-based applicant pool. The FAA will partner with AT-CTI schools at aviation-related events, community activities, and career days.

The number of AT-CTI participating schools was increased from 23 to 31 in fiscal year 2008 as a result of a solicitation for applications from schools interested in becoming a FAA-approved AT-CTI school. The increase in schools will also help to attract a broad applicant pool from throughout the country.

The AT-CTI certification process includes submission of an application by interested colleges/universities in response to a solicitation issued by the FAA and a subsequent evaluation by the FAA. Colleges/universities meeting the evaluation criteria are provided a provisional or full certification to operate as an AT-CTI school based on the number of years they have participated in the program.

3. ATCS Occupational Analysis

ATCS occupational analysis supports EEOC's MD 715 that requires Federal agencies to conduct an annual assessment of their workforce/occupation to identify if any race/national origin or gender group may be denied equal access to employment opportunities. If so, the agency must take steps to eliminate any potential barrier(s).

The agency will conduct an in-depth analysis of data on applicants as they move through the ATCS occupation pre-employment process with the objective of better understanding our applicant pool and hiring outcomes. The FAA collects gender and race/national origin data from applicants on a voluntary basis when they apply for an ATCS vacancy.

VI. Implementation Plan

Strategy/Action Description	Fiscal Year 2009 Activities	Fiscal Year 2009 Status	Lead Organization
Barrier Analysis on ATCS Occupation	1. Determine what additional information should be collected for the various stages of the application process. 2. Develop action plan to implement data collection in the ATCS application process. 3. Conduct initial barrier analysis.	**On going activity**	**ACR** * AHR ATO AGC
ATCS Employment Marketing and Outreach Campaign	Continue with outreach activities, targeting the active and passive job applicant. 1. Direct mailing 2. Internet recruitment 3. Print media 4. Radio advertisement 5. Transportation outlets 6. Community Outreach	On-going activities. During fiscal year 2008, more than 1.4 million contacts were made utilizing these methods, resulting in more than 90,000 applications and a 2.31 percentage increase in female applications and a 6.35 percentage increase in overall minority applications.	**AHR** * ATO ACR AGC
FASIP (ATCS CO-OP Program)	1. Establish policy 2. Program development	Policy currently in coordination	**AHR** * ATO AGC
ATCS Pre-Developmental Program	1. Establish policy 2. Program development	Policy is in development	**AHR** * ATO AGC
Internal and External Partnerships	1. Supporting Aviation and Space Education 2. Partner with professional associations and academia to promote the ATCS occupation	Provide outreach materials for the aviation and space education program. Partnered with several colleges and universities, specifically the National Association of Colleges and Employers.	**AHR** * ATO ACR AGC

* Indicates the lead organization in FAA
Air Traffic Organization – ATO
Office of Human Resource Management – AHR
Office of Civil Rights – ACR
Office of Chief Counsel - AGC

VII. EVALUATION OF AVIATION OUTREACH PLAN

Evaluation of the FAA Aviation Outreach Plan will provide information on the effectiveness of the Plan's strategies and actions in yielding a broad-based applicant pool. The evaluation may suggest the need for modifications to the Plan, strategies, and/or initiatives to achieve that objective.

- In fiscal year 2008 FAA reported that it would assess the effectiveness of the Aviation Outreach Plan strategies and initiatives in improving participation rates and adjust strategies and initiatives as needed. Table 4 on page 9 of this plan reflects an overall increase in the participation rate of minority and female applications.

The FAA will:

- Monitor the ATC workforce profile and participation rates annually as part of the agency's EEO MD 715 Report. These analyses will help determine progress and successes. The data may be used to adjust outreach and recruitment strategies as needed.

- Monitor ATCS Occupation hiring and attrition trends by gender, race/national origin, and disability.

- Monitor the percentage of voluntary turnover of new hires. This data may be used to make organizational workplace adjustments if there is a substantial number of preventable separations.

Appendix A: Air-Traffic Collegiate Training Initiative Schools

Aims Community College
Aviation Department
P.O. Box 69
5401 W. 20th Street
Greeley, CO 80632

Arizona State University
College of Technology and Innovation
Department of Aeronautical Management Technology
7442 E. Tillman Avenue
Mesa, AZ 85212

Broward College
Aviation Institute
7200 Pines Boulevard
Pembroke Pines, FL 33024

Community College of Beaver County
Aviation Sciences Center
125 Cessna Drive
Beaver Falls, PA 15010-1060

Daniel Webster College
Twenty University Drive
Nashua, NH 03063-1699

Dowling College
Dowling College - Brookhaven Campus
1300 William Floyd Parkway
Shirley, NY 11967

Eastern New Mexico - Roswell
20 West Mathis
Roswell, NM 88203

Embry Riddle Aeronautical University, Daytona Beach
Embry-Riddle Aeronautical University
600 South Clyde Morris Blvd
Daytona Beach, FL 32114-3900

Embry-Riddle Aeronautical University, Prescott
Embry-Riddle Aeronautical University
3700 Willow Creek Road
Prescott, AZ 86301-3720

Florida Community College at Jacksonville
13450 Lake Fretwell Street
Jacksonville, FL 32221

Green River Community College
Main Campus
12401 SE 320th Street
Auburn, WA 98092-3622

Hampton University
Department of Aviation
Science & Technology Building, Room 269
Hampton, VA 23668

InterAmerican University of Puerto Rico Bayamon Campus
School of Aeronautics
Bayamon Campus
P.O. Box 9066623
San Juan, PR 00906

Jacksonville University
Division of Aeronautics
2800 University Boulevard North
Jacksonville, FL 32211

Kent State University
P. O. Box 5190
Kent, OH 44242

LeTourneau University
2100 South Mobberly Avenue
Longview, TX 75602

Metropolitan State College of Denver
Department of Aviation and Aerospace Science
Campus Box 30
P.O. Box 173362
Denver, CO 80217-3362

Miami Dade College
500 College Terrace
Homestead, FL 33030

Middle Georgia College
1100 Second Street, SE
Cochran, GA 31014

Middle Tennessee State University
1500 Greenland Drive, BAS S211
Murfreesboro, TN 37132

Minneapolis Community and Technical College
1501 Hennepin Avenue
Minneapolis, MN 55403

Mount San Antonio College
1100 North Grand Avenue
Walnut, CA 91789-1399

Lewis University
One University Parkway - Unit 282
Romeoville, IL 60446-2200

Purdue University
Department of Aviation Technology
Aviation Technology Building
1401 Aviation Drive
West Lafayette, IN 47907-2015

St. Cloud State University
Department of Aviation
720 4th AVE S - HH216
St. Cloud, MN 56301

The Community College of Baltimore County
Aviation Department AF-301
800 South Rolling Road
Baltimore, MD 21228

Tulsa Community College
Aviation Department
Jones Riverside Airport
801 E. 91st St.
Tulsa, OK 74132

University of Alaska, Anchorage
Division of Aviation Technology
2811 Merrill Field Drive
Anchorage, AK 99501

University of North Dakota
3980 Campus Road Stop 9007
Grand Forks, ND 58202-9007

University of Oklahoma
1700 Asp Avenue
Norman, OK 73072-6400

Vaughn College of Aeronautics and Technology
86-01 23rd Avenue
Flushing, NY 11369

Appendix B – Overview of ATCS Occupational Qualification and Suitability Requirements

To qualify for entry-level air traffic control specialist positions, applicants must meet the following requirements in addition to meeting stringent medical, psychological and security standards:

- Three years of progressively responsible work experience and/or
- A full four-year course of study leading to a bachelor's degree, or an equivalent combination of work experience and college credits
- Certain kinds of aviation experience may be qualifying
- Applicants must be U.S. citizens
- Be able to speak English clearly enough to be understood over radios, intercoms, and similar communications equipment
- The maximum entry age is 30

Testing

Applicants from the general public and the Air Traffic Collegiate Training Initiative (AT-CTI) Program must achieve a qualifying score on the current FAA authorized pre-employment tests and measures (Air Traffic Selection and Training test).

Interview

Applicants must successfully complete an interview as specified by the Air Traffic Organization.

Medical Examination

Individuals must pass a rigid medical exam, which includes:

- **Vision Standards** - Applicants for ATCS employment in an en route center or a terminal must have distant and near vision of 20/20 or better in each eye separately, without correction, or have lenses that correct distant and near vision to 20/20, each eye separately.
- **Color Vision Standards** - Applicants must have normal color vision.
- **Hearing Standards** - Applicants must have no hearing loss in either ear of more than 25 db at 500, 1000 and 2000 Hz, and no more than a 20 db loss in the better ear by audiometer, using ANSI (1969) standards.
- **Cardiovascular Standards** - Applicants must have no medical history of any form of heart disease. A history of high blood pressure requiring medication will require special review.
- **Neurological Standards** - Applicants must have no medical history or clinical diagnosis of a convulsive disorder, or a disturbance of consciousness, without satisfactory medical explanation of the cause, and must not be under any treatment, including preventive, for any condition of the nervous system.
- **Psychiatric Standard** – A medical history or clinical diagnosis of psychosis; neurosis; or any personality or mental disorder that clearly demonstrates a potential hazard to safety in the air traffic control system will require special review, including such psychological tests as may be required as part of medical evaluation.
- **Diabetes** - A medical history or diagnosis of diabetes mellitus will require special review.

- **Substance Abuse/Dependency** - A history of substance abuse/dependency, including alcohol, narcotic, non-narcotic drugs, and other substances will be extensively investigated.
- **Psychological Exam** - Individuals must take and pass a psychological exam.
- **General Medical** - All other medical conditions will be evaluated on an individual basis. All applicants' medical histories and current examinations will be carefully reviewed. This includes past medical records and, if applicable, a review of military medical records.

Security Investigation

Individuals must pass a rigid security/background investigation. The following are types of issues, which are reviewed as part of the background/security check:

- General or dishonorable military discharge
- Statutory debarment issue
- Government loyalty issues
- Evidence of dishonesty in an application or examination process (e.g., falsification of application)
- Drug-related offenses
- Felony offenses
- Firearms or explosives offenses
- Alcohol-related incidents
- Willful disregard of financial obligations
- Derogatory employment terminations
- Patterns and/or combinations of incidents which lead to questions about your behavior and intent

Appendix C: DOT and FAA EEO Policy Statements

Equal Employment Opportunity Policy Statement
2007

Every employee at the U.S. Department of Transportation is responsible for maintaining a work environment that is free of discrimination. When any employee or job applicant is discriminated against, the work of this Department suffers, opportunities for achievement are lost, and the ability of our employees to reach their full potential is jeopardized.

We must eliminate all barriers to equal employment opportunity for employees and applicants for employment and further ensure that our recruitment and selection processes support the full consideration of talented individuals from groups that were not well represented in the past. All supervisors and managers must ensure that employees receive equal opportunity to obtain the training needed to maintain core competencies and develop to their full potential. We must counsel and mentor all of our employees, and acknowledge accomplishments through formal recognition and opportunities for advancement. Personnel actions must be based upon merit factors, without bias or prejudice.

There is zero tolerance of discrimination in the workplace. Any departmental employee determined to have engaged in unlawful discriminatory practices, and any employee in a position of authority who fosters an environment that allows discriminatory practices to exist, will be subject to appropriate disciplinary action.

Employees who believe they have been discriminated against on the basis of race, color, national origin, religion, age, sex, disability, or sexual orientation; or subjected to reprisal for opposing discrimination in the agency or hindered from participating in the employment discrimination complaint process are encouraged to contact their Office of Civil Rights or the Departmental Office of Civil Rights.

I am committed to ensuring the Department is a model workplace where every employee is valued and has an opportunity to contribute fully to the accomplishment of our mission. I ask you to join me in this commitment. I am counting on each of you to do your part.

Mary E. Peters

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

AUG 5 2009

The Honorable Daniel K. Inouye
Chairman, Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

As requested in the Explanatory Statement for the Omnibus Appropriation Act, 2009, the Federal Aviation Administration is pleased to provide a report on aviation safety employment data which delineates inspector losses and gains from the beginning of Fiscal Year 2009 until March 31, 2009.

We have sent identical letters to Chairman Obey, Senator Cochran, and Congressman Lewis.

Sincerely,

J. R. Babbitt

J. Randolph Babbitt
Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

AUG 5 2009

The Honorable Thad Cochran
Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Senator Cochran:

As requested in the Explanatory Statement for the Omnibus Appropriation Act, 2009, the Federal Aviation Administration is pleased to provide a report on aviation safety employment data which delineates inspector losses and gains from the beginning of Fiscal Year 2009 until March 31, 2009.

We have sent identical letters to Chairmen Inouye and Obey and Congressman Lewis.

Sincerely,

J. Randolph Babbitt
Administrator

Enclosure

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

800 Independence Ave., S.W.
Washington, D.C. 20591

AUG 5 2009

The Honorable David R. Obey
Chairman, Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

As requested in the Explanatory Statement for the Omnibus Appropriation Act, 2009, the Federal Aviation Administration is pleased to provide a report on aviation safety employment data which delineates inspector losses and gains from the beginning of Fiscal Year 2009 until March 31, 2009.

We have sent identical letters to Chairman Inouye, Senator Cochran, and Congressman Lewis.

Sincerely,

J. Randolph Babbitt
Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

AUG 5 2009

The Honorable Jerry Lewis
Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Congressman Lewis:

As requested in the Explanatory Statement for the Omnibus Appropriation Act, 2009, the Federal Aviation Administration is pleased to provide a report on aviation safety employment data which delineates inspector losses and gains from the beginning of Fiscal Year 2009 until March 31, 2009.

We have sent identical letters to Chairmen Inouye and Obey and Senator Cochran.

Sincerely,

J. Randolph Babbitt
Administrator

Enclosure

FY 2009 ANNUAL REPORT ON AVIATION SAFETY EMPLOYMENT DATA

The Omnibus Appropriations Act, 2009, H.R. 1105 includes language that directs the Secretary to continue to provide an annual report on Aviation Safety employment data which delineates inspector losses and gains from October 1, 2008 through March 31, 2009.

Response:

- The Aviation Safety FY 2009 beginning of fiscal year staffing level was 7,002, of which 3,900 were Flight Standards and 222 were Aircraft Certification inspectors.
- In FY 2009, Flight Standards has hired 66 and lost 100 inspectors through March 31, 2009. Flight Standards had 3,866 inspectors on-board as of March 31, 2009.
- In FY 2009, Aircraft Certification has hired 5 and lost 9 inspectors through March 31, 2009. Aircraft Certification had 218 inspectors on-board as of March 31, 2009.
- The Aviation Safety FY 2009 planned staffing level is 7,184, of which 4,005 are Flight Standards and 240 are Aircraft Certification inspectors.

FY 2009 – Aviation Safety Inspector (ASI) Staffing

Service/Office	10/01/08 Staffing Level	Total Hires through 3/31/09	Total Losses through 3/31/09	3/31/09 Staffing Level	FY09 Staffing Change to Date	9/30/09 Goal
Flight Standards ASI	3,900	66	100	3,866	-34	4,005
Aircraft Certification ASI	222	5	9	218	-4	240
Total ASI	**4,122**	**71**	**109**	**4,084**	**-38**	**4,245**

U.S. Department
of Transportation

**Federal Aviation
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Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

AUG 12 2009

The Honorable Daniel K. Inouye
Chairman, Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of June 30, 2009, for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Obey, Olver, and Murray; Senators Bond and Cochran; and Congressmen Latham and Lewis.

Sincerely,

J. Randolph Babbitt
Administrator

Enclosures

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

800 Independence Ave., S.W.
Washington, D.C. 20591

AUG 12 2009

The Honorable Thad Cochran
Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Senator Cochran:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of June 30, 2009, for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Inouye, Obey, Olver, and Murray; Senator Bond; and Congressmen Latham and Lewis.

Sincerely,

J. Randolph Babbitt
Administrator

Enclosures

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of Transportation

**Federal Aviation
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Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

AUG 12 2009

The Honorable Patty Murray
Chairman, Subcommittee on Transportation,
Housing and Urban Development,
and Related Agencies
United States Senate
Washington, DC 20510

Dear Madam Chairman:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of June 30, 2009, for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Inouye, Obey, and Olver; Senators Bond and Cochran; and Congressmen Latham and Lewis.

Sincerely,

J. Randolph Babbitt
Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

AUG 12 2009

The Honorable Christopher S. Bond
Subcommittee on Transportation,
Housing and Urban Development,
and Related Agencies
United States Senate
Washington, DC 20510

Dear Senator Bond:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of June 30, 2009, for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Inouye, Obey, Olver, and Murray; Senator Cochran; and Congressmen Latham and Lewis.

Sincerely,

J. Randolph Babbitt
Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
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Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

AUG 12 2009

The Honorable David R. Obey
Chairman, Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of June 30, 2009, for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Inouye, Olver, and Murray; Senators Bond and Cochran; and Congressmen Latham and Lewis.

Sincerely,

J. Randolph Babbitt
Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

AUG 12 2009

The Honorable Jerry Lewis
Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Congressman Lewis:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of June 30, 2009, for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Inouye, Obey, Olver, and Murray; Senators Bond and Cochran; and Congressman Latham.

Sincerely,

J. Randolph Babbitt
Administrator

Enclosures

U.S. Department
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**Federal Aviation
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800 Independence Ave., S.W.
Washington, D.C. 20591

AUG 12 2009

The Honorable John W. Olver
Chairman, Subcommittee on Transportation,
Housing and Urban Development,
and Related Agencies
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of June 30, 2009, for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Inouye, Obey, and Murray; Senators Bond and Cochran; and Congressmen Latham and Lewis.

Sincerely,

J. Randolph Babbitt
Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

AUG 12 2009

The Honorable Tom Latham
Subcommittee on Transportation, Housing and
Urban Development, and Related Agencies
House of Representatives
Washington, DC 20515

Dear Congressman Latham:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of June 30, 2009, for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Inouye, Obey, Olver, and Murray; Senators Bond and Cochran; and Congressman Lewis.

Sincerely,

J. Randolph Babbitt
Administrator

Enclosures

FY 2009 3nd Quarter Obligation Summary
APPROPRIATION STATUS BY FISCAL YEAR
(Whole Dollars)

APPROPRIATION	AVAILABILITY [A/]	OBLIGATIONS AS OF 6/30/09	UNOBLIGATED	% Obligated	% Unobligated
OPERATIONS	9,042,467,000.00	6,551,900,760.00	**2,490,566,240.00**	**72.5%**	**27.5%**
AIP	3,769,500,000.00 [B/D]	1,334,389,641.00 [C/]	**2,435,110,359.00**	**35.4%**	**64.6%**
R,ED					
FY 07 988.0 Approp	130,233,640.00	127,903,969.00	**2,329,671.00**	**98.2%**	**1.8%**
FY 08 088.0 Approp	146,828,100.00	136,619,553.00	**10,208,547.00**	**93.0%**	**7.0%**
FY 09 188.0 Approp	171,000,000.00	66,412,074.00	**104,587,926.00**	**38.8%**	**61.2%**
F&E					
FY 07/09 982A	2,089,681,605.00	2,009,414,704.60	**80,266,900.40**	**96.2%**	**3.8%**
FY 08/10 082A	2,053,638,000.00	1,669,499,777.87	**384,138,222.13**	**81.3%**	**18.7%**
FY 09/11 182A	2,281,595,000.00	898,191,692.39	**1,383,403,307.61**	**39.4%**	**60.6%**
FY 09 PCB&T 982W	460,500,000.00	323,163,331.67	**137,336,668.33**	**70.2%**	**29.8%**
Total FY09	2,742,095,000.00	1,221,355,024.06	**1,520,739,975.94**		
NO YEAR X82	103,762,020.00	59,097,171.02	**44,664,848.98**	**57.0%**	**43.0%**

[A/] FY 2009 Omnibus Appropriation (P.L. 111-8).

[B/] Public Law 111-12 signed March 2009 authorizes $3,900,000,000 of contract authority.

[C/] Quarterly Obligations in Grants-in-Aid to Airports and small community can include reobligation of prior year funds, as well as current year apportioned funds.

[D/] Includes $255,000,000 for Recovery Ceiling.

OPERATIONS
FY 2009 QUARTERLY DIRECT OBLIGATIONS

PROGRAM, PROJECT OR ACTIVITY	AVAILABILITY [A/]	OBLIGATIONS AS OF 6/30/09	UNOBLIGATED BALANCE
Air Traffic Organization	7,098,322,000	5,236,772,137	1,861,549,863
Aviation Safety	1,164,597,000	805,959,047	358,637,953
Commercial Space Transportation	14,094,000	8,107,492	5,986,508
Financial Services	111,004,000	67,379,104	43,624,896
Human Resource Management	96,091,000	69,467,887	26,623,113
Region and Center Operations	331,000,000	216,973,274	114,026,726
Information Services	46,500,000	29,992,769	16,507,231
Staff Offices	180,859,000	117,249,050	63,609,950
Total, Operations Appropriation	**9,042,467,000**	**6,551,900,760**	**2,490,566,240**

[A/] FY 2009 Omnibus Appropriation (P.L. 111-8)

GRANTS-IN-AID FOR AIRPORTS
FY 2009 QUARTERLY DIRECT OBLIGATIONS

PROGRAM, PROJECT OR ACTIVITY	AVAILABILITY [A/C]	OBLIGATIONS AS OF 6/30/09[B/]	UNOBLIGATED BALANCE
Grants-in-Aid for Airports	3,634,698,000	1,573,925,715	2,060,772,285
Personnel and Related Expenses	87,454,000	56,075,566	31,378,434
Small Community Air Service	13,000,000	9,820,618	3,179,382
Airport Cooperative Research	15,000,000	14,922,200	77,800
Airport Technology Research	19,348,000	8,202,830	11,145,170
Total, AIP Funding	**3,769,500,000**	**1,334,389,641**	**2,435,110,359**

[A/] FY 2009 Omnibus Appropriation (P.L. 111-8). Public Law 111-12 signed March 2009 authorizes $3,900,000,000 of contract authority.

[B/] Quarterly Obligations in Grants-in-Aid to Airport and small community can include reobligation of prior year funds, as well as current year apportioned funds.

[C/] Includes $255,000,000 for Recovery Ceiling

APPROPRIATION STATUS BY FISCAL YEAR
RESEARCH, ENGINEERING, AND DEVELOPMENT
FY 2007 (988.0 Approp)

BLI	Program Title	Availability	988.0 Obligations as of 6/30/09	Unobligated Balance
A11.	**Improve Aviation Safety**			
	a. Fire Research and Safety	6,638,000	6,629,770	8,231
	b. Propulsion and Fuel Safety	4,048,000	4,017,447	30,554
	c. Advanced Materials/Structural Safety	2,843,000	2,370,533	472,467
	d. Atmospheric Hazards/Digital System Safety	3,848,000	3,845,586	2,413
	e. Aging Aircraft	18,621,000	18,512,081	108,919
	f. Aircraft Catastrophic Failure Prevention Research	1,512,000	1,481,062	30,938
	g. Flightdeck/Maintenance/System Integration	7,999,000	7,651,397	347,603
	h. Aviation Safety Risk Analysis	5,292,000	5,275,772	16,228
	I. Air Traffic Control Airway Facilities Human Factors	9,654,000	9,507,034	146,966
	j. Aeromedical Research	7,031,780	6,994,518	37,262
	k. Weather Program - Safety	19,545,000	19,206,981	338,019
	l. Unmanned Aircraft System	1,200,000	1,199,566	434
A12.	**Improve Efficiency**			
	a. Joint Program and Development Office	18,100,000	17,548,948	551,052
	b. Wake Turbulence	3,066,000	3,050,103	15,897
A13.	**Reduce Environmental Impacts**			
	a. Environment and Energy	16,017,410	15,895,916	121,494
A14.	**Mission Support**			
	a. System Planning and Resource Management	1,388,450	1,298,276	90,174
	b. William J. Hughes Technical Center Laboratory	3,430,000	3,418,978	11,022
	Total	**130,233,640**	**127,903,969**	**2,329,671**

Federal Aviation Administration
Appropriation Status By Fiscal Year
Facilities and Equipment (F&E) FY2007/2009 (982A)
Period Ending June 30, 2009

BLI	Description	Availability	Obligated	Unobligated*
1A01	ADVANCED TECHNOLOGY DEVELOPMENT AND PROTOTYPING	39,267,000.00	37,668,232.07	1,598,767.93
1A02	SAFE FLIGHT 21	12,900,000.00	12,653,469.10	246,530.90
1A03	AERONAUTICAL DATA LINK (ADL) APPLICATIONS	1,000,000.00	999,981.04	18.96
1A04	NEXT GEN. VHF AIR/GROUND COMM. SYSTEM (NEXCOM)	25,000,000.00	24,564,295.83	435,704.17
1A05	TRAFFIC MANAGEMENT ADVISOR (TMA)	36,884,000.00	32,441,990.20	4,442,009.80
1A06	NAS IMPROVEMENT OF SYSTEM SUPPORT LABORATORY	1,317,000.00	1,311,537.32	5,462.68
1A07	WILLIAM J. HUGHES TECHNICAL CENTER FACILITIES	12,000,000.00	11,981,817.29	18,182.71
1A08	WILLIAM J. HUGHES TECH CTR INFRASTRUCTURE SUSTAIN	4,200,000.00	4,199,428.35	571.65
1A09	GLOBAL COMMUNICATIONS NAVIGATION AND SURVEILLANCE	24,000,000.00	22,763,376.85	1,236,623.15
1A10	ADS-B NAS WIDE IMPLEMENTATION	85,000,000.00	84,669,713.54	330,286.46
2A01	EN ROUTE AUTOMATION MODERNIZATION (ERAM)	378,904,000.00	377,642,969.72	1,261,030.28
2A02	EN ROUTE AUTOMATION PROGRAMS	26,386,500.00	25,235,056.48	1,151,443.52
2A03	NEXT GENERATION WEATHER RADAR (NEXRAD) - PROVIDE	2,000,000.00	2,000,000.16	(0.16)
2A04	WEATHER AND RADAR PROCESSOR (WARP)	8,116,000.00	8,110,702.72	5,297.28
2A05	ARTCC BUILDING IMPROVEMENTS/PLANT IMPROVEMENTS	51,000,000.00	50,609,269.25	390,730.75
2A06	AIR TRAFFIC MANAGEMENT (ATM)	78,150,000.00	77,974,427.44	175,572.56
2A07	AIR/GROUND COMMUNICATIONS INFRASTRUCTURE	18,288,000.00	16,838,521.85	1,449,478.15
2A08	ATC BEACON INTERROGATOR (ATCBI) - REPLACEMENT	16,400,000.00	16,089,378.60	310,621.40
2A09	LONG RANGE RADAR (LRR) PROGRAM	5,050,000.00	5,019,993.20	30,006.80
2A10	EN ROUTE COMM. & CONTROL FACILITIES IMPROVEMENTS	2,062,769.00	1,411,437.67	651,331.33
2A11	INTEGRATED TERMINAL WEATHER SYSTEM (ITWS)	20,300,000.00	20,299,999.59	0.41
2A12	FAA TELECOMMUNICATIONS INFRASTRUCTURE	32,575,171.00	31,799,509.04	775,661.96
2A13	ADVANCED TECHNOLOGIES AND OCEANIC PROCEDURES	31,350,000.00	31,319,024.17	30,975.83
2A14	ATOMS	6,000,000.00	5,581,417.47	418,582.53
2A15	VOICE SWITCHING AND CONTROL SYSTEM (VSCS)	15,930,000.00	15,459,572.11	470,427.89
2A16	PARENT FOR 12982A0070-2A16	4,200,000.00	1,932,461.93	2,267,538.07
2A17	VOLCANO MONITORING	1,000,000.00	1,000,000.00	0.00
2B01	ASDE-X	74,478,605.00	74,473,824.59	4,780.41
2B02	TERMINAL DOPPLER WEATHER RADAR (TDWR) - PROVIDE	12,500,000.00	12,499,999.71	0.29
2B03	TERMINAL AUTOMATION PHASE 1	49,200,000.00	49,182,750.81	17,249.19
2B04	TERMINAL AUTOMATION MODERNIZATION PROGRAM	13,800,000.00	13,066,696.47	733,303.53
2B05	TERMINAL AIR TRAFFIC CONTROL FACILITIES - REPLACE	124,000,000.00	91,246,843.04	32,753,156.96
2B06	ATCT/TERM RADAR APPROACH CONTROL (TRACON)-IMPROVE	47,597,309.00	33,908,509.83	13,688,799.17
2B07	TERMINAL VOICE SWITCH REPLACEMENT (TVSR)/ENHANCE	11,300,000.00	11,074,185.11	225,814.89
2B08	NAS FACILITIES OSHA & ENVIRON STANDARDS COMPLIANC	24,736,254.00	24,382,111.98	354,142.02
2B09	AIRPORT SURVEILLANCE RADAR (ASR-9)	15,900,000.00	15,888,530.84	11,469.16
2B10	TERMINAL DIGITAL RADAR (ASR-11)	44,050,000.00	44,072,201.68	(22,201.68)
2B11	DOD/FAA FACILITIES TRANSFER	2,300,000.00	1,548,629.99	751,370.01

Federal Aviation Administration
Report of Reprogramming Actions
Facilities and Equipment (F&E) FY2007/2009 (982A)
Period Ending June 30, 2009

BLI	Description	Origianal Base	Formal Adjustment	Revised Base	Internal Reprogram	Current Program
1A01	ADVANCED TECHNOLOGY DEVELOPMENT AND PROTOTYPING	39,067,000.00	0.00	39,067,000.00	200,000.00	39,267,000.00
1A02	SAFE FLIGHT 21	12,900,000.00	0.00	12,900,000.00	0.00	12,900,000.00
1A03	AERONAUTICAL DATA LINK (ADL) APPLICATIONS	1,000,000.00	0.00	1,000,000.00	0.00	1,000,000.00
1A04	NEXT GEN. VHF AIR/GROUND COMM. SYSTEM (NEXCOM)	25,000,000.00	0.00	25,000,000.00	0.00	25,000,000.00
1A05	TRAFFIC MANAGEMENT ADVISOR (TMA)	37,600,000.00	0.00	37,600,000.00	(716,000.00)	36,884,000.00
1A06	NAS IMPROVEMENT OF SYSTEM SUPPORT LABORATORY	1,198,000.00	0.00	1,198,000.00	119,000.00	1,317,000.00
1A07	WILLIAM J. HUGHES TECHNICAL CENTER FACILITIES	12,000,000.00	0.00	12,000,000.00	0.00	12,000,000.00
1A08	WILLIAM J. HUGHES TECH CTR INFRASTRUCTURE SUSTAIN	4,200,000.00	0.00	4,200,000.00	0.00	4,200,000.00
1A09	GLOBAL COMMUNICATIONS NAVIGATION AND SURVEILLANCE	24,000,000.00	0.00	24,000,000.00	0.00	24,000,000.00
1A10	ADS-B NAS WIDE IMPLEMENTATION	85,000,000.00	0.00	85,000,000.00	0.00	85,000,000.00
2A01	EN ROUTE AUTOMATION MODERNIZATION (ERAM)	376,553,000.00	0.00	376,553,000.00	2,351,000.00	378,904,000.00
2A02	EN ROUTE AUTOMATION PROGRAMS	27,500,000.00	0.00	27,500,000.00	(1,113,500.00)	26,386,500.00
2A03	NEXT GENERATION WEATHER RADAR (NEXRAD) - PROVIDE	2,000,000.00	0.00	2,000,000.00	0.00	2,000,000.00
2A04	WEATHER AND RADAR PROCESSOR (WARP)	7,400,000.00	0.00	7,400,000.00	716,000.00	8,116,000.00
2A05	ARTCC BUILDING IMPROVEMENTS/PLANT IMPROVEMENTS	51,000,000.00	0.00	51,000,000.00	0.00	51,000,000.00
2A06	AIR TRAFFIC MANAGEMENT (ATM)	78,850,000.00	0.00	78,850,000.00	(700,000.00)	78,150,000.00
2A07	AIR/GROUND COMMUNICATIONS INFRASTRUCTURE	18,788,000.00	0.00	18,788,000.00	(500,000.00)	18,288,000.00
2A08	ATC BEACON INTERROGATOR (ATCBI) - REPLACEMENT	16,400,000.00	0.00	16,400,000.00	0.00	16,400,000.00
2A09	LONG RANGE RADAR (LRR) PROGRAM	5,000,000.00	0.00	5,000,000.00	50,000.00	5,050,000.00
2A10	EN ROUTE COMM. & CONTROL FACILITIES IMPROVEMENTS	1,883,769.00	0.00	1,883,769.00	179,000.00	2,062,769.00
2A11	INTEGRATED TERMINAL WEATHER SYSTEM (ITWS)	20,900,000.00	0.00	20,900,000.00	(600,000.00)	20,300,000.00
2A12	FAA TELECOMMUNICATIONS INFRASTRUCTURE	31,175,171.00	0.00	31,175,171.00	1,400,000.00	32,575,171.00
2A13	ADVANCED TECHNOLOGIES AND OCEANIC PROCEDURES	31,350,000.00	0.00	31,350,000.00	0.00	31,350,000.00
2A14	ATOMS	6,000,000.00	0.00	6,000,000.00	0.00	6,000,000.00
2A15	VOICE SWITCHING AND CONTROL SYSTEM (VSCS)	16,900,000.00	0.00	16,900,000.00	(970,000.00)	15,930,000.00
2A16	PARENT FOR 12982A0070-2A16	4,200,000.00	0.00	4,200,000.00	0.00	4,200,000.00
2A17	VOLCANO MONITORING	1,000,000.00	0.00	1,000,000.00	0.00	1,000,000.00
2B01	ASDE-X	74,478,605.00	0.00	74,478,605.00	0.00	74,478,605.00
2B02	TERMINAL DOPPLER WEATHER RADAR (TDWR) - PROVIDE	12,500,000.00	0.00	12,500,000.00	0.00	12,500,000.00
2B03	TERMINAL AUTOMATION PHASE 1	49,200,000.00	0.00	49,200,000.00	0.00	49,200,000.00
2B04	TERMINAL AUTOMATION MODERNIZATION PROGRAM	13,800,000.00	0.00	13,800,000.00	0.00	13,800,000.00
2B05	TERMINAL AIR TRAFFIC CONTROL FACILITIES - REPLACE	124,000,000.00	0.00	124,000,000.00	0.00	124,000,000.00
2B06	ATCT/TERM RADAR APPROACH CONTROL (TRACON)-IMPROVE	48,833,563.00	0.00	48,833,563.00	(1,236,254.00)	47,597,309.00
2B07	TERMINAL VOICE SWITCH REPLACEMENT (TVSR)/ENHANCE	11,300,000.00	0.00	11,300,000.00	0.00	11,300,000.00
2B08	NAS FACILITIES OSHA & ENVIRON STANDARDS COMPLIANC	25,000,000.00	0.00	25,000,000.00	(263,746.00)	24,736,254.00
2B09	AIRPORT SURVEILLANCE RADAR (ASR-9)	15,900,000.00	0.00	15,900,000.00	0.00	15,900,000.00
2B10	TERMINAL DIGITAL RADAR (ASR-11)	44,050,000.00	0.00	44,050,000.00	0.00	44,050,000.00
2B11	DOD/FAA FACILITIES TRANSFER	2,300,000.00	0.00	2,300,000.00	0.00	2,300,000.00

Federal Aviation Administration
Appropriation Status by Fiscal Year
Facilities and Equipment (F&E) FY2008/2010 (082A)
Period Ending June 30, 2009

BLI	Description	Availability	Obligated	Unobligated*
1A01	ADVANCED TECHNOLOGY DEVELOPMENT AND PROTOTYPING	42,760,000.00	35,593,886.00	7,166,114.00
1A02	SAFE FLIGHT 21	15,300,000.00	7,887,423.23	7,412,576.77
1A03	AERONAUTICAL DATA LINK (ADL) APPLICATIONS	0.00	0.00	0.00
1A04	NEXT GEN. VHF AIR/GROUND COMM. SYSTEM (NEXCOM)	30,400,000.00	23,931,556.02	6,468,443.98
1A05	TRAFFIC MANAGEMENT ADVISOR (TMA)	15,400,000.00	14,994,194.15	405,805.85
1A06	NAS IMPROVEMENT OF SYSTEM SUPPORT LABORATORY	1,000,000.00	998,304.49	1,695.51
1A07	WILLIAM J. HUGHES TECHNICAL CENTER FACILITIES	12,000,000.00	10,201,327.15	1,798,672.85
1A08	WILLIAM J. HUGHES TECH CTR BUILDING AND PLANT SUPPORT	4,200,000.00	2,129,558.44	2,070,441.56
1A09	SYSTEM_WIDE INFORMATION MANAGEMENT	23,358,000.00	23,087,049.61	270,950.39
1A10	ADS-B NAS WIDE IMPLEMENTATION	87,350,000.00	82,360,939.28	4,989,060.72
1A11	NGATS NETWORK ENABLED WEATHER	7,000,000.00	6,999,484.73	515.27
1A12	DATA COMMUNICATION FOR TRAJECTORY BASED OPERATIONS	7,400,000.00	7,222,119.82	177,880.18
1A13	NEXT GENERATION TRANSPORTATION TECHNOLOGY DEMONSTRATION	51,750,000.00	51,101,459.60	648,540.40
1A14	NEXT GENERATION INTEGRATED AIRPORT-DAYTONA BEACH FL	1,960,000.00	1,959,172.66	827.34
1A15	ADS-B AIR TO AIR CAPABILITIES	9,350,000.00	9,299,748.25	50,251.75
2A01	EN ROUTE AUTOMATION MODERNIZATION (ERAM)	368,750,000.00	366,747,623.49	2,002,376.51
2A02	EN ROUTE COMMUNICATIONS GATEWAY(ECG)	4,000,000.00	1,121,166.20	2,878,833.80
2A03	ENROUTE SYSTEM MODIFICATION	4,300,000.00	2,571,302.00	1,728,698.00
2A04	NEXT GENERATION WEATHER RADAR(NEXRAD)	3,000,000.00	2,797,994.66	202,005.34
2A05	ARTCC BUILDING IMPROVEMENTS/PLANT IMPROVEMENTS	53,699,900.00	30,976,229.10	22,723,670.90
2A06	AIR TRAFFIC MANAGEMENT (ATM)	90,600,000.00	88,324,022.69	2,275,977.31
2A07	AIR/GROUND COMMUNICATIONS INFRASTRUCTURE	26,200,000.00	19,664,718.66	6,535,281.34
2A08	ATC BEACON INTERROGATOR (ATCBI) - REPLACEMENT	20,200,000.00	11,397,182.03	8,802,817.97
2A09	AIR TRAFFIC CONTROL ENROUTE RADAR FACILITIES-IMPROVE	5,300,000.00	4,282,070.94	1,017,929.06
2A10	VOICE SWITCHING AND CONTROL SYSTEM(VSCS)	15,500,000.00	15,194,385.89	305,614.11
2A11	INTEGRATED TERMINAL WEATHER SYSTEM (ITWS)	12,370,000.00	7,778,178.10	4,591,821.90
2A12	FAA TELECOMMUNICATIONS INFRASTRUCTURE	8,500,000.00	4,464,705.24	4,035,294.76
2A13	OCEANIC AUTOMATION SYSTEM	53,100,000.00	51,793,404.38	1,306,595.62
2A14	ATOMS LOCAL AREA/WIDE AREA NETWORK	3,500,000.00	3,499,127.78	872.22
2A15	CORRIDOR WEATHER INTEGRATED SYSTEM (CWIS)	2,100,000.00	2,098,244.20	1,755.80
2A16	SAN JUAN RADAR APPROACH CONTROL (CERAP)	8,000,000.00	346,961.00	7,653,039.00
2A17	MILITARY OPERATIONS	1,600,000.00	1,589,427.62	10,572.38
2A18	AUTOMATED DETECTION AND PROCESSING TERMINAL(ADAPT)	1,000,000.00	1,000,000.00	0.00
2A19	ATCSCC INFRASTRUCTURE PLANNING	2,500,000.00	2,027,986.00	472,014.00

FEDERAL AVIATION ADMINISTRATION
APPROPRIATION STATUS BY FISCAL YEAR
FACILITIES & EQUIPMENT (F&E)
FUND CODE - X82A
PERIOD ENDING JUNE 30, 2009

BUD ACTIVITY/ BUDGET ITEM	BLI	TITLE	AVAILABLE	OBLIGATIONS	UNOBLIGATED
12X8200000	5EE3	NATURAL DISASTERS IN SOUTHEASTERN US	5,100,000.00	3,916,412.23	1,183,587.77
12X8200000	5EE5	2005 HURRICANES	40,600,000.00	27,598,426.58	13,001,573.42
12X8200000	5EE6	SPECTRUM RELOCATION	58,062,020.00	27,582,332.21	30,479,687.79
Total			103,762,020.00	59,097,171.02	44,664,848.98

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

AUG 27 2009

The Honorable Daniel K. Inouye
Chairman, Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

As requested in the Explanatory Statement for the Omnibus Appropriations Act, 2009, the Federal Aviation Administration is pleased to provide the Center of Excellence Research in the Intermodal Transportation Environment (RITE) report.

The FAA was asked to submit to the House and Senate Committees on Appropriations recommendations on the potential applications of RITE research across modes of transportation and other Federal and State applications.

We have sent identical letters to Chairman Obey, Senator Cochran, and Congressman Lewis.

Sincerely,

J. Randolph Babbitt
Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

AUG 27 2009

The Honorable Thad Cochran
Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Senator Cochran:

As requested in the Explanatory Statement for the Omnibus Appropriations Act, 2009, the Federal Aviation Administration is pleased to provide the Center of Excellence Research in the Intermodal Transportation Environment (RITE) report.

The FAA was asked to submit to the House and Senate Committees on Appropriations recommendations on the potential applications of RITE research across modes of transportation and other Federal and State applications.

We have sent identical letters to Chairmen Inouye and Obey and Congressman Lewis.

Sincerely,

J. Randolph Babbitt
Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

AUG 27 2009

The Honorable David R. Obey
Chairman, Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

As requested in the Explanatory Statement for the Omnibus Appropriations Act, 2009, the Federal Aviation Administration is pleased to provide the Center of Excellence Research in the Intermodal Transportation Environment (RITE) report.

The FAA was asked to submit to the House and Senate Committees on Appropriations recommendations on the potential applications of RITE research across modes of transportation and other Federal and State applications.

We have sent identical letters to Chairman Inouye, Senator Cochran, and Congressman Lewis.

Sincerely,

J. Randolph Babbitt
Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

AUG 2 7 2009

The Honorable Jerry Lewis
Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Congressman Lewis:

As requested in the Explanatory Statement for the Omnibus Appropriations Act, 2009, the Federal Aviation Administration is pleased to provide the Center of Excellence Research in the Intermodal Transportation Environment (RITE) report.

The FAA was asked to submit to the House and Senate Committees on Appropriations recommendations on the potential applications of RITE research across modes of transportation and other Federal and State applications.

We have sent identical letters to Chairmen Inouye and Obey and Senator Cochran.

Sincerely,

J. Randolph Babbitt
Administrator

Enclosure

Federal Aviation Administration
Report to Congress on Center of Excellence
Research in the Intermodal Transport Environment (RITE)

Omnibus Appropriations Act, 2009 (P.L. 111-8)

The FAA is directed to provide a report to the House and Senate Committees on Appropriations no later than 90 days after enactment with recommendations on the potential application of Research in the Intermodal Transportation Environment (RITE) across modes of transportation and other Federal and State applications.

FAA Program Response

In response to the Explanatory Statement for the Omnibus Appropriations Act, 2009, (P.L. 111-8), the FAA is providing the following recommendations on the potential application of RITE research across modes of transportation and other Federal and State applications.

Summary

The FAA's original focus was exclusively on the airliner cabin environment. However, it became apparent to the FAA and the DOT that significant portions of the research developed for civil aviation have dual use applications in other modes of transportation including railcars, buses, and ambulances. In addition to transportation modes, we envisioned applications for residential and commercial buildings.

Applying this research could have a significant impact on:

- Infection control on the nation's transportation system;
- Improving the health and safety of;
  - Workers in energy efficient buildings;
  - Military personnel in enclosed vehicles; and
  - Individuals exposed to high altitudes and other hypoxic environments.
- Improving the energy efficiency of Heating Ventilation Air Conditioning (HVAC) systems.

Recommendation 1: Real-time infection Control in Intermodal Transportation

Application of Technologies: A portfolio of technologies essential for preventing and mitigating infectious disease transmission includes:

(1) Techniques for characterizing droplet distributions during coughing and sneezing;

(2) Computational modeling of air-borne disease transmission in complex aircraft cabins;

(3) Chemical and biological sensing using discrete engineered systems;

(4) Disinsection (insecticides on aircraft) using vaporized triethylene glycol;

(5) Full-scale demonstrations of disinfection and decontamination using both thermal as well as vaporized hydrogen peroxide. Feasibility studies performed in rail cars and buses showed high kill rates for the exposed test organisms equaling kill rates defined for airliners; and

(6) Evaluation of disinsection of planes to stop insects as a disease vector.

Impact: This proposed application of research could help keep the American economy moving in the event of a major epidemic or pandemic.

Recommendation 2: Enhancing Public Health and Safety in Energy Efficient Buildings

Application of technologies: Research protocols investigated the engineering and health and safety trade-offs between outside air and re-circulated air, the build-up of pollutants in sealed aircraft, and air purification technology. Specific research activities with potential application to enhancing health and safety in energy efficient buildings include the following projects:

(1) Cabin air quality sensors;

(2) Air ventilation, filtration, and purification techniques;

(3) Detection of potentially irritating chemical pollutants derived from ozone initiated chemistry; and

(4) Detection of residual pesticides in aircraft. Effectiveness of these technologies in the building environment has not yet been demonstrated by this research.

Impact: A recent study by Lawrence Berkeley National Laboratory estimated that currently, sick building syndrome affects approximately 15 million workers and results in $10 billion to $30 billion in lost productivity because of increased sick days as well as decreased cognitive ability to focus on work. Identification and mitigation techniques derived from this research can improve air quality in both commercial and residential buildings, reducing adverse health and economic effects.

Recommendation 3: Improved Energy Efficiency of HVAC Environment Control Systems

Application of Technologies: Because of the very high occupant densities, the resulting bioeffluent and heat loads, and the high energy cost of delivering air to the cabin, making aircraft environmental control systems effective and efficient is a priority. Research includes investigating advanced air delivery methods to improve ventilation effectiveness. This provides an understanding of what agents are present in the indoor air. This can lead to identification of the agent's sources, as well as what is required to remove them. Research can also advance the use of air cleaning technology in aircraft to reduce ventilation requirements and enhance air quality. Intelligent control systems can enable buildings to respond better to occupant densities and the external thermal and pollutant loads. To date, the above research initiatives have not been applied to buildings and other transportation modes.

Impact: Although the ventilation effectiveness in most buildings is poor, new approaches using a well designed mixture of outside air and purified re-circulated air can improve the air quality and reduce the energy associated with HVAC systems. It may be possible to reduce the need for outside air by 50 percent while still maintaining air quality standards in some building applications. Identifying the agents causing degradations in air quality can lead to an understanding of what materials have the least impact on the air quality. This may also allow for improved air quality with lower ventilation rates.

Recommendation 4: Improving Health and Safety of Airmen and Soldiers in Enclosed Vehicles

Application of Technologies: Approaches to air purification on aircraft that exhibit potential applications for future generations of combat vehicles include:

(1) Novel particulate filtration technologies;

(2) Reactive scrubbing and purification techniques to remove offensive chemicals from the air; and

(3) Advanced computational design tools.

Researchers understand mass, momentum, and heat transport as well as chemical reaction kinetics in aircraft cabins and environmental control systems. Such tools and technologies could be applied to related systems in a range of military vehicles and could potentially enable military vehicles to remain and operate much longer in hostile environments while carrying minimal weight with minimal re-supply needs. In addition, research protocols exist to examine the underlying physiological changes and map them to cognitive responses and participant symptom and comfort reporting. These protocols include physiological monitoring systems for cardiac and respiratory function. In addition, environmental measures (such as temperature, humidity, CO_2) in these mildly hypoxic environments can be captured and the physiological changes can also be applied to the military combat environment.

Impact: This proposed application of research and technology could significantly improve the health and safety of soldiers and airmen as well as their cognitive performance when operating in extremely hostile environments.

Recommendation 5: Enhancing Public Health and Safety in Hypoxic Environments (at aircraft altitude, during high altitude climbing operations).

Application of Technologies: As noted in Recommendation 4 above, research protocols exist that examine underlying physiological changes and map them to cognitive responses and participant symptom and comfort reporting. These protocols include using physiological monitoring systems for cardiac and respiratory function. In addition, environmental measures (such as temperature, humidity, CO_2) in these mildly hypoxic environments can be captured and the physiological changes can also be examined in this context.

Impact: Potential physiological effects of altitude that may impact peak cardiac, respiratory, and cognitive performance have profound implication for those who work at altitude, such as military and commercial pilots and flight attendants. Another group significantly impacted is any member of the public who may be flying with underlying chronically compromised systems, such as cardiac disease, cardiovascular obstructive pulmonary disease, etc. Understanding the magnitude and impact of any physiological and cognitive changes can better inform managers to appropriately equip or staff employees who work at altitude and may influence medical guidelines or advice for the flying public. These guidelines may impact the economic consequences of in-flight medical flight diversions through better medical advice to a flying public who is older and more chronically health-compromised than any previous flying population. Application of this research to high-altitude climbing operations has yet to be demonstrated.

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

AUG 2 7 2009

The Honorable Daniel K. Inouye
Chairman, Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

As requested in Senate Report 110-418, accompanying the Omnibus Appropriations Act, 2009, the Federal Aviation Administration is pleased to provide the semiannual report on test flight activities authorized by the Office of Commercial Space Transportation.

The report highlights the number of launches, the company conducting each launch, the vehicle used, the site from which it was launched, and the launch objective.

Identical letters have been sent to Chairman Obey, Senator Cochran, and Congressman Lewis.

Sincerely,

J. Randolph Babbitt
Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

AUG 27 2009

The Honorable Thad Cochran
Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Senator Cochran:

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Sincerely,

J. Randolph Babbitt
Administrator

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

AUG 2 7 2009

The Honorable David R. Obey
Chairman, Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

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Sincerely,

J. R. Babbitt

J. Randolph Babbitt
Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

AUG 2 7 2009

The Honorable Jerry Lewis
Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Congressman Lewis:

As requested in Senate Report 110-418, accompanying the Omnibus Appropriations Act, 2009, the Federal Aviation Administration is pleased to provide the semiannual report on test flight activities authorized by the Office of Commercial Space Transportation.

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Identical letters have been sent to Chairmen Inouye and Obey and Senator Cochran.

Sincerely,

J. R. Babbitt

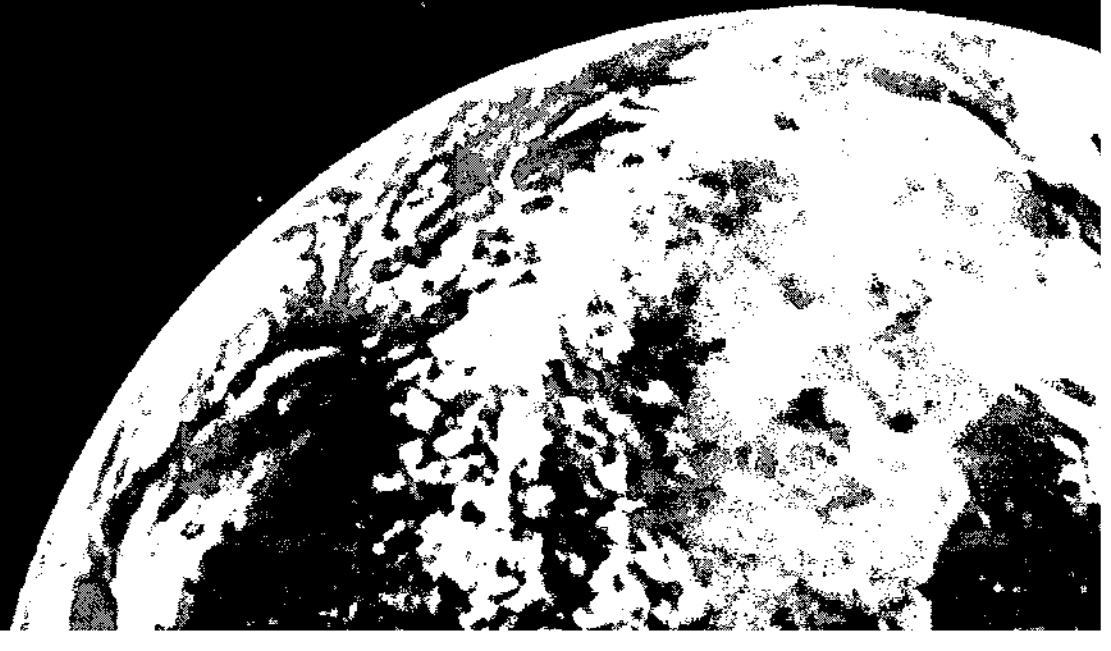
J. Randolph Babbitt
Administrator

Enclosure

Federal Aviation Administration

Commercial Space Transportation Semi-Annual Report to the House and Senate Committees on Appropriations on Commercial Airspace Test Flight Activities

October 1, 2008 - March 31, 2009



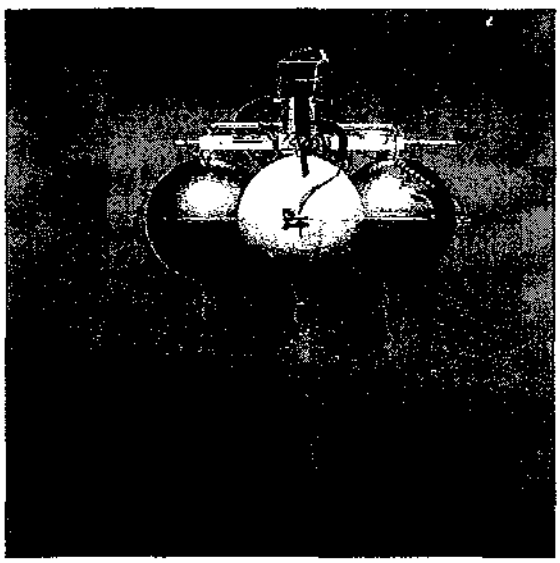
As required by Division I, Title I of the Omnibus Appropriations Act, 2009 (Public Law PL 111-8), this semiannual report summarizes the test flight activities authorized by the FAA Office of Commercial Space Transportation (AST) from October 1, 2008, through March 31, 2009. The activities highlighted in this report illustrate our ongoing commitment to ensure protection of the public and property during commercial launch or reentry activities.

The following table depicts the flight test activity for this reporting period.

Fiscal Year 2009 First and Second Quarter Flight Test Activity

#	DATE	VEHICLE	COMPANY	SITE	OBJECTIVE
5	Oct 25, 2008	QUAD (Pixel)	Armadillo Aerospace	Las Cruces, New Mexico	2008 Lunar Lander Challenge
4	Oct 24, 2008	MOD-1	Armadillo Aerospace	Las Cruces, New Mexico	2008 Lunar Lander Challenge
3	Oct 24, 2008	MOD-1	Armadillo Aerospace	Las Cruces, New Mexico	2008 Lunar Lander Challenge
2	Oct 24, 2008	Ignignokt	TrueZer0	Las Cruces, New Mexico	2008 Lunar Lander Challenge
1	Oct 24, 2008	MOD-1	Armadillo Aerospace	Las Cruces, New Mexico	2008 Lunar Lander Challenge

Armadillo Aerospace's QUAD vehicle features a single regeneratively cooled engine, surrounded by four spherical propellant tanks filled with liquid oxygen and ethanol with electronics and payload boxes attached to top of the tanks. QUAD is designed to take off and land vertically, but is intended for flights at low altitudes and velocities.



In 2008, Armadillo Aerospace's MOD-1 vehicle won Level I of the Northrop Grumman Lunar Lander Challenge. The MOD-1 consists of a single pair of propellant tanks (the QUAD design featured two pairs of tanks) above a liquid oxygen and ethanol engine, with payload and electronic boxes on top of the tanks. The vertical takeoff, vertical landing vehicle is supported by four large landing legs.

TrueZer0 of Chicago, Illinois is a four-person team that developed the Ignignokt vehicle to compete in the 2008 Lunar Lander Challenge (LLC). The Ignignokt is a 475-pound vertical takeoff, vertical landing vehicle that produces 650 pounds-force of thrust fueled by hydrogen peroxide. The Ignignokt was the only vehicle besides Armadillo Aerospace's MOD-1 to attempt a flight in the 2008 Level I LLC. The vehicle flew 18.8 seconds but did not complete the challenge.

During this reporting period, there were a number of commercial space related test flight activities that occurred outside the jurisdiction of AST and therefore are not included in this report. Examples of this type of related activity include:

- Scaled Composite's WhiteKnightTwo aircraft
- Armadillo's and XCOR Aerospace's rocket powered aircraft
- Amateur rocket activity, which was redefined in February 2009 to include unmanned rockets with total impulse less than 200,000 lb-sec

Additionally, there were two expendable launch vehicle (ELV) launches during the reporting period that are not considered test flight activity. They successfully delivered satellites into orbit.

Summary

The first half of fiscal year 2009, AST has authorized five flight test launches under the experimental permit regime resulting in no injuries or property damage to the public.

U.S. Department
of Transportation

Federal Aviation
Administration

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

OCT 5 2009

The Honorable Patty Murray
Chairman, Subcommittee on Transportation,
Housing and Urban Development,
and Related Agencies
United States Senate
Washington, DC 20510

Dear Madam Chairman:

The Transportation, Treasury, Housing and Urban Development, the Judiciary, the District of Columbia, and Independent Agencies Appropriations Act, 2006, Public Law 109-115 directs the Federal Aviation Administration to report annually to the Congress on the Agency's progress towards improving the runway safety areas at airports certificated under 49 U.S.C. 44706.

The enclosed 2008 report summarizes the Agency's efforts since 2000 to improve runway safety areas. It describes FAA standards, policies, and historical background and notes progress towards meeting the goal of completing all improvements by 2015, as required under Public Law 109-115.

We have sent identical letters to Chairman Olver, Senator Bond, and Congressman Latham.

Sincerely,

J. R. Babbitt

J. Randolph Babbitt
Administrator

Enclosure

U.S. Department
of Transportation

Federal Aviation
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Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

OCT 5 2009

The Honorable Christopher S. Bond
Subcommittee on Transportation, Housing
and Urban Development, and Related Agencies
United States Senate
Washington, DC 20510

Dear Senator Bond:

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We have sent identical letters to Chairmen Murray and Olver and Congressman Latham.

Sincerely,

J. Randolph Babbitt
Administrator

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U.S. Department
of Transportation

Federal Aviation
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Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

OCT 5 2009

The Honorable John W. Olver
Chairman, Subcommittee on Transportation,
Housing and Urban Development,
and Related Agencies
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

The Transportation, Treasury, Housing and Urban Development, the Judiciary, the District of Columbia, and Independent Agencies Appropriations Act, 2006, Public Law 109-115 directs the Federal Aviation Administration to report annually to the Congress on the Agency's progress towards improving the runway safety areas at airports certificated under 49 U.S.C. 44706.

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Sincerely,

J. Randolph Babbitt
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U.S. Department
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800 Independence Ave., S.W.
Washington, D.C. 20591

OCT 5 2009

The Honorable Tom Latham
Subcommittee on Transportation, Housing
and Urban Development, and Related Agencies
House of Representatives
Washington, DC 20515

Dear Congressman Latham:

The Transportation, Treasury, Housing and Urban Development, the Judiciary, the District of Columbia, and Independent Agencies Appropriations Act, 2006, Public Law 109-115 directs the Federal Aviation Administration to report annually to the Congress on the Agency's progress towards improving the runway safety areas at airports certificated under 49 U.S.C. 44706.

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Sincerely,

J. Randolph Babbitt
Administrator

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U.S. Department of Transportation
Federal Aviation Administration

Report to Congress

Runway Safety Area Improvements at Certificated Airports

2008

EXECUTIVE SUMMARY

Public Law (PL) 109-115, appropriated funds for the Department of Transportation, Treasury, Housing and Urban Development, the Judiciary, the District of Columbia, and the independent agencies for the Fiscal Year (FY) ending September 30, 2006. It also established goals for improving airport runway safety areas (RSA) and included a requirement for the Federal Aviation Administration to report annually to Congress on RSA upgrade progress. Specifically, the language is:

> *"That not later than December 31, 2015, the owner or operator of an airport certificated under 49 U.S.C. 44706 shall improve the airport's runway safety areas to comply with the Federal Aviation Administration design standards required by 14 CFR Part 139: Provided further, That the Federal Aviation Administration shall report annually to the Congress on the agency's progress toward improving the runway safety areas at 49 U.S.C. 44706 airports."*

In FY 2000, the FAA initiated an ambitious program to accelerate improvements for commercial service runways that did not meet FAA design standards. More than 1,000 runways at all airports certificated under 14 CFR Part 139, *Certification of Airports*, were evaluated for compliance with current standards.

In 2005, FAA prepared a long-term plan to complete all practicable improvements to RSAs for priority runways by 2015. Priority runways were defined as runways where the RSA was not improved to the extent practicable when the RSA baseline was prepared in FY 2000. Also, priority runways were defined as runways where the actual RSA dimensions are less than 90 percent of the dimensional standard. Subsequently, PL 109-115 adopted the FAA's 2015 goal, but did not distinguish between priority and nonpriority runways. As a consequence of this difference, the FAA adjusted its RSA improvement plans to include the broader goal in PL 109-115 of priority and nonpriority RSAs at all Part 139 airports.

This report provides a complete compilation of the existing status and planned improvements for all commercial runways at Part 139 certificated airports that do not meet current RSA design standards. FAA's RSA standard, as pointed out in the U.S. Department of Transportation (DOT) Office of Inspector General (OIG) Runway Safety Area Audit, also includes relocation or modification of FAA navigational aids (NAVAID), where practicable, that are located in the RSA. To make this year's report clear, Figure 1 contains three tables for RSA completion status. They are: the priority runways, nonpriority runways, and the RSAs requiring NAVAID relocations or modification. This approach provides complete tracking of all the RSAs at certificated airports that must be upgraded to the extent practicable by the end of 2015.

The FAA exceeded the FY 2008 goal by completing all practicable RSA improvements for 42 priority runways (not including NAVAIDS [1]). This brings the number of priority runways improved since 2000 to 335 and the total number improved to 427. Although year-to-year goals are likely to change, plans are in place to improve approximately 165 more (priority and nonpriority) runways to the extent practicable by the year 2015 at airports certificated under 14 CFR Part 139. The Airport Improvement Program (AIP) provided approximately $203 million in grants in FY 2008 to support RSA improvements. FAA is also developing plans and schedules to address all the NAVAID RSA projects by 2015.

As of the end of FY 2008, up to 57 percent of commercial runways at Part 139 airports have a full standard RSA compared to just 30 percent in 2000. However, some of these runways require NAVAID improvements to comply with all RSA standards. RSAs substantially meeting standards, defined as dimensions that are at least 90 percent of the standard, increased to 76 percent in 2008 compared to 55 percent in 2000. Although not all RSAs can be practicably improved to standards because of costs and other constraints, an estimated 67 percent will meet full standards and 83 percent will substantially meet standards when all RSA improvements are complete. This program will result in a runway system with a significantly improved margin of safety for aircraft.

CHANGES FROM 2007 REPORT TO CONGRESS

The FAA expects to have all practicable improvements completed by 2015 as mandated in PL 109-115. However, plans for individual RSA improvements continue to evolve as the program unfolds. Plans are modified by unanticipated changes associated with airport sponsor required alternatives analysis, environmental review, and scheduling conflicts.

We expanded this report to include the status of all RSA improvements to comply with the findings of a DOT OIG audit in 2008 and PL 109-115. Therefore, it includes improvements, plans, and status of all priority and nonpriority runways, as well as the status of NAVAIDs owned by the FAA and not eligible for AIP funding[2]. We also included in this report a detailed listing of the RSA status for each runway.

---

[1] FAA is compiling data on the exact number of runways needing NAVAID improvements to meet standards. A complete accounting of all NAVAID improvements will be included in the 2009 report.

[2] FAA policy states that no cost for upgrade or replacement of FAA-owned equipment is allowable under the AIP. This policy was established in part because the FAA Facilities and Equipment budget has items for establishing, upgrading, and improving instrument landing systems and landing aid equipment, including approach light systems.

Figure 1. National RSA Improvement Plan: FY 2008

RSA Improvement Plan: April 2009

Inventory

Part 139 Airports	556
Runways	1008
Priority Runways	454

FY 2008 Improvements

Priority Planned	39
Priority Complete	42
Non-Priority Complete	19
Total Complete	61

Funding Plan[1]

Year	Cost
2009	175,754,886
2010	219,582,272
2011	241,652,628
2012	192,341,304
2013	171,850,000
2014	29,347,500
2015	-
TOTAL	1,030,528,590

Planned and Actual Completions by Runway

	AIP Improvements[3]		NAVAID Improvements[4]
	Priority Rwys	All Rwys	All Runways
2000	23	24	4
2001	30	30	2
2002	32	32	8
2003	51	51	17
2004	22	42	10
2005	50	55	4
2006	37	65	13
2007	38	56	8
2008	42	61	5
2009	26	44	9
2010	28	36	11
2011	20	28	8
2012	22	31	7
2013	15	20	2
2014	11	9	2
2015	7	8	3
TBD[2]	0	0	303
TOTAL	454	592	416

Notes:

(1) Anticipated AIP grant awards. Priority runways only.

(2) TBD - To be determined. Runways that need improvement but are not yet scheduled

(3) Improvements that are eligible for Airport Improvement Program (AIP) funding

(4) NAVAID improvements that are not eligible for AIP funding

INTRODUCTION

An RSA is a defined surface surrounding the runway that is prepared or suitable for reducing the risk of damage to aircraft in the event of undershoot, overrun, or excursion from the runway. RSA dimensional standards have increased over time. The RSA is not required for the protection of people or property on the ground. People and structures are not permitted in the RSA. The predecessor to today's standard extended only 200 feet beyond the ends of the runway. Today, a standard RSA can be as large as 500 feet wide, extending 1,000 feet beyond each runway end. FAA increased these dimensions more than 20 years ago to accommodate larger and faster aircraft and to address higher safety expectations of aviation users. Many runways do not meet current standards because they were designed and constructed to meet an earlier standard.

The FAA's program to improve RSAs has evolved over the years as FAA continues to refocus and accelerate efforts to complete RSA improvements. By most measures, this has been a very successful program. The FAA recognized the need for improving RSAs to meet revised design standards starting in the mid-1980s. FAA amended 14 CFR Part 139 to require certificated airports to improve RSAs to dimensions acceptable to the Administrator at the time of construction, reconstruction, or significant expansion of the runway after January 1, 1988. Following the Little Rock accident in 1999, FAA undertook a survey of RSAs and implemented a policy to improve RSAs as standalone projects. This allowed FAA to accelerate by seven years the time required to improve RSAs earlier than if the RSA projects had to wait for inclusion in a major runway project. Using this approach, the FAA devised a plan in 2005 for completing upgrades to priority runways to the extent practicable by 2015.

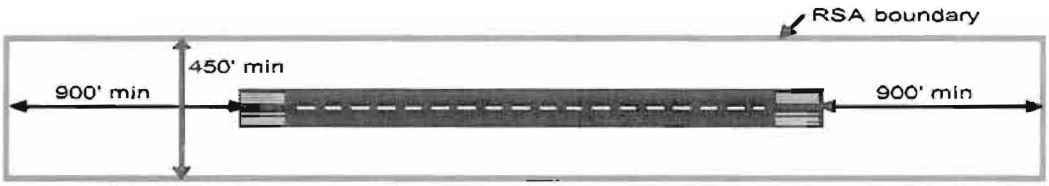
The FAA considers a runway to substantially meet standards if the RSA has dimensions that meet at least 90 percent of the standard (see Figure 2.). Priority runways were designated as those with an RSA that did not substantially meet standards. This approach targeted FAA's efforts for improving RSAs to achieve the greatest potential safety benefit. FAA's initial plan did not include the remaining nonpriority runways that otherwise need improvement to meet standards. It also did not include NAVAIDs because FAA was, at the time, primarily addressing the more significant RSA improvements that the airports could implement. PL 109-115 subsequently adopted the FAA goal of upgrading RSAs by 2015, but expanded the scope of the FAA's RSA initiative beyond priority runways to include nonpriority runways, as well as NAVAIDs. Because FAA concurs with the ultimate objective of having all certificated airports upgrade all RSAs to the extent practical, including nonpriority runways and NAVAIDs, FAA changed its plans to achieve this goal by 2015.

FAA has also improved the potential for RSA improvements through introducing new technologies. Engineered Materials Arresting Systems (EMAS) is an FAA-industry developed technology consisting of lightweight crushable concrete that rapidly and safely stops aircraft leaving the end of the runway. FAA has also conducted research to review frangible bolt technology and issued an updated advisory circular in April 2009 to provide additional guidance on use of frangible bolts on NAVAIDs that must remain located in RSAs to accomplish their function.

FAA has awarded approximately $1.2 billion in AIP funds to support RSA improvements since FY 2002. More importantly, these improvements have seen tangible benefits for enhancing safety. For example, in June 2007, a Dassault Falcon 900 carrying 15 people overran the runway at Santa Barbara Airport without injury or substantial damage to the aircraft. The RSA for this runway had recently been improved by relocating a creek 12-15 feet deep that would have otherwise caused significant damage and injuries. In addition, runways equipped with EMAS have arrested aircraft on four separate occasions since 1999. EMAS technology has continued to advance since its initial development, allowing installations on runways where it was not previously practicable.

There are approximately 556 airports and 1,008 runways that commercial service aircraft use. The number of runways with an RSA substantially meeting standards increased from approximately 55 percent in 2000 to 76 percent in 2008. Figure 2 provides an illustration of RSAs that substantially meet standards. In 2000, FAA determined that 14 percent of RSAs were not practicable to improve. Today, FAA expects that only 2 percent or 21 runways will in fact not be improved because improvements are not practicable. This change is largely due to changes in FAA policy for improving RSAs and in advances in the EMAS technology.

Figure 2. Runways Substantially Meeting RSA Standards



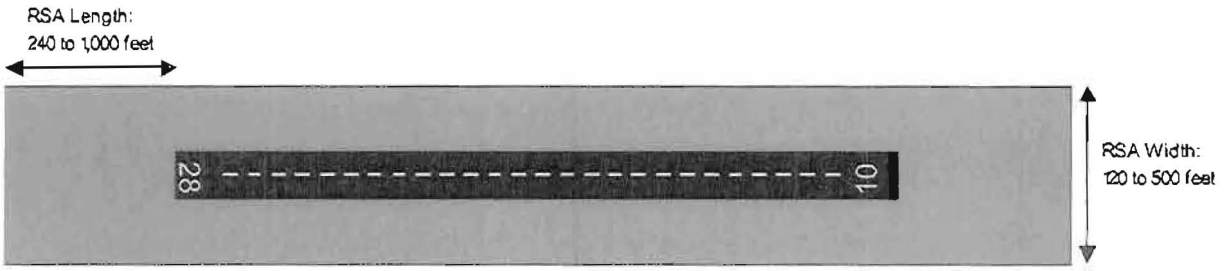
Note: All dimensions are required to substantially meet standards. However, these dimensions do not apply if declared distances or EMAS is used to obtain a standard RSA.

FAA STANDARDS AND POLICY

RSAs serve to reduce the risks associated with aircraft undershooting, overrunning, or veering off runways. According to FAA standards, RSAs must be cleared, drained, and support the weight of commercial aircraft. They must also meet dimensional requirements, typically 500 feet wide and extending to 1,000 feet beyond the end of the runway (see Figure 3). In 2004, FAA revised these standards to recognize EMAS as providing an equivalent safety enhancement to the 1000 feet x 500 feet area at the runway end.

In addition, RSAs must be free of objects, such as approach lighting systems, instrument landing systems, and other NAVAIDs, unless these objects need to be in the RSA to operate properly. If objects cannot be removed from the RSA, they must be frangible (i.e., designed to break away when hit by a plane) at a height of 3 inches or less from the ground.

Figure 3. RSA Dimensions



It is not always possible to improve RSAs to meet full dimensional standards. Construction costs can be extremely high when the airport is constrained by nearby natural features or urban development. Environmental constraints can also hamper RSA expansion proposals. Unlike other standards, RSA dimensions cannot be modified to suit local conditions. Instead, the FAA managers are required to make a practicability determination of the best alternative for improving any RSA that does not meet standards. The goal is to look for opportunities to improve until we meet all standards. The practicability determination then becomes the requirement for compliance with 14 CFR Part 139.

Airports can meet RSA standards by:
(1) constructing or expanding the existing RSA to meet dimensional standards;
(2) using declared distances to limit the useful length of the runway, and/or;
(3) installing EMAS.

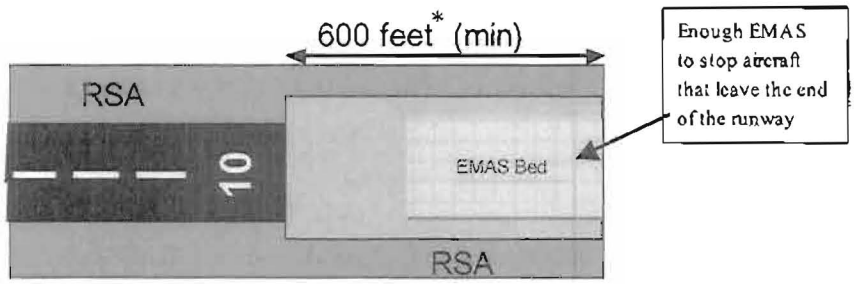
Each of these approaches provides a generally equivalent safety enhancement. However, FAA does not support actions that would result in shorter runways that impact operations of existing aircraft. According to FAA guidance, decisions on practicable improvements in terms of costs are linked to the cost of an equivalent EMAS installation (up to about $33 million a runway, depending upon the size of the aircraft). While this guidance may limit some RSA improvements, substantial improvements have been and will continue to be made even when the RSA cannot be improved to full standards.

FAA revised the RSA standards and issued guidance in 2004 to encourage the use of EMAS as an acceptable and desirable alternative when the full RSA is not practicable. In fact, the new standard establishes EMAS as an equivalent alternative to a standard RSA in terms of safety enhancement.

Under the new standard, an RSA meets current FAA design standards if:
(1) An EMAS bed conforming to the requirements of AC 150/5220-22A, Engineered Materials Arresting Systems (EMAS) for Aircraft Overruns, is capable of stopping the design or critical aircraft that leaves the end of the runway traveling 70 knots;
(2) The RSA extends at least 600 feet beyond the end of the runway; and
(3) The approach end of the runway provides vertical guidance (visual or electronic) for landing aircraft (see Figure 4).

These changes had significant impact on the potential safety enhancements of the RSA improvement program. For example, there has been a significant reduction in the number of determinations that find it is not practicable to improve the RSA.

Figure 4. Standard EMAS



* Applies only to runways with vertical guidance for approaches

OBJECTIVES

Background

The Office of the Associate Administrator for Airports (ARP) established an FY 2000 performance goal to do an inventory to identify objects and determine dimensions of existing RSAs at Part 139 airports. The 2000 RSA Inventory (RSAI) reported that approximately 422 runways had an RSA with less than 90 percent of the standard dimensions[3]. These runways were the priority runways that FAA targeted for upgrade.

Achieving RSA improvement goals were relatively easy in the first few years because the initial improvements were typically straightforward and uncomplicated. However, by FY 2004, it became clear that many of the remaining RSA improvements were large and expensive projects that involved extensive planning studies and environmental approvals. Accordingly, in FY 2005, FAA reassessed the entire RSA improvement program and developed a long-range completion and financial plan for all outstanding priority runways. It is important for FAA to continue to track priority runways because they typically have significant capital requirements that must be carefully managed to ensure funds are available when they are needed. The long-term RSA improvement schedule shows that all priority improvements will be completed by 2015.

The overall goal in FY 2008 was to improve all RSAs to standards at priority runways to the extent practicable by 2015. Beginning in FY 2009, as well as priority runways, this goal includes any runways that may need minor improvements or that has FAA-owned NAVAIDs that do not meet the requirements for a standard RSA. We have identified the overall plan for RSA improvement in Figure 1 and included priority runways, as well as all runways to be improved. Improvements or modifications to FAA-owned NAVAIDs are not usually eligible for AIP funding. Therefore, FAA's Office of the Associate Administrator for Airports and the Air Traffic Organization's Operations Business Unit issued a joint memorandum on

[3] The 422 runways are based on work that was done in 2000. A revalidation in 2005 increased that number to 454 as reported here. New information and field inspections may change this number from time to time.

February 4, 2009. The memorandum established a policy that will closely coordinate and plan for the necessary NAVAIDs improvements by 2015. We have attached the initial plan and schedule as Appendix A.

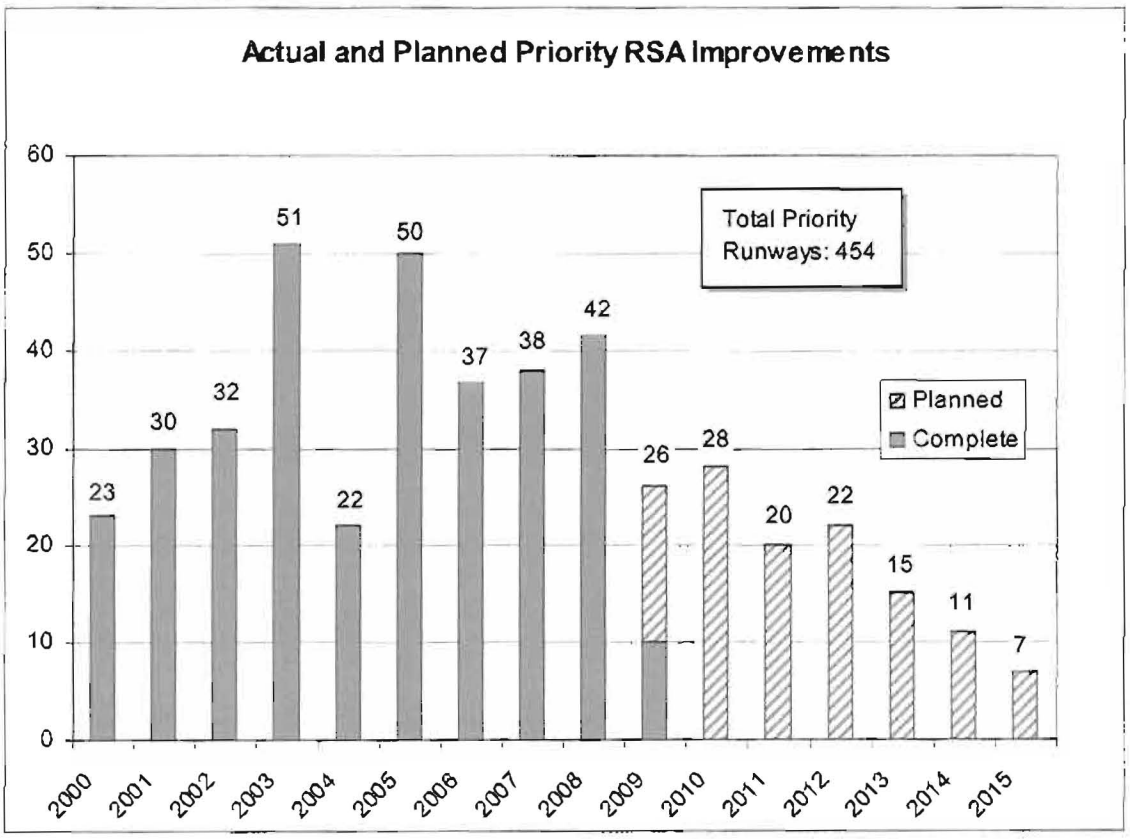
PLANS AND ACCOMPLISHMENTS

FY 2008 Accomplishments

FAA continued to develop and refine the long-term completion and financial plan in FY 2008. The FAA exceeded the FY 2008 goal of 39 improvements by completing 42 improvements at priority runways. The FAA completed improvements for 19 additional nonpriority runways. Figures 1 and 5 summarize the FAA RSA improvement plans and progress.

FAA's goal is to complete all practicable improvements to improve safety of the runway. This means that not all runways will have a standard RSA when the improvements are done. In FY 2008, 21 of the improvements at priority runways achieved a full standard RSA while the remaining runways were improved to the extent practicable.

Figure 5. Priority RSA Improvements per Year



Progress Since 2000

The FAA, in cooperation with airport sponsors, completed all practicable RSA improvements (not including, in all cases, FAA-owned NAVAIDs) for 335 out of 454 priority commercial service runways since 2000. Including nonpriority runways, 427 of about 630 RSAs have been improved since 2000. The number of runways with RSAs meeting 100 percent of the standard increased from 30 percent in 2000 to 57 percent in 2008. FAA plans to complete all practicable improvements for approximately 165 more runways by 2015. Figure 6 summarizes the status of the RSA improvement program. Appendix B lists the status of each runway with respect to RSA standards and completed improvements.

Each RSA improvement can involve various strategies for meeting the overall RSA goal. These strategies include:

a. constructing or expanding the RSA;
b. modifying or relocating the runway;
c. installing EMAS;
d. implementing declared distances to reduce the useful length of the runway; or
e. any combination of the above.

Another way a RSA can be improved to meet standards is when the design aircraft or approach visibilities change and the resulting standard dimensions decrease. For example, if the design aircraft reference code (ARC) changes from C-II to B-II on a runway with lower than ¾ mile visibility, then the corresponding RSA standard length beyond the end of the runway decreases from 1,000 feet to 600 feet. For more information on ARCs, see AC 150/5300-13, Airport Design. In FY 2008, three runways are reported to have reduced the standard RSA dimensions. Figure 7 is a summary of the types of actual RSA improvements since 2000.

Not Practicable To Improve

Not all runways can be improved to meet current RSA standards because of costs and other constraints. In fact, 21 runways nationally will not be improved at all because they are not practicable to improve (see Appendix C). Runways are normally determined not to be practicable to improve because the safety enhancement is not cost effective. For example, the RSA for Runway 11/29 at Lafayette Regional is constrained by a bayou and swamp on one end and U.S. Highway 90 on the other. In other cases, environmental constraints prevent further improvements, and rarely, the determination is based on the fact that the airport or runway will close or relocate in the near future.

Improvements at Large Airports

The nations 30 largest airports handle over one-fourth of the Nation's passenger traffic, yet the RSAs for these runways are often substandard and difficult to improve. Only 52 percent of these runways meet full RSA standards and 62 percent substantially meet standards compared to 62 percent and 77 percent, respectively for all airports. Large airports often face major manmade, natural, environmental, and legal challenges that can prevent them from achieving

needed RSA improvements on schedule. RSA improvements at these airports are often large and complex projects that may take several years to complete. Several factors often influence project planning schedules:

a. Alternatives Analysis and Environmental Review. Many improvement projects require a careful review of various alternatives for their impact on airport operations and the surrounding community. Environmental review and, in some cases, an environmental impact statement are required before final approval. This process can take several years depending upon how far along the airport sponsor is in the project planning and formulation process.

b. Large Capital Programs. Planned RSA improvements can involve several runways and often must be coordinated with other large capital improvement projects. Operational needs may require careful phasing and coordination of RSA improvements so that they are completed in a logical and minimally disruptive sequence for the airport.

c. AIP funding requirements to support RSA improvements for certain airports or FAA regions can far exceed the available annual funding. For example, project planning and formulation for several high-cost improvements might coincide in a single funding year. Since AIP funds allocations cannot handle extreme fluctuations from year to year, projects may need to be staggered over several years.

d. Permits and Local Governments. Even when the environmental process is completed, permits from Federal, State, and local governments may be required before the work can begin. If the improvement project affects nearby jurisdictions, legislative action or other approvals may also be required before work can begin. Any controversy associated with the airport or the improvement project could delay approvals and delay the overall project schedule.

RSA improvements for 25 runways at large airports remain to be completed by 2015. When all work is completed, 11 will be improved to meet all RSA standards. RSAs on the remaining 14 runways will be improved to the extent practicable. RSA improvements for seven runways at large airports were completed in FY 2008 and two of those were improved to meet all RSA standards (excluding FAA-owned NAVAIDs) (see Figure 8). We are working with our FAA regions and the large airport sponsors to accelerate their RSA projects if possible. The FY 2009 report will include summaries of the RSA project status for each of the 30 largest airports.

Figure 6. RSA Improvement Program Status

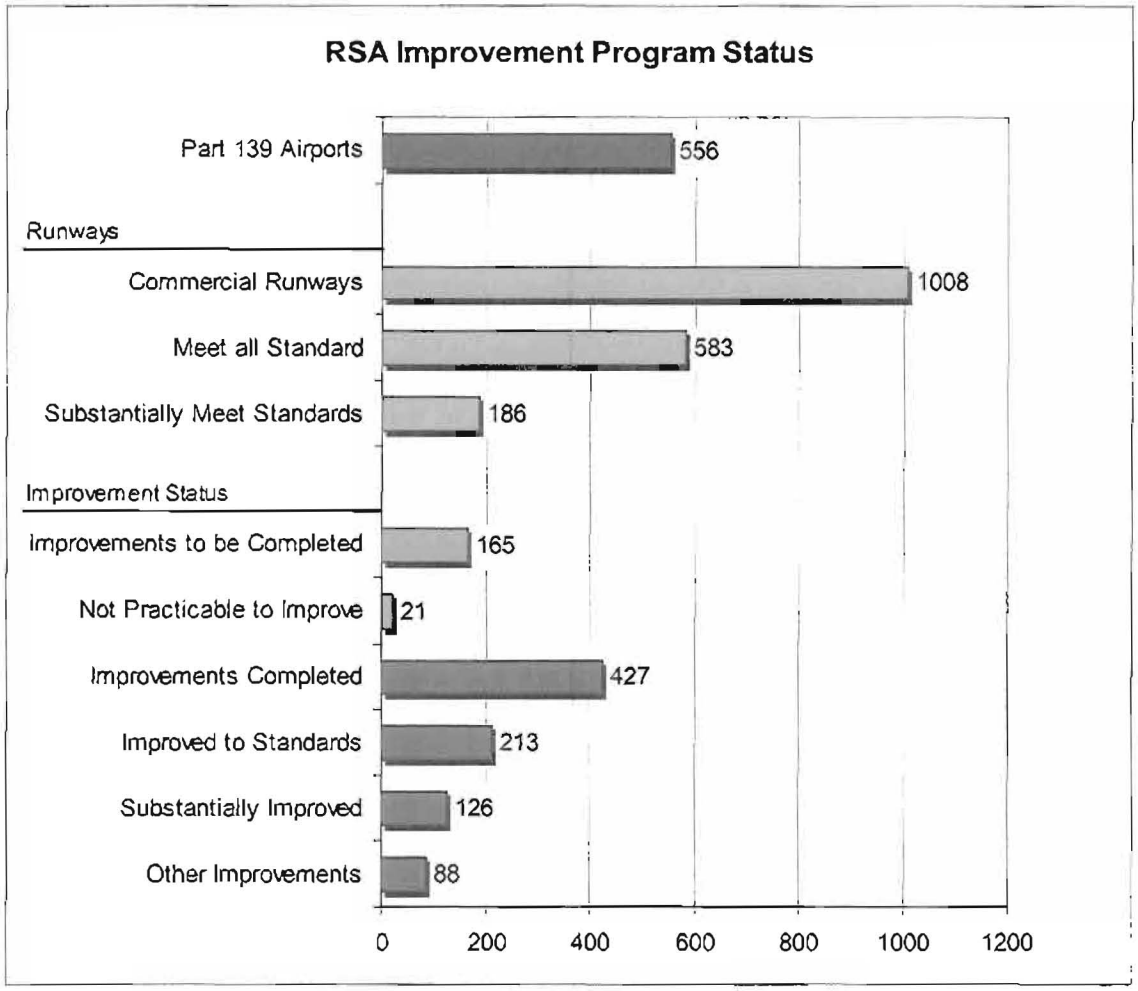


Figure 7. RSA Improvement Types: 2000-2008

RSA Improvement Type	2000-2008	Completed in 2008
Total Improvements Completed	427	61
RSA Construction/Expansion	248	30
Runway Constructions/Modification	54	11
EMAS Installation	21	6
Use of Declared Distances	106	17
Other	136	15

Note: Some improvements involved more that one method.

Figure 8. RSA Improvements at Large Airports - 2008

State	Facility Name	Runway	STD Length	STD Width	End 1 Length	End 1 Width	End 2 Length	End 2 Width	EMAS
NY	JOHN F KENNEDY INTL	04R/22L	1000	500	470	500	514	500	√
IL	CHICAGO MIDWAY INTL	04R/22L	1000	500	61	500	127	500	√
IL	CHICAGO MIDWAY INTL	13C/31C	1000	500	82	500	48	500	√
WA	SEATTLE-TACOMA INTL	16C/34C	1000	500	1000	500	1000	500	
WA	SEATTLE-TACOMA INTL	16L/34R	1000	500	1000	500	1000	500	
NC	CHARLOTTE/DOUGLAS INTL	18L/36R	1000	500	630	500	1000	500	√
TX	GEORGE BUSH INTERCONTINENTAL	09/27	1000	500	1000	400	1000	400	

High-Cost Improvements

Current FAA guidance establishes a maximum feasible improvement cost between $7 million and $33 million depending on the size of the design aircraft and the local construction costs. The maximum feasible cost helps FAA managers decide when RSA improvements are not practicable, although the ultimate cost to improve the RSA can exceed this amount for large airports and for special situations. In areas where construction costs are higher than the national average, the maximum feasible cost would also be adjusted higher. Planned expenditures for the remaining improvements are high as $42 million a runway. There are 22 runways that are estimated to cost more than $15 million. In some cases, the costs for the RSA improvements are intertwined with other significant runway improvement projects, so it is difficult to account for all expenditures associated with RSA improvements.

Office of Inspector General (OIG) Runway Safety Area Audit

The OIG Runway Safety Audit dated March 3, 2009, listed several areas where FAA could improve the RSA program. This included developing plans, budgets, and schedules for removing or modifying FAA owned NAVAIDS in RSA, improving quality control of the FAA RSA database, and accelerating RSA improvements at 11 large airports. The FAA agrees and is initiating actions to address the OIG's concerns.

Specifically the OIG had five recommendations:

Recommendation #1: Develop and implement an action plan for ensuring we improve RSAs at the 11 large airports to the extent practicable. This plan should include projected milestones and costs, a designated improvement method, and the extent to which RSAs will meet standards.

FAA response #1: FAA agrees. We will direct FAA regions to energize efforts on working with sponsors to complete plans and document the status for each RSA at all large-hub airports. By expanding the list beyond the 11 identified by the report, we will ensure complete accountability for RSAs at the busiest airports. FAA regions will submit improvement plans and status reports at the end of each fiscal year. We will include the designated improvement methods and the extent to which the RSAs will meet standards consistent with sponsor commitment and environmental requirements.

Recommendation #2: Work with ATO to develop and implement an effective program for addressing NAVAIDs located in RSAs. This program should focus on (a) improved coordination, (b) guidance on using new 3-inch frangible bolts, and (c) a plan for relocating or modifying those NAVAIDs posing the greatest safety risk.

FAA response #2: FAA agrees. The Office of Airports continues to work with the Air Traffic Organization to develop these procedures for the two organizations to identify NAVAIDs in RSAs and to take appropriate action to comply with RSA standards by 2015. We will develop these procedures by May 15, 2009. We will develop a plan, schedule, and budget for completing the NAVAID RSA projects to the extent practicable by the end of 2015. We will complete this plan by June 30, 2009. Finally, we will issue an advisory circular providing guidance on frangible bolts by the end of April 2009.

Recommendation #3: Issue detailed guidance and conduct training for all field offices on the proper identification, tracking, and reporting of RSA status, including NAVAIDs.

FAA response #3: FAA agrees. We will continue to support the RSA Inventory (RSAI) database and provide guidance as needed for reporting purposes. The RSAI database, first developed in 2000, has been through 16 revisions. There is a detailed user guide posted on a common electronic folder, and internal orders are in place to ensure data quality. We will issue updated guidance by June 30, 2009. The guidance will address training issues, as we understand that one of the problems with proper data entry is that the responsibilities for entering data often shifts to new people because of transfers, retirements, or other actions.

Recommendation #4: Implement quality control procedures to ensure the accuracy and integrity of RSA data. These procedures should (a) standardize documentation for field offices to use in making determinations, (b) electronically link determinations from FAA regional offices with the RSAI, and (c) require periodic tests of data in the RSAI.

FAA response #4: FAA agrees. We are constantly updating the RSAI database. We will review procedures to identify improvements, including electronically linking determinations from FAA regional offices. We will complete this review by September 30, 2009. The review will address the need for periodic review of the data with the FAA field offices that are in the best position to confirm the data entries.

Recommendation #5: Expand the annual report to Congress to identify the following:
(a) which RSAs do not meet the full RSA design standards;
(b) what plans are in place to allow these RSAs to achieve full standards;
(c) what challenges exist to prevent these RSAs from meeting the full RSA design standards by 2015; and
(d) what assistance will be needed to achieve planned improvements.

FAA response #5: FAA agrees and will include this information in the 2009 report to Congress.

Federal Aviation Administration

Memorandum

Date: FEB 0 4 2009

To: Steve Zaidman, Vice President, Technical Operations Services
Teri Bristol, Vice President, Service Centers
Teresa Hudson, Director, Eastern Service Area
Jo Tarrh, Director, Central Service Area
Ed Moy, Director, Western Service Area
Managers, Regional Airport Divisions
J C Johns, Director, Navigation Services

From: Richard L. Day, Senior Vice President, Operations Business Unit
Catherine Lang, ~~Deputy~~ Associate Administrator for Airports (A)

Subject: Initiative to Correct FAA Owned NAVAID Violations in Runway Safety Areas

The FAA's runway safety program includes numerous programmatic elements intended to improve the overall safety of the Runways and Runway Safety Areas. RSA's. The program continues to refocus and accelerate efforts to complete RSA improvements. One key element of this program is RSA Sterilization.

Current standards for RSA Sterilization include provisions for clear areas, surface drainage, and weight supportability. The FAA currently owns and operates numerous NAVAIDS that violate the RSA clear area provision of 14 CFR Part 139.

Although measured incremental progress has been made to correct these FAA owned NAVAID RSA violations, a concerted, focused initiative now must be launched to ensure compliance of FAA owned NAVAIDS with 14 CFR 139 pertaining to Runway Safety Areas.

PL-109-115 requires the FAA to complete RSA compliance with 14 CFR 139 not later than 12/31/2015 which is inclusive of FAA owned NAVAIDS.

ATO and ARP jointly commit to meeting this deadline date (12/31/2015) for the FAA owned NAVAID portion of the RSA sterilization effort. Our two organizations will work together to:

1. Validate/Verify each documented FAA owned NAVAID RSA violation in the Airports, ARP, database (a.k.a. RSAI).
2. Assign appropriate priority to all verified/validated FAA owned NAVAID RSA violations.
3. Determine practicability and/or fixed by function applicability in each instance or FAA owned NAVAID RSA violation.
4. Determine appropriate corrective action to each FAA owned NAVAID RSA violation.
5. Verify priority completion plan and schedule
6. Prepare a strategic initiative for FY-2010 and out year business plans for completing this FAA owned NAVAID violation correction initiative by 12/31/2015.

7. Ensure the ATO business plan has targets for annual NAVAID RSA violation project completions and updates of schedules and budgets.
8. Ensure the ARP business plan has targets for annual overall RSA violation corrections.
9. Incentivize NAVAID RSA violation project completions in ARP and ATO STIs.
10. Refine and publish detailed procedure for the execution of this initiative to correct FAA owned NAVAID RSA violations by 4/30/2009.

ATO will complete the following actions in support of this initiative:

1. Determine rough order of magnitude (ROM) cost estimates (to include labor hours) associated with each instance of an FAA owned NAVAID RSA violation.
2. Develop a resource loaded list of NAVAID projects organized in priority order.
3. Develop a schedule plan to complete all FAA owned NAVAID RSA violations prior to 12/31/2015. Plan completed by 6/30/2009.
4. Develop a budget for funding required NAVAID RSA projects for inclusion in the FY-2011 through FY-2015 F&E budget requests.
5. Quarterly update budget and schedule and brief ARP on progress.
6. Execute and complete all funded FAA Owned NAVAID RSA violation correcting projects. All identified projects will be completed prior to 12/31/2015.

ARP will complete the following actions in support of this initiative:

1. Make all appropriate NAP entries once scope and ROM cost estimates have been developed.

Continuing focus and tight program management are essential to completing this formidable initiative by 12/31/2015. Our organizations are committed to applying the necessary resources and emphasis in order to ensure successful completion.

Please direct any questions or concerns on this joint initiative to Steve Zaidman, ATO VP for Technical Operations at 202-267-8181.

Cc: AAS-1/2
APP-1
ACO-1
AJT-0
AJS-0

FAA Runway Safety Area Improvement Program Status Report

This appendix provides the status of each commercial service runway in the FAA Runway Safety Area Improvement Program. The data is based on the latest information provided by the FAA regional offices as of the date of this report. The FAA does not require nor expect an independent validation of this data. While consistency and validity of individual records vary from location to location, FAA believes that this report provides an overall indication of the progress and accomplishments for improving runway safety areas.

This appendix uses the following column definitions:

Column Definitions:

Std RSA. The RSA has been designated as meeting all RSA standards. Note that some runways can be designated to meet standards with less than 100 percent of the standard dimensions if they are using declared distances or EMAS to achieve the standard.

Std 90. The RSA substantially meets standards by having at least 90 percent of the standard dimensions of length and width on each end of the runway. This column is mutually exclusive to the *Std RSA* column.

Is Complete. All practicable improvements have been completed since 2000. No additional improvements are anticipated prior to 2015.

STD Length. This is the RSA standard for the runway, assuming that a standard EMAS is not provided for the runway. The length is the distance that the RSA extends beyond each end of the runway. This dimension depends upon the size of the aircraft and the available instrument approach visibilities for the runway. The length dimension is usually 1,000 feet but can be as short as 240 feet.

End 1 Length and End 2 Length. This is the length of the RSA off the ends of the runway as reported in the RSAI database. Often the actual RSA shape is not square and the actual RSA dimensions will vary depending upon how it is measured. The RSAI database contains a sketch of the RSA that can help clarify the meaning of the length dimension.

STD 100. The RSA dimensions for length and width are equal to or greater than the standard dimensions, or a standard RSA is achieved using declared distances and/or EMAS. Note that this column checks the width, as well as the length even though only length is reported here.

Complete This FY. RSA improvements that were completed during Fiscal Year 2008.

Will Meet Stds. Estimated to achieve Std RSA status upon completion of all practicable improvements by 2015.

Will Meet Std 90. Estimated to achieve Std 90 status upon completion of all practicable improvements by 2015.

				1008	583	186	427				739	61	668	835
Region	City	State	LocID	Runway	Std RSA	Std 90	Is Complete	STD Length	End 1 Length	End 2 Length	STD 100	Complete This FY	Will Meet Stds	Will Meet Std90
AAL	ADAK ISLAND	AK	ADK	05/23				1000	0	0				
AAL	ADAK ISLAND	AK	ADK	18/36				600	0	0				
AAL	KODIAK	AK	ADQ	11/29	√			600	600	600	√		√	√
AAL	KODIAK	AK	ADQ	07/25				1000	1163	0				
AAL	KODIAK	AK	ADQ	18/36				1000	0	0				
AAL	RED DOG	AK	AED	02/20				1000	300	300				
AAL	KING SALMON	AK	AKN	11/29	√		√	1000	1000	1000	√	√		√
AAL	ANCHORAGE	AK	ANC	14/32	√			1000	1000	1000	√		√	√
AAL	ANCHORAGE	AK	ANC	07L/25R	√			1000	1000	1000	√		√	√
AAL	ANCHORAGE	AK	ANC	07R/25L	√			1000	1000	1000	√		√	√
AAL	BETHEL	AK	BET	18/36	√		√	1000	1000	1000	√		√	√
AAL	BARROW	AK	BRW	06/24				1000	100	200				
AAL	COLD BAY	AK	CDB	08/26	√		√	1000	1000	1000	√			√
AAL	COLD BAY	AK	CDB	14/32				1000	225	405				
AAL	CORDOVA	AK	CDV	09/27			√	1000	500	1000				
AAL	DILLINGHAM	AK	DLG	01/19				1000	288	201				
AAL	UNALASKA	AK	DUT	12/30				1000	200	300				
AAL	KENAI	AK	ENA	01L/19R	√		√	1000	1000	1000	√		√	√
AAL	FAIRBANKS	AK	FAI	01L/19R	√			1000	1000	1000	√		√	√
AAL	GALBRAITH LAKE	AK	GBH	12/30				600	100	90			√	√
AAL	GUSTAVUS	AK	GST	11/29				1000	570	194			√	√
AAL	HOMER	AK	HOM	03/21	√			600	600	600	√		√	√
AAL	ILIAMNA	AK	ILI	07/25	√			600	600	600	√		√	√
AAL	ILIAMNA	AK	ILI	17/35	√			600	600	600	√		√	√
AAL	JUNEAU	AK	JNU	08/26				1000	240	211				
AAL	KETCHIKAN	AK	KTN	11/29	√		√	1000	1000	1000	√		√	√
AAL	NOME	AK	OME	03/21				1000	0	0			√	√
AAL	NOME	AK	OME	10/28				1000	0	0			√	√
AAL	KOTZEBUE	AK	OTZ	08/26				1000	200	200				
AAL	PROSPECT CREEK	AK	PPC	18/36				600	100	170			√	√
AAL	PETERSBURG	AK	PSG	04/22				1000	200	200				
AAL	DEADHORSE	AK	SCC	04/22	√		√	1000	1000	1000	√		√	√
AAL	SAND POINT	AK	SDP	13/31	√		√	600	600	600	√		√	√
AAL	SITKA	AK	SIT	11/29				1000	200	200				
AAL	ST PAUL ISLAND	AK	SNP	18/36	√			1000	1000	1000	√		√	√
AAL	VALDEZ	AK	VDZ	06/24	√		√	1000	1000	1000	√		√	√
AAL	WRANGELL	AK	WRG	10/28			√	1000	600	1000				
AAL	YAKUTAT	AK	YAK	02/20				1000	1000	500			√	√
AAL	YAKUTAT	AK	YAK	11/29	√		√	1000	1000	1000	√		√	√
ACE	ALLIANCE	NE	AIA	12/30	√		√	1000	1000	1000	√		√	√
ACE	KAISER LAKE OZARK	MO	AIZ	03/21	√		√	1000	1000	1000	√		√	√
ACE	WATERLOO	IA	ALO	12/30	√		√	1000	1000	1000	√		√	√
ACE	WATERLOO	IA	ALO	18/36	√		√	1000	1000	1000	√		√	√
ACE	SCOTTSBLUFF	NE	BFF	05/23	√		√	1000	1000	1000	√		√	√
ACE	SCOTTSBLUFF	NE	BFF	12/30	√		√	1000	1000	1000	√		√	√

				1008	583	186	427				739	61	668	835
Region	City	State	LocID	Runway	Std RSA	Std 90	Is Complete	STD Length	End 1 Length	End 2 Length	STD 100	Complete This FY	Will Meet Stds	Will Meet Std90
ACE	BURLINGTON	IA	BRL	12/30	√		√	1000	1000	1000	√			√
ACE	BURLINGTON	IA	BRL	18/36	√		√	1000	1000	1000	√		√	√
ACE	CHADRON	NE	CDR	02/20	√		√	600	600	600	√			√
ACE	CHADRON	NE	CDR	11/29	√		√	300	300	300	√		√	√
ACE	CAPE GIRARDEAU	MO	CGI	02/20	√		√	300	300	300	√		√	√
ACE	CAPE GIRARDEAU	MO	CGI	10/28	√		√	1000	1000	1000	√		√	√
ACE	CEDAR RAPIDS	IA	CID	09/27			√	1000	1000	565				
ACE	CEDAR RAPIDS	IA	CID	13/31	√		√	1000	1000	1000	√		√	√
ACE	COLUMBIA	MO	COU	02/20	√		√	1000	1000	1000	√		√	√
ACE	COLUMBIA	MO	COU	13/31	√		√	300	300	300	√		√	√
ACE	DUBUQUE	IA	DBQ	13/31	√		√	800	800	1000	√		√	√
ACE	DUBUQUE	IA	DBQ	18/36	√		√	1000	1000	1000	√		√	√
ACE	DODGE CITY	KS	DDC	02/20	√		√	300	300	300	√		√	√
ACE	DODGE CITY	KS	DDC	14/32			√	1000	1000	468				
ACE	DES MOINES	IA	DSM	05/23	√		√	1000	1000	1000	√		√	√
ACE	DES MOINES	IA	DSM	13/31	√		√	1000	1000	1000	√		√	√
ACE	KEARNEY	NE	EAR	13/31	√		√	300	300	300	√		√	√
ACE	KEARNEY	NE	EAR	18/36	√		√	1000	1000	1000	√		√	√
ACE	FORT DODGE	IA	FOD	06/24	√		√	1000	1000	1000	√		√	√
ACE	FORT DODGE	IA	FOD	12/30	√		√	300	300	300	√		√	√
ACE	TOPEKA	KS	FOE	03/21	√		√	1000	1000	1000	√		√	√
ACE	TOPEKA	KS	FOE	13/31	√		√	1000	1000	1000	√		√	√
ACE	GREAT BEND	KS	GBD	11/29	√		√	300	300	300	√		√	√
ACE	GREAT BEND	KS	GBD	17/35	√		√	1000	1000	1000	√		√	√
ACE	GARDEN CITY	KS	GCK	12/30	√		√	1000	1000	1000	√		√	√
ACE	GARDEN CITY	KS	GCK	17/35	√		√	1000	1000	1000	√		√	√
ACE	GRAND ISLAND	NE	GRI	13/31	√		√	1000	1000	1000	√		√	√
ACE	GRAND ISLAND	NE	GRI	17/35	√		√	1000	1000	1000	√		√	√
ACE	HUTCHINSON	KS	HUT	04/22				1000	757	1000				
ACE	HUTCHINSON	KS	HUT	13/31				1000	1000	650			√	√
ACE	HUTCHINSON	KS	HUT	17/35	√			300	300	237	√			√
ACE	HAYS	KS	HYS	04/22	√		√	1000	1000	1000	√		√	√
ACE	HAYS	KS	HYS	16/34	√		√	1000	1000	1000	√			√
ACE	WICHITA	KS	ICT	01L/19R		√	√	1000	1000	1000	√			√
ACE	WICHITA	KS	ICT	01R/19L		√	√	1000	1000	1006	√			√
ACE	WICHITA	KS	ICT	14/32			√	1000	1000	320				
ACE	KIRKSVILLE	MO	IRK	18/36	√		√	1000	1000	1000	√		√	√
ACE	JEFFERSON CITY	MO	JEF	09/27	√		√	300	500	500	√		√	√
ACE	JEFFERSON CITY	MO	JEF	12/30	√		√	1000	1000	1000	√		√	√
ACE	JOPLIN	MO	JLN	13/31	√		√	1000	600	820	√			√
ACE	JOPLIN	MO	JLN	18/36	√		√	1000	1000	1000	√		√	√
ACE	NORTH PLATTE	NE	LBF	12/30	√		√	1000	1000	1000	√		√	√
ACE	NORTH PLATTE	NE	LBF	17/35	√		√	300	300	300	√		√	√
ACE	LIBERAL	KS	LBL	03/21	√		√	1000	1000	1000	√		√	√
ACE	LIBERAL	KS	LBL	17/35	√		√	1000	1000	1000	√		√	√

				1008	583	186	427				739	61	668	835
Region	City	State	LocID	Runway	Std RSA	Std 90	Is Complete	STD Length	End 1 Length	End 2 Length	STD 100	Complete This FY	Will Meet Stds	Will Meet Std90
ACE	LINCOLN	NE	LNK	14/32		√	√	1000	900	1000				√
ACE	LINCOLN	NE	LNK	17/35	√		√	1000	1000	1000	√		√	√
ACE	LINCOLN	NE	LNK	18/36		√	√	1000	1000	1000	√			√
ACE	KANSAS CITY	MO	MCI	01L/19R		√	√	1000	1000	1000				√
ACE	KANSAS CITY	MO	MCI	01R/19L	√		√	1000	1000	1000	√	√	√	√
ACE	KANSAS CITY	MO	MCI	09/27	√		√	1000	1000	1000	√	√	√	√
ACE	MC COOK	NE	MCK	03/21	√		√	240	240	240	√		√	√
ACE	MC COOK	NE	MCK	12/30			√	1000	1000	625				
ACE	MASON CITY	IA	MCW	12/30	√		√	1000	1000	1000	√		√	√
ACE	MASON CITY	IA	MCW	18/36		√	√	1000	1000	900				√
ACE	MANHATTAN	KS	MHK	03/21	√		√	1000	1000	660	√			√
ACE	MANHATTAN	KS	MHK	13/31				240	150	240			√	√
ACE	KANSAS CITY	MO	MKC	01/19				1000	425	10				
ACE	KANSAS CITY	MO	MKC	03/21	√		√	300	300	300	√	√		√
ACE	OMAHA	NE	OMA	14L/32R	√		√	1000	1000	1000	√		√	√
ACE	OMAHA	NE	OMA	14R/32L		√	√	1000	1000	980				√
ACE	OMAHA	NE	OMA	18/36	√		√	1000	1000	1000	√		√	√
ACE	SPRINGFIELD	MO	SGF	02/20				1000	1000	890				
ACE	SPRINGFIELD	MO	SGF	14/32	√			1000	1000	1000	√		√	√
ACE	SALINA	KS	SLN	12/30	√		√	1000	1000	1000	√		√	√
ACE	SALINA	KS	SLN	17/35	√		√	1000	1000	1000	√		√	√
ACE	ST JOSEPH	MO	STJ	17/35	√		√	1000	1000	1000	√		√	√
ACE	ST LOUIS	MO	STL	06/24			√	1000	1000	750		√		
ACE	ST LOUIS	MO	STL	12L/30R				1000	1000	600			√	√
ACE	ST LOUIS	MO	STL	12R/30L	√		√	1000	600	825	√			√
ACE	ST LOUIS	MO	STL	11/29	√		√	1000	1000	1000	√		√	√
ACE	ST LOUIS	MO	SUS	08R/26L	√		√	1000	950	808	√	√		√
ACE	SIOUX CITY	IA	SUX	13/31	√		√	1000	1000	1000	√		√	√
ACE	SIOUX CITY	IA	SUX	17/35	√		√	1000	1000	1000	√		√	√
AEA	ALLENTOWN	PA	ABE	06/24	√		√	1000	1000	1000	√	√	√	√
AEA	ALLENTOWN	PA	ABE	13/31			√	1000	200	170		√		
AEA	ATLANTIC CITY	NJ	ACY	04/22	√			1000	1000	1000	√		√	√
AEA	ATLANTIC CITY	NJ	ACY	13/31	√			1000	1000	1000	√		√	√
AEA	ALBANY	NY	ALB	01/19	√			1000	1000	1000	√		√	√
AEA	ALBANY	NY	ALB	10/28	√		√	1000	1000	1000	√			√
AEA	ALTOONA	PA	AOO	03/21			√	600	600	300			√	√
AEA	WATERTOWN	NY	ART	07/25	√			600	600	600	√		√	√
AEA	WATERTOWN	NY	ART	10/28	√		√	300	300	300	√		√	√
AEA	WILKES-BARRE/SCRAN	PA	AVP	04/22			√	1000	200	400				
AEA	WILKES-BARRE/SCRAN	PA	AVP	10/28	√			300	300	300	√		√	√
AEA	BRADFORD	PA	BFD	05/23	√			300	300	300	√		√	√
AEA	BRADFORD	PA	BFD	14/32			√	600	270	600			√	√
AEA	BINGHAMTON	NY	BGM	10/28		√	√	300	300	300	√			√
AEA	BINGHAMTON	NY	BGM	16/34			√	1000	400	400				
AEA	BECKLEY	WV	BKW	01/19	√			1000	1000	1000	√		√	√

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AEA	BECKLEY	WV	BKW	10/28				300	110	150				
AEA	Bluefield	WV	BLF	05/23				300	125	128			√	√
AEA	BUFFALO	NY	BUF	05/23			√	1000	350	1000				
AEA	BUFFALO	NY	BUF	14/32			√	1000	680	280				
AEA	BALTIMORE	MD	BWI	10/28	√			1000	1000	1000	√		√	√
AEA	BALTIMORE	MD	BWI	15L/33R				800	600	600			√	√
AEA	BALTIMORE	MD	BWI	15R/33L				1000	400	200				
AEA	BALTIMORE	MD	BWI	04/22				1000	500	50			√	√
AEA	CHARLOTTESVILLE	VA	CHO	03/21	√		√	1000	1000	1000	√		√	√
AEA	CLARKSBURG	WV	CKB	03/21				1000	350	1000			√	√
AEA	CHARLESTON	WV	CRW	05/23				1000	138	192				
AEA	CHARLESTON	WV	CRW	15/33			√	300	100	93		√		
AEA	WASHINGTON	DC	DCA	15/33				1000	170	120				
AEA	WASHINGTON	DC	DCA	01/19				1000	1000	750				
AEA	WASHINGTON	DC	DCA	04/22				1000	1000	200				
AEA	DU BOIS	PA	DUJ	07/25	√			600	600	600	√		√	√
AEA	ELMIRA/CORNING	NY	ELM	06/24	√			1000	1000	1000	√		√	√
AEA	ELMIRA/CORNING	NY	ELM	10/28			√	1000	1000	200				
AEA	ERIE	PA	ERI	06/24				1000	75	95				
AEA	NEWARK	NJ	EWR	04L/22R	√			1000	1000	1000	√		√	√
AEA	NEWARK	NJ	EWR	04R/22L	√			1000	1000	1000	√		√	√
AEA	NEWARK	NJ	EWR	11/29				1000	550	76				
AEA	FRANKLIN	PA	FKL	03/21			√	600	200	410				
AEA	FARMINGDALE	NY	FRG	01/19		√		300	680	575	√			√
AEA	FARMINGDALE	NY	FRG	14/32				1000	400	440				
AEA	GLENS FALLS	NY	GFL	01/19	√		√	1000	1000	1000	√	√	√	√
AEA	GLENS FALLS	NY	GFL	12/30	√		√	300	300	300	√	√	√	√
AEA	HAGERSTOWN	MD	HGR	09/27	√		√	1000	1000	1000	√	√	√	√
AEA	HAGERSTOWN	MD	HGR	02/20	√			300	300	300	√		√	√
AEA	WHITE PLAINS	NY	HPN	16/34	√			1000	1000	1000	√		√	√
AEA	HUNTINGTON	WV	HTS	12/30				1000	1000	500			√	√
AEA	WASHINGTON	DC	IAD	01C/19C	√			1000	1000	1000	√		√	√
AEA	WASHINGTON	DC	IAD	01R/19L	√			1000	1000	1000	√		√	√
AEA	WASHINGTON	DC	IAD	12/30	√			1000	1000	1000	√		√	√
AEA	NIAGARA FALLS	NY	IAG	06/24				1000	735	231				
AEA	NIAGARA FALLS	NY	IAG	10L/28R	√			1000	1000	1000	√		√	√
AEA	NIAGARA FALLS	NY	IAG	10R/28L	√			300	300	300	√		√	√
AEA	WILMINGTON	DE	ILG	01/19				1000	625	800			√	√
AEA	WILMINGTON	DE	ILG	09/27				1000	1000	850				
AEA	WILMINGTON	DE	ILG	14/32	√			300	300	300	√		√	√
AEA	WILLIAMSPORT	PA	IPT	09/27	√		√	600	600	600	√		√	√
AEA	WILLIAMSPORT	PA	IPT	12/30	√			300	300	300	√		√	√
AEA	ISLIP	NY	ISP	06/24				1000	870	1000				
AEA	ISLIP	NY	ISP	10/28				1000	1000	833				
AEA	ISLIP	NY	ISP	15R/33L		√		1000	1000	957				√

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AEA	ISLIP	NY	ISP	15L/33R	√			240	300	300	√		√	√
AEA	ITHACA	NY	ITH	14/32	√		√	1000	1000	1000	√			√
AEA	NEW YORK	NY	JFK	04L/22R				1000	141	1000				
AEA	NEW YORK	NY	JFK	04R/22L			√	1000	470	514		√		
AEA	NEW YORK	NY	JFK	13L/31R				1000	600	1000				
AEA	NEW YORK	NY	JFK	13R/31L	√			1000	1000	1000	√		√	√
AEA	JAMESTOWN	NY	JHW	07/25	√		√	1000	1000	1000	√	√	√	√
AEA	JAMESTOWN	NY	JHW	13/31	√			300	300	300	√		√	√
AEA	JOHNSTOWN	PA	JST	05/23			√	300	300	175				
AEA	JOHNSTOWN	PA	JST	15/33	√		√	600	600	600	√		√	√
AEA	LATROBE	PA	LBE	05/23		√	√	1000	1000	1000	√			√
AEA	NEW YORK	NY	LGA	04/22				1000	520	100				
AEA	NEW YORK	NY	LGA	13/31				1000	100	420				
AEA	LANCASTER	PA	LNS	08/26				1000	450	90				
AEA	LANCASTER	PA	LNS	13/31	√			300	300	300	√		√	√
AEA	LEWISBURG	WV	LWB	04/22				1000	1000	110			√	√
AEA	LYNCHBURG	VA	LYH	04/22		√	√	1000	1000	900				√
AEA	HARRISBURG	PA	MDT	13/31			√	1000	125	620				
AEA	MORGANTOWN	WV	MGW	18/36			√	1000	200	1000		√		
AEA	MASSENA	NY	MSS	05/23	√			1000	1000	1000	√		√	√
AEA	MASSENA	NY	MSS	09/27	√			300	300	300	√		√	√
AEA	MONTICELLO	NY	MSV	15/33				300	100	200			√	√
AEA	OGDENSBURG	NY	OGS	09/27	√			300	300	300	√		√	√
AEA	NORFOLK	VA	ORF	05/23	√			1000	1000	1000	√		√	√
AEA	NORFOLK	VA	ORF	14/32	√			300	300	300	√		√	√
AEA	NEWPORT NEWS	VA	PHF	02/20		√	√	1000	1000	900				√
AEA	NEWPORT NEWS	VA	PHF	07/25				1000	600	600			√	√
AEA	PHILADELPHIA	PA	PHL	09L/27R	√			1000	1000	1000	√		√	√
AEA	PHILADELPHIA	PA	PHL	17/35	√			1000	1000	1000	√		√	√
AEA	PHILADELPHIA	PA	PHL	08/26				1000	1000	850			√	√
AEA	PHILADELPHIA	PA	PHL	09R/27L				1000	100	1000			√	√
AEA	PITTSBURGH	PA	PIT	10C/28C	√			1000	1000	1000	√		√	√
AEA	PITTSBURGH	PA	PIT	10L/28R			√	1000	600	1000		√		
AEA	PITTSBURGH	PA	PIT	10R/28L	√			1000	1000	1000	√		√	√
AEA	PITTSBURGH	PA	PIT	14/32				1000	700	560			√	√
AEA	PARKERSBURG	WV	PKB	03/21			√	1000	500	500		√		
AEA	PARKERSBURG	WV	PKB	10/28	√			300	300	300	√		√	√
AEA	POUGHKEEPSIE	NY	POU	06/24			√	1000	111	300				
AEA	READING	PA	RDG	13/31				1000	700	329				
AEA	READING	PA	RDG	18/36				1000	60	265				
AEA	RICHMOND	VA	RIC	02/20	√			1000	1000	1000	√		√	√
AEA	RICHMOND	VA	RIC	07/25	√			600	600	600	√		√	√
AEA	RICHMOND	VA	RIC	16/34	√			1000	1000	1000	√		√	√
AEA	Rome	NY	RME	15/33	√			1000	1000	1000	√		√	√
AEA	ROANOKE	VA	ROA	06/24				1000	90	150				

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AEA	ROANOKE	VA	ROA	15/33			√	1000	600	1000			√	√
AEA	ROCHESTER	NY	ROC	04/22	√			1000	1000	1000	√		√	√
AEA	ROCHESTER	NY	ROC	10/28			√	1000	700	1000				
AEA	SALISBURY	MD	SBY	05/23	√		√	1000	1000	1000	√		√	√
AEA	SALISBURY	MD	SBY	14/32			√	1000	400	1000				
AEA	STAUNTON/WAYNESBO	VA	SHD	05/23		√	√	1000	1000	1000	√			√
AEA	SARANAC LAKE	NY	SLK	05/23			√	1000	760	1000				
AEA	SARANAC LAKE	NY	SLK	09/27	√			300	300	300	√		√	√
AEA	NEWBURGH	NY	SWF	09/27	√		√	1000	1000	400	√			√
AEA	NEWBURGH	NY	SWF	16/34			√	1000	850	1000				
AEA	SYRACUSE	NY	SYR	10/28	√			1000	1000	1000	√		√	√
AEA	SYRACUSE	NY	SYR	15/33	√		√	1000	1000	1000	√		√	√
AEA	TETERBORO	NJ	TEB	01/19				1000	100	1000			√	√
AEA	TETERBORO	NJ	TEB	06/24				1000	200	85				
AEA	TRENTON	NJ	TTN	06/24				1000	330	720			√	√
AEA	TRENTON	NJ	TTN	16/34				1000	206	150				
AEA	STATE COLLEGE	PA	UNV	06/24	√			1000	1000	1000	√		√	√
AGL	ABERDEEN	SD	ABR	13/31	√			1000	1000	1000	√		√	√
AGL	ABERDEEN	SD	ABR	17/35	√		√	600	600	600	√		√	√
AGL	ALTON/ST LOUIS	IL	ALN	11/29	√			1000	1000	1000	√		√	√
AGL	ALTON/ST LOUIS	IL	ALN	17/35				1000	786	1000			√	√
AGL	ALPENA	MI	APN	01/19		√		1000	1000	1000	√		√	√
AGL	ALPENA	MI	APN	07/25	√		√	1000	1000	1000	√		√	√
AGL	APPLETON	WI	ATW	03/21	√			1000	1000	1000	√		√	√
AGL	APPLETON	WI	ATW	11/29	√			1000	1000	1000	√		√	√
AGL	WATERTOWN	SD	ATY	12/30	√			1000	1000	1000	√		√	√
AGL	WATERTOWN	SD	ATY	17/35	√			1000	1000	1000	√		√	√
AGL	KALAMAZOO	MI	AZO	05/23	√		√	300	300	300	√		√	√
AGL	KALAMAZOO	MI	AZO	17/35	√		√	1000	1000	1000	√		√	√
AGL	COLUMBUS	IN	BAK	05/23		√		1000	1000	1000	√		√	√
AGL	COLUMBUS	IN	BAK	14/32		√		1000	1000	1000	√		√	√
AGL	BISMARCK	ND	BIS	03/21	√			1000	1000	1000	√		√	√
AGL	BISMARCK	ND	BIS	13/31	√			1000	1000	1000	√		√	√
AGL	BEMIDJI	MN	BJI	07/25	√		√	1000	1000	1000	√		√	√
AGL	BEMIDJI	MN	BJI	13/31		√	√	1000	1000	1000	√	√		√
AGL	CLEVELAND	OH	BKL	05L/24R				1000	200	1000				
AGL	BROOKINGS	SD	BKX	12/30		√		1000	1000	1000	√		√	√
AGL	BELLEVILLE	IL	BLV	14L/32R	√			1000	1000	1000	√		√	√
AGL	BLOOMINGTON	IN	BMG	17/35	√		√	1000	1000	1000	√		√	√
AGL	BLOOMINGTON/NORMA	IL	BMI	02/20	√			1000	1000	1000	√		√	√
AGL	BLOOMINGTON/NORMA	IL	BMI	11/29	√			1000	1000	1000	√		√	√
AGL	BRAINERD	MN	BRD	05/23	√			1000	1000	1000	√		√	√
AGL	BRAINERD	MN	BRD	16/34	√			1000	1000	1000	√		√	√
AGL	BATTLE CREEK	MI	BTL	05/23		√	√	1000	1000	1000	√			√
AGL	BATTLE CREEK	MI	BTL	13/31	√		√	300	300	300	√		√	√

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AGL	AKRON	OH	CAK	01/19		√	√	1000	1000	1000	√		√	√
AGL	AKRON	OH	CAK	05/23				1000	1000	100			√	√
AGL	SAULT STE MARIE	MI	CIU	16/34	√			1000	1000	1000	√		√	√
AGL	SAULT STE MARIE	MI	CIU	09/27	√			300	300	300	√		√	√
AGL	CLEVELAND	OH	CLE	06L/24R	√		√	1000	1000	1000	√		√	√
AGL	CLEVELAND	OH	CLE	06R/24L	√			1000	1000	1000	√		√	√
AGL	CLEVELAND	OH	CLE	10/28				1000	60	748				
AGL	COLUMBUS	OH	CMH	10L/28R	√			1000	1000	1000	√		√	√
AGL	COLUMBUS	OH	CMH	10R/28L	√		√	1000	1000	1000	√		√	√
AGL	CHAMPAIGN/URBANA	IL	CMI	04/22	√		√	1000	1000	1000	√		√	√
AGL	CHAMPAIGN/URBANA	IL	CMI	14L/32R	√		√	1000	1000	1000	√		√	√
AGL	CHAMPAIGN/URBANA	IL	CMI	18/36				600	24	242			√	√
AGL	HANCOCK	MI	CMX	07/25	√		√	1000	1000	1000	√		√	√
AGL	HANCOCK	MI	CMX	13/31	√			1000	1000	1000	√		√	√
AGL	CAHOKIA/ST LOUIS	IL	CPS	12R/30L	√			1000	1000	1000	√		√	√
AGL	MOSINEE	WI	CWA	08/26	√			1000	1000	1000	√		√	√
AGL	MOSINEE	WI	CWA	17/35		√		1000	1000	1000	√		√	√
AGL	DAYTON	OH	DAY	06L/24R		√		1000	1000	1000	√		√	√
AGL	DAYTON	OH	DAY	06R/24L				1000	650	800			√	√
AGL	DAYTON	OH	DAY	18/36		√		1000	1000	1000	√		√	√
AGL	DECATUR	IL	DEC	06/24	√			1000	1000	1000	√		√	√
AGL	DECATUR	IL	DEC	12/30	√		√	1000	1000	1000	√		√	√
AGL	DECATUR	IL	DEC	18/36	√			1000	1000	1000	√		√	√
AGL	DICKINSON	ND	DIK	14/32		√		600	600	600	√		√	√
AGL	DICKINSON	ND	DIK	07/25	√			300	300	300	√		√	√
AGL	DULUTH	MN	DLH	03/21	√		√	1000	1000	1000	√		√	√
AGL	DULUTH	MN	DLH	09/27	√		√	1000	1000	1000	√		√	√
AGL	DETROIT	MI	DTW	03L/21R	√			1000	1000	1000	√		√	√
AGL	DETROIT	MI	DTW	03R/21L	√			1000	1000	1000	√		√	√
AGL	DETROIT	MI	DTW	04L/22R	√			1000	1000	1000	√		√	√
AGL	DETROIT	MI	DTW	04R/22L	√			1000	1000	1000	√		√	√
AGL	DETROIT	MI	DTW	09L/27R		√		1000	1000	900			√	√
AGL	DETROIT	MI	DTW	09R/27L	√			1000	1000	1000	√		√	√
AGL	DEVILS LAKE	ND	DVL	13/31	√			300	300	300	√		√	√
AGL	EAU CLAIRE	WI	EAU	04/22	√		√	1000	1000	1000	√			√
AGL	EAU CLAIRE	WI	EAU	14/32	√			300	300	300	√		√	√
AGL	ELKHART	IN	EKM	09/27		√	√	1000	940	1000				√
AGL	ESCANABA	MI	ESC	18/36		√		1000	1000	1000	√		√	√
AGL	ESCANABA	MI	ESC	09/27		√	√	1000	1000	1000	√		√	√
AGL	EVANSVILLE	IN	EVV	04/22				1000	718	773			√	√
AGL	EVANSVILLE	IN	EVV	18/36	√		√	1000	1000	1000	√			√
AGL	FARGO	ND	FAR	09/27	√			1000	1000	1000	√		√	√
AGL	FARGO	ND	FAR	18/36		√	√	1000	1000	1000	√		√	√
AGL	FLINT	MI	FNT	09/27			√	1000	601	415				
AGL	FLINT	MI	FNT	18/36	√			1000	1000	1000	√		√	√

				1008	583	186	427				739	61	668	835
Region	City	State	LocID	Runway	Std RSA	Std 90	Is Complete	STD Length	End 1 Length	End 2 Length	STD 100	Complete This FY	Will Meet Stds	Will Meet Std90
AGL	SIOUX FALLS	SD	FSD	03/21				1000	783	1000			√	√
AGL	SIOUX FALLS	SD	FSD	15/33		√		1000	1000	1000	√		√	√
AGL	FORT WAYNE	IN	FWA	05/23	√			1000	1000	1000	√		√	√
AGL	FORT WAYNE	IN	FWA	14/32		√	√	1000	1000	1000	√	√		√
AGL	GRAND FORKS	ND	GFK	08/26		√	√	300	300	300	√		√	√
AGL	GRAND FORKS	ND	GFK	17R/35L		√	√	1000	1000	1000	√		√	√
AGL	GREEN BAY	WI	GRB	06/24	√			1000	1000	1000	√		√	√
AGL	GREEN BAY	WI	GRB	18/36	√		√	1000	1000	1000	√			√
AGL	GRAND RAPIDS	MI	GRR	08L/26R		√		1000	1000	1000	√		√	√
AGL	GRAND RAPIDS	MI	GRR	08R/26L		√		1000	1000	1000	√		√	√
AGL	GRAND RAPIDS	MI	GRR	17/35		√		1000	1000	1000	√		√	√
AGL	GARY	IN	GYY	12/30				1000	110	230			√	√
AGL	HIBBING	MN	HIB	13/31	√		√	1000	1000	1000	√		√	√
AGL	HURON	SD	HON	12/30		√		1000	1000	1000	√		√	√
AGL	TERRE HAUTE	IN	HUF	05/23		√		1000	1000	1000	√		√	√
AGL	TERRE HAUTE	IN	HUF	14/32	√			1000	1000	1000	√		√	√
AGL	WILMINGTON	OH	ILN	04L/22R		√		1000	1000	1000	√		√	√
AGL	WILMINGTON	OH	ILN	04R/22L		√		1000	1000	1000	√		√	√
AGL	IRON MOUNTAIN KINGS	MI	IMT	01/19		√	√	1000	1000	1000	√		√	√
AGL	IRON MOUNTAIN KINGS	MI	IMT	13/31	√			300	300	300	√		√	√
AGL	INDIANAPOLIS	IN	IND	05L/23R	√			1000	1000	1000	√		√	√
AGL	INDIANAPOLIS	IN	IND	05R/23L		√	√	1000	1000	1000	√		√	√
AGL	INDIANAPOLIS	IN	IND	14/32		√	√	1000	1000	1000	√		√	√
AGL	INTERNATIONAL FALLS	MN	INL	13/31		√	√	1000	1000	1000	√	√		√
AGL	WILLISTON	ND	ISN	11/29		√		800	800	800	√		√	√
AGL	IRONWOOD	MI	IWD	09/27	√			600	1000	1000	√		√	√
AGL	JAMESTOWN	ND	JMS	04/22	√			300	300	300	√		√	√
AGL	JAMESTOWN	ND	JMS	13/31	√			1000	1000	1000	√		√	√
AGL	JANESVILLE	WI	JVL	04/22		√	√	1000	1000	1000	√		√	√
AGL	JANESVILLE	WI	JVL	14/32		√	√	1000	1000	1000	√		√	√
AGL	JANESVILLE	WI	JVL	18/36	√			300	300	300	√		√	√
AGL	LAFAYETTE	IN	LAF	10/28		√	√	1000	1000	1000	√		√	√
AGL	LANSING	MI	LAN	06/24	√		√	300	300	300	√		√	√
AGL	LANSING	MI	LAN	10R/28L	√		√	1000	1000	1000	√			√
AGL	COLUMBUS	OH	LCK	05L/23R		√	√	1000	1000	1000	√			√
AGL	COLUMBUS	OH	LCK	05R/23L		√		1000	1000	1000	√		√	√
AGL	LA CROSSE	WI	LSE	03/21	√			1000	1000	1000	√		√	√
AGL	LA CROSSE	WI	LSE	13/31	√			1000	1000	1000	√		√	√
AGL	LA CROSSE	WI	LSE	18/36		√	√	1000	1000	1000	√			√
AGL	CINCINNATI	OH	LUK	03R/21L	√		√	1000	1000	1000	√		√	√
AGL	MANISTEE	MI	MBL	09/27	√			600	600	600	√		√	√
AGL	SAGINAW	MI	MBS	05/23	√			1000	1000	1000	√		√	√
AGL	SAGINAW	MI	MBS	14/32	√			1000	1000	1000	√		√	√
AGL	CARBONDALE/MURPHY	IL	MDH	18L/36R	√		√	1000	1000	1000	√		√	√
AGL	CHICAGO	IL	MDW	04R/22L			√	1000	61	127		√		

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AGL	CHICAGO	IL	MDW	13C/31C			√	1000	82	48		√		
AGL	MANSFIELD	OH	MFD	05/23		√		1000	1000	1000	√		√	√
AGL	MANSFIELD	OH	MFD	14/32		√		1000	1000	1000	√		√	√
AGL	MUNCIE	IN	MIE	02/20	√		√	1000	1000	1000	√		√	√
AGL	MUNCIE	IN	MIE	14/32		√	√	1000	1000	1000	√		√	√
AGL	MILWAUKEE	WI	MKE	01L/19R				1000	328	438				
AGL	MILWAUKEE	WI	MKE	07R/25L				1000	810	534			√	√
AGL	MILWAUKEE	WI	MKE	13/31	√		√	300	300	300	√	√	√	√
AGL	MUSKEGON	MI	MKG	06/24		√	√	1000	1000	1000	√		√	√
AGL	MUSKEGON	MI	MKG	14/32		√	√	1000	1000	1000	√			√
AGL	MOLINE	IL	MLI	05/23			√	600	515	600				
AGL	MOLINE	IL	MLI	09/27	√			1000	1000	1000	√		√	√
AGL	MOLINE	IL	MLI	13/31		√	√	1000	1000	1000	√			√
AGL	MINOT	ND	MOT	08/26	√			1000	1000	1000	√		√	√
AGL	MINOT	ND	MOT	13/31		√	√	1000	1000	1000	√		√	√
AGL	MADISON	WI	MSN	14/32	√		√	1000	1000	1000	√		√	√
AGL	MADISON	WI	MSN	03/21	√			1000	1000	1000	√		√	√
AGL	MADISON	WI	MSN	18/36	√			1000	1000	1000	√		√	√
AGL	MINNEAPOLIS	MN	MSP	04/22		√	√	1000	1000	1000	√		√	√
AGL	MINNEAPOLIS	MN	MSP	12L/30R			√	1000	1000	620				
AGL	MINNEAPOLIS	MN	MSP	12R/30L	√			1000	1000	1000	√		√	√
AGL	MINNEAPOLIS	MN	MSP	17/35	√			1000	1000	1000	√		√	√
AGL	MATTOON/CHARLESTO	IL	MTO	11/29	√			1000	1000	1000	√		√	√
AGL	MATTOON/CHARLESTO	IL	MTO	06/24	√			1000	1000	1000	√		√	√
AGL	MOUNT VERNON	IL	MVN	05/23		√	√	1000	1000	1000	√	√		√
AGL	MARION	IL	MWA	02/20	√		√	1000	1000	1000	√		√	√
AGL	MARION	IL	MWA	11/29	√			300	300	300	√		√	√
AGL	CHICAGO	IL	ORD	04L/22R	√			1000	1000	1000	√		√	√
AGL	CHICAGO	IL	ORD	04R/22L				1000	675	500				
AGL	CHICAGO	IL	ORD	09R/27L				1000	912	750			√	√
AGL	CHICAGO	IL	ORD	10/28	√			1000	1000	1000	√		√	√
AGL	CHICAGO	IL	ORD	14L/32R	√			1000	1000	1000	√		√	√
AGL	CHICAGO	IL	ORD	14R/32L	√			1000	1000	1000	√		√	√
AGL	CHICAGO	IL	ORD	09L/27R	√			1000	1000	1000	√		√	√
AGL	COLUMBUS	OH	OSU	09R/27L	√			1000	1000	1000	√		√	√
AGL	PEORIA	IL	PIA	04/22		√		1000	1000	940			√	√
AGL	PEORIA	IL	PIA	13/31		√	√	1000	1000	1000	√		√	√
AGL	PIERRE	SD	PIR	07/25		√		1000	1000	970			√	√
AGL	PIERRE	SD	PIR	13/31	√			1000	1000	1000	√		√	√
AGL	PELLSTON	MI	PLN	05/23	√			300	300	300	√		√	√
AGL	PELLSTON	MI	PLN	14/32	√		√	1000	1000	1000	√		√	√
AGL	PONTIAC	MI	PTK	09R/27L	√		√	1000	1000	1000	√		√	√
AGL	RAPID CITY	SD	RAP	14/32		√	√	1000	1000	1000	√		√	√
AGL	ROCKFORD	IL	RFD	01/19		√	√	1000	1000	1000	√			√
AGL	ROCKFORD	IL	RFD	07/25		√	√	1000	1000	1000	√		√	√

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AGL	RHINELANDER	WI	RHI	09/27	√			1000	1000	1000	√		√	√
AGL	RHINELANDER	WI	RHI	15/33	√			300	300	300	√		√	√
AGL	ROCHESTER	MN	RST	02/20	√			1000	1000	1000	√		√	√
AGL	ROCHESTER	MN	RST	13/31		√	√	1000	1000	1000	√			√
AGL	MARQUETTE	MI	SAW	01/19	√			1000	1000	1000	√		√	√
AGL	SOUTH BEND	IN	SBN	09R/27L	√			1000	1000	1000	√		√	√
AGL	SOUTH BEND	IN	SBN	18/36	√			1000	1000	1000	√		√	√
AGL	SPRINGFIELD	OH	SGH	06/24		√	√	1000	1000	1000	√			√
AGL	SPRINGFIELD	IL	SPI	04/22		√		1000	1000	929				√
AGL	SPRINGFIELD	IL	SPI	13/31		√	√	1000	1000	1000	√			√
AGL	SPRINGFIELD	IL	SPI	18/36		√		1000	997	1000			√	√
AGL	ST CLOUD	MN	STC	13/31	√			600	600	600	√		√	√
AGL	TOLEDO	OH	TOL	07/25	√			1000	1000	1000	√		√	√
AGL	TOLEDO	OH	TOL	16/34	√			1000	1000	1000	√		√	√
AGL	TRAVERSE CITY	MI	TVC	10/28		√	√	1000	1000	1000	√		√	√
AGL	TRAVERSE CITY	MI	TVC	18/36	√		√	1000	1000	1000	√			√
AGL	THIEF RIVER FALLS	MN	TVF	13/31		√		1000	985	1000			√	√
AGL	QUINCY	IL	UIN	04/22	√			1000	1000	1000	√		√	√
AGL	QUINCY	IL	UIN	13/31	√		√	1000	1000	1000	√			√
AGL	QUINCY	IL	UIN	18/36	√		√	1000	1000	1000	√		√	√
AGL	VALPARAISO	IN	VPZ	09/27	√			1000	1000	1000	√		√	√
AGL	VALPARAISO	IN	VPZ	18/36	√			300	300	300	√		√	√
AGL	DETROIT	MI	YIP	05L/23R				1000	643	1000			√	√
AGL	DETROIT	MI	YIP	05R/23L				1000	863	781			√	√
AGL	DETROIT	MI	YIP	09L/27R		√	√	1000	1000	1000	√			√
AGL	DETROIT	MI	YIP	09R/27L		√		1000	1000	1000	√		√	√
AGL	DETROIT	MI	YIP	14/32	√		√	1000	1000	1000	√			√
AGL	YOUNGSTOWN/WARRE	OH	YNG	05/23	√			1000	1000	1000	√		√	√
AGL	YOUNGSTOWN/WARRE	OH	YNG	14/32	√			1000	1000	1000	√		√	√
ANE	NANTUCKET	MA	ACK	06/24		√	√	1000	950	1000				√
ANE	NANTUCKET	MA	ACK	15/33	√			300	550	800	√		√	√
ANE	AUGUSTA	ME	AUG	17/35				600	200	200				
ANE	WESTFIELD/SPRINGFIE	MA	BAF	02/20		√	√	1000	919	1000				√
ANE	WESTFIELD/SPRINGFIE	MA	BAF	15/33				300	600	10			√	√
ANE	WINDSOR LOCKS	CT	BDL	01/19	√			300	300	300	√		√	√
ANE	WINDSOR LOCKS	CT	BDL	06/24	√			1000	1000	1000	√		√	√
ANE	WINDSOR LOCKS	CT	BDL	15/33	√		√	1000	1000	1000	√		√	√
ANE	BRIDGEPORT	CT	BDR	06/24				1000	100	22				
ANE	BRIDGEPORT	CT	BDR	11/29				1000	250	146				
ANE	BEDFORD	MA	BED	05/23				1000	700	890				
ANE	BEDFORD	MA	BED	11/29		√		1000	1000	1000	√		√	√
ANE	BANGOR	ME	BGR	15/33	√		√	1000	1000	1000	√		√	√
ANE	BAR HARBOR	ME	BHB	04/22				1000	100	270			√	√
ANE	BOSTON	MA	BOS	04L/22R			√	1000	1000	250				
ANE	BOSTON	MA	BOS	04R/22L				1000	326	227				

				1008	583	186	427				739	61	668	835
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ANE	BOSTON	MA	BOS	09/27				1000	1000	150				
ANE	BOSTON	MA	BOS	15L/33R				300	248	927			√	√
ANE	BOSTON	MA	BOS	15R/33L				1000	1000	187.5				
ANE	BOSTON	MA	BOS	14/32		√	√	1000	1000	946				√
ANE	BURLINGTON	VT	BTV	01/19	√		√	300	300	300	√			√
ANE	BURLINGTON	VT	BTV	15/33	√		√	1000	1000	1000	√			√
ANE	DANBURY	CT	DXR	08/26		√	√	300	300	300	√	√		√
ANE	GROTON NEW LONDON	CT	GON	05/23				1000	553	555				
ANE	GROTON NEW LONDON	CT	GON	15/33	√		√	300	300	300	√			√
ANE	NEW HAVEN	CT	HVN	02/20				1000	200	258				
ANE	NEW HAVEN	CT	HVN	14/32	√		√	300	300	300	√			√
ANE	HYANNIS	MA	HYA	06/24			√	1000	300	1000				
ANE	HYANNIS	MA	HYA	15/33	√		√	1000	1000	1000	√		√	√
ANE	LEBANON	NH	LEB	07/25				1000	102	480				
ANE	LEBANON	NH	LEB	18/36				1000	500	1000				
ANE	MANCHESTER	NH	MHT	06/24	√		√	1000	88	77	√	√		√
ANE	MANCHESTER	NH	MHT	17/35		√	√	1000	971	1000				√
ANE	VINEYARD HAVEN	MA	MVY	06/24				1000	850	1000			√	√
ANE	WORCESTER	MA	ORH	11/29				1000	600	200				
ANE	WORCESTER	MA	ORH	15/33			√	1000	500	500				
ANE	PRESQUE ISLE	ME	PQI	01/19		√	√	1000	1000	1000	√			√
ANE	PRESQUE ISLE	ME	PQI	10/28			√	1000	300	300		√		
ANE	PORTSMOUTH	NH	PSM	16/34	√			1000	1000	1000	√		√	√
ANE	PROVIDENCE	RI	PVD	05/23		√	√	1000	1000	1000	√			√
ANE	PROVIDENCE	RI	PVD	16/34				1000	280	191				
ANE	PORTLAND	ME	PWM	11/29	√		√	1000	1000	1000	√			√
ANE	PORTLAND	ME	PWM	18/36				600	120	195			√	√
ANE	ROCKLAND	ME	RKD	13/31				1000	1000	800				
ANE	RUTLAND	VT	RUT	01/19				1000	450	300				
ANM	ALAMOSA	CO	ALS	02/20	√			1000	1000	1000	√		√	√
ANM	WALLA WALLA	WA	ALW	02/20	√		√	1000	1000	1000	√		√	√
ANM	WALLA WALLA	WA	ALW	07/25	√			1000	1000	1000	√		√	√
ANM	ASPEN	CO	ASE	15/33	√		√	1000	1000	1000	√		√	√
ANM	ASTORIA	OR	AST	08/26	√		√	300	600	600	√			√
ANM	SEATTLE	WA	BFI	13R/31L	√		√	1000	1000	1000	√			√
ANM	BILLINGS	MT	BIL	10L/28R	√			1000	1000	1000	√		√	√
ANM	DENVER	CO	BJC	11L/29R				1000	600	1000				
ANM	BELLINGHAM	WA	BLI	16/34	√			1000	1000	1000	√		√	√
ANM	BOISE	ID	BOI	10L/28R	√			1000	1000	1000	√		√	√
ANM	BOISE	ID	BOI	10R/28L	√			1000	1000	1000	√		√	√
ANM	BUTTE	MT	BTM	15/33	√			1000	1000	1000	√		√	√
ANM	BOZEMAN	MT	BZN	12/30	√			1000	1000	1000	√		√	√
ANM	CEDAR CITY	UT	CDC	02/20	√			1000	1000	1000	√		√	√
ANM	CORTEZ	CO	CEZ	03/21	√			300	600	600	√		√	√
ANM	PORT ANGELES	WA	CLM	08/26	√			800	960	1000	√		√	√

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ANM	CODY	WY	COD	04/22	√		√	600	600	600	√		√	√
ANM	COEUR D'ALENE	ID	COE	05/23	√			1000	1000	1000	√		√	√
ANM	COLORADO SPRINGS	CO	COS	12/30	√			1000	1000	1000	√		√	√
ANM	COLORADO SPRINGS	CO	COS	17L/35R	√			1000	1000	1000	√		√	√
ANM	COLORADO SPRINGS	CO	COS	17R/35L	√			1000	1000	1000	√		√	√
ANM	CASPER	WY	CPR	03/21	√		√	1000	1000	1000	√		√	√
ANM	CASPER	WY	CPR	08/26	√			1000	1000	1000	√		√	√
ANM	CHEYENNE	WY	CYS	09/27	√		√	1000	1000	1000	√		√	√
ANM	CHEYENNE	WY	CYS	13/31	√			600	1000	1000	√		√	√
ANM	DENVER	CO	DEN	07/25	√			1000	1000	1000	√		√	√
ANM	DENVER	CO	DEN	08/26	√			1000	1000	1000	√		√	√
ANM	DENVER	CO	DEN	16/34	√			1000	1000	1000	√		√	√
ANM	DENVER	CO	DEN	17L/35R	√			1000	1000	1000	√		√	√
ANM	DENVER	CO	DEN	17R/35L	√			1000	1000	1000	√		√	√
ANM	DENVER	CO	DEN	16R/34L	√			1000	1000	1000	√		√	√
ANM	DURANGO	CO	DRO	02/20	√			1000	1000	1000	√		√	√
ANM	WENATCHEE	WA	EAT	12/30	√			600	600	600	√		√	√
ANM	EAGLE	CO	EGE	07/25	√			1000	1000	1000	√		√	√
ANM	WENDOVER	UT	ENV	12/30	√			1000	1000	1000	√		√	√
ANM	WENDOVER	UT	ENV	08/26	√			1000	1000	1000	√		√	√
ANM	EUGENE	OR	EUG	16R/34L	√			1000	1000	1000	√		√	√
ANM	EUGENE	OR	EUG	16L/34R	√			1000	1000	1000	√		√	√
ANM	KALISPELL	MT	FCA	02/20	√			1000	1000	1000	√		√	√
ANM	FORT COLLINS/LOVELA	CO	FNL	15/33	√			1000	1000	1000	√		√	√
ANM	GILLETTE	WY	GCC	03/21	√			300	300	300	√		√	√
ANM	GILLETTE	WY	GCC	16/34	√			1000	1000	1000	√		√	√
ANM	GLENDIVE	MT	GDV	02/20	√			300	300	300	√		√	√
ANM	GLENDIVE	MT	GDV	12/30	√			300	300	300	√		√	√
ANM	SPOKANE	WA	GEG	03/21	√			1000	1000	1000	√		√	√
ANM	SPOKANE	WA	GEG	07/25	√			1000	1000	1000	√		√	√
ANM	GLASGOW	MT	GGW	08/26	√			300	300	300	√		√	√
ANM	GLASGOW	MT	GGW	12/30	√			300	300	300	√		√	√
ANM	GRAND JUNCTION	CO	GJT	04/22	√			300	300	300	√		√	√
ANM	GRAND JUNCTION	CO	GJT	11/29	√			1000	1000	1000	√		√	√
ANM	GREAT FALLS	MT	GTF	03/21	√			1000	1000	1000	√		√	√
ANM	GREAT FALLS	MT	GTF	16/34	√			1000	1000	1000	√		√	√
ANM	GUNNISON	CO	GUC	06/24	√			1000	1000	1000	√		√	√
ANM	HAYDEN	CO	HDN	10/28	√			1000	1000	1000	√		√	√
ANM	HELENA	MT	HLN	09/27	√			1000	1000	1000	√		√	√
ANM	HAVRE	MT	HVR	03/21	√			240	240	240	√		√	√
ANM	HAVRE	MT	HVR	07/25	√			600	600	600	√		√	√
ANM	IDAHO FALLS	ID	IDA	02/20	√			1000	1000	1000	√		√	√
ANM	JACKSON	WY	JAC	1/19	√			1000	1000	1000	√		√	√
ANM	LARAMIE	WY	LAR	03/21	√			1000	1000	1000	√		√	√
ANM	LARAMIE	WY	LAR	12/30	√			1000	1000	1000	√		√	√

				1008	583	186	427				739	61	668	835
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ANM	Logan	WA	LGU	17/35		√		1000	1000	1000	√		√	√
ANM	KLAMATH FALLS	OR	LMT	07/25	√		√	600	600	600	√			√
ANM	KLAMATH FALLS	OR	LMT	14/32	√		√	1000	1000	1000	√		√	√
ANM	LEWISTON	ID	LWS	08/26	√		√	1000	1000	1000	√		√	√
ANM	LEWISTON	ID	LWS	11/29	√			300	300	300	√		√	√
ANM	LEWISTOWN	MT	LWT	02/20	√			300	300	300	√		√	√
ANM	LEWISTOWN	MT	LWT	07/25	√			300	300	300	√		√	√
ANM	MEDFORD	OR	MFR	14/32	√			1000	1000	1000	√		√	√
ANM	MILES CITY	MT	MLS	04/22	√			300	300	300	√		√	√
ANM	MILES CITY	MT	MLS	12/30	√			300	300	300	√		√	√
ANM	MISSOULA	MT	MSO	11/29	√			1000	1000	1000	√		√	√
ANM	MONTROSE	CO	MTJ	13/31	√			300	300	300	√		√	√
ANM	MONTROSE	CO	MTJ	17/35	√			1000	1000	1000	√		√	√
ANM	MOSES LAKE	WA	MWH	04/22	√			1000	1000	1000	√		√	√
ANM	MOSES LAKE	WA	MWH	14L/32R	√			1000	1000	1000	√		√	√
ANM	OGDEN	UT	OGD	03/21	√			1000	1000	1000	√		√	√
ANM	WOLF POINT	MT	OLF	11/29	√			300	300	300	√		√	√
ANM	OLYMPIA	WA	OLM	17/35	√		√	1000	1000	1000	√		√	√
ANM	NEWPORT	OR	ONP	16/34	√		√	300	300	300	√		√	√
ANM	NORTH BEND	OR	OTH	04/22	√			600	600	600	√			√
ANM	NORTH BEND	OR	OTH	13/31	√		√	600	600	600	√		√	√
ANM	EVERETT	WA	PAE	16R/34L	√		√	1000	1000	1000	√		√	√
ANM	PENDLETON	OR	PDT	07/25	√		√	1000	1000	1000	√		√	√
ANM	PENDLETON	OR	PDT	11/29	√			600	1000	1000	√		√	√
ANM	PORTLAND	OR	PDX	03/21	√		√	1000	1000	1000	√			√
ANM	PORTLAND	OR	PDX	10L/28R	√			1000	1000	1000	√		√	√
ANM	PORTLAND	OR	PDX	10R/28L	√			1000	1000	1000	√		√	√
ANM	POCATELLO	ID	PIH	03/21	√			1000	1000	1000	√		√	√
ANM	POCATELLO	ID	PIH	17/35	√			1000	1000	1000	√		√	√
ANM	PASCO	WA	PSC	03L/21R	√			1000	1000	1000	√		√	√
ANM	PASCO	WA	PSC	12/30	√			1000	1000	1000	√		√	√
ANM	PUEBLO	CO	PUB	08L/26R	√			1000	1000	1000	√		√	√
ANM	PUEBLO	CO	PUB	17/35	√		√	1000	1000	1000	√	√	√	√
ANM	PULLMAN/MOSCOW,ID	WA	PUW	05/23	√		√	1000	1000	1000	√		√	√
ANM	PROVO	UT	PVU	13/31	√			1000	1000	1000	√		√	√
ANM	REDMOND	OR	RDM	04/22	√			1000	1000	1000	√		√	√
ANM	REDMOND	OR	RDM	10/28	√			600	600	600	√		√	√
ANM	RIVERTON	WY	RIW	10/28	√			1000	1000	1000	√		√	√
ANM	RIVERTON	WY	RIW	01/19	√			300	300	300	√		√	√
ANM	ROCK SPRINGS	WY	RKS	03/21	√			300	300	300	√		√	√
ANM	ROCK SPRINGS	WY	RKS	09/27	√			1000	1000	1000	√		√	√
ANM	SIDNEY	MT	SDY	01/19	√			300	300	300	√		√	√
ANM	SIDNEY	MT	SDY	10/28	√			300	300	300	√		√	√
ANM	SEATTLE	WA	SEA	16C/34C	√		√	1000	1000	1000	√	√	√	√
ANM	SEATTLE	WA	SEA	16L/34R	√		√	1000	1000	1000	√	√	√	√

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ANM	ST GEORGE	UT	SGU	16/34	√			300	300	300	√		√	√
ANM	SHERIDAN	WY	SHR	05/23	√			300	300	300	√		√	√
ANM	SHERIDAN	WY	SHR	14/32	√			1000	1000	1000	√		√	√
ANM	SALT LAKE CITY	UT	SLC	16L/34R	√			1000	1000	1000	√		√	√
ANM	SALT LAKE CITY	UT	SLC	16R/34L	√			1000	1000	1000	√		√	√
ANM	SALT LAKE CITY	UT	SLC	17/35	√			1000	1000	1000	√		√	√
ANM	SALT LAKE CITY	UT	SLC	14/32	√			600	600	600	√		√	√
ANM	SALEM	OR	SLE	13/31	√			1000	1000	1000	√		√	√
ANM	SALEM	OR	SLE	16/34	√			300	500	350	√		√	√
ANM	HAILEY	ID	SUN	13/31	√		√	1000	1000	1000	√		√	√
ANM	TELLURIDE	CO	TEX	09/27				1000	600	600			√	√
ANM	TWIN FALLS	ID	TWF	07/25	√			1000	1000	1000	√		√	√
ANM	WORLAND	WY	WRL	16/34	√			300	300	300	√		√	√
ANM	WEST YELLOWSTONE	MT	WYS	01/19	√			1000	1000	1000	√		√	√
ANM	YAKIMA	WA	YKM	04/22	√			600	600	600	√		√	√
ANM	YAKIMA	WA	YKM	09/27				1000	1000	750			√	√
ASO	ALBANY	GA	ABY	04/22	√			1000	1000	1000	√		√	√
ASO	ALBANY	GA	ABY	16/34	√			300	300	300	√		√	√
ASO	AUGUSTA	GA	AGS	08/26	√			300	300	300	√		√	√
ASO	AUGUSTA	GA	AGS	17/35	√		√	1000	1000	1000	√	√	√	√
ASO	ATHENS	GA	AHN	09/27	√			1000	1000	1000	√		√	√
ASO	ANNISTON	AL	ANB	05/23	√		√	1000	1000	1000	√		√	√
ASO	ANDERSON	SC	AND	05/23	√		√	1000	1000	1000	√		√	√
ASO	NAPLES	FL	APF	05/23	√			1000	1000	1000	√			√
ASO	NAPLES	FL	APF	14/32	√			1000	870	550	√			√
ASO	TALLADEGA	AL	ASN	03/21	√			300	300	300	√		√	√
ASO	ATLANTA	GA	ATL	08L/26R			√	1000	800	800				
ASO	ATLANTA	GA	ATL	08R/26L	√			1000	1000	1000	√		√	√
ASO	ATLANTA	GA	ATL	09L/27R				1000	850	850				
ASO	ATLANTA	GA	ATL	09R/27L			√	1000	865	1000				
ASO	ATLANTA	GA	ATL	10/28	√			1000	1000	1000	√		√	√
ASO	ASHEVILLE	NC	AVL	16/34		√		1000	1000	1000	√		√	√
ASO	MOBILE	AL	BFM	14/32		√		1000	1000	1000	√		√	√
ASO	MOBILE	AL	BFM	18/36	√			1000	1000	1000	√		√	√
ASO	BIRMINGHAM	AL	BHM	06/24	√		√	1000	1000	1000	√		√	√
ASO	BIRMINGHAM	AL	BHM	18/36	√			1000	1000	1000	√		√	√
ASO	NASHVILLE	TN	BNA	02C/20C		√		1000	1000	1000	√		√	√
ASO	NASHVILLE	TN	BNA	02L/20R	√		√	1000	1000	1000	√	√	√	√
ASO	NASHVILLE	TN	BNA	02R/20L	√		√	1000	1000	1000	√	√	√	√
ASO	NASHVILLE	TN	BNA	13/31	√			1000	199	258	√			√
ASO	BRUNSWICK	GA	BQK	07/25		√	√	1000	1000	1000	√		√	√
ASO	AGUADILLA	PR	BQN	08/26			√	1000	611	1000				
ASO	BOWLING GREEN	KY	BWG	03/21	√		√	1000	1000	1000	√		√	√
ASO	BOWLING GREEN	KY	BWG	12/30	√		√	240	240	240	√	√	√	√
ASO	COLUMBIA	SC	CAE	05/23	√			1000	1000	0	√			√

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ASO	COLUMBIA	SC	CAE	11/29		√	√	1000	1000	1000	√		√	√
ASO	CHATTANOOGA	TN	CHA	02/20			√	1000	1000	800				
ASO	CHATTANOOGA	TN	CHA	15/33	√		√	300	195	300	√			√
ASO	CHARLOTTE	NC	CLT	05/23			√	1000	1000	500				
ASO	CHARLOTTE	NC	CLT	18L/36R			√	1000	630	1000		√		
ASO	CHARLOTTE	NC	CLT	18R/36L		√		1000	1000	1000	√		√	√
ASO	COLUMBUS	GA	CSG	06/24	√		√	1000	1000	1000	√		√	√
ASO	COLUMBUS	GA	CSG	13/31		√		240	240	240	√			√
ASO	COVINGTON	KY	CVG	09/27	√		√	1000	1000	1000	√		√	√
ASO	COVINGTON	KY	CVG	18L/36R	√			1000	1000	1000	√		√	√
ASO	COVINGTON	KY	CVG	18C/36C		√		1000	1000	1000	√		√	√
ASO	COVINGTON	KY	CVG	18R/36L	√			1000	1000	1000	√		√	√
ASO	DAYTONA BEACH	FL	DAB	07L/25R	√		√	1000	800	1000	√			√
ASO	DAYTONA BEACH	FL	DAB	16/34	√			1000	1000	1000	√		√	√
ASO	DOTHAN	AL	DHN	14/32	√		√	1000	1000	1000	√		√	√
ASO	DOTHAN	AL	DHN	18/36	√		√	1000	500	1000	√	√		√
ASO	NEW BERN	NC	EWN	04/22	√			600	600	600	√		√	√
ASO	NEW BERN	NC	EWN	14/32	√			300	600	600	√		√	√
ASO	KEY WEST	FL	EYW	09/27				1000	110	210				
ASO	FAYETTEVILLE	NC	FAY	04/22			√	1000	0	294				
ASO	FAYETTEVILLE	NC	FAY	10/28	√			300	300	300	√		√	√
ASO	FORT LAUDERDALE	FL	FLL	09L/27R			√	1000	263	637				
ASO	FORT LAUDERDALE	FL	FLL	09R/27L				300	150	270			√	√
ASO	FORT LAUDERDALE	FL	FLL	13/31				1000	524	672				
ASO	FLORENCE	SC	FLO	01/19	√		√	1000	1000	1000	√		√	√
ASO	FLORENCE	SC	FLO	09/27	√		√	1000	1000	1000	√		√	√
ASO	GREENVILLE	MS	GLH	18L/36R	√		√	1000	1000	1000	√		√	√
ASO	GREENVILLE	MS	GLH	18R/36L	√			600	600	600	√		√	√
ASO	GAINESVILLE	FL	GNV	07/25	√			1000	1000	1000	√		√	√
ASO	GAINESVILLE	FL	GNV	11/29		√	√	1000	1000	1000	√		√	√
ASO	GULFPORT	MS	GPT	18/36	√			600	600	600	√		√	√
ASO	GULFPORT	MS	GPT	14/32	√		√	1000	1000	1000	√		√	√
ASO	GREENSBORO	NC	GSO	05/23			√	1000	600	1000		√		
ASO	GREENSBORO	NC	GSO	14/32		√	√	1000	1000	1000	√		√	√
ASO	GREER	SC	GSP	04/22	√			1000	1000	1000	√		√	√
ASO	COLUMBUS/W POINT/ST	MS	GTR	18/36	√		√	1000	1000	1000	√		√	√
ASO	GREENVILLE	SC	GYH	05/23	√			1000	1000	1000	√		√	√
ASO	NATCHEZ	MS	HEZ	13/31	√			1000	1000	1000	√		√	√
ASO	NATCHEZ	MS	HEZ	18/36	√			300	300	300	√		√	√
ASO	HICKORY	NC	HKY	06/24	√		√	1000	1000	1000	√		√	√
ASO	BAY ST LOUIS	MS	HSA	18/36	√			1000	1000	1000	√		√	√
ASO	HUNTSVILLE	AL	HSV	18L/36R	√		√	1000	1000	794	√			√
ASO	HUNTSVILLE	AL	HSV	18R/36L		√	√	1000	1000	1000	√		√	√
ASO	HILTON HEAD ISLAND	SC	HXD	03/21	√			600	600	600	√		√	√
ASO	WILMINGTON	NC	ILM	06/24	√			1000	1000	1000	√		√	√

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ASO	WILMINGTON	NC	ILM	17/35				1000	1000	220				
ASO	WINSTON SALEM	NC	INT	15/33				1000	1000	100			√	√
ASO	KINSTON	NC	ISO	05/23		√		1000	1000	1000	√		√	√
ASO	JACKSON	MS	JAN	16L/34R		√	√	1000	1000	1000	√		√	√
ASO	JACKSON	MS	JAN	16R/34L		√	√	1000	1000	1000	√		√	√
ASO	JACKSONVILLE	FL	JAX	07/25	√			1000	1000	1000	√		√	√
ASO	JACKSONVILLE	FL	JAX	13/31		√		1000	1000	1000	√		√	√
ASO	LAKELAND	FL	LAL	05/23	√			1000	1000	1000	√		√	√
ASO	LAKELAND	FL	LAL	09/27	√			1000	1000	1000	√		√	√
ASO	LEXINGTON	KY	LEX	04/22			√	1000	600	600				
ASO	MACON	GA	MCN	05/23			√	1000	925	720				
ASO	ORLANDO	FL	MCO	18L/36R	√		√	1000	606	1000	√			√
ASO	ORLANDO	FL	MCO	18R/36L	√		√	1000	617	1000	√			√
ASO	ORLANDO	FL	MCO	17L/35R	√			1000	1000	1000	√		√	√
ASO	ORLANDO	FL	MCO	17R/35L	√			1000	1000	1000	√		√	√
ASO	MERIDIAN	MS	MEI	01/19	√			1000	1000	1000	√		√	√
ASO	MERIDIAN	MS	MEI	04/22	√			300	300	300	√		√	√
ASO	MEMPHIS	TN	MEM	09/27	√			1000	1000	1000	√		√	√
ASO	MEMPHIS	TN	MEM	18C/36C	√			1000	1000	1000	√		√	√
ASO	MEMPHIS	TN	MEM	18L/36R	√			1000	1000	1000	√		√	√
ASO	MEMPHIS	TN	MEM	18R/36L		√	√	1000	1000	900				√
ASO	MONTGOMERY	AL	MGM	03/21	√			1000	1000	1000	√		√	√
ASO	MONTGOMERY	AL	MGM	10/28		√		1000	1000	1000	√		√	√
ASO	MIAMI	FL	MIA	08R/26L	√			1000	1000	1000	√		√	√
ASO	MIAMI	FL	MIA	09/27			√	1000	1000	747				
ASO	MIAMI	FL	MIA	12/30			√	1000	498	125				
ASO	MIAMI	FL	MIA	08L/26R	√			1000	1000	1000	√		√	√
ASO	JACKSON	TN	MKL	02/20		√		1000	1000	1000	√		√	√
ASO	MELBOURNE	FL	MLB	05/23	√			240	240	240	√		√	√
ASO	MELBOURNE	FL	MLB	09L/27R	√			1000	1000	1000	√		√	√
ASO	MELBOURNE	FL	MLB	09R/27L	√			1000	1000	1000	√		√	√
ASO	MOBILE	AL	MOB	14/32		√		1000	1000	1000	√		√	√
ASO	MOBILE	AL	MOB	18/36	√			300	300	300	√		√	√
ASO	SMYRNA	TN	MQY	01/19	√			600	600	600	√		√	√
ASO	SMYRNA	TN	MQY	14/32	√			1000	1000	1000	√		√	√
ASO	MUSCLE SHOALS	AL	MSL	11/29	√			1000	1000	1000	√		√	√
ASO	MUSCLE SHOALS	AL	MSL	18/36	√			300	300	300	√		√	√
ASO	MARATHON	FL	MTH	07/25	√			300	300	300	√		√	√
ASO	MYRTLE BEACH	SC	MYR	18/36	√			1000	1000	1000	√		√	√
ASO	MILLINGTON	TN	NQA	04/22	√			1000	1000	1000	√		√	√
ASO	JACKSONVILLE	NC	OAJ	05/23	√		√	1000	1000	1000	√		√	√
ASO	OCALA	FL	OCF	18/36	√		√	1000	440	440	√			√
ASO	OWENSBORO	KY	OWB	05/23	√			300	300	300	√		√	√
ASO	OWENSBORO	KY	OWB	18/36	√		√	1000	1000	1000	√		√	√
ASO	PADUCAH	KY	PAH	04/22		√	√	1000	1000	1000	√		√	√

				1008	583	186	427				739	61	668	835
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ASO	PADUCAH	KY	PAH	14/32	√			600	500	600	√			√
ASO	WEST PALM BEACH	FL	PBI	09L/27R		√		1000	1000	1000	√		√	√
ASO	WEST PALM BEACH	FL	PBI	13/31				1000	975	90				
ASO	PANAMA CITY	FL	PFN	05/23		√		600	600	600	√			√
ASO	PANAMA CITY	FL	PFN	14/32				1000	59	847				
ASO	PUNTA GORDA	FL	PGD	04/22	√			1000	1000	1000	√		√	√
ASO	PUNTA GORDA	FL	PGD	15/33	√		√	1000	1000	1000	√		√	√
ASO	GREENVILLE	NC	PGV	02/20			√	800	600	800				
ASO	GREENVILLE	NC	PGV	08/26	√			300	300	300	√		√	√
ASO	HATTIESBURG/LAUREL	MS	PIB	18/36	√			1000	1000	1000	√		√	√
ASO	ST PETERSBURG-CLEA	FL	PIE	04/22	√		√	300	300	300	√		√	√
ASO	ST PETERSBURG-CLEA	FL	PIE	09/27	√			1000	1000	1000	√		√	√
ASO	ST PETERSBURG-CLEA	FL	PIE	17L/35R			√	1000	820	450				
ASO	ST PETERSBURG-CLEA	FL	PIE	17R/35L	√			300	300	300	√		√	√
ASO	PENSACOLA	FL	PNS	08/26	√		√	1000	1000	1000	√		√	√
ASO	PENSACOLA	FL	PNS	17/35	√			1000	1000	1000	√		√	√
ASO	PONCE	PR	PSE	12/30	√		√	1000	1000	373	√			√
ASO	RALEIGH/DURHAM	NC	RDU	05L/23R	√			1000	1000	1000	√		√	√
ASO	RALEIGH/DURHAM	NC	RDU	05R/23L	√		√	1000	1000	1000	√		√	√
ASO	ROME	GA	RMG	01/19	√			600	600	600	√		√	√
ASO	FORT MYERS	FL	RSW	06/24	√			1000	1000	1000	√		√	√
ASO	ROCKY MOUNT	NC	RWI	04/22	√		√	1000	815	1000	√	√		√
ASO	SAVANNAH	GA	SAV	09/27	√		√	1000	1000	850	√			√
ASO	SAVANNAH	GA	SAV	18/36	√		√	1000	1000	1000	√		√	√
ASO	LOUISVILLE	KY	SDF	17R/35L			√	1000	450	460		√		
ASO	LOUISVILLE	KY	SDF	17L/35R	√			1000	550	550	√			√
ASO	LOUISVILLE	KY	SDF	11/29			√	1000	838	794				
ASO	SANFORD	FL	SFB	09L/27R	√			1000	1000	1000	√		√	√
ASO	SANFORD	FL	SFB	18/36	√		√	1000	1000	953	√			√
ASO	ST AUGUSTINE	FL	SGJ	13/31	√		√	1000	500	200	√			√
ASO	SAN JUAN	PR	SJU	08/26				1000	1000	340			√	√
ASO	SAN JUAN	PR	SJU	10/28	√		√	1000	1000	1000	√		√	√
ASO	SOMERSET	KY	SME	05/23	√			300	300	300	√		√	√
ASO	PINEHURST/SOUTHERN	NC	SOP	05/23				1000	870	1000			√	√
ASO	SARASOTA/BRADENTON	FL	SRQ	04/22	√			300	300	300	√		√	√
ASO	SARASOTA/BRADENTON	FL	SRQ	14/32	√		√	1000	160	160	√			√
ASO	CHARLOTTE AMALIE	VI	STT	10/28				1000	200	1000				
ASO	CHRISTIANSTED	VI	STX	10/28	√		√	1000	1000	306	√			√
ASO	TUSCALOOSA	AL	TCL	04/22	√		√	1000	1000	1000	√		√	√
ASO	TUSCALOOSA	AL	TCL	11/29	√			300	300	300	√		√	√
ASO	TITUSVILLE	FL	TIX	09/27	√		√	1000	450	1000	√	√		√
ASO	TITUSVILLE	FL	TIX	18/36		√	√	1000	1000	920				√
ASO	TALLAHASSEE	FL	TLH	09/27		√	√	1000	1000	1000	√		√	√
ASO	TALLAHASSEE	FL	TLH	18/36	√		√	1000	1000	1000	√		√	√
ASO	TAMPA	FL	TPA	09/27	√		√	1000	1000	1000	√			√

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ASO	TAMPA	FL	TPA	18L/36R		√		1000	1000	1000	√		√	√
ASO	TAMPA	FL	TPA	18R/36L			√	1000	798	1000				
ASO	BRISTOL/JOHNSON/KIN	TN	TRI	05/23	√			1000	1000	1000	√		√	√
ASO	TUPELO	MS	TUP	18/36	√		√	1000	1000	1000	√		√	√
ASO	KNOXVILLE	TN	TYS	05L/23R	√			1000	1000	1000	√		√	√
ASO	KNOXVILLE	TN	TYS	05R/23L	√			1000	1000	1000	√		√	√
ASO	OXFORD	MS	UOX	09/27		√	√	1000	1000	1000	√		√	√
ASO	TUNICA	MS	UTA	17/35	√			1000	1000	1000	√		√	√
ASO	VALDOSTA	GA	VLD	17/35		√		1000	1000	1000	√		√	√
ASO	ISLA DE VIEQUES	PR	VQS	09/27	√			300	300	300	√		√	√
ASO	VERO BEACH	FL	VRB	04/22	√			1000	1000	1000	√		√	√
ASO	VERO BEACH	FL	VRB	11L/29R	√			300	300	300	√		√	√
ASO	VERO BEACH	FL	VRB	11R/29L	√			1000	1000	1000	√		√	√
ASW	ABILENE	TX	ABI	04/22	√			240	240	240	√		√	√
ASW	ABILENE	TX	ABI	17L/35R		√	√	1000	1000	1000	√			√
ASW	ABILENE	TX	ABI	17R/35L		√	√	1000	1000	1000	√			√
ASW	ALBUQUERQUE	NM	ABQ	03/21	√			1000	1000	1000	√		√	√
ASW	ALBUQUERQUE	NM	ABQ	08/26	√			1000	1000	1000	√		√	√
ASW	ALBUQUERQUE	NM	ABQ	12/30	√			600	800	600	√		√	√
ASW	ALBUQUERQUE	NM	ABQ	17/35		√	√	1000	995	1000				√
ASW	WACO	TX	ACT	01/19				1000	200	1000				
ASW	WACO	TX	ACT	14/32				1000	200	200			√	√
ASW	ALEXANDRIA	LA	AEX	14/32	√			1000	1000	1000	√		√	√
ASW	ALEXANDRIA	LA	AEX	18/36	√			1000	1000	1000	√		√	√
ASW	FORT WORTH	TX	AFW	16L/34R				1000	1000	880			√	√
ASW	FORT WORTH	TX	AFW	16R/34L			√	1000	886	862				
ASW	AMARILLO	TX	AMA	04/22		√	√	1000	993	1000				√
ASW	AMARILLO	TX	AMA	13/31		√	√	1000	1000	1000	√			√
ASW	NEW IBERIA	LA	ARA	16/34	√			1000	1000	1000	√		√	√
ASW	AUSTIN	TX	AUS	17L/35R		√	√	1000	1000	1000	√			√
ASW	AUSTIN	TX	AUS	17R/35L	√			1000	1000	1000	√		√	√
ASW	BEAUMONT/PORT ARTH	TX	BPT	12/30		√		1000	1000	1000	√		√	√
ASW	BEAUMONT/PORT ARTH	TX	BPT	16/34		√		1000	1000	1000	√		√	√
ASW	BROWNSVILLE	TX	BRO	13R/31L		√	√	1000	1000	1000	√	√		√
ASW	BROWNSVILLE	TX	BRO	17/35			√	1000	500	950		√		
ASW	BATON ROUGE	LA	BTR	04L/22R				1000	750	1000			√	√
ASW	BATON ROUGE	LA	BTR	04R/22L	√		√	300	300	300	√		√	√
ASW	BATON ROUGE	LA	BTR	13/31			√	1000	400	300				
ASW	COLLEGE STATION	TX	CLL	10/28	√		√	300	316	350	√		√	√
ASW	COLLEGE STATION	TX	CLL	16/34			√	1000	200	1000				
ASW	CARLSBAD	NM	CNM	03/21	√			1000	1000	1000	√		√	√
ASW	CARLSBAD	NM	CNM	14R/32L	√		√	300	300	300	√		√	√
ASW	CORPUS CHRISTI	TX	CRP	13/31		√	√	1000	1000	1000	√			√
ASW	CORPUS CHRISTI	TX	CRP	17/35		√	√	1000	1000	1000	√	√		√
ASW	LAKE CHARLES	LA	CWF	15/33	√		√	1000	1000	1000	√		√	√

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ASW	DALLAS	TX	DAL	13L/31R				1000	200	1000				
ASW	DALLAS	TX	DAL	13R/31L				1000	200	750				
ASW	DALLAS	TX	DAL	18/36			√	300	200	200				
ASW	DALLAS-FORT WORTH	TX	DFW	13L/31R	√		√	1000	1000	1000	√		√	√
ASW	DALLAS-FORT WORTH	TX	DFW	13R/31L	√		√	1000	1000	1000	√		√	√
ASW	DALLAS-FORT WORTH	TX	DFW	17C/35C	√		√	1000	1000	1000	√		√	√
ASW	DALLAS-FORT WORTH	TX	DFW	17L/35R	√		√	1000	1000	1000	√		√	√
ASW	DALLAS-FORT WORTH	TX	DFW	17R/35L	√		√	1000	1000	1000	√		√	√
ASW	DALLAS-FORT WORTH	TX	DFW	18L/36R	√		√	1000	1000	1000	√		√	√
ASW	DALLAS-FORT WORTH	TX	DFW	18R/36L	√		√	1000	1000	1000	√		√	√
ASW	DEL RIO	TX	DRT	13/31	√			1000	1000	1000	√		√	√
ASW	HOUSTON	TX	EFD	04/22		√	√	1000	1000	1000	√			√
ASW	HOUSTON	TX	EFD	17R/35L	√		√	1000	1000	1000	√		√	√
ASW	EL DORADO	AR	ELD	04/22		√	√	1000	1000	1000	√	√		√
ASW	EL DORADO	AR	ELD	13/31		√	√	1000	1000	1000	√	√		√
ASW	EL PASO	TX	ELP	04/22		√	√	1000	1000	1000	√			√
ASW	EL PASO	TX	ELP	08R/26L		√	√	1000	1000	1000	√			√
ASW	FARMINGTON	NM	FMN	05/23			√	300	400	200				
ASW	FARMINGTON	NM	FMN	07/25				600	200	200				
ASW	FORT SMITH	AR	FSM	01/19	√			300	300	300	√		√	√
ASW	FORT SMITH	AR	FSM	07/25		√	√	1000	1000	1000	√			√
ASW	FORT WORTH	TX	FTW	16/34				1000	295	221			√	√
ASW	FAYETTEVILLE	AR	FYV	16/34		√		1000	902	1000			√	√
ASW	LONGVIEW	TX	GGG	13/31			√	1000	375	1000		√		
ASW	LONGVIEW	TX	GGG	17/35		√	√	1000	1000	1000	√			√
ASW	HOBBS	NM	HOB	03/21			√	600	400	620				
ASW	HOBBS	NM	HOB	12/30			√	300	200	380				
ASW	HOT SPRINGS	AR	HOT	05/23			√	1000	700	1000				
ASW	HOT SPRINGS	AR	HOT	13/31		√	√	240	300	300	√			√
ASW	HOUSTON	TX	HOU	04/22		√	√	1000	1000	1000				√
ASW	HOUSTON	TX	HOU	12L/30R		√	√	300	300	300	√			√
ASW	HOUSTON	TX	HOU	12R/30L			√	1000	305	1000		√		
ASW	HOUSTON	TX	HOU	17/35		√	√	300	1000	1000	√	√		√
ASW	HARLINGEN	TX	HRL	13/31	√			1000	1000	1000	√		√	√
ASW	HARLINGEN	TX	HRL	17L/35R		√	√	1000	1000	1000	√			√
ASW	HARLINGEN	TX	HRL	17R/35L		√	√	1000	1000	1000	√			√
ASW	HARRISON	AR	HRO	18/36	√		√	1000	1000	1000	√		√	√
ASW	HOUSTON	TX	IAH	08L/26R		√	√	1000	1000	1000	√			√
ASW	HOUSTON	TX	IAH	08R/26L		√	√	1000	1000	1000	√			√
ASW	HOUSTON	TX	IAH	09/27			√	1000	1000	1000		√		
ASW	HOUSTON	TX	IAH	15L/33R		√	√	1000	1000	1000	√			√
ASW	HOUSTON	TX	IAH	15R/33L		√	√	240	800	1000	√			√
ASW	LAWTON	OK	LAW	17/35		√	√	1000	1000	1000	√			√
ASW	LUBBOCK	TX	LBB	08/26		√	√	1000	1000	1000	√			√
ASW	LUBBOCK	TX	LBB	17R/35L	√		√	1000	1000	1000	√		√	√

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ASW	ANGLETON/LAKE JACKS	TX	LBX	17/35		√	√	1000	1000	1000	√			√
ASW	LAKE CHARLES	LA	LCH	05/23		√	√	300	700	750	√			√
ASW	LAKE CHARLES	LA	LCH	15/33		√		1000	1000	1000	√		√	√
ASW	LAFAYETTE	LA	LFT	04L/22R	√			300	300	300	√		√	√
ASW	LAFAYETTE	LA	LFT	04R/22L				1000	1000	200				
ASW	LAFAYETTE	LA	LFT	11/29				1000	500	190				
ASW	LITTLE ROCK	AR	LIT	04L/22R		√	√	1000	1000	1000	√			√
ASW	LITTLE ROCK	AR	LIT	04R/22L			√	1000	1000	450				
ASW	LITTLE ROCK	AR	LIT	18/36				1000	237	970				
ASW	LAREDO	TX	LRD	14/32	√			600	1000	600	√		√	√
ASW	LAREDO	TX	LRD	17L/35R	√		√	1000	1000	1000	√		√	√
ASW	LAREDO	TX	LRD	17R/35L			√	1000	1000	500				
ASW	LAS CRUCES	NM	LRU	08/26			√	1000	600	600				
ASW	LAS CRUCES	NM	LRU	12/30			√	1000	1000	600				
ASW	MIDLAND	TX	MAF	04/22	√			240	240	240	√		√	√
ASW	MIDLAND	TX	MAF	10/28			√	1000	1000	1000				
ASW	MIDLAND	TX	MAF	16L/34R		√	√	300	300	300	√			√
ASW	MIDLAND	TX	MAF	16R/34L		√	√	1000	1000	1000	√			√
ASW	MC ALLEN	TX	MFE	13/31			√	1000	814	613				
ASW	MONROE	LA	MLU	04/22		√	√	1000	1000	1000	√			√
ASW	MONROE	LA	MLU	14/32		√	√	1000	1000	1000	√			√
ASW	NEW ORLEANS	LA	MSY	01/19		√	√	1000	1000	1000	√			√
ASW	NEW ORLEANS	LA	MSY	10/28	√		√	1000	1000	700	√			√
ASW	NEW ORLEANS	LA	NEW	18R/36L				1000	43	100				
ASW	OKLAHOMA CITY	OK	OKC	13/31		√	√	1000	1000	1000	√	√		√
ASW	OKLAHOMA CITY	OK	OKC	17L/35R	√			1000	1000	1000	√		√	√
ASW	OKLAHOMA CITY	OK	OKC	17R/35L	√			1000	1000	1000	√		√	√
ASW	ROSWELL	NM	ROW	03/21	√			1000	1000	1000	√		√	√
ASW	ROSWELL	NM	ROW	17/35		√	√	1000	1000	1000	√			√
ASW	SANTA FE	NM	SAF	02/20	√			1000	1000	1000	√		√	√
ASW	SANTA FE	NM	SAF	15/33	√			300	1000	1000	√		√	√
ASW	SAN ANTONIO	TX	SAT	03/21		√	√	1000	1000	1000	√	√		√
ASW	SAN ANTONIO	TX	SAT	12L/30R		√	√	600	600	600	√			√
ASW	SAN ANTONIO	TX	SAT	12R/30L		√	√	1000	1000	1000	√			√
ASW	SHREVEPORT	LA	SHV	05/23	√		√	1000	1000	1000	√		√	√
ASW	SHREVEPORT	LA	SHV	14/32			√	1000	1000	740				
ASW	SAN ANGELO	TX	SJT	03/21		√	√	1000	1000	1000	√			√
ASW	SAN ANGELO	TX	SJT	18/36		√	√	1000	1000	1000	√			√
ASW	RUIDOSO	NM	SRR	06/24		√	√	1000	1000	1000	√			√
ASW	SILVER CITY	NM	SVC	08/26	√			300	300	300	√		√	√
ASW	STILLWATER	OK	SWO	04/22	√		√	300	300	300	√		√	√
ASW	STILLWATER	OK	SWO	17/35		√	√	1000	1000	1000	√			√
ASW	TEMPLE	TX	TPL	02/20		√	√	1000	1000	1000	√			√
ASW	TEMPLE	TX	TPL	15/33		√		1000	1000	1000	√		√	√
ASW	TULSA	OK	TUL	08/26		√	√	1000	1000	1000	√			√

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ASW	TULSA	OK	TUL	18L/36R		√	√	1000	1000	1000	√			√
ASW	TULSA	OK	TUL	18R/36L				1000	200	500			√	√
ASW	TEXARKANA	AR	TXK	04/22		√		1000	1000	1000	√		√	√
ASW	TEXARKANA	AR	TXK	13/31		√	√	1000	1000	1000	√			√
ASW	TYLER	TX	TYR	04/22				1000	360	360				
ASW	TYLER	TX	TYR	13/31		√	√	600	600	600	√			√
ASW	TYLER	TX	TYR	17/35	√			300	300	300	√		√	√
ASW	VICTORIA	TX	VCT	12L/30R		√	√	1000	1000	1000	√			√
ASW	FAYETTEVILLE/SPRINGI	AR	XNA	16/34		√	√	1000	1000	1000	√			√
AWP	ARCATA/EUREKA	CA	ACV	14/32	√			1000	1000	1000	√			√
AWP	ARCATA/EUREKA	CA	ACV	01/19				300	210	260				
AWP	BAKERSFIELD	CA	BFL	12L/30R		√	√	1000	1000	1000	√			√
AWP	BURBANK	CA	BUR	08/26			√	1000	256	230				
AWP	BURBANK	CA	BUR	15/33				1000	0	0				
AWP	CONCORD	CA	CCR	01L/19R			√	600	510	350		√		
AWP	CONCORD	CA	CCR	14L/32R			√	600	510	350		√		
AWP	CRESCENT CITY	CA	CEC	11/29				1000	100	1000				
AWP	CRESCENT CITY	CA	CEC	17/35				300	210	300				
AWP	CHICO	CA	CIC	13L/31R	√			1000	1000	1000	√		√	√
AWP	CARLSBAD	CA	CRQ	06/24	√			300	300	300	√			√
AWP	ELKO	NV	EKO	05/23				1000	700	1000			√	√
AWP	ELY	NV	ELY	18/36	√			1000	1000	1000	√		√	√
AWP	FRESNO	CA	FAT	11L/29R	√		√	1000	1000	1000	√			√
AWP	FRESNO	CA	FAT	11R/29L	√			1000	1000	1000	√			√
AWP	FLAGSTAFF	AZ	FLG	03/21		√	√	1000	1000	1000	√			√
AWP	GRAND CANYON	AZ	GCN	03/21	√			1000	1000	1000	√		√	√
AWP	ROTA ISLAND	CQ	GRO	09/27	√			1000	1000	1000	√		√	√
AWP	SAIPAN ISLAND	CQ	GSN	07/25		√	√	1000	1000	995		√		√
AWP	AGANA	GU	GUM	06L/24R	√			1000	1000	1000	√		√	√
AWP	AGANA	GU	GUM	06R/24L	√		√	1000	1000	1000	√		√	√
AWP	HONOLULU	HI	HNL	04L/22R	√		√	1000	1000	1000	√		√	√
AWP	HONOLULU	HI	HNL	04R/22L		√		1000	1000	950			√	√
AWP	HONOLULU	HI	HNL	08L/26R	√			1000	1000	1000	√		√	√
AWP	HONOLULU	HI	HNL	08R/26L	√			1000	1000	1000	√		√	√
AWP	BULLHEAD CITY	AZ	IFP	16/34			√	1000	600	1000		√		
AWP	KINGMAN	AZ	IGM	03/21		√	√	1000	1000	1000	√			√
AWP	KINGMAN	AZ	IGM	17/35	√			300	300	300	√		√	√
AWP	HILO	HI	ITO	03/21		√		600	600	1200	√		√	√
AWP	HILO	HI	ITO	08/26		√		1000	1000	1000	√		√	√
AWP	PHOENIX	AZ	IWA	12C/30C	√			1000	1000	1000	√		√	√
AWP	PHOENIX	AZ	IWA	12L/30R	√			1000	1000	1000	√		√	√
AWP	PHOENIX	AZ	IWA	12R/30L	√			1000	1000	1000	√		√	√
AWP	LAHAINA	HI	JHM	02/20				600	290	300			√	√
AWP	KAILUA/KONA	HI	KOA	17/35		√		1000	1000	1000	√		√	√
AWP	LAS VEGAS	NV	LAS	01L/19R	√			1000	1000	1000	√			√

				1008	583	186	427				739	61	668	835
Region	City	State	LocID	Runway	Std RSA	Std 90	Is Complete	STD Length	End 1 Length	End 2 Length	STD 100	Complete This FY	Will Meet Stds	Will Meet Std90
AWP	LAS VEGAS	NV	LAS	01R/19L	√			1000	1000	1000	√		√	√
AWP	LAS VEGAS	NV	LAS	07L/25R	√			1000	1000	1000	√			√
AWP	LAS VEGAS	NV	LAS	07R/25L	√			1000	1000	1000	√		√	√
AWP	LOS ANGELES	CA	LAX	06L/24R				1000	1000	815				
AWP	LOS ANGELES	CA	LAX	06R/24L				1000	178	910				
AWP	LOS ANGELES	CA	LAX	07L/25R				1000	730	162				
AWP	LOS ANGELES	CA	LAX	07R/25L		√	√	1000	1000	1000	√			√
AWP	LONG BEACH	CA	LGB	07L/25R				1000	500	500				
AWP	LONG BEACH	CA	LGB	12/30			√	1000	600	1000				
AWP	LIHUE	HI	LIH	03/21				1000	1000	200				
AWP	LIHUE	HI	LIH	17/35	√			1000	1000	1000	√		√	√
AWP	LANAI CITY	HI	LNY	03/21				1000	100	790			√	√
AWP	MERCED	CA	MCE	12/30	√			1000	1000	1000	√		√	√
AWP	SAND ISLAND	MQ	MDY	06/24				1000	580	1000				
AWP	KAUNAKAKAI	HI	MKK	05/23				1000	400	400			√	√
AWP	MAMMOTH LAKES	CA	MMH	09/27	√			600	600	600	√		√	√
AWP	MODESTO	CA	MOD	10L/28R		√		1000	1000	1000			√	√
AWP	MONTEREY	CA	MRY	10R/28L				1000	200	0				
AWP	OAKLAND	CA	OAK	09R/27L		√		1000	900	1000			√	√
AWP	OAKLAND	CA	OAK	11/29				1000	600	500			√	√
AWP	OAKLAND	CA	OAK	09L/27R		√		1000	1000	1000	√		√	√
AWP	KAHULUI	HI	OGG	02/20				1000	1000	1000			√	√
AWP	KAHULUI	HI	OGG	05/23				1000	1000	1000			√	√
AWP	ONTARIO	CA	ONT	08L/26R	√		√	1000	1000	1000	√		√	√
AWP	ONTARIO	CA	ONT	08R/26L		√	√	1000	1000	1000				√
AWP	OXNARD	CA	OXR	07/25			√	1000	1000	701				
AWP	PAGE	AZ	PGA	15/33	√			300	300	300	√		√	√
AWP	PHOENIX	AZ	PHX	07L/25R	√			1000	1000	1000	√		√	√
AWP	PHOENIX	AZ	PHX	07R/25L				1000	955	690			√	√
AWP	PHOENIX	AZ	PHX	08/26	√			1000	1000	1000	√		√	√
AWP	PAGO PAGO	AS	PPG	05/23	√			1000	1000	1000	√			√
AWP	PRESCOTT	AZ	PRC	03R/21L				1000	600	1000			√	√
AWP	PRESCOTT	AZ	PRC	12/30		√	√	300	300	300	√			√
AWP	PALM SPRINGS	CA	PSP	13R/31L	√			1000	1000	1000	√			√
AWP	REDDING	CA	RDD	12/30	√			1000	1000	1000	√		√	√
AWP	REDDING	CA	RDD	16/34	√			1000	1000	1000	√		√	√
AWP	RENO	NV	RNO	07/25			√	1000	375	900		√		
AWP	RENO	NV	RNO	16L/34R		√	√	1000	1000	980		√	√	√
AWP	RENO	NV	RNO	16R/34L	√			1000	1000	1000	√		√	√
AWP	SAN DIEGO	CA	SAN	09/27			√	1000	500	120				
AWP	SANTA BARBARA	CA	SBA	07/25			√	1000	200	600		√		
AWP	SAN BERNARDINO	CA	SBD	06/24	√			1000	1000	1000	√		√	√
AWP	SAN LUIS OBISPO	CA	SBP	11/29			√	1000	600	600		√		
AWP	STOCKTON	CA	SCK	11L/29R	√			1000	1000	1000	√			√
AWP	SAN FRANCISCO	CA	SFO	01L/19R				1000	1000	350			√	√

				1008	583	186	427				739	61	668	835
Region	City	State	LocID	Runway	Std RSA	Std 90	Is Complete	STD Length	End 1 Length	End 2 Length	STD 100	Complete This FY	Will Meet Stds	Will Meet Std90
AWP	SAN FRANCISCO	CA	SFO	01R/19L				1000	1000	300			√	√
AWP	SAN FRANCISCO	CA	SFO	10L/28R				1000	1000	350				
AWP	SAN FRANCISCO	CA	SFO	10R/28L				1000	1000	350				
AWP	SAN JOSE	CA	SJC	12L/30R	√			1000	1000	1000	√			√
AWP	SAN JOSE	CA	SJC	12R/30L	√			1000	1000	1000	√			√
AWP	SACRAMENTO	CA	SMF	16L/34R	√			1000	1000	1000	√		√	√
AWP	SACRAMENTO	CA	SMF	16R/34L	√			1000	1000	1000	√		√	√
AWP	SANTA MARIA	CA	SMX	02/20	√			1000	1000	1000	√		√	√
AWP	SANTA MARIA	CA	SMX	12/30	√			1000	1000	1000	√		√	√
AWP	SANTA ANA	CA	SNA	01L/19R		√	√	1000	1000	1000	√			√
AWP	SANTA ROSA	CA	STS	01/19			√	1000	800	850		√		
AWP	SANTA ROSA	CA	STS	14/32				1000	800	850				
AWP	TINIAN ISLAND	CQ	TNI	08/26				1000	200	1000			√	√
AWP	TUCSON	AZ	TUS	03/21			√	1000	0	1000			√	√
AWP	TUCSON	AZ	TUS	11L/29R	√		√	1000	1000	1000	√		√	√
AWP	SOUTH LAKE TAHOE	CA	TVL	18/36			√	1000	250	250		√		
AWP	VICTORVILLE	CA	VCV	03/21	√			1000	1000	1000	√		√	√
AWP	VICTORVILLE	CA	VCV	17/35	√			1000	1000	1000	√		√	√

Region	City	State	Facility Name	LocID	Runway	Std Length	End 1 Length	End 2 Length
AAL	RED DOG	AK	RED DOG	AED	02/20	1000	300	300
AEA	BECKLEY	WV	RALEIGH COUNTY MEMORIAL	BKW	10/28	300	110	150
AEA	ISLIP	NY	LONG ISLAND MAC ARTHUR	ISP	06/24	1000	870	1000
AEA	ISLIP	NY	LONG ISLAND MAC ARTHUR	ISP	10/28	1000	1000	833
AEA	ISLIP	NY	LONG ISLAND MAC ARTHUR	ISP	15R/33L	1000	1000	957
AEA	ROANOKE	VA	ROANOKE REGIONAL/WOODRUM FIELD	ROA	06/24	1000	90	150
ANE	BOSTON	MA	GENERAL EDWARD LAWRENCE LOGAN	BOS	04R/22L[1]	1000	326	227
ANE	BOSTON	MA	GENERAL EDWARD LAWRENCE LOGAN	BOS	09/27[2]	1000	1000	150
ANE	LEBANON	NH	LEBANON MUNICIPAL	LEB	18/36	1000	500	1000
ANM	DENVER	CO	ROCKY MOUNTAIN METROPOLITAN	BJC	11L/29R	1000	600	1000
ASO	COLUMBUS	GA	COLUMBUS METROPOLITAN	CSG	13/31	240	240	240
ASO	FORT LAUDERDALE	FL	FORT LAUDERDALE/HOLLYWOOD INTL	FLL	13/31	1000	524	672
ASO	PANAMA CITY	FL	PANAMA CITY-BAY CO INTL	PFN	05/23	600	600	600
ASO	PANAMA CITY	FL	PANAMA CITY-BAY CO INTL	PFN	14/32	1000	59	847
ASO	CHARLOTTE AMALIE	VI	CYRIL E KING	STT	10/28	1000	200	1000
ASW	FARMINGTON	NM	FOUR CORNERS REGIONAL	FMN	07/25	600	200	200
ASW	LAFAYETTE	LA	LAFAYETTE REGIONAL	LFT	11/29	1000	500	190
ASW	NEW ORLEANS	LA	LAKEFRONT	NEW	18R/36L	1000	43	100
AWP	BURBANK	CA	BOB HOPE	BUR	15/33	1000	0	0
AWP	SAN FRANCISCO	CA	SAN FRANCISCO INTERNATIONAL	SFO	10L/28R	1000	1000	350
AWP	SAN FRANCISCO	CA	SAN FRANCISCO INTERNATIONAL	SFO	10R/28L	1000	1000	350

[1] Runway 22L has an inclined safety area which was completed in 1994. No further improvements are practicable

[2] Runway 27 has an inclined safety area into Boston Harbor that was completed in 1994. No further improvements are practicable.

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

NOV 2 3 2009

The Honorable Daniel K. Inouye
Chairman, Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of June 30, 2009, for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Obey, Olver, and Murray; Senators Bond and Cochran; and Congressmen Latham and Lewis.

Sincerely,

J. Randolph Babbitt
Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

NOV 2 3 2009

The Honorable David R. Obey
Chairman, Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of June 30, 2009, for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Inouye, Olver, and Murray; Senators Bond and Cochran; and Congressmen Latham and Lewis.

Sincerely,

J. Randolph Babbitt
Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

NOV 23 2009

The Honorable John W. Olver
Chairman, Subcommittee on Transportation,
Housing and Urban Development,
and Related Agencies
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of June 30, 2009, for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Inouye, Obey, and Murray; Senators Bond and Cochran; and Congressmen Latham and Lewis.

Sincerely,

J. Randolph Babbitt
Administrator

Enclosures

U.S. Department
of Transportation

Federal Aviation
Administration

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

NOV 2 3 2009

The Honorable Patty Murray
Chairman, Subcommittee on Transportation,
Housing and Urban Development,
and Related Agencies
United States Senate
Washington, DC 20510

Dear Madam Chairman:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of June 30, 2009, for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Inouye, Obey, and Olver; Senators Bond and Cochran; and Congressmen Latham and Lewis.

Sincerely,

J. Randolph Babbitt
Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

NOV 2 3 2009

The Honorable Christopher S. Bond
Subcommittee on Transportation,
Housing and Urban Development,
and Related Agencies
United States Senate
Washington, DC 20510

Dear Senator Bond:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of June 30, 2009, for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Inouye, Obey, Olver, and Murray; Senator Cochran; and Congressmen Latham and Lewis.

Sincerely,

J. Randolph Babbitt
Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

NOV 2 3 2009

The Honorable Thad Cochran
Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Senator Cochran:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of June 30, 2009, for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Inouye, Obey, Olver, and Murray; Senator Bond; and Congressmen Latham and Lewis.

Sincerely,

J. Randolph Babbitt
Administrator

Enclosures

U.S. Department
of Transportation

Federal Aviation
Administration

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

NOV 2 3 2009

The Honorable Tom Latham
Subcommittee on Transportation, Housing and
Urban Development, and Related Agencies
House of Representatives
Washington, DC 20515

Dear Congressman Latham:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of June 30, 2009, for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Inouye, Obey, Olver, and Murray; Senators Bond and Cochran; and Congressman Lewis.

Sincerely,

J. Randolph Babbitt
Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

NOV 2 3 2009

The Honorable Jerry Lewis
Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Congressman Lewis:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of June 30, 2009, for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Inouye, Obey, Olver, and Murray; Senators Bond and Cochran; and Congressman Latham.

Sincerely,

J. Randolph Babbitt
Administrator

Enclosures

FY 2009 4th Quarter Obligation Summary
APPROPRIATION STATUS BY FISCAL YEAR
(Whole Dollars)

APPROPRIATION	AVAILABILITY [A/C]	OBLIGATIONS AS OF 9/30/09	UNOBLIGATED	% Obligated	% Unobligated
OPERATIONS	9,050,543,505.00	9,041,210,973.00	9,332,532.00	99.9%	0.1%
AIP	3,662,011,420.00	3,660,486,713.00 [B]	1,524,707.00	100.0%	0.0%
R,ED					
FY 07 988.0 Approp	130,233,640.00	129,519,733.00	713,907.00	99.5%	0.5%
FY 08 088.0 Approp	146,828,100.00	142,123,558.00	4,704,542.00	96.8%	3.2%
FY 09 188.0 Approp	171,000,000.00	120,472,382.00	50,527,618.00	70.5%	29.5%
F&E					
FY 07/09 982A	2,089,681,605.00	2,084,572,385.27	5,109,219.73	99.8%	0.2%
FY 08/10 082A	2,053,638,000.00	1,789,271,763.00	264,366,237.00	87.1%	12.9%
FY 09/11 182A	2,281,595,000.00	1,467,019,149.01	814,575,850.99	64.3%	35.7%
FY 09 PCB&T 982W	460,500,000.00	457,021,078.66	3,478,921.34	99.2%	0.8%
NO YEAR X82	103,762,020.00	61,937,662.03	41,824,357.97	59.7%	40.3%

[A]Public Law 111-12 signed March 2009 authorizes $3,900,000,000 of contract authority. Available amount $3,662,011,420 represents obligation limitation and acutal recoveries.

[B]Quarterly Obligations in Grants-in-Aid to Airport can include reobligation of prior year funds, as well as current year apportioned funds.

[C]Increases Actual Recoveries from Prior Year

OPERATIONS
FY 2009 4th QUARTERLY DIRECT OBLIGATIONS

PROGRAM, PROJECT OR ACTIVITY	AVAILABILITY [A]	OBLIGATIONS AS OF 9/30/09	UNOBLIGATED BALANCE**
Air Traffic Organization	7,098,322,000	7,094,674,737	3,647,263
Aviation Safety*	1,172,673,505	1,170,093,645	2,579,860
Commercial Space Transportation	14,094,000	14,034,277	59,723
Financial Services	111,004,000	110,548,873	455,127
Human Resource Management	96,091,000	95,694,369	396,631
Region and Center Operations	331,000,000	330,263,204	736,796
Information Services	46,500,000	46,268,889	231,111
Staff Offices	180,859,000	179,632,978	1,226,022
Total, Operations Appropriation	**9,050,543,505**	**9,041,210,973**	**9,332,532**

[A] FY 2009 Omnibus Appropriation (P.L. 111-8)
*Includes foreign repairs and registry fees
**Will not add due to rounding

GRANTS-IN-AID FOR AIRPORTS
FY 2009 4th QUARTERLY DIRECT OBLIGATIONS

PROGRAM, PROJECT OR ACTIVITY	AVAILABILITY [A]	OBLIGATIONS AS OF 9/30/09 [B]	UNOBLIGATED BALANCE
Grants-in-Aid for Airports	3,530,388,801	3,529,778,508	610,293
Personnel and Related Expenses	87,454,000	87,025,799	428,201
Small Community Air Service	9,820,618	9,820,618	-
Airport Cooperative Research	15,000,000	14,993,231	6,769
Airport Technology Research	19,348,000	18,868,557	479,443
Total, AIP Funding	**3,662,011,420**	**3,660,486,713**	**1,524,707**

[A]Public Law 111-12 signed March 2009 authorizes $3,900,000,000 of contract authority. Available amount $3,622,011,420 represents obligation limitation and actual recoveries

[B]Quarterly Obligations in Grants-in-Aid to Airport can include reobligation of prior year funds as well as current year apportioned funds.

APPROPRIATION STATUS BY FISCAL YEAR - 4th QUARTER
RESEARCH, ENGINEERING, AND DEVELOPMENT
FY 2007 (988.0 Approp)

BLI	Program Title	Availability	988.0 Obligations as of 9/30/09	Unobligated Balance
A11.	**Improve Aviation Safety**			
	a. Fire Research and Safety	6,638,000	6,629,357	8,643
	b. Propulsion and Fuel Safety	4,048,000	4,043,667	4,333
	c. Advanced Materials/Structural Safety	2,843,000	2,626,411	216,589
	d. Atmospheric Hazards/Digital System Safety	3,848,000	3,845,827	2,173
	e. Aging Aircraft	18,621,000	18,608,495	12,505
	f. Aircraft Catastrophic Failure Prevention Research	1,512,000	1,510,357	1,643
	g. Flightdeck/Maintenance/System Integration	7,999,000	7,899,002	99,998
	h. Aviation Safety Risk Analysis	5,292,000	5,287,690	4,310
	I. Air Traffic Control Airway Facilities Human Factors	9,654,000	9,597,754	56,246
	j. Aeromedical Research	7,031,780	6,994,080	37,700
	k. Weather Program - Safety	19,545,000	19,440,976	104,024
	l. Unmanned Aircraft System	1,200,000	1,199,566	434
A12.	**Improve Efficiency**			
	a. Joint Program and Development Office	18,100,000	18,006,037	93,963
	b. Wake Turbulence	3,066,000	3,050,241	15,759
A13.	**Reduce Environmental Impacts**			
	a. Environment and Energy	16,017,410	15,976,127	41,283
A14.	**Mission Support**			
	a. System Planning and Resource Management	1,388,450	1,384,955	3,495
	b. William J. Hughes Technical Center Laboratory	3,430,000	3,419,193	10,807
	Total	**130,233,640**	**129,519,733**	**713,907**

Report of Reprogramming Actions - 4th Quarter
Research, Engineering and Development
FY 2007 Funds

FEDERAL AVIATION ADMINISTRATION

AS OF. September 2009

($ In Thousands)

(a) BUDGET ITEM NUMBER	(b) PROGRAM, PROJECT OR ACTIVITY	(c) CONG INT. (X)	(d) ORIGINAL BASE FOR REPROGRAMMING	(e) FORMAL ADJUSTMENTS TO THE BASE (+/-)	(f) REVISED BASE FOR REPROGRAMMING	(g) INTERNAL (BELOW-THRESHOLD) REPROGRAMMINGS	(h) CURRENT PROGRAM (f+g)
	A11. Improve Aviation Safety						
A11.a	Fire Research and Safety		6,638.0		6,638.0		6,638.0
A11.b	Propulsion and Fuel Systems		4,048.0		4,048.0		4,048.0
A11.c	Advanced Materials/Structural Safety		2,843.0		2,843.0		2,843.0
A11.d	Atmospheric Hazards/Digital System Safety		3,848.0		3,848.0		3,848.0
A11.e	Aging Aircraft		18,621.0		18,621.0		18,621.0
A11.f	Aircraft Catastrophic Failure Prevention Research		1,512.0		1,512.0		1,512.0
A11.g	Flightdeck/Maintenance/System Integration Human Factors		7,999.0		7,999.0		7,999.0
A11.h	Aviation Safety Risk Analysis		5,292.0		5,292.0		5,292.0
A11.i	Air Traffic Control/Airway Facilities Human Factors		9,654.0		9,654.0		9,654.0
A11.j	Aeromedical Research		7,031.8		7,031.8		7,031.8
A11.k	Weather Research - Safety		19,545.0		19,545.0		19,545.0
A11.l	Unmanned Aircraft Systems		1,200.0		1,200.0		1,200.0
	Total Activity 11		88,231.8	0.0	88,231.8	0.0	88,231.8
	A12. Improve Efficiency						
A12.a	Joint Program and Development Office		18,100.0		18,100.0		18,100.0
A12.b	Wake Turbulence		3,066.0		3,066.0		3,066.0
	Total Activity 12		21,166.0	0.0	21,166.0	0.0	21,166.0
A13	**A13. Reduce Environmental Impacts**						
A13.a	Environment and Energy		16,017.4		16,017.4		16,017.4
	Total Activity 13		16,017.4	0.0	16,017.4	0.0	16,017.4
A14	**A14. Mission Support**						
A14.a	System Planning and Resource Management		1,388.4		1,388.4	0.0	1,388.4
A14.b	Technical Laboratory Facility		3,430.0		3,430.0	0.0	3,430.0
	Total Activity 14		4,818.4	0.0	4,818.4	0.0	4,818.4
	TOTAL FY 2007 RESEARCH, ENGINEERING, AND DEVELOPMENT		130,233.6	0.0	130,233.6	0.0	130,233.6

APPROPRIATION STATUS BY FISCAL YEAR - 4th QUARTER
RESEARCH, ENGINEERING, AND DEVELOPMENT
FY 2008 (088.0 Approp)

BLI	Program Title	Availability	088.0 Obligations as of 9/30/09	Unobligated Balance
A11.	**Improve Aviation Safety**			
	a. Fire Research and Safety	7,425,000	7,336,681	88,319
	b. Propulsion and Fuel Safety	4,086,000	3,963,624	122,376
	c. Advanced Materials/Structural Safety	7,083,000	6,754,189	328,811
	d. Atmospheric Hazards/Digital System Safety	3,574,000	3,416,703	157,297
	e. Aging Aircraft	15,170,100	14,917,923	252,177
	f. Aircraft Catastrophic Failure Prevention Research	2,202,000	2,181,133	20,867
	g. Flightdeck/Maintenance/System Integration	9,200,000	8,672,307	527,693
	h. Aviation Safety Risk Analysis	9,442,000	9,314,725	127,275
	I. Air Traffic Control Airway Facilities Human Factors	10,000,000	9,441,949	558,051
	j. Aeromedical Research	8,536,000	7,733,725	802,275
	k. Weather Program - Safety	16,888,000	16,667,041	220,959
	l. Unmanned Aircraft System	2,920,000	2,873,543	46,457
A12.	**Improve Efficiency**			
	a. Joint Program and Development Office	14,321,000	14,233,354	87,646
	b. Wake Turbulence	12,813,000	12,180,642	632,358
	c. Global Positioning System Civil Requirements	3,100,000	3,100,000	0
A13.	**Reduce Environmental Impacts**			
	a. Environment and Energy	15,469,000	14,924,615	544,385
A14.	**Mission Support**			
	a. System Planning and Resource Management	1,184,000	1,129,055	54,945
	b. William J. Hughes Technical Center Laboratory	3,415,000	3,282,350	132,650
	Total	**146,828,100**	**142,123,558**	**4,704,542**

Report of Reprogramming Actions - 4th Quarter
Research, Engineering and Development
FY 2008 Funds

FEDERAL AVIATION ADMINISTRATION — AS OF: September 2009

($ In Thousands)

(a) BUDGET ITEM NUMBER	(b) PROGRAM, PROJECT OR ACTIVITY	(c) CONG. INT. (X)	(d) ORIGINAL BASE FOR REPROGRAMMING	(e) FORMAL ADJUSTMENTS TO THE BASE (+/-)	(f) REVISED BASE FOR REPROGRAMMING	(g) INTERNAL (BELOW-THRESHOLD) REPROGRAMMINGS	(h) CURRENT PROGRAM (f+g)
	A11. Improve Aviation Safety						
A11.a	Fire Research and Safety		7,350.0		7,350.0	75.0	7,425.0
A11.b	Propulsion and Fuel Systems		4,086.0		4,086.0		4,086.0
A11.c	Advanced Materials/Structural Safety		7,083.0		7,083.0		7,083.0
	National Institute for Aviation Research (NAIR), Wichita State University, KS	X	[2,352.0]		[2,352.0]		[2,352.0]
	Advanced Material in Transport Aircraft Structures Center, Seattle, WA	X	[686.0]		[686.0]		[686.0]
	Advanced Materials & Manufacturing Innovations Center, Edmonds, WA	X	[514.5]		[514.5]		[514.5]
	Jet Engine Technology Inspection, Iowa	X	[490.0]		[490.0]		[490.0]
	Aircraft Fleet Evaluation Research, Iowa	X	[328.0]		[328.0]		[328.0]
A11.d.	Atmospheric Hazards/Digital System Safety		3,574.0		3,574.0		3,574.0
A11.e	Aging Aircraft		15,946.1		15,946.1	-776.0	15,170.1
	Delaware Technical and Community College, DE	X	[328.0]		[328.0]		[328.0]
	National Institute for Aviation Research (NAIR), Wichita State University, KS	X	[686.0]		[686.0]		[686.0]
A11.f	Aircraft Catastrophic Failure Prevention Research		2,202.0		2,202.0		2,202.0
A11.g	Flightdeck/Maintenance/System Integration Human Factors		9,200.0		9,200.0		9,200.0
A11.h	Aviation Safety Risk Analysis		9,517.0		9,517.0	-75.0	9,442.0
A11.i	Air Traffic Control/Airway Facilities Human Factors		10,000.0		10,000.0		10,000.0
A11.j	Aeromedical Research		7,760.0		7,760.0	776.0	8,536.0
	Civil Aerospace Medical Institute	X	[980.0]		[980.0]		[980.0]
A11.k	Weather Research - Safety		16,888.0		16,888.0		16,888.0
A11.l	Unmanned Aircraft Systems		2,920.0		2,920.0		2,920.0
	Total Activity 11		96,526.1	0.0	96,526.1	0.0	96,526.1
	A12. Improve Efficiency						
A12.a	Joint Program and Development Office		14,321.0		14,321.0		14,321.0
A12.b	Wake Turbulence		12,813.0		12,813.0		12,813.0
	Spiroid Winglet Fuel Efficiency Research, Washington	X	[2058.0]		[2058.0]		(2058.0)
A12.c	GPS Civil Requirements		3,100.0		3,100.0		3,100.0
	Total Activity 12		30,234.0	0.0	30,234.0	0.0	30,234.0
A13	**A13. Reduce Environmental Impacts**						
A13.a	Environment and Energy		15,469.0		15,469.0		15,469.0
	Total Activity 13		15,469.0	0.0	15,469.0	0.0	15,469.0
A14	**A14. Mission Support**						
A14.a	System Planning and Resource Management		1,184.0		1,184.0	0.0	1,184.0
A14.b	Technical Laboratory Facility		3,415.0		3,415.0	0.0	3,415.0
	Total Activity 14		4,599.0	0.0	4,599.0	0.0	4,599.0
	TOTAL FY 2008 RESEARCH, ENGINEERING, AND DEVELOPMENT		**146,828.1**	**0.0**	**146,828.1**	**0.0**	**146,828.1**

APPROPRIATION STATUS BY FISCAL YEAR - 4th QUARTER
RESEARCH, ENGINEERING, AND DEVELOPMENT
FY 2009 (188.0 Approp)

BLI	Program Title	Availability	188.0 Obligations as of 9/30/09	Unobligated Balance
A11.	**Improve Aviation Safety**			
	a. Fire Research and Safety	6,650,000	6,473,291	176,709
	b. Propulsion and Fuel Safety	3,669,000	3,565,010	103,990
	c. Advanced Materials/Structural Safety	2,920,000	2,538,263	381,737
	d. Atmospheric Hazards/Digital System Safety	4,838,000	3,022,733	1,815,267
	e. Aging Aircraft	14,589,000	11,610,004	2,978,996
	f. Aircraft Catastrophic Failure Prevention Research	436,000	357,260	78,740
	g. Flightdeck/Maintenance/System Integration	7,591,520	5,606,186	1,985,334
	h. Aviation Safety Risk Analysis	12,488,000	11,352,145	1,135,855
	I. Air Traffic Control Airway Facilities Human Factors	10,342,480	7,737,643	2,604,837
	j. Aeromedical Research	8,395,000	7,307,837	1,087,163
	k. Weather Program - Safety	16,968,000	16,116,718	851,282
	l. Unmanned Aircraft System	1,876,000	1,213,533	662,467
A12.	**Improve Efficiency**			
	a. Joint Program and Development Office	14,466,000	11,378,273	3,087,727
	b. Wake Turbulence	10,132,000	7,430,983	2,701,017
	c. NextGen: Air Ground Integration	2,554,000	888,100	1,665,900
	d. NextGen: Self Separation	8,025,000	1,121,400	6,903,600
	e. NextGen: Weather Technology in the Cockpit	8,049,000	2,371,742	5,677,258
A13.	**Reduce Environmental Impacts**			
	a. Environment and Energy	15,608,000	14,488,222	1,119,778
	b. NextGen: Environmental Research	16,050,000	2,631,293	13,418,707
A14.	**Mission Support**			
	a. System Planning and Resource Management	1,817,000	528,501	1,288,499
	b. William J. Hughes Technical Center Laboratory	3,536,000	2,733,245	802,755
	Total	**171,000,000**	**120,472,382**	**50,527,618**

Report of Reprogramming Actions - 4th Quarter
Research, Engineering and Development
FY 2009 Funds

FEDERAL AVIATION ADMINISTRATION — AS OF: September 2009

($ in Thousands)

(a) BUDGET ITEM NUMBER	(b) PROGRAM, PROJECT OR ACTIVITY	(c) CONG. INT. (X)	(d) ORIGINAL BASE FOR REPROGRAMMING	(e) FORMAL ADJUSTMENTS TO THE BASE (+/-)	(f) REVISED BASE FOR REPROGRAMMING	(g) INTERNAL (BELOW-THRESHOLD) REPROGRAMMINGS	(h) CURRENT PROGRAM (f+g)
	A11. Improve Aviation Safety						
A11.a	Fire Research and Safety		6,650.0		6,650.0		6,650.0
A11.b	Propulsion and Fuel Systems		3,669.0		3,669.0		3,669.0
A11.c	Advanced Materials/Structural Safety		2,920.0		2,920.0		2,920.0
	National Institute for Aviation Research (NAIR), Wichita State University, KS	X					
	Advanced Materials in Transport Aircraft Structures Center, Seattle, WA	X					
	Center for Runway Safety Systems, Kansas State University, Manhattan, Kansas	X					
A11.d.	Atmospheric Hazards/Digital System Safety		4,838.0		4,838.0		4,838.0
A11.e	Aging Aircraft		14,589.0		14,589.0		14,589.0
A11.f	Aircraft Catastrophic Failure Prevention Research		436.0		436.0		436.0
A11.g	Flightdeck/Maintenance/System Integration Human Factors		7,465.0		7,465.0	126.5	7,591.5
A11.h	Aviation Safety Risk Analysis		12,488.0		12,488.0		12,488.0
A11.i	Air Traffic Control/Airway Facilities Human Factors		10,469.0		10,469.0	-126.5	10,342.5
A11.j	Aeromedical Research		8,395.0		8,395.0		8,395.0
A11.k	Weather Research - Safety		16,968.0		16,968.0		16,968.0
A11.l	Unmanned Aircraft Systems		1,876.0		1,876.0		1,876.0
	Total Activity 11		90,763.0	0.0	90,763.0	0.0	90,763.0
	A12. Improve Efficiency						
A12.a	Joint Program and Development Office		14,466.0		14,466.0		14,466.0
A12.b	Wake Turbulence		10,132.0		10,132.0		10,132.0
A12.c	NextGen: Air Ground Integration		2,554.0		2,554.0		2,554.0
A12.d	NextGen: Self Separation		8,025.0		8,025.0		8,025.0
A12.e	NextGen: Weather Technology in the Cockpit		8,049.0		8,049.0		8,049.0
	Total Activity 12		43,226.0	0.0	43,226.0	0.0	43,226.0
A13	**A13. Reduce Environmental Impacts**						
A13.a	Environment and Energy		15,608.0		15,608.0		15,608.0
A13.b	NextGen: Environmental Research		16,050.0		16,050.0		16,050.0
	Total Activity 13		31,658.0	0.0	31,658.0	0.0	31,658.0
A14	**A14. Mission Support**						
A14.a	System Planning and Resource Management		1,817.0		1,817.0	0.0	1,817.0
A14.b	Technical Laboratory Facility		3,536.0		3,536.0	0.0	3,536.0
	Total Activity 14		5,353.0	0.0	5,353.0	0.0	5,353.0
	TOTAL FY 2009 RESEARCH, ENGINEERING, AND DEVELOPMENT		171,000.0	0.0	171,000.0	0.0	171,000.0

Federal Aviation Administration
Appropriation Status By Fiscal Year
Facilities and Equipment (F&E) FY2007/2009 (982A)
Period Ending September 30, 2009 - 4th Quarter

BLI	Program Description	Availability	Obligated	Unobligated
1A01	ADVANCED TECHNOLOGY DEVELOPMENT AND PROTOTYPING	38,947,000.02	38,946,976.66	23.36
1A02	SAFE FLIGHT 21	12,900,000.00	12,653,570.95	246,429.05
1A03	AERONAUTICAL DATA LINK (ADL) APPLICATIONS	1,000,000.00	999,981.04	18.96
1A04	NEXT GEN. VHF AIR/GROUND COMM. SYSTEM (NEXCOM)	24,900,000.00	24,899,939.46	60.54
1A05	TRAFFIC MANAGEMENT ADVISOR (TMA)	36,348,000.00	36,292,463.30	55,536.70
1A06	NAS IMPROVEMENT OF SYSTEM SUPPORT LABORATORY	1,317,000.00	1,311,537.32	5,462.68
1A07	WILLIAM J. HUGHES TECHNICAL CENTER FACILITIES	12,000,000.00	11,980,417.29	19,582.71
1A08	WILLIAM J. HUGHES TECH CTR INFRASTRUCTURE SUSTAIN	4,200,000.00	4,179,252.16	20,747.84
1A09	GLOBAL COMMUNICATIONS NAVIGATION AND SURVEILLANCE	23,415,000.00	23,414,376.85	623.15
1A10	ADS-B NAS WIDE IMPLEMENTATION	84,968,000.00	84,712,660.69	255,339.31
2A01	EN ROUTE AUTOMATION MODERNIZATION (ERAM)	377,925,000.00	377,685,987.83	239,012.17
2A02	EN ROUTE AUTOMATION PROGRAMS	25,331,500.00	25,208,816.75	122,683.25
2A03	NEXT GENERATION WEATHER RADAR (NEXRAD) - PROVIDE	2,000,000.00	2,000,000.16	(0.16)
2A04	WEATHER AND RADAR PROCESSOR (WARP)	12,226,000.00	12,212,291.66	13,708.34
2A05	ARTCC BUILDING IMPROVEMENTS/PLANT IMPROVEMENTS	53,676,000.00	53,487,336.41	188,663.59
2A06	AIR TRAFFIC MANAGEMENT (ATM)	78,015,000.00	77,971,746.87	43,253.13
2A07	AIR/GROUND COMMUNICATIONS INFRASTRUCTURE	17,268,000.00	17,267,260.65	739.35
2A08	ATC BEACON INTERROGATOR (ATCBI) - REPLACEMENT	16,225,000.00	16,081,117.23	143,882.77
2A09	LONG RANGE RADAR (LRR) PROGRAM	5,050,000.00	5,021,539.80	28,460.20
2A10	EN ROUTE COMM. & CONTROL FACILITIES IMPROVEMENTS	2,062,769.00	1,674,610.14	388,158.86
2A11	INTEGRATED TERMINAL WEATHER SYSTEM (ITWS)	20,300,000.00	20,299,999.59	0.41
2A12	FAA TELECOMMUNICATIONS INFRASTRUCTURE	32,151,171.00	31,812,646.28	338,524.72
2A13	ADVANCED TECHNOLOGIES AND OCEANIC PROCEDURES	31,350,000.00	31,162,483.19	187,516.81
2A14	ATOMS	6,000,000.00	5,999,986.90	13.10
2A15	VOICE SWITCHING AND CONTROL SYSTEM (VSCS)	15,470,000.00	15,459,623.92	10,376.08
2A16	PARENT FOR 12982A0070-2A16	1,970,000.00	1,821,477.43	148,522.57
2A17	VOLCANO MONITORING	1,000,000.00	1,000,000.00	0.00
2B01	ASDE-X	74,478,605.00	74,481,315.88	(2,710.88)
2B02	TERMINAL DOPPLER WEATHER RADAR (TDWR) - PROVIDE	12,500,000.00	12,499,999.71	0.29
2B03	TERMINAL AUTOMATION PHASE 1	49,200,000.00	49,137,847.99	62,152.01
2B04	TERMINAL AUTOMATION MODERNIZATION PROGRAM	13,800,000.00	13,729,526.51	70,473.49
2B05	TERMINAL AIR TRAFFIC CONTROL FACILITIES - REPLACE	124,000,000.00	123,945,237.83	54,762.17
2B06	ATCT/TERM RADAR APPROACH CONTROL (TRACON)-IMPROVE	47,716,309.00	47,715,763.10	545.90
2B07	TERMINAL VOICE SWITCH REPLACEMENT (TVSR)/ENHANCE	12,400,000.00	12,398,272.96	1,727.04
2B08	NAS FACILITIES OSHA & ENVIRON STANDARDS COMPLIANC	27,336,254.00	27,359,589.16	(23,335.16)

Federal Aviation Administration
Appropriation Status By Fiscal Year
Facilities and Equipment (F&E) FY2007/2009 (982A)
Period Ending September 30, 2009 - 4th Quarter

BLI	Program Description	Availability	Obligated	Unobligated
2B09	AIRPORT SURVEILLANCE RADAR (ASR-9)	15,900,000.00	15,888,616.17	11,383.83
2B10	TERMINAL DIGITAL RADAR (ASR-11)	44,050,000.00	44,081,824.97	(31,824.97)
2B11	DOD/FAA FACILITIES TRANSFER	2,300,000.00	2,299,944.84	55.16
2B12	PRECISION RUNWAY MONITORS	2,600,000.00	2,599,367.97	632.03
2B13	TERMINAL RADAR IMPROVEMENTS -REGIONAL PROJECTS	1,972,116.00	1,891,679.13	80,436.87
2B14	TERMINAL COMMUNICATIONS - IMPROVE	1,242,619.00	1,226,047.53	16,571.47
2B15	RUNWAY STATUS LIGHTS	5,713,854.00	5,710,581.01	3,272.99
2B16	TERMINAL AUTOMATION MODERNIZATION PHASES 2	30,366,000.00	30,365,119.65	880.35
2B17	NAS VOICE SWITCH	500,000.00	500,000.00	0.00
2B18	WSP TECHNOLOGY REFRESH/PRODUCT IMPROVEMENT	1,000,000.00	999,999.96	0.04
2B19	NAS INFRASTRUCTURE MNGMT SYSTEM (NIMS) - PHASE 2	5,000,000.00	4,995,593.60	4,406.40
2C01	AUTOMATED SURFACE OBSERVING SYSTEM (ASOS)	5,000,000.00	4,999,345.11	654.89
2C02	FSAS OPS & SUPPORTABILITY IMPLEMENT SYS (OASIS)	8,300,000.00	8,298,789.38	1,210.62
2C03	FLIGHT SERVICE STATION (FSS) MODERNIZATION	6,152,002.00	6,135,386.16	16,615.84
2D01	VHF OMNIDIRECTIONAL RADIO RANGE (VOR) W/ DME	4,500,000.00	4,411,462.47	88,537.53
2D02	INSTRUMENT LANDING SYSTEM (ILS) - ESTABLISH	5,953,000.00	5,881,413.45	71,586.55
2D03	WIDE AREA AUGMENTATION SYSTEM (WAAS) FOR GPS	122,400,000.00	122,392,529.33	7,470.67
2D04	RUNWAY VISUAL RANGE (RVR)	5,000,000.00	4,916,650.81	83,349.19
2D05	NAVIGATION AND LANDING AIDS - IMPROVE	3,887,933.00	3,732,139.29	155,793.71
2D06	ALSIP - FRANGIBLE STRUCTURES ALSF-2	15,000,000.00	14,866,762.37	133,237.63
2D07	DISTANCE MEASURING EQUIPMENT (DME)	4,690,000.00	4,538,653.83	151,346.17
2D08	VISUAL NAVAIDS - ESTABLISH/EXPAND	2,000,000.00	1,814,871.17	185,128.83
2D09	INSTRUMENT APPROACH PROCUDURES AUTOMATION (IAPA)	9,300,000.00	9,300,000.00	0.00
2D10	NAV & LAND AIDS - SERVICE LIFE EXTEN PROG (SLEP)	5,500,000.00	5,427,240.38	72,759.62
2D11	VISUAL NAVAIDS	3,000,000.00	2,954,669.12	45,330.88
2E01	NAS FACILITIES OSHA & ENV STD - FUEL STORAGE TANKS	5,800,000.00	5,777,812.28	22,187.72
2E02	FAA BUILDINGS AND EQUIPMENT	13,372,933.00	13,123,315.98	249,617.02
2E03	AIR NAV AIDS AND ATC FACILITIES (LOCAL PROJECTS)	2,923,678.00	2,821,919.38	101,758.62
2E04	AIRCRAFT RELATED EQUIPMENT PROGRAM	11,000,000.00	10,892,778.67	107,221.33
2E05	COMPUTER AIDED ENGINEER GRAPHICS REPLACEMENT	1,500,000.00	1,499,999.66	0.34
2E06	AIRPORT CABLE LOOP SYSTEMS SUSTAINED SUPPORT	4,717,000.00	4,663,310.76	53,689.24
2E07	ALASKAN NAS INTERFACILITY COMM SYSTEM (ANICS)	2,240,000.00	2,111,547.11	128,452.89
2E08	FACILITIES DECOMMISSIONING	500,000.00	468,381.65	31,618.35
2E09	ELECTRICAL POWER SYSTEMS - SUSTAIN/SUPPORT	47,135,090.00	47,135,011.65	78.35
3A01	NAS FACILITIES OSHA & ENV STD - ENV CLEANUP	22,000,000.00	21,968,934.62	31,065.38

Federal Aviation Administration
Appropriation Status By Fiscal Year
Facilities and Equipment (F&E) FY2007/2009 (982A)
Period Ending September 30, 2009 - 4th Quarter

BLI	Program Description	Availability	Obligated	Unobligated
3A02	AVIATION SAFETY ANALYSIS SYSTEM (ASAS)	14,500,000.00	14,320,436.80	179,563.20
3A03	LCSS	1,000,000.00	1,000,000.00	0.00
3A04	TEST EQUIPMENT MODERNIZATION/REPLACEMENT	1,557,722.00	1,549,721.06	8,000.94
3A05	NATIONAL AIRSPACE SYSTEM RECOVERY COMM (RCOM)	10,000,000.00	10,027,220.86	(27,220.86)
3A06	FACILITY SECURITY RISK MANAGEMENT	24,000,000.00	23,987,587.53	12,412.47
3A07	NAS INFORMATION SECURITY - INF SYSTEMS SECURITY	21,000,000.00	20,999,091.35	908.65
3A08	SYSTEM APPROACH FOR SAFETY OVERSIGHT (SASO)	17,300,000.00	17,124,269.12	175,730.88
3A09	AVIATION SAFETY KNOWLEDGE MGMT ENVIRONMENT (ASKME)	4,600,000.00	4,599,412.51	587.49
3B01	AERONAUTICAL CENTER INFRASTRUCTURE MODERNIZATION	13,800,000.00	13,571,581.07	228,418.93
3B02	NATL AIRSPACE SYS (NAS) TRAIN EQUIP MODERNIZATION	12,975,000.00	12,977,475.75	(2,475.75)
3B03	DISTANCE LEARNING	1,500,000.00	1,499,440.17	559.83
4A01	SYSTEMS ENGINEERING & TECHNICAL ASSISTANCE	29,500,000.00	29,483,234.23	16,765.77
4A02	CONTINUED GENERAL SUPPORT - PROGRAM SUPPORT LEASES	41,201,049.98	41,131,222.01	69,827.97
4A03	NAS REGIONAL/CENTER LOGISTICS SUPPORT SERVICES	7,900,000.00	7,903,062.50	(3,062.50)
4A04	AERONAUTICAL CENTER LEASE	13,500,000.00	13,641,579.26	(141,579.26)
4A05	NAS IMPLEMENTATION SUPPORT CONTRACT (NISC)	25,680,000.00	25,681,285.87	(1,285.87)
4A06	NAS SPECTRUM ENGINEERING MANAGEMENT	4,785,000.00	4,713,486.78	71,513.22
4A07	TECHNICAL SUPPORT SERVICES CONTRACT (TSSC)	36,220,000.00	36,195,964.78	24,035.22
4A08	RESOURCE TRACKING PROGRAM (RTP)	1,700,000.00	1,655,810.22	44,189.78
4A09	CIP SYSTEMS ENGINEERING & TECH ASSISTANCE - MITRE	81,000,000.00	80,993,151.04	6,848.96
4A10	NAS AIRSPACE SYSTEM RESOURCE	4,000,000.00	3,999,999.23	0.77
4BF4	ESSENTIAL AIR SERVICES	0.00	0.00	0.00
	TOTALS	**2,089,681,605.00**	**2,084,572,385.27**	**5,109,219.73**

Federal Aviation Administration
Report of Reprogramming Actions
Facilities and Equipment (F&E) FY2007/2009 (982A)
Period Ending September 30, 2009 - 4th Quarter

BLI	Program Description	Original Base	Formal Adjustment	Revised Base	Internal Reprogram	Current Program
1A01	ADVANCED TECHNOLOGY DEVELOPMENT AND PROTOTYPING	39,067,000.00	0.00	39,067,000.00	(119,999.98)	38,947,000.02
1A02	SAFE FLIGHT 21	12,900,000.00	0.00	12,900,000.00	0.00	12,900,000.00
1A03	AERONAUTICAL DATA LINK (ADL) APPLICATIONS	1,000,000.00	0.00	1,000,000.00	0.00	1,000,000.00
1A04	NEXT GEN. VHF AIR/GROUND COMM. SYSTEM (NEXCOM)	25,000,000.00	0.00	25,000,000.00	(100,000.00)	24,900,000.00
1A05	TRAFFIC MANAGEMENT ADVISOR (TMA)	37,600,000.00	0.00	37,600,000.00	(1,252,000.00)	36,348,000.00
1A06	NAS IMPROVEMENT OF SYSTEM SUPPORT LABORATORY	1,198,000.00	0.00	1,198,000.00	119,000.00	1,317,000.00
1A07	WILLIAM J. HUGHES TECHNICAL CENTER FACILITIES	12,000,000.00	0.00	12,000,000.00	0.00	12,000,000.00
1A08	WILLIAM J. HUGHES TECH CTR INFRASTRUCTURE SUSTAIN	4,200,000.00	0.00	4,200,000.00	0.00	4,200,000.00
1A09	GLOBAL COMMUNICATIONS NAVIGATION AND SURVEILLANCE	24,000,000.00	0.00	24,000,000.00	(585,000.00)	23,415,000.00
1A10	ADS-B NAS WIDE IMPLEMENTATION	85,000,000.00	0.00	85,000,000.00	(32,000.00)	84,968,000.00
2A01	EN ROUTE AUTOMATION MODERNIZATION (ERAM)	376,553,000.00	0.00	376,553,000.00	1,372,000.00	377,925,000.00
2A02	EN ROUTE AUTOMATION PROGRAMS	27,500,000.00	(820,000.00)	26,680,000.00	(1,348,500.00)	25,331,500.00
2A03	NEXT GENERATION WEATHER RADAR (NEXRAD) - PROVIDE	2,000,000.00	0.00	2,000,000.00	0.00	2,000,000.00
2A04	WEATHER AND RADAR PROCESSOR (WARP)	7,400,000.00	4,110,000.00	11,510,000.00	716,000.00	12,226,000.00
2A05	ARTCC BUILDING IMPROVEMENTS/PLANT IMPROVEMENTS	51,000,000.00	0.00	51,000,000.00	2,676,000.00	53,676,000.00
2A06	AIR TRAFFIC MANAGEMENT (ATM)	78,850,000.00	0.00	78,850,000.00	(835,000.00)	78,015,000.00
2A07	AIR/GROUND COMMUNICATIONS INFRASTRUCTURE	18,788,000.00	0.00	18,788,000.00	(1,520,000.00)	17,268,000.00
2A08	ATC BEACON INTERROGATOR (ATCBI) - REPLACEMENT	16,400,000.00	0.00	16,400,000.00	(175,000.00)	16,225,000.00
2A09	LONG RANGE RADAR (LRR) PROGRAM	5,000,000.00	0.00	5,000,000.00	50,000.00	5,050,000.00
2A10	EN ROUTE COMM. & CONTROL FACILITIES IMPROVEMENTS	1,883,769.00	0.00	1,883,769.00	179,000.00	2,062,769.00
2A11	INTEGRATED TERMINAL WEATHER SYSTEM (ITWS)	20,900,000.00	0.00	20,900,000.00	(600,000.00)	20,300,000.00
2A12	FAA TELECOMMUNICATIONS INFRASTRUCTURE	31,175,171.00	0.00	31,175,171.00	976,000.00	32,151,171.00
2A13	ADVANCED TECHNOLOGIES AND OCEANIC PROCEDURES	31,350,000.00	0.00	31,350,000.00	0.00	31,350,000.00
2A14	ATOMS	6,000,000.00	0.00	6,000,000.00	0.00	6,000,000.00
2A15	VOICE SWITCHING AND CONTROL SYSTEM (VSCS)	16,900,000.00	0.00	16,900,000.00	(1,430,000.00)	15,470,000.00
2A16	PARENT FOR 12982A0070-2A16	4,200,000.00	(2,230,000.00)	1,970,000.00	0.00	1,970,000.00
2A17	VOLCANO MONITORING	1,000,000.00	0.00	1,000,000.00	0.00	1,000,000.00
2B01	ASDE-X	74,478,605.00	0.00	74,478,605.00	0.00	74,478,605.00
2B02	TERMINAL DOPPLER WEATHER RADAR (TDWR) - PROVIDE	12,500,000.00	0.00	12,500,000.00	0.00	12,500,000.00
2B03	TERMINAL AUTOMATION PHASE 1	49,200,000.00	0.00	49,200,000.00	0.00	49,200,000.00
2B04	TERMINAL AUTOMATION MODERNIZATION PROGRAM	13,800,000.00	0.00	13,800,000.00	0.00	13,800,000.00
2B05	TERMINAL AIR TRAFFIC CONTROL FACILITIES - REPLACE	124,000,000.00	0.00	124,000,000.00	0.00	124,000,000.00
2B06	ATCT/TERM RADAR APPROACH CONTROL (TRACON)-IMPROVE	48,833,563.00	0.00	48,833,563.00	(1,117,254.00)	47,716,309.00
2B07	TERMINAL VOICE SWITCH REPLACEMENT (TVSR)/ENHANCE	11,300,000.00	0.00	11,300,000.00	1,100,000.00	12,400,000.00
2B08	NAS FACILITIES OSHA & ENVIRON STANDARDS COMPLIANC	25,000,000.00	0.00	25,000,000.00	2,336,254.00	27,336,254.00
2B09	AIRPORT SURVEILLANCE RADAR (ASR-9)	15,900,000.00	0.00	15,900,000.00	0.00	15,900,000.00
2B10	TERMINAL DIGITAL RADAR (ASR-11)	44,050,000.00	0.00	44,050,000.00	0.00	44,050,000.00

Federal Aviation Administration
Report of Reprogramming Actions
Facilities and Equipment (F&E) FY2007/2009 (982A)
Period Ending September 30, 2009 - 4th Quarter

BLI	Program Description	Original Base	Formal Adjustment	Revised Base	Internal Reprogram	Current Program
2B11	DOD/FAA FACILITIES TRANSFER	2,300,000.00	0.00	2,300,000.00	0.00	2,300,000.00
2B12	PRECISION RUNWAY MONITORS	2,600,000.00	0.00	2,600,000.00	0.00	2,600,000.00
2B13	TERMINAL RADAR IMPROVEMENTS -REGIONAL PROJECTS	2,022,848.00	0.00	2,022,848.00	(50,732.00)	1,972,116.00
2B14	TERMINAL COMMUNICATIONS - IMPROVE	1,348,887.00	0.00	1,348,887.00	(106,268.00)	1,242,619.00
2B15	RUNWAY STATUS LIGHTS	5,713,854.00	0.00	5,713,854.00	0.00	5,713,854.00
2B16	TERMINAL AUTOMATION MODERNIZATION PHASES 2	30,450,000.00	0.00	30,450,000.00	(84,000.00)	30,366,000.00
2B17	NAS VOICE SWITCH	500,000.00	0.00	500,000.00	0.00	500,000.00
2B18	WSP TECHNOLOGY REFRESH/PRODUCT IMPROVEMENT	1,000,000.00	0.00	1,000,000.00	0.00	1,000,000.00
2B19	NAS INFRASTRUCTURE MNGMT SYSTEM (NIMS) - PHASE 2	5,000,000.00	0.00	5,000,000.00	0.00	5,000,000.00
2C01	AUTOMATED SURFACE OBSERVING SYSTEM (ASOS)	5,000,000.00	0.00	5,000,000.00	0.00	5,000,000.00
2C02	FSAS OPS & SUPPORTABILITY IMPLEMENT SYS (OASIS)	8,300,000.00	0.00	8,300,000.00	0.00	8,300,000.00
2C03	FLIGHT SERVICE STATION (FSS) MODERNIZATION	6,152,002.00	0.00	6,152,002.00	0.00	6,152,002.00
2D01	VHF OMNIDIRECTIONAL RADIO RANGE (VOR) W/ DME	5,000,000.00	0.00	5,000,000.00	(500,000.00)	4,500,000.00
2D02	INSTRUMENT LANDING SYSTEM (ILS) - ESTABLISH	6,005,000.00	0.00	6,005,000.00	(52,000.00)	5,953,000.00
2D03	WIDE AREA AUGMENTATION SYSTEM (WAAS) FOR GPS	122,400,000.00	0.00	122,400,000.00	0.00	122,400,000.00
2D04	RUNWAY VISUAL RANGE (RVR)	5,000,000.00	0.00	5,000,000.00	0.00	5,000,000.00
2D05	NAVIGATION AND LANDING AIDS - IMPROVE	4,270,933.00	0.00	4,270,933.00	(383,000.00)	3,887,933.00
2D06	ALSIP - FRANGIBLE STRUCTURES ALSF-2	15,000,000.00	0.00	15,000,000.00	0.00	15,000,000.00
2D07	DISTANCE MEASURING EQUIPMENT (DME)	5,000,000.00	0.00	5,000,000.00	(310,000.00)	4,690,000.00
2D08	VISUAL NAVAIDS - ESTABLISH/EXPAND	2,000,000.00	0.00	2,000,000.00	0.00	2,000,000.00
2D09	INSTRUMENT APPROACH PROCUDURES AUTOMATION (IAPA)	9,300,000.00	0.00	9,300,000.00	0.00	9,300,000.00
2D10	NAV & LAND AIDS - SERVICE LIFE EXTEN PROG (SLEP)	5,000,000.00	0.00	5,000,000.00	500,000.00	5,500,000.00
2D11	VISUAL NAVAIDS	3,000,000.00	0.00	3,000,000.00	0.00	3,000,000.00
2E01	NAS FACILITIES OSHA & ENV STD - FUEL STORAGE TANKS	5,800,000.00	0.00	5,800,000.00	0.00	5,800,000.00
2E02	FAA BUILDINGS AND EQUIPMENT	13,257,933.00	0.00	13,257,933.00	115,000.00	13,372,933.00
2E03	AIR NAV AIDS AND ATC FACILITIES (LOCAL PROJECTS)	3,000,000.00	0.00	3,000,000.00	(76,322.00)	2,923,678.00
2E04	AIRCRAFT RELATED EQUIPMENT PROGRAM	11,000,000.00	0.00	11,000,000.00	0.00	11,000,000.00
2E05	COMPUTER AIDED ENGINEER GRAPHICS REPLACEMENT	1,500,000.00	0.00	1,500,000.00	0.00	1,500,000.00
2E06	AIRPORT CABLE LOOP SYSTEMS SUSTAINED SUPPORT	5,000,000.00	0.00	5,000,000.00	(283,000.00)	4,717,000.00
2E07	ALASKAN NAS INTERFACILITY COMM SYSTEM (ANICS)	2,240,000.00	0.00	2,240,000.00	0.00	2,240,000.00
2E08	FACILITIES DECOMMISSIONING	500,000.00	0.00	500,000.00	0.00	500,000.00
2E09	ELECTRICAL POWER SYSTEMS - SUSTAIN/SUPPORT	43,593,040.00	0.00	43,593,040.00	3,542,050.00	47,135,090.00
3A01	NAS FACILITIES OSHA & ENV STD - ENV CLEANUP	20,000,000.00	0.00	20,000,000.00	2,000,000.00	22,000,000.00
3A02	AVIATION SAFETY ANALYSIS SYSTEM (ASAS)	14,500,000.00	0.00	14,500,000.00	0.00	14,500,000.00
3A03	LCSS	1,000,000.00	0.00	1,000,000.00	0.00	1,000,000.00
3A04	TEST EQUIPMENT MODERNIZATION/REPLACEMENT	1,500,000.00	0.00	1,500,000.00	57,722.00	1,557,722.00
3A05	NATIONAL AIRSPACE SYSTEM RECOVERY COMM (RCOM)	10,000,000.00	0.00	10,000,000.00	0.00	10,000,000.00

Federal Aviation Administration
Report of Reprogramming Actions
Facilities and Equipment (F&E) FY2007/2009 (982A)
Period Ending September 30, 2009 - 4th Quarter

BLI	Program Description	Original Base	Formal Adjustment	Revised Base	Internal Reprogram	Current Program
3A06	FACILITY SECURITY RISK MANAGEMENT	24,000,000.00	0.00	24,000,000.00	0.00	24,000,000.00
3A07	NAS INFORMATION SECURITY - INF SYSTEMS SECURITY	19,800,000.00	0.00	19,800,000.00	1,200,000.00	21,000,000.00
3A08	SYSTEM APPROACH FOR SAFETY OVERSIGHT (SASO)	17,300,000.00	0.00	17,300,000.00	0.00	17,300,000.00
3A09	AVIATION SAFETY KNOWLEDGE MGMT ENVIRONMENT (ASKME)	4,600,000.00	0.00	4,600,000.00	0.00	4,600,000.00
3B01	AERONAUTICAL CENTER INFRASTRUCTURE MODERNIZATION	13,800,000.00	0.00	13,800,000.00	0.00	13,800,000.00
3B02	NATL AIRSPACE SYS (NAS) TRAIN EQUIP MODERNIZATION	14,000,000.00	(1,060,000.00)	12,940,000.00	35,000.00	12,975,000.00
3B03	DISTANCE LEARNING	1,500,000.00	0.00	1,500,000.00	0.00	1,500,000.00
4A01	SYSTEMS ENGINEERING & TECHNICAL ASSISTANCE	30,700,000.00	0.00	30,700,000.00	(1,200,000.00)	29,500,000.00
4A02	CONTINUED GENERAL SUPPORT - PROGRAM SUPPORT LEASES	45,000,000.00	0.00	45,000,000.00	(3,798,950.02)	41,201,049.98
4A03	NAS REGIONAL/CENTER LOGISTICS SUPPORT SERVICES	7,900,000.00	0.00	7,900,000.00	0.00	7,900,000.00
4A04	AERONAUTICAL CENTER LEASE	13,500,000.00	0.00	13,500,000.00	0.00	13,500,000.00
4A05	NAS IMPLEMENTATION SUPPORT CONTRACT (NISC)	27,980,000.00	0.00	27,980,000.00	(2,300,000.00)	25,680,000.00
4A06	NAS SPECTRUM ENGINEERING MANAGEMENT	4,500,000.00	0.00	4,500,000.00	285,000.00	4,785,000.00
4A07	TECHNICAL SUPPORT SERVICES CONTRACT (TSSC)	35,220,000.00	0.00	35,220,000.00	1,000,000.00	36,220,000.00
4A08	RESOURCE TRACKING PROGRAM (RTP)	1,700,000.00	0.00	1,700,000.00	0.00	1,700,000.00
4A09	CIP SYSTEMS ENGINEERING & TECH ASSISTANCE - MITRE	81,000,000.00	0.00	81,000,000.00	0.00	81,000,000.00
4A10	NAS AIRSPACE SYSTEM RESOURCE	4,000,000.00	0.00	4,000,000.00	0.00	4,000,000.00
4BF4	ESSENTIAL AIR SERVICES	0.00	0.00	0.00	0.00	0.00
	TOTALS	**2,089,681,605.00**	**0.00**	**2,089,681,605.00**	**0.00**	**2,089,681,605.00**

Federal Aviation Administration
Appropriation Status by Fiscal Year
Facilities and Equipment (F&E) FY2008/2010 (082A)
Period Ending September 30, 2009 - 4th Quarter

BLI	Program Description	Current Program	Obligated	Unobligated*
1A01	ADVANCED TECHNOLOGY DEVELOPMENT AND PROTOTYPING	41,101,000.00	36,672,976.84	4,428,023.16
1A02	SAFE FLIGHT 21	15,300,000.00	9,561,105.72	5,738,894.28
1A03	AERONAUTICAL DATA LINK (ADL) APPLICATIONS	0.00	0.00	0.00
1A04	NEXT GEN. VHF AIR/GROUND COMM. SYSTEM (NEXCOM)	30,400,000.00	28,701,564.56	1,698,435.44
1A05	TRAFFIC MANAGEMENT ADVISOR (TMA)	15,400,000.00	14,439,995.21	960,004.79
1A06	NAS IMPROVEMENT OF SYSTEM SUPPORT LABORATORY	1,000,000.00	998,304.49	1,695.51
1A07	WILLIAM J. HUGHES TECHNICAL CENTER FACILITIES	12,000,000.00	11,998,714.46	1,285.54
1A08	WILLIAM J. HUGHES TECH CTR BUILDING AND PLANT SUPPORT	4,200,000.00	3,171,210.23	1,028,789.77
1A09	SYSTEM_WIDE INFORMATION MANAGEMENT	23,358,000.00	23,087,254.74	270,745.26
1A10	ADS-B NAS WIDE IMPLEMENTATION	87,350,000.00	83,994,087.77	3,355,912.23
1A11	NGATS NETWORK ENABLED WEATHER	7,000,000.00	6,999,543.52	456.48
1A12	DATA COMMUNICATION FOR TRAJECTORY BASED OPERATIONS	7,400,000.00	7,222,626.07	177,373.93
1A13	NEXT GENERATION TRANSPORTATION TECHNOLOGY DEMONSTRATION	51,750,000.00	51,015,361.31	734,638.69
1A14	NEXT GENERATION INTEGRATED AIRPORT-DAYTONA BEACH FL	1,960,000.00	1,959,172.66	827.34
1A15	ADS-B AIR TO AIR CAPABILITIES	9,350,000.00	9,308,967.25	41,032.75
2A01	EN ROUTE AUTOMATION MODERNIZATION (ERAM)	368,750,000.00	368,270,142.98	479,857.02
2A02	EN ROUTE COMMUNICATIONS GATEWAY(ECG)	4,000,000.00	1,722,239.15	2,277,760.85
2A03	ENROUTE SYSTEM MODIFICATION	4,300,000.00	3,074,831.00	1,225,169.00
2A04	NEXT GENERATION WEATHER RADAR(NEXRAD)	3,000,000.00	2,798,905.77	201,094.23
2A05	ARTCC BUILDING IMPROVEMENTS/PLANT IMPROVEMENTS	53,700,000.00	46,511,968.12	7,188,031.88
2A06	AIR TRAFFIC MANAGEMENT (ATM)	90,600,000.00	90,371,652.71	228,347.29
2A07	AIR/GROUND COMMUNICATIONS INFRASTRUCTURE	26,200,000.00	22,565,787.12	3,634,212.88
2A08	ATC BEACON INTERROGATOR (ATCBI) - REPLACEMENT	18,700,000.00	15,535,103.77	3,164,896.23
2A09	AIR TRAFFIC CONTROL ENROUTE RADAR FACILITIES-IMPROVE	5,800,000.00	4,180,704.30	1,619,295.70
2A10	VOICE SWITCHING AND CONTROL SYSTEM(VSCS)	16,500,000.00	15,294,385.89	1,205,614.11
2A11	INTEGRATED TERMINAL WEATHER SYSTEM (ITWS)	12,370,000.00	10,618,990.67	1,751,009.33
2A12	FAA TELECOMMUNICATIONS INFRASTRUCTURE	8,500,000.00	4,468,537.11	4,031,462.89
2A13	OCEANIC AUTOMATION SYSTEM	53,100,000.00	52,180,916.77	919,083.23
2A14	ATOMS LOCAL AREA/WIDE AREA NETWORK	3,500,000.00	3,298,978.08	201,021.92
2A15	CORRIDOR WEATHER INTEGRATED SYSTEM (CWIS)	2,100,000.00	2,099,944.20	55.80
2A16	SAN JUAN RADAR APPROACH CONTROL (CERAP)	8,000,000.00	846,961.00	7,153,039.00
2A17	MILITARY OPERATIONS	1,600,000.00	1,600,000.00	0.00
2A18	AUTOMATED DETECTION AND PROCESSING TERMINAL(ADAPT)	1,000,000.00	1,000,000.00	0.00
2A19	ATCSCC INFRASTRUCTURE PLANNING	2,500,000.00	2,375,549.00	124,451.00
2A20	VOLCANO MONITORING	2,666,000.00	2,666,000.00	0.00
2A21	ARSR-4 AUTOMATED TECHNICAL DEMONSTRATION	784,000.00	783,900.00	100.00
2B01	ASDE-X	45,080,000.00	42,625,558.51	2,454,441.49
2B02	TERMINAL DOPPLER WEATHER RADAR (TDWR) - PROVIDE	8,000,000.00	5,643,395.08	2,356,604.92

Federal Aviation Administration
Appropriation Status by Fiscal Year
Facilities and Equipment (F&E) FY2008/2010 (082A)
Period Ending September 30, 2009 - 4th Quarter

BLI	Program Description	Current Program	Obligated	Unobligated*
2B03	TERMINAL AUTOMATION PHASE 1	28,080,000.00	28,023,471.44	56,528.56
2B04	TERMINAL AUTOMATION MODERNIZATION /REPLACEMENT PROGRAM PHASE 2	5,440,000.00	3,152,703.92	2,287,296.08
2B05	TERMINAL AUTOMATION PROGRAM	2,300,000.00	2,242,680.44	57,319.56
2B06	TERMINAL AIR TRAFFIC CONTROL FACILITIES-REPLACE	162,630,000.00	54,093,858.58	108,536,141.42
2B07	ATCT/TERMINAL RADAR APPROACH CONTROL(TRACON) FACILITIES-IMPROVE	48,159,000.00	21,668,841.27	26,490,158.73
2B08	TERMINAL VOICE SWITCH REPLACE/ENHANCE TERMINAL VOICE SWITCH	12,300,000.00	11,685,111.35	614,888.65
2B09	NAS FACILITIES OSHA AND ENVIRONMENTAL STANDARDS COMPLIANCE	26,000,000.00	23,172,769.80	2,827,230.20
2B10	AIRPORT SURVELLIANCE RADAR (ASR-9)	11,200,000.00	8,536,879.81	2,663,120.19
2B11	TERMINAL DIGITAL RADAR (ASR-11)	20,500,000.00	20,101,524.28	398,475.72
2B12	DOT/FAA FACILITIES TRANSFER	1,300,000.00	216,918.94	1,083,081.06
2B13	PRECISION RUNWAY MONITORS	8,200,000.00	7,708,193.85	491,806.15
2B14	RUNWAY STATUS LIGHTS	9,830,000.00	9,829,752.00	248.00
2B15	NATIONAL AIRSPACE SYSTEM VOICE SWITCH (NVS)	3,000,000.00	2,993,096.61	6,903.39
2B16	TERMINAL AUTOMATION MODERNIZATION PHASES 2	4,100,000.00	3,152,594.25	947,405.75
2B17	VOICE RECORDER REPLACEMENT PROGRAM (VRRP)	10,500,000.00	10,332,784.53	167,215.47
2B18	HOUSTON AREA AIR TRAFFIC SYSTEM	4,000,000.00	1,822,910.09	2,177,089.91
2B19	INTERGRATED CONTROL AND MONITORING	1,960,000.00	1,953,907.22	6,092.78
2B20	MULTILATERATION TECHNOLOGY	686,000.00	686,000.00	0.00
2B21	ASR-8 RADAR RELOCATION	980,000.00	0.00	980,000.00
2B22	ASDE-X RELOCATION AND UPGRADE SEA-TAC	4,900,000.00	1,474,805.37	3,425,194.63
2C01	AUTOMATED SURFACE OBSERVING SYSTEM (ASOS)	5,000,000.00	4,703,149.71	296,850.29
2C02	FLIGHT SERVICE STATION(FSS) MODERNIZATION	5,100,000.00	3,804,628.30	1,295,371.70
2D01	VHF OMNIDIRECTIONAL RADIO RANGE (VOR) WITH DME	5,000,000.00	2,988,467.11	2,011,532.89
2D02	INSTRUMENT LANDING SYSTEM (ILS) - ESTABLISH/UPGRADE	15,094,000.00	8,788,849.04	6,305,150.96
2D03	WIDE AREA AUGMENTATION SYSTEM (WAAS) FOR GPS	105,900,000.00	105,307,301.47	592,698.53
2D04	RUNWAY VISUAL RANGE (RVR)	5,000,000.00	4,562,454.87	437,545.13
2D05	APPROACH LIGHTING SYSTEM IMPROVEMENT PROGRAM(ALSIP)	19,312,000.00	12,004,472.47	7,307,527.53
2D06	DISTANCE MEASURING EQUIPMENT-SUSTAIN	5,000,000.00	4,894,430.48	105,569.52
2D07	VISUAL NAVAIDS - ESTABLISH/EXPAND	3,500,000.00	1,765,219.34	1,734,780.66
2D08	INSTRUMENT APPROACH PROCUDURES AUTOMATION (IAPA)	17,800,000.00	17,572,485.82	227,514.18
2D09	NAV & LAND AIDS - SERVICE LIFE EXTEN PROG (SLEP)	5,000,000.00	4,094,644.63	905,355.37
2D10	VASI REPLACEMENT-REPLACE WITH PRECISION APPROACH INDICATOR	3,000,000.00	2,148,101.43	851,898.57
2E01	FUEL STORAGE TANK REPLACEMENT AND MONITORING	5,900,000.00	5,892,028.68	7,971.32
2E02	FAA BUILDINGS AND EQUIPMENT	13,700,000.00	10,449,542.42	3,250,457.58
2E03	AIR NAV AIDS AND ATC FACILITIES (LOCAL PROJECTS)	3,000,000.00	1,847,723.34	1,152,276.66
2E04	AIRCRAFT RELATED EQUIPMENT PROGRAM	9,800,000.00	9,033,951.52	766,048.48
2E05	COMPUTER AIDED ENGINEERING AND GRAPHIC(CAEG) MODERNIZATION	1,500,000.00	1,476,022.07	23,977.93
2E06	AIRPORT CABLE LOOP SYSTEMS SUSTAINED SUPPORT	5,000,000.00	1,846,502.00	3,153,498.00

Federal Aviation Administration
Appropriation Status by Fiscal Year
Facilities and Equipment (F&E) FY2008/2010 (082A)
Period Ending September 30, 2009 - 4th Quarter

BLI	Program Description	Current Program	Obligated	Unobligated*
2E07	ALASKAN NAS INTERFACILITY COMM SYSTEM (ANICS)	2,000,000.00	1,321,021.14	678,978.86
2E08	FACILITIES DECOMMISSIONING	5,400,000.00	5,242,878.06	157,121.94
2E09	ELECTRICAL POWER SYSTEMS - SUSTAIN/SUPPORT	40,749,900.00	37,706,990.90	3,042,909.10
2E10	AIRCRAFT FLEET MODERNIZATION	9,000,000.00	9,000,000.00	0.00
2E11	ENERGY MANAGEMENT AND EFFICIENCY COMPLIANCE	2,000,000.00	365,807.39	1,634,192.61
3A01	HAZARDOUS MATERIAL MANAGEMENT	18,200,000.00	17,322,610.27	877,389.73
3A02	AVIATION SAFETY ANALYSIS SYSTEM (ASAS)	16,900,000.00	16,940,150.24	(40,150.24)
3A03	LSSF	6,300,000.00	4,000,000.00	2,300,000.00
3A04	TEST EQUIPMENT -MAINT SUPPORT FOR REPLACEMENT	2,500,000.00	2,500,000.00	0.00
3A05	NATIONAL AIRSPACE SYSTEM RECOVERY COMM (RCOM)	10,000,000.00	9,489,972.90	510,027.10
3A06	FACILITY SECURITY RISK MANAGEMENT	22,000,100.00	21,409,006.72	591,093.28
3A07	NAS INFORMATION SECURITY - INF SYSTEMS SECURITY	15,000,000.00	13,283,279.21	1,716,720.79
3A08	SYSTEM APPROACH FOR SAFETY OVERSIGHT (SASO)	11,300,000.00	11,115,573.52	184,426.48
3A09	AVIATION SAFETY KNOWLEDGE MGMT ENVIRONMENT (ASKME)	4,000,000.00	3,608,090.65	391,909.35
3A10	LOGICAL ACCESS CONTROL	0.00	0.00	0.00
3A11	CENTER FOR AVIATION RESEARCH	2,250,000.00	2,250,000.00	0.00
3B01	AERONAUTICAL CENTER INFRASTRUCTURE MODERNIZATION	5,393,000.00	3,759,277.73	1,633,722.27
3B02	NATL AIRSPACE SYS (NAS) TRAINING FACILITIES	1,900,000.00	1,541,888.17	358,111.83
3B03	DISTANCE LEARNING	1,400,000.00	1,073,692.70	326,307.30
3B04	NATIONAL AIRSPACE SYSTEM (NAS) TRNG - SIMULATOR	14,600,000.00	13,459,991.83	1,140,008.17
4A01	SYSTEMS ENGINEERING & DEVELOPMENT SUPPORT	30,155,000.00	26,342,663.78	3,812,336.22
4A02	PROGRAM SUPPORT LEASES	36,000,000.00	34,388,435.88	1,611,564.12
4A03	LOGISTICS SUPPORT SERVICES	7,500,000.00	7,500,000.00	0.00
4A04	MIKE MONRONEY AERONAUTICAL CENTER LEASE	13,500,000.00	13,521,641.74	(21,641.74)
4A05	TRANSITION ENGINEERING SUPPORT	10,700,000.00	10,700,666.68	(666.68)
4A06	FREQUENCY AND SPECTRUM ENGINEERING	3,400,000.00	3,400,377.65	(377.65)
4A07	TECHNICAL SUPPORT SERVICES CONTRACT (TSSC)	20,000,000.00	20,000,000.00	0.00
4A08	RESOURCE TRACKING PROGRAM (RTP)	3,500,000.00	3,492,731.79	7,268.21
4A09	CENTER FOR ADVANCED AVIATION SYSTEM DEVELOPMENT	80,000,000.00	79,990,391.98	9,608.02
4A10	NOTAMS AND AERONAUTICAL INFORMATION PROGRAM	9,000,000.00	8,850,507.56	149,492.44
4A11	PERMANENT CHANGE OF STATION (PCS) MOVES	1,000,000.00	0.00	1,000,000.00
4BF4	ESSENTIAL AIR SERVICES	0.00	0.00	0.00
	TOTALS	**2,053,638,000.00**	**1,789,271,763.00**	**264,366,237.00**

*Program offices are currently researching negative amounts to reclass charges to appropriate budget line items.

Federal Aviation Administration
Report of Reprogramming Actions
Facilities and Equipment (F&E) FY2008/2010 (082A)
Period Ending September 30, 2009 - 4th Quarter

BLI	Program Description	Original Base	Formal Adjustment	Revised Base	Internal Reprogram	Current Program
1A01	ADVANCED TECHNOLOGY DEVELOPMENT AND PROTOTYPING	42,760,000.00	0.00	42,760,000.00	(1,659,000.00)	41,101,000.00
1A02	SAFE FLIGHT 21	17,000,000.00	0.00	17,000,000.00	(1,700,000.00)	15,300,000.00
1A03	AERONAUTICAL DATA LINK (ADL) APPLICATIONS	0.00	0.00	0.00	0.00	0.00
1A04	NEXT GEN. VHF AIR/GROUND COMM. SYSTEM (NEXCOM)	30,400,000.00	0.00	30,400,000.00	0.00	30,400,000.00
1A05	TRAFFIC MANAGEMENT ADVISOR (TMA)	15,400,000.00	0.00	15,400,000.00	0.00	15,400,000.00
1A06	NAS IMPROVEMENT OF SYSTEM SUPPORT LABORATORY	1,000,000.00	0.00	1,000,000.00	0.00	1,000,000.00
1A07	WILLIAM J. HUGHES TECHNICAL CENTER FACILITIES	12,000,000.00	0.00	12,000,000.00	0.00	12,000,000.00
1A08	WILLIAM J. HUGHES TECH CTR BUILDING AND PLANT SUPPORT	4,200,000.00	0.00	4,200,000.00	0.00	4,200,000.00
1A09	SYSTEM_WIDE INFORMATION MANAGEMENT	23,358,000.00	0.00	23,358,000.00	0.00	23,358,000.00
1A10	ADS-B NAS WIDE IMPLEMENTATION	85,650,000.00	0.00	85,650,000.00	1,700,000.00	87,350,000.00
1A11	NGATS NETWORK ENABLED WEATHER	7,000,000.00	0.00	7,000,000.00	0.00	7,000,000.00
1A12	DATA COMMUNICATION FOR TRAJECTORY BASED OPERATIONS	7,400,000.00	0.00	7,400,000.00	0.00	7,400,000.00
1A13	NEXT GENERATION TRANSPORTATION TECHNOLOGY DEMONSTRATION	50,000,000.00	0.00	50,000,000.00	1,750,000.00	51,750,000.00
1A14	NEXT GENERATION INTEGRATED AIRPORT-DAYTONA BEACH FL	1,960,000.00	0.00	1,960,000.00	0.00	1,960,000.00
1A15	ADS-B AIR TO AIR CAPABILITIES	9,350,000.00	0.00	9,350,000.00	0.00	9,350,000.00
2A01	EN ROUTE AUTOMATION MODERNIZATION (ERAM)	368,750,000.00	0.00	368,750,000.00	0.00	368,750,000.00
2A02	EN ROUTE COMMUNICATIONS GATEWAY(ECG)	4,000,000.00	0.00	4,000,000.00	0.00	4,000,000.00
2A03	ENROUTE SYSTEM MODIFICATION	4,300,000.00	0.00	4,300,000.00	0.00	4,300,000.00
2A04	NEXT GENERATION WEATHER RADAR(NEXRAD)	3,000,000.00	0.00	3,000,000.00	0.00	3,000,000.00
2A05	ARTCC BUILDING IMPROVEMENTS/PLANT IMPROVEMENTS	52,900,000.00	0.00	52,900,000.00	800,000.00	53,700,000.00
2A06	AIR TRAFFIC MANAGEMENT (ATM)	90,600,000.00	0.00	90,600,000.00	0.00	90,600,000.00
2A07	AIR/GROUND COMMUNICATIONS INFRASTRUCTURE	26,200,000.00	0.00	26,200,000.00	0.00	26,200,000.00
2A08	ATC BEACON INTERROGATOR (ATCBI) - REPLACEMENT	20,200,000.00	0.00	20,200,000.00	(1,500,000.00)	18,700,000.00
2A09	AIR TRAFFIC CONTROL ENROUTE RADAR FACILITIES-IMPROVE	5,300,000.00	0.00	5,300,000.00	500,000.00	5,800,000.00
2A10	VOICE SWITCHING AND CONTROL SYSTEM(VSCS)	15,700,000.00	0.00	15,700,000.00	800,000.00	16,500,000.00
2A11	INTEGRATED TERMINAL WEATHER SYSTEM (ITWS)	13,200,000.00	0.00	13,200,000.00	(830,000.00)	12,370,000.00
2A12	FAA TELECOMMUNICATIONS INFRASTRUCTURE	8,500,000.00	0.00	8,500,000.00	0.00	8,500,000.00
2A13	OCEANIC AUTOMATION SYSTEM	53,100,000.00	0.00	53,100,000.00	0.00	53,100,000.00
2A14	ATOMS LOCAL AREA/WIDE AREA NETWORK	3,500,000.00	0.00	3,500,000.00	0.00	3,500,000.00
2A15	CORRIDOR WEATHER INTEGRATED SYSTEM (CWIS)	2,100,000.00	0.00	2,100,000.00	0.00	2,100,000.00
2A16	SAN JUAN RADAR APPROACH CONTROL (CERAP)	8,000,000.00	0.00	8,000,000.00	0.00	8,000,000.00
2A17	MILITARY OPERATIONS	1,600,000.00	0.00	1,600,000.00	0.00	1,600,000.00
2A18	AUTOMATED DETECTION AND PROCESSING TERMINAL(ADAPT)	1,000,000.00	0.00	1,000,000.00	0.00	1,000,000.00
2A19	ATCSCC INFRASTRUCTURE PLANNING	2,500,000.00	0.00	2,500,000.00	0.00	2,500,000.00
2A20	VOLCANO MONITORING	2,666,000.00	0.00	2,666,000.00	0.00	2,666,000.00
2A21	ARSR-4 AUTOMATED TECHNICAL DEMONSTRATION	784,000.00	0.00	784,000.00	0.00	784,000.00
2B01	ASDE-X	40,600,000.00	0.00	40,600,000.00	4,480,000.00	45,080,000.00
2B02	TERMINAL DOPPLER WEATHER RADAR (TDWR) - PROVIDE	8,000,000.00	0.00	8,000,000.00	0.00	8,000,000.00
2B03	TERMINAL AUTOMATION PHASE 1	31,200,000.00	0.00	31,200,000.00	(3,120,000.00)	28,080,000.00
2B04	TERMINAL AUTOMATION MODERNIZATION /REPLACEMENT PROGRAM PHASE 2	6,800,000.00	0.00	6,800,000.00	(1,360,000.00)	5,440,000.00

Federal Aviation Administration
Report of Reprogramming Actions
Facilities and Equipment (F&E) FY2008/2010 (082A)
Period Ending September 30, 2009 - 4th Quarter

BLI	Program Description	Original Base	Formal Adjustment	Revised Base	Internal Reprogram	Current Program
2B05	TERMINAL AUTOMATION PROGRAM	2,300,000.00	0.00	2,300,000.00	0.00	2,300,000.00
2B06	TERMINAL AIR TRAFFIC CONTROL FACILITIES-REPLACE	162,630,000.00	0.00	162,630,000.00	0.00	162,630,000.00
2B07	ATCT/TERMINAL RADAR APPROACH CONTROL(TRACON) FACILITIES-IMPROVE	47,000,000.00	0.00	47,000,000.00	1,159,000.00	48,159,000.00
2B08	TERMINAL VOICE SWITCH REPLACE/ENHANCE TERMINAL VOICE SWITCH	12,300,000.00	0.00	12,300,000.00	0.00	12,300,000.00
2B09	NAS FACILITIES OSHA AND ENVIRONMENTAL STANDARDS COMPLIANCE	26,000,000.00	0.00	26,000,000.00	0.00	26,000,000.00
2B10	AIRPORT SURVELLIANCE RADAR (ASR-9)	11,200,000.00	0.00	11,200,000.00	0.00	11,200,000.00
2B11	TERMINAL DIGITAL RADAR (ASR-11)	20,300,000.00	0.00	20,300,000.00	200,000.00	20,500,000.00
2B12	DOT/FAA FACILITIES TRANSFER	1,300,000.00	0.00	1,300,000.00	0.00	1,300,000.00
2B13	PRECISION RUNWAY MONITORS	9,000,000.00	0.00	9,000,000.00	(800,000.00)	8,200,000.00
2B14	RUNWAY STATUS LIGHTS	9,000,000.00	0.00	9,000,000.00	830,000.00	9,830,000.00
2B15	NATIONAL AIRSPACE SYSTEM VOICE SWITCH (NVS)	3,000,000.00	0.00	3,000,000.00	0.00	3,000,000.00
2B16	TERMINAL AUTOMATION MODERNIZATION PHASES 2	4,100,000.00	0.00	4,100,000.00	0.00	4,100,000.00
2B17	VOICE RECORDER REPLACEMENT PROGRAM (VRRP)	10,500,000.00	0.00	10,500,000.00	0.00	10,500,000.00
2B18	HOUSTON AREA AIR TRAFFIC SYSTEM	4,000,000.00	0.00	4,000,000.00	0.00	4,000,000.00
2B19	INTERGRATED CONTROL AND MONITORING	1,960,000.00	0.00	1,960,000.00	0.00	1,960,000.00
2B20	MULTILATERATION TECHNOLOGY	686,000.00	0.00	686,000.00	0.00	686,000.00
2B21	ASR-8 RADAR RELOCATION	980,000.00	0.00	980,000.00	0.00	980,000.00
2B22	ASDE-X RELOCATION AND UPGRADE SEA-TAC	4,900,000.00	0.00	4,900,000.00	0.00	4,900,000.00
2C01	AUTOMATED SURFACE OBSERVING SYSTEM (ASOS)	5,000,000.00	0.00	5,000,000.00	0.00	5,000,000.00
2C02	FLIGHT SERVICE STATION(FSS) MODERNIZATION	5,100,000.00	0.00	5,100,000.00	0.00	5,100,000.00
2D01	VHF OMNIDIRECTIONAL RADIO RANGE (VOR) WITH DME	5,000,000.00	0.00	5,000,000.00	0.00	5,000,000.00
2D02	INSTRUMENT LANDING SYSTEM (ILS) - ESTABLISH/UPGRADE	15,094,000.00	0.00	15,094,000.00	0.00	15,094,000.00
2D03	WIDE AREA AUGMENTATION SYSTEM (WAAS) FOR GPS	105,900,000.00	0.00	105,900,000.00	0.00	105,900,000.00
2D04	RUNWAY VISUAL RANGE (RVR)	5,000,000.00	0.00	5,000,000.00	0.00	5,000,000.00
2D05	APPROACH LIGHTING SYSTEM IMPROVEMENT PROGRAM(ALSIP)	19,312,000.00	0.00	19,312,000.00	0.00	19,312,000.00
2D06	DISTANCE MEASURING EQUIPMENT-SUSTAIN	5,000,000.00	0.00	5,000,000.00	0.00	5,000,000.00
2D07	VISUAL NAVAIDS - ESTABLISH/EXPAND	3,500,000.00	0.00	3,500,000.00	0.00	3,500,000.00
2D08	INSTRUMENT APPROACH PROCUDURES AUTOMATION (IAPA)	17,800,000.00	0.00	17,800,000.00	0.00	17,800,000.00
2D09	NAV & LAND AIDS - SERVICE LIFE EXTEN PROG (SLEP)	5,000,000.00	0.00	5,000,000.00	0.00	5,000,000.00
2D10	VASI REPLACEMENT-REPLACE WITH PRECISION APPROACH INDICATOR	3,000,000.00	0.00	3,000,000.00	0.00	3,000,000.00
2E01	FUEL STORAGE TANK REPLACEMENT AND MONITORING	5,900,000.00	0.00	5,900,000.00	0.00	5,900,000.00
2E02	FAA BUILDINGS AND EQUIPMENT	13,700,000.00	0.00	13,700,000.00	0.00	13,700,000.00
2E03	AIR NAV AIDS AND ATC FACILITIES (LOCAL PROJECTS)	3,000,000.00	0.00	3,000,000.00	0.00	3,000,000.00
2E04	AIRCRAFT RELATED EQUIPMENT PROGRAM	9,800,000.00	0.00	9,800,000.00	0.00	9,800,000.00
2E05	COMPUTER AIDED ENGINEERING AND GRAPHIC(CAEG) MODERNIZATION	1,500,000.00	0.00	1,500,000.00	0.00	1,500,000.00
2E06	AIRPORT CABLE LOOP SYSTEMS SUSTAINED SUPPORT	5,000,000.00	0.00	5,000,000.00	0.00	5,000,000.00
2E07	ALASKAN NAS INTERFACILITY COMM SYSTEM (ANICS)	2,000,000.00	0.00	2,000,000.00	0.00	2,000,000.00
2E08	FACILITIES DECOMMISSIONING	5,400,000.00	0.00	5,400,000.00	0.00	5,400,000.00
2E09	ELECTRICAL POWER SYSTEMS - SUSTAIN/SUPPORT	38,000,000.00	0.00	38,000,000.00	2,749,900.00	40,749,900.00
2E10	AIRCRAFT FLEET MODERNIZATION	9,000,000.00	0.00	9,000,000.00	0.00	9,000,000.00

Federal Aviation Administration
Report of Reprogramming Actions
Facilities and Equipment (F&E) FY2008/2010 (082A)
Period Ending September 30, 2009 - 4th Quarter

BLI	Program Description	Original Base	Formal Adjustment	Revised Base	Internal Reprogram	Current Program
2E11	ENERGY MANAGEMENT AND EFFICIENCY COMPLIANCE	2,000,000.00	0.00	2,000,000.00	0.00	2,000,000.00
3A01	HAZARDOUS MATERIAL MANAGEMENT	18,200,000.00	0.00	18,200,000.00	0.00	18,200,000.00
3A02	AVIATION SAFETY ANALYSIS SYSTEM (ASAS)	16,900,000.00	0.00	16,900,000.00	0.00	16,900,000.00
3A03	LSSF	6,300,000.00	0.00	6,300,000.00	0.00	6,300,000.00
3A04	TEST EQUIPMENT -MAINT SUPPORT FOR REPLACEMENT	2,500,000.00	0.00	2,500,000.00	0.00	2,500,000.00
3A05	NATIONAL AIRSPACE SYSTEM RECOVERY COMM (RCOM)	10,000,000.00	0.00	10,000,000.00	0.00	10,000,000.00
3A06	FACILITY SECURITY RISK MANAGEMENT	22,000,000.00	0.00	22,000,000.00	100.00	22,000,100.00
3A07	NAS INFORMATION SECURITY - INF SYSTEMS SECURITY	15,000,000.00	0.00	15,000,000.00	0.00	15,000,000.00
3A08	SYSTEM APPROACH FOR SAFETY OVERSIGHT (SASO)	11,300,000.00	0.00	11,300,000.00	0.00	11,300,000.00
3A09	AVIATION SAFETY KNOWLEDGE MGMT ENVIRONMENT (ASKME)	4,000,000.00	0.00	4,000,000.00	0.00	4,000,000.00
3A10	LOGICAL ACCESS CONTROL	0.00	0.00	0.00	0.00	0.00
3A11	CENTER FOR AVIATION RESEARCH	2,250,000.00	0.00	2,250,000.00	0.00	2,250,000.00
3B01	AERONAUTICAL CENTER INFRASTRUCTURE MODERNIZATION	5,393,000.00	0.00	5,393,000.00	0.00	5,393,000.00
3B02	NATL AIRSPACE SYS (NAS) TRAINING FACILITIES	1,900,000.00	0.00	1,900,000.00	0.00	1,900,000.00
3B03	DISTANCE LEARNING	1,400,000.00	0.00	1,400,000.00	0.00	1,400,000.00
3B04	NATIONAL AIRSPACE SYSTEM (NAS) TRNG - SIMULATOR	14,600,000.00	0.00	14,600,000.00	0.00	14,600,000.00
4A01	SYSTEMS ENGINEERING & DEVELOPMENT SUPPORT	30,155,000.00	0.00	30,155,000.00	0.00	30,155,000.00
4A02	PROGRAM SUPPORT LEASES	40,000,000.00	0.00	40,000,000.00	(4,000,000.00)	36,000,000.00
4A03	LOGISTICS SUPPORT SERVICES	7,500,000.00	0.00	7,500,000.00	0.00	7,500,000.00
4A04	MIKE MONRONEY AERONAUTICAL CENTER LEASE	13,500,000.00	0.00	13,500,000.00	0.00	13,500,000.00
4A05	TRANSITION ENGINEERING SUPPORT	10,700,000.00	0.00	10,700,000.00	0.00	10,700,000.00
4A06	FREQUENCY AND SPECTRUM ENGINEERING	3,400,000.00	0.00	3,400,000.00	0.00	3,400,000.00
4A07	TECHNICAL SUPPORT SERVICES CONTRACT (TSSC)	20,000,000.00	0.00	20,000,000.00	0.00	20,000,000.00
4A08	RESOURCE TRACKING PROGRAM (RTP)	3,500,000.00	0.00	3,500,000.00	0.00	3,500,000.00
4A09	CENTER FOR ADVANCED AVIATION SYSTEM DEVELOPMENT	80,000,000.00	0.00	80,000,000.00	0.00	80,000,000.00
4A10	NOTAMS AND AERONAUTICAL INFORMATION PROGRAM	9,000,000.00	0.00	9,000,000.00	0.00	9,000,000.00
4A11	PERMANENT CHANGE OF STATION (PCS) MOVES	1,000,000.00	0.00	1,000,000.00	0.00	1,000,000.00
4BF4	ESSENTIAL AIR SERVICES	0.00	0.00	0.00	0.00	0.00
	TOTALS	**2,053,638,000.00**	**0.00**	**2,053,638,000.00**	**0.00**	**2,053,638,000.00**

Federal Aviation Administration
Appropriation Status by Fiscal Year
Facilities and Equipment (F&E) FY2009/2011 (182A)
Period Ending September 30, 2009 - 4th Quarter

BLI	Program Description	Availability	Obligated	Unobligated
1A01	Advanced Technology Development and Prototyping	44,900,000.00	27,435,588.01	17,464,411.99
1A02	Traffic Management Advisor (TMA)	3,700,000.00	1,489,295.00	2,210,705.00
1A03	NAS Improvement of System Support Laboratory	1,000,000.00	964,548.64	35,451.36
1A04	William J. Hughes Technical Center Facilities	12,000,000.00	9,951,868.87	2,048,131.13
1A05	William J. Hughes Technical Center Infrastructure Sustainment	5,400,000.00	0.00	5,400,000.00
1A06	Next Generation Network Enabled Weather	20,000,000.00	17,561,617.89	2,438,382.11
1A07	Data Communications for Trajectory Based Operations (NGATS)	28,800,000.00	26,753,668.12	2,046,331.88
1A08	Next Generation Transportation System Technology Demonstration	30,800,000.00	23,856,328.36	6,943,671.64
1A09	Next Generation Transportation System	42,900,000.00	30,223,076.65	12,676,923.35
1A10	Next Generation Transportation System	36,700,000.00	18,177,877.27	18,522,122.73
1A11	Next Generation Transportation System	14,400,000.00	13,603,725.81	796,274.19
1A12	Next Generation Transportation System	18,200,000.00	14,547,390.92	3,652,609.08
1A13	Next Generation Transportation System	27,700,000.00	19,654,005.32	8,045,994.68
1A14	Next Generation Transportation System	35,600,000.00	19,010,259.95	16,589,740.05
1A15	Next Generation Transportation System	8,000,000.00	7,279,987.64	720,012.36
1A16	Next Generation Transportation System	15,000,000.00	5,499,225.37	9,500,774.63
2A01	En Route Automation Modernization (eRAM)	203,050,000.00	200,605,011.09	2,444,988.91
2A02	En Route Communications Gateway (ECG)	7,400,000.00	0.00	7,400,000.00
2A03	Next Generation Weather Radar (NEXRAD) - Provide	3,000,000.00	2,999,999.43	0.57
2A04	Air Traffic Control System Command Center (ATCSCC) - Relocation	28,600,000.00	24,850,417.68	3,749,582.32
2A05	ARTCC Building Improvements/Plant Improvements	56,500,000.00	8,247,812.79	48,252,187.21
2A06	Air Traffic Management (ATM)	90,760,000.00	83,248,321.22	7,511,678.78
2A07	Air/Ground Communications Infrastructure	7,500,000.00	303,200.00	7,196,800.00
2A08	ATC Beacon Interrogator (ATCBI) - Replacement	13,000,000.00	0.00	13,000,000.00
2A09	Air Traffic Control En Route Radar Facilities Improvements	5,300,000.00	3,763,914.30	1,536,085.70
2A10	Voice Switching and Control System (VSCS)	23,300,000.00	6,578,510.92	16,721,489.08
2A11	Oceanic Automation System	20,700,000.00	5,562,699.43	15,137,300.57
2A12	Corridor Integrated Weather System (CIWS)	5,340,000.00	1,455,000.00	3,885,000.00
2A13	San Juan Radar Approach Control (CERAP)	6,000,000.00	0.00	6,000,000.00
2A14	Next Generation Very High Frequency Air/Ground Communications System (NEXCOM)	46,400,000.00	31,911,228.59	14,488,771.41
2A15	System-Wide Information Management	43,042,500.00	34,560,802.21	8,481,697.79
2A16	ADS -B NAS Wide Implementation	306,765,000.00	223,126,572.98	83,638,427.02
2A17	PARENT-WIND HAZARD DETECTION	807,500.00	140,000.00	667,500.00
2B01	Airport Surface Detection Equipment - Model X (ASDE-X)	33,700,000.00	30,526,058.35	3,173,941.65
2B02	Terminal Doppler Weather Radar (TDWR) - Provide	6,100,000.00	3,000,000.00	3,100,000.00
2B03	Standard Terminal Automation Replacement System (STARS) (TAMR Phase 1)	28,200,000.00	27,675,808.10	524,191.90
2B04	Terminal Automation Modernization/Replacement Program (TAMR Phase 3)	3,000,000.00	2,786,506.63	213,493.37
2B05	Terminal Automation Program	4,300,000.00	996,265.02	3,303,734.98
2B06	Terminal Air Traffic Control Facilities - Replace	136,545,476.00	4,514,532.93	132,030,943.07

Federal Aviation Administration
Appropriation Status by Fiscal Year
Facilities and Equipment (F&E) FY2009/2011 (182A)
Period Ending September 30, 2009 - 4th Quarter

BLI	Program Description	Availability	Obligated	Unobligated
2B07	ATCT/Terminal Radar Approach Control (TRACON) Facilities - Improve	37,900,000.00	1,979,544.94	35,920,455.06
2B08	Terminal Voice Switch Replacement (TVSR)	8,400,000.00	4,426,862.84	3,973,137.16
2B09	NAS Facilities OSHA and Environmental Standards Compliance	26,000,000.00	8,615,599.51	17,384,400.49
2B10	Airport Surveillance Radar (ASR-9)	8,800,000.00	3,227,586.37	5,572,413.63
2B11	Terminal Digital Radar (ASR-11)	17,100,000.00	14,675,781.89	2,424,218.11
2B12	DOD/FAA Facilities Transfer	1,400,000.00	0.00	1,400,000.00
2B13	Precision Runway Monitors	1,000,000.00	254,370.01	745,629.99
2B14	Runway Status Lights	27,330,000.00	26,204,312.07	1,125,687.93
2B15	National Airspace System Voice Switch (NVS)	10,000,000.00	2,247,683.00	7,752,317.00
2B16	Weather System Processor (WSP)	700,000.00	14,285.71	685,714.29
2B17	Voice Recorder Replacement Progaram (VRRP)	10,800,000.00	9,498,557.26	1,301,442.74
2B18	Houston Area Air Traffic System (HAATS)	3,600,000.00	0.00	3,600,000.00
2B19	Integrated Display System (IDS)	7,000,000.00	1,344,544.92	5,655,455.08
2B20	ASR-8 Service Life Extension Program	3,000,000.00	378,609.33	2,621,390.67
2B21	Integrated Terminal Weather System (ITWS)	4,130,000.00	0.00	4,130,000.00
2C01	Automated Surface Observing System (ASOS)	8,500,000.00	1,289,285.71	7,210,714.29
2C02	Flight Service Station (FSS) Modernization	14,600,000.00	2,542,580.60	12,057,419.40
2C03	Weather Camera Program	2,000,000.00	0.00	2,000,000.00
2D01	VHF Omnidirectional Radio Range (VOR) with Distance Measuring Equipment (DME)	7,500,000.00	830,227.00	6,669,773.00
2D02	Instrument Landing System (ILS) - Establish	9,050,000.00	4,809,900.27	4,240,099.73
2D03	Wide Area Augmentation System (WAAS) for GPS	91,656,000.00	88,943,647.07	2,712,352.93
2D04	Runway Visual Range (RVR)	5,000,000.00	465,463.60	4,534,536.40
2D05	Approach Lighting System Improvement Program (ALSIP)	13,614,000.00	1,528,556.13	12,085,443.87
2D06	Distance Measuring Equipment (DME)	6,000,000.00	4,863,842.67	1,136,157.33
2D07	Visual NAVAIDS - Establish/Expand	1,700,000.00	144,342.60	1,555,657.40
2D08	Instrument Flight Procudures Automation (IFPA)	10,900,000.00	7,833,447.63	3,066,552.37
2D09	Navigation and Landing Aids - Service Life Extension Program (SLEP)	1,000,000.00	488,379.33	511,620.67
2D10	VASI Replacement - Replace with Precision Approach Path Indicator	4,000,000.00	1,489,575.12	2,510,424.88
2D11	GPS Civil Requirements	20,700,000.00	20,700,000.00	0.00
2E01	Fuel Storage Tank Replacement and Monitoring	6,100,000.00	5,468,432.00	631,568.00
2E02	Unstaffed Infrastructure Sustainment	15,300,000.00	6,150,778.97	9,149,221.03
2E03	Air Navigational Aids and ATC Facilities (Local Projects)	1,500,000.00	735,368.12	764,631.88
2E04	Aircraft Related Equipment Program	7,800,000.00	5,321,200.44	2,478,799.56
2E05	Airport Cable Loop Systems - Sustained Support	7,000,000.00	0.00	7,000,000.00
2E06	Alaskan NAS Interfacility Communications System (ANICS)	5,000,000.00	0.00	5,000,000.00
2E07	Facilities Decommissioning	5,000,000.00	1,764,232.79	3,235,767.21
2E08	Electrical Power Systems - Sustain/Support	50,000,000.00	31,504,975.35	18,495,024.65
2E09	Aircraft Fleet Modernation	3,000,000.00	3,000,000.00	0.00
2E10	Aircraft Fleet Modernation	24,900,000.00	24,900,000.00	0.00

Federal Aviation Administration
Appropriation Status by Fiscal Year
Facilities and Equipment (F&E) FY2009/2011 (182A)
Period Ending September 30, 2009 - 4th Quarter

BLI	Program Description	Availability	Obligated	Unobligated
3A01	Hazardous Materials Management	18,000,000.00	6,010,470.08	11,989,529.92
3A02	Aviation Safety Analysis System (ASAS)	18,900,000.00	9,732,769.06	9,167,230.94
3A03	Logistics Support Systems and Facilities (LSSF)	9,300,000.00	0.00	9,300,000.00
3A04	National Air Space (NAS) Recovery Communications (RCOM)	10,000,000.00	9,470,333.14	529,666.86
3A05	Facility Security Risk Management	15,000,000.00	4,762,598.14	10,237,401.86
3A06	Information Security	12,000,000.00	9,427,812.15	2,572,187.85
3A07	System Approach for Safety Oversight (SASO)	14,300,000.00	11,225,063.49	3,074,936.51
3A08	Aviation Safety Knowledge Management Environment (ASKME)	7,900,000.00	0.00	7,900,000.00
3B01	Aeronautical Center Infrastructure Modernization	13,500,000.00	3,402,189.00	10,097,811.00
3B02	National Airspace System (NAS) Training Facilities	1,400,000.00	372,686.44	1,027,313.56
3B03	Distance Learning	1,500,000.00	9,458.92	1,490,541.08
3B04	National Airspace System (NAS) Training - Simulator	20,000,000.00	5,399,614.51	14,600,385.49
4A01	System Engineering and Development Support	31,000,000.00	20,705,293.11	10,294,706.89
4A02	Program Support Leases	43,504,524.00	17,901,837.73	25,602,686.27
4A03	Logistics Support Services (LSS)	7,900,000.00	7,821,685.10	78,314.90
4A04	Mike Monroney Aeronautical Center Leases	15,800,000.00	12,719,077.57	3,080,922.43
4A05	Transition Engineering Support	10,700,000.00	7,075,684.50	3,624,315.50
4A06	Frequency and Spectrum Engineering	3,500,000.00	0.00	3,500,000.00
4A07	Technical Support Services Contract (TSSC)	22,000,000.00	21,700,000.00	300,000.00
4A08	Resource Tracking Program (RTP)	4,000,000.00	2,989,021.76	1,010,978.24
4A09	Center for Advanced Aviation System Development (CAASD)	78,000,000.00	87,453,093.67	(9,453,093.67)
4A10	Aeronautical Information Management Program	10,000,000.00	8,337,361.90	1,662,638.10
	TOTALS	**2,281,595,000.00**	**1,467,019,149.01**	**814,575,850.99**

Federal Aviation Administration
Report of Reprogramming Actions
Facilities and Equipment (F&E) FY2009/2011 (182A)
Period Ending September 30, 2009 - 4th Quarter

BLI	Program Description	Original Base	Formal Adjustment	Revised Base	Internal Reprogram	Current Reprogram
1A01	Advanced Technology Development and Prototyping	44,900,000.00	0.00	44,900,000.00	0.00	44,900,000.00
1A02	Traffic Management Advisor (TMA)	3,700,000.00	0.00	3,700,000.00	0.00	3,700,000.00
1A03	NAS Improvement of System Support Laboratory	1,000,000.00	0.00	1,000,000.00	0.00	1,000,000.00
1A04	William J. Hughes Technical Center Facilities	12,000,000.00	0.00	12,000,000.00	0.00	12,000,000.00
1A05	William J. Hughes Technical Center Infrastructure Sustainment	5,400,000.00	0.00	5,400,000.00	0.00	5,400,000.00
1A06	Next Generation Network Enabled Weather	20,000,000.00	0.00	20,000,000.00	0.00	20,000,000.00
1A07	Data Communications for Trajectory Based Operations (NGATS)	28,800,000.00	0.00	28,800,000.00	0.00	28,800,000.00
1A08	Next Generation Transportation System Technology Demonstration	28,000,000.00	0.00	28,000,000.00	2,800,000.00	30,800,000.00
1A09	Next Generation Transportation System	41,400,000.00	0.00	41,400,000.00	1,500,000.00	42,900,000.00
1A10	Next Generation Transportation System	39,500,000.00	0.00	39,500,000.00	(2,800,000.00)	36,700,000.00
1A11	Next Generation Transportation System	14,400,000.00	0.00	14,400,000.00	0.00	14,400,000.00
1A12	Next Generation Transportation System	18,200,000.00	0.00	18,200,000.00	0.00	18,200,000.00
1A13	Next Generation Transportation System	27,700,000.00	0.00	27,700,000.00	0.00	27,700,000.00
1A14	Next Generation Transportation System	37,100,000.00	0.00	37,100,000.00	(1,500,000.00)	35,600,000.00
1A15	Next Generation Transportation System	8,000,000.00	0.00	8,000,000.00	0.00	8,000,000.00
1A16	Next Generation Transportation System	15,000,000.00	0.00	15,000,000.00	0.00	15,000,000.00
2A01	En Route Automation Modernization (eRAM)	203,050,000.00	0.00	203,050,000.00	0.00	203,050,000.00
2A02	En Route Communications Gateway (ECG)	7,400,000.00	0.00	7,400,000.00	0.00	7,400,000.00
2A03	Next Generation Weather Radar (NEXRAD) - Provide	3,000,000.00	0.00	3,000,000.00	0.00	3,000,000.00
2A04	Air Traffic Control System Command Center (ATCSCC) - Relocation	28,600,000.00	0.00	28,600,000.00	0.00	28,600,000.00
2A05	ARTCC Building Improvements/Plant Improvements	56,500,000.00	0.00	56,500,000.00	0.00	56,500,000.00
2A06	Air Traffic Management (ATM)	90,200,000.00	0.00	90,200,000.00	560,000.00	90,760,000.00
2A07	Air/Ground Communications Infrastructure	7,500,000.00	0.00	7,500,000.00	0.00	7,500,000.00
2A08	ATC Beacon Interrogator (ATCBI) - Replacement	13,000,000.00	0.00	13,000,000.00	0.00	13,000,000.00
2A09	Air Traffic Control En Route Radar Facilities Improvements	5,300,000.00	0.00	5,300,000.00	0.00	5,300,000.00
2A10	Voice Switching and Control System (VSCS)	23,300,000.00	0.00	23,300,000.00	0.00	23,300,000.00
2A11	Oceanic Automation System	20,700,000.00	0.00	20,700,000.00	0.00	20,700,000.00
2A12	Corridor Integrated Weather System (CIWS)	5,900,000.00	0.00	5,900,000.00	(560,000.00)	5,340,000.00
2A13	San Juan Radar Approach Control (CERAP)	6,000,000.00	0.00	6,000,000.00	0.00	6,000,000.00
2A14	Next Generation Very High Frequency Air/Ground Communications System (NEXCOM)	46,400,000.00	0.00	46,400,000.00	0.00	46,400,000.00
2A15	System-Wide Information Management	43,042,500.00	0.00	43,042,500.00	0.00	43,042,500.00
2A16	ADS -B NAS Wide Implementation	306,765,000.00	0.00	306,765,000.00	0.00	306,765,000.00
2A17	PARENT-WIND HAZARD DETECTION	807,500.00	0.00	807,500.00		807,500.00
2B01	Airport Surface Detection Equipment - Model X (ASDE-X)	33,700,000.00	0.00	33,700,000.00	0.00	33,700,000.00
2B02	Terminal Doppler Weather Radar (TDWR) - Provide	6,100,000.00	0.00	6,100,000.00	0.00	6,100,000.00
2B03	Standard Terminal Automation Replacement System (STARS) (TAMR Phase 1)	28,200,000.00	0.00	28,200,000.00	0.00	28,200,000.00
2B04	Terminal Automation Modernization/Replacement Program (TAMR Phase 3)	3,000,000.00	0.00	3,000,000.00	0.00	3,000,000.00
2B05	Terminal Automation Program	4,300,000.00	0.00	4,300,000.00	0.00	4,300,000.00
2B06	Terminal Air Traffic Control Facilities - Replace	136,545,476.00	0.00	136,545,476.00	0.00	136,545,476.00
2B07	ATCT/Terminal Radar Approach Control (TRACON) Facilities - Improve	37,900,000.00	0.00	37,900,000.00	0.00	37,900,000.00
2B08	Terminal Voice Switch Replacement (TVSR)	8,400,000.00	0.00	8,400,000.00	0.00	8,400,000.00

Federal Aviation Administration
Report of Reprogramming Actions
Facilities and Equipment (F&E) FY2009/2011 (182A)
Period Ending September 30, 2009 - 4th Quarter

BLI	Program Description	Original Base	Formal Adjustment	Revised Base	Internal Reprogram	Current Reprogram
2B09	NAS Facilities OSHA and Environmental Standards Compliance	26,000,000.00	0.00	26,000,000.00	0.00	26,000,000.00
2B10	Airport Surveillance Radar (ASR-9)	8,800,000.00	0.00	8,800,000.00	0.00	8,800,000.00
2B11	Terminal Digital Radar (ASR-11)	17,100,000.00	0.00	17,100,000.00	0.00	17,100,000.00
2B12	DOD/FAA Facilities Transfer	1,400,000.00	0.00	1,400,000.00	0.00	1,400,000.00
2B13	Precision Runway Monitors	1,000,000.00	0.00	1,000,000.00	0.00	1,000,000.00
2B14	Runway Status Lights	26,960,000.00	0.00	26,960,000.00	370,000.00	27,330,000.00
2B15	National Airspace System Voice Switch (NVS)	10,000,000.00	0.00	10,000,000.00	0.00	10,000,000.00
2B16	Weather System Processor (WSP)	700,000.00	0.00	700,000.00	0.00	700,000.00
2B17	Voice Recorder Replacement Progaram (VRRP)	10,800,000.00	0.00	10,800,000.00	0.00	10,800,000.00
2B18	Houston Area Air Traffic System (HAATS)	3,600,000.00	0.00	3,600,000.00	0.00	3,600,000.00
2B19	Integrated Display System (IDS)	7,000,000.00	0.00	7,000,000.00	0.00	7,000,000.00
2B20	ASR-8 Service Life Extension Program	3,000,000.00	0.00	3,000,000.00	0.00	3,000,000.00
2B21	Integrated Terminal Weather System (ITWS)	4,500,000.00	0.00	4,500,000.00	(370,000.00)	4,130,000.00
2C01	Automated Surface Observing System (ASOS)	8,500,000.00	0.00	8,500,000.00	0.00	8,500,000.00
2C02	Flight Service Station (FSS) Modernization	14,600,000.00	0.00	14,600,000.00	0.00	14,600,000.00
2C03	Weather Camera Program	2,000,000.00	0.00	2,000,000.00	0.00	2,000,000.00
2D01	VHF Omnidirectional Radio Range (VOR) with Distance Measuring Equipment (DME)	7,500,000.00	0.00	7,500,000.00	0.00	7,500,000.00
2D02	Instrument Landing System (ILS) - Establish	9,050,000.00	0.00	9,050,000.00	0.00	9,050,000.00
2D03	Wide Area Augmentation System (WAAS) for GPS	91,656,000.00	0.00	91,656,000.00	0.00	91,656,000.00
2D04	Runway Visual Range (RVR)	5,000,000.00	0.00	5,000,000.00	0.00	5,000,000.00
2D05	Approach Lighting System Improvement Program (ALSIP)	13,614,000.00	0.00	13,614,000.00	0.00	13,614,000.00
2D06	Distance Measuring Equipment (DME)	6,000,000.00	0.00	6,000,000.00	0.00	6,000,000.00
2D07	Visual NAVAIDS - Establish/Expand	1,700,000.00	0.00	1,700,000.00	0.00	1,700,000.00
2D08	Instrument Flight Procudures Automation (IFPA)	10,900,000.00	0.00	10,900,000.00	0.00	10,900,000.00
2D09	Navigation and Landing Aids - Service Life Extension Program (SLEP)	1,000,000.00	0.00	1,000,000.00	0.00	1,000,000.00
2D10	VASI Replacement - Replace with Precision Approach Path Indicator	4,000,000.00	0.00	4,000,000.00	0.00	4,000,000.00
2D11	GPS Civil Requirements	20,700,000.00	0.00	20,700,000.00	0.00	20,700,000.00
2E01	Fuel Storage Tank Replacement and Monitoring	6,100,000.00	0.00	6,100,000.00	0.00	6,100,000.00
2E02	Unstaffed Infrastructure Sustainment	15,300,000.00	0.00	15,300,000.00	0.00	15,300,000.00
2E03	Air Navigational Aids and ATC Facilities (Local Projects)	1,500,000.00	0.00	1,500,000.00	0.00	1,500,000.00
2E04	Aircraft Related Equipment Program	7,800,000.00	0.00	7,800,000.00	0.00	7,800,000.00
2E05	Airport Cable Loop Systems - Sustained Support	7,000,000.00	0.00	7,000,000.00	0.00	7,000,000.00
2E06	Alaskan NAS Interfacility Communications System (ANICS)	5,000,000.00	0.00	5,000,000.00	0.00	5,000,000.00
2E07	Facilities Decommissioning	5,000,000.00	0.00	5,000,000.00	0.00	5,000,000.00
2E08	Electrical Power Systems - Sustain/Support	50,000,000.00	0.00	50,000,000.00	0.00	50,000,000.00
2E09	Aircraft Fleet Modernation	3,000,000.00	0.00	3,000,000.00	0.00	3,000,000.00
2E10	Aircraft Fleet Modernation	24,900,000.00	0.00	24,900,000.00	0.00	24,900,000.00
3A01	Hazardous Materials Management	18,000,000.00	0.00	18,000,000.00	0.00	18,000,000.00
3A02	Aviation Safety Analysis System (ASAS)	18,900,000.00	0.00	18,900,000.00	0.00	18,900,000.00
3A03	Logistics Support Systems and Facilities (LSSF)	9,300,000.00	0.00	9,300,000.00	0.00	9,300,000.00
3A04	National Air Space (NAS) Recovery Communications (RCOM)	10,000,000.00	0.00	10,000,000.00	0.00	10,000,000.00

Federal Aviation Administration
Report of Reprogramming Actions
Facilities and Equipment (F&E) FY2009/2011 (182A)
Period Ending September 30, 2009 - 4th Quarter

BLI	Program Description	Original Base	Formal Adjustment	Revised Base	Internal Reprogram	Current Reprogram
3A05	Facility Security Risk Management	15,000,000.00	0.00	15,000,000.00	0.00	15,000,000.00
3A06	Information Security	12,000,000.00	0.00	12,000,000.00	0.00	12,000,000.00
3A07	System Approach for Safety Oversight (SASO)	14,300,000.00	0.00	14,300,000.00	0.00	14,300,000.00
3A08	Aviation Safety Knowledge Management Environment (ASKME)	7,900,000.00	0.00	7,900,000.00	0.00	7,900,000.00
3B01	Aeronautical Center Infrastructure Modernization	13,500,000.00	0.00	13,500,000.00	0.00	13,500,000.00
3B02	National Airspace System (NAS) Training Facilities	1,400,000.00	0.00	1,400,000.00	0.00	1,400,000.00
3B03	Distance Learning	1,500,000.00	0.00	1,500,000.00	0.00	1,500,000.00
3B04	National Airspace System (NAS) Training - Simulator	20,000,000.00	0.00	20,000,000.00	0.00	20,000,000.00
4A01	System Engineering and Development Support	31,000,000.00	0.00	31,000,000.00	0.00	31,000,000.00
4A02	Program Support Leases	43,504,524.00	0.00	43,504,524.00	0.00	43,504,524.00
4A03	Logistics Support Services (LSS)	7,900,000.00	0.00	7,900,000.00	0.00	7,900,000.00
4A04	Mike Monroney Aeronautical Center Leases	15,800,000.00	0.00	15,800,000.00	0.00	15,800,000.00
4A05	Transition Engineering Support	10,700,000.00	0.00	10,700,000.00	0.00	10,700,000.00
4A06	Frequency and Spectrum Engineering	3,500,000.00	0.00	3,500,000.00	0.00	3,500,000.00
4A07	Technical Support Services Contract (TSSC)	22,000,000.00	0.00	22,000,000.00	0.00	22,000,000.00
4A08	Resource Tracking Program (RTP)	4,000,000.00	0.00	4,000,000.00	0.00	4,000,000.00
4A09	Center for Advanced Aviation System Development (CAASD)	78,000,000.00	0.00	78,000,000.00	0.00	78,000,000.00
4A10	Aeronautical Information Management Program	10,000,000.00	0.00	10,000,000.00	0.00	10,000,000.00
	TOTALS	**2,281,595,000.00**	**0.00**	**2,281,595,000.00**	**0.00**	**2,281,595,000.00**

Federal Aviation Administration
Appropriation Status by Fiscal Year
Facilities and Equipment (F&E) FY 2009 (982W)
Period Ending September 30, 2009 - 4th Quarter

BLI	Description	Availability	Obligated	Unobligated
5A01	PERSONNEL COMPENSATION BENEFITS AND TRAVEL	460,500,000.00	457,021,078.66	3,478,921.34

Federal Aviation Administration
Report of Reprogramming Actions
Facilities and Equipment (F&E) FY 2009 (982W)
Period Ending September 30, 2009 - 4th Quarter

BLI	Description	Original Base	Formal Adjustment	Revised Base	Internal Reprogram	Current Program
5A01	PERSONNEL COMPENSATION BENEFITS AND TRAVEL	460,500,000.00	0.00	460,500,000.00	0.00	460,500,000.00

Federal Aviation Administration
Appropriation Status By Fiscal Year
Facilities & Equipment (F&E) FY 2009 (X82A)
Period Ending September 30, 2009 - 4th Quarter

BUD ACTIVITY/ BUDGET ITEM	BLI	TITLE	AVAILABLE	OBLIGATIONS	UNOBLIGATED
12X8200000	5EE3	NATURAL DISASTERS IN SOUTHEASTERN US	5,100,000.00	2,917,455.27	2,182,544.73
12X8200000	5EE5	2005 HURRICANES	40,600,000.00	29,479,900.22	11,120,099.78
12X8200000	5EE6	SPECTRUM RELOCATION	58,062,020.00	29,540,306.54	28,521,713.46
		TOTALS	**103,762,020.00**	**61,937,662.03**	**41,824,357.97**

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

DEC 1 2009

The Honorable John D. Rockefeller, IV
Chairman, Committee on Commerce,
Science, and Transportation
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

House Report 108-334 accompanying the Vision 100 — Century of Aviation Reauthorization Act requested the Federal Aviation Administration to submit a report in response to Section 602, Justification for Air Defense Identification Zone (ADIZ), describing changes that could improve operational efficiency or minimize operational impacts of the ADIZ on pilots and controllers. This update covers the period from January 1 to February 28, 2009.

On February 17, after extensive rulemaking coordination, the ADIZ around Washington, D.C., became permanent and is now called the Special Flight Rules Area (SFRA).

In January and February 2009, there were 21 violations of airspace restrictions in the SFRA, which is a 38 percent decrease from what was recorded during the same period in 2008. There continued to be an overall downward trend in 2009 violations as compared to 2008. This decrease reflects the success of the FAA's continuing emphasis on outreach efforts with the general aviation community.

The FAA completed extensive outreach planning and implementation for the Presidential Inaugural events (January 17-20 in Washington, D.C.) and this proved to be effective as there were no significant violations during these events.

The FAA also conducted outreach at the Helicopter Association International HELI-EXPO 2009 in Anaheim, California (February 22-24) and the 20th Annual International Women in Aviation Conference in Atlanta, Georgia (February 26-28).

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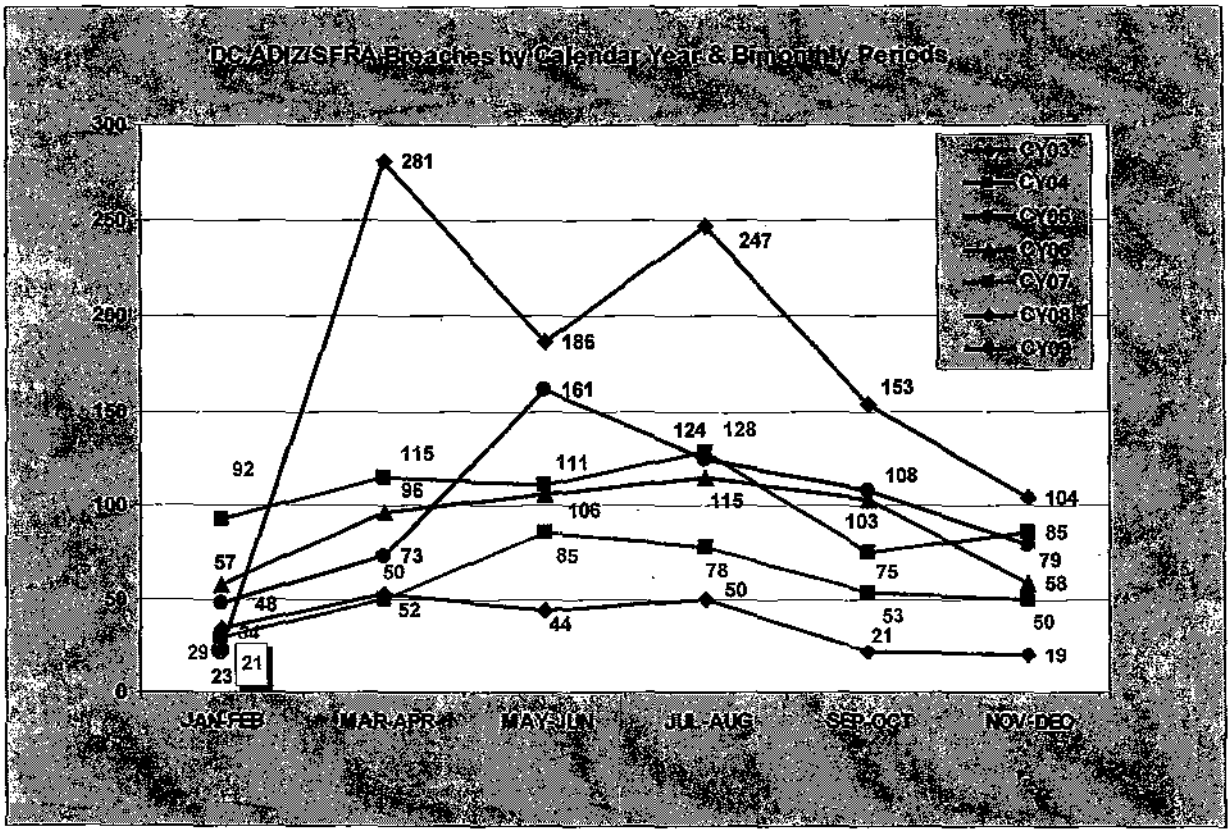

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Identical letters have been sent to Chairman Oberstar, Senator Hutchison, and Congressman Mica.

Sincerely,

J. Randolph Babbitt
Administrator

U.S. Department
of Transportation

**Federal Aviation
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Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

DEC 1 2009

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Chairman, Committee on Transportation
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House of Representatives
Washington, DC 20515

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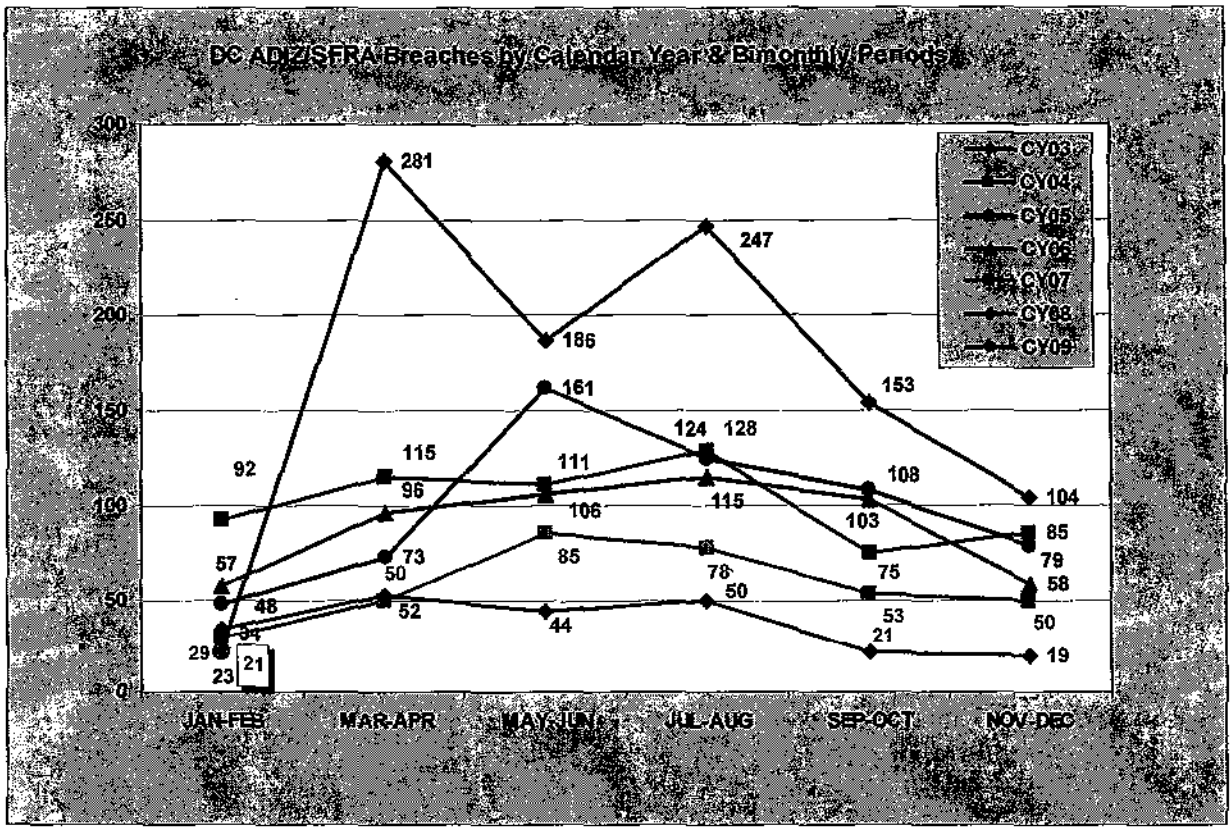

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DEC 1 2009

The Honorable Kay Bailey Hutchison
Committee on Commerce, Science, and
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United States Senate
Washington, DC 20510

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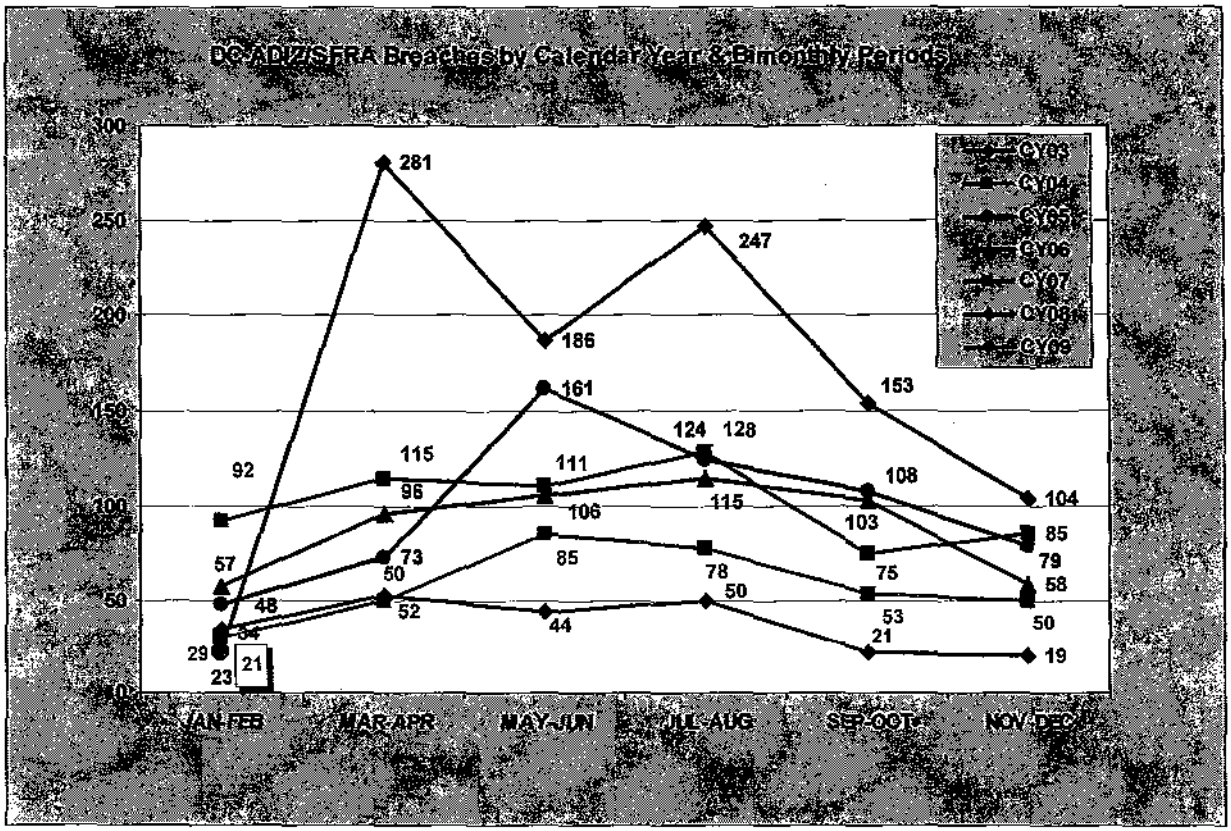

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and Infrastructure
House of Representatives
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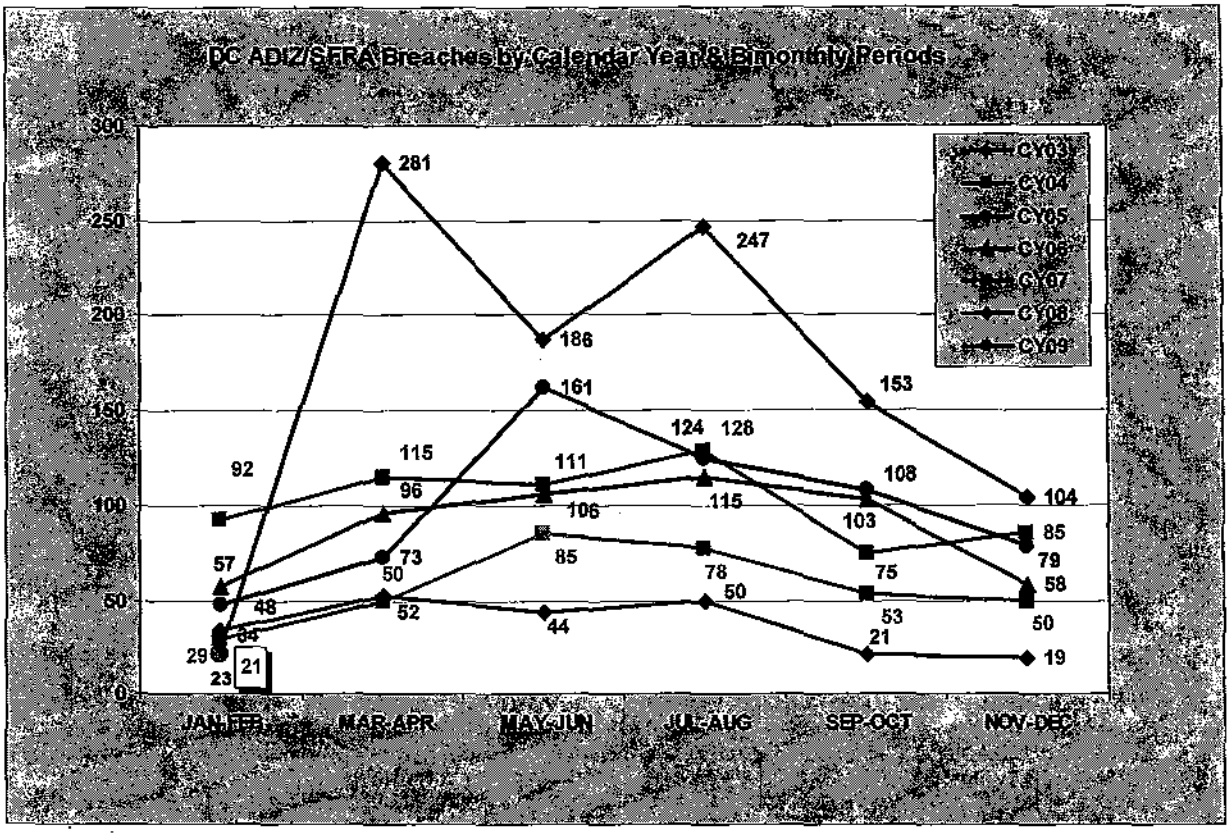

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As indicated in the previous bimonthly report, the ADIZ around Washington, D.C., became permanent and is now called the Special Flight Rules Area (SFRA).

In March and April 2009, there were 32 violations of airspace restrictions in the SFRA, which is a 39 percent decrease from what was recorded during the same period in 2008. There continued to be an overall downward trend in 2009 violations as compared to 2008. This decrease reflects the success of the FAA's continuing emphasis on outreach efforts with the general aviation community.

The FAA conducted outreach at the National Business Aviation Association Business Aviation Regional Forum in Dallas, Texas (April 9) and at the Sun'n Fun 35th Annual Fly-In at Lakeland, Florida (April 21-26).

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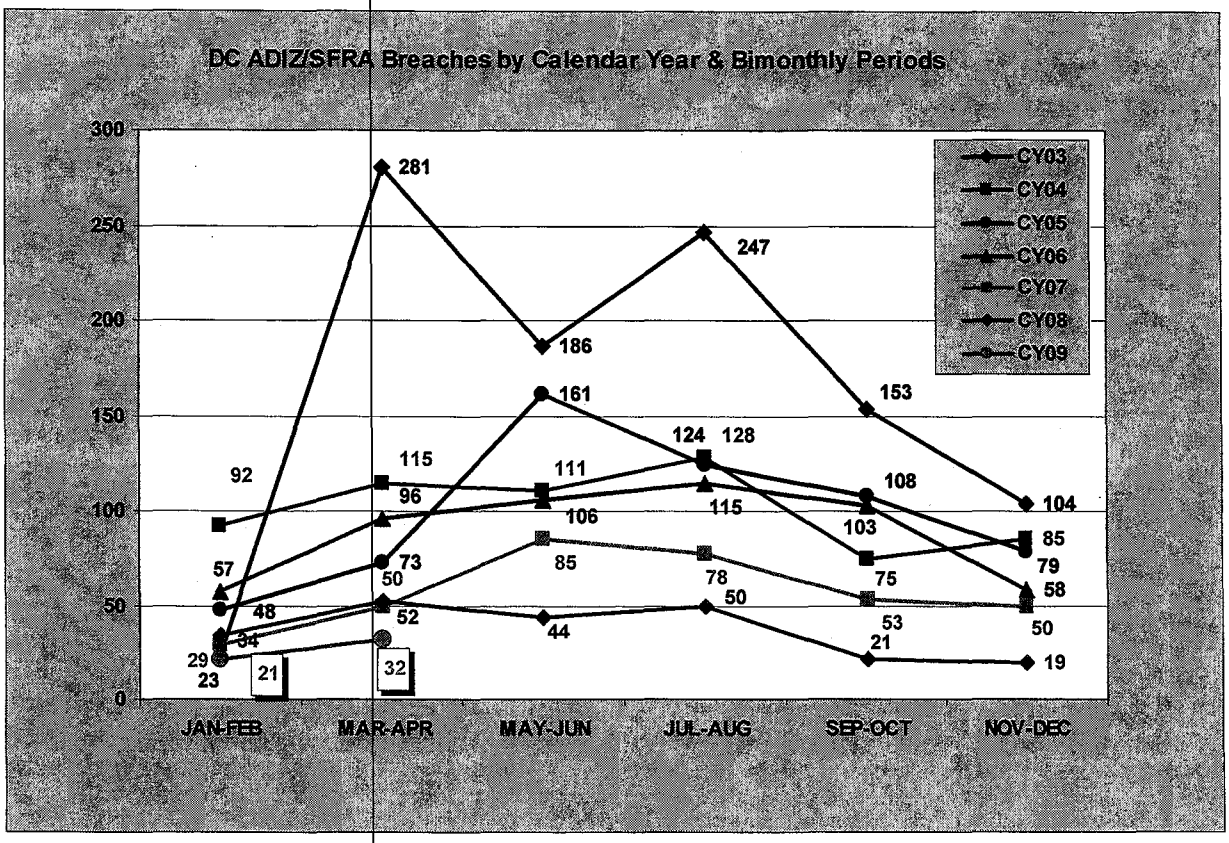

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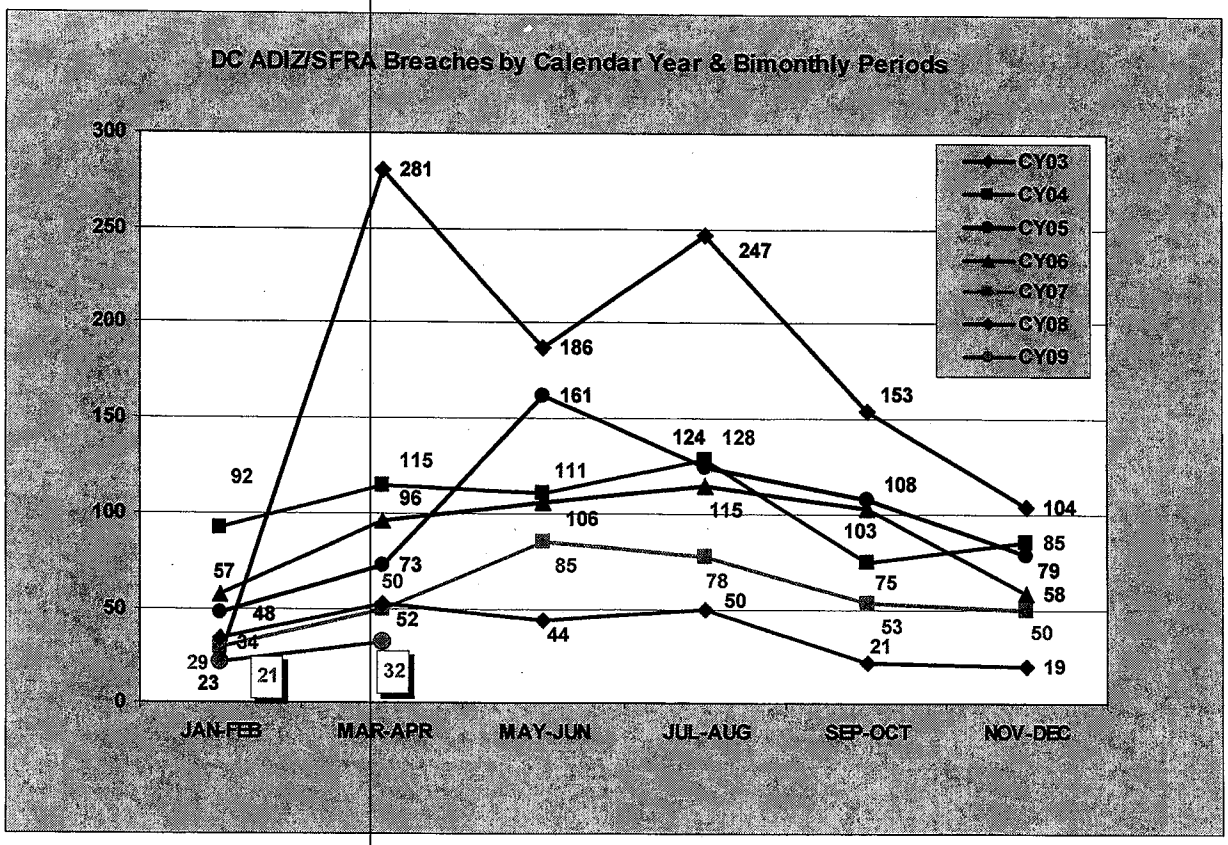

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Committee on Commence, Science, and
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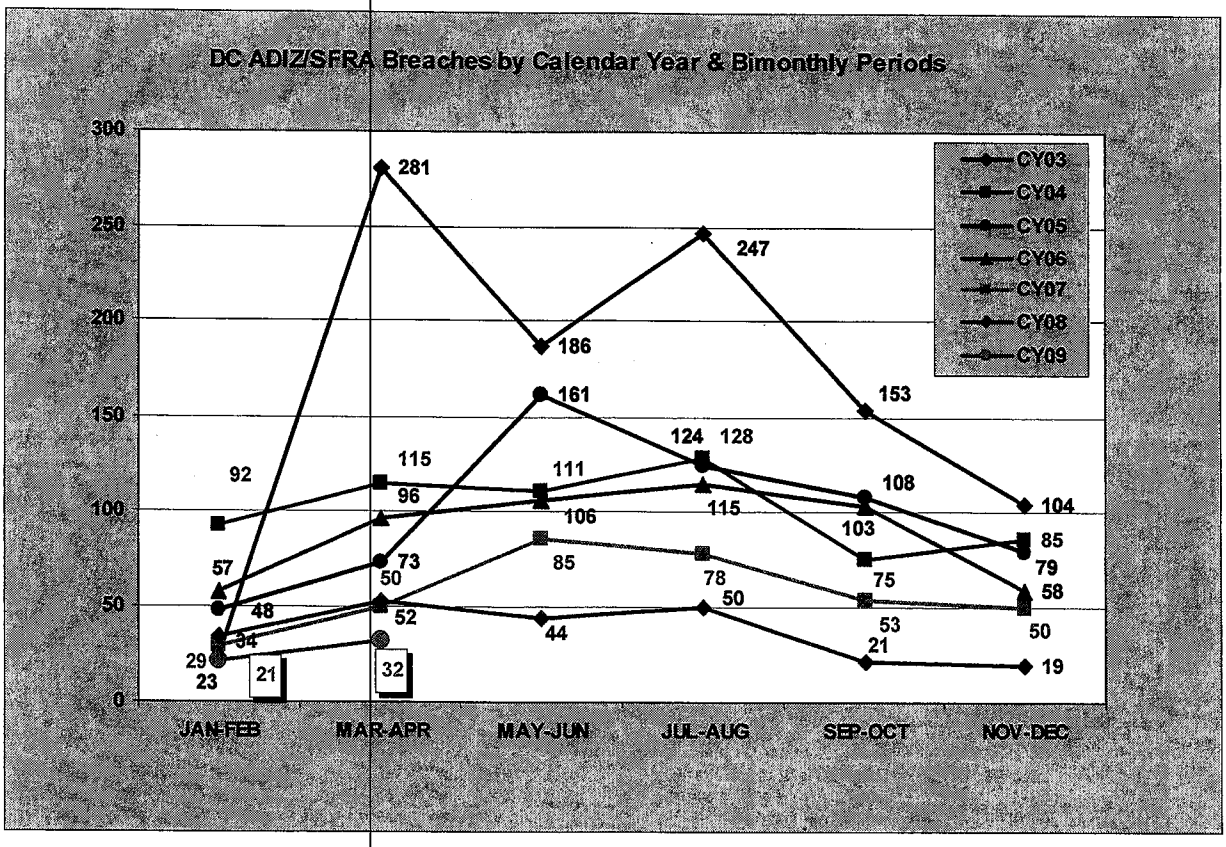

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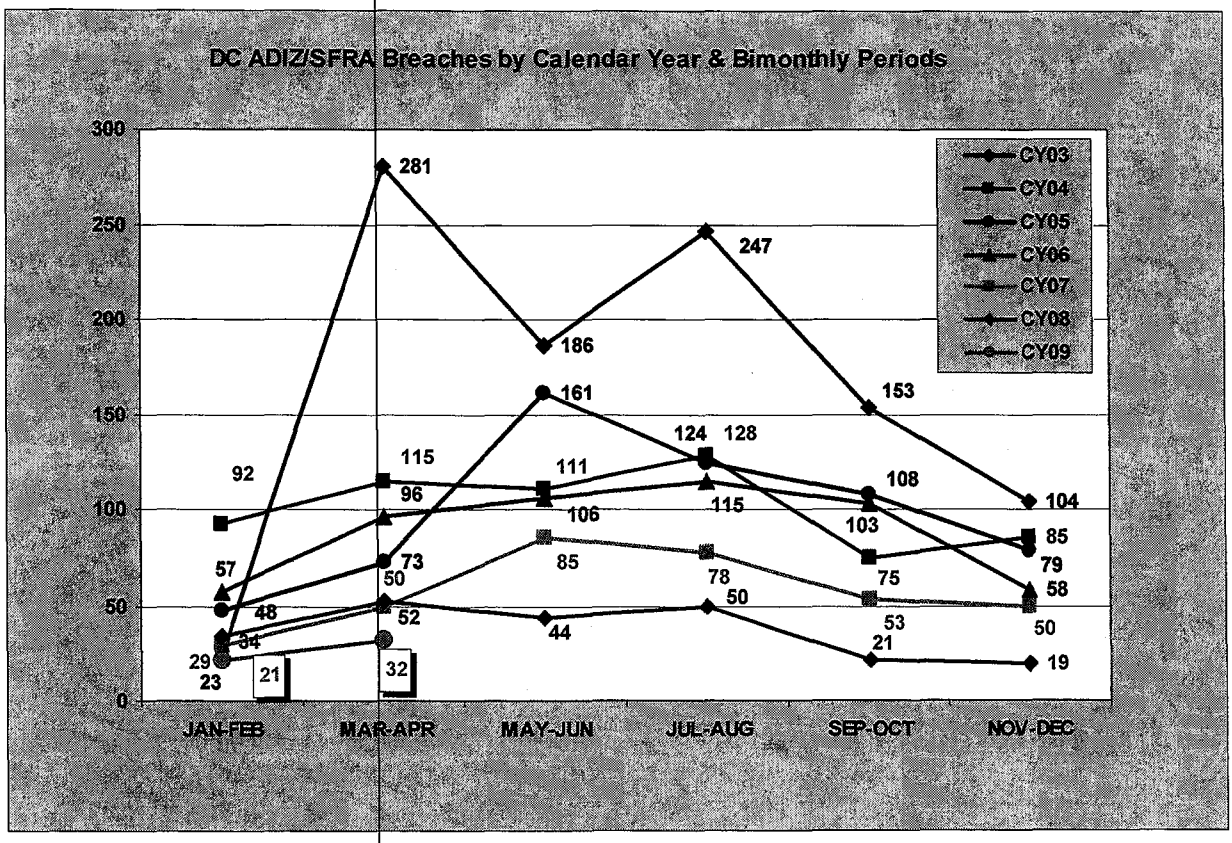

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In May and June 2009, there were 36 violations of airspace restrictions in the SFRA, which is a 20 percent decrease from what was recorded during the same period in 2008. There continued to be an overall downward trend in 2009 violations as compared to 2008. This decrease reflects the success of FAA's continuing emphasis on outreach efforts in the general aviation community.

The SFRA violations in May and June were attributed to the use of erroneous transponder codes on aircraft and aircraft equipment malfunctions.

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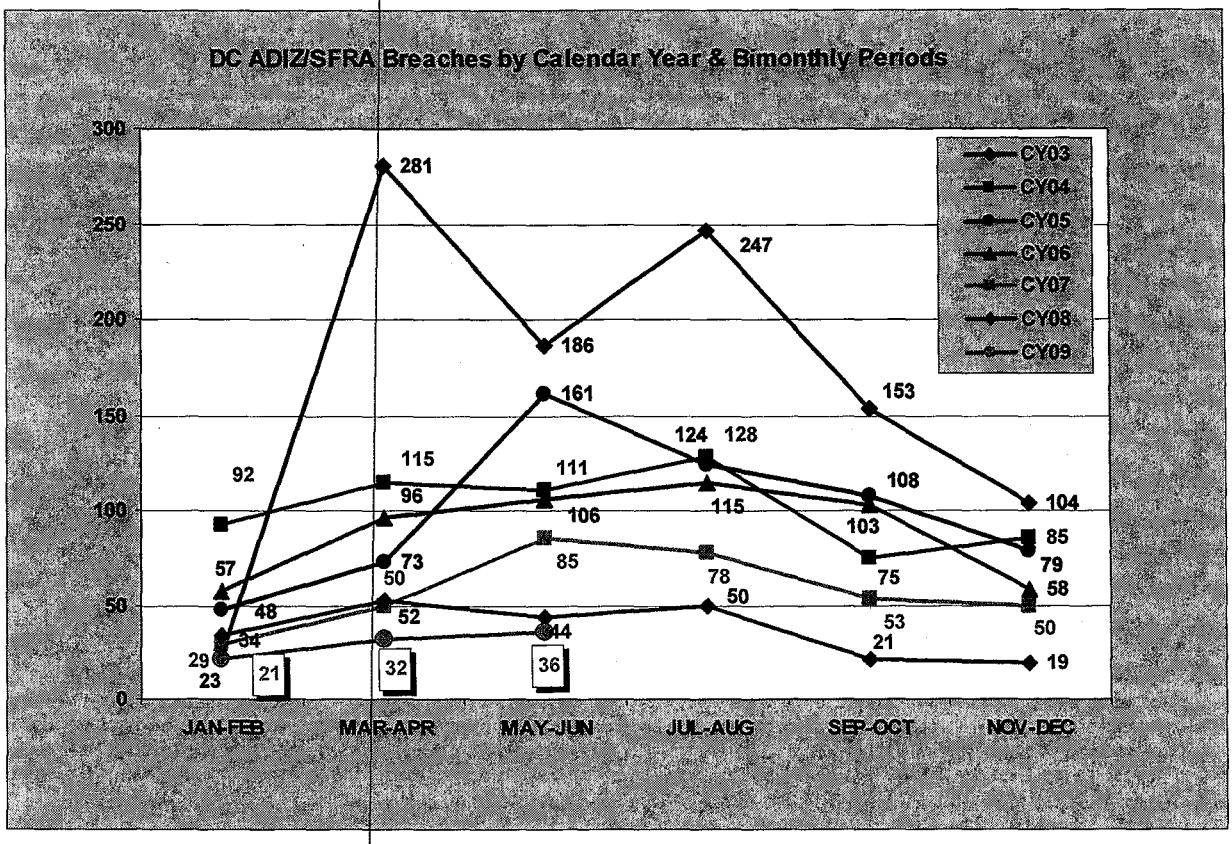

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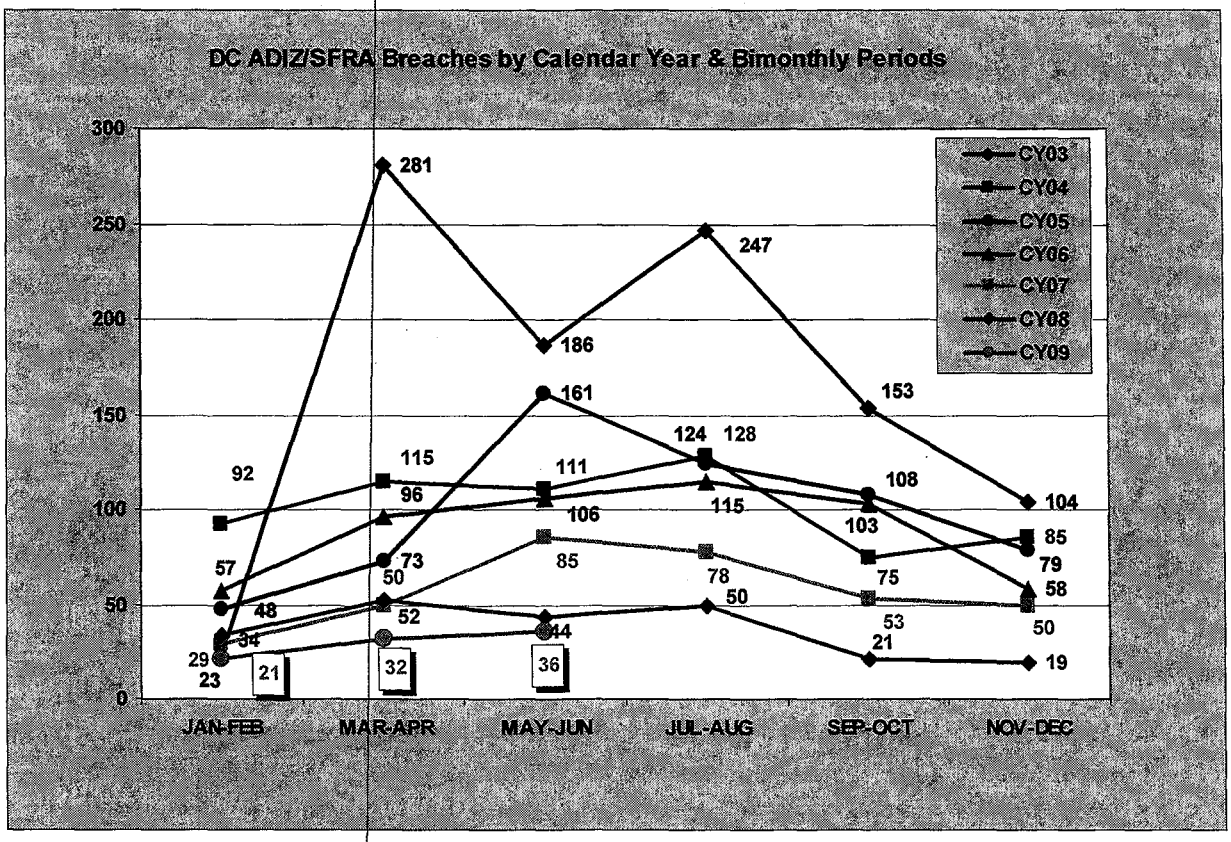

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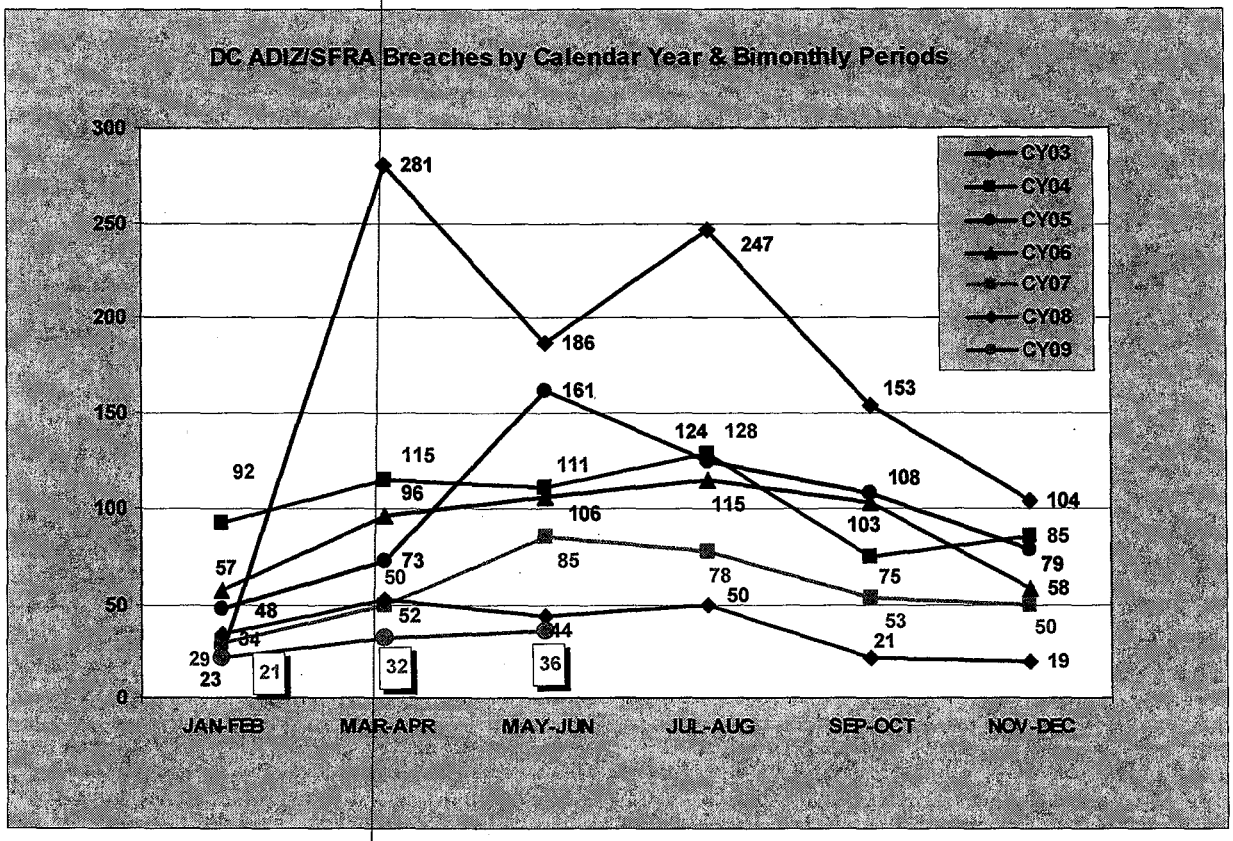

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Washington, D.C. 20591

DEC 1 2009

The Honorable John Mica
Committee on Transportation
and Infrastructure
House of Representatives
Washington, DC 20515

Dear Congressman Mica:

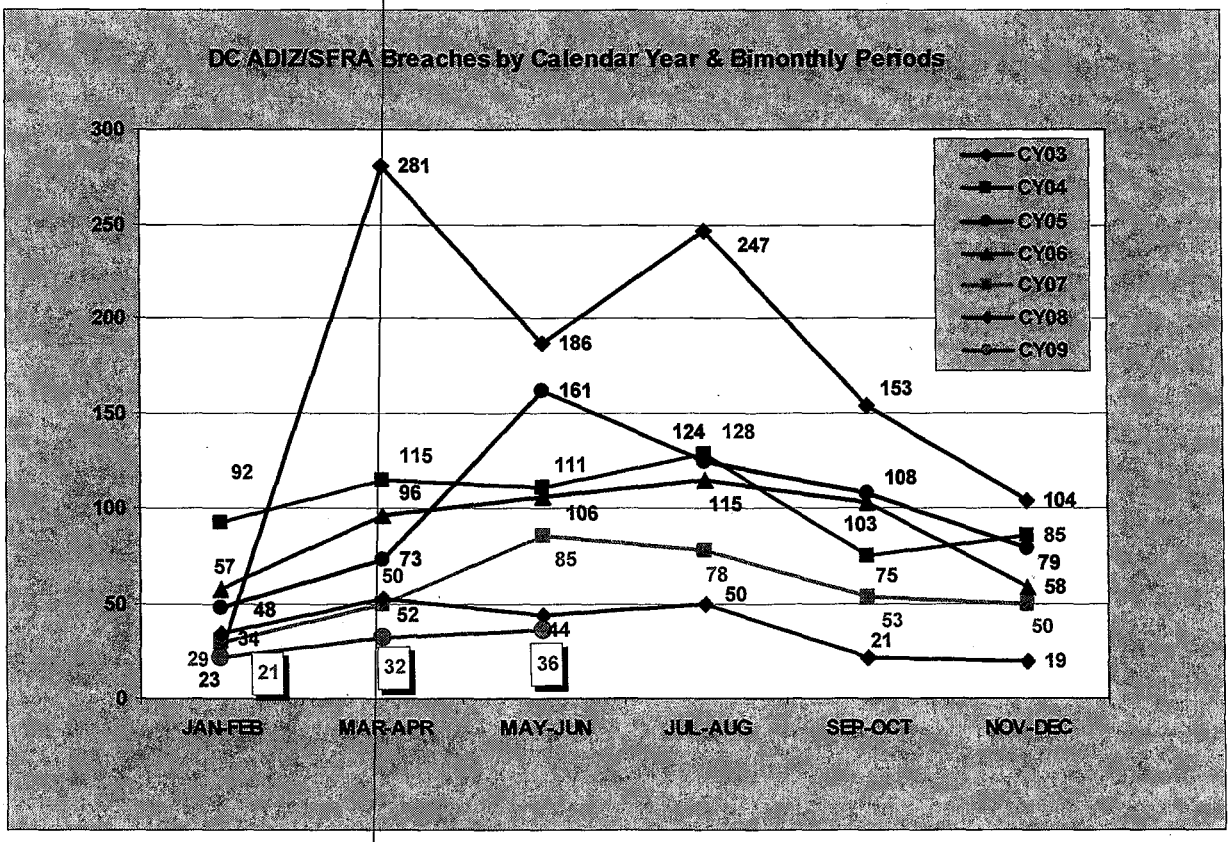
House Report 108-334 accompanying the Vision 100—Century of Aviation Reauthorization Act asked the Federal Aviation Administration to submit a report in response to Section 602, Justification for Air Defense Identification Zone (ADIZ), describing changes that could improve operational efficiency or minimize operational impacts of the ADIZ on pilots and controllers. This update covers the period from May 1 to June 30, 2009.

As indicated in a previous bimonthly report, the ADIZ around Washington, D.C., became permanent and is now called the Special Flight Rules Area (SFRA).

In May and June 2009, there were 36 violations of airspace restrictions in the SFRA, which is a 20 percent decrease from what was recorded during the same period in 2008. There continued to be an overall downward trend in 2009 violations as compared to 2008. This decrease reflects the success of FAA's continuing emphasis on outreach efforts in the general aviation community.

The SFRA violations in May and June were attributed to the use of erroneous transponder codes on aircraft and aircraft equipment malfunctions.

For comparison of ADIZ and SFRA violations for previous periods, the chart below reflects violation data we have collected since 2003.



*Please note: Data are preliminary and are subject to change because of the quality assurance checks and regular data reviews.

Identical letters have been sent to Chairmen Oberstar and Rockefeller and Senator Hutchison.

Sincerely,

J. Randolph Babbitt
Administrator

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

FEB 1 2010

The Honorable John D. Rockefeller, IV
Chairman, Committee on Commerce,
Science, and Transportation
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

I am pleased to transmit the 2010 Federal Aviation Administration National Aviation Research Plan (NARP) as required by Section 44501 of Title 49, U.S.C. (Transportation). The plan is organized to conform to the Government Performance and Results Act.

The 2010 NARP explains how FAA research and development (R&D) programs work together to support the FAA Flight Plan 2009-2013 and the FAA's Next Generation Air Transportation System Implementation Plan.

The 2010 NARP and appendices describe FAA R&D activities funded by the Research, Engineering, and Development; Facilities and Equipment; Airport Improvement Program; and Operations appropriations. Also included is the FAA Research & Development Annual Review that highlights significant Fiscal Year 2009 accomplishments.

Identical letters have been sent to Chairman Gordon, Senator Hutchison, and Congressman Hall.

Sincerely,

J. Randolph Babbitt
Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
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Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

FEB 1 2010

The Honorable Kay Bailey Hutchison
Committee on Commerce, Science, and Transportation
United States Senate
Washington, DC 20510

Dear Senator Hutchison:

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Sincerely,

J. Randolph Babbitt
Administrator

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Washington, D.C. 20591

FEB 1 2010

The Honorable Bart Gordon
Chairman, Committee on Science and Technology
House of Representatives
Washington, DC 20510

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Sincerely,

J. Randolph Babbitt
Administrator

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800 Independence Ave., S.W.
Washington, D.C. 20591

FEB 1 2010

The Honorable Ralph M. Hall
Committee on Science and Technology
House of Representatives
Washington, DC 20510

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Sincerely,

J. Randolph Babbitt
Administrator

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Washington, D.C. 20591

FEB 3 2010

The Honorable John D. Rockefeller, IV
Chairman, Committee on Commerce, Science
and Transportation
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

I am pleased to provide you the annual summary on Commercial Service Airport Financial Operations for 2008, as required by the Federal Aviation Administration Authorization Act of 1994, Public Law 103-305, codified at 49 U.S.C. 47107(k).

The summary provides the following information: payments to government entities and purposes for each payment, services and property provided to government entities and amount of compensation received for each service and property, and annual financial results.

This year, we left one line blank. We are in the process of revising reporting instructions for "Unrestricted Financial Assets," as we believe several airports may have significantly overstated this item. We are working with the Air Transport Association of America and the Airports Council International – North America on revising the instructions to the summary. We believe that leaving the line blank for this year is preferable to potentially overstating it.

We have sent identical letters to Chairman Oberstar, Senator Hutchison, and Congressman Mica.

Sincerely,

J. Randolph Babbitt
Administrator

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Sincerely,

J. Randolph Babbitt
Administrator

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FEB 3 2010

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Chairman, Committee on Transportation
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House of Representatives
Washington, DC 20515

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J. Randolph Babbitt
Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
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Office of the Administrator

800 Independence Ave., S.W.
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FEB 3 2010

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Committee on Transportation
and Infrastructure
House of Representatives
Washington, DC 20515

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Sincerely,

J. Randolph Babbitt
Administrator

Enclosure.

Annual Summary on
Commercial Service Airport Financial Operations for 2008 versus 2007

This is the Federal Aviation Administration annual summary to Congress on Commercial Service Airport Financial Operations for calendar year 2008.

The summary is filed under Federal Aviation Administration Authorization Act of 1994 (Act of 1994), Public Law 103-305, codified at 49 U.S.C. 47107(k). The Act requires the Secretary to gather simplified financial information, to make it available to the Senate Committee on Commerce, Science and Transportation and to the House Committee on Transportation and Infrastructure. Since this is a statistical report, the Secretary delegated signature authority to the FAA Administrator.

This summary contains:

Part 1. Financial Results compares financial operations for 2008 versus 2007. It also includes sub-tables for large, medium, small, and nonhub commercial service airports (hub-size is determined by the number of paying passengers). Expenses at all commercial service airports increased faster than revenues resulting in a 3 percent decrease in net profits for 2008.

However, results varied by hub size. Profits at large and small commercial service airports decreased by 10 and 11 percent, respectively. Profits at medium hub commercial airports remained flat, while profits at nonhub commercial service airports increased by 34 percent. Total profit for commercial service airports was $4 billion for 2008.

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Part 2. Payments Airports Made to Government Entities compares services that commercial service airports procured from government entities for 2008 versus 2007. It also includes subtables for large, medium, small, and nonhub commercial service airports. All commercial service airports decreased their procurement of services by 5 percent for 2008. Large hubs decreased by 11 percent, while medium, small, and nonhub commercial service airports increased their procurement of services by 5, 12, and 13 percent, respectively. Total payments that commercial service airports made to government entities for 2008 were $1.7 billion.

Part 3. Payments Government Entities Made for Lease of Airport Property compares the payments government entities made to commercial service airports for 2008 versus 2007 for the lease of land, hangars, and buildings. The government payments to airports increased 13 percent in 2008 for a total rent of $215 million.

Public organizations, such as aircraft manufacturers, air carriers, industry groups, consulting firms, and law firms use this information. Airport financial data are also in the National Plan of Integrated Airport Systems. The FAA makes this information available to the public on the FAA Airports Web site, http://cats.airports.faa.gov/. The FAA reviews the information to screen for potential unlawful revenue diversion.

Part 1. Financial Results

All Commercial Service Airports

Comparative Results - 2008 versus 2007

A. Aeronautical Operating Revenue	2008	2007	Change
1. Landing Fees	$2,975,560,253	$2,779,827,680	7%
2. Terminal/International arrival area rental or other charge	$3,683,880,330	$3,443,360,185	7%
3. Apron charges/tiedowns	$132,019,822	$132,219,355	0%
4. FBO revenue: contract or sponsor-operated	$190,072,651	$154,503,653	23%
5. Cargo and hangar rentals	$546,540,830	$506,984,011	8%
6. Aviation fuel tax retained for airport use	$40,818,286	$45,115,348	-10%
7. Fuel sales net profit/loss or fuel flowage fees	$280,030,509	$258,818,078	8%
8. Security Reimbursement	$146,996,104	$100,991,122	46%
9. Miscellaneous	$74,481,964	$62,953,348	18%
10. Other	$332,200,378	$319,244,981	4%
Total	$8,402,601,127	$7,804,037,761	8%
B. Nonaeronautical Operating Revenue			
1. Land and non-terminal facilities	$558,223,485	$527,140,409	6%
2. Terminal - food and beverage	$569,212,545	$586,028,997	-3%
3. Terminal - retail stores	$638,960,649	$510,641,962	25%
4. Terminal - other	$399,140,783	$293,540,685	36%
5. Rental cars	$1,447,224,142	$1,414,730,474	2%
6. Parking	$2,987,124,152	$2,910,916,068	3%
7. Miscellaneous	$139,765,753	$220,024,243	-36%
8. Other	$742,589,326	$571,458,769	30%
Total	$7,482,240,815	$7,034,481,607	6%
C. Nonoperating Revenue			
1. Interest income - restricted and nonrestricted	$1,167,120,160	$1,300,293,768	-10%
2. Grant receipts	$2,677,916,444	$2,597,080,347	3%
3. Passenger Facility Charges	$2,722,138,217	$2,718,852,216	0%
4. Other	$534,556,994	$443,505,392	21%
Total	$7,101,731,815	$7,059,731,723	1%
Total Revenue	$22,986,573,757	$21,898,251,091	5%
D. Operating Expenses			
1. Personnel compensation and benefits	$4,049,738,940	$3,740,994,145	8%
2. Communications and utilities	$1,023,673,809	$938,329,054	9%
3. Supplies and materials	$810,921,171	$743,447,110	9%
4. Repairs and maintenance	$955,758,966	$816,827,567	17%
5. Contractual services	$2,626,985,773	$2,511,301,533	5%
6. Insurance, claims, and settlements	$256,302,715	$279,169,686	-8%
7. Miscellaneous	$224,411,312	$170,075,560	32%
8. Other	$662,831,686	$646,297,459	3%
Total	$10,610,624,372	$9,846,442,114	8%

E. Nonoperating Expenses	2008	2007	Change
1. Interest expense	$3,180,659,297	$2,982,032,652	7%
2. Other	$514,654,432	$513,772,420	0%
Total	$3,695,313,729	$3,495,805,072	6%
F. Depreciation	$4,658,622,433	$4,406,293,934	6%
Net Profit	$4,022,013,223	$4,149,709,971	-3%
G. Reporting Year Proceeds			
1. Bond Proceeds	$9,946,050,366	$5,162,601,811	93%
2. Proceeds from sale of property	$37,846,724	$54,422,773	-30%
3. Other contributed capital	$1,158,642,305	$1,023,307,356	13%
4. Other	$1,062,397,323	$952,472,054	12%
Total	$12,204,936,718	$7,192,803,994	70%
H. Reporting Year Expenditures for Projects			
1. Airfield	$2,532,408,592	$3,347,830,966	-24%
2. Terminal	$4,428,763,479	$3,520,536,519	26%
3. Parking	$629,694,414	$621,348,155	1%
4. Roadways, rail, and transit	$743,163,931	$763,153,125	-3%
5. Other	$2,652,242,554	$2,332,864,738	14%
Total	$10,986,272,970	$10,585,833,503	4%
I. Reporting Year Debt Payments	$6,867,072,700	$3,849,929,164	78%
J. Indebtedness at End of Year			
1. Bonds	$64,951,602,861	$62,562,086,710	4%
2. Loans	$1,656,683,090	$1,462,051,663	13%
3. Other	$3,487,731,193	$3,711,671,528	-6%
Total	$70,096,017,144	$67,735,809,901	3%
K. Net Assets	$58,140,224,459	$51,584,837,740	13%
L. Restricted Financial Assets			
1. Restricted debt service reserve	$6,044,714,134	$6,279,124,912	-4%
2. Restrictions for renewals and replacements	$10,183,827,449	$9,745,349,670	4%
3. Other restricted financial assets	$13,261,296,558	$11,956,506,431	11%
Total	$29,489,838,141	$27,980,981,013	5%
M. Unrestricted Financial Assets	* See note		

*This line is blank because we are revising instructions for this item.

Part 1. Financial Results

Large Hub Commercial Service Airports

Comparative Results - 2008 versus 2007

A. Aeronautical Operating Revenue	2008	2007	Change
1. Landing Fees	$2,176,534,185	$2,067,463,915	5%
2. Terminal/International arrival area rental or other charge	$2,768,422,289	$2,572,650,762	8%
3. Apron charges/tiedowns	$57,955,485	$62,160,302	-7%
4. FBO revenue: contract or sponsor-operated	$76,974,036	$55,437,794	39%
5. Cargo and hangar rentals	$340,619,426	$330,046,432	3%
6. Aviation fuel tax retained for airport use	$32,471,509	$37,782,608	-14%
7. Fuel sales net profit/loss or fuel flowage fees	$118,416,388	$116,609,072	2%
8. Security Reimbursement	$84,652,860	$55,200,591	53%
9. Miscellaneous	$59,512,849	$49,533,355	20%
10. Other	$257,443,179	$250,921,399	3%
Total	$5,973,002,206	$5,597,806,230	7%

B. Nonaeronautical Operating Revenue			
1. Land and non-terminal facilities	$276,462,107	$244,019,158	13%
2. Terminal - food and beverage	$454,690,882	$475,598,541	-4%
3. Terminal - retail stores	$518,660,186	$397,064,382	31%
4. Terminal - other	$317,520,729	$218,572,021	45%
5. Rental cars	$792,001,098	$799,307,133	-1%
6. Parking	$1,796,437,643	$1,759,429,500	2%
7. Miscellaneous	$90,631,373	$175,261,789	-48%
8. Other	$630,275,348	$463,089,289	36%
Total	$4,876,779,366	$4,532,341,813	8%

C. Nonoperating Revenue			
1. Interest income - restricted and nonrestricted	$838,227,827	$908,590,100	-8%
2. Grant receipts	$821,488,644	$879,659,504	-7%
3. Passenger Facility Charges	$1,927,590,276	$1,950,339,128	-1%
4. Other	$293,478,165	$236,256,796	24%
Total	$3,880,784,912	$3,974,845,528	-2%
Total Revenue	$14,730,566,484	$14,104,993,571	4%

D. Operating Expenses			
1. Personnel compensation and benefits	$2,514,118,350	$2,337,124,551	8%
2. Communications and utilities	$675,009,790	$626,514,393	8%
3. Supplies and materials	$600,120,677	$557,192,728	8%
4. Repairs and maintenance	$696,233,679	$587,769,427	18%
5. Contractual services	$1,711,521,645	$1,640,587,013	4%
6. Insurance, claims, and settlements	$152,734,758	$176,669,150	-14%
7. Miscellaneous	$165,187,878	$100,534,277	64%
8. Other	$419,223,037	$439,671,616	-5%
Total	$6,934,149,814	$6,466,063,155	7%

E. Nonoperating Expenses	2008	2007	Change
1. Interest expense	$2,465,069,365	$2,298,972,372	7%
2. Other	$382,849,553	$230,271,894	66%
Total	$2,847,918,918	$2,529,244,266	13%
F. Depreciation	$2,805,267,437	$2,731,380,019	3%
Net Profit	$2,143,230,314	$2,378,306,131	-10%

G. Reporting Year Proceeds			
1. Bond Proceeds	$7,268,287,055	$3,760,767,093	93%
2. Proceeds from sale of property	$7,253,210	$20,974,496	-65%
3. Other contributed capital	$277,109,482	$274,483,780	1%
4. Other	$207,071,695	$312,217,092	-34%
Total	$7,759,721,442	$4,368,442,461	78%

H. Reporting Year Expenditures for Projects			
1. Airfield	$1,103,879,472	$1,815,781,638	-39%
2. Terminal	$2,887,512,739	$2,244,050,756	29%
3. Parking	$289,552,000	$226,421,548	28%
4. Roadways, rail, and transit	$487,447,169	$595,610,074	-18%
5. Other	$1,960,905,878	$1,664,560,229	18%
Total	$6,729,297,258	$6,546,424,245	3%
I. Reporting Year Debt Payments	$4,880,194,975	$2,469,450,872	98%

J. Indebtedness at End of Year			
1. Bonds	$48,997,089,481	$48,049,729,666	2%
2. Loans	$1,056,573,047	$884,219,781	19%
3. Other	$2,812,938,172	$2,868,655,995	-2%
Total	$52,866,600,700	$51,802,605,442	2%
K. Net Assets	$30,399,548,907	$27,663,855,867	10%

L. Restricted Financial Assets			
1. Restricted debt service reserve	$4,401,036,055	$4,701,438,066	-6%
2. Restrictions for renewals and replacements	$8,426,029,084	$7,867,870,609	7%
3. Other restricted financial assets	$8,726,433,186	$8,243,725,373	6%
Total	$21,553,498,325	$20,813,034,048	4%
M. Unrestricted Financial Assets	* See note		

*Left blank because we are revising instructions for this item.

Part 1. Financial Results

Medium Hub Commercial Service Airports

Comparative Results - 2008 versus 2007

A. Aeronautical Operating Revenue	2008	2007	Change
1. Landing Fees	$586,279,065	$503,670,584	16%
2. Terminal/International arrival area rental or other charge	$616,497,587	$574,509,070	7%
3. Apron charges/tiedowns	$41,155,961	$39,537,858	4%
4. FBO revenue: contract or sponsor-operated	$40,864,284	$32,317,249	26%
5. Cargo and hangar rentals	$90,958,397	$73,199,125	24%
6. Aviation fuel tax retained for airport use	$1,156,886	$685,887	69%
7. Fuel sales net profit/loss or fuel flowage fees	$62,120,799	$53,845,586	15%
8. Security Reimbursement	$32,846,671	$21,108,142	56%
9. Miscellaneous	$8,353,830	$7,017,697	19%
10. Other	$43,796,737	$34,588,411	27%
Total	$1,524,030,217	$1,340,479,609	14%
B. Nonaeronautical Operating Revenue			
1. Land and non-terminal facilities	$88,523,380	$92,895,237	-5%
2. Terminal - food and beverage	$81,518,716	$78,815,364	3%
3. Terminal - retail stores	$89,967,219	$83,178,970	8%
4. Terminal - other	$49,223,138	$46,876,218	5%
5. Rental cars	$386,365,077	$358,861,927	8%
6. Parking	$789,267,930	$768,969,621	3%
7. Miscellaneous	$29,205,211	$27,883,425	5%
8. Other	$53,323,565	$55,275,613	-4%
Total	$1,567,394,236	$1,512,756,375	4%
C. Nonoperating Revenue			
1. Interest income - restricted and nonrestricted	$222,179,488	$261,595,849	-15%
2. Grant receipts	$438,877,590	$432,427,674	1%
3. Passenger Facility Charges	$538,114,984	$514,768,487	5%
4. Other	$116,387,600	$95,195,790	22%
Total	$1,315,559,662	$1,303,987,800	1%
Total Revenue	$4,406,984,115	$4,157,223,784	6%
D. Operating Expenses			
1. Personnel compensation and benefits	$792,482,551	$702,821,717	13%
2. Communications and utilities	$183,439,125	$162,583,073	13%
3. Supplies and materials	$91,456,118	$83,013,295	10%
4. Repairs and maintenance	$133,026,712	$116,211,522	14%
5. Contractual services	$593,522,141	$572,602,161	4%
6. Insurance, claims, and settlements	$49,125,050	$47,268,551	4%
7. Miscellaneous	$34,941,630	$47,296,498	-26%
8. Other	$160,092,830	$120,281,964	33%
Total	$2,038,086,157	$1,852,078,781	10%

E. Nonoperating Expenses	2008	2007	Change
1. Interest expense	$517,281,160	$482,778,536	7%
2. Other	$84,200,031	$176,842,248	-52%
Total	$601,481,191	$659,620,784	-9%
F. Depreciation	$998,110,415	$878,886,457	14%
Net Profit	$769,306,352	$766,637,762	0%
G. Reporting Year Proceeds			
1. Bond Proceeds	$2,217,020,437	$916,731,407	142%
2. Proceeds from sale of property	$226,266	$11,775,197	-98%
3. Other contributed capital	$320,638,847	$274,074,996	17%
4. Other	$785,957,373	$584,564,845	34%
Total	$3,323,842,923	$1,787,146,445	86%
H. Reporting Year Expenditures for Projects			
1. Airfield	$434,566,060	$546,213,579	-20%
2. Terminal	$1,143,964,635	$926,539,091	23%
3. Parking	$138,972,151	$254,687,838	-45%
4. Roadways, rail, and transit	$155,305,019	$68,291,195	127%
5. Other	$295,043,373	$216,559,001	36%
Total	$2,167,851,238	$2,012,290,704	8%
I. Reporting Year Debt Payments	$1,570,364,280	$1,034,362,004	52%
J. Indebtedness at End of Year			
1. Bonds	$12,091,815,590	$10,772,778,293	12%
2. Loans	$308,740,029	$263,315,105	17%
3. Other	$418,357,531	$619,950,841	-33%
Total	$12,818,913,150	$11,656,044,239	10%
K. Net Assets	$13,543,412,359	$11,138,469,879	22%
L. Restricted Financial Assets			
1. Restricted debt service reserve	$1,203,311,026	$1,196,352,078	1%
2. Restrictions for renewals and replacements	$1,056,699,906	$1,286,800,435	-18%
3. Other restricted financial assets	$2,864,724,674	$2,418,189,921	18%
Total	$5,124,735,606	$4,901,342,434	5%
M. Unrestricted Financial Assets	* See note		

*Left blank because we are revising instructions for this item.

Part 1. Financial Results

Small Hub Commercial Service Airports

Comparative Results - 2008 versus 2007

A. Aeronautical Operating Revenue	2008	2007	Change
1. Landing Fees	$150,238,700	$146,833,476	2%
2. Terminal/International arrival area rental or other charge	$220,968,757	$227,389,545	-3%
3. Apron charges/tiedowns	$22,400,032	$21,165,173	6%
4. FBO revenue: contract or sponsor-operated	$30,456,598	$27,825,061	9%
5. Cargo and hangar rentals	$56,511,841	$54,086,223	4%
6. Aviation fuel tax retained for airport use	$2,834,150	$1,552,101	83%
7. Fuel sales net profit/loss or fuel flowage fees	$26,616,687	$26,687,780	0%
8. Security Reimbursement	$12,709,618	$11,346,796	12%
9. Miscellaneous	$3,056,516	$3,356,266	-9%
10. Other	$16,350,726	$14,338,967	14%
Total	$542,143,625	$534,581,388	1%
B. Nonaeronautical Operating Revenue			
1. Land and non-terminal facilities	$91,489,523	$90,653,970	1%
2. Terminal - food and beverage	$27,292,359	$25,890,106	5%
3. Terminal - retail stores	$26,436,309	$24,885,136	6%
4. Terminal - other	$22,376,244	$19,240,530	16%
5. Rental cars	$184,855,683	$177,235,528	4%
6. Parking	$312,951,144	$300,406,124	4%
7. Miscellaneous	$13,292,448	$11,706,324	14%
8. Other	$34,953,184	$31,669,379	10%
Total	$713,646,894	$681,687,097	5%
C. Nonoperating Revenue			
1. Interest income - restricted and nonrestricted	$70,609,877	$87,736,405	-20%
2. Grant receipts	$501,515,604	$532,005,664	-6%
3. Passenger Facility Charges	$184,765,587	$186,426,105	-1%
4. Other	$44,230,293	$38,759,624	14%
Total	$801,121,361	$844,927,798	-5%
Total Revenue	$2,056,911,880	$2,061,196,283	0%
D. Operating Expenses			
1. Personnel compensation and benefits	$414,140,004	$392,033,117	6%
2. Communications and utilities	$95,562,546	$87,805,402	9%
3. Supplies and materials	$57,753,455	$53,908,129	7%
4. Repairs and maintenance	$71,613,590	$67,071,363	7%
5. Contractual services	$198,845,199	$188,218,125	6%
6. Insurance, claims, and settlements	$28,482,425	$29,229,891	-3%
7. Miscellaneous	$13,374,253	$11,689,143	14%
8. Other	$48,158,102	$46,219,108	4%
Total	$927,929,574	$876,174,278	6%

E. Nonoperating Expenses	2008	2007	Change
1. Interest expense	$150,357,928	$155,364,788	-3%
2. Other	$15,809,195	$47,512,347	-67%
Total	$166,167,123	$202,877,135	-18%
F. Depreciation	$491,097,294	$454,394,864	8%
Net Profit	$471,717,889	$527,750,006	-11%
G. Reporting Year Proceeds			
1. Bond Proceeds	$416,976,560	$302,011,949	38%
2. Proceeds from sale of property	$11,999,686	$3,601,478	233%
3. Other contributed capital	$235,197,608	$253,984,575	-7%
4. Other	$43,551,773	$25,288,214	72%
Total	$707,725,627	$584,886,216	21%
H. Reporting Year Expenditures for Projects			
1. Airfield	$343,237,393	$383,125,135	-10%
2. Terminal	$178,795,480	$211,833,978	-16%
3. Parking	$173,350,898	$94,284,814	84%
4. Roadways, rail, and transit	$75,114,249	$39,336,513	91%
5. Other	$187,288,095	$233,516,169	-20%
Total	$957,786,115	$962,096,609	0%
I. Reporting Year Debt Payments	$324,320,309	$258,023,704	26%
J. Indebtedness at End of Year			
1. Bonds	$3,124,561,030	$2,997,649,877	4%
2. Loans	$97,559,913	$133,904,737	-27%
3. Other	$139,448,106	$113,169,065	23%
Total	$3,361,569,049	$3,244,723,679	4%
K. Net Assets	$8,220,505,665	$7,289,636,525	13%
L. Restricted Financial Assets			
1. Restricted debt service reserve	$315,695,583	$308,746,035	2%
2. Restrictions for renewals and replacements	$430,781,648	$329,095,317	31%
3. Other restricted financial assets	$832,472,740	$685,112,933	22%
Total	$1,578,949,971	$1,322,954,285	19%
M. Unrestricted Financial Assets	* See note		

*Left blank because we are revising instructions for this item.

Part 1 Financial Results

Nonhub Commercial Service Airports

Comparative Results - 2008 versus 2007

A. Aeronautical Operating Revenue	2008	2007	Change
1. Landing Fees	$62,508,303	$61,859,705	1%
2. Terminal/International arrival area rental or other charge	$77,991,697	$68,830,808	13%
3. Apron charges/tiedowns	$10,508,344	$9,356,022	12%
4. FBO revenue: contract or sponsor-operated	$41,777,733	$38,923,549	7%
5. Cargo and hangar rentals	$58,451,166	$49,652,231	18%
6. Aviation fuel tax retained for airport use	$4,355,741	$5,094,752	-15%
7. Fuel sales net profit/loss or fuel flowage fees	$72,876,635	$61,675,640	18%
8. Security Reimbursement	$16,786,955	$13,335,593	26%
9. Miscellaneous	$3,558,769	$3,046,030	17%
10. Other	$14,609,736	$19,396,204	-25%
Total	$363,425,079	$331,170,534	10%
B. Nonaeronautical Operating Revenue			
1. Land and non-terminal facilities	$101,748,455	$99,572,044	2%
2. Terminal - food and beverage	$5,710,588	$5,724,986	0%
3. Terminal - retail stores	$3,896,935	$5,513,474	-29%
4. Terminal - other	$9,920,672	$8,851,916	12%
5. Rental cars	$84,002,284	$79,325,886	6%
6. Parking	$88,467,435	$82,110,823	8%
7. Miscellaneous	$6,636,721	$5,172,705	28%
8. Other	$24,037,229	$21,424,488	12%
Total	$324,420,319	$307,696,322	5%
C. Nonoperating Revenue			
1. Interest income - restricted and nonrestricted	$36,102,968	$42,371,414	-15%
2. Grant receipts	$916,034,606	$752,987,505	22%
3. Passenger Facility Charges	$71,667,370	$67,318,496	6%
4. Other	$80,460,936	$73,293,182	10%
Total	$1,104,265,880	$935,970,597	18%
Total Revenue	$1,792,111,278	$1,574,837,453	14%
D. Operating Expenses			
1. Personnel compensation and benefits	$328,998,035	$309,014,760	6%
2. Communications and utilities	$69,662,348	$61,426,186	13%
3. Supplies and materials	$61,590,921	$49,332,958	25%
4. Repairs and maintenance	$54,884,985	$45,775,255	20%
5. Contractual services	$123,096,788	$109,894,234	12%
6. Insurance, claims, and settlements	$25,960,482	$26,002,094	0%
7. Miscellaneous	$10,907,551	$10,555,642	3%
8. Other	$35,357,716	$40,124,771	-12%
Total	$710,458,826	$652,125,900	9%

E. Nonoperating Expenses	2008	2007	Change
1. Interest expense	$47,950,844	$44,916,956	7%
2. Other	$31,795,653	$59,145,931	-46%
Total	$79,746,497	$104,062,887	-23%
F. Depreciation	$364,147,287	$341,632,594	7%
Net Profit	$637,758,668	$477,016,072	34%
G. Reporting Year Proceeds			
1. Bond Proceeds	$43,766,314	$183,091,362	-76%
2. Proceeds from sale of property	$18,367,562	$18,071,602	2%
3. Other contributed capital	$325,696,368	$220,764,005	48%
4. Other	$25,816,482	$30,401,903	-15%
Total	$413,646,726	$452,328,872	-9%
H. Reporting Year Expenditures for Projects			
1. Airfield	$650,725,667	$602,710,614	8%
2. Terminal	$218,490,625	$138,212,694	58%
3. Parking	$27,819,365	$45,953,955	-39%
4. Roadways, rail, and transit	$25,297,494	$59,915,343	-58%
5. Other	$209,005,208	$218,229,339	-4%
Total	$1,131,338,359	$1,065,021,945	6%
I. Reporting Year Debt Payments	$92,193,136	$88,092,584	5%
J. Indebtedness at End of Year			
1. Bonds	$738,136,760	$741,928,874	-1%
2. Loans	$193,810,101	$180,612,040	7%
3. Other	$116,987,384	$109,895,627	6%
Total	$1,048,934,245	$1,032,436,541	2%
K. Net Assets	$5,976,757,528	$5,492,875,469	9%
L. Restricted Financial Assets			
1. Restricted debt service reserve	$124,671,470	$72,588,733	72%
2. Restrictions for renewals and replacements	$270,316,811	$261,583,309	3%
3. Other restricted financial assets	$837,665,958	$609,478,204	37%
Total	$1,232,654,239	$943,650,246	31%
M. Unrestricted Financial Assets	* See note		

*Left blank because we are revising instructions for this item.

Part 2

Payments Airports Made to Government Entities

All Commercial Service Airports

Comparative Results - 2008 versus 2007

Type of Service Provided to Airport	2008	2007	Change
Other	$352,670,161	$466,700,751	-24%
Law Enforcement	$379,608,876	$388,578,959	-2%
Firefighting	$222,675,562	$204,052,375	9%
Utilities	$204,502,649	$194,331,429	5%
Central Services	$107,750,045	$97,532,633	10%
Parking and Sales Tax	$71,546,017	$70,100,852	2%
General Cost of Government	$67,309,279	$65,795,954	2%
Repayment of Loans	$45,776,298	$46,082,841	-1%
Grandfathered Payments	$23,826,957	$36,270,818	-34%
Fleet Services	$34,436,226	$32,422,566	6%
Aviation Fuel Tax	$18,156,127	$27,891,368	-35%
Payments in Lieu of Tax	$27,448,727	$26,933,576	2%
Legal Services	$23,244,601	$23,901,386	-3%
Engineering	$26,441,612	$23,687,128	12%
Land and Facility Rental	$185,227,517	$185,241,429	0%
Mayor and City Council	$3,666,839	$3,190,976	15%
Promotion and Marketing	$1,494,931	$1,900,864	-21%
Ground Access Projects	$850,721	$1,456,659	-42%
Community Services	$1,099,801	$1,152,394	-5%
Repayment of Contributions	$463,023	$380,581	22%
Impact Fees	$440,112	$289,534	52%
Lobbying Fees	$248,593	$183,228	36%
Economic and/or Redevelopment Costs	$394,154	$125,402	214%
Total	$1,799,278,828	$1,898,203,703	-5%

Part 2

Payments Airports Made to Government Entities

Large Commercial Service Airports

Comparative Results - 2008 versus 2007

Type of Service Provided to Airport	2008	2007	Change
Other	$232,528,445	$359,681,459	-35%
Law Enforcement	$220,872,658	$237,939,098	-7%
Firefighting	$139,058,815	$124,530,521	12%
Utilities	$141,919,993	$136,831,816	4%
Central Services	$52,175,506	$47,197,797	11%
Parking and Sales Tax	$48,169,176	$46,881,020	3%
General Cost of Government	$30,961,115	$32,895,714	-6%
Repayment of Loans	$0	$1,200,000	-100%
Grandfathered Payments	$13,723,014	$26,847,445	-49%
Fleet Services	$24,522,828	$23,452,961	5%
Aviation Fuel Tax	$17,807,967	$27,605,575	-35%
Payments in Lieu of Tax	$17,385,777	$17,464,113	0%
Legal Services	$17,051,631	$18,631,960	-8%
Engineering	$13,549,434	$11,409,898	19%
Land and Facility Rental	$183,952,677	$183,551,547	0%
Mayor and City Council	$2,285,040	$2,080,782	10%
Promotion and Marketing	$813,620	$1,183,423	-31%
Ground Access Projects	$369,263	$288,324	28%
Community Services	$578,785	$648,632	-11%
Repayment of Contributions	$0	$0	0%
Impact Fees	$99,558	$59,686	67%
Lobbying Fees	$105,066	$67,220	56%
Economic and/or Redevelopment Costs	$0	$0	0%
Total	$1,157,930,368	$1,300,448,991	-11%

Part 2

Payments Airports Made to Government Entities

Medium Commercial Service Airports

Comparative Results - 2008 versus 2007

Type of Service Provided to Airport	2008	2007	Change
Other	$87,678,082	$80,119,252	9%
Law Enforcement	$102,793,849	$103,250,816	0%
Firefighting	$44,299,527	$44,654,455	-1%
Utilities	$30,921,287	$28,833,002	7%
Central Services	$42,516,425	$38,188,640	11%
Parking and Sales Tax	$18,790,051	$18,809,212	0%
General Cost of Government	$18,454,820	$16,737,635	10%
Repayment of Loans	$20,035,962	$20,265,981	-1%
Grandfathered Payments	$7,109,259	$6,733,095	6%
Fleet Services	$4,902,578	$3,919,035	25%
Aviation Fuel Tax	$21,571	$55,413	-61%
Payments in Lieu of Tax	$5,931,237	$5,900,798	1%
Legal Services	$3,690,148	$3,503,469	5%
Engineering	$8,659,140	$6,762,384	28%
Land and Facility Rental	$84,756	$172,873	-51%
Mayor and City Council	$906,174	$747,315	21%
Promotion and Marketing	$256,011	$271,099	-6%
Ground Access Projects	$460,989	$1,083,278	-57%
Community Services	$455,843	$420,791	8%
Repayment of Contributions	$0	$0	0%
Impact Fees	$41,117	$58,157	-29%
Lobbying Fees	$24,000	$24,000	0%
Economic and/or Redevelopment Costs	$0	$0	0%
Total	$398,032,826	$380,510,700	5%

Part 2

Payments Airports Made to Government Entities

Small Commercial Service Airports

Comparative Results - 2008 versus 2007

Type of Service Provided to Airport	2008	2007	Change
Other	$17,230,166	$14,377,221	20%
Law Enforcement	$39,453,952	$34,345,375	15%
Firefighting	$28,296,576	$24,136,856	17%
Utilities	$21,269,403	$18,942,250	12%
Central Services	$8,021,905	$8,055,770	0%
Parking and Sales Tax	$3,385,475	$3,371,858	0%
General Cost of Government	$10,011,993	$9,118,271	10%
Repayment of Loans	$6,424,311	$7,667,577	-16%
Grandfathered Payments	$2,524,759	$2,513,618	0%
Fleet Services	$3,233,504	$2,932,374	10%
Aviation Fuel Tax	$249,678	$217,576	15%
Payments in Lieu of Tax	$1,896,205	$1,473,876	29%
Legal Services	$1,769,182	$1,070,932	65%
Engineering	$3,053,852	$3,515,642	-13%
Land and Facility Rental	$961,990	$943,326	2%
Mayor and City Council	$306,828	$153,440	100%
Promotion and Marketing	$335,096	$284,233	18%
Ground Access Projects	$0	$65,878	-100%
Community Services	$39,836	$2,500	1493%
Repayment of Contributions	$39,907	$84,193	-53%
Impact Fees	$41,803	$18,328	128%
Lobbying Fees	$119,527	$92,008	30%
Economic and/or Redevelopment Costs	$286,296	$70,652	0%
Total	$148,952,244	$133,453,754	12%

Part 2

Payments Airports Made to Government Entities

Nonhub Commercial Service Airports

Comparative Results - 2008 versus 2007

Type of Service Provided to Airport	2008	2007	Change
Other	$15,233,468	$12,522,819	22%
Law Enforcement	$16,488,417	$13,043,670	26%
Firefighting	$11,020,644	$10,730,543	3%
Utilities	$10,391,966	$9,724,361	7%
Central Services	$5,036,209	$4,090,426	23%
Parking and Sales Tax	$1,201,315	$1,038,762	16%
General Cost of Government	$7,881,351	$7,044,334	12%
Repayment of Loans	$19,316,025	$16,949,283	14%
Grandfathered Payments	$469,925	$176,660	166%
Fleet Services	$1,777,316	$2,118,196	-16%
Aviation Fuel Tax	$76,911	$12,804	501%
Payments in Lieu of Tax	$2,235,508	$2,094,789	7%
Legal Services	$733,640	$695,025	6%
Engineering	$1,179,186	$1,999,204	-41%
Land and Facility Rental	$228,094	$573,683	-60%
Mayor and City Council	$168,797	$209,439	-19%
Promotion and Marketing	$90,204	$162,109	-44%
Ground Access Projects	$20,469	$19,179	7%
Community Services	$25,337	$80,471	-69%
Repayment of Contributions	$423,116	$296,388	43%
Impact Fees	$257,634	$153,363	68%
Lobbying Fees	$0	$0	0%
Economic and/or Redevelopment Costs	$107,858	$54,750	
Total	$94,363,390	$83,790,258	13%

Part 3

Payments Government Entities Made for Lease of Airport Property

All Commercial Service Airports

Comparative Results - 2008 versus 2007

	2008	2007	Change
User of Airport Property			
Federal	$94,492,685	$70,329,702	34%
State	$69,079,215	$53,980,122	28%
City	$37,888,370	$21,944,155	73%
County	$8,658,166	$12,017,954	-28%
Port Authority	$2,518,353	$2,259,885	11%
Other	$2,092,976	$28,960,837	-93%
Total	$214,729,765	$189,492,655	13%

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

FEB 4 2010

The Honorable John D. Rockefeller, IV
Chairman, Committee on Commerce,
Science, and Transportation
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

The Vision 100—Century of Aviation Reauthorization Act, Public Law 108-176 (2003), required the Federal Aviation Administration to submit a report in response to Section 602, Justification for Air Defense Identification Zone (ADIZ), describing changes that could improve operational efficiency or minimize operational impacts of the ADIZ on pilots and controllers. This update covers the period from July 1 to August 31, 2009.

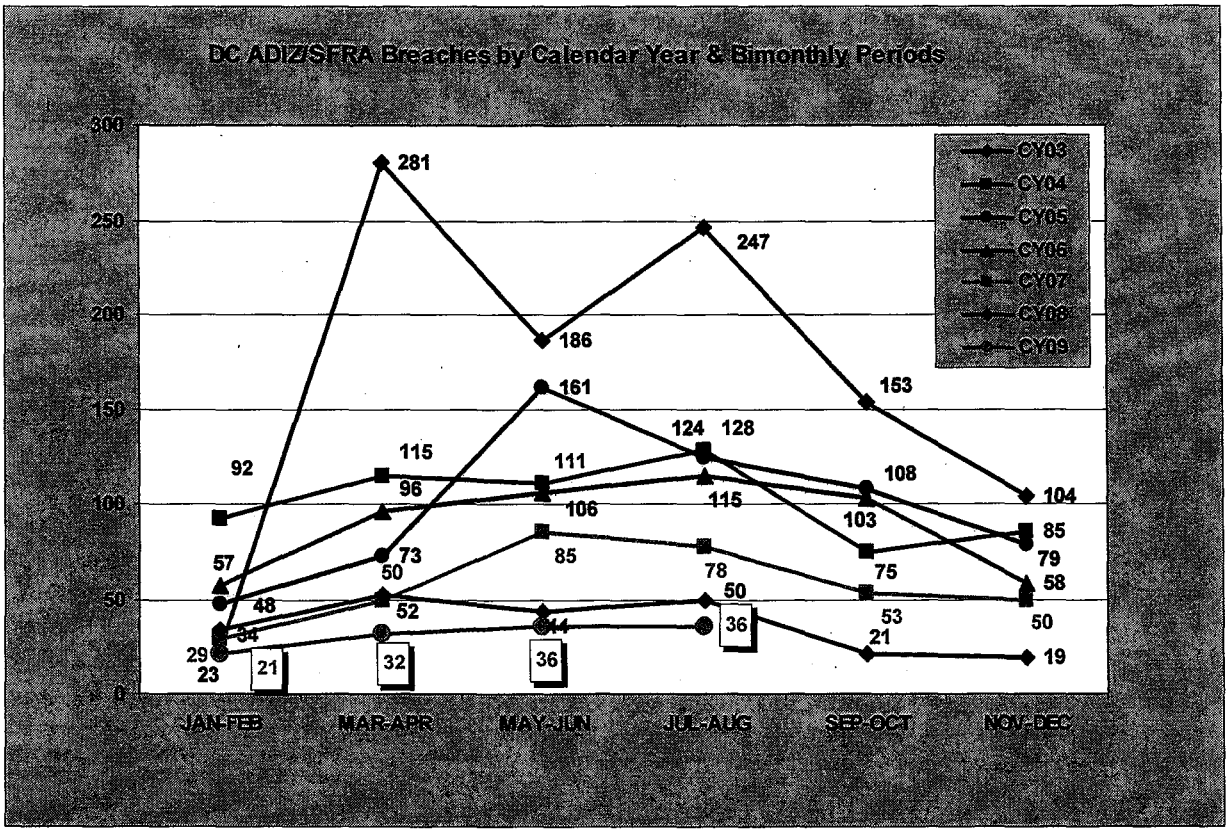
As indicated in a previous bimonthly report, the Air Defense Identification Zone (ADIZ) around Washington, D.C., became permanent and is now called the Special Flight Rules Area (SFRA).

In July and August 2009, there were 36 violations of airspace restrictions in the SFRA, which is a 28 percent decrease from what was recorded during the same period in 2008. There continued to be an overall downward trend in 2009 violations as compared to 2008. This decrease reflects the success of FAA's continuing emphasis on outreach efforts in the general aviation community.

For July 2009, 11 of the 20 SFRA violations were aircraft erroneously using code 1200 (a generic transponder code rather than a uniquely assigned one as required to fly in the SFRA) resulting in a track of interest (TOI). A TOI is data displayed on radar representing an airborne object that threatens or has the potential to threaten North America or national security. There were six SFRA TOIs due to equipment malfunction on the aircraft.

For August 2009, 11 of the 16 SFRA violations were aircraft erroneously using code 1200. There were three SFRA tracks of interest due to equipment malfunction on the aircraft, with one due to controller error (advising the pilot to change code too quickly), and one due to a lost student pilot needing assistance.

For comparison of ADIZ and SFRA violations for previous periods, the chart below reflects violation data we have collected since 2003.



*Please note: Data are preliminary and are subject to change because of the quality assurance checks and regular data reviews.

Identical letters have been sent to Chairman Oberstar, Senator Hutchison, and Congressman Mica.

Sincerely,

J. Randolph Babbitt
Administrator

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

FEB 4 2010

The Honorable Kay Bailey Hutchison
Committee on Commerce, Science, and
Transportation
United States Senate
Washington, DC 20510

Dear Senator Hutchison:

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In July and August 2009, there were 36 violations of airspace restrictions in the SFRA, which is a 28 percent decrease from what was recorded during the same period in 2008. There continued to be an overall downward trend in 2009 violations as compared to 2008. This decrease reflects the success of FAA's continuing emphasis on outreach efforts in the general aviation community.

For July 2009, 11 of the 20 SFRA violations were aircraft erroneously using code 1200 (a generic transponder code rather than a uniquely assigned one as required to fly in the SFRA) resulting in a track of interest (TOI). A TOI is data displayed on radar representing an airborne object that threatens or has the potential to threaten North America or national security. There were six SFRA TOIs due to equipment malfunction on the aircraft.

For August 2009, 11 of the 16 SFRA violations were aircraft erroneously using code 1200. There were three SFRA tracks of interest due to equipment malfunction on the aircraft, with one due to controller error (advising the pilot to change code too quickly), and one due to a lost student pilot needing assistance.

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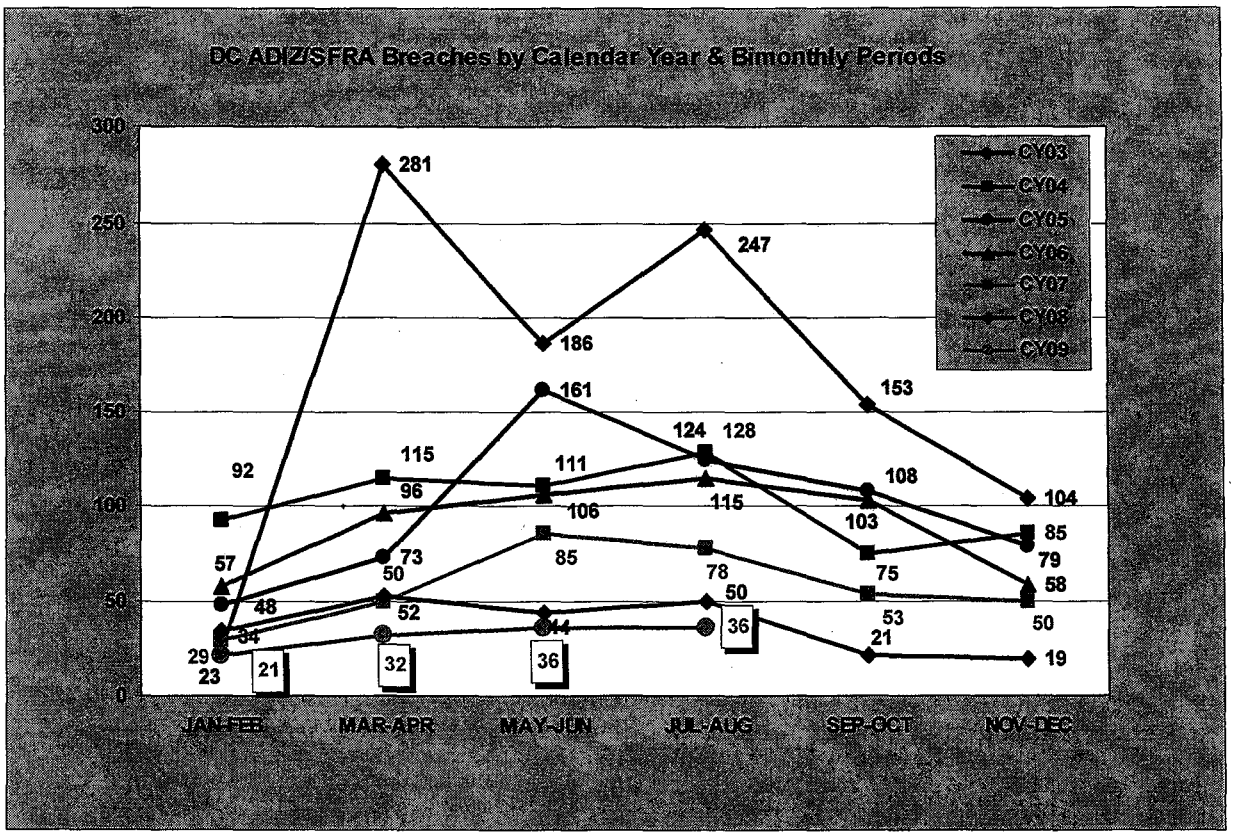

*Please note: Data are preliminary and are subject to change because of the quality assurance checks and regular data reviews.

Identical letters have been sent to Chairmen Rockefeller and Oberstar and Congressman Mica.

Sincerely,

J. Randolph Babbitt
Administrator

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

FEB 4 2010

The Honorable James Oberstar
Chairman, Committee on Transportation
and Infrastructure
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

The Vision 100—Century of Aviation Reauthorization Act, Public Law 108-176 (2003), required the Federal Aviation Administration to submit a report in response to Section 602, Justification for Air Defense Identification Zone (ADIZ), describing changes that could improve operational efficiency or minimize operational impacts of the ADIZ on pilots and controllers. This update covers the period from July 1 to August 31, 2009.

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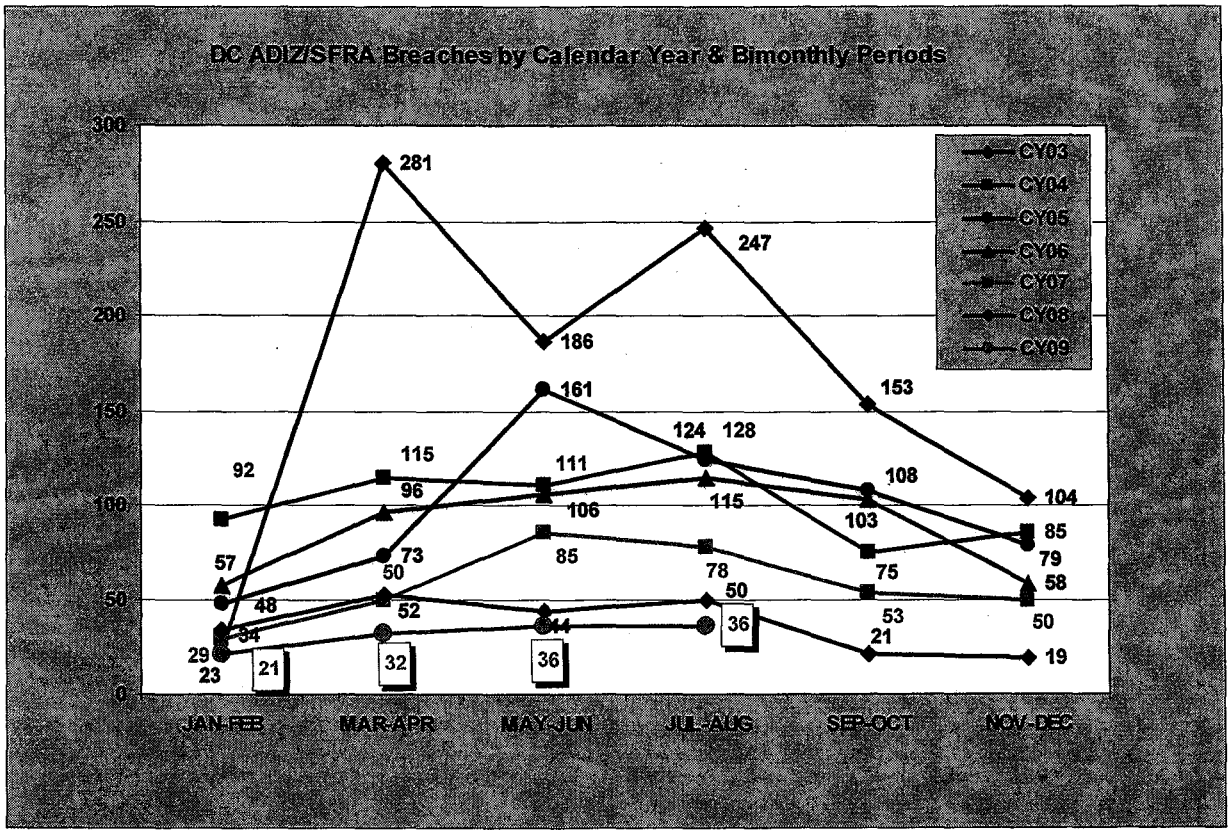

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Identical letters have been sent to Chairman Rockefeller, Senator Hutchison, and Congressman Mica.

Sincerely,

J. Randolph Babbitt
Administrator

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

FEB 4 2010

The Honorable John Mica
Committee on Transportation
and Infrastructure
House of Representatives
Washington, DC 20515

Dear Congressman Mica:

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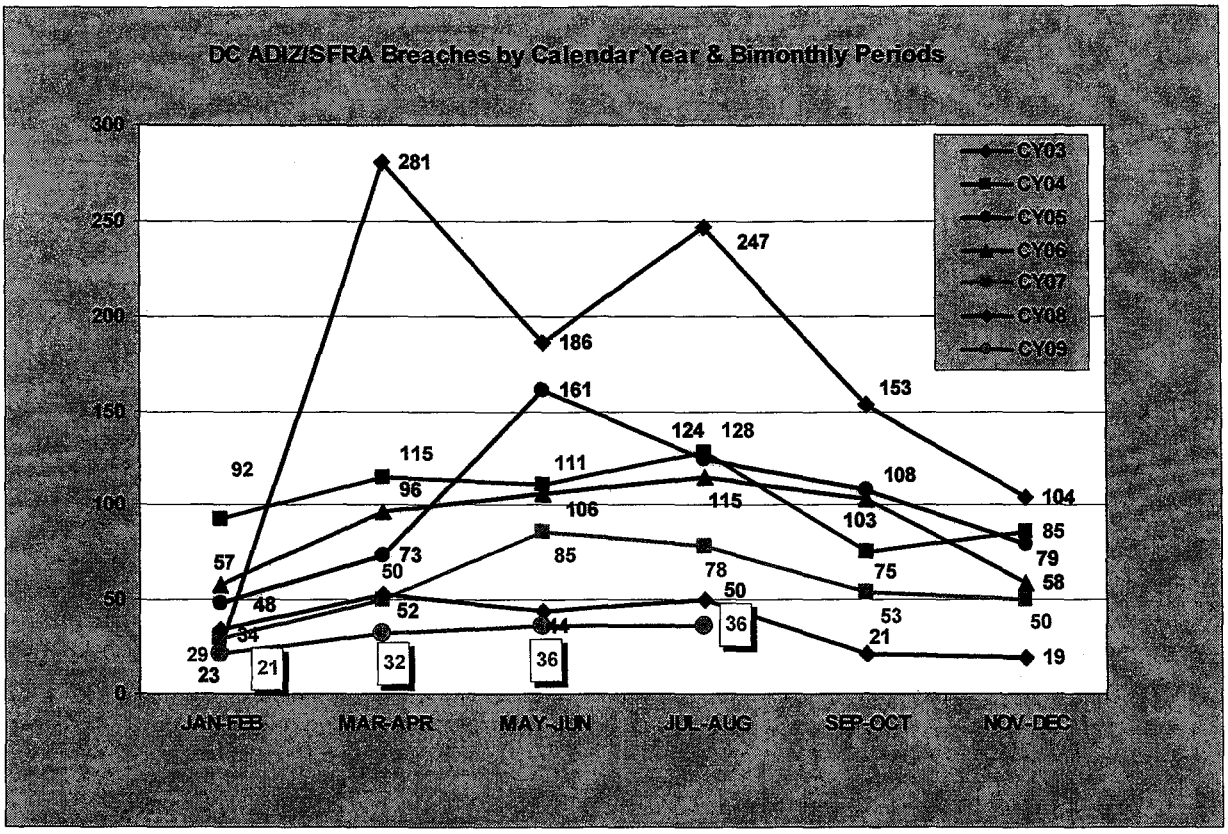

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Sincerely,

J. Randolph Babbitt
Administrator

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

FEB 4 2010

The Honorable Joseph R. Biden, Jr.
President of the Senate
Washington, DC 20510

Dear Mr. President:

Enclosed is the Federal Aviation Administration's Capital Investment Plan (CIP) for Fiscal Years (FY) 2011-2015. The CIP is submitted in response to the provision in the FY 2010 Consolidated Appropriations Act that requires a comprehensive five-year FAA capital investment plan be submitted to Congress. The CIP is consistent with the FY 2011 President's Budget and the Office of Management and Budget's estimates for the future years 2012-2015. The capital projects described in this CIP are connected to the FAA Flight Plan goals, objectives, and performance targets in Appendix A of the CIP.

This year's CIP includes continuing investments required to sustain the high performance level of the current system while supporting the transformation of the current system into the Next Generation Air Transportation System (NextGen). In FY 2011 over $990 million is devoted to implementing the operational improvements shown in the NextGen solution sets to create a more capable air traffic control system. These solution sets include both developmental activities to test and refine the technology needed for NextGen and implementation of advanced systems that enable the new operating procedures that will increase the capacity to handle additional flights. Infrastructure roadmaps are included in the introduction to show the planned progression from the system of today to a more capable future system. These roadmaps cover the period from 2009 to 2025 and provide a broad overview of the systematic improvements in automation, communications, surveillance, navigation and weather equipment necessary to increase capacity to accommodate future air travel demand.

Identical letters have been sent to House Speaker Pelosi; Chairmen Inouye, Murray, Obey, and Olver; Senators Cochran and Bond; and Congressmen Lewis and Latham.

Sincerely,

J. Randolph Babbitt
Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

FEB 4 2010

The Honorable Nancy Pelosi
Speaker of the House of Representatives
Washington, DC 20515

Dear Madam Speaker:

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Sincerely,

J Randolph Babbitt
Administrator

Enclosure

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

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

FEB 4 2010

The Honorable Daniel K. Inouye
Chairman, Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

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Sincerely,

J. Randolph Babbitt
Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

FEB 4 2010

The Honorable Thad Cochran
Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Senator Cochran:

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Identical letters have been sent to President of the Senate Biden; House Speaker Pelosi; Chairmen Inouye, Murray, Obey, and Olver; Senator Bond; and Congressmen Lewis and Latham.

Sincerely,

J. R. Babbitt

J. Randolph Babbitt
Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

FEB 4 2010

The Honorable Patty Murray
Chairman, Subcommittee on Transportation,
Housing and Urban Development, and Related Agencies
United States Senate
Washington, DC 20510

Dear Madam Chairman:

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J. Randolph Babbitt
Administrator

Enclosure

U.S. Department
of Transportation

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

**Federal Aviation
Administration**

FEB 4 2010

The Honorable Christopher Bond
Subcommittee on Transportation, Housing and
Urban Development, and Related Agencies
United States Senate
Washington, DC 20510

Dear Senator Bond:

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Sincerely,

J. Randolph Babbitt
Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

FEB 4 2010

The Honorable David R. Obey
Chairman, Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

Enclosed is the Federal Aviation Administration's Capital Investment Plan (CIP) for Fiscal Years (FY) 2011-2015. The CIP is submitted in response to the provision in the FY 2010 Consolidated Appropriations Act that requires a comprehensive five-year FAA capital investment plan be submitted to Congress. The CIP is consistent with the FY 2011 President's Budget and the Office of Management and Budget's estimates for the future years 2012-2015. The capital projects described in this CIP are connected to the FAA Flight Plan goals, objectives, and performance targets in Appendix A of the CIP.

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Sincerely,

J. Randolph Babbitt
Administrator

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U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

FEB 4 2010

The Honorable Jerry Lewis
Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Congressman Lewis:

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Sincerely,

J. Randolph Babbitt
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U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

FEB 4 2010

The Honorable John W. Olver
Chairman, Subcommittee on Transportation,
Housing and Urban Development, and Related Agencies
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

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J. Randolph Babbitt
Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

FEB 4 2010

The Honorable Tom Latham
Subcommittee on Transportation, Housing and
Urban Development, and Related Agencies
House of Representatives
Washington, DC 20515

Dear Congressman Latham:

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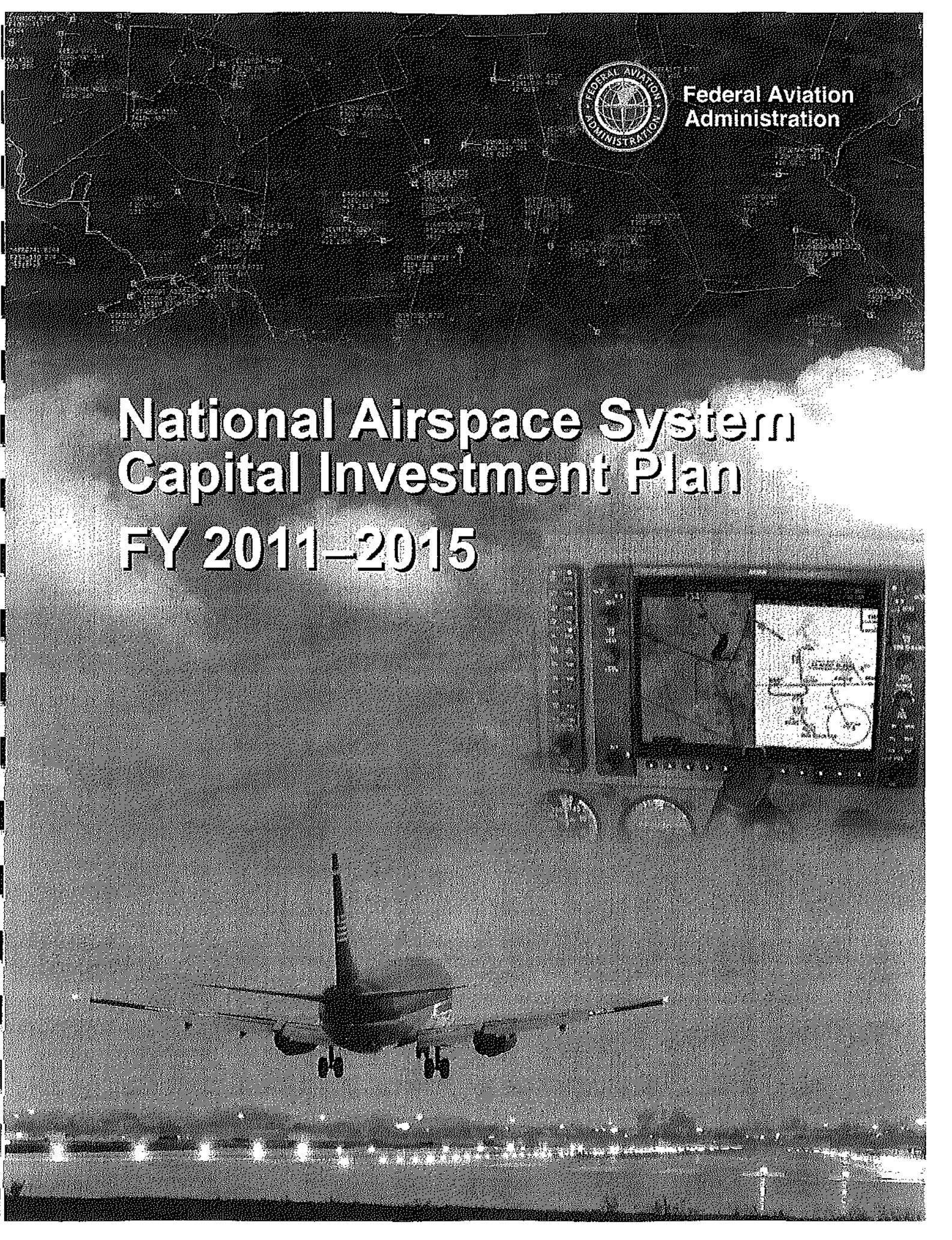
Sincerely,

J. Randolph Babbitt
Administrator

Enclosure


Federal Aviation Administration
National Airspace System Capital Investment Plan
FY 2011–2015

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

FEB 2 3 2010

The Honorable Daniel K. Inouye
Chairman, Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

Senate Report 110-131, Transportation and Housing and Urban Development, and Related Agencies Appropriations Bill, 2008, included a requirement for the Federal Aviation Administration to submit a report to the Committee regarding the System Wide Information Management (SWIM) program, detailing the budget and connectivity of SWIM and the other systems and programs.

The enclosed report provides FAA's updated response to the Committee's request.

Identical letters have been sent to Chairman Obey, Senator Cochran, and Congressman Lewis.

Sincerely,

J. Randolph Babbitt
Administrator

Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

FEB 23 2010

The Honorable David R. Obey
Chairman, Committee on Appropriations
United States Senate
Washington, DC 20510

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Enclosure

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

FEB 2 3 2010

The Honorable Thad Cochran
Committee on Appropriations
United States Senate
Washington, DC 20510

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

Office of the Administrator

800 Independence Ave., S.W.
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FEB 23 2010

The Honorable Jerry Lewis
Committee on Appropriations
United States Senate
Washington, DC 20515

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Sincerely,

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Administrator

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

Report to Congress
System Wide Information Management (SWIM)

**800 Independence Ave., SW
Washington, DC 20951**

January 2010

Report to Congress

System Wide Information Management (SWIM)

Overview

The System Wide Information Management (SWIM) Program is being developed as the focal information management and data sharing system for the Next Generation Air Transportation System (NextGen). SWIM will ensure that information provided by NextGen systems is made available to the aviation community. It will leverage existing programs, systems and networks, and be able to integrate technologies introduced into NextGen. SWIM is based on technologies that have been proven in the business community and in both operational and demonstration environments, which reduce cost and developmental risk.

SWIM is planned for implementation in a series of segments. Segment 1, which comprises nine Air Traffic Management (ATM) capabilities, is planned for implementation in the time period 2009-2015. The SWIM capabilities in Segment 1 will be implemented by other programs, known as SWIM Implementing Programs (SIPs). The tables on pages 2, 3, and 4 list the Segment 1 SIPs and their allocated funding. SWIM will provide standards/guidance to National Airspace System (NAS) programs that provide the capabilities that comprise Segment 1 (referred to as the implementing programs) on core capabilities to publish data to the network, retrieve it, secure its integrity, and control its access and use.

The SWIM program is developing and providing Governance to all participating NAS programs. Included in this Governance are policies and standards to support data management, a policy server, registry (off-line), and commercial software to support implementation of the core information management services. This commercial software will be used by applications to publish data to the NAS and approved non-NAS users, to secure its integrity, and to control its access and use in the NAS wide area network provided by the FAA Telecommunications Infrastructure (FTI) program. A contract for SWIM Service Container software was awarded in August 2008 to IONA Technologies of Waltham, Massachusetts (since purchased by Progress Software Corp. of Bedford, Massachusetts).

SWIM Plan *

Fiscal Year 2009 Planned Work	Capital investment Plan
SWIM: - Establish initial SWIM registry at the FAA William J. Hughes Technical Center - Begin SIP training on IONA Technologies Service Container software - Monitor SIP system engineering and development - Complete Final Investment Analysis for Segment 1 Fiscal Year 2011-2013 baseline - Identify Segment 2 capabilities and prepare the preliminary requirements specification for Segment 2 - Prepare for Final Investment Decision for Segment 2	**$12.45 million**
Other Programs (SIPs): - Requirements definition and design for AIM portion of SUA Automated Data Exchange capability - Requirements definition and begin design for ITWS Data Publication - Requirements definition and begin design for PIREP Data Publication - Continue requirements definition and begin design for Initial Flight Data Services - Requirements analysis for TFM capabilities - Requirements definition for TDDS - Develop CIWS Initial Services and begin operations	**$28.15 million** $2.8 million to AIM $600,000 to ITWS $1.4 million to ERAM $800,000 to WMSCR $20.2 million to ERAM $1.0 million to TFM $800,000 to TDDS $550,000 to CIWS

*Note. An index of acronyms is on page 4

Fiscal Year 2010 Planned Work	Capital Investment Plan
SWIM: - Monitor SIP system engineering and development - Prepare final requirements specification for Segment 2 - Complete Final Investment Analysis for Segment 2 capabilities	**$22.5 million**
Other Programs (SIPs): - System integration and test for AIM portion of SUA Automated Data Exchange capability	**$31.8 million** $1.0 million to AIM $2.0 million to ERAM
- Code and test for ITWS Data Publication	$1.4 million to ITWS
- Design and prototype for PIREP Data Publication	$900,000 to ERAM $1.4 million to WMSCR
- Code Initial Flight Data Services	$14.2 million to ERAM
- Complete requirements analysis for additional TFM capabilities	$5.8 million to TFM
- Continue requirements definition and prototyping for TDDS	$4.7 million to TDDS
- Continue initial CIWS services	$400,000 to CIWS

Acronyms

AIM	Aeronautical Information Management
ATM	Air Traffic Management
CIWS	Corridor Integrated Weather System
ERAM	En Route Automation Modernization
FTI	FAA Telecommunications Infrastructure
ITWS	Integrated Terminal Weather System
NAS	National Airspace System
NextGen	Next Generation Air Transportation System
PIREP	Pilot Report
SUA	Special Use Airspace
SWIM	System Wide Information Management
SIP	SWIM Implementing Program
TDDS	Terminal Data Distribution System
TFM	Traffic Flow Management
WMSCR	Weather Message Switching Center Replacement

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

FEB 24 2010

The Honorable Daniel K. Inouye
Chairman, Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of December 31, 2009, for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Murray, Obey, and Olver; Senators Bond and Cochran; and Congressmen Latham and Lewis.

Sincerely,

J. Randolph Babbitt
Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

FEB 24 2010

The Honorable Thad Cochran
Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Senator Cochran:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of December 31, 2009, for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Inouye, Murray, Obey, and Olver, Senator Bond; and Congressmen Latham and Lewis.

Sincerely,

J. Randolph Babbitt
Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

FEB 24 2010

The Honorable Patty Murray
Chairman, Subcommittee on Transportation,
Housing and Urban Development,
and Related Agencies
United States Senate
Washington, DC 20510

Dear Madam Chairman:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of December 31, 2009, for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Inouye, Obey, and Olver; Senators Bond and Cochran; and Congressmen Latham and Lewis.

Sincerely,

J. Randolph Babbitt
Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

FEB 24 2010

The Honorable Christopher S. Bond
Subcommittee on Transportation,
Housing and Urban Development,
and Related Agencies
United States Senate
Washington, DC 20510

Dear Senator Bond:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of December 31, 2009, for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Inouye, Murray, Obey, and Olver; Senator Cochran; and Congressmen Latham and Lewis.

Sincerely,

J. Randolph Babbitt
Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

FEB 24 2010

The Honorable David R. Obey
Chairman, Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of December 31, 2009, for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Inouye, Murray, and Olver; Senators Bond and Cochran; and Congressmen Latham and Lewis.

Sincerely,

J. Randolph Babbitt
Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

FEB 24 2010

The Honorable Jerry Lewis
Committee on Appropriations
House of Representatives
Washington, DC 20515

Dear Congressman Lewis:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of December 31, 2009, for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Inouye, Murray, Obey, and Olver; Senators Bond and Cochran; and Congressman Latham.

Sincerely,

J. Randolph Babbitt
Administrator

Enclosures

U.S. Department
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**Federal Aviation
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800 Independence Ave., S.W.
Washington, D.C. 20591

FEB 24 2010

The Honorable John W. Olver
Chairman, Subcommittee on Transportation,
Housing and Urban Development,
and Related Agencies
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of December 31, 2009, for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Inouye, Murray, and Obey; Senators Bond and Cochran; and Congressmen Latham and Lewis.

Sincerely,

J. Randolph Babbitt
Administrator

Enclosures

U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

FEB 24 2010

The Honorable Tom Latham
Subcommittee on Transportation, Housing and
Urban Development, and Related Agencies
House of Representatives
Washington, DC 20515

Dear Congressman Latham:

As directed in the Senate Report 109-109 dated July 26, 2005, enclosed are the quarterly obligation reports as of December 31, 2009, for each appropriation. Also provided are the transfer reports by fiscal year for the Facilities and Equipment and Research, Engineering, and Development accounts.

Identical letters have been sent to Chairmen Inouye, Murray, Obey, and Olver; Senators Bond and Cochran; and Congressman Lewis.

Sincerely,

J. Randolph Babbitt
Administrator

Enclosures

OPERATIONS
FY 2010 QUARTERLY DIRECT OBLIGATIONS
(IN THOUSANDS)
Period Ending December 31, 2009

PROGRAM, PROJECT OR ACTIVITY	FY 2010 AVAILABLE [A/]	TOTAL OBLIGATIONS AS OF 12/31/09	UNOBLIGATED BALANCE
Air Traffic Organization	7,299,299	1,606,956	5,692,343
Aviation Safety	1,234,065	264,743	969,322
Commercial Space Transportation	15,237	2,623	12,614
Financial Services	113,681	13,875	99,806
Human Resource Management	100,428	21,038	79,390
Region and Center Operations	341,977	55,150	286,827
Information Services	49,278	5,392	43,886
Staff Offices	196,063	37,135	158,928
Total, Operations Appropriation	**9,350,028**	**2,006,911**	**7,343,117**

[A/] Total program amounts represent the FY 2010 Appropriations Act under Public Law 111-117, however, availability is limited through December 31, 2009 in accordance with the FY 2009 Appropriations Act under Public Law 111-8.

GRANTS-IN-AID FOR AIRPORTS
FY 2010 QUARTERLY DIRECT OBLIGATIONS
(IN THOUSANDS)
Period Ending December 31, 2009

PROGRAM, PROJECT OR ACTIVITY	FY 2010 AVAILABLE [A/]	TOTAL OBLIGATIONS AS OF 12/31/09 [B/]	UNOBLIGATED BALANCE
Grants-in-Aid for Airports	1,171,911	986	1,170,925
Personnel and Related Expenses	18,925	16,969	1,956
Small Community Air Service	8,000	-	8,000
Airport Cooperative Research	3,246	46	3,200
Airport Technology Research	4,187	588	3,599
Total, AIP Funding	**1,206,269** [C/]	**18,589**	**1,187,680**

[A/] Contract Authority Available through December 31, 2009 in accordance with Public Law 111-69. Also includes Recovery Authority of $208 million.

[B/] Quarterly Obligations in Grants-in-Aid to Airports can include reobligation of prior year funds, as well as current year apportioned funds.

[C/] Total program amounts represent the FY 2010 FAA's Authorization Extenstion (H.R. 3607) (P.L. 111-69) providing contract authority; however, availability is limited through December 31, 2009 to $760,538,000, in accordance with the FY 2009 Appropriations Act under Public Law 111-8.