



PREFACE

The *FAA Statistical Handbook of Aviation* is published annually by the Federal Aviation Administration (FAA). Its prime purpose is to serve as a convenient source for historical data and to assist in evaluating progress. The Handbook should provide a valuable source of information for the Department of Transportation, operating office of the FAA, the Bureau of Transportation Statistics (BTS), and other government agencies, as well as nongovernmental organizations interested in aviation.

Chapter I deals with the FAA and its functions. This section also includes a comparison of the agency's appropriations and personnel complement.

National Airspace System data reflecting the fiscal and calendar year workload of the FAA air traffic facilities--terminal and en route--are contained in Chapter II. This chapter contains air traffic activity reported by the FAA-operated airport traffic control towers, air route traffic control centers, and flight services facilities.

Selected statistics concerning the nation's landing facilities by state within FAA regions are presented in Chapter III. In addition to the total count of these facilities, this chapter includes statistics pertaining to the physical characteristics (paved vs. unpaved runways, lighted vs. unlighted runways, length of runway, etc.) and funds allocated for airport development.

Airline passenger, cargo, and departure statistics shown in Chapter IV were prepared from data published in *Airport Activity Statistics of Certificated Route Air Carriers*, which is issued by the Bureau of Transportation Statistics. This chapter covers the activity of the large certificated U.S. air carriers only.

The U.S. civil air carrier fleet is described in Chapter V. The aircraft population discussed here is not an inventory of the aircraft owned by the air carriers, but represents the aircraft reported in air carrier use.

U.S. civil air carrier operating data--revenue passenger miles flown, available seat miles, enplanements, revenue ton miles flown, revenue aircraft miles flown, and operating revenues and expenses of the large certificated air carriers--are presented in Chapter VI. These statistics were obtained from forms submitted by the large certificated U.S. carriers to the BTS. Also included in Chapter VI are traffic statistics for the small certificated and commuter air carriers.

The airmen data shown in Chapter VII were obtained from official airmen certification records maintained by the FAA's Mike Monroney Aeronautical Center in Oklahoma City, Oklahoma. These data include the number of airmen as of the end of the year and the number of certificates issued during the year.

The general aviation aircraft data presented in Chapter VIII were collected from the General Aviation/Air Taxi Activity and Avionics Survey. Numbers of active aircraft and hours flown are shown for each aircraft type, use category, and state.

Aircraft accident information for air carriers, commuters, air taxis, and general aviation appear in Chapter IX. These data were furnished by the National Transportation Safety Board.

Aeronautical production and imports/exports are summarized in Chapter X. The production information was obtained from reports submitted to the U.S. Bureau of the Census by all known producers of complete aircraft and aircraft engines. Import/export data were obtained through Aerospace Industries Association, Inc. based on Census Bureau data from special monthly compilations of annual reports, FT-446 and FT-410, respectively.

The *FAA Statistical Handbook of Aviation* is prepared by the Statistics and Forecast Branch of the Office of Aviation Policy and Plans, with the cooperation of other FAA offices. Special appreciation is expressed to the Bureau of Transportation Statistics, U.S. Bureau of the Census, National Transportation Safety Board, and many municipalities and private organizations for their assistance.

I. THE FEDERAL AVIATION ADMINISTRATION

The Department of Transportation Act of 1966 established a new executive department known as the Department of Transportation. The general welfare, economic growth, stability, and security of the nation pointed to the need for the development of national transportation policies and programs effectively using the nation's transportation resources. The Act provided for the inclusion of the Federal Aviation Agency in the Department as the Federal Aviation Administration.

Directed by an Administrator, who is appointed by the President, by and with the advise and consent of the Senate, the FAA has as its primary function the fostering of the safety and development of American aviation. More specifically, the FAA is responsible for developing the major policies necessary to guide the long-range growth of civil aviation; modernizing the air traffic control system; establishing in a single authority the essential management functions necessary to support the common needs of civil and military operations; provide for the most effective and efficient use of the airspace over the United States; and for the rule making responsibilities relative to these functions.

The FAA constructs, operates, and maintains the National Airspace System and the facilities which are a part of the system; it allocates and regulates the use of the airspace; it ensures adequate separation between aircraft operating in controlled airspace; and, through research and development programs, it provides new systems and equipment for improving utilization of the nation's airspace.

The FAA prescribes and administers rules and regulations concerning airmen competency, aircraft airworthiness, and air traffic control. It promotes safety through certification of airlines, airmen, aircraft maintenance facilities, and aviation schools. It reviews the design, structure, and performance of new aircraft to insure the safety of the flying public.

Services provided by the FAA toward the development of aviation and air commerce include:

- Dissemination of news and information on civil aviation generally;

- Publication of flight information data for pilots;

- Development of medical standards for airmen through aviation medical research;

- Technical aviation assistance to other governments, operation of overseas civil aviation missions, and the aviation training of foreign nationals;

- Research and development in the field of aeronautics and electronic; and,

- Other activities required to encourage and foster the worldwide development of civil aviation and air commerce.

Policies governing these programs are developed in the Washington headquarters of FAA and are executed by field employees.

The FAA has nine regional offices strategically located throughout the United States as well as the FAA Technical Center at Atlantic City, New Jersey, and the Mike Monroney Aeronautical Center at Oklahoma City, Oklahoma.

II. THE NATIONAL AIRSPACE SYSTEM

This chapter furnishes terminal and en route air traffic activity information for the National Airspace System for fiscal and calendar years. The data have been reported by the FAA-operated airport traffic control towers, air route traffic control centers, and flight service facilities (flight service stations, automated flight service stations, and international flight service stations).

Terminal information includes airport operations, instrument operations and instrument approaches. Airport operations are takeoffs and landings. This information is reported by towers by aviation category-air carrier, air taxi, general aviation, and military. Data for Air Route Traffic Control Centers (ARTCCs) include departures, overflights, and aircraft handled. Activities for flight service stations, automated flight service stations, and international flight service stations include flight plans originated, airport advisories, pilot brief, and aircraft contacted.

More detailed data pertaining to activity at each facility may be found in *FAA Air Traffic Activity*.

DEFINITIONS

Air Carrier-- An aircraft with a seating capacity of more than 60 seats or a maximum payload capacity of more than 18,000 pounds carrying passengers or cargo for hire or compensation. This includes US and foreign flag carriers.

Air Route Traffic Control Center -- A facility established to provide air traffic control service to aircraft operating on an IFR flight plan within controlled airspace and principally during the en route phase of flight. When equipment capabilities and controller workload permit, certain advisory/assistance service may be provided to VFR aircraft.

Air Taxi -- An aircraft designed to have a maximum seating capacity of 60 seats or less or a maximum payload capacity of 18,000 pounds or less carrying passengers or cargo for hire or compensation.

Air Traffic-- Aircraft operating in the air or on airport surfaces, exclusive of loading ramps and parking areas.

Air Traffic Control Service (ATC) -- A service provided by a control tower for aircraft operating on the movement area and in the vicinity of an airport.

Aircraft Contacted -- Aircraft with which the flight service stations have established radio communications contact. One count is made for each en route landing or departing aircraft contacted by a flight service station regardless of the number of contacts made with an individual aircraft during the same flight. A flight contacting five FSSs would be counted as five aircraft contacted.

Airport Advisory Service -- A service provided by flight service stations at airports not served by a control tower. This service consists of providing information to arriving and departing aircraft concerning wind direction/speed-favored runway, altimeter setting, pertinent known traffic/field conditions, airport taxi routes/traffic patterns, and authorized instrument approach procedures.

Airport Operations -- The number of arrivals and departures (takeoffs and landings) from the airport at which the airport traffic control tower is located. There are two types of operations: local and itinerant.

1. **Local** operations are performed by aircraft which:
 - (a) operate in the local traffic pattern or within sight of the airport;
 - (b) are known to be departing for, or arriving from, flight in local practice areas located within a 20-mile radius of the airport;
 - (c) execute simulated instrument approaches or low passes at the airport.
2. **Itinerant** operations are all aircraft operations other than local operations.

Airport Traffic Control Tower -- A terminal facility which, through the use of air/ground communications, visual signaling, and other devices, provides Air Traffic Control services to airborne aircraft operating in the vicinity of an airport and to aircraft operating on the movement area. These towers may be operated by the FAA or by a municipality. The municipality has the option of using its own employees or subcontracting for these services.

Approach-- The last phase of flight before landing

Defense Visual Flight Rules (DVFR)-- Rules applicable to flights within an Air Defense Identification Zone conducted under the visual flight rules in Federal Air Regulation, Part 91.

Flight Plan--Specified oral or written information about the intended flight of an aircraft that is filed with air traffic control.

Flight Plans Originated- The first flight service station which receives a flight plan.

Flight Service Station -- Air traffic service facilities within the National Airspace System which provide preflight pilot briefings and en route communications with VFR flights, assist lost IFR/DVFR & VFR aircraft, assist aircraft having emergencies, relay ATC clearances, originate, classify, and disseminate NOTAMS, broadcast aviation weather and NAS information, receive and

close flight plans, monitor radio NAVAIDS, notify search & rescue units of missing VFR aircraft and operate the national weather teletypewriter systems. In addition, at selected locations, FSSs take weather observations, issue airport advisories, administer airmen written examinations, and advise Customs & Immigration of transborder flights.

General Aviation Operations- Takeoffs and landings of all civil aircraft, except those classified as air carriers or air taxis.

IFR Aircraft Handled -- The number of ARTCC IFR departures multiplied by two, plus the number of IFR overs. This formula assumes that the number of departures is equal to the number of arrivals.

IFR Departures- An IFR flight which originates in an ARTCC's area and enters that center's airspace.

IFR Overs-- An IFR flight that originates outside the ARTCC areas and passes through the area without landing.

Instrument Approach -- Approach made to an airport by an aircraft with an IFR flight plan when visibility is less than 3 miles or ceiling is at or below the minimum initial approach altitude.

InstrumentFlight- Basic flight operation without reference to outside visual cues.

InstrumentFlight Rules(IFR)-- Rules governing the procedures for conducting instrument flight.

Instrument Operation -- Arrivals or departures of an aircraft in accordance with an IFR flight plan or special VFR procedures or an operation where IFR separation between aircraft is provided by a terminal control facility

International Flight Service Station (IFSS)-- A central operations facility in the flight advisory system, manned and equipped to control aeronautical point-to-point telecommunications, and air/ground telecommunications with pilots operating over international territory or waters, providing flight plan following, weather information, search and rescue action, and other flight assistance operations.

Military Operations-- All classes of military operations at FAA air traffic facilities.

National Airspace System (NAS)-- The common network of US airspace; air navigation facilities, equipment and services, airports or landing areas; aeronautical charts, information and services; rules, regulations and procedures, technical information, and human resources and material.

Navigational Aids (NAVAIDS)-- Any visual or electronic device airborne or on the surface which provides point-to-point guidance information or position data to aircraft in flight.

Notices To Airmen (NOTAMS)-- A notice containing information (not known sufficiently in advance to publicize by other means) concerning the establishment, condition, or change in any component (facility, service, or procedure of, or hazard in the NAS) the timely knowledge of which is essential to personnel concerned with flight operations.

Pilot Briefing -- A service provided by a FSS, AFSS, IFSS, AIFSS to assist pilots in flight planning. Briefing items may include weather information, NOTAMS, military activities, flow control information, and other items as requested.

Telephone Information Briefing Service (TIBS)-- A continuous telephone recording of meteorological and/or aeronautical information.

Total Automated Flight Services- The sum of TFS, plus TIBS Calls Received, plus NOTAMS.

Total Flight Services (TFS)-- The sum of flight plans originated and pilots briefs multiplied by two, plus the number of aircraft contacted.

Visual Flight Rules (VFR) Rules that govern the procedures to conducting flight under visual conditions.

These definitions only apply to this chapter.

III. AIRPORTS

Information about U. S. civil and joint-use facilities (airports, heliports, stolports and seaplane bases) was furnished by the FAA Office of Airport Safety and Standards. This information was obtained through physical inspections and mail solicitations, and reported on the Airport Master Record (Form FAA 5010-1) and FAA Landing Facilities Information Request on Airports, Heliports, Stolports and Seaplane Bases (Forms FAA 5010-2 and 5010-5).

DEFINITIONS

Airport of Entry --An airport at which an aircraft entering the US may land without prior permission from the Bureau of US Customs.

Commercial Service Airport -- A public airport which is determined to enplane annually 2,500 or more passengers and receive scheduled passenger service.

General Aviation Airport -- An airport which is used or to be used for public purposes, under the control of a public agency, the landing area of which is publicly owned.

Heliport--An area of land, water, or any structure used or intended to be used for the landing and takeoff of helicopters.

Integrated Airport System Planning--See System Planning.

Primary Airport --A commercial service airport which is determined to have 0.01 percent or more of the total number of passengers enplaned annually at all commercial service airports.

Private-Use Airport-- An airport which is not open for the use of the general public.

Privately Owned Airport--An airport which is owned by a private individual or corporation.

Project -- Projects (or separate projects submitted together) for the accomplishment of airport development or airport planning, including the combined submission of all projects which are to be undertaken at an airport in a fiscal year.

Public Airport-- See General Aviation Airport.

Public Owned Airport-- An airport which is publicly owned and under control of a public agency.

Public-Use Airport -- An airport open to public use without prior permission, and without restrictions within the physical capabilities of the facility. It may or may not be publicly owned.

Reliever Airport -- An airport designated as having the function of relieving congestion at a commercial service airport and providing more general aviation access to the overall community.

Sponsor -- Any private owner of a public-use airport or any public agency (either individually or jointly with other public agencies) that submits an application for financial assistance to the Secretary of Transportation.

Stolport -- An airport specifically designed for STOL (Short Takeoff and Landing) aircraft, separate from conventional airport facilities.

System Planning --The initial, as well as continuing, development for planning purposes of information and guidance to determine the extent, type, nature, location, and timing of airport develop needed in a specific area to establish a viable, balanced and integrated system of public use airports.

These definitions only apply to this chapter.

IV. AIRPORT ACTIVITY OF CERTIFICATED ROUTE AIR CARRIERS

This chapter covers only the large US certificated air carriers; and thus, excludes the small certificated, commuter, and foreign-flag carriers.

The data presented were obtained from information reported to the Department of Transportation's Bureau of Transportation Statistics, Office of Airline Information by the carriers on Schedules T-100 and T-3, BTS Form 41, Uniform System of Accounts and Reports for Large Certificated Air Carriers. These statistics summarize for scheduled and nonscheduled service revenue passenger enplanement; aircraft departures, and ton of freight and mail enplaned at certificated points in the 50 state, the District of Columbia and other US areas served by the carriers.

The activity information in Tables 4-7 - 4.9 is presented by "hubs". Air traffic hubs are geographical areas, and are based on the percentage of total passengers enplaned in the area. A hub may have more than one airport in it. This definition should not be confused with the definition being used by the airlines in describing their "hub and spoke" structures. The hubs constitute an primary focal point for the transportation research programs of the FAA, and the analyses of individual cities within an area are treated in relationship to the entire area.

Individual communities fall into four hub classifications as determined by each community's percentage of the total enplaned revenue passengers in all services of US certificated route air carriers within the 50 states, the District of Columbia and other US areas. Classifications for 1996 are based on 558,183,741 total enplaned revenue passengers.

The percentage and number of enplaned passengers in the hub classifications for the 12 months ending December 31, 1996 are:

Hub Classification	Percentage of Total Enplaned Passengers	Number of Enplaned Passengers
Large (L)	1.00 or more	more than 5,581,837
Medium (M)	0.25 to 0.999	1,395,459 to 5,581,837
Small (S)	0.05 to 0.249	279,092 to 1,395,459
Nonhub (N)	Less than 0.05	Less than 279,092

During 1996 there were 120 air traffic hubs representing 16% of the 742 air traffic hubs and nonhubs in 50 states, the District of Columbia, and other US areas receiving air carrier service during the year. The dominance of the hubs in air traffic patterns is brought out by the fact that almost 97% of passenger enplanements were recorded at the 120 hubs. The table below shows the number of hubs/nonhubs, the number of airports, and the number and percentage of passenger enplanements at the hubs/nonhubs.

Hub Classification	Number of Hubs/Nonhubs	Number of Airports	Passengers Enplaned	Passenger Percent
Large	29	72	417,339,694	74.77
Medium	31	55	89,018,764	15.95
Small	60	73	37,122,974	6.65
Nonhub	622	650	14,702,309	2.63
TOTALS	742	850	558,183,741	100.00

Information for each of the 850 airports may be found in *Airport Activity Statistics of Certificated Route Air Carriers*

DEFINITIONS

Air Traffic Hub - Air traffic hubs are not airports; they are cities and communities requiring aviation services. They fall into four classes as determined by each community's percentage of the total enplaned passengers in scheduled and nonscheduled service of the large certificated route air carriers in the 50 States, the District of Columbia, and other US areas.

All Services -The total of scheduled and nonscheduled transport services.

Carrier Group - A grouping of large certificated air carriers determined by annual operating revenues as shown below:

Carrier Group	Annual Operating Revenues
Majors	over one billion dollars
Nationals	100 million to one billion dollars
Large regional	20 to 100 million dollars
Medium regionals	up to 20 million dollars.

Enplaned Passengers -The total number of revenue passengers boarding aircraft.

Enplaned Revenue Tons of Freight and Mail - The number of revenue tons of freight and mail loaded on an aircraft including originating and transfer tons.

Freight -Property transport by air. (Excludes mail and passenger baggage).

Large Air Traffic Hub - A community enplaning 1.00 percent or more of the total enplaned passengers in all services and all operations for all communities within the 50 States, the District of Columbia, and other US areas. Also see 'air traffic hub'.

Large Certificated Air Carrier--carrier holding a certificate issued under Section 401 of the Federal Aviation Act of 1958 as amended and operating aircraft designed to have a maximum passenger seating capacity of 60 seats or more or a maximum payload capacity of 18,000 pounds or more, or conducting international operations.

Medium Air Traffic Hub - A community enplaning from 0.25 to 0.999 percent of the total enplaned passengers in all services and all operations for all communities within the 50 States, the District of Columbia, and other US areas. Also see 'air traffic hub'.

Nonhub - A community enplaning less than 0.05 percent of the total enplaned passengers in all services and all operations all communities within the 50 States, and District of Columbia, and other US areas. Also see 'air traffic hub'.

Nonscheduled Service - Revenue flights that are not operated in regularly scheduled service such as charter flights.

Other US Areas - Areas under US jurisdiction, other than the 50 States and the District of Columbia, that are designated the Federal Aviation Administration to be included in the base for air traffic hub classification computations.

Revenue -Pertaining to transport activities for which remuneration is received by the carrier.

Revenue Passenger - Person receiving air transportation from an air carrier for which remuneration is received by the carrier.

Scheduled Service - Transport service operated over an air carrier's routes, based on published flight schedules, including extra sections.

Small Air Traffic Hub - A community enplaning from 0.05 to 0.249 percent of the total enplaned passengers in all services and all operations for all communities within the 50 States, the District of Columbia, and other US areas. Also see 'air traffic hub.'

These definitions only apply to this chapter.

V. US CIVIL AIR CARRIER FLEET

The US air carrier fleet data shown in this chapter were developed from reports collected by the FAA field offices from the carriers detailing the number of aircraft by type used in air carrier service and their associated flight hours. The aircraft population here is not an inventory of the aircraft owned by the air carriers, but represents the aircraft reported to the FAA as being used in air carrier service.

The aircraft reported in this chapter are all aircraft carrying passengers or cargo for hire under 14 CFR 121 (large aircraft-more than 30 seats) and 14 CFR 135 (small aircraft-30 seats or less).

DEFINITIONS

Air Carrier-- An aircraft carrying passengers or cargo for hire or compensation.

Air Taxi-- Carrying passengers or cargo for hire or compensation using small aircraft (30 seats or less) under FAR Part 135, excluding commuter air carrier.

Commuter Air Carrier-- Carrying passengers for hire or compensation using small aircraft (30 seats or less) under FAR Part 135 performing at least five scheduled round trips per week or carries cargo/mail.

Large Aircraft-- An air carrier aircraft with a seating capacity of more than 30 seats or a maximum payload capacity of more than 7,500 pounds carrying passengers or cargo for hire or compensation.

Small Aircraft-- An air carrier aircraft with a seating capacity 30 seats or less or a maximum payload capacity of 7,500 pounds or less carrying passengers or cargo for hire or compensation.

These definitions only apply to this chapter.

VI. US CERTIFICATED AIR CARRIERS-OPERATING DATA

The traffic and financial data contained in this chapter include data for all US Certificated Air Carriers--those holding a certificate issued under Section 401 of the Federal Aviation Act of 1958 as amended; and the commuter air carriers--those holding a certificate issued under Section 298C of the Federal Aviation Act of 1958 as amended.

The tables in this chapter are divided into two groups: 6-1 -16.15 cover the large carriers and 6.16 - 6.18 cover the small certificated, commuter and large certificated medium regional carriers. Please note that some large certificated medium regional carriers are included in both groups of tables. The information for the large air carriers was obtained from the following sources published by the Bureau of Transportation Statistics (BTS) of the Department of Transportation:

Air Carrier Traffic Statistics compiled from BTS Form 41: T-100 system; and

Air Carrier Financial Statistics compiled from BTS Form 41: Schedules B -1 and P -1.

The information for the small certificated, commuter, and large certificated medium regional carriers was obtained from:

Air Carrier Industry Scheduled Service Statistics: Medium Regional Section: compiled from BTS Form 298C: Schedules A - 1 and T - 1.

DEFINITIONS

Air Carrier - A company or other organization that carries passengers or cargo for hire or compensation by air.

All Services --The total of scheduled and nonscheduled services.

Available Seat Miles - The aircraft miles flown in each inter-airport hop multiplied by the number of seats available on that hop for revenue passenger use.

Average Number of Available Seats per Aircraft - Available seat miles divided by the number of revenue aircraft miles in passenger service.

Carrier Group - A grouping of large certificated air carriers determined by annual operating revenues as shown below:

Carrier Group	Annual Operating Revenue
Majors	More than \$1,000,000,000
National	\$100,000,000 - \$1,000,000,000
Large Regionals	\$20,000,000 - \$99,999,999
Medium Regionals	Less than \$19,999,999

Domestic Operations - operations within the 50 states of the United States, the District of Columbia, the Commonwealth of Puerto Rico, and the Virgin Islands. It also encompasses scheduled Canadian transborder operations and, for certain carriers, scheduled Mexican transborder operations.

Enplaned Passengers The total number of revenue passengers boarding aircraft.

Enplaned Revenue Tons of Freight and Mail - The number of revenue tons of freight and mail loaded on an aircraft including originating and transfer tons.

Freight - Property other than express and passenger baggage transported by air.

International Operations operations that are not domestic.

Large Certificated Air Carrier - An air carrier is one that operates aircraft designed to have a maximum passenger seating capacity of more than 60 seats or a maximum payload capacity of more than 18,000 pounds, or conducts international operations.

Nonscheduled Service - Revenue flights that are not operated in regularly scheduled service such as charter flights.

On Flight (on line) Passenger Trip Length - Average length of a passenger trip, calculated by dividing the number of revenue passenger miles by the number of revenue enplanements.

Passenger Revenue Ton Mile - One ton of revenue passenger weight (including all baggage) transported one mile. The passenger weight standard for both domestic and international operations is 200 pounds.

Revenue- Pertaining to activities for which remuneration is received by the carrier.

Revenue Aircraft DepartureThe number of aircraft take-offs in revenue service.

Revenue Aircraft Hours - The airborne hours in revenue service, computed from the moment the aircraft leaves the ground until it touches the ground again.

Revenue Aircraft Miles - The miles (computed in airport-to airport distance) for each inter-airport hop actually completed in revenue service.

Revenue Passenger - Person receiving air transportation from an air carrier for which remuneration is received by the carrier.

Revenue Passenger EnplanementsThe total number of revenue passengers boarding aircraft.

Revenue Passenger Load Factor - The percent that revenue passenger miles are of available seat miles in revenue passenger service, representing the proportion of aircraft seating capacity that is actually sold and used.

Revenue Passenger Mile - One revenue passenger transported one mile in revenue service. Revenue passenger miles are computed by the summation of the products of the revenue aircraft miles flown on each inter-airport hop multiplied by the number of revenue passengers carried on that hop.

Revenue Passengers per Aircraft Mile - The average number of passengers carried per aircraft in revenue services, derived by dividing the total revenue passenger miles by the total aircraft miles flown in revenue service.

Revenue Ton Mile - One ton (2,000 pounds) of revenue traffic transported one mile, computed by multiplying the revenue aircraft miles flown on each inter airport hop by the number of revenue tons carried on that hop.

Scheduled Service - Transport service operated over an air carrier's routes, based on published flight schedules, including extra sections.

Small Certificated, Commuter, and Large Certificated Medium Regional Air Carriers - In general, air carriers that primarily operate small aircraft--aircraft of 60 seats or less or a maximum payload capacity or 18,000 pounds.

These definitions only apply to this chapter.

VII. US CIVIL AIRMEN

Statistics pertaining to airmen, both pilots and nonpilots, were obtained from the official certification records maintained by the Airmen Certification and Medical Certification Branches of the Mike Monroney Aeronautical Center at Oklahoma City, Oklahoma.

Active pilots are those pilots who hold a pilot certificate and a valid medical certificate--one that was issued within the last 25 months. Glider pilots may have, but are not required to have, a medical examination. The inventory data for this category includes only those with a valid medical certificate.

For those nonpilot certificates for which a medical certificate is not required (mechanics, parachute riggers, ground instructors, and dispatchers), the numbers shown include all who have been issued that airmen certificate. Beginning in 1996, only those under 70 years of age are shown.

More detailed information may be found in *U S Civil Airmen Statistics*

DEFINITIONS

Active Pilot-- A pilot who holds a pilot certificate and a valid medical certificate--one that was issued within the last 25 months.

Air Carrier-- An aircraft with a seating capacity of more than 30 seats or a maximum payload capacity of more than 7,500 pounds carrying passengers or cargo for hire or compensation.

Airman-- A pilot, mechanic, or other licensed aviation technician. The term refers to men and women.

Airman Certificate -- A document issued by the Administrator of the Federal Aviation Administration certifying that the holder complies with the regulations governing the capacity in which the certificate authorizes the holder to act as an airman in connection with aircraft.

Pilot Categories--

Student Pilot -- A student pilot must be 16 years old, medically certificated by an FAA medical examiner and may only fly solo or with an instructor. Each solo flight must be approved as to destination and duration. A student pilot may not operate an aircraft that is carrying passengers or that is carrying property for compensation or hire.

Recreational Pilot -- A recreational pilot may fly no more than one passenger in a light, single engine aircraft with no more than four seats, during good weather and daylight hours, and unless otherwise authorized, no more than 50 miles from the home airport. A recreational pilot may not operate an aircraft that is carrying passengers or that is carrying property for compensation or hire.

Private Pilot -- A private pilot may, with appropriate training, ratings and endorsements, carry passengers in any aircraft, day or night, good weather or bad. The private pilot may not act as pilot-in-command of an aircraft that is carrying passengers for compensation or hire nor act as pilot-in-command of an aircraft that is being operated for compensation or hire (e.g.: one that has been hired to do pipeline patrol but carries no passengers).

Commercial Pilot -- A commercial pilot may act as pilot-in-command of an aircraft that is carrying passengers for compensation or hire, but not an aircraft in air carrier service, or act as pilot-in-command of an aircraft that is being operated for compensation or hire (e.g.: one that has been hired to do pipeline patrol but carries no passengers).

Airline Transport Pilot -- An airline transport pilot may act as pilot-in-command of an aircraft in air carrier service

These definitions only apply to this chapter.

VIII. GENERAL AVIATION AIRCRAFT

General aviation aircraft activity information was obtained using the General Aviation/Air Taxi Activity (and Avionics) Survey, which is mailed to the owners of a sample of registered general aviation aircraft. The sample is a scientifically designed random sample which represents all general aviation and air taxi aircraft registered in the United States. The survey collects data relative to flight hours, airframe hours and, in alternate years, the avionics equipment on board the aircraft. In addition, the survey collects information about the number of hours flown under instrument flight rules, the number of landings, and the state where the aircraft is based.

Because the estimates are derived from a sample--not the total population of aircraft--a certain amount of sampling error is introduced. The user must consider this error along with the estimate itself when making an inference or drawing any conclusions about the aircraft population. Although the exact value of the sample error is unknown, a quantity known as the standard deviation is used to approximate it. Using the standard deviation, one can develop an interval within which the true population estimate will lie with a known probability. The probability that the true value will lie within the interval depends on the width of the interval, i.e., the estimate plus or minus 1, 2, or 3 times the standard deviation. The table below shows selected interval widths and their corresponding confidence.

Width of Interval	Approximate Confidence that Interval Includes True Population Value
1 standard deviation	68%
2 standard deviations	95%
3 standard deviations	99%

For example if the estimate for total flight hours for a particular aircraft type were 40,000 and the percent standard deviation was 3%, then the 95% confidence interval would be:

$$\begin{aligned} &40,000 \pm (2 \times 0.03 \times 40,000) \\ &40,000 \pm 2,400 \\ &(42,400; 37,600). \end{aligned}$$

One can then assume that there is a 95% probability that the true population value of the total flight hours for this aircraft type lies between 42,000 and 37,600 hours.

More detailed estimates and a more detailed discussion of the survey and its methodology are available in the *General Aviation/Air Taxi Activity and Avionics Report*

DEFINITIONS

Active Aircraft--All legally registered civil aircraft which flew one or more hours.

Air Carrier-- An aircraft with a seating capacity of more than 30 seats or a maximum payload capacity of more than 7,500 pounds carrying passengers or cargo for hire or compensation.

Aircraft Type--A term used in this publication in grouping aircraft by basic configuration: fixed wing, rotorcraft, glider, dirigible, and balloon.

Experimental Aircraft--An aircraft which does not have a type design or does not meet other certification standards. The "experimental" designation is one of several "Special Airworthiness Certificates" which allows the aircraft to operate in US airspace. None may be used for commercial purposes. For this survey experimental aircraft are divided into three groups:

Amateur Built--An aircraft, built by one or more persons who undertake the effort for the purpose of recreation and education.

Exhibition--A unique (one-of-a-kind) aircraft, a replica, a foreign or US military surplus aircraft which may be used for exhibition purposes--movie and television productions, or sanctioned, organized events where the unique or unusual characteristics of the aircraft can be displayed.

Other--Includes experimental aircraft that are not amateur or exhibition. This includes aircraft involved in research and development, crew training, market surveys, air racing, those used to show compliance with regulations, and the like.

General Aviation--That portion of civil aviation which encompasses all facets of aviation except air carriers.

Use Categories--The eleven use categories are defined below:

Aerial Application--Agriculture, health, forestry, cloud seeding, firefighting, insect control.

Aerial Observation--Aerial mapping/photography, survey, patrol, fish spotting, search and rescue, hunting, highway traffic advisory.

Air Taxi--Carrying passengers or cargo for hire or compensation using small aircraft (30 seats or less) under 14 CFR 135, excluding commuter air carrier.

Air Tours--Commercial sight seeing conducted under 14 CFR 135.

Business Transportation--Individual use of an aircraft for business transportation.

Commuter Air Carrier-- Carrying passengers for hire or compensation using small aircraft (30 seats or less) under 14 CFR 135 performing at least five scheduled round trips per week or carries cargo/mail.

Executive/Corporate Transportation--Company flying with a professional crew.

Instructional--Flying under the supervision of a flight instructor (excludes proficiency flying).

Other--Experimentation, R&D, testing, government demonstrations, air shows, air racing.

Other Work Use--Construction work (not 14 CFR 135), helicopter hoist, parachuting, aerial advertising, towing gliders.

Personal/Recreation--Flying for personal reasons (excludes business transportation).

Public Use--Federal, state or local government owned or leased aircraft used for the purpose of fulfilling a government function.

Sight Seeing--Commercial sight seeing conducted under 14 CFR 91.

These definitions only apply to this chapter.

IX. AIRCRAFT ACCIDENTS

The data presented in this chapter were obtained from the National Transportation Safety Board (NTSB).

The NTSB is an independent Federal agency charged by Congress with investigating every civil aviation accident in the US and significant accidents in other modes of transportation and issuing safety recommendations aimed at preventing future accidents. The NTSB is responsible for maintaining the government's data base on civil aviation accidents.

More detailed accident data may be obtained from:

National Transportation Safety Board
490 L'Enfant Plaza, SW
Washington, DC 20594
202 382-6538

DEFINITIONS

Accident Groups

Large airlines (air carriers) in scheduled and non scheduled service operating aircraft with a seating capacity of more than 30 seats or a maximum payload capacity of more than 7,500 pounds carrying passengers or cargo for hire or compensation under 14 CFR 121.

Commuter carriers in scheduled service operating small aircraft (30 seats or less) carrying passengers for hire or compensation performing at least five scheduled round trips per week or carries cargo/mail. under 14 CFR 135.

"On-demand" air taxis in unscheduled service operating small aircraft (30 seats or less) carrying passengers or cargo for hire or compensation excluding commuter air carrier under 14 CFR 135.

General aviation-all other civil flying.

Aircraft Accident --an occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, and in which any person suffers a fatal injury or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached to the aircraft, or in which the aircraft receives substantial damage.

Fatal Injury --any injury which results in death within 30 days of the accident.

Serious Injury -- any injury which (1) requires hospitalization for more than 48 hours, beginning within 7 days from the date when the injury was received; (2) results in a fracture of any bone; (3) involves lacerations which cause severe hemorrhages, nerve, muscle, or tendon damage; (4) involves injury to any internal organ; and, (5) involves second- or third- degree burns, or any burns affecting more than 5 percent of the body surface.

Substantial Damage -- damage or structural failure which adversely affects the structural strength, performance or flight characteristics of the aircraft and which would normally require major repair or replacement of the affected component.

These definitions only apply to this chapter.

X. AERONAUTICAL PRODUCTION AND IMPORTS/EXPORTS

The aircraft production information presented in this chapter was obtained from the Bureau of Census: Complete Aircraft Plant Report (Form M37G). The shipment data shows the number of civil aircraft shipped by the United States manufacturers and includes both aircraft shipped within the United States and those exported.

Import and Export data were obtained from the Aerospace Industries Association of America, Inc. and were based on Bureau of Census data from special monthly compilations of Annual Reports 246 and 446 respectively.

TABLE 1.1
FAA BUDGET AUTHORITY
FISCAL YEARS 1991-1996
(\$ IN MILLIONS)

Appropriation	1991	1992	1993	1994 ¹	1995	1996
Total	\$7,937.7	\$8,872.1	\$9,167.9	\$8,644.6	\$8,324.3	\$8,154.3 ³
Operations (General Fund)	\$2,034.3	\$2,250.4	\$2,258.6	\$2,286.0	\$2,132.3	\$2,419.9
Operations (Airport and Airway Trust Fund)	\$2,003.0	\$2,109.6	\$2,279.3	\$2,294.5	\$2,450.3	\$2,222.9
Facilities and Equipment (Airport and Airway Trust Fund)	\$2,095.4	\$2,394.0	\$2,350.0	\$2,120.1	\$2,032.5 ²	\$1,874.9 ²
Grants-in-Aid for Airports (Airport and Airway Trust Fund) Contract Authority	\$1,600.0	\$1,900.0	\$2,050.0	\$1,690.0	\$2,161.0	\$2,214.0
(Obligation Limitation)	(\$1,834.5)	(\$1,900.0)	(\$1,800.0)	(\$1,690.0)	(\$1,450.0)	(\$1,450.0)
Research, Engineering and Development (Airport and Airway Trust Fund)	\$205.0	\$218.1	\$230.0	\$254.0	\$259.2	\$185.7

¹ Total includes proposed rescission of \$531.2 million.

² F&E reflect rescissions of \$55.0 million in 1995 and \$60 million in 1996

³ Total includes a \$.9 million carryover

SOURCE: Budget in Brief, for years FY 91-FY97

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TABLE 2.10
AIR TRAFFIC ACTIVITY AT FAA & CONTRACT AIRPORT TRAFFIC CONTROL TOWERS, BY AVIATION CATEGORY
CALENDAR YEARS 1992 - 1996

	Year	Airport Operations									
		Total		Air Carrier		Air Taxi		General Aviation		Military	
		Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change
Total Airport Operations	1996	61,817,425	-*	13,925,513	2%	10,130,260	-1%	35,205,866	-1%	2,560,485	-1%
	1995	62,074,306	-1%	13,661,471	2%	10,249,803	+	35,579,641	-2%	2,583,391	+
	1994	62,452,572	1%	13,382,593	5%	10,201,780	3%	36,293,349	-1%	2,574,850	-*
	1993	61,946,482	-2%	12,718,488	2%	9,951,421	4%	36,591,937	-4%	2,684,636	-7%
	1992	63,018,680	1%	12,485,720	1%	9,558,104	6%	38,091,169	-1%	2,883,687	10%
Itinerant Operations	1996	46,169,993	+	13,925,513	2%	10,130,260	-1%	20,801,633	+	1,312,587	-1%
	1995	46,032,373	+	13,661,471	2%	10,249,803	+	20,796,923	-1%	1,324,176	+
	1994	45,943,690	2%	13,382,593	5%	10,201,780	3%	21,039,473	-1%	1,319,844	-6%
	1993	45,251,162	-*	12,718,488	2%	9,951,421	4%	21,172,337	-3%	1,408,916	-5%
	1992	45,428,506	1%	12,485,720	1%	9,558,104	6%	21,894,055	-1%	1,490,627	10%
Local Operations	1996	15,652,131	-2%	---	---	---	---	14,404,233	-3%	1,247,898	-1%
	1995	16,041,933	-3%	---	---	---	---	14,782,718	-3%	1,259,215	+
	1994	16,508,882	-1%	---	---	---	---	15,253,876	-1%	1,255,006	-2%
	1993	16,695,320	-5%	---	---	---	---	15,419,600	-5%	1,275,720	-8%
	1992	17,590,174	-*	---	---	---	---	16,197,114	-1%	1,393,060	10%

NOTE: This table now includes data from FAA and contract towers for 1990-1996. Earlier releases were based on FAA towers only.

* Less than 0.5 percent.

TABLE 2.11
AIR TRAFFIC INSTRUMENT ACTIVITY AT FAA & CONTRACT FACILITIES, BY AVIATION CATEGORY
CALENDAR YEARS 1992- 1996

	Year	Total		Air Carrier		Air Taxi		General Aviation		Military	
		Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change
Total Instrument Operations	1996	47,322,821	+	14,923,265	2%	10,930,285	-*	18,173,355	+	3,295,916	-7%
	1995	47,262,142	+	14,634,490	1%	10,944,877	1%	18,150,469	+	3,532,306	-2%
	1994	47,059,401	2%	14,473,277	5%	10,850,005	2%	18,145,624	1%	3,590,495	-7%
	1993	46,201,334	1%	13,791,025	2%	10,615,824	5%	17,926,270	-1%	3,868,215	-6%
	1992	45,835,310	2%	13,512,444	1%	10,077,680	6%	18,115,062	+	4,130,124	3%
Total Instrument Approaches	1996	2,777,335	11%	1,095,639	15%	754,413	13%	835,869	5%	91,414	+
	1995	2,504,546	NA	951,841	NA	664,894	NA	796,708	NA	91,103	NA
	1994	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	1993	2,304,055	-12%	777,842	-10%	631,502	-8%	797,932	-17%	96,779	-14%
	1992	2,625,178	18%	864,772	15%	682,986	22%	964,275	19%	113,145	17%
Total Instrument Approaches at Control Facilities 1/	1996	2,528,417	9%	1,077,113	15%	668,072	11%	706,225	1%	77,007	1%
	1995	2,316,643	NA	938,843	NA	599,905	NA	701,287	NA	76,608	NA
	1994	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	1993	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	1992	2,422,484	20%	851,880	15%	615,663	23%	856,394	23%	98,547	17%

NOTE: This table now includes data from FAA and contract facilities for 1990-1996. Earlier releases were based on FAA facilities only.

1/ Excludes instrument approaches provided by Air Route Traffic Control Centers.

* Less than 0.5 percent.

NA No longer available.

TABLE 2.12
AIR TRAFFIC ACTIVITY AT FLIGHT SERVICE FACILITIES
CALENDAR YEARS 1992 - 1996

	Year	Flight Services 1		Flight Plans Originated		Pilot Briefs		Aircraft Contacted	
		Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change
Flight Service Stations & Automated	1996	34,808,580	0%	6,759,046	6%	8,713,234	-3%	3,864,020	-7%
	1995	34,886,198	-3%	6,391,148	3%	8,982,653	-5%	4,138,596	-9%
	1994	35,841,462	-3%	6,202,098	0%	9,433,134	-4%	4,570,998	-6%
Flight Service Stations	1993	36,799,959	-7%	6,171,636	-4%	9,798,868	-8%	4,858,951	-10%
	1992	39,430,634	-3%	6,400,202	-2%	10,604,514	-3%	5,421,202	-4%
Flight Service Stations	1996	1,283,718	-33%	135,640	-40%	125,682	-45%	761,074	-25%
	1995	1,929,828	-49%	225,667	-56%	230,336	-65%	1,017,822	-31%
	1994	3,798,044	-23%	508,018	-26%	653,585	-27%	1,474,838	-18%
	1993	4,957,652	-30%	686,248	-30%	896,499	-40%	1,792,158	-15%
	1992	7,073,294	-12%	980,500	-13%	1,497,238	-16%	2,117,818	-6%
Automated Flight Service Stations	1996	33,524,862	2%	6,623,406	7%	8,587,552	-2%	3,102,946	-1%
	1995	32,956,370	3%	6,165,481	8%	8,752,317	0%	3,120,774	1%
	1994	32,043,418	1%	5,694,080	4%	8,779,549	-1%	3,096,160	1%
	1993	31,842,307	-2%	5,485,388	1%	8,902,369	-2%	3,066,793	-7%
	1992	32,357,340	-2/	5,419,702	+2/	9,107,276	-2/	3,303,384	-4%

1/ The sum of flight plans originated and pilot briefs, multiplied by two, plus the number of aircraft contacted.

2/ Less than 0.5 percent.

TABLE 2.13
TOP 50 AIRPORT TRAFFIC CONTROL TOWERS, BY RANK ORDER OF
TOTAL OPERATIONS AND BY AVIATION CATEGORY INCLUDING AIR CARRIER RANK
CALENDAR YEAR 1996

Tower	Total		Air Carrier		Air Taxi	General Aviation	Military
	Rank	Operations	Rank	Operations			
Chicago O'Hare Int'l, IL	1	909,595	1	748,435	120,432	37,920	2,808
Dallas/Ft Worth Int'l, TX	2	875,781	2	607,915	226,982	39,838	1,046
Los Angeles Int'l, CA	3	763,868	4	502,056	233,833	24,717	3,262
Atlanta Int'l, GA	4	761,011	3	580,558	154,622	23,180	2,651
Detroit Metro Wayne, GA	5	538,554	7	351,249	102,668	82,975	1,662
Miami Int'l, FL	6	534,775	11	309,795	156,221	62,800	5,959
Phoenix Sky Harbor Int'l, AZ	7	526,648	6	356,376	80,662	84,172	5,438
Van Nuys, CA	8	521,465	306	15	3,218	517,815	417
St. Louis Int'l, MO	9	513,849	5	357,916	117,013	33,083	5,837
Oakland Int'l, CA	10	487,281	28	165,063	60,874	260,136	1,208
Minneapolis St. Paul Int'l, MN	11	485,480	12	305,530	121,328	55,994	2,628
Long Beach, CA	12	477,364	141	8,145	4,968	462,609	1,642
Las Vegas Mccarran Int'l, CA	13	476,511	14	281,214	71,998	104,765	18,534
Santa Ana Orange County, CA	14	468,587	53	82,104	20,130	366,115	238
Boston Logan, MA	15	465,050	19	230,362	204,563	29,435	690
Charlotte Douglas, NC	16	459,444	15	272,308	123,213	60,230	3,693
Newark, NJ	17	454,381	10	321,172	114,453	18,566	190
Denver Int'l, CO	18	453,139	9	322,023	107,816	22,509	791
Pittsburgh Greater Int'l, PA	19	451,933	16	257,610	159,257	26,291	8,775
San Francisco, CA	20	441,834	8	325,181	73,664	40,250	2,739
Philadelphia Int'l, PA	21	416,189	21	222,855	141,301	47,337	4,696
Cincinnati Greater, KY	22	401,367	26	189,762	196,072	14,155	1,378
Houston Intercontinental, TX	23	396,453	13	297,015	75,164	23,615	659
Seattle Tacoma Int'l, WA	24	395,216	18	239,063	149,882	6,181	90
Salt Lake City Int'l, UT	25	374,209	24	197,583	93,310	78,956	4,360
Honolulu, HI	26	372,099	22	203,520	62,496	82,545	23,538
John F Kennedy Int'l, NY	27	363,193	20	225,455	122,861	14,468	409
Memphis Int'l, TN	28	360,599	25	192,178	103,506	59,441	5,474
Denver Centennial, CO	29	359,704	N/A	0	14,512	343,177	2,015
Prescott, AZ	30	347,273	212	992	5,632	339,975	674
La Guardia, NY	31	344,776	17	241,531	83,141	19,783	321
Orlando Int'l, FL	32	341,213	23	202,305	103,072	30,493	5,343
Seattle Boeing, WA	33	337,383	133	9,139	41,045	285,003	2,196
Washington Dulles Int'l, VA	34	333,845	49	87,808	182,229	56,603	7,205
Washington National, DC	35	310,419	27	175,177	81,844	48,461	4,937
Portland Int'l, OR	36	309,624	34	122,644	127,205	49,501	10,274
Sanford, FL	37	309,120	188	2,619	117	306,200	184
Cleveland Hopkins Int'l, OH	38	302,618	30	145,307	124,159	30,327	2,825
Fort Worth Meacham, TX	39	301,285	260	109	1,175	299,505	496
Anchorage Int'l, AK	40	291,889	38	108,379	79,451	90,613	3,446
San Jose Int'l, CA	41	286,449	35	120,715	7,623	157,685	426
Daytona Beach, FL	42	272,588	139	8,379	1,919	261,284	1,006
Tampa Int'l, FL	43	268,013	37	115,634	104,349	44,545	3,485
Baltimore Washington Int'l, MD	44	267,816	29	149,442	88,238	28,226	1,910
San Antonio Int'l, TX	45	262,478	48	87,836	40,612	123,479	10,551
Chicago Midway, IL	46	255,713	33	123,295	48,589	81,477	2,352
Pontiac, MI	47	252,345	233	272	23,113	307,073	127
Houston Hobby, TX	48	251,125	36	118,789	18,946	113,290	100
North Las Vegas, NV	49	250,765	N/A	0	62,713	187,693	359
Deer Valley, AZ	50	250,723	N/A	0	3,539	246,432	752

TABLE 2.14
TOP 50 AIRPORT TRAFFIC CONTROL TOWERS, BY RANK ORDER OF AIR
CARRIER OPERATIONS AND BY AVIATION CATEGORY INCLUDING TOTAL OPERATIONS RANK
CALENDAR YEAR 1996

Tower	Air Carrier		Air Taxi	General Aviation	Military	Total	
	Rank	Operations				Rank	Operations
Chicago O'Hare Int'l, IL	1	748,435	120,432	37,920	2,808	1	909,595
Dallas Ft Worth Int'l, TX	2	607,915	226,982	39,838	1,046	2	875,781
Atlanta Int'l, GA	3	580,558	154,622	23,180	2,651	4	761,011
Los Angeles Int'l, CA	4	502,056	233,833	24,717	3,262	3	763,868
St Louis Int'l, MO	5	357,916	117,013	33,083	5,837	9	513,849
Phoenix Sky Harbor Int'l, AZ	6	356,376	80,662	84,172	5,438	7	526,648
Detroit Metro Wayne, MI	7	351,249	102,668	82,975	1,662	5	538,554
San Francisco Int'l, CA	8	325,181	73,664	40,250	2,739	20	441,834
Denver Int'l, CO	9	322,023	107,816	22,509	791	18	453,139
Newark, NJ	10	321,172	114,453	18,566	190	17	454,381
Miami Int'l, FL	11	309,795	156,221	62,800	5,959	6	534,775
Minneapolis St. Paul Int'l, MN	12	305,530	121,328	55,994	2,628	11	485,480
Houston Intercontinental, TX	13	297,015	75,164	23,615	659	23	396,453
Las Vegas Mccarran Int'l, NV	14	281,214	71,998	104,765	18,534	13	476,511
Charlotte Douglas, NC	15	272,308	123,213	60,230	3,693	16	459,444
Pittsburgh Greater Int'l, PA	16	257,610	159,257	26,291	8,775	19	451,933
La Guardia, NY	17	241,531	83,141	19,783	321	31	344,776
Seattle Tacoma Int'l, WA	18	239,063	149,882	6,181	90	24	395,216
Boston Logan, MA	19	230,362	204,563	29,435	690	15	465,050
John F Kennedy Int'l, NY	20	225,455	122,861	14,468	409	27	363,193
Philadelphia Int'l, PA	21	222,855	141,301	47,337	4,696	21	416,189
Honolulu, HI	22	203,520	62,496	82,545	23,538	26	372,099
Orlando Int'l, FL	23	202,305	103,072	30,493	5,343	32	341,213
Salt Lake City Int'l, UT	24	197,583	93,310	78,956	4,360	25	374,209
Memphis Int'l, TN	25	192,178	103,506	59,441	5,474	28	360,599
Cincinnati Greater, KY	26	189,762	196,072	14,155	1,378	22	401,367
Washington National, DC	27	175,177	81,844	48,461	4,937	35	310,419
Oakland Int'l, CA	28	165,063	60,874	260,136	1,208	10	487,281
Baltimore Washington Int'l, MD	29	149,442	88,238	28,226	1,910	44	267,816
Cleveland Hopkins Int'l, OH	30	145,307	124,159	30,327	2,825	38	302,618
San Diego Int'l Lindbergh, CA	31	145,250	56,983	16,514	5,719	63	224,466
Kansas City Int'l, MO	32	126,378	55,612	14,234	960	84	197,184
Chicago Midway, IL	33	123,295	48,589	81,477	2,352	46	255,713
Portland Int'l, OR	34	122,644	127,205	49,501	10,274	36	309,624
San Jose Int'l, CA	35	120,715	7,623	157,685	426	41	286,449
Houston Hobby, TX	36	118,789	18,946	113,290	100	48	251,125
Tampa Int'l, FL	37	115,634	104,349	44,545	3,485	43	268,013
Anchorage Int'l, AK	38	108,379	79,451	100,613	3,446	40	291,889
Indianapolis Int'l, IN	39	106,188	72,133	52,921	1,866	57	233,108
Fort Lauderdale, FL	40	102,013	59,348	75,525	726	54	237,612
New Orleans Moisant, LA	41	101,886	33,713	23,224	1,144	120	159,967
Louisville Standiford, KY	42	100,148	35,681	35,029	4,428	104	175,286
Dallas Love Field, TX	43	99,571	26,367	95,650	1,209	64	222,797
Ontario, CA	44	94,095	32,033	27,694	492	132	154,314
Raleigh Durham, NC	45	91,943	60,273	74,074	7,530	56	233,820
Nashville Metropolitan, TN	46	91,328	53,719	62,572	4,202	69	211,821
Albuquerque Int'l, NM	47	88,162	32,643	59,433	24,009	73	204,247
San Antonio Int'l, TX	48	87,836	40,612	123,479	10,551	45	262,478
Washington Dulles Int'l, VA	49	87,808	182,229	56,603	7,205	34	333,845
Milwaukee Mitchell, WI	50	87,748	59,280	48,324	5,631	78	200,983

TABLE 2.15
TOTAL FAA AIR TRAFFIC ACTIVITY BY REGION AND STATE, AND BY FAA AND CONTRACTED
TOWERS, AIR ROUTE TRAFFIC CONTROL CENTERS, FLIGHT SERVICE STATIONS AND
INTERNATIONAL FLIGHT SERVICE STATIONS
CALENDAR YEAR 1996

FAA Region and State	Airport Operations (Towers) 1/	Aircraft Handled (Centers)	Total Flight Services (FSS) 2/
TOTAL	61,817,425	40,700,635	34,546,120
Alaskan - Total	1,080,081	548,622	1,673,592
Central - Total	2,427,403	1,986,355	2,734,235
Iowa	359,095	--	653,086
Kansas	457,234	1,986,355	500,327
Missouri	1,224,232	--	1,176,373
Nebraska	298,831	--	404,449
Eastern - Total	8,055,586	4,523,539	3,520,198
Delaware	147,240	--	--
District of Columbia	310,419	2,331,084	714,690
Maryland	570,505	--	75,357
New Jersey	1,341,593	--	517,858
New York	2,385,103	2,192,455	711,000
Pennsylvania	1,834,182	--	1,130,881
Virginia	1,142,336	--	--
West Virginia	324,208	--	370,412
Great Lakes - Total	9,282,355	10,013,690	5,920,196
Illinois	2,738,282	2,894,331	769,354
Indiana	734,959	2,221,667	659,910
Michigan	2,065,048	--	994,429
Minnesota	1,159,054	2,027,448	671,455
North Dakota	339,211	--	317,435
Ohio	1,364,581	2,870,244	1,548,543
South Dakota	153,839	--	316,253
Wisconsin	879,740	--	642,817
New England - Total	2,628,264	1,726,851	1,861,510
Connecticut	608,831	--	693,381
Maine	206,982	--	551,552
Massachusetts	1,339,096	1,726,851	--
New Hampshire	238,401	--	--
Rhode Island	123,173	--	--
Vermont	111,781	--	616,577
Northwest Mountain Total	5,303,170	4,428,866	3,007,491
Colorado	1,410,732	1,527,304	680,178
Idaho	440,942	--	202,336
Montana	259,724	--	319,654
Oregon	963,470	--	468,157
Utah	465,273	1,509,049	350,200
Washington	1,682,140	1,392,513	755,757
Wyoming	80,889	--	231,209
Southern - Total	12,004,110	8,266,512	7,872,582
Alabama	645,026	--	635,505
Florida	5,441,992	3,835,724	3,117,392
Georgia	1,527,055	2,452,671	757,613
Kentucky	907,392	--	406,317
Mississippi	338,432	--	293,377
North Carolina	1,108,447	--	844,963
Puerto Rico	297,275	--	250,651
South Carolina	558,005	--	732,658
Tennessee	982,804	1,978,117	834,106
Virgin Islands	133,334	--	--

TABLE 2.15
TOTAL FAA AIR TRAFFIC ACTIVITY BY REGION AND STATE, AND BY FAA AND CONTRACTED
TOWERS, AIR ROUTE TRAFFIC CONTROL CENTERS, FLIGHT SERVICE STATIONS AND
INTERNATIONAL FLIGHT SERVICE STATIONS
CALENDAR YEAR 1996

FAA Region and State	Airport Operations (Towers) 1/	Aircraft Handled (Centers)	Total Flight Services (FSS) 2/
Southwest - Total	7,434,697	5,533,164	4,220,761
Arkansas	310,633	--	449,161
Louisiana	957,927	--	443,473
New Mexico	539,741	1,505,488	487,197
Oklahoma	990,857	--	538,678
Texas	4,635,539	4,027,676	2,302,252
Western-Pacific -Total	13,601,759	3,673,036	3,735,555
American Samoa	14,259	--	--
Arizona	2,368,868	--	597,833
California	9,387,982	3,552,239	2,619,654
Guam	64,149	120,797	--
Hawaii	871,721	--	193,633
Marshall Islands	12,479	--	--
Nevada	882,301	--	324,435
Wake Island	--	--	--

1/ State operations may not sum to region total due to regional tower assignments.

2/ Includes domestic and international Flight Service Stations

TABLE 2.1
FAA AIR ROUTE FACILITIES AND SERVICES:
1992-1996

December 31	VOR/ VORTAC	Nondirec- tional Radio Beacons	Air Route Traffic Control Centers	Airport Traffic Control Towers	Flight Service Stations	Inter- national Flight Service Stations	Instrument Landing Systems	Radar Equipment
1992	1,046	1,263	25	686	255	3	1,100	312
1993	1,045	1,271	25	686	235	3	1,120	311
1994	1,045	1,295	24	694	192	3	1,114	318
1995	1,044	1,314	24	691	179	3	1,177	312
1996	1,041	1,344	24	684	135	3	1,231	310

1/ Includes 69 nonfederal and 29 military.

2/ Includes 976 nonfederal and 54 military.

3/ Includes 3 CERAPS.

4/ Includes 42 nonfederal and 176 military.

5/ Includes 58 AFSS.

6/ Includes 245 Partial, 25 LDA, 1 ISMLS, 25 SDF, 228 nonfederal and 14 military.

7/ Includes FAA/military/nonfederal.

TABLE 2.4
AIR TRAFFIC ACTIVITY AT FAA & CONTRACT FACILITIES, BY AVIATION CATEGORY
FISCAL YEARS 1992 - 1996

	Year	Total		Air Carrier		Air Taxi		General Aviation		Military	
		Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change
Total Instrument Operations	1996	47,151,567	0%	14,868,099	1%	10,892,720	0%	18,065,857	-1%	3,324,891	-7%
	1995	47,364,377	1%	14,653,211	3%	10,929,200	1%	18,211,990	1%	3,569,976	-3%
	1994	46,898,997	2%	14,271,854	5%	10,838,297	3%	18,118,224	2%	3,670,622	-6%
	1993	45,863,016	0%	13,652,372	1%	10,516,202	5%	17,796,214	-2%	3,898,228	-6%
	1992	45,821,944	1%	13,458,036	-1%	9,970,481	5%	18,234,768	+*%	4,158,659	4%
Total Instrument Approaches	1996	2,634,204	4%	1,034,574	8%	715,492	8%	797,307	-3%	86,831	-9%
	1995	2,539,389	18%	958,754	24%	661,921	12%	822,944	17%	95,770	5%
	1994	2,153,326	-13%	770,542	-8%	590,161	-13%	701,195	-19%	91,428	-14%
	1993	2,487,271	0%	833,848	5%	676,273	6%	870,437	-7%	106,713	0%
	1992	2,477,052	-3%	795,356	4%	637,871	- *	936,776	-11%	107,049	18%
Total Instrument Approaches at Control Facilities 1/	1996	2,408,518	3%	1,018,697	8%	639,999	7%	676,404	-6%	73,418	-9%
	1995	2,347,626	17%	946,547	24%	597,925	10%	722,369	17%	80,785	3%
	1994	2,002,533	-13%	760,383	-7%	544,449	-12%	618,896	-20%	78,805	-14%
	1993	2,309,339	2%	821,600	5%	618,221	9%	777,397	-5%	92,121	-1%
	1992	2,265,779	20%	783,014	9%	568,162	21%	821,881	32%	92,722	19%

1/ Excludes instrument approaches provided by Air Route Traffic Control Centers.

* Less than 0.5 percent.

TABLE 2.5
AIR TRAFFIC ACTIVITY AT FLIGHT SERVICE FACILITIES
FISCAL YEARS 1992 - 1996

	Year	Flight Services		Flight Plans Originated		Pilot Briefs		Aircraft Contacted	
		Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change
Flight Service Stations & Automated	1996	34,546,120	-2%	6,628,953	5%	8,692,321	-5%	3,903,572	-8%
	1995	35,218,849	-2%	6,327,596	2%	9,161,713	-3%	4,240,231	-9%
	1994	35,921,953	-4%	6,178,366	0%	9,465,254	-5%	4,634,713	-6%
Flight Service Stations	1993	37,269,192	-6%	6,188,771	-4%	9,975,172	-7%	4,941,306	-10%
	1992	39,734,200	-3%	6,436,661	-3%	10,683,101	-3%	5,494,676	-5%
Flight Service Stations	1996	1,332,070	-41%	140,309	-49%	133,132	-54%	785,188	-30%
	1995	2,251,936	-44%	275,096	-49%	292,035	-59%	1,117,674	-27%
	1994	4,032,316	-27%	544,314	-29%	703,793	-32%	1,536,102	-19%
	1993	5,495,413	-25%	767,566	-25%	1,033,101	-34%	1,894,079	-12%
	1992	7,324,711	-14%	1,023,522	-14%	1,558,845	-18%	2,159,977	-7%
Automated Flight Service Stations	1996	33,214,050	+*	6,488,644	7%	8,559,189	-4%	3,118,384	0%
	1995	32,966,913	3%	6,052,500	+*	8,869,678	1%	3,122,557	1%
	1994	31,889,637	+*	5,634,052	4%	8,761,461	-2%	3,098,611	2%
	1993	31,773,779	-2%	5,421,205	+*	8,942,071	-2%	3,047,227	-9%
	1992	32,409,489	-*	5,413,139	+*	9,124,256	-*	3,334,699	-4%

** The sum of flight plans originated and pilot briefs, multiplied by two, plus the number of aircraft contacted.

* Less than 0.5 percent.

TABLE 2.6
TOP 50 FAA-OPERATED AIRPORT TRAFFIC CONTROL TOWERS, BY RANK ORDER OF TOTAL
OPERATIONS AND BY AVIATION CATEGORY INCLUDING AIR CARRIER RANK
FISCAL YEAR 1996

Tower	Total		Air Carrier		Air Taxi	General Aviation	Military
	Rank	Operations	Rank	Operations			
Chicago O'Hare Int'l, IL	1	909,186	1	751,067	119,735	35,526	2,858
Dallas/ Ft. Worth Int'l, TX	2	869,831	2	612,269	228,415	27,965	1,182
Atlanta Int'l, GA	3	772,597	3	592,353	154,439	23,005	2,800
Los Angeles Int'l, CA	4	764,002	4	497,792	237,928	25,072	3,210
Miami Int'l, FL	5	546,487	10	314,540	161,235	64,441	6,271
Phoenix Sky Harbor Int'l, AZ	6	544,363	6	353,981	87,085	96,593	6,704
Van Nuys, CA	7	532,221	255	17	3,095	528,659	450
Detroit Metro Wayne County, MI	8	531,098	7	349,630	100,370	79,532	1,566
St. Louis Int'l, MO	9	517,352	5	360,760	116,432	34,042	6,118
Oakland Int'l, CA	10	516,498	29	169,641	64,734	280,800	1,323
Minneapolis St. Paul Int'l, MN	11	483,570	12	303,732	121,922	55,004	2,912
Long Beach, CA	12	481,937	137	8,143	4,837	467,412	1,545
Las Vegas McCarran Int'l, NV	13	479,625	14	274,934	76,603	109,276	18,812
Santa Ana/Orange County, CA	14	474,976	53	80,989	20,404	373,310	273
Ft. Lauderdale/Hollywood, FL	15	472,684	23	200,290	121,998	148,840	1,556
Boston Logan, MA	16	462,507	19	230,602	203,003	28,241	661
Charlotte Douglas, NC	17	457,054	15	268,596	124,820	60,099	3,539
Denver Int'l, CO	18	454,234	9	320,243	109,527	23,656	808
Pittsburgh Greater Int'l, PA	19	447,436	16	258,339	152,420	27,414	9,263
Newark, NJ	20	443,431	11	312,547	111,421	19,245	218
San Francisco, CA	21	442,281	8	322,328	77,387	40,066	2,500
Philadelphia Int'l, PA	22	406,121	21	217,420	136,779	47,051	4,871
Seattle Tacoma Int'l, WA	23	397,591	18	238,421	151,262	7,642	266
Cincinnati Greater, KY	24	393,523	27	186,302	191,409	14,511	1,301
Houston Intercontinental, TX	25	391,939	13	292,203	75,474	23,656	606
Denver/Centennial, CO	26	376,977	NA	0	13,470	361,228	2,279
Honolulu, HI	27	374,965	22	205,600	60,536	84,929	23,900
Salt Lake City Int'l, UT	28	373,815	24	196,258	90,889	82,317	4,351
Memphis Int'l, TN	29	363,945	26	193,321	103,514	61,413	5,697
John F Kennedy Int'l, NY	30	360,511	20	226,607	118,700	14,716	488
Sacramento Metro, CA	31	348,234	30	159,850	76,478	102,922	8,984
Prescott, AZ	32	346,295	195	983	5,464	339,203	645
La Guardia, NY	33	342,618	17	241,063	81,369	19,873	313
Orlando Int'l, FL	34	341,942	25	194,726	112,651	29,286	5,279
Seattle Boeing, WA	35	339,321	130	8,877	40,727	287,522	2,195
Washington Dulles Int'l, VA	36	330,439	49	90,945	177,953	54,565	6,976
Pontiac, MI	37	320,016	207	446	20,984	298,462	124
Washington National, DC	38	309,754	28	176,339	80,078	48,503	4,834
Portland, Int'l, OR	39	305,964	36	119,872	127,312	48,231	10,549
Fort Worth Meacham, TX	40	301,094	229	106	1,227	299,309	452
Sanford, FL	41	292,741	180	1,984	120	290,438	199
Cleveland Hopkins Int'l, OH	42	291,029	33	145,362	112,324	30,301	3,042
Charleston AFB Municipal, SC	43	290,050	68	51,876	10,264	67,446	160,464
Greensboro/Piedmont Triad, NC	44	287,322	40	112,252	66,750	106,120	2,200
Anchorage Int'l, AK	45	283,611	42	105,593	77,538	96,977	3,503
San Jose Int'l, CA	46	278,941	39	115,785	9,125	153,600	431
Des Moines Int'l, IA	47	275,396	59	68,516	56,096	141,166	9,618
Tampa Int'l, FL	48	272,782	38	115,910	109,335	44,186	3,351
Baltimore Washington Int'l, MD	49	270,156	32	150,509	87,782	30,100	1,765
Daytona Beach, FL	50	268,631	136	8,360	2,981	255,923	1,367

(NA) Not applicable.

NOTE: Total operations rank was based on total air traffic activity at 349 FAA-operated Towers. Air Carrier operations rank was based on air carrier activity at 290 FAA-operated Towers. Not all FAA-operated Towers handle air carrier operations.

TABLE 2.8
TOTAL FAA AIR TRAFFIC ACTIVITY BY REGION AND
STATE, AND BY FAA AND FAA-CONTRACTED TOWERS, AIR ROUTE
TRAFFIC CONTROL CENTERS, & FLIGHT SERVICE STATIONS
FISCAL YEAR 1996

FAA Region and State	Airport Operations (Towers) 1/	Aircraft Handled (Centers)	Total Flight Services (FSS) 2/
TOTAL	61,908,985	40,419,365	34,546,120
Alaskan--Total	1,090,032	536,849	1,673,592
Central--Total	2,457,386	1,973,994	2,734,235
Iowa	367,892	---	653,086
Kansas	468,266	1,973,994	500,327
Missouri	1,231,784	---	1,176,373
Nebraska	300,105	---	404,449
Eastern--Total	7,956,148	4,448,797	3,520,198
Delaware	146,221	---	---
District of Columbia	309,754	2,303,227	714,690
Maryland	578,832	---	75,357
New Jersey	1,295,969	---	517,858
New York	2,374,263	2,145,570	711,000
Pennsylvania	1,798,269	---	1,130,881
Virginia	1,140,531	---	---
West Virginia	312,309	---	370,412
Great Lakes--Total	9,257,956	9,901,312	5,920,196
Illinois	2,758,847	2,874,221	769,354
Indiana	749,954	2,165,618	659,910
Michigan	2,029,269	---	994,429
Minnesota	1,156,500	2,018,090	671,455
North Dakota	339,265	---	317,435
Ohio	1,353,464	2,843,383	1,548,543
South Dakota	152,135	---	316,253
Wisconsin	871,773	---	642,817
New England--Total	2,607,398	1,716,573	1,861,510
Connecticut	602,273	---	693,381
Maine	204,992	---	551,552
Massachusetts	1,336,374	---	---
New Hampshire	233,758	1,716,573	---
Rhode Island	119,355	---	---
Vermont	110,646	---	616,577
Northwest Mountain--Total	5,380,307	4,375,780	3,007,491
Colorado	1,433,864	1,499,215	680,178
Idaho	443,681	---	202,336
Montana	261,480	---	319,654
Oregon	975,449	---	468,157
Utah	470,979	1,484,704	350,200
Washington	1,713,561	1,391,861	755,757
Wyoming	81,293	---	231,209

TABLE 2.8
TOTAL FAA AIR TRAFFIC ACTIVITY BY REGION AND
STATE, AND BY FAA AND FAA-CONTRACTED TOWERS, AIR ROUTE
TRAFFIC CONTROL CENTERS, & FLIGHT SERVICE STATIONS
FISCAL YEAR 1996

FAA Region and State	Airport Operations (Towers) 1/	Aircraft Handled (Centers)	Total Flight Services (FSS) 2/
Southern--Total	12,019,828	8,272,205	7,872,582
Alabama	640,245	---	635,505
Florida	5,443,698	3,837,648	3,117,392
Georgia	1,541,507	2,455,018	757,613
Kentucky	902,042	---	406,317
Mississippi	335,812	---	293,377
North Carolina	1,110,193	---	844,963
Puerto Rico	298,081	---	250,651
South Carolina	545,237	---	732,658
Tennessee	1,003,399	1,979,539	834,106
Virgin Islands	135,702	---	---
Southwest--Total	7,440,647	5,515,673	4,220,761
Arkansas	321,804	---	449,161
Louisiana	971,639	---	443,473
New Mexico	536,942	1,499,598	487,197
Oklahoma	990,753	---	538,678
Texas	4,619,509	4,016,075	2,302,252
Western-Pacific--Total	13,699,283	3,678,182	3,735,555
American Samoa	14,083	---	---
Arizona	2,362,413	---	597,833
California	9,497,090	3,549,180	2,619,654
Guam	61,156	129,002	---
Hawaii	876,301	---	193,633
Marshall Islands	12,844	---	---
Nevada	875,396	---	324,435
Wake Island	---	---	---

1/ State operations may not sum to region total due to regional tower assignments.

2/ Includes domestic and international Flight Service Stations

TABLE 2.9
AIR TRAFFIC ACTIVITY AT AIR ROUTE TRAFFIC CONTROL CENTERS, BY AVIATION CATEGORY
CALENDAR YEARS 1992 - 1996

	Year	AIRCRAFT HANDLED									
		Total		Air Carrier		Air Taxi		General Aviation		Military	
		Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change
IFR Aircraft Handled 1/	1996	40,700,635	2%	22,103,842	5%	6,713,432	-1%	7,960,647	2%	3,922,714	-9%
	1995	40,076,882	2%	21,146,480	4%	6,799,363	+*	7,797,354	1%	4,333,685	-2%
	1994	39,343,270	4%	20,397,342	6%	6,791,297	9%	7,716,548	3%	4,438,083	-9%
	1993	37,771,757	3%	19,158,938	4%	6,255,012	6%	7,496,547	2%	4,861,260	-4%
	1992	36,684,473	1%	18,393,542	2%	5,896,440	5%	7,351,648	-1%	5,042,843	-1%
IFR Departures	1996	14,882,104	0%	7,249,725	2%	3,091,207	-*	3,228,982	1%	1,312,190	-12%
	1995	14,873,395	1%	7,089,643	3%	3,098,462	1%	3,201,345	1%	1,483,945	-5%
	1994	14,660,428	4%	6,850,449	7%	3,080,586	7%	3,169,074	2%	1,560,319	-10%
	1993	14,096,262	3%	6,392,321	3%	2,873,784	5%	3,095,531	1%	1,734,626	-1%
	1992	13,728,395	1%	6,192,103	1%	2,737,145	4%	3,051,416	-1%	1,747,731	1%
IFR Overs 2/	1996	10,936,427	6%	7,604,392	9%	531,018	-12%	1,502,683	8%	1,298,334	-5%
	1995	10,330,092	3%	6,967,194	4%	602,439	-4%	1,394,664	1%	1,365,795	4%
	1994	10,022,414	5%	6,696,444	5%	630,125	24%	1,378,400	6%	1,317,445	-5%
	1993	9,579,233	4%	6,374,296	6%	507,444	20%	1,305,485	5%	1,392,008	-10%
	1992	9,227,683	3%	6,009,336	4%	422,150	14%	1,248,816	1%	1,547,381	-6%

1/ The number of IFR Departures multiplied by two, plus the number of IFR Overs.

2/ Domestic plus oceanic overs

* Less than 0.5 percent.

TABLE 10.1
TOTAL CIVIL AIRCRAFT PRODUCTION, AND COST
CALENDAR YEARS 1986 - 1996

Calendar Year	Number of Aircraft	Value Complete Aircraft (\$000)	Average Complete Aircraft Cost			
			Total (\$000)	Fixed Wing (\$000)	Rotor Craft (\$000)	Other (\$000)
1986	2,888	12,517,992	4,334	NA	NA	NA
1987	2,319	12,491,743	5,387	NA	NA	NA
1988	2,681	16,019,855	5,975	NA	NA	NA
1989	3,129	17,467,335	5,582	NA	NA	NA
1990	2,785	24,864,289	8,928	NA	NA	NA
1991	2,867	29,780,358	10,387	NA	NA	NA
1992	2,517	31,733,026	12,607	20,583	465	20
1993	3,189	26,843,066	8,417	18,865	417	12
1994	3,852	20,665,569	5,365	14,406	371	11
1995	4,461	19,084,250	4,278	12,455	605	11
1996	5,633	21,363,323	3,793	12,831	537	7

NOTE: Other includes balloons, dirigibles, airships, gliders, sailplanes, and aircraft sold in kits (except hand gliders).
Source: U.S. Department of Commerce, Bureau of the Census, Industry Division.

TABLE 10.2
NUMBER OF SHIPMENTS OF COMPLETE CIVIL AIRCRAFT
1986 - 1996

Item	1996	1995	1994	1993	1992	1991	1990	1989	1988	1987	1986
Total	5,633	4,461	3,852	3,189	2,417	2,867	2,785	3,129	2,681	2,319	2,888
Fixed Wing	1,649	1,517	1,424	1,416	1,539	1,598	1,759	2,014	1,734	1,516	1,858
Rotorcraft	334	264	351	269	308	574	582	603	517	360	493
Other	3,650	2,680	2,077	1,504	570	695	444	512	430	443	537

NOTE: Other includes balloons, dirigibles, airships, gliders, sailplanes, and aircraft sold in kits (except hang gliders).

TABLE 10.3
NUMBER OF U.S. IMPORTS OF CIVIL AEROSPACE PRODUCTS
1985 - 1996

Item	1988	1987	1986	1985
Aircraft Used or Rebuilt, Civil	194	115	141	246
Helicopters, Civil Aircraft, Single-Engine	114	98	87	60
Civil	40	41	71	46
Aircraft, Multiengine Under 4,400 lbs., Civil	3	1	18	8
Aircraft, Multiengine ,4,400 to 10,000 lbs., Civil	74	101	58	46
Aircraft, Multiengine,10,000 to 33,000 lbs., Civil	152	155	150	103
Aircraft, Multiengine, Over 33,000 lbs., Civil	18	22	36	29
Balloons, and Airships, Civil	0	0	0	0
Gliders, Civil	111	117	181	628

NOTE: Categories were changed to reflect Commerce Department's change to the Harmonized Trade Schedule. Historical data are not available in these new categories.

Item	1996	1995	1994	1993	1992	1991	1990	1989
Complete Aircraft	1,623	1,467	1,679	1,330	946	955	1,262	674
Transports	19	22	38	54	64	44	30	36
Passenger	12	17	36	54	64	44	30	33
Cargo	6	5	2	---	---	---	---	---
Other Combinations	1	---	---	---	---	---	---	3
General Aviation	287	259	261	212	216	254	743	213
Single Engine	100	117	105	96	67	72	522	59
Multi Engine	187	142	156	116	149	182	221	154
Small	---	5	8	---	7	1	5	1
Medium	1	2	2	6	18	41	53	27
Large	186	135	146	110	124	140	163	126
Turbojet/Turbofan	96	72	82	66	52	45	63	39
Others	90	63	64	44	72	95	100	87
Helicopters	183	206	216	159	148	244	167	124
Small	2	3	7	5	3	4	21	9
Large	181	203	209	154	145	240	146	115
Others	1,134	980	1,164	905	521	413	322	301
Used/Rebuilt	380	287	328	258	176	246	130	210
New	754	693	836	647	345	167	192	91

Source: Aerospace Industries Association, Inc. based on data from the U.S. Dept. of Commerce, International Trade Association.

TABLE 10.4
NUMBER OF U.S. EXPORTS OF CIVIL AEROSPACE PRODUCTS
1985 - 1994

Item	1988	1987	1986
Aircraft Used or Rebuilt, Civil	1,644	969	494
Aircraft, Helicopter, New, Under 2200 lbs., Civil	161	129	104
Aircraft, Helicopter, New, Over 2200 lbs., Civil	119	152	106
Aircraft, Single-Engine New Civil	459	307	220
Aircraft, Multiengine, New, Under 4400 lbs., Civil	51	51	63
Aircraft, Multiengine, New, Over 4400 lbs., Under 10,000 lbs., Civil	109	127	93
Aircraft, Multiengine, New, Over 10,000 lbs., Under 33,000 lbs., Civil	24	24	38
Aircraft, Passenger, New, Over 33,000 lbs., Civil	205	160	149
Aircraft, Cargo, New, Over 33,000 lbs., Civil	8	4	2
Aircraft Other, New, Over 33,000 lbs., Including Combinations, Civil	4	6	8
Aircraft Other, New, Including Balloons, Gliders & Kites, Civil	0	0	0

NOTE: Categories were changed to reflect Commerce Department's change to the Harmonized Trade Schedule. Historical data are not available in these new categories.

	1996	1995	1994	1993	1992
Complete Aircraft	1,817	1,680	1,888	1,985	2,374
Transports	172	137	222	278	387
Passenger	157	128	216	272	376
Cargo	10	7	4	2	1
Other Combinations	5	2	2	4	10
General Aviation	383	363	385	333	358
Single Engine	146	132	125	97	186
Multi Engine	237	231	260	236	172
Small	88	95	124	104	19
Medium	94	76	67	74	93
Large	55	60	69	58	60
Turbojet/Turbofan	51	54	63	57	59
Others	4	6	6	1	1
Helicopters	214	210	154	175	212
Small	158	159	118	143	175
Large	56	51	36	32	37
Others	1,048	970	1,127	1,199	1,417
Used/Rebuilt	540	655	676	747	1,031
New	508	315	451	452	386

Source: Aerospace Industries Association, Inc. based on data from the U.S. Dept. of Commerce, Int'l Trade Association.

TABLE 1.1
FAA BUDGET AUTHORITY
FISCAL YEARS 1991-1996
(\$ IN MILLIONS)

Appropriation	1991	1992	1993	1994 ¹	1995	1996
Total	\$7,937.7	\$8,872.1	\$9,167.9	\$8,644.6	\$8,324.3	\$8,154.3 ³
Operations (General Fund)	\$2,034.3	\$2,250.4	\$2,258.6	\$2,286.0	\$2,132.3	\$2,419.9
Operations (Airport and Airway Trust Fund)	\$2,003.0	\$2,109.6	\$2,279.3	\$2,294.5	\$2,450.3	\$2,222.9
Facilities and Equipment (Airport and Airway Trust Fund)	\$2,095.4	\$2,394.0	\$2,350.0	\$2,120.1	\$2,032.5 ²	\$1,874.9 ²
Grants-in-Aid for Airports (Airport and Airway Trust Fund) Contract Authority	\$1,600.0	\$1,900.0	\$2,050.0	\$1,690.0	\$2,161.0	\$2,214.0
(Obligation Limitation)	(\$1,834.5)	(\$1,900.0)	(\$1,800.0)	(\$1,690.0)	(\$1,450.0)	(\$1,450.0)
Research, Engineering and Development (Airport and Airway Trust Fund)	\$205.0	\$218.1	\$230.0	\$254.0	\$259.2	\$185.7

¹ Total includes proposed rescission of \$531.2 million.

² F&E reflect rescissions of \$55.0 million in 1995 and \$60 million in 1996

³ Total includes a \$.9 million carryover

SOURCE: Budget in Brief, for years FY 91-FY97