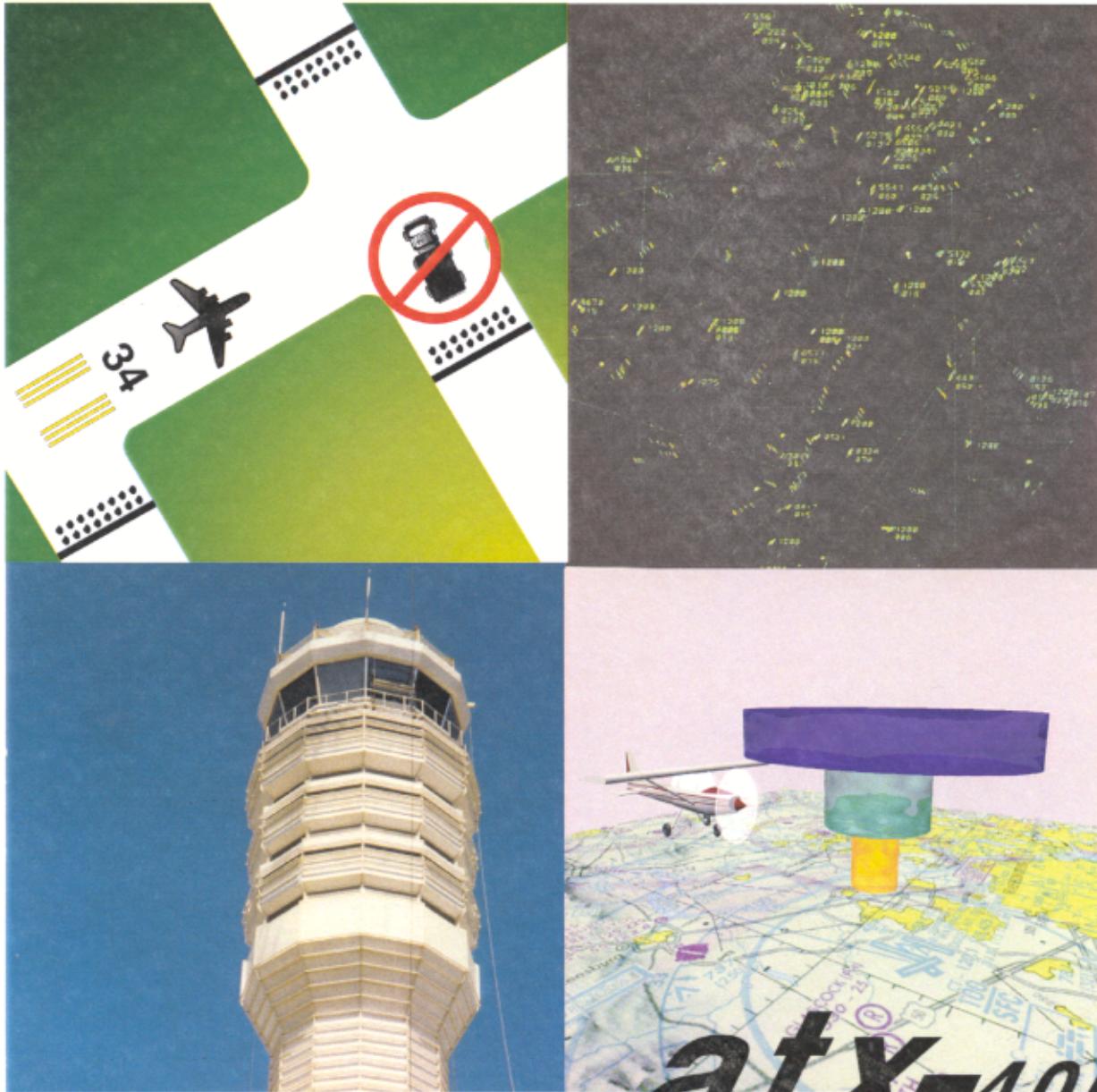




U.S. Department
of Transportation

Federal Aviation
Administration

Aviation Safety Statistical Handbook



atx-400

planning • information • analysis

April 2000
Volume 8 No. 4

Air Traffic Resource Management Program
Planning, Information and Analysis

AVIATION SAFETY STATISTICAL HANDBOOK

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EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

This report presents in tabular and graphical format monthly aviation safety statistical information for national airspace incidents and aircraft accidents. Data are presented for near midair collisions (NMACs), operational errors (OEs), operational deviations (ODs), pilot deviations (PDs), vehicle/pedestrian deviations (VPDs), surface incidents (SIs), runway incursions, flight assists, and aircraft accidents. Comparing January through April 1999 with January through April 2000, all airspace incidents have shown an increase, with the exception of NMACs, which have decreased. Accident counts for January through April 2000 show an increase.

NEAR MIDAIR COLLISIONS

For January through April 2000, the number of pilot-reported near midair collisions decreased 19 percent from 80 to 65, compared to January through April 1999 (see Graph on Page ES-3). Over this period, the number of NMACs reported by air carriers (Part 121 and Part 135) decreased from 29 to 19 and General Aviation (GA) increased from 29 to 36. NMACs where one aircraft was flying IFR and the other was flying VFR decreased from 39 in 1999 to 31 for the same period in 2000. Those where both aircraft were flying VFR decreased from 31 to 27; and those where both aircraft were flying IFR decreased from 10 to 7. Only four NMACs reported thus far during 2000 were judged to represent a critical hazard.

OPERATIONAL ERRORS/DEVIATIONS

Operational errors increased 17 percent from 295 to 345 during January through April 2000 compared to the same period in 1999. En route operational errors for this period increased 20 percent from 182 to 219, while errors at terminals increased 12 percent from 113 to 126. For the 12-month period ending April 2000, the top air route traffic control centers, based on operational errors per 100,000 operations, had error rates ranging from 2.75 for Washington Center to 1.30 for the Albuquerque Center. TRACON operational errors varied from 1.39 for New York to .67 for Phoenix TRACON.

Operational deviations for January through April 2000 increased 76 percent from 78 to 137 compared to January through April 1999.

PILOT DEVIATIONS

Reports of pilot deviations for January through April 2000 increased 40 percent from 460 to 645, compared to January through April 1999. Over this period, air deviations increased from 332 to 433, while surface deviations increased from 119 to 208. The number of Class B airspace violations increased 69 percent from 36 to 61.

VEHICLE/PEDESTRIAN DEVIATIONS

Total vehicle/pedestrian deviations during January through April 2000 increased to 167 from 102 for the same period in 1999. Merrill Field Airport recorded a total of 23 VPD's for the 12 months ending April 2000, which is up compared to the number recorded for the preceding 12 months. Jeffco Airport in Colorado also recorded a significant increase in VPD's over the last 12 months, from 7 to 21.

SURFACE INCIDENTS

The number of SI's for January through April 2000 increased 56 percent from 266 to 416 compared to the same period in 1999. Surface OE's increased 7 percent, from 27 to 29 and PD SI's rose 65 percent, from 128 to 212. Operational deviation SI's declined 11 percent, from 9 to 8.

The number of runway incursions for January through April 2000 increased 30 percent, from 89 to 116, compared to January through April 1999.

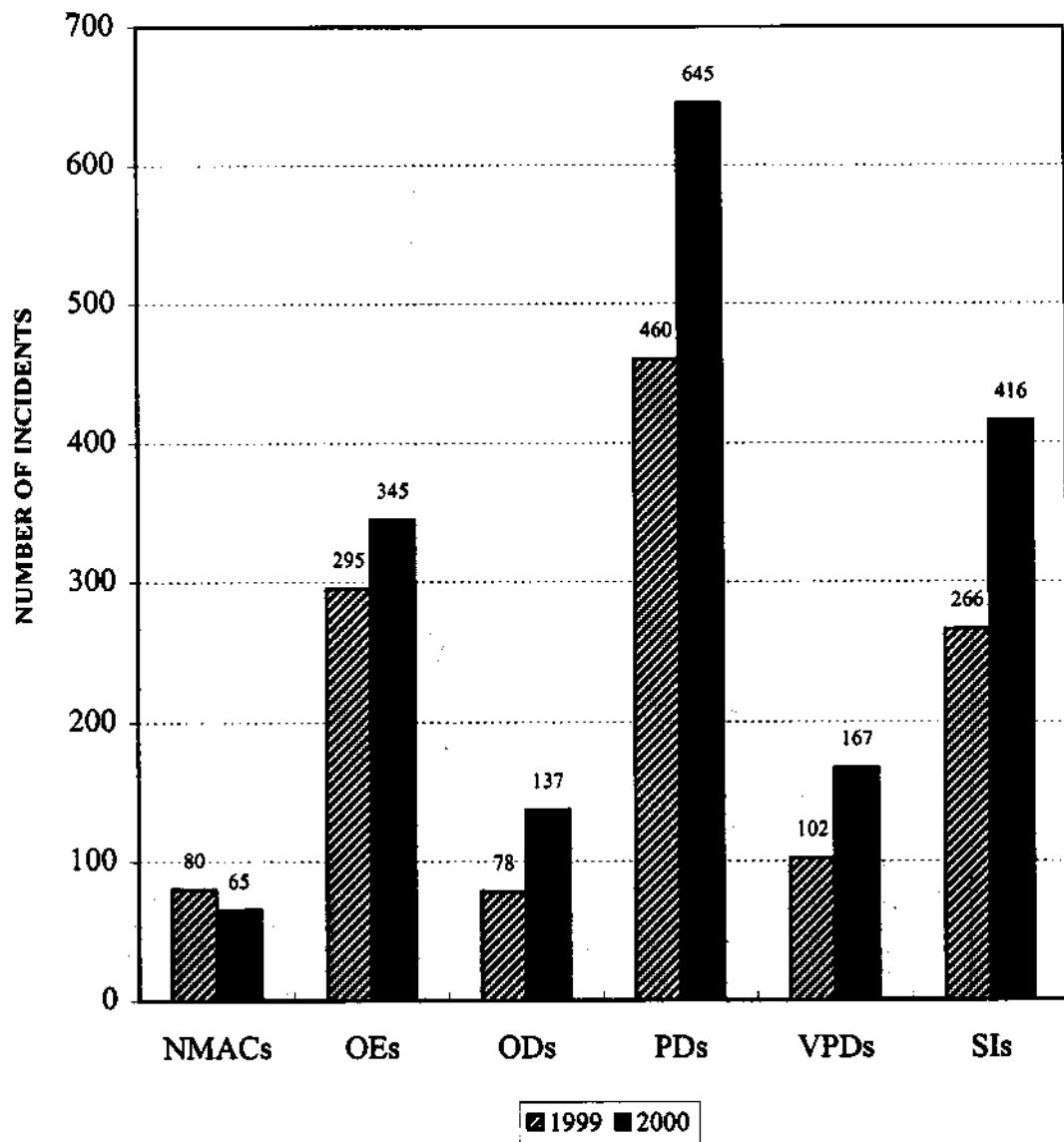
FLIGHT ASSISTS

Flight assists for January through April 2000 increased 12 percent from 147 to 164 compared to January through April 1999. Ninety-five percent of the flight assists handled in January through April 2000 were for general aviation aircraft. A 12-month comparison of flight assists by facility showed that New York TRACON topped the list with 26 assists.

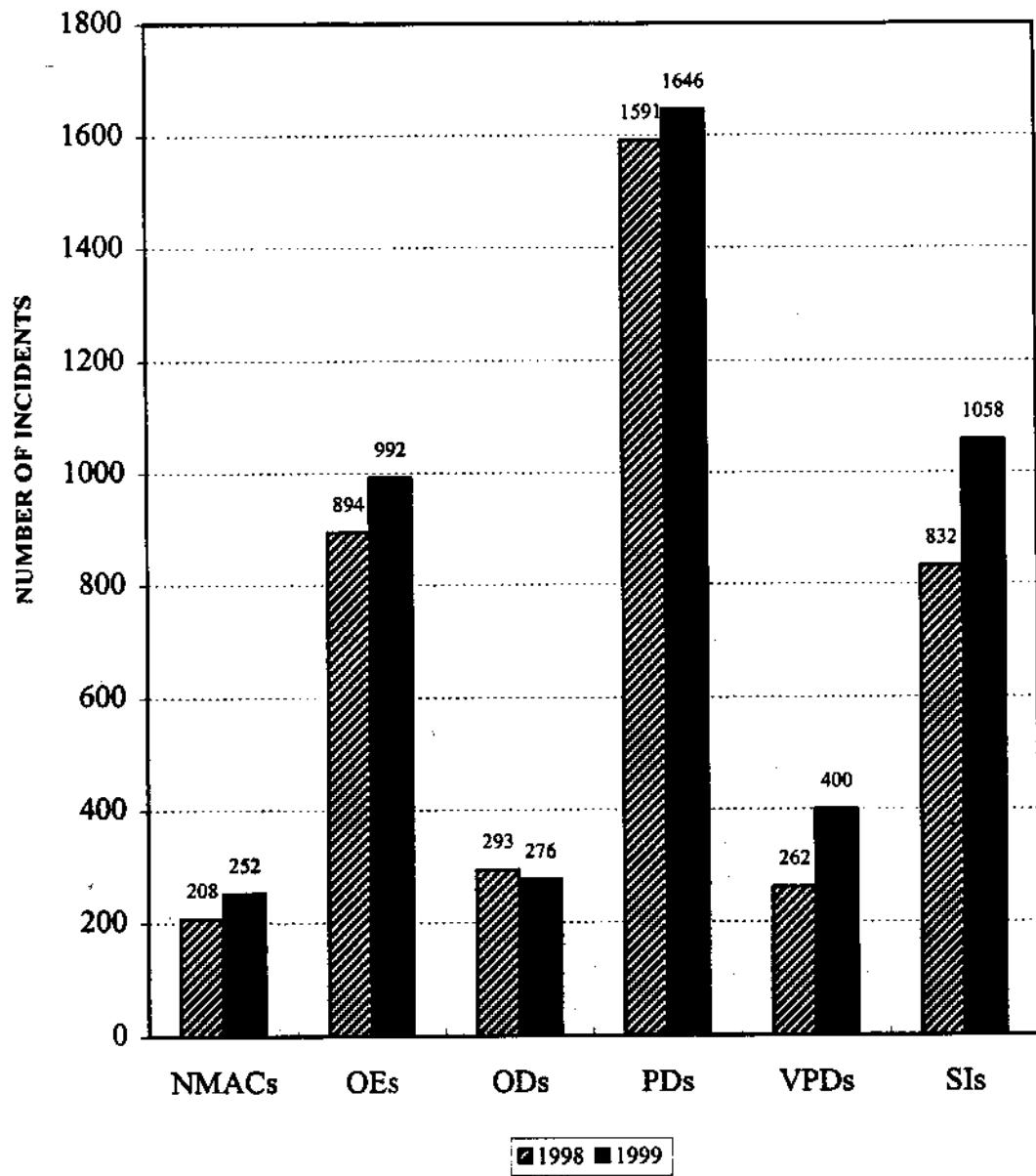
ACCIDENT DATA

Total system accidents increased 3 percent from 501 during January through April 1999 to 518 for the January through April 2000. About 91 percent of 2000 accidents occurred in the General Aviation segment (470), which increased 3 percent from 454 in January through April 1999. There were 19 large air carrier accidents in January through April 2000 compared to 14 in January through April 1999. The number of fatal accidents increased 14 percent from 79 to 90. The total system fatalities increased from 138 to 247 during this period.

**NATIONAL AIRSPACE INCIDENTS
JANUARY - APRIL
1999 versus 2000**



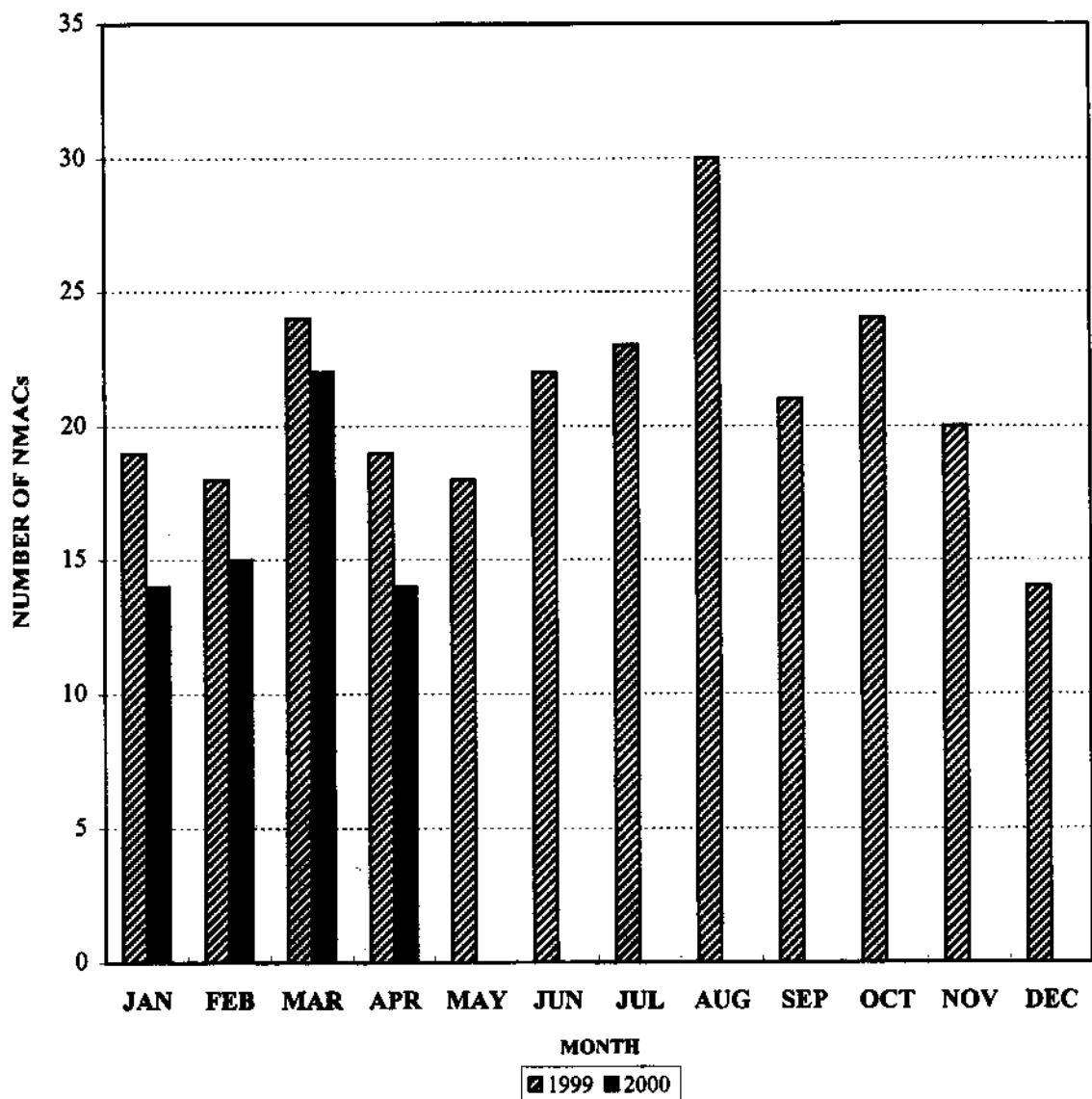
NATIONAL AIRSPACE INCIDENTS CALENDAR YEARS 1998 and 1999



NEAR MIDAIR COLLISIONS*

*The reporting of a Near Midair Collision is voluntary and depends in part on the individual's perception of a situation. A report does not necessarily involve the violation of regulations or an error by air traffic controllers, nor does it necessarily represent an unsafe condition. Significant factors influencing the submission of a report may include the proximity of the aircraft involved, the element of surprise in the encounter, or the heightened alertness of the flight crew to the possibility of a Near Midair Collision because of the publicity surrounding a near, or actual, midair collision. Some Near Midair Collisions, including those which may involve unsafe conditions, may not be reported. Some reasons are the failure to see the other aircraft or to perceive accurately the distance from another aircraft due to restricted visibility or the relative angle of approach. Others are the fear of penalty, or lack of awareness of the NMAC reporting system. Data are preliminary and subject to change.

**PILOT-REPORTED NEAR MIDAIR COLLISIONS
BY MONTH
1999 - APRIL 2000**

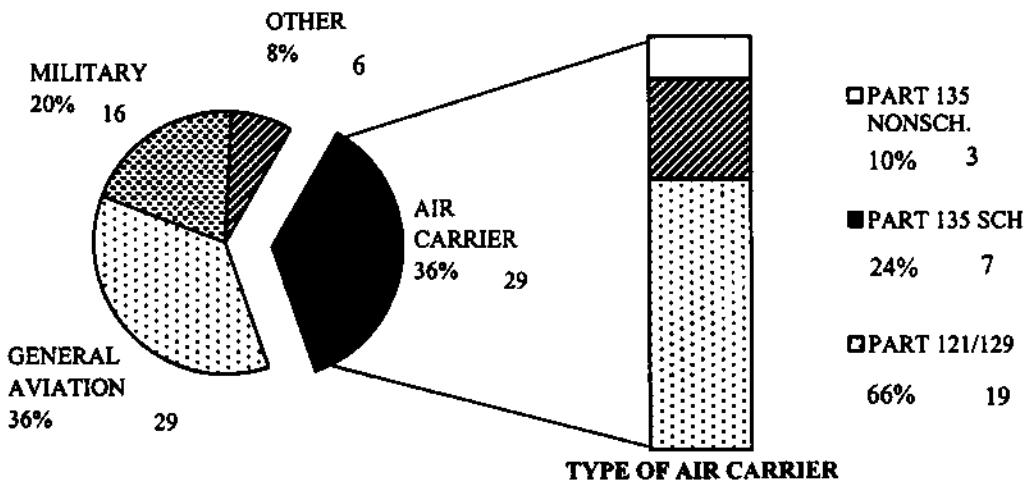


1999	19	18	24	19	18	22	23	30	21	24	20	14
2000	14	15	22	14	18	22	23	30	21	24	20	14

PILOT-REPORTED NEAR MIDAIR COLLISIONS BY REPORTING OPERATOR TYPE

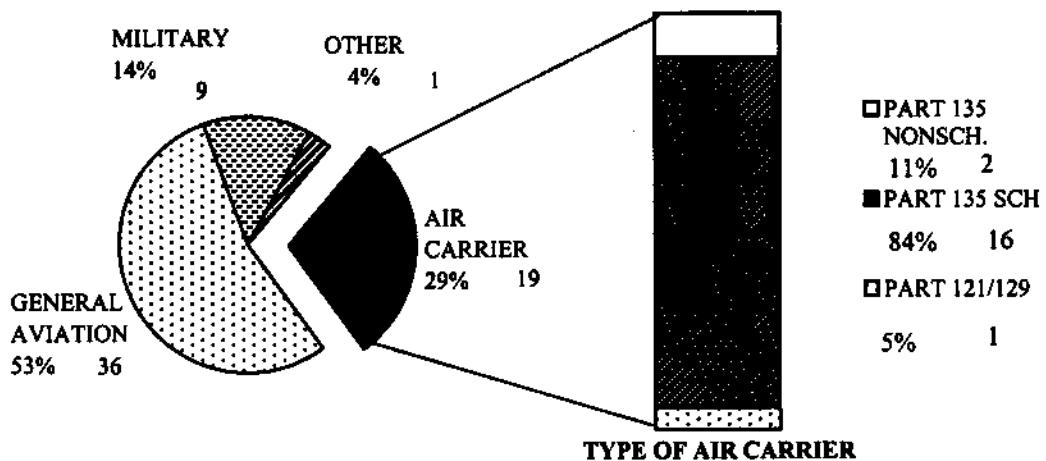
1999 versus 2000

JANUARY - APRIL 1999



OPERATOR TYPE

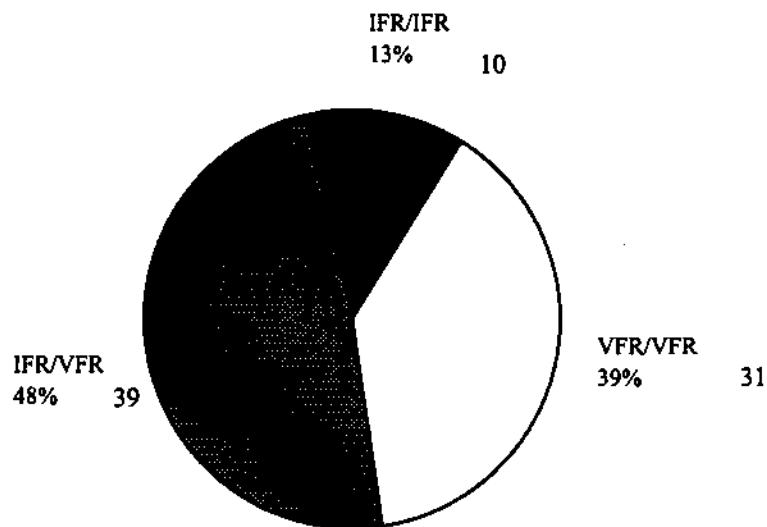
JANUARY - APRIL 2000



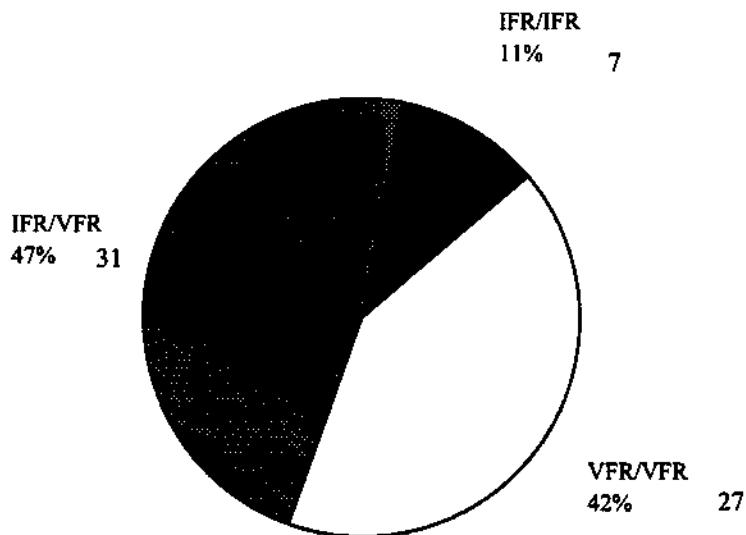
OPERATOR TYPE

**PILOT-REPORTED NEAR MIDAIR COLLISIONS
BY TYPE OF FLIGHT PLAN
1999 versus 2000**

JANUARY - APRIL 1999



JANUARY - APRIL 2000



**PILOT-REPORTED NEAR MIDAIR COLLISIONS
BY DEGREE OF HAZARD AND MONTH**
1999 - APRIL 2000

1999

MONTH	DEGREE OF HAZARD				TOTAL
	Critical	Potential	No Hazard	Not Reported	
JAN	3	7	2	7	19
FEB	2	9	3	4	18
MAR	4	5	8	7	24
APR	0	12	4	3	19
MAY	2	3	8	5	18
JUN	2	9	6	5	22
JUL	1	12	8	2	23
AUG	1	12	7	10	30
SEP	2	8	0	11	21
OCT	2	9	6	7	24
NOV	2	11	1	6	20
DEC	3	6	2	3	14
TOTAL	24	103	55	70	252

2000

MONTH	DEGREE OF HAZARD				TOTAL
	Critical	Potential	No Hazard	Not Reported	
JAN	2	8	2	2	14
FEB	1	7	0	7	15
MAR	1	7	4	10	22
APR	0	1	0	13	14
MAY					
JUN					
JUL					
AUG					
SEP					
OCT					
NOV					
DEC					
TOTAL	4	23	6	32	65

**PILOT-REPORTED NEAR MIDAIR COLLISIONS
BY REGION AND MONTH
1999 - APRIL 2000**

1999

MONTH	REGION									TOTAL
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW	AWP	
JAN	0	1	2	1	0	1	3	6	5	19
FEB	1	1	2	1	1	1	3	3	5	18
MAR	0	2	3	3	0	4	0	1	11	24
APR	1	1	1	4	0	1	4	1	6	19
MAY	0	0	2	3	1	1	1	4	6	18
JUN	1	1	3	2	0	2	4	2	7	22
JUL	2	2	2	3	1	5	1	1	6	23
AUG	2	1	5	5	1	4	4	5	3	30
SEP	0	2	3	2	2	2	3	4	3	21
OCT	0	1	6	1	0	1	2	3	10	24
NOV	0	1	4	1	0	0	4	3	7	20
DEC	2	2	1	1	0	0	4	2	2	14
TOTAL	9	15	34	27	6	22	34	34	71	252

2000

MONTH	REGION									TOTAL
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW	AWP	
JAN	0	1	2	1	0	2	2	2	4	14
FEB	0	1	0	1	0	2	4	2	5	15
MAR	1	0	2	1	1	1	7	2	7	22
APR	0	1	0	0	0	1	3	2	7	14
MAY										
JUN										
JUL										
AUG										
SEP										
OCT										
NOV										
DEC										
TOTAL	1	3	4	3	1	6	16	8	23	65

PILOT-REPORTED NEAR MIDAIR COLLISIONS BY STATE AND TERRITORY
1999 versus 2000

STATE	JAN-APR		STATE	JAN-APR	
	1999	2000		1999	2000
Alabama	1	0	Montana	0	0
Alaska	2	1	Nebraska	0	0
Atlantic Ocean	1	0	Nevada	0	1
Arizona	8	8	New Hampshire	0	0
Arkansas	0	0	New Jersey	1	1
Bahamas*	0	0	New Mexico	1	1
California	16	12	New York	0	0
Colorado	1	1	North Carolina	0	2
Connecticut	1	0	North Dakota	5	0
Delaware	0	0	Ohio	1	0
District of Columbia	0	0	Oklahoma	2	2
Florida	5	11	Oregon	1	1
Georgia	2	1	Pennsylvania	2	2
Guam*	0	0	Puerto Rico*	0	1
Hawaii	2	2	Rhode Island	0	0
Idaho	1	0	South Carolina	0	0
Illinois	3	1	South Dakota	0	0
Indiana	0	1	Tennessee	0	1
Iowa	3	0	Texas	6	4
Kansas	3	1	Utah	1	1
Kentucky	2	0	Vermont	0	0
Louisiana	0	2	Virgin Islands*	0	0
Maine	0	0	Virginia	2	1
Maryland	2	0	Wake Island*	0	0
Massachusetts	0	1	Washington	2	3
Michigan	0	0	West Virginia	0	0
Minnesota	1	0	Wisconsin	0	1
Mississippi	1	0	Wyoming	1	0
Missouri	0	1			

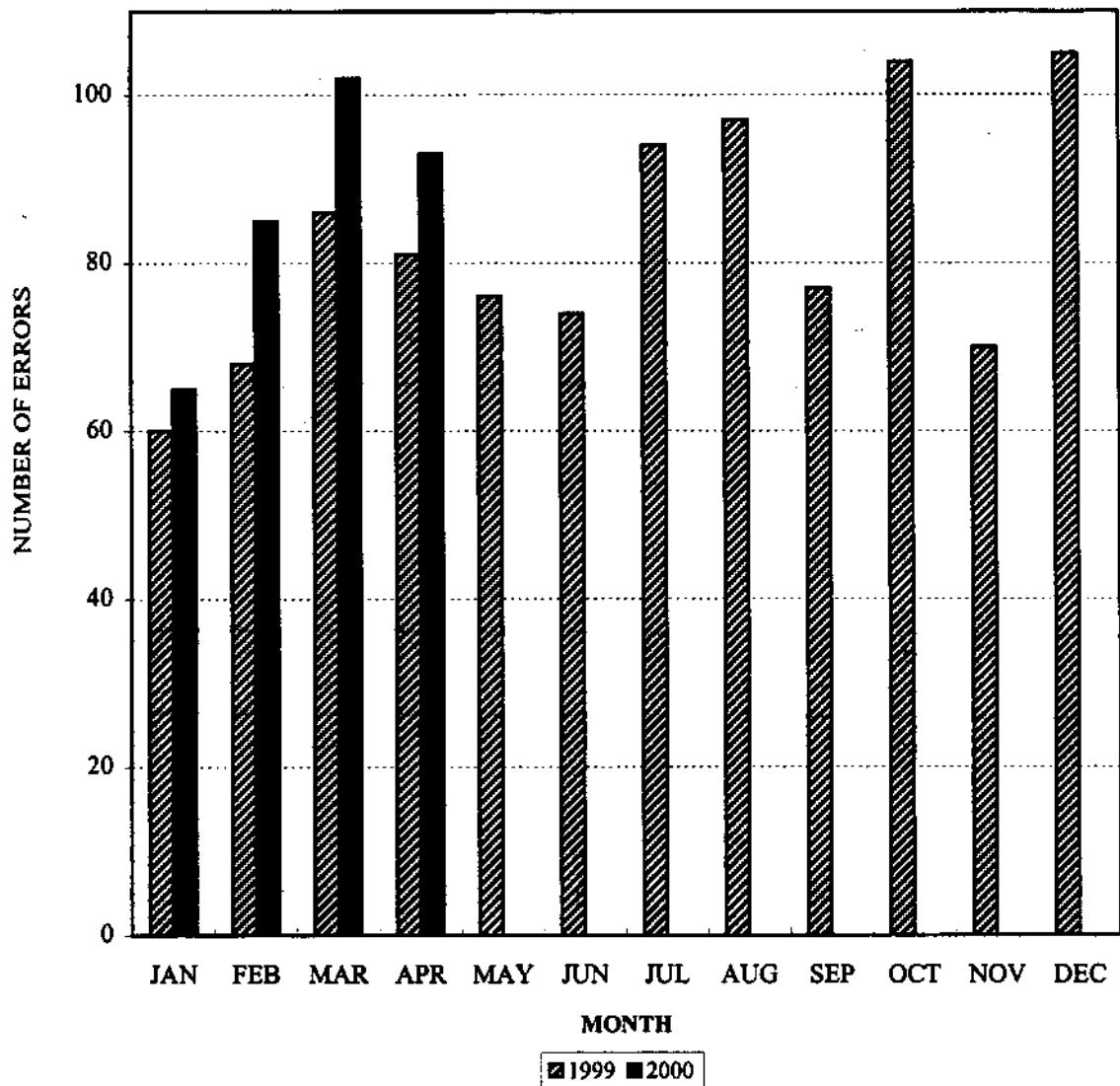
*U.S. Controlled Airspace

TOTAL 80 65

OPERATIONAL ERRORS/DEVIATIONS*

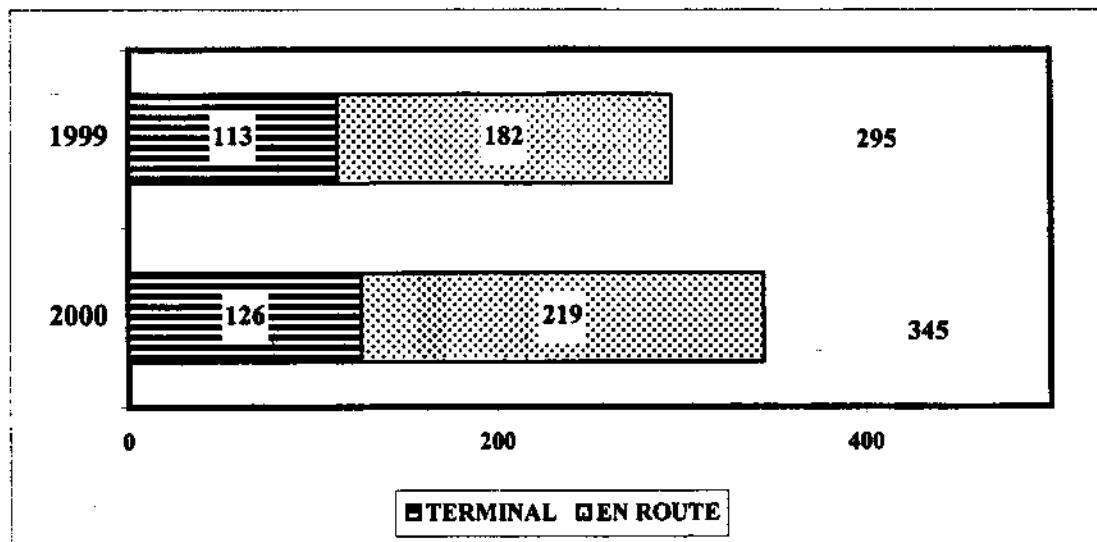
*The use of absolute numbers of Operational Errors/Deviations as an indication of the performance of the air traffic control system can be misleading because of the apparent relationship between Operational Errors/Deviations and traffic activity. An increase or decrease in the error/deviation count may merely reflect a corresponding rise or fall in the number of aircraft using the national airspace over a given period. Data are preliminary and subject to change.

**OPERATIONAL ERRORS
BY MONTH
1999 - April 2000**



1999	60	68	86	81	76	74	94	97	77	104	70	105
2000	65	85	102	93								

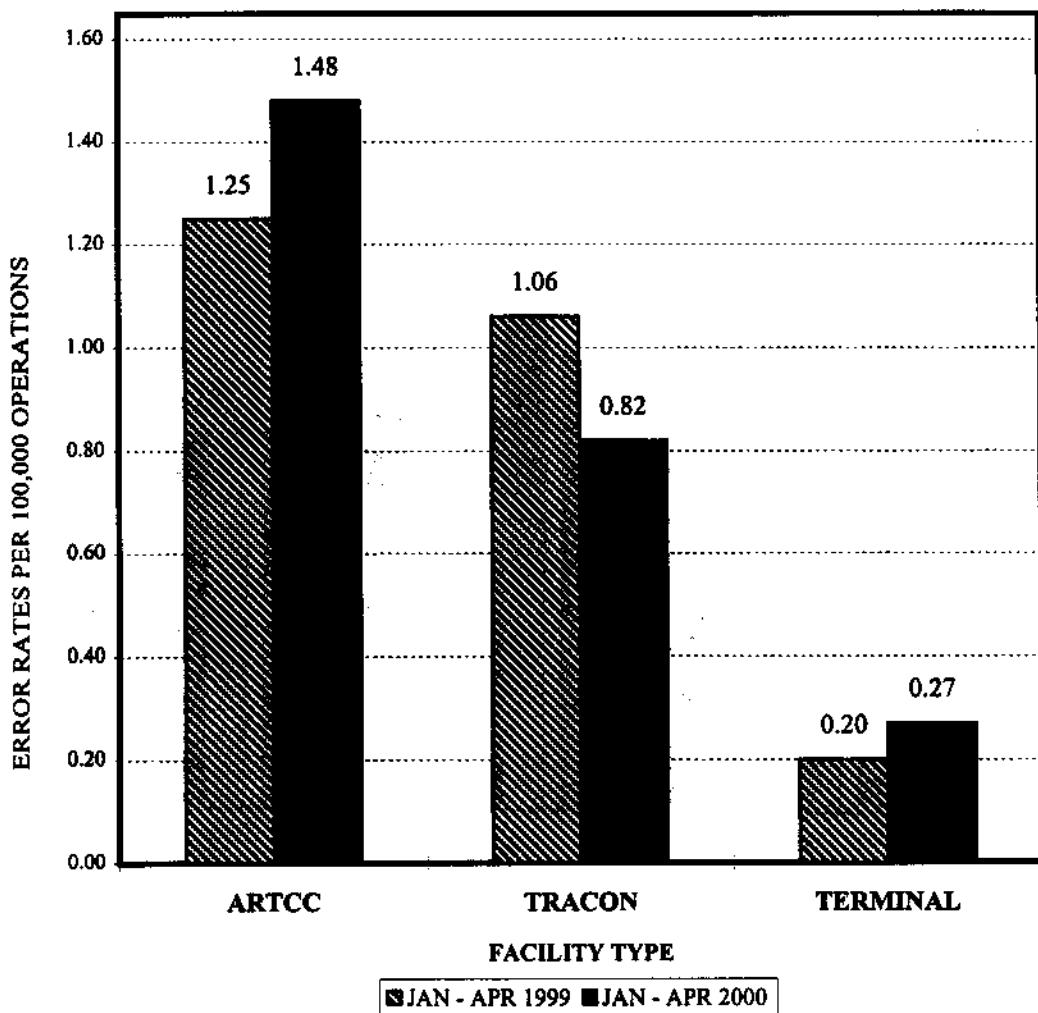
OPERATIONAL ERRORS BY FACILITY TYPE
JANUARY-APRIL
1999 versus 2000



MONTH	TYPE OF OPERATIONAL ERRORS JAN-APR 1999				TYPE OF OPERATIONAL ERRORS JAN-APR 2000			
	TERMINAL	EN ROUTE	FSS	TOTAL	TERMINAL	EN ROUTE	FSS	TOTAL
JAN	29	31	0	60	19	46	0	65
FEB	24	44	0	68	29	56	0	85
MAR	31	54	1	86	43	59	0	102
APR	28	53	0	81	35	58	0	93
MAY								
JUN								
JUL								
AUG								
SEP								
OCT								
NOV								
DEC								
TOTAL	112	182	1	295	126	219	0	345

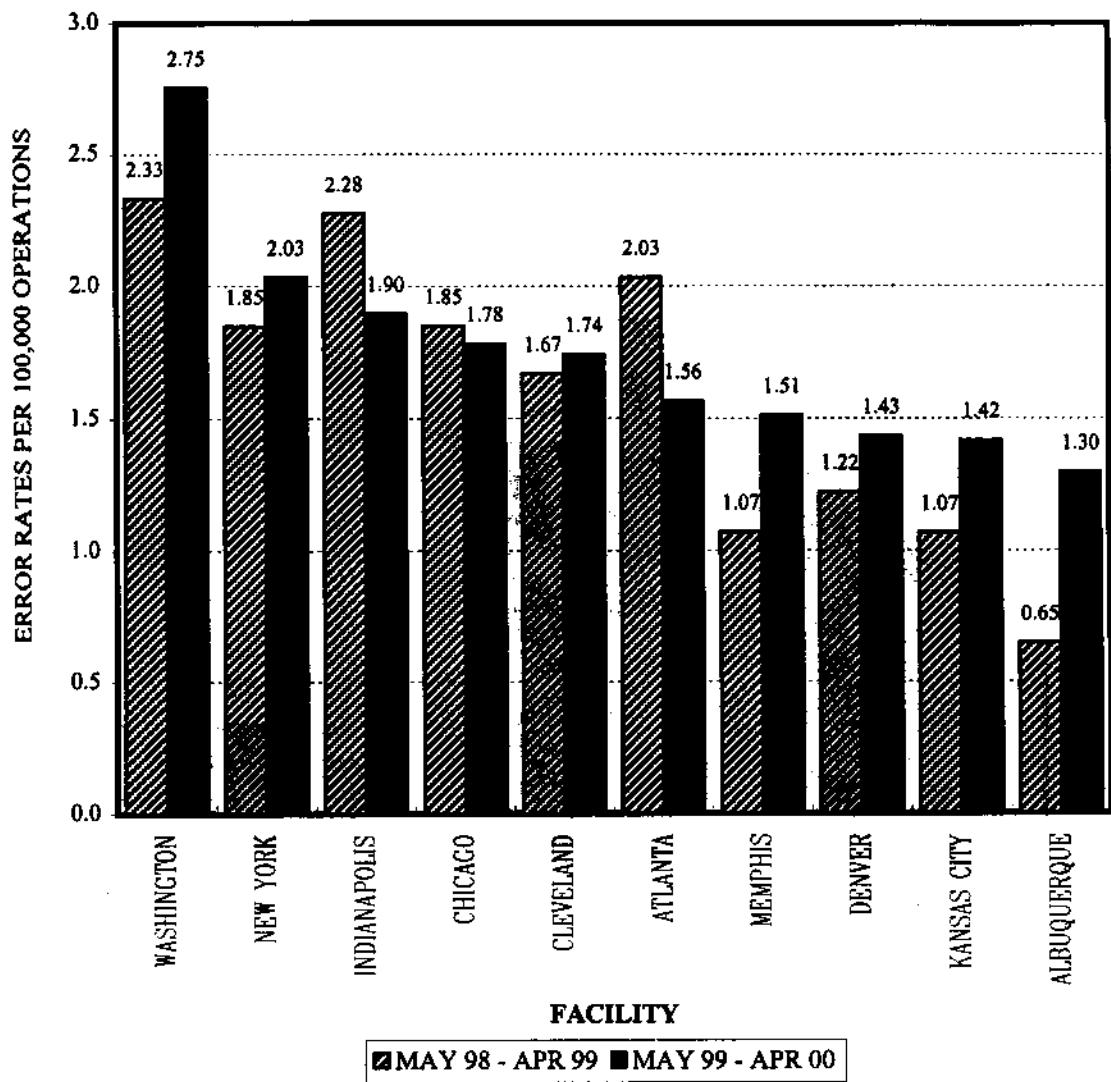
Note: In graphic overview FSSs are included in Terminals.

OPERATIONAL ERROR RATES BY FACILITY TYPE 1999 versus 2000



Actual Error Data thru 04/30/2000
Actual Activity Data thru 2/29/2000
Forecast Activity Data 03/01/2000 - 04/30/2000

OPERATIONAL ERROR RATES TOP ARTCCs (2000 RANKING) 12 MONTH COMPARISON

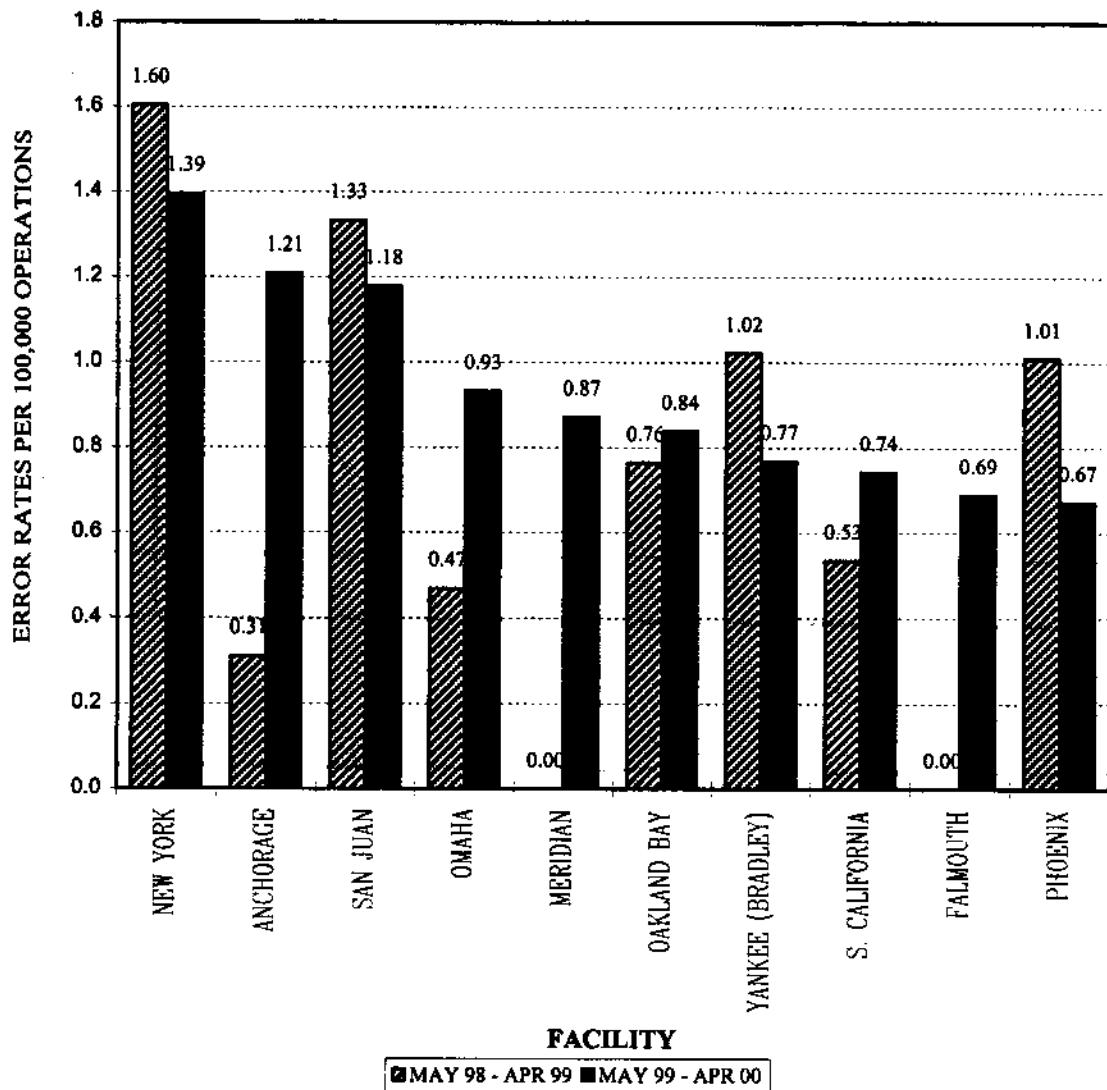


Actual Error Data thru 04/30/2000

Actual Activity Data thru 2/29/2000

Forecast Activity Data 03/01/2000 - 04/30/2000

**OPERATIONAL ERROR RATES
TOP TRACONs (2000 RANKING)
12 MONTH COMPARISION**



Actual Error Data thru 04/30/2000

Actual Activity Data thru 2/29/2000

Forecast Activity Data 03/01/2000 - 04/30/2000

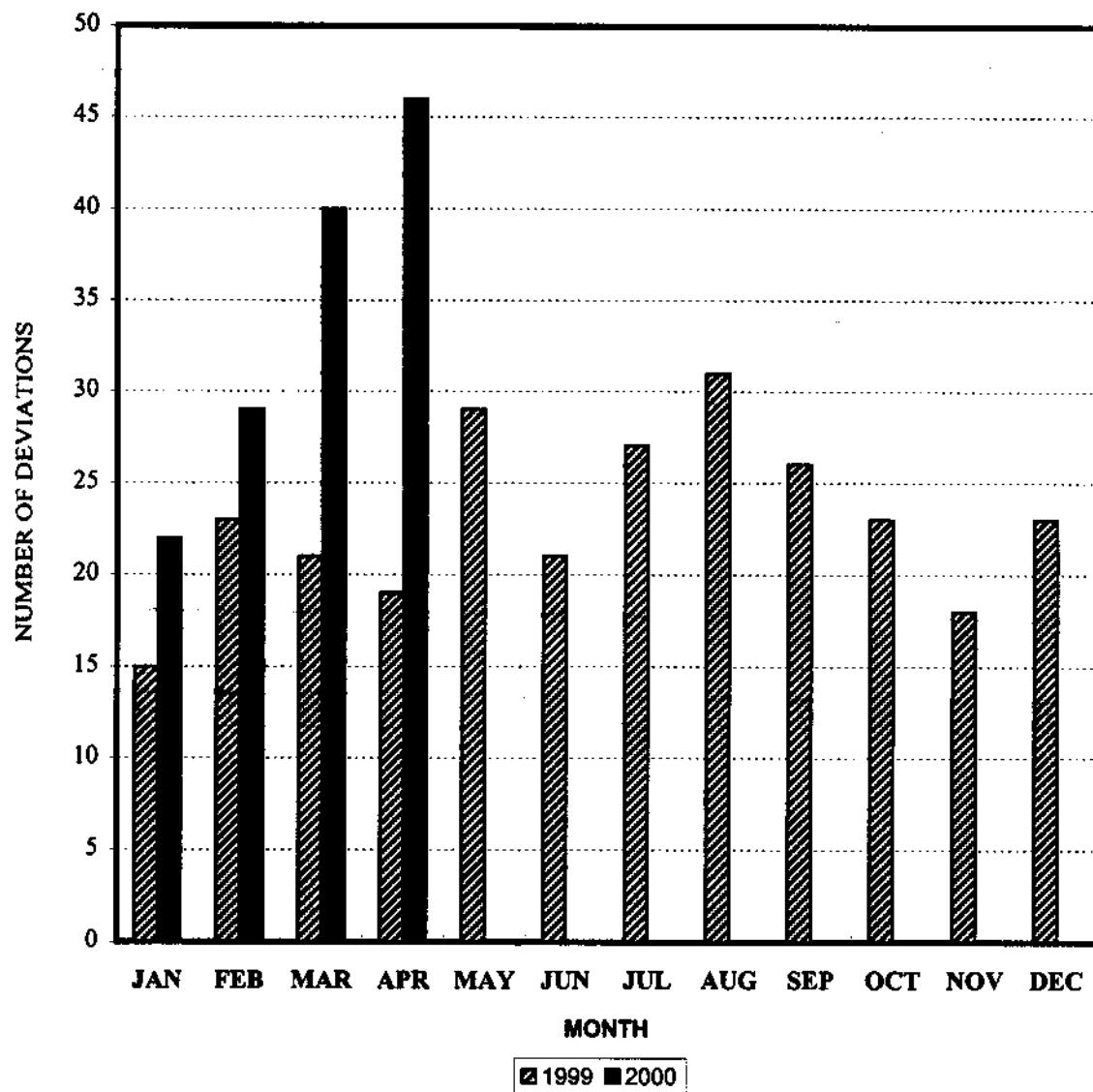
CERAPS are included in TRACONS

**OPERATIONAL ERRORS
BY REGION BY MONTH
1999 - APRIL 2000**

MONTH	1999									TOTAL
	REGION									
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW	AWP	
JAN	0	3	15	13	1	3	14	5	6	60
FEB	1	1	14	21	0	3	19	4	5	68
MAR	3	2	16	15	4	5	19	9	13	86
APR	0	5	15	21	0	6	21	8	5	81
MAY	0	6	16	18	2	4	11	11	8	76
JUN	0	6	17	14	3	4	11	9	10	74
JUL	5	3	21	16	5	7	21	10	6	94
AUG	5	5	31	24	3	5	12	5	7	97
SEP	0	4	22	23	2	2	8	9	7	77
OCT	1	3	21	29	6	4	19	10	11	104
NOV	0	2	14	20	2	3	14	6	9	70
DEC	2	3	18	22	3	8	26	8	15	105
TOTAL	17	43	220	236	31	54	195	94	102	992

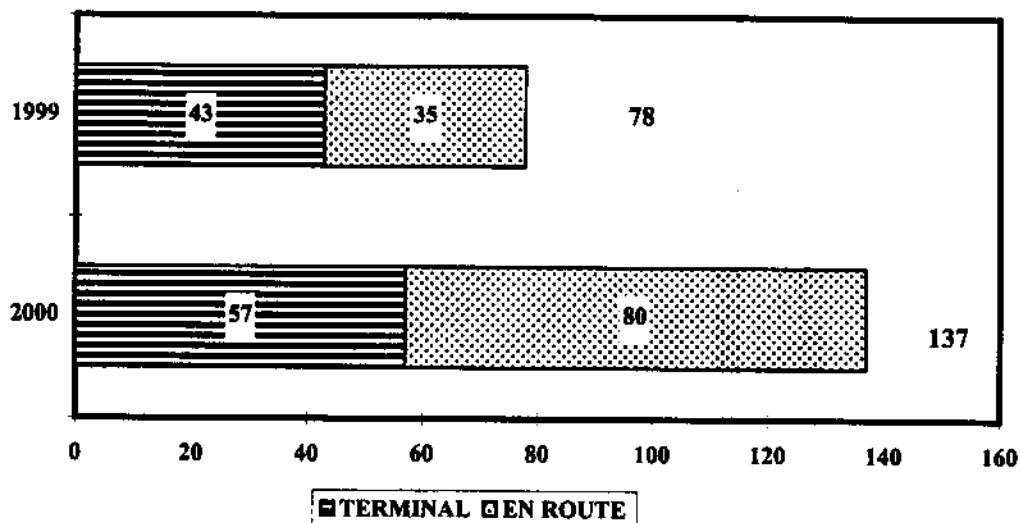
MONTH	2000									TOTAL
	REGION									
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW	AWP	
JAN	0	4	13	18	0	4	10	10	6	65
FEB	0	6	22	19	2	4	14	11	7	85
MAR	1	2	15	21	1	6	34	8	14	102
APR	0	6	25	14	1	4	21	10	12	93
MAY										
JUN										
JUL										
AUG										
SEP										
OCT										
NOV										
DEC										
TOTAL	1	18	75	72	4	18	79	39	39	345

**OPERATIONAL DEVIATIONS
BY MONTH
1999 - APRIL 2000**



1999	15	23	21	19	29	21	27	31	26	23	18	23
2000	22	29	40	46								

OPERATIONAL DEVIATIONS BY FACILITY TYPE
JANUARY-APRIL
1999 versus 2000



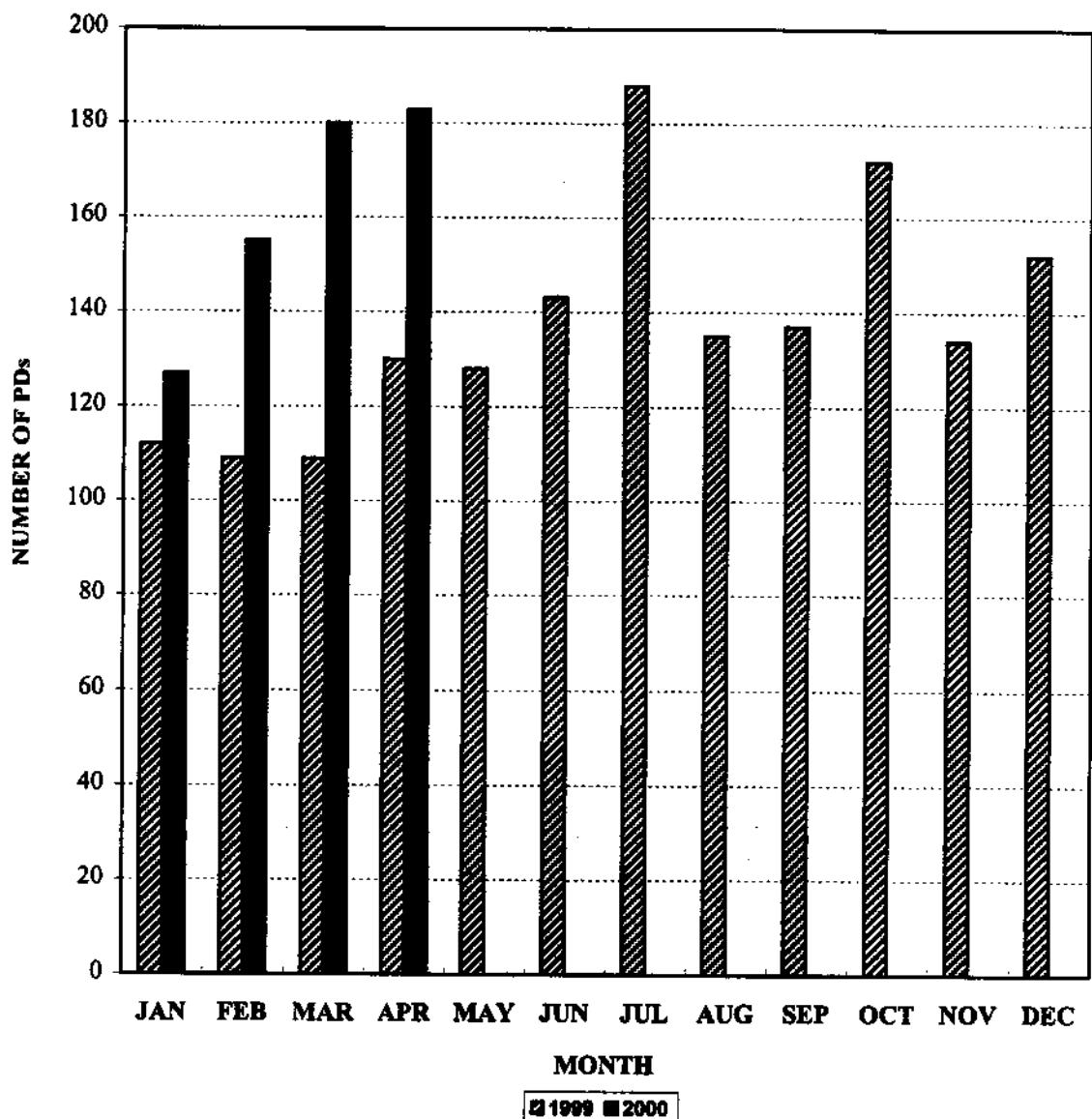
MONTH	TYPE OF OPERATIONAL DEVIATIONS JAN-APR 1999				TYPE OF OPERATIONAL DEVIATIONS JAN-APR 2000			
	TERMINAL	EN ROUTE	FSS	TOTAL	TERMINAL	EN ROUTE	FSS	TOTAL
JAN	7	7	1	15	13	9	0	22
FEB	13	10	0	23	9	20	0	29
MAR	11	8	2	21	16	21	3	40
APR	9	10	0	19	16	30	0	46
MAY								
JUN								
JUL								
AUG								
SEP								
OCT								
NOV								
DEC								
TOTAL	40	35	3	78	54	80	3	137

Note: In graphic overview FSSs are included in Terminals.

PILOT DEVIATIONS*

*While the Pilot Deviation data are considered useful in identifying possible trends associated with Pilot Deviation occurrences, there are certain limitations which should be considered when using the data presented in this report. The information in the database reflects a mix of preliminary and final reports. Thus, the data presented are subject to minor changes as all reports become final. Pilot Deviations monthly totals require at least 90 days to stabilize completely due to reporting procedures, volume, and workload; therefore, care should be exercised in making statistical comparisons for the most recent 90-day period. Data are preliminary and subject to change.

**PILOT DEVIATIONS
BY MONTH
1999 - APRIL 2000**

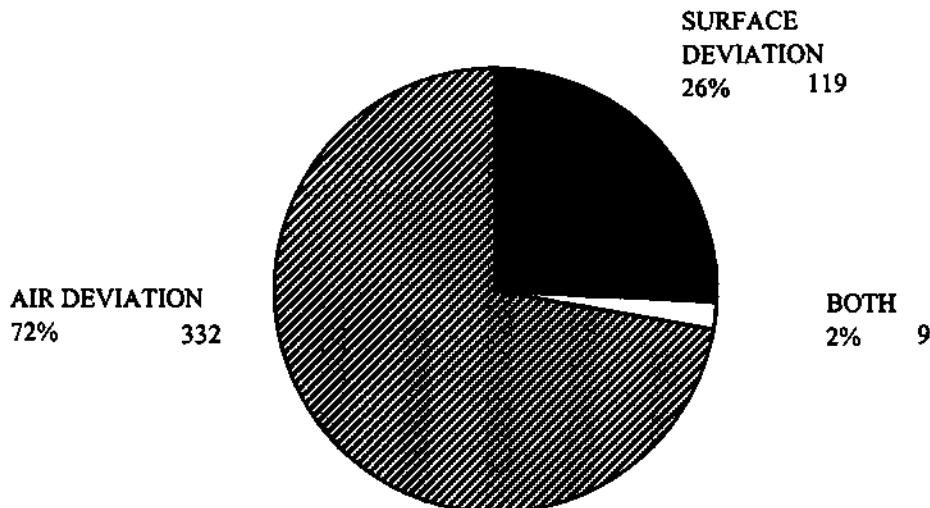


1999	112	109	109	130	128	143	188	135	137	172	131	152
2000	127	155	180	183								

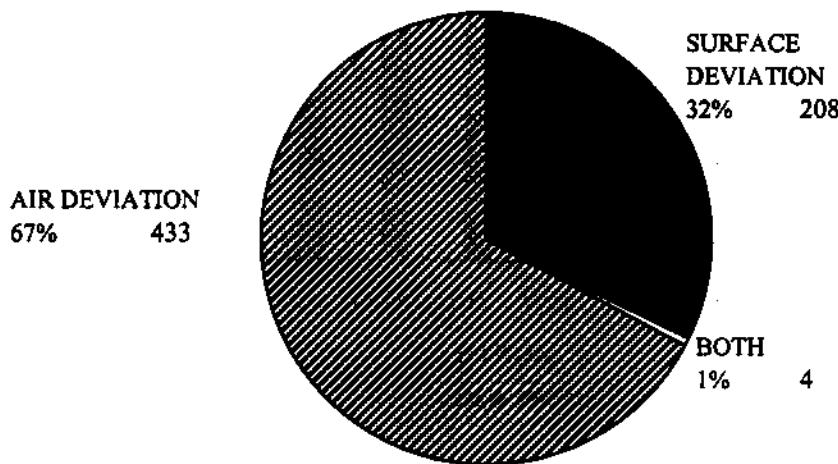
PILOT DEVIATIONS BY DEVIATION TYPE

1999 versus 2000

JANUARY - APRIL 1999

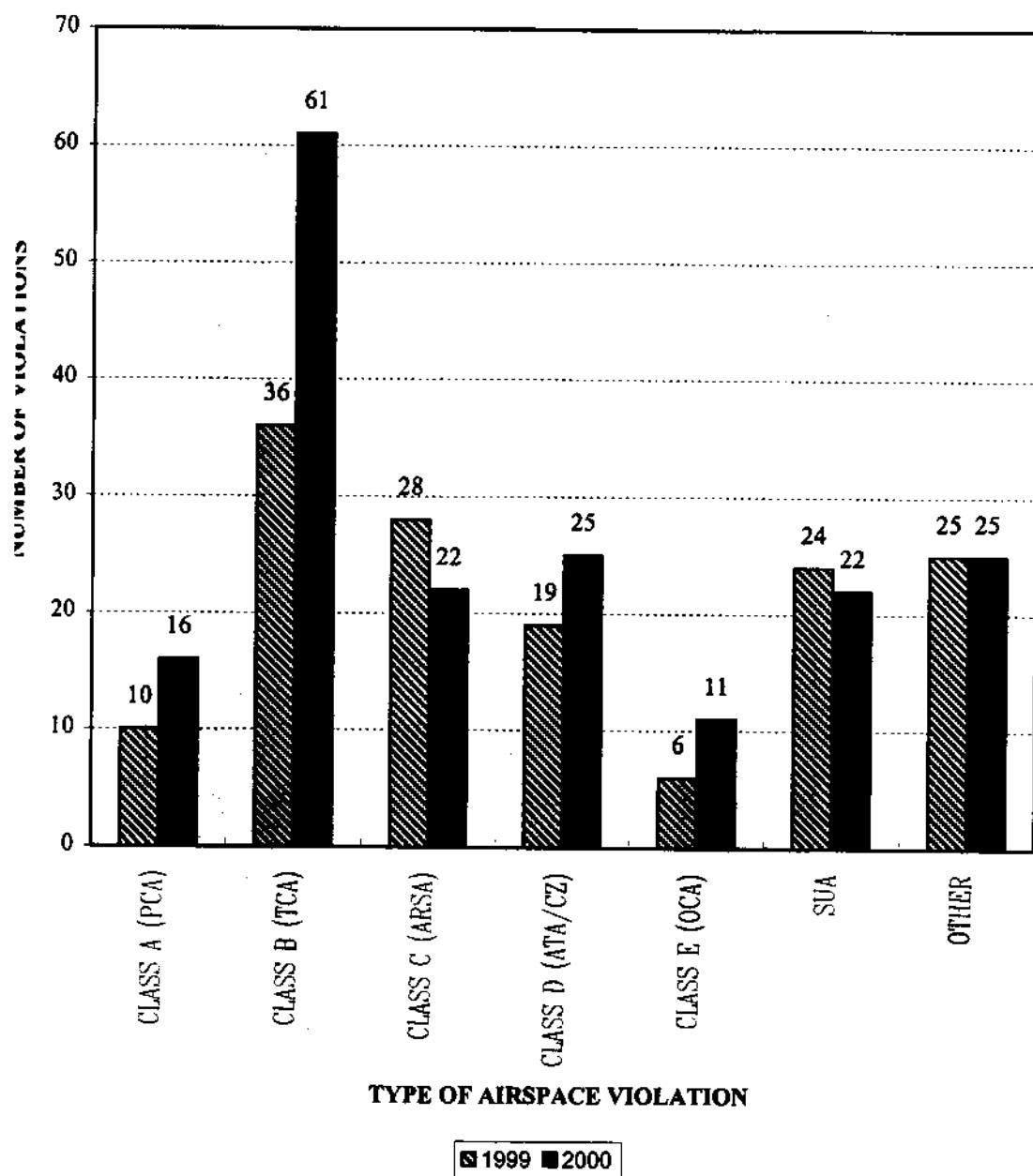


JANUARY - APRIL 2000



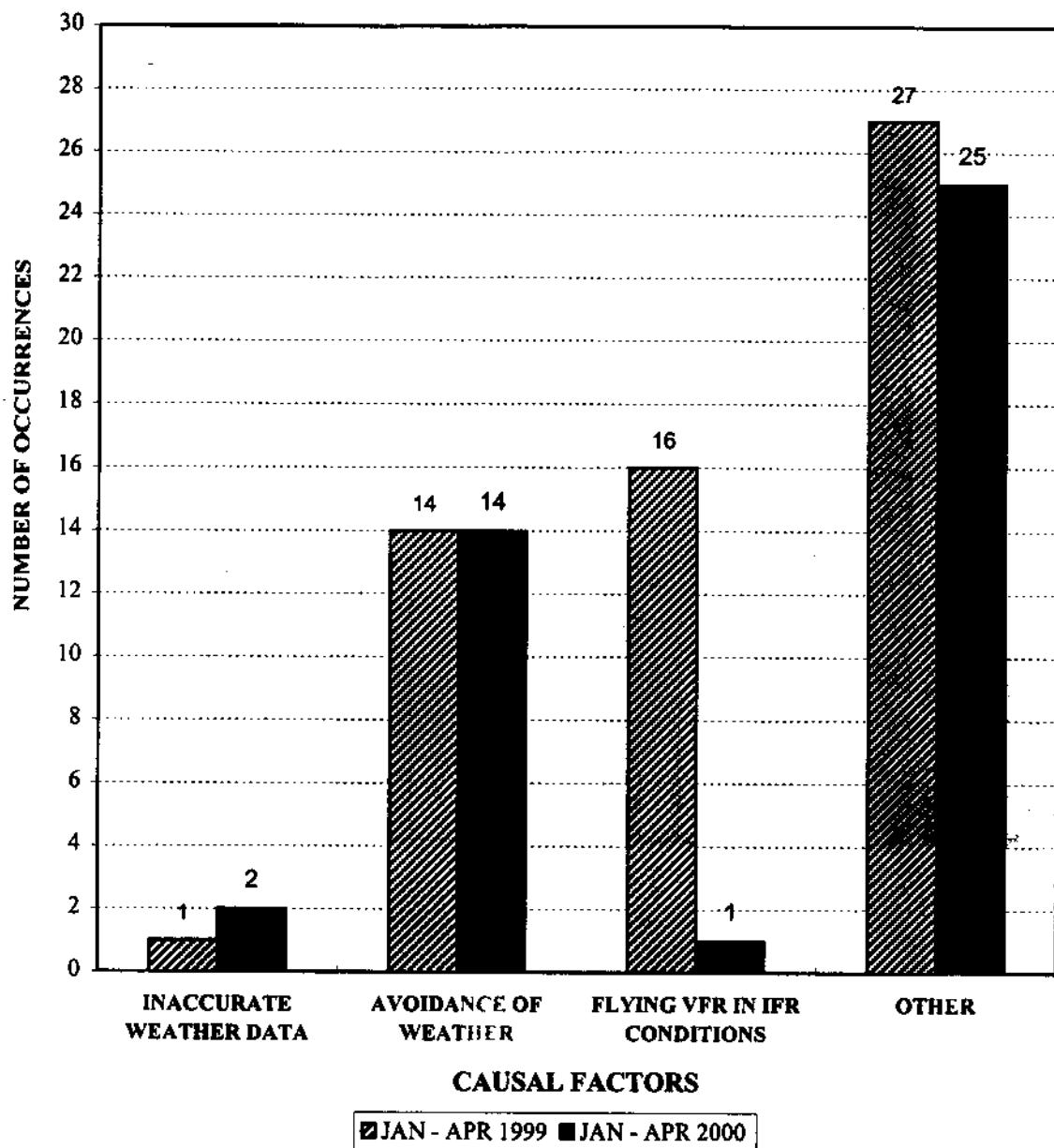
NOTE: The total number of deviations exceeds the number of reports. One report may involve multiple deviations, including both air and surface deviations on the same report.

**PILOT DEVIATIONS
BY TYPE OF AIRSPACE VIOLATION
JANUARY - APRIL
1999 versus 2000**

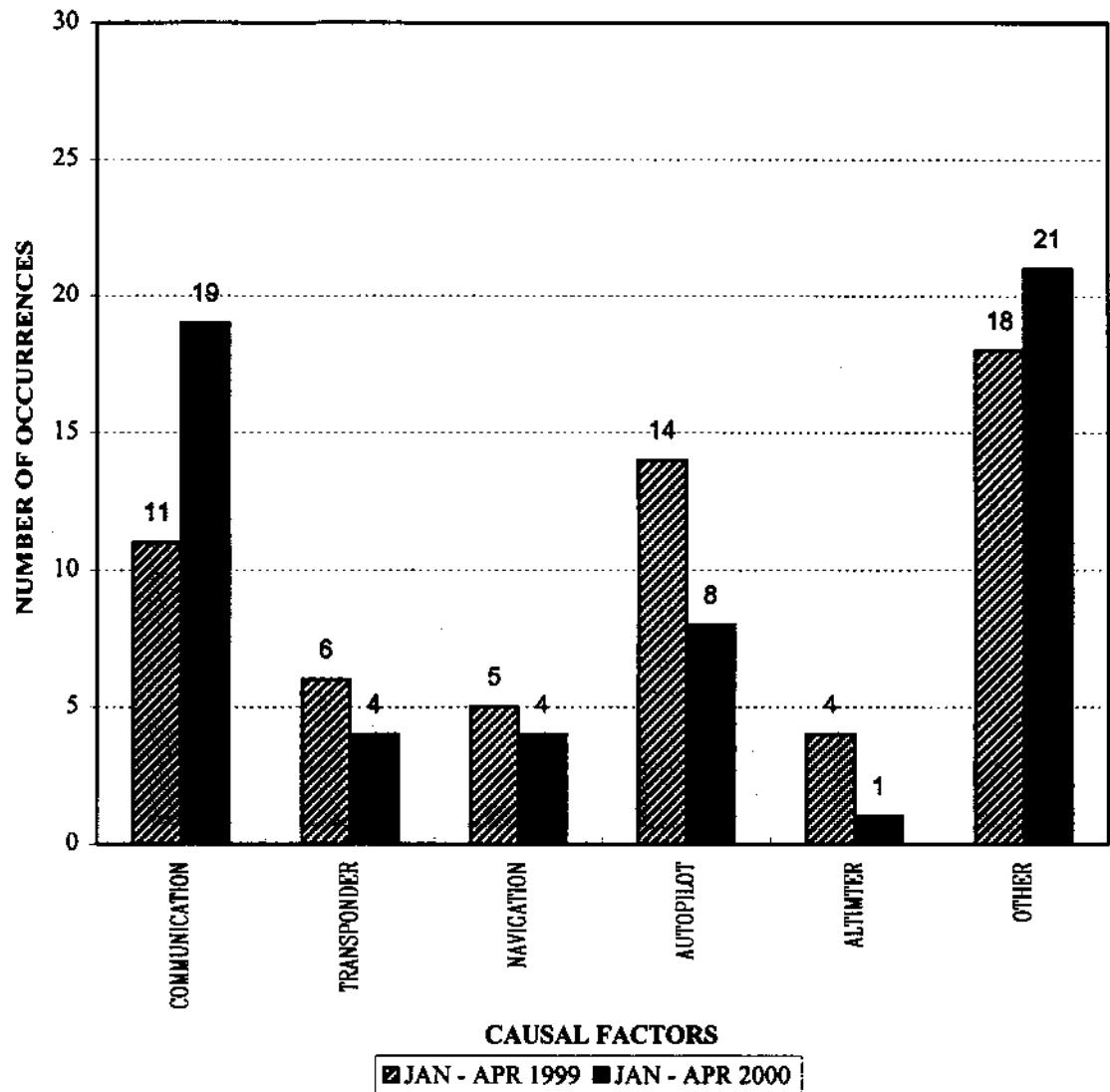


OTHER also includes Unknown.

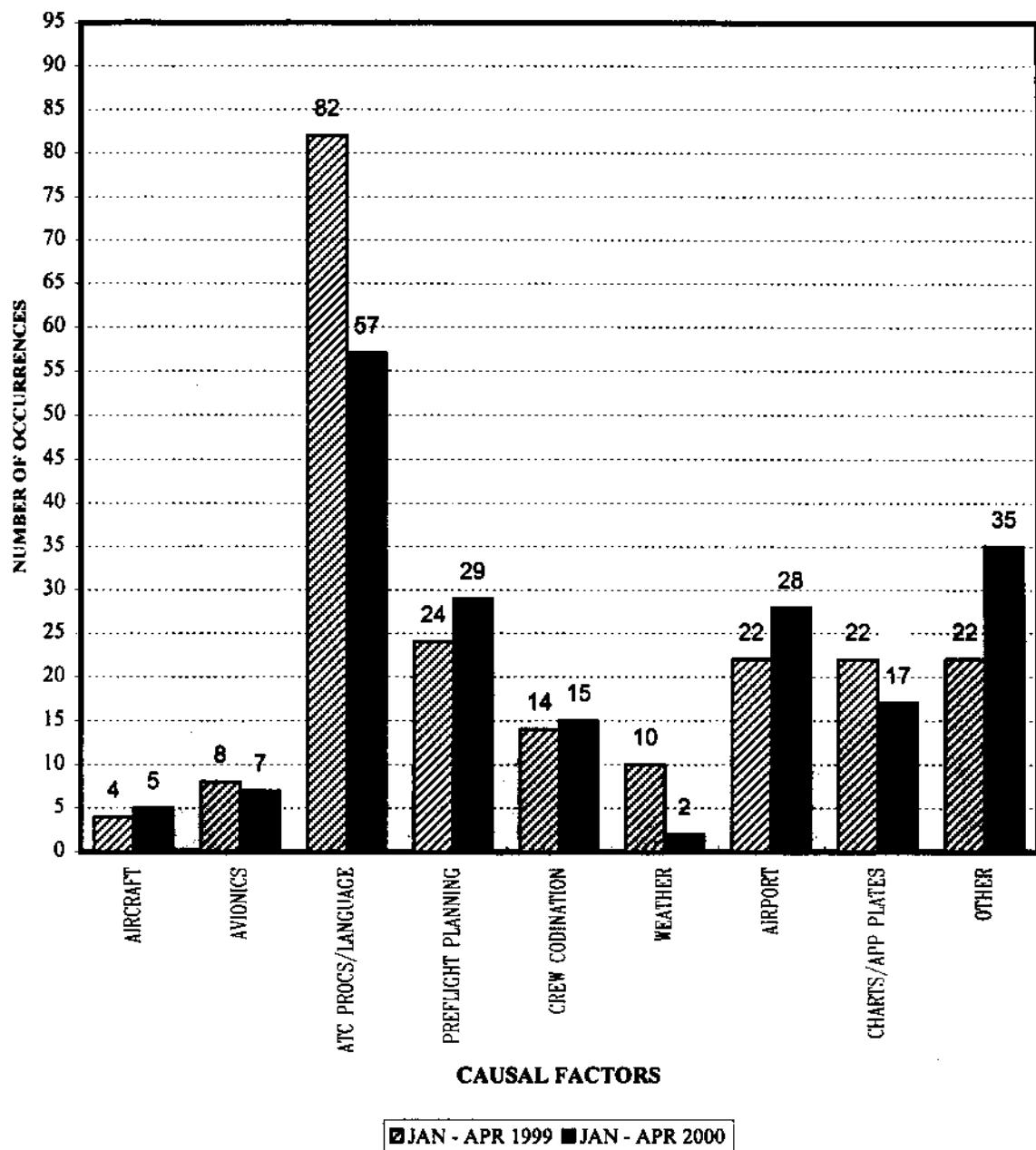
PILOT DEVIATIONS BY CAUSAL FACTORS
WEATHER
1999 versus 2000



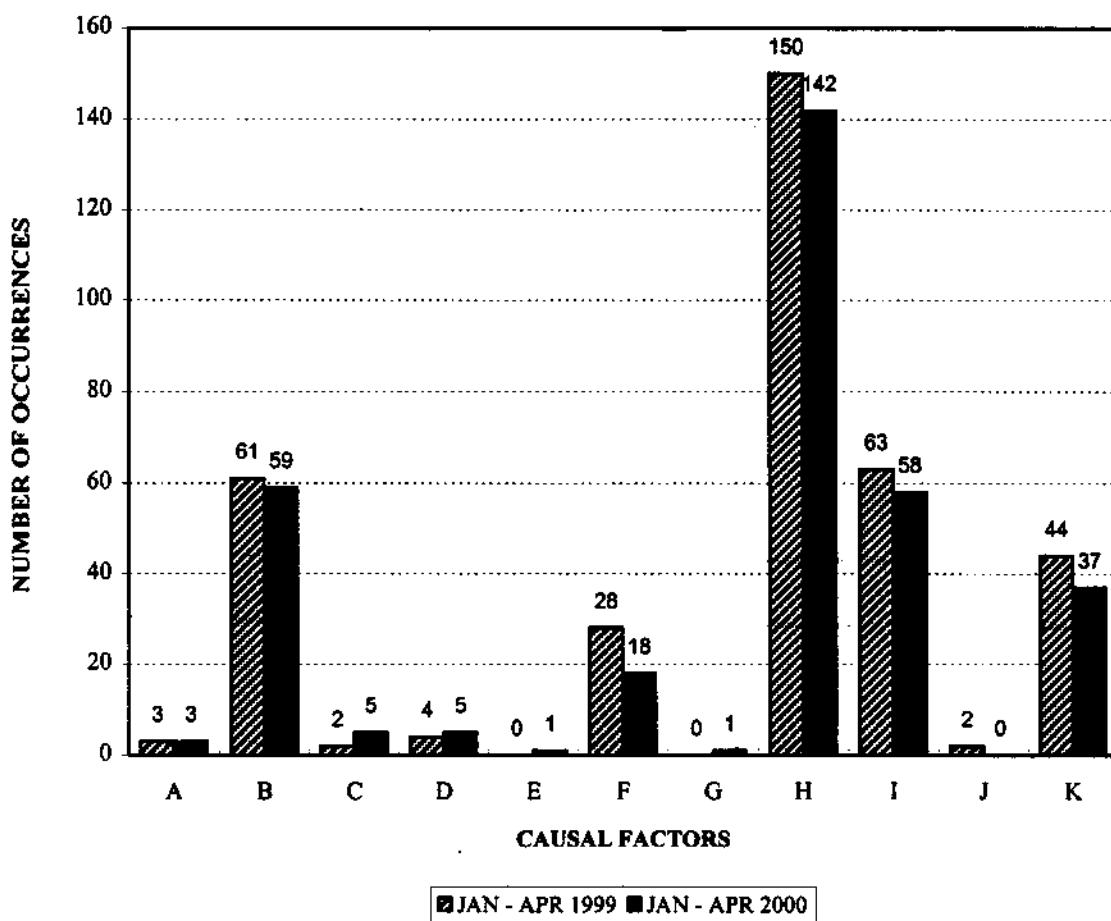
PILOT DEVIATIONS BY CAUSAL FACTORS
AIRCRAFT EQUIPMENT MALFUNCTION
1999 versus 2000



PILOT DEVIATIONS BY CAUSAL FACTORS
PILOT'S KNOWLEDGE/EXPERIENCE
1999 versus 2000



PILOT DEVIATIONS CAUSAL FACTORS OPERATIONAL 1999 versus 2000



- A. Overworked
- B. Distracted
- C. Fatigued
- D. Not Actively Scanning
- E. Unable to Locate Traffic, Even With Traffic Advisory
- F. Disoriented or Lost
- G. Sick
- H. Not Following ATC Instructions
- I. Operating in Class A, B, C, or D Without Required Communication or Authorization
- J. Operating With Transponder Off
- K. Other

**PILOT DEVIATIONS
BY REGION BY MONTH
1999 - APRIL 2000**

1999

MONTH	REGION									TOTAL
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW	AWP	
JAN	1	3	16	19	1	14	25	12	21	112
FEB	1	11	10	12	1	5	29	18	22	109
MAR	3	3	15	23	2	5	22	10	26	109
APR	5	3	16	18	3	9	43	10	23	130
MAY	2	7	18	20	3	8	24	12	34	128
JUN	2	3	30	25	5	10	24	14	30	143
JUL	1	4	26	34	14	16	42	15	36	188
AUG	3	6	21	28	4	9	24	9	31	135
SEP	1	6	16	20	2	9	34	8	41	137
OCT	1	10	35	21	2	20	24	21	38	172
NOV	2	9	19	22	4	10	30	11	24	131
DEC	1	8	23	12	5	11	35	16	41	152
TOTAL	23	73	245	254	46	126	356	156	367	1646

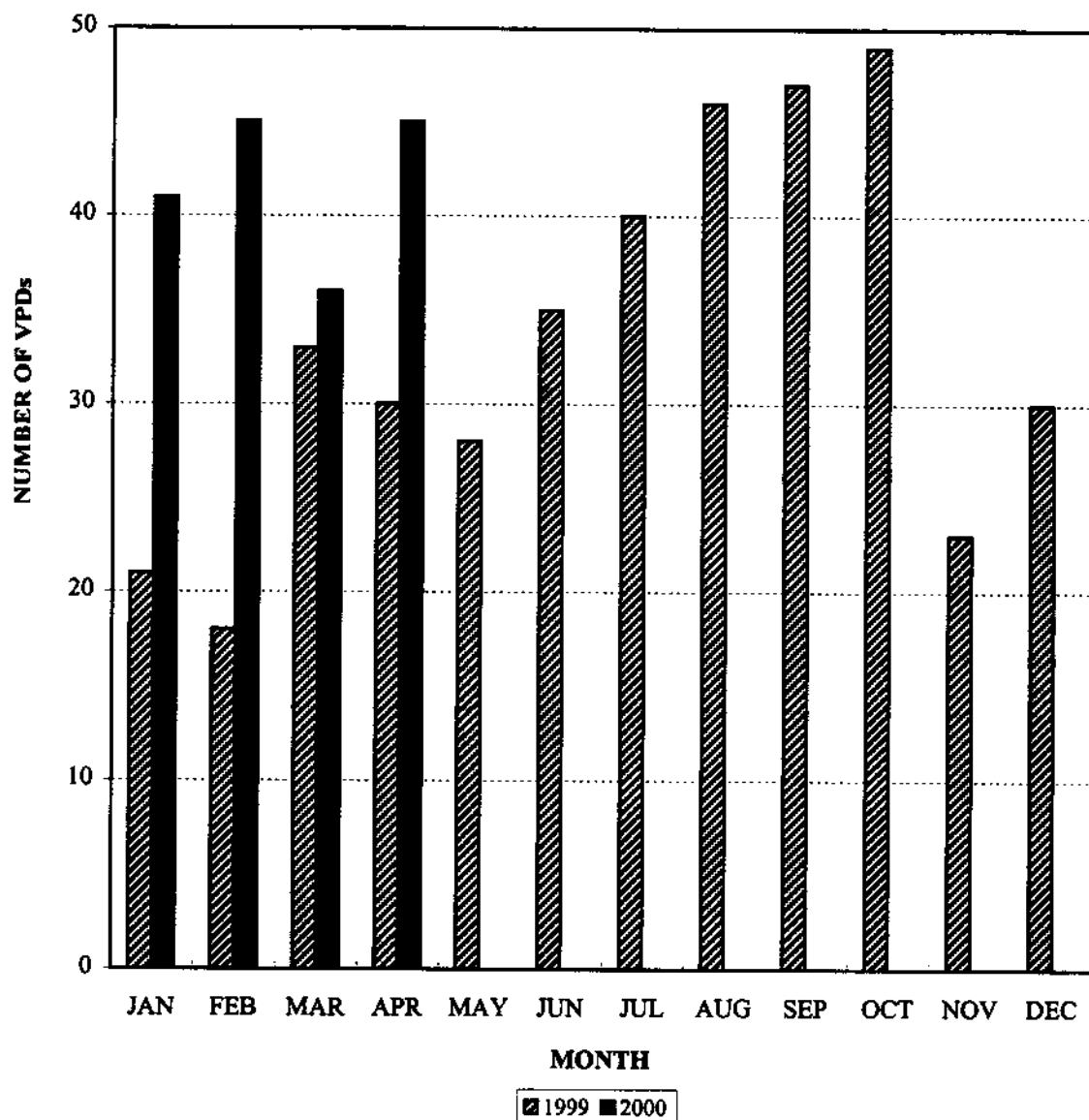
2000

MONTH	REGION									TOTAL
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW	AWP	
JAN	2	5	16	20	4	4	22	19	35	127
FEB	4	4	25	19	2	5	38	20	38	155
MAR	5	7	28	18	6	15	37	20	44	180
APR	7	11	28	28	4	9	22	21	53	183
MAY										
JUN										
JUL										
AUG										
SEP										
OCT										
NOV										
DEC										
TOTAL	18	27	97	85	16	33	119	80	170	645

VEHICLE/PEDESTRIAN DEVIATIONS*

***Vehicle/Pedestrian Deviations** May require at least 90 days to stabilize; therefore, care should be exercised in making statistical comparisons for the most recent 90-day period. Data are preliminary and subject to change.

**VEHICLE/PEDESTRIAN DEVIATIONS
BY MONTH
1999 - APRIL 2000**



1999	21	18	33	30	28	35	40	46	47	49	23	30
2000	41	45	36	45								

AIRPORTS WITH MOST VEHICLE/PEDESTRIAN DEVIATIONS
12 MONTH COMPARISON (2000 RANKING)

AIRPORT	ID	MAY 98 - APR 99	MAY 99 - APR 00
Merrill Field Arpt, AK	MRI	19	23
Jeffco Arpt, CO	BJC	7	21
Ft. Lauderdale Executive Arpt, FL	FXE	11	17
Montgomery Field Arpt, CA	MYF	6	16
David Wayne Hooks Memorial Arpt, TX	DWH	0	12
Andrews AFB, MD	ADW	6	12
Ann Arbor Muni Arpt, MI	ARB	0	11
San Francisco Intl, CA	SFO	2	10
Richard Lloyd Jones Jr. Arpt, OK	RVS	4	10
Santa Monica Muni Arpt, CA	SMO	1	9
Luis Munoz Marin Intl, PR	SJU	7	7
Mnpls-St. Paul Intl/World Chamberlain Arpt, MN	MSP	0	7
Albert Whitted Arpt, FL	SPG	0	6
Gillespie Field Arpt, CA	SEE	0	5
Greater Rockford Arpt, IL	RFD	1	5
Birmingham Arpt, AL	BHM	3	5
Anoka County-Blaine Arpt (Janes Field), MN	ANE	3	5
Lake Hood SPB, AK	LHD	1	5

**VEHICLE/PEDSTRIAN DEVIATIONS
BY REGION AND MONTH
1999 - APRIL 2000**

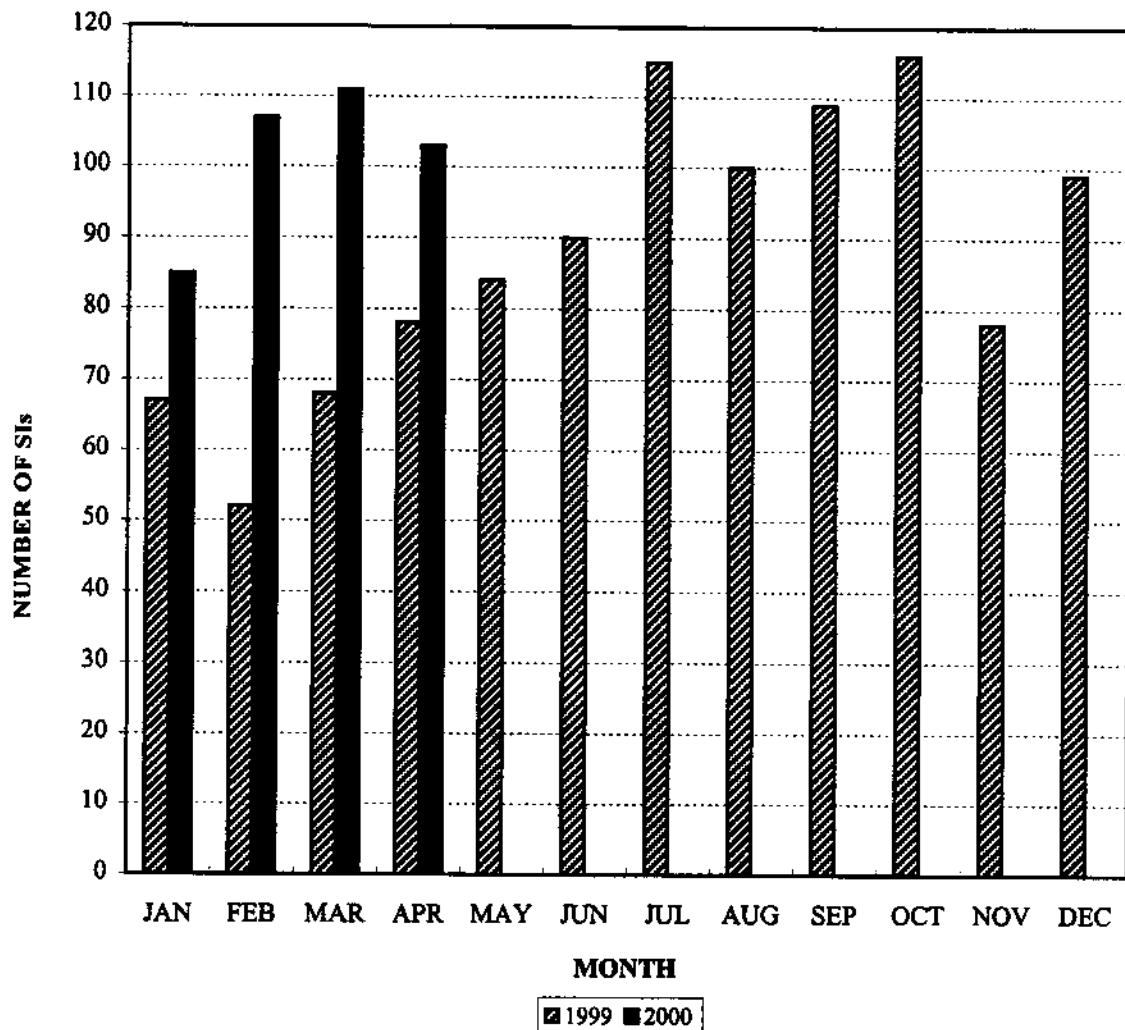
MONTH	1999									TOTAL
	REGION									
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW	AWP	
JAN	0	2	3	5	0	0	8	1	2	21
FEB	0	1	2	4	0	0	5	2	4	18
MAR	2	0	2	12	1	7	7	0	2	33
APR	4	2	4	4	0	3	6	1	6	30
MAY	4	1	6	6	1	3	3	1	3	28
JUN	2	0	9	10	1	2	3	5	3	35
JUL	6	3	2	8	4	3	8	4	2	40
AUG	4	5	4	7	0	7	8	3	8	46
SEP	4	1	7	7	2	1	10	5	10	47
OCT	4	0	8	6	0	6	10	2	13	49
NOV	1	0	1	3	0	3	9	1	5	23
DEC	1	3	2	5	2	5	3	3	6	30
TOTAL	32	18	50	77	11	40	80	28	64	400

MONTH	2000									TOTAL
	REGION									
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW	AWP	
JAN	3	2	5	6	0	2	6	6	11	41
FEB	2	0	2	7	2	6	13	6	7	45
MAR	3	0	4	4	0	2	9	5	9	36
APR	2	1	2	5	1	5	5	8	16	45
MAY										
JUN										
JUL										
AUG										
SEP										
OCT										
NOV										
DEC										
TOTAL	10	3	13	22	3	15	33	25	43	167

SURFACE INCIDENTS*

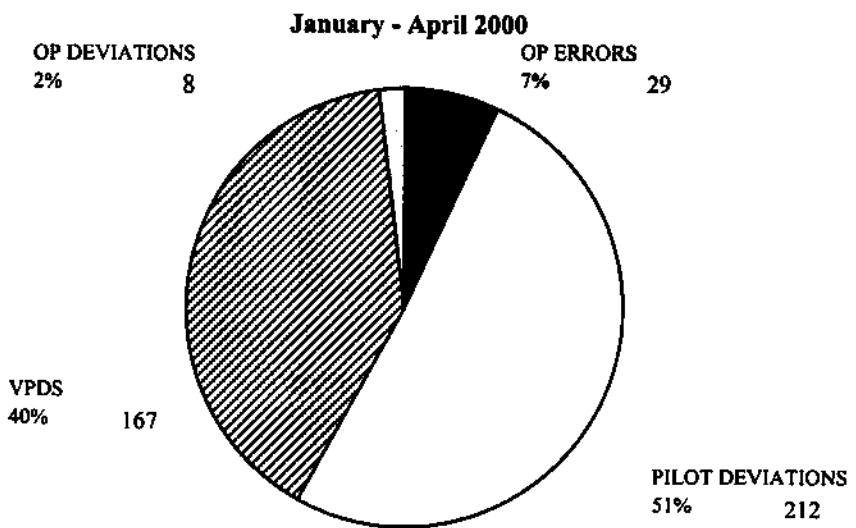
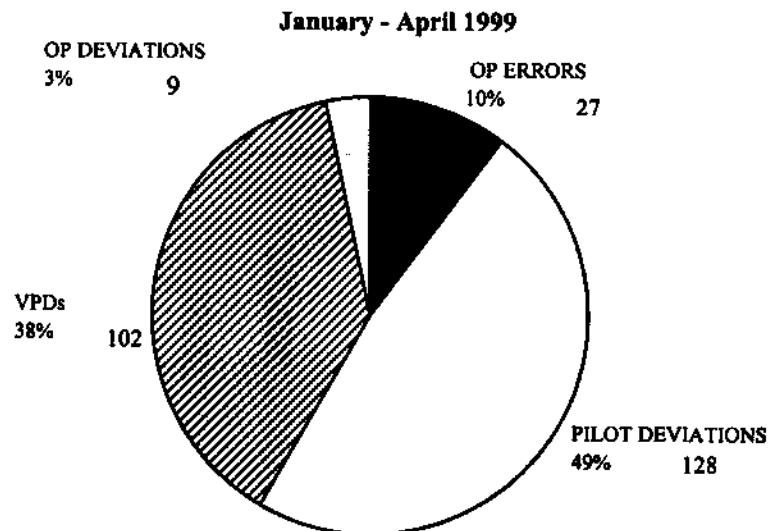
***Surface Incidents** may require 90 days to stabilize; therefore, care should be exercised in making statistical comparisons for the most recent 90-day period.
Data are preliminary and subject to change.

**SURFACE INCIDENTS
BY MONTH
1999 - APRIL 2000**



1999	67	52	69	78	85	90	115	100	109	116	78	99
2000	85	107	111	113	—	—	—	—	—	—	—	—

SURFACE INCIDENTS BY TYPE



Multiple Deviations can originate from a surface incidents. Consequently, duplicate counts may exist
VPDs: Vehicle/Pedestrian Deviations

SURFACE INCIDENTS
TOP AIRPORT (2000 RANKING)
12 MONTH COMPARISON

AIRPORT	MAY 98 - APR 99	MAY 99 - APR 00
Reno/Tahoe Intl, NV	9	34
Montgomery Field Arpt, CA	14	29
Merrill Field Arpt, AK	22	26
Ft. Lauderdale Executive Arpt, FL	15	25
John Wayne-Orange County Arpt, CA	8	24
Jeffco Arpt, CO	8	23
Long Beach/Daugherty Field Arpt, CA	14	23
Los Angeles Intl, CA	18	21
San Francisco Intl, CA	12	21
David Wayne Hooks Memorial Arpt, TX	1	16
San Jose Intl, CA	9	16
Luis Munoz Marin Intl, PR	10	15
Mnpls-St. Paul Intl/World Chamberlain Arpt, MN	2	15
Theodore Francis Green State Arpt, RI	1	15
Ann Arbor Muni Arpt, MI	0	13
Phoenix Sky Harbor Intl, AZ	14	13
Richard Lloyd Jones Jr. Arpt, OK	7	13
Andrews AFB, MD	9	12
North Las Vegas Arpt, NV	6	12
Greater Rochester Intl, NY	2	11
Lambert-St. Louis Intl, MO	19	11
San Antonio Intl, TX	6	11
Raleigh-Durham Intl, NC	6	10
Santa Monica Muni Arpt, CA	1	10
Centennial Arpt, CO	6	9
Chino Arpt, CA	0	9
General Edward Lawrence Logan Intl, MA	4	9
Albert Whitted Arpt, FL	0	8
Crystal Arpt, MN	11	8
Gillespie Field Arpt, CA	0	8
Greater Rockford Arpt, IL	3	8
Palm Beach Intl, FL	8	8
Palm Springs Intl, CA	1	8
Seattle-Tacoma Intl, WA	4	8
William B Hartsfield Atlanta Intl, GA	4	8

SURFACE INCIDENTS BY AIRPORT

12 MONTH COMPARISON

MAY 1998 - APRIL 1999 versus MAY 1999 - APRIL 2000

CAUTION*: A surface incident may have multiple causal factors and results in multiple reports

AIRPORT	PILOT DEVIATIONS		SURFACE ERRORS		SURFACE DEVIATIONS		VEHICLE PEDESTRIAN		TOTAL*		RATE	
	\$8 - \$9	\$9 - \$10	\$8 - \$9	\$9 - \$10	\$8 - \$9	\$9 - \$10	\$8 - \$9	\$9 - \$10	\$8 - \$9	\$9 - \$10	\$8 - \$9	\$9 - \$10
Abilene Regional Apt, TX	4	1	0	0	0	0	4	1	8	2	9,639	2.196
Adams Field Apt, AR	2	2	0	1	0	0	0	0	2	3	1,146	1.627
Addison Apt, TX	3	1	2	0	0	0	1	1	6	2	3,381	1.172
Akron-Canton Regional Apt, OH	0	1	0	0	0	0	0	1	0	2	0,060	1.588
Albany Intl, NY	1	2	0	0	0	0	0	1	1	3	0,679	1.995
Albert Whited Apt, FL	0	2	0	0	0	0	0	0	6	0	8,000	8,116
Albuquerque Intl, NM	2	1	0	1	0	0	0	1	0	4	0,000	1,725
Alexandria Int'l Apt, LA	-	-	0	0	0	0	0	0	0	1	0,000	2,478
Allegheny County Apt, PA	0	0	0	0	0	0	0	0	7	4	5,563	2,990
Allen AAF, AK	0	0	0	0	0	0	0	0	0	1	N/A	N/A
Amarillo Intl, TX	0	1	0	0	0	0	0	2	0	3	0,000	2,495
Anchorage Intl, AK	-	6	1	0	1	0	4	1	7	7	2,284	2,266
Andrews AFB, MD	0	1	0	0	0	0	6	12	9	12	7,859	11,627
Ann Arbor Muni Apt, MI	0	2	0	0	0	0	0	11	0	13	0,000	10,190
Anniston Metro Apt, AL	0	1	0	0	0	0	0	0	1	0	N/A	N/A
Anoka County-Blaine Apt (James Field), MN	0	0	0	0	0	0	3	5	3	5	2,025	2,468
Apex/Pitkin County/Sardy Field Apt, CO	0	1	0	0	0	0	0	0	1	0	2,255	0,000
Atlanta Center, GA	0	0	0	0	0	0	0	1	0	1	N/A	N/A
Augusta Reg'l at Bush Field Apt, GA	0	0	0	0	0	0	0	0	0	2	0,000	3,755
Aurora Muni Apt, IL	1	0	0	0	0	0	3	2	0	3	1,594	2,323
Austin Straubel Intl, WI	0	1	0	-1	0	0	0	0	1	0	0,000	1,289
Austin-Bergstrom Intl Apt, TX	1	0	0	0	0	0	0	0	5	4	1,662	1,318
Baltimore-Washington Intl, MD	3	2	2	0	0	0	2	0	2	0	1,958	0,000
Bangor Intl, ME	0	0	0	0	0	0	0	0	0	3	0,000	9,746
Bartley Regional Apt, KY	0	1	0	0	0	0	0	2	0	1	0,713	0,725
Barnstable Mun/Bordman/Polando Field Apt, MA	1	0	0	0	0	0	0	1	1	1	0,696	0,698
Baton Rouge Metro, Ryan Field Apt, LA	0	0	0	0	0	0	0	0	0	0	1,373	0,000
Bellingham Intl, WA	0	0	0	0	0	0	0	0	0	1	0,000	0,697
Bethel Apt, AK	2	0	0	0	0	0	0	0	1	0	1,137	0,000
Beverly Muni Apt, MA	0	0	0	0	0	0	0	0	5	6	3,196	3,844
Birmingham Apt, AL	0	0	0	0	0	0	0	1	3	0	0,000	0,656
Bishop Intl, MI	0	0	0	0	0	0	0	0	0	1	0,000	0

Actual Activity Data thru 2/29/2000

Forecast Activity Data 03/01/2000 - 04/30/2000

Rates per 100,000 Operations

SURFACE INCIDENTS BY AIRPORT (CON'T)

12 MONTH COMPARISON

MAY 1998 - APRIL 1999 versus MAY 1999 - APRIL 2000

CAUTION*: A surface incident may have multiple causal factors and result in multiple reports

AIRPORT	PILOT DEVIATIONS	SURFACE ERRORS	SURFACE DEVIATIONS	VEHICLE PEDESTRIAN DEVIATION	TOTAL*		RATE
					98 - 99	99 - 00	
Blue Grass Apt, KY	0	0	0	1	0	0	0.000
Boeing Field/King County Intl, WA	2	2	1	1	1	0	1.016
Boise Air Terminal/Gowen Field Apt, ID	3	5	0	1	0	0	1.857
Boston TRACON, MA	0	1	0	0	0	0	0.842
Bowman Field Apt, KY	0	1	0	0	0	0	3.519
Brackett Field Apt, CA	0	6	0	0	0	0	N/A
Bradley Intl, CT	0	1	0	0	0	0	N/A
Brown Field Muni Apt, CA	0	1	0	0	0	0	0.000
Brunswick NAS, ME	1	1	0	0	0	0	2.013
Buchanan Field Apt, CA	1	5	1	0	0	0	2.423
Buffalo Niagara Intl, NY	0	1	0	0	0	0	0.540
Burbank-Glendale-Pasadena Apt, CA	1	0	2	3	0	0	0.560
Burlington Intl, VT	0	0	1	0	0	0	0.000
Camarillo Apt, CA	0	0	0	0	0	0	0.931
Capital Apt, IL	1	3	0	2	0	0	N/A
Capital City Apt, MI	0	0	0	0	0	0	N/A
Cecil Field Apt, FL	0	0	0	0	0	0	N/A
Centennial Apt, CO	4	3	0	2	0	0	0.000
Central Illinois Reg'l Apt, IL	2	2	1	0	0	0	1.626
Chandler Muni, AZ	0	0	0	0	0	0	0.000
Charleston AFB/Intl, SC	1	3	2	0	0	0	1.359
Charlotte/Douglas Intl, NC	7	4	2	0	0	0	2.032
Cherry Capital Apt, MI	1	1	0	0	0	0	4.457
Chicago Midway Apt, IL	0	4	4	0	1	1	0.763
Chicago O'Hare Intl, IL	3	3	3	1	0	0	1.063
Chicago TRACON, IL	1	0	0	0	0	0	0.043
Chico Muni Apt, CA	1	1	0	0	0	0	2.133
Chino Apt, CA	0	3	0	2	0	0	1.06
Cincinnati Muni/Lunken Field Apt, OH	0	1	0	0	0	0	1.984
Cincinnati/Northern Kentucky Intl, OH	1	1	1	1	1	1	0.778
City of Colorado Springs Muni Apt, CO	1	0	1	0	0	0	0.778
Cleveland-Hopkins Intl, OH	11	6	1	0	0	1	0.446
					3	2	0.420
					1	2	1.220
					1	3	1.029
					1	1	2.163
					13	7	2.143

Actual Activity Data thru 2/29/2000

Forecast Activity Data 03/01/2000 - 04/30/2000

Rates per 100,000 Operations

SURFACE INCIDENTS BY AIRPORT (CON'T)

12 MONTH COMPARISON

MAY 1998 - APRIL 1999 versus MAY 1999 - APRIL 2000
CAUTION*: A surface incident may have multiple causal factors and result in multiple reports

AIRPORT	PILOT DEVIATIONS		SURFACE ERRORS		SURFACE DEVIATIONS		PEDESTRIAN DEVIATION		TOTAL*		RATE	
	'98-'99	'99-'00	'98-'99	'99-'00	'98-'99	'99-'00	'98-'99	'99-'00	'98-'99	'99-'00	'98-'99	'99-'00
Cobb County-Mc Collum Field, GA	1	0	0	0	0	0	0	0	1	0	0.896	0.000
Columbia Metro Arpt, SC	1	0	0	0	0	0	0	0	1	0	0.826	0.000
Columbia Regional Arpt, MO	0	0	0	1	0	0	0	1	0	2	0.000	4.904
Columbus Metro Arpt, GA	0	0	0	0	0	0	0	1	0	1	0.000	1.448
Craig Muni Arpt, FL	1	1	0	0	0	0	0	0	1	1	0.712	0.730
Crystal Arpt, MN	4	4	0	0	0	0	0	7	4	11	5.852	4.302
Cyril E. King Arpt, VI	3	0	0	1	0	0	0	2	1	5	2	4.472
Dallas Love Field Arpt, TX	5	1	1	0	0	1	1	1	7	3	2.906	1.201
Dallas-Ft. Worth Intl, TX	3	3	3	4	0	0	0	0	6	7	0.670	0.800
Danbury Muni Arpt, CT	2	0	0	0	0	0	0	2	0	4	0	3.421
Dane County Regional-Truax Field Arpt, WI	1	0	0	0	0	0	0	0	0	1	0	0.706
David Wayne Hooks Memorial Arpt, TX	1	4	0	0	0	0	0	0	12	1	16	0.378
Daytona Beach Intl Arpt, FL	6	3	2	0	0	0	0	0	0	8	3	2.351
Deadhorse Arpt, AK	0	0	0	0	0	0	0	0	0	0	N/A	N/A
Decatur Arpt, IL	0	1	0	0	0	0	0	0	0	1	0	0.000
DeKalb-Peachtree Arpt, GA	2	1	1	1	1	1	3	2	6	4	2.552	1.719
Denver Center, CO	0	1	0	0	0	0	0	0	0	0	N/A	N/A
Denver Intl, CO	2	2	0	1	0	0	0	3	2	6	0.418	1.185
Des Moines Intl, IA	2	3	0	3	1	0	0	0	1	2	4	1.442
Detroit Metro Wayne County Arpt, MI	2	0	3	1	0	0	3	0	8	1	1.486	0.178
Duluth Intl, MN	0	1	0	0	0	0	3	4	3	5	4.557	7.924
Durango Arpt, IL	2	4	1	0	0	0	2	0	5	4	2.249	1.971
Dutchess County Arpt, NY	1	0	0	1	0	0	0	2	1	3	0.726	2.187
Eagle County Regional Arpt, CO	6	1	0	0	0	0	0	0	6	1	19.628	2.866
El Monte Arpt, CA	0	0	0	0	0	0	0	2	0	2	0.000	1.217
El Paso Intl, TX	1	2	0	0	0	0	0	0	1	2	0.702	1.372
Elko Muni-J.C. Harris Field Arpt, NV	1	0	0	0	0	0	0	0	1	0	3.749	0.000
Elmira/Corning Regional Arpt, NY	0	0	0	0	0	0	0	0	0	2	0.000	2.975
Eppley Airfield Arpt, NE	1	3	0	0	0	0	0	2	1	6	0.557	3.181
Erie Int, PA	0	0	0	0	0	0	0	0	1	0	1.691	0.000
Ernest A. Love Field Arpt, AZ	0	1	0	0	0	0	0	0	0	3	0.000	0.936
Essex County Arpt, NJ	0	0	0	0	0	0	0	0	0	1	0.405	0.459

Actual Activity Data thru 2/29/2000

Forecast Activity Data 03/01/2000 - 04/30/2000

Rates per 100,000 Operations

SURFACE INCIDENTS BY AIRPORT (CON'T)

12 MONTH COMPARISON

MAY 1998 - APRIL 1999 versus MAY 1999 - APRIL 2000

CAUTION*: A surface incident may have multiple causal factors and result in multiple reports

AIRPORT	PILOT DEVIATIONS	SURFACE ERRORS	SURFACE DEVIATIONS	VEHICLE PEDESTRIAN DEVIATION	TOTAL*	RATE	
						98 - 99	99 - 00
Evansville Regional Apt, IN	0	1	0	0	0	0	0
Fairbanks Intl, AK	0	4	0	0	0	3	0
Falcon Field Apt, AZ	1	2	0	1	4	3	6
Fanning Field Apt, ID	0	1	0	0	0	1	0
Felts Field Apt, WA	0	1	0	0	0	0	2
Flagstaff Pulliam Apt, AZ	1	0	0	0	0	0	1
Flying Cloud Apt, MN	4	5	1	0	4	1	9
Fort Wayne Intl, IN	0	0	0	0	0	0	1
Fort Worth Meacham Apt, TX	0	0	0	0	0	0	1
Forth Worth Alliance Apt, TX	3	0	0	0	0	3	0
Four Corners Regional Apt, NM	1	0	0	1	0	1	1
Fresno Yosemite Intl Apt, CA	2	3	0	0	0	2	4
Ft. Lauderdale Executive Apt, FL	4	8	0	0	11	17	15
Ft. Lauderdale/Hollywood Intl, FL	1	2	0	2	0	0	1
Fullerton Muni Apt, CA	1	2	0	0	2	1	3
Fulton County Apt-Brown Field Apt, GA	0	2	0	0	0	2	0
Gainesville Regional Apt, FL	0	0	0	0	0	1	0
General Edward Lawrence Logan Intl, MA	3	4	0	3	0	2	4
General Mitchell Intl, WI	5	4	2	0	0	4	2
George Bush Intercontinental Apt, TX	0	0	0	0	0	2	0
Gillespie Field Apt, CA	0	3	0	0	0	5	0
Grand Forks Intl, ND	1	2	0	0	0	1	0
Grand Prairie Muni Apt, TX	2	0	0	0	0	2	0
Greater Pittsburgh Intl, PA	1	1	4	0	0	0	5
Greater Rochester Intl, NY	2	5	0	3	0	3	2
Greater Rockford Apt, IL	2	3	0	0	0	5	3
Greenville-Spartanburg Intl Apt, SC	2	0	0	0	0	2	0
Gregg County Apt, TX	1	5	0	0	0	1	1
Croton-New London Apt, CT	0	0	0	0	0	1	1

SURFACE INCIDENTS BY AIRPORT (CON'T)
SURFACE INCIDENTS BY AIRPORT (CON'T)
12 MONTH COMPARISON

MAY 1998 - APRIL 1999 versus MAY 1999 - APRIL 2000

CAUTION*: A surface incident may have multiple causal factors and result in multiple reports

AIRPORT	PILOT DEVIATIONS		SURFACE ERRORS		SURFACE DEVIATIONS		VEHICLE PEDESTRIAN DEVIATION		TOTAL*		RATE
	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	
Gwinnett County - Briscoe Field, GA	2	1	0	0	0	0	0	0	2	1	1.777
Hagerstown Reg'l-Richard A Henson Field Apt, MD	4	1	0	0	0	0	0	0	4	1	6.901
Hartford-Brainard Apt, CT	0	0	0	0	0	0	1	0	1	0	0.809
Hawkins Field Apt, MS	0	0	0	0	0	0	-1	0	1	0	2.187
Hayward Executive Apt, CA	0	2	0	0	0	0	0	0	0	2	0.000
Hector Intl, ND	1	3	0	-1	0	0	6	2	7	6	7.497
Honolulu Intl, HI	2	1	0	-1	0	0	4	0	6	2	1.755
Houston Center, TX	0	1	0	0	0	0	0	0	0	1	N/A
Huntsville Intl/Carl T. Jones Field Apt, AL	2	1	0	0	0	0	3	2	5	3	4.860
Igor I. Sikorsky Memorial Apt, CT	0	1	0	0	0	0	0	0	0	1	0.049
Indianapolis Intl, IN	4	1	-1	0	0	0	2	2	7	4	2.840
Jack Northrop Fld-Hawthorne Muni Apt, CA	0	2	0	0	0	0	1	4	1	6	1.165
Jackson County-Reynolds Field Apt, MI	0	0	0	-1	0	0	0	1	0	2	0.000
Jackson Intl, MS	0	0	0	0	0	0	1	2	1	2	0.884
Jacksonville Intl, FL	1	1	0	0	0	0	2	2	3	3	1.847
James M. Cox Dayton Intl, OH	0	3	0	0	0	0	0	0	2	1	5
Jeffco Apt, CO	1	2	0	0	0	0	0	7	21	8	23
Joe Foss Field Apt, SD	0	0	0	0	0	0	2	2	2	2	1.909
John F. Kennedy Intl, NY	3	2	0	2	0	0	0	0	3	7	0.849
John Wayne-Orange County Apt, CA	7	20	0	2	0	0	-1	2	8	24	1.896
Jonesboro Muni Apt, AR	0	0	0	1	0	0	0	0	0	1	N/A
Joplin Regional Apt, MO	1	0	0	0	0	0	0	0	0	0	2.496
Kahului Apt, HI	0	1	0	0	0	0	0	0	0	1	0.000
Kalamazoo/Battle Creek Intl, MI	1	1	0	0	0	0	0	0	0	1	1.935
Kaltag Apt, AK	0	0	0	0	0	0	0	0	0	1	0.871
Kansas City Center, MO	1	0	1	0	0	0	0	0	1	0	N/A
Kansas City Downtown Apt, MO	0	1	0	0	0	0	0	0	1	1	0.690
Kansas City Int'l, MO	1	0	1	0	0	0	0	0	1	3	0.464
Kenai Muni Apt, AK	1	1	0	0	0	0	0	0	1	2	1.364
Kent County Int'l, MI	0	0	0	0	0	0	0	0	0	0	0.705
Key West Int'l, FL	2	0	0	0	0	0	0	0	0	2	0
											1.538

Actual Activity Data thru 2/29/2000

Forecast Activity Data 03/01/2000 - 04/30/2000

Rates per 100,000 Operations

SURFACE INCIDENTS BY AIRPORT (CON'T)

12 MONTH COMPARISON

MAY 1998 - APRIL 1999 versus MAY 1999 - APRIL 2000
CAUTION*: A surface incident may have multiple causal factors and result in multiple reports

AIRPORT	PILOT DEVIATIONS		SURFACE ERRORS		SURFACE DEVIATIONS		VEHICLE PEDESTRIAN DEVIATION		TOTAL*		RATE
	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	
Kissimmee Muni Apt, FL	0	2	0	0	0	0	0	0	0	2	0.000 1.556
Kodiak Apt, AK	0	0	0	0	0	0	0	2	0	2	0.000 5.456
La Guardia Apt, NY	1	0	2	0	0	0	1	3	4	3	1.102 0.812
Lake Hood SPB, AK	0	0	0	0	0	0	1	5	1	5	N/A N/A
Lakefront Apt, LA	3	2	0	0	0	0	0	3	3	5	1.657 2.769
Lakeland Linder Regional Apt, FL	1	5	0	0	0	0	1	2	2	7	0.906 3.708
Lambert-St. Louis Intl, MO	9	6	2	1	2	0	6	4	19	11	3.787 2.202
Lancaster Apt, PA	2	1	0	0	0	0	0	0	2	1	1.834 0.939
Laredo Intl, TX	0	0	0	0	0	0	0	1	0	1	0 1.373 0.000
Laughlin/Bullhead Intl Apt, AZ	1	0	0	0	0	0	0	0	0	1	0 26.055 0.000
Laurence G. Hanscom Field Apt, MA	1	2	1	2	1	0	0	0	3	4	1.620 2.013
Lawrence Muni Apt, MA	0	2	0	0	0	0	0	0	0	2	0.000 2.142
Lawton-Fort Sill Rgnl Apt, OK	0	1	0	0	0	0	0	0	0	1	0 3.465 0.000
Lehigh Valley Intl, PA	1	0	0	0	0	0	0	0	1	1	0.661 0.662
Lincoln Muni Apt, NE	0	6	0	1	0	0	0	1	0	7	0.805 5.440
Long Beach/Daugherty Field Apt, CA	10	20	0	1	2	1	2	1	14	23	2.826 4.759
Long Island Mac Arthur Apt, NY	1	1	0	1	0	0	0	0	1	2	0.479 0.966
Los Angeles Intl, CA	14	17	2	1	1	0	1	3	18	21	2.365 2.701
Louisville Intl-Standiford Field Apt, KY	0	1	0	0	0	0	0	2	0	1	1.159 0.558
Lovell Field Apt, TN	1	0	0	0	0	0	0	1	0	2	0 2.009 0.000
Lubbock Intl, TX	0	0	0	0	0	0	0	0	0	1	0 0.797 0.000
Luis Munoz Marin Intl, PR	3	7	0	0	0	0	0	0	7	10	1.5 4.844 6.402
Mahlon Sweet Field Apt, OR	2	5	0	0	0	0	0	0	2	5	1.823 4.400
Manassas Rgnl/Harry P. Davis Field Apt, VA	0	3	0	0	0	0	0	1	1	4	0.794 3.281
Manchester Apt, NH	0	1	0	0	0	0	0	1	2	2	1.742 2.679
Mansfield Lahm Muni Apt, OH	0	0	0	0	0	0	0	0	0	1	0.000 1.686
Marthas Vineyard Apt, MA	0	1	0	0	0	0	0	0	0	1	1.630 0.537
Mc Carran Intl, NV	7	2	1	0	0	0	0	0	8	3	2.072 1.336
Mc Ghee Tyson Apt, TN	3	2	0	0	0	0	0	0	3	2	0.000 6.791
Mc Kellar-Sipes Regional Apt, TN	0	2	0	0	0	0	0	0	0	1	0.000 0.809
Mc Kinney Muni Apt, TX	0	1	0	0	0	0	0	0	0	1	0.000 3.937
Menary Field Apt, OR	0	1	0	0	0	0	0	0	0	2	0.000

SURFACE INCIDENTS BY AIRPORT (CONT)

12 MONTH COMPARISON

MAY 1998 - APRIL 1999 versus MAY 1999 - APRIL 2000
CAUTION*: A surface incident may have multiple causal factors and result in multiple reports

AIRPORT	PILOT DEVIATIONS	SURFACE ERRORS	SURFACE DEVIATIONS	VEHICLE PEDESTRIAN DEVIATION	TOTAL*	RATE	
						98 - 99	99 - 00
Meadows Field Apt, CA	0	0	0	0	1	0	0.571
Melbourne Regional Apt, FL	2	1	0	0	2	2	1.420
Memphis Intl, TN	1	2	2	0	3	2	0.828
Merrill C. Meigs Apt, IL	0	1	0	0	0	1	0.000
Merrill Field Apt, AK	2	3	0	1	19	23	2.281
Metropolitan Oakland Intl, CA	1	1	1	0	0	2	12.805
Miami Intl, FL	1	1	0	0	0	3	0.393
Michiganiana Rgnl Transportation Ctr Apt, IN	0	0	1	0	0	1	0.572
Mid Delta Rgnl, MS	1	0	0	0	0	1	0.187
Middle Georgia Regional Apt, GA	1	1	0	0	1	2	0.771
Midland Intl, TX	1	0	0	0	0	1	2.357
Millville Muni Apt, NJ	1	0	1	0	0	2	0
Minneapolis Center, MN	1	1	0	0	0	1	N/A
Minpls-St. Paul Intl/World Chamberlain Apt, MN	0	7	2	1	0	1	N/A
Missoula Intl, MT	1	0	0	0	0	1	N/A
Mobile Downtown, AL	1	0	0	0	0	1	N/A
Mobile Regional Apt, AL	0	0	0	0	0	2	0.413
Monroe Regional Apt, LA	1	3	0	0	1	2	2.922
Monterey Peninsula Apt, CA	0	1	1	0	0	1	0.000
Montgomery Field Apt, CA	6	13	0	0	6	16	1.348
Montgomery Rgnl (Dannelly Field) Apt, AL	0	1	0	0	1	1	0.934
Morrisstown Muni Apt, NJ	1	0	0	0	0	1	3.209
Myrtle Beach Intl, SC	1	2	0	0	0	1	7.510
Napa County Apt, CA	1	4	0	0	0	5	0.991
Naples Muni Apt, FL	2	2	0	0	0	4	0.000
Nashville Intl, TN	2	6	0	0	1	7	1.401
Natrona County Intl, WY	0	0	0	0	1	1	2.135
New Castle County Apt, DE	0	1	0	0	0	1	0.000
New Hanover Intl, NC	3	3	1	0	4	5	0.730
New Orleans Int'l/Moisant Field Apt, LA	0	2	0	0	0	2	6.151
New York TRACON, NY	0	1	0	0	0	1	0.000
Newark Intl, NJ	3	3	1	2	6	7	1.297

Actual Activity Data thru 2/29/2000

Forecast Activity Data 03/01/2000 - 04/30/2000

Rates per 100,000 Operations

SURFACE INCIDENTS BY AIRPORT (CONT)

12 MONTH COMPARISON

MAY 1998 - APRIL 1999 versus MAY 1999 - APRIL 2000

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AIRPORT	PILOT DEVIATIONS	SURFACE ERRORS	SURFACE DEVIATIONS	VEHICLE PEDESTRIAN DEVIATION	TOTAL*	RATE		
						98 - 99	99 - 00	98 - 99
Newport News/Williamsburg Intl, VA	0	1	0	0	0	0	0	1
Niagara Falls Intl, NY	0	0	0	0	0	0	1	0
Norfolk Intl, VA	0	1	0	0	0	0	0	1
North Las Vegas Apt, NV	6	11	0	0	0	0	0	6
North Perry Apt, FL	1	0	0	0	0	0	0	1
Northeast Philadelphia Apt, PA	0	0	0	0	0	0	0	0
Norwood Memorial Apt, MA	1	1	0	0	0	0	1	1
Oakland County Intl Apt, MI	2	0	0	0	0	0	2	0
Ogden-Hinckley Apt, UT	1	0	0	0	0	0	1	0
Ontario Intl, CA	0	0	2	1	0	2	1	4
Orlando Locka Apt, FL	2	0	0	0	0	0	0	4
Orlando Executive Apt, FL	1	2	1	0	0	1	2	3
Orlando Intl, FL	0	1	0	0	0	2	1	2
Orlando Sanford Apt, FL	6	2	0	2	0	1	3	7
Ozaukee County Rgnl Apt, WI	0	0	1	2	0	0	1	2
Page Field Apt, FL	2	0	0	0	0	2	1	3
Palm Beach Intl, FL	7	7	1	1	0	0	8	8
Palm Springs Intl, CA	1	7	0	1	0	1	8	1045
Palmdale Prodnt Flv/Test Instn AptL, CA	0	0	0	0	0	0	1	0
Palo Alto of Santa Clara County Apt, CA	0	0	0	0	0	1	3	0
Palwaukee Muni Apt, IL	5	0	0	0	0	2	0	3833
Panama City-Bay County Intl Apt, FL	2	0	0	0	0	1	2	1
Pensacola Regional Apt, FL	0	1	0	0	0	0	1	0
Philadelphia Intl, PA	3	2	2	1	0	1	7	4
Phoenix Sky Harbor Intl, AZ	13	10	0	1	0	1	14	13
Phoenix-Deer Valley Muni Apt, AZ	2	5	1	0	0	0	3	6
Piedmont Triad Intl, NC	1	0	0	0	0	4	1	4
Port Columbus Intl, OH	0	2	0	0	0	0	0	2
Portland Intl Jetport Apt, ME	1	1	0	0	0	1	4	0
Portland Intl, OR	0	2	1	0	0	0	3	0
Portland-Hillsboro Apt, OR	2	1	0	0	0	0	1	1
Portland-Trousdale Apt, OR	0	3	0	0	0	0	5	1

SURFACE INCIDENTS BY AIRPORT (CONT)

12 MONTH COMPARISON

MAY 1998 - APRIL 1999 versus MAY 1999 - APRIL 2000

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AIRPORT	PILOT DEVIATIONS		SURFACE ERRORS		SURFACE DEVIATIONS		VEHICLE PEDESTRIAN DEVIATION		TOTAL*		RATE	
	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00
Pueblo Memorial Apt, CO	0	0	0	0	0	0	0	1	0	1	0.000	1.167
Purdue University Apt, IN	0	2	0	0	0	0	0	0	0	2	0.000	1.521
Quincy Muni Baldwin Field Apt, IL	1	0	0	0	0	0	0	0	1	0	N/A	N/A
Raleigh-Durham Intl, NC	2	8	0	2	0	0	4	0	6	10	2.213	3.497
Ralph Wien Memorial Apt, AK	0	1	0	0	-1	0	0	0	1	1	N/A	N/A
Reading Regional/Cart A. Spatz Field Apt, PA	0	1	1	1	0	0	1	4	2	6	1.468	4.198
Redding Muni Apt, CA	1	0	0	0	0	0	3	0	4	0	5.174	0.000
Reid-Hillview of Santa Clara County Apt, CA	0	1	0	0	0	0	0	0	0	1	0.000	0.469
Reno/Tahoe Intl, NV	6	29	0	0	1	1	2	4	9	34	5.821	21.938
Renton Muni Apt, WA	0	0	0	0	0	0	3	1	3	1	3.011	0.845
Republic Apt, NY	0	5	0	0	0	0	2	0	2	5	0.811	2.195
Richard Lloyd Jones Jr. Apt, OK	3	2	0	-1	0	0	4	10	7	13	2.567	4.632
Richmond Intl, VA	5	4	0	0	1	0	1	1	7	5	5.273	3.692
Riverside Muni Apt, CA	1	0	0	0	0	2	0	0	3	0	4.198	0.000
Roanoke Regional/Woodrum Field Apt, VA	6	3	0	0	1	1	1	1	7	5	6.400	4.513
Rochester Intl Apt, MN	0	1	1	1	0	0	0	0	2	2	2.726	2.515
Rock County Apt, WI	0	2	1	0	0	0	0	0	1	2	1.306	2.263
Ronald Reagan Washington National Apt, DC	4	1	0	1	0	0	0	1	4	3	1.245	0.896
Roswell Industrial Air Center Apt, NM	0	1	0	0	0	0	0	0	0	1	0.000	1.195
Sedilmas Muni Apt, CA	0	0	0	0	0	0	0	3	0	3	0.000	3.470
Salt Lake City Intl, UT	0	4	0	2	2	0	0	1	0	3	0.815	1.625
Salt Lake City TRACON, UT	0	1	0	0	0	0	0	0	0	1	N/A	N/A
San Antonio Intl, TX	5	10	0	0	0	0	1	1	6	11	2.313	4.268
San Carlos Apt, CA	0	0	0	0	0	0	0	0	3	0	1.767	
San Diego Intl-Lindbergh Field Apt, CA	0	3	1	0	0	2	1	0	2	5	0.901	2.288
San Francisco Intl, CA	9	5	1	3	0	3	2	10	12	21	2.777	4.744
San Jose Intl, CA	6	13	1	2	1	1	1	0	9	16	3.046	5.295
Santa Barbara Muni Apt, CA	4	5	1	1	0	0	2	1	7	7	4.241	4.258
Santa Monica Muni Apt, CA	0	1	0	0	0	0	1	9	1	10	0.449	4.504
Sarasota-Bradenton Intl Apt, FL	0	1	0	1	0	0	0	0	0	2	0.000	1.082
Savannah Intl, GA	2	0	1	0	0	0	3	1	6	1	5.524	0.918
Scottsdale Apt, AZ	0	0	0	0	0	0	0	0	0	0	0.453	0.000

Actual Activity Data thru 2/29/2000

Forecast Activity Data 03/01/2000 - 04/30/2000

Rates per 100,000 Operations

SURFACE INCIDENTS BY AIRPORT (CONT)

12 MONTH COMPARISON

MAY 1998 - APRIL 1999 versus MAY 1999 - APRIL 2000
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AIRPORT	PILOT DEVIATIONS	SURFACE ERRORS	SURFACE DEVIATIONS	VEHICLE PEDESTRIAN DEVIATION	TOTAL*	RATE	
						98 - 99	99 - 00
Seattle-Tacoma Intl, WA	2	5	2	0	0	3	4
Sioux Gateway Apt, IA	0	0	0	1	0	1	2
Smyrna Apt, TN	1	0	0	0	0	1	0
Snohomish County (Payne Field) Apt, WA	0	0	0	0	0	0	1
Southeast Texas Rgnl, TX	0	1	0	0	0	1	0
Southwest Florida Intl Apt, FL	0	2	0	0	0	1	1
Spirit Of St. Louis Apt, MO	0	3	0	0	0	0	2
Springfield-Branson Rgnl Apt, MO	0	2	0	0	0	0	2
Spokane Intl, WA	2	1	0	0	0	0	2
St. Louis Downtown Parks Apt, IL	2	1	0	0	0	2	4
St. Lucie County Intl, FL	1	3	0	0	0	0	1
St. Paul Downtown Holman Field Apt, MN	0	0	0	0	0	0	2
St. Petersburg/Clearwater Intl, FL	1	0	0	0	0	1	0
Stewart Intl, NY	0	2	0	0	0	0	2
Syracuse Hancock Intl, NY	3	1	0	0	0	1	3
Tallahassee Rgnl Apt, FL	0	2	0	0	0	0	2
Tampa Intl, FL	1	3	0	0	0	2	4
Terre Haute Intl, IN	0	3	0	0	0	1	3
Teterboro Apt, NJ	1	2	2	0	0	1	6
The Eastern Iowa Apt, IA	1	0	0	1	0	0	2
The William B Hartsfield Atlanta Intl, GA	1	3	2	0	0	2	6
Theodore Francis Green State Apt, RI	0	11	1	0	0	3	4
Toledo Express Apt, OH	1	1	0	0	0	2	0
Tompkins County Apt, NY	0	0	0	0	0	2	0
Trenton Mercer Apt, NJ	1	0	0	0	0	1	0
Tri-Cities Apt, WA	2	2	0	1	0	0	2
Tri-City Rgnl Apt, TN	0	0	0	0	0	3	0
Tri-State/Milton J. Ferguson Field Apt, WV	0	1	0	0	0	0	1
Tucson Intl, AZ	2	0	0	0	0	1	2
Tulsa Intl, OK	2	2	0	0	0	1	3
Tuscaloosa Muni Apt, AL	0	1	0	0	0	0	2
Tweed-New Haven Apt, CT	1	0	0	0	0	0	1

SURFACE INCIDENTS BY AIRPORT (CONT'D)

12 MONTH COMPARISON

MAY 1998 - APRIL 1999 versus MAY 1999 - APRIL 2000

CAUTION*: A surface incident may have multiple causal factors and result in multiple reports

AIRPORT	PILOT DEVIATIONS	SURFACE ERRORS	SURFACE DEVIATIONS	VEHICLE PEDESTRIAN DEVIATION	TOTAL*	RATE	
	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99
Tyler Pounds Field, Aptl, TX	0	0	0	0	0	0	N/A
University Of Illinois-Willard Aptl, IL	1	0	0	0	0	1	0.712
Valdosta Rgnl Aptl, GA	0	1	0	0	0	0	0.000
Van Nuys Apt, CA	1	0	0	0	0	1	1.834
Vandenberg AFB, CA	2	0	0	0	0	1	0.171
Vero Beach Muni Aptl, FL	1	1	0	0	0	2	N/A
W K Kellogg Aptl, MI	0	0	0	0	0	1	0.468
Waco Regional Aptl, TX	0	1	0	0	0	1	0.000
Walla Walla Regional Aptl, WA	0	1	0	0	0	1	0.933
Warner Robins AFB, GA	0	2	1	0	0	2	1.624
Washington Dulles Intl, DC	1	4	1	0	0	1	0.000
Waterloo Muni Aptl, IA	0	2	0	0	0	1	2.373
Waukegan Rgnl Aptl, IL	0	2	0	0	0	2	N/A
Westchester County Aptl, NY	0	3	0	0	0	2	0.819
Wheeling Ohio County Aptl, WV	0	1	0	0	0	1	5.591
Whiteman Aptl, CA	0	0	0	0	0	1	0.000
Wichita Mid-Continent, KS	3	0	0	0	0	3	2.009
Wiley Post Aptl, OK	2	0	0	0	0	2	1.345
Wilkes-Barre/Scranton Intl, PA	0	0	0	0	0	1	2.354
Will Rogers World Aptl, OK	0	3	0	1	0	3	0.000
William P. Hobby Aptl, TX	2	3	0	1	0	5	1.930
Willow Run Aptl, MI	3	2	1	0	2	1	0.000
Witman Regional Aptl, WI	0	2	0	0	0	3	2.120
Yakima Air Terminal/Mcallister Field Aptl, WA	0	2	1	0	1	2	0.000
Youngstown Muni Aptl, OH	0	3	1	0	1	6	1.810
Zamperini Field Aptl, CA	0	1	1	0	0	1	3.300
						1	7.459
Total	435	630	95	96	24	18	2.239
					292	465	1.639
					846	1209	2.239

Actual Activity Data thru 2/29/2000

Forecast Activity Data 03/01/2000 - 04/30/2000

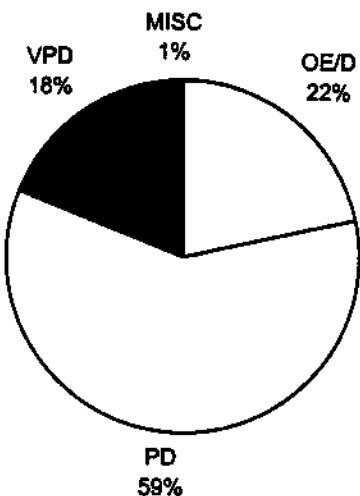
Rates per 100,000 Operations

Runway Incursions by Type and Month

1999 through April 2000

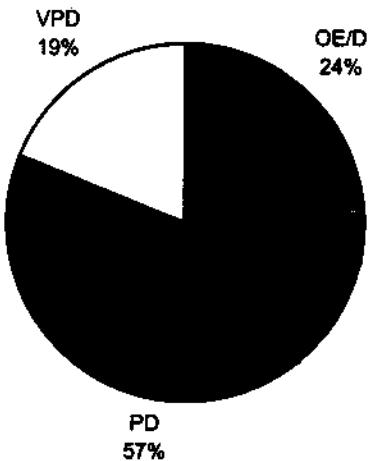
Runway Incursions by Month - 2000

MONTH	Incident Type				TOTAL
	OE/D	PD	VPD	MISC	
January	2	15	5	1	23
February	5	12	7	0	24
March	11	22	3	0	36
April	7	20	6	0	33
May					
June					
July					
August					
September					
October					
November					
December					
TOTAL	25	69	21	1	116



Runway Incursions by Month - 1999

Month	Incident Type				Total
	OE/D	PD	VPD	Total	
January	8	17	4	29	
February	7	9	5	21	
March	3	8	6	17	
April	4	15	3	22	
May	8	18	3	29	
June	7	12	9	28	
July	7	23	9	39	
August	7	13	3	23	
September	8	17	8	33	
October	7	13	4	24	
November	7	15	3	25	
December	5	22	4	31	
Totals	78	182	61	321	



Runway incursion data is based on preliminary reports and is subject to change following a final investigation.
Source: Runway Safety Program Office, ATP-20

RUNWAY INCURSIONS
BY TYPE AND RATE
1999 - April 2000
 (Operations in Millions)

January - April 2000

Region	OE	PD	VPD	MISC	TOTAL	OPERATIONS	RATE
AAL	0	1	0	0	1	0.27	3.70
ACE	1	3	1	0	5	0.88	5.68
AEA	2	7	2	0	11	2.76	3.99
AGL	3	8	4	1	16	3.13	5.11
ANE	1	5	1	0	7	0.87	8.05
ANM	2	6	1	0	9	1.77	5.08
ASO	6	9	6	0	21	4.79	4.38
ASW	3	9	1	0	13	2.61	4.98
AWP	7	21	5	0	33	4.97	6.64
Total	25	69	21	1	116	22.05	5.26

January - December 1999

Region	OE	PD	VPD	TOTAL	OPERATIONS	RATE
AAL	0	1	1	2	1.05	1.9
ACE	4	9	3	16	2.69	5.95
AEA	12	14	6	32	8.84	3.62
AGL	16	27	13	56	10.33	5.42
ANE	4	7	4	15	2.99	5.02
ANM	7	14	2	23	5.81	3.96
ASO	14	37	10	61	13.79	4.42
ASW	6	20	8	34	8.07	4.21
AWP	15	53	14	82	15.18	5.4
Total	78	182	61	321	68.75	4.67

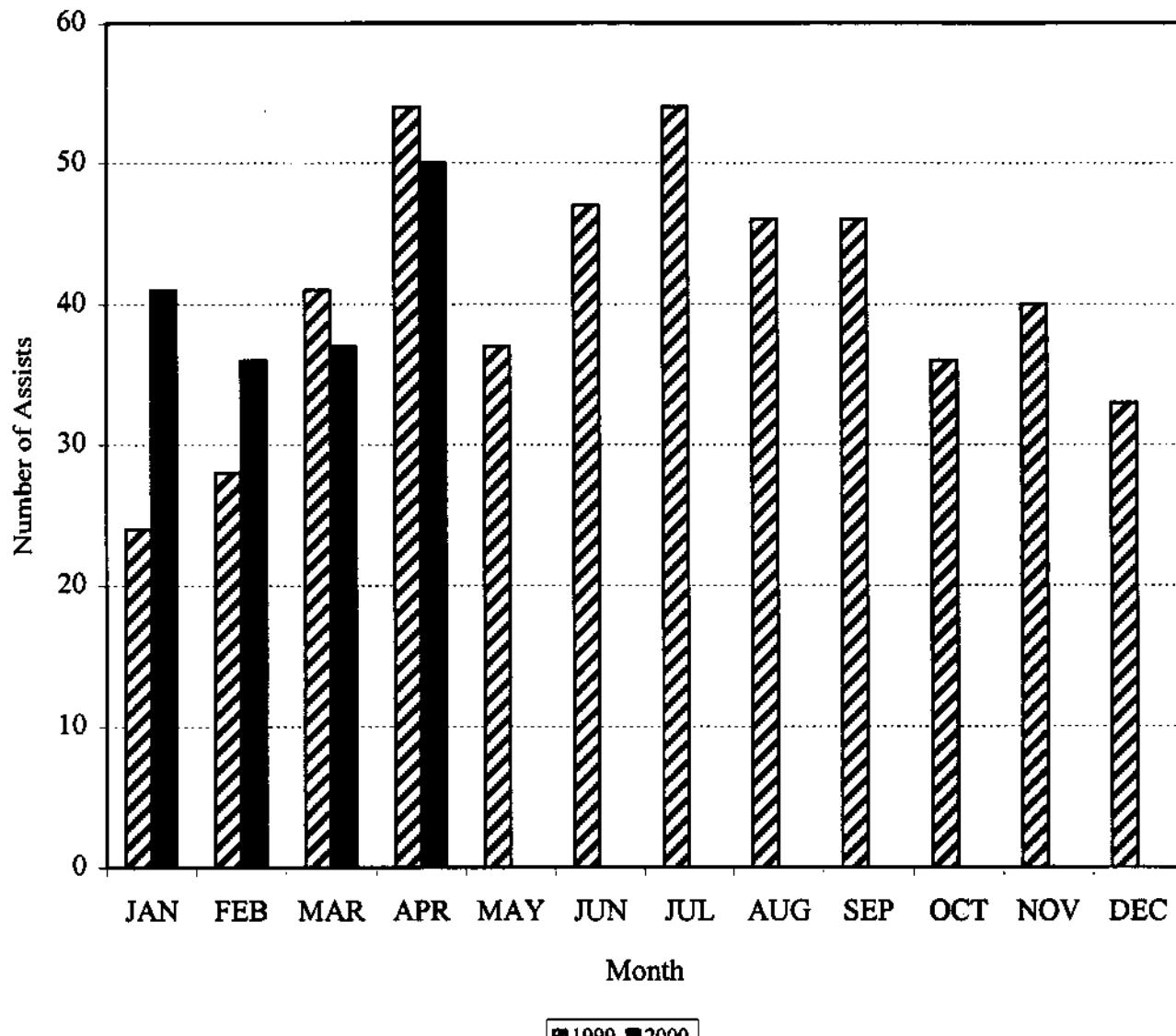
Runway incursion data is based on preliminary reports and is subject to change following a final investigation.
 Source: Runway Safety Program Office, ATP-20

FLIGHT ASSISTS*

***Flight Assists may require 90 days to stabilize; therefore, care should be exercised in making statistical comparisons for the most recent 90-day period.
Data are preliminary and subject to change.**

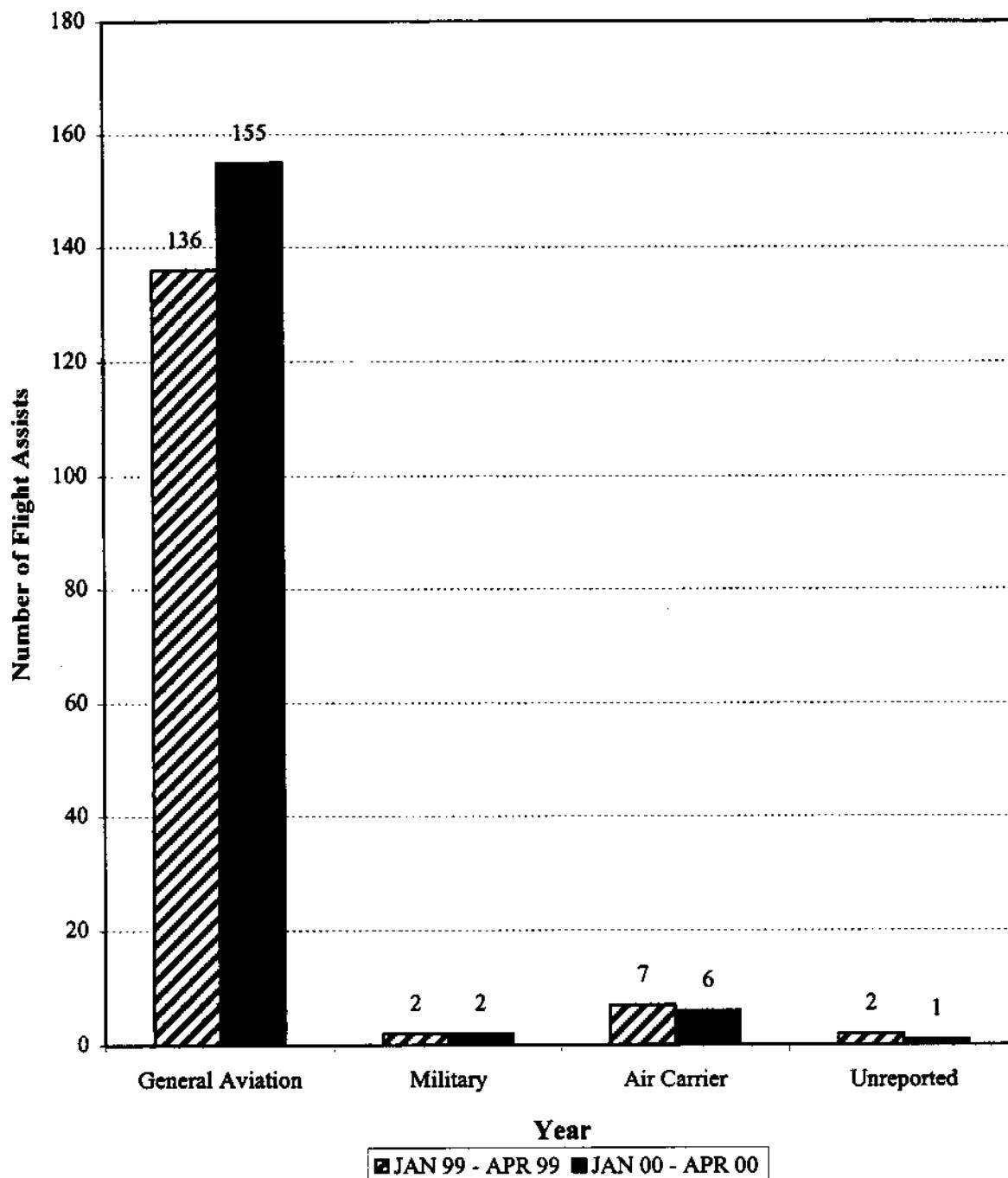
Flight Assists by Month

1999 versus 2000



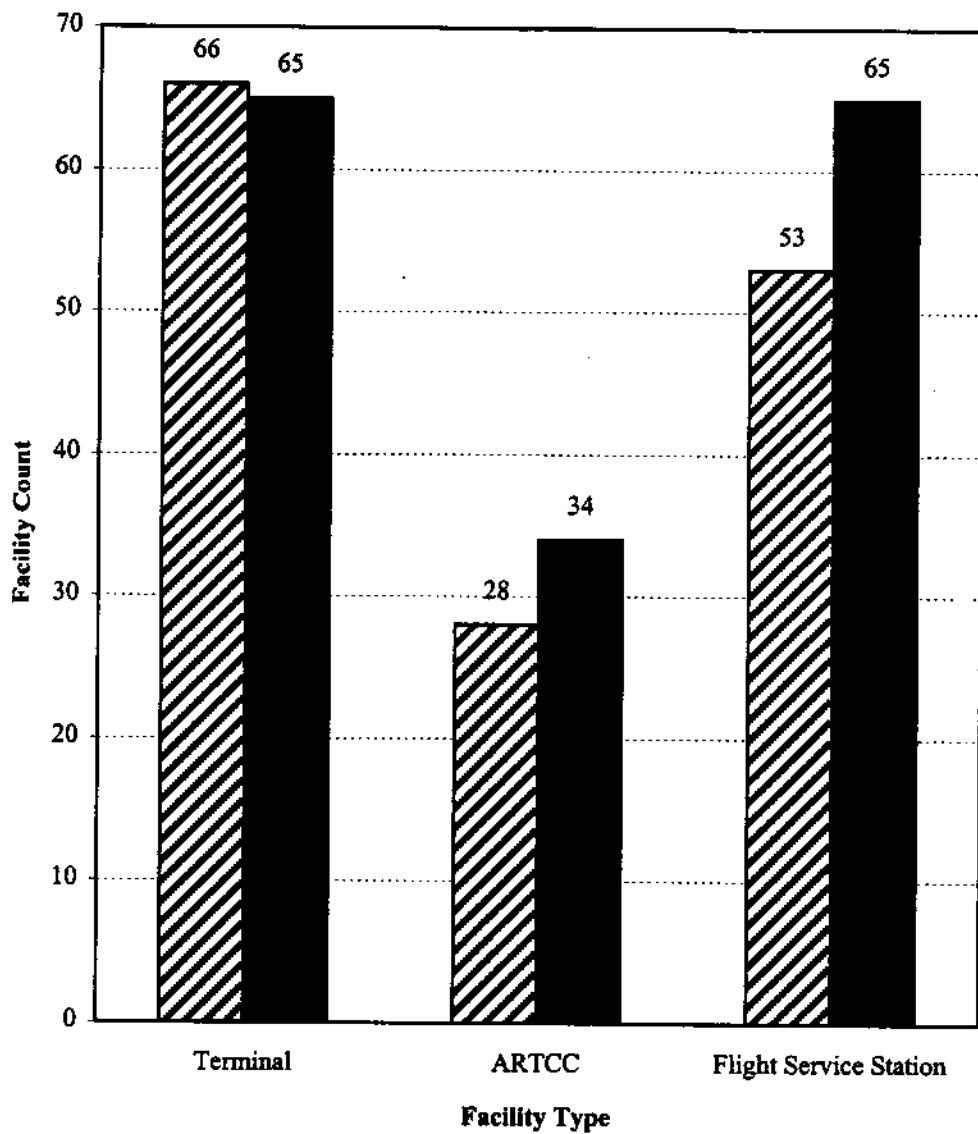
Flight Assists By Operator Type

1999 versus 2000



Flight Assists by Facility Type

1999 versus 2000



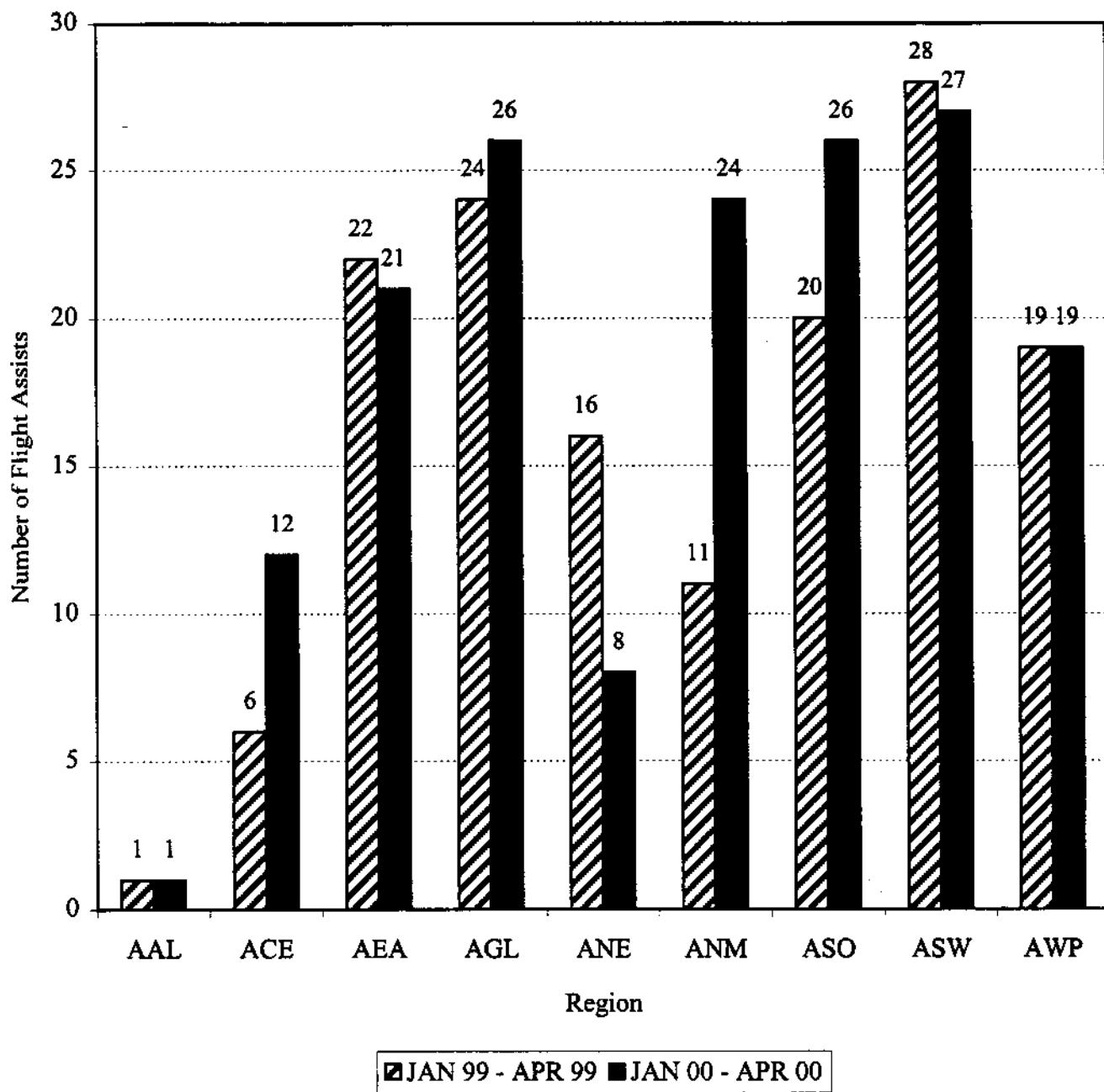
■ JAN 99 - APR 99 ■ JAN 00 - APR 00

Flight Assists by Facility
12 Month Comparison (2000 Ranking)

Facility Name	ID	MAY 98 - APR 99	MAY 99 - APR 00
New York TRACON, NY	N90	20	26
Montgomery County Arpt, TX	CXO	11	17
Fort Worth Meacham Arpt, TX	FTW	21	15
Atlanta Center, GA	ZTL	20	13
Manchester Arpt, NH	MHT	4	12
Ernest A. Love Field Arpt, AZ	PRC	10	10
Houston TRACON, TX	I90	8	10
Austin Straubel Intl, WI	GRB	4	9
Denver Intl, CO	DEN	9	8
Seattle Center, WA	ZSE	8	8
Mc Alester Regional Arpt, OK	MLC	7	8
Altoona-Blair County Arpt, PA	AOO	4	8
Houston Center, TX	ZHU	7	7
Fort Worth Center, TX	ZFW	7	7
Memphis Center, TN	ZME	7	7
Los Angeles Center, CA	ZLA	4	7
Riverside Muni Arpt, CA	RAL	2	7
Princeton Muni Arpt, MN	PNM	8	6
Cleveland Center, OH	ZOB	7	6
Albuquerque Center, NM	ZAB	5	6
Danbury Muni Arpt, CT	DXR	5	6
Burlington Intl, VT	BTW	5	6
Seattle-Tacoma Intl, WA	SEA	3	6
Southern California TRACON, CA	SCT	8	5
Oakland Center, CA	ZOA	8	5
Huron Regional Arpt, SD	HON	5	5
Cedar City Rgnl Arpt, UT	CDC	5	5
Bradley Intl, CT	BDL	3	5
Minneapolis Center, MN	ZMP	3	5
Miami Center, FL	ZMA	2	5
St. Petersburg/Clearwater Intl, FL	PIE	1	5
Denver Center, CO	ZDV	1	5

Flight Assists By Region

1999 versus 2000

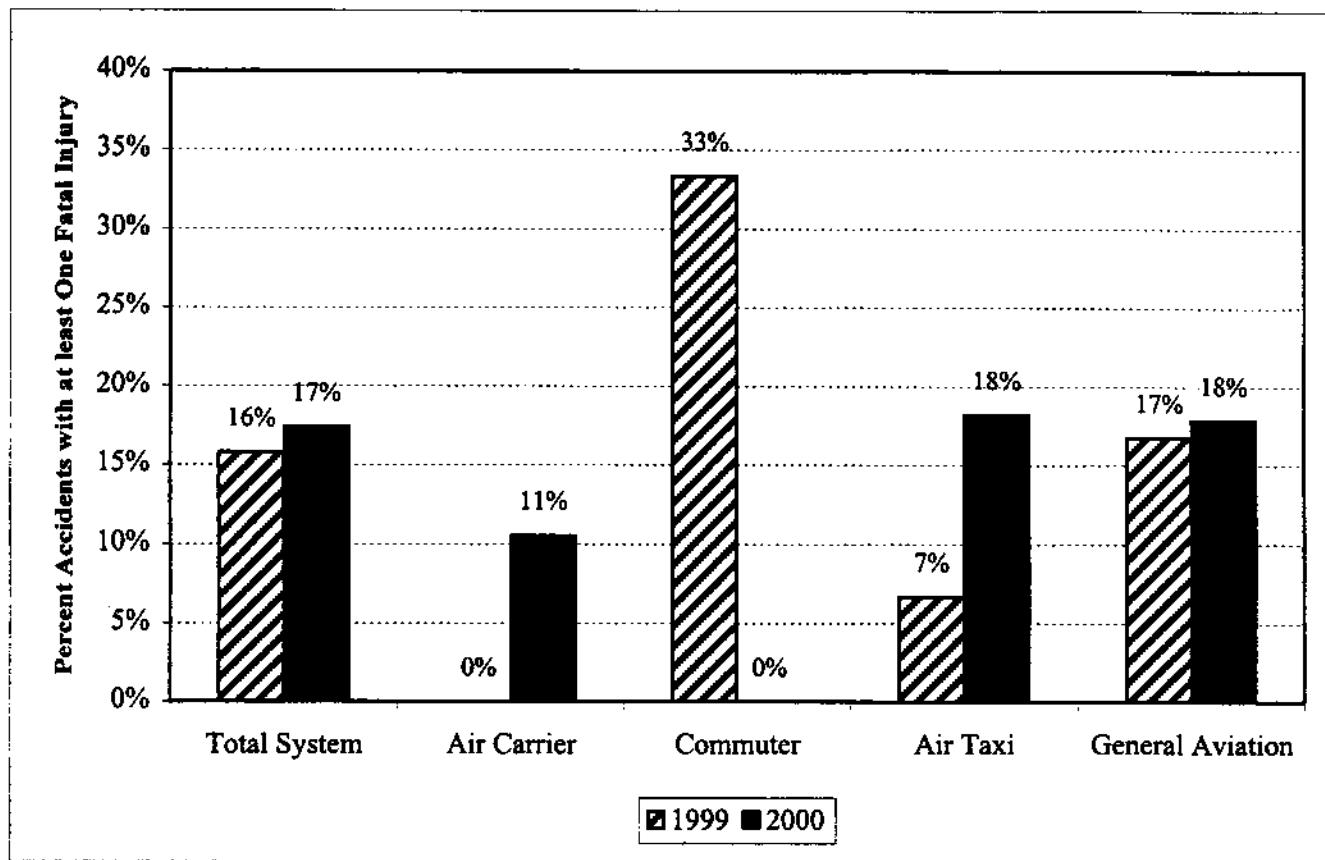


ACCIDENT DATA*

***An aircraft accident** is defined by the National Transportation Safety Board as "an occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until all such persons have disembarked, and in which any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached thereto, or in which the aircraft receives substantial damage."

Data are preliminary and subject to change.

TOTAL SYSTEM ACCIDENT DATA BY SEGMENT
January - April
1999-2000



SEGMENT	JAN - APR YEAR	ACCIDENTS			FATAL RATE
		TOTAL	FATAL	FATALITIES	
Total	1999	501	79	138	16%
System	2000	518	90	247	17%
Large Air Carrier	1999	14	0	0	0%
	2000	19	2	91	11%
Commuter	1999	3	1	1	33%
	2000	7	0	0	0%
Air Taxi	1999	30	2	3	7%
	2000	22	4	12	18%
General	1999	454	76	134	17%
Aviation	2000	470	84	144	18%

TOTAL SYSTEM ACCIDENT DATA BY SEGMENT
1994 through 1999

Segment	YEAR	FLIGHT HOURS	TOTAL	ACCIDENTS		ACCIDENT RATE	
				FATAL	FATALITIES	TOTAL	FATAL
Large Air Carrier	1994	13,124,315	23	4	239	0.17	0.03
	1995	13,505,257	36	3	168	0.27	0.02
	1996	13,746,112	38	5	380	0.28	0.04
	1997	15,838,109	49	4	8	0.31	0.03
	1998	16,846,063	50	1	1	0.30	0.01
	1999P	17,428,000	52	2	12	0.30	0.01
Commuter	1994	2,784,129	10	3	25	0.36	0.11
	1995	2,627,866	12	2	9	0.46	0.08
	1996	2,756,755	11	1	14	0.40	0.04
	1997	982,764	16	5	46	1.63	0.51
	1998	353,765	8	0	0	2.26	0.00
	1999P	269,000	13	5	12	4.83	1.86
Air Taxi	1994	1,854,000	85	26	63	4.58	1.40
	1995	1,707,000	75	24	52	4.39	1.41
	1996	2,029,000	90	29	63	4.44	1.43
	1997	2,250,000	82	15	39	3.64	0.67
	1998	2,538,000	77	18	48	3.03	0.71
	1999P	2,809,000	76	12	38	2.71	0.43
General Aviation	1994	22,235,000	1994	403	725	8.96	1.80
	1995	24,906,000	2053	412	734	8.23	1.64
	1996	24,881,000	1908	360	632	7.67	1.45
	1997	25,464,000	1853	353	643	7.28	1.39
	1998	26,796,000	1909	365	623	7.12	1.36
	1999P	27,080,000	1908	342	628	7.05	1.26

Data Source: NTSB

Rates are per 100,000 hours flown

Suicide/Sabotage cases are included in "Accidents" and "Fatalities" but not in "Accident Rates"

P - Preliminary Data

Effective March 20, 1997, aircraft with 10 or more seats must conduct scheduled passenger operations under 14 CFR 121

ACRONYM/ABBREVIATION LIST

ACRONYM/ABBREVIATION LIST

<i>A/C</i>	<i>Air Carrier</i>
<i>AAL</i>	<i>Alaskan Region</i>
<i>ACE</i>	<i>Central Region</i>
<i>ACT</i>	<i>Approach Control Tower</i>
<i>AEA</i>	<i>Eastern Region</i>
<i>AGL</i>	<i>Great Lakes Region</i>
<i>ANE</i>	<i>New England Region</i>
<i>ANM</i>	<i>Northwest Mountain Region</i>
<i>APP</i>	<i>Approach</i>
<i>ARSA</i>	<i>Airport Radar Service Area</i>
<i>ARTCC</i>	<i>Air Route Traffic Control Center</i>
<i>ASO</i>	<i>Southern Region</i>
<i>ASW</i>	<i>Southwest Region</i>
<i>ATA</i>	<i>Airport Traffic Area</i>
<i>ATC</i>	<i>Air Traffic Control</i>
<i>ATCT</i>	<i>Airport Traffic Control Tower</i>
<i>AWP</i>	<i>Western Pacific Region</i>
<i>CZ</i>	<i>Control Zone</i>
<i>FSS</i>	<i>Flight Service Station</i>
<i>IFR</i>	<i>Instrument Flight Rules</i>
<i>N/A</i>	<i>Not Applicable or Not Available</i>
<i>NMAC</i>	<i>Near Midair-Collision</i>
<i>NONSCH</i>	<i>Nonscheduled</i>
<i>NTSB</i>	<i>National Transportation Safety Board</i>
<i>OCA</i>	<i>Other Controlled Airspace</i>
<i>OD</i>	<i>Operational Deviation</i>
<i>OE</i>	<i>Operational Error</i>
<i>OP</i>	<i>Operational</i>
<i>PCA</i>	<i>Positive Control Area</i>
<i>PD</i>	<i>Pilot Deviation</i>
<i>PROCS</i>	<i>Procedures</i>
<i>SCH</i>	<i>Scheduled</i>
<i>SUA</i>	<i>Special Use Airspace</i>
<i>TCA</i>	<i>Terminal Control Area</i>
<i>TRACON</i>	<i>Terminal Radar Approach Control</i>
<i>VFR</i>	<i>Visual Flight Rules</i>
<i>VPD</i>	<i>Vehicle/Pedestrian Deviation</i>

GLOSSARY

GLOSSARY

Accident

An "aircraft accident" is defined by the National Transportation Safety Board as "an occurrence associated with the operation of an aircraft that takes place between the time any person boards the aircraft with the intention of flight and all such persons have disembarked, and in which any person suffers death or serious injury, or in which the aircraft receives substantial damage."

Air Carrier

Any air operator operating under FAR Parts 121, 127, or 135.

Air Route Traffic Control Center (ARTCC)

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

Air Taxi

A class of air carriers, operating pursuant to FAR Part 135, engaged in the nonscheduled air transportation of persons, property, or mail for compensation or hire in aircraft with 30 or less passenger seats and a payload capacity of 7,500 pounds or less. They do not hold certificates of public convenience and necessity and do not hold specific route authority.

Airport Operations

The number of arrivals and departures from the airport at which the airport traffic control tower is located. There are two types of operations: local and itinerant.

Commuter

An FAR Part 135 operator who carries passengers on at least five round trips per week or at least one route between two or more points according to its published flight schedule that specifies the times, days of the week, and places between which those flights are performed.

General Aviation

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

Large Air Carrier

*Scheduled and nonscheduled aircraft operating under FAR Parts 121 or 127.
(Note: Part 129 operations [foreign air carriers] are not included in the NTSB
accident database, nor are hour and departure data available for these air
carriers.)*

Near Midair Collision

An incident associated with the operation of an aircraft in which a 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 crew member stating that a collision hazard existed between two or more aircraft.

Degree of Hazard

Critical: A situation in which collision avoidance was due to chance rather than an act on the part of the pilot. Less than 100 feet of aircraft separation would be considered critical.

Potential: An incident which would probably have resulted in a collision if no action had been taken by either pilot. Closest proximity of less than 500 feet would usually be required in this case.

No Hazard: A situation in which direction and altitude would have made a midair collision improbable regardless of evasive action taken.

Open "Near Midair Collisions"

Final investigation still underway.

Operational Deviation

An occurrence where applicable separation minima as referenced in the operational error definition below were maintained but (1) less than the applicable separation minima existed between an aircraft and protected airspace without prior approval (2) an aircraft penetrated airspace that was delegated to another position of operation or another facility without prior coordination and approval, (3) an aircraft penetrated airspace that was delegated to another position of operation or another facility at an altitude or route contrary to the altitude or route requested and approved in direct coordination or as specified in a Letter of Agreement, pre-coordination or internal procedure, or (4) an aircraft, vehicle, equipment, or personnel encroached upon a landing area that was delegated to another position of operation without prior coordination and approval.

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.*

Pilot Deviation

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

Pilot Deviation Air Deviation Types

*ATC Altitude Clearance Deviation
ATC Course Clearance Deviation
Airspeed Violation
Flying VFR When IFR Required
Pilot Unqualified for Aircraft or Conditions
Required Aircraft Equipment Not Operating
Careless or Reckless Aircraft Operating
Unauthorized Low Level Flying
Missed Compulsory Reporting Point
Noncompliance with Other Regulations*

Pilot Deviation Airspace Violation Types

*Class A (formerly Positive Control Area (PCA))
Class B (formerly Terminal Control Area (TCA))
Class C (formerly Airport Radar Service Area (ARSA))
Class D (formerly Airport Traffic Area (ATA) and Control Zone (CZ))
Class E (formerly General Controlled Airspace)
Class G (formerly Uncontrolled Airspace)
Special Use Airspace
Unknown
Other*

Pilot Deviation Surface Deviation Types

- Takeoff Without Clearance*
- Takeoff on Wrong Runway or Taxiway*
- Landing Without Clearance*
- Landing or Takeoff Below Weather Minimums*
- Landing on Wrong Runway, Airport, or Taxiway*
- Entered Taxiway or Runway Without Clearance*
- Careless or Reckless Aircraft Operation*
- Other*

Runway Incursion

Any occurrence at an airport involving an aircraft, vehicle, person, or object on the ground that creates a collision hazard or results in loss of separation with an aircraft taking off, intending to take off, landing, or intending to land.

Please see next page for definition details.

Surface Incident

Any event where unauthorized or unapproved movement occurs within the movement area or an occurrence in the movement area associated with the operation of an aircraft that affects or could affect the safety of flight. Surface incidents result from pilot deviations, operational errors, vehicle pedestrian deviations, or operational deviations

Terminal Radar Approach Control (TRACON)

A Federal Aviation Administration (FAA) air traffic control facility using radar and air/ground communications to provide approach control services to aircraft arriving, departing, or transiting the airspace controlled by the facility. Service may be provided to both civil and military airports. A TRACON is similar to a RAPCON (USAF), a RATCF (USN), and an ARAC (Army).

Vehicle/Pedestrian Deviation

An entry or movement on an airport movement area by a vehicle operator or pedestrian that has not been authorized by air traffic control (includes aircraft operated by a non-pilot).

RUNWAY INCURSION DEFINITIONS

This section includes two groups of definitions. The first group includes terms that have been subject to some confusion and misunderstandings in the past; the second set is comprised of definitions tailored specifically to runway incursion analysis.

Runway Incursion (FAA Order 8020.11A, Ch.1 Par 5)

Any occurrence at an airport involving an aircraft, vehicle, person, or object on the ground that creates a collision hazard or results in a loss of separation with an aircraft taking off, intending to take off, landing, or intending to land.*

**A loss of separation means that aircraft involved in the incident were closer than allowed by air traffic requirements.*

Runway Incursions are classified into four categories:

Pilot Deviations (PD) - action of a pilot that results in violation of a Federal Aviation Regulation.

Operational Errors (OE) - an occurrence attributable to an element of the ATC system which results in:

- 1) less than the applicable separation minima between two or more aircraft, or between an aircraft and terrain or obstacles, as required by FAA Order 7110.65, Air Traffic Control, and supplemental instructions. Obstacles include vehicles/equipment/personnel on runways; or
- 2) an aircraft landing or departing on a runway closed to aircraft operations after receiving air traffic authorization.

Operational Deviations (OD) (FAA Order 7210.3)

Controlled occurrences where applicable separation minima, as referenced in the definition of operational error (see above) are maintained, but 1) less than the applicable separation minima existed between an aircraft and protected airspace without prior approval, or 2) an aircraft penetrated airspace that was delegated to another position of operation or another facility without prior coordination and approval.

Vehicle/Pedestrian Deviations (VPD) - vehicle or pedestrian incursions resulting from a vehicle operator, non-pilot operator of an aircraft, or pedestrian who deviates onto the movement area (including the runway) without ATC authorization.

It should be noted that not all events that fall into these categories are counted as runway incursions. While these four categories all represent surface incidents, they are considered runway incursions only when a collision hazard or loss of separation occurs.