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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 (SI's), runway incursions, flight assists, and aircraft accidents. Comparing January through February 1999 with January through February 2000, all airspace incidents have shown an increase, with the exception of NMACs, which have decreased. Accident counts for January through February 2000 showed a decrease, as well.

NEAR MIDAIR COLLISIONS

For January through February 2000, the number of pilot-reported near midair collisions decreased 24 percent from 37 to 28, compared to January through February 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 14 to 9 and General Aviation (GA) increased from 10 to 13. NMACs where one aircraft was flying IFR and the other was flying VFR decreased from 18 in 1999 to 13 for the same period in 2000. Those where both aircraft were flying VFR decreased from 13 to 10; and those were both aircraft were flying IFR decreased from 6 to 5. Only two NMACs reported thus far during 2000 was judged to represent a critical hazard.

OPERATIONAL ERRORS/DEVIATIONS

Operational errors increased 21 percent from 128 to 155 during January through February 2000 compared to the same period in 1999. En route operational errors for this period increased 39 percent from 75 to 104, while errors at terminals decreased 4 percent from 53 to 51. For the 12-month period ending February 2000, the top air route traffic control centers, based on operational errors per 100,000 operations, had error rates ranging from 2.94 for Washington Center to 1.43 for the Memphis Center. TRACON operational errors varied from 1.40 for New York to .71 for Falmouth TRACON.

Operational deviations for January through February 2000 increased 39 percent from 38 to 53 compared to January through February1999.

PILOT DEVIATIONS

Reports of pilot deviations for January through February 2000 increased 27 percent from 222 to 218, compared to January through February 1999. Over this period, air deviations increased from 147 to 156, while surface deviations increased from 65 to 103. The number of Class B airspace violations increased 86 percent from 14 to 26.

VEHICLE/PEDESTRIAN DEVIATIONS

Total vehicle/pedestrian deviations during January through February 2000 increased to 81 from 39 for the same period in 1999. Merrill Field Airport recorded a total of 25 VPD's for the 12 months ending February 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 1 to 24.

SURFACE INCIDENTS

The number of SI's for January through February 2000 increased 58 percent from 119 to 188 compared to the same period in 1999. Surface OE's declined 38 percent, from 16 to 10 and PD SI's rose 58 percent, from 60 to 95. Operational deviation SI's declined 50 percent, from 4 to 2.

The number of runway incursions for January through February 2000 decreased 8 percent, from 50 to 46, compared to January through February 1999.

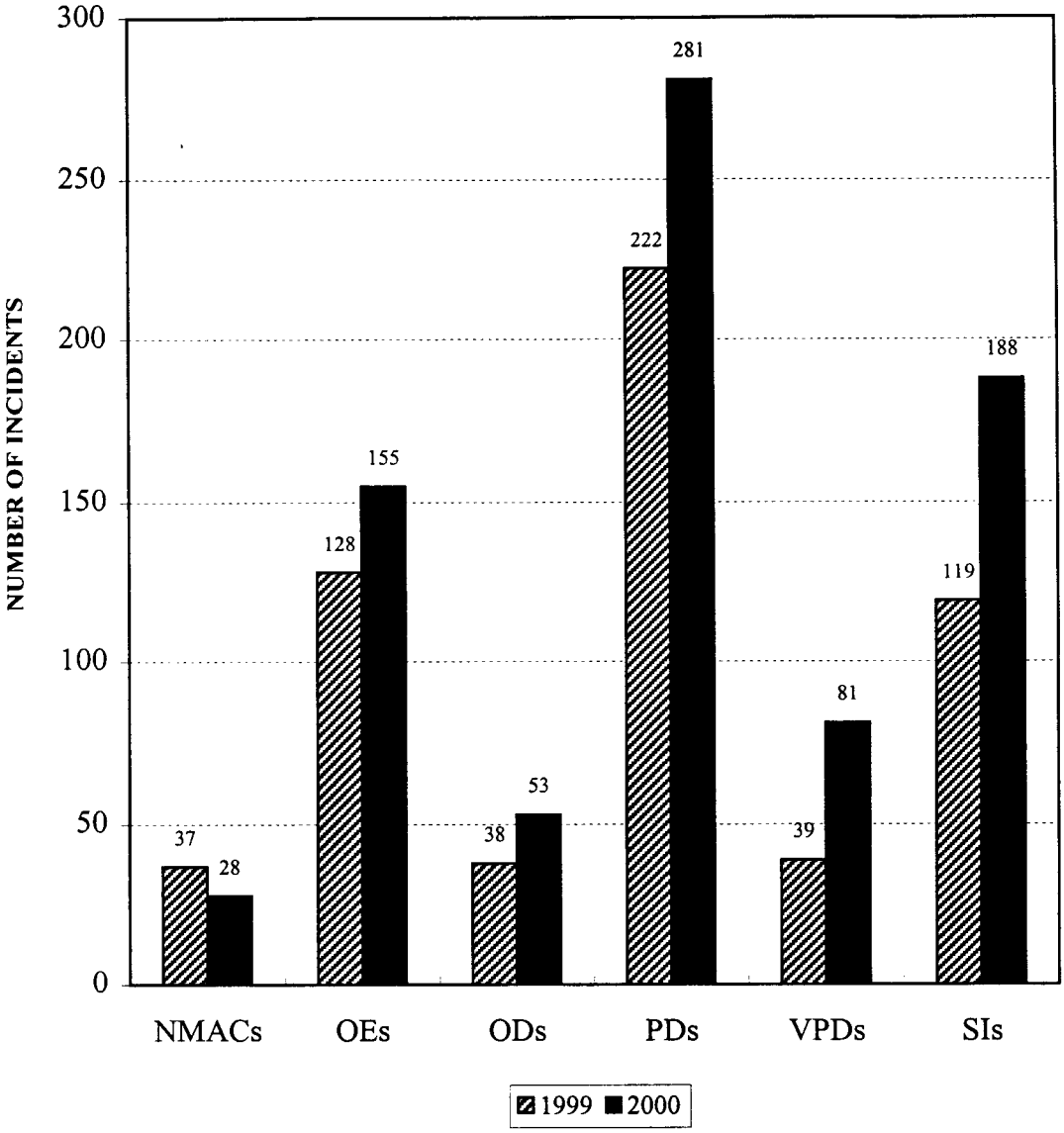
FLIGHT ASSISTS

Flight assists for January through February 2000 increased 48 percent from 52 to 77, compared to January through February 1999. Over 90 percent of the flight assists handled in January through 2000 were for general aviation aircraft. A 12-month comparison of flight assists by facility showed that New York TRACON topped the list with 20 assists.

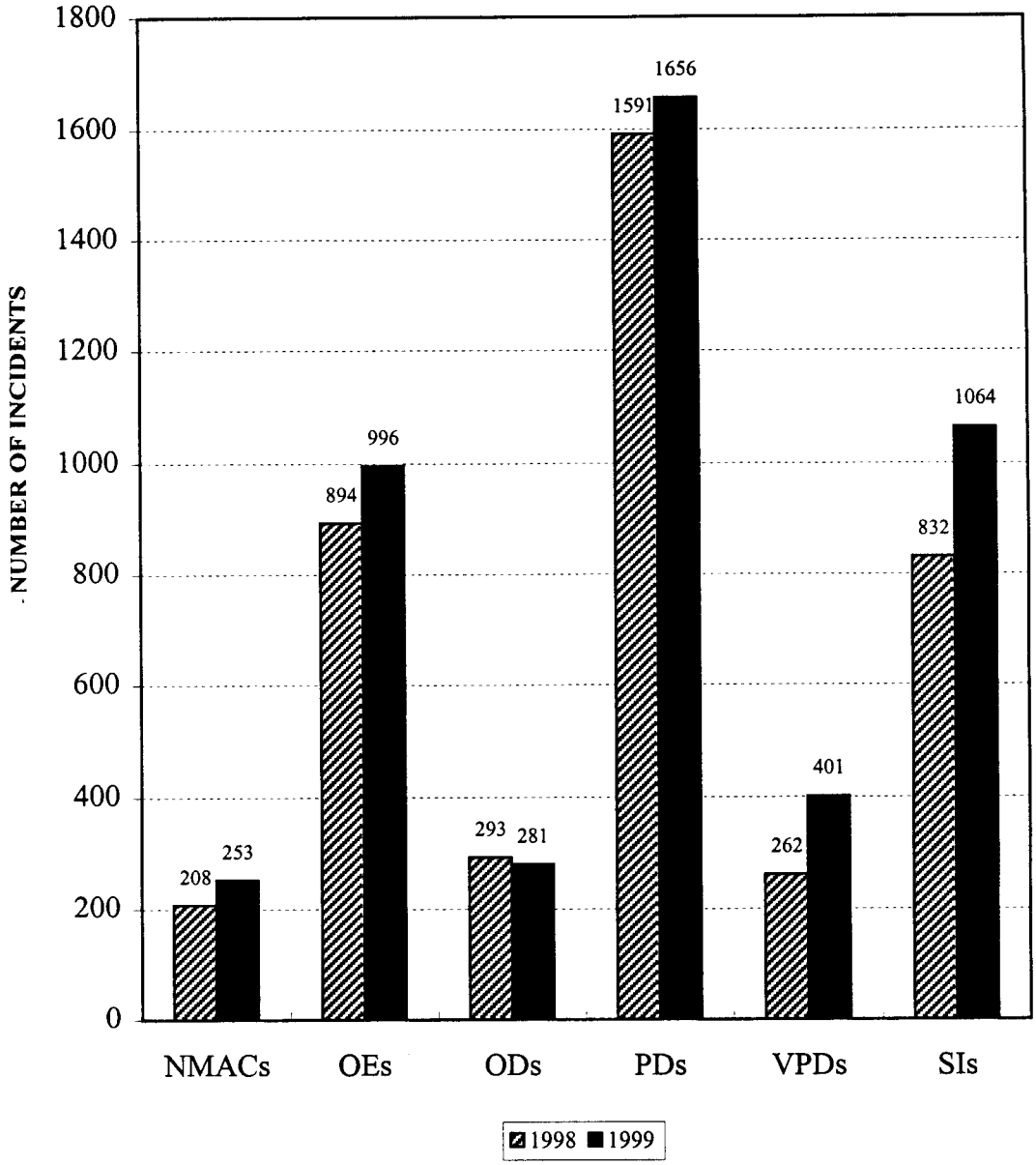
ACCIDENT DATA

Total system accidents decreased 8 percent from 212 during January through February 1999 to 195 for the January through February 2000. About 92 percent of 2000 accidents occurred in the General Aviation segment (179), which dropped 6 percent from 190 in January through February 1999. There were 6 large air carrier accidents in January 2000 compared to 9 in January through February 1999. The number of accidents per 100,000 flight hours (accident rate) for the total system decreased almost 12 percent from 4.84 to 4.28. The number of fatal accidents increased 15 percent from 33 to 38. The corresponding fatal accident rate for the total system increased from 0.75 to 0.84. The total system fatalities increased from 60 to 156.

NATIONAL AIRSPACE INCIDENTS
JANUARY - FEBRUARY
1999 versus 2000



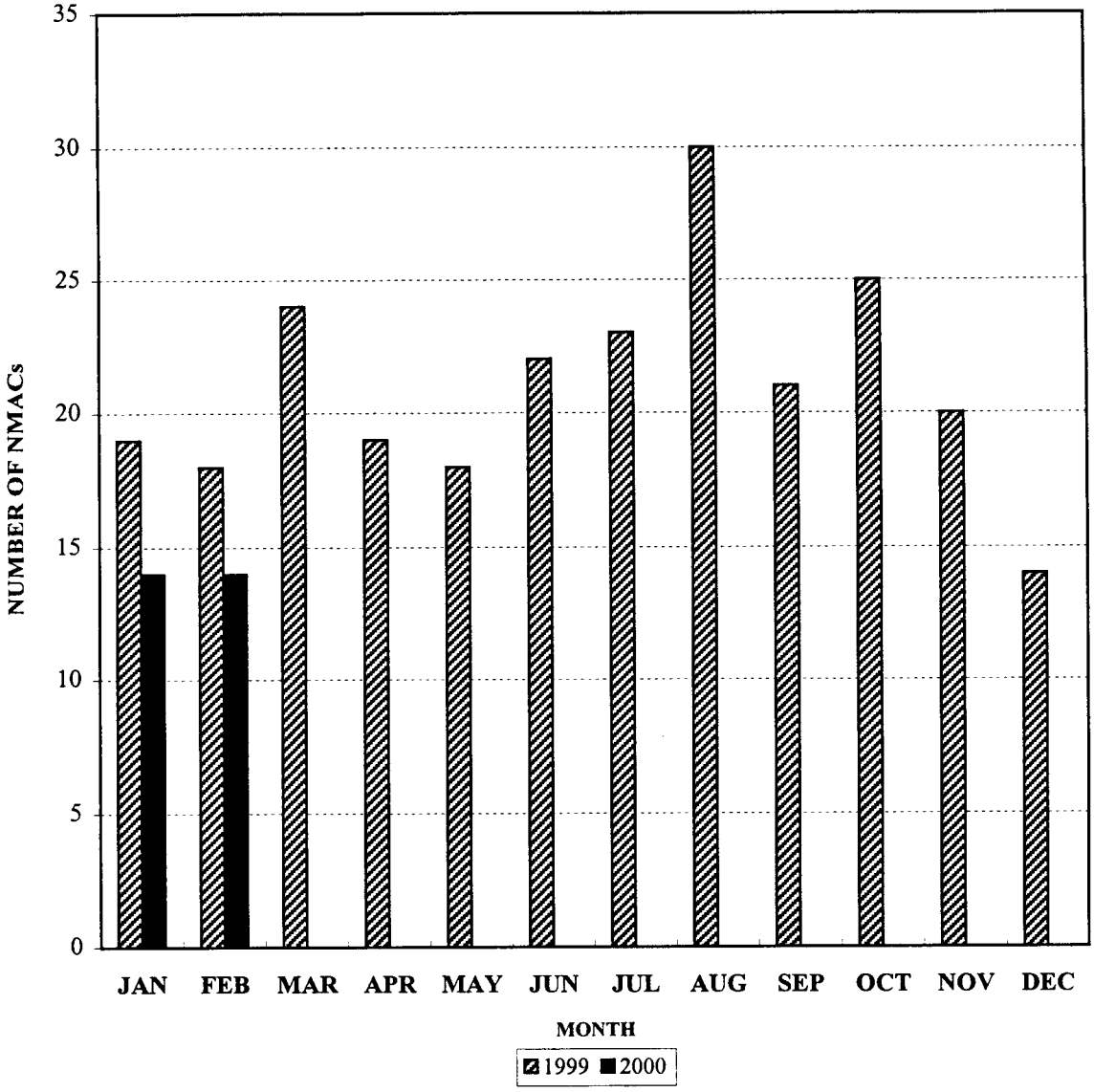
NATIONAL AIRSPACE INCIDENTS
CALENDAR YEARS 1998 and 1999



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**.

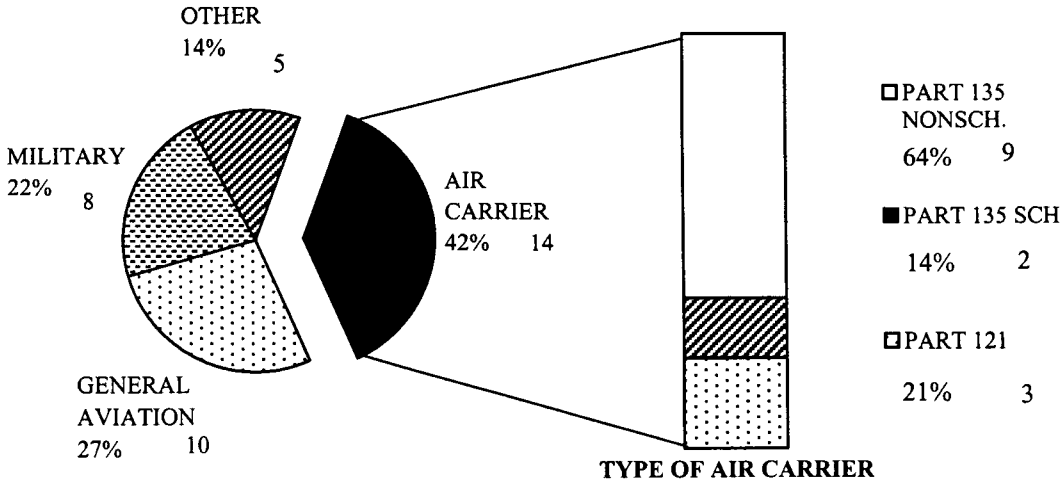
PILOT-REPORTED NEAR MIDAIR COLLISIONS
BY MONTH
1999 - FEBRUARY 2000



1999	19	18	24	19	18	22	23	30	21	25	20	14
2000	14	14										

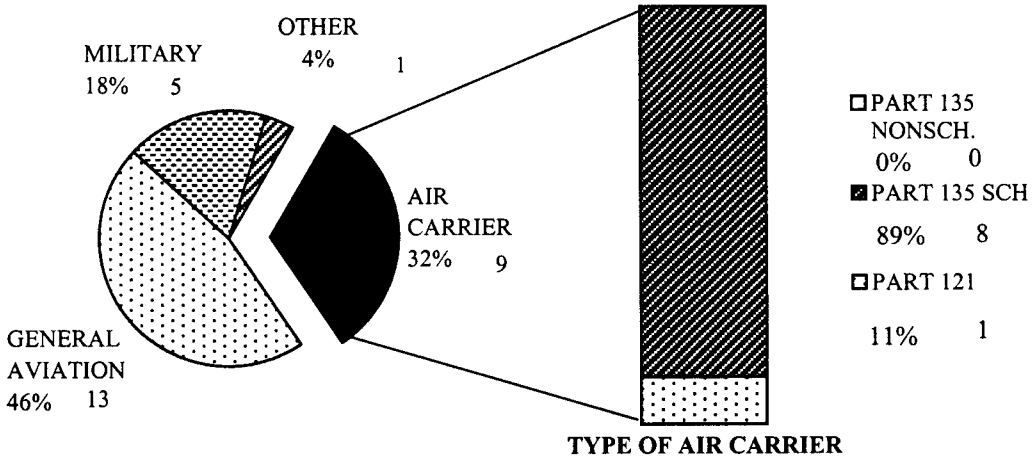
PILOT-REPORTED NEAR MIDAIR COLLISIONS
BY REPORTING OPERATOR TYPE
1999 versus 2000

JANUARY - FEBRUARY 1999



OPERATOR TYPE

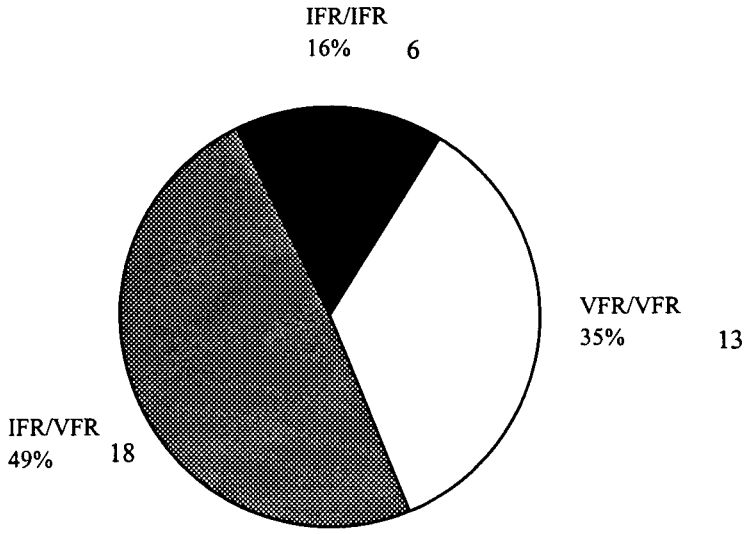
JANUARY - FEBRUARY 2000



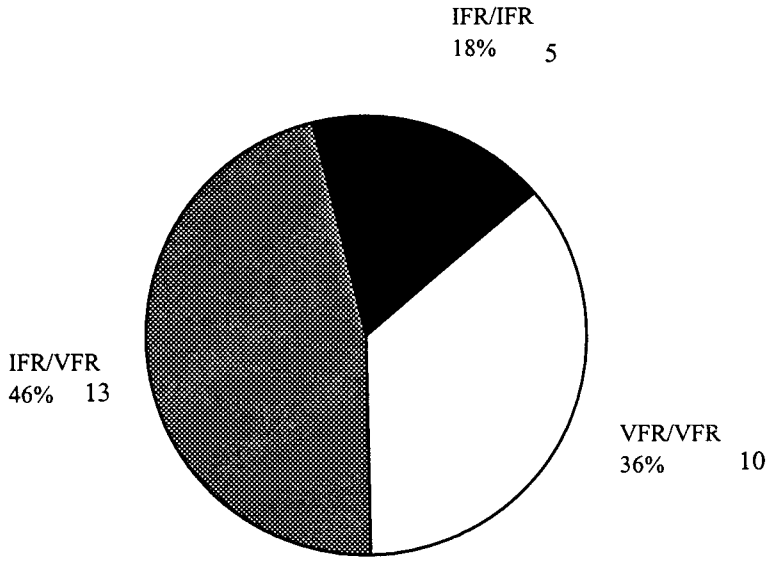
OPERATOR TYPE

PILOT-REPORTED NEAR MIDAIR COLLISIONS
1999 versus 2000

JANUARY - FEBRUARY 1999



JANUARY - FEBRUARY 2000



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

1999

MONTH	DEGREE OF HAZARD				
	CRITICAL	POTENTIAL	NO HAZARD	NOT REPORTED	TOTAL
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	8	6	6	22
JUL	1	11	8	3	23
AUG	1	12	7	10	30
SEP	2	7	0	12	21
OCT	2	9	6	8	25
NOV	2	10	1	7	20
DEC	3	4	2	5	14
TOTAL	24	97	55	77	253

2000

MONTH	DEGREE OF HAZARD				
	CRITICAL	POTENTIAL	NO HAZARD	NOT REPORTED	TOTAL
JAN	1	8	2	3	14
FEB	1	3	0	10	14
MAR					
APR					
MAY					
JUN					
JUL					
AUG					
SEP					
OCT					
NOV					
DEC					
TOTAL	2	11	2	13	28

PILOT-REPORTED NEAR MIDAIR COLLISIONS
BY REGION AND MONTH
1999 - FEBRUARY 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	3	3	10	25
NOV	0	1	4	1	0	0	4	3	7	20
DEC	2	1	1	2	0	0	4	2	2	14
TOTAL	9	14	34	28	6	22	34	35	71	253

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	4	14
MAR										
APR										
MAY										
JUN										
JUL										
AUG										
SEP										
OCT										
NOV										
DEC										
TOTAL	0	2	2	2	0	4	6	4	8	28

PILOT-REPORTED NEAR MIDAIR COLLISIONS BY STATE AND TERRITORY

1999 versus 2000

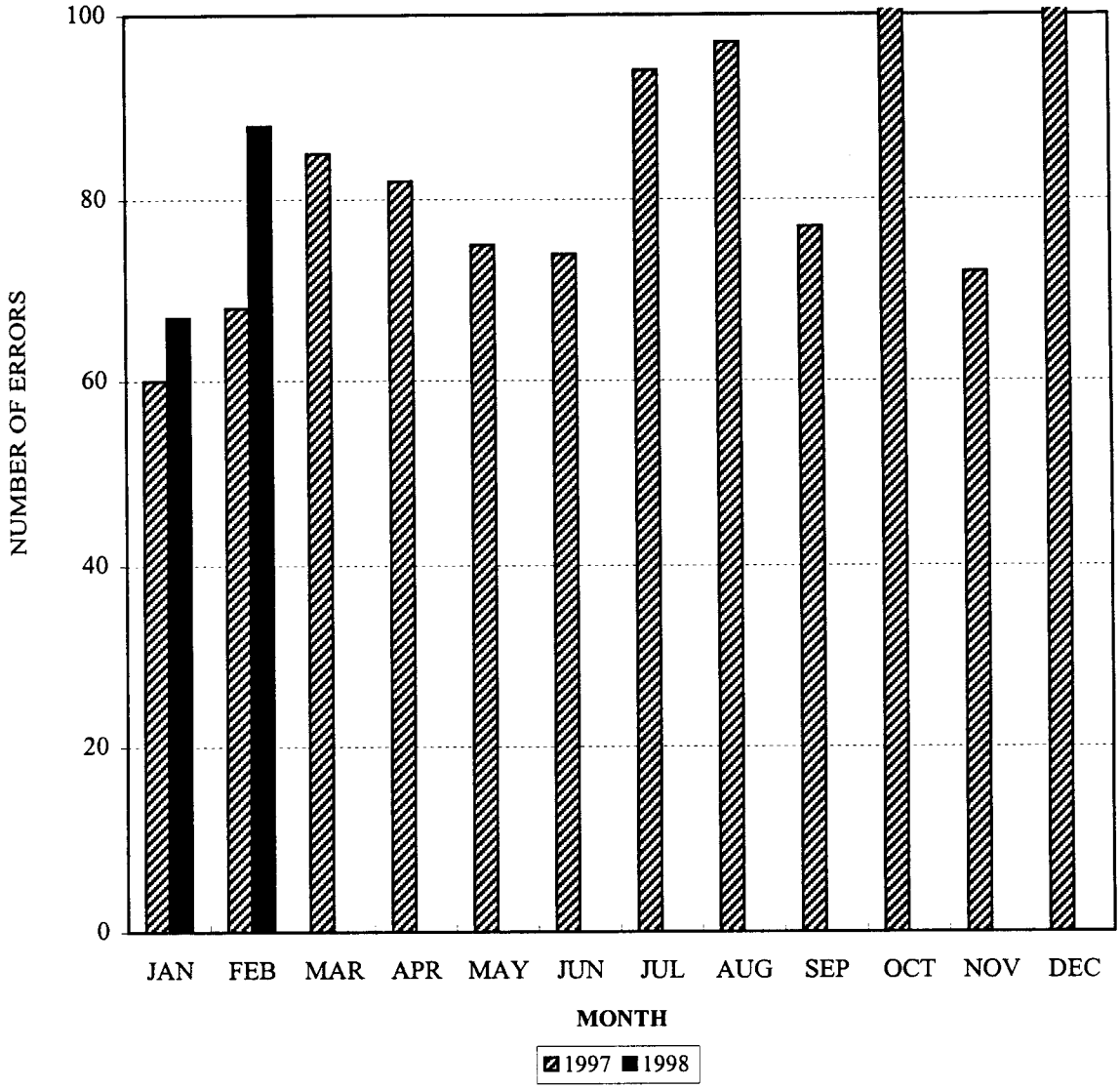
STATE	JAN-FEB 1999	JAN-FEB 2000
Alabama	1	0
Alaska	1	0
Arizona	2	4
Arkansas	0	0
Atlantic Ocean	1	0
Bahamas*	0	0
California	7	3
Colorado	0	1
Connecticut	1	0
Delaware	0	0
District of Columbia	0	0
Florida	2	5
Georgia	2	0
Guam*	0	0
Hawaii	1	1
Idaho	0	0
Illinois	1	0
Indiana	0	1
Iowa	1	0
Kansas	2	0
Kentucky	1	0
Louisana	0	1
Maine	0	0
Maryland	1	0
Massachusetts	0	0
Michigan	0	0
Minnesota	0	0
Mississippi	0	0
Missouri	0	1
Montana	0	0
Nebraska	0	0
Nevada	0	0
New Hampshire	0	0
New Jersey	0	0
New Mexico	1	0
New York	0	0
North Carolina	0	1
North Dakota	2	0
Ohio	0	0
Oklahoma	2	1
Oregon	1	1
Pennsylvania	1	2
Puerto Rico*	0	0
Rhode Island	0	0
South Carolina	0	0
South Dakota	0	0
Tennessee	0	0
Texas	4	3
Utah	0	1
Vermont	0	0
Virgin Islands*	0	0
Virginia	1	0
Wake Island*	0	0
Washington	1	1
West Virginia	0	0
Wisconsin	0	1
Wyoming	0	0
TOTAL	37	28

*U.S. Controlled Airspace

OPERATIONAL ERRORS/DEVIATIONS*

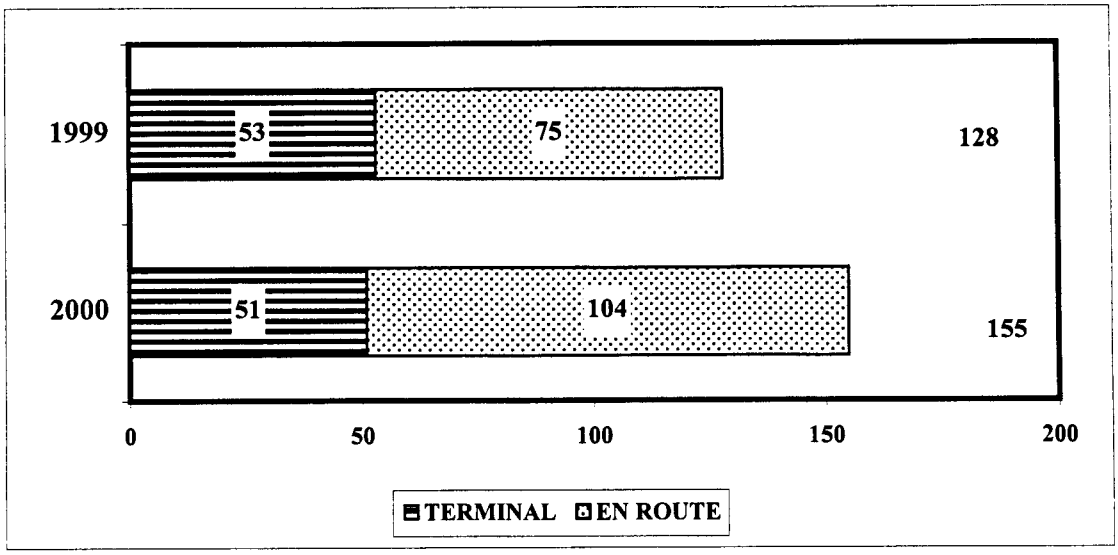
*The use of absolute numbers of **Operational Errors/Deviations** as an indication of the performance of the air traffic control system can be misleading because of the apparent relationship between Operational Errors/Deviations and traffic activity. An increase or decrease in the error/deviation count 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 - February 2000



1999	60	68	85	82	75	74	94	97	77	104	72	108
2000	67	88										

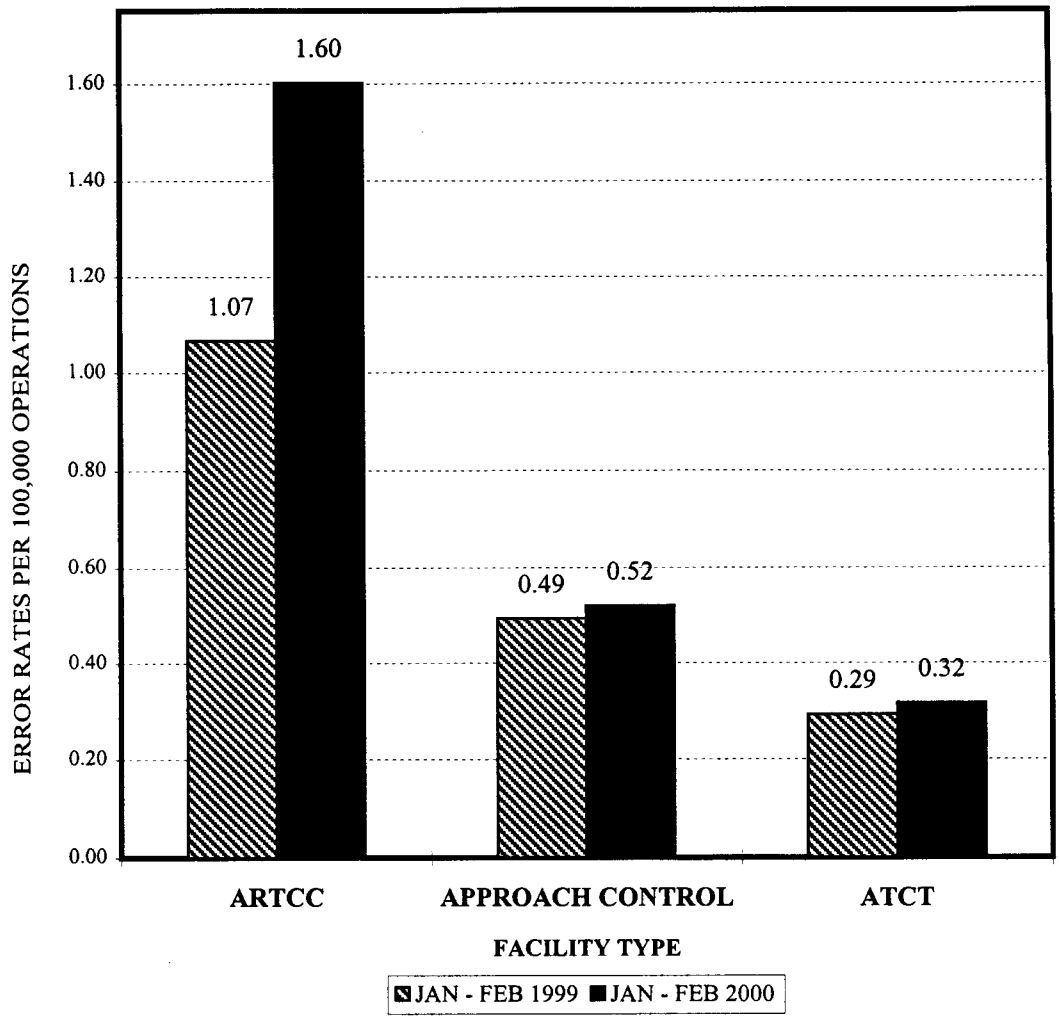
OPERATIONAL ERRORS
JANUARY-FEBRUARY
1999 versus 2000



	TYPE OF OPERATIONAL ERRORS JAN-FEB 1999				TYPE OF OPERATIONAL ERRORS JAN-FEB 2000			
MONTH	TERMINAL	EN ROUTE	FSS	TOTAL	TERMINAL	EN ROUTE	FSS	TOTAL
JAN	29	31	0	60	21	46	0	67
FEB	24	44	0	68	30	58	0	88
MAR								
APR								
MAY								
JUN								
JUL								
AUG								
SEP								
OCT								
NOV								
DEC								
TOTAL	53	75	0	128	51	104	0	155

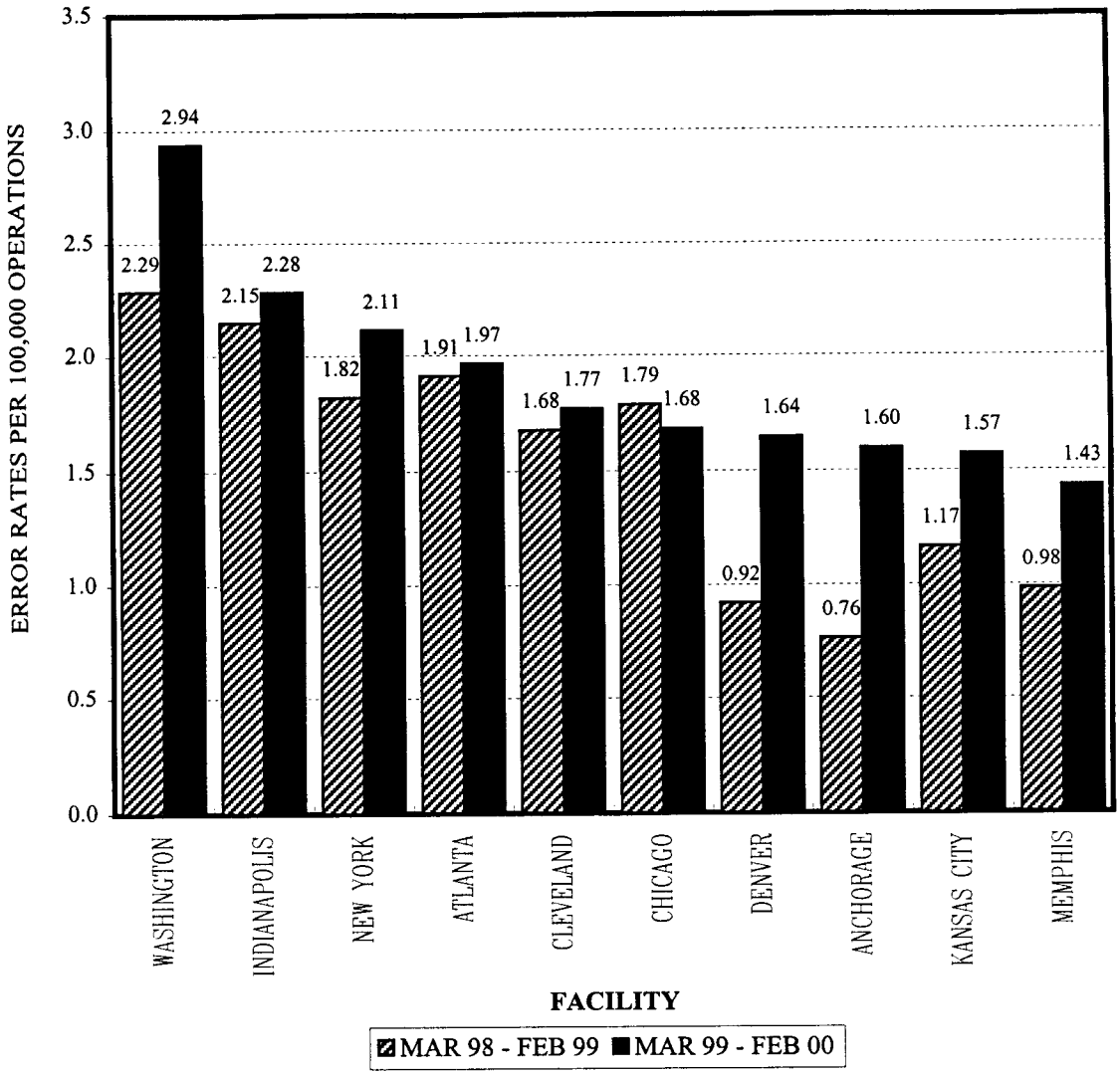
Note: In grapic overview FSSs are included in Terminals.

OPERATIONAL ERROR RATES
BY FACILITY TYPE
1999 versus 2000



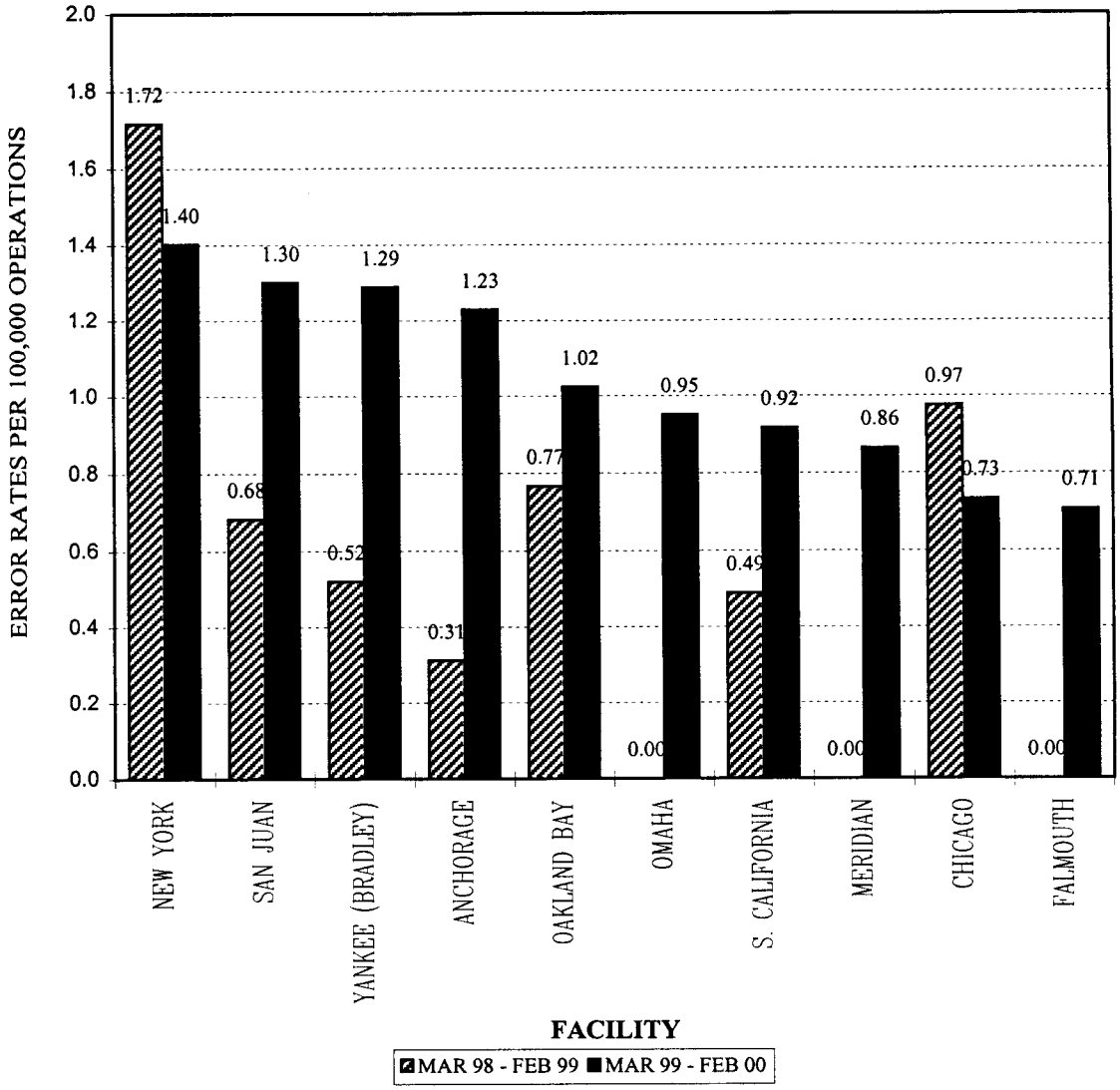
Actual Error Data thru 02/29/2000
Actual Activity Data thru 12/31/1999
Forecast Activity Data 01/01/2000 - 02/29/2000

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



Actual Error Data thru 02/29/2000
Actual Activity Data thru 12/31/1999
Forecast Activity Data 01/01/2000 - 02/29/2000

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



Actual Error Data thru 02/29/2000
Actual Activity Data thru 12/31/1999
Forecast Activity Data 01/01/2000 - 02/29/2000
CERAPS are included in TRACONS

OPERATIONAL ERRORS
BY REGION BY MONTH
1999 - FEBRUARY 2000

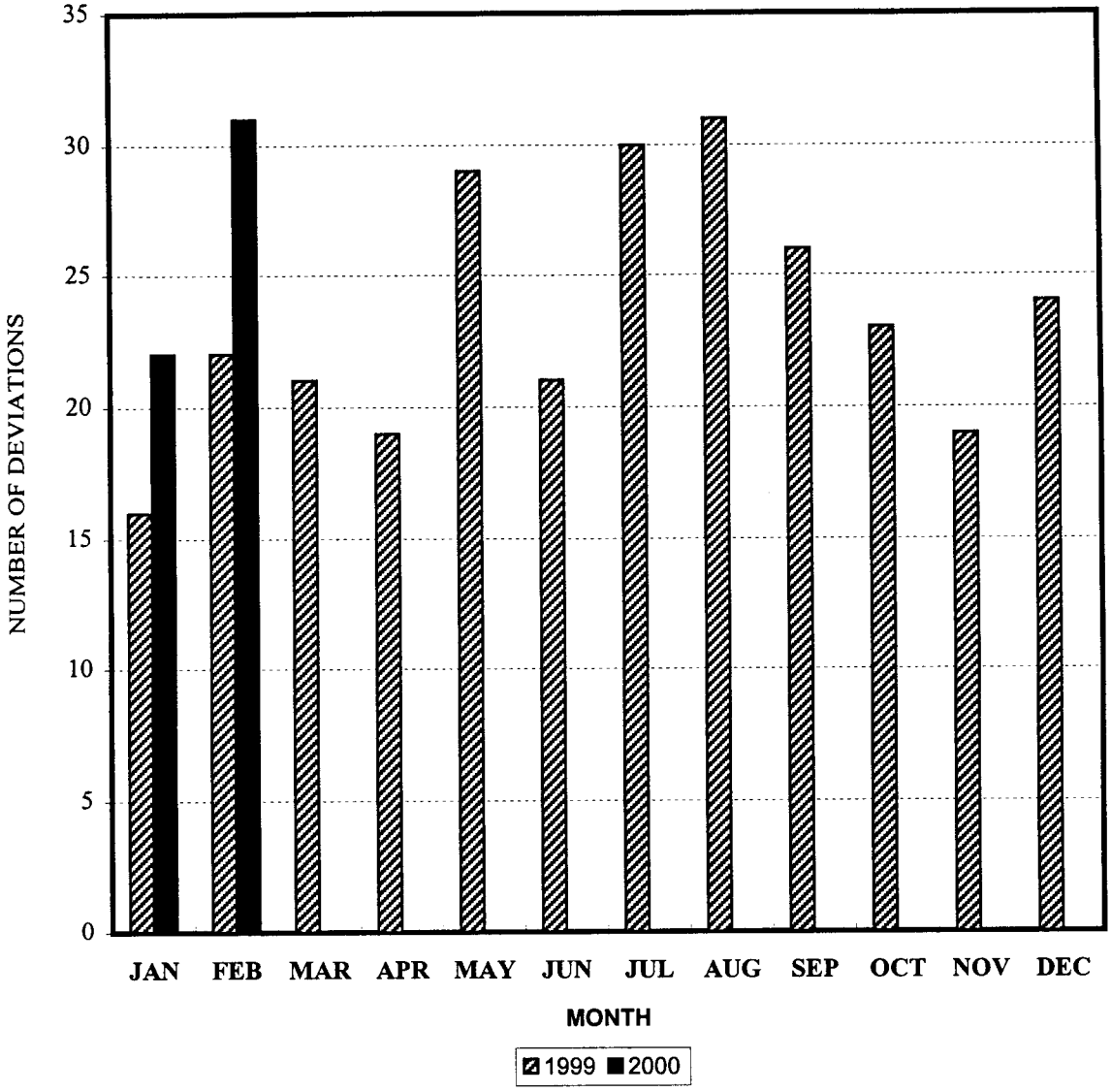
1999

MONTH	REGION									TOTAL
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW	AWP	
JAN	0	3	15	13	1	3	14	5	6	60
FEB	1	1	15	21	0	3	19	4	4	68
MAR	3	2	16	15	4	5	19	9	12	85
APR	0	5	15	21	0	6	22	8	5	82
MAY	0	6	17	18	2	4	11	11	6	75
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	4	14	6	10	72
DEC	2	3	19	22	3	8	27	8	16	108
TOTAL	17	43	223	236	31	55	197	94	100	996

2000

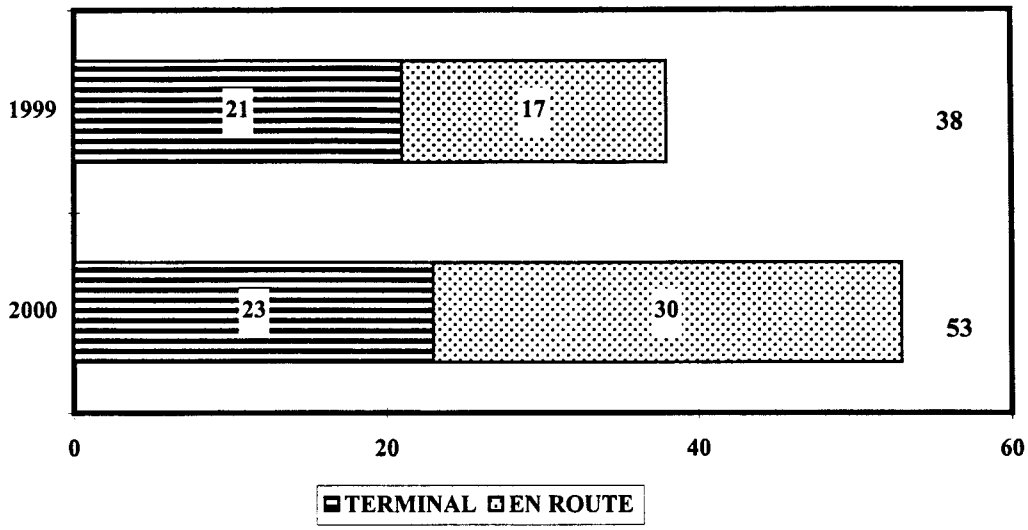
MONTH	REGION									TOTAL
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW	AWP	
JAN	0	4	13	18	0	4	10	9	9	67
FEB	0	6	23	19	2	4	15	12	7	88
MAR										
APR										
MAY										
JUN										
JUL										
AUG										
SEP										
OCT										
NOV										
DEC										
TOTAL	0	10	36	37	2	8	25	21	16	155

OPERATIONAL DEVIATIONS
BY MONTH
1999 - FEBRUARY 2000



1999	16	22	21	19	29	21	30	31	26	23	19	24
2000	22	31										

OPERATIONAL DEVIATIONS
JANUARY-FEBRUARY
1999 versus 2000



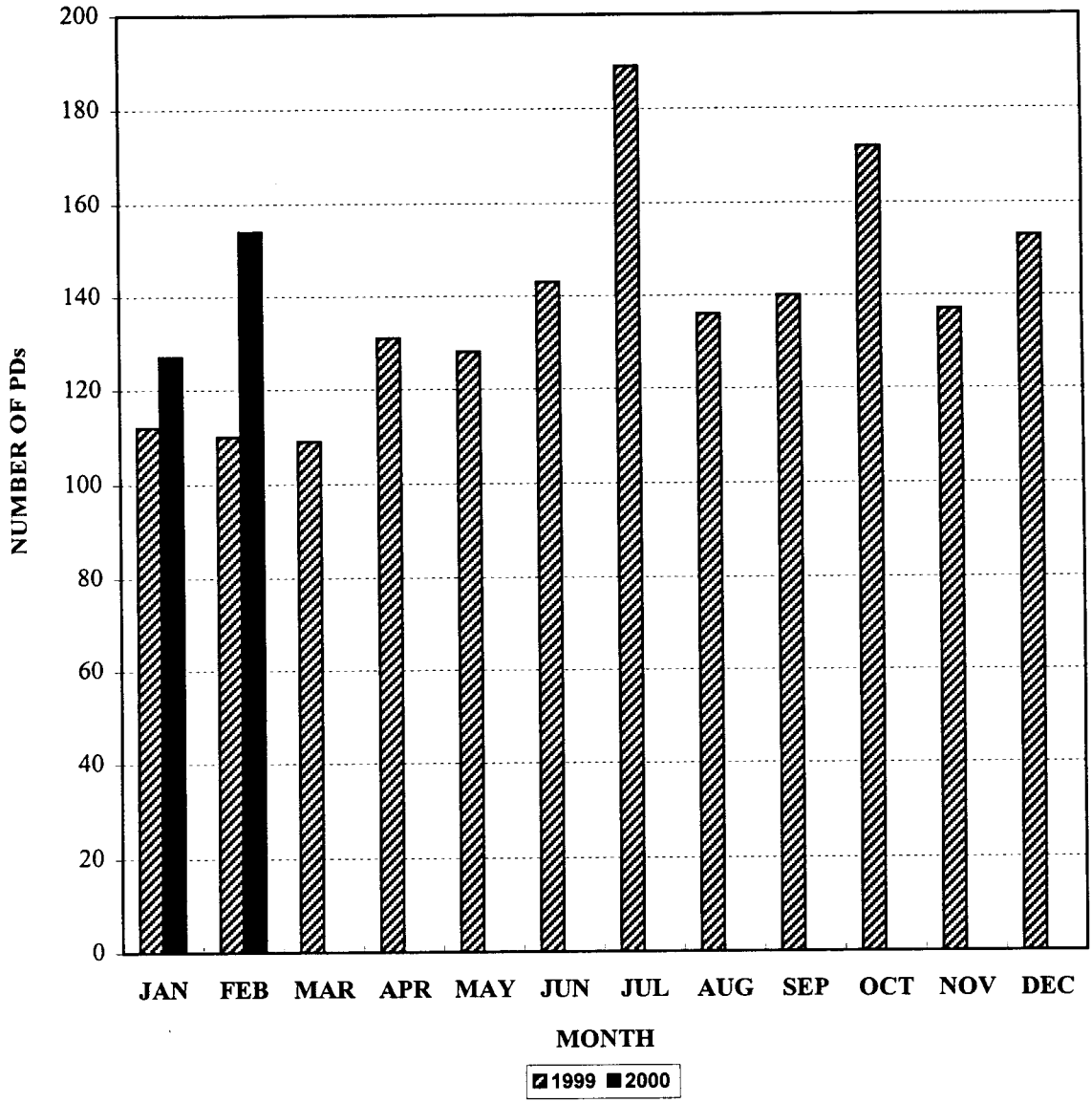
	TYPE OF OPERATIONAL DEVIATIONS JAN-FEB 1999				TYPE OF OPERATIONAL DEVIATIONS JAN-FEB 2000			
MONTH	TERMINAL	EN ROUTE	FSS	TOTAL	TERMINAL	EN ROUTE	FSS	TOTAL
JAN	8	7	1	16	13	9	0	22
FEB	12	10	0	22	10	21	0	31
MAR								
APR								
MAY								
JUN								
JUL								
AUG								
SEP								
OCT								
NOV								
DEC								
TOTAL	20	17	1	38	23	30	0	53

Note: In grapic 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**.

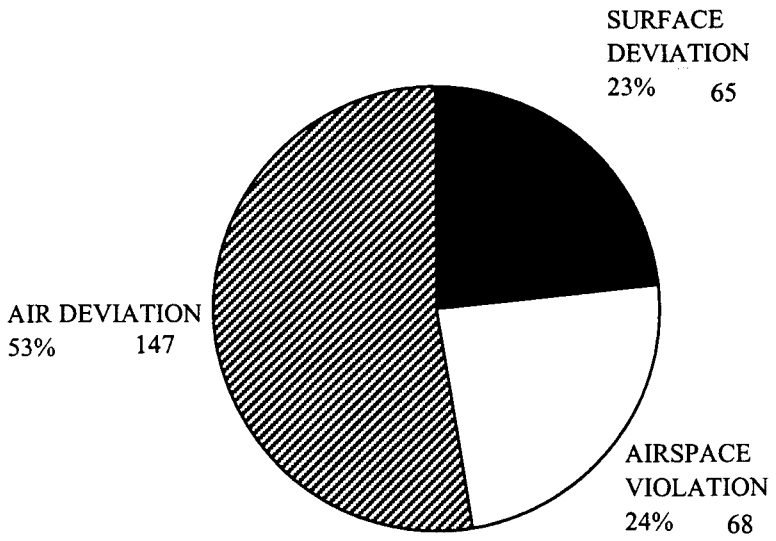
PILOT DEVIATIONS
BY MONTH
1999 - FEBRUARY 2000



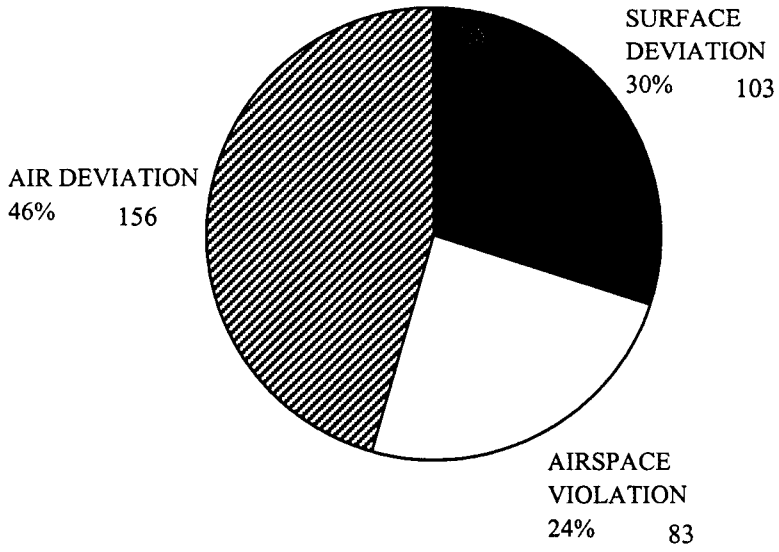
1999	112	110	109	131	128	143	189	136	140	172	133	153
2000	127	154										

PILOT DEVIATIONS
BY DEVIATION TYPE
1999 versus 2000

JANUARY - FEBRUARY 1999

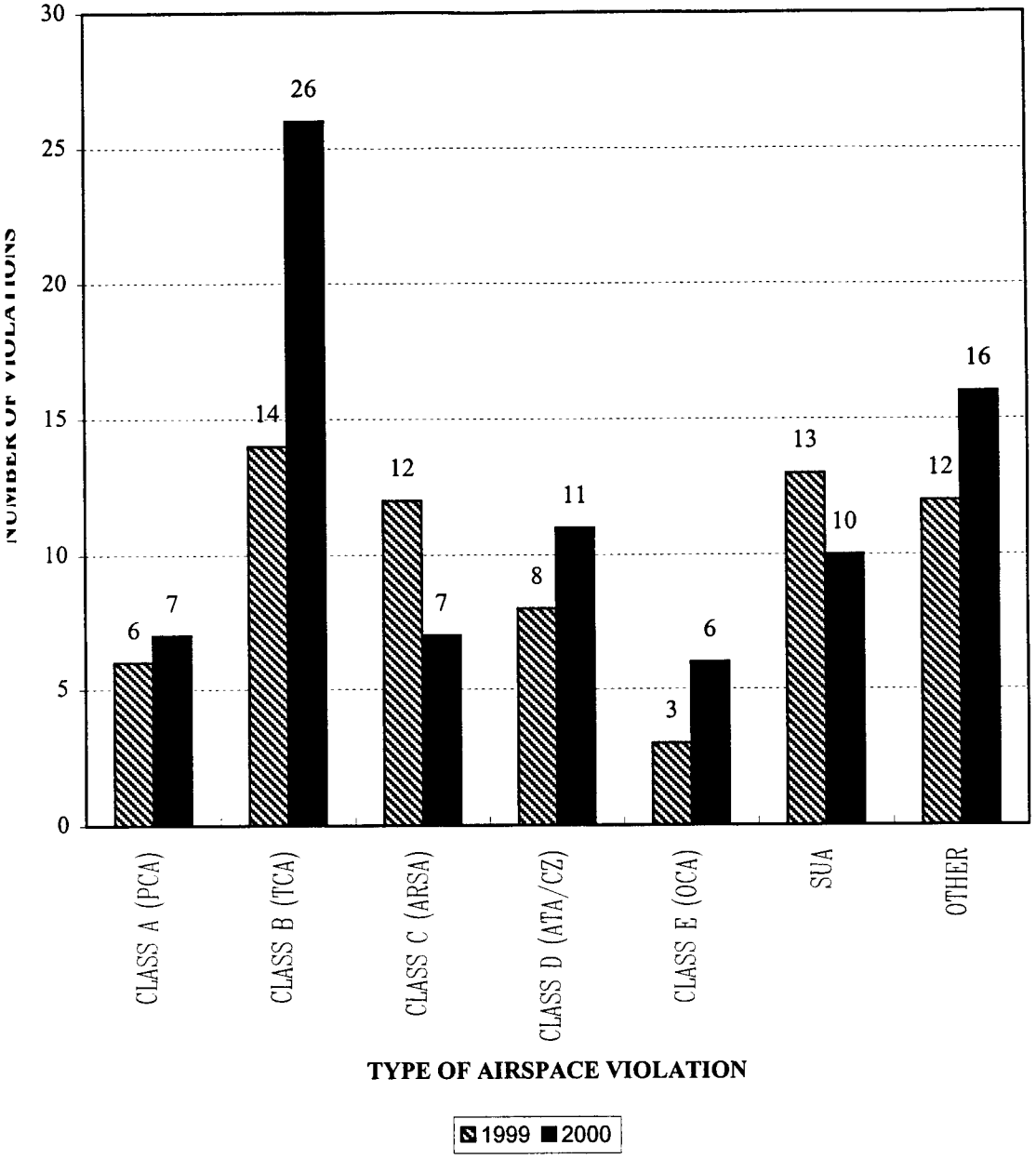


JANUARY - FEBRUARY 2000



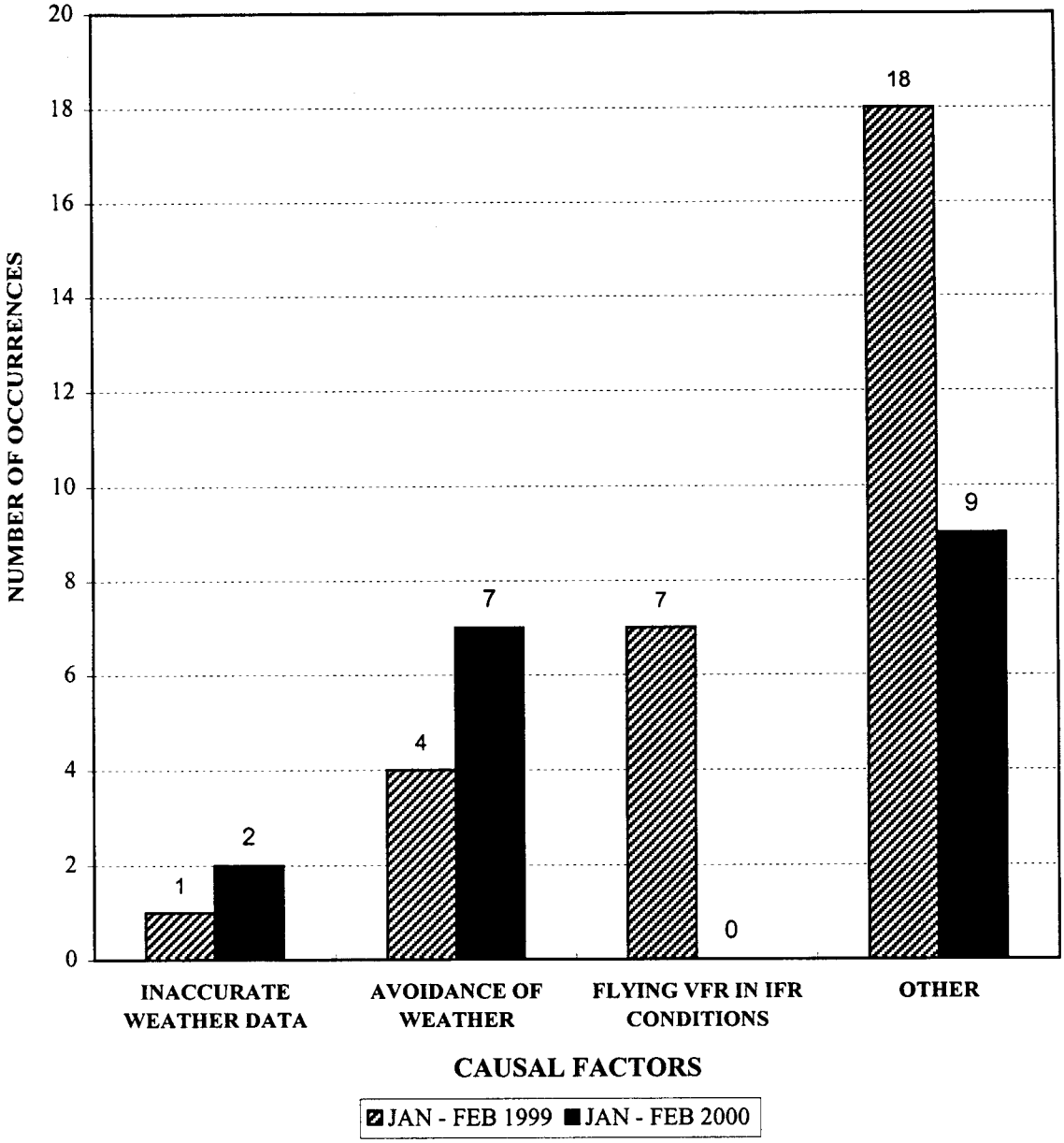
NOTE: The total number of deviations exceeds the number of reports. One report may involve multiple deviations, including both air and surface deviations on the same report.

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

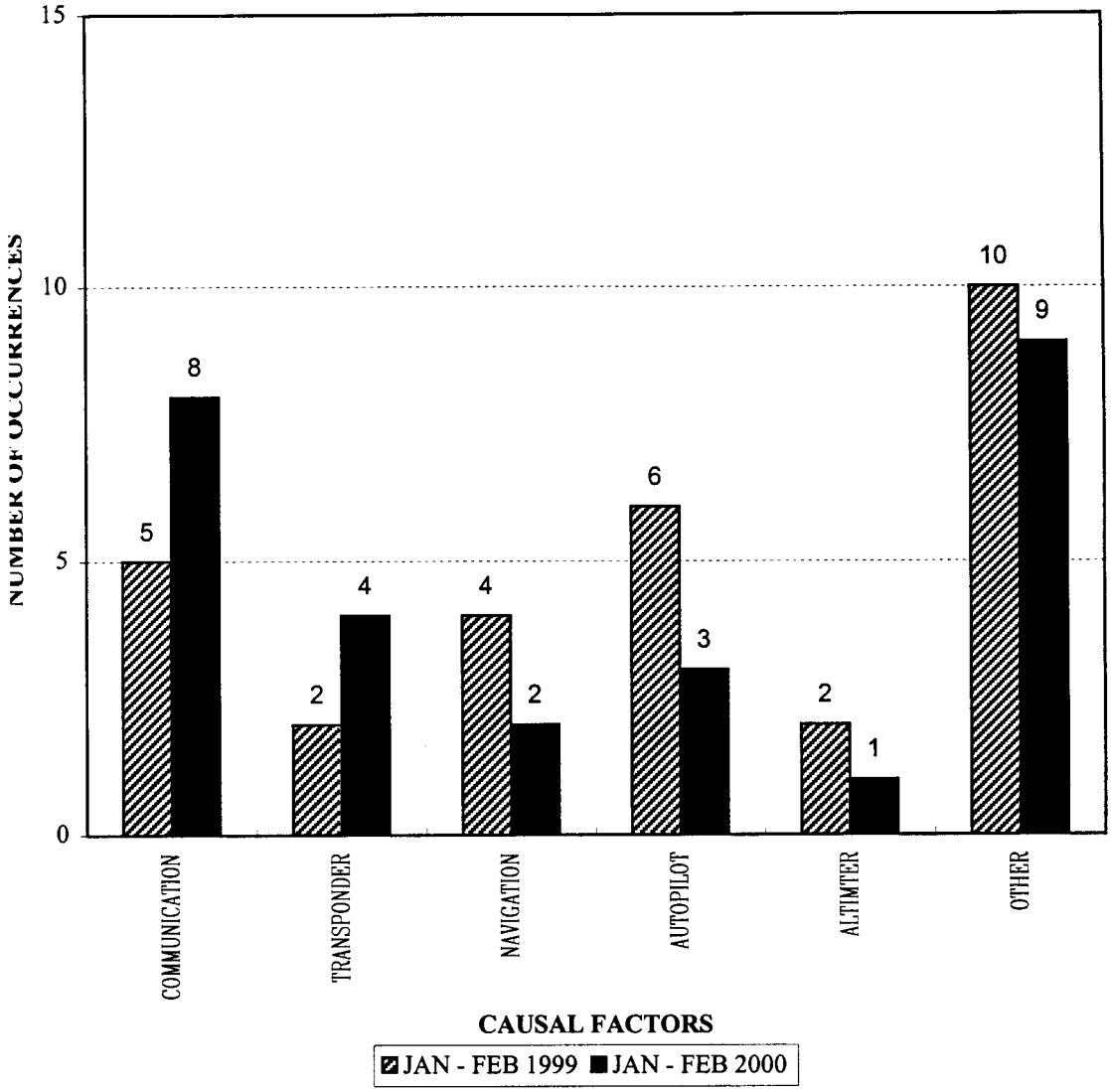


OTHER also includes Unknown.

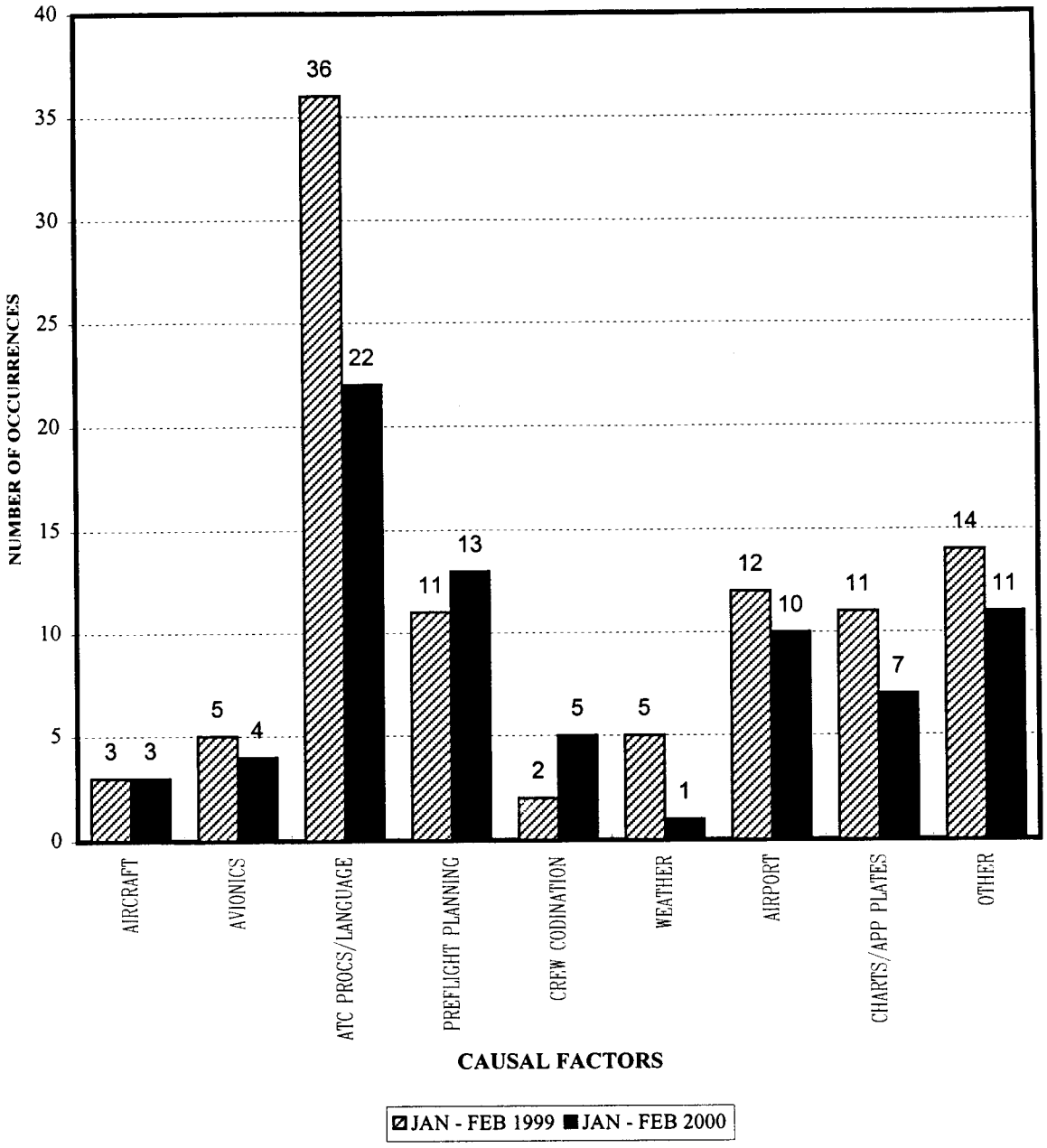
PILOT DEVIATIONS BY CAUSAL FACTORS
WEATHER
1999 versus 2000



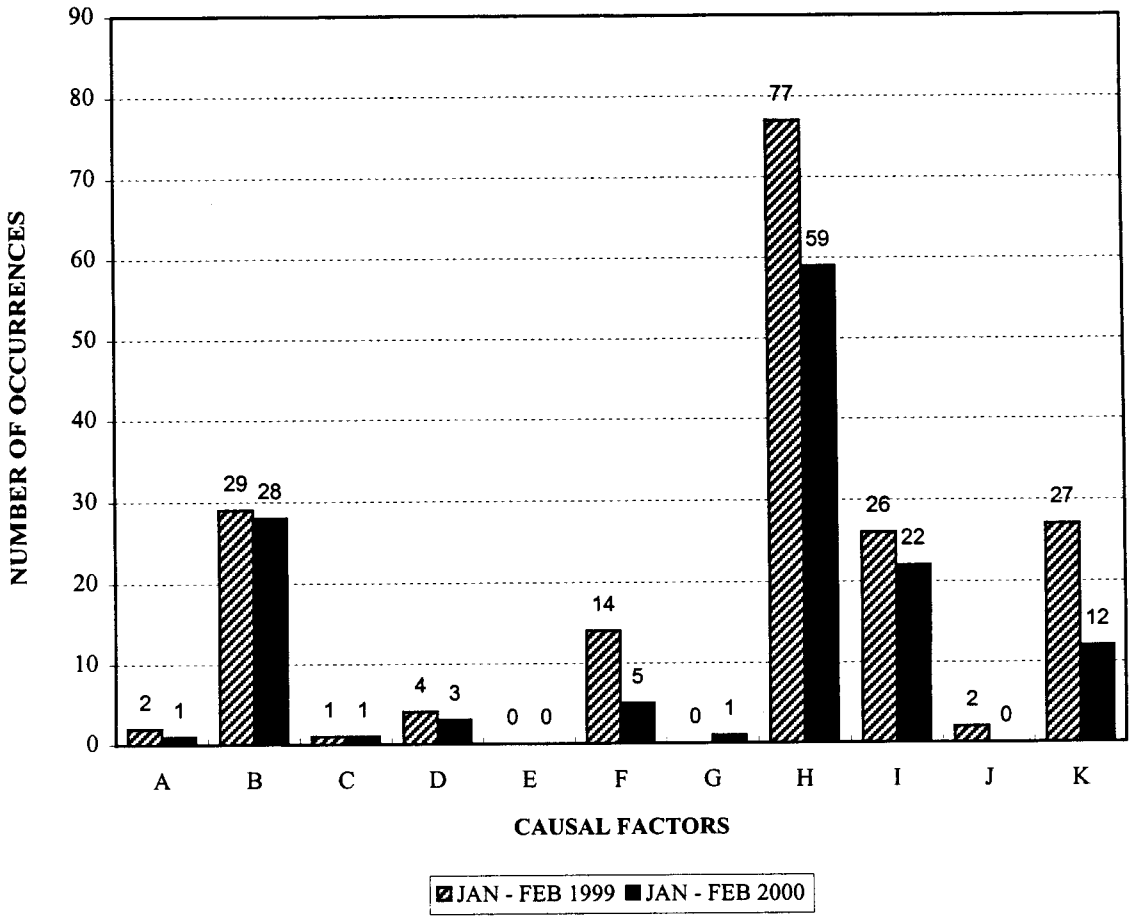
PILOT DEVIATIONS BY CAUSAL FACTORS
AIRCRAFT EQUIPMENT MALFUNCTION
1999 versus 2000



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 - FEBRUARY 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	30	18	22	110
MAR	3	3	15	23	2	5	22	10	26	109
APR	5	3	16	18	3	9	44	10	23	131
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	43	15	36	189
AUG	4	6	21	26	4	9	26	9	31	136
SEP	2	7	16	20	2	9	35	8	41	140
OCT	1	10	35	21	2	20	24	21	38	172
NOV	2	9	19	24	4	10	29	11	25	133
DEC	1	8	24	12	5	11	35	16	41	153
TOTAL	25	74	246	254	46	126	361	156	368	1656

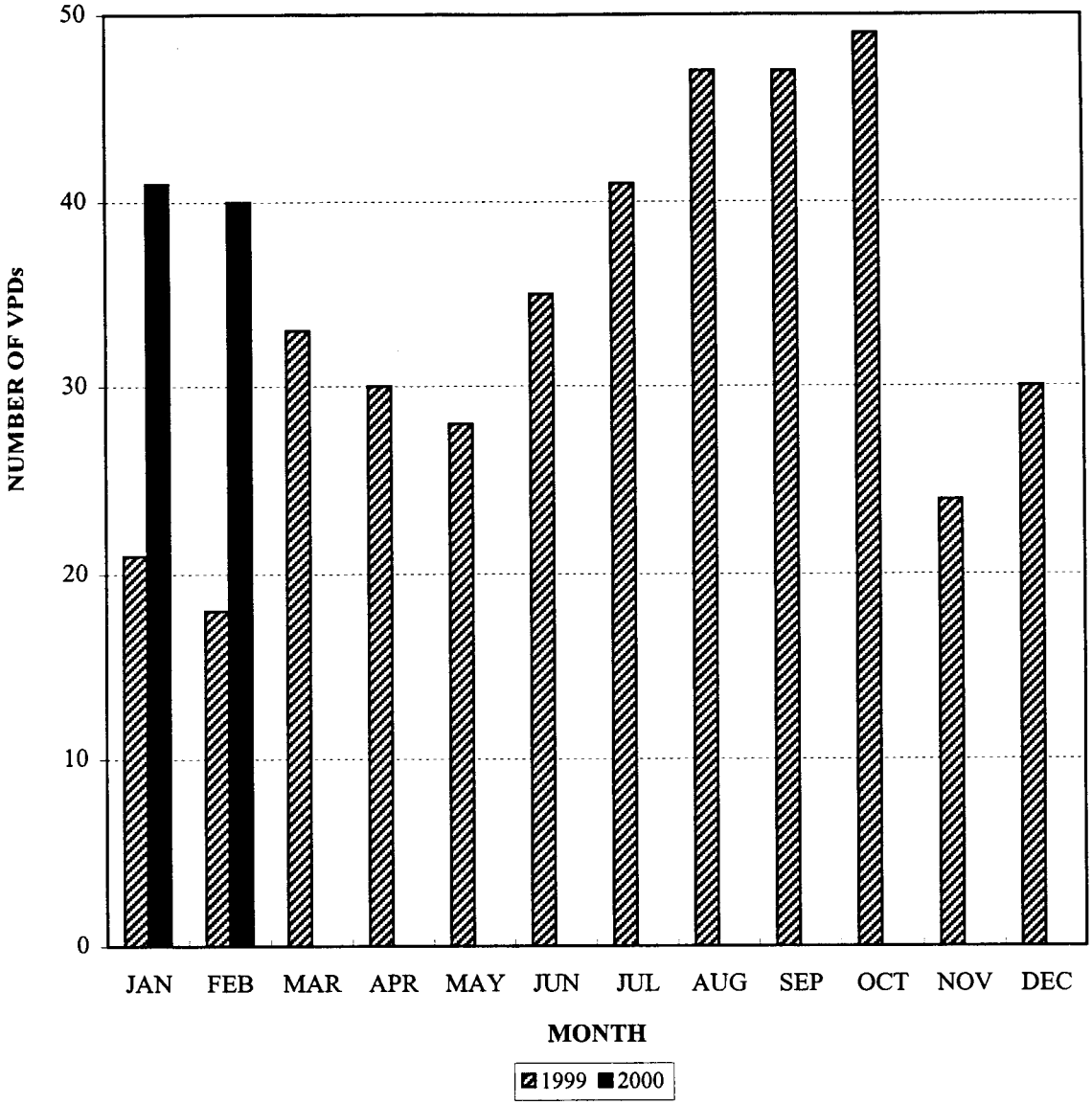
2000

MONTH	REGION									TOTAL
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW	AWP	
JAN	2	5	16	20	4	4	22	19	35	127
FEB	5	4	24	18	2	5	39	20	37	154
MAR										
APR										
MAY										
JUN										
JUL										
AUG										
SEP										
OCT										
NOV										
DEC										
TOTAL	7	9	40	38	6	9	61	39	72	281

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 - FEBRUARY 2000



1999	21	18	33	30	28	35	41	47	47	49	24	30
2000	41	40										

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

AIRPORT	ID	MAR 98- FEB 99	MAR 99- FEB 00
Merrill Field Arpt, AK	MRI	14	25
Jeffco Arpt, CO	BJC	1	24
Ft. Lauderdale Executive Arpt, FL	FXE	12	15
Montgomery Field Arpt, CA	MYF	5	13
Andrews AFB, MD	ADW	3	12
Ann Arbor Muni Arpt, MI	ARB	0	10
David Wayne Hooks Memorial Arpt, TX	DWH	0	10
San Francisco Intl, CA	SFO	1	9
Santa Monica Muni Arpt, CA	SMO	1	9
Richard Lloyd Jones Jr. Arpt, OK	RVS	4	8
Luis Munoz Marin Intl, PR	SJU	7	8
Anoka County-Blaine Arpt (Janes Field), MN	ANE	2	7
Birmingham Arpt, AL	BHM	2	6
Minneapolis-St. Paul Intl/World Chamberlain Arpt, MN	MSP	0	6
Willow Run Arpt, MI	YIP	6	6
Hector Intl, ND	FAR	3	5
Lake Hood SPB, AK	LHD	0	5
Reno/Tahoe Intl, NV	RNO	1	5
Albert Whitted Arpt, FL	SPG	0	5

VEHICLE/PEDSTRIAN DEVIATIONS
BY REGION AND MONTH
1999 - FEBRUARY 2000

1999

MONTH	REGION									TOTAL
	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	5	2	41
AUG	4	5	5	7	0	7	8	3	8	47
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	2	0	3	9	1	5	22
DEC	1	3	2	5	2	5	3	3	6	30
TOTAL	32	18	51	76	11	40	80	29	64	401

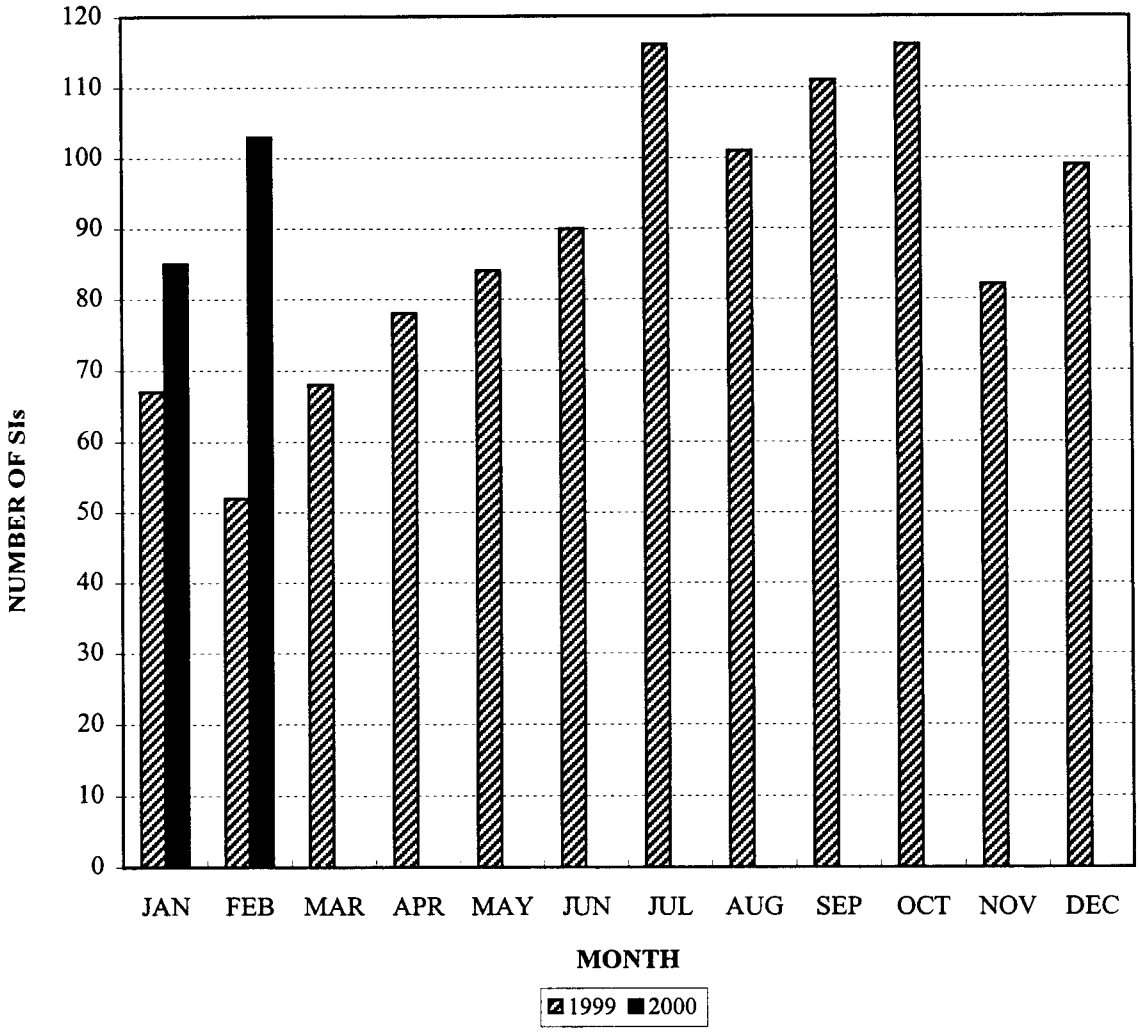
2000

MONTH	REGION									TOTAL
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW	AWP	
JAN	3	2	5	6	0	2	6	6	11	41
FEB	2	0	0	7	2	6	12	4	7	40
MAR										
APR										
MAY										
JUN										
JUL										
AUG										
SEP										
OCT										
NOV										
DEC										
TOTAL	5	2	5	13	2	8	18	10	18	81

SURFACE INCIDENTS*

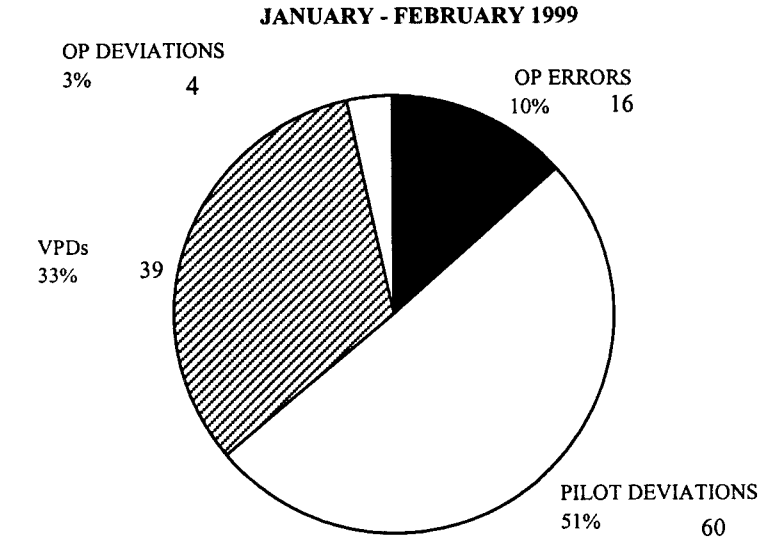
***Surface Incidents** may require 90 days to stabilize; therefore, care should be exercised in making statistical comparisons for the most recent 90-day period.
Data are preliminary and subject to change.

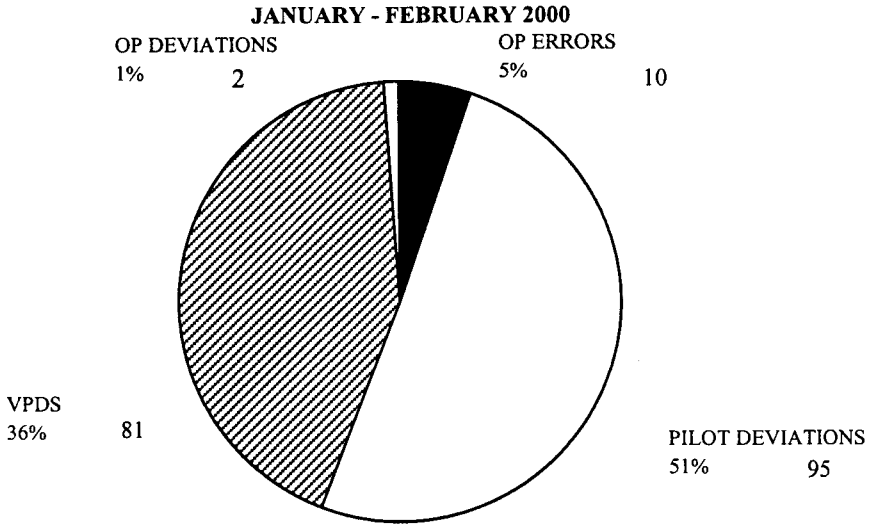
SURFACE INCIDENTS
BY MONTH
1999 - FEBRUARY 2000



1999	67	52	68	78	84	90	116	101	111	116	82	99
2000	85	103										

SURFACE INCIDENTS
BY TYPE





Mutiple 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	MAR 98 - FEB 99	MAR 99 - FEB 00
Reno/Tahoe Intl, NV	5	36
Merrill Field Arpt, AK	17	27
Montgomery Field Arpt, CA	12	25
Jeffco Arpt, CO	2	25
San Francisco Intl, CA	9	22
Ft. Lauderdale Executive Arpt, FL	16	21
John Wayne-Orange County Arpt, CA	7	21
Long Beach/Daugherty Field Arpt, CA	22	17
Luis Munoz Marin Intl, PR	8	17
Los Angeles Intl, CA	20	15
David Wayne Hooks Memorial Arpt, TX	0	14
Mnpls-St. Paul Intl/World Chamberlain Arpt, MN	2	13
Theodore Francis Green State Arpt, RI	1	13
Lambert-St. Louis Intl, MO	19	12
Phoenix Sky Harbor Intl, AZ	14	12
San Jose Intl, CA	8	12
Andrews AFB, MD	6	12
Ann Arbor Muni Arpt, MI	0	12
Richard Lloyd Jones Jr. Arpt, OK	8	11
Flying Cloud Arpt, MN	6	11
San Antonio Intl, TX	5	11
Raleigh-Durham Intl, NC	5	10
Greater Rochester Intl, NY	2	10
Santa Monica Muni Arpt, CA	1	10
Cleveland-Hopkins Intl, OH	11	9
Centennial Arpt, CO	5	9
Hector Intl, ND	4	9
Palm Springs Intl, CA	0	9
Dallas-Ft. Worth Intl, TX	4	8
Santa Barbara Muni Arpt, CA	4	8
The William B Hartsfield Atlanta Intl, GA	4	8
Chino Arpt, CA	0	8

SURFACE INCIDENTS BY AIRPORT (CON'T)
12 MONTH COMPARISON
MARCH 1998 - FEBRUARY 1999 versus MARCH 1999 - FEBRUARY 2000
CAUTION: A surface incident may have multiple causal factors and result in multiple reports

AIRPORT	PILOT DEVIATIONS		SURFACE ERRORS		SURFACE DEVIATIONS		VEHICLE PEDESTRIAN DEVIATIONS		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
Abilene Regional Arpt, TX	4	0	0	0	0	0	4	0	8	0	9.617	0.000
Adams Field Arpt, AR	4	2	0	1	0	0	1	0	5	3	2.899	1.672
Addison Arpt, TX	3	1	2	0	0	0	1	1	6	2	3.338	1.191
Akron-Canton Regional Arpt, OH	0	1	0	0	0	0	0	1	0	2	0.000	0.777
Albany Intl, NY	1	2	0	0	0	0	0	1	1	3	0.695	1.937
Albert Whitted Arpt, FL	0	2	0	0	0	0	0	5	0	7	0.000	4.090
Albuquerque Intl, NM	0	2	0	0	0	0	0	1	0	3	0.000	1.320
Alexandria Intl Arpt, LA	0	1	0	0	0	0	0	0	0	1	N/A	2.729
Allegheny County Arpt, PA	0	1	0	0	0	0	7	3	7	4	5.362	3.083
Allen AAF, AK	0	1	0	0	0	0	0	0	0	1	N/A	N/A
Amarillo Intl, TX	0	0	0	0	0	0	0	2	0	2	0.000	0.820
Anchorage Intl, AK	0	6	2	0	1	0	5	1	8	7	2.608	2.322
Andrews AFB, MD	1	0	2	0	0	0	3	12	6	12	4.879	10.240
Ann Arbor Muni Arpt, MI	0	2	0	0	0	0	0	10	0	12	0.000	6.806
Anniston Metro Arpt, AL	1	0	0	0	1	0	0	0	2	0	N/A	N/A
Anoka County-Blaine Arpt (Janes Field), MN	0	0	0	0	0	0	2	7	2	7	1.344	3.776
Aspen-Pitkin County/Sardy Field Arpt, CO	1	0	0	0	0	0	0	0	1	0	2.222	0.000
Augusta Rgnl at Bush Field Arpt, GA	0	1	0	0	0	0	0	1	0	2	0.000	3.903
Aurora Muni Arpt, IL	1	0	0	0	0	0	1	2	2	2	1.585	1.676
Austin Straubel Intl, WI	0	1	0	0	0	0	0	0	0	1	0.000	1.266
Austin-Bergstrom Intl Arpt, TX	1	0	1	0	0	0	0	0	2	0	1.088	0.000
Baltimore-Washington Intl, MD	2	2	2	0	0	0	0	1	4	3	1.356	0.980
Bangor Intl, ME	0	0	1	0	0	0	1	1	2	1	1.987	1.001
Barkley Regional Arpt, KY	0	1	0	0	0	0	0	1	0	2	0.000	6.217
Barnstable Muni-Boardman/Polando Field Arpt, MA	1	0	0	0	0	0	0	0	1	0	0.723	0.000
Baton Rouge Metro, Ryan Field Arpt, LA	0	0	0	0	0	0	1	1	1	1	0.706	0.675
Bellingham Intl, WA	0	0	0	0	0	0	1	0	1	0	1.409	0.000
Beverly Muni Arpt, MA	0	0	0	0	0	0	1	0	1	0	1.139	0.000
Birmingham Arpt, AL	3	0	0	0	0	0	2	6	5	6	3.244	3.179
Bishop Intl, MI	0	0	0	0	0	0	0	1	0	1	0.000	0.681
Blue Grass Arpt, KY	0	0	0	1	0	0	0	0	0	1	0.000	0.969
Boeing Field/King County Intl, WA	2	2	1	1	1	0	3	0	7	3	2.098	0.850

Actual Activity Data thru 12/31/1999

Forecast Activity Data 01/01/2000 - 02/29/2000

Rates per 100,000 Operations

SURFACE INCIDENTS BY AIRPORT (CON'T)
12 MONTH COMPARISON
MARCH 1998 - FEBRUARY 1999 versus MARCH 1999 - FEBRUARY 2000
CAUTION: A surface incident may have multiple causal factors and result in multiple reports

AIRPORT	PILOT DEVIATIONS		SURFACE ERRORS		SURFACE DEVIATIONS		VEHICLE PEDESTRIAN DEVIATIONS		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
Boise Air Terminal/Gowen Field Arpt, ID	3	6	0	1	0	0	0	0	3	7	1.731	3.898
Boston TRACON, MA	0	1	0	0	0	0	0	0	0	1	N/A	N/A
Bowman Field Arpt, KY	0	1	0	0	0	0	0	2	0	3	0.000	2.056
Brackett Field Arpt, CA	0	4	0	0	0	0	0	0	0	4	0.000	1.607
Bradley Intl, CT	1	0	0	0	0	0	1	0	2	0	1.102	0.000
Brown Field Muni Arpt, CA	0	1	0	0	0	0	0	0	0	1	0.000	0.967
Brunswick NAS, ME	1	1	0	0	0	0	0	0	1	1	N/A	N/A
Buchanan Field Arpt, CA	0	5	1	0	0	0	0	1	1	6	0.453	2.140
Buffalo Niagara Intl, NY	0	1	0	0	0	0	0	4	0	5	0.000	3.166
Burbank-Glendale-Pasadena Arpt, CA	1	0	2	2	0	0	1	0	4	2	2.199	1.117
Burlington Intl, VT	0	0	1	0	0	0	0	0	1	0	0.844	0.000
Camarillo Arpt, CA	0	0	0	0	0	0	0	1	0	1	N/A	N/A
Capital Arpt, IL	0	4	0	2	0	0	0	0	0	6	0.000	6.593
Capital City Arpt, MI	0	0	0	0	1	0	0	0	1	0	0.837	0.000
Centennial Arpt, CO	4	3	0	2	0	0	1	4	5	9	1.105	1.811
Central Ilinois Rgnl Arpt, IL	2	3	0	1	0	0	0	0	2	4	2.847	5.949
Chandler Muni, AZ	0	0	0	0	0	0	0	2	0	2	N/A	N/A
Charleston AFB/Intl, SC	4	3	2	0	0	0	1	2	7	5	6.313	3.466
Charlotte/Douglas Intl, NC	7	3	2	0	0	0	0	1	9	4	1.979	0.659
Cherry Capital Arpt, MI	1	1	0	0	0	0	0	0	1	1	0.775	0.785
Chicago Midway Arpt, IL	0	4	4	0	1	1	1	1	6	6	2.148	2.045
Chicago Ohare Intl, IL	2	4	3	0	0	0	0	3	5	7	0.559	0.779
Chicago TRACON, IL	1	0	0	0	0	0	0	0	1	0	N/A	N/A
Chico Muni Arpt, CA	1	1	0	0	0	0	0	0	1	1	2.341	1.994
Chino Arpt, CA	0	4	0	2	0	0	0	2	0	8	0.000	4.555
Cincinnati Muni/Lunken Field Arpt, OH	0	1	0	0	0	0	0	0	0	1	0.000	0.816
Cincinnati/Northern Kentucky Intl, OH	1	1	1	1	0	0	0	0	2	2	0.450	0.432
City of Colorado Springs Muni Arpt, CO	0	1	1	0	0	0	0	3	1	4	0.521	1.199
Cleveland-Hopkins Intl, OH	9	8	1	0	0	0	1	1	11	9	3.575	2.834
Cobb County-Mc Collum Field, GA	1	0	0	0	0	0	0	1	1	1	0.894	1.037
Columbia Metro Arpt, SC	1	0	0	0	0	0	0	0	1	0	0.864	0.000
Columbia Regional Arpt, MO	0	0	0	1	0	0	0	1	0	2	0.000	4.913
Columbus Metro Arpt, GA	0	0	0	0	0	0	0	1	0	1	0.000	1.444
Craig Muni Arpt, FL	1	1	1	0	0	0	0	0	2	1	1.431	0.715

Actual Activity Data thru 12/31/1999

Forecast Activity Data 01/01/2000 - 02/29/2000

Rates per 100,000 Operations

SURFACE INCIDENTS BY AIRPORT (CON'T)
12 MONTH COMPARISON
MARCH 1998 - FEBRUARY 1999 versus MARCH 1999 - FEBRUARY 2000
CAUTION: A surface incident may have multiple causal factors and result in multiple reports

AIRPORT	PILOT DEVIATIONS		SURFACE ERRORS		SURFACE DEVIATIONS		VEHICLE PEDESTRIAN DEVIATIONS		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
Crystal Arpt, MN	6	2	0	0	0	0	7	4	13	6	7.032	3.258
Cyril E. King Arpt, VI	2	1	0	1	0	0	2	1	4	3	3.941	2.801
Dallas Love Field Arpt, TX	5	1	1	0	0	0	2	0	8	1	3.349	0.412
Dallas-Ft. Worth Intl, TX	1	5	3	3	0	0	0	0	4	8	0.437	0.921
Danbury Muni Arpt, CT	0	2	0	0	0	0	2	0	2	2	1.745	1.645
Dane County Regional-Truax Field Arpt, WI	1	0	0	0	0	0	0	0	1	0	0.697	0.000
David Wayne Hooks Memorial Arpt, TX	0	4	0	0	0	0	0	10	0	14	0.000	5.613
Daytona Beach Intl Arpt, FL	4	5	1	0	0	0	0	0	5	5	1.552	1.437
Decatur Arpt, IL	0	1	0	0	0	0	0	0	0	1	0.000	1.759
Dekalb-Peachtree Arpt, GA	2	1	1	1	0	0	3	2	6	4	2.582	1.772
Denver Intl, CO	2	2	0	0	0	0	0	3	2	5	0.421	0.400
Denver Center, CO	0	1	0	0	0	0	0	0	0	1	N/A	N/A
Des Moines Intl, IA	2	2	0	0	0	0	0	1	2	3	1.455	2.195
Detroit Metro Wayne County Arpt, MI	3	0	3	1	0	0	2	1	8	2	1.495	0.361
Duluth Intl, MN	0	1	0	0	0	0	3	4	3	5	4.621	4.818
Dupage Arpt, IL	2	4	1	0	0	0	2	0	5	4	2.261	2.072
Dutchess County Arpt, NY	1	0	0	1	0	0	0	2	1	3	0.713	2.102
Eagle County Regional Arpt, CO	6	0	0	0	0	0	0	0	6	0	19.943	0.000
El Monte Arpt, CA	0	0	0	0	0	0	0	2	0	2	0.000	1.214
El Paso Intl, TX	1	2	0	0	0	0	0	0	1	2	0.709	1.353
Elko Muni-J.C. Harris Field Arpt, NV	1	0	0	0	0	0	0	0	1	0	3.836	0.000
Elmira/Corning Regional Arpt, NY	0	0	0	0	0	0	0	2	0	2	0.000	2.860
Eppley Airfield Arpt, NE	1	2	0	1	0	0	0	2	1	5	0.571	2.150
Erie Intl, PA	0	0	0	0	0	0	1	0	1	0	1.639	0.000
Ernest A. Love Field Arpt, AZ	0	1	1	0	0	0	0	2	1	3	0.270	0.327
Essex County Arpt, NJ	0	1	0	0	0	0	1	0	1	1	0.403	0.429
Fairbanks Intl, AK	0	2	0	0	0	0	0	3	0	5	0.000	3.007
Falcon Field Arpt, AZ	1	2	0	0	1	0	4	2	6	4	2.601	1.609
Fanning Field Arpt, ID	0	1	0	0	0	0	0	1	0	2	0.000	3.757
Felts Field Arpt, WA	0	1	0	0	0	0	0	0	0	1	0.000	1.319
Flagstaff Pulliam Arpt, AZ	1	0	0	0	0	0	0	0	1	0	2.169	0.000
Flying Cloud Arpt, MN	5	6	0	1	0	0	1	4	6	11	2.816	5.525

Actual Activity Data thru 12/31/1999

Forecast Activity Data 01/01/2000 - 02/29/2000

Rates per 100,000 Operations

SURFACE INCIDENTS BY AIRPORT (CON'T)
12 MONTH COMPARISON
MARCH 1998 - FEBRUARY 1999 versus MARCH 1999 - FEBRUARY 2000
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AIRPORT	PILOT DEVIATIONS		SURFACE ERRORS		SURFACE DEVIATIONS		VEHICLE PEDESTRIAN DEVIATIONS		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
Fort Wayne Intl, IN	0	0	0	1	0	0	0	0	0	1	0.000	0.863
Fort Worth Meacham Arpt, TX	0	0	0	0	0	0	4	4	4	4	1.311	1.254
Forth Worth Alliance Arpt, TX	3	0	0	0	0	0	0	0	3	0	1.579	0.000
Four Corners Regional Arpt, NM	0	1	0	1	0	0	0	0	0	2	0.000	1.905
Fresno Yosemite Intl Arpt, CA	3	4	0	0	0	0	0	0	3	4	1.693	1.576
Ft. Lauderdale Executive Arpt, FL	4	6	0	0	0	0	12	15	16	21	6.493	6.397
Ft. Lauderdale/Hollywood Intl, FL	0	3	0	1	0	0	0	0	0	4	0.000	1.456
Fullerton Muni Arpt, CA	1	2	0	0	0	0	1	2	2	4	2.116	3.944
Fulton County Arpt-Brown Field Arpt, GA	1	2	0	0	0	0	0	1	1	3	0.923	2.582
Gainesville Regional Arpt, FL	0	0	0	0	0	0	1	0	1	0	1.272	0.000
General Edward Lawrence Logan Intl, MA	3	2	0	2	0	0	1	2	4	6	0.779	0.989
General Mitchell Intl, WI	6	3	1	1	0	0	3	3	10	7	4.576	2.705
George Bush Intercontinental Arpt, TX	0	0	1	0	0	0	0	1	1	1	0.221	0.000
Gillespie Field Arpt, CA	0	1	0	0	0	0	0	3	0	4	0.000	1.486
Grand Forks Intl, ND	1	1	0	0	0	1	0	0	1	2	0.446	0.891
Grand Prairie Muni Arpt, TX	3	0	0	0	0	0	0	0	3	0	3.467	0.000
Grant County Arpt, WA	0	0	0	1	0	0	1	2	1	3	0.755	1.561
Greater Kankakee Arpt, IL	0	0	0	0	0	0	1	0	1	0		
Greater Peoria Regional Arpt, IL	1	0	0	0	0	0	0	0	1	0	1.065	0.000
Greater Pittsburgh Intl, PA	2	1	3	1	0	0	0	0	5	2	1.119	0.452
Greater Rochester Intl, NY	2	4	0	3	0	0	0	3	2	10	1.060	4.770
Greater Rockford Arpt, IL	2	3	0	0	0	0	2	4	4	7	3.639	3.479
Greenville-Spartanburg Intl Arpt, SC	2	0	0	0	0	0	0	0	2	0	3.328	0.000
Gregg County Arpt, TX	2	5	1	0	0	0	0	1	3	6	3.077	6.534
Groton-New London Arpt, CT	0	0	0	0	0	0	1	1	1	1	1.420	1.261
Gulfport-Biloxi Regional Arpt, MS	2	1	0	0	0	0	4	0	6	1	6.092	0.851
Gwinnett County - Briscoe Field, GA	2	1	0	0	0	0	0	0	2	1	1.828	1.117
Hagerstown Rgnl-Richard A Henson Field Arpt, MD	4	0	0	0	0	0	0	0	4	0	6.851	0.000
Hartford-Brainard Arpt, CT	0	0	0	0	0	0	0	1	0	1	0.000	0.787
Hawkins Field Arpt, MS	0	0	0	0	0	0	0	1	0	1	0.000	1.903
Hector Intl, ND	1	3	0	1	0	0	3	5	4	9	4.380	9.843
Honolulu Intl, HI	1	3	0	1	0	0	4	0	5	4	1.469	1.129
Houston TRACON, TX	0	0	0	1	0	0	0	0	0	1		
Huntsville Intl/Carl T. Jones Field Arpt, AL	1	2	0	0	0	0	2	3	3	5	3.044	5.097

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

AIRPORT	PILOT DEVIATIONS		SURFACE ERRORS		SURFACE DEVIATIONS		VEHICLE PEDESTRIAN DEVIATIONS		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
Igor I. Sikorsky Memorial Arpt, CT	0	1	0	0	0	0	0	0	0	1	0.000	1.053
Indianapolis Intl, IN	4	2	1	1	0	0	2	1	7	4	2.871	1.574
Jack Northrop Fld-Hawthorne Muni Arpt, CA	0	2	0	0	0	0	0	3	0	5	0.000	5.266
Jackson County-Reynolds Field Arpt, MI	0	0	0	1	0	0	0	1	0	2	0.000	2.853
Jackson Intl, MS	0	0	0	0	0	0	1	2	1	2	0.890	0.984
Jacksonville Intl, FL	1	1	0	0	0	0	2	1	3	2	1.897	0.622
James M. Cox Dayton Intl, OH	0	3	1	0	0	0	1	2	2	5	1.298	2.604
Jeffco Arpt, CO	1	1	0	0	0	0	1	24	2	25	1.249	11.264
Joe Foss Field Arpt, SD	0	0	0	0	0	0	2	0	2	0	1.999	0.000
John F. Kennedy Intl, NY	3	2	0	2	0	0	2	3	5	7	1.413	1.680
John Wayne-Orange County Arpt, CA	6	17	1	1	0	0	0	3	7	21	1.652	4.396
Joplin Regional Arpt, MO	1	0	0	0	0	0	0	0	1	0	2.526	0.000
Kahului Arpt, HI	0	1	0	0	0	0	2	0	2	1	1.083	0.538
Kalamazoo/Battle Creek Intl, MI	1	0	0	0	0	0	1	0	2	0	1.994	0.000
Kansas City Center, MO	1	0	0	0	0	0	0	0	1	0	N/A	N/A
Kansas City Downtown Arpt, MO	1	0	0	0	0	0	1	0	2	0	1.403	0.000
Kansas City Intl, MO	1	0	0	0	0	0	0	2	1	2	0.469	0.456
Kenai Muni Arpt, AK	1	1	0	1	0	0	0	0	1	2	1.360	2.897
Kenosha Rgnl Airport, WI	1	0	0	0	0	0	0	0	1	0	1.273	0.000
Key West Intl, FL	3	0	0	0	0	0	0	0	3	0	0.000	0.705
Kissimmee Muni Arpt, FL	1	1	0	0	0	0	0	0	1	1	2.465	0.000
Kodiak Arpt, AK	0	0	0	0	0	0	0	2	0	2	0.814	0.842
La Guardia Arpt, NY	1	0	2	0	0	0	1	2	4	2	1.108	0.271
Lake Hood SPB, AK	0	0	0	0	0	0	0	5	0	5	N/A	N/A
Lakefront Arpt, LA	2	2	0	0	0	0	0	1	2	3	1.138	1.630
Lakeland Linder Regional Arpt, FL	1	5	0	0	0	0	0	2	1	7	0.487	2.823
Lambert-St. Louis Intl, MO	8	6	3	2	2	0	6	4	19	12	3.803	2.206
Lancaster Arpt, PA	2	1	0	0	0	0	0	0	2	1	1.825	0.942
Laredo Intl, TX	0	0	0	0	0	0	1	0	1	0	1.376	0.000
Laughlin/Bullhead Intl Arpt, AZ	1	0	0	0	0	0	0	0	1	0	N/A	0.000
Laurence G. Hanscom Field Arpt, MA	1	1	1	2	1	0	1	0	4	3	2.186	1.546
Lawrence Muni Arpt, MA	0	2	0	0	0	0	0	0	0	2	0.000	2.134

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AIRPORT	PILOT DEVIATIONS		SURFACE ERRORS		SURFACE DEVIATIONS		VEHICLE PEDESTRIAN DEVIATIONS		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
Lehigh Valley Intl, PA	1	0	0	1	0	0	0	0	1	1	0.658	0.664
Lincoln Muni Arpt, NE	4	5	1	1	0	0	1	1	6	7	4.862	5.561
Long Beach/Daugherty Field Arpt, CA	13	16	0	1	2	0	7	0	22	17	4.553	3.441
Long Island Mac Arthur Arpt, NY	0	1	0	0	0	0	0	0	0	1	0.000	0.488
Los Angeles Intl, CA	16	12	2	1	1	0	1	2	20	15	2.613	1.686
Louisville Intl-Standiford Field Arpt, KY	0	1	0	0	0	0	2	0	2	1	1.166	0.556
Lovell Field Arpt, TN	1	0	0	0	0	0	1	0	2	0	2.067	0.000
Lubbock Intl, TX	0	0	0	0	0	0	0	1	0	1	0.000	0.844
Luis Munoz Marin Intl, PR	1	8	0	1	0	0	7	8	8	17	3.962	6.416
Mahlon Sweet Field Arpt, OR	2	5	0	0	0	0	0	0	2	5	1.840	4.222
Manassas Rgnl/Harry P. Davis Field Arpt, VA	0	2	0	0	0	0	1	1	1	3	0.789	2.441
Manchester Arpt, NH	0	1	0	0	1	0	1	2	2	3	1.791	1.814
Mansfield Lahm Muni Arpt, OH	0	0	0	0	0	0	0	1	0	1	0.000	1.764
Marthas Vineyard Arpt, MA	0	1	0	0	0	0	0	0	0	1	0.000	1.533
Mc Carran Intl, NV	8	5	1	0	0	0	0	0	9	5	1.876	0.921
Mc Ghee Tyson Arpt, TN	4	2	0	0	0	0	0	0	4	2	2.743	1.359
Mc Kellar-Sipes Regional Arpt, TN	0	1	0	0	0	0	0	0	0	1	0.000	3.660
Mc Kinney Muni Arpt, TX	0	1	0	0	0	0	0	0	0	1	0.000	0.941
Mcnary Field Arpt, OR	0	1	0	0	0	0	0	1	0	2	0.000	3.704
Meadows Field Arpt, CA	0	0	1	0	0	0	1	0	2	0	1.202	0.000
Melbourne Regional Arpt, FL	2	1	0	0	0	0	0	0	2	1	1.446	0.623
Memphis Center, TN	0	0	0	1	0	0	0	0	0	1	N/A	N/A
Memphis Intl, TN	1	2	2	0	0	0	0	0	3	2	0.827	0.534
Merrill C. Meigs Arpt, IL	0	1	0	0	0	0	0	0	0	1	0.000	2.480
Merrill Field Arpt, AK	2	2	0	0	1	0	14	25	17	27	8.925	12.801
Metropolitan Oakland Intl, CA	1	1	0	1	0	0	0	2	1	4	0.197	0.382
Miami Intl, FL	1	1	1	0	0	0	0	3	2	4	0.374	0.764
Michiana Rgnl Transportation Ctr Arpt, IN	0	0	0	1	0	0	1	2	1	3	1.190	3.522
Mid Delta Rgnl, MS	1	0	0	0	0	0	0	0	1	0	2.801	0.000
Middle Georgia Regional Arpt, GA	1	1	0	0	0	0	1	1	2	2	5.631	5.840
Midland Intl, TX	1	0	0	0	0	0	0	0	1	0	1.063	0.000
Millville Muni Arpt, NJ	1	0	0	1	0	0	0	0	1	1	N/A	N/A

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	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00
Minneapolis Center, MN	1	0	0	0	1	0	0	0	2	0	N/A	N/A
Minneapolis-St. Paul Intl/World Chamberlain Arpt, M	0	6	2	1	0	0	0	6	2	13	0.414	2.369
Missoula Intl, MT	1	0	0	0	0	0	0	0	1	0	1.831	0.000
Mobile Downtown, AL	1	0	0	0	0	0	0	0	1	0	1.118	0.000
Mobile Regional Arpt, AL	0	0	0	0	0	0	0	2	0	2	0.000	1.418
Monroe Regional Arpt, LA	3	2	0	0	0	0	2	0	5	2	7.736	3.062
Monterey Peninsula Arpt, CA	0	1	1	0	0	0	0	0	1	1	0.993	0.929
Montgomery Field Arpt, CA	5	11	1	0	1	1	5	13	12	25	4.402	8.523
Montgomery Rgnl (Dannelly Field) Arpt, AL	0	1	0	0	0	0	1	0	1	1	1.093	0.970
Morristown Muni Arpt, NJ	2	0	0	0	0	0	0	0	2	0	0.764	0.000
Muskegon County Arpt, MI	1	0	0	0	0	0	0	0	1	0	1.126	0.000
Myrtle Beach Intl, SC	1	2	0	0	0	0	0	1	1	3	1.424	4.518
Napa County Arpt, CA	0	5	0	0	0	0	0	1	0	6	0.000	3.585
Naples Muni Arpt, FL	1	3	0	0	0	0	2	0	3	3	2.559	3.005
Nashville Intl, TN	1	6	1	0	0	0	0	0	2	6	0.873	2.381
Natrona County Intl, WY	0	0	0	0	0	0	0	1	0	1	0.000	2.024
New Castle County Arpt, DE	0	1	0	0	0	0	0	0	0	1	0.000	0.731
New Hanover Intl, NC	3	3	1	0	0	0	0	0	4	3	5.554	3.994
New Orleans Intl/Moisant Field Arpt, LA	0	1	0	0	0	0	0	0	0	1	0.000	0.595
New York TRACON, NY	0	1	0	0	0	0	0	0	0	1	N/A	N/A
Newark Intl, NJ	6	2	1	2	0	0	3	1	10	5	2.166	1.076
Niagara Falls Intl, NY	0	0	0	0	0	0	2	0	2	0	4.071	0.000
Norfolk Intl, VA	0	1	0	0	0	0	0	0	0	1	0.000	0.741
North Las Vegas Arpt, NV	6	6	0	0	0	0	1	0	7	6	2.661	2.659
North Perry Arpt, FL	2	0	0	0	0	0	0	0	2	0	1.222	0.000
Northeast Philadelphia Arpt, PA	0	0	0	0	0	0	1	0	1	0	0.498	0.000
Norwood Memorial Arpt, MA	1	1	0	0	0	0	0	0	1	1	0.913	1.024
Oakland County Intl Arpt, MI	2	0	0	0	0	0	0	0	2	0	0.615	0.000
Oakland TRACON, CA	0	0	0	0	1	0	0	0	1	0	N/A	N/A
Ogden-Hinckley Arpt, UT	1	0	0	0	0	0	0	0	1	0	0.990	0.000
Ontario Intl, CA	0	0	2	0	0	0	1	2	3	2	2.029	0.629
Opa Locka Arpt, FL	2	0	0	0	0	0	0	2	2	2	1.816	1.534
Orlando Executive Arpt, FL	1	1	1	0	0	0	0	3	2	4	0.974	1.394

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	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00
Orlando Intl, FL	0	1	0	0	0	0	2	1	2	2	0.548	0.548
Orlando Sanford Arpt, FL	7	2	0	1	0	0	3	2	10	5	2.626	0.896
Outagamie County Rgnl Arpt, WI	0	0	1	2	0	0	0	0	1	2	1.597	3.103
Page Field Arpt, FL	1	1	0	0	0	0	2	1	3	2	3.561	1.986
Palm Beach Intl, FL	9	6	1	1	0	0	0	0	10	7	5.149	3.141
Palm Springs Intl, CA	0	8	0	1	0	0	0	0	0	9	0.000	8.802
Palo Alto of Santa Clara County Arpt, CA	0	0	0	0	0	0	1	2	1	2	0.511	0.492
Palwaukee Muni Arpt, IL	5	0	0	0	0	0	2	0	7	0	3.764	0.000
Panama City-Bay County Intl Arpt, FL	2	0	0	0	0	0	0	1	2	1	2.980	1.053
Pensacola Regional Arpt, FL	0	0	1	0	0	0	0	0	1	0	0.785	0.000
Philadelphia Intl, PA	3	1	2	0	0	0	1	2	6	3	1.272	0.424
Phoenix Sky Harbor Intl, AZ	11	10	0	1	0	0	3	1	14	12	2.624	1.955
Phoenix TRACON, AZ	0	0	0	0	1	0	0	0	1	0	N/A	N/A
Phoenix-Deer Valley Muni Arpt, AZ	4	5	1	0	0	0	1	1	6	6	2.083	2.206
Piedmont Triad Intl, NC	1	0	0	0	0	0	0	4	1	4	0.771	1.445
Port Columbus Intl, OH	0	2	0	0	0	0	0	0	0	2	0.000	0.880
Portland Intl Jetport Arpt, ME	1	1	0	0	0	0	0	3	1	4	0.782	3.258
Portland Intl, OR	0	2	0	0	0	0	1	1	1	3	0.306	0.624
Portland-Hillsboro Arpt, OR	2	1	0	0	0	0	1	0	3	1	1.318	0.390
Portland-Troutdale Arpt, OR	0	2	0	0	0	0	0	2	0	4	0.000	4.675
Purdue University Arpt, IN	1	1	0	0	0	0	0	0	1	1	0.564	0.763
Quincy Muni Baldwin Field Arpt, IL	1	0	0	0	0	0	0	0	1	0	N/A	N/A
Raleigh-Durham Intl, NC	1	9	0	1	0	0	4	0	5	10	1.890	3.594
Ralph Wien Memorial Arpt, AK	0	1	0	0	1	0	0	0	1	1	N/A	N/A
Reading Regional/Carl A. Spaatz Field Arpt, PA	0	1	0	2	0	0	1	4	1	7	0.705	5.143
Redding Muni Arpt, CA	1	0	0	0	0	0	3	0	4	0	5.309	0.000
Reid-Hillview of Santa Clara County Arpt, CA	0	1	0	0	0	0	0	0	0	1	0.000	0.483
Reno/Tahoe Intl, NV	3	30	0	0	1	1	1	5	5	36	3.194	21.866
Renton Muni Arpt, WA	0	0	0	0	0	0	2	1	2	1	2.030	0.837
Republic Arpt, NY	0	5	0	1	0	0	2	0	2	6	0.834	2.590
Richard Lloyd Jones Jr. Arpt, OK	4	2	0	1	0	0	4	8	8	11	2.954	4.231
Richmond Intl, VA	4	5	0	0	1	0	1	1	6	6	4.365	4.488
Riverside Muni Arpt, CA	1	0	0	0	0	0	2	0	3	0	4.218	0.000

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	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00
Roanoke Regional/Woodrum Field Arpt, VA	8	3	0	0	0	1	1	1	9	5	8.213	3.800
Rochester Intl Arpt, MN	0	1	1	0	0	0	1	0	2	1	2.785	1.279
Rock County Arpt, WI	0	2	1	0	0	0	0	0	1	2	1.367	2.124
Ronald Reagan Washington National Arpt, DC	3	1	0	1	0	0	0	1	3	3	0.949	0.896
Roswell Industrial Air Center Arpt, NM	0	1	0	0	0	0	0	0	0	1	0.000	1.160
Salinas Muni Arpt, CA	0	0	0	0	0	0	0	1	0	1	0.000	1.136
Salt Lake City Intl, UT	1	3	0	2	0	2	1	0	2	7	0.544	1.894
Salt Lake City TRACON, UT	0	1	0	0	0	0	0	0	0	1	N/A	N/A
San Antonio Intl, TX	5	9	0	0	0	0	0	2	5	11	1.858	4.346
San Diego Intl-Lindbergh Field Arpt, CA	0	3	0	1	0	2	1	0	1	6	0.450	2.688
San Francisco Intl, CA	6	7	2	3	0	3	1	9	9	22	2.084	4.511
San Jose Intl, CA	5	9	1	1	1	2	1	0	8	12	2.735	3.975
Santa Barbara Muni Arpt, CA	2	6	1	1	0	0	1	1	4	8	2.411	4.736
Santa Monica Muni Arpt, CA	0	1	0	0	0	0	1	9	1	10	0.453	3.036
Sarasota-Bradenton Intl Arpt, FL	0	1	0	0	0	0	0	0	0	1	0.000	0.544
Savannah Intl, GA	2	0	1	0	0	0	3	1	6	1	5.617	0.904
Scottsdale Arpt, AZ	0	0	0	0	0	2	0	0	0	2	0.000	0.449
Seattle-Tacoma Intl, WA	2	4	2	0	0	0	0	3	4	7	0.966	1.652
Sioux Gateway Arpt, IA	0	0	0	0	0	1	0	1	0	2	0.000	2.056
Smyrna Arpt, TN	1	0	0	0	0	0	0	0	1	0	1.465	0.000
Snohomish County (Payne Field) Arpt, WA	2	0	0	0	0	0	0	1	2	1	1.063	0.465
Southeast Texas Rgnl, TX	0	1	0	0	0	0	1	0	1	1	1.878	1.842
Southwest Florida Intl Arpt, FL	0	1	0	0	0	0	0	0	0	1	0.000	1.325
Spirit Of St. Louis Arpt, MO	0	2	0	0	0	0	0	2	0	4	0.000	1.495
Spokane Intl, WA	0	1	0	0	0	0	0	0	0	1	0.000	0.836
Springfield-Branson Rgnl Arpt, MO	2	1	0	0	0	0	0	0	2	1	1.773	0.814
St. Louis Downtown-Parks Arpt, IL	1	1	0	0	0	0	1	3	2	4	1.257	2.274
St. Lucie County Intl, FL	1	2	0	0	0	0	0	0	1	2	0.688	1.299
St. Paul Downtown Holman Field Arpt, MN	0	0	0	0	0	0	2	1	2	1	1.217	0.637
St. Petersburg/Clearwater Intl, FL	0	1	0	0	0	0	0	0	0	1	0.000	0.455
Stewart Intl, NY	0	1	0	0	0	0	0	0	0	1	0.000	0.620
Syracuse Hancock Intl, NY	3	1	1	0	0	0	2	1	6	2	3.950	0.652

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	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00	98 - 99	99 - 00
Tallahassee Rgnl Arpt, FL	0	2	0	0	0	0	0	0	0	2	0.000	1.656
Tampa Intl, FL	1	3	0	0	0	0	1	2	2	5	0.773	1.808
Terre Haute Intl, IN	0	3	0	0	0	0	0	1	0	4	0.000	6.607
Teterboro Arpt, NJ	1	2	2	0	0	0	0	4	3	6	1.305	2.064
The Eastern Iowa Arpt, IA	1	0	0	1	0	0	2	1	3	2	3.600	2.389
The William B Hartsfield Atlanta Intl, GA	1	3	2	2	0	0	1	3	4	8	0.466	0.793
Theodore Francis Green State Arpt, RI	0	10	1	0	0	0	0	3	1	13	0.642	7.957
Toledo Express Arpt, OH	0	2	0	0	0	0	2	0	2	2	1.852	1.982
Tompkins County Arpt, NY	0	0	0	0	0	0	0	2	0	2	0.000	3.769
Trenton Mercer Arpt, NJ	1	0	0	0	0	0	0	0	1	0	0.785	0.000
Tri-Cities Arpt, WA	4	1	0	1	0	0	0	0	4	2	4.465	2.125
Tri-City Rgnl Arpt, TN	0	0	0	0	0	0	3	0	3	0	3.433	0.000
Tucson Intl, AZ	2	0	0	0	0	0	0	1	2	1	0.733	0.368
Tulsa Intl, OK	2	1	0	0	0	0	1	1	3	2	1.438	1.004
Tuscaloosa Muni Arpt, AL	0	0	0	0	0	0	0	1	0	1	0.000	1.764
Tweed-New Haven Arpt, CT	0	1	0	0	0	0	0	0	0	1	0.000	1.643
University Of Illinois-Willard Arpt, IL	1	0	0	0	0	0	0	0	1	0	0.723	0.000
Unknown/Facility Not Reported	1	15	0	1	0	0	0	7	1	21	0.000	1.867
Valdosta Rgnl Arpt, GA	0	1	0	0	0	0	0	0	0	1	0.178	0.173
Van Nuys Arpt, CA	1	0	0	0	0	0	0	1	1	1	N/A	N/A
Vandenberg AFB, CA	2	0	0	0	0	0	0	0	2	0	0.947	0.948
Vero Beach Muni Arpt, FL	1	1	0	0	0	0	1	1	2	2	0.742	1.076
W K Kellogg Arpt, MI	0	0	0	0	0	0	0	1	0	1	0.000	5.295
Washington Dulles Intl, DC	2	5	1	0	0	0	0	0	3	5	0.000	1.995
Waterloo Muni Arpt, IA	0	2	0	0	0	0	0	1	0	3	1.013	1.362
Westchester County Arpt, NY	0	3	0	0	0	0	2	0	2	3	1.596	0.000
Whiteman Arpt, CA	0	0	0	0	0	0	2	0	2	0	1.423	0.940
Wichita Mid-Continent, KS	3	1	0	0	0	0	0	1	3	2	2.130	0.957
Wiley Post Arpt, OK	2	0	0	0	0	0	0	1	2	1	0.000	3.099
Will Rogers World Arpt, OK	0	3	0	1	0	0	0	1	0	5	0.777	1.170
William P. Hobby Arpt, TX	2	2	0	1	0	0	0	0	2	3	5.977	5.725
Willow Run Arpt, MI	2	0	1	0	2	0	6	6	11	6	0.000	2.648

Actual Activity Data thru 12/31/1999

Forecast Activity Data 01/01/2000 - 02/29/2000

Rates per 100,000 Operations

SURFACE INCIDENTS BY AIRPORT (CON'T)
12 MONTH COMPARISON
MARCH 1998 - FEBRUARY 1999 versus MARCH 1999 - FEBRUARY 2000
CAUTION: A surface incident may have multiple causal factors and result in multiple reports

AIRPORT	PILOT DEVIATIONS		SURFACE ERRORS		SURFACE DEVIATIONS		VEHICLE PEDESTRIAN DEVIATIONS		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
Wittman Regional Arpt, WI	0	2	0	0	0	0	0	1	0	3	0.000	2.648
Wood County/Gill Robb Wilson Field Arpt, WV	0	0	0	0	0	0	1	0	1	0	1.781	0.000
Yakima Air Terminal/Mcallister Field Arpt, WA	0	0	1	0	0	0	0	0	1	0	0.488	0.000
Youngstown Muni Arpt, OH	0	0	1	0	0	0	1	2	2	2	3.513	1.817
Zamperini Field Arpt, CA	0	1	0	0	0	0	0	0	0	1	0.000	0.472
Total	440	584	99	87	24	17	266	445	829	1133	1.282	1.693

Actual Activity Data thru 12/31/1999

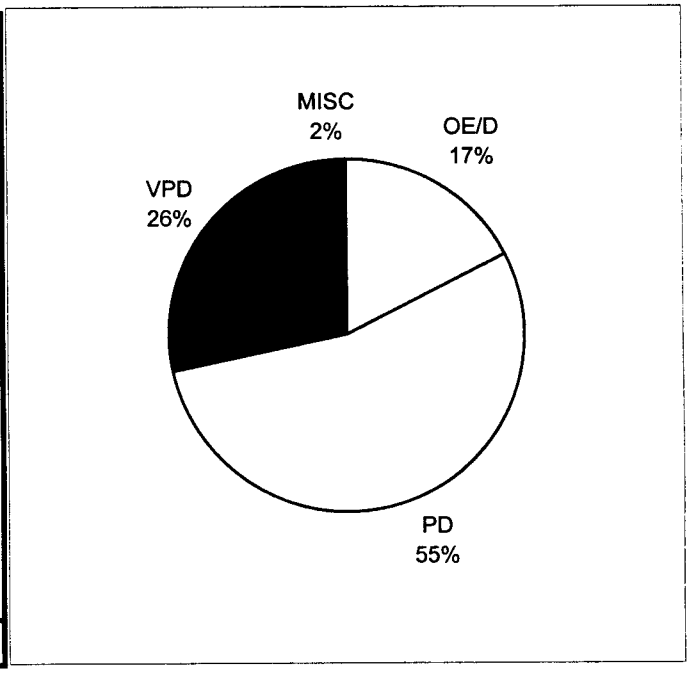
Forecast Activity Data 01/01/2000 - 02/29/2000

Rates per 100,000 Operations

Runway Incursions by Type and Month
1999 through February 2000

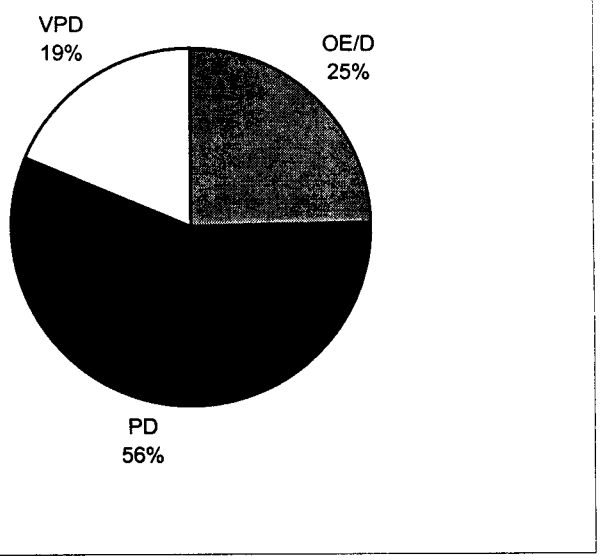
Runway Incursions by Month - 2000

	Incident Type				
MONTH	OE/D	PD	VPD	MISC	TOTAL
January	2	15	5	1	23
February	6	10	7	0	23
March					
April					
May					
June					
July					
August					
September					
October					
November					
December					
TOTAL	8	25	12	1	46



Runway Incursions by Month - 1999

	Incident Type			
Month	OE/D	PD	VPD	Total
January	7	17	4	28
February	8	9	5	22
March	3	8	6	17
April	4	15	3	22
May	8	18	3	29
June	7	13	9	29
July	7	23	9	39
August	7	13	3	23
September	8	17	7	32
October	7	13	4	24
November	8	14	3	25
December	6	22	4	32
Totals	80	182	60	322



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 - February 2000

(Operations in Millions)

January - February 2000

Region	OE	PD	VPD	MISC	TOTAL	OPERATIONS	RATE
AAL	0	0	0	0	0	0.11	0.00
ACE	1	1	1	0	3	0.38	7.89
AEA	1	2	2	0	5	1.26	3.97
AGL	2	4	4	1	11	1.36	8.09
ANE	0	1	1	0	2	0.39	5.13
ANM	1	1	0	0	2	0.79	2.53
ASO	1	5	3	0	9	2.22	4.05
ASW	1	2	0	0	3	1.27	2.36
AWP	1	9	1	0	11	2.37	4.64
Total	8	25	12	1	46	10.15	4.53

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	17	27	12	56	10.33	5.42
ANE	4	7	4	15	2.99	5.02
ANM	7	14	2	23	5.81	3.96
ASO	15	37	10	62	13.79	4.5
ASW	4	20	8	32	8.07	3.97
AWP	17	53	14	84	15.18	5.53
Total	80	182	60	322	68.75	4.68

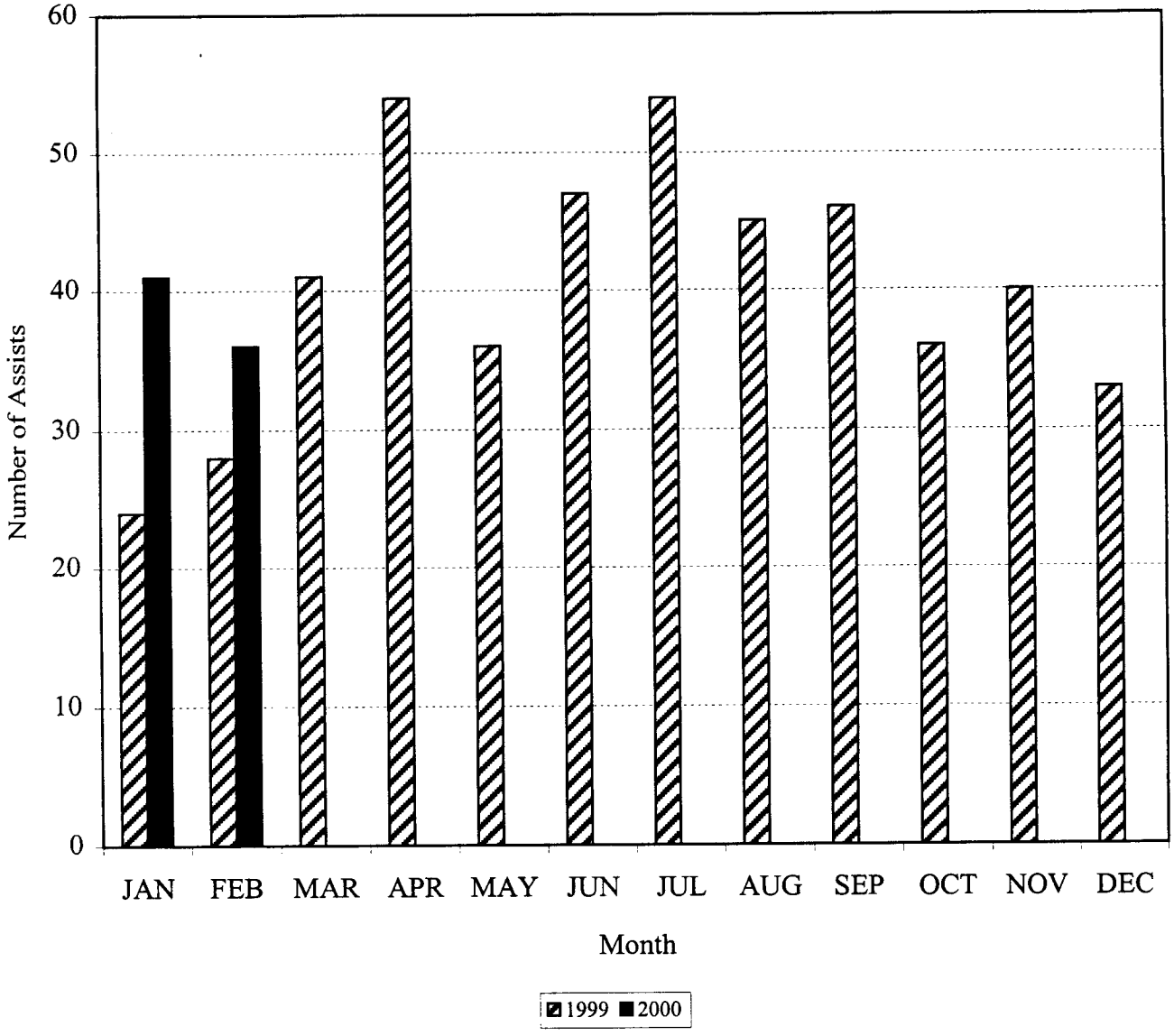
Runway incursion data is based on preliminary reports and is subject to change following a final investigation.
Source: Runway Safety Program Office, ATP-20

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

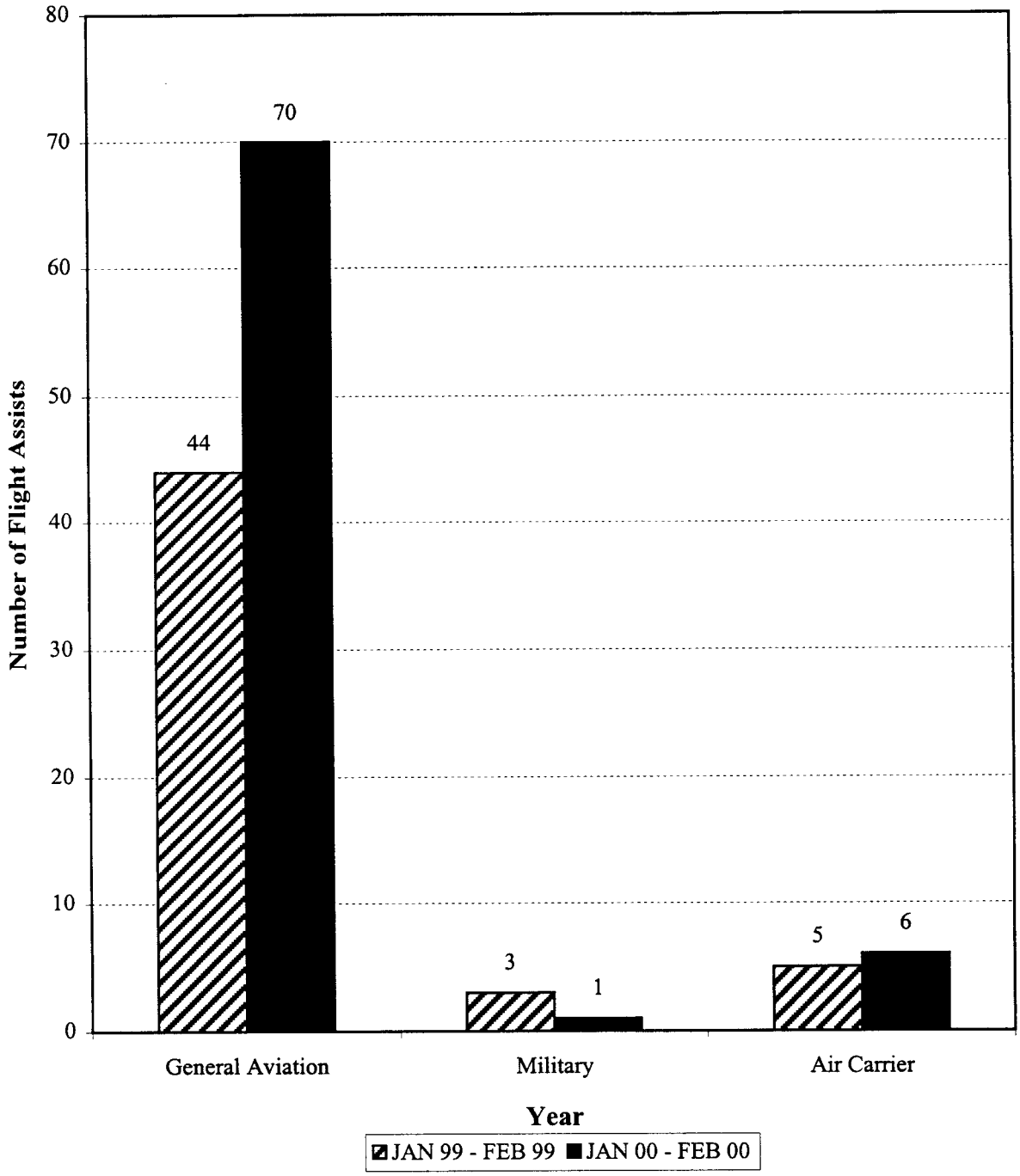
1999 versus 2000



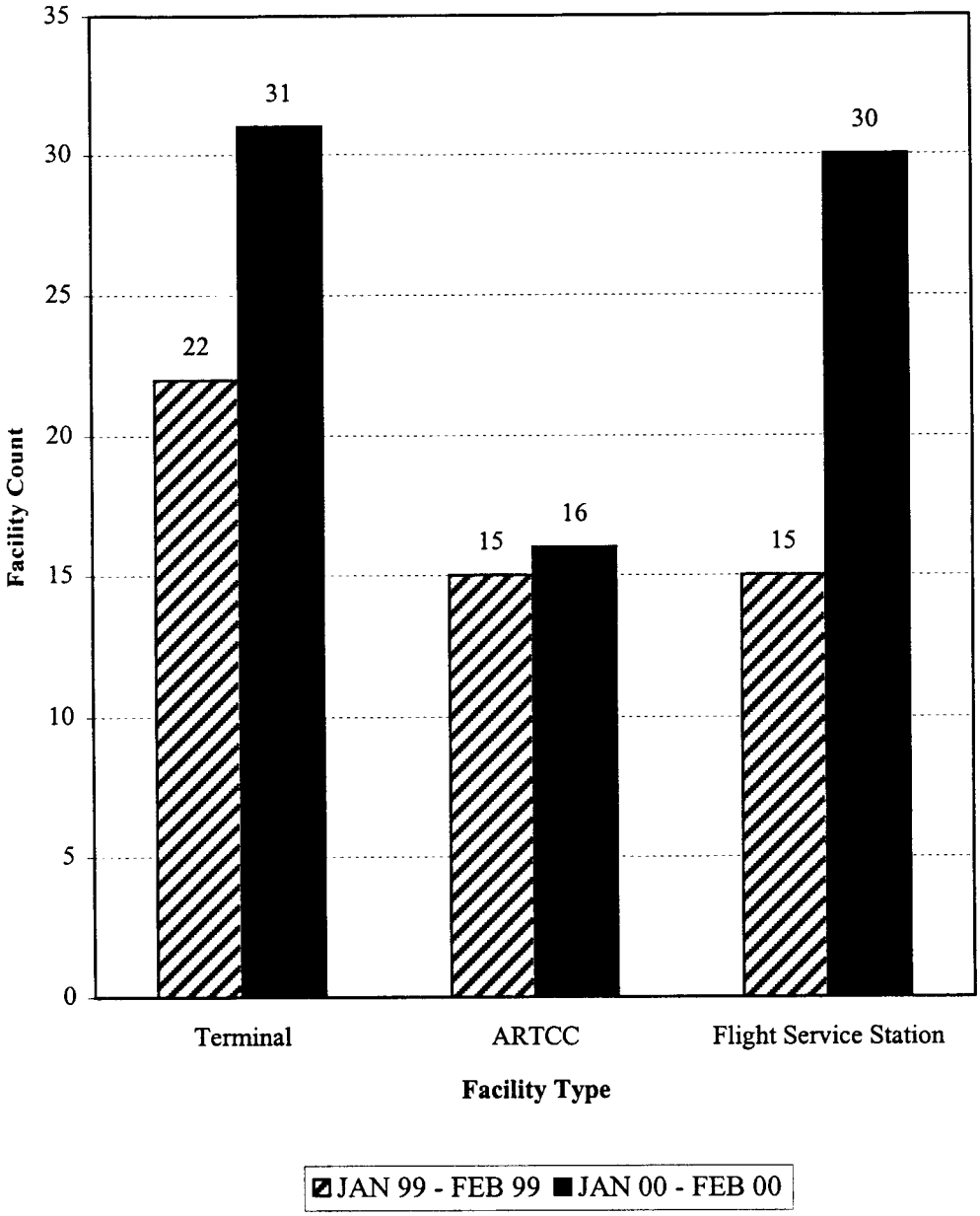
1999	24	28	41	54	36	47	54	45	46	36	40	33
2000	41	36										

Flight Assists By Operator Type

1999 versus 2000



Flight Assists by Facility Type
1999 versus 2000

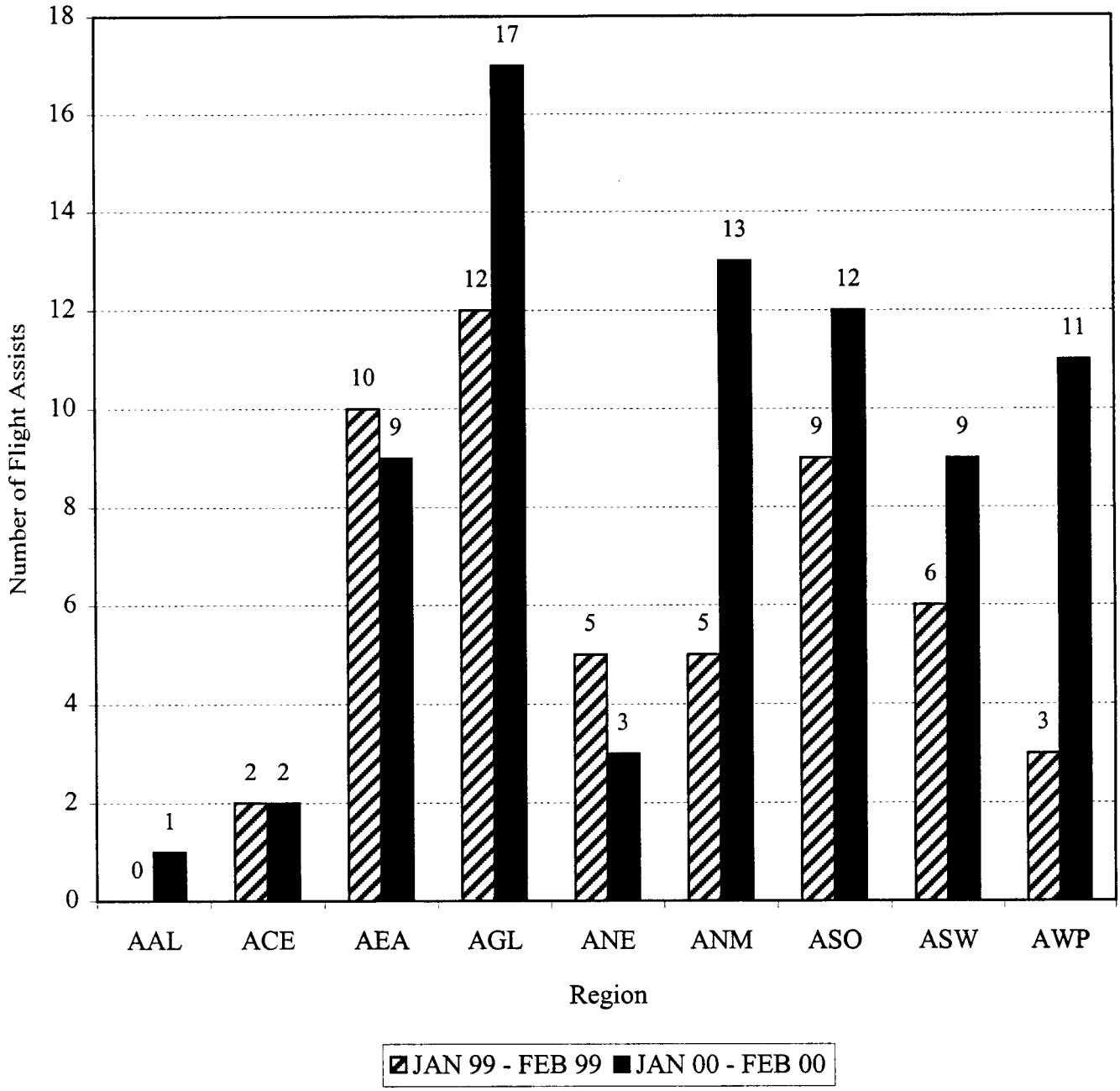


Flight Assists by Facility
12 Month Comparison (2000 Ranking)

Facility Name	ID	MAR 98 - FEB 99	MAR 99 - FEB 00
New York TRACON, NY	N90	20	20
Montgomery County Arpt, TX	CXO	13	19
Ernest A. Love Field Arpt, AZ	PRC	10	16
Fort Worth Meacham Arpt, TX	FTW	18	13
Atlanta Center, GA	ZTL	23	11
Denver Intl, CO	DEN	7	10
Seattle Center, WA	ZSE	9	9
Los Angeles Center, CA	ZLA	3	9
Fort Worth Center, TX	ZFW	5	9
Manchester Arpt, NH	MHT	7	9
Austin Straubel Intl, WI	GRB	6	9
Houston Center, TX	ZHU	4	8
Albuquerque Center, NM	ZAB	6	8
Seattle-Tacoma Intl, WA	SEA	2	8
Riverside Muni Arpt, CA	RAL	3	8
Greater Kankakee Arpt, IL	IKK	4	8
Altoona-Blair County Arpt, PA	AOO	5	8
Cleveland Center, OH	ZOB	4	7
New York Center, NY	ZNY	2	7
Minneapolis Center, MN	ZMP	5	6
Princeton Muni Arpt, MN	PNM	8	6
St. Petersburg/Clearwater Intl, FL	PIE	1	6
Wichita Mid-Continent, KS	ICT	3	6
Bradley Intl, CT	BDL	1	6
Oakland Center, CA	ZOA	8	5
Southern California TRACON, CA	SCT	8	5
Greater Pittsburgh Intl, PA	PIT	0	5
Mc Alester Regional Arpt, OK	MLC	9	5
Macon RAPCON, GA	M87	0	5
Kenai Muni Arpt, AK	ENA	4	5
Danbury Muni Arpt, CT	DXR	5	5
Nashville Intl, TN	BNA	0	5
Anniston Metro Arpt, AL	ANB	0	5

Flight Assists By Region

1999 versus 2000

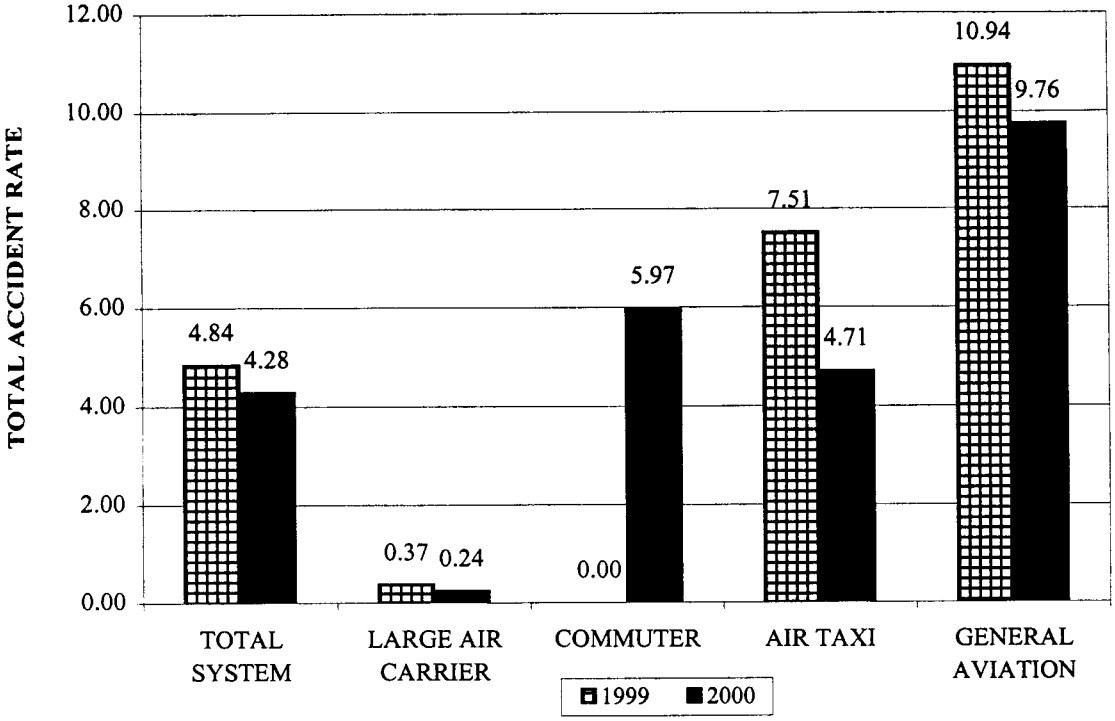


ACCIDENT DATA*

***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 - FEBRUARY
1999 versus 2000



SEGMENT	JAN - FEB YEAR	HOURS FLOWN*	ACCIDENTS TOTAL	ACCIDENTS FATAL	ACCIDENTS FATALITIES	ACCIDENT RATE TOTAL	ACCIDENT RATE FATAL
Total	1999	4,381,000	212	33	60	4.84	0.75
System	2000	4,550,816	195	38	156	4.28	0.84
Large Air	1999	2,449,000	9	0	0	0.37	0.00
Carrier	2000	2,508,595	6	1	88	0.24	0.04
Commuter	1999	23,000	0	0	0	0.00	0.00
	2000	16,755	1	0	0	5.97	0.00
Air Taxi	1999	173,000	13	0	0	7.51	0.00
	2000	191,244	9	2	2	4.71	1.05
General	1999	1,736,000	190	33	60	10.94	1.90
Aviation	2000	1,834,222	179	35	66	9.76	1.91

Note: Individual counts may not add to the total because of aircraft involved in midair and ground collisions

* 2000 Hours Flown are estimated.

TOTAL SYSTEM ACCIDENT DATA BY SEGMENT
1994 through 1999

Segment	YEAR	FLIGHT HOURS	ACCIDENTS			ACCIDENT RATE	
			TOTAL	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	165,846,063	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	0.06
	1998	513,353	8	0	0	1.56	0.04
	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	1858	363	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

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

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.

Flight Assist

An event in which an air traffic control specialist provides verbal information or guidance to an aircraft pilot in a potentially dangerous flight situation.

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.