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EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

This report presents in tabular and graphical format, monthly aviation safety statistical information for National Airspace System (NAS). Data includes statistics on aviation incidents, aircraft accidents and flight assist. Data are presented for Near Midair Collisions (NMAC's), Operational Errors (OE's), Operational Deviations (OD's), Pilot Deviations (PD's), Vehicle/Pedestrian Deviations (VPD's), Surface Incidents (SI's), Runway Incursions, Flight Assists (FA's), and aircraft accidents in the National Airspace System (NAS). Comparing January through July 1999 with January through July 2000, predominantly all airspace incidents have shown an increase, with the exception of NMAC's, which show a slight decrease. Accident counts for January through July 2000 show a decrease as well.

NEAR MIDAIR COLLISIONS

During January through July 2000, the number of pilot-reported Near Midair Collisions decreased 3.45 percent from 145 to 140, compared to January through July 1999, (see Graph on Page ES-3). Over this period, the number of NMAC's reported by Air Carriers (Part 121/125/129 and Part 135) decreased from 62 to 44. General Aviation (G/A-Part 91) increased from 46 to 59. NMAC's where one aircraft was flying IFR and the other was flying VFR decreased from 84 to 75. Incidents where both aircraft were flying VFR increased from 47 to 49. Incidents where both aircraft were flying IFR increased from 14 to 16. Eleven incidents through July 2000 were judged to represent a critical hazard.

OPERATIONAL ERRORS/DEVIATIONS

Operational Errors increased 26.72 percent from 539 to 683 during January through July 2000, compared to the same period in 1999. En route Operational Errors for this period increased 31.12 percent from 331 to 434. Errors at terminals increased 19.81 percent from 207 to 248. During the 12-month period ending July 2000, the top Air Route Traffic Control Centers (ARTCC's), based on Operational Errors per 100,000 operations, had error rates ranging from 3.44 for Washington Center to 1.40 for the Atlanta Center. TRACON Operational Errors varied from 1.50 for New York to .75 for Oakland Bay.

Operational Deviations in the NAS for January through July 2000 increased 61.29 percent from 155 to 250 compared to January through July 1999.

PILOT DEVIATIONS

Reports of Pilot Deviations for January through July 2000 increased 31.17 percent from 908 to 1191, compared to January through July 1999. Over this period, Air Deviations increased 21.92 percent from 634 to 773; while Surface Deviations increased 24.65 percent, from 284 to 354. The number of Class 'B' Airspace Violations increased 32.47 percent from 77 to 102.

VEHICLE/PEDESTRIAN DEVIATIONS

Total Vehicle/Pedestrian Deviations during January through July 2000 increased 51.71 percent from 205 to 311 for the same period in 1999. Merrill Field Airport recorded a total of 25 VPD's for the 12 months ending July 2000. This is up compared to the number recorded for the preceding 12 month period. Jeffco Airport in Colorado and Montgomery Field in California also recorded significant increases in VPD's over the last 12 months.

SURFACE INCIDENTS

The number of Surface Incidents for January through July 2000 increased by 45.82 percent from 550 to 802, compared to the same period in 1999. Operational Error SI's decreased 3.92 percent, from 51 to 49. Pilot Deviation SI's increased 51.76 percent, from 284 to 431. Operational Deviation SI's increased 30 percent, from 10 to 13.

The number of Runway Incursions for January through July 2000 increased 30.98 percent, from 184 to 241, compared to January through July 1999.

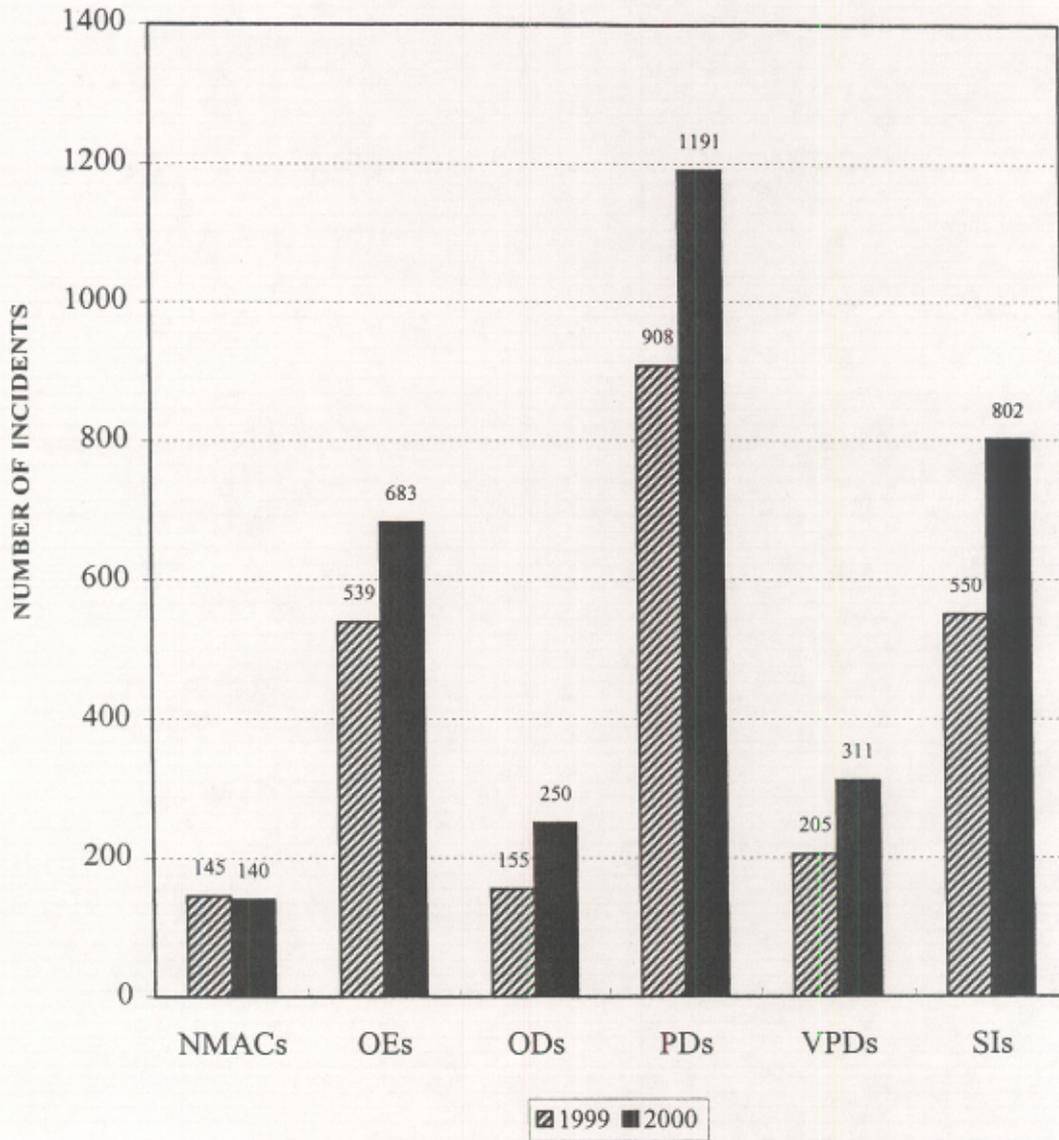
FLIGHT ASSISTS

Flight assists for January through July 2000 decreased 0.7 percent from 285 to 283, compared to January through July 1999. Ninety-three percent of the flight assists handled in January through July 2000 were for General Aviation aircraft. A 12-month comparison of flight assists by facility showed that Fort Worth Meacham Airport remained atop the list with 22 assists.

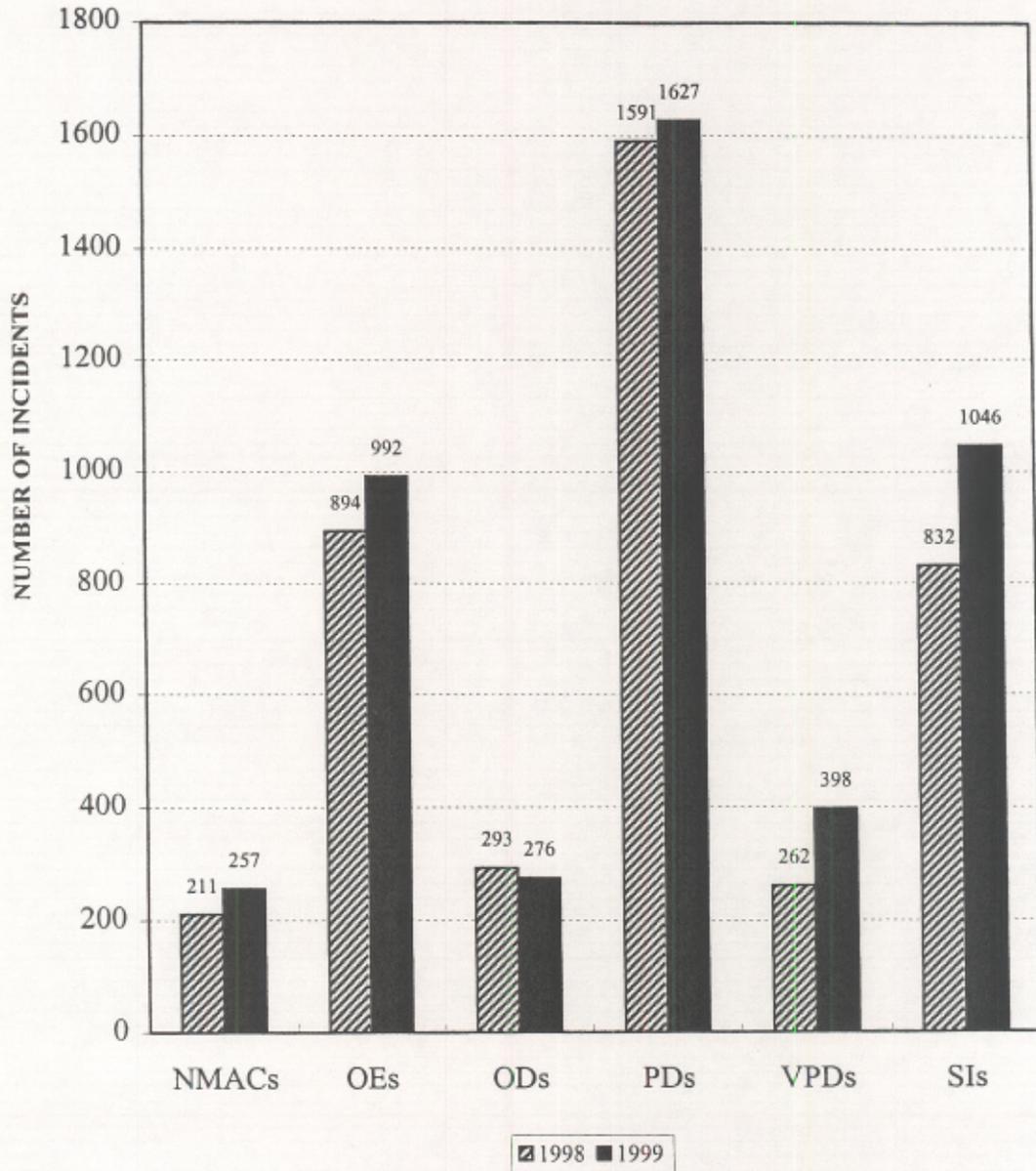
ACCIDENT DATA

Total system accidents decreased 6.61 percent from 1195 during January through July 1999, to 1116 for January through July 2000. About 93 percent of the year 2000 accidents occurred in the General Aviation segment (1038), which decreased 7.24 percent from 1119 in January through July 1999. There were 28 large air carrier accidents in January through July 2000 compared to 32 in January through July 1999. The number of fatal accidents decreased 6.53 percent from 199 to 186. The total system fatalities increased 19.24 percent, from 369 to 440, during this period.

NATIONAL AIRSPACE INCIDENTS JANUARY - JULY 1999 versus 2000



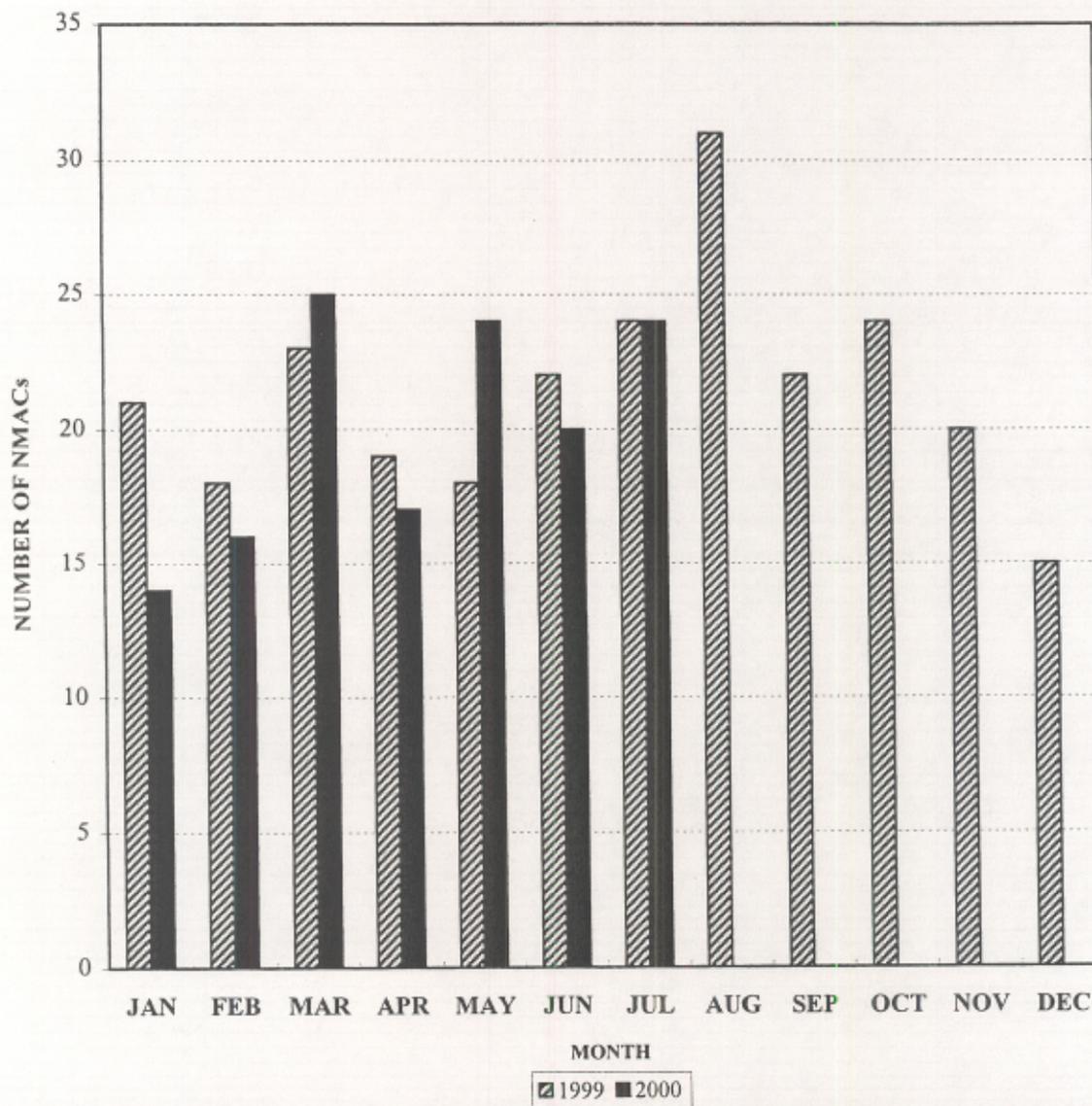
NATIONAL AIRSPACE INCIDENTS - CALENDAR YEARS 1998 and 1999



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 July 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 July involve unsafe conditions, July 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.**

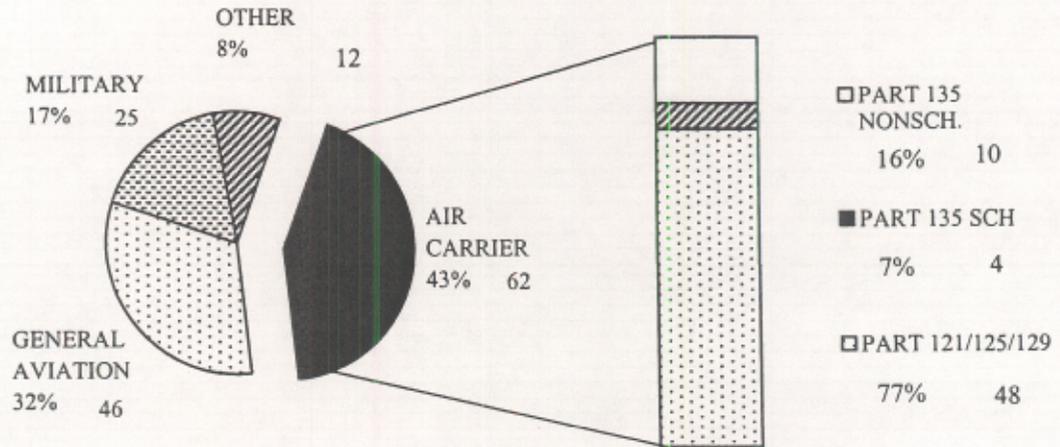
PILOT-REPORTED NEAR MIDAIR COLLISIONS BY MONTH 1999 - JULY 2000



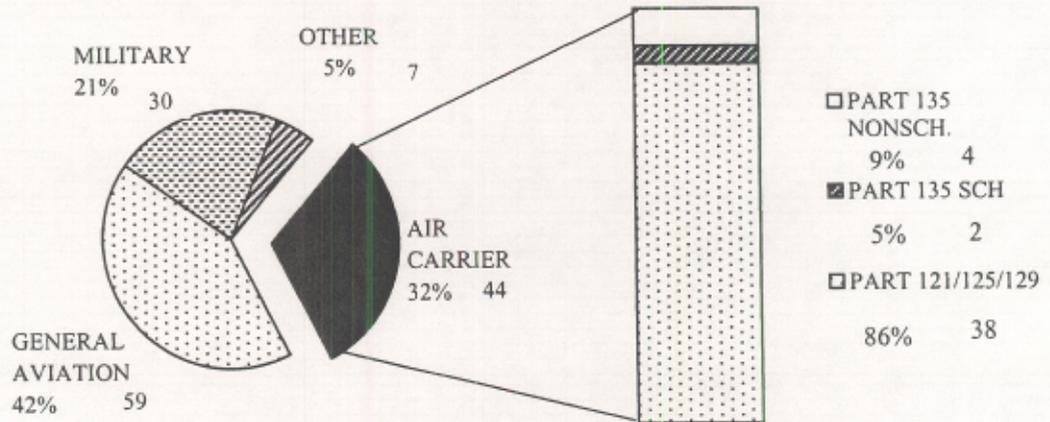
1999	21	18	23	19	18	22	24	31	22	24	20	15
2000	14	16	25	17	24	20	24					

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

JANUARY - JULY 1999

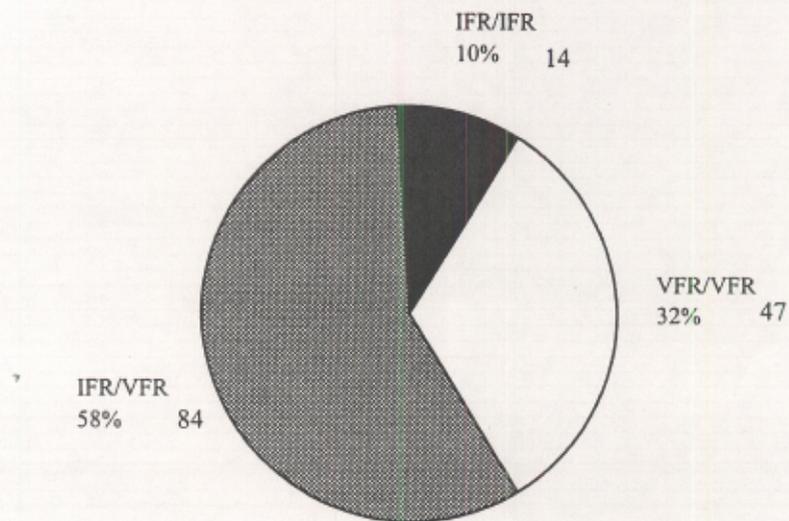


JANUARY - JULY 2000

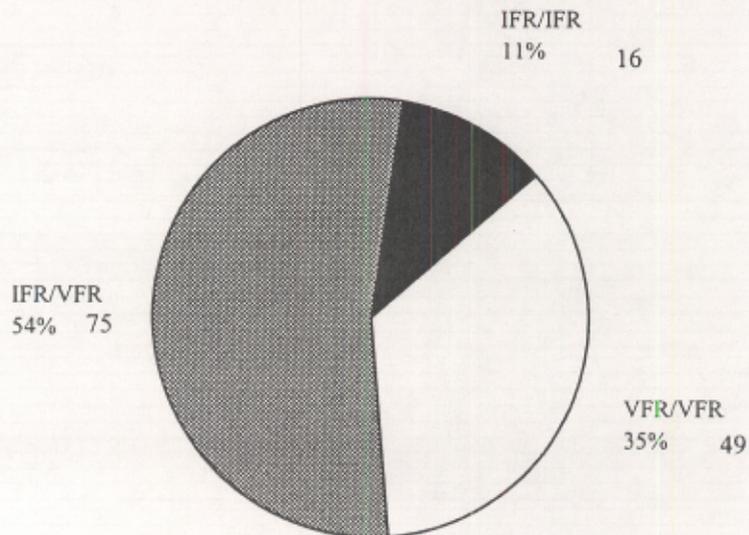


PILOT-REPORTED NEAR MIDAIR COLLISIONS BY FLIGHT PLAN 1999 versus 2000

JANUARY - JULY 1999



JANUARY - JULY 2000



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

1999

MONTH	DEGREE OF HAZARD				
	CRITICAL	POTENTIAL	NO HAZARD	NOT REPORTED	TOTAL
JAN	3	7	2	9	21
FEB	2	9	3	4	18
MAR	4	5	8	6	23
APR	0	12	4	3	19
MAY	2	3	8	5	18
JUN	2	9	6	5	22
JUL	1	12	8	3	24
AUG	2	12	7	10	31
SEP	2	9	0	11	22
OCT	2	8	6	8	24
NOV	2	12	1	5	20
DEC	3	6	2	4	15
TOTAL	25	104	55	73	257

2000

MONTH	DEGREE OF HAZARD				
	CRITICAL	POTENTIAL	NO HAZARD	NOT REPORTED	TOTAL
JAN	2	8	3	1	14
FEB	1	7	0	8	16
MAR	2	11	6	6	25
APR	2	7	5	3	17
MAY	2	13	2	7	24
JUN	1	7	2	10	20
JUL	1	4	1	18	24
AUG					
SEP					
OCT					
NOV					
DEC					
TOTAL	11	57	19	53	140

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

1999

MONTH	REGION									TOTAL
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW	AWP	
JAN	0	1	2	1	0	1	4	7	5	21
FEB	1	1	2	1	1	1	3	3	5	18
MAR	0	2	3	3	0	4	0	1	10	23
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	2	6	24
AUG	3	1	5	4	1	4	4	6	3	31
SEP	0	2	3	2	3	2	3	4	3	22
OCT	0	1	5	1	0	1	2	3	11	24
NOV	0	1	4	1	0	0	4	3	7	20
DEC	2	2	1	1	0	1	4	2	2	15
TOTAL	10	15	33	26	7	23	34	38	71	257

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	3	4	2	5	16
MAR	2	1	2	1	1	1	7	1	9	25
APR	0	1	0	0	0	1	4	2	9	17
MAY	0	0	2	0	2	2	5	4	9	24
JUN	1	0	1	1	0	2	7	2	6	20
JUL	1	1	6	1	0	2	3	1	9	24
AUG										
SEP										
OCT										
NOV										
DEC										
TOTAL	4	5	13	5	3	13	32	14	51	140

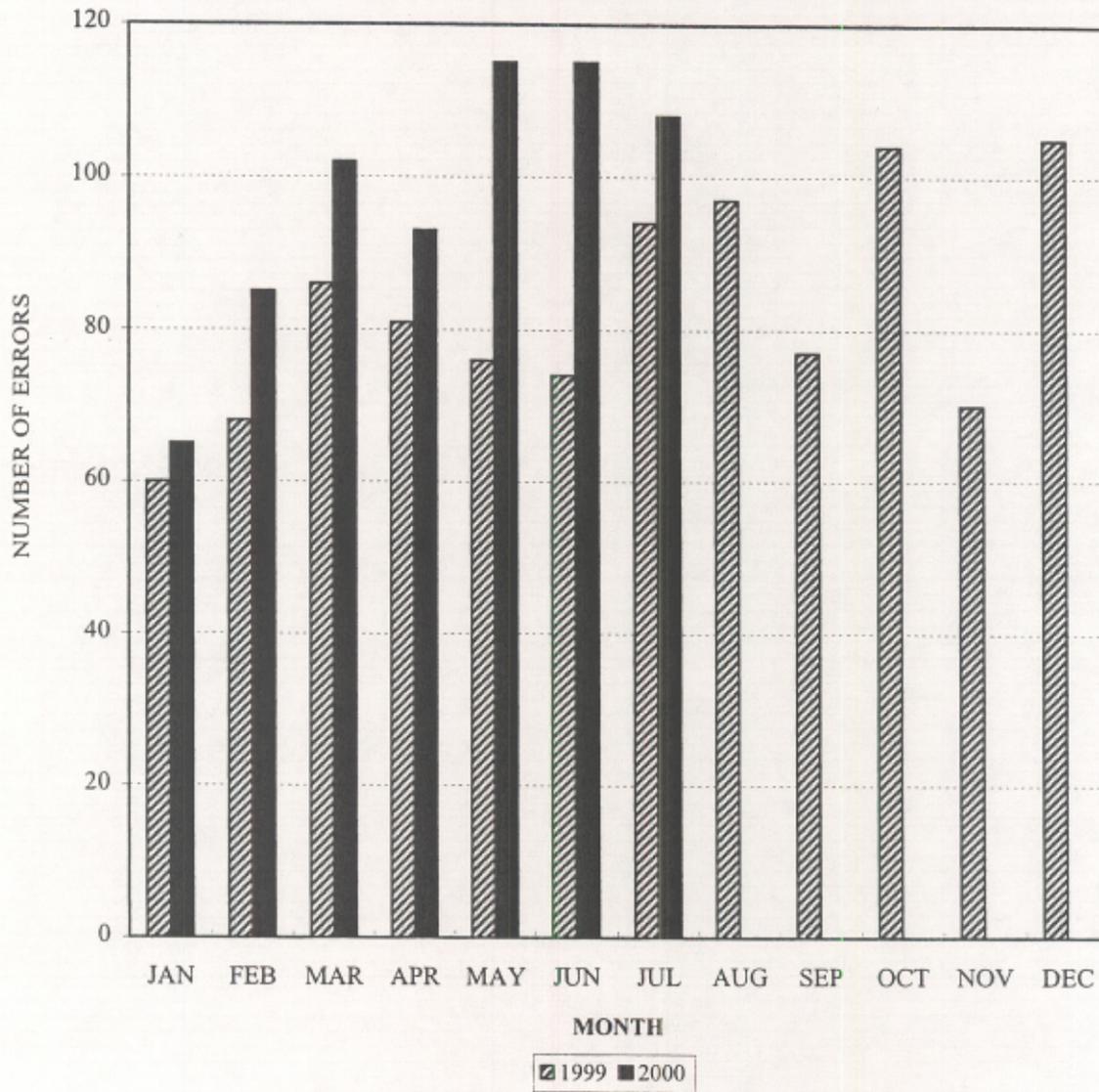
PILOT-REPORTED NEAR MIDAIR COLLISIONS BY STATE AND TERRITORY
1999 versus 2000

STATE	JAN-JUL 1999	JAN-JUL 2000	STATE	JAN-JUL 1999	JAN-JUL 2000
Alabama	2	0	Montana	1	0
Alaska	5	4	Nebraska	0	0
Arizona	8	13	Nevada	3	5
Arkansas	0	0	New Hampshire	1	0
Atlantic Ocean	0	1	New Jersey	3	2
Bahamas*	0	0	New Mexico	1	1
California	28	30	New York	3	2
Colorado	5	2	North Carolina	0	4
Connecticut	2	0	North Dakota	5	0
Delaware	0	1	Ohio	3	0
District of Columbia	0	0	Oklahoma	3	1
Florida	7	17	Oregon	1	2
Georgia	5	4	Pennsylvania	2	6
Guam*	0	0	Puerto Rico*	0	2
Hawaii	4	2	Rhode Island	0	0
Idaho	1	0	South Carolina	0	1
Illinois	4	2	South Dakota	0	1
Indiana	1	1	Tennessee	0	3
Iowa	4	0	Texas	13	10
Kansas	6	4	Utah	2	3
Kentucky	3	0	Vermont	0	0
Louisiana	0	2	Virgin Islands*	0	0
Maine	0	0	Virginia	2	1
Maryland	2	1	Wake Island*	0	0
Massachusetts	0	3	Washington	5	6
Michigan	2	0	West Virginia	2	0
Minnesota	2	0	Wisconsin	1	1
Mississippi	1	1	Wyoming	1	0
Missouri	1	1			
*U.S. Controlled Airspace			TOTAL	145	140

OPERATIONAL ERRORS/DEVIATIONS*

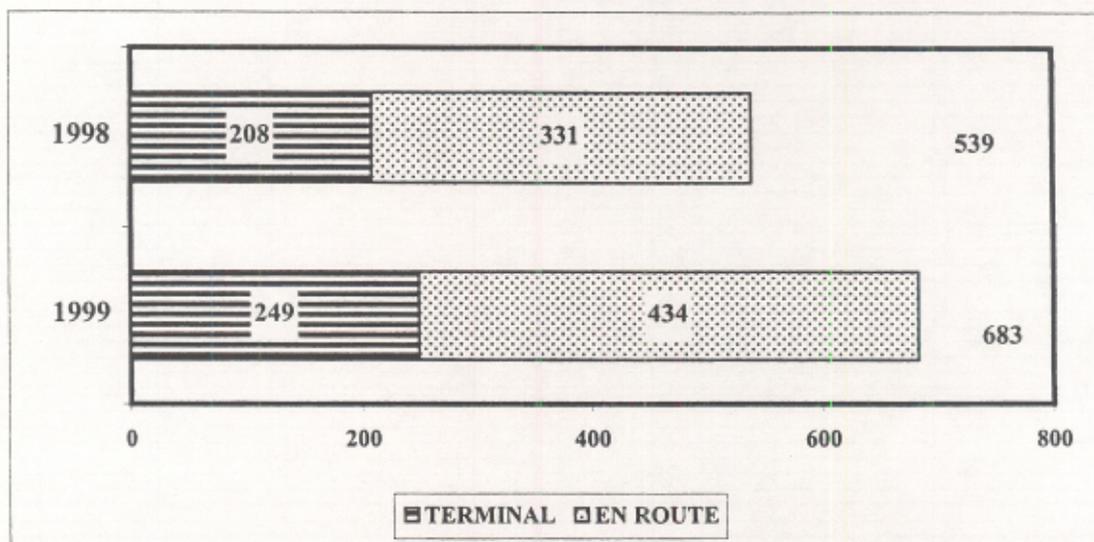
*The use of absolute numbers of **Operational Errors/Deviations** as an indication of the performance of the air traffic control system can be misleading because of the apparent relationship between Operational Errors/Deviations and traffic activity. An increase or decrease in the error/deviation count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



1999	60	68	86	81	76	74	94	97	77	104	70	105
2000	65	85	102	93	115	115	108					

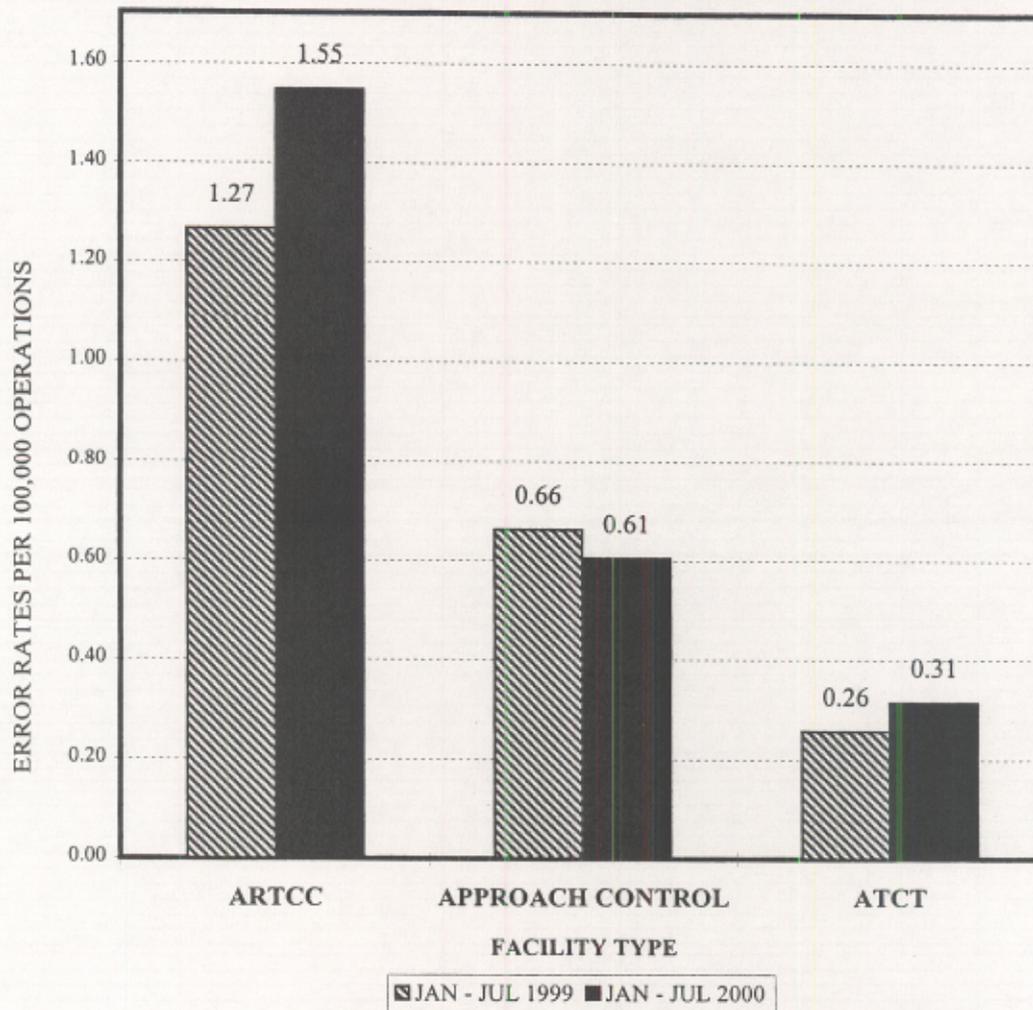
OPERATIONAL ERRORS JANUARY-JULY 1999 versus 2000



MONTH	TYPE OF OPERATIONAL ERRORS JAN-JUL 1999				TYPE OF OPERATIONAL ERRORS JAN-JUL 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	31	45	0	76	41	74	0	115
JUN	35	39	0	74	41	74	0	115
JUL	29	65	0	94	40	67	1	108
AUG								
SEP								
OCT								
NOV								
DEC								
TOTAL	207	331	1	539	248	434	1	683

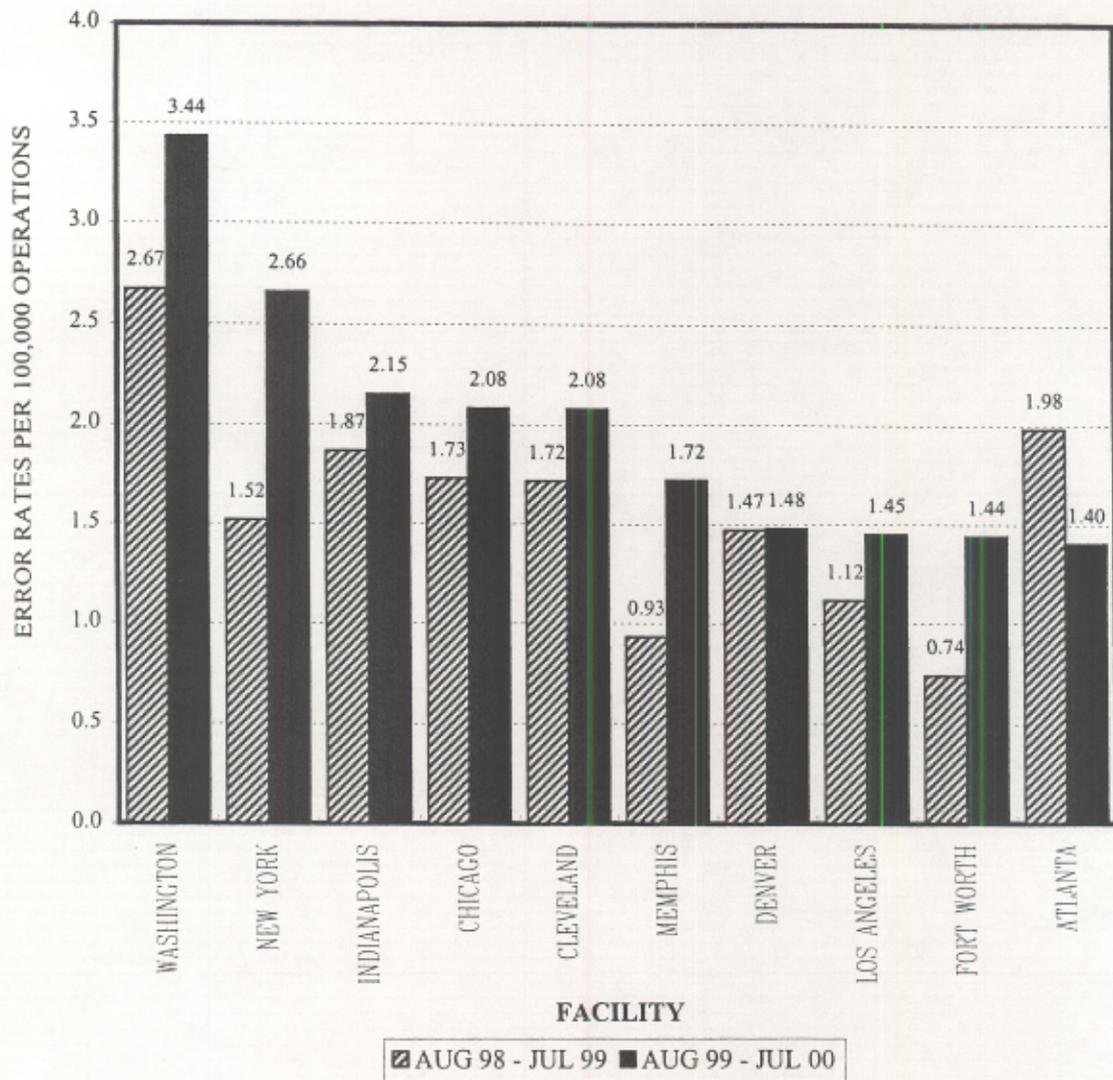
Note: In graphic overview FSSs are included in Terminals.

OPERATIONAL ERROR RATES BY FACILITY TYPE 1999 versus 2000



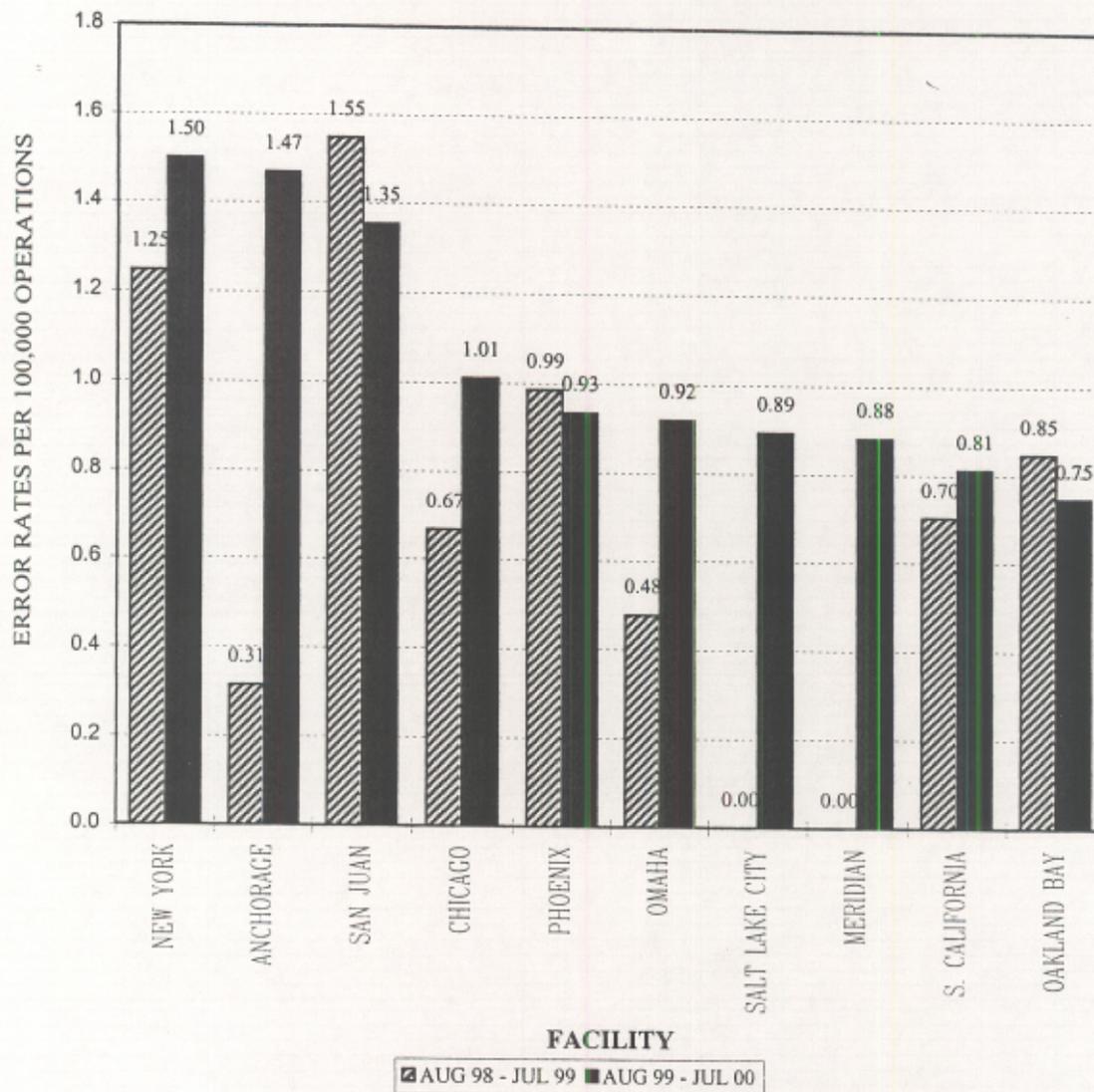
Actual Error Data thru 07/31/2000
Actual Activity Data thru 04/30/2000
Forecast Activity Data 05/01/2000 - 07/31/2000

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



Actual Error Data thru 07/31/2000
 Actual Activity Data thru 04/30/2000
 Forecast Activity Data 05/01/2000 - 07/31/2000

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



Actual Error Data thru 07/31/2000
 Actual Activity Data thru 04/30/2000
 Forecast Activity Data 05/01/2000 - 07/31/2000
 CERAPS are included in TRACONS

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

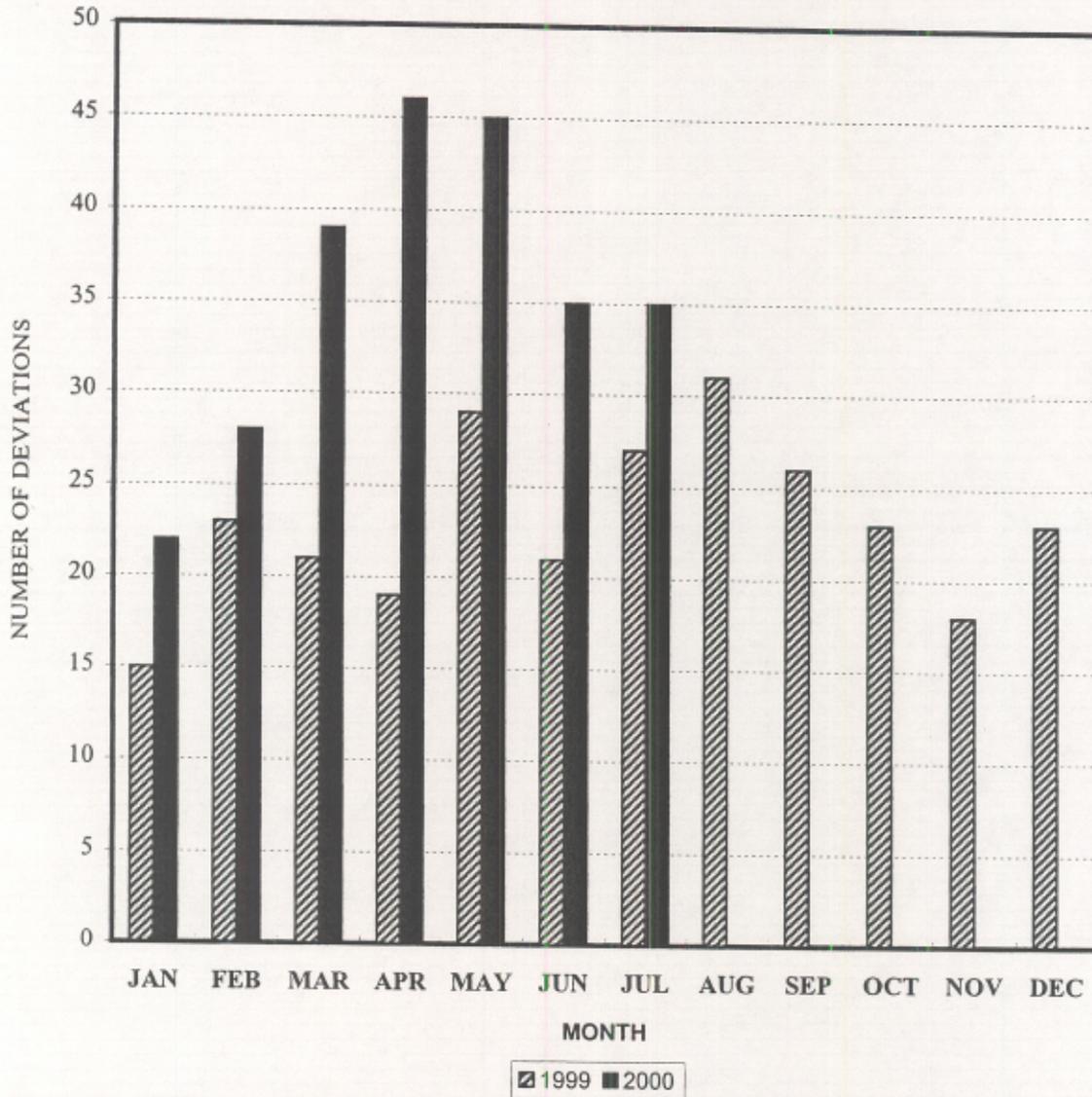
1999

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

2000

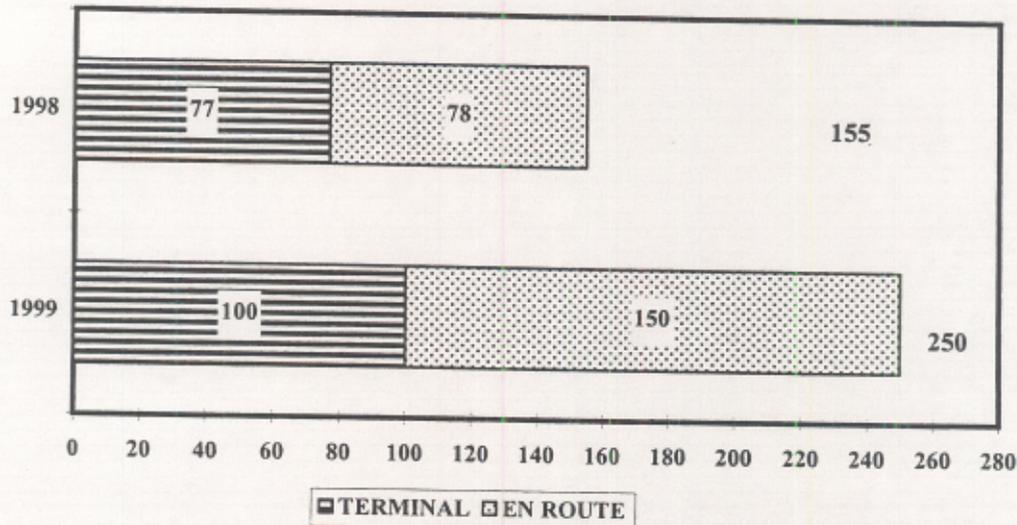
MONTH	REGION									TOTAL
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW	AWP	
JAN	4	13	4	7	9	10	0	0	18	65
FEB	6	22	4	7	11	14	0	2	19	85
MAR	2	15	6	14	8	34	1	1	21	102
APR	6	25	4	12	10	21	0	1	14	93
MAY	5	37	8	10	9	13	2	5	26	115
JUN	2	29	5	9	18	17	0	3	32	115
JUL	2	28	8	12	9	14	3	5	27	108
AUG										
SEP										
OCT										
NOV										
DEC										
TOTAL	27	169	39	71	74	123	6	17	157	683

OPERATIONAL DEVIATIONS BY MONTH 1999 - JULY 2000



1999	15	23	21	19	29	21	27	31	26	23	18	23
2000	22	28	39	46	45	35	35					

OPERATIONAL DEVIATIONS JANUARY-JULY 1999 versus 2000



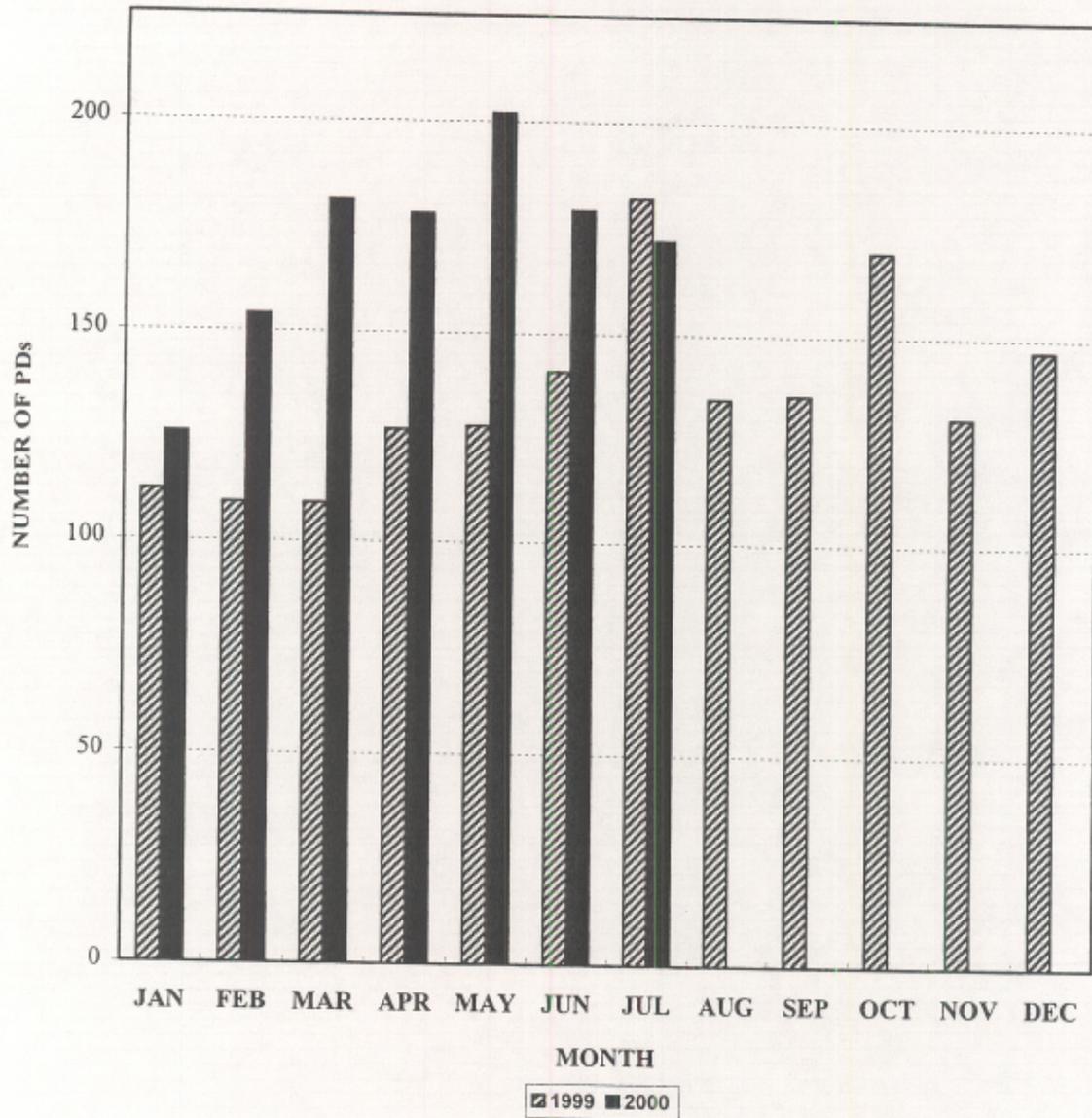
MONTH	TYPE OF OPERATIONAL DEVIATIONS JAN-JUL 1999				TYPE OF OPERATIONAL DEVIATIONS JAN-JUL 2000			
	TERMINAL	EN ROUTE	FSS	TOTAL	TERMINAL	EN ROUTE	FSS	TOTAL
JAN	7	7	1	15	13	9	0	22
FEB	13	10	0	23	9	19	0	28
MAR	11	8	2	21	13	23	3	39
APR	9	10	0	19	16	30	0	46
MAY	14	15	0	29	19	26	0	45
JUN	9	11	1	21	12	23	0	35
JUL	10	17	0	27	13	20	2	35
AUG								
SEP								
OCT								
NOV								
DEC								
TOTAL	73	78	4	155	95	150	5	250

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.**

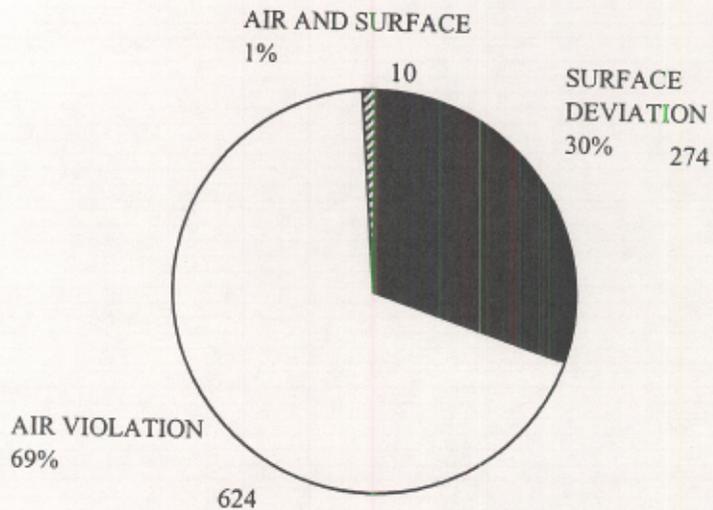
**PILOT DEVIATIONS
BY MONTH
1999 - JULY 2000**



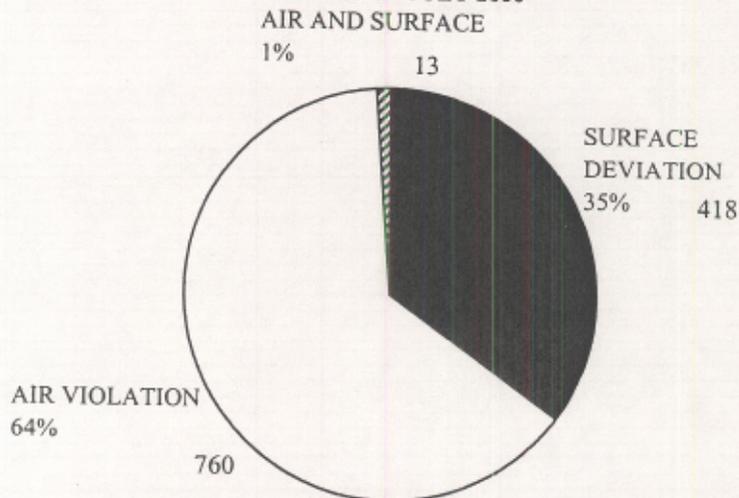
1999	112	109	109	127	128	141	182	135	136	170	131	147
2000	125	154	181	178	202	179	172					

PILOT DEVIATIONS BY DEVIATION TYPE 1999 versus 2000

JANUARY - JULY 1999

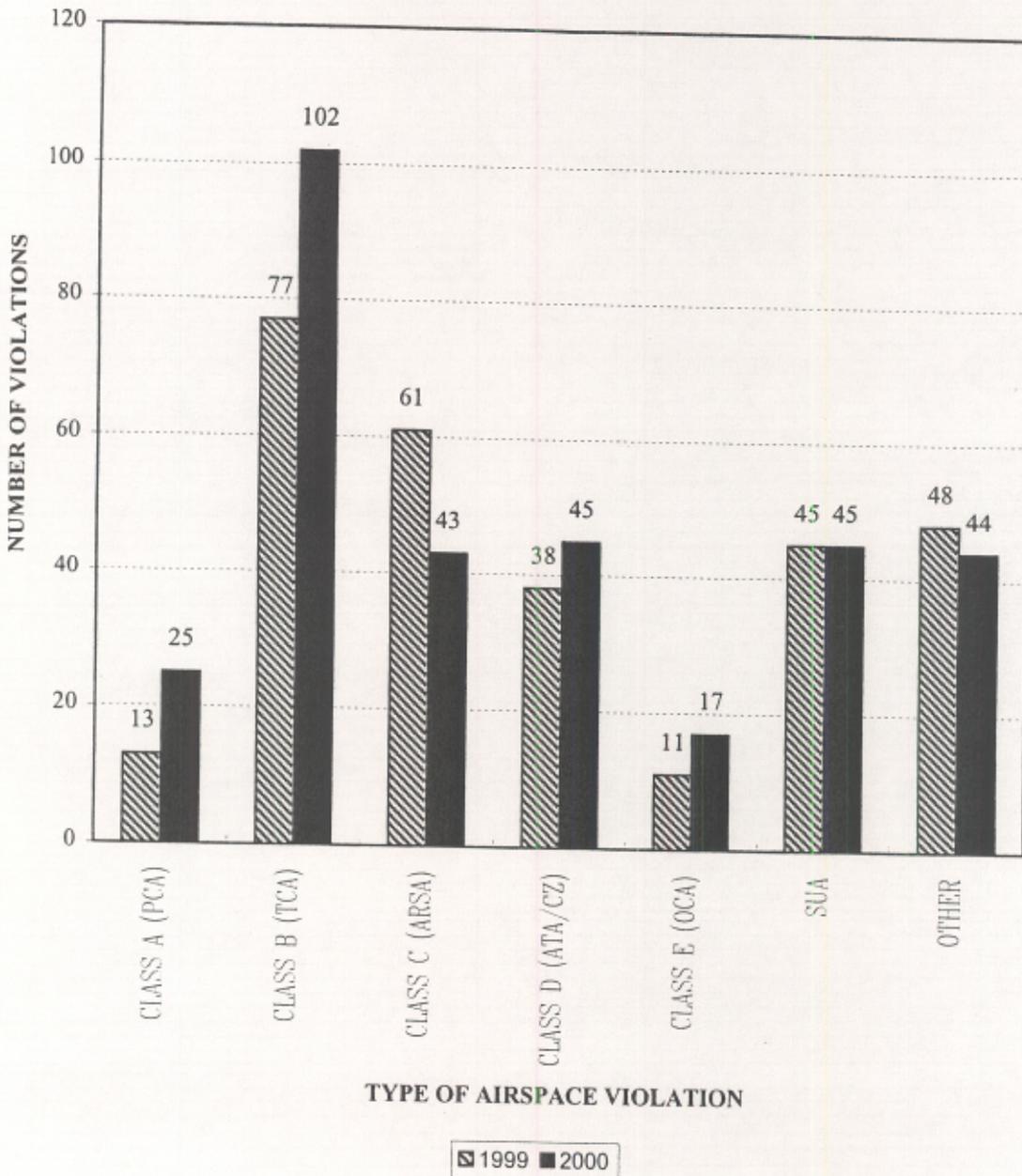


JANUARY - JULY 2000



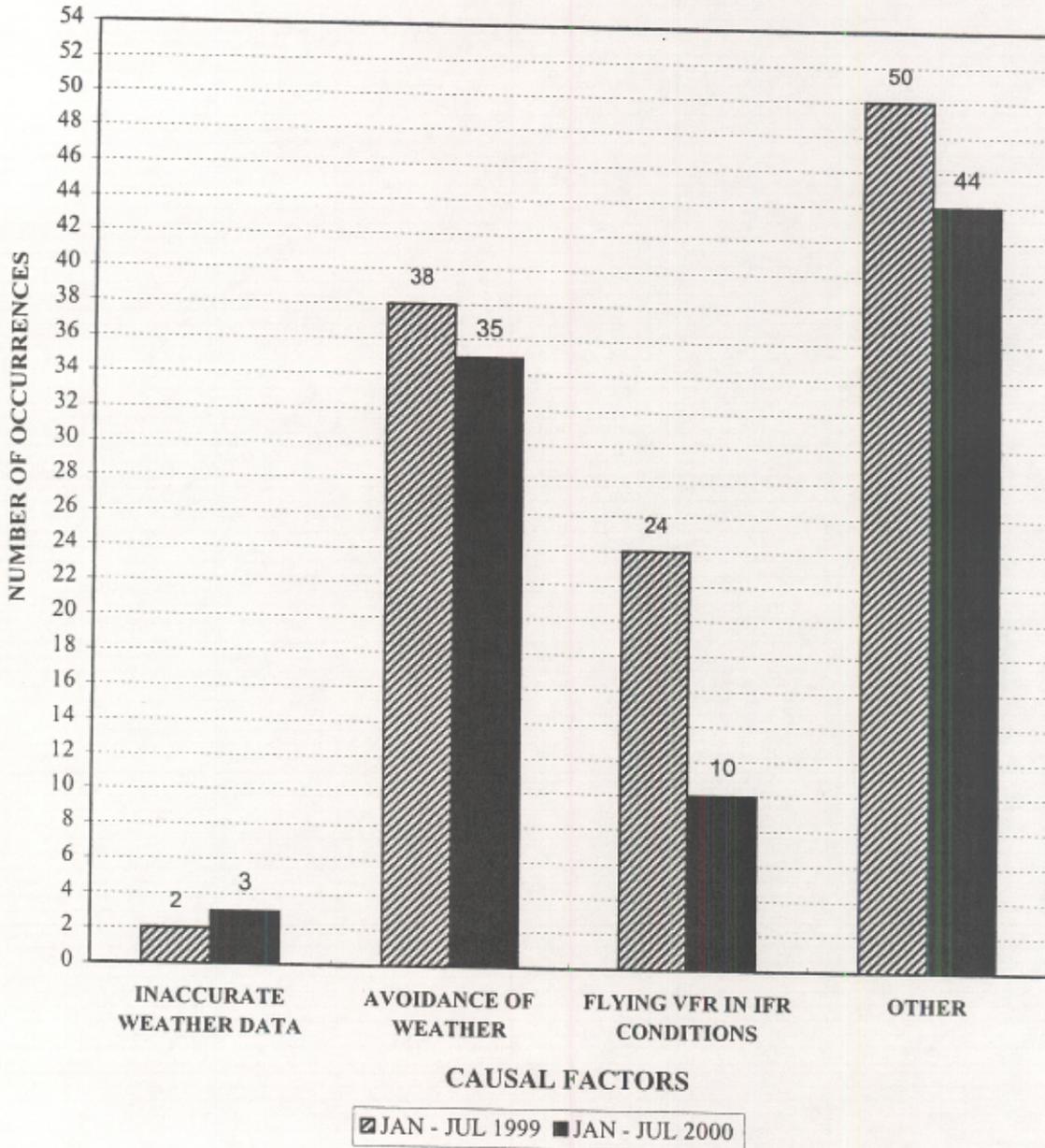
NOTE: The total number of deviations exceeds the number of reports. One report may involve multiple deviations, including both air and surface deviations on the same report.

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

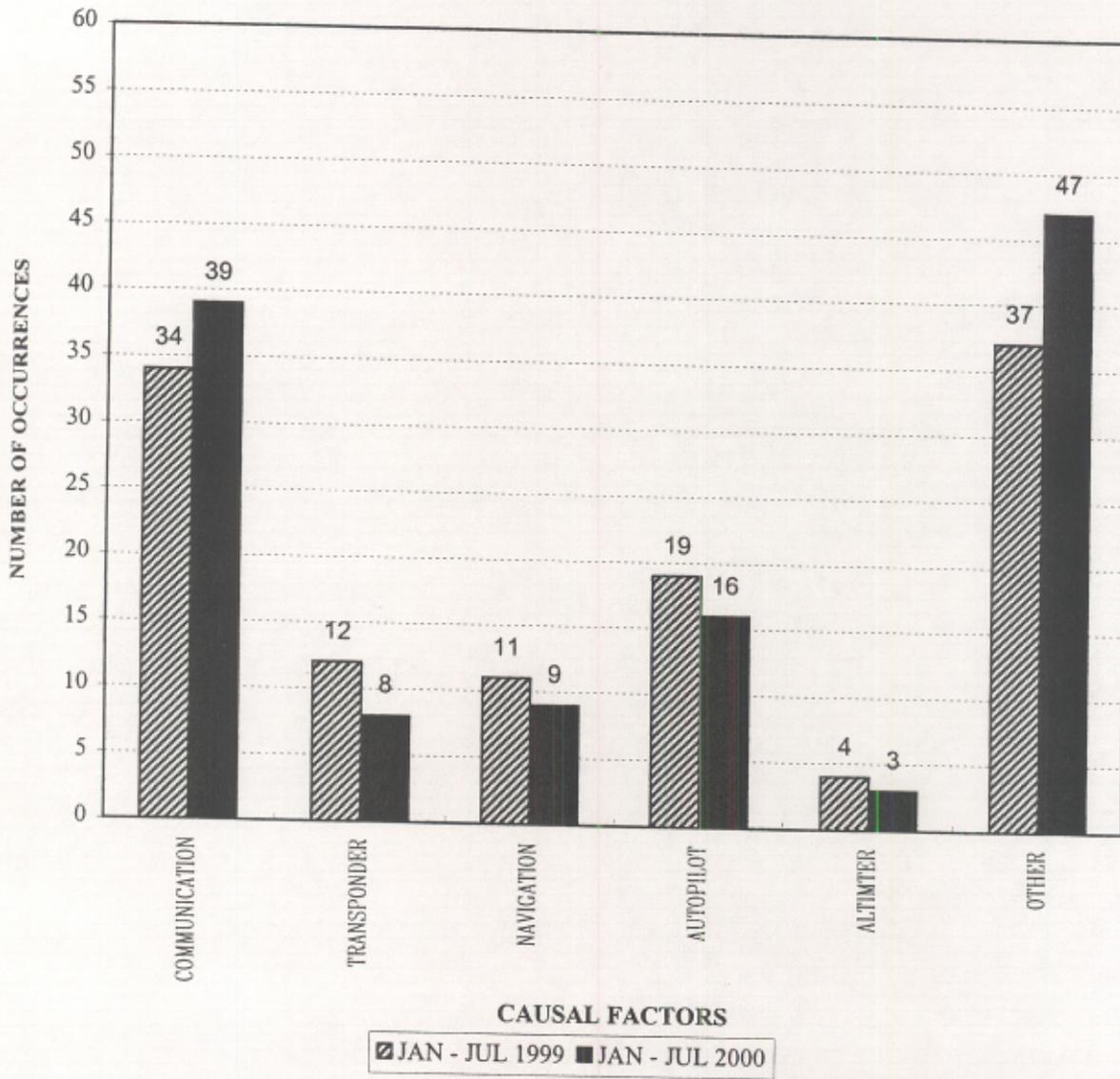


OTHER also includes Unknown.

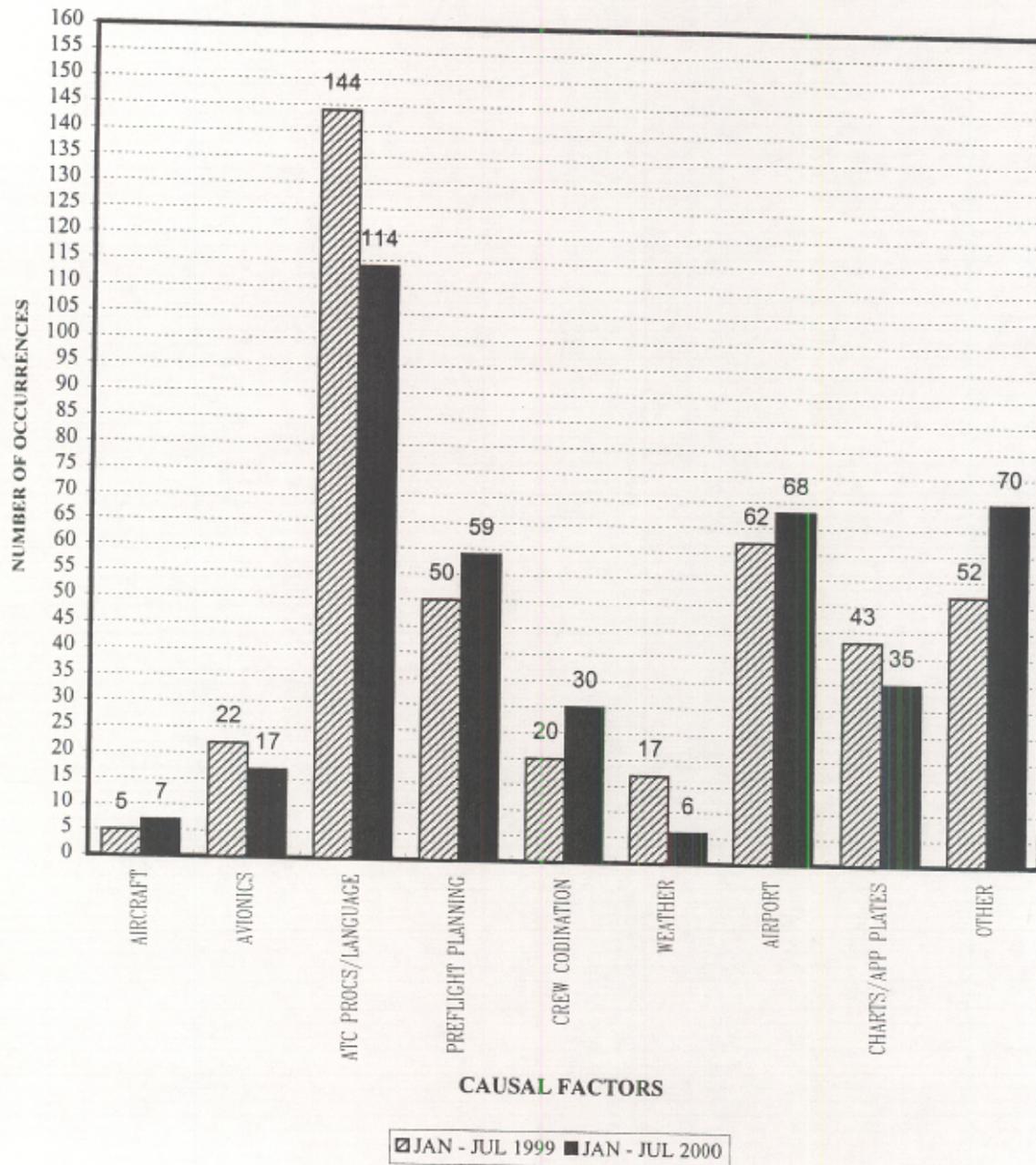
**PILOT DEVIATIONS BY CAUSAL FACTORS
WEATHER
1999 versus 2000**



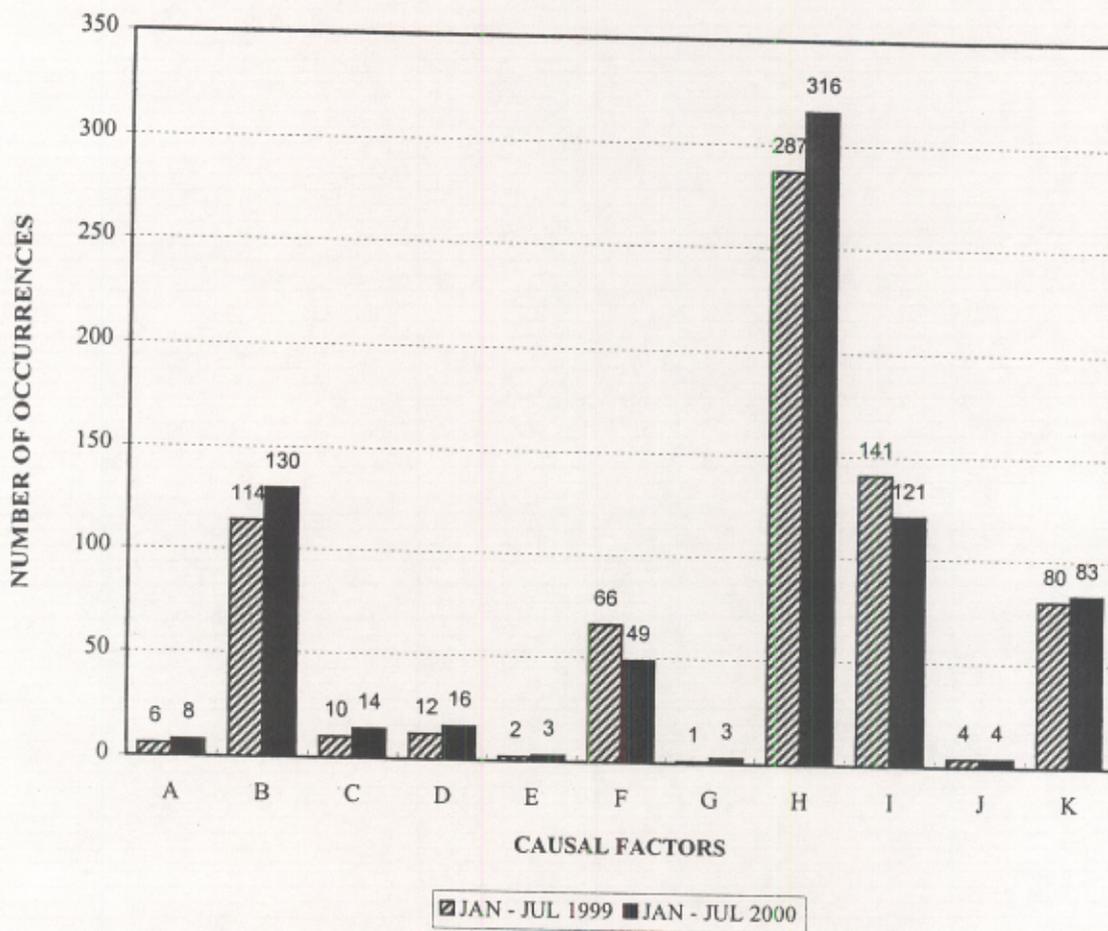
PILOT DEVIATIONS BY CAUSAL FACTORS AIRCRAFT EQUIPMENT MALFUNCTION 1999 versus 2000



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 - JULY 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	41	10	22	127
MAY	2	7	18	20	3	8	24	12	34	128
JUN	2	3	30	24	5	10	23	14	30	141
JUL	1	4	24	33	14	16	41	14	35	182
AUG	3	6	20	28	4	9	25	9	31	135
SEP	1	6	16	20	2	9	34	8	40	136
OCT	1	10	35	21	2	19	23	21	38	170
NOV	2	9	19	22	4	10	30	11	24	131
DEC	1	8	22	12	5	10	34	15	40	147
TOTAL	23	73	241	252	46	124	351	154	363	1627

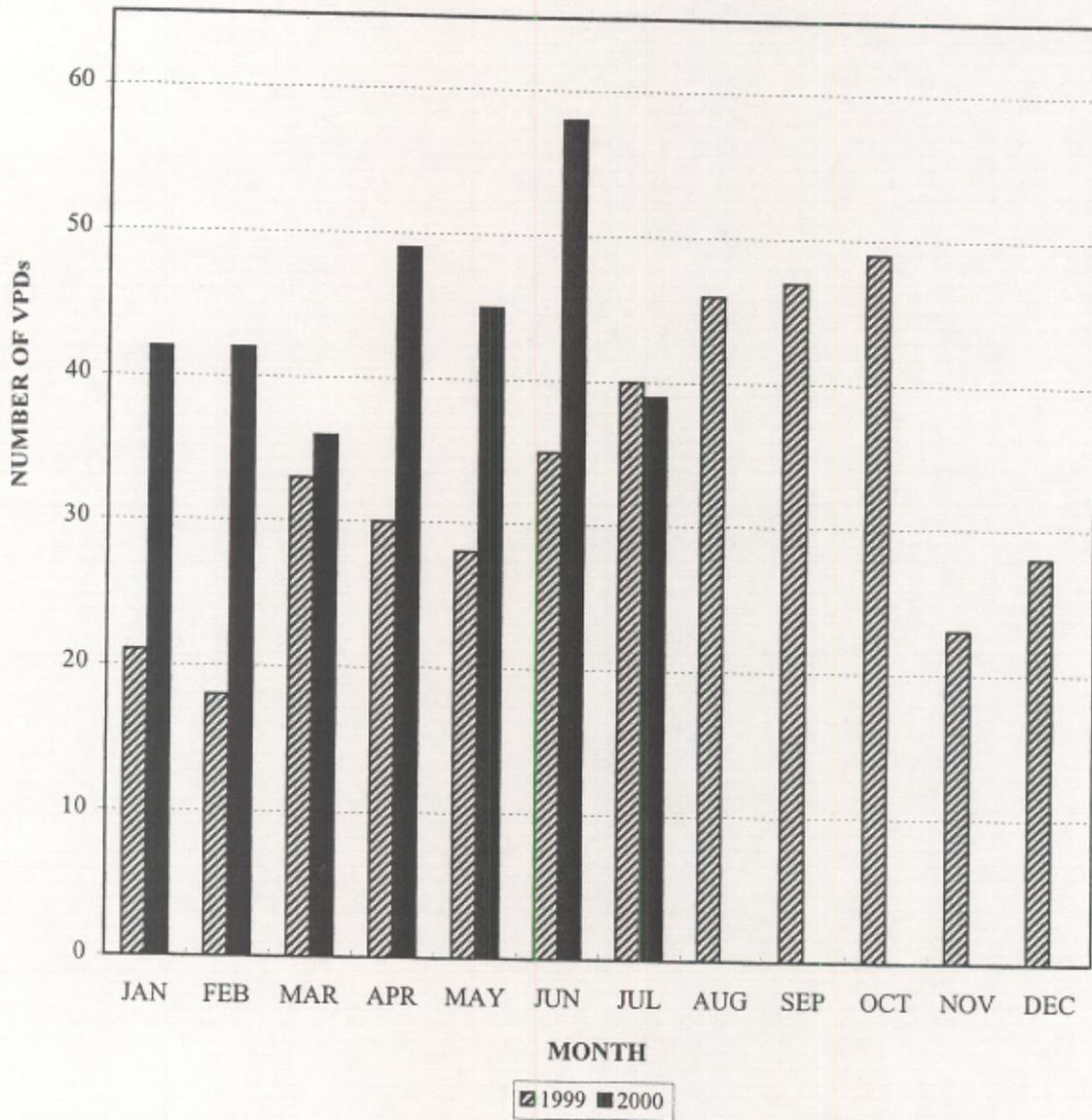
2000

MONTH	REGION									TOTAL
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW	AWP	
JAN	2	5	17	19	4	3	22	19	34	125
FEB	4	4	25	19	2	4	38	20	38	154
MAR	5	7	28	18	6	15	37	20	45	181
APR	5	10	27	25	4	11	23	21	52	178
MAY	0	11	25	22	7	20	44	22	51	202
JUN	4	11	26	26	9	10	24	18	51	179
JUL	10	8	18	29	5	15	32	16	39	172
AUG										
SEP										
OCT										
NOV										
DEC										
TOTAL	30	56	166	158	37	78	220	136	310	1191

VEHICLE/PEDESTRIAN DEVIATIONS*

***Vehicle/Pedestrian Deviations July 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 - JULY 2000



1999	21	18	33	30	28	35	40	46	47	49	23	28
2000	42	42	36	49	45	58	39					

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

Airport	ID	AUGUST 98 - JULY 99	AUGUST 99 - JULY 00
Merrill Field Arpt, AK	MRI	22	25
Jeffco Arpt, CO	BJC	10	22
Montgomery Field Arpt, CA	MYF	6	18
Ft. Lauderdale Executive Arpt, FL	FXE	10	15
Camarillo Arpt, CA	CMA	0	11
David Wayne Hooks Memorial Arpt, TX	DWH	2	11
Luis Munoz Marin Intl, PR	SJU	5	11
Santa Monica Muni Arpt, CA	SMO	0	10
Andrews AFB, MD	ADW	9	10
Centennial Arpt, CO	APA	1	9
Ann Arbor Muni Arpt, MI	ARB	4	9
San Francisco Intl, CA	SFO	4	8
Mnpls-St. Paul Intl/World Chamberlain Arpt, MN	MSP	1	7
Greater Rockford Arpt, IL	RFD	2	7
Albert Whitted Arpt, FL	SPG	0	6
Gillespie Field Arpt, CA	SEE	1	6
Long Beach/Daugherty Field Arpt, CA	LGB	1	5
Falcon Field Arpt, AZ	FFZ	3	5
Richard Lloyd Jones Jr. Arpt, OK	RVS	10	5

**VEHICLE/PEDSTRIAN DEVIATIONS
BY REGION AND MONTH
1999 - JULY 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	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	3	3	3	6	28
TOTAL	32	18	50	77	11	38	80	28	64	398

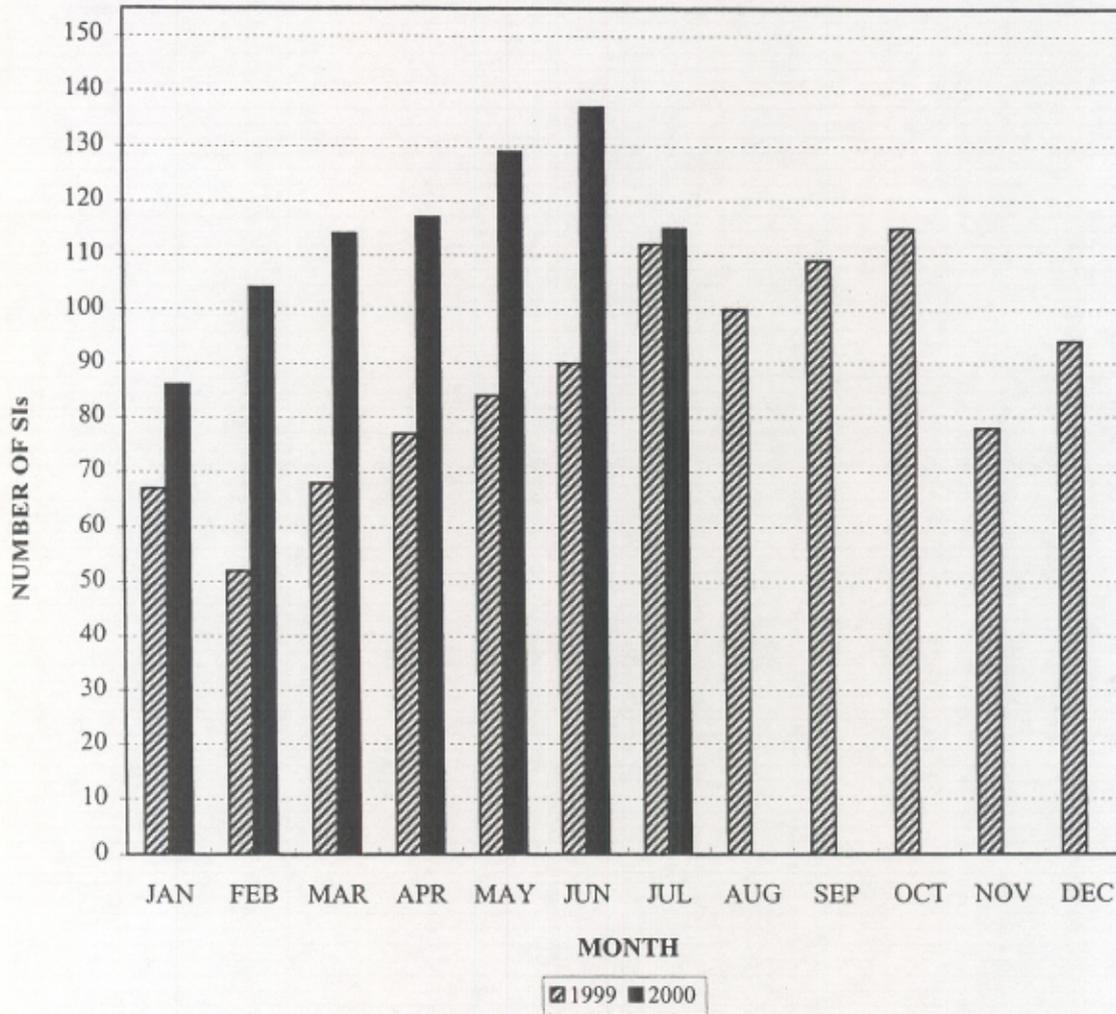
2000

MONTH	REGION									TOTAL
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW	AWP	
JAN	3	2	5	6	0	2	6	7	11	42
FEB	2	0	2	7	2	5	13	4	7	42
MAR	3	0	4	4	0	2	9	5	9	36
APR	2	1	2	6	1	5	7	8	16	48
MAY	5	0	5	6	1	5	8	3	13	46
JUN	5	1	4	10	2	7	9	2	18	58
JUL	7	2	2	5	2	7	4	4	6	39
AUG										
SEP										
OCT										
NOV										
DEC										
TOTAL	27	6	24	44	8	33	56	33	80	311

SURFACE INCIDENTS*

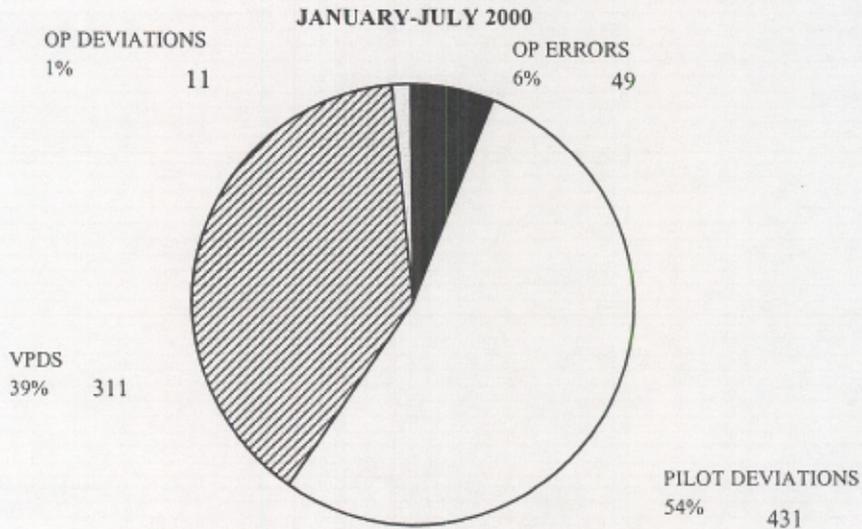
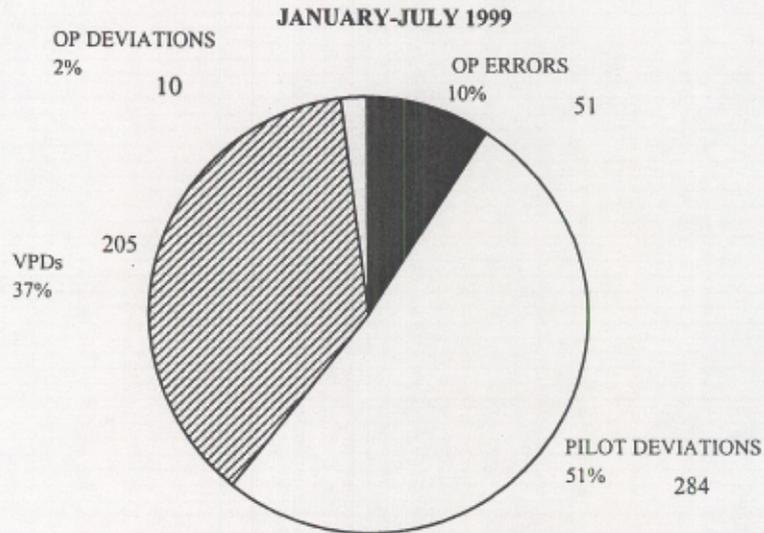
***Surface Incidents** July require 90 days to stabilize; therefore, care should be exercised in making statistical comparisons for the most recent 90-day period.
Data are preliminary and subject to change.

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



1999	67	52	68	77	84	90	112	100	109	115	78	94
2000	86	104	114	117	129	137	115					

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	AUG 98 - JUL 99	AUG 99 - JUL 00
North Las Vegas Arpt, NV	2	34
Montgomery Field Arpt, CA	17	31
Reno/Tahoe Intl, NV	19	30
Jeffco Arpt, CO	11	27
Long Beach/Daugherty Field Arpt, CA	14	27
Merrill Field Arpt, AK	24	27
John Wayne-Orange County Arpt, CA	6	26
Los Angeles Intl, CA	19	25
Ft. Lauderdale Executive Arpt, FL	16	23
Luis Munoz Marin Intl, PR	8	20
San Francisco Intl, CA	13	18
David Wayne Hooks Memorial Arpt, TX	3	16
Centennial Arpt, CO	5	15
San Jose Intl, CA	9	15
Greater Rochester Intl, NY	2	14
Theodore Francis Green State Arpt, RI	3	14
Mnpls-St. Paul Intl/World Chamberlain Arpt, MN	4	13
Phoenix Sky Harbor Intl, AZ	15	13
Camarillo Arpt, CA	0	12
Lambert-St. Louis Intl, MO	16	12
Chino Arpt, CA	0	11
Santa Monica Muni Arpt, CA	0	11
Raleigh-Durham Intl, NC	5	11
Chicago Midway Arpt, IL	7	11
Andrews AFB, MD	12	11

**SURFACE INCIDENTS BY AIRPORT
12 MONTH COMPARISON**

AUGUST 1998 - JULY 1999 versus AUGUST 1999 - JULY 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	98-99	99-00
Abilene Regional Arpt, TX	2	1	0	0	0	0	2	1	4	2	4.912	2.088
Adams Field Arpt, AR	2	1	0	1	0	0	0	0	2	2	1.139	1.108
Addison Arpt, TX	3	1	1	0	0	0	2	1	6	2	3.422	1.176
Akron-Canton Regional Arpt, OH	0	1	0	0	0	1	0	1	0	3	0.000	2.371
Albany Intl, NY	2	2	0	0	0	0	0	1	2	3	1.325	2.029
Albert Whitted Arpt, FL	0	2	0	0	0	0	0	6	0	8	0.000	7.899
Albuquerque Intl, NM	1	2	0	1	0	0	1	0	2	3	0.869	1.299
Alexandria Intl Arpt, LA	0	1	0	0	0	0	0	0	0	1	0.000	2.153
Allegheny County Arpt, PA	0	2	0	0	0	0	7	4	7	6	5.689	4.436
Allen AAF, AK	1	0	0	0	0	0	0	0	1	0	N/A	N/A
Amarillo Intl, TX	0	1	0	0	0	0	0	2	0	3	0.000	2.542
Anchorage Intl, AK	1	6	0	0	0	0	0	4	1	10	0.327	3.378
Anchorage TRACON, AK	0	1	0	0	0	0	0	0	0	1	N/A	N/A
Andrews AFB, MD	1	1	2	0	0	0	9	10	12	11	11.076	10.337
Ann Arbor Muni Arpt, MI	1	1	0	0	0	0	4	9	5	10	3.804	8.304
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	4	3	4	3	2.719	2.044
Aspen-Pitkin County/Sardy Field Arpt, CO	1	0	0	0	0	0	0	0	1	0	2.257	0.000
Atlanta Center, GA	0	0	0	0	0	0	0	1	0	1	N/A	N/A
Augusta Rgnl at Bush Field Arpt, GA	0	1	0	0	0	0	0	1	0	2	0.000	3.906
Aurora Muni Arpt, IL	1	1	0	0	0	0	2	2	3	3	2.441	2.250
Austin Straubel Intl, WI	1	0	0	2	0	0	0	0	1	2	1.387	2.563
Austin-Bergstrom Intl Arpt, TX	1	0	1	0	0	0	0	0	2	0	1.098	0.000
Baltimore-Washington Intl, MD	3	3	2	1	0	0	0	1	5	5	1.625	1.644
Bangor Intl, ME	0	0	0	0	0	0	1	1	1	1	0.954	1.073
Barkley Regional Arpt, KY	1	0	0	0	0	0	1	1	2	1	7.070	3.251
Barnstable Muni-Boardman/Polando Field Arpt, MA	0	0	0	0	0	0	0	1	0	1	0.000	0.728
Baton Rouge Metro, Ryan Field Arpt, LA	0	0	0	0	0	0	1	2	1	2	0.679	1.499
Bellingham Intl, WA	0	0	0	0	0	0	1	0	1	0	1.267	0.000
Bethel Arpt, AK	0	0	0	0	0	0	0	1	0	1	0.000	0.686
Billings Logan Intl, MT	0	1	0	0	0	0	0	0	0	1	0.000	0.863
Binghamton Regional/Edwin A. Link Field Arpt, NY	0	0	0	0	0	0	0	0	0	1	0.000	2.498

Actual Activity Data thru 04/30/2000
Forecast Activity Data 05/01/2000 - 07/31/2000
Rates per 100,000 Operations

**SURFACE INCIDENTS BY AIRPORT
12 MONTH COMPARISON**

AUGUST 1998 - JULY 1999 versus AUGUST 1999 - JULY 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	98-99	99-00
Birmingham Arpt, AL	2	0	0	0	0	0	3	4	5	4	3.215	2.545
Bishop Intl, MI	0	0	0	0	0	0	0	1	0	1	0.000	0.689
Blue Grass Arpt, KY	0	0	1	0	0	0	0	0	1	0	0.939	0.000
Boeing Field/King County Intl, WA	2	2	1	1	0	0	1	1	4	4	1.262	1.101
Boise Air Terminal/Gowen Field Arpt, ID	4	4	1	0	0	0	0	0	5	4	2.834	2.261
Boston TRACON, MA	0	2	0	0	0	0	0	0	0	2	N/A	N/A
Bowman Field Arpt, KY	0	1	0	0	0	0	2	0	2	1	1.253	0.679
Brackett Field Arpt, CA	3	3	0	0	0	0	0	1	3	4	1.223	1.624
Bradley Intl, CT	0	2	0	0	0	0	0	1	0	3	0.000	1.670
Brown Field Muni Arpt, CA	0	1	0	0	0	0	0	0	0	1	0.000	0.921
Brunswick NAS, ME	2	0	0	0	0	0	0	0	2	0	N/A	N/A
Buchanan Field Arpt, CA	2	5	1	0	0	0	0	2	3	7	1.345	3.116
Buffalo Niagara Intl, NY	1	0	0	1	0	0	3	1	4	2	2.592	1.258
Burbank-Glendale-Pasadena Arpt, CA	1	0	2	2	0	0	1	0	4	2	2.224	1.183
Burlington Intl, VT	0	0	0	0	0	0	0	1	0	1	0.000	0.869
Camarillo Arpt, CA	0	1	0	0	0	0	0	11	0	12	0.000	6.558
Capital Arpt, IL	1	3	1	1	0	0	0	0	2	4	2.108	4.528
Capital City Arpt, MI	0	0	0	0	1	0	0	0	1	0	0.817	0.000
Cecil Field NAS, FL	0	0	0	0	0	0	0	1	0	1	N/A	N/A
Centennial Arpt, CO	4	4	0	2	0	0	1	9	5	15	1.137	3.389
Central Illinois Rgnl Arpt, IL	3	1	1	0	0	0	0	0	4	1	5.784	1.476
Chandler Muni, AZ	0	0	0	0	0	0	0	2	0	2	0.000	0.904
Charleston AFB/Intl, SC	3	1	2	0	0	0	3	0	8	1	6.369	0.700
Charlotte/Douglas Intl, NC	6	4	2	0	0	0	0	1	8	5	1.781	1.088
Cherry Capital Arpt, MI	1	1	0	0	0	0	0	0	1	1	0.791	0.743
Chicago Midway Arpt, IL	1	7	3	1	1	1	2	2	7	11	2.425	3.665
Chicago O'hare Intl, IL	2	3	2	1	0	0	3	3	7	7	0.780	0.772
Chicago TRACON, IL	1	0	0	0	0	0	0	0	1	0	N/A	N/A
Chico Muni Arpt, CA	0	1	0	0	0	0	0	0	0	1	0.000	2.145
Chino Arpt, CA	0	5	0	2	0	0	0	4	0	11	0.000	6.611
Cincinnati Muni/Lunken Field Arpt, OH	0	1	0	0	0	0	0	0	0	1	0.000	0.775
Cincinnati/Northern Kentucky Intl, OH	1	3	1	1	0	0	0	2	2	6	0.437	1.292

Actual Activity Data thru 04/30/2000
Forecast Activity Data 05/01/2000 - 07/31/2000
Rates per 100,000 Operations

SURFACE INCIDENTS BY AIRPORT
12 MONTH COMPARISON
AUGUST 1998 - JULY 1999 versus AUGUST 1999 - JULY 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	98-99	99-00
City of Colorado Springs Muni Arpt, CO	1	0	0	0	0	0	0	3	1	3	0.467	1.288
Cleveland Center, OH	0	0	0	1	0	0	0	0	0	1	N/A	N/A
Cleveland-Hopkins Intl, OH	11	5	1	0	0	0	1	1	13	6	4.165	1.850
Cobb County-Mc Collum Field, GA	1	0	0	0	0	0	0	0	1	0	0.897	0.000
Columbia Metro Arpt, SC	0	1	0	0	0	0	0	0	0	1	0.000	0.781
Columbia Regional Arpt, MO	0	0	0	1	0	0	0	1	0	2	0.000	4.808
Columbus Metro Arpt, GA	0	0	0	0	0	0	0	1	0	1	0.000	1.482
Craig Muni Arpt, FL	2	1	0	0	0	0	0	0	2	1	1.386	0.753
Crystal Arpt, MN	4	3	0	0	0	0	7	3	11	6	5.905	3.177
Cyril E. King Arpt, VI	2	0	0	1	0	0	2	2	4	3	3.747	3.158
Dallas Love Field Arpt, TX	3	1	1	0	0	1	0	3	4	5	1.662	1.979
Dallas-Ft. Worth Intl, TX	4	4	5	2	0	0	0	1	9	7	1.030	0.797
Danbury Muni Arpt, CT	2	1	0	0	0	0	0	0	2	1	1.600	0.889
Dane County Regional-Truax Field Arpt, WI	0	1	0	0	0	0	0	0	0	1	0.000	0.656
David Wayne Hooks Memorial Arpt, TX	1	5	0	0	0	0	2	11	3	16	1.120	6.250
Daytona Beach Intl Arpt, FL	7	4	1	0	0	0	0	0	8	4	2.162	1.132
Deadhorse Arpt, AK	0	0	0	0	0	1	0	0	0	1	N/A	N/A
Decatur Arpt, IL	1	0	0	0	0	0	0	0	1	0	1.848	0.000
Dekalb-Peachtree Arpt, GA	3	0	1	1	0	0	4	2	8	3	3.414	1.252
Denver Center, CO	0	1	0	0	0	0	0	0	0	1	N/A	N/A
Denver Intl, CO	1	1	0	1	0	0	0	3	1	5	0.205	0.966
Des Moines Intl, IA	2	3	0	0	0	0	0	1	2	4	1.449	3.030
Detroit Metro Wayne County Arpt, MI	2	1	1	1	0	0	2	0	5	2	0.924	0.359
Duluth Intl, MN	1	1	0	0	0	0	1	3	2	4	3.085	6.238
Dupage Arpt, IL	2	3	1	0	0	0	1	0	4	3	1.895	1.447
Dutchess County Arpt, NY	0	0	0	1	0	0	2	1	2	2	1.467	1.530
Eagle County Regional Arpt, CO	5	1	0	0	0	0	0	0	5	1	15.771	2.885
Eglin AFB, FL	0	2	0	0	0	0	0	0	0	2	N/A	N/A
EI Monte Arpt, CA	0	1	0	0	0	0	0	4	0	5	0.000	3.028
EI Paso Intl, TX	3	1	0	0	0	0	0	0	3	1	2.064	0.692
Elko Muni-J.C. Harris Field Arpt, NV	1	0	0	0	0	0	0	0	1	0	3.687	0.000
Elmira/Corning Regional Arpt, NY	0	0	0	0	0	0	1	2	1	2	1.214	3.220

Actual Activity Data thru 04/30/2000
Forecast Activity Data 05/01/2000 - 07/31/2000
Rates per 100,000 Operations

**SURFACE INCIDENTS BY AIRPORT
12 MONTH COMPARISON**

AUGUST 1998 - JULY 1999 versus AUGUST 1999 - JULY 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	98-99	99-00
Eppley Airfield Arpt, NE	0	3	0	1	0	0	1	1	1	5	0.548	2.703
Erie Intl, PA	0	0	0	0	0	0	0	1	1	0	1.840	0.000
Ernest A. Love Field Arpt, AZ	0	2	0	0	0	0	0	2	0	4	0.000	1.192
Essex County Arpt, NJ	1	0	0	0	0	0	1	0	2	0	0.831	0.000
Evansville Regional Arpt, IN	0	4	0	0	0	0	0	1	0	5	0.000	5.476
Fairbanks Intl, AK	0	5	0	0	0	0	0	4	0	9	0.000	6.729
Falcon Field Arpt, AZ	2	1	0	0	1	0	3	5	6	6	2.424	2.237
Fanning Field Arpt, ID	0	1	0	0	0	0	0	1	0	2	0.000	4.299
Felts Field Arpt, WA	1	0	0	0	0	0	0	0	1	0	1.343	0.000
Flagstaff Pulliam Arpt, AZ	1	0	0	0	0	0	0	0	1	0	2.083	0.000
Flying Cloud Arpt, MN	5	5	1	0	0	0	4	1	10	6	5.158	2.806
Fort Wayne Intl, IN	0	1	1	0	0	0	0	2	1	3	0.874	2.460
Fort Worth Meacham Arpt, TX	0	0	0	0	0	0	1	4	1	4	0.278	1.238
Forth Worth Alliance Arpt, TX	2	0	0	0	0	0	0	0	2	0	0.967	0.000
Four Corners Regional Arpt, NM	1	0	0	1	0	0	0	0	1	1	0.917	0.831
Fresno Yosemite Intl Arpt, CA	2	4	0	1	0	0	0	0	2	5	0.980	1.817
Ft. Lauderdale Executive Arpt, FL	6	8	0	0	0	0	10	15	16	23	6.362	8.937
Ft. Lauderdale/Hollywood Intl, FL	2	3	0	2	0	0	0	0	2	5	0.732	1.811
Fullerton Muni Arpt, CA	1	2	0	0	0	0	3	0	4	2	4.367	2.036
Fulton County Arpt-Brown Field Arpt, GA	0	2	0	0	0	0	0	3	0	5	0.000	4.084
General Edward Lawrence Logan Intl, MA	2	5	1	2	0	0	2	1	5	8	0.984	1.574
General Mitchell Intl, WI	7	2	2	0	0	0	4	1	13	3	5.945	1.328
George Bush Intercontinental Arpt, TX	0	0	0	0	0	0	0	2	0	2	0.000	0.438
Gillespie Field Arpt, CA	0	3	0	0	0	0	1	6	1	9	0.453	4.562
Grand Forks Intl, ND	1	5	0	0	0	0	0	1	1	7	0.456	3.048
Grand Prairie Muni Arpt, TX	1	0	0	0	0	0	0	0	1	0	1.127	0.000
Grant County Arpt, WA	0	0	1	0	0	0	2	2	3	2	2.372	1.563
Greater Kankakee Arpt, IL	0	0	0	0	0	0	1	0	1	0	N/A	N/A
Greater Peoria Regional Arpt, IL	1	0	0	1	0	0	0	0	1	1	1.060	1.110
Greater Pittsburgh Intl, PA	2	2	3	0	0	0	0	0	5	2	1.135	0.447
Greater Rochester Intl, NY	2	8	0	3	0	0	0	3	2	14	1.061	7.533
Greater Rockford Arpt, IL	4	0	0	0	0	0	2	7	6	7	5.241	6.416

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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
Gregg County Arpt, TX	3	2	0	0	0	0	0	1	3	3	3.072	3.254
Groton-New London Arpt, CT	0	0	0	0	0	0	0	1	0	1	0.000	1.327
Gulfport-Biloxi Regional Arpt, MS	2	1	0	0	0	0	2	0	4	1	3.592	0.877
Gwinnett County - Briscoe Field, GA	0	1	0	0	0	0	0	0	0	1	0.000	0.959
Hagerstown Rgnl-Richard A Henson Field Arpt, MD	2	1	0	0	0	0	0	1	2	2	3.261	3.637
Hartford-Brainard Arpt, CT	0	0	0	0	0	0	0	1	1	0	0.819	0.000
Hawkins Field Arpt, MS	0	0	0	0	0	0	0	1	1	0	2.158	0.000
Hayward Executive Arpt, CA	0	4	0	0	0	0	0	1	0	5	0.000	2.890
Hayward Executive Arpt, CA	2	1	1	0	0	0	0	7	10	1	10.787	1.050
Hector Intl, ND	0	1	0	0	0	0	0	0	0	1	N/A	N/A
Hill AFB, UT	2	1	0	1	0	0	0	3	5	2	1.464	0.572
Honolulu Intl, HI	0	1	0	0	0	0	0	0	0	1	N/A	N/A
Houston Center, TX	0	1	0	0	0	0	0	0	0	1	N/A	N/A
Huntsville Intl/Carl T. Jones Field Arpt, AL	2	1	0	0	0	0	3	3	5	4	4.738	4.278
Hutchinson Muni Arpt, KS	0	0	0	0	0	0	0	1	0	1	0.000	1.438
Igor I. Sikorsky Memorial Arpt, CT	1	1	0	0	0	0	0	0	1	1	1.014	1.075
Indianapolis Intl, IN	3	1	0	1	0	0	1	3	4	5	1.610	1.956
Jack Northrop Fld-Hawthorne Muni Arpt, CA	0	2	0	0	0	0	3	3	3	5	3.403	5.805
Jackson County-Reynolds Field Arpt, MI	0	0	0	1	0	0	1	0	1	1	1.484	1.431
Jackson Intl, MS	0	0	0	0	0	0	1	2	1	2	0.900	2.030
Jacksonville Intl, FL	1	1	0	0	0	0	1	2	2	3	1.231	2.000
James M. Cox Dayton Intl, OH	0	3	1	0	0	0	1	1	2	4	1.309	2.637
Jeffco Arpt, CO	1	5	0	0	0	0	10	22	11	27	6.691	15.157
Joe Foss Field Arpt, SD	0	0	0	0	0	0	1	2	1	2	0.938	1.878
John F. Kennedy Intl, NY	3	1	1	1	1	1	1	2	5	4	1.409	1.117
John Wayne-Orange County Arpt, CA	5	23	0	1	0	0	1	2	6	26	1.382	5.827
Joplin Regional Arpt, MO	1	0	0	0	0	0	0	0	1	0	2.482	0.000
Joslin Field-Magic Valley Rgnl Arpt, ID	0	1	0	0	0	0	0	0	0	1	0.000	2.315
Juneau Intl, AK	0	1	0	0	0	0	0	0	0	1	0.000	0.682
Kahului Arpt, HI	0	9	0	0	0	0	0	0	0	9	0.000	5.021
Kalamazoo/Battle Creek Intl, MI	1	1	0	0	0	0	1	0	2	1	1.839	0.970
Kaliag Arpt, AK	0	0	0	0	0	0	0	0	0	1	N/A	N/A
Kansas City Center, MO	1	0	0	0	0	0	0	0	1	0	N/A	N/A

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Rates per 100,000 Operations

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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 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
Kansas City Downtown Arpt, MO	0	4	0	0	0	0	1	0	1	4	0.681	2.827
Kansas City Intl, MO	1	0	0	0	0	0	0	4	1	4	0.459	1.820
Kenai Muni Arpt, AK	1	1	0	1	0	0	0	0	1	2	1.405	2.893
Kenosha Rgnl Airport, WI	0	1	0	0	0	0	0	0	0	1	0.000	1.013
Kent County Intl, MI	0	0	0	1	0	0	0	0	0	1	0.000	0.684
King Salmon Arpt, AK	0	1	0	0	0	0	0	0	0	1	0.000	3.358
Kissimmee Muni Arpt, FL	0	2	0	0	0	0	0	0	0	2	0.000	1.545
Kodiak Arpt, AK	0	0	0	0	0	0	0	2	0	2	0.000	5.892
La Guardia Arpt, NY	0	0	2	2	0	0	0	3	2	5	0.548	1.357
Lake Hood SPB, AK	0	0	0	0	0	0	2	4	2	4	N/A	N/A
Lakefront Arpt, LA	3	3	0	0	0	0	0	2	3	5	1.678	2.847
Lakeland Linder Regional Arpt, FL	2	4	0	0	0	0	1	2	3	6	1.367	2.947
Lambert-St. Louis Intl, MO	6	8	2	1	0	0	8	3	16	12	3.180	2.424
Lancaster Arpt, PA	2	0	0	0	0	0	0	0	2	0	1.825	0.000
Laughlin/Bullhead Intl Arpt, AZ	1	0	0	0	0	0	0	0	1	0	6.203	0.000
Laurence G. Hanscom Field Arpt, MA	1	3	2	1	1	0	0	0	4	4	2.052	1.963
Lawrence Muni Arpt, MA	1	2	0	0	0	0	0	0	1	2	0.999	2.190
Lawton-Fort Sill Rgnl Arpt, OK	0	1	0	0	0	0	0	0	0	1	0.000	3.050
Lehigh Valley Intl, PA	1	1	1	0	0	0	0	0	2	1	1.289	0.719
Lincoln Muni Arpt, NE	1	5	0	1	0	0	1	0	2	6	1.615	4.705
Livermore Muni Arpt, CA	0	0	0	0	0	0	0	1	0	1	0.000	0.419
Long Beach/Daugherty Field Arpt, CA	13	20	0	1	0	1	1	5	14	27	2.747	6.104
Long Island Mac Arthur Arpt, NY	1	1	0	1	0	0	0	0	1	2	0.475	0.935
Los Angeles Intl, CA	16	20	2	1	0	0	1	4	19	25	2.483	3.241
Louisville Intl-Standiford Field Arpt, KY	0	1	0	0	0	0	2	0	2	1	1.156	0.551
Lovell Field Arpt, TN	1	0	0	0	0	0	1	1	2	1	1.951	0.895
Lubbock Intl, TX	0	5	0	0	0	0	0	1	0	6	0.000	4.673
Luis Munoz Marin Intl, PR	3	7	0	1	0	1	5	11	8	20	3.800	8.314
Mahlon Sweet Field Arpt, OR	4	2	0	0	0	0	0	0	4	2	3.573	1.723
Manassas Rgnl/Harry P. Davis Field Arpt, VA	1	2	0	0	0	0	1	1	2	3	1.606	2.424
Manchester Arpt, NH	1	0	0	0	1	0	1	3	3	3	2.571	2.677
Mansfield Lahm Muni Arpt, OH	0	0	0	0	0	0	0	2	0	2	0.000	3.615

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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
Martha's Vineyard Arpt, MA	1	0	0	0	0	0	0	0	1	0	1.514	0.000
Mc Carran Intl, NV	7	1	1	1	0	0	0	0	8	2	1.563	0.360
Mc Chee Tyson Arpt, TN	3	2	0	0	0	0	0	1	3	3	2.097	2.008
Mc Kellar-Sipes Regional Arpt, TN	1	1	0	0	0	0	0	0	1	1	3.161	3.503
Mc Kinney Muni Arpt, TX	0	1	0	0	0	0	0	0	0	1	0.000	0.781
McNary Field Arpt, OR	1	0	0	0	0	0	0	1	1	1	1.977	1.980
Meadows Field Arpt, CA	0	0	0	0	0	0	0	0	1	0	0.538	0.000
Melbourne Regional Arpt, FL	3	0	0	1	0	0	0	0	3	1	2.108	0.557
Memphis Center, TN	0	0	1	0	0	0	0	0	1	0	N/A	N/A
Memphis Intl, TN	1	2	1	0	0	0	0	0	2	2	0.551	0.537
Merrill C. Meigs Arpt, IL	0	1	0	0	0	0	0	0	0	1	0.000	2.430
Merrill Field Arpt, AK	1	2	0	0	1	0	0	22	24	27	11.365	13.843
Metropolitan Oakland Intl, CA	1	1	1	0	0	0	0	3	2	4	0.396	0.794
Miami Intl, FL	1	2	0	0	0	0	0	2	3	3	0.568	0.570
Michiana Rgnl Transportation Ctr Arpt, IN	0	1	1	0	0	0	0	2	3	2	3.465	2.410
Mid Delta Rgnl, MS	1	0	0	0	0	0	0	1	1	0	2.642	0.000
Middle Georgia Regional Arpt, GA	0	1	0	0	0	0	0	0	0	2	0.000	5.685
Millville Muni Arpt, NJ	1	0	1	0	0	0	0	0	2	0	N/A	N/A
Minneapolis Center, MN	0	1	0	0	0	0	0	1	0	2	N/A	N/A
Minneapolis-St. Paul Intl/World Chamberlain Arpt, M	3	4	0	2	0	0	1	7	4	13	0.821	2.533
Missoula Intl, MT	1	0	0	0	0	0	0	0	1	0	1.700	0.000
Mobile Downtown, AL	1	0	0	0	0	0	0	0	1	0	1.110	0.000
Mobile Regional Arpt, AL	0	0	0	0	0	0	0	1	1	1	0.626	0.704
Monroe Regional Arpt, LA	1	3	0	0	0	0	0	1	2	5	3.273	7.497
Monterey Peninsula Arpt, CA	0	2	1	0	0	1	0	0	1	3	0.949	2.826
Montgomery Field Arpt, CA	9	13	0	0	2	0	6	18	17	31	6.257	11.322
Montgomery Rgnl (Dannally Field) Arpt, AL	0	2	0	0	0	0	1	1	1	3	1.037	2.546
Morristown Muni Arpt, NJ	1	0	0	0	0	0	0	0	1	0	0.391	0.000
Muskegon County Arpt, MI	0	0	0	0	0	0	0	1	0	1	0.000	1.126
Myrtle Beach Intl, SC	1	2	0	0	0	0	0	0	1	3	1.391	4.042
Napa County Arpt, CA	1	4	0	0	0	0	0	0	1	5	0.604	3.053
Naples Muni Arpt, FL	4	0	0	0	0	0	1	3	5	3	4.066	2.716

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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
Nashville Intl, TN	5	4	0	1	0	1	0	4	5	10	2.110	3.894
Natrona County Intl, WY	0	0	0	0	0	0	1	0	1	0	2.050	0.000
New Castle County Arpt, DE	1	0	0	0	0	0	0	0	1	0	0.691	0.000
New Century Aircenter, KS	0	1	0	0	0	0	0	0	0	1	N/A	N/A
New Hanover Intl, NC	3	2	0	0	0	0	0	2	3	4	4.219	4.750
New Orleans Intl/Moisant Field Arpt, LA	0	2	0	0	0	0	0	0	0	2	0.000	1.200
New York TRACON, NY	1	0	0	0	0	0	0	0	1	0	N/A	N/A
Newark Intl, NJ	5	2	1	3	0	0	1	4	7	9	1.514	1.950
Newport News/Williamsburg Intl, VA	0	1	0	0	0	0	0	0	0	1	0.000	0.490
Norfolk Intl, VA	0	1	0	0	0	0	0	0	0	1	0.000	0.737
North Las Vegas Arpt, NV	2	33	0	0	0	1	0	0	2	34	0.826	14.656
Norwood Memorial Arpt, MA	1	1	0	0	0	0	0	0	1	1	0.907	1.093
Oakland County Intl Arpt, MI	1	0	0	0	0	0	0	2	1	2	0.281	0.544
Ontario Intl, CA	0	3	1	1	0	0	2	1	3	5	1.901	3.135
Opa Locka Arpt, FL	2	0	0	0	0	0	2	0	4	0	3.481	0.000
Orlando Executive Arpt, FL	2	2	1	0	0	0	1	2	4	4	1.832	1.730
Orlando Intl, FL	0	0	0	0	0	0	3	0	3	0	0.823	0.000
Orlando Sanford Arpt, FL	6	2	0	2	0	0	0	3	6	7	1.598	1.981
Outagamie County Rgnl Arpt, WI	0	0	2	1	0	0	0	0	2	1	3.319	1.510
Page Field Arpt, FL	1	0	0	0	0	0	1	2	2	2	2.120	2.164
Palm Beach Intl, FL	8	3	1	1	0	0	0	0	9	4	4.620	1.895
Palm Springs Intl, CA	1	9	1	0	0	0	0	0	2	9	2.044	8.510
Palmdale Prodn Flt/Test Instln Arpt, CA	0	0	0	0	0	0	0	1	0	1	0.000	1.919
Palo Alto of Santa Clara County Arpt, CA	0	0	0	0	0	0	2	2	2	2	0.981	0.996
Palwaukee Muni Arpt, IL	4	0	0	1	0	0	1	1	5	2	2.908	1.026
Panama City-Bay County Intl Arpt, FL	2	0	0	0	0	0	1	0	3	0	3.319	0.000
Pensacola Regional Arpt, FL	0	2	1	0	0	0	0	0	1	2	0.785	1.689
Philadelphia Intl, PA	2	2	2	2	0	0	1	1	5	5	1.045	1.051
Phoenix Sky Harbor Intl, AZ	14	10	0	1	0	0	1	2	15	13	2.730	2.143
Phoenix-Deer Valley Muni Arpt, AZ	3	5	1	0	0	0	0	3	4	8	1.422	2.546
Piedmont Triad Intl, NC	1	1	0	0	0	0	0	4	1	5	0.752	3.622
Port Columbus Intl, OH	0	2	0	0	0	0	0	0	0	2	0.000	0.863

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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
Portland Intl Jetport Arpt, ME	1	1	0	0	0	0	2	1	3	2	2.319	1.771
Portland Intl, OR	1	2	0	0	0	0	0	0	1	2	0.307	0.623
Portland-Hillsboro Arpt, OR	1	1	0	0	0	0	0	0	1	1	0.432	0.391
Portland-Troutdale Arpt, OR	1	4	0	0	0	0	2	2	3	6	3.938	7.315
Pueblo Memorial Arpt, CO	0	0	0	0	0	0	0	1	0	1	0.000	1.169
Purdue University Arpt, IN	0	2	0	0	0	0	0	0	0	2	0.000	1.580
Quad-City Arpt Intl, IL	0	1	0	0	0	0	0	0	0	1	0.000	1.340
Quincy Muni Baldwin Field Arpt, 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	3	1	5	11	1.789	3.979
Ralph Wien Memorial Arpt, AK	0	1	0	0	1	0	0	0	1	1	N/A	N/A
Rapid City Regional Arpt, SD	0	1	0	0	0	0	0	0	0	1	0.000	1.649
Reading Regional/Carl A. Spaatz Field Arpt, PA	0	1	1	1	0	0	2	3	3	5	2.179	3.553
Redding Muni Arpt, CA	1	0	0	0	0	0	2	0	3	0	3.607	0.000
Reid-Hillview of Santa Clara County Arpt, CA	0	1	0	0	0	0	0	0	0	1	0.000	0.454
Reno/Tahoe Intl, NV	16	25	0	0	1	1	2	4	19	30	12.275	19.337
Renton Muni Arpt, WA	0	0	0	0	0	0	3	3	3	3	2.918	2.319
Republic Arpt, NY	1	5	0	0	0	0	1	0	2	5	0.787	2.280
Richard Lloyd Jones Jr. Arpt, OK	3	1	0	1	0	0	10	5	13	7	4.911	2.422
Richmond Intl, VA	5	5	0	0	0	0	1	1	6	6	4.556	4.246
Riverside Muni Arpt, CA	1	0	0	0	0	0	2	1	3	1	4.021	1.199
Roanoke Regional/Woodrum Field Arpt, VA	4	3	0	0	0	1	1	1	5	5	4.642	4.483
Robins AFB, GA	0	2	0	0	0	0	0	0	0	2	N/A	N/A
Rochester Intl Arpt, MN	0	1	0	1	0	0	0	0	0	2	0.000	2.513
Rock County Arpt, WI	1	2	1	0	0	0	0	0	2	2	2.235	2.639
Ronald Reagan Washington National Arpt, DC	3	1	0	1	0	0	1	0	4	2	1.215	0.596
Roswell Industrial Air Center Arpt, NM	0	1	0	0	0	0	0	0	0	1	0.000	1.319
Salinas Muni Arpt, CA	0	0	0	0	0	0	0	3	0	3	0.000	3.551
Salt Lake City Intl, UT	0	5	1	1	2	0	0	0	3	6	0.812	1.622
Salt Lake City TRACON, UT	0	1	0	0	0	0	0	0	0	1	N/A	N/A
San Antonio Intl, TX	9	7	0	0	0	0	1	1	10	8	3.980	3.137
San Carlos Arpt, CA	0	1	0	0	0	0	0	3	0	4	0.000	2.366
San Diego Intl-Lindbergh Field Arpt, CA	2	1	1	0	1	1	0	0	4	2	1.785	0.927

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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
San Francisco Intl, CA	8	5	1	2	0	3	4	8	13	18	2.980	4.055
San Jose Intl, CA	6	13	2	1	1	1	0	0	9	15	2.955	4.984
Santa Barbara Muni Arpt, CA	3	8	0	1	0	0	1	1	4	10	2.393	6.223
Santa Fe County Muni Arpt, NM	0	0	0	0	0	0	0	0	0	1	0.000	1.092
Santa Maria Public/Capt G Allan Hancock Arpt, CA	0	1	0	0	0	0	0	0	0	1	0.000	1.371
Santa Monica Muni Arpt, CA	0	1	0	0	0	0	0	10	0	11	0.000	5.401
Sarasota-Bradenton Intl Arpt, FL	0	4	0	1	0	0	0	1	0	6	0.000	3.441
Savannah Intl, GA	1	1	0	0	0	0	3	1	4	2	3.735	1.820
Scottsdale Arpt, AZ	0	0	0	0	1	0	0	1	1	1	0.440	0.455
Seattle-Tacoma Intl, WA	3	4	2	0	0	0	1	3	6	7	1.405	1.631
Sioux Gateway Arpt, IA	0	0	0	0	0	1	0	1	0	2	0.000	4.274
Snohomish County (Payne Field) Arpt, WA	0	0	0	0	0	0	1	0	1	0	0.502	0.000
Sonoma County Arpt, CA	0	0	0	0	0	0	0	2	0	2	0.000	1.450
Southeast Texas Rgnl, TX	1	0	0	0	0	0	1	0	2	0	3.897	0.000
Southwest Florida Intl Arpt, FL	1	3	0	0	0	0	0	1	1	4	1.357	4.001
Spirit Of St. Louis Arpt, MO	1	6	0	0	0	0	0	2	1	8	0.474	4.068
Spokane Intl, WA	0	2	0	0	0	0	0	0	0	2	0.000	1.680
Springfield-Branson Rgnl Arpt, MO	1	1	0	0	0	0	0	0	1	1	0.840	0.860
St. Louis Downtown-Parks Arpt, IL	2	1	0	0	0	0	3	2	5	3	3.040	1.684
St. Lucie County Intl, FL	1	4	0	0	0	0	0	1	1	5	0.646	3.038
St. Paul Downtown Holman Field Arpt, MN	0	0	0	0	0	0	2	2	2	2	1.252	1.217
St. Petersburg/Clearwater Intl, FL	1	0	0	0	0	0	0	0	1	0	0.456	0.000
Stewart Intl, NY	1	1	0	0	0	0	0	0	1	1	0.622	0.651
Syracuse Hancock Intl, NY	3	1	1	1	0	0	2	1	6	3	3.860	2.060
Tallahassee Rgnl Arpt, FL	0	2	0	0	0	0	0	0	0	2	0.000	1.606
Tampa Intl, FL	1	4	0	0	0	0	2	1	3	5	1.108	1.787
Terre Haute Intl, IN	2	1	0	0	0	0	1	0	3	1	5.479	1.552
Teterboro Arpt, NJ	1	2	1	2	0	0	3	1	5	5	2.017	2.005
The Eastern Iowa Arpt, IA	1	0	0	1	0	0	2	0	3	1	3.578	1.189
The William B Hartsfield Atlanta Intl, GA	2	2	3	1	0	0	2	2	7	5	0.793	0.557
Theodore Francis Green State Arpt, RI	1	12	0	0	0	0	2	2	3	14	1.892	9.224
Toledo Express Arpt, OH	1	2	0	0	0	0	0	0	1	2	0.928	1.957

Actual Activity Data thru 04/30/2000

Forecast Activity Data 05/01/2000 - 07/31/2000

**SURFACE INCIDENTS BY AIRPORT
12 MONTH COMPARISON**

AUGUST 1998 - JULY 1999 versus AUGUST 1999 - JULY 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	98-99	99-00
Tompkins County Arpt, NY	0	1	0	1	0	0	1	1	1	3	1.820	5.623
Trenton Mercer Arpt, NJ	1	0	0	0	0	0	0	0	1	0	0.684	0.000
Tri-Cities Arpt, WA	1	2	1	0	0	0	0	0	2	2	2.113	2.128
Tri-City Rgnl Arpt, TN	0	0	0	0	0	0	1	0	1	0	1.055	0.000
Tri-State/Milton J. Ferguson Field Arpt, WV	0	2	0	0	0	0	0	0	0	2	0.000	3.556
Tucson Intl, AZ	1	1	0	1	0	0	0	2	1	4	0.349	1.536
Tulsa Intl, OK	3	1	0	0	0	0	0	0	3	1	1.503	0.498
Tupelo Muni Arpt, MS	0	2	0	0	0	0	0	0	0	2	N/A	5.619
Tuscaloosa Muni Arpt, AL	0	1	0	0	0	0	0	1	0	2	0.000	3.266
Tweed-New Haven Arpt, CT	1	1	0	0	0	0	0	0	1	1	1.655	1.697
Tyler Pounds Field Arpt, TX	0	0	0	0	0	0	0	3	0	3	0.000	2.724
University Of Illinois-Willard Arpt, IL	1	0	0	0	0	0	0	0	1	0	0.743	0.000
Valdosta Rgnl Arpt, GA	0	1	0	0	0	0	0	0	0	1	0.000	1.808
Van Nuys Arpt, CA	1	1	0	1	0	0	0	2	1	4	0.175	0.724
Vero Beach Muni Arpt, FL	1	1	0	0	0	0	1	0	2	1	0.904	0.487
W K Kellogg Arpt, MI	0	0	0	0	0	0	0	2	0	2	0.000	1.985
Waco Regional Arpt, TX	0	1	0	0	0	0	0	0	0	1	0.000	1.652
Walla Walla Regional Arpt, WA	0	1	0	0	0	0	0	0	0	1	0.000	2.273
Washington Dulles Intl, DC	4	1	1	0	0	0	0	0	5	1	1.123	0.212
Waterloo Muni Arpt, IA	0	1	0	0	0	0	0	1	0	2	0.000	3.681
Waukegan Rgnl Arpt, IL	0	2	0	0	0	0	0	0	0	2	0.000	2.137
Westchester County Arpt, NY	0	3	0	0	0	0	0	1	1	4	0.453	1.872
Wheeling Ohio County Arpt, WV	0	1	0	0	0	0	0	0	0	1	0.000	2.359
Whiteman Arpt, CA	0	1	0	0	0	0	1	1	1	2	0.707	1.401
Wichita Mid-Continent, KS	2	0	0	0	0	0	1	0	3	0	1.413	0.000
Wiley Post Arpt, OK	2	0	0	0	0	0	0	3	2	3	2.126	2.892
Wilkes-Barre/Scranton Intl, PA	0	0	0	0	0	0	0	1	0	1	0.000	0.823
Will Rogers World Arpt, OK	1	2	1	0	0	0	0	0	2	2	1.229	1.228
William P. Hobby Arpt, TX	2	2	1	0	0	0	0	1	3	3	1.168	1.158
Willow Run Arpt, MI	3	1	0	0	1	0	7	3	11	4	6.079	2.554
Wittman Regional Arpt, WI	1	1	0	0	0	0	1	0	2	1	2.000	0.888
Worcester Muni Arpt, MA	0	1	0	0	0	0	0	0	0	1	0.000	1.948

Actual Activity Data thru 04/30/2000
Forecast Activity Data 05/01/2000 - 07/31/2000
Rates per 100,000 Operations

**SURFACE INCIDENTS BY AIRPORT
12 MONTH COMPARISON**

AUGUST 1998 - JULY 1999 versus AUGUST 1999 - JULY 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	98 - 99	99 - 00
Yakima Air Terminal/McCallister Field Arpt, WA	0	2	0	0	0	0	0	2	0	4	0.000	6.377
Youngstown Muni Arpt, OH	1	3	1	0	0	1	2	1	4	5	4.210	6.458
Zamperini Field Arpt, CA	1	1	0	0	0	0	0	0	1	1	0.465	0.542
Total	487	685	93	90	17	19	311	504	908	1298	1.661	2.345

Actual Activity Data thru 04/30/2000

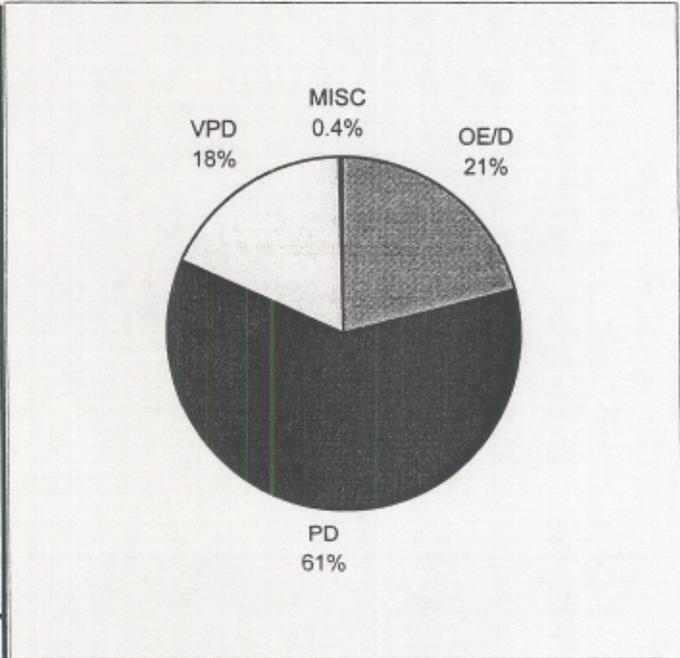
Forecast Activity Data 05/01/2000 - 07/31/2000

Rates per 100,000 Operations

Runway Incursions by Type and Month 1999 through July 2000

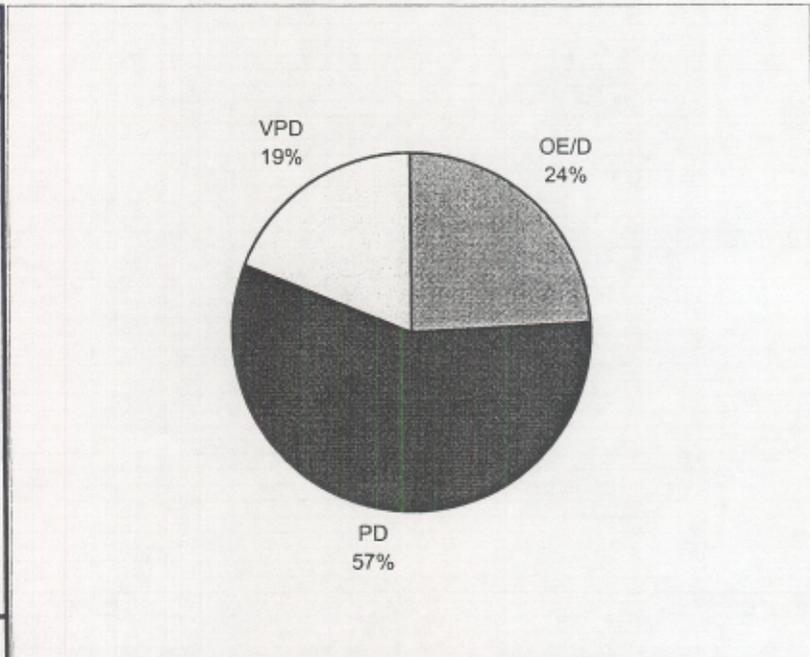
Runway Incursions by Month - 2000

MONTH	Incident Type				TOTAL
	OE/D	PD	VPD	MISC	
January	2	15	6	1	24
February	5	12	7	0	24
March	11	22	3	0	36
April	7	20	6	0	33
May	8	24	6	0	38
June	11	25	8	0	44
July	7	28	7	0	42
August					
September					
October					
November					
December					
TOTAL	51	146	43	1	241



Runway Incursions by Month - 1999

Month	Incident Type			Total
	OE/D	PD	VPD	
January	8	17	3	28
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	5	32
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, ATS-20

**RUNWAY INCURSIONS
BY TYPE AND RATE**

Jan - Jul 2000

(Operations in Millions)

January - July 2000

Region	OE	PD	VPD	MISC	TOTAL	OPERATIONS	RATE
AAL	0	2	6	0	8	0.65	12.29
ACE	1	7	1	0	9	1.57	5.73
AEA	11	11	4	0	26	5.23	4.97
AGL	10	17	7	1	35	6.00	5.83
ANE	2	13	2	0	17	1.75	9.71
ANM	3	11	3	0	17	3.45	4.93
ASO	11	20	10	0	41	8.35	4.91
ASW	4	14	2	0	20	4.76	4.20
AWP	9	51	8	0	68	9.03	7.53
Total	51	146	43	1	241	40.79	5.91

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

CY 00 Runway incursion data is based on preliminary reports and is subject to change following a final investigation.

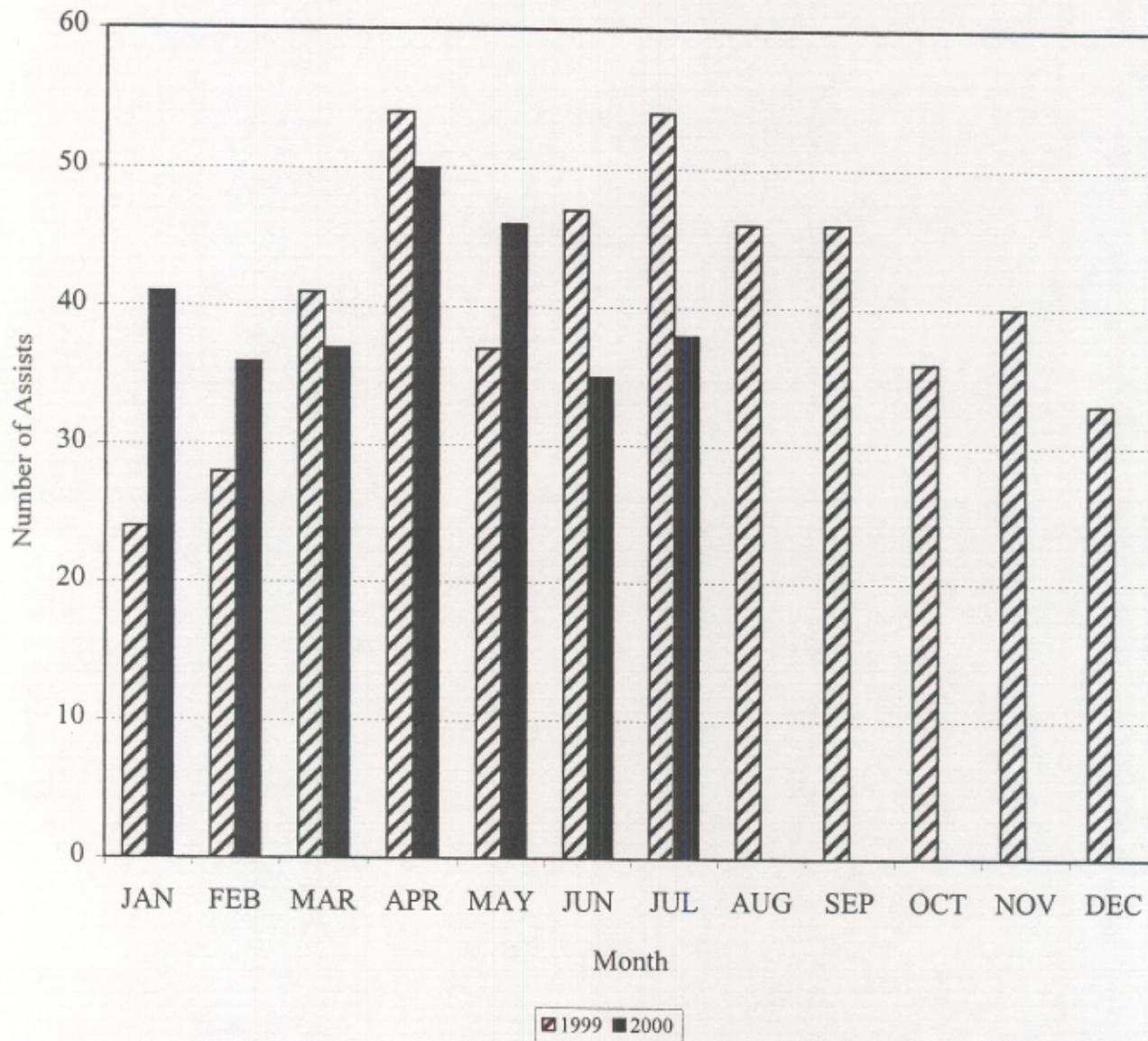
Source: Runway Safety Program Office, ATS-20

FLIGHT ASSISTS*

***Flight Assists July** 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.

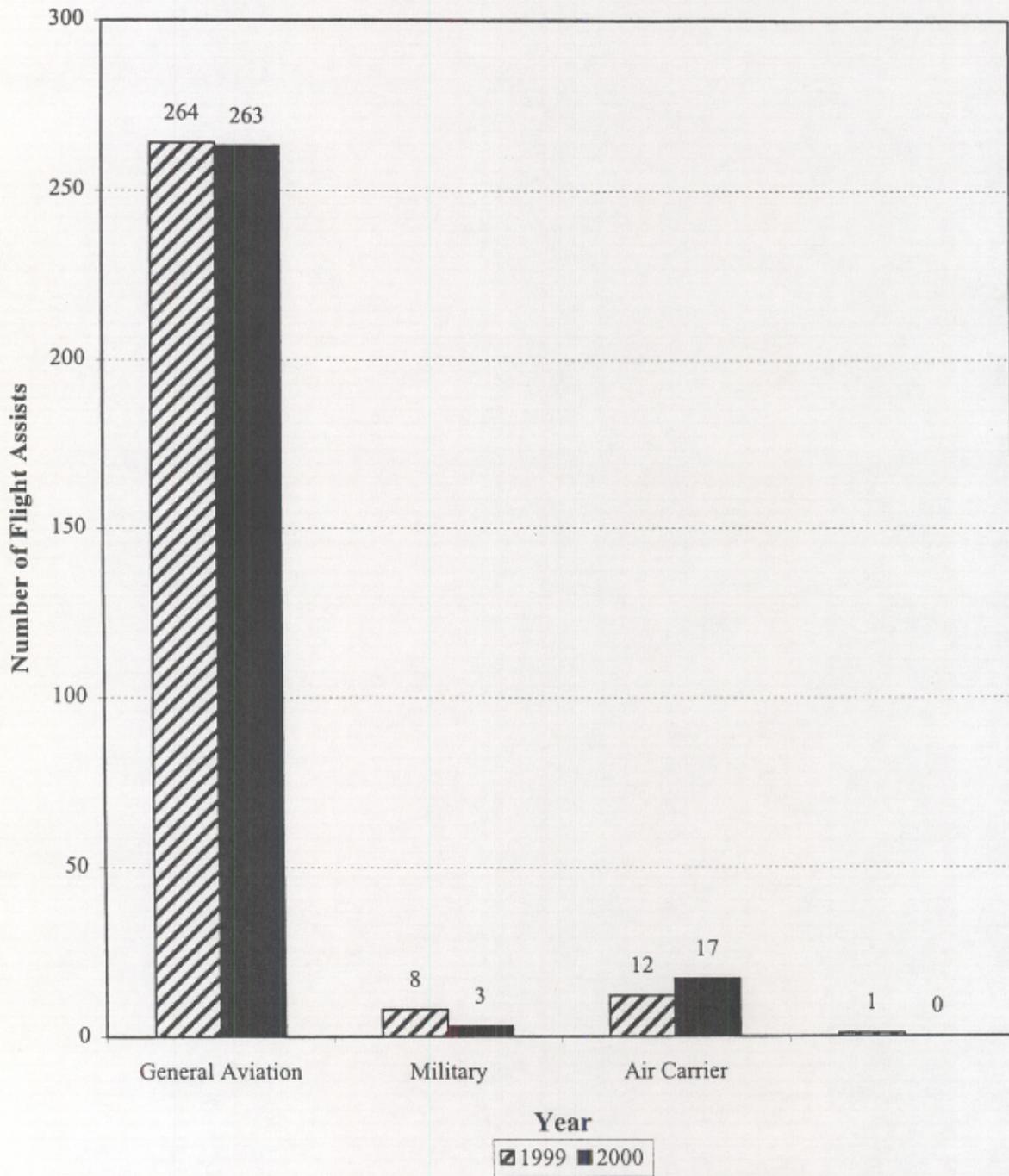
Flight Assists by Month 1999 - July 2000



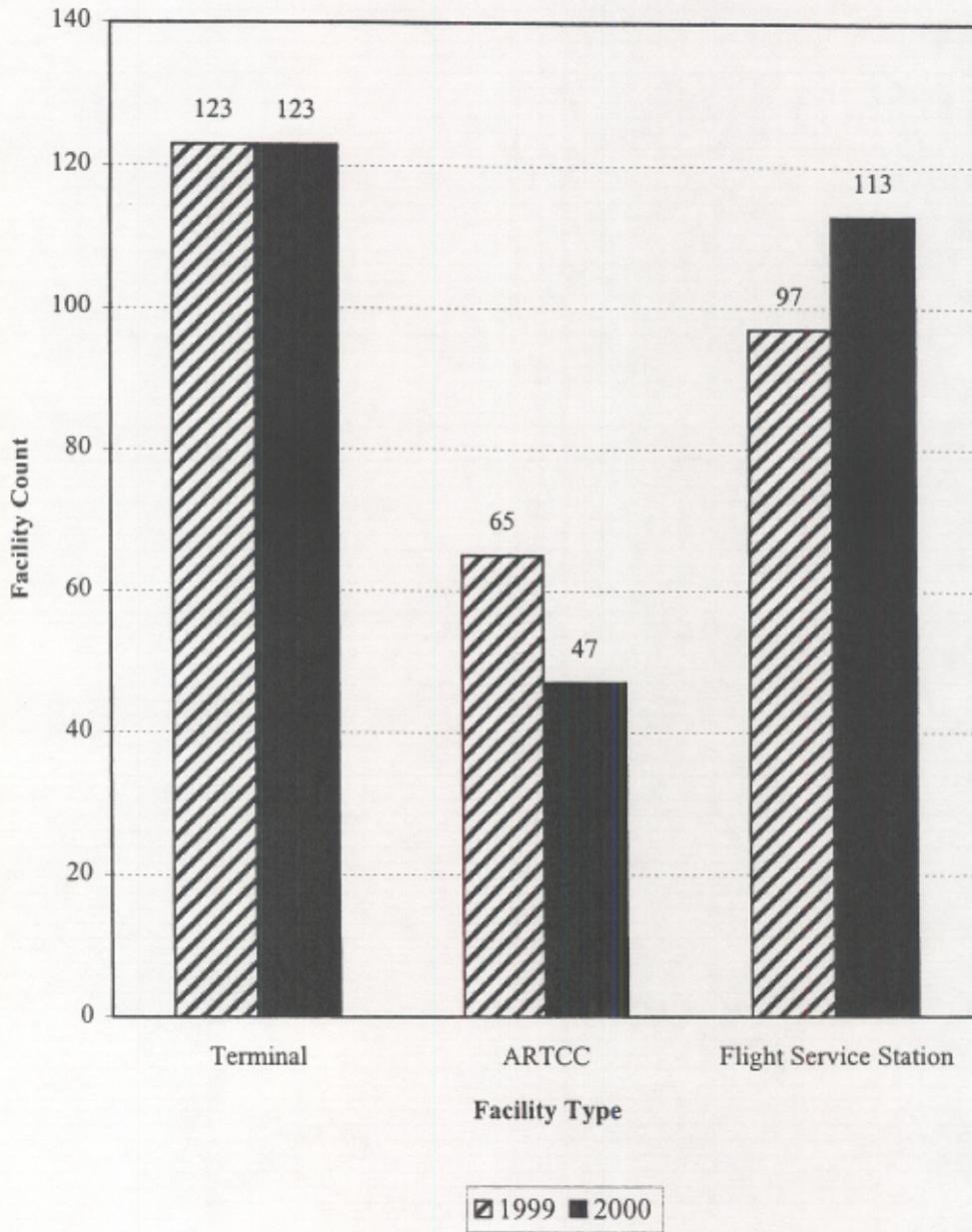
1999	24	28	41	54	37	47	54	46	46	36	40	33
2000	41	36	37	50	46	35	38					

Flight Assists By Operator Type

1999 - July 2000



Flight Assists by Facility Type 1999 - July 2000

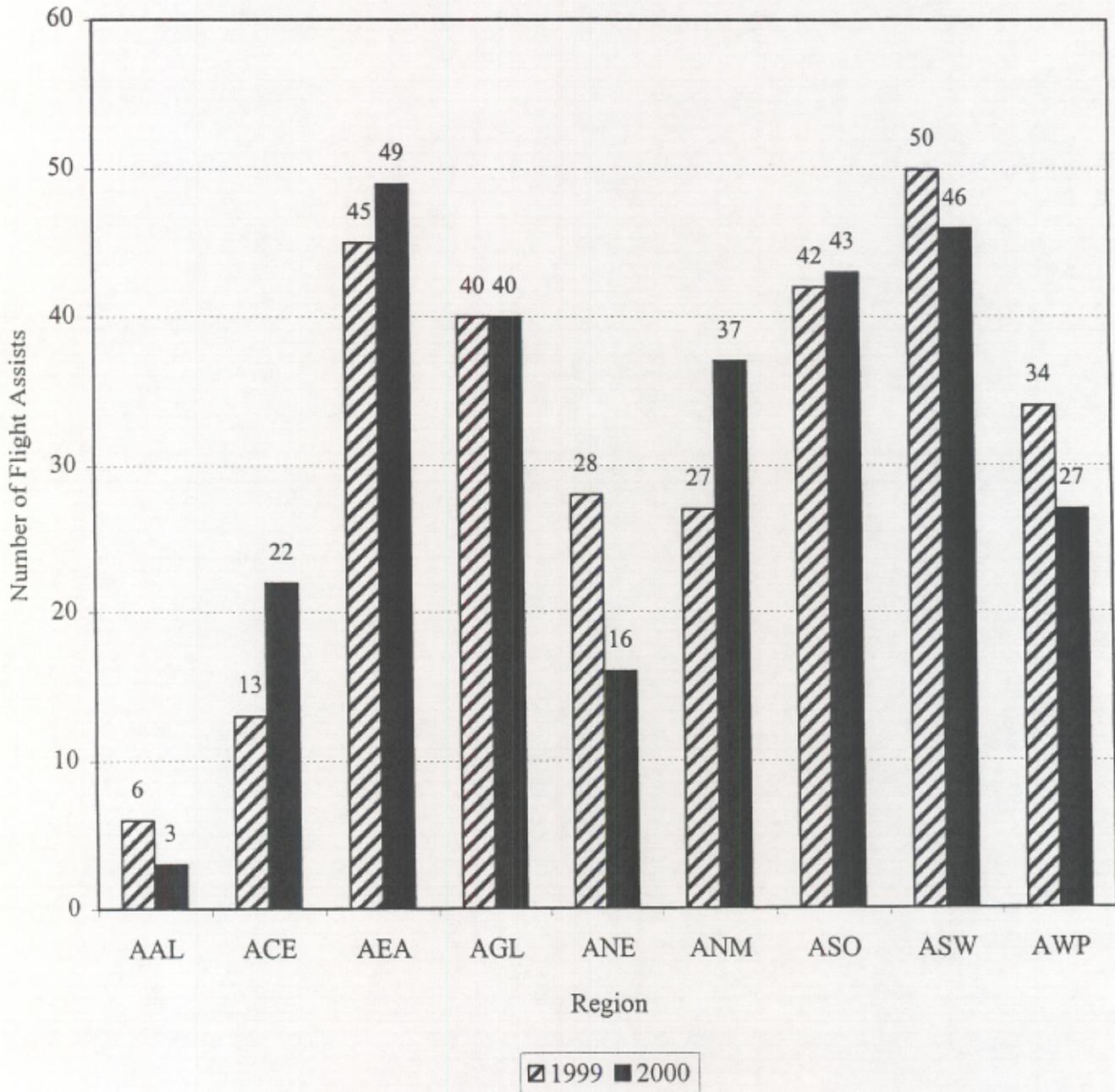


Flight Assists by Facility 12 Month Comparison (2000 Ranking)

Facility Name	ID	AUGUST 1998 - JULY 1999	AUGUST 1999 - JULY 2000
Fort Worth Meacham Arpt, TX	FTW	15	22
New York TRACON, NY	N90	22	21
Ernest A. Love Field Arpt, AZ	PRC	10	15
Denver Intl, CO	DEN	7	15
Montgomery County Arpt, TX	CXO	16	13
Atlanta Center, GA	ZTL	19	11
Seattle Center, WA	ZSE	6	11
Austin Straubel Intl, WI	GRB	7	9
Columbia Regional Arpt, MO	COU	6	8
San Angelo Rgnl/Mathis Field Arpt, TX	SJT	2	8
New York Center, NY	ZNY	2	8
Ronald Reagan Washington National Arpt, DC	DCA	2	8
Houston Center, TX	ZHU	6	7
Los Angeles Center, CA	ZLA	6	7
Fort Worth Center, TX	ZFW	6	7
Seattle-Tacoma Intl, WA	SEA	4	7
Wichita Mid-Continent, KS	ICT	2	7
Princeton Muni Arpt, MN	PNM	6	6
Greater Kankakee Arpt, IL	IKK	4	6
Kansas City Center, MO	ZKC	3	6
Lovell Field Arpt, TN	CHA	2	6
Anniston Metro Arpt, AL	ANB	0	6
Mc Alester Regional Arpt, OK	MLC	8	5
Cleveland Center, OH	ZOB	6	5
Burlington Intl, VT	BTV	6	5
Bradley Intl, CT	BDL	5	5
Millville Muni Arpt, NJ	MIV	2	5
St. Petersburg/Clearwater Intl, FL	PIE	1	5

Flight Assists By Region

1999 - July 2000

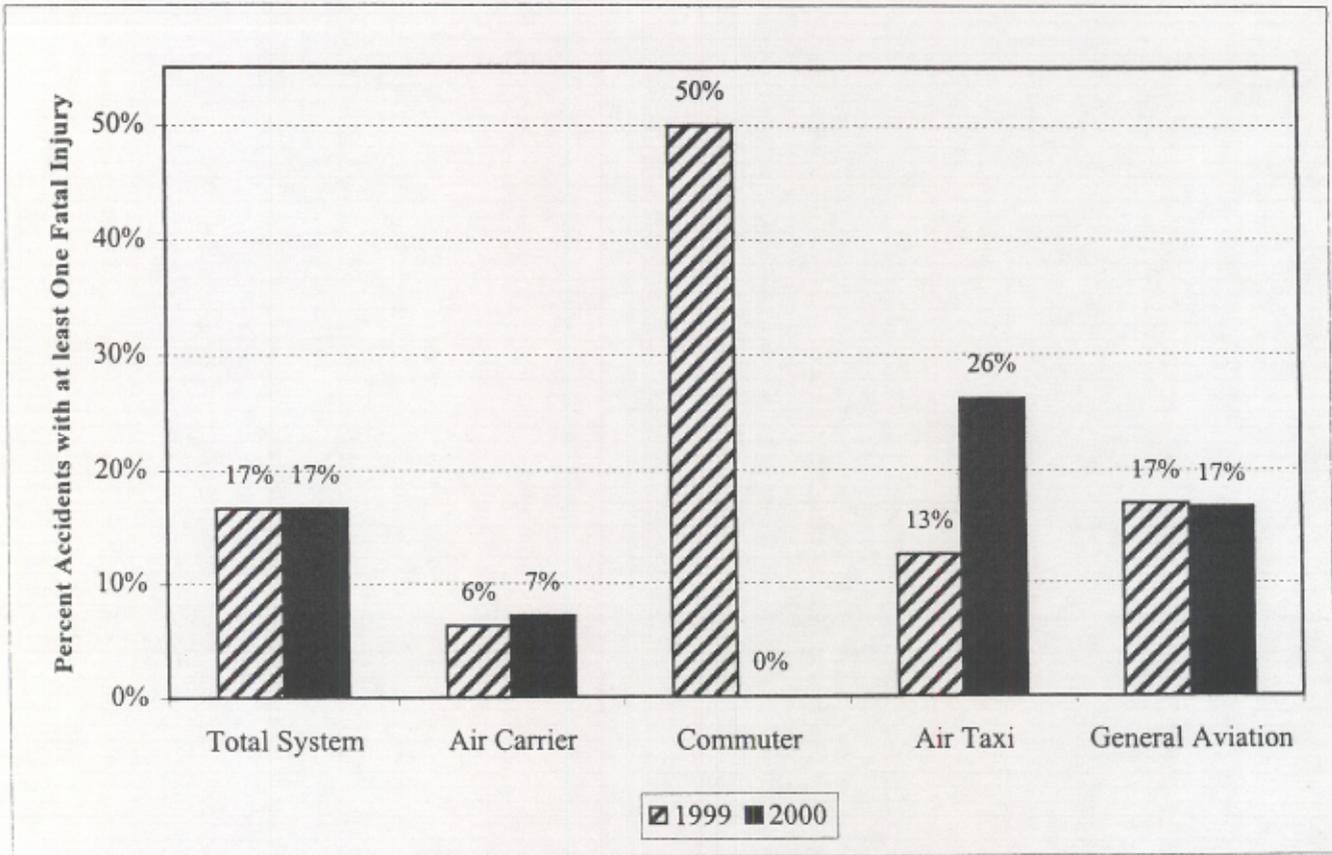


ACCIDENT DATA*

***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 - July
1999-2000**



SEGMENT	JAN - JUL		ACCIDENTS		FATAL RATE
	YEAR	TOTAL	FATAL	FATALITIES	
Total System	1999	1195	199	369	17%
	2000	1116	186	440	17%
Large Air Carrier	1999	32	2	12	6%
	2000	28	2	91	7%
Commuter	1999	4	2	2	50%
	2000	8	0	0	0%
Air Taxi	1999	40	5	14	13%
	2000	42	11	47	26%
General Aviation	1999	1119	190	341	17%
	2000	1038	173	302	17%

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.

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 July 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.