

AVIATION SAFETY STATISTICAL HANDBOOK

TABLE OF CONTENTS

EXECUTIVE SUMMARY	ES-1
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Exhibits

Year to Date Comparison.....	ES-3
Calendar Year Comparison.....	ES-4

1.0 NEAR MIDAIR COLLISIONS

Exhibits

Pilot Reported Near Midair Collisions by Month	1-1
Pilot Reported Near Midair Collisions by Region and Month.....	1-2
Pilot Reported Near Midair Collisions by Reporting Operator Type	1-3
Pilot Reported Near Midair Collisions by Reporting Air Carrier Type.....	1-4
Pilot Reported Near Midair Collisions by Type of Flight Plan.....	1-5
Pilot Reported Near Midair Collisions by Degree of Hazard and Month	1-6
Pilot Reported Near Midair Collisions by State and Territory	1-7

2.0 OPERATIONAL ERRORS/DEVIATIONS

Exhibits

ATC Operational Errors by Month.....	2-1
ATC Operational Errors by Region and Month	2-2
ATC Operational Errors by Type of Service	2-3
ATC Operational Errors by Technical Standard.....	2-4
ATC Operational Error Rates by Facility Service Type.....	2-5
ATC Operational Error Rates, Top ARTCCs	2-6
ATC Operational Error Rates, Top TRACONS	2-7
ATC Operational Deviations by Month.....	2-8
ATC Operational Deviations by Type of Service.....	2-9

3.0 PILOT DEVIATIONS

Exhibits

<i>Pilot Deviations by Month</i>	3-1
<i>Pilot Deviations by Region and Month</i>	3-2
<i>Pilot Deviations by Deviation Type</i>	3-3
<i>Pilot Deviations by Type of Airspace Violation</i>	3-4
<i>Pilot Deviations by Causal Factors - Weather</i>	3-5
<i>Pilot Deviations by Causal Factors - Equipment</i>	3-6
<i>Pilot Deviations by Causal Factors - Pilot Knowledge</i>	3-7
<i>Pilot Deviations by Causal Factors - Operational</i>	3-8

4.0 VEHICLE/PEDESTRIAN DEVIATIONS

Exhibits

<i>Vehicle/Pedestrian Deviations by Month</i>	4-1
<i>Vehicle/Pedestrian Deviations by Region and Month</i>	4-2
<i>Vehicle/Pedestrian Deviations by Airport Certification and Region</i>	4-3
<i>Vehicle/Pedestrian Deviations by Airport Certification</i>	4-4
<i>Vehicle/Pedestrian Deviations Top Airports</i>	4-5

5.0 SURFACE INCIDENT DATA

Exhibits

<i>Surface Incidents by Month</i>	5-1
<i>Surface Incidents by Region and Month</i>	5-2
<i>Surface Incidents by Type</i>	5-3
<i>Surface Incidents by Type and Month</i>	5-4
<i>Surface Incidents Top Airports</i>	5-5
<i>Surface Incidents by Airport</i>	5-6
<i>Runway Incursions by Month</i>	5-21
<i>Runway Incursions by Region and Month</i>	5-22
<i>Runway Incursions by Type</i>	5-23
<i>Runway Incursions by Type and Month</i>	5-24

6.0 FLIGHT ASSISTS**Exhibits**

<i>Flight Assists by Month</i>	6-1
<i>Flight Assists by Region and Month</i>	6-2
<i>Flight Assists by Operator Type</i>	6-3
<i>Flight Assists by Type of Service</i>	6-4
<i>Facilities with Most Flight Assists</i>	6-5

7.0 ACCIDENT DATA**Exhibits**

<i>Total System Accident Data by Segment 2001 versus 2002</i>	7-1
<i>Total System Accident Data by Segment 1996 through 2001</i>	7-2

ACRONYM/ABBREVIATION LIST	A-1
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GLOSSARY	G-1
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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 (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 (RI's), Flight Assists (FA's) and aircraft accidents in the NAS. Comparing January through October 2001 with January through October 2002, all incident types showed a decrease except for PD's.

NEAR MIDAIR COLLISIONS

For January through October 2002, the number of pilot-reported near midair collisions decreased from 188 to 159, compared to January through October 2001 (see Graph on Page ES-3). Over this period, the number of NMAC's reported by air carriers (Part 121 and Part 135) decreased from 71 to 63 and General Aviation (GA) decreased from 71 to 65. NMAC's where the reporting aircraft was flying IFR and the other was flying VFR decreased from 81 in 2001 to 73 for the same period in 2002. Those where both aircraft were flying VFR decreased from 81 to 62; and those where both aircraft were flying IFR decreased from 17 to 16. Twelve percent of NMAC's reported thus far during 2002 were judged to represent a critical hazard.

OPERATIONAL ERRORS/DEVIATIONS

Operational errors decreased from 1026 to 899 during January through October 2002 compared to January through October 2001. En route operational errors for this period decreased from 607 to 583, while errors at terminals decreased 25 percent from 418 to 315. For the 12-month period ending October 2002, the top air route traffic control centers, based on operational errors per 100,000 operations, had error rates ranging from 2.55 for Indianapolis Center to 1.50 for the Oakland Center. Compared to the previous 12-month period, operational error rates increased in nine of the top centers. TRACON operational errors varied from 2.05 for Omaha to .80 for the Phoenix TRACON.

Operational deviations for January through October 2002 decreased 26 percent from 213 to 158 compared to January through October 2001.

PILOT DEVIATIONS

Reports of pilot deviations for January through October 2002 increased two percent from 1571 to 1598, compared to January through October 2001. Over this period, air deviations increased from 996 to 1144, while surface deviations decreased from 532 to 425. The number of Class B airspace violations increased from 78 to 105.

VEHICLE/PEDESTRIAN DEVIATIONS

Total vehicle/pedestrian deviations during 2002 decreased from 405 to 317 for January through October 2001. Cincinnati/Lunken Municipal Airport recorded a decrease in VPD's over the last 12 months, from 9 to 4.

SURFACE INCIDENTS

The number of SI's for January through October 2002 decreased 21 percent from 1096 to 862 compared to January through October 2001. Surface OE's decreased from 96 to 66; PD SI's decreased from 575 to 454, while VPD's decreased from 405 to 317. Operational deviation SI's increased from 20 to 25.

The number of runway incursions for January through October 2002 decreased from 340 to 282, compared to January through October 2001.

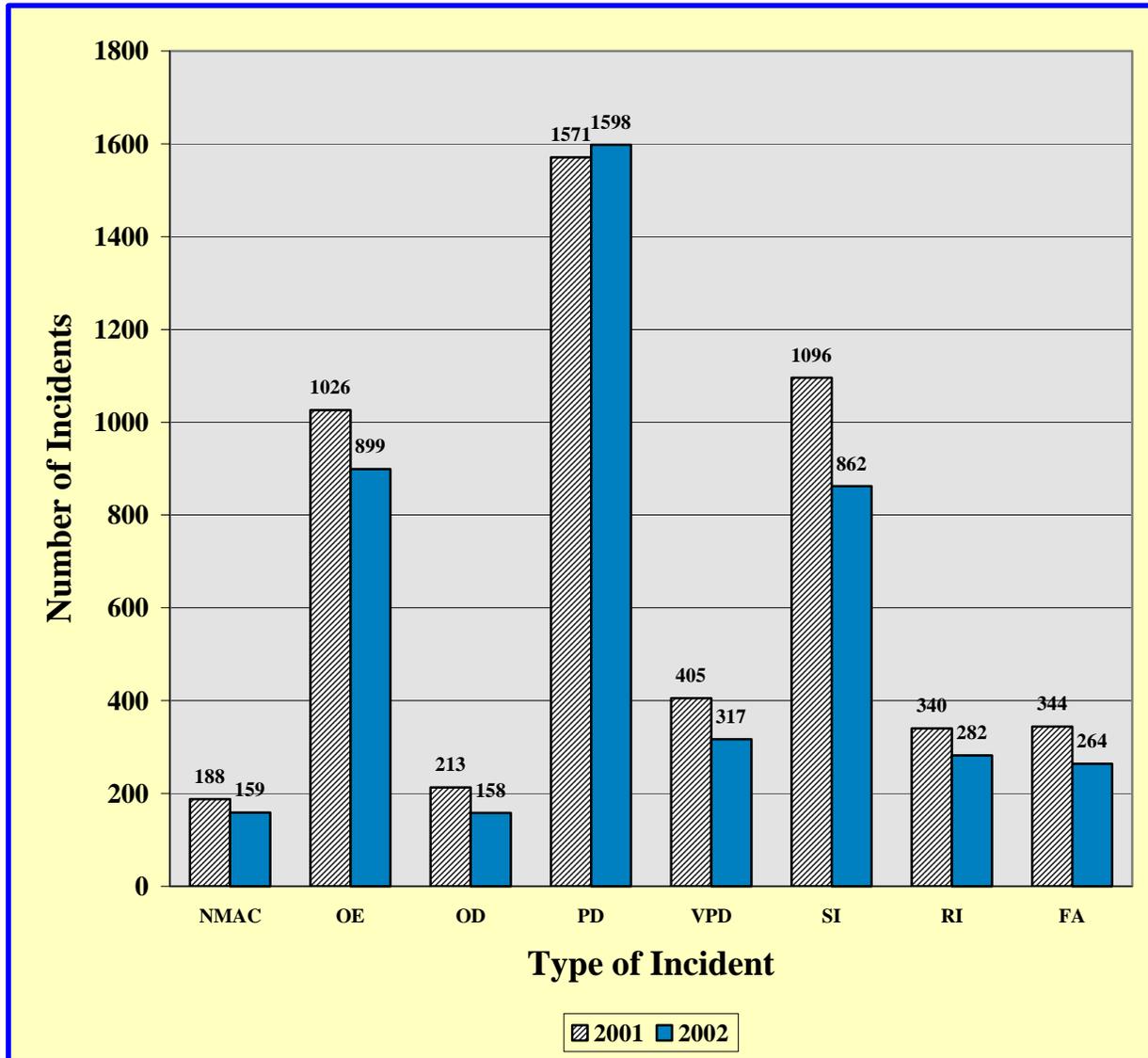
FLIGHT ASSISTS

Flight assists for January through October 2002 decreased from 340 to 264 compared to January through October 2001. Ninety-four percent of flight assists handled in January through October were for General Aviation aircraft. A 12-month comparison of flight assists by facility showed that Atlanta Center had the highest number of assists with 16.

ACCIDENT DATA

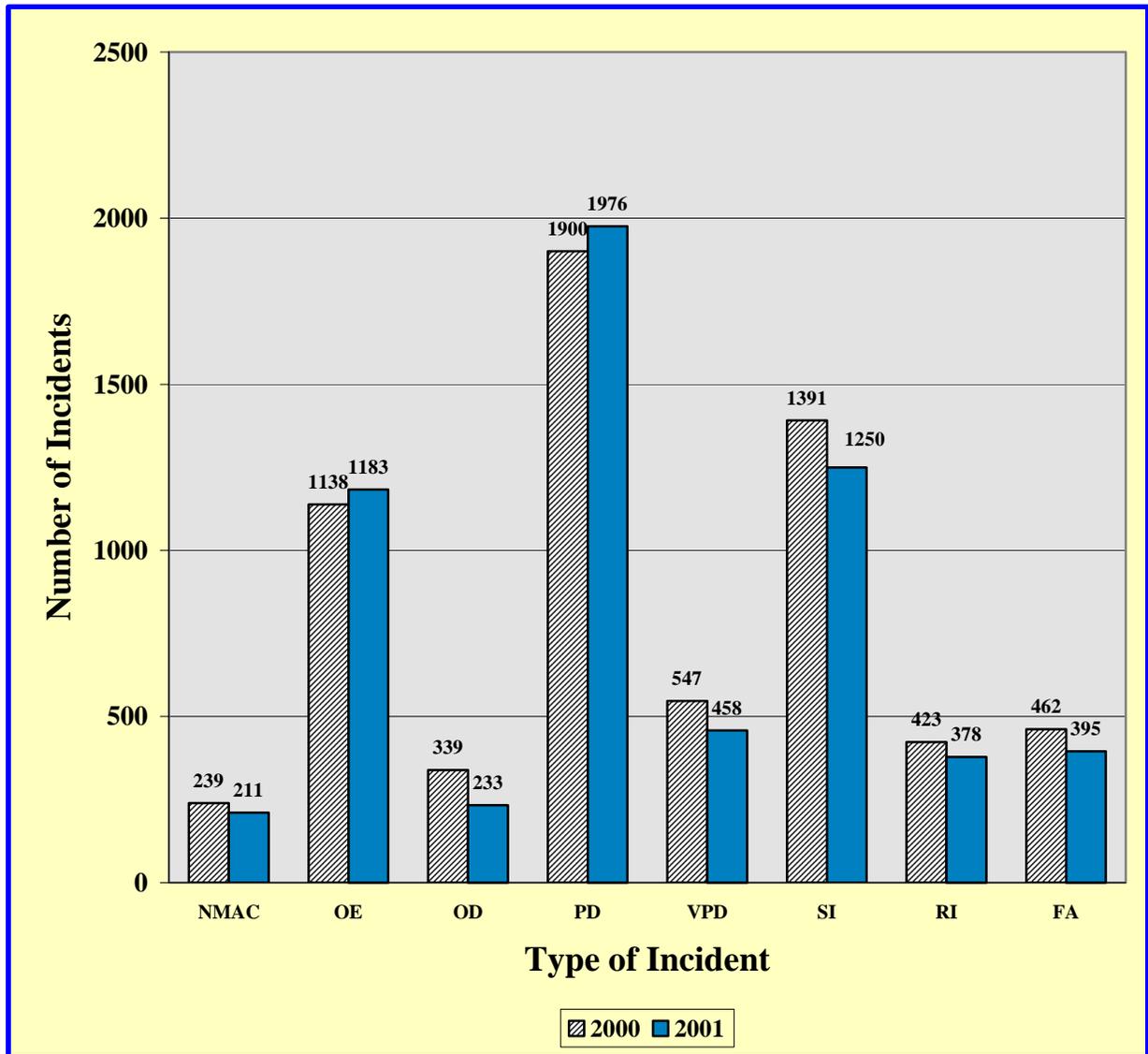
Total system accidents decreased from 1628 during January through October 2001 to 1598 for January through October 2002. There were 36 large air carrier accidents in 2002 compared to 39 in the 2001 period. The number of fatal accidents decreased from 301 to 295. The corresponding fatal accident rate held steady at 18%. The total system fatalities decreased 38 percent from 812 to 502.

**Exhibit ES-1
National Airspace Incidents Year to Date Comparison
2001 versus 2002
(January through October)**



NMAC – Near Midair Collision
 OE – Operational Error
 OD – Operational Deviation
 VPD – Vehicle/Pedestrian Deviation
 PD – Pilot Deviation
 SI – Surface Incident
 RI – Runway Incursion
 FA – Flight Assist

Exhibit ES-2
National Airspace Incidents Calendar Year Comparison
Calendar Years 2000 and 2001

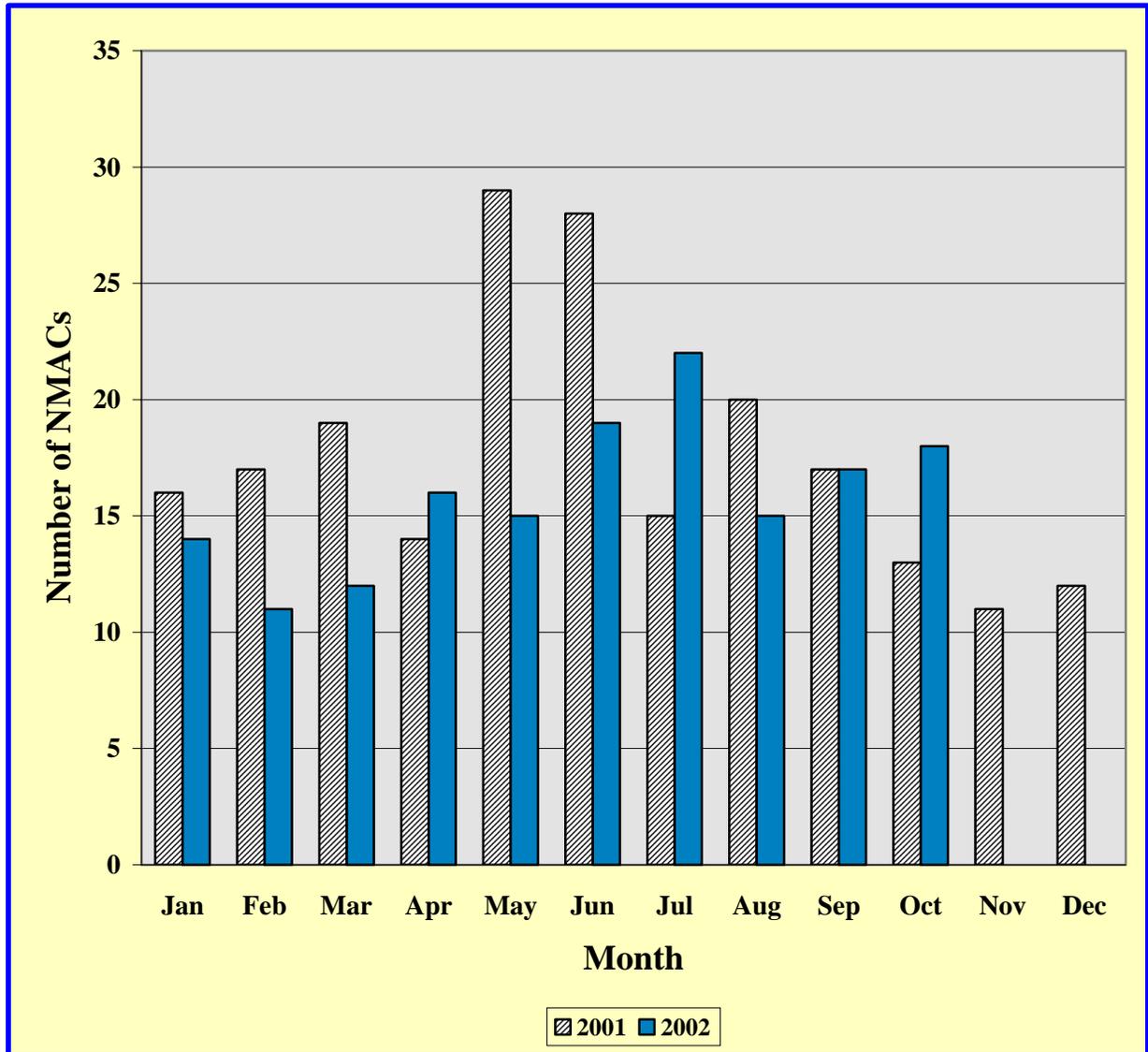


NMAC – Near Midair Collision
 OE – Operational Error
 OD – Operational Deviation
 PD – Pilot Deviation
 VPD – Vehicle/Pedestrian Deviation
 SI – Surface Incident
 RI – Runway Incursion
 FA – Flight Assist

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.**

Exhibit 1-1
Pilot Reported Near Midair Collisions
By Month
2001 through October 2002



	MONTH												
YEAR	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2001	16	17	19	14	29	28	15	20	17	13	11	12	211
2002	14	11	12	16	15	19	22	15	17	18			159

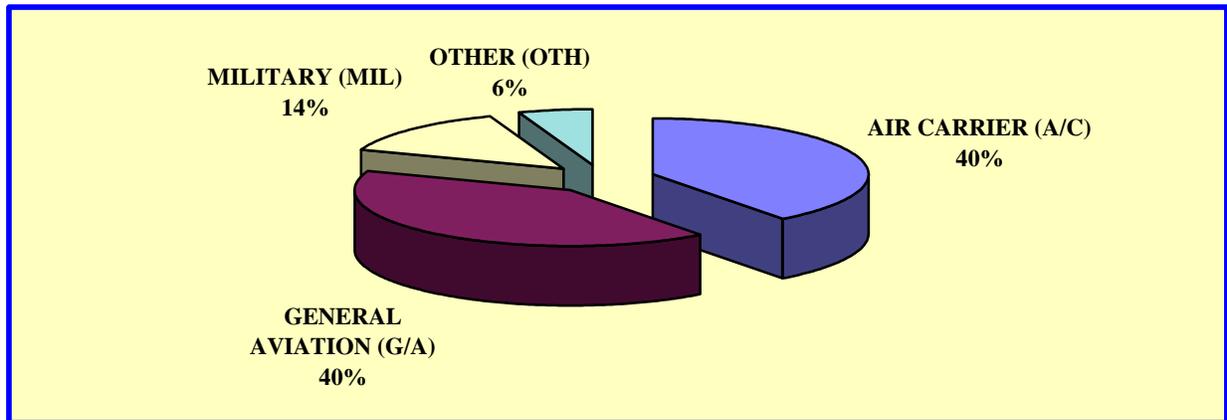
Exhibit 1-2
Pilot Reported Near Midair Collisions
By Region and Month
2001 through October 2002

2001													
REGION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
AAL	0	0	0	1	3	2	2	1	3	0	1	0	13
ACE	0	1	1	0	1	1	0	1	0	0	0	2	7
AEA	1	2	1	1	1	5	2	1	0	2	1	0	17
AGL	1	0	1	2	1	1	1	1	0	2	0	2	12
ANE	1	0	0	1	0	1	0	0	1	0	0	0	4
ANM	1	1	1	1	1	4	1	3	3	1	2	1	20
ASO	3	4	7	5	11	3	1	2	5	4	4	2	51
ASW	3	2	2	1	7	2	3	1	1	2	1	1	26
AWP	6	7	6	2	4	9	5	10	4	2	2	4	61
Total	16	17	19	14	29	28	15	20	17	13	11	12	211

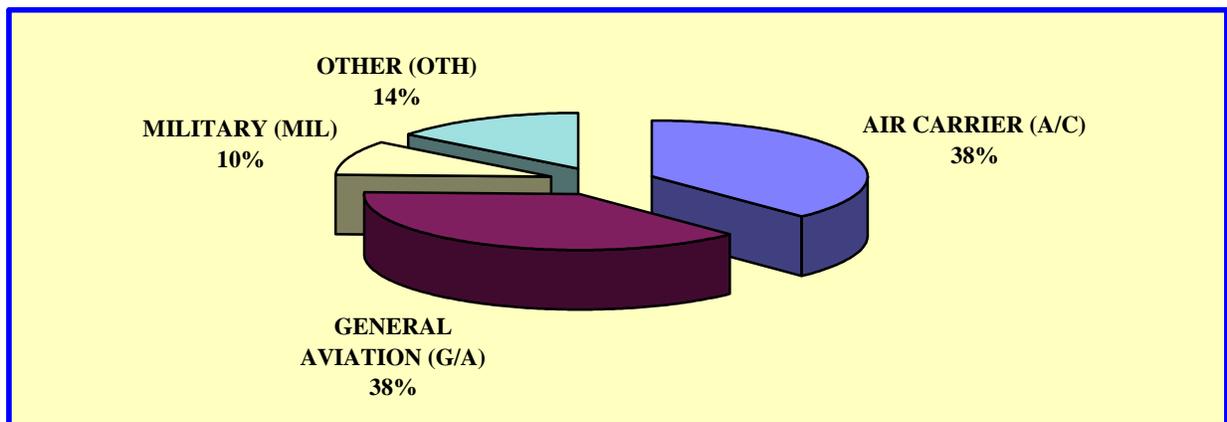
2002													
REGION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
AAL	0	1	0	0	2	0	0	2	1	0			6
ACE	0	0	0	0	1	1	4	0	1	2			9
AEA	0	0	2	3	2	3	1	1	1	5			18
AGL	0	2	0	0	1	1	2	0	3	1			10
ANE	0	0	1	0	0	0	2	0	0	0			3
ANM	1	0	0	4	2	4	3	1	3	2			20
ASO	6	2	3	3	3	3	3	4	1	2			30
ASW	0	1	1	3	0	0	3	3	1	1			13
AWP	7	5	5	3	4	7	4	4	6	5			50
Total	14	11	12	16	15	19	22	15	17	18			159

Exhibit 1-3
Pilot Reported Near Midair Collisions
By Reporting Operator Type
2001 versus 2002
(January through October)

2001



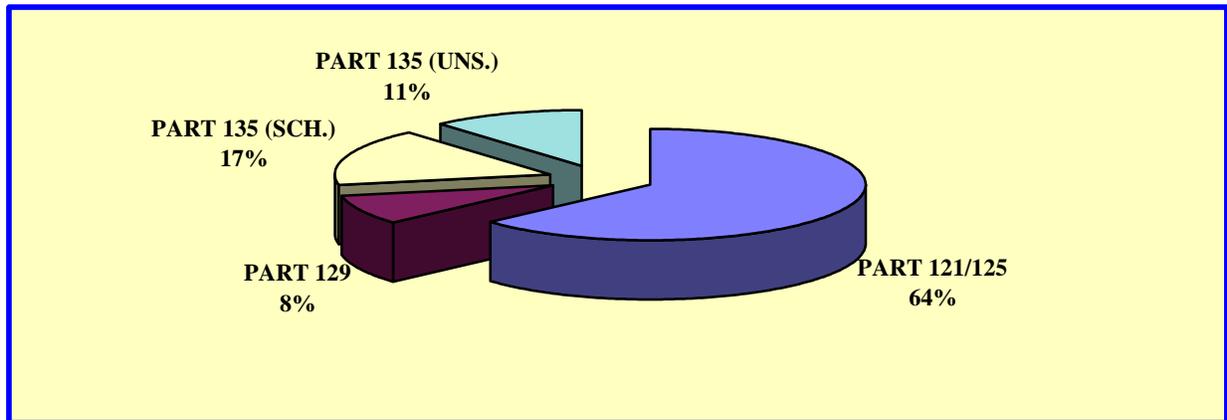
2002



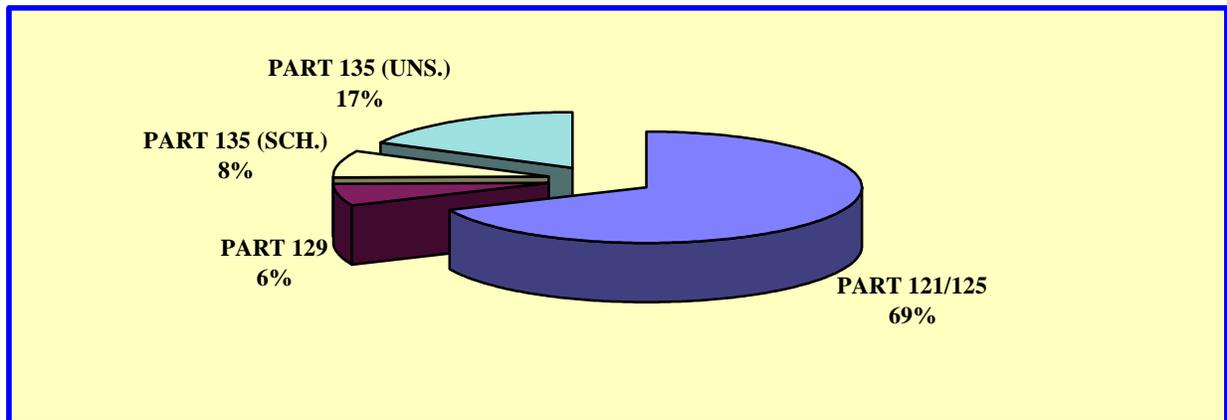
OPERATOR TYPE	2001	2002	Total
Air Carrier (A/C)	71	63	134
General Aviation (G/A)	71	65	136
Military (MIL)	19	22	41
Other (OTH)	27	9	36
Total	188	159	347

Exhibit 1-4
Pilot Reported Near Midair Collisions
By Reporting Air Carrier Type
2001 versus 2002
(January through October)

2001



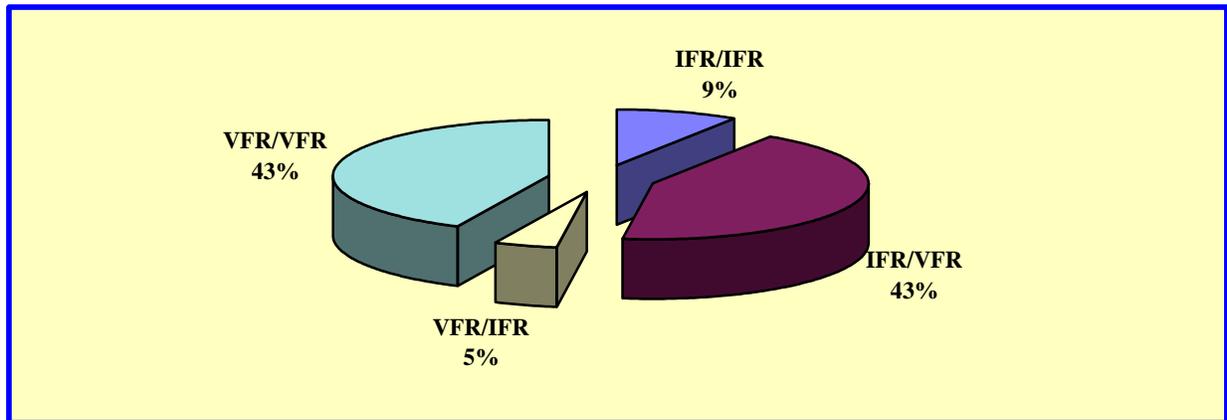
2002



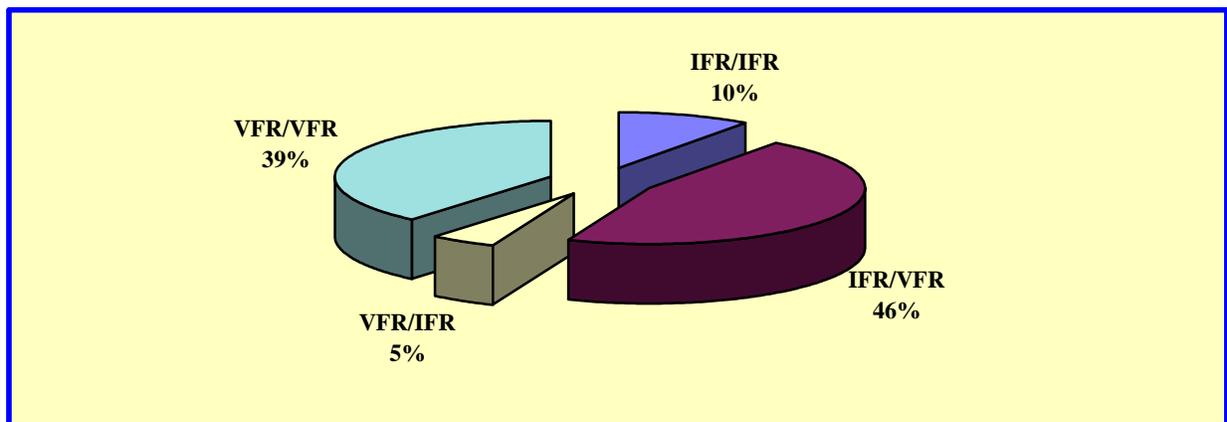
AIR CARRIER TYPE	2001	2002	Total
Part 121/125	45	43	88
Part 129	6	4	10
Part 135 (Sch.)	12	5	17
Part 135 (Uns.)	8	11	19
<i>Total</i>	71	63	134

Exhibit 1-5
Pilot Reported Near Midair Collisions
By Type of Flight Plan
2001 versus 2002
(January through October)

2001



2002



REPORTING/OTHER	2001	2002	Total
IFR/IFR	17	16	33
IFR/VFR	81	73	154
VFR/IFR	9	8	17
VFR/VFR	81	62	143
Total	188	159	347

Exhibit 1-6
Pilot Reported Near Midair Collisions
By Degree of Hazard and Month
2001 through October 2002

2001													
HAZARD	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Critical	3	1	3	1	7	5	7	3	3	1	0	3	37
No Hazard	9	8	9	11	9	12	3	13	3	8	6	5	96
Not Reported	4	5	7	2	7	6	4	3	8	1	3	1	51
Potential	0	3	0	0	6	5	1	1	3	3	2	3	27
<i>Total</i>	16	17	19	14	29	28	15	20	17	13	11	12	211

2002													
HAZARD	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Critical	3	2	1	2	2	2	2	3	2	0			19
No Hazard	5	3	2	6	6	3	5	0	3	1			34
Not Reported	2	3	0	3	2	4	7	6	8	17			52
Potential	4	3	9	5	5	10	8	6	4	0			54
<i>Total</i>	14	11	12	16	15	19	22	15	17	18			159

Exhibit 1-7
Pilot Reported Near Midair Collisions
By State and Territory
2001 versus 2002
(January through October)

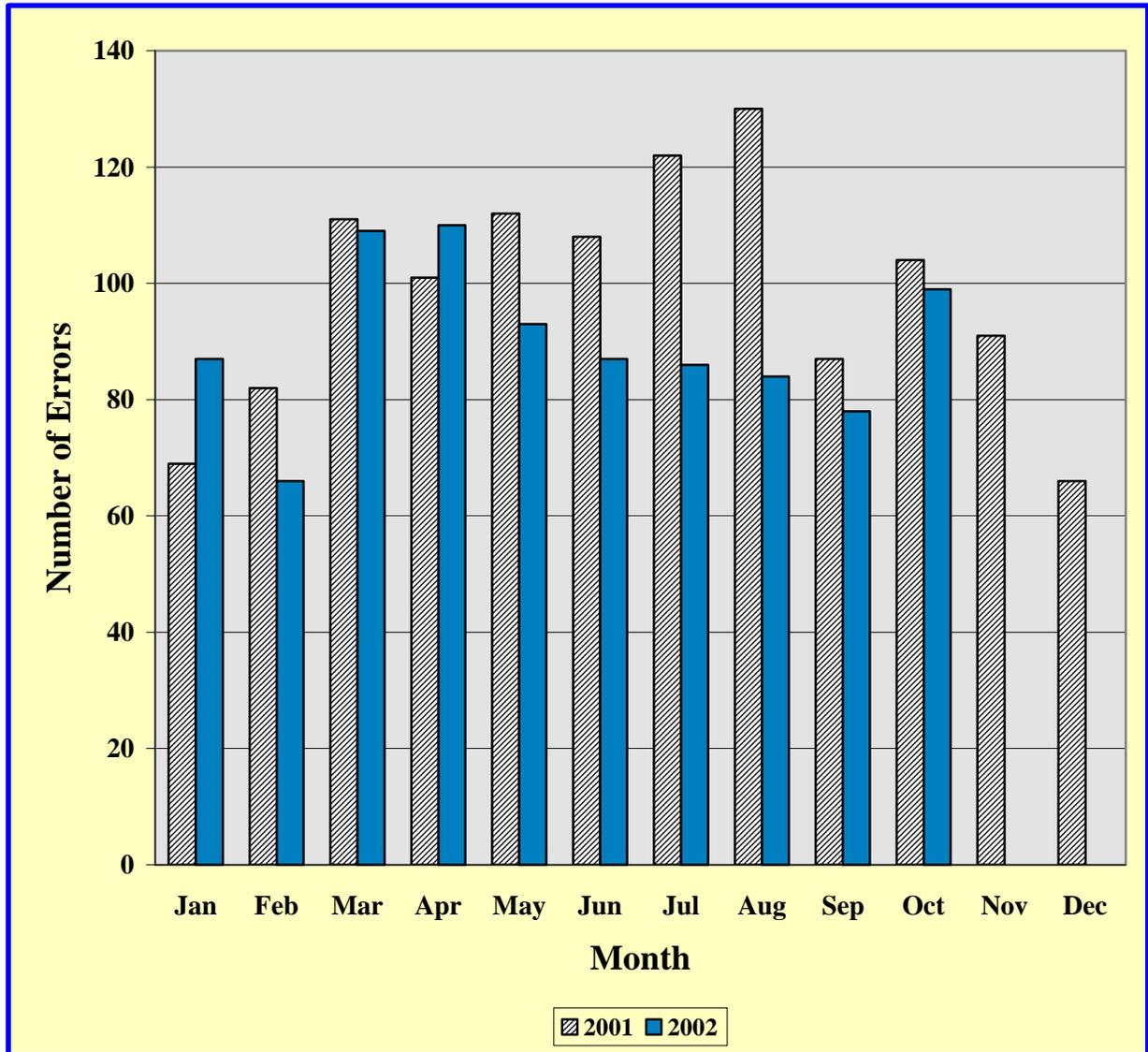
State	2001	2002	State	2001	2002
Alabama	0	2	Montana	0	0
Alaska	12	7	Nebraska	1	1
American Samoa*	0	0	Nevada	1	4
Arizona	17	12	New Hampshire	1	0
Arkansas	0	3	New Jersey	4	4
Atlantic Ocean	1	0	New Mexico	3	1
Bahamas*	1	1	New York	3	6
California	37	28	North Carolina	3	2
Colorado	2	4	North Dakota	0	0
Connecticut	1	2	Ohio	3	0
Delaware	2	1	Oklahoma	6	0
District of Columbia	0	0	Oregon	4	2
Florida	25	13	Pacific Ocean	0	0
Georgia	5	3	Pennsylvania	4	1
Guam*	0	0	Puerto Rico*	1	0
Hawaii	0	5	Rhode Island	2	0
Idaho	2	1	South Carolina	1	1
Illinois	1	2	South Dakota	0	0
Indiana	3	2	Tennessee	3	5
Iowa	0	0	Texas	11	7
Kansas	2	4	Utah	2	4
Kentucky	5	2	Vermont	0	0
Louisiana	3	2	Virgin Islands*	0	0
Maine	0	1	Virginia	0	5
Maryland	1	1	Wake Island*	0	0
Massachusetts	0	1	Washington	7	8
Michigan	0	3	West Virginia	0	0
Minnesota	2	2	Wisconsin	1	1
Mississippi	3	1	Wyoming	0	1
Missouri	2	3	Not Reported	0	0
<i>Total</i>				188	159

* 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.**

**Exhibit 2-1
ATC Operational Errors
By Month
2001 through October 2002**



		MONTH											
YEAR	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2001	69	82	111	101	112	108	122	130	87	104	91	66	1183
2002	87	66	109	110	93	87	86	84	78	99			899

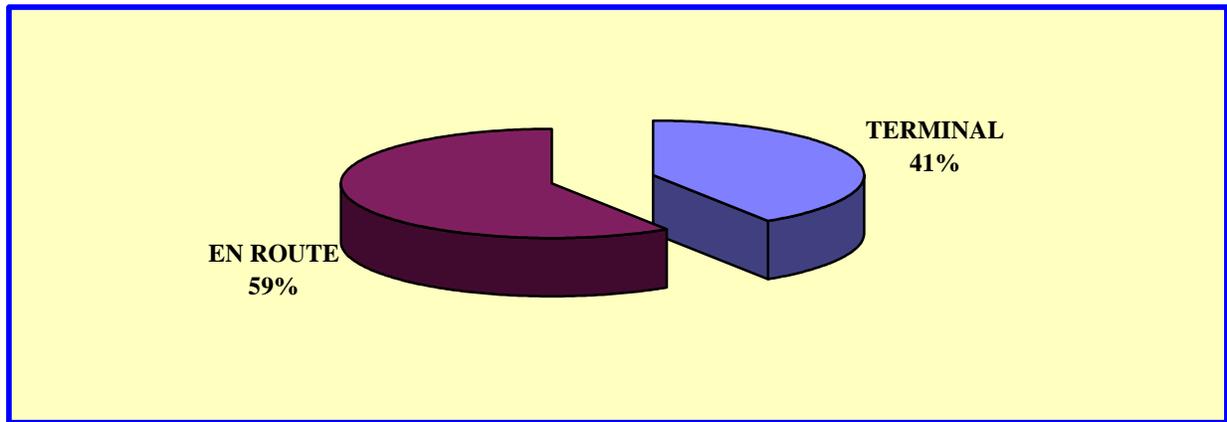
Exhibit 2-2
ATC Operational Errors
By Region and Month
2001 through October 2002

2001													
REGION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
AAL	1	0	1	2	1	1	3	4	1	3	0	3	20
ACE	4	4	6	0	3	7	5	5	4	5	2	4	49
AEA	15	30	21	26	34	22	28	21	16	18	20	7	258
AGL	13	7	25	17	23	25	25	32	24	21	20	16	248
ANE	4	2	3	2	3	1	4	4	5	0	0	2	30
ANM	1	10	7	6	5	6	7	12	9	10	6	5	84
ASO	15	17	34	29	24	31	28	22	10	25	18	14	267
ASW	4	7	3	11	6	7	8	15	8	10	11	5	95
AWP	12	5	11	8	13	8	14	15	10	12	14	10	132
Total	69	82	111	101	112	108	122	130	87	104	91	66	1183

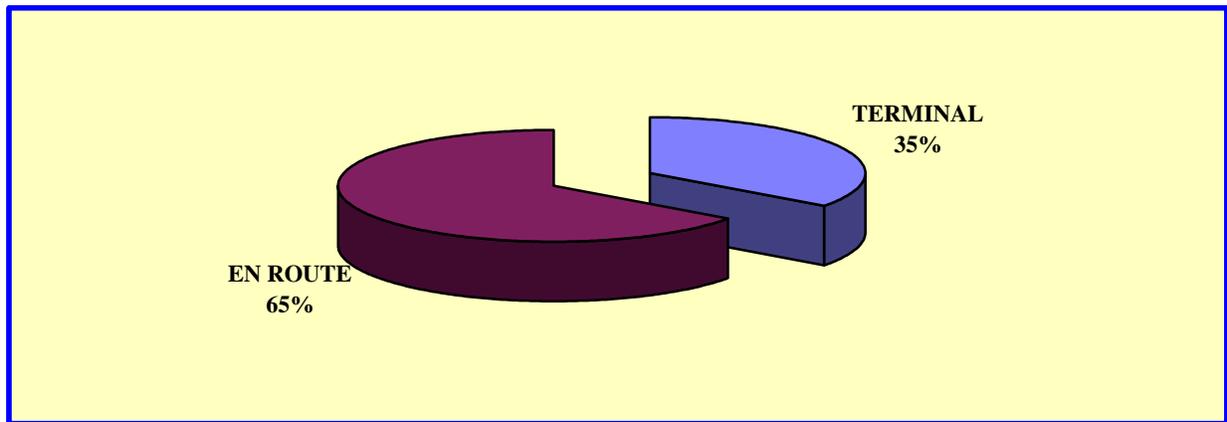
2002													
REGION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
AAL	0	3	2	1	2	0	2	0	2	1			13
ACE	4	1	7	4	4	4	1	2	4	5			36
AEA	11	9	18	22	17	22	14	13	14	15			155
AGL	26	18	29	27	26	25	28	31	24	32			266
ANE	3	0	5	1	1	6	4	3	3	2			28
ANM	6	6	6	4	6	2	3	9	5	10			57
ASO	23	19	24	28	19	18	24	10	12	19			196
ASW	5	5	12	9	9	6	5	11	6	5			73
AWP	9	5	6	14	9	4	5	5	8	10			75
Total	87	66	109	110	93	87	84	83	78	99			899

Exhibit 2-3
ATC Operational Errors
By Type of Service
2001 versus 2002
(January through October)

2001



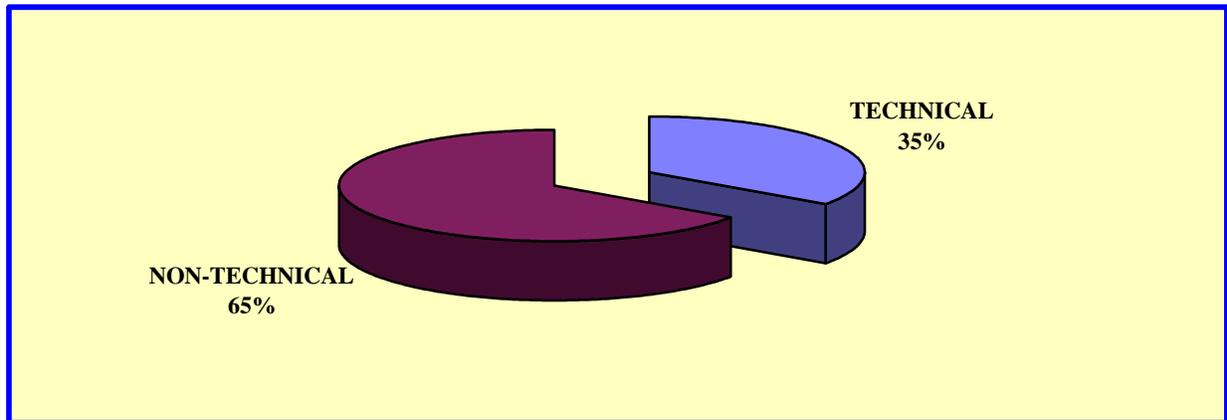
2002



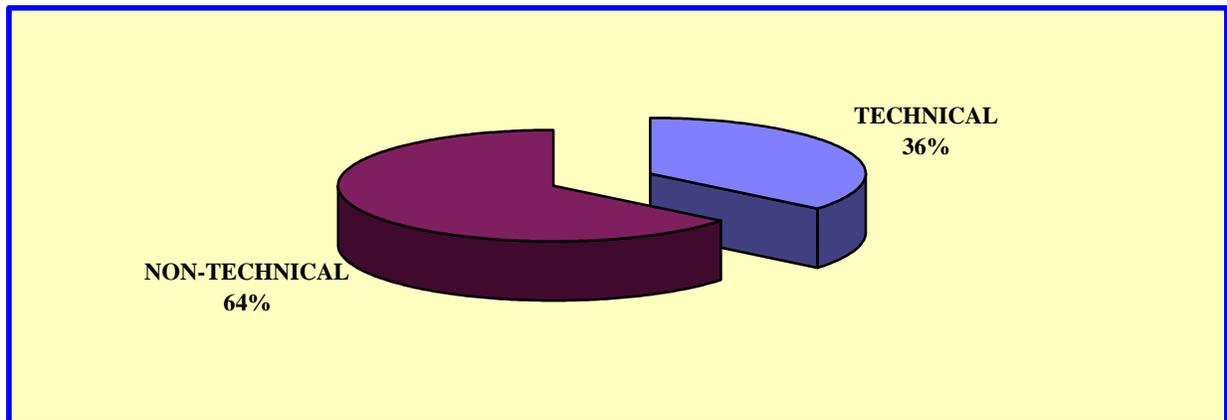
TYPE OF SERVICE	2001	2002	Total
Terminal	418	315	733
En Route	607	583	1190
FSS	1	1	2
Total	1026	899	1925

Exhibit 2-4
ATC Operational Errors
By Technical Standard
2001 versus 2002
(January through October)

2001



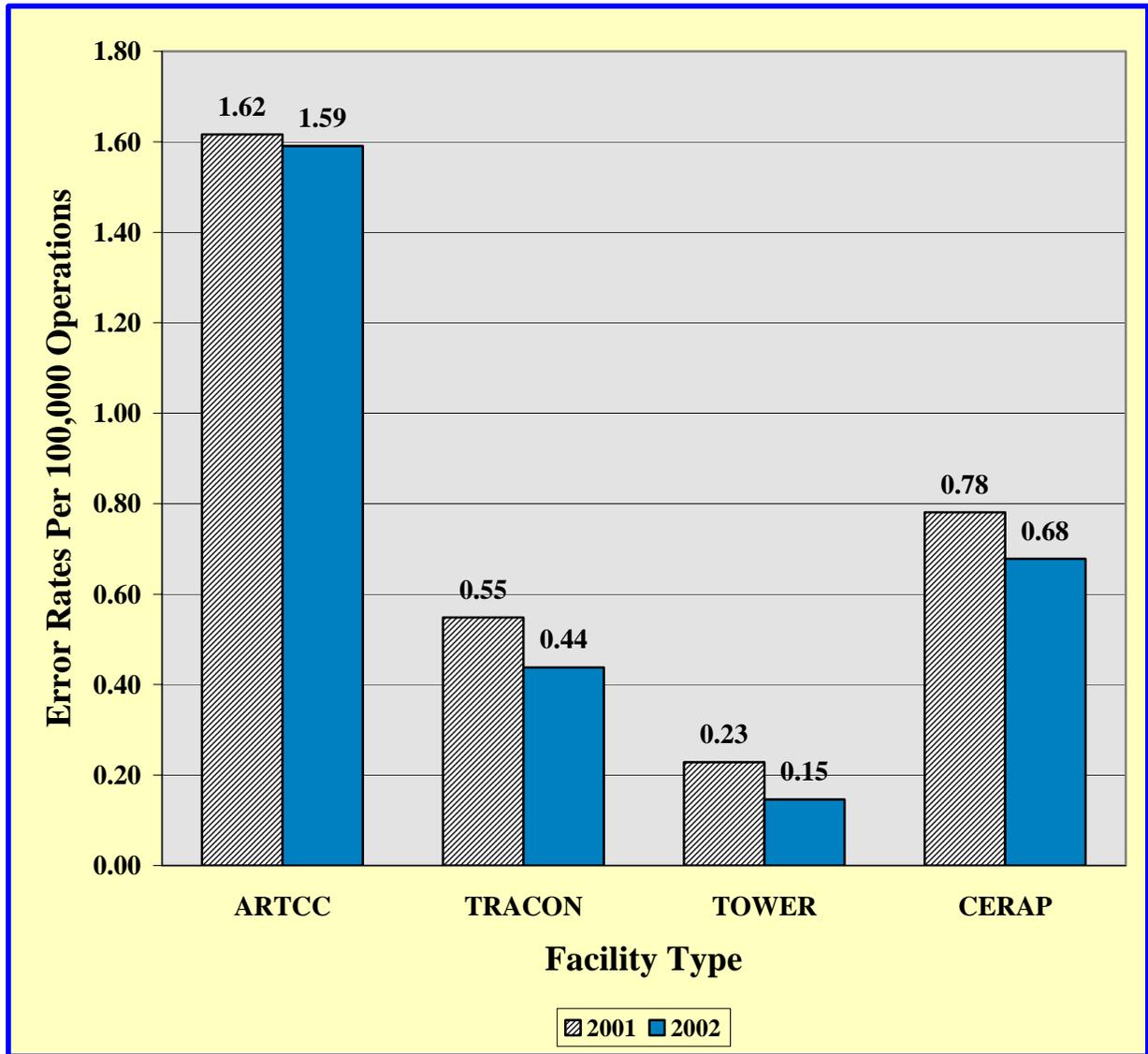
2002



TECHNICAL STANDARD	2001	2002	Total
Technical	356	321	677
Non-Technical	670	578	1248
<i>Total</i>	1026	899	1925

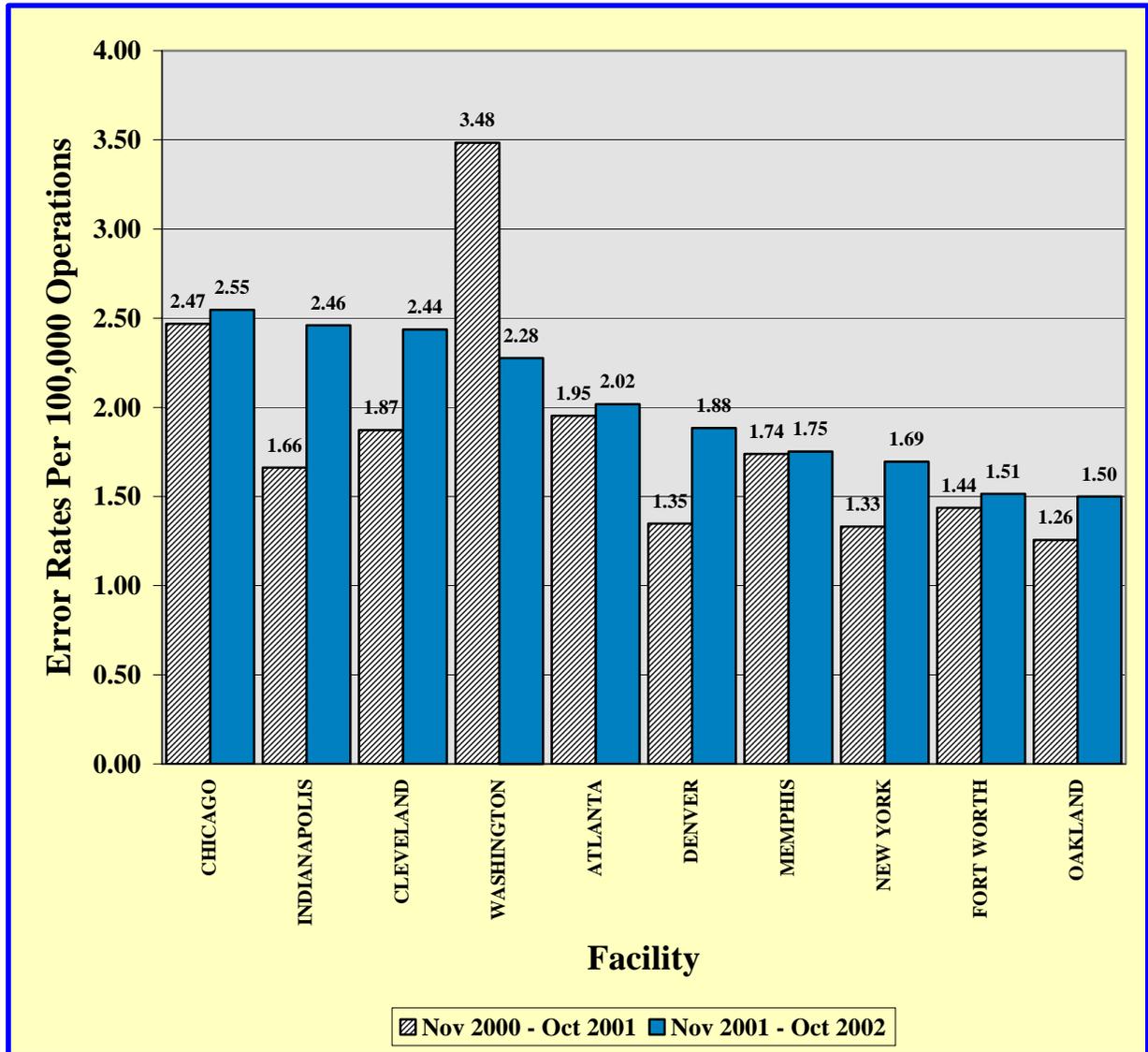
NOTE: Technical operational errors are errors where 80% of the separation standard, either vertical or horizontal, was maintained.

Exhibit 2-5
ATC Operational Error Rates
By Facility Service Type
2001 versus 2002
(January through October)



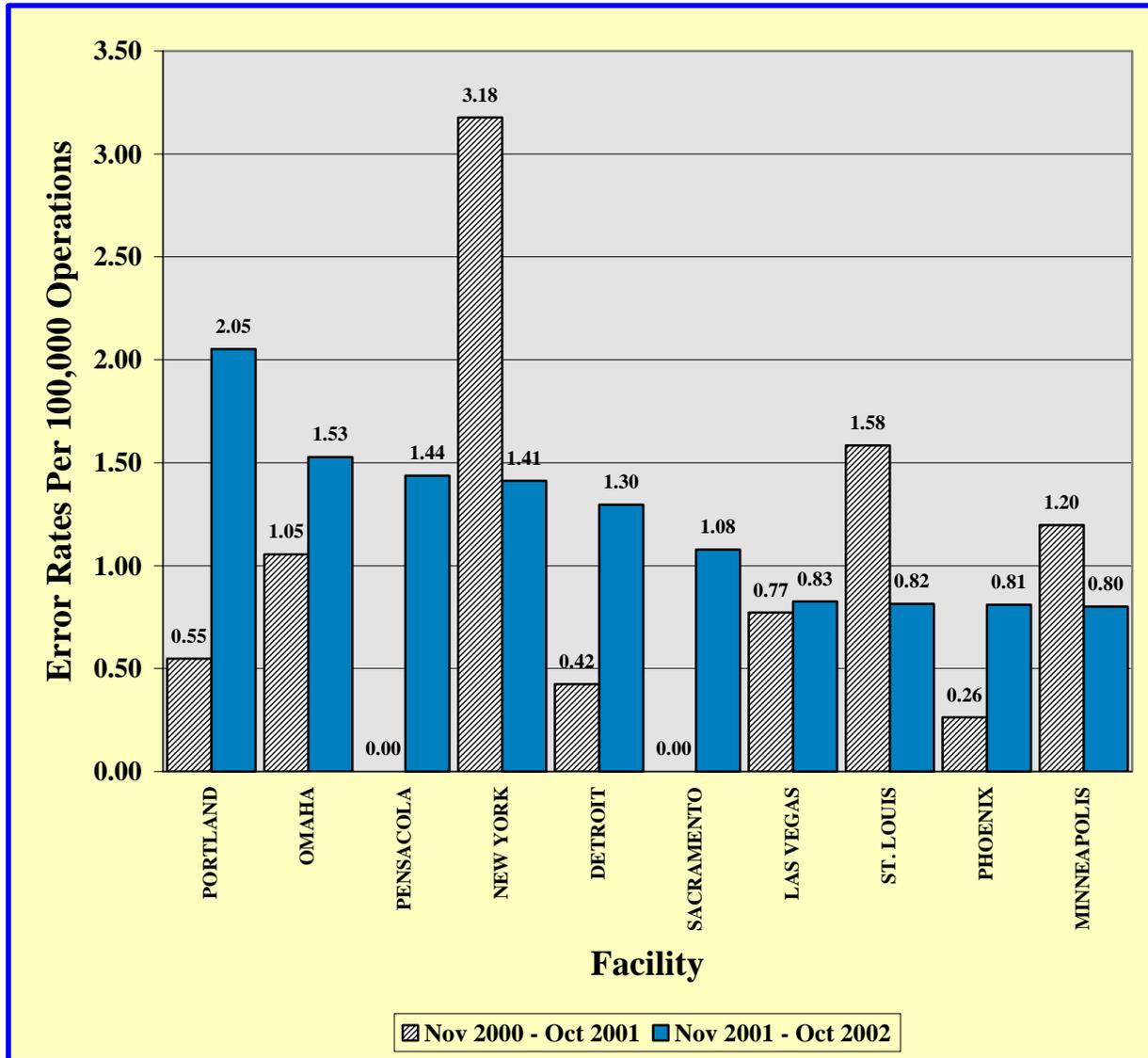
Actual Error Data through 31-Oct-2002
 Actual Activity Data through 31-Oct-2002
 Forecast Activity Data 01-Sep-2002 - 31-Oct-2002

Exhibit 2-6
ATC Operational Error Rates
Top ARTCCs
12 Month Comparison (2002 Ranking)



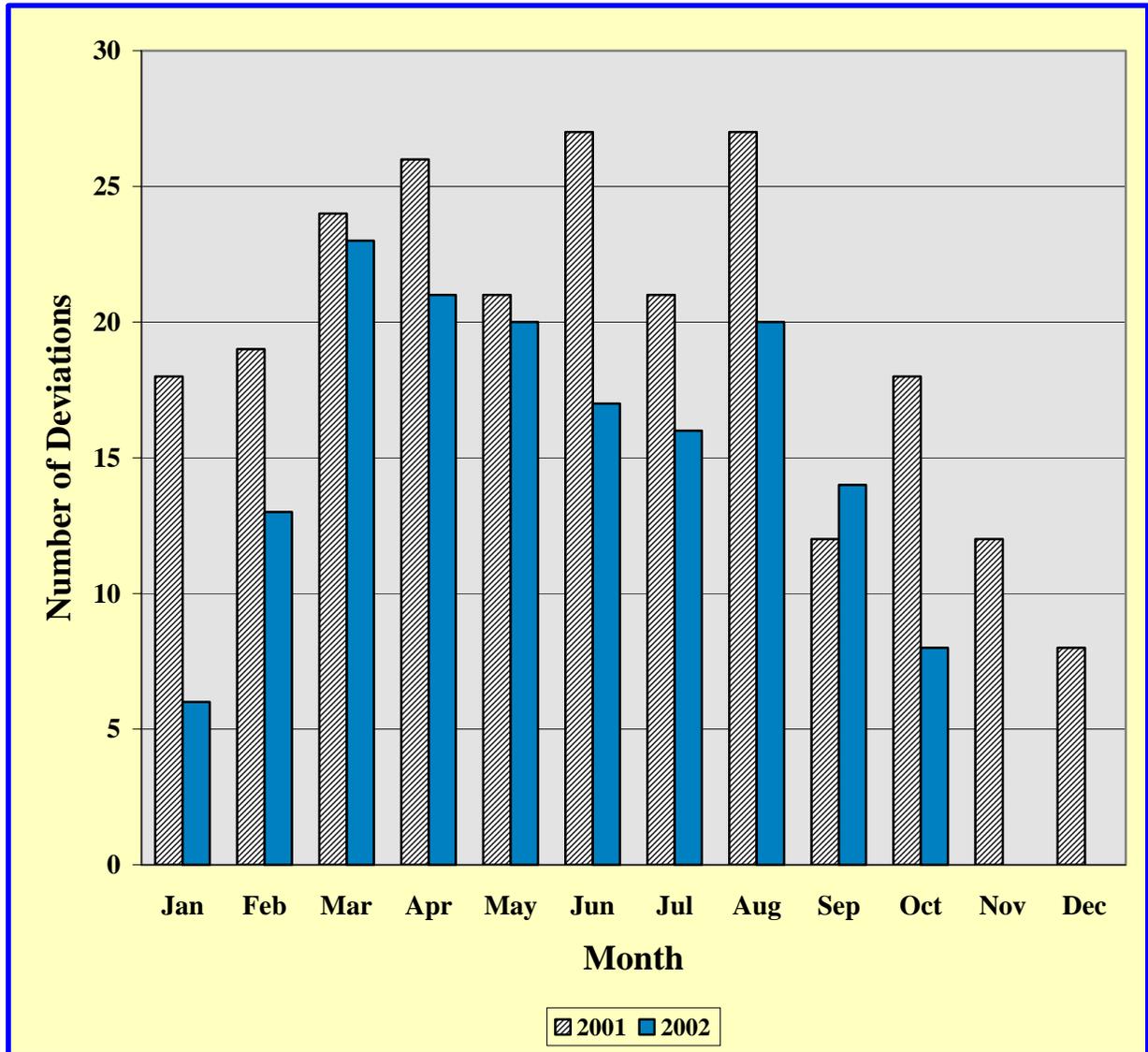
Actual Error Data through 31-Oct-2002
 Actual Activity Data through 31-Oct-2002
 Forecast Activity Data 01-Sep-2002 - 31-Oct-2002

**Exhibit 2-7
ATC Operational Error Rates
Top TRACONS
12 Month Comparison (2002 Ranking)**



Actual Error Data through 31-Oct-2002
 Actual Activity Data through 31-Oct-2002
 Forecast Activity Data 01-Sep-2002 - 31-Oct-2002

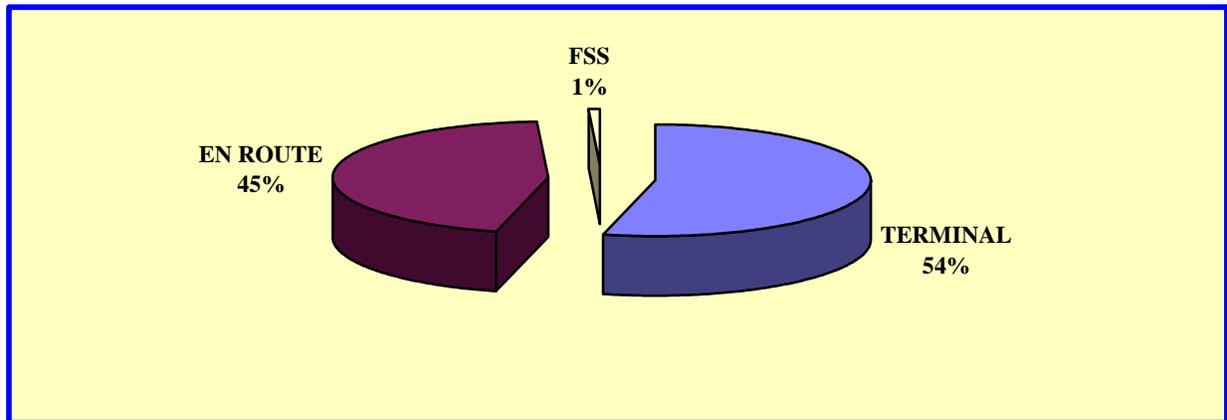
**Exhibit 2-8
ATC Operational Deviations
By Month
2001 through October 2002**



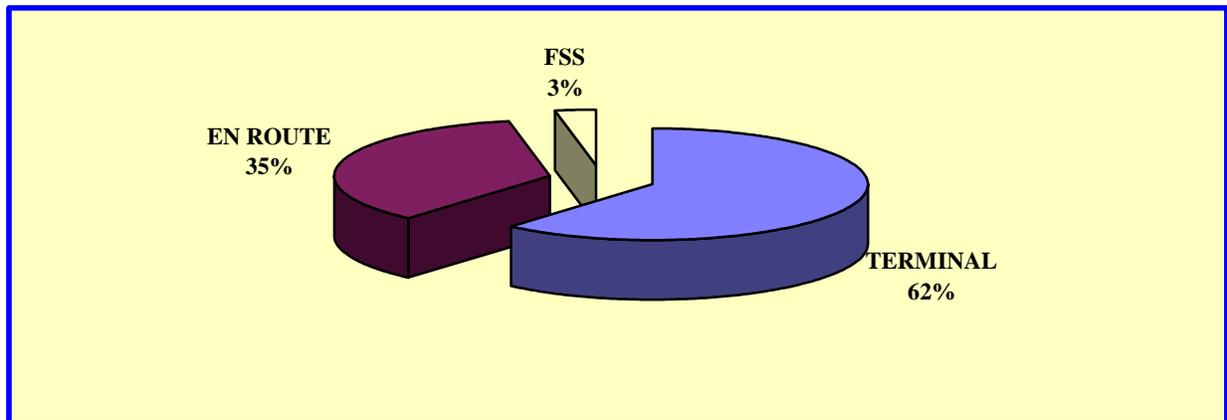
		MONTH												
YEAR	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	
2001	18	19	24	26	21	27	21	27	12	18	12	8	233	
2002	6	13	23	21	20	17	16	20	14	8			158	

Exhibit 2-9
ATC Operational Deviations
By Type of Service
2001 versus 2002
(January through October)

2001



2002

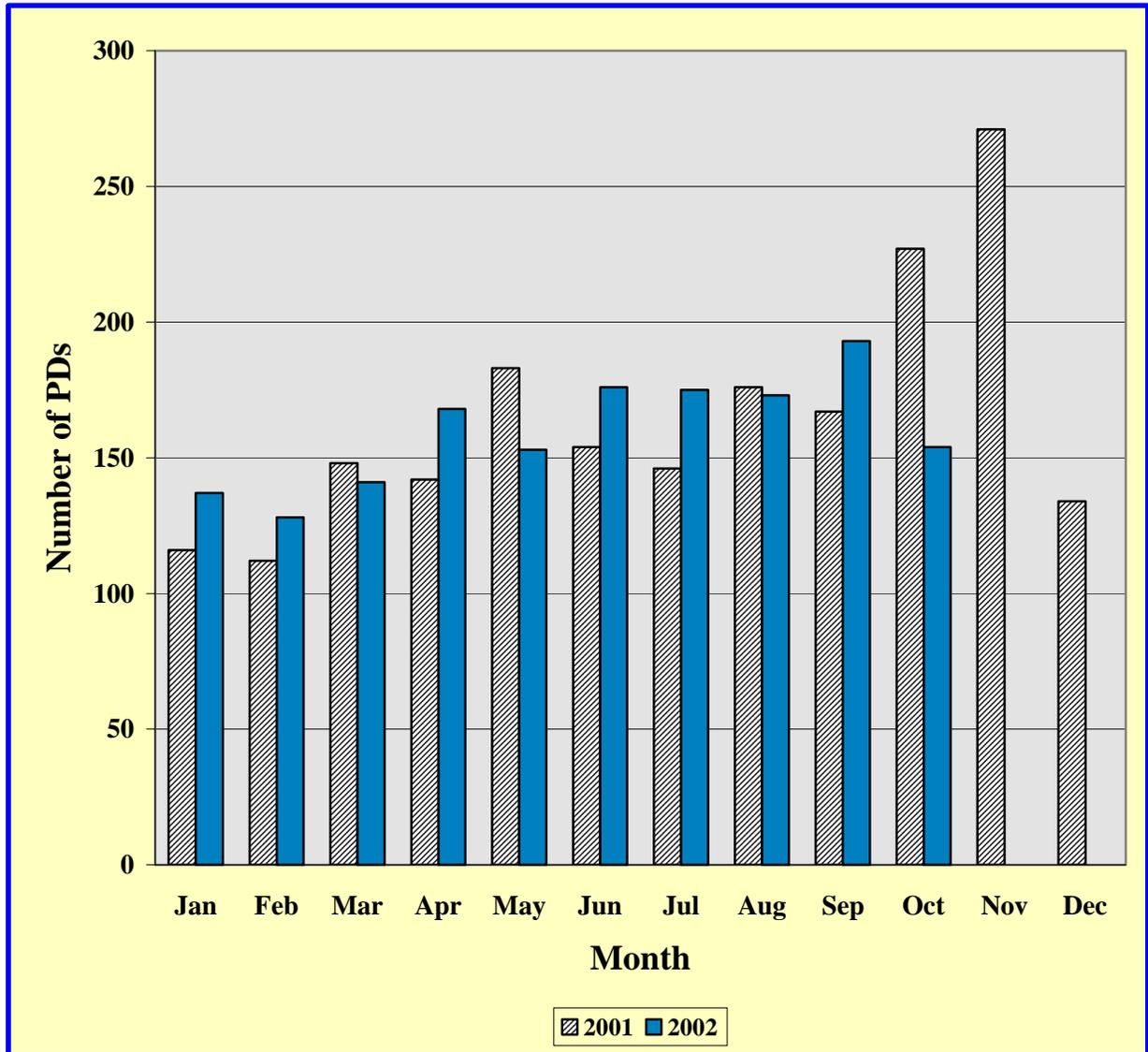


TYPE OF SERVICE	2001	2002	Total
Terminal	115	97	212
En Route	96	56	152
FSS	2	5	7
Total	213	158	371

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.**

**Exhibit 3-1
Pilot Deviations
By Month
2001 through October 2002**



		MONTH												
YEAR	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	
2001	116	112	148	142	183	154	146	176	167	227	271	134	1976	
2002	137	128	141	168	153	176	175	173	193	154			1598	

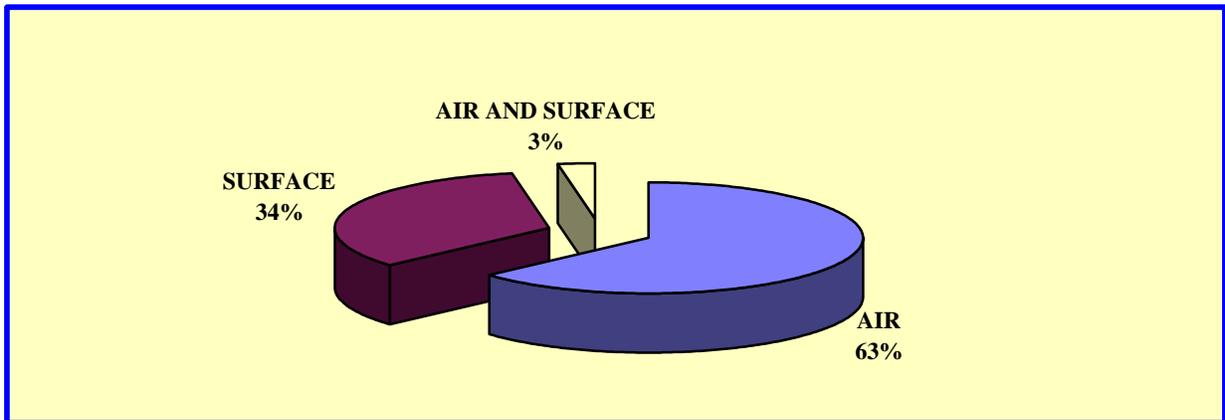
Exhibit 3-2
Pilot Deviations
By Region and Month
2001 through October 2002

2001													
REGION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
AAL	3	0	2	3	4	10	4	7	5	0	0	4	42
ACE	4	6	7	11	9	13	12	11	23	15	18	11	140
AEA	9	6	15	18	20	12	22	23	17	36	44	27	249
AGL	13	17	26	15	32	28	26	19	37	34	68	17	332
ANE	4	1	2	4	4	8	6	8	7	14	12	3	73
ANM	6	16	6	13	15	8	9	19	11	26	25	6	160
ASO	39	28	31	27	32	39	23	40	33	44	45	30	411
ASW	10	14	14	20	23	19	19	18	10	28	24	19	218
AWP	28	24	45	31	44	17	25	31	24	30	35	17	351
Total	116	112	148	142	183	154	146	176	167	227	271	134	1976

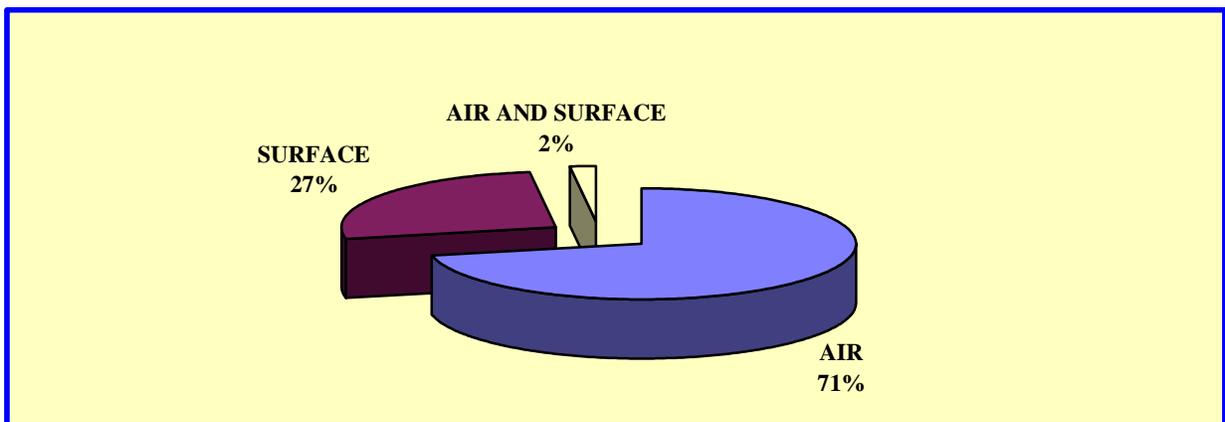
2002													
REGION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
AAL	1	3	1	2	4	9	2	6	2	6			36
ACE	6	3	8	12	10	9	14	6	12	7			87
AEA	20	16	22	22	11	33	33	21	44	19			241
AGL	15	16	20	25	22	39	51	41	32	20			281
ANE	2	0	2	1	5	3	5	5	4	12			39
ANM	16	16	11	20	18	15	10	27	11	10			154
ASO	43	32	34	52	28	25	22	21	24	42			323
ASW	13	19	15	18	18	17	17	29	35	19			200
AWP	21	23	28	16	37	26	21	17	29	19			237
Total	137	128	141	168	153	176	175	173	193	154			1598

**Exhibit 3-3
Pilot Deviations
By Type
2001 versus 2002
(January through October)**

2001



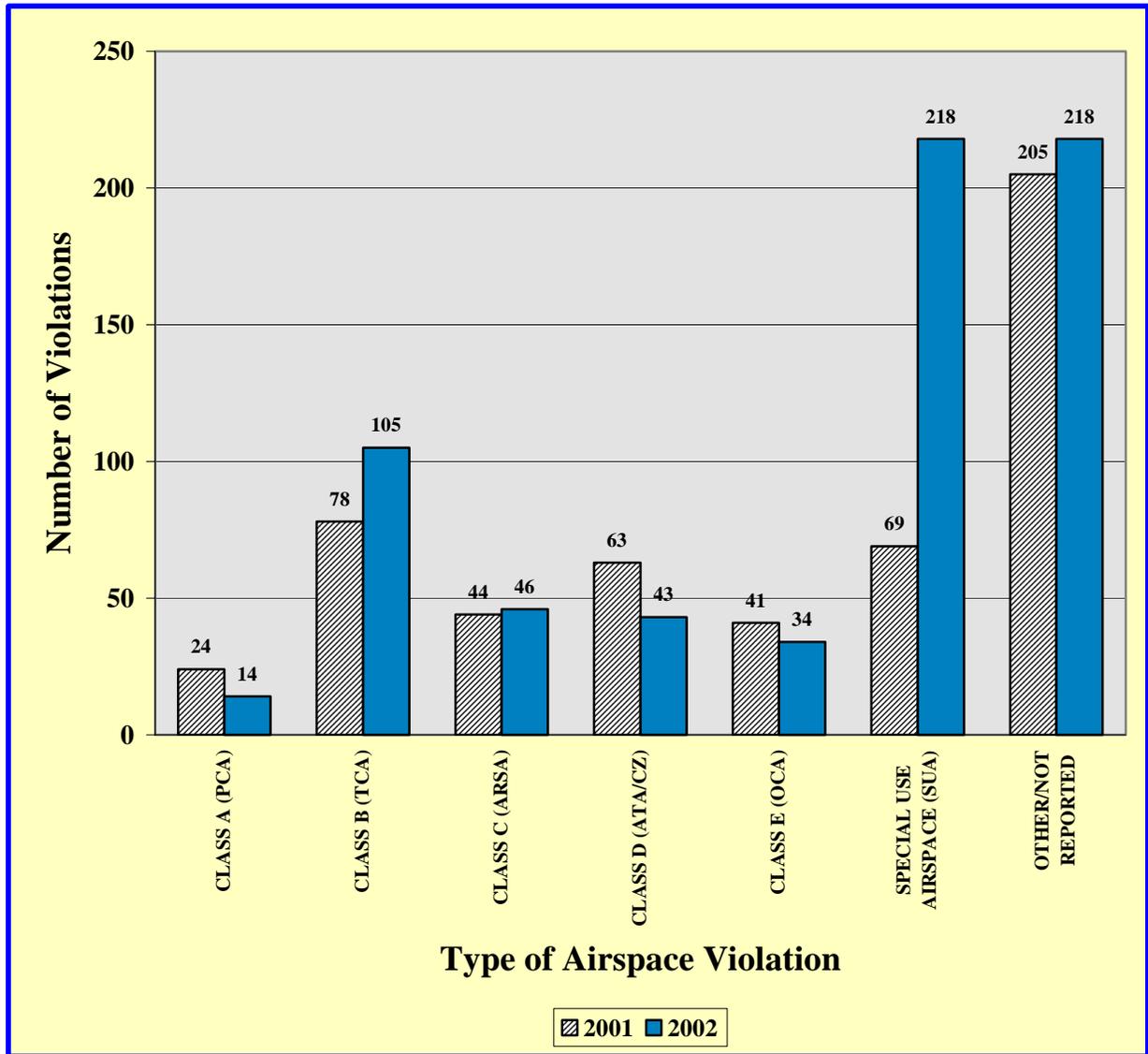
2002



DEVIATION TYPE	2001	2002	Total
Air	996	1144	2140
Surface	532	425	957
Air and Surface	43	29	72
Total	1571	1598	3169

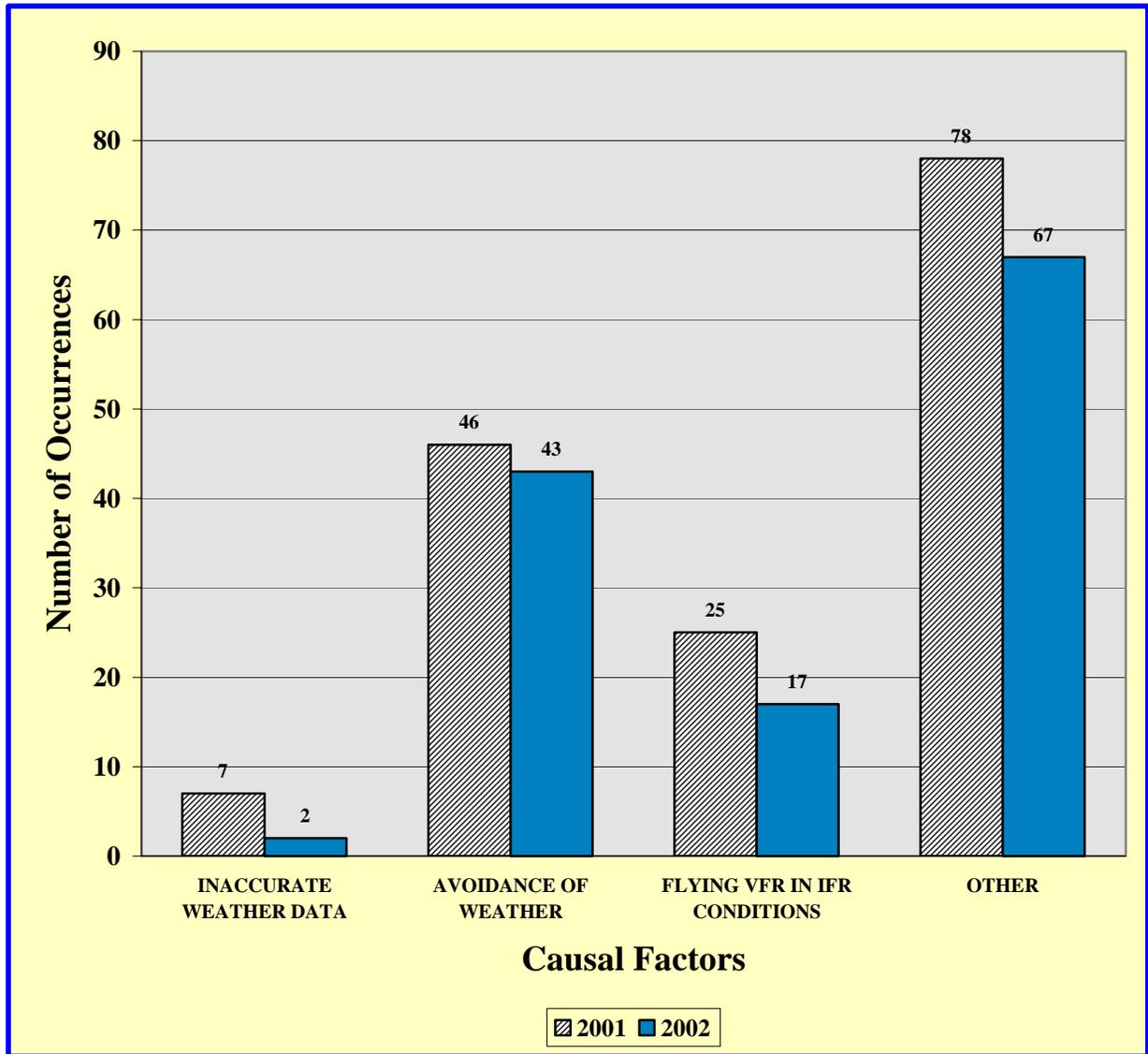
NOTE: The total number of deviations exceeds the number of reports. One report may involve multiple deviations, including both air and surface deviations on the same report.

Exhibit 3-4
Pilot Deviations
By Type of Airspace Violation
2001 versus 2002
(January through October)



OTHER also includes “Unknown”

**Exhibit 3-5
Pilot Deviations
By Causal Factors - Weather
2001 versus 2002
(January through October)**



**Exhibit 3-6
Pilot Deviations
By Causal Factors - Equipment
2001 versus 2002
(January through October)**

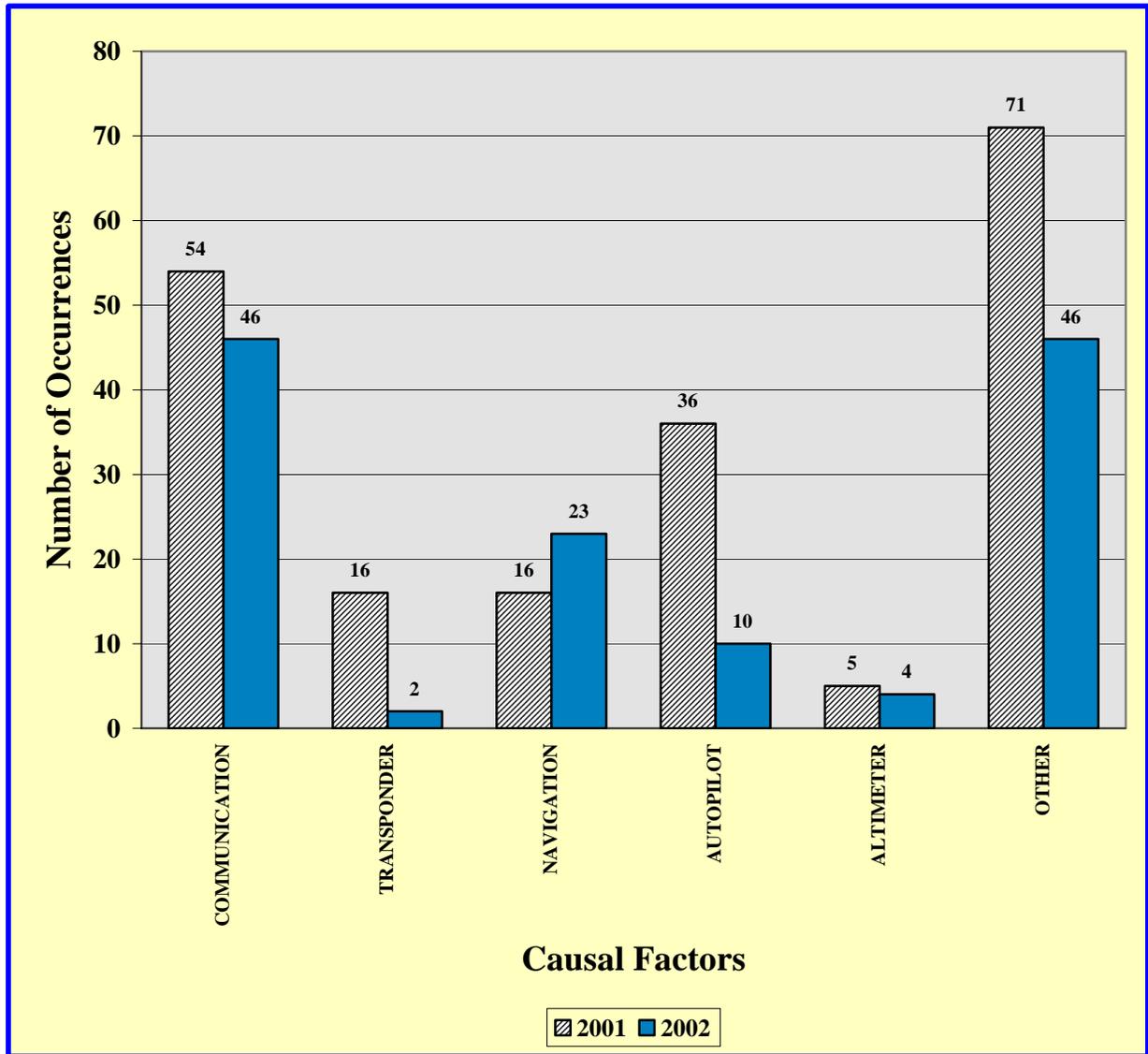
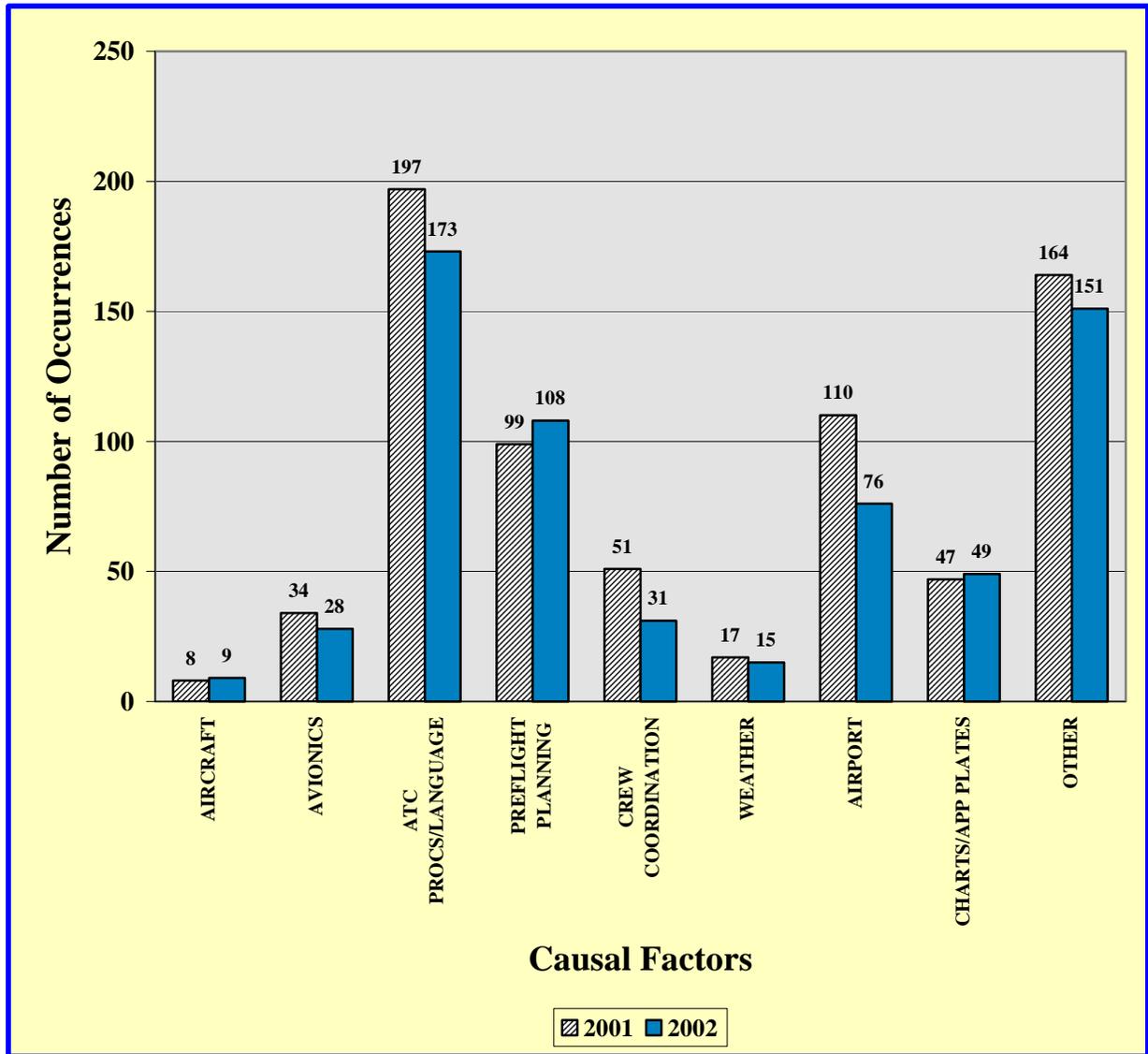
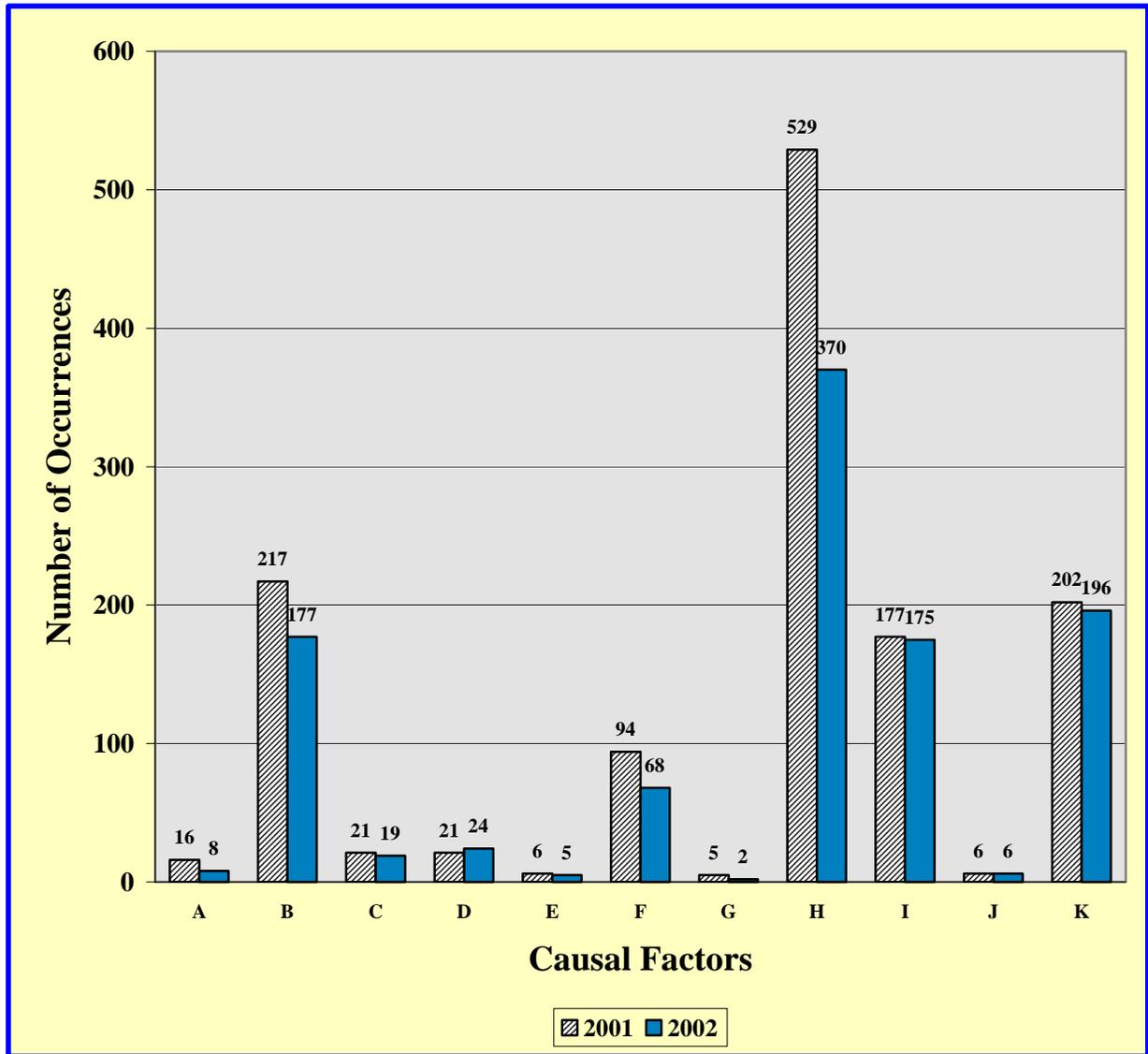


Exhibit 3-7
Pilot Deviations
By Causal Factors – Pilot Knowledge
2001 versus 2002
(January through October)



**Exhibit 3-8
Pilot Deviations
By Causal Factors – Operational
2001 versus 2002
(January through October)**



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
AUTHORIZATION

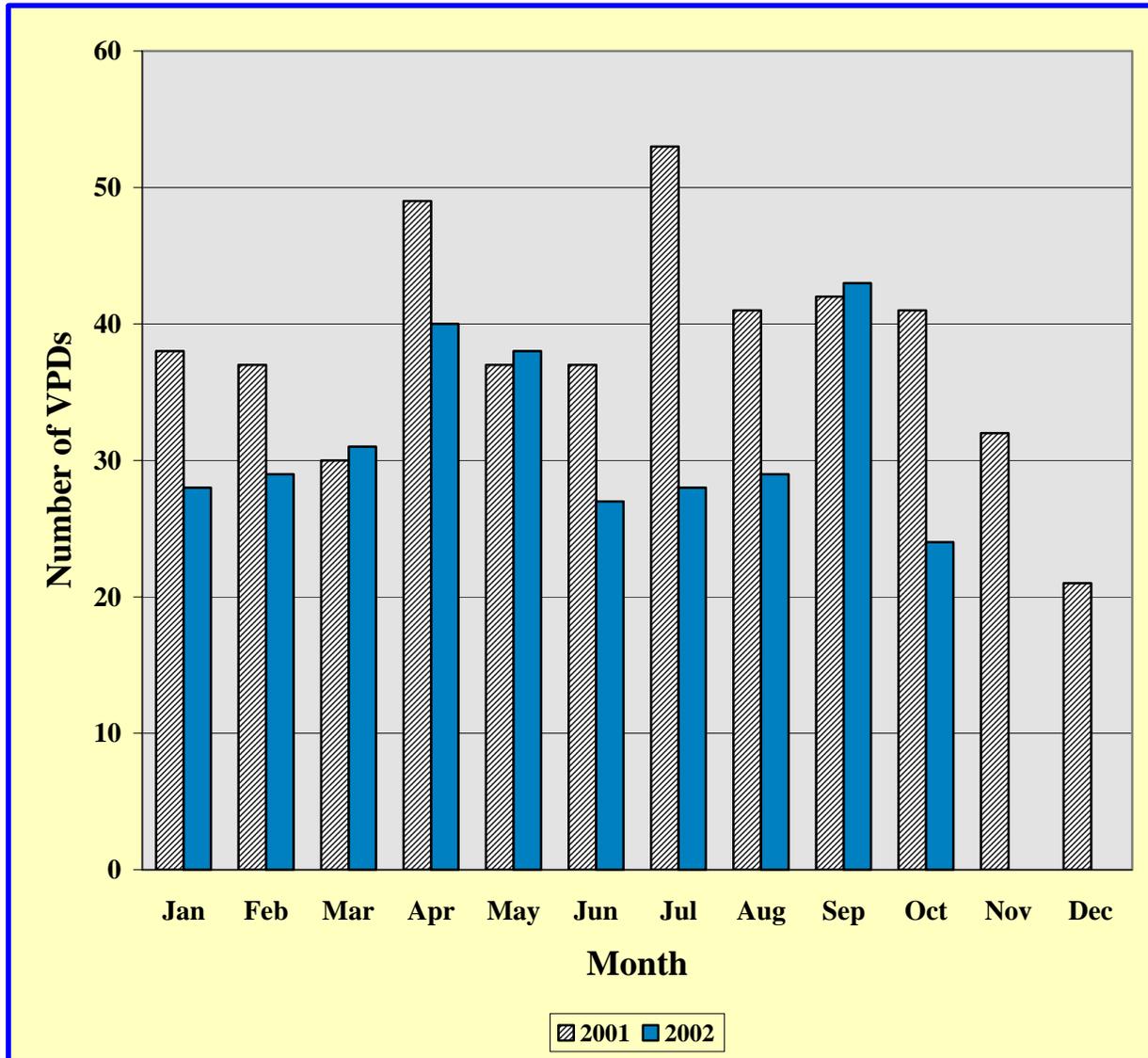
J. OPERATING WITH TRANSPONDER OFF

K. OTHER

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.**

Exhibit 4-1
Vehicle/Pedestrian Deviations
By Month
2001 through October 2002



		MONTH												
YEAR	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	
2001	38	37	30	49	37	37	53	41	42	41	32	21	458	
2002	28	29	31	40	38	27	28	29	43	24			317	

Exhibit 4-2
Vehicle/Pedestrian Deviations
By Region and Month
2001 through October 2002

2001													
REGION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
AAL	2	0	0	3	2	3	6	3	8	1	3	0	31
ACE	0	0	1	1	1	0	4	1	1	3	1	0	13
AEA	1	2	3	4	1	2	5	3	2	4	3	1	31
AGL	5	8	5	10	8	8	6	10	4	8	4	4	80
ANE	1	0	0	1	2	1	3	1	2	2	0	1	14
ANM	3	1	4	4	5	3	5	5	2	6	4	2	44
ASO	4	10	4	8	5	4	7	7	7	4	3	4	67
ASW	5	0	2	6	1	2	7	2	3	3	2	0	33
AWP	17	16	11	12	12	14	10	9	13	10	12	9	145
Total	38	37	30	49	37	37	53	41	42	41	32	21	458

2002													
REGION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
AAL	3	5	3	6	8	3	2	6	5	3			44
ACE	0	0	4	1	1	2	1	0	1	1			11
AEA	3	2	2	1	3	1	1	2	1	3			19
AGL	5	2	5	3	4	5	9	6	7	5			51
ANE	1	0	0	1	1	0	0	0	0	1			4
ANM	1	3	1	4	3	1	2	2	3	1			21
ASO	10	9	5	7	5	5	7	5	7	2			62
ASW	2	0	3	4	1	4	1	1	4	3			23
AWP	3	8	8	13	12	6	5	7	15	5			82
Total	28	29	31	40	38	27	28	29	43	24			317

Exhibit 4-3
Vehicle/Pedestrian Deviations
By Airport Certification and Region
2001 versus 2002
(January through October)

2001

AIRPORT CERTIFICATION	REGION									Total
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW	AWP	
Part 139 Full	12	6	26	46	11	21	29	17	69	237
Part 139 Limited	0	5	0	3	1	2	8	1	3	23
Non-Part 139	16	1	1	23	1	15	23	13	52	145
Total	28	12	27	72	13	38	60	31	124	405

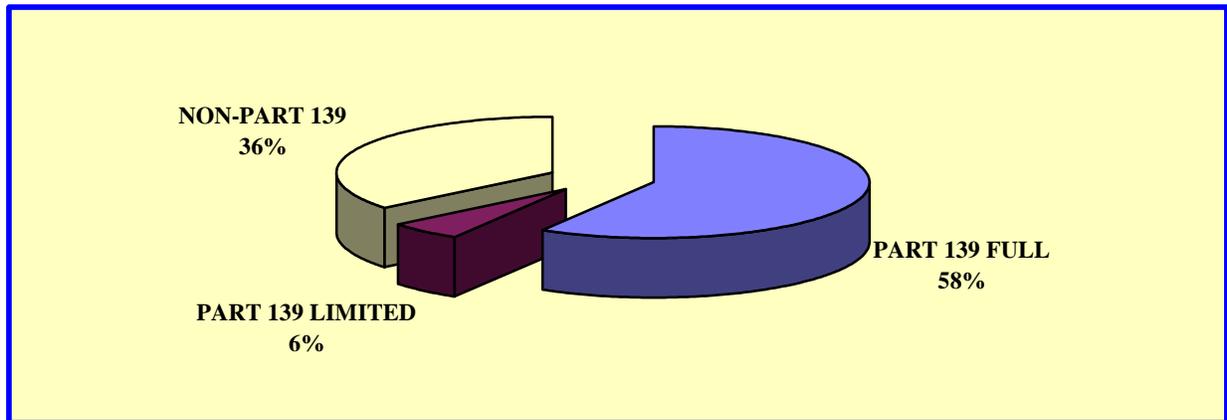
2002

AIRPORT CERTIFICATION	REGION									Total
	AAL	ACE	AEA	AGL	ANE	ANM	ASO	ASW	AWP	
Part 139 Full	24	8	19	29	4	11	29	7	30	161
Part 139 Limited	0	2	0	8	0	1	5	2	3	21
Non-Part 139	20	1	0	14	0	9	28	14	49	135
Total	44	11	19	51	4	21	62	23	82	317

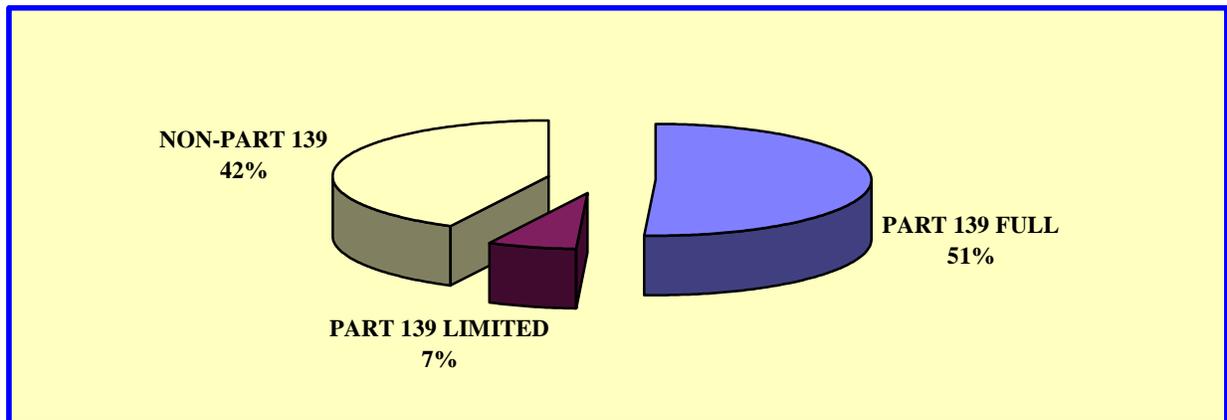
NOTE: Includes military facilities.

Exhibit 4-4
Vehicle/Pedestrian Deviations
By Airport Certification
2001 versus 2002
(January through October)

2001



2002



AIRPORT CERTIFICATION	2001	2002	Total
Part 139 Full	237	161	398
Part 139 Limited	23	21	44
Non-Part 139	145	135	280
Total	405	317	722

NOTE: Includes military facilities.

Exhibit 4-5
Vehicle/Pedestrian Deviations
Top Airports
12 Month Comparison (2002 Ranking)

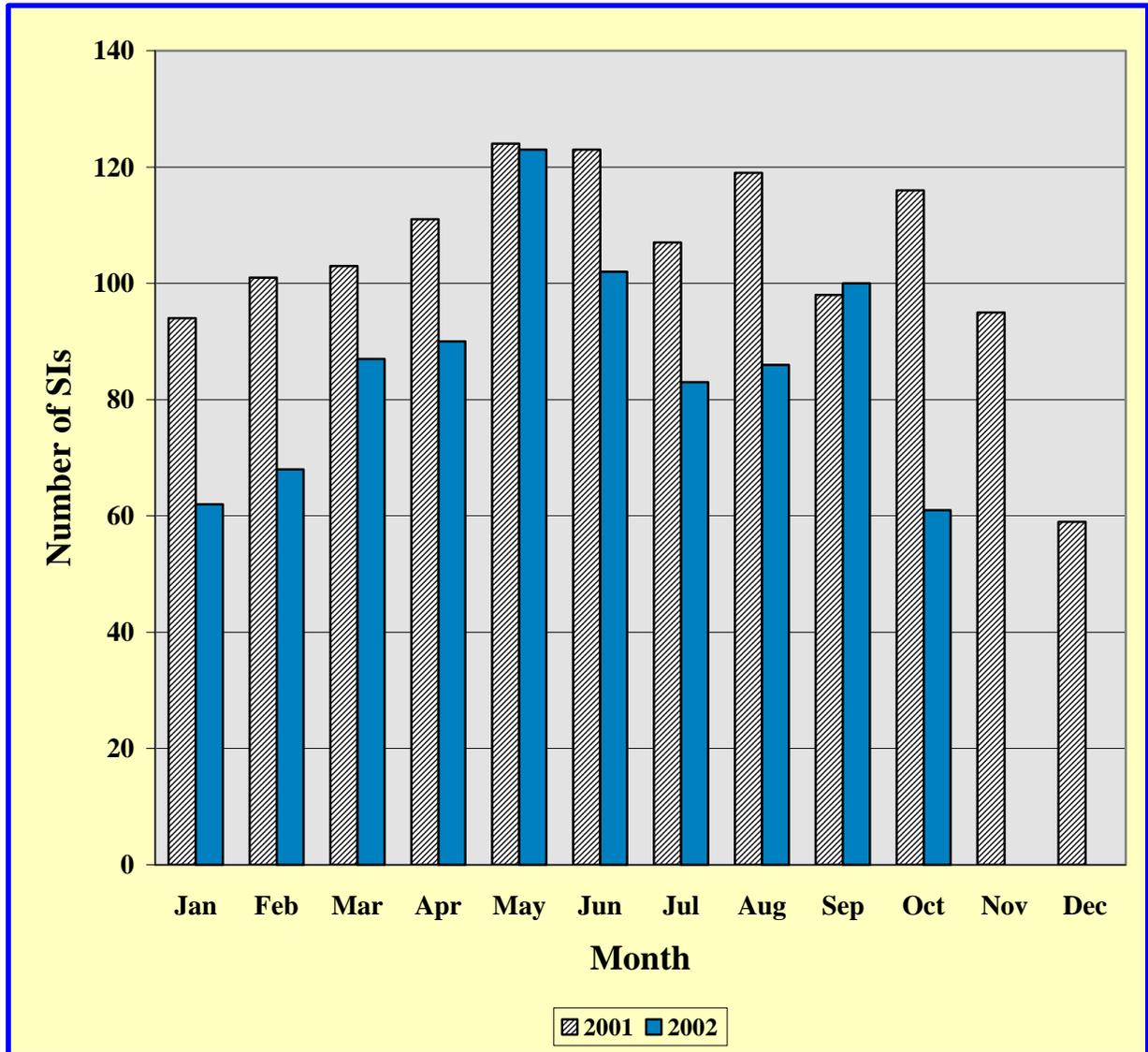
Airport	Nov 2000 - Oct 2001	Nov 2001 - Oct 2002
Merrill Field Arpt, AK	16	20
Ft. Lauderdale Executive Arpt, FL	9	13
Camarillo Arpt, CA	5	11
Chino Arpt, CA	6	10
Richard Lloyd Jones Jr. Arpt, OK	0	10
Anchorage Intl, AK	3	8
Fairbanks Intl, AK	3	8
Duluth Intl, MN	2	6
Falcon Field Arpt, AZ	3	6
Flying Cloud Arpt, MN	3	6
Kissimmee Muni Arpt, FL	0	6
San Jose Intl, CA	1	5
Kodiak Arpt, AK	4	5
Santa Monica Muni Arpt, CA	6	5
King Salmon Arpt, AK	1	5
Cincinnati Muni/Lunken Field Arpt, OH	9	4
Van Nuys Arpt, CA	0	4
The William B Hartsfield Atlanta Intl, GA	0	4
Seattle-Tacoma Intl, WA	5	4
Renton Muni Arpt, WA	0	4
Portland Intl, OR	3	4
Orlando Executive Arpt, FL	2	4
Mc Ghee Tyson Arpt, TN	0	4
John F. Kennedy Intl, NY	3	4
Crystal Arpt, MN	3	4
	0	
	0	
	0	
	0	

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.

Exhibit 5-1
Surface Incidents
By Month
2001 through October 2002



		MONTH												
YEAR	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	
2001	94	101	103	111	124	123	107	119	98	116	95	59	1250	
2002	62	68	87	90	123	102	83	86	100	61			862	

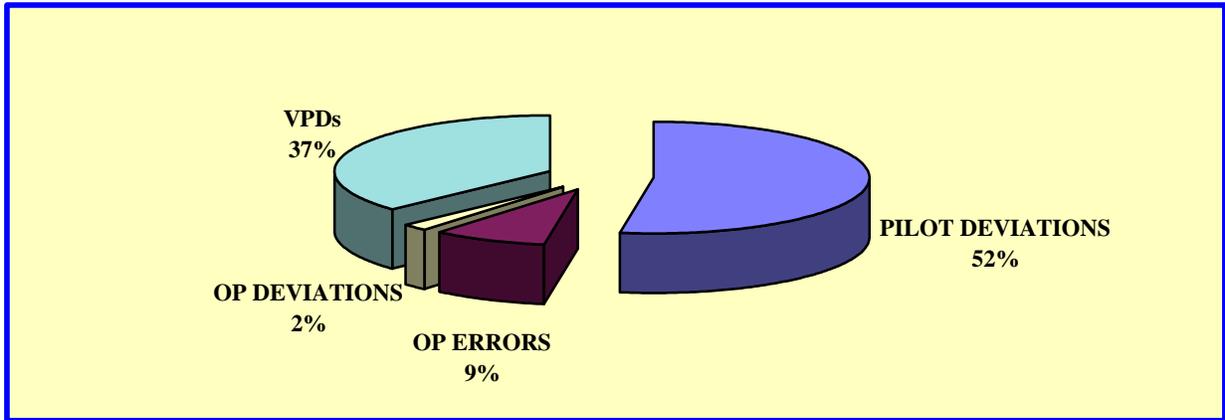
Exhibit 5-2
Surface Incidents
By Region and Month
2001 through October 2002

2001													
REGION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
AAL	4	0	1	4	4	8	6	9	8	1	3	6	54
ACE	3	3	3	6	5	7	11	4	5	12	4	3	66
AEA	5	7	9	11	9	6	8	7	6	12	7	5	92
AGL	10	18	19	16	20	24	15	14	12	17	12	5	182
ANE	4	1	0	4	5	6	9	9	5	4	1	2	50
ANM	7	9	7	11	10	6	11	13	13	14	13	4	118
ASO	18	27	20	20	18	26	14	24	18	15	14	15	229
ASW	8	6	9	13	7	10	10	7	7	12	7	2	98
AWP	35	30	35	26	46	30	23	32	24	29	34	17	361
Total	94	101	103	111	124	123	107	119	98	116	95	59	1250

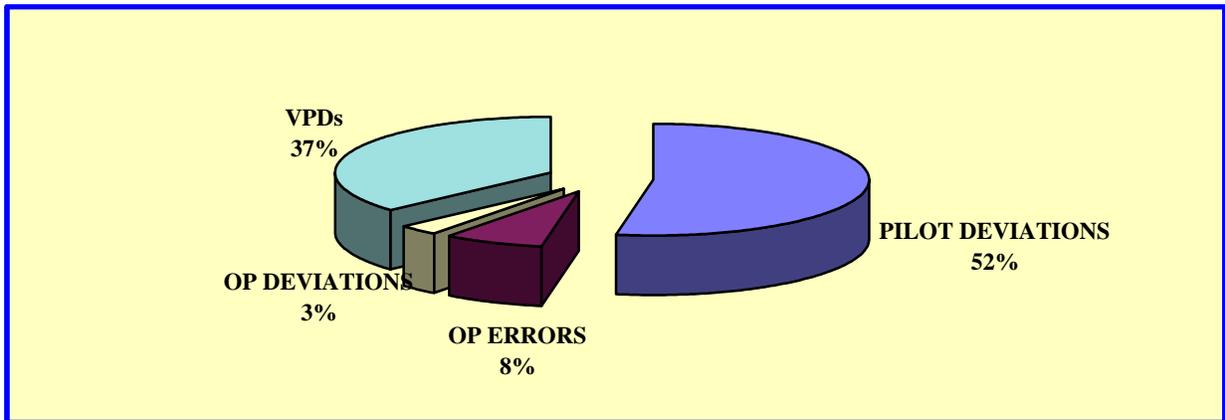
2002													
REGION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
AAL	4	9	4	9	11	5	2	6	8	5			63
ACE	1	0	8	5	10	8	7	2	6	3			50
AEA	7	5	9	7	13	9	3	8	7	10			78
AGL	10	6	12	8	15	24	26	22	17	9			149
ANE	2	0	1	1	2	0	2	0	2	2			12
ANM	3	4	3	8	9	9	10	17	11	2			76
ASO	22	20	20	22	17	14	12	11	12	11			161
ASW	2	4	8	8	9	8	7	4	9	6			65
AWP	11	20	22	22	37	25	14	16	28	13			208
Total	62	68	87	90	123	102	83	86	100	61			862

**Exhibit 5-3
Surface Incidents
By Type
2001 versus 2002
(January through October)**

2001



2002



INCIDENT TYPE	2001	2002	Total
Pilot Deviations	575	454	1029
Op Errors	96	66	162
Op Deviations	20	25	45
VPD's	405	317	722
Total	1096	862	1958

NOTE: Multiple deviations may originate from one surface incident. Consequently, duplicate counts may exist.

Exhibit 5-4
Surface Incidents
By Type and Month
2001 through October 2002

2001													
TYPE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Pilot Deviations	49	52	61	52	77	71	44	65	47	57	56	31	662
Op Errors	6	9	11	8	9	14	7	10	8	14	7	6	109
Op Deviations	1	3	1	2	1	1	3	3	1	4	0	1	21
VPD's	38	37	30	49	37	37	53	41	42	41	32	21	458
Total	94	101	103	111	124	123	107	119	98	116	95	59	1250

2002													
TYPE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Pilot Deviations	31	32	42	42	66	66	45	47	51	32			454
Op Errors	3	5	12	7	11	6	6	7	4	5			66
Op Deviations	0	2	2	1	8	3	4	3	2	0			25
VPD's	28	29	31	40	38	27	28	29	43	24			317
Total	62	68	87	90	123	102	83	86	100	61			862

Exhibit 5-5
Surface Incidents
Top Airports
12 Month Comparison (2002 Ranking)

Airport	Nov 2000 - Oct 2001	Nov 2001 - Oct 2002
Ft. Lauderdale Executive Arpt, FL	36	33
Flying Cloud Arpt, MN	10	27
Merrill Field Arpt, AK	19	22
Anchorage Intl, AK	6	20
Camarillo Arpt, CA	9	18
San Jose Intl, CA	14	18
Chino Arpt, CA	8	13
Los Angeles Intl, CA	23	13
Fairbanks Intl, AK	7	12
Seattle-Tacoma Intl, WA	13	12
Long Beach/Daugherty Field Arpt, CA	18	11
Richard Lloyd Jones Jr. Arpt, OK	2	11
Santa Barbara Muni Arpt, CA	10	11
Willow Run Arpt, MI	5	11
John Wayne-Orange County Arpt, CA	21	11
Baltimore-Washington Intl, MD	3	9
Mc Ghee Tyson Arpt, TN	9	9
Duluth Intl, MN	2	9
Salt Lake City Intl, UT	9	9
San Francisco Intl, CA	11	9
Portland Intl, OR	5	9

Exhibit 5-6
Surface Incidents By Airport
12 Month Comparison

November 2000 - October 2001 versus November 2001 - October 2002

Caution: A surface incident may be attributed to more than one event, yielding multiple incident reports.*

Airport	Pilot Deviations		Surface Errors		Surface Deviations		Vehicle/Pedestrian Deviations		Total		Rate	
	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02
Abilene Regional Arpt, TX	0	0	0	0	0	0	1	0	1	0	0.548	0.000
Adams Field Arpt, AR	2	2	1	0	0	0	1	0	4	2	0.950	0.469
Addison Arpt, TX	2	0	0	0	0	0	2	1	4	1	2.505	0.622
Akron-Canton Regional Arpt, OH	2	2	0	1	0	0	1	0	3	3	0.956	0.974
Albany Intl, NY	0	0	0	0	0	0	0	1	0	1	0.000	0.282
Albert Whitted Arpt, FL	1	1	0	0	0	0	1	0	2	1	2.115	0.000
Albuquerque Intl, NM	1	1	1	2	0	0	1	0	3	3	0.550	0.531
Allegheny County Arpt, PA	1	0	0	1	0	0	2	1	3	2	2.645	1.567
Altus AFB, OK	0	1	0	0	0	0	0	0	0	1	0.000	0.000
Amarillo Intl, TX	1	0	0	0	0	0	0	0	1	0	0.468	0.000
Anchorage Center, AK	1	0	0	0	0	0	0	0	1	0	0.000	0.000
Anchorage Intl, AK	3	8	0	3	0	1	3	8	6	20	1.983	6.812
Anchorage TRACON, AK	1	0	0	0	0	0	0	0	1	0	0.309	0.000
Andrews AFB, MD	0	1	0	0	0	0	1	1	1	2	0.519	1.008
Ann Arbor Muni Arpt, MI	0	1	0	0	0	0	3	0	3	1	3.021	1.031
Anniston Metro Arpt, AL	0	0	0	0	0	0	0	1	0	1	0.000	0.000
Anoka County-Blaine Arpt (Janes Field), MN	0	0	0	0	0	0	4	1	4	1	3.052	0.881
Aspen-Pitkin County/Sardy Field Arpt, CO	2	1	0	1	0	0	1	0	3	2	3.265	2.147
Athens/Ben Epps Arpt, GA	0	0	1	0	0	0	0	0	1	0	1.435	0.000
Atlantic City Intl, NJ	0	1	0	1	0	0	0	0	0	2	0.000	0.630
Augusta Rgnl at Bush Field Arpt, GA	1	0	0	0	0	0	0	0	1	0	0.780	0.000
Austin-Bergstrom Intl Arpt, TX	0	0	0	0	0	0	0	1	0	1	0.000	0.188
Baltimore-Washington Intl, MD	2	7	1	0	0	0	0	2	3	9	0.344	1.141
Bangor Intl, ME	0	0	0	1	0	0	0	0	0	1	0.000	0.569
Barnes Muni Arpt, MA	2	0	0	0	0	0	0	0	2	0	3.205	0.000
Barnstable Muni-Boardman/Polando Field Arpt, MA	0	0	0	0	0	0	1	0	1	0	0.744	0.000
Baton Rouge Metro, Ryan Field Arpt, LA	2	6	0	0	1	0	1	0	4	6	1.670	2.504
Benedum Arpt, WV	0	2	0	0	0	0	3	1	3	3	2.663	2.653

Actual Activity Data through 31-Oct-2002
 Forecast Activity Data 01-Sep-2002 - 31-Oct-2002
 Rates per 100,000 Operations

Exhibit 5-6
Surface Incidents By Airport
12 Month Comparison

November 2000 - October 2001 versus November 2001 - October 2002

Caution*: A surface incident may be attributed to more than one event, yielding multiple incident reports.

Airport	Pilot Deviations		Surface Errors		Surface Deviations		Vehicle/Pedestrian Deviations		Total		Rate	
	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02
Bethel Arpt, AK	1	3	0	0	1	0	3	1	5	4	4.437	3.640
Beverly Muni Arpt, MA	1	0	0	0	0	0	0	0	1	0	1.053	0.000
Binghamton Regional/Edwin A. Link Field Arpt, NY	1	0	1	0	0	0	0	0	2	0	1.565	0.000
Birmingham Arpt, AL	3	2	0	0	0	0	1	2	4	4	1.055	1.048
Bishop Intl, MI	0	0	0	0	0	1	1	0	1	1	0.390	0.374
Blue Grass Arpt, KY	0	1	0	0	0	0	1	0	1	1	0.413	0.408
Boca Raton Arpt, FL	0	1	0	0	0	0	0	0	0	1	0.000	1.302
Boeing Field/King County Intl, WA	3	2	0	0	0	1	2	0	5	3	1.632	0.939
Boise Air Terminal/Gowen Field Arpt, ID	9	5	1	0	1	0	2	0	13	5	4.039	1.550
Bolton Field Arpt, OH	0	0	0	0	0	0	1	0	1	0	0.000	0.000
Boston TRACON, MA	1	0	0	0	0	0	0	0	1	0	0.160	0.000
Bowman Field Arpt, KY	4	1	1	0	0	0	1	1	6	2	5.420	1.659
Brackett Field Arpt, CA	4	3	0	0	0	0	2	2	6	5	2.567	2.013
Bradley Intl, CT	2	0	2	1	0	0	4	0	8	1	4.756	0.656
Brownsville/South Padre Island Intl, TX	1	0	1	0	0	0	0	0	2	0	6.454	0.000
Buchanan Field Arpt, CA	12	5	0	0	0	0	4	1	16	6	10.515	3.745
Bucholz AAF(Kwajalein Kmr)(Atoll)	1	0	0	0	0	0	3	1	4	1	13.918	4.024
Buffalo Niagara Intl, NY	0	1	0	0	0	0	0	1	0	2	0.000	0.600
Burbank-Glendale-Pasadena Arpt, CA	3	1	0	0	0	0	3	1	6	2	3.736	1.190
Burlington Intl, VT	2	0	0	0	0	0	2	1	4	1	1.804	0.492
Camarillo Arpt, CA	4	7	0	0	0	0	5	11	9	18	4.965	9.244
Cape Girardeau Rgnl Arpt, MO	0	1	0	0	0	0	0	0	0	1	0.000	0.000
Capital Arpt, IL	0	1	0	0	0	2	1	0	1	3	0.647	0.000
Capital City Arpt, PA	0	0	0	0	0	0	1	0	1	0	1.527	0.000
Centennial Arpt, CO	0	1	0	0	0	0	4	1	4	2	1.084	0.460
Central Nebraska Regional Arpt, NE	1	0	0	0	0	0	0	0	1	0	4.335	0.000
Central Wisconsin Arpt, WI	0	0	0	0	0	0	1	0	1	0	2.615	0.000
Chandler Muni, AZ	3	2	1	1	0	0	4	2	8	5	3.368	2.640

Actual Activity Data through 31-Oct-2002

Forecast Activity Data 01-Sep-2002 - 31-Oct-2002

Rates per 100,000 Operations

Exhibit 5-6
Surface Incidents By Airport
12 Month Comparison

November 2000 - October 2001 versus November 2001 - October 2002

Caution: A surface incident may be attributed to more than one event, yielding multiple incident reports.*

Airport	Pilot Deviations		Surface Errors		Surface Deviations		Vehicle/Pedestrian Deviations		Total		Rate	
	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02
Charleston AFB/Intl, SC	1	0	0	0	0	0	1	2	2	2	0.661	0.670
Charlotte/Douglas Intl, NC	5	0	2	0	0	0	1	1	8	1	0.753	0.093
Chicago Center, IL	1	0	0	0	0	0	0	0	1	0	0.000	0.000
Chicago Midway Arpt, IL	1	0	0	0	0	0	2	0	3	0	1.075	0.000
Chicago Ohare Intl, IL	1	1	5	1	0	0	11	2	17	4	1.852	0.442
Chino Arpt, CA	1	1	1	1	0	1	6	10	8	13	5.335	7.974
Cincinnati Muni/Lunken Field Arpt, OH	1	3	0	0	0	0	9	4	10	7	8.084	5.172
Cincinnati/Northern Kentucky Intl, OH	3	3	0	1	0	0	0	0	3	4	0.335	0.380
City of Colorado Springs Muni Arpt, CO	1	0	0	0	0	0	0	0	1	0	0.267	0.000
Cleveland Center, OH	0	1	1	0	0	0	0	0	1	1	0.000	0.000
Cleveland-Hopkins Intl, OH	8	4	0	1	0	0	1	1	9	6	1.300	0.948
Cobb County-Mc Collum Field, GA	0	1	0	0	0	0	0	0	0	1	0.000	0.880
Columbia Metro Arpt, SC	1	0	0	0	0	0	0	0	1	0	0.357	0.000
Columbia Regional Arpt, MO	1	1	0	0	0	0	0	0	1	1	2.982	2.897
Columbus Metro Arpt, GA	2	0	0	0	0	0	0	1	2	1	1.294	0.893
Columbus Muni Arpt, IN	1	0	0	0	0	0	0	0	1	0	11.651	0.000
Craig Muni Arpt, FL	1	1	0	0	0	0	0	0	1	1	0.696	0.640
Craven County Regional Arpt, NC	0	2	0	0	0	0	0	0	0	2	0.000	4.402
Crystal Arpt, MN	1	2	0	0	0	0	3	4	4	6	2.659	4.127
Cuyahoga County Arpt, OH	0	0	0	0	0	0	0	1	0	1	0.000	1.429
Dallas Love Field Arpt, TX	1	2	0	0	0	0	0	0	1	2	0.404	0.846
Dallas-Ft. Worth Intl, TX	4	0	4	0	0	0	1	0	9	0	1.096	0.000
Danbury Muni Arpt, CT	5	1	0	0	0	0	2	0	7	1	6.294	0.876
Dane County Regional-Truax Field Arpt, WI	2	1	0	0	0	0	0	0	2	1	0.698	0.326
David Wayne Hooks Memorial Arpt, TX	1	3	0	0	0	0	3	2	4	5	2.122	2.506
Davis-Monthan AFB, AZ	0	1	0	0	0	0	0	0	0	1	0.000	0.000
Daytona Beach Intl Arpt, FL	1	0	2	1	0	0	0	0	3	1	0.306	0.112
Dekalb-Peachtree Arpt, GA	10	5	1	1	0	1	8	1	19	8	9.090	3.602

Actual Activity Data through 31-Oct-2002
 Forecast Activity Data 01-Sep-2002 - 31-Oct-2002
 Rates per 100,000 Operations

Exhibit 5-6
Surface Incidents By Airport
12 Month Comparison

November 2000 - October 2001 versus November 2001 - October 2002

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Airport	Pilot Deviations		Surface Errors		Surface Deviations		Vehicle/Pedestrian Deviations		Total		Rate	
	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02
Denver Center, CO	1	0	0	0	0	0	0	0	1	0	0.000	0.000
Denver Intl, CO	1	1	1	1	0	0	0	0	2	2	0.384	0.401
Des Moines Intl, IA	2	3	1	0	0	0	2	1	5	4	1.895	1.472
Detroit City Arpt, MI	0	0	0	0	0	0	3	0	3	0	3.180	0.000
Detroit Metro Wayne County Arpt, MI	5	3	1	1	0	0	7	3	13	7	2.446	1.406
Dubuque Regional Arpt, IA	1	4	0	0	0	0	0	1	1	5	2.207	10.056
Duluth Intl, MN	0	3	0	0	0	0	2	6	2	9	2.000	8.322
Dupage Arpt, IL	3	1	0	0	0	0	1	2	4	3	2.132	1.637
Dutchess County Arpt, NY	1	0	0	0	0	0	3	0	4	0	2.950	0.000
Edwards AFB, CA	2	0	0	0	0	0	0	0	2	0	0.000	0.000
Eglin AFB, FL	1	0	0	0	0	0	0	0	1	0	0.000	0.000
El Monte Arpt, CA	0	0	0	0	0	0	2	0	2	0	1.151	0.000
El Paso Intl, TX	2	0	0	0	0	0	0	0	2	0	0.757	0.000
Elko Muni-J.C. Harris Field Arpt, NV	1	0	0	0	0	0	2	2	3	2	10.901	8.418
Elmira/Corning Regional Arpt, NY	1	0	0	0	0	2	1	0	2	2	1.519	1.624
Enid Woodring Muni Arpt, OK	1	0	0	0	0	0	0	0	1	0	0.000	0.000
Eppley Airfield Arpt, NE	9	4	0	1	0	1	0	0	9	6	6.221	4.032
Erie Intl, PA	0	0	0	0	0	0	1	0	1	0	0.849	0.000
Ernest A. Love Field Arpt, AZ	6	3	0	0	0	0	1	2	7	5	2.131	1.505
Essex County Arpt, NJ	1	1	0	1	0	0	0	0	1	2	0.585	1.209
Evansville Regional Arpt, IN	1	1	0	0	0	0	1	0	2	1	0.990	0.456
Fairbanks Intl, AK	4	4	0	0	0	0	3	8	7	12	2.807	4.993
Falcon Field Arpt, AZ	0	0	1	0	0	0	3	6	4	6	1.573	2.267
Fanning Field Arpt, ID	0	1	0	0	0	0	0	1	0	2	0.000	4.955
Felts Field Arpt, WA	0	0	1	0	0	0	0	1	1	1	1.482	1.497
Fernando Luis Ribas Dominici Arpt, PR	0	0	0	0	0	0	0	3	0	3	0.000	2.746
Flagstaff Pulliam Arpt, AZ	0	1	0	0	0	0	0	0	0	1	0.000	1.798
Florence Regional Arpt, SC	1	0	1	0	0	0	0	0	2	0	1.773	0.000

Actual Activity Data through 31-Oct-2002

Forecast Activity Data 01-Sep-2002 - 31-Oct-2002

Rates per 100,000 Operations

Exhibit 5-6
Surface Incidents By Airport
12 Month Comparison

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	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02
Flying Cloud Arpt, MN	7	16	0	4	0	1	3	6	10	27	5.570	13.525
Forbes Field Arpt, KS	0	0	0	0	0	0	0	1	0	1	0.000	2.331
Fort Smith Muni Arpt, AR	2	0	0	0	0	0	0	1	2	1	0.721	0.406
Fort Wayne Intl, IN	1	0	0	0	0	0	1	0	2	0	0.772	0.000
Fort Worth Meacham Arpt, TX	0	3	0	0	0	0	3	0	3	3	1.210	1.316
Forth Worth Alliance Arpt, TX	1	0	0	0	0	0	0	0	1	0	0.614	0.000
Fresno Yosemite Intl Arpt, CA	8	5	1	0	0	0	0	1	9	6	1.586	1.466
Ft. Lauderdale Executive Arpt, FL	25	18	2	1	0	1	9	13	36	33	14.650	13.274
Ft. Lauderdale/Hollywood Intl, FL	3	2	1	0	0	0	0	0	4	2	1.352	0.729
Fullerton Muni Arpt, CA	0	0	0	0	0	0	0	1	0	1	0.000	0.904
Fulton County Arpt-Brown Field Arpt, GA	0	0	0	0	0	0	0	2	0	2	0.000	1.490
Garden City Regional Arpt, KS	3	0	0	0	0	0	0	1	3	1	14.539	4.920
General Edward Lawrence Logan Intl, MA	8	1	1	1	1	0	0	0	10	2	2.048	0.470
General Mitchell Intl, WI	6	1	0	1	0	0	2	2	8	4	1.472	0.727
General William J. Fox Airfield Arpt, CA	1	1	0	0	0	0	0	0	1	1	0.000	0.000
George Bush Intercontinental Arpt, TX	0	2	0	1	0	0	0	0	0	3	0.000	0.675
Gila Bend AF Aux, AZ	1	1	0	0	0	0	0	0	1	1	0.000	0.000
Gillespie Field Arpt, CA	3	3	0	0	0	0	8	2	11	5	6.217	2.739
Glendale Municipal, AZ	3	0	0	0	0	0	1	0	4	0	3.570	0.000
Grand Forks Intl, ND	3	0	0	0	1	0	0	1	4	1	1.523	0.375
Grand Strand Arpt, SC	0	1	0	0	0	0	0	0	0	1	0.000	1.628
Grant County Arpt, WA	0	0	0	1	0	0	2	1	2	2	1.314	1.293
Great Falls Intl, MT	0	2	0	0	0	0	0	0	0	2	0.000	1.634
Greater Pittsburgh Intl, PA	1	1	1	0	0	0	0	0	2	1	0.201	0.101
Greater Rochester Intl, NY	8	2	1	0	0	0	2	0	11	2	3.300	0.645
Greater Rockford Arpt, IL	0	2	0	1	0	0	0	1	0	4	0.000	1.597
Greenville Downtown Arpt, SC	1	1	0	0	0	0	0	0	1	1	1.245	1.244
Greenville-Spartanburg Intl Arpt, SC	0	1	0	0	0	0	0	0	0	1	0.000	0.422

Actual Activity Data through 31-Oct-2002

Forecast Activity Data 01-Sep-2002 - 31-Oct-2002

Rates per 100,000 Operations

Exhibit 5-6
Surface Incidents By Airport
12 Month Comparison

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	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02
Greenwood-Leflore Arpt, MS	0	0	0	0	0	0	2	0	2	0	0.000	0.000
Gregg County Arpt, TX	1	1	0	0	0	0	0	0	1	1	0.550	0.526
Groton-New London Arpt, CT	2	1	0	0	0	0	2	0	4	1	5.125	1.427
Gulfport-Biloxi Regional Arpt, MS	1	2	0	0	0	0	0	1	1	3	0.487	1.385
Hagerstown Rgnl-Richard A Henson Field Arpt, MD	0	0	0	0	0	0	1	0	1	0	1.932	0.000
Hayward Executive Arpt, CA	0	0	0	0	0	0	1	2	1	2	0.603	1.301
Hector Intl, ND	1	1	0	2	0	0	1	2	2	5	1.270	3.228
Hickory Regional Arpt, NC	1	0	0	0	0	0	1	1	2	1	4.244	2.672
Honolulu Consolidated Facility, HI	0	1	0	0	0	0	0	1	0	2	0.000	0.488
Honolulu Intl, HI	0	1	1	0	0	0	0	1	1	2	0.146	0.302
Huntsville Intl/Carl T. Jones Field Arpt, AL	5	2	0	0	0	0	0	0	5	2	2.457	1.002
Huron Regional Arpt, SD	0	1	0	0	0	0	0	0	0	1	0.000	0.000
Hutchinson Muni Arpt, KS	0	0	0	0	0	0	3	0	3	0	4.563	0.000
Igor I. Sikorsky Memorial Arpt, CT	2	0	0	0	0	0	0	1	2	1	2.218	0.984
Indianapolis Intl, IN	3	2	1	0	0	0	1	0	5	2	0.836	0.378
Jack Northrop Fld-Hawthorne Muni Arpt, CA	1	0	0	0	0	0	2	0	3	0	3.922	0.000
Jackson County-Reynolds Field Arpt, MI	2	2	0	0	0	0	3	1	5	3	8.262	4.499
Jackson Hole Arpt, WY	11	7	0	0	0	0	0	0	11	7	27.122	22.669
Jackson Intl, MS	1	1	0	0	0	0	0	1	1	2	0.483	1.052
Jacksonville Intl, FL	0	0	0	0	0	0	0	1	0	1	0.000	0.178
James M. Cox Dayton Intl, OH	3	0	0	1	0	0	2	3	5	4	1.022	0.813
Jeffco Arpt, CO	3	3	0	1	0	0	11	2	14	6	8.356	3.352
Joe Foss Field Arpt, SD	0	1	0	1	0	0	1	1	1	3	0.623	1.795
John F. Kennedy Intl, NY	0	1	2	0	0	0	3	4	5	5	1.508	1.646
John Wayne-Orange County Arpt, CA	14	10	1	0	1	0	5	1	21	11	5.442	2.747
Johnson County Executive Arpt, KS	0	0	0	0	0	0	0	1	0	1	0.000	0.993
Johnstown-Cambria County Arpt, PA	0	0	0	0	0	0	1	0	1	0	0.000	0.000
Jonesboro Muni Arpt, AR	0	0	0	0	1	0	0	0	1	0	0.000	0.000

Actual Activity Data through 31-Oct-2002

Forecast Activity Data 01-Sep-2002 - 31-Oct-2002

Rates per 100,000 Operations

Exhibit 5-6
Surface Incidents By Airport
12 Month Comparison

November 2000 - October 2001 versus November 2001 - October 2002

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	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02
Joplin Regional Arpt, MO	3	2	0	0	0	0	0	0	3	2	8.202	5.059
Joslin Field-Magic Valley Rgnl Arpt, ID	0	1	0	0	0	0	1	0	1	1	0.000	0.000
Juneau Intl, AK	0	1	2	1	0	1	1	0	3	3	2.093	2.267
Kahului Arpt, HI	1	0	0	0	0	0	1	0	2	0	1.221	0.000
Kalaheo (John Rodgers Field), HI	1	0	0	0	0	0	0	0	1	0	0.000	0.000
Kalamazoo/Battle Creek Intl, MI	4	1	0	0	0	0	2	0	6	1	2.511	0.399
Kansas City Center, MO	1	0	0	0	0	0	0	0	1	0	0.000	0.000
Kansas City Downtown Arpt, MO	2	1	0	0	0	0	1	1	3	2	2.591	1.585
Kansas City Intl, MO	0	1	0	0	0	0	0	1	0	2	0.000	0.375
Kenai Muni Arpt, AK	1	0	0	0	0	0	0	0	1	0	1.755	0.000
Kendall-Tamiami Executive Arpt, FL	1	1	0	0	0	0	1	0	2	1	0.000	0.000
Kenosha Rgnl Airport, WI	1	2	0	0	0	0	0	2	1	4	1.044	4.205
Kent County Intl, MI	0	1	0	1	0	0	0	0	0	2	0.000	0.665
Key West Intl, FL	0	0	0	0	0	0	1	0	1	0	1.032	0.000
King Salmon Arpt, AK	0	0	0	0	0	0	1	5	1	5	3.845	18.560
Kissimmee Muni Arpt, FL	1	1	0	0	0	0	0	6	1	7	0.603	5.764
Klamath Falls Intl, OR	0	1	0	0	0	0	1	0	1	1	2.123	2.071
Kodiak Arpt, AK	0	0	0	1	0	0	4	5	4	6	13.838	16.683
Kona Intl at Keahole Arpt, HI	1	0	0	0	0	0	0	0	1	0	0.939	0.000
La Guardia Arpt, NY	2	3	3	0	0	0	0	0	5	3	1.269	0.843
Lafayette Regional Arpt, LA	1	2	0	0	0	0	1	0	2	2	1.026	1.053
Lake Charles Regional Arpt, LA	0	0	0	0	0	0	0	1	0	1	0.000	0.919
Lake Hood SPB, AK	4	1	0	0	0	0	2	0	6	1	0.000	0.000
Lakefront Arpt, LA	2	2	0	0	0	0	1	2	3	4	2.430	3.104
Lakeland Linder Regional Arpt, FL	6	1	0	0	0	0	1	3	7	4	3.416	2.774
Lambert-St. Louis Intl, MO	12	7	1	0	0	0	2	0	15	7	0.000	0.000
Laughlin/Bullhead Intl Arpt, AZ	5	1	0	0	0	0	5	0	10	1	19.239	3.766
Laurence G. Hanscom Field Arpt, MA	1	0	0	0	1	1	1	0	3	1	1.455	0.471

Actual Activity Data through 31-Oct-2002
 Forecast Activity Data 01-Sep-2002 - 31-Oct-2002
 Rates per 100,000 Operations

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	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02
Lawrence Muni Arpt, MA	0	1	0	0	0	0	0	0	0	1	0.000	1.063
Lihue Arpt, HI	0	0	1	0	0	0	0	1	1	1	0.942	0.981
Lincoln Muni Arpt, NE	3	4	0	0	0	0	1	0	4	4	1.975	1.926
Long Beach/Daugherty Field Arpt, CA	11	9	0	1	0	0	7	1	18	11	4.965	2.965
Long Island Mac Arthur Arpt, NY	3	1	0	1	0	0	0	0	3	2	1.306	0.916
Los Angeles Intl, CA	19	11	2	0	0	1	2	1	23	13	2.987	1.992
Louisville Intl-Standiford Field Arpt, KY	6	2	1	0	0	0	2	0	9	2	1.957	0.422
Lovell Field Arpt, TN	0	0	0	0	0	0	1	0	1	0	0.393	0.000
Lubbock Intl, TX	1	3	0	0	0	0	0	0	1	3	0.507	1.405
Luis Munoz Marin Intl, PR	4	3	1	3	0	0	8	2	13	8	6.245	3.975
Lynchburg Regional/Preston Glenn Field Arpt, VA	0	1	0	0	0	0	0	0	0	1	0.000	1.936
Mac Dill AFB, FL	1	0	0	0	0	0	0	0	1	0	0.000	0.000
Mahlon Sweet Field Arpt, OR	4	3	4	0	0	0	2	2	10	5	4.945	2.710
Manassas Rgnl/Harry P. Davis Field Arpt, VA	1	1	0	0	0	0	0	0	1	1	0.779	0.723
Manchester Arpt, NH	2	0	0	0	0	0	0	2	2	2	0.531	0.574
Manhattan Rgnl Arpt, KS	4	0	0	0	0	0	0	0	4	0	0.000	0.000
Mansfield Lahm Muni Arpt, OH	0	1	0	0	0	0	0	0	0	1	0.000	0.918
MBS Intl, MI	1	1	0	0	0	0	0	0	1	1	0.494	0.531
Mc Carran Intl, NV	4	1	1	0	0	0	1	0	6	1	1.173	0.199
Mc Clellan-Palomar Arpt, CA	0	0	0	0	0	0	1	0	1	0	0.438	0.000
Mc Ghee Tyson Arpt, TN	9	4	0	0	0	1	0	4	9	9	0.000	0.000
Mc Kellar-Sipes Regional Arpt, TN	3	0	0	0	0	0	0	0	3	0	8.828	0.000
Mc Kinney Muni Arpt, TX	1	0	0	0	0	0	0	1	1	1	0.000	0.000
Mc Minnville Muni Arpt, OR	0	0	0	0	1	0	0	0	1	0	0.000	0.000
McNary Field Arpt, OR	1	1	0	0	0	0	1	1	2	2	4.001	3.903
Meadows Field Arpt, CA	1	0	1	0	0	0	0	0	2	0	0.757	0.000
Melbourne Regional Arpt, FL	0	2	0	0	0	0	0	0	0	2	0.000	1.092
Memphis Intl, TN	1	2	2	1	0	0	2	2	5	5	0.569	0.581

Actual Activity Data through 31-Oct-2002

Forecast Activity Data 01-Sep-2002 - 31-Oct-2002

Rates per 100,000 Operations

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	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02
Merrill C. Meigs Arpt, IL	1	0	0	0	0	0	0	0	1	0	3.251	0.000
Merrill Field Arpt, AK	1	0	2	2	0	0	16	20	19	22	10.290	12.393
Metropolitan Oakland Intl, CA	4	0	0	0	1	0	12	2	17	2	4.170	0.494
Miami Intl, FL	3	1	2	0	0	0	0	1	5	2	0.347	0.146
Michiana Rgnl Transportation Ctr Arpt, IN	1	0	0	0	0	0	4	1	5	1	2.278	0.422
Mid Delta Rgnl, MS	1	1	0	0	0	0	0	0	1	1	2.879	2.880
Middle Georgia Regional Arpt, GA	2	0	0	0	0	0	0	0	2	0	5.872	0.000
Minneapolis-St. Paul Intl/Wold Chamberlain Arpt, MN	1	6	1	0	2	0	5	1	9	7	1.773	1.409
Missoula Intl, MT	1	1	0	0	0	0	0	1	1	2	1.724	3.101
Mobile Regional Arpt, AL	0	1	0	0	0	0	0	0	0	1	0.000	0.375
Modesto City-County--Harry Sham Fld Arpt, CA	0	0	0	0	0	0	1	0	1	0	1.115	0.000
Monroe Regional Arpt, LA	3	1	0	0	0	0	3	2	6	3	4.689	2.197
Monterey Peninsula Arpt, CA	2	1	0	0	0	0	0	0	2	1	0.848	0.461
Montgomery Field Arpt, CA	2	2	0	1	0	0	3	3	5	6	2.283	2.460
Montgomery Rgnl (Dannelly Field) Arpt, AL	0	0	1	1	0	0	0	0	1	1	0.475	0.512
Muskegon County Arpt, MI	1	2	1	0	0	0	2	0	4	2	2.118	1.059
Nantucket Memorial Arpt, MA	0	0	0	0	0	0	1	1	1	1	0.615	0.666
Naples Muni Arpt, FL	4	0	0	0	0	0	1	0	5	0	3.613	0.000
Nashville Intl, TN	0	1	0	0	0	0	3	1	3	2	0.554	0.353
New Bedford Muni Arpt, MA	0	0	0	0	0	0	1	0	1	0	1.577	0.000
New Castle County Arpt, DE	0	1	0	0	0	0	0	0	0	1	0.000	0.732
New Century Aircenter,KS	0	1	0	1	0	0	2	0	2	2	2.851	3.336
New Hanover Intl, NC	1	2	0	0	0	0	1	0	2	2	1.080	1.047
New Orleans Intl/Moisant Field Arpt, LA	0	0	0	0	0	0	1	1	1	1	0.229	0.234
Newark Intl, NJ	4	4	1	0	0	0	3	1	8	5	1.759	1.196
Newport News/Williamsburg Intl, VA	1	1	0	0	0	0	1	0	2	1	0.915	0.455
Norfolk Intl, VA	0	1	0	0	0	0	0	1	0	2	0.000	0.455
North Las Vegas Arpt, NV	10	6	1	0	1	0	2	1	14	7	0.000	0.000

Actual Activity Data through 31-Oct-2002
 Forecast Activity Data 01-Sep-2002 - 31-Oct-2002
 Rates per 100,000 Operations

Exhibit 5-6
Surface Incidents By Airport
12 Month Comparison

November 2000 - October 2001 versus November 2001 - October 2002

Caution*: A surface incident may be attributed to more than one event, yielding multiple incident reports.

Airport	Pilot Deviations		Surface Errors		Surface Deviations		Vehicle/Pedestrian Deviations		Total		Rate	
	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02
North Perry Arpt, FL	1	0	0	0	0	0	1	0	2	0	1.118	0.000
Northwest Arkansas Rgnl, AR	1	0	0	0	0	0	0	0	1	0	0.000	0.000
Norwood Memorial Arpt, MA	3	0	0	0	0	0	0	0	3	0	3.318	0.000
Oakland County Intl Arpt, MI	0	0	0	0	0	0	0	3	0	3	0.000	0.968
Ogden-Hinckley Arpt, UT	0	0	0	0	0	0	1	0	1	0	1.001	0.000
Ohio State University Arpt, OH	2	0	0	0	0	0	0	0	2	0	2.098	0.000
Olympia Arpt, WA	0	0	0	0	0	0	1	0	1	0	1.304	0.000
Ontario Intl, CA	3	2	0	0	0	0	0	0	3	2	1.906	1.317
Orlando Executive Arpt, FL	1	0	2	0	0	0	2	4	5	4	2.417	2.007
Orlando Intl, FL	1	1	0	0	0	0	1	0	2	1	0.206	0.109
Orlando Sanford Arpt, FL	0	3	0	0	0	0	1	0	1	3	0.251	0.929
Otis ANGB Arpt, MA	1	0	0	0	0	0	0	0	1	0	0.000	0.000
Outagamie County Rgnl Arpt, WI	0	0	0	1	0	0	0	0	0	1	0.000	1.611
Owensboro-Daviess County Arpt, KY	0	1	0	0	0	0	4	3	4	4	6.087	6.019
Page Field Arpt, FL	0	0	0	0	0	0	0	1	0	1	0.000	1.023
Pago Pago Intl, AS	0	0	0	0	0	0	6	0	6	0	23.619	0.000
Palm Beach Intl, FL	2	4	1	1	0	0	0	0	3	5	0.488	0.913
Palm Springs Intl, CA	9	5	0	0	0	0	2	1	11	6	4.518	2.313
Palmdale Prodn Flt/Test Instln Arpt, CA	0	0	0	0	0	0	1	1	1	1	2.439	2.668
Palo Alto of Santa Clara County Arpt, CA	0	1	0	0	0	0	0	0	0	1	0.000	0.478
Palwaukee Muni Arpt, IL	2	1	1	0	0	0	1	0	4	1	2.358	0.572
Panama City-Bay County Intl Arpt, FL	0	0	0	0	0	0	1	1	1	1	1.276	1.198
Pensacola Regional Arpt, FL	3	2	0	0	0	0	0	0	3	2	2.586	1.511
Philadelphia Intl, PA	2	2	0	2	0	0	1	2	3	6	0.263	0.528
Philip Billard Muni Arpt, KS	1	1	0	0	0	0	1	0	2	1	0.000	0.000
Phoenix Goodyear Arpt, AZ	2	1	0	0	0	0	1	2	3	3	2.226	2.285
Phoenix Sky Harbor Intl, AZ	7	4	2	2	0	0	5	1	14	7	2.252	1.220
Phoenix-Deer Valley Muni Arpt, AZ	1	2	1	0	0	1	4	3	6	6	1.752	1.638

Actual Activity Data through 31-Oct-2002

Forecast Activity Data 01-Sep-2002 - 31-Oct-2002

Rates per 100,000 Operations

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Airport	Pilot Deviations		Surface Errors		Surface Deviations		Vehicle/Pedestrian Deviations		Total		Rate	
	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02
Piedmont Triad Intl, NC	0	1	0	0	0	0	0	1	0	2	0.000	0.525
Port Columbus Intl, OH	0	1	1	0	0	0	0	0	1	1	0.159	0.154
Portland Intl Jetport Arpt, ME	0	0	0	1	0	0	0	0	0	1	0.000	0.389
Portland Intl, OR	0	5	2	0	0	0	3	4	5	9	1.658	3.188
Portland-Hillsboro Arpt, OR	0	1	0	0	0	0	0	0	0	1	0.000	0.444
Portland-Troutdale Arpt, OR	2	3	0	0	1	0	1	2	4	5	0.000	0.000
Princeton Municipal Airport, MN	1	0	0	0	0	0	0	0	1	0	0.000	0.000
Provo Muni Arpt, UT	0	0	0	0	0	0	0	1	0	1	0.000	0.000
Pueblo Memorial Arpt, CO	0	0	0	0	0	0	0	1	0	1	0.000	0.803
Quad-City Arpt Intl, IL	0	1	1	2	0	0	0	1	1	4	0.626	2.271
Raleigh-Durham Intl, NC	5	4	0	0	0	0	2	0	7	4	1.075	0.729
Rapid City Regional Arpt, SD	0	2	0	0	0	0	0	0	0	2	0.000	3.023
Reading Regional/Carl A. Spaatz Field Arpt, PA	0	0	2	0	0	0	0	1	2	1	1.026	0.521
Redding Muni Arpt, CA	0	2	0	0	0	0	1	0	1	2	1.373	2.457
Reid-Hillview of Santa Clara County Arpt, CA	2	0	0	0	0	0	1	1	3	1	1.272	0.453
Reno/Tahoe Intl, NV	7	6	0	0	0	0	0	2	7	8	2.216	2.484
Renton Muni Arpt, WA	0	0	0	0	0	0	0	4	0	4	0.000	3.343
Republic Arpt, NY	2	2	0	1	0	0	0	2	2	5	1.007	2.370
Richard Lloyd Jones Jr. Arpt, OK	2	1	0	0	0	0	0	10	2	11	0.760	3.366
Richmond Intl, VA	1	0	1	0	1	0	4	1	7	1	1.565	0.241
Riverside Muni Arpt, CA	0	1	0	0	0	0	0	1	0	2	0.000	1.842
Roanoke Regional/Woodrum Field Arpt, VA	3	0	1	0	0	0	1	1	5	1	2.148	0.428
Roberts Field Arpt, OR	2	3	1	0	0	0	0	0	3	3	5.538	6.830
Rochester Intl Arpt, MN	2	0	1	0	1	0	1	2	5	2	4.305	1.742
Rock County Arpt, WI	2	1	0	0	0	0	0	1	2	2	2.532	2.306
Ronald Reagan Washington National Arpt, DC	2	0	2	0	0	0	0	0	4	0	0.437	0.000
Roswell Industrial Air Center Arpt, NM	1	0	0	0	0	0	0	0	1	0	0.767	0.000
Sacramento Intl Arpt, CA	0	1	0	0	0	0	0	2	0	3	0.000	1.909

Actual Activity Data through 31-Oct-2002

Forecast Activity Data 01-Sep-2002 - 31-Oct-2002

Rates per 100,000 Operations

Exhibit 5-6
Surface Incidents By Airport
12 Month Comparison

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Airport	Pilot Deviations		Surface Errors		Surface Deviations		Vehicle/Pedestrian Deviations		Total		Rate	
	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02
Salina Muni Arpt, KS	0	1	0	0	0	0	0	0	0	1	0.000	1.129
Salinas Muni Arpt, CA	0	1	0	0	0	0	2	3	2	4	2.346	5.720
Salisbury-Ocean City-Wicomico Rgnl Arpt, MD	0	1	0	0	0	0	0	0	0	1	0.000	2.259
Salt Lake City Intl, UT	4	6	1	2	2	0	2	1	9	9	2.455	2.274
Salt Lake City TRACON, UT	0	0	1	0	0	0	0	0	1	0	0.177	0.000
San Antonio Intl, TX	4	5	1	0	0	2	1	0	6	7	0.897	1.041
San Diego Intl-Lindbergh Field Arpt, CA	1	1	0	1	0	0	4	2	5	4	2.371	1.934
San Francisco Intl, CA	1	3	0	2	2	1	8	3	11	9	2.745	2.432
San Jose Intl, CA	12	12	1	0	0	1	1	5	14	18	4.970	7.505
Santa Barbara Muni Arpt, CA	5	6	1	0	0	2	4	3	10	11	3.271	3.605
Santa Fe County Muni Arpt, NM	2	0	0	0	0	0	1	0	3	0	3.811	0.000
Santa Maria Public/Capt G Allan Hancock Arpt, CA	0	0	0	0	0	0	0	1	0	1	0.000	1.312
Santa Monica Muni Arpt, CA	1	1	0	0	0	0	6	5	7	6	4.566	3.683
Sarasota-Bradenton Intl Arpt, FL	5	1	0	0	0	0	1	0	6	1	3.564	0.000
Savannah Intl, GA	3	3	0	0	0	0	0	1	3	4	1.104	1.391
Scott AFB/Midamerica, IL	0	2	0	0	0	0	0	0	0	2	0.000	0.000
Scottsdale Arpt, AZ	1	1	0	0	0	0	1	0	2	1	1.063	0.525
Seattle-Tacoma Intl, WA	5	8	3	0	0	0	5	4	13	12	3.130	3.269
Shreveport Downtown Arpt, LA	1	0	0	0	0	0	5	0	6	0	13.906	0.000
Shreveport Rgnl Arpt, LA	0	1	0	0	0	0	1	1	1	2	0.495	1.039
Sioux Gateway Arpt, IA	1	0	0	0	0	0	1	1	2	1	0.000	0.000
Smyrna Arpt, TN	1	0	0	0	0	0	0	0	1	0	1.266	0.000
Snohomish County (Payne Field) Arpt, WA	2	0	0	0	2	0	2	0	6	0	2.875	0.000
Sonoma County Arpt, CA	5	1	0	0	0	0	7	3	12	4	0.000	0.000
Southwest Florida Intl Arpt, FL	0	2	0	0	0	0	0	0	0	2	0.000	0.719
Southwest Georgia Regional Arpt, GA	0	1	0	0	0	0	0	0	0	1	0.000	2.306
Space Coast Rgnl Arpt, FL	0	0	0	0	0	0	0	1	0	1	0.000	0.000
Spirit Of St. Louis Arpt, MO	1	1	0	0	0	0	0	1	1	2	0.000	0.000

Actual Activity Data through 31-Oct-2002

Forecast Activity Data 01-Sep-2002 - 31-Oct-2002

Rates per 100,000 Operations

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Surface Incidents By Airport
12 Month Comparison

November 2000 - October 2001 versus November 2001 - October 2002

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Airport	Pilot Deviations		Surface Errors		Surface Deviations		Vehicle/Pedestrian Deviations		Total		Rate	
	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02
Spokane Intl, WA	1	1	0	0	0	0	0	0	1	1	0.331	0.331
Springfield-Branson Rgnl Arpt, MO	1	2	0	0	0	0	0	0	1	2	0.366	0.742
St. Louis Downtown-Parks Arpt, IL	2	0	0	0	0	0	2	0	4	0	2.426	0.000
St. Louis Regional Arpt, IL	1	0	0	0	0	0	0	0	1	0	1.252	0.000
St. Lucie County Intl, FL	1	1	1	0	0	0	1	0	3	1	1.527	0.545
St. Paul Downtown Holman Field Arpt, MN	0	1	0	0	0	0	3	1	3	2	0.000	0.000
St. Petersburg/Clearwater Intl, FL	0	2	0	0	0	0	0	3	0	5	0.000	2.352
Stanly County Arpt, NC	0	1	0	0	0	0	0	0	0	1	0.000	0.000
Stewart Intl, NY	0	0	0	0	0	0	1	0	1	0	0.000	0.000
Stinson Muni Arpt, TX	0	0	0	1	0	0	0	0	0	1	0.000	0.000
Sugar Land Muni/Hull Field Arpt, TX	2	0	0	0	0	0	1	0	3	0	14.022	0.000
Syracuse Hancock Intl, NY	2	0	0	1	0	0	1	0	3	1	0.000	0.000
Tallahassee Rgnl Arpt, FL	1	1	0	0	0	0	0	0	1	1	0.000	0.000
Tampa Intl, FL	2	0	0	0	0	0	0	0	2	0	0.000	0.000
Terre Haute Intl, IN	0	0	0	0	0	0	0	1	0	1	0.000	0.632
Teterboro Arpt, NJ	3	3	0	2	1	2	0	0	4	7	0.000	0.000
The Eastern Iowa Arpt, IA	0	0	1	0	0	0	0	0	1	0	0.584	0.000
The William B Hartsfield Atlanta Intl, GA	0	2	0	2	0	0	0	4	0	8	0.000	0.442
Theodore Francis Green State Arpt, RI	3	0	0	0	0	0	0	0	3	0	0.683	0.000
Toledo Express Arpt, OH	0	0	0	0	0	0	0	1	0	1	0.000	0.000
Tompkins County Arpt, NY	0	0	0	0	0	0	0	2	0	2	0.000	3.993
Trenton Mercer Arpt, NJ	1	0	0	0	0	0	0	0	1	0	0.000	0.000
Tri-Cities Arpt, WA	0	1	0	0	0	0	0	0	0	1	0.000	0.550
Tri-State/Milton J. Ferguson Field Arpt, WV	0	0	0	0	0	0	1	0	1	0	0.789	0.000
Tucson Intl, AZ	5	5	0	0	0	0	1	0	6	5	0.000	0.000
Tulsa Intl, OK	1	0	0	0	0	0	0	0	1	0	0.000	0.000
Tupelo Municipal - CD Lemons Arpt, MS	0	1	0	0	0	0	1	0	1	1	0.000	0.000
Tyler Pounds Field Arpt, TX	2	0	0	0	0	0	0	0	2	0	0.000	0.000

Actual Activity Data through 31-Oct-2002

Forecast Activity Data 01-Sep-2002 - 31-Oct-2002

Rates per 100,000 Operations

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Surface Incidents By Airport
12 Month Comparison

November 2000 - October 2001 versus November 2001 - October 2002

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Airport	Pilot Deviations		Surface Errors		Surface Deviations		Vehicle/Pedestrian Deviations		Total		Rate	
	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02
University Of Illinois-Willard Arpt, IL	0	0	0	1	0	0	0	0	0	1	0.000	0.395
University Of Oklahoma Westheimer, OK	1	0	0	0	0	0	0	0	1	0	0.825	0.000
Valdosta Rgnl Arpt, GA	1	0	0	0	0	0	2	0	3	0	0.000	0.000
Van Nuys Arpt, CA	2	1	1	0	0	0	0	4	3	5	0.000	0.000
Vero Beach Muni Arpt, FL	0	3	1	1	0	0	0	1	1	5	0.000	0.000
Waco Regional Arpt, TX	0	0	1	0	0	0	0	1	1	1	0.661	0.646
Walker Field Arpt, CO	0	0	0	0	0	0	1	0	1	0	1.069	0.000
Wallops Flight Facility, VA	0	1	0	0	0	0	0	0	0	1	0.000	0.000
Washington Dulles Intl, DC	0	4	0	0	0	0	0	0	0	4	0.000	0.391
Waterbury-Oxford Arpt, CT	0	1	0	0	0	0	0	0	0	1	0.000	3.764
Waterloo Muni Arpt, IA	2	0	0	0	0	0	0	1	2	1	2.465	1.145
Waukegan Rgnl Arpt, IL	1	0	2	0	0	0	5	1	8	1	0.000	0.000
Waukesha County Arpt, WI	0	3	0	0	0	0	0	0	0	3	0.000	0.000
Westchester County Arpt, NY	0	2	0	2	0	0	1	0	1	4	0.478	2.030
Whiteman Arpt, CA	0	1	0	0	0	0	3	1	3	2	0.000	0.000
Wichita Mid-Continent, KS	2	4	1	1	0	1	1	2	4	8	0.799	1.598
Wiley Post Arpt, OK	0	1	0	0	1	0	1	0	2	1	2.436	1.087
Wilkes-Barre/Scranton Intl, PA	0	1	0	0	0	0	0	0	0	1	0.000	0.408
Will Rogers World Arpt, OK	4	2	0	0	0	0	0	0	4	2	0.851	0.405
William P. Hobby Arpt, TX	0	3	1	0	0	0	3	0	4	3	1.614	1.204
Williams Gateway, AZ	2	5	0	0	0	0	2	2	4	7	2.494	4.813
Williamsport Rgnl Arpt, PA	0	4	0	0	0	0	1	0	1	4	3.688	13.402
Willow Run Arpt, MI	3	9	0	1	2	0	0	1	5	11	0.000	0.000
Witham Field Arpt, FL	1	2	0	0	0	0	0	0	1	2	0.000	0.000
Wittman Regional Arpt, WI	1	1	0	0	0	0	2	0	3	1	2.938	0.878
Yakima Air Terminal/Mcallister Field Arpt, WA	0	1	0	0	0	0	2	0	2	1	0.000	0.000
Yeager Arpt, WV	0	0	0	0	0	0	0	1	0	1	0.000	0.493
Youngstown Muni Arpt, OH	1	0	0	1	0	0	0	1	1	2	0.000	0.000

Actual Activity Data through 31-Oct-2002

Forecast Activity Data 01-Sep-2002 - 31-Oct-2002

Rates per 100,000 Operations

Exhibit 5-6
Surface Incidents By Airport
12 Month Comparison

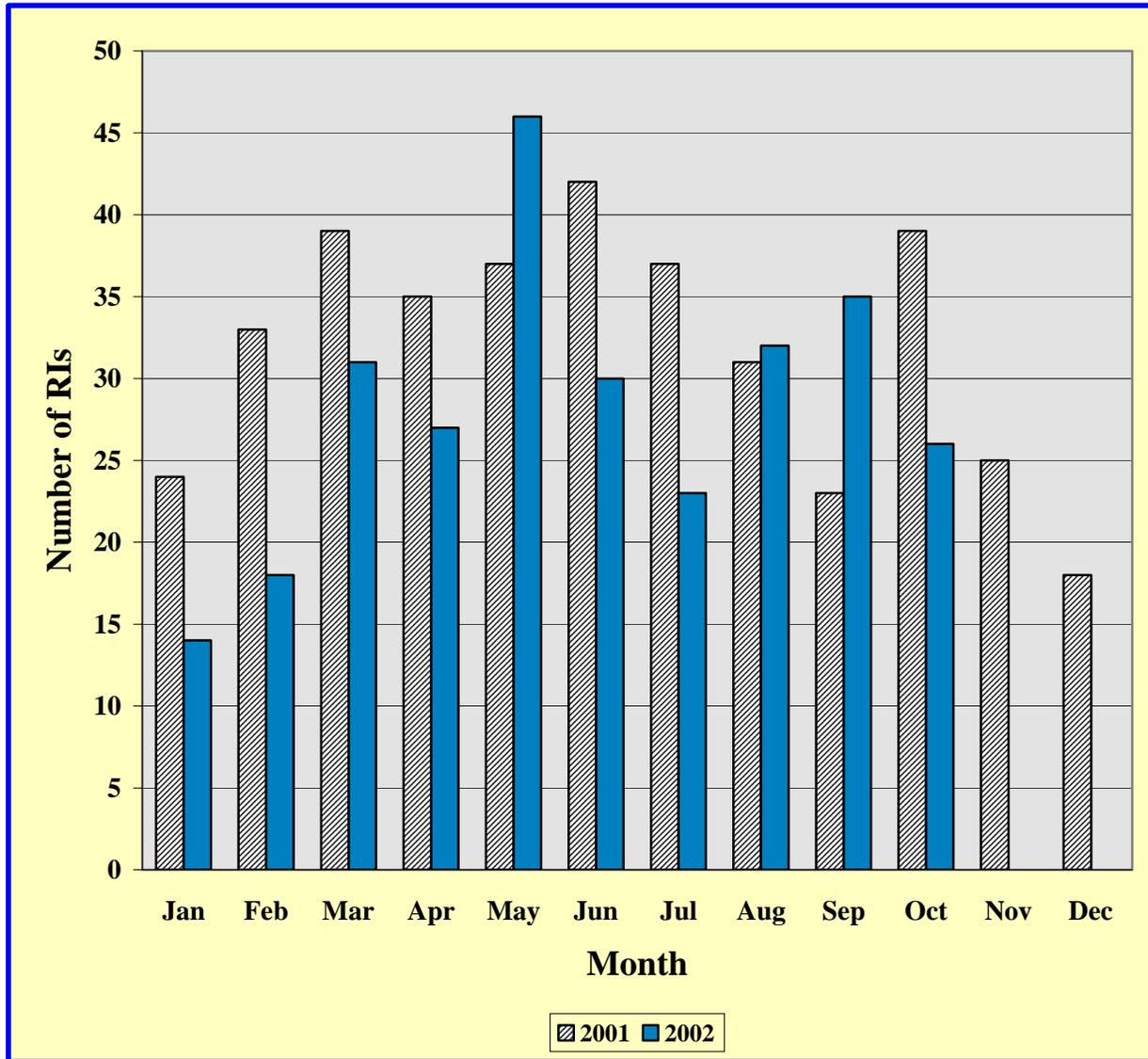
November 2000 - October 2001 versus November 2001 - October 2002

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Airport	Pilot Deviations		Surface Errors		Surface Deviations		Vehicle/Pedestrian Deviations		Total		Rate	
	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02	00 - 01	01 - 02
Yuma MCAS, AZ	0	0	0	0	0	0	1	0	1	0	0.000	0.000
Zamperini Field Arpt, CA	0	0	0	0	0	0	1	1	1	1	0.000	0.000
Total	667	541	109	79	26	26	478	369	1280	1015	1.851	1.413

Actual Activity Data through 31-Oct-2002
 Forecast Activity Data 01-Sep-2002 - 31-Oct-2002
 Rates per 100,000 Operations

Exhibit 5-7
Runway Incursions
By Month
2001 through October 2002



	MONTH												
YEAR	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2001	24	33	39	35	37	42	37	31	23	39	25	18	383
2002	14	18	31	27	46	30	23	32	35	26			282

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

Source: Runway Safety Program Office, ARI-100

Exhibit 5-8
Runway Incursions
By Region and Month
2001 through October 2002

2001													
REGION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
AAL	0	0	1	1	1	1	0	0	2	0	1	4	11
ACE	0	1	1	1	2	3	6	0	1	5	1	1	22
AEA	1	3	4	2	4	4	2	2	4	4	0	2	32
AGL	3	8	6	3	2	6	5	6	2	6	2	2	51
ANE	1	1	0	3	3	2	0	3	1	2	0	0	16
ANM	1	3	0	3	1	3	3	4	3	2	3	1	27
ASO	4	6	11	9	4	10	6	4	1	4	8	4	71
ASW	3	3	3	4	4	3	4	3	2	3	1	1	34
AWP	11	8	13	9	16	10	11	9	7	13	9	3	119
Total	24	33	39	35	37	42	37	31	23	39	25	18	383

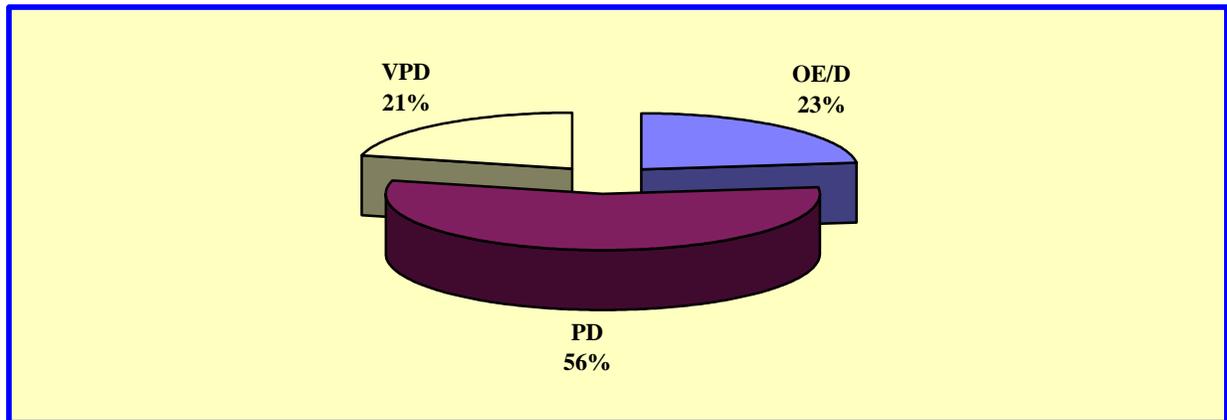
2002													
REGION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
AAL	0	2	0	0	3	0	0	0	3	1			9
ACE	0	0	1	2	4	3	2	0	2	1			15
AEA	3	3	3	3	5	3	2	6	0	6			34
AGL	3	0	6	4	5	6	9	8	8	1			50
ANE	0	0	0	0	0	0	0	0	1	1			2
ANM	0	0	0	1	2	5	2	6	5	1			22
ASO	4	6	8	9	6	4	4	4	3	6			54
ASW	0	0	4	2	3	5	0	0	3	3			20
AWP	4	7	9	6	18	4	4	8	10	6			76
Total	14	18	31	27	46	30	23	32	35	26			282

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

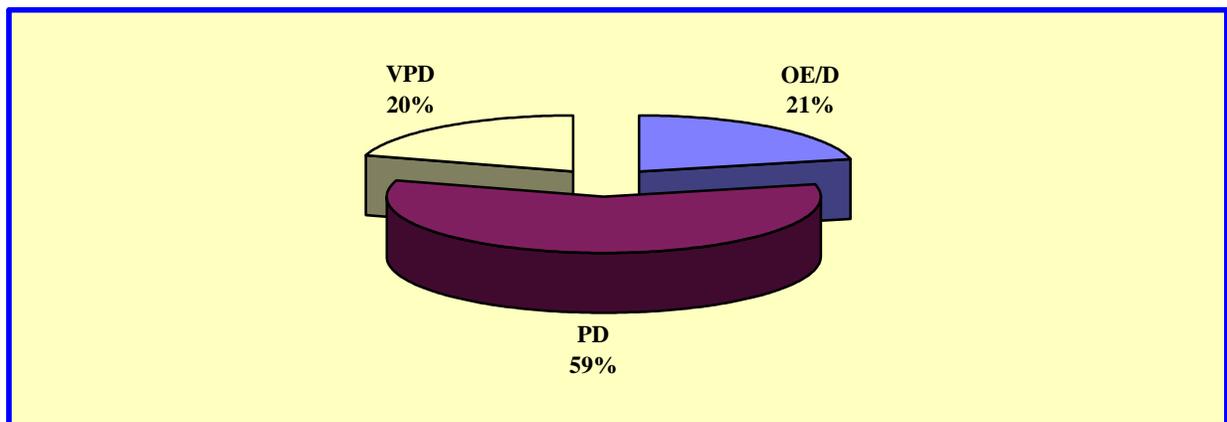
Source: Runway Safety Program Office, ARI-100

Exhibit 5-9
Runway Incursions
By Type
2001 versus 2002
(January through October)

2001



2002



INCURSION TYPE	2001	2002	Total
OE/D	88	60	148
PD	214	165	379
VPD	81	57	138
Total	383	282	665

Runway incursion data is based on preliminary reports and is subject to change following a final investigation.
 Source: Runway Safety Program Office, ARI-100

Exhibit 5-10
Runway Incursions
By Type and Month
2001 through October 2002

2001													
TYPE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
OE/D	4	9	11	7	8	12	9	6	2	9	5	6	88
PD	15	18	25	22	25	26	10	16	14	20	16	7	214
VPD	5	6	3	6	4	4	18	9	7	10	4	5	81
<i>Total</i>	24	33	39	35	37	42	37	31	23	39	25	18	383

2002													
TYPE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
OE/D	2	5	10	7	10	4	7	6	4	5			60
PD	10	7	17	17	25	21	8	19	23	18			165
VPD	2	6	4	3	11	5	8	7	8	3			57
<i>Total</i>	14	18	31	27	46	30	23	32	35	26			282

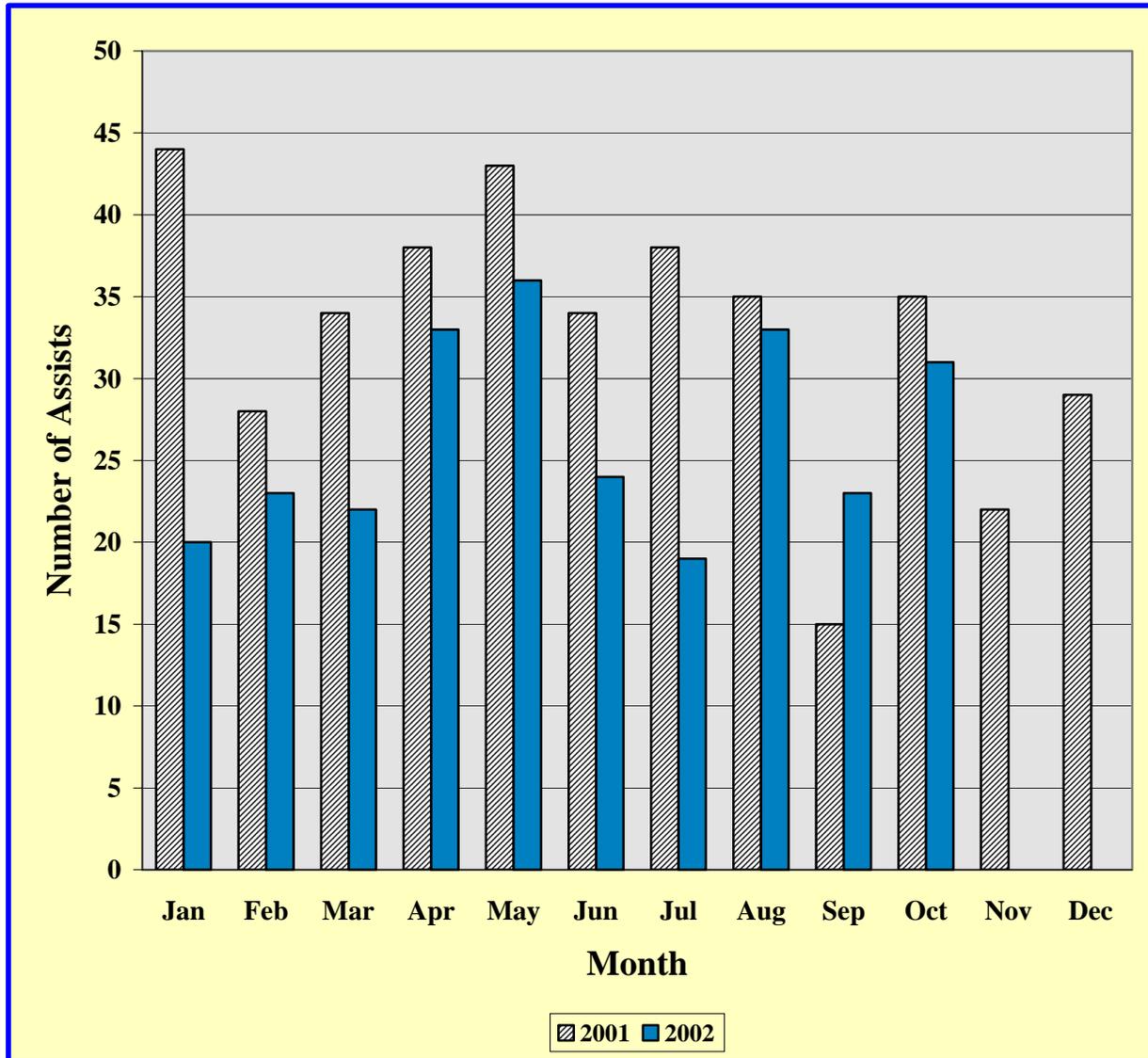
Runway incursion data is based on preliminary reports and is subject to change following a final investigation.
 Source: Runway Safety Program Office, ARI-100

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.

**Exhibit 6-1
Flight Assists
By Month
2001 through October 2002**



		MONTH												
YEAR	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	
2001	44	28	34	38	43	34	38	35	15	35	22	29	395	
2002	20	23	22	33	36	24	19	33	23	31			264	

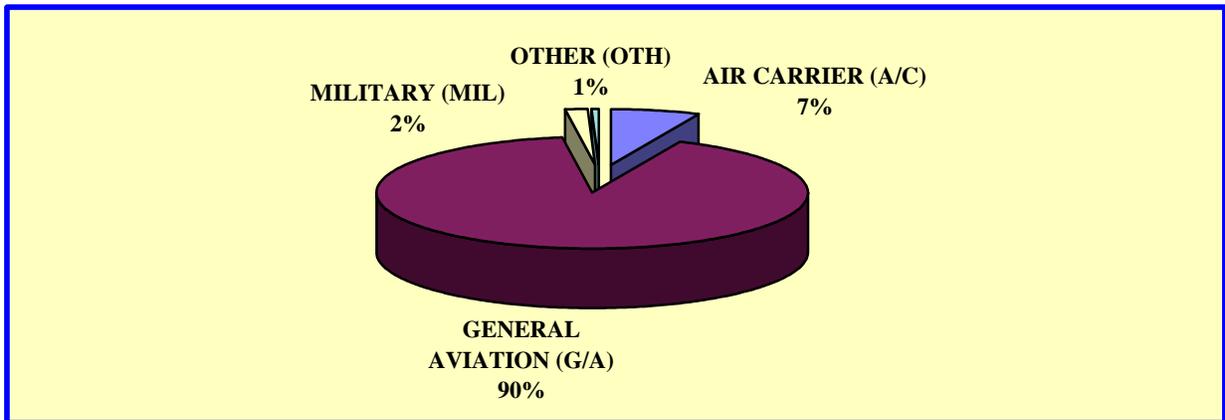
Exhibit 6-2
Flight Assists
By Region and Month
2001 through October 2002

2001													Total
REGION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
AAL	1	0	1	1	0	1	1	1	0	1	0	2	9
ACE	5	1	4	4	1	2	2	2	1	0	1	1	24
AEA	12	6	10	5	7	9	10	3	3	3	3	6	77
AGL	3	3	2	4	4	8	8	6	5	3	2	3	51
ANE	3	2	0	2	4	0	1	5	1	1	2	2	23
ANM	3	6	4	7	9	4	2	3	0	8	4	1	51
ASO	4	3	2	2	7	3	6	8	2	9	5	3	54
ASW	12	6	6	8	4	6	6	3	1	10	4	8	74
AWP	1	1	5	5	7	1	2	4	2	0	1	3	32
Total	44	28	34	38	43	34	38	35	15	35	22	29	395

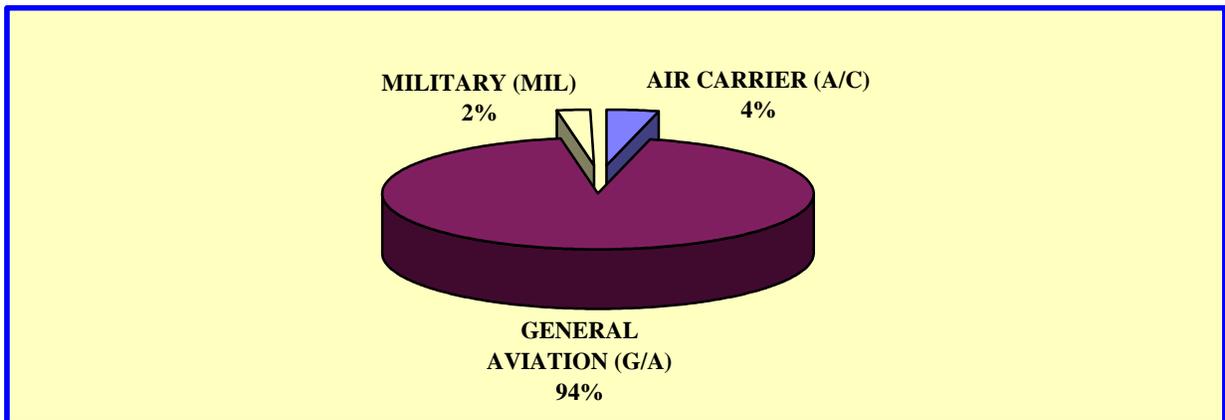
2002													Total
REGION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
AAL	0	0	0	0	0	0	0	2	0	0			2
ACE	1	2	1	1	1	0	0	2	2	1			11
AEA	6	0	4	6	4	3	2	1	3	6			35
AGL	0	5	2	4	3	1	3	4	4	2			28
ANE	3	1	1	3	2	2	0	1	3	4			20
ANM	2	3	4	6	9	12	5	3	4	3			51
ASO	1	3	2	6	8	0	5	9	3	6			43
ASW	5	7	5	7	8	6	4	8	2	4			56
AWP	2	2	3	0	1	0	0	3	2	5			18
Total	20	23	22	33	36	24	19	33	23	31			264

**Exhibit 6-3
Flight Assists
By Operator Type
2001 versus 2002
(January through October)**

2001



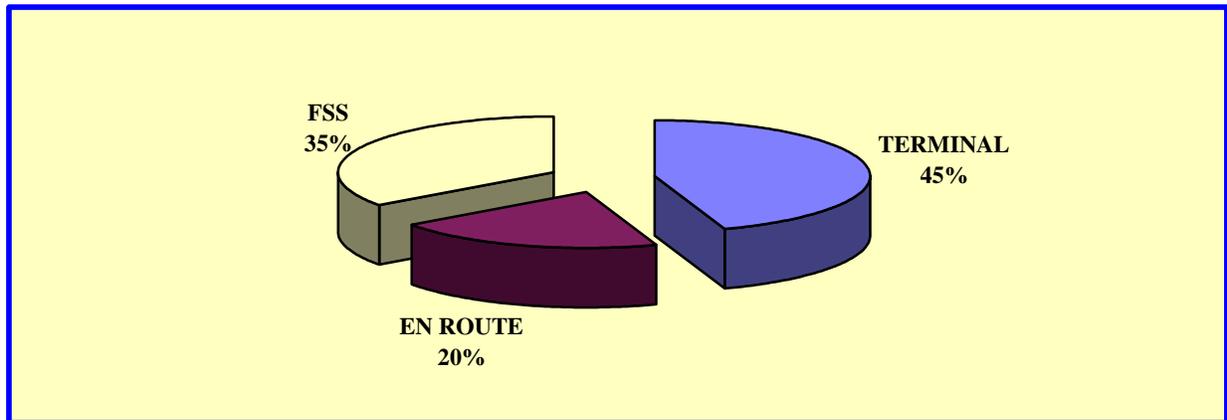
2002



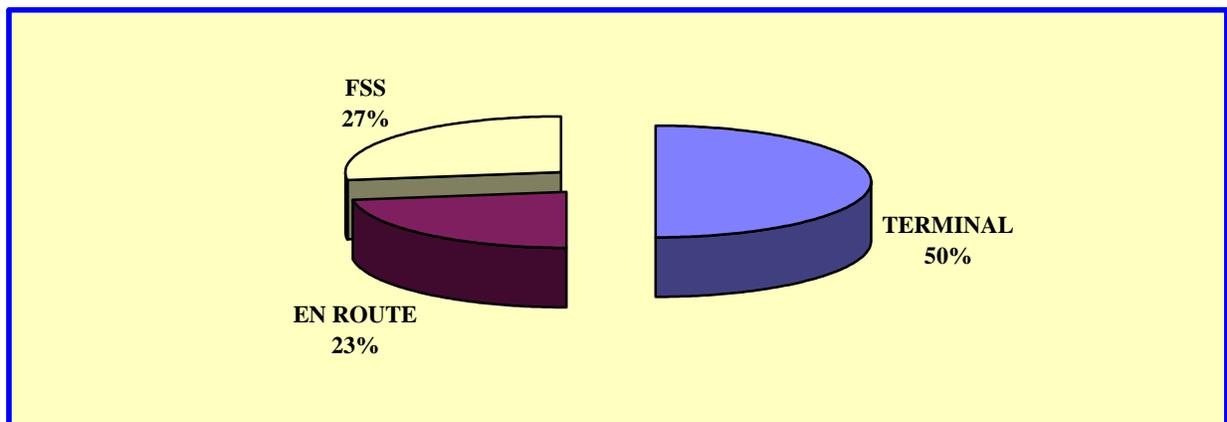
OPERATOR TYPE	2001	2002	Total
Air Carrier (A/C)	23	10	33
General Aviation (G/A)	313	247	560
Military (MIL)	6	6	12
Other (OTH)	2	1	3
<i>Total</i>	344	264	608

**Exhibit 6-4
Flight Assists
By Type of Service
2001 versus 2002
(January through October)**

2001



2002



FACILITY TYPE	2001	2002	Total
Terminal	154	132	286
En Route	70	60	130
FSS	120	72	192
Total	344	264	608

Exhibit 6-5
Facilities with Most Flight Assists
12 Month Comparison (2002 Ranking)

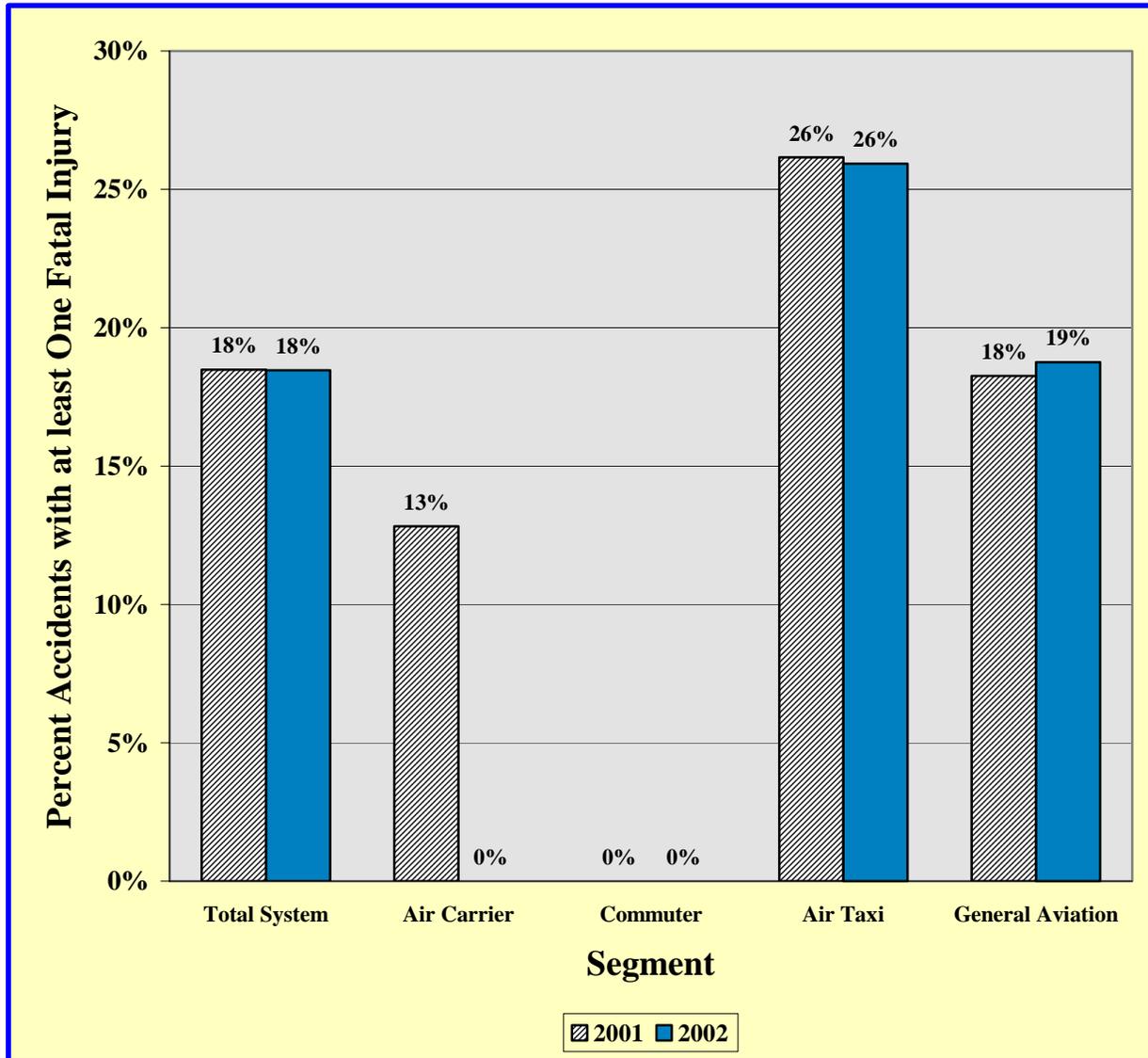
Facility	Nov 2000 - Oct 2001	Nov 2001 - Oct 2002
Atlanta Center, GA	9	16
Fort Worth Meacham Arpt, TX	23	14
New York TRACON, NY	25	10
Denver Intl, CO	8	9
Windsor Locks TRACON, CT	5	9
Denver Center, CO	4	7
Seattle-Tacoma Intl, WA	5	7
Mc Minnville Muni Arpt, OR	8	7
Cleveland Center, OH	9	6
Houston TRACON, TX	0	6
Salt Lake City Center, UT	3	6
Oakland Center, CA	6	6
Albuquerque Intl, NM	1	6
Adams Field Arpt, AR	0	5
Manchester Arpt, NH	4	5
Portland TRACON, OR	2	5
Mc Kellar-Sipes Regional Arpt, TN	5	5
Gregg County Arpt, TX	0	5
Albany Intl, NY	4	4
New York Center, NY	6	4
Mc Alester Regional Arpt, OK	8	4
Mahlon Sweet Field Arpt, OR	4	4
Indianapolis Center, IN	8	4
Houston Center, TX	8	4
Ernest A. Love Field Arpt, AZ	4	4
	0	
	0	
	0	
	0	

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.

Exhibit 7-1
Total System Accident Data by Segment
2001 versus 2002
(January through October)



SEGMENT	Jan - Oct Year	ACCIDENTS			Fatal Rate
		Total	Fatal	Fatalities	
Total System	2001	1628	301	812	18%
	2002	1598	295	502	18%
Large Air Carrier	2001	39	5	266	13%

	2002	36	0	0	0%
Commuter	2001	7	2	13	0%
	2002	10	0	0	0%
Air Taxi	2001	65	17	58	26%
	2002	54	14	30	26%
General Aviation	2001	1517	277	475	18%
	2002	1498	281	472	19%

Exhibit 7-2
Total System Accident Data by Segment
1996 through 2001

SEGMENT	Year	Flight Hours	Total	ACCIDENTS		ACCIDENT RATE	
				Fatal	Fatalities	Total	Fatal
Large Air Carrier	1996	13,746,112	37	5	380	0.27	0.04
	1997	15,838,109	49	4	8	0.31	0.03
	1998	16,813,435	50	1	1	0.30	0.01
	1999	17,555,208	52	2	12	0.30	0.01
	2000	18,295,143	57	3	92	0.31	0.02
	2001P	16,730,700	40	6	531	0.24	0.04
Commuter	1996	2,756,755	11	1	14	0.40	0.04
	1997	982,764	16	5	46	1.63	0.51
	1998	353,670	8	0	0	2.26	0.00
	1999	342,731	13	5	12	3.79	1.46
	2000	373,649	12	1	5	3.21	0.27
	2001P	330,500	7	2	13	2.12	0.61
Air Taxi	1996	3,220,000	90	29	63	2.80	0.90
	1997	3,098,000	82	15	39	2.65	0.48
	1998	3,802,000	77	17	45	2.03	0.45
	1999	3,298,000	73	12	38	2.21	0.36
	2000	3,553,000	81	22	71	2.28	0.62
	2001P	3,400,000	72	18	60	2.12	0.53
General Aviation	1996	24,881,000	1,908	361	636	7.67	1.45
	1997	25,591,000	1,845	350	631	7.21	1.37
	1998	25,518,000	1,904	364	624	7.46	1.43
	1999	29,713,000	1,906	340	619	6.41	1.14
	2000	29,057,000	1,838	343	594	6.33	1.18
	2001P	26,220,000	1,721	321	553	6.56	1.22

Date Source: NTSB

Rates are Per 100,000 Hours Flown

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

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)

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.