



**Statement for the Record Submitted to the
U.S. House Committee on Transportation & Infrastructure, Subcommittee on Aviation Hearing entitled:
“Eliminating Bottlenecks: Examining Opportunities to Recruit, Retain, and Engage Aviation Talent”**

Chairman Graves, Ranking Member Cohen, and members of the Subcommittee on Aviation:

The Regional Airline Association (RAA) thanks the U.S. House Committee on Transportation & Infrastructure, Subcommittee on Aviation for holding the hearing titled, *“Eliminating Bottlenecks: Examining Opportunities to Recruit, Retain, and Engage Aviation Talent.”* RAA submits this statement for the record to inform the Committee on the state of the regional airline industry’s workforce. Foremost, we want to thank Chairmen Sam Graves (R-MO) and Garrett Graves (R-LA) along with Ranking Members Larsen (D-WA), Cohen (D-TN), and members of this Committee for their leadership in passing a five-year reauthorization of the Federal Aviation Administration (FAA) that will provide stability and certainty to the aviation community.

Current Status of the Regional Airline Workforce

The RAA has fifteen airline members and collectively, our industry employs more than 60,000 individuals who transport passengers and cargo to their destinations and uphold the highest principles and practices of aviation safety¹. As has been well documented, the United States continues to face substantial workforce shortages for pilots and aviation maintenance technicians in the immediate and long term.

Industry efforts, alongside workforce outreach policies this Committee has crafted, have helped to renew interest in pilot careers. As a result, aviation schools and pilot training institutions report increased interest in their programs. However, many interested candidates face significant barriers in accessing training. Not only does this constrain supply, it hinders diversity. Fewer than 10% of today’s pilots are women or people of color.² Policies to improve career access and training are an important part of correcting this imbalance, while strengthening pilot supply. Although we have seen improvement in the pipeline of first officers, certification numbers fluctuate significantly from month to month and have moderated after earlier, post-pandemic spikes.

¹ <https://www.raa.org/content-hub/annual-reports/>

² <https://www.bls.gov/cps/cpsaat11.htm>

Multi-Engine ATP Ratings Issued by Month

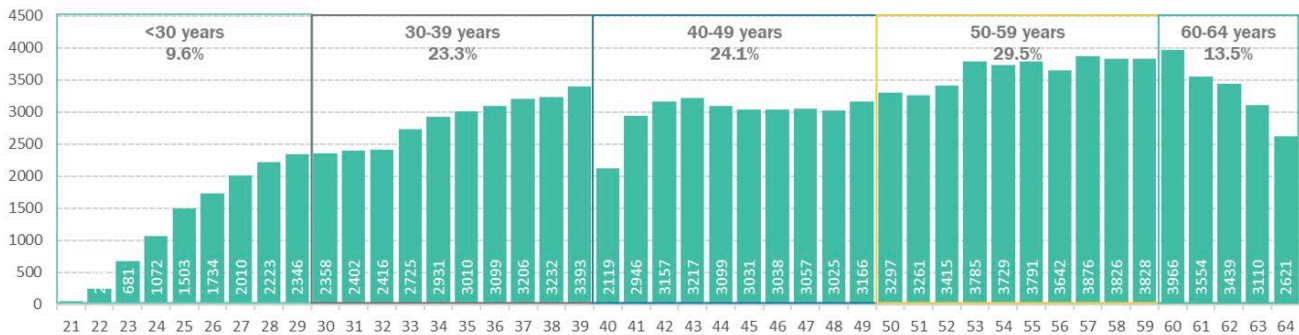


Pilot data courtesy of FAA Registry Services and Information Branch, AFB-730

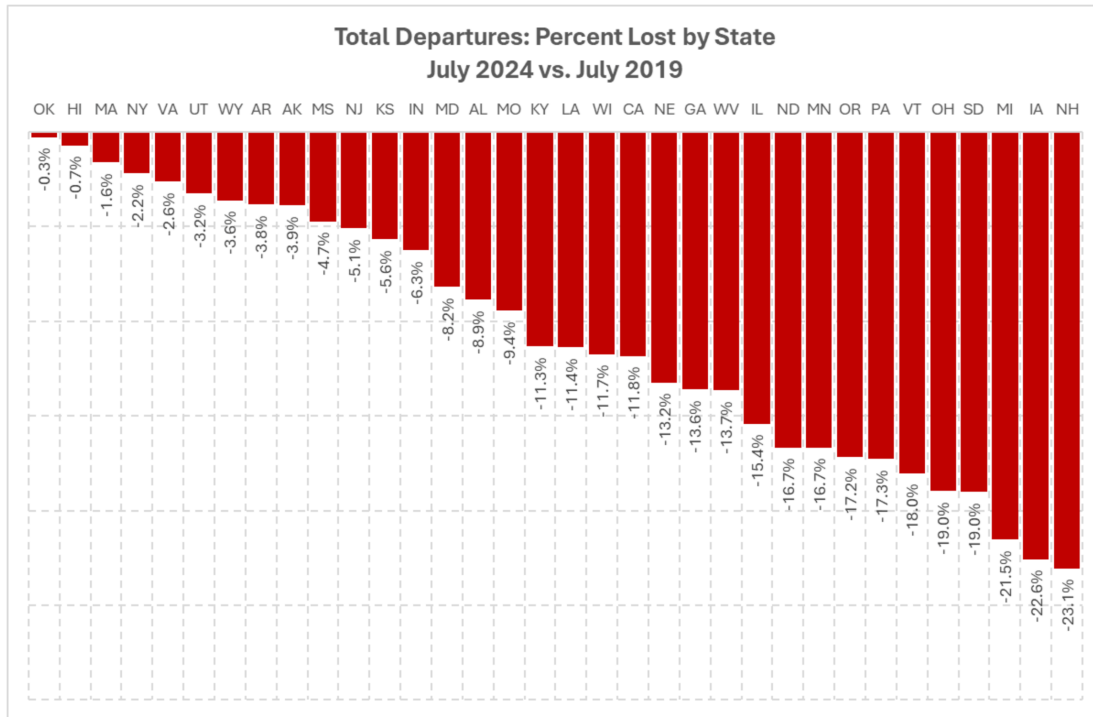
Recently, aircraft delivery disruptions have caused both major and low-cost airlines to slow or suspend the hiring of pilots previously slated to crew aircraft now behind on delivery. This short-term disruption has led to a *temporary* reduction in major airline hiring and regional airline pilot attrition. However, RAA cautions stakeholders against mistaking these pilot hiring trends as anything other than temporary – and wholly driven by aircraft delivery delays. Just as hiring paused during the COVID-19 pandemic onset only to roar back with the return of demand, any amelioration in the pilot shortage we see today will rapidly reverse when larger aircraft deliveries resume.

Meanwhile, pilot retirements are increasing dramatically and will peak in 2029, when 51 percent more qualified Air Transport Pilots will reach mandatory retirement age compared with 2024. Retirements will stay near that peak for the next decade and will exceed 2024 levels for nearly three decades. Unfortunately, the pipeline we have today will not produce the number of pilots we need to replace retirements and enable growth tomorrow. The United States must address its pilot shortage to be prepared when mainline aircraft deliveries resume and before the coming tsunami of pilot retirements.

ATP AMEL Pilots with Valid 1st Class Medicals by Age



Failing to prepare will undermine the efforts of hundreds of communities across the country that are already fighting to restore air service lost under the pilot shortage. Network airlines have made valiant efforts to restore air service, but smaller American communities have still not recovered: Comparing July 2019 with July 2024³, airlines are making 4% fewer departures across commercially served U.S. airports, despite soaring demand. In the same period, 274 (64%) airports suffered air service reduction or loss, with 124 (30%) airports losing more than a quarter of their flights, 43 airports (10%) losing more than half of their flights and 11 airports losing all their flights. Thirty-four states have seen an overall decline in air service.



Source: Independent analysis of OAG Schedules Analyser: U.S. Carrier (scheduled passenger operations), data retrieved 7/7/24

Smaller communities continue to experience the brunt of a contracting network with reductions in both departures and total available seats, and all exits have occurred in Nonhub and Nonprimary airports. Notably, the airports experiencing the largest air service reductions are often those with the least frequency and seats to begin with. As airlines respond to pilot shortages by using larger aircraft to transport more passengers at once, (known as upgauging), the result has been more available seats but dramatically reduced connectivity: fewer flights, fewer destination options, less convenient connections, and higher travel costs. Upgauging is particularly pronounced at Small Hub airports, which have 11% fewer departures despite 16% more available seats.

³ Source: Independent analysis of OAG Schedules Analyser: U.S. Carrier (scheduled passenger operations), data retrieved 7/7/24

DEPARTURES			
NPIAS Category	2019-07	2024-07	% Change
Large	496,131	478,818	-3.5%
Medium	140,517	133,222	-5.2%
Small	90,242	88,844	-1.5%
Nonhub	55,200	49,193	-10.9%
Nonprimary	26,024	25,020	-3.9%
Grand Total	808,114	775,097	-4.1%

TOTAL SEATS			
NPIAS Category	2019-07	2024-07	% Change
Large	65,257,319	70,011,652	7.3%
Medium	17,826,086	18,995,890	6.6%
Small	8,778,936	10,219,614	16.4%
Nonhub	3,081,537	3,091,396	0.3%
Nonprimary	343,399	360,374	4.9%
Grand Total	95,287,277	102,678,926	7.8%

Source: Independent analysis of OAG Schedules Analyser: U.S. Carrier (scheduled passenger operations), data retrieved 7/7/24

On July 7, 2024 the Transportation Security Administration observed a new, single-day screening record, with more than three million passengers passing through security checkpoints in a single day – the Agency’s highest ever.⁴ Simultaneously, news outlets have been covering a "surge in passenger complaints" after the U.S. Department of Transportation (DOT) released final 2023 complaint data.⁵ A correlation between passenger complaints and the reduced number of flights merits consideration. More passengers are flying than ever, with more seats available than ever, yet there are fewer flight options available when booking, fewer direct flights, fewer connection options, and fewer opportunities to recover during irregular operations (IROPS). When a

⁴ <https://abcnews.go.com/GMA/Travel/tsa-sets-new-single-day-record-3-million/story?id=111750113>

⁵ <https://www.transportation.gov/briefing-room/air-travel-consumer-report-june-december-2023-full-year-2023-airline-consumer>

major weather event occurs, it takes longer for airlines to recover a hub (or an entire network), leaving more passengers frustrated and stranded.

Aircraft maintenance technicians are another workforce in short supply, despite their enormous importance at every airline. These professionals are key players in aviation safety, ensuring that every aircraft taking off has been inspected and found airworthy. According to Oliver Wyman's Global Fleet and MRO Forecast 2022-2032, 2027 is "...projected to be the worst year for the shortage – the bleakest scenario has the supply deficit at more than 48,000 aircraft maintenance workers or a shortfall of about 27%."⁶ As with pilots, a persistent lack of diversity also hinders the technician workforce. According to 2023 Bureau of Labor and Statistics (BLS) data, just 4% of aircraft maintainers are women, 10% are Black, 5% Asian, and 21% Hispanic.⁷ Regional airlines have been working to change this, and solutions include outreach to a younger, more diverse and under-represented population – as early as middle school – to support a wide net of future candidates.

Regional airlines often provide a career entry point for technicians. Many RAA members lead maintenance "earn as you learn" programs as well as agreements with major airline partners where technicians can advance through planned career flow programs. Pay for maintenance technicians starts at around \$70,000 and increases quickly with experience.⁸ As with many professions, technicians are looking for careers where they want to live. Increasingly, recruiting efforts are capitalizing on the beauty and quality of life available in smaller communities. For example, RAA Associate Member MHI RJ Aviation Group (MHIRJ) has launched a talent attraction initiative called "Live Your Best Life in Tucson," focusing a national campaign on the benefits of living and working in Southern Arizona, partnering with local civic leaders to showcase the investment of high-wage jobs in vibrant, local communities. The company is making similar investments in Bridgeport, West Virginia, where the beautiful countryside provides an organic recruiting strategy.

Airlines of all sizes have now launched or partnered with flight training institutions, providing deep tuition subsidies and airline-backed lending, and offering scholarships, tuition reimbursements, and numerous other supports to help pilots access and afford training. Republic Airways opened the first airline-owned flight training institution, LIFT (Leadership in Flight Training) Academy, which utilizes state-of-the-art equipment and training practices to train the next generation of pilots. Students who complete the LIFT career pathway program have a guaranteed pathway to a career as a pilot at the air carrier. LIFT Academy costs \$112,000 and Republic offers a \$20,000 subsidy, reducing costs to \$92,000. After graduation, Republic offers an additional \$6,300 in tuition reimbursement, further lowering costs to \$85,700. Supporting the LIFT academy is an aviation maintenance apprenticeship program in partnership with the U.S. Department of Labor. Apprentices earn as they learn over 36 months, and upon completion will be ready to begin a career as an aviation maintenance technician.

Other regional carriers partner with local schools to invest and grow their future workforce. Cape Air, which is headquartered in Hyannis, Massachusetts supports a 24-month airplane maintenance training program at Cape Cod Community College to help meet their need for highly skilled technicians, training them in airframe and power plant repair and culminating in certification—including full FAA Certification. Upon completion, students are offered incentives to join Cape Air after graduation. CommuteAir's assisted funding program for airframe

⁶ <https://www.oliverwyman.com/our-expertise/insights/2022/feb/global-fleet-and-mro-market-forecast-2022-2032.html>

⁷ <https://www.bls.gov/cps/cpsaat11.htm>

⁸ <https://www.ziprecruiter.com/Salaries/Entry-Level-Aircraft-Mechanic-Salary>

and powerplant licenses for mechanics is another example of the many programs aimed to improve and diversify the pool of aircraft maintainers.

These programs are effective, and we need them on an even broader scale. This is one reason for RAA's strong support for the expansion of the Federal Workforce Development Grant Programs. The dramatic increase in funding, combined with the renewed focus on reaching underrepresented populations in the manufacturing, maintenance, and pilot professions is warranted, given the substantial demand for these occupations throughout the aviation sector. Recruiting and attracting underrepresented populations is not only a deeply held value but will be key to resolving shortages as today's workforce rapidly approaches retirement. For these reasons, RAA thanks the Committee for expanding both the eligibility criteria for participation and the eligible activities under the pilot workforce grant program. Regional airlines and other aviation stakeholders are working to break down barriers to aviation careers, and the grant program supports and incentivizes this approach.

RAA will continue to advance meaningful solutions to the pilot and technician shortages, and we applaud Congress for its work toward this objective. The long-term health of our industry – and the small communities we serve – rests on our collective ability to navigate and resolve these shortages while ensuring the next generation of professionals has the skills and training to uphold the highest standards of aviation safety.

Key FAA Reauthorization Act of 2024 Provisions for the Regional Airline Workforce

RAA greatly appreciates that the *FAA Reauthorization Act of 2024* includes several workforce and training provisions that were strongly supported by regional airlines. Foremost, we applaud the inclusion of Section 372, Enhanced Qualification Program (EQP) for Restricted Airline Transport Pilot Certificate. This bipartisan provision directs the FAA to create an additional Restricted Airline Transport Pilot Certificate (R-ATP) training pathway, helping to ensure that aspiring airline pilots receive structured training paired with the latest flight training technologies for a higher level of safety. It is fitting that the EQP program is found in the safety title, not the workforce title. While additional EQP pathways will help to open the career path for future pilots, the most important aspect is ensuring that the FAA's approach to pilot training does not remain static while our aviation and airspace environment changes. Among their many safety-enhancing attributes, EQP pathways will incorporate scenario-based training so that pilots master challenging and potentially dangerous situations in the aircraft they will be flying. Numerous peer-reviewed academic studies have demonstrated that these structured training pathways produce highly qualified pilots with excellent performance in airline initial training.⁹

In partnership with subject matter experts on the Air Carrier Training Aviation Rulemaking Committee (ACT ARC), the FAA has regularly reviewed, assessed, and validated the safety-enhancing attributes of structured training pathways. In fact, the EQP provision codifies many of the prior recommendations to the FAA by the ACT ARC.¹⁰ Given the Agency's substantial body of work on safety-enhancing R-ATP pathways – along with its clear direction to enhance aviation safety by improving pilot training – we believe it is both imperative and achievable for the FAA to meet the six-month deadline to stand up the new Enhanced Qualifications Program R-ATP pathway.

⁹ <https://www.pilotsourcestudy.org>

¹⁰ https://www.faa.gov/sites/faa.gov/files/about/office_org/headquarters_offices/avs/ACT_ARC_Reco_16-8.pdf

As mentioned earlier in this statement, RAA is strongly supportive of the expansion of the Federal Workforce Development Grant Programs. The dramatic increase in funding combined with the renewed focus on reaching populations that are underrepresented in the manufacturing, maintenance, and pilot professions will be extremely helpful to addressing the substantial demand for these occupations throughout the aerospace and aviation sectors.

Lastly, RAA appreciates Congress authorizing a pilot program to provide veterans with pilot training services under Section 418 of the law. RAA fully supports efforts to incentivize veterans to pursue this highly lucrative and in-demand profession. Service members who are transitioning out of the military, including our nation's veterans, often bring transferable skills and training to the airline industry, alongside unique life experiences and backgrounds they bring to their work. Unfortunately, limitations and inconsistencies in today's programs deter veterans from using their benefits to pay for flight education and training. For example, GI bill benefits cannot be used to pay for a private pilot certificate. The private pilot certificate is the first step in the commercial airline training path and costs between \$15,000 and \$20,000.¹¹ The GI bill covers all other flight training and education costs associated with a professional pilot degree program, but the failure to cover this expensive first step presents veterans with an enormous access barrier. We appreciate this Committee recognizing these challenges and doing what it could within its jurisdiction to address them in the FAA Reauthorization law.

Public Policy Solutions to Address the Continuing Pilot Shortage

While regional airlines are grateful for those provisions that will help the industry continue to make progress in addressing our workforce challenges, additional steps can be taken to create a more robust supply of well-trained pilots, and we encourage members of this Committee to support them.

First, as this Committee knows, the House passed FAA Reauthorization bill raised the pilot retirement age to 67 years of age. We are grateful to Congressman Nehls (R-TX), along with Chairmen Sam Graves (R-MO) and Garrett Graves (R-LA), for their leadership on this issue. Had this provision been enacted, it would have empowered an additional 5,000 pilots with the option to work two years longer. For perspective, this number equates to about the number of ATPs produced in all of 2021.¹²

Raising the retirement age would also alleviate the captain shortage, a bottleneck that is worsening and elongating the pilot shortage. Most pilots approaching retirement age work at larger carriers, but when they retire it sets off a cascade of upgrades that eventually necessitates recruitment from smaller carriers. This has fueled rapid attrition of regional airline captains and even high-time first officers nearing captain eligibility. Regional airlines cannot simply replace a captain with a first officer from the pipeline, because first officers must be paired with another captain. Instead, the carriers' workforce contracts until existing first officers gain enough experience to upgrade and a new first officer can be hired. Increasing the retirement age would slow attrition, allowing newer pilots to gain more flying time with experienced captains while stabilizing the regional airline workforce. This in turn would help to stabilize and eventually rebuild air service to many smaller communities.

¹¹ [https://www.indeed.com/career-advice/career-development/how-much-does-it-cost-to-get-a-pilot's-license#:~:text=Private%20pilot%20license%20\(PPL\)&text=It%20requires%20students%20to%20complete,ranges%20from%20%2415%2C000%20to%20%2420%2C000.](https://www.indeed.com/career-advice/career-development/how-much-does-it-cost-to-get-a-pilot's-license#:~:text=Private%20pilot%20license%20(PPL)&text=It%20requires%20students%20to%20complete,ranges%20from%20%2415%2C000%20to%20%2420%2C000.)

¹² Pilot data courtesy of FAA Registry Services and Information Branch, AFB-730

The retirement age was last raised in 2007 without any negative impacts on safety. Today, other countries, such as Australia, New Zealand, and Japan, have safe service with higher mandatory retirement ages. Even in the United States, pilots over the age of 65 are flying complex aircraft in the same airspace under parts 91 and 135. For these reasons – and because we believe it is wrong to discriminate based on age and in the absence of negative safety data – we believe that raising the pilot retirement age continues to be a safe, proven solution worthy of Congressional support. We hope the Committee will urge the FAA to take on a leadership role within the International Civil Aviation Organization and in other forums, to help drive change on this matter.

The second public policy solution would address the high cost of flight education and training programs, which presents an enormous barrier to pilot careers. According to the Bureau of Labor Statistics, the median annual wages for airline pilots in scheduled air transportation was \$257,840 in 2023.¹³ Published reports show that wages for senior pilots are dramatically higher – reaching \$700,000.¹⁴ Pilot careers are life-changing, with a stellar return on the training investment. Unfortunately, the high cost of education and training, coupled with inadequate student loan support, reserves these otherwise transformative careers for those with wealth or the means to privately finance flight education. Federal financial aid does not even approach flight education costs. As a result, aspiring pilots must use personal funds or borrow from private lenders with high interest rates—assuming their parents qualify and can shoulder the burden. Families who lack credit histories and scores needed to qualify are locked out. Unlike other career paths that require expensive professional credentialing, such as doctors and lawyers, students in accredited pilot training programs cannot access additional lending through graduate aid programs.

Aligning the student loan cap for accredited flight education and training programs with the real costs associated with these programs will provide equitable career access to everyone. In turn, this will both grow the pipeline and support more people from underrepresented populations entering the profession. RAA commends Representatives Allred (D-TX) and Chavez DeRemer (R-OR) for authoring the Flight Education Access Act and working to advance this critical piece of legislation. We urge other members of this Committee to join them in this effort.

Conclusion

Thank you for the opportunity to submit this statement for the record. We also thank the Committee and its staff for their relentless efforts toward a safe and strong airline workforce – as evidenced by the numerous, important provisions included in the *FAA Reauthorization Act of 2024*. The Regional Airline Association looks forward to working collaboratively with members of this Committee and the FAA to successfully implement the Act to strengthen our workforce, and to rebuild safe, reliable air service to communities of all sizes.

Sincerely,



Faye Malarkey Black
President and CEO

¹³ <https://www.bls.gov/oes/current/oes532011.htm>

¹⁴ <https://www.barrons.com/articles/pilot-pay-soaring-airlines-stock-travel-delta-american-united-db94a84e>

Appendix I: Communities with Air Service Loss

Independent analysis of OAG Schedules Analyser: U.S. Carrier (scheduled passenger operations), data retrieved 7/7/2

Location	State	Airport Code	Percentage
Birmingham-Shuttlesworth International	AL	(BHM)	8.30%
Mobile Regional	AL	(MOB)	11.39%
Montgomery Regional (Dannelly Field)	AL	(MGM)	24.94%
Dothan Regional	AL	(DHN)	46.55%
Mobile Downtown	AL	(BFM)	60.87%
Northwest Alabama Regional	AL	(MSL)	70.75%
Bill and Hillary Clinton Ntl/Adams Field	AR	(LIT)	1.03%
Boone County	AR	(HRO)	1.25%
Memorial Field	AR	(HOT)	1.25%
South Arkansas Regional at Goodwin Field	AR	(ELD)	1.25%
Jonesboro Municipal	AR	(JBR)	15.79%
Fort Smith Regional	AR	(FSM)	35.26%
Texarkana Regional-Webb Field	AR	(TXK)	46.09%
Show Low Regional	AZ	(SOW)	2.47%
Tucson International	AZ	(TUS)	5.61%
Yuma MCAS/Yuma International	AZ	(YUM)	21.85%
Page Municipal	AZ	(PGA)	25.00%
Flagstaff Pulliam	AZ	(FLG)	39.27%
Grand Canyon Ntl Park	AZ	(GCN)	57.41%
San Diego International	CA	(SAN)	2.66%
Sacramento International	CA	(SMF)	3.17%
Palm Springs International	CA	(PSP)	6.56%
Jack McNamara Field	CA	(CEC)	10.42%
California Redwood Coast-Humboldt County	CA	(ACV)	12.37%
Merced Regional/Macready Field	CA	(MCE)	13.71%
Metro Oakland International	CA	(OAK)	17.13%
Los Angeles International	CA	(LAX)	19.59%
San Francisco International	CA	(SFO)	21.73%
Norman Y Mineta San Jose International	CA	(SJC)	26.72%
Stockton Metro	CA	(SCK)	30.00%
Mammoth Yosemite	CA	(MMH)	41.94%
Santa Maria Public/Capt G Allan Hancock Field	CA	(SMX)	55.56%
Grand Junction Regional	CO	(GJT)	8.74%
Pueblo Memorial	CO	(PUB)	12.35%
Durango-La Plata County	CO	(DRO)	12.81%
Montrose Regional	CO	(MTJ)	17.43%
Cortez Municipal	CO	(CEZ)	34.38%
Telluride Regional	CO	(TEX)	55.71%
San Luis Valley Regional/Bergman Field	CO	(ALS)	60.15%
Bradley International	CT	(BDL)	3.08%
Tallahassee International	FL	(TLH)	2.46%
Orlando Sanford International	FL	(SFB)	7.27%
Daytona Beach International	FL	(DAB)	7.50%

Jacksonville International	FL	(JAX)	11.70%
Fort Lauderdale/Hollywood International	FL	(FLL)	12.28%
Gainesville Regional	FL	(GNV)	14.29%
Dekalb-Peachtree	GA	(PDK)	100.00%
Augusta Regional at Bush Field	GA	(AGS)	9.89%
Hartsfield - Jackson Atlanta International	GA	(ATL)	14.31%
Columbus	GA	(CSG)	26.09%
Southwest Georgia Regional	GA	(ABY)	26.19%
Valdosta Regional	GA	(VLD)	28.74%
Brunswick Golden Isles	GA	(BQK)	31.87%
Kahului	HI	(OGG)	9.14%
Ellison Onizuka Kona International at Keahole	HI	(KOA)	19.34%
Kapalua	HI	(JHM)	84.46%
Dubuque Regional	IA	(DBQ)	100.00%
Waterloo Regional	IA	(ALO)	4.92%
Des Moines International	IA	(DSM)	10.12%
The Eastern Iowa	IA	(CID)	22.36%
Southeast Iowa Regional	IA	(BRL)	25.87%
Sioux Gateway/Brig General Bud Day Field	IA	(SUX)	46.55%
Fort Dodge Regional	IA	(FOD)	59.54%
Mason City Municipal	IA	(MCW)	65.58%
Joslin Field/Magic Valley Regional	ID	(TWF)	30.34%
Pocatello Regional	ID	(PIH)	33.33%
Chicago O'Hare International	IL	(ORD)	18.76%
Central IL Regional/Bloomington-Normal	IL	(BMI)	20.07%
Quad Cities International	IL	(MLI)	21.40%
General Downing - Peoria International	IL	(PIA)	23.09%
Abraham Lincoln Capital	IL	(SPI)	36.09%
University of Illinois/Willard	IL	(CMI)	54.61%
Veterans Airport of Southern Illinois	IL	(MWA)	67.28%
Decatur	IL	(DEC)	68.07%
Indianapolis International	IN	(IND)	3.53%
Fort Wayne International	IN	(FWA)	5.38%
South Bend International	IN	(SBN)	16.26%
Evansville Regional	IN	(EVV)	39.73%
Liberal Mid-America Regional	KS	(LBL)	1.85%
Manhattan Regional	KS	(MHK)	13.89%
Dodge City Regional	KS	(DDC)	33.75%
Salina Regional	KS	(SLN)	34.57%
Hays Regional	KS	(HYS)	50.93%
Louisville Muhammad Ali International	KY	(SDF)	1.65%
Cincinnati/Northern Kentucky International	KY	(CVG)	13.16%
Blue Grass	KY	(LEX)	17.55%
Owensboro/Daviess County Regional	KY	(OWB)	50.00%
Barkley Regional	KY	(PAH)	54.31%
Baton Rouge Metro, Ryan Field	LA	(BTR)	6.35%
Louis Armstrong New Orleans International	LA	(MSY)	10.35%

Lafayette Regional/Paul Fournet Field	LA	(LFT)	15.96%
Shreveport Regional	LA	(SHV)	17.26%
Monroe Regional	LA	(MLU)	20.00%
Alexandria International	LA	(AEX)	32.18%
Norwood Memorial	MA	(OWD)	100.00%
Worcester Regional	MA	(ORH)	0.83%
Nantucket Memorial	MA	(ACK)	23.14%
Cape Cod Gateway	MA	(HYA)	24.88%
Provincetown Municipal	MA	(PVC)	25.87%
New Bedford Regional	MA	(EWB)	66.04%
Salisbury-Ocean City Wicomico Regional	MD	(SBY)	2.79%
Baltimore/Washington International Thurgood Marshall	MD	(BWI)	7.47%
Hagerstown Regional/Richard A Henson Field	MD	(HGR)	67.88%
Bangor International	ME	(BGR)	10.35%
Alpena County Regional	MI	(APN)	1.89%
Delta County	MI	(ESC)	3.70%
Cherry Capital	MI	(TVC)	4.73%
Gerald R Ford International	MI	(GRR)	5.77%
MBS International	MI	(MBS)	12.89%
Pellston Regional/Emmet County	MI	(PLN)	18.57%
Detroit Metro Wayne County	MI	(DTW)	23.92%
Sawyer International	MI	(MQT)	37.41%
Bishop International	MI	(FNT)	37.47%
Gogebic/Iron County	MI	(IWD)	39.33%
Capital Region International	MI	(LAN)	39.94%
Kalamazoo/Battle Creek International	MI	(AZO)	47.62%
Range Regional	MN	(HIB)	3.70%
Bemidji Regional	MN	(BJI)	11.43%
Minneapolis-St Paul International/Wold-Chamberlain	MN	(MSP)	15.86%
Thief River Falls Regional	MN	(TVF)	34.57%
Duluth International	MN	(DLH)	36.59%
Rochester International	MN	(RST)	42.94%
Kansas City International	MO	(MCI)	1.62%
Waynesville-St Robert Regional Forney Field	MO	(TBN)	1.85%
Springfield-Branson Ntl	MO	(SGF)	5.29%
St Louis Lambert International	MO	(STL)	11.79%
Columbia Regional	MO	(COU)	33.54%
Cape Girardeau Regional	MO	(CGI)	37.65%
Kirksville Regional	MO	(IRK)	43.01%
Joplin Regional	MO	(JLN)	69.23%
Branson	MO	(BKG)	77.78%
Hattiesburg/Laurel Regional	MS	(PIB)	14.52%
Tupelo Regional	MS	(TUP)	21.52%
Key Field	MS	(MEI)	43.01%
Golden Triangle Regional	MS	(GTR)	43.12%
Greenville Mid-Delta	MS	(GLH)	61.73%

Billings Logan International	MT	(BIL)	3.73%
Helena Regional	MT	(HLN)	11.85%
Great Falls International	MT	(GTF)	21.12%
Raleigh-Durham International	NC	(RDU)	4.24%
Coastal Carolina Regional	NC	(EWN)	5.69%
Albert J Ellis	NC	(OAJ)	20.98%
Piedmont Triad International	NC	(GSO)	22.20%
Fayetteville Regional/Grannis Field	NC	(FAY)	25.75%
Pitt-Greenville	NC	(PGV)	32.52%
Concord-Padgett Regional	NC	(USA)	49.02%
Hector International	ND	(FAR)	5.98%
Minot International	ND	(MOT)	16.49%
Williston Basin International	ND	(xwa)	17.91%
Bismarck Municipal	ND	(BIS)	23.39%
Jamestown Regional	ND	(JMS)	32.14%
Grand Forks International	ND	(GFK)	43.89%
McCook Ben Nelson Regional	NE	(MCK)	3.70%
North Platte Regional/Lee Bird Field	NE	(LBF)	3.70%
Alliance Municipal	NE	(AIA)	3.70%
Western Nebraska Regional/William B Heilig Field	NE	(BFF)	3.70%
Kearney Regional	NE	(EAR)	8.62%
Eppley Airfield	NE	(OMA)	11.35%
Central Nebraska Regional	NE	(GRI)	22.77%
Lincoln	NE	(LNK)	33.64%
Portsmouth International at Pease	NH	(PSM)	26.19%
Manchester Boston Regional	NH	(MHT)	27.29%
Morristown Municipal	NJ	(MMU)	100.00%
Newark Liberty International	NJ	(EWR)	4.86%
Trenton Mercer	NJ	(TTN)	49.10%
Albuquerque International Sunport	NM	(ABQ)	2.76%
Roswell Air Center	NM	(ROW)	13.21%
Clovis Regional	NM	(CVN)	45.83%
Boulder City Municipal	NV	(BLD)	25.81%
Elko Regional	NV	(EKO)	46.55%
New York Skyports SPB	NY	(NYS)	100.00%
East Hampton	NY	(HTO)	100.00%
Laguardia	NY	(LGA)	1.04%
Plattsburgh International	NY	(PBG)	2.56%
Watertown International	NY	(ART)	6.56%
Albany International	NY	(ALB)	6.79%
Ogdensburg International	NY	(OGS)	7.02%
Frederick Douglass/Greater Rochester International	NY	(ROC)	11.77%
Long Island MacArthur	NY	(ISP)	14.37%
Buffalo Niagara International	NY	(BUF)	15.71%
Greater Binghamton/Edwin A Link Field	NY	(BGM)	41.79%
Niagara Falls International	NY	(IAG)	55.26%
Ithaca Tompkins International	NY	(ITH)	56.04%

Elmira/Corning Regional	NY	(ELM)	63.18%
New York Stewart International	NY	(SWF)	76.87%
Cincinnati Municipal/Lunken Field	OH	(LUK)	100.00%
Burke Lakefront	OH	(BKL)	100.00%
John Glenn Columbus International	OH	(CMH)	8.61%
Cleveland-Hopkins International	OH	(CLE)	15.12%
Rickenbacker International	OH	(LCK)	19.63%
Akron-Canton Regional	OH	(CAK)	27.96%
James M Cox Dayton International	OH	(DAY)	41.23%
Eugene F Kranz Toledo Express	OH	(TOL)	85.87%
Will Rogers World	OK	(OKC)	3.77%
Lawton-Fort Sill Regional	OK	(LAW)	20.00%
Stillwater Regional	OK	(SWO)	27.91%
Mahlon Sweet Field	OR	(EUG)	5.96%
Roberts Field	OR	(RDM)	11.67%
Portland International	OR	(PDX)	18.11%
Rogue Valley International - Medford	OR	(MFR)	30.64%
Venango Regional	PA	(FKL)	100.00%
Dubois Regional	PA	(DUJ)	0.59%
Pittsburgh International	PA	(PIT)	9.06%
Philadelphia International	PA	(PHL)	16.07%
Harrisburg International	PA	(MDT)	17.91%
Lehigh Valley International	PA	(ABE)	33.74%
Arnold Palmer Regional	PA	(LBE)	36.08%
University Park	PA	(SCE)	41.88%
Wilkes-Barre/Scranton International	PA	(AVP)	46.08%
Altoona/Blair County	PA	(AOO)	46.55%
Williamsport Regional	PA	(IPT)	47.06%
John Murtha Johnstown/Cambria County	PA	(JST)	54.07%
Erie International/Tom Ridge Field	PA	(ERI)	61.18%
Rhode Island Tf Green International	RI	(PVD)	2.49%
Columbia Metro	SC	(CAE)	8.00%
Hilton Head	SC	(HHH)	17.65%
Florence Regional	SC	(FLO)	47.86%
Watertown Regional	SD	(ATY)	8.62%
Joe Foss Field	SD	(FSD)	10.20%
Rapid City Regional	SD	(RAP)	27.46%
Pierre Regional	SD	(PIR)	41.57%
Memphis International	TN	(MEM)	11.21%
Lovell Field	TN	(CHA)	18.69%
McKellar-Sipes Regional	TN	(MKL)	30.09%
Del Rio International	TX	(DRT)	100.00%
George Bush Intcntl/Houston	TX	(IAH)	1.71%
Lubbock Preston Smith International	TX	(LBB)	4.53%
East Texas Regional	TX	(GGG)	27.91%
Abilene Regional	TX	(ABI)	28.37%
Jack Brooks Regional	TX	(BPT)	29.55%

Tyler Pounds Regional	TX	(TYR)	30.83%
Victoria Regional	TX	(VCT)	43.01%
San Angelo Regional/Mathis Field	TX	(SJT)	45.56%
Sheppard AFB/Wichita Falls Municipal	TX	(SPS)	46.09%
Robert Gray AAF	TX	(GRK)	46.15%
Waco Regional	TX	(ACT)	48.60%
Easterwood Field	TX	(CLL)	49.45%
Vernal Regional	UT	(VEL)	1.85%
Salt Lake City International	UT	(SLC)	7.09%
Cedar City Regional	UT	(CDC)	41.57%
Roanoke/Blacksburg Regional (Woodrum Field)	VA	(ROA)	0.16%
Washington Dulles International	VA	(IAD)	2.66%
Norfolk International	VA	(ORF)	4.57%
Shenandoah Valley Regional	VA	(SHD)	8.62%
Richmond International	VA	(RIC)	9.42%
Charlottesville-Albemarle	VA	(CHO)	23.19%
Newport News/Williamsburg International	VA	(PHF)	58.33%
Burlington International	VT	(BTV)	19.52%
Seattle Lake Union Seaplane Base	WA	(LKE)	100.00%
Spokane International	WA	(GEG)	2.67%
Tri-Cities	WA	(PSC)	14.00%
Walla Walla Regional	WA	(ALW)	23.08%
Boeing Field/King County International	WA	(BFI)	33.33%
Yakima Air Trml/McAllister Field	WA	(YKM)	44.04%
Pangborn Memorial	WA	(EAT)	47.90%
Pullman/Moscow Regional	WA	(PUW)	51.22%
Snohomish County (Paine Field)	WA	(PAE)	70.72%
Rhineland/Oneida County	WI	(RHI)	2.15%
General Mitchell International	WI	(MKE)	5.87%
Dane County Regional/Truax Field	WI	(MSN)	14.33%
Green Bay/Austin Straubel International	WI	(GRB)	18.51%
Central Wisconsin	WI	(CWA)	47.59%
La Crosse Regional	WI	(LSE)	57.28%
Chippewa Valley Regional	WI	(EAU)	64.52%
Morgantown Municipal (Walter L Bill Hart Field)	WV	(MGW)	0.59%
North Central West Virginia	WV	(CKB)	2.25%
Tri-State/Milton J Ferguson Field	WV	(HTS)	19.35%
West Virginia International Yeager	WV	(CRW)	29.55%
Laramie Regional	WY	(LAR)	1.85%
Southwest Wyoming Regional	WY	(RKS)	3.13%
Cheyenne Regional/Jerry Olson Field	WY	(CYS)	3.33%
Sheridan County	WY	(SHR)	15.07%
Yellowstone Regional	WY	(COD)	25.77%
Central Wyoming Regional	WY	(RIW)	37.37%