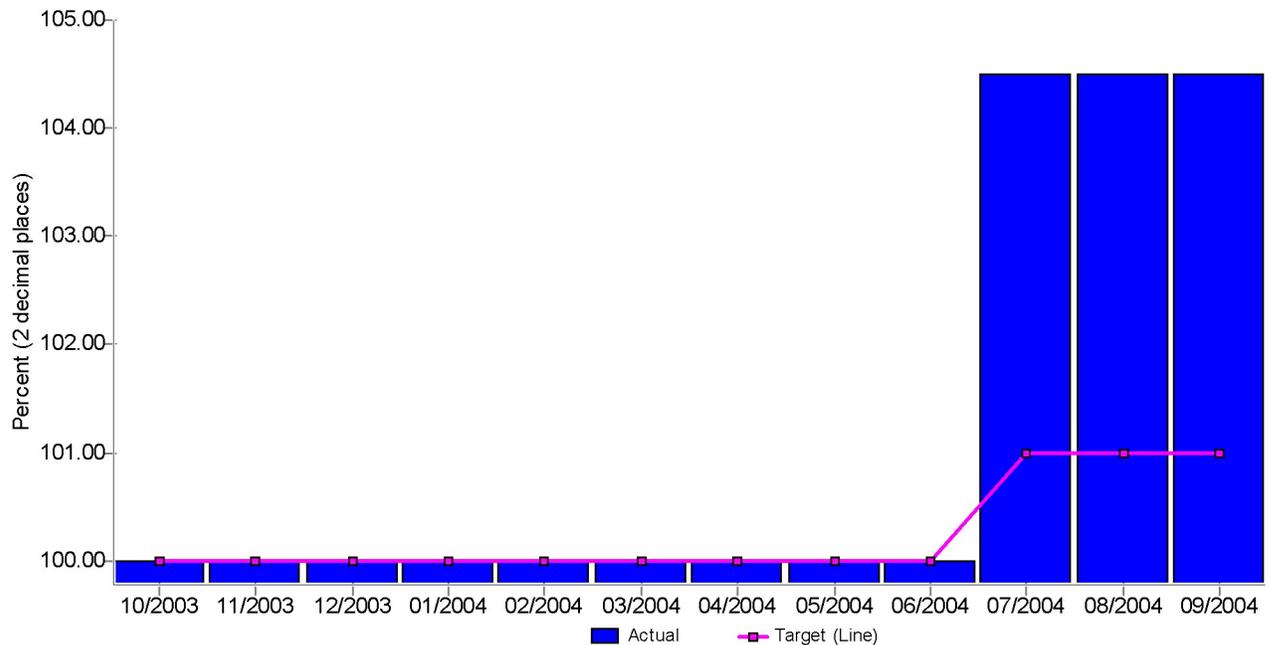


Status of FAA Performance Targets

TGT: Aviation Fuel Efficiency (FAA) This Year to Date (Last Value)



Description

TGT: Improve aviation fuel efficiency per revenue plane-mile by 1% per year through 2008, as measured by a three-year moving average, from the three-year average for calendar year 2000-2002. The measure is the percentage improvement in aviation fuel efficiency per revenue plane-mile over the 2000-2002 baseline. The FY 2004 target is a 1 percent improvement over the baseline.

Period Table

	Actual	Target (Line)	Target (Line) - Index Range
10/2003	100.00%	100.00%	Green
11/2003	100.00%	100.00%	Green
12/2003	100.00%	100.00%	Green
01/2004	100.00%	100.00%	Green
02/2004	100.00%	100.00%	Green
03/2004	100.00%	100.00%	Green
04/2004	100.00%	100.00%	Green
05/2004	100.00%	100.00%	Green
06/2004	100.00%	100.00%	Green
07/2004	104.51%	101.00%	Green
08/2004	104.51%	101.00%	Green
09/2004	104.51%	101.00%	Green

Commentary (Q4/2004)

Relative to the baseline fuel efficiency, the calculated fuel efficiency for the FY04 performance period was a 4.5% improvement, exceeding the 1% improvement target for the year. The FY04 performance target was to improve aviation fuel efficiency per revenue plane-mile by 1% per year through FY 2008, as measured by a three-year moving average, from the three-year average for calendar years 2000-2002. FAA measures this target using SAGE - the System for assessing Aviation Global Emissions, which is a computer model that estimates aircraft fuel burn and emissions for variable-year emissions inventories and for operational, policy, and technology-related scenarios. For this target, SAGE is used to generate fuel burn and total distance flown data annually for all U.S. commercial operations. The baseline for this performance target was calculated by averaging the annual SAGE-generated fuel burn for calendar years 2000, 2001, 2002 and dividing by the average total distance flown over that three year period. FY04 performance was calculated for the most recent three years (2001, 2002, and 2003).

There is growing concern over aviation's contribution to both global climate change, and local air quality. As noise

Status of FAA Performance Targets

has been, aviation emissions are becoming a major environmental concern around airports; and, local air quality is a major consideration of any assessment of potential capacity increases. Although today's aircraft are up to 70% more efficient than early jets and the science involved with emissions is still developing, aviation is viewed as a small contributor to climate change.