**FY15 Aviation Open Data Set Summary**

**Overview of the annual Aviation Open Data Set**

The Federal Aviation Open Data Set is compiled from data Federal agencies submit to the Federal Aviation Interactive Reporting System (FAIRS) for each fiscal year. The Federal Government uses aircraft to support various missions that include the management of natural resources, scientific research, search and rescue, firefighting, marine safety, research and development, and law enforcement activities. The Federal Government owns aircraft, and also leases, charters, and rents aircraft through Commercial Aviation Services (CAS) providers.

**Types of Data Collected:**

The Federal Aviation Open Data Set includes total flight hours and is further broken down to identify Federal fleet hours as well as Commercial Aviation Services (CAS) hours. Additionally, the Aviation Open Data Set also includes total program costs, and is also further broken down to identify Federal and CAS costs.

**Key Statistics:**

**Operational Aircraft Inventory**

As of 04/07/16 the Federal fleet included 1,209 operational aircraft, which is a decrease of 14 operational aircraft over FY14:

Airplanes 688

Helicopters 506

Glider 1

Unmanned Aircraft Systems 14

Total aircraft 1,209

**Aircraft models, manufacturers and average age**

The Federal aircraft fleet consists of 257 different models that are produced by 57 manufacturers. Federal operational aircraft on average are 30 years old.

**Aviation Program Costs**

Total FY15 Aviation program costs: $1,031,404,877

**Greenhouse Gas Emissions/Sustainability**

In conjunction with the Administration’s goal of Federal leadership in environmental sustainability and in anticipation of the introduction of alternative jet fuels, GSA’s Aviation Policy Division has developed a CO2  emissions baseline for Federal (non-DoD) fleet aircraft, which details greenhouse gas (GHG) emissions. GSA’s FY14 emissions computations indicates that the Federal aviation program emitted a total of 711,211 metric tons (Mt) of CO2, which is an increase of 34,726 metric tons (Mt) or 5% over FY13. However, based on figures available for commercial aviation, GHG emissions for the Federal aviation program are approximately 0.47% of all commercial aviation GHG emissions.

**Significant Decreases from FY 2014 to FY 2015**:

Federal agencies supported a total of 409,096 flight hours in FY15, which represents an increase of 27,426 hours or 7.1% increase over FY14. Federal flight hours (utilization) totaled 278,091 hours, which was an increase of 21,559 hours or 8.4% over FY14**.** CAS utilization totaled 131,005 hours, which represents an increase of 5,867 hours or 4.7% over FY14.

Federal agencies paid $1,031,404,877 to operate their Federal fleet aircraft and to acquire Commercial Aviation Services (CAS). This total was a decrease of $69,940,507 or 6.3% from FY14. Federal costs totaled $662,151,458 and was a decrease of $76,696,822 or 10.4% from FY14, while CAS costs for FY15 totaled $369,253,419 which was an increase of $6,756,315 or 1.9% over FY14.

FY15 aircraft utilization data indicated that the U.S. Department of Agriculture reported the largest increase in flight hours in FY15 of 11,726, while NASA reported the largest decrease in flight hours in FY15 of 1,100. FY15 aircraft cost data indicated that the U.S. Department of Agriculture reported the largest increase in aviation program costs of $40,480,286, while NASA reported the largest decrease in aviation program costs of $61,679,056. Note that major fluctuations in USDA aircraft utilization and aviation program costs are normally linked directly to wildland firefighting activities.