approximately two decades ago. An Amended Subdivision Plat for Sky Ranch was recorded and filed on May 16, 2018.

The San Juan County Board of Commissioners (the "**Board**") approved the Application subject to the satisfaction of a condition or requirement that the Applicant consult with the community and return to the San Juan County Planning and Zoning Commission (the "**Planning Commission**") to provide additional information regarding the Application. Before the Applicant could satisfy this condition and return to the Planning Commission-, Karl Spielman and Tim and Beverly O'Niell (the "**Petitioners**") filed this appeal (the "**Appeal**") challenging the Board's conditional approval. Subsequently, Petitioners requested a stay of the Board's conditional approval pending resolution of the Appeal. While there are numerous deficiencies in the Appeal, including material misstatements and omissions of fact (as well as questions regarding standing, etc.), this submittal focuses solely on procedural issues.

Please accept this letter as a formal objection to Petitioners' request for a stay of the Application. The Applicant also moves the ALJ to dismiss or, alternatively, to stay the Appeal. As an initial matter, the Appeal is premature and should be dismissed in its entirety. In the alternative, the stay should be denied so that the Applicants can have the opportunity to satisfy the condition attached to the Board's approval. Permitting the Applicant the opportunity to satisfy the Board's condition will allow for: (1) development of a complete record for appeal; (2) finalization of the Application process prior to proceeding with the Appeal; (3) narrowing of the issues—if any—to be decided on appeal; and (4) protection of the due process rights of the Applicant. At the very least, the Appeal should be stayed pending the Applicant's satisfaction of the Board's condition because allowing the two processes to proceed in parallel will serve no legitimate purpose and waste resources.

BACKGROUND[1]

In mid-2020, the Applicant submitted the Application to the County. In consultation with the County's subdivision administrator, the Applicant made several changes to the Application. The Application was then forwarded to the Planning Commission, which recommended approval to the Board. As a result, the Application was presented to the Board at its February 16, 2021 meeting (the "**Board Meeting**").

During the Board Meeting, the Board took public comments from a number of individuals (including Karl Spielman and Beverly O'Niell) regarding the Application. The Petitioners comments at the Board Meeting focused mainly on the perceived negative impact the Sky Ranch subdivision would have on their own properties. After receiving public comment, the Board

[1] The issues presented herein are primarily procedural in nature. As a result, only those facts necessary to the ALJ's consideration of the objection and motion are recited herein.

engaged in discussion regarding the Application. Eventually, the Board voted to temporarily table the Application until the Board could consult with the County Attorney.[2]

Later in the Board Meeting, Deputy County Attorney Alex Goble ("**Goble**") joined the call and provided legal advice on the Board's various proposed dispositions of the Application. The Board and Goble discussed potential approval, denial, or tabling of the Application, and what the legal ramifications of those actions would be (if any) for the County. Eventually, Commissioner Maryboy made a motion that was interpreted as a motion to table the Application, and the motion passed. After the vote, further discussion ensued regarding the ramifications of tabling the Application. Commissioner Maryboy clarified that his earlier motion was not to simply table the motion, but to table the motion pending receipt of further information. The other members of the Board expressed that they believed the motion had been to simply table the Application. With this clarification in hand, the Board voted to recall the earlier vote, and the following colloquy took place:

> Commissioner Maryboy: "I'd like to make a motion for approval of this project, but with the conditions that the community is being consulted with the party that is going to be developing and bring that information back to the planning commission."
>
> Commissioner Adams: "Alex, does that get us out of legal trouble?"
>
> County Attorney Goble: "Yes and no. If I'm understanding the motion correctly, the motion is to approve with a requirement, which gets a little bit complicated, that the developer needs to meet with the planning and zoning commission and take public comment on their concerns. If I understand Commissioner Maryboy's motion correctly?"
>
> Commissioner Maryboy: "The safety oversight that oversees airports and airplanes and communities, we need to know when the response comes back."
>
> County Attorney Goble: "So that discussion is for informational purposes?"
>
> Commissioner Maryboy: "Yes."
>
> County Attorney Goble: "Then I believe, as long as Mr. Burton and the Planning and Zoning Commission has otherwise determined the plat to be in compliance with the Spanish Valley Ordinance, that should save us the legal trouble."

This concluded the Board's discussion of the Application, and the Board voted 3-0 in favor of Commissioner Maryboy's motion. Similarly, the minutes of that meeting reflect the following motion and vote:

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[2] The Board Meeting can be viewed on YouTube at the following link. The final 30 minutes of the video contains the most relevant portion of the Board Meeting. https://www.youtube.com/watch?v=zGJvUZCQ7Dw&ab_channel=SanJuanCountyCommission

> A motion to approve the subdivision with the stipulation that the applicant consult with the community and then bring that information back to the Planning and Zoning Commission was made by Commission Vice-Chair Maryboy. The motion was 2nd by Commissioner Adams. Voting Aye: Commission Chairman Grayeyes, Commission Vice-Chair Maryboy, Commissioner Adams.

A copy of the minutes from the Board Meeting is also attached as Exhibit 1, pgs. 9-10.

On February 26, 2021, Petitioners filed the Appeal. The Appeal requests that the Board's approval be reversed and remanded to the Planning Commission.

On March 18, 2021, Petitioners apparently requested a stay of the Board's approval. It is our understanding that the proposed stay has not been entered pending the Applicant being given an opportunity to retain counsel. The proposed stay is focused largely on questions of public safety, noting that:

> The San Juan County Administrative Law Judge has determined that the safety concerns alleged by petitioners are significant enough to approve a stay of the Board of Commissioners' 16 February 2021 Decision, and a stay of the development of the Sky Ranch Subdivision Estates Phase II, pending review and decision by the San Juan County Administrative Law Judge.

ARGUMENT

I. The Appeal Should Be Dismissed As Premature

The Appeal is premature. Under Utah law, appeal authorities are only vested with jurisdiction to hear and decide appeals from "decisions" applying land use ordinances. *See* Utah Code § 17-27a-701(1)(a). The Board's approval required additional consultation and presentation before the Planning Commission. As such, the condition cannot be separated from the approval (and vice versa).

Because Petitioners filed the Appeal a mere ten days after the Board conditionally approved the Application, the Applicant has not been given an opportunity to satisfy the condition attached to the approval. The Applicant has yet to complete the work necessary to present its additional information to the Planning Commission, and Sky Ranch has not been placed on the agenda of a future Planning Commission meeting where that information can be presented.

As a result, Petitioners seek to appeal a decision that has not yet been fully developed according to its own terms. Thus, this Appeal—as currently constituted—is premature, and it should be dismissed. After the Applicant has satisfied the Board's condition of approval, the Petitioners may refile their appeal (assuming they have standing to do so).

II. Alternatively, Petitioners' Request for Stay Should Be Denied and The Appeal Should Be Stayed Pending the Applicant's Satisfaction of the Board's Condition of Approval

Even if the ALJ decides that Petitioners' premature filing of the Appeal does not foreclose it entirely, the stay should be denied and the Appeal should be stayed pending the Applicant's satisfaction of the Board's condition of approval.

As explained above, the Board's approval of the Application was conditioned on the Applicant gathering information from the community and presenting additional information to the Planning Commission. This Appeal (and the requested stay) attempts to short-circuit that process and creates at least two major problems.

First, as noted above, the record is incomplete. Part of the Board's decision was to require that the Applicant gather and present information to the Planning Commission. That has not yet happened. Thus, a significant portion of the record still needs to be developed. Moreover, this missing portion of the record will—once developed—contain relevant information to the issues on appeal, including those concerning safety. In satisfying the condition imposed by the Board, the Applicant intends to do the following:

1. Solicit public input and comment from the community;
2. Finalize the covenants, conditions, and restrictions (the "**CC&Rs**") that will govern Sky Ranch;
3. Finalize the regulations that will govern the use of the airstrip at Sky Ranch, including an approved approach pattern (the "**Regulations**"); and
4. Present the above listed items—and any other pertinent information—to the Planning Commission.

Importantly, the CC&Rs and the Regulations will address numerous issues relevant to this Appeal. For example, the CC&Rs will establish rules for the erection of structures on lots within Sky Ranch, including setback requirements developed in consideration of appropriate safety standards and applicable setback requirements in the County ordinance. The Regulations will establish rules regarding flight patterns and limitations on flying times, among other things. These are issues that are relevant to this Appeal, and the parties and the ALJ should have the benefit of a full record on these issues before any decision is made (or could be made).

A stay would prevent the Applicant from satisfying the condition of approval imposed by the Board. The Applicant would also be denied the chance to fully develop the record so that all of the arguments raised by the Petitioners can be addressed at the conclusion of the approval process.

The Applicant has a statutory right to apply for approval of the Sky Ranch subdivision, *see* Utah Code Ann. §17-27a-603, and freezing the Applicant prior to it being able to satisfy the condition of approval would violate the Applicant's due process rights. *See Patterson v. Am. Fork City*, 2003 UT 7, ¶ 23 (explaining that parties have a valid, protectable property interest in state-

created rights). Moreover, Utah Code Ann. Section 17-27a-509.5 requires the County to process the Application with "reasonable diligence" and Utah Code Ann. Section 17-26a-706(2) requires the ALJ to "respect the due process rights of each of the participants" in the Appeal. Therefore, the Applicant is entitled to the benefit of completing the application process, and a stay of the Application would unconstitutionally foreclose it from securing that benefit here. *See Petersen v. Riverton City*, 2010 UT 58, ¶ 22 (explaining that a protectable property interest exists where "existing rules and understandings that stem from an independent source such as state law . . . secure certain benefits and [ ] support claims of entitlement to those benefits" (citation omitted.)).

Counsel for the Applicant is unaware of any precedent in Utah that would support the prosecution of an appeal of a land use decision before the applicant is given an opportunity to satisfy all of the conditions of approval. Said another way, the Appeal is simply not ripe for decision and a stay of the Application would preclude the Applicant from: (1) developing a complete record; and (2) satisfying the condition imposed by the Board for approval.

Second, in addition to being premature, the issues presented in this Appeal may be unnecessarily broad as well. As noted in the Prehearing Memorandum and Order dated March 22, 2021, the likely focus of the appeal is whether Sky Ranch is safe as a residential community. A proper evaluation of that question will involve consideration of issues that will be addressed in the CC&Rs and the Regulations. Unless and until the CC&Rs and Regulations are finalized and presented to the Commission, the relative safety of the subdivision and operational parameters for airstrip and Sky Ranch are not the proper subject of this Appeal. Until it is known what conditions will be placed on the residential lots in Sky Ranch, it is impossible to make that determination. Indeed, it is possible that the CC&Rs and the Regulations will address all of the safety issues that are implicated in this Appeal, potentially mooting the need for an appeal altogether. If not, the issues will be significantly narrowed and the parties' focus will be sharpened once the Applicant is afforded that opportunity.[3] A stay of the Application forecloses the opportunity for the parties to narrow the issues on appeal by completing the process contemplated by the Board, and it should be denied on this ground.

Denying the stay and allowing the Applicant to take the above-outlined steps will solve both of the problems discussed above.[4] Moreover, denying Petitioners' request for a stay of the Application will not thwart any public purpose identified in the proposed stay order. Because the Board's approval was conditioned, the Applicant cannot—and will not—begin any residential unit construction at Sky Ranch until the stated condition has been satisfied as outlined above. As a result, the stay should be denied and the Applicant should be permitted to complete the above-outlined steps—which are expressly contemplated by the Board's conditional approval. As

[3] The ALJ has already identified the need to narrow the issues on appeal. *See* March 21, 2021 Prehearing Memorandum and Order at ¶ 11.

[4] Additionally, doing so will also allow Petitioners to obtain at least some of the relief they seek in the Appeal. *See* February 26, 2021 Appeal Letter at 12 (requesting that the Board's decision be reversed and remanded to the Planning Commission for receipt of further information regarding the Application).

explained above, doing so will benefit all parties involved by creating a complete record and narrowing the issues that remain for appeal, if any.

Finally, a stay of the Application and a decision on the pending Appeal without a complete record and prior to the Applicant being given an opportunity to satisfy the condition of approval would constitute an impermissible advisory opinion. The issuance of advisory opinions relating to land use matters has been reserved by statute to the Office of the Property Rights Ombudsman. Utah Code Ann. §13-43-205 enables the Ombudsman to issue "Advisory Opinions" and such requests can be filed "at any time" during the application process.

Conversely, a finality requirement is imposed on appeal authority decisions that may result in an appeal to the Seventh District Court. *See, e.g.*, Utah Code Ann. §17-27a-801. The ALJ, as the designated appeal authority for the County, sits in a quasi-judicial role. *See* Utah Code Ann. § 17-27a-701(3)(a)(i). If the Applicant is stayed from advancing the Application further, any party could then appeal that decision to Utah District Court. And Utah courts routinely decline to entertain matters that are not ripe and which would result in advisory opinions. *See, e.g.*, *Velasquez v. Harman-Mont & Theda, Inc.*, 2014 UT App 6, ¶ 10 ("[T]his court has no power to issue an advisory opinion on an issue that is not yet ripe for decision.").

In addition to denying Petitioners' requested stay, the ALJ should also stay the Appeal pending the Applicant's satisfaction of the Board's condition of approval. For the reasons explained above, the Appeal should not move forward until the record is fully developed, which will only occur once the Applicant has taken the above-outlined steps. Thus, the Appeal should be stayed pending the Applicant's satisfaction of the Board's condition of approval as outlined above.

CONCLUSION

For the reasons explained above, the Appeal should be dismissed. In the alternative, the Petitioners request for a stay should be denied, and the Appeal should be stayed while the Applicant is given the opportunity to satisfy the Board's condition of approval.

Dated: April 16, 2021

Sincerely,

Justin P. Matkin
Robert A. McConnell
Kevin G. Heiner
Attorneys for Business Resolutions, LLC as Trustee of the Moab Development Trust and Mike Bynum

CERTIFICATE OF SERVICE

I certify that on this 16th day of April, 2021, copies of the foregoing were served via email to the following:

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/s/ Margarita Gonzales

4826-9727-3573, v. 2

EXHIBIT 1

SAN JUAN COUNTY

BOARD OF COMMISSIONERS MEETING

Electronic Meeting
February 16, 2021 at 11:00 AM

MINUTES

The public will be able to view the meeting on San Juan County's Facebook live and Youtube channel

Audio link can be found at: *https://www.utah.gov/pmn/index.html*

Video link can be found at: *https://www.facebook.com/SanJuanUtah/videos/5803987779626979*

CALL TO ORDER

ROLL CALL

PRESENT
Commission Chairman Willie Grayeyes
Commission Vice-Chair Kenneth Maryboy
Commissioner Bruce Adams

INVOCATION

PUBLIC COMMENT

Public comments will be accepted through the following Zoom link https://us02web.zoom.us/j/3125521102 *or by phone* One tap mobile +16699006833,,3125521102# US (San Jose)

There will be a three minute time limit for each person wishing to comment. If you exceed that three minute time limit the meeting controller will mute your line.

Time Stamp 2:42 (audio) 13:00 (video)

Lynda Smrz - Lynda asked who is responsible for enforcing the county's zoning ordinance. She discussed two upcoming commercial events and asked about Conditional Use Permits have been issued.

Beverly O'Neil - Beverly spoke about the Sky Ranch Phase II subdivision and stated that several concerns about the subdivision were not addressed. She also asked if there was a difference between the old and new plans. Beverly also spoke about the Sky Ranch Airport and asked that airport be condemed.

Tommy - Tommy spoke about item #17on the agenda. He also asked the commission to support item #19 on the agenda and pass the Resolution supporting the continuation and modification of the Settlement Agreement.

Marlene Huckaby - Marlene stated that new members were needed for the Spanish Valley Water Board. She suggested that Monette Clark and David Focardi be appointed to the board.

Mary McGann – Mary, Grand County Airport Board, stated that flight plans for planes using Sky Ranch Airport should be considered before approving the Sky Ranch Subdivision. She asked the commission to postpone the approval of subdivision until a future date.

Kevin Walker - Kevin encouraged the commission to postpone the decision on the Sky Ranch Airport Subdivision because the airport has a big effect on the citizens living in the valley.

David Focardi - David read his qualifications for being on the Spanish Valley Water Board.

Mark Shapiro - Mark speaking of the San Juan Spanish Valley Special Service District, explained that water concerns are important to consider when developing Spanish Valley. He stated that Monette Clark and David Focardi would be good board members for

Karl Spielman - Karl explained that there are no safety provisions surrounding the Sky Ranch Airport and asked the commission to table the approval of the subdivision until further concerns can be addressed.

Carolyn Dailey - Carolyn asked the commission to appoint David Focardi and Monette Clark to the Spanish Valley Water Board. She also asked that ... She also asked the commission to table the approval of the Sky Ranch Subdivision until more information can be gathered.

President Jonathan Nez - President Nez talked about the successful turnout of the General Election and encouraged the commission to pass the proposed resolution renewing the Settlement Agreement which would give voters greater access to voting information and voting access.

Marilyn Holly - Marilyn asked the commission to approve the resolution which would increase the voting locations on the reservation.

Denise Oblick - Denise, along with her husband Don expressed concern about the location of the Sky Ranch Airport. She asked the commission to table the proposed Sky Ranch Subdivision until safety precautions can be addressed.

Nick Lee - Nick asked the commission to postpone the decision on the Sky Ranch Subdivision. He stated that planning a residential area around an airport should be reconsidered.

Monette Clark - Monette asked the commission to table the Sky Ranch Subdivision request until concerns can be resolved.

Coby Smith - Coby addressed item #10 concerning the revision of the Spanish Valley Zoning map. He thanked the Planning & Zoning Commission for considering the input of the citizens in making the revisions to the map.

Kenny Victor - Kenny encouraged the commission to support the proposed Resolution to continue the Settlement Agreement.

John Weisheit - John suggested that Monette Clark and David Focardi would be good additions to the Spanish Valley Water Board. He also offered his services as an advisor.

Tara Benally - Tara asked the commission to support the continuation of the Settlement Agreement. She spoke about the coordination that occurred between the Navajo Nation and San Juan County.

Frank Darcey - Frank, Chairman of the Spanish Valley Special Service District, expressed his support of the board members that were presented to the County Commission by the Special Service District for approval.

Nathaniel Brown - Nathaniel, Council Delegate, asked the commission to support the passing of the resolution supporting the continuation of the Settlement Agreement.

Kim Henderson - Kim asked the commission to uphold the recommendations of the Planning and Zoning Commission and approve the Sky Ranch Subdivision.

Yolanda Badback - Yolanda asked the commission to support the modifications of the Settlement Agreement as well as include a polling location in White Mesa.

Norbin Lameman - Norbin offered his support of the resolution to continue the Settlement Agreement.

Jeff Mattson - Jeff asked the commission to table the Skyranch Subdivision.

Terry Whitehat - Terry asked the commission to support the resolution to continue the Settlement Agreement.

Clifford Sagg - Clifford urged the commission to support the resolution supporting the Settlement Agreement.

Ann Leppanen - Ann commended the clerk's office for its work on the elections and asked the commission to approve the resolution supporting the continuation of the Settlement Agreement

Mike Beinam - Mike explained that the Sky Ridge airport has met all FAA requirements. He also stated that it is currently authorized by the FAA for use with permission by the general public, but that the use would be limited.

Curtis Yanito - Curtis gave a comment in the Navajo language. He also spoke in support of the proposed resolution.

Herman Daniels - Herman, Council Delegate, asked the commission to support the resolution to continue the Settlement Agreement.

Colleen Benally - Colleen urged the commission to support the resolution to continue the extension of the Settlement Agreement.

Darlene Pino - Darlene offered her support for the proposed resolution.

Shirley Bendoni - Shirley offered her support of the proposed resolution and for Rural Utah Project to increase voting.

Daylene Redhorse - Daylene expressed support of the extension of the Settlement Agreement.

Joan Tallis - Joan expressed support for the extension of the Settlement Agreement.

Mary Benally - Mary expressed support of the proposed resolution and good interpretation services.

CONSENT AGENDA (Routine Matters) Mack McDonald, San Juan County Administrator

The Consent Agenda is a means of expediting the consideration of routine matters. If a Commissioner requests that items be removed from the consent agenda, those items are placed at the beginning of the regular agenda as a new business action item. Other than requests to remove items, a motion to approve the items on the consent agenda is not debatable.

Time Stamp 1:47:15 (audio) 1:57:33 (video)

A motion to approve the agenda and move item #7 to the Business/Action section of the agenda was made by Commission Vice-Chair Maryboy. The motion was 2nd by Commissioner Adams.
Voting Yea: Commission Chairman Grayeyes, Commission Vice-Chair Maryboy, Commissioner Adams.

Mack reviewed with commission the meeting agenda along with the consent agenda

A motion was made by Commission Vice-Chair Maryboy to approve the consent agenda which was seconded by Commissioner Adams.
Voting Yea: Commission Chairman Grayeyes, Commission Vice-Chair Maryboy, Commissioner Adams

1. Check Registers for 01/27/2021 through 02/03/2021
2. Check Registers for 02/03/2021-02/09/2021
3. February 2, 2021 Commission Meeting Minutes
4. Consideration and Approval to purchase four (4) Walk-n-Roll Packers
5. Ratification of the Memorandum of Understanding between the Utah Department of Technology Services and San Juan County Public Health for VaccinateUtah Software
6. 2021 Cal Black Airport FAA SF-424 CRRSAA Covid Grant Funding Authorization for $9,000 for COVID-19 Available Spending

RECOGNITIONS, PRESENTATIONS, AND INFORMATIONAL ITEMS

7. Comments on Draft Forest Plan – Nick Sandberg, Public Lands Coordinator

Item Moved to the end of the agenda

BUSINESS/ACTION

8. Spanish Valley Special Service District Board Recommendation Appointment Approval, Mack McDonald, Chief Administrative Officer

Time Stamp 2:03:20 (audio) 2:13:38 (video)

Mack presented, for approval, the Spanish Valley Special Service District Board appointments. He explained that the current board made recommendations of individuals who they would like to serve on the Board. Mack also reviewed county by-laws regarding Special District Boards. Further discussion followed regarding board member qualifications.

A motion to deny the recommended board appointments was made by Commission Vice-Chair Maryboy and was seconded by Commission Chairman Grayeyes.
Voting Yea: Commission Chairman Grayeyes, Commission Vice-Chair Maryboy
Voting Nay: Commissioner Adams

9. Sky Ranch Estates Subdivision Phase II, Scott Burton, Subdivision Administrator

Time Stamp 2:25:35 (audio) 2:35:53 (video)

Scott presented, for approval, the Sky Ranch Estates Subdivision Phase II Platte. Scott explained that the subdivision application was received in October 2020 and that it was reviewed by staff. He also stated that several changes were made after communication with the developer until zoning requirements were met. The application was then submitted to and approved by the Planning and Zoning. Scott also discussed and reviewed a map of the proposed subdivision with the Commission. He also explained that the airport predates most of the houses currently built in the area.

A motion to approve the subdivision was made by Commissioner Adams which was followed by further discussion occurred. Mack also explained that the airport is a private airport and will continue to operate. He explained that the airport meets the current San Juan County ordinance which was followed by more discussion.

A motion to temporarily table the item until a legal review could be obtained was made by Commissioner Adams, Seconded by Commission Chairman Grayeyes.
Voting Yea: Commission Chairman Grayeyes, Commissioner Adams
Voting Nay: Commission Vice-Chair Maryboy

10. Consideration and Approval of the Revision to Spanish Valley Zoning Map, Scott Burton, Subdivision Administrator

Time Stamp 2:47:53 (audio) 2:58:11 (video)

Scott presented, for approval, map adjustments to Spanish Valley. He explained that the draft map has been reviewed, received public comment, and was recommended by the Planning & Zoning Commission.

A motion to approve the revised Spanish Valley Zoning Map was made by Commissioner Adams. The motion was 2nd by Commission Vice-Chair Maryboy.
Voting Yea: Commission Chairman Greyeyes, Commission Vice-Chair Maryboy, Commissioner Adams.

11. Legacy Fields Subdivision Phase II, Scott Burton, Subdivision Administrator

Time Stamp 2:50:33 (audio) 3:00:51 (video)

Scott presented Legacy Fields Subdivision Phase II for approval. He stated that Phase I was previously approved by the commission and explained that Phase II proposes and additional 21 lots which all meet the lot requirements.

A motion to approve the subdivision was made by Commissioner Adams and seconded by Commission Vice-Chair Maryboy.
Voting Yea: Commission Chairman Grayeyes, Commission Vice-Chair Maryboy, Commissioner Adams

12. Consideration and Approval of the Application for Spanish Valley Overnight Accommodations Overlay (Rezone), Scott Burton, Subdivision Administrator

Time Stamp 2:56:02 (audio) 3:06:20 (video)

Scott presented an application for approval. He explained that this is first step in a three step process and explained that this step is a request to modify the zoning map so that a parcel could be included in the zone. Scott explained that the property owner would like build a glamping campground. If approved, step 2 would also come to the commission for approval.

A motion to approve the application was made by Commission Vice-Chair Maryboy and seconded by Commissioner Adams.
Voting Yea: Commission Chairman Grayeyes, Commission Vice-Chair Maryboy, Commissioner Adams

13. Letter of Support for the Sorenson Legacy Foundation Grant Application, Presented by Mikaela Ramsay, Assistant Library Director

Time Stamp 3:00:28 (audio) 3:10:46 (video)

Mikaela presented a letter of support for the Sorenson Legacy Foundation Grant application. She explained that the library is currently working on creating a co-working space for individuals who are passing through and need a place to work. It would also be available to local individuals who would need to use it. Mikaela requested that the commission provide a letter of support to receive and additional grant which would help with the construction of the space.

A motion was made by Commission Vice-Chair Maryboy to approve the letter of support and was seconded by Commissioner Adams.
Voting Yea: Commission Chairman Grayeyes, Commission Vice-Chair Maryboy, Commissioner Adams

14. Consideration and Approval of the Support Letter to Bluff City Historic Preservation Association for the Creation of the Bluff River Trail, Mack McDonald, Chief Administrative Officer

Time Stamp 3:06:38 (audio) 3:16:56 (video)

Mack presented a letter of support to be sent to Bluff City Historic Perseveration Association expressing the county's support of the creation of the Bluff River Trail.

A motion to approve the letter of support was made by Commissioner Adams and seconded by Commission Vice-Chair Maryboy.
Voting Yea: Commission Chairman Grayeyes, Commission Vice-Chair Maryboy, Commissioner Adams

15. Consideration and Approval of the contract between the Utah Department of Health and San Juan Public Health for COVID-19 San Juan County – Vaccine Supplemental Support Funding of $58,800, Mack McDonald, Chief Administrative Officer

Time Stamp 3:07:37 (audio) 3:17:55 (video)

Mack presented, for approval, a contract with the State of Utah to provide education regarding the vaccine. The contract is in the amount of $58,800.

A motion to approve the contract was made by Commissioner Adams and seconded by Commission Vice-Chair Maryboy.
Voting Yea: Commission Chairman Grayeyes, Commission Vice-Chair Maryboy, Commissioner Adams

16. Consideration and Approval of the COVID Community Partners Project Contract with the Utah Department of Health and San Juan County Public Health for $27,158.40, Mack McDonald, Chief Administrative Officer

Time Stamp 3:09:23 (audio) 3:19:41 (video)

Mack presented a contract with the Utah Department of Health which would help with mitigation of COVID-19 and assist with tracing and awareness of the disease.

A motion to approve the contract was made by Commission Vice-Chair Maryboy and seconded by Commissioner Adams.
Voting Yea: Commission Chairman Grayeyes, Commission Vice-Chair Maryboy, Commissioner Adams

17. Consideration and Approval of a letter of support for extension and expansion of the Radiation Exposure Compensation Act (RECA) and for State Rep. Doug Owen's House Concurrent Resolution (H.C.R. 18) to express Utah's support to US Congress to extend and expand RECA's benefits. Commissioner Willie Grayeyes

Time Stamp 3:10:40 (audio) 3:20:58 (video)

Mack requested that the commission approve a letter of support to allow for the extension and expansion of the Radiation Exposure Compensation Act. Commissioner Grayeyes explained that the radiation and exposure benefits will expire in 2022 so letters of support need to be sent to the State of Utah to help continue the assistance from the Federal Government.

A motion to approve the letter of support was made by Commission Chairman Grayeyes which was seconded by Commissioner Adams.
Voting Yea: Commission Chairman Grayeyes, Commission Vice-Chair Maryboy, Commissioner Adams

18. Consideration and Approval of the Continuation of Uranium and Radiation Exposure Compensation Act Support Letter to the Navajo Nation Council Office of the Speaker. Mack McDonald, Chief Administrative Officer

Time Stamp 3:13:48 (audio) 3:24:06 (video)

Mack presented a letter of support which would be sent to the Navajo Nation Council Office of the Speaker in regards to the Radiation Exposure Compensation Act.

A motion to approve the letter of support was made by Commissioner Adams and seconded by Commission Vice-Chair Maryboy.
Voting Yea: Commission Chairman Grayeyes, Commission Vice-Chair Maryboy, Commissioner Adams

19. CONSIDERATION AND APPROVAL OF THE RESOLUTION STATEMENT OF INTENT AND POSITION REGARDING THE STIPULATED SETTLEMENT AGREEMENT IN NAVAJO NATION HUMAN RIGHTS COMMISSION, ET AL. V. SAN JUAN COUNTY, ET AL., CASE NO. 2:16-CV-00154 JNP, FOR THE PURPOSE OF MEETING IN GOOD FAITH TO DISCUSS THE MODIFICATION AND EXTENSION OF THE STIPULATED SETTLEMENT AGREMENT DATED FEBRURARY 22, 2018. Commissioner Willie Grayeyes

Time Stamp 3:14:40 (audio) 3:24:58 (video)

Commissioner Grayeyes presented a resolution to modify and continue the Settlement Agreement. The commission discussed proposed modifications to the Settlement Agreement

Commissioner Grayeyes presented the proposed resolution for approval. Commissioner Maryboy commended the clerk's office for the work they have done with the elections. He also recommended that radio stations other than KNDN be used to provide radio ads regarding election information. After some discussion, modifications were made to adjust the time period of the proposed revised Settlement Agreement to 2024.
Mack also mentioned conflicts of interest that exist with the hiring of Attorneys Boos or Irvine to replace Suitter Axland as the attorneys that would represent the county. After some discussion the proposed resolution was revised to remove the stipulation to change county representation during the Settlement Agreement discussions.

A motion to approve the resolution was made by Commissioner Adams and seconded by Commission Vice-Chair Maryboy.
Voting Yea: Commission Vice-Chair Maryboy, Commissioner Adams
Voting Nay: None
Voting Abstaining: Commission Chairman Grayeyes

7. Comments on Draft Forest Plan – Nick Sandberg, Public Lands Coordinator

Time Stamp 3:38:35 (audio) 3:48:53 (video)

Nick stated the Forest Service is accepting comments on the proposed draft Forest Plan. He presented the county's draft comments to the commission. Nick discussed the Forest Service's goals with the Forest Plan and explained the county's comments and suggestions with regards to those goals.

Following a lengthy discussion, a motion was made by Commission Chairman Grayeyes to table sending the comment letter. Commission Vice-Chair Maryboy seconded the motion. Voting Yea: Commission Chairman Grayeyes, Commission Vice-Chair Maryboy, Commissioner Adams

9. Sky Ranch Estates Subdivision Phase II, Scott Burton, Subdivision Administrator – **continued**

Time Stamp 4:13:12 (audio) 4:23:30 (video)

A discussion on the Sky Ranch Estates resumed after the county attorney's office became available online.

Scott Burton explained that the Sky Ranch Estates Subdivison Phase II was being considered for approval and talked about the discussion earlier in the meeting and concerns over the airport. Mack also talked about the airport and explained that the current status of the airport is outside the scope of a county ordinance that was passed in 2019. A discussion occurred where Alex Goble, from the county attorney's office, explained that a denial of the proposed development without a reason based in law could cause the county legal trouble.

A motion was made by Commission Vice-Chair Maryboy to table the approval of the subdivision. The motion was seconded by Commissioner Adams.
Voting Yea: Commission Chairman Grayeyes, Commission Vice-Chair Maryboy
Voting Nay: Commissioner Adams

After the vote, it was explained by the county attorney's office that tabling the approval of the subdivision resulted in a denial. Further discussion took place.

A motion to recall the item was made by Commissioner Adams and was 2nd by Commission Vice-Chair Marboy.
Voting Aye: Commission Chairman Grayeyes, Commission Vice-Chair Maryboy, Commissioner Adams

A motion to approve the subdivision with the stipulation that the applicant consult with the community and then bring that information back to the Planning and Zoning Commission was made by Commission Vice-Chair Maryboy. The motion was 2nd by Commissioner Adams. Voting Aye: Commission Chairman Grayeyes, Commission Vice-Chair Maryboy, Commissioner Adams.

COMMISSION REPORTS

There were no commission reports.

ADJOURNMENT

A motion to adjourn was made by Commission Vice-Chair Maryboy, Seconded by Commissioner Adams.
Voting Yea: Commission Chairman Grayeyes, Commission Vice-Chair Maryboy, Commissioner Adams

The Board of San Juan County Commissioners can call a closed meeting at any time during the Regular Session if necessary, for reasons permitted under UCA 52-4-205

All agenda items shall be considered as having potential Commission action components and may be completed by an electronic method **In compliance with the Americans with Disabilities Act, persons needing auxiliary communicative aids and services for this meeting should contact the San Juan County Clerk's Office: 117 South Main, Monticello or telephone 435-587-3223, giving reasonable notice**

APPROVED: _____ DATE: 3/2/2021
San Juan County Board of County Commissioners

ATTEST: John David Nielson DATE: 3/2/21
San Juan County Clerk/Auditor

SAN JUAN COUNTY

PLANNING COMMISSION MEETING

117 South Main Street, Monticello, Utah 84535. Commission Chambers
November 18, 2021 at 6:00 PM

AGENDA

Google Meet joining info
Video call link: https://meet.google.com/wma-afjh-gbg
Or dial: (US) +1 727-877-8458 PIN: 489 854 957#
More phone numbers: https://tel.meet/wma-afjh-gbg?pin=5790317904712

GENERAL BUSINESS

Welcome / Roll Call

Approval of Minutes

1. **Approval of Minutes for October 14 2021 PC Meeting** **ACTION**
2. **Approval of Minutes for October 21 2021 PC Work Meeting** **ACTION**

PUBLIC COMMENT - *Time reserved for public comment on items or issues not listed on the agenda. Written comments on any agenda item can be emailed prior to the start of the meeting to sburton@sanjuancounty.org*

INFORMATIONAL ITEMS

3. **Sky Ranch Estates Presentation** **INFORMATIONAL**

ADMINISTRATIVE ITEMS

4. **RV Resort Condition Use Permit Application,** Jared Barrett, Blanding Utah ACTION

LEGISLATIVE ITEMS

5. **Overnight Accommodations Overlay Application,** Tom Balsley ACTION
6. **Spanish Valley Overnight Accommodations Overlay Application,** Jeff Burgess ACTION
7. **Request for rezone,** Monticello Development Company LLC ACTION
8. **SITLA PC Zone Plan Application** ACTION

BUILDING PERMIT(S) REVIEW

9. **Building Permit List**

ADJOURNMENT

WORK MEETING

1. **Draft Zoning Ordinances** DISCUSSION

ADJOURNMENT

In compliance with the Americans with Disabilities Act, persons needing auxiliary communicative aids and services for this meeting should contact the San Juan County Clerk's Office: 117 South Main, Monticello or telephone 435-587-3223, giving reasonable notice

205 Citadel Drive
Mt. Juliet, TN 37122

(615) 585-9989
lwlw1964@gmail.com

October 28, 2021

Mike Bynum
Business Resolutions, LLC
50 West 100 South
Moab, Utah 84532

Re: Analysis of Sky Ranch Estates Subdivision Phase II

Dear Mr. Bynum:

You have asked me to review and analyze the Sky Ranch Estates Subdivision Phase II for operational safety issues. It is my professional opinion that the Sky Ranch Subdivision can be operated in a safe and efficient manner as currently designed and approved by the San Juan County Board of Commissioners.

BACKGROUND

Sky Ranch Estates Subdivision Phase I is an existing subdivision of 6 Lots arranged on either side of the south end of a private airstrip. The airstrip has been in existence and registered with the FAA as a private airport since the 1980s. An Amended Plat for Phase I was recorded on May 16, 2018. The owners of Sky Ranch properly followed FAA rules by submitting a FAA Form 7480-1, Notice for Construction, Alteration, and Deactivation to the appropriate FAA Airports office as required by 14 CFR 157. The FAA subsequently issued FAA Form 5010-2 (Airport Master Record) with no objections, and published the information publicly, including its depiction on the FAA Aeronautical Charts with no objections or apparent safety concerns.

Phase II of Sky Ranch Estates includes 45 additional residential lots (Phase II Lots 1-45) arranged on either side of the airport's runway. The Phase II lots are smaller than Phase I lots, although several lots on the north side of the runway appear to be unbuildable because of existing utility easements.

The runway is 3700 feet long. The paved portion of the runway is 50 feet wide with sloping shoulders of approximately 10 feet. As in the past, only small, propeller aircraft will use the runway once the Sky Ranch Subdivision is developed. The runway has 300 feet of displaced threshold at each end. Sky Ranch has developed safety and operational rules that will govern its operation. Sky Ranch has also established proposed arrival and departure procedures.

1. THE 250 FOOT RUNWAY EASEMENT IS SUFFICIENT FOR THE PROPOSED USE.

Phase II, like Phase I, has a 250 foot no-build easement (125 feet from either side of the centerline of the runway) for protection of the runway and to allow for safe take off and landings. Thus, no structures can be built within 125 feet of centerline of the runway. Although the proximity of houses to the runway is less than recommended by an FAA Advisory Circular (AC 150/5300-13A), it should be noted this circular is "advisory" in nature and more applicable to larger open to the public airports. A good example of this is the FAA guideline that there should be a no development zone of 500'. This guideline clearly would not apply or be appropriate for small, private airports. After a comprehensive review, no FAA rules, required inspections, or surveillance procedures could be found pertaining to private airports. Thus, public civil airports (over 5,200) and private airports (over 14,700) are not required to adhere to any of the advisory guidance in the document. However, the runway does comply with the recommendation that there be a 125 foot "Object Free Area" be maintained on either side of the runway centerline. The FAA does not approve or license airports. The FAA only issues an "Operating Certificate" for airports with scheduled or unscheduled air carrier aircraft with more than 30 seats or scheduled air carrier operation with aircraft with more than 9 seats but less than 31 seats. (14 CFR 139.1).

There are numerous examples of fly-in communities that do not comply with the Advisory Circular. For example, Spruce Creek Airport located in Port Orange, Florida has trees and buildings that are 125 feet from (or within 125') the center line of the runway. Spruce Creek has over 445 aircraft based in the subdivision and has thousands of landings and take offs every year. Ridge Landing Airpark in Frostproof, Florida appears to have 125 foot building setbacks, but trees line the runway within approximately 100 feet of the centerline. Tailspin Airpark in Weatherford, Texas has a grass runway with some buildings located within approximately 100 feet of the runway centerline. Duchy Airpark in Melbane, North Carolina has 100 foot setbacks with trees and homes on 100 feet of either side of the runway centerline. Long Island Airport in Sherrills Ford, North Carolina is a grass strip runway with residences located within 100 feet of the centerline. Lake Riverside Estate Airpark in Aguanga, California is a dirt landing strip with buildings and residences with what appear to be 125 foot setbacks. Aerial photographs of the runways for each of these fly-in communities are attached.

As stated previously, very few (if any) private runways associated with fly-in communicates comply with the Advisory Circular. Therefore, the fact that Sky Ranch does not comply is not a basis upon which to deny the subdivision application or to conclude that it will be unsafe. Conversely, it is my professional opinion that Sky Ranch's 250 foot runway easement is sufficiently wide to provide safe operating parameters and is consistent with

many examples of similar private runways already in safe-operation within the United States.

2. THE LENGTH OF THE RUNWAY AND 300' DISPLACED THRESHOLDS ARE MORE THAN SUFFICIENT FOR SAFE OPERATIONS.

The Sky Ranch runway is 3700 feet long and will be marked with 300 foot displaced thresholds. A displaced threshold "is a threshold located at a point on the runway other than the designated beginning of the runway. Displacement of a threshold reduces the length of runway available for landings and requires the pilot to plan their touchdown at or beyond the displaced threshold marking. The portion of runway behind a displaced threshold is available for takeoffs in either direction and landings from the opposite direction."[1] Displaced thresholds limit landings to within 300 feet of the start of the runway to ensure that landings will not be too close to property boundaries and that aircraft will not be flying too low over any neighboring property.

Sky Ranch has included 300-foot displaced thresholds which is not required, but as an extra margin of safety for landing aircraft to avoid runway excursions. Additionally, the displaced thresholds will provide for aircraft to approach at a higher and safer altitude above adjoining properties. The displaced threshold also provides for open and obstacle free areas near the ends of the runway.

Complaints from the neighbors on the south end of the runway are overstated in my opinion. The runway has been in operation for several decades and Phase I of Sky Ranch was already approved to have lots on the south end of the runway. A copy of an aerial photograph in the 1980s shows that there are no residences near the runway when it was constructed. Mr. Spielman, the adjacent neighbor to the south, operates his own dirt strip runway and the O'Neills granted an avigation easement for the use of and the benefit of both the Spielman and Sky Ranch properties in 2003. In any event, the 300 foot displaced thresholds require that aircraft will not be landing close to the property boundaries.

Moreover, there are numerous examples of other airports that have very short displaced thresholds but yet operate in a safe manner, including the following:

1. Example 1 shows a runway at LaGuardia International Airport with the runway end less than 150 feet and the overrun less than 10 feet from a public road. This airport has over 210,000 annual operations with large airline jets with approach speeds of over 170 miles per hour.
2. Example 2 shows the runway at Washington International runway end at less than 500 feet and the overrun area less than 10 feet from a public road. This airport has

[1] https://www.faa.gov/air_traffic/publications/atpubs/aim_html/chap2_section_3.html

nearly 300,000 operations annually with large airline jets with some approach speeds over 170 miles per hour.

3. Example 3 shows the runway at Spruce Creek Airpark, Florida with buildings near the approach end of runway 6 less that 100 feet from the runway.

The length of the runway (3,700') is more than sufficient for small propellor aircraft but is not long enough for jet or larger propellor airplanes. The length of the runway, therefore, is self-limiting to the types of aircraft that will use it. Concerns about larger (and noisier) aircraft using the Sky Ranch runway are unfounded. It is my opinion that the length of the Sky Ranch runway and the displaced thresholds are more than sufficient.

3. SKY RANCH'S SAFETY REGULATIONS AND OPERATING PROCEDURES MITIGATE POTENTIAL HAZARDS.

The operator of Sky Ranch has published an effective arrival and departure procedure, and safe operations practices (attached) to mitigate potential hazards such as:

a. No nighttime operations.
b. No touch and goes.
c. No aircraft operated by non-property owners unless approved by the Owners Association.
d. No low passes.
e. No aerobatic maneuvers.

This statement is included in the document: IT IS IMPERATIVE THAT ALL AIRCRAFT OPERATIONS AT DESERT SKYRANCH BE CONDUCTED IN A SAFE AND COURTEOUS MANNER. WE HAVE NEIGHBORS WHO ARE NOT PART OF SKYRANCH AND WE HAVE PROPERTY OWNERS WHO ARE NOT AIRCRAFT OPERATORS. NOISE ABATEMENT PROCEDURES SHOULD ALWAYS BE MAINTAINED.

The accident rate for general aviation aircraft has averaged, less than 5.79 per 100,000 hours flown since 2012 averages with only 872 general aviation non-commercial accidents and a rate of only 4.88 per 100.000 hours flown in 2020 as reflected in the latest Joseph T. Nall Report (example 4). These statistics are an example of the fact that it is extremely unlikely that an accident would occur at Sky Ranch. The Sky Ranch operating rules and procedures provide an additional level of safety for the subdivision.

4. USAGE OF THE SKY RANCH RUNWAY WILL LIKELY BE MINIMAL AND THE NEIGHBORS WHO ARE COMPLAINING DO NOT HAVE A REASONABLE BASIS TO DO SO.

Phase II of Sky Ranch Estates includes 45 additional residential lots (Phase II Lots 1-45) arranged on either side of the airport's runway. The Phase II lots are smaller than Phase I lots, although several lots on the north side of the runway appear to be unbuildable because of existing utility easements. Based upon preliminary interest from prospective buyers, Business Resolutions, LLC (the developer) reports that it is likely that many of these smaller lots will be combined by owners who will elect to purchase more than one lot. This conclusion seems reasonable given that having a larger lot provides more optionality to maintain a residence and a hanger. Sky Ranch Phase II also includes 30 lots (Lots 45-75) that are not located adjacent to the runway. Lots 45-70 will not have the option of maintaining an aircraft on those lots but some owners of those lots will have an option to lease limited hanger space planned for the north end of the runway. Thus, it is estimated that approximately 30-40 lots from Phase II will be built with residences that can either accommodate a private aircraft or who would maintain an aircraft in the hangar space. It is assumed that each of the 6 lots from Phase I will maintain an aircraft at their residence. Comparatively speaking, Sky Ranch is a normal sized fly-in community and much smaller in comparison to some of the larger subdivisions that exist in other places in the country (like Florida and Texas). Given that many of the homes at Sky Ranch are likely to be used as vacation homes and not primary residences, it is estimated that at any given time, there would be approximately 20 to 30 active aircraft at Sky Ranch.

For comparison, there are approximately 30 private aircraft maintained at the Canyonlands Field Airport located north of Moab. Based upon an examination of refueling records at the Canyonlands airport, there were only 2 flights per day on average[2] from these 30 Moab based private aircraft. This number of aircraft is in the range of what might be reasonably expected at Sky Ranch. Nevertheless, assuming 30 aircraft are maintained or active at Sky Ranch at any given time, it is estimated that there would be 2 to 3 flights per day on average from the Sky Ranch. This number of flights is reasonable and is far less than the estimates given by some of the neighbors.

Furthermore, this number of flights is likely less than if the Sky Ranch property were not developed as a private fly-in subdivision but instead open to the public where the owner could permit anyone to use the runway. The owner reports receiving numerous inquiries about landing and maintaining private aircraft at the property, but so far has refused the vast majority of these requests because of its plans to develop Phase II of the Sky Ranch subdivision. If the Sky Ranch runway were opened to any private party wishing to land there and not just residents of the subdivision, the usage and impacts would likely be more substantial than impacts from the subdivision.

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[2] Records were examined and reported by John Ramsey during a 30 day period from May 25 to June 25. Mr. Ramsey reported the maximum number of flights from the 30 Moab based aircraft was 5 flights per day, while some days there were zero flights.

Also, the neighbors who submitted declarations in opposition to the Sky Ranch subdivision have no reasonable basis to complain. Spielman operates his own runway on his adjacent property. Spielman's runway, however, is a dirt strip and not registered with the FAA. As previously mentioned, the O'Neills have already consented to operation of runways on both the Spielman and Sky Ranch properties. The avigation easement granted by the O'Neills provides in part as follows:

> Avigation and Hazard Easement. O'Neills hereby grant and convey to Spielman-Elkin and Richard L. Tangren, Trustee of the Tangren Family Trust, for the use and benefit of the public an easement and right-of-way pertinent to the following described real property located in San Juan County, State of Utah: . . . .
>
> [Spielman-Elkin Tract and Tangren Tract legal descriptions]
>
> for the unobstructed use and passage of all types of aircraft (as hereinafter defined), in the vicinity of and through the airspace to an infinite height above the O'Neill Tract, hereafter known as the "Runway Protection Zone". Said easement shall be appurtenant to and for the benefit of Parcels 1-3 listed above . . . including any additions thereto wherever located, hereafter made by SPEILMAN-ELKIN, or TANGREN, or their administrators, successors and assigns, guests, and invitees, including any and all persons operating aircraft to or from the properties."

The Tangren Tract of land described in the avigation easement is now the Sky Ranch property. Therefore, use of the Sky Ranch runway by residences of the subdivision will be fairly minimal on average and would likely be less than if the subdivision is not developed.

CONCLUSION

It is my professional opinion with over 34 years as an FAA Inspector and 10 years as a professional aviation safety consultant that the Sky Ranch subdivision can be safely and efficiently operated as a fly-in community as currently planned and approved.

Sincerely,

Larry Williams

LARRY WILLIAMS

EXHIBITS

A. Final Plat Map of Sky Ranch Estates-Amended Phase I

B. Plat Maps for Sky Ranch Phase II

C. 14 CFR 157

D. March 13, 2003 Federal Aviation Regulation Interpretation, 14 CFR 91.119

E. December 1, 2020 FAA Chief Counsel Opinion

F. 2020 U.S. Civil Airmen Statistics

G. FAA Form 5010-1 for Sky Ranch Airport and FAA Aeronautical Chart for Moab, Utah Area

H. Sky Ranch Airport Arrival & Departure Procedure Diagram

I. Google Earth maps of Private Airport Runways

J. Desert Sky Ranch Safety Rules and Regulations Regarding Operation Practices

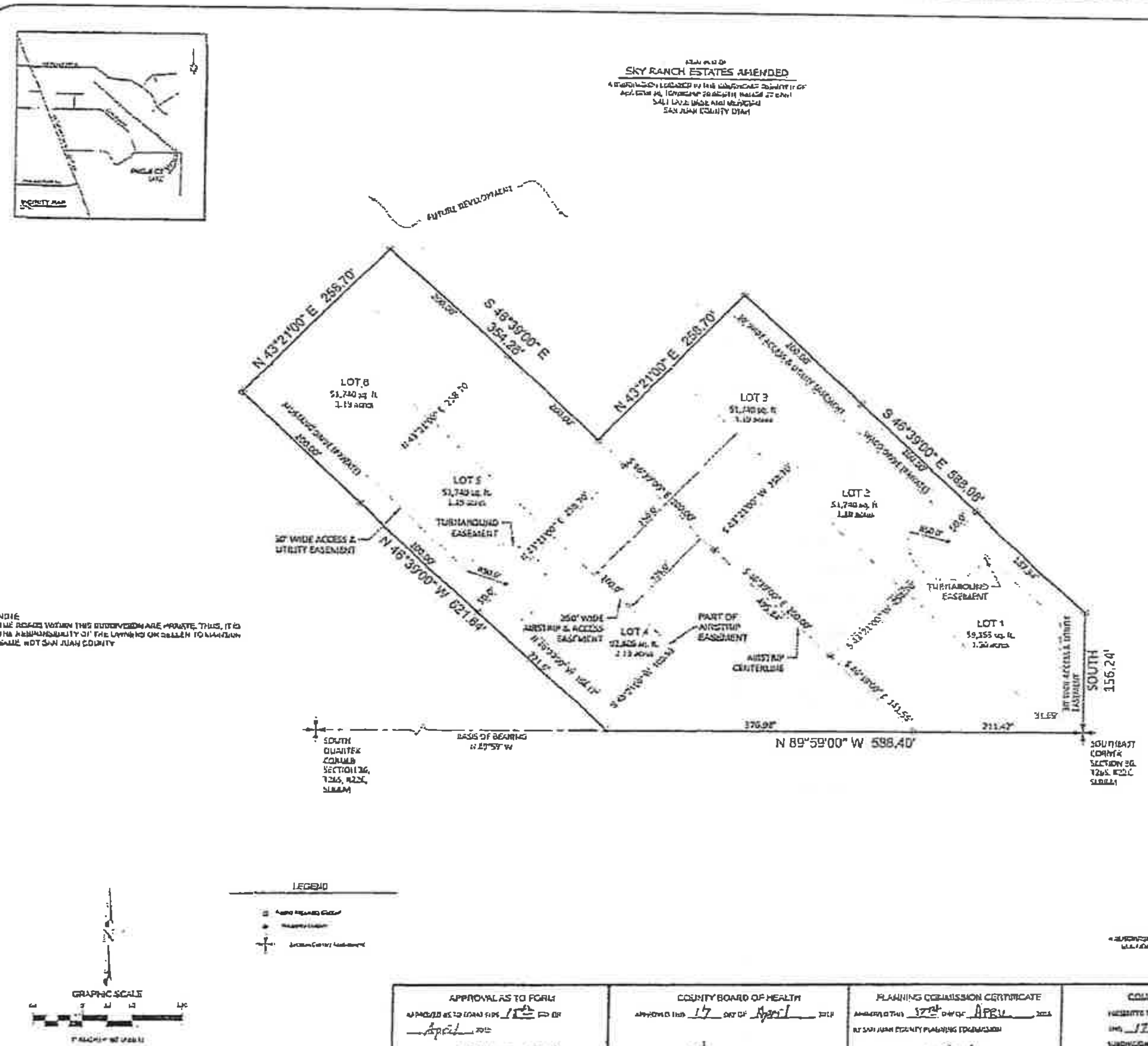
K. Cross Easement Agreement

L. Curriculum Vitae of Larry Williams

ADDITIONAL DOCUMENTS REVIEWED

1. March 22, 2021 Lyn Loyd Cresewell, ALJ , San Juan County Pre-Hearing Memorandum and Order of Commissioners' 16 February 2021 action approving an application for Sky Ranch Estates Subdivision Phase II.
2. February 26, 2021 Letter from Clyde Snow & Sessions, PC re Appeal of Land Use Decision regarding Sky Ranch Estates Subdivision Phase II.
3. February 26, 2021 Declaration of Karl Spielman
4. February 26, 2021 Declaration of Tim O'Niell
5. Declaration of Covenants, Conditions, Restrictions and Easement for Desert Sky Ranch
6. Bylaws of Desert Sky Ranch Owners Association

EXHIBIT A



NOTE
THE ROADS WITHIN THIS SUBDIVISION ARE PRIVATE. THUS, IT IS THE RESPONSIBILITY OF THE OWNERS OR SELLER TO MAINTAIN SAME, NOT SAN JUAN COUNTY.

SURVEYOR'S CERTIFICATE

SKY RANCH ESTATES AMENDED

BOUNDARY DESCRIPTION

OWNER'S DEDICATION

SKY RANCH ESTATES AMENDED

ACKNOWLEDGMENT

STATE OF Utah
COUNTY OF Grand } SS.

ON THE 30 DAY OF April ... PERSONALLY APPEARED BEFORE ME
Michael H. Bynum

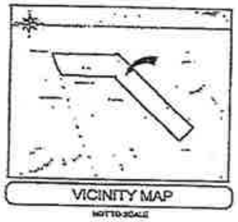
NOTARY PUBLIC
NOTARY PUBLIC'S FULL NAME Jennifer Marie Davis
COMMISSION NUMBER 679232
MY COMMISSION EXPIRES 9/3/2018

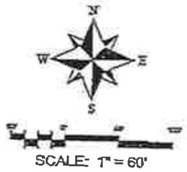
RED DESERT Land Surveying

Project	18B-17
Date	4/13/18
Sheet	1 of 1

APPROVAL AS TO FORM	COUNTY BOARD OF HEALTH	PLANNING COMMISSION CERTIFICATE	COUNTY COMMISSION APPROVAL	COUNTY RECORDER NO.
APPROVED AS TO FORM THIS 17th DAY OF April 2018	APPROVED THIS 17 DAY OF April 2018	APPROVED THIS 17th DAY OF April 2018 BY SAN JUAN COUNTY PLANNING COMMISSION	PRESENTED TO THE San Juan County Comm. THIS 17 DAY OF April 2018 SUBDIVISION WAS ACCEPTED AND APPROVED	STATE OF UTAH, SAN JUAN COUNTY, RECORDED AT THE REQUEST OF Amy Elizabeth Webster DATE May 16, 2018 BOOK 1019 PAGE 545 FEE $41.00
ATTORNEY		CHAIRMAN	ATTEST Kelly Pehrson Bruce Adams	COUNTY RECORDER

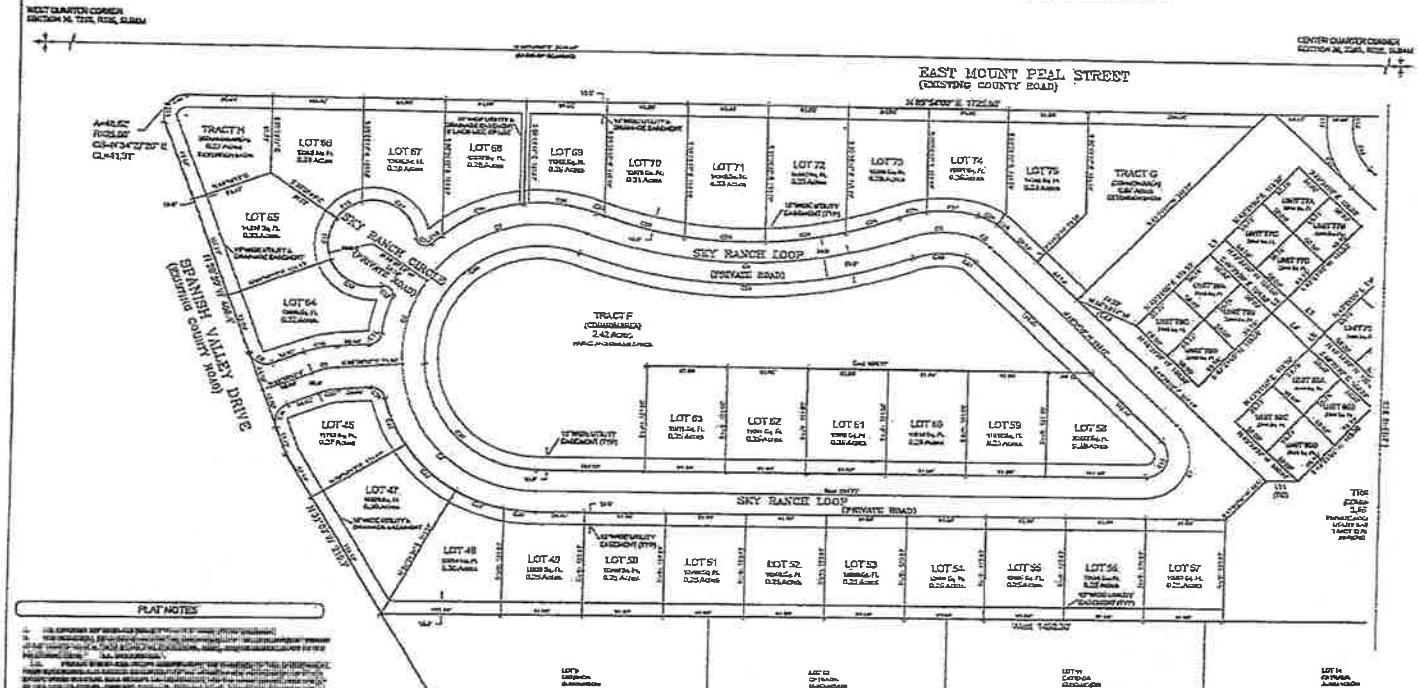
EXHIBIT B





SKY RANCH PHASE II

Vacated portion of Sueno Grande Subdivision, or formally known as Tract "A", Coronado Park Subdivision



SURVEYOR'S CERTIFICATE

SKY RANCH PHASE II

Lucas Blake
License No. 7548884

BOUNDARY DESCRIPTION

33.34 acres.

OWNER'S DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT I, THE UNDERSIGNED OWNER OF THE ABOVE DESCRIBED TRACT OF LAND, HAVING CAUSED SAME TO SUBDIVIDED INTO LOTS AND STREETS HEREAFTER TO BE KNOWN AS THE

SKY RANCH PHASE II

DO HEREBY DEDICATE FOR PERPETUAL USE OF THE PUBLIC ALL PARCELS OF LAND SHOWN ON THIS PLAT AS INTENDED FOR PUBLIC USE.

IN WITNESS WHEREOF I HAVE HEREUNTO SET MY HAND THIS ______ DAY OF ______ A.D. 20___.

ACKNOWLEDGMENT

STATE OF ______
COUNTY OF ______ } S.S.

NOTARY PUBLIC
NOTARY PUBLIC FULL NAME: ______
COMMISSION NUMBER: ______
MY COMMISSION EXPIRES: ______

SURVEY NARRATIVE

PLAT NOTES

LEGEND

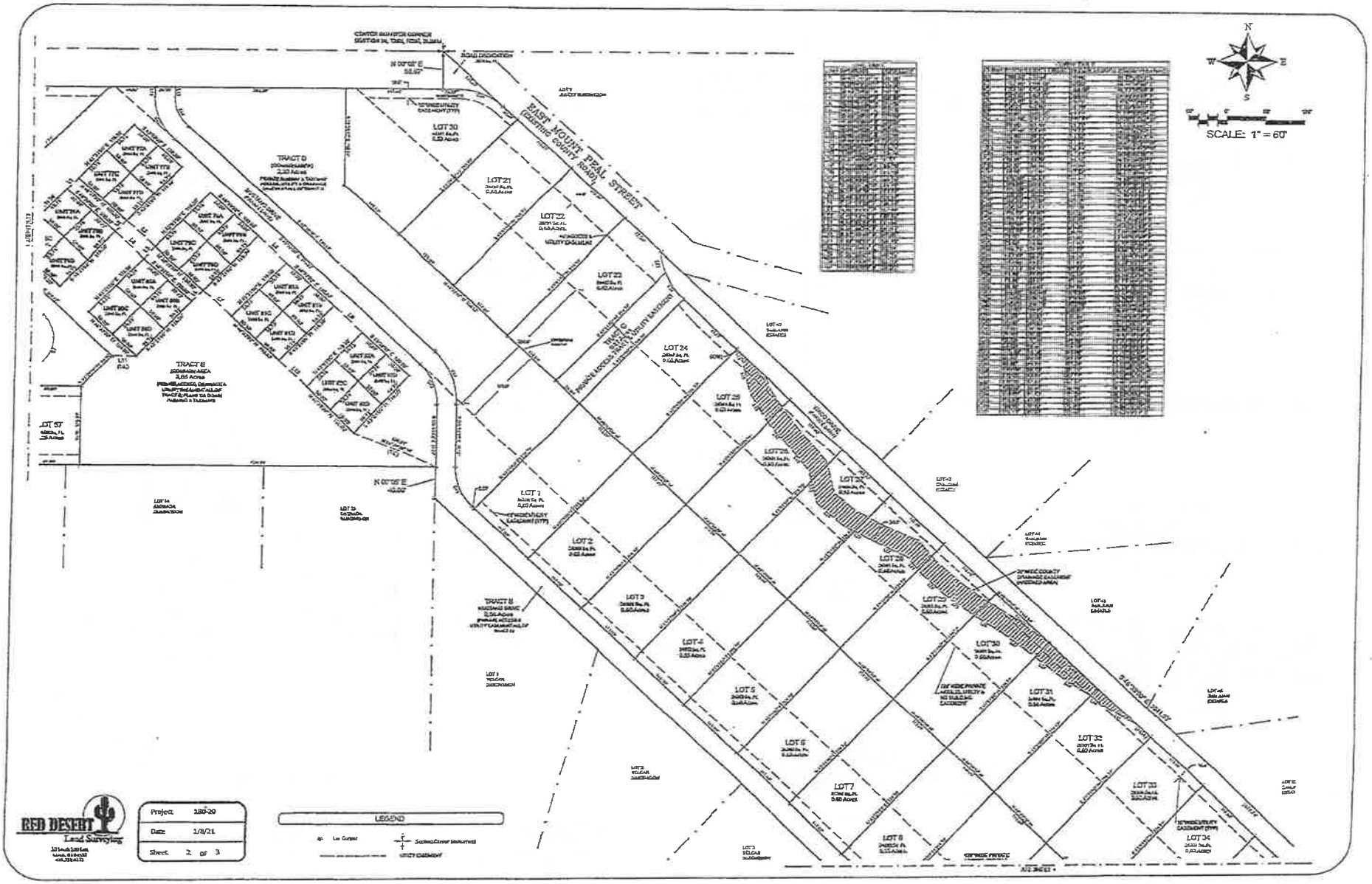
UTILITY EASEMENT

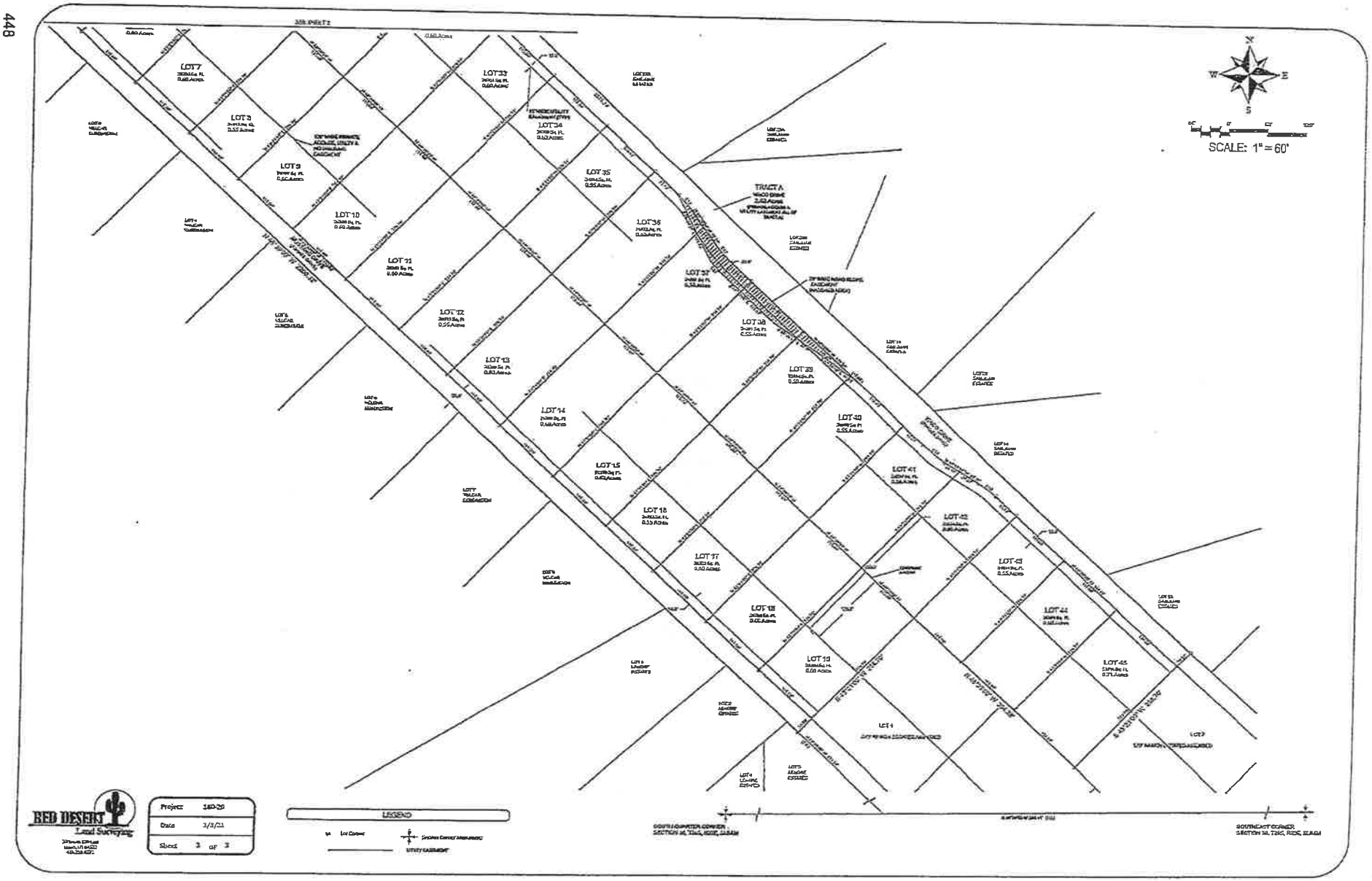
A SUBDIVISION LOCATED WITHIN SECTION 36, TOWNSHIP 26 SOUTH, RANGE 22 EAST SALT LAKE BASE AND MERIDIAN

RED DESERT Land Surveying

Project	280-20
Date	1/8/21
Sheet	2 of 3

COUNTY SURVEYOR	APPROVAL AS TO FORM	COUNTY BOARD OF HEALTH	PLANNING COMMISSION CERTIFICATE	COUNTY COMMISSION APPROVAL	COUNTY RECORDER NO.
APPROVAL OF ACCORDANCE WITH INFORMATION AND RECORDS ON FILE IN THIS OFFICE	APPROVED AS TO FORM THIS ______ DAY OF ______, 20__.	APPROVED THIS ______ DAY OF ______, 2021.	APPROVED THIS ______ DAY OF ______, 2021, BY SAN JUAN COUNTY PLANNING COMMISSION.	PRESENTED TO THE ______ THIS ______ DAY OF ______, 2021. SUBDIVISION WAS ACCEPTED AND APPROVED.	STATE OF UTAH, SAN JUAN COUNTY, RECORDED AT THE REQUEST OF ______ DATE ______ BOOK ______ PAGE ______ FEE ______
COUNTY SURVEYOR DATE	ATTORNEY		CHAIRMAN	ATTEST	


EAST MOUNT PEAL STREET
(EXISTING COUNTY ROAD)
SCALE: 1" = 60'
LEGEND
RED DESERT
Land Surveying
Project 180-20
Date 1/8/21
Sheet 2 OF 3


SCALE: 1" = 60'
RED DESERT
Land Surveying
Project 180-20
Date 3/3/21
Sheet 3 of 3
LEGEND
Lot Corner
Utility Easement
TRACT A
LOT 7
LOT 8
LOT 9
LOT 10
LOT 11
LOT 12
LOT 13
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LOT 45

EXHIBIT C

14 CFR 157

§ 157.1 Applicability.

This part applies to persons proposing to construct, alter, activate, or deactivate a civil or joint-use (civil/military) airport or to alter the status or use of such an airport. Requirements for persons to notify the Administrator concerning certain airport activities are prescribed in this part. This part does not apply to projects involving:

(a) An airport subject to conditions of a Federal agreement that requires an approved current airportl ayout plan to be on file with the Federal Aviation Administration; or

(b) An airport at which flight operations will be conducted under visual flight rules (VFR) and which is used or intended to be used for a period of less than 30 consecutive days with no more than 10 operations per day.

(c) The intermittent use of a site that is not an established airport, which is used or intended to be used for less than one year and at which flight operations will be conducted only under VFR. For the purposes of this part, *intermittent use of a site* means:

(1) The site is used or is intended to be used for no more than 3 days in any one week; and

(2) No more than 10 operations will be conducted in any one day at that site.

Through Part 157 of the federal aviation regulations, the government mandates that anyone establishing, altering, or permanently closing an airfield notify the government. This requirement enables the FAA to maintain a central database of airport information - useful for identifying and resolving potential airspace problems. Beyond this self-reporting system, however, the federal government does little to regulate or police private facilities. That duty is left to state transportation authorities, and each state's requirements differ.
orking from the FAA's National Flight Data Digest (NFDD, affectionately pronounced "Nifty"), mapmakers can see data on all of the country's known private airports and chart them as space allows. In remote areas, mapmakers often chart as many private fields as possible for safety's sake. Private airports make ideal emergency landing sites in inhospitable terrain.

EXHIBIT D

March 13, 2003

Sara Baker
5801 Waterford Court
North Richland Hills, TX 76180

Re: Request for Interpretation of Federal Aviation Regulation (FAR) Section 91.119 (14 C.F.R. 91.119)

Dear Ms. Baker:

This is in response to your letter of January 13, 2003, for a legal interpretation of FAR 91.119 based on the following:

I live on a small private residential airport. Our airport has a homeowner's association. The homeowner's association has decreed that all incoming airplanes be required to "buzz" or overfly the runway at approximately 200 feet a.g.l. before landing to alert people on the ground that an airplane is coming in. I believe that this overflight is a direct violation of FAR 91.119.

We are aware that your request involves a private airstrip allegedly owned by the members of the Hillcrest Homeowners Association in Keller, Texas. We have been advised by the Fort Worth Flight Standards District Office (AFW-FSDO) that their office has not formally been requested to consider nor are they considering any form of operating restrictions at the Hillcrest Airport other than existing Federal Aviation Regulations (FARs). AFW-FSDO's position is that operations at all airports, including Hillcrest, must be conducted with the highest regard for safety and in full compliance with the FARs.

The United States Congress has vested the Federal Aviation Administration (FAA) with exclusive responsibility for developing plans and policy for the use of the navigable airspace and assigning by regulation or order the use of the airspace necessary to ensure the safety of aircraft and the efficient use of the airspace of the United States. 49 U.S.C. §40103. The regulation of aircraft in flight is preempted by Federal law, and limitations on aircraft flight may only be imposed by the FAA. See, City of Burbank v. Lockheed Air Terminal, 411 U.S. 624 (1973); Blue Sky Entertainment v. Town of Gardiner, 711 F.Supp. 678 (1989); U.S. v. New Haven, 496 F.2d 452 (2nd Cir. 1974); American Airlines v. Town of Hemstead, 272 F.Supp. 226 (E.D.N.Y. 1967); aff'd, 398 F.2d 369 (2nd Cir. 1968); cert. denied, 393 U.S. 1017 (1969); and Allegheny Airlines v. Village of Cedarhurst, 238 F.2d 812 (2nd Cir. 1956).

Thus, the FAA has preempted the operation of aircraft in flight and any attempt by local or state authorities, or any other organization, to implement flight restrictions on aircraft in an area preempted by

preempted regulation or the altitude at which aircraft may operate. See FAR Section 91.119 (14 C.F.R. §91.119).

Enforcement actions taken on the basis of a violation of FAR Section 91.119, as with any FAR, are made on a case-by-case determination of the facts in each instance and case precedent as issued through decisions of the National Transportation Safety Board (NTSB). Whether a particular operation complies with applicable FARs, including such an operation that the above operating restriction as the Homeowners Association envisions, will vary under any given set of factual circumstances and thus no more specific opinion can be issued. You may research NTSB decisions regarding FAR Section 91.119, and other FARs, by accessing the NTSB website at: http://www.ntsb.gov. Click on "Opinions and Orders" under the Data and Information Products menu on the right hand of the screen.

Sincerely,

Lynette Word
Regional Counsel
Southwest Region

EXHIBIT E

U.S. Department of Transportation
Federal Aviation Administration

Office of the Chief Counsel

800 Independence Ave., S.W.
Washington, D.C. 20591

December 1, 2020

Kathleen A. Yodice, Esq.
Yodice Associates
12505 Park Potomac Avenue
Sixth Floor
Potomac, MD 20854

RE: State of Florida Regulation of Air Traffic Patterns and Aviation Safety

Dear Ms. Yodice:

Thank you for your letter requesting a legal interpretation concerning a Florida state law regarding airport licensing requirements. You advise that you represent an airport landing site owner who has applied for public airport site approval under Chapter 14-60 of the Florida Administrative Code, *Airport Licensing, Registration, and Airspace Protection Airport Site Approval*, and that the State's application of that law to your client raises preemption issues.

We understand that the land for the heliport (X44), an existing seaplane facility on Watson Island in Miami, is owned by the City of Miami, leased to your client, and that the City supports the establishment of the heliport. You suggest that application of the Florida Administrative Code, Rule 14-60.005, *Airport Site Approval*, unlawfully regulates air traffic patterns and is thus preempted by Federal statutory and regulatory law. You note that the Federal Aviation Administration (FAA) has issued a Notice of Airport Airspace Analysis Determination under 14 CFR part 157 finding no safety or airspace objection to the proposed heliport.

You state that the Florida Department of Transportation (FDOT) has refused to accept the FAA's safety determination as sufficient to meet the state's requirement that applicants demonstrate "that safe air traffic patterns can be established for the proposed airport with all existing and approved airport sites within three miles of the proposed airport site." Fla. Admin. Code R. 14-60.005(5)(j).

You advise that in discussions with FDOT concerning Rule 14-60.005(5)(j), that office asserted that a signed memorandum from each airport owner or operator is required in order to "deconflict" the airspace between the airport sites. You argue that the State lacks the authority to regulate air traffic and mention that FDOT does not provide any enforcement mechanism or remedy should a nearby airport refuse to execute an agreement or should the State refuse to accept such an agreement.

You state that in accordance with the provisions of State law detailed above, to acquire a state license your client must obtain and submit to FDOT written and signed documentation from approximately 12 aircraft landing sites that are within three miles of your client's proposed airport site. Fla. Admin. Code R. 14-60.005(5)(j). You indicate that most of these airports are uncontrolled and thus are only able to document the posted traffic patterns. Otherwise, you state that the traffic

representing the proposed airport and any existing airport(s) or approved airport site(s) located within three miles of the proposed site.

Fla. Admin. Code R. 14-60.005(5)(j).

The Federal Statutory and Regulatory Framework

By statute, the FAA has authority to regulate for safety; the efficient use of the airspace; protection of people and property on the ground; air traffic control; navigational facilities; and the regulation of aircraft noise at its source. 49 U.S.C. §§ 40103, 44502, and 44701-44735. Congress has directed the FAA to "develop plans and policy for the use of the navigable airspace and assign by regulation or order the use of the airspace necessary to ensure the safety of aircraft and the efficient use of airspace." 49 U.S.C. § 40103(b)(1). Congress has further directed the FAA to "prescribe air traffic regulations on the flight of aircraft (including regulations on safe altitudes)" for navigating, protecting, and identifying aircraft; protecting individuals and property on the ground; using the navigable airspace efficiently; and preventing collision between aircraft, between aircraft and land or water vehicles, and between aircraft and airborne objects. 49 U.S.C. § 40103(b)(2). Since 1926, Federal law has provided that a citizen of the United States has a public right of transit through the navigable airspace. 49 U.S.C. § 40103(a)(2).

In furtherance of these statutory commands, the FAA has established a comprehensive regulatory scheme, governing, among other things, the certification of aircraft, airports, pilots and mechanics; aircraft equipage; air traffic control systems; aviation navigation and communication; airspace classifications, and more. See generally 14 CFR parts 21-193. Part 91, "General Operating and Flight Rules," sets forth extensive requirements concerning, among other things, aircraft operations and the regulation of airport traffic patterns. *See, e.g.*, 14 CFR §§ 91.130(b); 93.119, 93.163, and 93.339(c) and (d).

Federal courts have upheld the Government's preemption of aircraft flight, including flight altitude and airport traffic patterns. *See, generally, Burbank v. Lockheed Air Terminal Inc.*, 411 U.S. 624 (1973). "Common sense, of course, required that exclusive control of airspace allocation be concentrated at the national level, and communities were therefore preempted from attempting to regulate planes in flight." *British Airways Board v. Port Authority of New York and New Jersey*, 564 F.2d 1002, 1010 (2d Cir. 1977).

Under 14 CFR part 157, *Notice of Construction, Alteration, Activation, and Deactivation of Airports*, persons proposing to construct, alter, activate, or deactivate a civil airport (including heliports) or to alter the status or use of such an airport must provide notice to the FAA using Form 7480-1. The FAA then conducts an aeronautical study of an airport proposal and, after consultations with interested persons, issues a determination to the proponent ("no objection," "conditional," or "objectionable"). In its determination, the FAA considers matters such as the effects the proposed action would have on existing or contemplated traffic patterns of neighboring airports; the effects the proposed action would have on the existing airspace structure and projected programs of the FAA; and the effects that existing or proposed manmade objects (on file with the FAA) and natural objects within the affected area would have on the airport proposal. 14 CFR § 157.7(a). The purpose of an aeronautical study is to determine what effect the proposal may have on "... the safe and efficient utilization of the navigable airspace by aircraft, and the safety of persons and property on the ground." FAA Order JO 7400.2M, *Procedures for Handling Airspace Matters* (Jan. 28, 2019), ¶ 10-2-1(a). A complete study consists of "... an airspace analysis, a flight safety review, and a review of

the proposal's potential effect on air traffic control operations and air navigation facilities." ¶ 10-2-1(b).

While part 157 determinations consider the effects of the proposed action on the safe and efficient use of airspace by aircraft and the protection of persons and property on the ground, they "do[] not relieve the proponent of responsibility for compliance with any local law, ordinance or regulation, or state or other Federal regulation." 14 CFR § 157.7(a).

Analysis

The State's application of Rule 14-60.005 attempts to regulate the areas of aircraft safety, flight management, the protection of persons and property on the ground, and the efficiency of the navigable airspace. By conditioning approval of the proposed helicopter landing site on

> compli[ance] with all the requirements of Section 330.30, F.S., subject to any reasonable conditions necessary to protect the public health, safety, or welfare [such as] ... operations limited to VFR flight conditions, restricted approach or takeoff direction from only one end of a runway, [and] specified air-traffic pattern layouts to help prevent mid-air collision conflict with aircraft flying at another nearby airport ... (Rule 14-60.005(4)),

the Rule, through § 330.30, intrudes into an area fully occupied by the Federal Government, and therefore is preempted. 49 U.S.C. §§ 40103(a)(2), (b)(1) and (2); *Burbank*, 411 U.S. at 638-639; *Montalvo v. Spirit Airlines*, 508 F.3d 464, 473-474 (9th Cir. 2007) ("...federal law occupies the entire field of aviation safety. Congress' intent to displace state law is implicit in the pervasiveness of the federal regulations, the dominance of the federal interest in this area, and the legislative goal of establishing a single, uniform system of control over air safety."). The FAA's regulations in the areas of aviation safety and airspace efficiency are comprehensive. *See, e.g.*, 14 CFR §§ 91.130(b); 93.119, 93.163, and 93.339(c) and (d).

Under these principles, the State lacks the authority to regulate the safety of air traffic patterns, including whether traffic patterns between two nearby airports conflict; whether an airport can be used under instrument meteorological conditions; and runway operational usage. For example, in *Pirolo v. City of Clearwater*, 711 F.2d 1006, 1008 (11th Cir.1983), *reh'g denied*, 720 F.2d 688 (11th Cir. 1983), the court held that local ordinances prohibiting night operations and proscribing air traffic patterns were federally preempted and therefore violated the Supremacy Clause. U.S. Const. art. VI, cl. 2. In *Hoagland v. Town of Clear Lake*, 415 F.3d 693, 698 (7th Cir. 2005), a case involving the operation of a heliport on private property, the court noted, "[i]t would be unmanageable—say nothing of terrifying—to have local control of flight routes or of flight times. Such things require nationwide coordination." *See also Menard v. FAA*, 548 F.3d 353, 359-60 (5th Cir. 2008) ("[t]he FAA submits that ... it has authority to establish non-standard traffic patterns, assign specific traffic pattern altitudes, or develop special operating procedures to mitigate potential airspace conflicts ... We agree ... Above all, adjusting air traffic patterns is part of the FAA's mandate. *See id.* § 40103(b)(1).").

Rule 14-60.005 requires that the applicant provide: (1) for proposed airport or seaplane landing facilities, a "list [of] all VFR airports and heliports within five nautical miles and all IFR airports within 20 nautical miles, or (2) for proposed heliports, a "list [of] all VFR airports and heliports within three nautical miles and all IFR airports within 10 nautical miles." Fla. Admin. Code R. 14-60.005(5)(e)(1)(2). The State also requires applicants to submit

> written confirmation, including a graphical depiction, demonstrating that safe air traffic patterns can be established for the proposed airport with all existing and approved airport sites within three miles of the proposed airport site [and provide] a copy of written memorandum(s) of understanding or letter(s) of agreement, signed by each respective party, regarding air traffic pattern separation procedures between the parties representing the proposed airport and any existing airport(s) or approved airport site(s) located within three miles of the proposed site.
>
> Fla. Admin. Code R. 14-60.005(5)(j).

Utilizing this air safety and airspace information to make determinations concerning the effects of the proposed landing facility or heliport on the safety of "all existing and approved airport sites" in the vicinity of the proposed site is beyond the scope of the State's authority.

Moreover, the State's assertion that its police power authority over "public health, safety, or welfare" would authorize it to determine whether to limit airport "operations ... to VFR flight conditions, restricted approach or takeoff direction from only one end of a runway, [and] specified air-traffic pattern layouts to help prevent mid-air collision conflict with aircraft flying at another nearby airport" (Rule 14-60.005(4)) is without merit. State police power authority (including land use) does not permit regulation of aircraft safety, flight management, the protection of persons and property on the ground, or the efficiency of the navigable airspace. In *Burbank*, 411 U.S. at 638-639, the court held that Federal control over the management of airspace prevented the non-proprietor City of Burbank from exercising police power authority over aircraft operations. Noting that the "the Federal Aviation Act requires a delicate balance between safety and efficiency, and the protection of persons on the ground ... The interdependence of these factors requires a uniform and exclusive system of federal regulation if the congressional objectives underlying the Federal Aviation Act are to be fulfilled," the court reasoned that the "pervasive control" vested in the Federal Government "seems to us to leave no room for local curfews or other local controls." *See also San Diego Unified Port District. v. Gianturco*, 651 F.2d 1306 (9th Cir. 1981), *cert. denied*, 455 U.S. 1000 (1982) (non-proprietor, police power curfews on aircraft flights preempted). State and local governments may protect their citizens through land use controls and other police power measures not affecting aircraft operations.

If you have any questions, please do not hesitate to contact Jonathan Cross, Senior Attorney for Airport Certification, Regulations Division, at (202) 267-7173.

Sincerely,

Lorelei Peter
Assistant Chief Counsel for Regulations

EXHIBIT F

U.S. Civil Airmen Statistics, 2020

The U.S. Civil Airmen Statistics is an annual study published to meet the demands of FAA, other government agencies, and the industry. It contains detailed airmen statistics not published in other FAA reports.

Statistics about airmen, both pilot and nonpilot, are obtained from the official airmen certification records maintained at FAA's Aeronautical Center, Oklahoma City, Oklahoma.

The term "airmen" in this report includes men and women certified as pilots, mechanics or other aviation technicians. An active airman is one who holds both an airmen certificate and a valid medical certificate. Airmen who must have a valid medical to exercise the privileges of their certificate are all airplane pilots, rotorcraft pilots, flight navigators, and flight engineers. Glider pilots are not required to have a medical examination.

List of Tables

TABLE 1
ESTIMATED ACTIVE AIRMEN CERTIFICATES HELD
as of DECEMBER 31

CATEGORY	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011
Pilot--Total	691,691	664,566	633,317	609,306	594,362	590,039	593,499	599,086	610,576	617,128
Student 1/	222,629	197,865	167,804	149,121	128,501	122,729	120,546	120,285	119,946	118,667
Recreational (only)	105	127	144	153	175	190	220	238	218	227
Sport (only)	6,643	6,467	6,246	6,097	5,889	5,482	5,157	4,824	4,493	4,066
Airplane 2/										
Private	160,860	161,105	163,695	162,455	162,313	170,718	174,883	180,214	188,001	194,441
Commercial	103,879	100,863	99,880	98,161	96,081	101,164	104,322	108,206	116,400	120,865
Airline Transport	164,193	164,947	162,145	159,825	157,894	154,730	152,933	149,824	145,690	142,511
Rotorcraft (only) 3/	13,629	14,248	15,033	15,355	15,618	15,566	15,611	15,114	15,126	15,220
Glider (only) 4,5/	19,753	19,143	18,370	18,139	17,991	19,460	19,927	20,381	20,802	21,141
Pilot Total w/o Student Category 1/	469,062	466,900	465,513	460,185	455,861	467,310	472,953	478,801	490,630	498,471
Flight Instructor Certificates 6/	117,558	113,445	108,564	106,692	104,382	102,628	100,993	98,842	98,328	97,409
Instrument Ratings 6,7/	316,651	314,168	311,017	306,652	302,672	304,329	306,066	307,120	311,952	314,122
Remote Pilots 8/	206,322	160,302	106,321	69,166	20,362	N/Ap	N/Ap	N/Ap	N/Ap	N/Ap
Non Pilot--Total 8/	724,307	714,201	688,002	671,222	662,943	728,329	717,399	707,155	701,291	695,515
Mechanic 8/	306,301	301,087	292,002	286,268	279,435	342,528	341,409	338,844	337,775	335,431
Repairmen 8/	36,741	36,294	35,382	35,040	34,411	39,363	39,566	39,952	40,444	40,802
Parachute Rigger 8/	7,014	6,800	6,430	6,192	5,851	8,846	8,702	8,491	8,474	8,491
Ground Instructor 8/	71,991	69,991	67,784	66,423	65,053	70,957	71,755	72,493	73,599	74,586
Dispatcher 8/	23,286	22,598	21,465	20,564	19,758	23,754	23,113	22,401	21,862	21,363
Flight Navigator	36	40	58	64	67	102	115	126	141	146
Flight Attendant	248,742	245,699	231,355	222,037	212,607	200,319	188,936	179,531	172,357	167,037
Flight Engineer	30,196	31,692	33,626	34,534	35,761	42,460	43,803	45,317	46,639	47,659

Note: The term airmen includes men and women certified as pilots, mechanics or other aviation technicians.

1/ In July 2010, the FAA issued a rule that increased the duration of validity for student pilot certificates for pilots under the age of 40 from 36 to 60 months. This resulted in the increase in active student pilots to 119,119 from 72,280 at the end of 2009. Starting with April 2016, there is no expiration date on the new student pilot certificates, which generates a cumulative increase in the numbers.

2/ Includes pilots with an airplane only certificate. Also includes those with an airplane and a helicopter and/or glider certificate. Prior to 1995, these pilots were categorized as private, commercial, or airline transport, based on their airplane certificate. In 1995 and after, they are categorized based on their highest certificate. For example, if a pilots holds a private airplane certificate and a commercial helicopter certificate, prior 1995, the pilot would be categorized as private; 1995 and after as commercial.

3/ See table 7 for the total number of pilots with a helicopter certificate.

4/ See table 8 for the total number of pilots with a glider certificate.

5/ Glider pilots are not required to have a medical examination. Beginning with 2002, glider pilots with another rating but no current medical are counted as "Glider (only)."

6/ Not included in total.

7/ Special ratings shown on pilot certificates, do not indicate additional certificates.

8/ Historically, numbers represented all certificates on record. No medical examination required. In 2016, Federal Regulation required that airmen without a plastic certificate no longer considered active. Therefore, starting with 2016, those airmen with a paper certificate only were excluded. Data for 1996 and 1997 are limited to certificates held by those under 70 years of age.

9/ Remote pilot certification started in August 2016. These numbers are not included in the pilot totals.

N/Ap Not applicable.

TABLE 2

ESTIMATED ACTIVE WOMEN AIRMEN CERTIFICATES HELD

as of DECEMBER 31

CATEGORY	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011
Pilot--Total	58,541	52,740	46,463	42,694	39,187	39,287	39,322	39,621	40,621	41,316
Student 1/	31,687	27,255	22,266	19,219	15,971	14,580	14,369	14,405	14,643	14,683
Recreational (only)	6	7	10	14	15	16	16	17	16	18
Sport	259	254	240	229	223	211	192	174	152	135
Private 2/	11,316	10,683	10,255	9,971	10,009	11,339	11,652	11,909	12,456	12,927
Commercial 2/	7,724	7,038	6,656	6,267	6,081	6,587	6,685	6,911	7,536	7,956
Airline Transport 2/	7,549	7,503	7,136	6,994	6,888	6,554	6,408	6,205	5,818	5,597
Pilot Total w/o Student Category 1/	26,854	25,485	24,197	23,475	23,216	24,707	24,953	25,216	25,978	26,633
Flight Instructor Certificates 4/	8,592	7,957	7,335	7,105	6,848	6,669	6,521	6,386	6,371	6,360
Remote Pilots 6/	14,682	10,818	6,188	3,462	793	N/Ap	N/Ap	N/Ap	N/Ap	N/Ap
Non Pilot--Total	218,984	215,905	203,725	195,993	187,914	183,259	174,000	166,294	160,452	155,918
Mechanic 5/	7,860	7,573	7,133	6,855	6,536	8,419	8,151	7,917	7,729	7,487
Repairmen 5/	1,995	1,996	1,868	1,847	1,822	2,289	2,278	2,288	2,307	2,276
Parachute Rigger 5/	711	681	631	597	540	811	763	712	697	683
Ground Instructor 5/	5,603	5,340	5,085	4,924	4,772	5,907	5,889	5,869	5,853	5,880
Dispatcher 5/	4,586	4,389	4,086	3,867	3,615	4,503	4,326	4,116	3,930	3,744
Flight Navigator	0	0	0	0	1	1	1	1	1	1
Flight Attendant	196,902	194,578	183,519	176,471	169,170	159,703	150,941	143,701	138,223	134,114
Flight Engineer	1,307	1,348	1,403	1,432	1,458	1,626	1,651	1,691	1,712	1,731

Note: The term airmen includes men and women certified as pilots, mechanics or other aviation technicians. This table (Table 2) represents data for females only.

Data in the Pilot Categories does not directly correspond to the same category in Table 1 as glider and/or helicopter and/or gyroplane certs are not broken out separately.

Data in the Non Pilot Categories as well as Flight Instructor Certificates does directly correspond to the same category in Table 1.

1/ In July 2010, the FAA issued a rule that increased the duration of validity for student pilot certificates for pilots under the age of 40 from 36 to 60 months. This resulted in the increase in active student pilots to 14,767 from 8,450 at the end of 2009.
Starting with April 2016, there is no expiration date on the new student pilot certificates, which generates a cumulative increase in the numbers.

2/ Includes those with an airplane and/or a helicopter and/or glider and/or a gyroplane certificate.

3/ Glider and lighter-than-air pilots are not required to have a medical examination.

4/ Not included in total.

5/ Historically, numbers represented all certificates on record. No medical examination required. In 2016, Federal Regulation required that airmen without a plastic certificate no longer considered active. Therefore, starting with 2016, those airmen with a paper certificate only were excluded.

6/ Remote pilot certification started in August 2016. These numbers are not included in the pilot totals.

N/Ap Not applicable.

TABLE 3

ESTIMATED ACTIVE PILOT CERTIFICATES HELD
BY CLASS OF CERTIFICATE AND BY FAA REGION
December 31, 2020

CLASS OF CERTIFICATE	Total 1/	Alaskan	Central	Eastern	Great Lakes	Northwest Mountain	Southern	South-west	Western-Pacific	Outside U.S. /2
Total--All Pilots	691,691	8,795	49,866	113,703	93,313	78,686	113,089	91,669	103,583	39,087
Student	222,629	2,239	16,079	38,486	29,104	23,683	36,931	30,715	33,235	12,187
Recreational Airplane (only)	105	0	13	36	27	9	6	7	6	1
Sport (only)	6,643	67	694	1,110	1,505	746	999	768	830	34
Airplane 3/										
Private --Total	160,860	2,507	13,040	27,268	25,488	18,724	22,608	20,822	25,087	5,426
Private Airplane (only)	154,809	2,454	12,591	26,267	24,629	17,933	21,799	19,860	24,035	5,251
Private Airplane, Private Glider	2,044	16	111	398	248	277	274	233	435	52
Private Airplane, Private Gyroplane	37	0	5	1	6	4	6	9	6	0
Private Airplane, Private Helicopter	1,982	30	135	308	221	280	297	244	393	74
Private Airplane, Private Glider, Private Helicopter	65	0	3	11	3	9	8	5	17	9
Private Glider	2	0	0	1	0	0	0	0	1	0
Private Airplane-Other	1,921	7	196	282	381	221	124	471	200	40
Commercial--Total	103,879	1,496	6,688	14,598	12,750	10,827	16,575	13,070	16,161	11,714
Commercial Airplane (only)	84,386	1,241	5,150	11,106	10,472	8,462	13,525	10,449	12,754	11,227
Commercial Airplane, Private Glider	959	21	63	171	119	145	112	122	187	19
Commercial Airplane, Commercial Glider	1,744	25	119	324	250	255	224	192	334	21
Commercial Airplane, Commercial Gyroplane, Commercial Glider	5	0	0	1	2	1	0	1	0	0
Commercial Airplane, Private Helicopter	840	19	60	153	91	103	131	94	143	46
Commercial Airplane, Commercial Glider, Private Helicopter	64	0	1	16	5	8	8	7	8	1
Commercial Airplane, Commercial Helicopter	7,508	111	523	1,480	667	739	1,433	1,018	1,344	193
Commercial Airplane, Private Glider, Commercial Helicopter	102	2	5	11	18	12	26	7	19	2
Commercial Airplane, Commercial Glider, Commercial Helicopter	243	5	18	48	31	31	39	24	43	4
Commercial Airplane, Commercial Helicopter, Commercial Gyroplane	26	0	3	2	2	2	8	6	2	1
Commercial Airplane, Commercial Gyroplane	15	1	3	2	0	0	3	5	1	0
Commercial Airplane, Commercial Gyroplane, Commercial Helicopter, Commercial Glider	16	0	4	1	1	1	4	1	4	0
Commercial Helicopter, Private Airplane, Commercial Glider	16	0	2	4	1	1	3	3	2	0
Commercial Helicopter, Private Airplane	3,593	52	299	518	368	645	631	479	642	59
Commercial Glider, Private Airplane	375	3	21	96	59	56	37	33	69	2
Commercial-other	3,997	16	417	665	664	467	391	629	609	139
Airline Transport --Total	164,193	2,180	11,627	26,470	21,391	19,751	31,583	22,504	21,796	6,892
Airline Transport Airplane (only)	159,426	2,093	11,374	25,470	21,048	19,272	30,613	21,675	21,151	6,730
Airline Transport Airplane, Airline Transport Helicopter	2,339	50	129	498	184	225	504	354	320	75
Airline Transport Airplane-other	2,428	37	124	502	159	254	466	475	324	87

TABLE 3
ESTIMATED ACTIVE PILOT CERTIFICATES HELD
BY CLASS OF CERTIFICATE AND BY FAA REGION
December 31, 2020

CLASS OF CERTIFICATE	Total 1/	Alaskan	Central	Eastern	Great Lakes	Northwest Mountain	Southern	South-west	Western-Pacific	Outside U.S. /2
Rotorcraft (only) 4/ --Total	13,629	167	808	1,802	979	2,208	1,928	1,632	2,370	1,735
Private Gyroplane	14	0	1	1	3	2	3	3	1	0
Private Helicopter	2,807	34	118	418	242	618	295	268	547	367
Commercial Helicopter	9,025	116	621	1,110	643	1,493	1,380	1,058	1,638	966
Commercial Helicopter, Private Glider	2	0	0	0	0	0	2	0	0	0
Commercial Gyroplane	3	0	0	0	0	1	1	0	1	0
Commercial Helicopter, Commercial Glider	2	0	0	0	0	1	1	0	0	0
Commercial Helicopter, Commercial Gyroplane	8	0	2	0	2	1	2	0	0	1
Airline Transport Helicopter	1,763	16	65	271	88	190	241	301	181	400
Recreational Gyroplane	0	0	0	0	0	0	0	0	0	0
Recreational Helicopter	2	0	0	1	0	1	0	0	0	0
Rotorcraft-other	13	1	1	1	1	1	3	2	2	1
Glider (only) 5,6/ --Total	19,763	149	1,017	3,973	2,069	2,638	2,559	2,151	4,099	1,098
Private Glider	11,007	55	564	2,249	1,176	1,411	1,243	1,101	2,368	840
Commercial Glider	4,572	32	196	1,015	520	626	696	601	936	150
Air Transport (other)	4,174	62	257	709	373	601	720	649	795	108
Flight Instructor Certificates 7/	117,558	1,511	8,572	19,507	17,013	14,768	20,180	15,209	17,578	3,220
Instrument Ratings 7,8/	316,661	3,987	22,004	49,792	40,905	36,874	56,249	41,725	45,421	20,694
Remote Pilot Certificates 7/	206,322	1,442	16,107	43,192	30,784	24,004	29,904	28,897	30,294	1,698

1/ Includes Outside U.S. total.

2/ Outside U.S. Includes airmen certified by the FAA, who live outside the 50 states and other U.S. areas, territories, and affiliates. Also includes those with unidentifiable add

3/ Includes pilots with an airplane only certificate. Also includes those with an airplane and a helicopter and/or glider certificate. Prior to 1995, those pilots were categorized as private, commercial, or airline transport, based on their airplane certificate. In 1995 and after, they are categorized based on their highest certificate. For example, if a pilot holds a private certificate and a commercial helicopter certificate, prior 1995, the pilot would be categorized as private; 1995 and after as commercial.

4/ See table 7 for the total number of pilots with a helicopter certificate.

5/ See table 8 for the total number of pilots with a glider certificate.

6/ Glider pilots are not required to have a medical examination. Beginning with 2002, glider pilots with another rating but no current medical are counted as "Glider (only)".

7/ Not included in total.

8/ Special ratings shown on pilot certificates, do not indicate additional certificates.

TABLE 4

ESTIMATED ACTIVE PILOT CERTIFICATES HELD
BY CLASS OF CERTIFICATE
as of DECEMBER 31

CLASS OF CERTIFICATE	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011
Total--All Pilots	691,691	664,666	633,317	609,306	584,362	590,039	593,499	599,086	610,576	617,128
Student--Total 1/	222,629	197,666	167,804	149,121	128,501	122,729	120,546	120,285	119,946	118,657
Recreational Airplane (only)	105	127	144	153	175	190	220	238	218	227
Sport (only)	6,643	6,467	6,246	6,097	5,889	5,482	5,167	4,824	4,493	4,066
Airplane 2/										
Private--Total	160,860	161,105	163,695	162,455	162,313	170,718	174,883	180,214	188,001	194,441
Private Airplane (only)	154,809	154,972	157,396	156,173	156,068	162,969	167,018	172,195	179,738	186,005
Private Airplane, Private Glider	2,044	2,154	2,254	2,267	2,245	2,328	2,403	2,486	2,586	2,712
Private Airplane, Private Gyroplane	37	40	37	36	33	32	32	32	27	35
Private Airplane, Private Helicopter	1,982	1,998	2,111	2,100	2,128	2,216	2,207	2,237	2,310	2,332
Private Airplane, Private Glider, Private Helicopter	65	69	76	74	70	72	75	76	84	78
Private Airplane-other	1,923	1,872	1,821	1,805	1,779	3,101	3,148	3,188	3,266	3,279
Commercial--Total	103,879	100,863	99,880	98,161	96,081	101,164	104,322	108,206	116,400	120,865
Commercial Airplane (only)	84,386	80,976	79,638	77,993	76,446	79,957	82,703	85,771	93,180	97,157
Commercial Airplane, Private Glider	959	970	1,012	1,020	1,016	1,092	1,139	1,175	1,242	1,302
Commercial Airplane, Commercial Glider	1,744	1,810	1,859	1,872	1,785	1,907	1,964	2,134	2,245	2,324
Commercial Airplane, Commercial Gyroplane, Commercial Glider	5	4	6	7	5	8	7	7	8	7
Commercial Airplane, Private Helicopter	840	834	817	794	804	789	809	837	840	836
Commercial Airplane, Commercial Glider, Private Helicopter	54	45	43	46	46	53	52	64	62	56
Commercial Airplane, Commercial Helicopter	7,508	7,802	8,007	7,866	7,586	7,800	7,794	8,112	8,443	8,648
Commercial Airplane, Private Glider, Commercial Helicopter	102	102	102	111	100	106	108	108	116	112
Commercial Airplane, Commercial Glider, Commercial Helicopter	243	241	251	267	250	259	279	281	298	309
Commercial Airplane, Commercial Helicopter, Commercial Gyroplane	26	25	26	32	22	23	30	30	37	35
Commercial Airplane, Commercial Gyroplane	15	15	14	14	14	14	13	11	10	12
Commercial Airplane, Commercial Gyroplane, Commercial Helicopter, Commercial Glider	16	16	18	18	17	16	16	13	16	16
Commercial Helicopter, Private Airplane, Commercial Glider	16	14	19	18	16	17	16	17	20	21
Commercial Glider, Private Airplane	375	388	413	404	381	395	391	394	422	429
Commercial Helicopter, Private Airplane	3,593	3,689	3,850	3,842	3,766	3,816	3,000	3,999	4,082	4,083
Commercial-other	3,997	3,933	3,905	3,877	3,828	4,912	5,092	5,253	5,399	5,518
Airline Transport--Total	164,193	164,947	162,145	159,825	157,894	154,730	152,933	149,824	145,590	142,511
Airline Transport Airplane (only)	159,426	160,117	157,270	154,942	153,024	149,967	148,156	145,128	140,958	137,967
Airline Transport Airplane, Airline Transport Helicopter	2,339	2,383	2,360	2,339	2,324	2,322	2,379	2,367	2,403	2,391
Airline Transport Airplane-other	2,428	2,447	2,515	2,544	2,546	2,451	2,398	2,329	2,229	2,153

TABLE 4
ESTIMATED ACTIVE PILOT CERTIFICATES HELD
BY CLASS OF CERTIFICATE
as of DECEMBER 31

CLASS OF CERTIFICATE	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011
Rotorcraft (only) 3/--Total	13,629	14,248	15,033	15,355	15,518	15,566	15,511	15,114	15,126	15,220
Private Gyroplane	14	18	17	15	11	11	7	9	11	14
Private Helicopter	2,807	2,912	3,307	3,420	3,719	3,866	3,997	3,952	4,165	4,532
Commercial Helicopter	9,025	9,510	9,900	10,066	9,935	9,870	9,780	9,588	9,505	9,402
Commercial Helicopter, Private Glider	2	1	2	2	3	3	5	6	6	7
Commercial Helicopter, Commercial Glider	2	2	1	1	1	2	3	2	3	5
Commercial Gyroplane	3	3	2	3	3	2	2	3	3	4
Gyroplane	8	10	10	10	7	7	6	6	5	4
Airline Transport Helicopter	1,753	1,775	1,777	1,823	1,824	1,806	1,704	1,541	1,420	1,242
Recreational Gyroplane	0	1	1	2	2	1	1	1	1	1
Recreational Helicopter	2	2	2	2	1	0	0	0	0	0
Rotorcraft-other	13	14	14	11	12	8	6	6	7	9
Glider (only) 4,5/--Total	19,753	19,143	18,370	18,139	17,991	19,460	19,927	20,381	20,802	21,141
Private Glider	11,007	10,759	10,401	10,266	10,141	13,714	14,023	14,309	14,559	14,732
Commercial Glider	4,572	4,457	4,319	4,293	4,348	3,723	3,877	4,013	4,137	4,260
Air Transport (other)	4,174	3,927	3,650	3,580	3,502	2,023	2,027	2,059	2,106	2,149
Flight Instructor Certificates 6/	117,658	113,445	108,564	106,692	104,382	102,628	100,993	98,842	98,328	97,409
Instrument Ratings 6,7/	316,651	314,168	311,017	306,652	302,572	304,329	306,066	307,120	311,952	314,122
Remote Pilot Certificates 8/	206,322	160,302	106,321	69,166	20,362	N/Ap	N/Ap	N/Ap	N/Ap	N/Ap

1/ In July 2010, the FAA issued a rule that increased the duration of validity for student pilot certificates for pilots under the age of 40 from 36 to 60 months. This resulted in the increase in active student pilots to 119,119 from 72,280 at the end of 2009.
Starting with April 2016, there is no expiration date on the new student pilot certificates, which generates a cumulative increase in the numbers.

2/ Includes pilots with an airplane only certificate. Also includes those with an airplane and a helicopter and/or glider certificate. Prior to 1995, these pilots were categorized as private, commercial, or airline transport, based on their airplane certificate. In 1995 and after, they are categorized based on their highest certificate. For example, if a pilot holds a a private certificate and a commercial helicopter certificate, prior 1995, the pilot would be categorized as private; 1995 and after as commercial.

3/ See table 7 for the total number of pilots with a helicopter certificate.

4/ See table 8 for the total number of pilots with a glider certificate.

5/ Glider pilots are not required to have a medical examination. Beginning with 2002, glider pilots with another rating but no current medical are counted as "Glider (only)".

6/ Not included in total.

7/ Special ratings shown on pilot certificates, do not indicate additional certificates.

8/ Remote pilot certification started in August 2016. These numbers are not included in the pilot totals.

N/Ap Not applicable.

TABLE 5
ESTIMATED ACTIVE PILOTS AND FLIGHT INSTRUCTORS
BY FAA REGION AND STATE
DECEMBER 31, 2020

FAA REGION AND STATE	Total Pilots	Students	Private 1/	Commercial 1/	Airline Transport 1/	Misc. 2/	Flight Instructor 3/	Remote Pilots 3/
Total 4/	691,689	222,629	172,945	119,245	170,120	6,750	117,558	206,322
United States--Total	663,329	210,832	166,520	106,439	162,819	6,719	114,496	204,687
Alaskan Region--Total	8,796	2,239	2,675	1,666	2,258	57	1,511	1,442
Central Region--Total	49,866	16,079	13,609	7,622	11,949	607	8,572	16,107
Iowa	6,559	1,830	1,917	905	801	106	856	2,355
Kansas	7,495	2,408	2,412	1,234	1,345	96	1,366	2,389
Kentucky	7,050	2,230	1,667	919	2,163	71	1,213	2,293
Missouri	10,571	3,587	2,929	1,675	2,208	172	1,705	3,630
Nebraska	3,966	1,384	1,231	658	655	38	594	1,475
Tennessee	15,225	4,640	3,453	2,231	4,777	124	2,836	3,965
Eastern Region--Total	113,703	38,456	29,617	17,033	27,450	1,147	19,507	43,192
Connecticut	4,946	1,456	1,401	729	1,329	31	860	1,784
Delaware	1,494	485	342	213	440	14	280	658
District of Columbia	687	271	194	76	140	6	108	262
Maine	2,667	816	779	477	639	56	409	1,099
Maryland	8,937	3,538	2,204	1,331	1,770	94	1,420	3,481
Massachusetts	8,676	3,261	2,526	1,216	1,613	71	1,255	3,184
New Hampshire	4,045	964	988	570	1,469	54	814	1,071
New Jersey	9,672	3,358	2,437	1,354	2,372	51	1,691	3,648
New York	17,824	7,024	4,791	2,658	3,200	151	2,781	6,925
North Carolina	17,386	5,206	4,512	2,664	4,826	178	3,131	7,303
Pennsylvania	17,004	5,417	4,460	2,421	4,490	216	3,016	5,843
Rhode Island	1,072	389	277	156	242	8	158	425
Vermont	1,336	406	419	261	239	10	223	456
Virginia	16,118	5,128	3,737	2,628	4,461	164	3,080	6,146
West Virginia	1,940	747	550	280	320	43	281	907
Great Lakes Region--Total	93,313	29,104	26,736	14,089	21,852	1,532	17,013	30,784
Illinois	16,253	5,779	4,776	2,575	4,805	318	3,596	6,662
Indiana	11,837	3,900	3,477	1,709	2,539	212	1,935	3,857
Michigan	15,423	4,765	4,509	2,353	3,575	231	2,786	5,012
Minnesota	14,000	3,781	3,987	2,194	3,918	120	2,903	4,106
North Dakota	3,796	1,464	1,059	957	287	29	519	1,135
Ohio	17,020	5,474	4,877	2,408	3,984	277	3,067	5,778
South Dakota	2,578	755	797	500	467	59	446	787
Wisconsin	10,406	3,196	3,254	1,393	2,277	286	1,761	3,447
Northwest Mountain Region--Total	78,586	23,683	20,425	13,180	20,542	756	14,768	24,004
Colorado	20,978	5,926	4,791	3,231	6,873	157	4,219	6,773
Idaho	6,310	1,882	1,845	1,160	1,346	97	1,129	1,964
Montana	4,460	1,386	1,348	921	762	43	764	1,512
Oregon	10,391	3,221	3,239	2,167	1,650	114	1,814	3,712
Utah	10,923	3,441	2,542	1,999	2,854	87	2,165	3,228
Washington	23,393	7,135	5,963	3,363	6,697	235	4,342	6,109
Wyoming	2,131	712	697	339	360	23	336	706
Southern Region--Total	113,088	36,931	23,802	18,806	32,544	1,005	20,180	29,904
Alabama	8,563	2,863	2,100	1,968	1,548	86	1,728	2,886
Florida	72,499	24,357	14,401	12,565	20,572	604	12,710	17,072
Georgia	21,504	6,217	4,761	2,763	7,568	175	4,026	6,282
Puerto Rico	1,848	891	299	250	360	48	257	504
South Carolina	8,453	2,496	2,199	1,235	2,432	91	1,434	3,135

TABLE 5
ESTIMATED ACTIVE PILOTS AND FLIGHT INSTRUCTORS
BY FAA REGION AND STATE
DECEMBER 31, 2020

FAA REGION AND STATE	Total Pilots	Students	Private 1/	Commercial 1/	Airline Transport 1/	Misc. 2/	Flight Instructor 3/	Remote Pilots 3/
Virgin Islands	221	107	42	27	44	1	26	26

TABLE 6
ESTIMATED ACTIVE PILOTS AND FLIGHT INSTRUCTORS
BY FAA REGION AND STATE
DECEMBER 31, 2020

FAA REGION AND STATE	Total Pilots	Students	Private 1/	Commercial 1/	Airline Transport 1/	Misc. 2/	Flight Instructor 3/	Remote Pilots 3/
Southwest Region--Total	91,668	30,715	21,980	14,844	23,364	775	15,209	28,897
Arkansas	6,157	2,289	1,725	1,076	973	94	854	1,902
Louisiana	6,042	2,113	1,590	1,098	1,174	67	944	2,278
Mississippi	4,848	1,905	1,100	833	974	36	657	1,710
New Mexico	4,633	1,490	1,463	968	642	80	604	1,537
Oklahoma	9,467	3,714	2,431	1,617	1,642	63	1,452	2,534
Texas	60,521	19,204	13,681	9,252	17,949	435	10,698	18,936
Western-Pacific Region--Total	103,683	33,235	27,664	19,077	22,771	930	17,578	30,294
American Samoa	0	0	0	0	0	0	0	1
Arizona	24,176	6,826	5,423	5,771	5,962	194	4,796	5,413
California	66,533	22,911	19,739	11,099	12,233	551	10,181	21,147
Guam	174	42	20	19	93	0	46	55
Hawaii	3,894	1,147	619	741	1,369	18	782	1,294
Nevada	8,793	2,304	1,863	1,442	3,111	73	1,773	2,362
North Mariana Islands	13	5	0	5	3	0	0	2
U.S. Affiliates 6/	17	5	1	8	3	0	0	2
Outside United States and FS Total 8/	39,087	12,187	6,537	12,928	7,400	35	3,220	1,698
Armed Forces Personnel 5/	723	390	111	119	99	4	158	63
AA (Americas)[5]	11	0	3	2	6	0	4	3
AE (Europe and Canada)[5]	292	116	63	57	53	3	89	29
AP (Pacific)[5]	420	274	45	60	40	1	65	31
Federated States of Micronesia	2	0	0	2	0	0	0	0
Marshall Islands	1	0	0	1	0	0	0	0
Palau	1	0	1	0	0	0	0	0
Outside United States (Foreign) 7/	38,360	11,797	6,425	12,806	7,301	31	3,062	1,635

1/ Includes those with an airplane and/or a helicopter and/or glider certificate. Pilots under the"Rotorcraft (only)" and "Glider (only)" class certificates in Table 3 are shown under their respective "Private," "Commercial," or "Airline Transport" categories above.
2/ Includes recreational and sport.
3/ Not included in total.
4/ Includes pilots certified by the FAA, who live outside the 50 states and other U.S. areas, territories, and affiliates.
5/ Military personnel holding civilian certificate and stationed in a foreign country.
6/ Includes Federated States of Micronesia, Marshall Islands, North Mariana Islands and Palau.
7/ Outside United States (Foreign) includes airmen certified by the FAA, who live outside the 50 states and other U.S. areas, territories, and affiliates. Also includes those with unidentifiable addresses.
8/ FS stands for the Flight Standards Region, which includes Armed Forces as explained above (#5), and Federated States of Micronesia, Marshall Islands, and Palau.

TABLE 6

ESTIMATED ACTIVE WOMEN PILOTS AND FLIGHT INSTRUCTORS
BY FAA REGION AND STATE
DECEMBER 31, 2020

FAA REGION AND STATE	Total Pilots	Students	Private 1/	Commercial 1/	Airline Transport 1/	Misc. 2/	Flight Instructor 3/	Remote Pilots 3/
Total 4/	58,541	31,687	11,316	7,724	7,549	265	8,592	14,882
United States--Total	56,862	30,573	10,773	6,873	7,379	264	8,379	14,767
Alaskan Region--Total	1,012	459	260	134	156	3	131	154
Central Region--Total	3,836	2,240	702	413	458	23	510	1,115
Iowa	387	216	91	51	26	3	46	190
Kansas	662	340	111	61	46	4	76	183
Kentucky	557	317	92	64	91	3	68	146
Missouri	854	509	170	87	79	9	104	240
Nebraska	266	183	46	25	12	0	29	126
Tennessee	1,210	676	192	135	204	4	195	231
Eastern Region--Total	9,462	5,453	1,675	1,070	1,215	49	1,318	3,182
Connecticut	367	194	75	42	64	2	62	129
Delaware	133	79	22	11	20	1	20	48
District of Columbia	73	54	9	4	6	0	10	50
Maine	207	131	31	20	25	0	27	85
Maryland	895	577	148	94	70	6	105	269
Massachusetts	736	406	161	80	81	8	93	247
New Hampshire	309	147	53	41	66	2	66	81
New Jersey	773	445	123	92	111	2	116	218
New York	1,573	991	279	160	138	5	166	508
North Carolina	1,294	707	237	155	190	5	199	541
Pennsylvania	1,292	712	249	148	175	8	176	397
Rhode Island	92	61	11	8	11	1	7	24
Vermont	140	70	36	12	22	0	19	34
Virginia	1,407	767	219	186	228	7	228	490
West Virginia	171	112	22	17	18	2	24	61
Great Lakes Region--Total	7,663	4,046	1,623	856	1,075	53	1,272	2,139
Illinois	1,548	799	283	166	289	11	290	494
Indiana	948	529	207	96	111	5	127	266
Michigan	1,243	637	284	152	163	7	205	343
Minnesota	1,192	565	250	160	213	4	253	302
North Dakota	317	204	62	34	16	1	34	75
Ohio	1,313	714	284	143	159	13	213	358
South Dakota	213	123	43	24	23	0	23	65
Wisconsin	879	475	210	81	101	12	127	236
Northwest Mountain Region--Total	7,438	3,683	1,518	1,006	1,200	31	1,265	1,851
Colorado	2,148	998	387	294	463	6	391	618
Idaho	540	261	142	79	54	4	85	145
Montana	439	229	113	65	31	1	60	136
Oregon	988	480	242	168	95	3	168	319
Utah	851	452	160	118	116	5	146	203
Washington	2,287	1,158	437	255	426	11	398	483
Wyoming	185	105	37	27	15	1	17	47
Southern Region--Total	9,518	5,413	1,582	1,222	1,261	40	1,379	2,098
Alabama	586	357	114	75	37	3	59	125
Florida	6,466	3,612	1,063	915	851	25	952	1,286
Georgia	1,674	949	270	160	287	8	266	417
Puerto Rico	103	70	17	11	4	1	10	35
South Carolina	651	391	116	60	61	3	92	234

TABLE 6
ESTIMATED ACTIVE WOMEN PILOTS AND FLIGHT INSTRUCTORS
BY FAA REGION AND STATE
DECEMBER 31, 2020

FAA REGION AND STATE	Total Pilots	Students	Private 1/	Commercial 1/	Airline Transport 1/	Misc. 2/	Flight Instructor 3/	Remote Pilots 3/
Virgin Islands	38	34	2	1	1	0	0	1

TABLE 6
ESTIMATED ACTIVE WOMEN PILOTS AND FLIGHT INSTRUCTORS
BY FAA REGION AND STATE
DECEMBER 31, 2020

FAA REGION AND STATE	Total Pilots	Students	Private 1/	Commercial 1/	Airline Transport 1/	Misc. 2/	Flight Instructor 3/	Remote Pilots 3/
Southwest Region--Total	7,086	4,136	1,368	798	766	28	932	1,920
Arkansas	426	286	90	26	24	2	38	142
Louisiana	413	262	80	39	31	1	46	133
Mississippi	353	242	48	33	29	1	29	100
New Mexico	537	246	168	100	20	3	37	141
Oklahoma	786	530	134	73	46	3	78	180
Texas	4,571	2,571	838	528	616	18	704	1,224
Western-Pacific Region--Total	9,785	5,086	2,047	1,366	1,247	37	1,553	2,304
American Samoa	0	0	0	0	0	0	0	0
Arizona	1,917	883	426	320	281	7	381	383
California	6,494	3,646	1,387	834	702	25	927	1,598
Guam	14	7	2	2	3	0	3	7
Hawaii	551	258	80	101	111	1	97	132
Nevada	808	394	152	108	150	4	146	184
North Mariana Islands	1	0	0	1	0	0	0	0
U.S. Affiliates 6/	1	0	0	1	0	0	0	0
Outside United States and FS Total 8/	2,751	1,169	661	859	171	1	224	119
Armed Forces Personnel 5/	72	55	8	8	1	0	11	4
AA (Americas)[5]	0	0	0	0	0	0	0	0
AE (Europe and Canada)[5]	29	23	4	1	1	0	5	2
AP (Pacific)[5]	43	32	4	7	0	0	6	2
Federated States of Micronesia	0	0	0	0	0	0	0	0
Marshall Islands	0	0	0	0	0	0	0	0
Palau	0	0	0	0	0	0	0	0
Outside United States (Foreign) 7/	2,679	1,114	643	851	170	1	213	115

1/ Includes those with an airplane and/or a helicopter and/or glider certificate.
2/ Includes recreational and sport.
3/ Not included in total.
4/ Includes pilots certified by the FAA, who live outside the 50 states and other U.S. areas, territories, and affiliates.
5/ Military personnel holding civilian certificate and stationed in a foreign country.
6/ Includes Federated States of Micronesia, Marshall Islands, North Mariana Islands and Palau.
7/ Outside United States (Foreign) includes airmen certified by the FAA, who live outside the 50 states and other U.S. areas, territories, and affiliates. Also includes those with unidentifiable addresses.
8/ FS stands for the Flight Standards Region, which includes Armed Forces as explained above (#5), and Federated States of Micronesia, Marshall Islands, and Palau.

TABLE 7
ESTIMATED ACTIVE ROTORCRAFT PILOTS BY CLASS OF CERTIFICATE 1/
as of DECEMBER 31

CLASS OF CERTIFICATE	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011
TOTAL	30,532	31,683	32,831	32,962	32,755	33,163	33,292	33,362	33,923	34,252
Private--Total	5,813	5,929	6,422	6,502	6,823	7,036	7,186	7,212	7,604	7,889
Private Helicopter	2,814	2,921	3,317	3,433	3,727	3,859	4,000	3,954	4,167	4,534
Private Helicopter, Private Airplane	1,987	2,001	2,114	2,103	2,131	2,219	2,210	2,239	2,312	2,335
Private Helicopter, Private Airplane, Private Glider	67	70	77	75	71	73	76	77	85	79
Private Helicopter, Commercial Airplane	840	834	817	794	804	789	809	837	840	836
Private Helicopter, Commercial Airplane, Commercial Glider	54	45	43	46	46	53	52	64	62	56
Private Gyroplane	14	18	17	15	11	11	7	9	11	14
Private Gyroplane, Private Airplane	37	40	37	36	33	32	32	32	27	35
Commercial--Total	20,614	21,481	22,257	22,285	21,770	21,990	22,016	22,236	22,588	22,720
Commercial Helicopter	9,043	9,627	9,915	10,077	9,946	9,883	9,793	9,601	9,520	9,417
Commercial Helicopter, Private Airplane	3,593	3,669	3,850	3,842	3,765	3,816	3,909	3,999	4,062	4,083
Commercial Helicopter, Private Glider	2	1	2	2	3	3	6	6	6	7
Commercial Helicopter, Commercial Glider	2	2	1	1	1	2	3	2	3	5
Commercial Helicopter, Private Airplane, Commercial Gyroplane	15	16	14	12	12	14	13	11	15	14
Commercial Helicopter, Private Airplane, Private Glider	17	14	20	25	23	20	22	28	26	26
Commercial Helicopter, Private Airplane, Commercial Glider	16	14	19	18	16	17	16	17	20	21
Commercial Helicopter, Commercial Airplane	7,508	7,802	8,007	7,856	7,586	7,800	7,794	8,112	8,443	8,648
Commercial Helicopter, Commercial Airplane, Private Glider	102	102	102	111	100	106	108	108	116	112
Commercial Helicopter, Commercial Airplane, Commercial Glider	243	241	251	257	250	259	279	281	298	309
Commercial Gyroplane	3	3	2	3	3	2	2	3	3	4
Commercial Helicopter, Commercial Airplane, Commercial Gyroplane	26	25	26	32	22	23	30	30	37	35
Commercial Airplane, Commercial Gyroplane, Commercial Helicopter, Commercial Glider	16	16	18	18	17	16	16	13	16	16
Commercial Helicopter, Commercial Gyroplane	8	10	10	10	7	7	6	6	5	4
Commercial Gyroplane, Commercial Airplane	15	15	14	14	14	14	13	11	10	12
Commercial Gyroplane, Commercial Airplane, Commercial Glider	5	4	6	7	5	8	7	7	8	7
Airline Transport--Total	4,092	4,158	4,137	4,162	4,148	4,128	4,083	3,908	3,823	3,633
Airline Transport Helicopter	1,763	1,776	1,777	1,823	1,824	1,806	1,704	1,541	1,420	1,242
Airline Transport Helicopter, Airline Transport Airplane	2,339	2,383	2,360	2,339	2,324	2,322	2,379	2,367	2,403	2,391
Recreational Helicopter	2	2	2	2	1	0	0	0	0	0
Recreational Gyroplane	0	1	1	2	2	1	1	1	1	1
Rotorcraft Other	13	14	14	11	12	8	6	6	7	0

1/ In addition to pilots certified only for rotorcraft shown in table 1, this table includes pilots certified in multiple categories including helicopters or other rotorcraft.

TABLE 8

ESTIMATED ACTIVE GLIDER PILOTS BY CLASS OF CERTIFICATE 1/
as of DECEMBER 31

CLASS OF CERTIFICATE	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011
Total	25,412	24,989	24,463	24,276	23,961	25,751	26,424	27,184	27,960	28,656
Private--Total	14,211	14,085	13,884	13,780	13,610	17,348	17,792	18,200	18,633	18,980
Private Glider	11,009	10,763	10,407	10,272	10,144	13,718	14,029	14,312	14,564	14,733
Private Glider, Private Airplane	2,056	2,165	2,264	2,276	2,253	2,336	2,413	2,494	2,594	2,721
Private Glider, Private Airplane, Private Helicopter	67	70	77	76	71	73	76	77	85	79
Private Glider, Private Airplane, Commercial Helicopter	17	14	20	25	23	20	22	28	26	26
Private Glider, Commercial Airplane	959	970	1,012	1,020	1,016	1,092	1,139	1,175	1,242	1,302
Private Glider, Commercial Airplane, Commercial Helicopter	102	102	102	111	100	106	108	108	116	112
Private Glider, Commercial Helicopter	2	1	2	2	3	3	5	6	6	7
Commercial--Total	7,027	6,977	6,929	6,916	6,849	6,380	6,605	6,925	7,211	7,427
Commercial Glider	4,572	4,457	4,319	4,293	4,348	3,723	3,877	4,013	4,137	4,260
Commercial Glider, Commercial Airplane	1,744	1,810	1,869	1,872	1,785	1,907	1,964	2,134	2,245	2,324
Commercial Glider, Private Airplane	376	388	413	404	381	396	391	394	422	429
Commercial Glider, Private Airplane, Commercial Helicopter	16	14	19	18	16	17	16	17	20	21
Commercial Glider, Commercial Helicopter	2	2	1	1	1	2	3	2	3	5
Commercial Glider, Commercial Airplane, Private Helicopter	54	45	43	46	46	53	52	64	62	56
Commercial Glider, Commercial Airplane, Commercial Helicopter	243	241	251	257	250	259	279	281	298	309
Commercial Glider, Commercial Airplane, Commercial Gyroplane	5	4	6	7	5	6	7	7	8	7
Commercial Glider, Commercial Airplane, Commercial Gyroplane, Commercial Helicopter	16	16	18	18	17	16	16	13	16	16
Commercial Glider, Commercial Balloon	0	0	0	0	0	0	0	0	0	0
Air Transport--Total 2/	4,174	3,927	3,650	3,580	3,502	2,023	2,027	2,059	2,106	2,149

1/ In addition to pilots certified only for gliders shown in table 1, this table includes pilots certified in multiple categories including gliders.

2/ Glider and lighter-than-air pilots are not required to have a medical examination. Beginning with 2002, glider pilots with another rating but no current medical are counted as "Glider (only)".

TABLE 9
ESTIMATED INSTRUMENT RATINGS HELD
BY CLASS OF CERTIFICATE BY FAA REGION
DECEMBER 31, 2020

CLASS OF CERTIFICATE	Total 1/	Alaskan	Central	Eastern	Great Lakes	Northwest Mountain	Southern	South-west	Western-Pacific	Outside U.S. 2/
Total--All Pilots	316,651	3,987	22,004	49,792	40,906	35,874	56,249	41,726	45,421	20,694
Airplane										
Private --Total	47,817	300	3,851	8,670	7,346	4,741	7,649	6,467	7,327	1,576
Private Airplane (only)	46,112	288	3,739	8,374	7,140	4,606	7,291	6,262	6,981	1,531
Private Airplane, Private Glider	760	4	52	156	91	98	107	81	168	13
Private Airplane, Private Gyroplane	17	0	2	1	3	2	4	3	2	0
Private Airplane, Private Helicopter	890	8	55	134	110	129	142	106	178	28
Private Airplane, Private Glider, Private Helicopter	33	0	1	5	2	4	5	4	8	4
Private Airplane-Other	5	0	2	0	0	2	0	1	0	0
Commercial --Total	96,511	1,389	5,900	13,435	11,540	9,813	15,602	11,576	14,869	11,307
Commercial Airplane (only)	81,461	1,171	4,855	10,824	10,090	8,146	13,229	9,751	12,407	10,988
Commercial Airplane, Private Glider	923	19	58	168	116	140	110	116	178	18
Commercial Airplane, Commercial Glider	1,620	25	112	304	240	229	203	182	304	21
Commercial Airplane, Commercial Gyroplane, Commercial Glider	5	0	0	1	2	1	0	1	0	0
Commercial Airplane, Private Helicopter	805	18	55	145	88	97	127	91	138	46
Commercial Airplane, Commercial Glider, Private Helicopter	51	0	1	16	4	8	7	7	7	1
Commercial Airplane, Commercial Helicopter	7,255	106	505	1,459	648	714	1,388	975	1,274	186
Commercial Airplane, Private Glider, Commercial Helicopter	97	2	5	11	17	11	26	7	16	2
Commercial Airplane, Commercial Glider, Commercial Helicopter	226	5	18	46	26	25	38	22	42	4
Commercial Airplane, Commercial Helicopter, Commercial Gyroplane	25	0	3	2	2	2	7	6	2	1
Commercial Airplane, Commercial Gyroplane	15	1	3	2	0	0	3	5	1	0
Commercial Airplane, Commercial Gyroplane, Commercial Helicopter, Commercial Glider	16	0	4	1	1	1	4	1	4	0
Commercial Helicopter, Private Airplane	2,730	39	259	403	275	405	601	378	435	35
Commercial Helicopter, Private Airplane, Private Glider	12	2	0	3	1	0	3	0	3	0
Commercial Helicopter, Private Airplane, Commercial Glider	10	0	2	0	1	1	2	3	1	0
Commercial Glider, Private Airplane	108	0	7	29	13	13	11	8	27	0
Commercial-other	152	1	13	21	16	20	23	23	30	5
Airline Transport --Total	164,193	2,180	11,627	26,470	21,391	19,751	31,583	22,604	21,796	6,892
Airline Transport Airplane (only)	159,426	2,093	11,374	25,470	21,048	19,272	30,613	21,675	21,151	6,730
Airline Transport Airplane, Airline Transport Helicopter	2,339	50	129	498	184	225	504	354	320	75
Airline Transport Airplane-other	2,428	37	124	502	159	254	466	475	324	87
Rotorcraft (only)--Total	9,130	118	826	1,217	828	1,669	1,435	1,188	1,430	919
Private Helicopter	206	2	13	24	15	81	12	13	36	10
Commercial Helicopter	7,163	100	547	922	524	1,296	1,178	874	1,213	509
Commercial Helicopter, Commercial Glider	2	0	0	0	0	1	1	0	0	0
Commercial Helicopter, Private Glider	1	0	0	0	0	0	1	0	0	0
Commercial Helicopter, Commercial Gyroplane	4	0	1	0	1	1	1	0	0	0
Airline Transport Helicopter	1,753	16	65	271	88	190	241	301	181	400
Rotorcraft (Other)	1	0	0	0	0	0	1	0	0	0

1/ Includes Outside U.S. total.

2/ Outside U.S. includes airmen certified by the FAA, who live outside the 50 states and other U.S. areas, territories, and affiliates.

TABLE 10

ESTIMATED INSTRUMENT RATINGS HELD
as of DECEMBER 31

Class of Certificate	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011
Total--All Pilots	**316,651**	**314,168**	**311,017**	**306,662**	**302,572**	**304,329**	**306,066**	**307,120**	**311,952**	**314,122**
Airplane 1/										
Private --Total	47,817	47,436	47,971	47,491	47,500	48,737	49,716	50,909	52,604	54,117
Private Airplane (only)	46,112	45,664	46,117	45,651	45,672	46,817	47,784	48,984	50,617	52,089
Private Airplane, Private Glider	760	820	864	867	857	906	915	934	977	1,008
Private Airplane, Private Gyroplane	17	17	14	14	11	11	10	9	8	12
Private Airplane, Private Helicopter	890	891	932	918	917	954	958	937	951	960
Private Airplane, Private Glider, Private Helicopter	33	37	39	35	36	41	42	38	45	42
Private Airplane-Other	5	7	5	6	7	8	7	7	6	6
Commercial --Total	95,511	92,319	91,076	89,335	87,304	91,013	93,788	97,196	104,901	108,965
Commercial Airplane (only)	81,461	77,890	76,299	74,728	73,194	76,612	79,102	81,946	89,155	92,938
Commercial Airplane, Private Glider	923	932	970	979	968	1,036	1,079	1,111	1,168	1,220
Commercial Airplane, Commercial Glider	1,620	1,678	1,716	1,714	1,633	1,750	1,801	1,955	2,047	2,119
Commercial Airplane, Commercial Gyroplane, Commercial Glider	5	4	6	6	5	8	7	6	7	6
Commercial Airplane, Private Helicopter	805	797	778	766	765	752	777	804	807	797
Commercial Airplane, Commercial Glider, Private Helicopter	51	42	41	44	44	50	49	60	58	53
Commercial Airplane, Commercial Helicopter	7,255	7,530	7,713	7,663	7,273	7,454	7,445	7,726	8,031	8,216
Commercial Airplane, Private Glider, Commercial Helicopter	97	99	96	104	96	100	103	103	109	106
Commercial Airplane, Commercial Glider, Commercial Helicopter	226	225	233	239	234	244	260	265	280	291
Commercial Airplane, Commercial Helicopter, Commercial Gyroplane	25	24	23	28	18	20	26	26	32	31
Commercial Airplane, Commercial Gyroplane	16	15	14	14	14	14	13	11	10	11
Commercial Airplane, Commercial Gyroplane, Commercial Helicopter, Commercial Glider	16	16	18	18	17	15	15	12	15	15
Commercial Helicopter, Private Airplane	2,730	2,787	2,872	2,860	2,771	2,776	2,834	2,875	2,882	2,866
Commercial Helicopter, Private Airplane, Private Glider	12	9	14	19	17	16	16	20	17	18
Commercial Helicopter, Private Airplane, Commercial Glider	10	9	13	12	11	12	12	12	14	13
Commercial-other	260	262	270	261	244	264	249	266	269	265
Airline Transport --Total	164,193	164,947	162,145	159,825	157,894	154,730	152,933	149,824	145,590	142,511
Airline Transport Airplane (only)	159,426	160,117	157,270	154,942	153,024	149,957	148,156	145,128	140,958	137,967
Airline Transport Airplane, Airline Transport Helicopter	2,339	2,383	2,360	2,339	2,324	2,322	2,379	2,367	2,403	2,391
Airline Transport Airplane-other	2,428	2,447	2,515	2,544	2,546	2,451	2,398	2,329	2,229	2,153
Rotorcraft (only)--Total	**9,130**	**9,466**	**9,825**	**10,001**	**9,874**	**9,849**	**9,629**	**9,189**	**8,857**	**8,529**
Private Helicopter (only)	206	195	269	309	341	400	392	331	315	362
Commercial Helicopter (only)	7,163	7,486	7,768	7,857	7,701	7,636	7,524	7,309	7,113	6,915
Commercial Helicopter, Private Glider	1	1	2	2	2	2	4	4	4	5
Commercial Helicopter, Commercial Glider	2	2	1	1	1	1	2	1	2	3
Commercial Helicopter, Commercial Gyroplane	4	5	6	7	4	3	2	2	2	1
Airline Transport Helicopter (only)	1,753	1,775	1,777	1,823	1,824	1,806	1,704	1,541	1,420	1,242
Rotorcraft (Other)	1	2	2	2	1	1	1	1	1	1

1/ Prior to 1995, these pilots were categorized as private, commercial, or airline transport, based on their airplane certificate. In 1995 and after, they are categorized based on their highest certificate. For example, if a pilot holds a private certificate and a commercial helicopter certificate, prior 1995, the pilot would be categorized as private; 1995 and after as commercial.

TABLE 11
ESTIMATED TOTAL PILOTS AND INSTRUMENT RATED PILOTS
as of DECEMBER 31

Calendar Year	Total Number 1/	Instrument Rated Pilots	
		Number	Percent of Total
2020	462,314	316,661	68%
2019	460,306	314,168	68%
2018	459,120	311,017	68%
2017	453,935	306,652	68%
2016	449,797	302,572	67%
2015	461,638	304,329	66%
2014	467,576	306,066	65%
2013	473,739	307,120	65%
2012	485,919	311,952	64%
2011	494,178	314,122	64%
2010	504,575	318,001	63%
2009	518,523	323,495	62%
2008	529,882	325,247	61%
2007	503,740	309,865	62%
2006	511,065	309,333	61%
2005	522,112	311,828	60%
2004	530,432	313,545	59%
2003	537,405	315,413	59%

1/ Excludes student, sport, and recreational pilots.

TABLE 12
ESTIMATED ACTIVE PILOT CERTIFICATES HELD
BY CATEGORY AND AGE GROUP OF HOLDER
as of December 31, 2020

Age Group	Type of Pilot Certificates							Flight Instructor 2/	Remote Pilot 2/
	Total	Student	Sport	Recre-ational	Private 1/	Commercial 1/	Airline Transport 1/	CFI 3/	
Total	**691,689**	**222,629**	**6,643**	**107**	**172,945**	**119,245**	**170,120**	**117,558**	**206,322**
14-15	561	561	0	0	0	0	0	0	0
16-19	23,288	17,601	17	0	5,299	371	0	115	2,421
20-24	72,979	39,659	88	5	18,069	14,109	1,049	6,386	13,755
25-29	84,166	45,173	160	9	14,051	18,625	6,148	10,448	25,523
30-34	71,896	34,746	255	6	13,159	12,779	10,951	12,042	29,666
35-39	65,123	24,157	308	3	12,841	10,478	17,336	13,824	28,846
40-44	56,103	17,272	307	4	11,972	7,990	18,558	12,345	24,080
45-49	49,029	10,880	386	5	10,872	6,710	20,176	11,249	20,924
50-54	55,326	9,912	552	8	13,271	7,478	24,105	11,557	18,713
55-59	59,746	8,610	837	6	16,461	8,197	25,635	10,494	15,993
60-64	56,318	6,208	1,056	23	18,641	8,411	22,079	9,161	12,201
65-69	41,732	3,963	1,051	17	17,030	8,166	11,505	7,864	8,124
70-74	28,758	2,395	829	13	11,652	7,243	6,626	6,266	4,120
75-79	16,537	1,042	485	6	6,313	5,023	3,668	3,627	1,466
80 and over	10,127	450	312	2	3,414	3,665	2,284	2,180	490

1/ Includes pilots with an airplane and/or a helicopter and/or a glider and/or a gyroplane certificate. Pilots with multiple ratings will be reported under highest rating. For example a pilot with a private helicopter and commercial airplane certificates will be reported in the commercial category.

2/ Not included in total active pilots.

3/ Certified Flight Instructor

TABLE 12a
ESTIMATED ACTIVE WOMEN PILOT CERTIFICATES HELD
BY CATEGORY AND AGE GROUP OF HOLDER
as of December 31, 2019

Age Group	Type of Pilot Certificates							Flight Instructor 2/	Remote Pilot 2/
	Total	Student	Sport	Recre-ational	Private 1/	Commercial 1/	Airline Transport 1/	CFI 3/	
Total	**58,541**	**31,687**	**259**	**6**	**11,316**	**7,724**	**7,549**	**8,592**	**14,882**
14-15	146	146	0	0	0	0	0	0	0
16-19	4,276	3,416	2	0	804	54	0	21	276
20-24	10,146	6,455	10	0	2,149	1,426	106	831	1,523
25-29	10,480	6,771	21	1	1,526	1,877	484	1,145	2,870
30-34	7,686	4,715	21	0	1,167	1,075	708	1,075	2,350
35-39	5,645	3,058	20	0	851	748	968	1,069	1,974
40-44	4,270	2,081	10	1	620	509	1,049	971	1,489
45-49	3,227	1,317	7	0	527	323	1,053	858	1,131
50-54	3,349	1,263	14	0	623	346	1,113	795	1,183
55-59	3,206	1,081	30	0	748	354	993	616	1,052
60-64	2,589	693	51	2	846	354	643	500	616
65-69	1,816	402	40	1	729	369	275	374	281
70-74	1,038	205	14	0	447	281	91	199	102
75-79	464	68	12	0	206	134	44	88	23
80 and over	203	26	7	1	73	74	22	50	12

1/ Includes pilots with an airplane and/or a helicopter and/or a glider and/or a gyroplane certificate. Pilots with multiple ratings will be reported under highest rating. For example a pilot with a private helicopter and commercial airplane certificates will be reported in the commercial category.

2/ Not included in total active pilots.

3/ Certified Flight Instructor

TABLE 13
AVERAGE AGE OF ACTIVE PILOTS BY CATEGORY
as of DECEMBER 31

Calendar Year	Type of Pilot Certificates							Flight Instructor	Remote Pilot
	Total 1/	Student 3/	Sport	Recre-ational	Private 2/	Commercial 2/	Airline Transport 2/	CFI	
2020	43.9	34.1	59.1	58.0	48.0	45.3	51.2	47.4	42.0
2019	44.2	33.5	58.5	52.0	48.3	45.9	50.8	47.7	41.9
2018	44.9	33.1	57.9	50.0	49.0	46.3	51.0	48.2	42.1
2017	44.9	32.6	57.1	49.0	48.9	46.2	50.6	48.0	41.9
2016	44.9	31.7	56.4	44.0	48.4	46.0	50.2	48.0	42.7
2015	44.8	31.4	56.2	44.6	48.5	45.6	49.9	47.8	N/Ap
2014	44.8	31.5	55.8	43.1	48.5	45.5	49.8	47.7	N/Ap
2013	44.8	31.5	55.2	44.8	48.5	45.4	49.7	47.5	N/Ap
2012	44.7	31.5	54.7	47.8	48.3	44.8	49.9	47.2	N/Ap
2011	44.4	31.4	54.4	48.8	47.9	44.4	49.7	46.8	N/Ap
2010	44.2	31.4	53.8	50.8	47.6	44.2	49.4	46.4	N/Ap
2009	45.3	33.5	53.5	50.4	47.1	44.2	48.9	46.0	N/Ap
2008	45.1	33.6	53.2	50.1	46.9	44.8	48.5	45.8	N/Ap
2007	45.7	34.0	52.9	52.4	48.0	46.1	48.3	45.6	N/Ap
2006	45.6	34.4	52.9	51.5	47.7	46.1	48.1	45.2	N/Ap
2005	45.5	34.6	53.2	50.9	47.4	46.0	47.8	44.9	N/Ap
2004	45.1	34.2	N/Ap	51.3	47.0	45.9	47.5	44.6	N/Ap
2003	44.7	34.0	N/Ap	51.5	46.5	45.6	47.0	44.4	N/Ap
2002	44.4	33.7	N/Ap	51.0	46.2	45.5	46.6	44.2	N/Ap
2001	44.0	33.3	N/Ap	50.8	46.0	45.0	46.0	44.2	N/Ap

1/ Includes helicopter (only) and glider (only).

2/ Includes pilots with an airplane and/or a helicopter and/or a glider and/or a gyroplane certificate. Pilots with multiple ratings will be reported under highest rating. For example a pilot with a private helicopter and commercial airplane certificates will be reported in the commercial category.

3/ In July 2010, the FAA issued a rule that increased the duration of validity for student pilot certificates for pilots under the age of 40 from 36 to 60 months.
Starting in April 2016, there is no expiration date on the new student pilot certificates, which causes a cumulative increase in this category of pilots.

N/Ap Not applicable. Sport certificate first issued in 2005. Remote pilot certificate first issued in 2016.

TABLE 13a
AVERAGE AGE OF ACTIVE WOMEN PILOTS BY CATEGORY
as of DECEMBER 31

Calendar Year	Type of Pilot Certificates							Flight Instructor	Remote Pilot
	Total 1/	Student 3/	Sport	Recre-ational	Private 2/	Commercial 2/	Airline Transport 2/	CFI	
2020	36.4	32.1	53.0	57.0	39.9	38.5	46.6	42.1	38.1
2019	36.8	31.7	52.5	49.0	40.9	39.5	46.2	42.8	38.2
2018	37.5	31.4	51.8	41.0	42.3	40.5	46.4	43.7	38.6
2017	37.7	30.9	51.1	39.0	42.9	40.7	46.0	43.7	39.0
2016	38.0	30.4	50.4	37.0	43.1	40.8	45.6	43.7	40.5
2015	38.9	30.1	50.0	40.0	44.6	41.7	45.6	43.5	N/Ap
2014	38.9	30.2	49.7	40.0	44.6	41.6	45.2	43.2	N/Ap
2013	39.0	30.4	48.9	39.4	44.9	41.4	45.0	43.0	N/Ap
2012	38.9	30.6	49.4	41.7	44.7	40.5	45.1	42.5	N/Ap
2011	38.7	30.7	49.8	38.3	44.4	39.8	44.9	42.0	N/Ap
2010	38.5	30.7	49.7	46.5	44.0	39.4	44.3	41.5	N/Ap

1/ Includes helicopter (only) and glider (only).

2/ Includes pilots with an airplane and/or a helicopter and/or a glider and/or a gyroplane certificate. Pilots with multiple ratings will be reported under highest rating. For example a pilot with a private helicopter and commercial airplane certificates will be reported in the commercial category.

3/ In July 2010, the FAA issued a rule that increased the duration of validity for student pilot certificates for pilots under the age of 40 from 36 to 60 months.
Starting in April 2016, there is no expiration date on the new student pilot certificates, which causes a cumulative increase in this category of pilots.

N/Ap Not applicable. Remote pilot certificate first issued in 2016.

TABLE 14
NON PILOT AIRMEN CERTIFICATES HELD
BY FAA REGION AND STATE
DECEMBER 31, 2020 1/

FAA REGION AND STATE	Total Non Pilot Airmen	Ground Instructor	Flight Engineer	Mechanic	Repair men	Parachute Rigger	Dispatcher	Flight Navigator	Flight Attendant
Total 2/	724,307	71,991	30,196	306,301	36,741	7,014	23,286	38	248,742
United States--Total	690,808	68,253	30,063	285,504	36,672	6,531	18,614	35	245,136
Alaskan Region--Total	6,472	769	520	3,505	312	90	321	0	965
Central Region--Total	44,679	5,010	2,706	21,812	3,204	405	1,365	1	10,176
Iowa	2,764	439	86	1,326	381	39	28	0	466
Kansas	7,007	823	120	4,356	967	55	67	0	619
Kentucky	7,446	739	665	3,192	333	42	359	0	2,116
Missouri	10,214	1,106	344	4,950	536	107	168	0	3,003
Nebraska	2,421	285	75	1,300	403	33	40	0	285
Tennessee	14,827	1,618	1,416	6,689	584	129	703	1	3,687
Eastern Region--Total	119,442	11,817	4,594	47,055	5,227	1,443	2,795	9	46,502
Connecticut	5,081	525	244	2,337	778	46	124	0	1,027
Delaware	1,825	197	62	887	99	12	36	0	532
District of Columbia	552	47	12	77	3	1	16	0	396
Maine	1,716	229	95	730	222	26	45	1	368
Maryland	7,598	839	264	2,775	186	70	228	0	3,236
Massachusetts	7,891	813	271	2,937	456	73	141	0	3,200
New Hampshire	2,959	512	363	1,048	152	29	66	1	788
New Jersey	11,714	1,061	406	4,131	301	65	310	1	5,449
New York	25,455	1,747	391	9,651	772	157	841	1	11,995
North Carolina	19,826	1,898	816	8,310	868	401	282	0	7,261
Pennsylvania	16,681	1,904	729	7,209	707	187	350	1	5,594
Rhode Island	853	89	36	247	64	13	14	0	390
Vermont	672	95	48	304	78	12	15	1	119
Virginia	14,536	1,682	822	5,204	381	342	298	3	5,804
West Virginia	2,083	189	35	1,308	170	9	29	0	343
Great Lakes Region--Total	97,397	9,499	3,980	36,918	5,847	616	3,164	2	37,371
Illinois	25,362	2,187	910	7,233	990	137	1,018	0	12,887
Indiana	11,504	1,086	507	5,913	662	90	366	0	2,880
Michigan	16,684	1,769	587	6,680	1,096	96	337	0	6,119
Minnesota	14,976	1,269	883	4,947	548	61	507	0	6,761
North Dakota	1,019	113	33	628	75	11	15	0	144
Ohio	18,177	1,912	623	7,363	1,540	122	732	0	5,885
South Dakota	1,178	201	64	658	108	21	16	0	120
Wisconsin	8,497	962	383	3,496	828	78	173	2	2,575
Northwest Mountain Region--Total	69,302	8,292	3,660	26,921	4,046	967	1,800	8	23,708
Colorado	19,892	2,669	1,370	6,414	772	182	629	3	7,863
Idaho	4,126	464	140	2,016	360	208	57	0	880
Montana	2,604	383	111	1,367	213	137	71	0	322
Oregon	7,936	1,064	172	3,233	669	140	108	1	2,549
Utah	7,805	956	449	2,238	403	75	335	0	3,350
Washington	25,844	2,593	1,244	11,095	1,530	206	672	4	8,600
Wyoming	1,096	164	74	558	99	19	28	0	164
Southern Region--Total	135,083	12,266	6,838	56,747	6,404	1,001	3,269	8	48,560
Alabama	10,232	826	238	6,974	768	106	75	1	1,244
Florida	74,223	7,939	4,139	28,950	3,676	625	1,866	6	27,022
Georgia	40,247	2,605	1,985	15,788	1,372	186	1,167	1	17,253
Puerto Rico	2,184	172	22	833	198	21	47	0	891
South Carolina	8,061	801	446	4,132	389	63	118	0	2,112
Virgin Islands	136	13	8	70	1	0	6	0	38

TABLE 14
NON PILOT AIRMEN CERTIFICATES HELD
BY FAA REGION AND STATE
DECEMBER 31, 2020 1/

FAA REGION AND STATE	Total Non Pilot Airmen	Ground Instructor	Flight Engineer	Mechanic	Repair men	Parachute Rigger	Dispatcher	Flight Navigator	Flight Attendant
Southwest Region--Total	106,173	9,485	4,060	50,322	5,570	707	3,887	2	32,160
Arkansas	4,310	433	105	2,539	430	46	55	0	702
Louisiana	5,655	446	140	3,056	428	34	65	1	1,485
Mississippi	3,899	338	188	2,192	214	31	131	0	805
New Mexico	3,381	430	63	1,536	229	66	67	0	1,001
Oklahoma	14,164	866	173	10,609	1,179	80	135	0	1,113
Texas	74,774	6,973	3,391	30,390	3,090	461	3,424	1	27,054
Western-Pacific Region--Total	111,470	11,073	3,803	41,612	6,059	1,266	1,993	5	45,669
American Samoa	24	0	0	9	0	0	1	0	14
Arizona	25,036	2,849	775	9,261	1,628	354	505	1	9,663
California	67,898	6,648	2,238	27,015	4,012	724	980	4	26,277
Guam	721	41	24	234	6	11	12	0	393
Hawaii	7,607	420	215	1,915	85	64	236	0	4,672
Nevada	10,123	1,115	551	3,167	314	113	258	0	4,605
North Mariana Islands	61	0	0	11	14	0	1	0	35
U.S. Affiliates 4/	78	0	0	21	14	0	1	0	42
Outside United States and FS Total 6/	34,289	3,800	135	21,409	72	519	4,712	1	3,641
Armed Forces 3/	773	62	2	602	3	36	40	0	28
AA (Americas)[3]	26	1	1	23	0	0	0	0	1
AE (Europe and Canada)[3]	461	33	1	354	2	24	31	0	16
AP (Pacific)[3]	286	28	0	225	1	12	9	0	11
Federated States of Micronesia	4	0	0	4	0	0	0	0	0
Marshall Islands	3	0	0	3	0	0	0	0	0
Palau	10	0	0	3	0	0	0	0	7
Outside United States 5/	33,499	3,738	133	20,797	69	483	4,672	1	3,606

NOTE: Flight attendant data first available from Registry in 2005.

1/ Data for flight engineers and flight navigators represent total active ratings held. Data for dispatchers, mechanics, repairmen parachute riggers and ground instructors represent total ratings issued to date. These ratings retain their validity and have been limited to those held by persons under 70 years of age.

2/ Includes Outside U. S.

3/ Military personnel holding civilian certificate and stationed in a foreign country.

4/ Includes Federated States of Micronesia, Marshall Islands, North Mariana Islands and Palau.

5/ Outside U.S. Includes airmen certified by the FAA, who live outside the 50 states and other U.S. areas, territories, and affiliates.

6/ FS stands for the Flight Standards Region, which includes Armed Forces as explained above (#3), and Federated States of Micronesia, Marshall Islands, and Palau.

TABLE 15
WOMEN NON PILOT AIRMEN CERTIFICATES HELD
BY FAA REGION AND STATE
DECEMBER 31, 2020 1/

FAA REGION AND STATE	Total Non Pilot Airmen	Ground Instructor	Flight Engineer	Mechanic	Repair men	Parachute Rigger	Dispatcher	Flight Navigator	Flight Attendant
Total 2/	218,964	5,603	1,307	7,860	1,995	711	4,586	0	196,902
United States--Total	214,695	5,311	1,304	7,649	1,993	646	3,737	0	194,045
Alaskan Region--Total	1,209	76	32	111	9	7	116	0	858
Central Region--Total	10,134	359	109	564	199	33	265	0	8,605
Iowa	468	21	2	27	24	1	3	0	390
Kansas	823	59	5	129	97	5	16	0	512
Kentucky	2,069	58	33	90	23	2	57	0	1,806
Missouri	2,765	75	13	90	26	12	35	0	2,505
Nebraska	314	24	2	16	12	3	9	0	248
Tennessee	3,705	122	54	212	18	10	145	0	3,144
Eastern Region--Total	38,953	866	220	1,201	317	153	578	0	35,619
Connecticut	1,051	38	13	53	68	5	26	0	848
Delaware	459	20	5	15	4	1	10	0	404
District of Columbia	225	6	1	6	0	0	3	0	209
Maine	367	19	4	11	25	2	9	0	297
Maryland	2,780	64	9	62	3	9	53	0	2,580
Massachusetts	2,648	58	8	71	28	11	32	0	2,440
New Hampshire	769	40	18	27	16	4	14	0	650
New Jersey	4,274	67	21	64	18	8	62	0	4,034
New York	9,259	124	24	387	49	21	195	0	8,459
North Carolina	6,395	143	25	178	43	41	43	0	5,922
Pennsylvania	4,738	126	29	143	28	22	58	0	4,332
Rhode Island	314	5	3	3	3	2	4	0	294
Vermont	124	7	5	9	6	2	3	0	92
Virginia	5,219	133	51	145	14	23	64	0	4,789
West Virginia	331	15	4	27	12	2	2	0	269
Great Lakes Region--Total	33,386	716	199	882	376	67	645	0	30,501
Illinois	10,764	168	62	163	64	19	195	0	10,093
Indiana	2,786	88	29	162	29	9	76	0	2,392
Michigan	5,594	133	19	194	79	11	95	0	5,063
Minnesota	6,075	90	41	96	25	2	95	0	5,727
North Dakota	139	4	2	4	4	1	2	0	122
Ohio	5,431	136	17	181	135	12	143	0	4,807
South Dakota	133	15	1	14	6	2	3	0	92
Wisconsin	2,464	81	28	69	34	11	36	0	2,205
Northwest Mountain Region--Total	22,237	803	206	823	150	77	417	0	19,761
Colorado	7,363	299	100	177	21	17	140	0	6,609
Idaho	868	39	1	69	2	14	13	0	740
Montana	393	28	6	41	5	10	16	0	287
Oregon	2,381	115	14	96	15	17	27	0	2,097
Utah	2,967	64	11	54	16	3	84	0	2,735
Washington	8,091	244	67	383	88	14	132	0	7,163
Wyoming	174	14	7	13	3	2	5	0	130
Southern Region--Total	40,364	828	208	1,463	333	87	545	0	36,900
Alabama	1,508	42	4	337	55	9	11	0	1,050
Florida	21,358	562	168	624	141	61	276	0	19,526
Georgia	14,986	168	31	387	101	12	219	0	14,068
Puerto Rico	557	3	0	13	8	0	18	0	515
South Carolina	1,923	53	5	101	28	5	19	0	1,712
Virgin Islands	32	0	0	1	0	0	2	0	29

TABLE 15
WOMEN NON PILOT AIRMEN CERTIFICATES HELD
BY FAA REGION AND STATE
DECEMBER 31, 2020 1/

FAA REGION AND STATE	Total Non Pilot Airmen	Ground Instructor	Flight Engineer	Mechanic	Repair man	Parachute Rigger	Dispatcher	Flight Navigator	Flight Attendant
Southwest Region--Total	29,299	630	129	1,451	256	64	750	0	26,019
Arkansas	700	24	3	66	15	3	6	0	594
Louisiana	1,344	30	2	61	15	3	10	0	1,233
Mississippi	794	17	9	42	11	1	30	0	684
New Mexico	836	39	1	60	10	3	10	0	713
Oklahoma	1,570	57	0	476	63	3	34	0	937
Texas	24,055	463	114	767	142	51	660	0	21,858
Western-Pacific Region--Total	39,047	1,027	201	1,146	363	156	415	0	35,749
American Samoa	13	0	0	0	0	0	1	0	12
Arizona	8,605	248	39	236	82	49	83	0	7,768
California	22,982	628	119	766	251	87	218	0	20,914
Guam	326	2	1	6	0	1	1	0	315
Hawaii	3,548	52	13	57	5	7	55	0	3,359
Nevada	3,648	97	29	82	15	12	57	0	3,356
North Mariana Islands	25	0	0	0	0	0	0	0	25
U.S. Affiliates 4/	31	0	0	0	0	0	0	0	31
Outside United States and FS Total 6/	4,336	300	3	219	2	67	865	0	2,890
Armed Forces 3/	51	8	0	8	0	2	6	0	27
AA (Americas)[3]	1	0	0	0	0	0	0	0	1
AE (Europe and Canada)[3]	28	4	0	6	0	1	3	0	15
AP (Pacific)[3]	22	4	0	3	0	1	3	0	11
Federated States of Micronesia	0	0	0	0	0	0	0	0	0
Marshall Islands	0	0	0	0	0	0	0	0	0
Palau	6	0	0	0	0	0	0	0	6
Outside United States 5/	4,279	292	3	211	2	65	849	0	2,857

NOTE: Flight attendant data first available from Registry in 2005.

1/ Data for flight engineers and flight navigators represent total active ratings held. Data for dispatchers, mechanics, repairmen parachute riggers and ground instructors represent total ratings issued to date. These ratings retain their validity and have been limited to those held by persons under 70 years of age.

2/ Includes Outside U. S.

3/ Military personnel holding civilian certificate and stationed in a foreign country.

4/ Includes Federated States of Micronesia, Marshall Islands, North Mariana Islands and Palau.

5/ Outside U.S. includes airmen certified by the FAA, who live outside the 50 states and other U.S. areas, territories, and affiliates.

6/ FS stands for the Flight Standards Region, which includes Armed Forces as explained above (#3), and Federated States of Micronesia, Marshall Islands, and Palau.

Table 16

AIRMEN CERTIFICATES ISSUED BY CATEGORY AND CONDUCTOR

Calendar Year 2020

Category of Certificates	Total Certificates Issued	Original Issuances				Additional Ratings				Original Issues by CFI
		Total	Examiner	Inspector	No Test	Total	Examiner	Inspector	No Test	
Pilot--Total	142,992	45,828	39,203	381	6,164	47,617	41,232	486	6,099	49,347
Student	49,933	586	359	226	1	0	0	0	0	49,347
Recreational	8	7	7	0	0	1	1	0	0	N/Ap
Sport Pilot	309	284	284	0	0	25	25	0	0	N/Ap
Airplane										
Private	41,183	24,155	22,069	27	2,069	17,028	14,622	17	2,389	N/Ap
Commercial	27,605	14,442	11,231	29	3,182	13,163	10,646	46	2,471	N/Ap
Airline Transport	21,153	4,056	3,951	82	23	17,097	15,551	416	1,130	N/Ap
Rotorcraft (only)	2,605	2,103	1,200	16	887	502	386	7	109	N/Ap
Glider (only)	196	196	192	1	2	1	1	0	0	N/Ap
Flight Instructor Certificates*	15,913	7,668	6,183	54	1,431	8,245	7,763	38	444	N/Ap
Remote Pilot Certificates*	46,089	1,315	431	884	0	0	0	0	0	44,774
Non Pilot--Total	13,563	10,610	6,173	69	4,268	3,073	2,688	8	377	N/Ap
Mechanic	7,871	5,205	5,186	7	12	2,666	2,658	4	4	N/Ap
Control Tower Operator	163	157	157	0	0	6	6	0	0	N/Ap
Repairman	2,062	2,046	0	0	2,046	16	0	2	14	N/Ap
Repairman Light Sport Aircraft	159	151	0	0	151	8	0	0	8	N/Ap
Parachute Rigger	248	224	178	18	28	24	23	1	0	N/Ap
Ground Instructor	2,378	2,027	2	0	2,025	351	0	0	351	N/Ap
Dispatcher	682	680	633	41	6	2	1	1	0	N/Ap
Authorized Aircraft Instructor	0	0	0	0	0	0	0	0	0	N/Ap
Flight Navigator	0	0	0	0	0	0	0	0	0	N/Ap
Flight Engineer	20	20	17	3	0	0	0	0	0	N/Ap

* Not Included in Total

Note: Additional ratings are entered on current airman certificates as follows:

Private, commercial, and airline transport pilot--aircraft category, class, and type instrument rating.

Helicopter pilot--instrument and type ratings.

Flight instructor--ratings for each aircraft category in which the holder is qualified, and instrument flying instructions.

Mechanic--airframe and power plant ratings.

Parachute rigger--senior or master rigger--senior or master rigger ratings.

Ground instructor--ratings for each subject in which the holder is qualified to give instruction.

N/Ap Not Applicable.

TABLE 17
ORIGINAL AIRMEN CERTIFICATES ISSUED BY CATEGORY
CALENDAR YEARS 2011 - 2020

Category of Certificates	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010
Pilot--Total	95,175	96,638	86,936	74,130	76,978	84,905	89,022	85,353	91,618	91,081	85,576
Student	49,933	48,477	45,354	38,401	36,712	49,062	49,261	49,566	56,348	57,168	56,008
Recreational	7	3	8	10	48	29	38	54	52	51	37
Sport	284	266	313	308	496	399	427	420	528	482	518
Airplane											
Private	24,155	23,756	20,730	17,752	17,082	16,473	17,795	15,776	16,571	16,802	14,977
Commercial	14,442	14,179	12,198	10,606	10,191	9,211	9,803	8,140	8,651	8,659	8,056
Airline Transport	4,056	6,690	5,795	4,449	9,520	6,544	7,749	8,346	6,396	4,677	3,072
Rotorcraft (only)	2,103	2,107	2,367	2,552	2,759	2,999	3,754	2,888	2,992	3,123	2,686
Glider (only)	195	170	171	152	170	188	195	163	180	219	222
Flight Instructor Certificates 1/	7,668	7,973	6,327	5,310	5,043	4,544	4,987	3,723	4,116	4,097	4,486
Instrument Ratings 2/	15,182	14,852	13,020	11,443	11,020	10,103	11,290	9,318	9,843	9,555	8,828
Remote Pilot Certificates 6/	46,089	45,673	45,440	48,854	20,362	N/Ap	N/Ap	N/Ap	N/Ap	N/Ap	N/Ap
Non Pilot--Total	10,510	13,340	12,569	11,931	11,965	12,442	13,971	12,018	12,701	12,798	11,741
Mechanic	5,205	7,360	6,710	6,398	5,856	6,366	7,216	6,316	6,662	6,499	5,744
Control Tower Operator 3/	157	149	168	249	582	708	975	1,067	1,106	1,238	1,181
Repairman 4/	2,046	2,605	2,665	2,468	2,602	2,675	2,912	2,472	2,681	2,719	2,466
Repairman Light Sport Aircraft 5/	151	165	164	171	142	187	206	147	227	251	271
Parachute Rigger	224	342	304	372	439	396	419	246	220	246	210
Ground Instructor	2,027	1,795	1,575	1,363	1,256	1,160	1,228	947	1,006	927	1,148
Dispatcher	680	902	960	897	1,059	922	987	808	745	840	664
Authorized Aircraft Instr.	0	0	0	0	0	0	0	0	0	0	0
Flight Navigator	0	0	0	0	0	0	1	1	0	0	1
Flight Engineer	20	22	23	23	29	28	27	14	54	78	57

Note: In previous releases all instrument ratings had been shown as additional. Total instrument ratings issued can be found in table 21.

Student certificates issued were estimated until April 2016. They included those with a medical certification (Table 22), as well as those from Table 16 that did not require a medical examination. Until then, Table 22 data displayed combined FAA Medical Certificate and Student Pilot Certificates issued, nearly all obtained through the Medical Certification System. As such, the numbers included both first time applications and renewals. Student medical certifications remained valid for 24 calendar months for pilots age 40 or older, and for 60 months for pilots under the age of 40 (36 months for the latter until the July 2010 rule).

As of April 2016, combined medical certificate and pilot certificates are no longer issued, and there is no expiration date on the new student pilot certificates. Designated examiners, FAA Inspectors, and Certified Flight Instructors (CFIs) process student pilot certificates, and FAA issues the certificate.

1/ Not included in total.

2/ Special ratings shown on pilot certificates represented above; not included in total.

3/ Prior to 2001 Control Tower Operators were not included.

4/ Prior to 1995, repairmen were included with mechanics.

5/ First reported in 2005.

6/ Started in August 2016. Not included in pilot totals. The number includes applications signed by CFI.

N/Ap Not Applicable

TABLE 18
ADDITIONAL AIRMEN CERTIFICATES ISSUED BY CATEGORY
CALENDAR YEARS 2011 - 2020

Category of Certificates	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010
Pilot--Total	47,817	51,296	49,880	44,645	43,016	40,227	40,822	32,216	33,731	35,329	29,606
Student 1/	0	0	1	0	174	590	698	676	694	857	1,057
Recreational	1	0	0	0	0	0	0	0	0	0	0
Sport	25	24	41	36	22	29	28	8	2	1	0
Airplane											
Private	17,028	15,922	13,989	12,555	11,900	11,067	11,396	10,098	10,720	10,703	10,260
Commercial	13,163	14,070	13,089	10,508	9,564	8,348	8,840	7,922	9,341	10,027	7,778
Airline Transport	17,097	20,762	22,122	20,723	20,747	19,823	19,481	13,288	12,768	13,694	10,890
Rotorcraft (only)	602	618	636	721	782	957	1,072	899	900	894	670
Glider (only)	1	0	3	2	1	3	5	1	0	10	8
Flight Instructor Certificates 1/	8,245	7,475	6,895	4,943	4,642	4,231	4,501	3,723	4,323	4,417	4,695
Instrument Ratings 2/	16,460	15,892	13,793	11,372	10,786	10,070	10,243	8,900	9,192	9,122	8,775
Non Pilot--Total	3,073	3,972	3,604	3,364	2,896	2,839	3,159	2,848	2,988	3,305	2,614
Mechanic	2,666	3,616	3,244	3,039	2,544	2,541	2,850	2,556	2,625	2,835	2,151
Control Tower Operator 3/	6	6	11	6	10	9	26	15	33	124	76
Repairman 4/	16	24	31	38	47	42	40	51	88	105	81
Repairman Light Sport Aircraft 5/	8	4	8	14	10	15	8	13	9	19	30
Parachute Rigger	24	17	35	22	41	38	26	28	29	29	19
Ground Instructor	351	301	273	242	240	192	202	181	190	181	242
Dispatcher	2	2	0	2	3	1	5	1	9	3	9
Authorized Aircraft Instr.	0	0	0	0	0	0	0	0	0	0	0
Flight Navigator	0	0	0	0	0	0	0	0	0	0	0
Flight Engineer	0	2	2	1	1	1	0	3	5	9	6

1/ Not included in total.

2/ Special ratings shown on pilot certificates represented above; not included in total.

3/ Prior to 2001 Control Tower Operators were not included.

4/ Prior to 1995, repairmen were included with mechanics.

5/ First reported in 2005.

Note: Additional ratings are entered on current airman certificates as follows:

Private, commercial, and airline transport pilot--aircraft category, class, and type instrument rating.

Helicopter pilot--instrument and type ratings.

Flight instructor--ratings for each aircraft category in which the holder is qualified, and instrument flying instructions.

Mechanic--airframe and power plant ratings.

Parachute rigger--senior or master rigger--senior or master rigger ratings.

TABLE 19

ORIGINAL AIRMEN CERTIFICATES APPROVED/DISAPPROVED BY CATEGORY AND CONDUCTOR
CALENDAR YEAR 2020

	Examiner				Inspector			
Category of Certificates	Approved	Disapproved	Total	Percent Approved	Approved	Disapproved	Total	Percent Approved
Pilot--Total	39,283	10,061	49,344	79.6%	381	47	428	89.0%
Student	369	0	369	100.0%	226	0	226	100.0%
Recreational	7	2	9	77.8%	0	0	0	N/A
Sport	284	27	311	91.3%	0	0	0	N/A
Airplane								
Private	22,059	6,556	28,615	77.1%	27	20	47	57.4%
Commercial	11,231	2,982	14,213	79.0%	29	9	38	76.3%
Airline Transport	3,951	426	4,377	90.3%	82	17	99	82.8%
Rotorcraft (only)	1,200	62	1,262	95.1%	16	1	17	94.1%
Glider (only)	192	6	198	97.0%	1	0	1	100.0%
Flight Instructor Certificates*	6,183	1,885	8,068	76.6%	54	7	61	88.5%
Remote Pilot Certificates*	431	0	431	100.0%	884	0	884	100.0%
Non Pilot--Total	6,173	2,211	8,384	73.6%	69	0	69	100.0%
Mechanic	5,186	2,177	7,363	70.4%	7	0	7	100.0%
Control Tower Operator	157	0	157	100.0%	0	0	0	N/A
Repairman	0	0	0	N/A	0	0	0	N/A
Repairman Light Sport Arcft	0	0	0	N/A	0	0	0	N/A
Parachute Rigger	178	3	181	98.3%	18	0	18	100.0%
Authorized Aircraft Instr.	0	0	0	N/A	0	0	0	N/A
Ground Instructor	2	0	2	100.0%	0	0	0	N/A
Dispatcher	633	31	664	95.3%	41	0	41	100.0%
Flight Navigator	0	0	0	N/A	0	0	0	N/A
Flight Engineer	17	0	17	100.0%	3	0	3	100.0%

* Not Included in Total
N/A--Not applicable

TABLE 20

ADDITIONAL AIRMEN CERTIFICATES APPROVED/DISAPPROVED BY CATEGORY AND CONDUCTOR

CALENDAR YEAR 2020

	Examiner				Inspector			
Category of Certificates	Approved	Disapproved	Total	Percent Approved	Approved	Disapproved	Total	Percent Approved
Pilot--Total	**41,232**	**5,851**	**47,083**	**87.6%**	**486**	**48**	**534**	**91.0%**
Recreational	1	0	1	100.0%	0	0	0	N/A
Sport	25	3	28	89.3%	0	0	0	N/A
Airplane								
Private	14,622	3,712	18,334	79.8%	17	3	20	85.0%
Commercial	10,646	1,503	12,149	87.6%	46	12	58	79.3%
Airline Transport	15,551	515	16,066	96.8%	416	33	449	92.7%
Rotorcraft (only)	386	113	499	77.4%	7	0	7	100.0%
Glider (only)	1	5	6	16.7%	0	0	0	N/A
Flight Instructor Certificates*	**7,763**	**957**	**8,720**	**89.0%**	**38**	**5**	**43**	**88.4%**
Non Pilot--Total	**2,688**	**349**	**3,037**	**88.5%**	**8**	**0**	**8**	**100.0%**
Mechanic	2,658	348	3,006	88.4%	4	0	4	100.0%
Control Tower Operator	6	0	6	100.0%	0	0	0	N/A
Repairman	0	0	0	N/A	2	0	2	100.0%
Repairman Light Sport Arcft	0	0	0	N/A	0	0	0	N/A
Parachute Rigger	23	1	24	95.8%	1	0	1	100.0%
Authorized Aircraft Instr.	0	0	0	N/A	0	0	0	N/A
Ground Instructor	0	0	0	N/A	0	0	0	N/A
Dispatcher	1	0	1	100.0%	1	0	1	100.0%
Flight Navigator	0	0	0	N/A	0	0	0	N/A
Flight Engineer	0	0	0	N/A	0	0	0	N/A

Note: Additional ratings are entered on current airman certificates as follows:

Private, commercial, and airline transport pilot--aircraft category, class, and type instrument rating.

Helicopter pilot--instrument and type ratings.

Flight instructor--ratings for each aircraft category in which the holder is qualified, and instrument flying instructions.

Mechanic--airframe and power plant ratings.

Parachute rigger--senior or master rigger--senior or master rigger ratings.

Ground instructor--ratings for each subject in which the holder is qualified to give instruction.

* Special ratings shown on pilot certificates represented above; not included in total.

N/A--Not applicable

TABLE 21
INSTRUMENT RATINGS ISSUED:
CALENDAR YEARS 2011 - 2020

Class of Certificate	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011
Total--All Pilots	31,632	30,744	26,813	22,816	21,806	20,173	21,533	16,218	16,835	16,677
Airplane										
Private --Total	15,137	14,129	11,822	9,878	9,372	8,613	8,892	7,827	7,963	7,837
Commercial --Total	15,080	15,208	13,397	11,159	10,666	9,591	10,225	8,496	9,005	8,865
Rotorcraft (only)	1,415	1,407	1,594	1,778	1,768	1,969	2,416	1,895	1,867	1,975

TABLE 22
STUDENT CERTIFICATES ISSUED, BY MONTH:
2011 - 2020

YEAR	2020*	2019*	2018*	2017*	2016*	2015	2014	2013	2012	2011
Total	49,933	48,476	45,354	38,401	36,145	47,381	47,407	49,566	54,370	55,298
January	4,444	49	3,202	2,173	3,714	3,805	3,882	4,480	4,637	4,319
February	4,310	3,651	3,462	2,180	3,700	3,327	3,154	3,921	4,187	3,841
March	3,355	6,691	4,110	3,250	5,287	3,833	3,451	4,662	4,531	4,762
April	4,567	5,613	3,441	2,495	1,753	3,918	3,881	3,693	4,199	4,201
May	3,983	4,041	3,958	2,828	2,948	3,882	4,169	4,029	4,736	4,690
June	2,655	3,548	3,611	3,128	3,001	4,856	4,614	4,336	5,133	5,190
July	4,024	3,847	4,460	3,141	3,096	4,659	4,833	4,789	5,099	5,286
August	4,451	4,488	3,998	4,536	3,670	4,867	5,104	5,492	5,958	6,506
September	4,585	4,869	4,242	2,588	3,921	4,188	4,195	4,025	4,262	4,862
October	4,526	5,068	4,635	5,534	2,815	3,863	3,963	3,926	4,120	4,238
November	4,643	3,712	3,140	3,945	1,302	3,061	3,133	3,293	3,907	3,881
December	4,390	2,881	3,095	2,603	938	3,122	3,038	2,920	3,602	3,622

* Until April 2016, this table shows combined FAA Medical Certificate and Student Pilot Certificates issued, nearly all obtained through the Medical Certification System. As such, the numbers included both first time medical certification applications and renewals. Student medical certifications remained valid for 24 calendar months for pilots age 40 or older, and for 60 months for pilots under the age of 40.

As of April 2016, combined medical certificate and pilot certificates are no longer issued, and there is no expiration date on the new student pilot certificates. Designated examiners, FAA Inspectors, and Certified Flight Instructors (CFIs) process student pilot certificates, and FAA issues the new plastic certificate.

EXHIBIT G

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

AIRPORT MASTER RECORD

PRINT DATE: 05/25/2021
AFD EFF 05/20/2021
FORM APPROVED OMB 2120-0015

> 1 ASSOC CITY:	MOAB	4 STATE: UT	LOC ID: UT53	FAA SITE NR: 25205.2*A
> 2 AIRPORT NAME:	SKY RANCH		5 COUNTY: SAN JUAN, UT	
3 CBD TO AIRPORT (NM): 7 S		6 REGION/ADO: ANM /DEN	7 SECT AERO CHT: DENVER	

GENERAL

10 OWNERSHIP:	PRIVATE
> 11 OWNER:	MOAB DEVELOPMENT TRUST
> 12 ADDRESS:	PO BOX 99
	MOAB, UT 84532
> 13 PHONE NR:	303-419-1192
> 14 MANAGER:	JOHN RAMSEY
> 15 ADDRESS:	PO BOX 1246
	MOAB, UT 84532
> 16 PHONE NR:	435-260-3363
> 17 ATTENDANCE SCHEDULE:	
MONTHS	DAYS HOURS
UNATNDD	

SERVICES

> 70 FUEL:	
> 71 AIRFRAME RPRS:	
> 72 PWR PLANT RPRS:	
> 73 BOTTLE OXYGEN:	
> 74 BULK OXYGEN:	
75 TSNT STORAGE:	
76 OTHER SERVICES:	

BASED AIRCRAFT

90 SINGLE ENG:	1
91 MULTI ENG:	0
92 JET:	0
93 HELICOPTERS:	0
TOTAL:	1
94 GLIDERS:	0
95 MILITARY:	0
96 ULTRA-LIGHT:	0

18 AIRPORT USE:	PRIVATE
19 ARPT LAT:	38-29-39.6N ESTIMATED
20 ARPT LONG:	109-26-49.1W
21 ARPT ELEV:	4899.0 ESTIMATED
22 ACREAGE:	0
> 23 RIGHT TRAFFIC:	NO
> 24 NON-COMM LANDING:	NO
25 NPIAS/FED AGREEMENTS:	
> 26 FAR 139 INDEX:	/

FACILITIES

> 80 ARPT BCN:	
> 81 ARPT LGT SKED:	
BCN LGT SKED:	
> 82 UNICOM:	
> 83 WIND INDICATOR:	YES
84 SEGMENTED CIRCLE:	NONE
85 CONTROL TWR:	NO
86 FSS:	CEDAR CITY
87 FSS ON ARPT:	NO
88 FSS PHONE NR:	
89 TOLL FREE NR:	1-800-WX-BRIEF

OPERATIONS

100 AIR CARRIER:	0
102 AIR TAXI:	0
103 G A LOCAL:	0
104 G A ITNRNT:	0
105 MILITARY:	0
TOTAL:	0

OPERATIONS FOR 12 MONTHS ENDING //

RUNWAY DATA

> 30 RUNWAY IDENT:		12/30
> 31 LENGTH:		3,090
> 32 WIDTH:		60
> 33 SURF TYPE-COND:		ASPH-G
> 34 SURF TREATMENT:		
35 GROSS WT:	S	
36 (IN THSDS)	D	
37	2D	
38	2D/2DS	
> 39 PCN:		////

LIGHTING/APCH AIDS

> 40 EDGE INTENSITY:	
> 42 RWY MARK TYPE-COND:	NONE- / NONE-
> 43 VGSI:	/
44 THR CROSSING HGT:	/
45 VISUAL GLIDE ANGLE:	/
> 46 CNTRLN-TDZ:	-/-
> 47 RVR-RVV:	-/-
> 48 REIL:	/
> 49 APCH LIGHTS:	/

OBSTRUCTION DATA

50 FAR 77 CATEGORY:	A(V) / A(V)
> 51 DISPLACED THR:	/
> 52 CTLG OBSTN:	/
> 53 OBSTN MARKED/LGTD:	/
> 54 HGT ABOVE RWY END:	/
> 55 DIST FROM RWY END:	0 / 0
> 56 CNTRLN OFFSET:	/
57 OBSTN CLNG SLOPE:	/
58 CLOSE-IN OBSTN:	N / N

DECLARED DISTANCES

> 60 TAKE OFF RUN AVBL (TORA):	/
> 61 TAKE OFF DIST AVBL (TODA):	/
> 62 ACLT STOP DIST AVBL (ASDA):	/
> 63 LNDG DIST AVBL (LDA):	/

(>) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >

> 110 REMARKS:

A 110-001 HELICOPTER OPNS ON SOUTH END

A 110-002 FOR CD CTC DENVER ARTCC AT 303-651-4257.

111 INSPECTOR: (N) 112 LAST INSP: 113 LAST INFO REQ: 05/08/2020

> 1 ASSOC CITY: MOAB
> 2 AIRPORT NAME: CANYONLANDS RGNL
3 CBD TO AIRPORT (NM): 15 NW
4 STATE: UT
6 REGION/ADO: ANM /DEN
LOC ID: CNY
5 COUNTY: GRAND, UT
7 SECT AERO CHT: DENVER
FAA SITE NR: 25205.1*A

GENERAL

10 OWNERSHIP: PUBLIC
> 11 OWNER: GRAND COUNTY
> 12 ADDRESS: 125 E. CENTER
MOAB, UT 84532
> 13 PHONE NR: (435) 259-1347
> 14 MANAGER: ANDY SOLSVIG
> 15 ADDRESS: 110 W. AVIATION WAY
MOAB, UT 84532
> 16 PHONE NR: 435-259-4849
> 17 ATTENDANCE SCHEDULE:

MONTHS	DAYS	HOURS
MAR-NOV	ALL	0700-1900
DEC-FEB	ALL	0800-1700

SERVICES

> 70 FUEL: 100LL A
> 71 AIRFRAME RPRS: MINOR
> 72 PWR PLANT RPRS: MINOR
> 73 BOTTLE OXYGEN:
> 74 BULK OXYGEN: HIGH/LOW
75 TSNT STORAGE: HGR TIE
76 OTHER SERVICES: CHTR,INSTR,RNTL

BASED AIRCRAFT

90 SINGLE ENG:	40
91 MULTI ENG:	1
92 JET:	0
93 HELICOPTERS:	3
TOTAL:	44
94 GLIDERS:	0
95 MILITARY:	0
96 ULTRA-LIGHT:	2

18 AIRPORT USE: PUBLIC
19 ARPT LAT: 38-45-26.9953N ESTIMATED
20 ARPT LONG: 109-45-12.7509W
21 ARPT ELEV: 4590.0 SURVEYED
22 ACREAGE: 965
> 23 RIGHT TRAFFIC: 21
> 24 NON-COMM LANDING: YES
25 NPIAS/FED AGREEMENTS: YES / NGSY
> 26 FAR 139 INDEX: I A S 06/2006

FACILITIES

> 80 ARPT BCN: CG
> 81 ARPT LGT SKED: SEE RMK
BCN LGT SKED:
> 82 UNICOM: 122.800
> 83 WIND INDICATOR: YES-L
84 SEGMENTED CIRCLE: YES
85 CONTROL TWR: NO
86 FSS: CEDAR CITY
87 FSS ON ARPT: NO
88 FSS PHONE NR:
89 TOLL FREE NR: 1-800-WX-BRIEF

OPERATIONS

100 AIR CARRIER:	0
102 AIR TAXI:	4,350
103 G A LOCAL:	6,800
104 G A ITNRNT:	4,350
105 MILITARY:	250
TOTAL:	15,750

OPERATIONS FOR 12 MONTHS ENDING 12/31/2018

RUNWAY DATA

> 30 RUNWAY IDENT:		03/21	15/33
> 31 LENGTH:		7,360	2,000
> 32 WIDTH:		100	60
> 33 SURF TYPE-COND:		ASPH-G	GRAVEL-
> 34 SURF TREATMENT:		GRVD	
35 GROSS WT:	S		
36 (IN THSDS)	D	85.0	
37	2D		
38	2D/2DS		
> 39 PCN:		30/F/C/X/T	///
LIGHTING/APCH AIDS			
> 40 EDGE INTENSITY:		MED	
> 42 RWY MARK TYPE-COND:		NPI- G / NPI- G	- / -
> 43 VGSI:		P4L / P4L	/
44 THR CROSSING HGT:		40 / 40	/
45 VISUAL GLIDE ANGLE:		3.00 / 3.00	/
> 46 CNTRLN-TDZ:		- / -	- / -
> 47 RVR-RVV:		- / -	- / -
> 48 REIL:		Y / Y	/
> 49 APCH LIGHTS:		/	/
OBSTRUCTION DATA			
50 FAR 77 CATEGORY:		C / B(V)	/
> 51 DISPLACED THR:		799 / 280	/
> 52 CTLG OBSTN:		/ PLINE	/
> 53 OBSTN MARKED/LGTD:		/	/
> 54 HGT ABOVE RWY END:		/ 36	/
> 55 DIST FROM RWY END:		0 / 912	0 / 0
> 56 CNTRLN OFFSET:		/ 464L	/
57 OBSTN CLNC SLOPE:		50:1 / 19:1	/
58 CLOSE-IN OBSTN:		N / N	N / N
DECLARED DISTANCES			
> 60 TAKE OFF RUN AVBL (TORA):		7,100 / 6,561	2,000 / 2,000
> 61 TAKE OFF DIST AVBL (TODA):		7,360 / 7,360	2,000 / 2,000
> 62 ACLT STOP DIST AVBL (ASDA):		7,100 / 6,561	2,000 / 2,000
> 63 LNDG DIST AVBL (LDA):		6,301 / 6,301	2,000 / 2,000

(>) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >

> 110 REMARKS:

\ 043 RWY 21 PAPI UNUSBL BYD 2.9 NM; DOES NOT PRVD OBST CLNC BYD 2.9 NM FROM THR.
\ 081 ACTVT REIL RWY 03 & 21; PAPI RWY 03 & 21; MIRL RWY 03/21 - CTAF.
\ 110-001 RWY 15/33 AND TWY B CLSD TO ACR OPNS.

111 INSPECTOR: (F) 112 LAST INSP: 09/09/2019 113 LAST INFO REQ:

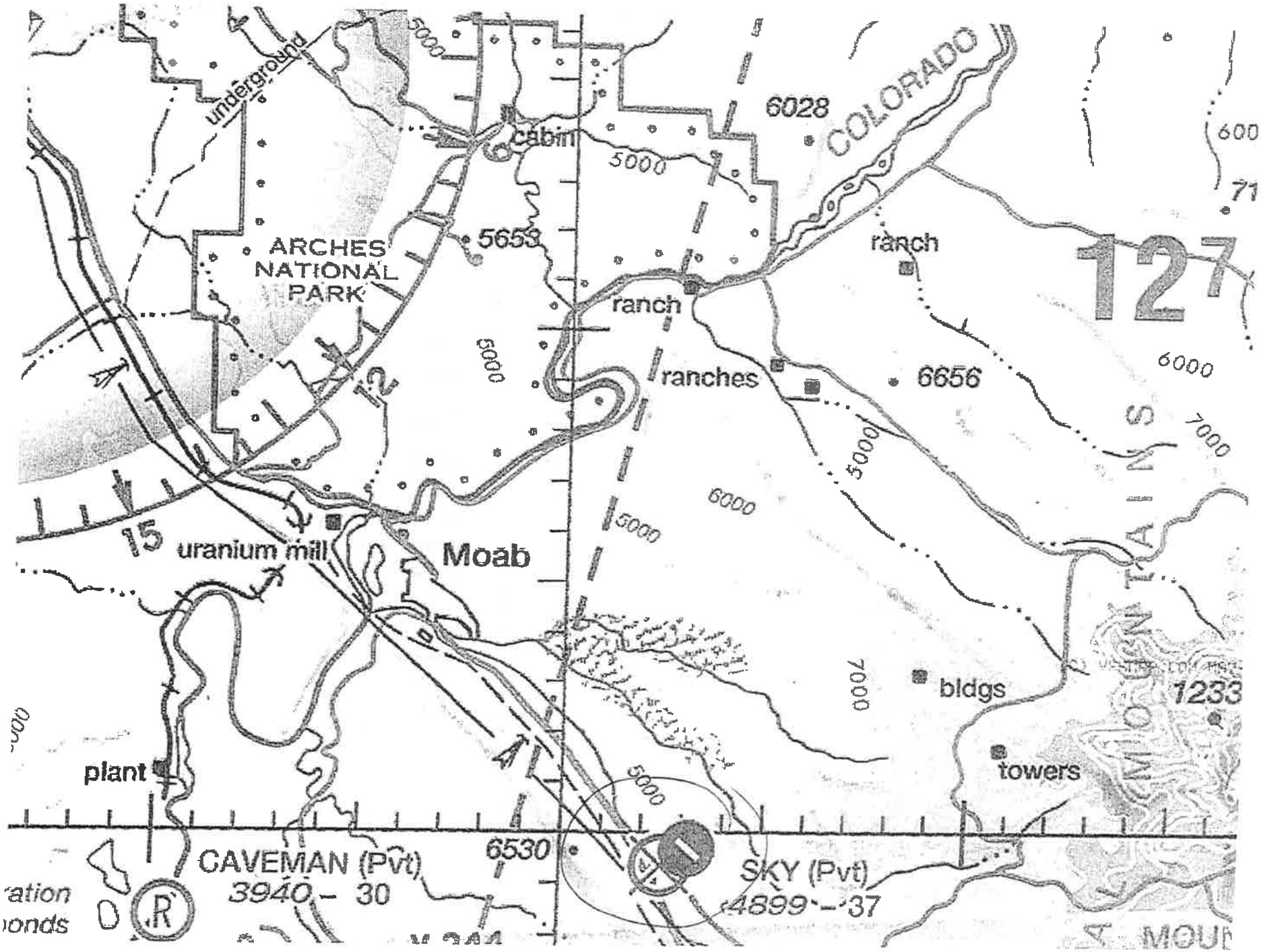
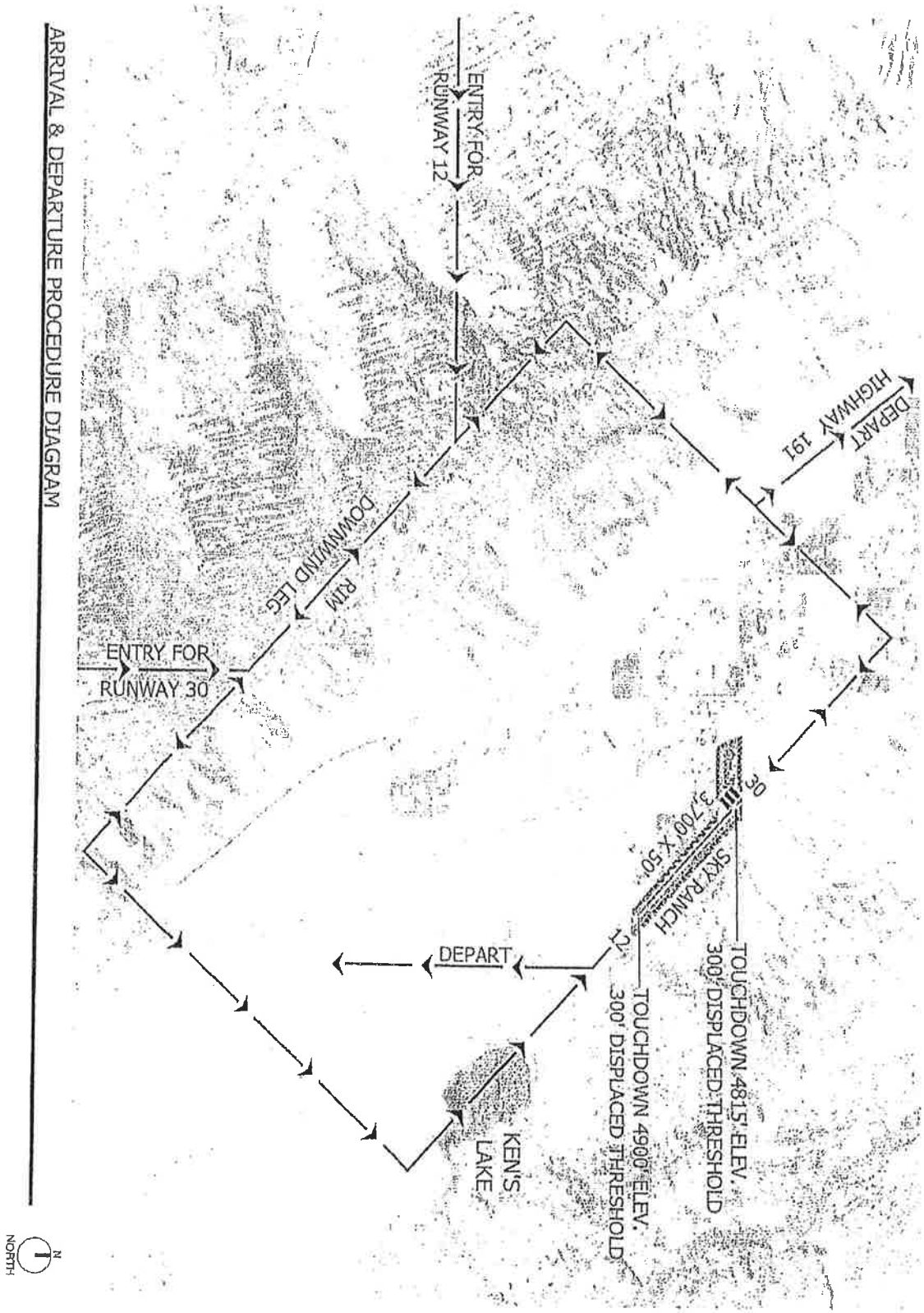

underground
cabin
6028
COLORADO
5000
600
71
ARCHES
NATIONAL
PARK
5653
ranch
127
ranch
ranches
6656
6000
7000
5000
6000
5000
15
uranium mill
Moab
bldgs
1233
towers
plant
5000
6530
CAVEMAN (Pvt)
3940 – 30
SKY (Pvt)
4899 – 37
MOUNTAINS

EXHIBIT H



ARRIVAL & DEPARTURE PROCEDURE DIAGRAM

ARRIVAL/ DEPARTURE DIAGRAM

DATE: 8.25.2021

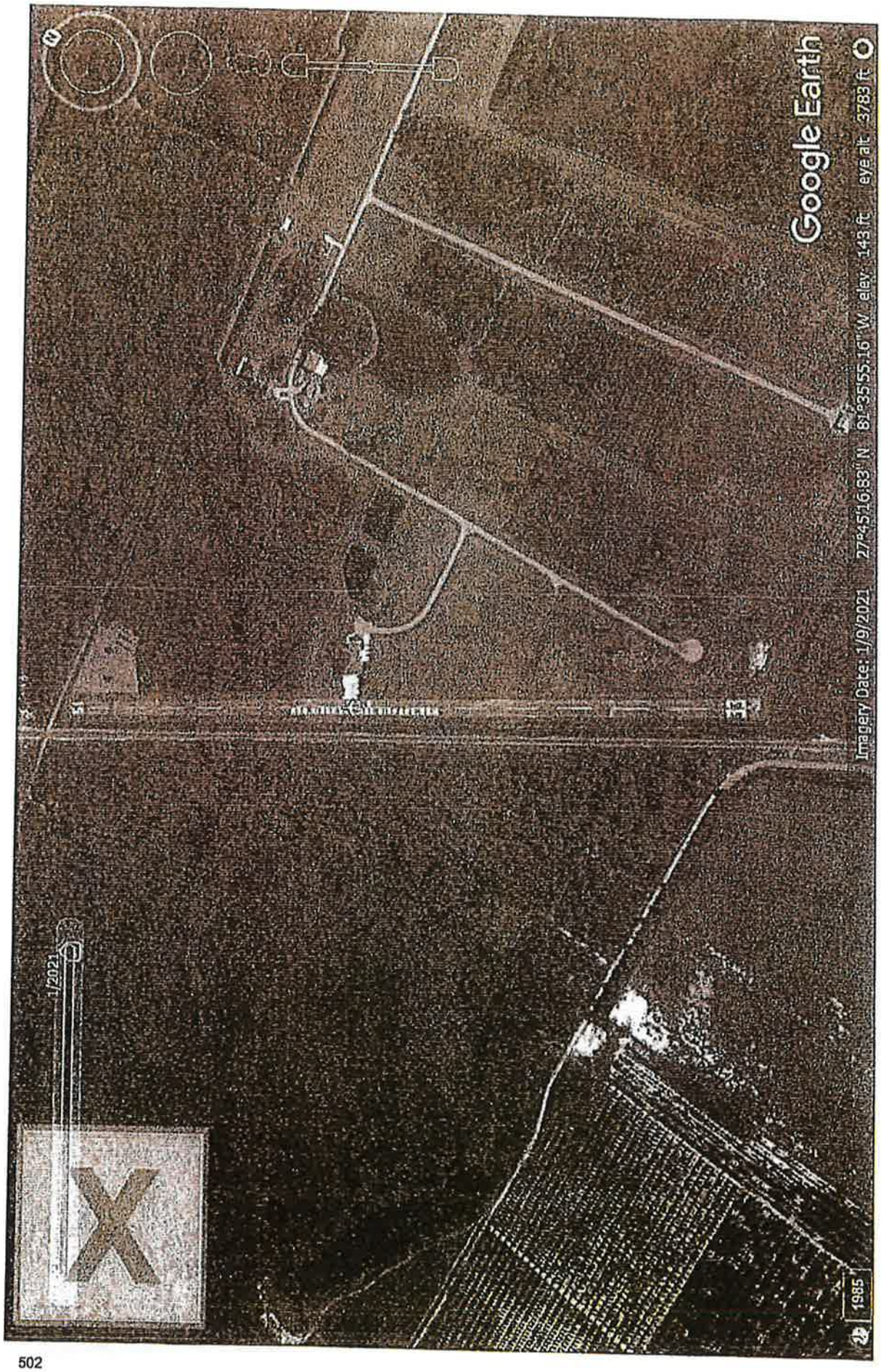
SKY RANCH AIRPORT
MOAB, UT 84532

SEXTON STUDIOS
SEXTONSTUDIOARCH@GMAIL.COM
720.407.6010 P.O. BOX 550 BOULDER, CO 80306

EXHIBIT I

1/2021
N
Long Island Airport-NC26
Image © 2021 Maxar Technologies
Google Earth
1985
Imagery Date: 11/10/2019 35°39'37.16" N 80°58'25.26" W elev 854 ft eye alt 5165 ft


Tailspin Airpark
Google Earth
Imagery Date: 8/24/2018 32°39'02.88" N 97°56'04.14" W elev 828 ft eye alt 4568 ft
1985


Google Earth
Imagery Date: 1/9/2021 27°45'16.83" N 81°35'55.16" W elev 143 ft eye alt 3783 ft
1985
1/2021
X


Google Earth
Duchy Airpark
©2021 Google
Imagery Date: 3/2/2018 35°58'56.64" N 79°16'26.57" W elev 650 ft eye alt 6120 ft
1985
X


Heather Glen At Spr
Homestead
Spruce Creek
Tailwind
Fly In Spruce Creek
Deens Orangeland
Spruce Creek Airport
Hanger Condo
Hawks Nest Condominium
Glens At Spruce Creek Condo
Wedgewood At S
© 2021 Google
Google Earth
1985
Spruce Creek Golf Villas Condo
29°04'45.14" N 81°02'46.79" W elev 26 ft eye alt 5937 ft

EXHIBIT J

DESERT SKY RANCH SAFETY RULES AND REGULATIONS REGARDING OPERATION PRACTICES

ARRIVALS AND DEPARTURES AT UT53

Standard communications procedures apply for providing position reports. To minimize the noise footprint, it is preferred that arrivals use Runway 12 when winds allow and departures use Runway 30 when winds permit. This places the flight path for arrivals and departures over undeveloped land and avoids any overflight of residential areas. Desert Sky Ranch is designated a private airport on FAA sectional charts and always requires prior permission to land.

TRAFFIC PATTERNS

Runway 12
Length 3,700'X50' with 300' displaced threshold. Asphalt in good condition. ELEV 4,900'

Runway 30
Length 3,700'X50' with 300' displaced threshold. Asphalt in good condition. ELEV 4,900'

The attached diagram illustrates the recommended arrival and departure paths for aircraft landing at Desert Sky Ranch. Landing on Runway 12 utilizes a standard left-hand pattern. The downwind leg should be flown to the west of the Rim to minimize the noise footprint. Base leg should be initiated where the Rim height drops down. Landing on Runway 30 utilizes a right-hand pattern. Downwind leg should be flown to the west of the Rim over undeveloped land. Standard position reporting on frequency 122.9 applies for arrivals and departures.

TAXIWAY USE

Prior to entering taxiway from the runway or from hangars, communicate intentions to avoid any traffic conflicts. The runup areas at the end of the taxiway should be used with caution and pilots should be aware of air blast generated during runups.

HOURS OF OPERATION, CEILING AND VISIBILITY REQUIREMENTS

Aircraft may utilize the runway between 7:00 am and 1 hour past sunset. VFR class C weather requirements apply.

GENERAL RULES

1) Unless approved by the Owners Association or their representative, no aircraft will be permitted to operate in or out of Desert Sky Ranch unless the pilot of the aircraft is a property owner at Desert Sky Ranch.

2) No Touch and Goes, low passes, or aerobatic maneuvers are permitted. Landings should be to a full stop only unless safety requires a go around.

3) Property owners may have up to two guests arriving by aircraft subject to prior approval as outlined in Item 1.

4) All pets are required to be on leashes when outside unless in a fenced area.

5) No bicycles or motorized vehicles are permitted on the runway.

6) No student flight training may be based at Desert Sky Ranch.

GENERAL CAUTIONS

1) High density altitude is common during summer months.

2) High terrain to the west and east of the facility.

3) Cross winds are not uncommon.

4) During winter months runway may be snow covered with patchy ice.

5) No fuel storage is permitted on any residential lot.

6) The runway slopes up to the south with a gradient that yields a 75' elevation difference between the end of Runway 30 and Runway 12.

IT IS IMPERATIVE THAT ALL AIRCRAFT OPERATIONS AT DESERT SKY RANCH BE CONDUCTED IN A SAFE AND COURTEOUS MANNER. VIOLATIONS OF THE RULES AND REGULATIONS MAY RESULT IN DISCIPLINARY ACTION, FINES, AND/OR LOSS OF FLIGHT PRIVILEGES. WE HAVE NEIGHBORS WHO ARE NOT PART OF DESERT SKY RANCH AND WE HAVE PROPERTY OWNERS WHO ARE NOT AIRCRAFT OPERATORS. NOISE ABATEMENT PROCEDURES SHOULD ALWAYS BE MAINTAINED.