

APPENDIX VIII
Appropriations for FAA and its Predecessor Agencies
Fiscal Years 1926-1997¹

Year	Appropriation	Year	Appropriation	Year	Appropriation
(Aeronautics Branch)		1949	100,470,000	1973	1,851,753,000
1927	\$ 550,000	1950	187,100,000	1974	1,934,837,000
1928	3,791,500	1951	151,900,000	1975	2,078,259,750
1929	4,361,850 ²	1952	138,900,000	1976	2,816,679,000 ⁵
1930	6,416,620	1953	136,400,000	1977	2,599,150,000
1931	9,204,830 ³	1954	115,900,000	1978	2,792,500,000
1932	10,362,300	1955	131,400,000	1979	3,150,300,000
1933	9,053,500	1956	197,300,000	1980	3,273,900,000
1934	7,660,780	1957	278,400,000	1981	3,412,500,000
(Bureau of Air Commerce)		1958	406,100,000	1982	3,156,600,000
1935	5,511,800	(Federal Aviation Agency)		1983	4,167,700,000
1936	5,909,800	1959	549,980,750	1984	4,642,700,000
1937	6,850,000	1960	567,995,000	1985	5,355,800,000
1938	10,878,500	1961	707,424,000	1986	4,869,300,000
(Civil Aeronautics Authority)		1962	799,800,000	1987	4,946,100,000
1939	14,351,480	1963	775,881,600	1988	6,169,000,000
1940	25,768,000	1964	833,341,500	1989	6,589,500,000
(Civil Aeronautics Admin.)		1965	733,792,000	1990	7,366,600,000
1941	103,390,537	1966	866,910,500	1991	7,937,700,000
1942	224,772,687	(Federal Aviation Admin.)		1992	8,887,000,000
1943	38,237,775	1967	993,026,500	1993	8,862,000,000
1944	31,653,000	1968	915,650,000	1994	8,644,000,000
1945	35,781,478	1969	902,174,000 ⁴	1995	8,322,000,000 ⁶
1946	51,090,000	1970	1,287,977,000	1996	8,196,000,000 ⁷
1947	121,537,720	1971	1,786,829,000	1997	8,549,000,000 ⁸
1948	119,314,334	1972	1,901,174,000		

¹ Figures for 1926-58 are from the *FAA Historical Fact Book* (1974 edition); for 1959-7, from the *FAA Statistical Handbook of Aviation*; for 1972-77, provided by the Office of Financial Services.

² Exclusive of additional amount required to meet the provisions of the act approved May 28, 1928, amending the classification act of 1923.

³ Exclusive of additional amount required to meet the provisions of the act approved July 3, 1930, amending the classification act of 1923.

⁴ Includes a rescission of \$30 million for civil supersonic aircraft development. Because of design problems, the SST airframe contractor (Boeing) spent at a much lower rate during fiscal 1968 than had been expected. As a result, FAA's appropriation for SST development during fiscal 1968 had unobligated funds at the end of the year of \$216.2 million. Since FAA expected to need only \$185.7 million of these carryover funds for SST development during fiscal 1969, Congress rescinded \$30 million of the carryover.

⁵ Includes \$888,615,000. for the transition quarter, July-September, 1976. Fiscal 1976 ended on June 30, 1976. Fiscal 1977 began on Oct. 1, 1976, and Oct. 1 became the new starting date for Federal fiscal years.

⁶ Includes rescissions that reduced Budget Authority by \$40.5 million for Facilities and Equipment and Research and by \$7.6 million for Research, Engineering, and Development.

⁷ Includes rescission that reduced Budget Authority for Facilities and Equipment by \$16.7 million.

⁸ Omnibus Appropriations (P.L. 104-208) added \$226.6 million to FAA's programs in FY 97 to fund both anti-terrorism programs and safety related projects.