



U.S. Department
of Transportation

**Federal Aviation
Administration**

FEDERAL AVIATION ADMINISTRATION

BUDGET IN BRIEF

Fiscal Year 1998





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OVERVIEW

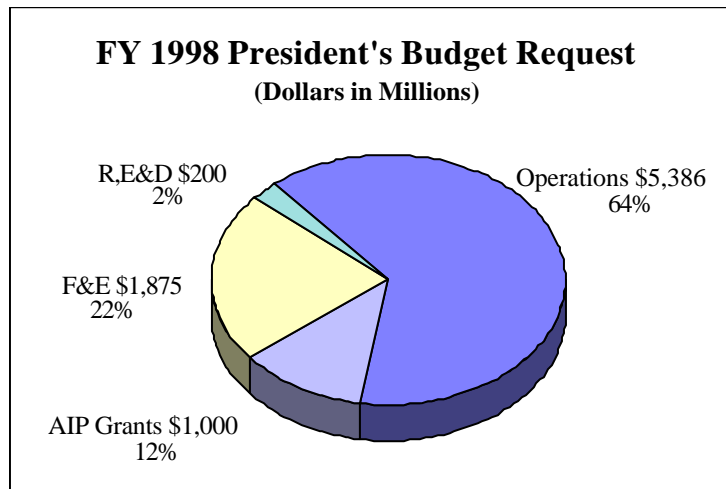


Figure 1

Summary of Funds

(Dollars in Millions)

Appropriation	FY 1997	Change	FY 1998 Request
Operations	\$4,954.9	\$431.2	\$5,386.1
(General)	(3,179.5)	-1,568.4	(1,611.1)
(Trust)	(1,700.4)	1,724.6	(3,425.0)
(User Fees)	(75.0)	275.0	(350.0)
National Civil Aviation Review Comm.	2.4	-2.4	0
Grants-In-Aid-Airports Obligation Limitation	1,460.0	-460.0	1,000.0
Facilities and Equipment	1,937.7	-62.7	1,875.0
Research, Engineering and Development	208.4	-8.4	200.0
Aircraft Purchase Loan Guarantee	0.05	0.0	0.005
Total	\$8,563.4	-\$102.3	\$8,461.1
(General)	(3,181.9)	-1,570.8	(1,611.1)
(Trust)	(5,306.5)	1,193.5	(6,500.0)
(User Fees)	(75.0)	275.0	(350.0)
Contract Authority Grants-In-Aid Airports	2,230.0	117.0	2,347.0

Table 1

The FY 1998 President's Budget request for the Federal Aviation Administration totals \$8.46 billion, a decrease of \$102 million from the FY 1997 level. This funding level will allow 77 percent of the agency's programs to be funded from trust fund resources.

The budget proposes the collection of \$400 million in user fees for services provided by the FAA. This level includes \$100 million from the collection of overflight fees of which \$50 million is for the payment to air carriers program and \$50 million for authorized expenses of the FAA.

The distribution to the left reflects the budget resources proposed in the FY 1998 budget request as compared to FY 1997 levels.



OVERVIEW

Operations

In FY 1998, the Administration is seeking \$5,386.1 million for FAA Operations, \$431.2 million, or 8.7 percent, above the level for FY 1997, and 46,682 employees, 935, or 2 percent, above that estimated for the end of FY 1997. The funding consists of \$5,036 million in new budget authority and \$350 million in user fees. As detailed in Table 2, savings of \$46.3 million are proposed, primarily due to reductions for one time costs, management efficiencies, and transfers. These savings are offset by increases of \$477.5 million, most of which are non-discretionary increases associated with mandatory pay adjustments, inflationary growth, and with bringing new equipment on-line and making it operational. Other increases would fund growth in our safety work forces (controllers and inspectors), and high-priority initiatives such as continuation of our contract tower program. Of the total requested, \$3,988 million, 74 percent of the Operations budget, will support payroll costs. The remaining \$1,398 million, 26 percent, will fund non-payroll costs such as rent, communications, utilities, equipment and supplies, and essential support contracts.

Table 2

Build-Up of the FY 1998 Operations Budget (Dollars in Millions)

FY 1997 Enacted	\$4,954.9
<u>Decreases</u>	<u>Increases</u>
Cost Savings:	Mandatory Pay Adjustments..... +209.9
Reduction in Personnel and Related Costs.....-5.1	Non-Pay Inflation Adjustment..... +16.3
Reductions of One-Time Costs.....-24.5	Operating/Supporting New Safety and Capacity Equipment +47.0
Management Efficiencies-5.6	Staffing Increases:
	Air Traffic Controllers (+500) +13.3
	Aviation Inspectors/Clerical Support +18.0
	Systems Safety +0.3
Decrease in Workers' Compensation Bill-0.4	Continuation of Contract Tower Program +5.7
Phase-Out of Pay Demo.....-3.0	Additional Air Traffic Change-of-Station Funding..... +13.1
Other-7.7	Additional Technical Training/Flight Proficiency Funding +30.0
	Controller Training Contract +5.0
	Transfer of GSA Rent/Aeronautical Charting +83.0
	Challenge 2000 Initiatives +13.2
	Other +22.7
Total Savings-46.3	Total Increases +477.5
FY 1998 Request	\$5,386.1



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Grants-In-Aid for Airports

The FY 1998 budget assumes an obligation limitation of \$1,000 million for airport improvement projects to enhance capacity, improve safety and security, and mitigate noise. Airport grant funding will continue to be supplemented by the passenger facility charges (PFC's). At the end of calendar year 1996, 262 airports had been approved to collect PFC's totaling more than \$900 million in FY 1998. Revenues from PFC's are an important source of capital for many airports.

Facilities and Equipment

The FY 1998 request for Facilities and Equipment (F&E) is \$1,875 million, a 3 percent decrease from the FY 1997 enacted level. Included in this request are capital needs contained in the FAA's Capital Investment Plan (CIP). The budget continues funding to support major systems such as the en route, terminal, and tower automation programs, next generation weather radar, the oceanic radar program, communications, and satellite navigation.

Research, Engineering & Development

For Research, Engineering and Development (R,E&D) the budget requests \$200 million, a 4 percent decrease from the FY 1997 enacted level. The R,E&D budget focuses on increased initiatives in security technology, satellite navigation, aircraft safety technology, aging aircraft, and human factors research along with the ongoing development of safety and capacity programs.

Employment

The FAA has been one of the leaders within the Federal Government in reducing its work force. FAA now has about 47,700 employees, a reduction of 4,700 since 1993.

The FY 1998 budget reflects a net increase of 932 employees from the FY 1997 estimate for all appropriations. Employment will be increased over the FY 1997 levels in several safety work forces. The budget proposes the hiring of an additional 500 controllers, 326 flight standards inspectors, field support, and certification personnel, and 25 new field maintenance technicians. These increases will allow these critical staffing areas to better meet current and anticipated growth in aviation activity, the expected increase in the number and complexity of our air traffic control systems, and improved security at our nation's airports.



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Reform

In FY 1998, the FAA will continue efforts related to agency reform. Under previous legislation, considerable latitude was provided to allow the development of the agency's own personnel and acquisition systems and to make them more flexible, timely, and responsive to the needs of FAA and its customers. As a result, FAA now has a Federal Aviation Service separate from the U.S. Civil Service. The reformed personnel system is designed to require fewer resources, provide increased flexibility, incorporate state-of-the-art best practices, protect employee rights, and support enhanced productivity. Likewise, FAA substantially reformed its acquisition process to emphasize mission focus, reduce the time to acquire systems and services, field new technology faster, and to get the right products to the field faster and at a lower cost to both government and industry. These reforms serve as a pilot for the entire Federal Government and will continue to be refined and implemented in FY 1998.

Finance reform is essential to assure adequate, stable funding to meet our obligations in support of a safe, secure, and efficient aviation system. Public Law 104-264, the Federal Aviation Reauthorization Act, established the National Civil Aviation Review Commission, required an independent assessment of FAA's financial needs, and required a plan with options on financing the agency through the year 2002. It also authorized limited use of user fees, specifically fees for aircraft that neither take off or land in the United States (overflight fees). The FY 1998 budget includes \$100 million from overflight fees, with \$50 million to support FAA's Operations account, and the remaining \$50 million for the payment for air carriers program managed by the Office of the Secretary of Transportation (OST). These fees are in addition to \$300 million in new user fees assumed in the FY 1998 FAA budget request, for a total of \$400 million in user fees.

Franchise Fund

The Administrative Services Franchise Fund was established by Public Law 103-205 to finance operations where the costs for goods and services provided are charged to internal and external users on a fee-for-service basis. This fund will improve organizational efficiency and provide better support to our customers for services including accounting, payroll, international training, travel, multi-media, and information technology services.

Airport and Airway Trust Fund

The Tax Equity and Fiscal Responsibility Act of 1982 (26 U.S.C. 9502), as amended by the Omnibus Budget Reconciliation Acts of 1990 (Public Law 101-508) and 1993 (Public Law 103-66) and the Small Business Job Protection Act of 1996 (Public Law 104-188), provided for the receipts received in the Treasury from the 10 percent passenger ticket tax and certain other taxes paid by airport and airway users to be transferred to the Airport and Airway Trust Fund. In turn, appropriations are authorized



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from this fund to meet obligations for airport improvement grants, facilities and equipment, research, and a portion of operations. However, the tax requirement expired on December 31, 1995, was reenacted in August 1996, then expired again on December 31, 1996. Reenactment of the taxes is assumed to occur by April 1, 1997.

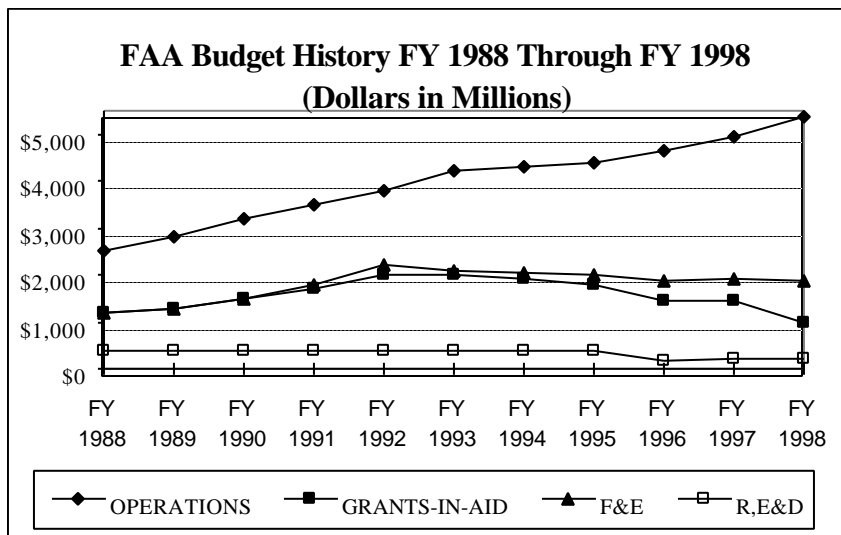


Figure 2

\$5.3 billion. The uncommitted balance in the trust fund, which was \$2.4 billion at the end of FY 1996, is expected to fall to \$1.6 billion by the end of FY 1997 due to the foregone taxes.

Reenactment of the aviation taxes in April 1997 would result in a full year of tax revenues for FY 1998. (Some revenue will be lost at the end of FY 1998 due to the projected termination of the taxes at that time.) Total revenues expected in FY 1998 are \$6.9 billion, which includes \$0.5 billion in interest earned by the trust fund cash balance. Assuming a recovery of 77 percent of FAA's budget from the trust fund in FY 1998, the uncommitted balance in the trust fund at the end of FY 1998 would be \$623 million.

FAA estimates that \$6.6 billion in user tax revenues would have been collected into the trust fund in FY 1997 had tax collections not been interrupted. The estimated 3 months of foregone taxes (January through March 1997) will lead to a loss of \$2.0 billion of these revenues, resulting in total FY 1997 tax receipts of \$4.8 billion. An additional \$0.5 billion in interest will accrue to the trust fund cash balance, for total cash income of approximately



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Table 3

FAA Employment Levels End-of-Year Employment

	FY 1996 Actual	FY 1997 Estimate	FY 1998 Request
<i>Direct</i>	47,295	48,582	49,509
<i>Operations (by Line of Business)</i>	44,567	45,747	46,682
Air Traffic Service	34,929	35,218	35,956
Controllers	17,080	17,300	17,800
Field Maintenance	8,282	8,410	8,435
Other	9,567	9,508	9,721
Aviation Regulation & Certification	5,132	5,741	6,143
Inspectors/Engineers/Pilots/NRS	3,369	3,738	3,996
Technical & Field Support	580	820	888
Other	1,183	1,183	1,259
Civil Aviation Security	755	1,009	1,182
Airports	463	479	485
Research & Acquisitions	777	798	803
Commercial Space Transportation	28	34	34
Administration	1,931	1,893	1,501
Human Resource Management	991	982	585
Other	940	911	916
Staff Offices	552	575	578
Facilities and Equipment	2,139	2,221	2,191
Research, Engineering & Development	586	611	633
Aviation Insurance Revolving Fund	3	3	3
Reimbursable/Allocations	370	403	408
Operations	317	353	353
Facilities and Equipment	50	50	55
Research, Engineering & Development	3	0	0
TOTAL END OF YEAR EMPLOYMENT	47,665	48,985	49,917



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Table 4

FAA FTE LEVELS

	<i>FY 1995 Actual</i>	<i>FY 1996 Estimate</i>	<i>FY 1997 Request</i>
Direct	47,972	48,141	48,406
Operations	45,187	45,185	45,476
Facilities and Equipment	2,151	2,250	2,231
Research, Engineering & Development	631	703	696
Aviation Insurance Revolving Fund	3	3	3
Reimbursable	403	414	414
Operations	350	353	353
Facilities and Equipment	50	55	55
Research, Engineering & Development	3	6	6
Total	48,375	48,555	48,820
FTE-Full Time Permanent	47,616	47,838	48,103
FTE-Other Than Full Time Permanent	759	717	717



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OPERATIONS

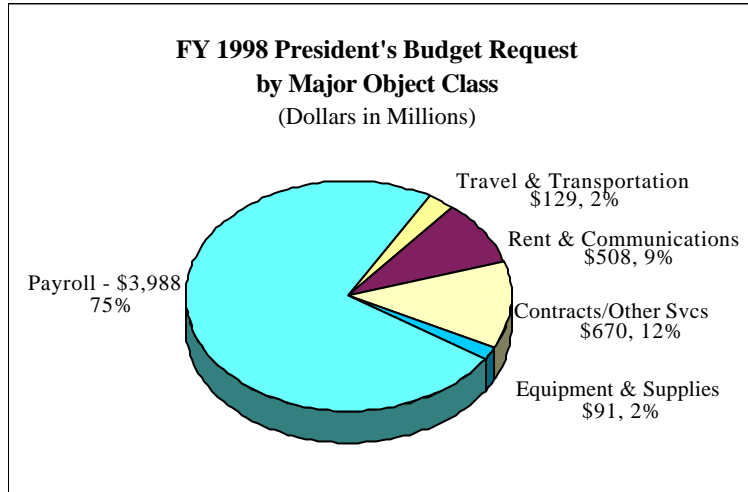


Figure 3

For FY 1998, the President's Budget requests \$5,386 million for FAA Operations, \$431 million more than provided for FY 1997. This increase in a very tight budget year recognizes the need to increase safety staffing and the need to bring on-line and make fully operational new safety and capacity air traffic equipment being delivered. This requested level of \$5,386 million will be financed through \$5,036 million in new budget authority and \$350 million in user fees.

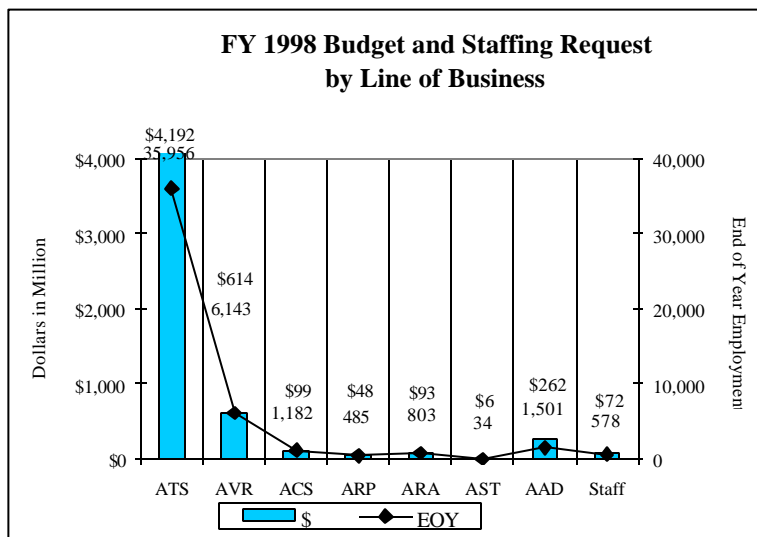


Figure 4

In terms of safety staffing, the President's Budget for FY 1998 proposes to hire 500 new controllers, 326 new flight standards inspectors, field support, and certification personnel, and 25 new field maintenance technicians. These essential increases will allow these safety staffing areas to better meet the current and anticipated growth in aviation activity and the expected increase in the number and complexity of our air traffic control systems.

The President's Budget also provides \$47 million in new money to make operational the new equipment now being delivered. These funds will cover such expenses as utilities, operation and maintenance, telecommunications, training, and spare parts. Without these essential funds, new equipment being developed and delivered could not become operational and would have to be warehoused with no benefit to either aviation users or the FAA.



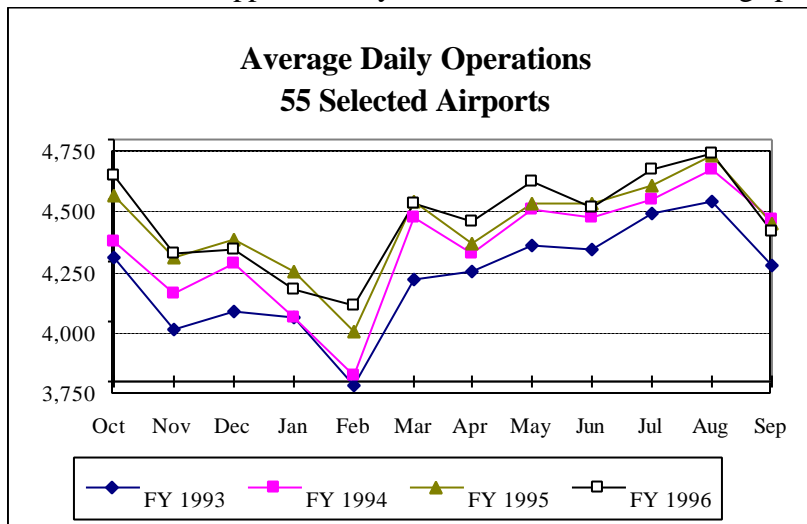
OPERATIONS

In addition, the President's Budget continues funding for proven Administration initiatives such as the highly successful contract tower program and restores reductions taken in FY 1997 for technical training and for moving air traffic controllers where they are most needed.

Detailed information in support of this budget request is presented by line of business.

AIR TRAFFIC SERVICES -- \$4,192 million

Air Traffic Services incorporates Air Traffic and Airway Facilities and is the operations and maintenance arm of the national airspace system (NAS). Consisting of air traffic controllers, engineers and technicians, pilots and flight inspection personnel, business managers, and support staff, Air Traffic Services controls approximately 156,000 takeoffs and landings per day, provides 24 hours of air traffic



control daily, operates and maintains 37,000 facilities and pieces of equipment, maintains 8,200 terminal instrument flight procedures and 9,000 airway segments, conducts over 11,000 flight inspections per year nationally and internationally, assigns and protects more than 40,000 aeronautical radio frequencies used in air traffic control, and directs the modernization of the NAS infrastructure.

Figure 5



OPERATIONS

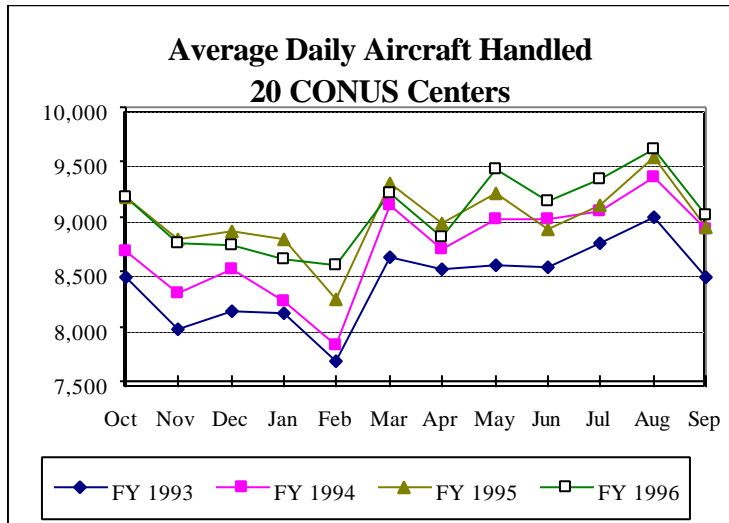


Figure 6

In FY 1998, the FAA will (1) increase its safety-critical controller and maintenance work forces by hiring an additional 500 new controllers and 25 new field maintenance technicians; (2) expand its use of weather observers at sites where Flight Service Stations will close, and augment the Automated Surface Observing System (ASOS) at sites where aviation weather responsibilities were transferred to the FAA from the National Weather Service; (3) continue its initiative to convert FAA low-activity Level I visual flight rule (VFR) towers to contract operation; and (4) bring on-

line new safety and capacity air traffic control equipment.

There are five major Air Traffic Services subactivities:

The Air Traffic subactivity is responsible for safe and efficient control of air traffic 365 days a year, 24 hours a day, through the operation of 480 towers, 27 terminal radar approach control, and 24 en route centers. In addition, Air Traffic maintains a network of flight service stations, which provide flight and weather information and record flight plans (mostly for general aviation pilots). For FY 1998, this subactivity requires \$2,535 million.

The NAS Logistics subactivity is responsible for depot and limited field maintenance; supply support for NAS equipment and agency aircraft; replenishment and repair of spares; procurement activities in the regions and at the Mike Monroney Aeronautical Center; the purchasing, leasing, and management of real estate including land, office space, and specialized facilities; and material and property management and administrative services to support the day-to-day operations of the agency. For FY 1998, this subactivity requires \$181 million.

The purpose of the Systems Maintenance subactivity is to provide for the maintenance, repair, and engineering of over 37,000 facilities and equipment comprising the NAS, including air traffic control equipment, navigation and landing aids, flight service facilities, and support of FAA plant facilities. For FY 1998, this subactivity requires \$1,065 million.



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The Leased Telecommunications subactivity provides the critical Air Traffic Control telecommunications link in the process that begins with identification of a NAS requirement and ends with the commissioning and operation of a new NAS facility. It also provides FAA-wide telecommunication services. Because of the very nature of these activities, these expenditures are largely mandatory if the essential operational nature of the FAA is not to be impaired. For FY 1998, this subactivity requests \$347 million.

The purpose of the Flight Inspection and Procedures subactivity is to promote and ensure aviation safety by providing in-flight investigation of air navigation aids and instrument flight procedures, developing and maintaining flight procedures, and conducting periodic flight checks of FAA facilities. For FY 1998, this subactivity requests \$64 million.

AVIATION REGULATION AND CERTIFICATION -- \$614 million

The mission of the Regulation and Certification (AVR) organization is to promote aviation safety. To fulfill this mission, AVR:

- Establishes safety standards governing the design and manufacture of aircraft, engines, and other aeronautical products; operational maintenance and the training of aircraft, airmen and aviation mechanics; and medical qualification of airmen and air traffic controllers.
- Monitors safety performance by conducting safety inspections and surveillance, initiating enforcement actions where appropriate, and participating in accident investigations.
- Issues and maintains certificates for design and manufacturing of aircraft and aircraft parts; certificates and licenses for operators, air agencies, and airmen; medical certificates for airmen; aircraft registrations; and designee appointment and monitoring.
- Manages the FAA rulemaking program which is the primary means by which safety standards and policy are drafted, opened to public comment, and finalized.
- Conducts aviation safety education and research.

For FY 1998, AVR requests \$614 million to meet existing and anticipated workload requirements. Included in the request is funding to support a staffing increase of 326 to continue implementation of the recommendations of the Deputy Administrator's 90-day Safety Review and the multi-year effort to increase inspector and field support staff required to reverse the decline in this work force from FY 1992 through FY 1994. In addition, funding increases are requested for training/proficiency flying, Challenge 2000 initiatives, and NAS Handoff requirements.



OPERATIONS

CIVIL AVIATION SECURITY -- \$99 million

Civil Aviation Security is responsible for the protection of the U.S. traveling public in commercial air transportation against terrorist and other criminal acts, and for determining on behalf of the U.S. Government that civil aviation is secure. This function is performed by ensuring that airports and air carriers implement required security measures. Because terrorists seek to destroy public confidence in the safety of air travel and disrupt this vital segment of the U.S. and world economies, the continued growth of commercial air transportation depends on the success of aviation security. Protecting aviation's infrastructure--FAA facilities and equipment-- and the employees who run them, is also Security's responsibility. The Civil Aviation Security Program also assists in the interdiction of drugs and narcotics coming into the United States.

In FY 1998, the number of security agents will increase by 173.

ADMINISTRATION OF AIRPORTS -- \$48 million

The Administration of Airports covers the identification, planning, development, capacity enhancements, and safety certification of the nation's system of public airports to serve the needs of civilian aviation in 50 states and territories. For FY 1998, the Administration of Airports requests 485 employees.

RESEARCH AND ACQUISITIONS -- \$93 million

Research and Acquisitions is responsible for the research, design, development, acquisition, and implementation of infrastructure improvements and modernization efforts for the NAS. It operates and maintains the William J. Hughes Technical Center in Atlantic City, New Jersey, and manages the FAA's corporate information technology resources. An additional \$2.5 million is requested in FY 1998 to sustain operations and for maintenance of all buildings, grounds, security services, utilities, and equipment replacement at the Technical Center to continue NAS testing and evaluation activities at full operating levels.

COMMERCIAL SPACE TRANSPORTATION -- \$6 million

Commercial Space Transportation (AST) ensures safety in the commercial space transportation industry through its process of issuing launch licenses and launch site operator licenses and the development of the regulatory framework for the industry. In addition, AST promotes, encourages, and facilitates the development of the U.S. commercial space industry and, with the U.S. Trade Representative, plays a role in assuring fairness in international trade in space launches. For FY 1998, AST requests funding for mandatory pay and inflation increases over the FY 1997 funding level.



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ADMINISTRATION -- \$262 million

The Administration line of business provides accounting, budget, management analysis, data systems, and human resource services. In addition, it is responsible for headquarters facility management, the Washington flight program (Hangar 6), and aircraft program policy and plans. In FY 1998, the funding for Workers' Compensation payment and technical training will be distributed to the lines of business. For FY 1998, the budget requests an increase of \$0.7 million for cost accounting and information resource management initiatives. For FY 1998, the Administration line of business requires 1,501 employees, an increase of 5 employees due to the cost accounting initiative. In addition, General Services Administration (GSA) rent payments are included in FY 1998 based on the decision to decentralize those payments rather than continue to have payments to GSA centrally funded by the OST.

STAFF OFFICES -- \$72 million

These independent offices, reporting directly to the Administrator and Deputy Administrator, are responsible for establishing, directing, and evaluating agency programs and policy. Their services include system safety, legal counsel, congressional liaison, public affairs, civil rights, policy, planning, international aviation, and the Administrator's and Deputy Administrator's executive staff. For FY 1998, the staff offices request 578 employees, an increase of 3 employees due to requirements in systems safety.



OPERATIONS

Table 5

Dollar Resources by Line of Business (Dollars in Millions)

	FY 1996 Actual	FY 1997 Estimate	FY 1998 Request	Percent Change
<i>Air Traffic Services</i>	\$3,615	\$3,801	\$4,192	10.3%
Air Traffic	2,185	2,275	2,535	11.4%
Airway Facilities	1,430	1,526	1,657	8.6%
<i>Airway Regulation and Certification</i>	439	502	614	22.3%
<i>Civil Aviation Security</i>	67	114	99	-13.2%
<i>Airports</i>	41	45	48	6.7%
<i>Research & Acquisition</i>	83	86	93	8.1%
<i>Commercial Space Transportation</i>	6	6	6	0.0%
<i>Administration</i>	322	330	262	-20.6%
Human Resources Management	214	220	83	-62.3%
Other	108	110	179	62.7%
<i>Staff Offices</i>	67	70	72	2.9%
TOTAL OPERATIONS	\$4,641	\$4,955	\$5,386	8.7%

Numbers may not add due to rounding



OPERATIONS

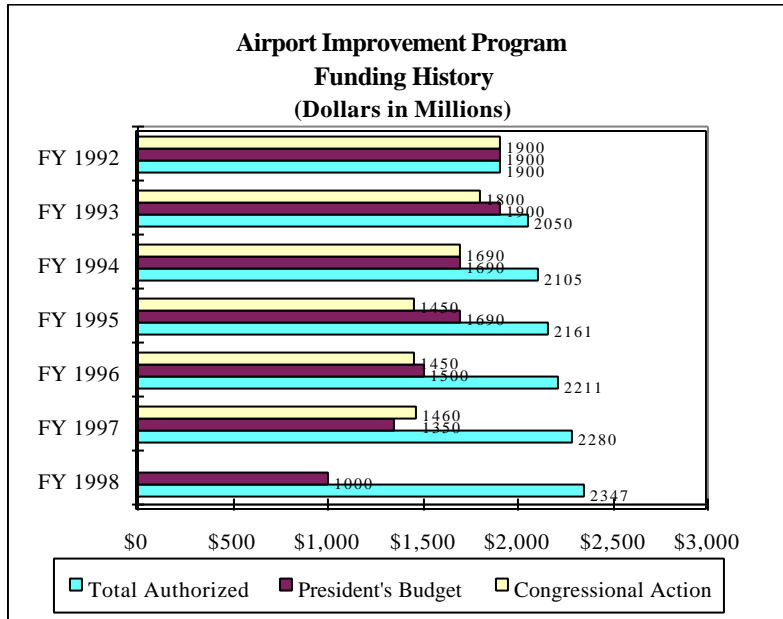
Table 6

Operations Budget by Major Object Class (Dollars in Millions)

		FY 1996 Actual	FY 1997 Estimate	FY 1998 Request
11.1	Full-time permanent	\$2,551	\$2,724	\$2,887
11.3	Other than full-time permanent	23	22	24
11.5	Other personnel compensation	245	272	290
11.8	Special personal services payments	1	1	1
11.9	Total personnel compensation	\$2,820	\$3,019	\$3,202
12.1	Civilian personnel benefits	718	730	783
13.0	Benefits for former personnel	1	5	3
21.0	Travel and transportation of persons	76	90	110
22.0	Transportation of things	22	17	19
23.2	Rental payments to others	26	27	28
23.3	Comm., utilities and miscellaneous charges	360	390	480
24.0	Printing and reproduction	8	6	6
25.0	Other services	479	578	663
26.0	Supplies and materials	85	82	81
31.0	Equipment	45	10	10
42.0	Insurance claims and indemnities	1	1	1
99.0	Subtotal, direct obligations	\$4,641	\$4,955	\$5,386



GRANTS-IN-AID FOR AIRPORTS



The FY 1998 request is for a \$1.0 billion obligation limitation for Airport Improvement grants to eligible airports to enhance capacity, emphasize safety and security needs, and mitigate noise. Airport funding is further augmented by continued implementation of PFC's. At the end of calendar year 1996, 262 airports were approved to collect PFC's totaling \$14.26 billion over the next 40 years.

Figure 7

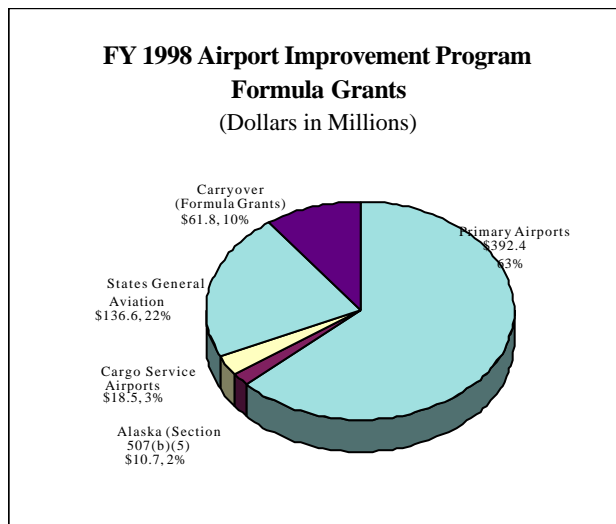


Figure 8

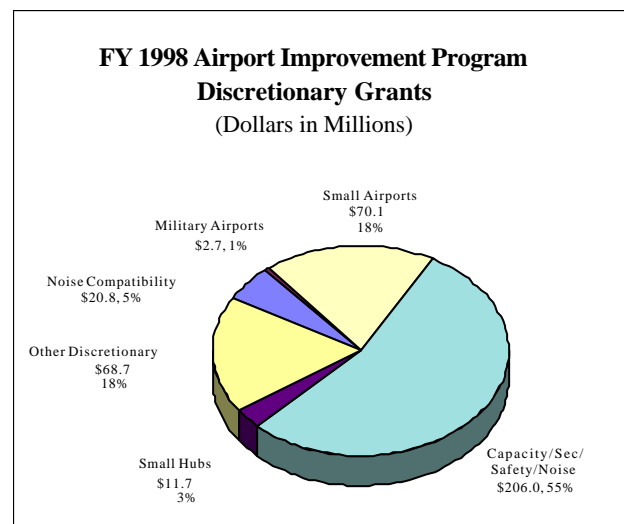


Figure 9



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FACILITIES AND EQUIPMENT

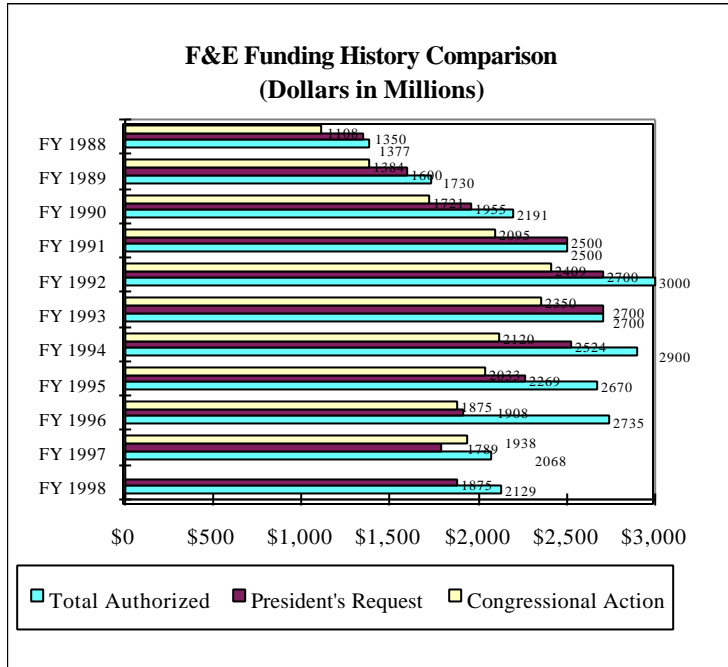


Figure 10

For FY 1998, \$1.875 billion, a percent decrease (-\$63 million) from FY 1997 as enacted, is requested in the Facilities and Equipment (F&E) appropriation to fund planned facility improvements, equipment development and procurement, and the necessary technical support for systems installation. The funding requested for FY 1998 supports the FAA's comprehensive CIP to modernize and improve the NAS to accommodate demands for aviation services, maximize operational efficiency, constrain costs, modernize automation and communication technology and systems, and deal with aging facilities.

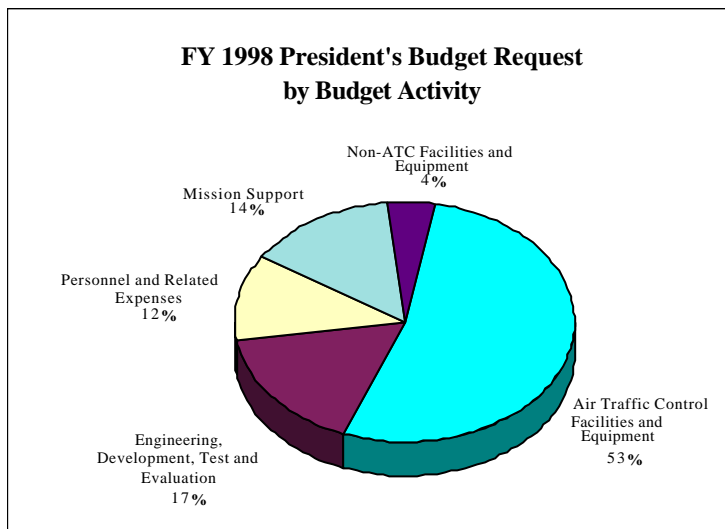


Figure 11

The F&E budget consists of five activities which fund the FAA's effort to modernize and improve air traffic control systems and facility improvements. Summaries of these activities follow.

Major FY 1998 programs
(\$ in Millions)

En Route Automation Program.....	\$214.2
Wide Area Augmentation System (WAAS) for GPS.....	152.8
Terminal Automation Program.....	108.0
ARTCC Building Improvements/Plant Improvements	98.6
Terminal Air Traffic Control Facilities - Replace	62.0
Technical Services Support Contract (TSSC).....	54.7
Voice Switching and Control System (VSCS).....	50.7
Transition Engineering Support	44.8



FACILITIES AND EQUIPMENT

ENGINEERING, DEVELOPMENT, TEST, AND EVALUATION

To maintain an acceptable level of service in the face of the growing volume of traffic, a number of deficiencies in the current system must be addressed. The en route automation program will, over time, overcome these deficiencies and provide additional benefits to the users. For FY 1998, funding is requested for the standard terminal automation replacement system (STARS) to test and enhance commercial-off-the-shelf (COTS)/non-developmental item (NDI)-based automated radar terminal systems for initial use in terminal radar approach control facilities and to develop the final system capability. Also in FY 1998, funding is requested in budget activity one to continue the development, test, and fielding of the wide area augmentation system (WAAS) initial operating system.

PROCUREMENT AND MODERNIZATION OF AIR TRAFFIC CONTROL FACILITIES AND EQUIPMENT

Initiatives in this activity will reduce delays and improve safety at congested airports. In addition, the FAA must invest in the necessary infrastructure to support local airport improvement projects to ensure that added demand for airspace and airport capacity is met efficiently. The funding requested for the display system replacement (DSR) will continue the production of state-of-the-art automation equipment that will provide controllers the capability to better handle the increases in air traffic volume. In FY 1997, the program will procure 12 DSR systems, deliver one DSR system for test and integration at the FAA Academy, and deliver a second system to the FAA Technical Center for conducting systems acceptance testing and operational test and evaluation. The FY 1998 funding will complete the production of the last nine DSR systems; and provide for delivering, installing, site testing, and conducting training on the 12 systems procured in FY 1997. The Voice Switching and Control System (VSCS) will provide a voice communications system which performs the intercom, interphone, and air/ground voice connectivity and control functions needed for air traffic control operations and will reduce leased costs, increase modularity and growth capability, and increase controller productivity over current services. Of the amount requested in FY 1998, the majority will support program management, site preparation and site readiness for installing VSCS Console Equipment into the DSR common consoles; completing VSCS Training and Backup Switch (VTABS) activities (including development, factory, and operational test and evaluation, initial operational unit production, conducting early training, and incidental site preparation work. In addition, activity two WAAS funding will support the continued development of standards, certification, facilities and procedures for the operational use of the WAAS in the NAS. Satellite, ground uplink, and terrestrial communication leases for the initial operating system will begin. Work will begin to develop WAAS precision approach procedures, including completing obstacle clearance surveys to enable Category I approaches.

Other programs funded in this activity include the modernization and improvement of existing buildings and plant equipment which house and support NAS navigation, communications, surveillance, and



FACILITIES AND EQUIPMENT

visual/electronic landing systems. Also funded under this activity is the removal of leaking fuel storage tanks , site cleanup, and disposal of tanks, engine generators, and associated electrical equipment.

PROCUREMENT AND MODERNIZATION OF NON-AIR TRAFFIC CONTROL FACILITIES AND EQUIPMENT

This activity includes general facility support requirements which apply to a wide range of FAA installations. A national program has been established to ensure that all FAA facilities meet existing and future Federal, State, and local environmental regulations for the cleanup of hazardous substances resulting from FAA activities. Funds requested will assess the severity of the problem, and, if environmental damage has occurred, feasibility studies will be conducted to determine the extent of contamination and the best technology to be used for cleanup.

FACILITIES AND EQUIPMENT MISSION SUPPORT

This activity includes system engineering and integration and transition engineering support contracts which provide technical and management support in all phases of CIP implementation schedules.

PERSONNEL AND RELATED EXPENSES

Funding for all personnel compensation, benefits, travel, and related expenses associated with F&E programs are budgeted under one consolidated activity. These funds directly support FAA personnel who are primarily responsible for NAS equipment installation and implementation.



FACILITIES AND EQUIPMENT

Table 7 F&E Activities by Budget Line Item

FY 1997 Enacted	FY 1998 Request	TITLE	FY1997 Enacted	FY 1998 Request
ACTIVITY 1. Engineering, Development, Test and Evaluation				
A. En Route Programs				
1A01	1A01	Aviation Weather Services Improvements	\$19,942.0	\$23,000.0
1A03	1A02	Oceanic Automation System	39,000.0	32,000.0
1A04	1A03	Next Generation Very High Frequency (VHF) Air/Ground (A/G) Communications System	2,090.0	7,400.0
	1A04	Air Traffic Management (ATM)	0.0	18,240.0
1A02		En Route Automation Program	96,500.0	0.0
1A05		Voice Switching And Control System (VSCS) - EDT&E	13,300.0	0.0
1AH1		Wide Area Augmentation System (WAAS) For GPS	95,000.0	0.0
1AH2		National Satellite Test Bed	11,500.0	0.0
Subtotal - En Route Programs			\$277,332.0	\$80,640.0
B. Terminal Programs				
1B01	1B01	Terminal Digital Radar (ASR-11)	13,300.0	42,200.0
1B02	1B02	Terminal Automation Program	48,000.0	68,000.0
1B04	1B03	Weather Systems Processor (WSP)	8,055.0	6,200.0
1B03		NAS Infrastructure Management System (NIMS)	6,000.0	0.0
1B05		Airport Surface Target Identification System (ATIDS)	4,000.0	0.0
Subtotal - Terminal Programs			\$79,355.0	\$116,400.0
D. Landing and Navigational Aids Programs				
1D01	1D01	Local Area Augmentation System (LAAS)	6,000.0	6,500.0
1DS1	1D02	Wide Area Augmentation System (WAAS) For GPS	0.0	101,530.0
Subtotal - Landing And Navigational Aids Programs			\$6,000.0	\$108,030.0
E. Research, Test and Evaluation Equipment and Facilities				
1E01	1E01	Independent Operational Test And Eval (IOT&E) Support	3,500.0	3,200.0
1E02	1E02	FAA Technical Center - Technical Building Lease	5,290.0	5,290.0
1E05	1E04	NAS Improvement of System Support Laboratory	2,000.0	2,000.0
1E06	1E05	Technical Center Facilities	9,000.0	7,000.0
1E03		Utility Plant Modifications	910.0	0.0
Subtotal, Research, Test And Evaluation Equipment and Facs			\$20,700.0	\$17,490.0
Total Activity 1			\$383,387.0	\$322,560.0



FACILITIES AND EQUIPMENT

FY 1997 Enacted	FY 1998 Request	TITLE	FY1997 Enacted	FY 1998 Request
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ACTIVITY 2. Air Traffic Control Facilities and Equipment
A. En Route Programs

2A01	2A01	Long Range Radar (LRR) Program - Replace/Establish	\$16,500.0	\$6,600.0
2A02	2A02	En Route Automation Program	106,100.0	214,240.0
	2A03	Next Generation Weather Radar (NEXRAD) - Provide	0.0	3,000.0
2A03	2A04	Air Traffic Operations Management System (ATOMS)	1,000.0	1,000.0
2A04	2A05	Weather and Radar Processor (WARP)	24,650.0	24,400.0
2A05	2A06	Aeronautical Data Link (ADL) Applications	17,425.0	8,000.0
2A06	2A07	ARTCC Building Improvements/Plant Improvements	62,087.0	98,551.7
2A07	2A08	Voice Switching and Control System (VSCS)	101,700.0	50,700.0
2A08	2A09	Remote Communications Facilities (RCF) - Expand/Relocate	2,825.0	1,440.0
2A09	2A10	Air Traffic Management (ATM)	38,000.0	44,200.0
2A10	2A11	Data Multiplexing Network (DMN)	3,900.0	3,900.0
	2A12	Critical Communications Support	0.0	4,300.0
2A13	2A13	DOD Base Closure - Facility Transfer	500.0	2,200.0
2A14	2A14	Back-Up Emergency Communications (BUEC)	3,000.0	8,500.0
	2A15	Air/Ground Communication Radio Frequency Interference (RFI) Elimination	0.0	2,000.0
2A15	2A16	ATC Beacon Interrogator (ATCBI) - Replace	1,000.0	7,400.0
2AH3	2A17	Low Density Radio Communications Link (LDRCL)	40,000.0	29,840.0
	2A18	En Route Radar Facilities Improvement	0.0	6,748.3
2A11	2A19	En Route Communications and Control Facilities Improvement	3,265.0	918.3
2A12		Satellite Communications Circuit Back-Up	2,000.0	0.0
2AS1		Volcano Monitoring	2,000.0	0.0
Subtotal - En Route Programs			\$425,952.0	\$517,938.3

B. Terminal Programs

2B01	2B01	Terminal Doppler Weather Radar (TDWR) - Provide	4,655.0	4,800.0
2B03	2B02	Terminal Automation Program	16,300.0	40,000.0
2B06	2B03	Terminal Air Traffic Control Facilities - Replace	74,400.0	62,000.0
2B07	2B04	Air Traffic Control Tower (ATCT)/Terminal Radar Approach Control (TRACON) Facilities - Improve	16,354.0	18,631.1
2B08	2B05	Terminal Voice Switch Replacement (TVSR)/Enhanced Terminal Voice Switch (ETVS)	12,300.0	9,940.0
	2B06	Radio Control Equipment (RCE) - Provide	0.0	3,000.0
2B11	2B07	NAS Facilities Occupational Safety Health Administration (OSHA) and Environmental Standards Compliance	21,000.0	43,700.0
2B12	2B08	Chicago TRACON	2,900.0	4,700.0



FACILITIES AND EQUIPMENT

FY 1997 Enacted	FY 1998 Request	TITLE	FY1997 Enacted	FY 1998 Request
2B13	2B09	New Austin Airport at Bergstrom	\$16,900.0	\$3,700.0
2B14	2B10	Potomac TRACON	1,000.0	2,600.0
2B16	2B11	Denver TRACON	4,000.0	1,200.0
2B17	2B12	Northern California TRACON	7,500.0	21,700.0
2B18	2B13	Atlanta TRACON	6,500.0	15,600.0
2B19	2B14	Tower Automation Program	10,000.0	2,000.0
2B20	2B15	Voice Recorder Replacement Program (VRRP)	4,000.0	3,000.0
	2B16	NAS Infrastructure Management System (NIMS)	0.0	26,750.0
	2B17	Airport Surveillance Radar (ASR-9)	0.0	23,700.0
2B09	2B18	Terminal Radar (ASR) - Improve	4,445.0	3,240.6
2B21	2B19	Terminal Communications Improvements	3,406.0	2,189.0
2B02		Mode S - Provide	3,980.0	0.0
2B04		Airport Movement Area Safety System (AMASS)	15,393.0	0.0
2B05		Remote Maintenance Monitoring System (RMMS) - Provide	17,900.0	0.0
2B10		Airport Surface Detection Equipment (ASDE)	4,000.0	0.0
2B15		Southern California TRACON	5,700.0	0.0
2BH4		GRR/GRT Radio Replacement	12,000.0	0.0
Subtotal - Terminal Programs			\$264,633.0	\$292,450.7

C. Flight Service Programs

2C01	2C01	Automated Surface Observing System (ASOS)	12,644.0	14,850.0
2C02	2C02	FSAS Operational and Supportability Implementation System (OASIS)	500.0	4,900.0
	2C03	Digital Altimeter Setting Indicators (DASI) - Replace	0.0	1,600.0
	2C04	Flight Service Facilities Improvement	0.0	1,418.5
2CH5		Automated Weather Observing System (AWOS)	550.0	0.0
2CS1		Airport Weather Observing System (AWOS)/ASOS Augmentation	550.0	0.0
Subtotal - Flight Service Programs			\$14,244.0	\$22,768.5

D. Landing and Navigational Aids Programs

2D01	2D01	Very High Frequency (VHF) Omnidirectional Range (VOR) with Distance Measuring Equipment (VOR/DME)	1,900.0	2,445.0
2D02	2D02	Instrument Landing System (ILS) - Establish/Upgrade	2,900.0	3,000.0
	2D03	ILS - Replace Mark 1A, 1B, and 1C	0.0	2,200.0
2D04	2D04	Low Level Windshear Alert System (LLWAS)	17,399.0	4,300.0
2D05	2D05	Runway Visual Range (RVR)	3,000.0	3,500.0
2D07	2D06	Gulf Of Mexico Offshore Program	5,950.0	3,200.0
	2D07	ILS - Replace Wilcox Category II/III	0.0	\$2,745.0



FACILITIES AND EQUIPMENT

FY 1997 Enacted	FY 1998 Request	TITLE	FY1997 Enacted	FY 1998 Request
2D09	2D08	Wide Area Augmentation System (WAAS) for GPS	0.0	51,300.0
	2D09	Non-Directional Beacon (NDB) - Sustain	0.0	1,400.0
2D10	2D10	Navigational and Landing Aids - Improve	\$3,744.0	2,402.5
2D03		Approach Lighting System Improvement Program (ALSIP)	2,000.0	0.0
2D06		Instrument Approach Procedures Automation (IAPA)	2,400.0	0.0
2D08		ILS - Replace GRN 27	9,000.0	0.0
2DH6		Loran-C Upgrades	4,650.0	0.0
2DS1		Precision Approach Path Indicators (PAPI)	3,125.0	0.0
2DS2		Anemometers	375.0	0.0
Subtotal - Landing And Navigational Aids			\$56,443.0	\$76,492.5

E. Other ATC Facilities Programs

2E01	2E01	Alaskan NAS Interfacility Communications System (ANICS)	12,000.0	8,600.0
2E02	2E02	Fuel Storage Tank Replacement and Monitoring	40,000.0	30,000.0
2E03	2E03	FAA Buildings and Equipment - Improve/Modernize	12,600.0	10,000.0
2E04	2E04	Electrical Power Systems - Sustain/Support	15,000.0	16,200.0
2E05	2E05	Air Navigational Aids and ATC Facilities (Local Projects)	2,000.0	2,000.0
	2E06	Airport Cable Loop Systems - Sustained Support	0.0	500.0
2E08	2E07	Computer Aided Engineering Graphics (CAEG) Replacement	1,500.0	1,000.0
2E07	2E08	Aircraft Related Equipment Program	4,900.0	2,000.0
	2E09	Aircraft Fleet Modernization	0.0	2,701.0
Subtotal - Other ATC Facility Programs			\$88,000.0	\$73,001.0
Total Activity 2			\$849,272.0	\$982,651.0

ACTIVITY 3. Non-ATC Facilities and Equipment

A. Support Equipment

3A01	3A01	NAS Management Automation Program (NASMAP)	0.0	1,000.0
3A02	3A02	Hazardous Materials Management	15,000.0	20,000.0
3A04	3A03	Aviation Safety Analysis System (ASAS)	19,400.0	16,800.0
3A05	3A04	Operational Data Management System (ODMS)	5,100.0	1,600.0
3A07	3A05	Logistics Support System and Facilities	1,500.0	9,749.0
3A08	3A06	Test Equipment - Maintenance Support for Replacement	1,000.0	500.0
3A09	3A07	Integrated Flight Quality Assurance	2,000.0	4,000.0
3A10	3A08	Safety Performance Analysis System (SPAS)	2,600.0	4,100.0
3A11	3A09	Performance Enhancement Systems (PENS)	5,400.0	11,000.0
3A12	3A10	National Aviation Safety Data Analysis Center (NASDAC)	\$3,700.0	\$2,000.0
3A03		National Airspace System Recovery Communications (RCOM)	\$1,500.0	0.0
3A06		FAA Employee Housing - Provide	5,000.0	0.0



FACILITIES AND EQUIPMENT

FY 1997 Enacted	FY 1998 Request	TITLE	FY1997 Enacted	FY 1998 Request
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3A13		Explosive Detection Systems (EDS)	144,200.0	0.0
<i>Subtotal - Support Equipment</i>			\$206,400.0	\$70,749.0

B. Training Equipment and Facilities

3B01	3B01	Distance Learning	3,000.0	5,500.0
3B02	3B02	National Airspace System (NAS) Training Facilities	1,000.0	1,500.0
	3B03	Aeronautical Center Training and Support Facilities	0.0	6,000.0
<i>Subtotal - Training, Equipment And Facilities</i>			\$4,000.0	\$13,000.0
<i>Total Activity 3</i>			\$210,400.0	\$83,749.0

ACTIVITY 4, Mission Support

A. System Support and Services

4A01	4A01	System Engineering and Development Support	31,341.0	31,930.0
4A02	4A02	Program Support Leases	29,600.0	27,500.0
4A03	4A03	Logistics Support Services (LSS)	8,800.0	6,000.0
4A04	4A04	Mike Monroney Aeronautical Center - Lease	15,500.0	15,200.0
4A05	4A05	In-Plant NAS Contract Support Services	4,800.0	2,500.0
4A06	4A06	Transition Engineering Support	47,500.0	44,800.0
4A07	4A07	Frequency and Spectrum Engineering - Provide	1,200.0	1,500.0
4A08	4A08	Permanent Change-of-Station (PCS) Moves	8,500.0	3,800.0
4A09	4A09	FAA Corporate Systems Architecture	6,500.0	5,200.0
4A10	4A10	Technical Support Services Contract (TSSC)	65,900.0	54,700.0
4A11	4A11	Resource Tracking Program (RTP)	1,000.0	500.0
4A12	4A12	Center For Advanced Aviation System Development	57,000.0	55,300.0
	4A13	FY 2000 Computer Replacement	0.0	18,000.0
<i>Total Activity 4</i>			\$277,641.0	\$266,930.0

5ALL	5ALL	Personnel and Related Expenses	\$217,000.0	\$219,110.0
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TOTAL **\$1,937,700.0** **\$1,875,000.0**



RESEARCH, ENGINEERING AND DEVELOPMENT

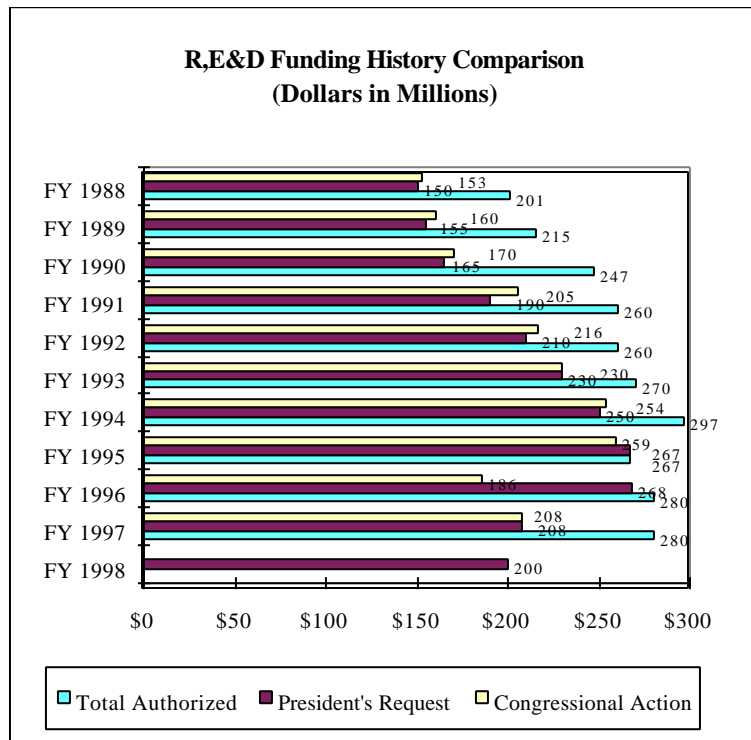


Figure 12

For FY 1998, \$200 million is requested to support the R,E&D program. This request represents a 4 percent reduction from the FY 1997 enacted level of \$208.4 million. The FY 1998 request will require the FAA to continue streamlining at a severely constrained level for most R,E&D activities. However, the FAA will be able to maintain Safety Technology and Systems Security programs at the FY 1998 President's Budget support level. This funding request will allow the FAA to adequately fund the FAA-Boeing partnership for runway research, and will allow the FAA to pursue innovative research in Human Factors and Aerospace Medicine.

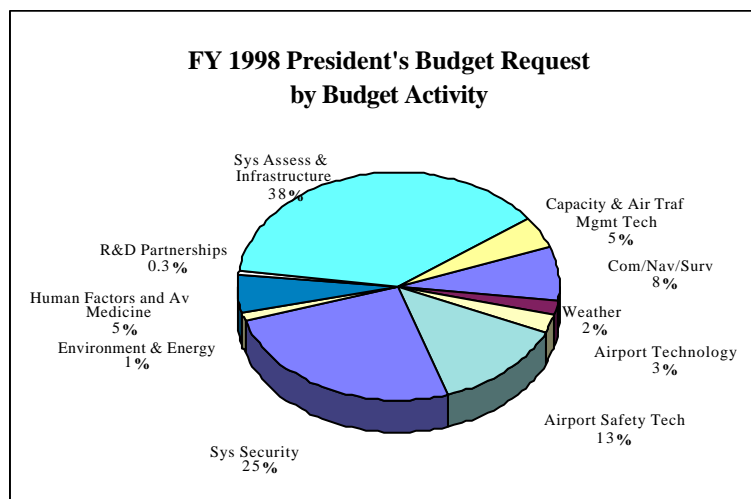


Figure 13

The FAA R,E&D program has made significant contributions that assure the safety, capacity, and cost effectiveness of the air transportation system to meet increasing demands and user requirements. The R,E&D program has made significant contributions to the development of effective standards, regulations, and guidance materials necessary to support the agency's regulatory mission. The following activities are examples of future benefits that will be attained from a continued investment in FAA R,E&D programs.



-
- Implementation of new Air Traffic Management concepts that will allow users greater flexibility in how they operate their aircraft with accompanying decreases in their operating costs.
 - Improved and additional weather products that allow more effective utilization of airspace.
 - Research and development of Explosives Weapons Detection activities, including the development of initiatives to increase detection activities at the nation's airport facilities.
 - Research products in weather, aircraft safety technology, and human factors that will enable all the aviation community to move ahead towards the objective of "zero accidents".



RESEARCH, ENGINEERING AND DEVELOPMENT

Table 8

Research, Engineering and Development Summary of Request by Activity/Program (Dollars in Thousands)

Program Area/Program	FY 1997 Enacted	FY 1998 Request
1 System Assessment and Infrastructure	\$13,660	\$75,550
a. R,E&D Plans and Programs	1,860	1,164
b. Technical Laboratory Facility	6,600	3,341
c. Center for Advanced Aviation System Development	5,200	5,444
d. Personnel and Related Expenses	0	65,601
2 Capacity & Air Traffic Management Technology	34,889	9,108
a. Traffic Flow Management	4,000	2,986
b. Oceanic Automation Program	6,539	0
c. Runway Incursion Reduction	6,000	2,990
d. System Capacity, Planning and Improvements	8,950	1,367
e. Cockpit Technology	3,000	1,765
f. General Aviation and Vertical Flight Technology Program	2,600	0
g. Modeling, Analysis, and Simulation	3,800	0
h. Free Flight Implementation	0	0
3 Communication, Navigation and Surveillance	19,000	15,132
a. Communication	6,000	4,706
b. Navigation	13,000	10,426
4 Weather	13,000	3,982
a. Weather Program	13,000	3,982
5 Airport Technology	5,200	5,458
a. Airport Technology	5,200	5,458
6 Aircraft Safety Technology	36,504	26,625
a. Fire Research and Safety	6,993	2,049
b. Advanced Materials/Structural Safety	3,065	1,700
c. Propulsion and Fuel Systems	3,400	1,691
d. Flight Safety/Atmospheric Hazards Research	2,063	1,660
e. Aging Aircraft	13,889	12,966
f. Aircraft Catastrophic Failure Prevention Research	3,094	1,270
g. Aviation Safety Risk Analysis	4,000	5,289
7 System Security Technology	57,055	49,895
a. Explosives and Weapons Detection	41,397	36,200
b. Airport Security Technology Integration	3,758	4,000
c. Aviation Security Human Factors	5,039	4,695
d. Aircraft Hardening	6,861	5,000
8 Human Factors (HF) and Aviation Medicine	23,504	10,737
a. Flight Deck/Maintenance/System Integration Human Factors	10,898	7,272
b. Air Traffic Control/Airway Facilities Human Factors	8,606	3,078
c. Aeromedical Research	4,000	387
9 Environment and Energy	3,600	2,891
a. Environment and Energy	3,600	2,891
10 R&D Partnerships	2,000	622
a. R&D Partnerships	2,000	622
TOTAL, R,E&D	\$208,412	\$200,000



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AIRPORT AND AIRWAY TRUST FUND

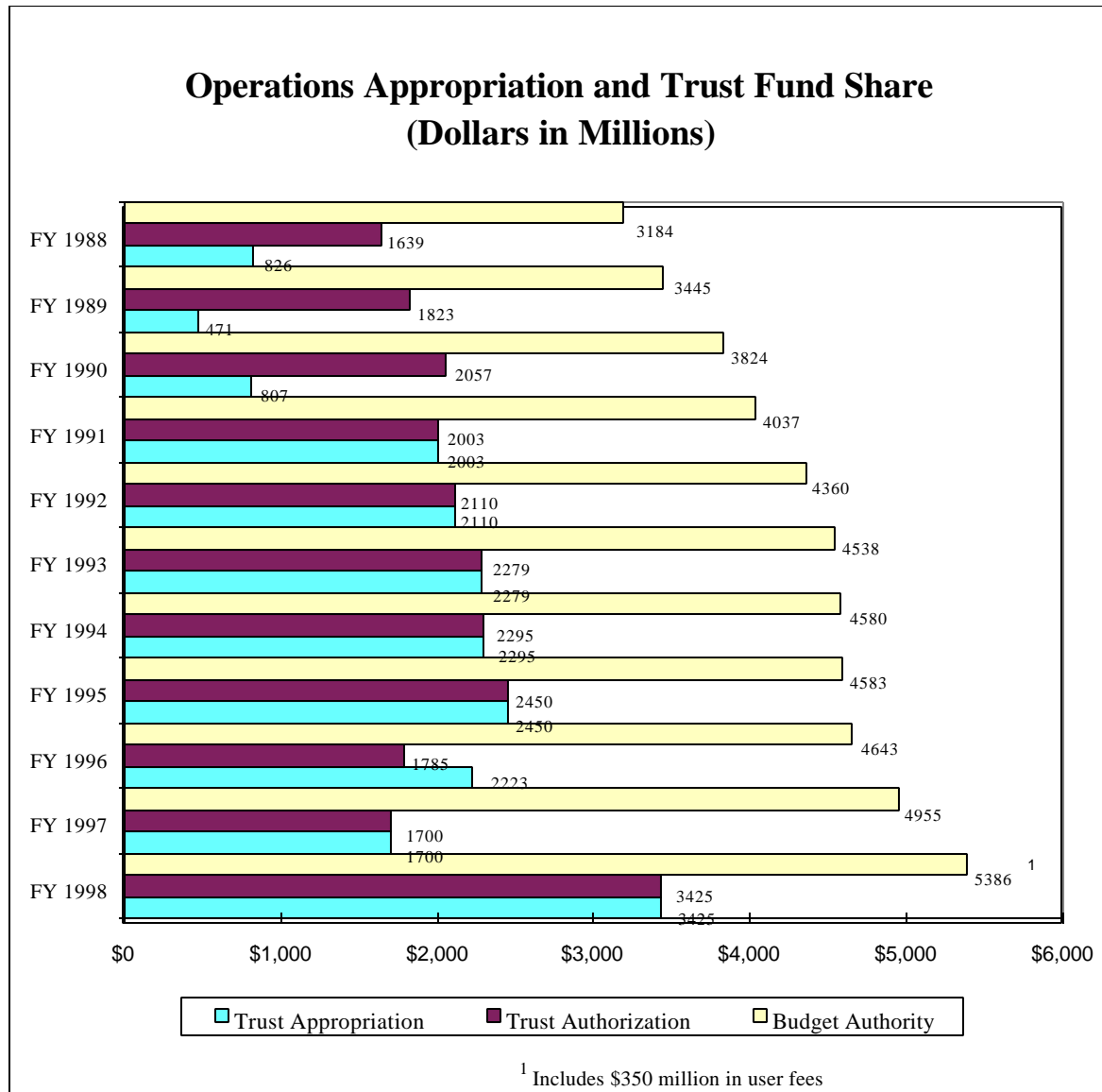


Figure 14



AIRPORT AND AIRWAY TRUST FUND

Table 9

Airport and Airway Trust Fund Amounts Available for Appropriation (Dollars in Millions)

	FY 1996 Actual	FY 1997 Estimate	FY 1998 Estimate
Balance, start of year	\$5,167	\$2,516	\$2,500
Receipts ²			
Excise taxes	2,369	1,439	
Interest.....	759	532	
Excise taxes, legislative proposal.....		3,384	6,351
Interest, legislative proposal.....			486
Total Receipts.....	3,128	5,355	6,877
Total: Balances and collections.....	8,295	7,871	9,377
Appropriations:			
Facilities and equipment	(1,866)	(1,938)	(1,875)
Research, engineering and development	(186)	(208)	(200)
Grants-in-aid for airports.....	(1,500)	(1,500)	(1,500)
Appropriation	1,500	1,500	1,500
Appropriation	(1,450)	(1,460)	(1,000)
Trust fund share of FAA operations.....	(2,223)	(1,700)	(3,425)
Payments to Air Carriers	(23)	(26)	
Appropriation	23	26	
Appropriation	(39)	(39)	(39)
Trust Fund Share of Rental Payments	(42)	(39)	
Subtotal appropriations	(5,806)	(5,384)	(6,539)
Unobligated balance returned to receipts	16	13	39
Total balance, end of year.....	2,516	2,500	2,877
Unexpended balance brought forward:			
U.S. securities (par).....	11,145	7,681	7,800
Uninvested balance	220	194	
Total balance, start of year.....	\$11,365	\$7,875	\$7,800

² Assumes taxes will be established on April 1, 1997, and assumes recapture in the Trust Fund of December 1996 tax liabilities currently going to the General Fund.



AIRPORT AND AIRWAY TRUST FUND

Table 9 (cont'd)

Airport and Airway Trust Fund Amounts Available for Appropriation (Dollars in Millions)

	FY 1996 Actual	FY 1997 Estimate	FY 1998 Estimate
Cash income during the year:			
Government receipts:			
Passenger ticket tax.....	\$2,123	\$4,212	\$5,556
Waybill tax.....	151	316	413
Fuel tax.....	3	126	181
International departure tax.....	128	209	274
Refund of Taxes	(36)	(40)	(33)
Intragovernmental transaction:			
Interest, Airport and airway trust fund.....	759	532	486
Offsetting Collections			
Facilities and Equipment.....	76	100	100
Research, engineering and development	5	15	15
Total cash income	3,209	5,470	6,992
Cash outlay during the year:			
Grants-in-aid for airports	(1,655)	(1,519)	(1,395)
Facilities and equipment	(2,443)	(1,917)	(1,864)
F&E Offsetting Collections	(76)	(100)	(100)
Research, engineering and development	(233)	(231)	(225)
R,E&D Offsetting Collections	(5)	(15)	(15)
Trust Fund share of FAA Operations	(2,223)	(1,700)	(3,425)
Payments to Air Carriers	(22)	(24)	(10)
Trust Fund Share of rental payments	(42)	(39)	
Total annual outlays.....	(6,699)	(5,545)	(7,034)
Unexpended balance, end of year			
U. S. Securities: Par value	7,681	7,800	7,758
Uninvested balance	194		
Total balance of fund, end of year	7,875	7,800	7,758
Obligated Balance	(4,748)	(4,727)	(4,344)
Unobligated Balance	(750)	(1,482)	(2,793)
Total Commitments	(5,498)	(6,209)	(7,137)
Uncommitted balance, end of year.....	\$2,377	\$1,591	\$621



FISCAL YEAR 1997 FUNDING

Table 10

AMOUNTS AVAILABLE IN FY 1997 (Dollars in Millions)³

	FY 1997 President's Budget	FY 1997 Enacted	Difference
Budget Authority			
Operations	\$4,919	\$4,955	\$36
General	(2,026)	(3,180)	1,154
Trust	(2,743)	(1,700)	(1,043)
User fees	(150)	(75)	(75)
National Civil Aviation Review Commission	0	2	2
Aircraft Purchase Loan Guarantee	*	*	*
Grants-in-Aid to Airports Obligation Limitation	1,350	1,460	110
Facilities and Equipment	1,788	1,938	150
Research, Engineering and Development	195	208	13
Total Amounts Available	\$8,252	\$8,563	\$311
Full Time Equivalents	48,820	49,073	253
Direct	48,406	48,665	259
Operations	45,476	45,735	259
Facilities and Equipment	2,231	2,231	0
Research, Engineering and Development	696	696	0
Aviation Insurance Revolving Fund	3	3	0
Reimbursable	414	408	-6
Operations	353	353	0
Facilities and Equipment	55	55	0
Research, Engineering and Development	6	0	-6

³ Asterisks denote amounts of less than \$1 million



OUTLAYS

Table 11

Summary of Outlays (Dollars in Millions)⁴

	FY 1996 Actual	FY 1997 Estimate	FY 1998 Estimate
Appropriation			
Operations	\$4,599	\$4,887	\$5,020
(General)	(2,376)	(3,187)	(1,595)
(Trust)	(2,223)	(1,700)	(3,425)
User Fees	0	0	314
Facilities and Equipment	2,443	1,917	1,864
Research, Engineering and Development	232	231	225
Grants-in-Aid to Airports	1,655	1,519	1,395
National Civil Aviation Review Commission	0	2	0
Aircraft Purchase Loan Guarantee	*	*	*
Miscellaneous Expired Accounts	*	2	0
Aviation Insurance Revolving Fund	(4)	(4)	(4)
TOTAL Outlays	\$8,925	\$8,554	\$8,814
(General)	(2,372)	(3,187)	(1,905)
(Trust)	(6,553)	(5,367)	(6,909)
Proprietary Receipts:			
Miscellaneous Recoveries & Receipts	*	(1)	(1)
Limitation on Notes:			
Aircraft Purchase Loan Guarantee Defaults	10	0	

⁴ Asterisks denote amounts of less than \$1 million