FISCAL YEAR 2002

BUDGET IN BRIEF

ASSISTANT ADMINISTRATOR FOR FINANCIAL SERVICES/CHIEF FINANCIAL OFFICER
OFFICE OF BUDGET
APRIL 2001

TABLE OF CONTENTS

OVERVIEW

The Federal Aviation Administration's (FAA) Fiscal Year (FY) 2002 President's Budget requests $13.288 billion, an increase of $725[1] million from the FY 2001 enacted level. This budget proposes funding 92 percent of the agency programs from Airport and Airway Trust Fund resources derived from excise taxes and interest.

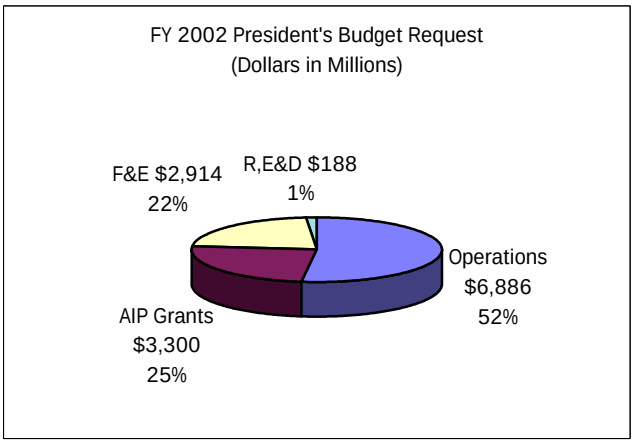


Figure 1

The budget also assumes the collection of $40 million in overflight fees for services provided by the FAA, which will be used for the Essential Air Service (EAS) program.

Table 1 reflects the budget resources proposed in the FY 2002 budget request as compared to FY 2001 enacted levels.

In FY 2002, FAA will continue to focus on themes identified as the FAA strategic goals: safety, security, and system efficiency. The Administration's strong commitment to a safe, efficient, and modern aviation system will be continued, including initiatives to reduce the fatal accident rate on U.S. carriers 80% by 2007 and the upgrading of air traffic control automation to allow efficiencies through more direct flights.

Summary of Funds
(Dollars in Millions)

Appropriation	FY 2001 Enacted	Change	FY 2002 Request
Operations	$6,516	$370	$6,886
(General)	$2,125	-$1,016	$1,109
(Transfer to EAS)	-$14	$14	$0
(Trust)	$4,405	$1,372	$5,777
Grants-in-Aid for Airports (Ob Lim)	$3,193	$107	$3,300
Direct Approp	$2	-$2	$0
Facilities and Equipment	$2,651	$263	$2,914
Research, Engineering & Development	$187	$1	$188
Total	$12,549	$739	$13,288

Table 1

[1] $739 million when the FY 2001 level is adjusted for transfers to the Essential Air Service program

OVERVIEW

OPERATIONS

In FY 2002, the Administration is seeking $6,886 million for FAA Operations, $356 million, or 6 percent, above the level for FY 2001 ($370 million if FY 2001 is adjusted for transfer to EAS). The budget also proposes a staffing increase of 527, or 1 percent above that estimated for the end of FY 2001. As detailed in Table 2, increases of $373 million are proposed, funding growth in our controller workforce and maintaining previously approved increases in security, flight standards, aircraft certification, and commercial space transportation staffs. The increases are offset by savings of $26 million, primarily due to reductions for one-time costs, a reduction in controller-supervisors, and phase out of the contract tower cost sharing and Mid-America Aviation Resource Consortium programs. The budget also includes funding for mandatory pay adjustments and contract increases.

Build-Up of the FY 2002 Operations Budget
(Dollars in Millions)

FY 2001 Enacted			$6,538.9[1]
Decreases:		Increases:	
Non-Recurring Supplemental Funding	-10.6	*Mandatory Increases:*	
Reduction in Air Traffic Supervisors	-5.4	Pay Increases	+272.2
Contract Tower Cost Sharing (CTCS)	-5.0	Non-Pay Increases	+30.2
Mid-America Aviation Resource Consortium	-2.0	**Total Mandatory Increases**	**+302.4**
One-Time FOB-10B Consolidation Costs	-2.4	**Other Non-Discretionary Adjustments:**	**+25.2**
Reduction in Workers' Compensation Costs	-0.6	Controller Hiring	+23.8
		Other	+1.4
		Discretionary Increases:	**+45.5**
		Controller Training	+17.1
		National Parks Overflight Plans	+14.2
		Runway Safety Program	+7.4
		Stonerock Barracks	+5.1
		Other	+1.7
Total Savings	**-26.1**	**Total Increases**	**+373.1**
FY 2002 Request			**$6,886.0**

Note: Numbers may not add due to rounding

Table 2

[1] The FY 2001 enacted amount includes $23.1 million in carryover from the FY 2000 Supplemental.

GRANTS-IN-AID FOR AIRPORTS

The FY 2002 budget assumes $3.30 billion, an increase of $105 million over the FY 2001 enacted level, for airport improvement projects to enhance capacity, improve safety and security, and mitigate noise. Airport grant funding will continue to be supplemented by passenger facility charges (PFC's). Since the beginning of the PFC program in 1991 and through the end of calendar year (CY) 2000, 321 airports had been approved to collect PFC's totaling $28.7 billion over the next 40 years. Annual PFC collections under this authority exceeded $1.6 billion in CY 2000. The FY 2002 budget assumes $65 million for Administrative expenses to implement the Airports program, including $8 million for airport technology research in the areas of lighting and marking, rescue and firefighting, wildlife hazard mitigation, pavement design and construction, and airport design and layout. In addition, AIP will fund any shortfall in overflight fee collections for payment to the Essential Air Service Program.

FACILITIES AND EQUIPMENT

The FY 2002 request for Facilities and Equipment (F&E) is $2,914 million, a 10 percent increase from the FY 2001 enacted level. Included in this request are capital needs contained in the FAA's Capital Investment Plan (CIP) to modernize and improve the National Airspace System (NAS) to accommodate demands for aviation services, maximize operational efficiency, constrain costs, and replace or modernize aging facilities. The budget continues funding to support major systems such as the en route and terminal automation programs, next generation weather radar, the oceanic automation program, communications, and satellite navigation.

RESEARCH, ENGINEERING, AND DEVELOPMENT

For Research, Engineering, and Development (R,E&D), the budget requests $188 million, an increase of over $1 million from the FY 2001 enacted level. The R,E&D budget focuses on increased initiatives in information security, environment and energy, human factors, and aircraft safety. Funding increases for aircraft safety programs will be used to support the Safer Skies initiative.

EMPLOYMENT

The FY 2002 budget request reflects a net increase of 741 employees from the FY 2001 estimate for all appropriations. This increase will allow the agency to better meet current and anticipated growth in aviation activity and meet the requirements of the agreement between the agency and the National Air Traffic Controllers Association.

FEES

The budget also assumes collection of fees for services provided to aircraft that neither take off nor land in the United States (overflight fees), with the estimated $40 million from such overflight fees used to help fund the Essential Air Service program managed by the Office of the Secretary of Transportation (OST) in FY 2002.

FRANCHISE FUND

The Administrative Services Franchise Fund was established by Public Law 104-205 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 is improving organizational efficiency and provides better support to our customers for services including accounting, payroll, international training, travel, aircraft maintenance, logistics, multi-media, and information technology services.

OVERVIEW

AIRPORT AND AIRWAY TRUST FUND (AATF)

Section 9502 of Title 26, U.S.C., provides for the receipts received in the Treasury from the passenger ticket tax and certain other taxes paid by airport and airway users to be transferred to the AATF. In turn, appropriations are authorized from this fund to meet the obligations for Airport Improvement Grants, F&E, R,E&D, and part of Operations. Beginning in FY 2002, the President's Budget proposes to also support the Bureau of Transportation Statistics' Office of Airline Information with AATF funds, as authorized in AIR-21. In FY 2001, total tax receipts of approximately $10.4 billion are expected, plus $0.9 billion in interest that will accrue to the Trust Fund cash balance. The uncommitted balance in the Trust Fund, which was $7 billion at the end of FY 2000, is expected to increase to $8 billion in FY 2001. Total revenues expected in FY 2002 are $12.2 billion, which includes $1 billion in interest earned by the Trust Fund cash balance. The Trust Fund uncommitted balance is expected to remain at $8 billion at the end of FY 2002.

NEW INITIATIVES

Two organizational changes are being implemented to improve organizational performance and responsibility. An air traffic performance based organization is being created to improve internal management, better coordinate air traffic services and related capital improvements, increase personal and organizational responsibility, and thereby improve the delivery of services to the aviation community. In addition, a new Terminal Business Service (ATB) has been established to integrate air traffic control capabilities in the terminal environment. Both of these organizational changes will combine resources from the Air Traffic Services (ATS) and Research and Acquisition (ARA) organizations. Resource decisions have not yet been made and therefore the funding levels included in the President's Budget do not yet reflect the distribution of resources associated with these changes.

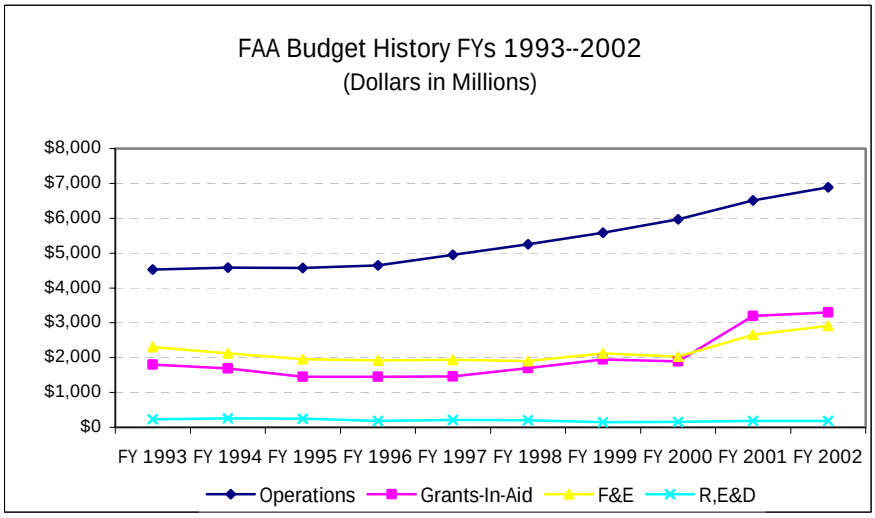


Figure 2

Table 3

FAA Employment Levels
End-of-Year Employment

	FY 2000 Actual	FY 2001 Enacted	FY 2002 Request
Operations Direct	***44,052***	***44,339***	***44,866***
Operations (by Line of Business)			
Air Traffic Services (ATS)	**34,714**	**34,535**	**35,062**
Controllers	17,547	17,470	17,995
Field Maintenance	8,144	8,279	8,279
Other	9,023	8,876	8,788
Aviation Regulation & Certification (AVR)	**5,858**	**6,067**	**6,069**
Inspectors/Engineers/Pilots/NRS	3,780	3,934	3,934
Technical & Field Support	783	804	805
Other	1,295	1,329	1,330
Civil Aviation Security (ACS)	**1,166**	**1,221**	**1,221**
Research & Acquisitions (ARA)	**503**	**529**	**508**
Commercial Space Transportation (AST)	**26**	**69**	**69**
Human Resources	**487**	**156**	**488**
Financial Services	**123**	**130**	**130**
Region/Center Operations	**650**	**974**	**615**
Staff Offices	**525**	**658**	**704**
Facilities and Equipment	***2,706***	***2,938***	***3,141***
Research, Engineering, and Development	***398***	***411***	***405***
Aviation Insurance Revolving Fund	***2***	***3***	***3***
Grants-in-Aid for Airports	***441***	***476***	***493***
Reimbursable/Allocations	***351***	***1,345***	***1,345***
Operations	176	275	275
Administrative Services Franchise Fund	155	1,015	1,015
Facilities and Equipment	20	55	55
TOTAL END-OF-YEAR EMPLOYMENT	***47,950***	***49,512***	***50,253***

OPERATIONS

For FY 2002, the President's Budget requests $6,886 million for FAA Operations, $356 million more than provided in FY 2001 (and $370 million more if FY 2001 is adjusted for transfers to EAS This requested level of $6,886 million will be financed through both trust fund and general fund contributions.

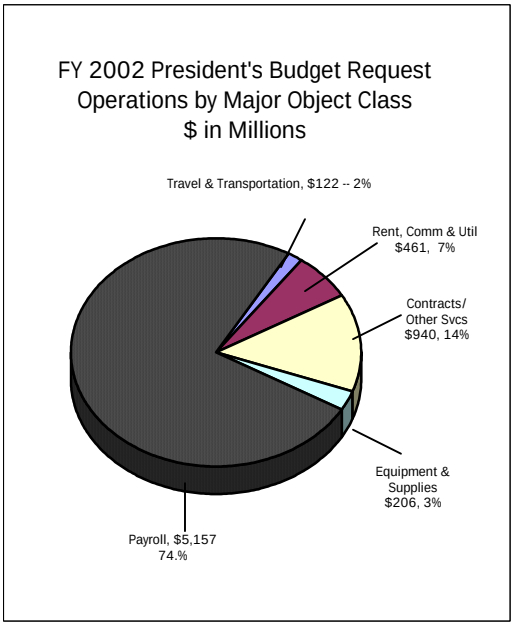
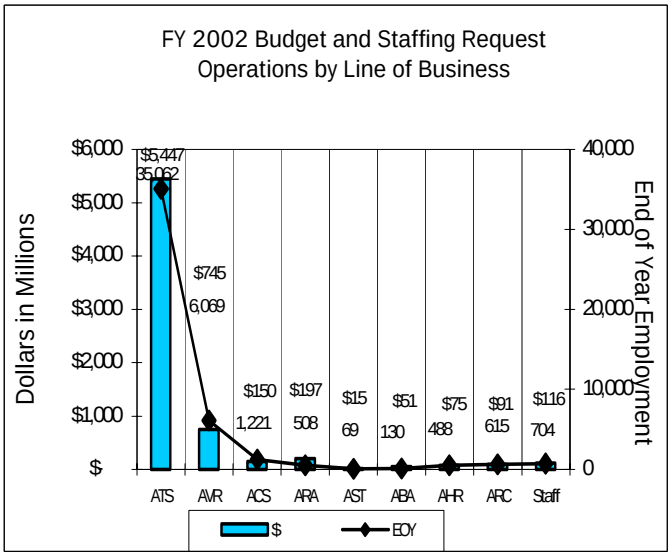


Figure 3

The President's Budget for FY 2002 proposes to hire 600 additional air traffic controllers. The request also provides annualization to maintain increased staffing levels funded in FY 2000 and FY 2001. These essential increases will allow these critical staffing areas to better meet the current and anticipated growth in aviation activity and the expected increase in the number of flights and complexity of our air traffic control systems. The request would also implement legislative requirements to develop overflight plans for national parks.

Figure 4

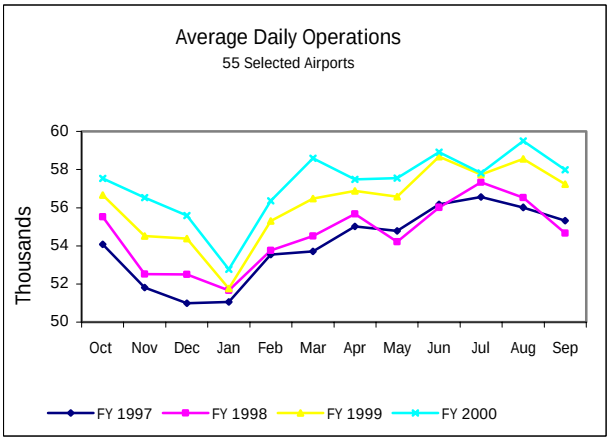


Detailed information in support of this budget request is presented by line of business (LOB).

AIR TRAFFIC SERVICES -- $5,447 million

Air Traffic Services (ATS) includes 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 200,000 takeoffs and landings per day, provides 24 hours of air traffic control daily, operates and maintains 38,000 facilities, 11,000 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 50,000 aeronautical radio frequencies used in air traffic control, and directs the modernization of the NAS infrastructure.

Figure 5



In FY 2002, the FAA will increase its safety-critical work forces by hiring an additional 600 air traffic controllers and expanding the runway safety program.

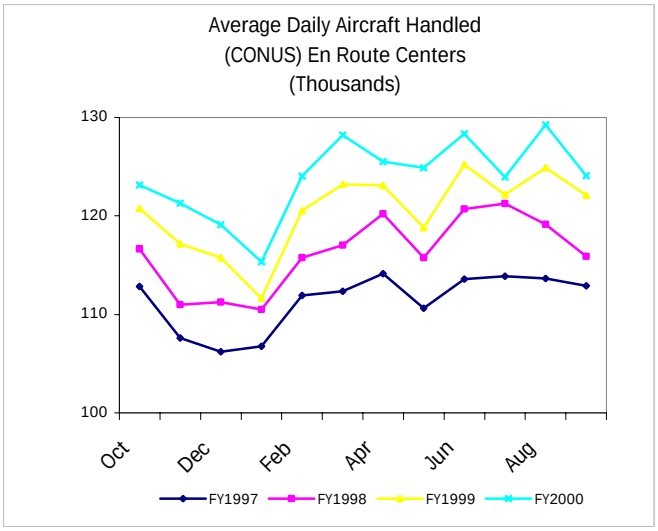


Figure 6

There are six 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 315 towers/terminal radar approach control (TRACON), 24 en route centers and combined center-radar approach control (CERAPs), and 182 contract towers. 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). This subactivity requires $3,446 million in FY 2002.

The Air Traffic System Requirements Service (ARS) subactivity ensures that Air Traffic Services' operational needs of today and tomorrow are satisfied through the timely and cost-effective delivery and sustainment of quality products and services that fulfill the FAA mission. This organization develops comprehensive NAS requirements and manages a disciplined process to fulfill the operational needs of the Air Traffic

Service. For FY 2002, this subactivity requires $23 million.

The NAS Logistics subactivity is responsible for 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 2002, this subactivity requires $82 million.

The purpose of the Systems Maintenance subactivity is to provide for the maintenance, repair, and engineering of over 49,000 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 2002, this subactivity requires $1,466 million.

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. For FY 2002, this subactivity requires $305 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 2002, this subactivity requires $125 million. The Washington Flight Program (Hangar 6) provides flight training and support to the agency. In addition, it provides transportation for the National Transportation Safety Board, the Federal Emergency Management Agency, the Secretary of Transportation, the FAA Administrator, and other Federal agencies.

AVIATION REGULATION AND CERTIFICATION -- $745 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; ensures that operation and maintenance of aircraft and training of airmen and aviation mechanics conform to FAA regulations; and certifies medical qualification of airmen and air traffic controllers.

- Monitors safety performance by conducting safety inspections and surveillance, initiates enforcement actions where appropriate, and participates in accident investigations.

- Issues and maintains certificates for design and manufacturing of aircraft and aircraft parts; certificates and provides licenses for air operators, air agencies, and airmen; issues medical certificates for airmen; records aircraft registrations; and appoints and monitors designees.

- 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 2002, AVR requests $745 million to meet workload requirements. Included in the request is FY 2002 funding to support for a full year the increased safety critical aircraft certification/flight standards staffing that was authorized by the FY 2000 supplemental appropriation.

CIVIL AVIATION SECURITY -- $150 million

The Associate Administrator for Civil Aviation Security (ACS) is responsible for ensuring the protection of the 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 and also ensuring the safe transportation of dangerous goods by air. Industry growth, new technologies, and an evolving terrorist threat create tremendous challenges for FAA civil aviation security and the aviation industry. Growth projections indicate that the demand for airport and air carrier passenger services will increase by approximately 50 percent in the next decade, and air cargo services and transportation of hazardous materials by air will approximately double over the same time period. The Civil Aviation Security Program also assists in the interdiction of drugs and narcotics coming into the United States. Further, to keep pace with world events, the FAA must develop a more security-minded culture to protect its employees and facilities. Finally, optimal security and safety for the flying public will depend upon the FAA and industry maintaining a candid, respectful, and mutually responsive business relationship.

RESEARCH AND ACQUISITIONS – $197 million

The Research and Acquisitions (ARA) line of business is entrusted with the primary responsibility of ensuring that the FAA has the research and technology base needed to provide a safe, secure, and efficient National Airspace System.

In this regard, ARA's operations appropriation funded activities are primarily mission support to the FAA's Facilities and Equipment, and Research, Engineering, and Development appropriations, which fund most of ARA's activities. ARA's major operations funded activities include operation and maintenance of the William J. Hughes Technical Center near Atlantic City, New Jersey; provision of procurement and contracting services for FAA's national and Headquarters programs; FAA-wide configuration management in support of the Acquisition Management System; facilities management and related administrative services for FAA Headquarters; monitoring of General Services Administration (GSA) rented space activities; and acquisition and operation of FAA's corporate information assets.

COMMERCIAL SPACE TRANSPORTATION – $15 million

The Associate Administrator for Commercial Space Transportation (AST) is committed to a responsive licensing and regulatory process designed to produce a safe, secure, and efficient space transportation system that contributes to national security and a viable and internationally competitive commercial space transportation industry. This includes licensing and regulatory responsibility for launch and reentry sites and launch and reentry activity. This responsibility covers commercial launches that occur at the reorganized Air Force launch ranges, as well as those occurring from additional launch sites which are not collocated with Federal ranges, and those from international waters, exclusive use sites, and foreign launch sites. The development of these launch and reentry sites, combined with the advent of reusable launch vehicles taking off and landing at what are proposed to be airport-like facilities, will pose new space safety inspection challenges for AST. This requested budget allows AST to continue to perform the mandated role of ensuring the safety of the public and property, and to also prepare for the many challenges posed by the commercial space transportation industry as it continues to evolve.

FINANCIAL SERVICES -- $51 million

The Assistant Administrator for Financial Services (ABA) develops policies, programs, standards, systems, and procedures for budget, financial, and

performance management. Major financial management activities planned for FY 2002 include implementation of a new Department-wide accounting system and other accounting refinements that will improve the quality of agency financial reports. Performance management initiatives include development of a cost accounting system with an integrated performance management capability to enable FAA to manage by performance. The collection of overflight fees will be continued and improved.

REGIONS AND CENTER OPERATIONS – $91 million

The Assistant Administrator for Regions and Center Operations (ARC) serves as the Administrator's representative on all corporate matters within the nine regions and one center. The Regional Administrators serve as the senior agency aviation official in the regions providing cross-functional oversight and integration for the agency, relations with industry, the public, and various governmental organizations as well as leadership for regional lines of business support programs. The requested level includes an increase of $14.2 million to support Air Tour Implementation Plans for National Parks and $5 million for the renovation of the US Coast Guard Stonerock Barracks to be used as rent-free space for the agency. The request also includes the realignment of resources for the consolidation of the regional human resources offices and the regional civil rights offices.

HUMAN RESOURCE MANAGEMENT – $75 million

The mission of the Office of the Assistant Administrator for Human Resource Management (AHR) is to:

- advise and assist the Administrator in directing, coordinating, controlling and ensuring the adequacy of FAA plans and programs for personnel; training; human resource planning, evaluation, and development; and labor relations services to organizations in the FAA
- provide leadership, policy and direction to the FAA in Human Resource Management (HRM) policy and activities

For FY 2002, the HRM request of $74.5 million includes the transfer of the Human Resource Management divisions in the regions and centers from Region and Center Operations (ARC) and Research and Acquisitions (ARA). The organizations are being transferred to achieve the following outcomes: establish a corporate HR organization strategically aligned with the FAA business; build an HR business environment organized around a rational budget planning and allocation process that can be effectively linked to HR/FAA strategic planning, and direct accountability in the HR field to the corporate HR organization.

STAFF OFFICES -- $116 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, the Chief Information Officer, and the Administrator's and Deputy Administrator's executive staff.

For FY 2002, the budget request reflects an increase of 51 positions and $5.2 million resulting from the of the civil rights function. This proposal will place all civil rights resources under the control of the Assistant Administrator for Civil Rights rather than being spread among the Assistant Administrator for Civil Rights, Assistant Administrator for Region and Center Operations, and the Associate Administrator for Research and Acquisitions.

Table 4

FY 2002 Budget Resources
Dollar Resources
(Dollars in Millions)

	FY 2000 Actual	FY 2001 Enacted	FY 2002 Request	Percent Change
Air Traffic Services	$4,670	$5,185	$5,447	5.1%
Aviation Regulation and Certification	645	706	745	5.6%
Civil Aviation Security	136	139	150	8.0%
Airports[1]	0	0	0	
Research and Acquisition	174	190	197	3.7%
Commercial Space Transportation	6	12	15	22.8%
Financial Services	40	48	51	4.9%
Human Resources	66	55	75	36.1% [2]
Region/Center Operations	85	99	91	-8.3%
Staff Offices	76	105	116	10.9%
Essential Air Service Payment	50	0 [3]	0	0
TOTAL OPERATIONS	**$5,948**	**$6,539**	**$6,886**	**5.4%**

Totals may not add due to rounding

[1] Airports transferred to Grants-in-Aid for Airports
[2] The increase in Human Resources is primarily due to the proposal to straightline the Human Resources function. The proposal transfers $30.6 million from ARC and ARA to AHR. This increase is offset by transfer of OWCP funds from AHR to the other LOBs.
[3] $14 million in operations budget authority is transferred to the EAS program

Table 5

FY 2002 Budget Obligations
By Major Object Class
(Dollars in Millions)

		FY 2000 Actual	FY 2001 Enacted	FY 2002 Request
11.1	Full-Time Permanent	$3,267	$3,522	$3,733
11.3	Other Than Full-Time Permanent	28	31	32
11.5	Other Personnel Compensation	284	290	306
11.8	Special Personnel Services Payments	1	1	1
11.9	**Total Personnel Compensation**	**3,581**	**3,844**	**4,073**
12.1	Civilian Personnel Benefits	947	1,022	1,083
13.0	Benefits for Former Personnel	1	1	1
21.0	Travel and Transportation of Persons	84	100	103
22.0	Transportation of Things	20	19	19
23.1	Rental Payments to GSA	82	90	96
23.2	Rental Payments to Others	30	36	32
23.3	Communications, Utilities, and Miscellaneous	297	332	333
24.0	Printing and Reproduction	11	12	13
25.0	Other Services	697	870	921
26.0	Supplies and Materials	90	185	180
31.0	Equipment	52	27	26
32.0	Land and Structures	3	1	6
42.0	Insurance Claims and Indemnities	4	1	1
92.0	Essential Air Service Grants	50	0[1]	0
99.0	**Subtotal Direct Obligations**	**5,948**	**6,539**	**6,886**
99.0	**Subtotal Reimbursable Obligations**	**72**	**85**	**88**
99.99	**Total Obligations**	**6,020**	**6,624**	**6,974**

[1] $14 million in operations budget authority is transferred to the EAS program

Totals may not add due to rounding

The FY 2002 request is for $3.30 billion 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 passenger facility charges (PFC's). Since the beginning of the PFC program in 1991 and through the end of calendar year (CY) 2000, the FAA had approved 321 airports to collect PFC's totaling $28.7 billion over the next 40 years. PFC collections under this authority exceeded $1.6 billion in CY 2000. In addition, an increase of $1.50 in the PFC cap was authorized in the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century, raising the maximum PFC level per enplanement to $4.50. Collections at the new $4.50 level begin in April 2001 and, if fully implemented by all collecting airports, could generate an additional $700 million per year in PFC collections within the next several years. The FY 2002 budget assumes $65 million for Administrative expenses to implement the Airports program. These funds also support national programs for airport safety and certification; development of airport equipment specifications and standards; and development of standards for airport design and for pavement design and construction. Administrative funds also provide $8 million for airport technology research in the areas of lighting and marking, rescue and firefighting, wildlife hazard mitigation, pavement design and construction, and airport design and layout. In addition, AIP will fund any shortfall in overflight fee collections for payment to the Essential Air Service Program (assumed as $10 million in the President's Budget). The budget also proposes a rescission of $331 million in unobligated, prior-year Grants-in-Aid contract authority.

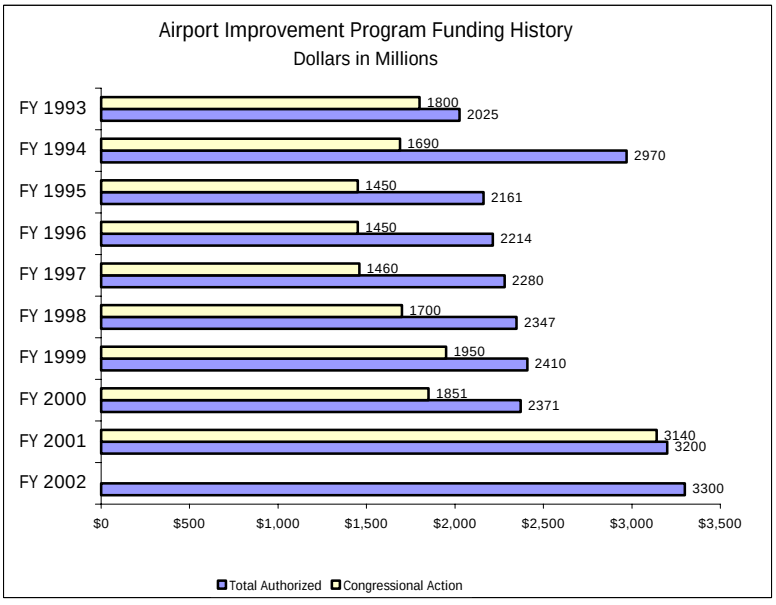


Figure 7

FACILITIES AND EQUIPMENT

For FY 2002, $2,914 million, a 10 percent increase ($263 million) from FY 2001 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 2002 supports the FAA's comprehensive Capital Investment Plan (CIP) to modernize and improve the NAS to accommodate demands for aviation services, maximize operational efficiency, constrain costs, and replace or modernize aging facilities. The FAA is committed to fulfilling its mission in a safe, secure, and efficient cost-effective manner.

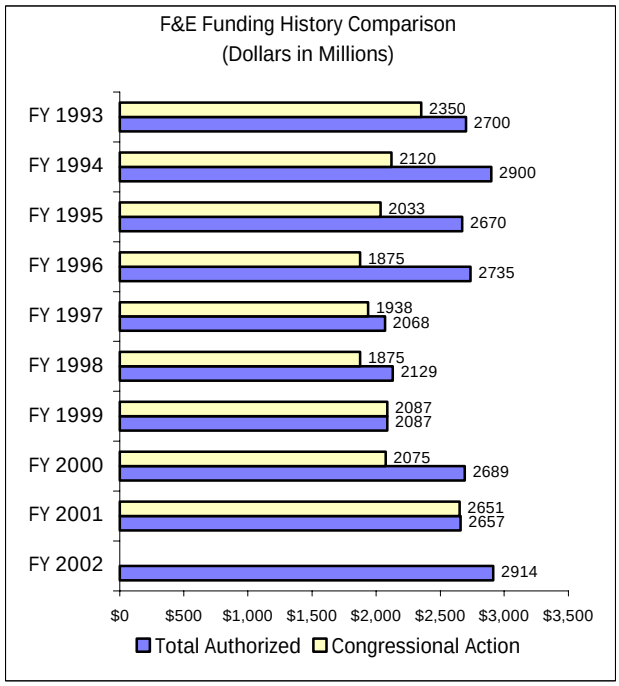


Figure 8

Major FY 2002 Programs
($ in Millions)

Standard Terminal Automation Replacement System	$170.9
Explosive Detection Systems	97.5
Terminal Air Traffic Control Facilities – Replace	100.7
Terminal Digital Radar (ASR-11)	156.4
Free Flight Phase I	122.6
Wide Area Augmentation System	75.0
Air Traffic Control Beacon Interrogator – Replace	59.7
Free Flight Phase 2	114.9

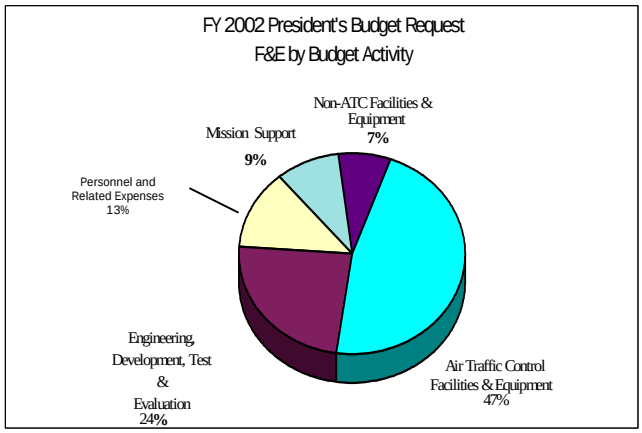


Figure 9

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

ENGINEERING, DEVELOPMENT, TEST, AND EVALUATION, Activity 1

To maintain an acceptable level of service in the face of the growing volume of traffic, the current system must be enhanced. In FY 2002, funding is requested to continue development of en route automation that will provide benefits to the users. For FY 2002, funding is requested for the Standard Terminal Automation Replacement System (STARS) for initial use in terminal radar approach control facilities and to develop the final system capability. Also in FY 2002, funding is requested in Activity 1 to continue systems engineering, software development, and integration activities to achieve initial operational capabilities of the Wide Area Augmentation System (WAAS) operating system, Free Flight Phase 1 and 2 development and deployment, and aeronautical data link applications.

PROCUREMENT AND MODERNIZATION OF AIR TRAFFIC CONTROL FACILITIES AND EQUIPMENT, Activity 2

Initiatives in this activity will reduce delays and improve safety at congested airports. The funding requested will continue the implementation of state-of-the-art automation equipment that will provide en route controllers the capability to better handle the increases in air traffic volume. In FY 2002, three TRACONs (Potomac, Atlanta, and Northern California) will continue acquisition of equipment and fund construction and system engineering support to provide FAA and users benefits from consolidation and restructured airspace. Also in FY 2002, funding is requested for terminal digital radar (ASR-11) to replace aging analog radars and beacon systems with digital radar systems needed for future automation systems. In addition, Activity 2 WAAS funding will support the continued development of standards, certification, facilities, and procedures for the operational use of the WAAS in the NAS. Work will continue on the development of WAAS precision approach procedures including completing obstacle clearance surveys to enable Category I approaches. The FAA will work with DOD to ensure that civil frequencies required by the aviation community are provided.

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 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, Activity 3

This activity includes general facility support requirements that 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. In addition, the FY 2002 request will purchase and install FAA certified explosive detection systems and other advanced technology screening devices. Also, funding is requested for facility and information security to provide a safe, secure, and efficient global aerospace system that contributes to national security.

FACILITIES AND EQUIPMENT MISSION SUPPORT, Activity 4

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

PERSONNEL AND RELATED EXPENSES, Activity 5

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.

Table 6

F&E Activities by Budget Line Item
(Dollars in Thousands)

FY-01 Enacted	FY- 02 Request	Title	FY 01 Enacted	FY 02 Request
		ACTIVITY 1. ENGINEERING, DEVELOPMENT, TEST AND EVALUATION		
		A. EN ROUTE PROGRAMS		
1A01		Aviation Weather Services Improvements	18,359.520	
1A02	1A01	Oceanic Automation System	51,855.666	84,400.000
1A03	1A02	Next Generation VHF A/G Communications System	12,272.940	15,950.000
1A04	1A03	En Route Automation Program	14,567.880	72,200.000
1A05	1A04	Aeronautical Data Link (ADL)	30,133.560	35,813.200
1A06	1A05	Free Flight Phase 1	177,408.840	122,570.000
1A07	1A06	Free Flight Phase 2	14,967.000	114,900.000
		Subtotal	**319,565.406**	**445,833.200**
		B. Terminal Programs		
1B01	1B01	Terminal Automation Program	116,742.600	104,700.000
		Subtotal	**116,742.600**	**104,700.000**
		D. Landing and Navigational Aids Programs		
1D01	1D01	Local Area Augmentation System (LAAS)	36,918.600	16,660.000
1D02	1D02	Wide Area Augmentation System (WAAS) for GPS	74,635.440	49,000.000
		Subtotal	**111,554.040**	**65,660.000**
		E. Research, Test and Evaluation Equipment and Facilities		
1E01	1E01	NAS Improvement of System Support Laboratory	2,157.244	2,300.000
1E02	1E02	Technical Center Facilities	8,775.651	11,000.000
1E03	1E03	Technical Center Building and Plant Support	2,720.003	2,900.000
		Subtotal	**13,652.897**	**16,200.000**
		F. Advanced Technology Development and Prototyping		
1F01	1F01	Advanced Technology Development and Prototyping	56,355.744	36,634.000
1F02	1F02	Safe Flight 21	34,923.000	26,500.000
		Subtotal	**91,278.744**	**63,134.000**
		Total Activity 1	**652,793.687**	**695,527.200**

FACILITIES AND EQUIPMENT

FY-01 Enacted	FY- 02 Request	Title	FY 01 Enacted	FY 02 Request
		ACTIVITY 2. AIR TRAFFIC CONTROL FACILITIES AND EQUIPMENT		
		A. En Route Programs		
2A01	2A01	En Route Automation Program	121,931.160	162,763.000
2A02	2A02	Next Generation Weather Radar (NEXRAD) - Provide	4,090.980	6,300.000
2A03	2A03	Air Traffic Operations Management System (ATOMS)	937.932	1,000.000
2A04	2A04	Weather and Radar Processor (WARP)	19,956.000	24,171.000
2A05	2A05	Aeronautical Data Link (ADL) Applications	1,197.360	2,300.000
2A06	2A06	ARTCC Building Improvements/Plant Improvements	58,820.310	44,000.000
2A07	2A07	Air Traffic Management	25,886.923	43,300.000
2A08	2A08	Critical Communications Support	1,875.864	1,900.000
2A09	2A09	ATC Beacon Interrogator (ATCBI) Replace	75,445.654	65,927.500
2A10	2A10	FAA Telecommunications Infrastructure	29,335.320	39,000.000
2A11	2A11	Air/Ground Communications Infrastructure	16,038.637	24,400.000
2A12	2A12	Aviation Weather Services Improvements	8,199.920	15,720.000
2A15	2A13	Voice Switching and Control System (VSCS)	2,694.060	13,100.000
	2A14	Next Generation VHF A/G Communication		19,000.000
	2A15	Guam CERAP - Relocate		6,400.000
	2A16	Oceanic Automation System		3,700.000
2A13	2A17	Air Traffic Control En Route Radar Facilities	2,837.743	3,000.000
2A14	2A18	En Route Communications and Control Facilities Improvement	7,614.212	1,540.280
2A16		Nationwide Differential GPS	5,986.800	0.000
2A17		Volcano Monitoring	1,995.600	0.000
		Subtotal	**384,844.475**	**477,521.780**
		B. Terminal Programs		
2B01	2B01	Terminal Doppler Weather Radar (TDWR) - Provide	5,088.780	3,000.000
2B02	2B02	Terminal Automation Program	75,383.790	98,500.000
2B03	2B03	Airport Surface Detection Equipment (ASDE)	3,991.200	5,000.000
2B04	2B04	Airport Movement Area Safety System (AMASS)	20,604.570	12,627.500
2B05	2B05	Terminal Air Traffic Control Facilities - Replace	145,172.522	100,700.000
2B06	2B06	Air Traffic Control Tower (ATCT)/TRACON Facilities – Improve	41,667.801	54,558.059
2B07	2B07	Terminal Voice Switch Replacement (TVSR)	13,969.200	11,947.500
2B08	2B08	Employee Safety/OSHA and Environmental Compliance Standards	28,337.520	27,400.000
2B09	2B09	Potomac TRACON	25,743.240	6,300.000
2B10	2B10	Northern California TRACON	5,986.800	5,000.000
2B12	2B11	Atlanta TRACON	3,392.520	1,000.000
2B13	2B12	Voice Recorder Replacement Program (VRRP)	3,624.010	3,600.000
2B14	2B13	NAS Infrastructure Management System (NIMS)	13,071.180	30,325.100
2B15	2B14	Terminal Digital Radar (ASR-11)	69,536.682	156,377.500

FY-01 Enacted	FY- 02 Request	Title	FY 01 Enacted	FY 02 Request
2B16	2B15	ASR - Weather System Processor (WSP)	22,350.720	3,927.500
2B17	2B16	DOD/FAA Facilities Transfer	2,594.280	1,100.000
2B18	2B17	Airport Surveillance Radar (ASR-9)	11,097.532	12,800.000
2B19	2B18	Mode S – Provide	1,969.657	2,100.000
2B20	2B19	Terminal Applied Engineering	6,685.260	6,500.000
2B21	2B20	Precision Runway Monitors	1,995.600	3,927.500
2B22	2B21	Low Cost ASDE	8,381.520	24,800.000
2B25	2B22	Houston Area Air Traffic System	11,973.600	11,000.000
2B23	2B23	Terminal Radar (ASR) - Improve	3,225.887	3,837.500
2B24	2B24	Terminal Communications Improvements	1,547.288	936.700
2B09		New Austin Airport At Bergstrom	2,494.500	0.000
		Subtotal	**529,885.659**	**587,264.859**
		C. Flight Service Programs		
2C01	2C01	Flight Service Station (FSS) Automation	3,991.200	4,700.000
2C02	2C02	Automated Surface Observing System (ASOS)	11,474.700	12,300.000
2C03	2C03	FSAS Operational and Supportability Implementation System (OASIS)	23,049.180	33,943.000
2C04	2C04	Weather Message Switching Center Replacement (WMSCR)	2,494.500	2,500.000
2C05	2C05	Automated Flight Service Station - Voice Switch Replacement	5,986.800	10,000.000
2C06	2C06	Flight Service Facilities Improvement	1,274.690	1,202.100
		Subtotal	**48,271.070**	**64,645.100**
		D. Landing and Navigational Aids Program		
2D01	2D01	VOR/DME/TACAN Network Plan	2,626.210	2,000.000
2D02	2D02	Instrument Landing System (ILS) - Establish/Upgrade	84,813.000	18,753.000
2D05	2D03	Gulf of Mexico Offshore Program	1,895.820	6,900.000
2D06	2D04	Low Level Windshear Alert System (LLWAS) - Upgrade to Phase III	5,721.385	1,533.000
2D07	2D05	Approach Lighting System Improvement Program (ALSIP)	29,934.000	5,367.000
2D08	2D06	Runway Visual Range (RVR)	7,982.400	3,000.000
2D09	2D07	Distance Measuring Equipment (DME) - Sustain	1,424.858	2,800.000
2D10	2D08	Wide Area Augmentation System (WAAS) for GPS	0.000	26,900.000
2D11	2D09	NDB - Sustain	937.932	1,013.000
2D12	2D10	Visual Navaids - Establish/Expand	2,813.796	6,000.000
	2D11	VASI - Replace with PAPI	5,986.800	13,500.000
	2D12	Local Area Augmentation System (LAAS)		17,449.700
2D13	2D13	Loran-C Upgrades	24,945.000	13,000.000
	2D14	Instrument Approach Procedures Automation (IAPA)		3,700.000
2D14	2D15	Navigational and Landing Aids - Improve	2,949.419	2,525.361
2D03		ILS - Replace Mark 1A, 1B, And 1C	997.800	0.000
2D04		ILS - Replace GRN 27	997.800	0.000
2D15		Tactical Landing Systems	2,993.400	0.000
		Subtotal	**177,019.620**	**124,441.061**

FACILITIES AND EQUIPMENT

FY-01 Enacted	FY- 02 Request	Title	FY 01 Enacted	FY 02 Request
		E. Other ATC Facilities Programs		
2E01	2E01	Alaskan NAS Interfacility Communications System (ANICS)	5,986.800	2,500.000
2E02	2E02	Fuel Storage Tank Replacement and Monitoring	10,476.900	9,300.000
2E03	2E03	FAA Buildings And Equipment - Improve/Modernize	9,978.000	11,700.000
2E04	2E04	Electrical Power Systems - Sustain/Support	28,137.960	54,200.000
2E05	2E05	Air Navigational Aids and ATC Facilities (Local Projects)	1,875.864	2,000.000
2E06	2E06	Computer Aided Engineering Graphics (CAEG) Replacement	2,594.280	2,600.000
2E07	2E07	Aircraft Related Equipment Program	5,986.800	14,700.000
2E08	2E08	Airport Cable Loop Systems - Sustained Support	5,388.120	4,000.000
	2E09	Information Technology Integration		1,500.000
	2E10	Aircraft Fleet Modernization		1,500.000
		Subtotal	**70,424.724**	**104,000.000**
		Total Activity 2	**1,210,445.548**	**1,357,872.800**
		ACTIVITY 3. NON-ATC FACILITIES AND EQUIPMENT		
		A. Support Equipment		
3A01	3A01	NAS Management Automation Program (NASMAP)	1,031.725	1,100.000
3A02	3A02	Hazardous Materials Management	22,550.280	22,700.000
3A03	3A03	National Airspace System Recovery Communications (RCOM)	4,689.660	4,800.000
3A04	3A04	Aviation Safety Analysis System (ASAS)	15,944.844	22,100.000
3A05	3A05	Operational Data Management System (ODMS)	997.800	3,000.000
3A06	3A06	Logistics Support System and Facilities	7,483.500	5,000.000
3A07	3A07	Test Equipment - Maintenance Support For Replacement	937.932	900.000
3A08	3A08	Integrated Flight Quality Assurance	2,195.160	2,000.000
3A09	3A09	Safety Performance Analysis System (SPAS)	2,394.720	2,100.000
3A10	3A10	Performance Enhancement System (PENS)	2,494.500	2,500.000
3A11	3A11	Facility Security Risk Management	19,296.454	22,400.000
3A12	3A12	National Aviation Safety Data Analysis Center (NASDAC)	1,796.040	1,800.000
3A13	3A13	Information Security	11,175.360	13,600.000
3A14	3A14	Explosive Detection Systems	99,281.100	97,500.000
		Subtotal	**192,269.075**	**201,500.000**
		B. Training, Equipment and Facilities		
3B01	3B01	Distance Learning	2,157.244	1,300.000
3B02	3B02	National Airspace System (NAS) Training Facilities	1,875.864	2,000.000
3B03	3B03	Aeronautical Center Training and Support Facilities	7,184.160	12,000.000
		Subtotal	**11,217.268**	**15,300.000**
		Total Activity 3	**203,486.343**	**216,800.000**

FY-01 Enacted	FY- 02 Request	Title	FY 01 Enacted	FY 02 Request
		ACTIVITY 4, MISSION SUPPORT		
		A. System Support and Services		
4A01	4A01	System Engineering and Development Support	24,656.636	26,300.000
4A02	4A02	Program Support Leases	33,725.640	35,500.000
4A03	4A03	Logistics Support Services Contract (LSSC)	6,286.140	7,200.000
4A04	4A04	Mike Monroney Aeronautical Center - Lease	13,969.200	14,600.000
4A05	4A05	In-Plant NAS Contract Support Services	2,613.238	2,800.000
4A06	4A06	Transition Engineering Support	37,456.414	38,300.000
4A07	4A07	Frequency and Spectrum Engineering - Provide	2,893.620	3,000.000
4A08	4A08	Permanent Change Of Station (PCS)	26,341.920	11,800.000
4A09	4A09	FAA Corporate System Architecture	997.800	1,000.000
4A10	4A10	Technical Services Support Contract (TSSC)	44,812.196	45,800.000
4A11	4A11	Resource Tracking Program (RTP)	3,442.410	4,000.000
4A12	4A12	Center for Advanced Aviation System Development	65,056.560	76,400.000
		Total Activity 4	**262,251.774**	**266,700.000**
	5A01	Personnel and Related Expenses	**321,942.764**	**377,100.000**
		TOTAL	***2,650,920.117***	***2,914,000.000***

RESEARCH, ENGINEERING AND DEVELOPMENT

For FY 2002, $188 million is requested to support the R,E&D program. This request represents increase of over $1 million from the FY 2001 enacted level of $ 187 million. The FY 2002 request includes the funding of intrusion detection systems and programs. $28.4 million is requested for weather research to provide funding for initiatives such as improved oceanic hazardous weather forecasting and establishment of a national ceiling and visibility weather program. $53.2 million is requested for aircraft safety technology programs. The remaining $106.4 million is for all other R,E&D activities including $50.3 million for human factors, environment and energy, system development and infrastructure programs.

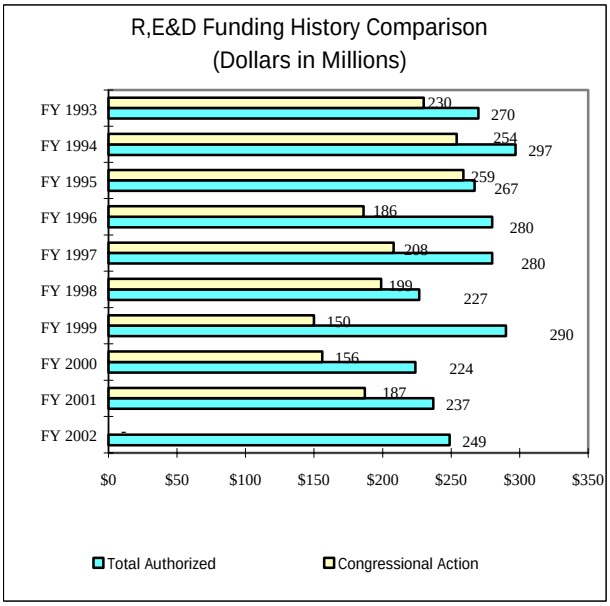


Figure 10

The FAA R,E&D program continues to make significant contributions to aviation research 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 also made significant contributions to the development of effective standards, regulations, and guidance materials necessary to support the agency's regulatory mission.

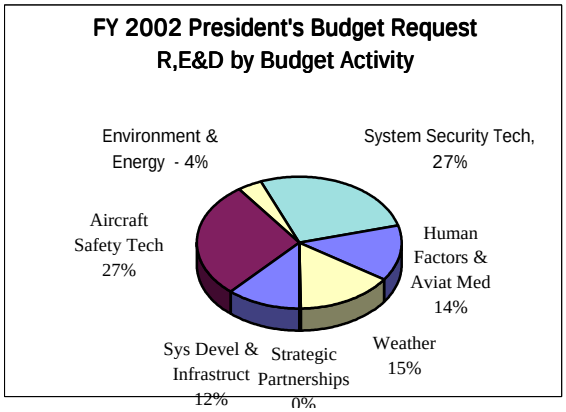


Figure 11

The following activities are examples of future benefits that will be attained from a continued investment in FAA R,E&D programs:

- Development of in-flight icing products based on satellite data analysis.
- Preparation of aircraft noise certification handbook and exploratory research of airplane and rotorcraft noise reduction technologies.
- Increased research on the utilization of automated external defibrillators on aircraft and research on flight deck systems and human factors influencing the interoperability of decision support tools.
- Continued development of research initiatives supporting safer skies initiatives addressing controlled flight into terrain, weather, runway incursion, and aeronautical decisionmaking.

	Program Area/Program	FY 2001 Enacted	FY 2002 Request
1	***System Development and Infrastructure***	***$17,376***	***$21,727***
	a. System Planning and Resource Management	1,162	1,458
	b. Technical Laboratory Facility	12,223	12,545
	c. Center for Advanced Aviation System Development	3,991	5,143
	d. Information Security	0	2,581
2	***Weather***	***$24,751***	***$28,368***
	a. Weather Program	21,658	21,668
	b. Juneau AK	3,093	6,700
3	***Aircraft Safety Technology***	***$62,542***	***$53,223***
	a. Fire Research and Safety	4,740	5,242
	b. Advanced Materials/Structural Safety	2,791	2,974
	c. Propulsion and Fuel Systems	8,182	5,168
	d. Flight Safety/Atmospheric Hazards Research	4,100	4,150
	e. Aging Aircraft	33,311	27,111
	f. Aircraft Catastrophic Failure Prevention Research	2,776	2,794
	g. Aviation Safety Risk Analysis	6,642	5,784
4	***System Security Technology***	***$54,400***	***$50,325***
	a. Explosives and Weapons Detection	42,512	38,438
	b. Airport Security Technology Integration	2,457	2,084
	c. Aviation Security Human Factors	5,134	5,163
	d. Aircraft Hardening	4,297	4,640
5	***Human Factors (HF) and Aviation Medicine***	***$24,047***	***$25,927***
	a. Flight Deck/Maintenance/System Integration Human Factors	10,078	9,906
	b. Air Traffic Control/Airway Facilities Human Factors	7,982	9,900
	c. Aeromedical Research	5,987	6,121
6	***Environment and Energy***	***$3,473***	***$7,602***
	a. Environment and Energy	3,473	7,602
7	*Strategic Partnership*	*$0*	*$609*
	a. Strategic Partnership	0	609
	TOTAL R,E&D	**$186,589**	**$187,781**

Table 7

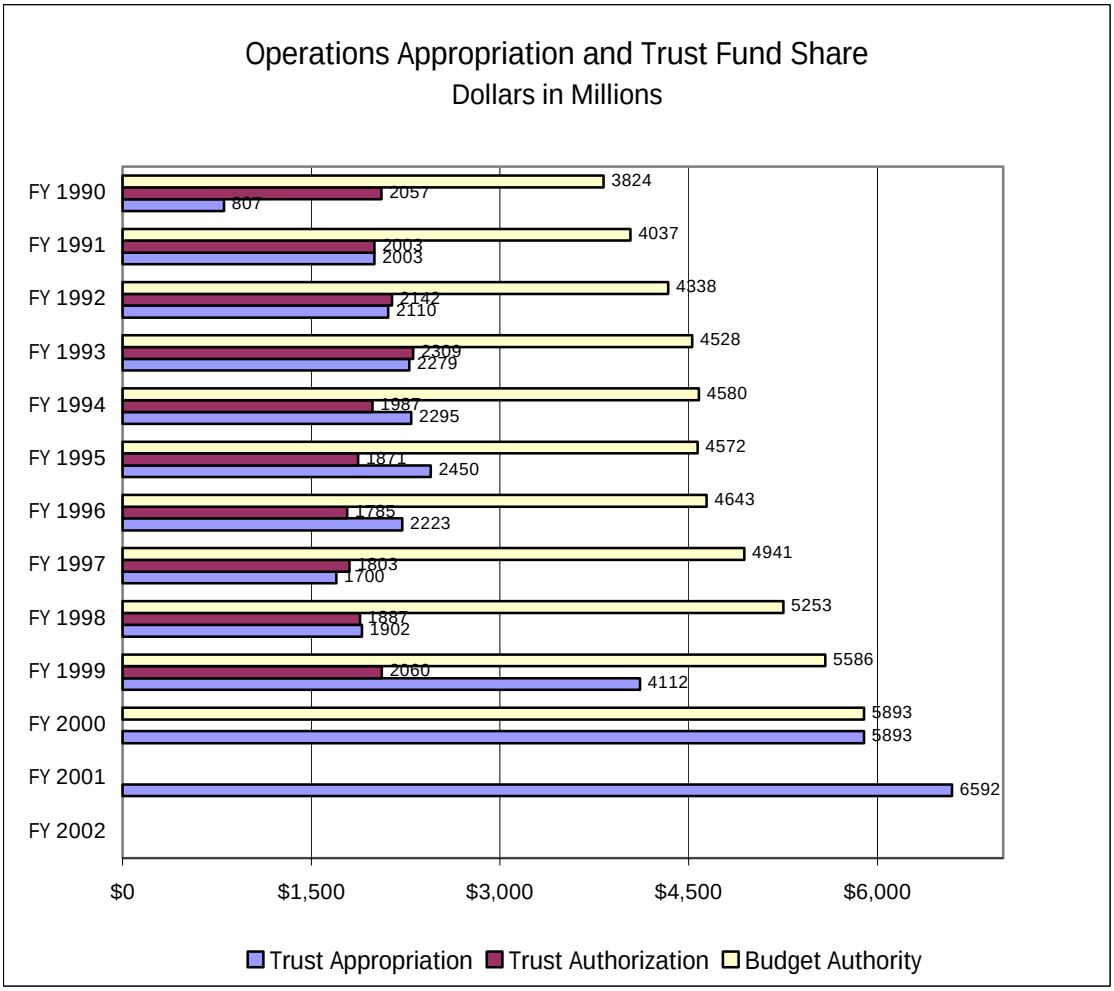

Operations Appropriation and Trust Fund Share
Dollars in Millions
FY 1990
FY 1991
FY 1992
FY 1993
FY 1994
FY 1995
FY 1996
FY 1997
FY 1998
FY 1999
FY 2000
FY 2001
FY 2002
3824
2057
807
4037
2003
2003
4338
2142
2110
4528
2309
2279
4580
1987
2295
4572
1871
2450
4643
1785
2223
4941
1803
1700
5253
1887
1902
5586
2060
4112
5893
5893
6592
$0
$1,500
$3,000
$4,500
$6,000
Trust Appropriation
Trust Authorization
Budget Authority

Figure 12

AIRPORT AND AIRWAY TRUST FUND

Unavailable Collections (in millions of dollars)

Identification code: 20-8103-0-7-402		FY 2000 Actual	FY 2001 Estimate	FY 2002 Estimate
	Balance, start of year:			
01.99	Balance, start of year	7,310	6,991	7,831
	Receipts:			
02.00	Excise Taxes	9,739	10,414	11,183
02.40	Interest	805	871	996
02.80	Trust fund share of FAA operations, offsetting collections	77	0	0
02.81	Facilities and equipment, offsetting collections	64	80	80
02.82	Research, engineering and development, offsetting collections	3	16	16
02.99	Total receipts and collections	10,688	11,381	12,275
04.00	Total: Balances and collections	17,998	18,372	20,106
	Appropriation:			
05.00	Trust fund share of FAA operations	-6,045	-4,405	-5,758
05.01	Grants-in-aid for airports	-2,799	-3,202	-3,300
05.02	Facilities and equipment	-2,139	-2,731	-2,994
05.03	Research, engineering and development	-159	-203	-204
05.05	Office of airline information	0	0	-4
05.99	Total appropriations	-11,142	-10,541	-12,260
06.10	Unobligated balance returned to receipts	135	0	0
07.99	Total balance, end of year	6,991	7,831	7,846

Section 9502 of Title 26, U.S.C., provides for the receipts received in the Treasury from the 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 from this fund to meet the obligations for airport improvement grants, FAA facilities and equipment, research, and operations, and for the Bureau of Transportation Statistics Office of Airline Information.

The status of the fund is as follows (in millions of dollars):

Status of Funds (in millions of dollars)

Identification code: 20-8103-0-7-402		FY 2000 Actual	FY 2001 Estimate	FY 2002 Estimate
	Unexpended balance, start of year:			
0100	Uninvested balance	32	837	0
0101	U.S. Securities Par value	12,414	13,097	15,633
0199	Total balance, start of year	12,446	13,934	15,633
	Cash Income during the year:			
	Current law:			
	Receipts			
1201	Passenger ticket tax	5,103	5,273	5,603
1202	Passenger flight segment tax	1,655	1,830	2,057
1203	Waybill tax	500	640	683
1204	Fuel tax	887	1,000	1,044
1205	International departure/arrival tax	1,349	1,412	1,528
1206	Rural airports tax	86	91	97
1207	Frequent flyer tax	159	168	172
	Offsetting receipts (intragovernmental):			
1240	Interest: Airport and airway trust fund	805	871	996

Table 8

AIRPORT AND AIRWAY TRUST FUND

	Offsetting collections:			
1280	Trust fund share of FAA operations	77	0	0
1281	Facilities and equipment	64	80	80
1282	Research, engineering, and development	3	16	16
1299	Income under present law	10,688	11,381	12,275
	Cash outgo during year:			
4500	Trust fund share of FAA operations (Airport and airway trust fund)	-5,222	-5,145	-5,758
4500	Trust fund share of operations offsetting collections	-77	0	0
4501	Grants-in-aid for airports (Airport and airway trust fund)	-1,578	-2,174	-2,764
4502	Facilities and equipment (Airport and airway trust fund)	-2,077	-2,066	-2,376
4502	Facilities and equipment offsetting collections	-64	-80	-80
4503	Research, engineering and development (Airport and airway trust fund)	-166	-200	-211
4503	Research, engineering and development offsetting collections	-3	-16	-16
4505	Office of airline information	0	0	-4
4599	Total cash outgo (-)	-9,187	-9,682	-11,209
7625	Permanently cancelled balances	-11	0	0
	Unexpended balance, end of year:			
8700	Uninvested balance	837	0	0
8701	U.S. Securities: Par value	13,097	15,633	16,699
8799	Total balance, end of year	13,934	15,633	16,699

Table 8

Amounts Available in FY 2001
(Dollars in Millions)

	FY 2001 President's Budget	FY 2001 Enacted	Difference
Budget Authority			
Operations	$6,592.2	$6,515.8	$ - 76.3
(General)		2,110.7[1]	2,110.7
(Trust)	(6,592.2)	(4,405.2)	(2,187.0)
Grants-in-Aid to Airports (Obligation Limitation)	1,950.0	3,193.0	1,243.0
Grants-in-Aid to Airport (Trust), Huntsville		2.5	2.5
Facilities and Equipment	2,495.0	2,650.9	155.9
Research, Engineering, and Development	184.4	186.6	2.2
Total Amounts Available	$11,221.6	$12,548.8	$1,327.2
Full Time Equivalents	49,627	49,824	197
Direct	48,222	48,419	197
Operations	44,444	44,576	132
Facilities and Equipment	2,801	2,884	83
Research, Engineering and Development	455	455	0
Grants-in-Aid for Airport	519	501	- 18
Aviation Insurance Revolving Fund	3	3	0
Reimbursable	1,405	1,405	0
Operations	283	283	0
Franchise Fund	1,067	1,067	0
Facilties and Equipment	55	55	0

[1] Reflects transfer of $14 million to the Essential Air Service Program

Table 9

SUMMARY OF OUTLAYS

FEDERAL AVIATION ADMINISTRATION
Outlays
($ in Thousands)

Appropriation Title	FY 2000 Actual	FY 2001 Enacted	FY 2002 Request
Operations	$5,745,910	$6,581,085	$6,841,580
(General)	[523,832]	[1,435,542]	[1,064,361]
(Trust)	[5,222,078]	[5,145,543]	[5,777,219]
Aviation User Fees (Overflight)	$1	$52	$0
Aviation Insurance Revolving Fund	$-3,789	$-3,789	$-3,789
Administrative Services Franchise Fund	$-1,541	$4,869	$-1,500
Grants-in-Aid for Airports (TF)	$1,578,022	$2,172,123	$2,764,363
Facilities and Equipment (TF)	$2,076,738	$2,066,449	$2,376,311
National Civil Aviation Review Commission	$5	$56	$0
Research, Engineering and Development (TF)	$165,971	$200,245	$210,611
TOTAL OUTLAYS	$9,561,317	$11,021,090	$12,187,576
Mandatory	1	52	
Discretionary	$9,561,316	$11,021,038	$12,187,576
Proprietary Receipts			
Miscellaneous Recoveries and Refunds	[$261]	[$500]	[$500]

Table 10