

BY THE U.S. GENERAL ACCOUNTING OFFICE
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Report To The Honorable Lawton Chiles United States Senate

Information On Airport And Airway Trust Fund Revenues And Outlays By States And Large Airports

The Airport and Airway Trust Fund was established to ensure that taxes collected from commercial air passengers, private pilots, and other sources are expended only for the expansion, improvement, and maintenance of the nation's air transportation system. This report provides estimates by states and large airports of taxes paid into the trust fund. It also estimates selected trust fund moneys they received in fiscal years 1979-83.

GAO's ability to fully estimate trust fund revenues and outlays by states and large airports was restricted by data limitations that required GAO to make several broad assumptions. Thus the analysis in this report has limitations. GAO also notes that by law, the primary purpose of the trust fund is to ensure the safe operation of this nation's airspace system, not to provide an even or equitable return of the tax revenues to airports and states.



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UNITED STATES GENERAL ACCOUNTING OFFICE
WASHINGTON, D.C. 20548

RESOURCES, COMMUNITY,
AND ECONOMIC DEVELOPMENT
DIVISION

September 30, 1985

B-219969

The Honorable Lawton Chiles
United States Senate

Dear Senator Chiles:

In accordance with your January 14, 1985, request and subsequent discussions with your office we developed information on revenues contributed on a state-by-state and large airport basis to the Airport and Airway Trust Fund and selected trust fund moneys each state and large airport received. You stated that some of the largest airports estimate that they receive only about 10 percent of what they contribute to the trust fund. (See app. I.)

For fiscal years 1979 through 1983, we estimated that 14 percent of the estimated revenues attributed to the 42 U.S. and Puerto Rican airports having the largest number of passenger enplanements¹ was received by airport sponsors² for airport system planning and development.³ These are the only moneys the airports receive directly from the Airport and Airway Trust Fund administered by Department of Transportation's Federal Aviation Administration (FAA).

Our analysis also showed that the 10 airports and 6 states with the most estimated tax revenues attributed to them received a lower percentage of airport system planning and development moneys (expressed as a percent of estimated tax revenues) than most of the other 32 largest airports and remaining states. However, the estimated dollar values of these moneys received by the larger airports and states were generally more than most of the other 32 large airports and remaining states.

¹An enplanement occurs each time a person surrenders a ticket and boards an aircraft either at passenger point of origination or on changing flights at an en route point.

²State and local governments and owners or operators of public-use airports.

³Referred to as grant-in-aid for airport obligations. (See app. X.)

It is important to recognize, however, that the enabling trust fund legislation does not require states and airports to contribute to the trust fund. Rather, trust fund revenues are generated by air-user excise taxes. Moreover, the airports as well as the air carriers, their passengers, and private pilots also benefit from moneys appropriated to FAA to ensure the safe operation of the nation's airspace system. The moneys are for airport development, air traffic control systems, weather information services, and navigational aids.

RESERVATIONS CONCERNING
TRUST FUND ANALYSIS

We have some reservations concerning our analysis. First, we had to develop estimates of the amount of trust fund revenues attributed to each state and large airport. This was necessary because states and large airports do not actually contribute to the trust fund and data are not kept by FAA in this way. In estimating the amount of revenues attributed to each state and large airport, we used passenger enplanement data to make the calculations. As discussed in appendix II, this method has a number of limitations.

In addition, in examining moneys paid out of the trust fund, as agreed by your office, we limited our analysis because we could not allocate selected trust fund outlays by state and airport, such as moneys for research, engineering, and development activities. Further, the estimates we made of the remaining outlays by state or airport also had limitations. For example, we had to estimate the operation and maintenance expense outlay by state using the appropriation request allocation, because actual data were not available.

Regarding the issue of "equity" raised in your letter, we note that the primary purpose of the trust fund, as stated in the Airport and Airway Improvement Act of 1982 (Title V of Public Law 97-248, 49 U.S.C. 2201), is to ensure the safe operation of this nation's airspace system--a complex network of airports, airways, terminal control areas, and en route air traffic control systems. The network includes surveillance systems, communications, avionics, weather information services, navigation aids, and computer systems. Thus, the act provides for the trust fund to support many activities that transcend state boundaries and not for an even or equitable return of the tax revenues to airports and states.

THE AIRPORT AND AIRWAY
TRUST FUND

The Airport and Airway Trust Fund was established by the Airport and Airway Revenue Act of 1970 (Title II of Public Law 91-258) to ensure that air-user taxes are expended only for the expansion, improvement, and maintenance of the nation's air transportation system. The act directed that air-user taxes be placed in a trust fund in the United States Treasury. In fiscal

years 1979 through 1983, the excise taxes producing over 98 percent of the trust fund taxes collected were

- an 8-percent (5 percent in fiscal year 1981 and the first 11 months of fiscal year 1982) ticket tax on commercial air passenger transportation within the United States;
- a \$3-per-passenger departure tax applied to international air transportation beginning in the United States, except for fiscal year 1981 and the first 11 months of fiscal year 1982;
- a 5-percent tax on the amount paid for transporting property by air beginning and ending in the United States, except for fiscal year 1981 and the first 11 months of fiscal year 1982; and
- a 7-cent-per-gallon tax on noncommercial aviation gasoline and jet fuel through fiscal year 1980, a 4-cent-per-gallon tax on gasoline through August 31, 1982, and beginning September 1, 1982, a 12-cent-per-gallon tax on gasoline and a 14-cent-per-gallon tax on jet fuel used by noncommercial aviation.

The balance was collected from taxes on aircraft tires and tubes and an aircraft registration tax.

The Airport and Airway Improvement Act of 1982 reauthorized the trust fund and established two programs to ensure the continued safe operation of the nation's airspace system both of which are funded from the trust fund. One program--the Airport Improvement Program--continued the grants-in-aid previously available under the prior act's Airport Development Aid Program. The 1982 act established three basic categories of funding for grants-in-aid for airport planning and development: enplanement, state apportionment, and discretionary. Enplanement funds are apportioned to primary (large) commercial service airports on the basis of the number of passengers enplaned at these airports. State-apportioned funds are allotted on the basis of factors such as a state's relative population ranking and amount of geographical area. Discretionary funds are those that remain after enplanement and state apportionments are made.

The second program established by the 1982 act--the Airway Improvement Program--makes moneys available to FAA to operate and maintain the nation's air navigation system. Under this program, moneys are appropriated for (1) facilities and equipment, including the cost of acquiring, establishing, and improving air navigation and experimental facilities; (2) research, engineering, and development activities to improve the national air traffic control system and increase its productivity and capacity and to increase the personal effectiveness of air traffic controllers and the safety of air crew members; and (3) operations and maintenance expenses of air navigation facilities.

ANALYSIS OF TRUST FUND MONEYS

Our analysis of trust fund moneys received by states was limited to actual moneys received within a state for Airport Improvement Program grants-in-aid and estimated FAA operations and maintenance expenses under the Airway Improvement Program. Moneys for FAA facilities and equipment, as well as research, engineering, and development activities under the Airway Improvement Program, could not be disaggregated by state. (See app. II.)

Our analysis of trust fund moneys received by the 42 largest U.S. airports was even more restricted. Because Airway Improvement Program moneys could not be disaggregated by airport, our analysis was limited to estimated Airway Improvement Program grant-in-aid moneys. (See app. II.)

We found that of the 42 largest airports, those with the most estimated tax revenues attributed to them generally received a lower percentage of estimated grant-in-aid moneys (expressed as a percent of estimated revenues) than most of the other large airports for fiscal years 1979 through 1983. For the 5 fiscal years combined, we estimated that 14 percent of the estimated revenues was received by the 42 airports. The median (the value above and below which 50 percent of the airports fell) was 18 percent. However, on the basis of estimated revenue attributed to them, the 10 largest airports received from 8 to 14 percent of their estimated revenues as grant-in-aid moneys (see app. X), and 9 of these 10 airports' percentages ranked in the lowest third of the 42 airports. (See app. IX.)

Similarly, states with the most estimated tax revenues attributed to them received a lower percentage of grant-in-aid moneys (expressed as a percent of estimated revenues) than most other states. For fiscal years 1979 through 1983 combined, the six states with over \$500 million in estimated tax revenues attributed to them received from 10 to 22 percent of these estimated revenues as grant-in-aid moneys, while the median for all 54 states⁴ was 48 percent. (See app. VIII.) Further, all six states ranked in the lowest quarter for all states. (See app. VII.)

When estimated FAA operations and maintenance expenses were added to the grant-in-aid moneys for fiscal year 1983 (see app. VI), the states received an average of 68 percent of these moneys (expressed as a percent of estimated revenues), while the median was 94 percent. However, the percentages of the six states with

⁴Includes the 50 states, the District of Columbia, Puerto Rico, the Virgin Islands, and grouped as one, American Samoa, Northern Marianna Islands, Guam, the Marshall Islands (Pacific Trust Territory), and Howard Air Force Base, Panama.

the most estimated revenues attributed to them ranged from 36 to 50 and ranked in the lowest third of all states. (See app. V.)

As previously stated, the percentages of estimated revenues received by the largest airports and states were among the lowest; however, the estimated dollar values of the grant-in-aid moneys they received were generally more than most other airports and states. We estimated 5-year grant-in-aid moneys received by states and the 42 largest airports. These data showed that 9 of the 10 largest airports ranked in the top third of the 42 airports (see app. IX), while the six states ranked in the top quarter of all the states. (See app. VII.) The six states also ranked in the top quarter of all states for moneys received when estimated FAA operations and maintenance expenses were added to the grant-in-aid moneys for fiscal year 1983. (See app. V.)

Previously, we had reported on FAA's system for prioritizing airport grant projects that received discretionary funds during fiscal years 1982 and 1983. We found that FAA's system conformed to statutory guidance on airport planning and development priorities.⁵

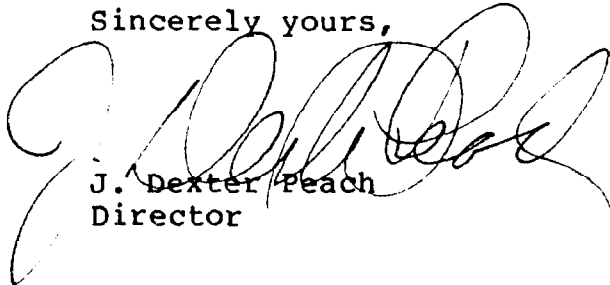
AGENCY COMMENTS

We requested, but did not receive, comments on a draft of this report from the Department of Transportation. We did, however, discuss the report's contents with FAA officials and considered their comments in finalizing the report.

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Unless you publicly announce its contents earlier, we do not plan to distribute this report further until 30 days from its issue date. At that time, we will send copies of this report to the Secretary of Transportation; the FAA Administrator; the Director, Office of Management and Budget; and others who request it.

Sincerely yours,



J. Dexter Peach
Director

⁵Federal Aviation Administration's System for Prioritizing Airport Grants (GAO/RCED-84-124, Apr. 13, 1984).

REQUEST LETTER

*MARK O. HATFIELD, OREG., CHAIRMAN

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United States Senate

COMMITTEE ON APPROPRIATIONS

WASHINGTON, D.C. 20510

January 14, 1985

Honorable Charles A. Bowsler
 Comptroller General of the
 United States
 General Accounting Office
 441 G Street, N.W.
 Washington, D. C. 20548

Dear Mr. Bowsler:

As you know, included in current highway legislation is an 85% minimum which insures that all states receive back at least 85% of the amount that they contribute to the Highway Trust Fund.

This provision was included in the Surface Transportation Assistance Act of 1982 after a great deal of discussion to help insure a sense of equity among the states. It still permits an adequate amount of funding to be used outside of contributing states to insure a healthy national system of highways.

Several large airports and a number of states have raised the issue of equity with regard to contributions to the Aviation Trust Fund. For example, some of the largest airports estimate that they only receive back approximately 10% of what they contribute to the Aviation Trust Fund.

The purpose of this letter, therefore, is to request that your office prepare an analysis on a state-by-state basis as to how much each state contributes to the Aviation Trust Fund and how much it receives back from the Trust Fund. I would like this information for several of the most recent years in order to highlight overall trends. With regard to what a state receives from the Aviation Trust Fund, it would be useful to have this broken into two major components. First, grants-in-aid to airports and secondly, the amount spent by the Federal Aviation Administration to maintain the system of air traffic control in each respective state. While it may be difficult to estimate what portion of aviation fuel tax and ticket tax receipts should be assigned to the state where a flight originates and to the state where a flight terminates, it would seem that point of origin receipts should represent a fair reflection of each state's contribution to the Trust Fund. I would be pleased, however, if you can develop a more refined method of estimating each state's contribution to the Trust Fund.

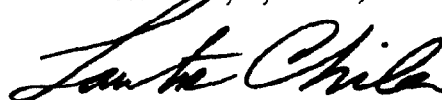
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I would also like information on payments to and receipts from the Aviation Trust Fund for all airports which enplaned more than 0.5% of passengers enplaned nationally in the most recent fiscal year for which data is available. Finally, it would be useful to know for each of the last several years the total amount provided to airports through the AIP program compared to the total amount requested.

In order to be of use in this year's legislative process, I would like this report by March 29, 1985. If you have any questions regarding this request, please do not hesitate to contact Mike Hall at 224-7288.

With best regards,

Sincerely yours,


Lawton Chiles

LC:mh

OBJECTIVES, SCOPE, AND METHODOLOGY

On the basis of the January 14, 1985, request, our objectives were to identify (1) revenues contributed to the Airport and Airway Trust Fund on a state and large airport basis and (2) the trust fund moneys each state and large airport received for several of the most recent years. As agreed with the requester's office, we did not compare the total amount provided to airports through the Airport Improvement Program with the total amount requested for each of the last several years.

The request letter asked us to focus on those airports that enplaned more than 0.5 percent of the total passengers enplaned nationally in the most recent fiscal year for which data were available. Using this definition, on the basis of FAA data, there were 42 large airports in calendar year 1983.

With the concurrence of the requester's office, we limited our analyses to the tax revenues contributed to and the moneys paid from the trust fund in fiscal years 1979 through 1983. This period was selected because fiscal year 1979 was the first year after airline deregulation and calendar year 1983 was the last year that complete passenger enplanement data, used to estimate revenue distribution to the states and airports on a fiscal year basis, were available at the time of our review. All figures in the report and its appendixes are expressed in current-year dollars.

We performed our work from February 1985 through May 1985 primarily at FAA headquarters in Washington, D.C. We interviewed officials from FAA's Office of Budget, Office of Airport Planning and Programming, Program Engineering and Maintenance Service, and Office of Accounting and talked with an official at FAA's Mike Mouroney Aeronautical Center in Oklahoma City, Oklahoma, which maintains FAA's Uniform Accounting System.

Our work was based primarily on data obtained from FAA. While we did not verify the data provided to us, according to FAA officials, the data are the most accurate available. We also obtained estimated annual trust fund revenues for fiscal years 1981 and 1982 from the Department of Treasury. For fiscal year 1981 and the first 11 months of fiscal year 1982, the trust fund authorization had expired, excise tax revenues were deposited in the Treasury's general fund¹ and the highway trust fund, and FAA did not maintain revenue data.

¹The general fund is a fund which is credited with government receipts not earmarked by law for a specific purpose and charged with outlays payable from such receipts and from general borrowing. Outlays are payments of current or prior year obligations.

We requested, but did not receive, comments on a draft of this report from the Department of Transportation. We did, however, discuss the report's contents with FAA officials and considered their comments in finalizing the report.

REVENUE DATA DETERMINATION AND LIMITATIONS

To determine if trust fund revenue data were available on a state-by-state or airport basis, we contacted FAA, Treasury, Internal Revenue Service, and various airline industry association representatives. We found that excise tax revenues are collected by carriers and reported quarterly to the Internal Revenue Service, which reports them to Treasury, which, in turn, reports them to FAA. The carriers, however, do not maintain or report excise tax revenues by state or airport. Rather, they act as tax collection agencies for the government and have no need for this information.

Actual revenue data were not available by state or airport. Therefore, using FAA and Treasury data, we estimated revenues by multiplying (1) the ratio of annual enplanements for each state and large airport to the total enplanements for both domestic and international flights by (2) the total annual trust fund revenues from all excise tax sources. (See app. III.) However, basing the revenue distribution on total passenger enplanements, both domestic and international, and on total trust fund revenues has the following limitations:

- Revenue data are accumulated by FAA on a fiscal year basis, while the enplanement data are maintained on a calendar year basis.
- The average ticket tax for an enplanement for any state or airport is assumed to equal the average ticket tax for an enplanement for every other state or airport.
- The tax charged on all enplanements is assumed to be at one average rate, even though an 8-percent ticket tax is charged on domestic flights and a \$3 departure tax is charged on international flights, and there are no international flights in some states or at some airports.
- A tax is not collected on all enplanements. A person whose domestic flight connects with an international flight will have two enplanements--one domestic and one international. However, a ticket tax is not collected on the domestic flight; rather, a \$3 international flight departure tax is charged.
- Enplanement data are for commercial service airports (public airports determined by the Secretary of

Transportation to enplane 2,500 or more passengers a year and that receive scheduled passenger service of aircraft), while total trust fund revenues from excise taxes are generated at both commercial service and general aviation airports.

CASH OUTLAY DATA, LIMITATIONS,
AND UTILIZING OBLIGATIONS

FAA maintains total annual trust fund cash outlay data for both the Airport and Airway Improvement Programs. However, a breakdown of cash outlays by state is available only for the Airport Improvement Program's grants-in-aid. Further, a breakdown of cash outlays by airport is either not available or not readily available for either of the trust fund programs. Therefore, we used Airport Improvement Program grant-in-aid obligation data to estimate moneys received by large airports.

We obtained grant-in-aid outlay data for fiscal years 1979 through 1983 by state from Treasury and FAA reports. Because actual data were not available, we estimated the state-by-state distribution of FAA's fiscal year 1983 operations and maintenance expenses paid out of the trust fund. We allocated these operations and maintenance expenses by state in the same proportions as those of the fiscal year 1983 appropriation request for FAA operations and maintenance expenses provided to us by the Department of Transportation.

Because we could not readily obtain some trust fund cash outlay data by state or airport, we asked the FAA Administrator to provide us these data for fiscal year 1983. The cash outlay data requested included (1) facilities and equipment and research, engineering, and development activities by state and large airport and (2) operations and maintenance expenses and the Airport Improvement Program's grants-in-aid by large airport.

In a May 1985 letter (see app. XI), the FAA Administrator advised us that the fiscal year 1983 cash outlay data we requested are either not available or not readily available and that FAA has no need to maintain this information by state or airport. Specifically, fiscal year 1983 cash outlay data on where work was performed or which airports or states may have benefited are not available for the Airway Improvement Program's (1) facilities and equipment and (2) research, engineering, and development activities. In addition, for the 42 large airports, FAA does not maintain cash outlay data for operations and maintenance expenses. Further, outlay data for the Airport Improvement Program's grants-in-aid for the 42 airports are not readily available. Obtaining these data would require reviewing records located at FAA regional and district offices and, as applicable, manually compiling cash outlay data on over 840 grants.

Where cash outlay data were not available, we used grant-in-aid obligation data for fiscal years 1979 through 1983. However, obligations can differ from cash outlays. While most moneys will be expended and thus become outlays in the first 3 years after they are obligated, the balance of an obligation may not be fully expended for as many as 10 years. Further, moneys obligated can be revised up to 10 percent before they become outlays.

We obtained grant-in-aid obligation data by airport and state from FAA Annual Reports of Operations under the Airport and Airway Development Act for fiscal years 1979 through 1981 and FAA Annual Reports of Accomplishments under the Airport Improvement Program for fiscal years 1982 and 1983. We determined grant-in-aid obligations for some airports by combining amounts in these reports with second- and third-year portions of obligations for multi-year grants obtained from FAA grant records.

On a state-by-state basis, we determined percentages by dividing (1) estimated cash outlays for operations and maintenance expenses plus actual grant-in-aid outlays by estimated total trust fund revenues for fiscal year 1983 (see app. VI) and (2) grants-in-aid obligations and also grant-in-aid cash outlays by estimated total trust fund revenues for fiscal years 1979 through 1983 (see app. VIII). On an airport-by-airport basis, we determined percentages by dividing grant-in-aid obligations by estimated total trust fund revenues for fiscal years 1979 through 1983. (See app. X.)

AIRPORT AND AIRWAY TRUST FUND EXCISE

TAXES COLLECTED BY FISCAL YEAR

Table III.1: Trust Fund Excise Taxes

	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>
	(in thousands)				
Passenger ticket tax	\$1 284,185	\$1,600,596	\$1,200,208 ^a	\$1,179,928 ^b	\$1,889,093
Freight tax	81,321	91 777	(2,348) ^c	-	118,127
Fuel tax	64,149	70,436	14,618 ^d	15,000 ^e	94,932
International passenger tax	71,738	92,046	8,734 ^c	-	62,013
Aircraft use tax	25,663	20,717	539 ^c	-	-
Aircraft tires and tube tax	1,070	940	-	80	1,035
Refunds of taxes	<u>(1,866)</u>	<u>(2,678)</u>	<u>(3,751)^c</u>	<u>(1,008)^b</u>	<u>(350)</u>
Total user taxes	<u>\$1,526,260</u>	<u>\$1,873,834</u>	<u>\$1,218,000</u>	<u>\$1,194,000</u>	<u>\$2,164,850</u>

^a\$18,573,000 went into the Airport and Airway Trust Fund because of a reporting lag by the Internal Revenue Service to the Treasury. The balance, as estimated by the Department of Treasury, went into the general fund because the Airport and Airway Trust Fund authorization had expired.

^b\$130 million went into the Airport and Airway Trust Fund when reauthorized effective September 1, 1982. The balance as estimated by the Department of Treasury went into the general fund because the Airport and Airway Trust Fund authorization had expired.

^cAdjustment to the Airport and Airway Trust Fund because of reporting lag.

^d\$15 million went to the Highway Trust Fund because the Airport and Airway Trust Fund had expired. A \$382,000 adjustment was made to the Airport and Airway Trust Fund because of a reporting lag.

^e\$3.55 million went into the Airport and Airway Trust Fund after it was reauthorized effective September 1, 1982. The balance went into the Highway Trust Fund.

Source: Federal Aviation Administration July 30, 1984, presentation to GAO on the Airport and Airway Trust Fund and also the Department of Treasury, Office of Tax Analysis for fiscal years 1981 and 1982 data.

AIRPORT AND AIRWAY TRUST FUNDCASH OUTLAYS BY FISCAL YEARTable IV.1: Trust Fund Cash Outlays

	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>
	----- (in thousands) -----				
Operations and maintenance	\$ 300,024	\$ 325,028	\$ 495,219	\$ 810,000	\$1,020,017
Grants-in-aid for airports	556,454	590,344	469,043	338,596	452,863
Facilities and equipment	187,932	230,348	252,414	291,507	247,538
Research, engineering, and development	<u>69,729</u>	<u>77,834</u>	<u>89,140</u>	<u>71,580</u>	<u>71,203</u>
Total	<u>\$1,114,139</u>	<u>\$1,223,554</u>	<u>\$1,305,816</u>	<u>\$1,511,683</u>	<u>\$1,791,621</u>

Source: Federal Aviation Administration July 30, 1984, presentation to GAO on the Airport and Airway Trust Fund.

RANK ORDERING OF AIRPORT AND AIRWAY TRUST FUND REVENUES,
SELECTED CASH OUTLAYS, AND PERCENT OF REVENUES RETURNED

BY STATE FOR FISCAL YEAR 1983

Table V.1: Ranking of FY 1983 Trust Fund
Revenues and Outlays by State

	Ranking ^a				
	<u>Estimated</u> <u>revenues</u>	<u>Grants-in-aid</u> <u>for airports</u> <u>cash outlays</u>	<u>Estimated</u> <u>operations and</u> <u>maintenance</u> <u>cash outlays</u>	<u>Total cash outlays</u> <u>(grants-in-aid</u> <u>and operations</u> <u>and maintenance)</u>	<u>Total cash outlays</u> <u>as percent of</u> <u>estimated revenues</u>
Alabama	35	26	32	31	20
Alaska	25	22	9	11	8
Arizona	19	12	28	23	37
Arkansas	43	44	43	47	17
California	1	1	2	2	42
Colorado	7	5	11	10	36
Connecticut	33	49	40	46	32
Delaware	54	53	54	54	54
District of Columbia	13	54	1	1	7
Florida	4	3	6	5	40
Georgia	6	27	8	9	47
Hawaii	9	13	22	21	50
Idaho	44	33	45	42	14
Illinois	5	11	7	7	45
Indiana	32	7	16	14	6
Iowa	38	40	35	37	18
Kansas	41	24	20	22	3
Kentucky	24	35	34	36	41
Louisiana	22	31	29	32	43

(Continued)

	Ranking ^a				
	<u>Estimated revenues</u>	<u>Grants-in-aid for airports cash outlays</u>	<u>Estimated operations and maintenance cash outlays</u>	<u>Total cash outlays (grants-in-aid and operations and maintenance)</u>	<u>Total cash outlays as percent of estimated revenues</u>
Maine	45	41	47	49	19
Maryland	26	30	36	35	34
Massachusetts	11	28	21	24	51
Michigan	14	8	23	18	29
Minnesota	15	19	19	19	31
Mississippi	46	38	44	43	12
Missouri	10	4	15	12	33
Montana	39	18	41	30	9
Nebraska	37	32	42	38	24
Nevada	17	37	30	33	52
New Hampshire	53	50	24	29	1
New Jersey	12	21	13	16	35
New Mexico	34	34	25	25	16
New York	3	10	5	6	46
North Carolina	18	23	27	27	48
North Dakota	47	42	48	50	13
Ohio	20	9	10	8	23
Oklahoma	27	15	3	4	2
Oregon	28	17	31	26	27
Pennsylvania	8	20	18	20	49
Puerto Rico	29	46	39	45	44
Rhode Island	48	47	52	51	21
South Carolina	36	29	37	34	22

(Continued)

	<u>Ranking^a</u>				
	<u>Estimated revenues</u>	<u>Grants-in-aid for airports cash outlays</u>	<u>Estimated operations and maintenance cash outlays</u>	<u>Total cash outlays (grants-in-aid and operations and maintenance)</u>	<u>Total cash outlays as percent of estimated revenues</u>
South Dakota	49	39	50	48	10
Tennessee	21	14	17	17	25
Texas	2	2	4	3	39
Utah	23	48	26	28	30
Vermont	51	52	51	52	28
Virgin Islands	40	51	53	53	53
Virginia	30	16	12	15	11
Washington	16	6	14	13	26
West Virginia	50	45	33	41	5
Wisconsin	31	43	38	40	38
Wyoming	52	25	49	39	4
Other ^b	42	36	46	44	15

^aRankings are from largest to smallest. Current-year dollar figures on which rankings are based appear in app. VI.

^bIncludes American Samoa, Northern Marianna Islands, Guam, and Marshall Islands (Pacific Trust Territory).

AIRPORT AND AIRWAY TRUST FUND REVENUES, SELECTED CASH OUTLAYS,
AND PERCENT OF REVENUES RETURNED BY STATE
FOR FISCAL YEAR 1983

Table VI.1: FY 1983 Trust Fund Revenues
and Outlays by State

<u>State</u>	<u>Estimated revenues^a</u>	<u>Grants-in-aid for airports cash outlays^b</u>	<u>Estimated operations and maintenance cash outlays^c</u>	<u>Total cash outlays (grants-in-aid and operations and maintenance)</u>	<u>Total cash outlays as a percent of estimated revenues</u>
----- (in millions) -----					
Alabama	\$ 9.2	\$ 5.8	\$ 6.2	\$ 12.0	130
Alaska	17.9	6.6	35.5	42.1	236
Arizona	39.4	12.2	8.1	20.3	52
Arkansas	4.3	2.6	3.5	6.1	145
California	265.9	43.8	80.8	124.6	47
Colorado	82.1	19.0	25.8	44.8	55
Connecticut	10.6	2.0	4.5	6.5	61
Delaware	0 ^d	.1	.5	.6	n/a
District of Columbia	53.3	.1 ^e	128.7 ^f	128.8	242
Florida	167.7	32.7	51.1	83.8	50
Georgia	126.9	5.5	40.5	46.0	36
Hawaii	72.5	10.7	12.6	23.3	32
Idaho	4.0	4.6	3.1	7.7	190
Illinois	135.7	12.8	42.2	55.0	41
Indiana	13.6	16.2	21.0	37.2	273
Iowa	6.1	3.7	5.1	8.8	144
Kansas	4.4	6.1	15.8	21.9	495
Kentucky	20.0	4.5	5.1	9.6	48
Louisiana	26.7	4.9	6.6	11.5	43

(Continued)

<u>State</u>	<u>Estimated revenues^a</u>	<u>Grants-in-aid for airports cash outlays^b</u>	<u>Estimated operations and maintenance cash outlays^c</u>	<u>Total cash outlays (grants-in-aid and operations and maintenance)</u>	<u>Total cash outlays as a percent of estimated revenues</u>
(in millions)					
Maine	3.8	3.0	2.4	5.4	143
Maryland	17.7	5.2	5.0	10.2	58
Massachusetts	59.6	5.4	13.1	18.5	31
Michigan	42.0	15.8	12.5	28.3	67
Minnesota	40.9	8.4	17.8	26.2	64
Mississippi	3.6	3.9	3.4	7.3	202
Missouri	69.1	20.2	21.2	41.4	60
Montana	5.5	8.6	4.2	12.8	232
Nebraska	7.8	4.7	4.0	8.7	111
Nevada	40.9	4.3	6.5	10.8	27
New Hampshire	.5	.9	12.2	13.1	2,574
New Jersey	58.1	7.4	25.4	32.8	56
New Mexico	10.6	4.5	12.1	16.6	157
New York	178.2	13.1	53.7	66.8	37
North Carolina	40.7	6.3	8.1	14.4	35
North Dakota	2.8	2.9	2.4	5.3	191
Ohio	38.9	15.0	32.0	47.0	121
Oklahoma	16.7	10.6	80.6	91.2	546
Oregon	16.6	9.4	6.2	15.6	94
Pennsylvania	73.9	7.7	18.0	25.7	35
Puerto Rico	16.6	2.3	4.5	6.8	41
Rhode Island	2.8	2.2	1.4	3.6	129
South Carolina	8.4	5.3	5.0	10.3	123

(Continued)

<u>State</u>	<u>Estimated revenues^a</u>	<u>Grants-in-aid for airports cash outlays^b</u>	<u>Estimated operations and maintenance cash outlays^c</u>	<u>Total cash outlays (grants-in-aid and operations and maintenance)</u>	<u>Total cash outlays as a percent of estimated revenues</u>
(in millions)					
South Dakota	2.6	3.8	2.0	5.8	225
Tennessee	28.3	10.6	18.9	29.5	104
Texas	209.1	33.1	71.5	104.6	50
Utah	21.2	2.1	11.5	13.6	64
Vermont	2.5	.3	1.9	2.2	86
Virgin Islands	4.7	.7	.5	1.2	26
Virginia	15.7	9.6	25.7	35.3	225
Washington	40.9	16.2	24.3	40.5	99
West Virginia	2.5	2.4	5.2	7.6	302
Wisconsin	15.1	2.8	4.9	7.7	51
Wyoming	2.0	5.9	2.2	8.1	417
Other ^d	4.3	4.4	2.9	7.3	167
Total	\$2,164.9	\$452.9	\$1,019.9	\$1,472.8	
Mean	\$ 40.1	\$ 8.4	\$ 18.9	\$ 27.3	68
Median	\$ 16.7	\$ 5.4	\$ 8.1	\$ 14.0	94

^aDerivation of estimated revenues described on p. 4 of app. II.

^bGrants-in-aid for airports data obtained from FAA Second Annual Report of Accomplishments under the Airport Improvement Program Fiscal Year 1983.

^cDerivation of estimated operations and maintenance cash outlays described on p. 5 of app. II.

^dNo revenue is shown for Delaware because no Delaware enplanements are involved in FAA enplanement data used in estimating revenue. The airport in Delaware with commercial enplanements did not qualify as a commercial service airport for fiscal year 1983.

(Continued)

^eRepresents funds for Air Transportation System Plan.

^fIncludes FAA Headquarters Operations.

^gIncludes American Samoa, Northern Marianna Islands, Guam, and Marshall Islands (Pacific Trust Territory).

RANK ORDERING OF 5-YEAR TOTALS OF AIRPORT AND AIRWAY TRUST FUND REVENUES,

GRANTS-IN-AID FOR AIRPORT OBLIGATIONS AND OUTLAYS, AND PERCENT OFREVENUES RETURNED FOR OBLIGATIONS AND OUTLAYS BY STATEFOR FISCAL YEARS 1979-83Table VII.1: Ranking of Trust Fund Revenues,
Obligations, and Outlays by State for FYs 1979-83

State	Ranking ^a				
	Estimated revenues	Obligations	Obligations as percent of estimated revenues	Cash outlays	Cash outlays as percent of estimated revenues
Alabama	34	24	16	26	17
Alaska	26	6	9	5	10
Arizona	19	14	31	14	30
Arkansas	41	37	12	45	20
California	1	1	44	1	44
Colorado	7	12	48	8	42
Connecticut	33	49	39	49	39
Delaware	54	53	1	53	1
District of Columbia	12	54	54	54	54
Florida	4	3	47	3	45
Georgia	6	11	52	16	53
Hawaii	9	30	53	24	51
Idaho	43	44	15	40	14
Illinois	5	5	49	9	50
Indiana	31	13	13	12	15
Iowa	38	36	21	37	19
Kansas	42	26	4	25	3
Kentucky	23	27	30	28	29

(Continued)

State	Estimated revenues	Obligations	Ranking ^a Grants-in-aid for Airports		
			Obligations as percent of estimated revenues	Cash outlays	Cash outlays as percent of estimated revenues
Louisiana	22	15	28	19	33
Maine	46	41	10	43	13
Maryland	32	32	29	41	37
Massachusetts	11	25	50	30	49
Michigan	13	9	32	10	31
Minnesota	18	23	42	23	40
Mississippi	44	35	5	36	8
Missouri	10	7	36	6	38
Montana	40	39	14	33	12
Nebraska	37	34	22	32	16
Nevada	14	22	43	27	43
New Hampshire	53	51	2	52	6
New Jersey	15	18	38	47	52
New Mexico	35	31	19	39	26
New York	3	4	51	4	48
North Carolina	20	19	34	15	28
North Dakota	47	43	8	44	11
Ohio	17	10	33	13	35
Oklahoma	29	20	24	17	21
Oregon	28	29	26	22	25
Pennsylvania	8	8	41	7	41
Puerto Rico	24	46	46	48	46
Rhode Island	48	50	17	50	23

(Continued)

State	Estimated revenues	Ranking ^a Grants-in-aid for Airports			
		Obligations	Obligations as percent of estimated revenues	Cash outlays	Cash outlays as percent of estimated revenues
South Carolina	36	33	23	31	18
South Dakota	50	48	11	46	9
Tennessee	21	21	35	18	32
Texas	2	2	45	2	47
Utah	27	40	40	38	36
Vermont	52	52	18	51	22
Virgin Islands	39	47	25	21	4
Virginia	30	16	20	20	24
Washington	16	17	37	11	34
West Virginia	49	45	6	42	7
Wisconsin	25	28	27	29	27
Wyoming	51	42	3	35	2
Other ^b	45	38	7	34	5

^aRankings are from largest to smallest. Current-year dollar figures on which rankings are based appear in app. VIII.

^bRepresents American Samoa, Northern Marianna Islands, Guam, Marshall Islands (Pacific Trust Territory) and in fiscal years 1979 and 1980 also includes revenues for Howard Air Force Base, Panama.

FIVE-YEAR TOTALS OF AIRPORT AND AIRWAY TRUST FUND REVENUES,
GRANTS-IN-AID FOR AIRPORT OBLIGATIONS AND OUTLAYS, AND PERCENT OF
REVENUES RETURNED FOR OBLIGATIONS AND OUTLAYS BY STATE
FOR FISCAL YEARS 1979-83

Table VIII.1: Trust Fund Revenues, Obligations,
and Outlays by State for FYs 1979-83

State	Estimated revenues ^a	Grants-in-aid for airports			
		Obligations ^b	Obligations as percent of estimated revenues	Cash outlays as percent of estimated revenues	
	(in millions)			Cash outlays ^c	
				(in millions)	
Alabama	\$ 38.9	\$ 39.6	102	\$ 36.8	95
Alaska	64.2	95.2	148	95.4	149
Arizona	129.1	62.8	49	56.7	43
Arkansas	19.9	24.4	123	17.6	89
California	986.7	243.7	25	219.5	22
Colorado	290.7	65.6	23	76.6	26
Connecticut	40.5	13.2	32	11.8	29
Delaware	0 ^d	2.1	n/a	2.3	n/a
District of Columbia	206.9	.5 ^e	0	.3 ^e	0
Florida	630.9	150.4	24	133.9	21
Georgia	508.4	66.1	13	51.9	10
Hawaii	279.6	34.2	12	38.6	14
Idaho	17.3	18.6	107	21.3	123
Illinois	523.8	104.4	20	74.5	14
Indiana	56.1	65.4	117	60.3	108
Iowa	26.5	24.7	93	23.7	90
Kansas	18.3	38.3	209	38.5	210

(Continued)

State	Grants-in-aid for airports				
	Estimated revenues ^a	Obligations ^b	Obligations as	Cash outlays ^c	Cash outlays as
			percent of estimated revenues		percent of estimated revenues
————(in millions)————		(in millions)			
Kentucky	73.6	37.3	51	33.5	45
Louisiana	109.0	57.5	53	45.4	42
Maine	15.8	20.1	146	18.6	135
Maryland	56.1	28.7	51	20.9	37
Massachusetts	208.2	38.4	18	31.4	15
Michigan	164.8	77.6	47	69.2	42
Minnesota	136.7	41.9	31	38.7	28
Mississippi	14.7	25.3	172	24.6	168
Missouri	228.9	93.6	41	82.9	36
Montana	20.4	22.2	109	28.7	141
Nebraska	29.7	26.0	88	28.9	97
Nevada	156.5	45.8	29	35.2	22
New Hampshire	2.4	9.2	379	4.4	181
New Jersey	153.3	53.8	35	16.6	11
New Mexico	34.5	33.7	98	21.6	63
New York	671.8	118.1	18	107.9	16
North Carolina	117.9	51.5	44	54.8	46
North Dakota	12.4	18.6	150	18.0	145
Ohio	148.6	69.1	46	59.2	40
Oklahoma	60.3	49.1	81	49.1	81
Oregon	61.5	36.2	59	39.7	65
Pennsylvania	286.9	92.2	32	81.0	28
Puerto Rico	69.4	16.7	24	13.3	19

(Continued)

State	Grants-in-aid for airports				
	Estimated revenues ^a	Obligations ^b	Obligations as percent of estimated revenues	Cash outlays ^c	Cash outlays as percent of estimated revenues
	——(in millions)——			(in millions)	
Rhode Island	11.9	11.8	100	9.2	77
South Carolina	33.1	27.4	83	30.6	92
South Dakota	10.9	14.7	135	17.4	159
Tennessee	110.0	46.3	42	46.0	42
Texas	740.3	181.5	25	137.2	19
Utah	63.0	20.4	32	23.5	37
Vermont	6.5	6.5	100	5.2	80
Virgin Islands	22.8	16.1	71	43.0	188
Virginia	57.9	55.0	95	44.5	77
Washington	153.0	54.7	36	62.4	41
West Virginia	11.3	18.6	164	19.4	172
Wisconsin	64.6	37.1	57	32.4	50
Wyoming	8.3	19.5	235	26.5	319
Other ^f	<u>14.3</u>	<u>22.6</u>	158	<u>26.8</u>	188
Total	<u>\$7,977.1</u>	<u>\$2,644.0</u>		<u>\$2,407.4</u>	
Mean	\$ 147.7	\$ 49.0	33	\$ 44.6	30
Median	\$ 62.3	\$ 37.2	55	\$ 34.3	48

^aDerivation of estimated revenues described on p. 4 of app. II.

^bGrants-in-aid for airport obligations obtained from FAA Annual Reports of Operations under the Airport and Airway Development Act for fiscal years 1979 through 1981, and from FAA Annual Reports of Accomplishments under the Airport Improvement Program for fiscal years 1982 and 1983. Represents new obligations including only first-year portion of multi-year grants. Does not include obligations for portions of multi-year grants which are for years other than first year. This includes \$115.2 million obligated in fiscal year 1979, \$117.1 million in fiscal year 1980, and \$58.8 million in fiscal year 1983.

(Continued)

^cSource: Treasury, Federal Aid to States reports for fiscal years 1979 through 1981 and FAA reports to the Commerce Department--Federal Aid to States for fiscal years 1982 and 1983.

^dNo revenue is shown for Delaware due to rounding and because in 1981, 1982, and 1983 no Delaware enplanements are included in FAA enplanement data used in estimating revenues. The airport in Delaware with commercial enplanements did not qualify as a commercial service airport for fiscal years 1981, 1982 and 1983.

^eRepresents funds for Air Transportation System Plan.

^fComprised of American Samoa, Northern Marianna Islands, Guam, Marshall Islands (Pacific Trust Territory), and in fiscal years 1979 and 1980 also includes revenues for Howard Air Force Base, Panama.

RANK ORDERING OF 5-YEAR TOTALS FOR AIRPORT AND AIRWAY TRUST FUND REVENUES,
GRANTS-IN-AID FOR AIRPORT OBLIGATIONS, AND PERCENT OF REVENUES RETURNED FOR
OBLIGATIONS BY LARGE AIRPORT^a FOR FISCAL YEARS 1979-83

Table IX.1: Ranking of Trust Fund Revenues and
Obligations by Airports for FYs 1979-83

<u>Associated City</u>	<u>Airport</u>	<u>Ranking^b</u>		
		<u>Estimated</u> <u>revenues</u>	<u>Obligations</u>	<u>Grants-in-aid for airports</u> <u>Obligations</u> <u>as percent</u> <u>of estimated</u> <u>revenues</u>
Atlanta	The William B. Hartsfield Atlanta International	2	2	31
Baltimore	Baltimore-Washington International	36	27	7
Boston	General Edward Lawrence Logan International	10	17	33
Buffalo	Greater Buffalo International	39	34	4
Charlotte	Charlotte/Douglas International	33	25	10
Chicago	Chicago-O'Hare International	1	4	40
Cleveland	Cleveland-Hopkins International	26	30	23
Covington	Greater Cincinnati International	40	33	3
Dallas	Dallas Love Field	30	41	38
Dallas-Fort Worth	Dallas-Fort Worth Regional	5	5	30
Denver	Stapleton International	6	13	37
Detroit	Detroit Metropolitan Wayne County	17	21	26
Fort Lauderdale	Fort Lauderdale-Hollywood International	28	18	8
Honolulu	Honolulu International	11	36	41
Houston	Houston Intercontinental	14	14	24
Houston	William P. Hobby	35	39	22
Kansas City	Kansas City International	29	29	16
Las Vegas	Mc Carran International	20	22	28

(Continued)

<u>Associated City</u>	<u>Airport</u>	<u>Ranking^b</u>		
		<u>Estimated revenues</u>	<u>Obligations</u>	<u>Grants-in-aid for airports Obligations as percent of estimated revenues</u>
Los Angeles	Los Angeles International	3	3	32
Memphis	Memphis International	34	37	21
Miami	Miami International	8	8	29
Minneapolis	Minneapolis-St. Paul International	18	31	35
New Orleans	New Orleans International	25	23	19
New York	John F. Kennedy International	4	12	39
New York	La Guardia	9	7	27
Newark	Newark International	15	9	20
Orlando	Orlando International	24	20	14
Philadelphia	Philadelphia International	21	35	34
Phoenix	Phoenix Sky Harbor International	22	16	13
Pittsburgh	Greater Pittsburgh International	16	6	12
Portland	Portland International	37	28	6
Salt Lake City	Salt Lake City International	32	32	17
San Antonio	San Antonio International	38	38	11
San Diego	San Diego International/Lindbergh Field	27	26	18
San Francisco	San Francisco International	7	10	36
San Jose	San Jose Municipal	41	15	1
San Juan	Puerto Rico International	31	19	5
Seattle	Henry M. Jackson International	19	11	15
St. Louis	Lambert-St. Louis International	13	1	2
Tampa	Tampa International	23	24	25
Washington, D.C.	Washington-National	12	42	42
West Palm Beach	Palm Beach International	42	40	9

(Continued)

^aAirports enplaning more than 0.5 percent of total enplanements in fiscal year 1963.

^bRankings are from largest to smallest. Current-year dollar figures on which rankings are based appear in app. X.

FIVE-YEAR TOTALS FOR AIRPORT AND AIRWAY TRUST FUND REVENUES,
GRANTS-IN-AID FOR AIRPORT OBLIGATIONS, AND PERCENT OF REVENUES

RETURNED FOR OBLIGATIONS BY LARGE AIRPORT^a

FOR FISCAL YEARS 1979-83

Table X.1: Trust Fund Revenues and Obligations
by Airport for FYs 1979-83

<u>Associated City</u>	<u>Airport</u>	<u>Estimated revenues^b</u>	<u>Grants-in-aid for airports</u>	
			<u>Obligations^c</u>	<u>Obligations as percent of estimated revenues</u>
——(in millions)——				
Atlanta	The William B. Hartsfield Atlanta International	\$487.5	\$ 53.4	11
Baltimore	Baltimore-Washington International	54.1	14.5	27
Boston	General Edward Lawrence Logan International	200.7	21.3	11
Buffalo	Greater Buffalo International	40.7	12.3	30
Charlotte	Charlotte/Douglas International	60.9	14.8	24
Chicago	Chicago-O'Hare International	490.8	37.1	8
Cleveland	Cleveland-Hopkins International	75.9	13.3	18
Covington	Greater Cincinnati International	40.1	12.6	31
Dallas	Dallas Love Field	64.6	5.4	8
Dallas-Fort Worth	Dallas-Fort Worth Regional	301.7	34.4	11
Denver	Stapleton International	270.8	25.0	9
Detroit	Detroit Metropolitan Wayne County	129.9	17.9	14
Fort Lauderdale	Fort Lauderdale-Hollywood International	72.6	19.3	27
Honolulu	Honolulu International	183.3	11.3	6
Houston	Houston Intercontinental	146.4	24.6	17
Houston	William P. Hobby	56.5	10.1	18
Kansas City	Kansas City International	66.5	13.7	21

(Continued)

<u>Associated City</u>	<u>Airport</u>	<u>Estimated revenues^b</u>	<u>Grants-in-aid for airports</u>	
			<u>Obligations^c</u>	<u>Obligations as percent of estimated revenues</u>
——(in millions)——				
Las Vegas	Mc Carran International	123.0	16.0	13
Los Angeles	Los Angeles International	409.7	44.2	11
Memphis	Memphis International	58.3	10.6	18
Miami	Miami International	242.4	28.0	12
Minneapolis	Minneapolis-St. Paul International	128.2	13.0	10
New Orleans	New Orleans International	79.9	15.1	19
New York	John F. Kennedy International	324.4	25.6	8
New York	La Guardia	228.4	31.1	14
Newark	Newark International	145.7	26.9	18
Orlando	Orlando International	84.5	18.0	21
Philadelphia	Philadelphia International	117.6	12.1	10
Phoenix	Phoenix Sky Harbor International	98.1	21.5	22
Pittsburgh	Greater Pittsburgh International	138.2	31.2	23
Portland	Portland International	51.5	14.1	27
Salt Lake City	Salt Lake City International	62.1	12.8	21
San Antonio	San Antonio International	44.2	10.1	23
San Diego	San Diego International/ Lindbergh Field	74.1	14.5	20
San Francisco	San Francisco International	261.6	26.5	10
San Jose	San Jose Municipal	39.8	23.1	58
San Juan	Puerto Rico International	64.1	19.2	30
Seattle	Henry M. Jackson International	125.8	26.1	21
St. Louis	Lambert-St. Louis International	155.4	61.0	39

(Continued)

<u>Associated City</u>	<u>Airport</u>	<u>Estimated revenues^b</u>	<u>Grants-in-aid for airports</u>	
			<u>Obligations^c</u>	<u>Obligations as percent of estimated revenues</u>
——(in millions)——				
Tampa	Tampa International	97.9	14.9	15
Washington, D.C.	Washington-National	173.3	0	n/a ^d
West Palm Beach	Palm Beach International	<u>36.4</u>	<u>8.9</u>	25
Total		<u>\$6,107.6</u>	<u>\$865.5</u>	
Mean		\$ 145.4	\$ 20.6	14
Median		\$ 107.9	\$ 16.9	18

^aAirports enplaning more than 0.5 percent of total enplanements in fiscal year 1983.

^bDerivation of estimated revenues described on p. 5 of app. II.

^cOperations under the Airport and Airway Development Act for fiscal years 1979 through 1981 and FAA Annual Reports of Accomplishments under the Airport Improvement Program for fiscal years 1982 and 1983, with second- and third-year portions of obligations for multi-year grants obtained from FAA grant records.

^dWashington-National Airport does not receive trust fund monies. Improvements to this airport are financed through direct appropriations.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

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

MAY 9 1985

Mr. Oliver W. Krueger
Associate Director, Resources, Community,
and Economic Development Division
U.S. General Accounting Office
Washington, D.C. 20548

Dear Mr. Krueger:

I am responding to your letter of April 9. You advise that Senator Lawton Chiles has requested you to obtain revenue and disbursement information on the Airport and Airway Trust Fund for fiscal year (FY) 1983 for 42 major airports, 50 states, the District of Columbia, and territorial possessions. You requested that we provide certain information on disbursements for FY 1983.

During the past several months your staff has worked diligently in attempting to obtain this identical information. Your staff was advised at the outset that the type of information and the detail requested were either not available or not readily available. Nonetheless, they have persisted and we have made every effort to assist them--in particular your Mr. H. Donald Campbell--in meeting this objective. Some information is available. For example, we have information in total on trust fund outlays for facilities and equipment, and for research, engineering, and development, but we cannot provide outlay details on where the work was performed or which airports, states, or other jurisdictions may have benefited. This is because records are not kept for this purpose nor are we privy to where contract work is performed.

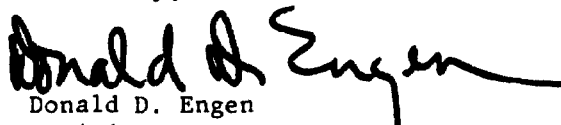
Similarly, we have information on total outlays for operations (a total of \$2.447 billion of which \$1.02 billion is trust fund monies); but again we cannot provide outlay details on each of the 42 major airports since our records are not designed to provide this type of information. At the regions, there are available operational air traffic control tower cost-center figures which can provide some of the information. The remaining information on repair and maintenance costs is not as accurate because our Airway Facility Sector offices have responsibilities off the airports that are not separately costed.

Also, we have outlay figures for the airport grant-in-aid program by state but not by the 42 major airports. To provide this information would require an examination of each paid voucher for FY 1983 in our regional offices and a manual compiling of the dollar figures. We have previously provided information on FY 1983 grants by airport and we believe that for these 42 major airports these figures would track fairly closely with actual outlays.

The FAA has never had a need to keep the type of information requested. To establish records so as to allocate, for example, facility and equipment development costs on the basis of benefit to a particular airport or state would be extremely difficult, costly, of questionable accuracy, and of no value to the FAA.

In summary, we regret that we cannot readily provide you with the information you have requested and we must, therefore, respectfully ask that you reconsider your request.

Sincerely,


Donald D. Engen
Administrator

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