U.S. Department
of Transportation

**Federal Aviation
Administration**

FEDERAL AVIATION ADMINISTRATION

BUDGET IN BRIEF

Fiscal Year 2000

TABLE OF CONTENTS

TABLE OF CONTENTS

OVERVIEW

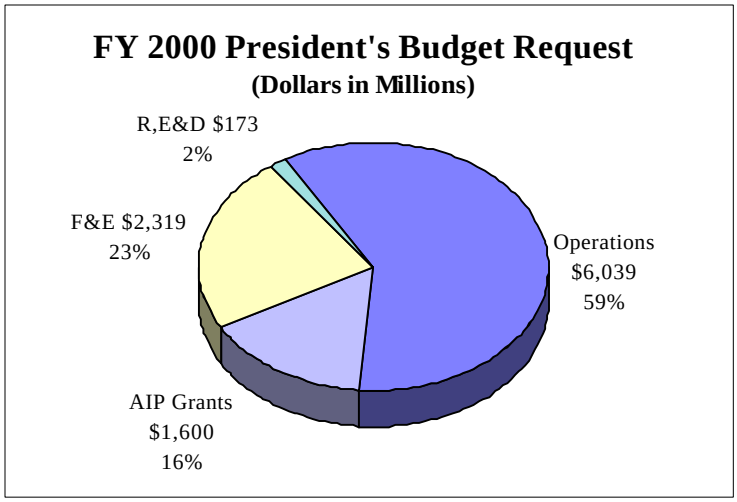

Figure 1

The FY 2000 President's Budget request for the Federal Aviation Administration proposes funding entirely through Airport and Airway Trust Fund resources derived from excise taxes and cost-based user fees. The request is for $10.131 billion, an increase of $378 million from the FY 1999 level.

The budget proposes the collection of $50 million in overflight fees for services provided by the FAA which will be used for the Essential Air Service and rural airport improvements. In addition, beginning in FY 2000, and in each year thereafter, the budget proposes a combination of user fees and excise taxes equal to the FAA's projected budget needs for the subsequent year. As user fees are phased in, excise taxes would be reduced provided the total collected from fees and taxes equals the projected program level for the following year.

Under this proposal, legislation will be proposed to authorize the collection of an additional $1.5 billion in cost-based aviation user fees in FY 2000. The authority to collect the fees will be contingent upon the appropriation of fee collections for FAA programs. Enactment of the fees in this manner (i.e., contingent upon appropriations action) would make room under the discretionary budget cap for an equal amount of FAA budget authority.

The distribution to the left reflects the budget resources proposed in the FY 2000 budget request as compared to FY 1999 enacted levels.

Summary of Funds
(Dollars in Millions)

Appropriation	FY 1999 Enacted [1]	Change	FY 2000 Request
Operations	$5,567.4	$471.6	$6,039.0
(General)	(1,455.2)	(-1,455.2)	0.0
(Trust)	(4,112.2)	(1,926.8)	(6,039.0)
National Civil Aviation Review Comm.	-.8	.8	0.0
Grants-In-Aid-Airports	1,950.0	-350.0	1,600.0
Facilities and Equipment	2,086.6	232.4	2,319.0
Research, Engineering, and Development	150.1	22.9	173.0
Total	$9,753.3	$377.7	$10,131.0
(General)	(1,454.4)	(-1,454.4)	0.0
(Trust)	(8,298.9)	(1,832.1)	(10,131.0)

[1] Includes Y2K supplemental funds provided by OMB to FAA in December 1998

Table 1

OVERVIEW

In FY 2000, 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 accidents 80% by 2007 and the upgrading of air traffic control automation to allow efficiencies through more direct flights.

Operations

In FY 2000, the Administration is seeking $6,039.0 million for FAA Operations, $471.6 million, or 8.5 percent, above the level for FY 1999, and 45,912 employees, 801, or 1.7 percent below that estimated for the end of FY 1999. The funding consists of $6,039 million in new budget authority funded directly from the trust fund. As detailed in Table 2, savings of $23.2 million are proposed, primarily due to reductions for one-time costs, Y2K expenses, and streamlining. The savings are offset by increases of $494.8 million, most of which are non-discretionary increases associated with mandatory pay adjustments, inflationary growth, and bringing new equipment on-line and making it operational. Other increases would fund growth in our field maintenance, security, and aircraft certification staffs.

Table 2

Build-Up of the FY 2000 Operations Budget
(Dollars in Millions)

FY 1999 Enacted	$5,567.4
Decreases	
Cost Savings:	
Decrease in Air Traffic Supervisors	-1.8
Elimination of Non-Beneficial Contract Towers	-6.0
MARC	-1.7
FSS Streamlining	-4.0
Aviation Safety Program	-0.5
Non-Recurring Y2K Expenses	-6.0
Technical Noise Assistance Grant	-0.1
Annualized FTE Savings	-3.1
Total Savings	-23.2
Increases	
Mandatory Increases:	
Pay Increases	+317.9
Non-Pay Increases	+23.2
Total Mandatory Increases	+341.1
Discretionary Increases:	
NAS Handoff	+85.5
Staffing Increases:	
Field Maintenance Technicians	+3.7
Aviation Regulation and Certification Staff	+1.4
Security Staffing	+1.6
Information Security	+10.1
HQ/Regional Office Buildings	+13.3
IPPS/DAFIS Replacement, Audit Correction, & Cost Accounting System	+22.2
Personnel/Acquisition Reform	+3.1
Airspace Redesign	+6.6
Vulnerability Assessments	+1.7
Other	+4.5
Total Discretionary Increases:	+153.7
Total Increases	+494.8
FY 2000 Request	$6,039.0

Grants-In-Aid for Airports

The FY 2000 budget assumes $1,600 million, an 18% decrease from the FY 1999 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 the passenger facility charges (PFC's). At the end of calendar year (CY) 1998, 301 airports had been approved to collect PFC's. PFC collection in CY 1998 reached an estimated $1,347 million. Collections are projected at $1,441 million in CY 1999, and may approach $1,550 million in CY 2000, assuming current statutory authority. A proposed legislative increase to the current $3 PFC would lead to significantly higher annual collections. Revenues from PFC's are an important source of capital for many airports.

Facilities and Equipment

The FY 2000 request for Facilities and Equipment (F&E) is $2,319 million, an 11 percent increase from the FY 1999 enacted level. Included in this request are capital needs contained in the FAA's Capital Investment Plan (CIP). The budget continues funding to support major systems such as the en route and terminal automation programs, next generation weather radar, the oceanic radar program, communications, and satellite navigation.

Research, Engineering, & Development

For Research, Engineering, and Development (R,E&D) the budget requests $173 million, a 15 percent increase from the FY 1999 enacted level. The R,E&D budget focuses on increased initiatives in security technology, satellite navigation, aircraft safety technology, aging aircraft, and human factors research along with the ongoing development of safety and capacity programs.

Employment

The FY 2000 budget reflects a net increase of 155 employees from the FY 1999 estimate for all appropriations. Employment will be increased over the FY 1999 levels in several safety work forces. Included in the Operations request is a proposal to hire 100 new field maintenance technicians, 20 certification and rulemaking personnel, 10 additional medical personnel, and 62 new security-related staff. These increases will allow these critical staffing areas to better meet current and anticipated growth in aviation activity and the expected increase in the number and complexity of our air traffic control systems.

Reform

OVERVIEW

In FY 2000, the FAA will continue efforts related to agency reform. Under previous legislation, considerable latitude was provided to allow the development of the agency's own personnel and acquisition systems and to make them more flexible, timely, and responsive to the needs of FAA and its customers. As a result, FAA now has a Federal Aviation Service separate from the U.S. Civil Service. The reformed personnel system is designed to require fewer resources, provide increased flexibility, incorporate state-of-the-art best practices, protect employee rights, and support enhanced productivity. Likewise, FAA substantially reformed its acquisition process to emphasize mission focus, reduce the time to acquire systems and services, field new technology faster, and get the right products to the field faster and at a lower cost to both government and industry. These reforms will continue to be refined and implemented in FY 2000 and funding is being requested to support both personnel and acquisition reform efforts.

Finance reform is essential to assure adequate, stable funding to meet our obligations in support of a safe, secure, and efficient aviation system. The budget proposes that, beginning in FY 2000, current aviation excise taxes will be gradually reduced as more efficient, cost-based user fees are phased in to inspire improved system management and more accurately reflect system use. The proposal includes an additional $1.5 billion in cost-based aviation user fees. This proposal would convert the air traffic control operational activities to a Performance Based Organization. The budget also assumes continued collection of fees for services provided to aircraft that neither take off or land in the United States (overflight fees) and includes $50 million from overflight fees for the payment for air carriers program managed by the Office of the Secretary of Transportation (OST) in FY 2000.

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 expected to improve organizational efficiency and provide better support to our customers for services including accounting, payroll, international training, travel, aircraft maintenance, logistics, multi-media, and information technology services.

In FY 2000, there will be a major expansion of the franchise fund as the activities of the FAA depot at the Mike Monroney Aeronautical Center in Oklahoma City become a franchise fund activity. This expansion will increase the efficiency of the depot by instituting a more rational and economic basis for procuring and distributing replacement parts and spares. Also added to the fund in FY 2000 will be aircraft maintenance. As with other franchise fund activities, the inclusion of the logistics depot and aircraft maintenance will allow the agency to achieve economies in performance by distributing fixed costs across a larger business base. This will, in time, lead to improved efficiency and reduced unit cost for the services performed.

Airport and Airway Trust Fund (AATF)

Section 9502 of Title 26, U.S.C., as amended, 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 (AATF). In FY 2000, the FAA's capital and operational programs will receive all their funding from the AATF.

In FY 1999, total tax receipts of approximately $11.1 billion are expected which includes $.6 billion in interest that will accrue to the trust fund cash balance. The uncommitted balance in the trust fund, which was $4.3 billion at the end of FY 1998, is expected to be $6.8 billion by the end of FY 1999. Total revenues expected in FY 2000 are $11.6 billion, which includes $.8 billion in interest earned by the trust fund cash balance. By the end of FY 2000, the uncommitted balance in the trust fund is expected to increase to $8.2 billion.

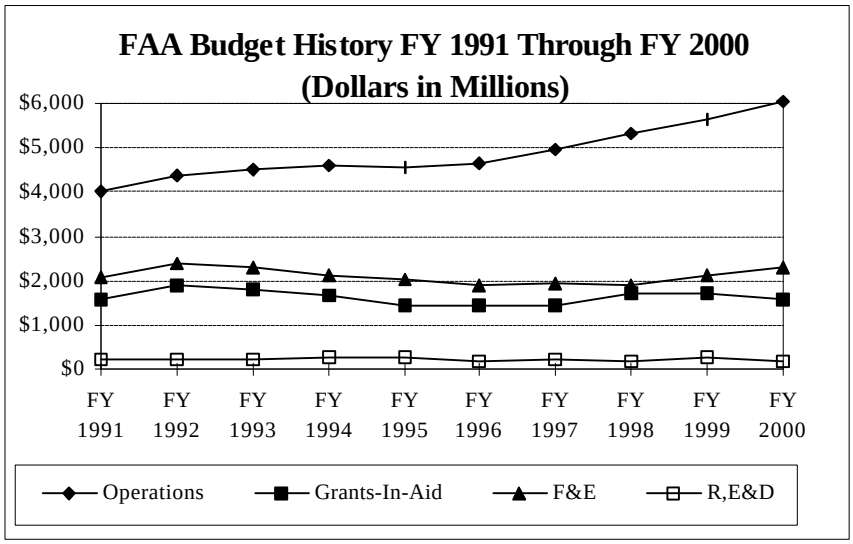

Figure 2

Table 3

FAA Employment Levels
End-of-Year Employment

	FY 1998 Actual	FY 1999 Estimate	FY 2000 Request
Direct	***48,978***	***49,846***	***49,137***
Operations (by Line of Business)	***46,222***	***46,713***	***45,912***
Air Traffic Services	**35,711**	**36,173**	**35,305**
Controllers	17,756	17,985	17,935
Field Maintenance	8,344	8,594	8,694
Other	9,611	9,594	8,676
Aviation Regulation & Certification	**6,181**	**6,256**	**6,307** [1]
Inspectors/Engineers/Pilots/NRS	4,094	4,114	4,114
Technical & Field Support	862	896	906
Other	1,225	1,246	1,287
Civil Aviation Security	**1,160**	**1,182**	**1,244**
Airports	**482**	**485**	**485**
Research & Acquisitions	**739**	**578**	**616** [1]
Commercial Space Transportation	**29**	**34**	**34**
Administration	**1,353**	**1,425**	**0** [1]
Staff Offices	**567**	**580**	**1,921** [1]
Facilities and Equipment	***2,161***	***2,758***	***2,811***
Research, Engineering, & Development	***592***	***372***	***411***
Aviation Insurance Revolving Fund	***3***	***3***	***3***
Reimbursable/Allocations	***397***	***513***	***1,377***
Operations	215	300	308
Administrative Services Franchise Fund	146	158	1,014
Facilities and Equipment	36	55	55
Research, Engineering, & Development	0	0	0
TOTAL END OF YEAR EMPLOYMENT	***49,375***	***50,359***	***50,514***

[1] Large changes in FY 2000 are primarily due to the elimination of the Associate Administrator for Administration and the subsequent redistribution of those resources to staff offices and other LOB's

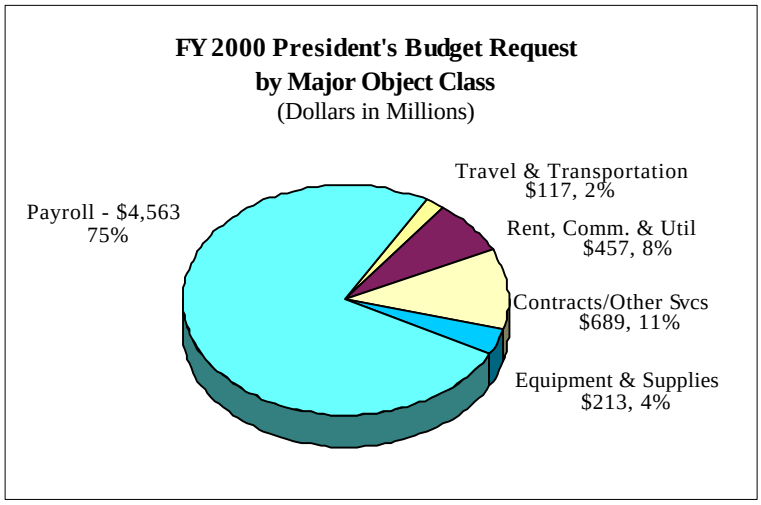

Figure 3

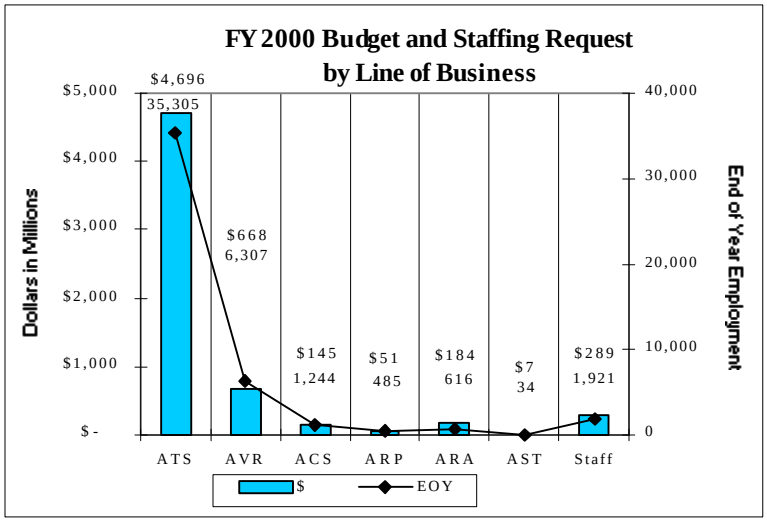

Figure 4

For FY 2000, the President's Budget requests $6,039 million for FAA Operations, $471.6 million more than provided in FY 1999. This increase recognizes the need to increase safety staffing, bring on-line and make fully operational new safety and capacity air traffic equipment being delivered, and make critical infrastructure investments necessary to fully implement such initiatives as acquisition and personnel reform and a cost accounting system. This requested level of $6,039 million will be financed through both excise taxes and new user fees deposited to the trust fund.

In terms of safety staffing, the President's Budget for FY 2000 proposes to hire 100 new field maintenance technicians, 30 new certification/rulemaking/medical personnel, and 62 security related personnel. 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 and complexity of our air traffic control systems.

The President's Budget also requests an increase of $85.5 million based on new requirements to make operational the new equipment now being delivered. These funds will cover such expenses as utilities, operation and maintenance, telecommunications, training, and spare parts. Without these essential funds, new equipment being developed and delivered could not become operational and would have to be warehoused with no benefit to either aviation users or the FAA.

OPERATIONS

In addition, the President's Budget continues funding for proven Administration initiatives such as the highly successful contract tower program.

Detailed information in support of this budget request is presented by line of business (LOB). Information on a separate "Administration" LOB is not provided since this LOB has been abolished with its responsibilities and staff transferred to other LOB's, predominantly Research and Acquisitions. In addition, three new staff offices have been created--Human Resource Management, Financial Services, and Region/Center Operations.

AIR TRAFFIC SERVICES -- $4,696 million

Air Traffic Services incorporates Air Traffic and Airway Facilities and is the operations and maintenance arm of the National Airspace System (NAS). Consisting of air traffic controllers, engineers and technicians, pilots and flight inspection personnel, business managers, and support staff, Air Traffic Services controls approximately 179,000 takeoffs and landings per day, provides 24 hours of air traffic control daily, operates and maintains 49,000 facilities and pieces of equipment, maintains 8,700 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.

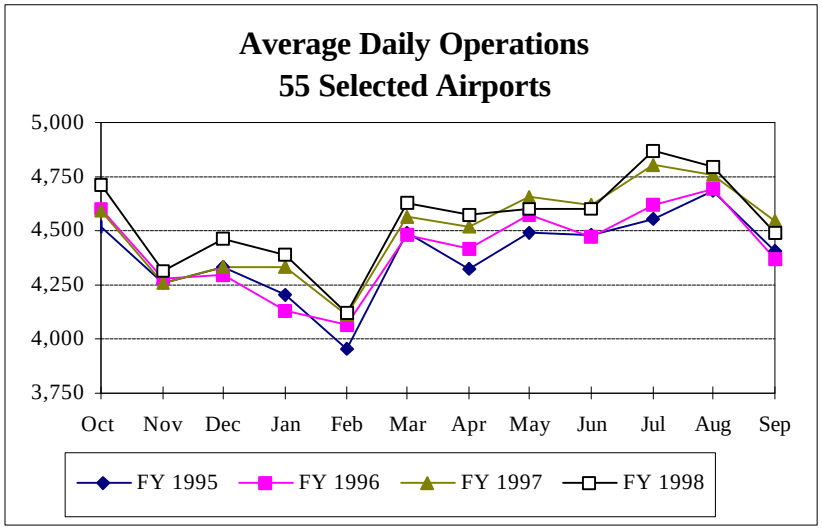

Figure 5

In FY 2000, the FAA will (1) increase its safety-critical maintenance work forces by hiring an additional 100 field maintenance technicians; (2) bring on-line new safety and capacity air traffic control equipment; and (3) perform national airspace redesign in support of Free Flight Phase I implementation and FAA's responsibility under the National Environmental Protection Act.

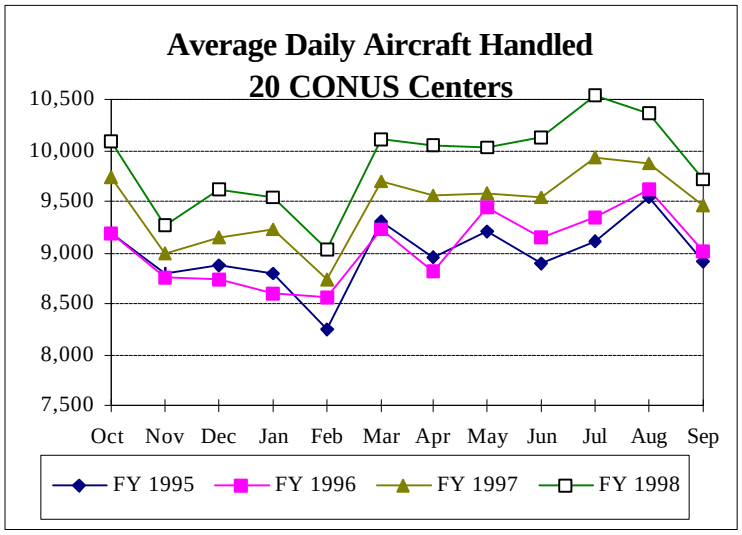

Figure 6

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 451 towers, 27 terminal radar approach control, and 24 en route centers. In addition, Air Traffic maintains a network of flight service stations which provide flight and weather information and record flight plans (mostly for general aviation pilots). For FY 2000, this subactivity requires $2,982 million.

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 2000, this subactivity requires $21 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 2000, this subactivity requires $99 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 2000, this subactivity requires $1,218 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. Because of the very nature of these activities, these expenditures are

largely mandatory if the essential operational nature of the FAA is not to be impaired. For FY 2000, this subactivity requires $290 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 2000, this subactivity requires $87 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 -- $668 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 operational maintenance and training of aircraft, airmen and aviation mechanics; 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 operators, air agencies, and airmen; issues medical certificates for airmen; provides 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 2000, AVR requests $668 million to meet existing and anticipated workload requirements. Included in the request is funding to support a staffing increase of 30 for safety critical certification, medical, and rulemaking staffing. In addition, funding increases are requested for NAS Handoff requirements.

CIVIL AVIATION SECURITY -- $145 million

The Associate Administrator for Civil Aviation Security 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. Because terrorists seek to destroy public confidence in the safety of air travel and disrupt this vital segment of the U.S. and world economies, the continued growth of commercial air transportation depends on the success of the aviation security mission. Protecting aviation's infrastructure--FAA facilities and equipment and the employees who run them is also Security's responsibility. The Civil Aviation Security Program also assists in the interdiction of drugs and narcotics coming into the United States. The budget requests 62 new security related personnel.

ADMINISTRATION OF AIRPORTS -- $51 million

The Administration of Airports includes long and short term identification of airport development projects necessary to meet increased capacity needs throughout the NAS. Effective management of the Airport Improvement and Passenger Facility Charge programs is key to keeping the necessary funding stream viable to invest in environmentally sound capacity and safety improvements at our nation's airports. Additionally, Airports ensures that the Federal investment in these projects is protected by examining airport revenue issues through financial audits and other forms of compliance activity. Finally, the Administration of airports includes the development of airport related design standards and certification inspections to ensure consistency and safety throughout the airport system.

RESEARCH AND ACQUISITIONS -- $184 million

Research and Acquisitions integrates all the research, design, development, acquisition, and implementation of infrastructure improvements and modernization efforts for the NAS. It operates and maintains the William J. Hughes Technical Center in Atlantic City, New Jersey, and manages the FAA's corporate information technology resources. In addition, it is responsible for the headquarters facility management function that was transferred to it when the Administration LOB was abolished.

COMMERCIAL SPACE TRANSPORTATION -- $7 million

Commercial Space Transportation (AST) ensures safety in the commercial space transportation industry through its process of issuing launch and reentry licenses and launch site and reentry site operator licenses and the development of the regulatory framework for this growing industry. In addition, AST promotes, encourages, and facilitates the development of U.S. commercial space transportation and, with the U.S. Trade Representative, plays a role in assuring fairness and the

international competitiveness of the U.S. space transportation industry. For FY 2000, AST requires funding for mandatory pay and inflation increases over the FY 1999 funding level. In addition, AST requires $.5 million to permit the use of contractor support to perform preliminary assessments of complex new systems such as reusable launch vehicles and to perform safety inspections at non-Federal launch sites.

STAFF OFFICES -- $289 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 financial services, human resource management, region/center operations, system safety, legal counsel, congressional liaison, public affairs, civil rights, policy, planning, international aviation, and the Administrator's and Deputy Administrator's executive staff.

Table 4

FY 2000 Budget Resources
Dollar Resources
(Dollars in Millions)

	FY 1998 Actual [1]	FY 1999 Enacted [2]	FY 2000 Request [3]	Percent
Air Traffic Services	$4,080	$4,344	$4,696	8.1%
Aviation Regulation and Certification	600	630	668	6.0%
Civil Aviation Security	115	123	145	17.3%
Airports	48	48	51	4.4%
Research and Acquisition	93	74	184	148.1% [4]
Commercial Space Transportation	6	6	7	11.2%
Administration	260	260	0	-100.0% [4]
Staff Offices	76	81	289	257.1% [4]
TOTAL OPERATIONS	**$5,278**	**$5,567**	**$6,039**	**8.5%**

Numbers may not add due to rounding

[1] Includes $23 million remaining from FY 1997 supplemental funding for security purposes
[2] Includes Y2K supplemental funds provided by OMB to FAA in December 1998
[3] Includes $50 million in overflight fees
[4] Large changes in FY 2000 are primarily due to the elimination of the Associate Administrator for Administration and the subsequent redistribution of those resources to staff offices and other LOB's

Table 5

FY 2000 Budget Obligations
By Major Object Class
(Dollars in Millions)

		FY 1998 Actual	FY 1999 Estimate	FY 2000 Request
11.1	Full-Time Permanent	$2,809	$3,106	$3,309
11.3	Other Than Full-Time Permanent	26	28	29
11.5	Other Personnel Compensation	276	304	353
11.8	Special Personnel Services Payments	0	0	0
11.9	**Total Personnel Compensation**	**$3,111**	**$3,438**	**$3,691**
12.1	Civilian Personnel Benefits	800	835	872
13.0	Benefits for Former Personnel	1	1	1
21.0	Travel and Transportation of Persons	101	98	101
22.0	Transportation of Things	21	18	16
23.1	Rental Payments to GSA	69	75	87
23.2	Rental Payments to Others	31	33	33
23.3	Communications, Utilities, and Miscellaneous	340	305	327
24.0	Printing and Reproduction	10	11	9
25.0	Other Services	632	644	689
26.0	Supplies and Materials	72	70	166
31.0	Equipment	64	38	46
32.0	Land and Structures	1	0	0
42.0	Insurance Claims and Indemnities	1	1	1
99.0	**Subtotal Direct Obligations**	**$5,254**	**$5,567**	**$6,039**
99	**Subtotal Reimbursable Obligations**	**57**	**69**	**71**
99.99	**Total Obligations**	**$5,311**	**$5,636**	**$6,110**

Numbers may not add due to rounding

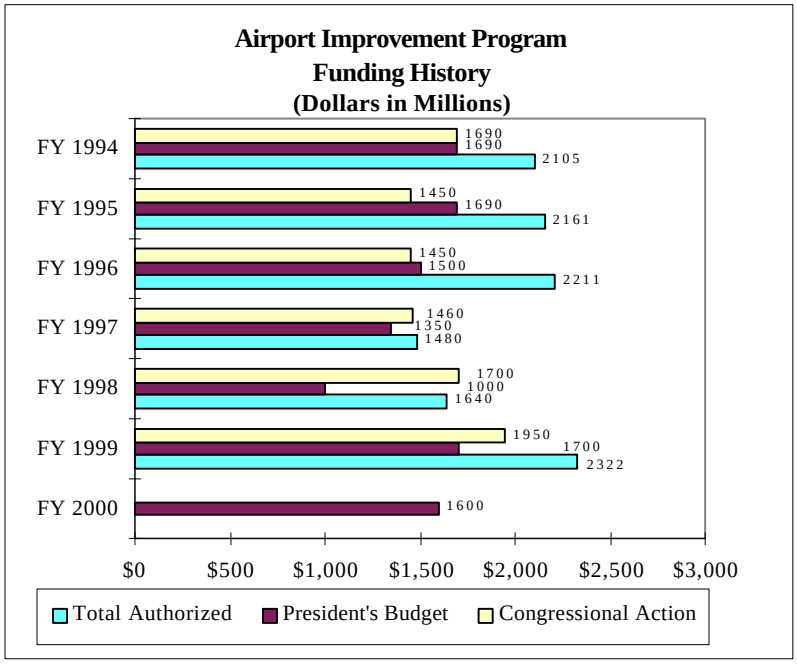

Figure 7

The FY 2000 request is for $1.6 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 PFC's. At the end of calendar year 1998, 301 airports were approved to collect PFC's totaling $23.1 billion over the next 40 years. In addition, an increase is proposed to the current $3 PFC.

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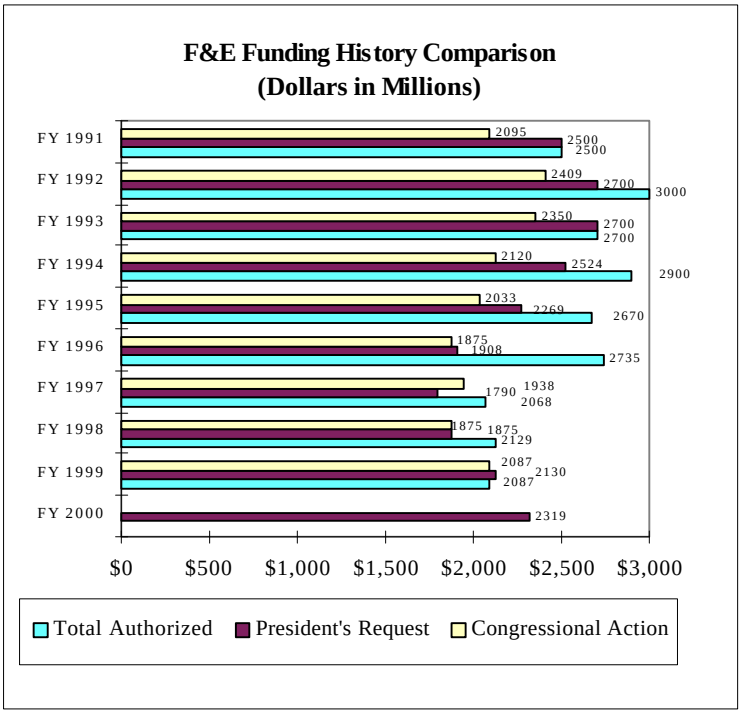

Figure 8

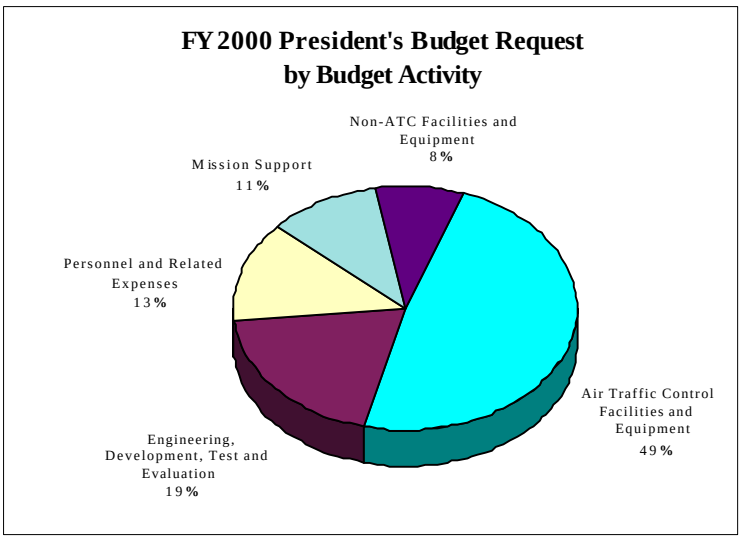

Figure 9

For FY 2000, $2,319 million, an 11 percent increase ($232 million) from FY 1999 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 2000 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.

Major FY 2000 Programs
($ in Millions)

Standard Terminal Automation Replacement System	$188.9
Display System Replacement	95.8
Explosive Detection Systems	97.5
Terminal Air Traffic Control Facilities - Replace	76.0
Terminal Digital Radar (ASR-11)	136.1
ARTCC Building Improvements/ Plant Improvements	54.0
Free Flight Phase I	184.8
Wide Area Augmentation System	108.1

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

FACILITIES AND EQUIPMENT

ENGINEERING, DEVELOPMENT, TEST, AND EVALUATION

To maintain an acceptable level of service in the face of the growing volume of traffic, the current system must be enhanced. In FY 2000, funding is requested to continue development of en route automation which will, over time, overcome these deficiencies and provide additional benefits to the users. For FY 2000, funding is requested for the standard terminal automation replacement system (STARS) to test and enhance commercial-off-the-shelf (COTS)/non-developmental item (NDI)-based automated radar terminal systems for initial use in terminal radar approach control facilities and to develop the final system capability. Also in FY 2000, funding is requested in budget activity one 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 I development and deployment, and aeronautical data link applications. This activity also includes funding transferred from the Research, Engineering, and Development (R,E&D) appropriation last year.

PROCUREMENT AND MODERNIZATION OF AIR TRAFFIC CONTROL FACILITIES AND EQUIPMENT

Initiatives in this activity will reduce delays and improve safety at congested airports. The funding requested for the display system replacement (DSR) 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. The Voice Switching and Control System (VSCS) will provide a voice communications system which performs the intercom, interphone, and air/ground voice connectivity and control functions needed for air traffic control operations and will reduce leased costs, increase modularity and growth capability, and increase controller productivity over current services. Of the amount requested in FY 2000, the majority will support the Tandem computer replacement; installation of the VSCS Console Equipment into the DSR common consoles; and completing VSCS Training and Backup Switch (VTABS) activities. In FY 2000, three TRACONs (Potomac, Atlanta, and Northern California) will continue acquisition of equipment and fund construction and system engineering support to provide FAA and user benefits from consolidation and restructured airspace. In addition, activity two WAAS funding will support the continued development of standards, certification, facilities, and procedures for the operational use of the WAAS in the NAS. Work will continue on the development of WAAS precision approach procedures, including completing obstacle clearance surveys to enable Category I approaches.

Other programs funded in this activity include the modernization and improvement of existing buildings and plant equipment which house and support NAS navigation, communications, surveillance, and visual/electronic landing systems. Also funded under this activity is the removal of leaking fuel storage tanks, site cleanup, and disposal of tanks, engine generators, and associated electrical equipment.

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

This activity includes general facility support requirements, which apply to a wide range of FAA installations. A national program has been established to ensure that all FAA facilities meet existing and future Federal, State, and local environmental regulations for the cleanup of hazardous substances resulting from FAA activities. Funds requested will assess the severity of the problem, and, if environmental damage has occurred, feasibility studies will be conducted to determine the extent of contamination and the best technology to be used for cleanup. In addition, the FY 2000 request will purchase and install FAA certified explosive detection systems and other advanced technology screening devices.

FACILITIES AND EQUIPMENT MISSION SUPPORT

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

PERSONNEL AND RELATED EXPENSES

Funding for all personnel compensation, benefits, travel, and related expenses associated with F&E programs, and R,E&D programs transferred to F&E in FY 1999, are budgeted under one consolidated activity. These funds directly support FAA personnel who are primarily responsible for NAS equipment installation and implementation.

FACILITIES AND EQUIPMENT

Table 6 F&E Activities by Budget Line Item

(Dollars in Thousands)

FY 1999 Enacted	FY 2000 Request	TITLE	FY 1999 Enacted	FY 2000 Request
		ACTIVITY 1. Engineering, Development, Test, and Evaluation		
		A. En Route Programs		
1A01	1A01	Aviation Weather Services Improvements	$26,300.0	$23,862.0
1A02	1A02	Oceanic Automation System	0.0	10,000.0
1A03	1A03	Next Generation Very High Frequency (VHF) Air/Ground (A/G) Communications System	0.0	9,640.0
1A05	1A04	En Route Automation Program	0.0	10,055.0
1A06	1A05	Aeronautical Data Link (ADL)	39,000.0	27,855.0
	1A06	NAS Information Systems	0.0	500.0
	1A07	Free Flight Phase I	0.0	184,800.0
1A04		Air Traffic Management (ATM)	51,200.0	0.0
1A07		Conflict Probe	41,000.0	0.0
1A08		Host Replacement	72,000.0	0.0
		Subtotal - En Route Programs	**229,500.0**	**266,712.00**
		B. Terminal Programs		
1B01	1B01	Terminal Automation Program	99,200.0	58,900.0
		Subtotal - Terminal Programs	**99,200.0**	**58,900.0**
		C. Flight Service Programs		
	1C01	Automated Flight Service Station - Voice Switch Replacement	0.0	3,000.0
		Subtotal - Flight Service Programs	**0.0**	**3,000.0**
		D. Landing and Navigational Aids Programs		
1D01	1D01	Local Area Augmentation System (LAAS)	0.0	4,000.0
1D02	1D02	Wide Area Augmentation System (WAAS) For GPS	0.0	65,200.0
1D03		Next Generation Navigation and Landing Systems	92,000.0	0.0
1D04		Next Generation Landing Systems	34,175.0	0.0
		Subtotal - Landing and Navigational Aids Programs	**126,175.0**	**69,200.0**
		E. Research, Test, and Evaluation Equipment and Facilities		
1E01	1E01	Independent Operational Test and Evaluation (IOT&E) Support	3,500.0	3,500.0

FY 1999 Enacted	FY 2000 Request	TITLE	FY 1999 Enacted	FY 2000 Request
1E02	1E02	FAA Technical Center Facility - Technical Building Lease	5,290.0	1,322.5
1E03	1E03	NAS Improvement of System Support Laboratory	$2,000.0	$1,000.0
1E04	1E04	Technical Center Facilities	7,000.0	8,000.0
	1E05	Utility Plant Modifications	0.0	2,477.5
		Subtotal - Research, Test, and Evaluation Equipment and Facs	**17,790.0**	**16,300.0**
		F. Advanced Technology Development and Prototyping		
1F01	1F01	Advanced Technology Development and Prototyping	52,566.0	33,166.1
		Subtotal - Advanced Technology Development and Prototyping	**52,566.0**	**33,166.1**
		Total Activity 1	**$525,231.0**	**$447,278.1**
		ACTIVITY 2. Air Traffic Control Facilities and Equipment		
		A. En Route Programs		
2A02	2A01	En Route Automation Program	194,692.4	198,055.0
2A03	2A02	Next Generation Weather Radar (NEXRAD) - Provide	4,900.0	6,900.0
2A04	2A03	Air Traffic Operations Management System (ATOMS)	1,000.0	1,000.0
2A05	2A04	Weather and Radar Processor (WARP)	20,000.0	12,872.0
2A06	2A05	Aeronautical Data Link (ADL) Applications	600.0	1,000.0
2A07	2A06	ARTCC Building Improvements/Plant Improvements	54,000.0	54,000.0
2A08	2A07	Voice Switching and Control System (VSCS)	10,000.0	17,500.0
	2A08	Remote Communications Facilities (RCF) - Expand/Relocate	0.0	6,700.0
2A09	2A09	Air Traffic Management (ATM)	35,000.0	42,000.0
2A10	2A10	Critical Communications Support	1,850.0	2,000.0
2A11	2A11	DOD Base Closure - Facility Transfer	1,000.0	3,900.0
2A12	2A12	Back-Up Emergency Communications (BUEC) - Interim	8,500.0	4,500.0
2A13	2A13	Air/Ground Communication Radio Frequency Interference (RFI) Elimination	1,600.0	1,700.0
2A14	2A14	ATC Beacon Interrogator (ATCBI) - Replace	14,800.0	45,400.0
	2A15	FAA Telecommunications Infrastructure	0.0	6,100.0
2A15	2A16	Air Traffic Control En Route Radar Facilities	4,100.0	3,700.0
2A16	2A17	En Route Communications and Control Facilities Improvement	2,000.0	3,230.4
2A01		Long Range Radar (LRR) Program - Replace/Establish	5,700.0	0.0
2A17		Volcano Monitoring	2,000.0	0.0
		Subtotal - En Route Programs	**361,742.4**	**410,557.4**

FACILITIES AND EQUIPMENT

FY 1999 Enacted	FY 2000 Request	TITLE	FY 1999 Enacted	FY 2000 Request
		B. Terminal Programs		
2B01	2B01	Terminal Doppler Weather Radar (TDWR) - Provide	$4,300.0	$9,300.0
2B02	2B02	Terminal Automation Program	100,000.0	136,340.0
2B03	2B03	Aircraft Surface Detection Equipment (ASDE)	5,600.0	2,400.0
2B04	2B04	Airport Movement Area Safety System (AMASS)	9,800.0	11,700.0
2B05	2B05	Terminal Air Traffic Control Facilities - Replace	63,625.0	76,000.0
2B06	2B06	Airport Traffic Control Tower (ATCT)/Terminal Radar Approach Control (TRACON) Facilities - Improve	17,722.2	21,982.7
2B07	2B07	Terminal Voice Switch Replacement (TVSR)	10,300.0	9,900.0
	2B08	Radio Control Equipment (RCE) - Provide	0.0	3,400.0
2B08	2B09	Employee Safety/OSHA and Environmental Compliance Standards	22,000.0	29,700.0
2B09	2B10	Chicago TRACON	0.0	1,500.0
2B10	2B11	New Austin Airport at Bergstrom	2,500.0	1,500.0
2B11	2B12	Potomac TRACON	0.0	17,100.0
2B12	2B13	Northern California TRACON	17,900.0	31,000.0
2B13	2B14	Atlanta TRACON	15,000.0	13,000.0
2B16	2B15	Voice Recorder Replacement Program (VRRP)	3,000.0	3,000.0
2B17	2B16	NAS Infrastructure Management System (NIMS)	20,000.0	8,900.0
2B19	2B17	Terminal Digital Radar (ASR-11)	62,200.0	136,070.0
2B20	2B18	ASR - Weather System Processor (WSP)	11,900.0	24,000.0
2B21	2B19	DOD/FAA Facilities Transfer	1,000.0	1,000.0
2B22	2B20	Precision Runway Monitors	3,300.0	3,300.0
2B23	2B21	Terminal Radar (ASR) - Improve	2,773.4	3,838.8
2B24	2B22	Terminal Communications Improvements	1,119.8	1,124.0
2B14		Emergency Transceivers - Replacement	0.0	0.0
2B15		Airport Surveillance Radar (ASR-9)	5,000.0	0.0
2B18		Terminal Facilities Integration	0.0	0.0
		Subtotal - Terminal Programs	**379,040.4**	**546,055.5**
		C. Flight Service Programs		
2C01	2C01	Flight Service Station (FSS) Automation	2,000.0	2,000.0
2C02	2C02	Automated Surface Observing System (ASOS)	9,900.0	8,080.0
2C03	2C03	FSAS Operational and Supportability Implementation System (OASIS)	19,250.0	21,486.0
2C04	2C04	Flight Service Facilities Improvement	1,364.4	1,577.3
		Subtotal - Flight Service Programs	**32,514.4**	**33,143.3**

FY 1999 Enacted	FY 2000 Request	TITLE	FY 1999 Enacted	FY 2000 Request
		D. Landing and Navigational Aids Programs		
2D01	2D01	Very High Frequency (VHF) Omnidirectional Range (VOR) with Distance Measuring Equipment (DME) TACAN Network Plan	$4,700.0	$2,000.0
2D02	2D02	Instrument Landing System (ILS) - Establish/Upgrade	0.0	8,200.0
2D03	2D03	ILS - Replace Mark 1A, 1B, and 1C	2,100.0	1,000.0
2D04	2D04	Low Level Windshear Alert System (LLWAS) - Upgrade to Phase III	3,000.0	2,200.0
2D05	2D05	Approach Lighting System Improvement Program (ALSIP)	5,000.0	2,700.0
2D06	2D06	Runway Visual Range (RVR)	2,000.0	2,000.0
2D08	2D07	Distance Measuring Equipment (DME) Sustain	1,200.0	1,200.0
2D09	2D08	Wide Area Augmentation System (WAAS) for GPS	0.0	42,900.0
2D10	2D09	Non-Directional Beacon (NDB) - Sustain	1,000.0	1,000.0
2D11	2D10	Visual Navaids - Establish/Expand	400.0	1,000.0
	2D11	Instrument Approach Procedures Automation (IAPA)	0.0	900.0
	2D12	VASI - Replace with PAPI	0.0	1,000.0
	2D13	Global Positioning System (GPS) - Second Civil Frequency	0.0	17,000.0
2D12	2D14	Navigational and Landing Aids - Improve	2,761.8	3,146.7
2D07		Gulf of Mexico Offshore Program	2,400.0	0.0
2D12		Precision Approach Path Indicators (PAPI)	2,500.0	0.0
2D14		Tactical Landing Systems	3,000.0	0.0
		Subtotal - Landing and Navigational Aids Programs	**30,061.8**	**86,246.7**
		E. Other ATC Facilities Programs		
2E01	2E01	Alaskan NAS Interfacility Communications System (ANICS)	3,500.0	3,600.0
2E02	2E02	Fuel Storage Tank Replacement and Monitoring	10,600.0	10,500.0
2E03	2E03	FAA Buildings and Equipment - Improve/Modernize	4,000.0	4,000.0
2E04	2E04	Electrical Power Systems - Sustain/Support	17,500.0	17,500.0
2E05	2E05	Air Navigational Aids and ATC Facilities (Local Projects)	2,000.0	2,000.0
2E06	2E06	Computer Aided Engineering Graphics (CAEG) Replacement	1,000.0	4,300.0
2E07	2E07	Aircraft Related Equipment Program	2,000.0	5,000.0
	2E08	Airport Cable Loop Systems - Sustained Support	0.0	1,000.0
		Subtotal - Other ATC Facilities Programs	**40,600.0**	**47,900.0**
		Total Activity 2	**$843,959.0**	**$1,123,903.0**

FACILITIES AND EQUIPMENT

FY 1999 Enacted	FY 2000 Request	TITLE	FY 1999 Enacted	FY 2000 Request
		ACTIVITY 3. Non-ATC Facilities and Equipment		
		A. Support Equipment		
3A01	3A01	NAS Management Automation Program (NASMAP)	$800.0	$1,100.0
3A02	3A02	Hazardous Materials Management	17,000.0	22,500.0
	3A03	National Airspace System Recovery Communications (RCOM)	0.0	1,000.0
3A03	3A04	Aviation Safety Analysis System (ASAS)	11,600.0	16,400.0
3A04	3A05	Operational Data Management System (ODMS)	1,000.0	600.0
3A05	3A06	Logistics Support System and Facilities	2,300.0	3,000.0
3A06	3A07	Test Equipment - Maintenance Support for Replacement	500.0	1,000.0
3A07	3A08	Integrated Flight Quality Assurance	3,000.0	5,000.0
3A08	3A09	Safety Performance Analysis System (SPAS)	3,500.0	5,200.0
3A09	3A10	Performance Enhancement Systems (PENS)	9,700.0	5,000.0
3A10	3A11	National Aviation Safety Data Analysis Center (NASDAC)	1,800.0	1,500.0
3A11	3A12	FAA Employee Housing - Provide	8,000.0	8,000.0
3A12	3A13	Facility Security Risk Management	1,000.0	11,500.0
3A13	3A14	Information Security - NAS Information Coordination	4,000.0	10,325.0
3A14	3A15	Explosive Detection Systems (EDS)	100,000.0	97,500.0
		Subtotal - Support Equipment	**164,200.0**	**189,625.0**
		B. Training, Equipment, and Facilities		
3B02	3B01	National Airspace System (NAS) Training Facilities	400.0	1,500.0
3B03	3B02	Aeronautical Center Training and Support Facilities	12,000.0	3,200.0
3B04		Display System Replacement (DSR) - Training Simulator	4,000.0	0.0
		Subtotal - Training, Equipment, and Facilities	**16,400.0**	**4,700.0**
		Total Activity 3	**$180,600.0**	**$194,325.0**
		ACTIVITY 4, Mission Support		
		A. System Support and Services		
4A01	4A01	System Engineering and Development Support	28,960.0	27,300.0
4A02	4A02	Program Support Leases	27,500.0	31,100.0
4A03	4A03	Logistics Support Services (LSS)	5,600.0	5,600.0
4A04	4A04	Mike Monroney Aeronautical Center - Lease	14,800.0	14,600.0
4A05	4A05	In-Plant NAS Contract Support Services	2,000.0	2,800.0
4A06	4A06	Transition Engineering Support	41,800.0	40,900.0
4A07	4A07	Frequency and Spectrum Engineering - Provide	1,500.0	3,000.0

FY 1999 Enacted	FY 2000 Request	TITLE	FY 1999 Enacted	FY 2000 Request
4A08	4A08	Permanent Change-of-Station (PCS) Moves	$2,500.0	$3,200.0
4A09	4A09	FAA Corporate Systems Architecture	1,000.0	2,500.0
4A10	4A10	Technical Services Support Contract (TSSC)	47,550.0	48,800.0
4A11	4A11	Resource Tracking Program (RTP)	500.0	1,500.0
4A12	4A12	Center For Advanced Aviation System Development	57,000.0	63,400.0
4A13		FY 2000 Date Change Program	59,612.0	0.0
4A14		Support Contracts	-1,500.0	0.0
		Total Activity 4	**$288,822.0**	**$244,700.0**
5ALL	5ALL	Personnel and Related Expenses	**$248,000.0**	**$308,793.9**
		TOTAL	**$2,086,612.0**	**$2,319,000.0**

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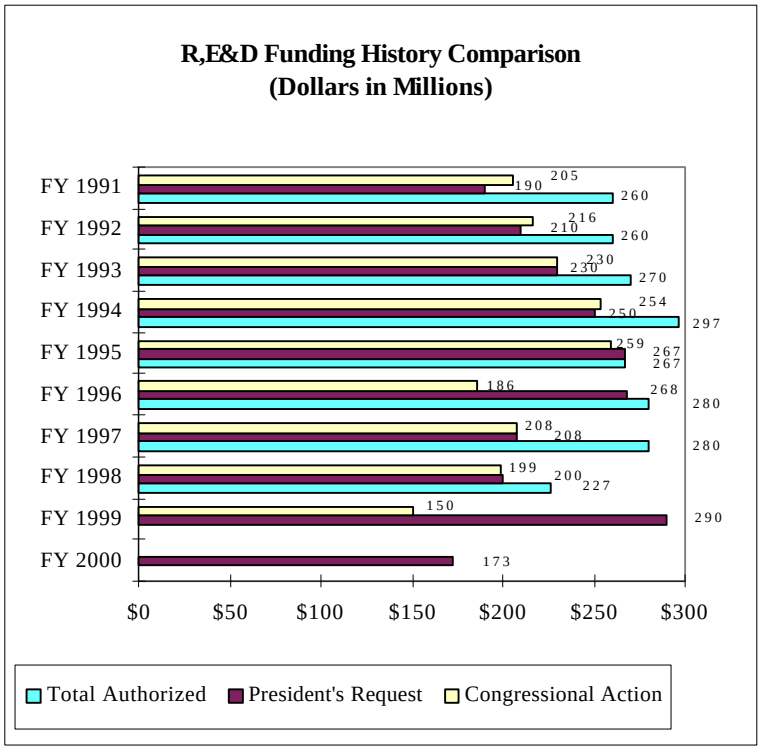

Figure 10

For FY 2000, $173 million is requested to support the R,E&D program. This request represents a 15 percent increase from the FY 1999 enacted level of $150 million. The FY 2000 request includes $16 million for the Safe Flight 21 program. This program is a joint demonstration program designed to facilitate implementation of the Capstone Initiative in Alaska and the Automatic Dependent Surveillance Broadcast (ADS-B) evaluation work in the Ohio Valley. The remaining $157 million is for all other R,E&D activities. The FAA will increase funding for System Security, Aircraft Safety, and Strategic Partners Research programs. The increase for Aircraft Safety supports the Vice President's Safer Skies initiative.

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

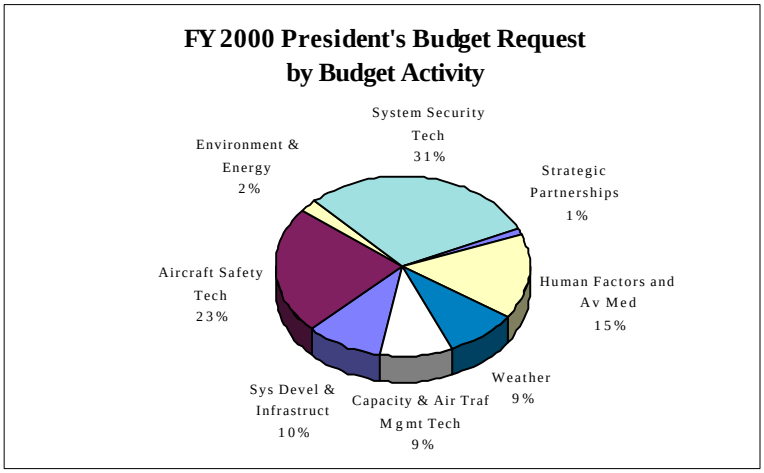

Figure 11

RESEARCH, ENGINEERING, AND DEVELOPMENT

- Implementation of safety activities that will result in safer aviation travel. Specific activities supporting Safer Skies initiatives include enhancement of the Safety Performance Analysis System (SPAS), study of deicing and anti-icing devices and agents, and improved fire suppression systems and fire resistant materials.

- Development and implementation of improved standards for the selection, training, and testing of checkpoint and security screeners.

- Development and validation of enhanced inspection systems for aging aircraft engine components. Development of techniques to detect damage in airframe structures affected by metal fatigue.

- Development and testing of avionics equipment designed to support and enhance free flight.

Table 7

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

	Program Area/Program	FY 1999 Enacted	FY 2000 Request
1	***System Development and Infrastructure***	***$15,784***	***$17,269***
	a. System Planning and Resource Management	1,164	1,294
	b. Technical Laboratory Facility	9,730	11,075
	c. Center for Advanced Aviation System Development	4,890	4,900
2	***Capacity & Air Traffic Management Technology*** [1]	***0***	***16,000***
	a. Safe Flight 21 (Capstone Initiative/Ohio Valley)	0	16,000
3	***Weather***	***18,684***	***15,765***
	a. Weather Program	15,084	12,665
	Juneau AK	3,600	3,100
4	***Aircraft Safety Technology***	***34,886***	***39,639***
	a. Fire Research and Safety	4,750	5,528
	b. Advanced Materials/Structural Safety	1,734	2,338
	c. Propulsion and Fuel Systems	2,831	3,126
	d. Flight Safety/Atmospheric Hazards Research	2,619	3,844
	e. Aging Aircraft	14,694	15,998
	f. Aircraft Catastrophic Failure Prevention Research	1,787	1,981
	g. Aviation Safety Risk Analysis	6,471	6,824
5	***System Security Technology***	***51,690***	***53,218***
	a. Explosives and Weapons Detection	41,700	40,676
	b. Airport Security Technology Integration	2,708	2,285
	c. Aviation Security Human Factors	5,282	5,256
	d. Aircraft Hardening	2,000	5,001
6	***Human Factors (HF) and Aviation Medicine***	***25,065***	***26,207***
	a. Flight Deck/Maintenance/System Integration Human Factors	11,000	10,142
	b. Air Traffic Control/Airway Facilities Human Factors	10,000	11,236
	c. Aeromedical Research	4,065	4,829
7	***Environment and Energy***	***2,891***	***3,481***
	a. Environment and Energy	2,891	3,481
8	***Strategic Partnerships***	***1,000***	***1,421***
	a. Strategic Partnerships	1,000	1,421
	TOTAL R,E&D	**$150,000**	**$173,000**

[1] All other programs except Safe Flight 21 were transferred to the F&E account in FY 1999

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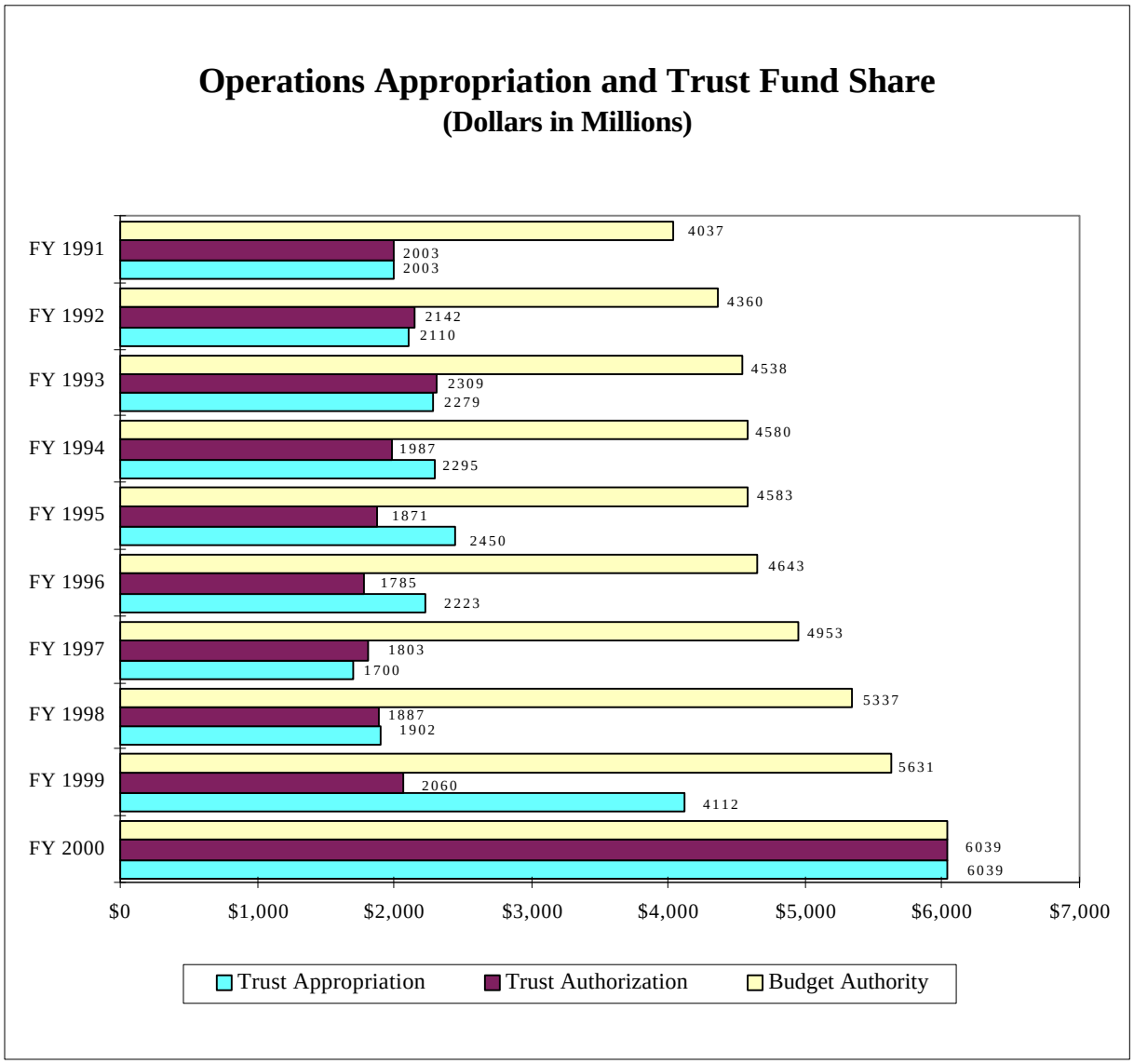
Operations Appropriation and Trust Fund Share
(Dollars in Millions)
FY 1991
4037
2003
2003
FY 1992
4360
2142
2110
FY 1993
4538
2309
2279
FY 1994
4580
1987
2295
FY 1995
4583
1871
2450
FY 1996
4643
1785
2223
FY 1997
4953
1803
1700
FY 1998
5337
1887
1902
FY 1999
5631
2060
4112
FY 2000
6039
6039
$0
$1,000
$2,000
$3,000
$4,000
$5,000
$6,000
$7,000
Trust Appropriation
Trust Authorization
Budget Authority

Figure 12

AIRPORT AND AIRWAY TRUST FUND

Table 8

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

	FY 1998 Actual	FY 1999 Estimate	FY 2000 Estimate
Balance, Start of Year	$1,327	$4,339	$6,754
Receipts:			
Tax Revenues	8,111	10,397	9,251
Interest	543	599	804
Aviation User Fees, Legislative Proposal			1,496
Federal Fund Payments		87	
Total Receipts	8,654	11,083	11,551
Total: Balances and Collections	9,981	15,422	18,305
Appropriations:			
Trust Fund Share of FAA Operations	-1,902	-4,112	-6,039
Grants-in-Aid for Airports Contract Authority	-2,347	-2,410	-1,600
Facilities and Equipment	-1,900	-2,087	-2,319
Research, Engineering, and Development	-199	-150	-173
Payments to Air Carriers	-39	0	0
Subtotal Appropriation	-6,387	-8,759	-10,131
Unobligated Balance Returned to Receipts	755	91	0
Adjustment in expired accounts	-10		
Total Balance, End of Year [1]	$4,339	$6,754	$8,174

[1] Balances differ from amounts printed in the Budget Appendix due to a $10 million adjustment in expired accounts in the F&E program that was not properly reflected in this table at the time the Budget was printed

Table 8 (cont'd)

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

	FY 1998 Actual	FY 1999 Estimate	FY 2000 Estimate
Unexpended Balance, Start of Year:			
Uninvested Balance	$-2	$590	0
U.S. Securities: Par Value	6,360	8,550	12,296
Total Balance, Start of Year	6,358	9,140	12,296
Cash Income During the Year			
Government Receipts:			
Passenger Ticket Tax	5,455	5,933	4,857
Passenger Flight Segment Tax	547	1,313	1,566
Waybill Tax	313	519	470
Fuel Tax	659	1,042	833
International Departure/Arrival Tax	948	1,390	1,334
Frequent Flyer Tax	141	144	137
Rural Airports Tax	48	56	54
Aviation User Fees, Legislative Proposal			1,496
Intragovernmental Transactions:			
Interest, Airport and Airway Trust Fund	543	599	804
Federal Fund Payment, Airport & Airway Trust Fund		87	
Offsetting Collections:			
Facilities and Equipment	33	75	75
Research, Engineering, and Development	9	15	15
Income Under Present Law	8,696	11,173	10,145
Additional Income Under Proposed Legislation	0	0	1,496
Total Cash Income	8,696	11,173	11,641
Cash Outgo During Year:			
Trust Fund Share of FAA Operations	-1,929	-4,124	-6,039
Grants-in-Aid for Airports	-1,511	-1,670	-1,750
Facilities and Equipment	-2,226	-1,921	-2,006
Facilities and Equipment Offsetting Collections	-33	-75	-75
Research, Engineering, and Development	-203	-204	-202
Research, Engineering, and Development Offsetting Collections	-9	-15	-15
Payments to Air Carriers (Trust Fund)	-3	-8	0
Total Cash Outgo	-5,914	-8,017	-10,087
Unexpended Balance, End of Year:			
Uninvested Balance	590	0	0
U.S. Securities: Par Value	8,550	12,296	13,850
Total Balance, End of Year	9,140	12,296	13,850
Obligated Balance (-)	-4,349	-4,741	-4,744
Unobligated Balance (-)	-452	-802	-933
Total Commitments (-)	-4,801	-5,543	-5,677
Uncommitted Balance, End of Year	$4,339	$6,753	$8,173

FISCAL YEAR 1999 FUNDING

Table 9

Amounts Available in FY 1999
(Dollars in Millions)

	FY 1999 President's Budget	FY 1999 Enacted	Difference
Budget Authority			
Operations	$5,631.1	$5,567.4	$-63.7
(General)	(3,528.1)	(1,455.2)	(-2,072.9)
(Trust)	(2,060.0)	(4,112.2)	(2,052.2)
(User fees)	(43.0)	(0.0)	(-43.0)
National Civil Aviation Review Commission		-.8	-.8
Grants-in-Aid to Airports Obligation Limitation	1,700.0	1,950.0	250.0
Facilities and Equipment	2,130.0	2,086.6	-43.4
Research, Engineering, and Development	290.0	150.1	-139.9
Total Amounts Available	**$9,751.1**	**$9,753.3**	**$2.2**
Full Time Equivalents	**50,643**	**50,413**	**-230**
Direct	**50,136**	**49,874**	**-262**
Operations	47,168	46,673	-495
Facilities and Equipment	2,276	2,782	506
Research, Engineering, and Development	689	416	-273
Aviation Insurance Revolving Fund	3	3	0
Reimbursable	**507**	**539**	**32**
Operations	300	300	0
Franchise Fund	152	184	32
Facilities and Equipment	55	55	0
Research, Engineering, and Development	0	0	0

Table 10

Summary of Outlays
(Dollars in Millions)[1]

	FY 1998 Actual	FY 1999 Estimate	FY 2000 Estimate
Appropriation			
Operations	$5,281	$5,602	$5,982
(General)	(3,352)	(1,478)	(-57)
(Trust)	(1,929)	(4,124)	(6,039)
Facilities and Equipment	2,226	1,921	2,006
Research, Engineering, and Development	203	204	202
Grants-in-Aid to Airports	1,511	1,670	1,750
National Civil Aviation Review Commission	*	0	0
Aviation User Fees	28	0	0
Miscellaneous Expired Accounts	0	0	0
Aviation Insurance Revolving Fund	-3	-3	-3
Administrative Services Franchise Fund	-3	4	0
TOTAL Outlays	$9,242	$9,398	$9,937
(General)	(3,374)	(1,479)	(-60)
(Trust)	(5,868)	(7,919)	(9,997)
Proprietary Receipts:			
Miscellaneous Recoveries & Receipts	*	-1	-1

[1] Asterisks denote amounts of less than $1 million