



**Federal Aviation
Administration**



BUDGET HIGHLIGHTS

Fiscal Year 2010

May 2009

TABLE OF CONTENTS

Introduction	3
Budget Overview	4
Preparing for the Future – NextGen	7
Facts and Figures	11
Supplementary Charts	13
Budget Authority by Appropriations Account	13
Outlays by Appropriation Account	14
Personnel Resource Summary	15
Airport and Airway Trust Fund	16

FY 2010 BUDGET HIGHLIGHTS

INTRODUCTION

The FAA operates and maintains the most complex air traffic control system in the world. Over the past several years, we have made progress in increasing the system's safety and efficiency. We are also investing responsibly in capital programs and in our highly capable workforce in order to prepare for a future marked by ever-growing demand for aviation-related services.

FAA's FY 2010 budget maintains these recent safety and capacity gains while providing the level of investment required to meet future system demands. This budget allows us to execute our published plans for controller and safety staffing, research and development, capital investment, and NextGen, thus further enhancing aviation safety while we implement the aviation system of the future.

Safety continues to be our number one priority. The FY 2010 budget includes funding to hire a net increase of 107 new air traffic controllers, a level consistent with the updated version of the Controller Workforce Plan. In the last three years, FAA has hired more than 5,500 new air traffic controllers, ensuring the flexibility to match the number of controllers with traffic volume and workload. As we continue to bring these new employees on board, we must carefully manage the process to ensure that our trainees progress in a timely manner and are hired in the places we need them. By improving our training techniques and using high-fidelity simulators, we have reduced the training period from an average of 3-5 years down to 2-3 years. Our goal is to limit the controller-to-trainee ratio to less than 35 percent of the workforce, ensuring there are adequate numbers of fully trained controllers in all facilities. There are as many controllers on board today as there were in 2000, and adjusted for traffic levels, there are more Certified Professional Controllers (CPCs) on board today than in 2000.

The FY 2010 request maintains the staff added to our Aviation Safety workforce in FY 2007—2009 while increasing staffing by 36 positions in FY 2010. The staffing increase is consistent with the updated Aviation Safety Workforce Plan and enables FAA to review additional applications for aeronautical products and parts and increase drug inspections. In addition, the FY 2010 budget request supports additional positions that will perform analysis of emerging risk, future hazards, and trends within the National Airspace System (NAS).

We need to continue moving forward with the Next Generation Air Transportation System (NextGen) so that the system is able to handle the demand when traffic levels return. Despite recent, temporary drops in air traffic levels, NextGen is needed to improve efficiency, create additional capacity, and provide enhancements to safety and environmental performance. NextGen will mean new technologies, procedures, standards, and roles and responsibilities for pilots and controllers. Given the scope of this undertaking, substantial investment is required now to achieve near-term deployment of mature technologies, develop moderately mature concepts for operational viability, and perform research to better define long-term capabilities. As it is implemented, NextGen will gradually allow aircraft to safely fly more closely together on more direct routes, reducing delays, and providing benefits for the environment and the economy through reductions in carbon emissions, fuel consumption, and noise. The FY 2010 budget provides a total of \$865 million in support of NextGen, an increase of 24 percent over FY 2009.

BUDGET OVERVIEW

Operations

The FY 2010 request of \$9,336 million is an increase of \$293 million (3.2 percent) above the FY 2009 enacted level. This level will fund salary increases for FAA employees, annualization of FY 2009 new hires, adjustments for inflation and GSA rent increases, maintenance and operating costs of new NAS systems and equipment, and mandatory wage increases for flight services and contract towers. Major policy initiatives funded by the request include the hiring of additional air traffic controllers, aviation safety staff, and NextGen support staff. The request also incorporates \$48 million of new cost efficiencies realized by the Air Traffic Organization (ATO) as well as several base transfers among FAA organizations that better align our resources with organizational functions.

The FAA's ten-year strategy for the air traffic control workforce calls for a net increase of 107 controllers in FY 2010. The budget supports this effort so that FAA can continue to ensure that the right number of trained controllers are in the right place at the right time. In March 2008, FAA published its first Aviation Safety Workforce Plan outlining how the Aviation Safety organization will maintain a highly trained and proficient workforce as it transitions to a Safety Management System (SMS). The FY 2010 budget supports the updated plan, providing \$13.2 million to annualize the cost of new safety staff added in FY 2009 and \$3.1 million for 36 additional staff in FY 2010.

Recognizing that our future workforce may be very different from today, last year FAA engaged the National Academy of Public Administration (NAPA) to help identify the skills needed to accomplish the transition to NextGen and strategies for acquiring the necessary workforce competencies. To respond to some of NAPA's recommendations, the FY 2010 budget includes \$7 million to hire 104 technical staff in the ATO operational service units to support the development and deploy-

ment of the NextGen suite of applications. These additional staff will identify transition requirements, develop procedures, coordinate with industry and stakeholders, and perform operational impact analyses.

The NAS continues to grow in size and complexity, with an average of 2,162 new pieces of equipment procured and fielded each year. Operations base funding is increased to include recurring operating costs of systems and equipment that were fielded in previous years. The budget request provides \$42 million for newly commissioned systems that must be maintained in a highly reliable condition to achieve their projected safety and capacity benefits. Some of the systems and equipment transferring to Operations in FY 2010 include Common Automation Radar Terminal System (CARTS), air traffic control training simulators, Airport Surface Detection Equipment – Model X (ASDE-X), Integrated Display System (IDS) Model 4, and Airspace Management Laboratory.

The FY 2010 Operations request also reflects \$48 million in new cost savings realized by the Air Traffic Organization. These savings will be accomplished in the areas of leases and utilities, Service Center business process reengineering, and administrative efficiencies. The ATO is continuing its recent efforts to reduce facility space, rent, and utilities costs through Service Center consolidation; streamline administrative operations; consolidate the overhead function in headquarters; and pursue savings in the procurement of supplies and equipment.

Facilities & Equipment (F&E)

The FY 2010 budget allows FAA to meet the challenge of both maintaining the capacity and safety of the current NAS while attempting to keep our comprehensive modernization and transformation efforts on track. The request of \$2,925 million is an increase of \$183 million (6.7 percent) above the FY 2009

enacted level. The majority of our investment – \$2,135 million – will be in legacy areas, including aging infrastructure, power systems, information technology, navigational aids, and weather systems. The F&E NextGen portfolio grows to \$790 million. This 24 percent increase over FY 2009 includes growth in FY 2009 programs as well as the inclusion of other line items under the NextGen umbrella¹. A more detailed discussion of the NextGen effort is included later in this document.

Research, Engineering & Development (RE&D)

The FY 2010 request of \$180 million is an increase of \$9 million (5.3 percent) above the FY 2009 enacted level. This funding will allow us to continue our work in legacy research areas, including fire research and safety, propulsion and fuel systems, advanced materials research, and aging aircraft. The RE&D NextGen portfolio grows to \$65 million. This 15 percent increase over FY 2009 supports enhanced NextGen research and development efforts in the areas of air ground integration, weather in the cockpit, and environmental research for aircraft technologies, fuels, and metrics. A more detailed discussion of the NextGen effort is included later in this document.

Grants-in-Aid for Airports

Airports are an essential part of the aviation system infrastructure. Their design, structural integrity, and ongoing maintenance have a direct impact on safety, capacity, and efficiency. The FY 2010 request of \$3,515 million allows us to continue our focus on safety-related development projects, including runway safety area improvements, runway incursion reduction, aviation safety management, and improving infrastructure conditions.

The request provides programmatic increases of \$1.9 million in Personnel & Related Expenses to fully implement Safety Management Systems (SMS) in the Office of Airports, initiate a program to collect data on over 14,000 private airports, and hire additional positions supporting international aviation, information technology, engineering support, airspace studies, and wildlife hazard management. The budget also provides \$22.5 million for Airport Technology Research – an increase of \$3.1 million over FY 2009 – to support enhanced safety and pavement research efforts, and \$15 million for Airport Cooperative Research.

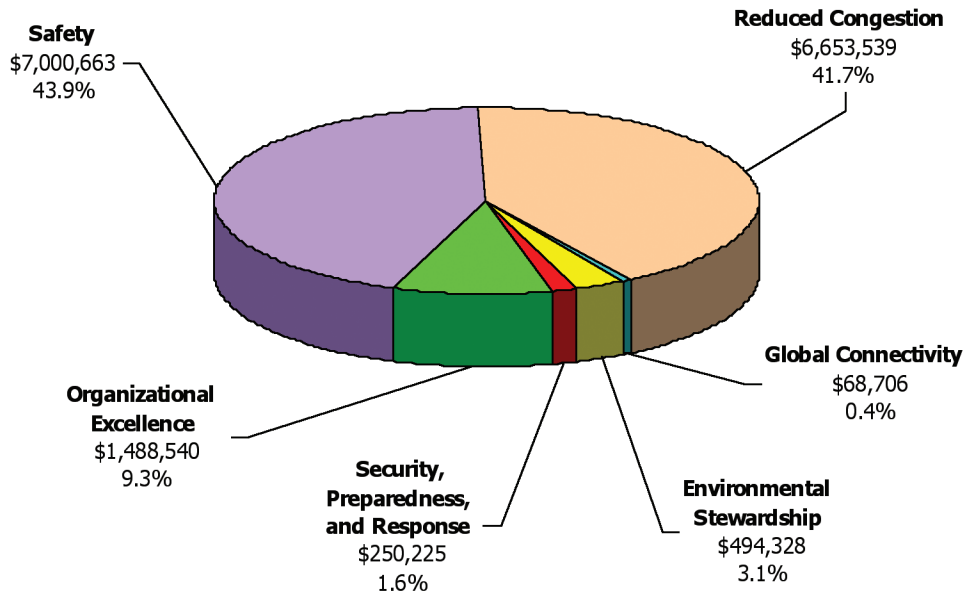
¹ For the first time in FY 2010, funding for Collaborative Air Traffic Management Technologies and Activity 5 are included under the NextGen portfolio. If these two activities were included in the FY 2009 portfolio, the FY 2010 NextGen increase would be 17 percent.

Comparison of Budgets FY 2008 – 2010
(\$ in thousands)

Accounts	FY 2008 Actual	FY 2009 Enacted (Omnibus)	FY 2009 Enacted (Total)*	FY 2010 Request	2009 – 2010 Change
Operations	8,740,000	9,042,467	9,042,467	9,335,798	3.2%
Facilities and Equipment Recovery Act Supplemental	2,513,611	2,742,095	2,742,095 200,000	2,925,202	6.7%
Research, Engineering & Development	146,828	171,000	171,000	180,000	5.3%
Grants-in-Aid for Airports Obligation Limitation Recovery Act Supplemental	3,514,500	3,514,500	3,514,500 1,100,000	3,515,000	0.0%
FAA Total	14,914,939	15,470,062	16,770,062	15,956,000	3.1%

* Includes funding provided by the American Recovery and Reinvestment Act of 2009. This act provides supplemental funding of \$200 million to Facilities & Equipment and \$1.1 billion to Grants-in-Aid for Airports.

FY 2010 FAA Budget Request by Goal
(\$000)



PREPARING FOR THE FUTURE – NEXTGEN

The aviation sector will be an important factor in the nation's economic recovery, and building a new air traffic control system will be the springboard to make it happen. NextGen represents a wide-ranging transformation of the entire national air transportation system to meet future demand and support the economic viability of aviation while improving safety and protecting the environment. NextGen will change the way the air transportation system operates – reducing congestion, noise, and emissions, expanding capacity and improving the passenger experience. NextGen is a highly complex, multilayered, long-term evolutionary process of developing and implementing new technologies and procedures.

As FAA lays the groundwork for this dramatic transformation, new technology and procedures are already being implemented to provide immediate benefits to operators. Planned investments are aimed at delivering programs that will truly transform the NAS and deliver the definitive NextGen vision giving us new ways to fly. Although the current system is the safest in the world, NextGen is needed to bring to air transportation the same twenty-first century processes that give operations in other industries reliability, flexibility, and predictability.

Step by step and procedure by procedure, reliance on ground-based technology is being reduced. The satellite era is well under way, and the aviation world is putting itself in the place where it can be used to greatest benefit. With that said, the installation of certified avionics in the cockpit will be essential to the realization of NextGen capabilities. NextGen will require significant investment by aircraft operators. By providing approximately \$170 million above fiscal year 2009 enacted levels, the budget positions FAA to meet the future demand that will occur as the nation's economy improves. It also supports NextGen's provision of environmental benefits to reduce aircraft noise and emissions.

In 2008, the National Academy of Public Administration (NAPA) published a report titled "Identifying the Workforce to Respond to a National Imperative...the Next Generation Air Transportation System (NextGen)." The study behind the report was commissioned by FAA with the objective of identifying skill sets needed by the non-operational (acquisition) workforce to design, develop, test, evaluate, integrate, and implement NextGen systems and procedures and the strategies to obtain the needed skills. The budget allows FAA to further acquire and develop the competencies identified in the NAPA report.

The budget also supports the broad initiatives outlined in FAA's NextGen Implementation Plan, which was published in January 2009, and the NAS Enterprise Architecture. These documents provide a picture of NextGen near-term deliverables (through 2012) as well as targets for the mid-term (2013-2018), which the budget supports through increased funding for NextGen Solution Set activities. The budget allows NextGen to continue on schedule, enabling FAA to successfully develop NextGen capabilities and acquire NextGen transformational programs.

FAA is moving forward with a dual-pronged approach for implementing NextGen: maximizing the use of untapped capabilities in today's aircraft and ground infrastructure, while working aggressively to develop and deploy new systems and procedures that will form a foundation for more transformative capabilities that will be delivered in the mid-term. This approach allows both government and industry to extract the greatest value from existing investments, while positioning the industry to gain exponential benefits in the mid-term and beyond.

NextGen is expected to yield significant benefits in terms of delay reduction, fuel savings, additional capacity, improved access, enhanced safety, and reduced environmental impact. Last year we estimated that NextGen

would reduce delay by 35-40 percent in 2018 compared to what the system would experience without NextGen. We are currently preparing an updated, detailed breakdown of the near- to mid-term NextGen benefits. This

analysis will be completed in the near future, and updated annually in conjunction with FAA's budget submission.

Some of the planned NextGen programmatic deliverables for FY 2010 are listed below.

Automatic Dependent Surveillance – Broadcast (ADS-B)	<ul style="list-style-type: none"> • Initial Operating Capability (IOC) of Surveillance Services for Louisville, Gulf of Mexico, Philadelphia & Juneau • Publish Final Rule • Critical Surveillance Services In-Service Decision for ADS-B • Complete installation of 340 (of 794 total) ground stations (Installation completed at all remaining ground stations by 2013)
Data Communications	<ul style="list-style-type: none"> • Screening Information Request (SIR) release for Data Communications Network Service provider acquisition
NextGen Network Enabled Weather (NNEW)	<ul style="list-style-type: none"> • Demonstration of limited 4-D Weather Data Cube functionality including fault tolerance and federation of the registry/repository
NAS Voice Switch (NVS)	<ul style="list-style-type: none"> • Initial Investment Decision
System Wide Information Management (SWIM)	<ul style="list-style-type: none"> • Final requirements specification and Investment Analysis for Segment 2 • Final Investment Analysis for Segment 2 capabilities

The following table outlines the NextGen programs and activities that are supported by the FY 2010 budget. The FY 2010 NextGen portfolio of \$865 million consists of \$790 million in F&E programs, \$65 million in Research, Engineering & Development and \$9.4 million in Operations.

NextGen Programs
(\$ in Thousands)

	<u>FY 2009</u>	<u>FY 2010</u>
	<u>Enacted</u>	<u>Request</u>
Facilities & Equipment		
NextGen Network Enabled Weather (NNEW)	20,000	20,000
Data Communications for Trajectory Based Operations	28,800	51,700
Demonstrations and Infrastructure Development	28,000	33,774
NextGen – System Development	41,400	66,100
NextGen – Trajectory Based Operations	39,500	63,500
NextGen – Reduced Weather Impact	14,400	35,600
NextGen – High Density Arrivals/Departures	18,200	51,800
NextGen – Collaborative ATM	27,700	44,641
NextGen – Flexible Terminals and Airports	37,100	64,300
NextGen – Safety, Security and Environment	8,000	8,200
NextGen – Networked Facilities	15,000	24,000
System-Wide Information Management	43,043	54,600
ADS-B NAS Wide Implementation – Segment 1b	300,000	201,350
ADS-B Three Nautical Mile Separation	6,765	-
NAS Voice Switch	10,000	26,600
Collaborative ATM Technologies ¹	-	18,100
Activity 5 F&E PCBT - NextGen ²	-	26,250
Subtotal, Facilities & Equipment	637,908	790,515
Research, Engineering and Development (RE&D)		
Wake Turbulence	7,370	7,605
NextGen – Air Ground Integration	2,554	5,688
NextGen – Self Separation	8,025	8,247
NextGen – Weather in the Cockpit	8,049	9,570
NextGen Environmental Research – Aircraft Technologies, Fuels and Metrics	16,050	19,470
NextGen – JPDO	14,466	14,407
Subtotal, R,E&D	56,514	64,987
Operations		
NextGen Environmental/Noise Studies	-	1,665
NextGen Staffing	-	7,000
NextGen – Environmental Performance	704	725
Subtotal, Operations	704	9,390
Total NextGen Programs	695,126	864,892

¹ Beginning in FY 2010, funding for Collaborative ATM Technologies is included in the NextGen portfolio. The FY 2009 NextGen amount for this activity is \$13 million.

² Beginning in FY 2010, Activity 5 funding is included in the NextGen portfolio. The FY 2009 NextGen amount for this activity is \$25.5 million.

FACTS & FIGURES

FY 2010 Budget

Operations: The FY 2010 budget requests \$9.3 billion for the Operations account. This account provides funds for the operation, maintenance, communications, and logistical support of the air traffic control and air navigation systems. It also covers administrative and managerial costs for the FAA's regulatory, international, medical, engineering and development programs as well as policy oversight and overall management functions.

Facilities & Equipment: The FY 2010 budget requests \$2.9 billion for the Facilities & Equipment (F&E) account. This account provides funds for programs that improve operational efficiency, constrain costs, modernize automation and communication technology and systems, and deal with aging facilities. Particular emphasis is placed on en route and terminal air traffic control, satellite navigation and landing systems, and communications.

Research, Engineering, and Development: The budget requests \$180 million for the Research, Engineering, and Development (RE&D) account. This account provides the necessary resources to support Research, Engineering, and Development activities and maintain the agency's administrative infrastructure. Funding will support efforts to improve aviation safety, aviation efficiency, and to reduce the impacts of aviation on the environment. Resources are also provided to fund NextGen research and development initiatives.

Grants-in-Aid for Airports: The budget request includes \$3.5 billion for planning and developing a safe and efficient national airport system to satisfy the needs of aviation interests of the United States, with due consideration for economic, environmental compatibility, local proprietary rights, and safeguarding the public investment.

Federal Aviation Administration Capital Programs (Dollars in Millions)

Safety

Wide Area Augmentation System	97
Airport Surface Detection Equipment – Model X	17
Safety Database and Computer Systems	39
Runway Status Lights	117
NextGen System Development	66
Advanced Technology	10
Other (including mission support)	126
Personnel and related expenses	87

Reduced Congestion

Automatic Dependent Surveillance– Broadcast (ADS-B) implementation	201
NextGen Demonstrations and Concepts	326
Air Traffic Management	31
Data Communications for NextGen	52
Oceanic Automation	8
En Route Automation	181
Terminal Automation	41
Terminal Digital Radar	13
Improve Weather Systems	36
Improve Voice Communications	144
Infrastructure Improvements	391
Other (including mission support)	242
Personnel and related expenses	318

Environmental Stewardship

Replace Fuel Tanks	6
Hazardous Materials Clean-Up	20
Personnel and related expenses	5

Security, Preparedness and Response

Facility Risk Management	18
NAS Recovery Communications	10
Information Security	12
Logical Access Control	0
Personnel and related expenses	9

Organizational Excellence

System-wide Information Management (SWIM)	55
Other	195
Personnel and related expenses	51

Total **2,925**

SUPPLEMENTARY CHARTS

BUDGET AUTHORITY BY APPROPRIATIONS ACCOUNT (\$000)

<u>ACCOUNTS</u>	Mandatory/ Discretionary	FY 2008 ACTUAL	FY 2009 ENACTED (OMNIBUS)	FY 2009 ENACTED (TOTAL)*	FY 2010 REQUEST
Operations	D	\$8,740,000	\$9,042,467	\$9,042,467	\$9,335,798
General		\$2,342,939	\$3,804,462	\$3,804,462	\$3,128,000
AATF		\$6,397,061	\$5,238,005	\$5,238,005	\$6,207,798
Facilities & Equipment (AATF)	D	\$2,513,611	\$2,742,095	\$2,942,095	\$2,925,202
General		\$0	\$0	\$200,000	\$0
AATF		\$2,513,611	\$2,742,095	\$2,742,095	\$2,925,202
Research, Engineering & Development (AATF)	D	\$146,828	\$171,000	\$171,000	\$180,000
Grants in Aid for Airports (AATF)		\$3,404,500	\$3,820,000	\$4,920,000	\$3,515,000
General	D			\$1,100,000	
AATF					
Contract Authority	M	\$3,675,000	\$3,900,000	\$3,900,000	\$3,515,000
Rescission	M	(\$270,500)	(\$80,000)	(\$80,000)	
Aviation User Fees	M	\$53,363	\$27,286	\$27,286	\$50,000
Aviation User Fees (transfer to EAS)	M	(\$41,566)	(\$27,286)	(\$27,286)	(\$50,000)
TOTAL:		\$14,816,736	\$15,775,562	\$17,075,562	\$15,956,000
[Mandatory]		\$3,416,297	\$3,820,000	\$3,820,000	\$3,515,000
[Discretionary]		\$11,400,439	\$11,955,562	\$13,255,562	\$12,441,000

* Includes funding provided by the American Recovery and Reinvestment Act of 2009. This act provides supplemental funding of \$200 million to Facilities & Equipment and \$1.1 billion to Grants-in-Aid for Airports.

OUTLAYS BY APPROPRIATIONS ACCOUNT
(\$000)

	FY 2008 ACTUAL	FY 2009 ENACTED (OMNIBUS)	FY 2009 ENACTED (TOTAL)*	FY 2010 REQUEST
Operations	\$8,517,870	\$9,402,000	\$9,402,000	\$9,300,000
General	\$2,120,809	\$4,164,000	\$4,164,000	\$3,092,000
AATF	\$6,397,061	\$5,238,000	\$5,238,000	\$6,208,000
Facilities & Equipment	\$2,457,605	\$2,760,000	\$2,840,000	\$2,793,000
General			\$80,000	\$79,000
AATF	\$2,457,605	\$2,760,000	\$2,760,000	\$2,714,000
-Discretionary	\$2,454,605	\$2,736,000	\$2,736,000	\$2,691,000
-Mandatory	\$3,000	\$24,000	\$24,000	\$23,000
Aviation Insurance Revolving Account (M)	(\$194,355)	(\$173,000)	(\$173,000)	(\$192,000)
Research, Engineering (TF) & Development	\$118,568	\$165,000	\$165,000	\$188,000
Grants-in-Aid for Airports	\$3,808,317	\$3,498,000	\$3,608,000	\$4,156,000
General			\$110,000	\$660,000
AATF				
-Discretionary	\$3,808,317	\$3,498,000	\$3,498,000	\$3,496,000
Franchise Fund	\$10,796	\$9,000	\$9,000	\$94,000
TOTAL:	\$14,718,801	\$15,661,000	\$15,851,000	\$16,339,000
[Mandatory]	-\$191,355	-\$149,000	-\$149,000	-\$169,000
[Discretionary]	\$14,910,156	\$15,810,000	\$16,000,000	\$16,508,000

* Includes funding provided by the American Recovery and Reinvestment Act of 2009. This act provides supplemental funding of \$200 million to Facilities & Equipment and \$1.1 billion to Grants-in-Aid for Airports.

**PERSONNEL RESOURCE — SUMMARY
TOTAL FULL-TIME EQUIVALENTS**

	FY 2008 ACTUAL	FY 2009 ENACTED	FY 2010 REQUEST
DIRECT FUNDED BY APPROPRIATION			
Operations	40,794	41,697	42,052
Aviation Insurance Revolving Fund	5	5	5
Facilities & Equipment	2,643	2,831	2,831
Research, Engineering & Development	263	303	308
Grants-in-Aid for Airports	518	550	566
SUBTOTAL, DIRECT FUNDED	44,223	45,386	45,762
REIMBURSEMENTS/ALLOCATIONS			
Operations	270	156	156
Facilities & Equipment	48	55	55
Grants-in-Aid for Airports	2	6	6
Administrative Services Franchise Fund	1,354	1,380	1,452
SUBTOTAL, REIMBURSE./ALLOC.	1,674	1,597	1,669
TOTAL FTEs	45,897	46,983	47,431

AIRPORT AND AIRWAY TRUST FUND

Section 9502 of Title 26, U.S. Code, provides for amounts equivalent to the funds received in the Treasury for the passenger ticket tax and certain other taxes paid by airport and airway users to be transferred to the Airport and Airway Trust Fund. In turn, appropriations are authorized from this fund to meet obligations for airport improvement grants, FAA facilities and equipment, research, operations, payment to air carriers, and for the Bureau of Transportation Statistics Office of Airline Information.

Status of Funds (in millions of dollars)

Identification code: 20-8103-0-7-402		FY2008 Actual	FY 2009 Estimate	FY 2010 Estimate
Unexpended balance, start of year:				
01.00	Balance, start of year	10,103	9,705	9,510
Adjustments:				
01.91	Kerosene tax adjustment
01.99	Total balance, start of year	10,103	9,705	9,510
Cash Income during the year:				
Current law:				
Receipts				
Excise Taxes, Airport and Airway Trust Fund				
12.00	[021-00-810310-0]	11,992	11,282	11,697
Offsetting receipts (intragovernmental):				
12.40	Interest, Airport and Airway Trust Fund [021-00-810320-0]	433	256	264
12.41	Interest, Airport and Airway Trust Fund [021-00-810320-0]	-10
Offsetting collections:				
12.80	Payments to Air Carriers [021-04-8304-0]	4	
12.81	Grants-in-aid for airports (Airport and Airway Trust Fund) [021-12-8106-0]	11	16	14
12.82	Facilities and equipment (Airport and Airway and Airport Trust Fund) [021-12-8107-0]	32	47	47
12.83	Facilities and Equipment (Airport and Airway Trust Fund) [021-12-8107-0]	70	93	93
12.84	Research, engineering and development (Airport and Airway Trust Fund) [021-12-8108]	1	16	16
12.99	Income under present law	12,539	11,714	12,121
32.99	Total cash income	12,539	11,714	12,121
Cash outgo during year:				
Current law:				
45.00	Payments to air carriers [021-12-8304-0]	-41	-76	-104
45.01	Grants-in-aid for airports [021-12-8106-0]	-3,819	-3,514	-3,510
45.02	Facilities and equipment (Airport and Airway Trust Fund) [021-12-8107-0]	-2,560	-2,900	-2,854
45.03	Research, engineering and development [021-12-8108-0]	-120	-181	-204
45.04	Trust Fund share of FAA activities (Airport and Airway Trust Fund) [021-12-8104-0]	-6,397	-5,238	-6,208
45.99	Outgo under current law (-)	-12,937	-11,909	-12,880
65.99	Total Cash outgo (-)	-12,937	-11,909	-12,880
Unexpended balance, end of year:				
87.00	Uninvested balance (net), end of year	2,031	1,990	1,832
87.01	Airport and Airway Trust Fund	7,674	7,520	6,919
87.99	Total balance, end of year	9,705	9,510	8,751
Commitments against unexpended balance, end of year:				
98.99	Total commitments (-)	-8,270	-8,582	-8,417
99.00	Uncommitted balance, end of year.	1,435	928	334

FY 2010 BUDGET HIGHLIGHTS

