



FEDERAL AVIATION ADMINISTRATION  
BUDGET IN BRIEF – FISCAL YEAR 2005

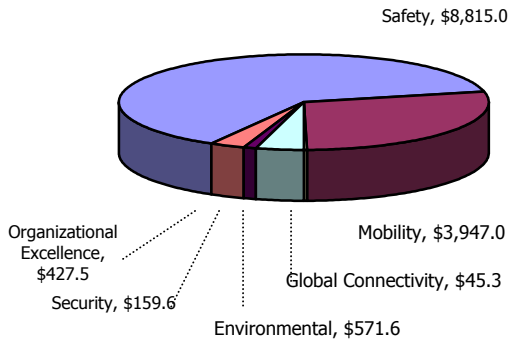
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# Overview

The Federal Aviation Administration (FAA) recognizes that fulfilling its primary missions – the safety and efficiency of U.S. aviation -- requires continued vigilance in the face of change. It requires the agency to embrace the operational complexity of U.S. aviation and manage its own resources to optimize results. The FY 2005 budget requests supports symbiotic evolutions of several key elements of the systems, leading to higher performance in the major goal areas.

**Figure 1** FY 2005 President's Budget by Goal (\$ in Millions)



In FY 2005, the agency continues to focus its resources primarily on aviation safety, with goals that would further reduce aviation accidents, deaths, and injuries. Second only to safety are the agency's efforts to ensure sufficient system capacity to support future traffic levels. Integral to the primary safety and mobility goals are supporting goals that would strengthen the FAA's role in the global aviation environment, maintain security within the agency's facilities, decrease aviation's impact on the environment, and improve the management of the agency.

The total FAA 2005 request of \$13.97 billion funds current services and focused improvements in safety, and is approximately 1 percent higher than President's budget request for FY 2004. About 63 percent of the budget, or \$8.8 billion, will contribute to further reductions in aviation accidents, deaths, and injuries. Another 28 percent, or \$3.9 billion, will support capacity growth. The remainder of the agency's budget will support international leadership, environmental stewardship, internal security, and the agency's efforts to create a more cost-efficient, world-class organization.

The budget funds 87 percent of agency programs from the Airport and Airway Trust Fund resources derived from excise taxes and interest.

The following tables summarize FAA's FY 2005 request by appropriation, and by goal area:

**Summary of Funds**  
(\$ in Millions)

Appropriation	FY 2003 Actual	FY 2004 Enacted <sup>2</sup>	FY 2005 Request	Change FY 2004 FY 2005 Request
Operations (Ops) (General) (Trust) (Overflight Fees)	\$ 7,019 <sup>1</sup>	7,479 <sup>3</sup> [3,010] [4,469]	7,849 <sup>4</sup> [1,847] [6,200]	+370 [-1,163] [-1,533]
Facilities and Equipment (F&E)	\$ 2,942	2,893	2,500	-393
Research, Engineering & Development (R,E&D)	\$ 147	119	117	-2
Airport Grants (Ob Lim) (AIP)	\$ 3,378	3,380	3,500	+120
Other Budget Authority		2 <sup>6</sup>		-2
<b>Total</b>	<b>\$ 13,506</b>	<b>13,873</b>	<b>13,972</b>	<b>+99</b>

**Notes:**

- <sup>1</sup> FY 2003 enacted level reflects 0.65% rescission, P.L. 108-7; FY 2003 Operations exclude \$3.477M for Midway Island
- <sup>2</sup> FY 2004 reflects 0.59% across the board rescission
- <sup>3</sup> Reflects \$7,286M Working Capital Fund (WCF) rescission
- <sup>4</sup> Includes \$2M for Bureau of Transportation Statistics
- <sup>5</sup> Mandatory
- <sup>6</sup> P.L. 108-199 provides \$2M to Grants-in-Aid for Airports Program for Fort Worth Alliance Airport, Texas

**Table 1**

**FY 2005 President's Budget Request by Goal**

	Operations	Facilities & Equipment	Research, Engineering and Development	Airport Improvement Program	Total
Safety	7,377.4	342.0	92.6	1,003.0	8,815.0
Mobility	260.4	1,7221.5	7.7	1,957.4	3,947.0
Global Connectivity	44.9	0	0	.4	45.3
Environment	11.7	55.3	16.7	487.9	571.6
Security	39.1	70.5	0	50.0	159.6
Organizational Excellence	115.6	310.7	0	1.3	427.5
Total, FY 2005 Request	7,849.0	2,500.0	117.0	3,500.0	13,966.0

**Table 2**

**HIGHLIGHTS**

**Operations**

The President's FY 2005 budget requests \$7.8 billion for Operations, a 4.95 percent increase over the FY 2004 enacted funding level. The majority of the requested funding in Operations supports the goal of maintaining and increasing aviation safety (\$7.4 billion); other significant amounts support mobility (\$260 million) and security (\$39 million). Approximately \$172 million is included in the request to promote other goals such as environmental issues, organizational excellence, and global connectivity.

**Facilities and Equipment**

The President's FY 2005 budget requests \$2.5 billion to further improve and modernize the National Airspace System. The request includes \$342 million to support the safety goals to reduce aviation fatalities; \$1.721 billion to support mobility goals to reduce aircraft delays, such as Free Flight and oceanic automation to improve flexibility in flight routes, and infrastructure improvements; \$55 million for environmental projects, such as replacing fuel tanks at agency facilities, cleaning up hazardous materials, and removing environmental hazards. Also included in the budget request is approximately \$71 million to support security goals, including facility risk management, information security, and NAS recovery communications. Approximately \$311 million is requested to support organizational excellence goals including telecommunications infrastructure and, workforce training and development.

**Research, Engineering and Development**

The President's FY 2005 budget requests \$117 million to support aviation safety, mobility, and environmental goals.

**Grants-in-Aid for Airports**

The President's FY 2005 budget requests includes \$3.5 billion for the Grants-in-Aid for Airports account, including grants to eligible airports to enhance capacity, emphasize safety and security needs, and mitigate noise. The budget request includes \$69 million for administrative expenses to implement the Airports program. These funds support national programs for airport safety and certification; development of airport equipment specifications and standards; and development of standards for airport design and pavement design/construction.

## **AIRPORT AND AIRWAY TRUST FUND (AATF)**

Section 9502 of Title 26, U.S.C., provides for the receipts received in the Treasury from the passenger ticket tax and certain other taxes paid by airport and airway users to be deposited in the AATF. In turn, appropriations are authorized from this fund to meet the obligations for the following accounts: Airport Improvement Grants, Facilities and Equipment, Research, Engineering and Development, Payment to Air Carriers, and part of Operations. In FY 2005, the President's Budget will support the Bureau of Transportation Statistics' Office of Airline Information with AATF funds. In FY 2003 total tax revenue was \$8.7 billion, plus \$591 million of interest accrued to the Trust Fund. In FY 2005, revenue is expected to increase to \$10.7 billion, plus \$413 million in interest revenue.

## **NEW/EXPANDED INITIATIVES**

### Reauthorization

On December 12, 2003, the President signed H.R. 2115, the "Vision 100 -- Century of Aviation Reauthorization Act", P.L. 108-176 into law. The Act will strengthen America's aviation sector, and enhance the safety of the traveling public, and was built on the successes of Public Law 106-181, "Wendell H. Ford Aviation Investment and Reform Act for the 21<sup>st</sup> Century (AIR-21)".

### FAA Strategic Plan (*Flight Plan*)

Today, the challenges facing aviation demand nothing less than transforming the system. Securing safe air travel, navigating industry uncertainties, and managing new technologies require that we embrace change as never before. Our *Flight Plan* is how we proposed to do this. The *Flight Plan* is linked to the FAA's budget requests for 2005-2008. It will be used along with detailed business plans from all FAA organizations to align performance and ensure accountability at all levels of the agency.

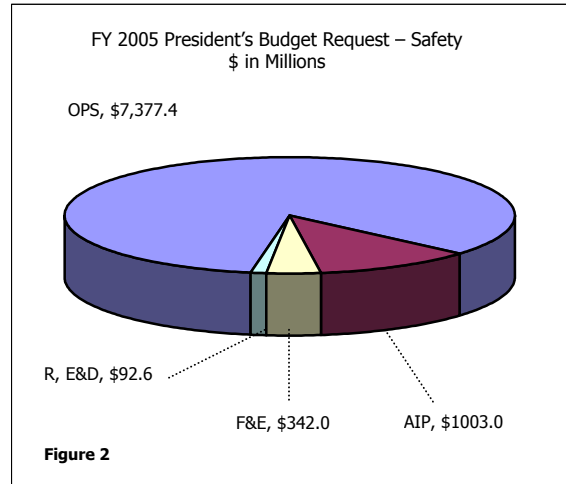
### OMB Circular A-76 Cost Comparison

In December 2003 the FAA announced the intent to conduct a public-private competition in accordance with the Office of Management and Budget (OMB) Circular A-76 for Automated Flight Service Station (AFSS) services. These services are currently provided at 58 locations across the continental United States, as well as Puerto Rico and Hawaii. It is anticipated that the competition will be completed in March of 2005.

## Safety

Aviation safety in the United States is second to none. Just as aviation supports the nation's economic health, safety is central to aviation's well being. Passengers will fly if they have confidence in the system.

The FAA will continue to improve safety through its investment in the air traffic control system, which guides aircraft in the world's largest --17 million square miles -- and busiest -- some 200,000 daily operations -- aviation system. FAA will continue to maintain high standards through the certification of aircraft equipment, operators, pilots, and mechanics, through the development and issuance of safety advisories, bulletins, and regulations, as well as through the inspection and oversight of thousands of operators, training schools, and repair stations.



The new FAA Flight Plan lays out an aggressive safety agenda. It supports further progress on the following established goals:

- Reduce the commercial fatal accident rate and related goals:
  - Reduce runway incursions
  - Reduce operational errors
- Reduce the number of general aviation fatal accidents

The Flight Plan also establishes new safety goals, including:

- Reduce accidents in Alaska, which supports the general aviation goal above
- Reduce cabin injuries from turbulence
- Prevent accidents from commercial space launch activity
- Complete agency-wide implementation of a Safety Management System for the provision of air traffic services
- Develop a single, composite safety index

This following is a summary of the Safety request by each safety goal and the resources associated with each.

**FAA Budget Justification  
Safety Summary**

This budget request reflects the FAA's top priority -- safety. The FAA estimates that \$8.8 billion, or about 63 percent of the agency's budget in FY 2005, will be required to maintain and improve the agency's safety programs.

(\$ in Thousands)

<b><u>PERFORMANCE GOALS &amp; MEASURES</u></b>	<b><u>FY 2003 ACTUAL</u></b>	<b><u>FY 2004 ENACTED</u></b>	<b><u>FY 2005 REQUEST</u></b>
<b>1. Safety</b>			
Reduce Commercial Air Carrier Fatal Accident Rate	6,891,738	7,261,014	7,477,212
Reduce Runway Incursions	168,456	149,088	119,778
Reduce Operational Errors	338	348	356
Reduce HAZMAT Incidents	0	17,846	18,404
Reduce General Aviation Fatal Accidents	1,114,711	1,117,713	1,126,254
Reduce Alaska Accidents	44,394	43,771	57,110
Reduce Turbulence Injuries	0	2,341	0
Prevent Commercial Space Launch Accidents	12,871	12,288	12,560
Complete Safety Management System	0	1,170	3,283
<b>Total \$</b>	<b>8,232,508</b>	<b>8,605,579</b>	<b>8,814,957</b>
<b>FTE</b>			
Reduce Commercial Air Carrier Fatal Accident Rate	38,171	37,594	37,447
Reduce Runway Incursions	183	166	121
Reduce Operational Errors	2	2	2
Reduce HAZMAT Incidents	0	175	175
Reduce General Aviation Fatal Accidents	4,008	4,021	4,035
Reduce Alaska Accidents	157	158	178
Reduce Turbulence Injuries	0	2	0
Prevent Commercial Space Launch Accidents	60	62	62
Complete Safety Management System	0	1	4
<b>Total</b>	<b>42,581</b>	<b>42,181</b>	<b>42,024</b>

## Mobility

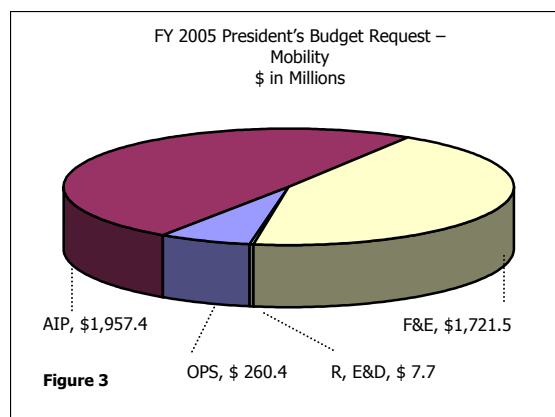
Americans must be able to move efficiently. Mobility, like safety, is more than a priority; it is a necessity. Air travel can only grow if aviation capacity grows as well.

FAA will advance the mobility goal by increasing aviation capacity on the ground at our nation's major airports and by instituting programs, procedures, and technologies to enable more efficient use of airspace.

The single most effective way to add ground capacity is through new runways. The greatest gains can be achieved at the nation's larger airports, which account for two-thirds of all delays. FAA is improving the criteria for assessing the capacity of our larger airports and their ability to meet projected demand. This information, in turn, will be used to target efforts to use pavement, procedures, and technology to add capacity at airports with the greatest need and with the most potential to reduce delays nationwide.

In addition, FAA will implement airspace redesign to reduce congestion in busy high altitude airspace as well as in congested airspace in major metropolitan areas. FAA will also continue to develop and deploy technology that enables aircraft to safely take off and land in adverse weather.

The following is a summary of the Mobility request and the resources of associated with each.



### FAA Budget Justification Mobility Summary

The FAA requests \$3.9 billion in FY 2005 to expand capacity and improve mobility within the Nation's aviation system. The request would support expansion of capacity on the ground in the form of new runways. It would also support continued deployment of new technologies that allow more efficient use of existing system capacity.

<u>PERFORMANCE GOALS &amp; MEASURES</u>	(\$ in Thousands)		
	<u>FY 2003 ACTUAL</u>	<u>FY 2004 ENACTED</u>	<u>FY 2005 REQUEST</u>
<b>2. Mobility</b>			
Increase percent of on-time arrivals at largest airports	2,544,110	2,771,927	2,578,407
Increase airport arrival efficiency rate for Operational Evolution Plan (OEP) airports	1,027,283	1,290,750	1,368,602
<b>Total \$</b>	<b>3,571,393</b>	<b>4,062,667</b>	<b>3,947,009</b>
<b>FTE</b>			
Increase percent of on-time arrivals at largest airports	3,291	3,413	3,413
Increase airport arrival efficiency rate for OEP airports	183	207	207
<b>Total</b>	<b>3,474</b>	<b>3,620</b>	<b>3,620</b>



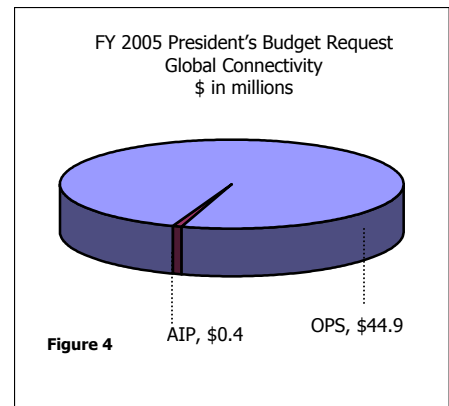
## Global Connectivity

Today the FAA has operational responsibility for approximately half of the world's air traffic, certifies nearly three-quarters of the world's large jet aircraft, and provides assistance on improving aviation systems to more than 100 countries.

The FAA must become even more globally focused. This will help assure that U.S. citizens can travel as safely and efficiently around the world as they do at home. It will also strengthen America's aviation leadership role in both safety and air traffic control.

For safety, FAA will expand its training and technical assistance programs that help Civil Aviation Authorities meet international safety standards. FAA will also continue its work with global partners to promote wider adoption of safety technologies, including measures to reduce controlled flight into terrain, weather-related accidents, and runway incursions.

For greater connectivity, FAA is targeting efforts to promote global seamless operations in cooperation with international partners as well as the International Civil Aviation Organization (ICAO). These initiatives include supporting the use of the Global Navigation Satellite System (GNSS) as well as developing Automatic Dependent Surveillance Broadcast (ADS-B) standards and specifications. Other programs are designed to ensure the harmonization of U.S. and global technological standards.



### FAA Budget Justification Global Connectivity

The FAA requests \$45.2 million in FY 2005 to support international leadership and global connectivity. This includes \$650,000 for payment to the Department of State for the Capital Security Cost Sharing Program.

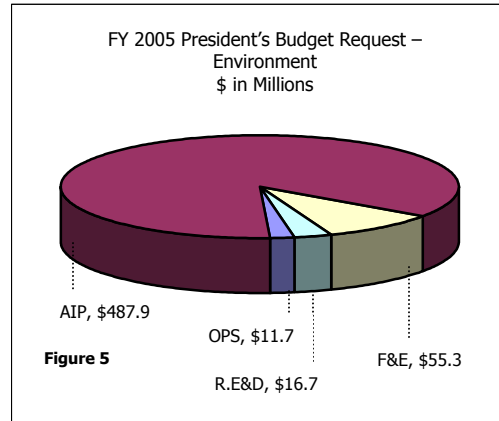
(\$ in Thousands)

<b>PERFORMANCE GOAL</b>	<b>FY 2003 ACTUAL</b>	<b>FY 2004 ENACTED</b>	<b>FY 2005 REQUEST</b>
<b>3. Global Connectivity</b>			
<b>Total \$</b>	<b>44,853</b>	<b>46,250</b>	<b>45,255</b>
<b>FTE</b>			
<b>Total</b>	<b>247</b>	<b>244</b>	<b>239</b>

## Environment

The FAA is committed to managing aviation's growth in an environmentally responsible manner and has an aggressive plan to accomplish this through mitigation, measurement and standards, and research.

In FY 2003 the FAA established a Center of Excellence for Aircraft Noise and Aviation Emissions Mitigation to allow partnerships with universities, research institutions, and industry. The FAA will continue to work with NASA to identify noise and emissions reduction technologies that may enter the marketplace within 10-15 years and work with NASA, airports, and airlines to develop operational procedures to provide near-term reductions in noise and emissions. In addition, the agency continues to invest almost \$500 million annually to alleviate the environmental impacts of airport projects, primarily aircraft noise.



FAA is developing a model to measure the fuel efficiency benefits of new technologies, which also bring safety and capacity benefits, notably Required Navigation Performance (RNP). Other air traffic enhancements, such as Reduced Vertical Separation Minima (RVSM), bring greater fuel efficiency as well. During FY 2004, FAA will propose new noise and emissions standards, further reducing aircraft noise and air pollution for communities around airports.

In research, FAA plans to develop a framework of tools to assess interdependencies between noise and emissions and analyze the costs and benefits of proposed actions. The long-term aim is a comprehensive approach to address all aspects of noise and emissions. In FY 2005 FAA will deliver a model capable of estimating global aircraft emissions for all phases of flight.

### FAA BUDGET JUSTIFICATION ENVIRONMENTAL STEWARDSHIP SUMMARY

The FAA requests \$571.6 million in FY 2005 to support environmental stewardship in aviation.

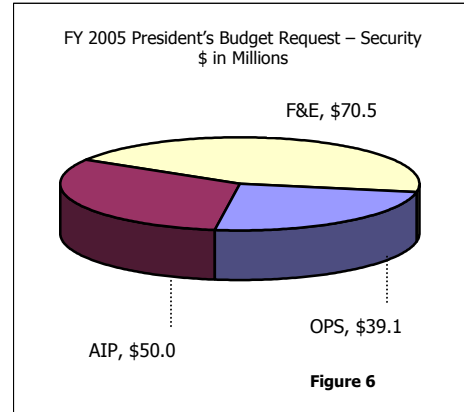
(\$ in Thousands)

<b>PERFORMANCE GOAL</b>	<b>FY 2003 ACTUAL</b>	<b>FY 2004 ENACTED</b>	<b>FY 2005 REQUEST</b>
<b>4. Environment</b>			
<b>Total \$</b>	<b>503,737</b>	<b>550,707</b>	<b>571,609</b>
<b>FTE</b>			
<b>Total</b>	<b>156</b>	<b>177</b>	<b>176</b>

## Security

While the Transportation Security Administration (TSA) now has primary responsibility for the security of the flying public, the FAA retains key responsibilities for the security of its personnel, facilities, equipment, and data. The agency works closely with TSA and other federal agencies to support aviation security, transportation security, and other national security matters.

The FAA's new Flight Plan does not include an explicit security goal. For purposes of this performance budget, most FAA resources associated with security are captured in this general security section in support of the DOT-level security objective.



### FAA Budget Justification Security Summary

FAA requests \$159.6 million in FY 2005 to support security activities.

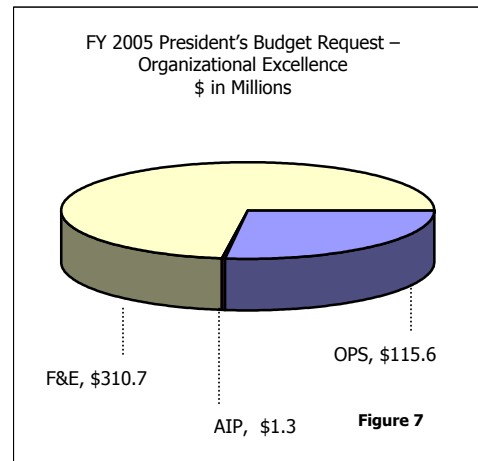
(\$ in Thousands)

	<b>FY 2003 ACTUAL</b>	<b>FY 2004 ENACTED</b>	<b>FY 2005 REQUEST</b>
<b><u>PERFORMANCE GOAL</u></b>			
<b>5. Security</b>			
<b>Total \$</b>	<b>790,755</b>	<b>223,724</b>	<b>159,644</b>
<b>FTE</b>			
<b>Total</b>	<b>1,059</b>	<b>395</b>	<b>415</b>

## Organizational Excellence

The FAA has an outstanding record of achievement—operating the world’s largest aviation system safely and efficiently. Despite FAA’s considerable achievements and contributions to the nation’s economy, we have much work to do, especially in the area of organizational excellence.

Today, as aviation enters its second century—and as the aviation community faces perhaps its toughest economic challenges—we face some of our greatest management challenges. The need to attract the best qualified employees, develop, motivate, and retain our workforce while controlling—and lowering costs, where possible—tops the list. We rely on a motivated, well-trained, technically competent workforce. At the same time, we have a responsibility to manage cost growth, with employee compensation ranking as the single-largest cost area in our labor-intensive agency. We must also review our customer requirements and align our products and services to their needs.



Ongoing negotiations between the agency and its 40 plus employee bargaining units seek to reestablish the right balance between cost control and employee compensation. In FY 2003, the FAA took concrete steps toward linking individual performance and pay with success in reaching organizational goals. Becoming a performance-based organization has been a long-sought objective.

The FAA has now brought approximately 29,000 of our 38,000 bargaining unit employees under some form of pay-for-performance. Efforts to extend pay-for-performance to the remaining employees continue. The FAA recently finalized a labor agreement extension with National Air Traffic Controllers Association (NATCA) for the air traffic controllers bargaining unit. As part of that extension NATCA agreed to modify or delete a number of costly pay rules, as well as a number of mid-term agreements that interfered with management’s ability to implement new technology in an efficient manner. Finally, the FAA has implemented a new review process for all labor agreements. The new process requires us to perform and consider a budget impact analysis during all union negotiations.

The new FAA Flight Plan lays out an aggressive agenda for Organizational Excellence. It supports current efforts and new Flight Plan initiatives on the following objectives:

- Make the organization more effective with stronger leadership, improved focus of individual workers on organization-wide goals, and a better-prepared, better-trained workforce
- Deliver quality customer service while controlling costs
- Make decisions based on reliable data to improve our overall performance and customer satisfaction.

This following is a summary of the Organizational Excellence request and the associated resources.

**FAA Budget Justification  
Organizational Excellence Summary**

This funding request contributes to the DOT and FAA Organizational Excellence goal. In FY 2005 the FAA requests \$428 million for organizational excellence initiatives. Discretionary increases totaling \$10 million in Operations funding are included. This funding will support Flight Plan initiatives and the restructure of several organizations resulting in a better-trained and more efficient workforce.

(\$ in Thousands)

PERFORMANCE GOAL	<u>FY 2003 ACTUAL</u>	<u>FY 2004 ENACTED</u>	<u>FY 2005 REQUEST</u>
<b>6. Organizational Excellence</b>			
<b>Total \$</b>	<b>362,954</b>	<b>383,760</b>	<b>427,526</b>
<b>FTE</b>			
<b>Total</b>	<b>892</b>	<b>913</b>	<b>996</b>

The Organizational Excellence request includes \$10 million in discretionary increases, as detailed in the following table:

<b><i>Organizational Excellence</i></b>	<b>FY 2005 Request</b>
Air Traffic Services—Leadership Training	\$1,700
Regulation and Certification—Leadership Training	\$ 300
Chief Counsel—Administrative Restructuring	\$4,000
Financial Services—Administrative Restructuring and Cost Training	<u>\$4,000</u>
<b>Total—Organizational Excellence</b>	<b>\$10,000</b>

# Operations Appropriation Build-Up

	<u>(\$ in millions)</u>	
<b>FY 2004 Enacted:</b>	\$7,479,207	
<b><u>Mandatory Increases:</u></b>	<b><u>Dollar Change</u></b>	<b><u>Percent Change</u></b>
Mandatory Pay Adjustment	\$175,776	2.4%
Mandatory, Non-Pay Inflation	\$24,362	0.3%
NAS Handoff	\$183,200	2.4%
Working Capital Fund	\$5,199	0.1%
Bureau of Transportation Statistics (BTS) Aviation Studies	\$2,000	0.0% <sup>3</sup>
Other	\$8,502	0.1%
<b>Total, Mandatory Increases</b>	<b>\$399,039</b>	<b>5.3%</b>
<b><u>Base Restructures:</u></b>		
General Counsel	\$4,000	0.1% <sup>3</sup>
Financial Services	\$3,000	0.0% <sup>3</sup>
Labor Relations	\$0 <sup>1</sup>	0.0% <sup>3</sup>
<b>Total, Base Restructures</b>	<b>\$7,000</b>	<b>0.1%</b>
<b><u>Discretionary Increases:</u></b>		
RNP Requirements	\$13,956	0.2% <sup>3</sup>
RNP Program Office Requirements	\$2,200	0.0% <sup>3</sup>
Collision Risk Models	\$1,500	0.0% <sup>3</sup>
Flight Plan Training Initiatives	\$3,000	0.0% <sup>3</sup>
<b>Total, Discretionary Increases</b>	<b>\$20,656</b>	<b>0.3%</b>
<b><u>Discretionary Decreases:</u></b>		
LRR Savings	(\$47,406)	-0.6% <sup>3</sup>
Medallion Program	(\$3,000)	0.0% <sup>3</sup>
Contract Tower Cost Sharing	(\$6,500)	-0.1%
<b>Total, Discretionary Decreases</b>	<b>(\$56,906)</b>	<b>-0.8%</b>
Total, Increases	<b>\$369,789</b>	<b>4.9%</b>
<b>FY 2005 Request</b>	<b>\$7,849,000</b> <sup>2</sup>	

<sup>1</sup> This is a zero-sum action. Funding and FTEs transferred from ATS, ARC, and AVR to AHR

<sup>2</sup> Amounts may not add due to rounding

<sup>3</sup> Less than 0.05 percent

# Employment

## RESOURCE SUMMARY – STAFFING FTE – Total

	<b><u>FY 2003 ACTUAL</u></b>	<b><u>FY 2004 ENACTED</u></b>	<b><u>FY 2005 REQUEST</u></b>
<b>DIRECT FUNDED, BY APPROPRIATION</b>			
Operations (General Fund).....	44,570	43,655	43,590
Facilities and Equipment .....	3,055	3,050	3,050
Research, Engineering and Development .....	310	292	298
Grants-in-Aid for Airports .....	474	533	533
Aviation Insurance Revolving Fund .....	3	3	3
<b>SUBTOTAL, DIRECT FUNDED</b>	<b>48,412</b>	<b>47,533</b>	<b>47,474</b>
<b><u>REIMBURSEMENTS/ALLOCATIONS</u></b>			
Operations .....	125	120	120
Facilities and Equipment .....	51	55	55
Grants-in-Aid for Airports .....	0	3	3
Administrative Services Franchise Fund.....	1,174	1,174	1,174
<b>SUBTOTAL, REIMBURSEMENTS</b>	<b>1,350</b>	<b>1,352</b>	<b>1,352</b>
<b>FTE GRAND TOTALS</b>	<b>49,762</b>	<b>48,885</b>	<b>48,826</b>

# 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 the obligations for airport improvement grants, facilities and equipment, research, engineering and development, a portion of operations, payment to air carriers and the Bureau of Transportation Statistics Office of Airline Information.

## Status of Funds (in millions of dollars)

Identification code: 20-8103-0-7-402	FY2003 ACTUAL	FY 2004 ENACTED	FY 2005 ESTIMATE
<b>Unexpended balance, start of year:</b>			
0100 Uninvested balance .....	1,645	1,879	0
0101 U. S. Securities: Par value .....	10,997	10,518	11,382
0199 Total balance, start of year .....	12,642	12,397	11,382
<b>Cash Income during the year:</b>			
Current law:			
Receipts			
1200 Passenger ticket tax .....	4,223	4,933	5,480
1200 Passenger flight segment tax .....	1,783	1,943	2,103
1200 Waybill tax .....	422	442	466
1200 Fuel tax .....	711	770	820
1200 International departure/arrival tax .....	1,331	1,435	1,570
1200 Rural airports tax.....	67	75	82
1200 Frequent flyer tax.....	147	153	156
Offsetting receipts (intragovernmental):			
1240 Interest: Airport and airway trust fund.....	591	620	412
Offsetting collections:			
1280 Trust fund share of FAA operations	3	0	0
1280 Offsetting collections Grants-in-aid for airports]	1	1	1
1281 Facilities and equipment .....	90	135	135
1282 Research, engineering, and development.....	3	16	16
1299 Income under present law .....	9,372	10,523	11,241
<b>Cash outgo during year:</b>			
Current law			
4500 Trust fund share of FAA operations .....	-3,876	-4,497	-6,002
4500 Trust fund share of FAA operations	-3	0	0
4501 Grants-in-aid for airports .....	-2,681	-3,395	-3,470
4502 Facilities and equipment .....	-2,719	-3,270	-2,828
4502 Facilities and equipment offsetting collections .....	-90	-135	-135
4503 Research, engineering and development.....	-175	-182	-163
4503 Research, engineering and development offsetting collections .....	-3	-16	-16
4504 Payment to air carriers	-69	-42	-53
4599 Outgo under current law (-) .....	-9,618	-11,538	-12,667
<b>Unexpended balance, end of year:</b>			
8700 Uninvested balance .....	1,879	0	0
8701 Federal Securities: Par value .....	10,518	11,382	9,956
8799 Total balance, end of year .....	12,397	11,381	9,956
9801 Obligated balance (-)	-7,869	-7,334	-7,080
9802 Unobligated balance (-)	-630	-663	-570
Total commitments	-8,499	-7,997	-7,650
Uncommitted balance, end of year	3,898	3,385	2,306