

Research, development, test, and evaluation	4	4	4
Denali Commission expenses		4	

This account provides resources from the Oil Spill Liability Trust Fund for activities authorized under the Operating expenses; Acquisition, construction, and improvements; and Research, development, test and evaluation accounts.

COAST GUARD GENERAL GIFT FUND

Program and Financing (in millions of dollars)

Identification code 69-8533-0-7-403	1998 actual	1999 est.	2000 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	2	2	2
24.40 Unobligated balance available, end of year	2	2	2
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays			
Memorandum (non-add) entries:			
92.01 Total investments, start of year: U.S. securities: Par value	2	2	2
92.02 Total investments, end of year: U.S. securities: Par value	2	2	2

This trust fund, maintained from gifts and bequests, is used for purposes as specified by the donor in connection with the Coast Guard training program (10 U.S.C. 2601).

MISCELLANEOUS TRUST REVOLVING FUNDS

Program and Financing (in millions of dollars)

Identification code 69-9981-0-8-403	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
10.00 Total obligations (object class 25.2)	6	8	8
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	6	8	8
23.95 Total new obligations	-6	-8	-8
New budget authority (gross), detail:			
68.00 Spending authority from offsetting collections (gross):			
Offsetting collections (cash)	6	8	8
Change in unpaid obligations:			
73.10 Total new obligations	6	8	8
73.20 Total outlays (gross)	-6	-8	-8
Outlays (gross), detail:			
86.97 Outlays from new permanent authority	6	8	8
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-6	-8	-8
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays			

The Coast Guard cadet fund is used by the Superintendent of the Coast Guard Academy to receive, plan, control, and expend funds for personal expenses and obligations of Coast Guard cadets.

The Coast Guard surcharge collections, sales of commissary stores fund is used to finance expenses incurred in connection with the operation of the Coast Guard commissary store in Kodiak, Alaska. Revenue is derived from a surcharge placed on sales (14 U.S.C. 487).

FEDERAL AVIATION ADMINISTRATION

The following table depicts the total funding for all Federal Aviation Administration programs, for which more detail is furnished in the budget schedules:

	[In millions of dollars]		
	1998 actual	1999 est.	2000 est.
Budget authority:			
Operations	5,253	5,567	6,039
Trust fund (memorandum entry)	(1,902)	(4,112)	(6,039)
Grants-in-aid for airports (trust)	1,640	2,322	1,600
Facilities and equipment (trust)	1,900	2,087	2,319
Research, engineering, and development (trust)	199	150	173
National Civil Aviation Review Commission		-1	
Miscellaneous Expired Accounts	-1		
Aviation User Fees	28		
Total net	9,019	10,125	10,131
Obligations:			
Operations	5,277	5,567	6,039
Trust fund (memorandum entry)	(1,925)	(4,112)	(6,039)
Grants-in-aid for airports (trust)	1,661	1,950	1,600
Facilities and equipment (trust)	2,161	2,098	2,188
Research, engineering, and development (trust)	202	158	173
Aviation User Fees	28		
Total net	9,329	9,773	10,000
Outlays:			
Operations	5,281	5,602	5,982
Trust fund (memorandum entry)	(1,929)	(4,124)	(6,039)
Grants-in-aid for airports (trust)	1,511	1,670	1,750
Facilities and equipment (trust)	2,226	1,921	2,006
Research, engineering, and development (trust)	203	204	202
Aviation insurance revolving fund	-3	-3	-3
Administrative services franchise fund	-3	4	
Aviation User Fees	28		
Total net	9,243	9,398	9,937

NOTES

The amount shown as Operations includes the trust fund share of operations.
The 1998 and 1999 budget authority for Grants-in-aid for Airports and the 1999 budget authority for National Civil Aviation Review Commission are net of enacted rescissions.

Federal Funds

General and special funds:

OPERATIONS

Notwithstanding any other provision of law, for necessary expenses of the Federal Aviation Administration, not otherwise provided for, including operations and research activities related to commercial space transportation, administrative expenses for research and development, establishment of air navigation facilities, the operation (including leasing) and maintenance of aircraft, subsidizing the cost of aeronautical charts and maps sold to the public, and carrying out the provisions of subchapter I of chapter 471 of title 49, United States Code, or other provisions of law authorizing the obligation of funds for similar programs of airport and airway development or improvement, lease or purchase of passenger motor vehicles for replacement only, in addition to amounts made available by Public Law 104-264, [\$5,562,558,000 of which \$4,112,174,000 shall] \$6,039,000,000, to be derived from the Airport and Airway Trust Fund: *Provided*, [That none of the funds in this Act shall be available for the Federal Aviation Administration to plan, finalize, or implement any regulation that would promulgate new aviation user fees not specifically authorized by law after the date of enactment of this Act: *Provided further*,] That there may be credited to this appropriation funds received from States, counties, municipalities, foreign authorities, other public authorities, and private sources, for expenses incurred in the provision of agency services, including receipts for the maintenance and operation of air navigation facilities, and for issuance, renewal or modification of certificates, including airman, aircraft, and repair station certificates, or for tests related thereto, or for processing major repair or alteration forms: [Provided further, That of the funds appropriated under this heading, \$6,000,000 shall be for the contract tower cost-sharing program:] *Provided further*,

General and special funds—Continued

OPERATIONS—Continued

That funds may be used to enter into a grant agreement with a nonprofit standard-setting organization to assist in the development of aviation safety standards: *Provided further*, That none of the funds in this Act shall be available for new applicants for the second career training program: *Provided further*, That none of the funds in this Act shall be available for paying premium pay under 5 U.S.C. 5546(a) to any Federal Aviation Administration employee unless such employee actually performed work during the time corresponding to such premium pay: *Provided further*, That none of the funds in this Act may be obligated or expended to operate a manned auxiliary flight service station in the contiguous United States: *Provided further*, That no more than \$28,600,000 of funds appropriated to the Federal Aviation Administration in this Act may be used for activities conducted by, or coordinated through, the Transportation Administrative Service Center (TASC): *Provided further*, That none of the funds in this Act may be used for the Federal Aviation Administration to enter into a multiyear lease greater than five years in length or greater than \$100,000,000 in value unless such lease is specifically authorized by the Congress and appropriations have been provided to fully cover the Federal Government's contingent liabilities: *Provided further*, That none of the funds in this Act may be used for the Federal Aviation Administration (FAA) to sign a lease for satellite services related to the global positioning system (GPS) wide area augmentation system until the administrator of the FAA certifies in writing to the House and Senate Committees on Appropriations that FAA has conducted a lease versus buy analysis which indicates that such lease will result in the lowest overall cost to the agency. *(Department of Transportation and Related Agencies Appropriations Act, 1999, as included in Public Law 105-277, section 101(g).)*

Program and Financing (in millions of dollars)

Identification code 69-1301-0-1-402	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
Direct program:			
00.01 Air traffic services	4,080	4,345	4,696
00.02 Regulation and certification	596	630	668
00.03 Civil aviation security	96	123	145
00.04 Airports	48	48	50
00.05 Research and acquisitions	93	74	184
00.06 Commercial space transportation	6	6	7
00.07 Administration	260	260	.....
00.08 Staff Offices	76	81	289
09.01 Reimbursable program	57	69	71
10.00 Total new obligations	5,311	5,636	6,110
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	5,315	5,636	6,110
23.95 Total new obligations	-5,311	-5,636	-6,110
23.98 Unobligated balance expiring	-4	.....	.....
New budget authority (gross), detail:			
Current:			
40.00 Appropriation	3,400	1,450	.....
40.75 Reduction pursuant to P.L. 104-205 .....	.....	-5	.....
40.75 Reduction pursuant to P.L. 105-66	-1	.....	.....
41.00 Transferred to other accounts	-50	.....	.....
42.00 Transferred from other accounts	2	10	.....
43.00 Appropriation (total)	3,351	1,455	.....
Permanent:			
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	1,964	4,181	6,110
70.00 Total new budget authority (gross)	5,315	5,636	6,110
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	700	691	668
73.10 Total new obligations	5,311	5,636	6,110
73.20 Total outlays (gross)	-5,315	-5,659	-6,053
73.40 Adjustments in expired accounts	-5	.....	.....
74.40 Unpaid obligations, end of year: Obligated balance, end of year	691	668	725
Outlays (gross), detail:			
86.90 Outlays from new current authority	2,798	1,280	.....
86.93 Outlays from current balances	554	691	175

86.97 Outlays from new permanent authority	1,964	3,688	5,385
86.98 Outlays from permanent balances .....	.....	.....	493
87.00 Total outlays (gross)	5,315	5,659	6,053
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Federal sources	-1,947	-4,161	-6,090
88.40 Non-Federal sources	-17	-20	-20
88.90 Total, offsetting collections (cash)	-1,964	-4,181	-6,110
Net budget authority and outlays:			
89.00 Budget authority	3,351	1,455	.....
90.00 Outlays	3,352	1,478	-57

This account supports the operation and maintenance of a safe national aviation system. It finances the personnel and support costs of operating and maintaining the air traffic control system, and ensuring the safety and security of its operation. The 2000 budget requests a total funding of \$6,039 million for FAA operations, all of which is to be funded from the Trust Fund. This funding represents an 8.5 percent increase over 1999 enacted levels and will provide funding for additional safety staff in Airway Facilities, Regulation and Certification, and Civil Aviation Security. The budget also provides resources to cover the cost of bringing on-line new air traffic control systems designed to improve safety and efficiency. Other funds are provided to ensure information security and cover key personnel and financial initiatives, including implementing personnel reform and developing a cost-accounting system.

Object Classification (in millions of dollars)

Identification code 69-1301-0-1-402	1998 actual	1999 est.	2000 est.
Direct obligations:			
Personnel compensation:			
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
11.9 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 charges	340	305	327
24.0 Printing and reproduction	10	11	9
25.2 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	.....	.....
42.0 Insurance claims and indemnities	1	1	1
99.0 Subtotal, direct obligations	5,254	5,567	6,039
99.0 Reimbursable obligations	57	69	71
99.9 Total new obligations	5,311	5,636	6,110

Personnel Summary

Identification code 69-1301-0-1-402	1998 actual	1999 est.	2000 est.
Direct:			
1001 Total compensable workyears: Full-time equivalent employment	45,638	46,673	45,939
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment	226	300	308

AVIATION USER FEES

Unavailable Collections (in millions of dollars)

Identification code 69-5422-0-2-402	1998 actual	1999 est.	2000 est.
Balance, start of year:			
01.99 Balance, start of year			
Receipts:			
02.01 Overflight user fees	28		50
Appropriation:			
05.01 FAA activities	-28		-50
07.99 Total balance, end of year			

Program and Financing (in millions of dollars)

Identification code 69-5422-0-2-402	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
10.00 Total new obligations (object class 44.0)	28		
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	28		
23.95 Total new obligations	-28		
New budget authority (gross), detail:			
60.25 Appropriation (special fund, indefinite)	28		50
61.00 Transferred to other accounts			-50
63.00 Appropriation (total)	28		
Change in unpaid obligations:			
73.10 Total new obligations	28		
73.20 Total outlays (gross)	-28		
Outlays (gross), detail:			
86.97 Outlays from new permanent authority	28		
Net budget authority and outlays:			
89.00 Budget authority	28		
90.00 Outlays	28		

The Federal Aviation Reauthorization Act of 1996 (P.L. 104-264) authorized the collection of user fees for services provided by the FAA to aircraft that neither takeoff nor land in the United States, commonly known as overflight fees. In addition, the Act permanently appropriated the first \$50 million of such fees to be used for the Essential Air Service (EAS) program and rural airport improvements. Amounts collected in excess of \$50 million are permanently appropriated for authorized expenses of the FAA. The Budget estimates that \$50 million in overflight fees will be collected in 2000, and transferred to the Essential Air Service and Rural Airport Improvement Fund. No appropriated funds are budgeted within the FAA in 2000 to fund EAS should overflight fee collections fall below \$50 million.

NATIONAL CIVIL AVIATION REVIEW COMMISSION

Program and Financing (in millions of dollars)

Identification code 69-1334-0-1-402	1998 actual	1999 est.	2000 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	1	1	
22.00 New budget authority (gross)		-1	
23.90 Total budgetary resources available for obligation	1		
24.40 Unobligated balance available, end of year	1		
New budget authority (gross), detail:			
40.36 Unobligated balance rescinded		-1	
Net budget authority and outlays:			
89.00 Budget authority		-1	
90.00 Outlays			

In 1997, this account funded the activities of the National Civil Aviation Review Commission, as authorized by section

274 of P.L. 104-264. No additional funds are necessary in 2000, as the work of the Commission is completed.

This schedule displays outlays from prior year appropriations and rescissions under P.L. 105-277.

MISCELLANEOUS EXPIRED ACCOUNTS

Program and Financing (in millions of dollars)

Identification code 69-9912-0-1-402	1998 actual	1999 est.	2000 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	1		
22.00 New budget authority (gross)	-1		
23.90 Total budgetary resources available for obligation			
New budget authority (gross), detail:			
40.36 Unobligated balance rescinded	-1		
Net budget authority and outlays:			
89.00 Budget authority	-1		
90.00 Outlays			

This schedule displays programs of Facilities, Engineering, and Development that no longer require appropriations and thus reflects outlays made under prior year appropriations.

Credit accounts:

AIRCRAFT PURCHASE LOAN GUARANTEE PROGRAM

None of the funds in this Act shall be available for activities under this heading during fiscal year [1999] 2000. (Department of Transportation and Related Agencies Appropriations Act, 1999, as included in Public Law 105-277, section 101(g).)

This account is continuing only for the purpose of reflecting air carrier repayments of prior loan defaults. No new loan guarantees are being made.

Public enterprise funds:

AVIATION INSURANCE REVOLVING FUND

The Secretary of Transportation is hereby authorized to make such expenditures and investments, within the limits of funds available pursuant to 49 U.S.C. 44307, and in accordance with section 104 of the Government Corporation Control Act, as amended (31 U.S.C. 9104), as may be necessary in carrying out the program for aviation insurance activities under chapter 443 of title 49, United States Code. (Department of Transportation and Related Agencies Appropriations Act, 1999, as included in Public Law 105-277, section 101(g).)

Program and Financing (in millions of dollars)

Identification code 69-4120-0-3-402	1998 actual	1999 est.	2000 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	69	72	75
22.00 New budget authority (gross)	3	3	3
23.90 Total budgetary resources available for obligation	72	75	78
24.40 Unobligated balance available, end of year	72	75	78
New budget authority (gross), detail:			
68.00 Spending authority from offsetting collections (gross):			
Offsetting collections (cash)	3	3	3
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-3	-3	-3
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	-3	-3	-3
Memorandum (non-add) entries:			
92.01 Total investments, start of year: U.S. securities: Par value	68	71	75

Public enterprise funds—Continued

AVIATION INSURANCE REVOLVING FUND—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-4120-0-3-402	1998 actual	1999 est.	2000 est.
92.02 Total investments, end of year: U.S. securities: Par value	71	75	78

The fund currently provides direct support for the aviation insurance program authorized under chapter 443 of title 49, U.S. Code (formerly Title XIII of the Federal Aviation Act of 1958). Income to the fund is derived from premium deposits for premium insurance coverage issued, income from authorized investments, and binder fees for nonpremium coverage issued. The binders provide aviation insurance coverage for U.S. air carrier aircraft used in connection with certain Government contract operations by the Department of Defense and the Department of State.

Personnel Summary

Identification code 69-4120-0-3-402	1998 actual	1999 est.	2000 est.
1001 Total compensable workyears: Full-time equivalent employment	3	3	3

Intragovernmental accounts:

ADMINISTRATIVE SERVICES FRANCHISE FUND

Program and Financing (in millions of dollars)

Identification code 69-4562-0-4-402	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
09.01 Accounting	8	9	9
09.02 Payroll	3	5	5
09.03 Travel	1	1	1
09.04 Duplicating Services	6	7	6
09.05 Multi-media	1	1	1
09.06 Information technology	1	1	1
09.07 Training	2	2	2
09.08 Logistics			154
09.10 Aircraft Maintenance			39
10.00 Total new obligations	22	26	218

Budgetary resources available for obligation:

21.40 Unobligated balance available, start of year		1	
22.00 New budget authority (gross)	22	25	218
23.90 Total budgetary resources available for obligation	22	26	218
23.95 Total new obligations	-22	-26	-218
24.40 Unobligated balance available, end of year	1		

New budget authority (gross), detail:

68.00 Spending authority from offsetting collections (gross): Offsetting collections (cash)	22	25	218
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Change in unpaid obligations:

Unpaid obligations, start of year:			
72.40 Obligated balance, start of year	1	4	
72.95 From Federal sources: Receivables and unpaid, unfilled orders	1	1	
72.99 Total unpaid obligations, start of year	3	5	
73.10 Total new obligations	22	26	218
73.20 Total outlays (gross)	-19	-30	-218
Unpaid obligations, end of year:			
74.40 Obligated balance, end of year	4		
74.95 From Federal sources: Receivables and unpaid, unfilled orders	1		
74.99 Total unpaid obligations, end of year	5		

Outlays (gross), detail:

86.97 Outlays from new permanent authority	19	25	218
86.98 Outlays from permanent balances		4	

87.00 Total outlays (gross)	19	30	218
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-22	-25	-218
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	-3	4	

In 1997, the Federal Aviation Administration established a franchise fund to finance operations where the costs for goods and services provided are charged to the users on a fee-for-service basis. The fund is expected to improve organizational efficiency and provide better support to FAA's internal and external customers on a reimbursable basis. The activities included in this franchise fund are training, accounting, payroll, travel, duplicating services, multi-media services, and information technology.

In 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 2000 will be aircraft maintenance activities at the Mike Monroney Aeronautical Center. As with other franchise fund activities the entry of the aircraft maintenance function 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 costs for the service provided.

Object Classification (in millions of dollars)

Identification code 69-4562-0-4-402	1998 actual	1999 est.	2000 est.
11.1 Personnel compensation: Full-time permanent	7	8	53
12.1 Civilian personnel benefits	2	2	12
21.0 Travel and transportation of persons			1
22.0 Transportation of things			3
23.3 Communications, utilities, and miscellaneous charges			2
24.0 Printing and reproduction	4	4	4
25.2 Other services	7	9	77
26.0 Supplies and materials			62
31.0 Equipment	2	3	4
99.9 Total new obligations	22	26	218

Personnel Summary

Identification code 69-4562-0-4-402	1998 actual	1999 est.	2000 est.
2001 Total compensable workyears: Full-time equivalent employment	151	184	1,066

Trust Funds

AIRPORT AND AIRWAY TRUST FUND

Unavailable Collections (in millions of dollars)

Identification code 20-8103-0-7-402	1998 actual	1999 est.	2000 est.
Balance, start of year:			
01.99 Balance, start of year	1,327	4,349	6,764
Receipts:			
02.01 Excise taxes	8,111	10,397	9,251
02.02 Interest	543	599	804
02.03 Aviation user fees, legislative proposal, discretionary offset			1,496
02.04 Federal fund payments		87	
02.99 Total receipts	8,654	11,083	11,551
04.00 Total: Balances and collections	9,981	15,432	18,315

Appropriation:				
05.01	Trust fund share of FAA operations	-1,902	-4,112	-6,039
05.02	Grants-in-aid for airports liq. cash	-2,347	-2,410	-1,600
05.03	Facilities and equipment	-1,900	-2,087	-2,319
05.04	Research, engineering and development	-199	-150	-173
05.06	Payments to air carriers (trust fund)	-39		
05.99	Subtotal appropriation	-6,387	-8,759	-10,131
06.10	Unobligated balance returned to receipts	755	91	
07.99	Total balance, end of year	4,349	6,764	8,184

0900	Uncommitted balance, end of year	4,339	6,753	8,173
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Note.—The invested balances shown above include both appropriated and unavailable balances.

GRANTS-IN-AID FOR AIRPORTS
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(AIRPORT AND AIRWAY TRUST FUND)

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. In turn, appropriations are authorized from this fund to meet obligations for airport improvement grants, facilities and equipment, research, and operations. The Budget assumes that the current excise taxes will be reduced over time as more efficient, service-based charges are phased in beginning in 2000. Under this proposal, the amount collected each year from the new service-based charges and excise taxes combined is equal to the total budget resources requested for the FAA in each succeeding year. The Administration will propose legislation that creates the service-based charges and will apply the offset to discretionary spending.

Notwithstanding any other provision of law, for liquidation of obligations incurred for grants-in-aid for airport planning and development, and for noise compatibility planning and programs as authorized under subchapter I of chapter 471 and subchapter I of chapter 475 of title 49, United States Code, and under other law authorizing such obligations, [\$1,600,000,000] \$1,750,000,000, to be derived from the Airport and Airway Trust Fund and to remain available until expended: *Provided*, That none of the funds in this Act shall be available for the planning or execution of programs the obligations for which are in excess of [\$1,950,000,000] \$1,600,000,000 in fiscal year [1999] 2000 for grants-in-aid for airport planning and development, and noise compatibility planning and programs, notwithstanding section 47117(h) of title 49, United States Code: *Provided further*, That no more than \$975,000,000 of funds limited under this heading may be obligated prior to the enactment of a bill extending contract authorization for the Grants-in-Aid for Airports program to the third and fourth quarters of fiscal year 1999]. (*Department of Transportation and Related Agencies Appropriations Act, 1999, as included in Public Law 105-277, section 101(g).*)

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

Status of Funds (in millions of dollars)				
Identification code 20-8103-0-7-402	1998 actual	1999 est.	2000 est.	
Unexpended balance, start of year:				
0100	Uninvested balance	-2	590	
0101	U.S. Securities: Par value	6,360	8,550	12,296
0199	Total balance, start of year	6,358	9,140	12,296
Cash income during the year:				
Governmental receipts:				
0201	Passenger ticket tax	5,455	5,933	4,857
0202	Passenger flight segment tax	547	1,313	1,566
0203	Waybill tax	313	519	470
0204	Fuel tax	659	1,042	833
0205	International departure/arrival tax	948	1,390	1,334
0206	Rural airports tax	48	56	54
0207	Frequent flyer tax	141	144	137
0208	Aviation User Fees, Legislative Proposal			1,496
Intragovernmental transactions:				
0240	Interest, Airport and airway trust fund	543	599	804
0241	Federal fund payments, Airport and airway trust fund		87	
Offsetting collections:				
0280	Facilities and equipment	33	75	75
0281	Research, engineering, and development	9	15	15
0297	Income under present law	8,696	11,173	10,145
0298	Income under proposed legislation			1,496
0299	Total cash income	8,696	11,173	11,641
Cash outgo during year:				
0500	Trust fund share of FAA operations	-1,929	-4,124	-6,039
0501	Grants-in-aid for airports (Airport and airway trust fund)	-1,511	-1,670	-1,750
Cash outgo during the year (-):				
0502	Facilities and equipment (Airport and airway trust fund)	-2,226	-1,921	-2,006
0502	Facilities and equipment offsetting collections(-)	-33	-75	-75
Cash outgo during the year (-):				
0503	Research, engineering and development (Airport and airway trust fund)	-203	-204	-202
0503	Research, engineering and development offsetting collections(-)	-9	-15	-15
0504	Trust fund share of rental payments			
0505	Payments to air carriers (trust fund)	-3	-8	
0599	Total cash outgo (-)	-5,914	-8,017	-10,087
Unexpended balance, end of year:				
0700	Uninvested balance	590		
0701	U.S. Securities: Par value	8,550	12,296	13,850
0799	Total balance, end of year	9,140	12,296	13,850
0801	Obligated balance (-)	-4,349	-4,741	-4,744
0802	Unobligated balance (-)	-452	-802	-933
0899	Total commitments (-)	-4,801	-5,543	-5,677

[SEC. 117. Notwithstanding any other provision of law, within the funding made available in the Department of Transportation and Related Agencies Appropriations Act, 1999 for discretionary grants under the obligation limitation for Federal Aviation Administration, "Grants-in-Aid for Airports" in fiscal year 1999, not less than \$11,250,000 shall be made available for capital improvement projects at the Wilkes-Barre/Scranton International Airport.]

[SEC. 118. Notwithstanding any other provision of law, within the funding made available in the Department of Transportation and Related Agencies Appropriations Act, 1999 for discretionary grants under the obligation limitation for Federal Aviation Administration, "Grants-in-Aid for Airports" in fiscal year 1999, not less than \$7,000,000 shall be made available for capital improvement projects at the Minneapolis-St. Paul International Airport.] (*Omnibus Consolidated and Emergency Supplemental Appropriations Act, 1999, Public Law 105-277, Division A.*)

Program and Financing (in millions of dollars)				
Identification code 69-8106-0-7-402	1998 actual	1999 est.	2000 est.	
Obligations by program activity:				
10.00	Total obligations (object class 41.0)	1,661	1,950	1,600
Budgetary resources available for obligation:				
21.49	Unobligated balance available, start of year: Contract authority	72	88	460
22.00	New budget authority (gross)	1,640	2,322	1,600
22.10	Resources available from recoveries of prior year obligations	37		
23.90	Total budgetary resources available for obligation	1,749	2,410	2,060
23.95	Total new obligations	-1,661	-1,950	-1,600
24.49	Unobligated balance, end of year: Contract authority	88	460	460
New budget authority (gross), detail:				
Current:				
40.26	Appropriation (trust fund, definite)	1,600	1,600	1,750
40.49	Portion applied to liquidate contract authority	-1,600	-1,600	-1,750
43.00	Appropriation (total)			
Permanent:				
66.10	Contract authority (definite)	2,347	2,410	1,600
66.35	Contract authority rescinded	-707		
66.36	Contract authority rescinded (unobligated balances)		-88	
66.90	Contract authority (total)	1,640	2,322	1,600
70.00	Total new budget authority (gross)	1,640	2,322	1,600
Change in unpaid obligations:				
Unpaid obligations, start of year:				
72.40	Obligated balance, start of year	423	512	442

GRANTS-IN-AID FOR AIRPORTS—Continued
(LIQUIDATION OF CONTRACT AUTHORIZATION)—Continued
(AIRPORT AND AIRWAY TRUST FUND)—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-8106-0-7-402	1998 actual	1999 est.	2000 est.
72.49 Obligated balance, start of year: Contract authority	1,966	1,990	2,340
72.99 Total unpaid obligations, start of year	2,389	2,502	2,782
73.10 Total new obligations	1,661	1,950	1,600
73.20 Total outlays (gross)	-1,511	-1,670	-1,750
73.45 Adjustments in unexpired accounts	-37		
Unpaid obligations, end of year:			
74.40 Obligated balance, end of year	512	442	442
74.49 Obligated balance, end of year: Contract authority	1,990	2,340	2,190
74.99 Total unpaid obligations, end of year	2,502	2,782	2,632
Outlays (gross), detail:			
86.90 Outlays from new current authority	272	351	288
86.93 Outlays from current balances	1,239	1,319	1,462
87.00 Total outlays (gross)	1,511	1,670	1,750
Net budget authority and outlays:			
89.00 Budget authority	1,640	2,322	1,600
90.00 Outlays	1,511	1,670	1,750

Status of Contract Authority (in millions of dollars)

Identification code 69-8106-0-7-402	1998 actual	1999 est.	2000 est.
0100 Balance, start of year	2,038	2,078	2,800
Contract authority:			
0200 Contract authority	1,640	2,322	1,600
0400 Appropriation to liquidate contract authority	-1,600	-1,600	-1,750
0700 Balance, end of year	2,078	2,800	2,650

Subchapter I of chapter 471, title 49, U.S. Code (formerly the Airport and Airway Improvement Act of 1982, as amended) provides for airport improvement grants which emphasize capacity development, safety and security needs and chapter 475 provides for grants for aircraft noise mitigation and planning.

FACILITIES AND EQUIPMENT
(AIRPORT AND AIRWAY TRUST FUND)

Notwithstanding any other provision of law, for necessary expenses, not otherwise provided for, for acquisition, establishment, and improvement by contract or purchase, and hire of air navigation and experimental facilities and equipment as authorized under part A of subtitle VII of title 49, United States Code, including initial acquisition of necessary sites by lease or grant; engineering and service testing, including construction of test facilities and acquisition of necessary sites by lease or grant; and construction and furnishing of quarters and related accommodations for officers and employees of the Federal Aviation Administration stationed at remote localities where such accommodations are not available; and the purchase, lease, or transfer of aircraft from funds available under this head; to be derived from the Airport and Airway Trust Fund, [\$1,900,000,000] \$2,319,000,000, of which [\$1,652,000,000] \$2,010,206,100 shall remain available until September 30, [2001] 2002, and of which [\$248,000,000] \$308,793,900 shall remain available until September 30, [1999] 2000: *Provided*, That there may be credited to this appropriation funds received from States, counties, municipalities, other public authorities, and private sources, for expenses incurred in the establishment and modernization of air navigation facilities[: *Provided further*, That none of the funds in this Act or any other Act making appropriations for fiscal year 1999 may be obligated for bulk explosive detection systems until 30 days after the FAA Administrator certifies to the House and Senate Committees on Appropriations, in writing, that the major air carriers responsible for providing aircraft security at Category X airports have agreed to: (1) begin assuming the operation and maintenance costs

of such machines beginning in fiscal year 1999; and (2) substantially increase the usage of such machines above the level experienced as of April 1, 1998: *Provided further*, That none of the funds provided under this heading for "Next Generation Navigation Systems" may be obligated or expended for activities related to phase two or phase three of the wide area augmentation system.】

In addition, for necessary expenses for capital cost acquisition or construction including alteration and modification costs, to be derived from the Airport and Airway Trust Fund, to become available on October 1 of the fiscal year specified and remain available until expended: fiscal year 2001, \$738,900,000; fiscal year 2002, \$438,700,000; fiscal year 2003, \$354,800,000; fiscal year 2004, \$191,200,000; fiscal year 2005, \$88,400,000; fiscal year 2006, \$79,500,000; and fiscal year 2007, \$89,800,000. (Department of Transportation and Related Agencies Appropriations Act, 1999, as included in Public Law 105-277, section 101(g).)

【For an additional amount for "Facilities and Equipment", \$100,000,000, for necessary expenses for acquisition, installation and related activities supporting the deployment of bulk and trace explosives detection systems and other advanced security equipment at airports in the United States, to remain available until September 30, 2001: *Provided*, That the entire amount shall be available only to the extent an official budget request for a specific dollar amount that includes designation of the entire amount of the request as an emergency requirement as defined in the Balanced Budget and Emergency Deficit Control Act of 1985, as amended, is transmitted by the President to the Congress: *Provided further*, That the entire amount is designated as an emergency requirement pursuant to section 251(b)(2)(A) of the Balanced Budget and Emergency Deficit Control Act of 1985.】 (*Omnibus Consolidated and Emergency Supplemental Appropriations Act, 1999, Public Law 105-277, Division B, Title II, chapter 6.*)

Program and Financing (in millions of dollars)

Identification code 69-8107-0-7-402	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
Direct program:			
00.01 Engineering, development, test and evaluation	439	465	439
00.02 Procurement and modernization of ATC facilities and equipment	1,071	825	1,012
00.03 Procurement and modernization of non-ATC facilities and equipment	133	169	185
00.04 Mission support	301	341	243
00.05 Personnel and related expenses	217	248	309
00.06 Undistributed		50	
09.01 Reimbursable program	33	75	75
10.00 Total new obligations	2,194	2,173	2,263
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	544	353	342
22.00 New budget authority (gross)	1,933	2,162	2,394
22.10 Resources available from recoveries of prior year obligations	78		
23.90 Total budgetary resources available for obligation	2,555	2,515	2,736
23.95 Total new obligations	-2,194	-2,173	-2,263
23.98 Unobligated balance expiring	-8		
24.40 Unobligated balance available, end of year	353	342	473
New budget authority (gross), detail:			
Current:			
40.15 Appropriation (emergency)		100	
40.26 Appropriation (trust fund, definite)	1,900	1,987	2,319
43.00 Appropriation (total)	1,900	2,087	2,319
Permanent:			
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	33	75	75
70.00 Total new budget authority (gross)	1,933	2,162	2,394
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	1,777	1,644	1,821
73.10 Total new obligations	2,194	2,173	2,263
73.20 Total outlays (gross)	-2,259	-1,996	-2,081
73.40 Adjustments in expired accounts	10		
73.45 Adjustments in unexpired accounts	-78		
74.40 Unpaid obligations, end of year: Obligated balance, end of year	1,644	1,821	2,003

Outlays (gross), detail:				
86.90	Outlays from new current authority	799	661	696
86.93	Outlays from current balances	1,427	1,260	1,310
86.97	Outlays from new permanent authority	33	75	75
87.00	Total outlays (gross)	2,259	1,996	2,081
Offsets:				
Against gross budget authority and outlays:				
Offsetting collections (cash) from:				
88.00	Federal sources	-29	-67	-67
88.40	Non-Federal sources	-4	-8	-8
88.90	Total, offsetting collections (cash)	-33	-75	-75
Net budget authority and outlays:				
89.00	Budget authority	1,900	2,087	2,319
90.00	Outlays	2,226	1,921	2,006

Note.—Mission Support has an estimated contingent liability of \$82 million (present value) associated with the FAA's long-term lease of facilities at the Mike Monroney Aeronautical Center, Oklahoma City, Oklahoma. This contingent liability will be funded through this account.

The proposed funding sustains the current infrastructure and advances modernization and improvement of the national airspace system. In particular, funds would provide for significant progress in developing the enroute and terminal automation programs, designed to upgrade air traffic control technology; and the implementation of Free Flight Phase I.

The Administration supports full funding of multi-year fixed asset projects as part of an ongoing attempt to improve the cost and performance of agency procurements. To implement the Administration's full funding policy, advance appropriations are requested for the following multi-year projects or usable project segments: Aviation Weather Service Improvements, Air Traffic Control Beacon Interrogator Replacement, Terminal Digital Radar, Terminal Automation (STARS), Wide Area Augmentation System for GPS, Display System Replacement, Weather and Radar Processor, Voice Switching and Control System, Oceanic Automation System, Aeronautical Data Link, and Operational and Supportability Implementation System (OASIS).

Object Classification (in millions of dollars)

Identification code 69-8107-0-7-402	1998 actual	1999 est.	2000 est.	
Direct obligations:				
Personnel compensation:				
11.1	Full-time permanent	137	180	199
11.3	Other than full-time permanent	1	1	1
11.5	Other personnel compensation	5	9	8
11.9	Total personnel compensation	143	190	208
12.1	Civilian personnel benefits	31	48	53
21.0	Travel and transportation of persons	32	33	39
22.0	Transportation of things	3	3	5
23.2	Rental payments to others	42	41	48
23.3	Communications, utilities, and miscellaneous charges	12	12	16
24.0	Printing and reproduction	1	1	1
25.2	Other services	1,150	984	1,014
26.0	Supplies and materials	56	55	65
31.0	Equipment	510	501	518
32.0	Land and structures	182	179	219
41.0	Grants, subsidies, and contributions	1	1	2
92.0	Undistributed	50		
99.0	Subtotal, direct obligations	2,161	2,098	2,188
99.0	Reimbursable obligations	33	75	75
99.9	Total new obligations	2,194	2,173	2,263

Personnel Summary

Identification code 69-8107-0-7-402	1998 actual	1999 est.	2000 est.	
Direct:				
1001	Total compensable workyears: Full-time equivalent employment	2,193	2,782	2,835
Reimbursable:				
2001	Total compensable workyears: Full-time equivalent employment	44	55	55

RESEARCH, ENGINEERING, AND DEVELOPMENT

(AIRPORT AND AIRWAY TRUST FUND)

Notwithstanding any other provision of law, for necessary expenses, not otherwise provided for, for research, engineering, and development, as authorized under part A of subtitle VII of title 49, United States Code, including construction of experimental facilities and acquisition of necessary sites by lease or grant, **[\$150,000,000]** \$173,000,000, to be derived from the Airport and Airway Trust Fund and to remain available until September 30, **[2001] 2002: Provided,** That there may be credited to this appropriation funds received from States, counties, municipalities, other public authorities, and private sources, for expenses incurred for research, engineering, and development. (Department of Transportation and Related Agencies Appropriations Act, 1999, as included in Public Law 105-277, section 101(g).)

Program and Financing (in millions of dollars)

Identification code 69-8108-0-7-402	1998 actual	1999 est.	2000 est.	
Obligations by program activity:				
Direct program:				
00.01	System development and infrastructure	15	17	17
00.02	Capacity and air traffic management technology	22	2	16
00.03	Communications, navigation, and surveillance	20	1	
00.04	Weather	15	19	16
00.05	Airport technology	7		
00.06	Aircraft safety technology	49	35	40
00.07	System security technology	46	52	53
00.08	Human factors and aviation medicine	23	27	26
00.09	Environment and energy	3	4	4
00.10	Innovative/cooperative research	2	1	1
09.01	Reimbursable program	9	15	15
10.00	Total new obligations	211	173	188
Budgetary resources available for obligation:				
21.40	Unobligated balance available, start of year	8	7	
22.00	New budget authority (gross)	208	165	188
22.10	Resources available from recoveries of prior year obligations	3		
23.90	Total budgetary resources available for obligation	219	172	188
23.95	Total new obligations	-211	-173	-188
23.98	Unobligated balance expiring	-1		
24.40	Unobligated balance available, end of year	7		
New budget authority (gross), detail:				
Current:				
40.26	Appropriation (trust fund, definite)	199	150	173
Permanent:				
68.00	Spending authority from offsetting collections: Offsetting collections (cash)	9	15	15
70.00	Total new budget authority (gross)	208	165	188
Change in unpaid obligations:				
72.40	Unpaid obligations, start of year: Obligated balance, start of year	188	184	138
73.10	Total new obligations	211	173	188
73.20	Total outlays (gross)	-212	-219	-217
73.45	Adjustments in unexpired accounts	-3		
74.40	Unpaid obligations, end of year: Obligated balance, end of year	184	138	109
Outlays (gross), detail:				
86.90	Outlays from new current authority	85	90	104
86.93	Outlays from current balances	118	114	98
86.97	Outlays from new permanent authority	9	15	15
87.00	Total outlays (gross)	212	219	217
Offsets:				
Against gross budget authority and outlays:				
88.00	Offsetting collections (cash) from: Federal sources	-9	-15	-15
Net budget authority and outlays:				
89.00	Budget authority	199	150	173
90.00	Outlays	203	204	202

The 2000 budget proposes funding to conduct research, engineering and development programs to improve the national air traffic control system by increasing its safety, security,

RESEARCH, ENGINEERING, AND DEVELOPMENT—Continued

(AIRPORT AND AIRWAY TRUST FUND)—Continued

capacity and productivity to meet the expected air traffic demands of the future. The agency also administers human factors research aimed at increasing the effectiveness of air traffic controller operations, airway facilities maintenance, aviation medical research aimed at increasing the safety of aircrew members and environmental research aimed at mitigating aircraft noise and engine emissions.

Object Classification (in millions of dollars)

Identification code 69-8108-0-7-402	1998 actual	1999 est.	2000 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	42	24	30
11.3 Other than full-time permanent	1	1	2
11.5 Other personnel compensation	1	1	1
11.9 Total personnel compensation	44	26	33
12.1 Civilian personnel benefits	9	7	8
21.0 Travel and transportation of persons	4	2	2
23.3 Communications, utilities, and miscellaneous charges	1	1	1
25.5 Research and development contracts	102	78	85
26.0 Supplies and materials	6	6	6
31.0 Equipment	3	3	3
41.0 Grants, subsidies, and contributions	33	35	35
99.0 Subtotal, direct obligations	202	158	173
99.0 Reimbursable obligations	9	15	15
99.9 Total new obligations	211	173	188

Personnel Summary

Identification code 69-8108-0-7-402	1998 actual	1999 est.	2000 est.
1001 Total compensable workyears: Full-time equivalent employment	631	416	455

TRUST FUND SHARE OF FAA OPERATIONS

Program and Financing (in millions of dollars)

Identification code 69-8104-0-7-402	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
00.01 Regulation and certification	4		
00.02 Civil aviation security	19		
00.03 Undistributed	1,902	4,112	6,039
10.00 Total new obligations	1,925	4,112	6,039
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	23		
22.00 New budget authority (gross)	1,902	4,112	6,039
23.90 Total budgetary resources available for obligation	1,925	4,112	6,039
23.95 Total new obligations	-1,925	-4,112	-6,039
New budget authority (gross), detail:			
40.26 Appropriation (trust fund, definite)	1,902	4,112	6,039
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	16	12	
73.10 Total new obligations	1,925	4,112	6,039
73.20 Total outlays (gross)	-1,929	-4,124	-6,039
74.40 Unpaid obligations, end of year: Obligated balance, end of year	12		
Outlays (gross), detail:			
86.90 Outlays from new current authority	1,902	4,112	6,039
86.93 Outlays from current balances	27	12	
87.00 Total outlays (gross)	1,929	4,124	6,039
Net budget authority and outlays:			
89.00 Budget authority	1,902	4,112	6,039

90.00 Outlays	1,929	4,124	6,039
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Sections 48104 and 48105 of title 49, U.S. Code (formerly sections 506(c) and 506(d) of the Airport and Airway Improvement Act of 1982, as amended) and section 9502 of the Trust Fund Code of 1981 (26 U.S.C. 9502) as amended, authorize use of the Airport and Airway Trust Fund as the source of financing a portion of FAA's operating costs. For 2000, a total funding level of \$6,039 million is requested for FAA Operations, all of which will be provided by the Trust Fund.

Object Classification (in millions of dollars)

Identification code 69-8104-0-7-402	1998 actual	1999 est.	2000 est.
11.1 Personnel compensation: Full-time permanent	8		
12.1 Civilian personnel benefits	2		
21.0 Travel and transportation of persons	1		
25.2 Other services	9		
26.0 Supplies and materials	1		
31.0 Equipment	2		
92.0 Undistributed	1,902	4,112	6,039
99.9 Total new obligations	1,925	4,112	6,039

Personnel Summary

Identification code 69-8104-0-7-402	1998 actual	1999 est.	2000 est.
1001 Total compensable workyears: Full-time equivalent employment	165		

FEDERAL HIGHWAY ADMINISTRATION

The Transportation Equity Act for the 21st Century (TEA-21), enacted June 9, 1998, reauthorizes surface transportation programs through 2003. TEA-21 provides for increased transportation infrastructure investment, strengthens transportation safety programs and environmental programs, and continues core research activities. TEA-21, along with title 23, U.S.C. ("Highways") and other supporting legislation, provides authority for the various programs of the Federal Highway Administration designed to improve highways throughout the Nation.

In 2000, the Federal Highway Administration continues major programs, including the Surface Transportation Program, the National Highway System, Interstate Maintenance, the Highway Bridge Replacement and Rehabilitation Program, and the Congestion Mitigation and Air Quality Improvement Program. New programs authorized by TEA-21 include Transportation Infrastructure Finance and Innovation and the National Corridor Planning and Border Infrastructure Programs.

In summary, the 2000 budget consists of \$31,406 million in new budget authority and \$25,743 million in outlays. The following table reflects program levels (obligations). Because project selection is determined by the States, the 1999 and 2000 program levels are estimates.

FEDERAL HIGHWAY ADMINISTRATION

[In millions of dollars]

	1998 actual	1999 est.	2000 est.
Obligations:			
Total Federal-aid highways	20,976	26,572	28,346
Federal-aid subject to limitation	19,570	25,032	27,214
Surface transportation program	5,936	5,818	5,935
National highway program	3,744	4,983	5,039
Interstate maintenance	2,932	4,135	4,196
Bridge program	2,259	3,547	3,599
Minimum guarantee	1,238	1,764	1,905
High priority projects	55	905	1,512
Congestion mitigation and air quality improvement	700	1,408	1,770
Federal lands highways program	492	614	626
Appalachian development highways program		397	405