

ORDER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

2500.3F

6/6/94

SUBJ: REPROGRAMMING APPROPRIATED FUNDS

1. PURPOSE. This order establishes the criteria for reprogramming appropriated funds within the Facilities and Equipment (F&E) and Research, Engineering and Development (R,E&D) appropriations. This order also delegates authority by which Washington headquarters, regions, and centers can reprogram F&E funds from one budget line item (BLI) to another.
2. DISTRIBUTION. This order is distributed to the branch level in Washington headquarters, regions, and centers.
3. CANCELLATION. Order 2500.3E, Delegation of Authority to Adjust Budget Estimates, Fiscal Programs, and Projects in F&E Appropriations, dated July 10, 1983, is canceled.
4. EXPLANATION OF CHANGES. The revision:
 - a. Includes congressionally mandated reprogramming guidelines for the F&E and R,E&D appropriations.
 - b. Contains the dollar thresholds and reporting of Washington headquarters, regions, and centers delegation of authority to adjust BLI's in F&E.
5. POLICY. Only proposed reprogrammings which meet or exceed thresholds described in paragraph 11 shall be formally submitted to Congress.
6. SCOPE. The provisions of this order apply to all Federal Aviation Administration (FAA) offices involved with the execution of F&E and R,E&D funds at Washington headquarters, regions, and centers.
7. BACKGROUND. The reprogramming criteria contained in this order was established in congressional reports which accompanied Public Law 101-516, the FY 1991 Appropriations Act. Specific references are the Senate Report No. 101-398, dated July 27, 1990, as amended by Conference Report No. 101-892, dated October 16, 1990, and the Office of the Secretary of Transportation (OST), Assistant Secretary for Budget and Programs (B-1) memorandum dated April 13, 1992.
8. GENERAL. The FAA is required to use the funds provided under each appropriation for the purposes intended by Congress. The Congress, however, realizes that the FAA must have some flexibility to provide funds for legitimate emergencies and other unanticipated needs which may arise during a fiscal year. Therefore, a certain amount (specified in paragraph 11) of flexibility to move funds from one BLI to another, within an appropriation, without congressional approval is authorized. Any movement of funds which exceeds these limits requires

approval of both the House and Senate Appropriations Transportation Subcommittees in advance. All reprogrammings (both internal and congressional) will be coordinated with all appropriate FAA offices prior to execution.

9. RESPONSIBILITY. It is the responsibility of the regional administrators, the Director, FAA Technical Center, the Associate Administrator for the Aeronautical Center, and the Washington headquarters associate administrators to notify the Director of Budget (ABU-1) of all F&E and R,E&D reprogramming proposals as defined in paragraph 10.

10. DEFINITIONS.

a. A BLI is any program which has funds allocated to it in FAA's budget justification which supports the President's Budget as may be amended by legislative action and specified in the Appropriations Committees Conference Report. An example of a BLI is: 1A01 - Aviation Weather Services Improvements. Even though this BLI example has sub-line items (1A01A - Aviation Weather Service Technology Enhancements, 1A01B - Aviation Weather Products Generator, and 1A01C - Integrated Terminal Weather System), the reprogramming thresholds are applied at the four-digit (1A01) line item level.

b. Reprogramming includes the intraaccount reallocation of funds from one BLI to another BLI, within the same appropriation, resulting in fund allocations different from those specified in Appropriations Committee and Conference Reports. A reprogramming can also be any significant change in the scope of a BLI, termination of a BLI (other than completion), or initiation of a BLI for which no funds were appropriated.

11. REPROGRAMMING CRITERIA. Under normal circumstances, reprogrammings which require submission to Congress must be submitted to ABU-1 at least 11 weeks prior to proposed implementation. If funds must be reprogrammed more quickly, an expedited schedule should be discussed with ABU's Program Control Branch (ABU-320).

a. F&E. Prior congressional Appropriations Committees' written approval is required on any reprogramming action which meets or exceeds the following criteria:

(1) Scope Change. Any BLI that requires a significant change in scope. The baseline to be used for determining scope changes is the FAA's budget justification which supports the President's Budget as amended by congressional action.

(2) New Program. Establishment of a new BLI which exceeds the cost limit for minor F&E projects (\$1,000,000). Congressional approval will also be required for establishment of a new BLI that is under \$1,000,000 if there will be follow-on costs included in a future budget.

(3) Program Termination. Anytime a BLI is to be terminated (except for completion). For those BLI's which are specified by location in either the House, Senate, or Conference Reports of the Appropriations Transportation Subcommittees which support the appropriations bill (e.g., airport traffic control tower (ATCT) establishment, instrument landing systems (ILS) establishment), program

termination applies to each location. Therefore, if one or more locations cannot be executed, for any reason, within the specified period of fund availability, the Congress must be notified as soon as practical after the decision to not execute has been made.

(4) Dollar Changes.

(a) BLI's appropriated at \$10,000,000 or less in a single fiscal year: congressional concurrence is required for increases or decreases of more than 15 percent or \$1,000,000 (whichever is less).

(b) BLI's appropriated at more than \$10,000,000 in a single fiscal year: congressional concurrence is required for increases or decreases of more than 15 percent.

b. R,E&D. Prior congressional Appropriations Committees' written approval is required on any reprogramming action which meets or exceeds the following criteria:

(1) Program Termination. Anytime a program is to be terminated (except for completion or transition in the budget request to the F&E account for limited, full-scale, or full production).

(2) Dollar Changes. Congressional concurrence is required whenever funds are reprogrammed from one BLI to another for more than 25 percent or \$3,000,000 (whichever is less). This criteria applies to both the benefiting and providing BLI's. The appropriated amount plus prior year carryover is the baseline for making this calculation on an annual basis.

c. Any BLI (F&E or R,E&D) which is deferred, canceled, or significantly reduced in scope through a reprogramming shall not later be restored and accomplished by means of further reprogramming; instead, funds should again be sought for the deferred, canceled, or significantly reduced BLI through the regular budget and appropriation process.

d. Below Threshold Reprogrammings. Reprogramming of funds for lesser amounts than those described in paragraphs 11a(4)(a) and 11a(4)(b) above, which do not involve a significant scope change, requires approval of ABU-1, except as specifically addressed in paragraph 16, and may be submitted by the following means:

(1) F&E reprogrammings for regions and centers are to be submitted through the fiscal summary review. However, under emergency conditions, requests may be submitted from the regional administrator to ABU-1 by memorandum. Paragraph 13 contains information on exceptions.

(2) F&E reprogrammings for Washington headquarters allowance holders are to be submitted by memorandum of justification to ABU-320. The justification may accompany the proposed project authorization (PA).

(3) ABU-1 delegates approval authority for R,E&D below threshold reprogrammings to the Director, NAS Program Management Service.

12. CONGRESSIONAL APPROVAL. Reprogramming proposals submitted to the Appropriations Committees shall not be implemented until letters have been received from both the House and Senate Appropriations Transportation Subcommittees. If one subcommittee (House or Senate) takes issue with all or part of the proposed reprogramming, the views of the objecting subcommittee must be addressed. Those situations will be dealt with on a case-by-case basis by ABU-1 in consultation with B-1.

13. EXCEPTIONS. When emergency repairs are required as a result of facilities damaged by natural or other causes, regions and centers may make immediate fiscal adjustments, if needed, for system safety or the preservation of life or property. Preliminary estimates are to be provided to ABU-1 as soon as practical, accompanied with either planned adjustments within the present allowance or a request for additional funds. These estimates should be submitted to ABU-1 via a memorandum of transmittal signed by the regional administrator, the Director, FAA Technical Center, or the Associate Administrator for the Aeronautical Center, or his/her designee.

14. SUBMISSION OF REPROGRAMMINGS REQUIRING CONGRESSIONAL APPROVAL. A request for reprogramming requiring congressional approval will normally be prepared by a Washington headquarters office and must be submitted to ABU-1 for further processing. Under normal circumstances, reprogrammings which require submission to Congress must be submitted to ABU-1 at least 11 weeks prior to proposed implementation. If funds must be reprogrammed more quickly, an expedited schedule should be discussed with ABU-320. Only requests for reprogramming requiring congressional approval will be submitted in the format in Appendix 1, F&E Reprogramming Requirements. Sources, if known, will be submitted in the format in Appendix 2, F&E Reprogramming Sources. ABU-320 is responsible for the preparation of the formal documentation to be forwarded to OST, the Office of Management and Budget (OMB), and Congress for approval.

15. REPROGRAMMING REPORTING REQUIREMENTS. ABU-320 and the R&D Program Analysis Division (APM-200) will use the format in Appendix 3, Reprogramming Base, to establish an appropriated base for reprogramming for each BLI in the F&E and R,E&D appropriations, respectively, and ABU-320 will submit the reports to the OST budget office within 3 weeks of the filing of the Conference Report on the appropriations act. Additionally, all F&E and R,E&D reprogrammings, including reprogrammings which do not require prior Appropriations Committees' approval, shall be reported to the OST budget office quarterly in accordance with the format in Appendix 4, Report of Reprogramming Actions. ABU-320 has overall responsibility for ensuring preparation, coordination, and submission of these two reports. APM-200 will prepare these reports for the R,E&D appropriation and, upon completion, forward to ABU-320 to complete a consolidated submission to the OST budget office. The formats in appendixes 3 and 4 will not be prepared by regions, centers, or Washington headquarters offices other than ABU-320 and APM-200. The OST budget office will, after review, forward copies of both reports to OMB and congressional committees.

16. WASHINGTON HEADQUARTERS/REGIONAL/AND CENTER DELEGATION OF AUTHORITY TO ADJUST BLI's IN F&E:

a. Authorized BLI. Authorized BLI's are those included in PA's. Washington headquarters associate administrators, regional administrators, the Director, FAA Technical Center, and the Associate Administrator for the Aeronautical Center are delegated the authority to adjust authorized BLI's subject to the following restrictions:

(1) Addition of New BLI. ABU-320 approval is required before adding a new BLI. A new BLI can only be established when the total estimated cost is \$1,000,000, or less, with no follow-on costs in subsequent fiscal years.

(2) Addition of New Projects within a BLI. ABU-320 approval is required before adding new projects within a BLI which requires the addition of a subline item and new project code. A new project, which does not require a new subline item or project code, may be added without ABU-320 approval.

(3) Deletion of BLI. Congressional approval must be obtained by ABU-320 prior to deleting appropriated BLI's. Office and service directors, regional administrators, the Director, FAA Technical Center, and the Associate Administrator for the Aeronautical Center are responsible for promptly recommending deletion of any BLI considered inexecutable, and reason(s) for same.

(4) Location of Projects. Certain BLI's have specific locations (e.g., ATCT's, ILS's) which are place named in either House, Senate, or Conference Reports of the Appropriations Transportation Subcommittees which support the Appropriations Bill. Prior approval of the Appropriations Transportation Subcommittees must be obtained before a place name change (includes change or deletion) can be effected. Once congressional approval is obtained, a PA will be issued documenting the necessary changes.

(5) Substitution of Locations.

(a) Establish and Relocate Projects. Except as necessary for optimum siting, locations specified in PA's for establish and relocate projects shall not be changed without approval from ABU-320.

(b) Improvement Projects. Facility improvement projects, where the initial fully funded authorization is \$10,000 or less, may be substituted at a regional administrator's or center director's discretion provided the new location to be improved meets the criteria contained in agency planning standards.

(6) Runway Assignment Changes. Regional administrators may approve changes to Category I ILS/approach light system (ALS), visual approach slope indicator (VASI), runway end identification lights (REIL), and runway visual range (RVR) runway assignments on F&E projects subject to the following conditions:

(a) Facilities must be installed at the same airport and Category I ILS's/ALS's must be installed on a currently designated instrument runway.

(b) Proposed runway changes do not change the scope of assigned projects or create other unfunded requirements, subject to other limitations set forth in this order.

(c) The runway assignment change may not be effected without a 30-day prior notification to Washington headquarters.

1. Notification should be by memorandum from the regional administrator to ABU-320, stating the reason for the proposed change and that in accordance with this order the change will be considered approved unless advised to the contrary within 30 calendar days.

2. The region may implement the proposed change after 30 calendar days (from date of regional memorandum) if not notified to the contrary by ABU-320, provided the region has faxed its request and received acknowledgement of its request.

3. ABU-320 will acknowledge receipt of all requests, coordinate the proposed change within Washington headquarters, and will revise PA's for all approved changes in Category I ILS/ALS, VASI, REIL, and RVR runway assignments.

(7) Funding Flexibility. Effective control and utilization of funds requires a continuing systematic program review at all organizational levels. It is necessary to reevaluate funding requirements at all stages of project accomplishment to guarantee that funds authorized for a project are adequate to cover all project costs. Fund control shall be maintained to ensure compliance with all requirements of this order. This delegation of authority to adjust BLI's is predicated upon the existence of such controls and their effective application. Transfers of funds between BLI's to cover cost adjustments are subject to the following limitations:

(a) Decrease Funding in a BLI. Funds contained in PA's may be decreased based on actual obligations which are less than the amount authorized or on a current realistic estimate that indicates obligations through completion will be less than the latest authorization. Borrowing funds from a BLI in the same program year that would result in a future requirement for restoration of funds on the BLI from which borrowed is not permitted. The total cumulative decrease, within delegated authority, for each BLI shall not exceed the following during the fiscal life of the BLI if the authorization is:

1. \$25,000 or less--Authorization may be decreased up to \$25,000.
2. \$25,000 to \$330,000--100 percent of authorization or \$50,000, whichever is less.
3. Over \$330,000--15 percent of authorization or \$90,000, whichever is less.

(b) Increase in BLI's. Funds contained in PA's may be increased based on current realistic estimates that indicate obligations through project completion will exceed the latest PA. The total cumulative increase delegated authority shall not exceed the limits for decreasing a BLI in the preceding paragraph unless so specified in writing by ABU-320. Under no circumstances shall new BLI's be created without ABU-320 approval nor may project codes be established/changed without a corresponding PA change.

b. Reporting Requirements. All funding adjustments (both decreases and increases) executed in accordance with the delegation of authority in the two preceding paragraphs will be submitted to ABU-320 on a periodic basis. Format, frequency, data requirements, and means of transmission will be issued in separate correspondence by ABU-320. For fiscal years prior to 1992, data will continue to be reported by system code and project number, and ABU-320 will be responsible for converting this data to BLI's. ABU-320 will be responsible for maintaining an accurate status of availability by F&E BLI. These actions are necessary to provide Congress the status of all reprogrammings. Appendix 4, Report of Reprogrammings Actions, contains a sample report.

17. F&E LOCAL PROJECT FUNDS--REGIONS AND CENTERS.

a. Establishment. Regions and centers are given funding capability to meet local operational requirements not covered by other BLI's through a Local Projects BLI. The amount of funding for this BLI is determined annually, contingent upon availability of funds, and included in each region/center authorized fiscal programs. Local Projects funds shall not be augmented during the year except through ABU-320 approval of a fully justified reprogramming request recommending a regional/center source of funding.

b. Use. Local Projects funds shall not be used to finance major installation and relocation projects, construction of new housing, or major rehabilitation of existing housing or buildings that support housing. Requirements financed with Local Projects funds shall be reported to ABU-320 in accordance with Order 2510.5A, Fiscal Programming and Reporting Procedures for the F&E Appropriations.


18. GENERAL LIMITATIONS.

a. Appropriation integrity of the no-year (R,E&D) and multiyear (F&E) appropriations must be maintained. Adjustments within delegation of authority shall not cross individual appropriation years. In no instance will F&E project funds be reprogrammed to PCB&T (Activity 8--FY 1992 and prior or Activity 5--FY 1993 and subsequent) or vice versa.

b. Programs which were specifically denied by the Congress, OMB, OST, or the Administrator shall not be undertaken. ABU will notify regions of such actions as appropriate.

c. Funds contained in congressional budget submissions shall not be executed (committed or obligated) until Congress has completed action on the request and a Continuing Resolution (CR) or Appropriations Act has been signed by the President. Guidance pertaining to rules of execution under a CR will be provided under a separate cover, as necessary, by ABU-1. Allowance documents are not normally issued when operating under a CR. When operating under an Appropriations Act, allowance documents will be issued, but only after an approved apportionment document has been received from OMB.

19. REDELEGATION. The authority delegated in paragraph 16 may be redelegated to deputy regional administrators, deputy center directors, and regional and center budget officers.


David R. Hinson
Administrator

6/6/94

2500.3F
Appendix 1

Department of Transportation
Federal Aviation Administration

Facilities and Equipment Appropriation
Reprogramming Requirements
Fiscal Year 199X

Title: Show program title (e.g., Aviation Safety Analysis System (ASAS))

Amount: \$1,000,000

Funding Profile:

<u>Prior Year Funding</u>	<u>FY 199X Appropriation</u>	<u>FY 199X Reprogramming</u>	<u>Proposed FY 199X Program</u>
\$5,000,000	\$10,000,000	\$1,000,000	\$11,000,000

Basis for Request:

As a minimum, respond to the following requirements:

1. Was this requirement in the budget? If yes, why does it now have to be increased? If no, why not?
2. Why is it required now?
3. Why can it not wait for a regular budget submission?

Description of Problem:

As a minimum, respond to the following requirements:

1. Describe problem.
2. When was problem first identified?
3. Discuss timing considerations. Is it time critical? (e.g., operational schedules, contractual schedules/vehicle).

Solution:

As a minimum, respond to the following requirements:

1. Specifically, what will requested funds buy?
2. Does the requested amount fund the total requirement? If not, why not?
3. What are the consequences if not approved (e.g., safety, mission capability, and/or negative monetary impact on the FAA).

NOTE: Start each budget line item on a separate page.

6/6/94

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Appendix 2

Department of Transportation
Federal Aviation Administration

Facilities and Equipment Appropriation
Reprogramming Sources
Fiscal Year 199X

<u>Item</u>	<u>Title</u>	<u>Amount</u>
2A01	Airport Surveillance Radar (ASR)	\$1,000,000

For each source listed, provide the following information:

1. Amounts available for reprogramming. Is this the total amount available?
2. Why is funding available for reprogramming? Is it surplus? Is the source program being deleted, deferred, or scaled-back in scope?
3. If funding source is being "borrowed" (payback in a future year), explain impact on program due to the funding deferred in the current year. Example: If you propose deferring \$2 million in the Fuel Storage Tank replacement program, how or why is this possible and what is the impact on the program.
4. If source project is deferred, when will funding be required and what method will be used to reacquire the funding? For example, if the JFK Tower/TRACON replacement project is not timely now due to incomplete airport master plans, when will funding be needed?
5. Consideration should also be given to prior appeal statements made to the Congress. If we made an appeal that said the world would end if all of the funding on an item was not provided, special care and explanation should be given to any amounts in that program that are now being proposed as a source of funding.

REPROGRAMMING BASE

FEDERAL AVIATION ADMINISTRATION
c:\work\141494.wk1ACCOUNT: FACILITIES AND EQUIPMENT, 1994/1996
(\$ in Thousands)

AS OF: OCTOBER 27, 1993

(a) BUDGET ITEM NUMBER	(b) PROGRAM, PROJECT OR ACTIVITY	(c) CONG. INT. (X)	(d) PRESIDENT'S BUDGET REQUEST	(e) FORMAL BUDGET AMENDMENTS (+/-)	(f) AMENDED PRESIDENT'S BUDGET (d+e)	(g) CONGRESSIONAL ACTION ON BUDGET REQUEST (+/-)	(h) APPROPRIATION PUBLIC LAW 103-122 (f+g)	(i) OTHER STATUTORY ADJUSTMENTS (+/-)	(j) ORIGINAL BASE FOR REPROGRAMMING (h+i)
	1. ENGINEERING, DEVELOPMENT, TEST, AND EVALUATION								
1A01	AVIATION WEATHER SERVICES IMPROVEMENTS-DEVELOPMENT		23,335.0	0.0	23,335.0	(3,984.0)	19,351.0	0.0	19,351.0
1A02	ADVANCED AUTOMATION SYSTEM (AAS) - EDT&E		424,650.0	0.0	424,650.0	(157,500.0)	267,150.0	0.0	267,150.0
1A03	AUTOMATIC DEPENDENT SURVEILLANCE (ADS)		4,200.0	0.0	4,200.0	0.0	4,200.0	0.0	4,200.0
1A04	AERONAUTICAL DATA LINK (ADL)		1,700.0	0.0	1,700.0	0.0	1,700.0	0.0	1,700.0
1A05	VOICE SWITCHING AND CONTROL SYSTEM (VSCS) - EDT&E		61,500.0	0.0	61,500.0	0.0	61,500.0	0.0	61,500.0
	SUBACTIVITY 1A		515,385.0	0.0	515,385.0	(161,484.0)	353,901.0	0.0	353,901.0
1B01	AIRPORT SURVEILLANCE RADAR (ASR)		3,000.0	0.0	3,000.0	(2,000.0)	1,000.0	0.0	1,000.0
1B02	RUNWAY STATUS LIGHT SYSTEM		2,000.0	0.0	2,000.0	0.0	2,000.0	0.0	2,000.0
1B03	TERMINAL AIR TRAFFIC CONTROL AUTOMATION (TATCA)		8,650.0	0.0	8,650.0	0.0	8,650.0	0.0	8,650.0
	SUBACTIVITY 1B		13,650.0	0.0	13,650.0	(2,000.0)	11,650.0	0.0	11,650.0
1001	MICROWAVE LANDING SYSTEM (MLS)		46,218.0	0.0	46,218.0	(5,000.0)	41,218.0	0.0	41,218.0
	SUBACTIVITY 1D		46,218.0	0.0	46,218.0	(5,000.0)	41,218.0	0.0	41,218.0
1E01	INDEPENDENT OPERATIONAL TEST & EVAL(IOT&E) SUPPORT		4,250.0	0.0	4,250.0	0.0	4,250.0	0.0	4,250.0
1E02	FAA TECHNICAL CENTER - TECHNICAL BUILDING LEASE		5,290.0	0.0	5,290.0	0.0	5,290.0	0.0	5,290.0
1E03	UTILITY PLANT MODIFICATIONS		1,660.0	0.0	1,660.0	0.0	1,660.0	0.0	1,660.0
1E04	NAS IMPROVEMENT OF SYSTEM SUPPORT LABORATORY		3,500.0	0.0	3,500.0	(500.0)	3,000.0	0.0	3,000.0
1E05	TECHNICAL CENTER FACILITIES		9,000.0	0.0	9,000.0	(2,000.0)	7,000.0	0.0	7,000.0
1E06	TECHNICAL CENTER R&D LABORATORY - ESTABLISH		3,500.0	0.0	3,500.0	(500.0)	3,000.0	0.0	3,000.0
1E07	CAMI INFRASTRUCTURE - IMPROVEMENT		1,400.0	0.0	1,400.0	0.0	1,400.0	0.0	1,400.0
1E08	PRECISION AUTOMATED TRACKING SYSTEM (PATS)		2,100.0	0.0	2,100.0	0.0	2,100.0	0.0	2,100.0
	SUBACTIVITY 1E		30,700.0	0.0	30,700.0	(3,000.0)	27,700.0	0.0	27,700.0
	TOTAL ACTIVITY 1		605,953.0	0.0	605,953.0	(171,484.0)	434,469.0	0.0	434,469.0

6/6/94

REPORT OF REPROGRAMMING ACTIONS

FEDERAL AVIATION ADMINISTRATION
e:\work\1416945.wk1

ACCOUNT: FACILITIES AND EQUIPMENT, 1994/1996
(\$ in Thousands)

AS OF: FEBRUARY 28, 1994

(a) BUDGET ITEM NUMBER	(b) PROGRAM, PROJECT OR ACTIVITY	(c) CONG. INT. (X)	(d) ORIGINAL BASE FOR REPROGRAMMING	(e) FORMAL REPROGRAMMING ACTIONS (+/-)	(f) REVISED BASE FOR REPROGRAMMING (d+e)	(g) INTERNAL (BELOW-THRESHOLD) REPROGRAMMINGS (+/-)	(h) CURRENT PROGRAM (f+g)
	1. ENGINEERING, DEVELOPMENT, TEST, AND EVALUATION						
1A01	AVIATION WEATHER SERVICES IMPROVEMENTS-DEVELOPMENT		19,351.0	0.0	19,351.0	0.0	19,351.0
1A02	ADVANCED AUTOMATION SYSTEM (AAS) - EDT&E		267,150.0	0.0	267,150.0	0.0	267,150.0
1A03	AUTOMATIC DEPENDENT SURVEILLANCE (ADS)		4,200.0	0.0	4,200.0	0.0	4,200.0
1A04	AERONAUTICAL DATA LINK (ADL)		1,700.0	0.0	1,700.0	0.0	1,700.0
1A05	VOICE SWITCHING AND CONTROL SYSTEM (VSCS) - EDT&E		61,500.0	0.0	61,500.0	0.0	61,500.0
	SUBACTIVITY 1A		353,901.0	0.0	353,901.0	0.0	353,901.0
1B01	AIRPORT SURVEILLANCE RADAR (ASR)		1,000.0	0.0	1,000.0	0.0	1,000.0
1B02	RUNWAY STATUS LIGHT SYSTEM		2,000.0	0.0	2,000.0	0.0	2,000.0
1B03	TERMINAL AIR TRAFFIC CONTROL AUTOMATION (TATCA)		8,650.0	0.0	8,650.0	0.0	8,650.0
	SUBACTIVITY 1B		11,650.0	0.0	11,650.0	0.0	11,650.0
1D01	MICROWAVE LANDING SYSTEM (MLS)		41,218.0	0.0	41,218.0	0.0	41,218.0
	SUBACTIVITY 1D		41,218.0	0.0	41,218.0	0.0	41,218.0
1E01	INDEPENDENT OPERATIONAL TEST & EVAL(IOT&E) SUPPORT		4,250.0	0.0	4,250.0	0.0	4,250.0
1E02	FAA TECHNICAL CENTER - TECHNICAL BUILDING LEASE		5,290.0	0.0	5,290.0	0.0	5,290.0
1E03	UTILITY PLANT MODIFICATIONS		1,860.0	0.0	1,860.0	0.0	1,660.0
1E04	NAS IMPROVEMENT OF SYSTEM SUPPORT LABORATORY		3,000.0	0.0	3,000.0	0.0	3,000.0
1E05	TECHNICAL CENTER FACILITIES		7,000.0	0.0	7,000.0	0.0	7,000.0
1E06	TECHNICAL CENTER R&D LABORATORY - ESTABLISH		3,000.0	0.0	3,000.0	0.0	3,000.0
1E07	CAMI INFRASTRUCTURE - IMPROVEMENT		1,400.0	0.0	1,400.0	0.0	1,400.0
1E08	PRECISION AUTOMATED TRACKING SYSTEM (PATS)		2,100.0	0.0	2,100.0	0.0	2,100.0
	SUBACTIVITY 1E		27,700.0	0.0	27,700.0	0.0	27,700.0
	TOTAL ACTIVITY 1		434,469.0	0.0	434,469.0	0.0	434,469.0

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Appendix 4

U.S. Department
of Transportation

**Federal Aviation
Administration**

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

Official Business
Penalty for Private Use \$300