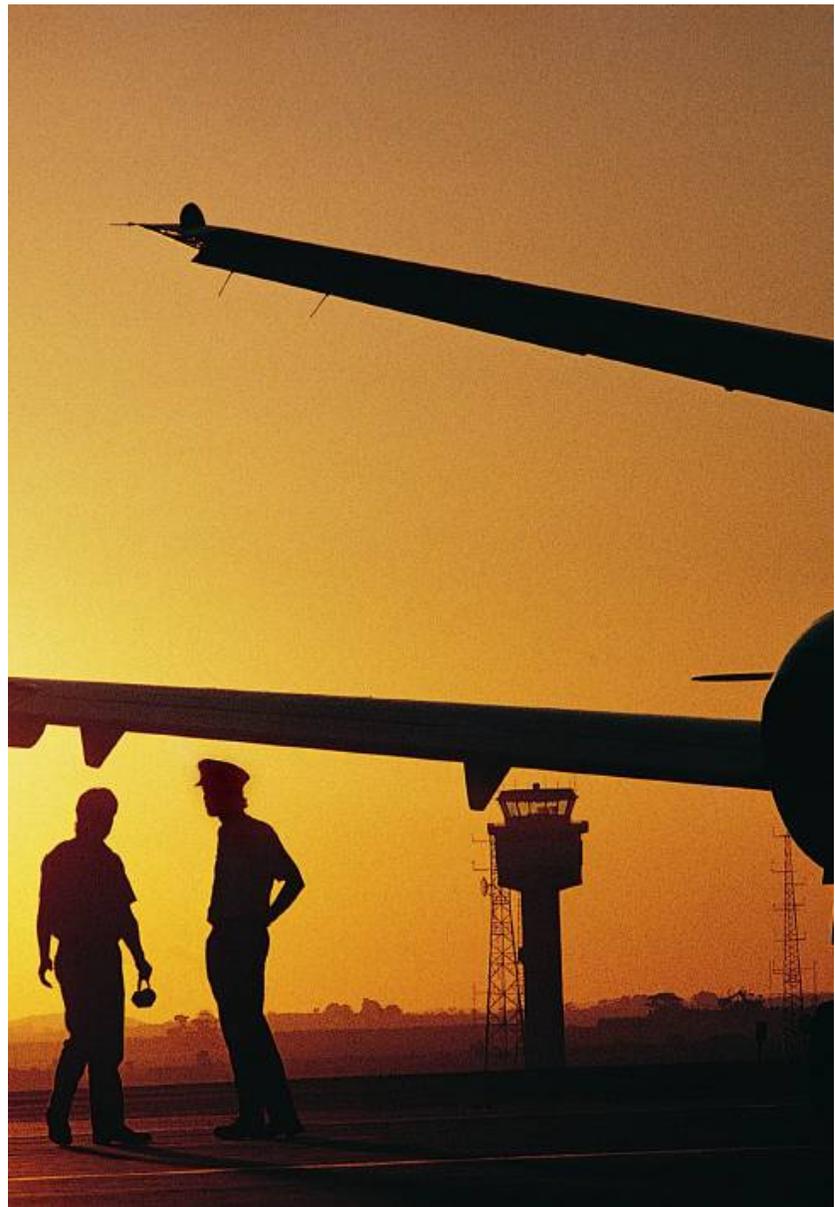




**Federal Aviation
Administration**

FY 2005 Cost Allocation Report

January 2007



Federal Aviation Administration
FY 2005 Cost Allocation Report

Introduction 1
Cost Allocation Methodology in FY 2004 2
 FAA’s Cost Accounting System..... 2
 Principles..... 2
 Data Sources..... 3
 Methodology overview..... 3
 Assignment to User Groups..... 3
 Assignment to Services 4
 Adjustments to Cost Accounting Data 4
 Assignment to Tiers 4
 Secondary Allocation Process 6
FY 2005 Methodology..... 7
 Terminal groupings..... 7
 CAS data adjustments..... 8
FY 2005 Results 9
 Results from initial allocation..... 9
 Results from secondary allocation..... 10
Conclusion and Next Steps..... 12
 Review and Feedback..... 12
 FY 2006 application..... 12

Appendices:

- Appendix A: FY 2005 Summary Cost Assignments
- Appendix B: FY 2005 Activity Data
- Appendix C: FY 2005 List of Facilities Included in Service Environments

Federal Aviation Administration
FY 2005 Cost Allocation Report

Federal Aviation Administration
FY 2005 Cost Allocation Report

Introduction

The Federal Aviation Administration, in preparation for reauthorization of its programs and funding mechanisms, conducted a comprehensive review of its programs, their costs, and possible funding sources in April 2005. To assist in this effort, the FAA contracted with PriceWaterhouseCoopers LLP (PWC) and GRA, Inc. (GRA), to develop and carry out a methodology for assignment of air traffic costs to user groups (among other tasks).

The PWC team conducted research and analysis on other U.S. and foreign government models for the assignment of operating and infrastructure costs. Drawing on their research and their experience with aviation and the FAA's cost accounting system (CAS), they developed objectives, principles, and a methodology for the assignment of air traffic costs. This methodology has come to be known as CAMERA (Cost Assignment Methodology for Estimating Resource Allocation). Under PWC's supervision, GRA used FY 2004 cost accounting and activity data and carried out the methodology to produce an allocation of FY 2004 costs to user groups.

After FY 2005 data became available, GRA again carried out the CAMERA methodology under the supervision of the FAA's Office of Aviation Policy and Plans and produced an allocation of FY 2005 air traffic costs to user groups. Changes made to the FAA's cost accounting system drove some minor changes to the CAMERA for FY 2005. This report documents the methodology and results for the FY 2005 CAMERA.

The FAA has applied the CAMERA methodology to FY 2004 and FY 2005 and found the results consistent between the years and informative on the relationship between user groups and FAA's air traffic costs. The results from FY 2005, with forecasts of future aviation activity and FAA's future budget requirements, are the analytical basis for the aviation excise tax rates and contributions to air traffic programs by funding source in the Administration's reauthorization legislation.

Cost Allocation Methodology in FY 2004

PriceWaterhouseCoopers was retained by the FAA to provide advisory services to the FAA planning team responsible for the pending reauthorization related to the expiration of the existing excise taxes. As a result of their work they produced a report, "Federal Aviation Administration Air Traffic Organization; FY 2004 Cost Allocation for Reauthorization: Methodology and Application". That report documents why a cost allocation approach is needed and lays out guiding principles used in cost allocation for the Air Traffic Organization (ATO). It describes key assumptions, explains the cost allocation methodology used, points out important limitations on the underlying data and summarizes the findings for FY2004.

This section of this report summarizes the major points in the PriceWaterhouseCoopers report, and recaps the cost allocation methodology description from that report.

FAA's Cost Accounting System

Cost accounting data can be used for more than one purpose. FAA's cost accounting system can be used for managerial reporting, and it can also be used for assigning costs to different types of users. However, there may be differences in how allocations are performed depending on the intended use of the data. Cost accounting information provided to ATO managers focuses on the costs incurred at a specific service delivery point (SDP) - an air traffic control tower, for example. The "fully loaded" costs presented include those incurred directly at that site, and allocations of indirect costs such as overhead costs.

The Cost Assignment Methodology for Estimating Resource Allocation (CAMERA) uses managerial cost accounting source data to determine cost recovery pools in a manner consistent with federal policies used for cost recovery. CAMERA links costs to the particular aviation system user types, using different allocation rules from the managerial reporting system.

Principles

The following six key guiding principles were established for FAA's cost allocation:

- 1) CAMERA will use cost assignment policies and accepted practices found throughout domestic and international aviation organizations and other U.S. federal agencies.
- 2) Full costs shall be determined or estimated from best available financial and operational records of the FAA;
- 3) For cost determination, user types will be organized into groups with similar ATO workload drivers and associated costs;
- 4) Cost pools will make use of three tiers to minimize assignment complexity and to facilitate cost traceability;
- 5) CAMERA cost assignments will be consistent with federal requirements for the application of user fee policies; and

Federal Aviation Administration
FY 2005 Cost Allocation Report

- 6) The approach will seek to maximize user acceptance and minimize future controversy.

Data Sources

The CAMERA makes use of the best available data. The data sources, and some of their limitations, include:

- FAA Cost Accounting System (CAS): Data are used to determine ATO cost of service by location and service type. Cost accounting data derives from DELPHI (the Department of Transportation's core financial system), and requires adjustments to be comparable with the FAA's overall budget.
- Enhanced Traffic Management System (ETMS): The ETMS records all flights in the enroute system of air traffic control under instrument flight rules. It is used to measure use of enroute domestic and oceanic flights as well as some terminal operations. It allows the assignment of flights to detailed user groups, because it records the specific aircraft on each flight.
- Air Traffic Activity Data System (ATADS): This system records operations at staffed facilities and is used to track non-ETMS use in the terminal environment. ATADS records are not as rich in data as ETMS records and are subject to inconsistency in reporting formats.
- Extended Master Decode File (EMDF): The EMDF for ATO facility relationships is used for terminal type classification and shows the relationship between airports used and the ATO facilities used. When the ATO facilities change categories, ATADS, EMDF, and CAS records may not all be updated at the time of the category change.

Together, these data sources provide a far richer set of information than has been available in previous FAA cost allocation studies.

Methodology overview

Assignment to User Groups

Based on input from FAA's subject matter experts, as well as the expertise of PWC, the CAMERA assigned each user into one of two principal user groups:

- The "high performance" group includes all fixed-wing turbine engine aircraft operations.
- The piston aircraft group includes piston engine fixed-wing aircraft operations, and all helicopters because their use of the air traffic system tends to be most similar to piston engine airplanes in terms of speed and the altitudes at which they operate.

High-performance users generally compete for the same air traffic control resources and are more often time-sensitive operations that require more complex air traffic equipment and procedures. In addition, high performance aircraft are more likely to fly in all weather conditions, and NAS capacity generally falls and delays rise on bad weather days. On the other hand, piston aircraft operations tend to be less time-sensitive and these operators typically fly using less complex equipment. Piston engine aircraft also have different

Federal Aviation Administration
FY 2005 Cost Allocation Report

performance capabilities in terms of speed and cruise altitudes than do turbine engine aircraft, which affects en route IFR operations.

These choices for grouping user types prepare for the next step – how costs are assigned. Certain incremental costs can be assigned to piston users when operating in service environments typically associated with high performance users. The method for determining incremental costs of such services is part of the CAMERA approach.

Assignment to Services

Six major cost pools have been developed for the CAMERA, based on the CAS concept of SDPs. The groupings generally share cost and operating characteristics. The six pools are Oceanic, Enroute, three strata of terminals (large, medium and small) and flight service stations¹.

Adjustments to Cost Accounting Data

In keeping with standard accounting practices, CAS does not incorporate budget authority for capital expenditures, but rather includes depreciation for assets placed in service. There can be multi-year lags between when budget authority for facilities and equipment (F&E) is granted and when the asset is placed into service and CAS first recognizes the cost. In order to account for the full capital budget authority, CAMERA scales up depreciation and other F&E related amounts to account for the full F&E budget. A policy decision was made by the FAA to exclude RE&D from the cost basis allocated to users of ATO services.

Assignment to Tiers

A taxonomy for CAMERA has been developed where individual CAS projects are assigned to one of three *tiers*. Tier 1 costs are exclusively assigned to a single user type. Tier 2 costs, generally shared costs, are assigned to both user groups based on specific rules. Lastly, Tier 3 costs consist of overhead and/or other not directly assignable expenditures, and are allocated according to the distribution of Tier 1 and Tier 2 dollars among services and principal user types. This ensures that cost allocation occurs only once, creating a simple, credible, and transparent methodology. In addition, the CAMERA cost allocation appears consistent with applicable policies, procedures, and standards issued by the federal government and other applicable sources.

CAMERA assigns each CAS project to a service (based on its SDP), SDP group (for terminal facilities) and tier (based on decision criteria outlined below).

Tier 1 costs are assigned to a single user group by examining the following questions:

¹ The specific grouping of terminals into the three strata is one area where the FY2005 CAMERA differs from the FY2004 documented by PriceWaterhouseCoopers. See the "FY 2005 Methodology" section of this paper.

Federal Aviation Administration
FY 2005 Cost Allocation Report

- “Does this project principally benefit a single user type?”
- “Does use by the secondary user result in a material incremental cost?”

An affirmative answer to the first question and a negative answer to the second results in assignment as a Tier 1 cost. An example of a Tier 1 cost is the Air Traffic Control System Command Center. This program would continue to exist to benefit high-performance users even if piston aircraft stopped flying, and so is assigned completely to high performance users.

Tier 2 costs are shared costs, and assignable to more than one user type. Some portion of Tier 2 costs may be fixed and assigned to a principal user group. However, in general, Tier 2 costs show a material impact from the other user group. The incremental portion of Tier 2 costs is shared between user groups using an activity metric. The estimate for the incremental portion of each Tier 2 cost is based on discussions and reviews with FAA subject matter experts who described how costs for the high-performance and piston groups varied with use. This guidance is corroborated and quantified through the estimation of specific coefficients to describe the variability of costs with changes in activity. CAMERA rounds the estimated incremental portion of each Tier 2 cost to the nearest quartile (0%, 25%, 50%, 75%, or 100%), except for certain projects (mainly air traffic control labor), which were capped at a 50% incremental cost share, based on input from the subject matter experts. (In a handful of cases where this process estimated an incremental cost close to 0%, the Tier 2 cost was allocated entirely to the primary user, like a Tier 1 cost.)

The CAMERA uses great circle route miles in the system as the activity divisor for the incremental portion of oceanic and enroute Tier 2 costs. For terminals, CAMERA uses the number of operations at each terminal. The use of miles and terminal operations as allocators of activity is a widely accepted method for cost assignment. ICAO recognizes this method as appropriate for making cost allocations for determining cost recovery for ATC services.

Tier 3 costs include ATO overheads and other not-directly assignable costs and a portion of FAA overheads. Tier 3 costs may be items that are of broad public benefit or have benefits not attributable to a specific user group. Tier 3 costs are assigned to the high-performance and piston cost pools in proportion to their respective percentages of Tier 1 and Tier 2 costs.

In conjunction with a clear set of principles and rules to achieve the assignments, a panel of FAA subject matter experts has reviewed this process. CAMERA therefore results in appropriate cost assignments based on the experts' detailed operational knowledge of ATO systems, programs, and associated costs.

There are a handful of specific exceptions to the assignment rules based on anomalies in CAS data and the input of subject matter experts. Each FY 2004 exception is documented in the PriceWaterhouseCoopers report, and additional changes are identified in the “FY 2005 Methodology” section of this paper.

Federal Aviation Administration
FY 2005 Cost Allocation Report

Further, a materiality requirement has been applied to CAMERA in order to ensure that at least 95 percent of the total costs at each SDP category are carefully examined and assigned on a case-by-case basis.

Secondary Allocation Process

Further assignment of costs to more detailed user groups can be accomplished after the initial allocation to principal users and services. These assignments are made on an average cost basis within the cost pools developed by the CAMERA, using great circle route miles for oceanic and enroute services and operations for terminal services. Within each user group, CAMERA subdivides costs among commercial, general aviation, and exempt² (e.g., military, other government, and air ambulance) users. The commercial group contains all flights currently treated as commercial for tax purposes by the Internal Revenue Service, including air taxis, charters and fractional operations. This secondary allocation results in estimated cost pools for six user groups: high-performance commercial, high-performance general aviation, high-performance exempt, piston commercial, piston general aviation, and piston exempt.

² The small number of flights without enough information to classify are included in the exempt group in summary reports.

FY 2005 Methodology

The FY 2005 CAMERA closely followed the FY 2004 CAMERA documented by PriceWaterhouseCoopers in their report. However, as anticipated by PWC, there were changes as a result of policy decisions and some differences in data that resulted in an evolution of the methodology. Those differences are briefly discussed below. The methodology was executed by GRA, Inc., under the supervision of the FAA's Office of Aviation Policy and Plans.

Terminal groupings

The FY 2004 CAMERA and FY 2005 CAMERA analyses both subdivide all towered airports into three groups: large, medium and small terminals. FAA believes subdividing terminals into three groups strikes an appropriate balance between separating terminal facilities that have very different characteristics and maintaining CAMERA's goal of simplicity. However, the FY 2005 CAMERA uses a revised definition of these three groups based on input from subject matter experts in the ATO in order to improve the alignment of the cost allocation methodology with the Administration's cost recovery proposal.

The main goal of the large terminal grouping is to identify the most resource-intensive and congested terminal areas. In FY 2004, CAMERA defined large terminals as primary airports in Class B airspace and their associated approach control facilities. While the Class B designation is familiar to pilots and captures many of the most costly and congested facilities, this definition also includes some airports that do not fit these criteria, including several Air Force bases. At the same time, it excludes some airports that have characteristics that meet these criteria.

As a result, FY 2005 CAMERA defines this group of terminals as large hub airports and their associated approach control facilities. This builds on an existing statutory classification, which defines large hubs as those airports with greater than 1% of U.S. scheduled enplanements. This classification also reduces the number of airports in this largest group from 37 to 30, eliminating nine relatively uncongested facilities, while adding Chicago-Midway and Fort Lauderdale to the large terminal group.

The small terminal group generally consists of less costly, less congested facilities. Many of these airports are in small communities, though some are reliever airports in metropolitan areas. They do not have much commercial activity. In FY 2004, CAMERA defined small terminals as those with FAA contract towers or FAA-operated visual flight rule (VFR) towers. While this definition captures many of the least complex facilities, it is not a definition that currently exists in statute. It also includes several anomalous airports with significant commercial airline service.

Therefore, FY 2005 CAMERA defines "low activity towers" as towered (FAA or FAA contract tower) airports with fewer than 100,000 annual passenger

Federal Aviation Administration
FY 2005 Cost Allocation Report

boardings. A definition based on passenger counts uses statistics that are readily available to the general public and is consistent with the large hub terminal definition. The specific threshold of 100,000 passengers also fits the current statutory definition of rural airports. This definition includes approximately 285 airports in FY 2005, or 12 fewer than the VFR/Contract Tower definition from FY 2004 CAMERA.

In both FY 2004 and FY 2005, the medium group of terminals consists of towered facilities that do not fit either the large or the small criteria.

A detailed list of which SDPs fall into which category is in Appendix C. While there will be shortcomings and a handful of anomalies associated with any rules for subdividing terminals, FAA believes that the FY 2005 groupings best meet the allocation goals of CAMERA and the policy goals of reauthorization. It is likely that there will be further refinement of CAMERA and the terminal groupings as the cost accounting system continues to evolve and as more stakeholders review and comment on the approach and application.

CAS data adjustments

One of the data limitations in CAS is that not all terminal-level costs are assigned to individual SDPs. FY 2004 CAMERA aggregates all of these costs into Tier 3 and allocates them as systemwide overheads based on the sum of the Tier 1 and Tier 2 cost assignments. For the F&E adjustment described above, these “no-SDP” costs are excluded from the depreciation base to be scaled to the F&E budget. In essence, this allocates a portion of these “no SDP” terminal costs to the Enroute and, to a lesser extent, Oceanic services.

FY 2005 CAS contains several large costs in terminal services that are not assigned to individual SDPs. Applying the FY 2004 CAMERA rules to these costs would shift a large portion of costs into the Enroute service. However, based on discussions with ATO’s subject matter experts, it is clear that the following four projects with a total FY 2005 CAS cost of \$384.2 million rightfully belong in the Terminal service:

- VS0100 / VOICE SWITCH AND RELATED EQUIPMENT
- 98610115 / TECHNICAL SERVICES
- 40210602 / TERMINAL AIR TRAFFIC
- SL0100 / SERVICE LEVEL PROJECTS

As a result, FY 2005 CAMERA constrains the F&E adjustment so that the \$384.2 million associated with these projects remains in Terminal. These costs are now allocated *within* Terminal, based on the distribution of other capital-related costs.

Federal Aviation Administration
 FY 2005 Cost Allocation Report

FY 2005 Results³

Results from initial allocation

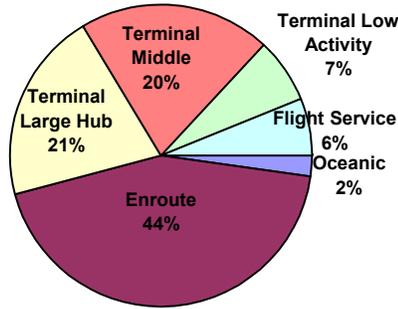
The table below summarizes the initial allocation results of CAMERA for FY 2005, including the assignment of ATO costs into services, tiers, and primary user groups (high performance and piston):

Primary Results of FY 2005 CAMERA (\$000s)

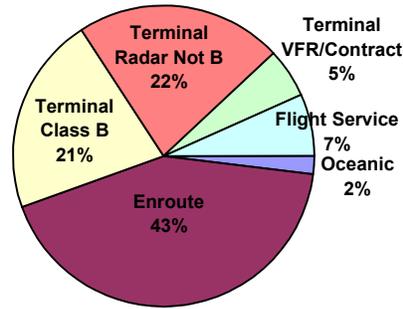
Service	[A] Tier 1		[B] Tier 2		[C] Tier 3		[D] Tier 3		[E] Tier 3		[F] Tier 3		[G]=[A]+[C]+[E] [H]=[B]+[D]+[F] [I]=[G]+[H]	
	High Perf	Piston	High Perf	Piston	High Perf	Piston	High Perf	Piston	High Perf	Piston	High Perf	Piston	High Perf	Total
Oceanic	\$ 67,864	\$ -	\$ 89,061	\$ 96	\$ 55,861	\$ 34	\$ 212,787	\$ 130	\$ 212,917					
Enroute	518,718	-	2,410,672	38,147	1,042,789	13,579	3,972,179	51,727	4,023,906					
Terminal - Large Hubs	473,693	-	909,880	22,471	492,517	7,999	1,876,090	30,470	1,906,560					
Terminal - Middle	424,958	-	801,312	165,281	436,521	58,836	1,662,791	224,116	1,886,907					
Terminal - Low Activity Towers	158,715	(6)	99,533	221,424	91,930	78,819	350,178	300,237	650,415					
Total (less FSS)	1,643,948	(6)	4,310,459	447,418	2,119,618	159,267	8,074,025	606,679	8,680,705					
Flight Service Stations														564,178
Total (with FSS)	\$1,643,948	\$ (6)	\$4,310,459	\$ 447,418	\$2,119,618	\$ 159,267	\$ 8,074,025	\$ 606,679	\$ 9,244,883					
RE&D														21,177
Total (with FSS & RE&D)	\$1,643,943		\$4,757,877		\$2,278,885		\$8,680,705		\$ 9,266,059					

As the series of charts below show, the initial results of CAMERA in FY 2005 are very similar to the results of CAMERA in FY 2004:

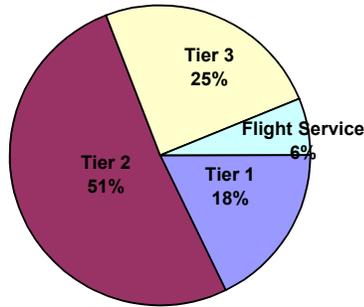
2005 Service Distribution



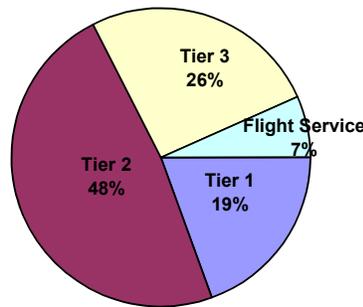
2004 Service Distribution



2005 Tiers Distribution



2004 Tiers Distribution



³ Results, as well as the detailed data in Appendices A and B, represent FY 2005 CAMERA analysis as of October 12, 2006. Additional review since that time has led to several minor updates which do not materially impact the results. These changes, as well as changes resulting from stakeholder review, will be incorporated into the FY 2006 CAMERA analysis.

Federal Aviation Administration
 FY 2005 Cost Allocation Report

Results from secondary allocation

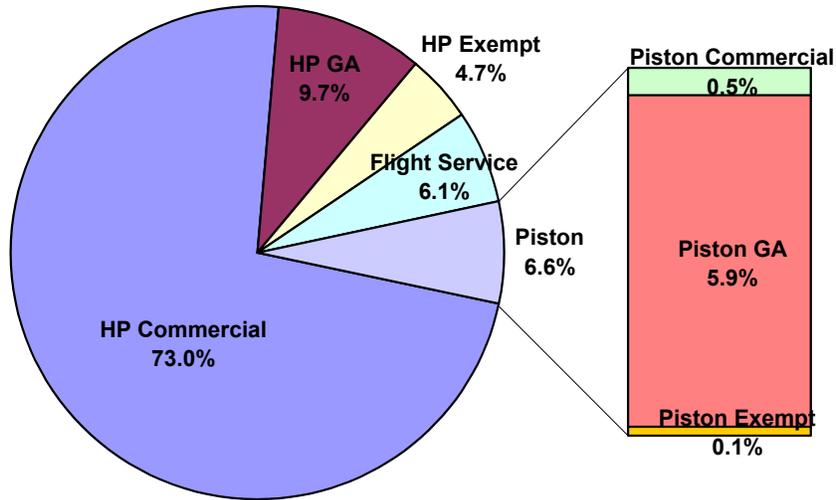
The table below summarizes the secondary results of CAMERA for FY 2005, including the assignment of ATO costs to detailed user groups—commercial, general aviation and exempt (public) users:

Secondary Results of FY 2005 CAMERA (\$000s)

	Oceanic	Enroute	Terminal			Total (less FSS)	Flight Service	Total with FSS
			Large Hub	Middle	Low Activity			
High Performance	\$ 212,787	\$3,972,179	\$1,876,090	\$1,662,791	\$ 350,178	\$ 8,074,025	\$ -	\$ 8,074,025
Commercial	200,796	\$3,497,503	\$1,808,557	\$1,161,774	\$ 76,286	6,744,915	-	6,744,915
General Aviation	3,234	\$ 312,388	\$ 50,564	\$ 312,989	\$ 216,461	895,636	-	895,636
Exempt	8,756	\$ 162,288	\$ 16,969	\$ 188,028	\$ 57,432	433,473	-	433,473
Piston	\$ 130	\$ 51,727	\$ 30,470	\$ 224,116	\$ 300,237	\$ 606,679	\$ -	\$ 606,679
Commercial	67	6,056	11,241	22,661	9,480	49,506	-	49,506
General Aviation	31	42,179	18,579	196,818	288,204	545,811	-	545,811
Exempt	32	3,491	649	4,638	2,553	11,363	-	11,363
Flight Service	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 564,178	\$ 564,178
Total	\$ 212,917	\$4,023,906	\$1,906,560	\$1,886,907	\$ 650,415	\$ 8,680,705	\$ 564,178	\$ 9,244,883

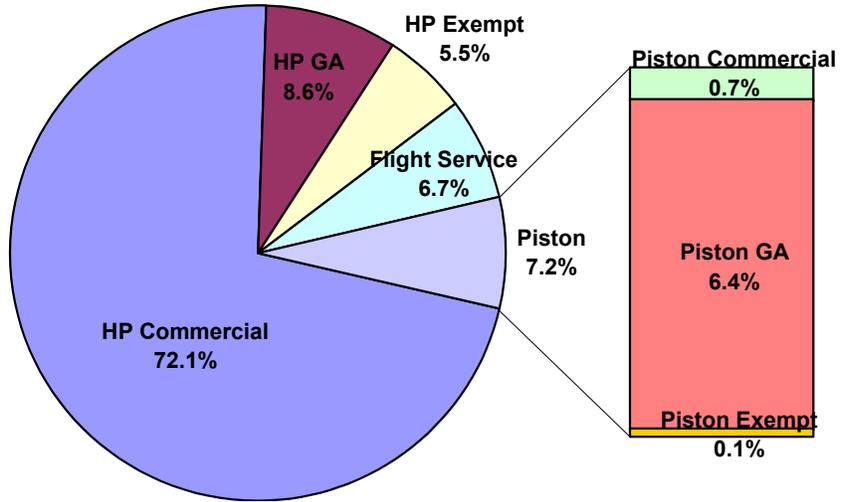
The following charts compare the secondary results of CAMERA in FY 2005 to those in FY 2004:

2005 Secondary User Distribution



Federal Aviation Administration
FY 2005 Cost Allocation Report

2004 Secondary User Distribution



Conclusion and Next Steps

The FAA has applied the CAMERA methodology to FY 2004 and FY 2005 and found the results consistent between the years and informative on the relationship between user groups and FAA's air traffic costs. The FAA will proceed with the FY 2006 application of CAMERA when final cost accounting data for FY 2006 becomes available.

Review and Feedback

Among the goals for CAMERA is to have a simple and transparent process understood and accepted by stakeholders. The FAA will brief the CAMERA and results to stakeholder groups, and will accept comments on the methodology and suggestions for improvements.

FY 2006 application

The FAA will proceed with the FY 2006 application of CAMERA when final cost accounting data become available. If changes are recommended by stakeholders and accepted by the FAA, they will be incorporated into the FY 2006 analysis.

Federal Aviation Administration
FY 2005 Cost Allocation Report

List of Appendices

Appendix A: FY 2005 Summary Cost Assignments

Appendix B: FY 2005 Activity Data

Appendix C: FY 2005 List of Facilities Included in Service Environments

Federal Aviation Administration
 FY 2005 Cost Allocation Report
 Appendix A—FY 2005 Summary Cost Assignments

[A]	[B]	[C]	[D]	[E]	[F]	[G]	[H]	[I]=[G]+[H]	[J]	[K]	[L]	[M]	[N]	[O]=[M]+[N]	[P]	[Q]	[R]=[C]+[O]
OCEANIC -- PRELIMINARY COST ASSIGNMENTS					Tier 1	Tier 1	Tier 1	Tier 1	Tier 2	Tier 2	Tier 2	Tier 2	Tier 2	Tier 2	Tier 2	Tier 2	Tier 3
FULL F&E BUDGET AUTHORITY									Estimated	Activity Splits					Activity	To be	
Row	Project & Description	Total (\$)	Tier	Material	User	High Perf (\$)	Piston (\$)	Total (\$)	Cost Factor	HP	Piston	High Perf (\$)	Piston (\$)	Total (\$)	Allocator	Amount (\$)	Assigned
	Total Cost	193,570,594				67,864,320	-	67,864,320				89,061,137	95,611	89,156,747		36,549,526	157,021,068
1	OD0100 / OCEANIC DATA PROCESSING	81,593,146	1	Y	Primary	62,473,737	-	62,473,737								19,119,409	62,473,737
2	97300502 / OCEANIC AUTOMATION S	4,476,551	1	Y	Primary	4,059,177	-	4,059,177								417,374	4,059,177
3	MU0101 / TRAFFIC MANAGEMENT OCEANIC	1,369,147	1		Primary	1,078,537	-	1,078,537								290,610	1,078,537
4	OTHER NON-MATERIAL COST ITEMS	320,541			Primary	252,869	-	252,869								67,672	252,869
5	AT100 / TRAFFIC CONTROL	51,579,301	2	Y					50%	100%	0%	41,995,577	59,418	42,054,995	MILES	9,524,306	42,054,995
6	SL0100 / SERVICE LEVEL PROJECT	37,028,652	2	Y					25%	100%	0%	36,551,752	25,840	36,577,592	MILES	451,060	36,577,592
7	VS0100 / VOICE SWITCH AND RELATED EQUIP	4,115,066	2	Y					0%	100%	0%	3,239,485	-	3,239,485	MILES	875,581	3,239,485
8	AT300 / FACILITY SUPPORT	2,455,359	2	Y					75%	100%	0%	2,032,307	4,316	2,036,623	MILES	418,736	2,036,623
9	AT400 / FACILITY MANAGEMENT	2,040,412	2						75%	100%	0%	1,659,310	3,524	1,662,834	MILES	377,578	1,662,834
10	AT500 / OTHER DIR TRAFFIC COST ENROUTE	1,531,141	2						75%	100%	0%	1,254,305	2,664	1,256,969	MILES	274,172	1,256,969
11	MP0100 / MISSION SUPPORT	1,349,483	2						0%	100%	0%	1,056,698	-	1,056,698	MILES	292,785	1,056,698
12	BL0101 / BUILDING SYSTEMS	535,590	2						0%	100%	0%	423,382	-	423,382	MILES	112,208	423,382
13	CM0100 / COMPUTER TERMINALS	503,604	2						0%	100%	0%	401,404	-	401,404	MILES	102,200	401,404
14	OTHER NON-MATERIAL COST ITEMS	918,650	2						N/A	N/A	N/A	446,918	(152)	446,766	MILES	471,885	446,766
15	SF0300 / SMO SUPPORT PROJECT	3,163,338	3	Y												3,163,338	-
16	OTHER NON-MATERIAL COST ITEMS	590,611	3													590,611	-

Federal Aviation Administration FY 2005 Cost Allocation Report Appendix A—FY 2005 Summary Cost Assignments

[A]	[B]	[C]	[D]	[E]	[F]	[G]	[H]	[I]-[M]	[J]	[K]	[L]	[M]	[N]	[O]-[M]-[N]	[P]	[Q]	[R]-[C]-[Q]
ENROUTE - PRELIMINARY COST ASSIGNMENTS																	
FULL F&E BUDGET AUTHORITY																	
Row	Project & Description	Total (\$)	Tier	Material	User	High Perf (\$)	Piston (\$)	Total (\$)	Estimated Cost Factor	Activity Splits HP	Piston	High Perf (\$)	Piston (\$)	Total (\$)	Activity Allocator	Assigned Amount (\$)	Amount Assigned (\$)
	Total Cost	4,006,960,519				518,718,317	-	518,718,317				2,410,672,441	38,147,112	2,448,819,553		1,039,422,849	2,967,537,870
1	DP0100 / RADAR DATA DISPLAY	137,313,739	1	Y	Primary	96,701,792	-	96,701,792								40,611,948	96,701,792
2	HTD100 / HOST/HOCSR COMPUTER	102,066,668	1	Y	Primary	53,121,288	-	53,121,288								49,945,360	53,121,288
3	AT200 / TRAFFIC MANAGEMENT	96,347,422	1	Y	Primary	79,004,064	-	79,004,064								17,343,358	79,004,064
4	RA0100 / RADAR AND RELATED SYSTEMS	94,344,348	1	Y	Primary	75,864,392	-	75,864,392								18,479,956	75,864,392
5	MU0100 / TRAFFIC MANAGEMENT	86,465,263	1	Y	Primary	68,356,895	-	68,356,895								18,108,368	68,356,895
6	HD0100 / AT/CSSC	52,713,634	1	Y	Primary	52,713,634	-	52,713,634								-	52,713,634
7	MW0100 / MICROWAVE AND SATELLITE COMM	46,252,776	1	Y	Primary	40,207,057	-	40,207,057								6,045,719	40,207,057
8	ND0100 / NEXT GENERATION WEATHER RADAR	41,762,748	1	Y	Primary	24,320,152	-	24,320,152								17,442,597	24,320,152
9	MA0100 / MAINTENANCE AUTOMATION	11,144,339	1	Y	Primary	7,370,250	-	7,370,250								3,774,089	7,370,250
10	DA0100 / DIRECT ACCESS RADAR CHANNEL	8,048,771	1	Y	Primary	5,499,693	-	5,499,693								2,549,078	5,499,693
11	20120513 / TFM INFRASTRUCTURE -	5,827,771	1	Y	Primary	5,366,263	-	5,366,263								461,508	5,366,263
12	11260501 / LORAN-C SUPP	5,592,839	1	Y	Primary	5,157,338	-	5,157,338								435,501	5,157,338
13	20120511 / TRAF MGT SYS SUSTAIN CDM-FFP2	4,138,059	1	Y	Primary	3,177,225	-	3,177,225								960,834	3,177,225
14	25210602 / REPLACE RADOMES AT L	1,421,789	1	Y	Primary	1,254,347	-	1,254,347								167,442	1,254,347
15	26600655 / SYS CAPACITY, PLAN	1,163,133	1	Y	Primary	1,081,313	-	1,081,313								81,820	1,081,313
16	46100545 / FREE FLOT (FFP1) SUSTAIN CTAS	995,199	1	Y	Primary	907,821	-	907,821								87,378	907,821
17	000100 / OCEANIC DATA PROCESSING	659,631	1	Y	Primary	534,818	-	534,818								123,813	534,818
18	26600810 / ENROUTE AUTO MOD(ERAM)-IOT&E	533,415	1	Y	Primary	518,248	-	518,248								15,168	518,248
19	25210800 / ENRTE RDR FAC IMPRV	508,366	1	Y	Primary	480,028	-	480,028								28,338	480,028
20	OTHER NON-MATERIAL COST ITEMS	(2,977,186)	1	Y	Primary	(2,918,299)	-	(2,918,299)								(68,887)	(2,918,299)
21	AT100 / TRAFFIC CONTROL	1,573,641,928	2	Y					50%	96%	4%	1,261,936,892	28,020,471	1,289,966,363	MILES	283,686,565	1,289,966,363
22	SLD100 / SERVICE LEVEL PROJECT	394,225,203	2	Y					25%	96%	4%	377,497,060	4,143,702	381,640,762	MILES	12,584,441	381,640,762
23	VS0100 / VOICE SWITCH AND RELATED EQUIP	208,865,410	2	Y					0%	96%	4%	161,682,464	-	161,682,464	MILES	47,182,946	161,682,464
24	MP0100 / MISSION SUPPORT	92,176,647	2	Y					0%	96%	4%	69,750,013	-	69,750,013	MILES	22,426,634	69,750,013
25	AT500 / OTHER DIR TRAFFIC COST ENROUTE	81,352,898	2	Y					75%	96%	4%	43,102,486	1,451,711	44,554,197	MILES	36,798,701	44,554,197
26	AT300 / FACILITY SUPPORT	75,233,895	2	Y					75%	96%	4%	51,552,108	2,073,103	53,625,211	MILES	12,808,684	53,625,211
27	26600614 / ENRTE DOMAIN INFRASTRUCTURE-ER	75,986,148	2	Y					25%	96%	4%	69,170,852	637,473	69,808,325	MILES	6,177,823	69,808,325
28	VY0100 / VOR AND RELATED NAV SYS	75,361,727	2	Y					0%	96%	4%	64,853,659	-	64,853,659	MILES	10,508,068	64,853,659
29	AG0100 / AIR/GROUND COMMUNICATIONS	70,488,724	2	Y					0%	96%	4%	61,848,406	-	61,848,406	MILES	8,640,318	61,848,406
30	DM0100 / DATA MULTIPLEX EQUIPMENT	59,315,651	2	Y					0%	96%	4%	53,966,389	-	53,966,389	MILES	5,349,261	53,966,389
31	AT400 / FACILITY MANAGEMENT	52,560,566	2	Y					75%	96%	4%	41,606,688	1,401,332	43,008,020	MILES	9,542,536	43,008,020
32	BLD101 / BUILDING SYSTEMS	33,498,215	2	Y					0%	96%	4%	25,807,113	-	25,807,113	MILES	7,691,102	25,807,113
33	PW0100 / POWER GEN AND RELATED EQUIP	31,178,324	2	Y					0%	96%	4%	23,667,787	-	23,667,787	MILES	7,510,536	23,667,787
34	11270121 / LOCAL AREA AUB SYSTEM	26,009,152	2	Y					25%	96%	4%	25,469,561	279,663	25,749,224	MILES	2,269,928	25,749,224
35	ON0100 / COMPUTER TERMINALS	19,189,485	2	Y					0%	96%	4%	15,032,877	-	15,032,877	MILES	4,136,607	15,032,877
36	BLD100 / BUILDING STRUCTURES	18,929,612	2	Y					0%	96%	4%	14,859,719	-	14,859,719	MILES	4,069,893	14,859,719
37	NNCC / NNCC	12,695,979	2	Y					0%	96%	4%	-	-	-	MILES	12,695,979	-
38	FD0100 / FLIGHT DATA INFORMATION	12,178,518	2	Y					0%	96%	4%	9,406,041	-	9,406,041	MILES	2,772,477	9,406,041
39	BU0100 / BACK-UP EMERGENCY COMM	11,517,196	2	Y					0%	96%	4%	9,655,152	-	9,655,152	MILES	1,862,044	9,655,152
40	98310688 / BATTERY REPLACEMENTS - ACEPS	3,528,692	2	Y					25%	96%	4%	3,206,574	33,729	3,240,302	MILES	288,290	3,240,302
41	CS0100 / COMMUNICATIONS SUPPORT	3,054,103	2	Y					0%	96%	4%	2,440,508	-	2,440,508	MILES	613,595	2,440,508
42	MOCC / MID-STATES OPS CONTROL CENTER	2,408,564	2	Y					0%	96%	4%	-	-	-	MILES	2,408,564	-
43	POCC / PACIFIC OPS CONTROL CENTER	2,382,266	2	Y					0%	97%	3%	-	-	-	MILES	2,382,266	-
44	AOCC / ATLANTIC OPS CONTROL CENTER	2,039,304	2	Y					0%	96%	5%	-	-	-	MILES	2,039,304	-
45	26310148 / NIMS-PHASE 2	1,840,205	2	Y					25%	96%	4%	1,669,402	18,330	1,687,732	MILES	152,473	1,687,732
46	WA0100 / WEATHER ADVISORY AND MISC SYS	1,783,643	2	Y					96%	4%	1,435,656	-	-	1,435,656	MILES	347,987	1,435,656
47	24320102 / ANICS-PHASE 2	1,730,381	2	Y					25%	97%	3%	1,570,918	11,108	1,582,026	MILES	148,365	1,582,026
48	98700582 / NAS RECOVERY COMMUN	1,688,164	2	Y					25%	95%	5%	1,521,875	17,956	1,539,831	MILES	128,333	1,539,831
49	98330601 / ENGINE REPLACEMENTS	1,382,936	2	Y					25%	96%	4%	1,231,595	12,544	1,244,139	MILES	138,798	1,244,139
50	40260103 / ENROUTE ESARTS	1,113,756	2	Y					25%	96%	4%	1,018,363	11,182	1,029,545	MILES	84,211	1,029,545
51	AW0100 / AVIATION WEATHER	1,054,077	2	Y					0%	96%	4%	1,054,077	-	1,054,077	MILES	-	1,054,077
52	DN0100 / NATIONAL DATA INTERCHANGE NTKW	1,004,382	2	Y					0%	96%	4%	1,004,382	-	1,004,382	MILES	-	1,004,382
53	74380501 / WEATHER MESSAGE SWIT	597,762	2	Y					25%	96%	4%	559,641	6,145	565,786	MILES	31,976	565,786
54	20160519 / ARTCC SUSTAIN - SALT LAKE CITY	554,081	2	Y					25%	96%	4%	467,108	5,186	472,294	MILES	81,787	472,294
55	OTHER NON-MATERIAL COST ITEMS	2,980,893	2	Y					N/A	N/A	N/A	2,628,073	23,477	2,651,550	MILES	289,343	2,651,550
56	SF0300 / SMO SUPPORT PROJECT	128,830,571	3	Y												128,830,571	-
57	WS0100 / WAAS AND RELATED SYSTEMS	80,680,958	3	Y												80,680,958	-
58	26810556 / FFP2 - URET CCLD	37,222,205	3	Y												37,222,205	-
59	26180527 / ERDI INFRASTRUCTURE	31,907,942	3	Y												31,907,942	-
60	26160602 / ENROUTE COMMUNICATION GATEWAY	18,243,455	3	Y												18,243,455	-
61	98750802 / PROGRAM SUPPORT LEASES	13,498,050	3	Y												13,498,050	-
62	SC0100 / VEHICLES AND RELATED EQUIPMENT	9,660,682	3	Y												9,660,682	-
63	TX0100 / TELEPHONE AND RELATED EQUIP	8,081,118	3	Y												8,081,118	-
64	98010115 / TECHNICAL SERVICES (	4,054,304	3	Y												4,054,304	-
65	98310687 / ARTCC CRITICAL ELECTRIC POWER	2,969,318	3	Y												2,969,318	-
66	98200503 / NAS OSHA AND ENVIRON	2,831,606	3	Y												2,831,606	-
67	98100802 / HAZARDOUS MATERIAL M	2,612,558	3	Y												2,612,558	-
68	CC0100 / CHILD CARE FACILITY	2,578,095	3	Y												2,578,095	-
69	98610823 / LOGISTICS SUPP SERV	2,282,443	3	Y												2,282,443	-
70	98610510 / TRANSITION ENG SUPPO	1,944,															

Federal Aviation Administration
 FY 2005 Cost Allocation Report
 Appendix A—FY 2005 Summary Cost Assignments

[A]	[B]	[C]	[D]	[E]	[F]	[G]	[H]	[I]=[G]+[H]	[J]	[K]	[L]	[M]	[N]	[O]=[M]+[N]	[P]	[Q]	[R]=[C]-[Q]
LARGE HUB -- PRELIMINARY COST ASSIGNMENTS																	
FULL F&E BUDGET AUTHORITY																	
Row	Project & Description	Total (\$)	Tier	Material	User	High Perf (\$)	Piston (\$)	Total (\$)	Tier 2 Estimated Incremental Cost Factor	Tier 2 Activity Splits HP	Tier 2 Piston	Tier 2 High Perf (\$)	Tier 2 Piston (\$)	Tier 2 Total (\$)	Tier 2 Activity Allocator	Tier 3 To be Assigned Amount (\$)	Tier 3 Amount Assigned (\$)
	Total Cost	1,768,547,500				473,692,951	-	473,692,951				909,880,339	22,470,714	932,351,053		362,503,496	1,406,044,004
1	IL0100 / ILS AND RELATED SYSTEMS	91,838,259	1	Y	Primary	83,175,890	-	83,175,890								8,662,369	83,175,890
2	DE0100 / AIRPORT SURFACE DETECTION	80,255,867	1	Y	Primary	75,581,440	-	75,581,440								4,674,427	75,581,440
3	RA0100 / RADAR AND RELATED SYSTEMS	73,818,591	1	Y	Primary	63,721,391	-	63,721,391								10,097,199	63,721,391
4	DP0100 / RADAR DATA DISPLAY	72,322,752	1	Y	Primary	61,463,048	-	61,463,048								10,859,703	61,463,048
5	MU0100 / TRAFFIC MANAGEMENT	71,126,727	1	Y	Primary	61,499,325	-	61,499,325								9,627,402	61,499,325
6	AT200 / TRAFFIC MANAGEMENT	51,110,108	1	Y	Primary	41,838,237	-	41,838,237								9,271,870	41,838,237
7	LG0100 / LIGHTED NAVIGATIONAL AIDS	29,375,768	1	Y	Primary	23,707,948	-	23,707,948								5,667,821	23,707,948
8	DE0100 / AIRPORT SURFACE DETECTION	23,001,855	1	Y	Primary	19,678,957	-	19,678,957								3,322,897	19,678,957
9	TD0100 / TERMINAL DOPPLER WEATHER RADAR	18,363,645	1	Y	Primary	15,743,902	-	15,743,902								2,619,743	15,743,902
10	40290102 / STANDARD TERMINAL AU	12,110,205	1	Y	Primary	11,563,212	-	11,563,212								546,993	11,563,212
11	DP0100 / RADAR DATA DISPLAY	4,273,037	1		Primary	3,892,534	-	3,892,534								380,504	3,892,534
12	RA0100 / RADAR AND RELATED SYSTEMS	3,727,316	1		Primary	3,263,976	-	3,263,976								463,340	3,263,976
13	RV0100 / RUNWAY VISUAL RANGE	3,641,675	1		Primary	3,076,488	-	3,076,488								565,187	3,076,488
14	IL0100 / ILS AND RELATED SYSTEMS	3,041,043	1		Primary	2,782,113	-	2,782,113								258,930	2,782,113
15	NX0100 / NEXT GENERATION WEATHER RADAR	1,358,908	1		Primary	1,179,464	-	1,179,464								179,444	1,179,464
16	MU0100 / TRAFFIC MANAGEMENT	724,384	1		Primary	630,076	-	630,076								94,308	630,076
17	LG0100 / LIGHTED NAVIGATIONAL AIDS	523,166	1		Primary	426,290	-	426,290								96,876	426,290
18	OTHER NON-MATERIAL COST ITEMS	550,065	1		Primary	468,660	-	468,660								81,405	468,660
19	AT100 / TRAFFIC CONTROL	739,516,814	2	Y					50%	96%	4%	592,966,326	12,757,723	605,724,049	OPS	133,792,765	605,724,049
20	VSD100 / VOICE SWITCH AND RELATED EQUIP	90,101,750	2	Y					75%	96%	4%	75,400,970	2,285,967	77,686,937	OPS	12,414,814	77,686,937
21	AT300 / FACILITY SUPPORT	50,297,835	2	Y					50%	96%	4%	41,133,993	885,001	42,018,995	OPS	8,278,840	42,018,995
22	AT400 / FACILITY MANAGEMENT	44,907,075	2	Y					50%	96%	4%	36,005,605	774,664	36,780,269	OPS	8,126,807	36,780,269
23	AT500 / OTHER DIR TRAFFIC COST ENROUTE	41,461,955	2	Y					50%	95%	5%	22,641,042	537,127	23,178,169	OPS	18,263,786	23,178,169
24	AT100 / TRAFFIC CONTROL	27,404,868	2	Y					50%	89%	11%	21,268,242	1,204,811	22,473,054	OPS	4,931,814	22,473,054
25	BLD100 / BUILDING STRUCTURES	23,504,506	2	Y					75%	96%	4%	17,969,177	547,697	18,516,873	OPS	4,987,633	18,516,873
26	CM0100 / COMPUTER TERMINALS	22,635,374	2	Y					75%	97%	3%	17,058,370	459,270	17,517,640	OPS	5,117,734	17,517,640
27	AG0100 / AIR/GROUND COMMUNICATIONS	17,318,701	2	Y					75%	96%	4%	13,760,388	470,440	14,230,828	OPS	3,067,873	14,230,828
28	PW0100 / POWER GEN AND RELATED EQUIP	15,901,823	2	Y					75%	96%	4%	12,060,718	367,608	12,428,326	OPS	3,473,496	12,428,326
29	DM0100 / DATA MULTIPLEX EQUIPMENT	13,718,839	2	Y					75%	96%	4%	12,535,282	359,665	12,894,947	OPS	823,892	12,894,947
30	CS0100 / COMMUNICATIONS SUPPORT	10,581,147	2	Y					75%	96%	4%	8,159,121	246,611	8,405,732	OPS	2,175,415	8,405,732
31	FD0100 / FLIGHT DATA INFORMATION	9,846,270	2	Y					75%	95%	5%	7,701,933	269,059	7,970,991	OPS	1,875,279	7,970,991
32	BLD101 / BUILDING SYSTEMS	8,873,686	2						75%	96%	4%	6,656,942	216,130	6,873,072	OPS	2,000,614	6,873,072
33	WAD100 / WEATHER ADVISORY AND MISC SYS	8,369,878	2						75%	97%	3%	6,833,159	182,224	7,015,383	OPS	1,354,496	7,015,383
34	NNCC / NNCC	8,058,367	2						75%	96%	4%	-	-	-	OPS	8,058,367	-
35	VSD100 / VOICE SWITCH AND RELATED EQUIP	4,964,146	2						50%	89%	11%	4,088,922	231,631	4,320,552	OPS	643,594	4,320,552
36	MWD100 / MICROWAVE AND SATELLITE COMM	3,787,185	2						75%	95%	5%	3,034,522	107,360	3,141,882	OPS	645,303	3,141,882
37	TD0100 / TERMINAL DOPPLER WEATHER RADAR	2,454,432	2						50%	90%	10%	1,985,596	99,992	2,085,588	OPS	368,844	2,085,588
38	40210602 / TERMINAL AIR TRAFFIC	1,693,878	2						75%	97%	3%	1,577,934	37,728	1,615,662	OPS	78,217	1,615,662
39	AT300 / FACILITY SUPPORT	1,479,173	2						50%	89%	11%	1,171,225	66,500	1,237,725	OPS	241,448	1,237,725
40	AG0100 / AIR/GROUND COMMUNICATIONS	1,418,788	2						50%	90%	10%	1,118,485	56,008	1,174,493	OPS	244,296	1,174,493
41	POCC / PACIFIC OPS CONTROL CENTER	1,401,669	2						75%	92%	8%	-	-	-	OPS	1,401,669	-
42	AT400 / FACILITY MANAGEMENT	1,368,233	2						50%	89%	11%	1,061,511	60,133	1,121,643	OPS	246,590	1,121,643
43	AOCC / ATLANTIC OPS CONTROL CENTER	1,348,460	2						75%	97%	3%	-	-	-	OPS	1,348,460	-
44	DM0100 / DATA MULTIPLEX EQUIPMENT	1,268,941	2						50%	89%	11%	1,128,834	63,947	1,192,781	OPS	76,161	1,192,781
45	BLD100 / BUILDING STRUCTURES	1,173,663	2						50%	89%	11%	912,526	51,693	964,219	OPS	208,444	964,219
46	MP0100 / MISSION SUPPORT	1,155,963	2						75%	95%	5%	863,555	32,646	896,201	OPS	259,763	896,201
47	PW0100 / POWER GEN AND RELATED EQUIP	971,781	2						50%	89%	11%	727,563	41,215	768,778	OPS	203,003	768,778
48	VRO100 / VOR AND RELATED NAV SYS	731,248	2						75%	96%	4%	625,266	17,508	642,774	OPS	88,474	642,774
49	MOCC / MID-STATES OPS CONTROL CENTER	727,526	2						75%	97%	3%	-	-	-	OPS	727,526	-
50	OTHER NON-MATERIAL COST ITEMS	381,643	2						N/A	N/A	N/A	(566,866)	40,358	(526,508)	OPS	908,151	(526,508)
51	SF0300 / SMO SUPPORT PROJECT	28,029,740	3	Y												28,029,740	-
52	WSD100 / WAAS AND RELATED SYSTEMS	13,301,284	3	Y												13,301,284	-
53	SC0100 / VEHICLES AND RELATED EQUIPMENT	11,796,545	3	Y												11,796,545	-
54	TX0100 / TELEPHONE AND RELATED EQUIP	6,497,397	3													6,497,397	-
55	SF0300 / SMO SUPPORT PROJECT	2,903,359	3													2,903,359	-
56	TX0100 / TELEPHONE AND RELATED EQUIP	789,115	3													789,115	-
57	98000777 / AIR NAV AND ATC FAC	678,218	3													678,218	-
58	98200502 / EMPLOYEE SAFETY ATC	659,781	3													659,781	-
59	MA0100 / MAINTENANCE AUTOMATION	659,074	3													659,074	-
60	98000502 / FAA BLDG AND EQUIPME	653,975	3													653,975	-
61	WSD100 / WAAS AND RELATED SYSTEMS	594,284	3													594,284	-
62	OTHER NON-MATERIAL COST ITEMS	1,995,741	3													1,995,741	(0)

Federal Aviation Administration FY 2005 Cost Allocation Report Appendix A—FY 2005 Summary Cost Assignments

[A]	[B]	[C]	[D]	[E]	[F]	[G]	[H]	[I]-[K]+[M]	[L]	[N]	[O]-[P]+[R]	[Q]	[R]-[C]+[Q]												
MIDDLE TERMINALS - PRELIMINARY COST ASSIGNMENTS														Tier 1		Tier 2		Tier 2		Tier 2		Tier 2		Tier 3	
FULL F&E BUDGET AUTHORITY														Tier 1		Tier 2		Tier 2		Tier 2		Tier 2		Tier 3	
Row	Project & Description	Total (\$)	Tier	Material	User	High Perf (\$)	Piston (\$)	Total (\$)	Estimated Incremental Cost Factor	Activity Splits HP	Piston	High Perf (\$)	Piston (\$)	Total (\$)	Activity Allocator	Assigned Amount (\$)	Amount Assigned (\$)								
	Total Cost	1,732,293						424,957,667				801,312,422	165,280,542	966,592,964		341,702,363	1,391,550,631								
1	DP0100 / RADAR DATA DISPLAY	103,454,930	1	Y	Primary	89,800,614	-	89,800,614								13,654,316	89,800,614								
2	IL0100 / ILS AND RELATED SYSTEMS	97,934,492	1	Y	Primary	69,070,569	-	69,070,569								8,963,922	89,070,569								
3	RA0100 / RADAR AND RELATED SYSTEMS	87,040,670	1	Y	Primary	75,363,966	-	75,363,966								11,676,704	75,363,966								
4	RA0100 / RADAR AND RELATED SYSTEMS	50,473,539	1	Y	Primary	45,168,081	-	45,168,081								5,305,458	45,168,081								
5	LG0100 / LIGHTED NAVIGATIONAL AIDS	35,750,271	1	Y	Primary	29,118,446	-	29,118,446								6,631,826	29,118,446								
6	IL0100 / ILS AND RELATED SYSTEMS	24,334,522	1	Y	Primary	21,736,097	-	21,736,097								2,598,425	21,736,097								
7	DP0100 / RADAR DATA DISPLAY	15,372,918	1	Y	Primary	14,368,900	-	14,368,900								1,004,018	14,368,900								
8	DP0100 / RADAR DATA DISPLAY	11,704,803	1	Y	Primary	9,987,505	-	9,987,505								1,717,298	9,987,505								
9	RA0100 / RADAR AND RELATED SYSTEMS	9,634,171	1	Y	Primary	8,741,977	-	8,741,977								1,292,194	8,741,977								
10	IL0100 / ILS AND RELATED SYSTEMS	7,924,774	1	Y	Primary	7,562,239	-	7,562,239								362,535	7,562,239								
11	MU0100 / TRAFFIC MANAGEMENT	7,849,703	1	Y	Primary	6,742,603	-	6,742,603								1,107,100	6,742,603								
12	RV0100 / RUNWAY VISUAL RANGE	7,501,406	1	Y	Primary	6,334,431	-	6,334,431								1,166,975	6,334,431								
13	DE0100 / AIRPORT SURFACE DETECTION	6,787,063	1	Y	Primary	5,732,904	-	5,732,904								1,054,149	5,732,904								
14	40290102 / STANDARD TERMINAL AU	6,474,417	1	Y	Primary	6,177,180	-	6,177,180								297,237	6,177,180								
15	TD0100 / TERMINAL DOPPLER WEATHER RADAR	6,451,379	1	Y	Primary	5,441,849	-	5,441,849								1,009,530	5,441,849								
16	LG0100 / LIGHTED NAVIGATIONAL AIDS	6,086,166	1	Y	Primary	4,925,227	-	4,925,227								1,140,929	4,925,227								
17	MW0100 / MICROWAVE AND SATELLITE COMM	4,901,014	1	Y	Primary	4,074,256	-	4,074,256								826,757	4,074,256								
18	MU0100 / TRAFFIC MANAGEMENT	4,381,782	1	Y	Primary	3,776,349	-	3,776,349								605,433	3,776,349								
19	IL0100 / ILS AND RELATED SYSTEMS	4,103,616	1	Y	Primary	3,775,577	-	3,775,577								328,039	3,775,577								
20	LG0100 / LIGHTED NAVIGATIONAL AIDS	3,129,905	1	Y	Primary	2,886,360	-	2,886,360								243,545	2,886,360								
21	RA0100 / RADAR AND RELATED SYSTEMS	2,374,980	1	Y	Primary	2,409,804	-	2,409,804								(34,844)	2,409,804								
22	MU0100 / MICROWAVE LANDING SYSTEMS	1,710,378	1	Y	Primary	1,450,282	-	1,450,282								260,086	1,450,282								
23	AT0300 / TRAFFIC MANAGEMENT	1,620,533	1	Y	Primary	1,325,337	-	1,325,337								296,196	1,325,337								
24	LG0100 / LIGHTED NAVIGATIONAL AIDS	1,374,771	1	Y	Primary	1,117,969	-	1,117,969								256,802	1,117,969								
25	AT2000 / TRAFFIC MANAGEMENT	939,223	1	Y	Primary	765,932	-	765,932								173,290	765,932								
26	RV0100 / RUNWAY VISUAL RANGE	730,999	1	Y	Primary	596,420	-	596,420								134,579	596,420								
27	OTHER NON-MATERIAL COST ITEMS	(22,450,877)	1	Y	Primary	(21,493,209)	-	(21,493,209)								(957,668)	(21,493,209)								
28	AT1000 / TRAFFIC CONTROL	614,886,932	2	Y					50%	68%	32%	422,486,219	81,321,945	503,810,165	OPS	111,076,668	503,810,165								
29	VS0100 / VOICE SWITCH AND RELATED EQUIP	84,027,560	2	Y					50%	68%	32%	60,919,010	11,620,470	72,539,480	OPS	11,488,000	72,539,480								
30	AT1000 / TRAFFIC CONTROL	80,995,167	2	Y					50%	92%	8%	63,642,911	2,696,430	66,339,341	OPS	14,655,816	66,339,341								
31	VS0100 / VOICE SWITCH AND RELATED EQUIP	57,231,407	2	Y					50%	67%	33%	33,966,463	6,756,817	40,723,280	OPS	16,508,127	40,723,280								
32	AT3000 / FACILITY SUPPORT	44,297,665	2	Y					50%	68%	32%	31,009,763	5,972,350	36,982,113	OPS	7,315,552	36,982,113								
33	AT5000 / OTHER DIR TRAFFIC COST ENROUTE	38,753,112	2	Y					50%	68%	32%	21,171,778	4,075,215	25,246,993	OPS	13,506,119	25,246,993								
34	AT4000 / FACILITY MANAGEMENT	31,342,937	2	Y					50%	68%	32%	21,543,876	4,125,487	25,669,363	OPS	5,673,574	25,669,363								
35	BL0100 / BUILDING STRUCTURES	20,975,653	2	Y					50%	68%	32%	14,293,516	2,751,264	17,044,780	OPS	3,930,873	17,044,780								
36	WA0100 / WEATHER ADVISORY AND MISC SYS	20,007,745	2	Y					50%	67%	33%	14,267,655	2,780,036	17,067,691	OPS	2,940,054	17,067,691								
37	CM0100 / COMPUTER TERMINALS	19,069,992	2	Y					50%	68%	32%	13,084,417	2,449,993	15,534,410	OPS	3,535,581	15,534,410								
38	AG0100 / AIR/GROUND COMMUNICATIONS	18,993,070	2	Y					50%	67%	33%	12,932,266	2,659,711	15,491,977	OPS	3,501,093	15,491,977								
39	PW0100 / POWER GEN AND RELATED EQUIP	18,451,226	2	Y					50%	68%	32%	12,232,075	2,299,423	14,531,498	OPS	3,919,728	14,531,498								
40	AT1000 / TRAFFIC CONTROL	18,234,823	2	Y					50%	36%	64%	2,660,541	12,214,334	14,874,875	OPS	3,369,948	14,874,875								
41	VS0100 / VOICE SWITCH AND RELATED EQUIP	13,464,590	2	Y					75%	92%	8%	10,881,196	696,226	11,577,421	OPS	1,887,168	11,577,421								
42	DE0100 / AIRPORT SURFACE DETECTION	13,040,036	2	Y					50%	68%	32%	11,266,923	706,802	11,973,525	OPS	1,066,511	11,973,525								
43	AT5000 / OTHER DIR TRAFFIC COST ENROUTE	12,942,723	2	Y					50%	62%	38%	9,388,350	9,654,373	12,942,723	OPS	-	12,942,723								
44	DM0100 / DATA MULTIPLEX EQUIPMENT	8,901,854	2	Y					50%	68%	32%	6,873,304	1,328,684	8,201,987	OPS	699,867	8,201,987								
45	TD0100 / TERMINAL DOPPLER WEATHER RADAR	8,420,485	2	Y					50%	64%	36%	6,172,182	570,372	7,142,554	OPS	1,277,930	7,142,554								
46	BL0101 / BUILDING SYSTEMS	8,104,715	2	Y					50%	68%	32%	5,397,483	1,020,236	6,417,719	OPS	1,686,996	6,417,719								
47	AT3000 / FACILITY SUPPORT	6,447,230	2	Y					50%	92%	8%	5,158,471	218,565	5,377,025	OPS	1,070,204	5,377,025								
48	CS0100 / COMMUNICATIONS SUPPORT	6,358,272	2	Y					50%	68%	32%	4,267,000	812,133	5,079,133	OPS	1,279,138	5,079,133								
49	AT5000 / OTHER DIR TRAFFIC COST ENROUTE	4,970,381	2	Y					50%	92%	8%	2,898,997	122,825	3,021,822	OPS	1,948,659	3,021,822								
50	FD0100 / FLIGHT DATA INFORMATION	4,951,413	2	Y					50%	68%	32%	3,476,948	655,392	4,134,341	OPS	617,072	4,134,341								
51	AT4000 / FACILITY MANAGEMENT	4,700,958	2	Y					50%	92%	8%	3,889,595	156,321	3,845,916	OPS	825,042	3,845,916								
52	PW0100 / POWER GEN AND RELATED EQUIP	2,908,933	2	Y					75%	92%	8%	2,099,014	136,284	2,235,298	OPS	673,634	2,235,298								
53	CM0100 / COMPUTER TERMINALS	2,760,536	2	Y					75%	92%	8%	1,977,726	128,409	2,106,135	OPS	654,401	2,106,135								
54	AG0100 / AIR/GROUND COMMUNICATIONS	2,509,833	2	Y					75%	91%	9%	1,883,925	134,497	2,018,422	OPS	491,411	2,018,422								
55	A0CC / ATLANTIC OPS CONTROL CENTER	2,489,093	2	Y					50%	68%	31%	-	-	-	OPS	2,489,093	-								
56	VS0100 / VOICE SWITCH AND RELATED EQUIP	2,359,613	2	Y					0%	34%	66%	-	-	2,046,094	2,046,094	OPS	313,420	2,046,094							
57	M0CC / MID-STATES OPS CONTROL CENTER	2,241,304	2	Y					50%	68%	32%	-	-	-	OPS	2,241,304	-								
58	WA0100 / WEATHER ADVISORY AND MISC SYS	1,970,447	2	Y					75%	92%	8%	1,525,264	94,017	1,619,281	OPS	351,166	1,619,281								
59	DM0100 / DATA MULTIPLEX EQUIPMENT	1,604,577	2	Y					75%	92%	8%	1,309,120	84,998	1,394,118	OPS	210,460	1,394,118								
60	BL0100 / BUILDING STRUCTURES	1,551,181	2	Y					75%	92%	8%	1,115,061	72,398	1,187,460	OPS	363,721	1,187,460								
61	AT5000 / OTHER DIR TRAFFIC COST ENROUTE	1,545,467	2	Y					75%	36%	64%	-	300,772	-	1,121,062	OPS	424,405	1,121,062							
62	POCC / PACIFIC OPS CONTROL CENTER	1,438,008	2	Y					50%	64%	36%	-	-	-	OPS	1,438,008	-								
63	AT4000 / FACILITY MANAGEMENT	1,027,863	2	Y					75%	37%	63%	230,977	604,786	835,763	OPS	132,220	835,763								
64	MP0100 / MISSION SUPPORT	1,008,683	2	Y					50%	73%	27%	714,680	113,153	827,833	OPS	180,851	827,833								
65	FD0100 / FLIGHT DATA INFORMATION	869,802	2	Y					75%	93%	7%	683,394	37,327	720,721	OPS	149,080	720,721								
66	BL0101 / BUILDING SYSTEMS	849,126																							

Federal Aviation Administration
 FY 2005 Cost Allocation Report
 Appendix A—FY 2005 Summary Cost Assignments

[A]	[B]	[C]	[D]	[E]	[F]	[G]	[H]	[I]=[G]+[H]	[J]	[K]	[L]	[M]	[N]	[O]=[M]+[N]	[P]	[Q]	[R]=[C]-[O]
LOW ACTIVITY TOWERS -- PRELIMINARY COST ASSIGNMENTS																	
FULL F&E BUDGET AUTHORITY																	
Row	Project & Description	Total (\$)	Tier	Material	User	High Perf (\$)	Piston (\$)	Total (\$)	Tier 2 Estimated Incremental Cost Factor	Tier 2 Activity Splits HP	Tier 2 Piston	Tier 2 High Perf (\$)	Tier 2 Piston (\$)	Tier 2 Total (\$)	Activity Allocator	To be Assigned Amount (\$)	Amount Assigned (\$)
Total Cost		570,238,674				158,715,183	(5,778)	158,709,405				99,532,884	221,423,929	320,956,813		90,572,457	479,666,218
1	40290102 / STANDARD TERMINAL AU	59,412,493	1	Y	Primary	56,739,299	-	56,739,299								2,673,195	56,739,299
2	IL0100 / ILS AND RELATED SYSTEMS	36,941,030	1	Y	Primary	35,242,826	-	35,242,826								1,698,204	35,242,826
3	IL0100 / ILS AND RELATED SYSTEMS	18,098,787	1	Y	Primary	16,481,393	-	16,481,393								1,617,394	16,481,393
4	LG0100 / LIGHTED NAVIGATIONAL AIDS	11,811,664	1	Y	Primary	10,797,267	-	10,797,267								1,014,397	10,797,267
5	IL0100 / ILS AND RELATED SYSTEMS	11,326,856	1	Y	Primary	10,320,793	-	10,320,793								1,006,063	10,320,793
6	DP0100 / RADAR DATA DISPLAY	7,134,206	1	Y	Primary	5,974,963	-	5,974,963								1,159,243	5,974,963
7	LG0100 / LIGHTED NAVIGATIONAL AIDS	7,008,872	1	Y	Primary	5,618,984	-	5,618,984								1,389,888	5,618,984
8	RA0100 / RADAR AND RELATED SYSTEMS	6,935,963	1	Y	Primary	5,953,126	-	5,953,126								982,838	5,953,126
9	LG0100 / LIGHTED NAVIGATIONAL AIDS	3,383,291	1	Y	Primary	2,713,051	-	2,713,051								670,241	2,713,051
10	DP0100 / RADAR DATA DISPLAY	1,714,760	1	Y	Primary	1,403,485	-	1,403,485								311,275	1,403,485
11	RV0100 / RUNWAY VISUAL RANGE	1,539,739	1	Y	Primary	1,371,131	-	1,371,131								168,608	1,371,131
12	IL0100 / ILS AND RELATED SYSTEMS	1,494,491	1	Y	Primary	1,380,050	-	1,380,050								114,441	1,380,050
13	RA0100 / RADAR AND RELATED SYSTEMS	1,106,848	1	Y	Primary	949,267	-	949,267								157,581	949,267
14	RA0100 / RADAR AND RELATED SYSTEMS	973,477	1	Y	Primary	970,385	-	970,385								3,092	970,385
15	DE0100 / AIRPORT SURFACE DETECTION	923,530	1	Y	Primary	803,140	-	803,140								120,391	803,140
16	RV0100 / RUNWAY VISUAL RANGE	809,439	1	Y	Primary	678,784	-	678,784								130,656	678,784
17	TD0100 / TERMINAL DOPPLER WEATHER RADAR	658,557	1	Y	Primary	570,317	-	570,317								88,239	570,317
18	OTHER NON-MATERIAL COST ITEMS	868,839	1	Y	Primary	746,923	(5,778)	741,145								147,694	741,145
19	AT100 / TRAFFIC CONTROL	134,088,018	2	Y					50%	30%	70%	16,493,704	93,370,357	109,864,061	OPS	24,223,957	109,864,061
20	AT500 / OTHER DIR TRAFFIC COST ENROUTE	66,013,356	2	Y					50%	34%	66%	11,214,401	54,798,955	66,013,356	OPS	-	66,013,356
21	AT100 / TRAFFIC CONTROL	63,778,231	2	Y					50%	50%	50%	39,321,365	12,965,513	52,286,878	OPS	11,491,353	52,286,878
22	VS0100 / VOICE SWITCH AND RELATED EQUIP	24,025,004	2	Y					0%	30%	70%	-	20,726,844	20,726,844	OPS	3,298,160	20,726,844
23	VS0100 / VOICE SWITCH AND RELATED EQUIP	12,783,535	2	Y					50%	49%	51%	8,529,259	2,896,032	11,425,291	OPS	1,358,245	11,425,291
24	AT400 / FACILITY MANAGEMENT	10,143,543	2	Y					75%	30%	70%	1,864,256	6,441,555	8,305,811	OPS	1,837,732	8,305,811
25	AT500 / OTHER DIR TRAFFIC COST ENROUTE	6,757,672	2	Y					75%	30%	70%	873,820	3,006,507	3,880,327	OPS	2,877,345	3,880,327
26	BL0100 / BUILDING STRUCTURES	4,875,126	2	Y					0%	30%	70%	-	3,831,353	3,831,353	OPS	1,043,774	3,831,353
27	AT500 / OTHER DIR TRAFFIC COST ENROUTE	4,678,514	2	Y					50%	50%	50%	2,631,700	867,756	3,499,456	OPS	1,179,057	3,499,456
28	WA0100 / WEATHER ADVISORY AND MISC SYS	4,256,115	2	Y					0%	30%	70%	-	3,582,483	3,582,483	OPS	673,632	3,582,483
29	AT400 / FACILITY MANAGEMENT	3,615,018	2	Y					50%	50%	50%	2,227,898	734,590	2,962,428	OPS	652,591	2,962,428
30	AG0100 / AIR/GROUND COMMUNICATIONS	3,351,609	2	Y					50%	34%	66%	577,608	2,776,010	3,353,618	OPS	(2,009)	3,353,618
31	BL0101 / BUILDING SYSTEMS	3,268,898	2	Y					0%	29%	71%	-	2,533,344	2,533,344	OPS	755,554	2,533,344
32	WA0100 / WEATHER ADVISORY AND MISC SYS	3,229,719	2	Y					50%	51%	49%	2,068,362	670,323	2,738,685	OPS	491,034	2,738,685
33	AT100 / TRAFFIC CONTROL	2,794,049	2	Y					50%	89%	11%	2,154,229	121,460	2,275,689	OPS	518,360	2,275,689
34	AG0100 / AIR/GROUND COMMUNICATIONS	2,703,633	2	Y					0%	31%	69%	-	2,207,725	2,207,725	OPS	495,908	2,207,725
35	AT300 / FACILITY SUPPORT	2,561,257	2	Y					50%	50%	50%	1,600,416	532,153	2,132,569	OPS	428,688	2,132,569
36	CM0100 / COMPUTER TERMINALS	2,496,560	2	Y					50%	50%	50%	1,491,134	495,029	1,986,162	OPS	510,398	1,986,162
37	AG0100 / AIR/GROUND COMMUNICATIONS	2,395,908	2	Y					50%	52%	48%	1,461,572	465,515	1,927,086	OPS	468,822	1,927,086
38	PW0100 / POWER GEN AND RELATED EQUIP	2,266,961	2	Y					50%	51%	49%	1,328,335	428,743	1,757,077	OPS	509,884	1,757,077
39	PW0100 / POWER GEN AND RELATED EQUIP	2,155,707	2	Y					0%	30%	70%	-	1,691,651	1,691,651	OPS	464,055	1,691,651
40	CM0100 / COMPUTER TERMINALS	2,084,503	2	Y					0%	33%	67%	-	1,605,535	1,605,535	OPS	478,968	1,605,535
41	AT300 / FACILITY SUPPORT	1,992,191	2	Y					75%	33%	67%	403,288	1,242,151	1,645,439	OPS	346,752	1,645,439
42	BL0100 / BUILDING STRUCTURES	1,979,439	2	Y					50%	51%	49%	1,150,312	368,862	1,519,174	OPS	460,265	1,519,174
43	BL0101 / BUILDING SYSTEMS	1,223,751	2	Y					50%	51%	49%	718,796	231,809	950,605	OPS	273,147	950,605
44	FD0100 / FLIGHT DATA INFORMATION	932,694	2	Y					0%	32%	68%	-	769,392	769,392	OPS	163,302	769,392
45	DM0100 / DATA MULTIPLEX EQUIPMENT	845,775	2	Y					0%	30%	70%	-	740,024	740,024	OPS	105,751	740,024
46	POCC / PACIFIC OPS CONTROL CENTER	661,468	2	Y					0%	28%	72%	-	-	-	OPS	661,468	-
47	CS0100 / COMMUNICATIONS SUPPORT	597,938	2	Y					50%	50%	50%	348,287	114,782	463,068	OPS	134,870	463,068
48	ML0100 / MICROWAVE LANDING SYSTEMS	590,217	2	Y					50%	52%	48%	383,974	121,791	505,765	OPS	84,452	505,765
49	MOCC / MID-STATES OPS CONTROL CENTER	548,675	2	Y					50%	46%	54%	-	-	-	OPS	548,675	-
50	OTHER NON-MATERIAL COST ITEMS	5,873,872	2	Y					N/A	N/A	N/A	2,690,230	1,085,686	3,775,916	OPS	2,097,956	3,775,916
51	WS0100 / WAAS AND RELATED SYSTEMS	3,245,538	3	Y												3,245,538	-
52	SF0300 / SMO SUPPORT PROJECT	2,382,703	3	Y												2,382,703	-
53	WS0100 / WAAS AND RELATED SYSTEMS	2,181,007	3	Y												2,181,007	-
54	TX0100 / TELEPHONE AND RELATED EQUIP	2,127,899	3	Y												2,127,899	-
55	TX0100 / TELEPHONE AND RELATED EQUIP	1,366,441	3	Y												1,366,441	-
56	SF0300 / SMO SUPPORT PROJECT	1,124,884	3	Y												1,124,884	-
57	WA0100 / WEATHER ADVISORY AND MISC SYS	944,801	3	Y												944,801	-
58	AT500 / OTHER DIR TRAFFIC COST ENROUTE	861,620	3	Y												861,620	-
59	OTHER NON-MATERIAL COST ITEMS	4,251,979	3	Y												4,251,979	-

Federal Aviation Administration
 FY 2005 Cost Allocation Report
 Appendix A—FY 2005 Summary Cost Assignments

[A]	[B]	[C]	[D]	[E]	[F]	[G]	[H]	[I]-[G]+[H]	[J]	[K]	[L]	[M]	[N]	[O]-[M]+[N]	[P]	[Q]	[R]-[C]-[Q]
TERMINAL OTHER - PRELIMINARY COST ASSIGNMENTS					Tier 1	Tier 1	Tier 1	Tier 1	Tier 2	Tier 2	Tier 2	Tier 2	Tier 2	Tier 2	Tier 2	Tier 2	Tier 3
FULL F&E BUDGET AUTHORITY					User	High Perf (\$)	Piston (\$)	Total (\$)	Estimated Incremental Cost Factor	Activity Splits HP	Piston	High Perf (\$)	Piston (\$)	Total (\$)	Activity Allocator	To Be Assigned Amount (\$)	Amount Assigned (\$)
Row	Project & Description	Total (\$)	Tier	Material													
	Total Cost	428,859,954															428,859,954
1	SL0100 / SERVICE LEVEL PROJECT	76,837,253	3	Y													76,837,253
2	WA0100 / WEATHER ADVISORY AND MISC SYS	68,510,001	3	Y													68,510,001
3	98750802 / PROGRAM SUPPORT LEASES	49,551,698	3	Y													49,551,698
4	SF0300 / SMO SUPPORT PROJECT	14,961,944	3	Y													14,961,944
5	AT500 / OTHER DIR TRAFFIC COST ENROUTE	14,410,561	3	Y													14,410,561
6	BL0100 / BUILDING STRUCTURES	12,021,202	3	Y													12,021,202
7	PW0100 / POWER GEN AND RELATED EQUIP	9,525,254	3	Y													9,525,254
8	98610823 / LOGISTICS SUPP SERV	9,004,462	3	Y													9,004,462
9	98200503 / NAS OSHA AND ENVIRON	6,945,154	3	Y													6,945,154
10	45540955 / RUNWAY INCURSION RED	7,671,356	3	Y													7,671,356
11	TD0100 / TERMINAL DOPPLER WEATHER RADAR	7,323,567	3	Y													7,323,567
12	98100802 / HAZARDOUS MATERIAL M	7,188,767	3	Y													7,188,767
13	98480101 / FACILITY SECURITY RISK MGMT	6,430,973	3	Y													6,430,973
14	74630101 / VOLCANO MONITORING	6,313,790	3	Y													6,313,790
15	26310146 / NIMS-PHASE 2	6,172,963	3	Y													6,172,963
16	FD0100 / FLIGHT DATA INFORMATION	5,929,784	3	Y													5,929,784
17	BL0101 / BUILDING SYSTEMS	5,845,295	3	Y													5,845,295
18	98700582 / NAS RECOVERY COMMUN	5,560,226	3	Y													5,560,226
19	45320602 / TERMINAL DIGITAL RADAR (ASR-11)	5,413,679	3	Y													5,413,679
20	MA0100 / MAINTENANCE AUTOMATION	5,386,743	3	Y													5,386,743
21	98330601 / ENGINE REPLACEMENTS	4,961,366	3	Y													4,961,366
22	CS0100 / COMMUNICATIONS SUPPORT	4,776,600	3	Y													4,776,600
23	40230101 / STANDARD TERMINAL AU	4,596,136	3	Y													4,596,136
24	SC0100 / VEHICLES AND RELATED EQUIPMENT	4,132,994	3	Y													4,132,994
25	40260503 / COMMON ARTS SUST DEVELP	3,972,601	3	Y													3,972,601
26	26600855 / SYS CAPACITY, PLAN	3,923,839	3	Y													3,923,839
27	98610510 / TRANSITION ENG SUPPO	3,718,809	3	Y													3,718,809
28	TX0100 / TELEPHONE AND RELATED EQUIP	3,620,376	3	Y													3,620,376
29	RV0100 / RUNWAY VISUAL RANGE	3,575,770	3	Y													3,575,770
30	98200502 / EMPLOYEE SAFETY ATC	3,325,963	3	Y													3,325,963
31	DM0100 / DATA MULTIPLEX EQUIPMENT	3,118,599	3	Y													3,118,599
32	CM0100 / COMPUTER TERMINALS	2,975,285	3	Y													2,975,285
33	98770101 / INFO SECURITY NAS IN	2,762,057	3	Y													2,762,057
34	44230501 / ENHANC TERM VOICE SW	2,750,600	3	Y													2,750,600
35	25570199 / CORRIDOR INTEGRATED WEATHER SY	2,661,050	3	Y													2,661,050
36	MOCC / MID-STATES OPS CONTROL CENTER	2,641,540	3	Y													2,641,540
37	40210602 / TERMINAL AIR TRAFFIC	2,639,408	3	Y													2,639,408
38	POCC / PACIFIC OPS CONTROL CENTER	2,587,711	3	Y													2,587,711
39	98240587 / AIRPORT CABLE LOOP S	2,558,045	3	Y													2,558,045
40	45520161 / AIRPORT MOVEMENT ARE	2,302,453	3	Y													2,302,453
41	98220618 / FUEL STORAGE TANK MO	2,267,780	3	Y													2,267,780
42	74750502 / WIND PROFILING - JUNEAU ALASKA	2,267,171	3	Y													2,267,171
43	40160288 / ADVANCED FACILITY PL	2,222,938	3	Y													2,222,938
44	YR0100 / VOR AND RELATED NAV SYS	2,166,756	3	Y													2,166,756
45	AT100 / TRAFFIC CONTROL	1,957,082	3														1,957,082
46	98510855 / OPERATIONS CONCEPT V	1,947,592	3														1,947,592
47	ADCC / ATLANTIC OPS CONTROL CENTER	1,803,198	3														1,803,198
48	40210607 / LAWTON/FT SILL REG AP ARAC	1,739,306	3														1,739,306
49	MP0100 / MISSION SUPPORT	1,725,693	3														1,725,693
50	98750618 / ATOMS - LANWAN	1,342,754	3														1,342,754
51	98360685 / UPS REPL & PWR DISTRIB	1,339,760	3														1,339,760
52	69000803 / AIRCRAFT RELATED EOU	1,281,311	3														1,281,311
53	ML0100 / MICROWAVE LANDING SYSTEMS	1,267,630	3														1,267,630
54	98610115 / TECHNICAL SERVICES (	1,254,662	3														1,254,662
55	69420918 / R&D CV-580 AIRCRAFT UPGRAD	1,250,471	3														1,250,471
56	40160289 / NAS REQUIREMENTS DEV	1,184,341	3														1,184,341
57	25570198 / NOAA AERO CHARTING OFFICE(NACO	1,063,329	3														1,063,329
58	OC0100 / OFF SHORE DATA PROCESSING	1,062,684	3														1,062,684
59	98310187 / CRITICAL POWER DIST SYSTEMS	1,041,109	3														1,041,109
60	45540955 / RWY OBSTRUCTION WARNING SYS	1,026,902	3														1,026,902
61	31270855 / NAVIGATION - LAAS	999,265	3														999,265
62	33260531 / ALSIP - PROVIDE FRAN	982,730	3														982,730
63	98310585 / LIGHT PROT, GRND, BOND & SHIEL	980,062	3														980,062
64	67110855 / LOUISVILLE, KY TECH DEMO	955,068	3														955,068
65	74740130 / AUTOMATED SURFACE O	953,337	3														953,337
66	98310685 / ELECTRICAL POWER SYS	950,959	3														950,959
67	45510750 / ASDE X COST SHARING PRG	934,026	3														934,026
68	MW0100 / MICROWAVE AND SATELLITE COMM	928,173	3														928,173
69	98310686 / BATTERY REPLACEMENTS	900,984	3														900,984
70	98000575 / HOUSTON AREA ATS - ENG & PROG	881,751	3														881,751
71	98750620 / OPERATIONAL EVOLUTION PLAN	808,131	3														808,131
72	98000777 / AIR NAV AND ATC FAC	759,721	3														759,721
73	98310186 / DC SYSTEMS	741,202	3														741,202
74	40290526 / TERM FACILITIES INTE	723,213	3														723,213
75	45560855 / RUNWAY INCURSION RED	678,217	3														678,217
76	98000800 / FREQUENCY AND SPECTR	613,453	3														613,453
77	AW0100 / AVIATION WEATHER	565,006	3														565,006
78	98000502 / FAA BLDG AND EQUIPME	528,047	3														528,047
79	OTHER NON-MATERIAL COST ITEMS	(17,833,634)	3														(17,833,634)

Federal Aviation Administration
 FY 2005 Cost Allocation Report
 Appendix A—FY 2005 Summary Cost Assignments

[A]	[B]	[C]	[D]	[E]	[F]	[G]	[H]	[I]=[G]+[H]	[J]	[K]	[L]	[M]	[N]	[O]=[M]+[N]	[P]	[Q]	[R]=[C]-[O]
FLIGHT SERVICE STATIONS -- PRELIMINARY COST ASSIGNMENTS																	
FULL F&E BUDGET AUTHORITY																	
Row	Project & Description	Total (\$)	Tier	Material	User	High Perf (\$)	Piston (\$)	Total (\$)	Estimated Incremental Cost Factor	Activity Splits HP	Piston	High Perf (\$)	Piston (\$)	Total (\$)	Activity Allocator	To be Assigned Amount (\$)	Amount Assigned (\$)
	Total Cost	564,629,213														564,629,213	
1	AT100 / TRAFFIC CONTROL	283,337,429		Y												283,337,429	-
2	SL0100 / SERVICE LEVEL PROJECT	49,129,501		Y												49,129,501	-
3	AG0100 / AIR/GROUND COMMUNICATIONS	38,970,651		Y												38,970,651	-
4	FP0100 / FLIGHT SERVICE DATA PROCESSING	27,970,384		Y												27,970,384	-
5	VSD100 / VOICE SWITCH AND RELATED EQUIP	25,845,940		Y												25,845,940	-
6	AT300 / FACILITY SUPPORT	25,548,295		Y												25,548,295	-
7	SF0300 / SMO SUPPORT PROJECT	24,747,264		Y												24,747,264	-
8	AT500 / OTHER DIR TRAFFIC COST ENROUTE	21,001,236		Y												21,001,236	-
9	AT400 / FACILITY MANAGEMENT	18,449,053		Y												18,449,053	-
10	DM0100 / DATA MULTIPLEX EQUIPMENT	8,932,647		Y												8,932,647	-
11	PWD100 / POWER GEN AND RELATED EQUIP	4,179,141		Y												4,179,141	-
12	MAD100 / MAINTENANCE AUTOMATION	3,648,003		Y												3,648,003	-
13	BLD100 / BUILDING STRUCTURES	3,462,488		Y												3,462,488	-
14	DF0100 / DIRECTION FINDER	2,585,486		Y												2,585,486	-
15	WAD100 / WEATHER ADVISORY AND MISC SYS	2,254,882		Y												2,254,882	-
16	TXD100 / TELEPHONE AND RELATED EQUIP	2,242,297		Y												2,242,297	-
17	98610115 / TECHNICAL SERVICES (	1,801,913		Y												1,801,913	-
18	VRD100 / VDR AND RELATED NAV SYS	1,691,484		Y												1,691,484	-
19	MWD100 / MICROWAVE AND SATELLITE COMM	1,335,969		Y												1,335,969	-
20	CMD100 / COMPUTER TERMINALS	1,268,649		Y												1,268,649	-
21	FD0100 / FLIGHT DATA INFORMATION	1,197,486		Y												1,197,486	-
22	BLD101 / BUILDING SYSTEMS	1,096,138		Y												1,096,138	-
23	94400809 / FAA EMPLOYEE HOUSING	995,425		Y												995,425	-
24	POCC / PACIFIC OPS CONTROL CENTER	939,540		Y												939,540	-
25	CSD100 / COMMUNICATIONS SUPPORT	851,706		Y												851,706	-
26	98200503 / NAS OSHA AND ENVIRON	772,550														772,550	-
27	MOCC / MID-STATES OPS CONTROL CENTER	716,158														716,158	-
28	SCD100 / VEHICLES AND RELATED EQUIPMENT	702,338														702,338	-
29	AOCC / ATLANTIC OPS CONTROL CENTER	669,275														669,275	-
30	70390502 / AFSS FACILITIES SUSTAINMENT	659,651														659,651	-
31	98750802 / PROGRAM SUPPORT LEASES	659,035														659,035	-
32	ILD100 / ILS AND RELATED SYSTEMS	648,601														648,601	-
33	WSD100 / WAAS AND RELATED SYSTEMS	611,772														611,772	-
34	70390669 / FSAS-POWER CONDITIN	588,872														588,872	-
35	98100802 / HAZARDOUS MATERIAL M	536,786														536,786	-
36	98480101 / FACILITY SECURITY RISK MGMT	469,647														469,647	-
37	74630101 / VOLCANO MONITORING	418,795														418,795	-
38	26310146 / NIMS-PHASE 2	415,190														415,190	-
39	98610510 / TRANSITION ENG SUPPO	406,924														406,924	-
40	98700582 / NAS RECOVERY COMMUN	373,191														373,191	-
41	DPD100 / RADAR DATA DISPLAY	370,339														370,339	-
42	70390810 / FSAS OASIS - IOT&E	365,792														365,792	-
43	AWD100 / AVIATION WEATHER	353,967														353,967	-
44	98330601 / ENGINE REPLACEMENTS	308,648														308,648	-
45	26600855 / SYS CAPACITY, PLAN	262,428														262,428	-
46	98220618 / FUEL STORAGE TANK MO	253,703														253,703	-
47	70390502 / AFSS FACILITIES SUSTAINMENT	195,868														195,868	-
48	98770101 / INFO SECURITY NAS IN	179,699														179,699	-
49	MPO100 / MISSION SUPPORT	179,699														179,699	-
50	98610855 / OPERATIONS CONCEPT V	130,777														130,777	-
51	98200502 / EMPLOYEE SAFETY ATC	125,581														125,581	-
52	98610823 / LOGISTICS SUPP SERV	118,740														118,740	-
53	DF0100 / DIRECTION FINDER	106,438														106,438	-
54	98750143 / RESOURCE TRACKING PR	(734,836)														(734,836)	-
55	70390969 / FSAS OASIS	(629,760)														(629,760)	-
56	OTHER NON-MATERIAL COST ITEMS	1,110,136														1,110,136	-

Federal Aviation Administration
 FY 2005 Cost Allocation Report
 Appendix B—FY 2005 Activity Data

User Identification	FY 2005 Great Circle Route Miles			
	Oceanic		En Route	
	High Performance	Piston	High Performance	Piston
US Large Commercial Passenger Carriers	289,620,410	-	3,880,928,353	743
Foreign Passenger Carriers	275,269,860	84	426,514,589	8,312
Regional Airlines-Turboprop/Piston	9,463,235	2,089,106	220,322,773	11,046,258
Regional Airlines- Jets<60 seats	281,507	-	1,143,437,480	-
Regional Airlines- Jets 61+ seats	2,922,254	-	273,078,559	-
US Large Commercial Carrier Freight	22,013,016	-	350,744,182	-
Foreign Carrier Freight	6,194,066	-	30,451,132	-
Regional Airline Freight	1,129,883	2,547	69,986,090	1,193,081
Charter Flight on US Carrier	7,917,267	-	50,676,576	146,044
Non-Scheduled Part 135 Passenger	10,482,169	112,658	292,089,106	28,146,894
Non-scheduled Part 135 Freight	3,881,822	27,355	78,298,546	1,891,334
Fractional Ownership Programs	3,566,068	-	211,937,688	-
Commercial (Non-ETMS)	-	-	-	-
Commercial subtotal	632,741,557	2,231,750	7,028,465,074	42,432,666
General Aviation-Turbine	10,191,424	-	627,764,840	-
General Aviation-Piston	-	1,017,126	-	295,032,440
General Aviation-Rotor	-	2,958	-	491,115
General Aviation (Non-ETMS)	-	-	-	-
GA - Subtotal	10,191,424	1,020,084	627,764,840	295,523,555
Tax Exempt	1,752,396	495,910	101,840,140	15,065,058
Government/Military	22,820,960	492,258	195,983,427	6,311,354
Non ETMS Military	-	-	-	-
Not enough information to classify	3,019,372	60,152	28,304,988	3,084,213
Exempt Subtotal	27,592,728	1,048,320	326,128,555	24,460,625
Total	670,525,709	4,300,154	7,982,358,469	362,416,846

Federal Aviation Administration
 FY 2005 Cost Allocation Report
 Appendix B—FY 2005 Activity Data

User Identification	FY 2005 Terminal Operations					
	Large Hubs		Low Activity Towers		Middle Terminals	
	High Performance	Piston	High Performance	Piston	High Performance	Piston
US Large Commercial Passenger Carriers	7,325,169	1	13,758	0	3,164,847	1
Foreign Passenger Carriers	475,808	1	8,424	20	100,099	26
Regional Airlines-Turboprop/Piston	989,829	41,823	294,954	40,521	1,029,641	74,302
Regional Airlines- Jets<60 seats	2,972,072	-	83,893	-	2,593,367	-
Regional Airlines- Jets 61+ seats	569,445	-	4,739	-	472,928	-
US Large Commercial Carrier Freight	288,024	-	46,707	-	582,735	-
Foreign Carrier Freight	24,773	-	1,592	-	20,251	-
Regional Airline Freight	107,911	164	169,133	1,706	300,641	3,669
Charter Flight on US Carrier	50,740	10	7,005	600	46,678	749
Non-Scheduled Part 135 Passenger	229,126	16,236	480,148	85,062	485,119	100,596
Non-scheduled Part 135 Freight	110,278	530	221,930	9,188	405,869	8,502
Fractional Ownership Programs	155,180	-	296,668	-	338,415	-
Commercial (Non-ETMS)	123,262	156,879	333,805	424,842	430,553	547,976
Commercial subtotal	13,421,417	215,644	1,962,756	561,939	9,971,142	735,822
General Aviation-Turbine	289,346	-	979,392	-	1,051,466	-
General Aviation-Piston	-	54,497	-	994,017	-	659,748
General Aviation-Rotor	-	896	-	3,719	-	1,894
General Aviation (Non-ETMS)	85,896	301,023	4,589,941	16,085,470	1,634,821	5,729,239
GA - Subtotal	375,242	356,416	5,569,333	17,083,206	2,686,287	6,390,881
Tax Exempt	56,977	9,489	197,889	42,660	217,141	43,953
Government/Military	66,276	2,676	171,718	26,969	288,221	23,935
Non ETMS Military	(10,783)	(762)	1,087,115	76,820	1,068,960	75,537
Not enough information to classify	13,458	1,056	20,940	4,881	39,468	7,163
Exempt Subtotal	125,928	12,459	1,477,662	151,330	1,613,790	150,588
Total	13,922,587	584,519	9,009,752	17,796,474	14,271,219	7,277,291

Federal Aviation Administration
 FY 2005 Cost Allocation Report
 Appendix C—FY 2005 List of Facilities Included in Service Environments

Service	Location ID	Facility Name
Oceanic	ZAN	Anchorage AK ARTCC
	ZHU	Houston TX ARTCC
	ZNY	New York NY ARTCC
	ZOA	Oakland CA ARTCC
	ZSU	San Juan PR CERAP
Enroute	ZAB	Albuquerque NM ARTCC
	ZAN	Anchorage AK ARTCC
	ZAU	Chicago IL ARTCC
	ZBW	Nashua NH ARTCC (Boston)
	ZDC	Leesburg VA ARTCC (DC)
	ZDV	Denver CO ARTCC
	ZFW	Fort Worth TX ARTCC
	ZHU	Houston TX ARTCC
	ZID	Indianapolis IN ARTCC
	ZJX	Jacksonville FL ARTCC
	ZKC	Kansas City KS ARTCC
	ZLA	Los Angeles CA ARTCC
	ZLC	Salt Lake City UT ARTCC
	ZMA	Miami FL ARTCC
	ZME	Memphis TN ARTCC
	ZMP	Minneapolis MN ARTCC
	ZNY	New York NY ARTCC
	ZOA	Oakland CA ARTCC
	ZOB	Cleveland OH ARTCC
	ZSE	Seattle WA ARTCC
ZTL	Atlanta GA ARTCC	

Note: Facility categorizations reflect minor corrections since October 12, 2006 CAMERA run. These changes do not have a material impact on results, and will be incorporated in the FY 2006 CAMERA analysis.

Federal Aviation Administration
 FY 2005 Cost Allocation Report
 Appendix C—FY 2005 List of Facilities Included in Service Environments

Service	Location ID	Facility Name
Large Hubs	A80	Atlanta TRACON
	A90	Boston TRACON
	ATL	Atlanta Int'l + M87 (Macon RAPCON)
	BOS	Boston/Logan International + TRACON
	BWI	Baltimore-Washington Int'l
	C90	Chicago TRACON (Elgin)
	CLT	Charlotte/Douglas Int'l
	CVG	Covington/Cincinnati Int'l
	DCA	Washington National
	DEN	Denver International + TRACON
	DFW	Dallas/Ft Worth Int'l + TRACON
	DTW	Detroit Metro Wayne Co + TRACON
	EWR	Newark International
	FLL	Ft Lauderdale/Hollywood
	HNL	Honolulu International + TRACON + ARTCC
	IAD	Washington Dulles Int'l
	IAH	Houston/G Bush Intercont'l + TRACON
	JFK	John F Kennedy Int'l
	LAS	Las Vegas/Mc Carran Int'l + TRACON
	LAX	Los Angeles International
	LGA	La Guardia
	MCO	Orlando International
	MDW	Chicago Midway
	MIA	Miami International
	MSP	Minneapolis-St Paul Int'l + TRACON
	N90	New York TRACON
	NCT	Northern California TRACON
	ORD	Chicago/O'Hare Int'l
	PCT	Potomac TRACON
	PHL	Philadelphia International
	PHX	Phoenix Sky Harbor Intl + TRACON
	SAN	San Diego Int'l/Lindbergh
	SCT	Southern California TRACON
	SEA	Seattle Tacoma Int'l + TRACON
SFO	San Francisco Int'l	
SLC	Salt Lake City Int'l + TRACON	
TPA	Tampa International	

Note: Facility categorizations reflect minor corrections since October 12, 2006 CAMERA run. These changes do not have a material impact on results, and will be incorporated in the FY 2006 CAMERA analysis.

Federal Aviation Administration
 FY 2005 Cost Allocation Report
 Appendix C—FY 2005 List of Facilities Included in Service Environments

Service	Location ID	Facility Name
Middle Terminals	ABE	Allentown/Lehigh Valley
	ABQ	Albuquerque International
	ACK	Nantucket Memorial
	ACY	Atlantic City Int'l
	AEX	Alexandria International
	AGS	Augusta/Bush Field
	ALB	Albany County
	AMA	Amarillo
	ANC	Anchorage International + TRACON
	ASE	Aspen Pitkin County
	ATW	Appleton/Outagamie County
	AUS	Austin
	AVL	Asheville Regional
	AVP	Wilkes-Barre/Scranton Intl
	AZO	Kalamazoo/Battle Creek Int
	BDL	Windsor Locks/Bradley Intl + TRACON
	BET	Bethel
	BFL	Bakersfield/Meadows Fld
	BGM	Binghamton Rgnl/Link Field
	BGR	Bangor International
	BHM	Birmingham
	BIL	Billings Logan Int'l
	BIS	Bismarck Municipal
	BMI	Bloomington/Central IL Rgn
	BNA	Nashville International
	BOI	Boise Air Terminal
	BTR	Baton Rouge Ryan Field
	BTV	Burlington International
	BUF	Greater Buffalo Int'l
	BUR	Burbank-Glendale-Pasadena
	BZN	Bozeman/Gallatin Field
	CAE	Columbia Metropolitan
	CAK	Akron Canton Regional
	CHA	Chattanooga/Lovell Field
	CHO	Charlottesville Albemarle
	CHS	Charleston AFB/Int'l
	CID	Cedar Rapids
	CLE	Cleveland Hopkins Int'l
	CMH	Port Columbus Int'l
	CMI	Champaign/Univ of Illinois
	COS	Colorado Springs Municipal
	CRP	Corpus Christi
	CRW	Charleston/Yeager
	CWA	Mosinee/Central WI
DAB	Daytona Beach Int'l	
DAL	Dallas Love Field	
DAY	Dayton International	
DLH	Duluth International	
DSM	Des Moines International	

Note: Facility categorizations reflect minor corrections since October 12, 2006 CAMERA run. These changes do not have a material impact on results, and will be incorporated in the FY 2006 CAMERA analysis.

Federal Aviation Administration
 FY 2005 Cost Allocation Report
 Appendix C—FY 2005 List of Facilities Included in Service Environments

Service	Location ID	Facility Name
Middle Terminals	EGE	Eagle County Regional
	ELP	El Paso International
	ERI	Erie International
	EUG	Eugene/M Sweet Field
	EVV	Evansville Regional
	EYW	Key West International
	FAI	Fairbanks International
	FAR	Fargo/Hector International
	FAT	Fresno Yosemite Int'l
	FAY	Fayetteville Regional
	FCA	Kalispell
	FNT	Flint/Bishop International
	FSD	Sioux Falls/Foss Field
	FSM	Fort Smith Regional
	FWA	Fort Wayne International
	GEG	Spokane International
	GJT	Grand Junction/Walker Fld
	GNV	Gainesville Regional
	GPT	Gulfport/Biloxi Regional
	GRB	Green Bay/A Straubel Int'l
	GRR	Grand Rapids/Kent Co Int'l
	GSN	Saipan International
	GSO	Greensboro/Piedmont Triad
	GSP	Greenville-Spartanburg
	GTF	Great Falls International
	GUM	Agana/Guam International + CERAP
	HLN	Helena Regional
	HOU	Houston Hobby
	HPN	White Plains/Westchester
	HRL	Harlingen/Valley Int'l
	HSV	Huntsville Int'l/Jones Fld
	ICT	Wichita Mid Continent
	IDA	Idaho Falls/Fanning Field
	ILM	Wilmington/New Hanover Int
	IND	Indianapolis International
	ISP	Islip/Long Isl. MacArthur
	ITO	Hilo International
	JAC	Jackson/J Hole
	JAN	Jackson International
	JAX	Jacksonville Int'l
JNU	Juneau International	
K90	Cape TRACON (Falmouth)	
KOA	Kailua/Kona International	
LAN	Lansing/Capital City	
LBB	Lubbock International	
LEX	Lexington/Blue Grass	
LFT	Lafayette	
LGB	Long Beach/Daugherty Field	
LIH	Lihue	

Note: Facility categorizations reflect minor corrections since October 12, 2006 CAMERA run. These changes do not have a material impact on results, and will be incorporated in the FY 2006 CAMERA analysis.

Federal Aviation Administration
 FY 2005 Cost Allocation Report
 Appendix C—FY 2005 List of Facilities Included in Service Environments

Service	Location ID	Facility Name
Middle Terminals	LIT	Little Rock Adams Field
	LNK	Lincoln Municipal
	LRD	Laredo International
	LSE	La Crosse Municipal
	MAF	Midland International
	MBS	Saginaw/MBS International
	MCI	Kansas City International
	MDT	Harrisburg International
	MEM	Memphis International
	MFE	Mc Allen/Miller Int'l
	MFR	Medford/Rogue Valley Int'l
	MGM	Montgomery Rgnl/Dannelly
	MHT	Manchester
	MKE	Milwaukee/Gen Mitchell Int
	MLB	Melbourne International
	MLI	Moline/Quad City Int'l
	MLU	Monroe Regional
	MOB	Mobile Regional
	MRY	Monterey Peninsula
	MSN	Madison/Dane Cnty Regional
	MSO	Missoula International
	MSY	New Orleans Int'l/Moisant
	MYR	Myrtle Beach International
	OAK	Metropolitan Oakland Int'l
	OGG	Maui/Kahului
	OKC	Oklahoma City/Will Rogers
	OMA	Omaha + TRACON
	ONT	Ontario International
	ORF	Norfolk International
	PBI	Palm Beach International
	PDX	Portland International + TRACON
	PFN	Panama City/Bay Cnty Int'l
	PHF	Newport News/P Henry Int'l
	PIA	Greater Peoria Regional
	PIE	St Petersburg Clearwater
	PIT	Pittsburgh International
	PNS	Pensacola Regional + TRACON
	PSC	Pasco Tri Cities
PSP	Palm Springs Regional	
PVD	Providence	
PWM	Portland Int'l Jetport	
RAP	Rapid City Regional	
RDM	Redmond/Roberts Field	
RDU	Raleigh-Durham Int'l	
RIC	Richmond International	
RNO	Reno/Tahoe International	
ROA	Roanoke Regional	
ROC	Greater Rochester Int'l	
RST	Rochester International	

Note: Facility categorizations reflect minor corrections since October 12, 2006 CAMERA run. These changes do not have a material impact on results, and will be incorporated in the FY 2006 CAMERA analysis.

Federal Aviation Administration
 FY 2005 Cost Allocation Report
 Appendix C—FY 2005 List of Facilities Included in Service Environments

Service	Location ID	Facility Name
Middle Terminals	RSW	Ft Myers/SW FL Int'l
	SAT	San Antonio International
	SAV	Savannah International
	SBA	Santa Barbara Municipal
	SBN	South Bend/MI Rgnl Trans
	SBP	San Luis Obispo
	SDF	Louisville Intl/Standiford
	SFB	Orlando/Sanford
	SGF	Springfield-Branson Rgnl
	SHV	Shreveport Regional
	SJC	San Jose International
	SJU	San Juan International
	SMF	Sacramento International
	SNA	Santa Ana/John Wayne
	SRQ	Sarasota Bradenton
	STL	Lambert-St Louis Int'l
	STT	St Thomas H S Truman
	STX	Christiansted (St Croix)
	SWF	Newburgh/Stewart Int'l
	SYR	Syracuse Hancock Int'l
	T75	St Louis TRACON
	TLH	Tallahassee Regional
	TOL	Toledo Express
	TRI	Tri-Cities Regional
	TUL	Tulsa International
	TUS	Tucson International
	TVC	Traverse City
	TYS	Knoxville/McGhee Tyson
	U90	Tucson TRACON
	VGT	North Las Vegas
	XNA	Fayetteville/NW AR Rgnl
	ZSU	San Juan PR CERAP

Note: Facility categorizations reflect minor corrections since October 12, 2006 CAMERA run. These changes do not have a material impact on results, and will be incorporated in the FY 2006 CAMERA analysis.

Federal Aviation Administration
 FY 2005 Cost Allocation Report
 Appendix C—FY 2005 List of Facilities Included in Service Environments

Service	Location ID	Facility Name
Low Activity Towers	ABI	Abilene
	ABY	Albany/SW GA Regional
	ACT	Waco Municipal
	ADM	Ardmore Municipal
	ADQ	Kodiak
	ADS	Dallas Addison
	ADW	Camp Springs/Andrews AFB
	AFW	Ft Worth/Alliance
	AGC	Pittsburgh/Allegheny Cnty
	AHN	Athens/Ben Epps
	AKN	King Salmon
	ALN	Alton/St Louis Regional
	ALO	Waterloo Municipal
	ALW	Walla Walla Regional
	ANE	Minneapolis/Anoka Cnty
	APA	Denver/Centennial
	APC	Napa County
	APF	Naples Municipal
	ARA	New Iberia/Acadiana Rgnl
	ARB	Ann Arbor Municipal
	ARR	Chicago/Aurora Municipal
	ASG	Springdale Municipal
	ASH	Nashua/Boire Field
	BAF	Westfield/Barnes Municipal
	BAK	Columbus Municipal
	BCT	Boca Raton
	BDR	Bridgeport/Sikorsky Mem
	BED	Bedford/Hanscom Field
	BFI	Seattle/Boeing Field
	BFM	Mobile Downtown
	BJC	Denver/Jeffco
	BKL	Cleveland/Burke Lakefront
	BLI	Bellingham International
	BMG	Bloomington/Monroe Cnty
	BPT	Beaumont Port Arthur
	BRO	Brownsville/S Padre Island
	BTL	Battle Creek/Kellogg
	BVY	Beverly Municipal
	CCR	Concord/Buchanan Field
	CDW	Caldwell/Essex County
	CGF	Cleveland Cuyahoga County
	CHD	Chandler Municipal
	CIC	Chico
	CKB	Clarksburg/Benedum
CLL	College Station/Easterwood	
CMA	Camarillo	
CNO	Chino	
CNW	Waco James Connally	
COU	Columbia Regional	

Note: Facility categorizations reflect minor corrections since October 12, 2006 CAMERA run. These changes do not have a material impact on results, and will be incorporated in the FY 2006 CAMERA analysis.

Federal Aviation Administration
 FY 2005 Cost Allocation Report
 Appendix C—FY 2005 List of Facilities Included in Service Environments

Service	Location ID	Facility Name
Low Activity Towers	CPR	Casper
	CPS	Cahokia/St Louis Downtown
	CRE	North Myrtle Beach
	CRG	Jacksonville/Craig Muni
	CRQ	Carlsbad/McClellan Palomar
	CSG	Columbus Metropolitan
	CWF	Lake Charles/Chennault
	CXY	Harrisburg/Capital City
	CYS	Cheyenne
	DBQ	Dubuque Regional
	DEC	Decatur
	DET	Detroit City
	DHN	Dothan
	DPA	Chicago/Du Page
	DTN	Shreveport Downtown
	DTO	Denton
	DVT	Phoenix-Deer Valley Muni
	DWH	Tomball D W Hooks
	DXR	Danbury Municipal
	E10	High Desert TRACON
	EKO	Elko Municipal/Harris Fld
	ELM	Elmira/Corning Regional
	EMT	El Monte
	ENA	Kenai Municipal
	ENW	Kenosha Regional
	EVB	New Smyrna Beach Municipal
	EWB	New Bedford Regional
	EWN	New Bern/Craven Co Rgnl
	FCM	Minneapolis/Flying Cloud
	FFZ	Mesa/Falcon Field
	FLG	Flagstaff-Pulliam
	FLO	Florence City
	FMN	Farmington/4 Corners Rgnl
	FMY	Fort Myers/Page Field
	FOE	Topeka/Forbes Field
	FPR	Fort Pierce
	FRG	Farmingdale/Republic
	FTW	Fort Worth Meacham
	FTY	Atlanta/Fulton County
	FUL	Fullerton Municipal
	FXE	Fort Lauderdale Executive
	FYV	Fayetteville/Drake Field
GCK	Garden City	
GCN	Grand Canyon Municipal	
GEU	Glendale Municipal	
GFK	Grand Forks International	
GGG	Longview	
GLH	Greenville/Mid Delta Rgnl	
GMU	Greenville Downtown	

Note: Facility categorizations reflect minor corrections since October 12, 2006 CAMERA run. These changes do not have a material impact on results, and will be incorporated in the FY 2006 CAMERA analysis.

Federal Aviation Administration
 FY 2005 Cost Allocation Report
 Appendix C—FY 2005 List of Facilities Included in Service Environments

Service	Location ID	Facility Name
Low Activity Towers	GON	Groton-New London
	GPM	Grand Prairie Municipal
	GRI	Grand Isl./Central NE Rgnl
	GTR	Golden Triangle Regional
	GYH	Greenville/Donaldson Cntr
	GYR	Phoenix-Goodyear Municipal
	GYG	Gary Regional
	HEF	Manassas Rgnl/Davis Fld
	HFD	Hartford-Brainard
	HGR	Hagerstown/WA Cnty Rgnl
	HHR	Hawthorne Mun/Northrop Fld
	HIO	Portland-Hillsboro
	HKS	Jackson/Hawkins Field
	HKY	Hickory Regional
	HLG	Wheeling/OH County
	HND	Henderson ATCT
	HOB	Hobbs/Lea County
	HTS	Huntington
	HUF	Terre Haute/Hulman Rgnl
	HUM	Houma-Terrebonne
	HUT	Hutchinson Municipal
	HVN	New Haven/Tweed
	HWD	Hayward Air Terminal
	HWO	Hollywood/North Perry
	HXD	Hilton Head Island
	HYA	Hyannis
	IAG	Niagara Falls Int'l
	IFP	Laughlin/Bullhead Int'l
	ILG	Wilmington/New Castle Cnty
	INT	Winston Salem
	IPT	Williamsport Regional
	ISM	Orlando/Kissimmee Muni
	ISO	Kinston Regional
	ITH	Ithaca/Tompkins County
	IWA	Phoenix/Williams Gateway
	IXD	Olathe/New Century Aircntr
	JEF	Jefferson City Memorial
	JLN	Joplin Regional
	JQF	Concord Regional
	JRF	Kalaeloa Arpt
	JVL	Janesville/Rock County
	JXN	Jackson Cnty-Reynolds Fld
	KWA	Kwajalein/Bucholz AAF
	LAF	Lafayette/Purdue U
	LAL	Lakeland/Linder Regional
	LAW	Lawton Municipal
	LBE	Latrobe
	LCH	Lake Charles
LEB	Lebanon Municipal	

Note: Facility categorizations reflect minor corrections since October 12, 2006 CAMERA run. These changes do not have a material impact on results, and will be incorporated in the FY 2006 CAMERA analysis.

Federal Aviation Administration
 FY 2005 Cost Allocation Report
 Appendix C—FY 2005 List of Facilities Included in Service Environments

Service	Location ID	Facility Name
Low Activity Towers	LMT	Klamath Falls Int'l
	LNS	Lancaster
	LOU	Louisville Bowman
	LUK	Cincinnati/Lunken Field
	LVK	Livermore Municipal
	LWB	Lewisburg/Greenbrier
	LWM	Lawrence Municipal
	LWS	Lewiston/Nez Perce Cnty
	LYH	Lynchburg Regional
	LZU	Lawrenceville/Gwinnett Cty
	MCN	Macon/Middle GA Regional
	MDH	Carbondale/Southern IL
	MEI	Meridian/Key Field
	MFD	Mansfield Lahm Municipal
	MGW	Morgantown Municipal
	MHK	Manhattan
	MHR	Sacramento/Mather
	MIC	Minneapolis/Crystal
	MIE	Muncie/Delaware County
	MKC	Kansas City Downtown
	MKG	Muskegon County
	MKK	Kaunakakai/Molokai
	MKL	Jackson/McKellar-Sipes Rgn
	MMU	Morristown Municipal
	MOD	Modesto/City-County
	MOT	Minot International
	MQY	Smyrna
	MRI	Anchorage/Merrill Field
	MTN	Baltimore/Martin State
	MVY	Martha's Vineyard
	MWA	Marion/Williamson Cty Rgnl
	MWC	Milwaukee/LJ Timmerman
	MWH	Moses Lake/Grant Co Int'l
	MYF	San Diego/Montgomery Field
	NEW	New Orleans/Lakefront
	NMM	Meridian NAS/McCain Fld
	NQA	Millington Municipal
	OGD	Ogden/Hinckley
	OJC	Olathe/Johnson Cnty Exec
	OLM	Olympia
	OMN	Ormond Beach Municipal
	OPF	Miami/Opa Locka
	ORH	Worcester Regional
	ORL	Orlando Executive
	OSH	Oshkosh/Wittman Regional
	OSU	Columbus/OH State U
	OUN	Norman/U of OK Westheimer
OWB	Owensboro/Daviess Cnty	
OWD	Norwood Memorial	

Note: Facility categorizations reflect minor corrections since October 12, 2006 CAMERA run. These changes do not have a material impact on results, and will be incorporated in the FY 2006 CAMERA analysis.

Federal Aviation Administration
 FY 2005 Cost Allocation Report

Appendix C—FY 2005 List of Facilities Included in Service Environments

Service	Location ID	Facility Name
Low Activity Towers	OXC	Waterbury-Oxford
	OXR	Oxnard
	PAE	Everett Paine Field
	PAH	Paducah/Barkley Regional
	PAO	Palo Alto
	PDK	Atlanta/Dekalb-Peachtree
	PDT	Pendleton/Eastern OR Rgnl
	PIH	Pocatello Regional
	PKB	Parkersburg/Wood County
	PMD	Palmdale
	PMP	Pompano Beach Airpark
	PNE	Northeast Philadelphia
	POC	La Verne/Brackett Field
	POU	Poughkeepsie/Dutchess Co
	PRC	Prescott/E A Love Field
	PTK	Pontiac/Oakland Cnty Int'l
	PUB	Pueblo Memorial
	PWA	Oklahoma City/Wiley Post
	PWK	Chicago/Palwaukee Muni
	RAL	Riverside Municipal
	RBD	Dallas Redbird
	RDD	Redding
	RDG	Reading Regional
	RFD	Rockford
	RHV	San Jose/Reid-Hillview
	RME	Rome/Griffiss RAPCON
	RNM	Ramona Airport
	RNT	Renton Municipal
	ROW	Roswell Industrial Air Cnt
	RVS	Tulsa/Riverside
	RYN	Tucson/Ryan Field
	RYY	Marietta/Cobb County
	SAC	Sacramento Executive
	SAF	Santa Fe Municipal
	SAW	Marquette Sawyer AFB
	SBY	Salisbury/OC Wicomico Rgnl
SCK	Stockton Metropolitan	
SDL	Scottsdale	
SDM	San Diego/Brown Fld Muni	
SEE	San Diego/Gillespie Field	
SFF	Spokane/Felts Field	
SGJ	St Augustine	
SGR	Sugarland	
SIG	San Juan/F L R Dominicci	
SJT	San Angelo/Mathis Field	
SLE	Salem/Mc Nary Field	
SLN	Salina Municipal	
SMO	Santa Monica Municipal	
SMX	Santa Maria/Hancock Field	

Note: Facility categorizations reflect minor corrections since October 12, 2006 CAMERA run. These changes do not have a material impact on results, and will be incorporated in the FY 2006 CAMERA analysis.

Federal Aviation Administration
 FY 2005 Cost Allocation Report
 Appendix C—FY 2005 List of Facilities Included in Service Environments

Service	Location ID	Facility Name
Low Activity Towers	SNS	Salinas Municipal
	SPG	St Petersburg/A Whitted
	SPI	Springfield/Capital
	SQL	San Carlos
	SSF	San Antonio/Stinson Field
	STJ	St Joseph/Rosecrans Mem
	STP	St Paul Downtown
	STS	Santa Rosa Sonoma County
	SUA	Stuart/Witham Field
	SUN	Hailey/Friedman Memorial
	SUS	Spirit of St Louis
	SUX	Sioux City/Sioux Gateway
	SWO	Stillwater Municipal
	TCL	Tuscaloosa Municipal
	TEB	Teterboro
	TIW	Tacoma Narrows
	TIX	Titusville/Space Coast Rgn
	TKI	McKinney Municipal
	TMB	Miami/Kendall-Tamiami Exec
	TOA	Torrance/Zamperini Field
	TOP	Topeka/P Billard Municipal
	TTD	Portland-Troutdale
	TTN	Trenton Mercer
	TUP	Tupelo Regional
	TWF	Twin Falls
	TXK	Texarkana Regional
	TYR	Tyler Pounds Field
	TZR	Columbus/Bolton Field
	UCA	Utica/Oneida County
	UES	Waukesha County
	UGN	Chicago/Waukegan Regional
	VBG	Vandenberg AFB
	VCV	Victorville/Southern CA
	VLD	Valdosta Regional
	VNY	Van Nuys
	VQQ	Jacksonville/Cecil Field
	VRB	Vero Beach
	WDG	Enid Woodring Municipal
	WHP	Los Angeles/Whiteman
	WJF	Lancaster/Gen Fox Airfield
YIP	Detroit Willow Run	
YKM	Yakima Air Terminal	
YNG	Youngstown-Warren Regional	

Note: Facility categorizations reflect minor corrections since October 12, 2006 CAMERA run. These changes do not have a material impact on results, and will be incorporated in the FY 2006 CAMERA analysis.