

Airport and Airway Trust Fund (AATF)

Fact Sheet

Updated: February 2026



Federal Aviation
Administration



AATF History

- Created by the Airport and Airway Development and Revenue Act of 1970 to finance aviation programs:
 - Revenues are derived from aviation-related excise taxes on passengers, cargo, and fuel
 - The aviation excise taxes are augmented with contributions from the General Fund
 - Provides funding for capital improvements to the U.S. airport and airways system
- In FY 2024 Trust Fund contributions were 94% of the FAA budget and 93% in FY 2025.
- During the COVID-19 pandemic and the commitment to help respond to the downturn in air traffic activity that followed, FAA received a greater amount of funding from the General Fund than before 2020. For example, the Trust Fund taxes and fees provided FAA with 86.9% of its funding in FY 2018 and 93.8% of the agency's funding in FY 2019.
- Since 2022, the General Fund contributions have been augmented by investments made by the Infrastructure Investment & Jobs Act.

AATF Funds these accounts

- **FAA accounts:**
 - Grants-in-Aid for Airports (augmented with funding from the General Fund)
 - Facilities and Equipment
 - Research, Engineering, and Development
 - Operations (partly supported by the AATF with the rest of budgetary resources coming from the General Fund)
- **Department of Transportation accounts:**
 - Essential Air Services (EAS) program

Grants-in-Aid for Airports has been supplemented by more than \$400 million annually from the General Fund since FY18, with a \$50 million commitment in FY25.

Additionally, because of the extraordinary need resulting from the COVID pandemic, a total of \$20 billion in assistance to airports was provided in three coronavirus relief bills in FY 2020 and FY 2021.

Additionally, the Infrastructure Investment and Jobs Act invests \$15 billion in airport infrastructure, \$5 billion in airport terminals, and another \$5 billion in air traffic facilities over 5 years.

Trust Fund Excise Taxes Structure

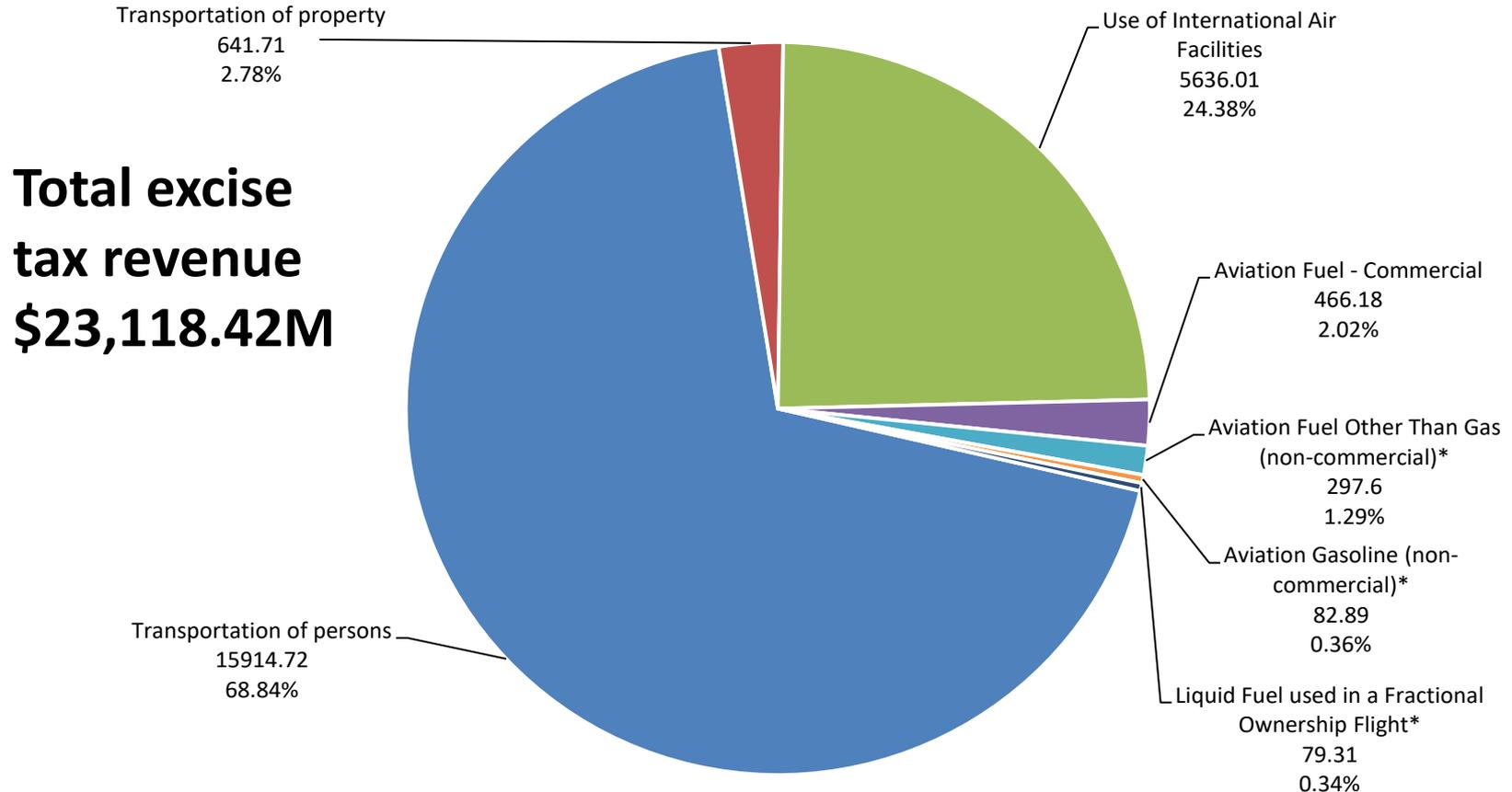
Trust Fund Excise Tax Revenue Sources

Rates effective as of January 1, 2026 for CY2026

- | | | |
|--|---|--|
| • Domestic passenger ticket tax | ➔ | • 7.5 percent |
| • Domestic flight segment tax (excluding flights to or from rural airports) | ➔ | • \$5.30 per passenger per segment; indexed to the Consumer Price Index |
| • Tax on flights between the continental United States and Alaska or Hawaii (or between Alaska and Hawaii) | ➔ | • \$11.70 per passenger; indexed to the Consumer Price Index |
| • International arrival and departure tax | ➔ | • \$23.40 per passenger; indexed to the Consumer Price Index |
| • Tax on mileage awards (frequent flyer awards tax) | ➔ | • 7.5 percent of value of miles |
| • Domestic commercial fuel tax | ➔ | • 4.3 cents per gallon |
| • Domestic general aviation gasoline tax | ➔ | • 19.3 cents per gallon |
| • Domestic general aviation jet fuel tax | ➔ | • 21.8 cents per gallon Note: Effective after March 31, 2012 a 14.1 cents per gallon surcharge for fuel used in fractional ownership flights |
| • Tax on domestic cargo or mail | ➔ | • 6.25 percent on the price paid for transportation of domestic cargo or mail |

AATF FY 2025 Excise Tax Revenues

FY 2024 Excise Tax Collections (\$ Millions)



* Subject to prior year accounting adjustments by Treasury.

FAA Accounts & AATF Funding

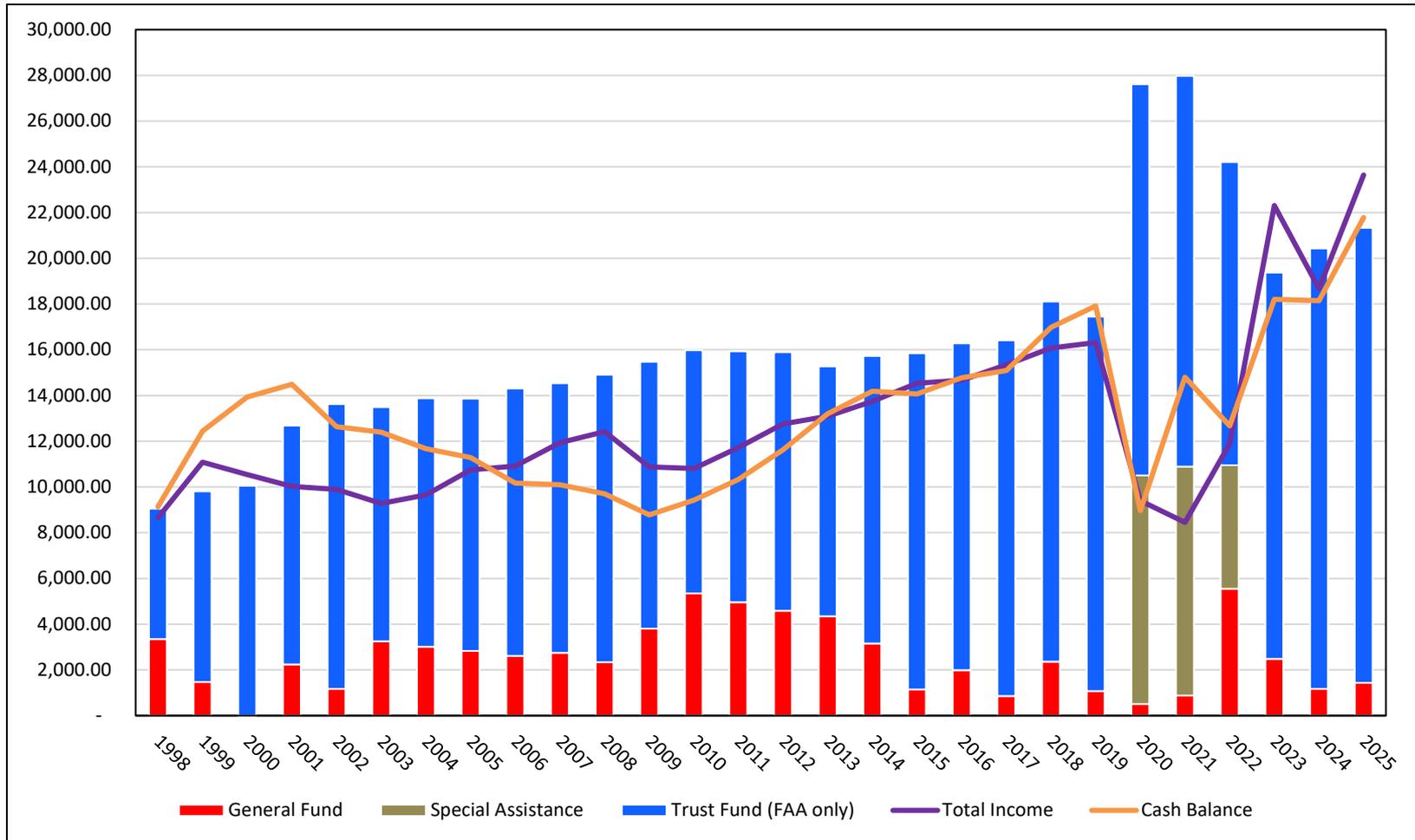
(in thousands of dollars)

| ACCOUNT NAME | FY 2021 ACTUAL | FY 2022 ACTUAL | FY 2023 ACTUAL | FY 2024 ACTUAL | FY 2025 ACTUAL |
|---|---------------------|---------------------|---------------------|---------------------|---------------------|
| Operations | \$11,001,500 | \$11,414,100 | \$11,915,000 | \$12,729,624 | \$13,482,783 |
| General | \$482,500 | \$5,000,000 | \$1,921,179 | \$636,477 | \$1,389,633 |
| AATF | \$10,519,000 | \$6,414,100 | \$9,993,821 | \$12,093,150 | \$12,093,150 |
| Facilities & Equipment | \$3,015,000 | \$2,892,888 | \$2,945,000 | \$3,191,250 | \$3,176,250 |
| AATF | \$3,015,000 | \$32,892,888 | \$2,945,000 | \$3,191,250 | \$3,176,250 |
| Research, Engineering, & Development | \$198,000 | \$248,500 | \$255,000 | \$255,000 | \$280,000 |
| AATF | \$198,000 | \$248,500 | \$255,000 | \$255,000 | \$280,000 |
| Grants in Aid for Airports | \$3,750,000 | \$3,904,180 | \$3,908,555 | \$3,882,392 | \$4,050,000 |
| Contract Authority (AATF) | \$3,350,000 | \$3,350,000 | \$3,350,000 | \$3,350,000 | \$4,000,000 |
| General Fund Appropriation | \$400,000 | \$554,180 | \$558,555 | \$532,392 | \$50,000 |
| Supplemental | \$10,009,000 | \$100,000 | \$0 | \$0 | \$12,520,000 |
| Air Traffic Control Improvements | \$0 | \$0 | \$0 | \$0 | \$12,520,000 |
| CRSSA | \$2,000,000 | \$0 | \$0 | \$0 | \$0 |
| American Rescue Plan | \$8,000,000 | \$0 | \$0 | \$0 | \$0 |
| Employee Leave Fund | \$9,000 | \$0 | \$0 | \$0 | \$0 |
| Hurricane Relief | \$0 | \$100,000 | \$0 | \$0 | \$0 |
| IIJA Authority | \$0 | \$5,000,000 | \$5,000,000 | \$5,000,000 | \$5,000,000 |
| Facilities and Equipment | \$0 | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 |
| Airport Infrastructure Grants | \$0 | \$3,000,000 | \$3,000,000 | \$3,000,000 | \$3,000,000 |
| Airport Terminal Program | \$0 | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 |
| AATF | \$17,082,000 | \$12,905,488 | \$16,543,821 | \$18,914,400 | \$19,549,400 |
| GF | \$882,500 | \$5,554,180 | \$2,479,734 | \$1,168,869 | \$1,439,633 |
| FAA Account Total | \$17,964,500 | \$18,459,668 | \$19,023,555 | \$20,083,269 | \$20,989,033 |
| Supplemental Total | \$10,009,000 | \$100,000 | \$0 | \$0 | \$12,520,000 |
| IIJA Authority Total | \$0 | \$5,000,000 | \$5,000,000 | \$5,000,000 | \$5,000,000 |
| GRAND TOTAL | \$27,973,500 | \$23,559,668 | \$24,023,555 | \$25,083,269 | \$38,509,033 |



General Fund/Trust Fund Share

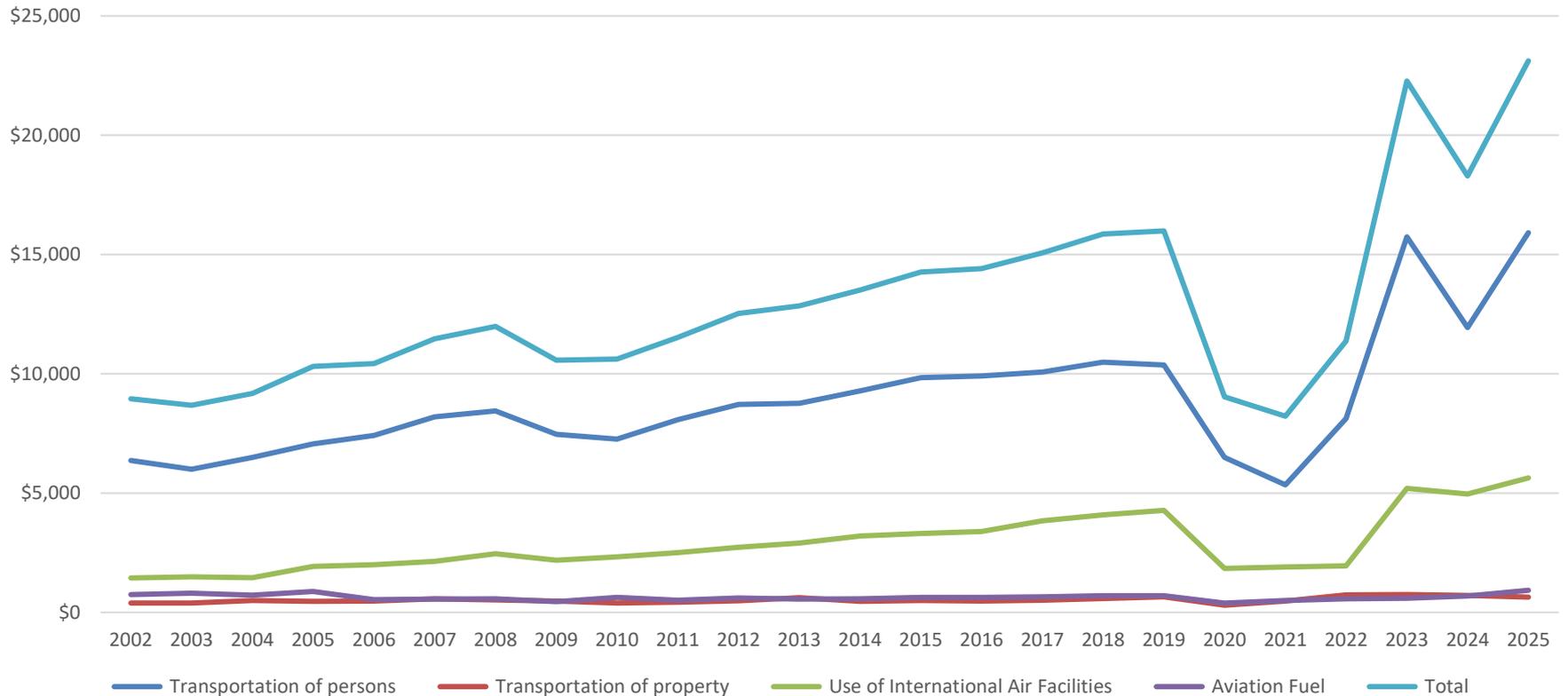
(in thousands of dollars)



AATF Tax Revenue Trends

AATF Tax Revenues FY 2002 – 2025 (millions)

AATF Tax Revenues FY 2002 - 2025 (millions)



Infrastructure Investment & Jobs Act (P.L. 117-58)

A 5-year, \$25 billion investment in the nation's air transportation system.

\$5B

AIR TRAFFIC FACILITIES

For airport projects that increase safety and expand capacity.

\$15B

AIRPORT INFRASTRUCTURE

For airport projects that increase safety and expand capacity.

\$5B

AIRPORT TERMINALS

To replace aging terminals and airport-owned towers, increase terminal energy efficiency and accessibility, and more.

BIPARTISAN
INFRASTRUCTURE
LAW

