

HISTORICAL FISCAL-YEAR APPROPRIATIONS, SUBSIDY OUTLAYS,
AND NUMBER OF POINTS RECEIVING SERVICE

Fiscal Year	Number of Points	Total Appropriations in Millions (\$)	Outlays		Unliquidated Obligations (\$)	Total Obligations in Millions (\$)
			406 in Millions 7/ (\$)	419 in Millions 7/ (\$)		
1979	383	68.9	78.4	1.8	--	80.2
1980	405	76.1	80.7	9.7	--	90.4
1981	352	86.3	94.3	14.4	--	108.7
1982	363	65.9	54.3	26.5	--	80.8
1983	168	48.4	43.5 <u>4/</u>	42.1	--	55.6
1984	146 <u>1/</u>	50.8	--	37.2	--	37.2
1985	148 <u>1/</u>	52.0	--	32.6	--	32.6
1986	138 <u>1/</u>	28.0	2.1 <u>5/</u>	26.4	--	28.5
1987	135 <u>1/</u>	30.0	--	25.2	--	25.2
1988	153 <u>1/</u>	28.5 <u>3/</u>	--	26.6	--	26.6
1989	143 <u>1/ 2/</u>	31.6	--	27.4	--	27.4
1990	119 <u>6/</u>	30.6	--	22.4	7.1	29.5
1991	123	26.6	--	22.3	3.9	26.2
1992	130	38.6	--	--	--	--
1993	126	38.6	--	--	--	--
1994	112	33.4	--	--	--	--
1995	106	33.4	--	--	--	--
1996	97	22.6	--	--	--	--
1997	95	25.9	--	--	--	--
1998	101	50.0	--	--	--	--
1999	100	50.0	--	--	--	--
2000	106	50.0	--	--	--	--
2001	115	50.0	--	--	--	--
2002	123	113.0	--	--	--	--
2003	126	101.8	--	--	--	--
2004	140	101.7	--	--	--	--
2005	146	101.6	--	--	--	--
2006	152	109.4	--	--	--	--
2007	147	109.4	--	--	--	--
2008	146	109.4	--	--	--	--
2009	153	138.4	--	--	--	--
2010	159	200.0	--	--	--	--
2011	154	199.7	--	--	--	--
2012	162	215.5 <u>8/</u>	--	--	--	--
2013	161	232.2	--	--	--	--
2014	160	246.0	--	--	--	--
2015	159	261.0	--	--	--	--

1/ May not include all points where a carrier was held-in.

2/ Points as of April 1, 1989.

3/ This represents total amount appropriated. However, \$4.75 million was to be transferred to other accounts.

4/ P.L. 97-276 terminated the Civil Aeronautics Board's authority to pay subsidy under section 406. A continuing payment, through FY 1983, was made available for certain services which had been covered by section 406 subsidy rates.

5/ Represents final settlement of 1969-71 section 406 rate.

6/ Pursuant to Orders 89-9-37 (6 communities) and 89-12-29 (20 communities) 26 points were eliminated from the EAS program.

7/ Prior to the Airline Deregulation Act of 1978, the Civil Aeronautics Board was authorized under section 406 of the Federal Aviation Act to subsidize air carriers on the basis of their system financial needs. The ADA terminated section 406 and replaced it with section 419 authorizing the CAB, and subsequently DOT, to subsidize air carriers in individual city-pair markets under the Essential Air Service program.