



NASA Budget Comparison

**Proposed House Authorization Bill, Proposed Senate Authorization Bill
Proposed House Appropriation Bill, Proposed Senate Appropriation Bill
President's FY2011 Budget Request, NASA FY2010 Enacted Budget**

OVERVIEW

With NASA facing a once-in-a-generation shift in its mission, priorities and goals, particularly in human space flight, the White House and Congress have been extremely active this year in shaping NASA's direction. As such, both the House and the Senate are making the passage of a NASA Authorization bill, as well as the annual NASA Appropriations bill, top priorities. To help space policy professionals understand the various pieces of legislation, the Space Foundation's Washington Operations Office has captured in a unified, cogent and concise manner the major parts of the House and Senate NASA Authorization bills as well as the House and Senate NASA Appropriations bills.

In the following pages you will find descriptions of proposed budgets for NASA mission areas as well as policy similarities and differences in the various pieces of legislation.

The legislative process is long and all legislation is constantly changing as it moves ever closer to the President's desk to be signed into law. As such, we will update this document as appropriate until the process is completed.

NASA Budget Authorization Comparison

Comparing the Proposed House Authorization Bill, the Proposed Senate Authorization Bill, the President's FY2011 Budget Request, and NASA FY2010 Enacted Budget

This document provides an overview of four current NASA budget proposals. The first section provides an overview of the four budget proposals as well as a comparison of funding levels provided by each. The analysis then looks in detail at similarities and differences within the Exploration Mission Directorate and within the Space Operations Mission Directorate.

NASA Budget Proposals Overview – FY2011 Funding¹

Budget Authority, \$ in million	FY 2010 Enacted	President's Budget Proposal FY 2011	House Authorization Bill FY 2011	Senate Authorization Bill FY 2011
Science	4,493.30	5,005.60	5,015.70	5,005.60
Aeronautics and Space Research and Technology	507	1,151.80	1,151.80	804.60
Exploration	3,779.80	4,263.40	4,535.30	3,990.00
Space Operations	6,180.60	4,887.80	4,594.30	5,508.50
Education	183.8	145.8	145.8	145.8
Cross-Agency Support	3,095.10	3,111.40	3,111.40	3,111.40
Construction and Environmental Compliance and Restoration	448.3	397.3	407.3	394.3
Inspector General	36.4	37	38.4	37
NASA FY 2011	18,724.30	19,000.00	19,000.00	19,000.00

**For a more detailed breakdown of the budget proposals, see the appendix on page 10.*

Total NASA Budget

As seen in the table above, the total NASA budget provided by the President's Budget Request, the proposed House authorization bill, and the proposed Senate authorization bill are all equal to \$19.0 billion. This is \$275.7 million more than the NASA budget enacted in FY2010, an increase of 14.7 percent.

Science

The total budget for Science is the same, \$5,005.6 million, in both the President's Budget Proposal as well as the proposed Senate authorization bill. This is an 11.4 percent increase over the budget enacted in FY2010. The proposed House authorization bill proposes an additional \$10.1 million, for a total of \$5,015.7. This is 11.6 percent higher than the budget enacted in FY2010.

¹ Please note that the numbers used for this table, including both the individual mission directorate budgets as well as the overall budget estimates, reflect the numbers explicitly called out in the relevant document. In some cases, the sum of the budgets for each category does not match the total funding level given in the document.

Aeronautics and Space Research and Technology

The President's Budget Request and the proposed House authorization bill contain the same level of funding for Aeronautics and Space Research and Technology, at \$1,151.8 million. This is more than double the \$507 million that was enacted in FY2010. The proposed Senate authorization bill proposes \$804.6 million for Aeronautics and Space Research and Technology, a 58.7 percent increase over the amount enacted in FY2010.

Exploration

All three budget proposals increase the amount of funding for Exploration, compared to the FY2010 budget of \$3,779.8 million. The President's Proposal includes an Exploration budget of \$4,263.4 million. The proposed Senate authorization bill proposes the smallest increase in funding, \$3,990 million, which is a 5.6 percent increase over the budget enacted in FY2010. The House proposes the largest increase in funding, with a total of \$4,535.3 million, an increase of 20 percent over the FY2010 enactment.

Space Operations

The funding for space operations will decrease in FY2011 compared to FY2010. The President's Proposal includes funding \$4,887.8 million. The proposed House authorization bill proposes \$4,594.3 million, a 25.7 percent decrease from the \$6,180.6 million enacted in FY2010. The proposed Senate authorization bill proposes \$5,508.5 million, a decrease of only 10.9 percent compared to FY2010.

Education

The President, House, and Senate all propose \$145.8 million for Education. This is a decrease of 20 percent compared to the \$183.8 million enacted in FY2010.

Cross-Agency Support

The President, House, and Senate all propose \$3,111.4 million for Cross-Agency Support. This is a decrease of 0.5 percent compared to the \$3,095.1 million enacted in FY2010.

Construction and Environmental Compliance and Restoration

The President's Budget Proposal includes \$397.3 million for Construction and Environmental Compliance and Restoration. The proposed House authorization bill provides the highest funding level for this area, with \$407.3 million. This is a 9.1 percent decrease compared to the \$448.3 million enacted in FY2010. The proposed Senate authorization bill proposes \$394.3 million, a decrease of 12.0 percent from FY2010.

Inspector General

The funding levels for the Inspector General are similar in all proposals. The President and the Senate both propose \$37 million. The House proposes a slightly higher level of funding, at \$38.4 million. All of these represent an increase compared to the FY2010 funding level of \$36.4 million.

Exploration

Budget Authority, \$ in million	FY 2010 Enacted	President's Budget Proposal FY 2011	Proposed House Authorization Bill FY 2011	Proposed Senate Authorization Bill FY 2011
Exploration Research and Development	454	1,551.40	215.00	334
<i>Heavy Lift and Propulsion Technology</i> ²		559		
<i>Human Research</i>		215	215	215
<i>Exploration Technology and Demonstration Program</i>		652.40	0.00	
<i>Exploration Precursor Robotic Mission Program</i>		125.00	0.00	
<i>Exploration Technology Development (S)</i>				75
<i>Robotic Precursor Studies and Instruments (S)</i>				44
<i>Advanced Capabilities</i>	454	0		
Commercial Spaceflight	0	812	164.00	456
<i>Commercial Orbital Transportation System Demonstration Program (H)</i>			14	
<i>Commercial Crew Transportation-Related Activities (H)</i>			50	
<i>Loan and Loan Guarantee Program (H)</i>			100	
<i>Commercial Cargo</i>		500		144
<i>Commercial Crew</i>		312		312
Constellation Transition	0	1,900.00	0	0
Space Launch System and Crew Vehicle	3,325.80	0	4,156.30	3200
<i>Constellation Systems</i>	3,325.80			
<i>Restructured Exploration Program (H)</i>			4,156.30	
<i>Multipurpose crew vehicle (S)</i>				1300
<i>Space Launch System (S)</i>				1900
Exploration	3,779.80	4,263.40	4,535.30	3,990.00

² The funding provided for Heavy Lift and Propulsion Technology is similar to some of the funding included under Space Launch and Crew Vehicle. However, NASA includes it under the Exploration Research and Development category. If it were moved, the President's Budget Proposal FY2011 would be \$992.4 million, and the Space Launch System and Crew Vehicle amount would be \$559 million, rather than zero.

Human Spaceflight

Similarities

Develop and build a government system as back-up for ISS, LEO, and beyond LEO, as soon as practicable. Both the House and proposed Senate authorization bill state that the U.S. government should develop a space launch system and a crew vehicle. The proposed Senate authorization bill states that the vehicle should be able to access cis-lunar space and regions beyond low-Earth orbit (LEO). The Senate specifically states that the launch system should be able to lift 70 to 100 tons into LEO, and that the crew vehicle shall be able to conduct regular in-space operations. The proposed House authorization bill states that both a crew transportation and a heavy-lift transportation system should be developed. It states that the Administrator shall develop a plan to restructure the exploration program not later than 180 days after the date of enactment of the Act. Within this time, the Administrator should also carry out a review of the heavy lift launch vehicle requirements and select the exploration launch vehicle architecture. Both bills specify that the vehicle developed should serve as a backup to commercial for supplying cargo and crew to the ISS.

Both bills specify that development should start as soon as practicable. The proposed Senate authorization bill states that the goal is to achieve full operational capability for the transportation vehicle by December 31, 2016. The proposed House authorization bill has the goal of having the crew transportation system available to assured crewed access to LEO and the ISS no later than December 31, 2015. The proposed House authorization bill states that the Administrator shall strive to meet the goal of having the heavy lift launch vehicle available for operational missions by the end of the decade. Under the FY2010 budget enactment, NASA was continuing development of the Constellation system, including Ares I and Orion, with a goal of being available for operational use by 2015.

Vehicles should have evolutionary growth potential. Both bills state that the space launch system and crew vehicle should have the capability for evolutionary growth, allowing it to carry heavier or larger payloads, and to incorporate new technologies. The proposed House authorization bill notes that it should be evolvable on a continuous development path to enable crewed missions to a full range of destinations, including Lagrangian points, the Moon, near-Earth objects, and Mars and its moons.

Build on investments already made in Ares I, Orion, and other programs. Both bills emphasize the importance of building on investments already made in the Ares I, Orion, and other NASA programs. The proposed Senate authorization bill states that the ISS, technology developments, and current space shuttle program, and the follow-on transportation systems form the foundation of initial capabilities for missions beyond Low Earth Orbit. It also states that the administrator shall utilize existing contracts, investments, workforce, industrial base, and capabilities from the Space Shuttle and former Orion and Ares I projects to the greatest extent practicable. The proposed House authorization bill states that the exploration restructuring plan shall make maximum practicable use of the design, development, and test work completed to date on the Orion crew exploration vehicle, the Ares I crew launch vehicle, and other systems.

Invest in Kennedy Space Center. The House and proposed Senate authorization bill both require NASA to prepare infrastructure at the Kennedy Space Center needed to enable processing and launch of the new vehicles. The president's FY2011 budget request also included funding to improve the infrastructure at Kennedy Space Center.

Destinations include LEO, Beyond LEO, Moon, Near Earth Objects, Mars. The House and proposed Senate authorization bills both mention multiple destinations beyond LEO, including the Moon, near Earth objects, and Mars. The proposed Senate authorization bill notes that the long-term goal should be the eventual international exploration of Mars. The proposed House authorization bill states that the program should undertake in an incremental fashion increasingly challenging un-crewed and crewed demonstration flights beyond LEO. It states that the program should enable and prepare for human missions to a variety of destinations, including cis-lunar space, the Moon, Lagrangian points, near-Earth objects, and ultimately Mars and its moons. These same destinations were included in the President's FY2011 budget request.

Use an incremental, pay-as-you-go approach. The proposed Senate authorization bill states that future international missions should take into account capability development, availability, affordability, and international contributions. It also states that human space flight and future exploration beyond LEO should be based around a pay-as-you-go approach. The proposed House authorization bill states that the performance capabilities of the crew transportation system shall be phased in a manner consistent with available and anticipated resources. The proposed House authorization bill notes that NASA should eliminate unnecessary institutional infrastructure and other fixed costs to maximize the program's affordability, and should incentivize NASA program and project managers to establish and maintain realistic cost and schedule estimates.

International Cooperation. The proposed Senate authorization bill states that one of the key objectives of the program is building on the cooperative framework of the ISS partnership agreements. The Senate requires the Administrator to report on efforts by NASA to expand and ensure effective international cooperation on the ISS. The bill states that NASA will contribute a space launch system and a multi-purpose crew vehicle to the international collaboration effort. The proposed House authorization bill states that the Administrator shall explore potential international collaborations that would enable more ambitious exploration missions in a timely manner.

Workforce Transition. Both bills state that the Administrator shall ensure critical skills and capabilities are retained, modified, and developed. The proposed House authorization bill states that the restructured exploration program should facilitate the planned transition of Space Shuttle program personnel to the new program.

Differences

Though they cover most of the same topics, and have similar overall funding for Exploration, the three proposals allocate funding very differently among particular projects. The President's Proposal has significantly more funding for Exploration Research and Development. The President's Proposal includes \$1,551.4 million for this area, while the House provides only \$215 million, and the Senate only \$334 million. However, it is important to note that the amount listed includes \$559.0 million for heavy-lift technology, which is similar to the efforts listed under "space launch system and crew vehicle" for the House and proposed Senate authorization bills.

The proposed Senate authorization bill specifically mentions that the use of non-U.S. human space flight capabilities is only a contingency option when no U.S. vehicle is available. It states that the U.S. shall maintain uninterrupted capability for human space flight and operations in LEO, and beyond. The proposed Senate authorization bill states that the long-term goal of the human space flight efforts shall be to expand permanent human presence beyond LEO. It also states that key objectives include long-duration presence in LEO, research into the potential roles of space resources, and advancing overall knowledge of the universe.

The proposed Senate authorization bill states that the administrator should ensure that the national capability to restart and fly Space Shuttle missions in addition to the missions authorized in the Act can be initiated if required by Congress, before the last Space Shuttle mission is completed. It also states that an already manufactured external tank of the Space Shuttle should be refurbished.

The proposed Senate authorization bill calls for a number of reports related to human space flights. It requires a report on Human Space Flight by the National Academies in FY2012, which will provide findings and recommendations for FY2014-FY2023. It also requires a report on international collaboration, including efforts to expand international collaboration on the ISS and NASA's approach to cis-lunar space missions. A report on the NASA launch support and infrastructure modernization program is also required. The proposed Senate authorization bill requires a report on the effects of transition to the new space launch system on the solid and liquid rocket motor industrial bases.

The Senate elaborates on some of the benefits of exploration beyond LEO. It states that the regions of cis-lunar space are accessible to other national launch capabilities, and such access raises a host of national security concerns. The proposed Senate authorization bill mentions that human missions beyond LEO can drive developments in space infrastructure and technology, and new space applications, such as in-space servicing.

The proposed Senate authorization bill notes that a balance is needed between using and building upon existing capabilities and investing in and enabling new capabilities. The proposed Senate authorization bill states that a number of technologies and in-space capabilities will need to be developed for space missions beyond near-Earth. These include in-space refueling, orbital transfer stages, and other technologies. The proposed Senate authorization bill states that the ISS shall be used as a test bed for technologies and capabilities developed.

The proposed House authorization bill requires that the Administrator develop a space radiation mitigation and management strategy. This report should assess national capabilities for carrying out ground-based research on space radiation biology, as well as research on solar particle events.

Commercial Crew

Similarities

Provide financial support for commercial spaceflight. All three proposals also include funding for commercial spaceflight, though the levels of support differ. The proposed House authorization bill includes funding for the Commercial Orbital Transportation System Demonstration Program and other Commercial Crew Transportation-Related Activities. The proposed House authorization bill also includes a Loan and Loan Guarantee Program for Commercial Spaceflight. The proposed Senate authorization bill specifically mentions both Commercial Cargo and Commercial Crew. These activities are the similar to those under NASA's Commercial Spaceflight program.

Develop human rating requirements. Both bills specify that NASA should develop and make available to the public detailed human rating processes and requirements. The proposed House authorization bill requires that the administrator develop a process for certifying that commercial human spaceflight programs comply with NASA human rating requirements and standards. The proposed House authorization bill also requires that the Aerospace Safety Advisory Panel conduct a review and develop a report regarding NASA's human rating requirements, standards, and processes. The bill states that the crew transportation system must have a predicted level of safety not less than that specified for the Government system.

Conduct a market assessment. The Senate and House policies both state that a commercial market assessment should be carried out to determine the potential non-Government market for commercially-developed crew and cargo transportation systems and capabilities.

Government Contributions. The proposed Senate authorization bill states that the Administrator shall identify the anticipated contribution of government personnel, expertise, technologies, and infrastructure to be utilized in support of commercially-developed crew or cargo launch capabilities. The proposed House authorization bill states that NASA will facilitate, to the maximum extent practicable, the transfer of NASA-developed technologies to U.S. commercial orbital human space transportation companies. It also states that the Administrator shall make available NASA facilities and equipment to assist in the testing and demonstration of commercial crew transportation systems.

Flight Demonstrations and Readiness Requirements. The proposed Senate authorization bill states that the administrator shall establish appropriate milestones and minimum performance objectives to be achieved before authority is granted to proceed with procurement. The proposed House authorization bill states that the services provider must complete crewed flight demonstrations or operational flights that comply with NASA standards, policies, and procedures. The proposed House authorization bill states that the Administrator cannot enter into any contract until sufficient successful flight experience has been accrued to provide to NASA the necessary safety-related and reliability-related data and information.

Differences

The magnitude of funds included for commercial spaceflight differ significantly. The President's Proposal includes \$812 million, almost twice the amount the proposed Senate authorization bill provides. The proposed House authorization bill provides \$164 million for Commercial Spaceflight, less than a quarter of the funding provided by the President's Proposal.

The proposed Senate authorization bill specifically mentions that NASA shall continue to support the Commercial Orbital Transportation Services (COTS) program for enabling the commercial space industry to develop reliable means of launching cargo and supplies to the ISS. It also says that NASA shall continue the Commercial Crew Development (CCDEV) program in FY2011. The proposed House authorization bill does not mention these programs.

The proposed House authorization bill includes a federal assistance program for the development of commercial orbital human space transportation systems. This program allows the administrator to provide financial assistance in the form of direct loans or loan guarantees. Only projects in the United States to develop commercial orbital human space transportation systems are eligible. The borrower must show a reasonable prospect of repayment, and have amounts available from other sources which shall be a minimum of 25 percent of the total expected project development costs. There will be an independent auditor for annual evaluations of this program, as well as a biennial review by the Comptroller General of the United States. The administrator should report to Congress on this program.

The proposed House authorization bill affirms the policy of using United States commercially provided ISS crew transportation and crew rescue services to the maximum extent practicable. It states that the use of the government-operated space transportation system will be limited, to the maximum extent possible, to non-ISS missions when commercial services are operational.

The proposed Senate authorization bill states that there can be no contracts or procurement agreements during FY2011. However, these activities may begin in FY2012 after human rating requirements have been developed, a commercial market assessment has been completed, a cost-effective method of procurement has been determined, anticipated contributions of government resources have been identified, appropriate milestones and minimum performance requirements have been established, and crew rescue capabilities are defined.

In order for NASA to make use of commercial space transportation services, the proposed House authorization bill states that the commercial services must demonstrate the ability to meet ISS proximity operations safety requirements and complete crewed flight demonstrations that meet NASA standards. It also states that the per-seat cost to the United States must not be more than the per-seat cost of the government-operated space transportation system. The proposed House authorization bill also requires that the Administrator addresses all indemnification and liability issues associated with using commercial systems.

The proposed Senate authorization bill states that a procurement system review should be undertaken to determine the most cost-effective method of procurement. It says that the provision of a commercial capability to provide ISS crew services shall include crew rescue requirements. The proposed Senate authorization bill also requires that the Administrator submit a report on potential alternative commercially-developed means for International Space Station cargo return.

The proposed House authorization bill states that NASA must be allowed to obtain ongoing insight into the development of the commercial crew transportation system throughout development, test, demonstration, and production phases. NASA may provide early warning of conditions that could lead NASA to withhold certification, but it may not require the company to make changes to its design, technologies, or processes. The proposed House authorization bill requires independent verification and validation of compliance with NASA policies, procedures, and standards.

Space Operations

Budget Authority, \$ in million	FY 2010 Enacted	President's FY2011 Budget Proposal	Proposed House authorization bill	Proposed Senate authorization bill
Space Shuttle	3,139.40	989.1	989.1	1609.7
International Space Station	2,317.00	2,779.80	2,804.80	2779.8
Space and Flight Support	724.2	1,119.00	740.40	1,119.00
<i>Post-Shuttle Workforce Transition Initiative (H)</i>			60	
Space Operations	6,180.60	4,887.80	4,594.30	5,508.50

Similarities: All of the proposals include funding to continue operation of the International Space Station until 2020 or beyond. All include at least some funding for the Space Shuttle in FY2011.

Differences: The proposed Senate authorization bill provides considerably more funding (about \$1 billion more than the proposed House authorization bill) for Space Operations. Much of this difference is due to the fact that the proposed Senate authorization bill includes much higher funding for the Space Shuttle than the President's Proposal or the proposed House authorization bill. This extra funding would allow an additional flight of the Space Shuttle in FY2011.

The proposed House authorization bill specifies that \$75.0 million of the funding for the ISS shall be for fundamental space life science and physical sciences and related technology research.

The proposed House authorization bill specifies that \$50.0 million of the Space and Flight Support funding shall be for the 21st Century Launch Complex Initiative. The proposed Senate authorization bill specifies that \$428.6 million shall be directed toward NASA launch support and infrastructure modernization program.

The proposed House authorization bill included \$60 million for a post-shuttle workforce transition initiative. This additional funding is not included in the other proposals. However, the proposed House authorization bill provides significantly less funding for Space and Flight Support than the other two proposals.

About the Space Foundation

The Space Foundation is an international, nonprofit organization and the foremost advocate for all sectors of the space industry - civil, commercial, military and intelligence. Founded in 1983, the Space Foundation is a leader in space awareness activities, educational programs that bring space into the classroom, and major industry events, all in support of its mission "to advance space-related endeavors to inspire, enable, and propel humanity." An expert in all aspects of the global space industry, the Space Foundation publishes [The Space Report: The Authoritative Guide to Global Space Activity](#) and provides three [indices](#) that track daily performance of the space industry. Through its [Space Certification](#) and [Space Technology Hall of Fame](#) programs, the Space Foundation recognizes space-based technologies and innovations that have been adapted to improve life on Earth. Headquartered in Colorado Springs, the Space Foundation conducts research and analysis and government affairs activities from its Washington, D.C., office and has field representatives in Houston, Texas, and Cape Canaveral, Fla. For more information, visit www.SpaceFoundation.org. Follow us on [Twitter](#), [Facebook](#), and [LinkedIn](#), and read about the latest space news and Space Foundation activities in [Space Watch](#).

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Appendix: NASA Budget Proposals – FY2011 Funding

Budget Authority, \$ in million	FY 2010 Enacted	President's Budget Proposal FY 2011	House Bill FY 2011	Senate Bill FY 2011
Science	4,493.30	5,005.60	5,015.70	5,005.60
Earth Science	1,420.70	1,801.80	1,801.80	1,801.80
Planetary Science	1,341.30	1,485.70	1,485.70	1,485.70
Astrophysics	1,103.90	1,076.30	1,076.30	1,076.30
Heliophysics	627.4	641.9	646.90	641.90
<i>Suborbital Augmentation to Astrophysics and Heliophysics</i>			5.00	
Aeronautics and Space Research and Technology	507	1,151.80	1,151.80	804.60
Aeronautics Research	507	579.6	579.60	579.60
Space Technology	0	572.2	572.20	225.00
Exploration	3,779.80	4,263.40	4,535.30	3,990.00
Exploration Research and Development	454	1,551.40	215.00	334
<i>Heavy Lift and Propulsion Technology</i>		559		
<i>Human Research</i>		215	215	215
<i>Exploration Technology and Demonstration Program</i>		652.40	0.00	
<i>Exploration Precursor Robotic Mission Program</i>		125.00	0.00	
<i>Exploration Technology Development (S)</i>				75
<i>Robotic Pre-cursor Studies and Instruments (S)</i>				44
<i>Advanced Capabilities</i>	454	0		
Commercial Spaceflight	0	812	164.00	456
<i>Commercial Orbital Transportation System demonstration program (H)</i>			14	
<i>Commercial Crew Transportation-Related Activities (H)</i>			50	
<i>Loan and Loan Guarantee Program (H)</i>			100	
<i>Commercial Cargo</i>		500		144
<i>Commercial Crew</i>		312		312
Constellation Transition	0	1,900.00		
Space Launch System and Crew Vehicle	3,325.80	0	4,156.30	3200
<i>Constellation Systems</i>	3,325.80			
<i>Restructured Exploration Program (H)</i>			4,156.30	
<i>Multipurpose crew vehicle (S)</i>				1300



<i>Space Launch System (S)</i>				1900
Space Operations	6,180.60	4,887.80	4,594.30	5,508.50
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Space and Flight Support	724.2	1,119.00	740.40	1,119.00
<i>Post-Shuttle Workforce Transition Initiative (H)</i>			60	
Education	183.8	145.8	145.8	145.8
Cross-Agency Support	3,095.10	3,111.40	3,111.40	3,111.40
Center Mgmt & Ops	2,067.00	2,270.20		
Agency Mgmt & Ops	941.7	841.2		
Institutional Investments	23.4	0		
Congressionally Directed Items	63	0		
Construction and Environmental Compliance and Restoration	448.3	397.3	407.3	394.3
Construction of Facilities	381.1	335.2		
Environmental Compliance and Restoration	67.2	62.1		
Inspector General	36.4	37	38.4	37
NASA FY 2011	18,724.30	19,000.00	19,000.00	19,000.00

