



U.S. Department of Transportation

BUDGET ESTIMATES FISCAL YEAR 2027

**FEDERAL AVIATION
ADMINISTRATION**

**SUBMITTED FOR USE OF
THE COMMITTEE ON APPROPRIATIONS**

**Federal Aviation Administration
FY 2027 President’s Budget Submission**

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OVERVIEW

Safety is the top priority of the Federal Aviation Administration (FAA) as it manages America's National Airspace System (NAS). The agency's FY 2027 President's Budget Request of \$22.4 billion supports its safety mission by focusing on resources to increase the number of air traffic controllers, maintenance technicians, aviation safety inspectors, and commercial space inspectors while continuing to keep administrative headcount growth in-check by further-leveraging technology. The budget request also continues to make major investments in the sustainment and modernization of the National Airspace System, advancing the Administration's plan to transform the United States air traffic control system from its current antiquated state to a modern system capable of meeting the demands of today and the future.

The FY 2027 Budget continues FAA's commitment to hire and train the next generation of air traffic controllers. The agency hired 2,029 new controller trainees in FY 2025 and expects to achieve its surge hiring goal of 2,200 in FY 2026. This budget request supports the hiring of 2,300 new air traffic controller trainees in FY 2027, while not growing the administrative staff. These trained air traffic controllers are critical to the mission of ensuring that tens of thousands of aircraft are guided safely and expeditiously every day to their destinations.

The FY 2027 President's Budget also requests \$4.0 billion for the Facilities & Equipment (F&E) account, which complements the \$12.5 billion investment provided in FY 2025 by the Working Families Tax Cut Act (Public Law 119-21). Work funded by this Act spans five core modernization and improvement work streams: communication, automation systems, surveillance, Alaska Airspace, and facilities. These activities will replace outdated and failing technologies with a renewed and stable air traffic control system that will be the foundation for the New NAS. FAA's annual F&E funding request will augment those efforts and ensure the continuity of critical services that millions of people depend on each day.

Operations - The FY 2027 Budget requests \$14.2 billion for the Operations account to enable the agency to preserve the highest level of safety in the national airspace while investing in innovation and attracting and growing the air traffic controller and safety inspector workforces, all while keeping pace with commercial space transportation, and strengthening FAA's cybersecurity infrastructure.

Included in this budget request is \$95.4 million to continue the supercharged controller hiring and training initiative which will enable the FAA to hire 2,300 new controller trainees in FY 2027 (100 more than hired in FY 2026). FAA will also streamline the path for controller training, which is a critical step for rebuilding the pipeline of trainees who will eventually become Certified Professional Controllers.

To strengthen our Aviation Safety workforce, the Budget includes \$21.8 million to more effectively manage the growing demand for operator and airman certifications and operational suitability evaluations. In addition, FAA will hire more safety inspectors,

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including those specializing in Unmanned Aircraft Systems permitting, ensuring comprehensive oversight as the aviation system continues to expand.

This budget request will bolster safety by addressing items from the National Transportation Safety Board's Ronald Reagan National Airport Accident Report¹. The funds will allow the agency to address deficiencies in the safety oversight of the Air Traffic Organization operating in the National Airspace System. By addressing the report's recommendations, the FAA will be better positioned to protect pilots, flight attendants, crews, and the traveling public by identifying risks early, addressing them transparently, and taking decisive action to keep the National Airspace System safe.

The FAA's processing and approval for launch and re-entry permits is projected to grow by 74 percent above 2024 levels, demonstrating the tremendous surge in demand for commercial space transportation in recent years. To keep pace with the strong demand, transition to performance-based licensing, and prevent operational delays, the Budget requests \$17.2 million and 70 new Commercial Space Inspector positions to address the licensing backlog and maintain the oversight, compliance, enforcement, and investigation processes that ensure safe commercial space transportation.

To protect these investments in our people and technology, the FAA will enhance cybersecurity; the Budget includes \$42.1 million to help us track agency cybersecurity performance, carry out key security projects, make our software development more secure, expand our global cyber capabilities, and update regulations.

In addition to these programmatic requests, the Operations budget also includes \$127.0 million to cover inflationary cost increases in the Federal Contract tower program and telecommunication carrier costs.

Facilities and Equipment - The FY 2027 budget requests \$4.0 billion for F&E, reflecting a deliberate balance of sustaining current operational safety and advancing modernization efforts necessary to ensure a resilient, efficient, and future-ready NAS. The budget request primarily focuses on two main areas: (1) requesting \$1.5 billion to augment the \$12.5 billion Brand New Air Traffic Control System efforts enacted under the Working Families Tax Cut Act (P.L. 119-21), while (2) requesting \$1.3 billion for sustaining legacy systems and infrastructure and ongoing enhancements for safer and efficient NAS operations.

The \$1.5 billion request includes \$145.0 million to provide modern display systems at more than 400 airports that improve the way air traffic controllers see and use the critical information needed to safely and efficiently manage aircraft. The Budget also includes \$170.0 million for the Terminal Flight Data Manager program to deploy real-time flight data at 89 sites. In addition, the request invests \$100 million to support the initial phases of a foundational transition from legacy automation systems to a modern Common Automation Platform.

¹ <https://www.nts.gov/investigations/Pages/DCA25MA108.aspx>

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Additionally, the F&E budget request supports continued efforts to alleviate airspace constraints at 10 markets, investing \$106.5 million. This priority initiative focuses on reducing delays leading to an optimal flying experience.

The Budget also requests \$1.3 billion insustainment of legacy systems and infrastructure to maintain NAS operations, and \$373.8 million in emerging technologies focused on innovation, testing and evaluation of emerging technologies.

Research, Engineering & Development – The FY 2027 budget requests \$165.0 million for the Research, Engineering, and Development account. The funding in this budget request is focused on safety. It supports research in fire safety, propulsion systems, and human factors, while furthering investments in new entrants such as unmanned aircraft systems, advanced air mobility, and commercial space transportation. The Budget requests \$15.7 million to build upon current drone operations, rules policy, and procedures to achieve full Unmanned Aircraft System integration in the airspace system, and \$3.5 million to further commercial space transportation safety and support research to support human space flight and improved rocket fuels. The request also includes \$10.0 million to support eliminating the use of leaded aviation fuel by the end of 2030, \$11.1 million to further aeromedical research, and \$4.6 million for cybersecurity. Lastly, the Budget requests \$5.5 million for research to ensure the safety and security of airborne digital systems.

Grants-in-Aid for Airports – The Budget requests \$4.0 billion for Grants-in-Aid for Airports. Of this total, \$3.8 billion is for airport grants to preserve and improve critical airfield infrastructure at more than 3,300 public-use airports nationwide to support a continued focus on safety-related development projects. The request also includes \$160.0 million for personnel and related expenses for FAA's Office of Airports.

The request allocates \$42.1 million to the Airport Technology Research program to facilitate the safe and efficient incorporation of new and cutting-edge technologies into airport operations. The budget request also includes funding for the innovative Airport Pavement Technology Program. Furthermore, \$15.0 million is designated for the Airport Cooperative Research Program to conduct applied research addressing common challenges faced by airport operating agencies.

Conclusion

The FAA's FY 2027 budget request builds on the significant investments from FY 2025 and FY 2026 to transform the air traffic control system. By incorporating cutting-edge technology and intelligent systems, the FAA is committed to revolutionizing air traffic management through advanced communication, surveillance, automation, and facilities. These initiatives will boost operational efficiency, reduce flight delays, improve safety outcomes, and support the growing demands of commercial aviation and new market entrants, ensuring enhanced safety, efficiency, and global leadership for years to come.

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The budget request also reaffirms the FAA's dedication to recruiting and training the next generation of air traffic controllers while strengthening its safety-critical workforce. This initiative is crucial for enhancing the FAA's operational aviation safety oversight and certification services, addressing the backlog in commercial space licensing, and maintaining effective oversight, compliance, enforcement, and investigation processes.

The FY 2027 budget submission will enable FAA to meet the transformational needs of the NAS, while operating the safest and most complex aerospace system in the world.

**Exhibit IA
 ORGANIZATION CHART
 FY 2026**

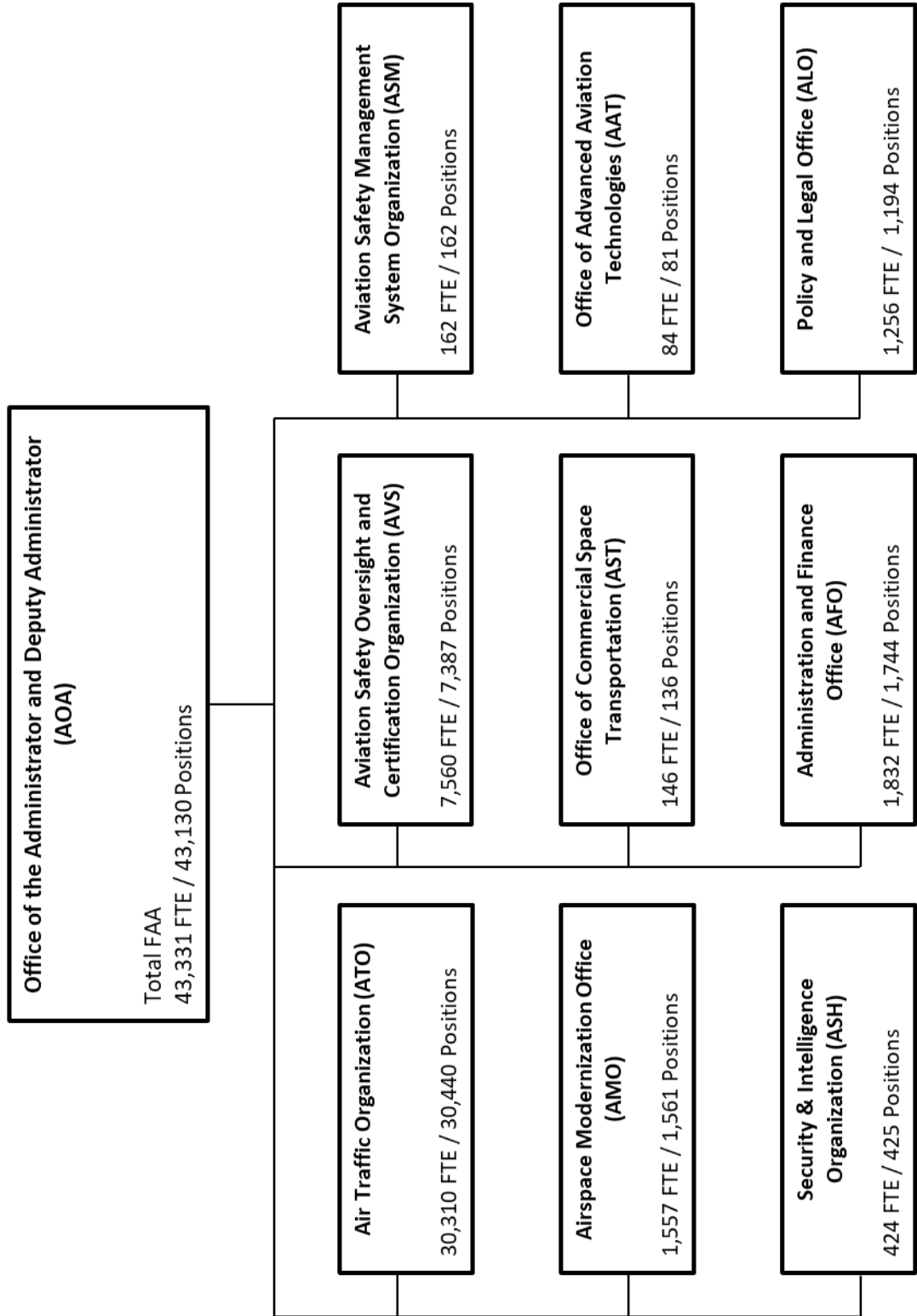


Exhibit IC
ORGANIZATION CHART
FY 2026

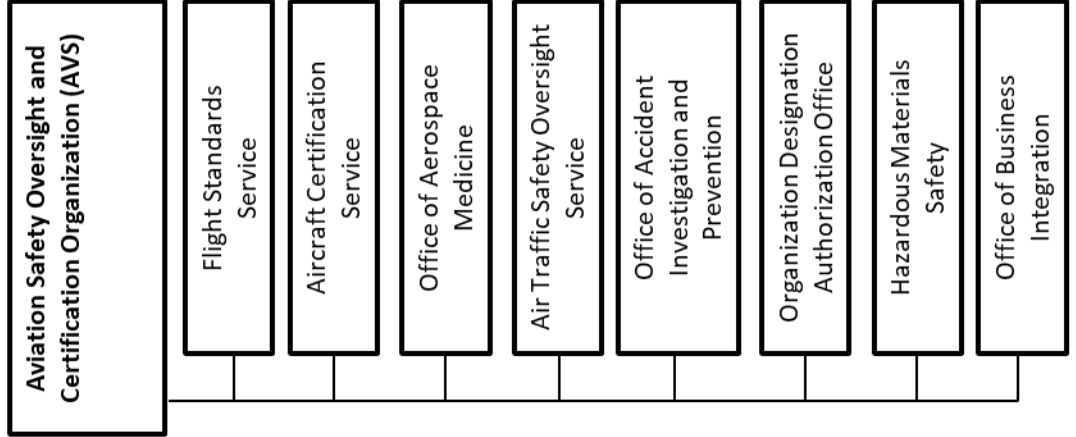
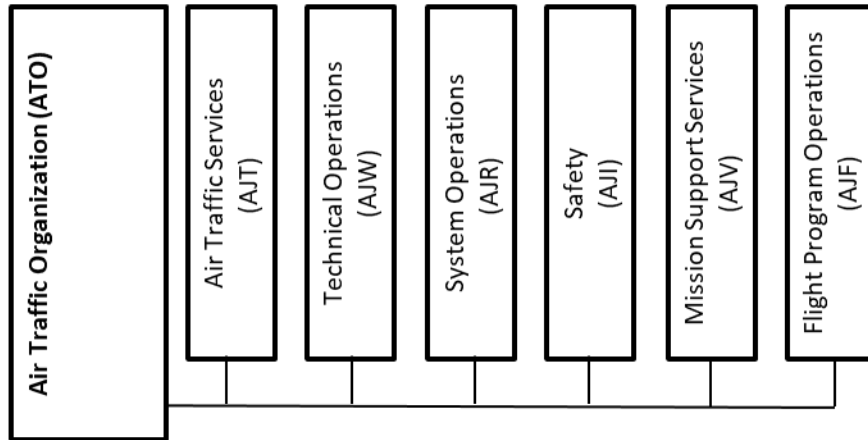
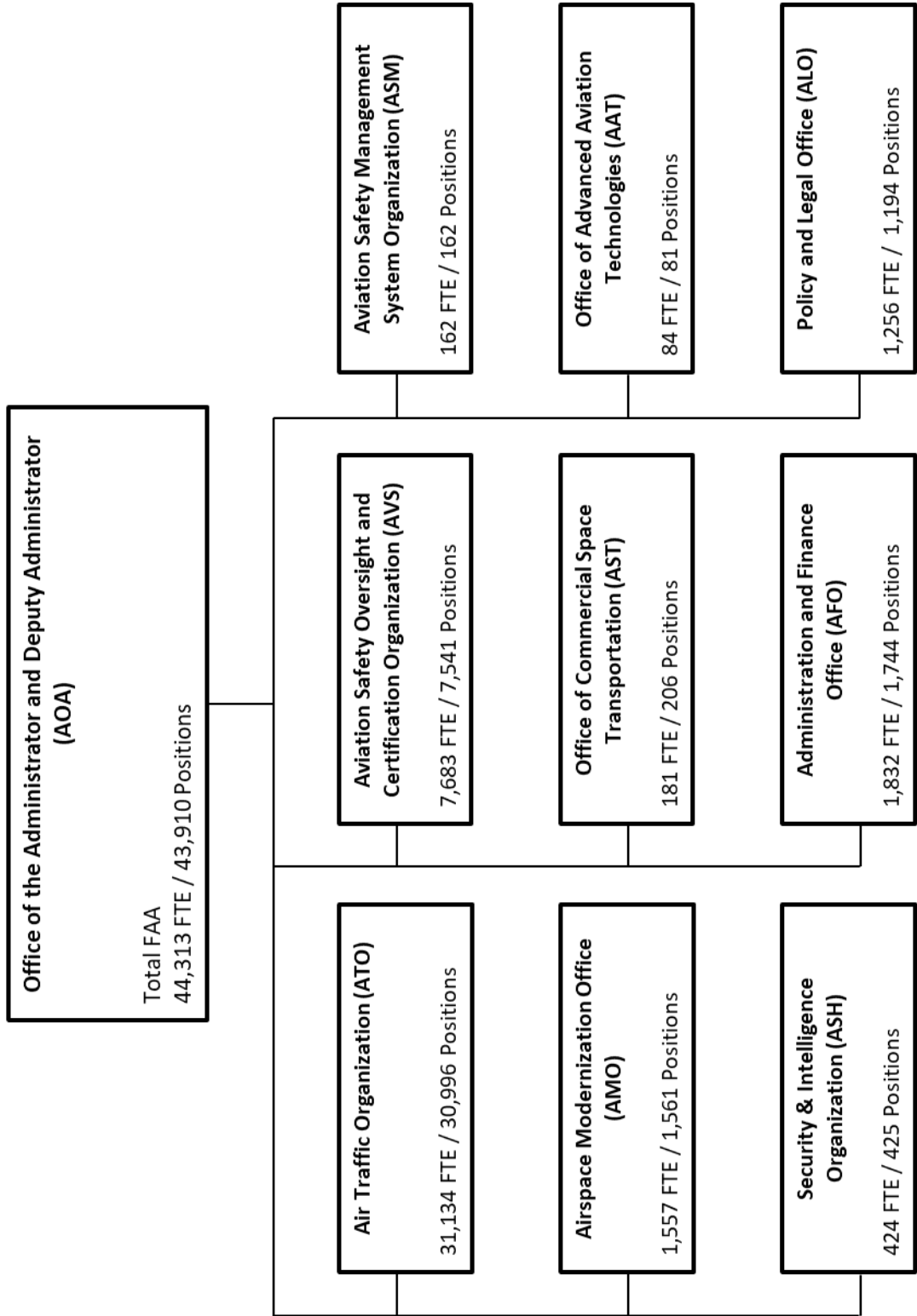


Exhibit IB
ORGANIZATION CHART
FY 2026



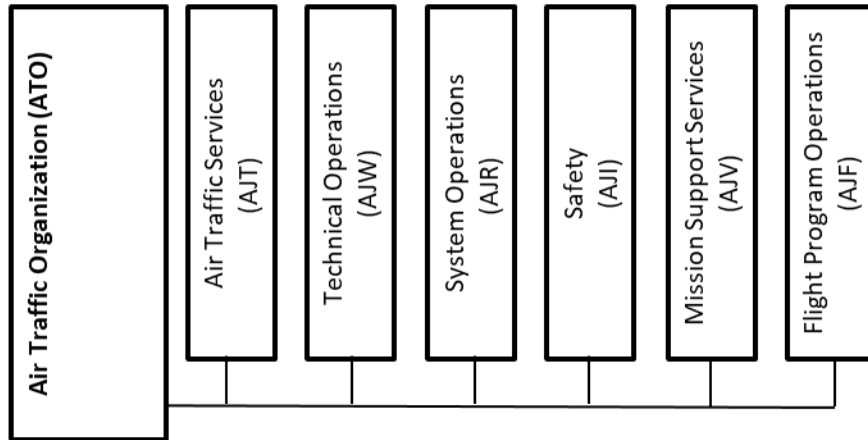
**Exhibit ID
ORGANIZATION CHART
FY 2027**



**Exhibit IF
ORGANIZATION CHART
FY 2027**



**Exhibit IE
ORGANIZATION CHART
FY 2027**



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**EXHIBIT II-1
FY 2027 BUDGET AUTHORITY
FEDERAL AVIATION ADMINISTRATION
(\$000)**

ACCOUNT NAME	M / D	FY 2025 ENACTED	FY 2026 ENACTED	FY 2027 REQUEST
Operations (TF)	D	\$ 13,482,783	\$ 13,710,000	\$ 14,191,600
Rescissions				
Transfers				
Offsets				
Facilities and Equipment (TF)	D	\$ 3,176,250	\$ 4,000,000	\$ 4,000,000
Rescissions				
Transfers				
Offsets				
Research, Engineering and Development (TF)	D	\$ 280,000	\$ 290,000	\$ 165,000
Rescissions				
Transfers				
Offsets				
Grants-in-Aid for Airports		\$ 4,050,000	\$ 4,577,356	\$ 4,000,000
Contract Authority (AATF)	M	\$ 4,000,000	\$ 4,000,000	\$ 4,000,000
Supplemental (GF)	D	\$ 50,000	\$ 577,356	
Rescissions				
Transfers				
Offsets				
Obligation Limitation [Non-Add]	D	[4,000,000]	[4,000,000]	[4,000,000]
Overflight Fees	M	\$ 161,127	\$ 167,023	\$ 173,706
Overflight Fees (Transfer to EAS)	M	\$ (161,127)	\$ (167,023)	\$ (173,706)
Land Proceeds	M	\$ 2,324	\$ -	\$ -
Aircraft Sales	M	\$ 5,586	\$ 15,000	\$ -
NET NEW BUDGET AUTHORITY REQUESTED:		20,996,942	22,592,356	22,356,600
[Mandatory BA]	M	\$ 4,007,909	\$ 4,015,000	\$ 4,000,000
[Discretionary BA]	D	\$ 16,989,033	\$ 18,577,356	\$ 18,356,600
Supplemental Funding		\$ 12,316,413	\$ -	\$ -
Facilities and Equipment - Spectrum Relocation Funding	M	\$ 30,315	\$ -	\$ -
Air Traffic Control Improvements	M	\$ 12,520,000	\$ -	\$ -
Research, Engineering & Dev. - Inflation Reduction Act	M	\$ (233,902)	\$ -	\$ -
IIJA Supplemental (Division J)		\$ 4,998,000	\$ 4,629,330	\$ -
Facilities and Equipment	D	\$ 1,000,000	\$ 1,000,000	\$ -
Airport Infrastructure Grants*	D	\$ 2,999,000	\$ 2,999,000	\$ -
Transfer to AIP	D		\$ (300,000)	
Airport Terminal Program*	D	\$ 999,000	\$ 999,000	\$ -
Transfer to AIP	D		\$ (68,670)	
Grand Total, All Appropriations		\$ 38,311,355	\$ 27,221,686	\$ 22,356,600

* Reflects the transfer of \$1 million in each year to the DOT Office of Inspector General.

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EXHIBIT II-2

**FY 2027 TOTAL BUDGETARY RESOURCES BY APPROPRIATION ACCOUNT
FEDERAL AVIATION ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)**

<u>ACCOUNT NAME</u>	<u>M/D</u>	<u>FY 2025 ENACTED</u>	<u>FY 2026 ENACTED**</u>	<u>FY 2027 REQUEST</u>
Operations	D	\$13,482,783	\$13,710,000	\$14,191,600
Air Traffic		\$10,104,296	\$9,046,438	\$9,275,237
Airspace Modernization		\$0	\$1,349,221	\$1,509,443
Administration and Finance		\$947,391	\$1,092,685	\$1,130,297
Policy and Legal		\$0	\$174,449	\$174,509
Aviation Safety Management System		\$0	\$49,424	\$51,065
Aviation Safety Oversight and Certification		\$1,832,078	\$1,799,951	\$1,835,676
Advanced Aviation Technologies		\$0	\$34,951	\$34,946
Commercial Space Transportation		\$42,019	\$39,646	\$56,844
Security and Intelligence		\$162,470	\$123,235	\$123,583
NextGen		\$67,818	\$0	\$0
Staff Offices		\$326,711	\$0	\$0
Facilities & Equipment	D	\$3,176,250	\$4,000,000	\$4,000,000
Engineering, Development, Test and Evaluation		\$153,600	\$258,800	\$230,500
Air Traffic Control Facilities and Equipment		\$1,933,711	\$2,551,950	\$2,694,700
Non-Air Traffic Control Facilities and Equipment		\$165,600	\$258,500	\$200,800
Facilities and Equipment Mission Support		\$288,600	\$232,900	\$224,000
Personnel and Related Expenses		\$634,739	\$697,850	\$650,000
Research, Engineering & Development	D	\$280,000	\$290,000	\$165,000
Grants-in-Aid for Airports		\$4,050,000	\$4,577,356	\$4,000,000
Grants-in-Aid for Airports	M	\$3,776,967	\$3,768,173	\$3,782,827
Personnel & Related Expenses	M	\$156,232	\$160,000	\$160,000
Airport Technology Research	M	\$41,801	\$41,827	\$42,173
Airport Cooperative Research Program	M	\$15,000	\$15,000	\$15,000
Small Community Air Service	M	\$10,000	\$15,000	\$0
Supplemental Discretionary Grants	D	\$50,000	\$577,356	\$0
Gross New Budgetary Resources		\$20,989,033	\$22,577,356	\$22,356,600
Rescissions				
Transfers				
Offsets				
TOTAL BUDGETARY RESOURCES:		\$ 20,989,033	\$ 22,577,356	\$ 22,356,600
[Mandatory]		4,000,000	4,000,000	4,000,000
[Discretionary]		16,989,033	18,577,356	18,356,600
[Obligation Limitation]		[4,000,000]	[4,000,000]	[4,000,000]
Supplemental Funding		\$ 12,316,413	\$ -	\$ -
Facilities and Equipment - Spectrum Relocation Funding	M	\$ 30,315		
Air Traffic Control Improvements	M	\$ 12,520,000		
Research, Engineering & Dev. - Inflation Reduction Act	M	\$ (233,902)		
IIJA Supplemental (Division J)		\$ 4,998,000	\$ 4,629,330	\$ -
Facilities and Equipment	D	\$ 1,000,000	\$ 1,000,000	
Airport Infrastructure Grants *	D	\$ 2,999,000	\$ 2,999,000	
Transfer to AIP	D		\$ (300,000)	
Airport Terminal Program *	D	\$ 999,000	\$ 999,000	
Transfer to AIP	D		\$ (68,670)	
Grand Total, All Appropriations		\$ 38,303,446	\$ 27,206,686	\$ 22,356,600

* Reflects the transfer of \$1 million in each year to the DOT Office of Inspector General.

**FY 2026 Enacted amounts for the Operations account reflect the FAA reorganization initiated in FY 2026.

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EXHIBIT II-4

FY 2027 OUTLAYS
FEDERAL AVIATION ADMINISTRATION
(\$000)

<u>ACCOUNT NAME</u>	<u>M / D</u>	<u>FY 2025 ACTUAL</u>	<u>FY 2026 ENACTED</u>	<u>FY 2027 REQUEST</u>
Operations		\$13,732,854	\$13,790,000	\$14,269,000
General	D	\$1,217,619	\$745,000	\$677,000
Technology Modernization Fund (TMF)	M	\$1,809	\$2,000	\$0
AATF	D	\$12,513,426	\$13,043,000	\$13,592,000
Facilities & Equipment		\$3,200,233	\$4,030,000	\$2,889,000
AATF				
- Discretionary	D	\$3,197,680	\$4,011,000	\$2,889,000
- Mandatory	M	\$2,553	\$19,000	\$0
Research, Engineering & Development	D	\$224,905	\$263,000	\$306,000
Grants-in-Aid for Airports	D	\$3,740,911	\$3,833,000	\$4,379,000
Aviation Insurance Revolving Account	M	(155,788)	(\$123,000)	(\$102,000)
Aviation User Fees (Overflight)	M	\$1,266	\$1,000	\$0
Franchise Fund	D	\$109,182	(\$82,000)	\$54,000
TOTAL:		\$ 20,853,563	\$ 21,712,000	\$ 21,795,000
Mandatory		(\$150,160)	(\$101,000)	(\$102,000)
Discretionary		\$21,003,723	\$21,813,000	\$21,897,000
SUPPLEMENTAL FUNDING				
COVID-19 Supplementals				
Grants-in-Aid for Airports	D	\$272,896	\$299,000	\$545,000
Relief for Airports	M	\$337,889	\$88,000	\$0
Other Supplementals				
Research, Engineering & Dev. - Inflation Reduction Act	M	\$15,275	\$47,000	\$0
Air Traffic Control Improvements	M	\$0	\$1,772,000	\$3,445,000
Infrastructure Investment and Jobs Act (IIJA Division J)				
Facilities and Equipment	D	\$465,330	\$890,000	\$1,011,000
Airport Infrastructure Grants	D	\$1,866,060	\$1,542,000	\$2,725,000
Airport Terminal Program	D	\$994,933	\$908,000	\$936,000
Grand Total, Outlays from all Appropriations		\$ 24,805,946	\$ 27,258,000	\$ 30,457,000

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**EXHIBIT II-5
SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
Federal Aviation Administration
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)**

Operations	Baseline Changes				Annualization of Prior Pay Raises	Annualization of new FY 2026 FTE	FY 2027 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/Decrease	Inflation and other adjustments to base	FY 2027 Baseline Estimate	Program Increases/Decreases	FY 2027 Request
	FY 2025 Enacted	FY 2026 Enacted	Annualization of Prior Pay Raises	Annualization of new FY 2026 FTE										
PERSONNEL RESOURCES (FTE)														
Direct FTE	40,262	39,645	591				40,236					391		40,627
FINANCIAL RESOURCES														
ADMINISTRATIVE EXPENSES														
Salaries and Benefits	\$9,516,683	\$9,627,254	\$93,688				\$9,715,376			\$264	(\$29,898)	\$9,715,376	\$72,583	\$9,787,959
Travel	\$131,428	\$134,932					\$134,979				\$47	\$134,979	\$16,600	\$151,579
Transportation	\$29,128	\$29,128					\$29,128				\$0	\$29,128	\$0	\$29,128
GSA Rent	\$128,686	\$128,686					\$128,686				\$0	\$128,686	\$0	\$128,686
Rental Payments to Other	\$16,590	\$16,590					\$16,590				\$0	\$16,590	\$0	\$16,590
Communications, & Utilities	\$246,506	\$249,106					\$260,026				\$10,920	\$260,026	\$0	\$260,026
Printing	\$2,006	\$2,006					\$2,006				\$0	\$2,006	\$0	\$2,006
Other Services	\$2,999,714	\$3,092,557					\$3,288,643			(\$7,312)	\$203,398	\$3,288,643	\$83,480	\$3,372,123
Supplies	\$128,592	\$129,467					\$129,467				\$0	\$129,467	\$1,477	\$130,944
Equipment	\$245,066	\$261,890					\$271,791				\$9,901	\$271,791	\$2,384	\$274,175
Land and Structure	\$37,115	\$37,115					\$37,115				\$0	\$37,115	\$0	\$37,115
Grants, Claims and Subsidies	\$0	\$0					\$0				\$0	\$0	\$0	\$0
Insurance Claims and Indemnities	\$1,269	\$1,269					\$1,269				\$0	\$1,269	\$0	\$1,269
Admin Subtotal	\$13,482,783	\$13,710,000	\$93,688	\$0	\$0	\$0	\$14,015,076	\$0	\$0	(\$7,048)	\$194,368	\$14,015,076	\$176,524	\$14,191,600
PROGRAMS														
Air Traffic	\$10,104,296	\$9,046,438	\$83,199				\$9,179,865				\$33,082	\$9,179,865	\$95,372	\$9,275,237
Airspace Modernization	\$0	\$1,349,221					\$1,349,221				\$159,893	\$1,509,443	\$0	\$1,509,443
Administration and Finance	\$947,391	\$1,092,685	\$414				\$1,088,172				\$1,440	\$1,088,172	\$42,125	\$1,130,297
Policy and Legal	\$0	\$174,449					\$174,449				(\$498)	\$174,509	\$0	\$174,509
Aviation Safety Management System	\$0	\$49,424					\$49,424				\$1,537	\$51,065	\$0	\$51,065
Aviation Safety Oversight and Certification	\$1,832,078	\$1,799,951	\$9,373				\$1,813,887				(\$833)	\$1,813,887	\$21,789	\$1,835,676
Advanced Aviation Technologies	\$0	\$34,951					\$34,951				(\$44)	\$34,946	\$0	\$34,946
Commercial Space Transportation	\$42,019	\$39,646					\$39,646				(\$122)	\$39,606	\$17,238	\$56,844
Security and Intelligence	\$162,470	\$123,235	\$702				\$123,235				(\$87)	\$123,583	\$0	\$123,583
NextGen	\$67,818	\$0					\$0					\$0	\$0	\$0
Staff Offices	\$326,711	\$0					\$0					\$0	\$0	\$0
Programs Subtotal	\$13,482,783	\$13,710,000	\$93,688	\$0	\$0	\$0	\$14,015,076	\$0	\$0	(\$7,048)	\$194,368	\$14,015,076	\$176,524	\$14,191,600
TOTAL	\$13,482,783	\$13,710,000	\$93,688	\$0	\$0	\$0	\$14,015,076	\$0	\$0	(\$7,048)	\$194,368	\$14,015,076	\$176,524	\$14,191,600

**Federal Aviation Administration
FY 2027 President's Budget Submission**

**EXHIBIT II-5
SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
Facilities & Equipment
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)**

Facilities & Equipment	Baseline Changes										FY 2027 Baseline Estimate	Program Increases/ Decreases	FY 2027 Request
	FY 2025 Actual	FY 2026 Enacted	Annualization of Prior Pay Raises	Annualization of new FY 2026 FTE	FY 2027 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/ Decrease	Inflation and other adjustments to base	FY 2027 Baseline Estimate			
PERSONNEL RESOURCES (FTE)													
Direct FTE	2,746	2,528											2,528
FINANCIAL RESOURCES													
ADMINISTRATIVE EXPENSES													
Salaries and Benefits	592,640	558,020	1,406						(2,022)				557,404
Travel	26,089	123,820							(45,734)				78,086
Transportation	2,193	2,837											2,837
GSA Rent	112	330											330
Communications, & Utilities	228,736	229,428											229,428
Printing	124	132											132
Other Services:	1,751,628	2,372,099							(1,500)				2,370,599
-WCF	-	-											-
Supplies	20,453	26,980											26,980
Equipment	490,465	600,825											600,825
Land and Structures	63,157	83,676											83,676
Insurance Claims and Indemnities	653	1,853											1,853
Admin Subtotal	3,176,250	4,000,000	\$1,406	\$0	\$0	\$0	\$0	\$0	(\$49,256)	\$0	\$0	\$47,850	\$4,000,000
PROGRAMS													
Engineering, Development, Test and Evaluation	153,600	258,800											258,800
Air Traffic Control Facilities and Equipment	1,933,711	2,551,950											2,551,950
Non-Air Traffic Control Facilities and Equipment	165,600	258,500											258,500
Facilities and Equipment Mission Support	288,600	232,900											232,900
Personnel and Related Expenses	634,739	697,850	1,406						(49,256)				650,000
Programs Subtotal	\$3,176,250	\$4,000,000	\$1,406	\$0	\$0	\$0	\$0	\$0	(\$49,256)	\$0	\$0	\$47,850	\$4,000,000
BASE PROGRAMS TOTAL	\$3,176,250	\$4,000,000	\$1,406	\$0	\$0	\$0	\$0	\$0	(\$49,256)	\$0	\$0	\$47,850	\$4,000,000

**Federal Aviation Administration
FY 2027 President's Budget Submission**

**EXHIBIT II-5
SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
Federal Aviation Administration
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)**

Research, Engineering and Development	FY 2025 Full Year CR	FY 2026 Enacted	Baseline Changes					FY 2027 Baseline Estimate	Program Increases/Decreases	FY 2027 Request
			Annualization of Prior Pay of new FY 2026	FY 2027 Pay Raises	Adjustment for Compensable Days (261 days)	FY 2027 FERS Contribution	GSA Rent			
PERSONNEL RESOURCES (FTE)										
Direct FTE	200	174							174	174
FINANCIAL RESOURCES										
ADMINISTRATIVE EXPENSES										
Salaries and Benefits	\$46,481	\$43,054	\$116							\$43,021
Travel	\$800	\$800								\$1,000
Transportation	\$17	\$17								\$17
GSA Rent	\$0	\$0								\$0
Communications, & Utilities	\$5	\$5								\$5
Printing	\$5	\$5								\$5
Other Services:										
-Advisory and Assistance Services	\$0	\$0								\$0
-Others	\$145,445	\$158,872								\$33,705
-WCF	\$0	\$0								\$0
Supplies	\$696	\$696								\$696
Equipment	\$2,549	\$2,549								\$2,549
Lands and Structures	\$450	\$450								\$450
Grants, Claims & Subsidies	\$83,552	\$83,552								\$83,552
Interest and Dividends	\$0	\$0								\$0
Admin Subtotal	\$280,000	\$290,000	\$116	\$0	\$0	\$0	\$0	\$0	\$51	\$290,167
										(\$125,167)
PROGRAMS										
Research, Engineering and Development	\$280,000	\$290,000	\$116	\$0	\$0	\$0	\$0	\$0	\$51	\$290,167
										(\$125,167)
Programs Subtotal	\$280,000	\$290,000	\$116	\$0	\$0	\$0	\$0	\$0	\$51	\$290,167
										(\$125,167)
TOTAL	\$280,000	\$290,000	\$116	\$0	\$0	\$0	\$0	\$0	\$51	\$290,167
										(\$125,167)

**Federal Aviation Administration
FY 2027 President's Budget Submission**

**EXHIBIT II-5
SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
Federal Aviation Administration
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)**

Grants-in-aid for Airports	Baseline Changes				FY 2027 Baseline Estimate	Program Increases/ Decreases	FY 2027 Request
	FY 2025 Full Year CR	FY 2026 Enacted	Annualization of Prior Pay Raises	Annualization of FY 2027 Pay Raise			
PERSONNEL RESOURCES (FTE)	625	545			545	0	545
Direct FTE							
FINANCIAL RESOURCES*							
ADMINISTRATIVE EXPENSES							
Salaries and Benefits	128,787	122,173	305	0	0	0	122,023
Travel	3,202	3,202					3,234
Transportation	124	124					125
GSA Rent	104	104					105
Rental Payment to Others	797	797					805
Communications, Rent & Utilities	268	268					271
Printing	28	28					28
Other Services:	0	0					0
-WCF	183	183				0	183
-Advisory and Assistance Services	33,145	38,997				89	39,086
-Other	48,673	48,078				481	48,411
Supplies	1,122	1,122				11	1,133
Equipment	1,236	1,236				12	1,248
Lands and Structures	497	497				5	502
Grants, Claims & Subsidies	3,821,815	4,345,529				0	4,345,529
Insurance Claims and Indemnities	0	0				0	0
Interest and Dividends	18	18				0	18
Financial transfers	10,000	15,000				0	15,000
Admin Subtotal	4,050,000	4,577,356	305	0	0	0	4,577,850
PROGRAMS							
Grants	3,826,967	4,345,529	0	0	0	0	4,345,529
Personnel and Related Expenses	156,232	160,000	290	0	0	0	160,000
Airport Technology Research	41,801	41,827	15	0	0	331	42,173
Airport Cooperative Research	15,000	15,000	0	0	0	148	15,148
Small Community Air Service	10,000	15,000	0	0	0	0	15,000
Programs Subtotal	4,050,000	4,577,356	305	0	0	0	4,577,850
TOTAL	4,050,000	4,577,356	305	0	0	0	4,577,850

*Financial Resources does not include resources from the Infrastructure Investment and Jobs Act and American Rescue Plan Act.

**Federal Aviation Administration
FY 2027 President's Budget Submission**

**EXHIBIT II-5a
SUMMARY OF IIJA SUPPLEMENTAL (DIVISION J) BUDGET OBLIGATIONS OVER FISCAL YEARS
Federal Aviation Administration
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)**

Airport Infrastructure Grants	FY 2025	FY 2026	FY 2027
Unobligated Carryforward Balance, start of FY (+)	5,008,023	4,996,557	4,601,004
FY Advance Appropriations (Budget Authority) (+)	3,000,000	3,000,000	0
Transfer - OST OIG Office	(1,000)	(1,000)	0
Transfer to AIP Supplemental Account		(300,000)	
FY Planned Obligations (-)	(3,010,466)	(3,094,553)	(2,369,754)
Unobligated Balance, end of FY (+)	4,996,557	4,601,004	2,231,250
Planned Obligations by Fiscal Year	3,010,466	3,094,553	2,369,754
PERSONNEL RESOURCES (FTE)			
Direct FTE	98	81	81
FINANCIAL RESOURCES			
ADMINISTRATIVE EXPENSES			
Salaries and Benefits	21,981	18,168	18,350
Travel	458	458	458
Transportation	0	0	0
GSA Rent	0	0	0
Communications, & Utilities	0	0	0
Printing	0	0	0
Other Services:			
-Contracts	2,086	7,418	7,236
-Rent to Others	13	13	13
-WCF	0	0	0
Supplies	3	3	3
Equipment	371	371	371
Admin Subtotal	\$24,912	\$26,431	\$26,431
PROGRAMS			
Contract Tower	20,000	110,000	117,000
General Aviation and Commercial Service	513,072	496,670	370,943
Primary Airports	2,452,482	2,374,081	1,773,110
AIG Funding Reallocation (AFR) Program (Competitive Grants)*	0	87,371	82,270
Programs Subtotal	\$2,985,554	\$3,068,122	\$2,343,323
IIJA TOTAL	\$3,010,466	\$3,094,553	\$2,369,754

* Per P.L. 117-58, Infrastructure Investment and Jobs Act, funds made available to the Airports Infrastructure Grants program that remain unobligated in the fifth fiscal year after they were made available shall be made available to the Secretary for obligation to competitive grants.

**Federal Aviation Administration
FY 2027 President's Budget Submission**

**EXHIBIT II-5a
SUMMARY OF IIJA SUPPLEMENTAL (DIVISION J) BUDGET OBLIGATIONS OVER FISCAL YEARS
Federal Aviation Administration
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)**

Airport Terminal Program	FY 2025	FY 2026	FY 2027
Unobligated Carryforward Balance, start of FY (+)	147,896	146,473	97,330
FY Advance Appropriations (Budget Authority) (+)	1,000,000	1,000,000	0
Transfer - OST OIG Office	(1,000)	(1,000)	0
Transfer - AIP Supplemental Account		(68,670)	
FY Planned Obligations (-)	(1,000,423)	(979,473)	(78,010)
Unobligated Balance, end of FY (+)	146,473	97,330	19,320
Planned Obligations by Fiscal Year	1,000,423	979,473	78,010
PERSONNEL RESOURCES (FTE)			
Direct FTE	30	27	27
FINANCIAL RESOURCES			
ADMINISTRATIVE EXPENSES			
Salaries and Benefits	8,603	7,743	7,820
Travel	205	205	205
Transportation	0	0	0
GSA Rent	0	0	0
Communications, & Utilities	0	0	0
Printing	0	0	0
Other Services:			
-Contracts	34	1,489	2,048
-Rent to Others	5	5	5
-WCF	0	0	0
Supplies	1	1	1
Equipment	30	30	30
Admin Subtotal	\$8,878	\$9,473	\$10,109
PROGRAMS			
Large Hub Airports	463,390	490,839	34,475
Medium Hub Airports	159,030	139,818	9,760
Small Hub Airports	186,653	196,122	13,723
Non-Hub Airports	169,704	143,221	9,943
Programs Subtotal	\$978,777	\$970,000	\$67,901
IIJA TOTAL	\$987,655	\$979,473	\$78,010

**Federal Aviation Administration
FY 2027 President's Budget Submission**

**EXHIBIT II-5a
SUMMARY OF IIJA SUPPLEMENTAL (DIVISION J) BUDGET OBLIGATIONS OVER FISCAL YEARS
Federal Aviation Administration
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)**

Facilities & Equipment	FY 2025	FY 2026	FY 2027
Unobligated Carryforward Balance, start of FY (+)	1,532,120	2,009,196	1,561,615
FY Advance Appropriations (Budget Authority) (+)	1,000,000	1,000,000	0
FY Planned Obligations (-)	(522,924)	(1,447,581)	(815,401)
Unobligated Balance, end of FY (+)	\$2,009,196	\$1,561,615	\$746,214
Planned Obligations by Fiscal Year	\$522,924	\$1,447,581	\$815,401
PERSONNEL RESOURCES (FTE)			
Direct FTE	365	331	331
FINANCIAL RESOURCES			
ADMINISTRATIVE EXPENSES			
Salaries and Benefits	68,074	80,085	81,464
Travel	12,194	12,027	19,833
Transportation	329	6	6
GSA Rent	0	0	0
Communications, & Utilities	24	60	60
Printing	8	0	0
Other Services:			
-Contracts	1,782	9,431	12,031
-Rent to Others	0	0	0
-WCF	0	0	0
Supplies	672	600	600
Equipment	56	314	314
Admin Subtotal	\$83,139	\$102,523	\$114,308
PROGRAMS			
PROGRAMS			
Infrastructure Facilities Replacement	55,000	851,107	419,290
Infrastructure Long Range Radar Sustainment	4,185	12,600	4,400
Infrastructure Air Route Traffic Control Center & Combined Control Facility Sustainment	61,554	93,000	93,233
Infrastructure Air Traffic Control Tower/Terminal Radar Approach Control Sustainment	18,150	71,013	59,600
Infrastructure Unstaffed Infrastructure Sustainment	68,332	99,886	17,966
Infrastructure Power Systems and Fuel Storage Tanks	139,486	163,237	38,766
Infrastructure Environmental Safety	85,209	32,972	39,486
Infrastructure Facility Security Risk Management	7,993	22,340	7,660
Navigation Lighting and Landing	6,810	21,286	21,286
Programs Subtotal	\$446,719	\$1,367,441	\$701,687
IIJA TOTAL	\$522,924	\$1,447,581	\$815,401

**Federal Aviation Administration
FY 2027 President's Budget Submission**

**EXHIBIT II-6
WORKING CAPITAL FUND
FEDERAL AVIATION ADMINISTRATION
(\$000)**

	<u>FY 2025 ENACTED</u>	<u>FY 2026 ENACTED</u>	<u>FY 2027 REQUEST</u>
DIRECT:			
Facilities & Equipment	54	54	53
Grants-in-Aid for Airports	161	143	143
Operations	68,758	68,080	61,445
TOTAL	<u>\$ 68,973</u>	<u>\$ 68,277</u>	<u>\$ 61,641</u>

Footnote: Customer Estimate - FAA

- 1) F&E and Grants-in-Aid for Airports funding only support E-gov Initiatives
- 2) FY27 adjusted estimates provided by DOT
- 3) Adjustment made for rounding

	<u>FY 2025 ENACTED</u>	<u>FY 2026 ENACTED</u>	<u>FY 2027 REQUEST</u>
DIRECT:			
Grants-in-Aid for Airports	12	0	13
Operations	331	401	595
TOTAL	<u>\$ 343</u>	<u>\$ 401</u>	<u>\$ 608</u>

Footnote: Customer Estimate - FAA Regional Transit

- 1) FY 2023 is the first time the FAA has included the Working Capital Fund - Regional Transit Benefit
- 2) Adjustment made for rounding

**Federal Aviation Administration
FY 2027 President's Budget Submission**

**EXHIBIT II-7
FEDERAL AVIATION ADMINISTRATION
PERSONNEL RESOURCE -- SUMMARY
TOTAL FULL-TIME EQUIVALENTS**

	<u>FY 2025 ACTUAL</u>	<u>FY 2026 ENACTED</u>	<u>FY 2027 REQUEST</u>
<u>DIRECT FUNDED BY APPROPRIATION</u>			
Operations	40,262	39,645	40,627
Facilities & Equipment	2,746	2,528	2,528
Research, Engineering & Development	200	174	174
Grants-in-Aid for Airports (AATF)	625	545	545
SUBTOTAL, DIRECT FUNDED	<u>43,833</u>	<u>42,892</u>	<u>43,874</u>
Supplementals			
CARES Act			
Relief for Airports (ARPA)			
Inflation Reduction Act (IRA)	3	0	0
IIJA Supplemental (Division J)			
Facilities & Equipment	365	331	331
Airport Infrastructure Grants	98	81	81
Airport Terminal Program	30	27	27
SUBTOTAL, SUPPLEMENTAL FUNDED	<u>496</u>	<u>439</u>	<u>439</u>
TOTAL, DIRECT FUNDED	<u>44,329</u>	<u>43,331</u>	<u>44,313</u>
<u>REIMBURSEMENTS / ALLOCATIONS / OTHER</u>			
Operations	271	265	265
Aviation Insurance Revolving Fund	3	4	4
Facilities & Equipment	54	51	51
Grants-in-Aid for Airports	2	2	2
Administrative Services Franchise Fund	1,333	1,193	1,193
SUBTOTAL, REIMBURSE./ALLOC./OTH.	<u>1,663</u>	<u>1,515</u>	<u>1,515</u>
TOTAL FTEs	<u>45,992</u>	<u>44,846</u>	<u>45,828</u>

**Federal Aviation Administration
FY 2027 President's Budget Submission**

**EXHIBIT II-8
FEDERAL AVIATION ADMINISTRATION
RESOURCE SUMMARY – STAFFING
FULL-TIME PERMANENT POSITIONS**

	<u>FY 2025 ENACTED</u>	<u>FY 2026 ENACTED</u>	<u>FY 2027 REQUEST</u>
<u>DIRECT FUNDED BY APPROPRIATION</u>			
Operations	39,977	39,503	40,283
Facilities & Equipment	2,812	2,594	2,594
Research, Engineering & Development	199	174	174
Grants-in-Aid for Airports	606	545	545
SUBTOTAL, DIRECT FUNDED	43,594	42,816	43,596
Supplementals			
CARES Act			
Relief for Airports (ARPA)			
Inflation Reduction Act (IRA)			
IIJA Supplemental (Division J)			
Facilities & Equipment	317	226	226
Airport Infrastructure Grants	83	66	66
Airport Terminal Program	25	22	22
SUBTOTAL, SUPPLEMENTAL FUNDED	425	314	314
TOTAL, DIRECT FUNDED	44,019	43,130	43,910
<u>REIMBURSEMENTS / ALLOCATIONS / OTHER</u>			
Operations	145	125	125
Aviation Insurance Revolving Fund	3	4	4
Facilities & Equipment	0	0	0
Grants-in-Aid for Airports	0	0	0
Administrative Services Franchise Fund	1,310	1,170	1,170
SUBTOTAL, REIMBURSE./ALLOC./OTH.	1,458	1,299	1,299
TOTAL POSITIONS	45,477	44,429	45,209

**Federal Aviation Administration
FY 2027 President's Budget Submission**

**EXHIBIT II-9
FEDERAL AVIATION ADMINISTRATION
USER FEES
(\$000)**

<u>USER FEE</u>	FY 2025 ACTUAL	FY 2026 ESTIMATE	FY 2027 ESTIMATE
Civil Aviation Registry Fees	1,107	1,258	1,384
Foreign Repair Station/Certification Fees	11,269	11,552	12,707
Aeronautical Charting Fees	5	5	5
Overflight Fees	161,127	167,023	173,706
Unmanned Aircraft Systems Registry Fees	1,449	1,696	1,866
Commercial Space User Fee ¹			TBD
Total User Fees	174,957	181,534	189,668

¹ DOT is developing estimates for the Commercial Space User Fee consistent with 51 USC 50924

**Federal Aviation Administration
FY 2027 President's Budget Submission**

OPERATIONS

(AIRPORT AND AIRWAY TRUST FUND)

For necessary expenses of the Federal Aviation Administration, not otherwise provided for, including operations and research activities related to commercial space transportation, administrative expenses for research and development, establishment of air navigation facilities, the operation (including leasing) and maintenance of aircraft, subsidizing the cost of aeronautical charts and maps sold to the public, the lease or purchase of passenger motor vehicles for replacement only, \$14,191,600,000, to remain available until September 30, 2028, of which \$13,591,600,000 to be derived from the Airport and Airway Trust Fund:

Provided, That not later than 60 days after the submission of the budget request, the Administrator of the Federal Aviation Administration shall transmit to Congress an annual update to the report submitted to Congress in December 2004 pursuant to section 221 of the Vision 100-Century of Aviation Reauthorization Act (49 U.S.C. 44506 note): Provided further, That not later than 60 days after the submission of the budget request, the Administrator shall transmit to Congress a companion report that describes a comprehensive strategy for staffing, hiring, and training flight standards and aircraft certification staff in a format similar to the one utilized for the controller staffing plan, including stated attrition estimates and numerical hiring goals by fiscal year: Provided further, That funds may be used to enter into a grant agreement with a nonprofit standard-setting organization to assist in the development of aviation safety standards: Provided further, That none of the funds made available by this Act shall be available for new applicants for the second career training program: Provided further, That there may be credited to this appropriation, as offsetting collections, funds received from States, counties, municipalities, foreign authorities, other public authorities, and private sources for expenses incurred in the provision of agency services, including receipts for the maintenance and operation of air navigation facilities, and for issuance, renewal or modification of certificates, including airman, aircraft, and repair station certificates, or for tests related thereto, or for processing major repair or alteration forms: Provided further, That amounts available under this heading for commercial space transportation activities are in addition to amounts made available in section 50924(b) of title 51, United States Code, for expenses of the Office of Commercial Space Transportation.

**Federal Aviation Administration
FY 2027 President's Budget Submission**

EXHIBIT III-1

OPERATIONS

**Summary by Program Activity
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)**

	<u>FY 2025</u> <u>ENACTED</u>	<u>FY 2026</u> <u>ENACTED</u>	<u>FY 2027</u> <u>REQUEST</u>
Air Traffic	\$10,104,296	\$9,046,438	\$9,275,237
Airspace Modernization	\$0	\$1,349,221	\$1,509,443
Administration and Finance	\$947,391	\$1,092,685	\$1,130,297
Policy and Legal	\$0	\$174,449	\$174,509
Aviation Safety Management System	\$0	\$49,424	\$51,065
Aviation Safety Oversight and Certification	\$1,832,078	\$1,799,951	\$1,835,676
Advanced Aviation Technologies	\$0	\$34,951	\$34,946
Commercial Space Transportation	\$42,019	\$39,646	\$56,844
Security and Intelligence	\$162,470	\$123,235	\$123,583
NextGen	\$67,818	\$0	\$0
Staff Offices	\$326,711	\$0	\$0
TOTAL, Base appropriations	<u>\$ 13,482,783</u>	<u>\$ 13,710,000</u>	<u>\$14,191,600</u>
FTEs			
Direct Funded	40,262	39,645	40,627
Reimbursable, allocated, other	271	265	265
IIJA Supplemental (Division J)			
Facilities & Equipment			
Airport Infrastructure Grants			
Airport Terminal Program			
TOTAL, Base appropriations	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
FTEs			
Direct Funded			
Reimbursable, allocated, other			
 Account	 <u>\$ 13,482,783</u>	 <u>\$ 13,710,000</u>	 <u>\$14,191,600</u>

Program and Performance Statement

The FY 2027 Budget requests \$14.2 billion for Federal Aviation Administration (FAA) Operations. This account funds the day-to-day operations of the air traffic control system and safety oversight of the aviation industry. In addition, the request funds oversight of the commercial space transportation industry, as well as FAA policy and overall management functions.

**Federal Aviation Administration
FY 2027 President's Budget Submission**

EXHIBIT III-1a

OPERATIONS

SUMMARY ANALYSIS OF CHANGE FROM FY 2026 TO FY 2027

Appropriations, Obligations, Limitations, and Exempt Obligations

(\$000)

	<u>\$000</u>	<u>FTE</u>
FY 2026 Enacted	<u>\$13,710,000</u>	<u>39,645</u>
ADJUSTMENTS TO BASE:		
Annualization of FY 2026 FTE -- Safety Hiring	93,688	591
Annualization of the FY 2026 Pay Raise 1%	24,068	
FY 2027 FERS Contribution Changes	-29,898	
Non-Pay Inflation	80,084	
Telecommunications Carrier Costs	104,000	
Federal Contract Towers	23,000	
Transition from F&E to Operations	37,492	
Working Capital Fund	-7,048	
Administrative Efficiencies	-20,310	
SUBTOTAL, ADJUSTMENTS TO BASE	305,076	591
PROGRAM INCREASES:		
Controller Hiring and Training	95,372	278
Expedite Certification Services	9,075	23
Expand Oversight of Air Navigation Service Providers Operating in the NAS	7,446	32
Increased Aviation Manufacturer and Operator Oversight	5,268	23
Accommodate Increased Commercial Space Operations	17,238	35
Improve Cybersecurity	42,125	
SUBTOTAL, PROGRAM INCREASES	176,524	391
FY 2027 REQUEST	14,191,600	40,627

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**Operations Summary
(\$000)**

	Dollars (in thousands)	FTP	FTE
FY 2026 Enacted	\$13,710,000	39,503	39,645
Adjustments to Base	\$305,076	-	591
Annualization of FY 2026 FTE (591 FTE) - Safety Hiring	93,688	-	591
Annualization of FY 2026 Pay Raise 1%	24,068	-	-
FY 2027 FERS Contribution Changes	(29,898)	-	-
Non-Pay Inflation	80,084	-	-
Telecommunications Carrier Costs	104,000	-	-
Federal Contract Towers	23,000	-	-
Transition from F&E to Operations	37,492	-	-
Working Capital Fund	(7,048)	-	-
Administrative Efficiencies	(20,310)	-	-
Discretionary Adjustments	\$176,524	780	391
Controller Hiring and Training (556 FTP/278 FTE)	95,372	556	278
Expedite Certification Services (46 FTP/23 FTE)	9,075	46	23
Expand Oversight of Air Navigation Service Providers Operating in the NAS (63 FTP/32 FTE)	7,446	63	32
Increased Aviation Manufacturer and Operator Oversight (45 FTP/23 FTE)	5,268	45	23
Accommodate Increased Commercial Space Operations (70 FTP/35 FTE)	17,238	70	35
Improve Cybersecurity	42,125	-	-
FY 2027 PB Request	\$14,191,600	40,283	40,627

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**FY 2027 Discretionary Adjustments
(In thousands)**

	Air Traffic	Administration and Finance	Aviation Safety	Commercial Space	TOTAL
Discretionary Adjustments					
Controller Hiring and Training (556 FTP/278 FTE)	\$ 95,372				\$ 95,372
Expedite Certification Services (46 FTP/23 FTE)			\$ 9,075		\$ 9,075
Expand Oversight of Air Navigation Service Providers Operating in the NAS (63 FTP/32 FTE)			\$ 7,446		\$ 7,446
Increased Aviation Manufacturer and Operator Oversight (45 FTP/23 FTE)			\$ 5,268		\$ 5,268
Accommodate Increased Commercial Space Operations (70 FTP/35 FTE)				\$ 17,238	\$ 17,238
Improve Cybersecurity		\$ 42,125			\$ 42,125
Subtotal, Discretionary Adjustments	\$95,372	\$ 42,125	\$21,789	\$ 17,238	\$ 176,524

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**Controller Hiring and Training
Air Traffic Organization (ATO)**

		FY 2027
Controller Hiring and Training		\$95,372
	PC&B	\$48,372
	Non-Pay	\$47,000
FTE		278

1. Describe the problem or circumstance that prompted the need for this additional funding.

The FAA seeks to increase the number of working air traffic controllers through expanded hiring and increased training. The agency’s latest Controller Workforce Plan continues the administration’s efforts to surge controller hiring, increasing both the total controller workforce and the number of controllers receiving training. Additional funding is needed to cover the resulting payroll and training costs.

The recent directive from the Secretary of Transportation to significantly boost air traffic controller hiring has introduced substantial challenges in our hiring and training processes. The FAA faces the pressing need to expand its training technologies along with capacity, necessitating the acquisition of new AI-supported technologies to augment the recruitment of more instructors and support personnel, and the development of enhanced training programs to accommodate the influx of new hires. The current Air Traffic Control Specialist Skills Assessment (ATSA) test, a critical tool for evaluating and selecting candidates, requires updates and additional funding to meet the demand for more frequent testing cycles. Efficiently managing this surge is crucial to ensuring that we identify and prepare highly qualified controllers who can maintain the safety and efficiency of our national airspace system. To achieve this, we must address the logistical and resource constraints that accompany the training of a significantly larger workforce.

2. Describe the strategy and the proposed solution you are using to address the situation.

The FY 2027 budget request will continue to support FAA’s ongoing surge to hire and train the next generation of air traffic controllers. This funding request supports a hiring goal of 2,300 controller trainees in FY 2027.

With additional funding, the FAA will accelerate the hiring, onboarding, and training of new air traffic controllers to keep pace with rising air traffic demands. This investment will strengthen ATSA testing and streamline onboarding, ensuring new hires are fully prepared for operational duties.

The additional funding requested for the Controller Training Solutions contract will increase the number of instructors and support personnel while providing for the

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development and provision of new training enhancements, which are essential for the training required of both new and current controllers.

Additional funds will provide essential equipment—such as headsets, flight strips, and controller chairs—ensuring controllers are properly equipped for safe and effective operations. Enhanced support services, including increased deskside assistance, expanded shuttle services, and classroom upgrades, will maintain operational continuity for growing trainee cohorts.

This comprehensive approach will enable the FAA to meet its hiring targets, deliver effective training, and maintain operational safety and efficiency in the National Airspace System, preparing for both current and future air traffic demands.

3. How much are you requesting? Provide a detailed justification for the increase.

ATO is requesting \$95.4 million, which includes:

- \$48.4 million and 556 FTP / 278 FTE for salaries and expenses of additional air traffic controllers to be hired.
- \$44.5 million for contracts which will be used for streamlining the training process, improved and expanded ATSA testing in support of the supercharged hiring effort, as well as curriculum *Maintenance and Innovations*, *Operational Continuity*, and *Minnesota Multiphasic Personality Inventory Testing* for required applicant medical clearances. In addition to Academy and Field training as part of the Controller Training Solutions program, funding will also provide for major course revisions.
 - Training Support Contracts: \$34.4 million
 - Testing: \$2.5 million
 - Course Revisions: \$7.6 million
- \$2.5 million for travel, supplies, flight strips, and equipment.

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Expedite Certification Services
Aviation Safety Oversight and Certification Organization (AVS)

(In thousands)

	FY 2027
Expedite Certification Services	\$9,075
PC&B	\$4,914
Non-Pay	\$4,161
FTE	23

1. Describe the problem or circumstance that prompted the need for this additional funding.

The emergence of new entrants in the industry poses distinct challenges related to certification. To facilitate the integration of new certifications for alternatively operated and powered aircraft, increased staffing is essential. The FAA must address this challenge on two fronts: (a) developing a public-facing portal for permit and certificate applications to serve the flying community, and (b) enhancing resources for technical assistance and infrastructure support services.

Associated Congressional mandates from provisions within the FAA Reauthorization Act of 2024 (P.L. 118-63) include:

- Section 930 (BVLOS Operations) mandates the creation of a performance-based regulatory pathway for UAS operations beyond visual line of sight.
- Section 932 (Third-Party Service Approvals) mandates approval of third-party service suppliers to support UAS integration and commercial operation.
- Section 908 (Waiver Improvements) requires a performance and risk-based approach to certificate waivers, leveraging big data and machine learning.

2. Describe the strategy and the proposed solution you are using to address the situation.

FAA is requesting 46 additional positions to address new certifications and industry changes related to new, novel and emerging technologies within the scope of Advanced Air Mobility in compliance with Executive Order 14307¹. The strategy involves:

- Integrating Electric vertical takeoff and landing vehicles (often referred to as “eVTOL” or “air taxis”) eVTOL Aircraft, Remotely Piloted, Autonomous Operations and Supersonic Operations
- Increasing staffing to ensure safety within a growing industry.
- Using risk-based decision-making and allocating shared resources across Flight Standards and Aircraft Evaluation Divisions.

¹ <https://www.federalregister.gov/documents/2025/06/11/2025-10814/unleashing-american-drone-dominance>

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- Expanding the aviation safety inspector workforces to develop, administer, and enforce civil aviation safety regulations and standards.

This budget request aims to reduce service delays caused by the current staffing levels. Additionally, contracted resources will enhance automated systems using machine learning for efficient application processing and data analysis. This will improve understanding of safety risks and support expanded Beyond Visual Line of Sight operations. It will also enhance public communication about drone benefits and expand UAS support center staffing for inquiries.

3. How much are you requesting? Provide a detailed justification for the increase.

AVS is requesting \$9.1 million, which includes:

- \$4.9 million and 46 FTP/23 FTE for Safety Inspectors to manage UAS permits, certificates, and surveillance.
- \$4.2 million for non-pay costs, including:
 - \$4.0 million for contract support to create a public portal and an internal application for seamless permit/certificate applications while providing Flight Standards the capability to provide rigorous and appropriate oversight of this technologically advanced and dynamic industry.
 - \$161,000 for travel, supporting inspector integration activities, training and supplies.

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Expand Oversight of Air Navigation Service Providers Operating in the NAS
Aviation Safety Oversight and Certification Organization (AVS)

(In thousands)

	FY 2027
Expand Oversight of Air Navigation Service Providers Operating in the NAS	\$7,446
PC&B	\$7,277
Non-Pay	\$169
FTE	32

1. Describe the problem or circumstance that prompted the need for this additional funding.

The Federal Aviation Administration (FAA) has identified deficiencies in safety oversight of the Air Traffic Organization (ATO) and other Air Navigation Service Providers (ANSPs) operating in the National Airspace System (NAS). These deficiencies are highlighted by National Transportation Safety Board findings (to include those in the NTSB DCA Accident Report), two comprehensive safety reviews and the International Civil Aviation Organization (ICAO) Universal Safety Oversight Audit Program (USOAP), which listed 14 areas where the FAA has not effectively implemented international standards. Addressing these deficiencies required the FAA to increase the scope and scale of safety oversight of ANSPs which now requires an increase in the number of air traffic safety inspectors.

The National Airspace System Safety Review Team recommended enhancing the role of the Air Traffic Safety Oversight Service (AOV) by updating FAA Order 1100.161 to clarify AOV’s authority and responsibilities. The FAA has since elevated AOV's role, expanded its oversight to include all ANSPs, and broadened its responsibilities across five air navigation service areas due to the growth of service providers in the NAS.

The FAA has the responsibility to provide safety oversight of over 300 FAA facilities, 260 contracted facilities, 30 non-federal facilities, and Department of Defense operations. In addition, AOV certifies over 14,000 air traffic controllers operating in FAA facilities, FAA contract towers and non-federal facilities. To enable timely certification the, FAA has expanded the Designated Examiner program to allow private citizens to serve as FAA Designated Examiners and issue air traffic control tower operator certificates following 14 CFR part 65 and provide an FAA endorsement to graduates of Enhanced Collegiate Training Initiative programs.

In the final USOAP Audit report of the United States, ICAO found that the safety oversight of the fatigue risk management program of ANSPs as well as the safety oversight of the Aviation Meteorological Service was inadequate and failed to demonstrate the effective implementation of agreed to ICAO Standards and

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Recommended Practices. The ICAO audit highlighted inadequate oversight of fatigue risk management and aviation meteorological services. These findings align with an independent panel's review, which identified violations of FAA fatigue policies and insufficient oversight. Additional resources are essential to address these gaps, provide oversight to the full universe of ANSPs within the United States, and ensure compliance with international standards.

2. Describe the strategy and the proposed solution you are using to address the situation.

To address identified deficiencies in safety oversight, AOV requires additional staff to enhance its capabilities in key areas:

- **Air Traffic Safety Inspectors:** Increase the number of inspectors to align with the 22 districts in the Air Traffic Service Office. This will enable AOV to increase surveillance at air traffic control facilities to ensure safety management functions and data sharing are conducted with relevant stakeholders. Also, additional inspectors will enable monitoring of fatigue management and time on position safety standards, improve oversight of Designated Examiners supporting approximately 30 Enhanced CTI programs and over 260 FCTs.
- **Meteorological Services Oversight:** Expand the workforce to include meteorological inspectors, addressing nine areas of non-compliance with ICAO standards identified in the 2024 ICAO USOAP Audit.
- **Rulemaking Support:** Additional resources will strengthen support for rulemaking efforts, ensuring regulations align with safety standards, particularly in fatigue management, air traffic controller duty and rest, and air traffic controller training and certification (to include threat and error management training recommended by the NTSB).
- **Data Analytics Improvement:** Enhance data analytics capabilities to support risk-based surveillance and better monitor the safety performance of ANSPs in the NAS.

3. How much are you requesting? Provide a detailed justification for the increase. AVS is requesting \$7.4 million, which includes:

- \$7.3 million and 63 FTP/32 FTE to increase safety oversight of air navigation services in the United States by providing Air traffic, Communications, Navigation and Surveillance, Aeronautical Information, and Meteorological services in the NAS.
- \$169,000 for non-pay costs, covering program support, technical training, and data analytics to bolster safety oversight of air navigation service providers in the NAS.

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**Increased Aviation Manufacturer and Operator Oversight
Aviation Safety Oversight and Certification Organization**

(In thousands)

	FY 2027
Increased Aviation Manufacturer and Operator Oversight	\$5,268
PC&B	\$4,782
Non-Pay	\$486
FTE	23

1. Describe the problem or circumstance that prompted the need for this additional funding.

As the aviation industry grows, FAA requires additional personnel to meet increasing demands for risk-based oversight, surveillance, and certification services. Current staffing levels are insufficient to support the rising volume of operational suitability evaluations, technical assistance, and data analysis needed for aircraft and airman operations and registration. Without additional safety personnel, FAA cannot adequately provide critical technical support or maintain effective oversight, surveillance, and certification activities for air carriers, general aviation operators, repair stations, and designees.

The rising number of operator and airman certifications is driving a greater need for surveillance and oversight from inspectors as the aviation system expands. This growth has created a backlog of certification service requests and increased demand for operational suitability evaluations, surveillance, and oversight activities. As aircraft fleets and operations grow and new equipment installations increase, current staffing levels are insufficient to keep pace with these expanding responsibilities.

2. Describe the strategy and the proposed solution you are using to address the situation.

FAA is requesting 45 positions: 21 in Flight Standards and 24 in Aircraft Certification Service to expand risk-based surveillance and certification services in response to increased industry demand. These additional inspectors will ensure compliance with civil aviation safety regulations as industry activity grows.

This request will add safety-critical aviation safety inspectors that are directly responsible for developing, administering, and enforcing civil aviation safety regulations and standards. The additional positions will enhance FAA’s ability to oversee and certify operators, repair stations, pilots, manufacturers, and design entities, ensuring rigorous oversight of production work and adherence to design specifications and operational standards.

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3. How much are you requesting? Provide a detailed justification for the increase.

AVS is requesting \$5.3 million, which includes:

- \$4.8 million for 24 FTP/12 FTE in Aircraft Certification and 21 FTP/11 FTE in Flight Standards. These positions will address the growing demand for inspectors responsible for operational suitability evaluations, oversight, certification, and surveillance.
- \$486,000 for travel expenses, supplies, and equipment.

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**Accommodate Increased Commercial Space Operations
Office of Commercial Space Transportation (AST)**

(In thousands)

	FY 2027
Accommodate Increased Commercial Space Operations	\$17,238
PC&B	\$7,238
Non-Pay	\$10,000
FTE	35

1. Describe the problem or circumstance that prompted the need for this additional funding.

The United States is witnessing a significant increase in demand for commercial space transportation, which is vital to both our economy and national security. The growing commercial space transportation industry depends on the FAA’s Office of Commercial Space Transportation (AST) for timely licensing.

Since FY 2023, commercial space launch and re-entry demands have surged by 52.7 percent, while AST’s staffing levels have remained unchanged. To keep pace with demand and support the transition to performance-based licensing, AST requires additional funding. This will address the licensing backlog, ensure regulatory oversight, and support compliance, enforcement, and mishap investigations.

The requested funding will enable AST to handle the anticipated FY 2027 workload, accommodate new U.S. launch and reentry providers, and maintain services for existing operators. It will also enhance AST’s capacity to produce guidance materials, formulate industry-supportive regulations, engage with new applicants, and improve licensing efficiency.

The additional funding will help improve:

- License processing times
- Launch scheduling for existing operators
- Safety and regulatory oversight
- Regulatory improvements and guidance
- Industry engagement
- Administrative efficiencies

2. Describe the strategy and the proposed solution you are using to address the situation.

The proposed funding will enable AST to tackle the licensing bottleneck by hiring additional staff, supported by contract resources and automation tools. This will enhance activities like authorization evaluations, safety analyses, and inspections. Given the

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complexity and increasing volume of work, AST needs to adapt to new space vehicles and mission scenarios, requiring specialized training for its staff.

Key needs include more licensing evaluators and safety analysts to expedite new authorizations and license modifications. AST faces a shortage in areas like flight safety analysis and computing system safety, competing for talent with other space agencies and industries. Additional safety inspectors and mishap response coordinators are also necessary to manage increased operations, especially from new entrants.

AST plans to improve the 14 CFR Part 450 licensing rule and address gaps in standards through enhanced policy development and rulemaking. This involves supporting rulemaking committees and managing public feedback. The funding will also support technical training for FAA staff and foster international partnerships to maintain U.S. leadership in space safety. This includes investments to establish bilateral agreements and address international concerns affecting U.S. commercial space launches.

3. How much are you requesting? Provide a detailed justification for the increase.

AST is requesting \$17.2 million, which includes:

- \$7.2 million and 70 FTP/35 FTE for additional aerospace engineers and program analysts in the Office of Operational Safety and Office of Strategic Management. A majority of these staff will support license evaluations. This additional staff would enable AST to meet the 52.7 percent increase in commercial space operations by boosting new license determinations and capacity to evaluate modifications, waivers, and renewals. The license determinations are the final decisions made by the FAA to approve or deny applications for launching, reentering, or operating space vehicles. This process verifies that activities will not jeopardize public health, safety, or property, based on comprehensive safety, policy, and environmental reviews.
- \$10.0 million to provide highly specialized technical expertise to support increasing license evaluations, technical training for aerospace engineers, create automation solutions to increase efficiency, and improve tools for project management such as the Licensing Electronic Application Portal and Jira.

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Improve Cybersecurity
Administration and Finance Office

(In thousands)

	FY 2027
Improve Cybersecurity	\$42,125
PC&B	
Non-Pay	\$42,125
FTE	

1. Describe the problem or circumstance that prompted the need for this additional funding.

The Federal Aviation Administration (FAA) faces an increasingly complex and evolving cyber threat landscape that jeopardizes its vast IT infrastructure and critical aviation systems. Current resources are insufficient to effectively safeguard against these threats, necessitating enhancements in cybersecurity measures. To address these challenges, the FAA requires additional funding to implement strategic initiatives, including the adoption of advanced cybersecurity strategies like Zero Trust, the enhancement of secure software development practices, and preparation for post-quantum cryptography.

As quantum computing technology advances, it poses a potential threat to current cryptographic systems that secure digital communications and data. Quantum computers could potentially solve mathematical problems that underpin existing encryption methods much more efficiently than classical computers, potentially compromising data security.

Without these resources, the FAA's ability to protect critical infrastructure and ensure the resilience and security of the aviation ecosystem is significantly compromised.

2. Describe the strategy and the proposed solution you are using to address the situation.

The FAA seeks additional funding to enhance IT infrastructure protection by incorporating performance measurement strategies. Key initiatives include:

- **Defending Critical Infrastructure:** Implementing Zero Trust models and modernizing IT to enhance security and information sharing.
- **Shaping Market Forces:** Maintaining secure software development, leveraging federal procurement, and increasing software supply chain accountability.
- **Investing in Future Resilience:** Strengthening the cyber workforce and preparing for post-quantum cryptography to transition to quantum-resistant systems. The initiative will focus on researching, developing, and implementing new cryptographic algorithms that are resistant to quantum attacks. This preparation is essential to ensure that sensitive information remains secure in a future where quantum computing capabilities are realized. These efforts align

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with the National Cybersecurity Strategy to reduce technical debt and bolster infrastructure against cyber threats.

3. How much are you requesting? Provide a detailed justification for the increase.

AFN is requesting \$42.1 million, which includes:

- \$42.1 in non-pay funding to implement strategic initiatives. This includes adopting advanced cybersecurity strategies like Zero Trust, enhancing secure software development practices, and preparing for post-quantum cryptography.

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FY 2027 Explanation of Funding Changes

Annualization of FY 2026 Full Time Equivalent (FTE): This increase is required to provide for costs associated with the annualization of salaries for the expanded controller population, technical operations support, and aviation safety inspectors.

Annualization of FY 2026 Pay Raise: This increase is required to provide for costs associated with the base salary increases (October - December) resulting from the FY 2026 government-wide pay raise. The factor used is 0.25 of 1 percent.

FERS Contribution Change: Provisional FERS contribution rates for FY 2027 have been updated, affecting agency contributions to major retirement accounts managed by various departments and agencies.

Non-Pay Inflation: This budget request assumes an inflation factor for the Air Traffic Organization and the Airspace Modernization Office. Non-pay costs comprise about 30 percent of the Operations account. Inflationary increases continue to impact the costs of FAA operations across the board, affecting vital activities such as Contract Weather Observers program, guard services, replacement parts in the NAS, utility costs in the NAS, and maintenance of aging aircraft.

Telecommunications: Funding is requested to address substantial price increases in the commercial marketplace due to discontinuance of legacy Time Division Multiplexing telecommunications offerings.

Federal Contract Tower Program: The budget requires additional funding to continue providing Air Traffic Control Services to 266 towers, costs associated with additional staffing requirements needed to address scheduling standards aimed at reducing controller fatigue, aviation liability insurance, air traffic manager wages and air traffic controller wage determinations.

Transition from Facilities and Equipment to Operations (TOM): This budget increase is for the transition of the operational costs of new systems acquired under the Facilities and Equipment account to the Operations account. Once a system is installed, there are associated mandatory Operations and Maintenance costs. The program item moves from being installed and developed within the F&E account, to becoming operational requiring maintenance, and finally moving to the Operations account. Systems that go through this transition include everything from navigational aids to major software systems that provide air traffic control capabilities. The ongoing operational costs are grouped into categories to include first level engineering, second level engineering, license fees, telecommunications, recurring training, physical infrastructure support, and flight inspection/charting/aeronautical information.

In the FY 2027 request, second level engineering costs make up 30 percent of the total TOM request. License fees and telecommunications costs are the two second highest drivers, making up 56 percent of the request. The largest program requests are for Surface

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Awareness Initiative, Terminal Flight Data Manager and System Wide Information Management. This increase also includes other program requests, such as, Low Altitude Authorization and Notification Capability which facilitates at or below 400 feet airspace data sharing between FAA and UAS Service Suppliers.

Working Capital Fund: This cost adjustment funds the Department of Transportation's Working Capital Fund estimates for the FAA.

Administrative Efficiencies: The Air Traffic Organization will achieve administrative savings through cost reductions and avoidance in various areas such as contractual services and supplies.

FY 2027 Discretionary Adjustments:

Controller Hiring and Training (ATO) \$95.4 million and 556 FTP / 278 FTE: The budget requires additional funding for expanded controller hiring and training to increase controller staffing to meet traffic demands. This funding will also be used to revamp training and reduce existing training backlogs by investing in essential testing, equipment, and innovative training solutions.

Expedite Certification Services (AVS) \$9.1 million and 46 FTP / 23 FTE: This funding will ensure the safety and efficiency of the rapidly evolving aviation industry. The FAA seeks funding to increase staffing and enhance regulatory oversight capabilities. This will help the FAA maintain safety standards, reduce service delays, and facilitate industry growth by efficiently managing new certifications and integrating emerging technologies into the NAS.

Expand Oversight of Air Navigation Service Providers Operating in the NAS (AVS) \$7.4 million and 63 FTP / 32 FTE: This funding will address deficiencies in the safety oversight of air navigation services within the National Airspace System. The FAA is seeking additional necessary resources to implement recommended improvements and enhance oversight capabilities, as well as strengthen compliance with international standards and improve safety oversight.

Increased Aviation Manufacturer and Operator Oversight (AVS) \$5.3 million and 45 FTP/23 FTE: The aviation industry continues to grow, creating a demand for FAA oversight and technical support, surveillance, and certification activities for air carriers, general aviation operators, repair stations and designees. FAA intends to increase its inspector presence on the floor at Boeing, Spirit Aerospace Systems and other production manufacturers. To meet this need, the budget requests 45 new positions for FAA's Aviation Safety Office: 24 in Aircraft Certification Services and 21 in Flight Standards.

Accommodate Increased Commercial Space Operations (AST) \$17.2 million and 70 FTP/ 35 FTE: This funding will address the rapid growth in commercial space transportation activities. The FAA requires more resources to manage the increasing demand for licensing, mishap investigations, industry engagement, regulatory streamlining, and process automation. By investing in additional staffing, technology

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improvements, and infrastructure enhancements, the FAA can eliminate backlogs, streamline processes, and maintain our competitive edge in the global space industry. This funding would be a commitment to economic growth, national security, and continued U.S. leadership in space exploration.

Improve Cybersecurity (AFN) \$42.1 million: This funding will improve the FAA's Information Technology (IT) infrastructure protection by focusing on measuring performance, boosting global cybersecurity capacity, and updating regulations in cooperation with international partners. To tackle these challenges, the agency plans to strengthen its critical infrastructure against cyber threats by following the National Cybersecurity Strategy. This includes modernizing IT systems with Zero Trust models, ensuring secure software development and accountability in the supply chain, and investing in the future by enhancing the cyber workforce and preparing for advanced encryption methods that can withstand potential future threats from quantum computers.

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FY 2027 Transition to Operations and Maintenance (TOM)

**Detailed Justification for – Transition from Facilities and Equipment
To Operations and Maintenance (TOM)
(\$000)**

	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
Air Traffic	30,191	6,871	2,378
Airspace Modernization	0	20,910	25,698
Administration and Finance	0	2,705	2,720
Aviation Safety Management System	0	1,855	1,647
Aviation Safety Oversight and Certification	605	2,487	4,805
Security and Intelligence	0	137	244
TOM Total	\$30,795	\$34,964	\$37,492

What is this program and what does this funding level support?

Transition from Facilities and Equipment to Operations (TOM) transitions into the operational costs of new or replaced systems/programs/activities acquired and developed under the Facilities and Equipment (F&E) account to become operational and require maintenance and moving into the Operations account. Items that go through this transition (commissioned and installed) include everything from navigational aids to major software systems that provide air traffic control capabilities in the Federal Aviation Administration's operational National Airspace System (NAS).

The ongoing operational costs include hardware maintenance, software maintenance, software licenses, telecommunications, logistics support, physical infrastructure support, and training. Under FAA policy, these operational costs transition to the Operations account typically no more than two years after a program/activity has been installed. The largest FY 2027 TOM requests are Surface Awareness Initiative, Terminal Flight Data Manager, and System Wide Information Management.

What benefits will be provided to the American public through this request and why is this program necessary?

This request supports the Federal Aviation Administration's comprehensive plan for sustainment, modernization, and improvement of the operational NAS. Core infrastructure sustainment and modernization is a priority and investment in these

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systems and facilities enable the FAA to address critical needs and deliver improvements that benefit the industry and traveling public.

The Operations budget account funds for the cost of operation, administration, repair and supporting the NAS. The F&E budget account funds capital improvement projects necessary to accomplish FAA's mission by providing funds to establish, replace, relocate, or improve air navigation facilities and equipment and aviation safety systems. Additional benefits through this request are improving visibility into formulation assumptions, documenting requirements with supportable detail, and improving the tracking and validation costs, with coordinating input from all stakeholders. TOM supports the Federal Aviation Administration's comprehensive plan for sustainment, modernization, and improvement of the operational NAS.

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Detailed Justification for the Air Traffic Organization (ATO)

**FY 2027 - Air Traffic Organization (ATO)
Budget Request
(\$000)**

Program Activity	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
Salaries and Expenses	7,220,302	7,249,887	7,378,498
Program Costs	2,883,994	1,796,551	1,896,739
Total	\$10,104,296	\$9,046,438	\$9,275,237
FTE	28,994	28,470	29,287

What is this program and what does this funding level support?

The Air Traffic Organization (ATO) operates the most complex and technically advanced air traffic control (ATC) system in the world. In FY 2027, ATO is required to sustain and improve effective and efficient ATC throughout the US airspace. The funding requested will enable ATO to train the FAA’s highly skilled workforce, provide information and updates to the flying public to ensure safe air travel, maintain the critical infrastructure necessary to operate the National Airspace System (NAS), review and update navigational information to promote more efficient air transportation, and effectively control air traffic, which is a major contributor to the national economy.

While the system is already exceedingly safe, ATO is making it safer by moving to a proactive safety culture in which every individual in ATO is committed to assessing and mitigating risks. Even as safety is paramount, ATO is taking steps to enable growth and changes in aviation.

ATO is a performance-based organization providing safe, secure, and cost-effective ATC services to commercial aviation, private aviation, and the military. ATO employs almost 29,000 Operations-funded professionals who are committed to providing safe and efficient ATC services. Many ATO employees, including almost 14,000 air traffic controllers, 4,100 air traffic supervisors and air traffic managers, 2,200 engineers, and 5,800 maintenance technicians, directly serve FAA’s customers. The remaining employees work in a wide variety of professions to sustain smooth ATO operations.

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ATO provides air traffic services for the Nation, handling over 45,000 scheduled passenger flights per day at U.S. airports and helping transport over one billion passengers per year, a vital part of the Nation's economy. In total, the ATO handles over 46,300 Instrument Flight Rules flights per day, and manages over 155,000 operations (including departures, arrivals, and over-flights) per day at FAA and Contract Towers. FAA data shows that civil aviation accounts for over \$1.8 trillion in total economic activity, supporting more than five percent of the U.S. gross domestic product. Approximately 11 million people are employed in aviation-related fields and earn over \$488.2 billion a year.

ATO has several efforts underway to make sure fully trained and certified air traffic controllers are available to keep pace with projected increases in air travel demand, including hiring and training several thousand controllers over the next decade. Efforts are underway to streamline our training process while increasing resiliency to serve the high demand markets as air traffic increases and we prepare for the future. ATO has supercharged its hiring efforts to ensure the hiring plan matches our recruitment and retention strategies. Additionally, the increase will help the FAA meet the needs of a modern-day workforce, while meeting industry demand. The ATO is also focused on optimizing classroom and simulation training by increasing the contract instruction resources at critical facilities and investing in the Tower Training Simulation (TSS) to use state-of-the-art capabilities and meet the increased demand.

ATO's six service organizations include:

Air Traffic Services (AJT): Air Traffic Services delivers air traffic control (ATC) services from en route, terminal, and combined facilities across the United States, Puerto Rico, and Guam. AJT manages more than 29 million square miles of airspace. Operations are organized into geographic service areas to ensure effective oversight and consistent service delivery. Each service area is responsible for supervising ATC operations within its region and maintaining established standards for safety, capacity, and operational excellence.

Technical Operations (AJW): Technical Operations sustains the hardware and software systems that comprise the National Airspace System (NAS), enabling controllers to communicate, surveil, and manage air traffic safely and efficiently. AJW ensures the availability and reliability of NAS facilities, systems, and equipment through responsive, cost-effective maintenance and oversight of leased services. Technical Operations also leads the protection of the NAS by establishing cybersecurity governance and requirements, coordinating threat information sharing and interagency collaboration, and aligning acquisition strategies to rapidly deploy capabilities that defend critical infrastructure from evolving threats.

System Operations (AJR): System Operations delivers NAS-wide operational services that support all aspects of air traffic control, including air transportation, space operations, flight services, and integration of new entrants. AJR serves as the ATO focal point for collaborative decision-making with industry, strengthening partnerships to ensure safe and efficient NAS performance. The organization also coordinates closely with the Department of War and other agencies to support national security.

Safety (AJI): ATO Safety is the focal point for collaborating with internal and external stakeholders to enhance safety initiatives. Safety ensures the safety of the NAS through the identification and mitigation of aviation-related safety risks through investigations, quality

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control, quality assurance, safety assessments, data collection and analysis, risk management, performance monitoring, and safety tool development.

Mission Support Services (AJV): Mission Support Services provides strategic leadership and enterprise support to enable safe and efficient air traffic operations. AJV develops airspace policy and strategy; designs aeronautical charts and procedures; and leads domestic and international airspace coordination. As a shared service organization, AJV delivers technical, administrative, financial, acquisition, real property, security, and emergency preparedness support across the ATO. AJV also oversees technical training for controllers, technicians, and engineers, and manages controller hiring, placement, and Academy tracking to ensure a ready and capable workforce.

Flight Program Operations (AJF): Flight Program Operations is responsible for all agency flight operations, both manned and unmanned, conducted at multiple facilities across the country. These responsibilities include all aspects of flight program safety operations, training, maintenance, policy, and administration. This includes providing formal training and currency/proficiency services to Aviation Safety participants in the FAA Flight Program; conducting flight inspection to ensure the integrity of instrument approaches and airway procedures that constitute our NAS infrastructure and meet the agency's international and DOD commitments; conducting flights supporting research, development, test and evaluation of new navigation aids, air traffic procedures, aircraft improvement, and aviation medical research; and providing critical event transportation for the Department of Transportation, FAA, and the National Transportation Safety Board required to accomplish official responsibilities in times of emergency or disaster.

FY 2027 Anticipated Accomplishments:

- Release the Technical Operations Services Airway Transportation Systems Specialist technician workforce plan, to include a 5-year technician staffing strategy accounting for staffing turnover and training requirements.
- Maintain and sustain core infrastructure to ensure that terminal and en route controllers have all critical parts of the NAS infrastructure available for the safe and efficient delivery of air traffic services.
- Continue to collaborate with the Airspace Modernization Office, Office of Advanced Aviation Technologies, and Commercial Space Transportation Organization to prepare the NAS for new entrants, including Unmanned Aircraft Systems (UAS) and Commercial Space.
- Reduce runway incursions, excursions, and other airport surface safety events through use of the Surface Safety Risk Index.
- Provide continuous NAS information to external aviation partners.
- Develop strategic plans, conduct analyses, and perform systems engineering efforts to align with Trajectory Based Operations and the Performance Based Navigation NAS Navigation Strategy.

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- Optimize the process for delivering possible vehicle/pedestrian deviations by moving the entire process nationally to the Comprehensive Electronic Data Analysis and Reporting platform.
- Foster an environment to improve NAS safety, operational efficiency, and modernization by increasing organizational effectiveness and shared service delivery and ensuring ATO goals and strategies stay on track.
- Continued increased, focused efforts around Air Traffic Control Specialist training, resulting in more Certified Professional Controllers at over 313 facilities.
- Finish implementing an enterprise framework for the integration of UAS security features into the NAS, specifically including Counter-UAS and UAS detection capabilities.
- Hire 2,300 Air Traffic Controller trainees.
- Successfully train and certify developmental and Certified Professional Controllers In Training to effectively manage the National Airspace System.
- Provide analytical studies and related safety monitoring services that support the continued use of and further reductions in separation standards within U.S. sovereign airspace. Airspace to include international airspace where FAA has delegated authority to provide air traffic services.

Program Increase:

The FY 2027 budget request for ATO includes additional funding for the following programmatic initiatives:

Discretionary Adjustments	Amount (\$000)	FTP	FTE
Controller Hiring and Training	95,372	556	278
ATO Total	\$95,372	556	278

Controller Training (ATO) \$95.4 million: The budget requires additional funding for expanded controller hiring and training to keep pace with the controller hiring surge. This funding will be used to revamp training and reduce the existing training backlog by investing in essential testing, equipment, and innovative training solutions.

What benefits will be provided to the American public through this request and why is this program necessary?

The ATO continues in its efforts to provide the American public the safest, most efficient aerospace system in the world. In addition, ATO is providing an organized and expeditious flow of air traffic and supporting National Security and Homeland Defense. As part of the effort to operationalize new technologies, ATO is introducing new airspace innovations every day. These innovations include satellite-based (or performance-based) navigation that enables more point-

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to-point flying which reduces fuel usage and emissions. ATO will continue to monitor the deployment progress for the Data Communication services in the NAS. Changes like these are making flying more efficient, while ensuring that all safety needs are met.

The ATO provides strategic and tactical NAS oversight and regulates real-time air traffic when constraints such as weather, runway closures, equipment outages, security issues, or other impacting conditions affect the NAS. By developing and coordinating FAA operational metrics, system operations develop recommendations for improving NAS capacity and system efficiency to reduce delays at specific airports and in high volume corridors. The flying public benefits directly by minimizing NAS delays and congestion, which delivers an efficient and safe mode of transportation to travelers. It will also lead to efficiencies that will save fuel and provide a better flying experience for the public.

The ATO's responsibilities also include policies to manage effective airspace use and complete regulatory development for UAS operations over urban areas. This will expand the use of unmanned aircraft while deliberation on UAS rulemaking actions is completed.

The ATO creates standardization and provides synergy and efficiencies across the operations missions. The organization supports various programs and projects, contributing to the user benefits of safety and flight efficiency to ensure the existing NAS infrastructure remains within established specifications.

The safety of American aviation is unparalleled. The FAA coordinated more than 45,000 flights per day throughout FY 2022, transporting over 2.9 million passengers safely to their destinations. This outstanding record is attributable to FAA's efforts at reducing fatal accident rates, deploying systems and procedures to reduce serious runway incursions, and conducting training programs aimed at reducing operational errors.

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Controller Workforce: FY 2018 - FY 2027 Actuals and Forecast

FY 2018 Actual	14,695	FY 2023 Actual	13,853
FY 2019 Actual	14,375	FY 2024 Actual	14,264
FY 2020 Actual	14,242	FY 2025 Actual	14,832
FY 2021 Actual	13,850	FY 2026 Forecast	15,311
FY 2022 Actual	13,693	FY 2027 Forecast	15,867

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**Air Traffic Organization (ATO)
(\$000)**

	Dollars (in Thousands)	FTP	FTE
FY 2026 Enacted	\$9,046,438	28,624	28,470
Adjustments to Base	\$133,427	-	539
Annualization of FY 2026 FTE (591 FTE) - Safety Hiring	83,199	-	539
Annualization of FY 2026 Pay Raise 1%	18,125	-	-
FY 2027 FERS Contribution Changes	(21,356)	-	-
Non-Pay Inflation	49,370	-	-
Federal Contract Towers	23,000	-	-
Transition from F&E to Operations	2,378	-	-
Working Capital Fund	(979)	-	-
Administrative Efficiencies	(20,310)	-	-
Discretionary Adjustments	\$95,372	556	278
Controller Hiring and Training (556 FTP/278 FTE)	95,372	556	278
FY 2027 PB Request	\$9,275,237	29,180	29,287

See Operations Summary for a detailed description of the explanation of funding changes.

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Detailed Justification for the Airspace Modernization Office (AMO)

**FY 2027 – Airspace Modernization Office
Budget Request
(\$000)**

Program Activity	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
Salaries and Expenses	0	162,982	162,870
Program Costs	0	1,186,239	1,346,573
Total	\$0	\$1,349,221	\$1,509,443
FTE		666	666

What is this program and what does this funding level support?

The Airspace Modernization Office (AMO) within the Federal Aviation Administration (FAA) focuses on modernizing and optimizing the National Airspace System (NAS) to meet current and future aviation demands. The FAA is transforming the nation’s air traffic infrastructure through a historic investment in building a Brand New Air Traffic Control System. This initiative aims to modernize and improve air traffic management capabilities. This includes rebuilding Towers, Terminal Radar Control (TRACONS) and Air Route Traffic Control Centers (ARTCCs).

Following the building of the Brand-New Air Traffic Control System, the FAA needs to continue to evolve and modernize to ensure the NAS supports all users safely and efficiently. As directed by the FAA Reauthorization Act of 2024, AMO spearheads the strategy for the FAA’s modernization initiatives and manages substantial investments dedicated to building a state-of-the-art new NAS.

AMO provides program and acquisition management for FAA infrastructure programs that transform, modernize, and sustain the NAS. AMO ensures greater visibility, tighter alignment, and closer integration of innovative, complex, interdependent initiatives and technologies by managing approximately 150 programs to include new technologies, emerging entrants, air traffic, mission, and business support systems.

AMO’s functions include:

Program Management:

- Delivering on the President’s promise to provide a Brand New Air Traffic Control System to the American public.

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- Deployment of FAA infrastructure programs to continue to sustain the NAS.
- Program acquisitions and implementation that are aligned with strategic goals, operational requirements and optimal resource allocation.
- Development of project scope, timelines, and budgets while coordinating with multiple stakeholders to ensure meeting of aviation safety, security, and operational requirements.
- Risk Management that identifies, assesses, and mitigates risks across major acquisition and modernization programs.

Facilities:

- Creating a facility strategy to ensure building construction not only to sustains the NAS today but also incorporates state-of-the-art equipment.
- Development of project scope, timelines, and budgets while coordinating with multiple stakeholders including FAA leadership, contractors, architects, engineers, and local authorities to ensure new facilities meet strict federal standards for aviation safety, security, and operational requirements.
- Management of construction progress, ensuring compliance with safety regulations, manage contractor performance, and address issues that arise during the building phase.

Strategy:

- Development of a technology roadmap focusing on enabling cloud computing.
- Creation and periodic updates of an integrated plan for the future state of the NAS.
- Research and development, systems engineering, and enterprise architecture for the continuous modernization of the NAS.
- Focus on advancing research and development initiatives that shape the future of air transportation systems.
- Serving as the FAA's national scientific test base, supporting research and prototype development critical to NAS modernization. It provides around-the-clock operational support to air traffic control facilities nationwide.
- Research, development, testing, and evaluation of air transportation systems, including infrastructure management and operational support.

FY 2027 Anticipated Accomplishments:

Program Management:

- Replace 100 percent of copper wires with fiber, wireless, or satellite
- Deploy over 200 Voice Switches
- Deploy over 700 IP Radios
- Deploy over 300 Radars
- Deploy 100 percent of Surface Awareness Towers (200), enabling all FAA airports to have a surface capability
- Deploy Electronic Flight Strips at 50 airports
- Deploy over 80 Weather Stations/Cameras in Alaska
- Sustain core infrastructure to ensure that terminal and en route controllers have all critical parts of the NAS infrastructure available for the safe and efficient delivery of air traffic services

Facilities

- Complete design phase of New TRACON

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- Complete construction of three new airport towers
- Identify location of new ARTCC

Strategy:

- Develop strategy of an integrated future NAS state including remote towers and cloud capabilities
- Provide laboratory systems for conducting integrated concept evaluations, modeling and simulations, and testing and evaluating all new technologies in the national airspace
- Provide facility operations and maintenance, environmental management and maintenance, and engineering support for all facilities located at the WJHTC for Advanced Aerospace

What benefits will be provided to the American public through this request and why is this program necessary?

AMO works to transform the United States air traffic control system from its current antiquated state where equipment related delays have raised 338 percent in FY 2025 to a modern system capable of meeting the demands of today and the future. State-of-the-art communications networks, surveillance capabilities, automation systems, and facilities are all needed to bring about this future state. By integrating cutting-edge technology and intelligent systems, this New NAS will enhance safety, efficiency, and global leadership for decades to come. In FY 2027, the FAA will continue its vital work in modernizing the air traffic control system, enhancing safety and efficiency, and maintaining the United States' leadership in aviation technology. This continued investment is crucial for meeting the demands of a growing and evolving aviation industry, ultimately benefiting the American public through improved air travel experiences and economic growth.

In addition, the resources allocated to AMO through this budget request are pivotal to bolstering the American public's welfare by guaranteeing the NAS' safety and efficiency. This effort is crucial to maintaining America's leadership in global aviation and providing significant economic and strategic advantages. Funds designated for the program are for the enhancement, modernization, and upkeep of the infrastructure and assets, a critical step in protecting the NAS, as well as continuing FAA's advancement of aviation technologies through research, development and innovation

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Airspace Modernization (AMO) (\$000)

	Dollars (in Thousands)	FTP	FTE
FY 2026 Enacted	\$1,349,221	668	666
Adjustments to Base	\$160,222	-	-
Annualization of FY 2026 Pay Raise 1%	407	-	-
FY 2027 FERS Contribution Changes	(520)	-	-
Non-Pay Inflation	30,714	-	-
Telecommunications Carrier Costs	104,000	-	-
Transition from F&E to Operations	25,699	-	-
Working Capital Fund	(78)	-	-
FY 2027 PB Request	\$1,509,443	668	666

See Operations Summary for a detailed description of the explanation of funding changes.

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Detailed Justification for Administration and Finance Office (AFO)

**FY 2027 – Administration and Finance Office (AFO)
Budget Request
(\$000)**

Program Activity	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
Salaries and Expenses	309,935	380,021	380,092
Program Costs	637,456	712,664	750,205
Total	\$947,391	\$1,092,685	\$1,130,297
FTE	1,367	1,650	1,653

What is this program and what does this funding level support?

The Administration and Finance Office (AFO) is responsible for providing the Agency’s common business services through a consolidated, integrated approach. AFO oversees the delivery of financial operations, information technology, acquisitions and human resources services to approximately 44,000 FAA employees.

AFO manages the FAA’s budget requirements, handles more than 32,000 contract actions for more than \$6.0 billion in goods and services annually, and supports over 62,000 technology users. AFO leads the FAA’s efforts to identify cost savings, leverage technology, and optimize resources to position the Agency to achieve the aviation safety mission.

AFO’s functions include:

Financial Services:

- Enables the FAA to meet its aviation safety mission by formulating, justifying, executing, and managing budgets for each of the Agency’s offices.
- Ensures funding is available to support FAA’s mission and advocates for funding to support FAA’s critical personnel, programs, and initiatives.
- Serves as the Agency’s Chief Financial Officer and leads the FAA in identifying cost savings, providing responsible financial management of budget appropriations, and managing the Agency’s workforce planning.
- Holds key oversight responsibilities for the Agency’s Brand New Air Traffic Control System (BNATCS) and New NAS projects.

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Acquisition and Business Services:

- Provides contracting expertise, acquisition lifecycle support, and property management that enables the FAA to achieve its aviation safety mission by procuring goods and services that leverage emerging technologies and industry best practices.
- Oversees and manages real and personal property for the Agency.
- Manages the space needs of more than 24,000 personnel from every FAA office housed in over 6.9 million square feet of FAA office space across the country.
- Source and manage all contracts for BNATCS, including the Sole Integrator contract.

Mike Monroney Aeronautical Center (MMAC or AMC):

- Provides centralized services critical to ensuring aerospace safety and integrating emerging entrants into the national airspace system.
- Has over 96 percent of the equipment and infrastructure that runs the National Airspace System replicated at the Center for centralized engineering, centralized maintenance repair and overhaul, and critical research in the areas of flight procedures, human factors, and aerospace medicine.
- Houses the FAA's \$500.0 million Franchise-funded organizations, composed of six organizations that provide shared services across the federal government. Services include financial management, supply chain and logistics, information technology services, technical and leadership training, flight program maintenance operations, and acquisition and provides products and services to the entire DOT and over 35 other federal agencies.

Information and Technology:

- Operates as the FAA's information and technology backbone by providing and overseeing all aspects of the Agency's IT enterprise. This allows all FAA organizations to connect, interact, and respond to customers, stakeholders, and colleagues, as well as access data and resources necessary to perform their daily operations in support of the FAA mission.
- Keeps the FAA's network safe from cyber threats, maintains a comprehensive cyber threat intelligence analysis capability, and supports innovative technology and tools to provide quick reliable information and data access to our customers, while moving the Agency towards a path of increased efficiency and innovation.
- Provides comprehensive IT services to over 62,000 technology users across the FAA.

Human Resource Management:

- Focuses on the FAA's human capital by identifying, recruiting, and developing FAA's workforce with the leadership, technical, and core competencies needed to meet the challenges of the future while maintaining the world's safest and most efficient national airspace system.
- Establishes, delivers, and improves Agency-wide employment services and programs through classification, pre-employment assessment, hiring, onboarding and offboarding, benefits, and payroll and personnel action processing.
- Serves as a strategic business partner to Agency employees, supervisors, managers, and

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executives on personnel matters involving employment and pay.

- Aids in the prevention of unlawful discrimination because of race, color, national origin, sex, age, religion, and disability for individuals employed by the FAA.
- Plays a key role in meeting the Department's FY 2027 goal of onboarding 2,300 new air traffic controllers.
- Ensures that the Agency makes effective decisions in considering and managing reasonable accommodations for the FAA workforce.

FY 2027 Anticipated Accomplishments:

- Ensure agency funds and resources are utilized effectively, and that FAA maintains compliance with the Anti-Deficiency Act.
- Lead the Agency on all accounting operations and provide financial oversight and information to assist FAA organizations with making business decisions.
- Apply business case discipline to cost and contract reviews for major investments, acting as stewards of the agency's investment analysis process.
- Develop and implement best practices in acquisition to deliver highest value for the taxpayer while enhancing efficiency and effectiveness of procurement methods.
- Optimize the Agency's Real Property Portfolio by reducing the number of underutilized assets.
- Achieve efficiencies for 35 federal agencies through the Enterprise Services Center in financial management, accounting and information technology.
- Provide oversight for franchise service lines and manage over 2,000 active agreements worth \$500.0 million of activity across FAA and other Federal agencies. These agreements are a part of the Franchise Fund activities.
- Maximize the capabilities of the Integrated Service Center and MyIT support to provide improved services to FAA stakeholders.
- Maximize employee efficiencies and effectiveness through implementation of process improvements and other enhancements in core IT services delivery.
- Maintain 99.5 percent availability for IT systems as defined in customer agreements detailing specific commitments.
- Support Cybersecurity initiatives by implementing Zero Trust and IPv6.
- Develop an FAA-wide Strategy for leveraging AI, including integration of AI into SOC solutions for Detection and incident Response.
- Leverage industry tools and knowledge to replace current enroute and terminal automation systems with a Common Automation Platform.
- Implement operational and cost efficiencies via centralized software asset management, automation and business process integration, license optimization, and risk mitigation. Continue to advance comprehensive corporate recruiting strategies to attract skilled talent that reflects the best and brightest of the nation and use data to measure ROI and drive future corporate recruitment strategies.
- Through partnerships, continue to identify and realize efficiencies in the controller hiring process to meet the Department's FY 2027 surge hiring goal of 2,300 for air traffic controllers.

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- Increase FAA managers and employee’s knowledge and skillset to make effective decisions during the Reasonable Accommodations process allowing for continued efficiency and productivity in the workforce to maintain the safety of the National Airspace System (NAS).
- Support Department-level efforts ensuring compliance with civil rights regulations, including by ensuring against discrimination in airport programs.

Program Increase:

The FY 2027 budget request for AFO includes additional funding for the following programmatic initiative.

Discretionary Adjustments	Amount (\$000)	FTP	FTE
Improve Cybersecurity	42,125	-	-
AFO Total	\$42,125	-	-

Cybersecurity \$42.1 million: This funding will enhance zero trust architecture and ensure software and hardware security with a focus on incorporating performance measurement strategies, expanding global cyber capacity, and updating regulations while collaborating with international partners. This will allow the FAA to align with Cybersecurity and Infrastructure Security Agency (CISA) guidelines, improve software development practices, assess encryption infrastructure, and enhance supply chain security.

What benefits will be provided to the American public through this request and why is this program necessary?

AFO’s shared services approach to delivering the Agency’s common information technology, human resource, finance, acquisition, property, and technical training services allows for continuous improvement and streamlined products and services to support the FAA’s vital aviation safety mission. AFO also focuses on reducing costs across the Agency, saving taxpayer dollars while providing benefits to all customers and stakeholders.

AFO continues to find new and innovative ways to lessen the administrative burden on the Agency’s employees, allowing them to meet their individual responsibilities to support the safety of the national airspace.

This budget will enable the continued operational support of the FAA’s Offices via the shared services business model. AFO provided services include the following:

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- A unified “One FAA” approach that strengthens the FAA Employer Brand and reduces redundancies, minimizes costs, and elevates the FAA’s standing as an aviation sector Employer of Choice.
- Through partnerships, continuing to identify and realize efficiencies in the controller hiring process to meet the Department’s FY 2027 surge hiring goal of 2,300 for air traffic controllers.
- Significantly improving merit-based hiring principles and practices to ensure that the American public receives the services they deserve from a highly skilled Federal workforce.
- Protecting and updating the Agency’s IT infrastructure.
- Overseeing the FAA’s annual budget and operating financial, cost accounting, and procurement systems.
- Competing, negotiating, awarding, and managing more than \$5.2 billion in key contracts that support critical programs and projects including the Brand New Air Traffic Control System.
- Training more than 16,000 resident students in safety-related occupations annually to keep the national airspace operating at optimal capacity and efficiency at any given time.
- Maintaining 270,000 property and equipment assets.

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**Administration and Finance Office (AFO)
(\$000)**

	Dollars (in Thousands)	FTP	FTE
FY 2026 Enacted	\$1,092,685	1,574	1,650
Adjustments to Base	(4,513)	-	3
Annualization of FY 2026 FTE (591 FTE) - Safety Hiring	414	-	3
Annualization of FY 2026 Pay Raise 1%	949	-	-
FY 2027 FERS Contribution Changes	(1,280)	-	-
Transition from F&E to Operations	2,720	-	-
Working Capital Fund	(7,316)	-	-
Discretionary Adjustments	\$42,125	-	-
Improve Cybersecurity	42,125	-	-
FY 2027 PB Request	\$1,130,297	1,574	1,653

See Operations Summary for a detailed description of the explanation of funding changes.

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Detailed Justification for – Policy and Legal Office (ALO)

**FY 2027 – Policy and Legal Office (ALO)
Budget Request
(\$000)**

Program Activity	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
Salaries and Expenses	0	145,900	145,773
Program Costs	0	28,549	28,736
Total	\$0	\$174,449	\$174,509
FTE	0	589	589

What is this program and what does this funding level support?

The Policy and Legal Office (ALO) delivers a cohesive framework that integrates strategic policy, legal, communications, strategic engagement, and financial assistance functions.

ALO’s key functions include:

Chief Counsel: Provides critical legal services across the FAA, offering advice, defense, and mitigation of risks. With the integration of whistleblower ombudsman function, Chief Counsel fulfills essential legal and regulatory roles. Core activities include legal sufficiency reviews, representation in legal forums, and dispute resolution.

Government and Industry Affairs: Serves as the principal liaison between the FAA and Congress, coordinating legislative initiatives and fostering industry relationships. It ensures the FAA’s legislative message is effectively communicated to stakeholders. Core activities include congressional communication, legislative coordination, and stakeholder engagement.

Policy and Strategic Engagement: Provides strategic policy guidance and data-driven decision-making support in the areas of policy analysis, international affairs, environment, and regional administration. This office also performs the Agency’s audit liaison function. Its Core activities include policy analysis, international collaboration, environmental leadership, and regional engagement.

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Communications: Leads the FAA's communication strategies, promoting safety and policy updates to a broad audience. It optimizes outreach efforts through media relations and internal communications. Core activities include communication, media engagement, and public outreach.

Airports: Plans and develops a safe and efficient national airport system that meets U.S. aviation needs, while considering economic factors, environmental compatibility, local rights, and protecting public investment.

Rulemaking: The Assistant Administrator for Rulemaking and Regulatory Improvement, as mandated by the 2024 reauthorization, manages the Agency's rulemaking program and oversees the development, coordination, and publication of aviation regulations. This office provides policy and procedural guidance for the regulatory process, ensures compliance with statutory and administrative requirements, and coordinates rulemaking activities across the Agency and with external stakeholders. Core activities include regulatory development, rulemaking process management, Federal Register coordination, and regulatory policy implementation.

FY 2027 Anticipated Accomplishments:

Chief Counsel:

- Advise and counsel on the implementation of key priorities of the Administration, as directed in Executive Orders.
- Proactive legal engagement and program support for executing and managing the technical aspects of FAA programs and helping ensure that FAA interests and equities are protected.
- Provide legal counsel and training on aircraft registrations on non-citizen/U.S. citizen trusts; corporations/limited liability companies/partnerships; fractional ownerships; and other areas.
- Provide advice and training on a broad spectrum of intellectual property (IP)-related issues, including, but not limited to, data rights, licensing, patents, copyright and trademarks, technology transfer (including the development of cooperative research and development agreements (CRADA) and licenses), and data rights strategy.
- Enforce FAA regulations related to illegal drone operations, unruly passengers, drug and alcohol compliance, certificate falsification, aircraft maintenance, medical disqualification, illegal charters, and hazardous materials.
- Defend aviation accidents, other tort claims, and appellate challenges to FAA Order and final agency decisions.
- Enhance FAA information management by supporting AI governance policies, conducting legal reviews for FOIA and PA responses, and ensuring compliance with regulations like the E-Government Act and Trade Secrets Act.
- Support environmental reviews and provide legal counsel across key areas, including facilitating reviews for airport capacity and infrastructure projects, as well as for new entrants like Unmanned Aircraft Systems (UAS) operations and commercial space

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launches, with litigation support as needed.

- Provide proactive legal support across FAA policy development, with a focus on acquisition, finance operations, and programs such as UAS and War Risk Insurance. Play a key role in lifecycle acquisition management, enhancing quality, reducing timelines, and managing risks and budgets for aviation services and equipment, including those related to new entrants and compliance requirements.
- Implement Congressional and Executive Branch mandates concerning FAA personnel, ensuring compliance with legislative and executive requirements. Additionally, it provides comprehensive management advice on employment and labor matters.
- Support the FAA's national security and cybersecurity missions.
- Advise offices of Congressional oversight investigations and responding to Congressional document and interview requests.
- Provide expert legal advice on international aviation and space law, assisting with international safety assessments, technical support, and the development of international agreements. Serve as a liaison with international organizations, foreign governments, and other U.S. agencies.
- Dispute resolution services and/or administrative adjudication of acquisition-related disputes and administration of the Civil Penalty Program; representation of Agency interests and choice of actions, including the National Transportation Safety Board; and representing the FAA in litigation before the Office of Dispute Resolution for Acquisition.
- Enhance Agency accountability for internally identified safety concerns, whistleblower contributions, and employee workplace conflicts. The safety benefits of an effective internal reporting program are well received.

Government and Industry Affairs:

- Advise the Administrator and FAA Offices on all matters concerning the Congress, aviation industry groups, and other governmental organizations.
- Communicate to Congress on behalf of the Administrator and senior leadership.
- Foster strong partnerships with key industry stakeholders.

Policy and Strategic Engagement:

- Facilitate the implementation of a long-term FAA reauthorization bill, working across the Agency, with the Administration, and with Congress and stakeholders.
- Provide timely cost-benefit and regulatory analyses to develop and implement critical safety rules, support future powered-lift and UAS operations, and expand commercial space activities, coordinating approvals with the Department of Transportation and the Office of Management and Budget.
- Influence international aviation organizations to align global standards with U.S. priorities, ensuring safety, operational efficiency, and the integration of commercial space operations and new technologies.
- Enhance global air transportation safety and efficiency through coordinated outreach, data sharing, and training on U.S. aviation innovations and risk-based decision-making.

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- Support the integration of UAS and AAM operations into the National Airspace System (NAS) including strategic engagement with operators and local officials on community concerns related to increased operations of new entrants.
- Improve FAA's effectiveness by leading streamlined governance to include responsive corporate planning, performance, and risk management processes for the Agency.
- Manage international agreements to support United States aviation research and collaboration, advancing global safety, efficiency, airspace security, and integration of new technologies.
- Increase awareness and outreach for FAA safety initiatives while improving community engagement techniques to address aviation noise concerns nationwide.
- Conduct analysis and coordinate cross-FAA efforts regarding impacts to the FAA and the aviation industry, including economic, and pilot shortage recovery impacts.
- Create a consistent pipeline of future aerospace industry professionals through the Science, Technology, Engineering, and Math (STEM) Aviation and Space Education (AVSED) program.
- Support standard setting and certification by updating processes and data for noise and emissions certification of subsonic aircraft, UAS, advanced air mobility, and supersonic vehicles.
- Manage FAA monitoring of, response to, and support of areas of global conflict and crisis/incident management events to mitigate impacts to the safety and security of U.S. civil aviation operators and the flying U.S. public.
- Adopt a data-driven approach to enhance FAA's global impact by promoting aviation safety culture, improving air navigation efficiency, facilitating U.S. aerospace product acceptance, coordinating airspace restrictions during space launches, and modernizing air traffic management systems worldwide.
- Implement and manage the Samya Rose Stumo National Air Grant Fellowship Program.
- Develop national and airport level activity forecasts, cost-benefit studies, issue analysis, economic impact studies, and stakeholder outreach, to facilitate national airspace planning.
- Support National Emergencies, emergency preparedness and continuity of operations.

Communications:

- Promote safety and agency goals by sharing real-time information on digital platforms and social media, supporting safety campaigns, and providing pilot-focused products like the "From the Flight Deck" series and updated Arrival Alert Notices.
- Oversee the Media Relations Program by handling media inquiries, acting as official spokespersons for the FAA's safety mission, and creating materials like news releases, op-eds, and talking points.
- Direct public education and outreach by aligning communications with agency goals, sharing safety information via digital platforms and social media, and managing the Administrator's social accounts.
- Plan and execute in-person and virtual safety events for a wide-range of audiences.
- Oversee information architecture and navigation to ensure consistent, discoverable,

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- accurate, and high-quality content across FAA platforms, aligning with agency standards.
- Manage FAA.gov by ensuring content accuracy, accessibility, and the dissemination of critical safety information.
- Enhance FAA credibility by managing its brand identity through graphic design, photography, video production, motion graphics, animation, and event production.
- Provide executive support with photography, videography, and speechwriting for FAA leadership events and initiatives.

Rulemaking:

- Promulgate rulemaking on critical safety rules and regulatory aspects, including the safe and timely integration of new entrants into the national airspace.
- Manage the Agency's regulatory development process by coordinating rulemaking activities across FAA organizations, ensuring compliance with statutory, Executive Order, and administrative requirements governing Federal rulemaking.
- Develop, review, and publish aviation regulations by preparing rulemaking documents, coordinating internal and interagency review, and overseeing Federal Register submissions and regulatory dockets.
- Provide policy guidance and procedural oversight for the rulemaking lifecycle by managing regulatory planning, supporting public notice and comment processes, and ensuring transparency and consistency in FAA regulatory actions.

What benefits will be provided to the American public through this request and why is this Program necessary?

The Policy and Legal Office (ALO) is essential for enhancing the FAA's ability to fulfill its mission and address emerging challenges within the aviation sector. This program provides significant benefits to the American public, making it a necessary investment.

Public Benefits:

- **Strengthened Safety and Efficiency:** ALO ensures that the FAA can swiftly and effectively respond to regulatory and policy challenges, which enhances the safety and efficiency of the national aviation system, directly benefiting all who rely on air travel.
- **Safeguarding Public Interests:** ALO is responsible for safeguarding public interests by ensuring that aviation regulations and policies are robust, transparent, and fair. This instills confidence in the aviation system and promotes trust among stakeholders.

The ALO is crucial for maintaining an agile and responsive FAA. As the aviation landscape evolves, ALO enables the FAA to anticipate and address new challenges proactively. This ensures that the agency remains a global leader in aviation safety and innovation. The requested funding is vital to support these efforts, ensuring that the FAA can continue to protect the public and enhance the nation's aviation infrastructure.

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**Policy and Legal Office (ALO)
(\$000)**

	Dollars (in Thousands)	FTP	FTE
FY 2026 Enacted	\$174,449	546	589
Adjustments to Base	60	-	-
Annualization of FY 2026 Pay Raise 1%	365	-	-
FY 2027 FERS Contribution Changes	(498)	-	-
Working Capital Fund	193	-	-
FY 2027 PB Request	\$174,509	546	589

See Operations Summary for a detailed description of the explanation of funding changes.

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Detailed Justification for the Office of Aviation Safety Management (ASM)

**FY 2027 - Aviation Safety Management (ASM)
Budget Request
(\$000)**

Program Activity	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
Salaries and Expenses	0	41,479	41,473
Program Costs	0	7,945	9,592
Total	0	49,424	51,065
FTE		156	156

What is this program and what does this funding level support?

The Office of Aviation Safety Management (ASM) advances FAA’s mission to provide the safest, most efficient aerospace system in the world in several key ways. ASM leads the FAA Safety Management System by centralizing critical safety functions to include policy governance, hazard identification, comprehensive Safety Risk Management, Safety Assurance, corrective action oversight, safety promotion, and enterprise-wide information sharing. This unified approach enhances risk transparency, standardizes processes, accelerates responsiveness, and ensures that actionable safety intelligence is rapidly elevated to executive leadership empowering data-driven decisions that optimize safety outcomes across the aviation enterprise.

ASM functions include:

Safety Management System (SMS) governs safety policy, risk oversight, and performance monitoring across the FAA. This integrated framework provides a clear view of risks and mitigations, ensures risk controls remain effective, and adapts to emerging challenges. Through focused safety promotion, the SMS builds engagement, strengthens safety culture, and drives consistent best practices, reinforcing the FAA’s role as a leader in proactive aviation safety.

Enterprise Safety Intelligence capability leverages the full spectrum of aerospace data to generate actionable insights that strengthen decision-making at all levels of the organization. This function develops comprehensive safety risk heat maps, enabling leadership to visualize emerging risks and trends within the National Airspace System. Through proactive monitoring, it identifies safety trends and precursors before they escalate into operational hazards. By delivering near real-time visibility into the FAA’s collective risk, Safety Intelligence ensures that potential threats are recognized early and

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addressed swiftly, reinforcing the agency's commitment to predictive, data-driven safety management.

FY 2027 Anticipated Accomplishments:

- Serve as U.S. representative to the International Civil Aviation Organization Annex 19 – Safety Management Panel, to develop and enhance global safety management standards and practices
- Establish shared safety risk definitions to enable comparing risk across FAA's areas of responsibility
- Develop enterprise safety risk heat maps
- Provide near-real-time collective risk visibility
- Identify emerging hazards and precursors
- Integrate all aerospace data sources
- Align existing safety performance indicators and develop new Key Performance Indicators as needed to assess overall safety performance

What benefits will be provided to the American public through this request and why is this program necessary?

ASM centralizes safety management activities and is responsible for the FAA's single, agency-wide safety management system, which ensures consistent alignment with the FAA's mission of ensuring safe skies for the flying public. Through enhanced safety data quality and improved senior leadership's involvement in safety management, ASM leads one SMS and provides a means for FAA to integrate modern safety risk management and safety assurance concepts into repeatable, proactive systems.

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**Aviation Safety Management (ASM)
(\$000)**

	Dollars (in Thousands)	FTP	FTE
FY 2026 Enacted	\$49,424	156	156
Adjustments to Base	\$1,641	-	-
Annualization of FY 2026 Pay Raise 1%	104	-	-
FY 2027 FERS Contribution Changes	(110)	-	-
Transition from F&E to Operations	1,647	-	-
FY 2027 PB Request	\$51,065	156	156

See Operations Summary for a detailed description of the explanation of funding changes.

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Detailed Justification for Aviation Safety Oversight and Certification Organization (AVS)

**FY 2027 - Aviation Safety Oversight and Certification Organization (AVS)
Budget Request
(\$000)**

Program Activity	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
Salaries and Expenses	1,523,152	1,508,530	1,533,011
Program Costs	308,926	291,421	302,665
Total	1,832,078	1,799,951	1,835,676
FTE	7,711	7,482	7,605

What is this program and what does this funding level support?

The request allows Aviation Safety Oversight and Certification (AVS) to provide essential services for certification, production approval, and continued airworthiness of aircraft as well as the certification of pilots, mechanics, and others in safety-related positions; and to maintain essential safety data reporting capabilities.

AVS is responsible for setting safety standards for every product, person, and organization that manufactures and operates aircraft in the national airspace. AVS provides the following services:

- Development and establishment of safety and certification standards for the civil aviation industry.
- Surveillance and oversight of certificate holders, air carriers, general aviation operators, repair stations, manufacturers, and airmen.
- Issuance or denial of certifications.
- Maintains and, when possible, improves the safety of the National Airspace System (NAS).
- Ensure existing certificate holders continue to meet the safety requirements, standards, and regulations of their original certificate.
- Creates and amends the rules and regulations that provide safety standards for people, organizations, and equipment, including new entrants, operating in the NAS.
- Conducts independent safety oversight of the Air Traffic Organization’s (ATO) air traffic services.

AVS services and offices include:

Flight Standards Service (FS): The Flight Standards Service promotes safe air transportation by setting standards, providing certification, and conducting oversight of airmen, air operators, air agencies, and designees.

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Aircraft Certification (AIR): The Aircraft Certification Service develops and administers safety standards and procedures governing the design, production, and airworthiness of civil aeronautical products. Certification staff oversee design, production, and airworthiness certification programs to ensure compliance with prescribed safety standards. AIR develops safety standards, policies, and guidance that govern the design, production, and airworthiness of aircraft, engines, and propellers. AIR also issues approvals and provides oversight of approval holders, designees, and delegated organizations.

Aerospace Medicine (AAM): The Office of Aerospace Medicine oversees a broad range of medical programs and services for both the domestic and international aviation communities. AAM performs medical certification/qualification of airmen and other persons associated with safety in flight, inspects and oversees aviation industry drug and alcohol testing programs, manages the FAA employee substance abuse testing programs, and performs aerospace medicine and human factors research.

Air Traffic Safety Oversight (AOV): The Air Traffic Safety Oversight Service conducts independent safety oversight of the ATO's air traffic services, using risk-based, data-supported surveillance methods. Surveillance approaches include audits, inspections, investigations, compliance, and approvals, acceptances, and concurrences. AOV staff monitors local air traffic services, processes, and procedures using safety risk standards, safety management system principles, and certification/credentialing programs. AOV approves the ATO's safety management system, monitors the ATO for compliance with its approved safety management system, and reviews and approves the ATO's safety implementation actions and risk management strategies.

Accident Investigation and Prevention (AVP): The Office of Accident Investigation and Prevention investigates aviation accidents and incidents and manages the AVS Voluntary Safety Reporting Program and AVS Safety Culture and Assessment process.

Office of Business Integration (ABI): The Office of Business Integration provides executive oversight and direction of consolidated management support services for all of AVS. AQS manages all phases of planning, financial management, Information Technology liaison services, and administrative activities for the immediate office of the Associate Administrator.

Organization Designation Authorization (ODA): The Organization Designation Authorization Office was established to oversee and ensure consistency of the FAA's oversight program for companies that issue certificates and conduct certain inspections on behalf of the agency. This office is also focused on the continued enhancement of standardized development, improved implementation, and the application of a coordinated national ODA program policy.

Hazardous Materials Safety (AXH): The Office of Hazardous Materials Safety ensures and promotes the safe transportation of dangerous goods (e.g., hazardous materials or hazmat) in air commerce through activities that include regulatory oversight of dangerous goods carried by the flying public and transported on aircraft. AXH utilizes a Safety Management System (SMS) approach, which applies risk-based decision-making to identify and address prioritized

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risks.

FY 2027 Anticipated Accomplishments:

Function/Office	FY 2027 Anticipated Accomplishments
Aviation Safety	<ul style="list-style-type: none"> • AVS will continue to address challenges from adaptive risk-based surveillance requirements and industry factors such as anticipated growth in leisure travel, marketplace consolidation and performance, and the need for improved application cycle times. Maintain our emphasis on safety in air transportation by setting standards for certification and oversight of airmen, operators, agencies and designees in a rapidly changing environment. • While maintaining our Continued Operation Safety modernization objectives, we will continue focus on overseeing design, production, airworthiness certification, and ongoing airworthiness programs for all U.S. civil aviation products and foreign import products. • AVS will continue to safely integrate new technologies into existing operations to maximize their benefits for the American public. • AVS will expand safety oversight of the ATO and other Air Navigation Service Providers operating in the NAS. • Improve industry compliance with aviation safety regulations and standards through inspections, investigations, data analyses, and risk management. • Continue implementing the Safety Assurance System to improve FAA’s ability to identify hazards and risks before they result in major incidents and accidents. • Conduct risk-based safety oversight of the aviation industry, targeting the highest-risk operators to ensure continued operational safety.

Program Increases:

The FY 2027 budget request for AVS includes additional funding for the following programmatic initiatives:

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Discretionary Adjustments	Amount (\$000)	FTP	FTE
Expedite Certification Services	9,075	46	23
Expand Oversight of Air Navigation Service Providers Operating in the NAS	7,446	63	32
Increased Aviation Manufacturer and Operator Oversight	5,268	45	23
AVS Total	\$21,789	154	78

Expedite Certification Services (\$9.1 million and 46 FTP / 23 FTE): This funding will ensure the safety and efficiency of the rapidly evolving aviation industry. The FAA seeks funding to increase staffing and enhance regulatory oversight capabilities. This will help the FAA maintain safety standards, reduce service delays, and facilitate industry growth by efficiently managing new certifications and integrating emerging technologies into the National Airspace System.

Expand Oversight of Air Navigation Service Providers Operating in the NAS (\$7.4 million and 63 FTP / 32 FTE): This funding will address critical deficiencies in the safety oversight of air navigation services within the National Airspace System. The FAA is seeking additional necessary resources to implement recommended improvements and enhance oversight capabilities, as well as strengthen compliance with international standards and improve safety oversight.

Increased Aviation Manufacturer and Operator Oversight (\$5.3 million and 45 FTP / 23 FTE): Aviation manufacturing production and aircraft operators continue to grow, creating a demand for FAA oversight and technical support, surveillance, and certification activities for air carriers, general aviation operators, repair stations and designees. FAA has a growing backlog of aircraft certifications and FAA intends to increase its presence of inspectors on the floor at Boeing, Spirit Aerospace Systems and other production manufacturers. To meet this need, FAA is requesting 45 new positions for the Aviation Safety Office: 24 in Aircraft Certification Services and 21 in Flight Standards.

What benefits will be provided to the American public through this request and why is this program necessary?

AVS will provide the American public safety and economic benefits by maintaining an enhanced oversight of the national airspace through data analysis techniques used for audits, surveillance, and certification of aircraft operators and production manufacturers, pilots, mechanics, and other safety related positions. In addition, AVS will provide certification and integration services for newly designed and manufactured aviation products. The engineer and inspector resources will provide manufacturing and operational approvals for the integration of

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new technologies while maintaining safety oversight services within the national airspace system.

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**Aviation Safety Oversight and Certification Organization (AVS)
(\$000)**

	Dollars (in Thousands)	FTP	FTE
FY 2026 Enacted	\$1,799,951	7,313	7,482
Adjustments to Base	\$13,936	-	45
Annualization of FY 2026 FTE (591 FTE) - Safety Hiring	9,373	-	45
Annualization of FY 2026 Pay Raise 1%	3,771	-	-
FY 2027 FERS Contribution Changes	(5,637)	-	-
Transition from F&E to Operations	4,804	-	-
Working Capital Fund	1,625	-	-
Discretionary Adjustments	\$21,789	154	78
Expedite Certification Services (46 FTP / 23 FTE)	9,075	46	23
Expand Oversight of Air Navigation Service Providers Operating in the NAS (63 FTP/32 FTE)	7,446	63	32
Increased Aviation Manufacturer and Operator Oversight (45 FTP/23 FTE)	5,268	45	23
FY 2027 PB Request	\$1,835,676	7,467	7,605

See Operations Summary for a detailed description of the explanation of funding changes.

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Detailed Justification for the Office of Advanced Aviation Technologies (AAT)

**FY 2027 - Office of Advanced Aviation Technologies (AAT)
Budget Request
(\$000)**

Program Activity	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
Salaries and Expenses	0	15,466	15,461
Program Costs	0	19,485	19,485
Total	0	34,951	34,946
FTE		65	65

What is this program and what does this funding level support?

The Federal Aviation Administration (FAA) established the Office of Advanced Aviation Technologies in recognition of the ongoing and growing importance of emerging aviation technologies and the key role FAA plays in enabling these concepts to enter the airspace. As such, AAT drives efforts within the FAA and with industry to enable and accelerate the safe and secure integration of Advanced Technologies into the National Airspace System (NAS), including Advanced Air Mobility (AAM), Unmanned Aircraft Systems (UAS), and more.

AAT leads the safe and efficient integration of advanced technologies into the NAS through collaboration and engagement with government and industry on integration issues, providing technical assistance and program management, and sharing information that will propel the future of aviation forward. Work related to advanced aviation technologies takes place across almost all organizations within the FAA, and AAT provides a single access point for stakeholders to ensure that appropriate, cross-functional collaboration takes place to inform decision-making that will integrate advanced technologies into the NAS in a safe, secure, and efficient way.

AAT’s responsibilities include:

- **Enterprise Strategy & Planning:** Develops integration strategies for advanced aviation technologies and accompanying plans to monitor and track integration progress in the NAS. This work involves engagement with industry, other FAA offices, Department of Transportation, other federal entities, and more to ensure that plans reflect industry needs and align with FAA regulatory, policy, procedural, and system planning.
- **Testing and Operational Evaluation Programs:** Oversees and executes programs to enable advanced aviation technology concepts and technologies in the NAS. This work includes sponsorship of applied R&D for data collection, testing & evaluation for technology maturation and validation, and pilot programs to achieve limited operations.

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Lessons learned from these activities are used to drive FAA policies for aviation technology integration and to refine and strengthen future strategies.

- **Implementing and Scaling Operations:** Collaborates across the FAA and externally to advance policies, rulemaking, standards, and more to ensure safe, scalable, and timely integration of advanced aviation capabilities into the NAS.

FY 2027 Anticipated Accomplishments:

- Complete electric vertical takeoff and landing (eVTOL) integration pilot program deployments and initial report to the White House.
- Complete two human-in-the-loop simulation exercises in partnership with major airports, AAM manufacturers, FAA partners, and third-party service providers.
- Execute UAS & AAM testing and evaluation in partnership with industry at the nine FAA-designated UAS Test Sites.
- Complete counter-UAS detection and mitigation testing at FAA-designated UAS Test Sites with federal partners.
- Complete implementation activities to prepare for accepting part 108 certificates, permits, and airworthiness acceptance applications
- Implement Part 146 Automated Data Service Provider approvals and issue the first Air Agency certificate.

What benefits will be provided to the American public through this request and why is this program necessary?

The work of the AAT reflects the FAA’s proactive approach to embracing and integrating emerging aviation technologies. The rapid evolution of advanced technologies such as UAS and AAM requires that the FAA keep pace with the needs of industry, federal partners, and the public, while continuing to maintain the FAA’s standards for safety of the NAS. AAT provides the critical benefit of leading and coordinating across the FAA to align advanced aviation technology integration strategies and efforts, while providing clear and consistent messaging externally. Additionally, AAT provides industry and federal, state, local, tribal & territorial partners with programs to test and operationalize new concepts, such as through the UAS Test Sites, eVTOL Integration Pilot Program, or BEYOND. The lessons learned through these activities then allow AAT to drive the FAA’s efforts to normalize advanced aviation technologies in the NAS through rulemaking, policy, standards development, and more.

Through AAT’s efforts, the FAA enhances the safety, efficiency, and benefits of advanced aviation technologies for the American public. This office not only streamlines internal operations but also positions the FAA to effectively respond to the challenges and opportunities of a rapidly evolving aviation environment.

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Office of Advanced Aviation Technologies (AAT)

	Dollars (in Thousands)	FTP	FTE
FY 2026 Enacted	\$34,951	64	65
Adjustments to Base	(\$5)	-	-
Annualization of FY 2026 Pay Raise 1%	39	-	-
FY 2027 FERS Contribution Changes	(44)	-	-
FY 2027 PB Request	\$34,946	64	65

See Operations Summary for a detailed description of the explanation of funding changes.

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Detailed Justification for the Office of Commercial Space Transportation (AST)

**FY 2027 – Office of Commercial Space Transportation (AST)
Budget Request
(\$000)**

Program Activity	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
Salaries and Expenses	34,793	32,603	39,801
Program Costs	7,226	7,043	17,043
Total	\$42,019	\$39,646	\$56,844
FTE	160	146	181

What is this program and what does this funding level support?

The Commercial Space Launch Act of 1984 authorized the Department of Transportation (DOT) to license and monitor the safety of commercial space launches and to promote the industry. Executive Order 12465¹ designated DOT as the lead Federal Agency for enabling private sector launch capability.

AST’s mission is to ensure protection of the public, property, and the national security and foreign policy interests of the United States during commercial launch or reentry activities, and to encourage, facilitate, and promote U.S. commercial space transportation. Recent years have witnessed dramatic and exponential growth in both the number of commercial space transportation operations and their complexity. AST supported 205 licensed commercial space launch and reentry operations in FY 2025, an increase of 39 percent over the previous year. The FAA forecasts commercial space operations will total 225 in FY 2026 and over 250 operations in FY 2027. AST is working with multiple companies on innovative operations and furthering national security priorities. As a result, AST continues to see significant increases in mission demands.

AST accomplishes its safety mission through the execution of its licensing, permitting, and safety inspection functions. Key focus areas include:

- Safety oversight: Primarily through on-site inspections, AST ensures license and permit holders adhere to regulatory requirements. At least one inspection of launch operations is required at time of flight, but inspection also encompasses sending safety inspectors to launch and reentry operations to ensure an operator’s compliance with regulations and the representations made in its application. Additionally, key activities, including dress

¹ <https://www.federalregister.gov/executive-order/12465>

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rehearsals and the testing and installation of flight termination systems, are also inspected. Finally, each year AST conducts inspections of all licensed launch sites.

- License and Permits: AST has 180 days to evaluate a license application or 120 days to evaluate a permit application. These evaluations are complex in nature, and require an in-depth safety evaluation, which also includes a policy review, interagency review, and a computation of maximum probable loss for determining an applicant’s financial responsibility.
- Pre-application Consultation: The pre-application consultation is driven by the incoming or new applicant. AST conducts a pre-application consultation with every company or entity that approaches the FAA for a license or permit. As this process is applicant-driven, it serves to educate these proponents on the applicable regulations and assist them in identifying potential issues as they develop and shape their plans.
- Spaceports: AST is responsible for licensing the operation of launch or reentry at 14 sites, also called “spaceports.”

FY 2027 Anticipated Accomplishments:

- Continue to meet licensing and permitting evaluations under the statutory time limits.
- Complete licensing actions for launch and reentry operations, projected to exceed 250 in FY 2027.
- Complete safety inspections for launch and reentry operations, projected to exceed 250 in FY 2027.
- Complete process reengineering efforts and improvements to support increased industry cadence and technological innovations.

Program Increase:

The FY 2027 budget request for AST includes additional funding for the following programmatic initiatives:

Discretionary Adjustments	Amount (\$000)	FTP	FTE
Accommodate Increased Commercial Space Operations	17,238	70	35
AST Total	\$17,238	70	35

Accommodate Increased Commercial Space Operations \$17.2 million and 70 FTP and 35 FTE: This funding will ensure the safety and efficiency of the rapidly evolving commercial space industry. The FAA seeks funding to increase staffing and enhance regulatory oversight capabilities. This will help the FAA maintain safety standards, reduce service delays, and

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facilitate industry growth by efficiently managing new certifications and integrating emerging technologies into the National Airspace System.

What benefits will be provided to the American public through this request and why is this program necessary?

Since AST’s transfer to the FAA in 1995, the Office has licensed or permitted over 900 commercial space launches and reentries as of June 2025. Providing this service to the commercial space industry, while ensuring the safety of the public, remains AST’s authority by statute and priority. The continued rapid pace of growth in commercial space transportation brings challenges beyond increasing launch cadences, new types of space vehicles, such as balloons and a variety of winged launch and reentry vehicles, and the complexity of licensing and operations. Additionally, the commercial space industry is seeing new ventures like small-satellites, cube-satellites, commercial orbital servicing and commercial space stations, as well as the dawn of commercial human spaceflight operations.

AST is currently working with multiple government agencies and companies on innovative operations, including the Department of Defense, NASA, SpaceX’s Starship Super Heavy, and RocketLab. AST anticipates significantly more license and evaluation work due to increases in applications, as well as more inspections due to an increase in operations of both current and new operators. As the licensing “gate” to space, AST must be dynamic to support the evolution of the space industry. The Office of Commercial Space Transportation will play a vital role in assuring the implementation of regulations, working to ensure safety while addressing the needs of industry.

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**Office of Commercial Space Transportation (AST)
(\$000)**

	Dollars (in Thousands)	FTP	FTE
FY 2026 Enacted	\$39,646	136	146
Adjustments to Base	(\$40)	-	-
Annualization of FY 2026 Pay Raise 1%	82	-	-
FY 2027 FERS Contribution Changes	(122)	-	-
Discretionary Adjustments	\$17,238	70	35
Accommodate Increased Commercial Space Operations (70 FTP/ 35 FTE)	17,238	70	35
FY 2027 PB Request	\$56,844	206	181

See Operations Summary for a detailed description of the explanation of funding changes.

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Detailed Justification for Security and Intelligence Organization (ASH)

**FY 2027 – Security and Intelligence Organization (ASH)
Budget Request
(\$000)**

Program Activity	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
Salaries and Expenses	126,525	90,386	90,980
Program Costs	35,945	32,849	32,603
Total	\$162,470	\$123,235	\$123,583
FTE	609	421	425

What is this program and what does this funding level support?

The Security and Intelligence Organization (ASH) ensures and promotes the security of the national airspace system (NAS) through the key functions of its program offices. ASH protects critical FAA assets, personnel, and the flying public from security risks including criminal, terrorist, and insider threats. This is accomplished 24 hours a day through emergency preparedness and response; global aviation situational awareness; intelligence threat identification, warning, and analysis; regulatory investigations; and support and education for law enforcement organizations investigating FAA-certificated entities. ASH collaborates across the agency and with interagency, industry, and foreign partners to provide national security support. In addition, ASH serves as the primary focal point for the investigation of safety disclosures.

ASH supports the following key functions:

Personnel Security: ASH promotes the safety and security of over 75,000 personnel in the workplace, ensuring that only properly vetted personnel are granted access to critical FAA operational facilities, systems, and information by administering the personnel security program and the Personal Identity Verification Program. Additionally, ASH has prioritized personnel security vetting in support of the Department’s air traffic controller hiring priority and in support of the implementation of Trusted Workforce 2.0.

Infrastructure Protection: ASH provides guidance and oversight for the agency’s facility security and information safeguards programs. ASH promotes the safety and security of national airspace critical infrastructure and sensitive information by promulgating program policy, developing agency-wide employee security training, conducting facility security risk assessments for 1,100 staffed facilities, developing countermeasures to mitigate identified facility security

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vulnerabilities, and evaluating security incidents and data breaches to determine corrective actions, while also supporting the physical and information security needs of emerging FAA programs and over 10,000 unstaffed facilities.

National Security Programs and Incident Response: ASH ensures agency-level emergency readiness and response, crisis management, threat identification and analysis, and national security support. ASH promotes and ensures aviation safety and security of the NAS.

Investigations and Professional Responsibility: ASH conducts investigations involving FAA employees, contractors, and non-employees suspected of violating FAA orders and policies. ASH provides services in the following areas: employee misconduct, whistleblower retaliation, counterintelligence, insider risk, international travel security, cyber counterintelligence, eDiscovery, and counterintelligence analysis.

Unmanned Aircraft Systems and Emerging Entrants Security: ASH coordinates with FAA offices on agency actions, messaging, and requests relating to Unmanned Aircraft Systems (UAS) security issues, including counter-UAS. ASH collaborates with federal, state, local, territorial, and tribal government partners and the private sector on UAS security issues.

Whistleblower & Aviation Safety Investigations: ASH coordinates matters related to safety-related whistleblower disclosures and whistleblower retaliation from FAA and Air Carrier employees.

FY 2027 Anticipated Accomplishments:

Personnel Security

- Continue vetting employees during the hiring process, with a special emphasis on prioritizing the hiring of new air traffic controllers.
- Continue enrolling FAA employees in the Trusted Workforce 2.0 (continuous vetting) program with the Defense Counterintelligence and Security Agency.
- Continue implementing the federal investigation standards for employees and contractors in Moderate Risk positions (much of the FAA) prior to enrollment in Trusted Workforce.
- Continue improving and ensuring the integrity of contractor on-boarding and off-boarding processes by providing guidance and in-service training to FAA contracting staff and FAA vendors.

Infrastructure Protection

- Ensure FAA facilities comply with facility and information security requirements that protect agency employees, visitors, information, systems, and facilities.
- Continue to mature the Facility Security Management Program to improve the security posture of the national airspace's critical infrastructure and better inform future security investment decisions.

National Security Programs and Incident Response

- Manage the Washington Operations Center Complex and support the Air Traffic Security Coordinators who manage the Domestic Events Network; provide leadership at FAA, DOT, and the White House with situational awareness of all incidents affecting civil aviation and the national airspace, including a 24/7 intelligence fusion capability.
- Support continuity of operations by maintaining the emergency operations network and emergency relocation site that ensures maintenance of mission essential functions, to include continuous monitoring of the national airspace.
- Initiate enforcement action, when warranted, to remove airmen who pose a risk to the national airspace.
- Assist and support federal, state, local, territorial, tribal, and international law enforcement agencies with investigations and interdictions involving illicit use of aircraft for narcotics, weapons, and human trafficking.

Investigations and Professional Responsibility

- Conduct investigations of FAA employees and contractors for misconduct and professional accountability, including executive misconduct and whistleblower retaliation.
- Continue to develop and execute FAA's counterintelligence program to protect agency missions, systems, people, facilities, and information from targeting and exploitation from foreign and domestic threats.
- Conduct national security activities and investigations related to counterintelligence, cyber CI, cyber threat analysis, insider risk, and international travel security.

Unmanned Aircraft Systems and Emerging Entrants Security

- Provide threat identification and analysis to support FAA decision-making regarding emerging threats to aviation safety, to include emerging technologies and capabilities, such as drones.
- Complete functional requirements to build an application system for critical infrastructure operators to petition the FAA for airspace protection from UAS.
- Finalize the Section 2209 Rulemaking to prohibit or restrict UAS operation near national security sites, critical infrastructure, amusement parks, etc.

Whistleblower

- Improve the safety systemwide through timely processing hotline matters, completing investigations, validating the completeness of Agency responses to identified safety concerns, and ensuring Agency compliance with corrective actions.
- Productively address and resolve safety-related whistleblower disclosures.

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What benefits will be provided to the American public through this request and why is this program necessary?

ASH is responsible for the FAA's critical infrastructure protection, personnel security, emergency operations, threat identification and analysis, contingency planning and crisis response, investigations of employees, contractors, and airmen who may present a safety or security risk to the national airspace. Protecting our critical infrastructure is a national and homeland security priority, which continues to demand a high level of attention and innovation.

In recognition of the criticality of the national airspace in our country's transportation infrastructure and economic stability, ASH develops and executes policies and programs to protect FAA employees, contractors, facilities, and assets, as well as airmen, aircraft, and the flying public. The FAA is committed to continuously improving the safety, security, and efficiency of flight, and continues to work with all our partners and stakeholders to focus our experience, expertise, and new technology to ensure a safer and more secure global airspace. ASH maintains its commitment to providing the FAA and external stakeholders with an independent and highly visible forum to raise, address, and resolve safety complaints, concerns, or whistleblower contributions safely and constructively.

**Federal Aviation Administration
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**Security and Intelligence Organization (ASH)
(\$000)**

	Dollars (in Thousands)	FTP	FTE
FY 2026 Enacted	\$123,235	422	421
Adjustments to Base	\$348	-	4
Annualization of FY 2026 FTE (591 FTE) - Safety Hiring	702	-	4
Annualization of FY 2026 Pay Raise 1%	226	-	-
FY 2027 FERS Contribution Changes	(331)	-	-
Transition from F&E to Operations	244	-	-
Working Capital Fund	(493)	-	-
FY 2027 PB Request	\$123,583	422	425

See Operations Summary for a detailed description of the explanation of funding changes.

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**FACILITIES AND EQUIPMENT
(AIRPORT AND AIRWAY TRUST FUND)**

For necessary expenses, not otherwise provided for, for acquisition, establishment, technical support services, improvement by contract or purchase, and hire of national airspace systems and experimental facilities and equipment, as authorized under part A of subtitle VII of title 49, United States Code, including initial acquisition of necessary sites by lease or grant; engineering and service testing, including construction of test facilities and acquisition of necessary sites by lease or grant; construction and furnishing of quarters and related accommodations for officers and employees of the Federal Aviation Administration stationed at remote localities where such accommodations are not available; and the purchase, lease, or transfer of aircraft from funds made available under this heading, including aircraft for aviation regulation and certification; to be derived from the Airport and Airway Trust Fund, \$4,000,000,000, of which \$650,000,000 is for personnel and related expenses and shall remain available until September 30, 2028, and \$3,350,000,000 shall remain available until September 30, 2029: Provided, That there may be credited to this appropriation funds received from States, counties, municipalities, other public authorities, and private sources, for expenses incurred in the establishment, improvement, and modernization of national airspace systems: Provided further, That not later than 60 days after submission of the budget request, the Secretary of Transportation shall transmit to the Congress an investment plan for the Federal Aviation Administration which includes funding for each budget line item for fiscal years 2028 through 2032, with total funding for each year of the plan constrained to the funding targets for those years as estimated and approved by the Office of Management and Budget: Provided further, That amounts available under this heading to carry out section 630(b) of the FAA Reauthorization Act of 2024 (Public Law 118–63) are in addition to amounts made available in section 50924(b) of title 51, United States Code, for such purpose.

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**EXHIBIT III-1
Facilities & Equipment
Summary by Program Activity
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)**

	FY 2025 ENACTED	FY 2026 ENACTED	FY 2027 REQUEST
Engineering, Development, Test and Evaluation	\$ 153,600	\$ 258,800	\$ 230,500
Air Traffic Control Facilities and Equipment	\$ 1,933,711	\$ 2,551,950	\$2,694,700
Non-Air Traffic Control Facilities and Equipment	\$ 165,600	\$ 258,500	\$ 200,800
Facilities and Equipment Mission Support	\$ 288,600	\$ 232,900	\$ 224,000
Personnel and Related Expenses etc.	\$ 634,739	\$ 697,850	\$ 650,000
TOTAL, Base appropriations	<u>\$ 3,176,250</u>	<u>\$ 4,000,000</u>	<u>\$4,000,000</u>
FTEs			
Direct Funded	2,746	2,528	2,528
Reimbursable, allocated, other	54	51	51
IIJA Supplemental (Division J)			
Facilities	\$ 800,000	\$ 875,000	\$ -
Admin	\$ 200,000	\$ 125,000	\$ -
TOTAL, Base appropriations	<u>\$ 1,000,000</u>	<u>\$ 1,000,000</u>	<u>\$ -</u>
FTEs			
Direct Funded	365	331	331
Reimbursable, allocated,			
Account	<u>\$ 4,176,250</u>	<u>\$ 5,000,000</u>	<u>\$4,000,000</u>

**Federal Aviation Administration
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Program and Performance Statement

This account provides funding for the deployment of communications, navigation, surveillance, automation, weather systems, and related capabilities within the National Airspace System (NAS). The funding request supports the Federal Aviation Administration's comprehensive plan to deliver the Brand New Air Traffic Control System and sustain legacy systems and facility infrastructure.

In FY 2025, the agency achieved 96.9% of the critical acquisition milestones by their scheduled due dates. Achievement of this target indicates the FAA's forward-thinking ability to manage programs that allow for a timely transition of new technologies. The transition involves acquiring numerous systems to support precision satellite navigation, digital, networked communications, integrated weather information, layered adaptive security, and more.

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**EXHIBIT III-1a
Facilities & Equipment
SUMMARY ANALYSIS OF CHANGE FROM FY 2026 TO FY 2027
Appropriations, Obligations, Limitations, and Exempt Obligations
(\$000)**

	<u>\$000</u>	<u>FTE</u>
FY 2026 ENACTED	<u>\$4,000,000</u>	<u>2528</u>
ADJUSTMENTS TO BASE:		
Annualization of the FY 2026 Pay Raise 1%	1,406	
Annualization of new FY 2026 FTE	0	
FY 2027 FERS Contribution Changes	-2,022	
Non-Pay Adjustment to Base	-47,234	
SUBTOTAL, ADJUSTMENTS TO BASE	-47,850	0
PROGRAM INCREASES:		
Air Traffic Control Facilities and Equipment	142,750	
SUBTOTAL, PROGRAM INCREASES	142,750	0
PROGRAM DECREASES:		
Engineering, Development, Test and Evaluation	-28,300	
Non-Air Traffic Control Facilities and Equipment	-57,700	
Facilities and Equipment Mission Support	-8,900	
SUBTOTAL, PROGRAM DECREASES	-94,900	0
FY 2027 REQUEST	4,000,000	2,528

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Executive Summary – Facilities and Equipment (F&E)

The FY 2027 President’s Budget request funds the Facilities and Equipment (F&E) account at **\$4.0 billion**, equal to the Consolidated Appropriations Act, 2026 (P.L. 119-75). Over the past two fiscal years, the Federal Aviation Administration (FAA) has strategically realigned its priorities to address urgent needs for modernization of critical systems and infrastructure in the National Airspace System (NAS). This request will continue to support delivery of the Brand New Air Traffic Control System (BNATCS), bolstering investments for Major Airspace Redesign to reduce airspace congestion, sustain legacy systems and infrastructure, and invest in emerging technologies. The FAA continues to uphold fiscal responsibility and transparency in the use of appropriated funding and finds it important to recap the series of events that have taken place and shaped the FY 2027 budget request.

Background

The FAA shoulders the crucial responsibility of overseeing the infrastructure of a vast network of nearly 350 air traffic control towers (ATCT) and terminal radar approach control (TRACON) facilities, in addition to managing 21 air route traffic control centers (ARTCC) and over 600 radars. Additionally, a myriad of sensors alongside radars feed data to help controllers see aircraft on airport runways and across the skies. A telecommunications network allows controllers to communicate with pilots and other controllers. A series of automation systems help controllers make sense of all the available information as they manage the constant flow of traffic. All of these systems are beyond obsolescence and in need of modernization.

On July 4th, 2025, Congress enacted the Working Families Tax Cut Act (P.L. 119–21). The Working Families Tax Cut Act provided \$12.5 billion, an initial investment needed to deliver the BNATCS that will elevate safety operations and reduce sustainment of legacy systems. This significant investment allows the FAA to accelerate the transformation of its telecommunications infrastructure, bringing an order of magnitude more resources towards addressing a critical source of risk to the NAS. This includes updating FAA’s network from outdated Time Division Multiplexing technology to a fully modernized Internet Protocol, upgrading legacy Voice over Internet Communication Enterprise switches, and upgrading radio communications from analog to digital. The bill funding also allows the FAA to fully replace 612 aging radars and provides funding to modernize additional surveillance capabilities. The Working Families Tax Cut Act also makes a significant dent in replacing the FAA’s aging ATCT and TRACON facilities.

The Working Families Tax Cut Act funding allows for modernizing some of the tools that distill and display this air traffic data as well as those that allow them to manage flights as they traverse the skies. These systems, such as the Enhanced Information Display Systems and the Terminal Flight Data Manager, will replace floppy disks and paper strips with tools befitting the modern era. Substantial additional investments must be made to ensure air traffic controllers have fully modern automation systems. Lastly, the Working Families Tax Cut Act includes investments in automated and visual weather observation systems that will increase safety in Alaska airspace.

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FY 2027 President's Budget Request

The FY 2027 Budget request is a balance between sustaining current operations, systems, and infrastructure safely while advancing modernization efforts necessary to ensure a resilient, efficient, and future-ready NAS. In tandem with BNATCS, the FAA has established strategic initiatives to alleviate airspace constraints at core markets using defined metrics. This request supports this effort under the Major Airspace Redesign program. The chart below provides a breakout of these funding allocations. These investments will enable safe operations of the NAS while continuing to work expeditiously on modernization efforts.

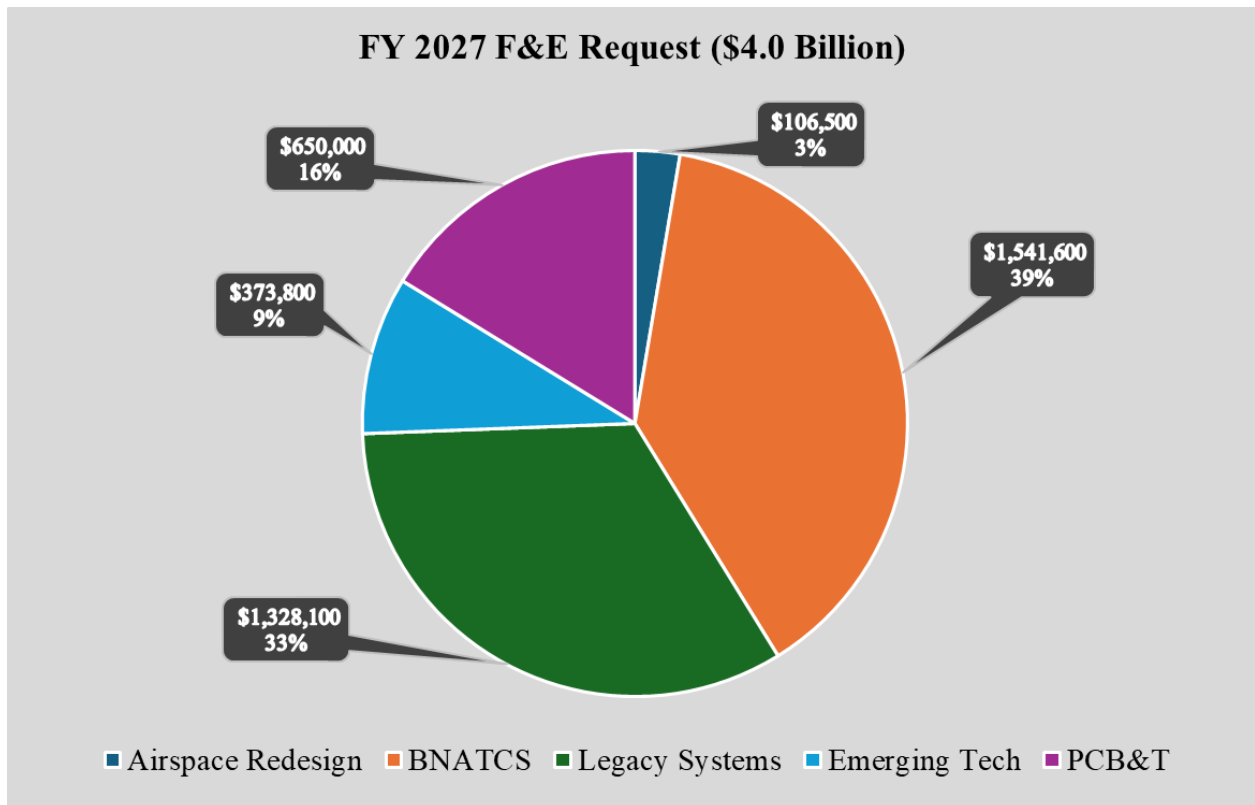


Figure 1: FY 2027 F&E President's Budget Request (\$4.0 billion request displayed in thousands)

Building on the Working Families Tax Cut Act to deliver the Brand New Air Traffic Control System

The FY 2027 President's Budget complements Brand New Air Traffic Control System efforts already underway. The table below illustrates the relationship between the F&E funding streams.

**Federal Aviation Administration
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Brand New Air Traffic Control System: Summary of Funding (in millions)						
Program	FY24 Base (\$3.191B)	FY25 Base (\$3.176B)	FY26 Base (\$4.0B)	Working Families Tax Cut Act Funding	IIJA Funding (FY25 & F26)	FY27 CJ
New NAS	\$115	\$775	\$751	\$12,320	\$926	\$1,435
Alaska / Airspace		\$25	\$30	\$120		\$7
Automated Surface Weather Observing System (AWOS)				\$50		\$4
Don Young Alaska Safety Initiatives (DYASSI)		\$20	\$24	\$40		
Visual Weather Observation System (VWOS)		\$2	\$2	\$26		\$2
Weather Cameras		\$4	\$5	\$4		
Automation Systems	\$70	\$134	\$385	\$600		\$475
Alaska Automation Capability		\$3	\$140			
Common Automation Platform			\$125			\$100
Enhanced Information Display System (E-IDS)		\$61		\$300		\$145
Flow Management Data and Services (FMDS)		\$15	\$120			\$60
Terminal Flight Data Manager (TFDM)	\$70	\$55		\$300		\$170
Communications	\$35	\$565	\$286	\$4,750		\$952
Airport Cable Loop		\$10	\$10	\$28		\$4
FAA Enterprise Network Services (FENS)			\$276			\$700
NAS Voice Recorder (NVR)		\$19		\$10		\$1
NEXCOM		\$96		\$550		
TDM-to-IP	\$30	\$234		\$1,462		\$11
Voice Communications Systems (VCS)	\$5	\$207		\$2,700		\$237
Facilities			\$50	\$3,350	\$926	
ARTCC Replacement				\$2,000		
ATCT/TRACON Replacement			\$50		\$926	
TRACON Consolidation				\$1,000		
Unstaffed Infrastructure Replacement				\$350		
Surveillance	\$10	\$50		\$3,500		
ASDE Surface Movement Radar		\$17		\$150		
Radar Replacement				\$3,000		
Runway Status Lights Replacement				\$150		
Surface Awareness Initiative (SAI)	\$10	\$33		\$200		
Other New Functionality			\$111	\$200		\$107
Other New Functionality			\$111	\$200		\$107
Center for Advanced Aviation Technologies (CAAT)				\$50		
Enterprise Common Console			\$108			\$107
Remote Towers			\$3	\$50		
Tower Simulation Systems (TSS)				\$100		
Total	\$115	\$775	\$862	\$12,520	\$926	\$1,542

Table 1: Working Families Tax Cut Act (P.L. 119–21) Summary Table - This table reflects the FY 2024 and FY 2025 reprogramming in calendar year 2025, enabling the FAA to prioritize initial modernization investments.

The FY 2027 budget request includes \$1.5 billion in BNATCS investments so the FAA can continue to stay on schedule to successfully deploy a modernized NAS. This includes \$145.0 million to advance automation of Electronic Information Display Systems at more than 400 sites and \$170.0 million supplementing the Terminal Flight Data Manager program to develop and deploy real-time flight data at 89 sites. These investments will strengthen traffic management and system efficiencies and align implementation schedules with ongoing programs funded by the Working Families Tax Cut Act. The FAA will fund the second year of investment for the Common Automation Platform program, requesting \$100.0 million for this foundational program which is essential to transitioning aging en route and terminal platforms, such as Standard Terminal Automation Replacement System and En Route Automation Modernization, to a streamlined system. This program requires substantial additional funding to achieve the full vision of BNATCS and when fully operational will create efficient process capabilities. Additionally, the request includes funding for the FAA’s Enterprise Network Services, enabling a seamless transition to the Internet Protocol-based systems and delivering substantial cost savings by streamlining operations and optimized communications interoperability.

Major Airspace Redesign

The budget request also supports continued efforts to alleviate airspace constraints by investing \$106.5 million under the Major Airspace Redesign program. This proactive effort is a priority focusing on reducing airspace congestion leading to an optimal flying experience across the nation. Using established metrics, the FAA has identified core markets which represent more than 70 percent of the daily delays in the national airspace. This request will support mitigation of airspace constraints at these markets making a measurable improvement on operation throughput. This investment will work in tandem with the BNATCS investments.

Legacy Systems Investment

A little over \$1.3 billion of the \$4.0 billion F&E budget is dedicated to sustainment of existing systems and infrastructure, as well as mission support. The F&E request remains committed to the continued sustainment of legacy infrastructure that forms the backbone of the NAS. Much of this infrastructure was built for an earlier era of aviation and requires ongoing strategic upgrades to prevent operational disruptions and preserve system integrity.

New Functionality Investment

The request invests \$362.6 million in testing and development, emerging technologies, and F&E programs that are already in the implementation phase such as the Notice to Airman Modernization program.

The Facilities & Equipment (F&E) Account

The F&E budget is organized around five key activity areas that support the FAA's ability to maintain and advance modernized infrastructure and technological systems. To remain transparent of all funding investments, each white sheet in this budget request includes a funding table outlining funding through annual appropriations. New for this budget, the table will also include three additional columns: FY 2025 and FY 2026 Infrastructure Investment and Jobs Act, (IIJA) (P.L. 117-58) funding as well as Working Families Tax Cut Act (P.L. 119-21) funding.

- **Activity 1 - Engineering, Development, Test, and Evaluation:** This activity drives innovation through research, system design, testing and evaluation of emerging technologies. The focus is on information-centric strategies that enhance NAS and overall FAA operations. It also includes the Administration's priority program, Major Airspace Redesign, which will reduce airspace congestion at select sites.
- **Activity 2 - Air Traffic Control Facilities and Equipment:** This includes the acquisition, installation, and maintenance of essential air traffic control systems, such as radar, communication, and automation infrastructure, that ensure safe and efficient movement of aircraft. Activity 2 also includes most programs supporting the BNATCS initiatives underway. Funding presented in these white sheets may include FY 2025 Working Families Tax Cut Act investments.
- **Activity 3 - Non-Air Traffic Control Facilities and Equipment:** This supports facilities and systems not directly tied to air traffic control but vital to FAA operations, including administrative offices, training centers, and technical support infrastructure.
- **Activity 4 - Facilities and Equipment Mission Support:** This area funds the essential services required to keep the FAA systems operational and reliable. It includes logistics, maintenance, sustainment, and other critical support activities.
- **Activity 5 - Personnel and Related Expenses:** This provides for the skilled workforce responsible for operating, maintaining, and supporting the FAA's infrastructure. It covers salaries, benefits, and related personnel costs.
- **The Brand New Air Traffic Control System funded by the Working Families Tax Cut Act, P.L. 119-21:** Programs solely funded by Working Families Tax Cut Act are in this new section.

Activity 1 - Engineering, Development, Test and Evaluation Facilities & Equipment

This activity focuses on research, engineering, testing, and evaluation of new technologies, systems, and innovations with technologies and strategies that will improve the National Airspace System (NAS) and other FAA operations.

For Activity 1, the budget requests \$230.5 million to sustain the laboratories and facility infrastructure at the William J. Hughes Technical Center and for innovative technologies. This represents a decrease of \$28.3 million below the FY 2026 Enacted.

Under Advanced Technology Development and Prototyping, the Major Airspace Redesign will support the FAA's efforts to make NAS operations more efficient by alleviating constraints for core markets identified using established metrics. Other investments tie with sustainment and emerging technologies that will ensure the FAA remains at the forefront of aviation technology, enabling safer, more efficient, and more resilient airspace operations through rigorous research and system validation.

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Detail Justification For: 1A01 Advanced Technology Development and Prototyping (ATDP)

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
1A01: Advanced Technology Development and Prototyping	\$23,700			\$132,500		\$133,700

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Runway Incursion Reduction-Advanced Technology Development and Prototyping	---	\$5,000.0
B. System Capacity, Planning and Improvements	---	\$3,000.0
C. Operations Concept Validation and Infrastructure Evolution	---	\$3,000.0
D. Major Airspace Redesign	---	\$106,500.0
E. Visualization, Analytics, and Dashboards for Efficiency Reporting (VADER)	---	\$2,500.0
F. Strategy and Evaluation	---	\$1,000.0
G. Dynamic Capital Planning-Resource Management Tool	---	\$3,200.0
H. Enterprise, Management, Integration, Planning and Evaluation	---	\$4,000.0
I. Integrated Services and Analysis	---	\$2,000.0
J. In Service Engineering	---	\$2,500.0
K. Strategic Initiatives Analysis and Validation	---	\$1,000.0

What is this program and why is it important?

The FAA’s **Advanced Technology Development and Prototyping** portfolio of programs is dedicated to advancing technologies that enhance the safety, efficiency, and capacity of the National Airspace System (NAS). It also included the development of Performance Reporting tools using data from new technology and Major Airspace Redesign efforts. After testing and simulations and in collaboration with stakeholders, key event times and traffic flow parameter settings are extracted from systems to develop and distribute reporting tools in the field. In-Service Engineering allows for immediate response and tactical distribution of resources to emerging technology solutions. Strategic Initiatives Analysis and Validation will conduct necessary processes to support informed investment decisions. In FY 2027, the FAA will

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continue to support the evolving air traffic system architecture and improvements in airport safety and capacity. The Portfolio includes the following programs:

The **Runway Incursion Reduction** program aims to identify and evaluate innovative technologies that detect high-speed objects in the Runway Safety Area and provide visual cues to prompt corrective action. Key activities include annual testing of advanced ground surveillance sensors, system removal and restoration efforts, human factors evaluations, and developing proof-of-concept systems that integrate cooperative surveillance, speech recognition, and advanced sensors.

The **System Capacity Planning and Improvements** program will continue to develop the performance reporting tools used by field personnel to provide efficiency information and conduct next-day reviews with airlines. It integrates new data sources via SWIM and supports collaboration with international service providers, including FAA-

led reporting tools through the Traffic Managers (TM) Efficiency Toolbox to support collaborative decision-making. Tools like the Flight Trajectory Viewer (Picture 1) provide intuitive flight trajectory analytics and playback capabilities for safe and efficient daily operations.



Picture 1: Flight Trajectory Viewer tool.

The **Operations Concept Validation and Infrastructure Evolution** program identifies operational gaps and potential technologies that could address them by conducting studies and analyses. This program ensures that potential enhancements are operationally sound and captured in the architecture plans for the national airspace.

The **Major Airspace Redesign** program continues to be a priority for this Administration, as the FAA continues to face a rapidly growing, complex and demanding aviation sector. With increasing volume of commercial air travel, new entrants such as advanced air mobility and commercial space activities, the Administration will aggressively address safety, efficiency, and growth needs of our nation’s antiquated aviation infrastructure.

The FAA established strategic initiatives to modernize the NAS, using operations, efficiency, safety, and delay metrics. These metrics are used to prioritize airspace redesign candidates and identify core markets. The FAA will continue to develop and execute tailored airspace redesign workplans.

The FAA uses engineering analyses to determine solutions which may include infrastructure

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changes (Table 1), replacement of equipment, automation systems, and operational practices that support the delivery of airspace services. This investment will optimize Terminal, En Route, and Oceanic airspace, making air travel efficient and a preferred method of traveling.

<u>Table 1: Airspace Modernization Infrastructure Changes</u>
<ul style="list-style-type: none"> • Instrument flight procedure development • Automation modifications to facility data and flight data processing • Surveillance infrastructure modifications to ensure proper radar coverage • Radio frequencies connecting a radio site to a control facility • Inter-facility communication modifications • Position to position connectivity • Additional consoles and communication backup needs • Modifications to facility power and cabling

The FAA took a proactive approach to identify core markets with high levels of congested airspace, leading to delays and limiting throughput. Solution sets will focus on mitigation efforts tailored to address each market’s airspace congestion. Table 2 lists the separate set of metrics exist for airports and Air Route Traffic Control Centers (ARTCCs). They cannot be directly compared to each other due to the different operational characteristics.

<u>Table 2: Airspace Modernization Metrics</u>	
<p>Airports Assess:</p> <ul style="list-style-type: none"> • Safety, • Efficiency, • Delays, and • Number of Operations 	<p>ARTCCs Assess:</p> <ul style="list-style-type: none"> • Number of Operations, • Delays, and • Monitor Alert Parameter (MAP) Exceedances (Realtime forecast traffic volume over airspace sector design parameter).

Operations Concept Validation and Infrastructure Evolution program identifies operational gaps and potential technologies that could address them by conducting studies and analyses. This program ensures that potential enhancements are operationally sound and captured in the architecture plans for the national airspace.

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The **Visual, Analytics, and Dashboards for Efficiency Reporting** program automates delay data collection and reporting, improving accuracy and reducing manual work. It supports the FAA and aviation community in analyzing delays by flight phase and standardizing performance metrics to optimize air traffic operations.

The FAA's **Strategy and Evaluation** program develops and maintains simulation capabilities to analyze advanced air traffic management concepts and conduct related national airspace performance analyses. These models enable evaluation of advanced air traffic concepts, airport improvements, and NAS resiliency. The request will continue to support enhancements to models.

The **Dynamic Capital Planning** tools help ensure disciplined management of capital programs, keeping major acquisitions on schedule and within budget. These tools, including Oracle Business Intelligence and the Strategic Planning Implementation Reporting and Evaluation system, support financial reporting, baseline management, and the development of the Capital Improvement Budget.

Enterprise Management, Integration, Planning, and Performance is an evaluation program that supports human capital management, technical support, and outreach functions to transform the NAS into a flexible, scalable, and time-based management system. By integrating new technologies and improving business processes, the program aims to enhance the efficiency and capacity of NAS. Through rigorous program management and stakeholder collaboration, this initiative will drive ongoing transformation and support the system's operational goals.

The **Integrated Services and Analysis** program offers diverse support services across multiple implementation and pre-implementation programs through four key mission areas: Integrated Resource Management, Program Acquisition Support, Program Health Management, and Planning, Analysis, and Integration. The analysis delivers recommendations to mitigate risks, seize opportunities, and deliver technical services.

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**Detail Justification For: 1A02 William J Hughes Technical Center Laboratory Sustainment
(\$000)**

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
1A02: William J Hughes Technical Center Laboratory Sustainment	\$18,400			\$19,900		\$16,900

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. William J. Hughes Technical Center Laboratories	---	\$16,900.0

What is this program and why is it important?

The **William J. Hughes Technical Center Laboratory Sustainment** provides for the sustainment and modernization of Federal Aviation Administration's (FAA) centralized National Airspace System (NAS) laboratories located in Atlantic City, NJ. These laboratory facilities, with supporting infrastructure, provide an integrated platform for research, development, test, evaluation, and operational field support for NAS and NAS Modernization acquisition programs.

These laboratories are used to support the development and test of prototype systems and NAS Modernization solutions for integration into NAS. Once operational, these systems become a permanent part of the NAS laboratories and are used for future development, system upgrades, and testing necessary to support operational field sites.

The **William J. Hughes Technical Center Laboratories** enhance the sustainability and resilience of the FAA by providing modern and reliable laboratories across the center. This investment secures an efficient, safe, and competitive future for American aviation by directly supporting the BNATCS initiative and supporting the campus as the second-largest employer in Atlantic County. It ensures the Technical Center remains a world-class facility capable of meeting critical BNATCS objectives in telecommunication, radio communication, surveillance, automation, and infrastructure.

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Detail Justification For: 1A03 William J. Hughes Technical Center Infrastructure Sustainment

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119- 21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
1A03: William J. Hughes Technical Center Infrastructure Sustainment	\$39,000			\$23,000		\$17,000

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. William J. Hughes Technical Center Building and Plant Sustainment	---	\$17,000.0

What is this program and why is it important?

The **William J. Hughes Technical Center Infrastructure Sustainment** program provides campus-wide critical infrastructure that ensures foundational campus-wide systems remain reliable and resilient. This includes the sustainment and modernization of the Technical Center’s high-voltage electrical grid, the Technical Center’s portable and fire water infrastructure, including the Water Treatment Plant; extensive telecommunications and data infrastructure, sewer, natural gas, and energy/backup power, as well as key campus services including security, fire protection, ground support, and facility safety. Since effective NAS laboratories depend on a reliable infrastructure, these systems are essential to laboratory infrastructure, including the BNATCS initiatives. resources for the planning, design, and implementation of lifecycle sustainment and modernization activities at the Technical Center. The program funding supports the replacement and modernization of essential site utilities, FAA buildings, Agency assets, and critical infrastructure systems (power, water, sewer, roadways) across the 5000+ acre campus.

The Technical Center campus and infrastructure are critical to the operations of the National Airspace System (NAS), FAA test and research laboratories, numerous FAA lines of business, and multiple Federal agencies residing on Technical Center grounds. The Technical Center is home to nearly 4,500 employees, 250 buildings, 62 miles of roadway, 1.6 million square feet of laboratories, FAA administrative buildings, field test sites, and federal tenants i.e. Federal Marshals, 177th NJ Air Guard, Transportation Security Labs, Army Corps of Engineers, Federal Air Marshals, US Coast Guard and the National Aerospace Research and Technology Park.

The **William J. Hughes Technical Center Building and Plant Infrastructure Sustainment** program enhances the sustainability and resilience of the FAA by providing modern and reliable

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facilities across the campus. This investment secures an efficient, safe, and competitive future for American aviation by directly supporting the BNATCS initiative and supporting the campus as the second-largest employer in Atlantic County. It ensures the Technical Center remains a world-class facility capable of meeting critical BNATCS objectives in telecommunication, radio communication, surveillance, automation, and infrastructure.

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**Detail Justification For: 1A04 Separation Management Portfolio
(\$000)**

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
1A04: Separation Management Portfolio	\$11,000			\$13,800		\$9,000

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Separation Automation System Engineering (SASE)	---	\$2,000.0
B. Concept Development for Integrated NAS Design & Procedures (INDP) Planning	---	\$3,000.0
C. Common Trajectory Models	---	\$4,000.0

What is this program and why is it important?

The **Separation Management Portfolio** evaluates concepts and capabilities that enhance aircraft separation assurance through use of ground-based automation and aircraft enhancements. The goal of the Separation Management Portfolio is to ensure the safe and efficient separation of aircraft from other aircraft, airspace, and other vehicles in the National Airspace System (NAS) by providing controllers with tools and procedures to manage aircraft in a mixed environment of varying navigation equipment and aircraft performance capabilities. Separation management in the NAS can be accomplished procedurally and/or by using automation support.

The **Separation Management Portfolio** will evaluate how to leverage new innovative technological advancements and agile services to accommodate and integrate new types of vehicles into the National Airspace System. Additionally, the portfolio will support development and testing of common trajectory service prototypes and concept development and validation activities for Established on Required Navigation Performance and Multiple Air Route Separation concepts.

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**Detail Justification For: 1A05 Traffic Flow Management (TFM) Portfolio
(\$000)**

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
1A05: Traffic Flow Management Portfolio	\$9,000			\$9,000		\$9,000

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Surface Tactical Flow	---	\$3,000.0
B. Strategic Flow Management Application	---	\$3,000.0
C. Advanced Methods including certifying of AI and Machine Learning Systems	---	\$3,000.0

What is this program and why is it important?

The **Traffic Flow Management (TFM) Portfolio** improves the efficiency of air travel by leveraging internal and external research efforts and providing guidelines for FAA operational users, airlines, and airport operators. It focuses on enhancing both ground and air operations by utilizing advanced technologies and fostering better coordination among stakeholders. By addressing factors such as weather, airspace limitations, airport capacity, TFM aims to reduce delays and improve flight efficiency. The portfolio emphasizes automation and data-driven approaches to balance demand and capacity across the airspace system. This involves leveraging technologies like artificial intelligence and machine learning to enhance long-term planning and operational predictability. By doing so, it supports the modernization of air traffic management systems, ensuring smoother and more efficient operations.

The **TFM Portfolio** will focus on optimizing ground operations by improving collaboration among airspace users, airports, and controllers. This approach enhances situational awareness and predictability, which is crucial for managing airport capacity and coordinating surface and airborne operations effectively. With ongoing exploration of new technologies and procedural changes to meet evolving traffic management needs, the portfolio contributes to minimizing delays.

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**Detail Justification For: 1A06 On Demand NAS Portfolio
(\$000)**

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA		FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
1A06: On Demand NAS Portfolio	\$8,000				\$10,000		\$12,200

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Flight Objects	---	\$6,200.0
B. Common Status and Structure Data	---	\$3,000.0
C. Flight Deck Collaborative Decision Making	---	\$3,000.0

What is this program and why is it important?

The **On Demand National Airspace System (NAS) Portfolio (ODNP)** conducts pre-implementation work to support the efficient and secure exchange of information within the FAA. This program also provides flight planners, air navigation service providers, and flight crews with reliable and standardized information on changes in conditions throughout the NAS. The program examines concepts and matures capabilities through validation activities, demonstrations conducted with stakeholders, and human systems engineering.

The **ODNP** will provide flight and aeronautical information update standards and flight object enterprise concept development. Flight Deck Collaborative Decision Making will leverage electronic flight bag information and technology applications to support flight crew decision making. Common Status and Structure Data will utilize innovative technologies to extract or convert legacy information into structured machine-readable data that will improve situational awareness and collaboration among air traffic management services. This program will improve efficiency, minimize delays, and will provide benefits to the public in the areas of safety, capacity and efficiency, and cost avoidance. These projects enhance common information exchange and collaboration between all users and enable more efficient decision making.

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**Detail Justification For: 1A07 National Airspace System (NAS) Infrastructure Portfolio
(\$000)**

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
1A07: National Airspace System (NAS) Infrastructure Portfolio	\$10,500			\$17,100		\$11,800

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Weather Forecast Improvements	---	\$4,800.0
B. New Air Traffic Management (ATM) Requirements	---	\$1,000.0
C. Information Management	---	\$4,000.0
D. Applications in Support of Air Traffic Control	---	\$2,000.0

What is this program and why is it important?

The **National Airspace System (NAS) Infrastructure portfolio** encompasses a range of initiatives aimed at enhancing air traffic management and navigation systems through the integration of advanced technologies and improvement of operational efficiency. These programs explore mechanisms for critical information exchange, harmonizing protocols, and incorporating artificial intelligence (AI) and cloud-based solutions for safer and more efficient airspace management. The NAS Infrastructure portfolio will continue to optimize data management and navigation capabilities by leveraging cloud technologies, which help reduce costs and improve functionality. The portfolio will also help modernize air traffic systems and provide controllers with advanced decision-support tools necessary for managing the increasingly complex and high-volume air traffic operations.

The NAS Infrastructure portfolio aims to enhance air traffic management by developing and refining systems for greater efficiency, integrating weather data to mitigate delays and improve safety, and modernizing data management practices. The requested funding will support research initiatives that improve procedures and tools, enabling better operational effectiveness in adverse weather conditions. It will also facilitate the adoption of advanced technologies such as AI and machine learning to enhance data analysis, forecasting, and decision-making processes. Navigation needs for diverse airspace users will also be addressed to promote safe and efficient operations. Finally, it will support the modernization of outdated air traffic control applications to improve automation, situational awareness, and overall operational efficiency across the NAS, benefiting air traffic controllers, pilots, and other aviation stakeholders by providing safer, more

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efficient operations and reducing delays.

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Detail Justification For: 1A08 Support Portfolio

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
1A08: Support Portfolio	\$8,000			\$7,000		\$9,400

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Research and Development (R&D) Laboratories	---	\$9,400.0

What is this program and why is it important?

The **Support Portfolio** provides the National Airspace System (NAS) laboratory environments required to evaluate, mature, and validate the broad framework of concepts, technologies, operational functions, and systems prior to and in the early phases of implementation into the operational national airspace environment.

The **Support Portfolio** will provide the NAS laboratory environments required to validate the broad framework of future concepts, technologies, and systems and to test the integration, development, and operational functions before they are introduced into the NAS. This portfolio supports three test platforms: the NAS Innovation and Emerging Concepts, the Florida Test Bed, and the Research & Development Operating Environment Cloud. Additionally, this portfolio also includes analyses conducted by the Enterprise Operational Analysis of Performance and Analysis Supporting NAS Lifecycle Planning programs. These analyses will support NAS modernization activities by providing a comprehensive evaluation of fielded capabilities, reporting of post-implementation performance information and the yearly update of the Agency's Implementation Plan.

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Detail Justification For: 1A09 Unmanned Aircraft Systems (UAS)

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
1A09: Unmanned Aircraft Systems (UAS)	\$18,000			\$16,000		\$9,500

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Concept Validation and Requirements Development	---	\$2,000.0
B. Flight Information Management	---	\$2,500.0
C. Urban Air Mobility	---	\$5,000.0

What is this program and why is it important?

The **Unmanned Aircraft Systems (UAS)** Portfolio supports FAA priorities by developing foundational concepts for UAS Traffic Management (UTM) and Urban Air Mobility (UAM) to integrate these technologies into the National Airspace System (NAS). This portfolio establishes infrastructure, procedures, and standards that are needed to safely accommodate the growing demand for UAS operations. By creating a cooperative traffic management ecosystem (Extensible Traffic Management), the portfolio enables efficient information sharing among operators and the FAA. The program works closely with industry through public-private partnerships to test and develop new technologies at sites like the Center for Advanced Aviation Technologies, established under the 2024 FAA Reauthorization Act¹. The portfolio also explores advanced technologies and methods for integrating UAM traffic into urban environments, ensuring safe deconfliction and integration with existing air traffic. It supports standard development, policy guidance, and long-term integration of UAS and UAM into the NAS.

The Unmanned Aircraft System Portfolio will use the requested funding to advance the modernization of the NAS for new entrants. The funding will support the development of new capabilities, infrastructure, and regulations necessary for safe and efficient UAS operations, including autonomous operations and scalable vertiport networks. Additionally, the program will support detailed analysis to identify solutions for addressing flight intent dissemination, and hazard communication issues. This portfolio will benefit urban commuters and commercial

¹ FAA Reauthorization Act of 2024, Pub. L. No. 118-63, § 961, 138 Stat. 1025 (2024)

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entities by providing on-demand, affordable, and fast transportation solutions, as well as improving safety and efficiency for all airspace users. By enhancing the FAA's infrastructure and knowledge dissemination capabilities, the portfolio ensures that UAS operations can be safely managed and integrated into both controlled and uncontrolled airspace.

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Detail Justification For: 1A10 Enterprise, Concept Development, Human Factors, and Demonstrations Portfolio

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119- 21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
1A10: Enterprise, Concept Development, Human Factors, and Demonstrations Portfolio	\$8,000			\$10,500		\$2,000

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Stakeholder Demonstrations	---	\$2,000.0

What is this program and why is it important?

Enterprise Concept Development, Human Factors, and Stakeholder Demonstration Portfolio conduct enterprise level activities, including the development of concepts across the National Airspace System, and demonstrations of proposed system improvements to ensure operational feasibility and viability.

This portfolio provides improvements that provide air traffic controllers with new and/or improved tools and procedures to manage air traffic. For example, in collaboration with industry experts, the Adaptive Learning for Flow Management and Routing Decisions (ALFRD) project explored and evaluated AI-based solutions, which lead to the development of algorithms designed to support key flow management functions as services. The demonstration of ALFRD showcased the practical application of proposed system improvements and validated their feasibility.

The portfolio promotes safety, efficiency, and a reduction in air traffic delays. The program will continue to validate operational concepts to identify technical and operational requirements. It will conduct stakeholder demonstrations to collaborate with users, operators, and other partners on emerging technologies and National Airspace System-wide concepts to prepare for future air traffic operations.

Activity 2 - Air Traffic Control Facilities and Equipment

For Activity 2, the budget requests \$2.7 billion for sustainment and modernization of air traffic control facilities, systems, equipment, and infrastructure upgrades, system replacements, and technology refresh at manned and unmanned facilities. This request is an increase of \$142.8 million above the FY 2026 Enacted level.

Budget line items under Activity 2 include major systems acquisitions and facilities infrastructure programs in the implementation phase. These programs and initiatives fund the procurement and modernization of air traffic control facilities and equipment, including all funding related to the acquisition of air traffic control facilities, surveillance equipment and facilities, automation systems, and communications systems and equipment.

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**Detail Justification For: 2A01 En Route Automation Modernization (ERAM)
System Enhancements and Technology Refresh**

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
2A01: En Route Automation Modernization (ERAM) System Enhancements and Technology Refresh	\$67,000			\$52,300		\$62,200

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. ERAM Sustainment 4	---	\$38,000.0
B. ERAM Sustainment 5	---	\$20,100.0
C. ERAM Operating System Upgrade	---	\$2,500.0
D. En Route Communication Gateway Sustainment 2	---	\$1,600.0

What is this program and why is it important?

The **En Route Automation Modernization (ERAM)** is the automation system used in 20 Air Route Traffic Control Centers. The ERAM system displays all aircraft positions in the En Route Sectors across the country and provides the main tools used by air traffic controllers in the en route environment to maintain the safe and efficient separation of aircraft. This program’s focus is to maintain high availability of ERAM capability. The ERAM Sustainment projects are necessary for the replacement of equipment that is approaching end –of life, beyond economic repair and hardware that is discontinued by the manufacturer. This includes maintaining the proper security compliant operating system. This program will sustain the safety-critical Air Traffic operations as well as lower system life cycle cost.

The **ERAM Sustainment 4 and 5** programs will identify specific system equipment obsolescence, information systems security, sustainment, and capacity needs. The ERAM Sustainment 4 and 5 programs will also exploit equipment replacement opportunities to take advantage of modern system architecture technology to optimize life cycle costs. This program is to sustain ERAM operations.

The **ERAM Operating System (OS) Upgrade** makes ERAM software compatible with a newer version of its OS. The current ERAM OS will be at the end of life and unsupported by June 2028, therefore ERAM must be able to upgrade its OS to maintain IT security.

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The **En Route Communication Gateway (ECG) Sustainment** program will identify specific hardware and software obsolescence, information systems security, sustainment, and capacity needs. This program will enable ECG to continue its critical mission as the central hub for all ERAM dependent serial interfacility communication systems with mission critical NAS systems that are external to ERAM.

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Detail Justification For: 2A02 Next Generation Weather Radar (NEXRAD)

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
2A02: Next Generation Weather Radar (NEXRAD)	\$3,000			\$3,000		\$3,000

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Next Generation Weather Radar (NEXRAD) Sustainment 2	---	\$3,000.0

What is this program and why is it important?

The **Next Generation Weather Radar (NEXRAD)** provides critical safety and traffic management services throughout the National Airspace System (NAS). Under a tri-agency agreement, the National Weather Service, U.S. Air Force, and FAA sites, the NEXRAD program is a network of 159 systems providing essential weather coverage in CONUS and Alaska, Hawaii, Puerto Rico, and Guam. These systems provide area weather data for FAA weather displays. This includes the Integrated Terminal Weather System, Weather and Radar Processor, Micro-En-route Automated Radar Tracking System and Corridor Integrated Weather System. As part of the tri-agency agreements, the FAA radars contribute to the national radar products suite and are used as input to the national forecast models.

The **NEXRAD Sustainment 2** request will continue sustainment of this mission-critical infrastructure and address system obsolescence, maintain radar performance, and support modernization necessary to meet evolving aviation and national weather requirements. Continued funding is essential to preserve safety margins, ensure uninterrupted operations, and maintain the FAA’s ability to safely manage the NAS while supporting national defense and public weather warning missions.

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Detail Justification For: 2A03 Air Route Traffic Control Center (ARTCC) & Combined Control Facility (CCF) Building Improvements

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
2A03: ARTCC / CCF Building Improvements	\$97,400			\$252,300	\$142,100	\$157,000

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Air Route Traffic Control Center (ARTCC) and Combined Control Facility (CCF) Sustainment	---	\$50,000.0
B. Enterprise Common Consoles	---	\$96,417.7
C. Enterprise Common Consoles – Integrator Cost	---	\$10,582.3

What is this program and why is it important?

The **Air Route Traffic Control Center (ARTCC) and Combined Control Facility (CCF) Building Improvements** program supports en route air traffic operations and service-level availability by providing life-cycle sustainment of the physical plant infrastructure at 21 ARTCCs and two CCFs approximately 64 years old. It also includes the Enterprise Common Operational Consoles program, which directly supports the Brand New Air Traffic Control System (BNATCS) initiatives underway at the FAA.

The **ARTCC and CCF Building Improvements** request will accomplish major construction projects that will replace obsolete plant equipment such as chillers, cooling towers and associated mechanical and electrical system elements necessary for cooling electronics and computer equipment. Fire suppression piping that has risk for failure will be replaced. The new infrastructure will be more efficient, reducing both energy consumption and water use at the facilities.

The **Enterprise Common Operational Consoles** program will replace consoles at all 21 ARTCC facilities to accommodate the new Internet Protocol Voice Switches deployed under the BNATCS efforts underway. The scope of work includes removal and replacement of all legacy consoles with slatwalls within the Control Room, covering each operational sector and its associated supervisory desk, and the Test and Training Lab rooms enabling logistical setup and function of the BNATCS equipment.

In December 2025, the Federal Aviation Administration (FAA) selected a prime vendor to

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provide integration and implementation support for the BNATCS. FAA's FY 2027 budget request includes funding to support the BNATCS prime integrator. The prime integrator will be responsible for oversight, integration, and implementation of new communications, automation, facilities, and Alaska-specific capabilities to ensure efficient execution while maintaining safe and continuous operations.

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Detail Justification For: 2A04 Air/Ground Communications Infrastructure

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
2A04: Air/Ground Communications Infrastructure	\$7,000			\$8,200		\$8,500

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Communications Facilities Sustainment	---	\$6,000.0
B. Radio Control Equipment Sustainment 2	---	\$500.0
C. In-Service Engineering	---	\$2,000.0

What is this program and why is it important?

The **Air-to-Ground Communications Infrastructure** sustainment programs that enhance operational efficiency and effectiveness by replacing aging radio equipment, providing new, relocated, or upgraded remote communications facilities. The program also delivers equipment and support to detect and resolve radio frequency interference, ensuring reliable and secure FAA communications. In-Service Engineering allows for immediate response and tactical distribution of resources to emerging technology solutions.

The **Communications Facilities Sustainment** (program provides new, relocated, or upgraded Remote Communication Facilities to enhance the Air to Ground communications between air traffic control and the aircraft when there are gaps in coverage or new routes are adopted.

The **Radio Control Equipment (RCE) Sustainment 2** program replaces obsolete radio signaling and control equipment which controllers use to select a remote radio channel. The RCE program improves reliability by replacing older non-supported tone control equipment to provide more functionality and improve operational performance. RCE is required at service delivery sites such as Air Route Traffic Control Centers (ARTCCs), Terminal Radar Approach Control facilities, Air Traffic Control Towers, Combined Center Radar Approach Control, Radar Approach Controls, and Automated Flight Service Stations. This equipment is also installed at supporting facilities such as Remote Center A/G facilities that serve ARTCCs, Remote Transmitter/Receiver facilities that serve terminal facilities, and Remote Communications Outlet facilities that serve Flight Service Stations.

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**Detail Justification For: 2A05 Air Traffic Control En Route Radar Facilities
Improvements**

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
2A05 : Air Traffic Control En Route Radar Facilities Improvements	\$5,300			\$7,800	\$7,800	\$5,000

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Long Range Radar (LRR) Infrastructure Sustainment	---	\$5,000.0

What is this program and why is it important?

The **Air Traffic Control En Route Radar Facilities Improvements** program is responsible for 157 Long Range Radar surveillance facilities that provide aircraft position information to FAA en route control centers for air traffic control, and to the Department of War and the Department of Homeland Security for security monitoring of the National Airspace System.

The **Long Range Radar Infrastructure Sustainment** program encompasses major upgrades or replacement of buildings, towers, and supporting infrastructure essential to radar operations. It includes the repair and replacement of mechanical, electrical, security, fire detection, and lightning projection systems, as well as improvements to access roads, security fencing, and the replacement of radomes. This work will extend the service life of the facilities and reduce the chance of outages that often cause air traffic delays.

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Detail Justification For: 2A06 Oceanic Automation System

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
2A06: Oceanic Automation System	\$10,500			\$22,900		\$17,500

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Advanced Technologies and Oceanic Procedures (ATOP) Sustainment 3	---	\$16,500.0
B. Strategic Initiatives Analysis and Validation	---	\$1,000.0

What is this program and why is it important?

Under the **Oceanic Automation System**, the Federal Aviation Administration’s (FAA) **Advanced Technologies and Oceanic Procedures** program integrates flight and surveillance data processing, detects conflicts between aircraft, utilizes satellite-based data link and surveillance capabilities, and automates previously manual processes for oceanic air traffic control. Under the Strategic Initiatives Analysis and Validation, the program is able to conduct necessary processes to support informed investment decisions.

The **Advanced Technologies and Oceanic Procedures Sustainment 3** request will upgrade the commercial software baseline and modernize interfaces for end of life and end of service considerations, implement new infrastructure requirements to address system security, agency mandates, and explore system hardware replacement. These upgrades are fundamental to maintaining the integrity, safety, and efficiency of the program’s infrastructure and capabilities.

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Detail Justification For: 2A07 System-Wide Information Management

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
2A07: System-Wide Information Management	\$800			\$24,600		\$1,900

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Swim Segment 2C	---	\$1,900.0

What is this program and why is it important?

The **System-Wide Information Management (SWIM)** program is an information management and data sharing system that provides policies, standards, and an enterprise infrastructure to support data management, secure data integrity, and control data access and use, as the FAA migrates toward an information-rich environment and information centric operations and builds the BNATCS. The program which provides users with consistent access to data and will continue technology refresh of NAS Enterprise Messaging Service infrastructure and complete transition of Identity and Access Management and SWIM Terminal Data Distribution System software into operations.

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Detail Justification For: 2A08 ADS-B NAS Wide Implementation

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119- 21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
2A08: ADS-B NAS Wide Implementation	\$273,500			\$179,900		\$256,000

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. ADS-B Baseline Services Future Segments (BSFS) Phase 2	---	\$150,000.0
B. ADS-B Baseline Services Future Segments (BSFS) Phase 2 – Subscription Fees	---	\$100,000.0
C. Strategic Initiatives Analysis and Validation	---	\$6,000.0

What is this program and why is it important?

The **Automatic Dependent Surveillance – Broadcast (ADS-B) NAS Wide Implementation** program provides mission-critical, highly accurate surveillance information to air traffic controllers. This is accomplished by receiving an aircraft’s broadcast position from ADS-B avionics onboard for processing and delivering to en route and terminal automation systems. This program directly supports multiple Brand New Air Traffic Control System initiatives such as the Common Automation Platform and Runway Safety programs. The Strategic Initiatives Analysis and Validation allowing the program to conduct necessary processes to support informed investment decisions.

The **ADS-B Baseline Services Future Segments Phase 2 program will continue baseline** services currently provided by ADS-B infrastructure owned and operated by the prime contractor. It will also support critical engineering and implementation activities such as hardware and software design, testing, integration, deployment, and lifecycle management for the sustainment, enhancement and expansion of baseline services. In addition, it will improve ADS-B cybersecurity; leverage the modernized Internet Protocol communication system and expand ADS-B ground-based radio infrastructure. This program reduces delays and enhances safety in the National Airspace System (NAS), including the Gulf of America and Alaska. On the following page is a diagram displaying the various interactions of ADS-B technology and its functions in the NAS. It also shows relations between the various components in the NAS and the aircraft for surveillance data transmission.

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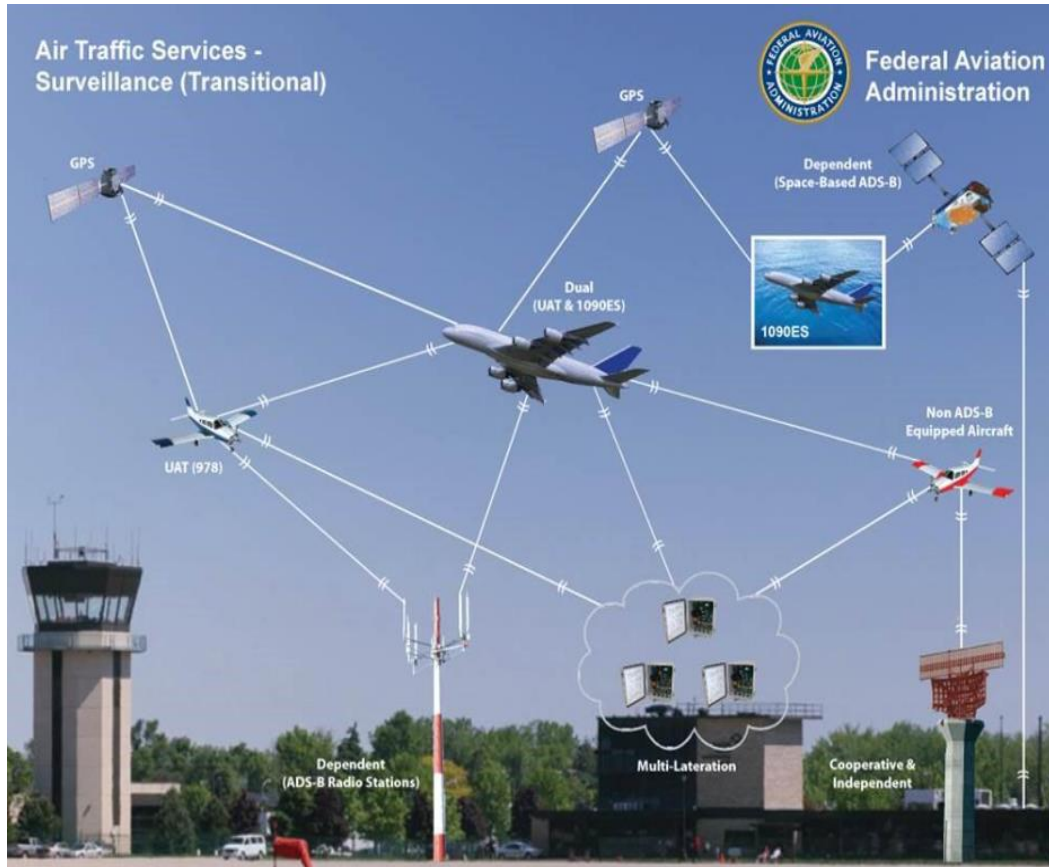


Figure 1 Figure 2 Figure 2 ADS-B Technology Receives, Processes and Transmits Surveillance Data to air traffic control towers.

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Detail Justification For: 2A09 Air Traffic Management Implementation Portfolio

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
2A09: Air Traffic Management Implementation Portfolio	\$22,700			\$136,600		\$88,500

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Traffic Flow Management Infrastructure (TFM-I) Flow Management Data and Services (FMDS)	---	\$54,066.0
B. Traffic Flow Management System (TFMS) Sustainment 4	---	\$27,500.0
C. In Service Engineering	---	\$1,000.0
D. Traffic Flow Management Infrastructure (TFM-I) Flow Management Data and Services (FMDS) - Integrator Cost	---	\$5,934.0

What is this program and why is it important?

The **Air Traffic Management Implementation Portfolio** program provides the automation capabilities required for the safe and efficient operation of the National Airspace System (NAS), providing near real-time situational awareness and proactive Traffic Flow Management (TFM) in response to demand and capacity imbalances across all NAS resources (e.g., airports, fixes, sectors). This program will support the ongoing Brand New Air Traffic Control System (BNATCS) by accelerating replacement of the current system to a modernized system providing efficiencies in everyday air travel and enhancing safety. In-Service Engineering allows for immediate response and tactical distribution of resources to emerging technology solutions.

The Air Traffic Management Implementation Portfolio will continue to sustain the Traffic Flow Management System (TFMS) which includes replacement of End-of Life/End of Service hardware and operating system migration required for Flow Management Data and Services (FMDS) remote site hardware deployment. This legacy system is currently the primary platform for traffic flow management and Collaborative Air Traffic Management Technology in the NAS.

The request will also support the BNATCS automation efforts by investing in the development and deployment of a modernized FMDS system. This new system will consolidate multiple traffic management applications into one display leading to efficient and better-informed decision-making at air traffic control facilities (Centers, TRACONs, and towers) and the Air Traffic Control System Command Center. Figure 1 below lays out the TFMS and modernized FMDS system transition towards streamlined operations and integration into the BNATCS

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automation efforts. The FMDS system will minimize air travel delays, reduce jet fuel waste, and avoid NAS gridlock. By supporting both near-term operational continuity and long-term modernization, the Air Traffic Management Implementation Portfolio investments will maintain safe and efficient air traffic operations today while transitioning to advanced, interoperable automation needed to support future NAS demand.

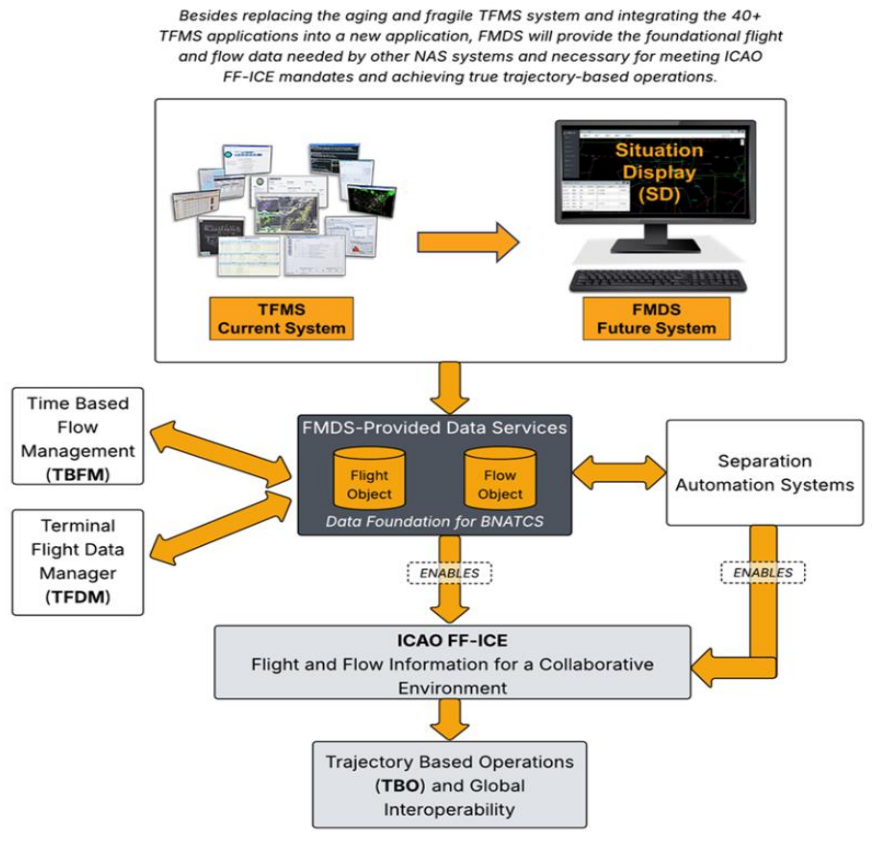


Figure 2 FMDS Trajectory Based Operations (TBO) and Global Interoperability

In December 2025, the Federal Aviation Administration (FAA) selected a prime vendor to provide integration and implementation support for the BNATCS. FAA’s FY 2027 budget request includes funding to support the BNATCS prime integrator. The prime integrator will be responsible for oversight, integration, and implementation of new communications, automation, facilities, and Alaska-specific capabilities to ensure efficient execution while maintaining safe and continuous operations.

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Detail Justification For: 2A10 Time Based Flow Management Portfolio

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
2A10: Time Based Flow Management Portfolio	\$5,800			\$20,900		\$24,600

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Time Based Flow Management (TBFM) Sustainment 2	---	\$2,700.0
B. Time Based Flow Management (TBFM) Sustainment 1	---	\$20,900.0
C. Strategic Initiatives Analysis and Validation	---	\$1,000.0

What is this program and why is it important?

The **Time Based Flow Management Portfolio** is a program that optimizes the National Airspace System (NAS) capacity by improving traffic flow management of aircraft approaching and departing congested airspace and airports. The TBFM Portfolio is a foundational decision support tool and is composed of hardware and software for time based metering in the en route and terminal environments to maximize operational efficiency in the National Air Space (NAS).

There are several technologies within the TBFM system, the table below lists a few. The TBFM capabilities have been deployed to all Continental United States Air Route Traffic Control Centers (ARTCCs), select Terminal Radar Approach Control (TRACON) facilities and select Air Traffic Control Towers (ATCT).

TBFM Technology	Description
Airborne Time Based Metering (TBFM-ABM)	Includes multiple metering capabilities such as Extended Metering and Adjacent Center Metering that assign precise arrival times to aircraft while airborne.
Integrated Departure Arrival Capability (IDAC)	Integrates departure and arrival planning into a single, coordinated flow management function.
Enroute Departure Capability (EDC)	Manage departures while aircraft are still en route, adjusting departure timing based on downstream constraints.

Table 2: Provides examples of TBFM Technologies and functionality.

The TBFM Portfolio request will continue to maintain the current operational system and hardware of the TBFM tools. This requires the replacement of end-of-life hardware and software.

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The Time Based Flow Management Portfolio program will continue to utilize traffic flow management tools and optimal functionality through sustainment of the TBFM system deployed in the NAS. The Time Based Flow Management Portfolio will also work towards modernization of the TBFM system to increase its operational efficiencies and reduce costs in the future to meet traffic demands, positively impacting the flying public, airports and the airline industry. Strategic Initiatives Analysis and Validation will conduct necessary processes to support informed investment decisions.

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Detail Justification For: 2A11 Weather Processor

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
2A11: Weather Processor	\$29,800			\$14,500		\$9,000

Cost Estimate of Work to Be Funded This Year

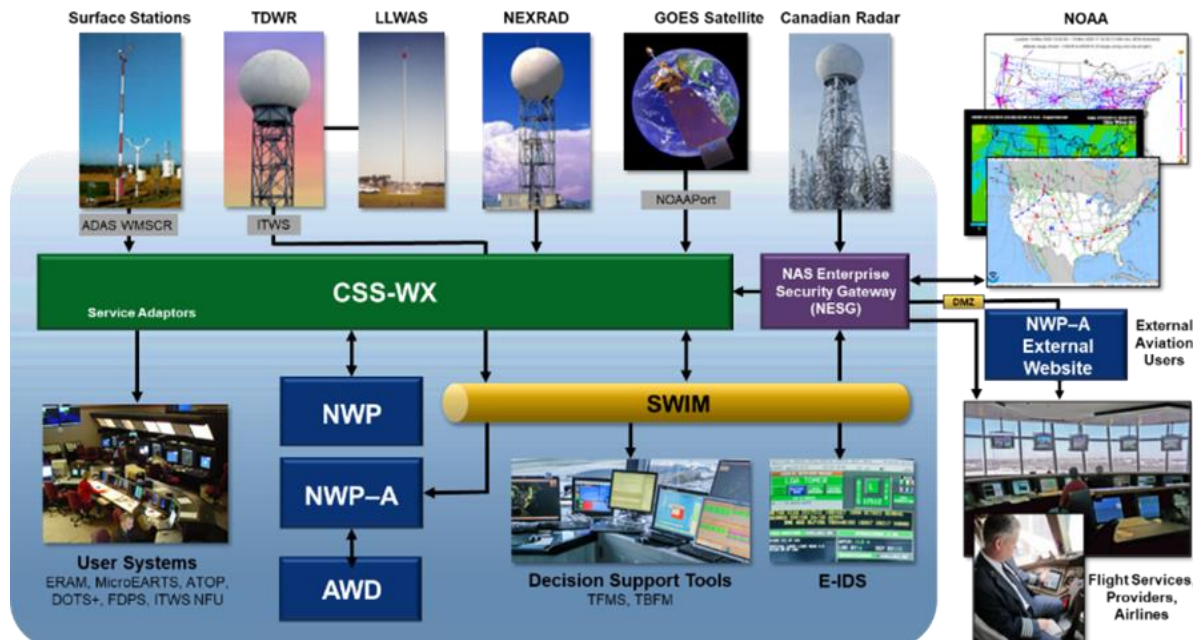
<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Common Support Services Weather (CSS - Wx)	---	\$9,000.0

What is this program and why is it important?

The **Weather Processor** program modernizes FAA weather processing by consolidating aging systems and enabling advanced weather capabilities. Weather Processor (WP) uses weather data from FAA and National Oceanic and Atmospheric Administration (NOAA) radar and sensors and NOAA forecast models. WP uses sophisticated algorithms to create aviation-specific current and predicted weather. It produces standardized weather products for dissemination through Common Support Services Weather and supports automated decision-support tools through the weather translation services. The WP Aviation Weather Display provides visual access to this data for operational users. These capabilities reduce operations and maintenance costs by replacing and consolidating legacy systems like the Corridor Integrated Weather System and Weather and Radar Processor.

The **Common Support Services Weather** program request will address key concerns and facilitate the completion of the transition from the legacy weather systems. Completing the transition will deliver the benefit of access to improved aviation weather information for NAS and external users.

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Detail Justification For: 2A12 Data Communications

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119- 21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
2A12: Data Communications	\$30,000			\$94,700		\$106,900

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Data Communications - Segment 1 Phase 2 Full En Route Services	---	\$16,900.0
B. Data Communications Network Service (DCNS) Future – Subscription Fee	---	\$90,000.0

What is this program and why is it important?

The **Data Communications (Data Comm)** program provides data communications services between pilots and air traffic controllers. Data Comm provides a digital link between ground automation and flight deck avionics for safety-of-flight Air Traffic Control clearances, instructions, traffic flow management, flight crew requests, and reports. Data Comm is critical to the success of the National Air Space modernization by providing communication infrastructure enhancements and is needed to transition from voice-only air traffic control to data-intensive operations.

The **Data Communications (Data Comm)** program request will allow continued management, program control, systems engineering, security, operations management, and contract management activities. This funding will also provide En Route Automation Modernization prime vendor support for testing and training to address any software issues found during site testing with support and expertise across multiple areas of the program.

The **Data Comm Network Services request** will cover Subscription Fees to provide the Very High Frequency Data Link Mode 2 air-to-ground network service that provides connectivity between the controllers and the cockpit. This includes monitoring and control, network engineering and security, and service certification capabilities. This Data Comm Network Service supports both tower and en route operations.

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Detail Justification For: 2A13 Offshore Automation

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
2A13: Offshore Automation	\$30,000			\$60,000		\$32,750

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Offshore Automation Phase I	---	\$31,800.0
B. Independent Operational Assessment (IOA)	---	\$950.0

What is this program and why is it important?

FAA's **Offshore Automation** program will deploy the En Route Automation Modernization (ERAM) system to the Honolulu Control Facility and Anchorage Air Route Traffic Control Center. ERAM will replace end-of-life systems and standardize maintenance and training programs with 20 other Centers. Unique ERAM site functions developed as part of Offshore Automation Phase 1 will be available to all 20 Air Route Traffic Control Center sites in the Continental US. In support of Offshore Automation Phase 1, an Independent Operational assessment will be conducted to identify and mitigate any potential safety or operational issues.

The **Offshore Automation Phase I** objective is to standardize automation platforms that support control of en route and terminal airspace at three non-continental United States facilities referred to as the offshore facilities: Anchorage Air Route Traffic Control Center, Honolulu Control Facility, and Guam Center Radar Approach Control. These facilities do not currently have an ERAM to perform air traffic control. The program will develop solutions to improve automation redundancy and resiliency, address future lifecycle challenges associated with these facilities and systems, and increase workforce flexibility by providing standardization to the offshore facilities.

The Offshore Automation Phase I addresses sustainability concerns with the Offshore Flight Data Processing System in Honolulu. Offshore Flight Data Processing System is reaching end of life status due to hardware limitations with the mainframe computer that is approximately forty (40) years old, as well as challenges with retention of legacy expertise. Offshore Automation Phase 1 will standardize the Honolulu and Anchorage en route environment with Continental United States ERAM capabilities.

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Detail Justification For: 2A14 Commercial Space Integration

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
2A14: Commercial Space Integration	\$2,500			\$10,000		\$1,000

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Space Operations Portal (SpORT)	---	\$1,000.0

What is this program and why is it important?

The **Commercial Space Integration** program is part of the FAA’s activities carrying out section 630(b) of the FAA Reauthorization Act of 2024. The program is developing the Space Operations Portal (SpORT), a centralized platform for mission-specific information about commercial and non-commercial space transport operations. It is a single-source repository for space launch and re-entry mission-specific airspace management information and artifacts and an essential tool to integrate space launch and re-entry missions into the NAS. The program also promotes increased collaboration by integrating with other systems and internal FAA platforms, enabling shared architecture, reducing duplication, and streamlining processes across FAA teams and external partners to ensure more efficient, coordinated operations.

The **Commercial Space Integration** request will allow the FAA to complete development, conduct comprehensive testing, and deploy SpORT on the FAA mission support network with appropriate security authorization. The SpORT is being developed using the FAA’s code sharing Low Code Application Platform which will reduce duplication and increase efficiency. Stakeholders are eager to use this tool and benefit from being able to share information more efficiently.

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Detail Justification For: 2A15 Common Automation Platform (CAP)

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
2A15: Common Automation Platform (CAP)				\$125,000		\$100,000

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Common Automation Platform	---	\$100,000.0

What is this program and why is it important?

The **Common Automation Platform (CAP)** will advance safety, operational performance, and technical flexibility in the National Airspace System (NAS), aligning with escalating traffic demand and new entrant integration. The CAP program complements the FAA’s ongoing BNATCS efforts by creating a common, modern automation platform. The FAA’s existing automation systems each independently maintain similar, but unique, technological infrastructure elements such as hardware, operating systems, and data management tools. The FAA has identified the En Route Automation Modernization (ERAM), Standard Terminal Automation Replacement System (STARS), and possibly Advanced Technologies and Oceanic Procedures (ATOP) because they require different business and maintenance models, training methods, and software solutions for the same or similar requirements.

The design and deployment of the CAP will also require modernized interfaces for the many NAS systems that are needed to share data with or ingest data from existing ERAM and STARS systems. This includes systems like Time Based Flow Management, Traffic Flow Management System (Flow Management Data System (FMDS) in the future), Terminal Flight Data Manager, Enhanced Information Display System, and Data Communications as well as surveillance data feeds (both radar and ADS-B).

The FAA has estimated \$6.0 billion is needed to fully implement and deploy CAP. The funding in FY 2026 and FY 2027 is merely a down payment on a multibillion-dollar effort that will require additional funding to complete. The full scope would include acquisition, prototyping, initial deployment, workforce training, and migration planning, delivering operational value to support site upgrades, integrator/vendor engagement, critical system integration, controller and technical training, and detailed transition planning.

Implementation of CAP is critical to achieving the complete vision of the Brand New Air Traffic Control System. Without this funding, the FAA would be largely

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limited to maintaining ERAM and STARS in their current forms, with incremental upgrades rather than the desired comprehensive modernization. With limited efficiency or capability gains, operational and technical gaps between system capabilities and evolving airspace demands will continue to widen over the coming decade.

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**Detail Justification For: 2B01 Standard Terminal Automation Replacement System
(STARS)**

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
2B01: Standard Terminal Automation Replacement System (STARS)	\$133,660			\$189,700		\$115,650

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Standard Terminal Automation Replacement System (STARS) Sustainment 4	---	\$103,200.0
B. Terminal Precipitation on the Glass (TPoG)	---	\$9,200.0
C. Terminal Precipitation on the Glass (TPoG) Phase 2	---	\$1,800.0
D. Strategic Initiative Analysis and Validation	---	\$1,000.0
E. Independent Operational Assessment (IOA)	---	\$450.0

What is this program and why is it important?

Standard Terminal Automation Replacement System (STARS) is the common terminal automation platform designed to support 143 Federal Aviation Administration (FAA) Terminal Radar Approach Control (TRACON) and 430 FAA Air Traffic Control Tower facilities, and Department of War (DoW) Radar Approach Control facilities and DoW towers. STARS support sites include Operational Support Facilities; the FAA Academy; TRACON training and support strings; William J. Hughes Technical Center; and related Contractor test, development, and support strings.

The **STARS Sustainment 4** request will maintain the TRACON front room hardware qualifications, software developments, and material procurement. The **Terminal Precipitation on the Glass (TPoG)** request will enable delivery of accurate, reliable, and timely precipitation information on STARS consoles, enabling Air Traffic Controllers to issue higher quality weather advisories to pilots, thereby increasing NAS safety and efficiency. The **TPoG Phase 2** request will initiate software changes to STARS at three TRACONs to overcome technical limitations to TPoG deployment at those facilities. The Strategic Initiatives Analysis and Validation will conduct necessary processes to support informed investment decisions. An Independent Operational assessment will identify and mitigate any potential safety or operational issues.

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Detail Justification For: 2B02 Terminal Automation Other

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
2B02: Terminal Automation Other	\$6,400			\$9,000		\$7,400

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. En Route Automation Program – Flight Data Input/Output (FDIO) Sustainment	---	\$5,300.0
B. Tower Data Link Services (TDLS) Sustainment	---	\$2,100.0

What is this program and why is it important?

The **Terminal Automation Other** base program includes the Flight Data Input/Output Sustainment system and Tower Data Link Systems (TDLS). Together, these components help maintain the functionality and safety of both terminal and En Route air traffic operations, supporting real-time data exchange and modern communication capabilities from Air Traffic Control Towers to Terminal Radar Approach Control (TRACON), interfacing with Air Route Traffic Control Centers, and facilitating electronic messaging between controllers and pilots.

Flight Data Input/Output (FDIO) Sustainment system provides standardized flight plan data, weather information, safety-related data, and Wake turbulence Re-categorization data to Air Traffic Controllers and terminal automation systems located at approximately 713 remote sites as well as Honolulu and San Juan Combined Control Facilities. The FDIO system interfaces with several en route automation systems including En Route Automation Modernization, Flight Data Processing System, Offshore Flight Data Processing system, and other mission-critical terminal automation systems. This information assists controllers in tracking aircraft, providing departure clearances, traffic metering, and anticipating the arrival of the aircraft in the sector under their control. The **FDIO Sustainment** request will support necessary upgrades and prevent security vulnerabilities.

Tower Data Link Services (TDLS) Sustainment enables digital communication between air traffic controllers and pilots, including the delivery of departure clearances and other routine messages. Sustaining TDLS ensures continued support for controller-pilot data link communications in towers, which reduces voice communication workload, minimizes miscommunication, and supports efficient departure operations. The **TDLS Sustainment** request will support upgrades to prevent security vulnerabilities by upgrading obsolete equipment and sustain performance at the William J. Hughes Technical Center and one test system in Oklahoma by upgrading the Tower Information Management System.

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**Detail Justification For: 2B03 (ATCT)/Terminal Radar Approach Control (TRACON)
Facilities-Improve**

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
2B03: ATCT/Terminal Radar Approach Control (TRACON) Facilities-Improve	\$33,700			\$131,300	\$101,600	\$40,000

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Air Traffic Control Tower (ATCT)/ Terminal Radar Approach Control (TRACON) Sustainment	---	\$40,000.0

What is this program and why is it important?

The **Air Traffic Control Tower (ATCT)/Terminal Radar Approach Control (TRACON) Facilities - Improve** program upgrades towers and TRACONs to meet operational and safety requirements. The FAA must continually upgrade and improve terminal facilities and equipment to provide an acceptable level of service to meet current and future operational requirements. More than 50 percent of Terminal Facilities in the National Airspace System (NAS) infrastructure are more than 40 years of age.

The **ATCT/ TRACON Facilities - Improve** request will enable facilities to continue maintenance of current operational, and safety needs in lieu of replacing or relocating the entire facility. This effort will result in a smooth and orderly transition of new equipment into the FAA’s terminal facilities. It will also improve the operational efficiency and environment of equipment within ATCT/TRACON facilities.

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Detail Justification For: 2B04 NAS Facilities EOSH Standards

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA*	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA*	FY 2027 Request
2B04: NAS Facilities EOSH Standards	\$24,200	\$55,000		\$30,000	\$29,700	\$30,000
*IIJA funding is distributed across multiple programs.						

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. NAS Facilities EOSH Standards	---	\$30,000.0

What is this program and why is it important?

The **NAS Facilities Employee Occupational Safety and Health (EOSH) Standards** program provides safety and risk management support expertise through the life cycle of operations utilizing both the base F&E and IIJA funding. The EOSH professionals consult in all phases of the facility lifecycle including the planning, design, construction, renovation, maintenance, and decommissioning of NAS facilities that support the FAA priorities, seeking to prioritize the mitigation of EOSH risks and impacts. They devise, develop, and publish orders, policies, procedures, and practices that promote a culture of safety.

The **EOSH** program will continue to perform data analyses to identify, track, and mitigate emerging or recurrent risk concerns and provide financial resources, along with other services to support safety and health compliance at facilities. The program supports field and headquarters offices with subject matter expertise including policy and guidance, project implementation and oversight for broad compliance areas and program risk management efforts.

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Detail Justification For: 2B05 Integrated Display System (IDS)

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
2B05: Integrated Display System (IDS)	\$61,300		\$300,000			\$145,450

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Enterprise Information Display System (E-IDS)	---	\$118,000.0
B. Independent Operational Assessment (IOA)	---	\$450.0
C. Enterprise Information Display System (E-IDS) Phase 1 - Integrator Cost	---	\$27,000.0

What is this program and why is it important?

The **Integrated Display System (IDS)** provides show information such as weather observations, visibility, and runway status, serving as auxiliary information to the primary displays (i.e., radar displays). External entities such as the Department of War, airlines, and airport authorities also use or interface with these systems. This program enables consolidated access to data from various authoritative sources across the NAS, providing operationally essential information for controlling aircraft. This program supports the BNATCS initiatives by addressing technical obsolescence and end-of-life issues of these older information display systems by developing a modern system to consolidate separate maintenance, sustainment, and logistics pipelines of the five legacy systems. The program will also conduct planning and operational assessment of the program to identify any safety hazards and/or operational concerns. Independent Operational assessment will be conducted to identify and mitigate any potential safety or operational issues.

The primary requirement of the **IDS** program is development of the **Enterprise Information Display System (E-IDS)** which will provide increased productivity, user efficiency, and NAS safety by displaying, entering, and distributing Notice to Airmen (information as well as providing capabilities to collect and distribute Pilot Reports, both of which are the Agency’s Top Five Safety Priorities¹. The **E-IDS** Base F&E request will support the replacement of five current fielded legacy IDS, which are used operationally at 435 FAA facilities.

The FY 2027 Base F&E funding will allow the program team to continue to develop E-IDS as a full NAS-wide capability with a robust deployment strategy by supporting site system deployment and program office functional areas. To meet this planned completion date, FY 2027 Base F&E funding is a critical year to conduct these program activities, including over 100 Initial Operating Capabilities (IOCs).

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In December 2025, the Federal Aviation Administration (FAA) selected a prime vendor to provide integration and implementation support for the Brand New Air Traffic Control System (BNATCS). FAA's FY 2027 budget request includes funding to support the BNATCS prime integrator. The prime integrator will be responsible for oversight, integration, and implementation of new communications, automation, facilities, and Alaska-specific capabilities to ensure efficient execution while maintaining safe and continuous operations.

What are the FY 2025 Working Families Tax Cut Act (P.L. 119–21) funding efforts underway?

In FY 2025, the Working Families Tax Cut Act (P.L. 119–21) funded the **EIDS** program at \$300.0 million. The EIDS program directly supports the BNATCS by replacing five legacy IDSs with an enterprise system consisting of a common hardware and software platform at 435 FAA facilities. The program will accomplish software development and testing, hardware bulk buys, training development, site prep activities, Key Site IOC, and installation.

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Detail Justification For: 2B06 Terminal Flight Data Manager

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
2B06: Terminal Flight Data Manager (TFDM)	\$55,100		\$300,000			\$170,000

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Terminal Flight Data Manager (TFDM)	---	\$138,000.0
B. Terminal Flight Data Manager (TFDM) – Sustainment 1	---	\$5,000.0
C. Terminal Flight Data Manager (TFDM) - Integrator Cost	---	\$27,000.0

What is this program and why is it important?

The **Terminal Flight Data Manager (TFDM)** portfolio provides equipment and software to collect, distribute, and update electronic flight data (including industry provided data like Earliest Off-Block Times and data from interfacing FAA systems such as Time Based Flow Management (metering times) in the terminal area, improving access to information for the safe and efficient control of air traffic.

The TFDM decision support tools further improve system efficiency by generating runway-specific departure schedules, predicting capacity demand imbalances, and supporting metering programs that reduce airport surface congestion. Providing flight data in electronic format eliminates the need for physical flight strip exchange, reduces telephone coordination and manual data re-entry across systems, and gives air traffic controllers more heads-up time to focus on surface operations, ultimately enhancing safety. This program supports the Brand New Air Traffic Control System (BNATCS) by automating manual flight data processes and replacing paper flight strips with electronic flight strips for enhanced information sharing among the tower, en route, approach control, traffic flow management, and flight/airline operation centers.

The TFDM Base F&E request will support deployment of electronic flight strips and surface management capabilities to 89 sites. To date, TFDM is operational at 13 sites. Primary activities include software builds to deliver required security upgrades and maintenance fixes, address software end of life by providing tech refresh, and personnel to work all site deployment activities, which are a 12-month process delivered in phases.

The **Terminal Flight Data Manager (TFDM) – Sustainment 1** request will allow the FAA to sustain operational sites. This work includes the planning of required software engineering, hardware and tech refresh, and support services.

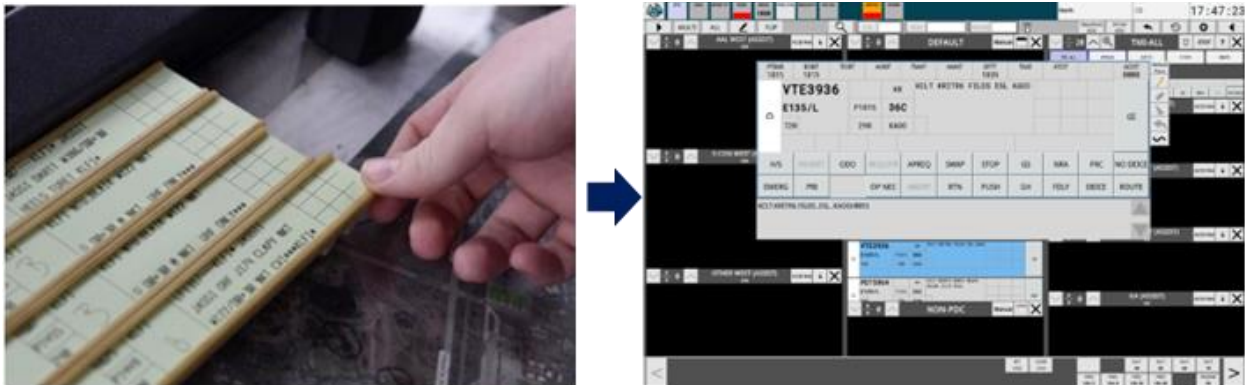
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In December 2025, the Federal Aviation Administration (FAA) selected a prime vendor to provide integration and implementation support for the BNATCS. FAA's FY 2027 budget request includes funding to support the BNATCS prime integrator who is responsible for oversight, integration, and implementation of new communications, automation, facilities, and Alaska-specific capabilities to ensure efficient execution while maintaining safe and continuous operations.

What are the FY 2025 Working Families Tax Cut Act (P.L. 119–21) funding efforts underway?

In FY 2025, the Working Families Tax Cut Act (P.L. 119–21) funded Section 619 of the FAA Reauthorization Act of 2024 at \$300 million. The FAA is fulfilling Section 619 through the TFDM program which replaces paper flight strips with electronic flight strips and introducing advanced surface and departure management tools that improve situational awareness, predictability, and efficiency at towered airports.

The enacted funding is supporting current ramp up to achieve an 89-site deployment with successful implementation. This effort requires deployment, adaptation, training and program management requirements and purchasing long-lead hardware for the influx in sites, begin planning and purchasing equipment needed for additional software and hardware testing labs, and possible software builds and a tech refresh strategy.



TFDM replaces paper flight strips with Electronic Flight Strips

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Detail Justification For: 2B07 Unmanned Aircraft Systems (UAS) Implementation

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
2B07: Unmanned Aircraft Systems (UAS) Implementation				\$10,000		\$5,100

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Small Unmanned Aircraft System (UAS) Implementation	---	\$5,100.0

What is this program and why is it important?

The **Unmanned Aircraft System (UAS) Implementation** program addresses existing FAA programmatic shortfalls associated with the provision of services to UAS airspace users and supports FAA priorities by providing the necessary systems for safe integration of UAS into the National Airspace System (NAS). The program defines and allocates specific requirements to existing and future NAS capabilities, and systems with the goal of operationalizing and implementing new UAS services.

This program provides tools like the Low Altitude Authorization and Notification Capability (LAANC), Drone Information for Safety, Compliance, Verification, and Reporting (DISCVR), and the Unmanned Aircraft Flight Restrictions (UAFR) utility.

The **Unmanned Aircraft System (UAS) Implementation** request will support the growing demand and expanding role of UAS operations in the NAS. The requested funding will allow the systems developed by Enterprise UAS Services to remain agile and adapt to the needs of system modernization. The anticipated release of Part 74 (Section 2209 UAS Flight Restrictions¹) and Part 108 (Normalizing UAS Beyond Visual Line of Site Operations [NUBO]²) rules will help define the NAS operations with regard to UAS. This program leverages proven solutions to help develop the technology necessary to continue integrating UAS into the NAS.

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Detail Justification For: 2B08 Airport Ground Surveillance Portfolio

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
2B08: Airport Ground Surveillance Portfolio	\$87,200		\$500,000	\$35,500		\$9,700

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Airport Surface Movement Detection (ASDE) Sustainment	---	\$2,600.0
B. Runway Status Lights (RWSL) Sustainment	---	\$1,600.00
C. Runway Status Lights (RWSL) Phase 2	---	\$2,500.0
D. NAVAIDS Interface – Connect Equipment (NICE)	---	\$3,000.0

What is this program and why is it important?

The **Airport Ground Surveillance Portfolio** program maintains surface safety by ensuring continuing functionality of all surface surveillance capabilities that have led to increased runway safety, improved efficiency in air traffic, and increased airport throughput.

The **Airport Surface Detection Equipment Sustainment** request will address maintainability and obsolescence issues associated with the Airport Surface Detection Equipment – Model X (ASDE-X) and Airport Surface Surveillance Capability (ASSC) systems. These systems help air traffic controllers prevent surface collisions and reduce runway incursions by improving situational awareness. The Surface Movement Radar (SMR) is the radar backbone of the ASDE-X and ASSC systems and is being replaced as part of the Brand New Air Traffic Control System (BNATCS) program Surface Movement Radar Replacement.

The **Runway Status Lights (RWSL) Sustainment** request will address maintainability, obsolescence, and information technology security issues associated with the RWSL system. The system integrates airport lighting equipment with surface surveillance systems to provide a visual signal to pilots and vehicle operators indicating that it is unsafe to enter, cross, or begin takeoff on the runway.

The **Runway Status Lights Sustainment Phase 2** request will continue planning for implementation at select ASDE and ASSC sites. The NAVAIDS Interface-Connect Equipment program will address sustainment of FAA-UIC service through modernization efforts at airports baselined with the FAA-UIC.

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The **Airport Ground Surveillance Portfolio** Base F&E request will support sustainment efforts of the surface surveillance systems which utilize the surface movement radar being replaced under the BNATCS program Surface Movement Radar Replacement.

What are the FY 2025 Working Families Tax Cut Act (P.L. 119–21) funding efforts underway?

In FY 2025, the Working Families Tax Cut Act (P.L. 119–21) funded the Airport Ground Surveillance Portfolio at \$500 million. The **Runway Safety and Surface Technologies (RSST) and Runway Lighting – Airport Surface Detection Equipment (ASDE) – Surface Movement Radar (SMR)** will replace 53 SMRs at 44 airports and three support facilities with a modern sustainable radar to ensure that air traffic controllers continue to have the tools available to prevent surface collisions and reduce runway incursions by improving situational awareness. The program has already begun deployment of the new SMR, installed at George Bush Intercontinental Airport, which went operational on December 29, 2025.

In addition, the **Runway Safety and Surface Technologies (RSST) and Runway Lighting – Surface Awareness Initiative (SAI)** – deploys the SAI at 220 airports. The new technology delivers an effective capability to select Air Traffic Control Towers that currently do not have any surface detection systems. The SAI will increase runway safety and efficiency by providing Air Traffic Control with display of position, movement, and relative location of aircraft and ground vehicles. The program has already successfully deployed 52 airports with SAI.

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Detail Justification For: 2B09 Terminal and En Route Surveillance Portfolio

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
2B09: Terminal and En Route Surveillance Portfolio	\$28,600			\$42,800		\$13,400

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Airport Surveillance Radar Model 9 (ASR-9) Sustainment 4	---	\$12,600.0
B. In Service Engineering	---	\$800.0

What is this program and why is it important?

The **Terminal and En Route Surveillance Portfolio** provides terrestrial surveillance capability in the terminal and enroute airspace providing primary and secondary surveillance in non-rule airspace and function as a backup to Automatic Dependent Surveillance – Broadcast in rule airspace. Radar data is combined and displayed to controllers for airspace management and control. Radar information is also shared to support homeland security and national defense missions. This portfolio provides the critical funding necessary to address obsolescence and technical refreshments to the six platforms mentioned below.

The **Terminal and EnRoute Surveillance Portfolio** request ensures uninterrupted operation of the antenna assembly equipment and the electronics until the electronics are replaced, through the Radar System Replacements (RSR) program funded by the Working Families Tax Cut Act. The RSR program will reutilize the existing legacy antenna assembly equipment (e.g. Tower, Rotary Joint, Antennas, encoders, pedestal and Parrots). The **Portfolio** is the framework to manage the sustainment and technical refresh projects ensuring the successful deployment of RSR into the National Airspace System. In-Service Engineering will allow for immediate response and tactical distribution of resources to emerging technology solutions.

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Detail Justification For 2B10: Terminal and En Route Voice Switch and Recorder Portfolio

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IJA	FY 2025 P.L. 119- 21*	FY 2026 Enacted	FY 2026 IJA	FY 2027 Request
2B10: Terminal and En Route Voice Switch and Recorder Portfolio	\$246,000			\$21,600		\$36,350

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Legacy Voice Switch Sustainment (LVSS) Portfolio Voice Switching and Control System (VSCS) – Sustainment 4	---	\$26,000.0
B. Legacy Voice Switch Sustainment (LVSS) Portfolio - Terminal Voice Switch	---	\$10,000.0
C. Independent Operational Assessment (IOA)	---	\$350.0

What is this program and why is it important?

The **Terminal and En Route Voice Switch and Recorder Portfolio** is an integral part of the FAA’s air traffic control system. The reliability of communications from controller to pilots and controller to controllers is a critical safety component of the FAA’s air traffic control system. A voice switch is the primary interface that allows controllers to access and use radios and telephone lines to control air traffic. A voice recorder is a system that records and stores all air traffic voice communications. These legal recordings are used for accident/rescue investigations and controller training/performance assessments.

The **Terminal and En Route Voice Switch and Recorder Portfolio** request will enable continued sustainment of the legacy voice switch systems across the National Airspace System until fully replaced by native Internet Protocol voice switches under the Brand New Air Traffic Control System (BNATCS). These programs are important because they focus on the obsolete subsystems and components that pose the greatest risk to the operational availability of the existing voice switch equipment. An Independent Operational assessment will identify and mitigate any potential safety or operational issues.

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Detail Justification For: 2B11 Enterprise Information Communication

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
2B11: Enterprise Information Communication	\$3,000			\$29,600		\$1,500

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Artificial Intelligence (AI) Enablement	---	\$1,500.0

What is this program and why is it important?

The **Enterprise Information Communication** program is administered by the FAA’s Chief Data Office (CDO). The **Artificial Intelligence (AI) Enablement** establishes a centralized enterprise capability to provide secure cloud computing infrastructure, AI/Machine Learning (ML) services, and specialized technical expertise. The CDO utilizes this program to provide secure AI and ML enterprise services, a primary use-case of which is the direct support of the Brand New Air Traffic Control System (BNATCS) effort.

The Enterprise Information Communication program request supports NAS modernization by automating a volume of technical requirements, vendor proposals, and regulatory documentation that exceeds the capacity of traditional manual review. To address this, the CDO provides three core capabilities:

Automated Contractual Analysis:	CDO-managed environments tuned to parse voluminous contracts, identify conflicting clauses, and ensure vendor deliverables remain strictly aligned with requirements.
Agentic Management Systems:	Deployment of AI agents designed to handle multi-step tasks, such as tracking action items across workstreams and flagging anomalies in vendor reporting.
Intelligent Documentation Synthesis:	An enterprise-grade capability allowing the the FAA to search and query the entire library of airspace system documentation in seconds, freeing up hundreds of labor-hours for higher-value work.

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Detail Justification For 2B12: Voice Switch Replacement

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IJA	FY 2027 Request
2B12: Voice Switch Replacement			\$4,750,000*			\$237,300
* P.L. 119-21 Telecommunications funding is distributed spread across multiple programs based on schedules.						

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Voice Communication Systems (VCS) Phase 2 – Integrator Cost	---	\$236,600.0
B. NAS Voice Switch Recorder – Integrator Cost	---	\$700.0

What is this program and why is it important?

In December 2025, the Federal Aviation Administration (FAA) selected a prime vendor to provide integration and implementation support for the Brand New Air Traffic Control System (BNATCS). The FY 2027 President’s Budget request includes funding to support the BNATCS prime integrator. The prime integrator will be responsible for oversight, integration, and implementation of new communications, automation, facilities, and Alaska-specific capabilities to ensure efficient execution while maintaining safe and continuous operations.

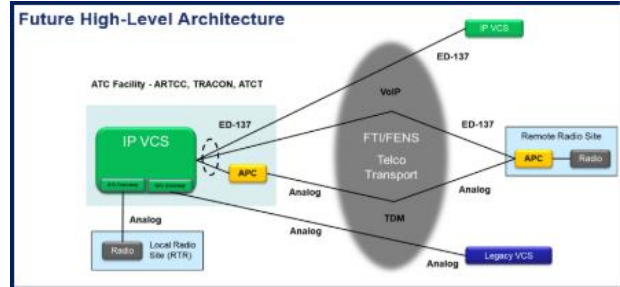
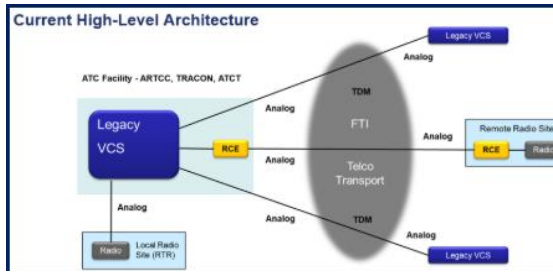
What are the FY 2025 Working Families Tax Cut Act (P.L. 119–21) funding efforts underway?

In FY 2025, the Working Families Tax Cut Act funded the **Telecommunications Infrastructure Modernization and Systems (TIMS)** program at \$4.75 billion. The TIMS program directly supports the BNATCS accelerated replacement of the aging, obsolete analog voice switches with the production and installation of over 450 IP-based voice switches, 15,000 Air-to-Ground Protocol Converter interface units, and 15 NAS Voice Recorders with FY 2025 enacted funding.

Voice switches are categorized as Safety Critical and Mission Critical, which means that they provide key services in the protection of human life and the capability to exercise safe separation and control over aircraft. Modernizing the NAS with Internet Protocol-based voice switches allows for a flexible, network-based voice communication system that provides benefits such as networked facilities and contingency operations and initial asset sharing. The pictures

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below provide a high-level view of the voice communication equipment in its current architecture and the planned future architecture:



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Detail Justification For: 2C01 Alaska Flight Service Facility Modernization (AFSFM)

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
2C01: Alaska Flight Service Facility Modernization (AFSFM)	\$2,000			\$2,100		\$2,000

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Alaska Flight Service Facility Modernization	---	\$2,000.0

What is this program and why is it important?

The **Alaska Flight Service Facility Modernization (AFSFM)** program is a long-term effort to upgrade, improve, and sustain FAA Flight Service Stations (FSSs) across Alaska, many of which were built in the 1970s and now require major renovation to remain reliable. A significant portion of these facilities have aging infrastructure (deteriorated heating and cooling systems) that threatens the reliability of Flight Service automation and, in turn, the continuity of operations. The program is important because it reduces the risk of service interruptions, unsafe working conditions, or facility closures due to structural or safety concerns.

The AFSFM is vital to correct infrastructure deficiencies and reduces the risk of service disruptions. FSSs provide a variety of services to NAS users in Alaska. These services include pilot weather briefings, real time weather advisories, search and rescue assistance, flight planning, broadcast messaging, lost aircraft orientation, issuance of Notice to Airmen, and communications services to the aviation community. The funding will be used for facility improvement projects addressing documented safety and functional deficiencies identified through engineering studies and site surveys.

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Detail Justification For: 2C02 Weather Camera Program

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119- 21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
2C02: Weather Camera Program			\$80,000	\$6,500		\$7,200

Cost Estimate of Work to Be Funded Under P.L. 119-21

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Weather Camera Enhancement 1 – Integrator Cost	---	\$378.0
B. Visual Weather Observation System (VWOS) - Alaska Safety VWOS – Integrator Cost	---	\$2,367.0
C. AWOS-C – Integrator Cost	---	\$4,455.0

What is this program and why is it important?

In December 2025, the Federal Aviation Administration (FAA) selected a prime vendor to provide integration and implementation support for the Brand New Air Traffic Control System (BNATCS). FAA’s FY 2027 budget request includes funding to support the BNATCS prime integrator. The prime integrator will be responsible for oversight, integration, and implementation of new communications, automation, facilities, and Alaska-specific capabilities to ensure efficient execution while maintaining safe and continuous operations.

What are the FY 2025 Working Families Tax Cut Act (P.L. 119–21) funding efforts underway?

In FY 2025, the Working Families Tax Cut Act (P.L. 119–21) funded the **Weather Observation Systems and Stations (WOSS)** program at \$80.0 million. This funding expands weather coverage in some of the most remote and operationally challenging environments in the NAS, improving flight safety and access to essential air services.

The **WOSS** program directly supports the BNATCS by deploying 50 Automated Weather Observation Systems, 60 Visual Weather Observation Systems, and 64 Weather Camera Systems (WCAMS) at remote Alaska and other airports located outside the Continental US that currently lack adequate weather information to support aviation safety and efficient operations. In total, the FAA will accomplish the installation of 174 new weather systems in the NAS. Without this investment, these locations would remain without reliable weather observations, increasing operational risk and limiting access for medical, emergency, and essential air services.

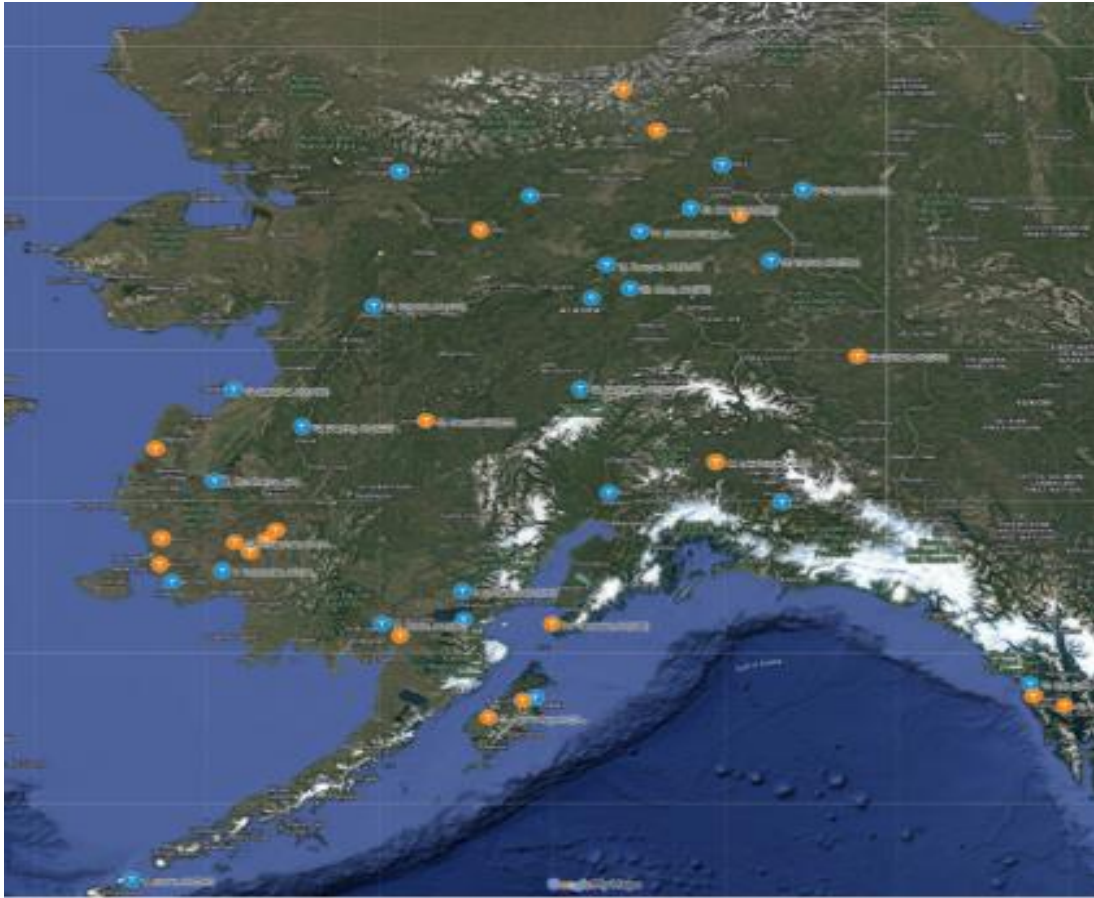


Figure 3 WOSS Alaskan Airports Map

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Detail Justification For: 2C03 Weather Systems Portfolio

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
2C03: Weather Systems Portfolio	\$12,700			\$28,050		\$35,300

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Aviation Surface Weather Observation Network (ASWON) Sustainment 2	---	\$17,400.0
B. Juneau Airport Wind System (JAWS) Sustainment	---	\$1,100.0
C. Terminal Doppler Weather Radar (TDWR) Sustainment 3	---	\$10,000.0
D. Wind Shear Detection Systems (WSDS) Sustainment 2	---	\$5,800.0
E. In Service Engineering	---	\$1,000.0

What is this program and why is it important?

The **Weather Systems Portfolio**, which includes ground-based weather sensors and weather radar systems, is necessary to sustain and maintain terminal weather systems. Many of these systems have been installed for over 25 years. While some of these systems will eventually be replaced, they must be maintained until replacement systems are fully fielded to prevent gaps in coverage. The Weather Systems Portfolio was developed to consolidate, prioritize, and manage sustainment activities. Surface weather observations are required by the Federal Aviation Regulations (FAR). FAR Parts 91, 121, and 135 identify numerous situations where specific surface weather information is required to support aviation operations.

The Weather Systems Portfolio request is for sustainment activities necessary to keep surface weather systems and weather radar systems supportable and operational in the NAS. Wind Shear Detection Services also prevent wind shear related accidents at 83 airports. Aviation Surface Weather Observation Network systems provide surface weather conditions at 1,247 airports required for landing, departure, and flight planning in the NAS. Juneau Airport Wind System allows commercial airplanes to fly safely in and out of the terrain challenged airport. The sustainment activities will include deployment of internet protocol enabled hardware/software to support the Brand New Air Traffic Control System effort to move all FAA telecommunications services from Time Division Multiplexing to internet protocol. In-Service Engineering will provide immediate response and tactical distribution of resources to emerging technology solutions.

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Detail Justification For: 2D01 Wide Area Augmentation System (WAAS) for GPS

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
2D01: Wide Area Augmentation System (WAAS) for GPS	\$85,200			\$92,000		\$81,100

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Wide Area Augmentation System (WAAS) Phase 4B	---	\$61,100.0
B. Wide Area Augmentation System (WAAS) Phase 4B - Subscription Fees	---	\$20,000.0

What is this program and why is it important?

The **Wide Area Augmentation System (WAAS) for GPS** program's mission is to augment Global Positioning System (GPS) to enable the safe use of satellite navigation for all phases of flight, including precision approach. A network of 38 precisely located ground reference stations distributed across the United States, Canada and Mexico monitor the GPS satellite signals. This program is critical for safety, providing navigation aid that provides vertical guidance to every qualified runway in the National Airspace System (NAS). WAAS provides the precise positioning required to meet the most stringent Automatic Dependent Surveillance-Broadcast (ADS-B) requirements. The value of WAAS extends beyond aviation, as WAAS supported receivers are used for agricultural, maritime, construction and transportation environments.

The **WAAS for GPS current Phase 4B** request will support the modernization of the existing WAAS system to provide an enhanced dual frequency capability. In addition, maintenance of the existing single frequency operational system will occur to ensure sustainability and prevent obsolescence. The new dual frequency service will allow WAAS to provide coverage during periods of intense solar activity. This work will also allow for a more secure, safer system with the implementation of higher security standards, a modern communication network and an industry standard operating system. The Subscription Fees for WAAS Phase 4 B will continue to support the FAA's three satellite leases: Geosynchronous Equatorial Orbits 5, 6, and 7.

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Detail Justification For: 2D02 Instrument Flight Procedures Automation (IFPA)

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
2D02: Instrument Flight Procedures Automation (IFPA)	\$4,100			\$2,400		\$2,000

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Instrument Flight Procedures Automation (IFPA) Sustainment	---	\$2,000.0

What is this program and why is it important?

The **Instrument Flight Procedures Automation (IFPA)** program supports the IFPA suite of Information Technology systems, providing commercial airline and general aviation pilots with approach and departure paths into and out of airports that are clear of obstacles such as cell-towers, buildings, and trees. The IFPA suite of Information Technology systems are used in the design/development, documentation, and tracking/reporting of Instrument Flight Procedures in the FAA.

The IFPA program will perform a technology refresh of IFPA related commercial-off-the-shelf hardware, with new personal computers required for the IFP design system as per lifecycle requirements. The IFPA suite provides productivity gains for all Aeronautical Information Services' major work products. Since the program's inception, the development time required for new and amended Instrument Flight Procedures, Notices to Airmen generation time, and obstacle evaluation time have all been reduced. These efficiency gains are multiplied by the hundreds and thousands of products produced and maintained on an annual basis and reduce the costs for these activities to the American public.

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Detail Justification For: 2D03 Runway Safety Areas – Navigational Mitigation

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
2D03: Runway Safety Areas – Navigational Mitigation	\$1,800			\$1,400		\$1,000

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Runway Safety Areas (RSA) Phase 2	---	\$1,000.0

What is this program and why is it important?

The **Runway Safety Area (RSA)** program improves the overall safety of the runways at major airports in the NAS. The RSA is defined as a surface surrounding a runway suitable for reducing the risk of personal injury/aircraft damage in the event an aircraft lands long, short, or unexpectedly leaves the runway surface or taxiway during normal operations. The RSA must be free of all objects that are three inches above the grade and are not frangible. The relocation or removal of existing rigid objects will decrease the potential for damage to aircraft and minimize injuries or fatalities to aircraft passengers and crew members if an aircraft has to use the RSA in an emergency.

The **RSA Phase 2** request will enable correction of FAA-owned facilities and equipment that are not in compliance with RSA standards and are not already part of the RSA Phase 1 program.



Picture 2 Standard Runway Safety Area

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Detail Justification For: 2E01 Fuel Storage Tank Replacement and Management

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
2E01: Fuel Storage Tank Replacement and Management	\$5,000			\$5,000		\$18,000

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Fuel Storage Tank Replacement and Management	---	\$18,000.0

What is this program and why is it important?

The **Fuel Storage Tank (FST) Replacement and Management** program systems store and supply electrical generator fuel, lubricating oil, building heater and boiler system fuel, service vehicle fuel, liquid waste, and similar bulk liquids support the FAA priorities. The FST systems manufacture, installation, operation, and disposal are regulated under federal, state, and local statutes, including the Clean Water Act, the Oil Pollution Act, and the Resource Conservation and Recovery Act, among others, with significant penalties for compliance failures. This program will replace the existing FST, Engine Generators (EG), Batteries, Uninterrupted Power Supplies, and Environmental Remote Monitoring Systems systems. This integration is intended to streamline scheduling and enhance efficiency across interrelated implementation projects.

The Fuel Storage Tank Sustainment program will fund tank unit replacements, modernizations, and upgrades for General National Airspace System locations across the National Airspace System. The FST Program prioritizes planned allocations based on the lifecycle and condition of the fielded FST systems.

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Detail Justification For: 2E02 Unstaffed Infrastructure Sustainment

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 * IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
2E02: Unstaffed Infrastructure Sustainment	\$32,300	\$45,000	\$350,000	\$10,000		\$2,000
*IIJA funding distributed across multiple programs.						

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. FAA Employee Housing & Life Safety Shelter System Services	---	\$2,000.0

What is this program and why is it important?

The **Unstaffed Infrastructure Sustainment (UIS) program** enables reliable and continuous operations of communication, surveillance, navigation, and weather equipment by sustaining National Airspace System (NAS) supporting infrastructure at approximately 12,000 sites.

The UIS request will support FAA employee housing and safety services by providing sustainment of US government-owned employee housing, procurement and sustainment of life safety shelters and associated infrastructure at locations where private market housing is scarce or non-existent. These locations are remote and in harsh weather environments (e.g. islands in the Bering Sea, arctic and mountain-top locations).

What are the FY 2025 Working Families Tax Cut Act (P.L. 119–21) funding efforts underway?

In FY 2025, the Working Families Tax Cut Act (P.L. 119–21) funded the Unstaffed Infrastructure Sustainment and Replacement program at \$350.0 million. The Unstaffed Infrastructure Sustainment and Replacement directly support the BNATCS by replacing the facility infrastructure where the BNATCS equipment is being installed and by modernizing unstaffed infrastructure at other NAS facilities.

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Detail Justification For: 2E03 Aircraft Replacement and Related Equipment Program

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
2E03: Aircraft Replacement and Related Equipment Program	\$113,100			\$119,900		\$6,500

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Aircraft Related Equipment Sustainment	---	\$6,500.0

What is this program and why is it important?

The **Aircraft Replacement and Related Equipment Program** supports the FAA’s ability to meet its statutory responsibility for flight inspection of the navigation aids and instrument flight procedures that comprise the National Airspace System. Flight Program Operations is responsible for all agency flight operations, manned and unmanned, and all aspects of FAA Flight Program safety, operations, training, maintenance, and administration. The organization operates a fleet of FAA-owned aircraft at multiple facilities across the country.

The Aircraft Replacement and Related Equipment Program will continue to sustain the FAA’s ability to meet international standards outlined in International Civil Aviation Organization Recommended Practices and Procedures for Air Navigation Services (Annex 10).² Flight inspection is required to ensure the integrity of navigational aids and instrument flight procedures and is completed via airborne inspection of space- and ground-based navigation and surveillance systems. Flight Program Operations also performs inspections of Department of War navigational facilities designated as essential to the defense of the United States, both foreign and domestic. In accordance with Executive Order 11047, the FAA is responsible for civil and military functions related to flight inspection of air navigation facilities.³ Systems and procedures must be validated before being made available for use. Aircraft must be equipped accordingly, and avionics systems must be upgraded as new technologies emerge.

² Program Operations is required to comply with United States Code (U.S.C.) 49 U.S.C. 44505 and 49 U.S.C. 44502.

³ Executive Order 11047, Delegating Certain Authority to the Secretary of Defense and the Administrator of the Federal Aviation Agency, Aug. 30, 1962 (https://archives.federalregister.gov/issue_slice/1962/8/30/8663-8667.pdf)

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Detail Justification For: 2E04 Airport Cable Loop Systems – Sustained Support

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119- 21*	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
2E04: Airport Cable Loop Systems – Sustained Support	\$10,000		\$4,750,000	\$10,000		\$3,870
*P.L. 119-21 Telecommunications funding spread across multiple programs based on schedules						

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Airport Cable Loop Systems Sustainment-Integrator Cost	---	\$3,870.0

What is this program and why is it important?

In December 2025, the Federal Aviation Administration (FAA) selected a prime vendor to provide integration and implementation support for the Brand New Air Traffic Control System (BNATCS). FAA’s FY 2027 budget request includes funding to support the BNATCS prime integrator. The prime integrator will be responsible for oversight, integration, and implementation of new communications, automation, facilities, and Alaska-specific capabilities to ensure efficient execution while maintaining safe and continuous operations.

What are the FY 2025 Working Families Tax Cut Act (P.L. 119–21) funding efforts underway?

In FY 2025, the Working Families Tax Cut Act (P.L. 119–21) funded the Airport Cable Loop Systems Sustainment program with a portion of the \$4.75 billion for Telecommunications Infrastructure Modernization. The Airport Cable Loop Systems Sustainment (ACLSS) program directly supports the BNATCS by accelerating the upgrade of obsolete, TDM-based equipment to IPv6. The program will accomplish ACLSS upgrades replacing non-IP-capable FOTS equipment at eight Core 30 airports with IPv6 capable equipment, thereby reducing operational risk at airports with high traffic counts and enplanements.

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Detail Justification For: 2E05 Real Property Disposition

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 * IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA*	FY 2027 Request
2E05: Real Property Disposition	\$6,000	\$45,000				\$5,000
*IIJA funding distributed across multiple programs.						

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Real Property Disposition	---	\$5,000.0

What is this program and why is it important?

The **Real Property Disposition** program identifies and implements NAS optimization projects for operational efficiency, reduced costs, and effective management of federal government real property assets. The demand for the disposal of real property has been increasing over the years as the FAA continues to transition some of its services to satellite-based technology and the future demand is projected to increase. Since FY 2008, the program has disposed of over 2,200 assets, generated \$6.9 million from land and asset sales and saved \$58.0 million in operations and maintenance cost savings over 10 years.

The Real Property Disposition program will divest legacy systems, refine the facility footprint to reduce operations costs, and remove the infrastructure that is obsolete. These efforts will continue to have significant cost savings. Additionally, the program will continue to support NAS safety initiatives by removing decommissioned facilities awaiting disposal.

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Detail Justification For: 2E06 Child Care Center Sustainment

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
2E06: Child Care Center Sustainment	\$1,200			\$1,600		\$1,600

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Child Care Center Sustainment	---	\$1,600.0

What is this program and why is it important?

The **Child Care Center Sustainment** program supports the FAA priorities, and the People pillar of the FAA Flight Plan, addressing facility sustainment requirements and repairs for the 12 FAA-operated child care centers nationwide. These centers provide invaluable services to FAA employees with support and child care coverage to meet the unique needs of the FAA mission-essential workforce, e.g., air traffic personnel.

The Child Care Center Sustainment will support the 12 FAA Operated Child Care Centers that need major project repairs and other expenses unique to a child care center. The Child Care Centers are located in the following ARTCC locations, Atlanta, Boston, Denver, Kansas, Los Angeles, Memphis, Miami, Minneapolis, Salt Lake City and includes the San Diego TRACON, William J Hughes Technical Center and the Mike Monroney Aeronautical Center.

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Detail Justification For: 2E07 Electrical Power Systems – Sustain/Support

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119- 21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
2E07: Electrical Power Systems Sustain/Support	\$80,300	\$125,000		\$65,800	\$163,700	\$57,000

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Electrical Power Systems – Sustain/Support	480	\$57,000.0

What is this program and why is it important?

The **Electrical Power Systems – Sustain/Support** program, through the Power Systems Sustainment 2 Program, supports and maintains the FAA’s electrical components and systems, including power conditioning, regulation, distribution, contingency and standby power, lightning protection, grounding, infrastructure monitoring, and electrical cabling. These systems are essential to the daily operation of the NAS and to national safety, security, and economic continuity. Because the NAS requires high quality, highly reliable, and robust power beyond what commercial utilities can provide, power system performance is monitored closely, and any disruptions are reported daily to FAA leadership.

The Electrical Power Systems – Sustain/Support program will continue to sustain and modernize the power infrastructure supporting the NAS by replacing obsolete equipment, addressing a significant backlog of aging assets, and resolving systemic reliability and safety issues—ultimately protecting the flying public and strengthening one of the nation’s most critical transportation systems. The program maintains backup power supply for multiple systems and electrical components in power system areas, for example, Air Route Traffic Control Center Critical and Essential Power Systems and Critical Power Distribution System will ensure stable power is provided for major control centers, towers, and TRACONs and Electrical Line Distribution will distribute utility power across FAA facilities.

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Detail Justification For: 2E08 Energy Management and Compliance (EMC)

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA*	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA*	FY 2027 Request
2E08: Energy Management and Compliance (EMC)	\$4,800	\$5,000		\$4,200	\$29,700	\$3,200
*IIJA funding is allocated across multiple programs.						

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Energy Management and Compliance	---	\$3,200.0

What is this program and why is it important?

The **Energy Management and Compliance** program orchestrates reductions of energy and water use at FAA owned, operated, and/or leased facilities in compliance with federal mandates to reduce operational costs and increase NAS reliability. The program reduces operational costs by lowering utility and maintenance expenditures, increasing efficiency, and enhancing safety through better environmental controls.

The Energy Management and Compliance program will implement energy and water efficiency projects at facilities that comprise 75 percent of the FAA’s energy and water consumption, improving building and environmental system performance by installing cost-effective infrastructure improvements in accordance with the Energy Independence and Security Act § 432⁴ and the Energy Act § 1002⁵. The program will also support new construction and modernization project design, promoting compliance with federal building performance requirements.

⁴ https://www.congress.gov/bill/110th-congress/house-bill/6/text/enr?utm_source=chatgpt.com

⁵ <https://www.congress.gov/bill/110th-congress/house-bill/6/text>

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Detail Justification For: 2E09 FAA Telecommunications Infrastructure

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119- 21*	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
2E09: FAA Telecommunications Infrastructure	\$169,500		\$4,750,000	\$303,200		\$716,730
*P.L. 119-21 Telecommunications funding spread across multiple programs based on schedules						

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. FAA Enterprise Network Services (FENS)	---	\$700,000.0
B. FAA Telecommunications Infrastructure Sustainment 2	---	\$5,500.0
C. TDM –to IP Network Migration-Integrator Cost	---	\$11,230.0

What is this program and why is it important?

The **FAA Telecommunications Infrastructure (FTI)** program provides the secure communications backbone required for the safe and efficient functioning of the United States Air Traffic Control (ATC) system and supports the Brand New Air Traffic Control System (BNATCS). Together, these efforts ensure that the FAA can maintain highly available, cyber resilient voice, data, and network services across more than 4,600 sites as the aging FTI approaches the end of its period of performance.

The **FAA Enterprise Network Services (FENS)** will serve as the next generation replacement for FTI, delivering a full IP-based, high availability enterprise network. The request will support programmatic and vendor costs.

FTI Sustainment 2 preserves the reliability and security of legacy components during the transition, while the TDM to IP program addresses the urgent need to move critical services off legacy TDM technologies that telecommunications providers are rapidly discontinuing. These programs support the BNATCS effort by providing the necessary telecommunications upgrades and infrastructure to power the BNATCS.

This FTI request will support the sustainment, modernization, and upgrade of the aging NAS Telecommunications infrastructure and vendor costs. These programs are essential because key elements of the legacy telecommunications architecture are at or near end of support, creating increasing risks to boundary protection, intrusion detection, and the operational resilience of the National Airspace System (NAS). Modernizing the network is necessary to reduce vulnerabilities, improve service reliability, and support the data exchange, bandwidth, and cybersecurity requirements of evolving NAS operations and emerging technology capabilities.

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Sustained investment in FENS, Sustainment 2, and Time Division Multiplexing (TDM) to Internet Protocol (IP), will help the FAA avoid growing exposure to outages or service disruptions that could directly impact air traffic operations, the flying public, and the safety of the NAS. Together, these programs provide the performance, scalability, and survivability needed for today’s air traffic demands while building the technological foundation for future aviation system needs.

In December 2025, the Federal Aviation Administration (FAA) selected a prime vendor to provide integration and implementation support for the BNATCS. FAA’s FY 2027 budget request includes funding to support the BNATCS prime integrator. The prime integrator will be responsible for oversight, integration, and implementation of new communications, automation, facilities, and Alaska-specific capabilities to ensure efficient execution while maintaining safe and continuous operations.

What are the FY 2025 Working Families Tax Cut Act (P.L. 119–21) funding efforts underway?

In FY 2025, the Working Families Tax Cut Act (P.L. 119–21) funded the Telecommunications Infrastructure Modernization effort at \$4.75 billion, from which TDM to IP program is receiving a portion. This effort includes Telecommunications Infrastructure Replacement (TIR) and TDM–to IP system migration. The TIR will transition all telecommunications services off TDM technology, leveraging a combination of network and application conversion.

This effort minimizes the risk to the NAS due to TDM discontinuances. In addition to protecting the NAS from outages, TIR will also provide the bandwidth that programs with new, IP-based service requirements and the diversity, survivability, and resilience that the BNATCS requires through a variety of infrastructure alignment initiatives. The transition to IP-based services will facilitate increased visibility into the devices that make up the infrastructure and allow for more comprehensive diagnostics, forensics, and troubleshooting within the operational environment with improved maintenance and monitoring capabilities.

The objective of TDM–to IP System Migration is to modernize roughly 170 TDM interfaces used by over 70 NAS systems. This will be achieved by upgrading the system, replacing it, or inserting application conversion appliances within the communications path. Success is defined as removing all unsupported TDM equipment from the network.

These efforts combined reduce operational and cybersecurity vulnerabilities, mitigate risks associated with commercial TDM discontinuances and strengthen the resilience of the telecommunications backbone.

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Detail Justification For: 2E10 Aeronautical Information Management Program

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
2E10: Aeronautical Information Management Program				\$80,900		\$55,300

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Aeronautical Information Management Modernization (AIMM) Enhancement 1	---	\$22,700.0
B. Aeronautical Information Management Modernization (AIMM) Notice to Airmen (NOTAM) Modernization Phase 1	---	\$24,800.0
C. Strategic Initiatives Analysis and Validation	---	\$7,000.0
D. Independent Operational Assessment	---	\$800.0

What is this program and why is it important?

The **Aeronautical Information Management Program** portfolio enhances aeronautical information systems and services to address future air traffic requirements. The program focuses on the Airspace Data Tools Set and replaces the legacy systems for Temporary Flight Restriction Builder, Central Altitude Reservation Function, and the Special Activity Airspace Creator Editor. With Strategic Initiatives Analysis and Validation, the program is able to conduct necessary processes to support informed investment decisions, and an Independent Operational assessment will be conducted to identify and mitigate any potential safety or operational issues.

The Aeronautical Information Management Modernization (**AIMM**) **Enhancement 1** is being designed to integrate with the Notice to Airmen (NOTAM) Service to support promulgation of Temporary Flight Restrictions and Altitude Reservation NOTAMs. The request will enable expansion to support other airspace types as well as new entrants to the NAS, such as commercial space users and the Unmanned Aircraft Systems community.

The **AIMM NOTAM Modernization** enables the FAA to continue addressing the requirements set forth in the legislative mandate in the NOTAM Improvement Act of 2023. There are nearly 2 million NOTAMs created annually a figure that increases to over 3.5 million when international NOTAMs are included. All NOTAMs are managed and processed within the current systems before being distributed to the aviation community via human and machine interfaces.

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Detail Justification For: 2E11 Mission Essential Cloud

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
2E11: Mission Essential Cloud						\$11,200

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Enterprise Compute and Process Capabilities	---	\$11,200.0

What is this program and why is it important?

The Mission Essential Cloud program will provide the infrastructure that enables FAA systems to transition from legacy dedicated hardware and middleware software components (e.g., database licenses) to shared infrastructure and platform services for pre-production concept validation, development, testing, and deployment activities.

The Enterprise Compute and Process Capabilities (ECPC) program offers a more efficient, flexible, and manageable solution to support the dynamic needs as the Brand New Air Traffic Control System continues to take shape. The ECPC program includes the NAS Trusted Cloud that will migrate legacy programs to robust cloud-based architecture. The program will improve efficiency and effectiveness of the full software development lifecycle deploying solutions more rapidly at pre-production stages to reduce acquisition, engineering, and management costs.

Activity 3 - Non-Air Traffic Control Facilities and Equipment

For Activity 3, the budget requests \$200.8 million to modernize and maintain non-air traffic control facilities, business systems, and essential equipment. This represents a decrease of \$57.7 million below the FY 2026 Enacted level. These investments are driven by strategic prioritization and efficiencies gained in ongoing projects. The programs encompassed within Activity 3 are critical to ensuring the continued safety, regulatory compliance, and security of the FAA's broader operational environment.

Additionally, this activity supports the enhancement of information technology security measures and the upkeep of regional offices and service center infrastructures. By investing in these foundational assets, Activity 3 enables the FAA to sustain robust operational capabilities beyond air traffic control, fostering overall mission success and organizational resilience and investing in critical enhancements.

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Detail Justification For: 3A01 Hazardous Materials Management

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 * IJA	FY 2025 P.L. 119- 21	FY 2026 Enacted	FY 2026 IJA*	FY 2027 Request
3A01:Hazardous Materials Management	\$12,500	\$45,000		\$19,900	\$29,700	\$20,000
*IJA funding is distributed across multiple programs.						

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Environmental Cleanup/ Hazardous Materials (HAZMAT)	---	\$20,000.0

What is this program and why is it important?

The **Hazardous Materials Management** program supports the FAA priorities by managing the investigation, remediation, and closure activities at contaminated areas of concern pursuant to Office of Management and Budget Bulletin No 24-01, Audit Requirements for Federal Financial statements or Statements of Federal Financial Accounting Standards¹; and federal, state, and local environmental cleanup regulations. With the Base F&E as well as the Infrastructure Investment and Jobs Act funding, the goal of this program is to reduce environmental remediation liability that is a potential safety and health risk to employees and the public and allows for future modernization and site utilization.

The **Environmental Cleanup / Hazardous Materials** program will continue the management and remediation of contaminated areas of concern to achieve compliance with Federal, State, and local environmental cleanup statutes, including the Resource Conservation and Recovery Act of 1976, P.L. No. 94-580, 42 U.S.C. 6962, the Comprehensive Environmental Response, Compensation, and Liability Act of 1980, P.L. 96-510, 42 U.S.C. §§ 9601 et seq, and the Superfund Amendments and Reauthorization Act of 1986, P.L. 99-499, 26 U.S. Code § 9507. The direct outcome of closing these contaminated areas of concern leads to overall decreased environmental remediation liability to the FAA. Investigating, remediating, and obtaining site closure at the FAA's contaminated areas of concern also increases employee and public safety by minimizing exposure to toxic and hazardous substances at these sites.

¹OMB Bulletin NO. 24-01, Audit Requirements for Federal Financial Statements. Prepared by Executive Office of the President, Office of Management and Budget. Dated October 19, 2023. Accessed at: <https://www.whitehouse.gov/wp-content/uploads/2023/10/Bulletin-24-01-Audit-Requirements-for-Federal-Financial-Statements.pdf>.

² RCRA, P.L. No. 94-580, 42 U.S.C. 6962. Accessed at: [uscode.house.gov/statviewer.htm?volume=90&page=2822](https://www.uscode.house.gov/statviewer.htm?volume=90&page=2822)

³ CERCLA of 1980, P.L. 96-510, 42 U.S.C. §§ 9601 et seq. Accessed at: [uscode.house.gov/statviewer.htm?volume=94&page=2767](https://www.uscode.house.gov/statviewer.htm?volume=94&page=2767)

⁴ SARA of 1986, P.L. 99-499, 26 U.S. Code §§9507. Accessed at: [uscode.house.gov/statviewer.htm?volume=100&page=1773](https://www.uscode.house.gov/statviewer.htm?volume=100&page=1773)

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Detail Justification For: 3A02 Aviation Safety Analysis System (ASAS)

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
3A02: Aviation Safety Analysis System (ASAS)	\$27,900			\$40,000		\$35,800

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Regulation and Certification Infrastructure for System Safety (RCISS) Segment 4	---	\$21,300.0
B. FAA Critical Infrastructure for System Safety (FCISS)	---	\$14,000.0
C. Regulation and Certification Infrastructure for System Safety (RCISS) - Sustainment 5	---	\$500.0

What is this program and why is it important?

The **Aviation Safety Analysis System (ASAS)** program provides modern information technology (IT) infrastructure and services that enable the FAA workforce to effectively perform its data-driven analytical safety work and collaborate both internally and externally with aviation stakeholders. At regular lifecycle intervals, information technology infrastructure components must be modernized to maintain safe operations.

The **ASAS** request will allow deployment of modern commercial-off-the-shelf IT products and services that enable the workforce to perform its safety mission. Technology and services include networks, data centers, cloud hosting, artificial intelligence, and end user devices. The program will focus on upgrades and maintenance of these systems. The request will also support modernization of hardware, software, cloud services, and network components across nearly 1,000 facilities to enhance system performance, security, and efficiency to sustain FAA’s IT infrastructure.

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**Detail Justification For: 3A03 National Air Space (NAS) Recovery Communications (RCOM)
(\$000)**

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
3A03:National Air Space Recovery Communications	\$12,000			\$12,000		\$12,000

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. NAS Recovery Communications (RCOM) Sustainment 2	---	\$12,000.0

What is this program and why is it important?

The **National Air Space (NAS) Recovery Communications (RCOM)** provides the FAA with secure and resilient communication capabilities allowing the Agency to respond to emergencies and assist in restoring NAS operations. The sustainment of communication capabilities allows the FAA to bypass disrupted common carrier communication circuits and systems. Simultaneously, the FAA is able to coordinate NAS restoration during a natural disasters, wartime events, terrorist activities, or other catastrophic events. During such events and through the RCOM program, the FAA contributes to national defense and law enforcement operations.

The **NAS RCOM** request will support sustainment communication capabilities for essential mission functions, such as air navigation services. This investment will keep NAS operations resilient, minimize impacts to air travel, and continue to provide critical national level support during times of crisis.

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Detail Justification For: 3A04 Facility Security Risk Management

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
3A04: Facility Security Risk Management	\$15,000	\$9,000		\$14,300	\$30,000	\$14,300

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Facilities Security Risk Management (FSRM) Sustainment 3	7	\$14,300.0

What is this program and why is it important?

The **Facility Security Risk Management (FSRM)** program provides and maintains physical security infrastructure and implements standardized facility protective measures at FAA-staffed facilities. The program was created in 1999 and participates in the construction of security infrastructure that safeguards FAA personnel and assets. The program is instrumental in ensuring that the FAA efficiently and cost-effectively implements all issued Presidential Directives aimed at securing federal facilities and personnel. The program’s efforts continue to keep the American public safe and secure by eliminating significant vulnerabilities to physical and cyber-attacks on critical infrastructure through the technical refresh of obsolete and unsupported security systems.

The FSRM request will support the technical refresh and installation of security systems at facilities that have Facility Security Level 2-4 to replace outdated security equipment at FAA-staffed facilities. The program will install standardized facility protective measures that include personnel access control, surveillance, vehicle access control, visibility enhancements, and X-ray machines at Air Route Traffic Control Centers, Airport Traffic Control Towers and Terminal Radar Approach Control facilities that support the busiest United States terminal areas.

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Detail Justification For: 3A05 Information Security

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
3A05: Information Security	\$27,000			\$37,000		\$32,000

Cost Estimate of Work to Be Funded This Year

Anticipated Activity Task

Quantity **(\$000)**

- | | | |
|--|-----|------------|
| A. Information Systems Security Enhancement | --- | \$12,000.0 |
| B. Critical Infrastructure Cybersecurity-Enhancement | --- | \$20,000.0 |

What is this program and why is it important?

The **Information Security** program ensures the security, integrity, confidentiality, and availability of all critical Federal Aviation Administration (FAA) information, systems, networks, and infrastructure in the face of increasing cyber threats. Under the § 3554(a) of the Federal Information Security Management Act of 2014 (P.L. 113-283),⁶ the FAA must provide security protection based on the risk and potential harm of unauthorized access, disruption, or destruction of aviation-related operations, information, and systems. The FAA Security Operations Center operates 24 hours, 7 days a week, 365 days a year and is the central reporting point for all FAA and the Department’s cyber security events. This program offers a comprehensive cybersecurity framework encompassing both physical infrastructure and software components and ensures compliance with mandated Executive Orders (EO) and Binding Operational Directives (BOD), i.e. White House Executive Order Improving the Nation's Cybersecurity (EO 14028) and Office of Management and Budget Memo Improving Detection of Cybersecurity Vulnerabilities.

The Information Security program request will support Information Security system enhancements to expand Zero-Trust protection to the cloud and data center environments enhancing network security while futureproofing the infrastructure. This investment will provide automation capabilities, such as threat analysis, remediation, and incident reporting for cybersecurity operations and under the Continuous Diagnostics and Mitigation program will ensure robust identity management and access controls with two-factor user authentication. Together these investments will mitigate risk and improve the security and resiliency of FAA’s systems. This program remains a vital cybersecurity investment aimed at enhancing security, resilience, and related operations.

⁶ <https://www.congress.gov/bill/113th-congress/senate-bill/2521/text>

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Detail Justification For: 3A06 System Approach for Safety Oversight (SASO)

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
3A06: System Approach for Safety Oversight (SASO)	\$12,200			\$13,600		\$8,300

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. System Approach for Safety Oversight (SASO) Phase 4	---	\$8,300.0

What is this program and why is it important?

The **System Approach for Safety Oversight (SASO)** The program implements new safety oversight policy, business processes, automation tools and other supporting capabilities all designed to make the Federal Aviation Administration (FAA) workforce’s oversight mission more efficiently and effectively. The automation tool standardizes the oversight system used to identify hazards and Risk-Based Decision Making strategies by prioritizing assessments and risk mitigation.

The SASO program request will enable reengineering of the Flight Standards Service business processes and partially integrate the Flight Standards Service systems. The program will continue to serve approximately 5,900 FAA Aviation Safety employees across headquarters, approximately 100 field offices managing over 31,000 safety certificates, and more than 25,000 additional aviation industry professionals managing aviation safety throughout the United States.

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**Detail Justification For: 3A07 Aerospace Medical Equipment Needs (AMEN)
(\$000)**

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
3A07: Aerospace Medical Equipment Needs (AMEN)				\$1,300		\$3,000

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Aerospace Medical Equipment Needs (AMEN) Sustainment 4	---	\$3,000.0

What is this program and why is it important?

The **Aerospace Medical Equipment Needs (AMEN)** program supports the Federal Aviation Administration’s research and education performed at the Civil Aerospace Medical Institute (CAMI) using specialized equipment. The CAMI scientists research and provide recommended strategies to enhance the safety, security, health, and performance of the National Airspace System (NAS), pilots, and the public. The CAMI is the only federal entity that performs this work on behalf of the United States.

The AMEN request will support research, training, and assessments of human performance under various impairment conditions, human error analysis and remediation, and agency workforce optimization. This investment will also replace obsolete equipment required to complete studies and provide recommendations. These investments allow for the continued performance of aerospace medical research and education to serve as the knowledge base for physicians, physiologists, flight attendants, aircrew, and numerous other public and private sector personnel around the world.

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Detail Justification For: 3A08 System Safety Management Portfolio

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
3A08: System Safety Management Portfolio	\$15,000			\$13,700		\$15,000

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Aviation Safety Information Analysis and Sharing (ASIAS)	---	\$15,000.0

What is this program and why is it important?

The **System Safety Management Portfolio** contains activities that ensure changes introduced with new enhancements do not degrade safety while delivering benefits and supporting the FAA priorities. The work under this program enables the development of a limited number of analytical tools to convert text, digital radar, weather, and other data into safety information, supporting safety analyses. It also supports existing anomaly detection and visualization capabilities for causal/contributing factor analyses and risk assessments.

The System Safety Management Portfolio request is a critical component of the FAA’s Aviation Safety Enterprise Safety Intelligence Strategy and Function, to collect, analyze, and integrate safety data and information from various sources to deliver timely, trusted, unified, and actionable safety intelligence to senior decision-makers. The outcome of this initiative is the development and deployment of a national resource to proactively identify emerging risks and develop mitigations to predict and prevent future accidents.

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Detail Justification For: 3A09 National Test Equipment Program

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
3A09: National Test Equipment Program	\$3,000			\$10,000		\$7,000

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. National Test Equipment Sustainment (NTES) Phase 2	662	\$7,000.0

What is this program and why is it important?

The **National Test Equipment Program** is a national program providing guidance and procurement of test equipment to all lines of business in the FAA including over 400 System Support Center locations. Many of FAA’s test equipment assets in the NAS have exceeded their intended service of life. It is vital to replace this equipment to maintain safety and operation standards.

The **National Test Equipment Program** request will enable procurement and replacement of obsolete or non-supported test equipment in the NAS providing procurement acquisitions of commercial-off-the-shelf products supported within established FAA Orders. Replacing outdated test equipment will avoid certification delays and support flight operations.

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Detail Justification For: 3A10 Mobile Assets Management Program

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
3A10: Mobile Assets Management Program	\$2,400			\$17,400		\$3,000

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Mobile Assets Sustainment	---	\$3,000.0

What is this program and why is it important?

The **Mobile Assets Management Program** provides transportable National Airspace System (NAS) equipment to restore certain operations during periods of extended equipment outages. The Federal Aviation Administration’s (FAA) mobile assets deploy to support relief efforts during natural disasters such as earthquakes, forest fires, and hurricanes; and ensure the continuity of National Airspace System operations. The Mobile Assets Sustainment Program provides mobile assets that function as air traffic control towers and terminal radar approach control facilities, remote transmitter/receiver sites, remote communications air/ground sites, and other facilities/systems that experience unexpected outages or planned system downtime for non-routine maintenance, modernization, or upgrade. The Mobile Assets Sustainment Program provides assets needed to augment air traffic control in support of major public events such as NASCAR and the upcoming National Football League Super Bowl.

The **Mobile Assets Management Program** will provide equipment for the continuity or restoration of air traffic control when an air traffic control tower or other NAS equipment is out of service due to a disaster or an extensive repair, modernization, or upgrade.

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Detail Justification For: 3A11 Configuration, Logistics, and Maintenance

Resource Solutions (CLMRS)

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted *	FY 2026 IIJA	FY 2027 Request
3A11: Configuration, Logistics, and Maintenance Resource Solutions (CLMRS)	\$12,500			\$0		\$26,700
<p>*The Consolidated Appropriations Act, 2026, P.L. 119-75 explanatory statement allocated funding for Aerospace Medicine Safety Information Systems (AMSIS) and did not allocate funding for the Configuration, Logistics, and Maintenance Resource Solutions (CLMRS) program. Based on the agency’s budget justification, House Report 119-212 and Senate Report 119-212, the Agency believes the allocation to AMSIS was an error and will submit a reprogramming notification as required to allocate funding to CLMRS and/or additional program(s).</p>						

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Remote Monitoring and Logging System (RMLS) Sustainment 2	---	\$4,000.0
B. National Remote Maintenance Monitoring (RMM) Network (NRN) Tech Refresh	---	\$4,700.0
C. Maintenance Planning and Scheduling (MPS)	---	\$18,000.0

What is this program and why is it important?

The **Configuration, Logistics, and Maintenance Resource Solutions (CLMRS)** portfolio is the organization of programs and activities to sustain and enhance new capabilities for Technical Operations maintenance and Supply Chain Management (SCM) systems. CLMRS’ scope includes two platforms: the SCM Enterprise Resource Planning supporting NAS configuration and logistics; and the Remote Monitoring and Logging System platform supporting maintenance, logging, remote monitoring, and control. The request will enable FAA to meet the demands of sustaining the NAS in a more efficient and cost-effective manner by managing inventory levels, optimizing delivery channels to meet NAS availability requirements, reducing cycle time of parts acquisition and maintenance activities, and ensuring standardized configurations.

The CLMRS portfolio will initiate resolution of end-of-life and end-of-support issues for the Agency’s remote maintenance platform to address security vulnerabilities, Internet Protocol message processing latency, and unforeseen system outages. The FAA will also begin deployment of technology to enable condition-based Maintenance Planning and Scheduling of

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resources and parts. These investments will support management of NAS equipment and logistics, driven by a seamless integration of cutting-edge technologies and a strategic focus on efficiency, data accuracy, and innovation for safe and uninterrupted NAS operations.

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Detail Justification For: 3B01 Aeronautical Center Infrastructure Sustainment

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
3B01: Aeronautical Center Infrastructure Sustainment	\$20,000			\$40,000		\$22,500

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Aeronautical Center Infrastructure Sustainment	---	\$22,500.0

What is this program and why is it important?

The **Aeronautical Center Infrastructure Sustainment** program improves facility space and energy utilization, reduces maintenance costs of major systems within renovated buildings, provides for incremental upgrades of telecommunications infrastructure, and improves productivity of personnel using renovated facilities through space efficiencies and improved environmental controls. The Mike Monroney Aeronautical Center is an aging facility of 126 leased and FAA-owned buildings. The ages of the buildings vary from a few months to 73 years. The Mike Monroney Aeronautical Center provides critical training facilities for controllers and technicians on safety NAS operations.

The Aeronautical Center Infrastructure Sustainment program will continue to support the aging infrastructure needs by replacing heating, ventilation, air conditioning, boilers chillers, electrical/lighting, plumbing, interior finishes, exterior enclosures, roofs, interior construction, elevators, and stairs to prevent deterioration of building conditions. Seismic, wind bracing and added fire protection are needed in many buildings. Parts and repair services provided include the FAA's centralized NAS inventory, sharing support of some systems with Department of War and foreign countries having common systems. The program will continue to address the requirements ensuring the aging infrastructure remains viable in future years.

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Detail Justification For: 3B02 Distance Learning

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
3B02: Distance Learning	\$1,000			\$1,000		\$1,200

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Distance Learning	---	\$1,200.0

What is this program and why is it important?

The **Distance Learning** program comprises of Virtual Training Studios (VTS) at the Mike Monroney Aeronautical Center and 1,400 Distance Learning Platforms (DLP) which are state of the art computers providing quality training for En-Route Automation Modernization (ERAM), Standard Terminal Automation Replacement (STARS), and Airport Surface Detection Equipment Model X (ASDE-X) NAS components to air traffic controllers and airways transportation system specialists. The program allows trainees to build and maintain competencies within their areas of expertise.

The Distance Learning request will refresh the technology of DLP and VTS infrastructure equipment to support high-performance media or simulation delivery. These training platforms are multi-functional, and employees have access to most FAA training systems and applications. A major cost-saving benefit of distance learning is the substantial reduction in time, travel, and per diem costs associated with resident-based training. In addition, distance learning delivery methods enhance the relevance and effectiveness of training across the FAA workforce, while also providing flexibility in training schedules through local management control.

Activity 4 - Facilities and Equipment Mission Support

For Activity 4, the budget requests \$224.0 million to provide system wide integration, transition engineering, and technical contractual support in direct support of system acquisition or installation. This request is a decrease of \$8.9 million below the FY 2026 Enacted level. Activity 4 reflects adjustments based on project progress and resource optimization.

The programs under this activity play a vital role in ensuring the seamless integration of new technologies across the National Airspace System, facilitating smooth transitions from development to operational deployment. By providing specialized engineering and technical expertise, Activity 4 supports the FAA's commitment to advancing air traffic modernization initiatives while maintaining system reliability and performance.

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Detail Justification For: 4A01 System Engineering and Development Support

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
4A01: System and Development Support	\$36,000			\$39,000		\$39,000

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. CIP Systems Engineering & Development Support-Systems Engineering Contract	---	\$24,000.0
B. Continued General Support-Provide ANF/ATC Support (Quick Response)	---	\$3,000.0
C. System Engineering and Development Support for ABA	---	\$10,000.0
D. Capital & Asset Management	---	\$2,000.0

What is this program and why is it important?

The **System Engineering and Development Support** this program provides critical support to help the FAA modernize the NAS and operations. This includes Engineering, research, financial, and planning services to guide future improvements to the air traffic systems. The program also supports efficient decision-making, budget planning, and the smooth integration of new technologies into existing FAA infrastructure. This portfolio will also support the Capitalization Control program ensuring accurate tracking and reporting of FAA-owned assets.

The program will deliver ongoing technical and engineering support to help FAA advance and modernize the NAS. It covers areas like system safety, cybersecurity, integration of new technologies like Artificial Intelligence and new entrants. Research and analysis help the FAA test and implement large scale improvements, while tools like modeling, simulation, and software upgrades support smarter, more efficient decision making. As part of a boarder modernization effort, the FAA will focus on financial accountability and asset management complying with federal financial standards.

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Detail Justification For: 4A02 Program Support Leases

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
4A02: Program Support Leases	\$45,000			\$55,000		\$55,000

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Continued General Support - Program Support Leases	---	\$55,000.0

What is this program and why is it important?

The **Program Support Leases** program is critical to the operation and sustainment of the NAS. The FAA currently owns and/or leases nearly 6,000 plots of land, over 10,000 buildings, and nearly 11,000 structures. The program office is responsible for the establishment, management, and funding of leases; management and funding of all costs associated with facility consolidations, including furniture; acquisition of land rights through purchases, memorandums of agreement, or licenses; and the disposal efforts associated with more than 22 million square feet of building space and 101,750 acres of land. Disposal actions typically follow the decommissioning of facilities, office downsizing, facility consolidations, and facility relocations. Lease agreements are often required to establish and maintain NAS operations at airports throughout the United States to obtain air rights restrictions around Air Traffic Control Towers; space for System Support Centers which are responsible for maintaining NAS equipment; land rights for Distance Measuring Equipment and Precision Approach Path Indicators; and space or rights for other mission related activities.

The Program Support Leases program request will provide the necessary real estate property rights for land, tower space, aerial easements, and technical operation spaces. It will also allow timely renegotiation of expiring leases consistent with agency requirements as well as continuing decommissioning and safe disposal actions.

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Detail Justification For: 4A03 Logistics and Acquisition Support Services (LSS)

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119- 21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
4A03: Logistics and Acquisition Support Services (LSS)	\$12,000			\$12,000		\$12,000

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. NAS Regional /Center Logistics Support Services (LSS)	---	\$12,000

What is this program and why is it important?

The **Logistics Support Services (LSS)** program provides planning, documentation, and oversight required to establish new facilities or upgrade existing facilities; audit functions; and capitalization of FAA assets. Facilities requiring support range from Air Traffic Control Towers to Terminal Radar Approach Control facilities across the nation.

The LSS program will continue to provide acquisition support, improve real estate processes, and executes capitalization activities. These funds support drawing/design support for space management at the three FAA Logistics Service Areas located in Atlanta, Ft. Worth, and Seattle: the William J. Hughes Technical Center in Atlantic City, New England Region (Boston); Great Lakes Region (Chicago); and the Mike Monroney Aeronautical Center (MMAC) in Oklahoma City. Contract resources are also used to support the Defense Contract Audit Agency program and FAA Acquisition Management System audit.

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**Detail Justification For: 4A04 Mike Monroney Aeronautical Center (MMAC) Lease
(\$000)**

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
4A04: Mike Monroney Aeronautical Center (MMAC) Lease	\$16,900			\$16,900		\$28,000

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Mike Monroney Aeronautical Center (MMAC) Lease	---	\$20,000.0
B. TRW Lease Cancellation Contingency	---	\$8,000.0

What is this program and why is it important?

The **Mike Monroney Aeronautical Center (MMAC) Lease** provides leased land/building rent and insurance that comprise approximately 80 percent of Aeronautical Center space, 2.7 million square feet of leased space and 1,057 acres of land, having a leased facility replacement value of \$804.0 million. The MMAC provides facilities that support the work of 6,300 employees, students and contractors on a daily basis and is the largest concentration of FAA personnel outside of Washington, D.C. Approximately 11,000 visitors come to the Aeronautical Center annually.

The MMAC Lease provides large parcels of land as National Airspace System test sites for surveillance radar, communications, weather, and navigation and landing systems, as well as warehouse, administrative office space, and training facilities. It is a Level IV security site based on the number of employees, facility square footage, sensitivity of records, volume of public contact, and mission essential facilities who loss, damage, or destruction would have serious impact on the National Airspace System.

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Detail Justification For: 4A05 Transition Engineering Support

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
4A05: Transition Engineering Support	\$16,000			\$17,000		\$16,000

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. National Airspace System (NAS) Integration Support Contract	---	\$16,000.0

What is this program and why is it important?

The **Transition Engineering Support** program provides engineering and technical resources to the FAA organizations to support the mission of the NAS. These resources are available wherever and whenever needed by the federal workforce and support national program initiatives by helping to define, secure, and administer the use of specialized professional labor data, which is often difficult to capture.

The Transition Engineering Support request will support the FAA’s technical workforce to meet the needs and schedules of the NAS modernization. NAS Integration Support Contract provides broad support for implementation, planning, engineering, safety, and program management across air traffic systems. The program will continue to provide essential technical support to help manage the growing number of short-term projects that are vital to the modernization of the NAS given the wide range and complexity of systems and equipment involved.

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Detail Justification For: 4A06 Technical Support Services Contract (TSSC)

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
4A06: Technical Support Services Contract (TSSC)	\$24,000			\$28,000		\$24,000

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Technical Support Services Contract (TSSC)	---	\$24,000.0

What is this program and why is it important?

The **Technical Support Services Contract (TSSC)** program supplements and leverages Federal workforce skills during site-specific National Airspace System (NAS) implementation efforts. The TSSC is an established and adaptable contracting vehicle that provides essential engineering, installation, improvements, and technical services in support of the NAS. By augmenting federal capabilities without hiring additional federal employees, TSSC enables responsive implementation of site-specific projects and emerging operational needs.

The TSSC program remains vital to the efficient delivery of modernization and infrastructure initiatives. It provides timely execution, cost control, sustained focus on safety, security, quality, and effective contractor oversight to deliver a better, safer NAS to the American public faster than the FAA could alone.

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Detail Justification For: 4A07 Resource Tracking Program

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
4A07: Resource Tracking Program	\$10,000			\$10,000		\$10,000

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Resource Tracking Program (RTP)	---	\$10,000.0

What is this program and why is it important?

Resource Tracking Program (RTP) is a standardized national process designed to support the sustainment and modernization of the National Airspace System (NAS) through capital projects. It includes the Corporate Work Plan, a comprehensive, computer-based management system that oversees capital projects throughout their lifecycle. The RTP identifies needs, planning implementations, estimating resources, tracking projects, and evaluating project performance for approved projects based on funding allocations. This program is essential for the Federal Aviation Administration (FAA) to meet the Administration’s priorities.

The RTP request will provide hardware and software licenses and maintenance support, program support, to standardize processes to aid in FAA’s ongoing sustainment and modernization efforts.

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**Detail Justification For: 4A08 Center for Advanced
Aviation System Development (CAASD)
(\$000)**

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
4A08: Center for Advanced Aviation System Development (CAASD)	\$55,000			\$55,000		\$40,000

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. CIP Systems Engineering & Architecture – Center for Advanced Aviation System Development (CAASD)	---	\$40,000.0

What is this program and why is it important?

The **Center for Advanced Aviation System Development (CAASD)** program is a FAA-sponsored Federally Funded Research and Development Center. The program provides independent advanced research and development required by the FAA to obtain technical analyses, prototypes and operational concepts needed to fulfill the agency’s Strategic Initiatives. Focusing on the challenges across aerospace and transportation landscapes, the program offers unique perspectives.

The CAASD request will directly support National Airspace System (NAS) modernization efforts, including improved air traffic management, technology updates, and enhanced safety measures for operational efficiency focused on reducing flight delays. It will also strengthen cybersecurity and resiliency, better integrate Unmanned Aircraft Systems and Commercial Space operations into the NAS.

Activity 5 - Personnel and Related Expenses

The F&E budget requests \$650.0 million for the direct cost of federal salaries, benefits, travel, and related personnel costs of FAA employees supporting all capital projects under the F&E account. This amount is a decrease of \$47.9 million below the FY 2026 Enacted level. This request will cover the annualization of FY 2026 FTEs to continue sustainment of systems and infrastructure with small portions for emerging technologies and investments supporting the Brand New Air Traffic Control System efforts.

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Detail Justification For: 5A01 Personnel and Related Expenses

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
5A01: Personnel and Related Expenses	\$634,739	\$200,000		\$697,850	\$125,000	\$650,000

Cost Estimate of Work to Be Funded This Year

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Personnel Compensation Benefits and Travel (PCB&T)	---	\$650,000.0

What is this program and why is it important?

The **Personnel and Related Expenses** program funds the personnel, travel and related expenses for the F&E workforce, which plays a crucial role in the FAA’s efforts to sustain legacy systems, uphold critical infrastructure, and support important modernization initiatives aimed at increasing efficiency and safety. These employees are involved in all phases of managing and implementing major capital acquisitions, including site engineering, installation and implementation, and oversight of capital programs.

The Personnel and Related Expenses program will ensure the FAA workforce continues to sustain current operational safety while advancing modernization efforts necessary to ensure a resilient, efficient, and future-ready National Airspace System (NAS). These major priorities support the BNATCS efforts underway and sustaining legacy systems and infrastructure to support the initiatives as the agency advances toward a future air traffic control system.

What will the funding level provide and why is it important?

The F&E funded employees perform essential services in managing the acquisition and installation of new systems into the NAS. Major capital programs can take over a decade to implement from proof of concept to final implementation, which requires sustained engagement. Civil, mechanical, electrical engineers, and technicians, provide technical support for design reviews, perform site preparation and installation, conduct technical evaluations, and provide systems integration and in-service management. Operations research analysts and cost estimators conduct investment analyses for new capital projects. Contracting officers provide acquisition services, and safety inspectors conduct the necessary regulatory and safety oversight functions for new services and operational capabilities being installed in the NAS. Approximately 75 percent of the workforce is in field offices.

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The F&E capital program will invest primarily in supporting the Brand New Air Traffic Control System, sustainment of systems and infrastructure, and emerging technologies efforts at the FAA. Without the personnel carrying out these efforts, the investments will fail to render their intended benefits to the flying public.

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Brand New Air Traffic Control System Funded by the Working Families Tax Cut Act, P.L. 119-21:

This is a new section added to provide transparency and provide a full scope of modernization efforts across the FAA. There are nine Budget Line Items (BLI) enacted under FY 2025 Working Families Tax Cut Act (P.L. 119–21), that do not include an FY 2027 base F&E funding request. Together, these BLIs equal roughly \$11.0 billion of the \$12.5 billion funding.

The *Table 1* shown below highlights in yellow the BLI number, program name, and funding level enacted of the BLIs included in this section and each includes information about the program and how it supports the FAA’s Brand New Air Traffic Control (BNATCS) initiatives. Similar to all other information for the Telecommunications Infrastructure Modernization and Systems investment, the 01NATC BLI includes funding distributed across multiple programs based on schedules. Lastly, the Section 961 – Texas Aviation Center for Advanced Aviation Technologies is a BLI for a program not previously funded under the F&E appropriation.

BLI	Working Families Tax Cut Act (P.L. 119-21) Programs	FY 2025
01NATC	Telecommunications Infrastructure Modernization and Systems (TIMS)	4,750,000.000
02NATC	Radar Systems Replacement	3,000,000.000
03NATC	Runway Safety and Surface Technologies (RSST) and Runway Lighting	500,000.000
04NATC	Enterprise Information Display Systems (EIDS)	300,000.000
05NATC	Weather Observation Systems and Stations (WOSS)	80,000.000
06NATC	Section 44745- Alaska (DYAASI)	40,000.000
07NATC	ARTCC Replacement	1,900,000.000
08NATC	ARTCC Realignment and Consolidations	100,000.000
09NATC	TRACON Replacement and consolidation	1,000,000.000
10NATC	Unstaffed Infrastructure Sustainment and Replacement	350,000.000
11NATC	Section 961 - Texas aviation center for advanced aviation technologies (CAAT)	50,000.000
12NATC	Section 619 - NEXTGEN	300,000.000
13NATC	Section 621 -Remote Towers for Untowered sites	50,000.000
14NATC	ATC Training Technologies -Tower Simulators (TTS)	100,000.000
TOTAL		12,520,000.000

Table 3 Enacted program and funding list under the Working Families Tax Cut Act, reference: <https://www.congress.gov/119/plaws/publ21/PLAW-119publ21.pdf>

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Detail Justification For: 01NATC Telecommunications Infrastructure Modernization and Systems (TIMS)

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119- 21*	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
01NATC: Telecommunications Infrastructure Modernization and Systems (TIMS)	\$95,700		\$4,750,000			
* P.L. 119-21 Telecommunications funding is distributed spread across multiple programs based on schedules.						

Cost Estimate of Work to Be Funded Under P.L. 119-21

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Next Generation VHF/UHF A/G Communications Phase 3	---	\$4,750,000.0

What are the FY 2025 Working Families Tax Cut Act (P.L. 119–21) funding efforts underway?

In FY 2025, the Working Families Tax Cut Act (P.L. 119–21) funded the **Next-Generation Very High Frequency (VHF)/Ultra High Frequency (UHF) Air/Ground (A/G) Communications System (NEXCOM)** program under the **\$4.75 billion** funding for Telecommunications Infrastructure Modernization and Systems (TIMS).

The **NEXCOM** investments directly supports the BNATCS initiative by accelerating the transition from Time Division Multiplexing (TDM)-based networks to Internet Protocol (IP)-based networks with the deployment of 25,000 IP-capable Very High Frequency and Ultra High Frequency Version 3 (V3) radios. The V3 radios also address the maintenance and supportability issues of the analog-only Version 1 radios. The V3 radio deployment, coupled with the prior Version 2 radio deployment, will ensure IP-capable radios are installed at all A/G communications facilities, in all environments, throughout the National Airspace System (NAS). The program will accomplish the replacement of all analog-only A/G radios with IP-capable radios at 1,581 radio sites. Since the start of the BNATCS initiative, 162 radio sites have had their analog-only radios converted to IP-capable radios.

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Detail Justification For: 02NATC Radar Systems Replacement

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119- 21*	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
02NATC: Radar Systems Replacement			\$3,000,000			

Cost Estimate of Work to Be Funded Under P.L. 119-21

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Radar System Replacement	612	\$3,000,000.0

What are the FY 2025 Working Families Tax Cut Act (P.L. 119–21) funding efforts underway?

In FY 2025, the Working Families Tax Cut Act (P.L. 119–21) funded the **Radar System Replacement (RSR)** program at \$3.0 billion. The RSR program will provide radars with improved performance, enhanced reliability, and robust cybersecurity to support the latest air traffic management initiatives while maintaining the same level of service to Air Traffic.

The **RSR** program directly supports the Brand New Air Traffic Control System modernization by replacing the FAA’s aging radar systems. The RSR investment will replace the electronics for up to 612 radars at 384 sites consisting of a combination of Non-Cooperative Surveillance Radar and Cooperative Surveillance Radar (CSR). This effort will replace the legacy radar electronics (transmitters and receivers) with modern technologies and will re-utilize the existing legacy Tower, Rotary Joint and Antennas. The RSR program will be deployed to the existing 384 radar sites consisting of various combinations of the ASR-8, ASR-9, ASR-11, ARSR-4, CARSR, ATCBI-5, ATCBI-6 and Mode S baselines.

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**Detail Justification For: 06NATC Don Young Alaska Aviation Safety Initiatives (DYAASI)
(\$000)**

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119- 21*	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
06NATC: Don Young Alaska Aviation Safety Initiatives	\$20,000		\$40,000	\$20,000		

Cost Estimate of Work to Be Funded Under P.L. 119-21

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Don Young Alaska Aviation Safety Initiatives	---	\$40,000.0

What are the FY 2025 Working Families Tax Cut Act (P.L. 119–21) funding efforts underway?

In FY 2025, the Working Families Tax Cut Act (P.L. 119–21) funded the **Don Young Alaska Aviation Safety Initiative (DYAASI)** at \$40.0 million. This investment will enhance aviation safety in Alaska by deploying additional weather reporting facilities, improving telecommunications capabilities, and updating and improving aviation infrastructure

The DYAASI program directly supports the Brand New Air Traffic Control System initiatives by expanding Automatic Dependent Surveillance-Broadcast technology, enhance ground-based data transmission capabilities. This will provide aircrafts comprehensive position reporting, improved reception of broadcast weather information like turbulence reports and other critical weather data for users within the NAS. The FAA will continue to collaborate with stakeholders to reduce the rate of fatal aircraft accidents in Alaska, Hawaii, American Samoa, Guam, the Northern Mariana Islands, Puerto Rico, and the Virgin Islands.

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**Detail Justification For: 07NATC Air Route Traffic Control
Center (ARTCC) Replacement**

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
07NATC: Air Route Traffic Control Center (ARTCC) Replacement			\$1,900,000			

Cost Estimate of Work to Be Funded Under P.L. 119-21

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Air Route Traffic Control Center (ARTCC) Replacement	---	\$1,900,000.0

What are the FY 2025 Working Families Tax Cut Act (P.L. 119–21) funding efforts underway?

In FY 2025, the Working Families Tax Cut Act (P.L. 119–21) funded the **Air Route Traffic Control Center (ARTCC) Replacement** at \$1.9 billion. This program provides funding for the design, site selection, land acquisition, vendor procurement, and construction of at least one new ARTCC.

The ARTCC Replacement program directly supports the Brand New Air Traffic Control System (BNATCS) initiatives by consolidating three existing ARTCCs into a single, modern center. Replacement of these ARTCCs with a modernized center complements overall BNATCS efforts by leveraging the modernized communication and automation capabilities being developed and deployed by the FAA. This consolidation will also allow the FAA to better staff the location and provide more staffing resources to locations that need additional air traffic controllers on site.

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Detail Justification For: 08NATC Air Route Traffic Control Center (ARTCC) Realignment and Consolidations

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IJA	FY 2027 Request
08NATC: Air Route Traffic Control Center (ARTCC) Realignment and Consolidations			\$100,000			

Cost Estimate of Work to Be Funded Under P.L. 119-21

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Air Route Traffic Control Center (ARTCC) Realignment and Consolidations	---	\$100,000.0

What are the FY 2025 Working Families Tax Cut Act (P.L. 119–21) funding efforts underway?

In FY 2025, P.L. 119-21 funded the **Air Route Traffic Control Center (ARTCC) Realignment and Consolidations** program at \$100.0 million. This investment will support a more resilient, efficient, and future-ready air traffic control system.

The ARTCC Realignment and Consolidations program directly supports the Brand New Air Traffic Control System by supporting the initiative to consolidate ARTCCs. The program has initiated studies to close or consolidate at least ten existing ARTCCs. These efforts are intended to enable strategic recapitalization of ARTCC facilities, reduce the need for costly repairs and incremental upgrades to aging and obsolete infrastructure, and better align facility investments with modern air traffic management requirements.

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**Detail Justification For: 09NATC Terminal Radar Approach Control (TRACON)
Replacement and Consolidate**

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119- 21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
09NATC: Terminal Radar Approach Control (TRACON) Replacement and Consolidate	\$11,450	\$556,000	\$1,000,000	\$50,000	\$370,100	

Cost Estimate of Work to Be Funded Under P.L. 119-21

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Terminal Radar Approach Control (TRACON) Replace and Consolidate	---	\$1,000,000.0

What are the FY 2025 Working Families Tax Cut Act (P.L. 119–21) funding efforts underway?

In FY 2025, P.L. 119–21 funded the **Terminal Radar Approach Control (TRACON) Replace and Consolidate** at \$1.0 billion. The TRACON Replace and Consolidate program will focus on planning, integration, and consolidation efforts for efficient operations.

The TRACON Replacement and Consolidate supports the Brand New Air Traffic Control System (BNTCS) initiative by identifying and replacing TRACONS, equipping the replacement TRACONS with modern technology and displays already being developed or deployed under the BNATCS communication, automation, and multiple safety efforts. The program conducts rigorous analysis to recapitalize and consolidate TRACON facilities. The investment also supports design and construction of replacement TRACONS, currently the FAA is evaluating for site selections.

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Detail Justification For: 11NATC Center for Advanced Aviation Technologies (CAAT)

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119- 21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
11NATC: Center for Advanced Aviation Technologies (CAAT)			\$50,000			

Cost Estimate of Work to Be Funded Under P.L. 119-21

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Center for Advanced Aviation Technologies (CAAT)	---	\$50,000.0

What are the FY 2025 Working Families Tax Cut Act (P.L. 119–21) funding efforts underway?

In FY 2025, the Working Families Tax Cut Act (P.L. 119–21) funded Center for Advanced Aviation Technologies (CAAT) at \$50.0 million. The CAAT serves as a national innovation hub designed to accelerate the maturation of technologies and operational concepts for integration of new entrants.

The CAAT program supports the BNATCS initiatives providing testing and validating operational concepts to inform modernization efforts to integrate new and emerging aviation technologies into the National Airspace System (NAS). The CAAT’s Airspace Laboratory is located in Fort Worth, Texas and Texas A&M University System (TAMUS) leads the CAAT Consortium and brings together the FAA, industry, academia, and interagency partners. This investment will enable the CAAT and FAA to modernize and scale safely, accommodating growing traffic of new entrants such as drones, advanced air mobility (AAM), and commercial space operations, and more technically challenging methods of air transportation, such as in complex and urban environments and autonomously piloted operations.

Initial CAAT efforts are focused on safely enabling an Urban Air Mobility operational environment, supporting operations in highly trafficked and mixed-use airspace to address foundational BNATCS capabilities including weather services and micro-weather forecasting, command-and-control and Air Traffic Control communications, airspace governance and trajectory-based operations, surveillance and electronic conspicuity, and collision avoidance. These efforts are aligned with the AAM National Strategy and directly inform FAA integration, regulatory readiness, and NAS modernization initiatives.

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Detail Justification For: 13NATC Remote Towers for Untowered Sites

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
13NATC: Remote Towers for Untowered Sites	\$3,000		\$50,000	\$3,000		

Cost Estimate of Work to Be Funded Under P.L. 119-21

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. Air Route Traffic Control Center (ARTCC) Replacement	---	\$50,000.0

What are the FY 2025 Working Families Tax Cut Act (P.L. 119–21) funding efforts underway?

In FY 2025, the Working Families Tax Cut Act (P.L. 119–21) funded the **Remote Towers for Untowered Sites** at \$50.0 million. This program will replace traditional air traffic control infrastructure with advanced surveillance and communication technologies.

The Remote Towers for Untowered Sites directly supports the Brand New Air Traffic Control System by providing a cost-effective and technologically advanced solution that enhances aviation safety and operational efficiency. The program will particularly invest in rural and small communities, aligning with the FAA's goals for modernizing air traffic management. This remote (also referred to digital) tower solution is designed to provide airport traffic control services, enabling continuous monitoring and management of air traffic at Untowered airports that previously lacked staffed control towers.

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Detail Justification For: 14NATC Advanced Training Technologies - Simulators (TTS)

(\$000)

Activity/ Component	FY 2025 Enacted	FY 2025 IIJA	FY 2025 P.L. 119-21	FY 2026 Enacted	FY 2026 IIJA	FY 2027 Request
14NATC:ATC Advanced Training Technologies - Simulators (TTS)	\$5,100		\$100,000			

Cost Estimate of Work to Be Funded Under P.L. 119-21

<u>Anticipated Activity Task</u>	<u>Quantity</u>	<u>(\$000)</u>
A. ATC Advanced Training Technologies - Simulators (TTS)	---	\$100,000.0

What are the FY 2025 Working Families Tax Cut Act (P.L. 119–21) funding efforts underway?

In FY 2025, the Working Families Tax Cut Act (P.L. 119–21) funded the **Air Traffic Control (ATC) Training Technologies -Tower Simulators (TTS)** at \$100.0 million. This will enable the certified trainees to enter the workforce well versed in the modernized ATC systems that are being developed or have already begun deployment under other Brand New Air Traffic Control System (BNATCS) programs.

The ATC Training TTS investment directly supports the BNATCS program by providing critical training using advanced technologies to the FAA Academy and ATC. The program will install 124 systems at 115 ATCTs, 1 Terminal RADAR Approach Control (TRACON) and 8 additional systems at the FAA Academy. These efforts include site preparation of heating, ventilating and air conditioning, electrical, and possibly the installation of an exterior building when there is insufficient space for the system within the tower.

Figure 2 shows an example of a modernized ten screen TSS located at District of Columbia Airport (DCA). The TSSs can vary in size, having three screens to 14 screens. The size is contingent on available space, required field of view, facility level and other logistical factors. The enhanced training will also reduce training times by approximately 30 percent supporting ATC workforce goals.

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Figure 4 This is an example of a modernized 10 screen TSS located at District of Columbia Airport (DCA) airport.

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RESEARCH, ENGINEERING, AND DEVELOPMENT

(AIRPORT AND AIRWAY TRUST FUND)

For necessary expenses, not otherwise provided for, for research, engineering, and development, as authorized under part A of subtitle VII of title 49, United States Code, including construction of experimental facilities and acquisition of necessary sites by lease or grant, \$165,000,000, to be derived from the Airport and Airway Trust Fund and to remain available until September 30, 2029: Provided, That there may be credited to this appropriation as offsetting collections, funds received from States, counties, municipalities, other public authorities, and private sources, which shall be available for expenses incurred for research, engineering, and development.

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**EXHIBIT III-1
Research, Engineering and Development
Summary by Program Activity
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)**

	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
Research, Engineering and Development	\$ 280,000	\$ 290,000	\$ 165,000
TOTAL BASE	\$ 280,000	\$ 290,000	\$ 165,000
FTEs			
Direct Funded	200	174	174
Reimbursable, allocated, other			
 IIJA Supplemental (Division J)			
Facilities & Equipment			
Airport Infrastructure Grants			
Airport Terminal Program			
TOTAL, Base appropriations	\$ -	\$ -	\$ -
FTEs			
Direct Funded			
 Account	 \$ 280,000	 \$ 290,000	 \$ 165,000

Program and Performance Statement

This account provides funding to conduct research to improve the national airspace system's capacity and safety. The request includes funding for several research and development activities that further safety and efficiency goals, including activities related to unmanned aircraft systems and commercial space.

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**EXHIBIT III-1a
Research, Engineering and Development
SUMMARY ANALYSIS OF CHANGE FROM FY 2026 TO FY 2027
Appropriations, Obligations, Limitations, and Exempt Obligations
(\$000)**

	<u>\$000</u>	<u>FTE</u>
FY 2026 Enacted	<u>\$290,000</u>	<u>174</u>
ADJUSTMENTS TO BASE:		
Travel	200	
Annualization of Prior Pay Raises	116	
FY 2027 FERS Contribution	-149	
SUBTOTAL, ADJUSTMENTS TO BASE	167	0
PROGRAM REDUCTIONS		
Contracts	-125,167	
SUBTOTAL, PROGRAM REDUCTIONS	-125,167	0
PROGRAM INCREASES		
SUBTOTAL, PROGRAM INCREASES	0	0
FY 2027 REQUEST	165,000	174

Why FAA Research and Development Matters

FAA research is primarily applied R&D designed to help the agency develop policies, regulations, certifications, guidance, and standards that increase safety and modernize the National Airspace System (NAS).

Outputs of this R&D include:

- Provision of research data and analyses to modernize NAS operations
- Evaluation and validation of requirements, procedures, and methods
- Production of useful materials, devices, systems, tools, and technologies

FAA research, analyses, and development enable new technologies, procedures, and training methods that advance aviation technology. FAA R&D helps the aerospace community adapt to new safety issues and service demands resulting from increased unmanned aircraft systems, commercial spaceflight activities, and the birth of new industries such as advanced air mobility.

The research will influence the future of FAA oversight, considering the expansion of aviation industries, the sustained growth in aviation, the incorporation of more sophisticated analytical safety tools, and the adoption of mature safety management systems.

Agency research aims to counter growing cybersecurity threats posed by increasingly interconnected systems and minimize the impact of aerospace activities on the environment. R&D helps the aerospace industry modernize the nation's infrastructure, creating new technologies and business opportunities.

The FAA substantially impacts aviation, space, and the U.S. economy. This increases American economic competitiveness, fuels economic growth, and creates jobs. R&D is critical to reinforcing FAA's role as the world's premier aerospace body and is essential for the continued evolution of the NAS.

How the FAA's Research Shapes the Future

FAA research focuses on a core safety mission and prioritizes integrating emerging technologies into the NAS while minimizing environmental impacts.

The NAS is evolving to support diverse aerospace operations brought about by new technologies and vehicle types. As the world becomes more digitally interconnected, there is exponential growth in data availability, computing power, and storage capacity.

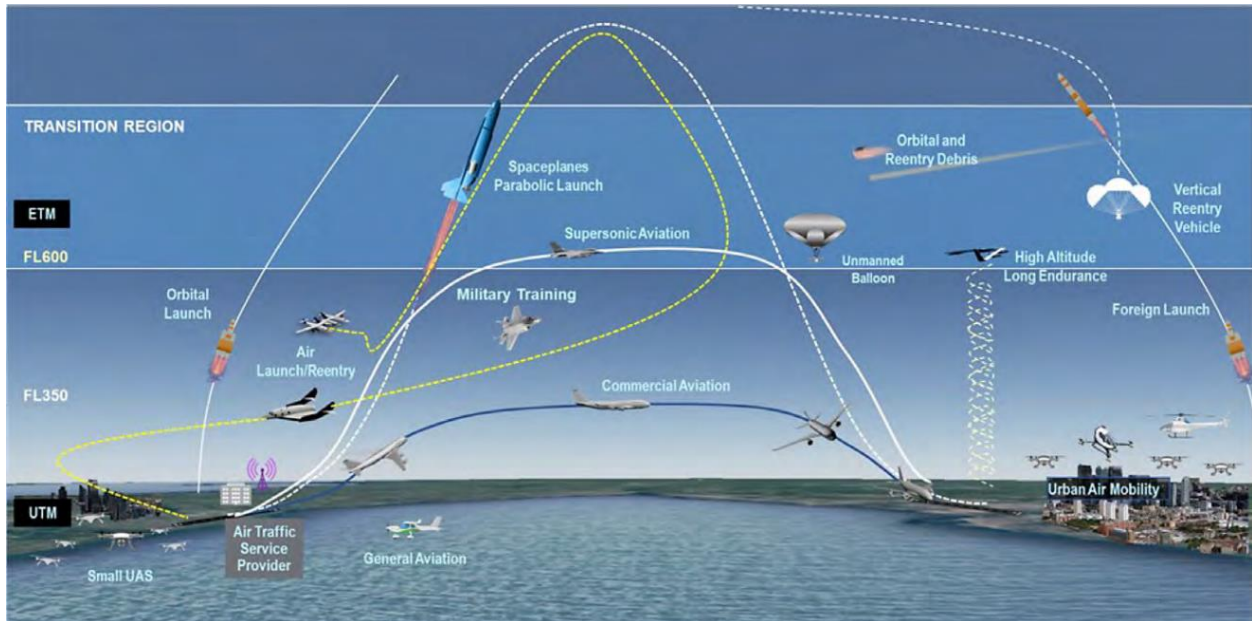
Improvements made through FAA's deployment of NextGen provide the foundation for the future. By adding new planned capabilities and services and capitalizing on modern information-based technology, the FAA will continue transforming the aviation system and accommodating all users in a changing environment.

NAS evolution will address the expected changes and take advantage of data, innovative technologies, and new capabilities in three areas:

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- Operations: NAS evolution will accommodate the increased diversity and number of aerospace operations while improving traditional air traffic services.
- Infrastructure: Public and private infrastructure will provide agile and resilient air traffic management services that can evolve as new needs emerge.
- Integrated Safety Management: Increased information sharing will allow new levels of collaboration and provide data to detect and correct safety risks in real time.

FUTURE OF NAS OPERATIONS



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	FY 2027 REQUEST	Page
A11. Research, Engineering and Development	\$165,000	
Fire Research and Safety	6,547	7
Propulsion and Fuel Systems	4,200	9
Advanced Materials/Structural Safety	4,300	11
Aircraft Icing	2,598	13
Digital System Safety	5,525	15
Continued Airworthiness	8,200	17
Flight Deck/Maintenance/System Integration Human Factors	12,410	19
System Safety Management/Terminal Area Safety	9,846	21
Air Traffic Control Technical Operations Human Factors	5,647	23
Aeromedical Research	11,144	25
Weather Program	15,236	29
Unmanned Aircraft Systems Research	15,717	31
Alternative Fuels for General Aviation	10,000	33
Commercial Space Transportation Safety	3,450	35
Wake Turbulence	4,528	37
Aircraft Cyber Security	4,646	39
Advanced Vehicle Technologies & Operations	11,250	41
Aviation Systems Performance Analysis	18,365	43
System Planning and Resource Management	3,894	45
Aviation Grant Management	800	47
William J. Hughes Technical Center Laboratory Facility	6,697	48

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Detailed Justification for A11.a Fire Research and Safety

**FY 2027 – A11.a Fire Research and Safety – Budget Request
(\$000)**

Program Activity	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
Salaries and Expenses	4,400	4,444	4,139
Program Costs	4,350	2,203	2,408
Total	8,750	6,647	6,547
FTE (if applicable)	22	19	19

What is this program and why is it important?

The Fire Research and Safety Program focuses on prevention of in-flight fire accidents and improvement of survivability during post-crash fires. The catastrophic consequences of an uncontrollable fire, including loss of life and destruction of aircraft, make this program essential. Program research is conducted to understand the fire safety implications of new technologies and materials introduced by the aviation industry to decrease aircraft weight and increase operating efficiency. This research is used to develop effective mitigation procedures and update existing regulations, which often do not address the unique behavior of these new technologies.

Research is also conducted to better understand and mitigate the threat of lithium batteries and other hazardous materials in cargo fires. These fires continue to cause concern due to the increasing number, size, and energy densities of batteries being shipped, and the unusual and severe hazards associated with lithium battery fires. This funding supports the fire safety laboratories at the FAA’s William J. Hughes Technical Center for Advanced Aerospace (WJHTC) where most of the program research is conducted.

Program research forms the basis for the regulations, policy, guidance, and standards that aim to mitigate the likelihood and severity of aircraft fires and to improve occupant survivability in the event of post-crash fires. This benefits the American public by significantly reducing the chances of injury or fatality due to aircraft fires.

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Major Activities Planned:

Objective	Expected Outputs
Aircraft and Occupant Survivability: To prevent or minimize the effects of inflight or post-crash fire on occupant survivability given evolving aircraft technology	<p>Reports and datasets that describe:</p> <ul style="list-style-type: none"> - Implications of small quantities of hydrogen on material flammability - New and updated fire test methods - Evaluations of non-Halon handheld and lavatory fire extinguishers - Methods for safe extinguishment of portable electronic devices - Methods for detecting changes in material formulation that practically impact flammability performance
Cargo Safety: To reduce the risks associated with cargo fires	<p>Reports and datasets that describe:</p> <ul style="list-style-type: none"> - Hazard characteristics of certain cargo - Hazmat surrogate fire, for fire resistant cargo containers and covers - Effectiveness of container-based fire detection and suppression systems - Information for public education on the hazards associated with the shipment and carriage of lithium batteries and hazardous materials
Propulsion and Fuels: Evaluation to mitigate the flammability risks of changes in the means of aircraft propulsion, fuels used, and impact on design	<ul style="list-style-type: none"> - Development of consensus-based fire test standards for engine components - Update of minimum performance standards considering non-Halon engine fire suppression agents, and new fuels (such as hydrogen) - Evaluation of in-flight and post-crash fire threats posed by on-board power sources, including hydrogen and large battery systems

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Detailed Justification for A11.b Propulsion and Fuel Systems

**FY 2027 – A11.b Propulsion and Fuel Systems – Budget Request
(\$000)**

Program Activity	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
Salaries and Expenses	2,504	2,424	2,352
Program Costs	2,670	1,776	1,848
Total	5,174	4,200	4,200
FTE (if applicable)	12	11	11

What is this program and why is it important?

The Propulsion and Fuel Systems Program conducts research on new and legacy aircraft propulsion systems to develop the technical basis for rules, policy, and guidance used for certification and continued airworthiness.

The program focuses on two key elements: (1) Safe implementation of Electrified Propulsion; (2) Safe Hydrogen Propulsion.

The Safe Electrified Propulsion effort will develop data, models, and means of compliance methods to reduce potential safety risks. It will focus on the durability, endurance, and reliability of key powertrain components, such as batteries, electric motors, power converters, and high voltage interconnect systems under cycling conditions (altitude/pressure, temperature, humidity, load, and vibration) representative of proposed aircraft operations.

The Safe Hydrogen Propulsion effort will address well recognized and emerging safety risks associated with gaseous and liquefied hydrogen storage, distribution, and use in aircraft propulsion systems. Key risks for hydrogen use are fire and explosion, although additional concerns exist with respect to material compatibility, crashworthiness, installation, fueling and handling, as well as cryogenic exposure physiological hazards. Finally, crashworthiness of large, liquefied hydrogen tanks will be addressed to ensure survivability in the event of emergency landing.

The American public will benefit from the safe introduction of technologies that promise to dramatically improve air transport efficiency. Because civil aviation is continuously changing, the analytical tools and research data used to certify new engine technologies must also evolve. Continuing program efforts are necessary to advance scientific understanding of aviation engine failures and to develop tools to reduce the likelihood of such failures, thereby sustaining or enhancing air transportation safety.

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Major Activities Planned:

Objective	Expected Outputs
Safe Electrified Propulsion: Assess performance, discharge, and failure modes for key electrified propulsion components (motors, batteries, high voltage interconnect systems) through rigorous testing under relevant environmental and load conditions	Data and reports to inform standards development and guidance material for the safe implementation of electric propulsion aircraft systems
Safe Hydrogen Propulsion: Identify gaps in current regulatory framework to deal with gaseous and cryogenic hydrogen safety risks: develop and perform evaluation tests; propose and validate updated regulatory/certification methods	Regulatory concerns and criteria rubrics to aid in establishing safe and acceptable certification standards

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Detailed Justification for A11.c Advanced Materials/Structural Safety

**FY 2027 – A11.c Advanced Materials/Structural Safety – Budget Request
(\$000)**

Program Activity	FY 2025 Enacted	FY 2026 Enacted*	FY 2027 Request
Salaries and Expenses	900	1,000	1,031
Program Costs	13,820	0	3,269
Total	14,720	1,000	4,300
FTE (if applicable)	5	5	5

*Please note the Consolidated Appropriations Act, 2026 (P.L. 119-75) provided the FAA with \$15 million for a related but new program named '*Advanced Materials /Structural Safety -JAMS COE*'

What is this program and why is it important?

The Advanced Materials and Structural Safety Program conducts research, publishes guidance documents, and provides training to expand awareness and knowledge of the complex challenges involved in the design, certification, manufacture, assembly, and maintenance of safe aerospace products using advanced materials. The overall program goal is to provide risk mitigating safety related information and guidance in advance of the dynamic changes constantly taking place in the aerospace industry, especially those involving changes in design concepts, manufacturing and quality control methods, and introduction of new materials in advanced product forms. The program methodology marries the disciplines of materials science, engineering, and manufacturing technology, with those of component design and lifting, to develop quality and capability information spanning from the small, experimental, and prototype structural scales to scales representative of the large and fully assembled product. Inclusion and expanded application of emerging digital engineering and computational simulation approaches to further identify and clarify potentially hidden quality control and component safety related issues is emphasized and will support more detailed guidance and efficient certification activities.

Continuous improvement in aerospace products and services comes as a direct response to American public demands and expectations for safe, reliable, and affordable air transportation services for their personal and business needs. This program provides the American public with safe, timely, and cost-effective introduction of new aerospace products while managing the risks of change.

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Major Activities Planned:

Objective	Expected Outputs
Develop methods to characterize and control new materials and processes to achieve consistent part performance	Material and process specifications, material databases, and a framework for a minimum number of tests and statistical methods that satisfy the requirements in the regulations for new classes of materials and processes
Investigate long-term behavior and aging mechanisms of materials and structures to develop appropriate life management practices	An understanding of aging behaviors, including fatigue, that occur in advanced materials and structures in different operating environments
Develop certification methods that ensure safe and efficient introduction of new materials and structures in future aviation products	An understanding of the unique behaviors of advanced materials relative to traditional metals
Understand smart manufacturing and its regulator and safety implications	An understanding of the capabilities and limitations of advanced manufacturing methods

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Detailed Justification for A11.d - Aircraft Icing

**FY 2027 – A11.d Aircraft Icing – Budget Request
(\$000)**

Program Activity	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
Salaries and Expenses	1,000	808	466
Program Costs	2,064	1,990	2,132
Total	3,064	2,798	2,598
FTE (if applicable)	5	2	2

What is this program and why is it important?

The FAA’s Aircraft Icing Program focuses on research to increase safety and reduce accidents due to icing effects on all aircraft types. This research supports improved safety through the development and deployment of icing compliance guidance for all types of aircraft including new, innovative aircraft such as advanced air mobility vehicles.

Aircraft icing can occur at any phase of flight highlighting the need for research of the various icing environments, from the ground to high altitudes. Ground icing focuses on aircraft deicing and anti-icing methods prior to takeoff. Inflight icing focuses on aerodynamic and operational effects of icing on all types of aircraft, rotorcraft, powered lift, and engines.

This safety-critical program enables research to help prevent future aircraft icing incidents and accidents to ultimately reduce icing risk to all current and next generation aircraft.

Major Activities Planned:

Objective	Expected Outputs
Safe Operations with De-icing/Anti-icing fluids: Determine ground anti-icing / deicing fluid holdover times with simultaneous mixed conditions in support of world-wide winter guidance. Develop capability to analyze ice pellet conditions in the NASA Icing Research Tunnel enabling ice pellet allowance time updates	<ul style="list-style-type: none"> - Annual winter guidance for fluid holdover times - Methods to simulate ice pellet conditions and assess in the NASA Icing Research Tunnel to enable a wider range of testing capabilities and schedule reliability
Ice Crystal Icing (ICI) Effects on Engine performance: Understand ice accretion within warm compressors in a turbine engine due to ICI. Development of a tool	<ul style="list-style-type: none"> - Testing results leading to the development of analytical tools - Operationalized capability of the HIWC-ALPHA tool

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Objective	Expected Outputs
for predicting the presence of ice crystals aloft	
Icing Effects on Design of New Aircraft Configurations: Support the collaborative development of numerical tools for determining the impacts from flight-in-icing including Supercooled Large Drop (SLD) icing conditions	<ul style="list-style-type: none"> - Understanding of the capability and accuracy of state-of-the-art ice accretion prediction tools - Develop the basis for SLD tool development through icing tunnel validation data sets

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Detailed Justification for A11.e Digital System Safety

**FY 2027 – A11.e Digital System Safety – Budget Request
(\$000)**

Program Activity	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
Salaries and Expenses	1,993	808	958
Program Costs	3,769	4,567	4,567
Total	5,762	5,375	5,525
FTE (if applicable)	8	4	4

What is this program and why is it important?

Advanced digital technologies provide significant potential improvements to aviation operations that will further advance safety while realizing greater efficiency. However, the increasing size, complexity, and interconnectedness of these new technologies challenge the current state of the art of software assurance and current compliance measures.

The Digital System Safety program is conducting research on the safety and assurance of advanced technologies in safety-critical digital systems and the use of digital engineering to improve the effectiveness and efficiency of developing safe products, including systems design, development, and operation with artificial intelligence/machine learning (AI/ML) functionality. Research will identify ways to ensure the safety of systems containing newer technologies and minimize potential risks to flight operations.

By thoroughly researching these systems, the agency can ensure they don’t compromise National Airspace System safety. This program is essential because it allows the advantages of new technologies to be realized without jeopardizing the safety of American air travel.

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Major Activities Planned:

Objective	Expected Outputs
Evaluate Artificial Intelligence/Machine Learning applied to airborne systems and equipment: Verify the accuracy, explainability, and robustness of AI/ML models, ensuring they produce reliable and trustworthy outcomes	Reports on the recommended practices to ensure AI/ML systems/functions meet assurance standards for safe implementation in airborne systems
Improve Safety Through Digitization and Diverse Specifications: Evaluate the potential improvements in certification and product assurance using digital engineering and diverse specifications	Technical reports and proof-of-concept demonstrations of promising candidate applications
Use of AI to Improve Safety: Evaluate potential benefits of using AI during the product development lifecycle, considering an array of use cases	Technical report and demonstrations of AI use cases, such as the use of Large Language Models (LLM) to develop or evaluate test scenarios

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Detailed Justification for A11.f Continued Airworthiness

**FY 2027 – A11.f Continued Airworthiness – Budget Request
(\$000)**

Program Activity	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
Salaries and Expenses	2,800	2,828	2,778
Program Costs	7,539	5,370	5,422
Total	10,339	8,198	8,200
FTE (if applicable)	14	12	12

What is this program and why is it important?

After 80 years of relatively slow evolution, aircraft technologies have begun to change rapidly in the last few years with: the introduction of the first radically new materials such as composites, additive manufacturing, and new metallic alloys; new joining techniques such as friction stir welding and chemical bonding to replace rivets; the rapidly expanding role of computers and use of commercial off the shelf hardware and software; and many others. These new technologies and the risks they pose as aircraft age are not as well understood as the traditional systems they replace. They lack service history data to guide certification and continued operational safety decisions. The Continued Airworthiness Program uncovers potential aging issues so that the certification process can ensure that risks are adequately addressed in operations, maintenance, inspection, and oversight protocols. The agency also monitors in-service data as it accumulates, identifying concerns at the earliest possible point, and communicates potential risks through advisories, directives, regulations, or other guidance.

The Continued Airworthiness Research program is crucial to the FAA's ability to maintain the safety of the flying public and ensures the safety of new aircraft technologies as they are deployed. Program research, and the understanding that it provides, are crucial to FAA's ability to respond timely fashion to industry certification applications for new technologies. The Continued Airworthiness program ensures the safety of the flying public and certification efficiency, as well as the oversight processes, by anticipating and resolving potential safety issues before integration of new technologies, thereby reducing aviation accidents.

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Major Activities Planned:

Objective	Expected Outputs
Reliability of Structural Health Monitoring (SHM): Ensure new SHM technologies will provide equivalent safety to the current non-destructive inspection techniques that they are replacing	Data to develop FAA certification guidance and training. Adjust the Part 25 regulations and guidance if/as necessary
Airframe Structure Model and Simulation Validation and credibility assurance framework: Partner with industry and government to develop data and analysis tools to promote standardization and safety across the aerospace industry while streamlining the certification process.	Generate high fidelity data through representative component level tests and analysis used to evaluate the effectiveness of experimental validation frameworks for advanced Model & Simulation applications
Advanced Fatigue & Damage Tolerance and Inspection Methods for Engine Life-Limited Parts: Evaluate / develop advanced inspection methods and characterize their detection capabilities.	Advanced Fatigue & Damage Tolerance methods that can be used in efficient certification and fleet management for new and existing products, respectively.
Environmentally Assisted Cracking and Stress Corrosion Cracking in Critical Aircraft Structure	Development of effective certification testing protocols and predictive methods for effectively managing existing fleets.

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Detailed Justification for A11.g Flight Deck/Maintenance/System Integration Human Factors Program

**FY 2027 – A11.g Flight Deck/Maintenance/System Integration Human Factors Program
– Budget Request
(\$000)**

Program Activity	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
Salaries and Expenses	4,200	3,700	3,248
Program Costs	9,601	8,710	9,162
Total	13,801	12,410	12,410
FTE (if applicable)	21	16	16

What is this program and why is it important?

The Flight Deck/Maintenance/System Integration Human Factors Program addresses the human factors research needs of personnel who are responsible for the certification and approval of equipment and continued airworthiness of aircraft, certification of pilots and mechanics, and approval of certain flight operations. This human-centered approach will address issues associated with the regulatory aspects of design, production, training, operations, maintenance, and oversight, including complex systems and human-system integration, and it will provide strategic solutions to improve aviation safety.

Funding will support human factors research regarding human-related risks throughout the aviation system, the safe integration of new technologies and procedures in National Airspace System operations, and a transition towards more proactive safety management. The program will provide a research foundation which informs FAA safety personnel who develop, update, and utilize human factors-related regulations, guidance, procedures, standards, Orders, job aids, data, processes, and other aviation safety documentation. The program and its deliverables address critical areas of flight safety that are directly relevant to the flying public; including research related to improving the integration of human factors from aircraft design to operation.

Major Activities Planned:

Objective	Expected Outputs
Identify State-of-the-Art Oversight Methods and Tools to Improve Upon the Workforce Skills Adapting Safety Management System (SMS) Requirements: Review existing oversight methods and digital tools, identify gaps, and improve upon the experts’	Review and improve workforce skills needed by: - Reporting on existing oversight systems and gaps - Recommending Next Level of Oversight System for SMS

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Objective	Expected Outputs
capabilities to effectively oversee the requirements for SMS	- Establishing and evaluating Proof of Concept
Human Factors Design Standards for New and Advanced Flight Deck Alerting Systems: Analyze research data, industry studies, and current FAA guidance on flight deck alerting systems to understand changes and identify potential gaps	- Flight deck alerting systems changes and gaps - Technical Report
Pilot interactions with advanced technologies in flight operations: Evaluation of human-system interface/interaction vulnerabilities	- Potential mitigations for vulnerabilities identified - Technical Report
Assess Data That Could Indicate Characteristics of Automated Systems that Enhance Pilot Performance: Provide evidence of human factors vulnerabilities, tradeoffs, and mitigations related to automated systems	Recommended practices to manage automated systems that affect flightpath management, including control and information automation
Integrating Human Factors into Aircraft Certification and Flight Standards Policies and Processes: Review existing regulatory policies and processes, human factors scientific and engineering data, and identify gaps	Data to fill human factors gaps in design, certification, training, and policies and processes, and a Technical Report

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Detailed Justification for A11.h System Safety Management/Terminal Area Safety

**FY 2027 – A11.h System Safety Management/Terminal Area Safety – Budget Request
(\$000)**

Program Activity	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
Salaries and Expenses	2,100	2,222	2,574
Program Costs	11,600	6,874	7,272
Total	13,700	9,096	9,846
FTE (if applicable)	11	11	11

What is this program and why is it important?

The System Safety Management (SSM) Program addresses methodologies to identify and address emerging systematic safety risks and issues across all aviation operations. The program develops data collection methods, advances data and risk analysis techniques, and creates prototypes for risk-based decision-making capabilities in cooperation with aviation stakeholders.

Research conducted in the SSM Program will analyze strategies and experiences from other industries to provide the FAA with insights into applying digital tools and analysis needed to transform aviation oversight activities. Results will focus on agile operational safety assessments and provide informed next level oversight for Safety Management Systems. These research results will complement research conducted as part of the Continued Airworthiness and Human Factors topic areas.

The Terminal Area Safety (TAS) Program develops both training and technology solutions to mitigate key causes of aircraft accidents during takeoff, approach, and landing phases of flight. Examples of such accidents are loss of control, runway excursions, runway overruns, controlled flight into terrain, spatial disorientation, and low altitude operations, which collectively are the leading causes of fatalities in the worldwide commercial jet fleet, general aviation, and rotorcraft communities.

Both programs enable safety trend analysis across the aviation community and the relative strength and interaction of safety functions. A system-wide view of safety informs the urgency of response, the priority of resources, and the uniform management of safety functions. These programs complement traditional safety analyses, which only examine hazards made known by severe events, by identifying emerging risks and the precursors that can lead to severe events.

The SSM and TAS research programs benefit the public by improving safety through new risk identification and mitigation analysis and improving efficiency of the FAA by leveraging safety management systems.

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Major Activities Planned:

Objective	Expected Outputs
Measure effects of wake vortex encounters from operational flight data: Use wealth of flight recorder, air traffic, weather, and pilot report data to identify and measure real wake vortex encounters and quantify the risk	Documentation of actual wake encounters, their effects, and attendant risks
Incorporate additional helicopter operational data into the Aviation Safety Information Analysis and Sharing system: Obtain similar benefits accrued from fixed-wing safety information sharing by analyzing helicopter data	Safety analysis tools, metrics, and dashboards for helicopter safety indicators that allow proactive identification of emerging or hidden risks
Enhance SMS-centric oversight: study alternate methods to improve the efficiency of the FAA	Studies to inform efficiency enhancements to FAA policies in certification and surveillance

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Detailed Justification for A11.i Air Traffic Control/Technical Operations Human Factors

FY 2027 – A11.i Air Traffic Control Technical Operations Human Factors – Budget Request (\$000)

Program Activity	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
Salaries and Expenses	3,900	4,040	3,026
Program Costs	2,093	1,669	2,621
Total	5,993	5,709	5,647
FTE (if applicable)	20	17	17

What is this program and why is it important?

The Air Traffic Control/Technical Operations Human Factors Program supports the Administration’s Safety principle and provides timely human factors products and consultation services to improve the safety and efficiency of complex air traffic control (ATC) systems. Research addresses Air Traffic Organization (ATO) challenges in five human factors research and development focus areas: (1) improved safety, reduced hazards, and error mitigation in ATC; (2) automation effects and controller performance; (3) improved design and operation of ATC systems; (4) improved controller selection and training; and (5) controller and technical operations workforce optimization.

The program provides near to mid-term research to ATO concept development, systems development, and implementation decision-makers with guidance needed to leverage human capabilities and mitigating human limitations to maximize human performance, in accordance with [FAA Order 9550.8 Human Factors Policy!](#)

The public will benefit from this mandatory research ([49 USC Section 445](#))² that enables improvements to air traffic safety and efficiency. Since the NAS is a human-centered enterprise, human performance is a key factor in total system performance, and this research will enhance the system's performance by reducing errors and life cycle ownership costs.

¹ <https://www.faa.gov/documentLibrary/media/Order/9550.8.pdf>

² <https://uscode.house.gov/view.xhtml?req=granuleid%3AUSC-prelim-title49-chapter445&edition=prelim>

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Major Activities Planned:

Objective	Expected Outputs
Integration of Human Factors in Technology Designs, Evaluations, and Improvements	Empirical basis for human factors designs standards, tools, job aids, and metrics
Improving ATC/Tech Ops Training, Procedures, and Operations	Human factors criteria to evaluate new communication and coordination tasks with adjacent service providers

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Detailed Justification for A11.j Aeromedical Research

**FY 2027 – A11.j Aeromedical Research – Budget Request
(\$000)**

Program Activity	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
Salaries and Expenses	4,900	5,050	4,716
Program Costs	8,400	5,344	6,428
Total	13,300	10,394	11,144
FTE (if applicable)	25	23	23

What is this program and why is it important?

The Aeromedical Research program is a comprehensive aviation safety research and development initiative focused on protecting occupants, enhancing emergency preparedness, addressing in-flight health hazards and infectious disease transmission, strengthening pilot medical oversight, and leveraging data and AI for continuous safety assurance. It spans multiple domains—from developing new safety standards for advanced air mobility and improving evacuation procedures, to validating cabin air quality studies and disease dispersion models and advancing medical certification methods for pilots. The program is critically important because it addresses emerging risks and operational challenges in a rapidly evolving aviation environment. By proactively developing standards, validating tools, and integrating data-driven oversight capabilities, the program helps ensure the safety, health, and resilience of the national airspace system for passengers, flight crews, and the broader public.

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Major Activities Planned:

Objective	Expected Outputs
<p>Aircraft Cabin and Occupant Protection: Improve occupant safety in emerging and legacy aircraft through development of advanced seating standards, simulation-based performance criteria, and protective measures for vulnerable populations.</p> <ul style="list-style-type: none"> • Omnidirectional Seats: Establish safety standards for seats enabling multi-directional occupant positioning in advanced air mobility and eVTOL platforms. • Legacy Rotorcraft: Enhance occupant protection strategies in older rotorcraft models with limited retrofit options. • Child Restraint Systems: Improve the design and certification of child restraint systems to increase pediatric passenger safety. • Modeling & Simulation Guidance: Provide technical guidance for the use of simulations in certifying seating systems under performance-based regulations.: 	<ul style="list-style-type: none"> - Performance-based safety standards - Updated certification criteria for child restraint systems - FAA guidance on using modeling and simulation tools to certify aircraft seating under performance-based regulations
<p>Emergency Preparedness & Evacuation: Enhance survivability and egress efficiency in emergency scenarios by validating evacuation protocols and certification methods, accounting for cabin layout and human behavior.</p> <ul style="list-style-type: none"> • Passenger Credits Test: Develop standardized test methods to justify additional passenger credits during certification. • Furniture in Pathways: Investigate how cabin furnishings affect evacuation speed and safety. • Personal Items in Egress: Analyze the impact of passengers carrying personal belongings during evacuation. 	<ul style="list-style-type: none"> - Standardized test protocols - Safety recommendations for cabin configurations - Updated evacuation policy guidance informed by data on human behavior and environmental factors.

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Objective	Expected Outputs
<p>Safety Management and Health Safety: Protect occupant health and inform public health response capabilities by evaluating cabin environmental factors and disease transmission dynamics.</p> <ul style="list-style-type: none"> • Cabin Air Quality Review: Conduct an independent assessment of study results related to in-cabin air quality and associated health risks. • TRIP-X Improvements: Advance and validate TRIP-X to model disease transmission more accurately in air travel contexts. • Disease Dispersion Study: Generate data to empirically validate infectious disease transmission models within aircraft cabins to inform preparedness strategies. 	<ul style="list-style-type: none"> - Peer-reviewed assessments - Validated dispersion data - Decision-support tools for public health response planning in the aviation domain
<p>Pilot Health, Medical Certification & Human Factors: Strengthen pilot fitness-to-fly oversight by validating innovative neurocognitive assessments and applying human factors models to medical risk decision-making.</p> <ul style="list-style-type: none"> • Neurocognitive Test Validation: Finalize validation and operational transition of alternative cognitive tests to support medical certification. • Disclosure Model Adaptation: Adapt the Disclosure Decision-Making Model to improve assessments of risk from unreported medical conditions. 	<ul style="list-style-type: none"> - Validated cognitive assessments for operational use - Risk-informed framework to evaluate safety implications of undisclosed medical conditions in pilots - Summary technical reports - Datasets

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Objective	Expected Outputs
<p>Data, AI & Safety Assurance Systems: Develop and implement data-driven and AI-enabled systems to modernize pilot medical certification and create a resilient aerospace medical safety assurance framework.</p> <ul style="list-style-type: none"> • Information Sharing PPP (Phase 3): Expand public-private partnerships for medical data analysis to enhance aeromedical surveillance. • AI Use Case (External): Identify and prototype external stakeholder applications of AI in medical certification workflows. • AI Use Case (Internal): Prototype internal FAA applications of AI to streamline risk-informed certification decisions. • Medical Safety Assurance System: Build an integrated system for continuous safety assurance in aerospace medical oversight. 	<ul style="list-style-type: none"> - Prototype AI applications - A data governance framework - A system architecture for continuous safety performance monitoring

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Detailed Justification for A11.k Weather Program

**FY 2027 – A11.k Weather Program – Budget Request
(\$000)**

Program Activity	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
Salaries and Expenses	2,573	2,249	1,777
Program Costs	17,427	13,187	13,459
Total	20,000	15,436	15,236
FTE (if applicable)	9	7	7

What is this program and why is it important?

The Weather Program consists of the Aviation Weather Research Program (AWRP) and the Weather Technology in the Cockpit (WTIC) program. These programs perform applied research to enhance safety and operational efficiency in adverse weather conditions in the national airspace system, as well as in oceanic and remote regions.

Adverse weather is a critical safety hazard and the primary cause of NAS delays, levying high costs on airlines and the travelling public. Forecast improvements and weather mitigation techniques developed by the program directly contribute to improved safety and the reduction of air carrier delays and avoidable delay costs. According to the [National Transportation Safety Board, from 2009-2022](#),³ there were 163 serious turbulence injuries (129 to passengers and 34 to crew members). Weather is also a contributing factor in 35% of all General Aviation (GA) accidents with 75% of these accidents having fatalities. Within the Weather Program, AWRP conducts research, analyses, development, and demonstrations to advance capabilities that observe and predict weather conditions that affect aviation operations. It leverages advances in meteorological science and artificial intelligence (AI) technologies to enhance observation methods, improve weather prediction models, and produce increasingly accurate forecasts of convection, turbulence, icing, and low ceiling and visibility conditions. The WTIC program addresses the need for enhanced cockpit weather technology, information, and human factors principles.

Based on accident reports, gap analyses, and user feedback, the Weather Program is targeting research to address turbulence encounters, the lack of certified weather observations for low altitudes, oceanic regions, and remote areas, and inadvertent flight into icing conditions and

³ <https://www.faa.gov/newsroom/turbulence>

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Instrument Meteorological Conditions (IMC). Weather Program research will also enable weather avoidance decisions to be more strategic by increasing the use of AI and automation.

Major Activities Planned:

Objective	Expected Outputs
Develop Enhancements to Low-Level Aviation Forecasts: Improve the accuracy of aviation weather hazard forecasts particularly in the low levels to support new NAS entrants	- Onset, duration, dissipation, and location of UAS/AAM weather hazards
Improve Inflight Icing Diagnosis and Forecasts to Align with Aircraft Certification Criteria: Add output to inflight icing diagnosis and forecasts to include liquid drop size information associated with aircraft certification criteria	- Enroute diagnosis and forecasts of small drop and large drop icing environments with the latter including differentiation of freezing drizzle and freezing rain
Develop Probabilistic Forecasts for Turbulence Severity in Support of International Civil Aviation Organization (ICAO) World Area Forecast System Requirements: Replace turbulence potential forecasts with severity forecasts at higher temporal, vertical, and horizontal resolutions	- Probabilistic forecasts for turbulence severity, via ICAO standard Eddy Dissipation Rate outputs
Innovate Uses of Emerging Technologies into Cockpits to Enhance Adverse Weather Avoidance: Efficient and effective adverse weather avoidance and identification of performance metrics needed to accept these tools for use with limited decision authority versus only advisory	- Minimum weather service standards for cockpit cognitive assistance tools (CCATs) that enable inputs from non-certified weather sensors to enhance adverse weather avoidance decisions - Identification of metrics to evaluate the quality of CCATs’ outputs to accept them to have limited decision authority with machine-to-machine interfaces

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Detailed Justification for A11.I Unmanned Aircraft Systems Research

**FY 2027 – A11.I Unmanned Aircraft Systems Research – Budget Request
(\$000)**

Program Activity	FY 2025 Enacted	FY 2026 Enacted*	FY 2027 Request
Salaries and Expenses	1,901	1,678	1,217
Program Costs	29,099	8,322	14,500
Total	31,000	10,000	15,717
FTE (if applicable)	7	5	5

*Please note the Consolidated Appropriations Act, 2026 (P.L. 119-75), provided the FAA with \$14.0 million in enacted funding for a related but new program named *'Unmanned Aircraft Systems Research-ASSURE COE'*

What is this program and why is it important?

The FAA's research needs for Unmanned Aircraft Systems (UAS) and Advanced Air Mobility (AAM) integration are supported by the Unmanned Aircraft Systems Research Program. The program supports a unified FAA approach to safe, secure, and efficient integration of UAS and AAM into the NAS. Research funded under this program is the foundation of the FAA’s UAS and AAM integration activities and informs the development of rules, policies, procedures, standards, decisions, and other outcomes needed to integrate safe and secure UAS and AAM operations into the NAS. The FY27 portfolio is predominantly focused on AAM integration, as most research is concluded for small UAS and UAS for other than the movement of passengers and cargo. The FAA’s strategic outlook for UAS and AAM integration research is characterized by increased tempo of operations for both UAS and AAM, and the increasing certification maturity for AAM to provide for predictable path to aircraft, operation and airmen approvals. Research also informs government strategy for addressing misuse of UAS in addition to the safe and secure use of counter-UAS systems.

The safe integration of UAS and AAM into the NAS is a significant challenge and depends on research to inform standards, policy, rulemaking, guidance, training requirements, and operational procedures. The outcomes of this research will continue to inspire the confidence of the American public that UAS operations can be safely and efficiently integrated into the NAS.

Major Activities Planned:

Objective	Expected Outputs
Evaluate UAS Flight Inspection: Advance the use of UAS to accomplish flight inspection	- An assessment of the potential for UAS to replace or augment traditional flight inspection accomplished with aircraft with a pilot on board

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Objective	Expected Outputs
Evaluate AAM aircraft requirements: Research relating to improving the criteria for approving aircraft	- Studies to inform development of industry standards for aircraft, spanning topics such as battery safety, electric vertical take-off and landing icing characteristics, and crashworthiness
Develop standards for associated elements: Research relating to improving the approval criteria for off-aircraft systems and services	- Studies to inform development of industry standards for third-party navigation services, common and control, and collision avoidance services
Advance understanding of Counter-UAS efficacy and impacts to NAS operations and systems to establish policies and standards for system performance, deployment and operator training/certification	- Expanded understanding of the efficacy and risks of Counter-UAS systems to establish safety recommendations, processes and standards for the safe and secure deployment of these systems

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Detailed Justification for A11.m Alternative Fuels for General Aviation

**FY 2027 – A11.m Alternative Fuels for General Aviation – Budget Request
(\$000)**

Program Activity	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
Salaries and Expenses	0	0	0
Program Costs	16,000	10,000	10,000
Total	16,000	10,000	10,000
FTE (if applicable)	0	0	0

What is this program and why is it important?

The Alternative Fuels for General Aviation (GA) Program supports the FAA Eliminate Aviation Gasoline Lead Emissions (EAGLE) initiative in accordance with Section 827 of the 2024 FAA Reauthorization Act. The primary goal of EAGLE is to eliminate the use of leaded aviation fuel by the end of 2030 without adversely affecting the safety of the existing piston-engine fleet.

FY 2027 research will include testing of fuels, engines, engine and aircraft modifications, components, and technologies at the William J. Hughes Technical Center for Advanced Aerospace. Research enabled by this program will be coordinated with industry, academia, and partner federal agencies under the EAGLE initiative to include the broadest selection of air transportation stakeholders.

Directly and indirectly, GA supported 1.2 million jobs and contributed over \$247 billion to the U.S. economy with a positive impact on the U.S. balance of trade (\$75 billion).⁴ Additionally, as the global leader in GA, US leadership in the development and implementation of unleaded fuels directly supports US energy production and potential economic growth in the export of unleaded fuels or the licensing of unleaded fuels technology. The U.S. Environmental Protection Agency and the European Chemicals Agency have both announced actions that will address the form of lead used in aviation gasoline. Due to these regulatory actions and the corresponding market impacts, the availability of leaded aviation gas will be soon be eliminated. GA, its economic contributions, and other benefits are at risk unless the fleet can transition to safe alternative fuels before leaded gasoline becomes unavailable. This program is the only alternative fuels program or activity that is an industry-wide, collaborative effort, involving the GA stakeholder community in the transition to unleaded fuels. Finally, the GA community has access to 16,000+ public and private airports and landing facilities nationwide which will require a safe and economically viable unleaded fuel for the GA portion of the NAS to thrive and continue its

⁴ General Aviation Manufacturers Association (GAMA) study conducted in 2020 (https://gama.aero/wp-content/uploads/GAMA_2019Databook_Final-2020-03-20.pdf)

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positive economic impact. This program will support the resolution of any observed in-service issues, mitigating risk to a safe and efficient transition to unleaded fuels for the GA fleet.

Major Activities Planned:

Objective	Expected Outputs
Support Diagnosis and Mitigation of In-Service Issues with the Use of Unleaded Fuels: Through demonstrations and field testing, provide additional validation on the safety and acceptability of unleaded fuels and provide support to mitigate issues reported with unleaded fuel usage in the GA fleet	<ol style="list-style-type: none">1. Technical reports documenting testing, evaluation and engineering support related to in-service issues tied to unleaded fuels2. Distribution of guidance and recommendations to mitigation observed in-service issue

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Detailed Justification for A11.n Commercial Space Transportation Safety

**FY 2027 – A11.n Commercial Space Transportation Safety – Budget Request
(\$000)**

Program Activity	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
Salaries and Expenses	0	0	0
Program Costs	12,379	4,300	3,450
Total	12,379	4,300	3,450
FTE (if applicable)	0	0	0

What is this program and why is it important?

Commercial Space Transportation (CST) Safety Program priorities align with those of the FAA and DOT, including (1) safety of all commercial space operations, including integration into the NAS and spaceports and (2) operational excellence/transformation to incorporate systemic safety initiatives. CST research focuses on specific research needs in different industry segments including: (1) risk-based decision-making techniques and analytics, (2) licensing analysis using new technologies, standards and methodologies, (3) artificial intelligence, and (4) human-machine teaming and new technologies interfaces. CST research is executed through research contracts addressing near-term needs of the FAA, and by addressing mid-term research questions of common interest to FAA, government partners, and industry.

Commercial space safety analysis improvements will result in the development of improved standards and methodologies. These advancements will assist in the regulation of new and innovative technologies, fostering an environment where cutting-edge developments can be safely integrated into the operations. Enhanced analytical capabilities also allow for more precise evaluations and predictions through more reliable modeling which ultimately reduces risk to public safety. These improvements help to streamline processes, ensuring increased efficiency and reduced license processing times as the number of commercial space operations continue to rise annually.

Research in emerging technologies for future licensing enhancements will focus on the development of prototype artificial intelligence (AI) or machine learning (ML) tools designed to advance the analysis of commercial space safety data. AI tools will process vast amounts of complex data far more quickly and accurately than manual methods, identifying patterns and anomalies that may indicate potential safety risks. This capability allows for the development of advanced safety standards and methodologies that can anticipate and mitigate risks before they manifest. The increased use of AI and machine learning technologies has the potential to reduce inconsistencies and human error in the safety analysis related to the licensing process. These prototype research activities will evaluate emerging technologies and sophisticated data

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modeling needed to manage the growing complexities of data associated with license applications.

Research into the commercial space safety infrastructure aims to identify existing knowledge and safety gaps in the current infrastructure and how to prioritize improvements that continue to reduce risks to public safety. Commercial space safety infrastructure research will improve integration of commercial space operations with the NAS through improved processes and technology which allow for more data to be provided to spaceports, improved communication and coordination during commercial launch and re-entry operations.

Major Activities Planned:

Objective	Expected Outputs
Commercial Space Safety Analysis Improvements: Develop revised standards and methodologies to improve analytical capabilities that support commercial space performance-based safety rules and regulations.	- Improved analytical capabilities and models that support more precise, streamlined safety evaluations
Licensing Enhancements: Developing automated system prototypes that increase licensing efficiency by leveraging AI/ML methodology	- Development of automated system prototypes that increase licensing throughput by leveraging AI/ML methodology
Commercial Space Safety Infrastructure: Conduct studies to address potential safety infrastructure issues and knowledge gaps; investigate the integration of space activities with the NAS	- Conduct studies to address potential safety infrastructure issues and knowledge gaps; investigate the integration of space activities with the NAS

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Detailed Justification for A11.o Wake Turbulence

**FY 2027 – A11.o Wake Turbulence – Budget Request
(\$000)**

Program Activity	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
Salaries and Expenses	1,031	961	976
Program Costs	3,212	3,739	3,552
Total	4,243	4,700	4,528
FTE (if applicable)	4	4	4

What is this program and why is it important?

The Wake Turbulence Program provides safe, flight capacity enabling, wake hazard mitigating air traffic control (ATC) aircraft-to-aircraft separation recommendations for new and currently operating aircraft (both piloted and large unpowered aircraft systems) in the National Airspace System (NAS). The program further improves NAS operating performance by producing ATC procedural and technology-based wake hazard mitigating solutions that increase NAS throughput capacity. The program operates wake turbulence data collection sites and uses the site data to develop assessments of hazardous wake encounter risk. The assessments are an essential part of the FAA's Safety Risk Management Program's review of proposed changes to ATC's aircraft-to-aircraft separation procedures and associated changes to ATC automation systems. Additionally, analysis of this data, having been collected under varying weather conditions, provides insight into the development of dynamic wake encounter risk mitigating ATC procedures and the associated needed ATC automation systems enhancements that will result in reduced flight delays due to congestion and weather.

The Wake Turbulence program’s research products (when implemented either directly into ATC operations or through follow-on engineering development programs) provide the American flying public with reduced flight delays for passenger and air cargo flights when weather or other operational restrictions occur during airport rush periods, decreased time in the air for passengers during heavy travel periods due to more ATC flight capacity on heavily used air traffic routes, and reduced risk of a hazardous wake encounter for passenger and cargo aircraft.

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Major Activities Planned:

Objective	Expected Outputs
Wake Hazard Mitigation Separation Recommendations for New Aircraft Types Entering the NAS: Provide wake hazard mitigation recommendations for aircraft types	Estimate 6 new aircraft types will be assessed per month for initial wake separation criteria. 1 to 3 aircraft types re-evaluated per month based on collected wake track data
Wake Track Data Collections, Modeling and Analyses and Modeling for ATC Wake Hazard Mitigations: Provide data analyses and/or modeling required for wake hazard mitigations that allow safe maximum flight capacity for major hub airports and air corridors during inclement weather or other operational restrictions	Collect and assess 80K aircraft wake tracks at SFO airport
Airport/Airspace Specific ATC Wake Hazard Mitigation Procedural Solutions and Associated Infrastructure Modification Recommendations: Provide ATC wake hazard procedural mitigations that solve airport/airspace specific flight capacity impeding or safety problems	Development of 1 or 2 new ATC separation standards/procedural solutions stemming from airport/airspace specific ATC operational needs
Wake Hazard Safety Assessments of Proposed Changes to ATC Separation Services: Provide ATC wake hazard procedural mitigations that solves airport/airspace specific flight capacity impeding or safety problems	Estimate 5 new assessments will be developed for use by Safety Risk Management Panels in reviews of proposed changes to ATC aircraft separation procedures

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Detailed Justification for A11.p Aircraft Cybersecurity

**FY 2027 – A11.p Aircraft Cybersecurity – Budget Request
(\$000)**

Program Activity	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
Salaries and Expenses	804	1,496	1,520
Program Costs	6,139	3,100	3,126
Total	6,943	4,596	4,646
FTE (if applicable)	3	5	5

What is this program and why is it important?

The Aircraft Cybersecurity research program focuses on the safety of aircraft operations in the face of evolving cybersecurity threats through holistic methods for protection, detection, response, and recovery. The program investigates technologies and techniques to ensure the cyber safety of aircraft and related systems through research that addresses aircraft cybersecurity, including the protection of connected systems during operation and safeguarding against signal manipulation to and from the aircraft. The research includes conducting analyses, demonstrations, and simulations, to evaluate methods to detect, prevent, and mitigate the effects of cyberattacks. In collaboration with other FAA lines of business and other industry and government partners, a threat-informed risk-based approach will be employed to prioritize threats/vulnerabilities and use them as input for experimentation.

Various use cases and scenarios establish the scope of the research and problem space within the aircraft and connected system security domains, including consideration of highly connected cockpits, standardized signals, and distributed architecture where the traditional cybersecurity boundary of the aircraft cannot be maintained.

Research results are used to enhance the security and cyber safety of aircraft operations and inform cyber safety standards for aircraft and connected systems.

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Major Activities Planned:

Objective	Expected Outputs
Identify cybersecurity threats and vulnerabilities of current and future aircraft systems	Cyber threat and vulnerability report to inform development of cyber safety methods
Develop cybersecurity methods for highly connected flight deck systems	Report with recommendations for updates to regulatory artifacts as necessary to assure acceptable levels of safety
Exploration of means of cybersecurity protection for aircraft systems that rely on connections external to the aircraft	Cybersecurity strategies to strengthen the safety posture of aircraft with safety-critical systems off-board the aircraft

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Detailed Justification for A11.q Advanced Vehicle Technologies and Operations

**FY 2027 – A11.q Advanced Vehicle Technologies and Operations – Budget Request
(\$000)**

Program Activity	FY 2025 Enacted	FY 2026 Enacted*	FY 2027 Request
Salaries and Expenses	0	0	0
Program Costs	24,700	0	11,250
Total	24,700	0	11,250
FTE (if applicable)	0	0	0

* Please note the Consolidated Appropriations Act, 2026 (P.L. 119-75), provided the FAA with \$70.5 million in enacted funding for three related but new programs named 1) '*Aircraft Technologies and Fuels*' - \$5.0 million; 2) '*Aircraft Technologies and Fuels Research - CLEEN*' - \$38.5 million; and 3) '*Aircraft Technologies and Fuels Research - ASCENT COE*' - \$27.0 million.

What is this program and why is it important?

The Advanced Vehicle Technologies and Operations (AVTO) program supports the FAA’s safety mission, as well as its vision to demonstrate global leadership, through the safe integration of new users and technologies into our aviation system. The AVTO program includes data collection and analysis activities through federal, industry, and academic partners. This program supports work done by ASCENT, one of FAA’s Centers of Excellence. Critical research outputs from ASCENT enhance our understanding of new vehicle technologies, informing standards and operational procedures development.

The CLEEN program is also under AVTO. Efforts with industry to test emerging aviation technologies provide valuable insight into the safety and integration of new civil aviation technologies. The AVTO program supports CLEEN Phase IV (Year 3) as it provides valuable technology testing opportunities that supply data for improved understanding and standards development. These activities deliver critical insights into new and emerging technologies, enhancing aviation safety through a more robust understanding of these technologies and strengthening the American aviation industry through more efficient integration.

The AVTO program also enables cross-agency collaboration with relevant FAA offices on optimized aircraft, helicopter, and advanced vehicle operational procedures. This includes, for example, operational characterization of emerging entrants. This coordination facilitates agency-wide understanding of how these new technologies perform, enabling safety across our aviation system as these technologies are integrated. AVTO activities ensure that the U.S. continues to safely integrate new users and technologies, serving as a global leader.

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Major Activities Planned:

Objective	Expected Outputs
CLEEN program: Assess new technologies to gain insight into their performance and identify unique integration aspects	Testing data and reports on aviation technologies <ul style="list-style-type: none"> - Performance results - Technical risks - Integration considerations
Safety and Performance Evaluation of New Technologies: Collect and analyze vehicle data to evaluate risks and benefits	Data and analysis on potential future vehicle technologies <ul style="list-style-type: none"> - Operational characterization - Performance modeling
Agency Collaboration on Operational Procedures: Work with relevant FAA offices on operational procedures for a variety of vehicles	Improved agencywide understanding of vehicle performance and resulting implications for airspace system integration

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Detailed Justification for A11.r Aviation Systems Performance Analysis

**FY 2027 – A11.r Aviation Systems Performance Analysis – Budget Request
(\$000)**

Program Activity	FY 2025 Enacted	FY 2026 Enacted*	FY 2027 Request
Salaries and Expenses	3,980	0	3,547
Program Costs	34,020	0	14,818
Total	38,000	0	18,365
FTE (if applicable)	20	0	16

*Please note the Consolidated Appropriations Act, 2026 (P.L. 119-75), provided FAA with \$21.0 million in enacted funding for two related but new programs named 1) *'Energy & Efficiency'* - \$12.5 million; and 2) *'Energy & Efficiency -ASCENT COE'* - \$8.5 million.

What is this program and why is it important?

The Aviation Systems Performance Analysis (ASPA) program advances our understanding of civil aviation technologies, including conventional aircraft, emerging entrants, and other novel technologies. This program supports work done by ASCENT, one of FAA’s Centers of Excellence, as well as the DOT Volpe Center. Their critical research provides data and knowledge to address gaps, ensuring that tools and standards development are data driven and that new technologies can be safely integrated using the best available science.

The ASPA program supports the Aviation Environmental Design Tool (AEDT), an integrated aviation modeling tool that can be used to evaluate a wide range of scenarios and technologies, including supersonics. The tool is built upon a scientific understanding of aviation noise and exhaust gases, including how they form and propagate. AEDT’s analyses inform decision-making on technology development, operational procedures, regulatory compliance, and international and domestic standards relating to civil aviation. Aviation noise and exhaust gases are regulated at the vehicle level as a part of airworthiness certification. Standards development, domestically through the FAA and internationally through the International Civil Aviation Organization’s (ICAO) Committee on Aviation Environmental Protection (CAEP), rely on the availability of sound technical data. Research under this program gathers data to advance analysis tools and inform standards development.

Program research also focuses on testing technologies, including fuel testing to ensure novel jet fuels are safe for use. New entrants, such as unmanned aerial systems, urban air mobility, civil supersonic aircraft, and commercial space vehicles, will have unique noise characteristics that need to be better understood before they can be certified and integrated into the NAS. The ASPA program enables critical data collection to advance our understanding of how these new technologies operate, supporting their safe integration into our aviation system. The ASPA program coordinates across partners to efficiently align federal activities. Efforts across the

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ASPA program ensure that the U.S. continues to demonstrate global leadership in this space, providing resources to facilitate key technical analyses that inform standards-setting, both domestically and internationally.

The ASPA program advances our understanding of civil aviation, including current and emerging vehicles. ASPA research aids the development of standards for existing aircraft and new entrants, facilitating their safe integration into our aviation system. It provides critical resources and technical analyses that ensure U.S. global leadership in the development of standards for existing aircraft and new entrants, putting America first in international agreements under ICAO CAEP.

Major Activities Planned:

Objective	Expected Outputs
Development of Tools and Standards: Collect data to update modeling tools used in standards development and to inform airworthiness certification	Data on vehicle performance - Aircraft noise - Aircraft exhaust gases Updated tools - AEDT maintenance
Evaluation of Emerging Entrants: Test and analyze new vehicle technologies	Data and improved modeling on UAS/AAM - Operational characteristics - Vehicle noise
Testing of Novel Jet Fuels: Ensure safety of jet fuels	Data on conventional and novel jet fuels - Physical and chemical properties - Performance characteristics

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Detailed Justification for A11.s System Planning and Resource Management

**FY 2027 – A11.s System Planning and Resource Management – Budget Request
(\$000)**

Program Activity	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
Salaries and Expenses	1,897	1,656	961
Program Costs	4,191	2,238	2,933
Total	6,088	3,894	3,894
FTE (if applicable)	7	4	4

What is this program and why is it important?

The System Planning and Resource Management Program leads the planning, coordination, development, presentation, and review of the FAA’s Research and Development (R&D) portfolio. The program facilitates and coordinates the FAA’s R&D Executive Board (REB), a group of senior executives representing the major FAA R&D sponsors. The REB ensures research priorities meet the FAA’s strategic goals and objectives while optimizing the overall R&D portfolio.

This process helps ensure that the FAA’s research meets the president’s criteria for R&D, increases program efficiency, sustains and maintains management of the program within operating cost targets, and enables effective program review by the Research, Engineering and Development Advisory Committee (REDAC), and DOT’s Office of the Assistant Secretary for Research and Technology.

This program provides administrative support for the FAA to formulate its annual R&D portfolio and submit the mandatory R&D planning documents to Congress each year. Through the management of the REDAC, this program facilitates an independent, expert review of the FAA’s R&D portfolio that provides meaningful recommendations for the agency to refine and improve research focus areas. This results in a more effective research program that will benefit the public by making aviation safer and smarter while enhancing U.S. global leadership in aviation.

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Major Activities Planned:

Objective	Expected Outputs
Annual Statutory Deliverables to Congress: Deliver annual statutory deliverables ⁵ to Congress, ensuring that research enables and safely advances aviation	Development of reports: - National Aviation Research Plan (NARP) - R&D Annual Review - RE&D Budget Narratives
Departmental (OST) R&D Program Planning and Performance Reporting Requirements: Reduce the overlap of research areas with other Departmental modes and facilitate government and private sector partnerships to help develop and commercialize aviation ideas, concepts, and products	Development of reports ⁶ : - Annual Modal Research Plan - OST Spend Plan - OST Quarterly PMR - RD&T Annual Funding Report - RD&T Annual Performance Plan
Development and Submission of the FAA’s R&D Investment Portfolio: Administer the congressionally mandated (P.L. 100-591 Section 6 Advisory Committee) ⁷ REDAC and maximize the impact of federally funded R&D by accelerating the transfer of innovative technologies to the commercial marketplace	– Reports – Guidance – Transmittals

⁵ Program outputs are required, as specified in [U.S. Code 49 \(Section 44505\(c\)\)](#)
<https://uscode.house.gov/view.xhtml?req=granuleid:USC-prelim-title49-section44505&num=0&edition=prelim>

⁶ Program outputs are required, as specified in the [Fixing America’s Surface Transportation Act \(Pub. L. No. 114-94\)](#) <https://www.fhwa.dot.gov/fastact/legislation.cfm>

⁷ <https://uscode.house.gov/statutes/pl/100/591.pdf>

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Detailed Justification for A11.t Aviation Grant Management

**FY 2027 – A11.t Aviation Grant Management – Budget Request
(\$000)**

Program Activity	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
Salaries and Expenses	732	800	533
Program Costs	9,268	39,200	267
Total	10,000	40,000	800
FTE (if applicable)	3	2	2

What is this program and what does this funding level support?

The Aviation Grant Management Program supports grant lifecycle administration and management including pre-award, post-award, closeout, records management, and program management and information technology. The program will aid in building and sustaining an infrastructure that encompasses the entire lifecycle of grant management. Program priorities support FAA strategic goals by ensuring a comprehensive approach to award grants to the next generation of aviation professionals, while supporting aviation-related research.

Major Activities Planned:

Objective	Expected Outputs
Aviation Research and Workforce Grants: Award research and workforce development grants and provide grant program administration to equip the next generation of aviation technology and professionals	Implementation of the aviation grant management program

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Detailed Justification for A11.u William J. Hughes Technical Center for Advanced Aerospace Laboratory Facilities

**FY 2027 – A11.u William J. Hughes Technical Center for Advanced Aerospace Laboratory Facilities – Budget Request
(\$000)**

Program Activity	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
Salaries and Expenses	2,973	2,424	2,442
Program Costs	7,521	4,323	4,255
Total	10,494	6,747	6,697
FTE (if applicable)	12	11	11

What is this program and why is it important?

The FAA’s (Federal Aviation Administration) research and development (R&D) programs require specialized facilities that provide flexible, high-fidelity environments to conduct research and perform simulations that evaluate advanced air traffic concepts. This program sustains the specialized research facilities located at the William J. Hughes Technical Center for Advanced Aerospace (WJHTC) that support R&D program goals and objectives.

The WJHTC R&D laboratories are comprised of the Cockpit Simulation Facility, Target Generation Facility, Research Development and Human Factors Laboratory, the FAA Research and Development Network-R&D Operational Environment (RD-OE), and FAA laboratory space located within the National Aerospace Research and Technology Park. The WJHTC laboratories are fully integrated with other agency and partner capabilities, providing researchers with an extremely high-fidelity environment, including the ability to emulate and evaluate field conditions. This program's funding provides researchers with the specialized laboratories and infrastructure required to achieve R&D program goals and objectives.

[Executive Order \(EO\) 14144](https://www.federalregister.gov/documents/2025/01/17/2025-01470/strengthening-and-promoting-innovation-in-the-nations-cybersecurity)⁸ amended by [EO 14306](https://www.federalregister.gov/documents/2025/06/11/2025-10804/sustaining-select-efforts-to-strengthen-the-nations-cybersecurity-and-amending-executive-order-13694)² requires all federal networks to undertake certain mandatory actions to strengthen and promote innovation of networks to ensure resiliency against specific cyber threats. EO mandatory actions include conducting cyber hygiene activities and zero trust implementation.

⁸ <https://www.federalregister.gov/documents/2025/01/17/2025-01470/strengthening-and-promoting-innovation-in-the-nations-cybersecurity>

² <https://www.federalregister.gov/documents/2025/06/11/2025-10804/sustaining-select-efforts-to-strengthen-the-nations-cybersecurity-and-amending-executive-order-13694>

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Major Activities Planned:

Objective	Expected Outputs
<p>Enhance simulation and data reduction software to capitalize on new advances in biometric data collection (i.e., smart watches and eye tracking).</p> <p>Leverage emerging technologies for advanced modeling including AI/ML (artificial intelligence/machine learning), Digital Twin and immersive technologies</p>	<ul style="list-style-type: none"> - Less intrusive data collection techniques that decrease impact on human study participant’s performance - Improved validity and more accurate data collected - Advancements to human computer teaming - Enhanced modeling capabilities including virtual reality, augmented reality and mixed reality
<p>Implement further network hardening principles to supplement Zero Trust solutions. Identify and install software patches to eliminate newly identified vulnerabilities. Identify new software technologies for software products at End of Life (EOL)</p>	<ul style="list-style-type: none"> - Work with FAA Aeronautical Information Services (AIS) Cyber Hygiene Team to identify and address new threats and proactive measures to minimize vulnerabilities - Updated and patched operational software - Identification of potential replacement technologies for EOL software
<p>Identify and evaluate alternative technologies for deployment of enterprise FAA micro-segmentation, macro-segmentation, Software Defined Networking, Intelligent Traffic Monitoring, Trust Scoring, other Zero trust technologies, etc.</p>	<ul style="list-style-type: none"> - Product Evaluation Performance reports - Identification of possible Rough Order of Magnitude (ROM) cost - Schedule resource requirements if adopted - Identification of implementation/integration issues, if adopted
<p>Provide RD-OE Network platform to facilitate integration of FAA and partner networks and facilities to expand collaborative capabilities and position the FAA to meet R&D program goals and objectives.</p> <p>Develop baseline prototype network environment within the (RD-OE) Network to evaluate Zero Trust technologies</p>	<ul style="list-style-type: none"> - Expanded capabilities that support research within the FAA, other government agencies, industry, and academic partners - Product Evaluation - Dynamic and expanding baseline - Identification of implementation/integration issues, if adopted
<p>Provide RD-OE cloud infrastructure, platform and computing services to support R&D needs of the FAA and provide the cloud infrastructure to support multiple R&D projects</p>	<p>Shared platform of common tools and services to aid R&D projects and research within the FAA, other government agencies, industry, and academic partners</p>

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**GRANTS-IN-AID FOR AIRPORTS
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(LIMITATION ON OBLIGATIONS)
(AIRPORT AND AIRWAY TRUST FUND)
(INCLUDING TRANSFER OF FUNDS)**

For liquidation of obligations incurred for grants-in-aid for airport planning and development, and noise compatibility planning and programs as authorized under subchapter I of chapter 471 and subchapter I of chapter 475 of title 49, United States Code, and under other law authorizing such obligations; for grants authorized under section 41743 of title 49, United States Code; and for inspection activities and administration of airport safety programs, including those related to airport operating certificates under section 44706 of title 49, United States Code, \$4,000,000,000, to be derived from the Airport and Airway Trust Fund and to remain available until expended: Provided, That none of the amounts made available under this heading shall be available for the planning or execution of programs the obligations for which are in excess of \$4,000,000,000, in fiscal year 2027, notwithstanding section 47117(g) of title 49, United States Code: Provided further, That none of the amounts made available under this heading shall be available for the replacement of baggage conveyor systems, reconfiguration of terminal baggage areas, or other airport improvements that are necessary to install bulk explosive detection systems: Provided further, That notwithstanding any other provision of law, of amounts limited under this heading, not less than \$160,000,000 shall be available for administration, \$15,000,000 shall be available for the airport cooperative research program, and \$42,173,000 shall be available for airport technology research.

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**EXHIBIT III-1
GRANTS-IN-AID FOR AIRPORTS
Summary by Program Activity
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)**

	FY 2025 ENACTED	FY 2026 ENACTED	FY 2027 REQUEST
Grants-in-Aid for Airports	\$ 3,776,967	\$ 3,768,173	\$ 3,782,827
Personnel & Related Expenses	\$ 156,232	\$ 160,000	\$ 160,000
Airport Technology Research	\$ 41,801	\$ 41,827	\$ 42,173
Airport Cooperative Research	\$ 15,000	\$ 15,000	\$ 15,000
Small Community Air Service	\$ 10,000	\$ 15,000	\$ -
Grants Supplemental	\$ 50,000	\$ 577,356	\$ -
TOTAL, Base appropriations	\$ 4,050,000	\$ 4,577,356	\$ 4,000,000
FTEs			
Direct Funded	625	545	545
Reimbursable, allocated, other	2	2	2
IIJA Supplemental (Division J and Advance Appropriation)			
Airport Infrastructure Grants			
Airport Terminal Program			
TOTAL, Base appropriations	\$ -	\$ -	\$ -

Program and Performance Statement

The FY 2027 Budget requests \$4.0 billion for the Federal Aviation Administration (FAA) Grants-in-Aid for Airports account. The Airport Improvement Program (AIP) provides grants to local and state airport authorities to help ensure the safety, capacity, and efficiency of U.S. airports. Through the AIP, the agency funds a range of activities to assist in airport development, including preservation and development of transportation infrastructure. In addition to airport grants, this account funds airport research programs and the administrative costs of the FAA's Office of Airports.

In FY 2025 the agency accomplished its performance metric of ensuring that runway pavement is kept in a safe and serviceable condition. The FAA has exceeded this goal for several years, with over 97% of eligible paved runways maintained in excellent, good, or fair condition.

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EXHIBIT III-1a

**GRANTS-IN-AID FOR AIRPORTS
SUMMARY ANALYSIS OF CHANGE FROM FY 2026 TO FY 2027
Appropriations, Obligations, Limitations, and Exempt Obligations
(\$000)**

	<u>\$000</u>	<u>FTE</u>
FY 2026 ENACTED	\$4,577,356	545
ADJUSTMENTS TO BASE:		
Annualization of FY 2026 Pay Raise	305	
FY 2027 FERS Contribution Changes	-455	
Non-Pay Inflation	644	
SUBTOTAL, ADJUSTMENTS TO BASE	494	0
PROGRAM REDUCTIONS		
SCASDP Program	-15,000	
ACRP offset to uncontrollable increases	-148	
AIP Grants offset	-562,702	
SUBTOTAL, PROGRAM REDUCTIONS	-577,850	0
PROGRAM INCREASES		
SUBTOTAL, PROGRAM INCREASES	0	0
FY 2027 REQUEST	\$4,000,000	545

Executive Summary

What Is the Request and What Funds are Currently Spent on the Program?

For FY 2027, the Budget requests \$4.0 billion in the Grants-in-Aid for Airports account. This includes funding the Airport Improvement Program (AIP), administrative costs of the Office of Airports, and two distinct airport research programs.

The Budget request will enable the FAA to continue providing capital funding to help airports preserve and maintain critical airport infrastructure. The Grants-in-Aid program enables FAA to advance important safety, capacity, and efficiency projects at approximately 500 airports supporting commercial service and approximately 2,800 general aviation airports that provide critical functions at the national, regional, and local level. The AIP helps airports address environmental concerns for neighboring communities by funding National Environmental Policy Act reviews, including residential sound-insulation near airports with significant noise.

What Is this Program and Why is it Necessary?

The AIP provides grants to local and state airport authorities to help ensure the safety, capacity, and efficiency of U.S. airports. Through AIP, the agency funds a range of activities to assist in airport development, including preservation and development of critical transportation infrastructure.

The FAA identifies public-use airports for the national transportation system and the National Plan of Integrated Airport Systems (NPIAS). These public-use airports support scheduled air carrier service at approximately 500 commercial service airports. In addition to the scheduled passenger and cargo service, the airport system serves a diverse range of functions at approximately 2,800 general aviation airports that support remote communities, emergency medical services and disaster response, flight training, law enforcement support, agricultural activities, and business/corporate activities.

Why Do We Want/Need To Fund The Program At The Requested Level?

Every two years, as required by statute, the FAA publishes the NPIAS that looks five years into the future, identifying AIP-eligible development needs for the NPIAS airports. The latest NPIAS, which was published in 2024, identified approximately \$67.5 billion in capital needs over 2025-2029, an increase of 8 percent. The FAA funds capital projects that support system safety, capacity, and environmental projects and the highest priority needs in the NPIAS. The AIP statutorily sets aside a percentage of the overall funding level for environmental projects, including residential sound insulation and projects that reduce emissions to improve air quality.

What Benefits will be Provided to the American Public Through This Request?

The investment of AIP funds in the national system of airports is critical to helping maintain and improve the safety, efficiency, and capacity of U.S. airports. The FAA works closely with airports and state aeronautical agencies to monitor the condition of critical airfield infrastructure. These efforts can be directly linked to improving airfield safety and standards, ensuring airport infrastructure meets the needs of airport users, enhancing public access to the airport, and mitigating aircraft noise impacts.

Through the AIP, the FAA helps ensure there is a safe and reliable system of airports to support the needs of the traveling public, including accommodations for persons with disabilities; the airlines; other aeronautical users (including businesses that depend upon aviation for time-critical delivery of goods and communications); and other airport stakeholders. AIP also contributes to efforts ensuring access to remote communities with critical community needs such as emergency medical services and disaster response, flight training, law enforcement support, agricultural activities, and business/corporate activities.

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Detailed Justification for Grants-in-Aid for Airports

FY 2027 Grants-in-Aid for Airports Budget Request (\$000)

Program Activity	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
Salaries and Expenses			
Program Costs	3,776,967	3,768,173	3,782,827
Total	\$ 3,776,967	\$ 3,768,173	\$ 3,782,827
FTE	0	0	0

What is this program and what does this funding level support?

For FY 2027, the Budget requests \$3.8 billion to fund the Grants-in-Aid for Airports program, known as AIP. This level reflects the amount authorized in the FAA Reauthorization Act of 2024 (P.L. 118-63).

Through the AIP, the agency funds a broad range of capital projects at eligible U.S. airports. As required by statute (49 U.S.C. 47103), the FAA maintains the NPIAS, which identifies airports eligible for AIP funding as well as the kind and estimated costs of eligible airport development projects under the AIP. Currently, there are 3,287 public use airports in the NPIAS, of which approximately 500 support scheduled air carrier service. In addition to the commercial service airports supporting scheduled passenger and cargo service, approximately 2,800 eligible airports in the NPIAS provide critical community access, support emergency medical services and disaster response, provide flight training, and support law enforcement, agricultural activities, and business/corporate activities.

With this funding request, the FAA will continue to award AIP grants for eligible, well-justified projects at NPIAS airports within four key focus areas:

Safety: Among the agency’s long-term safety activities are to provide AIP funds to projects that protect public safety eliminating outmoded airport conditions that contribute to accidents and to ensure that airport safety standards projects receive the highest funding priorities. This includes projects that will help improve pilot awareness and reduce the risk of runway incursions or wrong-surface landings or departures, eliminate or mitigate obstructions, reduce risks associated with wildlife hazards, and other categories of safety enhancements - all focused on reducing fatalities, injuries, and property damage ensuring the safe movements of the public, pilots and aviation industry support personnel.

Capacity/Efficiency/Access: The FAA will continue its focus on improvements throughout the system that will enhance capacity, increase efficiency, and ensure aeronautical access. The FAA achieves these goals by providing financial and technical support to regional and metropolitan system plans, airport master plans, and environmental reviews, as well as by directing funding toward the preservation, construction, and expansion of terminals, runways, and other airfield infrastructure, such as access roads and intermodal connections.

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Environmental Review and Permitting: To support effective implementation of airport capital improvement projects the FAA will continue to complete statutorily required environmental reviews and permitting actions. Additionally, the FAA will identify and implement measures to reduce environmental review timeframes and improve efficiency in administering grants. The FAA will continue to support improved airport operational resiliency by administering grants for eligible infrastructure and energy-supply resiliency projects.

Security: Although not a primary FAA focus area, AIP provides funding for specific types of security projects required by statute or regulation. These projects carry a high priority for AIP funding, particularly those related to protecting the airport’s “secured area,” including airport perimeter fencing, security gates, lighting, and closed-circuit television cameras as part of access control to the secured area. The FAA supports infrastructure and facility modifications that allow the Transportation Security Administration (TSA) to optimize the layout and functionality of public screening areas and works with the TSA to determine AIP funding eligibility and priority for other capital needs.

The FAA Reauthorization Act of 2024 (P.L. 118-63) includes numerous new requirements for programmatic areas across the Office of Airports (AIP), including airport safety, planning, engineering, environmental review, financial assistance programs, and compliance. The Reauthorization Act includes several new pilot programs and requires an update to the AIP Handbook, which provides guidance to administer the AIP, and that ARP will be addressing throughout FY 2027.

What benefits will be provided to the American Public through this request and why is this program necessary?

The U.S. aviation system plays a critical role in the success, strength, and growth of the U.S. economy. Approximately 691,000 active pilots, 200,000 general aviation aircraft, and 7,000 air carrier aircraft rely on the U.S. airport system. The economic impacts of the air traffic control system are well documented in FAA’s report on “The Economic Impact of Civil Aviation on the US Economy,” published in September 2024 .¹ It states that, in 2024, aviation accounted for 5.2 percent of our gross domestic product, contributed \$1.8 trillion in total economic activity, and supported 9.4 million jobs.² Since 2000, the AIP has funded infrastructure projects at 23 major airports to accommodate more than 2 million additional annual operations each year.

AIP funding in FY 2027 will support the following key infrastructure projects:

¹ The Economic Impact of Civil Aviation on the U.S. Economy – September 2024. See <https://www.faa.gov/2024-economic-impact-report>

² The Economic Impact of Civil Aviation on the U.S. Economy – September 2024. Page 5. See https://www.faa.gov/about/plans_reports#eir

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- To mitigate safety risks, enhance capacity, and increase efficiency, the AIP will fund reconstruction and rehabilitation of terminals, hangars, runways, taxiways, protective surfaces, and aircraft parking areas (aprons), as well as associated data collection, to preserve the nation's critical aviation infrastructure as well as mitigate the risk of foreign object debris damage to aircraft from cracked or broken pavement surfaces.
- To reduce the risk of runway incursions, AIP will fund projects to reconfigure taxiways, perimeter service roads and other airport facilities; and improve marking, lighting, and signage.
- To enhance safety, the AIP will fund projects to conduct wildlife hazard assessments and develop wildlife hazard management plans.
- To modernize and enhance efficiency and capacity at airports using a safety risk model, the AIP will fund Safety Management Systems (SMS) manual and implementation plans to expand the use of SMS, either by voluntary implementation or regulated mandate across the system.
- To minimize the effects of aviation noise exposure to communities around airports, each fiscal year the FAA provides financial assistance to airport sponsors to implement their sound insulation programs. FAA provides this financial assistance to airport sponsors under the AIP

The AIP is vital to the FAA's mission of ensuring the world's safest and most efficient transportation system. It guarantees the American public a safe, reliable, and accessible airport network, advancing U.S. economic interests and addressing aviation needs from next-day deliveries to emergency services.

By funding safety-related developments, AIP enhances safety for all aviation consumers, including commercial and general aviation operators and passengers, as well as global goods recipients. For instance, AIP finances improvements at airports to reduce runway incursions, addressing issues like vehicle/pedestrian deviations and pilot errors due to outdated runway intersection designs.

The Runway Incursion Mitigation (RIM) Program is a key initiative by the Office of Airports to reduce runway incursions at runway/taxiway intersections where either at least three incursions have occurred in a single calendar year or that average at least one incursion a year over the last 10 years at towered airports throughout the country. The FAA is in the process of mitigating incursions at more than 130 locations and completed mitigation activities at more than 100 RIM locations.

The AIP also provides support to accelerate improvements to Runway Safety Areas (RSA) that do not meet current standards and other similarly high priority projects that support safety through efforts to reduce the risks of air transportation-related fatalities and injuries. RSA improvements include, but are not limited to, the installation of Engineered Materials Arresting

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Systems at some airports. Other projects include pavement rehabilitation and geometric improvements to avoid pilot confusion and enhance safety.

The AIP is dedicated to maintaining and modernizing the national airport system. It provides essential technical and financial support for planning, environmental analysis, engineering design, and the construction or rehabilitation of terminals, hangars, runways, taxiways, and aprons to expand capacity and improve efficiency.

A key aspect of the FAA's safety mission is supporting capacity and efficiency, with AIP ensuring that many runways at NPIAS airports remain in excellent, good, or fair condition, thereby reducing delays and maintaining capacity.

The AIP also funds safety projects that enhance system capacity and efficiency by supplying equipment to clear runways and taxiways of snow, ice, and water, which can affect aircraft control and braking. Chemicals, plowing, and freeze-thaw cycles impact paved areas, necessitating careful environmental analysis and engineering planning for proper drainage. Additionally, AIP grants support professional planning, engineering, environmental consulting services, and pavement maintenance programs to ensure airports meet safety and operational standards as required by law (49 U.S.C. 47107).

Every other year, the FAA is required to publish a five-year prospective analysis of AIP-eligible capital needs. The current NPIAS, published in 2024, identified approximately \$67.5 billion in capital needs over 2025-2029, an increase of 8 percent. This funding request will contribute to the immediate airport safety, capacity, efficiency, and environmental stewardship projects identified by the FAA and airport sponsors to maintain existing airport infrastructure as well as modernize it to support the air transportation needs of the public.

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Detailed Justification for Personnel and Related Expenses

FY 2027 Personnel and Related Expenses Budget Request (\$000)

Program Activity	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
Salaries and Expenses	123,423	115,838	115,690
Program Costs	32,809	44,162	44,310
Total	\$ 156,232	\$ 160,000	\$ 160,000
FTE	562	522	522

What is this program and what does this funding level support?

For FY 2027, the Budget requests \$160.0 million for the administrative expenses for the Office of Airports (ARP). The request supports ARP's mandated leadership mission to plan and develop a safe and efficient national airport system that meets U.S. aviation needs, while considering economic factors, environmental compatibility, local rights, and protecting public investment. (See 49 U.S.C. 47103).

Funding will support the ongoing modernization of the Airports Data and Information Portal (ADIP) system. Following the ADIP Strategic Plan, geospatial tools and modules have been added and integrated, which will create a comprehensive, "one-stop" system for airport data and analysis tools. These improvements are being completed to create a more accurate, efficient, and streamlined process for the collection, analysis and sharing of data.

The Agency is placing greater emphasis on General Aviation (GA) safety, with a commitment to reducing the fatality rate in the GA sector of the National Airspace System, encompassing ground and flight training for individuals as well as improvements to the GA airfield environment. Within ARP, future strategic objectives for general aviation airports include prioritizing safety improvements such as runway safety areas (RSAs), non-standard geometry on airfields with an emphasis on runway safety projects, rehabilitation of failing pavements, improvements of wildlife mitigation efforts, and improvements of airfield signage, marking, lighting, fencing and cleared approach surfaces.

To enhance general safety and strengthen GA airport operators' oversight, ARP staff will continue conducting comprehensive airport assessments. This initiative will allow field personnel to assess the overall status of airport operators' compliance with safety standards. By fostering a strong safety culture and engaging all ARP personnel early and often, this approach is expected to exponentially improve airport safety.

What benefits will be provided to the American Public through this request and why is this program necessary?

Congress statutorily directed the FAA to develop a safe and efficient national airport system that meets the needs of U.S. aviation interests, considering economics, environmental permitting, local rights, and public investment protection. The FAA's Office of Airports is tasked with maintaining this plan, establishing standards for the planning, design, construction, operation, and maintenance of airports. This is crucial for ensuring consistent and safe air transportation operations nationwide and internationally, covering aspects like design, construction, signage, lighting, and emergency response.

ARP personnel possess expertise in many professional and technical areas, regularly collaborating with government agencies, industry, and stakeholders. Having a sufficient number of technically skilled staff is essential to effectively maintain the existing national airport system American public. These staff members must also work to modernize airports and meet specific requirements to fulfill the goals of ensuring our system of airports supports the safest, most efficient aerospace system in the world.

The Office of Airports prioritizes ensuring airport data quality and integrity. To achieve this, ARP has unified various data collection and analysis systems into the ADIP, which also aligns with the agency’s Enterprise Information Management goals. ADIP serves as a “one-stop shop” for collecting safety-critical data, such as the geospatial location and elevation of runway ends, navigational aids, and potential obstructions, using geospatial technologies to enhance flight safety. The system offers a user-friendly interface for airport stakeholders to interact with their data through geospatial visualization tools, improving tracking, traceability, and transparency, and supporting various Advisory Circulars.

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GRANTS-IN-AID FOR AIRPORTS

Personnel and Related Expenses
(\$ in Thousands)

Item Title	Dollars	FTP	FTE
FY 2026 Enacted	160,000	522	522
Adjustments to Base			
Annualization of FY 2026 Pay Raise	290		
Reduction to FERS contributions	-437		
Non-Pay Inflation	441		
Non-Pay Adjustments to Base	-294		
Total Adjustments to Base	0		
New or Expanded Programs			
Total Discretionary Adjustments	0		
FY 2027 Request	160,000	522	522

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Detailed Justification for Airport Technology Research

FY 2027 Airport Technology Research Budget Request (\$000)

Program Activity	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
Salaries and Expenses	5,161	6,126	6,123
Program Costs	36,640	35,701	36,050
Total	\$ 41,801	\$ 41,827	\$ 42,173
FTE	23	22	22

What is this program and what does this funding level support?

For FY 2027, the Budget requests \$42.1 million to fund the Airport Technology Research (ATR) program. This program is diversified and supports several goals in safety and infrastructure improvements, and has 17 research program areas and over 100 on-going complex projects.

The funding will support 22 full-time positions in FY 2027 to research ground infrastructure for integrating new entrants like Unmanned Aircraft Systems (UAS), Advanced Air Mobility, including electric Vertical Take-Off and Landing (eVTOL), Short Take-Off and Landing, and commercial space and autonomous ground vehicles at airports, vertiports, droneports, and spaceports. It includes developing guidance on Vertiport and Droneport Design and evaluating UAS applications for operations like wildlife monitoring/dispersal, construction monitoring, foreign object debris detection, photometrics of airport light fixtures, and aircraft rescue fire-fighting monitoring.

Research areas include testing firefighting agents free from per- and polyfluoroalkyl substances (PFAS), compressed air foam systems, solar lighting for runways, smart runway technology, Artificial Intelligence (AI) for safety monitoring, and durable pavement materials. In FY 2027, research will continue on solar lighting for taxiways to enhance pilot awareness at U.S. general aviation airports. Infrastructure research focuses on durable, cost-effective pavement materials for extreme weather and infrastructure resiliency, aiding NPIAS airports in planning for severe weather impacts and identifying vulnerable airports.

The ATR findings update Advisory Circulars, FAA software, manuals, and specifications essential for safe airport design and operation. Current projects enhance safety standards in rapidly evolving areas like visual guidance and airport surveillance. All ATR activities support the FAA’s mission for the safest, most efficient airport network. Research success is evident in FAA's updated guidance. On May 21, 2025, ARP issued Emerging Entrants Bulletin 25-02, Testing and Demonstrating Autonomous Ground Vehicle Systems (AGVS) at Federally Obligated Airports. The purpose of the bulletin is to provide guidance and awareness regarding the use of AGVS technology on airports. The FAA supports innovative technologies like AGVS but prioritizes the safe integration of these systems into active airport environments. Research projects are overseen by FAA engineers or specialists and may involve in-house testing at the

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FAA William J. Hughes Technical Center, industry partners, academic institutions, or active airports.

What benefits will be provided to the American Public through this request and why is this program necessary?

The Airport Technology Research (ATR) program offers significant safety and technological benefits to the American public. It supports fact-based safety assessments and data-driven solutions for all NPIAS airports, managing databases like the Wildlife Strike Database and the Airport Pavement Management Systems. In FY 2027, ATR will continue integrating these databases and enhancing public safety through data sharing. The research initiatives supported by this funding are crucial to continued maintenance and enhancement of safety for the traveling public. The research enables airports to be well positioned to support critical infrastructure projects and make airport operations more effective and efficient.

A key safety project involves researching alternatives to potentially harmful chemicals like PFAS in firefighting foams. Specifically, there has been a growing concern about the potential health impacts that PFAS may cause. PFAS can be found in a broad range of products, materials, and systems, ranging from consumer and healthcare products to building materials and many other products, which includes original aqueous film-forming foam used in aircraft rescue and firefighting. In FY 2027, ATR will continue the multi-year research testing fluorine-free foams (F3) and investigating compressed air foam systems to improve firefighting performance. To aid airports in the transition process to new F3 products, ATR will continue focusing on the development of guidance that airports will need to take during their transition to integrate F3 products into their inventory and use, as well as provide guidance on special training for airport fire departments as they begin to use F3s. In addition, as eVTOL become more common, ATR has been tasked with researching electric aircraft firefighting, including identifying new hazards, ensuring agent efficacy and sufficiency, and identifying any new strategies and tactics.

Recent advances in LED, battery, and solar technology have made solar-powered lighting systems viable for airfields. In FY 2027, ATR will continue analyzing the long-term performance of prototype photovoltaic (PV) lighting technologies at up to five U.S. general aviation airports using decentralized lighting fixtures with dedicated PV panels and batteries. Evaluations have been completed in Arizona, New York, and recently at Olympia Regional Airport in Washington, with varied solar irradiance, temperature, and snow conditions. Researchers aim to develop standards for PV systems and will investigate centralized solar-powered lighting using fixtures and regulators based on previous studies by the Electrical Infrastructure Research Team.

For FY 2027 airport safety and design research, ATR will update the annual Runway Incursion Mitigation report to include an airfield geometry assessment of all towered airports that may have airport design features that are considered at risk for incursions. ATR will geographically plot all runway incursions and surface incidents that occurred in CY 2026, as well locations that have been mitigated, and conduct an analysis on the program's metrics, tracking runway incursions before and after mitigation efforts. ATR will also conduct an analysis of all available safety data to identify top occurrences at airports.

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Research on advanced air mobility, including eVTOL and Short Take-Off Landing and hydrogen powered vehicles, and integration into existing and future airport infrastructure will continue in FY 2027. ATR also plans to carry on operational testing with various mature eVTOL aircraft and other Advanced Air Mobility vehicles at the FAA Technical Center or other appropriate locations.

The ATR will continue to explore the use of UAS for inspection and emergency response and studying autonomous vehicles for airport operations. The ATR will continue with their research in following applications (use-cases): wildlife hazard management, aircraft rescue and firefighting, photometric measurement of airport light fixtures, and foreign object debris detection. The ATR plans to continue documenting the findings from their research in FY 2027 and will expand their research portfolio to include new applications.

The ATR will also continue supporting the FAA Office of Security and Hazardous Materials with the execution of the UAS Detection and Mitigation Airport Pilot Program. As part of this support, ATR will continue working with the Department of Homeland Security and other relevant federal departments and agencies to ensure proper coordination. FY 2027 activities will include continued testing and evaluation of detection and mitigation technologies in the airport environment, and the update of performance standards and guidance material for U.S. airports to use for reference when considering installation of these types of systems.

The ATR program's research, including its FY 2027 initiatives, is reviewed bi-annually by the FAA's Research, Engineering, and Development Advisory Committee's Subcommittee on Airports, ensuring alignment with FAA and airport community needs. The Subcommittee has members from airports, aircraft manufacturers, Air Line Pilots Association, and airport associations and these in-depth bi-annual reviews constitute a "Program Evaluation" of the ATR Program. The program supports safety, economic strength, and modernization of national airport infrastructure, providing tangible benefits to the public.

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GRANTS-IN-AID FOR AIRPORTS

Airport Technology Research
(\$ in Thousands)

Item Title	Dollars	FTP	FTE
FY 2026 Enacted	41,827	22	22
Adjustments to Base			
Annualization of FY 2026 Pay Raise	15		
Reduction to FERS contributions	-18		
Non-Pay Inflation 1%	349		
Total Adjustments to Base	346	0	0
New or Expanded Programs	0		
Total Discretionary Increases	0	0	0
FY 2027 Request	42,173	22	22

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Detailed Justification for Airport Cooperative Research Program

FY 2027 Airport Cooperative Research Program (\$000)

Program Activity	FY 2025 Enacted	FY 2026 Full Year CR	FY 2027 Request
Salaries and Expenses	203	209	209
Program Costs	14,797	14,791	14,791
Total	\$ 15,000	\$ 15,000	\$ 15,000
FTE	1	1	1

What is this program and what does this funding level support?

The Airport Cooperative Research Program (ACRP) is an industry driven research program managed by the Transportation Research Board of the National Academies of Sciences, Engineering, and Medicine. It was authorized by section 712 of Vision 100 – Century of Aviation Reauthorization Act (P. L. 108-176). The Secretary of Transportation maintains a Memorandum of Agreement among Department of Transportation, FAA, and National Academy of Sciences to implement the ACRP. The Secretary also appoints the 13 members of the ACRP Oversight Committee.

The ACRP’s mission is to develop near-term, evidence-based, practical solutions to problems faced by airport operators. ACRP uses contractors, selected in a competitive process, to conduct research which is overseen by industry experts and a designated FAA subject matter expert. The results of the research are published in the form of handbooks and best practices. To date, the vast library of publications includes areas of safety, airport management, airport financing, airport environmental quality, airport compliance, and airport planning. These publications are available to the general public on the ACRP website and for purchase in hard copy.

For FY 2027, the budget requests \$15.0 million for the program to fund approximately 25 research topics. ACRP is designed to address needs that are not being addressed by other federal research programs and that cannot be undertaken cost-effectively by individual airports.

What benefits will be provided to the American Public through this request and why is this program necessary?

The ACRP is a national resource for the airport industry, providing valuable information, guidance, and practical tools to airport owners and operators (as well as consultants and contractors) by providing industry-driven research identified as critical or crucial by airport operators, industry, and users. This community has continually submitted over 100 topics for research each year. ACRP has engaged thousands of public and private sector airport practitioners, academia, consultants, advocates, and students to address the airport industry’s most pressing challenges, including enhancing the safety and efficiency of airports, improving

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economic impact and global competitiveness, addressing challenges in workforce development, and evaluating emerging technologies and processes with industry-focused perspective.

The 13-member ACRP Oversight Committee reviews and selects the highest rated topics selected each year ensures that proposed studies will not duplicate another federal research. This Committee, appointed by the Secretary of Transportation, meets every six months to review progress and select additional topics to fund. This ensures tax dollars are committed in the most efficient and beneficial manner, mitigating wasteful delays, unreasonable contract terms, and unneeded proposals. The TRB appoints expert technical panels for each selected project who convert the topics into requests for proposals to select contractors to perform the research. The panels also monitor each project to ensure it stays on track and meets project deliverables.

In addition to publishing reports on industry-driven research priorities, ACRP works to ensure that these products reach those who need them most. These efforts have reached several thousand stakeholders through e-videos, webinars, workshops, speaker presentations, and publications on applied results. The benefits to the American public are a more cohesive and educated cadre of airport sponsors, armed with the knowledge and tools through ACRP's efforts, to implement the AIP and other Federal programs more consistently and compliantly, which results in a safer and more efficient National system of airports.

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**AIRPORT IMPROVEMENT PROGRAM
Grants-in-Aid to Airports Planned Distribution
\$000**

	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
Formula Grants			
Primary Airports	1,047,856	1,075,770 1/	1,075,770 1/
Commercial Service	57,644	63,110	63,110
Cargo Service Airports	151,079	150,727	151,313
Alaska	21,345	21,345	21,345
States (General Aviation)	944,242	942,043	945,707
Carryover (from Formula Grants)	1,025,380 2/	981,000 2/	981,000 2/
Subtotal, Formula Grants	<u>3,247,545 3/</u>	<u>3,233,995 3/</u>	<u>3,238,245 3/</u>
Discretionary Grants			
Discretionary Set – Aside: Environmental	32,216	32,377	36,019
Discretionary Set – Aside: Reliever	0	0	0
Discretionary Set – Aside: Military Airport Program	3,682	3,700	4,116
C/S/S/N (Capacity/Safety/Security/Noise)	42,112	42,322	47,082
Discretionary – AATF	14,037	14,107	15,694
Subtotal, Discretionary Grants	<u>92,047 3/</u>	<u>92,506 3/</u>	<u>102,910 3/</u>
Small Airport Fund	437,375	441,672	441,672
Total Grants	<u><u>3,776,967 3/</u></u>	<u><u>3,768,173 3/</u></u>	<u><u>3,782,827 3/</u></u>

1/ FY 2027 Primary Entitlements reflect the same forecast activity levels for FY 2026, because we do not yet have sufficient updated information to warrant any significant change.

2/ FY 2027 carryover figures are estimated based on a five-year rolling average.

3/ Totals may not add due to rounding.

The FY 2027 Budget request assumes the Passenger Facility Charge (PFC) at current maximum allowable level of \$4.50 per ticket sold, under Public Law 118-63, enacted in 2024.

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PFC Approved Locations

Associated City	State	Airport Name	LOC ID	Hub size	Level	Start Date	Expiration Date	Total PFC Approved (by location)
Fairbanks	AK	Fairbanks International	FAI	S	\$3.00	10/1/2000	4/1/2004	
Fairbanks	AK	Fairbanks International	FAI	S	\$4.50	4/1/2004	10/1/2026	38,413,252
Juneau	AK	Juneau International	JNU	N	\$3.00	10/1/1998	2/1/2001	
Juneau	AK	Juneau International	JNU	N	\$4.50	8/1/2001	11/1/2027	26,050,930
Ketchikan	AK	Ketchikan International	KTN	N	\$3.00	2/1/1999	8/1/2001	
Ketchikan	AK	Ketchikan International	KTN	N	\$4.50	8/1/2001	6/1/2018	
Ketchikan	AK	Ketchikan International	KTN	N	\$4.50	4/1/2019	8/1/2054	22,337,010
Sitka	AK	Sitka Rocky Gutierrez	SIT	N	\$4.50	7/1/2007	9/1/2013	
Sitka	AK	Sitka Rocky Gutierrez	SIT	N	\$4.50	5/1/2018	5/1/2032	4,911,997
Anchorage	AK	Ted Stevens Anchorage International	ANC	M	\$3.00	10/1/2000	5/1/2029	135,126,065
Birmingham	AL	Birmingham-Shuttlesworth International	BHM	S	\$3.00	8/1/1997	11/1/2003	
Birmingham	AL	Birmingham-Shuttlesworth International	BHM	S	\$3.00	12/1/2003	10/1/2008	
Birmingham	AL	Birmingham-Shuttlesworth International	BHM	S	\$4.50	10/1/2008	9/1/2035	200,091,019
Dothan	AL	Dothan Regional	DHN	N	\$3.00	2/1/1998	8/1/2001	
Dothan	AL	Dothan Regional	DHN	N	\$4.50	8/1/2001	5/1/2030	5,785,340
Gulf Shores	AL	Gulf Shores International/Jack Edwards Field	JKA	GA	\$4.50	11/1/2025	11/1/2027	676,256
Huntsville	AL	Huntsville International-Carl T Jones Field	HSV	S	\$3.00	6/1/1992	9/1/2004	
Huntsville	AL	Huntsville International-Carl T Jones Field	HSV	S	\$4.50	9/1/2004	12/1/2028	72,629,910
Mobile	AL	Mobile International	BFM	CS	\$4.50	1/1/2020	2/1/2026	988,418
Mobile	AL	Mobile Regional	MOB	N	\$3.00	12/1/1997	7/1/2004	
Mobile	AL	Mobile Regional	MOB	N	\$3.00	3/1/2005	5/1/2013	
Mobile	AL	Mobile Regional	MOB	N	\$3.00	6/1/2013	10/1/2017	
Mobile	AL	Mobile Regional	MOB	N	\$4.50	10/1/2017	8/1/2024	
Mobile	AL	Mobile Regional	MOB	N	\$4.50	5/1/2025	11/1/2057	69,981,215
Montgomery	AL	Montgomery Regional (Dannelly Field)	MGM	N	\$4.50	5/1/2005	1/1/2027	28,404,900
Muscle Shoals	AL	Northwest Alabama Regional	MSL	CS	\$3.00	6/1/1992	10/1/2003	
Muscle Shoals	AL	Northwest Alabama Regional	MSL	CS	\$3.00	12/1/2004	4/1/2009	
Muscle Shoals	AL	Northwest Alabama Regional	MSL	CS	\$4.50	4/1/2009	3/1/2022	
Muscle Shoals	AL	Northwest Alabama Regional	MSL	CS	\$4.50	3/1/2023	2/1/2029	705,781
Little Rock	AR	Bill and Hillary Clinton Ntl/Adams Field	LIT	S	\$3.00	5/1/1995	9/1/2001	
Little Rock	AR	Bill and Hillary Clinton Ntl/Adams Field	LIT	S	\$4.50	9/1/2001	12/1/2029	149,908,573
Fayetteville	AR	Drake Field	FYV	GA	\$3.00	1/1/1996	1/1/2001	2,221,887
Fort Smith	AR	Fort Smith Regional	FSM	N	\$3.00	8/1/1994	2/1/2008	
Fort Smith	AR	Fort Smith Regional	FSM	N	\$4.50	2/1/2008	11/1/2028	9,938,242
Fayetteville/Springdale/Rogers	AR	Northwest Arkansas Ntl	XNA	S	\$3.00	12/1/1998	4/1/2001	
Fayetteville/Springdale/Rogers	AR	Northwest Arkansas Ntl	XNA	S	\$4.50	4/1/2001	9/1/2047	119,872,895
Texarkana	AR	Texarkana Regional-Webb Field	TXK	N	\$3.00	2/1/1995	9/1/2001	
Texarkana	AR	Texarkana Regional-Webb Field	TXK	N	\$4.50	9/1/2001	3/1/2005	
Texarkana	AR	Texarkana Regional-Webb Field	TXK	N	\$4.50	7/1/2008	5/1/2014	
Texarkana	AR	Texarkana Regional-Webb Field	TXK	N	\$4.50	4/1/2015	11/1/2017	
Texarkana	AR	Texarkana Regional-Webb Field	TXK	N	\$4.50	10/1/2019	9/1/2026	3,018,493

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Associated City	State	Airport Name	LOC ID	Hub size	Level	Start Date	Expiration Date	Total PFC Approved (by location)
Pago Pago	AS	Pago Pago International	PPG	N	\$3.00	7/1/1995	6/1/2000	
Pago Pago	AS	Pago Pago International	PPG	N	\$4.50	9/1/2001	9/1/2005	
Pago Pago	AS	Pago Pago International	PPG	N	\$4.50	6/1/2006	5/1/2028	7,563,954
Flagstaff	AZ	Flagstaff Pulliam	FLG	N	\$3.00	12/1/1992	9/1/2012	
Flagstaff	AZ	Flagstaff Pulliam	FLG	N	\$4.50	9/1/2012	8/1/2021	4,319,005
Peach Springs	AZ	Grand Canyon West	1G4	N	\$3.00	9/1/2004	9/1/2006	
Peach Springs	AZ	Grand Canyon West	1G4	N	\$3.00	6/1/2008	1/1/2024	1,933,020
Bullhead City	AZ	Laughlin/Bullhead International	IFP	GA	\$2.00	5/1/2008	10/1/2012	
Bullhead City	AZ	Laughlin/Bullhead International	IFP	GA	\$2.00	1/1/2014	9/1/2025	2,951,578
Phoenix	AZ	Mesa Gateway	IWA	S	\$4.50	11/1/2008	6/1/2029	57,018,414
Phoenix	AZ	Phoenix Sky Harbor International	PHX	L	\$3.00	4/1/1996	4/1/2002	
Phoenix	AZ	Phoenix Sky Harbor International	PHX	L	\$4.50	7/1/2002	9/1/2034	2,968,867,848
Tucson	AZ	Tucson International	TUS	S	\$3.00	2/1/1998	10/1/2006	
Tucson	AZ	Tucson International	TUS	S	\$4.50	10/1/2006	4/1/2028	203,782,588
Yuma	AZ	Yuma MCAS/Yuma International	NYL	N	\$3.00	12/1/1993	10/1/2005	
Yuma	AZ	Yuma MCAS/Yuma International	NYL	N	\$4.50	10/1/2005	4/1/2007	
Yuma	AZ	Yuma MCAS/Yuma International	NYL	N	\$4.50	11/1/2007	1/1/2023	
Yuma	AZ	Yuma MCAS/Yuma International	NYL	N	\$4.50	1/1/2025	11/1/2029	8,640,066
Burbank	CA	Bob Hope	BUR	M	\$3.00	9/1/1994	4/1/2003	
Burbank	CA	Bob Hope	BUR	M	\$4.50	4/1/2003	8/1/2017	
Burbank	CA	Bob Hope	BUR	M	\$3.00	8/1/2017	12/1/2017	
Burbank	CA	Bob Hope	BUR	M	\$4.50	12/1/2017	6/1/2030	321,355,556
Arcata/Eureka	CA	California Redwood Coast-Humboldt County	ACV	N	\$3.00	2/1/1993	3/1/1994	
Arcata/Eureka	CA	California Redwood Coast-Humboldt County	ACV	N	\$3.00	11/1/1994	11/1/1997	
Arcata/Eureka	CA	California Redwood Coast-Humboldt County	ACV	N	\$3.00	4/1/1998	6/1/2003	
Arcata/Eureka	CA	California Redwood Coast-Humboldt County	ACV	N	\$4.50	6/1/2003	3/1/2005	
Arcata/Eureka	CA	California Redwood Coast-Humboldt County	ACV	N	\$4.50	7/1/2005	10/1/2005	
Arcata/Eureka	CA	California Redwood Coast-Humboldt County	ACV	N	\$4.50	12/1/2005	8/1/2011	
Arcata/Eureka	CA	California Redwood Coast-Humboldt County	ACV	N	\$4.50	10/1/2011	5/1/2022	7,073,764
Santa Rosa	CA	Charles M Schulz/Sonoma County	STS	N	\$3.00	5/1/1993	4/1/2005	
Santa Rosa	CA	Charles M Schulz/Sonoma County	STS	N	\$4.50	5/1/2008	4/1/2013	
Santa Rosa	CA	Charles M Schulz/Sonoma County	STS	N	\$4.50	7/1/2013	4/1/2049	21,925,017
Chico	CA	Chico Regional	CIC	GA	\$3.00	12/1/1993	9/1/1998	
Chico	CA	Chico Regional	CIC	GA	\$3.00	6/1/1999	2/1/2001	
Chico	CA	Chico Regional	CIC	GA	\$3.00	11/1/2001	12/1/2009	
Chico	CA	Chico Regional	CIC	GA	\$4.50	12/1/2010	12/1/2014	707,290
Fresno	CA	Fresno Yosemite International	FAT	S	\$3.00	12/1/1996	12/1/2004	
Fresno	CA	Fresno Yosemite International	FAT	S	\$4.50	12/1/2004	5/1/2022	
Fresno	CA	Fresno Yosemite International	FAT	S	\$4.50	6/1/2023	8/1/2038	160,103,826
Imperial	CA	Imperial County	IPL	CS	\$4.50	4/1/2003	4/1/2030	892,781
Inyokern	CA	Inyokern	IYK	GA	\$3.00	3/1/1993	3/1/2003	
Inyokern	CA	Inyokern	IYK	GA	\$3.00	4/1/2004	10/1/2004	
Inyokern	CA	Inyokern	IYK	GA	\$4.50	9/1/2006	2/1/2009	
Inyokern	CA	Inyokern	IYK	GA	\$4.50	3/1/2009	3/1/2019	675,899
Crescent City	CA	Jack McNamara Field	CEC	CS	\$3.00	9/1/1998	6/1/2000	
Crescent City	CA	Jack McNamara Field	CEC	CS	\$3.00	1/1/2001	6/1/2003	
Crescent City	CA	Jack McNamara Field	CEC	CS	\$4.50	6/1/2003	10/1/2014	
Crescent City	CA	Jack McNamara Field	CEC	CS	\$4.50	12/1/2014	6/1/2027	979,511
Santa Ana	CA	John Wayne/Orange County	SNA	M	\$4.50	7/1/2006	8/1/2027	384,321,010

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South Lake Tahoe	CA	Lake Tahoe	TVL	GA	\$3.00	8/1/1992	3/1/2007	169,838
Long Beach	CA	Long Beach (Daugherty Field)	LGB	S	\$3.00	8/1/2003	5/1/2008	
Long Beach	CA	Long Beach (Daugherty Field)	LGB	S	\$4.50	5/1/2008	9/1/2040	258,817,648
Los Angeles	CA	Los Angeles International	LAX	L	\$3.00	7/1/1993	1/1/1996	
Los Angeles	CA	Los Angeles International	LAX	L	\$3.00	2/1/1998	7/1/2003	
Los Angeles	CA	Los Angeles International	LAX	L	\$4.50	7/1/2003	7/1/2055	9,514,564,452
Mammoth Lakes	CA	Mammoth Yosemite	MMH	CS	\$3.00	9/1/1995	9/1/2005	
Mammoth Lakes	CA	Mammoth Yosemite	MMH	CS	\$4.50	11/1/2009	9/1/2019	1,063,635
Carlsbad	CA	McClellan-Palomar	CRQ	N	\$4.50	1/1/2009	2/1/2043	4,947,065
Bakersfield	CA	Meadows Field	BFL	N	\$3.00	6/1/1995	5/1/2002	
Bakersfield	CA	Meadows Field	BFL	N	\$4.50	5/1/2002	2/1/2024	
Bakersfield	CA	Meadows Field	BFL	N	\$4.50	11/1/2024	10/1/2026	15,237,709
Modesto	CA	Modesto City-County-Harry Sham Field	MOD	GA	\$3.00	8/1/1994	3/1/2005	
Modesto	CA	Modesto City-County-Harry Sham Field	MOD	GA	\$4.50	8/1/2008	12/1/2015	1,031,955
Monterey	CA	Monterey Regional	MRY	N	\$3.00	1/1/1994	7/1/2003	
Monterey	CA	Monterey Regional	MRY	N	\$4.50	7/1/2003	4/1/2006	
Monterey	CA	Monterey Regional	MRY	N	\$4.50	5/1/2006	7/1/2040	47,091,671
San Jose	CA	Norman Y Mineta San Jose International	SJC	M	\$3.00	9/1/1992	4/1/2001	
San Jose	CA	Norman Y Mineta San Jose International	SJC	M	\$4.50	4/1/2001	1/1/2030	1,049,294,754
Oakland	CA	Oakland San Francisco Bay	OAK	M	\$3.00	9/1/1992	6/1/1999	
Oakland	CA	Oakland San Francisco Bay	OAK	M	\$3.00	9/1/1999	5/1/2003	
Oakland	CA	Oakland San Francisco Bay	OAK	M	\$4.50	5/1/2003	12/1/2035	892,892,621
Ontario	CA	Ontario International	ONT	M	\$3.00	7/1/1993	12/1/1996	
Ontario	CA	Ontario International	ONT	M	\$3.00	7/1/1998	11/1/2007	
Ontario	CA	Ontario International	ONT	M	\$4.50	11/1/2007	1/1/2013	
Ontario	CA	Ontario International	ONT	M	\$2.00	1/1/2013	4/1/2016	
Ontario	CA	Ontario International	ONT	M	\$4.50	4/1/2016	3/1/2031	368,218,592
Oxnard	CA	Oxnard	OXR	GA	\$4.50	1/1/2002	3/1/2011	631,115
Palm Springs	CA	Palm Springs International	PSP	S	\$3.00	9/1/1992	1/1/2002	
Palm Springs	CA	Palm Springs International	PSP	S	\$4.50	1/1/2002	10/1/2037	119,540,909
Redding	CA	Redding Regional	RDD	N	\$3.00	4/1/1997	4/1/2002	
Redding	CA	Redding Regional	RDD	N	\$4.50	4/1/2002	4/1/2007	
Redding	CA	Redding Regional	RDD	N	\$4.50	8/1/2007	12/1/2029	6,959,760
Sacramento	CA	Sacramento International	SMF	M	\$3.00	4/1/1993	1/1/2002	
Sacramento	CA	Sacramento International	SMF	M	\$4.50	1/1/2002	2/1/2003	
Sacramento	CA	Sacramento International	SMF	M	\$3.00	2/1/2003	9/1/2003	
Sacramento	CA	Sacramento International	SMF	M	\$4.50	9/1/2003	9/1/2037	884,780,719
San Diego	CA	San Diego International	SAN	L	\$3.00	10/1/1995	8/1/2003	
San Diego	CA	San Diego International	SAN	L	\$4.50	8/1/2003	5/1/2040	1,600,393,933
San Francisco	CA	San Francisco International	SFO	L	\$4.50	10/1/2001	12/1/2030	2,320,316,302
San Luis Obispo	CA	San Luis Obispo County Regional	SBP	N	\$3.00	2/1/1993	2/1/1995	
San Luis Obispo	CA	San Luis Obispo County Regional	SBP	N	\$3.00	6/1/1995	9/1/2002	
San Luis Obispo	CA	San Luis Obispo County Regional	SBP	N	\$4.50	9/1/2002	6/1/2011	
San Luis Obispo	CA	San Luis Obispo County Regional	SBP	N	\$3.00	6/1/2011	6/1/2014	

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San Luis Obispo	CA	San Luis Obispo County Regional	SBP	N	\$4.50	6/1/2014	9/1/2026	21,810,707
Santa Barbara	CA	Santa Barbara Municipal	SBA	S	\$3.00	1/1/1998	11/1/2003	
Santa Barbara	CA	Santa Barbara Municipal	SBA	S	\$4.50	11/1/2003	8/1/2039	51,463,586
Santa Maria	CA	Santa Maria Public/Capt G Allan Hancock Field	SMX	N	\$4.50	10/1/2007	10/1/2028	5,380,346
Stockton	CA	Stockton Metro	SCK	N	\$4.50	2/1/2007	8/1/2009	
Stockton	CA	Stockton Metro	SCK	N	\$4.50	9/1/2009	9/1/2012	
Stockton	CA	Stockton Metro	SCK	N	\$4.50	9/1/2013	5/1/2025	
Stockton	CA	Stockton Metro	SCK	N	\$4.50	7/1/2025	12/1/2026	5,879,314
Aspen	CO	Aspen-Pitkin County/Sardy Field	ASE	N	\$3.00	7/1/1995	5/1/2003	
Aspen	CO	Aspen-Pitkin County/Sardy Field	ASE	N	\$4.50	5/1/2003	8/1/2004	
Aspen	CO	Aspen-Pitkin County/Sardy Field	ASE	N	\$4.50	1/1/2005	11/1/2026	25,098,684
Colorado Springs	CO	City of Colorado Springs Municipal	COS	S	\$3.00	3/1/1993	8/1/2016	
Colorado Springs	CO	City of Colorado Springs Municipal	COS	S	\$4.50	8/1/2016	10/1/2032	138,223,549
Cortez	CO	Cortez Municipal	CEZ	CS	\$3.00	11/1/1999	3/1/2008	
Cortez	CO	Cortez Municipal	CEZ	CS	\$4.50	3/1/2008	6/1/2030	701,694
Denver	CO	Denver International	DEN	L	\$3.00	7/1/1992	4/1/2001	
Denver	CO	Denver International	DEN	L	\$4.50	4/1/2001	7/1/2049	7,561,381,637
Durango	CO	Durango-La Plata County	DRO	N	\$3.00	2/1/1995	8/1/1997	
Durango	CO	Durango-La Plata County	DRO	N	\$3.00	9/1/1997	3/1/2003	
Durango	CO	Durango-La Plata County	DRO	N	\$4.50	6/1/2005	4/1/2011	
Durango	CO	Durango-La Plata County	DRO	N	\$4.50	11/1/2011	8/1/2012	
Durango	CO	Durango-La Plata County	DRO	N	\$4.50	9/1/2013	8/1/2030	18,610,289
Eagle	CO	Eagle County Regional	EGE	N	\$3.00	9/1/1993	4/1/2001	
Eagle	CO	Eagle County Regional	EGE	N	\$4.50	4/1/2001	6/1/2009	
Eagle	CO	Eagle County Regional	EGE	N	\$3.00	6/1/2009	7/1/2009	
Eagle	CO	Eagle County Regional	EGE	N	\$4.50	7/1/2009	8/1/2034	22,869,216
Grand Junction	CO	Grand Junction Regional	GJT	N	\$3.00	4/1/1993	9/1/2006	
Grand Junction	CO	Grand Junction Regional	GJT	N	\$4.50	9/1/2006	10/1/2036	32,267,359
Gunnison	CO	Gunnison-Crested Butte Regional	GUC	N	\$3.00	11/1/1993	4/1/2001	
Gunnison	CO	Gunnison-Crested Butte Regional	GUC	N	\$4.50	4/1/2001	8/1/2023	
Gunnison	CO	Gunnison-Crested Butte Regional	GUC	N	\$4.50	10/1/2023	7/1/2028	5,145,567
Montrose	CO	Montrose Regional	MTJ	N	\$3.00	11/1/1993	8/1/2003	
Montrose	CO	Montrose Regional	MTJ	N	\$4.50	8/1/2003	6/1/2006	
Montrose	CO	Montrose Regional	MTJ	N	\$4.50	8/1/2006	8/1/2010	
Montrose	CO	Montrose Regional	MTJ	N	\$4.50	11/1/2010	2/1/2024	
Montrose	CO	Montrose Regional	MTJ	N	\$4.50	5/1/2024	2/1/2029	14,875,413
Fort Collins/Loveland	CO	Northern Colorado Regional	FNL	GA	\$3.00	10/1/1993	5/1/1999	
Fort Collins/Loveland	CO	Northern Colorado Regional	FNL	GA	\$4.50	8/1/2004	12/1/2011	
Fort Collins/Loveland	CO	Northern Colorado Regional	FNL	GA	\$4.50	2/1/2012	3/1/2015	1,593,522
Pueblo	CO	Pueblo Memorial	PUB	GA	\$3.00	11/1/1993	12/1/2014	
Pueblo	CO	Pueblo Memorial	PUB	GA	\$4.50	3/1/2015	4/1/2036	1,229,111
Alamosa	CO	San Luis Valley Regional/Bergman Field	ALS	N	\$3.00	3/1/1997	7/1/2016	
Alamosa	CO	San Luis Valley Regional/Bergman Field	ALS	N	\$4.50	7/1/2016	7/1/2034	714,140

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Steamboat Springs	CO	Steamboat Springs/Bob Adams Field	SBS	GA	\$3.00	4/1/1993	6/1/1997	159,576
Telluride	CO	Telluride Regional	TEX	N	\$3.00	2/1/1993	4/1/2002	
Telluride	CO	Telluride Regional	TEX	N	\$4.50	4/1/2002	1/1/2019	
Telluride	CO	Telluride Regional	TEX	N	\$4.50	2/1/2020	3/1/2030	7,547,037
Hayden	CO	Yampa Valley	HDN	N	\$3.00	11/1/1993	7/1/2001	
Hayden	CO	Yampa Valley	HDN	N	\$4.50	7/1/2001	9/1/2039	15,826,342
Windsor Locks	CT	Bradley International	BDL	M	\$3.00	10/1/1993	12/1/1995	
Windsor Locks	CT	Bradley International	BDL	M	\$3.00	7/1/1996	1/1/1997	
Windsor Locks	CT	Bradley International	BDL	M	\$3.00	9/1/1997	8/1/2000	
Windsor Locks	CT	Bradley International	BDL	M	\$4.50	5/1/2001	7/1/2036	517,934,724
New Haven	CT	Tweed/New Haven	HVN	S	\$3.00	12/1/1993	4/1/1998	
New Haven	CT	Tweed/New Haven	HVN	S	\$4.50	10/1/2001	7/1/2005	
New Haven	CT	Tweed/New Haven	HVN	S	\$4.50	5/1/2006	11/1/2053	183,136,899
Wilmington	DE	New Castle	ILG	N	\$4.50	7/1/2014	2/1/2028	3,580,543
Daytona Beach	FL	Daytona Beach International	DAB	N	\$3.00	7/1/1993	8/1/2001	
Daytona Beach	FL	Daytona Beach International	DAB	N	\$3.00	2/1/2002	11/1/2005	
Daytona Beach	FL	Daytona Beach International	DAB	N	\$4.50	11/1/2005	10/1/2031	42,070,279
Valparaiso/Destin-Ft Walton Beach	FL	Eglin AFB/Destin-Ft Walton Beach	VPS	S	\$3.00	1/1/2001	6/1/2002	
Valparaiso/Destin-Ft Walton Beach	FL	Eglin AFB/Destin-Ft Walton Beach	VPS	S	\$4.50	6/1/2002	8/1/2022	
Valparaiso/Destin-Ft Walton Beach	FL	Eglin AFB/Destin-Ft Walton Beach	VPS	S	\$3.00	8/1/2022	3/1/2027	56,776,870
Fort Lauderdale	FL	Fort Lauderdale/Hollywood International	FLL	L	\$3.00	1/1/1995	10/1/2005	
Fort Lauderdale	FL	Fort Lauderdale/Hollywood International	FLL	L	\$4.50	10/1/2005	12/1/2035	2,092,334,236
Gainesville	FL	Gainesville Regional	GNV	N	\$3.00	7/1/2000	2/1/2002	
Gainesville	FL	Gainesville Regional	GNV	N	\$4.50	1/1/2003	2/1/2013	
Gainesville	FL	Gainesville Regional	GNV	N	\$4.50	1/1/2014	9/1/2015	
Gainesville	FL	Gainesville Regional	GNV	N	\$4.50	3/1/2016	4/1/2027	19,305,986
Jacksonville	FL	Jacksonville International	JAX	M	\$3.00	4/1/1994	5/1/2003	
Jacksonville	FL	Jacksonville International	JAX	M	\$4.50	5/1/2003	10/1/2029	389,567,091
Key West	FL	Key West International	EYW	S	\$3.00	3/1/1993	8/1/1996	
Key West	FL	Key West International	EYW	S	\$3.00	12/1/1997	6/1/2003	
Key West	FL	Key West International	EYW	S	\$4.50	6/1/2003	7/1/2005	
Key West	FL	Key West International	EYW	S	\$4.50	10/1/2005	5/1/2057	143,149,998
Melbourne	FL	Melbourne Orlando International	MLB	N	\$3.00	5/1/1997	12/1/2009	
Melbourne	FL	Melbourne Orlando International	MLB	N	\$4.50	12/1/2009	5/1/2018	
Melbourne	FL	Melbourne Orlando International	MLB	N	\$4.50	7/1/2018	9/1/2044	54,472,694
Miami	FL	Miami International	MIA	L	\$3.00	11/1/1994	1/1/2002	
Miami	FL	Miami International	MIA	L	\$4.50	1/1/2002	1/1/2039	2,727,954,786
Naples	FL	Naples Municipal	APF	GA	\$3.00	2/1/1995	2/1/2001	
Naples	FL	Naples Municipal	APF	GA	\$3.00	2/1/2002	5/1/2004	991,336
Panama City	FL	Northwest Florida Beaches International	ECP	S	\$3.00	2/1/1994	5/1/2004	
Panama City	FL	Northwest Florida Beaches International	ECP	S	\$4.50	5/1/2004	4/1/2039	48,700,720
Orlando	FL	Orlando International	MCO	L	\$3.00	2/1/1993	4/1/2007	
Orlando	FL	Orlando International	MCO	L	\$4.50	4/1/2007	7/1/2046	5,299,783,560
Orlando	FL	Orlando Sanford International	SFB	S	\$1.00	3/1/2001	12/1/2003	
Orlando	FL	Orlando Sanford International	SFB	S	\$2.00	12/1/2003	9/1/2011	

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Orlando	FL	Orlando Sanford International	SFB	S	\$4.00	9/1/2011	6/1/2028	
Orlando	FL	Orlando Sanford International	SFB	S	\$4.50	6/1/2028	4/1/2031	123,715,737
West Palm Beach	FL	Palm Beach International	PBI	M	\$3.00	4/1/1994	7/1/2008	
West Palm Beach	FL	Palm Beach International	PBI	M	\$4.50	7/1/2008	8/1/2022	
West Palm Beach	FL	Palm Beach International	PBI	M	\$4.50	9/1/2022	5/1/2028	405,413,322
Pensacola	FL	Pensacola International	PNS	S	\$3.00	2/1/1993	12/1/2002	
Pensacola	FL	Pensacola International	PNS	S	\$4.50	12/1/2002	10/1/2031	144,489,392
Punta Gorda	FL	Punta Gorda	PGD	S	\$2.00	8/1/2017	1/1/2019	
Punta Gorda	FL	Punta Gorda	PGD	S	\$4.50	1/1/2019	1/1/2029	41,460,431
Sarasota/Bradenton	FL	Sarasota/Bradenton International	SRQ	S	\$3.00	9/1/1992	5/1/2002	
Sarasota/Bradenton	FL	Sarasota/Bradenton International	SRQ	S	\$4.50	5/1/2002	5/1/2029	133,581,461
Fort Myers	FL	Southwest Florida International	RSW	M	\$3.00	11/1/1992	11/1/2003	
Fort Myers	FL	Southwest Florida International	RSW	M	\$4.50	11/1/2003	7/1/2060	1,328,740,909
St Petersburg-Clearwater	FL	St Pete-Clearwater International	PIE	S	\$3.00	5/1/2005	11/1/2006	
St Petersburg-Clearwater	FL	St Pete-Clearwater International	PIE	S	\$4.50	11/1/2006	5/1/2027	81,301,415
Tallahassee	FL	Tallahassee International	TLH	N	\$3.00	2/1/1993	10/1/2002	
Tallahassee	FL	Tallahassee International	TLH	N	\$4.50	10/1/2002	10/1/2026	55,572,645
Tampa	FL	Tampa International	TPA	L	\$3.00	10/1/1993	6/1/2002	
Tampa	FL	Tampa International	TPA	L	\$4.50	6/1/2002	4/1/2044	2,163,318,023
Marathon	FL	The Florida Keys Marathon International	MTH	GA	\$3.00	3/1/1993	6/1/1998	390,001
Athens	GA	Athens/Ben Epps	AHN	GA	\$3.00	8/1/1997	1/1/2002	165,615
Augusta	GA	Augusta Regional at Bush Field	AGS	N	\$3.00	9/1/1999	7/1/2001	
Augusta	GA	Augusta Regional at Bush Field	AGS	N	\$4.50	7/1/2001	1/1/2032	36,523,697
Brunswick	GA	Brunswick Golden Isles	BQK	N	\$3.00	5/1/2001	11/1/2003	
Brunswick	GA	Brunswick Golden Isles	BQK	N	\$4.50	11/1/2003	4/1/2017	
Brunswick	GA	Brunswick Golden Isles	BQK	N	\$4.50	4/1/2018	11/1/2042	4,066,789
Columbus	GA	Columbus	CSG	N	\$3.00	12/1/1993	9/1/1995	
Columbus	GA	Columbus	CSG	N	\$3.00	8/1/2000	6/1/2003	
Columbus	GA	Columbus	CSG	N	\$4.50	6/1/2003	11/1/2006	
Columbus	GA	Columbus	CSG	N	\$4.50	2/1/2010	4/1/2012	
Columbus	GA	Columbus	CSG	N	\$4.50	8/1/2012	3/1/2015	
Columbus	GA	Columbus	CSG	N	\$4.50	3/1/2016	6/1/2018	
Columbus	GA	Columbus	CSG	N	\$4.50	2/1/2020	2/1/2028	5,088,235
Atlanta	GA	Hartsfield/Jackson Atlanta International	ATL	L	\$3.00	5/1/1997	4/1/2001	
Atlanta	GA	Hartsfield/Jackson Atlanta International	ATL	L	\$4.50	4/1/2001	12/1/2040	7,843,825,012
Macon	GA	Middle Georgia Regional	MCN	N	\$4.50	3/1/2002	5/1/2011	561,716
Savannah	GA	Savannah/Hilton Head International	SAV	S	\$3.00	7/1/1992	4/1/2001	
Savannah	GA	Savannah/Hilton Head International	SAV	S	\$4.50	4/1/2001	2/1/2010	
Savannah	GA	Savannah/Hilton Head International	SAV	S	\$3.00	2/1/2010	5/1/2010	
Savannah	GA	Savannah/Hilton Head International	SAV	S	\$4.50	5/1/2010	4/1/2034	183,114,797
Albany	GA	Southwest Georgia Regional	ABY	N	\$3.00	9/1/1995	6/1/1998	
Albany	GA	Southwest Georgia Regional	ABY	N	\$3.00	6/1/1999	2/1/2003	

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Albany	GA	Southwest Georgia Regional	ABY	N	\$4.50	2/1/2003	2/1/2008	
Albany	GA	Southwest Georgia Regional	ABY	N	\$4.50	7/1/2008	8/1/2016	
Albany	GA	Southwest Georgia Regional	ABY	N	\$4.50	10/1/2017	3/1/2020	
Albany	GA	Southwest Georgia Regional	ABY	N	\$4.50	8/1/2022	3/1/2029	3,532,924
Valdosta	GA	Valdosta Regional	VLD	N	\$3.00	3/1/1993	10/1/1999	
Valdosta	GA	Valdosta Regional	VLD	N	\$3.00	4/1/2000	6/1/2001	
Valdosta	GA	Valdosta Regional	VLD	N	\$4.50	6/1/2001	9/1/2004	
Valdosta	GA	Valdosta Regional	VLD	N	\$3.00	2/1/2006	5/1/2006	
Valdosta	GA	Valdosta Regional	VLD	N	\$3.00	11/1/2006	1/1/2007	
Valdosta	GA	Valdosta Regional	VLD	N	\$3.00	8/1/2009	7/1/2010	
Valdosta	GA	Valdosta Regional	VLD	N	\$4.50	6/1/2011	1/1/2014	
Valdosta	GA	Valdosta Regional	VLD	N	\$4.50	4/1/2014	4/1/2016	
Valdosta	GA	Valdosta Regional	VLD	N	\$4.50	7/1/2016	11/1/2016	
Valdosta	GA	Valdosta Regional	VLD	N	\$4.50	6/1/2022	9/1/2022	
Valdosta	GA	Valdosta Regional	VLD	N	\$4.50	7/1/2025	11/1/2027	2,488,594
Tamuning	GU	Guam International	GUM	S	\$3.00	2/1/1993	11/1/2002	
Tamuning	GU	Guam International	GUM	S	\$4.50	11/1/2002	2/1/2053	258,370,758
Honolulu	HI	Daniel K Inouye International	HNL	L	\$3.00	10/1/2004	11/1/2008	
Honolulu	HI	Daniel K Inouye International	HNL	L	\$4.50	11/1/2008	7/1/2039	873,755,977
Kailua Kona	HI	Ellison Onizuka Kona International at Keahole	KOA	S	\$3.00	10/1/2004	11/1/2008	
Kailua Kona	HI	Ellison Onizuka Kona International at Keahole	KOA	S	\$4.50	11/1/2008	7/1/2039	93,246,502
Hilo	HI	Hilo International	ITO	S	\$3.00	2/1/2007	11/1/2008	
Hilo	HI	Hilo International	ITO	S	\$4.50	11/1/2008	1/1/2010	
Hilo	HI	Hilo International	ITO	S	\$4.50	2/1/2014	7/1/2039	5,929,861
Kahului	HI	Kahului	OGG	M	\$3.00	10/1/2004	11/1/2008	
Kahului	HI	Kahului	OGG	M	\$4.50	11/1/2008	7/1/2039	254,205,576
Lihue	HI	Lihue	LIH	S	\$3.00	10/1/2004	11/1/2008	
Lihue	HI	Lihue	LIH	S	\$4.50	11/1/2008	7/1/2039	75,313,938
Des Moines	IA	Des Moines International	DSM	S	\$3.00	3/1/1994	8/1/2001	
Des Moines	IA	Des Moines International	DSM	S	\$4.50	8/1/2001	10/1/2059	330,478,967
Dubuque	IA	Dubuque Regional	DBQ	CS	\$3.00	1/1/1993	5/1/2001	
Dubuque	IA	Dubuque Regional	DBQ	CS	\$4.50	5/1/2001	2/1/2033	7,568,350
Fort Dodge	IA	Fort Dodge Regional	FOD	CS	\$3.00	3/1/1995	9/1/2001	
Fort Dodge	IA	Fort Dodge Regional	FOD	CS	\$4.50	1/1/2002	4/1/2011	414,736
Mason City	IA	Mason City Municipal	MCW	CS	\$3.00	2/1/1996	10/1/2001	
Mason City	IA	Mason City Municipal	MCW	CS	\$4.50	10/1/2001	4/1/2003	
Mason City	IA	Mason City Municipal	MCW	CS	\$4.50	8/1/2003	5/1/2029	1,310,907
Sioux City	IA	Sioux Gateway/Brig General Bud Day Field	SUX	N	\$3.00	6/1/1993	6/1/1994	
Sioux City	IA	Sioux Gateway/Brig General Bud Day Field	SUX	N	\$3.00	2/1/1995	3/1/2002	
Sioux City	IA	Sioux Gateway/Brig General Bud Day Field	SUX	N	\$4.50	3/1/2002	1/1/2004	
Sioux City	IA	Sioux Gateway/Brig General Bud Day Field	SUX	N	\$4.50	11/1/2004	10/1/2044	8,385,459
Burlington	IA	Southeast Iowa Regional	BRL	CS	\$3.00	7/1/1997	9/1/2001	
Burlington	IA	Southeast Iowa Regional	BRL	CS	\$4.50	9/1/2001	11/1/2028	941,789
Spencer	IA	Spencer Municipal	SPW	GA	\$3.00	9/1/1995	3/1/2006	77,638
Cedar Rapids	IA	The Eastern Iowa	CID	S	\$3.00	1/1/1995	6/1/2002	
Cedar Rapids	IA	The Eastern Iowa	CID	S	\$4.50	6/1/2002	3/1/2004	
Cedar Rapids	IA	The Eastern Iowa	CID	S	\$4.50	5/1/2004	1/1/2042	111,533,072
Waterloo	IA	Waterloo Regional	ALO	N	\$3.00	6/1/1994	6/1/1998	
Waterloo	IA	Waterloo Regional	ALO	N	\$3.00	9/1/1999	7/1/2001	
Waterloo	IA	Waterloo Regional	ALO	N	\$4.50	7/1/2001	5/1/2028	3,758,936

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Boise	ID	Boise Air Trml/Gowen Field	BOI	M	\$3.00	8/1/1994	8/1/2001	
Boise	ID	Boise Air Trml/Gowen Field	BOI	M	\$4.50	8/1/2001	9/1/2015	
Boise	ID	Boise Air Trml/Gowen Field	BOI	M	\$4.50	5/1/2020	1/1/2028	175,780,569
Hailey	ID	Friedman Memorial	SUN	N	\$3.00	9/1/1993	10/1/1994	
Hailey	ID	Friedman Memorial	SUN	N	\$3.00	3/1/1995	6/1/2005	
Hailey	ID	Friedman Memorial	SUN	N	\$4.50	6/1/2005	9/1/2024	
Hailey	ID	Friedman Memorial	SUN	N	\$4.50	12/1/2024	3/1/2029	9,697,464
Idaho Falls	ID	Idaho Falls Regional	IDA	N	\$3.00	1/1/1993	1/1/1998	
Idaho Falls	ID	Idaho Falls Regional	IDA	N	\$3.00	2/1/1998	4/1/2001	
Idaho Falls	ID	Idaho Falls Regional	IDA	N	\$4.50	4/1/2001	1/1/2024	
Idaho Falls	ID	Idaho Falls Regional	IDA	N	\$4.50	5/1/2024	10/1/2028	22,714,601
Twin Falls	ID	Joslin Field/Magic Valley Regional	TWF	N	\$3.00	11/1/1992	6/1/2001	
Twin Falls	ID	Joslin Field/Magic Valley Regional	TWF	N	\$4.50	6/1/2001	6/1/2007	
Twin Falls	ID	Joslin Field/Magic Valley Regional	TWF	N	\$4.50	7/1/2007	1/1/2028	4,220,967
Lewiston	ID	Lewiston/Nez Perce County	LWS	N	\$3.00	5/1/1994	5/1/2001	
Lewiston	ID	Lewiston/Nez Perce County	LWS	N	\$4.50	5/1/2001	11/1/2018	
Lewiston	ID	Lewiston/Nez Perce County	LWS	N	\$4.50	2/1/2019	7/1/2022	
Lewiston	ID	Lewiston/Nez Perce County	LWS	N	\$4.50	9/1/2022	12/1/2031	7,534,900
Pocatello	ID	Pocatello Regional	PIH	N	\$3.00	9/1/1994	5/1/2001	
Pocatello	ID	Pocatello Regional	PIH	N	\$4.50	5/1/2001	7/1/2031	3,799,120
Springfield	IL	Abraham Lincoln Capital	SPI	N	\$3.00	6/1/1992	5/1/2002	
Springfield	IL	Abraham Lincoln Capital	SPI	N	\$4.50	5/1/2002	2/1/2033	13,101,409
Bloomington/ Normal	IL	Central Il Regional/Bloomington- Normal	BMI	N	\$3.00	11/1/1994	4/1/2001	
Bloomington/ Normal	IL	Central Il Regional/Bloomington- Normal	BMI	N	\$4.50	4/1/2001	11/1/2030	29,245,583
Chicago	IL	Chicago Midway International	MDW	L	\$3.00	9/1/1993	1/1/2007	
Chicago	IL	Chicago Midway International	MDW	L	\$4.50	1/1/2007	5/1/2056	2,477,196,685
Chicago	IL	Chicago O'Hare International	ORD	L	\$3.00	9/1/1993	4/1/2001	
Chicago	IL	Chicago O'Hare International	ORD	L	\$4.50	4/1/2001	1/1/2039	6,550,608,985
Chicago/Rockf ord	IL	Chicago/Rockford International	RFD	N	\$3.00	10/1/1992	10/1/1996	
Chicago/Rockf ord	IL	Chicago/Rockford International	RFD	N	\$3.00	5/1/1997	6/1/2007	
Chicago/Rockf ord	IL	Chicago/Rockford International	RFD	N	\$4.50	6/1/2007	3/1/2038	16,080,225
Decatur	IL	Decatur	DEC	N	\$4.50	6/1/2006	5/1/2030	732,628
Peoria	IL	General Downing - Peoria International	PIA	N	\$3.00	12/1/1994	7/1/2001	
Peoria	IL	General Downing - Peoria International	PIA	N	\$4.50	7/1/2001	8/1/2008	
Peoria	IL	General Downing - Peoria International	PIA	N	\$4.50	11/1/2008	11/1/2027	34,289,636
Moline	IL	Quad Cities International	MLI	N	\$3.00	12/1/1994	1/1/2002	
Moline	IL	Quad Cities International	MLI	N	\$4.50	1/1/2002	7/1/2037	55,435,491
Quincy	IL	Quincy Regional-Baldwin Field	UIN	CS	\$3.00	10/1/1994	7/1/1997	
Quincy	IL	Quincy Regional-Baldwin Field	UIN	CS	\$3.00	11/1/1997	6/1/2005	
Quincy	IL	Quincy Regional-Baldwin Field	UIN	CS	\$3.00	11/1/2005	1/1/2008	
Quincy	IL	Quincy Regional-Baldwin Field	UIN	CS	\$4.50	1/1/2008	6/1/2052	2,757,509
Belleville	IL	Scott AFB/Midamerica St Louis	BLV	N	\$3.00	11/1/2005	3/1/2047	7,000,000
Champaign/Ur bana	IL	University of Illinois/Willard	CMI	N	\$3.00	12/1/1995	2/1/2004	
Champaign/Ur bana	IL	University of Illinois/Willard	CMI	N	\$4.50	10/1/2005	1/1/2033	11,637,507
Marion	IL	Veterans Airport of Southern Illinois	MWA	N	\$4.50	9/1/2005	4/1/2019	

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Marion	IL	Veterans Airport of Southern Illinois	MWA	N	\$4.50	9/1/2019	9/1/2026	804,602
Evansville	IN	Evansville Regional	EVV	N	\$4.50	8/1/2007	11/1/2008	
Evansville	IN	Evansville Regional	EVV	N	\$4.50	12/1/2008	4/1/2026	13,705,101
Fort Wayne	IN	Fort Wayne International	FWA	N	\$3.00	7/1/1993	12/1/2005	
Fort Wayne	IN	Fort Wayne International	FWA	N	\$4.50	12/1/2005	12/1/2029	44,786,287
Indianapolis	IN	Indianapolis International	IND	M	\$3.00	9/1/1993	4/1/2001	
Indianapolis	IN	Indianapolis International	IND	M	\$4.50	4/1/2001	8/1/2033	
Indianapolis	IN	Indianapolis International	IND	M	\$3.00	8/1/2033	9/1/2033	635,875,105
South Bend	IN	South Bend International	SBN	N	\$3.00	11/1/1994	7/1/2011	
South Bend	IN	South Bend International	SBN	N	\$4.50	7/1/2011	11/1/2031	44,738,916
Garden City	KS	Garden City Regional	GCK	N	\$4.50	10/1/2013	7/1/2026	1,460,053
Hays	KS	Hays Regional	HYS	N	\$4.50	4/1/2015	3/1/2029	683,696
Manhattan	KS	Manhattan Regional	MHK	N	\$3.00	10/1/1998	3/1/2002	
Manhattan	KS	Manhattan Regional	MHK	N	\$4.50	3/1/2002	4/1/2035	9,101,594
Topeka	KS	Topeka Regional	FOE	GA	\$4.50	8/1/2007	3/1/2033	823,720
Wichita	KS	Wichita Dwight D Eisenhower Ntl	ICT	S	\$3.00	12/1/1994	5/1/2005	
Wichita	KS	Wichita Dwight D Eisenhower Ntl	ICT	S	\$4.50	5/1/2005	6/1/2007	
Wichita	KS	Wichita Dwight D Eisenhower Ntl	ICT	S	\$4.50	7/1/2007	9/1/2009	
Wichita	KS	Wichita Dwight D Eisenhower Ntl	ICT	S	\$4.50	11/1/2010	4/1/2046	199,528,281
Paducah	KY	Barkley Regional	PAH	N	\$3.00	3/1/1994	5/1/2014	
Paducah	KY	Barkley Regional	PAH	N	\$4.50	5/1/2014	8/1/2024	
Paducah	KY	Barkley Regional	PAH	N	\$4.50	2/1/2025	3/1/2027	2,323,339
Lexington	KY	Blue Grass	LEX	S	\$3.00	11/1/1993	6/1/2001	
Lexington	KY	Blue Grass	LEX	S	\$4.50	6/1/2001	6/1/2003	
Lexington	KY	Blue Grass	LEX	S	\$3.00	8/1/2003	12/1/2003	
Lexington	KY	Blue Grass	LEX	S	\$4.50	12/1/2003	5/1/2041	109,939,625
Covington	KY	Cincinnati/Northern Kentucky International	CVG	M	\$3.00	6/1/1994	8/1/2000	
Covington	KY	Cincinnati/Northern Kentucky International	CVG	M	\$3.00	7/1/2001	8/1/2003	
Covington	KY	Cincinnati/Northern Kentucky International	CVG	M	\$4.50	8/1/2003	5/1/2009	
Covington	KY	Cincinnati/Northern Kentucky International	CVG	M	\$3.00	5/1/2009	1/1/2013	
Covington	KY	Cincinnati/Northern Kentucky International	CVG	M	\$4.50	1/1/2013	12/1/2036	910,464,065
Louisville	KY	Louisville Muhammad Ali International	SDF	S	\$3.00	5/1/1997	3/1/2006	
Louisville	KY	Louisville Muhammad Ali International	SDF	S	\$4.50	3/1/2006	10/1/2006	
Louisville	KY	Louisville Muhammad Ali International	SDF	S	\$3.00	10/1/2006	9/1/2008	
Louisville	KY	Louisville Muhammad Ali International	SDF	S	\$4.50	9/1/2008	10/1/2008	
Louisville	KY	Louisville Muhammad Ali International	SDF	S	\$3.00	10/1/2008	12/1/2010	
Louisville	KY	Louisville Muhammad Ali International	SDF	S	\$4.50	12/1/2010	8/1/2015	
Louisville	KY	Louisville Muhammad Ali International	SDF	S	\$3.00	8/1/2015	10/1/2016	
Louisville	KY	Louisville Muhammad Ali International	SDF	S	\$1.00	10/1/2016	10/1/2017	
Louisville	KY	Louisville Muhammad Ali International	SDF	S	\$3.00	10/1/2017	5/1/2019	

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Louisville	KY	Louisville Muhammad Ali International	SDF	S	\$4.50	5/1/2019	1/1/2028	183,826,846
Alexandria	LA	Alexandria International	AEX	N	\$3.00	5/1/1999	1/1/2002	
Alexandria	LA	Alexandria International	AEX	N	\$4.50	1/1/2002	10/1/2032	15,500,835
Baton Rouge	LA	Baton Rouge Metro, Ryan Field	BTR	N	\$3.00	12/1/1992	10/1/2005	
Baton Rouge	LA	Baton Rouge Metro, Ryan Field	BTR	N	\$4.50	10/1/2005	7/1/2031	78,749,934
Lafayette	LA	Lafayette Regional/Paul Fournet Field	LFT	N	\$3.00	9/1/1995	9/1/1998	
Lafayette	LA	Lafayette Regional/Paul Fournet Field	LFT	N	\$3.00	4/1/2001	4/1/2002	
Lafayette	LA	Lafayette Regional/Paul Fournet Field	LFT	N	\$4.50	4/1/2002	1/1/2005	
Lafayette	LA	Lafayette Regional/Paul Fournet Field	LFT	N	\$4.50	5/1/2005	4/1/2008	
Lafayette	LA	Lafayette Regional/Paul Fournet Field	LFT	N	\$4.50	8/1/2008	12/1/2014	
Lafayette	LA	Lafayette Regional/Paul Fournet Field	LFT	N	\$4.50	10/1/2017	8/1/2029	22,685,640
Lake Charles	LA	Lake Charles Regional	LCH	N	\$3.00	3/1/2001	5/1/2005	
Lake Charles	LA	Lake Charles Regional	LCH	N	\$4.50	5/1/2005	5/1/2017	
Lake Charles	LA	Lake Charles Regional	LCH	N	\$4.50	2/1/2018	7/1/2038	10,473,624
New Orleans	LA	Louis Armstrong New Orleans International	MSY	M	\$3.00	6/1/1993	4/1/2002	
New Orleans	LA	Louis Armstrong New Orleans International	MSY	M	\$4.50	4/1/2002	8/1/2034	899,634,590
Monroe	LA	Monroe Regional	MLU	N	\$4.50	4/1/2003	9/1/2007	
Monroe	LA	Monroe Regional	MLU	N	\$4.50	11/1/2008	6/1/2036	17,759,504
Shreveport	LA	Shreveport Regional	SHV	N	\$3.00	2/1/1994	11/1/2002	
Shreveport	LA	Shreveport Regional	SHV	N	\$4.50	11/1/2002	9/1/2014	
Shreveport	LA	Shreveport Regional	SHV	N	\$4.50	2/1/2015	11/1/2024	
Shreveport	LA	Shreveport Regional	SHV	N	\$4.50	4/1/2025	8/1/2028	39,100,730
Hyannis	MA	Cape Cod Gateway	HYA	N	\$2.00	3/1/2011	7/1/2022	
Hyannis	MA	Cape Cod Gateway	HYA	N	\$3.00	8/1/2022	5/1/2033	1,778,308
Boston	MA	General Edward Lawrence Logan International	BOS	L	\$3.00	11/1/1993	10/1/2005	
Boston	MA	General Edward Lawrence Logan International	BOS	L	\$4.50	10/1/2005	1/1/2036	2,455,832,708
Vineyard Haven	MA	Martha's Vineyard	MVY	N	\$3.00	1/1/1998	2/1/1998	
Vineyard Haven	MA	Martha's Vineyard	MVY	N	\$4.50	10/1/2017	3/1/2022	
Vineyard Haven	MA	Martha's Vineyard	MVY	N	\$4.50	7/1/2022	3/1/2031	4,124,914
Nantucket	MA	Nantucket Memorial	ACK	N	\$4.50	7/1/2014	6/1/2029	8,040,374
Worcester	MA	Worcester Regional	ORH	N	\$3.00	10/1/1992	10/1/1997	
Worcester	MA	Worcester Regional	ORH	N	\$3.00	9/1/1999	12/1/2011	1,782,161
Baltimore	MD	Baltimore/Washington International Thurgood Marshall	BWI	L	\$3.00	10/1/1992	6/1/2002	
Baltimore	MD	Baltimore/Washington International Thurgood Marshall	BWI	L	\$4.50	6/1/2002	3/1/2040	1,611,661,269
Cumberland Heights	MD	Greater Cumberland Regional	CBE	GA	\$3.00	7/1/1994	7/1/1999	
Cumberland Heights	MD	Greater Cumberland Regional	CBE	GA	\$3.00	10/1/1999	6/1/2006	144,345
Hagerstown	MD	Hagerstown Regional/Richard A Henson Field	HGR	N	\$3.00	8/1/1999	3/1/2002	

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Hagerstown	MD	Hagerstown Regional/Richard A Henson Field	HGR	N	\$4.50	3/1/2002	8/1/2007	
Hagerstown	MD	Hagerstown Regional/Richard A Henson Field	HGR	N	\$4.50	12/1/2024	12/1/2028	983,954
Salisbury	MD	Salisbury-Ocean City Wicomico Regional	SBY	N	\$3.00	2/1/2002	3/1/2008	
Salisbury	MD	Salisbury-Ocean City Wicomico Regional	SBY	N	\$4.50	3/1/2008	9/1/2042	8,272,412
Bangor	ME	Bangor International	BGR	N	\$3.00	6/1/1995	9/1/2010	
Bangor	ME	Bangor International	BGR	N	\$4.50	12/1/2010	5/1/2018	
Bangor	ME	Bangor International	BGR	N	\$4.50	7/1/2021	4/1/2036	39,109,742
Rockland	ME	Knox County Regional	RKD	N	\$4.50	1/1/2012	8/1/2022	308,029
Portland	ME	Portland International Jetport	PWM	S	\$3.00	2/1/1994	2/1/2009	
Portland	ME	Portland International Jetport	PWM	S	\$4.50	2/1/2009	4/1/2040	165,169,218
Presque Isle	ME	Presque Isle International	PQI	N	\$4.50	9/1/2004	6/1/2009	
Presque Isle	ME	Presque Isle International	PQI	N	\$4.50	8/1/2010	6/1/2018	
Presque Isle	ME	Presque Isle International	PQI	N	\$4.50	2/1/2019	11/1/2029	1,368,668
Alpena	MI	Alpena County Regional	APN	N	\$3.00	8/1/2001	12/1/2005	
Alpena	MI	Alpena County Regional	APN	N	\$4.50	12/1/2005	4/1/2022	
Alpena	MI	Alpena County Regional	APN	N	\$4.50	5/1/2022	1/1/2027	937,617
Flint	MI	Bishop International	FNT	N	\$3.00	9/1/1993	10/1/2001	
Flint	MI	Bishop International	FNT	N	\$4.50	10/1/2001	7/1/2026	47,366,393
Lansing	MI	Capital Region International	LAN	N	\$3.00	10/1/1993	7/1/2002	
Lansing	MI	Capital Region International	LAN	N	\$4.50	7/1/2002	1/1/2032	28,349,884
Traverse City	MI	Cherry Capital	TVC	N	\$3.00	1/1/1997	1/1/2002	
Traverse City	MI	Cherry Capital	TVC	N	\$4.50	1/1/2002	12/1/2010	
Traverse City	MI	Cherry Capital	TVC	N	\$4.50	2/1/2011	2/1/2016	
Traverse City	MI	Cherry Capital	TVC	N	\$4.50	2/1/2017	5/1/2032	25,465,551
Sault Ste. Marie	MI	Chippewa County International	CIU	N	\$4.50	11/1/2005	1/1/2028	1,819,032
Detroit	MI	Coleman A Young Municipal	DET	GA	\$3.00	1/1/2000	3/1/2004	240,053
Escanaba	MI	Delta County	ESC	N	\$3.00	2/1/1993	11/1/1997	
Escanaba	MI	Delta County	ESC	N	\$3.00	8/1/1998	7/1/2000	
Escanaba	MI	Delta County	ESC	N	\$3.00	10/1/2001	3/1/2004	
Escanaba	MI	Delta County	ESC	N	\$4.50	3/1/2004	1/1/2006	
Escanaba	MI	Delta County	ESC	N	\$4.50	4/1/2006	1/1/2016	
Escanaba	MI	Delta County	ESC	N	\$4.50	6/1/2018	10/1/2020	1,075,377
Detroit	MI	Detroit Metro Wayne County	DTW	L	\$3.00	1/1/1993	10/1/2001	
Detroit	MI	Detroit Metro Wayne County	DTW	L	\$4.50	10/1/2001	2/1/2034	3,134,966,084
Iron Mountain Kingsford	MI	Ford	IMT	N	\$3.00	9/1/1995	6/1/2004	
Iron Mountain Kingsford	MI	Ford	IMT	N	\$4.50	5/1/2019	1/1/2025	
Iron Mountain Kingsford	MI	Ford	IMT	N	\$4.50	9/1/2025	8/1/2027	767,129
Grand Rapids	MI	Gerald R Ford International	GRR	S	\$3.00	12/1/1992	11/1/2005	
Grand Rapids	MI	Gerald R Ford International	GRR	S	\$4.50	11/1/2005	2/1/2034	207,761,173
Ironwood	MI	Gogebic/Iron County	IWD	CS	\$3.00	8/1/1993	10/1/2006	
Ironwood	MI	Gogebic/Iron County	IWD	CS	\$4.50	6/1/2007	6/1/2025	
Ironwood	MI	Gogebic/Iron County	IWD	CS	\$4.50	11/1/2025	6/1/2032	602,272
Hancock	MI	Houghton County Memorial	CMX	N	\$3.00	7/1/1993	3/1/1996	
Hancock	MI	Houghton County Memorial	CMX	N	\$3.00	7/1/1996	7/1/1999	
Hancock	MI	Houghton County Memorial	CMX	N	\$3.00	10/1/1999	7/1/2005	
Hancock	MI	Houghton County Memorial	CMX	N	\$4.50	7/1/2005	8/1/2016	
Hancock	MI	Houghton County Memorial	CMX	N	\$4.50	11/1/2018	7/1/2033	2,684,119

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Kalamazoo	MI	Kalamazoo/Battle Creek International	AZO	N	\$3.00	4/1/1997	6/1/2000	
Kalamazoo	MI	Kalamazoo/Battle Creek International	AZO	N	\$3.00	1/1/2001	1/1/2005	
Kalamazoo	MI	Kalamazoo/Battle Creek International	AZO	N	\$4.50	1/1/2005	8/1/2006	
Kalamazoo	MI	Kalamazoo/Battle Creek International	AZO	N	\$4.50	10/1/2006	4/1/2008	
Kalamazoo	MI	Kalamazoo/Battle Creek International	AZO	N	\$4.50	9/1/2008	3/1/2019	
Kalamazoo	MI	Kalamazoo/Battle Creek International	AZO	N	\$4.50	9/1/2019	5/1/2022	
Kalamazoo	MI	Kalamazoo/Battle Creek International	AZO	N	\$4.50	8/1/2022	3/1/2024	
Kalamazoo	MI	Kalamazoo/Battle Creek International	AZO	N	\$4.50	7/1/2024	12/1/2024	
Kalamazoo	MI	Kalamazoo/Battle Creek International	AZO	N	\$4.50	5/1/2025	1/1/2029	16,075,647
Manistee	MI	Manistee County/Blacker	MBL	CS	\$4.50	6/1/2008	11/1/2040	388,986
Marquette	MI	Marquette/Sawyer Regional	SAW	N	\$3.00	12/1/1992	12/1/1996	
Marquette	MI	Marquette/Sawyer Regional	SAW	N	\$3.00	4/1/1998	7/1/2002	
Marquette	MI	Marquette/Sawyer Regional	SAW	N	\$4.50	7/1/2002	9/1/2006	
Marquette	MI	Marquette/Sawyer Regional	SAW	N	\$4.50	10/1/2006	5/1/2008	
Marquette	MI	Marquette/Sawyer Regional	SAW	N	\$4.50	8/1/2008	8/1/2011	
Marquette	MI	Marquette/Sawyer Regional	SAW	N	\$4.50	3/1/2012	3/1/2015	
Marquette	MI	Marquette/Sawyer Regional	SAW	N	\$4.50	5/1/2015	5/1/2017	
Marquette	MI	Marquette/Sawyer Regional	SAW	N	\$4.50	5/1/2019	10/1/2022	
Marquette	MI	Marquette/Sawyer Regional	SAW	N	\$4.50	2/1/2024	11/1/2028	5,265,958
Saginaw	MI	MBS International	MBS	N	\$3.00	2/1/1997	7/1/2007	
Saginaw	MI	MBS International	MBS	N	\$4.50	7/1/2007	7/1/2026	14,808,110
Muskegon	MI	Muskegon County	MKG	CS	\$3.00	5/1/1994	5/1/2004	
Muskegon	MI	Muskegon County	MKG	CS	\$4.50	5/1/2004	11/1/2054	4,999,100
Pellston	MI	Pellston Regional/Emmet County	PLN	N	\$3.00	3/1/1993	9/1/1997	
Pellston	MI	Pellston Regional/Emmet County	PLN	N	\$3.00	12/1/1997	7/1/2011	
Pellston	MI	Pellston Regional/Emmet County	PLN	N	\$4.50	7/1/2011	10/1/2027	3,105,697
Bemidji	MN	Bemidji Regional	BJI	N	\$3.00	11/1/1996	2/1/2002	
Bemidji	MN	Bemidji Regional	BJI	N	\$4.50	2/1/2002	8/1/2005	
Bemidji	MN	Bemidji Regional	BJI	N	\$4.50	6/1/2006	5/1/2031	3,198,094
Brainerd	MN	Brainerd Lakes Regional	BRD	N	\$3.00	8/1/1993	7/1/2001	
Brainerd	MN	Brainerd Lakes Regional	BRD	N	\$4.50	7/1/2001	8/1/2033	2,147,011
Duluth	MN	Duluth International	DLH	N	\$3.00	10/1/1994	4/1/2002	
Duluth	MN	Duluth International	DLH	N	\$4.50	4/1/2002	11/1/2004	
Duluth	MN	Duluth International	DLH	N	\$4.50	4/1/2005	1/1/2029	16,021,658
International Falls	MN	Falls International/Einarson Field	INL	N	\$3.00	12/1/1994	6/1/2002	
International Falls	MN	Falls International/Einarson Field	INL	N	\$4.50	6/1/2002	6/1/2005	
International Falls	MN	Falls International/Einarson Field	INL	N	\$4.50	11/1/2005	4/1/2048	3,111,127
Grand Rapids	MN	Grand Rapids/Itasca County-Gordon Newstrom Field	GPZ	GA	\$3.00	12/1/1997	10/1/2001	
Grand Rapids	MN	Grand Rapids/Itasca County-Gordon Newstrom Field	GPZ	GA	\$4.50	10/1/2001	1/1/2007	151,263
Minneapolis	MN	Minneapolis-St Paul International/Wold-Chamberlain	MSP	L	\$3.00	6/1/1992	4/1/2001	

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Minneapolis	MN	Minneapolis-St Paul International/Wold-Chamberlain	MSP	L	\$4.50	4/1/2001	2/1/2029	2,254,741,025
Hibbing	MN	Range Regional	HIB	N	\$3.00	6/1/1996	7/1/2003	
Hibbing	MN	Range Regional	HIB	N	\$4.50	7/1/2003	2/1/2029	1,322,734
Rochester	MN	Rochester International	RST	N	\$3.00	5/1/1996	3/1/2002	
Rochester	MN	Rochester International	RST	N	\$4.50	3/1/2002	7/1/2026	14,190,621
St. Cloud	MN	St. Cloud Regional	STC	N	\$3.00	2/1/2000	7/1/2002	
St. Cloud	MN	St. Cloud Regional	STC	N	\$4.50	7/1/2002	3/1/2060	4,375,081
Thief River Falls	MN	Thief River Falls Regional	TVF	CS	\$4.50	6/1/2003	11/1/2046	636,828
Columbia	MO	Columbia Regional	COU	N	\$4.50	11/1/2002	3/1/2016	
Columbia	MO	Columbia Regional	COU	N	\$4.50	6/1/2016	1/1/2034	11,314,880
Joplin	MO	Joplin Regional	JLN	N	\$4.50	4/1/2003	6/1/2026	2,117,227
Kansas City	MO	Kansas City International	MCI	M	\$3.00	3/1/1996	8/1/2005	
Kansas City	MO	Kansas City International	MCI	M	\$4.50	8/1/2005	2/1/2058	1,733,938,006
Springfield	MO	Springfield-Branson Ntl	SGF	S	\$3.00	11/1/1993	5/1/1997	
Springfield	MO	Springfield-Branson Ntl	SGF	S	\$3.00	7/1/1998	5/1/2001	
Springfield	MO	Springfield-Branson Ntl	SGF	S	\$4.50	5/1/2001	1/1/2004	
Springfield	MO	Springfield-Branson Ntl	SGF	S	\$4.50	5/1/2004	8/1/2005	
Springfield	MO	Springfield-Branson Ntl	SGF	S	\$4.50	9/1/2005	3/1/2006	
Springfield	MO	Springfield-Branson Ntl	SGF	S	\$4.50	1/1/2007	1/1/2036	96,200,309
St. Louis	MO	St Louis Lambert International	STL	M	\$3.00	12/1/1992	12/1/2001	
St. Louis	MO	St Louis Lambert International	STL	M	\$4.50	12/1/2001	8/1/2028	1,166,500,340
Rota Island	MP	Benjamin Taisacan Manglona International	GRO	N	\$4.50	1/1/2005	5/1/2021	1,507,159
Saipan Island	MP	Francisco C Ada/Saipan International	GSN	N	\$4.50	1/1/2005	5/1/2021	27,799,933
Tinian Island	MP	Francisco Manglona Borja/Tinian International	TNI	N	\$4.50	1/1/2005	5/1/2021	1,676,462
Columbus/W Point/Starkville	MS	Golden Triangle Regional	GTR	N	\$3.00	8/1/1992	4/1/2001	
Columbus/W Point/Starkville	MS	Golden Triangle Regional	GTR	N	\$4.50	4/1/2001	1/1/2028	5,711,683
Greenville	MS	Greenville Mid-Delta	GLH	CS	\$3.00	10/1/1998	2/1/2003	
Greenville	MS	Greenville Mid-Delta	GLH	CS	\$3.00	4/1/2003	4/1/2005	
Greenville	MS	Greenville Mid-Delta	GLH	CS	\$4.50	4/1/2005	8/1/2011	
Greenville	MS	Greenville Mid-Delta	GLH	CS	\$4.50	9/1/2012	7/1/2018	
Greenville	MS	Greenville Mid-Delta	GLH	CS	\$4.50	7/1/2020	7/1/2030	646,503
Gulfport	MS	Gulfport-Biloxi International	GPT	N	\$3.00	7/1/1992	8/1/2001	
Gulfport	MS	Gulfport-Biloxi International	GPT	N	\$3.00	12/1/2001	5/1/2003	
Gulfport	MS	Gulfport-Biloxi International	GPT	N	\$4.50	5/1/2003	8/1/2030	55,226,469
Hattiesburg-Laurel	MS	Hattiesburg/Laurel Regional	PIB	N	\$3.00	7/1/1992	6/1/2001	
Hattiesburg-Laurel	MS	Hattiesburg/Laurel Regional	PIB	N	\$4.50	6/1/2001	9/1/2022	
Hattiesburg-Laurel	MS	Hattiesburg/Laurel Regional	PIB	N	\$4.50	12/1/2022	4/1/2032	2,235,943
Jackson	MS	Jackson-Medgar Wiley Evers International	JAN	S	\$3.00	5/1/1993	10/1/2003	
Jackson	MS	Jackson-Medgar Wiley Evers International	JAN	S	\$4.50	10/1/2003	3/1/2030	80,868,037
Meridian	MS	Key Field	MEI	N	\$3.00	11/1/1992	8/1/1996	
Meridian	MS	Key Field	MEI	N	\$3.00	3/1/1997	12/1/2001	
Meridian	MS	Key Field	MEI	N	\$4.50	12/1/2001	5/1/2004	

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Meridian	MS	Key Field	MEI	N	\$4.50	10/1/2005	2/1/2032	2,770,724
Tupelo	MS	Tupelo Regional	TUP	N	\$3.00	11/1/1994	4/1/2003	
Tupelo	MS	Tupelo Regional	TUP	N	\$4.50	4/1/2003	11/1/2019	
Tupelo	MS	Tupelo Regional	TUP	N	\$4.50	4/1/2021	5/1/2022	
Tupelo	MS	Tupelo Regional	TUP	N	\$4.50	2/1/2025	10/1/2029	1,887,734
Butte	MT	Bert Mooney	BTM	N	\$3.00	7/1/1994	6/1/2006	
Butte	MT	Bert Mooney	BTM	N	\$3.00	7/1/2006	8/1/2007	
Butte	MT	Bert Mooney	BTM	N	\$3.00	11/1/2007	3/1/2010	
Butte	MT	Bert Mooney	BTM	N	\$4.50	3/1/2010	3/1/2036	4,358,765
Billings	MT	Billings Logan International	BIL	N	\$3.00	4/1/1994	9/1/2014	
Billings	MT	Billings Logan International	BIL	N	\$3.00	11/1/2016	10/1/2019	
Billings	MT	Billings Logan International	BIL	N	\$4.50	10/1/2019	4/1/2047	69,904,456
Bozeman	MT	Bozeman Yellowstone International	BZN	S	\$3.00	8/1/1993	3/1/2009	
Bozeman	MT	Bozeman Yellowstone International	BZN	S	\$4.50	3/1/2009	1/1/2033	72,452,519
Kalispell	MT	Glacier Park International	GPI	S	\$3.00	12/1/1993	4/1/2005	
Kalispell	MT	Glacier Park International	GPI	S	\$4.50	4/1/2005	9/1/2048	67,349,481
Great Falls	MT	Great Falls International	GTF	N	\$3.00	11/1/1992	7/1/2002	
Great Falls	MT	Great Falls International	GTF	N	\$4.50	7/1/2002	7/1/2025	
Great Falls	MT	Great Falls International	GTF	N	\$4.50	9/1/2025	12/1/2028	20,520,075
Helena	MT	Helena Regional	HLN	N	\$3.00	4/1/1993	8/1/2002	
Helena	MT	Helena Regional	HLN	N	\$4.50	8/1/2002	4/1/2026	12,269,525
Missoula	MT	Missoula Montana	MSO	S	\$3.00	9/1/1992	4/1/2001	
Missoula	MT	Missoula Montana	MSO	S	\$4.50	4/1/2001	5/1/2038	59,763,526
West Yellowstone	MT	Yellowstone	WYS	CS	\$4.50	6/1/2011	11/1/2029	550,862
Jacksonville	NC	Albert J Ellis	OAJ	N	\$3.00	1/1/1996	10/1/1998	
Jacksonville	NC	Albert J Ellis	OAJ	N	\$3.00	9/1/1999	8/1/2000	
Jacksonville	NC	Albert J Ellis	OAJ	N	\$3.00	3/1/2005	1/1/2009	
Jacksonville	NC	Albert J Ellis	OAJ	N	\$3.00	2/1/2009	2/1/2012	
Jacksonville	NC	Albert J Ellis	OAJ	N	\$4.50	2/1/2012	11/1/2030	15,663,452
Asheville	NC	Asheville Regional	AVL	S	\$3.00	12/1/1994	10/1/2002	
Asheville	NC	Asheville Regional	AVL	S	\$4.50	10/1/2002	11/1/2006	
Asheville	NC	Asheville Regional	AVL	S	\$4.50	4/1/2007	9/1/2007	
Asheville	NC	Asheville Regional	AVL	S	\$4.50	10/1/2007	7/1/2029	61,997,136
Charlotte	NC	Charlotte/Douglas International	CLT	L	\$3.00	11/1/2004	6/1/2024	
Charlotte	NC	Charlotte/Douglas International	CLT	L	\$4.50	6/1/2024	10/1/2058	4,855,067,883
New Bern	NC	Coastal Carolina Regional	EWN	N	\$3.00	2/1/1997	11/1/2003	
New Bern	NC	Coastal Carolina Regional	EWN	N	\$4.50	11/1/2003	12/1/2024	10,213,982
Fayetteville	NC	Fayetteville Regional/Grannis Field	FAY	N	\$3.00	11/1/2000	2/1/2006	
Fayetteville	NC	Fayetteville Regional/Grannis Field	FAY	N	\$4.00	7/1/2009	10/1/2012	
Fayetteville	NC	Fayetteville Regional/Grannis Field	FAY	N	\$4.00	3/1/2013	6/1/2013	
Fayetteville	NC	Fayetteville Regional/Grannis Field	FAY	N	\$4.00	5/1/2015	3/1/2019	
Fayetteville	NC	Fayetteville Regional/Grannis Field	FAY	N	\$4.50	3/1/2019	4/1/2042	26,055,160
Greensboro	NC	Piedmont Triad International	GSO	S	\$4.50	9/1/2011	1/1/2029	60,898,570
Greenville	NC	Pitt-Greenville	PGV	N	\$3.00	10/1/1997	4/1/2001	
Greenville	NC	Pitt-Greenville	PGV	N	\$4.50	4/1/2001	1/1/2016	
Greenville	NC	Pitt-Greenville	PGV	N	\$4.50	7/1/2016	6/1/2028	5,587,263
Raleigh/Durham	NC	Raleigh-Durham International	RDU	M	\$3.00	4/1/2003	10/1/2004	

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Raleigh/Durham	NC	Raleigh-Durham International	RDU	M	\$4.50	10/1/2004	9/1/2032	741,317,960
Wilmington	NC	Wilmington International	ILM	S	\$3.00	2/1/1994	9/1/1996	
Wilmington	NC	Wilmington International	ILM	S	\$3.00	6/1/1998	5/1/2003	
Wilmington	NC	Wilmington International	ILM	S	\$4.50	5/1/2003	9/1/2030	57,992,587
Bismarck	ND	Bismarck Municipal	BIS	N	\$3.00	7/1/1996	7/1/1997	
Bismarck	ND	Bismarck Municipal	BIS	N	\$3.00	6/1/1998	4/1/2002	
Bismarck	ND	Bismarck Municipal	BIS	N	\$4.50	4/1/2002	6/1/2042	46,068,291
Dickinson	ND	Dickinson/Theodore Roosevelt Regional	DIK	N	\$4.50	4/1/2014	1/1/2028	1,382,746
Grand Forks	ND	Grand Forks International	GFK	N	\$3.00	2/1/1993	8/1/1996	
Grand Forks	ND	Grand Forks International	GFK	N	\$3.00	5/1/1997	4/1/2001	
Grand Forks	ND	Grand Forks International	GFK	N	\$4.50	4/1/2001	6/1/2003	
Grand Forks	ND	Grand Forks International	GFK	N	\$4.50	5/1/2004	10/1/2008	
Grand Forks	ND	Grand Forks International	GFK	N	\$4.50	1/1/2009	2/1/2027	12,044,384
Fargo	ND	Hector International	FAR	S	\$3.00	1/1/1997	8/1/2002	
Fargo	ND	Hector International	FAR	S	\$4.50	8/1/2002	6/1/2029	48,680,063
Jamestown	ND	Jamestown Regional	JMS	CS	\$4.50	8/1/2018	5/1/2034	830,000
Minot	ND	Minot International	MOT	N	\$3.00	3/1/1994	7/1/1998	
Minot	ND	Minot International	MOT	N	\$3.00	3/1/1999	2/1/2002	
Minot	ND	Minot International	MOT	N	\$4.50	2/1/2002	12/1/2027	16,405,153
Williston	ND	Williston Basin International	XWA	N	\$4.50	4/1/2013	12/1/2034	8,874,709
Grand Island	NE	Central Nebraska Regional	GRI	N	\$3.00	2/1/1999	4/1/2001	
Grand Island	NE	Central Nebraska Regional	GRI	N	\$4.50	5/1/2001	1/1/2030	5,248,737
Omaha	NE	Eppley Airfield	OMA	M	\$4.50	2/1/2018	7/1/2044	296,323,145
Kearney	NE	Kearney Regional	EAR	N	\$4.00	11/1/2005	9/1/2007	
Kearney	NE	Kearney Regional	EAR	N	\$4.50	9/1/2007	7/1/2011	
Kearney	NE	Kearney Regional	EAR	N	\$4.50	10/1/2011	11/1/2037	1,749,744
Lincoln	NE	Lincoln	LNK	N	\$4.50	11/1/2016	1/1/2028	5,411,638
North Platte	NE	North Platte Regional/Lee Bird Field	LBF	N	\$4.50	7/1/2025	1/1/2045	1,137,283
Scottsbluff	NE	Scottsbluff/Western Nebraska Regional/Wm B Heilig Field	BFF	N	\$3.00	3/1/2000	3/1/2003	
Scottsbluff	NE	Scottsbluff/Western Nebraska Regional/Wm B Heilig Field	BFF	N	\$4.50	7/1/2004	4/1/2034	1,299,534
Lebanon	NH	Lebanon Municipal	LEB	N	\$3.00	8/1/1995	8/1/2002	
Lebanon	NH	Lebanon Municipal	LEB	N	\$4.50	11/1/2003	5/1/2006	
Lebanon	NH	Lebanon Municipal	LEB	N	\$4.50	10/1/2007	5/1/2014	
Lebanon	NH	Lebanon Municipal	LEB	N	\$4.50	10/1/2014	6/1/2041	1,973,327
Manchester	NH	Manchester Boston Regional	MHT	S	\$3.00	1/1/1993	1/1/2008	
Manchester	NH	Manchester Boston Regional	MHT	S	\$4.50	1/1/2008	7/1/2036	198,491,244
Atlantic City	NJ	Atlantic City International	ACY	N	\$3.00	10/1/1999	12/1/2005	
Atlantic City	NJ	Atlantic City International	ACY	N	\$4.50	12/1/2005	8/1/2014	
Atlantic City	NJ	Atlantic City International	ACY	N	\$4.50	9/1/2014	9/1/2028	57,765,575
Newark	NJ	Newark Liberty International	EWR	L	\$3.00	10/1/1992	4/1/2006	
Newark	NJ	Newark Liberty International	EWR	L	\$4.50	4/1/2006	7/1/2030	2,516,689,940
Trenton	NJ	Trenton Mercer	TTN	N	\$3.00	1/1/2001	5/1/2004	
Trenton	NJ	Trenton Mercer	TTN	N	\$4.50	5/1/2004	7/1/2026	18,867,971
Albuquerque	NM	Albuquerque International Sunport	ABQ	M	\$3.00	7/1/1996	7/1/2011	
Albuquerque	NM	Albuquerque International Sunport	ABQ	M	\$4.50	7/1/2011	5/1/2030	302,111,837
Farmington	NM	Four Corners Regional	FMN	GA	\$3.00	6/1/2003	5/1/2023	643,375
Roswell	NM	Roswell Air Center	ROW	N	\$3.00	4/1/1999	2/1/2004	
Roswell	NM	Roswell Air Center	ROW	N	\$4.50	2/1/2004	6/1/2004	
Roswell	NM	Roswell Air Center	ROW	N	\$3.00	6/1/2004	6/1/2005	
Roswell	NM	Roswell Air Center	ROW	N	\$4.50	6/1/2005	2/1/2008	
Roswell	NM	Roswell Air Center	ROW	N	\$4.50	3/1/2008	9/1/2027	3,637,712

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Elko	NV	Elko Regional	EKO	N	\$3.00	9/1/1998	11/1/2003	
Elko	NV	Elko Regional	EKO	N	\$4.50	11/1/2003	2/1/2021	
Elko	NV	Elko Regional	EKO	N	\$4.50	3/1/2023	5/1/2037	4,150,214
Las Vegas	NV	Harry Reid International	LAS	L	\$3.00	6/1/1992	11/1/2004	
Las Vegas	NV	Harry Reid International	LAS	L	\$4.50	11/1/2004	9/1/2006	
Las Vegas	NV	Harry Reid International	LAS	L	\$3.00	9/1/2006	1/1/2007	
Las Vegas	NV	Harry Reid International	LAS	L	\$4.00	1/1/2007	10/1/2008	
Las Vegas	NV	Harry Reid International	LAS	L	\$4.50	10/1/2008	11/1/2053	4,563,146,058
Reno	NV	Reno/Tahoe International	RNO	S	\$3.00	1/1/1994	2/1/2001	
Reno	NV	Reno/Tahoe International	RNO	S	\$4.50	8/1/2001	6/1/2002	
Reno	NV	Reno/Tahoe International	RNO	S	\$3.00	6/1/2002	2/1/2003	
Reno	NV	Reno/Tahoe International	RNO	S	\$4.50	2/1/2003	10/1/2004	
Reno	NV	Reno/Tahoe International	RNO	S	\$3.00	10/1/2004	4/1/2005	
Reno	NV	Reno/Tahoe International	RNO	S	\$4.50	4/1/2005	7/1/2007	
Reno	NV	Reno/Tahoe International	RNO	S	\$3.00	7/1/2007	12/1/2007	
Reno	NV	Reno/Tahoe International	RNO	S	\$4.50	12/1/2007	11/1/2026	263,308,953
Saranac Lake	NY	Adirondack Regional	SLK	CS	\$3.00	8/1/1994	9/1/2007	
Saranac Lake	NY	Adirondack Regional	SLK	CS	\$4.50	2/1/2011	6/1/2033	591,574
Albany	NY	Albany International	ALB	S	\$3.00	3/1/1994	9/1/2009	
Albany	NY	Albany International	ALB	S	\$4.50	9/1/2009	6/1/2030	165,663,767
Buffalo	NY	Buffalo Niagara International	BUF	M	\$3.00	8/1/1992	8/1/2007	
Buffalo	NY	Buffalo Niagara International	BUF	M	\$4.50	8/1/2007	12/1/2031	332,125,248
Jamestown	NY	Chautauqua County/Jamestown	JHW	GA	\$3.00	6/1/1993	8/1/2002	
Jamestown	NY	Chautauqua County/Jamestown	JHW	GA	\$4.50	9/1/2004	3/1/2018	781,130
Elmira/Corning	NY	Elmira/Corning Regional	ELM	N	\$3.00	12/1/2004	1/1/2008	
Elmira/Corning	NY	Elmira/Corning Regional	ELM	N	\$4.50	5/1/2008	6/1/2037	15,795,148
Rochester	NY	Frederick Douglass/Greater Rochester International	ROC	S	\$3.00	12/1/1997	9/1/2004	
Rochester	NY	Frederick Douglass/Greater Rochester International	ROC	S	\$4.50	9/1/2004	4/1/2032	149,293,155
Binghamton	NY	Greater Binghamton/Edwin A Link Field	BGM	N	\$3.00	11/1/1993	9/1/2002	
Binghamton	NY	Greater Binghamton/Edwin A Link Field	BGM	N	\$4.50	9/1/2002	2/1/2008	
Binghamton	NY	Greater Binghamton/Edwin A Link Field	BGM	N	\$4.50	5/1/2008	8/1/2030	10,943,139
Ithaca	NY	Ithaca Tompkins International	ITH	N	\$3.00	1/1/1993	3/1/2009	
Ithaca	NY	Ithaca Tompkins International	ITH	N	\$4.50	3/1/2009	9/1/2026	10,950,193
New York	NY	John F Kennedy International	JFK	L	\$3.00	10/1/1992	4/1/2006	
New York	NY	John F Kennedy International	JFK	L	\$4.50	4/1/2006	7/1/2030	3,254,109,501
New York	NY	Laguardia	LGA	L	\$3.00	10/1/1992	4/1/2006	
New York	NY	Laguardia	LGA	L	\$4.50	4/1/2006	7/1/2030	1,846,536,863
New York	NY	Long Island MacArthur	ISP	S	\$3.00	12/1/1994	9/1/2005	
New York	NY	Long Island MacArthur	ISP	S	\$4.50	9/1/2005	5/1/2026	91,782,201
Massena	NY	Massena International-Richards Field	MSS	CS	\$3.00	4/1/1996	4/1/2061	163,429
New York	NY	New York Stewart International	SWF	N	\$3.00	11/1/1995	3/1/2002	
New York	NY	New York Stewart International	SWF	N	\$4.50	3/1/2002	11/1/2005	
New York	NY	New York Stewart International	SWF	N	\$4.50	5/1/2007	9/1/2007	
New York	NY	New York Stewart International	SWF	N	\$4.50	7/1/2010	7/1/2030	30,218,900
Niagara Falls	NY	Niagara Falls International	IAG	N	\$4.50	11/1/2017	10/1/2024	
Niagara Falls	NY	Niagara Falls International	IAG	N	\$4.50	2/1/2025	6/1/2026	3,953,938
Ogdensburg	NY	Ogdensburg International	OGS	CS	\$3.00	4/1/1996	7/1/2016	
Ogdensburg	NY	Ogdensburg International	OGS	CS	\$4.50	7/1/2016	10/1/2032	818,080

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Utica	NY	Oneida County	UCA	GA	\$3.00	8/1/1997	6/1/2010	119,867
Plattsburgh	NY	Plattsburgh International	PBG	N	\$3.00	7/1/1993	3/1/2001	
Plattsburgh	NY	Plattsburgh International	PBG	N	\$3.00	6/1/2001	4/1/2003	
Plattsburgh	NY	Plattsburgh International	PBG	N	\$4.50	1/1/2009	12/1/2044	40,092,223
Syracuse	NY	Syracuse Hancock International	SYR	S	\$3.00	10/1/1995	1/1/2002	
Syracuse	NY	Syracuse Hancock International	SYR	S	\$4.50	10/1/2002	8/1/2005	
Syracuse	NY	Syracuse Hancock International	SYR	S	\$4.50	11/1/2005	2/1/2007	
Syracuse	NY	Syracuse Hancock International	SYR	S	\$4.50	4/1/2007	3/1/2033	149,050,102
Watertown	NY	Watertown International	ART	N	\$4.50	4/1/2017	1/1/2031	1,161,506
White Plains	NY	Westchester County	HPN	S	\$3.00	2/1/1993	12/1/2001	
White Plains	NY	Westchester County	HPN	S	\$4.50	12/1/2001	5/1/2014	
White Plains	NY	Westchester County	HPN	S	\$4.50	8/1/2016	9/1/2026	82,548,745
Akron	OH	Akron-Canton Regional	CAK	N	\$3.00	9/1/1992	9/1/2002	
Akron	OH	Akron-Canton Regional	CAK	N	\$4.50	9/1/2002	4/1/2045	97,948,027
Cleveland	OH	Cleveland-Hopkins International	CLE	M	\$3.00	11/1/1992	3/1/2002	
Cleveland	OH	Cleveland-Hopkins International	CLE	M	\$4.50	3/1/2002	5/1/2027	651,723,772
Toledo	OH	Eugene F Kranz Toledo Express	TOL	N	\$3.00	9/1/1993	9/1/1996	
Toledo	OH	Eugene F Kranz Toledo Express	TOL	N	\$3.00	7/1/1997	7/1/2001	
Toledo	OH	Eugene F Kranz Toledo Express	TOL	N	\$4.50	7/1/2001	6/1/2024	
Toledo	OH	Eugene F Kranz Toledo Express	TOL	N	\$4.50	10/1/2024	12/1/2026	19,767,984
Dayton	OH	James M Cox Dayton International	DAY	S	\$3.00	10/1/1994	9/1/2001	
Dayton	OH	James M Cox Dayton International	DAY	S	\$4.50	9/1/2001	3/1/2034	153,058,785
Columbus	OH	John Glenn Columbus International	CMH	M	\$3.00	10/1/1992	4/1/2002	
Columbus	OH	John Glenn Columbus International	CMH	M	\$4.50	4/1/2002	2/1/2027	454,903,876
Youngstown/ Warren	OH	Youngstown/Warren Regional	YNG	N	\$3.00	5/1/1994	7/1/1996	
Youngstown/ Warren	OH	Youngstown/Warren Regional	YNG	N	\$3.00	8/1/1997	2/1/2002	
Youngstown/ Warren	OH	Youngstown/Warren Regional	YNG	N	\$4.50	4/1/2007	12/1/2027	5,467,796
Lawton	OK	Lawton-Fort Sill Regional	LAW	N	\$2.00	8/1/1992	1/1/1994	
Lawton	OK	Lawton-Fort Sill Regional	LAW	N	\$3.00	1/1/1994	4/1/1996	
Lawton	OK	Lawton-Fort Sill Regional	LAW	N	\$3.00	1/1/1998	8/1/2000	
Lawton	OK	Lawton-Fort Sill Regional	LAW	N	\$4.50	6/1/2002	3/1/2004	
Lawton	OK	Lawton-Fort Sill Regional	LAW	N	\$4.50	9/1/2004	10/1/2005	
Lawton	OK	Lawton-Fort Sill Regional	LAW	N	\$4.50	11/1/2007	9/1/2038	8,133,616
Oklahoma City	OK	Okc Will Rogers International	OKC	S	\$3.00	7/1/1997	4/1/2010	
Oklahoma City	OK	Okc Will Rogers International	OKC	S	\$4.50	4/1/2010	10/1/2033	264,236,315
Stillwater	OK	Stillwater Regional	SWO	N	\$4.50	10/1/2020	8/1/2026	751,098
Tulsa	OK	Tulsa International	TUL	S	\$3.00	8/1/1992	3/1/1996	
Tulsa	OK	Tulsa International	TUL	S	\$3.00	1/1/1997	12/1/2010	
Tulsa	OK	Tulsa International	TUL	S	\$4.50	12/1/2010	6/1/2032	202,173,707
Klamath Falls	OR	Crater Lake/Klamath Regional	LMT	GA	\$3.00	3/1/2000	4/1/2001	
Klamath Falls	OR	Crater Lake/Klamath Regional	LMT	GA	\$4.50	4/1/2001	12/1/2011	
Klamath Falls	OR	Crater Lake/Klamath Regional	LMT	GA	\$4.50	4/1/2012	10/1/2023	1,265,705
Pendleton	OR	Eastern Oregon Regional at Pendleton	PDT	CS	\$3.00	12/1/1995	10/1/2009	
Pendleton	OR	Eastern Oregon Regional at Pendleton	PDT	CS	\$4.50	10/1/2009	5/1/2018	
Pendleton	OR	Eastern Oregon Regional at Pendleton	PDT	CS	\$4.50	12/1/2018	2/1/2027	752,900
Eugene	OR	Mahlon Sweet Field	EUG	S	\$3.00	11/1/1993	6/1/2001	
Eugene	OR	Mahlon Sweet Field	EUG	S	\$4.50	6/1/2001	6/1/2028	65,034,072
Portland	OR	Portland International	PDX	M	\$3.00	7/1/1992	10/1/2001	

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Portland	OR	Portland International	PDX	M	\$4.50	10/1/2001	1/1/2041	1,425,914,626
Redmond	OR	Roberts Field	RDM	S	\$3.00	10/1/1993	11/1/2001	
Redmond	OR	Roberts Field	RDM	S	\$4.50	11/1/2001	12/1/2006	
Redmond	OR	Roberts Field	RDM	S	\$4.50	3/1/2007	7/1/2040	33,531,050
Medford	OR	Rogue Valley International/Medford	MFR	S	\$3.00	7/1/1993	4/1/2001	
Medford	OR	Rogue Valley International/Medford	MFR	S	\$4.50	4/1/2001	4/1/2028	43,849,018
North Bend	OR	Southwest Oregon Regional	OTH	N	\$3.00	2/1/1994	8/1/2001	
North Bend	OR	Southwest Oregon Regional	OTH	N	\$4.50	8/1/2001	4/1/2038	2,900,608
Altoona	PA	Altoona/Blair County	AOO	CS	\$3.00	5/1/1993	2/1/1996	
Altoona	PA	Altoona/Blair County	AOO	CS	\$3.00	1/1/1997	10/1/1999	
Altoona	PA	Altoona/Blair County	AOO	CS	\$3.00	7/1/2000	12/1/2008	
Altoona	PA	Altoona/Blair County	AOO	CS	\$4.50	12/1/2008	4/1/2021	
Altoona	PA	Altoona/Blair County	AOO	CS	\$4.50	8/1/2021	12/1/2034	1,259,174
Latrobe	PA	Arnold Palmer Regional	LBE	N	\$3.00	3/1/1996	8/1/2012	
Latrobe	PA	Arnold Palmer Regional	LBE	N	\$4.50	8/1/2012	2/1/2028	12,242,633
Bradford	PA	Bradford Regional	BFD	CS	\$3.00	8/1/1995	5/1/2003	
Bradford	PA	Bradford Regional	BFD	CS	\$4.50	5/1/2003	2/1/2030	620,981
DuBois	PA	Dubois Regional	DUJ	CS	\$3.00	6/1/1995	4/1/2001	
DuBois	PA	Dubois Regional	DUJ	CS	\$4.50	4/1/2001	11/1/2003	
DuBois	PA	Dubois Regional	DUJ	CS	\$4.50	4/1/2004	12/1/2030	988,067
Erie	PA	Erie International/Tom Ridge Field	ERI	N	\$3.00	10/1/1992	6/1/1997	
Erie	PA	Erie International/Tom Ridge Field	ERI	N	\$3.00	12/1/1997	5/1/2001	
Erie	PA	Erie International/Tom Ridge Field	ERI	N	\$4.50	8/1/2003	1/1/2005	
Erie	PA	Erie International/Tom Ridge Field	ERI	N	\$4.50	7/1/2005	5/1/2031	17,707,813
Harrisburg	PA	Harrisburg International	MDT	S	\$3.00	2/1/1997	1/1/2003	
Harrisburg	PA	Harrisburg International	MDT	S	\$4.50	1/1/2003	7/1/2034	136,117,114
Johnstown	PA	John Murtha Johnstown/Cambria County	JST	N	\$3.00	11/1/1993	12/1/1996	
Johnstown	PA	John Murtha Johnstown/Cambria County	JST	N	\$3.00	12/1/1997	5/1/2001	
Johnstown	PA	John Murtha Johnstown/Cambria County	JST	N	\$4.50	5/1/2001	1/1/2007	
Johnstown	PA	John Murtha Johnstown/Cambria County	JST	N	\$4.50	7/1/2007	12/1/2035	1,712,837
Lancaster	PA	Lancaster	LNS	CS	\$3.00	2/1/1995	2/1/2009	
Lancaster	PA	Lancaster	LNS	CS	\$4.50	7/1/2013	6/1/2036	2,643,308
Allentown	PA	Lehigh Valley International	ABE	N	\$3.00	11/1/1992	2/1/2001	
Allentown	PA	Lehigh Valley International	ABE	N	\$3.00	6/1/2001	11/1/2001	
Allentown	PA	Lehigh Valley International	ABE	N	\$4.50	11/1/2001	1/1/2003	
Allentown	PA	Lehigh Valley International	ABE	N	\$4.50	9/1/2003	6/1/2033	61,856,718
Philadelphia	PA	Philadelphia International	PHL	L	\$3.00	9/1/1992	4/1/2001	
Philadelphia	PA	Philadelphia International	PHL	L	\$4.50	4/1/2001	2/1/2013	
Philadelphia	PA	Philadelphia International	PHL	L	\$3.00	2/1/2013	3/1/2013	
Philadelphia	PA	Philadelphia International	PHL	L	\$4.50	3/1/2013	12/1/2028	1,877,145,307
Pittsburgh	PA	Pittsburgh International	PIT	M	\$3.00	10/1/2001	12/1/2004	
Pittsburgh	PA	Pittsburgh International	PIT	M	\$4.50	12/1/2004	8/1/2061	1,121,945,574
Reading	PA	Reading Regional/Carl A Spaatz Field	RDG	GA	\$3.00	12/1/1994	7/1/2008	1,006,653
State College	PA	State College Regional	UNV	N	\$3.00	11/1/1992	11/1/2003	
State College	PA	State College Regional	UNV	N	\$4.50	11/1/2003	10/1/2036	19,505,587
Wilkes-Barre/Scranton	PA	Wilkes-Barre/Scranton International	AVP	N	\$3.00	12/1/1993	6/1/1997	
Wilkes-Barre/Scranton	PA	Wilkes-Barre/Scranton International	AVP	N	\$3.00	12/1/1997	5/1/2001	

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Wilkes-Barre/Scranton	PA	Wilkes-Barre/Scranton International	AVP	N	\$4.50	5/1/2001	11/1/2036	36,835,492
Williamsport	PA	Williamsport Regional	IPT	GA	\$3.00	5/1/1997	11/1/1998	
Williamsport	PA	Williamsport Regional	IPT	GA	\$4.50	11/1/2013	9/1/2028	1,857,488
San Juan	PR	Luis Munoz Marin International	SJU	M	\$3.00	3/1/1993	12/1/2005	
San Juan	PR	Luis Munoz Marin International	SJU	M	\$4.50	12/1/2005	12/1/2032	730,798,775
Ponce	PR	Mercedita	PSE	N	\$3.00	3/1/1993	9/1/1998	
Ponce	PR	Mercedita	PSE	N	\$4.50	9/1/2020	9/1/2028	3,997,641
Aguadilla	PR	Rafael Hernandez	BQN	N	\$3.00	3/1/1993	5/1/1996	
Aguadilla	PR	Rafael Hernandez	BQN	N	\$4.50	12/1/2005	4/1/2015	
Aguadilla	PR	Rafael Hernandez	BQN	N	\$4.50	10/1/2020	12/1/2022	
Aguadilla	PR	Rafael Hernandez	BQN	N	\$4.50	2/1/2023	7/1/2026	12,657,507
Providence	RI	Rhode Island Tf Green International	PVD	S	\$3.00	2/1/1994	9/1/2006	
Providence	RI	Rhode Island Tf Green International	PVD	S	\$4.50	9/1/2006	11/1/2032	281,541,253
Charleston	SC	Charleston AFB/International	CHS	M	\$4.50	3/1/2010	7/1/2039	189,546,679
Columbia	SC	Columbia Metro	CAE	S	\$3.00	11/1/1993	12/1/2001	
Columbia	SC	Columbia Metro	CAE	S	\$4.50	12/1/2001	10/1/2028	71,174,590
Florence	SC	Florence Regional	FLO	N	\$3.00	12/1/1995	11/1/1999	
Florence	SC	Florence Regional	FLO	N	\$3.00	12/1/1999	2/1/2000	
Florence	SC	Florence Regional	FLO	N	\$4.50	12/1/2014	6/1/2020	
Florence	SC	Florence Regional	FLO	N	\$4.50	4/1/2025	3/1/2041	3,745,108
Greer	SC	Greenville Spartanburg International	GSP	S	\$4.50	5/1/2020	8/1/2027	33,551,627
Hilton Head Island	SC	Hilton Head	HXD	N	\$3.00	2/1/1994	6/1/2000	
Hilton Head Island	SC	Hilton Head	HXD	N	\$3.00	12/1/2000	10/1/2007	
Hilton Head Island	SC	Hilton Head	HXD	N	\$4.50	5/1/2012	1/1/2024	
Hilton Head Island	SC	Hilton Head	HXD	N	\$4.50	12/1/2024	7/1/2037	13,202,789
Myrtle Beach	SC	Myrtle Beach International	MYR	S	\$3.00	10/1/1996	8/1/2001	
Myrtle Beach	SC	Myrtle Beach International	MYR	S	\$4.50	8/1/2001	8/1/2007	
Myrtle Beach	SC	Myrtle Beach International	MYR	S	\$4.50	6/1/2010	10/1/2032	157,593,306
Aberdeen	SD	Aberdeen Regional	ABR	N	\$3.00	1/1/2000	1/1/2002	
Aberdeen	SD	Aberdeen Regional	ABR	N	\$4.50	1/1/2002	10/1/2029	2,985,232
Sioux Falls	SD	Joe Foss Field	FSD	S	\$4.50	1/1/2017	6/1/2029	34,256,009
Pierre	SD	Pierre Regional	PIR	N	\$4.50	2/1/2003	7/1/2009	
Pierre	SD	Pierre Regional	PIR	N	\$4.50	9/1/2009	4/1/2042	2,070,789
Rapid City	SD	Rapid City Regional	RAP	N	\$3.00	8/1/1997	1/1/2000	
Rapid City	SD	Rapid City Regional	RAP	N	\$3.00	6/1/2000	6/1/2006	
Rapid City	SD	Rapid City Regional	RAP	N	\$4.50	6/1/2006	6/1/2033	34,628,990
Watertown	SD	Watertown Regional	ATY	N	\$4.50	10/1/2019	4/1/2031	688,896
Jackson	TN	Jackson Regional	MKL	CS	\$4.50	10/1/2002	6/1/2025	315,254
Chattanooga	TN	Lovell Field	CHA	S	\$3.00	7/1/1994	4/1/2001	
Chattanooga	TN	Lovell Field	CHA	S	\$4.50	4/1/2001	11/1/2004	
Chattanooga	TN	Lovell Field	CHA	S	\$3.00	11/1/2004	2/1/2005	
Chattanooga	TN	Lovell Field	CHA	S	\$4.50	2/1/2005	3/1/2028	43,757,691
Knoxville	TN	McGhee Tyson	TYS	S	\$3.00	1/1/1994	10/1/2003	
Knoxville	TN	McGhee Tyson	TYS	S	\$4.50	10/1/2003	2/1/2028	122,989,365
Memphis	TN	Frederick W Smith International	MEM	S	\$3.00	8/1/1992	1/1/1997	
Memphis	TN	Frederick W Smith International	MEM	S	\$4.50	9/1/2018	5/1/2029	152,090,128
Nashville	TN	Nashville International	BNA	L	\$3.00	1/1/1993	12/1/2009	
Nashville	TN	Nashville International	BNA	L	\$4.50	12/1/2009	9/1/2010	

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Nashville	TN	Nashville International	BNA	L	\$3.00	9/1/2010	5/1/2015	
Nashville	TN	Nashville International	BNA	L	\$4.50	5/1/2015	10/1/2046	1,660,015,681
Bristol/Johnson/Kingsport	TN	Tri-Cities	TRI	N	\$3.00	2/1/1997	7/1/2007	
Bristol/Johnson/Kingsport	TN	Tri-Cities	TRI	N	\$4.50	7/1/2007	1/1/2029	24,695,919
Abilene	TX	Abilene Regional	ABI	N	\$3.00	1/1/1998	9/1/2002	
Abilene	TX	Abilene Regional	ABI	N	\$4.50	9/1/2002	4/1/2023	
Abilene	TX	Abilene Regional	ABI	N	\$4.50	8/1/2023	8/1/2032	9,370,088
Austin	TX	Austin-Bergstrom International	AUS	L	\$2.00	11/1/1993	2/1/1994	
Austin	TX	Austin-Bergstrom International	AUS	L	\$3.00	2/1/1994	2/1/1995	
Austin	TX	Austin-Bergstrom International	AUS	L	\$3.00	7/1/1995	4/1/2004	
Austin	TX	Austin-Bergstrom International	AUS	L	\$4.50	4/1/2004	11/1/2034	831,089,379
Brownsville	TX	Brownsville/South Padre Island International	BRO	N	\$3.00	10/1/1997	5/1/2003	
Brownsville	TX	Brownsville/South Padre Island International	BRO	N	\$4.50	5/1/2003	8/1/2045	15,969,178
Corpus Christi	TX	Corpus Christi International	CRP	N	\$3.00	3/1/1994	3/1/2003	
Corpus Christi	TX	Corpus Christi International	CRP	N	\$4.50	3/1/2003	8/1/2031	57,428,922
Dallas	TX	Dallas Love Field	DAL	M	\$3.00	2/1/2008	2/1/2010	
Dallas	TX	Dallas Love Field	DAL	M	\$4.50	2/1/2010	11/1/2030	573,967,533
Dallas-Fort Worth	TX	Dallas-Fort Worth International	DFW	L	\$3.00	5/1/1994	6/1/1996	
Dallas-Fort Worth	TX	Dallas-Fort Worth International	DFW	L	\$3.00	2/1/1997	7/1/2002	
Dallas-Fort Worth	TX	Dallas-Fort Worth International	DFW	L	\$4.50	7/1/2002	10/1/2038	5,655,256,130
Del Rio	TX	Del Rio International	DRT	GA	\$4.50	2/1/2010	7/1/2028	794,239
Longview	TX	East Texas Regional	GGG	N	\$3.00	9/1/1996	4/1/2002	
Longview	TX	East Texas Regional	GGG	N	\$3.00	9/1/2002	9/1/2012	
Longview	TX	East Texas Regional	GGG	N	\$4.50	9/1/2012	9/1/2023	
Longview	TX	East Texas Regional	GGG	N	\$4.50	1/1/2025	3/1/2044	4,534,516
College Station	TX	Easterwood Field	CLL	N	\$3.00	7/1/1996	4/1/2001	
College Station	TX	Easterwood Field	CLL	N	\$4.50	4/1/2001	5/1/2031	11,192,160
El Paso	TX	El Paso International	ELP	S	\$3.00	1/1/1997	8/1/2010	
El Paso	TX	El Paso International	ELP	S	\$4.50	8/1/2010	5/1/2013	
El Paso	TX	El Paso International	ELP	S	\$4.50	6/1/2013	11/1/2028	163,366,720
Houston	TX	George Bush Intcntl/Houston	IAH	L	\$3.00	12/1/2008	3/1/2015	
Houston	TX	George Bush Intcntl/Houston	IAH	L	\$4.50	3/1/2015	4/1/2039	2,809,691,307
Beaumont/Port Arthur	TX	Jack Brooks Regional	BPT	N	\$3.00	9/1/1994	3/1/2002	
Beaumont/Port Arthur	TX	Jack Brooks Regional	BPT	N	\$4.50	3/1/2002	12/1/2030	6,918,296
Laredo	TX	Laredo International	LRD	N	\$3.00	10/1/1993	6/1/2009	
Laredo	TX	Laredo International	LRD	N	\$4.50	6/1/2009	4/1/2040	20,779,276
Lubbock	TX	Lubbock Preston Smith International	LBB	S	\$3.00	10/1/1993	2/1/2005	
Lubbock	TX	Lubbock Preston Smith International	LBB	S	\$2.00	2/1/2005	2/1/2007	
Lubbock	TX	Lubbock Preston Smith International	LBB	S	\$3.00	2/1/2007	6/1/2008	
Lubbock	TX	Lubbock Preston Smith International	LBB	S	\$4.50	6/1/2008	7/1/2037	80,816,501
McAllen	TX	McAllen International	MFE	S	\$3.00	4/1/1998	6/1/2011	
McAllen	TX	McAllen International	MFE	S	\$4.50	6/1/2011	11/1/2034	52,824,975

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Associated City	State	Airport Name	LOC ID	Hub size	Level	Start Date	Expiration Date	Total PFC Approved (by location)
Midland	TX	Midland International Air And Space Port	MAF	S	\$3.00	1/1/1993	9/1/2004	
Midland	TX	Midland International Air And Space Port	MAF	S	\$4.50	9/1/2004	1/1/2014	
Midland	TX	Midland International Air And Space Port	MAF	S	\$3.00	1/1/2014	11/1/2014	
Midland	TX	Midland International Air And Space Port	MAF	S	\$4.50	11/1/2014	9/1/2041	143,722,069
Amarillo	TX	Rick Husband Amarillo International	AMA	N	\$4.50	1/1/2009	10/1/2028	25,232,160
Fort Hood (Killeen)	TX	Robert Gray AAF	GRK	N	\$3.00	1/1/1993	11/1/1994	
Fort Hood (Killeen)	TX	Robert Gray AAF	GRK	N	\$3.00	4/1/1995	5/1/2001	
Fort Hood (Killeen)	TX	Robert Gray AAF	GRK	N	\$4.50	5/1/2001	8/1/2003	
Fort Hood (Killeen)	TX	Robert Gray AAF	GRK	N	\$4.50	12/1/2003	1/1/2006	
Fort Hood (Killeen)	TX	Robert Gray AAF	GRK	N	\$4.50	6/1/2006	11/1/2032	17,922,810
San Angelo	TX	San Angelo Regional/Mathis Field	SJT	N	\$3.00	5/1/1993	4/1/2002	
San Angelo	TX	San Angelo Regional/Mathis Field	SJT	N	\$4.50	4/1/2002	3/1/2031	8,006,506
San Antonio	TX	San Antonio International	SAT	M	\$3.00	11/1/2001	10/1/2007	
San Antonio	TX	San Antonio International	SAT	M	\$4.50	10/1/2007	3/1/2030	450,801,175
Wichita Falls	TX	Sheppard AFB/Wichita Falls Municipal	SPS	N	\$4.50	10/1/2008	8/1/2058	9,607,509
Tyler	TX	Tyler Pounds Regional	TYR	N	\$3.00	3/1/1994	9/1/2003	
Tyler	TX	Tyler Pounds Regional	TYR	N	\$4.50	9/1/2003	10/1/2037	11,668,802
Harlingen	TX	Valley International	HRL	S	\$3.00	11/1/1998	12/1/2007	
Harlingen	TX	Valley International	HRL	S	\$4.50	12/1/2007	7/1/2009	
Harlingen	TX	Valley International	HRL	S	\$4.50	8/1/2009	1/1/2029	41,560,709
Victoria	TX	Victoria Regional	VCT	N	\$3.00	12/1/1994	8/1/1998	
Victoria	TX	Victoria Regional	VCT	N	\$3.00	1/1/1999	1/1/2002	
Victoria	TX	Victoria Regional	VCT	N	\$4.50	1/1/2002	8/1/2016	828,792
Waco	TX	Waco Regional	ACT	N	\$3.00	11/1/1995	10/1/2001	
Waco	TX	Waco Regional	ACT	N	\$4.50	10/1/2001	6/1/2027	7,119,849
Houston	TX	William P Hobby	HOU	M	\$3.00	11/1/2006	3/1/2015	
Houston	TX	William P Hobby	HOU	M	\$4.50	3/1/2015	1/1/2042	815,725,443
Cedar City	UT	Cedar City Regional	CDC	N	\$4.50	2/1/2007	10/1/2011	
Cedar City	UT	Cedar City Regional	CDC	N	\$4.50	2/1/2012	8/1/2043	1,883,165
Provo	UT	Provo Municipal	PVU	N	\$4.50	4/1/2024	5/1/2032	7,874,345
Salt Lake City	UT	Salt Lake City International	SLC	L	\$3.00	12/1/1994	4/1/2001	
Salt Lake City	UT	Salt Lake City International	SLC	L	\$4.50	4/1/2001	4/1/2037	2,077,959,779
St. George	UT	St George Regional	SGU	N	\$3.00	5/1/1998	9/1/2002	
St. George	UT	St George Regional	SGU	N	\$4.50	6/1/2003	1/1/2032	12,879,167
Wendover	UT	Wendover	ENV	GA	\$3.00	8/1/1996	10/1/1999	142,300
Charlottesville	VA	Charlottesville-Albemarle	CHO	N	\$2.00	9/1/1992	10/1/1993	
Charlottesville	VA	Charlottesville-Albemarle	CHO	N	\$3.00	4/1/1995	1/1/2005	
Charlottesville	VA	Charlottesville-Albemarle	CHO	N	\$4.50	1/1/2005	1/1/2010	
Charlottesville	VA	Charlottesville-Albemarle	CHO	N	\$4.50	8/1/2010	12/1/2027	30,866,858
Lynchburg	VA	Lynchburg Regional/Preston Glenn Field	LYH	N	\$3.00	7/1/1995	7/1/1996	
Lynchburg	VA	Lynchburg Regional/Preston Glenn Field	LYH	N	\$3.00	9/1/2000	6/1/2002	
Lynchburg	VA	Lynchburg Regional/Preston Glenn Field	LYH	N	\$4.50	6/1/2002	6/1/2027	8,364,446

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Newport News	VA	Newport News/Williamsburg International	PHF	N	\$3.00	10/1/2006	7/1/2007	
Newport News	VA	Newport News/Williamsburg International	PHF	N	\$4.50	7/1/2010	2/1/2036	16,925,469
Norfolk	VA	Norfolk International	ORF	S	\$3.00	5/1/1997	1/1/2010	
Norfolk	VA	Norfolk International	ORF	S	\$4.50	9/1/2010	12/1/2028	196,587,049
Richmond	VA	Richmond International	RIC	S	\$3.00	5/1/1994	1/1/2005	
Richmond	VA	Richmond International	RIC	S	\$4.50	1/1/2005	11/1/2030	237,008,641
Roanoke	VA	Roanoke/Blacksburg Regional (Woodrum Field)	ROA	N	\$3.00	9/1/1998	12/1/2001	
Roanoke	VA	Roanoke/Blacksburg Regional (Woodrum Field)	ROA	N	\$4.50	12/1/2001	2/1/2030	39,563,712
Arlington	VA	Ronald Reagan Washington Ntl	DCA	L	\$3.00	11/1/1993	5/1/2001	
Arlington	VA	Ronald Reagan Washington Ntl	DCA	L	\$4.50	5/1/2001	2/1/2036	1,687,300,641
Staunton/Wayne esboro/Harrisonburg	VA	Shenandoah Valley Regional	SHD	CS	\$3.00	12/1/2001	12/1/2006	
Staunton/Wayne esboro/Harrisonburg	VA	Shenandoah Valley Regional	SHD	CS	\$4.50	6/1/2007	2/1/2030	1,039,952
Dulles	VA	Washington Dulles International	IAD	L	\$3.00	1/1/1994	5/1/2001	
Dulles	VA	Washington Dulles International	IAD	L	\$4.50	5/1/2001	12/1/2038	2,442,302,508
Charlotte Amalie	VI	Cyril E King	STT	S	\$3.00	3/1/1993	8/1/1995	
Charlotte Amalie	VI	Cyril E King	STT	S	\$3.00	12/1/1995	12/1/2002	
Charlotte Amalie	VI	Cyril E King	STT	S	\$3.00	8/1/2004	4/1/2012	
Charlotte Amalie	VI	Cyril E King	STT	S	\$4.50	4/1/2012	10/1/2031	76,299,524
Christiansted	VI	Henry E Rohlsen	STX	N	\$3.00	3/1/1993	4/1/1996	
Christiansted	VI	Henry E Rohlsen	STX	N	\$3.00	12/1/1996	7/1/2003	
Christiansted	VI	Henry E Rohlsen	STX	N	\$3.00	10/1/2011	7/1/2016	9,339,163
Burlington	VT	Patrick Leahy Burlington International	BTV	S	\$3.00	4/1/1997	9/1/2003	
Burlington	VT	Patrick Leahy Burlington International	BTV	S	\$4.50	9/1/2003	10/1/2009	
Burlington	VT	Patrick Leahy Burlington International	BTV	S	\$4.50	12/1/2009	1/1/2030	74,001,357
Bellingham	WA	Bellingham International	BLI	N	\$3.00	7/1/1993	8/1/1998	
Bellingham	WA	Bellingham International	BLI	N	\$3.00	3/1/1999	7/1/2002	
Bellingham	WA	Bellingham International	BLI	N	\$4.50	7/1/2002	7/1/2010	
Bellingham	WA	Bellingham International	BLI	N	\$4.50	10/1/2010	10/1/2027	38,188,548
Friday Harbor	WA	Friday Harbor	FHR	N	\$3.00	2/1/2001	7/1/2016	
Friday Harbor	WA	Friday Harbor	FHR	N	\$4.50	4/1/2018	6/1/2029	1,060,107
Moses Lake	WA	Grant County International	MWH	GA	\$3.00	3/1/1999	11/1/2005	
Moses Lake	WA	Grant County International	MWH	GA	\$4.50	11/1/2005	2/1/2017	162,124
Wenatchee	WA	Pangborn Memorial	EAT	N	\$3.00	8/1/1993	10/1/1995	
Wenatchee	WA	Pangborn Memorial	EAT	N	\$3.00	6/1/1998	7/1/2002	
Wenatchee	WA	Pangborn Memorial	EAT	N	\$4.50	7/1/2002	2/1/2003	
Wenatchee	WA	Pangborn Memorial	EAT	N	\$4.50	5/1/2003	4/1/2010	
Wenatchee	WA	Pangborn Memorial	EAT	N	\$4.50	5/1/2010	4/1/2035	9,728,976
Pullman	WA	Pullman/Moscow Regional	PUW	N	\$3.00	6/1/1994	2/1/1996	
Pullman	WA	Pullman/Moscow Regional	PUW	N	\$3.00	2/1/2000	1/1/2002	
Pullman	WA	Pullman/Moscow Regional	PUW	N	\$4.50	1/1/2002	9/1/2013	
Pullman	WA	Pullman/Moscow Regional	PUW	N	\$4.50	11/1/2013	3/1/2066	10,029,690

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Everett	WA	Seattle Paine Field International	PAE	N	\$4.50	11/1/2020	6/1/2029	17,180,842
Seattle	WA	Seattle-Tacoma International	SEA	L	\$3.00	11/1/1992	10/1/2001	
Seattle	WA	Seattle-Tacoma International	SEA	L	\$4.50	10/1/2001	1/1/2043	3,841,864,375
Spokane	WA	Spokane International	GEG	S	\$3.00	6/1/1993	4/1/2003	
Spokane	WA	Spokane International	GEG	S	\$4.50	4/1/2003	4/1/2036	270,234,006
Pasco	WA	Tri-Cities	PSC	N	\$3.00	11/1/1993	10/1/2001	
Pasco	WA	Tri-Cities	PSC	N	\$4.50	10/1/2001	9/1/2040	58,947,132
Walla Walla	WA	Walla Walla Regional	ALW	N	\$3.00	11/1/1993	10/1/2001	
Walla Walla	WA	Walla Walla Regional	ALW	N	\$4.50	10/1/2001	10/1/2042	5,844,559
Port Angeles	WA	William R Fairchild International	CLM	GA	\$3.00	8/1/1993	5/1/1995	
Port Angeles	WA	William R Fairchild International	CLM	GA	\$3.00	9/1/1996	10/1/2011	
Port Angeles	WA	William R Fairchild International	CLM	GA	\$3.00	7/1/2012	4/1/2022	932,841
Yakima	WA	Yakima Air Trml/McAllister Field	YKM	N	\$3.00	2/1/1993	2/1/1999	
Yakima	WA	Yakima Air Trml/McAllister Field	YKM	N	\$3.00	5/1/1999	4/1/2011	
Yakima	WA	Yakima Air Trml/McAllister Field	YKM	N	\$4.50	4/1/2011	2/1/2028	6,649,725
Appleton	WI	Appleton International	ATW	S	\$3.00	7/1/1994	6/1/2006	
Appleton	WI	Appleton International	ATW	S	\$4.50	6/1/2006	4/1/2008	
Appleton	WI	Appleton International	ATW	S	\$3.00	4/1/2008	9/1/2008	
Appleton	WI	Appleton International	ATW	S	\$4.50	9/1/2008	10/1/2050	72,543,953
Mosinee	WI	Central Wisconsin	CWA	N	\$3.00	11/1/1993	9/1/2007	
Mosinee	WI	Central Wisconsin	CWA	N	\$4.50	9/1/2007	9/1/2027	15,138,686
Eau Claire	WI	Chippewa Valley Regional	EAU	N	\$3.00	2/1/1996	12/1/2001	
Eau Claire	WI	Chippewa Valley Regional	EAU	N	\$4.50	12/1/2001	1/1/2006	
Eau Claire	WI	Chippewa Valley Regional	EAU	N	\$4.50	8/1/2006	12/1/2031	3,036,624
Madison	WI	Dane County Regional/Truax Field	MSN	S	\$3.00	9/1/1993	11/1/2001	
Madison	WI	Dane County Regional/Truax Field	MSN	S	\$4.50	11/1/2001	5/1/2045	203,372,735
Milwaukee	WI	General Mitchell International	MKE	M	\$3.00	5/1/1995	11/1/2012	
Milwaukee	WI	General Mitchell International	MKE	M	\$4.50	11/1/2012	4/1/2033	506,341,467
Green Bay	WI	Green Bay/Austin Straubel International	GRB	N	\$3.00	3/1/1993	3/1/2002	
Green Bay	WI	Green Bay/Austin Straubel International	GRB	N	\$4.50	3/1/2002	12/1/2028	46,299,787
La Crosse	WI	La Crosse Regional	LSE	N	\$3.00	7/1/1994	4/1/2001	
La Crosse	WI	La Crosse Regional	LSE	N	\$4.50	4/1/2001	9/1/2039	13,719,952
Rhineland	WI	Rhineland/Oneida County	RHI	N	\$3.00	1/1/1994	4/1/1996	
Rhineland	WI	Rhineland/Oneida County	RHI	N	\$3.00	6/1/1996	9/1/2001	
Rhineland	WI	Rhineland/Oneida County	RHI	N	\$4.50	9/1/2001	3/1/2022	
Rhineland	WI	Rhineland/Oneida County	RHI	N	\$4.50	3/1/2023	9/1/2024	2,909,327
Lewisburg	WV	Greenbrier Valley	LWB	CS	\$4.50	4/1/2011	12/1/2042	1,104,958
Parkersburg	WV	Mid-Ohio Valley Regional	PKB	CS	\$3.00	5/1/1999	8/1/2002	
Parkersburg	WV	Mid-Ohio Valley Regional	PKB	CS	\$4.50	8/1/2003	11/1/2031	935,151
Morgantown	WV	Morgantown Municipal/Walter L Bill Hart Field	MGW	CS	\$2.00	12/1/1992	1/1/1994	
Morgantown	WV	Morgantown Municipal/Walter L Bill Hart Field	MGW	CS	\$2.00	12/1/1994	1/1/2002	
Morgantown	WV	Morgantown Municipal/Walter L Bill Hart Field	MGW	CS	\$4.50	1/1/2002	3/1/2008	
Morgantown	WV	Morgantown Municipal/Walter L Bill Hart Field	MGW	CS	\$4.50	6/1/2009	6/1/2026	1,170,454
Clarksburg	WV	North Central West Virginia	CKB	N	\$3.00	4/1/1994	10/1/1995	
Clarksburg	WV	North Central West Virginia	CKB	N	\$4.50	4/1/2001	8/1/2002	
Clarksburg	WV	North Central West Virginia	CKB	N	\$4.50	5/1/2004	5/1/2054	3,101,233
Beckley	WV	Raleigh County Memorial	BKW	CS	\$4.50	8/1/2017	8/1/2039	285,965
Huntington	WV	Tri-State/Milton J Ferguson Field	HTS	N	\$3.00	12/1/1995	12/1/2008	
Huntington	WV	Tri-State/Milton J Ferguson Field	HTS	N	\$3.00	5/1/2009	6/1/2012	
Huntington	WV	Tri-State/Milton J Ferguson Field	HTS	N	\$4.50	7/1/2012	10/1/2028	9,043,078

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Charleston	WV	West Virginia International Yeager	CRW	N	\$3.00	8/1/1993	11/1/2001	
Charleston	WV	West Virginia International Yeager	CRW	N	\$4.50	11/1/2001	6/1/2051	44,319,750
Casper	WY	Casper/Natrona County International	CPR	N	\$3.00	9/1/1993	4/1/2001	
Casper	WY	Casper/Natrona County International	CPR	N	\$4.50	4/1/2001	3/1/2012	
Casper	WY	Casper/Natrona County International	CPR	N	\$3.00	3/1/2012	10/1/2019	
Casper	WY	Casper/Natrona County International	CPR	N	\$4.50	10/1/2019	7/1/2031	10,100,378
Riverton	WY	Central Wyoming Regional	RIW	N	\$3.00	5/1/1995	4/1/2001	
Riverton	WY	Central Wyoming Regional	RIW	N	\$4.50	4/1/2001	11/1/2036	1,180,133
Cheyenne	WY	Cheyenne Regional/Jerry Olson Field	CYS	N	\$3.00	11/1/1993	4/1/2001	
Cheyenne	WY	Cheyenne Regional/Jerry Olson Field	CYS	N	\$4.50	4/1/2001	9/1/2012	
Cheyenne	WY	Cheyenne Regional/Jerry Olson Field	CYS	N	\$4.50	9/1/2014	4/1/2031	2,493,570
Jackson	WY	Jackson Hole	JAC	S	\$3.00	8/1/1993	4/1/2001	
Jackson	WY	Jackson Hole	JAC	S	\$4.50	4/1/2001	3/1/2036	38,453,541
Laramie	WY	Laramie Regional	LAR	N	\$3.00	8/1/1996	10/1/2000	
Laramie	WY	Laramie Regional	LAR	N	\$3.00	12/1/2000	8/1/2001	
Laramie	WY	Laramie Regional	LAR	N	\$4.50	12/1/2006	4/1/2013	
Laramie	WY	Laramie Regional	LAR	N	\$4.50	6/1/2013	2/1/2064	4,057,400
Gillette	WY	Northeast Wyoming Regional	GCC	N	\$3.00	9/1/1993	12/1/2001	
Gillette	WY	Northeast Wyoming Regional	GCC	N	\$4.50	12/1/2001	6/1/2004	
Gillette	WY	Northeast Wyoming Regional	GCC	N	\$4.50	1/1/2005	1/1/2023	
Gillette	WY	Northeast Wyoming Regional	GCC	N	\$4.50	6/1/2023	12/1/2029	3,029,434
Sheridan	WY	Sheridan County	SHR	N	\$3.00	3/1/1996	12/1/2001	
Sheridan	WY	Sheridan County	SHR	N	\$4.50	12/1/2001	9/1/2008	
Sheridan	WY	Sheridan County	SHR	N	\$4.50	10/1/2008	2/1/2030	2,163,671
Rock Springs	WY	Southwest Wyoming Regional	RKS	N	\$3.00	4/1/1995	4/1/2006	
Rock Springs	WY	Southwest Wyoming Regional	RKS	N	\$4.50	4/1/2006	5/1/2035	2,734,297
Worland	WY	Worland Municipal	WRL	GA	\$4.50	1/1/2003	3/1/2008	
Worland	WY	Worland Municipal	WRL	GA	\$4.50	8/1/2008	7/1/2022	265,060
Cody	WY	Yellowstone Regional	COD	N	\$3.00	8/1/1997	7/1/2001	
Cody	WY	Yellowstone Regional	COD	N	\$4.50	7/1/2001	4/1/2005	
Cody	WY	Yellowstone Regional	COD	N	\$4.50	9/1/2005	6/1/2018	
Cody	WY	Yellowstone Regional	COD	N	\$4.50	7/1/2018	2/1/2020	
Cody	WY	Yellowstone Regional	COD	N	\$4.50	12/1/2020	11/1/2026	3,326,431

unique locations approved

407

137,117,204,035

NOTES: Total PFC approved includes all the collections at the location

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Letter of Intent (LOI) Commitments by Fiscal Year

State	City	Airport Name	Discretionary 2026	Entitlement 2026	Discretionary 2027	Entitlement 2027
CA	San Diego	San Diego International	10,000,000	-	10,000,000	-
IL	Chicago	Chicago O'Hare International	20,000,000	-	-	-
NC	Charlotte	Charlotte/Douglas International	15,000,000	6,500,000	20,000,000	6,500,000
TX	Austin	Austin-Bergstrom International	-	-	11,000,000	1,000,000
VA	Washington	Ronald Reagan Washington Ntl	15,000,000	-	15,000,000	-
Total			60,000,000	6,500,000	56,000,000	7,500,000

Letter of Intent (LOI) Commitments by Fiscal Year (Cont'd)

State	City	Airport Name	Discretionary 2028	Entitlement 2028	Discretionary 2029	Entitlement 2029
CA	San Diego	San Diego International	10,000,000	-	10,000,000	-
IL	Chicago	Chicago O'Hare International	-	-	-	-
NC	Charlotte	Charlotte/Douglas International	20,000,000	6,500,000	20,000,000	6,500,000
TX	Austin	Austin-Bergstrom International	11,000,000	1,000,000	11,000,000	1,000,000
VA	Washington	Ronald Reagan Washington Ntl	15,000,000	-	15,000,000	-
Total			56,000,000	7,500,000	56,000,000	7,500,000

Letter of Intent (LOI) Commitments by Fiscal Year (Cont'd)

State	City	Airport Name	Discretionary 2030	Entitlement 2030	Discretionary 2031	Entitlement 2031
CA	San Diego	San Diego International	15,000,000	-	15,000,000	-
IL	Chicago	Chicago O'Hare International	-	-	-	-
NC	Charlotte	Charlotte/Douglas International	20,000,000	6,500,000	25,000,000	6,500,000
TX	Austin	Austin-Bergstrom International	11,000,000	1,000,000	11,000,000	1,000,000
VA	Washington	Ronald Reagan Washington Ntl	13,000,000	-	-	-
Total			59,000,000	7,500,000	51,000,000	7,500,000

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Letter of Intent (LOI) Commitments by Fiscal Year (Cont'd)

State	City	Airport Name	Discretionary 2032	Entitlement 2032	Discretionary 2033	Entitlement 2033
CA	San Diego	San Diego International	-	-	-	-
IL	Chicago	Chicago O'Hare International	-	-	-	-
NC	Charlotte	Charlotte/Douglas International	30,000,000	6,500,000	30,000,000	6,500,000
TX	Austin	Austin-Bergstrom International	11,000,000	1,000,000	11,000,000	1,000,000
VA	Washington	Ronald Reagan Washington Ntl	-	-	-	-

Total **41,000,000 7,500,000 41,000,000 7,500,000**

Letter of Intent (LOI) Commitments by Fiscal Year (Cont'd)

State	City	Airport Name	Discretionary 2034	Entitlement 2034	Discretionary 2035	Entitlement 2035
CA	San Diego	San Diego International	-	-		-
IL	Chicago	Chicago O'Hare International	-	-		-
NC	Charlotte	Charlotte/Douglas International	30,000,000	6,500,000		
TX	Austin	Austin-Bergstrom International	11,000,000	1,000,000	11,000,000	1,000,000
VA	Washington	Ronald Reagan Washington Ntl	-	-		-

Total **41,000,000 7,500,000 11,000,000 1,000,000**

Letter of Intent (LOI) Commitments by Fiscal Year (Cont'd)

State	City	Airport Name	Discretionary Total (FY26-FY35 Only)	Entitlement Total (FY26-FY35 Only)
CA	San Diego	San Diego International	70,000,000	-
IL	Chicago	Chicago O'Hare International	20,000,000	-
NC	Charlotte	Charlotte/Douglas International	210,000,000	58,500,000
TX	Austin	Austin-Bergstrom International	99,000,000	9,000,000
VA	Washington	Ronald Reagan Washington Ntl	73,000,000	-

Total **472,000,000 67,500,000**

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FACILITIES AND EQUIPMENT (General Fund)

The Infrastructure Investment and Jobs Act (IIJA) (P.L. 117–58) appropriated \$5.0 billion for Facilities & Equipment in annual installments of \$1.0 billion from FY 2022 to FY 2026. This funding supports the improvement of existing and construction of new air traffic control infrastructure. Enacted in 2022, IIJA enables the Federal Aviation Administration (FAA) to address significant construction projects and other air traffic control tower needs. The agency has initiated a significant effort on new construction of these facilities. The schedule above shows the remaining activity associated with the program. In addition, the Working Families Tax Cut Act (P.L. 119–21) appropriated \$12.5 billion in FY 2025 to jumpstart the modernization of the FAA's air traffic control system by replacing aging infrastructure and obsolete technologies. The FAA is utilizing this funding to upgrade critical radar systems, telecommunications infrastructure, and runway safety systems. This investment will also modernize terminal radar approach (TRACON) facilities, air traffic control towers, and begin consolidating air route traffic control centers (ARTCC) to improve efficiency and reduce long-term costs. Collectively, these actions advance the delivery of the Brand New Air Traffic Control System to make flying safer, faster, and more reliable.

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AIRPORT TERMINAL PROGRAM

The Infrastructure Investment and Jobs Act (IIJA) (P.L. 117–58) appropriated \$5.0 billion for the Airport Terminal Program, in annual \$1.0 billion installments from FY 2022 to FY 2026, for the Secretary of Transportation to provide competitive grants for airport terminal development projects that address the aging infrastructure of the nation's airports. The schedule above shows the remaining activity associated with the program. No new funds are requested for this program in 2027.

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AIRPORT INFRASTRUCTURE GRANTS

The Infrastructure Investment and Jobs Act (IIJA) (P.L. 117–58) appropriated \$15.0 billion, in annual installments of \$3.0 billion from FY 2022 to FY 2026, for airport projects that increase safety and expand capacity. The schedule above shows the remaining activity associated with the program. No new funds are requested for this program in 2027.

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RESEARCH, ENGINEERING, and DEVELOPMENT

The Inflation Reduction Act (P.L. 117–169) appropriated \$297 million for the Fueling Aviation's Sustainable Transition through Sustainable Aviation Fuels (FAST-SAF) and Low Emissions Aviation Technology (FAST-Tech) programs. The funding provided competitive grants to advance sustainable aviation fuels and low emissions aviation technologies to reduce emissions from aviation.

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GRANTS-IN-AID for AIRPORTS

The FY 2027 Budget does not request this supplemental funding. Previous annual appropriations acts provided supplemental funding for the Grants-in-Aid for Airports account. Funds were appropriated from the General Fund of the U.S. Treasury. Discretionary grants, including those for Community Project Funding/Congressionally Directed Spending, are being awarded to qualified airports. The FAA applies up to 0.5 percent of the funds provided to the administrative costs of awarding grants under the program.

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AVIATION INSURANCE REVOLVING FUND

The Aviation Insurance Revolving Fund provides direct support for the aviation insurance program (49 U.S.C. 44302a and 44305). The Federal Aviation Administration (FAA) Aviation Insurance Program provides products that address the insurance needs of the U.S. domestic air transportation industry not adequately met by the commercial insurance market. The FAA may temporarily provide war risk insurance for a premium for no more than one period, up to 90 days, in the event of a unilateral cancellation of a commercial policy by an air carriers commercial insurer. Permanent authority to provide temporary insurance for a premium was authorized in the Consolidated Appropriations Act of 2023 (P.L. 117–328). In addition, the agency may provide insurance without premium at the request of the Secretary of Defense, or the head of a department, agency, or instrumentality designated by the President, when the Secretary of Defense, or the designated head, agrees to indemnify the Secretary of Transportation against all losses covered by the insurance. The non-premium aviation insurance program was authorized through September 30, 2028, in the FAA Reauthorization Act of 2024, Part II (P.L. 118–63).

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ADMINISTRATIVE SERVICES FRANCHISE FUND

The Federal Aviation Administration (FAA) Administrative Services Franchise Fund (Franchise Fund) was authorized under the Department of Transportation (DOT) and Related Agencies Appropriation Act of 1997 (P.L. 104-205). The Franchise Fund is a revolving fund which performs a wide variety of support services. The fund finances operations by charging users on a fee-for-service basis for goods and services. The Franchise Fund improves organizational efficiency and provides better support to FAA's internal and external customers. These services include accounting, travel, multi-media, information technology, logistics and material management, aircraft maintenance, and international training.

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AVIATION USER FEES

The Federal Aviation Reauthorization Act of 1996 (P.L. 104–264) authorized the collection of user fees for air traffic control and related services provided by the Federal Aviation Administration to aircraft that neither take off nor land in the United States. These user fees are commonly known as overflight fees. The FY 2027 Budget Request estimates that \$174 million in overflight fees will be collected in 2027.

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AIRPORT and AIRWAY TRUST FUND

Section 9502 of Title 26, U.S. Code provides for amounts equivalent to the funds received in the Treasury for the passenger ticket tax, and certain other taxes paid by airport and airway users, to be transferred to the Airport and Airway Trust Fund. In turn, appropriations are authorized from this fund to meet obligations for airport improvement grants, Federal Aviation Administration facilities and equipment, research, operations, and payment to air carriers; and for the Bureau of Transportation Statistics Office of Airline Information.

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TRUST FUND SHARE of FAA ACTIVITIES
(AIRPORT and AIRWAY TRUST FUND)

The FY 2027 Budget request proposes \$14.2 billion for Federal Aviation Administration Operations, of which the Airport and Airway Trust Fund would provide \$13.6 billion.

FAA ADMINISTRATIVE PROVISIONS - REQUESTED

Sec. 110. The Administrator of the Federal Aviation Administration may reimburse amounts made available to satisfy section 41742(a)(1) of title 49, United States Code, from fees credited under section 45303 of title 49, United States Code, and any amount remaining in such account at the close of any fiscal year may be made available to satisfy section 41742(a)(1) of title 49, United States Code, for the subsequent fiscal year.

- ❖ In order to satisfy 49 U.S.C. 41742(a)(1), at the beginning of each fiscal year FAA makes available to the Essential Air Services (EAS) program funding from the Facilities & Equipment (F&E) account. This provision ensures that the F&E account is reimbursed from the over-flight fees collected and is needed in order to continue the practice in FY 2027.

Sec. 111. None of the funds made available by this Act shall be available for paying premium pay under subsection 5546(a) of title 5, United States Code, to any Federal Aviation Administration employee unless such employee actually performed work during the time corresponding to such premium pay.

- ❖ The provision stems from past legal action taken by air traffic controllers to receive premium pay for a full shift, even if only part of the shift was eligible for premium pay. The FAA recommends retaining this provision as a GP that would apply to all FAA accounts. FAA also recommends keeping this provision for FY 2027 in order to minimize potential payroll liability.

Sec. 112. None of the funds in this Act may be obligated or expended for an employee of the Federal Aviation Administration to purchase a store gift card or gift certificate through use of a Government-issued credit card.

- ❖ This provision prohibits FAA employees from using a government-issued credit card to purchase a store gift card or gift certificate. FAA recommends retaining this provision as a GP that would apply to all FAA accounts.

Sec. 113. Notwithstanding any other provision under this Act, not to exceed 10 percent of any appropriation made available for the current fiscal year for the Federal Aviation Administration by this or prior appropriations Acts may be transferred between such appropriations, but no such transfer shall be increase any appropriation by more than 10 percent: Provided, That funds transferred under this section shall be treated as a reprogramming of funds under section 404 of this Act and shall not be available for obligation through a reprogramming of funds unless the Committees on Appropriations of the Senate and the House of Representatives are notified 15 days in advance of such transfer: Provided further, That any transfer from an amount made available for obligation as discretionary grants-in-aid for airports pursuant to section 47117(f) of title 49, United States Code, shall be deemed as obligated for grants-in-aid for airports under part B of subtitle VII of title 49, United States Code, for the purposes of complying with

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the limitation on incurring obligations in this appropriations Act or any other appropriations Act under the heading "Grants in-Aid for Airports".

- ❖ The FY 2027 budget requests additional budget flexibility. While the FAA has long benefited from the ability to seek congressional approval to reprogram limited amounts within budget accounts, there has traditionally been no flexibility at the account level. This new authority will allow the FAA to request the transfer of up to 10 percent of any appropriation across accounts, provided that no account is increased by more than 10 percent. Such a transfer would be subject to approval by both congressional Committees on Appropriations.

Sec. 114. (a) Notwithstanding paragraphs (5) and (6) of section 404, funds made available in this title under the headings "Operations" and "Facilities and Equipment" may be transferred or reprogrammed to a different existing program, project, or activity under the same heading: Provided, That any such transfer or reprogramming that increases or decreases funding to any program, project, or activity by more than \$30,000,000 or 10 percent, whichever is less, shall be subject to the notification requirements specified in section 404.

(b) Notwithstanding paragraph (7) of section 404, activities creating, reorganizing, or restructuring an organizational unit of the Federal Aviation Administration are not subject to the requirements of section 404 unless those activities would change the organization chart provided as an exhibit to section 1 of the President's Budget justification.

- ❖ The FAA is requesting a general provision that supersedes the reprogramming thresholds contained in subsections (5), (6) and (7) of Section 405 of Title IV (General Provisions—This Act) for the annual appropriations legislation covering Transportation, Housing and Urban Development, and Related Agencies. This provision applies only to FAA's Operations and Facilities & Equipment accounts. Section 405, which has existed essentially unchanged since FY 2004, establishes guidelines and thresholds for the formal reprogramming of funds and the reorganization of divisions within federal agencies covered by the Act. The principal reprogramming threshold of \$5,000,000 has not been updated in approximately 20 years and has not kept up with normal inflationary pressures. The FAA is requesting a general provision that increases the \$5,000,000 dollar threshold for reprogramming within the Operations and Facilities & Equipment accounts to the lesser of 10 percent or \$30,000,000. This provides the flexibility intended when the provision was first enacted 20 years ago. Similarly, the provision alters the reprogramming requirements for organizational changes contained in subsection (7) by defining only those changes made at the FAA Associate Administrator or Assistant Administrator level be subject to formal reprogramming actions. This would provide FAA business units and staff offices greater flexibility to manage their organizations and more nimbly respond to constantly evolving aviation industry challenges.

Sec. 115. None of the funds appropriated or otherwise made available to the FAA may be used to carry out the FAA's obligations under section 44502(e) of title 49, United

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States Code, unless the eligible air traffic system or equipment to be transferred to the FAA under section 44502(e) of title 49, United States Code—

- (1) (A) was purchased by the transferor airport on or after October 1, 2024;
(B) is identified in subparagraph (D) of section 44502(e)(3) of such title 49;
and
(C) was purchased with assistance from a Government airport aid program, airport development aid program, or airport improvement project grant;*
- (2) (A) was purchased by the transferor airport on or after October 5, 2018;
(B) is identified in subparagraphs (A), (B), or (C) of section 44502(e)(3) of such title 49; and
(C) was purchased with assistance from a Government airport aid program, airport development aid program, or airport improvement project grant.*

- ❖ Similar to Section 119E of the FY 2024 Transportation and Housing and Urban Development Appropriations Act, this provision provides limitations on the use of certain authorities to transfer certain air traffic systems or equipment to the FAA. The provision also addresses the changes enacted by the FAA Reauthorization Act of 2024 to the eligibility requirements for airports in non-contiguous States while aligning with reoccurring purchase limitations in prior appropriations acts.

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Exhibit IV-1 Research Development, and Technology (RD&T) Budget Authority

**FY 2027 Budget Research, Development, & Technology Budget Authority
(\$000)**

Federal Aviation Administration

Budget Account	FY 2025 Full Year CR*	FY 2026 Enacted	FY 2027 Request	Basic and Applied Research	Experimental Development	Technology Transfer
RESEARCH, ENGINEERING, & DEVELOPMENT						
Fire Research and Safety	8,750	6,647	6,547	6,547		
Propulsion and Fuel Systems	5,174	4,200	4,200	4,200		
Advanced Materials /Structural Safety	14,720	1,000	4,300	4,300		
Advanced Materials /Structural Safety -JAMS COE		15,000				
Aircraft Icing	3,064	2,798	2,598	2,598		
*Digital System Safety	5,762	5,375	5,525	5,525		
Continued Air Worthiness	10,339	8,198	8,200	8,200		
Flight deck/Maintenance/System Integration Human Factors	13,801	12,410	12,410	12,410		
System Safety Management/Terminal Area Safety	13,700	9,096	9,846	9,846		
Air Traffic Control/Technical Operations Human Factors	5,993	5,709	5,647	5,647		
Aeromedical Research	13,300	10,394	11,144	11,144		
Weather Program	20,000	15,436	15,236	15,236		
Unmanned Aircraft Systems Research	31,000	10,000	15,717	15,717		
Unmanned Aircraft Systems Research-ASSURE COE		14,000				
Alternative Fuels for General Aviation	16,000	10,000	10,000	10,000		
Commercial Space Transportation Safety	12,379	4,300	3,450	3,450		
Wake Turbulence	4,243	4,700	4,528	4,528		
**Aircraft Cybersecurity	6,943	4,596	4,646	4,646		
Energy & Efficiency		12,500				
Energy & Efficiency-ASCENT COE		8,500				
Aircraft Technologies and Fuels		5,000				
Aircraft Technologies and Fuels Research - CLEEN		38,500				
Aircraft Technologies and Fuels Research-ASCENT COE		27,000				
Advanced Vehicle Technologies & Operations	24,700		11,250	11,250		
Aviation Systems Performance Analysis	38,000		18,365	18,365		
System Planning and Resource Management	6,088	3,894	3,894	3,894		
***Aviation Grant Management	10,000	40,000	800	800		
William J. Hughes Technical Center Laboratory Facilities	10,494	6,747	6,697	6,697		
*Aircraft Radio Altimeter Development, Testing, and Certification	5,550	3,000				
Tarmac Safety and Runway Incursion Prevention		1,000				
Subtotal, Research, Engineering, and Development	280,000	290,000	165,000	165,000		
FACILITIES & EQUIPMENT						
Advanced Technology Development and Prototyping Plant	23,700	132,500	133,700		133,700	
Research & Development	57,400	42,900	33,900	33,900		
Center for Advanced Aviation System Development (CAASD)	72,500	83,400	62,900		62,900	
	55,000	55,000	40,000		40,000	
Subtotal, Facilities & Equipment	208,600	313,800	270,500	33,900	236,600	
GRANTS-IN-AID FOR AIRPORTS						
Airport Technology Research	41,801	41,827	42,173	42,173		
Airport Cooperative Research	15,000	15,000	15,000	15,000		
Subtotal, Grant-In-Aid for Airports	56,801	56,827	57,173	57,173		
ADMINISTRATIVE - OPS						
	26,460	26,753	15,185		15,185	
Total RD&T Funding	571,861	687,380	507,858	256,073	251,785	

Footnotes:

*This program's FY 2025 funding represents the current allocated level, inclusive of reprogramming (as allowed under the Full Year CR); note that it therefore differs from the FY 2025 level published in the FY 2026 Congressional Justification

**Prior to FY 2027, this BLU was called *Information/Cybersecurity*.

***In FY 2025 this BLU was called *Advanced Aviation Training Research*

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Research, Development and Technology: This **\$507.9 million** budget request funds FAA's applied research on new and advanced technologies. These research efforts enable the timely and safe introduction of technologies and improves performance across all elements of the aviation system. Noteworthy investments include:

- **Fire Research and Safety: \$6.5 million (RE&D)** is requested to prevent in-flight fire accidents and improve survivability during post-crash fires. The program will conduct research to better understand and mitigate the threat of lithium batteries and other hazardous materials in cargo fires. These fires continue to cause concern due to the increasing number, size, and energy densities of batteries being shipped, and the unusual and severe hazards associated with lithium battery fires. The program will also conduct research with the aim of mitigating the flammability risks of changes in the means of aircraft propulsion, fuels used, and impact on design.
- **Digital System Safety: \$5.5 million (RE&D)** is requested to conduct research on the safety and assurance of advanced technologies in safety-critical digital systems and the use of digital engineering to improve the effectiveness and efficiency of developing safe products, including systems design, development, and operation with artificial intelligence/machine learning (AI/ML) functionality. By thoroughly researching these systems, the agency can ensure they don't compromise National Airspace System safety.
- **Air Traffic Control Technical Operations Human Factors: \$5.6 million (RE&D)** is requested to support the Administration's Safety principle and provide timely human factors products and consultation to improve the safety and efficiency of complex air traffic control (ATC) systems. Research addresses the Air Traffic Organization (ATO) challenges in five human factors research and development focus areas: (1) improved safety, reduced hazards, and error mitigation in ATC; (2) automation effects and controller performance; (3) improved design and operation of ATC systems; (4) improved controller selection and training; and (5) controller and technical operations workforce optimization.
- **Aeromedical Research: \$11.1 million (RE&D):** is requested to support research focusing on protecting occupants, enhancing emergency preparedness, addressing in-flight health hazards and infectious disease transmission, strengthening pilot medical oversight, and leveraging data and AI for continuous safety assurance. It spans multiple domains—from developing new safety standards for advanced air mobility and improving evacuation procedures, to validating cabin air quality studies and disease dispersion models and advancing medical certification methods for pilots.
- **Unmanned Aircraft Systems (UAS) Research: \$15.7 million (RE&D)** is requested to support full UAS and Advanced Air Mobility (AAM) integration in the NAS. The program supports a unified FAA approach to safe, secure, and efficient integration of UAS and AAM into the National Airspace System (NAS). The FY 2027 portfolio is focused on AAM integration, as most research for small UAS and UAS is concluded (other than the movement of passengers and cargo). The FAA's strategic outlook for UAS and AAM integration research is characterized by increased tempo of operations for both, and the increasing certification maturity for AAM to provide for predictable path to aircraft, operation and airmen approvals. Research also informs government strategy for addressing misuse of UAS in addition to the safe and secure use of counter-UAS systems.

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- **Airport Technology Research: \$42.2 million (AIP)** is requested to fund a diversified portfolio consisting of 17 program areas and over 100 on-going projects. The areas include research on the ground infrastructure required to safely integrate new and emerging entrants into airports and future vertiports, droneports and spaceports. Additional research areas include the continued testing of new generation firefighting agents, free from perfluoroalkyl or polyfluoroalkyl substances, also known as PFAS and how they are being integrated into aircraft rescue and firefighting departments (equipment compatibility, transition requirements, tactics, training, etc.); compressed air foam firefighting systems; field performance monitoring of solar lighting technology for runway and taxiway lights; development of smart technologies to monitor runway conditions; integrating machine learning and artificial intelligence techniques into airport safety and performance monitoring; and the continued evaluation of more durable and cost effective pavement materials. Overall, this research program focuses on continually improving safety at airports in various ways that support investment in technologies to modernize all aspects of airport safety and infrastructure.
- **Airport Cooperative Research Program (ACRP): \$15.0 million (AIP)** is requested for the program to continue research into airport safety and supporting the integration of nationwide safety practices at airports. develop near-term, evidence-based, practical solutions to problems faced by airport operators. ACRP uses contractors, selected in a competitive process, to conduct research which is overseen by industry experts and a designated FAA subject matter expert. The results of the research are published in the form of handbooks and best practices. To date, the vast library of resulting publications includes areas of safety, airport management, airport financing, airport environmental quality, airport compliance, and airport planning. These publications are available to the general public on the ACRP website and for purchase in hard copy. Over 100 topics are submitted by the airport community for research every year. For FY 2027, the budget requests to fund approximately 25 research topics.

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**INFORMATION TECHNOLOGY
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
BUDGET AUTHORITY**

(\$000)

Budget Account	FY 2025 Enacted	FY 2026 Enacted	FY 2027 Request
Operations	\$1,963,862	\$2,001,090	\$2,044,158
<i>Commodity IT SS WCF</i>	<i>\$17,362</i>	<i>\$16,573</i>	<i>\$14,738</i>
<i>Modal IT</i>	<i>\$1,946,500</i>	<i>\$1,984,517</i>	<i>\$2,029,420</i>
Facilities & Equipment (F&E)	\$1,788,370	1,958,047	\$2,182,166
<i>Commodity IT SS WCF</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
<i>Modal IT</i>	<i>\$1,788,370</i>	<i>\$1,945,547</i>	<i>\$2,182,166</i>
Total	\$3,752,232	\$3,946,637	\$4,226,324

The Federal Aviation Administration requests **\$4.22 billion** in FY 2027 for information technologies (IT) that support the full spectrum of FAA programs as well as the Department’s initiative to transform and consolidate the management of certain IT solutions centrally by the Office of the Chief Information Officer (OCIO).

Commodity IT Shared Services (SS) through the Working Capital Fund

OCIO will continue to provide all modes Commodity IT Shared Services in FY 2027 to achieve economies of scale and increase consistency of cybersecurity protections across the Department. Commodity IT Shared Services include IT functions and activities dedicated to basic support services, including network operations, end-user computing, telecommunications services, and server operations.

- The budget requests **\$14.7 million** in the Operations account for Commodity IT Shared Services. FAA’s share was based on actual commodity IT consumption in prior years as well as planned future consumption. OCIO, in collaboration with FAA, assumed a one-to-one cost estimate to transition all commodity IT to OCIO. FAA will only be charged for services rendered.

Modal IT

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The budget requests **\$4.21 billion** for system investments in the IT portfolio. Funding will also be used to migrate and modernize legacy systems to provide risk management, security, and common information management capabilities and services across the FAA.

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FEDERAL AVIATION ADMINISTRATION

OPERATIONS

ESTIMATES

APPROPRIATIONS

2017	¹ 9,994,352,000	2017	² 10,025,852,000
2018	³ 9,890,886,000	2018	⁴ 10,211,754,000
2019	⁵ 9,931,312,000	2018 Supplemental (P.L. 115-123) ⁶	35,000,000
2020	⁸ 10,340,000,000	2019	⁷ 10,410,758,000
2021	¹⁰ 11,001,500,000	2020	⁹ 10,630,000,000
2022	¹² 11,434,100,000	2021	¹¹ 11,001,500,000
2023	¹⁴ 11,933,821,000	2022	¹³ 11,414,100,000
2024	¹⁶ 12,740,627,000	2023	¹⁵ 11,915,000,000
2025	¹⁸ 13,603,399,000	2024	¹⁷ 12,729,627,000
2026	²⁰ 13,842,000,000	2025	¹⁹ 13,482,783,000
2027	²¹ 14,191,600,000	2026	²² 13,710,000,000

¹Includes \$7,608,000,000 from the Airport and Airway Trust Fund.

²Includes \$9,173,000,000 from the Airport and Airway Trust Fund.

³Includes \$8,100,000,000 from the Airport and Airway Trust Fund.

⁴Includes \$8,886,000,000 from the Airport and Airway Trust Fund.

⁵Includes \$8,632,721,000 from the Airport and Airway Trust Fund.

⁶Supplemental funding from the Further Additional Supplemental Appropriations for Disaster Relief Requirements Act, 2018 (P.L. 115-123)

⁷Includes \$8,886,000,000 from the Airport and Airway Trust Fund.

⁸Includes \$9,364,085,000 from the Airport and Airway Trust Fund.

⁹Includes \$10,519,000,000 from the Airport and Airway Trust Fund.

¹⁰Includes \$11,001,500,000 from the Airport and Airway Trust Fund.

¹¹Includes \$10,519,000,000 from the Airport and Airway Trust Fund.

¹²Includes \$8,434,000,000 from the Airport and Airway Trust Fund.

¹³Includes \$ 6,414,100,000 from the Airport and Airway Trust Fund.

¹⁴Includes \$9,933,821,000 from the Airport and Airway Trust Fund.

¹⁵Includes \$9,993,821,000 from the Airport and Airway Trust Fund.

¹⁶Includes \$8,740,627,000 from the Airport and Airway Trust Fund.

¹⁷Includes \$12,093,150,000 from the Airport and Airway Trust Fund.

¹⁸Includes \$12,755,399,000 from the Airport and Airway Trust Fund.

¹⁹Includes \$12,093,150,000 from the Airport and Airway Trust Fund

²⁰Includes \$13,041,000,000 from the Airport and Airway Trust Fund.

²¹Includes \$13,591,600,000 from the Airport and Airway Trust Fund

²²Includes \$13,591,600,000 from the Airport and Airway Trust Fund

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FEDERAL AVIATION ADMINISTRATION

FACILITIES AND EQUIPMENT
(AIRPORT AND AIRWAY TRUST FUND)

ESTIMATES	APPROPRIATIONS
2017 2,838,000,000	2017 2,855,000,000
2018 2,766,200,000	2018 3,250,000,000
	2018 Supplemental (P.L. 115-123) ... ²¹ 79,600,000
2019 2,766,572,000	2019 3,000,000,000
2020 3,295,000,000	2020 3,045,000,000
2021 3,000,000,000	2021 3,015,000,000
2022 3,410,000,000	2022 2,892,888,000
	2022 Hurricane Relief ²² 100,000,000
	2022 IJA Supplemental ²³ 1,000,000,000
2023 ²⁴ 3,015,000,000	2023 2,945,000,000
	2023 IJA Supplemental ²⁵ 1,000,000,000
2024 3,462,000,000	2024 3,191,250,000
	2024 ²⁶ -1,593,000
	2024 IJA Supplemental ²⁷ 1,000,000,000
2025 3,600,000,000	2025 3,176,250,000
	2025 IJA Supplemental ²⁸ 1,000,000,000
2026 4,000,000,000	2026 4,000,000,000
	2026 IJA Supplemental ²⁹ 1,000,000,000
2027 4,000,000,000	

²¹ Supplemental funding from the Further Additional Supplemental Appropriations for Disaster Relief Requirements Act, 2018 (P.L. 115-123)
²² Extending Government Funding and Delivering Emergency Assistance Act, 117-43 from the General Fund.
²³ Infrastructure Investment and Jobs Act, P.L. 117-58 from the General Fund.
²⁴ Does not include funding from Infrastructure Investment and Jobs Act.
²⁵ Infrastructure Investment and Jobs Act, P.L. 117-58 from the General Fund.
²⁶ Rescission back to the U.S. Treasury of unused no-year funds.
²⁷ Infrastructure Investment and Jobs Act, P.L. 117-58 from the General Fund.
²⁸ Infrastructure Investment and Jobs Act, P.L. 117-58 from the General Fund.
²⁹ Infrastructure Investment and Jobs Act, P.L. 117-58 from the General Fund.

**Federal Aviation Administration
FY 2027 President's Budget Submission**

FEDERAL AVIATION ADMINISTRATION
RESEARCH, ENGINEERING, AND DEVELOPMENT
(AIRPORT AND AIRWAY TRUST FUND)

ESTIMATES

APPROPRIATIONS

2017	167,500,000	2017	176,500,000
2018	150,000,000	2018	188,926,000
2019	74,406,000	2019	191,100,000
2020	120,000,000	2020	192,665,000
2021	170,000,000	2021	198,000,000
2022	258,500,000	2022	248,500,000
		2022 IRA Supplemental.....	³⁰ 297,000,000
2023	260,500,000	2023	255,000,000
2024	255,130,000	2024	280,000,000
2025	250,000,000	2025	280,000,000
2026	165,000,000	2026	290,000,000
2027	165,000,000		

³⁰ Inflation Reduction Act, P.L. 117-169 from General Fund.

**Federal Aviation Administration
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FEDERAL AVIATION ADMINISTRATION

GRANTS-IN-AID FOR AIRPORTS
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(AIRPORT AND AIRWAY TRUST FUND)

ESTIMATES	APPROPRIATIONS
2016..... 3,500,000,000	2016 3,600,000,000
2017..... 3,500,000,000	2017 3,750,000,000
2018..... 3,000,000,000	2018 3,350,000,000
	2018 Supplemental..... ³¹ 1,000,000,000
2019..... 3,000,000,000	2019 3,350,000,000
	2019 Supplemental..... ³² 500,000,000
2020..... 3,000,000,000	2020 3,350,000,000
	2020 Supplemental..... ³³ 400,000,000
	CARES Act..... ³⁴ 10,000,000,000
2021..... 3,350,000,000	2021 3,350,000,000
	2021 Supplemental..... ³⁵ 400,000,000
	CRRSA Act..... ³⁶ 2,000,000,000
2022..... 3,350,000,000	2022 3,350,000,000
	2022 Supplemental..... ³⁷ 554,180,000
2023..... 3,350,000,000	2023 3,350,000,000
	2023 Supplemental..... 558,555,000
2024..... 3,350,000,000	2024 3,350,000,000
	2024 Supplemental..... 532,392,000
2025..... 3,350,000,000	2025 4,000,000,000
	2025 Supplemental..... 50,000,000
2026..... 4,000,000,000	2026 4,000,000,000
	2026 Supplemental..... ³⁸ 577,356,000
2027..... 4,000,000,000	

³¹ FY 2018 Consolidated Appropriations Act (P.L. 115-141) from the General Fund.

³² FY 2019 Consolidated Appropriations Act (P.L. 116-6) from the General Fund.

³³ FY 2020 Consolidated Appropriations Act (P.L. 116-94) from the General Fund.

³⁴ CARES Act (P.L. 116-136) from the General Fund.

³⁵ FY 2021 Consolidated Appropriations Act (P.L. 116-260) from the General Fund.

³⁶ Coronavirus Response and Relief Supplemental Appropriations Act (P.L. 116-260) from the General Fund.

³⁷ FY 2022 Consolidated Appropriations Act (P.L. 117-103) from the General Fund.

³⁸ Includes \$208,686,000 in new budgetary resources from P.L. 119-75 and \$368,670,000 transferred from IIJA account balances.

**Federal Aviation Administration
FY 2027 President's Budget Submission**

FEDERAL AVIATION ADMINISTRATION

GRANTS-IN-AID FOR AIRPORTS
LIMITATION ON OBLIGATIONS
(AIRPORT AND AIRWAY TRUST FUND)

ESTIMATES

APPROPRIATIONS

2016.....(2,900,000,000)	2016 (3,350,000,000)
2017.....(2,900,000,000)	2017 (3,350,000,000)
2018.....(3,350,000,000)	2018 (3,350,000,000)
2019.....(3,350,000,000)	2019 (3,350,000,000)
2020.....(3,350,000,000)	2020 (3,350,000,000)
2021.....(3,350,000,000)	2021 (3,350,000,000)
2022.....(3,350,000,000)	2022 (3,350,000,000)
2023.....(3,350,000,000)	2023 (3,350,000,000)
2024.....(3,350,000,000)	2024 (3,350,000,000)
2025.....(3,350,000,000)	2025 (4,000,000,000)
2026.....(4,000,000,000)	2026 (4,000,000,000)
2027.....(4,000,000,000)	

**Federal Aviation Administration
FY 2027 President's Budget Submission**

FEDERAL AVIATION ADMINISTRATION

RELIEF FOR AIRPORTS

ESTIMATES

APPROPRIATIONS

2021.....	0	2021	¹ 8,000,000,000
2022.....	0	2022	0
2023.....	0	2023	0
2024.....	0	2024	0
2025.....	0	2025	0
2026.....	0	2026	0
2027.....	0		

¹ American Rescue Plan (P.L. 117-2) from the General Fund.

**Federal Aviation Administration
FY 2027 President's Budget Submission**

FEDERAL AVIATION ADMINISTRATION

EMPLOYEE LEAVE FUND

ESTIMATES

APPROPRIATIONS

2021.....	0	2021	² 9,000,000
2022.....	0	2022	0
2023.....	0	2023	0
2024.....	0	2024	0
2025.....	0	2025	0
2026.....	0	2026	0
2027.....	0		

² American Rescue Plan (P.L. 117-2) from the General Fund.

**Federal Aviation Administration
FY 2027 President's Budget Submission**

FEDERAL AVIATION ADMINISTRATION

AIRPORT INFRASTRUCTURE GRANTS

ESTIMATES	APPROPRIATIONS
2022 0	2022 ¹ 3,000,000,000
2023 0	2023 ² 3,000,000,000
2024 0	2024 ³ 3,000,000,000
2025 0	2025 ⁴ 3,000,000,000
2026 0	2026 ⁵ 3,000,000,000
	Transfer to AIP ⁶ (300,000,000)
2027 0	

¹ Infrastructure Investment and Jobs Act, P.L. 117-58 from the General Fund.
² Infrastructure Investment and Jobs Act, P.L. 117-58 from the General Fund.
³ Infrastructure Investment and Jobs Act, P.L. 117-58 from the General Fund.
⁴ Infrastructure Investment and Jobs Act, P.L. 117-58 from the General Fund.
⁵ Infrastructure Investment and Jobs Act, P.L. 117-58 from the General Fund.
⁶ Transferred to Grants-in-Aid for Airports per P.L. 119-75

**Federal Aviation Administration
FY 2027 President’s Budget Submission**

FEDERAL AVIATION ADMINISTRATION

AIRPORT TERMINAL PROGRAM

ESTIMATES	APPROPRIATIONS
2022 0	2022 ¹ 1,000,000,000
2023 0	2023 ² 1,000,000,000
2024 0	2024 ³ 1,000,000,000
2025 0	2025 ⁴ 1,000,000,000
2026 0	2026 ⁵ 1,000,000,000
	Transfer to AIP ⁶ (68,670,000)
2027 0	

¹ Infrastructure Investment and Jobs Act, P.L. 117-58 from the General Fund.
² Infrastructure Investment and Jobs Act, P.L. 117-58 from the General Fund.
³ Infrastructure Investment and Jobs Act, P.L. 117-58 from the General Fund.
⁴ Infrastructure Investment and Jobs Act, P.L. 117-58 from the General Fund.
⁵ Infrastructure Investment and Jobs Act, P.L. 117-58 from the General Fund.
⁶ Transferred to Grants-in-Aid for Airports per P.L. 119-75

**Federal Aviation Administration
FY 2027 President's Budget Submission**

FEDERAL AVIATION ADMINISTRATION

AIR TRAFFIC CONTROL IMPROVEMENTS

ESTIMATES	APPROPRIATIONS
2022.....0	20220
2023.....0	20230
2024.....0	20240
2025.....0	2025 ⁷ 12,520,000,000
2026.....0	20260
2027.....0	

⁷ P.L. 119-21 from the General Fund

**Federal Aviation Administration
FY 2027 President’s Budget Submission**

**Federal Aviation Administration
Abbreviated National Airspace System Capital Investment Plan
Fiscal Years 2027–2031**

Background

On February 3, 2026, the President signed into law the Consolidated Appropriations Act, 2026 (P.L. 119-75).

In compliance with Congressional direction, the *Abbreviated National Airspace System (NAS) Capital Investment Plan (CIP) Fiscal Years (FY) 2027-2031* is included in the Federal Aviation Administration (FAA) FY 2027 President’s Budget Request and falls within outyear targets established by the Office of Management and Budget.

In support of ongoing modernization efforts to deliver the Brand New Air Traffic Control System, the Agency applied a distribution methodology to extrapolate outyear funding projections. As technical scope and implementation timelines for replacement of legacy air traffic control systems continue to mature, funding projections remain fluid and subject to refinement.

**Federal Aviation Administration
FY 2027 President's Budget Submission**

Estimated Funding by Budget Line Item (BLI)

The estimated funding by BLI in the table below presents funding for capital programs in FY 2027 to FY 2031 using a distribution methodology supporting ongoing modernization efforts at the Agency. The FY 2027 funding levels align with the FAA's FY 2027 President's Budget Request and FY 2027 through FY 2031 total-year funds comply with outyear targets set by OMB.

FY27 BLI Number	Capital Budget Line Item (BLI) Program	FY 2027 Est.	FY 2028 Est.	FY 2029 Est.	FY 2030 Est.	FY2031 Est.
Activity 1: Engineering, Development, Test and Evaluation Facilities & Equipment		\$230.50	\$113.76	\$119.47	\$117.29	\$156.93
1A01	Advanced Technology Development and Prototyping	\$133.70	\$34.04	\$36.44	\$39.46	\$59.98
1A02	William J. Hughes Technical Center Laboratory Sustainment	\$16.90	\$12.86	\$12.75	\$12.40	\$10.74
1A03	William J. Hughes Technical Center Infrastructure Sustainment	\$17.00	\$11.35	\$11.25	\$10.95	\$9.48
1A04	Separation Management Portfolio	\$9.00	\$8.32	\$8.16	\$7.67	\$2.97
1A05	Traffic Flow Management Portfolio	\$9.00	\$7.68	\$7.53	\$7.08	\$12.85
1A06	On Demand NAS Portfolio	\$12.20	\$6.40	\$7.53	\$6.49	\$9.89
1A07	National Airspace System (NAS) Infrastructure Portfolio	\$11.80	\$10.24	\$12.55	\$11.20	\$18.78
1A08	Support Portfolio	\$9.40	\$5.29	\$6.00	\$5.84	\$5.05
1A09	Unmanned Aircraft Systems (UAS)	\$9.50	\$10.24	\$10.04	\$9.43	\$14.83
1A10	Enterprise, Concept Development, Human Factors, and Demonstrations Portfolio	\$2.00	\$7.36	\$7.21	\$6.78	\$12.36
Activity 2: Air Traffic Control Facilities and Equipment		\$2,694.70	\$2,927.21	\$2,924.88	\$2,929.34	\$2,910.09
A. En Route Programs		\$873.85	\$1,269.24	\$1,345.39	\$1,462.03	\$1,620.23
2A01	En Route Automation Modernization (ERAM) System Enhancements and Technology Refresh	\$62.20	\$61.39	\$73.30	\$48.66	\$60.21
2A02	Next Generation Weather Radar (NEXRAD)	\$3.00	\$3.03	\$3.00	\$2.92	\$0.00
2A03	ARTCC / CCF Building Improvements	\$157.00	\$120.72	\$80.84	\$78.44	\$66.34
2A04	Air/Ground Communications Infrastructure	\$8.50	\$7.82	\$5.13	\$5.25	\$3.79
2A05	Air Traffic Control En Route Radar Facilities Improvements	\$5.00	\$5.32	\$5.66	\$5.62	\$1.83
2A06	Oceanic Automation System	\$17.50	\$35.42	\$30.18	\$32.78	\$39.05
2A07	System-Wide Information Management	\$1.90	\$35.77	\$57.22	\$52.81	\$9.89
2A08	ADS-B NAS Wide Implementation	\$256.00	\$227.42	\$244.36	\$327.89	\$349.27
2A09	Air Traffic Management Implementation Portfolio	\$88.50	\$149.74	\$156.50	\$170.85	\$86.93
2A10	Time Based Flow Management Portfolio	\$24.60	\$30.18	\$26.24	\$28.71	\$35.26
2A11	Weather Processor	\$9.00	\$5.37	\$17.50	\$15.80	\$33.61
N/A	Airborne Collision Avoidance System X (ACAS X)	\$0.00	\$0.00	\$0.00	\$1.06	\$1.78
2A12	Data Communications	\$106.90	\$65.02	\$74.77	\$8.76	\$12.64
2A13	Offshore Automation	\$32.75	\$4.54	\$2.20	\$0.00	\$0.00
2A14	Commercial Space Integration	\$1.00	\$5.76	\$14.12	\$12.97	\$24.71
2A15	Common Automation Platform (CAP)	\$100.00	\$511.73	\$554.37	\$669.50	\$894.91
C. Flight Service Programs		\$44.50	\$102.40	\$36.64	\$30.10	\$2.74
N/A	Future Flight Services Program (FFSP)	\$0.00	\$61.59	\$3.63	\$0.00	\$0.00
2C01	Alaska Flight Service Facility Modernization (AFSFM)	\$2.00	\$1.92	\$1.88	\$1.69	\$1.98
2C02	Weather Camera Program	\$7.20	\$19.93	\$19.12	\$16.74	\$0.77
2C03	Weather Systems Portfolio	\$35.30	\$18.97	\$12.00	\$11.67	\$0.00
D. Landing and Navigation Aids Programs		\$84.10	\$121.31	\$107.60	\$101.67	\$143.00
2D01	Wide Area Augmentation System (WAAS) for GPS	\$81.10	\$63.31	\$47.05	\$44.22	\$74.14
2D02	Instrument Flight Procedures Automation (IFPA)	\$2.00	\$1.51	\$1.50	\$1.46	\$1.26
2D03	Runway Safety Areas - Navigational Mitigation	\$1.00	\$0.64	\$0.00	\$0.00	\$0.00
N/A	Landing and Lighting Portfolio	\$0.00	\$44.50	\$47.79	\$45.04	\$54.95
N/A	Distance Measuring Equipment (DME), VHF Omni-Directional Range (VOR), Tactical Air Navigation (TACAN) (DVT) Portfolio	\$0.00	\$11.35	\$11.25	\$10.95	\$12.64
E. Other ATC Facilities Programs		\$880.40	\$824.28	\$875.70	\$699.41	\$538.28
2E01	Fuel Storage Tank Replacement and Management	\$18.00	\$17.40	\$16.50	\$16.05	\$25.27
2E02	Unstaffed Infrastructure Sustainment	\$2.00	\$53.67	\$47.08	\$45.60	\$37.91
2E03	Aircraft Replacement and Related Equipment Program	\$6.50	\$4.92	\$4.88	\$4.74	\$3.79
2E04	Airport Cable Loop Systems - Sustained Support	\$3.87	\$17.96	\$19.12	\$22.32	\$153.41
2E05	Real Property Disposition	\$5.00	\$6.81	\$7.50	\$7.30	\$3.16
2E06	Child Care Center Sustainment	\$1.60	\$0.76	\$0.75	\$0.73	\$0.63
2E07	Electrical Power Systems Sustain/Support	\$57.00	\$101.28	\$105.78	\$102.88	\$99.26
2E08	Energy Management and Compliance (EMC)	\$3.20	\$2.95	\$3.00	\$2.92	\$2.53
2E09	FAA Telecommunications Infrastructure	\$716.73	\$453.02	\$518.81	\$336.76	\$0.00
N/A	Operational Analysis and Reporting Systems	\$0.00	\$5.89	\$1.67	\$0.00	\$0.00
2E10	Aeronautical Information Management Program	\$55.30	\$159.64	\$150.61	\$160.11	\$212.32
2E11	Mission Essential Cloud	\$11.20	\$0.00	\$0.00	\$0.00	\$0.00

**Federal Aviation Administration
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Estimated Funding by Budget Line Item (BLI) Continued

FY27 BLI Number	Capital Budget Line Item (BLI) Program	FY 2027 Est.	FY 2028 Est.	FY 2029 Est.	FY 2030 Est.	FY2031 Est.
Activity 3: Non-Air Traffic Control Facilities and Equipment		\$200.80	\$117.21	\$108.78	\$104.89	\$103.76
A. Support Programs		\$177.10	\$100.34	\$92.87	\$89.43	\$90.36
3A01	Hazardous Materials Management	\$20.00	\$20.65	\$23.26	\$22.62	\$19.59
3A02	Aviation Safety Analysis System (ASAS)	\$35.80	\$21.18	\$21.01	\$20.43	\$14.53
3A03	National Airspace System Recovery Communications	\$12.00	\$9.08	\$9.00	\$8.76	\$7.58
3A04	Facility Security Risk Management	\$14.30	\$13.61	\$7.50	\$7.30	\$6.32
3A05	Information Security	\$32.00	\$15.36	\$15.06	\$14.15	\$23.73
3A06	System Approach for Safety Oversight (SASO)	\$8.30	\$0.00	\$0.00	\$0.00	\$0.00
3A07	Aerospace Medical Equipment Needs (AMEN)	\$3.00	\$2.56	\$3.14	\$2.95	\$0.00
3A08	System Safety Management Portfolio	\$15.00	\$6.40	\$9.41	\$8.84	\$14.83
3A09	National Test Equipment Program	\$7.00	\$3.03	\$3.00	\$2.92	\$2.53
3A10	Mobile Assets Management Program	\$3.00	\$1.66	\$1.50	\$1.46	\$1.26
3A11	Configuration, Logistics, and Maintenance Resource Solutions (CLMRS)	\$26.70	\$6.82	\$0.00	\$0.00	\$0.00
B. Training, Equipment and Facilities		\$23.70	\$16.87	\$15.90	\$15.47	\$13.39
3B01	Aeronautical Center Infrastructure Sustainment	\$22.50	\$15.96	\$15.00	\$14.59	\$12.64
3B02	Distance Learning	\$1.20	\$0.91	\$0.90	\$0.88	\$0.76
Activity 4: Facilities and Equipment Mission Support		\$224.00	\$185.31	\$183.81	\$178.77	\$152.84
4A01	System and Development Support	\$39.00	\$31.01	\$30.76	\$29.92	\$25.90
4A02	Program Support Leases	\$55.00	\$45.38	\$45.01	\$43.78	\$37.91
4A03	Logistics and Acquisition Support Services (LSS)	\$12.00	\$9.08	\$9.00	\$8.76	\$7.58
4A04	Mike Monroney Aeronautical Center (MMAC) Lease	\$28.00	\$15.13	\$15.00	\$14.59	\$10.68
4A05	Transition Engineering Support	\$16.00	\$14.37	\$14.25	\$13.86	\$12.00
4A06	Technical Support Services Contract (TSSC)	\$24.00	\$21.18	\$21.01	\$20.43	\$17.69
4A07	Resource Tracking Program	\$10.00	\$7.56	\$7.50	\$7.30	\$6.32
4A08	Center for Advanced Aviation System Development (CAASD)	\$40.00	\$41.60	\$41.26	\$40.13	\$34.75
Activity 5: Personnel and Related Expenses		\$650.00	\$656.50	\$663.07	\$669.70	\$676.39
5A01	Personnel and Related Expenses	\$650.00	\$656.50	\$663.07	\$669.70	\$676.39
Total Year Funding		\$4,000.00	\$4,000.00	\$4,000.00	\$4,000.00	\$4,000.00

**Federal Aviation Administration
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Current Status of Major Capital Programs

The criticality of on-budget and on-time acquisitions is important for the success of major capital programs.

The table below shows the most recent status of information on FAA’s major capital programs.

FAA Capital Programs Current Information for Major Programs												
Programs	ACAT	NextGen Program	Prime Contractor	Original Baseline			Rebaseline			Current Estimate*		Comments
				Original APB Date	Completion Date	Budget \$M	Rebaseline APB Date	Revised Completion Date	Revised Budget \$M	Completion Date	Budget \$M	
Automatic Dependent Surveillance-Broadcast Baseline Services Future Segments	1NI	X	L3Harris	May-19	Jan-26	718.3				Jan-26	735.3	Current Estimate versus Original Baseline: The cost growth of \$17.0M (-2.4%) is due to the addition of ASSC at ADW, investment analysis to support ADS-B BSFS Phase 2 and award of the follow-on contract, and conversion of TDM telecommunications links to IP links.
Automatic Dependent Surveillance Broadcast Enhancements	3NI	X	L3Harris, Leidos	Jul-22	Oct-26	101.9				Dec-27	101.9	Current Estimate versus Original Baseline: The 14-month schedule delay (-23% variance) is due technical design changes as a result of userfeedback, the Air Traffic Organization’s (ATO) reprioritization of the Fiscal Year 2025 Operations budget resulted in reductions to the En Route Automation Modernization (ERAM) program funding, which forced ERAM to reduce the number of software releases used to deploy new capabilities, leading to pushing the Pilot Selected Altitude (PSA) deployment to a later software release, and accumulated delays in Leidos’ ERAM Software Release Plan due to software defects.
Advanced Technologies and Oceanic Procedures Enhancement 1	3NI	X	Leidos	Apr-19	May-25	81.7				Jun-27	85.0	Current Estimate versus Original Baseline: The cost growth of \$3.3M (-4.0% variance) is due to additional funding to complete and deploy the remaining Advanced Surveillance Enhanced Procedural Separation (ASEPS) ADS-C Reduced Oceanic Separation (ROS) capabilities. The 25-month schedule delay (-34.2% variance) is due to COVID-19 work restrictions, software operational usability issues, requested design changes from Operations, and a change in strategic priorities.
Advanced Technologies and Oceanic Procedures Sustainment 3 Phase 1	S I		Leidos	Oct-24	Sep-30	63.6				Sep-30	63.6	
Common Support Services - Weather	1	X	L3Harris	Mar-15	Aug-22	120.1	May-21	Apr-26	211.4	Sep-26	225.1	Rebaseline versus Original Baseline: The Joint Resources Council (JRC) approved the rebaseline on May 19, 2021. The cost growth of \$91.3M (-76.0% variance) and the 44-month schedule delay (-49.4% variance) are associated with underestimating software development efforts, hardware requirements, platform changes, interface changes, integration issues, and ineffective management of resources and processes related to software development and testing by the prime contractor. Current Estimate versus Rebaseline: The cost growth \$13.7M (-6.5% variance) and 5-month schedule delay (-3.8% variance) are due to a requirement to conduct ERAM user testing during convective weather, FTI prioritizing TDM to IP over other services, and FTI and NWS data limitations.
Data Communications Segment 1 Phase 2 Full En Route Services	1NI	X	L3Harris, Leidos	Aug-16	Dec-23	421.4				Jul-27	438.1	Current Estimate versus Original Baseline: The cost growth of \$16.7M (-4.0% variance) and 43-month schedule delay (-48.9% variance) and is due to Data Comm Initial Services delays, the FY19 Government shutdown, lack of Subject Matter Experts (SME) resources, latent avionics air-to-ground network interoperability issues, and COVID-19 restrictions.

**Federal Aviation Administration
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FAA Capital Programs Current Information for Major Programs												
Programs	ACAT	NextGen Program	Prime Contractor	Original Baseline			Rebaseline			Current Estimate*		Comments
				Original APB Date	Completion Date	Budget \$M	Rebaseline APB Date	Revised Completion Date	Revised Budget \$M	Completion Date	Budget \$M	
Enterprise Information Display System Phase 1	1NI	X	FAA	Jun-20	May-27	219.2	Sep-24	Dec-27	316.7	Dec-28	739.1	Rebaseline versus Original Baseline: The JRC approved the BCD on September 18, 2024. The cost growth of \$97.5M (-44.5% variance) and the 7-month schedule delay (-8.4% variance) are associated with poor performance by the prime contractor, Leidos, Leidos underestimated and underbid the Systems Engineering and Software Development effort for the program, growth in Source Lines of Code (SLOC) over the contract proposal, lack of skilled resources (from a higher labor rate category) required to complete software (SW) development. Software productivity was performed at a lower rate than the contract proposal, underestimated lower-level specifications and complexity of the system in the contract proposal. Current Estimate versus Rebaseline: The cost growth of \$422.4M (133.4% variance) and 12-month schedule delay (-13.3% variance) are due to the acceleration of the New National Airspace System (NAS) and deployment to an additional 412 sites not originally part of Phase 1. E-IDS was initially approved in a phased approach for development and deployment. In October 2023, the JRC approved a strategy decision to reduce the prime vendor's role in upcoming implementation and pivot to in-house for Phase 2 of the program. E-IDS developed a plan to accelerate the schedule and combine Phases 1 and 2 of the program, which was approved by the JRC in May 2025.
En Route Automation Modernization Sustainment 3	4TR	X	Leidos	Dec-19	Sep-26	332.9				Apr-27	356.2	Current Estimate versus Original Baseline: The cost growth of \$23.3M (-7.0% variance) and 7-month schedule delay (-8.6% variance) is due to an increase in processors purchased early to maintain the schedule due to supply chain and obsolescence issues, satisfying non-severable work efforts, increased prime contractor costs, technology refreshment work, contract support, investment analysis efforts for future segments, and continued software delays due to software defects.
FAA Enterprise Network Services	1NI		Verizon	May-24	Jul-31	2001.7				Jul-31	2001.7	
Mode Select Beacon Replacement System Phase 1A	4TR	X	Leidos	Nov-19	Apr-27	209.2				Aug-27	212.6	Current Estimate versus Original Baseline: The cost growth of \$3.4M (-1.6% variance) and 4-month schedule delay (-4.5% variance) are due to software development and testing delays with the prime contractor, and FTI prioritization and availability.
Next Generation VHF and UHF A/G Communications Phase 2	2NI		General Dynamics C4 Systems	Aug-17	Dec-26	334.2				Dec-26	354.1	Current Estimate versus Original Baseline: The cost growth of \$19.9M (-6.0% variance) is due to congressional plus ups which were used to prioritize the procurement and replacement of version 1 radios with supportability issues at En route and Terminal sites.
Notice to Airmen Modernization Phase 1	NI I		CGI Federal	Jun-25	Sep-26	172.4				Sep-26	176.1	New Add. Current Estimate versus Original Baseline: The cost growth of \$3.7M (-2.1% variance) is due to the executed contract value for the prime vendor solution development and service delivery costs being higher than planned.
Next Generation Weather Processor	1	X	Raytheon Corporation	Mar-15	Aug-22	189.3	May-21	Apr-26	319.9	Sep-26	339.5	Rebaseline versus Original Baseline: The JRC approved the BCD on May 19, 2021. The cost growth of \$130.6M (-69.0% variance) is associated with underestimating software design and development, prime contractor rate changes due to a corporate reorganization, interface changes with CSS-Wx for input and output data, underestimating the Integrated Logistics Support (ILS) Transition, and the transfer of Aviation Weather Display (AWD) service responsibility to NWP which included the development of an interface to System Wide Information Management (SWIM). The 44-month schedule delay (-49.4% variance) is associated with the CSS-Wx delays and Government Furnished Information (GFI). Current Estimate versus Rebaseline: The cost growth of \$19.6M (-6.1% variance) and 5-month schedule delay (-3.8% variance) are due to a requirement to conduct ERAM user testing during convective weather, FTI prioritizing TDM to IP over other services, and FTI and NWS data limitations.
Offshore Automation Phase 1	1NI	X	Leidos	Sep-22	Jul-29	256.3				Jul-29	278.5	Current Estimate versus Original Baseline: The cost growth of \$22.2M (-8.7% variance) is due to underestimating costs for construction, hardware, licenses, and ERAM shared costs and functionalities that have grown in complexity and require more time to engineer.

**Federal Aviation Administration
FY 2027 President's Budget Submission**

FAA Capital Programs Current Information for Major Programs												
Programs	ACAT	NextGen Program	Prime Contractor	Original Baseline			Rebaseline			Current Estimate*		Comments
				Original APB Date	Completion Date	Budget \$M	Rebaseline APB Date	Revised Completion Date	Revised Budget \$M	Completion Date	Budget \$M	
System Approach for Safety Oversight Phase 4	3NI		Volpe	Jul-21	Sep-28	130.4				Sep-28	131.5	Current Estimate versus Original Baseline: The cost growth of \$1.1M (-0.8% variance) is due to funding in support the investment analysis for the follow-on phase of the program.
Standard Terminal Automation Replacement System Sustainment 3	4TR	X	Raytheon Corporation	Jun-21	Mar-27	241.4				Jun-27	241.6	Current Estimate versus Original Baseline: The cost growth of \$0.2M (-0.1% variance) is due to funding needed to cover Transition to operations and maintenance. The 3-month schedule delay (-4.3% variance) is due to additional capabilities that were inserted into the software release cycle, software defects, resource constraints due to FTI priorities.
Standard Terminal Automation Replacement System Sustainment 4	S I	X	Raytheon Corporation	Jul-24	Jan-33	811.1				Jan-33	811.1	
System Wide Information Management Segment 2D	NI IIA	X	L3Harris	May-24	Apr-29	177.8				Apr-29	177.8	
Terminal Flight Data Manager	1	X	Leidos	Jun-16	Sep-28	795.2				Mar-29	1250.0	Current Estimate versus Original Baseline: The cost growth of \$454.8M (-57.2% variance) and 6-month schedule delay (-4.1% variance) is due to contractor performance issues, the government shutdown in FY2019, COVID-19 work restrictions, an operating system upgrade, changes in requirements to improve system security, and increased FTI and SWIM costs.
Terminal Precipitation on the Glass	NI IIA		BCI	Oct-23	Aug-29	37.8				Jun-29	37.8	
Voice Communication Systems Phase 1a APC - Qualification	1NI		Frequents USA	Dec-23	Jul-26	\$133.8				Mar-26	\$110.9	
Wide Area Augmentation System Phase 4B	NI IIA		Raytheon/ Collins	Jun-22	Jun-28	665.3				Mar-30	633.3	Current Estimate versus Original Baseline: The 21-month schedule delay (-28.0% variance) is due to contractor performance and technical difficulties associated with the integration of new processors and the migration to a new operating system.

The table below shows the most recent status of FAA's completed major capital programs.

FAA Capital Programs Major Programs - Completed or Canceled												
Programs	ACAT	NextGen Program	Prime Vendor	Original Baseline			Re-baseline			Actual Results		Comments
				Original APB Date	Completion Date	Budget \$M	Re-baseline APB Date	Revised Completion Date	Revised Budget \$M	Completion Date	Budget \$M	
Data Communications Segment 1 Phase 2 Initial En Route Services	1NI	X	L3Harris, Leidos	Oct-14	Feb-21	\$816.7				May-25	\$863.4	Program completed. Actual versus Original Baseline: The 51-month schedule delay (-67.1% variance) and cost growth of \$46.7M (-5.7% variance) are due to the government shutdown in FY2019, COVID-19 restrictions, latent avionics and air/ground network interoperability issues, and the FY23/24 hiring surge impacting controller availability.
En Route Automation Modernization Enhancements 2	1NI	x	Leidos	Dec-16	Dec-23	\$253.6	Dec-18	Dec-24	\$192.9	Jul-25	\$168.5	Program Completed. Actual versus Original Baseline: The JRC approved the BCD on December 19, 2018. The 19-month schedule delay (-22.6% variance) is due budget uncertainty and reductions, technical changes, and adjusting priorities. In addition, COVID-19 work restrictions, a reprioritization of planned release content, and unplanned operational evaluations and key site tests due to software issues and defects further contributed to the schedule delays. Actual versus Re-baseline: The 7-month (-7.3% variance) is due to COVID-19 work restrictions, a reprioritization of planned release content, and unplanned operational evaluations and key site tests due to software issues and defects.
System Wide Information Management Segment 2C	4TR	X	L3Harris	Mar-20	Sep-25	\$129.5				Nov-25	\$133.9	Program Completed. Actual versus Original Baseline: The cost growth of \$4.4M (-3.4% variance) is associated with replacement of the legacy National Offload Program (NOP) hardware at 148 STARS sites with Store and Forward Appliances (SAFA) Devices and the related upgrade of the SWIM Terminal Data Distribution Services (STDDS) software. The 2-month schedule delay (-3.0% variance) is due to changes in FTI priorities.